06-12-2026 LETTING ITEM 151

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	1
	ILLINOIS	CONTRACT NO. 76R32		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

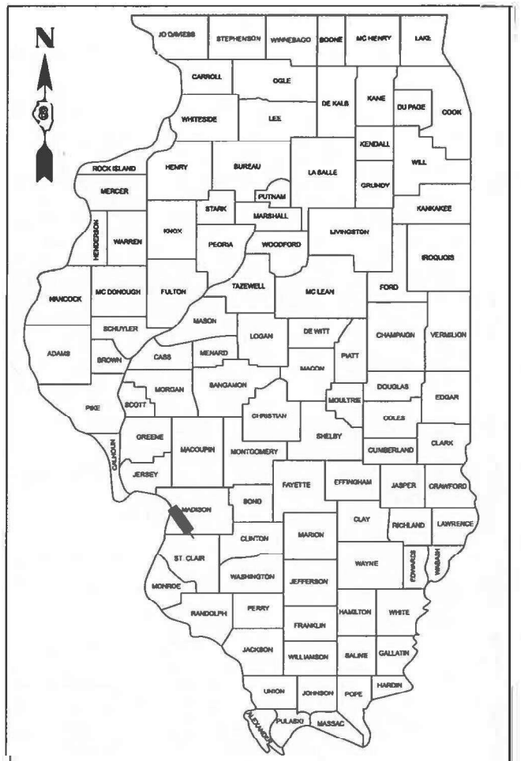
FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROPOSED HIGHWAY PLANS

FAP ROUTE 789 (IL 111/IL 3)
SECTION 1-BR-1
PROJECT BR-G1LA(637)
BRIDGE DECK REPLACEMENT
MADISON COUNTY

C-98-115-22

D-98-083-22

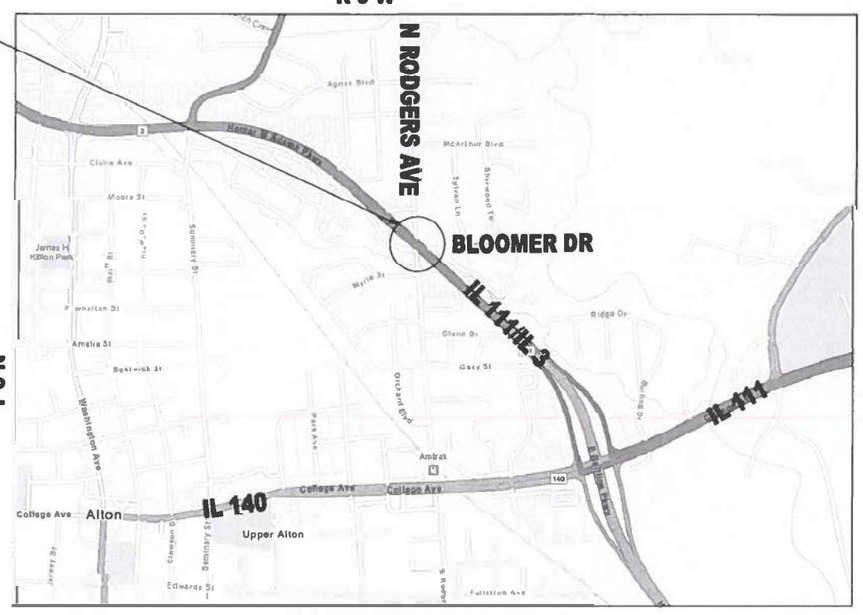


LOCATION OF SECTION INDICATED THUS: -

PROJECT LOCATION
S.N. 060-0120
STA. 261+62 TO 271+50
CARRYING F.A.P. ROUTE 789 (IL 111/IL 3)
OVER N RODGERS AVE & BLOOMER DR
38.91170 N 90.13689 W

R 9 W

T 5 N



LOCATION MAP
NOT TO SCALE

GROSS LENGTH = 988.00 FT. = 0.187 MILE
NET LENGTH = 988.00 FT. = 0.187 MILE

N

FUNCTIONAL CLASSIFICATION

OTHER PRINCIPAL ARTERIAL
F.A.P. ROUTE 789 (IL 111/IL 3)
2025 ADT = 18,100
P.V.=95.6% S.U.=2.9% M.U.=1.5%

0 100' 200' 300' — 1"= 100'
0 10' 20' 30' — 1"= 10'
0 50' 100' — 1"= 50'
0 50' 100' — 1"= 40'
0 50' 100' — 1"= 30'
0 50' 100' — 1"= 20'

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: CHERYL KEPLAR

PROJECT MANAGER: BRANDON HUMPHREYS

CONTRACT NO. 76R32

LIN ENGINEERING,LTD.
Consulting Engineers
Westmont, Illinois

SHIRAZ TARIQUE
062-064219
LICENSED PROFESSIONAL ENGINEER
OF
ILLINOIS

3/13/2026
Shiraz Tarique — Date
Illinois Registered Engineer No. 062-064219
Registration Expires Nov. 30, 2027

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED Mar. 10 20 26
REGIONAL ENGINEER

May 8 20 26
ENGINEER OF DESIGN AND ENVIRONMENT

May 8 20 26
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

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INDEX OF SHEETS

HIGHWAY STANDARDS

000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420401-13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
482011-03	HMA SHLD. STRIPS/SHLDS, WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
515001-04	NAME PLATE FOR BRIDGES
542401-04	METAL FLARED END SECTION FOR PIPE CULVERTS
606301-04	PC CONCRETE ISLANDS AND MEDIANS
610001-09	SHOULDER INLET WITH CURB
630001-13	STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-10	TRAFFIC BARRIER TERMINAL, TYPE 2
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
637006-05	CONCRETE BARRIER, DOUBLE FACE, 44 IN. HEIGHT
701011-04	OFF-RD MOVING OPERATIONS 2L, 2W, DAY ONLY
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS ≥ 45 MPH
701423-10	LANE CLOSURE, MULTILANE, WITH BARRIER, FOR SPEEDS ≥ 45 MPH TO 55 MPH
701426-09	LANE CLOSURE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS ≥ 45 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701901-11	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
725001-01	OBJECT AND TERMINAL MARKERS
728001-01	TELESCOPING STEEL SIGN SUPPORT
731001-01	BASE FOR TELESCOPING STEEL SIGN SUPPORT
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782001-01	CURB REFLECTORS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
643001-03	SAND MODULE IMPACT ATTENUATORS

GENERAL NOTES

1. UTILITIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA:

   *CITY OF ALTON - SANITARY SEWER
   *CITY OF ALTON - LIGHTING
   *AMEREN ILLINOIS - GAS & ELECTRIC
   *AT&T ILLINOIS - COMMUNICATIONS
   *CHARTER COMMUNICATIONS, INC. - CABLE TV
   *EVERSTREAM GLC HOLDING COMPANY LLC - COMMUNICATIONS
   *ILLINOIS AMERICAN WATER COMPANY - WATER & SANITARY SEWER

2. THE RESIDENT ENGINEER SHALL VERIFY THE EXISTENCE OF HIGHWAY LIGHTING AND/OR INTELLIGENT TRANSPORTATION SYSTEMS (I.T.S) UTILITIES WITHIN THE PROJECT LIMITS. IF HIGHWAY LIGHTING AND/OR I.T.S EXISTS WITHIN THE PROJECT LIMITS, AND IF THESE ITEMS REQUIRE LOCATING, THE CONTRACTOR SHALL BE DIRECTED TO DO SO ACCORDING TO SECTION 803 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

3. CHANGEABLE MESSAGE SIGNS SHALL BE REQUIRED FOR THIS PROJECT. THEY SHALL BE PLACED 2 WEEKS PRIOR TO THE START OF CONSTRUCTION AND SHALL REMAIN UP FOR THE DURATION OF THE PROJECT. THE CMS SHALL BE LOCATED AS DETAILED IN THE TRAFFIC CONTROL PLANS OR AS DIRECTED BY THE ENGINEER.

4. THE DEPARTMENT STRONGLY ENCOURAGES THE PRIME CONTRACTOR AND THEIR APPROVED SUB-CONTRACTORS TO HIRE MINORITY, WOMEN, AND DISADVANTAGED INDIVIDUALS FROM ITS FEDERALLY FUNDED HIGHWAY CONSTRUCTION CAREERS TRAINING PROGRAM (HCCTP) TO HELP MEET WORKFORCE AND TRAINEE GOALS. THIS PROGRAM IS TRAINING MINORITIES, WOMEN, AND DISADVANTAGED INDIVIDUALS IN HIGHWAY CONSTRUCTION-RELATED SKILLS, E.G., MATH FOR THE TRADES, JOB READINESS, TECHNICAL SKILLS COURSEWORK (CARPENTRY, CONCRETE FLATWORK, BLUEPRINT READING, SITE WORK, TOOLS USE, ETC.) AND OSHA 10 HOUR CERTIFICATION, TO PREPARE THEM FOR A CAREER IN THE HIGHWAY CONSTRUCTION TRADES. GRADUATES ARE WELL-TRAINED AND READY TO BECOME PRODUCTIVE ENTRY-LEVEL CONSTRUCTION WORKERS. CONTACT THE DISTRICT 8 EEO OFFICE AT 618-346-3360 AND/OR THE HCCTP COORDINATOR AT 618-874-6528 TO LEARN MORE ABOUT THE PROGRAM AND FOR ASSISTANCE IN MEETING WORKFORCE AND TRAINEE GOALS.

5. ALL TURF AREAS DISTURBED BY THE CONTRACTOR SHALL BE SEEDED WITH THE APPROPRIATE EROSION CONTROL, AS DIRECTED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

6. THE PAVEMENT MARKINGS SHOWN IN THE PLANS ARE APPROXIMATE. THE LOCATION OF THE PROPOSED MARKING SHALL MATCH EXISTING LOCATIONS AS DIRECTED BY THE ENGINEER.

7. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USE	HMA BINDER	POLY HMA SURFACE	HMA SHOULDERS (LOWER)	HMA SHOULDERS (SURFACE)
AC/PG	PG 64-22	SBS PG 70-28	PG 64-22	PG 64-22
DESIGN AIR VOIDS	4% @ N90	4% @ N90	4% @ N70	4% @ N90
MIXTURE COMPOSITION: (GRADATION)	IL 9.5 FG	IL 9.5	IL 19.0	IL 9.5
FRICTION AGGREGATE	MIXTURE C	MIXTURE D	MIXTURE B	MIXTURE D
QUALITY MANAGEMENT PROGRAM	QC/QA	QC/QA	QC/QA	QC/QA
MATERIAL TRANSFER DEVICE (REQUIRED)	NO	NO	NO	NO

PLAN QUANTITIES FOR HOT-MIX ASPHALT ITEMS ARE CALCULATED USING A UNIT WEIGHT OF 112LB/SQ YD/IN (59.8 KG/SQ M/25MM THICKNESS).

8. THE CONTRACTOR SHALL PROVIDE POSITIVE AND ADEQUATE DRAINAGE AT ALL TIMES.

9. HOT-MIX ASPHALT SURFACE REMOVAL WILL BE CONTROLLED AT THE EDGE OF PAVEMENT AND PAVEMENT CROSS SLOPES WILL BE REESTABLISHED FROM THESE POINTS.

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

AGGREGATE	2.05 TON/CU YD
BITUMINOUS MATERIALS TACK COAT	0.0002 TON/SQ YD (EXISTING) OR 0.0001 TON/SQ YD (NEW)
EARTHWORK SHRINKAGE FACTOR	15%
SHORT TERM PAVEMENT MARKING	10 FT/100FT OF APPLICATION

COMMITMENTS

NONE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, STANDARDS, GENERAL NOTES, & COMMITMENTS

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	2
		CONTRACT NO. 76R32		
	ILLINOIS	FED. AID PROJECT		

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED/20% STATE BRIDGE 0013 060-0120
20200100	EARTH EXCAVATION	CU YD	110	110
20700220	POROUS GRANULAR EMBANKMENT	CU YD	21	21
25000200	SEEDING, CLASS 2	ACRE	0.25	0.25
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	30	30
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	30	30
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	30	30
25100115	MULCH, METHOD 2	ACRE	0.25	0.25
25100630	EROSION CONTROL BLANKET	SQ YD	136	136
28000400	PERIMETER EROSION BARRIER	FOOT	782	782
28000500	INLET AND PIPE PROTECTION	EACH	4	4
31102100	SUBBASE GRANULAR MATERIAL, TYPE C 4"	SQ YD	522	522
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	1,221	1,221
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1,548	1,548

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 789 (IL 111/IL 3) OVER N. RODGERS AVE & BLOOMER DR
SUMMARY OF QUANTITIES

SCALE: | SHEET 1 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	3
		CONTRACT NO. 76R32		
		ILLINOIS	FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED/20% STATE BRIDGE 0013 060-0120
40602975	HOT-MIX ASPHALT BINDER COURSE, IL-9.5FG, N90	TON	107	107
40604164	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5FG, MIX "D", N90	TON	128	128
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	686	686
42001300	PROTECTIVE COAT	SQ YD	2,344	2,344
44000100	PAVEMENT REMOVAL	SQ YD	871	871
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	617	617
44001980	CONCRETE BARRIER REMOVAL	FOOT	135	135
44003100	MEDIAN REMOVAL	SQ FT	3,515	3,515
44004250	PAVED SHOULDER REMOVAL	SQ YD	466	466
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	111	111
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	432	432
50102400	CONCRETE REMOVAL	CU YD	53.8	53.8
50104650	SLOPE WALL REMOVAL	SQ YD	121	121
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	1	1

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 789 (IL 111/IL 3) OVER N. RODGERS AVE & BLOOMER DR
SUMMARY OF QUANTITIES

SCALE: | SHEET 2 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	4
		CONTRACT NO. 76R32		
	ILLINOIS	FED. AID PROJECT		

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED/20% STATE BRIDGE 0013 060-0120
50157300	PROTECTIVE SHIELD	SQ YD	1,454	1,454
50200100	STRUCTURE EXCAVATION	CU YD	302	302
50300225	CONCRETE STRUCTURES	CU YD	64	64
50300255	CONCRETE SUPERSTRUCTURE	CU YD	904.5	904.5
50300300	PROTECTIVE COAT	SQ YD	3,352	3,352
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	14,920	14,920
50500505	STUD SHEAR CONNECTORS	EACH	10,188	10,188
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	215,270	215,270
50800515	BAR SPLICERS	EACH	2,478	2,478
51100100	SLOPE WALL 4 INCH	SQ YD	121	121
51500100	NAME PLATES	EACH	1	1
52000110	PREFORMED JOINT STRIP SEAL	FOOT	182	182
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	48	48
52100510	ANCHOR BOLTS, 3/4"	EACH	96	96

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 789 (IL 111/IL 3) OVER N. RODGERS AVE & BLOOMER DR
SUMMARY OF QUANTITIES

SCALE: | SHEET 3 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	5
		CONTRACT NO. 76R32		
		ILLINOIS	FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED/20% STATE BRIDGE 0013 060-0120
52100530	ANCHOR BOLTS, 1 1/4"	EACH	48	48
52200010	TEMPORARY SHEET PILING	SQ FT	841	841
53212754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	167	167
54210182	PIPE ELBOW, 12"	EACH	2	2
54262712	METAL FLARED END SECTIONS 12"	EACH	2	2
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	280	280
59000200	EPOXY CRACK INJECTION	FOOT	219	219
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	153	153
60100945	PIPE DRAINS 12"	FOOT	18	18
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	266	266
60619200	CONCRETE MEDIAN, TYPE SB-6.06	SQ FT	3,185	3,185
61000050	CONCRETE THRUST BLOCKS	EACH	2	2
61000335	TYPE G INLET BOX, STANDARD 610001	EACH	2	2
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	100.0	100.0

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 789 (IL 111/IL 3) OVER N. RODGERS AVE & BLOOMER DR
SUMMARY OF QUANTITIES

SCALE: | SHEET 4 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	6
		CONTRACT NO. 76R32		
	ILLINOIS	FED. AID PROJECT		

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED/20% STATE BRIDGE 0013 060-0120
*	63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	600.0	600.0
*	63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	2
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1	1
	63200310	GUARDRAIL REMOVAL	FOOT	983	983
	63700280	CONCRETE BARRIER, DOUBLE FACE, 44 INCH HEIGHT	FOOT	64	64
	63700805	CONCRETE BARRIER TRANSITION	FOOT	10	10
	63700900	CONCRETE BARRIER BASE	FOOT	74	74
	64300260	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1	1
	64301090	ATTENUATOR BASE	SQ YD	10	10
	66201120	CONCRETE SHOULDER CURB	FOOT	560	560
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12
	67100100	MOBILIZATION	L SUM	1	1
	70100325	TRAFFIC CONTROL AND PROTECTION, STANDARD 701423	EACH	1	1

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 789 (IL 111/IL 3) OVER N. RODGERS AVE & BLOOMER DR
SUMMARY OF QUANTITIES

SCALE: | SHEET 5 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	7
		CONTRACT NO. 76R32		
	ILLINOIS	FED. AID PROJECT		

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED/20% STATE BRIDGE 0013 060-0120
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	1	1
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	90	90
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	280	280
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	2,292	2,292
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	908	908
70307120	TEMPORARY PAVEMENT MARKING - LINE 4"- TYPE IV TAPE	FOOT	18,598	18,598
70307140	TEMPORARY PAVEMENT MARKING - LINE 8"- TYPE IV TAPE	FOOT	4,321	4,321
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1,962.5	1,962.5
70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	483	483
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1,862.5	1,862.5
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2
70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2
72000100	SIGN PANEL - TYPE 1	SQ FT	5	5

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 789 (IL 111/IL 3) OVER N. RODGERS AVE & BLOOMER DR
SUMMARY OF QUANTITIES

SCALE: | SHEET 6 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	8
		CONTRACT NO. 76R32		
		ILLINOIS | FED. AID PROJECT		

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED/20% STATE BRIDGE 0013 060-0120
*	72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	1	1
*	72400600	RELOCATE SIGN PANEL ASSEMBLY - TYPE B	EACH	1	1
*	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	1	1
*	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	10	10
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	18	18
*	73100100	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	1	1
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	8,375	8,375
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	2,009	2,009
*	78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	2,385	2,385
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	22	22
*	78100300	REPLACEMENT REFLECTOR	EACH	50	50
*	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	13	13
*	78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	34	34
*	78200020	CURB REFLECTORS	EACH	45	45
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	22	22
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	4,932	4,932
	X4401981	CONCRETE BARRIER BASE REMOVAL	SQ FT	537	537

* SPECIALTY ITEM

REV - MS

MODEL: SOQ-6 [Sheet]
FILE NAME: E:\2317-6\CADD_Sheets\D676R32-sht-SOQ.dgn

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Westmont, Illinois

USER NAME = cbarh	DESIGNED - JK	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 789 (IL 111/IL 3) OVER N. RODGERS AVE & BLOOMER DR
SUMMARY OF QUANTITIES

SCALE: | SHEET 7 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	9
		CONTRACT NO. 76R32		
		ILLINOIS	FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED/20% STATE BRIDGE 0013 060-0120
X5017311	REMOVAL OF EXISTING PROTECTIVE SHIELD	SQ YD	2,250	2,250
X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	2,310	2,310
X5030353	CONCRETE WEARING SURFACE, 5 1/4"	SQ YD	417	417
X5040100	PRECAST BRIDGE APPROACH SLAB	SQ FT	3,775	3,775
X5051206	STRUCTURAL STEEL REPAIR	POUND	5,400	5,400
X5080530	BAR TERMINATORS	EACH	388	388
X5230176	DRAINAGE SCUPPERS, DS-12	EACH	6	6
X6061300	CONCRETE MEDIAN, TYPE SB-6.06 (DOWELLED)	SQ FT	370	370
X6430120	REMOVE IMPACT ATTENUATORS, NO SALVAGE	EACH	1	1
X6431110	REMOVE ATTENUATOR BASE	EACH	1	1
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1
X7200201	WIDTH RESTRICTION SIGNING	L SUM	1	1
X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	50	50
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	48	48

* SPECIALTY ITEM

MODEL: SOQ-7 [Sheet]
FILE NAME: E:\2317-6\CADD_Sheets\D876R32-sht-SOQ.dgn

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USER NAME = jkehn	DESIGNED - JK	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 789 (IL 111/IL 3) OVER N. RODGERS AVE & BLOOMER DR
SUMMARY OF QUANTITIES

SCALE: | SHEET 8 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	10
		CONTRACT NO. 76R32		
	ILLINOIS	FED. AID PROJECT		

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED/20% STATE BRIDGE 0013 060-0120
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
*	Z0024475	TUBULAR MARKER	EACH	3	3
	Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	2,609	2,609
Ø	Z0076600	TRAINEES	HOUR	3000	3000
Ø	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	3000	3000

* SPECIALTY ITEM

Ø 0042

REV - MS

MODEL: SOQ-8 [Sheet]
FILE NAME: E:\2317-6\CADD_Sheets\D876R32-sht-SOQ.dgn

USER NAME = jkehn	DESIGNED - JK	REVISED -
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PLOT DATE = 3/10/2026	DATE - 3/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 789 (IL 111/IL 3) OVER N. RODGERS AVE & BLOOMER DR
SUMMARY OF QUANTITIES

SCALE: | SHEET 9 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	11

CONTRACT NO. 76R32

ILLINOIS | FED. AID PROJECT

SEEDING, CLASS 2

FROM STATION	TO STATION	LT/RT	AREA (ACRE)
261+62.00	263+83.03	LT	0.02
267+85.15	271+00.00	LT	0.02
268+50.56	270+75.00	RT	0.01
		ROUNDED TOTAL	0.25

MULCH, METHOD 2

FROM STATION	TO STATION	LT/RT	AREA (ACRE)
261+62.00	262+00.00	LT	0.01
267+85.15	268+80.00	LT	0.01
268+50.56	268+80.00	RT	0.01
269+00.00	271+00.00	LT	0.01
269+00.00	269+75.00	RT	0.01
270+50.00	270+75.00	RT	0.01
		ROUNDED TOTAL	0.25

EROSION CONTROL BLANKET

FROM STATION	TO STATION	LT/RT	AREA (SQ YD)
262+00.00	263+83.03	LT	74.08
268+80.00	269+00.00	LT	13.37
268+80.00	269+00.00	RT	13.37
269+75.00	270+50.00	RT	34.54
		ROUNDED TOTAL	136

PERIMETER EROSION BARRIER

FROM STATION	TO STATION	LT/RT	FOOT
261+62.00	263+83.03	LT	226.74
267+85.15	271+00.00	LT	321.45
268+50.56	270+75.00	RT	233.32
		ROUNDED TOTAL	782

INLET AND PIPE PROTECTION

STATION	LT/RT	EACH
268+87.50	LT	2
268+87.50	RT	2
	TOTAL	4

PIPE ELBOW, 12"

STATION	LT/RT	EACH
268+87.50	LT	1
268+87.50	RT	1
	TOTAL	2

METAL FLARED END SECTIONS 12"

STATION	LT/RT	EACH
268+87.50	LT	1
268+87.50	RT	1
	TOTAL	2

PIPE DRAINS, 12"

STATION	LT/RT	FOOT
268+87.50	LT	9.00
268+87.50	RT	9.00
	ROUNDED TOTAL	18

CONCRETE THRUST BLOCKS

STATION	LT/RT	EACH
268+87.50	LT	1
268+87.50	RT	1
	TOTAL	2

TYPE G INLET BOX, STANDARD 610001

STATION	LT/RT	EACH
268+87.50	LT	1
268+87.50	RT	1
	TOTAL	2

STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS

FROM STATION	TO STATION	LT/RT	FOOT
262+46.23	263+46.16	LT	100.00
		ROUNDED TOTAL	100.0

STEEL PLATE BEAM GUARDRAIL, TYPE A, 9' POSTS

FROM STATION	TO STATION	LT/RT	FOOT
261+62.00	264+11.58	RT	250.00
268+22.06	270+47.06	LT	225.00
268+87.48	270+12.47	RT	125.00
		ROUNDED TOTAL	600.0

TRAFFIC BARRIER TERMINAL, TYPE 2

FROM STATION	TO STATION	LT/RT	EACH
262+33.73	262+46.23	LT	1
270+12.47	270+24.97	RT	1
		TOTAL	2

TRAFFIC BARRIER TERMINAL, TYPE 6

FROM STATION	TO STATION	LT/RT	EACH
263+46.16	263+85.53	LT	1
264+11.58	264+50.93	RT	1
267+82.65	268+22.06	LT	1
268+48.06	268+87.48	RT	1
		TOTAL	4

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT

FROM STATION	TO STATION	LT/RT	EACH
270+47.06	270+97.06	LT	1
		TOTAL	1

GUARDRAIL REMOVAL

FROM STATION	TO STATION	LT/RT	FOOT
261+62.00	264+65.73	RT	304.08
262+36.40	264+00.11	LT	163.99
267+68.11	270+94.16	LT	326.06
268+33.74	270+21.95	RT	188.21
		ROUNDED TOTAL	983

TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE

FROM STATION	TO STATION	LT/RT	FOOT
STAGE 1			
253+74.71	271+75.00	RT	1,801.26
253+74.71	271+75.00	RT	1,800.25
261+04.18	294+31.05	LT	3,328.46
261+04.18	276+29.22	LT	1,527.11
285+91.05	294+31.05	LT	849.04
STAGE 2			
253+74.71	271+75.00	RT	1,800.40
253+74.71	271+75.00	RT	1,801.17
259+62.00	294+31.05	LT	3,476.72
261+01.04	274+61.40	LT	1,361.27
285+91.05	294+31.05	LT	851.66
		ROUNDED TOTAL	18,598

TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE

FROM STATION	TO STATION	LT/RT	FOOT
STAGE 1			
276+29.22	285+89.50	LT	964.17
280+61.05	285+91.05	LT	532.64
280+61.05	285+91.05	LT	530.88
STAGE 2			
274+61.40	285+89.53	LT	1,131.59
280+12.30	285+91.05	LT	581.00
280+12.30	285+91.05	LT	580.26
		ROUNDED TOTAL	4,321

TERMINAL MARKER - DIRECT APPLIED

STATION	LT/RT	EACH
270+97.06	LT	1
	TOTAL	1

TEMPORARY CONCRETE BARRIER

FROM STATION	TO STATION	LT/RT	FOOT
STAGE 1			
260+38.01	269+75.00	RT	937.50
261+61.93	270+86.63	LT	925.00
STAGE 2			
260+62.00	261+62.00	LT	100.00
		ROUNDED TOTAL	1,962.5

PINNING TEMPORARY CONCRETE BARRIER

FROM STATION	TO STATION	LT/RT	EACH
STAGE 1			
260+38.01	264+14.19	RT	90
261+61.93	263+87.16	LT	54
268+17.45	270+86.63	LT	66
268+46.31	269+75.00	RT	30
STAGE 2			
260+38.31	264+20.84	RT	93
261+62.00	263+82.27	LT	54
268+12.75	270+86.78	LT	66
268+51.02	269+75.00	RT	30
		TOTAL	483

RELOCATE TEMPORARY CONCRETE BARRIER

FROM STATION	TO STATION	LT/RT	FOOT
STAGE 2			
260+38.31	269+75.00	RT	937.50
261+62.00	270+86.78	LT	925.00
		ROUNDED TOTAL	1,862.5

IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3

STATION	LT/RT	EACH
STAGE 1		
260+38.01	RT	1
270+86.63	LT	1
	TOTAL	2

IMPACT ATTENUATOR, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3

STATION	LT/RT	EACH
STAGE 2		
260+38.31	RT	1
270+86.78	LT	1
	TOTAL	2

THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS

FROM STATION	TO STATION	LT/RT	AREA (SQ FT)
259+01.42	259+07.45	RT	8.80
259+61.47	259+67.48	RT	8.80
		ROUNDED TOTAL	18

THERMOPLASTIC PAVEMENT MARKING - LINE 6"

FROM STATION	TO STATION	LT/RT	FOOT
253+74.75	259+90.20	LT/RT	647.26
253+74.75	263+50.00	RT	243.80
253+74.75	263+50.00	RT	975.20
255+73.72	258+80.12	RT	76.62
258+80.12	259+90.20	RT	109.86
259+62.00	260+16.29	LT	54.52
259+62.00	263+50.00	LT	96.99
260+79.81	263+50.00	LT	271.27
260+79.81	263+50.00	RT	276.77
261+04.17	263+50.00	LT	245.78
268+80.00	274+61.40	LT	581.40
268+80.00	294+31.05	LT	639.63
268+80.00	294+31.05	LT	2,552.60
268+80.00	271+75.00	RT	295.00
268+80.00	271+75.00	RT	73.75
268+80.00	271+75.00	RT	295.00
279+87.10	283+34.68	LT	86.90
285+91.05	294+31.05	LT	851.71
		ROUNDED TOTAL	8,375

THERMOPLASTIC PAVEMENT MARKING - LINE 8"

FROM STATION	TO STATION	LT/RT	FOOT
274+61.40	285+89.53	LT	1,131.59
281+54.82	285+91.05	LT	438.71
281+54.82	285+91.05	LT	437.82
		ROUNDED TOTAL	2,009

MODIFIED URETHANE PAVEMENT MARKING - LINE 6"

FROM STATION	TO STATION	LT/RT	FOOT
263+50.00	268+80.00	LT	530.00
263+50.00	268+80.00	LT	132.50
263+50.00	268+80.00	LT	530.00
263+50.00	268+80.00	RT	530.00
263+50.00	268+80.00	RT	132.50
263+50.00	268+80.00	RT	530.00
		ROUNDED TOTAL	2,385

PAVEMENT MARKING REMOVAL - WATER BLASTING

FROM STATION	TO STATION	LT/RT	WIDTH (INCH)	AREA (SQ FT)
253+74.75	259+90.20	LT/RT	4.00	215.75
253+74.75	271+75.00	RT	4.00	150.08
253+74.75	271+75.00	RT	4.00	600.06
255+73.72	258+80.12	RT	4.00	25.54
258+80.12	259+90.20	RT	6.00	54.93
259+01.42	259+07.45	RT		8.80
259+61.47	259+67.48	RT		8.80
259+62.00	260+16.29	LT	4.00	18.17
259+62.00	294+31.05	LT	4.00	289.77
260+79.81	294+31.05	LT	4.00	1,104.84
260+79.81	271+75.00	RT	4.00	380.05
261+04.17	274+61.40	LT	4.00	452.41
274+61.40	285+89.53	LT	8.00	754.39
281+54.82	285+91.05	LT	8.00	292.47
281+54.82	285+91.05	LT	8.00	291.88
285+91.05	294+31.05	LT	4.00	283.90
		ROUNDED TOTAL		4,932

PROTECTIVE COAT

FROM STATION	TO STATION	LT/RT	AREA (SQ YD)
260+79.91	263+50.00	RT/LT	353.87
263+50.00	264+00.73	RT/LT	28.46
263+50.00	264+33.87	RT/LT	365.81
268+00.75	268+80.00	RT/LT	319.55
268+32.85	268+61.58	RT/LT	12.59
269+01.50	269+65.00	RT/LT	51.74
269+65.00	269+75.00	RT/LT	8.15
268+00.75	271+50.00	LT	19.41
268+64.95	270+75.00	RT	11.67
		ROUNDED TOTAL	2,344

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

FROM STATION	TO STATION	LT/RT	EACH
261+62.00	269+75.00	LT	11
261+62.00	269+75.00	RT	11
		TOTAL	22

RAISED REFLECTIVE PAVEMENT MARKER

FROM STATION	TO STATION	LT/RT	EACH
261+62.00	269+75.00	LT	11
261+62.00	269+75.00	RT	11
		TOTAL	22

RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL

FROM STATION	TO STATION	LT/RT	EACH
253+74.75	261+62.00	RT	10
258+80.12	259+90.20	RT	3
259+62.00	261+62.00	LT	3
269+75.00	294+31.05	LT	31
269+75.00	271+75.00	RT	3
		TOTAL	50

REPLACEMENT REFLECTOR

FROM STATION	TO STATION	LT/RT	EACH
253+74.75	261+62.00	RT	10
258+80.12	259+90.20	RT	3
259+62.00	261+62.00	LT	3
269+75.00	294+31.05	LT	31
269+75.00	271+75.00	RT	3
		TOTAL	50

GUARDRAIL REFLECTORS, TYPE A

FROM STATION	TO STATION	LT/RT	EACH
261+62.00	264+50.93	LT	2
262+33.73	263+84.28	RT	4
267+82.65	270+47.06	LT	4
268+48.06	270+24.97	RT	3
		TOTAL	13

MODEL: Schedules-1 [Sheet]
FILE NAME: E:\2317-6\CADD_Sheets\D876R32-sht-schedules.dgn

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Westmont, Illinois

USER NAME = cbarh	DESIGNED - JK	REVISED -
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PLOT DATE = 2/4/2026	DATE - 3/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: N.T.S. | SHEET 2 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	13
		CONTRACT NO. 76R32		
	ILLINOIS	FED. AID PROJECT		

SUBBASE GRANULAR MATERIAL, TYPE C 4"

FROM STATION	TO STATION	LT/RT	AREA (SQ YD)
261+62.00	263+50.00	RT	142.72
261+62.00	263+50.00	LT	160.13
268+95.00	270+75.00	RT	87.18
268+95.00	271+50.00	LT	131.67
		ROUNDED TOTAL	522

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

FROM STATION	TO STATION	LT/RT	AREA (SQ YD)
261+62.00	263+50.00	LT	515.85
261+62.00	263+50.00	RT	519.71
268+80.00	270+75.00	LT	256.49
268+80.00	271+50.00	RT	255.19
		ROUNDED TOTAL	1,548

HOT-MIX ASPHALT BINDER COURSE, IL-9.5FG, N90

FROM STATION	TO STATION	LT/RT	TON
261+62.00	263+50.00	RT	35.43
261+62.00	263+50.00	LT	35.38
268+80.00	270+75.00	RT	17.88
268+80.00	271+50.00	LT	17.76
		ROUNDED TOTAL	107

POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N90

FROM STATION	TO STATION	LT/RT	TON
261+62.00	263+50.00	RT	42.51
261+62.00	263+50.00	LT	42.46
268+80.00	270+75.00	RT	21.46
268+80.00	271+50.00	LT	21.31
		ROUNDED TOTAL	128

PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB

FROM STATION	TO STATION	LT/RT	AREA (SQ YD)
263+50.00	264+33.87	RT/LT	365.81
268+00.75	268+80.00	RT/LT	319.55
		ROUNDED TOTAL	686

COMBINATION CURB AND GUTTER REMOVAL

FROM STATION	TO STATION	LT/RT	FOOT
267+71.90	271+50.00	LT	378.19
268+36.35	270+75.00	RT	238.78
		ROUNDED TOTAL	617

CONCRETE SHOULDER CURB

FROM STATION	TO STATION	LT/RT	FOOT
268+00.75	271+50.00	LT	349.31
268+64.95	270+75.00	RT	210.11
		ROUNDED TOTAL	560

CONCRETE BARRIER REMOVAL

FROM STATION	TO STATION	LT/RT	FOOT
268+40.78	269+75.00	RT/LT	134.22
		ROUNDED TOTAL	135

CONCRETE BARRIER BASE REMOVAL

FROM STATION	TO STATION	LT/RT	AREA (SQ FT)
268+40.78	269+75.00	RT/LT	536.88
		ROUNDED TOTAL	537

MEDIAN REMOVAL

FROM STATION	TO STATION	LT/RT	AREA (SQ FT)
260+79.91	264+33.16	RT/LT	3,514.03
		ROUNDED TOTAL	3,515

CONCRETE MEDIAN, TYPE SB-6.06

FROM STATION	TO STATION	LT/RT	AREA (SQ FT)
260+79.91	263+50.00	RT/LT	3,184.83
		ROUNDED TOTAL	3,185

CONCRETE MEDIAN, TYPE SB-6.06 (DOWELLED)

FROM STATION	TO STATION	LT/RT	AREA (SQ FT)
263+50.00	264+00.73	RT/LT	256.18
268+32.85	268+61.00	RT/LT	113.34
		ROUNDED TOTAL	370

PAVEMENT REMOVAL

FROM STATION	TO STATION	LT/RT	AREA (SQ YD)
263+50.00	264+58.07	RT	271.41
263+50.00	264+29.04	LT	181.33
267+75.30	268+80.00	LT	249.69
268+03.99	268+80.00	RT	167.86
		ROUNDED TOTAL	871

PAVED SHOULDER REMOVAL

FROM STATION	TO STATION	LT/RT	AREA (SQ YD)
261+62.00	264+03.83	LT	180.19
261+62.00	264+63.07	RT	195.72
267+72.41	271+50.00	LT	46.15
268+28.80	270+75.00	RT	43.05
		ROUNDED TOTAL	466

AGGREGATE WEDGE SHOULDER, TYPE B

FROM STATION	TO STATION	LT/RT	TON
261+62.00	264+48.44	RT	36.76
262+33.87	263+50.00	LT	15.11
268+50.56	270+75.00	RT	21.95
267+85.15	271+50.00	LT	36.78
		ROUNDED TOTAL	111

HOT-MIX ASPHALT SHOULDERS, 8"

FROM STATION	TO STATION	LT/RT	AREA (SQ YD)
261+62.00	263+50.00	RT	121.81
261+62.00	263+50.00	LT	139.25
268+95.00	270+75.00	RT	67.17
268+95.00	271+50.00	LT	103.33
		ROUNDED TOTAL	432

CONCRETE BARRIER, DOUBLE FACE, 44" HEIGHT

FROM STATION	TO STATION	LT/RT	FOOT
269+01.50	269+65.00	RT/LT	63.50
		ROUNDED TOTAL	64

CONCRETE BARRIER TRANSITION

FROM STATION	TO STATION	LT/RT	FOOT
269+65.00	269+75.00	RT/LT	10.00
		ROUNDED TOTAL	10

CONCRETE BARRIER BASE

FROM STATION	TO STATION	LT/RT	FOOT
269+01.50	269+75.00	RT/LT	73.50
		ROUNDED TOTAL	74

IMPACT ATTENUATOR, (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3

STATION	LT/RT	EACH
269+01.50	RT/LT	1
	TOTAL	1

ATTENUATOR BASE

FROM STATION	TO STATION	LT/RT	AREA (SQ YD)
286+80.00	269+01.50	RT/LT	9.56
		ROUNDED TOTAL	10

REMOVE IMPACT ATTENUATORS, NO SALVAGE

FROM STATION	TO STATION	LT/RT	EACH
268+00.40	268+40.78	RT/LT	1
		TOTAL	1

REMOVE ATTENUATOR BASE

FROM STATION	TO STATION	LT/RT	EACH
268+00.40	268+40.78	RT/LT	1
		TOTAL	1

MODEL: Schedules-2 [Sheet]
FILE NAME: E:\2317-6\CADD_Sheets\D876R32-sht-schedules.dgn

LIN ENGINEERING,LTD.
Consulting Engineers
Westmont, Illinois

USER NAME = cbarh | PLOT DATE = 2/4/2026

DESIGNED - JK	REVISED -	
DRAWN - JK	REVISED -	
CHECKED - RC	REVISED -	
DATE - 3/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: N.T.S. | SHEET 3 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	14
		CONTRACT NO. 76R32		
	ILLINOIS FED. AID PROJECT			

BITUMINOUS MATERIALS (TACK COAT)

FROM STATION	TO STATION	LT/RT	SURFACE	NO. OF LIFTS	POUND
261+62.00	263+50.00	RT	HMA SHLDR	2	54.81
261+62.00	263+50.00	LT	HMA SHLDR	2	62.66
268+95.00	270+75.00	RT	HMA SHLDR	2	30.23
268+95.00	271+50.00	LT	HMA SHLDR	2	46.50
261+62.00	263+50.00	RT	MILLED	1	227.74
261+62.00	263+50.00	LT	MILLED	1	227.47
268+80.00	269+75.00	RT	MILLED	1	114.94
268+80.00	269+75.00	LT	MILLED	1	114.16
261+62.00	263+50.00	RT	HMA BINDER	1	113.87
261+62.00	263+50.00	LT	HMA BINDER	1	113.74
268+80.00	269+75.00	RT	HMA BINDER	1	57.47
268+80.00	269+75.00	LT	HMA BINDER	1	57.08
				ROUNDED TOTAL	1,221

EARTHWORK SCHEDULE

EARTH EXCAVATION	EARTH EXC. ADJ. FOR SHRINKAGE (25%)	EMBANKMENT	EARTHWORK BALANCE (+/-)
CU YD	CU YD	CU YD	CU YD
110	83	15	68

TUBULAR MARKER

STATION	LT/RT	EACH
268+65.00	RT/LT	1
268+70.00	RT/LT	1
268+75.00	RT/LT	1
	TOTAL	3

CURB REFLECTORS

FROM STATION	TO STATION	LT/RT	EACH
260+79.91	268+61.00	RT/LT	45
		TOTAL	45

BARRIER WALL REFLECTORS, TYPE C

FROM STATION	TO STATION	LT/RT	EACH
263+83.03	267+85.15	LT	17
264+48.44	268+50.56	RT	17
		TOTAL	34

SIGN PANEL - TYPE 1

STATION	LT/RT	TYPE	AREA (SQ FT)
260+99.09	LT	R4-7	5.00
		ROUNDED TOTAL	5

TELESCOPING STEEL SIGN SUPPORT

STATION	LT/RT	FOOT
260+99.09	LT	9.5
	ROUNDED TOTAL	10

BASE FOR TELESCOPING STEEL SIGN SUPPORT

STATION	LT/RT	EACH
260+99.09	LT	1
	TOTAL	1

REMOVE SIGN PANEL ASSEMBLY - TYPE A

STATION	LT/RT	EACH
260+99.09	LT	1
	TOTAL	1

RELOCATE SIGN PANEL ASSEMBLY - TYPE B

STATION	LT/RT	EACH
263+82.61	LT	1
	TOTAL	1

MODEL: Schedules-3 [Sheet]
FILE NAME: E:\2317-6\CADD_Sheets\D8776R32-sht-schedules.dgn

LIN ENGINEERING,LTD.
Consulting Engineers
Westmont, Illinois

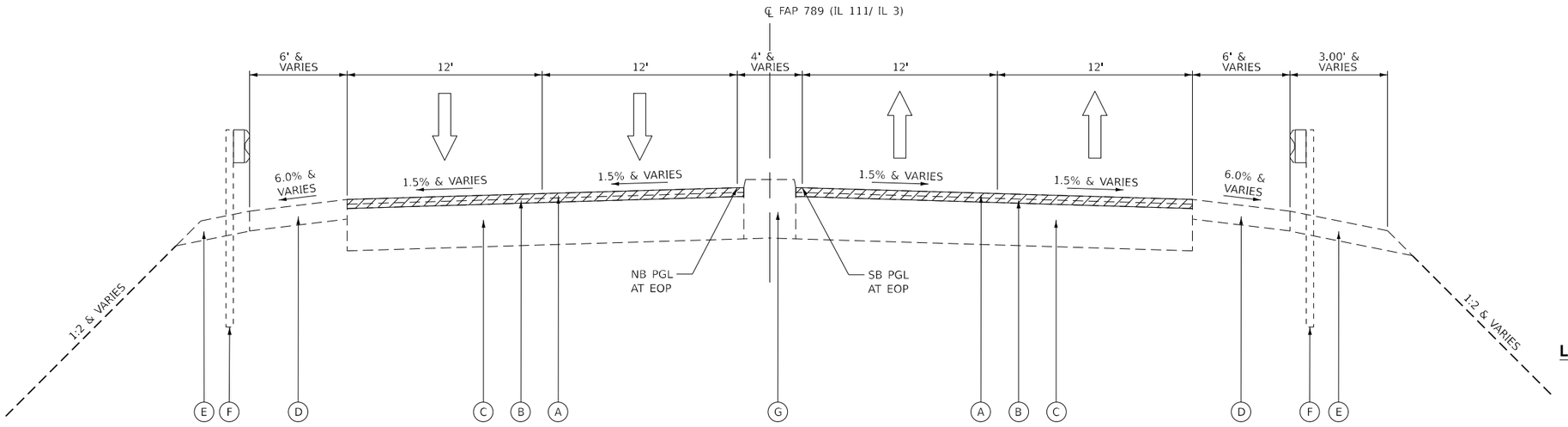
USER NAME = cbarh	DESIGNED - JK	REVISED -	
	DRAWN - JK	REVISED -	
	CHECKED - RC	REVISED -	
PLOT DATE = 2/4/2026	DATE - 3/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

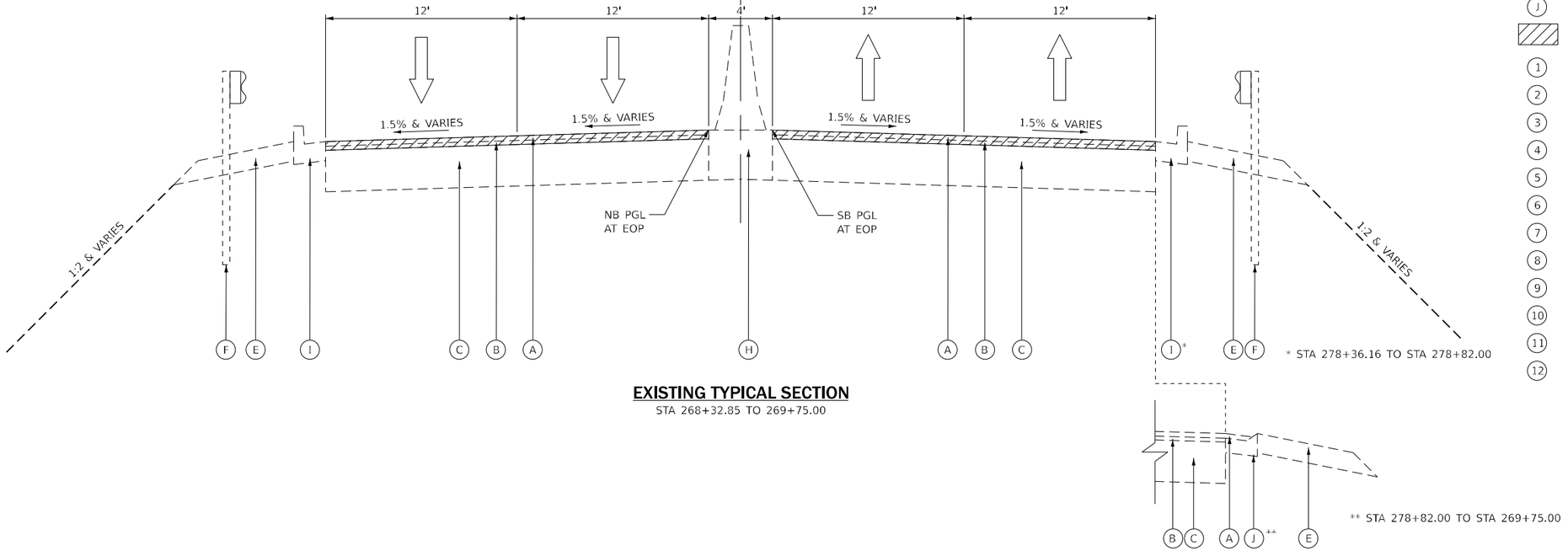
SCALE: N.T.S. | SHEET 4 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	15
		CONTRACT NO. 76R32		
	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION

STA 261+62.00 TO 264+00.73
BRIDGE OMISSION STA 264+00.73 TO 268+32.85



EXISTING TYPICAL SECTION

STA 268+32.85 TO 269+75.00

LEGEND

- (A) EXISTING HMA SURFACE COURSE, 1 1/2"
- (B) EXISTING HMA BINDER COURSE, 1 1/4"
- (C) EXISTING P.C.C. PAVEMENT, 12 1/2"
- (D) EXISTING PAVED SHOULDER, 6"
- (E) EXISTING AGGREGATE SHOULDER
- (F) EXISTING GUARDRAIL
- (G) EXISTING CONCRETE MEDIAN
- (H) EXISTING CONCRETE BARRIER WALL
- (I) EXISTING CURB AND GUTTER
- (J) EXISTING GUTTER
- PROPOSED HMA SURFACE REMOVAL - BUTT JOINT
- (1) PROPOSED STEEL PLATE BEAM GUARDRAIL, TY A
- (2) PROPOSED AGG WEDGE SHOULDER, TY B
- (3) PROPOSED POLY HMA SC, IL-9.5, MIX "D", N90, 1 1/2"
- (4) PROPOSED HMA BC, IL-9.5 FG, N90, 1 1/4"
- (5) PROPOSED HMA SHOULDERS, 8"
- (6) PROPOSED SUBBASE GRANULAR MATERIAL, TYPE C 4"
- (7) PROPOSED CONC SHOULDER CURB
- (8) PROPOSED CONC MEDIAN, TY SB-6.06
- (9) PROPOSED CONC BARRIER, DOUBLE FACE, 44" HEIGHT
- (10) PROPOSED PCC PAVEMENT CONNECTOR
- (11) PROPOSED CONC MEDIAN, TY SB-6.06 (DOWELLED)
- (12) PROPOSED CONC BARRIER BASE

MODEL: Typical Sections [Sheet]
FILE NAME: E:\2317-6\CADD Sheets\D876R32-sht-typical.dgn

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Westmont, Illinois

USER NAME = 14nho	DESIGNED - JK	REVISED -	
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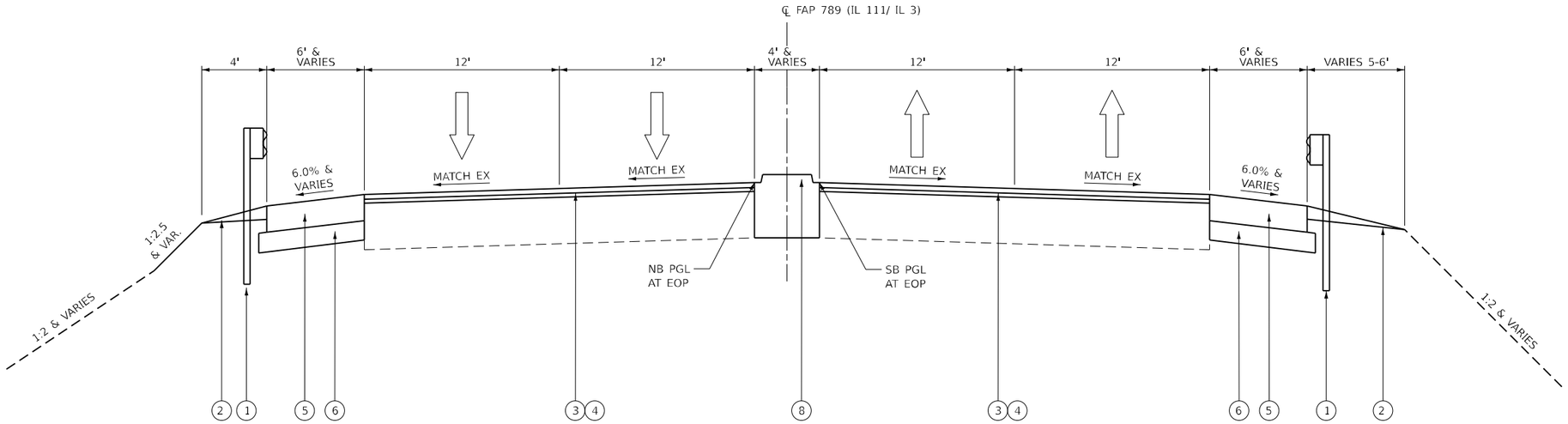
	CHECKED - RC	REVISED -	
PLOT DATE = 3/6/2026	DATE - 3/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

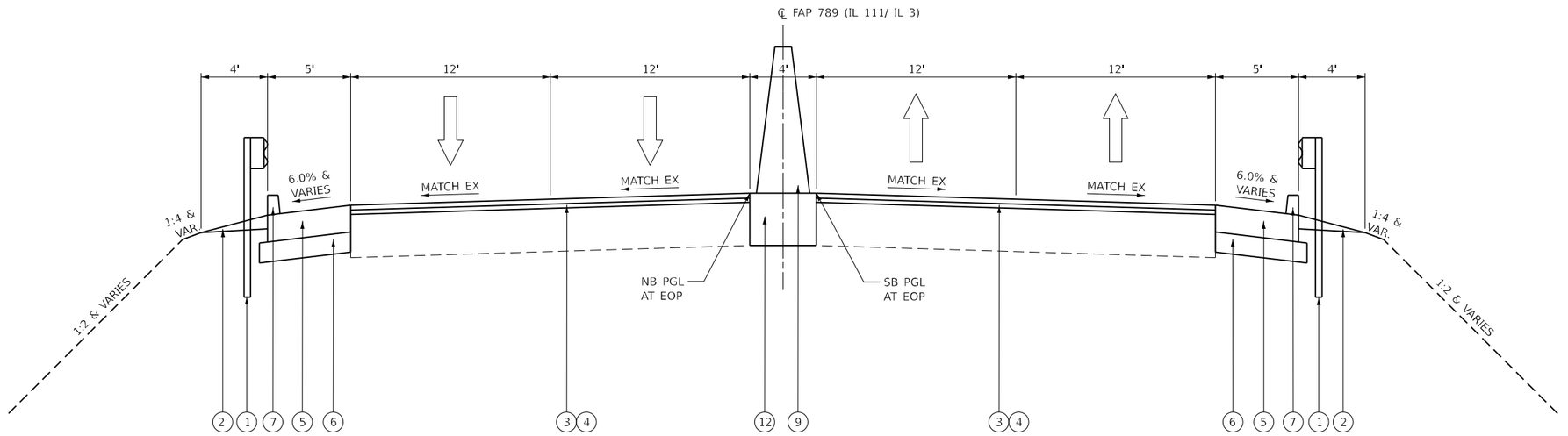
SCALE: | SHEET 1 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	16
		CONTRACT NO. 76R32		
		ILLINOIS FED. AID PROJECT		



PROPOSED TYPICAL SECTION

STA 261+62.00 TO 263+50.00



PROPOSED TYPICAL SECTION

STA 268+80.00 TO 269+75.00

LEGEND

- (A) EXISTING HMA SURFACE COURSE, 1 1/2"
- (B) EXISTING HMA BINDER COURSE, 1 1/4"
- (C) EXISTING P.C.C. PAVEMENT, 12 1/2"
- (D) EXISTING PAVED SHOULDER, 6"
- (E) EXISTING AGGREGATE SHOULDER
- (F) EXISTING GUARDRAIL
- (G) EXISTING CONCRETE MEDIAN
- (H) EXISTING CONCRETE BARRIER WALL
- (I) EXISTING CURB AND GUTTER
- (J) EXISTING GUTTER
- PROPOSED HMA SURFACE REMOVAL - BUTT JOINT
- (1) PROPOSED STEEL PLATE BEAM GUARDRAIL, TY A
- (2) PROPOSED AGG WEDGE SHOULDER, TY B
- (3) PROPOSED POLY HMA SC, IL-9.5, MIX "D", N90, 1 1/2"
- (4) PROPOSED HMA BC, IL-9.5 FG, N90, 1 1/4"
- (5) PROPOSED HMA SHOULDERS, 8"
- (6) PROPOSED SUBBASE GRANULAR MATERIAL, TYPE C 4"
- (7) PROPOSED CONC SHOULDER CURB
- (8) PROPOSED CONC MEDIAN, TY SB-6.06
- (9) PROPOSED CONC BARRIER, DOUBLE FACE, 44" HEIGHT
- (10) PROPOSED PCC PAVEMENT CONNECTOR
- (11) PROPOSED CONC MEDIAN, TY SB-6.06 (DOWELLED)
- (12) PROPOSED CONC BARRIER BASE

MODEL: Typical Sections-1 [Sheet]
FILE NAME: E:\2317-6\CADD_Sheets\D876R32-sht-typical.dgn

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Consulting Engineers
Westmont, Illinois

USER NAME = rober	DESIGNED - JK	REVISED -	
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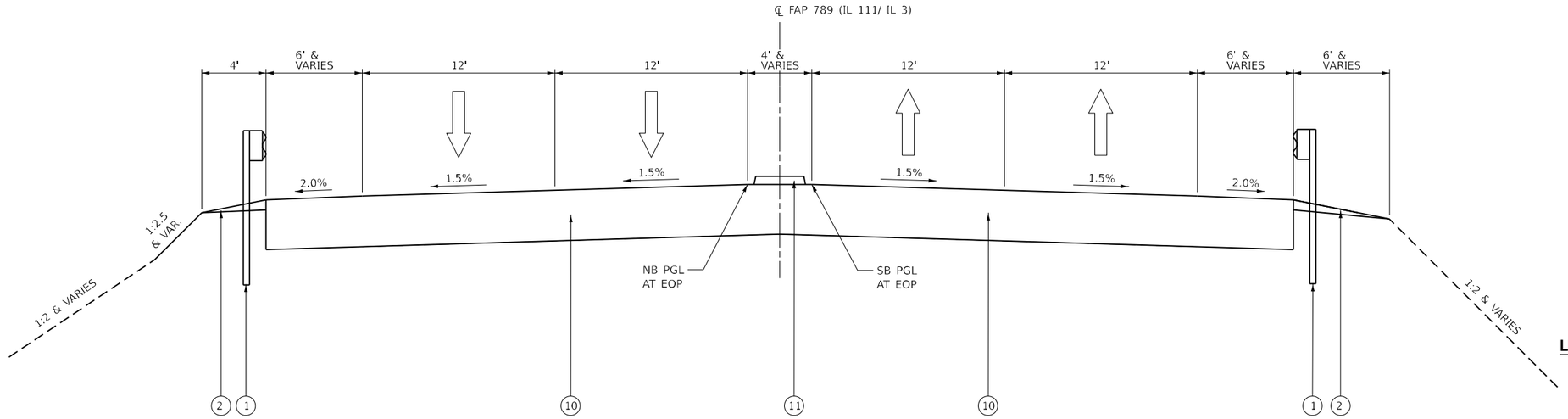
	CHECKED - RC	REVISED -	
PLOT DATE = 1/8/2026	DATE - 3/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

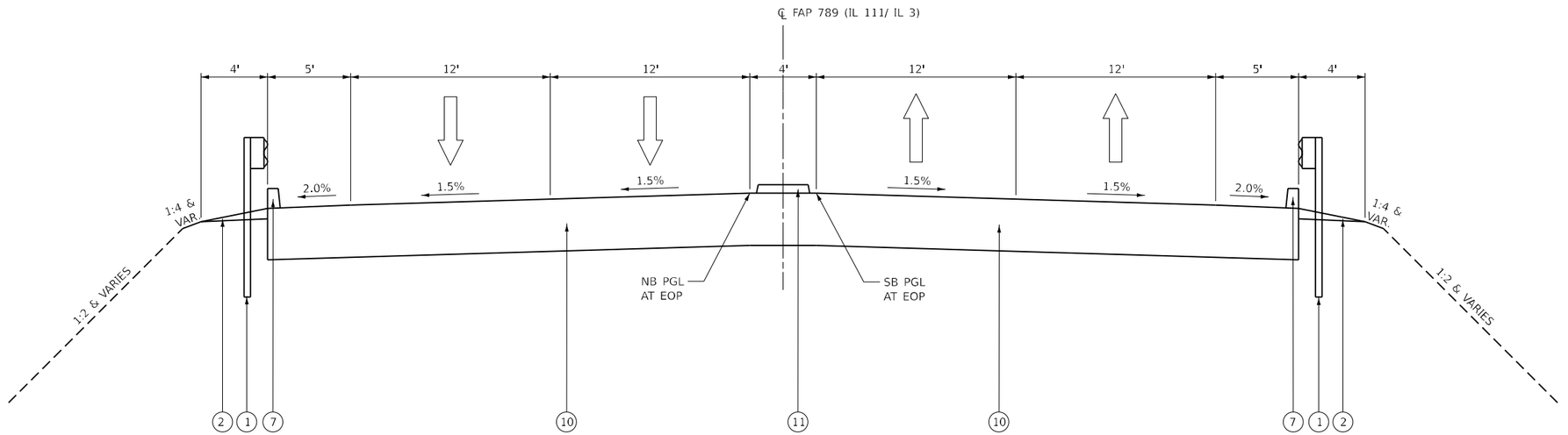
SCALE: | SHEET 2 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	17
		CONTRACT NO. 76R32		
		ILLINOIS	FED. AID PROJECT	



PROPOSED TYPICAL SECTION

STA 263+50.00 TO 264+00.73
BRIDGE OMISSION STA 264+00.73 TO 268+32.85



PROPOSED TYPICAL SECTION

STA 268+32.85 TO 268+80.00

LEGEND

- (A) EXISTING HMA SURFACE COURSE, 1 1/2"
- (B) EXISTING HMA BINDER COURSE, 1 1/4"
- (C) EXISTING P.C.C. PAVEMENT, 12 1/2"
- (D) EXISTING PAVED SHOULDER, 6"
- (E) EXISTING AGGREGATE SHOULDER
- (F) EXISTING GUARDRAIL
- (G) EXISTING CONCRETE MEDIAN
- (H) EXISTING CONCRETE BARRIER WALL
- (I) EXISTING CURB AND GUTTER
- (J) EXISTING GUTTER
- PROPOSED HMA SURFACE REMOVAL - BUTT JOINT
- (1) PROPOSED STEEL PLATE BEAM GUARDRAIL, TY A
- (2) PROPOSED AGG WEDGE SHOULDER, TY B
- (3) PROPOSED POLY HMA SC, IL-9.5, MIX "D", N90, 1 1/2"
- (4) PROPOSED HMA BC, IL-9.5 FG, N90, 1 1/4"
- (5) PROPOSED HMA SHOULDERS, 8"
- (6) PROPOSED SUBBASE GRANULAR MATERIAL, TYPE C 4"
- (7) PROPOSED CONC SHOULDER CURB
- (8) PROPOSED CONC MEDIAN, TY SB-6.06
- (9) PROPOSED CONC BARRIER, DOUBLE FACE, 44" HEIGHT
- (10) PROPOSED PCC PAVEMENT CONNECTOR
- (11) PROPOSED CONC MEDIAN, TY SB-6.06 (DOWELLED)
- (12) PROPOSED CONC BARRIER BASE

MODEL: Typical Sections-2 [Sheet]
FILE NAME: E:\2317-6\CADD_Sheets\D876R32-sht-typical.dgn

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Consulting Engineers
Westmont, Illinois

USER NAME = rober	DESIGNED - JK	REVISED -	
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	CHECKED - RC	REVISED -	
PLOT DATE = 1/8/2026	DATE - 3/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

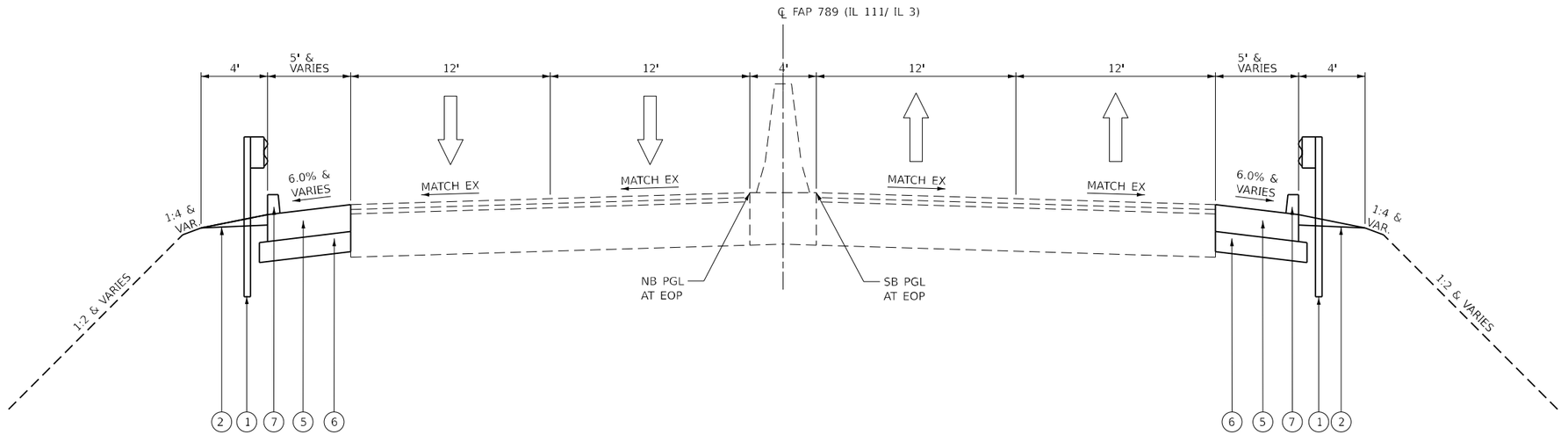
TYPICAL SECTIONS

SCALE: | SHEET 3 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	18
		CONTRACT NO. 76R32		
		ILLINOIS	FED. AID PROJECT	

LEGEND

- (A) EXISTING HMA SURFACE COURSE, 1 1/2"
- (B) EXISTING HMA BINDER COURSE, 1 1/4"
- (C) EXISTING P.C.C. PAVEMENT, 12 1/2"
- (D) EXISTING PAVED SHOULDER, 6"
- (E) EXISTING AGGREGATE SHOULDER
- (F) EXISTING GUARDRAIL
- (G) EXISTING CONCRETE MEDIAN
- (H) EXISTING CONCRETE BARRIER WALL
- (I) EXISTING CURB AND GUTTER
- (J) EXISTING GUTTER
- PROPOSED HMA SURFACE REMOVAL - BUTT JOINT
- (1) PROPOSED STEEL PLATE BEAM GUARDRAIL, TY A
- (2) PROPOSED AGG WEDGE SHOULDER, TY B
- (3) PROPOSED POLY HMA SC, IL-9.5, MIX "D", N90, 1 1/2"
- (4) PROPOSED HMA BC, IL-9.5 FG, N90, 1 1/4"
- (5) PROPOSED HMA SHOULDERS, 8"
- (6) PROPOSED SUBBASE GRANULAR MATERIAL, TYPE C 4"
- (7) PROPOSED CONC SHOULDER CURB
- (8) PROPOSED CONC MEDIAN, TY SB-6.06
- (9) PROPOSED CONC BARRIER, DOUBLE FACE, 44" HEIGHT
- (10) PROPOSED PCC PAVEMENT CONNECTOR
- (11) PROPOSED CONC MEDIAN, TY SB-6.06 (DOWELLED)
- (12) PROPOSED CONC BARRIER BASE



PROPOSED TYPICAL SECTION

STA 269+75.00 TO 271+50 LT/270+75 RT

MODEL: Typical Sections-3 [Sheet]
FILE NAME: E:\2317-6\CADD_Sheets\D876R32-sht-typical.dgn

LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = rober	DESIGNED - JK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS
		DRAWN - JK	REVISED -		
		CHECKED - RC	REVISED -		
	PLOT DATE = 1/8/2026	DATE - 3/2026	REVISED -		SCALE: SHEET 4 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	19
		CONTRACT NO. 76R32		
		ILLINOIS	FED. AID PROJECT	

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. MAINTENANCE OF TRAFFIC PLANS SHALL SERVE AS A GUIDE FOR THE SAFE DIVERSION OF TRAFFIC DURING THE EXECUTION OF THIS CONTRACT. THE CONTRACTOR MAY MODIFY THE MAINTENACE OF TRAFFIC PLANS TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE, ANY CHANGES TO THE TRAFFIC CONTROL PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

2. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV SHALL BE USED FOR ANY SHORT TERM PAVEMENT MARKINGS ON FINAL SURFACES.

3. ALL TRAFFIC CONTROL DEVICES SHALL BE REFLECTORIZED PRIOR TO INSTALLATION AND CLEANED AS SPECIFIED IN THE TRAFFIC CONTROL SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

4. SEE STRUCTURAL PLANS FOR BRIDGE REPAIR INFORMATION.

5. ALL EXISTING AND TEMPORARY PAVEMENT MARKINGS FROM PRIOR STAGES THAT ARE IN CONFLICT SHALL BE REMOVED.

6. EXISTING RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS THAT CONFLICT WITH THE REVISED TRAFFIC PATTERNS, SHALL BE REMOVED FROM THE EXISTING CASING LOCATED IN THE PAVEMENT. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL.

SUGGESTED SEQUENCE OF OPERATIONS

STAGE 1

1. INSTALL TEMPORARY TRAFFIC CONTROL DEVICES, TEMPORARY SIGNAGE, TEMPORARY CONCRETE BARRIER WALL AND DELINEATION, TEMPORARY IMPACT ATTENUATORS & TEMPORARY PAVEMENT MARKINGS & UTILIZE HIGHWAY STANDARD 701423 TO CLOSE THE OUTSIDE LANE AND SHOULDER OF IL 111/IL 3 AT SN 060-0120 AS SHOWN IN THE STAGE 1 STAGING PLANS OR AS DIRECTED BY THE ENGINEER.

2. UTILIZE HIGHWAY STANDARD 701501 FOR ANY TRAFFIC CONTROL REQUIRED ALONG N RODGERS AVE AND BLOOMER DR.

3. PERFORM THE STAGE 1 PORTION OF THE STRUCTURE IMPROVEMENTS AS SHOWN ON THE STRUCTURE PLANS.

4. CONSTRUCT THE OUTSIDE PORTION OF THE PAVEMENT CONNECTOR, BUTT JOINTS, PAVED SHOULDER, GUARDRAIL AND CONCRETE SHOULDER CURB AS SHOWN ON THE ROADWAY PLAN.

STAGE 2

1. RELOCATE TEMPORARY TRAFFIC CONTROL DEVICES, TEMPORARY SIGNAGE, TEMPORARY CONCRETE BARRIER WALL AND DELINEATION, TEMPORARY IMPACT ATTENUATORS & TEMPORARY PAVEMENT MARKINGS & UTILIZE HIGHWAY STANDARD 701423 TO CLOSE THE INSIDE LANE AND SHOULDER OF IL 111/IL 3 AT SN 060-0120 AS SHOWN IN THE STAGE 2 STAGING PLANS OR AS DIRECTED BY THE ENGINEER.

2. UTILIZE HIGHWAY STANDARD 701501 FOR ANY TRAFFIC CONTROL REQUIRED ALONG N RODGERS AVE AND BLOOMER DR.

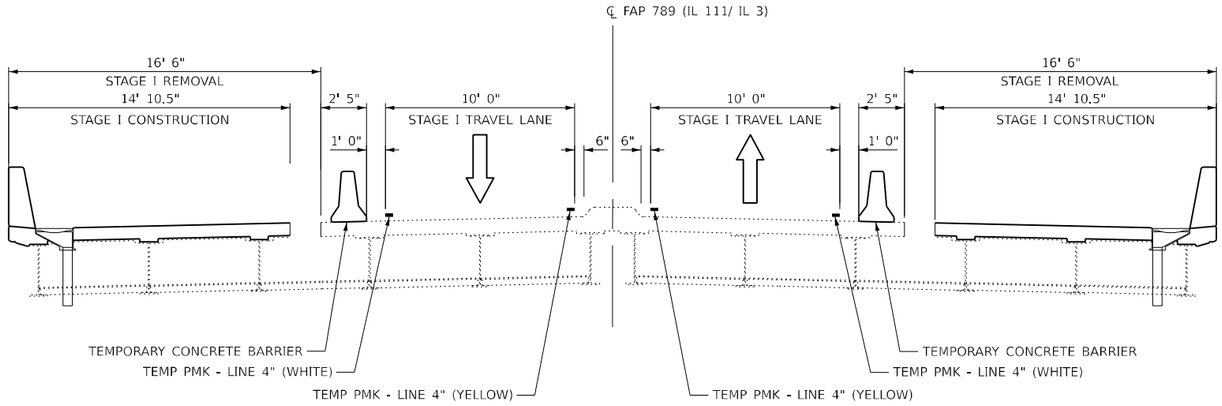
3. PERFORM THE STAGE 2 PORTION OF THE STRUCTURE IMPROVEMENTS AS SHOWN ON THE STRUCTURE PLANS.

4. CONSTRUCT THE INSIDE PORTION OF THE PAVEMENT CONNECTOR, BUTT JOINTS, PCC MEDIAN, AND MEDIAN CONCRETE BARRIER AS SHOWN ON THE ROADWAY PLAN.

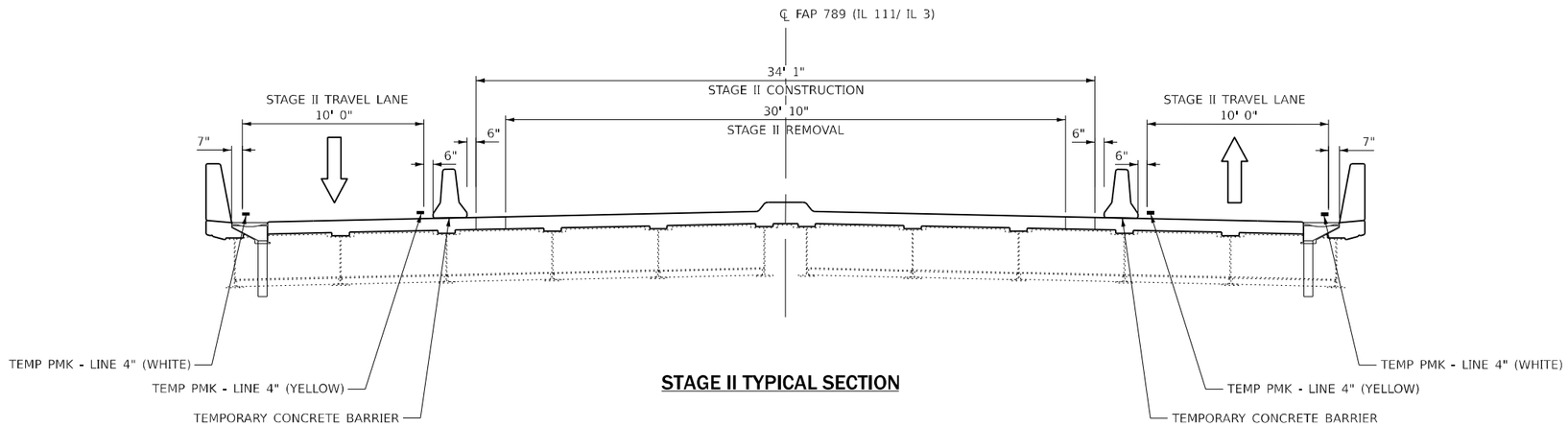
POST-STAGE

1. UTILIZE HIGHWAY STANDARD 701426 TO PLACE FINAL PAVEMENT MARKINGS.

MODEL: Index [Sheet]
FILE NAME: E:\2317-6\CADD_Sheets\D876R32-sht-staging_notes.dgn



STAGE I TYPICAL SECTION



STAGE II TYPICAL SECTION

MODEL: Typical Sections [Sheet]
FILE NAME: E:\2317-6\CADD_Sheets\D876R32-sht-etagingtyp.dgn

LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = cbarh	DESIGNED - JK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGING PLAN - TYPICAL SECTIONS
		DRAWN - JK	REVISED -		
		CHECKED - RC	REVISED -		
	PLOT DATE = 2/11/2026	DATE - 3/2026	REVISED -		SCALE: N.T.S. SHEET 2 OF 8 SHEETS STA. TO STA.

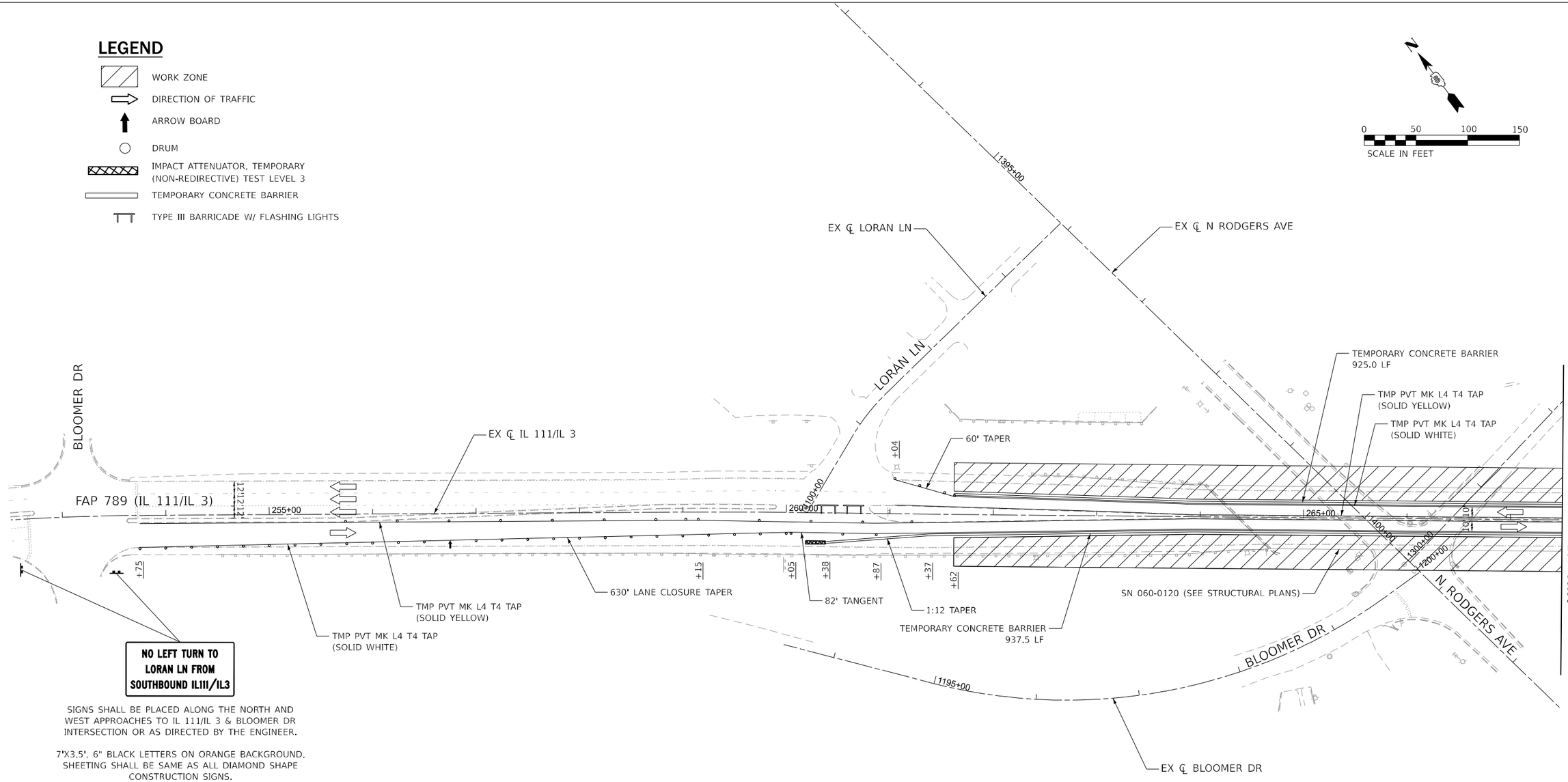
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	21
		CONTRACT NO. 76R32		
	ILLINOIS	FED. AID PROJECT		

LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- ARROW BOARD
- DRUM
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3
- TEMPORARY CONCRETE BARRIER
- TYPE III BARRICADE W/ FLASHING LIGHTS

N

0 50 100 150
SCALE IN FEET



NO LEFT TURN TO LORAN LN FROM SOUTHBOUND IL111/IL3

SIGNS SHALL BE PLACED ALONG THE NORTH AND WEST APPROACHES TO IL 111/IL 3 & BLOOMER DR INTERSECTION OR AS DIRECTED BY THE ENGINEER.

7'X3.5', 6" BLACK LETTERS ON ORANGE BACKGROUND. SHEETING SHALL BE SAME AS ALL DIAMOND SHAPE CONSTRUCTION SIGNS.

NOTES:

1. SEE HIGHWAY STANDARD 701423 "LANE CLOSURE MULTILANE, WITH BARRIER, FOR SPEEDS ≥ 45 MPH TO 55 MPH" FOR ADDITIONAL INFORMATION REGARDING INSTALLATION OF TRAFFIC CONTROL DEVICES.

MODEL: IL111_IL3_HomerAdamsPkwy - Plan 1 [Sheet]
FILE NAME: E:\2317-6\CADD_Sheets\D876R32-sht-staging-01.dgn

LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = 14nho	DESIGNED - JK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGING PLAN - STAGE 1
		DRAWN - JK	REVISED -		
		CHECKED - RC	REVISED -		
	PLOT DATE = 3/19/2026	DATE - 3/2026	REVISED -		SCALE: 1"=50' SHEET 3 OF 8 SHEETS STA. 252+50.00 TO STA. 267+50.00

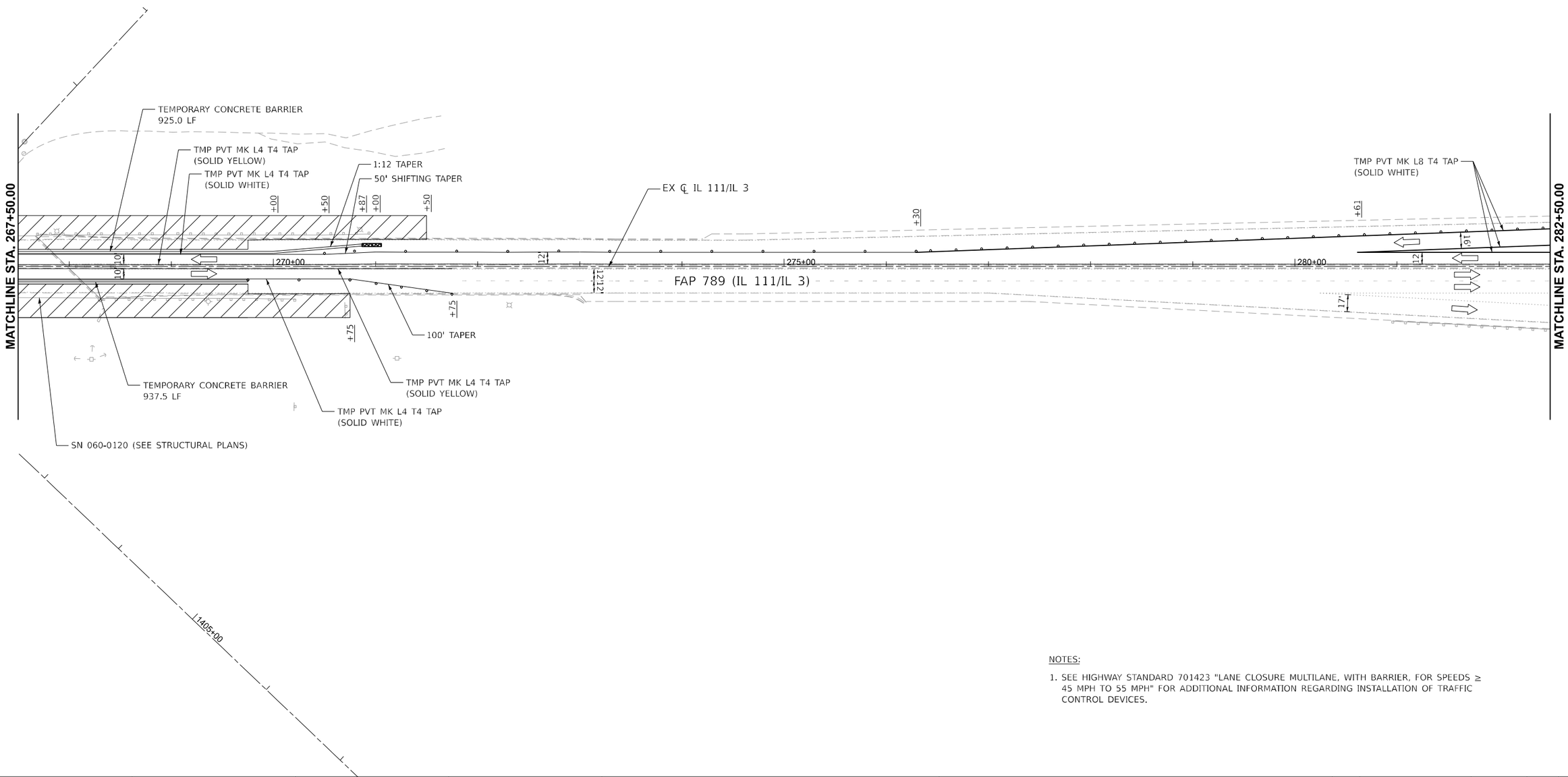
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	22
		CONTRACT NO. 76R32		
		ILLINOIS	FED. AID PROJECT	

LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- ARROW BOARD
- DRUM
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3
- TEMPORARY CONCRETE BARRIER
- TYPE III BARRICADE W/ FLASHING LIGHTS

N

0 50 100 150
SCALE IN FEET



NOTES:

1. SEE HIGHWAY STANDARD 701423 "LANE CLOSURE MULTILANE, WITH BARRIER, FOR SPEEDS ≥ 45 MPH TO 55 MPH" FOR ADDITIONAL INFORMATION REGARDING INSTALLATION OF TRAFFIC CONTROL DEVICES.

MODEL: IL111_IL3_HomerAdamsPkwy - Plan 2 [Sheet]
FILE NAME: E:\2317-6\CADD_Sheets\D876R32-sht-staging-01.dgn

LIN ENGINEERING, LTD. Consulting Engineers Westmont, Illinois	USER NAME = 14nho	DESIGNED - JK	REVISED -
		DRAWN - JK	REVISED -
		CHECKED - RC	REVISED -
	PLOT DATE = 3/19/2026	DATE - 3/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING PLAN - STAGE 1

SCALE: 1"=50' | SHEET 4 OF 8 SHEETS | STA. 267+50.00 | TO STA. 282+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	23
		CONTRACT NO. 76R32		
		ILLINOIS	FED. AID PROJECT	

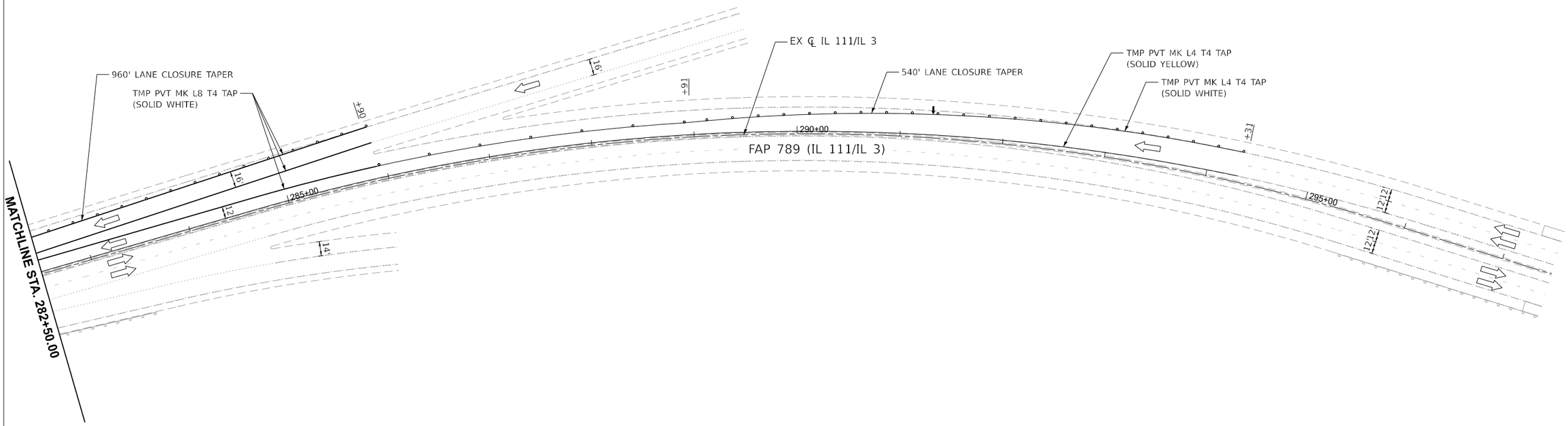
LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- ARROW BOARD
- DRUM
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3
- TEMPORARY CONCRETE BARRIER
- TYPE III BARRICADE W/ FLASHING LIGHTS

N

0 50 100 150

SCALE IN FEET



NOTES:

1. SEE HIGHWAY STANDARD 701423 "LANE CLOSURE MULTILANE, WITH BARRIER, FOR SPEEDS ≥ 45 MPH TO 55 MPH" FOR ADDITIONAL INFORMATION REGARDING INSTALLATION OF TRAFFIC CONTROL DEVICES.

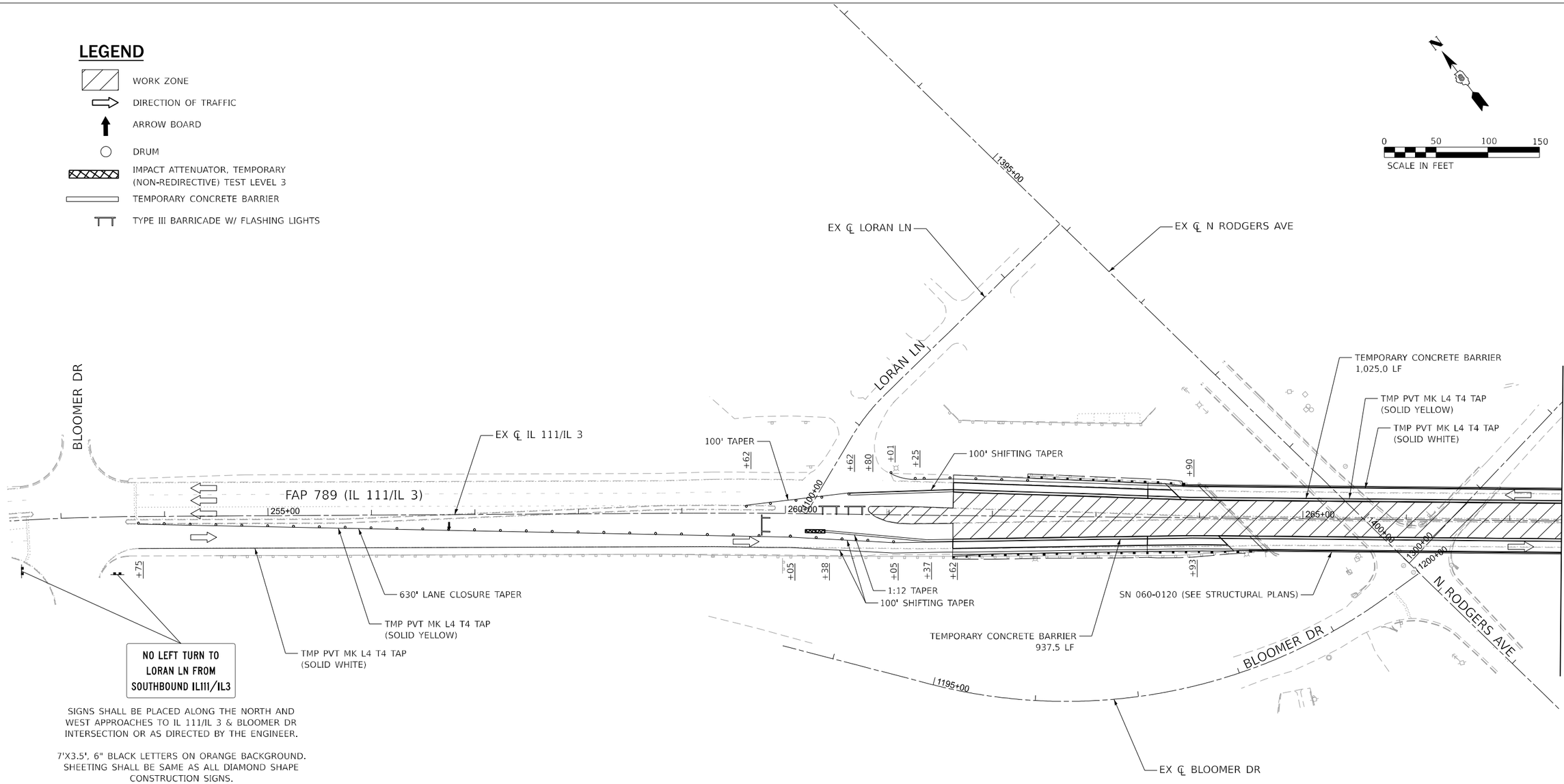
MODEL: IL111_IL-3_HomerAdamsPkwy - Plan 3 [Sheet]
FILE NAME: E:\2317-6\CADD_Sheets\D876R32-sht-staging-01.dgn

LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = 14nho	DESIGNED - JK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGING PLAN - STAGE 1
		DRAWN - JK	REVISED -		
		CHECKED - RC	REVISED -		
	PLOT DATE = 3/19/2026	DATE - 3/2026	REVISED -		SCALE: 1"=50' SHEET 5 OF 8 SHEETS STA. 282+50.00 TO STA. 297+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	24
		CONTRACT NO. 76R32		
		ILLINOIS	FED. AID PROJECT	

LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- ARROW BOARD
- DRUM
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3
- TEMPORARY CONCRETE BARRIER
- TYPE III BARRICADE W/ FLASHING LIGHTS



NO LEFT TURN TO
LORAN LN FROM
SOUTHBOUND IL111/IL3

SIGNS SHALL BE PLACED ALONG THE NORTH AND WEST APPROACHES TO IL 111/IL 3 & BLOOMER DR INTERSECTION OR AS DIRECTED BY THE ENGINEER.

7'X3.5', 6" BLACK LETTERS ON ORANGE BACKGROUND. SHEETING SHALL BE SAME AS ALL DIAMOND SHAPE CONSTRUCTION SIGNS.

NOTES:

1. SEE HIGHWAY STANDARD 701423 "LANE CLOSURE MULTILANE, WITH BARRIER, FOR SPEEDS ≥ 45 MPH TO 55 MPH" FOR ADDITIONAL INFORMATION REGARDING INSTALLATION OF TRAFFIC CONTROL DEVICES.

MODEL: IL111_IL3_HomerAdamsPkwy - Plan 1 [Sheet]
FILE NAME: E:\2317-6\CADD_Sheets\D876R32-sht-staging-02.dgn

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Consulting Engineers
Westmont, Illinois

USER NAME = 14nho	DESIGNED - JK	REVISED -
	DRAWN - JK	REVISED -
	CHECKED - RC	REVISED -
PLOT DATE = 3/19/2026	DATE - 3/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING PLAN - STAGE 2

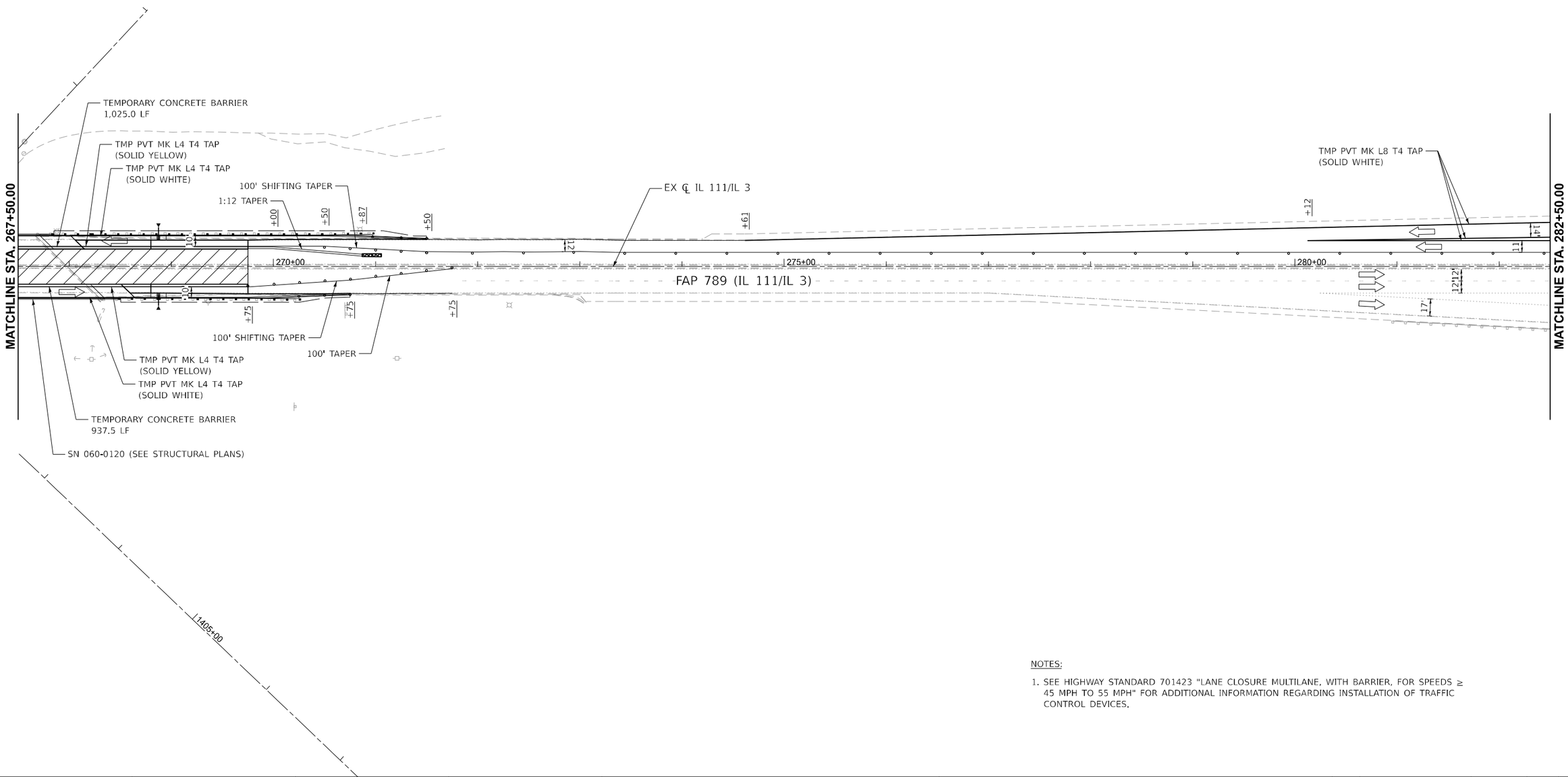
SCALE: 1"=50' | SHEET 6 OF 8 SHEETS | STA. 252+50.00 | TO STA. 267+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	25
		CONTRACT NO. 76R32		
		ILLINOIS	FED. AID PROJECT	

LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- ARROW BOARD
- DRUM
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3
- TEMPORARY CONCRETE BARRIER
- TYPE III BARRICADE W/ FLASHING LIGHTS

0 50 100 150
SCALE IN FEET



NOTES:

1. SEE HIGHWAY STANDARD 701423 "LANE CLOSURE MULTILANE, WITH BARRIER, FOR SPEEDS ≥ 45 MPH TO 55 MPH" FOR ADDITIONAL INFORMATION REGARDING INSTALLATION OF TRAFFIC CONTROL DEVICES.

MODEL: IL111_IL3_HomerAdamsPkwy - Plan 2 [Sheet]
FILE NAME: E:\2317-6\CADD_Sheets\D876R32-sht-staging-02.dgn

LIN ENGINEERING,LTD.
Consulting Engineers
Westmont, Illinois

USER NAME = 14nho	DESIGNED - JK	REVISED -	
	DRAWN - JK	REVISED -	
	CHECKED - RC	REVISED -	
PLOT DATE = 3/19/2026	DATE - 3/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

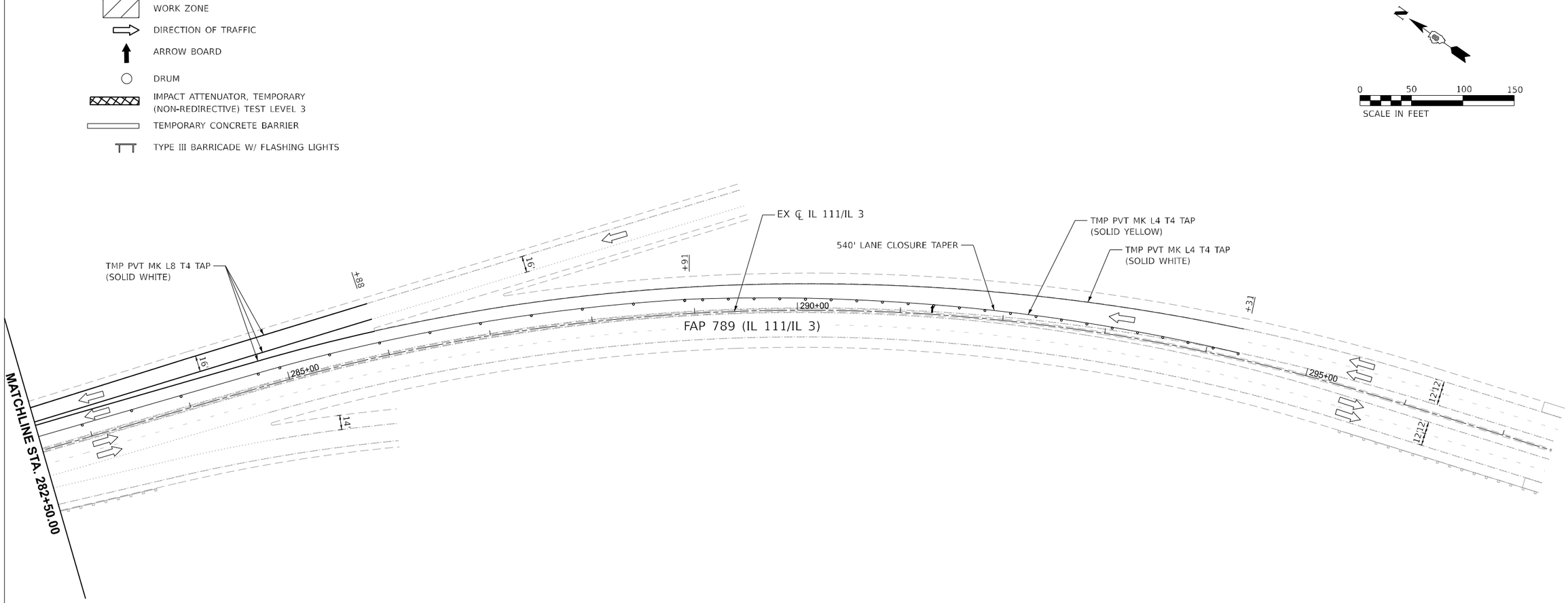
STAGING PLAN - STAGE 2

SCALE: 1"=50' | SHEET 7 OF 8 SHEETS | STA. 267+50.00 | TO STA. 282+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	26
		CONTRACT NO. 76R32		
		ILLINOIS	FED. AID PROJECT	

LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- ARROW BOARD
- DRUM
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3
- TEMPORARY CONCRETE BARRIER
- TYPE III BARRICADE W/ FLASHING LIGHTS



NOTES:

1. SEE HIGHWAY STANDARD 701423 "LANE CLOSURE MULTILANE, WITH BARRIER, FOR SPEEDS ≥ 45 MPH TO 55 MPH" FOR ADDITIONAL INFORMATION REGARDING INSTALLATION OF TRAFFIC CONTROL DEVICES.

MODEL: IL111_IL-3_HomerAdamsPkwy - Plan 3 [Sheet]
FILE NAME: E:\2317-6\CADD_Sheets\D876R32-sht-staging-02.dgn

LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = 14nho	DESIGNED - JK	REVISED -
		DRAWN - JK	REVISED -
		CHECKED - RC	REVISED -
	PLOT DATE = 3/19/2026	DATE - 3/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

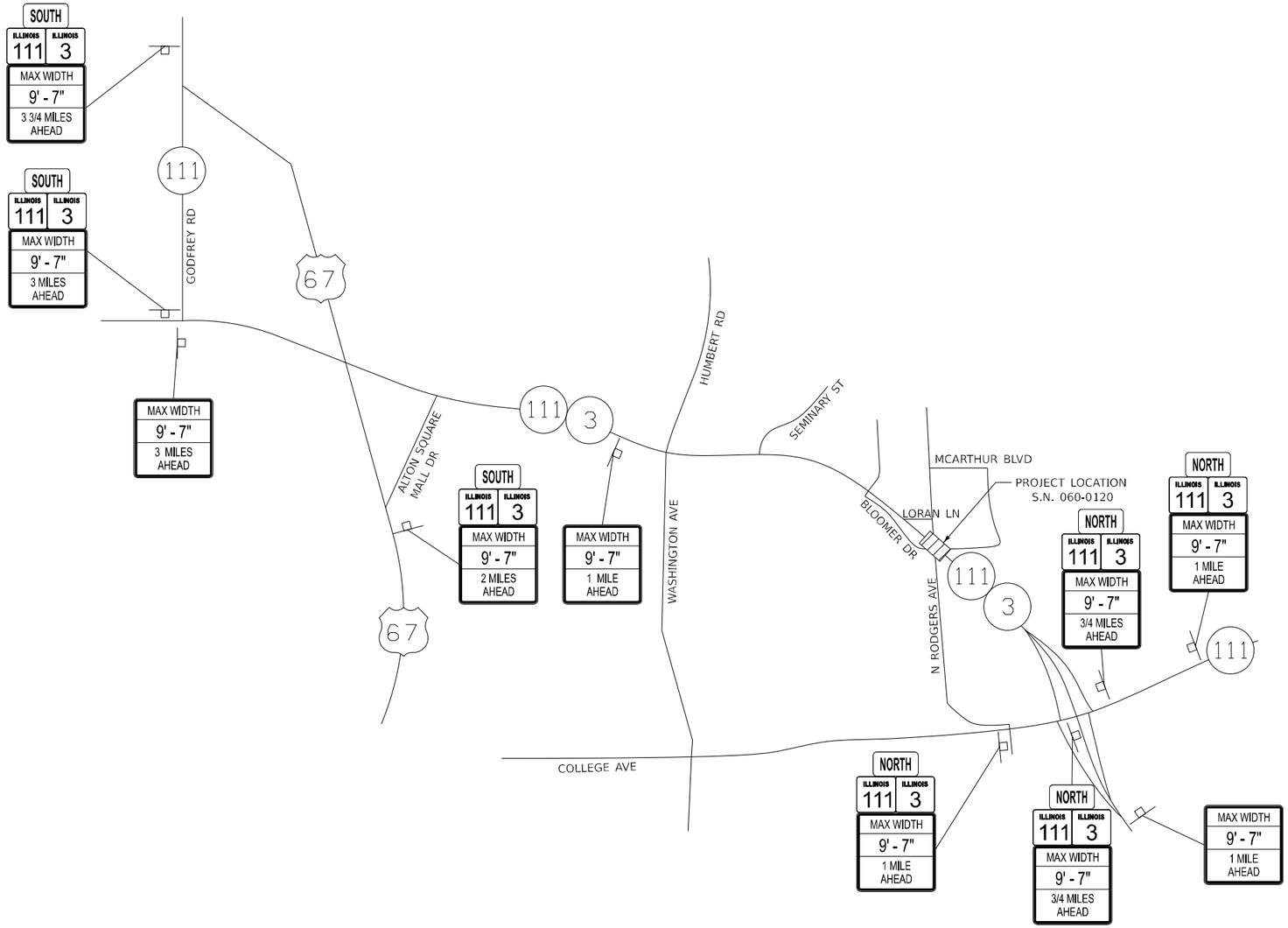
STAGING PLAN - STAGE 2

SCALE: 1"=50' | SHEET 8 OF 8 SHEETS | STA. 282+50.00 | TO STA. 297+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	27
		CONTRACT NO. 76R32		
		ILLINOIS	FED. AID PROJECT	

NOTES:

1. ALL SIGNS REQUIRED WILL BE SUPPLIED TO THE CONTRACTOR BY IDOT.
2. THE CONTRACTOR SHALL FURNISH THE POSTS AND ERECT SIGNS AT THE LOCATIONS SHOWN IN THIS SHEET, AS DIRECTED BY THE RE/RT. THE POSTS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
3. THE CONTRACTOR SHALL GIVE ILLINOIS DEPARTMENT OF TRANSPORTATION, BUREAU OF OPERATIONS TWO WEEKS NOTICE FOR SIGNS. THE CONTRACTOR SHALL PICK UP THE SIGNS AT THE T.M. BUILDING IN FAIRVIEW HGTS., AND RETURN THEM UPON COMPLETION OF THE CONTRACT. CONTACT JEAN SLAPE AT 618-394-2189.
4. THE ABOVE NOTED WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE, LUMP SUM, FOR WIDTH RESTRICTION SIGNING AND NO OTHER COMPENSATION WILL BE ALLOWED.
5. SIGN SPACING WILL BE 400' OR TO FIT FIELD CONDITIONS.
6. THE HEIGHT TO THE BOTTOM OF THE LOWEST SIGN SHALL NOT BE LESS THAN 6'.



WIDTH RESTRICTION SIGNING DETAIL

SIGNS REQUIRED

MAX WIDTH 9' - 7" 3 3/4 MILES AHEAD	(1)	MAX WIDTH 9' - 7" 1 MILE AHEAD	(4)
MAX WIDTH 9' - 7" 3 MILES AHEAD	(2)	MAX WIDTH 9' - 7" 3/4 MILES AHEAD	(2)
MAX WIDTH 9' - 7" 2 MILES AHEAD	(1)	ILLINOIS 111 ILLINOIS 3	(14)
SOUTH	(3)	NORTH	(4)

MODEL: Detour [Sheet]
FILE NAME: E:\2317-6\CADD_Sheets\D876R32-sht-detour.dgn

LIN ENGINEERING,LTD.
Consulting Engineers
Westmont, Illinois

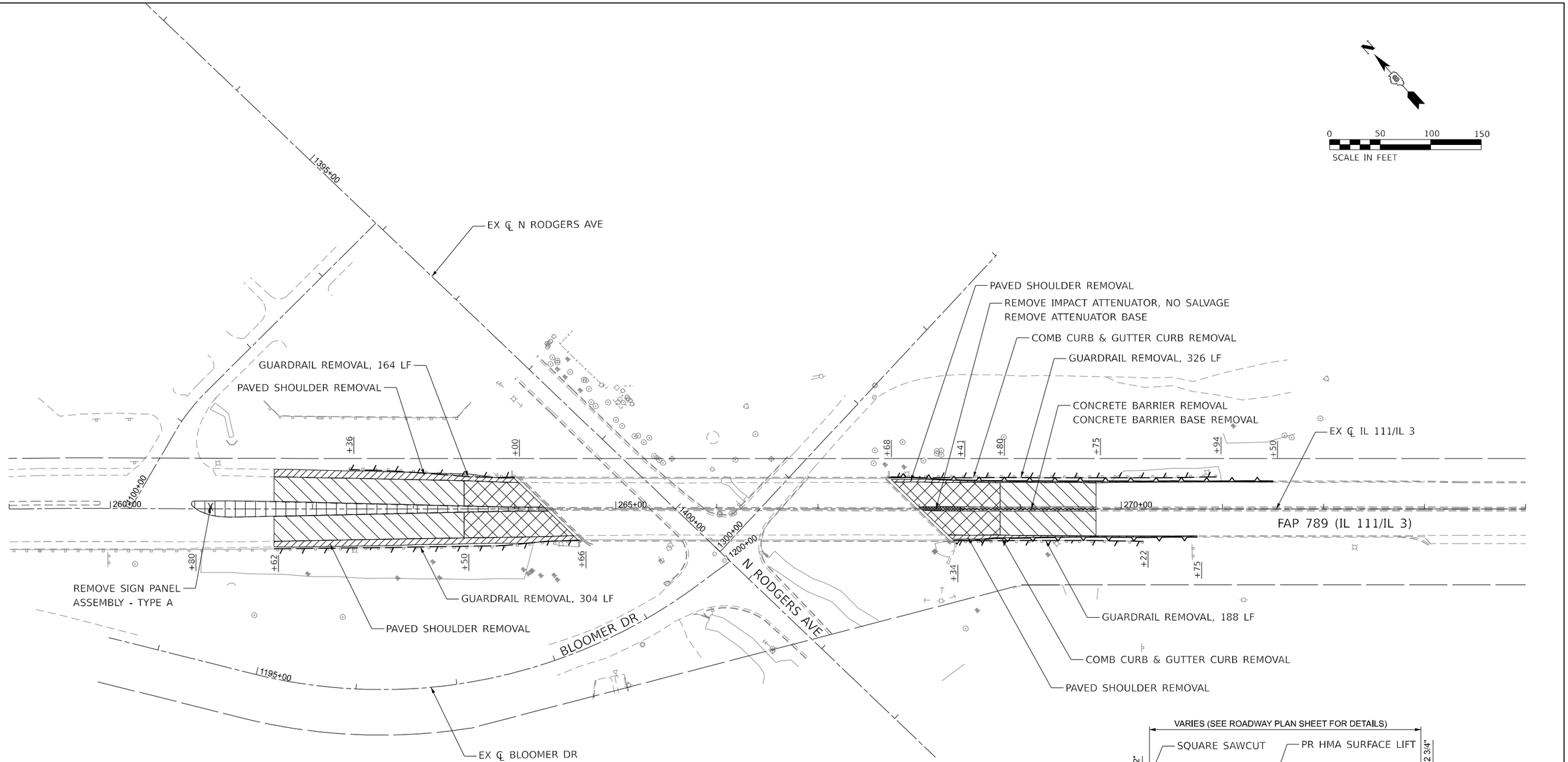
USER NAME = 14nho	DESIGNED - JK	REVISED -	
	DRAWN - JK	REVISED -	
	CHECKED - RC	REVISED -	
PLOT DATE = 3/20/2026	DATE - 3/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WIDTH RESTRICTION SIGNING PLAN

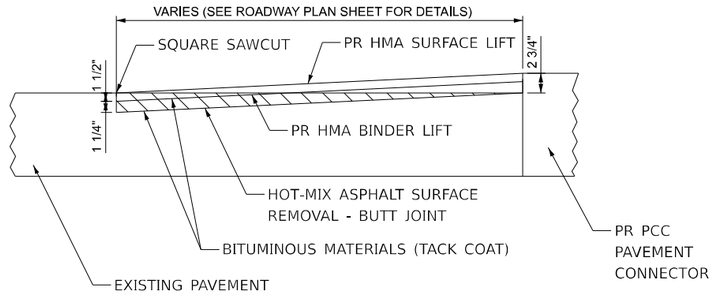
SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	28
		CONTRACT NO. 76R32		
		ILLINOIS FED. AID PROJECT		



REMOVAL LEGEND

- PAVED SHOULDER REMOVAL
- HMA SURFACE REMOVAL - BUTT JOINT
- PAVEMENT REMOVAL
- MEDIAN REMOVAL
- REMOVE IMPACT ATTENUATOR, NO SALVAGE; REMOVE ATTENUATOR BASE
- GUARDRAIL REMOVAL
- CONCRETE BARRIER REMOVAL; CONCRETE BARRIER BASE REMOVAL
- COMBINATION CURB & GUTTER REMOVAL



BUTT JOINT DETAIL

MODEL: IL111_IL3_HomerAdamsPkwy - Removal 1 [Sheet]
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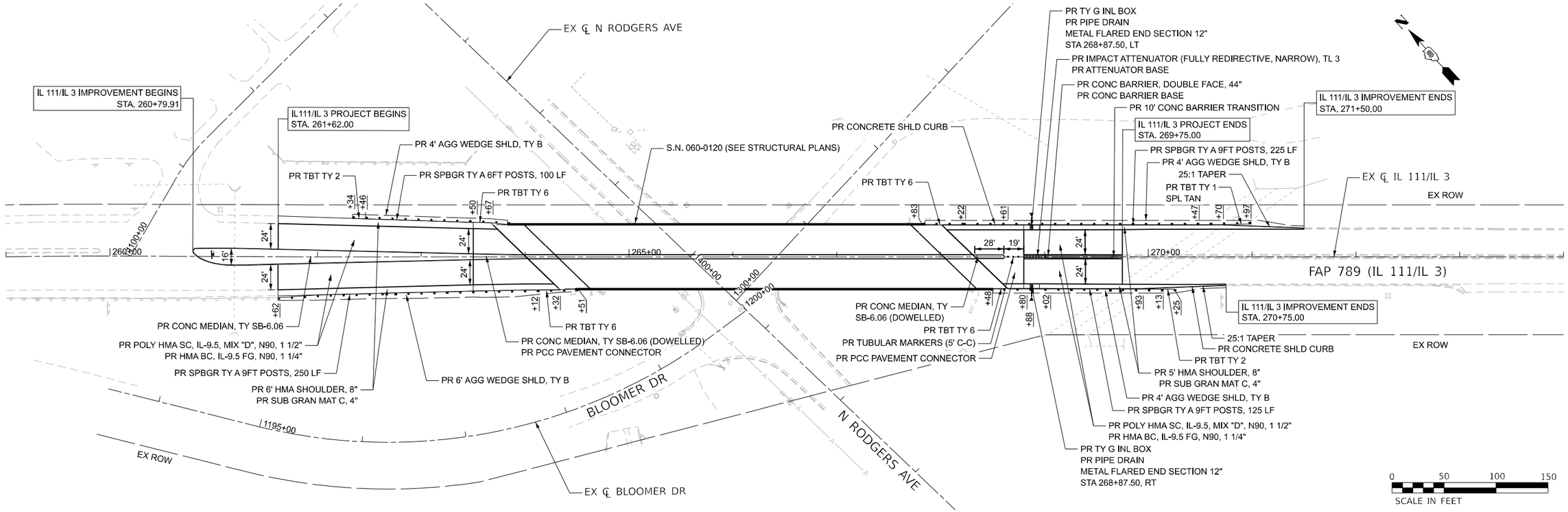
LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = 14nho	DESIGNED - JK	REVISED -
		DRAWN - JK	REVISED -
		CHECKED - RC	REVISED -
	PLOT DATE = 3/19/2026	DATE - 3/2026	REVISED -

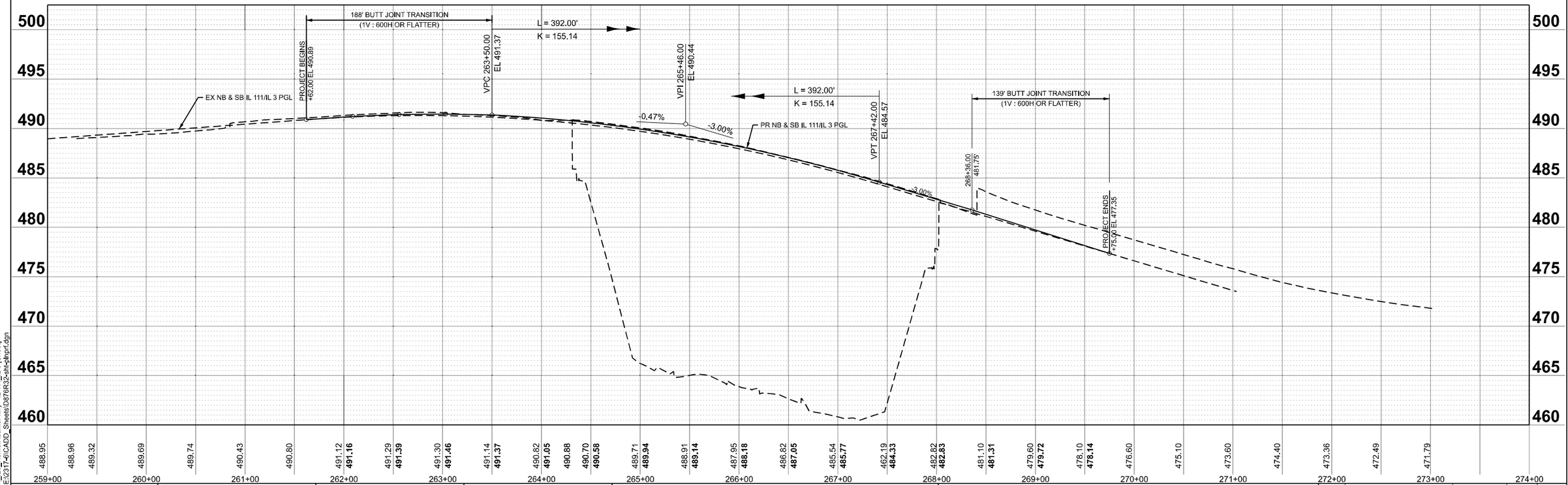
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN

SCALE: 1"=50' | SHEET 1 OF 1 SHEETS | STA. 260+79.91 | TO STA. 271+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	29
		CONTRACT NO. 76R32		
		ILLINOIS	FED. AID PROJECT	





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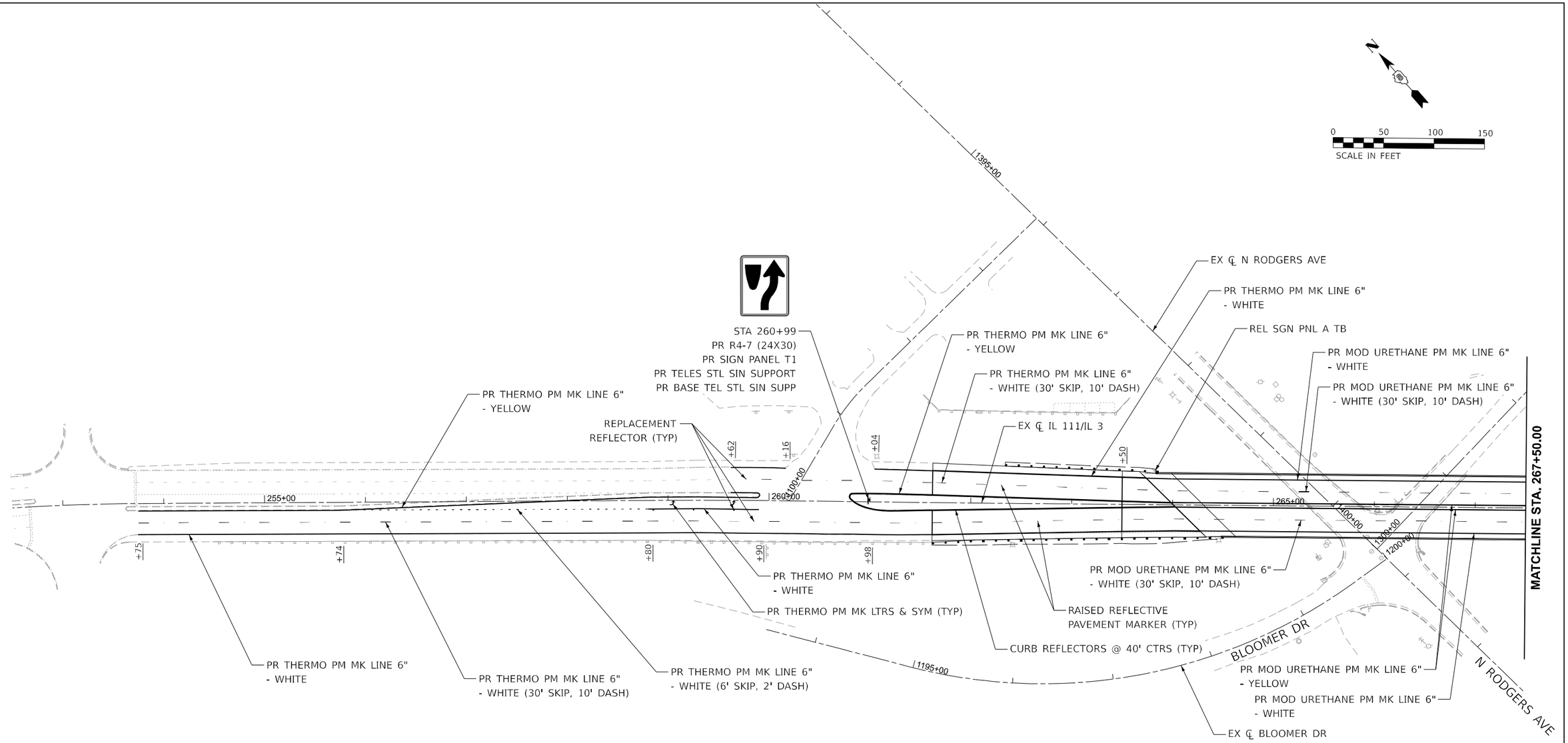
FILE NAME: E:\2317-6\CADD_Sheets\D876R32-sht-plnprf.dgn

LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = 14nho	DESIGNED - RC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN & PROFILE
		DRAWN - IS	REVISED -		
		CHECKED - RC	REVISED -		
	PLOT DATE = 3/24/2026	DATE - 3/2026	REVISED -		SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. 260+79.91 TO STA. 271+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	30
		CONTRACT NO. 76R32		
		ILLINOIS	FED. AID PROJECT	

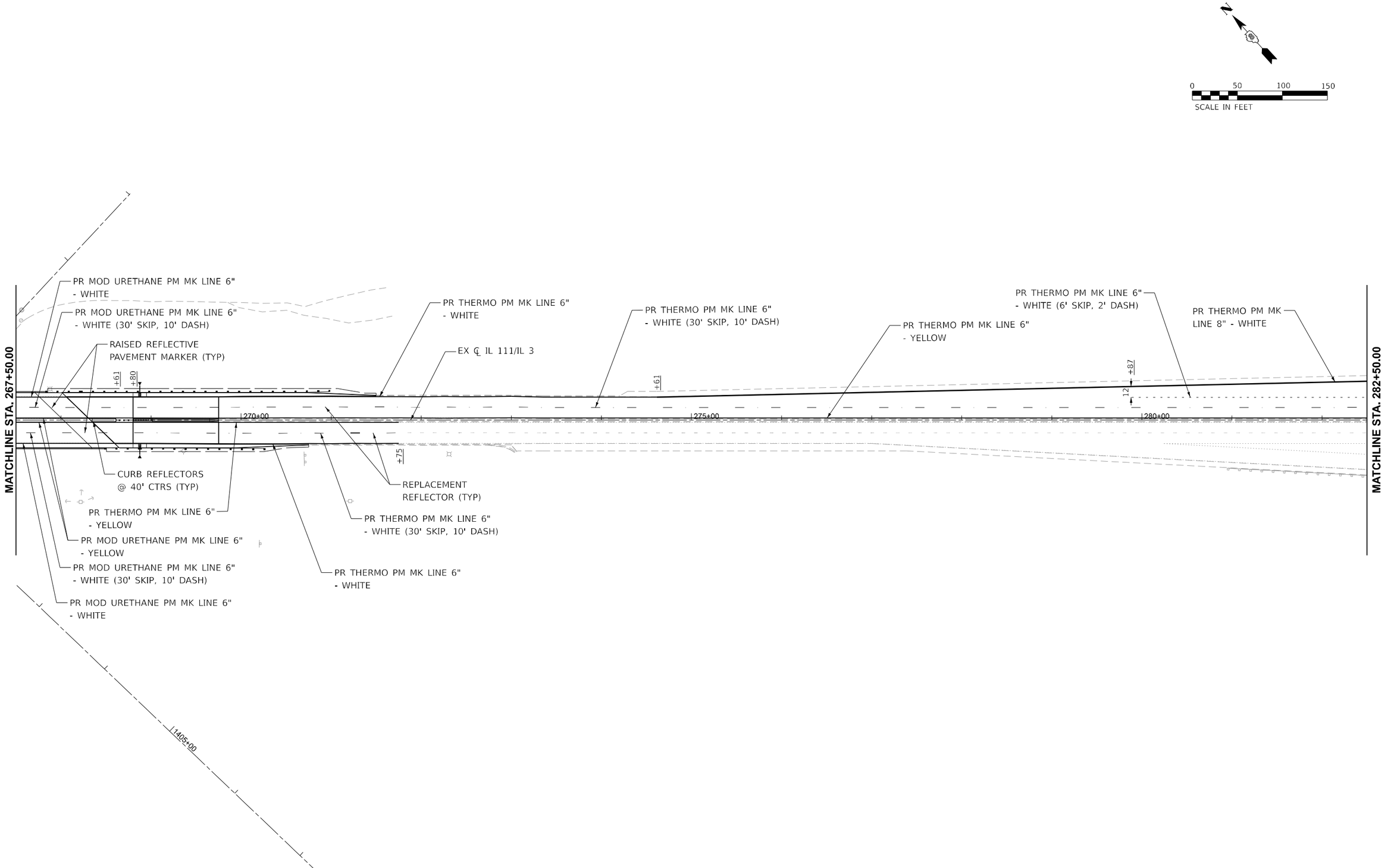


MODEL: IL111_IL3_HomerAdamsPkwy - Plan 1 [Sheet]
FILE NAME: E:\2317-6\CADD_Sheets\D876R32-sht-pmk.dgn

LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = 14nho	DESIGNED - JK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING PLAN
		DRAWN - JK	REVISED -		
		CHECKED - RC	REVISED -		
	PLOT DATE = 3/20/2026	DATE - 3/2026	REVISED -		

SCALE: 1"=50' | SHEET 1 OF 3 SHEETS | STA. 254+75.00 | TO STA. 267+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	31
		CONTRACT NO. 76R32		
	ILLINOIS	FED. AID PROJECT		



MODEL: IL111_IL3_HomerAdamsPkwy - Plan 2 [Sheet]
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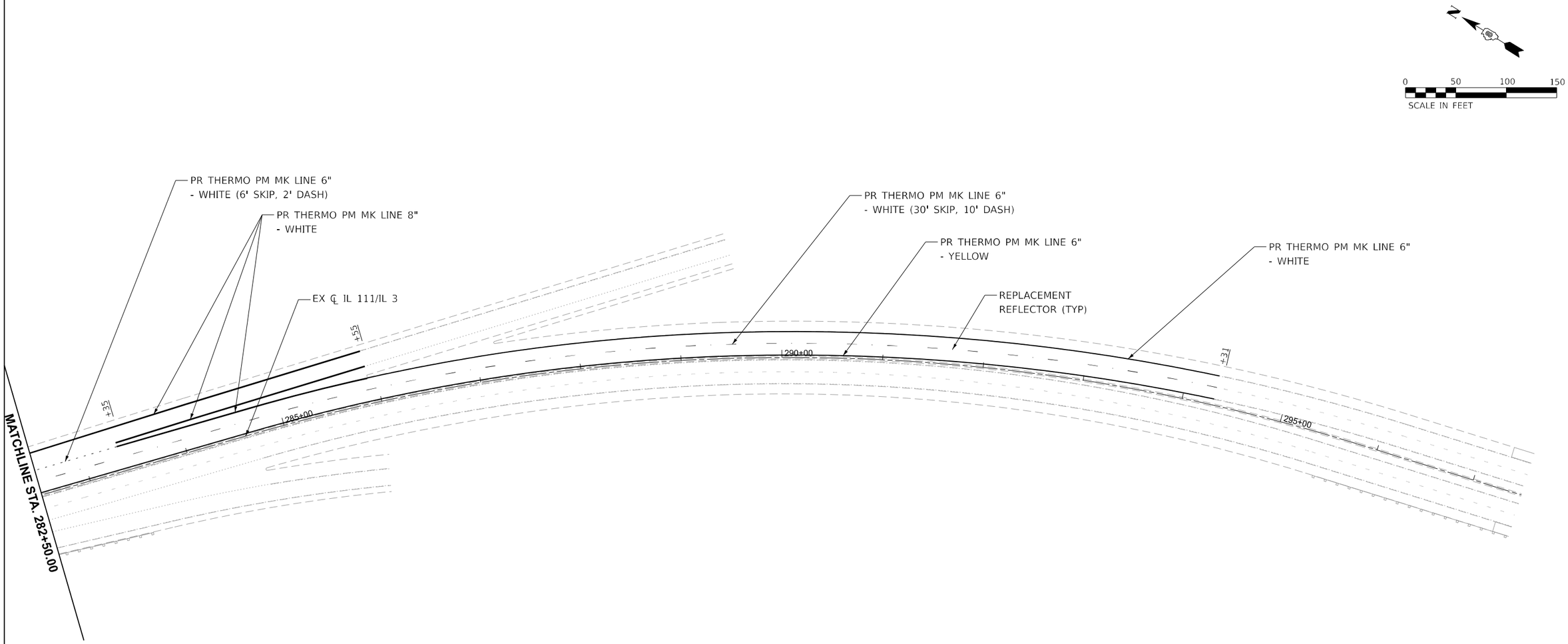
LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = 14nho	DESIGNED - JK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING PLAN
		DRAWN - JK	REVISED -		
		CHECKED - RC	REVISED -		
	PLOT DATE = 3/18/2026	DATE - 3/2026	REVISED -		

SCALE: 1"=50' | SHEET 2 OF 3 SHEETS | STA. 267+50.00 | TO STA. 282+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	32
		CONTRACT NO. 76R32		
	ILLINOIS	FED. AID PROJECT		



MODEL: IL111_IL3_HomerAdamsPkwy - Plan 3 [Sheet]
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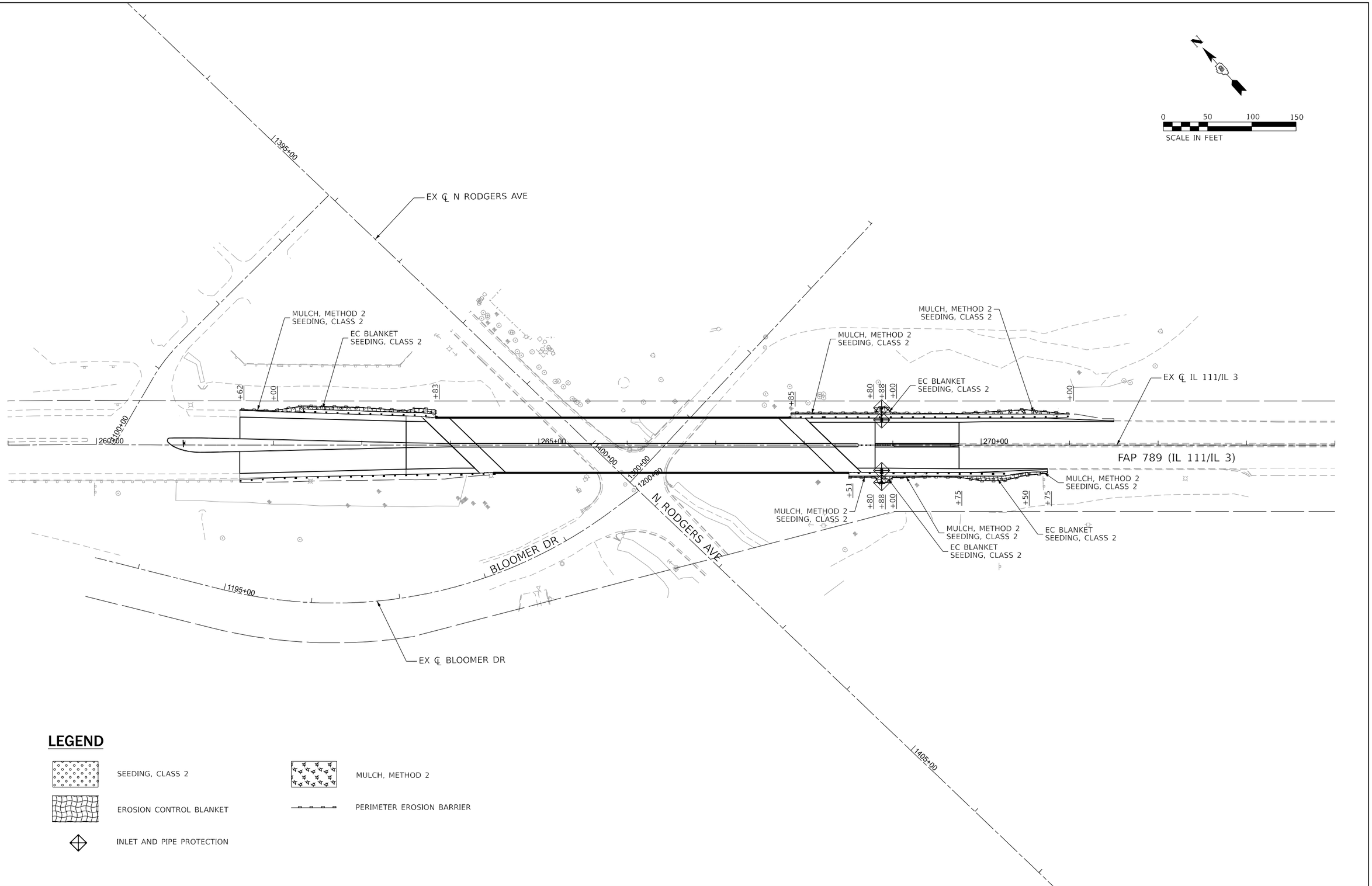
LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = 14nho	DESIGNED - JK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING PLAN
		DRAWN - JK	REVISED -		
		CHECKED - RC	REVISED -		
	PLOT DATE = 3/19/2026	DATE - 3/2026	REVISED -		SCALE: 1"=50' | SHEET 3 OF 3 SHEETS | STA. 282+50.00 TO STA. 294+31.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	33
		CONTRACT NO. 76R32		
	ILLINOIS | FED. AID PROJECT			



LEGEND

- SEEDING, CLASS 2
- MULCH, METHOD 2
- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER
- INLET AND PIPE PROTECTION

MODEL: IL111_IL3_HomerAdamsPkwy - Erosion 1 [Sheet]
FILE NAME: E:\2317-6\CADD_Sheets\D876R32-sht-eros.dgn

LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = 14nho	DESIGNED - JK	REVISED -
		DRAWN - JK	REVISED -
		CHECKED - RC	REVISED -
	PLOT DATE = 3/30/2026	DATE - 3/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN

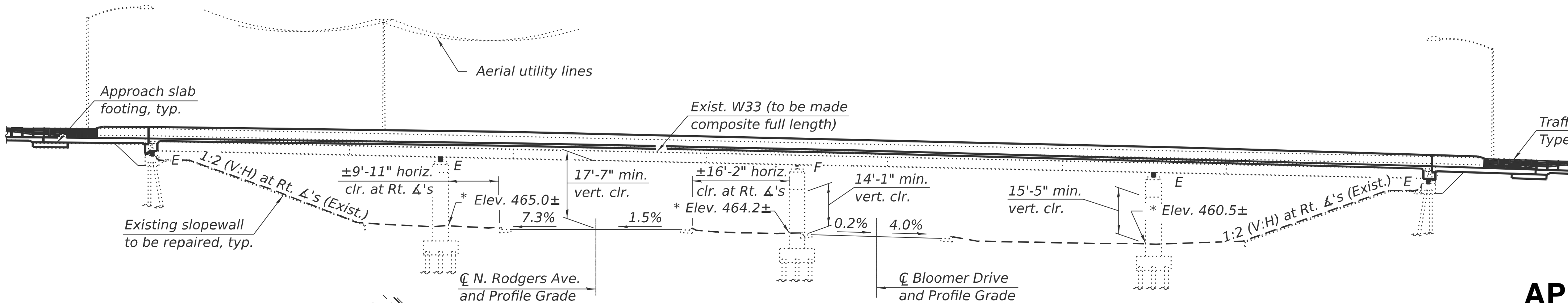
SCALE: 1"=50' | SHEET 1 OF 1 SHEETS | STA. 261+62.00 | TO STA. 271+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	34
		CONTRACT NO. 76R32		
		ILLINOIS	FED. AID PROJECT	

Benchmark: BM L2 - Set RR spike in north side of power pole at the southeast corner of Bloomer Drive and Ed Voumard Drive intersection, Sta. 1303+02.16. 19.86' Rt., Elev. 461.01

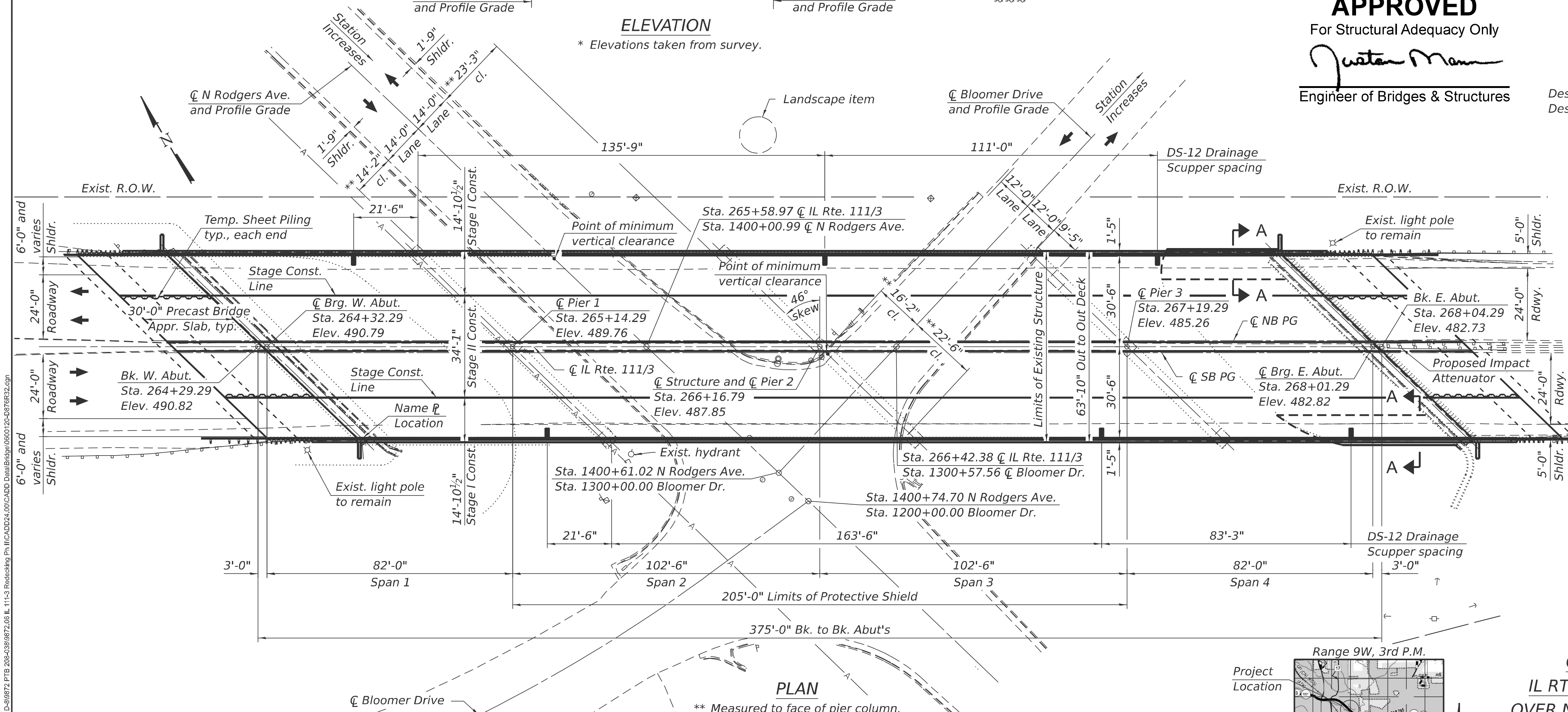
Existing Structure: SN 060-0120 was originally built in 1958 as F.A. Rte. 132, Section 1-HB and 1-HF. The superstructure consisted of a 7" thick reinforced concrete deck, raised concrete center median, concrete curbs, and metal railing on steel wide flange beams at 5'-10" spacing. The superstructure is supported by pile bent abutments on steel piles and three-column reinforced concrete piers on individual column footings and steel piles. The structure has a 46° skew with back-to-back abutments of 375'-0" and out-to-out deck of 63'-9". Traffic to be maintained utilizing staged construction.

No Salvage



ELEVATION

* Elevations taken from survey.



PLAN

** Measured to face of pier column.

LOADING HS20-44

Allow 12#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

2002 AASHTO LFD Standard Specifications for Highway Bridges, 17th Edition

2006 FHWA Seismic Retrofitting Manual for Highway Structures

DESIGN STRESSES

FIELD UNITS (NEW CONSTRUCTION)

f'c	=	4,000 psi	(Superstructure)
f'c	=	3,500 psi	(Substructure)
fy	=	60,000 psi	(Reinforcement)
fy	=	36,000 psi	(Structural Steel)

FIELD UNITS (EXISTING CONSTRUCTION)

fc	=	1,400 psi	(Superstructure and Piers)
fc	=	800 psi	(Abutments and Footing)
fs	=	20,000 psi	(Reinforcement)
fs	=	18,000 psi	(Structural Steel)

SEISMIC DATA

Seismic Retrofit Category (SRC) = A

Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.148g

Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.354g

Soil Site Class = C

Performance Level = PL-1

APPROVED

For Structural Adequacy Only

Engineer of Bridges & Structures

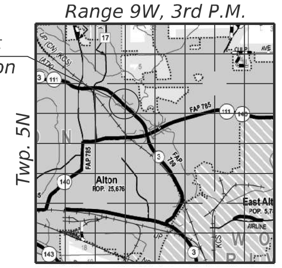
LICENSED STRUCTURAL ENGINEER
CHAD E. HODEL
081-5938
STATE OF ILLINOIS

3/13/2026

Exp. 11/30/2026

Notes:

1. The elevations shown in the Plan view correspond to the elevations after grinding.
2. See Sheet 3 of 39 for Section A-A.



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
IL RTE. 111 / 3 HOMER ADAMS PARKWAY
OVER N RODGERS AVE AND BLOOMER DRIVE
F.A.P. RTE. 789 - SECTION 1-BR-1
MADISON COUNTY
STATION 266+16.79
STRUCTURE NO. 060-0120

design firm no. 184001036	whks engineers • planners • land surveyors	USER NAME = jmontrey	DESIGNED - BRD/GEB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
			CHECKED - CEH/FWS	REVISED -	
		PLOT SCALE = $SCALE$	DRAWN - DLH/GEB/JLM	REVISED -	
		PLOT DATE = 4/1/2026	CHECKED - CEH/BRD/FWS	REVISED -	

STRUCTURE NO. 060-0120

SHEET 1 OF 39 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	35
		CONTRACT NO. 76R32		
		ILLINOIS FED. AID PROJECT		

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4/1/2026 3:41:00 PM

INDEX OF SHEETS

SCOPE OF WORK

1. Remove and replace existing concrete deck and approach slabs. Make new deck composite full length.
2. Repair structural steel, as needed.
3. Clean and paint all beam ends.
4. Convert existing abutments and wingwalls to semi-integral configuration.
5. Repair existing substructure units as needed.
6. Replace existing bearings at abutments and expansion piers.
7. Partial in-kind replacement of existing slope wall.

GENERAL NOTES

1. No field welding is permitted except as specified in the contract documents.
2. Fasteners shall be ASTM F 3125 Grade A325 Type 1, mechanically galvanized bolts in painted areas. Bolts 7/8 in. diameter, holes 15/16 in. diameter, unless otherwise noted.
3. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose detrimental foreign material shall be removed from the surfaces in contact with concrete (SSPC - SP3 standards). Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be paid for according to Article 109.04 of the Standard Specifications.

   As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding 1/4 in. deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.
4. The Contractor shall test the existing welds by non-destructive methods within 2 ft. of the end of the existing cover plates for cracks after removal of the existing concrete deck. Dye penetrant (PT), magnetic particle (MT), or other approved testing method shall be performed by qualified personnel approved by the Engineer. If cracks are found, report them to the Bureau of Bridges and Structures for disposition. The cost of testing is included in Removal of Existing Concrete Deck. The cost of crack repair, if necessary, will be paid for according to Article 109.04 of the Standard Specifications.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. 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.
7. Plan dimensions and details relative to the existing structure have been taken from existing plans and are subject to nominal construction variations. The Contactor 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.
8. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
9. The existing bearings contain lead plates. The Contractor shall take precautions to deal with the presence of lead on this project.
10. All new structural steel shall be shop painted with an inorganic zinc rich primer per AASHTO M 300, Type 1.
11. Except as noted, cleaning and field painting of structural steel shall be done under a separate painting contract.
12. Prior to pouring concrete abutment diaphragms, all existing steel end diaphragms and beam ends, measured along and on either side of the beam within 2 ft of the proposed concrete diaphragm limits, shall be cleaned per Power Tool Cleaning-Modified SSPC SP-3. Areas required to be cleaned per Power Tool Cleaning-Modified SSPC SP-3 shall be coated with one coat of an approved organic zinc-rich or epoxy-mastic primer. Cost included with Concrete Superstructure.
13. Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures", and the Standard Specifications.
14. Diamond grinding shall occur over a width extending to within 2 feet of the parapets and the edge of the traffic lane next to the raised median. Diamond grinding shall be performed prior to pouring the raised median to avoid interference between the grinding equipment and raised median.

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Porous Granular Embankment	Cu. Yd.		21	21
Concrete Removal	Cu. Yd.		53.8	53.8
Slope Wall Removal	Sq. Yd.		121	121
Removal of Existing Concrete Deck	Each	1		1
Protective Shield	Sq. Yd.	1,454		1,454
Structure Excavation	Cu. Yd.		302	302
Concrete Structures	Cu. Yd.		64	64
Concrete Superstructure	Cu. Yd.	904.5		904.5
Protective Coat	Sq. Yd.	3,352		3,352
Furnishing and Erecting Structural Steel	Pound	14,920		14,920
Stud Shear Connectors	Each	10,188		10,188
Reinforcement Bars, Epoxy Coated	Pound	203,810	11,460	215,270
Bar Splicers	Each	2,310	168	2,478
Slope Wall 4 Inch	Sq. Yd.		121	121
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	182		182
Elastomeric Bearing Assembly, Type I	Each	48		48
Anchor Bolts, 3/4"	Each	96		96
Anchor Bolts, 1 1/4"	Each	48		48
Temporary Sheet Piling	Sq. Ft.		841	841
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.		167	167
Granular Backfill for Structures	Cu. Yd.		280	280
Epoxy Crack Injection	Foot		219	219
Geocomposite Wall Drain	Sq. Yd.		153	153
Pipe Underdrains for Structures 4"	Foot		266	266
Jack and Remove Existing Bearings	Each	48		48
Diamond Grinding (Bridge Section)	Sq. Yd.	2,609		2,609
Removal of Existing Protective Shield	Sq. Yd.	2,250		2,250
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	2,310		2,310
Concrete Wearing Surface, 5 1/4"	Sq. Yd.	417		417
Precast Bridge Approach Slab	Sq. Ft.	3,775		3,775
Structural Steel Repair	Pound	5,400		5,400
Bar Terminators	Each	388		388
Drainage Scuppers, DS-12	Each	6		6

STA. 266+16.79
RE-BUILT 20 BY
STATE OF ILLINOIS
F.A.P. RT. 789 SEC. 1-BR-1
LOADING HS20-44
STR. NO. 060-0120

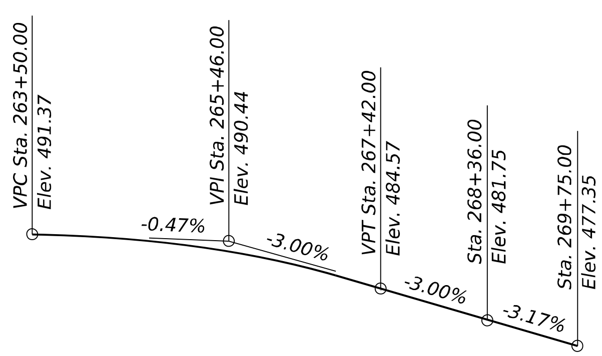
NAME PLATE

See Std. 515001

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

BYPASS FLOWRATE FROM BRIDGE LIMITS (END OF APPROACH SLAB) TO ROADWAY

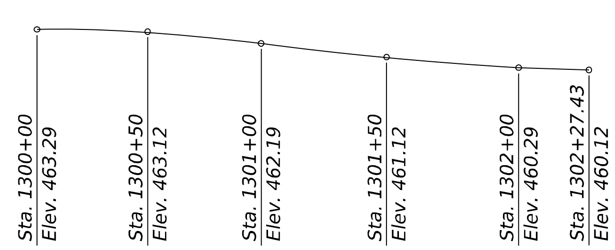
	NW Curbline	SW Curbline	NE Curbline	SE Curbline
Q (C.F.S.)	N/A	N/A	0.590	0.555



PROPOSED PROFILE GRADE

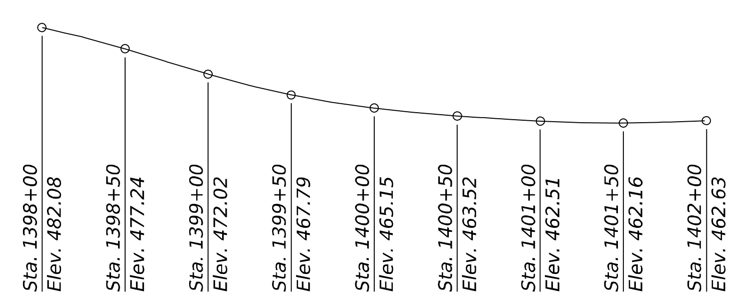
(Along median edge)

Up to 1/4 inch to be ground off the bridge deck and the bridge approach slabs. The Profile Grade shows the final grade after grinding.



PROFILE GRADE

(Along ℄ Bloomer Drive)



PROFILE GRADE

(Along ℄ Rodgers Ave.)

design firm no. 184001036

whks engineers + planners + land surveyors

USER NAME = gbugg	DESIGNED - BRD/GEB	REVISED -	
	CHECKED - CEH/FWS	REVISED -	
PLOT SCALE = $SCALE$	DRAWN - DLH/GEB/JLM	REVISED -	
PLOT DATE = 4/29/2026	CHECKED - CEH/BRD/FWS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 060-0120

SHEET 2 OF 39 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	36

CONTRACT NO. 76R32

ILLINOIS FED. AID PROJECT

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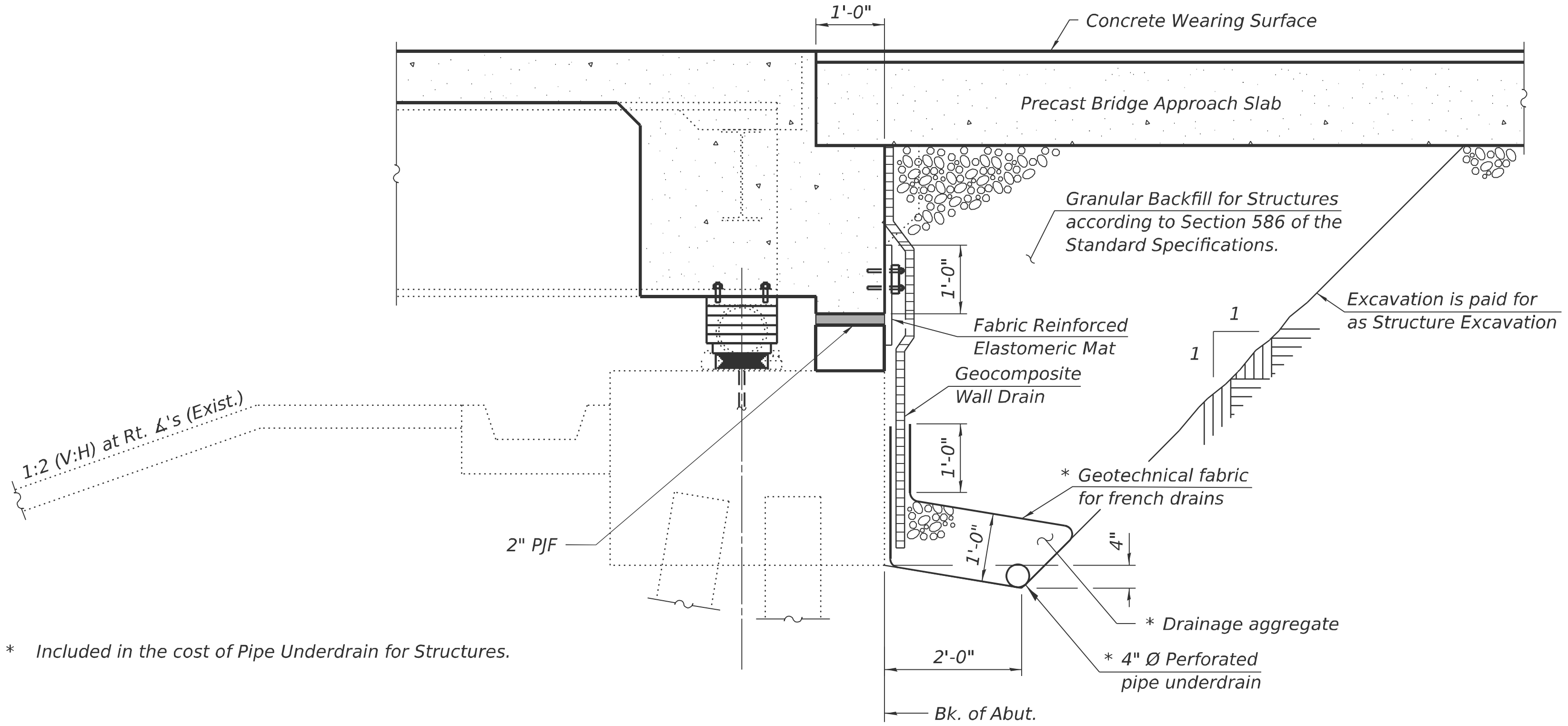
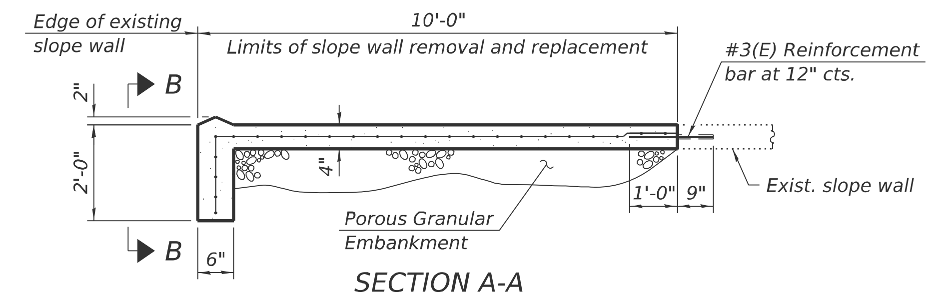


* Included in the cost of Pipe Underdrain for Structures.

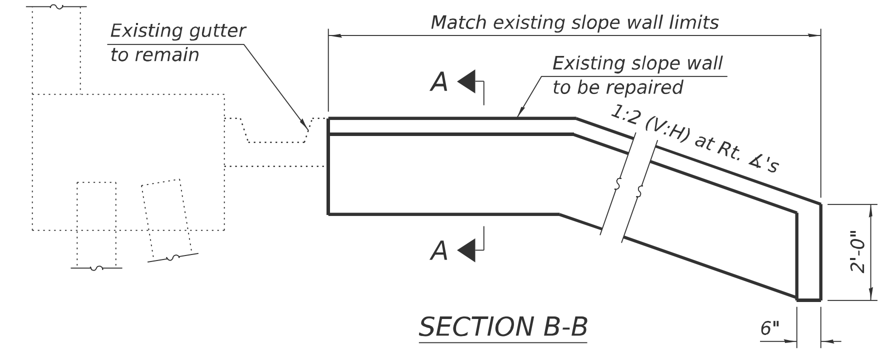
SECTION THRU SEMI-INTEGRAL ABUTMENT

(Horiz. dim. at Rt. ∠'s)

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



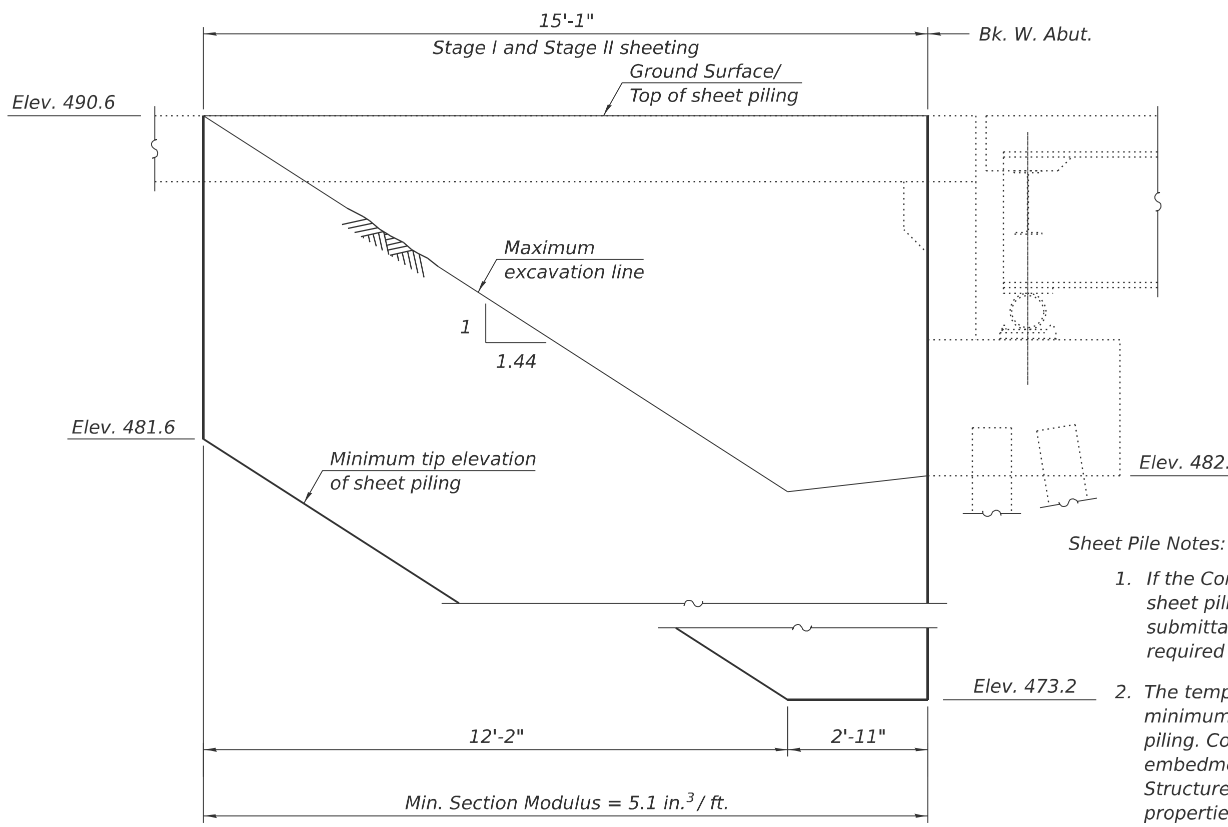
SECTION A-A



SECTION B-B

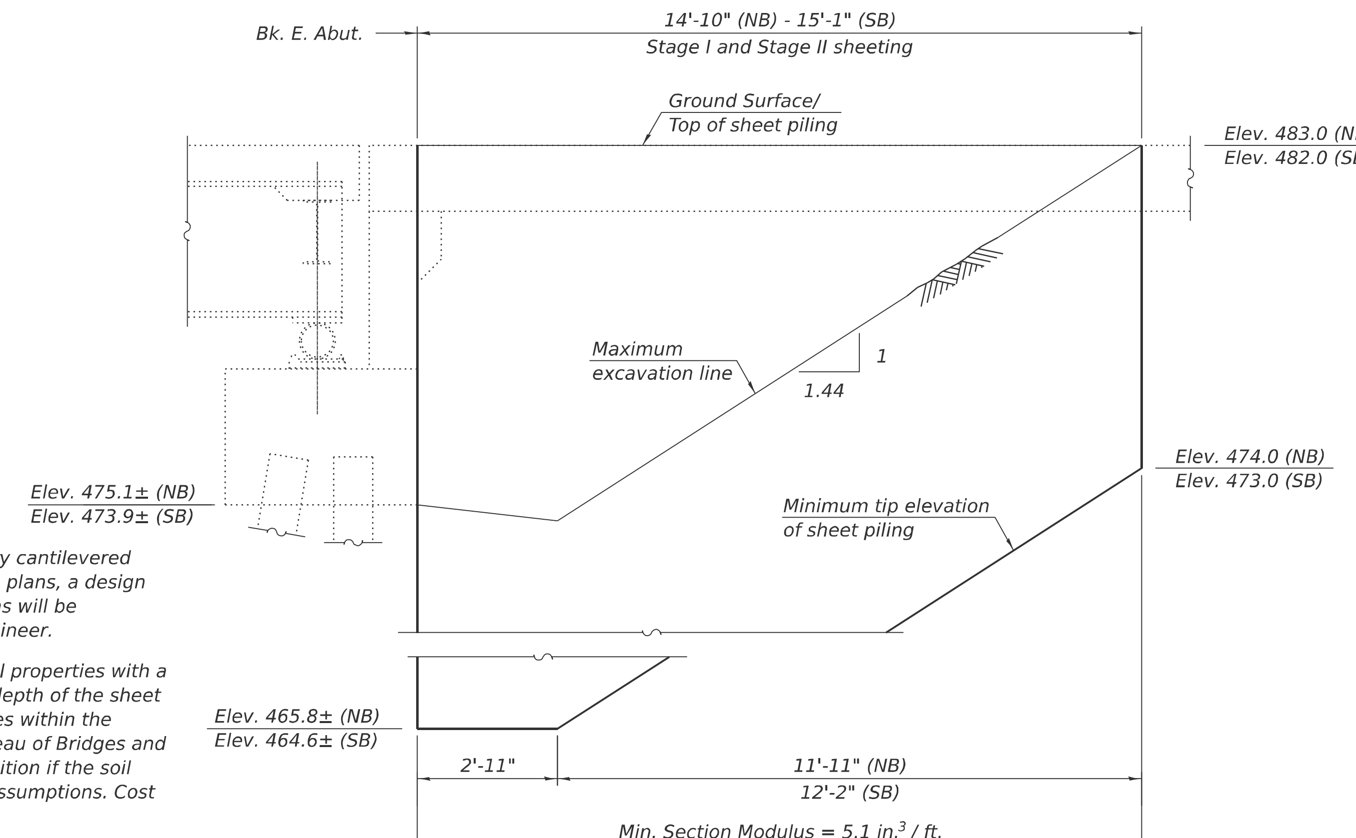
Notes:

1. Slope wall shall be reinforced with welded wire fabric, 6 in. x 6 in. – W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.
2. Porous Granular Embankment shall be used to backfill and shape the existing embankment as needed for the proposed slope wall. The quantity shown is an estimate. Actual quantity will depend on field conditions.
3. Drill and epoxy grout #3(E) reinforcement bars in 9" min. holes according to Art. 584 of the Standard Specifications. Cost of reinforcement bar and drilling and epoxy grouting included with Slope Wall 4 inch.



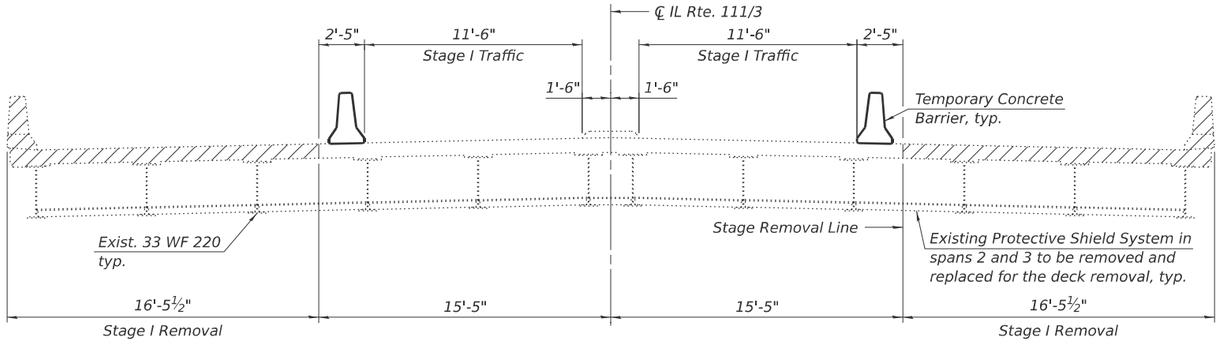
Sheet Pile Notes:

1. 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.
2. The temporary sheet piling design assumes soil properties with a minimum Qu = 1.0 tsf within the embedment depth of the sheet piling. Contractor shall field verify soil properties within the embedment depth of the sheet piling. The Bureau of Bridges and Structures shall be contacted for further disposition if the soil properties are less than the minimum design assumptions. Cost included with Temporary Sheet Piling.



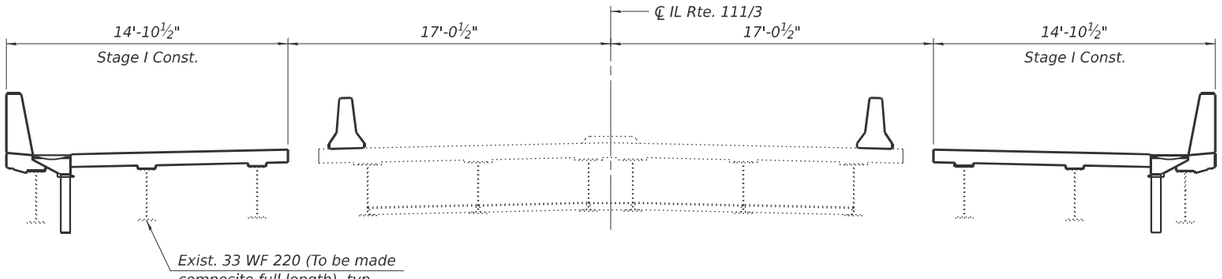
TEMPORARY SHEET PILING AT ABUTMENTS

(Dimensions are parallel to ℄ roadway)



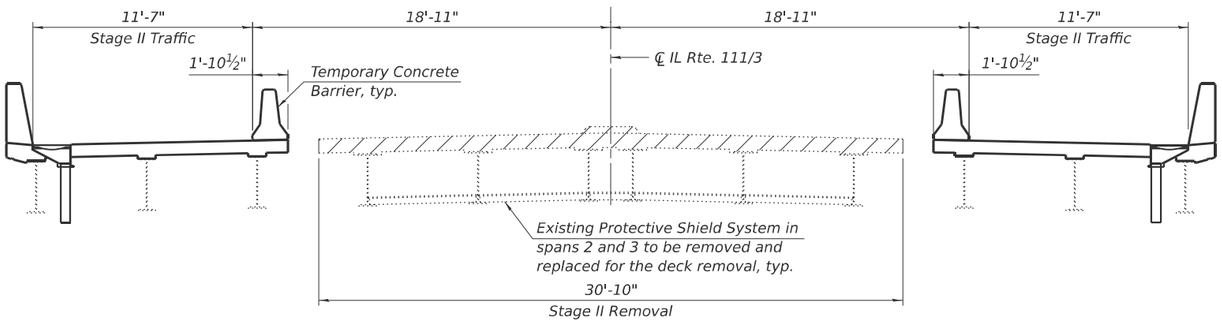
STAGE I REMOVAL

(Looking East)



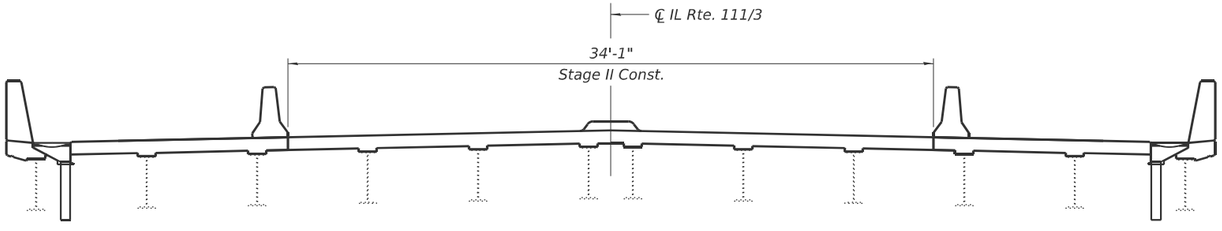
STAGE I CONSTRUCTION

(Looking East)



STAGE II REMOVAL

(Looking East)



STAGE II CONSTRUCTION

(Looking East)

Notes:

1. Hatched area indicates Removal of Existing Concrete Deck.
2. For details of Temporary Concrete Barrier, see Sheet 5 of 39.
3. See Roadway Plans for quantity of Temporary Concrete Barrier.

design firm
no. 184001036
whks
engineers + planners + land surveyors

USER NAME = jmontrey	DESIGNED - BRD/GEB	REVISED -	
	CHECKED - CEH/FWS	REVISED -	
PLOT SCALE = $SCALE$	DRAWN - DLH/GEB/JLM	REVISED -	
PLOT DATE = 4/1/2026	CHECKED - CEH/BRD/FWS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 060-0120

SHEET 4 OF 39 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	38
		CONTRACT NO. 76R32		
	ILLINOIS	FED. AID PROJECT		

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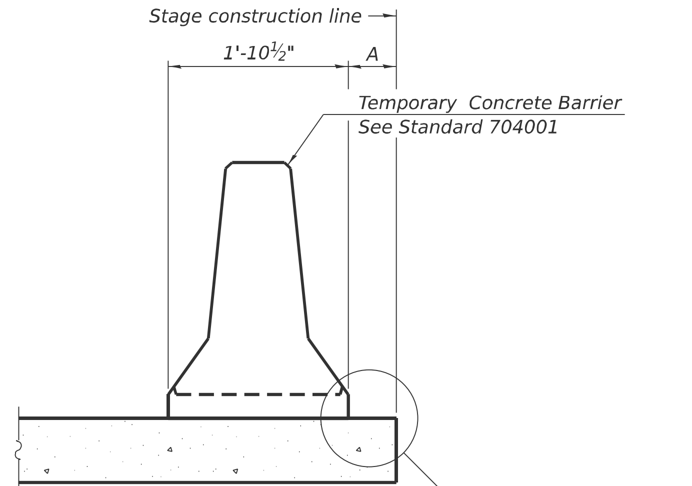
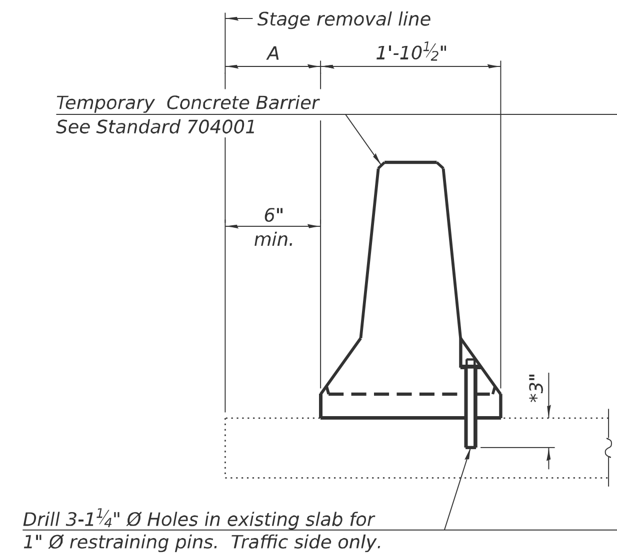


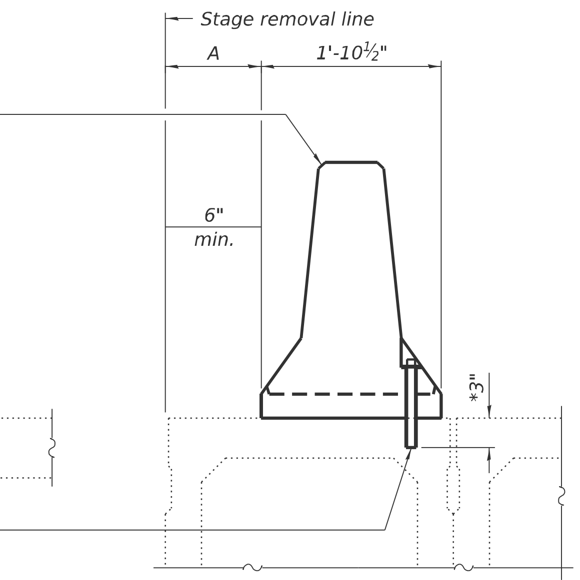
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



Drill 3-1¼" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

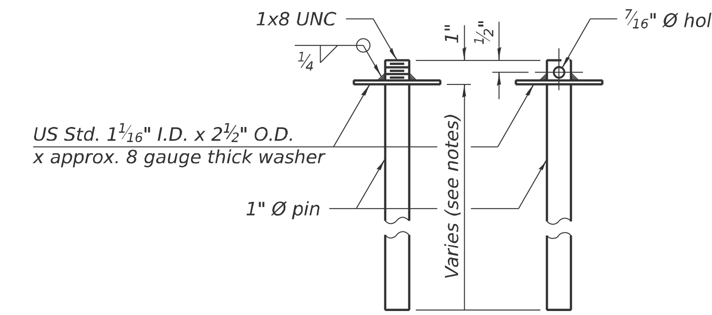
EXISTING SLAB



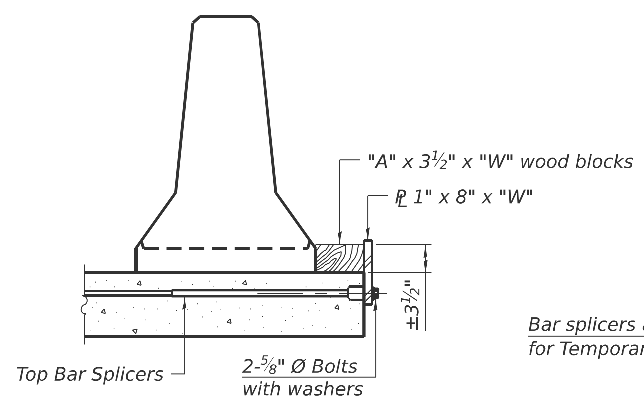
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

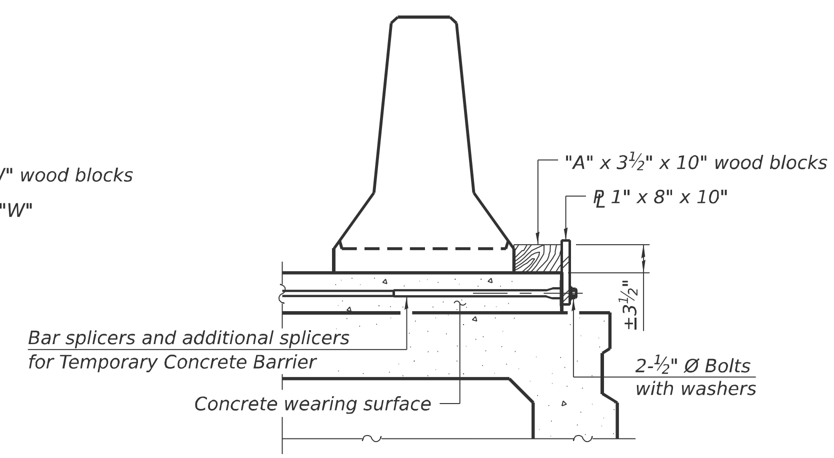
SECTIONS THRU SLAB OR DECK BEAM



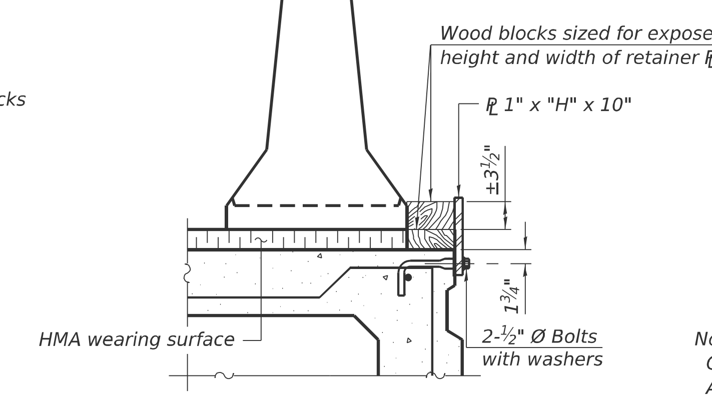
RESTRAINING PIN



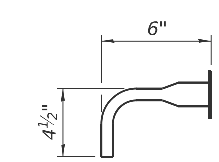
DETAIL I



DETAIL II



DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier.

A retainer assembly shall be located at the approximate ℄ of each temporary concrete barrier.

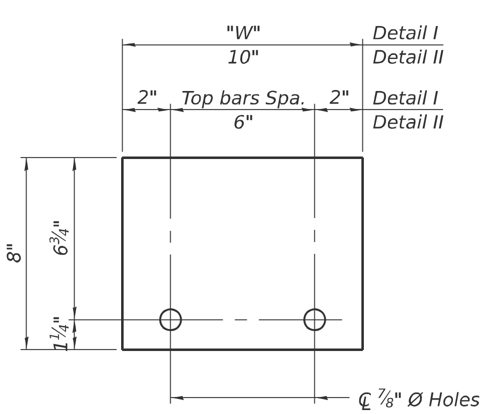
The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1½", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

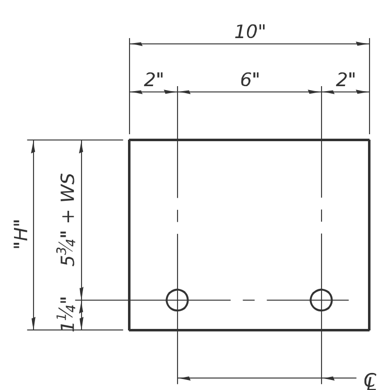
Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

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



STEEL RETAINER PL 1" x 8" x "W"

(Detail I and II)



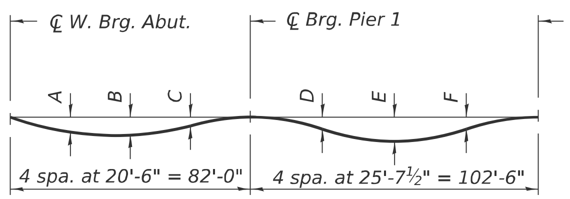
STEEL RETAINER PL 1" x "H" x 10"

(Detail III)

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 5-15-2023

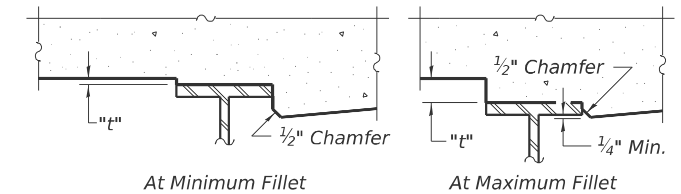


Beam No.	A	B	C	D	E	F
1 thru 5 8 thru 12	⅝"	¾"	⅜"	½"	⅞"	½"
6 and 7	⅜"	½"	¼"	¼"	½"	¼"

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as on sheets 7 thru 12 of 39.

DEAD LOAD DEFLECTION DIAGRAM

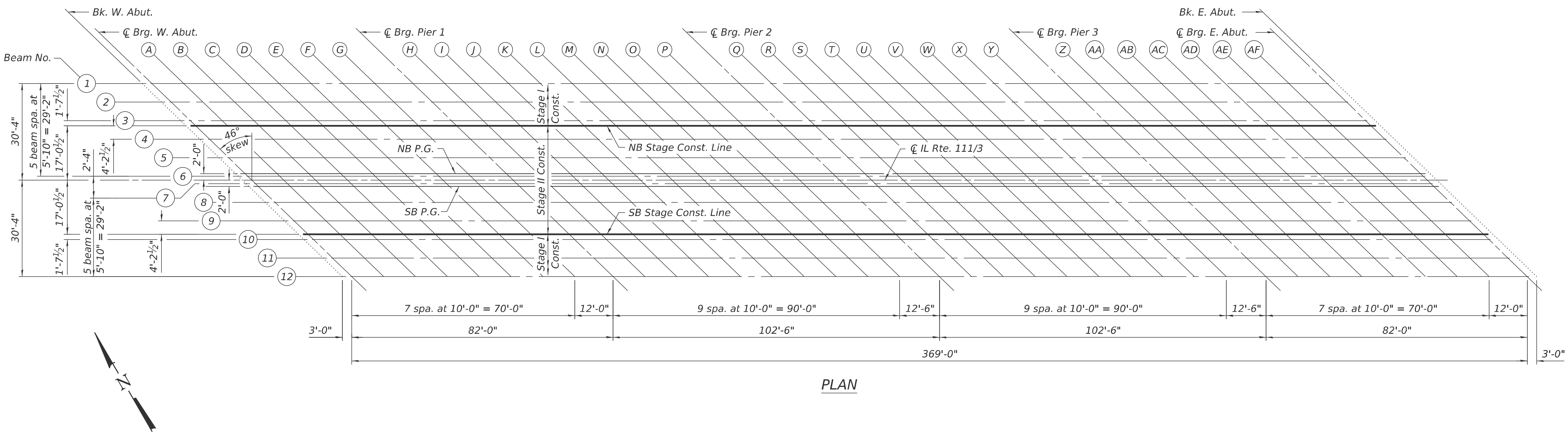
(Includes weight of concrete only.)



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

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown below. For grinding the deck, see Special Provisions.

FILLET HEIGHTS



PLAN

Note:

Offsets shown in the tables on Sheets 7 thru 12 of 39 are based on the ℄ IL Rte. 111/3.

(Sheet 1 of 7)

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	263+97.88	-30.33	490.62	490.64
℄ Brg. W. Abut.	264+00.88	-30.33	490.60	490.62
A	264+10.88	-30.33	490.52	490.57
B	264+20.88	-30.33	490.43	490.50
C	264+30.88	-30.33	490.33	490.41
D	264+40.88	-30.33	490.23	490.31
E	264+50.88	-30.33	490.12	490.19
F	264+60.88	-30.33	490.01	490.06
G	264+70.88	-30.33	489.88	489.91
℄ Brg. Pier 1	264+82.88	-30.33	489.73	489.75
H	264+92.88	-30.33	489.59	489.62
I	265+02.88	-30.33	489.45	489.50
J	265+12.88	-30.33	489.30	489.37
K	265+22.88	-30.33	489.15	489.23
L	265+32.88	-30.33	488.98	489.07
M	265+42.88	-30.33	488.82	488.91
N	265+52.88	-30.33	488.64	488.71
O	265+62.88	-30.33	488.46	488.51
P	265+72.88	-30.33	488.27	488.30
℄ Brg. Pier 2	265+85.38	-30.33	488.03	488.05
Q	265+95.38	-30.33	487.83	487.86
R	266+05.38	-30.33	487.62	487.67
S	266+15.38	-30.33	487.40	487.47
T	266+25.38	-30.33	487.18	487.26
U	266+35.38	-30.33	486.95	487.04
V	266+45.38	-30.33	486.72	486.80
W	266+55.38	-30.33	486.48	486.55
X	266+65.38	-30.33	486.23	486.28
Y	266+75.38	-30.33	485.98	486.01
℄ Brg. Pier 3	266+87.88	-30.33	485.65	485.67
Z	266+97.88	-30.33	485.38	485.41
AA	267+07.88	-30.33	485.11	485.16
AB	267+17.88	-30.33	484.83	484.89
AC	267+27.88	-30.33	484.54	484.62
AD	267+37.88	-30.33	484.25	484.33
AE	267+47.88	-30.33	483.95	484.02
AF	267+57.88	-30.33	483.65	483.70
℄ Brg. E. Abut.	267+69.88	-30.33	483.29	483.31
Bk. E. Abut.	267+72.88	-30.33	483.20	483.22

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	264+03.92	-24.50	490.69	490.71
℄ Brg. W. Abut.	264+06.92	-24.50	490.66	490.68
A	264+16.92	-24.50	490.57	490.62
B	264+26.92	-24.50	490.48	490.55
C	264+36.92	-24.50	490.38	490.46
D	264+46.92	-24.50	490.27	490.35
E	264+56.92	-24.50	490.16	490.23
F	264+66.92	-24.50	490.04	490.09
G	264+76.92	-24.50	489.92	489.95
℄ Brg. Pier 1	264+88.92	-24.50	489.76	489.78
H	264+98.92	-24.50	489.62	489.65
I	265+08.92	-24.50	489.47	489.52
J	265+18.92	-24.50	489.32	489.39
K	265+28.92	-24.50	489.16	489.24
L	265+38.92	-24.50	488.99	489.08
M	265+48.92	-24.50	488.82	488.91
N	265+58.92	-24.50	488.64	488.71
O	265+68.92	-24.50	488.46	488.51
P	265+78.92	-24.50	488.27	488.30
℄ Brg. Pier 2	265+91.42	-24.50	488.02	488.04
Q	266+01.42	-24.50	487.81	487.84
R	266+11.42	-24.50	487.60	487.65
S	266+21.42	-24.50	487.38	487.45
T	266+31.42	-24.50	487.15	487.23
U	266+41.42	-24.50	486.92	487.01
V	266+51.42	-24.50	486.68	486.76
W	266+61.42	-24.50	486.44	486.51
X	266+71.42	-24.50	486.19	486.24
Y	266+81.42	-24.50	485.93	485.96
℄ Brg. Pier 3	266+93.92	-24.50	485.60	485.62
Z	267+03.92	-24.50	485.33	485.36
AA	267+13.92	-24.50	485.05	485.10
AB	267+23.92	-24.50	484.76	484.82
AC	267+33.92	-24.50	484.47	484.55
AD	267+43.92	-24.50	484.17	484.25
AE	267+53.92	-24.50	483.87	483.94
AF	267+63.92	-24.50	483.57	483.62
℄ Brg. E. Abut.	267+75.92	-24.50	483.21	483.23
Bk. E. Abut.	267+78.92	-24.50	483.12	483.14

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	264+09.96	-18.67	490.72	490.74
℄ Brg. W. Abut.	264+12.96	-18.67	490.70	490.72
A	264+22.96	-18.67	490.61	490.66
B	264+32.96	-18.67	490.51	490.58
C	264+42.96	-18.67	490.40	490.48
D	264+52.96	-18.67	490.29	490.37
E	264+62.96	-18.67	490.18	490.25
F	264+72.96	-18.67	490.05	490.10
G	264+82.96	-18.67	489.92	489.95
℄ Brg. Pier 1	264+94.96	-18.67	489.76	489.78
H	265+04.96	-18.67	489.62	489.65
I	265+14.96	-18.67	489.47	489.52
J	265+24.96	-18.67	489.31	489.38
K	265+34.96	-18.67	489.15	489.23
L	265+44.96	-18.67	488.98	489.07
M	265+54.96	-18.67	488.80	488.89
N	265+64.96	-18.67	488.62	488.69
O	265+74.96	-18.67	488.43	488.48
P	265+84.96	-18.67	488.23	488.26
℄ Brg. Pier 2	265+97.46	-18.67	487.98	488.00
Q	266+07.46	-18.67	487.77	487.80
R	266+17.46	-18.67	487.55	487.60
S	266+27.46	-18.67	487.33	487.40
T	266+37.46	-18.67	487.10	487.18
U	266+47.46	-18.67	486.87	486.96
V	266+57.46	-18.67	486.62	486.70
W	266+67.46	-18.67	486.38	486.45
X	266+77.46	-18.67	486.12	486.17
Y	266+87.46	-18.67	485.86	485.89
℄ Brg. Pier 3	266+99.96	-18.67	485.52	485.54
Z	267+09.96	-18.67	485.25	485.28
AA	267+19.96	-18.67	484.96	485.01
AB	267+29.96	-18.67	484.68	484.74
AC	267+39.96	-18.67	484.38	484.46
AD	267+49.96	-18.67	484.08	484.16
AE	267+59.96	-18.67	483.78	483.85
AF	267+69.96	-18.67	483.48	483.53
℄ Brg. E. Abut.	267+81.96	-18.67	483.12	483.14
Bk. E. Abut.	267+84.96	-18.67	483.03	483.05

design firm no. 184001036 — whks engineers + planners + land surveyors

USER NAME = jmontrey	DESIGNED - BRD/GEB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS STRUCTURE NO. 060-0120
	CHECKED - CEH/FWS	REVISED -		
PLOT SCALE = $SCALE$	DRAWN - DLH/GEB/JLM	REVISED -		SHEET 7 OF 39 SHEETS
PLOT DATE = 4/1/2026	CHECKED - CEH/BRD/FWS	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	41
		CONTRACT NO. 76R32		
	ILLINOIS	FED. AID PROJECT		

4/1/2026 3:41:14 PM

NB STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	264+11.64	-17.04	490.73	490.75
℄ Brg. W. Abut.	264+14.64	-17.04	490.71	490.73
A	264+24.64	-17.04	490.61	490.66
B	264+34.64	-17.04	490.52	490.59
C	264+44.64	-17.04	490.41	490.49
D	264+54.64	-17.04	490.30	490.38
E	264+64.64	-17.04	490.18	490.25
F	264+74.64	-17.04	490.06	490.11
G	264+84.64	-17.04	489.93	489.96
℄ Brg. Pier 1	264+96.64	-17.04	489.76	489.78
H	265+06.64	-17.04	489.62	489.65
I	265+16.64	-17.04	489.47	489.52
J	265+26.64	-17.04	489.31	489.38
K	265+36.64	-17.04	489.14	489.22
L	265+46.64	-17.04	488.97	489.06
M	265+56.64	-17.04	488.80	488.89
N	265+66.64	-17.04	488.61	488.68
O	265+76.64	-17.04	488.42	488.47
P	265+86.64	-17.04	488.23	488.26
℄ Brg. Pier 2	265+99.14	-17.04	487.97	487.99
Q	266+09.14	-17.04	487.76	487.79
R	266+19.14	-17.04	487.54	487.59
S	266+29.14	-17.04	487.32	487.39
T	266+39.14	-17.04	487.09	487.17
U	266+49.14	-17.04	486.85	486.94
V	266+59.14	-17.04	486.61	486.69
W	266+69.14	-17.04	486.36	486.43
X	266+79.14	-17.04	486.10	486.15
Y	266+89.14	-17.04	485.84	485.87
℄ Brg. Pier 3	267+01.64	-17.04	485.50	485.52
Z	267+11.64	-17.04	485.22	485.25
AA	267+21.64	-17.04	484.94	484.99
AB	267+31.64	-17.04	484.65	484.71
AC	267+41.64	-17.04	484.35	484.43
AD	267+51.64	-17.04	484.06	484.14
AE	267+61.64	-17.04	483.76	483.83
AF	267+71.64	-17.04	483.46	483.51
℄ Brg. E. Abut.	267+83.64	-17.04	483.10	483.12
Bk. E. Abut.	267+86.64	-17.04	483.01	483.03

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	264+16.00	-12.83	490.76	490.78
℄ Brg. W. Abut.	264+19.00	-12.83	490.73	490.75
A	264+29.00	-12.83	490.63	490.68
B	264+39.00	-12.83	490.53	490.60
C	264+49.00	-12.83	490.43	490.51
D	264+59.00	-12.83	490.31	490.39
E	264+69.00	-12.83	490.19	490.26
F	264+79.00	-12.83	490.06	490.11
G	264+89.00	-12.83	489.93	489.96
℄ Brg. Pier 1	265+01.00	-12.83	489.76	489.78
H	265+11.00	-12.83	489.61	489.64
I	265+21.00	-12.83	489.46	489.51
J	265+31.00	-12.83	489.30	489.37
K	265+41.00	-12.83	489.13	489.21
L	265+51.00	-12.83	488.96	489.05
M	265+61.00	-12.83	488.78	488.87
N	265+71.00	-12.83	488.59	488.66
O	265+81.00	-12.83	488.40	488.45
P	265+91.00	-12.83	488.20	488.23
℄ Brg. Pier 2	266+03.50	-12.83	487.94	487.96
Q	266+13.50	-12.83	487.73	487.76
R	266+23.50	-12.83	487.51	487.56
S	266+33.50	-12.83	487.28	487.35
T	266+43.50	-12.83	487.05	487.13
U	266+53.50	-12.83	486.81	486.90
V	266+63.50	-12.83	486.56	486.64
W	266+73.50	-12.83	486.31	486.38
X	266+83.50	-12.83	486.05	486.10
Y	266+93.50	-12.83	485.79	485.82
℄ Brg. Pier 3	267+06.00	-12.83	485.44	485.46
Z	267+16.00	-12.83	485.16	485.19
AA	267+26.00	-12.83	484.88	484.93
AB	267+36.00	-12.83	484.59	484.65
AC	267+46.00	-12.83	484.29	484.37
AD	267+56.00	-12.83	483.99	484.07
AE	267+66.00	-12.83	483.69	483.76
AF	267+76.00	-12.83	483.39	483.44
℄ Brg. E. Abut.	267+88.00	-12.83	483.03	483.05
Bk. E. Abut.	267+91.00	-12.83	482.94	482.96

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	264+22.04	-7.00	490.79	490.81
℄ Brg. W. Abut.	264+25.04	-7.00	490.76	490.78
A	264+35.04	-7.00	490.66	490.71
B	264+45.04	-7.00	490.56	490.63
C	264+55.04	-7.00	490.45	490.53
D	264+65.04	-7.00	490.33	490.41
E	264+75.04	-7.00	490.20	490.27
F	264+85.04	-7.00	490.07	490.12
G	264+95.04	-7.00	489.93	489.96
℄ Brg. Pier 1	265+07.04	-7.00	489.76	489.78
H	265+17.04	-7.00	489.61	489.64
I	265+27.04	-7.00	489.45	489.50
J	265+37.04	-7.00	489.29	489.36
K	265+47.04	-7.00	489.12	489.20
L	265+57.04	-7.00	488.94	489.03
M	265+67.04	-7.00	488.75	488.84
N	265+77.04	-7.00	488.56	488.63
O	265+87.04	-7.00	488.37	488.42
P	265+97.04	-7.00	488.16	488.19
℄ Brg. Pier 2	266+09.54	-7.00	487.90	487.92
Q	266+19.54	-7.00	487.68	487.71
R	266+29.54	-7.00	487.46	487.51
S	266+39.54	-7.00	487.23	487.30
T	266+49.54	-7.00	486.99	487.07
U	266+59.54	-7.00	486.75	486.84
V	266+69.54	-7.00	486.50	486.58
W	266+79.54	-7.00	486.24	486.31
X	266+89.54	-7.00	485.98	486.03
Y	266+99.54	-7.00	485.71	485.74
℄ Brg. Pier 3	267+12.04	-7.00	485.36	485.38
Z	267+22.04	-7.00	485.08	485.11
AA	267+32.04	-7.00	484.79	484.84
AB	267+42.04	-7.00	484.49	484.55
AC	267+52.04	-7.00	484.19	484.27
AD	267+62.04	-7.00	483.89	483.97
AE	267+72.04	-7.00	483.59	483.66
AF	267+82.04	-7.00	483.29	483.34
℄ Brg. E. Abut.	267+94.04	-7.00	482.93	482.95
Bk. E. Abut.	267+97.04	-7.00	482.84	482.86

MODEL: 060012A-76R32-208
FILE NAME: C:\SP\WHKS & CO.Jobs\Spring • Projects\IDOT D4\9872 PTB 205-038\9872.208 IL 111-3 Redecking Ph II\CADD\24.00\CADD Data\Bridge\060012A\D876R32.dgn

design firm no. 184001036
whks engineers + planners + land surveyors

USER NAME = jmontrey
PLOT SCALE = $SCALE$
PLOT DATE = 4/1/2026

DESIGNED - BRD/GEB | REVISED -
CHECKED - CEH/FWS | REVISED -
DRAWN - DLH/GEB/JLM | REVISED -
CHECKED - CEH/BRD/FWS | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 060-0120
SHEET 8 OF 39 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	42
		CONTRACT NO. 76R32		
		ILLINOIS	FED. AID PROJECT	

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NB PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	264+27.22	-2.00	490.81	490.83
℄ Brg. W. Abut.	264+30.22	-2.00	490.79	490.81
A	264+40.22	-2.00	490.68	490.72
B	264+50.22	-2.00	490.57	490.62
C	264+60.22	-2.00	490.46	490.52
D	264+70.22	-2.00	490.34	490.40
E	264+80.22	-2.00	490.21	490.26
F	264+90.22	-2.00	490.08	490.12
G	265+00.22	-2.00	489.94	489.97
℄ Brg. Pier 1	265+12.22	-2.00	489.76	489.78
H	265+22.22	-2.00	489.60	489.63
I	265+32.22	-2.00	489.44	489.48
J	265+42.22	-2.00	489.27	489.32
K	265+52.22	-2.00	489.10	489.16
L	265+62.22	-2.00	488.92	488.99
M	265+72.22	-2.00	488.73	488.79
N	265+82.22	-2.00	488.54	488.59
O	265+92.22	-2.00	488.34	488.38
P	266+02.22	-2.00	488.13	488.16
℄ Brg. Pier 2	266+14.72	-2.00	487.86	487.88
Q	266+24.72	-2.00	487.64	487.67
R	266+34.72	-2.00	487.42	487.46
S	266+44.72	-2.00	487.18	487.23
T	266+54.72	-2.00	486.94	487.00
U	266+64.72	-2.00	486.69	486.75
V	266+74.72	-2.00	486.44	486.50
W	266+84.72	-2.00	486.18	486.23
X	266+94.72	-2.00	485.92	485.96
Y	267+04.72	-2.00	485.64	485.67
℄ Brg. Pier 3	267+17.22	-2.00	485.29	485.31
Z	267+27.22	-2.00	485.01	485.04
AA	267+37.22	-2.00	484.71	484.75
AB	267+47.22	-2.00	484.41	484.46
AC	267+57.22	-2.00	484.11	484.17
AD	267+67.22	-2.00	483.81	483.87
AE	267+77.22	-2.00	483.51	483.57
AF	267+87.22	-2.00	483.21	483.25
℄ Brg. E. Abut.	267+99.22	-2.00	482.85	482.87
Bk. E. Abut.	268+02.22	-2.00	482.76	482.78

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	264+28.08	-1.17	490.82	490.84
℄ Brg. W. Abut.	264+31.08	-1.17	490.79	490.81
A	264+41.08	-1.17	490.69	490.73
B	264+51.08	-1.17	490.58	490.63
C	264+61.08	-1.17	490.46	490.52
D	264+71.08	-1.17	490.34	490.40
E	264+81.08	-1.17	490.21	490.26
F	264+91.08	-1.17	490.08	490.12
G	265+01.08	-1.17	489.94	489.97
℄ Brg. Pier 1	265+13.08	-1.17	489.76	489.78
H	265+23.08	-1.17	489.60	489.63
I	265+33.08	-1.17	489.44	489.48
J	265+43.08	-1.17	489.27	489.32
K	265+53.08	-1.17	489.10	489.16
L	265+63.08	-1.17	488.92	488.99
M	265+73.08	-1.17	488.73	488.79
N	265+83.08	-1.17	488.53	488.58
O	265+93.08	-1.17	488.33	488.37
P	266+03.08	-1.17	488.13	488.16
℄ Brg. Pier 2	266+15.58	-1.17	487.86	487.88
Q	266+25.58	-1.17	487.64	487.67
R	266+35.58	-1.17	487.41	487.45
S	266+45.58	-1.17	487.17	487.22
T	266+55.58	-1.17	486.93	486.99
U	266+65.58	-1.17	486.69	486.75
V	266+75.58	-1.17	486.43	486.49
W	266+85.58	-1.17	486.17	486.22
X	266+95.58	-1.17	485.90	485.94
Y	267+05.58	-1.17	485.63	485.66
℄ Brg. Pier 3	267+18.08	-1.17	485.28	485.30
Z	267+28.08	-1.17	484.99	485.02
AA	267+38.08	-1.17	484.70	484.74
AB	267+48.08	-1.17	484.40	484.45
AC	267+58.08	-1.17	484.10	484.16
AD	267+68.08	-1.17	483.80	483.86
AE	267+78.08	-1.17	483.50	483.56
AF	267+88.08	-1.17	483.20	483.24
℄ Brg. E. Abut.	268+00.08	-1.17	482.84	482.86
Bk. E. Abut.	268+03.08	-1.17	482.75	482.77

℄ IL Rte. 111/3 & Crown

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	264+29.29	0.00	490.82	490.84
℄ Brg. W. Abut.	264+32.29	0.00	490.79	490.81
A	264+42.29	0.00	490.69	490.73
B	264+52.29	0.00	490.58	490.63
C	264+62.29	0.00	490.47	490.53
D	264+72.29	0.00	490.34	490.40
E	264+82.29	0.00	490.21	490.26
F	264+92.29	0.00	490.08	490.12
G	265+02.29	0.00	489.94	489.97
℄ Brg. Pier 1	265+14.29	0.00	489.76	489.78
H	265+24.29	0.00	489.60	489.63
I	265+34.29	0.00	489.44	489.48
J	265+44.29	0.00	489.27	489.32
K	265+54.29	0.00	489.09	489.15
L	265+64.29	0.00	488.91	488.98
M	265+74.29	0.00	488.72	488.78
N	265+84.29	0.00	488.53	488.58
O	265+94.29	0.00	488.33	488.37
P	266+04.29	0.00	488.12	488.15
℄ Brg. Pier 2	266+16.79	0.00	487.85	487.87
Q	266+26.79	0.00	487.63	487.66
R	266+36.79	0.00	487.40	487.44
S	266+46.79	0.00	487.16	487.21
T	266+56.79	0.00	486.92	486.98
U	266+66.79	0.00	486.67	486.73
V	266+76.79	0.00	486.42	486.48
W	266+86.79	0.00	486.16	486.21
X	266+96.79	0.00	485.89	485.93
Y	267+06.79	0.00	485.62	485.65
℄ Brg. Pier 3	267+19.29	0.00	485.26	485.28
Z	267+29.29	0.00	484.97	485.00
AA	267+39.29	0.00	484.68	484.72
AB	267+49.29	0.00	484.38	484.43
AC	267+59.29	0.00	484.08	484.14
AD	267+69.29	0.00	483.78	483.84
AE	267+79.29	0.00	483.48	483.54
AF	267+89.29	0.00	483.18	483.22
℄ Brg. E. Abut.	268+01.29	0.00	482.82	482.84
Bk. E. Abut.	268+04.29	0.00	482.73	482.75

design firm no. 184001036 whks engineers + planners + land surveyors

USER NAME = jmontrey	DESIGNED - BRD/GEB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS STRUCTURE NO. 060-0120
	CHECKED - CEH/FWS	REVISED -		
PLOT SCALE = $SCALE$	DRAWN - DLH/GEB/JLM	REVISED -		SHEET 9 OF 39 SHEETS
PLOT DATE = 4/1/2026	CHECKED - CEH/BRD/FWS	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	43
		CONTRACT NO. 76R32		
	ILLINOIS	FED. AID PROJECT		

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	264+30.50	1.17	490.80	490.82
℄ Brg. W. Abut.	264+33.50	1.17	490.77	490.79
A	264+43.50	1.17	490.66	490.70
B	264+53.50	1.17	490.55	490.60
C	264+63.50	1.17	490.43	490.49
D	264+73.50	1.17	490.31	490.37
E	264+83.50	1.17	490.18	490.23
F	264+93.50	1.17	490.04	490.08
G	265+03.50	1.17	489.90	489.93
℄ Brg. Pier 1	265+15.50	1.17	489.72	489.74
H	265+25.50	1.17	489.56	489.59
I	265+35.50	1.17	489.40	489.44
J	265+45.50	1.17	489.23	489.28
K	265+55.50	1.17	489.05	489.11
L	265+65.50	1.17	488.87	488.94
M	265+75.50	1.17	488.68	488.74
N	265+85.50	1.17	488.49	488.54
O	265+95.50	1.17	488.28	488.32
P	266+05.50	1.17	488.08	488.11
℄ Brg. Pier 2	266+18.00	1.17	487.81	487.83
Q	266+28.00	1.17	487.58	487.61
R	266+38.00	1.17	487.35	487.39
S	266+48.00	1.17	487.12	487.17
T	266+58.00	1.17	486.87	486.93
U	266+68.00	1.17	486.62	486.68
V	266+78.00	1.17	486.37	486.43
W	266+88.00	1.17	486.11	486.16
X	266+98.00	1.17	485.84	485.88
Y	267+08.00	1.17	485.56	485.59
℄ Brg. Pier 3	267+20.50	1.17	485.21	485.23
Z	267+30.50	1.17	484.92	484.95
AA	267+40.50	1.17	484.63	484.67
AB	267+50.50	1.17	484.33	484.38
AC	267+60.50	1.17	484.03	484.09
AD	267+70.50	1.17	483.73	483.79
AE	267+80.50	1.17	483.43	483.49
AF	267+90.50	1.17	483.13	483.17
℄ Brg. E. Abut.	268+02.50	1.17	482.77	482.79
Bk. E. Abut.	268+05.50	1.17	482.68	482.70

SB PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	264+31.36	2.00	490.77	490.79
℄ Brg. W. Abut.	264+34.36	2.00	490.74	490.76
A	264+44.36	2.00	490.64	490.68
B	264+54.36	2.00	490.53	490.58
C	264+64.36	2.00	490.41	490.47
D	264+74.36	2.00	490.29	490.35
E	264+84.36	2.00	490.16	490.21
F	264+94.36	2.00	490.02	490.06
G	265+04.36	2.00	489.88	489.91
℄ Brg. Pier 1	265+16.36	2.00	489.69	489.71
H	265+26.36	2.00	489.54	489.57
I	265+36.36	2.00	489.37	489.41
J	265+46.36	2.00	489.20	489.25
K	265+56.36	2.00	489.03	489.09
L	265+66.36	2.00	488.84	488.91
M	265+76.36	2.00	488.65	488.71
N	265+86.36	2.00	488.46	488.51
O	265+96.36	2.00	488.25	488.29
P	266+06.36	2.00	488.04	488.07
℄ Brg. Pier 2	266+18.86	2.00	487.77	487.79
Q	266+28.86	2.00	487.55	487.58
R	266+38.86	2.00	487.32	487.36
S	266+48.86	2.00	487.08	487.13
T	266+58.86	2.00	486.84	486.90
U	266+68.86	2.00	486.59	486.65
V	266+78.86	2.00	486.33	486.39
W	266+88.86	2.00	486.07	486.12
X	266+98.86	2.00	485.80	485.84
Y	267+08.86	2.00	485.53	485.56
℄ Brg. Pier 3	267+21.36	2.00	485.17	485.19
Z	267+31.36	2.00	484.88	484.91
AA	267+41.36	2.00	484.59	484.63
AB	267+51.36	2.00	484.29	484.34
AC	267+61.36	2.00	483.99	484.05
AD	267+71.36	2.00	483.69	483.75
AE	267+81.36	2.00	483.39	483.45
AF	267+91.36	2.00	483.09	483.13
℄ Brg. E. Abut.	268+03.36	2.00	482.73	482.75
Bk. E. Abut.	268+06.36	2.00	482.64	482.66

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	264+36.54	7.00	490.65	490.67
℄ Brg. W. Abut.	264+39.54	7.00	490.62	490.64
A	264+49.54	7.00	490.51	490.56
B	264+59.54	7.00	490.39	490.46
C	264+69.54	7.00	490.27	490.35
D	264+79.54	7.00	490.14	490.22
E	264+89.54	7.00	490.01	490.08
F	264+99.54	7.00	489.87	489.92
G	265+09.54	7.00	489.72	489.75
℄ Brg. Pier 1	265+21.54	7.00	489.54	489.56
H	265+31.54	7.00	489.38	489.41
I	265+41.54	7.00	489.21	489.26
J	265+51.54	7.00	489.04	489.11
K	265+61.54	7.00	488.86	488.94
L	265+71.54	7.00	488.67	488.76
M	265+81.54	7.00	488.48	488.57
N	265+91.54	7.00	488.28	488.35
O	266+01.54	7.00	488.07	488.12
P	266+11.54	7.00	487.86	487.89
℄ Brg. Pier 2	266+24.04	7.00	487.58	487.60
Q	266+34.04	7.00	487.36	487.39
R	266+44.04	7.00	487.12	487.17
S	266+54.04	7.00	486.88	486.95
T	266+64.04	7.00	486.64	486.72
U	266+74.04	7.00	486.38	486.47
V	266+84.04	7.00	486.12	486.20
W	266+94.04	7.00	485.86	485.93
X	267+04.04	7.00	485.59	485.64
Y	267+14.04	7.00	485.31	485.34
℄ Brg. Pier 3	267+26.54	7.00	484.95	484.97
Z	267+36.54	7.00	484.66	484.69
AA	267+46.54	7.00	484.36	484.41
AB	267+56.54	7.00	484.06	484.12
AC	267+66.54	7.00	483.76	483.84
AD	267+76.54	7.00	483.46	483.54
AE	267+86.54	7.00	483.16	483.23
AF	267+96.54	7.00	482.86	482.91
℄ Brg. E. Abut.	268+08.54	7.00	482.50	482.52
Bk. E. Abut.	268+11.54	7.00	482.41	482.43

design firm no. 184001036
whks engineers + planners + land surveyors

USER NAME = jmontrey	DESIGNED - BRD/GEB	REVISED -	
	CHECKED - CEH/FWS	REVISED -	
PLOT SCALE = $SCALE$	DRAWN - DLH/GEB/JLM	REVISED -	
PLOT DATE = 4/1/2026	CHECKED - CEH/BRD/FWS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 060-0120
SHEET 10 OF 39 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	44
		CONTRACT NO. 76R32		
		ILLINOIS FED. AID PROJECT		

4/1/2026 3:41:15 PM

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	264+42.58	12.83	490.50	490.52
℄ Brg. W. Abut.	264+45.58	12.83	490.46	490.48
A	264+55.58	12.83	490.35	490.40
B	264+65.58	12.83	490.23	490.30
C	264+75.58	12.83	490.11	490.19
D	264+85.58	12.83	489.98	490.06
E	264+95.58	12.83	489.84	489.91
F	265+05.58	12.83	489.70	489.75
G	265+15.58	12.83	489.54	489.57
℄ Brg. Pier 1	265+27.58	12.83	489.36	489.38
H	265+37.58	12.83	489.19	489.22
I	265+47.58	12.83	489.02	489.07
J	265+57.58	12.83	488.84	488.91
K	265+67.58	12.83	488.66	488.74
L	265+77.58	12.83	488.47	488.56
M	265+87.58	12.83	488.27	488.36
N	265+97.58	12.83	488.07	488.14
O	266+07.58	12.83	487.86	487.91
P	266+17.58	12.83	487.64	487.67
℄ Brg. Pier 2	266+30.08	12.83	487.36	487.38
Q	266+40.08	12.83	487.13	487.16
R	266+50.08	12.83	486.89	486.94
S	266+60.08	12.83	486.65	486.72
T	266+70.08	12.83	486.40	486.48
U	266+80.08	12.83	486.14	486.23
V	266+90.08	12.83	485.88	485.96
W	267+00.08	12.83	485.61	485.68
X	267+10.08	12.83	485.33	485.38
Y	267+20.08	12.83	485.05	485.08
℄ Brg. Pier 3	267+32.58	12.83	484.69	484.71
Z	267+42.58	12.83	484.39	484.42
AA	267+52.58	12.83	484.09	484.14
AB	267+62.58	12.83	483.79	483.85
AC	267+72.58	12.83	483.49	483.57
AD	267+82.58	12.83	483.19	483.27
AE	267+92.58	12.83	482.89	482.96
AF	268+02.58	12.83	482.59	482.64
℄ Brg. E. Abut.	268+14.58	12.83	482.23	482.25
Bk. E. Abut.	268+17.58	12.83	482.14	482.16

SB STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	264+46.94	17.04	490.39	490.41
℄ Brg. W. Abut.	264+49.94	17.04	490.35	490.37
A	264+59.94	17.04	490.24	490.29
B	264+69.94	17.04	490.12	490.19
C	264+79.94	17.04	489.99	490.07
D	264+89.94	17.04	489.85	489.93
E	264+99.94	17.04	489.71	489.78
F	265+09.94	17.04	489.57	489.62
G	265+19.94	17.04	489.41	489.44
℄ Brg. Pier 1	265+31.94	17.04	489.22	489.24
H	265+41.94	17.04	489.05	489.08
I	265+51.94	17.04	488.88	488.93
J	265+61.94	17.04	488.70	488.77
K	265+71.94	17.04	488.51	488.59
L	265+81.94	17.04	488.32	488.41
M	265+91.94	17.04	488.12	488.21
N	266+01.94	17.04	487.91	487.98
O	266+11.94	17.04	487.70	487.75
P	266+21.94	17.04	487.48	487.51
℄ Brg. Pier 2	266+34.44	17.04	487.20	487.22
Q	266+44.44	17.04	486.96	486.99
R	266+54.44	17.04	486.72	486.77
S	266+64.44	17.04	486.48	486.55
T	266+74.44	17.04	486.22	486.30
U	266+84.44	17.04	485.96	486.05
V	266+94.44	17.04	485.70	485.78
W	267+04.44	17.04	485.42	485.49
X	267+14.44	17.04	485.15	485.20
Y	267+24.44	17.04	484.86	484.89
℄ Brg. Pier 3	267+36.94	17.04	484.49	484.51
Z	267+46.94	17.04	484.20	484.23
AA	267+56.94	17.04	483.90	483.95
AB	267+66.94	17.04	483.60	483.66
AC	267+76.94	17.04	483.30	483.38
AD	267+86.94	17.04	483.00	483.08
AE	267+96.94	17.04	482.70	482.77
AF	268+06.94	17.04	482.40	482.45
℄ Brg. E. Abut.	268+18.94	17.04	482.04	482.06
Bk. E. Abut.	268+21.94	17.04	481.95	481.97

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	264+48.62	18.67	490.34	490.36
℄ Brg. W. Abut.	264+51.62	18.67	490.31	490.33
A	264+61.62	18.67	490.19	490.24
B	264+71.62	18.67	490.07	490.14
C	264+81.62	18.67	489.94	490.02
D	264+91.62	18.67	489.81	489.89
E	265+01.62	18.67	489.67	489.74
F	265+11.62	18.67	489.52	489.57
G	265+21.62	18.67	489.36	489.39
℄ Brg. Pier 1	265+33.62	18.67	489.17	489.19
H	265+43.62	18.67	489.00	489.03
I	265+53.62	18.67	488.83	488.88
J	265+63.62	18.67	488.64	488.71
K	265+73.62	18.67	488.46	488.54
L	265+83.62	18.67	488.26	488.35
M	265+93.62	18.67	488.06	488.15
N	266+03.62	18.67	487.85	487.92
O	266+13.62	18.67	487.64	487.69
P	266+23.62	18.67	487.42	487.45
℄ Brg. Pier 2	266+36.12	18.67	487.13	487.15
Q	266+46.12	18.67	486.90	486.93
R	266+56.12	18.67	486.66	486.71
S	266+66.12	18.67	486.41	486.48
T	266+76.12	18.67	486.16	486.24
U	266+86.12	18.67	485.89	485.98
V	266+96.12	18.67	485.63	485.71
W	267+06.12	18.67	485.35	485.42
X	267+16.12	18.67	485.07	485.12
Y	267+26.12	18.67	484.79	484.82
℄ Brg. Pier 3	267+38.62	18.67	484.42	484.44
Z	267+48.62	18.67	484.12	484.15
AA	267+58.62	18.67	483.82	483.87
AB	267+68.62	18.67	483.52	483.58
AC	267+78.62	18.67	483.22	483.30
AD	267+88.62	18.67	482.92	483.00
AE	267+98.62	18.67	482.62	482.69
AF	268+08.62	18.67	482.32	482.37
℄ Brg. E. Abut.	268+20.62	18.67	481.96	481.98
Bk. E. Abut.	268+23.62	18.67	481.87	481.89

design firm no. 184001036 — whks engineers + planners + land surveyors

USER NAME = jmontrey	DESIGNED - BRD/GEB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS STRUCTURE NO. 060-0120
	CHECKED - CEH/FWS	REVISED -		
PLOT SCALE = $SCALE$	DRAWN - DLH/GEB/JLM	REVISED -		SHEET 11 OF 39 SHEETS
PLOT DATE = 4/1/2026	CHECKED - CEH/BRD/FWS	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	45
		CONTRACT NO. 76R32		
		ILLINOIS	FED. AID PROJECT	

4/1/2026 3:41:16 PM

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	264+54.66	24.50	490.19	490.21
℄ Brg. W. Abut.	264+57.66	24.50	490.15	490.17
A	264+67.66	24.50	490.03	490.08
B	264+77.66	24.50	489.91	489.98
C	264+87.66	24.50	489.77	489.85
D	264+97.66	24.50	489.63	489.71
E	265+07.66	24.50	489.49	489.56
F	265+17.66	24.50	489.34	489.39
G	265+27.66	24.50	489.18	489.21
℄ Brg. Pier 1	265+39.66	24.50	488.98	489.00
H	265+49.66	24.50	488.81	488.84
I	265+59.66	24.50	488.63	488.68
J	265+69.66	24.50	488.44	488.51
K	265+79.66	24.50	488.25	488.33
L	265+89.66	24.50	488.05	488.14
M	265+99.66	24.50	487.85	487.94
N	266+09.66	24.50	487.64	487.71
O	266+19.66	24.50	487.42	487.47
P	266+29.66	24.50	487.19	487.22
℄ Brg. Pier 2	266+42.16	24.50	486.90	486.92
Q	266+52.16	24.50	486.67	486.70
R	266+62.16	24.50	486.42	486.47
S	266+72.16	24.50	486.17	486.24
T	266+82.16	24.50	485.91	485.99
U	266+92.16	24.50	485.65	485.74
V	267+02.16	24.50	485.38	485.46
W	267+12.16	24.50	485.10	485.17
X	267+22.16	24.50	484.81	484.86
Y	267+32.16	24.50	484.52	484.55
℄ Brg. Pier 3	267+44.66	24.50	484.15	484.17
Z	267+54.66	24.50	483.85	483.88
AA	267+64.66	24.50	483.55	483.60
AB	267+74.66	24.50	483.25	483.31
AC	267+84.66	24.50	482.95	483.03
AD	267+94.66	24.50	482.65	482.73
AE	268+04.66	24.50	482.35	482.42
AF	268+14.66	24.50	482.05	482.10
℄ Brg. E. Abut.	268+26.66	24.50	481.69	481.71
Bk. E. Abut.	268+29.66	24.50	481.60	481.62

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	264+60.70	30.33	490.01	490.03
℄ Brg. W. Abut.	264+63.70	30.33	489.97	489.99
A	264+73.70	30.33	489.85	489.90
B	264+83.70	30.33	489.72	489.79
C	264+93.70	30.33	489.58	489.66
D	265+03.70	30.33	489.44	489.52
E	265+13.70	30.33	489.29	489.36
F	265+23.70	30.33	489.13	489.18
G	265+33.70	30.33	488.97	489.00
℄ Brg. Pier 1	265+45.70	30.33	488.77	488.79
H	265+55.70	30.33	488.59	488.62
I	265+65.70	30.33	488.41	488.46
J	265+75.70	30.33	488.22	488.29
K	265+85.70	30.33	488.02	488.10
L	265+95.70	30.33	487.82	487.91
M	266+05.70	30.33	487.61	487.70
N	266+15.70	30.33	487.40	487.47
O	266+25.70	30.33	487.17	487.22
P	266+35.70	30.33	486.95	486.98
℄ Brg. Pier 2	266+48.20	30.33	486.65	486.67
Q	266+58.20	30.33	486.41	486.44
R	266+68.20	30.33	486.16	486.21
S	266+78.20	30.33	485.90	485.97
T	266+88.20	30.33	485.64	485.72
U	266+98.20	30.33	485.37	485.46
V	267+08.20	30.33	485.10	485.18
W	267+18.20	30.33	484.82	484.89
X	267+28.20	30.33	484.53	484.58
Y	267+38.20	30.33	484.24	484.27
℄ Brg. Pier 3	267+50.70	30.33	483.86	483.88
Z	267+60.70	30.33	483.56	483.59
AA	267+70.70	30.33	483.26	483.31
AB	267+80.70	30.33	482.96	483.02
AC	267+90.70	30.33	482.66	482.74
AD	268+00.70	30.33	482.36	482.44
AE	268+10.70	30.33	482.06	482.13
AF	268+20.70	30.33	481.76	481.81
℄ Brg. E. Abut.	268+32.70	30.33	481.40	481.42
Bk. E. Abut.	268+35.70	30.33	481.31	481.33

design firm no. 184001036
whks engineers + planners + land surveyors

USER NAME = jmontrey	DESIGNED - BRD/GEB	REVISED -	
	CHECKED - CEH/FWS	REVISED -	
PLOT SCALE = $SCALE$	DRAWN - DLH/GEB/JLM	REVISED -	
PLOT DATE = 4/1/2026	CHECKED - CEH/BRD/FWS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 060-0120

SHEET 12 OF 39 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	46
		CONTRACT NO. 76R32		
	ILLINOIS	FED. AID PROJECT		

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NORTH SHOULDER LINE

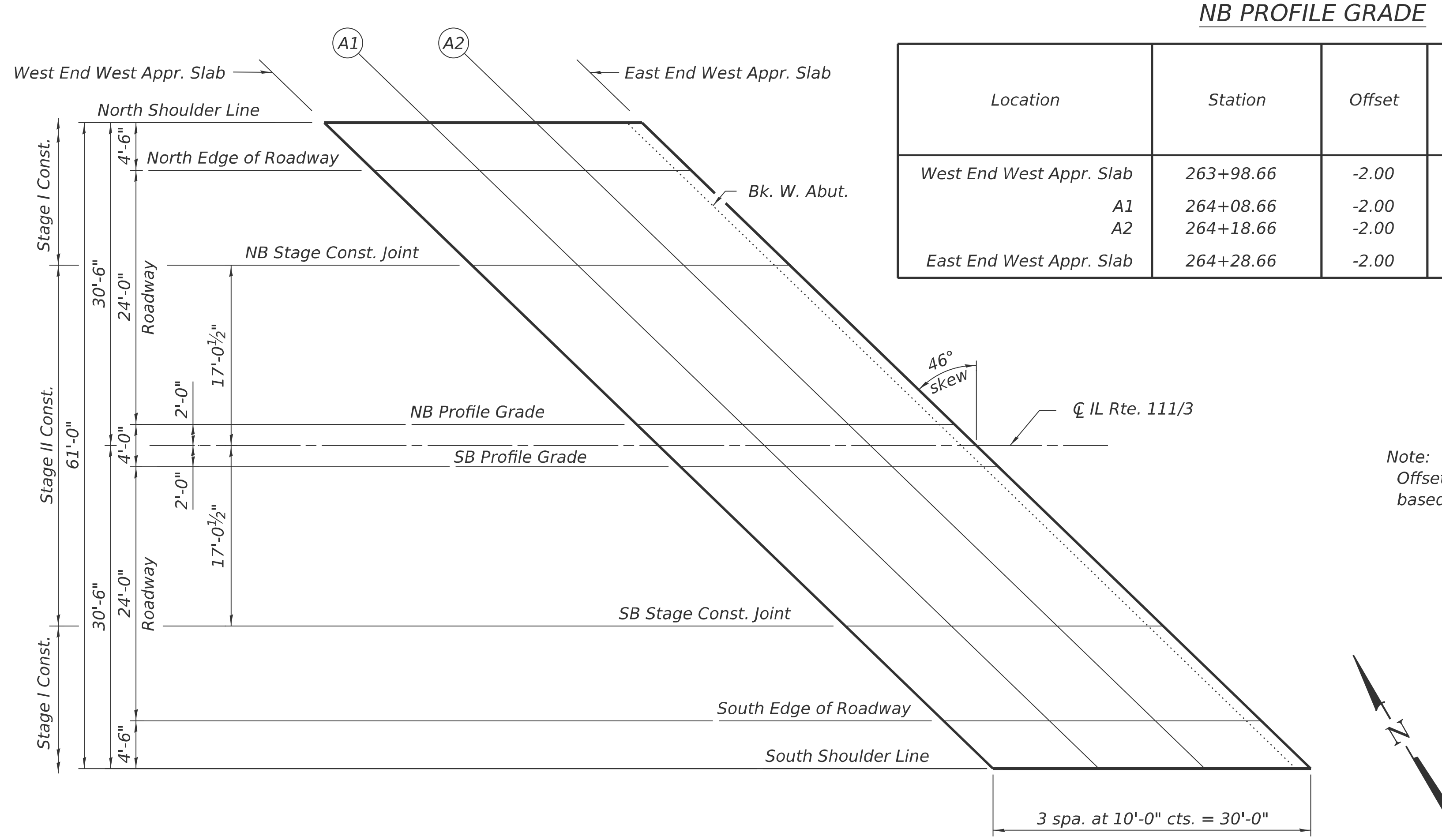
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End West Appr. Slab	263+69.15	-30.50	490.82	490.84
A1	263+79.15	-30.50	490.76	490.78
A2	263+89.15	-30.50	490.69	490.71
East End West Appr. Slab	263+99.15	-30.50	490.61	490.63

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End West Appr. Slab	263+73.81	-26.00	490.88	490.90
A1	263+83.81	-26.00	490.81	490.84
A2	263+93.81	-26.00	490.74	490.76
East End West Appr. Slab	264+03.81	-26.00	490.66	490.68

NB STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End West Appr. Slab	263+83.08	-17.04	490.95	490.97
A1	263+93.08	-17.04	490.88	490.90
A2	264+03.08	-17.04	490.80	490.82
East End West Appr. Slab	264+13.08	-17.04	490.72	490.74



PLAN

NB PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End West Appr. Slab	263+98.66	-2.00	491.06	491.09
A1	264+08.66	-2.00	490.98	491.00
A2	264+18.66	-2.00	490.90	490.92
East End West Appr. Slab	264+28.66	-2.00	490.80	490.82

℄ IL Rte. 111/3 & Crown

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End West Appr. Slab	264+00.73	0.00	491.08	491.10
A1	264+10.73	0.00	491.00	491.02
A2	264+20.73	0.00	490.91	490.93
East End West Appr. Slab	264+30.73	0.00	490.81	490.83

Note:
Offsets shown in the tables are based on the ℄ IL Rte. 111/3.

SB PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End West Appr. Slab	264+02.80	2.00	491.03	491.05
A1	264+12.80	2.00	490.95	490.97
A2	264+22.80	2.00	490.86	490.88
East End West Appr. Slab	264+32.80	2.00	490.76	490.78

SB STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End West Appr. Slab	264+18.38	17.04	490.67	490.69
A1	264+28.38	17.04	490.58	490.60
A2	264+38.38	17.04	490.48	490.50
East End West Appr. Slab	264+48.38	17.04	490.37	490.39

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End West Appr. Slab	264+27.65	26.00	490.45	490.47
A1	264+37.65	26.00	490.35	490.37
A2	264+47.65	26.00	490.24	490.26
East End West Appr. Slab	264+57.65	26.00	490.13	490.15

SOUTH SHOULDER LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End West Appr. Slab	264+32.31	30.50	490.31	490.34
A1	264+42.31	30.50	490.21	490.23
A2	264+52.31	30.50	490.10	490.12
East End West Appr. Slab	264+62.31	30.50	489.99	490.01

NORTH SHOULDER LINE

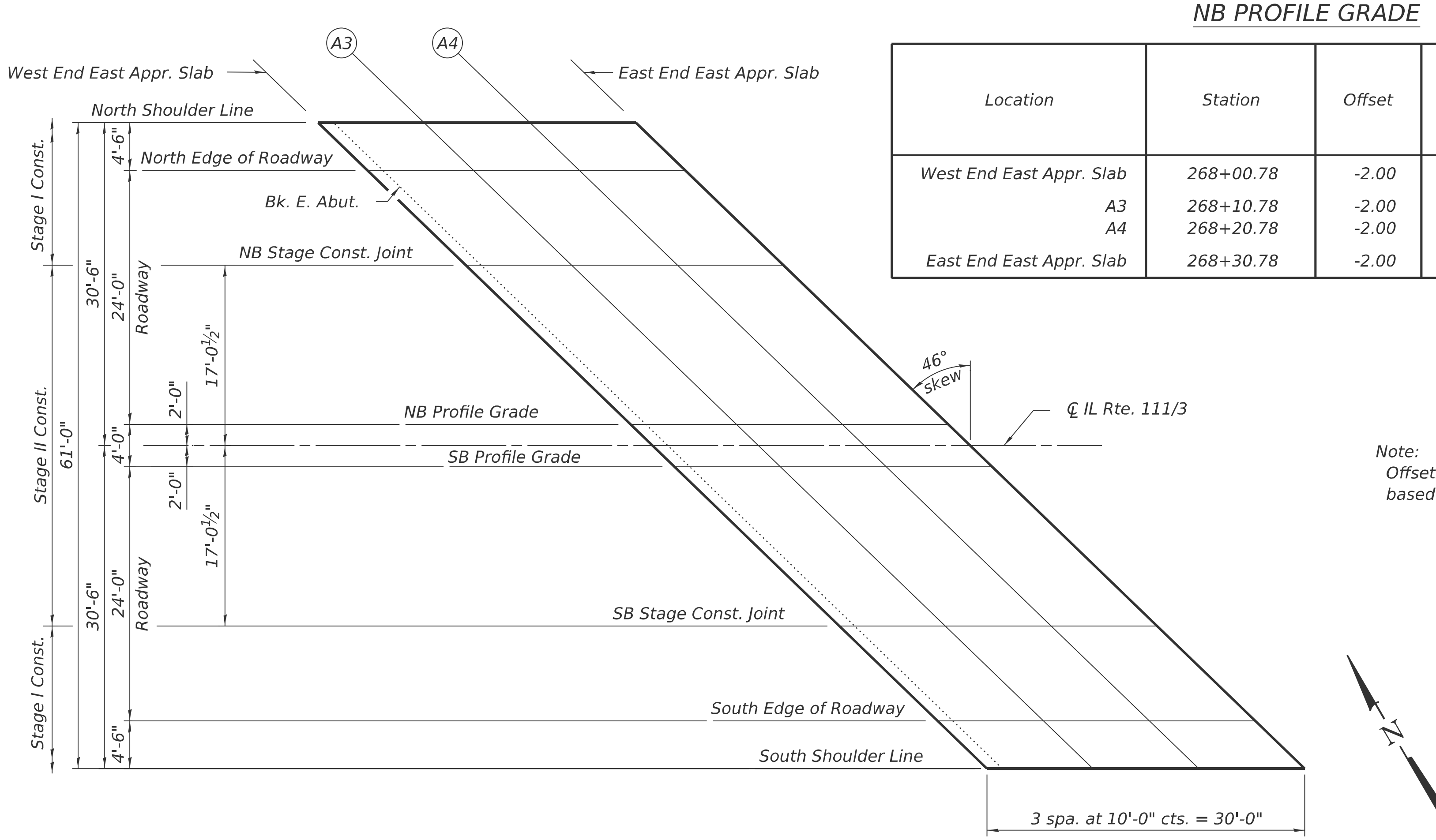
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End East Appr. Slab	267+71.27	-30.50	483.24	483.26
A3	267+81.27	-30.50	482.94	482.96
A4	267+91.27	-30.50	482.64	482.66
East End East Appr. Slab	268+01.27	-30.50	482.34	482.36

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End East Appr. Slab	267+75.93	-26.00	483.19	483.21
A3	267+85.93	-26.00	482.89	482.91
A4	267+95.93	-26.00	482.59	482.61
East End East Appr. Slab	268+05.93	-26.00	482.29	482.31

NB STAGE CONSTRUCTION jOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End East Appr. Slab	267+85.20	-17.04	483.05	483.07
A3	267+95.20	-17.04	482.75	482.77
A4	268+05.20	-17.04	482.45	482.47
East End East Appr. Slab	268+15.20	-17.04	482.15	482.17



PLAN

NB PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End East Appr. Slab	268+00.78	-2.00	482.81	482.83
A3	268+10.78	-2.00	482.51	482.53
A4	268+20.78	-2.00	482.21	482.23
East End East Appr. Slab	268+30.78	-2.00	481.91	481.93

℄ IL Rte. 111/3 & Crown

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End East Appr. Slab	268+02.85	0.00	482.77	482.80
A3	268+12.85	0.00	482.47	482.50
A4	268+22.85	0.00	482.17	482.20
East End East Appr. Slab	268+32.85	0.00	481.87	481.90

Note:
Offsets shown in the tables are based on the ℄ IL Rte. 111/3.

SB PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End East Appr. Slab	268+04.92	2.00	482.68	482.70
A3	268+14.92	2.00	482.38	482.40
A4	268+24.92	2.00	482.08	482.10
East End East Appr. Slab	268+34.92	2.00	481.78	481.80

SB STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End East Appr. Slab	268+20.50	17.04	481.99	482.01
A3	268+30.50	17.04	481.69	481.71
A4	268+40.50	17.04	481.38	481.40
East End East Appr. Slab	268+50.50	17.04	481.07	481.09

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End East Appr. Slab	268+29.77	26.00	481.58	481.60
A3	268+39.77	26.00	481.27	481.29
A4	268+49.77	26.00	480.95	480.97
East End East Appr. Slab	268+59.77	26.00	480.64	480.66

SOUTH SHOULDER LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End East Appr. Slab	268+34.43	30.50	481.35	481.37
A3	268+44.43	30.50	481.03	481.05
A4	268+54.43	30.50	480.72	480.74
East End East Appr. Slab	268+64.43	30.50	480.40	480.42

design firm no. 184001036

whks engineers • planners • land surveyors

USER NAME = jmontrey	DESIGNED - BRD/GEB	REVISED -
	CHECKED - CEH/FWS	REVISED -
PLOT SCALE = $SCALE$	DRAWN - DLH/GEB/JLM	REVISED -
PLOT DATE = 4/1/2026	CHECKED - CEH/BRD/FWS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH TOP OF SLAB ELEVATIONS
STRUCTURE NO. 060-0120

SHEET 14 OF 39 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	48

CONTRACT NO. 76R32

ILLINOIS | FED. AID PROJECT

MODEL: 0600120-76R32-014

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Bend d1(E) bar to fit

4'-0"

* 633-#6 a2(E) bars at 7" cts., top
(Lap with a(E) and a3(E) bars)

1'-5"

9½"

7½"

14'-10½" Stage I

2'-4"

7" (top)
10" (bottom)

612-#5 a3(E) bars at 7" cts., top
429-#5 a4(E) bars at 10"cts., bottom

*** 21-#5 a(E) bars at 7" cts., top
*** 15-#5 a1(E) bars at 10"cts., bottom

1-#5 a5(E) bar top and bottom each end

633 - Bar Splicers (E) for #5 a(E) and a3(E) bars, top
444 - Bar Splicers (E) for #5 a1(E)and a4(E) bars, bottom

NB Stage Const. Line

2 - Bar Splicers (E) for #5 a5(E) bars, each end

*** 55-#5 a7(E) bars at 7" cts., top
*** 39-#5 a8(E) bars at 10"cts., bottom

578-#5 a9(E) bars at 7" cts., top
405-#5 a10(E) bars at 10" cts., bottom

1 x 2-#5 a6(E) bar top and bottom, each end

** ¼" x ¾" Formed joint with bridge relief joint sealer, typ.

373-#5 c(E) bars at 12" cts., each side

4 x 15-#5 b3(E) bars

NB Profile Grade

63'-10"

34'-1" Stage II

61'-0"

℄ IL Rte. 111/3

Bk. W. Abut.

373-#5 c1(E) bars at 12" cts.

Flare 2-#5 c1(E) bars top of median, each end

2 - Bar Splicers (E) for #5 a5(E) bars, each end

SB Profile Grade

633 - Bar Splicers (E) for #5 a(E) and a3(E) bars, top
444 - Bar Splicers (E) for #5 a1(E)and a4(E) bars, bottom

1'-0" typ.

63 x 15-#5 b(E) bars equally spa. at ±12" cts., top of slab
(14 x 15 Stage I - Each, 35 x 15 Stage II)

55 x 14-#5 b2(E) bars spaced as shown in cross section, bottom of slab

60 x 3-#6 b1(E) bars at ±12" cts., top of slab over pier
(13 x 3 Stage I - Each, 34 x 3 Stage II)

*** 21-#5 a(E) bars at 7" cts., top
*** 15-#5 a1(E) bars at 10" cts., bottom

1-#5 a5(E) bars top and bottom, each end

7" (top)
10" (bottom)

612-#5 a3(E) bars at 7" cts., top
429-#5 a4(E) bars at 10" cts., bottom

Cut back leg of d1(E) bar to fit

14'-10½" Stage I

7½"

1'-5"

9½"

559-#5 d1(E) bars at 8" cts.

3 x 15-#5 b(E) bars top of slab

83'-6¾" Span 1

372'-1½" End to End Deck

3/16" min. aluminum sheet joints in parapet

13'-6"

13'-6"

1'-5⅝"

N

a(E) a1(E) a7(E) a8(E) a(E) a1(E) a7(E) a8(E)

17'-7" 17'-4" 36'-10" 36'-10" 14'-7" 14'-4" 33'-10" 33'-10" 3'-0" 3'-0" 3'-0" 3'-0"

21-#5 a(E) bars
15-#5 a1(E) bars
55-#5 a7(E) bars
39-#5 a8(E) bars

Cut Line

a(E) a1(E) a7(E) a8(E) 3'-0" 3'-0" 3'-0" 3'-0"

FIELD CUTTING DIAGRAM

Order a(E), a1(E), a7(E) and a8(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.

MINIMUM BAR LAP

#4 bar = 2'-2"
#5 bar = 3'-10"
#6 bar = 4'-10"

46° skew

℄ Pier 1

13'-6" 13'-6"

** ¼" x ¾" Formed joint with bridge relief joint sealer, typ.

SB Stage Const. Line

29'-9" 29'-9"

6"

* Field cut a2(E) bars to fit at the end of deck.

** Full width along joint - backer rod not required.

*** See Field Cutting Diagram.

PARTIAL PLAN

(West side shown, East side similar)

Notes:

1. See Sheet 17 of 39 for superstructure details and Bill of Material.
2. Bar indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

63'-10" Out to Out Deck

61'-0" Face to Face Parapet

17'-0½" 17'-0½"

Stage I Construction | Stage II Construction | Stage II Construction | Stage I Construction

1'-5" | 4'-6" Shldr. Slope 2.0% | 12'-0" Lane Slope 1.5% | 12'-0" Lane Slope 1.5% | 4'-0" Median | 12'-0" Lane Slope 1.5% | 12'-0" Lane Slope 1.5% | 4'-6" Shldr. Slope 2.0% | 1'-5"

Slope 1.5% Slope 1.5%

Total Drop = 5¾" Total Drop = 5¾"

d(E) d1(E) a2(E) b(E) b1(E) a3(E) *** 2½" cl. (±¼") Bar Splicers (E) b1(E) b(E) a9(E) a10(E) a3(E) b(E) a4(E) b(E)

Stage Const. Line

NB P.G. Crown SB P.G.

℄ IL Rte. 111/3

6"

See Sheets 24 and 25 of 39 for fillet reinforcement details.

Stage Const. Line

3'-3" typ.

*** 8¼" slab

b2(E) a4(E)

1" cl.

Drainage Scupper, DS-12, typ.

4-#5 b2(E) bars at 11½" cts. 1'-0"

1'-0" 1-#5 b2(E) bar

Exist. W33 (to be made composite full length), typ.

1'-0" 5-#5 b2(E) bars at 11½" cts., typ. between beams 1'-0"

See Sheet 17 of 39 for raised median details.

1-#5 b2(E) bar centered btwn. beams

1'-0" 4-#5 b2(E) bars at 11½" cts. 1'-0" 1-#5 b2(E) bar

1 2 3 4 5 6 7 8 9 10 11 12

1'-7" Beam No. typ.

5 Exist. beam spa. at 5'-10" cts. = 29'-2" 2'-4" 5 Exist. beam spa. at 5'-10" cts. = 29'-2" 1'-7"

NEAR PIER NEAR MIDSPAN

CROSS SECTION

(Looking East)

*** Prior to grinding.

design firm no. 184001036

whks engineers + planners + land surveyors

USER NAME = jmontrey		DESIGNED - BRD/GEB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE - SPAN 1 STRUCTURE NO. 060-0120
		CHECKED - CEH/FWS	REVISED -		
PLOT SCALE = $SCALE$		DRAWN - DLH/GEB/JLM	REVISED -		SHEET 15 OF 39 SHEETS
PLOT DATE = 4/1/2026		CHECKED - CEH/BRD/FWS	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	49
		CONTRACT NO. 76R32		
	ILLINOIS	FED. AID PROJECT		

MODEL: 060012A-76R32A15
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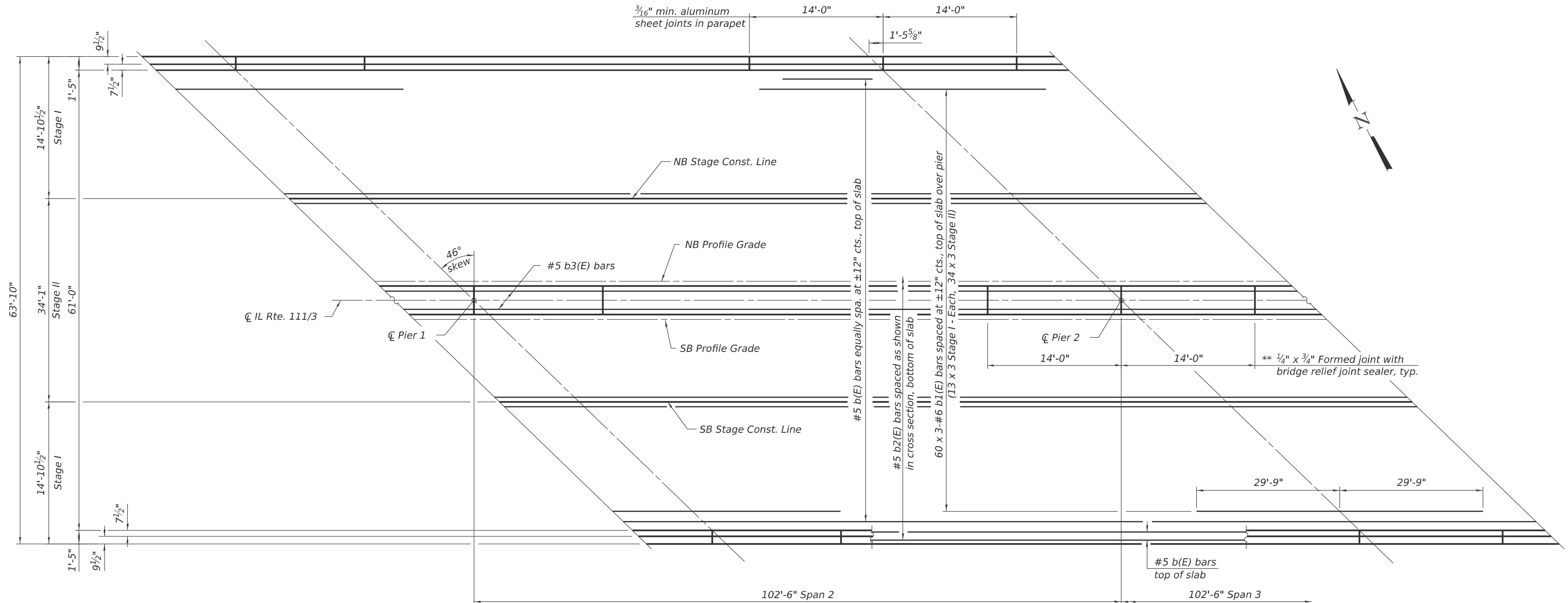

PARTIAL PLAN

(West side shown, East side similar)

* Full width along joint - backer rod not required.

Note:

Work this sheet with Sheet 15 of 39.

design firm no. 184001036	whks engineers • planners • land surveyors		
USER NAME = jmontrey	DESIGNED - BRD/GEB	REVISED -	
	CHECKED - CEH/FWS	REVISED -	
PLOT SCALE = $SCALE$	DRAWN - DLH/GEB/JLM	REVISED -	
PLOT DATE = 4/1/2026	CHECKED - CEH/BRD/FWS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - SPAN 2
STRUCTURE NO. 060-0120

SHEET 16 OF 39 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	50
		CONTRACT NO. 76R32		
		ILLINOIS	FED. AID PROJECT	

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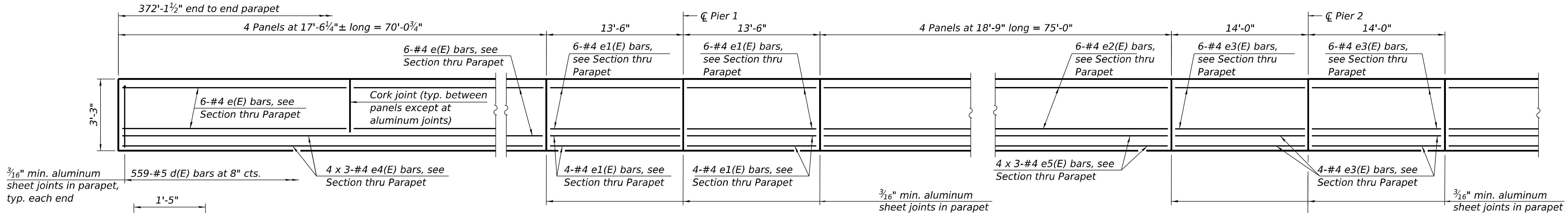
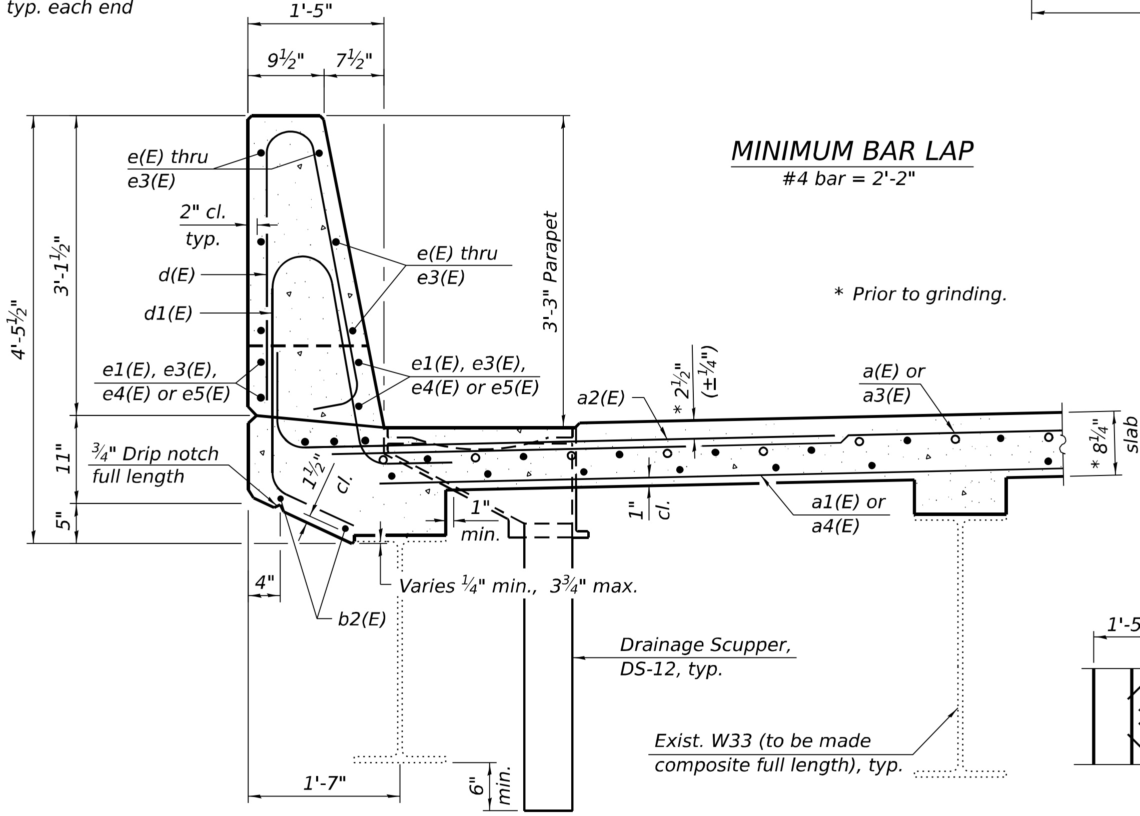


INSIDE ELEVATION OF PARAPET

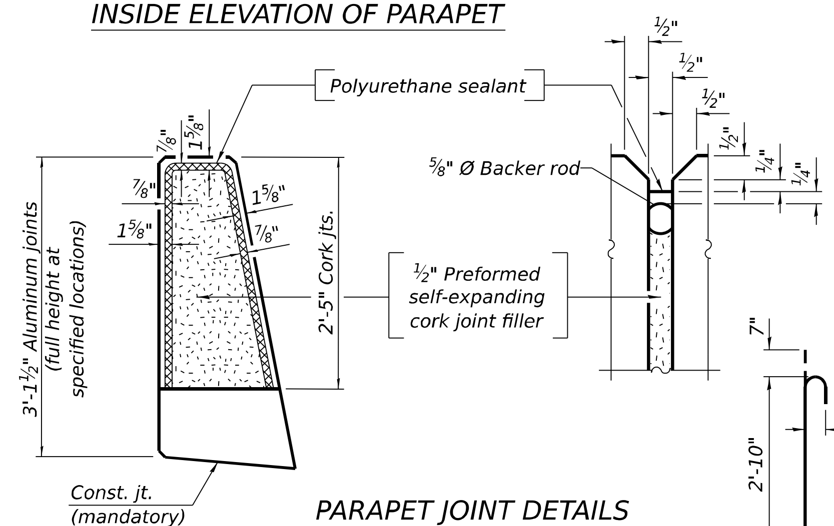


SECTION THRU PARAPET

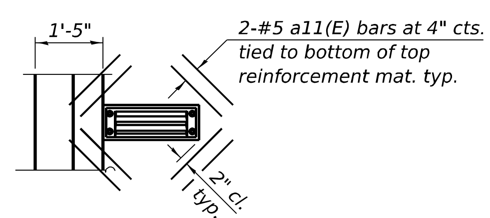
MINIMUM BAR LAP

#4 bar = 2'-2"

* Prior to grinding.

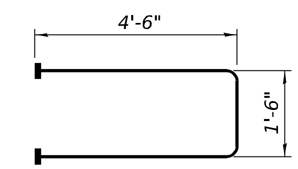


PARAPET JOINT DETAILS



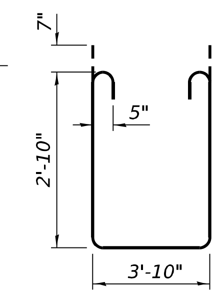
PLAN - DRAINAGE SCUPPERS

Cut longitudinal reinforcement to clear drainage scuppers.

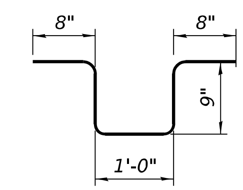


BAR s(E)

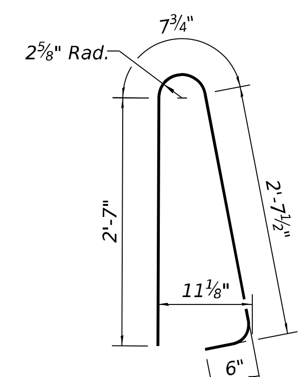
(Headed. 284-#5 Bar terminators)



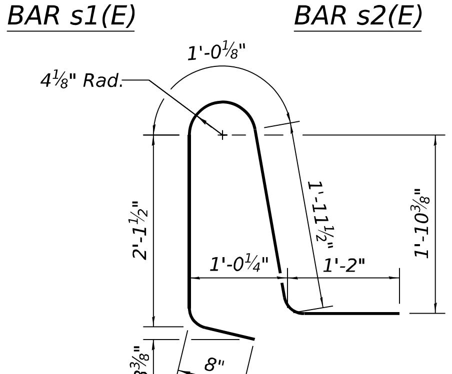
BAR s1(E)



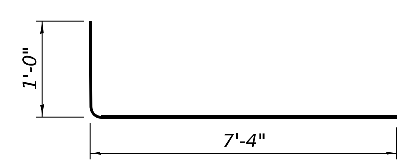
BAR s2(E)



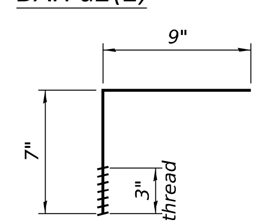
BAR d(E)



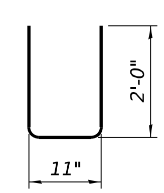
BAR d1(E)



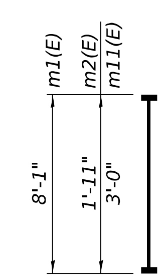
BAR a2(E)



BAR c(E)



BAR u(E)



BARS m1(E), m2(E), and m11(E)

(Headed. m1(E): 80-#6 Bar terminators)
(Headed. m2(E): 16-#6 Bar terminators)
(Headed. m11(E): 8-#6 Bar terminators)

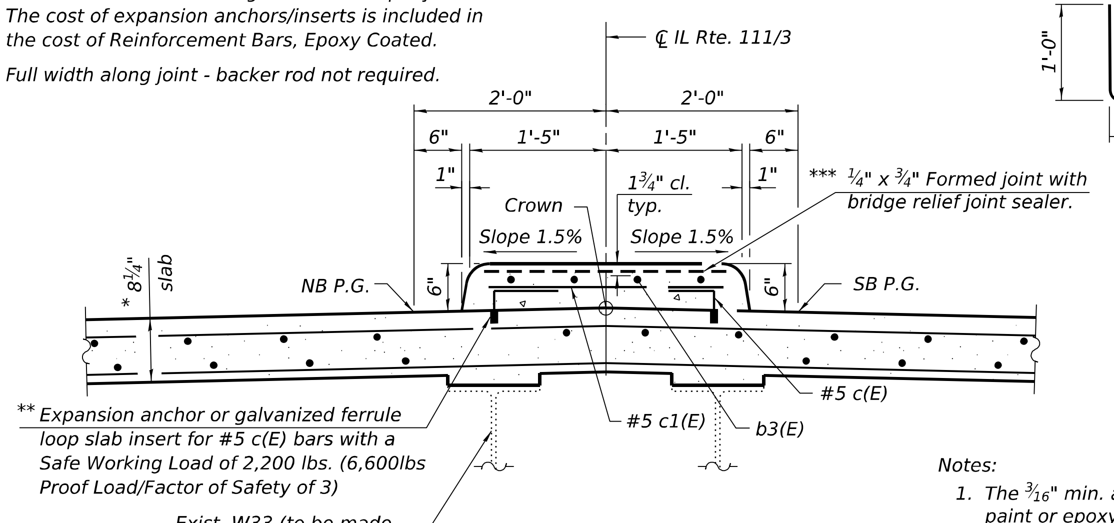
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	42	#5	17'-7"	straight
a1(E)	30	#5	17'-4"	straight
a2(E)	1,266	#6	8'-4"	bent
a3(E)	1,224	#5	14'-7"	straight
a4(E)	858	#5	14'-3"	straight
a5(E)	8	#5	20'-10"	straight
a6(E)	8	#5	26'-3"	straight
a7(E)	55	#5	36'-10"	straight
a8(E)	39	#5	36'-10"	straight
a9(E)	578	#5	33'-10"	straight
a10(E)	405	#5	33'-10"	straight
a11(E)	48	#5	2'-0"	straight
b(E)	1,035	#5	28'-5"	straight
b1(E)	540	#6	23'-1"	straight
b2(E)	770	#5	30'-2"	straight
b3(E)	60	#5	28'-5"	straight
b4(E)	36	#4	26'-7"	straight
c(E)	746	#5	1'-4"	bent
c1(E)	377	#5	2'-6"	straight
d(E)	1,118	#5	6'-5"	bent
d1(E)	1,118	#5	7'-0"	bent
e(E)	96	#4	17'-2"	straight
e1(E)	80	#4	13'-2"	straight
e2(E)	96	#4	18'-5"	straight
e3(E)	40	#4	13'-8"	straight
e4(E)	48	#4	24'-10"	straight
e5(E)	48	#4	26'-6"	straight
m(E)	8	#6	21'-1"	straight
m1(E)	40	#6	8'-1"	headed
m2(E)	8	#6	1'-11"	headed
m3(E)	60	#6	8'-1"	straight
m4(E)	12	#6	1'-11"	straight
m5(E)	12	#6	21'-1"	straight
m6(E)	8	#4	21'-1"	straight
m7(E)	8	#6	27'-0'	straight
m8(E)	12	#6	25'-11"	straight
m9(E)	8	#4	25'-6"	straight
m10(E)	6	#6	3'-0"	straight
m11(E)	4	#6	3'-0"	headed
s(E)	142	#5	10'-6"	bent
s1(E)	116	#5	10'-8"	bent
s2(E)	468	#4	3'-10"	bent
u(E)	142	#4	4'-11"	bent
Reinforcement Bars, Epoxy Coated			Lbs.	193,530
Concrete Superstructure			Cu. Yds.	893.4

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

** Anchor or inserts shall be galvanized or epoxy coated. The cost of expansion anchors/inserts is included in the cost of Reinforcement Bars, Epoxy Coated.

*** Full width along joint - backer rod not required.



SECTION THRU MEDIAN

(Looking East)

Notes:

1. The 3/16" min. aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
2. The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
3. Bar terminators, paid for separately. See Total Bill of Material.

USER NAME = gbugg	DESIGNED - BRD/GEB	REVISED -
	CHECKED - CEH/FWS	REVISED -
PLOT SCALE = $SCALE$	DRAWN - DLH/GEB/JLM	REVISED -
PLOT DATE = 4/29/2026	CHECKED - CEH/BRD/FWS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 060-0120

SHEET 17 OF 39 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	51
		CONTRACT NO. 76R32		
	ILLINOIS	FED. AID PROJECT		

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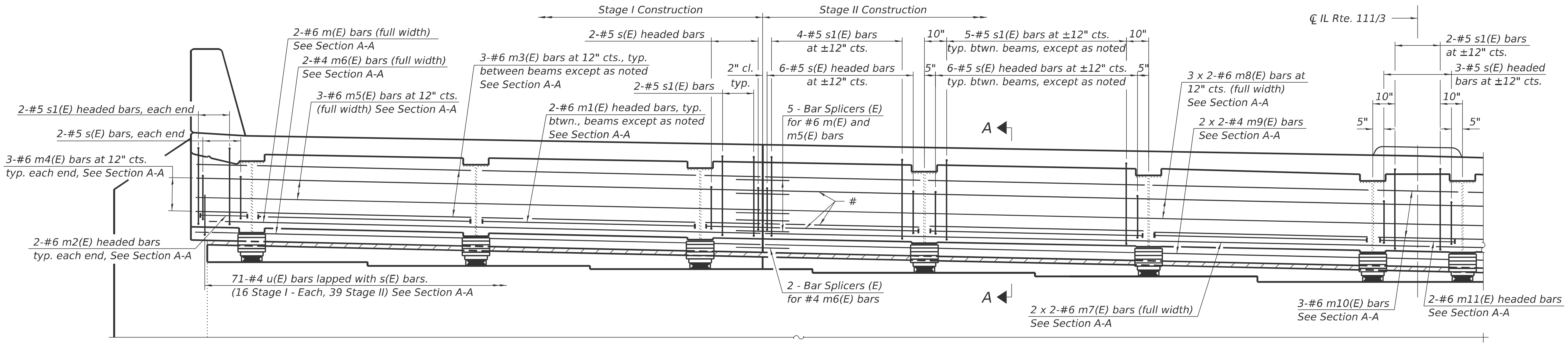


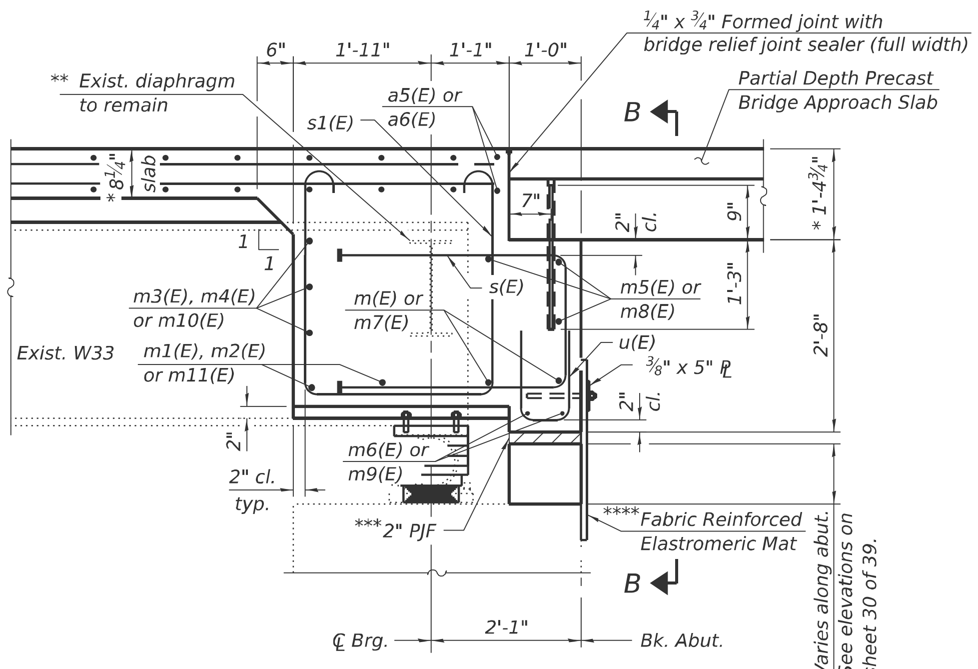
EAST ABUTMENT DIAPHRAGM

(Symmetrical about ℄ abutment)
(West Abutment similar)

\# m1(E) and m3(E) bars at the stage construction line shall be ordered full length and cast into the Stage I Construction.

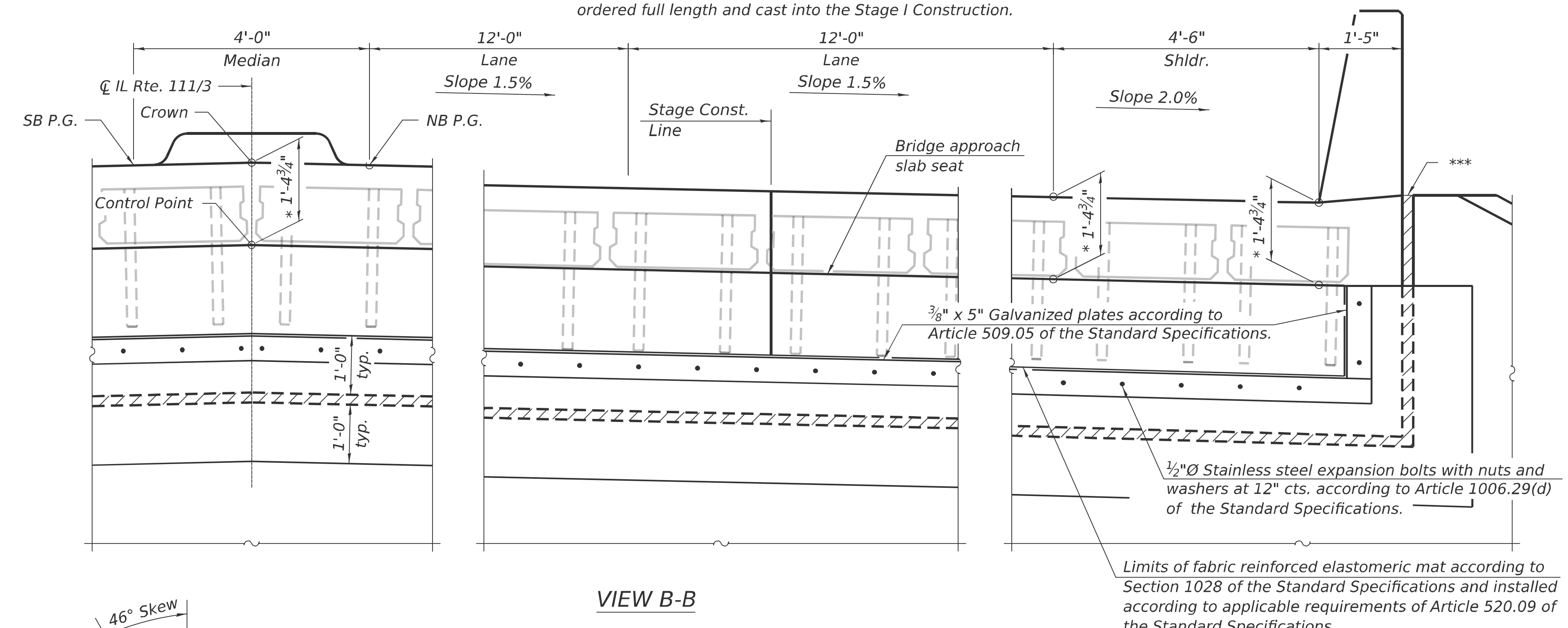
MINIMUM BAR LAP

#4 bar = 2'-2"
#6 bar = 3'-0"

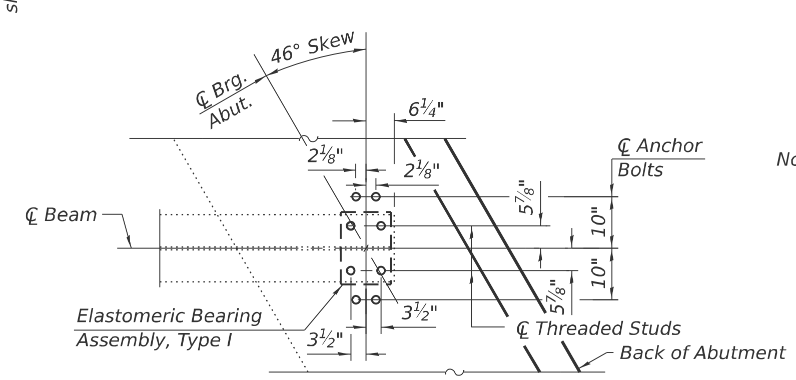


SECTION A-A

(Horiz. dimensions at Rt. ∡'s)



VIEW B-B



PLAN AT ABUTMENT

(Showing bottom flange of beam. East abutment shown, west abutment similar.)
(See sheet 26 of 39 for additional threaded stud and anchor bolt details.)

* Prior to grinding

** Holes shall be cut in the existing diaphragm webs to facilitate placement of s(E) headed bars. Cost included with Reinforcement Bars, Epoxy Coated.

*** 2" PJF (per Article 1051.09 of the Standard Specifications) bonded to abutment and wing wall with suitable adhesive as recommended by supplier.

**** Fabric Reinforced Elastomeric Mat according to Section 1028 of the Standard Specifications and installed to applicable requirements of Article 520.09 of the Standard Specifications. Fabric mat shall be 24" wide and attached full width and vertically at edges of the abutment cap with a ⅜" x 5" steel plate and ½" ∅ studs with nuts and washers at 12" cts. Cost included with Concrete Superstructure.

Notes:

1. Reinforcement bars in diaphragm are included in the Bill of Material on sheet 17 of 39.
2. Concrete in diaphragm is included with Concrete Superstructure on sheet 17 of 39.
3. Concrete in abutment backwall is included with Concrete Structures in sheet 31 of 39.
4. The s(E), s1(E) and u(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
5. The approach slab seat shall have a constant slope determined from the control points shown.
6. Cost of fabric reinforced elastomeric mat, galvanized plate, stainless steel expansion bolts with nuts and washers and installation are included in the cost of Concrete Superstructure.

MODEL: 060-0120-76R32-018
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\IDOT D-8\0872 PTB 208-43\8\0872.06 IL 111-3 Redecking Ph II\CADD\24.09\CADD Data\Bridge\060-0120-D876R32.dgn

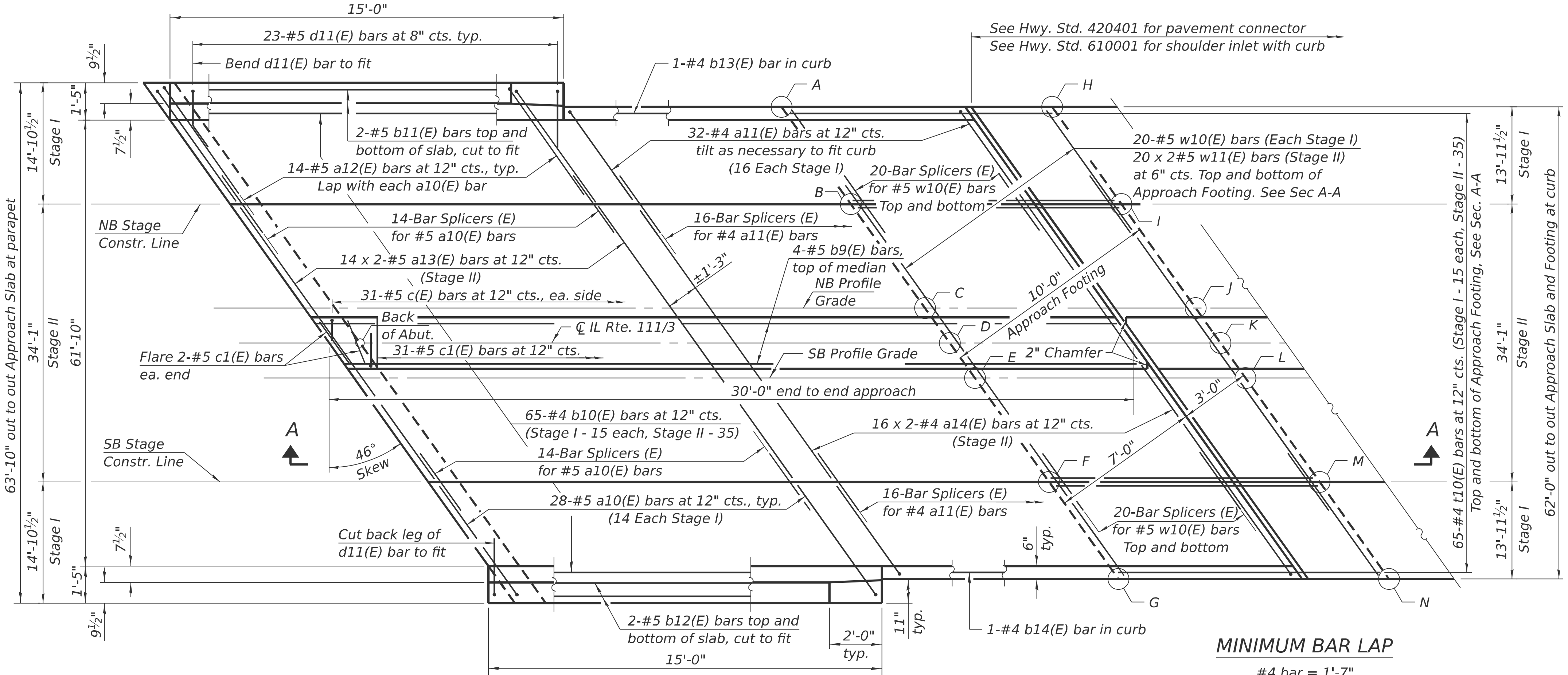
design firm no. 184001036
whks engineers + planners + land surveyors

USER NAME = jmontrey	DESIGNED - BRD/GEB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	CHECKED - CEH/FWS	REVISED -	
PLOT SCALE = $SCALE$	DRAWN - DLH/GEB/JLM	REVISED -	
PLOT DATE = 4/1/2026	CHECKED - CEH/BRD/FWS	REVISED -	

SEMI-INTEGRAL DIAPHRAGM DETAILS
STRUCTURE NO. 060-0120
SHEET 18 OF 39 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	52
		CONTRACT NO. 76R32		
	ILLINOIS	FED. AID PROJECT		

4/1/2026 3:41:19 PM



PLAN

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

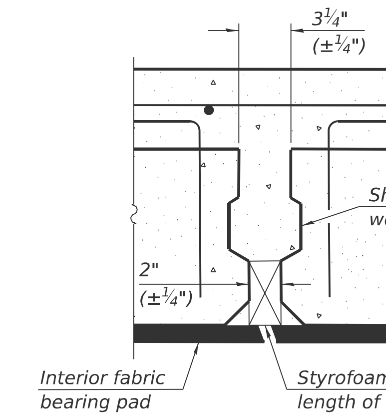
** Prior to grinding

Note: Bar spacing shown for overlay reinforcement is perpendicular and parallel to centerline of roadway.

MINIMUM BAR LAP

#4 bar = 1'-7"

#5 bar = 2'-1"

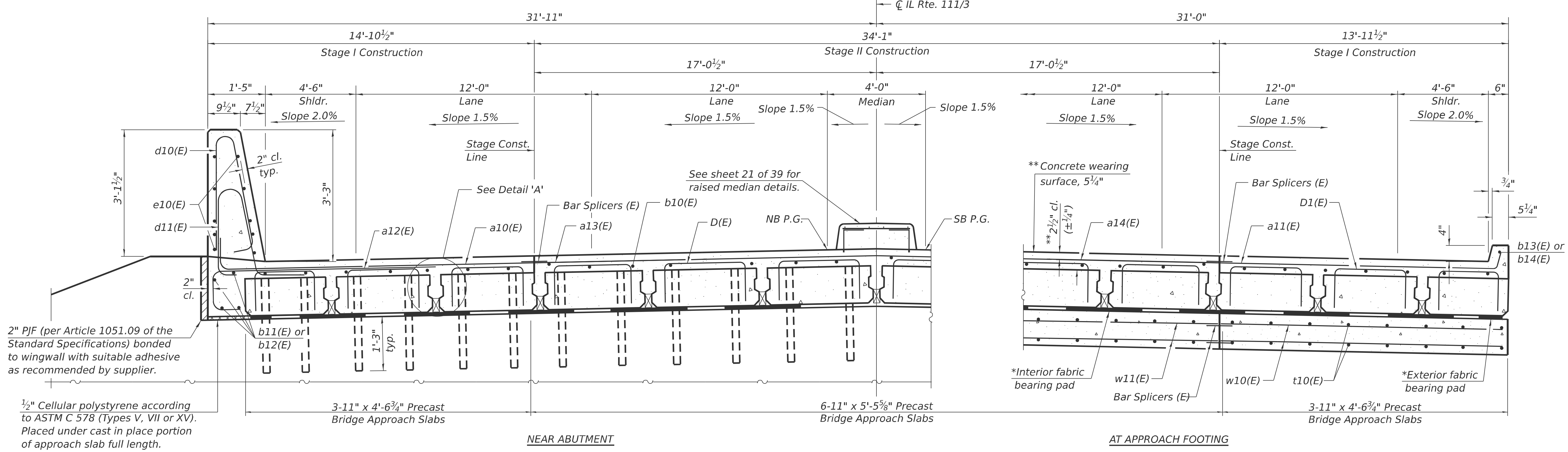


DETAIL 'A'

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point/Location	West Approach		East Approach	
	Top	Bottom	Top	Bottom
A - North Edge of Slab	489.37	488.54	481.27	480.44
B - NB Stage Const. Joint	489.51	488.67	481.08	480.24
C - NB Profile Grade	489.61	488.77	480.83	480.00
D - ℄ IL Rte 111/3	489.62	488.79	480.80	479.97
E - SB Profile Grade	489.57	488.74	480.71	479.88
F - SB Stage Const. Joint	489.20	488.37	480.01	479.18
G - South Edge of Slab	488.82	487.99	479.32	478.48
H - North Edge of Slab	489.46	488.63	480.84	480.01
I - NB Stage Const. Joint	489.61	488.77	480.64	479.81
J - NB Profile Grade	489.72	488.89	480.40	479.57
K - ℄ IL Rte 111/3	489.74	488.90	480.37	479.53
L - SB Profile Grade	489.69	488.86	480.27	479.44
M - SB Stage Const. Joint	489.34	488.50	479.55	478.72
N - South Edge of Slab	488.97	488.13	478.86	478.03

* Fabric bearing pads at the expansion end shall be recessed ¼" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.

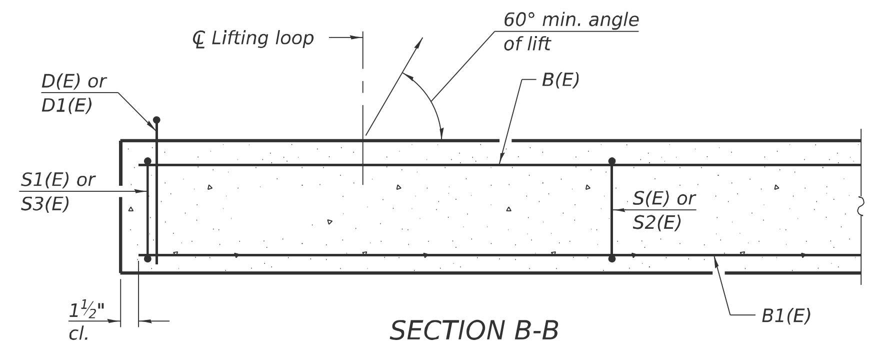


CROSS SECTION

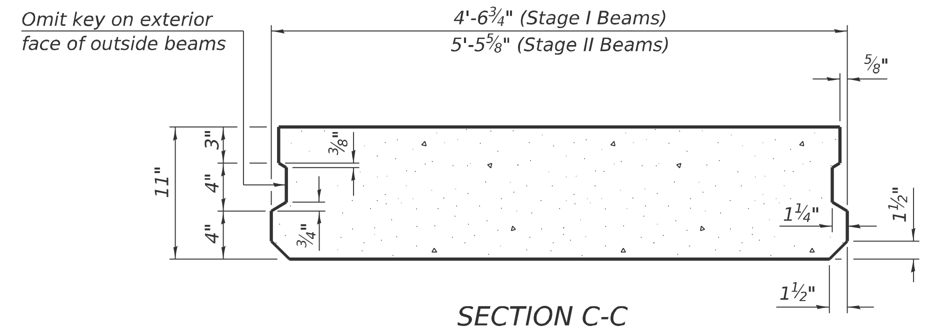
(Looking East)

BA-PDP-39CS-R(>30°) 4-4-2025 (Modified) (Beams: 36" min. width; 72" max. width)

(Sheet 1 of 3)



SECTION B-B



SECTION C-C

(Showing dimensions)

Notes:

The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.

Cast-in-place substitution of Precast Bridge Approach Slab is not allowed.

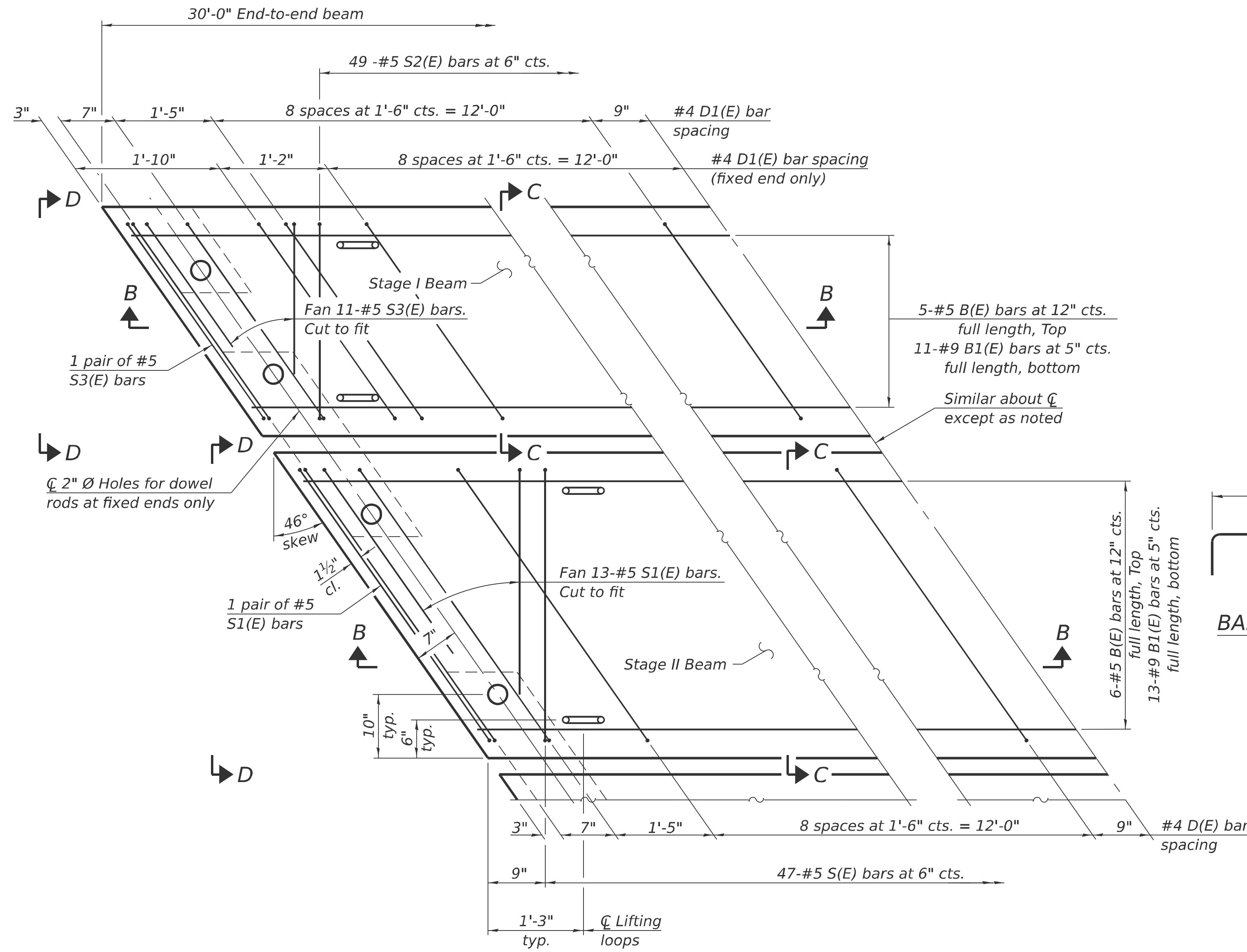
The top surface of precast bridge approach slabs shall be finished similar to precast prestressed deck beams with concrete wearing surface as specified in the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."

Two ⅛" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.

A minimum 2½" Ø lifting pins shall be used to engage the lifting loops during handling.

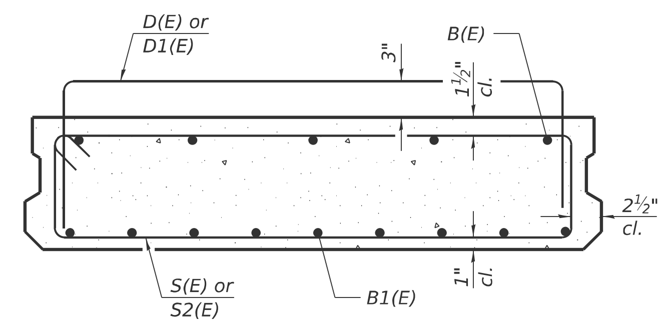
Compressive strength of precast concrete, f 'c shall be 6,000 psi.

Compressive strength of precast concrete during initial lifting, f 'ci shall be 5,000 psi.



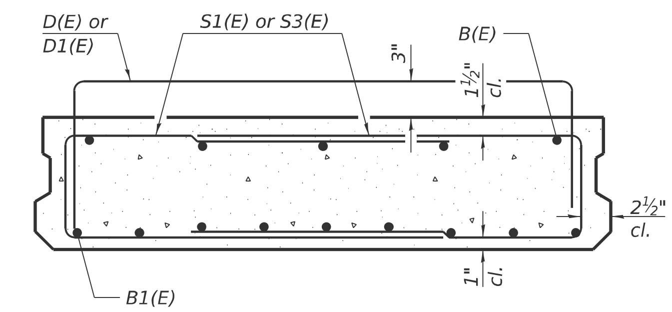
PLAN VIEW

(showing precast bridge approach beams)
(Spacing of D(E) and D1(E) bars may be adjusted up to 3" to miss the dowel rod holes and the lifting loops at the beam ends)



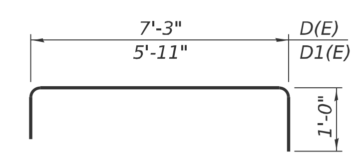
SECTION C-C

(Showing reinforcement)

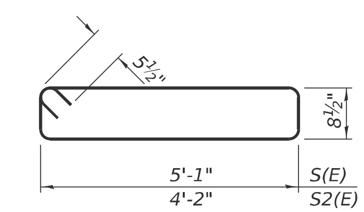


VIEW D-D

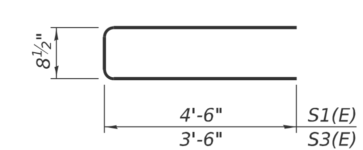
(Showing reinforcement)



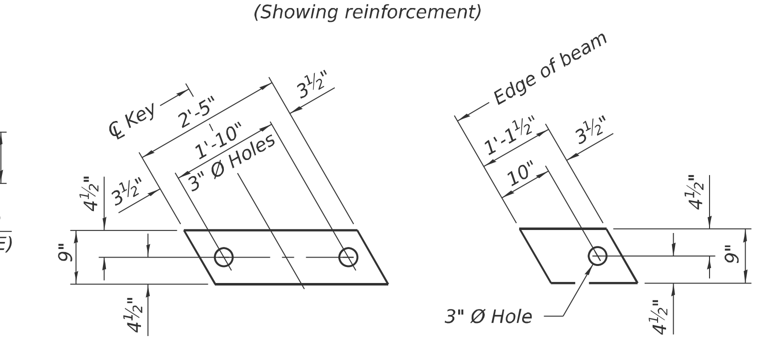
BARS D(E) & D1(E)



BARS S(E) & S2(E)



BARS S1(E) & S3(E)

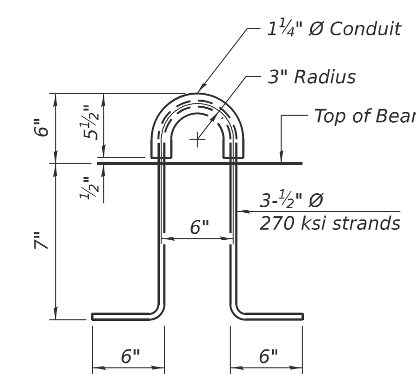


FABRIC BEARING PAD

Notes:

Bearing pads at fixed end shall be ½" thick and bearing pads at expansion end shall be ¾" thick.

Omit holes for fabric bearing pads at approach slab footing end of beams.



LIFTING LOOP DETAIL

(An alternate lifting loop with a Safe Working Load of 6,250 lbs. (25,000 lbs. Proof Load / Factor of Safety of 4) and utilized according to the manufacturer's recommendations may be used.)

BAR LIST
EACH STAGE II BEAM
(For information only)

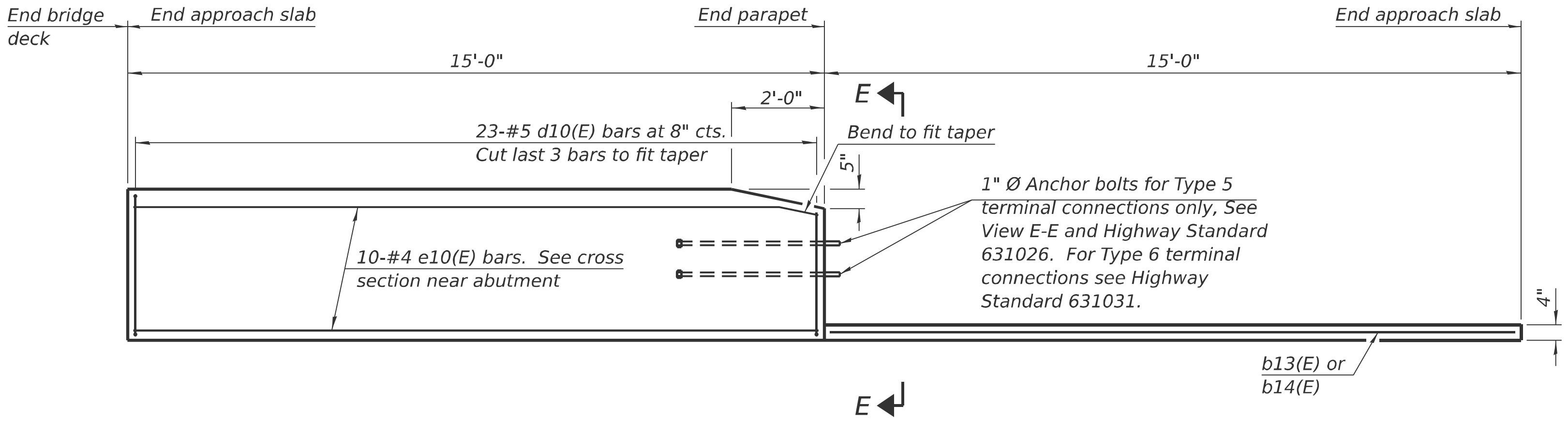
Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	—
B1(E)	13	#9	29'-8"	—
D(E)	22	#4	9'-3"	⊓
S(E)	47	#5	12'-6"	▭
S1(E)	26	#5	9'-9"	⊏

BAR LIST
EACH STAGE I BEAM
(For information only)

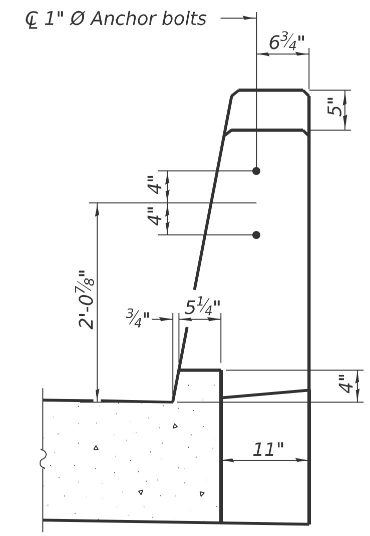
Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B1(E)	11	#9	29'-8"	—
D1(E)	32	#4	7'-11"	⊓
S2(E)	49	#5	10'-8"	▭
S3(E)	22	#5	7'-9"	⊏

BA-PDP-39CS-R(>30°) 4-4-2025 (Modified) (Beams: 36" min. width; 72" max. width)

(Sheet 2 of 3)



INSIDE ELEVATION OF PARAPET AND CURB



VIEW E-E

Notes:

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

After precast bridge approach slabs have been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and cured according to Article 1020.13(a)(3) or 1020.13(a)(5) of the Standard Specifications for a minimum of 24 hours before casting the shear keys and wearing surface.

Any concrete poured monolithically with the wearing surface, such as curbs, shall not be paid for separately, but will be included in the cost of Concrete Wearing Surface, 5¼".

Parapet concrete shall be paid for as Concrete Superstructure.

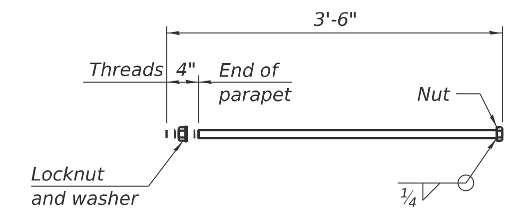
Approach footing concrete shall be paid for as Concrete Structures.

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

Cost of excavation for approach footing included with Concrete Structures.

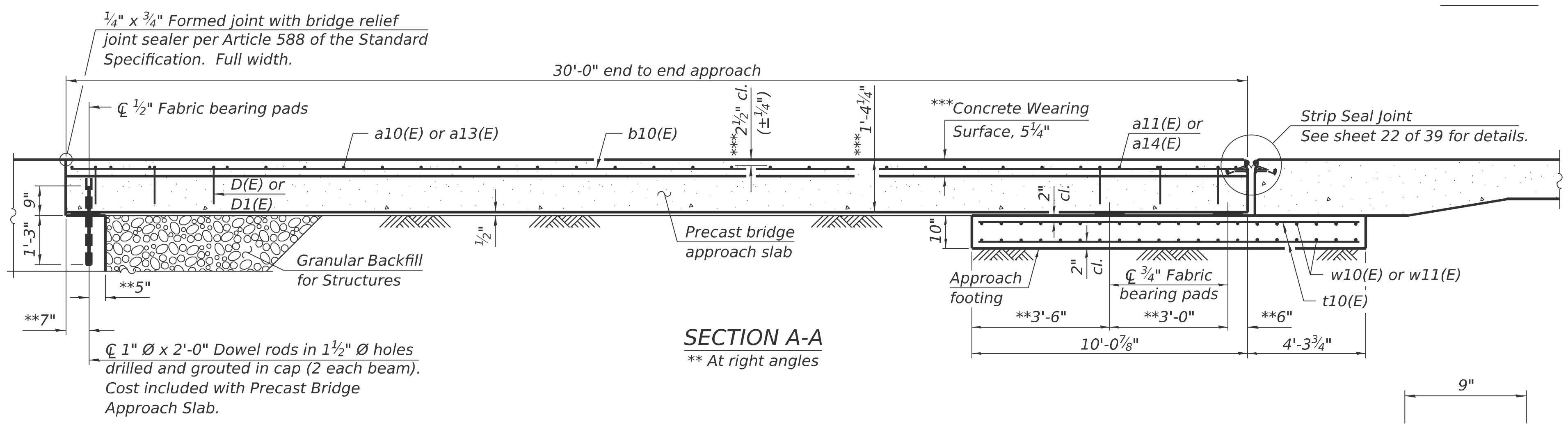
For Granular Backfill for Structures and drainage treatment details, see sheet 3 of 39.

Cost of cellular polystyrene is included with Concrete Superstructure.



1" Ø ANCHOR BOLT

(Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications. Cost of anchor bolt assemblies included with Concrete Superstructure)

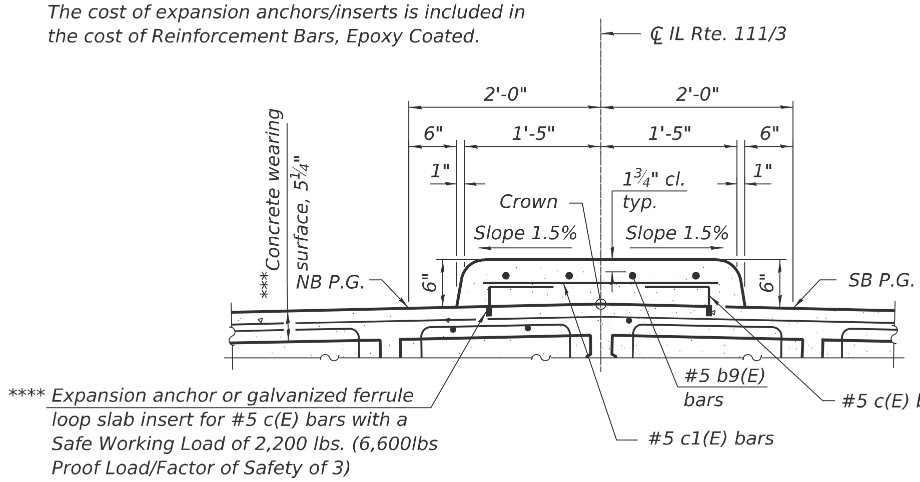


SECTION A-A

** At right angles

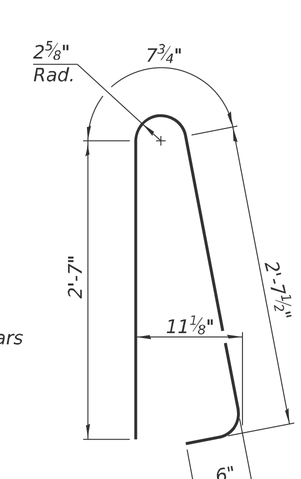
*** Prior to grinding

**** Anchor or inserts may be galvanized or epoxy coated. The cost of expansion anchors/inserts is included in the cost of Reinforcement Bars, Epoxy Coated.

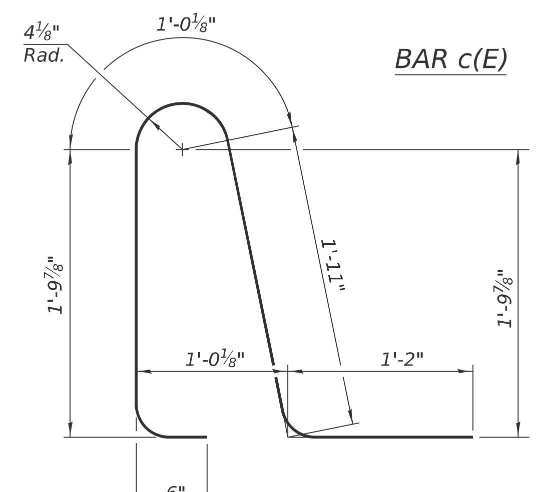


SECTION THRU MEDIAN

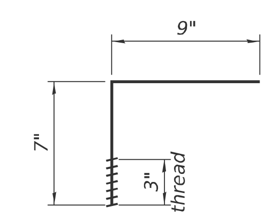
(Looking East)



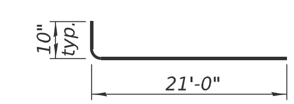
BAR d10(E)



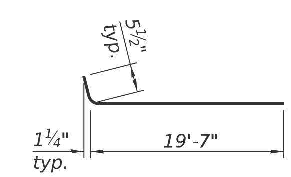
BAR d11(E)



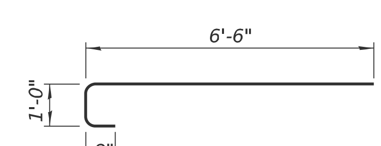
BAR c(E)



BAR a10(E)



BAR a11(E)



BAR a12(E)

TWO APPROACHES BILL OF MATERIAL

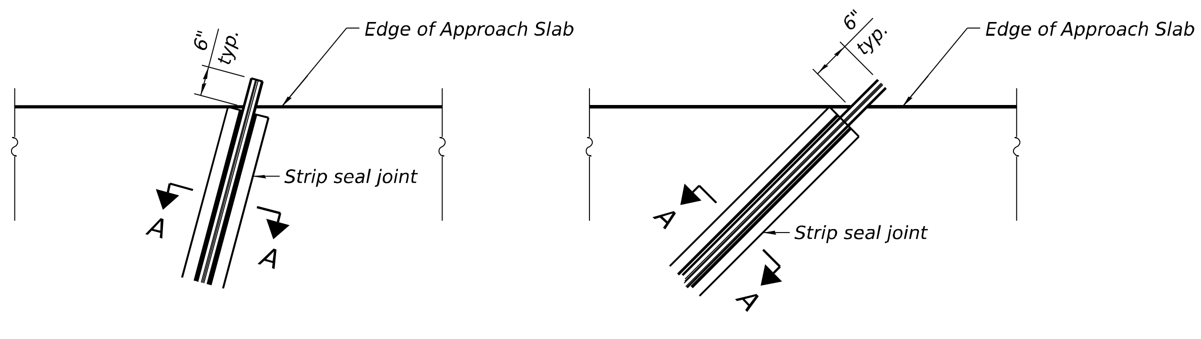
Bar	No.	Size	Length	Shape
a10(E)	56	#5	21'-10"	
a11(E)	64	#4	20'-1"	
a12(E)	56	#5	8'-2"	
a13(E)	56	#5	25'-6"	
a14(E)	64	#4	25'-3"	
b9(E)	8	#5	29'-8"	
b10(E)	130	#4	29'-8"	
b11(E)	8	#5	16'-2"	
b12(E)	8	#5	14'-8"	
b13(E)	2	#4	14'-5"	
b14(E)	2	#4	14'-11"	
c(E)	124	#5	1'-4"	
c1(E)	70	#5	2'-6"	
d10(E)	92	#5	6'-5"	
d11(E)	92	#5	6'-5"	
e10(E)	40	#4	14'-8"	
t10(E)	260	#4	14'-0"	
w10(E)	160	#5	19'-9"	
w11(E)	160	#5	25'-6"	

Concrete Superstructure	Cu. Yd.	11.0
Concrete Structures	Cu. Yd.	55.1
Reinforcement Bars, Epoxy Coated	Pound	20,260
Precast Bridge Approach Slab	Sq. Ft.	3,775
Concrete Wearing Surface, 5¼"	Sq. Yd.	417

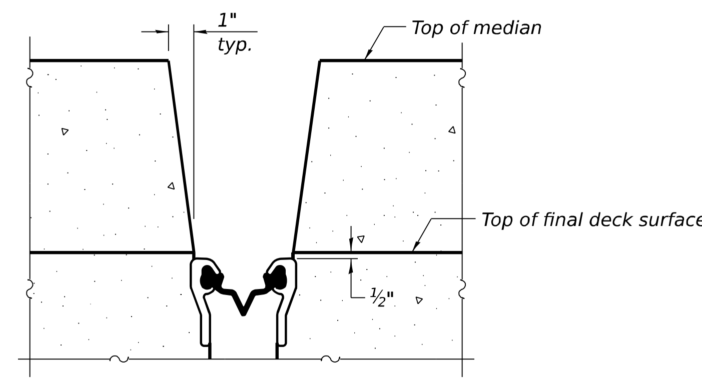
Note:
Bars indicated thus 20 x 2-#5 etc. indicate 20 lines of bars with 2 lengths per line.

BA-PDP-39CS-R(>30°) 4-4-2025 (Modified) (Beams: 36" min. width; 72" max. width)

(Sheet 3 of 3)

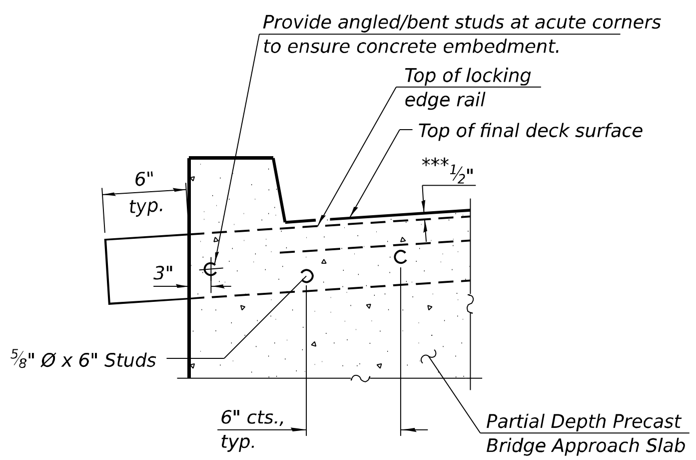


PLAN AT EDGE OF APPROACH SLAB



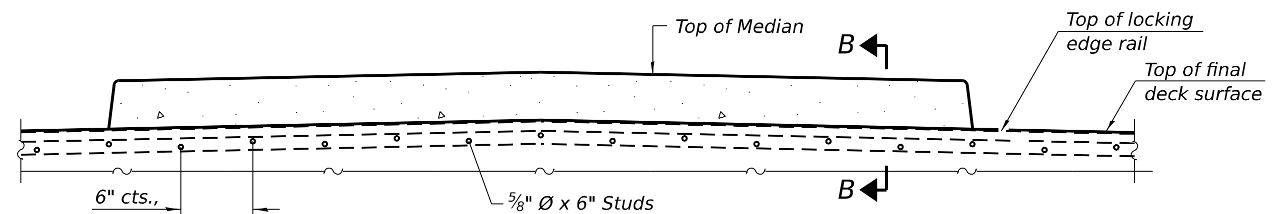
SECTION B-B
(at Rt. ∠'s)

Notes:
The strip seal shall be made continuous and shall have a minimum thickness of ¼". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4½" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.
The manufacturer's recommended installation methods shall be followed.
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
The Maximum space between locking edge rail segments shall be $^{3}/_{16}$" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.
Cost of anchorage studs included with Preformed Joint Strip Seal.
The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.



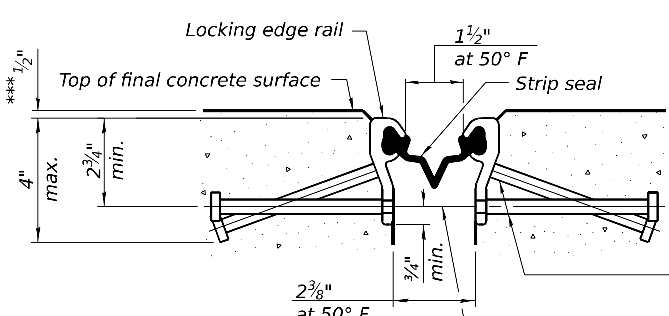
ELEVATION AT CURB

*** Prior to grinding.

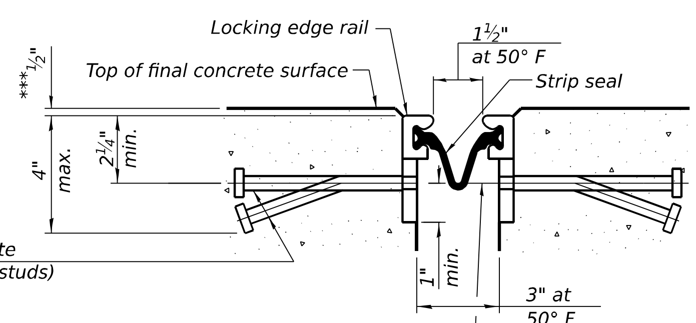


SECTION AT MEDIAN

For skews > 30°, chamfer acute corners 2". See detail on sheet 19 of 39.



SHOWING ROLLED RAIL JOINT



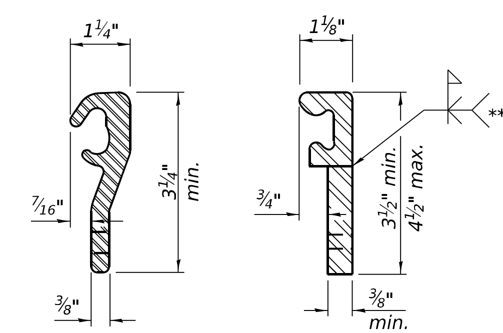
SHOWING WELDED RAIL JOINT

* ⅝" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

⅜" Ø threaded rods in $^{7}/_{16}$" Ø holes at 4'-0"± cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates within 90 minutes after concrete is set.

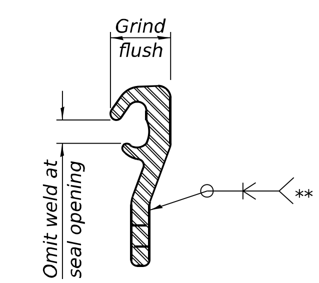
SECTION A-A

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



LOCKING EDGE RAILS

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



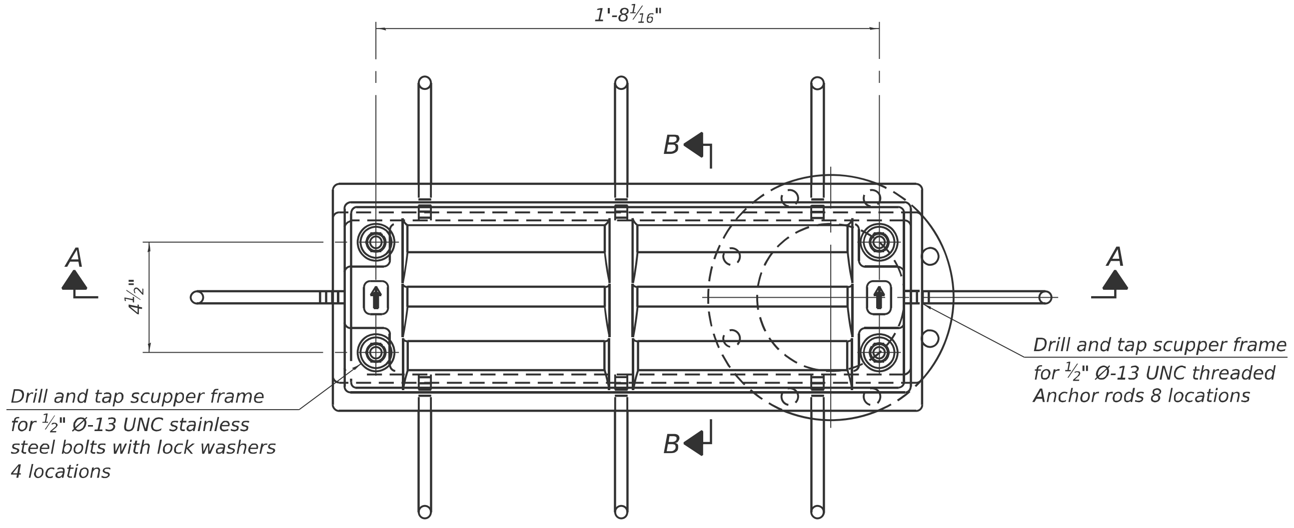
LOCKING EDGE RAIL SPLICE

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

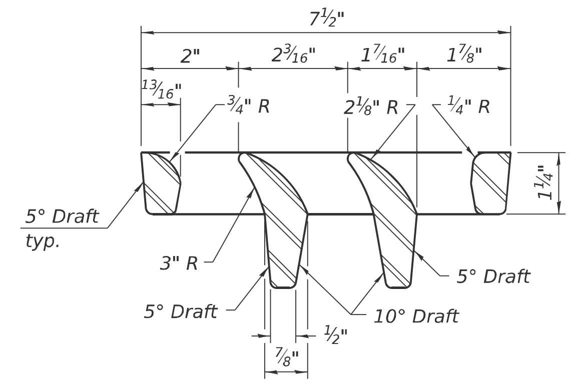
BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	182

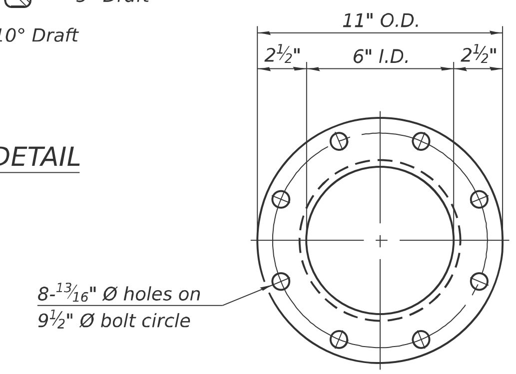
EJ-SS 10-3-2025 (Modified)



PLAN



VANE GRATE DETAIL



Notes:

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

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

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

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

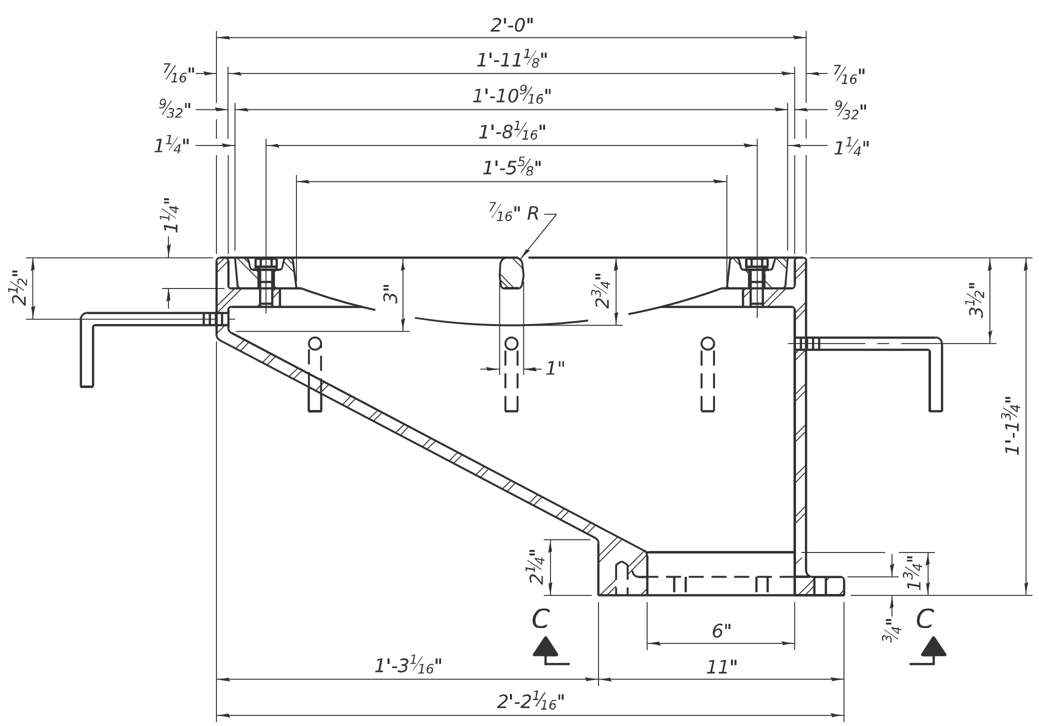
Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.

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

Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be treated as specified on sheet 2 of 39.

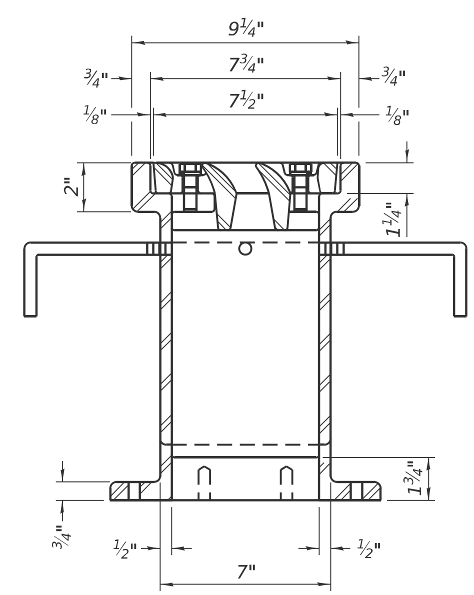
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scuppers, DS-12.

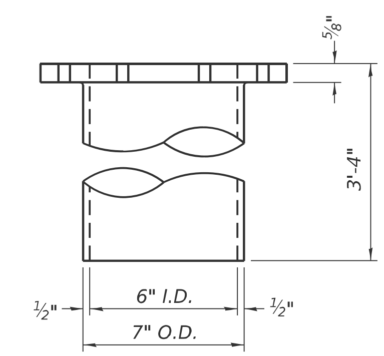


SECTION A-A

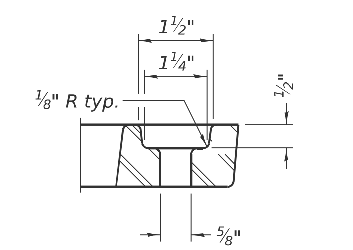
See sheet 17 of 39 for scupper location relative to parapet.



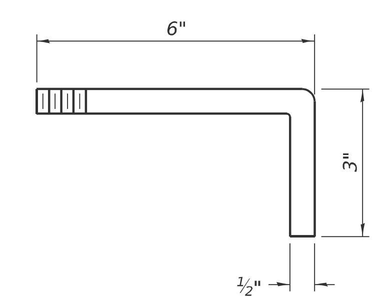
SECTION B-B



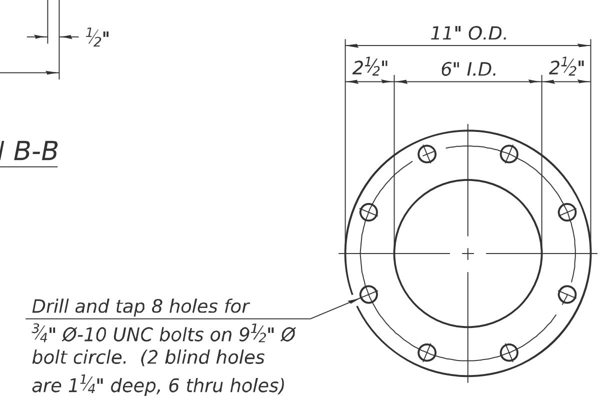
DOWNSPOUT



GRATE BOLT HOLE DETAIL



ANCHOR ROD DETAIL



VIEW C-C

BILL OF MATERIAL

Item	Unit	Quantity
Drainage Scuppers, DS-12	Each	6

DS-12 4-4-2025

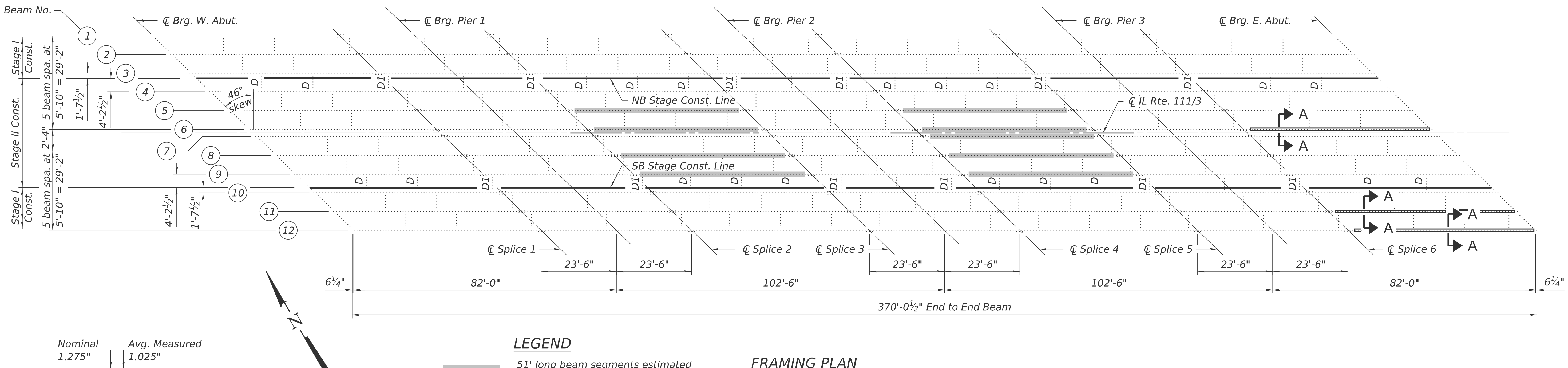
design firm no. 184001036 whks engineers • planners • land surveyors	USER NAME = jmontrey	DESIGNED - BRD/GEB	REVISED -
		CHECKED - CEH/FWS	REVISED -
	PLOT SCALE = $SCALE$	DRAWN - DLH/GEB/JLM	REVISED -
	PLOT DATE = 4/13/2026	CHECKED - CEH/BRD/FWS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPERS, DS-12
STRUCTURE NO. 060-0120

SHEET 23 OF 39 SHEETS

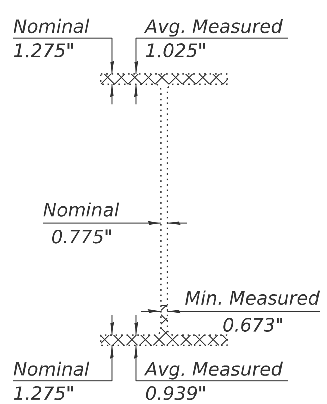
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	57
		CONTRACT NO. 76R32		
		ILLINOIS FED. AID PROJECT		



LEGEND

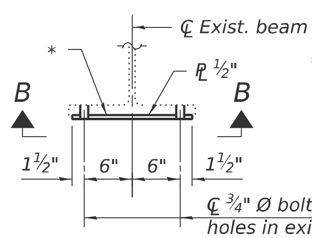
51' long beam segments estimated to require fillet reinforcement

FRAMING PLAN



SECTION A-A

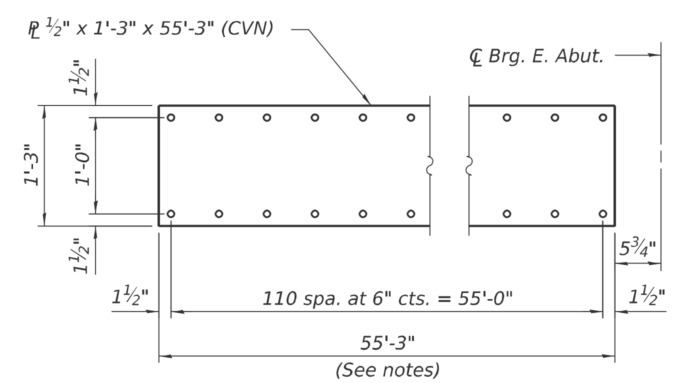
(For information only. Cross hatched area indicates estimated condition of beams 6, 11, and 12. See notes.)



SECTION A-A

(Showing the bottom flange repair of beams 6, 11 and 12.)

* Cleaning and Painting of contact surface areas shall meet the requirements for Primary Connections as specified in the Special Provision "Cleaning and Painting Contact Surface Areas of Steel Structures".



VIEW B-B

(Existing beam omitted for clarity.)

Note A: Proposed bolts shall be in a finger tight condition with faying surfaces in close contact.

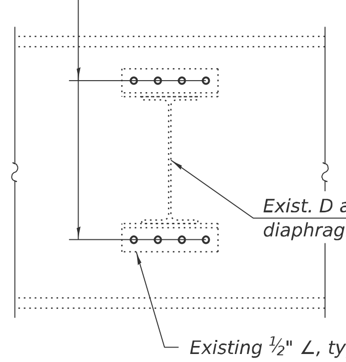
Note B: Loosen proposed bolts approximately ¼".

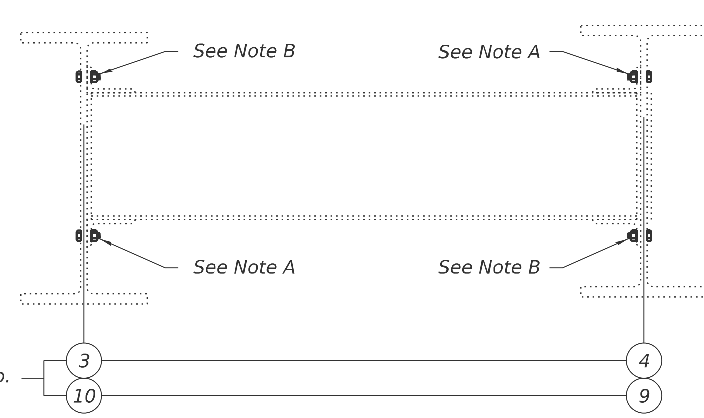
Note C: Fully torque all proposed bolts of the diaphragm connections in accordance with Article 505.04(f) of the Standard Specifications.

Notes:

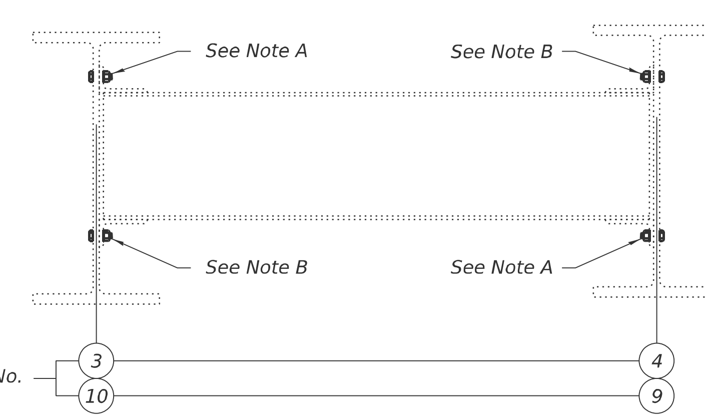
1. Proposed steel repairs to the bottom flanges of beams 6, 11, and 12 are based upon deterioration observed near the East Abutment. The Existing Protective Shield System limits access and obstructs inspection of the beam conditions along the beam line. The proposed bottom flange repairs have been detailed to extend from near the East Abutment bearing to near Splice 6.
2. Upon removal of the Existing Protective Shield System, the Contractor shall provide the Engineer with access to inspect the condition and measure section loss of these beams. All costs associated with providing inspection access, including any required access equipment, shall be included in the cost of Removal of Existing Protective Shield. The Bureau of Bridges and Structures shall be contacted for further disposition if the measured section loss exceeds the deterioration shown in Section A-A or extends beyond the repair limits depicted in Section B-B. The Engineer may also submit a request to the Bureau of Bridges and Structures to reduce the repair length if existing conditions and section loss measurements indicate that a shorter repair is appropriate. The inspection shall occur prior to ordering repair plate.
3. Proposed steel repairs to beams 6, 11, and 12 shall be performed after the existing concrete deck has been removed and prior to constructing the proposed concrete deck.
4. Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirements, Zone 2.

Prior to beginning deck removal, replace existing rivets with new ¾" Ø bolts. Cost included with Structural Steel Repair.

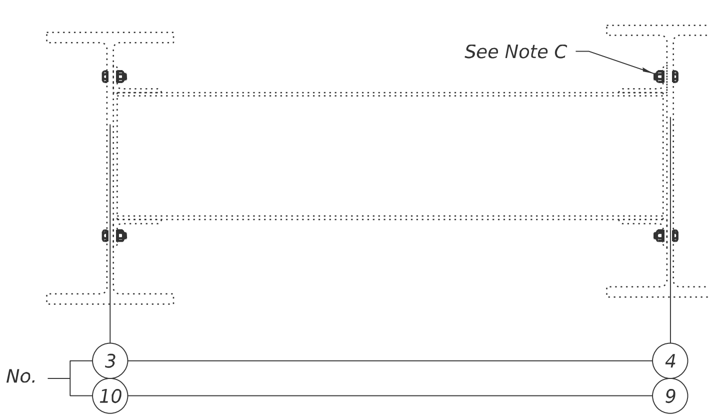




DIAPHRAGM D & D1 CONNECTION DETAILS FOR STAGE I DECK REMOVAL

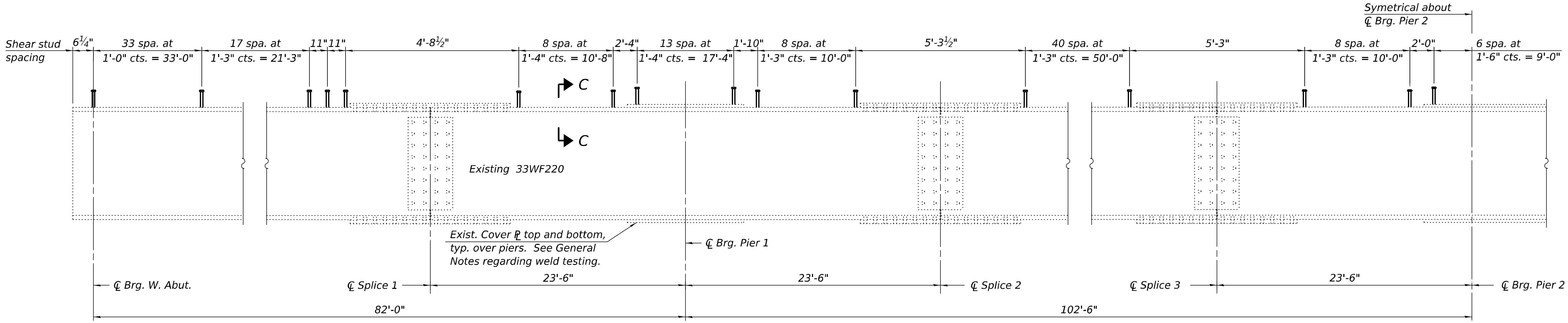


DIAPHRAGM D & D1 CONNECTION DETAILS FOR STAGE II DECK REMOVAL



DIAPHRAGM D & D1 CONNECTION DETAILS AFTER STAGE II DECK POUR

(Sheet 1 of 2)



BEAM ELEVATION

INTERIOR BEAM MOMENT TABLE					
		0.4 Sp.1 or 0.6 Sp.4	Pier 1 or Pier 3	0.5 Sp. 2 or 0.5 Sp. 3	Pier 2
I_s	(in^4)	12312	19956	12312	19956
I_c (n)	(in^4)	28090	-	28090	-
I_c (3n)	(in^4)	20566	-	20566	-
I_c (cr)	(in^4)	-	23496	-	23496
S_s	(in^3)	741	1140	741	1140
S_c (n)	(in^3)	1010	-	1010	-
S_c (3n)	(in^3)	915	-	915	-
S_c (cr)	(in^4)	-	1227	-	1227
Z	(in^3)	-	-	-	-
D_L	(k/')	0.92	1.03	0.92	1.03
M_{D_L}	('k)	408	849	361	855
sD_L	(k/')	0.23	0.23	0.23	0.23
$M_s D_L$	('k)	106	198	101	204
M_{L_L}	('k)	506	533	509	571
MIM	('k)	122	123	117	126
$\frac{5}{3}$ [M_{L_L} + $_I$]	('k)	1047	1093	1043	1162
Ma	('k)	2029	2782	1957	2887
* Mu	('k)	-	-	-	-
$f_s D_L$ (non-comp)	(ksi)	6.6	8.9	5.8	9.0
$f_s D_L$ (comp)	(ksi)	1.4	1.9	1.3	2.0
$f_s \frac{5}{3}$ [M_{L_L} + M_I]	(ksi)	12.4	10.7	12.4	11.4
f_s (Overload)	(ksi)	20.4	21.6	19.6	22.4
** f_s (Total)	(ksi)	26.6	28.0	25.4	29.1
VR	(k)	51.3	54.0	40.3	53.3

INTERIOR BEAM REACTION TABLE				
		Abut.	Pier 1 and Pier 3	Pier 2
*** R_{D_L}	(k)	61.8	120.6	120.1
R_{L_L}	(k)	40.6	51.4	53.0
R_I	(k)	9.8	11.8	11.6
R_{Total}	(k)	112.2	183.8	184.7

* Compact section
** Braced non-compact and partially braced section
*** Abutment dead load reaction includes 27.4 kips for concrete diaphragm and bridge approach slab.

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

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

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

I_c(cr), S_c(cr): Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total and Overload) in cracked sections, due to both short-term composite live loads and long-term comopsite (superimposed) dead loads ($in.^4$ and in^3).

Z: Plastic Section Modulus of the steel section in non-composite areas ($in.^3$).

D_L: Un-factored non-composite dead load (kips/ft.).

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

sD_L: Un-factored long-term composite (superimposed) dead load (kips/ft.)

$M_s D_L$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).

M_{L_L}: Un-factored live load moment (kip-ft.).

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

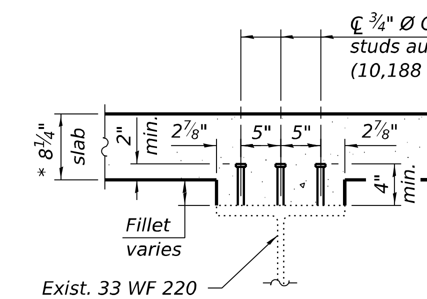
Ma: Factored design moment (kip-ft.).
$1.3 [M_{D_L} + M_s D_L + \frac{5}{3} (M_{L_L} + M_I)]$

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

f_s (Overload): Sum of stresses as computed from the moments below (ksi).
$M_{D_L} + M_s D_L + \frac{5}{3} (M_{L_L} + M_I)$

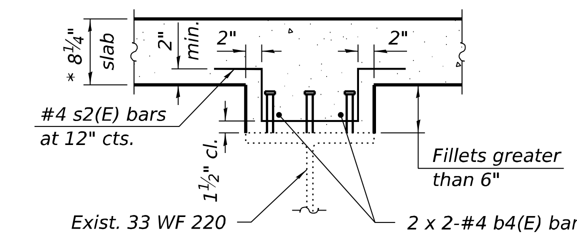
f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
$1.3 [M_{D_L} + M_s D_L + \frac{5}{3} (M_{L_L} + M_I)]$

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



SECTION C-C

* Prior to grinding.



SECTION C-C

(Showing fillet reinforcement. See notes.)

MINIMUM BAR LAP

#4 bar = 2'-2"

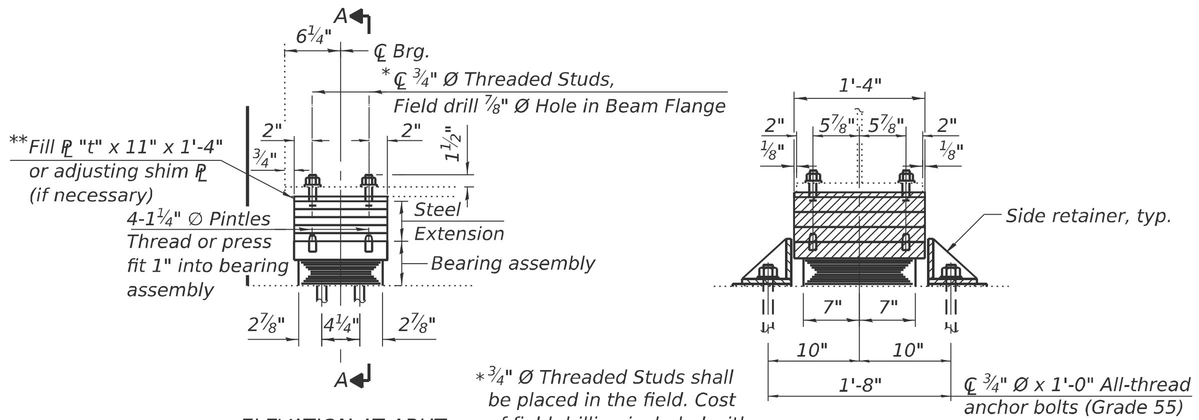
Notes:

1. Fillet reinforcement is detailed in locations where the fillet height is estimated to exceed 6 inches. The Contractor shall determine the actual fillet heights and verify the required limits of fillet reinforcement prior to ordering the reinforcement.
2. See Sheet 17 of 39 for fillet reinforcement details and quantities.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	5,400
Stud Shear Connectors	Each	10,188

(Sheet 2 of 2)

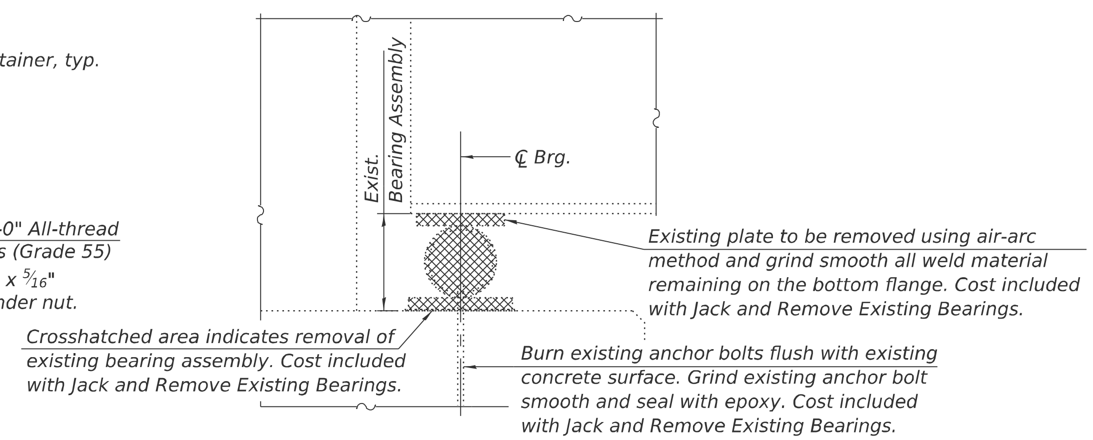


ELEVATION AT ABUT.

*¾" Ø Threaded Studs shall be placed in the field. Cost of field drilling included with Furnishing and Erecting Structural Steel.

SECTION A-A

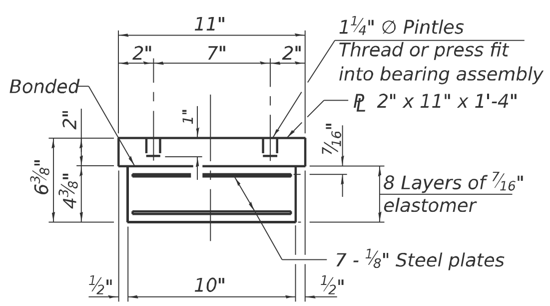
TYPE I ELASTOMERIC EXP. BRG.



EXISTING BEARING ASSEMBLY REMOVAL DETAIL

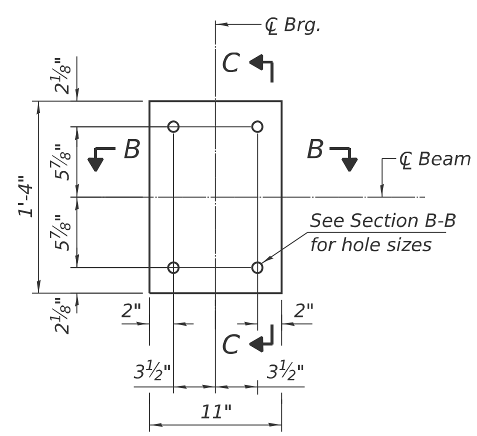
Notes:

1. Jacking and removing existing bearings shall be done in stages while the existing bridge deck is removed.
2. The Maximum Dead Load Reaction with deck removed (per bearing) at each abutment is 8.5 kips. Minimum jack capacity is 13 kips.
3. Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
4. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
5. Side retainers and other steel plates required for the elastomeric bearing assembly, except the steel bearing extension, fill plates, and threaded studs in bottom flange shall be included in the cost of Elastomeric Bearing Assembly, Type I. Steel bearing extensions, fill plates, and threaded studs in bottom flange are included in the quantity for Furnishing and Erecting Structural Steel.
6. Two ⅛" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details. Cost included with Furnishing and Erecting Structural Steel.
7. The number of stacked plates shown for the steel extension is conceptual for illustration only.
8. Diaphragm removal and reinstallation may be required to facilitate drilling holes. Existing fasteners shall be replaced with new fasteners of the same diameter. Cost included with Elastomeric Bearing Assembly, Type I.

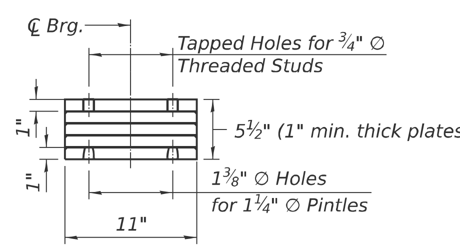


BEARING ASSEMBLY

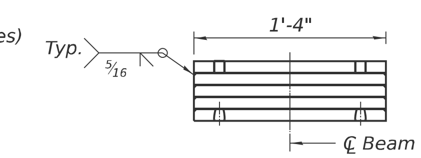
Note:
Shim plates shall not be placed under bearing assembly.



PLAN

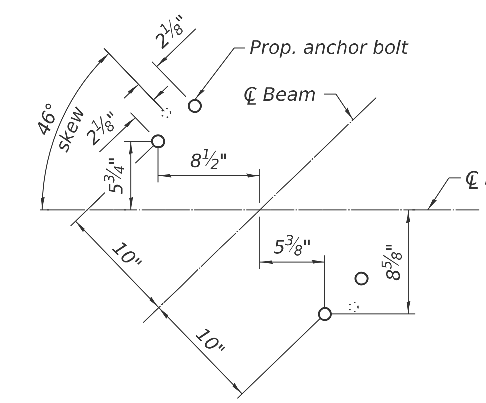


SECTION B-B



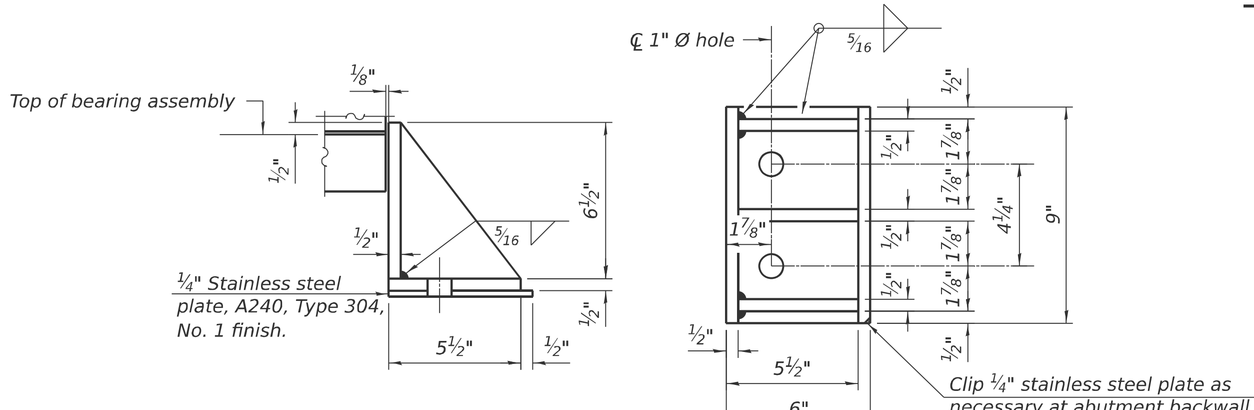
SECTION C-C

STEEL BEARING EXTENSION



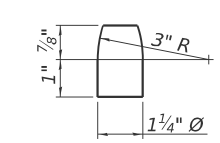
ANCHOR BOLT LAYOUT

(Shown for information only. It is recommended that the Contractor set the side retainers in place and use the holes in the side retainers to locate the anchor bolts on the abutment.)



SIDE RETAINER

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



PINTLE

**TABLE OF "t" DIMENSIONS

Beam No.	West Abut.	East Abut.	Beam No.	West Abut.	East Abut.
1	-	-	7	-	-
2	-	-	8	-	-
3	⅝"	-	9	-	-
4	⅝"	-	10	-	-
5	½"	-	11	-	-
6	⅜"	1"	12	-	-

** The fill ℞ thicknesses shown above are based on existing plan data to match the height of the existing bearing assemblies. Prior to ordering any material, the Contractor shall field verify all existing bearing heights and required fill plate thicknesses. The Contractor may adjust the height of the steel extensions in lieu of providing the above fill plates.

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Structural Steel	Pound	7,250
Anchor Bolts, ¾"	Each	96
Elastomeric Bearing Assembly, Type I	Each	24
Jack and Remove Existing Bearings	Each	24

MODEL: 0600120-76R32-026
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\IDOT D-8\0872 PTB 208-038\0872.06 IL 111-3 Redecking Ph II\CADD\24.09\CADD Data\Bridge\0600120-D876R32.dgn

design firm no. 184001036

whks engineers + planners + land surveyors

USER NAME = jmontrey	DESIGNED - BRD/GEB	REVISED -
	CHECKED - CEH/FWS	REVISED -
PLOT SCALE = $SCALE$	DRAWN - DLH/GEB/JLM	REVISED -
PLOT DATE = 4/1/2026	CHECKED - CEH/BRD/FWS	REVISED -

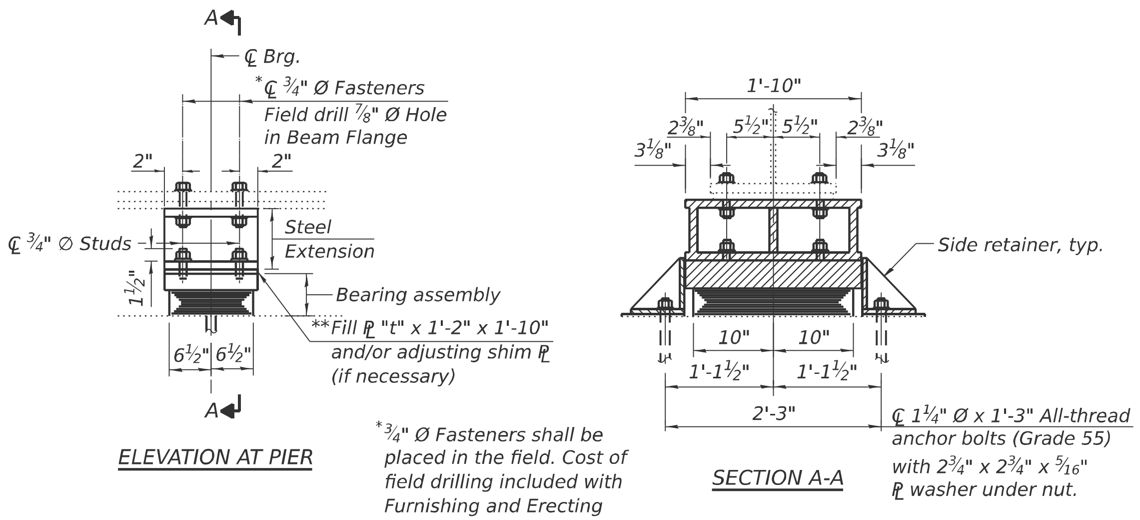
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT BEARINGS
STRUCTURE NO. 060-0120

SHEET 26 OF 39 SHEETS

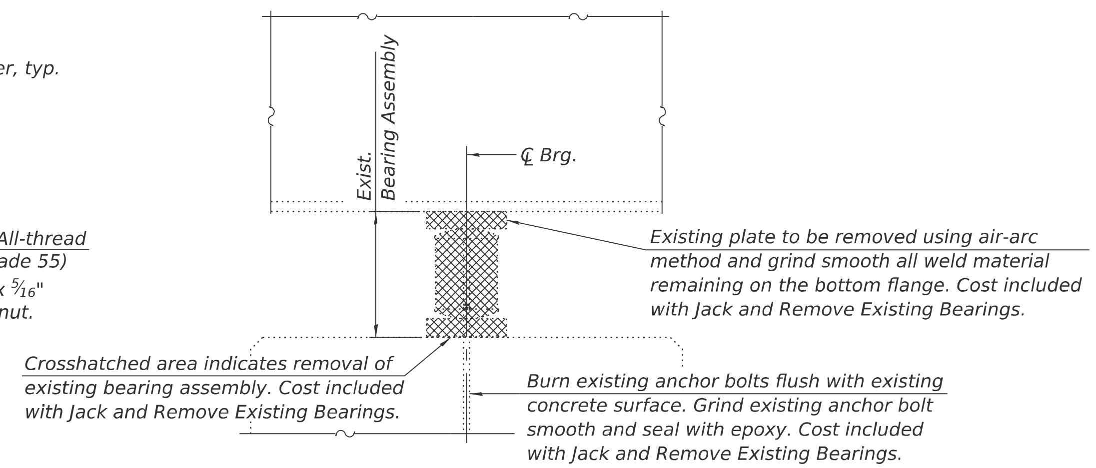
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	60
		CONTRACT NO. 76R32		
		ILLINOIS FED. AID PROJECT		

4/1/2026 3:41:22 PM



*¾" Ø Fasteners shall be placed in the field. Cost of field drilling included with Furnishing and Erecting Structural Steel.

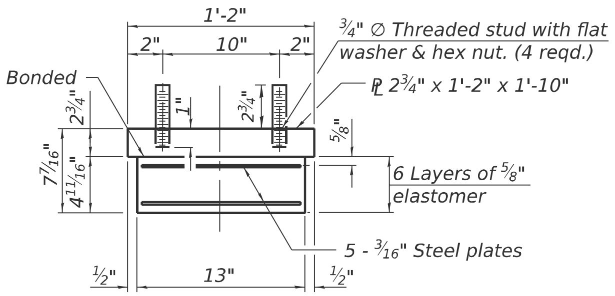
TYPE I ELASTOMERIC EXP. BRG.



EXISTING BEARING ASSEMBLY REMOVAL DETAIL

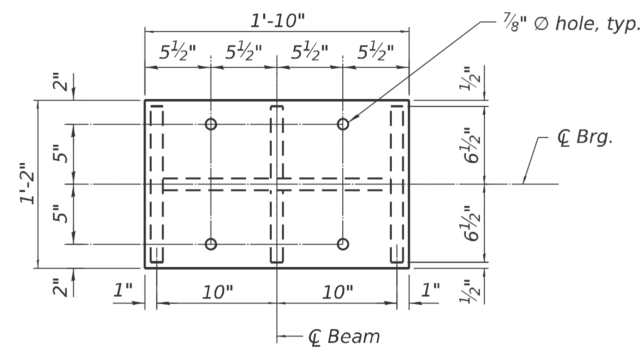
Notes:

1. Jacking and removing existing bearings shall be done in stages while the existing bridge deck is removed.
2. The Maximum Dead Load Reaction with deck removed (per bearing) at each pier is 30 kips. Minimum jack capacity is 45 kips.
3. Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
4. Drilled and set anchor bolts shall bbe installed according to Article 521.06 of the Standard Specifications.
5. Side retainers and other steel plates required for the elastomeric bearing assembly, except the steel bearing extension, fill plates, and bolts in bottom flange shall be included in the cost of Elastomeric Bearing Assembly, Type I. Steel bearing extensions, fill plates, and bolts in bottom flange are included in the quantity for Furnishing and Erecting Structural Steel.
6. Two ⅛" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details. Cost included with Furnishing and Erecting Structural Steel.

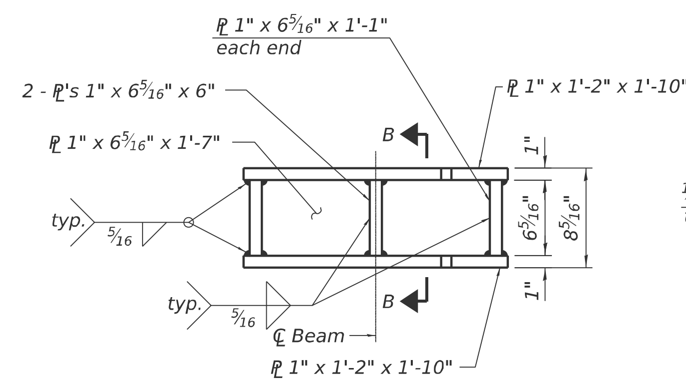


BEARING ASSEMBLY

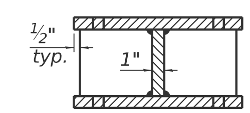
Note:
Shim plates shall not be placed under bearing assembly.



PLAN

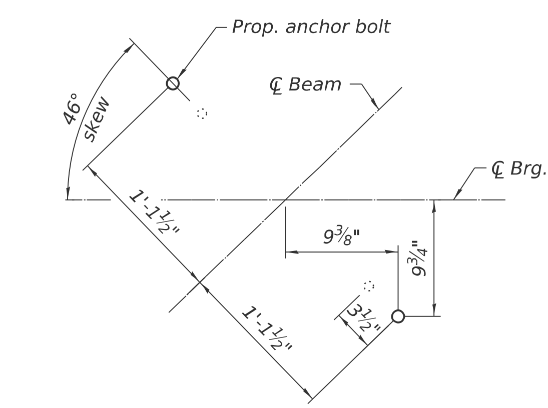


ELEVATION



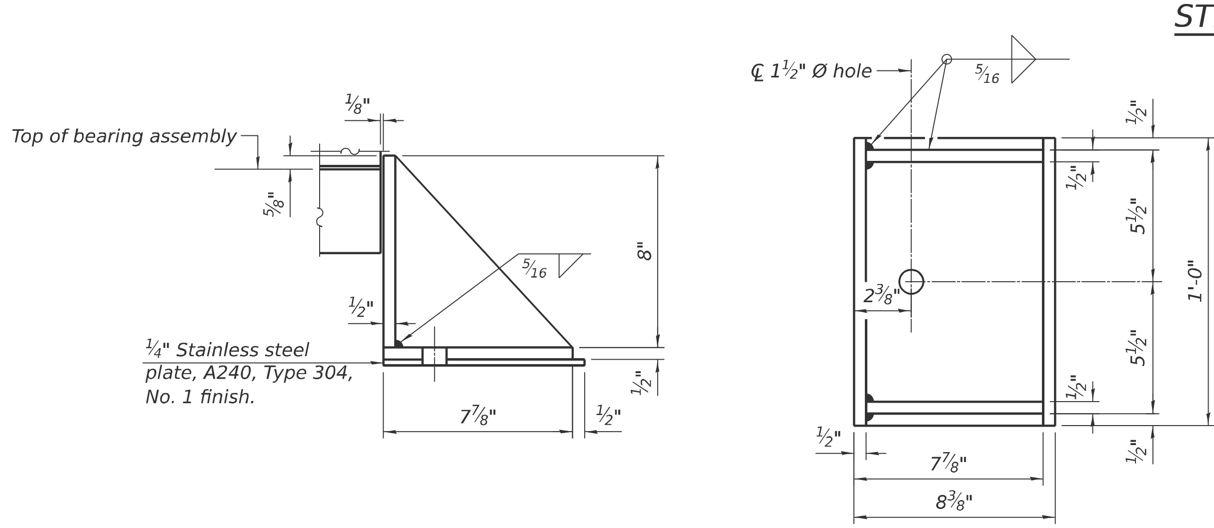
SECTION B-B

STEEL BEARING EXTENSION



ANCHOR BOLT LAYOUT

(Shown for information only. It is recommended that the Contractor set the side retainers in place and use the holes in the side retainers to locate the anchor bolts on the pier.)



SIDE RETAINER

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

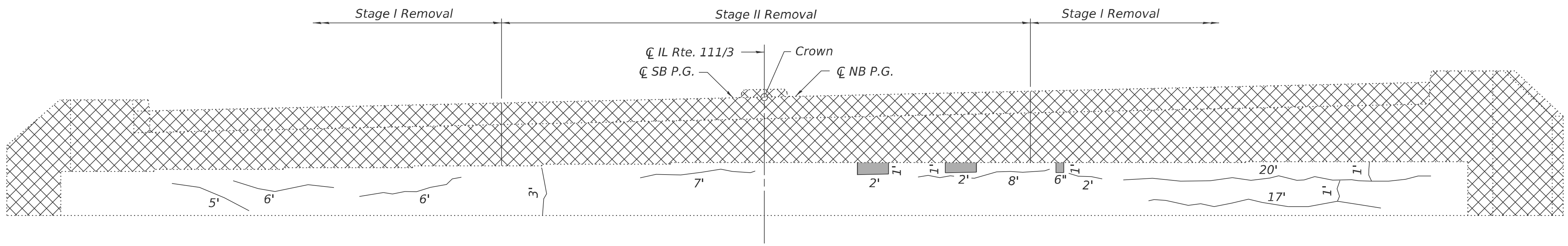
**TABLE OF "t" DIMENSIONS

Beam No.	Pier 1	Pier 3	Beam No.	Pier 1	Pier 3
1	⅜"	-	7	-	-
2	-	-	8	-	-
3	⅞"	-	9	-	-
4	½"	-	10	-	-
5	-	-	11	-	-
6	⅜"	⅞"	12	-	-

**The fill ℙ thicknesses shown above are based on existing plan data to match the height of the existing bearing assemblies. Prior to ordering any material, the Contractor shall field verify all existing bearing heights and required fill plate thicknesses. The Contractor may adjust the height of the steel extensions in lieu of providing the above fill plates.

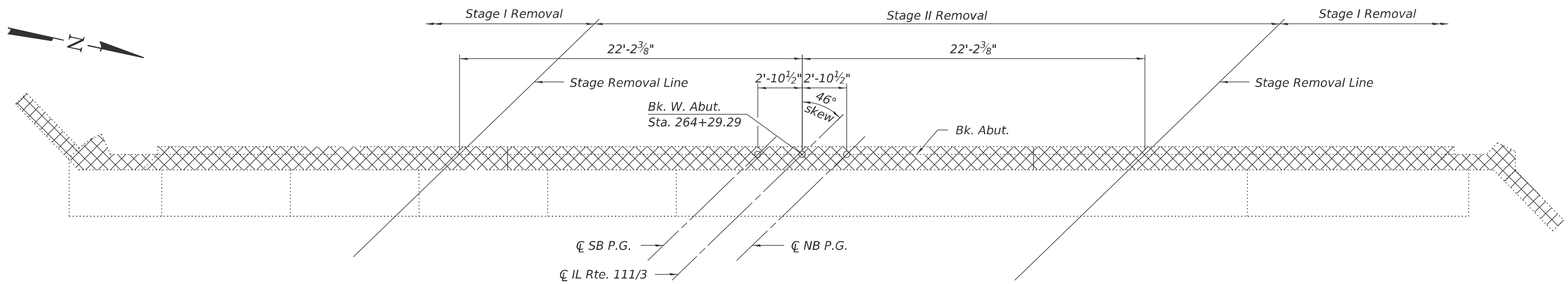
BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Structural Steel	Pound	7,670
Anchor Bolts, 1¼"	Each	48
Elastomeric Bearing Assembly, Type I	Each	24
Jack and Remove Existing Bearings	Each	24

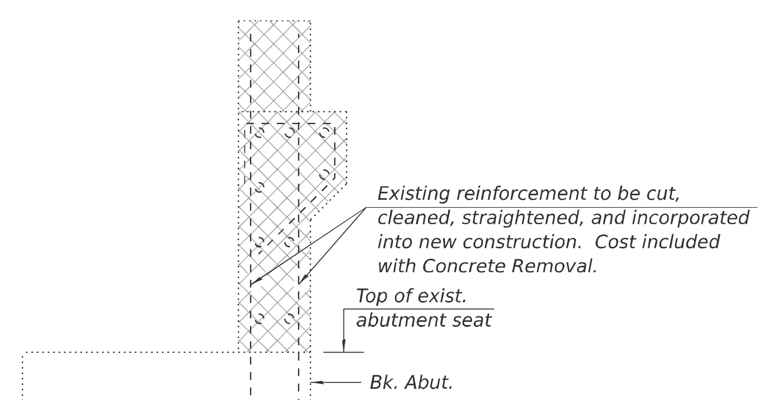


WEST ABUTMENT ELEVATION

(Looking West)



WEST ABUTMENT PLAN

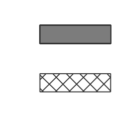


SECTION THRU ABUTMENT

Notes:

1. *Work this sheet with Sheets 30 and 31 of 39.*
2. *For existing abutment details and dimensions see Sheets 38 and 39 of 39.*
3. *Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with Concrete Removal.*

LEGEND



Structural Repair of Concrete (Depth equal to or less than 5 inches)

Limits of Concrete Removal.

Epoxy Crack Injection

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth equal to or less than 5 inches)	Sq. Ft.	4.5
Concrete Removal	Cu. Yd.	27.0
Epoxy Crack Injection	Foot	76

design firm no. 184001036	whks engineers • planners • land surveyors	USER NAME = jmontrey	DESIGNED - BRD/GEB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST ABUTMENT REPAIR AND CONCRETE REMOVAL DETAILS STRUCTURE NO. 060-0120
			CHECKED - CEH/FWS	REVISED -		
		PLOT SCALE = $SCALE$	DRAWN - DLH/GEB/JLM	REVISED -		
		PLOT DATE = 4/1/2026	CHECKED - CEH/BRD/FWS	REVISED -		SHEET 28 OF 39 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	62
		CONTRACT NO. 76R32		
		ILLINOIS	FED. AID PROJECT	

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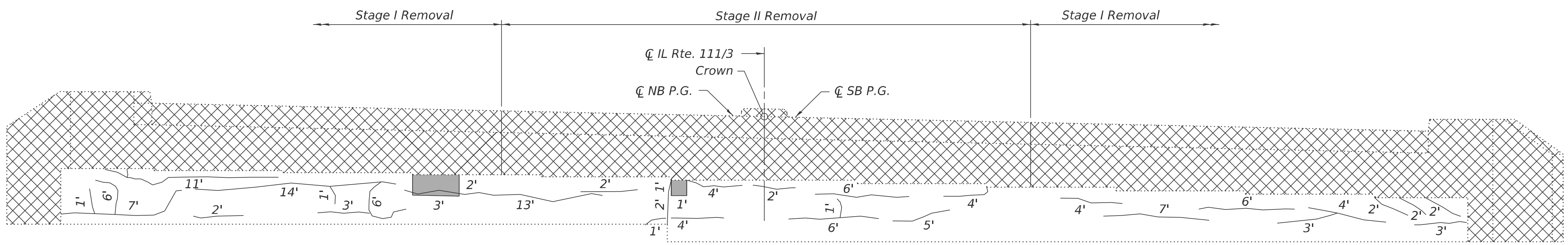
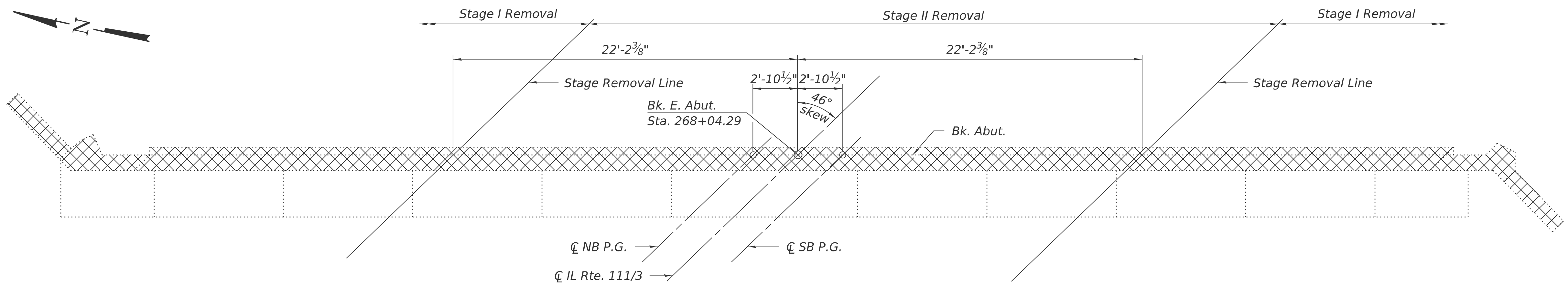
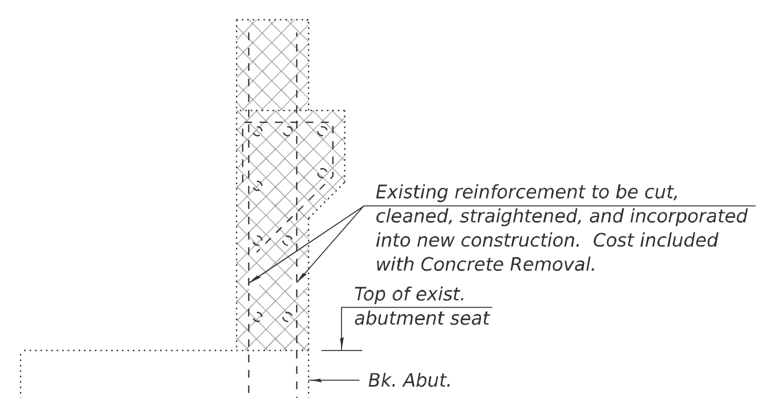


EAST ABUTMENT ELEVATION

(Looking East)



EAST ABUTMENT PLAN



SECTION THRU ABUTMENT

Notes:

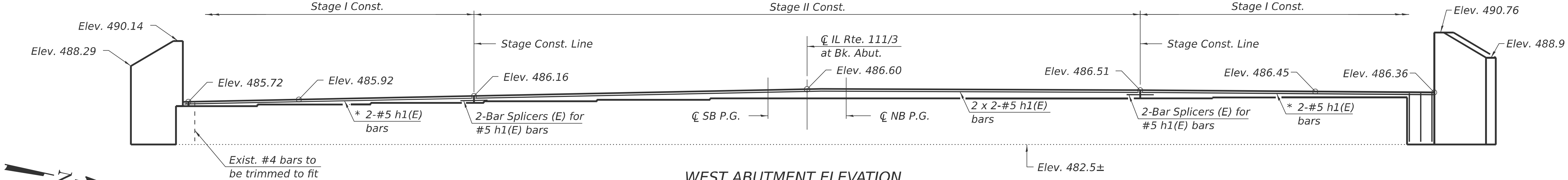
1. Work this sheet with Sheets 30 and 31 of 39.
2. For existing abutment details and dimensions see Sheets 38 and 39 of 39.
3. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with Concrete Removal.

LEGEND

- Structural Repair of Concrete (Depth equal to or less than 5 inches)
- Limits of Concrete Removal
- Epoxy Crack Injection

BILL OF MATERIAL

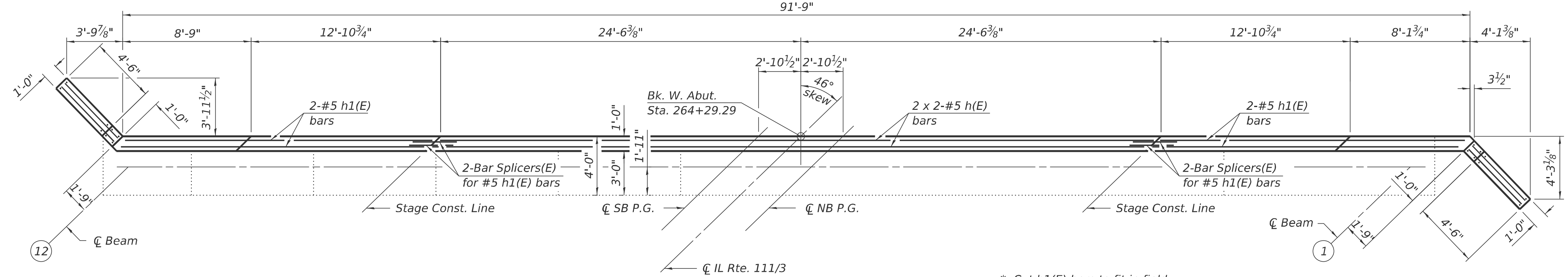
Item	Unit	Total
Structural Repair of Concrete (Depth equal to or less than 5 inches)	Sq. Ft.	7
Concrete Removal	Cu. Yd.	26.8
Epoxy Crack Injection	Foot	134



Stage I Const.
Stage II Const.
Stage I Const.
Elev. 490.14
Elev. 488.29
Stage Const. Line
℄ IL Rte. 111/3 at Bk. Abut.
Stage Const. Line
Elev. 490.76
Elev. 488.9
Elev. 485.72
Elev. 485.92
Elev. 486.16
Elev. 486.60
Elev. 486.51
Elev. 486.45
Elev. 486.36
* 2-#5 h1(E) bars
2-Bar Splicers (E) for #5 h1(E) bars
℄ SB P.G.
℄ NB P.G.
2 x 2-#5 h1(E) bars
2-Bar Splicers (E) for #5 h1(E) bars
* 2-#5 h1(E) bars
Exist. #4 bars to be trimmed to fit
Elev. 482.5±
N

WEST ABUTMENT ELEVATION

(Looking West)

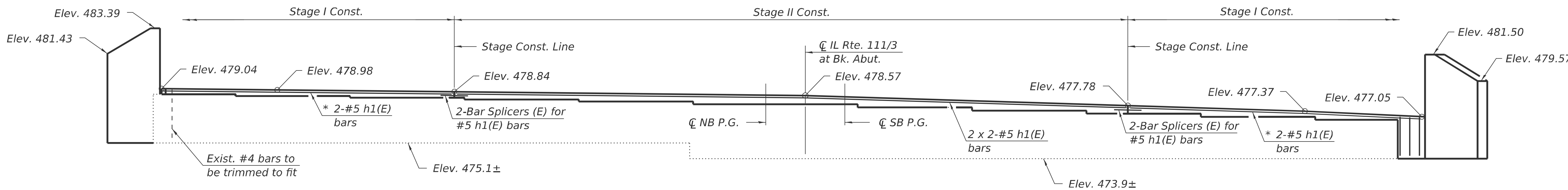


91'-9"
3'-9⅞"
8'-9"
12'-10¾"
24'-6⅜"
24'-6⅜"
12'-10¾"
8'-1¾"
4'-1⅜"
1'-0"
4'-6"
1'-0"
3'-11½"
2'-10½" 2'-10½"
46° skew
3½"
Bk. W. Abut. Sta. 264+29.29
2-#5 h1(E) bars
2 x 2-#5 h(E) bars
2-#5 h1(E) bars
1'-0"
1'-11"
4'-0"
3'-0"
4'-3⅛"
2-Bar Splicers(E) for #5 h1(E) bars
2-Bar Splicers(E) for #5 h1(E) bars
1'-9"
Stage Const. Line
℄ SB P.G.
℄ NB P.G.
Stage Const. Line
1'-0"
℄ Beam
1'-9"
4'-6"
1'-0"
12
℄ Beam
1
℄ IL Rte. 111/3
* Cut h1(E) bars to fit in field

WEST ABUTMENT PLAN

MINIMUM BAR LAP

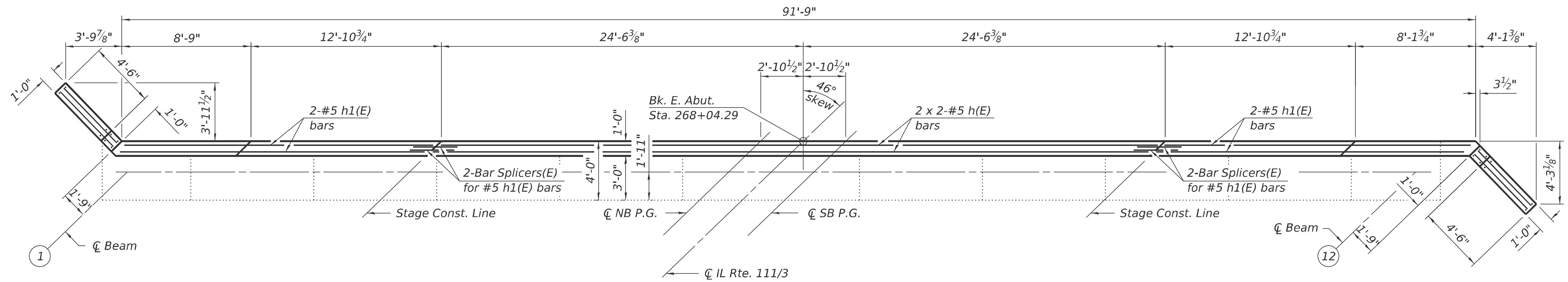
#5 bar = 3'-10"



Stage I Const.
Stage II Const.
Stage I Const.
Elev. 483.39
Elev. 481.43
Stage Const. Line
℄ IL Rte. 111/3 at Bk. Abut.
Stage Const. Line
Elev. 481.50
Elev. 479.57
Elev. 479.04
Elev. 478.98
Elev. 478.84
Elev. 478.57
Elev. 477.78
Elev. 477.37
Elev. 477.05
* 2-#5 h1(E) bars
2-Bar Splicers (E) for #5 h1(E) bars
℄ NB P.G.
℄ SB P.G.
2 x 2-#5 h1(E) bars
2-Bar Splicers (E) for #5 h1(E) bars
* 2-#5 h1(E) bars
Exist. #4 bars to be trimmed to fit
Elev. 475.1±
Elev. 473.9±
N

EAST ABUTMENT ELEVATION

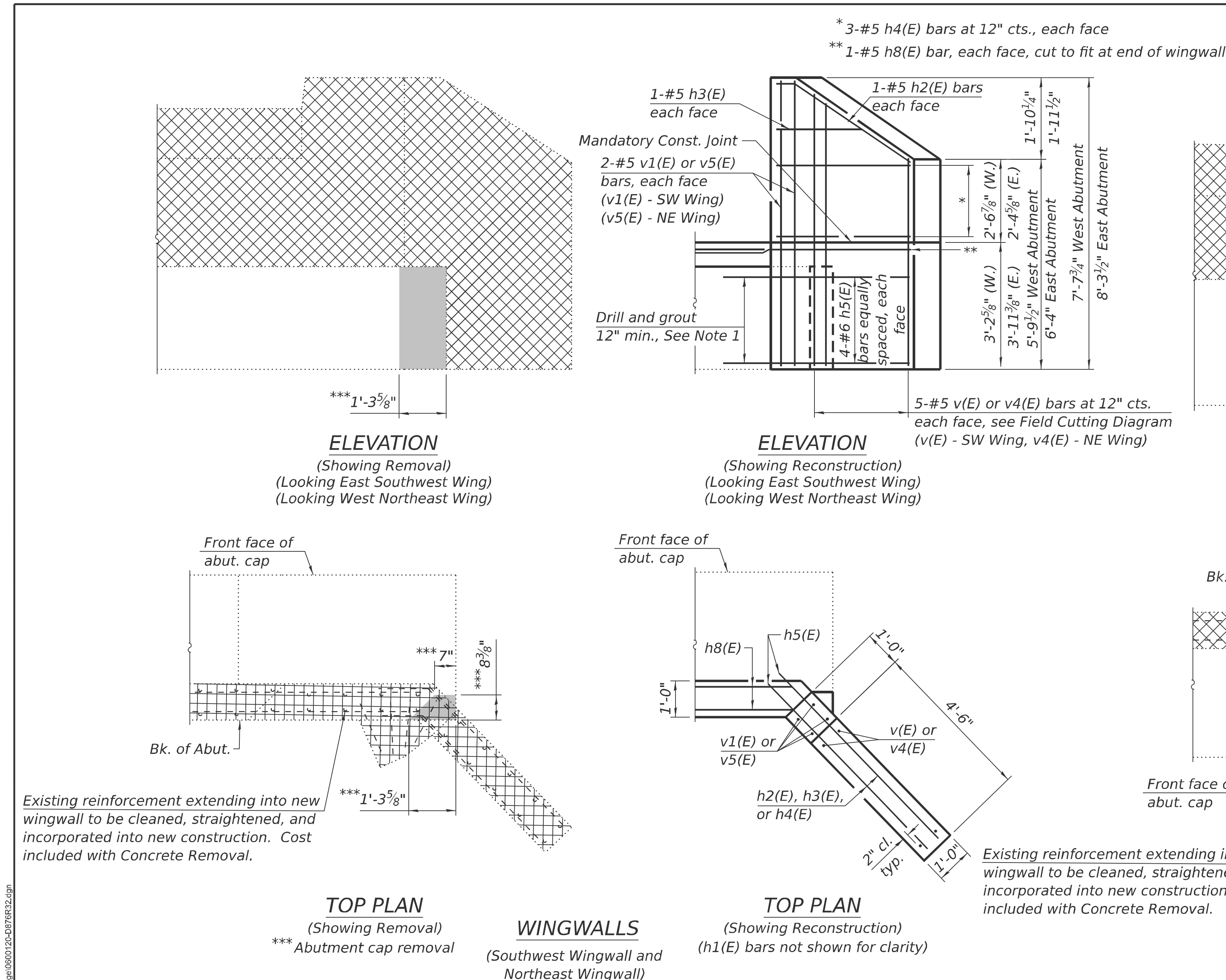
(Looking East)

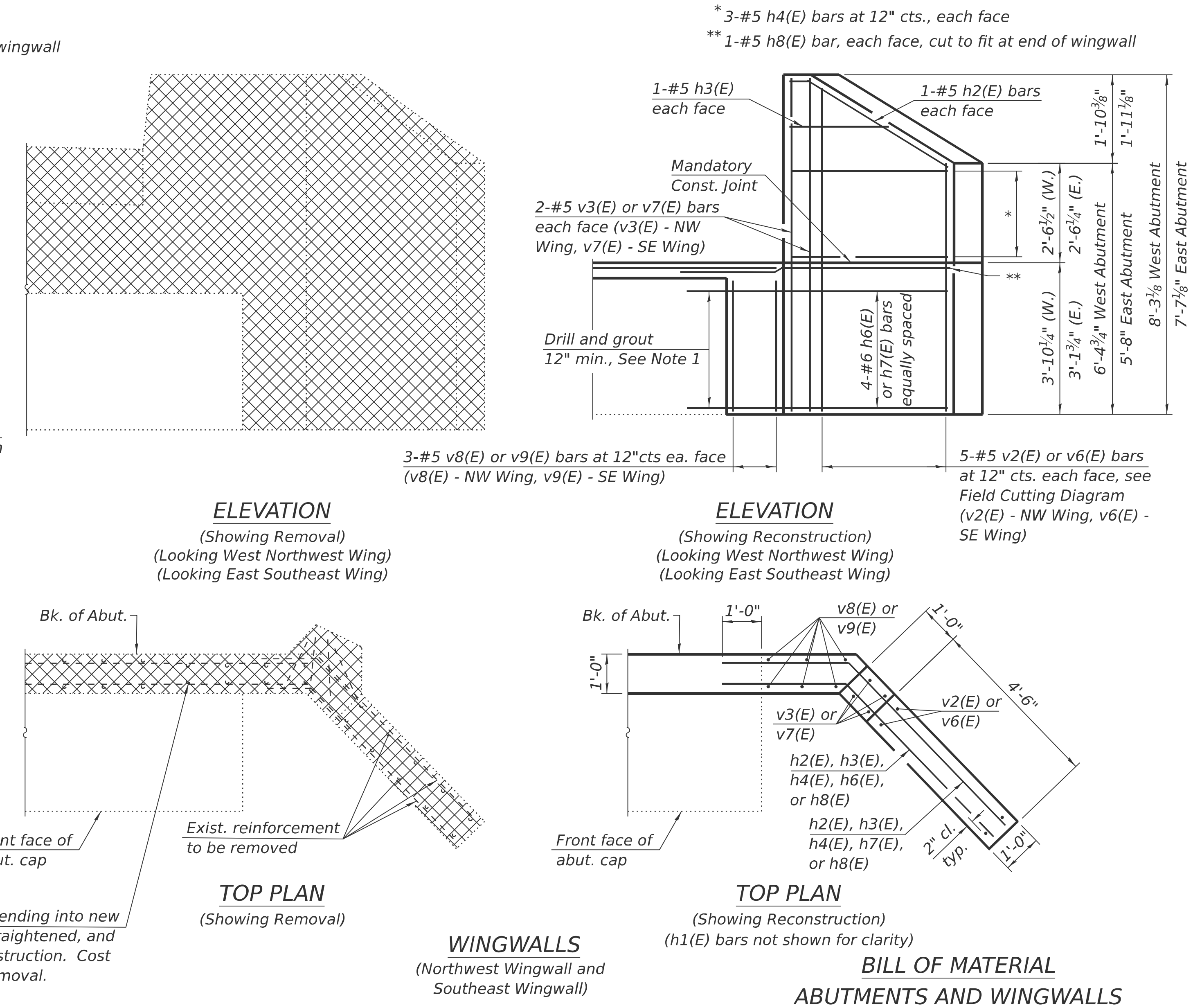


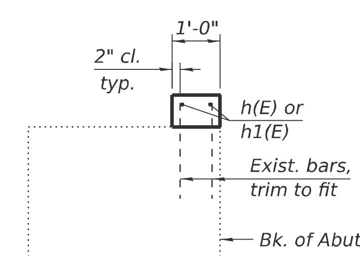
91'-9"
3'-9⅞"
8'-9"
12'-10¾"
24'-6⅜"
24'-6⅜"
12'-10¾"
8'-1¾"
4'-1⅜"
1'-0"
4'-6"
1'-0"
3'-11½"
2'-10½" 2'-10½"
46° skew
3½"
Bk. E. Abut. Sta. 268+04.29
2-#5 h1(E) bars
2 x 2-#5 h(E) bars
2-#5 h1(E) bars
1'-0"
1'-11"
4'-0"
3'-0"
4'-3⅛"
2-Bar Splicers(E) for #5 h1(E) bars
2-Bar Splicers(E) for #5 h1(E) bars
1'-9"
Stage Const. Line
℄ NB P.G.
℄ SB P.G.
Stage Const. Line
1'-0"
℄ Beam
1'-9"
4'-6"
1'-0"
1
℄ Beam
12
℄ IL Rte. 111/3

EAST ABUTMENT PLAN

See sheet 31 of 39 for wingwall details and Bill of Material.


* 3-#5 h4(E) bars at 12" cts., each face
** 1-#5 h8(E) bar, each face, cut to fit at end of wingwall
1-#5 h3(E) each face
1-#5 h2(E) bars each face
Mandatory Const. Joint
2-#5 v1(E) or v5(E) bars, each face (v1(E) - SW Wing) (v5(E) - NE Wing)
Drill and grout 12" min., See Note 1
4-#6 h5(E) bars equally spaced, each face
5-#5 v(E) or v4(E) bars at 12" cts. each face, see Field Cutting Diagram (v(E) - SW Wing, v4(E) - NE Wing)
***1'-3⅝"
1'-10¼"
1'-11½"
2'-6⅞" (W.)
2'-4⅝" (E.)
3'-2⅝" (W.)
3'-11⅜" (E.)
5'-9½" West Abutment
6'-4" East Abutment
7'-7¾" West Abutment
8'-3½" East Abutment
ELEVATION
(Showing Removal)
(Looking East Southwest Wing)
(Looking West Northeast Wing)
ELEVATION
(Showing Reconstruction)
(Looking East Southwest Wing)
(Looking West Northeast Wing)
Front face of abut. cap
Bk. of Abut.
***7"
***8⅜"
***1'-3⅝"
Existing reinforcement extending into new wingwall to be cleaned, straightened, and incorporated into new construction. Cost included with Concrete Removal.
h8(E)
h5(E)
1'-0"
4'-6"
v1(E) or v5(E)
v(E) or v4(E)
h2(E), h3(E), or h4(E)
2" cl. typ.
TOP PLAN
(Showing Removal)
***Abutment cap removal
WINGWALLS
(Southwest Wingwall and Northeast Wingwall)
TOP PLAN
(Showing Reconstruction)
(h1(E) bars not shown for clarity)

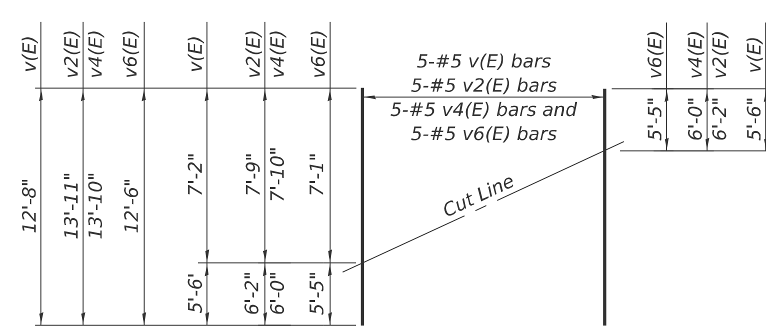

* 3-#5 h4(E) bars at 12" cts., each face
** 1-#5 h8(E) bar, each face, cut to fit at end of wingwall
1-#5 h3(E) each face
1-#5 h2(E) bars each face
Mandatory Const. Joint
2-#5 v3(E) or v7(E) bars each face (v3(E) - NW Wing, v7(E) - SE Wing)
Drill and grout 12" min., See Note 1
4-#6 h6(E) or h7(E) bars equally spaced
3-#5 v8(E) or v9(E) bars at 12"cts ea. face (v8(E) - NW Wing, v9(E) - SE Wing)
5-#5 v2(E) or v6(E) bars at 12" cts. each face, see Field Cutting Diagram (v2(E) - NW Wing, v6(E) - SE Wing)
1'-10⅜"
1'-11⅛"
2'-6½" (W.)
2'-6¼" (E.)
3'-10¼" (W.)
3'-1¾" (E.)
5'-8" East Abutment
6'-4¾" West Abutment
7'-7⅛" East Abutment
8'-3⅛" West Abutment
ELEVATION
(Showing Removal)
(Looking West Northwest Wing)
(Looking East Southeast Wing)
ELEVATION
(Showing Reconstruction)
(Looking West Northwest Wing)
(Looking East Southeast Wing)
Bk. of Abut.
Front face of abut. cap
Exist. reinforcement to be removed
Existing reinforcement extending into new wingwall to be cleaned, straightened, and incorporated into new construction. Cost included with Concrete Removal.
1'-0"
v8(E) or v9(E)
v3(E) or v7(E)
v2(E) or v6(E)
h2(E), h3(E), h4(E), h6(E), or h8(E)
h2(E), h3(E), h4(E), h7(E), or h8(E)
2" cl. typ.
4'-6"
TOP PLAN
(Showing Removal)
TOP PLAN
(Showing Reconstruction)
(h1(E) bars not shown for clarity)
WINGWALLS
(Northwest Wingwall and Southeast Wingwall)



SECTION THRU ABUTMENT

Notes:

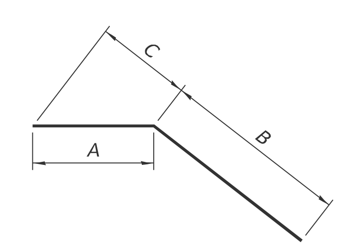
1. Drill and grout h5(E), h6(E), and h7(E) bars according to Article 584 of the Standard Specifications. Contractor shall make efforts to locate and miss existing reinforcement bars. Minor adjustments in proposed bar locations are permitted. Cost included with Reinforcement Bars, Epoxy Coated. Additionally, proof shall be provided that the chemical adhesive chosen by the Contractor satisfies the ICC-ES AC 308 Table 3.8 test requirements.



FIELD CUTTING DIAGRAM

Order v(E), v2(E), v4(E) and v6(E) bars full length. Cut as shown and use remainder of bars in opposite face.

Bar	A	B	C
h2(E)	10"	4'-9"	9"
h6(E)	3'-1"	5'-5"	2'-2"
h7(E)	3'-4"	5'-8"	2'-4"
h8(E)	4'-3"	5'-8"	2'-11"

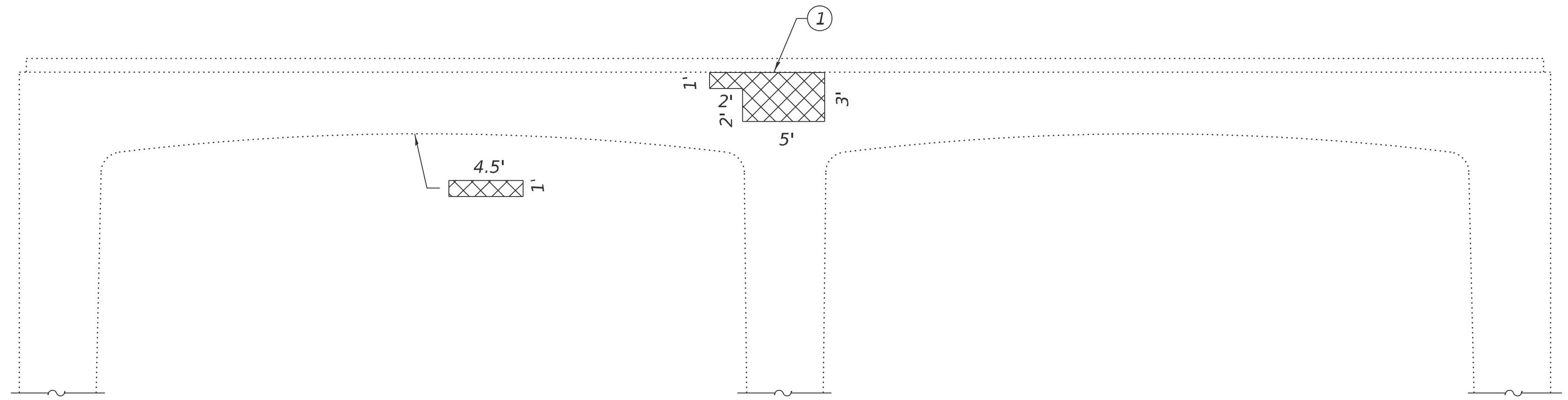


BARS h2(E), h6(E), h7(E), and h8(E)

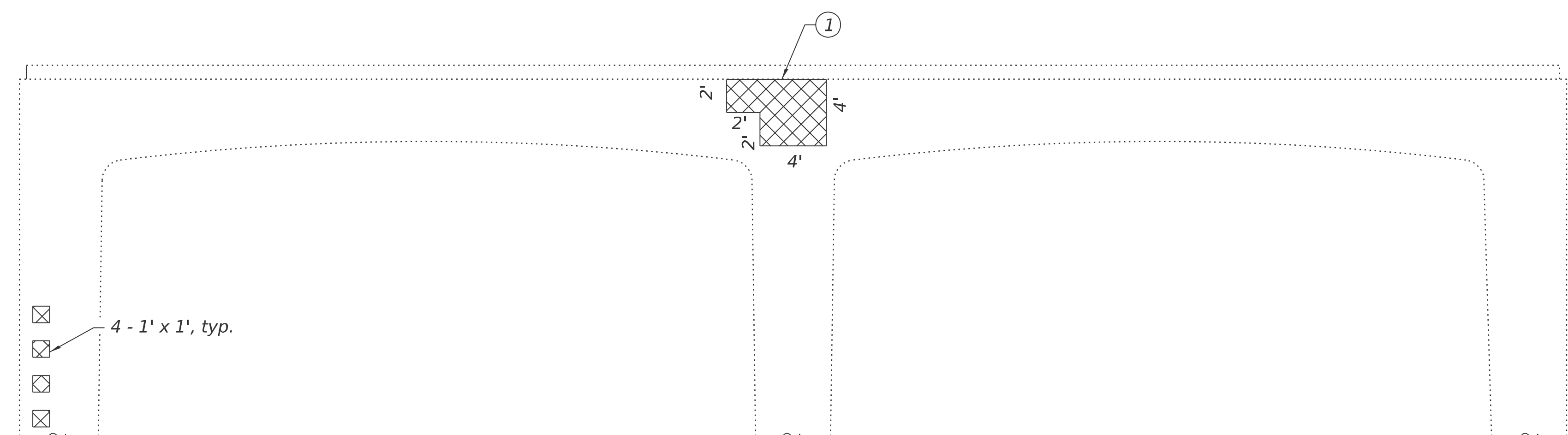
BILL OF MATERIAL

ABUTMENTS AND WINGWALLS

Bar	No.	Size	Length	Shape
h(E)	8	#5	26'-4"	
h1(E)	8	#5	21'-3"	
h2(E)	8	#5	5'-7"	
h3(E)	8	#5	2'-11"	
h4(E)	24	#5	5'-2"	
h5(E)	16	#6	6'-4"	
h6(E)	8	#6	8'-6"	
h7(E)	8	#6	9'-0"	
h8(E)	8	#5	9'-11"	
v(E)	5	#5	12'-8"	
v1(E)	4	#5	7'-4"	
v2(E)	5	#5	13'-11"	
v3(E)	4	#5	7'-11"	
v4(E)	5	#5	13'-10"	
v5(E)	4	#5	8'-0"	
v6(E)	5	#5	12'-6"	
v7(E)	4	#5	7'-3"	
v8(E)	6	#5	3'-6"	
v9(E)	6	#5	2'-9"	
Reinforcement Bars, Epoxy Coated			Lbs.	1,480
Concrete Structures			Cu. Yds.	8.9



WEST ELEVATION - PIER 1
(Looking East)



EAST ELEVATION - PIER 1
(Looking West)

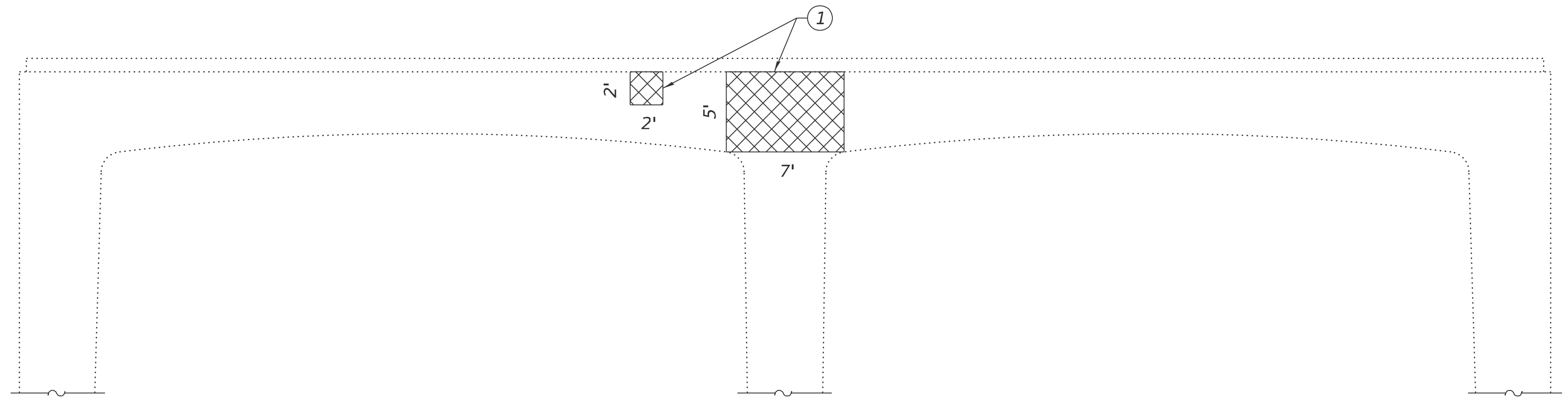
(1) *Designated repairs shall be performed during Stage II construction after removal of the existing concrete deck. Additionally, repairs shall be completed on one face of the pier cap at a time. The repair on the first face must be finished and achieve the required strength before work begins on the opposite face.*

LEGEND

[crosshatch] *Structural Repair of Concrete (Depth equal to or less than 5 inches)*

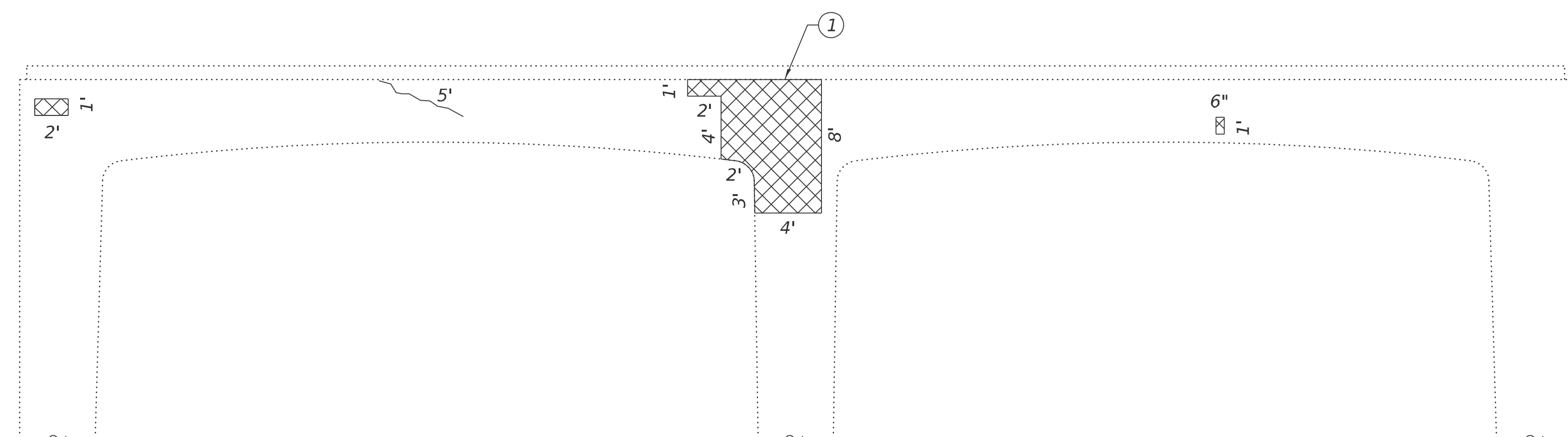
BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth equal to or less than 5 inches)	Sq. Ft.	46



WEST ELEVATION - PIER 2
(Looking East)

① Designated repairs shall be performed during Stage II construction after removal of the existing concrete deck. Additionally, repairs shall be completed on one face of the pier cap at a time. The repair on the first face must be finished and achieve the required strength before work begins on the opposite face.



EAST ELEVATION - PIER 2
(Looking West)

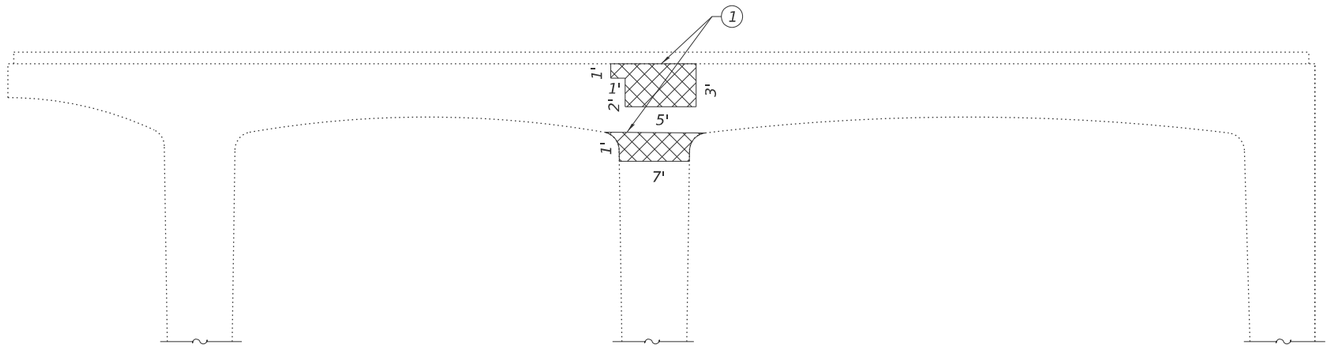
LEGEND

Structural Repair of Concrete (Depth equal to or less than 5 inches)

Epoxy Crack Injection

BILL OF MATERIAL

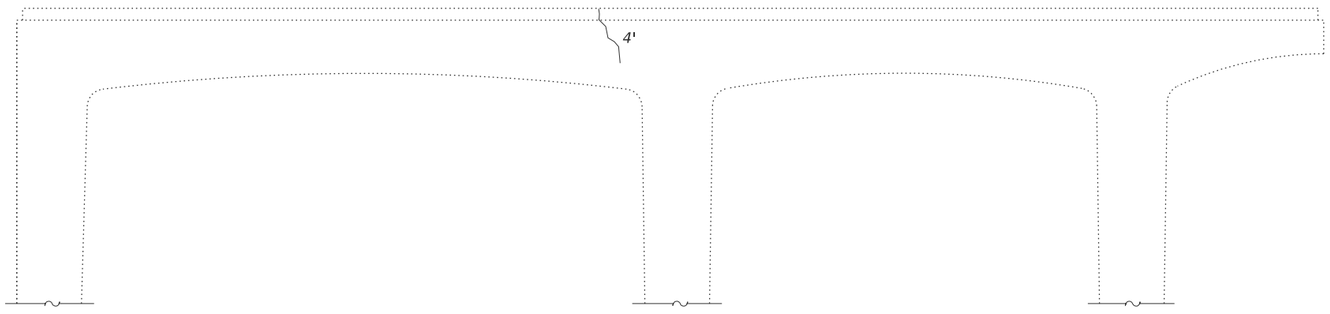
Item	Unit	Total
Structural Repair of Concrete (Depth equal to or less than 5 inches)	Sq. Ft.	86
Epoxy Crack Injection	Foot	5



1 *Designated repairs shall be performed during Stage II construction after removal of the existing concrete deck. Additionally, repairs shall be completed on one face of the pier cap at a time. The repair on the first face must be finished and achieve the required strength before work begins on the opposite face.*

WEST ELEVATION - PIER 3

(Looking East)



EAST ELEVATION - PIER 3

(Looking West)

LEGEND

Structural Repair of Concrete (Depth equal to or less than 5 inches)

Epoxy Crack Injection

BILL OF MATERIAL

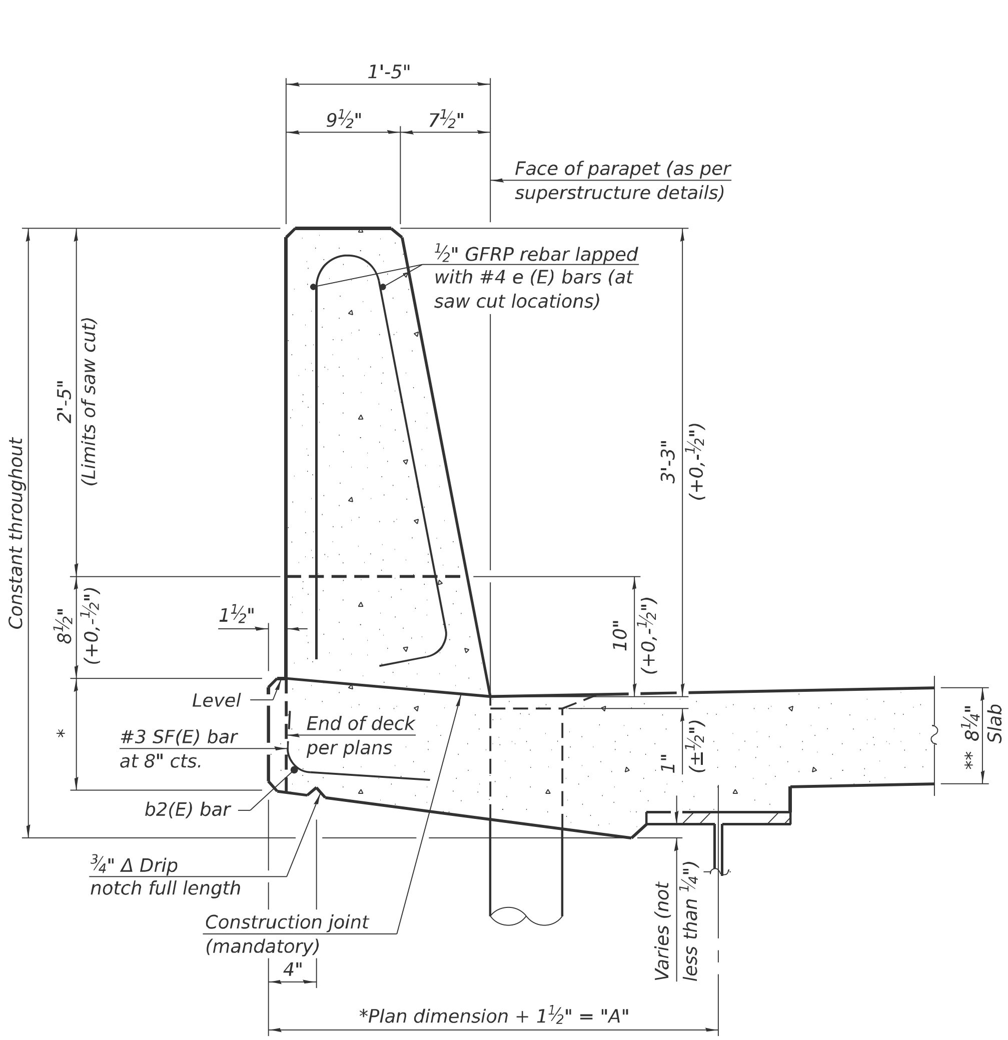
Item	*Unit*	*Total*
Structural Repair of Concrete (Depth equal to or less than 5 inches)	*Sq. Ft.*	*23*
Epoxy Crack Injection	*Foot*	*4*

MODEL: 060012x76R32x234
FILE NAME: C:\SP\WHKS & CO.Jobs\Spring • Projects\IDOT D4\9872 PTB 205-038\9872.06 IL 111-3 Redecking Ph II\CADD24.00\CADD Data\Bridge\060012x4D76R32.dgn

design firm no. 184001036 whks engineers + planners + land surveyors	USER NAME = jmontrey	DESIGNED - BRD/GEB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER 3 REPAIR DETAILS STRUCTURE NO. 060-0120
		CHECKED - CEH/FWS	REVISED -		
	PLOT SCALE = $SCALE$	DRAWN - DLH/GEB/JLM	REVISED -		SHEET 34 OF 39 SHEETS
	PLOT DATE = 4/1/2026	CHECKED - CEH/BRD/FWS	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	68
		CONTRACT NO. 76R32		
	ILLINOIS	FED. AID PROJECT		

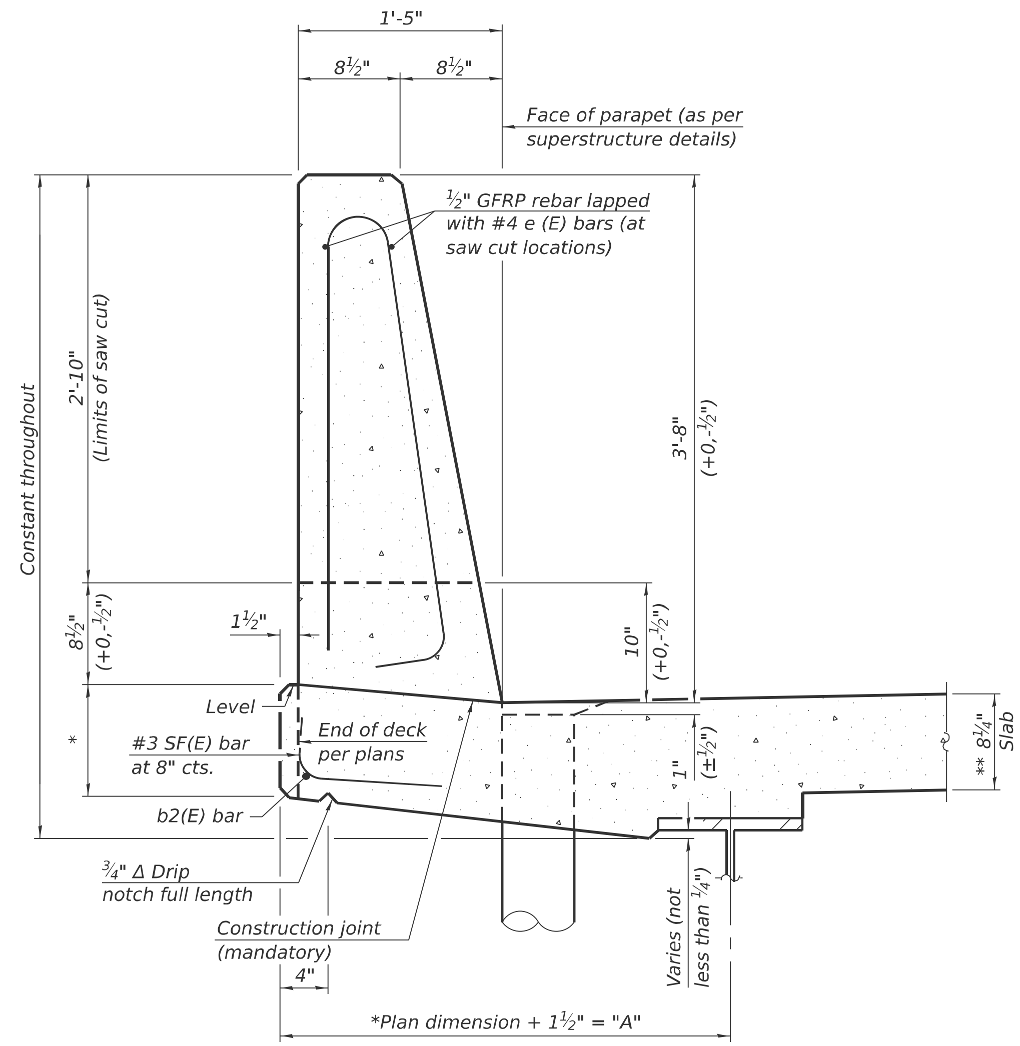
4/1/2026 3:41:25 PM



39" CONSTANT-SLOPE PARAPET SECTION

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

STEEL SUPERSTRUCTURES

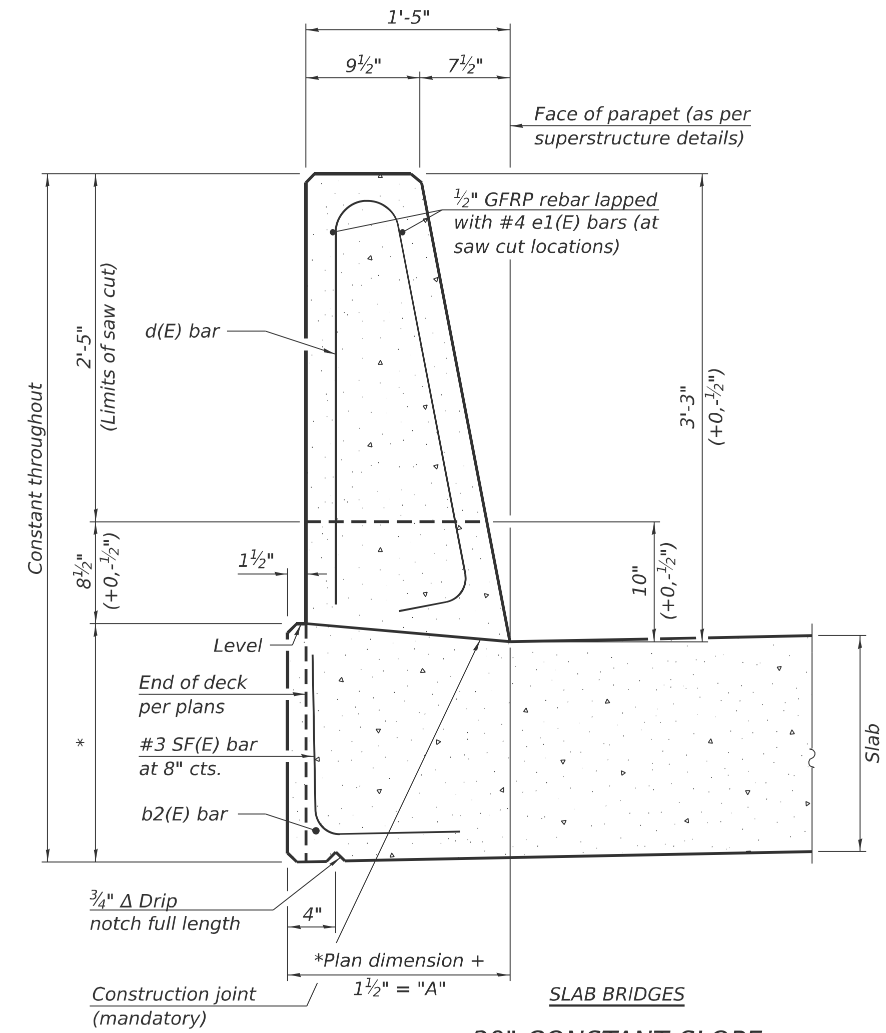


44" CONSTANT-SLOPE PARAPET SECTION

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

* See Superstructure Details

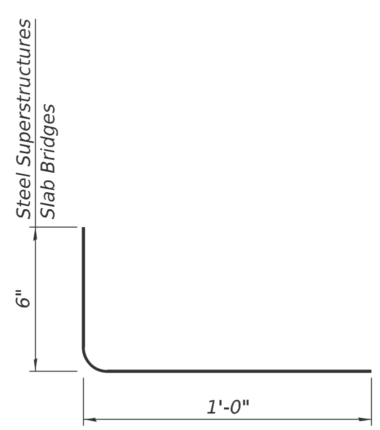
** Prior to grinding



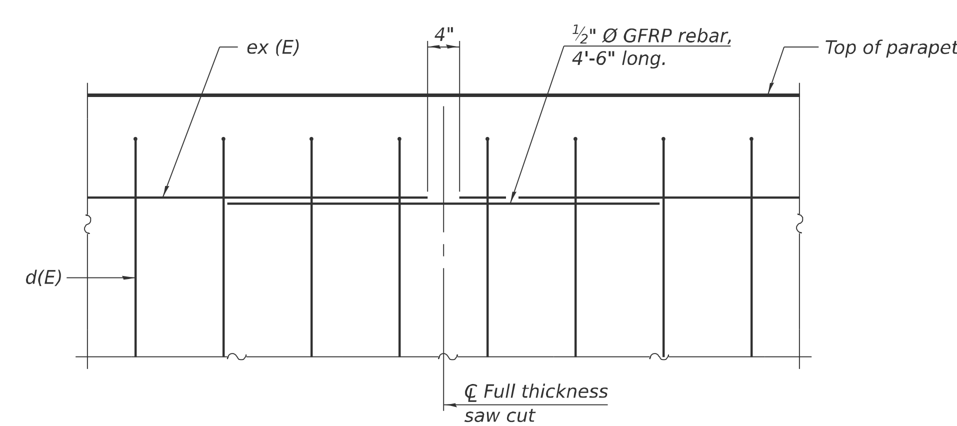
SLAB BRIDGES

39" CONSTANT-SLOPE PARAPET SECTION

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



SF(E) BAR



DETAIL - GFRP REBAR STIFFENING ELEVATION

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

Notes:

1. All dimensions shall remain the same as shown on superstructure details, except dimension "A" which is to be revised as shown.
2. Additional concrete needed to revise dimension "A" (39" and 44" parapets):
   Steel Superstructures: 0.00348 cu. yds./ft.
   Slab Bridge Superstructures: cu. yds./ft.
3. Place full depth aluminum sheets as shown on superstructure details.
4. Replace all cork joint filler locations with a full thickness saw cut.
5. Steel and slab superstructures shown. Other superstructure types similar.
6. See Superstructure Details for section thru parapet showing drainage scupper.

SFP 39-44 10/27/2023 (Modified)

design firm no. 184001036
whks engineers • planners • land surveyors

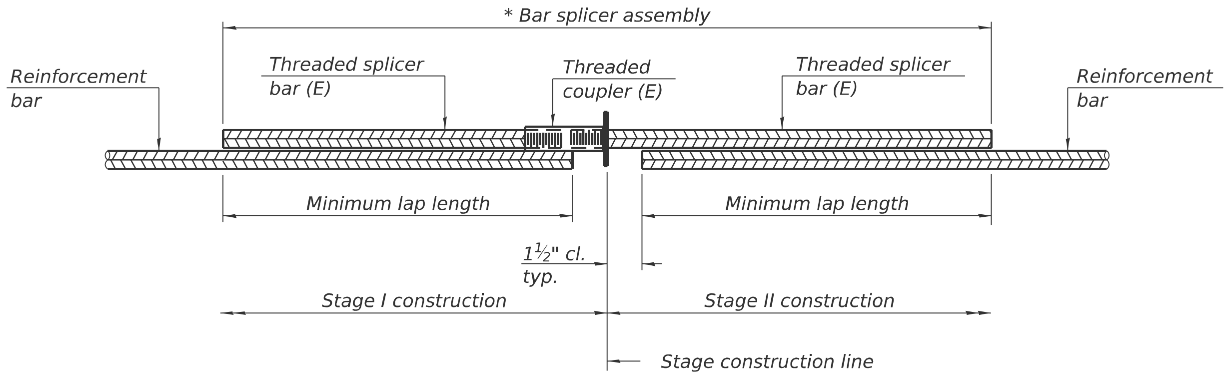
USER NAME = jmontrey	DESIGNED - BRD/GEB	REVISED -
	CHECKED - CEH/FWS	REVISED -
PLOT SCALE = $SCALE$	DRAWN - DLH/GEB/JLM	REVISED -
PLOT DATE = 4/1/2026	CHECKED - CEH/BRD/FWS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 060-0120

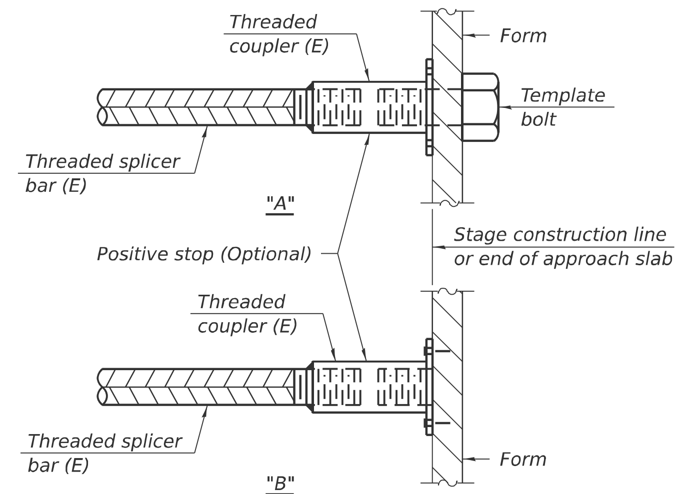
SHEET 35 OF 39 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	69
		CONTRACT NO. 76R32		
		ILLINOIS FED. AID PROJECT		



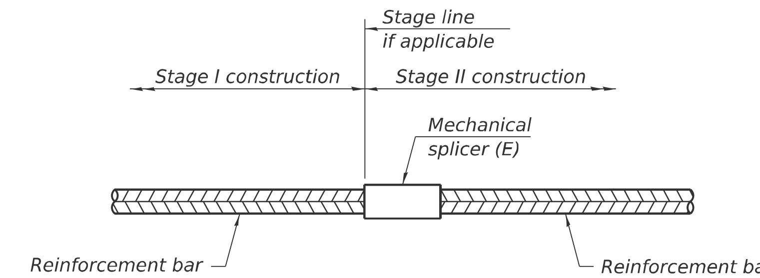
STANDARD BAR SPLICER ASSEMBLY PLAN

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



INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.



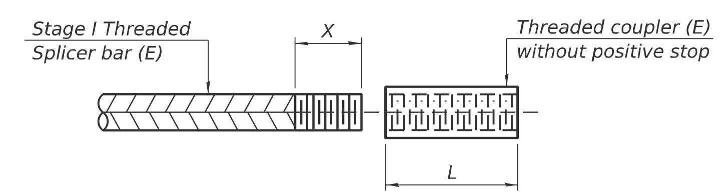
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

Threaded splicer bar length = min. lap length + 1½" + thread length

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

Location	Bar size	No. assemblies required	Minimum lap length
Precast Bridge Approach Slabs	#4	64	1'-7"
Precast Bridge Approach Slabs	#5	56	2'-1"
Precast Bridge Approach Slab Footings	#5	160	2'-1"
Deck	#5	2,162	3'-10"
Diaphragms	#4	8	2'-2"
Diaphragms	#6	20	3'-0"
Abutments	#5	8	3'-10"



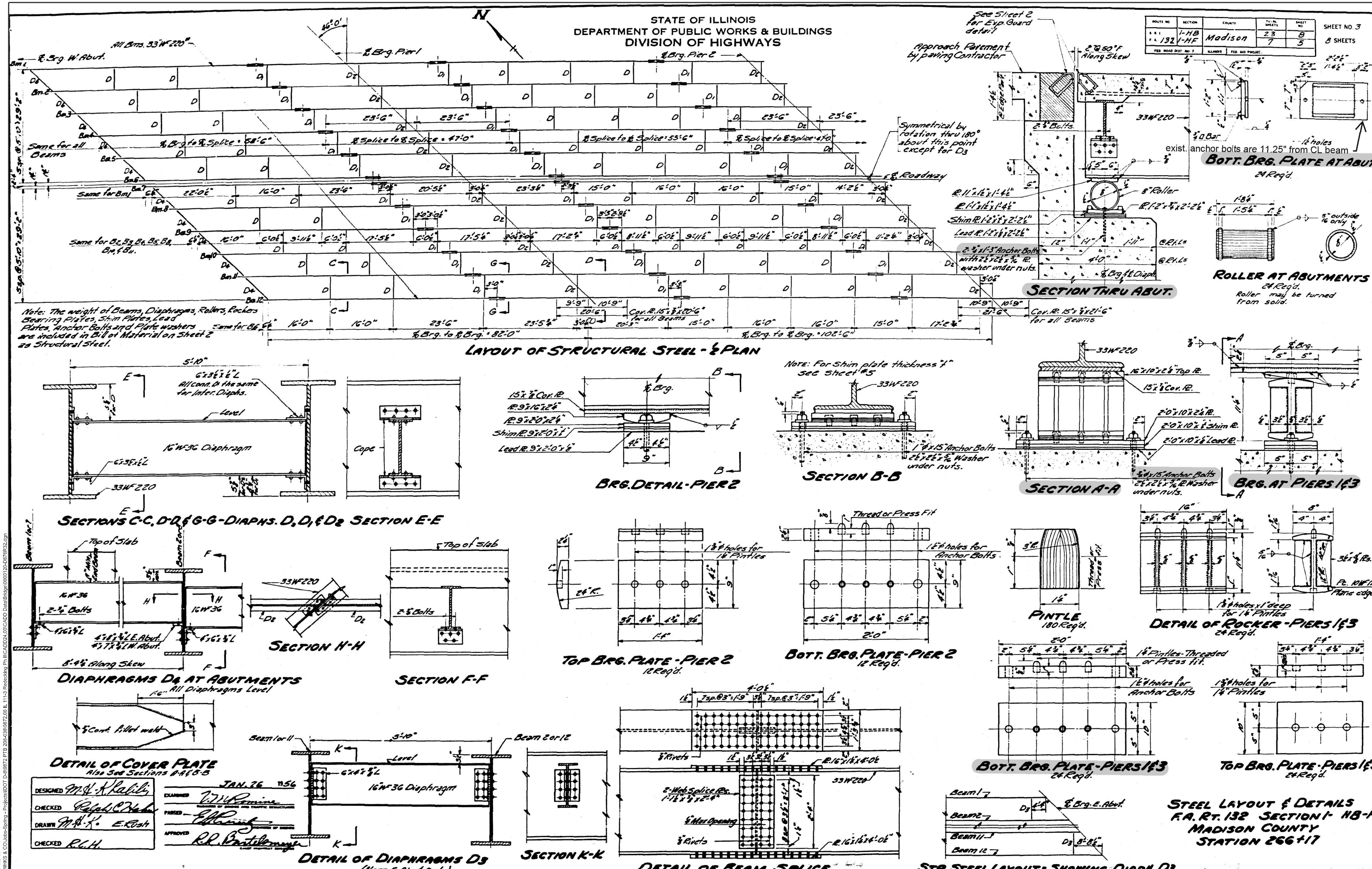
THREADING OF ASSEMBLIES

The threaded length "X" shall be no more than L/2. The bar should be tightened until 0-1 thread(s) is/are exposed.

Notes:

1. Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
2. All reinforcement shall be lapped and tied to the splicer bars.
3. Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
4. See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1 4-4-2025



STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS
SHEET NO. 3
8 SHEETS
Madison
LAYOUT OF STRUCTURAL STEEL - ℄ PLAN
Note: The weight of Beams, Diaphragms, Rollers, Rockers Bearing Plates, Shim Plates, Lead Plates, Anchor Bolts and Plate washers are included in Bill of Material on Sheet 2 as Structural Steel.
Symmetrical by rotation thru 180° about this point except for D3
exist. anchor bolts are 11.25" from CL beam
BOTT. BRG. PLATE AT ABUTS.
24 Req'd.
SECTION THRU ABUT.
ROLLER AT ABUTMENTS
24 Req'd.
Roller may be turned from solid.
SECTIONS C-C, D-D & G-G - DIAPHS. D, D1 & D2
SECTION E-E
BRG. DETAIL - PIER 2
Note: For shim plate thickness "t" see sheet #5
SECTION B-B
SECTION A-A
BRG. AT PIERS 1 & 3
DIAPHRAGMS D4 AT ABUTMENTS
SECTION H-H
SECTION F-F
TOP BRG. PLATE - PIER 2
12 Req'd.
BOTT. BRG. PLATE - PIER 2
12 Req'd.
PINTLE
180 Req'd.
DETAIL OF ROCKER - PIERS 1 & 3
24 Req'd.
DETAIL OF COVER PLATE
Also See Sections B-B & G-G
DETAIL OF DIAPHRAGMS D3
(Near E. Abut. Only)
SECTION K-K
DETAIL OF BEAM SPLICE
BOTT. BRG. PLATE - PIERS 1 & 3
24 Req'd.
TOP BRG. PLATE - PIERS 1 & 3
24 Req'd.
STR. STEEL LAYOUT - SHOWING DIAPH. D3
STEEL LAYOUT & DETAILS
F.A. RT. 132 SECTION 1-HB-F
MADISON COUNTY
STATION 266+17
JAN. 26 1956

design firm no. 184001036

whks engineers • planners • land surveyors

USER NAME = jmontrey	DESIGNED - BRD/GEB	REVISED -
	CHECKED - CEH/FWS	REVISED -
PLOT SCALE = $SCALE$	DRAWN - DLH/GEB/JLM	REVISED -
PLOT DATE = 4/1/2026	CHECKED - CEH/BRD/FWS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS - FOR INFORMATION ONLY
STRUCTURE NO. 060-0120

SHEET 37 OF 39 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	71
		CONTRACT NO. 76R32		
		ILLINOIS FED. AID PROJECT		

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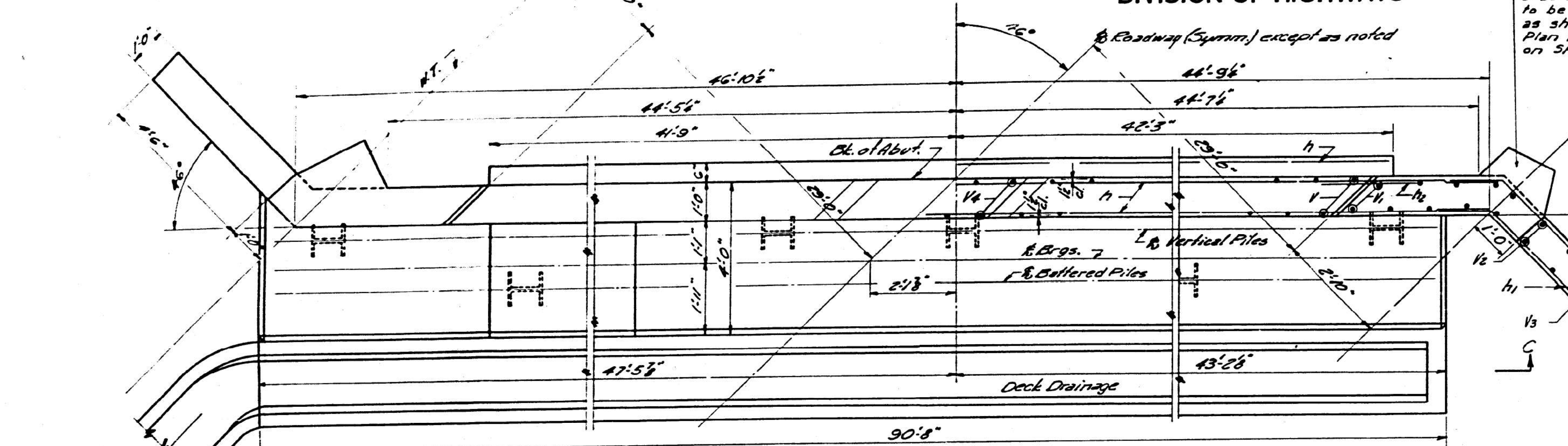
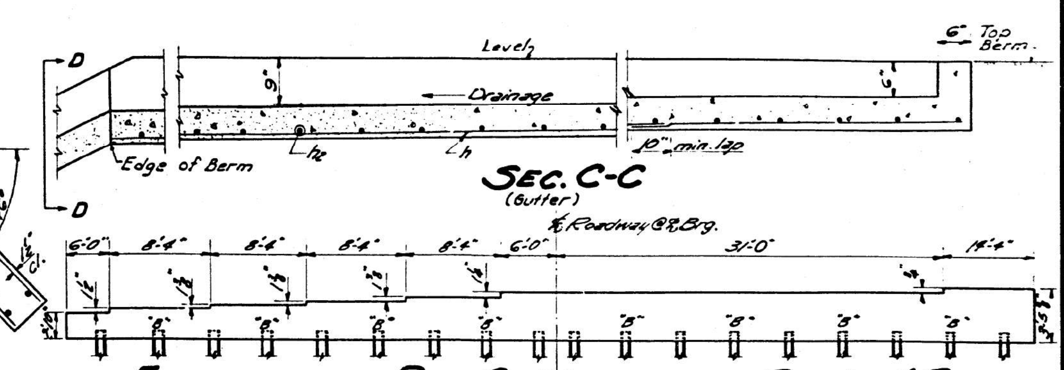
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A. 132	1-HB	Madison	23	11
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 6
8 SHEETS



PLAN WEST ABUTMENT



SEC. C-C
(Gutter)

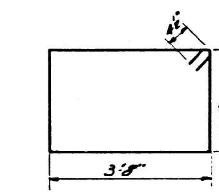
ELEVATION OF PILE CAPS - SHOWING STEPS & PILES
Looking West

Piles marked "B" to be battered 2 in 12

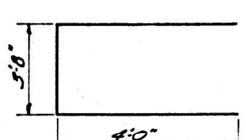
BILL OF MATERIAL - WEST ABUT.

Bar	No.	Size	Length	Shape
h	52	#4	23'-6"	
h_1	38	#4	7'-6"	
h_2	93	#4	3'-0"	
V	168	#4	5'-0"	
V_1	16	#4	7'-6"	
V_2	8	#4	7'-9"	
V_3	6	#4	6'-0"	
V_4	84	#4	4'-4"	
V_5	6	#4	5'-6"	
V_6	4	#4	7'-6"	
V_7	8	#6	5'-0"	
S	35	#4	13'-1"	
S_1	39	#4	14'-3"	
U	8	#6	11'-8"	
P	18	#7	31'-0"	
Class X Concrete			Cu. Yds.	71.0
Reinforcement Bars			Lbs.	4370
10" BP 42# Piles			Lin. Ft.	765
10" BP 42# Test Piles			Each	1

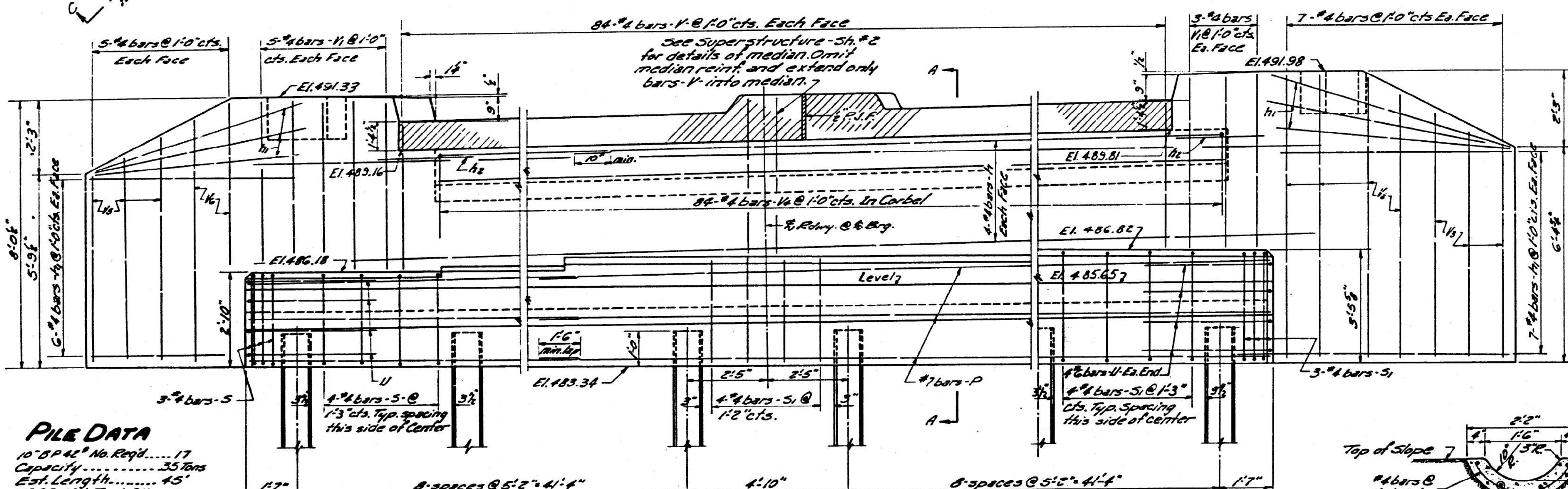
Above quantities include 1.7 cu. yds. Class X Concrete & 170 lbs. of reinforcement bars in Paved Ditch.



BARS - S & S_1



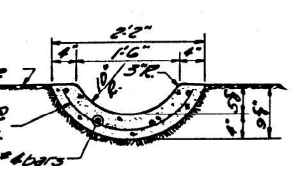
BAR - U



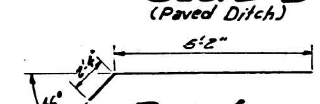
PILE DATA
10" BP 42# No. Req'd. 17
Capacity .... 35 Tons
Est. Length .... 45'
10" BP 42# Test Piles 1

ELEVATION WEST ABUTMENT
Looking West

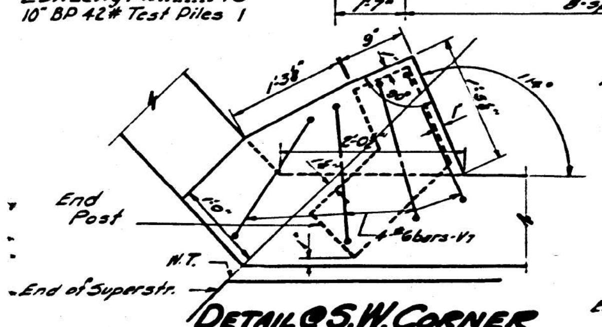
Note: Bars-e- are to be placed when abutment is poured. See Sh. # 8 for details.



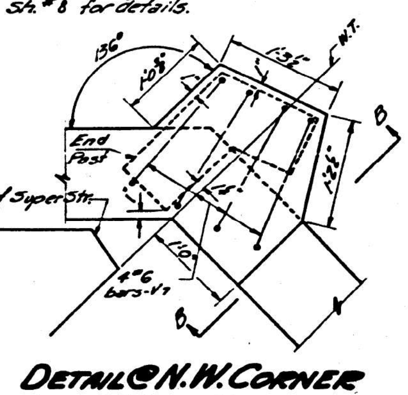
SEC. D-D
(Paved Ditch)



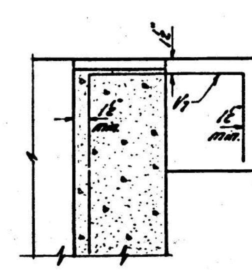
BAR - h_1



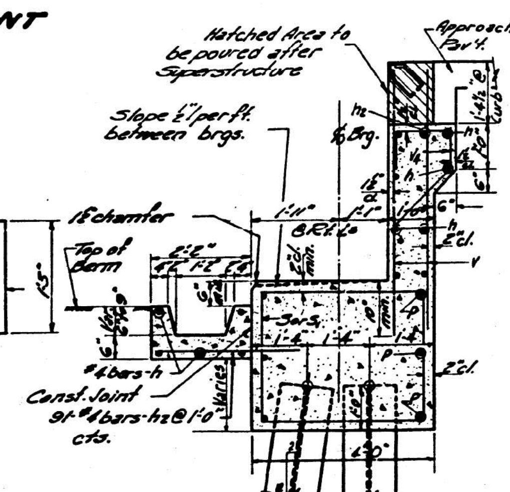
DETAIL @ S.W. CORNER
N.E. CORNER SIMILAR



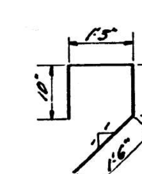
DETAIL @ N.W. CORNER
S.E. CORNER SIMILAR



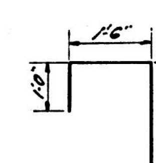
SEC. B-B



SEC. A-A



BAR - V_4



BAR - V_7

DESIGNED	M. H. Khalil	EXAMINED	V. M. Romine
CHECKED	Ralph C. Hahn	PASSED	[signature]
DRAWN	D. Sutzer E. Rush	APPROVED	R. K. Bastelmann
CHECKED	RCH		

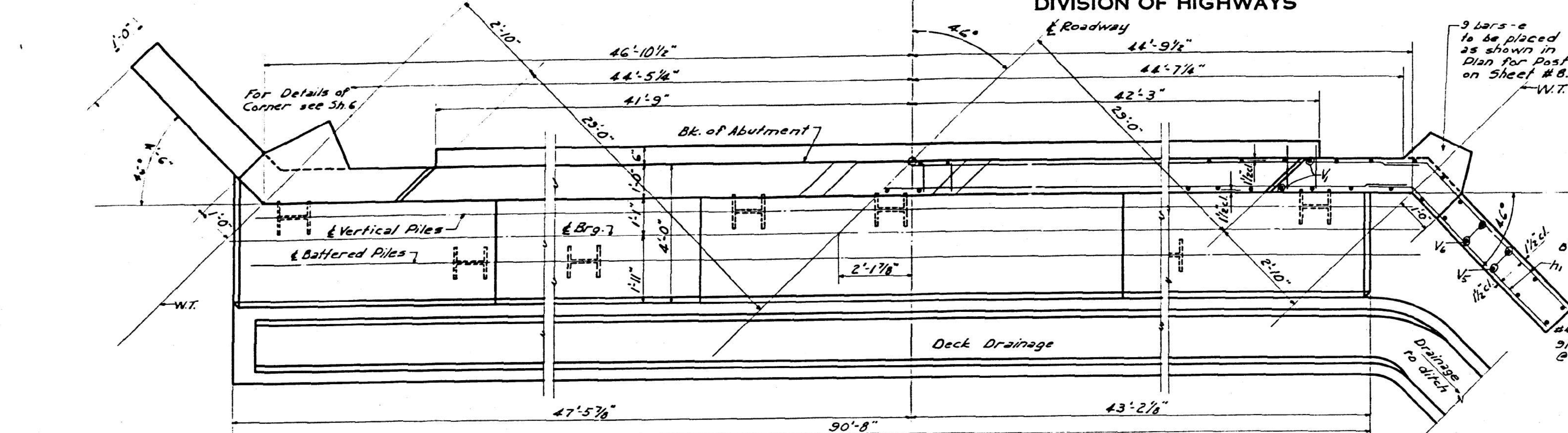
JAN 26 1956

WEST ABUTMENT
F.A. RT. 132 SEC. 1-HB
MADISON COUNTY
STA. 266+17

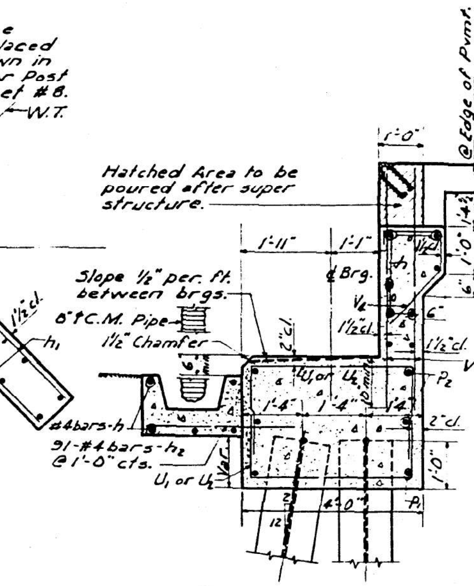
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
132	I-HB	Madison	23	12

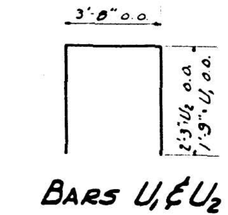
SHEET NO. 7
8 SHEETS



PLAN - EAST ABUTMENT

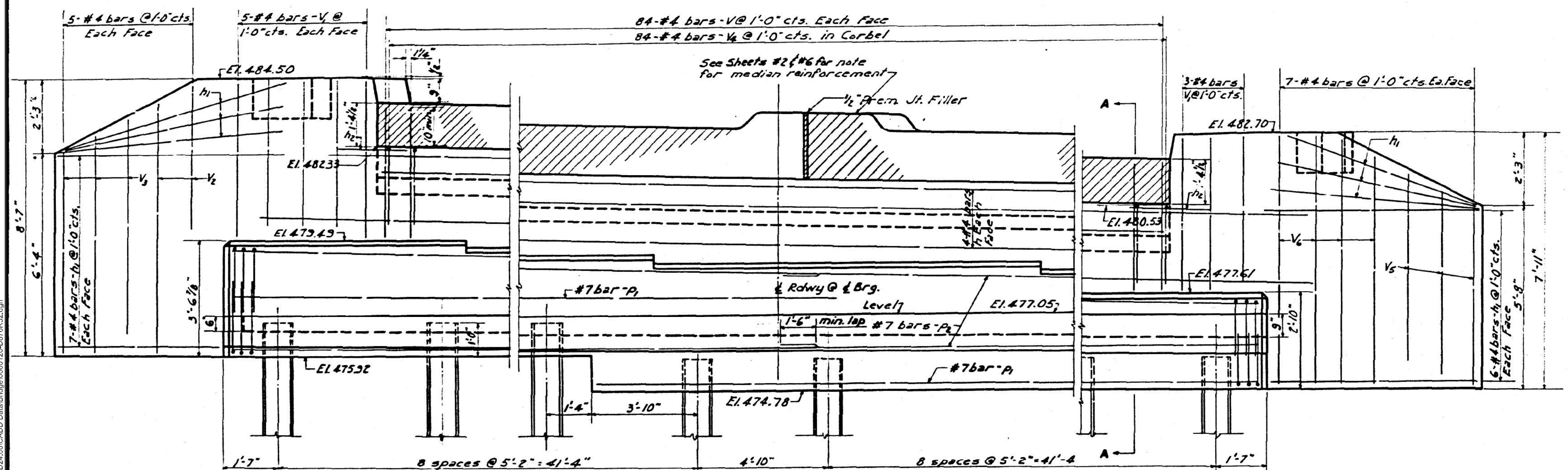


SECTION A-A



BARS U₁ & U₂

Note: For bars & details not shown see Sheet # 6.



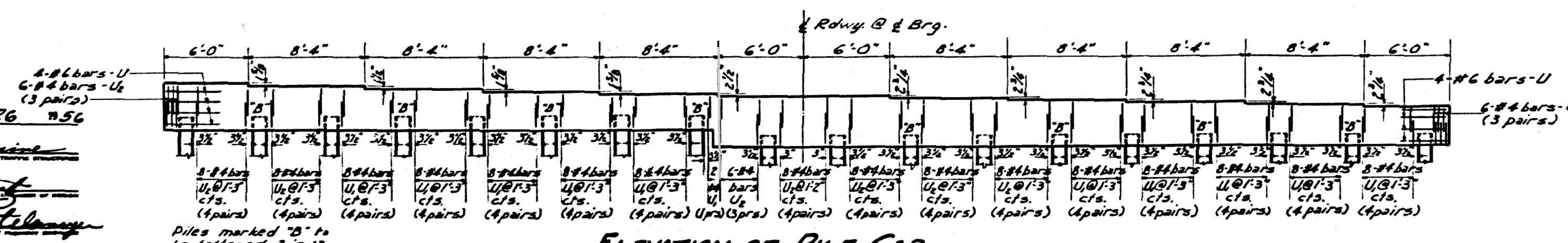
ELEVATION - EAST ABUTMENT
Looking East

PILE DATA
10" B P 42 #
No. Req'd. 17
Capacity 35 Tons
Est. Length 48'
10" BP 42 # Test Piles
No. Req'd. 1

BILL OF MATERIAL - EAST ABUTMENT

BAR	NO.	SIZE	LENGTH	SHAPE
h	52	#4	23'-6"	
h₁	38	#4	7'-6"	
h₂	93	#4	3'-0"	
V	168	#4	5'-0"	
V₁	16	#4	7'-6"	
V₂	4	#4	7'-9"	
V₃	6	#4	6'-0"	
V₄	84	#4	4'-4"	
V₅	6	#4	5'-6"	
V₆	8	#4	7'-6"	
V₇	8	#6	5'-0"	
U	8	#6	11'-8"	
U₁	88	#4	7'-2"	
U₂	58	#4	8'-2"	
P₁	8	#7	26'-6"	
P₂	16	#7	23'-9"	
Class X Concrete			Cu. Yds.	72.4
Reinforcement Bars			Lbs.	4470
10" B.P. 42# Piles			Lin. Ft.	816
10" B.P. 42# Test Piles			Each	1

Above quantities include 1.4 cu. yds. Class X Concrete and 140 Lbs. of reinforcement bars in Paved Ditch.

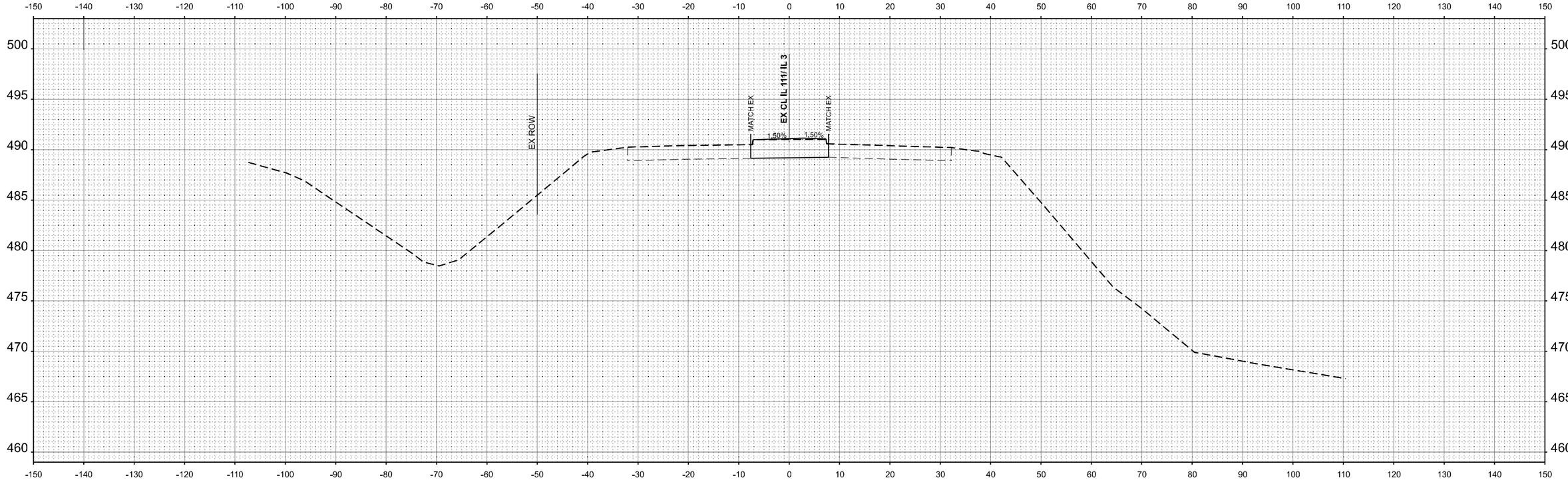


ELEVATION OF PILE CAP
Showing Steps & Stirrup Spacing & Piles
Looking East

EAST ABUTMENT
F.A. RT. 132 SEC. 1-HB
MADISON COUNTY
STATION 266+17

DESIGNED M.H. Khalili
CHECKED Ralph C. Hahn
DRAWN D. Gutzerd. Ganci
CHECKED RCH

JAN. 26 1956
EXAMINED
PASSED
APPROVED



STA 261+50.00

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Consulting Engineers
Westmont, Illinois

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PLOT DATE = 3/20/2026	DATE - 3/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

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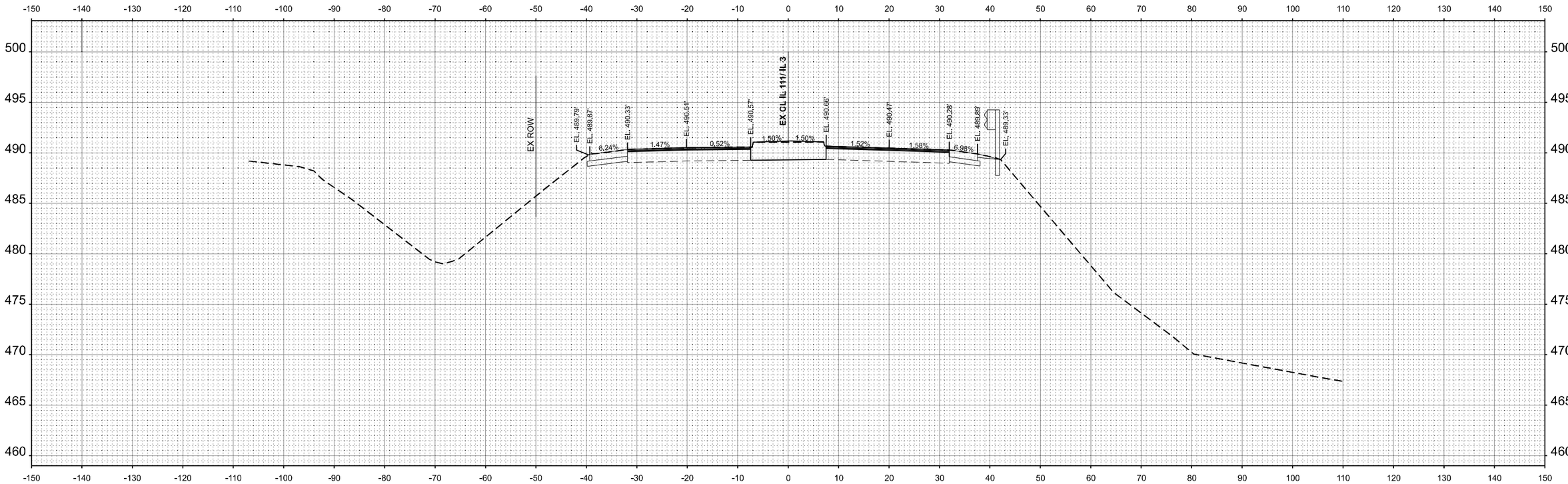
		CONTRACT NO. 76R32		
		ILLINOIS	FED. AID PROJECT	



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		CHECKED - RC	REVISED -		
	PLOT DATE = 3/20/2026	DATE - 3/2026	REVISED -		

SCALE: 1"=10' | SHEET 2 OF 17 SHEETS | STA. 261+62.00 | TO STA. 261+62.00

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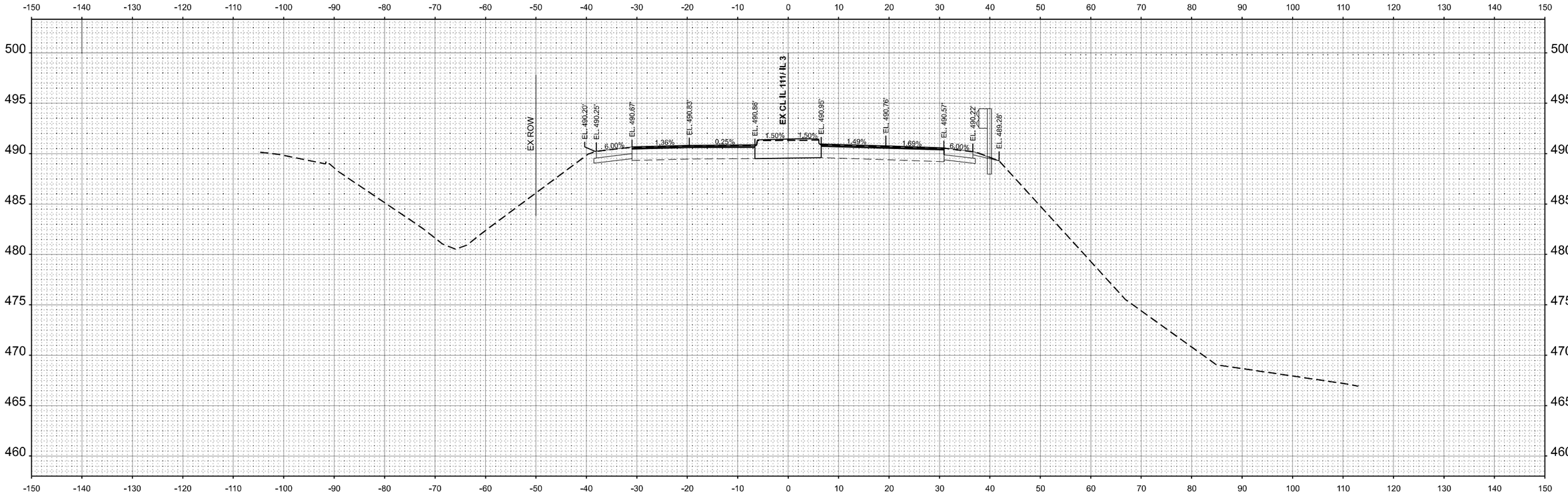
		ILLINOIS	FED. AID PROJECT	



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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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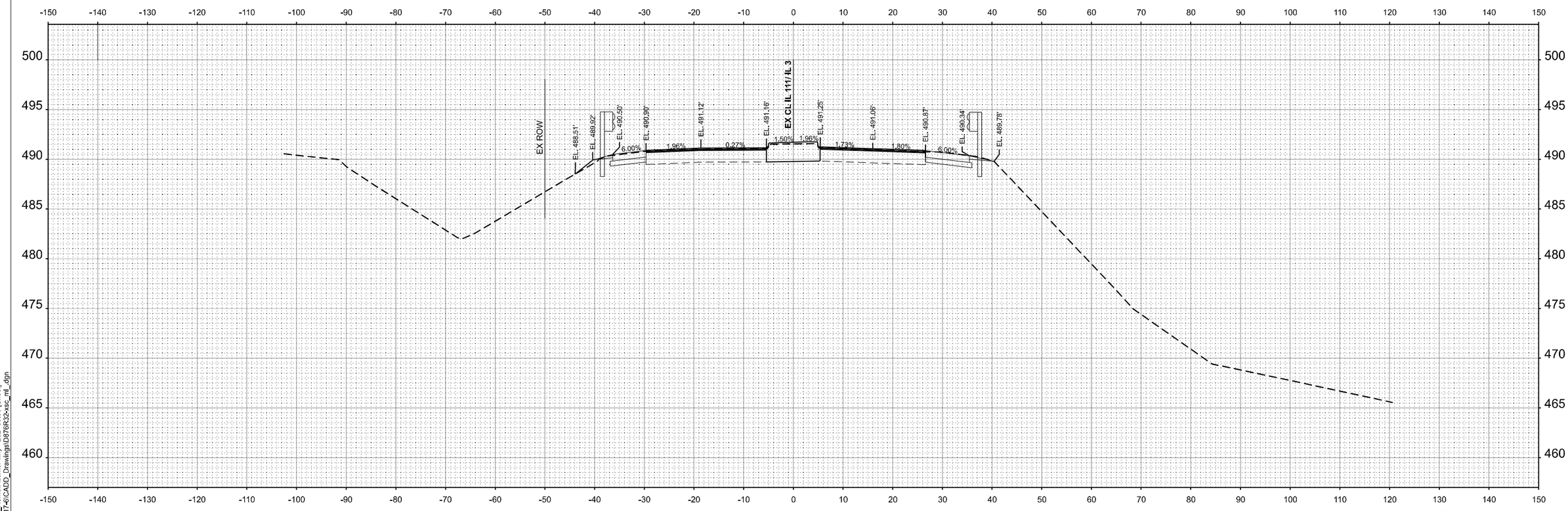
		CONTRACT NO. 76R32		
		ILLINOIS	FED. AID PROJECT	



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		CHECKED - RC	REVISED -		
	PLOT DATE = 3/20/2026	DATE - 3/2026	REVISED -		SCALE: 1"=10' SHEET 4 OF 17 SHEETS STA. 262+50.00 TO STA. 262+50.00

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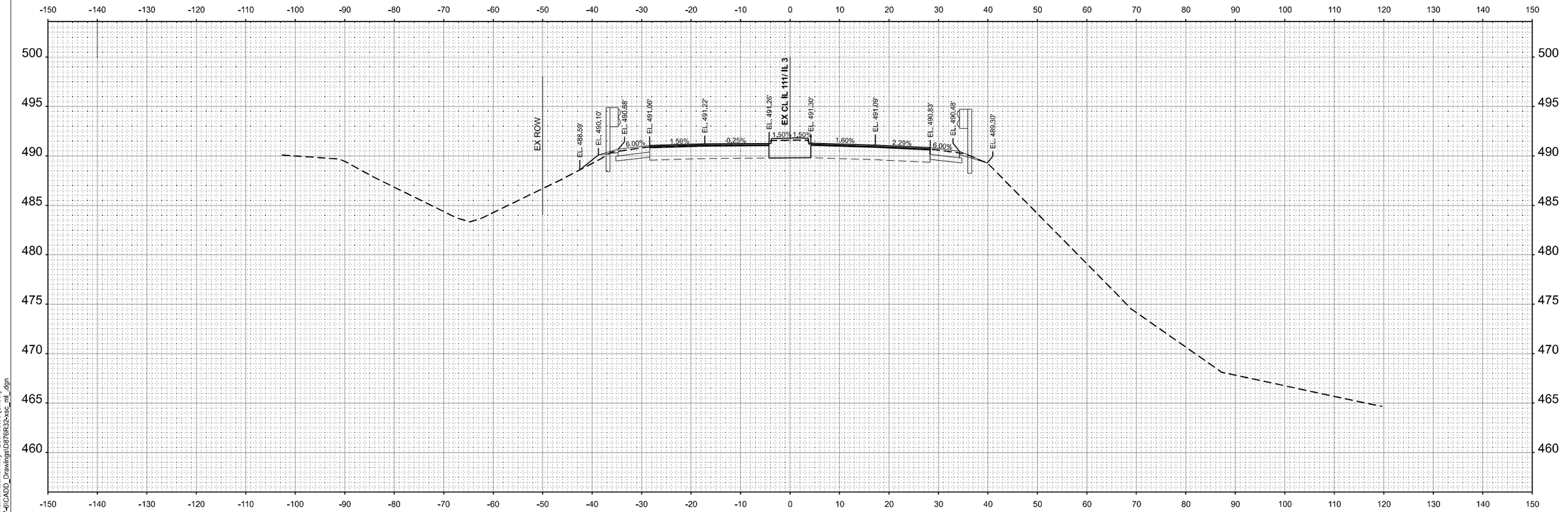
		ILLINOIS	FED. AID PROJECT	



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Westmont, Illinois

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PLOT DATE = 3/20/2026	DATE - 3/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1"=10' | SHEET 5 OF 17 SHEETS | STA. 263+00.00 | TO STA. 263+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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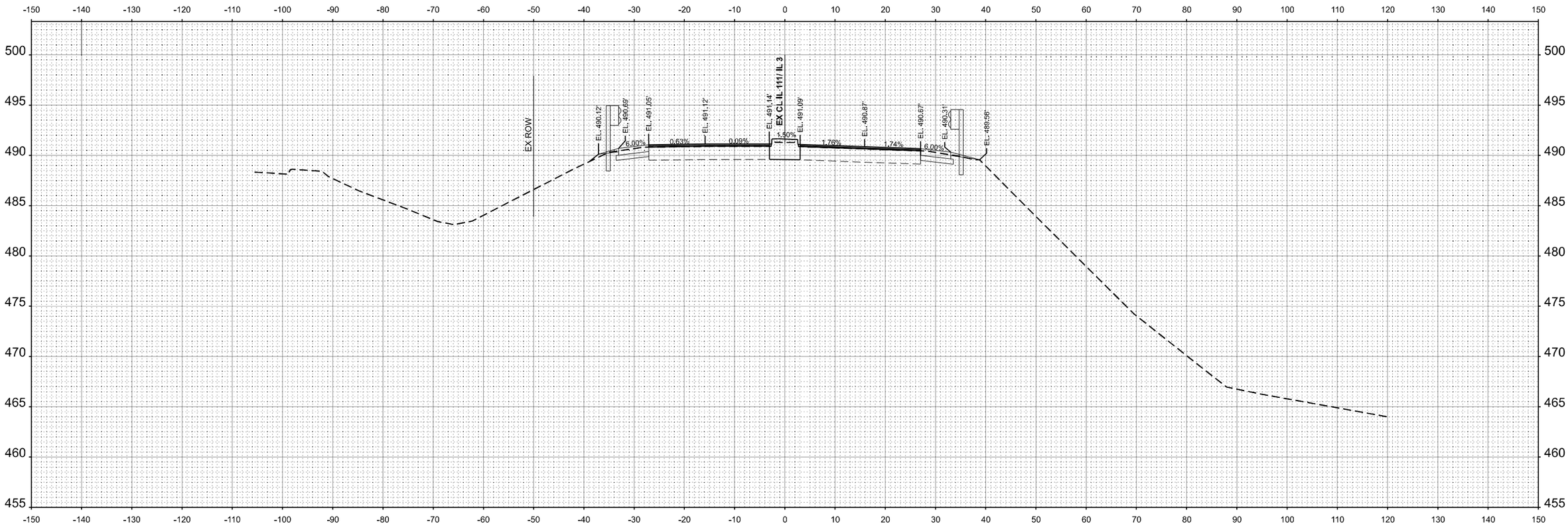
	ILLINOIS	FED. AID PROJECT		



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Westmont, Illinois

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PLOT DATE = 3/20/2026	DATE - 3/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1"=10' | SHEET 6 OF 17 SHEETS | STA. 263+50.00 | TO STA. 263+50.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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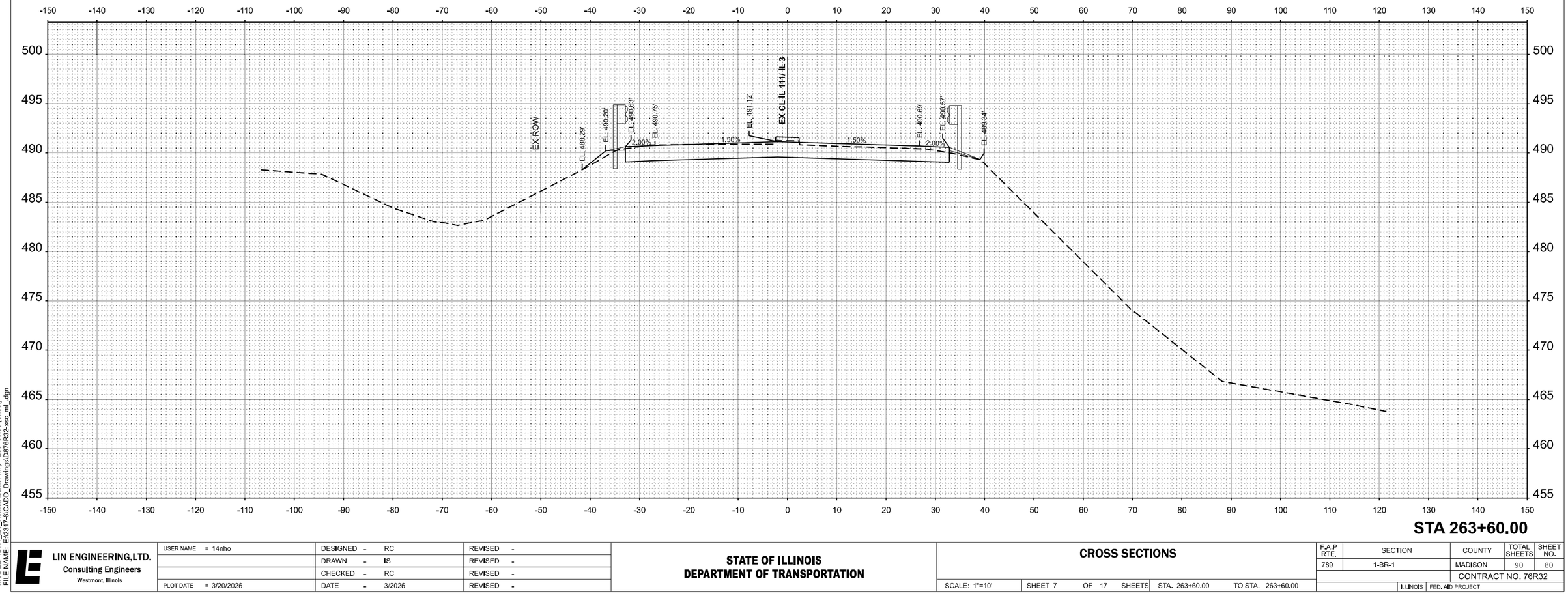
		ILLINOIS	FED. AID PROJECT	



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Westmont, Illinois

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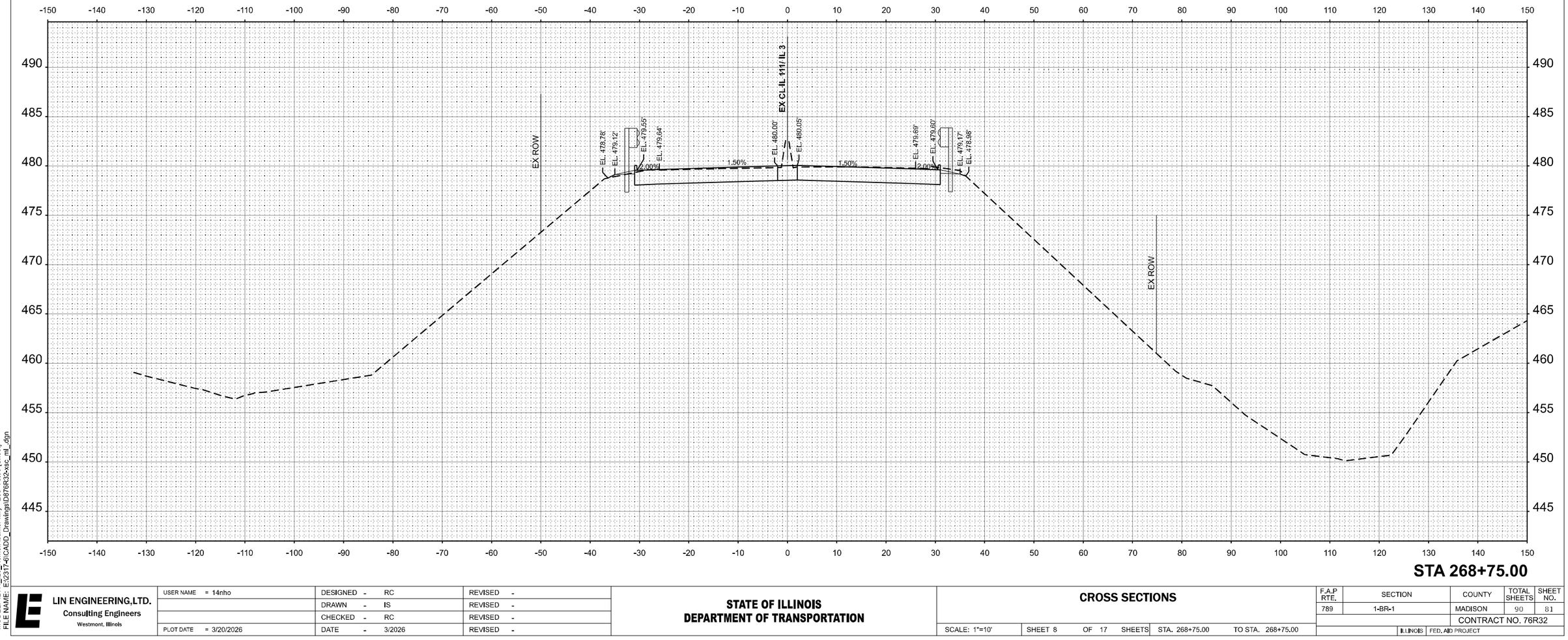
	CHECKED - RC	REVISED -
PLOT DATE = 3/20/2026	DATE - 3/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1"=10' | SHEET 7 OF 17 SHEETS | STA. 263+60.00 | TO STA. 263+60.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	80
		CONTRACT NO. 76R32		
		ILLINOIS	FED. AID PROJECT	



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LIN ENGINEERING,LTD.
Consulting Engineers
Westmont, Illinois

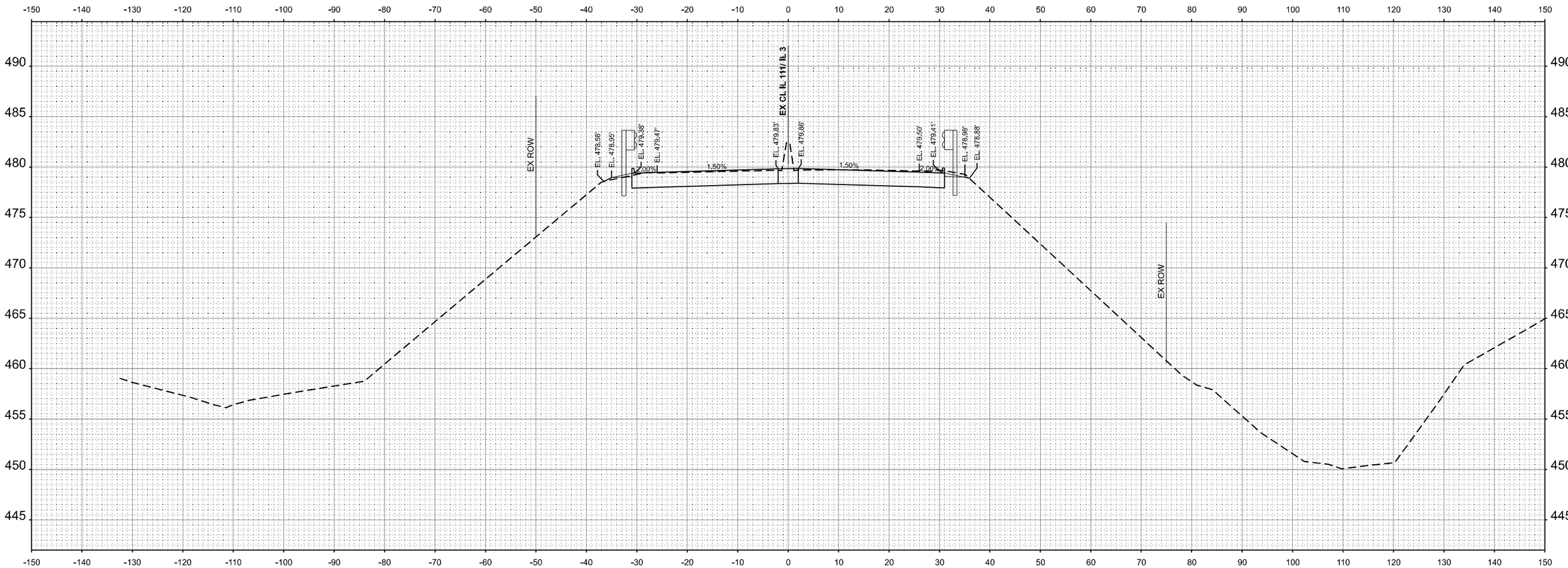
USER NAME = 14nho	DESIGNED - RC	REVISED -	
	DRAWN - IS	REVISED -	
	CHECKED - RC	REVISED -	
PLOT DATE = 3/20/2026	DATE - 3/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1"=10' | SHEET 8 OF 17 SHEETS | STA. 268+75.00 | TO STA. 268+75.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	81
		CONTRACT NO. 76R32		
		ILLINOIS	FED. AID PROJECT	



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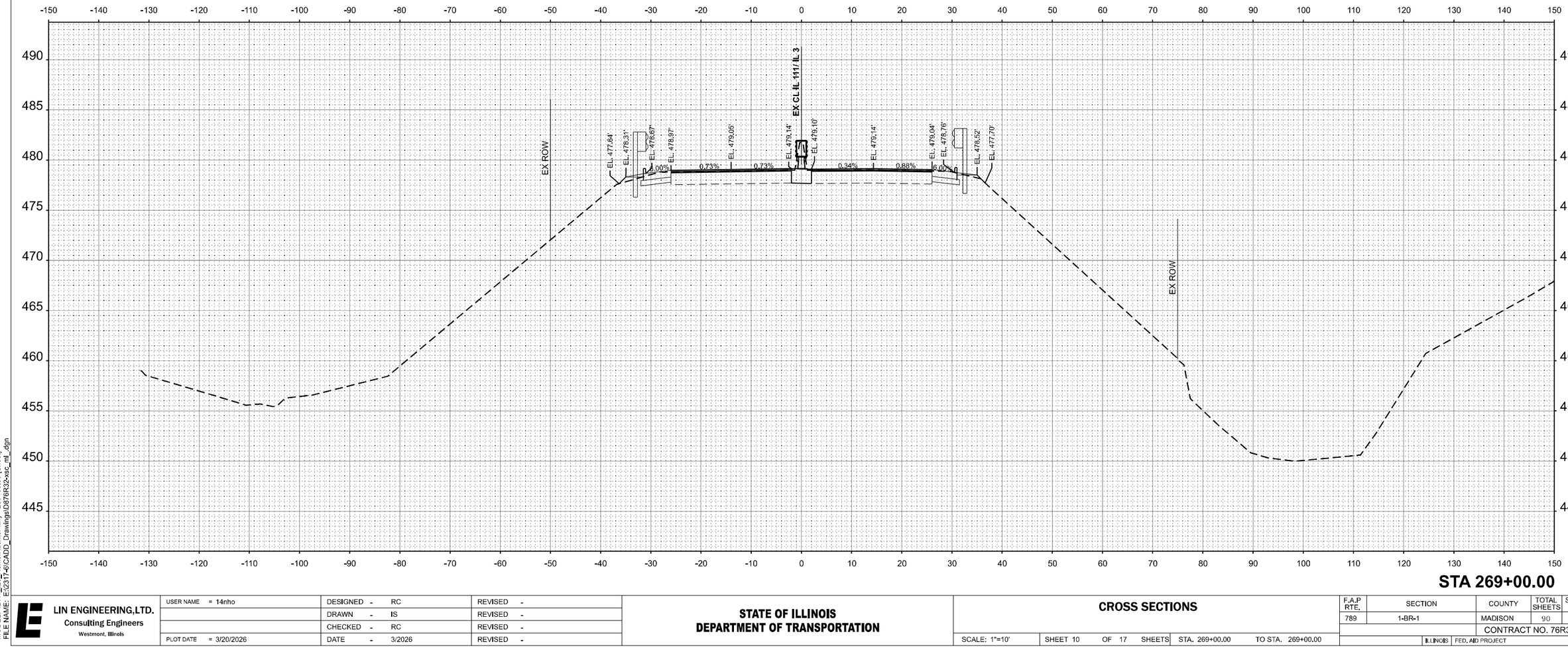
LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = 14nho	DESIGNED - RC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS
		DRAWN - IS	REVISED -		
		CHECKED - RC	REVISED -		
	PLOT DATE = 3/20/2026	DATE - 3/2026	REVISED -		SCALE: 1"=10' | SHEET 9 OF 17 SHEETS | STA. 268+80.00 | TO STA. 268+80.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	82
		CONTRACT NO. 76R32		
		ILLINOIS | FED. AID PROJECT		



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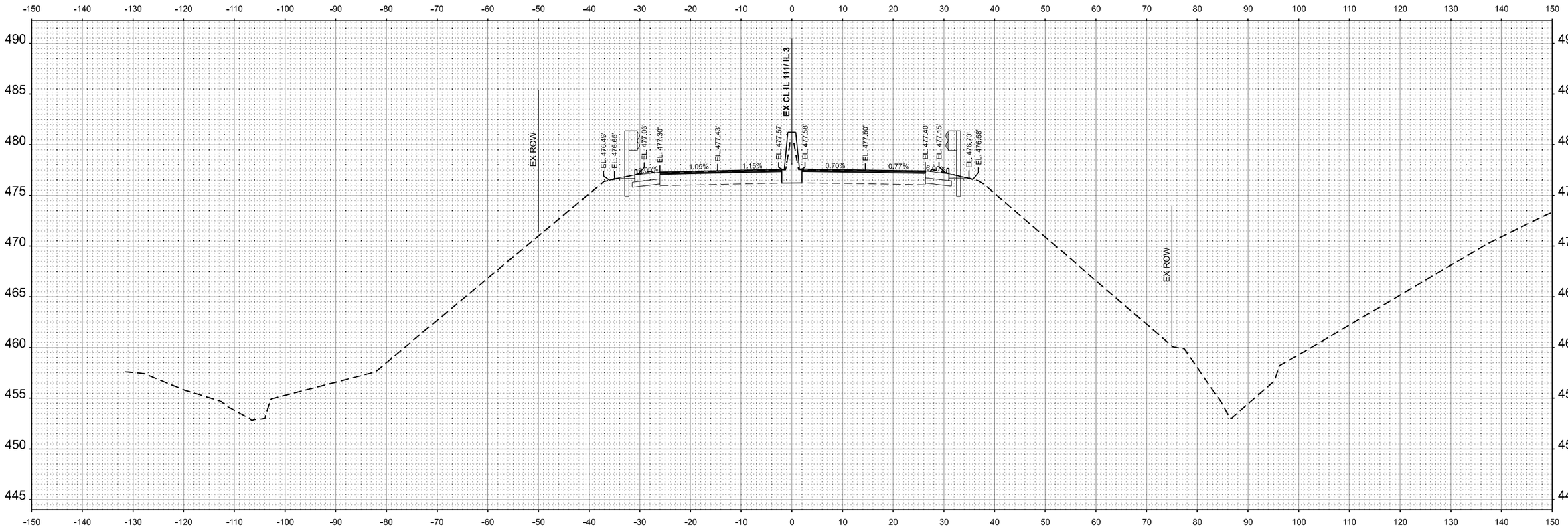
FILE NAME: E:\2317-6\CADD_Drawings\D876R32-xsc_ml_.dgn

LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = 14nho	DESIGNED - RC	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**CROSS SECTIONS**
		DRAWN - IS	REVISED -		
		CHECKED - RC	REVISED -		
	PLOT DATE = 3/20/2026	DATE - 3/2026	REVISED -		SCALE: 1"=10' / SHEET 10 OF 17 SHEETS / STA. 269+00.00 / TO STA. 269+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	83
		CONTRACT NO. 76R32		
	ILLINOIS	FED. AID PROJECT		



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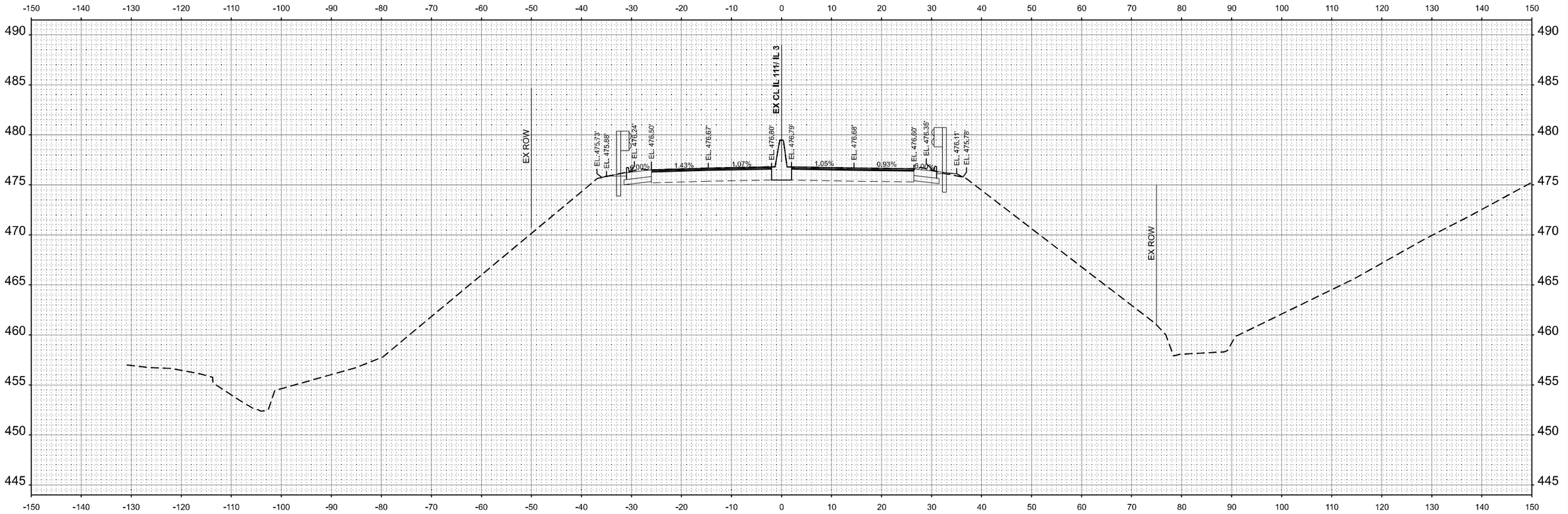
LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = 14nho	DESIGNED - RC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS
		DRAWN - IS	REVISED -		
		CHECKED - RC	REVISED -		
	PLOT DATE = 3/20/2026	DATE - 3/2026	REVISED -		SCALE: 1"=10' SHEET 11 OF 17 SHEETS STA. 269+50.00 TO STA. 269+50.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	84
		CONTRACT NO. 76R32		
	ILLINOIS	FED. AID PROJECT		



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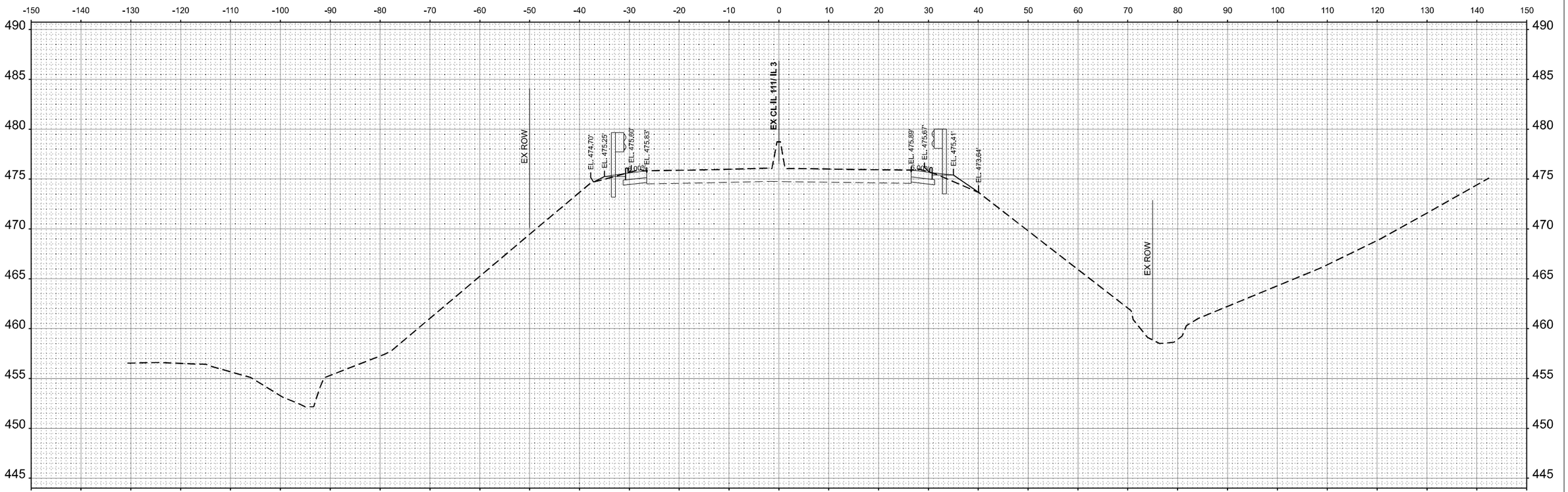
LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = 14nho	DESIGNED - RC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS
		DRAWN - IS	REVISED -		
		CHECKED - RC	REVISED -		
	PLOT DATE = 3/20/2026	DATE - 3/2026	REVISED -		SCALE: 1"=10' | SHEET 12 OF 17 SHEETS | STA. 269+75.00 TO STA. 269+75.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	85
		CONTRACT NO. 76R32		
		ILLINOIS FED. AID PROJECT		



STA 270+00.00

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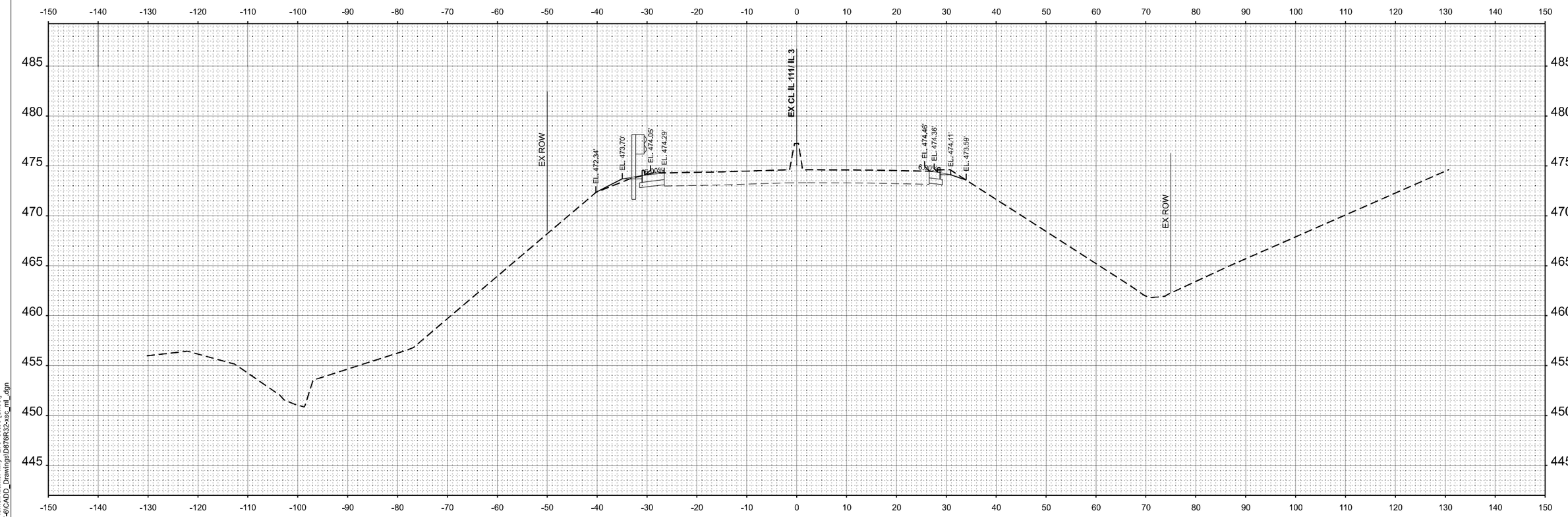
LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = 14nho	DESIGNED - RC	REVISED -
		DRAWN - IS	REVISED -
		CHECKED - RC	REVISED -
	PLOT DATE = 3/20/2026	DATE - 3/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1"=10' | SHEET 13 OF 17 SHEETS | STA. 270+00.00 | TO STA. 270+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	86
		CONTRACT NO. 76R32		
		ILLINOIS	FED. AID PROJECT	



STA 270+50.00

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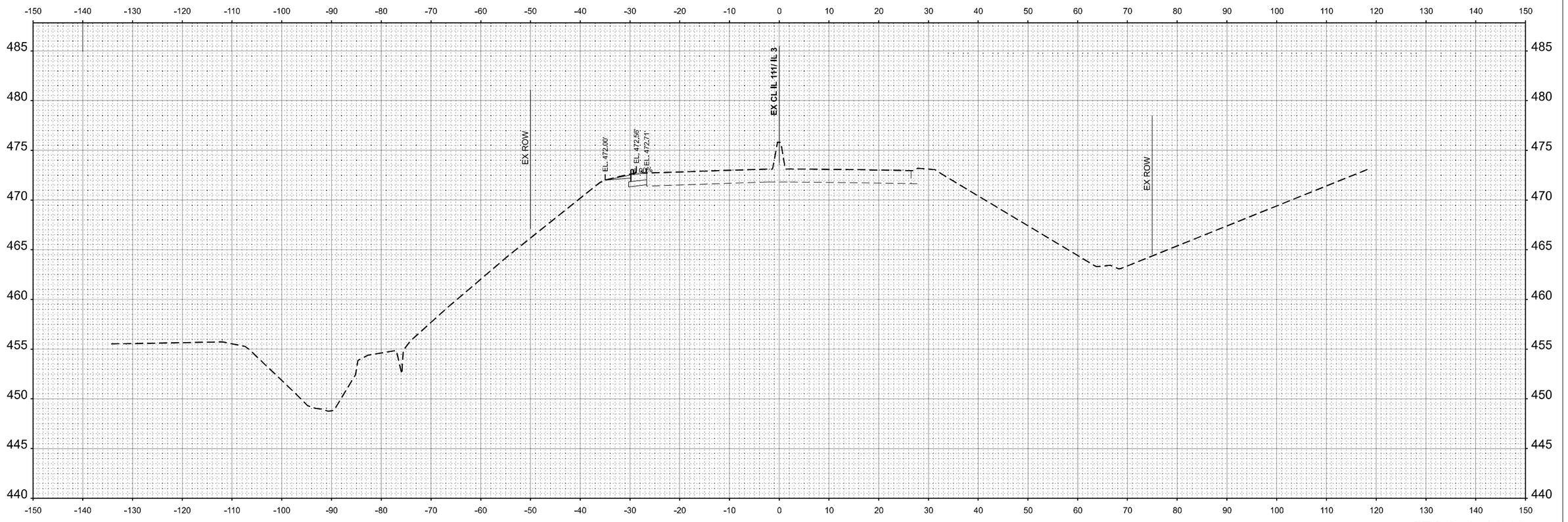
LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = 14nho	DESIGNED - RC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS
		DRAWN - IS	REVISED -		
		CHECKED - RC	REVISED -		
	PLOT DATE = 3/20/2026	DATE - 3/2026	REVISED -		SCALE: 1"=10' SHEET 14 OF 17 SHEETS STA. 270+50.00 TO STA. 270+50.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	87
		CONTRACT NO. 76R32		
	ILLINOIS	FED. AID PROJECT		



STA 271+00.00

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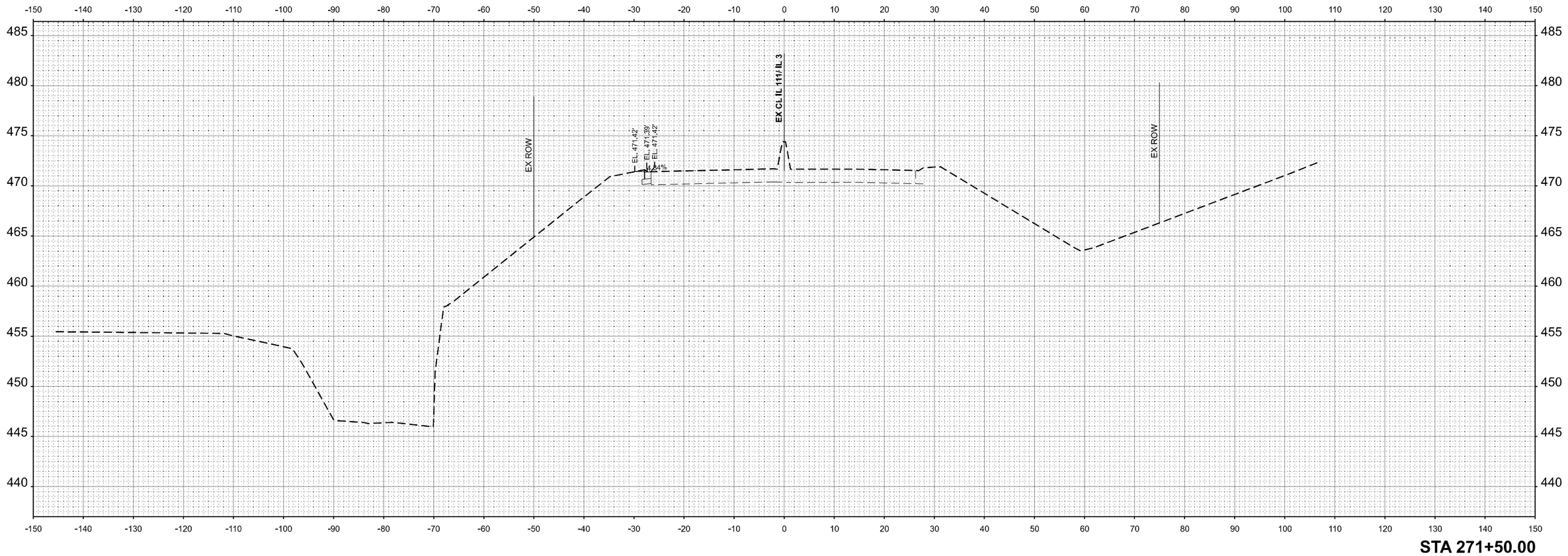
LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = 14nho	DESIGNED - RC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS
		DRAWN - IS	REVISED -		
		CHECKED - RC	REVISED -		
	PLOT DATE = 3/20/2026	DATE - 3/2026	REVISED -		SCALE: 1"=10' | SHEET 15 OF 17 SHEETS | STA. 271+00.00 TO STA. 271+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	88
		CONTRACT NO. 76R32		
		ILLINOIS	FED. AID PROJECT	



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LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = 14nho	DESIGNED - RC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS
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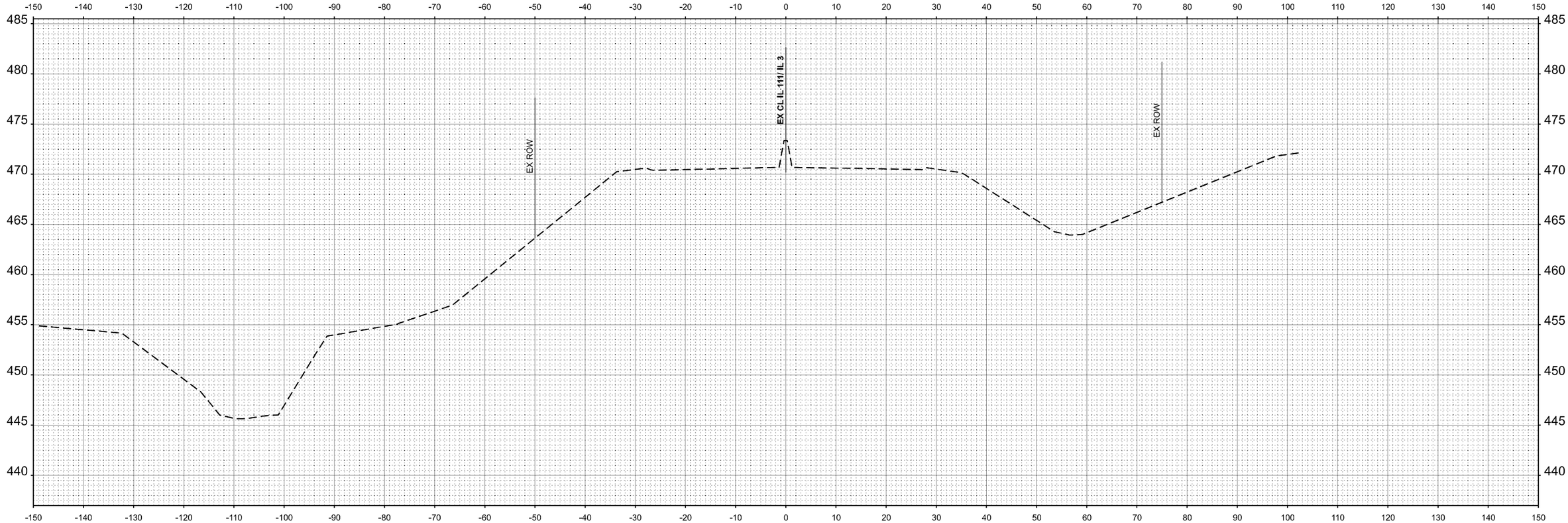
		CHECKED - RC	REVISED -		
	PLOT DATE = 3/20/2026	DATE - 3/2026	REVISED -		SCALE: 1"=10' | SHEET 16 OF 17 SHEETS | STA. 271+50.00 | TO STA. 271+50.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	89
		CONTRACT NO. 76R32		
		ILLINOIS | FED. AID PROJECT		



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LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = 14nho	DESIGNED - RC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS
		DRAWN - IS	REVISED -		
		CHECKED - RC	REVISED -		
	PLOT DATE = 3/20/2026	DATE - 3/2026	REVISED -		SCALE: 1"=10' SHEET 17 OF 17 SHEETS STA. 272+00.00 TO STA. 272+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	1-BR-1	MADISON	90	90
		CONTRACT NO. 76R32		
		ILLINOIS	FED. AID PROJECT	