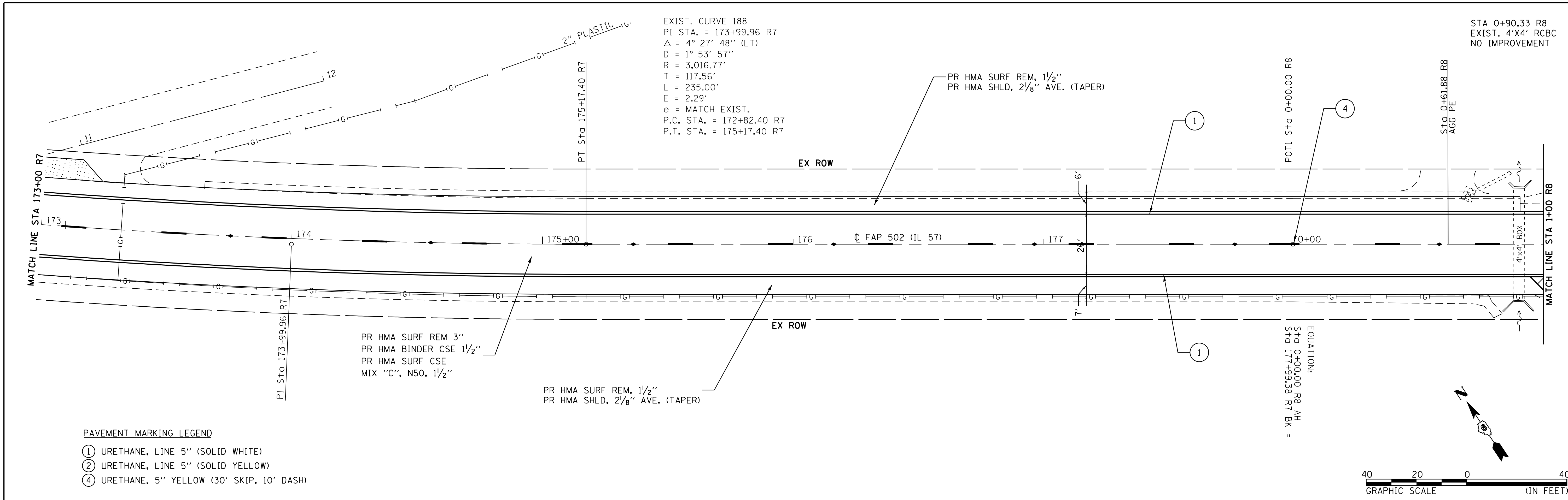

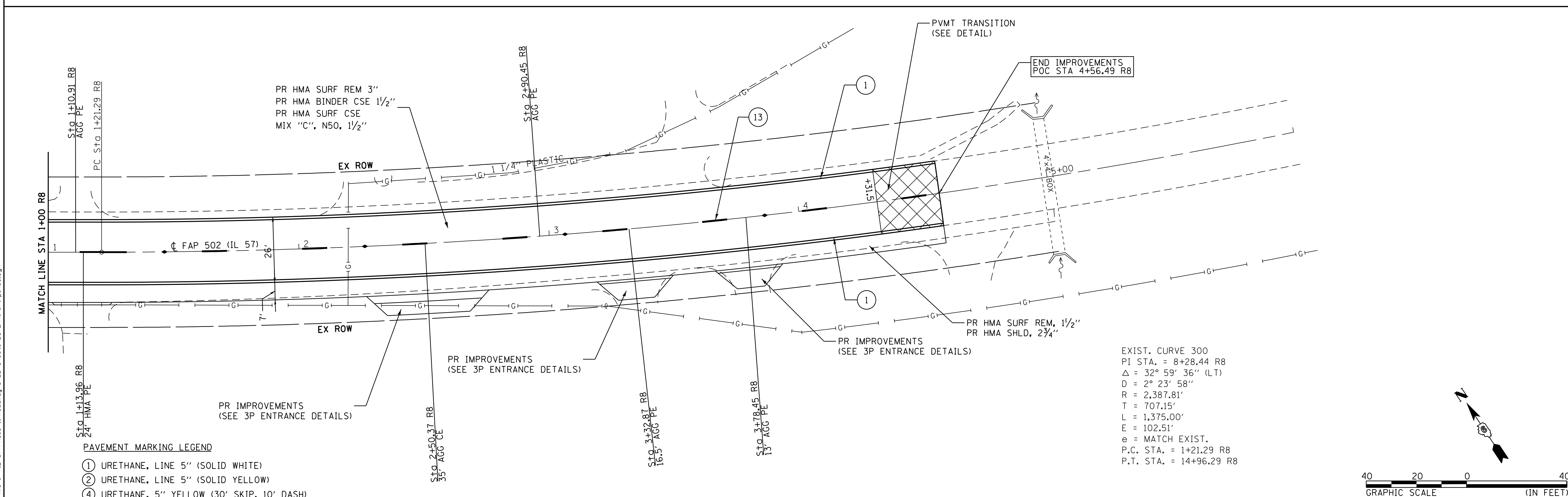

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KLINGNER & ASSOCIATES, P.C. Engineers · Architects · Surveyors 616 N.24TH ST. QUINCY, ILLINOIS 62301 217.223.3670 STATE OF ILLINOIS DESIGN FIRM NO. 184-2738	USER NAME = cds	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/17/2019	DATE -	REVISED -

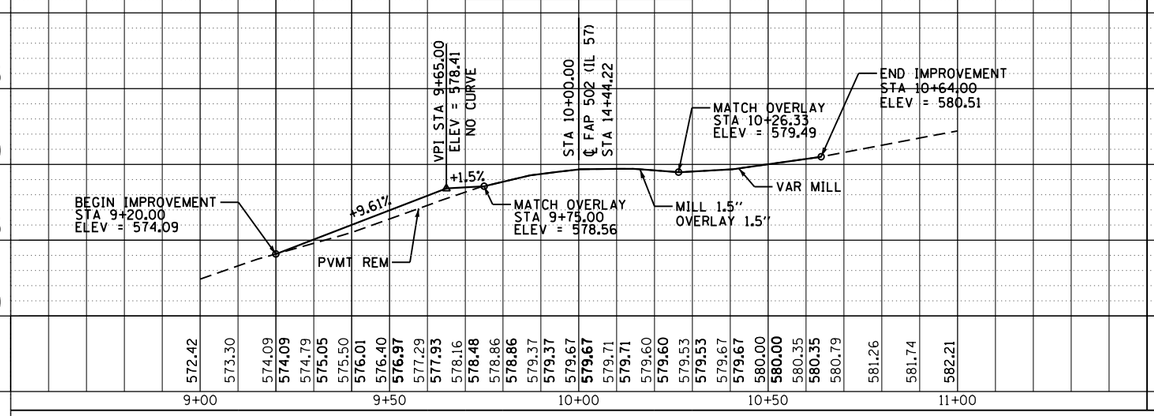
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 502 (IL 57)
PLAN SHEET

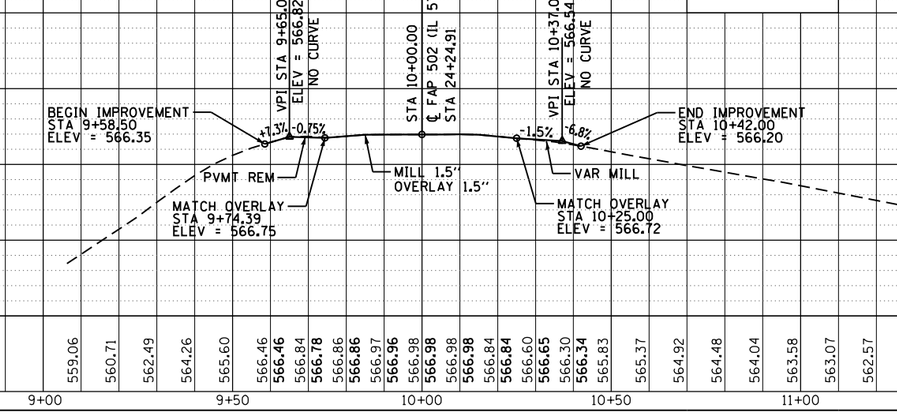
SCALE: 1"=20' | SHEET 36 OF 36 SHEETS | STA. 173+00 R7 TO STA. 6+00 R8

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	101
		CONTRACT NO. 72A91		
		ILLINOIS FED. AID PROJECT		

KENTUCKY STREET PROFILE



OHIO STREET PROFILE



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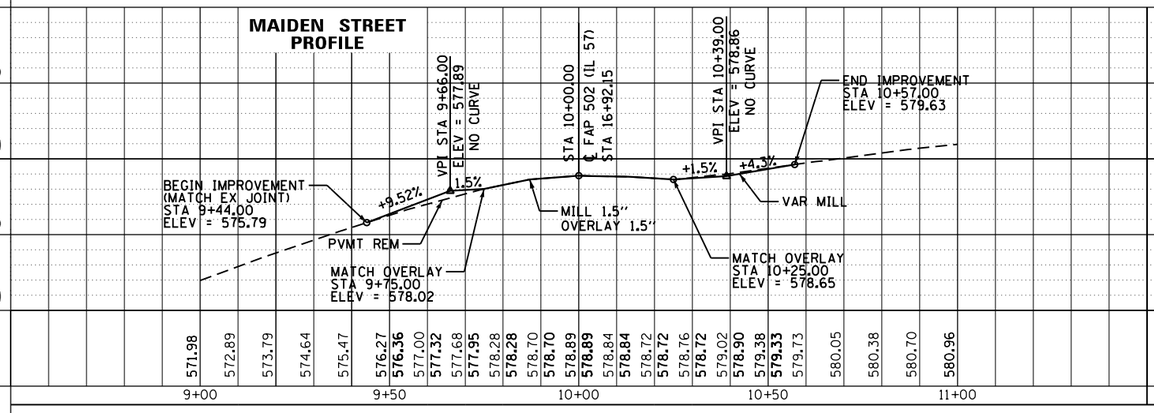

STATE STREET PROFILE

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

PROFILE — SURVEYED — PLOTTED — GRADES CHECKED — B.M. NOTED — STRUCTURE NOTATNS CHKD — NOTE BOOK — NO. — BY — DATE

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STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

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PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDE STREETS
PROFILE SHEET

SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	102
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

Benchmark: Chiseled "□" in south end of east headwall of SN 001-0012, NAVD88 Elev. 542.088.

Existing S.N. 001-0012: The existing structure was originally built in 1959 as F.A. Route 36, Section 53VB. In 1994 a waterproofing membrane system and new wearing surface were placed along with the replacement of the expansion joints. In 2014, the wearing surface was milled and replaced and steel repairs at the bearings and end cross-frames were made. The existing bridge is a three-span steel built-up girder bridge on stub abutments supported by piles. The piers are multi-column piers with crashwalls and footings on piles. The overall length measures 289'-6" back-to-back of abutments with a 63'-8" out-to-out width.

The existing deck and abutment bearings shall be removed and replaced.

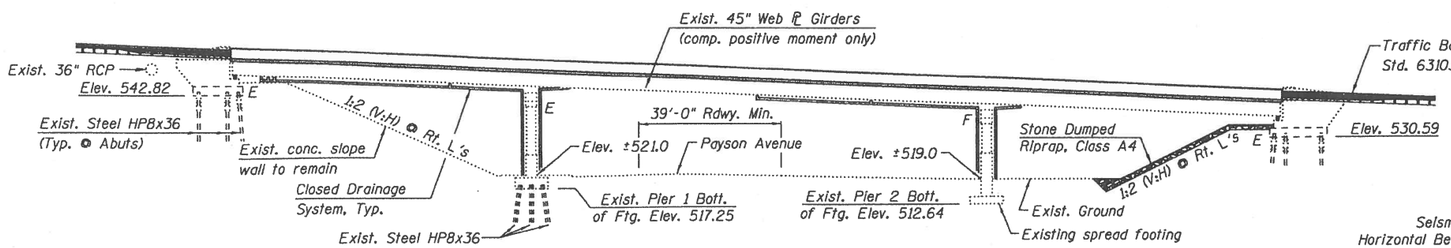
Traffic to be maintained utilizing stage construction.

No Salvage.

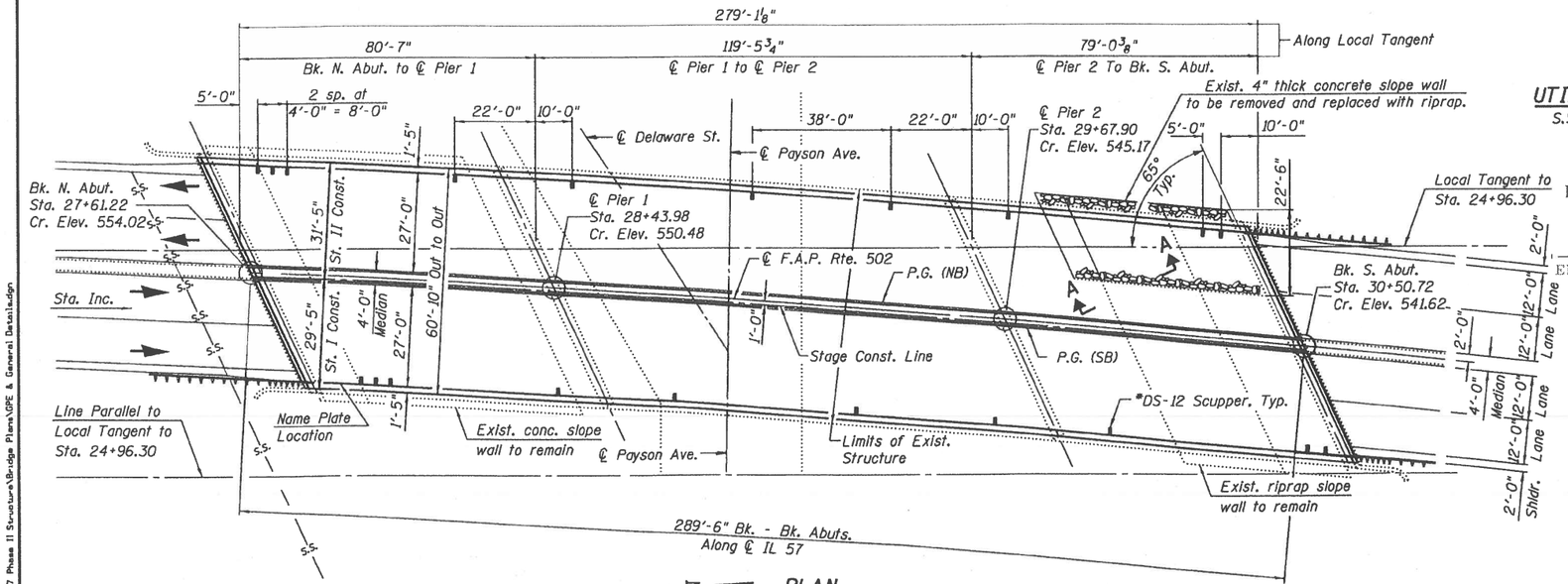
SCOPE OF WORK

1. Remove railing, curbs, deck and top of abutment backwalls for Stage I.
2. Remove existing rocker expansion bearings at abutments and replace with elastomeric bearings for Stage I. Make steel repairs.
3. Install shear connectors across positive moment areas, remove and replace abutment cross-frames for Stage I.
4. Construct 8" deck, top of abutment backwalls, parapets and preformed joint seals for Stage I.
5. Repeat above steps for Stage II. Add new interior cross-frames and diaphragms between girders 5 and 6.
6. Place riprap for slope wall replacment.
7. Repair Pier 1 cap.

INDEX OF SHEETS



ELEVATION



*The two DS-12 Scuppers nearest to the South Abutment may free fall at each side of the bridge. All other DS-12 scuppers shal be collected into a closed drainage system.

Note:
For Section A-A, see Sheet 2 of 25.

SEISMIC DATA

Seismic Performance Category (SPC) = A
Horizontal Bedrock Acceleration Coefficient (A) = 0.044g
Site Coefficient (S) = 1.0

LOADING HS20-44 (New Const.)

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

DESIGN SPECIFICATIONS (New Const.)

2002 AASHTO Standard Specifications
for Highway Bridges, 17th Edition

DESIGN STRESSES

FIELD UNITS (New Construction)
f'_c = 4,000 psi
f_y = 36,000 psi (Structural Steel)
f_y = 60,000 psi (Reinforcement)

FIELD UNITS (Exist. Construction)
f'_c = 3,500 psi (Superstructure)
f'_c = 3,500 psi (Substructure)
f_y = 33,000 psi (Structural Steel)
f_y = 40,000 psi (Reinforcement)

UTILITY LEGEND

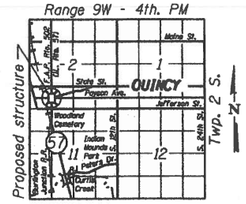
S.S. = Storm Sewer

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
ENGINEER OF BRIDGES AND STRUCTURES

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

12/17/19
Date

Aaron M. Schafer
Licensed Structural Engineer
State of Illinois No. 081-007926
License Expires 11/30/2020



LOCATION SKETCH

GENERAL PLAN
IL 57 OVER PAYSON AVENUE
FAP ROUTE 502
SECTION (53RS-10, 42RS) BRR, I-3
ADAMS COUNTY
STATION 29+05.97
S.N. 001-0012

USER NAME = rjp	DESIGNED - RJP	REVISED -	
	CHECKED - ADL	REVISED -	
PLOT SCALE = 25.18 '/ '/ in.	DRAWN - BGJ	REVISED -	
PLOT DATE = 12/17/2019	CHECKED - ADL	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN
STRUCTURE NO. 001-0012
SHEET NO. 1 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	103
		CONTRACT NO. 72A91		
		ILLINOIS FED. AID PROJECT		

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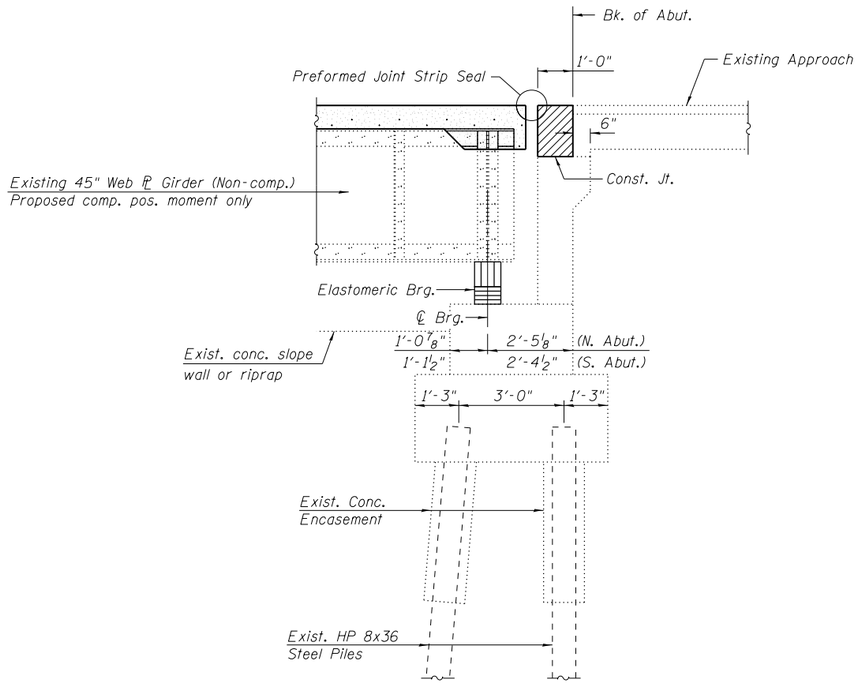


SECTION THRU ABUTMENT

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

Note:
Hatched area indicates Concrete Removal.

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts $\frac{3}{4}$ in. ϕ, holes $\frac{15}{16}$ in. ϕ, unless otherwise noted.

Reinforcement bars designated (E) shall be epoxy coated.

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

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

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

Plan dimensions and details relative to existing structure have been taken from existing plans, and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variation shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Cleaning and field painting of structural steel shall be done under a separate painting contract.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

No field welding is permitted except as specified in the contract documents.

All new structural steel for the interior steel diaphragms shall be shop painted with the inorganic zinc rich primer per AASHTO M300, Type 1. All other structural steel shall be galvanized.

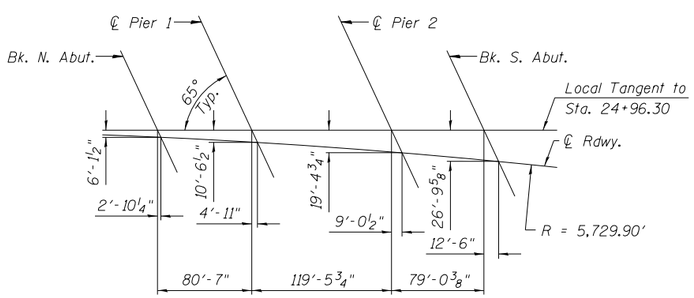
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Dumped Riprap, Class A4	Ton		101	101
Filter Fabric	Sq. Yd.		134	134
Concrete Removal	Cu. Yd.	15.0		15.0
Slope Wall Removal	Sq. Yd.		122	122
Removal of Existing Concrete Deck No. 1	Each	1		1
Concrete Superstructure	Cu. Yd.	547.1		547.1
Bridge Deck Grooving	Sq. Yd.	1,625		1,625
Protective Coat	Sq. Yd.	2,150		2,150
Furnishing and Erecting Structural Steel	Pound	22,520		22,520
Stud Shear Connectors	Each	4,860		4,860
Reinforcement Bars, Epoxy Coated	Pound	136,390	410	136,800
Bar Splicers	Each	824		824
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	137		137
Elastomeric Bearing Assembly, Type I	Each	10		10
Elastomeric Bearing Assembly, Type II	Each	10		10
Anchor Bolts, $\frac{3}{4}$"	Each	80		80
Jack and Remove Existing Bearings	Each	20		20
Structural Steel Removal	Pound	12,090		12,090
Structural Repair of Concrete (Depth<5")	Sq. Ft.		58	58
Drainage Scupper, DS-12	Each	20		20
Drainage System	L. Sum	1		1

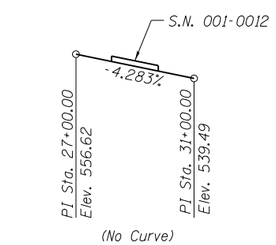
CURVE DATA

(IL Rte. 57)

Δ = 6°37'00" (Rt.)
D = 1°00'00"
R = 5,729.90'
T = 331.22'
L = 661.70'
E = 9.57'
S.E. = No S.E. on Bridge
P.C. Sta. = 24+96.30
P.T. Sta. = 31+58.00
P.I. Sta. = 28+27.52

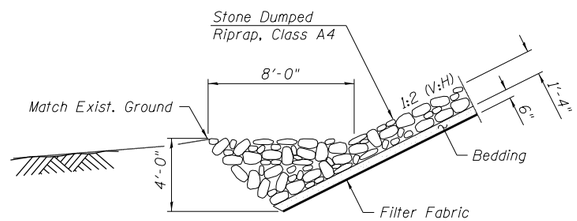


OFFSET SKETCH



PROFILE GRADE

(Along Median Edge IL Rte. 57)



SECTION A-A

STATION 29+05.97
RE-BUILT 202_ BY
STATE OF ILLINOIS
F.A.P. RT. 502
SEC. (53RS-10, 42RS) BRR, I-3
LOADING HS20-44
STRUCTURE NO. 001-0012

NAME PLATE

See Std. 515001

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

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	CHECKED - ADL	REVISED -
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PLOT DATE = 1/17/2020	CHECKED - ADL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES & DETAILS
STRUCTURE NO. 001-0012
SHEET NO. 2 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	104
		CONTRACT NO. 72A91		
		ILLINOIS	FED. AID PROJECT	

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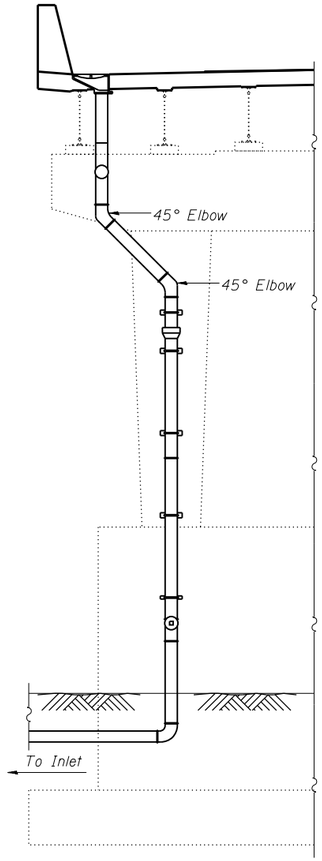
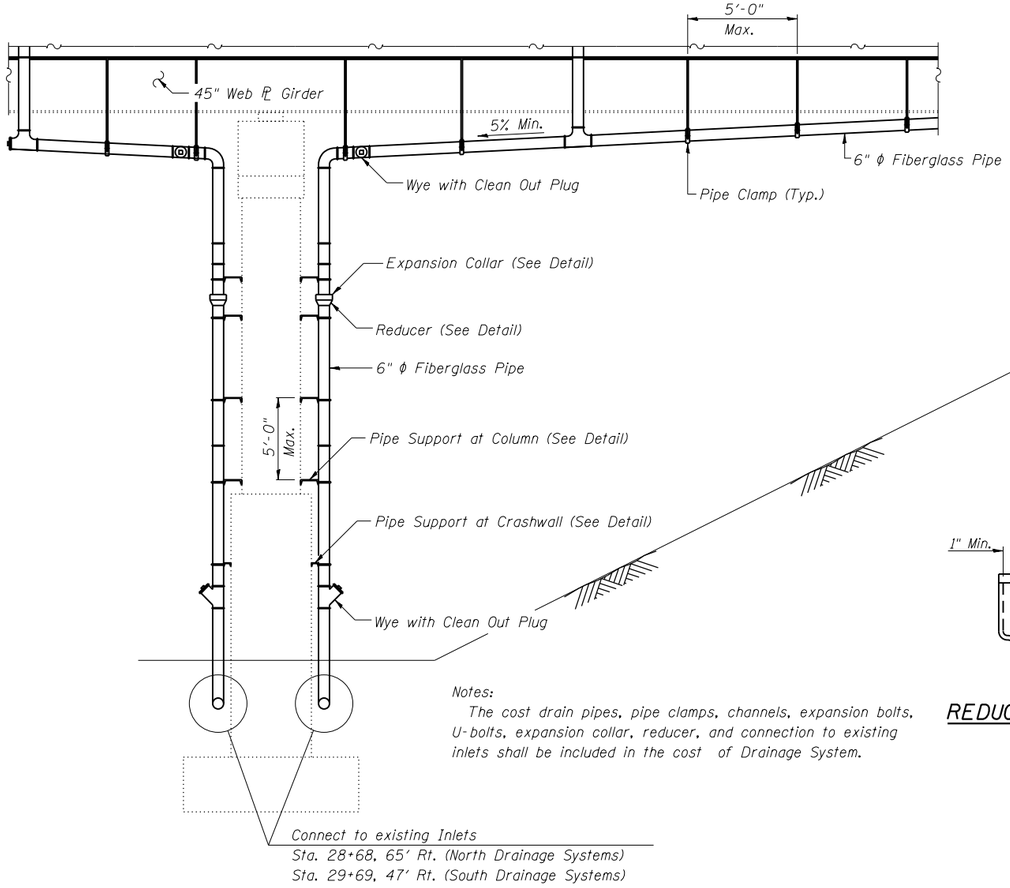
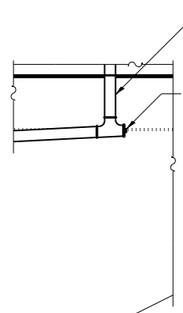
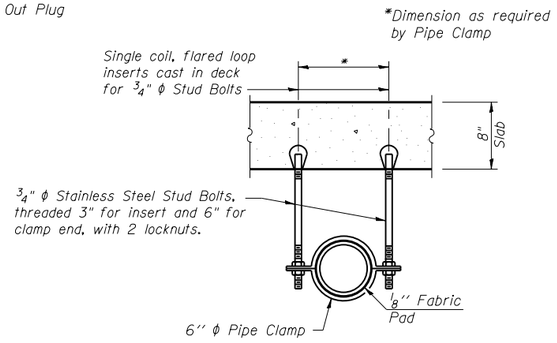


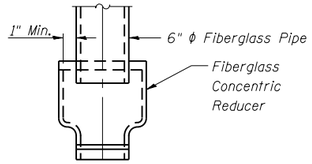






PIPE CLAMP DETAIL

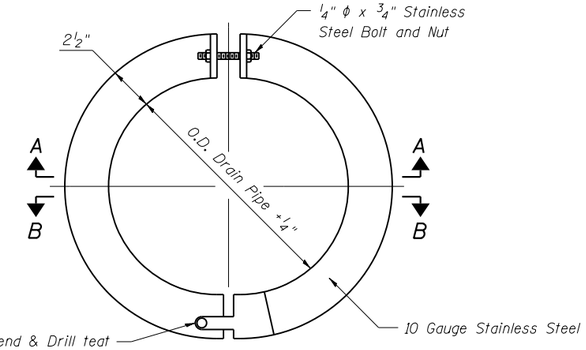
Note:
Galvanize clamping device according to AASHTO M232

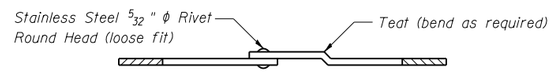


REDUCER DETAIL

Notes:
The cost drain pipes, pipe clamps, channels, expansion bolts, U-bolts, expansion collar, reducer, and connection to existing inlets shall be included in the cost of Drainage System.

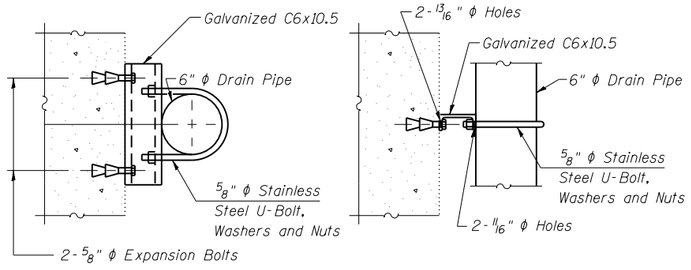
SECTION A-A





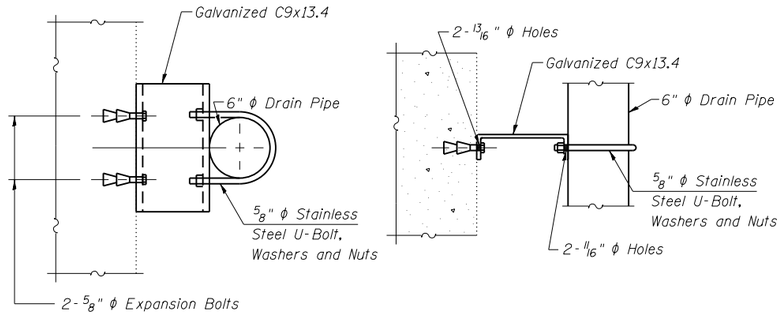
SECTION B-B

DETAIL OF EXPANSION COLLAR



PLAN ELEVATION

PIPE SUPPORT AT CRASHWALL DETAIL



PLAN ELEVATION

PIPE SUPPORT AT COLUMNS DETAIL

KLINGNER & ASSOCIATES, P.C. Engineers • Architects • Surveyors	USER NAME = rjp	DESIGNED - RJP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE SYSTEM STRUCTURE NO. 001-0012	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - ADL	REVISED -			502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	105
	PLOT SCALE = 25:10 7/8 '' / in.	DRAWN - BGJ	REVISED -					CONTRACT NO. 72A91		
	PLOT DATE = 12/17/2019	CHECKED - ADL	REVISED -		SHEET NO. 3 OF 25 SHEETS			ILLINOIS FED. AID PROJECT		

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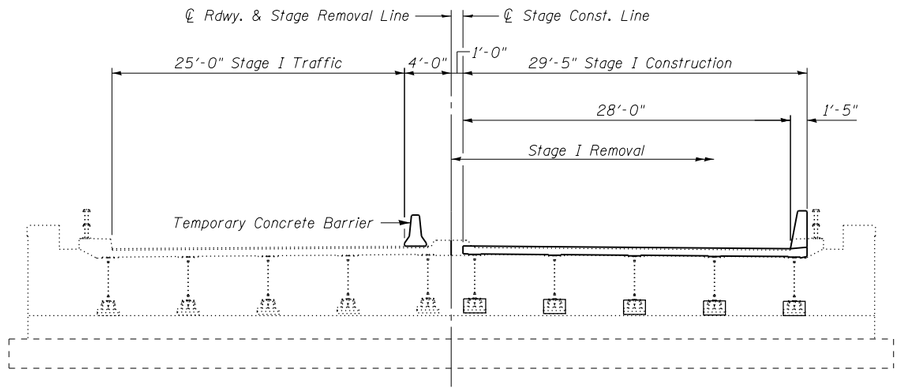
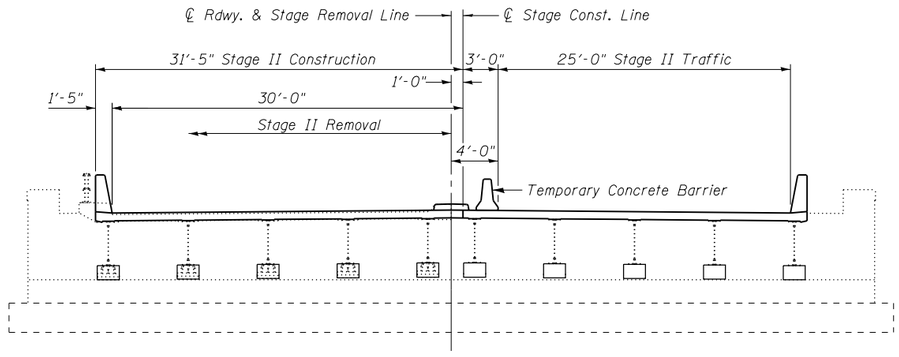


STAGE I
(Looking South)

Notes:

For quantity of Temporary Concrete Barrier see Roadway Plans. See Sheet 5 of 25 for details of Temporary Concrete Barrier. Removal of existing railing, curbs and overlay are included with Removal of Existing Concrete Deck.



STAGE II
(Looking South)

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PLOT SCALE = 25:10 7/8 '1' / in.	DRAWN - BGJ	REVISED -
PLOT DATE = 12/17/2019	CHECKED - ADL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 001-0012
SHEET NO. 4 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	106
		CONTRACT NO. 72A91		
		ILLINOIS FED. AID PROJECT		

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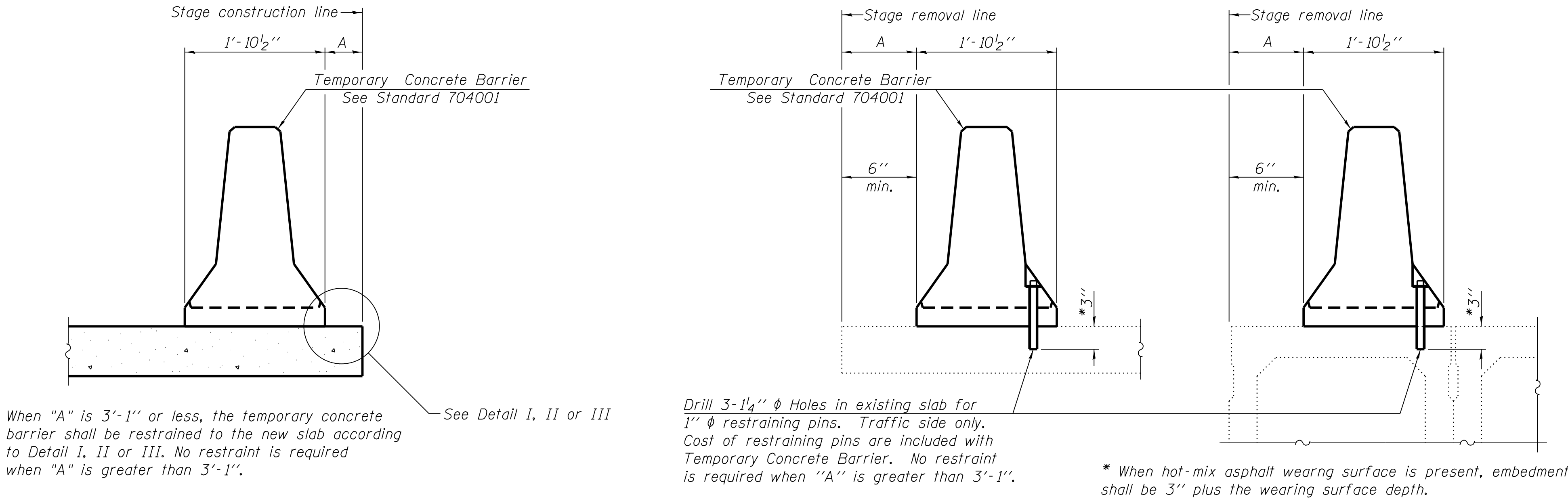
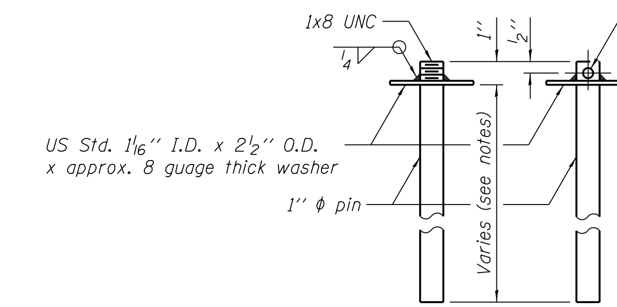


NEW SLAB OR NEW DECK BEAM

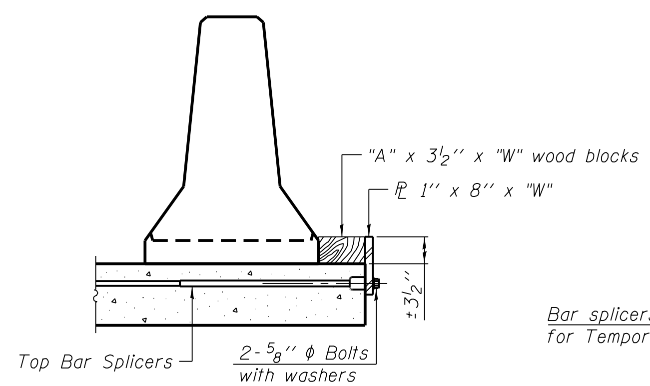
EXISTING SLAB

EXISTING DECK BEAM

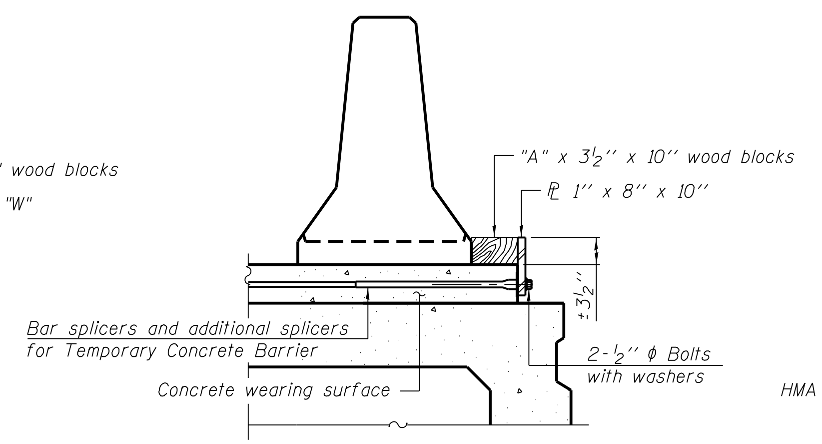
SECTIONS THRU SLAB OR DECK BEAM



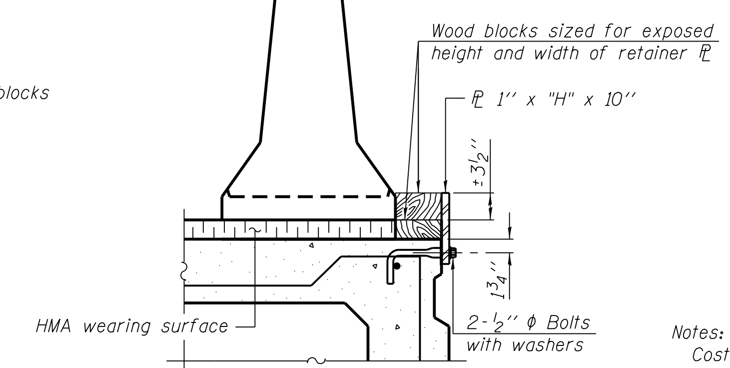
RESTRAINING PIN



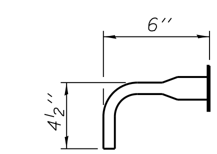
DETAIL I



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.

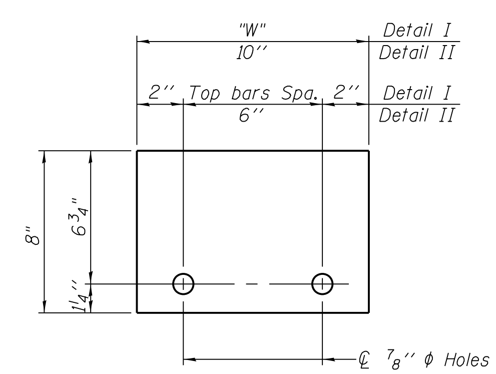
The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

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.

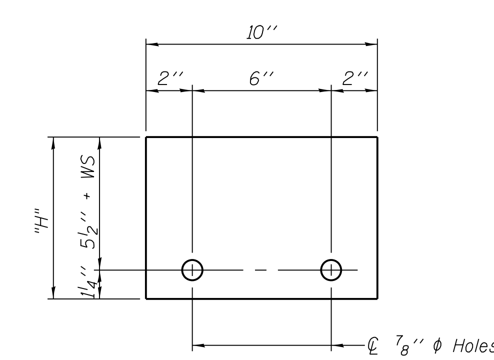
Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0'' centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the 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 ℘ 1'' x 8'' x "W"

(Detail I and II)



STEEL RETAINER ℘ 1'' x "H" x 10''

(Detail III)

R-27

2-17-2017

KLINGNER & ASSOCIATES, P.C. Engineers • Architects • Surveyors	USER NAME = rjp	DESIGNED - RJP	REVISED -
		CHECKED - ADL	REVISED -
	PLOT SCALE = 25:10 7/8 ':' / in.	DRAWN - BGJ	REVISED -
	PLOT DATE = 12/17/2019	CHECKED - ADL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 001-0012

SHEET NO. 5 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	107
		CONTRACT NO. 72A91		
		ILLINOIS FED. AID PROJECT		

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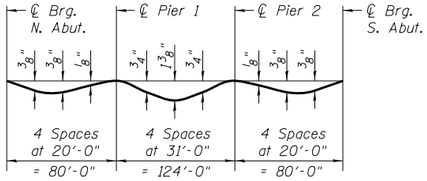


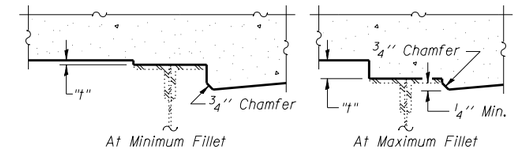
DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Notes:

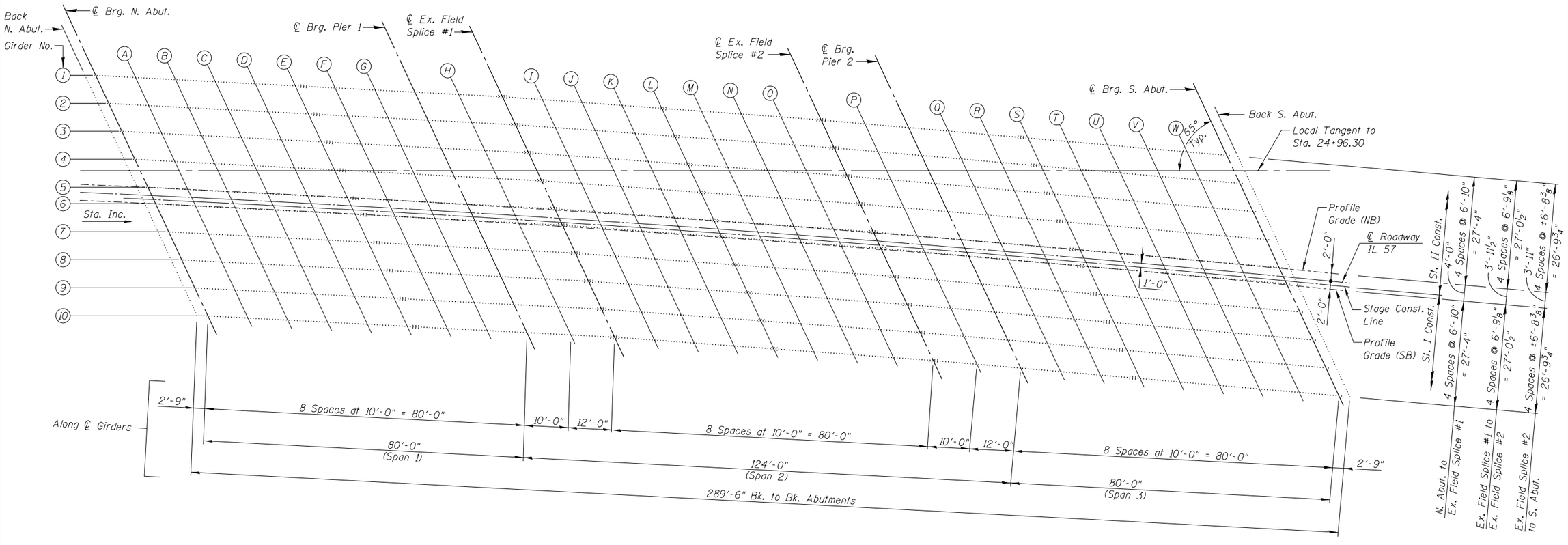
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets 7 thru 9 of 25.

See Sheets 7 thru 9 of 25 for Elevations.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 7 thru 9 of 25, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

KLINGNER & ASSOCIATES, P.C. Engineers • Architects • Surveyors	USER NAME = rjp	DESIGNED - RJP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS STRUCTURE NO. 001-0012	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - ADL	REVISED -			502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	108
	PLOT SCALE = 25:10 7/8 '1' / in.	DRAWN - BGJ	REVISED -					CONTRACT NO. 72A91		
	PLOT DATE = 12/17/2019	CHECKED - ADL	REVISED -		SHEET NO. 6 OF 25 SHEETS			ILLINOIS	FED. AID PROJECT	

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GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	27+45.87	-29.46	554.42	554.42
℄ Brg. N. Abut.	27+48.61	-29.44	554.31	554.31
A	27+58.56	-29.35	553.88	553.90
B	27+68.51	-29.29	553.46	553.49
C	27+78.46	-29.24	553.03	553.07
D	27+88.41	-29.21	552.60	552.64
E	27+98.36	-29.19	552.18	552.20
F	28+08.31	-29.20	551.75	551.76
G	28+18.25	-29.22	551.33	551.33
℄ Brg. Pier 1	28+28.20	-29.26	550.90	550.90
H	28+38.16	-29.31	550.47	550.50
℄ Ex Field Splice #1	28+50.08	-29.41	549.96	550.03
I	28+60.03	-29.30	549.54	549.64
J	28+69.98	-29.21	549.11	549.24
K	28+79.93	-29.14	548.68	548.84
L	28+89.88	-29.08	548.26	548.42
M	28+99.83	-29.04	547.83	547.98
N	29+09.78	-29.02	547.41	547.54
O	29+19.73	-29.01	546.98	547.08
℄ Ex Field Splice #2	29+29.68	-29.01	546.55	546.62
P	29+39.63	-28.89	546.13	546.16
℄ Brg. Pier 2	29+51.57	-28.78	545.62	545.62
Q	29+61.52	-28.70	545.19	545.19
R	29+71.47	-28.64	544.77	544.77
S	29+81.42	-28.59	544.34	544.36
T	29+91.37	-28.57	543.92	543.95
U	30+01.32	-28.56	543.49	543.53
V	30+11.27	-28.57	543.06	543.10
W	30+21.22	-28.59	542.64	542.66
℄ Brg. S. Abut.	30+31.17	-28.64	542.21	542.21
Bk. S. Abut.	30+33.91	-28.65	542.09	542.09

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	27+49.44	-22.60	554.33	554.33
℄ Brg. N. Abut.	27+52.17	-22.57	554.21	554.21
A	27+62.14	-22.49	553.79	553.81
B	27+72.10	-22.43	553.36	553.40
C	27+82.06	-22.39	552.93	552.98
D	27+92.02	-22.37	552.51	552.55
E	28+01.98	-22.36	552.08	552.10
F	28+11.94	-22.37	551.65	551.66
G	28+21.90	-22.40	551.23	551.23
℄ Brg. Pier 1	28+31.86	-22.44	550.80	550.80
H	28+41.83	-22.50	550.37	550.40
℄ Ex Field Splice #1	28+53.77	-22.61	549.86	549.93
I	28+63.73	-22.51	549.43	549.54
J	28+73.69	-22.42	549.01	549.14
K	28+83.65	-22.35	548.58	548.73
L	28+93.61	-22.30	548.16	548.32
M	29+03.57	-22.27	547.73	547.88
N	29+13.54	-22.25	547.30	547.44
O	29+23.50	-22.25	546.88	546.98
℄ Ex Field Splice #2	29+33.46	-22.26	546.45	546.52
P	29+43.42	-22.15	546.02	546.05
℄ Brg. Pier 2	29+55.38	-22.04	545.51	545.51
Q	29+65.34	-21.97	545.09	545.09
R	29+75.30	-21.92	544.66	544.67
S	29+85.26	-21.88	544.23	544.26
T	29+95.22	-21.86	543.81	543.85
U	30+05.19	-21.86	543.38	543.43
V	30+15.15	-21.87	542.95	542.99
W	30+25.11	-21.91	542.53	542.55
℄ Brg. S. Abut.	30+35.07	-21.96	542.10	542.10
Bk. S. Abut.	30+37.81	-21.97	541.98	541.98

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	27+53.00	-15.73	554.24	554.24
℄ Brg. N. Abut.	27+55.75	-15.71	554.12	554.12
A	27+65.72	-15.64	553.69	553.71
B	27+75.69	-15.58	553.26	553.30
C	27+85.67	-15.55	552.84	552.88
D	27+95.64	-15.53	552.41	552.45
E	28+05.61	-15.53	551.98	552.01
F	28+15.58	-15.54	551.56	551.56
G	28+25.56	-15.58	551.13	551.13
℄ Brg. Pier 1	28+35.53	-15.63	550.70	550.70
H	28+45.51	-15.70	550.27	550.30
℄ Ex Field Splice #1	28+57.47	-15.81	549.76	549.83
I	28+67.44	-15.71	549.33	549.44
J	28+77.41	-15.63	548.91	549.04
K	28+87.38	-15.57	548.48	548.63
L	28+97.36	-15.53	548.05	548.21
M	29+07.33	-15.50	547.63	547.78
N	29+17.30	-15.49	547.20	547.33
O	29+27.27	-15.50	546.77	546.88
℄ Ex Field Splice #2	29+37.25	-15.52	546.35	546.41
P	29+47.22	-15.41	545.92	545.95
℄ Brg. Pier 2	29+59.19	-15.31	545.41	545.41
Q	29+69.16	-15.24	544.98	544.98
R	29+79.14	-15.20	544.55	544.56
S	29+89.11	-15.17	544.13	544.15
T	29+99.09	-15.15	543.70	543.74
U	30+09.06	-15.16	543.27	543.32
V	30+19.03	-15.18	542.85	542.88
W	30+29.01	-15.22	542.42	542.44
℄ Brg. S. Abut.	30+38.98	-15.28	541.99	541.99
Bk. S. Abut.	30+41.72	-15.30	541.87	541.87

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	27+56.58	-8.87	554.14	554.14
℄ Brg. N. Abut.	27+59.33	-8.85	554.02	554.02
A	27+69.31	-8.78	553.60	553.62
B	27+79.30	-8.74	553.17	553.21
C	27+89.28	-8.71	552.74	552.79
D	27+99.27	-8.69	552.31	552.35
E	28+09.25	-8.70	551.89	551.91
F	28+19.24	-8.72	551.46	551.46
G	28+29.22	-8.76	551.03	551.03
℄ Brg. Pier 1	28+39.21	-8.82	550.60	550.60
H	28+49.20	-8.89	550.17	550.20
℄ Ex Field Splice #1	28+61.17	-9.01	549.66	549.73
I	28+71.15	-8.92	549.23	549.34
J	28+81.14	-8.85	548.81	548.94
K	28+91.12	-8.79	548.38	548.53
L	29+01.11	-8.75	547.95	548.11
M	29+11.09	-8.73	547.52	547.67
N	29+21.08	-8.73	547.10	547.23
O	29+31.06	-8.74	546.67	546.77
℄ Ex Field Splice #2	29+41.04	-8.77	546.24	546.31
P	29+51.03	-8.67	545.81	545.84
℄ Brg. Pier 2	29+63.01	-8.58	545.30	545.30
Q	29+73.00	-8.52	544.87	544.87
R	29+82.98	-8.48	544.45	544.45
S	29+92.97	-8.46	544.02	544.04
T	30+02.95	-8.45	543.59	543.63
U	30+12.94	-8.46	543.16	543.21
V	30+22.93	-8.49	542.74	542.77
W	30+32.91	-8.54	542.31	542.33
℄ Brg. S. Abut.	30+42.90	-8.60	541.88	541.88
Bk. S. Abut.	30+45.64	-8.62	541.76	541.76

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	27+60.17	-2.01	554.04	554.04
℄ Brg. N. Abut.	27+62.92	-1.99	553.93	553.93
A	27+72.91	-1.93	553.50	553.52
B	27+82.91	-1.89	553.07	553.11
C	27+92.91	-1.87	552.64	552.69
D	28+02.90	-1.86	552.22	552.25
E	28+12.90	-1.87	551.79	551.81
F	28+22.90	-1.90	551.36	551.36
G	28+32.89	-1.95	550.93	550.93
℄ Brg. Pier 1	28+42.89	-2.01	550.50	550.50
H	28+52.89	-2.09	550.07	550.10
℄ Ex Field Splice #1	28+64.88	-2.21	549.56	549.62
I	28+74.88	-2.13	549.13	549.23
J	28+84.87	-2.06	548.70	548.84
K	28+94.87	-2.01	548.28	548.43
L	29+04.87	-1.98	547.85	548.01
M	29+14.86	-1.97	547.42	547.57
N	29+24.86	-1.97	546.99	547.12
O	29+34.86	-1.99	546.56	546.67
℄ Ex Field Splice #2	29+44.85	-2.03	546.13	546.20
P	29+54.85	-1.94	545.71	545.73
℄ Brg. Pier 2	29+66.85	-1.85	545.19	545.19
Q	29+76.84	-1.80	544.77	544.77
R	29+86.84	-1.77	544.34	544.34
S	29+96.84	-1.75	543.91	543.93
T	30+06.83	-1.75	543.48	543.52
U	30+16.83	-1.77	543.05	543.10
V	30+26.83	-1.80	542.62	542.66
W	30+36.82	-1.86	542.20	542.22
℄ Brg. S. Abut.	30+46.82	-1.93	541.77	541.77
Bk. S. Abut.	30+49.57	-1.95	541.65	541.65

PROFILE GRADE (NORTHBOUND)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	27+60.17	-2.00	554.04	554.04
℄ Brg. N. Abut.	27+62.91	-2.00	553.93	553.93
A	27+72.88	-2.00	553.50	553.52
B	27+82.85	-2.00	553.07	553.11
C	27+92.84	-2.00	552.65	552.69
D	28+02.83	-2.00	552.22	552.26
E	28+12.83	-2.00	551.79	551.81
F	28+22.84	-2.00	551.36	551.37
G	28+32.87	-2.00	550.93	550.93
℄ Brg. Pier 1	28+42.90	-2.00	550.50	550.50
H	28+52.94	-2.00	550.07	550.09
℄ Ex Field Splice #1	28+65.00	-2.00	549.55	549.62
I	28+74.95	-2.00	549.13	549.23
J	28+84.91	-2.00	548.70	548.83
K	28+94.88	-2.00	548.28	548.43
L	29+04.86	-2.00	547.85	548.01
M	29+14.84	-2.00	547.42	547.57
N	29+24.84	-2.00	546.99	547.12
O	29+34.85	-2.00	546.56	546.67
℄ Ex Field Splice #2	29+44.87	-2.00	546.13	546.20
P	29+54.81	-2.00	545.71	545.74
℄ Brg. Pier 2	29+66.76	-2.00	545.20	545.20
Q	29+76.73	-2.00	544.77	544.77
R	29+86.70	-2.00	544.34	544.35
S	29+96.69	-2.00	543.91	543.94
T	30+06.69	-2.00	543.49	543.52
U	30+16.70	-2.00	543.06	543.10
V	30+26.71	-2.00	542.63	542.67
W	30+36.74	-2.00	542.20	542.22
℄ Brg. S. Abut.	30+46.78	-2.00	541.77	541.77
Bk. S. Abut.	30+49.54	-2.00	541.65	541.65

Note:
Offsets are measured from ℄ F.A.P. 502.
Offsets to the left of ℄ F.A.P. 502 are negative.
Offsets to the right of ℄ F.A.P. 502 are positive.

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

USER NAME = rjp	DESIGNED - RJP	REVISED -
	CHECKED - ADL	REVISED -
PLOT SCALE = 25:10 7/8 ':' / in.	DRAWN - BGJ	REVISED -
PLOT DATE = 12/17/2019	CHECKED - ADL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 001-0012
SHEET NO. 7 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	109

CONTRACT NO. 72A91
ILLINOIS FED. AID PROJECT

Klingner & Associates P.C.

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℄ ROADWAY F.A.P. 502 (IL 57)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	27+61.22	0.00	554.02	554.02
℄ Brg. N. Abut.	27+63.96	0.00	553.90	553.90
A	27+73.93	0.00	553.47	553.50
B	27+83.91	0.00	553.05	553.08
C	27+93.90	0.00	552.62	552.66
D	28+03.90	0.00	552.19	552.23
E	28+13.90	0.00	551.76	551.78
F	28+23.92	0.00	551.33	551.34
G	28+33.95	0.00	550.90	550.90
℄ Brg. Pier 1	28+43.98	0.00	550.47	550.47
H	28+54.03	0.00	550.04	550.06
℄ Ex Field Splice #1	28+66.09	0.00	549.53	549.59
I	28+76.05	0.00	549.10	549.20
J	28+86.01	0.00	548.67	548.80
K	28+95.98	0.00	548.24	548.40
L	29+05.97	0.00	547.82	547.98
M	29+15.96	0.00	547.39	547.54
N	29+25.96	0.00	546.96	547.09
O	29+35.98	0.00	546.53	546.63
℄ Ex Field Splice #2	29+46.00	0.00	546.10	546.17
P	29+55.95	0.00	545.68	545.70
℄ Brg. Pier 2	29+67.90	0.00	545.16	545.16
Q	29+77.87	0.00	544.74	544.74
R	29+87.86	0.00	544.31	544.31
S	29+97.85	0.00	543.88	543.90
T	30+07.85	0.00	543.45	543.49
U	30+17.86	0.00	543.02	543.07
V	30+27.88	0.00	542.60	542.63
W	30+37.91	0.00	542.17	542.19
℄ Brg. S. Abut.	30+47.96	0.00	541.74	541.74
Bk. S. Abut.	30+50.72	0.00	541.62	541.62

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	27+61.74	1.00	553.99	553.99
℄ Brg. N. Abut.	27+64.48	1.00	553.87	553.87
A	27+74.46	1.00	553.44	553.46
B	27+84.44	1.00	553.01	553.05
C	27+94.43	1.00	552.59	552.63
D	28+04.43	1.00	552.16	552.20
E	28+14.44	1.00	551.73	551.75
F	28+24.46	1.00	551.30	551.30
G	28+34.49	1.00	550.87	550.87
℄ Brg. Pier 1	28+44.52	1.00	550.44	550.44
H	28+54.58	1.00	550.01	550.03
℄ Ex Field Splice #1	28+66.64	1.00	549.49	549.56
I	28+76.60	1.00	549.07	549.17
J	28+86.56	1.00	548.64	548.77
K	28+96.54	1.00	548.21	548.36
L	29+06.52	1.00	547.78	547.94
M	29+16.52	1.00	547.36	547.51
N	29+26.53	1.00	546.93	547.06
O	29+36.54	1.00	546.50	546.60
℄ Ex Field Splice #2	29+46.57	1.00	546.07	546.14
P	29+56.52	1.00	545.64	545.67
℄ Brg. Pier 2	29+68.47	1.00	545.13	545.13
Q	29+78.45	1.00	544.70	544.70
R	29+88.43	1.00	544.28	544.28
S	29+98.42	1.00	543.85	543.87
T	30+08.43	1.00	543.42	543.46
U	30+18.44	1.00	542.99	543.04
V	30+28.47	1.00	542.56	542.60
W	30+38.50	1.00	542.13	542.16
℄ Brg. S. Abut.	30+48.55	1.00	541.70	541.70
Bk. S. Abut.	30+51.31	1.00	541.58	541.58

PROFILE GRADE (SOUTHBOUND)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	27+62.27	2.00	553.96	553.96
℄ Brg. N. Abut.	27+65.01	2.00	553.84	553.84
A	27+74.98	2.00	553.41	553.43
B	27+84.97	2.00	552.98	553.02
C	27+94.96	2.00	552.55	552.60
D	28+04.96	2.00	552.13	552.16
E	28+14.97	2.00	551.70	551.72
F	28+25.00	2.00	551.27	551.27
G	28+35.03	2.00	550.84	550.84
℄ Brg. Pier 1	28+45.07	2.00	550.41	550.41
H	28+55.12	2.00	549.98	550.00
℄ Ex Field Splice #1	28+67.19	2.00	549.46	549.53
I	28+77.15	2.00	549.03	549.14
J	28+87.12	2.00	548.61	548.74
K	28+97.09	2.00	548.18	548.33
L	29+07.08	2.00	547.75	547.91
M	29+17.08	2.00	547.32	547.48
N	29+27.09	2.00	546.90	547.03
O	29+37.10	2.00	546.47	546.57
℄ Ex Field Splice #2	29+47.13	2.00	546.04	546.10
P	29+57.09	2.00	545.61	545.64
℄ Brg. Pier 2	29+69.04	2.00	545.10	545.10
Q	29+79.02	2.00	544.67	544.67
R	29+89.01	2.00	544.24	544.25
S	29+99.00	2.00	543.82	543.84
T	30+09.01	2.00	543.39	543.42
U	30+19.03	2.00	542.96	543.00
V	30+29.05	2.00	542.53	542.57
W	30+39.09	2.00	542.10	542.12
℄ Brg. S. Abut.	30+49.14	2.00	541.67	541.67
Bk. S. Abut.	30+51.90	2.00	541.55	541.55

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	27+62.27	2.01	553.95	553.95
℄ Brg. N. Abut.	27+65.02	2.03	553.84	553.84
A	27+75.03	2.08	553.41	553.43
B	27+85.03	2.12	552.98	553.02
C	27+95.03	2.14	552.55	552.59
D	28+05.04	2.14	552.12	552.16
E	28+15.04	2.12	551.69	551.72
F	28+25.04	2.09	551.27	551.27
G	28+35.05	2.04	550.84	550.84
℄ Brg. Pier 1	28+45.05	1.97	550.41	550.41
H	28+55.06	1.89	549.98	550.00
℄ Ex Field Splice #1	28+67.06	1.76	549.47	549.53
I	28+77.06	1.84	549.04	549.14
J	28+87.06	1.91	548.61	548.74
K	28+97.07	1.95	548.18	548.33
L	29+07.07	1.98	547.75	547.91
M	29+17.07	1.99	547.32	547.48
N	29+27.08	1.98	546.90	547.03
O	29+37.08	1.96	546.47	546.57
℄ Ex Field Splice #2	29+47.08	1.92	546.04	546.11
P	29+57.09	2.00	545.61	545.64
℄ Brg. Pier 2	29+69.09	2.08	545.10	545.10
Q	29+79.09	2.13	544.67	544.67
R	29+89.10	2.16	544.24	544.24
S	29+99.10	2.17	543.81	543.83
T	30+09.10	2.16	543.38	543.42
U	30+19.11	2.14	542.95	543.00
V	30+29.11	2.10	542.52	542.56
W	30+39.11	2.04	542.10	542.12
℄ Brg. S. Abut.	30+49.12	1.97	541.67	541.67
Bk. S. Abut.	30+51.87	1.95	541.55	541.55

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	27+65.87	8.86	553.74	553.74
℄ Brg. N. Abut.	27+68.63	8.88	553.62	553.62
A	27+78.64	8.93	553.19	553.22
B	27+88.66	8.96	552.77	552.80
C	27+98.67	8.97	552.34	552.38
D	28+08.69	8.97	551.91	551.95
E	28+18.70	8.95	551.48	551.50
F	28+28.72	8.91	551.05	551.05
G	28+38.74	8.85	550.62	550.62
℄ Brg. Pier 1	28+48.75	8.78	550.19	550.19
H	28+58.77	8.69	549.76	549.79
℄ Ex Field Splice #1	28+70.78	8.56	549.25	549.32
I	28+80.80	8.63	548.82	548.92
J	28+90.81	8.69	548.39	548.52
K	29+00.83	8.73	547.96	548.11
L	29+10.84	8.75	547.53	547.69
M	29+20.86	8.75	547.10	547.26
N	29+30.88	8.74	546.68	546.81
O	29+40.89	8.71	546.25	546.35
℄ Ex Field Splice #2	29+50.90	8.65	545.82	545.89
P	29+60.92	8.73	545.39	545.42
℄ Brg. Pier 2	29+72.94	8.80	544.87	544.87
Q	29+82.95	8.84	544.44	544.44
R	29+92.97	8.87	544.02	544.02
S	30+02.98	8.87	543.59	543.61
T	30+13.00	8.86	543.16	543.20
U	30+23.01	8.83	542.73	542.77
V	30+33.03	8.78	542.30	542.34
W	30+43.04	8.72	541.87	541.89
℄ Brg. S. Abut.	30+53.06	8.64	541.44	541.44
Bk. S. Abut.	30+55.81	8.61	541.33	541.33

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	27+69.48	15.72	553.53	553.53
℄ Brg. N. Abut.	27+72.24	15.73	553.41	553.41
A	27+82.27	15.78	552.98	553.00
B	27+92.29	15.80	552.55	552.59
C	28+02.32	15.81	552.12	552.17
D	28+12.35	15.80	551.69	551.73
E	28+22.38	15.77	551.26	551.29
F	28+32.40	15.72	550.83	550.84
G	28+42.43	15.66	550.41	550.41
℄ Brg. Pier 1	28+52.46	15.58	549.98	549.98
H	28+62.49	15.48	549.55	549.57
℄ Ex Field Splice #1	28+74.52	15.35	549.03	549.10
I	28+84.55	15.41	548.60	548.71
J	28+94.57	15.46	548.17	548.31
K	29+04.60	15.50	547.74	547.89
L	29+14.63	15.51	547.31	547.47
M	29+24.65	15.51	546.89	547.04
N	29+34.68	15.49	546.46	546.59
O	29+44.71	15.45	546.03	546.13
℄ Ex Field Splice #2	29+54.73	15.39	545.60	545.66
P	29+64.76	15.46	545.17	545.19
℄ Brg. Pier 2	29+76.79	15.52	544.65	544.65
Q	29+86.82	15.56	544.22	544.22
R	29+96.84	15.57	543.79	543.80
S	30+06.87	15.57	543.36	543.38
T	30+16.90	15.55	542.93	542.97
U	30+26.93	15.52	542.50	542.55
V	30+36.95	15.47	542.08	542.11
W	30+46.98	15.39	541.65	541.67
℄ Brg. S. Abut.	30+57.01	15.31	541.22	541.22
Bk. S. Abut.	30+59.76	15.28	541.10	541.10

Note:
Offsets are measured from ℄ F.A.P. 502.
Offsets to the left of ℄ F.A.P. 502 are negative.
Offsets to the right of ℄ F.A.P. 502 are positive.

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PLOT DATE = 12/17/2019	CHECKED - ADL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 001-0012
SHEET NO. 8 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	110
		CONTRACT NO. 72A91		
		ILLINOIS FED. AID PROJECT		

Klingner & Associates P.C.

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	27+73.10	22.57	553.32	553.32
℄ Brg. N. Abut.	27+75.86	22.58	553.20	553.20
A	27+85.90	22.62	552.77	552.79
B	27+95.94	22.64	552.34	552.38
C	28+05.98	22.64	551.91	551.95
D	28+16.02	22.62	551.48	551.52
E	28+26.06	22.59	551.05	551.07
F	28+36.10	22.54	550.62	550.62
G	28+46.14	22.47	550.19	550.19
℄ Brg. Pier 1	28+56.17	22.38	549.76	549.76
H	28+66.22	22.27	549.33	549.35
℄ Ex Field Splice #1	28+78.26	22.13	548.82	548.88
I	28+88.30	22.20	548.39	548.49
J	28+98.34	22.24	547.95	548.09
K	29+08.38	22.26	547.52	547.68
L	29+18.42	22.27	547.09	547.25
M	29+28.46	22.26	546.66	546.82
N	29+38.50	22.24	546.23	546.37
O	29+48.54	22.19	545.80	545.91
℄ Ex Field Splice #2	29+58.57	22.12	545.38	545.44
P	29+68.61	22.19	544.95	544.97
℄ Brg. Pier 2	29+80.65	22.24	544.43	544.43
Q	29+90.69	22.27	544.00	544.00
R	30+00.73	22.28	543.57	543.57
S	30+10.77	22.27	543.14	543.16
T	30+20.81	22.25	542.71	542.75
U	30+30.85	22.20	542.28	542.32
V	30+40.89	22.14	541.85	541.89
W	30+50.93	22.06	541.42	541.44
℄ Brg. S. Abut.	30+60.96	21.97	540.99	540.99
Bk. S. Abut.	30+63.72	21.94	540.87	540.87

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	27+76.72	29.42	553.10	553.10
℄ Brg. N. Abut.	27+79.49	29.43	552.98	552.98
A	27+89.54	29.46	552.55	552.58
B	27+99.59	29.47	552.12	552.16
C	28+09.64	29.47	551.69	551.74
D	28+19.69	29.44	551.26	551.30
E	28+29.75	29.40	550.83	550.85
F	28+39.80	29.34	550.40	550.41
G	28+49.85	29.27	549.97	549.97
℄ Brg. Pier 1	28+59.90	29.18	549.54	549.54
H	28+69.96	29.06	549.11	549.14
℄ Ex Field Splice #1	28+82.02	28.92	548.60	548.66
I	28+92.07	28.97	548.17	548.27
J	29+02.12	29.01	547.74	547.87
K	29+12.17	29.03	547.30	547.46
L	29+22.22	29.03	546.87	547.03
M	29+32.27	29.01	546.44	546.59
N	29+42.32	28.98	546.01	546.15
O	29+52.37	28.93	545.58	545.69
℄ Ex Field Splice #2	29+62.42	28.85	545.15	545.22
P	29+72.47	28.91	544.72	544.75
℄ Brg. Pier 2	29+84.53	28.96	544.21	544.21
Q	29+94.58	28.98	543.78	543.78
R	30+04.63	28.98	543.34	543.35
S	30+14.68	28.97	542.91	542.94
T	30+24.73	28.93	542.48	542.52
U	30+34.78	28.88	542.05	542.10
V	30+44.83	28.82	541.62	541.66
W	30+54.88	28.73	541.19	541.22
℄ Brg. S. Abut.	30+64.93	28.63	540.76	540.76
Bk. S. Abut.	30+67.70	28.60	540.65	540.65

Note:
Offsets are measured from ℄ F.A.P. 502.
Offsets to the left of ℄ F.A.P. 502 are negative.
Offsets to the right of ℄ F.A.P. 502 are positive.

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PLOT DATE = 12/17/2019	CHECKED - ADL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 001-0012
SHEET NO. 9 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, 1-3	ADAMS	208	111
		CONTRACT NO. 72A91		
	ILLINOIS	FED. AID PROJECT		

Klingner & Associates P.C.

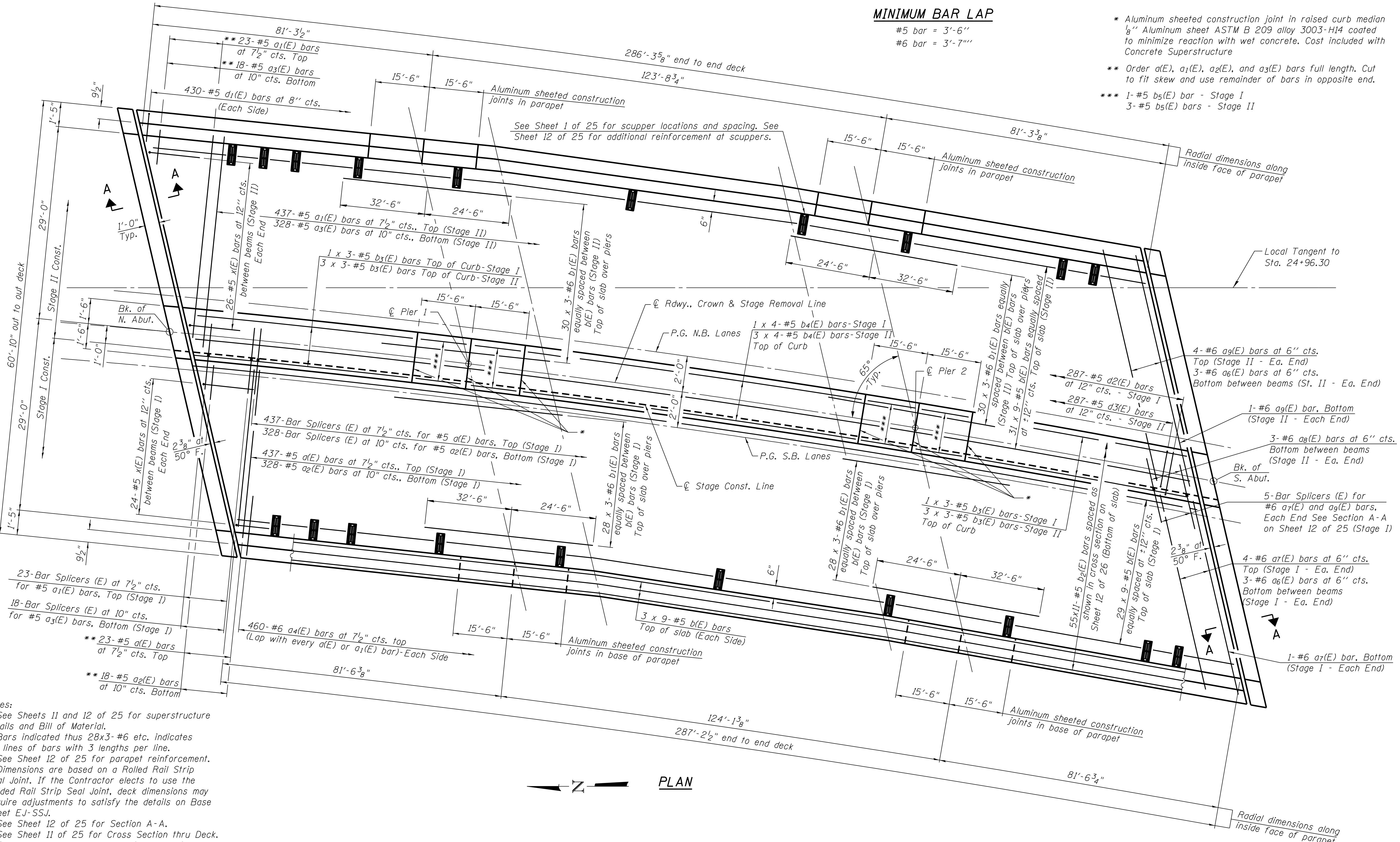
MINIMUM BAR LAP

#5 bar = 3'-6"
#6 bar = 3'-7"

* Aluminum sheeted construction joint in raised curb median 1/8" Aluminum sheet ASTM B 209 alloy 3003-H14 coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure

** Order a(E), a1(E), a2(E), and a3(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

*** 1-#5 b5(E) bar - Stage I
3-#5 b5(E) bars - Stage II



PLAN

Notes:

See Sheets 11 and 12 of 25 for superstructure details and Bill of Material.

Bars indicated thus 28x3-#6 etc. indicates 28 lines of bars with 3 lengths per line.

See Sheet 12 of 25 for parapet reinforcement.

Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on Base Sheet EJ-SSJ.

See Sheet 12 of 25 for Section A-A.

See Sheet 11 of 25 for Cross Section thru Deck.

Place transverse bars perpendicular to girders.

Place longitudinal bars parallel to girders.

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KLINGNER & ASSOCIATES, P.C. Engineers • Architects • Surveyors	USER NAME = rjp	DESIGNED - RJP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE STRUCTURE NO. 001-0012	F.A.P. RTE. 502	SECTION (53RS-10, 42RS) BRR, I-3	COUNTY ADAMS	TOTAL SHEETS 208 / SHEET NO. 112
		CHECKED - ADL	REVISED -					CONTRACT NO. 72A91	
	PLOT SCALE = 25:10 7/8 ':' / in.	DRAWN - BGJ	REVISED -						
	PLOT DATE = 12/17/2019	CHECKED - ADL	REVISED -		SHEET NO. 10 OF 25 SHEETS		ILLINOIS FED. AID PROJECT		

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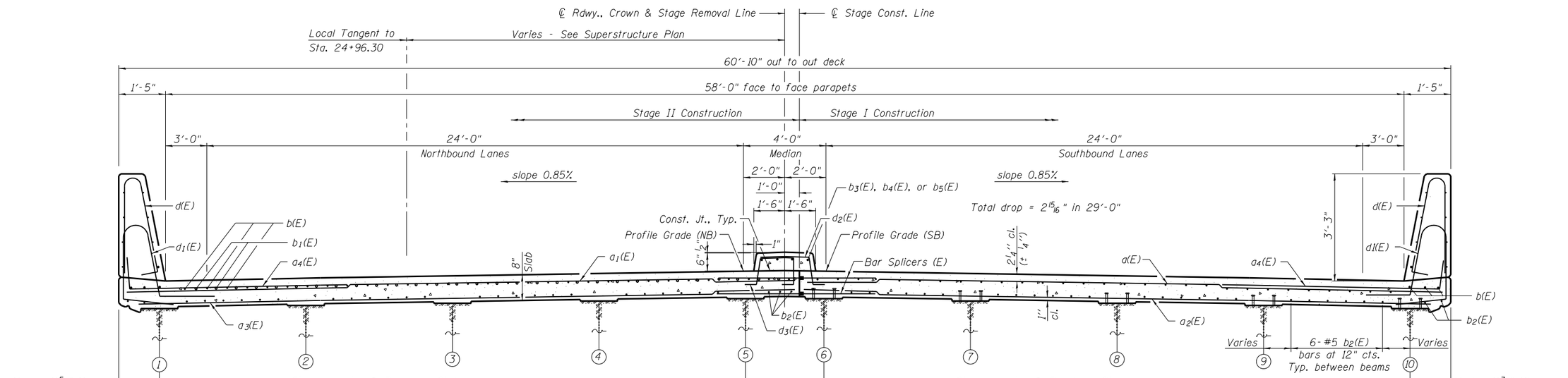
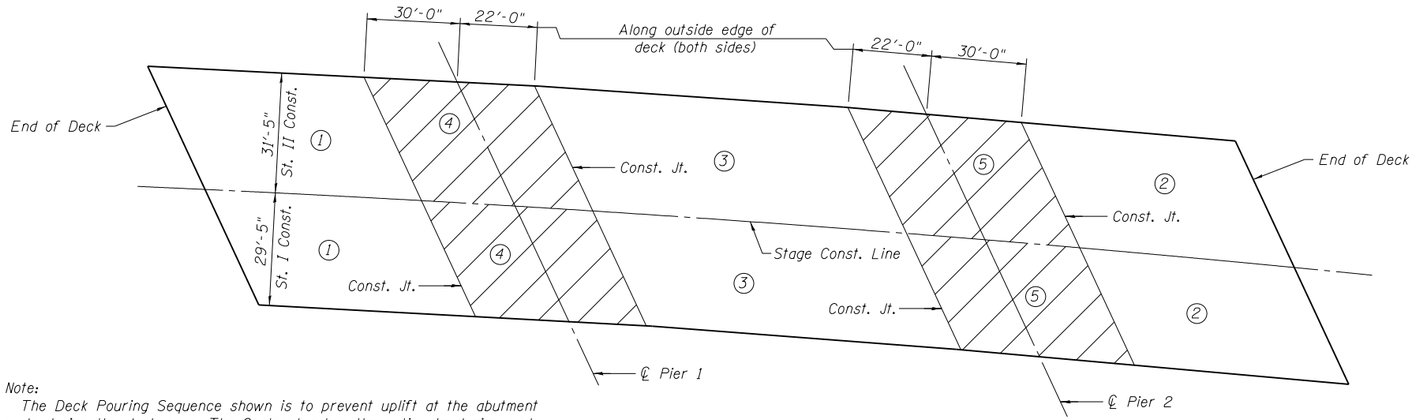
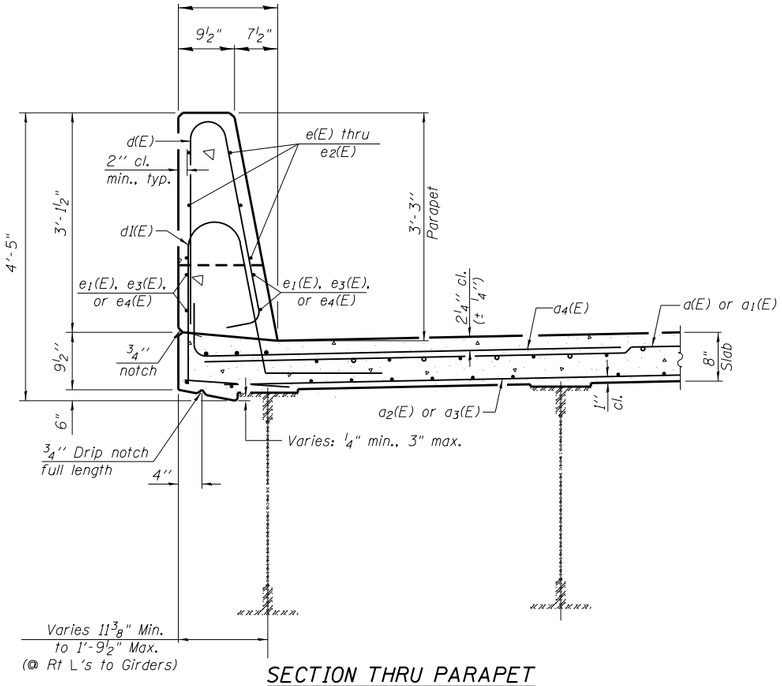


CROSS SECTION

(Looking South)

Note:
Horizontal dimensions are radial except for girder spacings and overhangs which are measured transverse to the girder segments.





SECTION THRU PARAPET

Note:
The Deck Pouring Sequence shown is to prevent uplift at the abutment ends during the deck pour. The Contractor has the option to design and detail a Temporary Hold-Down Device in order to eliminate the Deck Pouring Sequence. The design and details shall be signed and sealed by a licensed Illinois Structural Engineer and submitted to the Engineer for review and approval.

DECK POURING SEQUENCE

When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:

1) At least 72 hours shall have elapsed from the end of the previous pour.
2) The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.

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KLINGNER & ASSOCIATES, P.C.
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 001-0012
SHEET NO. 11 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	113
		CONTRACT NO. 72A91		
	ILLINOIS	FED. AID PROJECT		

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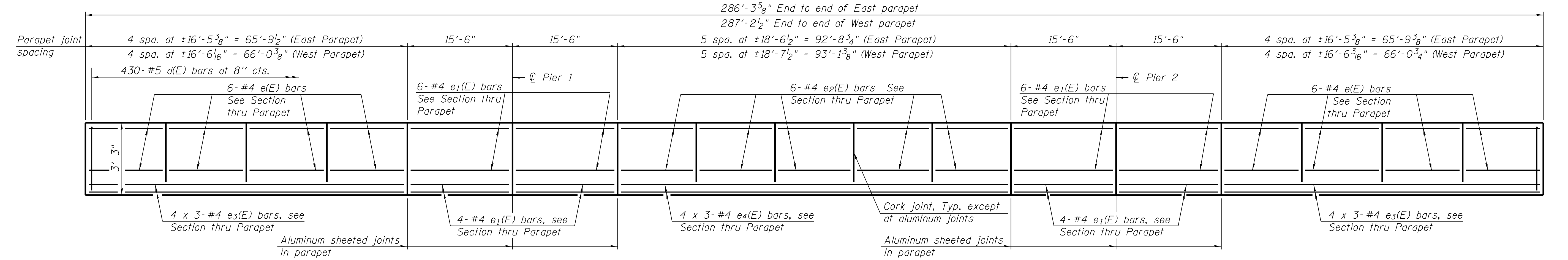
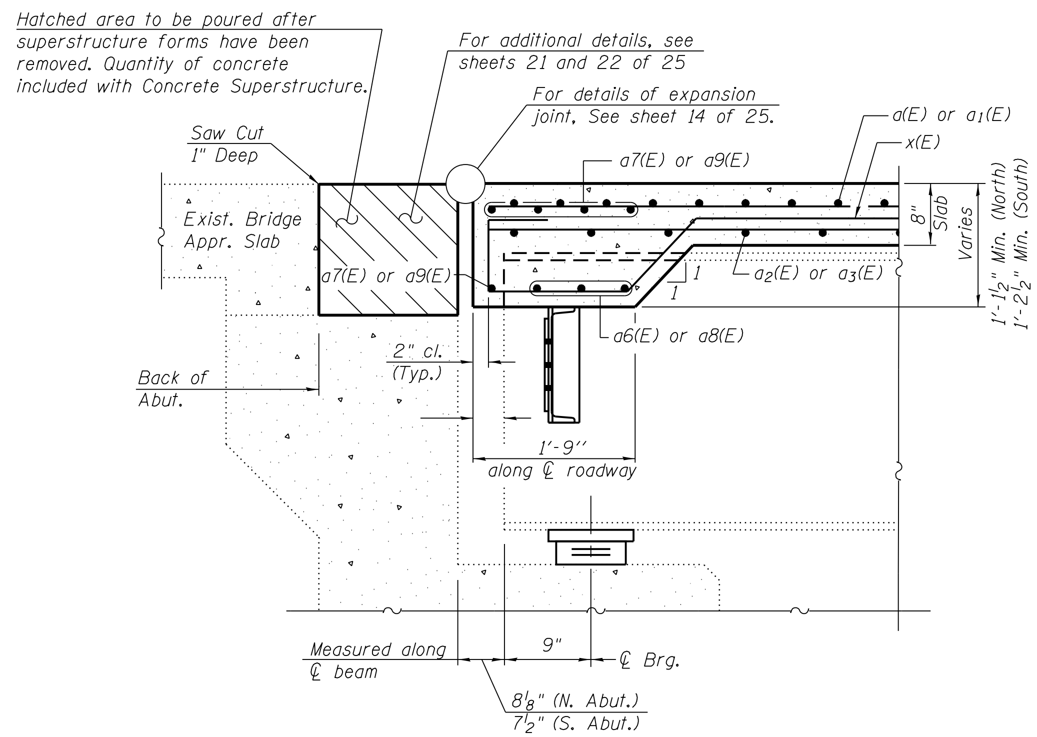
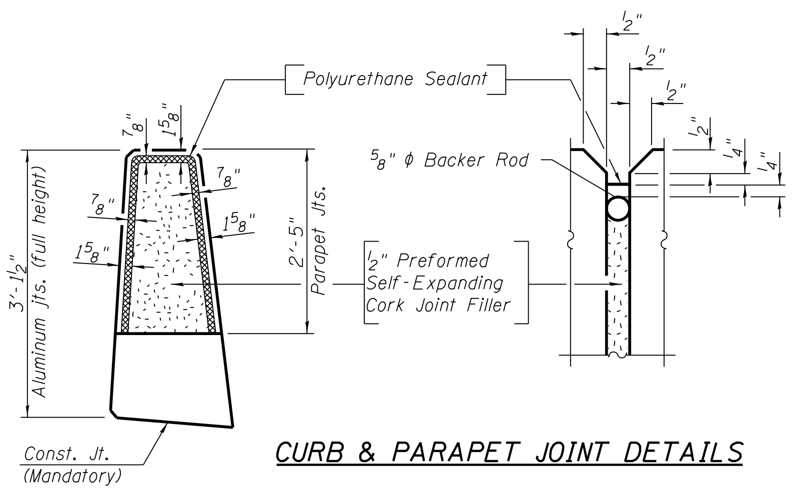


INSIDE ELEVATION OF PARAPET

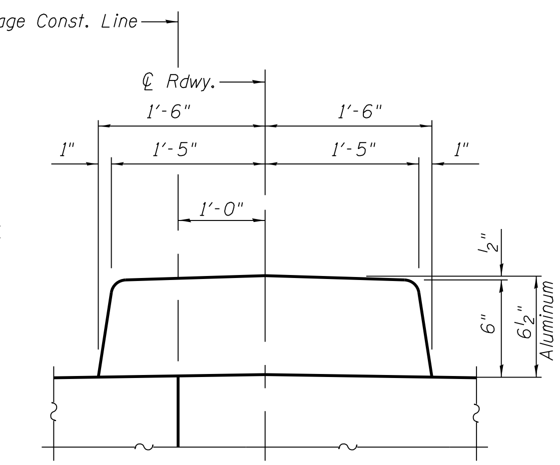


SECTION A-A

(at Rt. L's)



CURB & PARAPET JOINT DETAILS



MINIMUM BAR LAP

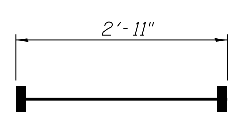
#4 bar = 2'-5"

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	460	#5	29'-1"	
a_1(E)	460	#5	31'-1"	
a_2(E)	346	#5	28'-9"	
a_3(E)	346	#5	30'-9"	
a_4(E)	920	#6	8'-4"	
a_5(E)	160	#5	2'-0"	
a_6(E)	48	#6	7'-0"	
a_7(E)	10	#6	32'-1"	
a_8(E)	6	#6	2'-11"	
a_9(E)	10	#6	34'-3"	
b(E)	594	#5	35'-0"	
b_1(E)	348	#6	21'-6"	
b_2(E)	605	#5	29'-3"	
b_3(E)	24	#5	24'-3"	
b_4(E)	16	#5	26'-0"	
b_5(E)	16	#5	15'-2"	
d(E)	860	#5	6'-5"	
d_1(E)	860	#5	7'-6"	
d_2(E)	287	#5	4'-5"	
d_3(E)	287	#5	5'-8"	
e(E)	96	#4	16'-1"	
e_1(E)	80	#4	15'-2"	
e_2(E)	60	#4	18'-3"	
e_3(E)	48	#4	23'-7"	
e_4(E)	24	#4	32'-7"	
x(E)	100	#5	6'-3"	
Reinforcement Bars, Epoxy Coated			Pound	136,390
Concrete Superstructure			Cu. Yds.	547.1

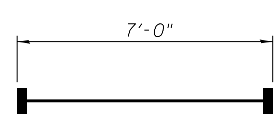
Bars indicated thus 4 x 3-#4 etc. indicates 4 line of bars with 3 lengths per line.

Notes:
The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.



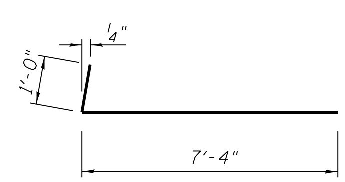
BAR a_8(E)

(Headed)



BAR a_6(E)

(Headed)



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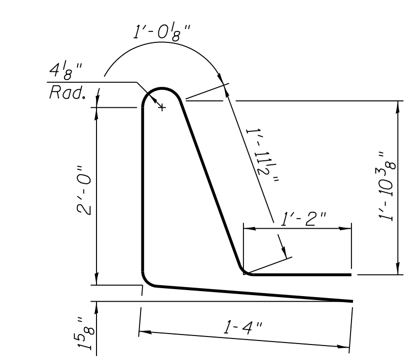

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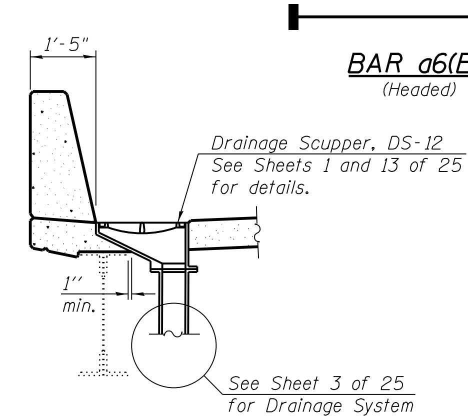
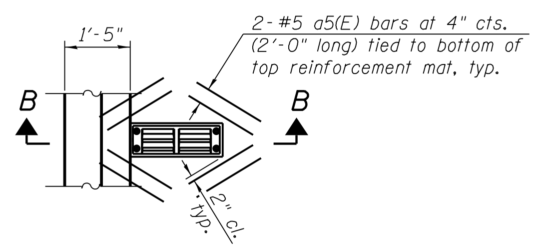
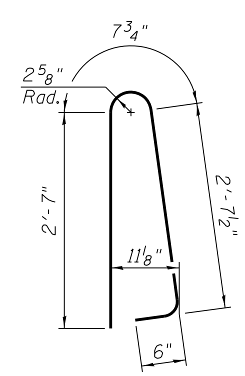


SECTION B-B



PLAN AT DRAINAGE SCUPPER

Note:
Cut longitudinal reinforcement to clear drainage scuppers.



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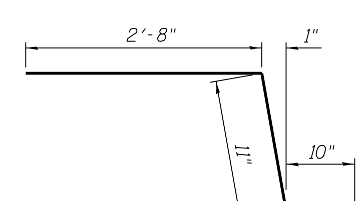

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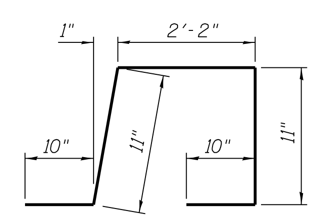

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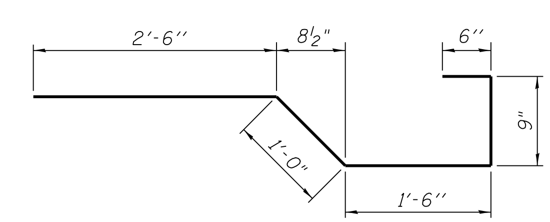

BAR x(E)

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	PLOT SCALE = 25:10 7/8 ':' / in.	DRAWN - BGJ	REVISED -
	PLOT DATE = 12/17/2019	CHECKED - ADL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 001-0012
SHEET NO. 12 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	114
		CONTRACT NO. 72A91		
		ILLINOIS FED. AID PROJECT		

Klingner & Associates P.C.

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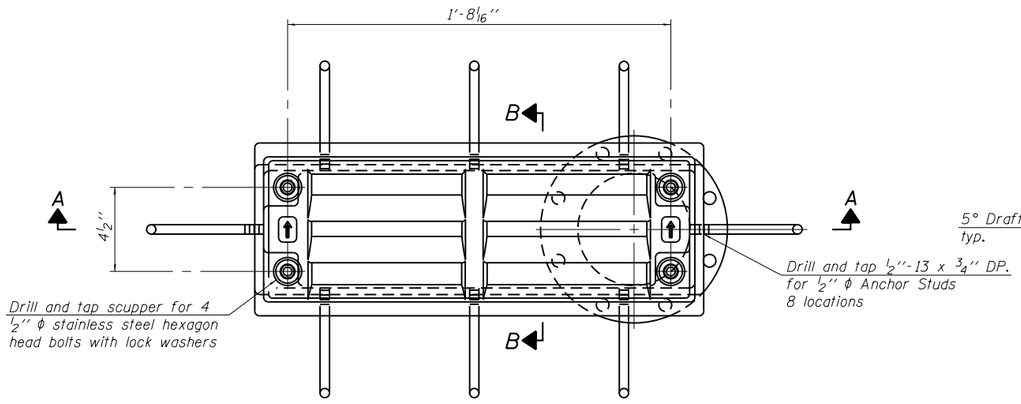
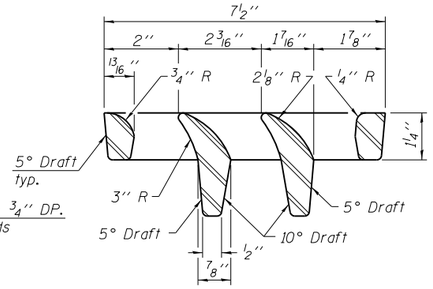
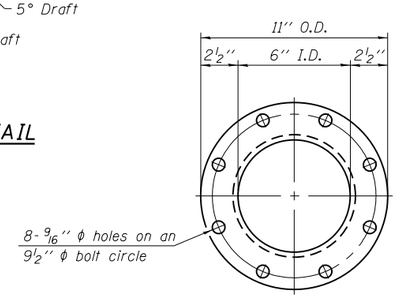


PLAN



VANE GRATE DETAIL



Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

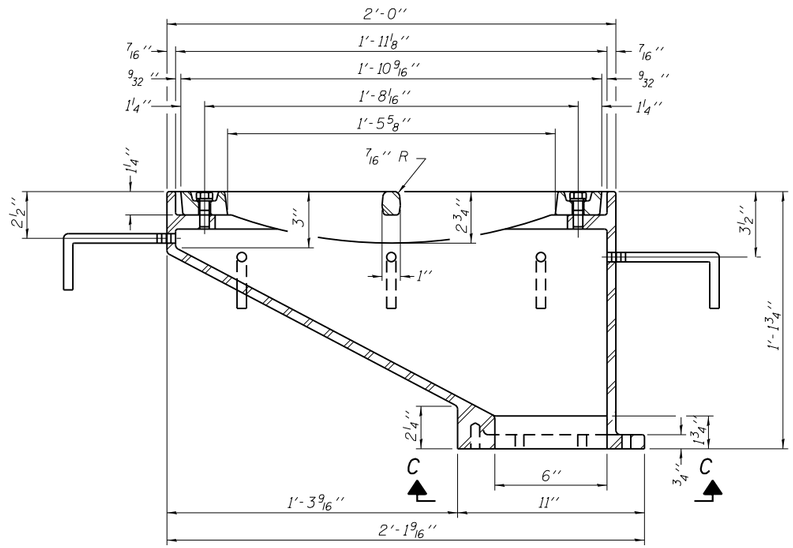
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

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

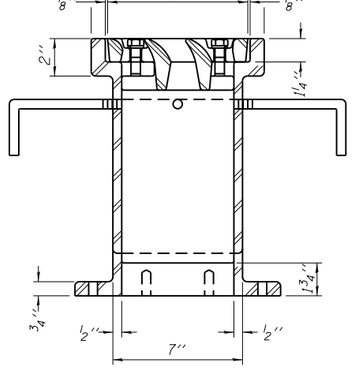
Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-12.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.

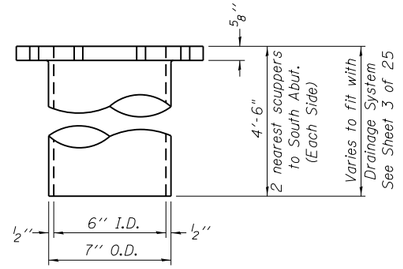


SECTION A-A

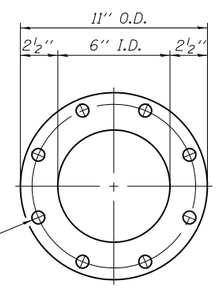
See sheet 12 of 25 for scupper location relative to parapet.



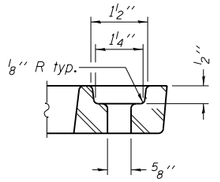
SECTION B-B



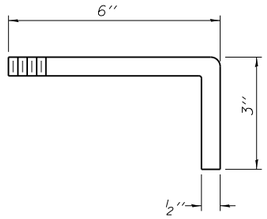
DOWNSPOUT



VIEW C-C



BOLT HOLE DETAIL



ANCHOR STUD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-12	Each	20

DS-12

2-17-2017

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

USER NAME = rjp	DESIGNED - RJP	REVISED -
	CHECKED - ADL	REVISED -
PLOT SCALE = 25:10 7/8 ':' / in.	DRAWN - BGJ	REVISED -
PLOT DATE = 12/17/2019	CHECKED - ADL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-12
STRUCTURE NO. 001-0012
SHEET NO. 13 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	115
		CONTRACT NO. 72A91		
	ILLINOIS	FED. AID PROJECT		

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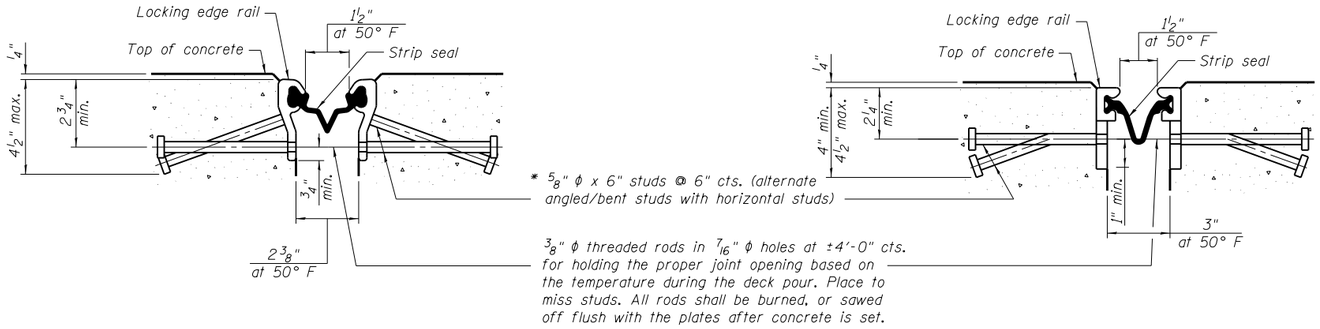


SHOWING ROLLED RAIL JOINT

SHOWING WELDED RAIL JOINT

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

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.

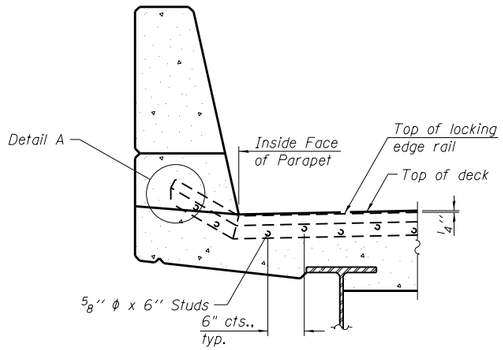
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

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.

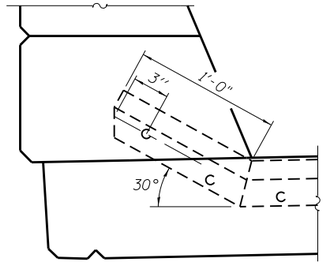
Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.

34" F-shape barrier shown, 42" F-shape similar as noted.

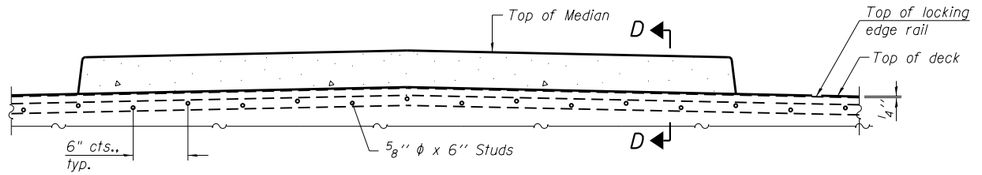
The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to 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.



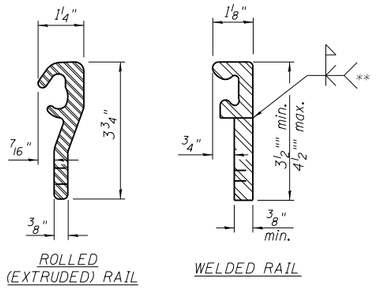
SECTION AT PARAPET



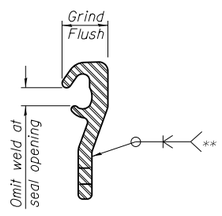
DETAIL A



ELEVATION AT MEDIAN



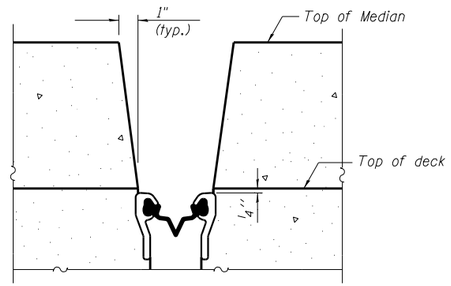
LOCKING EDGE RAILS



LOCKING EDGE RAIL SPLICE

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

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



SECTION D-D
(at Rt. L's)

BILL OF MATERIAL

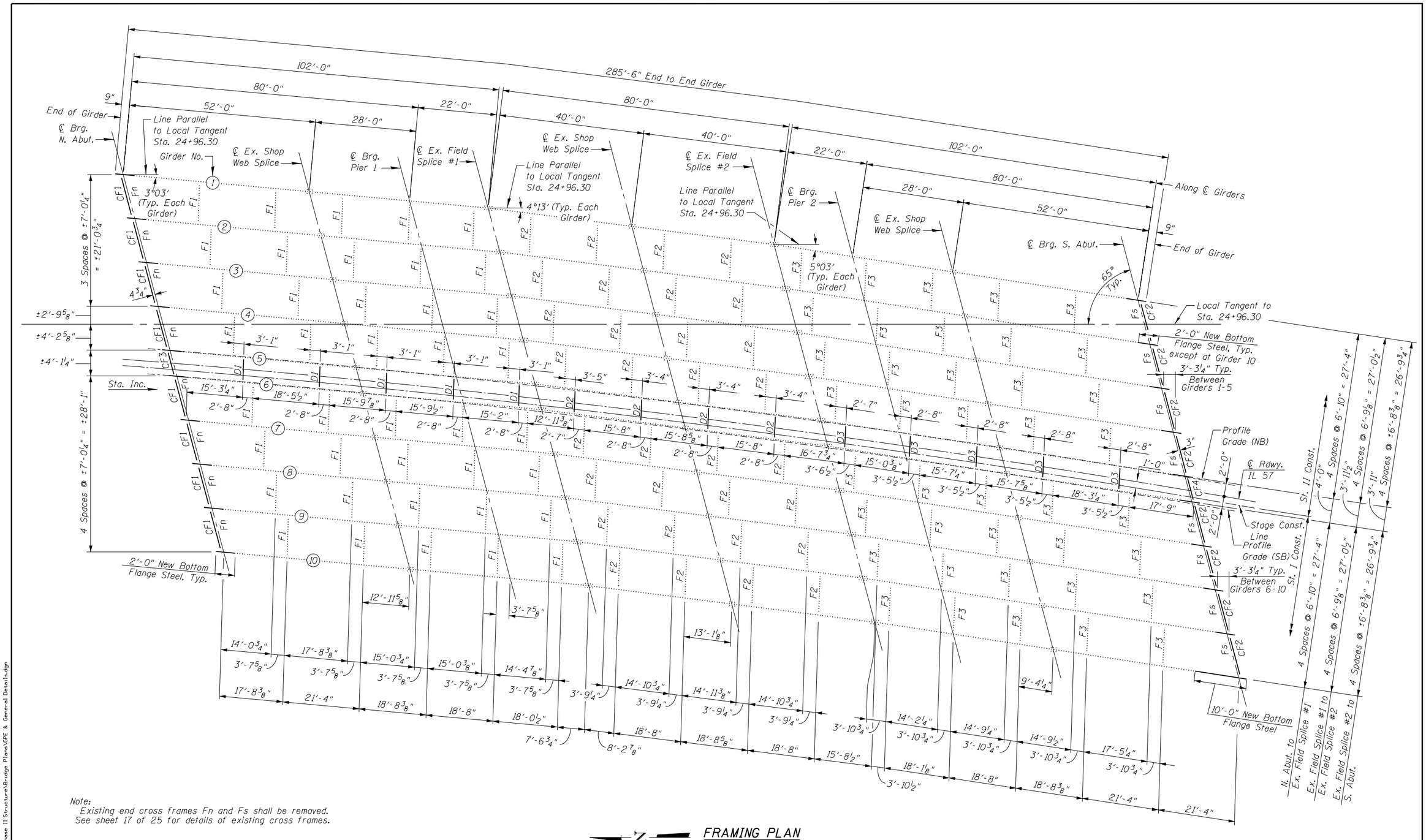
Item	Unit	Total
Preformed Joint Strip Seal	Foot	137

KLINGNER & ASSOCIATES, P.C. Engineers • Architects • Surveyors	USER NAME = rjp	DESIGNED - RJP	REVISED -
		CHECKED - ADL	REVISED -
	PLOT SCALE = 25:10 7/8 '1" / in.	DRAWN - BGJ	REVISED -
	PLOT DATE = 1/17/2020	CHECKED - ADL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 001-0012
SHEET NO. 14 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	116
		CONTRACT NO. 72A91		
	ILLINOIS	FED. AID PROJECT		



Note:
Existing end cross frames Fn and Fs shall be removed.
See sheet 17 of 25 for details of existing cross frames.

N

FRAMING PLAN

KLINGNER & ASSOCIATES, P.C. Engineers • Architects • Surveyors	USER NAME = rjp	DESIGNED - RJP	REVISED -
		CHECKED - ADL	REVISED -
	PLOT SCALE = 25:10 7/8 '=1' in.	DRAWN - BGJ	REVISED -
	PLOT DATE = 12/17/2019	CHECKED - ADL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
STRUCTURE NO. 001-0012
SHEET NO. 15 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	117
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

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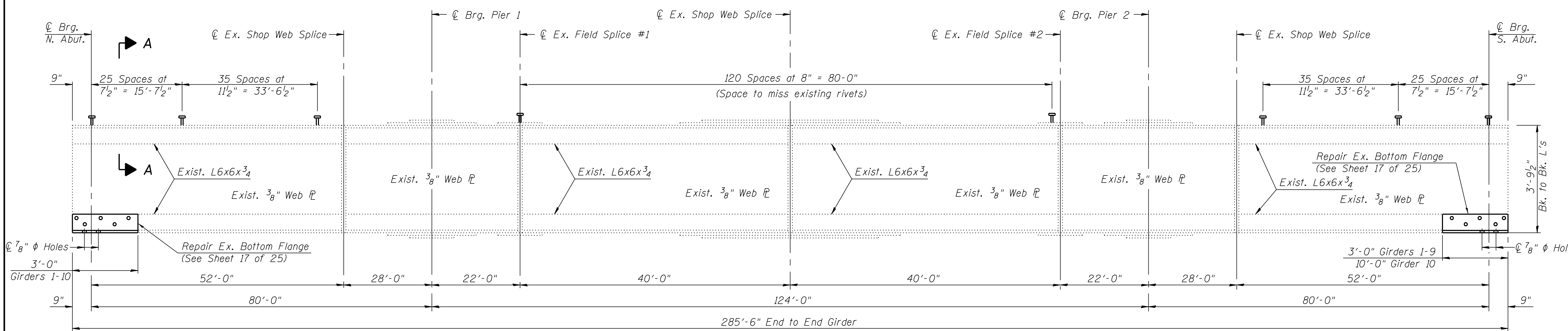
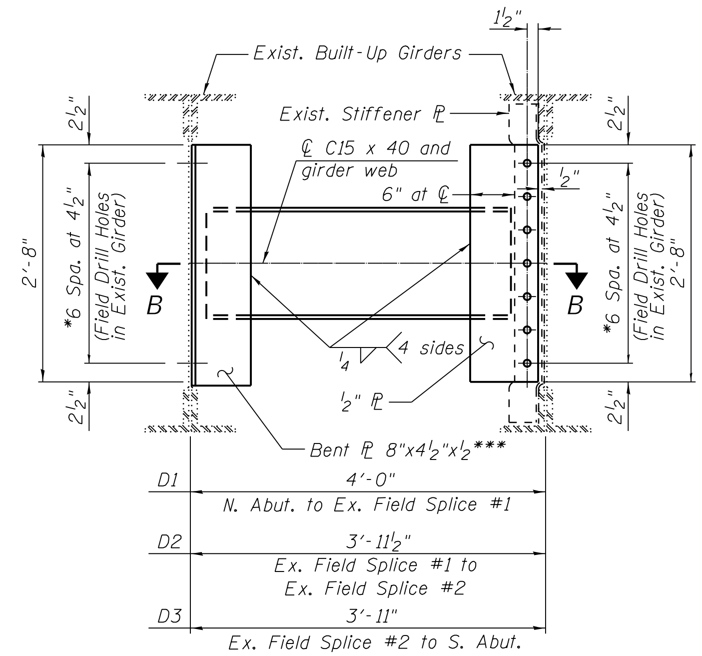


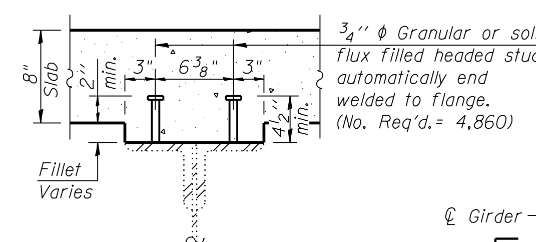
GIRDER ELEVATION

Note:
Existing web stiffeners not shown for clarity.

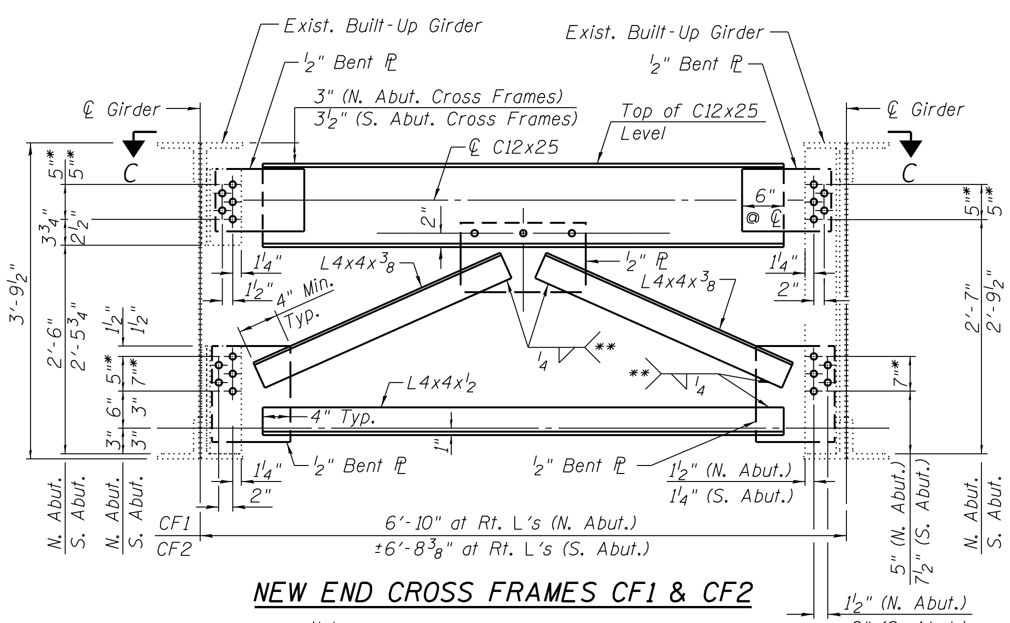


NEW INTERIOR DIAPHRAGMS D1-D3

Notes:
Two hardened washers required for each set of oversized holes.
*¾" ϕ HS bolts. ¹⁵⁄₁₆" ϕ holes
***¹³⁄₁₆" x 1⅞" slotted holes in ½" bent ℙ.
Provide ⁵⁄₁₆" plate washer for slotted holes. Bolts shall be finger-tight prior to the deck pour for Stage II Construction and then be fully tightened after completion of the pour. Bolts shall start at the top of the slot for the bent ℙ on the Stage I side, and at the bottom of the slot for the bent ℙ on the Stage II side.

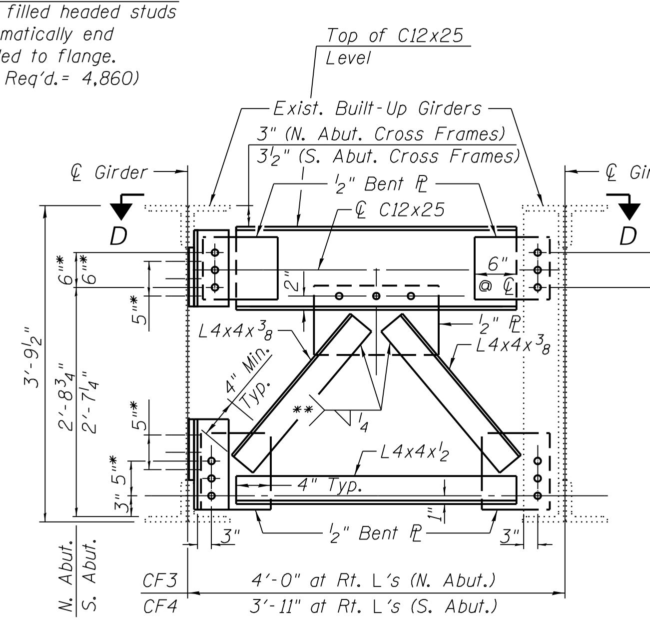


SECTION A-A



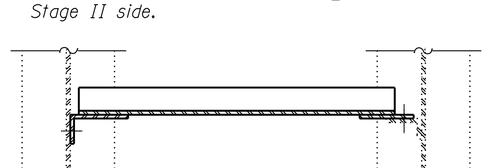
NEW END CROSS FRAMES CF1 & CF2

Note:
Two hardened washers required for each set of oversized holes.
*¾" ϕ HS bolts. ¹⁵⁄₁₆" ϕ holes
**Weld on near side of ½" plate

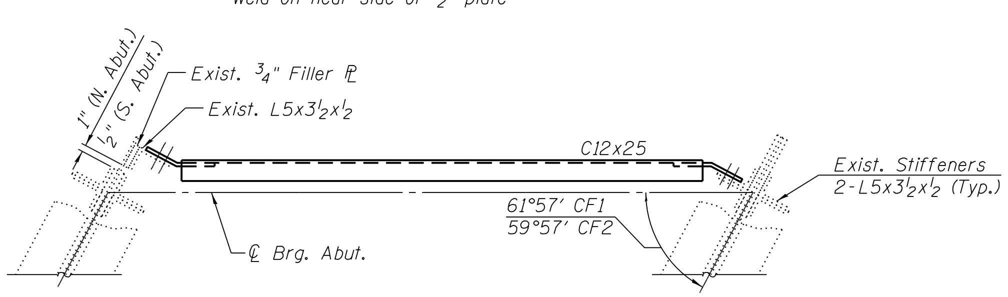


NEW END CROSS FRAMES CF3 & CF4

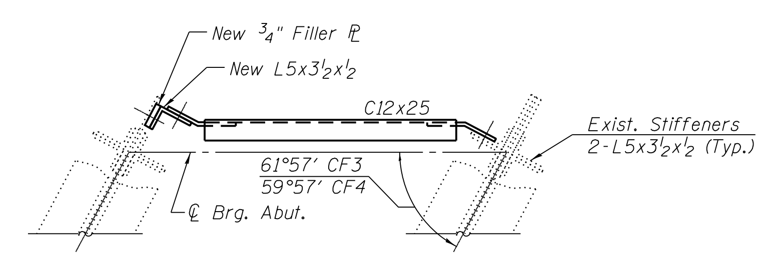
Note:
Two hardened washers required for each set of oversized holes.
*¾" ϕ HS bolts. ¹⁵⁄₁₆" ϕ holes
**Weld on near side of ½" plate



SECTION B-B



SECTION C-C



SECTION D-D

KLINGNER & ASSOCIATES, P.C. Engineers · Architects · Surveyors	USER NAME = rjp	DESIGNED - RJP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GIRDER DETAILS STRUCTURE NO. 001-0012
		CHECKED - ADL	REVISED -		
	PLOT SCALE = 25.10 7/8 ':' / in.	DRAWN - BGJ	REVISED -		
	PLOT DATE = 1/17/2020	CHECKED - ADL	REVISED -		SHEET NO. 16 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	118
		CONTRACT NO. 72A91		
		ILLINOIS FED. AID PROJECT		

Klingner & Associates P.C.

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INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1	Pier	0.6 Sp. 2
Is	(in^4)	12.267	36.467	30.132
Ic(n)	(in^4)	32.769		60.544
Ic(3n)	(in^4)	24.900		46.000
Ss	(in^3)	528	1.473	1.236
Sc(n)	(in^3)	757		1.510
Sc(3n)	(in^3)	697		1.410
Z	(in^3)	898	1.885	1.632
ℓ	(k/')	0.911	1.054	1.018
Mℓ	('k)	285	1.111	808
Sℓ	(k/')	0.408	0.408	0.408
Msℓ	('k)	141	443	341
Mℓ	('k)	272	309	406
MI	('k)	67	68	82
$\frac{5}{3}$[Mℓ + I]	('k)	565	628	813
Ma	('k)	1.288	2.837	2.551
* Mu	('k)	1.831	5.114	3.771
fs ℓ (non-comp)	(ksi)	6.5	9.1	7.8
fs ℓ (comp)	(ksi)	2.4	3.6	2.9
fs $\frac{5}{3}$[Mℓ + M1]	(ksi)	9.0	5.2	6.5
fs (Overload)	(ksi)	17.9	17.9	17.2
** fs (Total)	(ksi)	23.3	23.3	22.4
VR	(k)	22	27	23

INTERIOR GIRDER REACTION TABLE					
		N. Abut.	N. Pier	S. Pier	S. Abut.
Rℓ	(k)	34.4	161.6	161.6	34.4
Rℓ	(k)	18.9	31.4	31.4	18.9
R1	(k)	4.6	4.8	4.8	4.6
R Total	(k)	57.9	197.8	197.8	57.9

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

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

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

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

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

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

Mℓ: Un-factored moment due to non-composite dead load (kip-ft.).

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

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

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

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

Ma: Factored design moment (kip-ft.).
1.3 [Mℓ + Msℓ + $\frac{5}{3}$ (Mℓ + MI)]

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

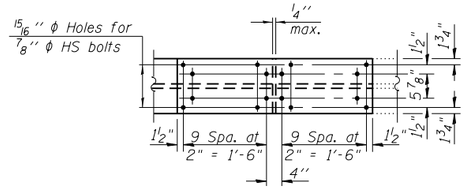
fs (Overload): Sum of stresses as computed from the moments below (ksi).
Mℓ + Msℓ + $\frac{5}{3}$ (Mℓ + MI)

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

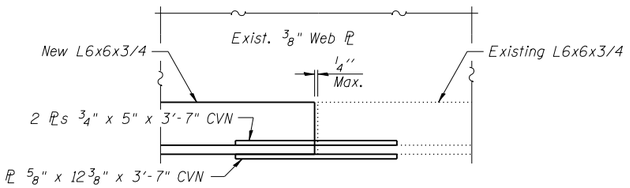
VR: Maximum ℓ + impact shear range within the composite portion of the span for stud shear connector design (kips).

① TOP OF GIRDER ELEVATIONS				
Beam No.	℄ Brg. N. Abut.	℄ Brg. Pier 1	℄ Brg. Pier 2	℄ Brg. S. Abut.
1	553.43	549.96	544.66	541.29
2	553.34	549.87	544.56	541.19
3	553.23	549.81	544.44	541.05
4	553.14	549.71	544.34	540.95
5	553.06	549.57	544.22	540.84
6	552.97	549.48	544.13	540.74
7	552.75	549.28	543.93	540.53
8	552.54	549.06	543.70	540.27
9	552.34	548.84	543.49	540.07
10	552.12	548.62	543.25	539.86

① Theoretical top of girder after new bearings are in place



FLANGE SPLICE PLAN

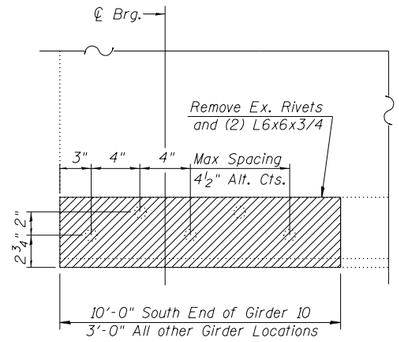


ELEVATION

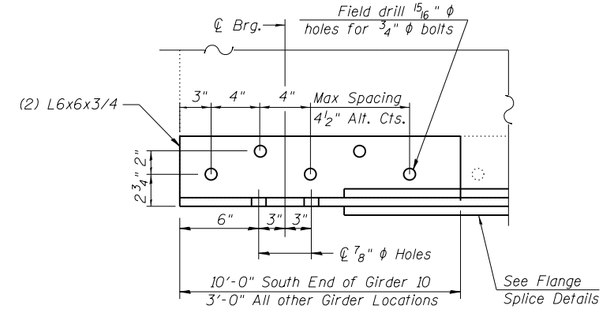
FLANGE SPLICE DETAIL

(20 Required)

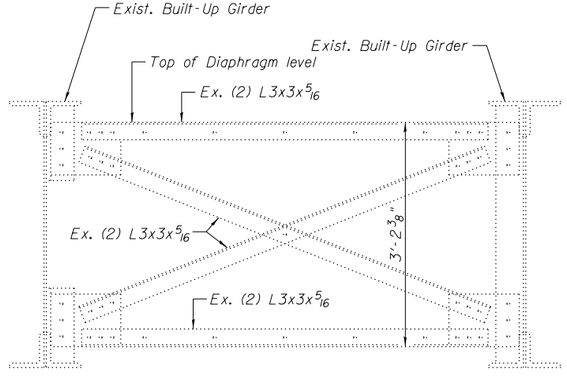
Notes:
The existing web stiffeners need to be trimmed in order to place new flange splice plates. At the Contractor's option, the stiffeners may be removed and replaced with new stiffeners and 3/4" ϕ bolts. Cost included with Furnishing and Erecting Structural Steel.
"CVN" denotes plates to which Charpy V-Notch impact energy requirements, Zone 2 are applicable.



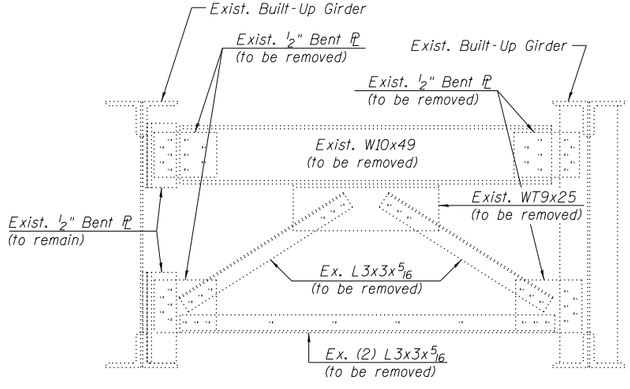
BOTTOM FLANGE REMOVAL DETAIL



BOTTOM FLANGE REPAIR DETAIL



EXISTING CROSS FRAMES F1, F2, F3



EXISTING CROSS FRAMES Fn & Fs

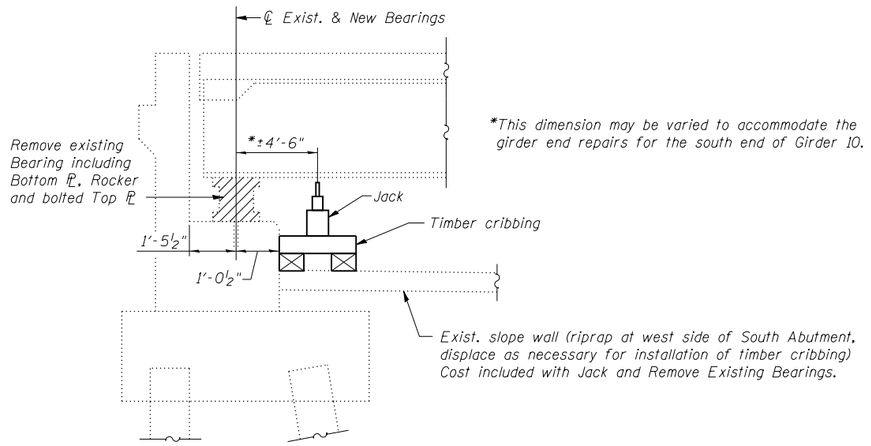
USER NAME = rjp	DESIGNED - RJP	REVISED -	
	CHECKED - ADL	REVISED -	
PLOT SCALE = 25.10 7/8 '1' / in.	DRAWN - BGJ	REVISED -	
PLOT DATE = 1/17/2020	CHECKED - ADL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER DETAILS
STRUCTURE NO. 001-0012
SHEET NO. 17 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	119
		CONTRACT NO. 72A91		
		ILLINOIS	FED. AID PROJECT	

Klingner & Associates P.C.



*This dimension may be varied to accommodate the girder end repairs for the south end of Girder 10.

AT NORTH AND SOUTH ABUTMENTS

EXISTING BEARING REMOVAL DETAIL

JACK AND REMOVE EXISTING BEARINGS PROCEDURES

1. Jacking and Cribbing shall be done after existing deck removal is completed.
2. The Contractor shall submit for approval by the Engineer plans for jacking and cribbing, prior to commencing any work at the bearings. The maximum dead load reaction with the deck removed (per bearing) at the north and south abutments = 10 kips. The minimum jack capacity at each beam shall be 20 kips at the north and south abutments.
3. Top of beam elevations shall be measured prior to jacking and shall remain the same after bearings are in place.
4. There shall be at least one jack per bearing and the jack shall be placed close to the bearing. The steel shall be raised a maximum of ¼" and shall be blocked in position until after the completion of the installation of new bearings.
5. Burn the existing anchor bolts flush with the concrete surface, grind smooth, and seal with epoxy. The rockers and top and bottom plates shall be removed. Cost of removing anchor bolts, rockers, top plates, and bottom plates shall be included with "Jack and Remove Existing Bearings."
6. Anchor bolts shall be set before bolting diaphragms over supports.
7. The new elastomeric bearings shall be in place and the jacks lowered before the new concrete deck is poured.

BILL OF MATERIAL

Item	Unit	Total
Jack and Remove Existing Bearings	Each	20

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

USER NAME = rjp	DESIGNED - RJP	REVISED -
	CHECKED - ADL	REVISED -
PLOT SCALE = 25:10 7/8 ':' / in.	DRAWN - BGJ	REVISED -
PLOT DATE = 1/17/2020	CHECKED - ADL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JACK & REMOVE EXISTING BEARINGS
STRUCTURE NO. 001-0012
SHEET NO. 18 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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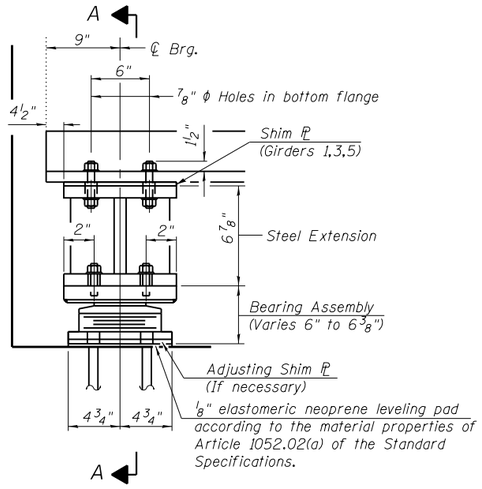
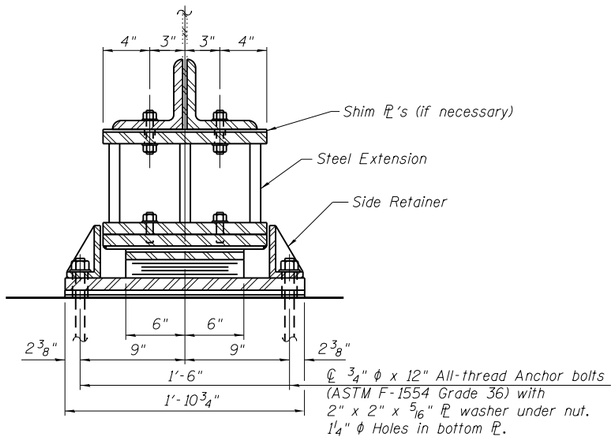
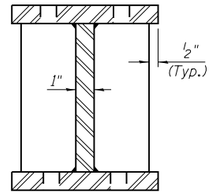
		CONTRACT NO. 72A91		
	ILLINOIS	FED. AID PROJECT		



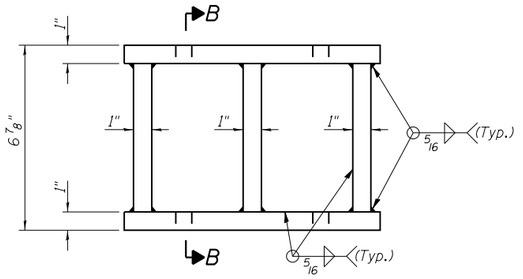
ELEVATION AT ABUT.



SECTION A-A

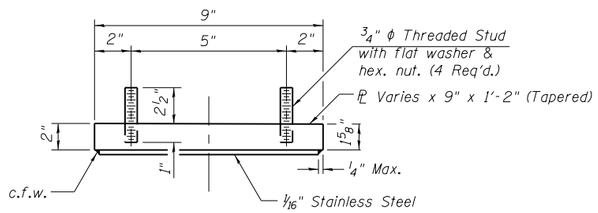


SECTION B-B

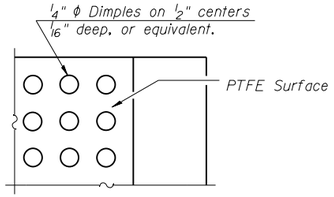


ELEVATION - STEEL EXTENSION

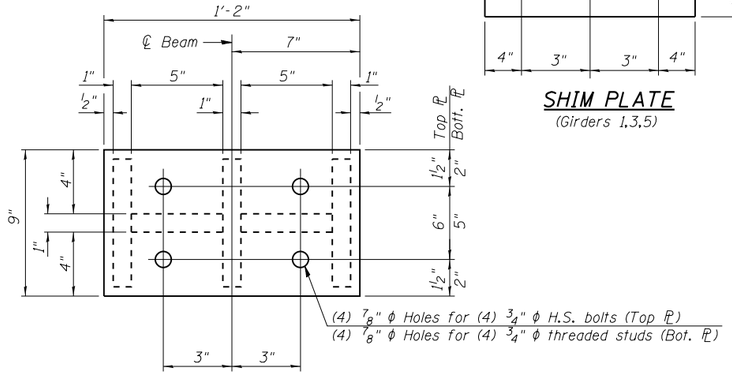
TYPE II ELASTOMERIC EXP. BRG. - N. ABUT.



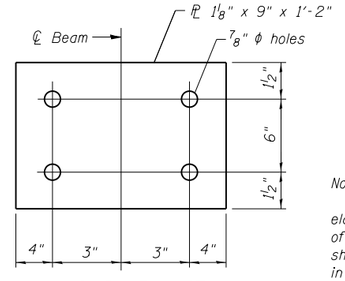
TOP BEARING ASSEMBLY



PLAN-PTFE SURFACE



PLAN - STEEL EXTENSION



SHIM PLATE
(Girders 1,3,5)

Notes:

Side retainers and leveling pads required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II. The cost of the shim plates, steel extensions, and hardware shall be included in the cost of Furnishing & Erecting Structural Steel.

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

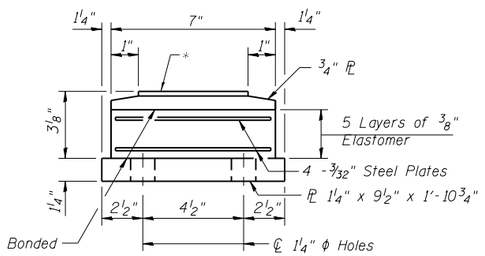
The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

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

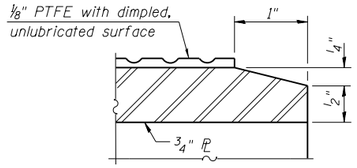
All (embedded and separate) bearing plates, side retainers, extensions, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable unless noted otherwise.

Two 1/8 in. adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims.

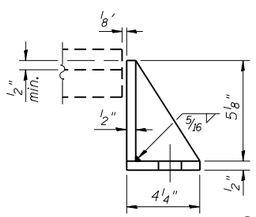


BOTTOM BEARING ASSEMBLY

*1/8" PTFE dimpled, unlubricated

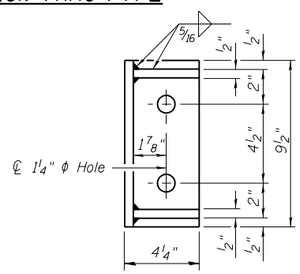


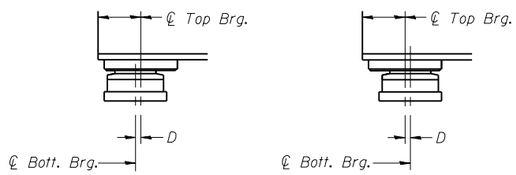
SECTION THRU PTFE



SIDE RETAINER

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





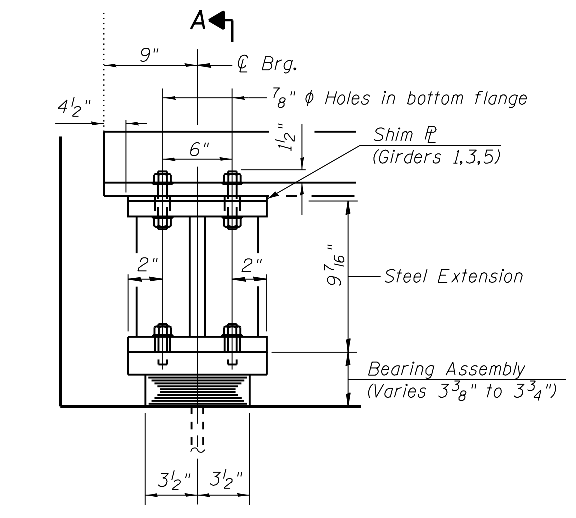
D=1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

EXPANSION BEARING ORIENTATION

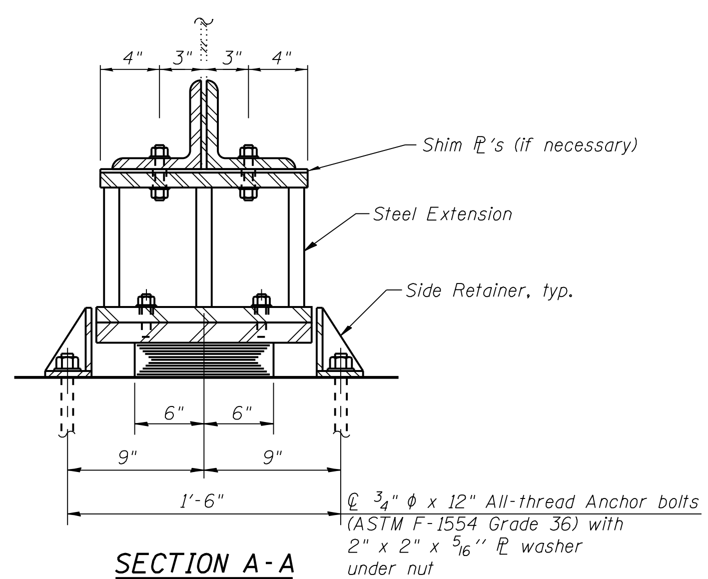
The above diagrams are for informational purposes only to show the amount of expected offset "D" for the current temperature in the field.

BILL OF MATERIAL

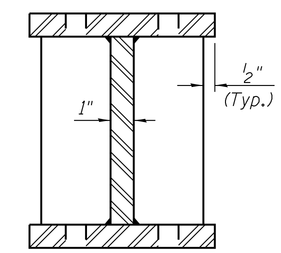
Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	10
Anchor Bolts, 3/4"	Each	40



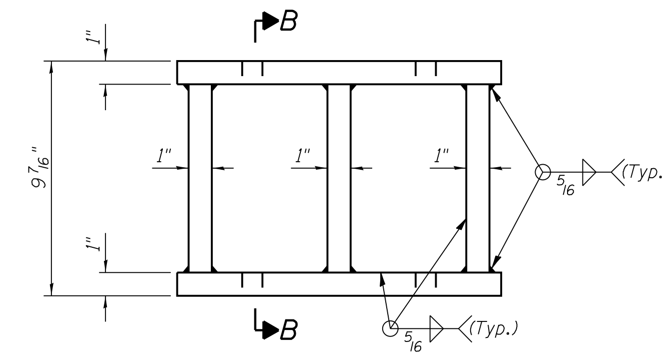
ELEVATION AT ABUT.



SECTION A-A

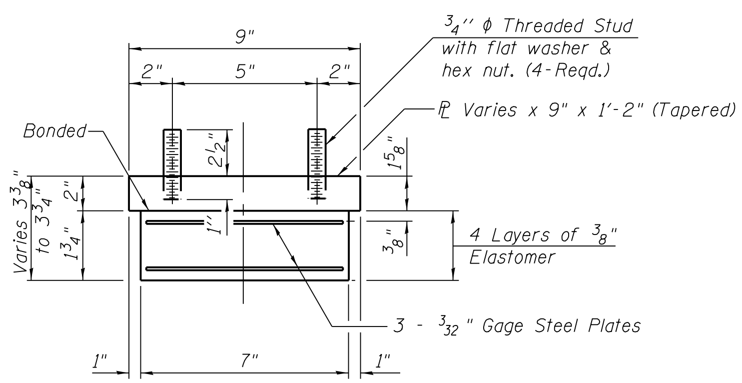


SECTION B-B



ELEVATION - STEEL EXTENSION

TYPE I ELASTOMERIC EXP. BRG. - S. ABUT.



BEARING ASSEMBLY

Note:
Shim plates shall not be placed under Bearing Assembly.

Notes:

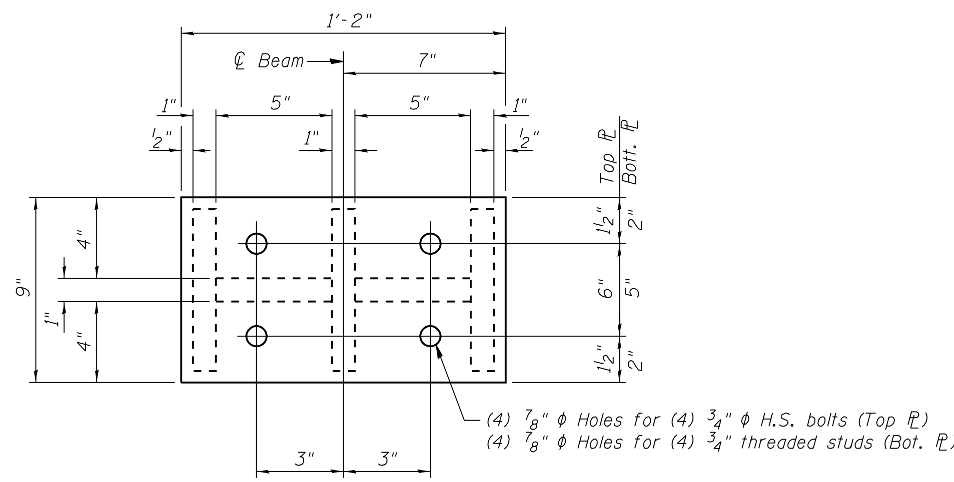
Side retainers and stainless steel plates required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I. The cost of the shim plates, steel extensions, and hardware shall be included in the cost of Furnishing & Erecting Structural Steel.

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

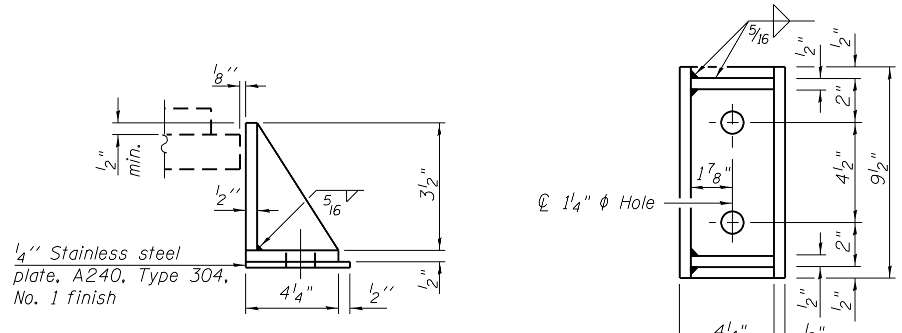
Prior to ordering any material, the Contractor shall verify in the field all bearing heights and shim thickness dimensions.

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

Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims. For Type I Elastomeric Bearings, two ⅛ in. shims of the dimensions shown on the shim plate detail shall be provided and placed as shown on bearing details.

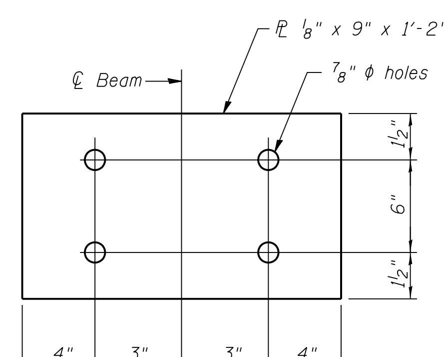


PLAN - STEEL EXTENSION



SIDE RETAINER

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



SHIM ℘ - ABUTS.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	10
Anchor Bolts, ¾"	Each	40

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

USER NAME = rjp	DESIGNED - RJP	REVISED -
	CHECKED - ADL	REVISED -
PLOT SCALE = 25:10 7/8 ':' / in.	DRAWN - BGJ	REVISED -
PLOT DATE = 1/17/2020	CHECKED - ADL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

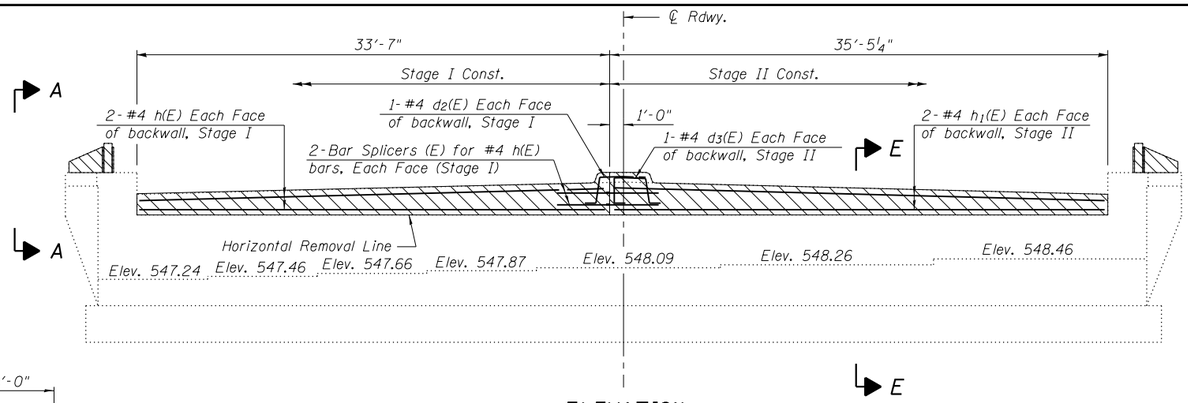
BEARING DETAILS – SOUTH ABUTMENT
STRUCTURE NO. 001-0012

SHEET NO. 20 OF 25 SHEETS

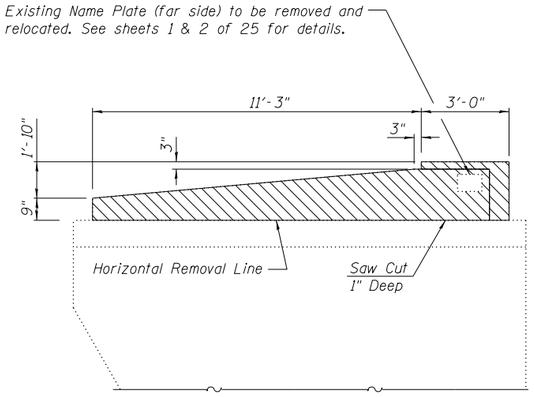
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	122

CONTRACT NO. 72A91
ILLINOIS FED. AID PROJECT

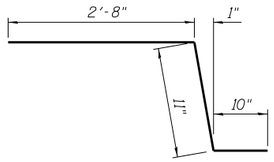
Klingner & Associates P.C.



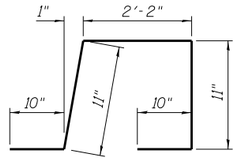
ELEVATION
(Looking North)



VIEW A-A



BAR d2(E)



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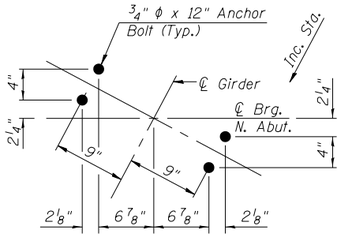
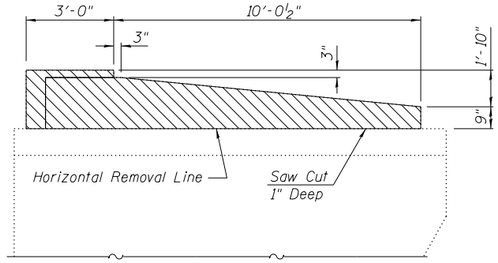
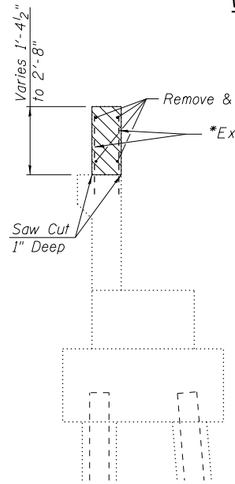


ANCHOR BOLT LOCATION DETAIL

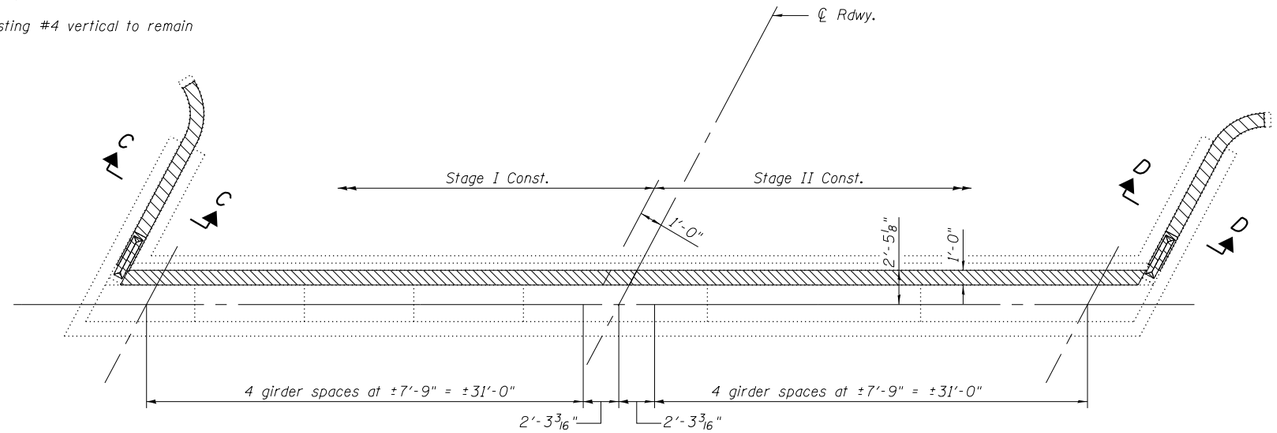


VIEW B-B

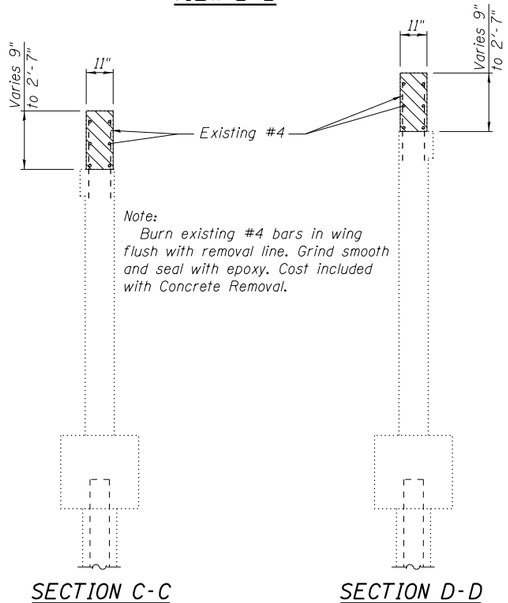


SECTION E-E

*Clean, straighten, and incorporate into new backwall. Cost included with Concrete Removal.



PLAN



SECTION C-C

SECTION D-D

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	4	#4	33'-0"	——
h_1(E)	4	#4	35'-6"	——
d_2(E)	2	#5	4'-5"	⌐
d_3(E)	2	#5	5'-8"	⌐
Reinforcement Bars, Epoxy Coated			Pound	200
Concrete Removal			Cu. Yd.	7.3

LEGEND

Concrete Removal

KLINGNER & ASSOCIATES, P.C. Engineers · Architects · Surveyors	USER NAME = rjp	DESIGNED - RJP	REVISED -
		CHECKED - ADL	REVISED -
	PLOT SCALE = 25:10 7/8 '1' / in.	DRAWN - BGJ	REVISED -
	PLOT DATE = 12/17/2019	CHECKED - ADL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT REMOVAL
STRUCTURE NO. 001-0012
SHEET NO. 21 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	123
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

Klingner & Associates P.C.

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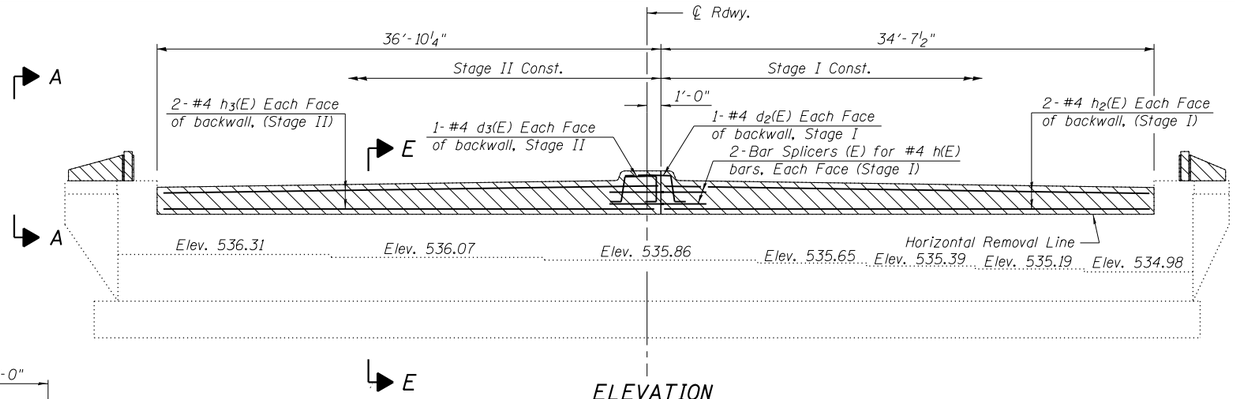
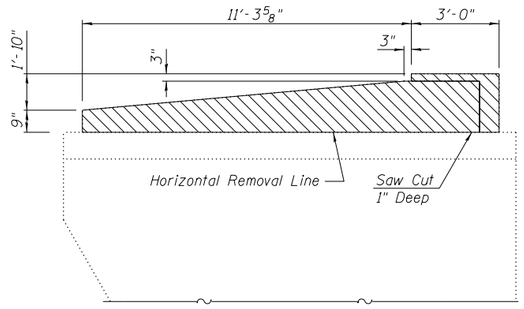
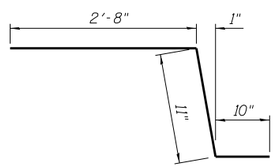


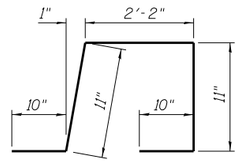
ELEVATION
(Looking South)



VIEW A-A



BAR d2(E)



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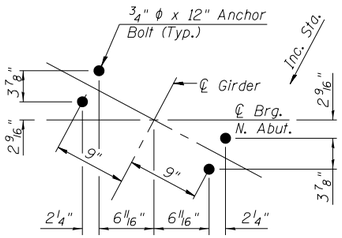
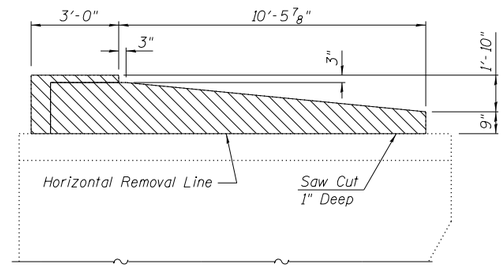
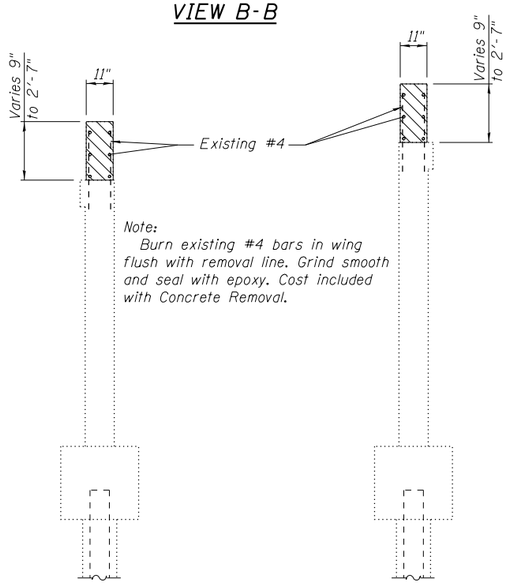


ANCHOR BOLT LOCATION DETAIL

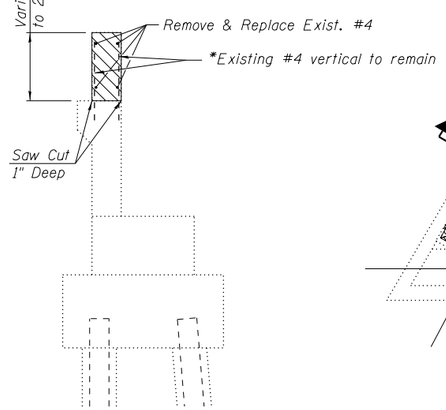


VIEW B-B



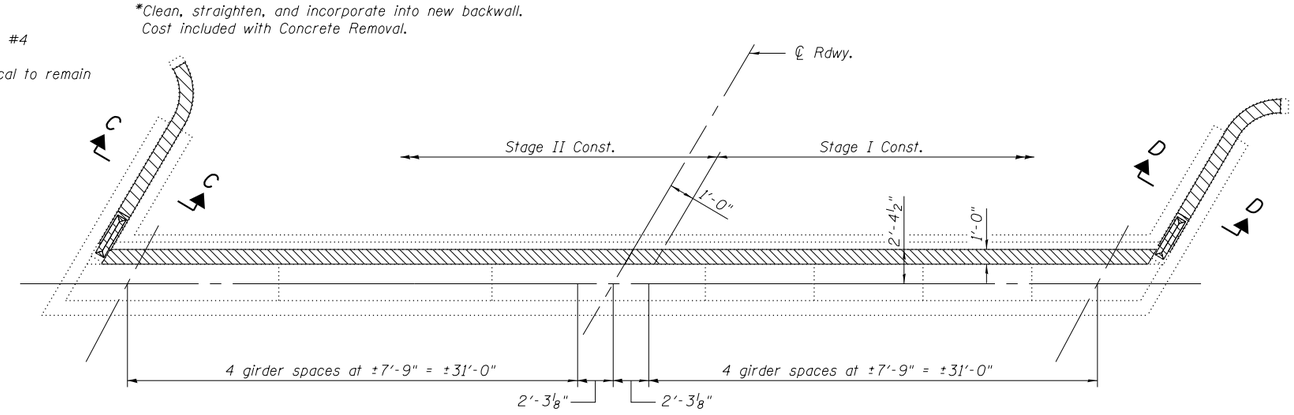
SECTION C-C

SECTION D-D



SECTION E-E

*Clean, straighten, and incorporate into new backwall. Cost included with Concrete Removal.



PLAN

LEGEND

Concrete Removal

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h_2(E)$	4	#4	34'-0"	——
$h_3(E)$	4	#4	36'-6"	——
$d_2(E)$	2	#5	4'-5"	⌐¬
$d_3(E)$	2	#5	5'-8"	⌐¬
Reinforcement Bars, Epoxy Coated			Pound	210
Concrete Removal			Cu. Yd.	7.7

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PLOT DATE = 12/17/2019	CHECKED - ADL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT REMOVAL
STRUCTURE NO. 001-0012
SHEET NO. 22 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	124
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

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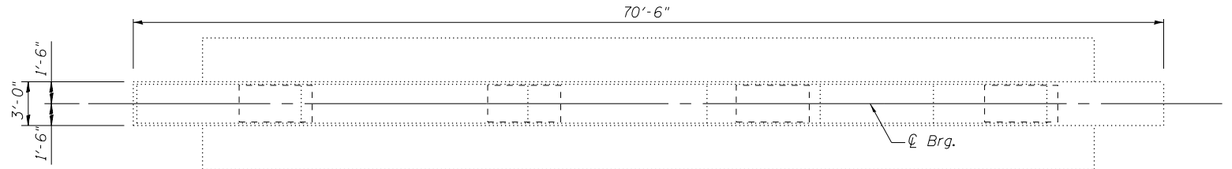
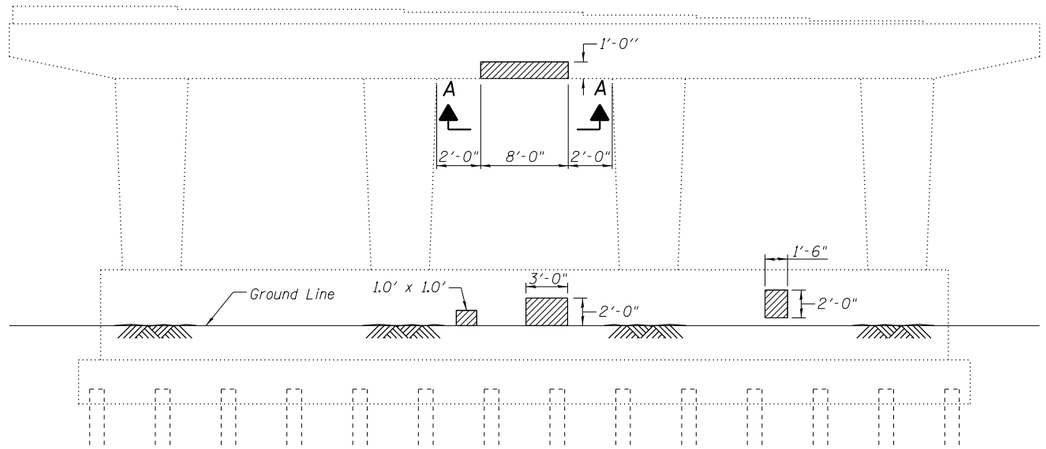
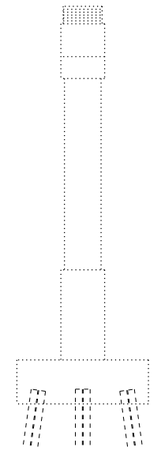


PLAN



NORTH ELEVATION
(Looking South)



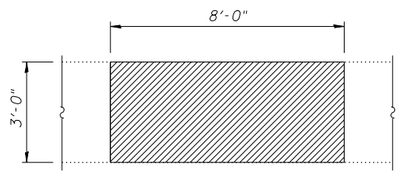
EAST END VIEW
(Looking West)

LEGEND

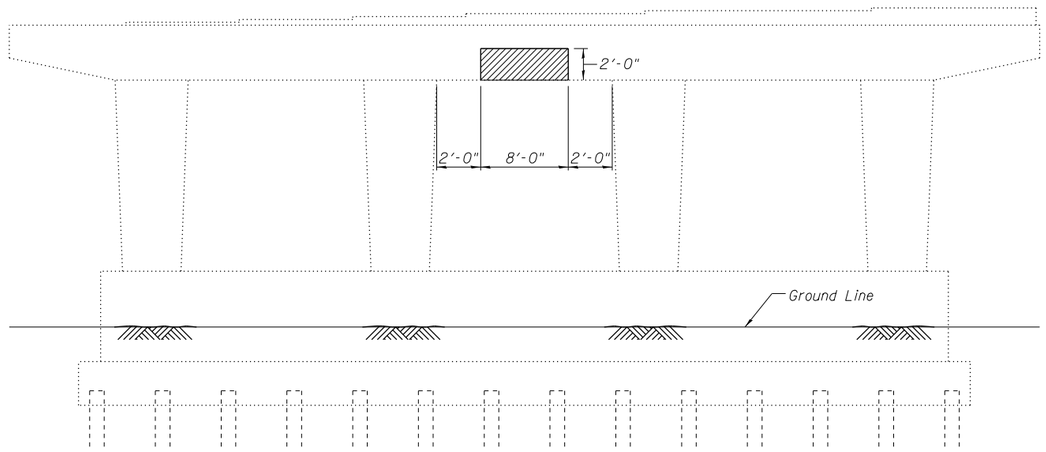
Structural Repair of Concrete
(Depth equal to or less than 5 inches)

BILL OF MATERIAL

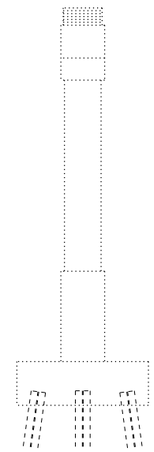
Item	Unit	Total
Structural Repair of Concrete (Depth<5")	Sq. Ft.	58



SECTION A-A



SOUTH ELEVATION
(Looking North)



WEST END VIEW
(Looking East)

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PLOT DATE = 12/17/2019	CHECKED - ADL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1 REPAIRS
STRUCTURE NO. 001-0012
SHEET NO. 23 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	125
		CONTRACT NO. 72A91		
	ILLINOIS	FED. AID PROJECT		

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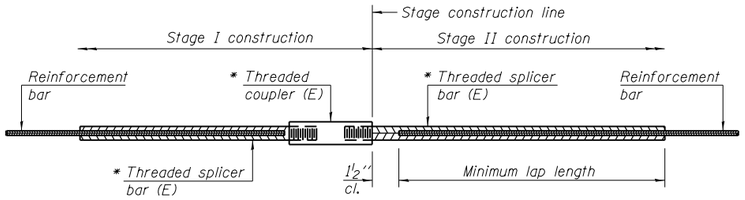
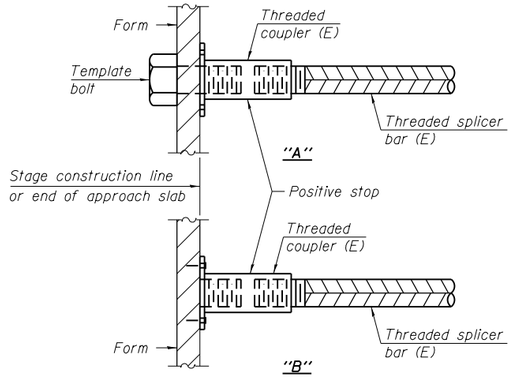


STANDARD BAR SPLICER ASSEMBLY

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

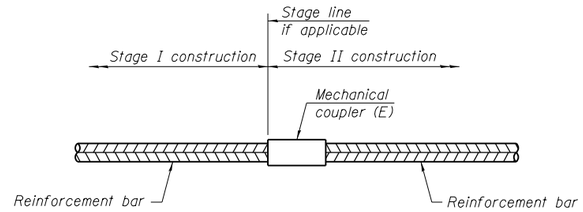
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Bridge Deck	#5	806	3'-6"
Bridge Deck	#6	10	3'-7"
Hatch Blocks	#4	8	2'-5"



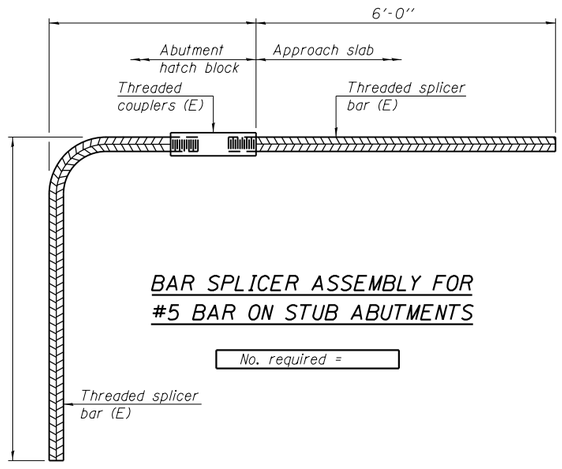
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

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

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

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

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PLOT SCALE = 25:10 7/8 '1' / in.	DRAWN - BGJ	REVISED -
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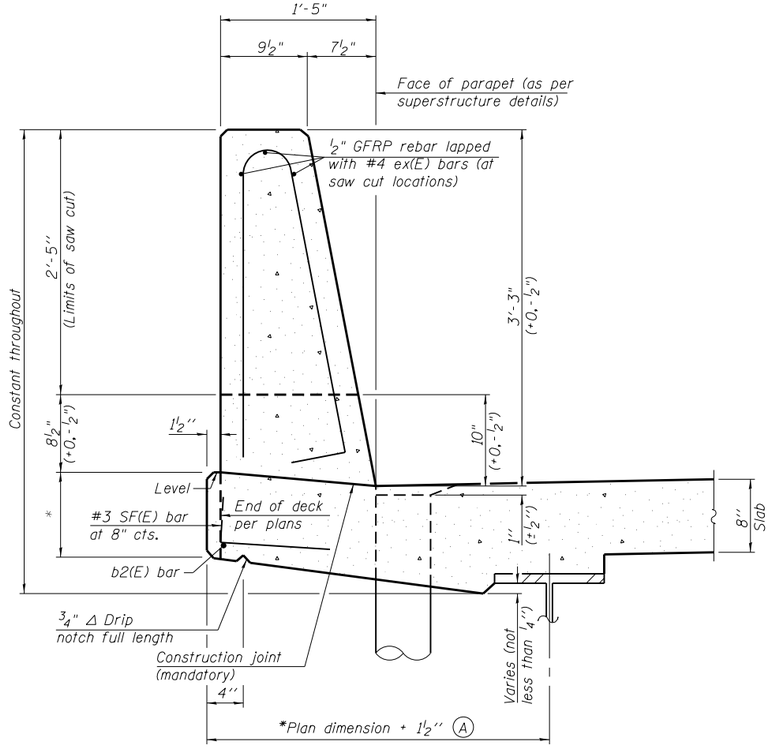
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 001-0012
SHEET NO. 24 OF 25 SHEETS

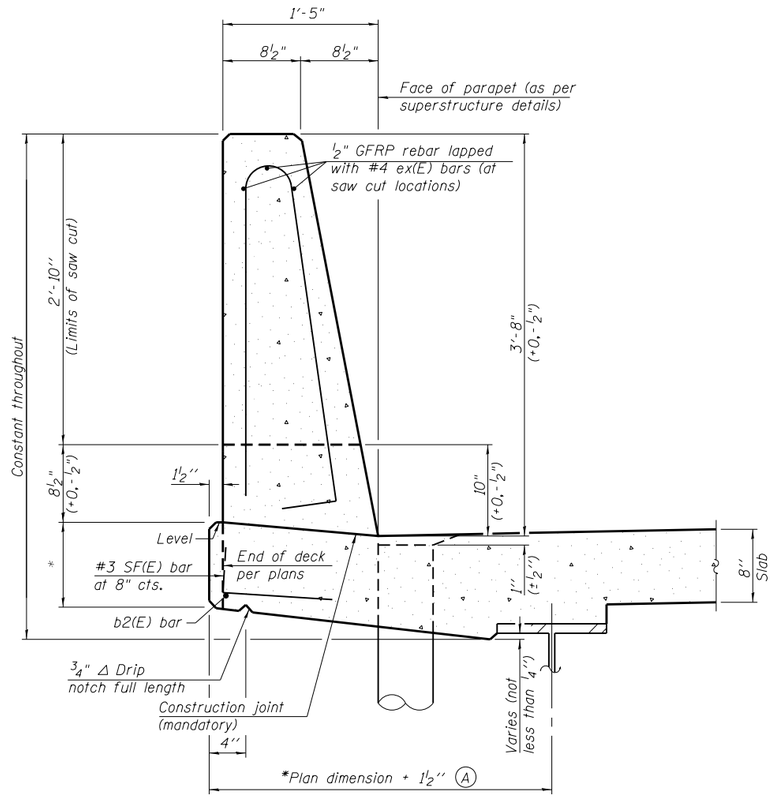
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	126
		CONTRACT NO. 72A91		
	ILLINOIS	FED. AID PROJECT		



39" CONSTANT-SLOPE PARAPET SECTION

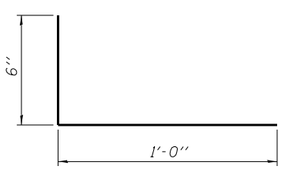
(Showing dimensions, d(E), and ½" ϕ GFRP rebar)

*See Superstructure Details.

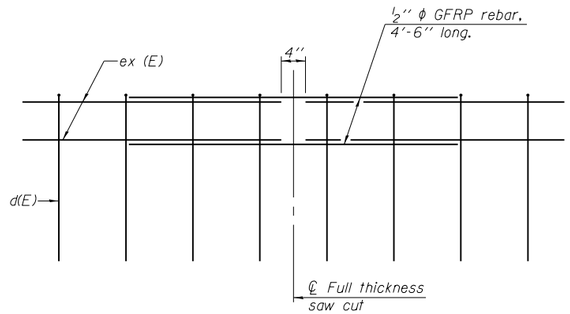


44" CONSTANT-SLOPE PARAPET SECTION

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



#3 SF(E) BAR



GFRP REBAR STIFFENING DETAIL

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

GENERAL NOTES

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

Place full depth aluminum sheets as shown on superstructure details.

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

Steel superstructure shown. Other superstructure types similar.

SFP 39-44

1-14-2019

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 001-0012
SHEET NO. 25 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	127
		CONTRACT NO. 72A91		
	ILLINOIS	FED. AID PROJECT		

Klingner & Associates P.C.

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

USER NAME = ebb	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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PLOT DATE = 12/17/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BLANK SHEET

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	128

CONTRACT NO. 72A91

ILLINOIS FED. AID PROJECT

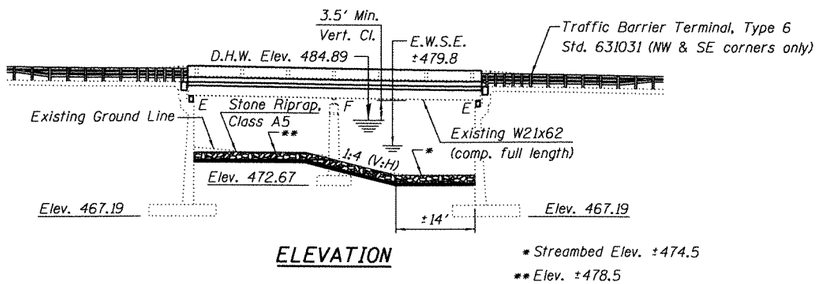
Benchmark: Chiseled "□" top NE wingwall of SN 001-0013, SE quad of IL 57 and RJ Peters Drive, NAVD Elev. 491.640.

Existing S.N. 001-0013: The existing structure was originally built in 1959 as F.A. Route 36, Section 53B. In 1988 the beam ends were replaced, and a waterproof membrane with new wearing surface were placed along with replacement of the expansion joints at each end. The existing bridge is a two-span steel wide flange beam bridge on closed concrete abutments and pier on concrete footings. The overall length measures 54'-6" back-to-back of abutments with a 64'-4" out-to-out width.

The existing deck and bearings shall be removed and replaced. Riprap to be placed for scour mitigation.

Traffic to be maintained utilizing stage construction.

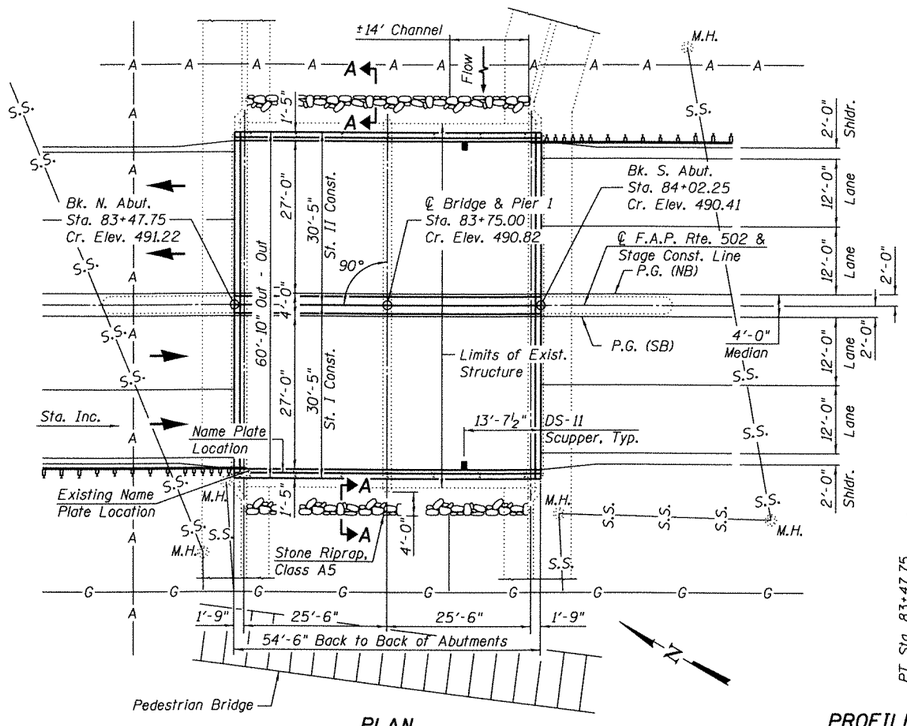
No Salvage.



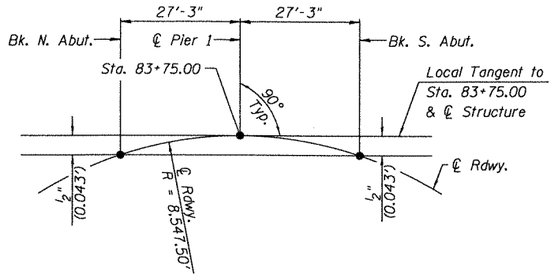
ELEVATION

* Streambed Elev. ±474.5

** Elev. ±478.5



PLAN



OFFSET SKETCH

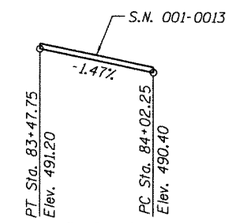
CURVE DATA

(IL Rte. 57)

Δ = 6°58'20" (Rt.)
D = 0°40'13"
R = 8,547.50'
T = 520.70'
L = 1,040.11'
E = 15.85'
S.E. = No S.E. on Bridge
P.C. Sta. = 77+72.41
P.T. Sta. = 88+12.52
P.I. Sta. = 82+93.11

UTILITY LEGEND

S.S. = Storm Sewer
M.H. = Manhole
A = Aerial Lines
G = Gas Line



(No Curve)

PROFILE GRADE (NB & SB)

(Along Median Edge IL Rte. 57)

SCOPE OF WORK

1. Remove railing, curbs, deck and top of abutment backwalls for Stage I.
2. Remove existing rocker expansion bearings at abutments and replace with elastomeric bearings for Stage I.
3. Repair abutment backwalls and Pier 1.
4. Install shear connectors across full length of beams for Stage I.
5. Construct 8" deck, top of abutment backwalls, parapets and preformed joint seals for Stage I.
6. Place riprap for Stage I.
7. Repeat above steps for Stage II.

INDEX OF SHEETS

DESIGN SCOUR ELEVATION TABLE

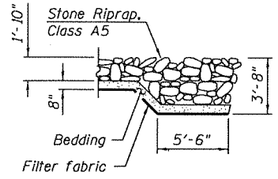
Event/Limit State	Design Scour Elevations (ft.) N. Abut.	Pier 1	S. Abut.	Item 113
0.100	469.37	466.57	462.53	
0.500	467.40	466.31	460.85	7
Design	467.19	472.67	467.19	

WATERWAY INFORMATION

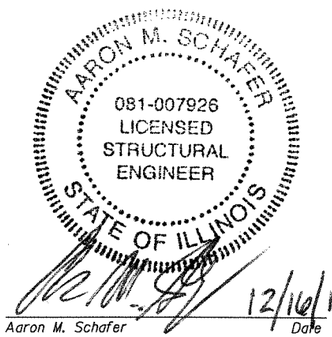
Drainage Area = 7.5 mi.² — Exist. Overtopping Elev. 489.61 @ Sta. 84+60

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Prop.	Nat. H.W.E.	Head - Ft. Exist.	Prop.	Headwater El. Exist.	Prop.
	10	2,520	240		481.15	1.0		482.15	
Design	50	3,910	420		484.89	0.4		485.29	
Base	100	4,510	500		486.50	0.3		486.79	
Scour Design	200	4,870	565		489.34	0.6		489.94	
Overtopping	>100								
Max. Calc.	500	5,940	565		498.40	1.8		491.20	

10 Year Velocity through Existing Bridge = 8.4 fps



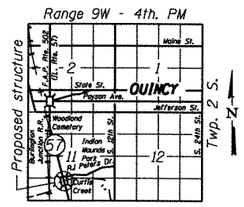
SECTION A-A



12/16/19

Aaron M. Schafer
Licensed Structural Engineer
State of Illinois No. 081-007926
License Expires 11/30/2020

Date



LOCATION SKETCH

LOADING HS20-44 (New Const.)

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

DESIGN SPECIFICATIONS (New Const.)

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

DESIGN STRESSES

FIELD UNITS (New Construction)

f'_c = 4,000 psi
f_y = 36,000 psi (Structural Steel)
f_y = 60,000 psi (Reinforcement)

FIELD UNITS (Exist. Construction)

f'_c = 3,500 psi (Superstructure)
f'_c = 2,500 psi (Substructure)
f_y = 33,000 psi (Structural Steel)
f_y = 40,000 psi (Reinforcement)

SEISMIC DATA

Seismic Performance Category (SPC) = A
Horizontal Bedrock Acceleration Coefficient (A) = 0.044g
Site Coefficient (S) = 1.0

GENERAL PLAN
IL 57 OVER CURTIS CREEK
F.A.P. ROUTE 502
SECTION (53RS-10, 42RS) BRR, I-3
ADAMS COUNTY
STATION 83+75.00
S.N. 001-0013

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PLOT DATE = 1/16/2020	CHECKED - ADL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 001-0013
SHEET NO. 1 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	129
		CONTRACT NO. 72A91		
		ILLINOIS FED. AID PROJECT		

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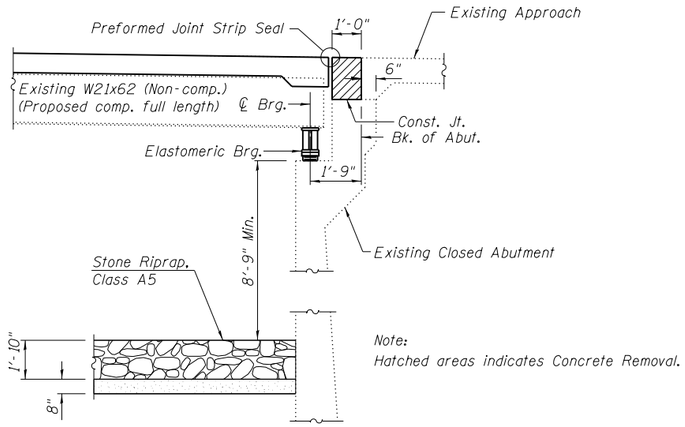

SECTION THRU ABUTMENT

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts $\frac{3}{4}$ in. ϕ, holes $\frac{15}{16}$ in. ϕ, unless otherwise noted.

Reinforcement bars designated (E) shall be epoxy coated.

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

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

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

Plan dimensions and details relative to existing structure have been taken from existing plans, and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variation shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Cleaning and field painting of structural steel shall be done under a separate painting contract.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

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

No field welding is permitted except as specified in the contract documents.

The finishing machine rails shall be placed on top of the top flange of the exterior beams within the deck pour. Beam blocks shall be placed between beams at all tie locations in each bay for the full width of the deck pour.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.		400	400
Filter Fabric	Sq. Yd.		400	400
Concrete Removal	Cu. Yd.	7.5		7.5
Removal of Existing Concrete Deck No. 2	Each	1		1
Concrete Superstructure	Cu. Yd.	105.3		105.3
Bridge Deck Grooving	Sq. Yd.	296		296
Protective Coat	Sq. Yd.	403		403
Furnishing & Erecting Structural Steel	Pound	2,560		2,560
Stud Shear Connectors	Each	1,656		1,656
Bar Splicers	Each	132		132
Reinforcement Bars, Epoxy Coated	Pound	22,890		22,890
Name Plates	Each			1
Preformed Joint Strip Seal	Foot	120		120
Elastomeric Bearing Assembly, Type I	Each	24		24
Anchor Bolts, $\frac{3}{4}$"	Each	48		48
Jack and Remove Existing Bearings	Each	24		24
Structural Repair of Concrete (Depth<5")	Sq. Ft.	99		99
Drainage Scupper, DS-11	Each	2		2

STATION 83+75.00
RE-BUILT 202_ BY
STATE OF ILLINOIS
F.A.P. RT. 502
SEC. (53RS-10, 42RS) BRR, I-3
LOADING HS20-44
STRUCTURE NO. 001-0013

NAME PLATE

See Std. 515001

Note:
Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.
See Plan View on Sheet 1 of 20 for location of existing Name Plate.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES & DETAILS
STRUCTURE NO. 001-0013
SHEET NO. 2 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	130
		CONTRACT NO. 72A91		
	ILLINOIS	FED. AID PROJECT		

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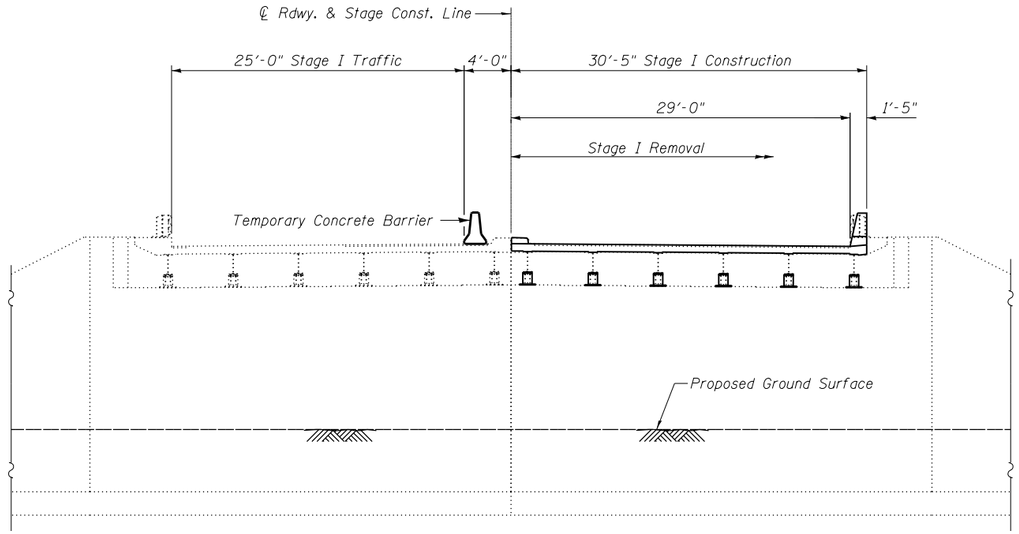
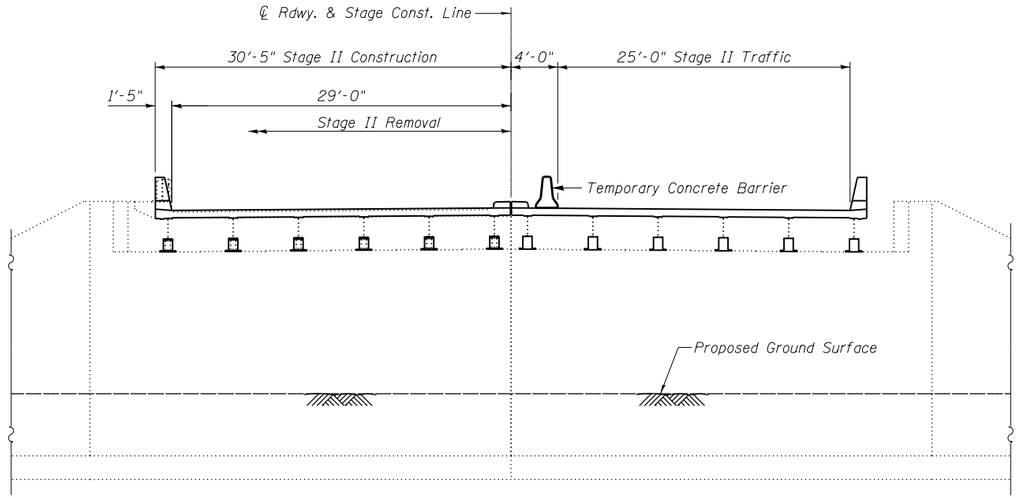


STAGE I
(Looking South)



STAGE II
(Looking South)

Notes:
For quantity of Temporary Concrete Barrier see Roadway Plans.
See sheet 4 of 20 for details of Temporary Concrete Barrier.
Removal of existing railing, curbs and overlay are included with Removal of Existing Concrete Deck.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 001-0013
SHEET NO. 3 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	131
		CONTRACT NO. 72A91		
	ILLINOIS	FED. AID PROJECT		

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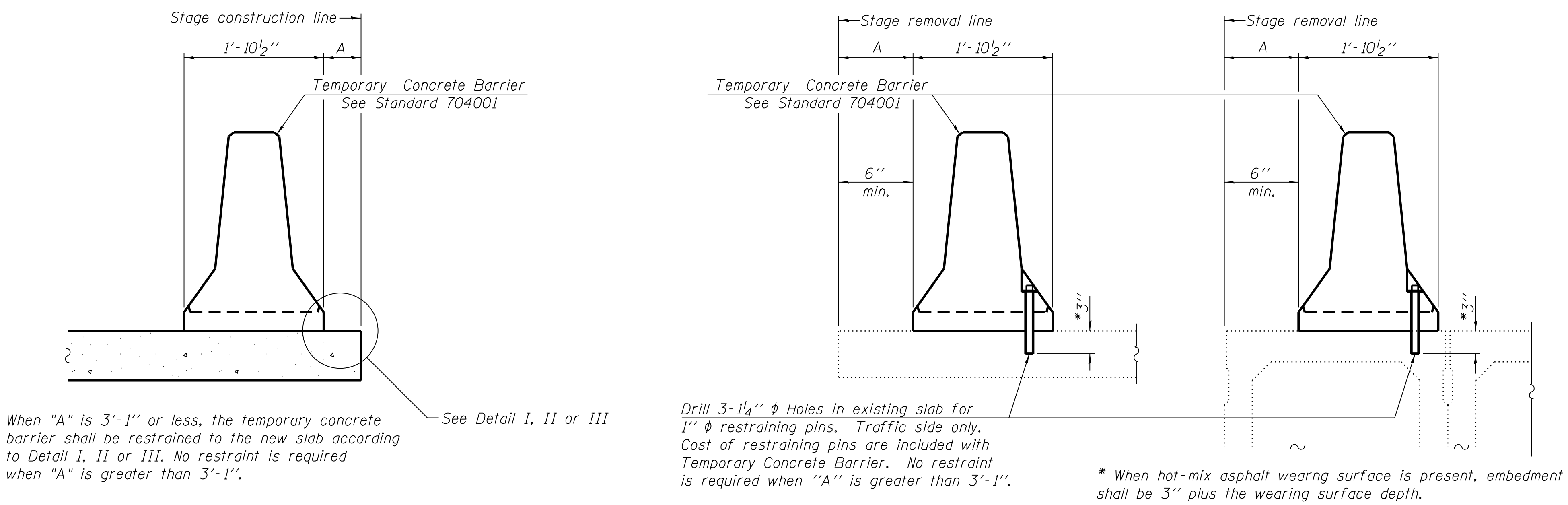
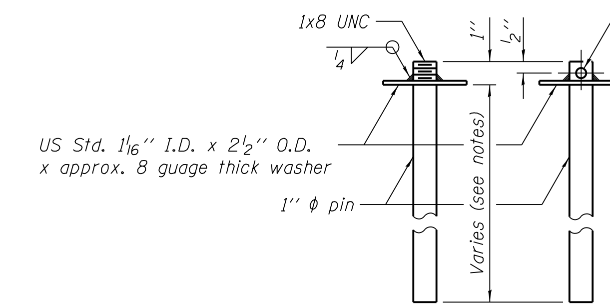


NEW SLAB OR NEW DECK BEAM

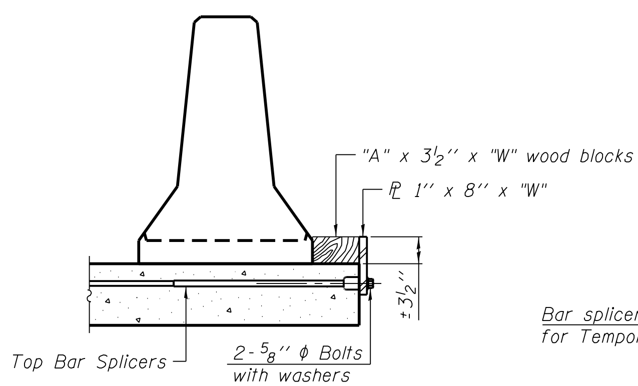
EXISTING SLAB

EXISTING DECK BEAM

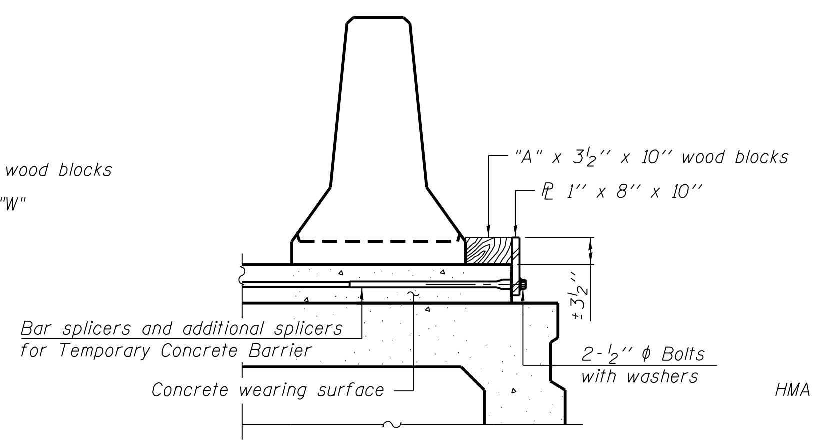
SECTIONS THRU SLAB OR DECK BEAM



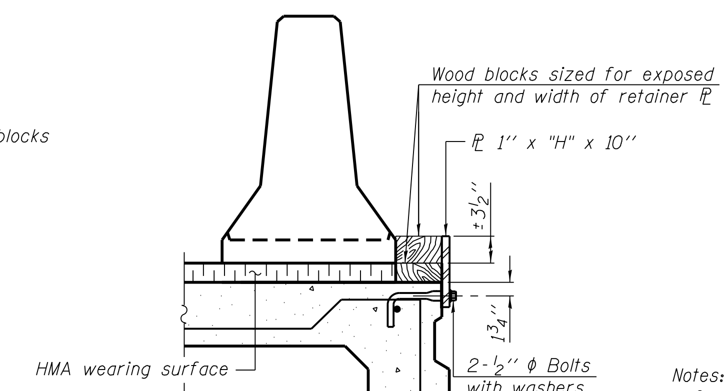
RESTRAINING PIN



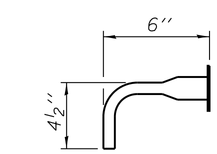
DETAIL I



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.

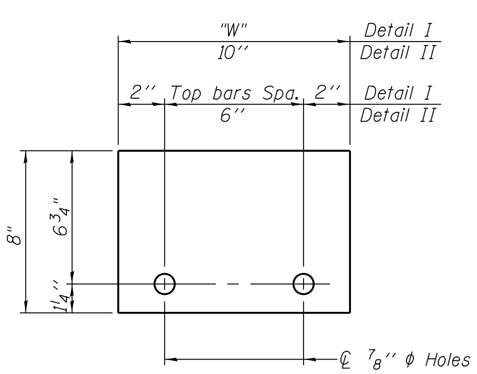
The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

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.

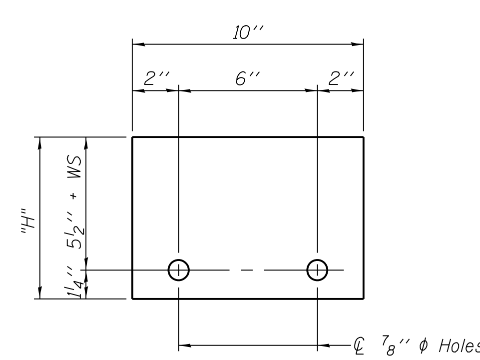
Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0'' centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the 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 ℄ 1'' x 8'' x "W"

(Detail I and II)



STEEL RETAINER ℄ 1'' x "H" x 10''

(Detail III)

R-27

2-17-2017

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TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 001-0013
SHEET NO. 4 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	132
		CONTRACT NO. 72A91		
		ILLINOIS FED. AID PROJECT		

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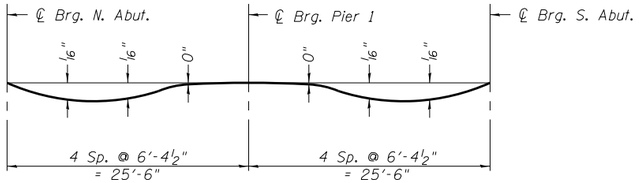


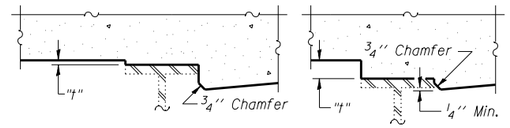
DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Notes:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets 6 and 7 of 20.

See Sheets 6 and 7 of 20 for Elevations.

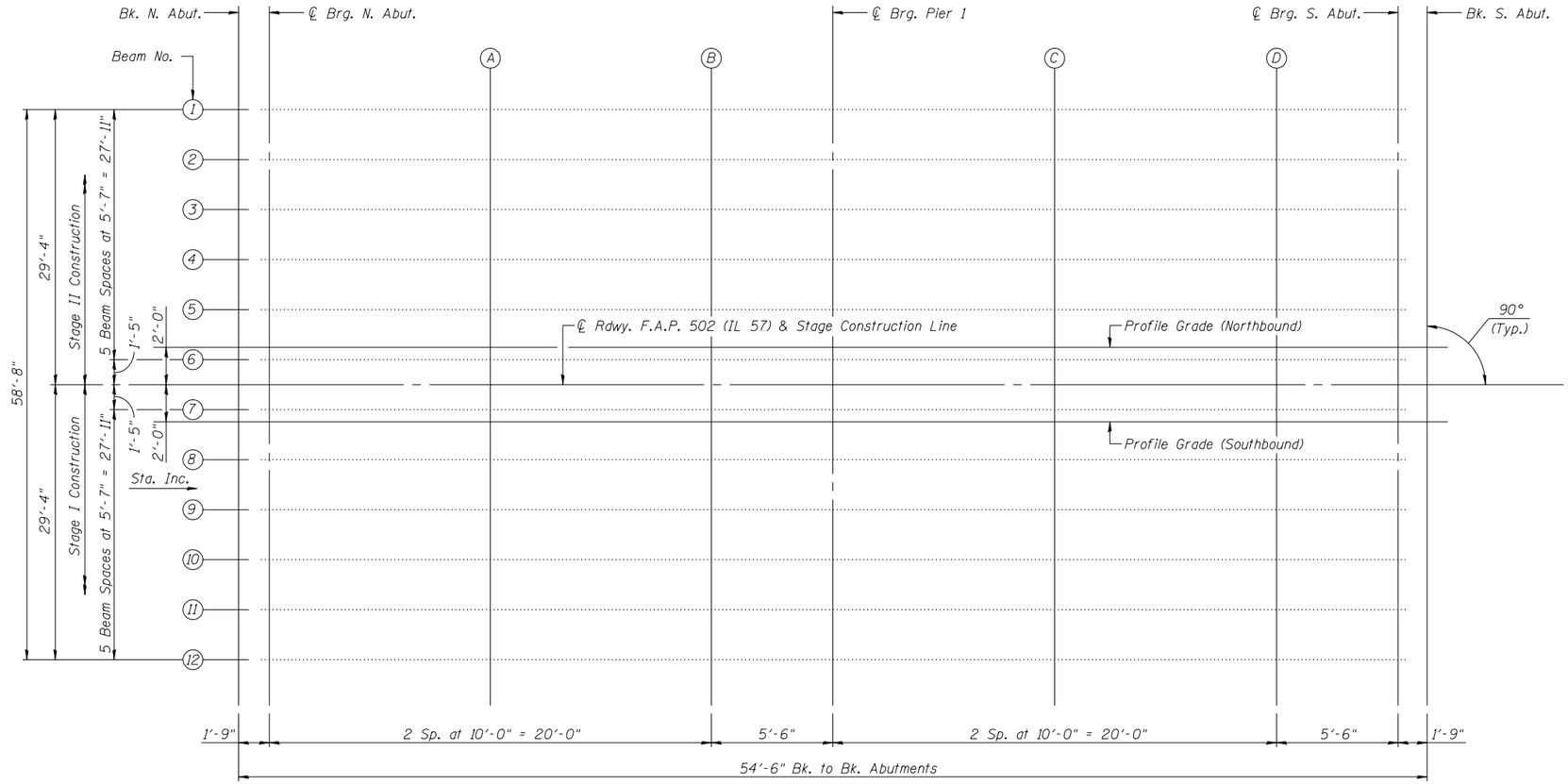


At Minimum Fillet

At Maximum Fillet

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 6 and 7 of 20, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 001-0013
SHEET NO. 5 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 72A91		
		ILLINOIS FED. AID PROJECT		

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BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	83+47.75	-29.33	490.99	490.99
℄ Brg. N. Abut.	83+49.50	-29.33	490.96	490.96
A	83+59.50	-29.33	490.81	490.82
B	83+69.50	-29.33	490.67	490.67
℄ Brg. Pier 1	83+75.00	-29.33	490.59	490.59
C	83+85.00	-29.33	490.44	490.44
D	83+95.00	-29.33	490.29	490.30
℄ Brg. S. Abut.	84+00.50	-29.33	490.21	490.21
Bk. S. Abut.	84+02.25	-29.33	490.19	490.19

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	83+47.75	-23.75	491.03	491.03
℄ Brg. N. Abut.	83+49.50	-23.75	491.00	491.00
A	83+59.50	-23.75	490.86	490.86
B	83+69.50	-23.75	490.71	490.71
℄ Brg. Pier 1	83+75.00	-23.75	490.63	490.63
C	83+85.00	-23.75	490.48	490.49
D	83+95.00	-23.75	490.34	490.34
℄ Brg. S. Abut.	84+00.50	-23.75	490.25	490.25
Bk. S. Abut.	84+02.25	-23.75	490.23	490.23

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	83+47.75	-18.17	491.07	491.07
℄ Brg. N. Abut.	83+49.50	-18.17	491.05	491.05
A	83+59.50	-18.17	490.90	490.91
B	83+69.50	-18.17	490.75	490.76
℄ Brg. Pier 1	83+75.00	-18.17	490.67	490.67
C	83+85.00	-18.17	490.53	490.53
D	83+95.00	-18.17	490.38	490.38
℄ Brg. S. Abut.	84+00.50	-18.17	490.30	490.30
Bk. S. Abut.	84+02.25	-18.17	490.27	490.27

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	83+47.75	-12.58	491.12	491.12
℄ Brg. N. Abut.	83+49.50	-12.58	491.09	491.09
A	83+59.50	-12.58	490.94	490.95
B	83+69.50	-12.58	490.80	490.80
℄ Brg. Pier 1	83+75.00	-12.58	490.72	490.72
C	83+85.00	-12.58	490.57	490.57
D	83+95.00	-12.58	490.42	490.43
℄ Brg. S. Abut.	84+00.50	-12.58	490.34	490.34
Bk. S. Abut.	84+02.25	-12.58	490.32	490.32

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	83+47.75	-7.00	491.16	491.16
℄ Brg. N. Abut.	83+49.50	-7.00	491.14	491.14
A	83+59.50	-7.00	490.99	490.99
B	83+69.50	-7.00	490.84	490.84
℄ Brg. Pier 1	83+75.00	-7.00	490.76	490.76
C	83+85.00	-7.00	490.61	490.62
D	83+95.00	-7.00	490.47	490.47
℄ Brg. S. Abut.	84+00.50	-7.00	490.39	490.39
Bk. S. Abut.	84+02.25	-7.00	490.36	490.36

PROFILE GRADE (NORTHBOUND)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	83+47.75	-2.00	491.20	491.20
℄ Brg. N. Abut.	83+49.50	-2.00	491.17	491.17
A	83+59.50	-2.00	491.03	491.03
B	83+69.50	-2.00	490.88	490.88
℄ Brg. Pier 1	83+75.00	-2.00	490.80	490.80
C	83+85.00	-2.00	490.65	490.65
D	83+95.00	-2.00	490.51	490.51
℄ Brg. S. Abut.	84+00.50	-2.00	490.42	490.42
Bk. S. Abut.	84+02.25	-2.00	490.40	490.40

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	83+47.75	-1.42	491.20	491.20
℄ Brg. N. Abut.	83+49.50	-1.42	491.18	491.18
A	83+59.50	-1.42	491.03	491.04
B	83+69.50	-1.42	490.88	490.89
℄ Brg. Pier 1	83+75.00	-1.42	490.80	490.80
C	83+85.00	-1.42	490.66	490.66
D	83+95.00	-1.42	490.51	490.51
℄ Brg. S. Abut.	84+00.50	-1.42	490.43	490.43
Bk. S. Abut.	84+02.25	-1.42	490.40	490.40

℄ ROADWAY F.A.P. 502 & STAGE CONSTRUCTION

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	83+47.75	0.00	491.22	491.22
℄ Brg. N. Abut.	83+49.50	0.00	491.19	491.19
A	83+59.50	0.00	491.04	491.05
B	83+69.50	0.00	490.90	490.90
℄ Brg. Pier 1	83+75.00	0.00	490.82	490.82
C	83+85.00	0.00	490.67	490.67
D	83+95.00	0.00	490.52	490.53
℄ Brg. S. Abut.	84+00.50	0.00	490.44	490.44
Bk. S. Abut.	84+02.25	0.00	490.41	490.41

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	83+47.75	1.42	491.20	491.20
℄ Brg. N. Abut.	83+49.50	1.42	491.18	491.18
A	83+59.50	1.42	491.03	491.04
B	83+69.50	1.42	490.88	490.89
℄ Brg. Pier 1	83+75.00	1.42	490.80	490.80
C	83+85.00	1.42	490.66	490.66
D	83+95.00	1.42	490.51	490.51
℄ Brg. S. Abut.	84+00.50	1.42	490.43	490.43
Bk. S. Abut.	84+02.25	1.42	490.40	490.40

Note:
Offsets to the left of ℄ F.A.P. 502 are negative. Offsets to the right of ℄ F.A.P. 502 are positive.

PROFILE GRADE (SOUTHBOUND)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	83+47.75	2.00	491.20	491.20
℄ Brg. N. Abut.	83+49.50	2.00	491.17	491.17
A	83+59.50	2.00	491.03	491.03
B	83+69.50	2.00	490.88	490.88
℄ Brg. Pier 1	83+75.00	2.00	490.80	490.80
C	83+85.00	2.00	490.65	490.65
D	83+95.00	2.00	490.51	490.51
℄ Brg. S. Abut.	84+00.50	2.00	490.42	490.42
Bk. S. Abut.	84+02.25	2.00	490.40	490.40

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	83+47.75	7.00	491.16	491.16
℄ Brg. N. Abut.	83+49.50	7.00	491.14	491.14
A	83+59.50	7.00	490.99	490.99
B	83+69.50	7.00	490.84	490.84
℄ Brg. Pier 1	83+75.00	7.00	490.76	490.76
C	83+85.00	7.00	490.61	490.62
D	83+95.00	7.00	490.47	490.47
℄ Brg. S. Abut.	84+00.50	7.00	490.39	490.39
Bk. S. Abut.	84+02.25	7.00	490.36	490.36

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	83+47.75	12.58	491.12	491.12
℄ Brg. N. Abut.	83+49.50	12.58	491.09	491.09
A	83+59.50	12.58	490.94	490.95
B	83+69.50	12.58	490.80	490.80
℄ Brg. Pier 1	83+75.00	12.58	490.72	490.72
C	83+85.00	12.58	490.57	490.57
D	83+95.00	12.58	490.42	490.43
℄ Brg. S. Abut.	84+00.50	12.58	490.34	490.34
Bk. S. Abut.	84+02.25	12.58	490.32	490.32

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	83+47.75	18.17	491.07	491.07
℄ Brg. N. Abut.	83+49.50	18.17	491.05	491.05
A	83+59.50	18.17	490.90	490.91
B	83+69.50	18.17	490.75	490.76
℄ Brg. Pier 1	83+75.00	18.17	490.67	490.67
C	83+85.00	18.17	490.53	490.53
D	83+95.00	18.17	490.38	490.38
℄ Brg. S. Abut.	84+00.50	18.17	490.30	490.30
Bk. S. Abut.	84+02.25	18.17	490.27	490.27

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	83+47.75	23.75	491.03	491.03
℄ Brg. N. Abut.	83+49.50	23.75	491.00	491.00
A	83+59.50	23.75	490.86	490.86
B	83+69.50	23.75	490.71	490.71
℄ Brg. Pier 1	83+75.00	23.75	490.63	490.63
C	83+85.00	23.75	490.48	490.49
D	83+95.00	23.75	490.34	490.34
℄ Brg. S. Abut.	84+00.50	23.75	490.25	490.25
Bk. S. Abut.	84+02.25	23.75	490.23	490.23

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	83+47.75	29.33	490.99	490.99
℄ Brg. N. Abut.	83+49.50	29.33	490.96	490.96
A	83+59.50	29.33	490.81	490.82
B	83+69.50	29.33	490.67	490.67
℄ Brg. Pier 1	83+75.00	29.33	490.59	490.59
C	83+85.00	29.33	490.44	490.44
D	83+95.00	29.33	490.29	490.30
℄ Brg. S. Abut.	84+00.50	29.33	490.21	490.21
Bk. S. Abut.	84+02.25	29.33	490.19	490.19

Note:
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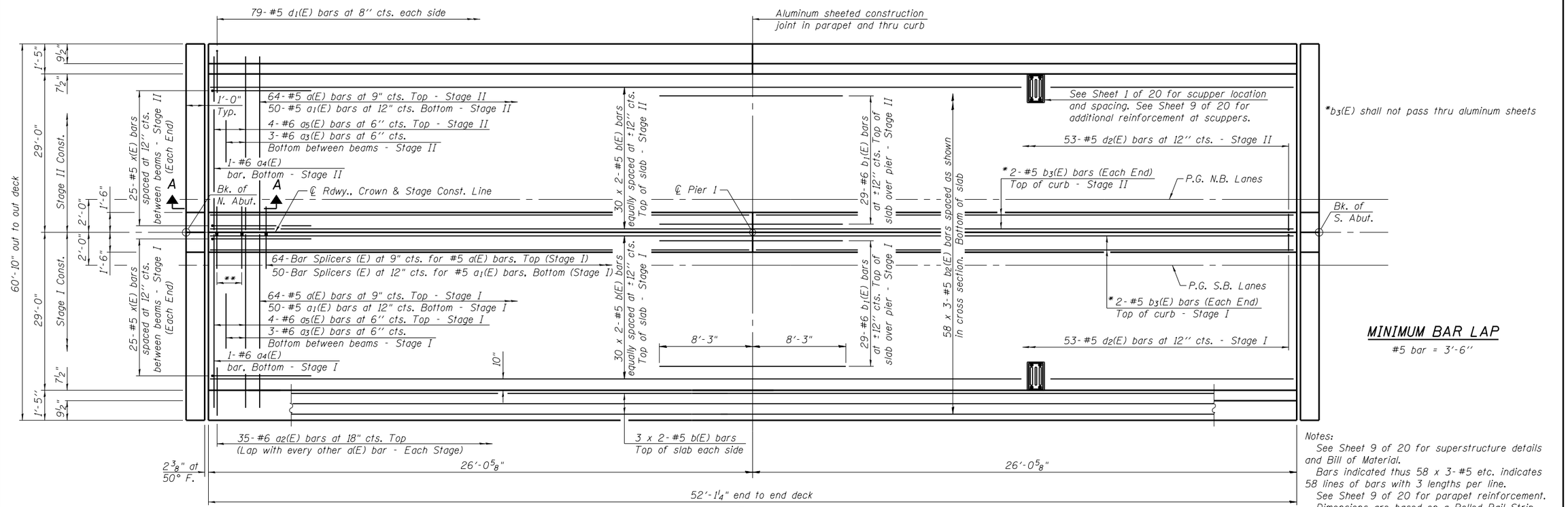


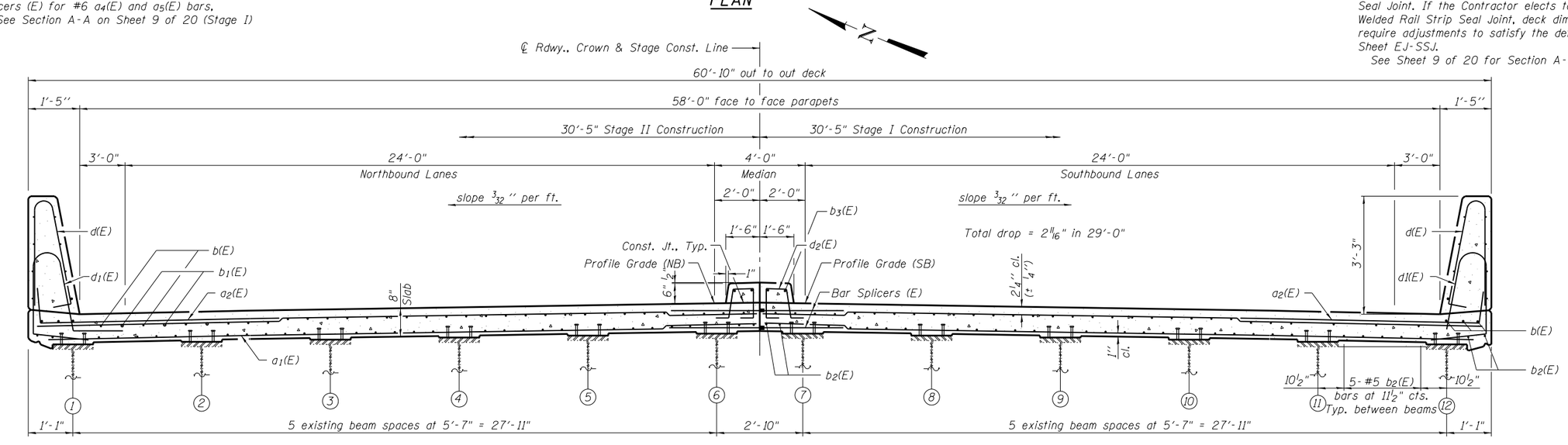
**5-Bar Splicers (E) for #6 $a_4(E)$ and $a_5(E)$ bars.
Each End See Section A-A on Sheet 9 of 20 (Stage I)

PLAN

MINIMUM BAR LAP

#5 bar = 3'-6"

Notes:
See Sheet 9 of 20 for superstructure details and Bill of Material.
Bars indicated thus 58 x 3- #5 etc. indicates 58 lines of bars with 3 lengths per line.
See Sheet 9 of 20 for parapet reinforcement.
Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on Base Sheet EJ-SSJ.
See Sheet 9 of 20 for Section A-A.



NEAR PIER NEAR MIDSPAN

CROSS SECTION

(Looking South)

KLINGNER & ASSOCIATES, P.C. Engineers • Architects • Surveyors	USER NAME = rjp	DESIGNED - RJP	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 001-0013
SHEET NO. 8 OF 20 SHEETS

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		CONTRACT NO. 72A91		
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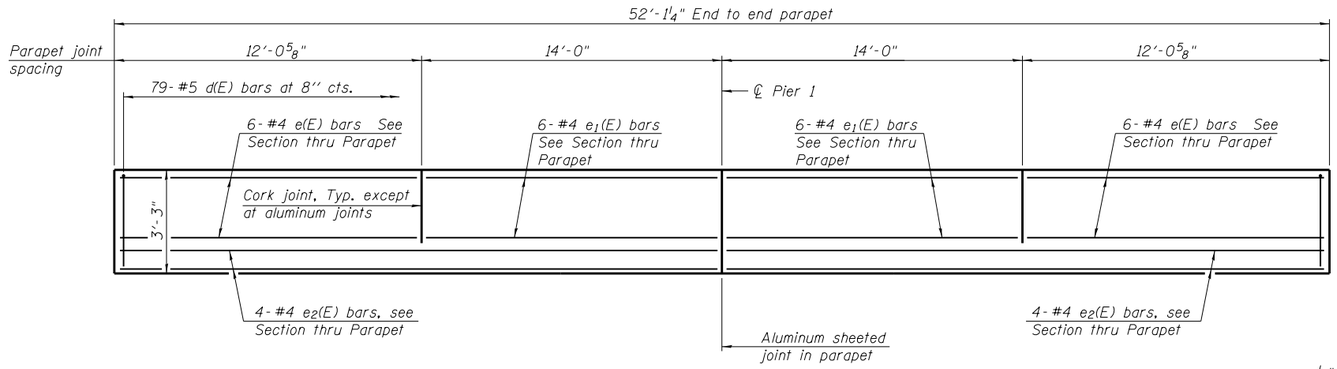
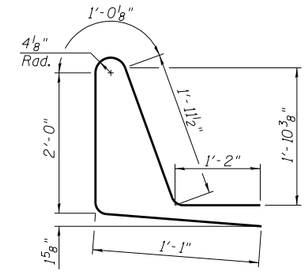
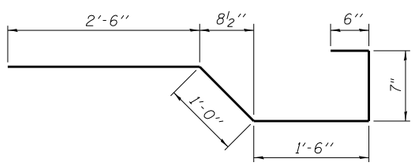
Klingner & Associates P.C.



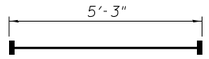
INSIDE ELEVATION OF PARAPET



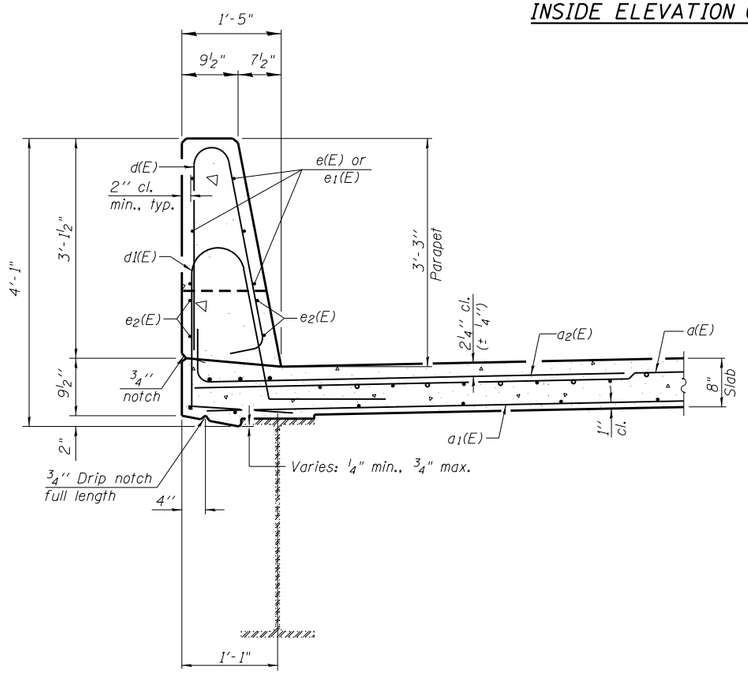
BAR d1(E)



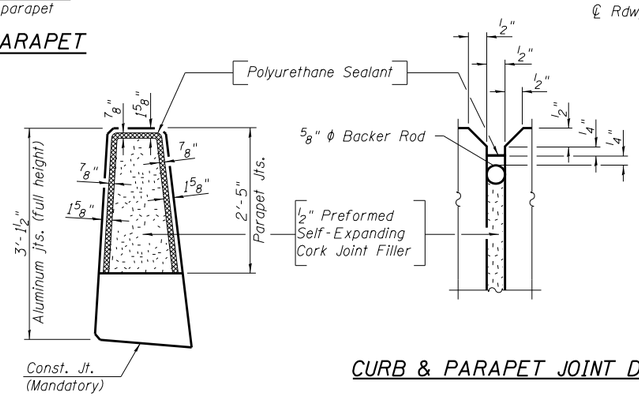
BAR x(E)

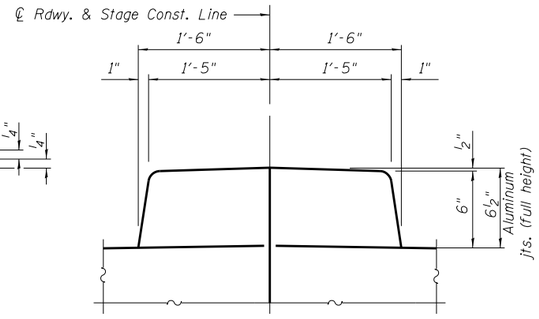


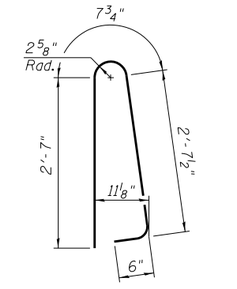
BAR a3(E)
(Headed)



SECTION THRU PARAPET



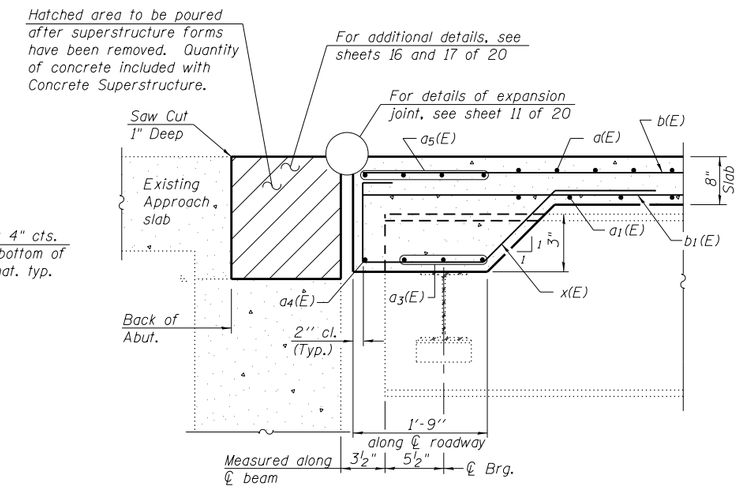




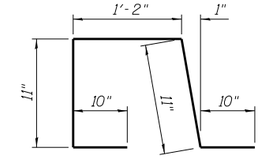
BAR d(E)

CURB & PARAPET JOINT DETAILS

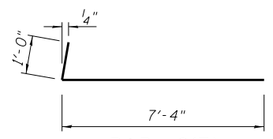
Notes:
The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.



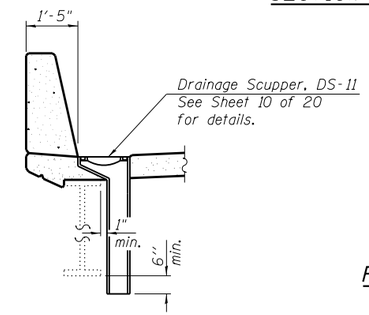
SECTION A-A



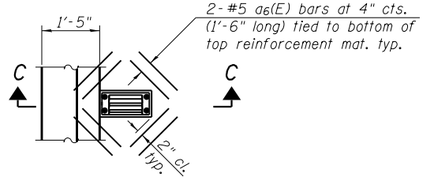
BAR d2(E)



BAR a2(E)



SECTION C-C



PLAN AT DRAINAGE SCUPPER

Note:
Cut longitudinal reinforcement to clear drainage scuppers.

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	128	#5	30'-1"	
a1(E)	100	#5	29'-10"	
a2(E)	70	#6	8'-4"	
a3(E)	60	#6	5'-3"	
a4(E)	4	#6	29'-10"	
a5(E)	16	#6	30'-1"	
a6(E)	16	#5	1'-6"	
b(E)	132	#5	27'-9"	
b1(E)	58	#6	16'-6"	
b2(E)	174	#5	19'-8"	
b3(E)	8	#5	25'-10"	
d(E)	158	#5	6'-5"	
d1(E)	158	#5	7'-3"	
d2(E)	106	#5	4'-8"	
e(E)	24	#4	11'-9"	
e1(E)	24	#4	13'-8"	
e2(E)	16	#4	25'-10"	
x(E)	100	#5	6'-1"	
Reinforcement Bars, Epoxy Coated			Pound	22,530
Concrete Superstructure			Cu. Yds.	105.3

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

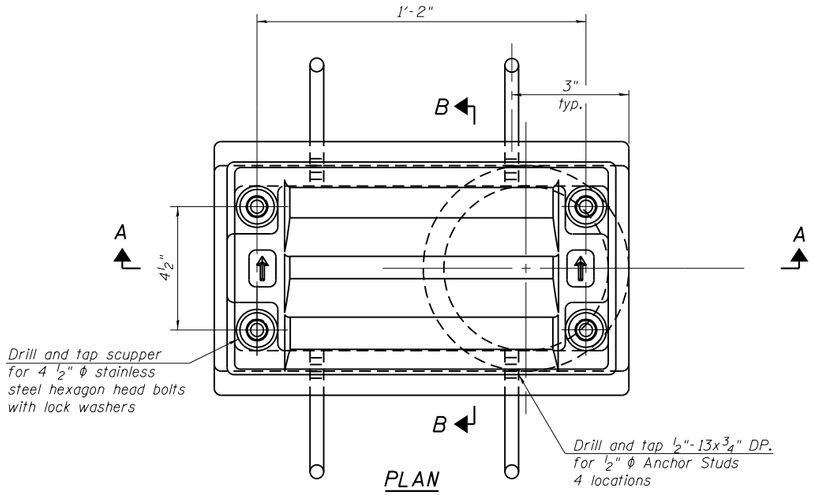
USER NAME = rjp	DESIGNED - RJP	REVISED -
	CHECKED - ADL	REVISED -
PLOT SCALE = 25:10 7/8 '1' / in.	DRAWN - BGJ	REVISED -
PLOT DATE = 12/17/2019	CHECKED - ADL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

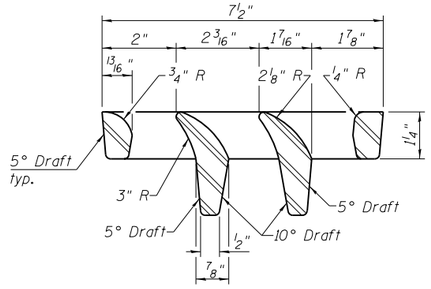
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 001-0013
SHEET NO. 9 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	137
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

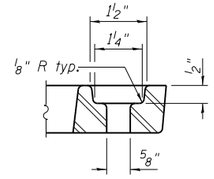
Klingner & Associates P.C.



PLAN



VANE GRATE DETAIL



BOLT HOLE DETAIL

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

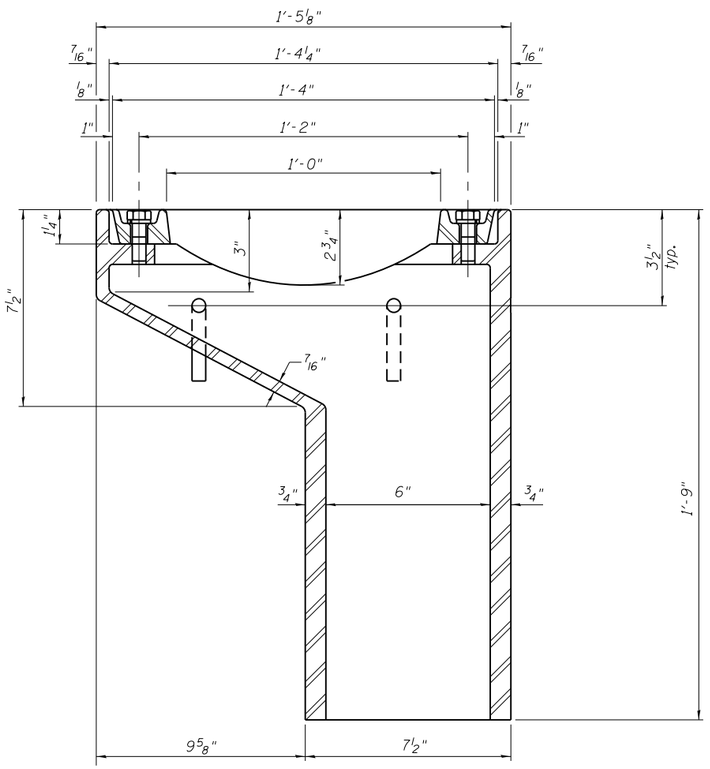
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

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

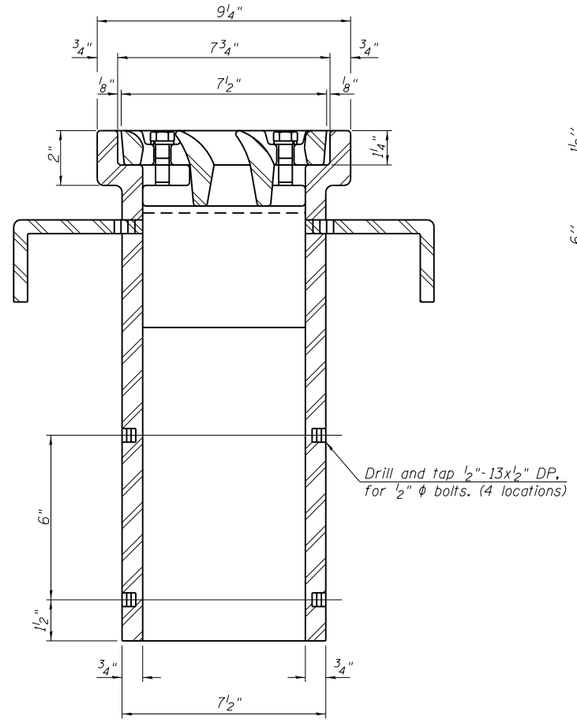
Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.

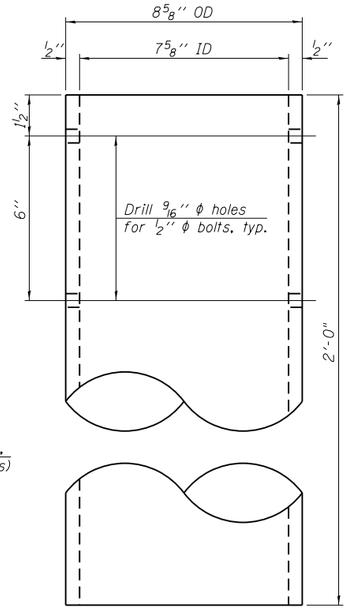


SECTION A-A

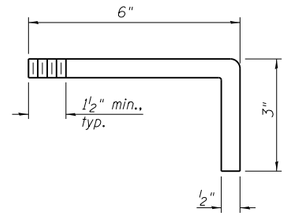
See sheet 9 of 20 for scupper location relative to parapet.



SECTION B-B



DOWNSPOUT



ANCHOR STUD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	2

DS-11

2-17-2017

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

USER NAME = rjp	DESIGNED - RJP	REVISED -
	CHECKED - ADL	REVISED -
PLOT SCALE = 25:10 7/8 '' / in.	DRAWN - BGJ	REVISED -
PLOT DATE = 12/17/2019	CHECKED - ADL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-11
STRUCTURE NO. 001-0013
SHEET NO. 10 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	138
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

Klingner & Associates P.C.

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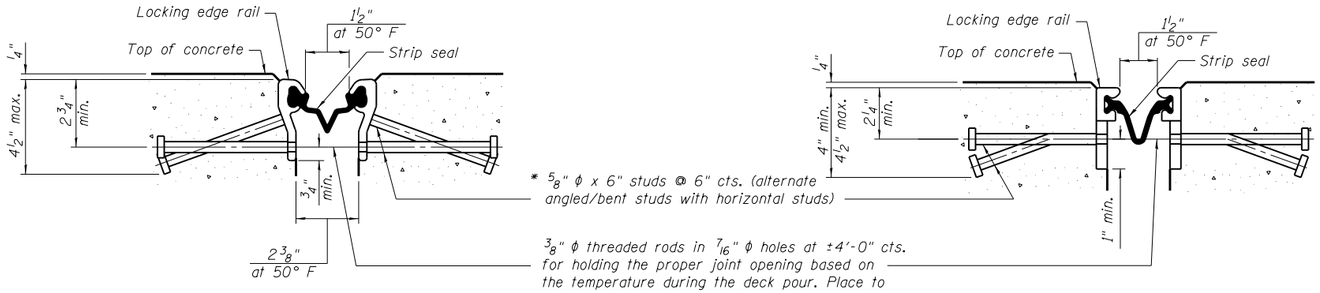


SHOWING ROLLED RAIL JOINT

SHOWING WELDED RAIL JOINT

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

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.

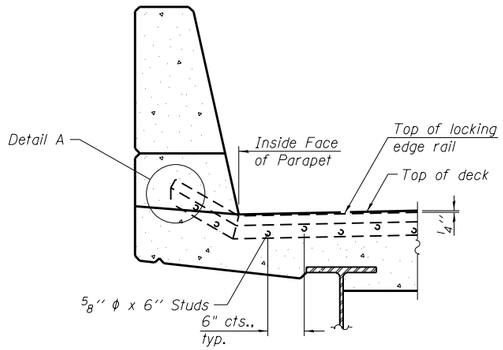
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

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.

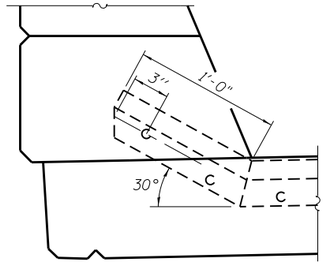
Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.

34" F-shape barrier shown, 42" F-shape similar as noted.

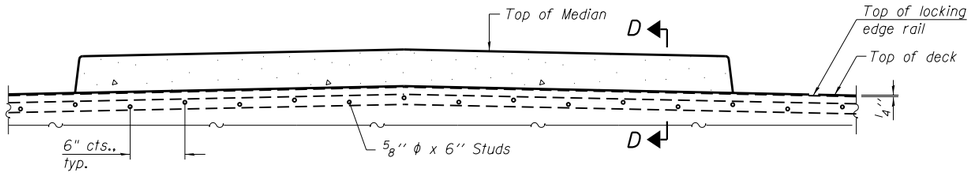
The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to 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.



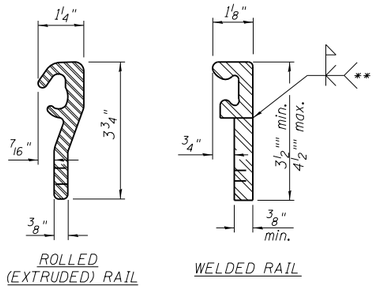
SECTION AT PARAPET



DETAIL A



ELEVATION AT MEDIAN

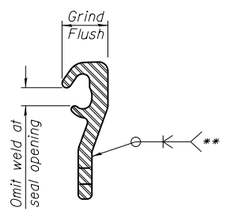


ROLLED (EXTRUDED) RAIL

WELDED RAIL

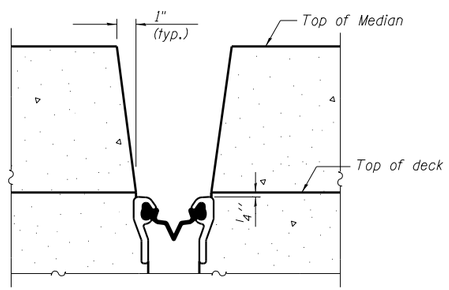
LOCKING EDGE RAILS

** 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.



SECTION D-D

(at Rt. L's)

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	120

KLINGNER & ASSOCIATES, P.C. Engineers • Architects • Surveyors	USER NAME = rjp	DESIGNED - RJP	REVISED -
		CHECKED - ADL	REVISED -
	PLOT SCALE = 25.10 7/8 '=' / in.	DRAWN - BGJ	REVISED -
	PLOT DATE = 12/17/2019	CHECKED - ADL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 001-0013
SHEET NO. 11 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	139
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

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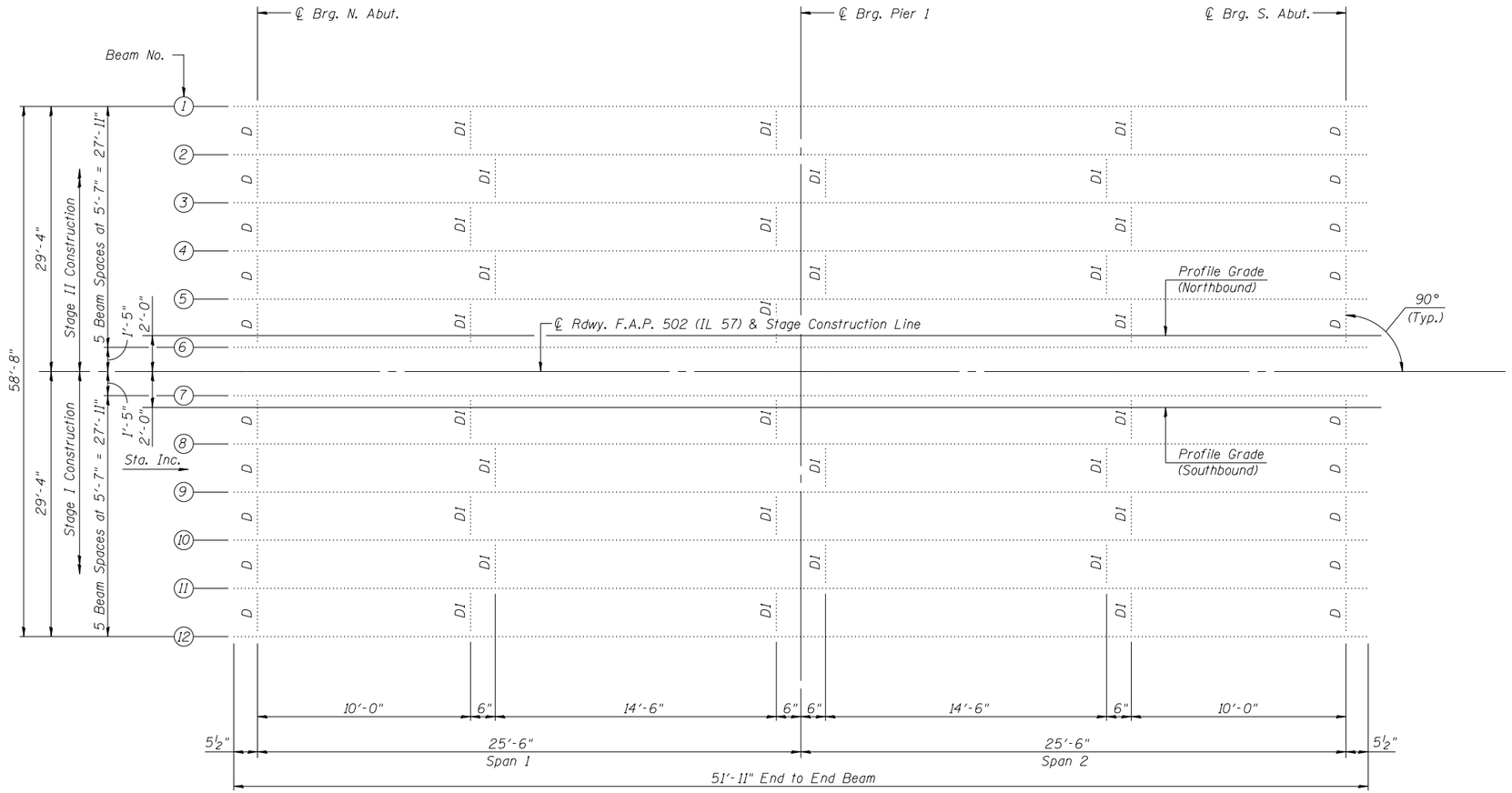

FRAMING PLAN

N

KLINGNER & ASSOCIATES, P.C. Engineers • Architects • Surveyors	USER NAME = rjp	DESIGNED - RJP	REVISED -
		CHECKED - ADL	REVISED -
	PLOT SCALE = 25.10 7/8 '' / in.	DRAWN - BGJ	REVISED -
	PLOT DATE = 12/17/2019	CHECKED - ADL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
STRUCTURE NO. 001-0013
SHEET NO. 12 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	140
		CONTRACT NO. 72A91		
		ILLINOIS	FED. AID PROJECT	

Klingner & Associates P.C.

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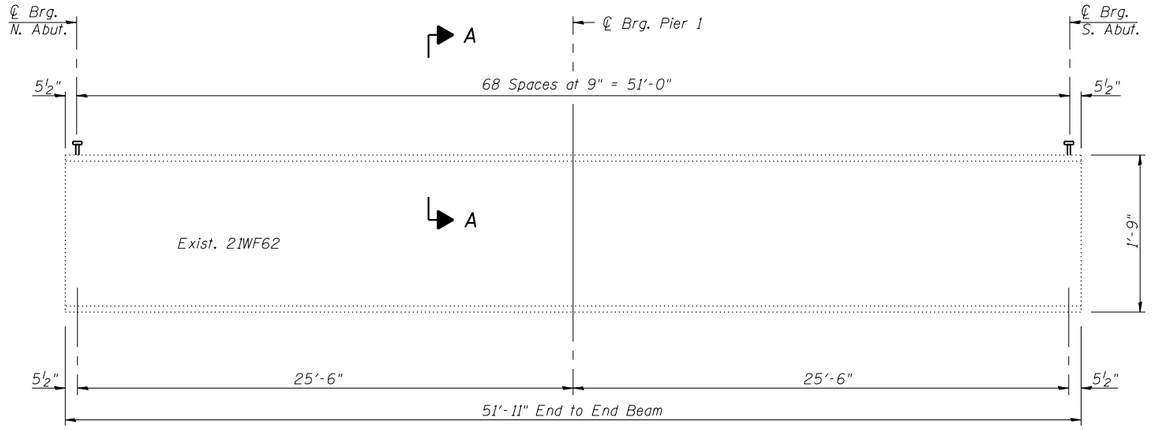
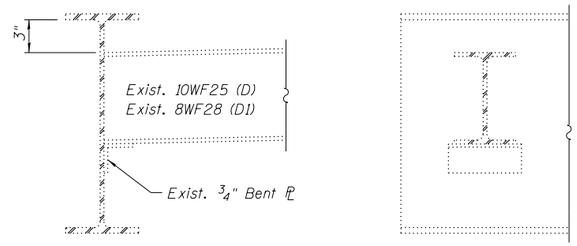


BEAM ELEVATION



END DIAPHRAGM, D & D1

INTERIOR GIRDER MOMENT TABLE			
		0.4 Sp. 1 or 0.6 Sp. 2	Pier
I_s	(in^4)	1,330	1,330
$I_c(n)$	(in^4)	4,705	
$I_c(3n)$	(in^4)	3,551	
S_s	(in^3)	127	127
$S_c(n)$	(in^3)	215	
$S_c(3n)$	(in^3)	193	
$\mathcal{D}$	(k/')	0.648	0.648
$M\mathcal{D}$	('k)	30	53
$s\mathcal{D}$	(k/')	0.325	0.325
$M_s\mathcal{D}$	('k)	15	26
$M\mathcal{L}$	('k)	91	83
M_I	('k)	27	25
$\frac{5}{3}[M\mathcal{L} + I]$	('k)	197	180
M_a	('k)	315	337
* M_u	('k)	872	641
f_s $\mathcal{D}$ non-comp	(ksi)	2.8	5.0
f_s $\mathcal{D}$ (comp)	(ksi)	0.9	0.9
f_s $\frac{5}{3}[M\mathcal{L} + M_I]$	(ksi)	11.0	3.2
f_s (Overload)	(ksi)	14.7	9.1
** f_s (Total)	(ksi)	19.1	11.8
VR	(k)	31	34

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

INTERIOR GIRDER REACTION TABLE			
		Abut.	Pier
$R\mathcal{D}$	(k)	13	40
$R\mathcal{L}$	(k)	48	66
R_I	(k)	14	19
R_{Total}	(k)	75	125

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).

$\mathcal{D}$: Un-factored non-composite dead load (kips/ft.).

$M\mathcal{D}$: Un-factored moment due to non-composite dead load (kip-ft.).

$s\mathcal{D}$: Un-factored long-term composite (superimposed) dead load (kips/ft.)

$M_s\mathcal{D}$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).

$M\mathcal{L}$: Un-factored live load moment (kip-ft.).

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

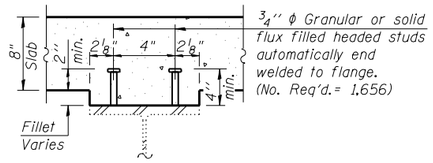
M_a: Factored design moment (kip-ft.).
$1.3\ [\ M\mathcal{D} + M_s\mathcal{D} + \frac{5}{3}\ (M\mathcal{L} + M_I)]$

M_u: 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).
$M\mathcal{D} + M_s\mathcal{D} + \frac{5}{3}\ (M\mathcal{L} + M_I)$

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

VR: Maximum $\mathcal{L}$ + impact shear range within the composite portion of the span for stud shear connector design (kips).



SECTION A-A

① TOP OF BEAM ELEVATIONS			
Beam No.	℄ Brg. N. Abut.	℄ Brg. Pier	℄ Brg. S. Abut.
1	490.21	489.86	489.50
2	490.25	489.91	489.55
3	490.30	489.96	489.61
4	490.34	490.00	489.65
5	490.38	490.04	489.69
6	490.44	490.09	489.74
7	490.44	490.09	489.74
8	490.38	490.04	489.69
9	490.34	490.00	489.65
10	490.30	489.96	489.61
11	490.25	489.91	489.55
12	490.21	489.86	489.50

① Theoretical top of beam after new bearings are in place

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM DETAILS
STRUCTURE NO. 001-0013
SHEET NO. 13 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, 1-3	ADAMS	208	141
		CONTRACT NO. 72A91		
	ILLINOIS	FED. AID PROJECT		

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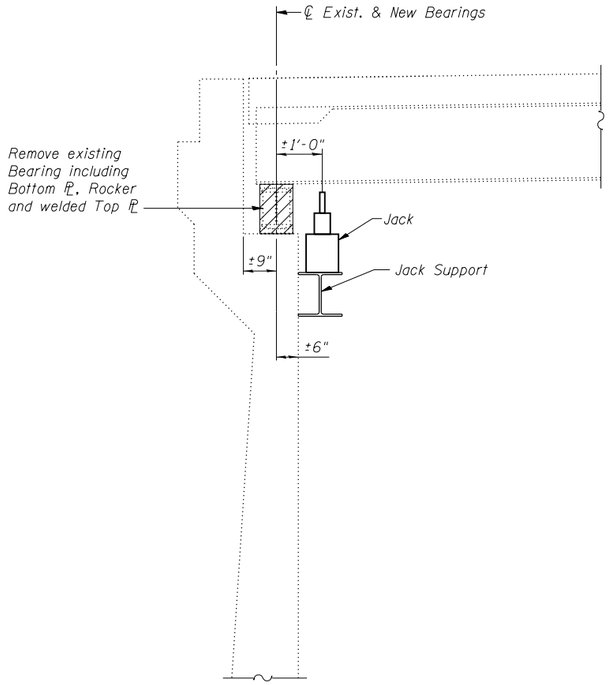

AT NORTH AND SOUTH ABUTMENTS

EXISTING BEARING REMOVAL DETAIL

JACK AND REMOVE EXISTING BEARINGS PROCEDURES

1. Jacking shall be done after existing deck removal is completed.
2. The Contractor shall submit for approval by the Engineer plans for jacking, prior to commencing any work at the bearings. The maximum dead load reaction with the deck removed (per bearing) at the north and south abutments = 4 kips. The minimum jack capacity at each beam shall be 8 kips at the north and south abutments.
3. Top of beam elevations shall be measured prior to jacking and shall remain the same after bearings are in place.
4. There shall be at least one jack per bearing and the jack shall be placed close to the bearing. The steel shall be raised a maximum of $\frac{1}{4}$" and shall be blocked in position until after the completion of the installation of new bearings.
5. Burn the existing anchor bolts flush with the concrete surface, grind smooth, and seal with epoxy. The rockers and top and bottom plates shall be removed. The top plate shall be removed using the air-arc method. Grind smooth all weld material remaining on the bottom flange. Cost of removing anchor bolts, rockers, top plates, and bottom plates shall be included with "Jack and Remove Existing Bearings."
6. The new elastomeric bearings shall be in place and the jacks lowered before the new concrete deck is poured.

BILL OF MATERIAL

Item	Unit	Total
Jack and Remove Existing Bearings	Each	24

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JACK AND REMOVE EXISTING BEARINGS
STRUCTURE NO. 001-0013
SHEET NO. 14 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	142
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

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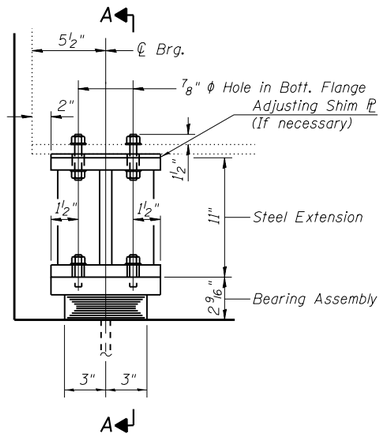
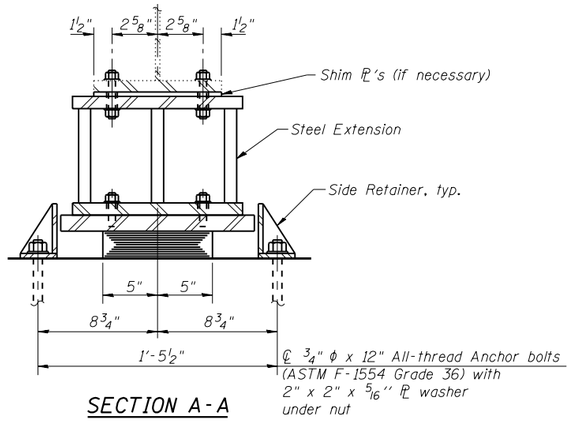
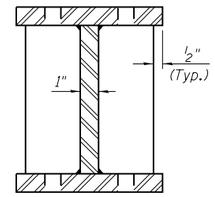


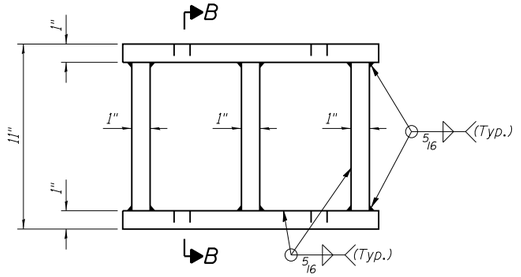
ELEVATION AT ABUTS.



SECTION A-A



SECTION B-B



ELEVATION - STEEL EXTENSION

TYPE I ELASTOMERIC EXP. BRG. - ABUTS.

Notes:

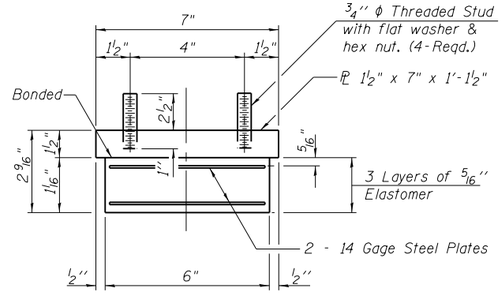
Side retainers and stainless steel plates required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I. The cost of the shim plates, steel extensions, and hardware shall be included in the cost of Furnishing & Erecting Structural Steel.

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

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

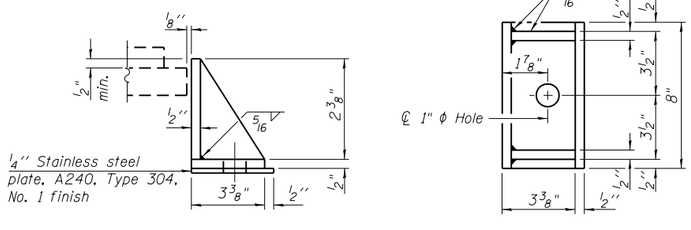
All (embedded and separate) bearing plates, side retainers, extensions, anchor bolts, nuts, washers and shim plates shall be galvanized according to AASHTO M111 or M232 as applicable unless noted otherwise.

Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims. For Type 1 Elastomeric Bearings, two ⅛ in. shims of the dimensions shown on the shim plate deatial shall be provided and placed as shown on bearing details.



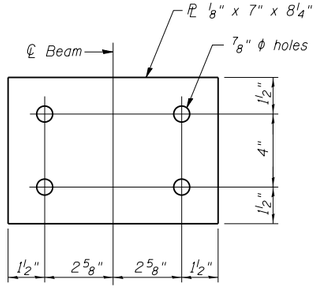
BEARING ASSEMBLY

Note:
Shim plates shall not be placed under Bearing Assembly.

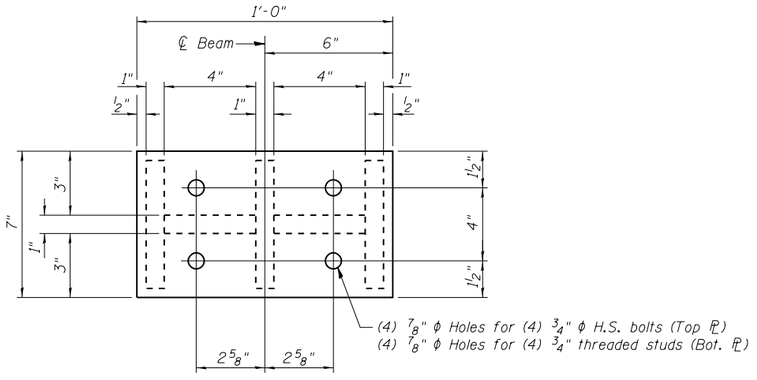


SIDE RETAINER

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



SHIM ℙ - ABUTS.



PLAN - STEEL EXTENSION

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	24
Anchor Bolts, ¾"	Each	48

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS – ABUTMENTS
STRUCTURE NO. 001-0013
SHEET NO. 15 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	143
		CONTRACT NO. 72A91		
		ILLINOIS	FED. AID PROJECT	

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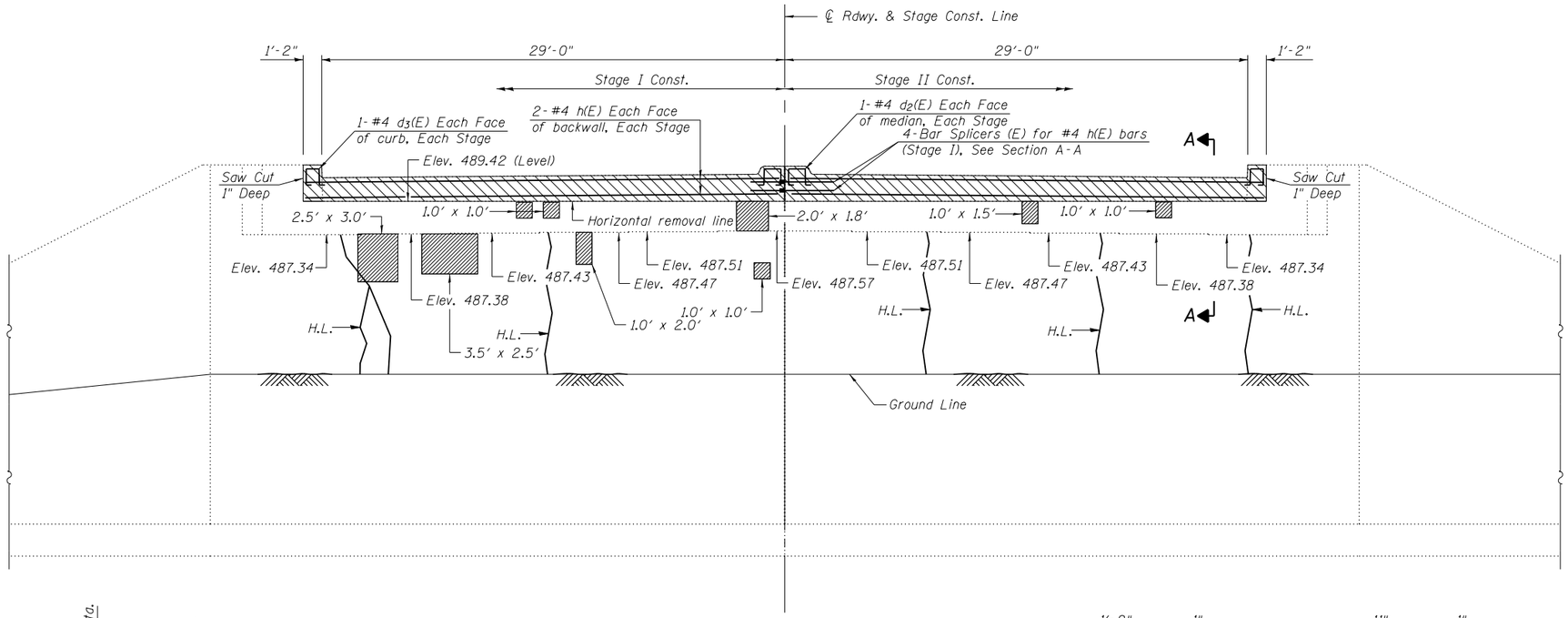
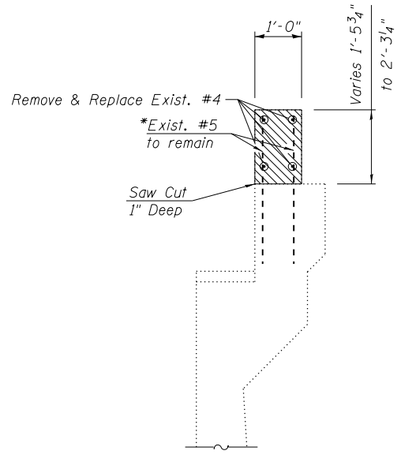
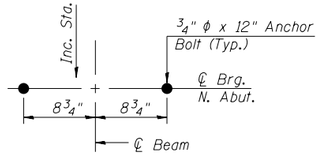


*Clean, straighten, and incorporate into new backwall. Cost included with Concrete Removal.



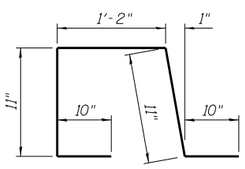
SECTION A-A

Note:
Hatched area to be re-poured after new concrete deck is in place. Cost included with Concrete Superstructure as shown on Sheet 9 of 20.

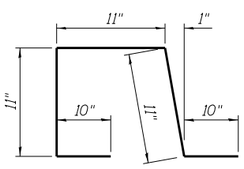


ANCHOR BOLT LOCATION DETAIL

ELEVATION
(Looking North)



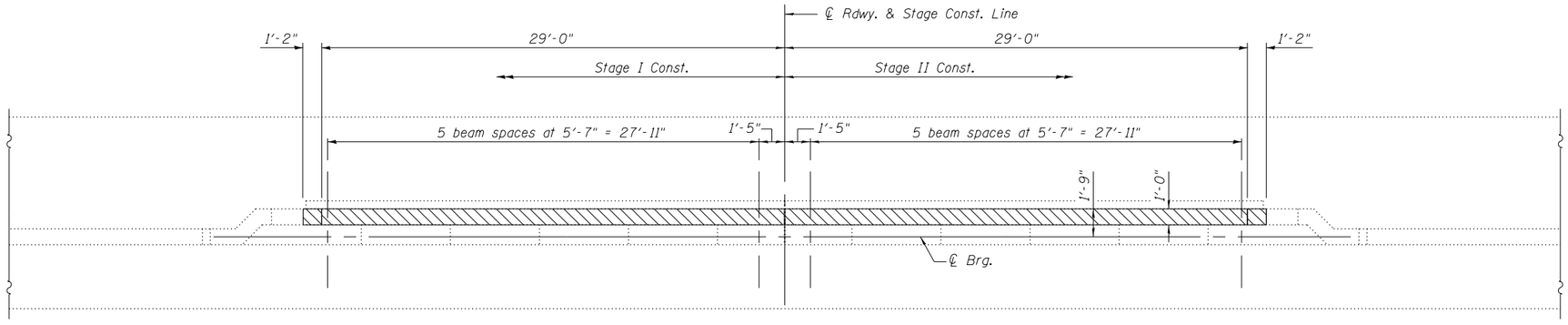
BAR d2(E)



BAR d3(E)

LEGEND

- Structural Repair of Concrete (Depth equal to or less than 5 inches)
- Concrete Removal
- H.L. — Hairline Crack - Not to be sealed



PLAN

N

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$d_2(E)$	4	#4	4'-8"	
$d_3(E)$	4	#4	4'-5"	
h(E)	8	#4	29'-10"	
Reinforcement Bars, Epoxy Coated			Pound	180
Concrete Removal			Cu. Yd.	3.7
Structural Repair of Concrete (Depth<5")			Sq. Ft.	27

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT REPAIRS
STRUCTURE NO. 001-0013
SHEET NO. 16 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	144
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

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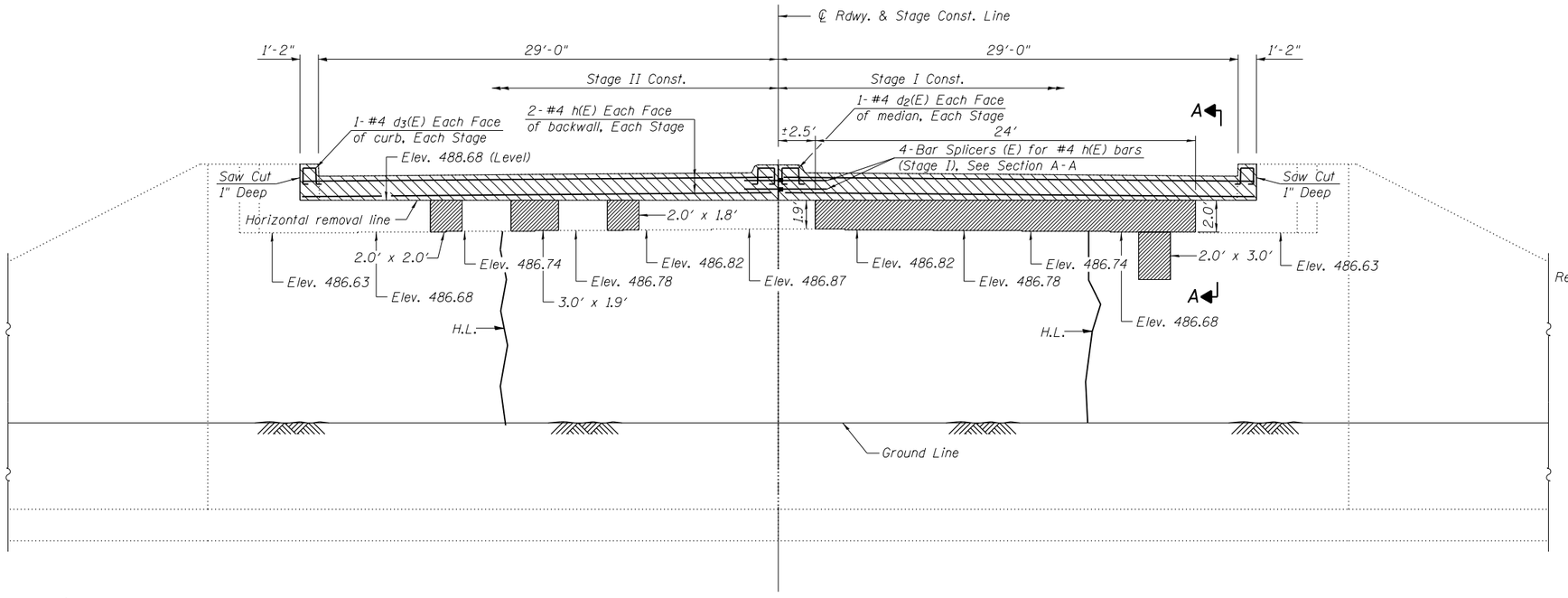
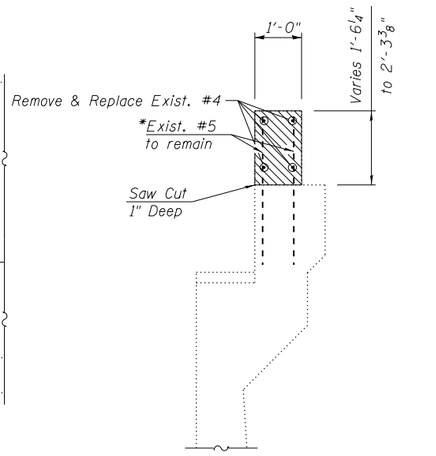
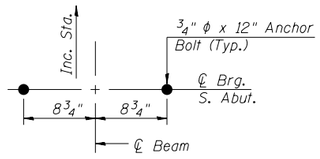


*Clean, straighten, and incorporate into new backwall. Cost included with Concrete Removal.



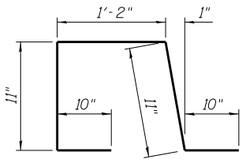
SECTION A-A

Note:
Hatched area to be re-poured after new concrete deck is in place. Cost included with Concrete Superstructure as shown on Sheet 9 of 20.

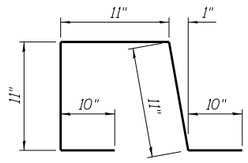


ANCHOR BOLT LOCATION DETAIL

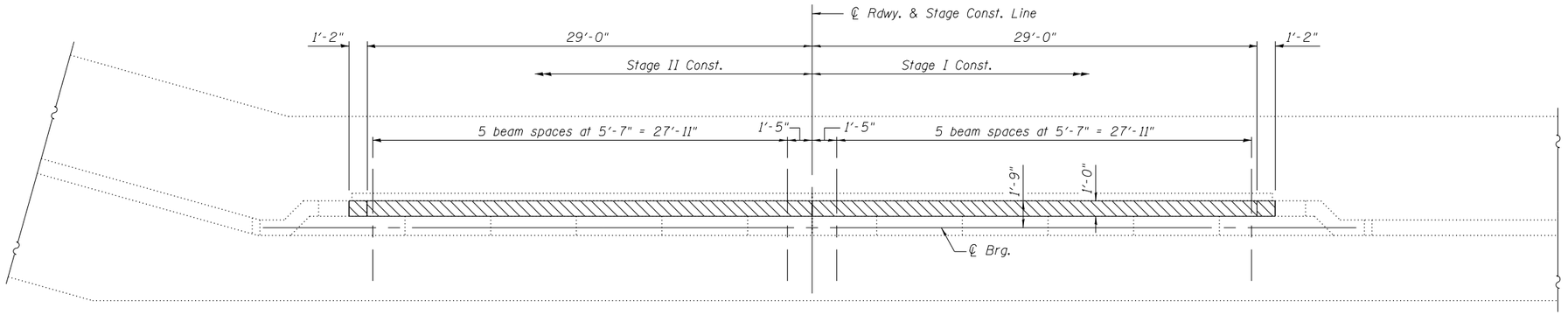
ELEVATION
(Looking South)



BAR d2(E)



BAR d3(E)



PLAN

LEGEND

- Structural Repair of Concrete (Depth equal to or less than 5 inches)
- Concrete Removal
- H.L. — Hairline Crack - Not to be sealed

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$d_2(E)$	4	#4	4'-8"	
$d_3(E)$	4	#4	4'-5"	
h(E)	8	#4	29'-10"	
Reinforcement Bars, Epoxy Coated			Pound	180
Concrete Removal			Cu. Yd.	3.8
Structural Repair of Concrete (Depth<5")			Sq. Ft.	65

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT REPAIRS
STRUCTURE NO. 001-0013
SHEET NO. 17 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, 1-3	ADAMS	208	145
		CONTRACT NO. 72A91		
	ILLINOIS	FED. AID PROJECT		

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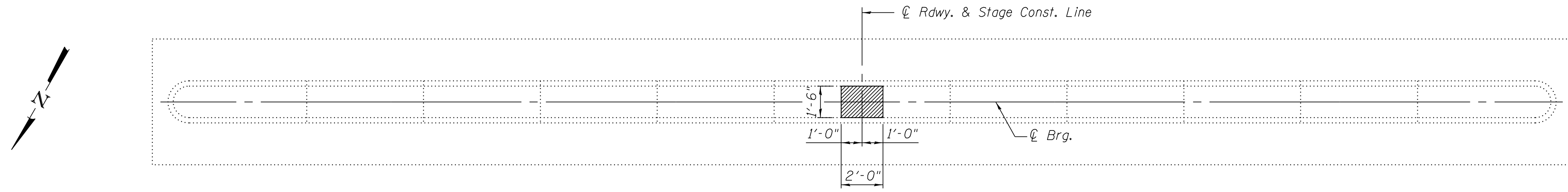
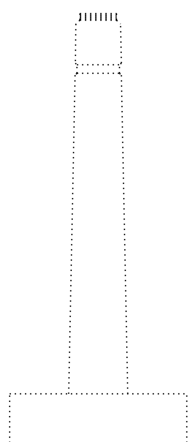
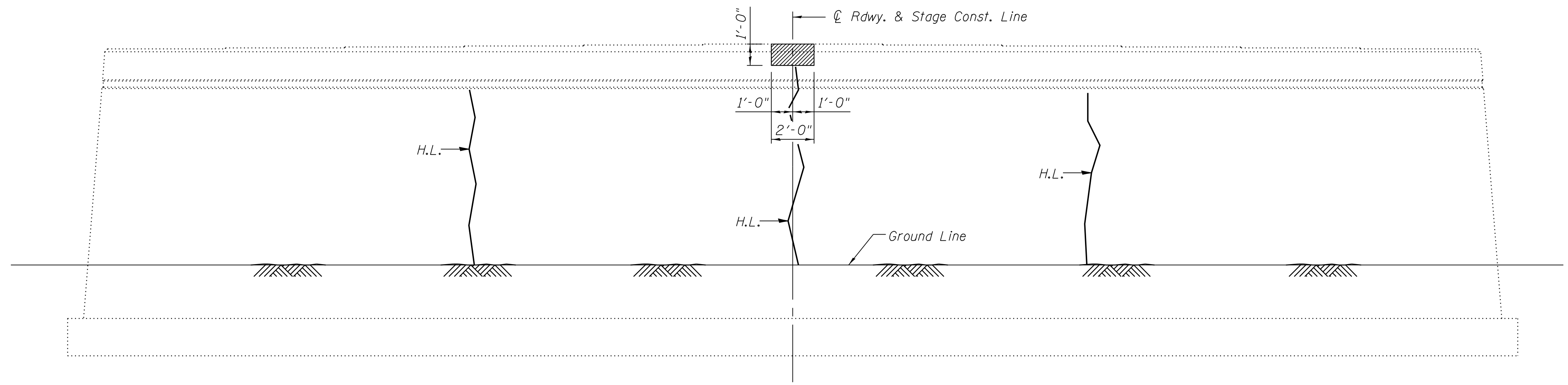


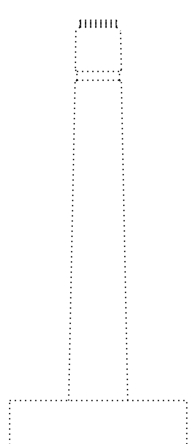
PLAN



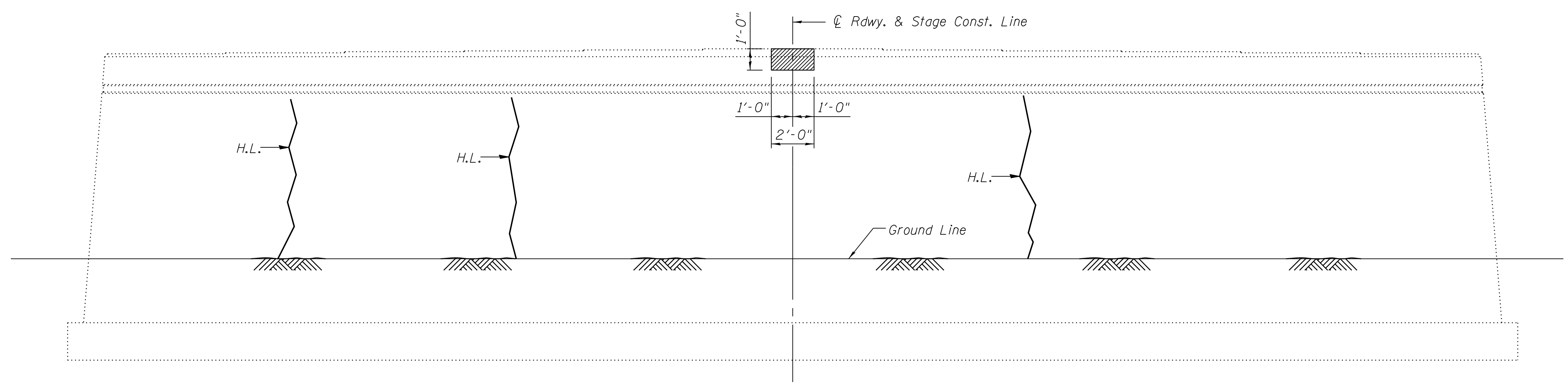
WEST END VIEW
(Looking East)



SOUTH ELEVATION
(Looking North)



EAST END VIEW
(Looking West)



NORTH ELEVATION
(Looking South)

LEGEND

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

H.L. Hairline Crack - Not to be sealed

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth<5")	Sq. Ft.	7

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		CHECKED - ADL	REVISED -		
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	PLOT DATE = 12/17/2019	CHECKED - ADL	REVISED -		SHEET NO. 18 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	146
		CONTRACT NO. 72A91		
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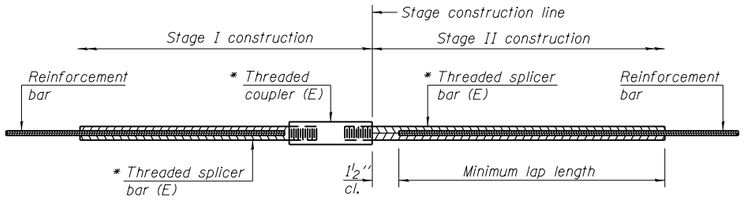
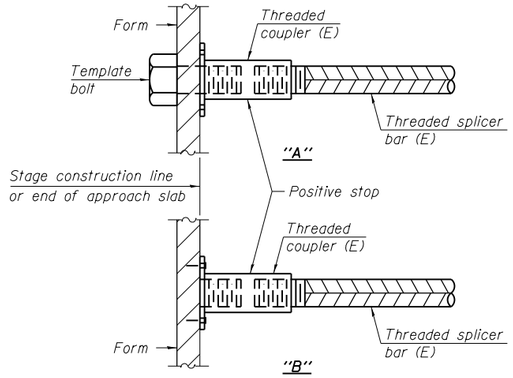


STANDARD BAR SPLICER ASSEMBLY

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

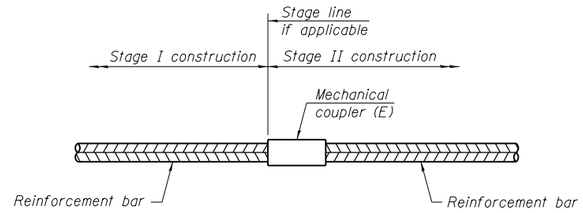
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Bridge Deck	#5	114	3'-3"
Bridge Deck	#6	10	3'-10"
Hatch Blocks	#4	8	2'-7"



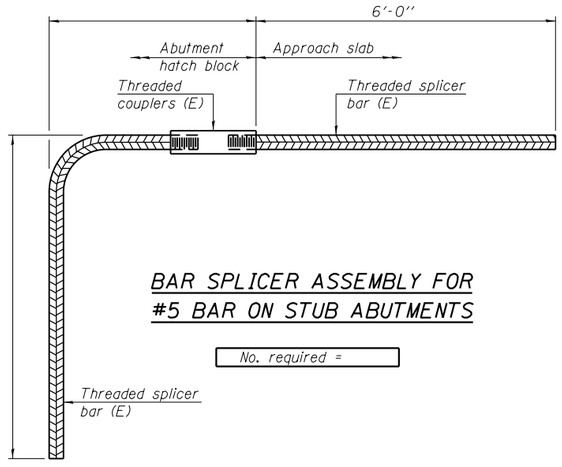
INSTALLATION AND SETTING METHODS

"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



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

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

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

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

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PLOT DATE = 12/17/2019	CHECKED - ADL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 001-0013
SHEET NO. 19 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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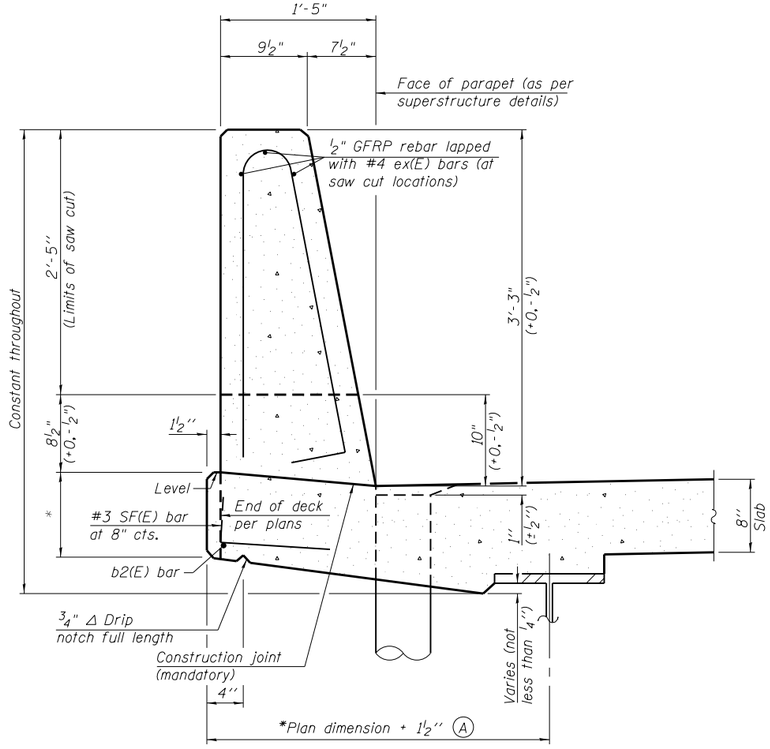
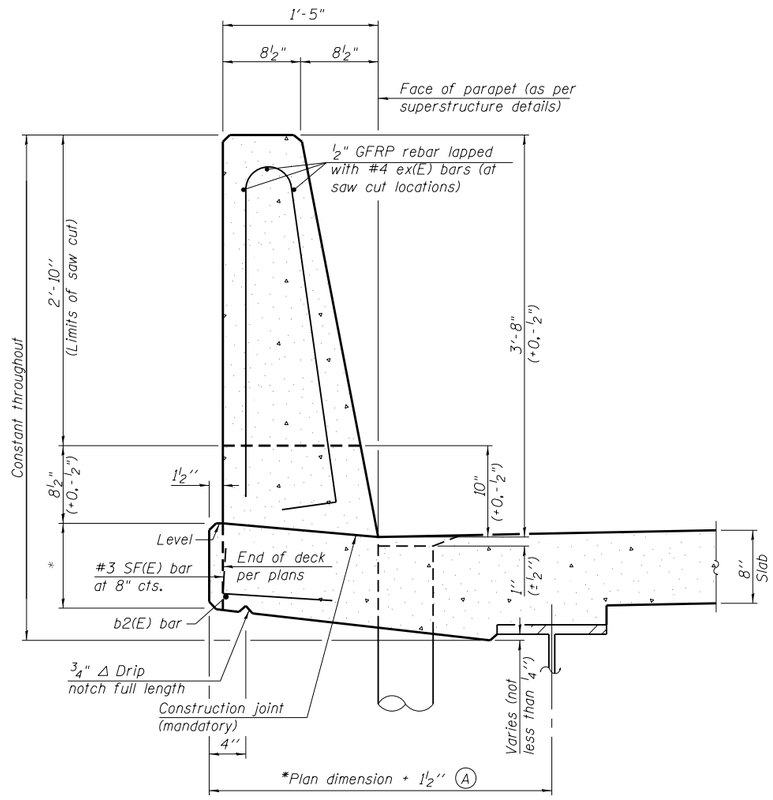
		CONTRACT NO. 72A91		
	ILLINOIS	FED. AID PROJECT		



39" CONSTANT-SLOPE PARAPET SECTION

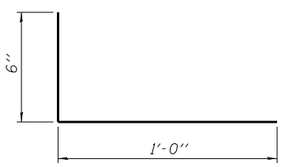
(Showing dimensions, d(E), and ½" ϕ GFRP rebar)



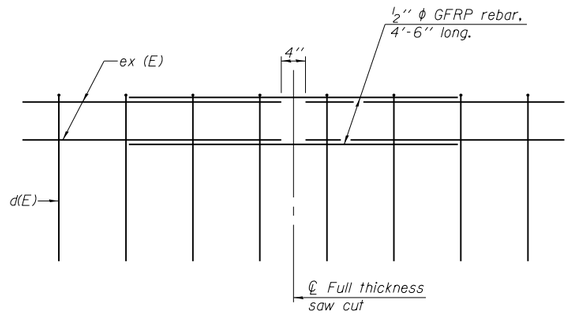
44" CONSTANT-SLOPE PARAPET SECTION

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

*See Superstructure Details.



#3 SF(E) BAR



GFRP REBAR STIFFENING DETAIL

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

GENERAL NOTES

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

Place full depth aluminum sheets as shown on superstructure details.

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

Steel superstructure shown. Other superstructure types similar.

SFP 39-44

1-14-2019

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PLOT SCALE = 25.10 7/8 '' / in.	DRAWN - BGJ	REVISED -
PLOT DATE = 12/17/2019	CHECKED - ADL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 001-0013
SHEET NO. 20 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS-10, 42RS) BRR, I-3	ADAMS	208	148
		CONTRACT NO. 72A91		
	ILLINOIS	FED. AID PROJECT		

Klingner & Associates P.C.

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

USER NAME = ebb	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 12/16/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BLANK SHEET

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	149
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

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TRAFFIC SIGNAL PLAN LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED
ALUMINUM MAST ARM ASSEMBLY AND POLE	R		
STEEL MAST ARM ASSEMBLY AND POLE	R		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE	R		
SIGNAL POST	R		
CONTROLLER CABINET	R		
MASTER CONTROLLER	R		
RAILROAD CONTROLLER	R		
UNINTERRUPTABLE POWER SUPPLY	R		
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT MINIMUM	R		
TEMPORARY WOOD POLE W/ GUY	R		
SERVICE INSTALLATION (P) POLE OR (G) GROUND MOUNT	R		
TEMPORARY SIGNAL HEAD			
SIGNAL HEAD (NUMBER INDICATE NUMBER OF SECTIONS)	R	3	3
SIGNAL HEAD WITH BACKPLATE	R		
FLASHER INSTALLATION (S DENOTES SOLAR POWER)	R		
PEDESTRIAN SIGNAL HEAD	R		
PEDESTRIAN PUSH-BUTTON DETECTOR	R		
ACCESSIBLE PEDESTRIAN PUSH-BUTTON DETECTOR	R APS	APS	APS
PRIORITY VEHICLE DETECTOR	R		
CONFORMATION BEACON	R		
VIDEO DETECTOR SYSTEM	R V	V	V
HANDHOLE	R		
DOUBLE HANDHOLE	R		
HEAVY DUTY HANDHOLE	R H	H	H
JUNCTION BOX	R J	J	J
GULFBOX JUNCTION	R		
CONDUIT SPLICE			

ITEM	REMOVAL	EXISTING	PROPOSED
DETECTOR LOOP LARGE			
DETECTOR LOOP SMALL			
QUADRAPOLE DETECTOR LOOP			
DIRECT CONNECTED LOOP LEAD-IN (TWISTED)			
UNDERGROUND CONDUIT (UC) LENGTH - CONSTRUCTION (T=TRENCH, P=PUSHED, A=AGUERED, E= EXISTING) SIZE - TYPE (S=STEEL, P=PVC, F=FIBER DUCT, U=UNI-DUCT)		15'-UC 3" PVC	15'-UC 3" PVC

TRAFFIC SIGNAL DETAIL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED
SIGNAL SECTION - SOLID RED	R R	R	R
SIGNAL SECTION - SOLID YELLOW	R Y	Y	Y
SIGNAL SECTION - SOLID GREEN	R G	G	G
SIGNAL SECTION - RED TURN ARROW	R <R	<R	<R
SIGNAL SECTION - YELLOW TURN ARROW	R <Y	<Y	<Y
SIGNAL SECTION - FLASHING YELLOW ARROW	R <FY	<FY	<FY
SIGNAL SECTION - GREEN TURN ARROW	R <G	<G	<G
PEDESTRIAN SIGNAL HEAD	R		
PEDESTRIAN SIGNAL HEAD W/ COUNTDOWN TIMER	R 15	15	15
TRAFFIC SIGNAL BACKPLATE	R		
SIGNAL SECTION WITH LOUVRE	R G	G	G
SIGNAL SECTION WITH DUAL INDICATION	R Y> G>	Y> G>	Y> G>
ELECTRIC CABLE (NUMBER INDICATES NUMBER OF CONDUCTORS)	R 2	2	2
ELECTRIC CABLE IDENTIFIER TAPE CODES (R=RED, W=WHITE, Y=YELLOW, G=GREEN, B=BLUE, O=ORANGE, V=VIOLET, P=PINK)	R W O	W O	W O
DETECTOR LOOP	R		
QUADRAPOLE DETECTOR LOOP	R		

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STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = ebb	DESIGNED -	REVISED -
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PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

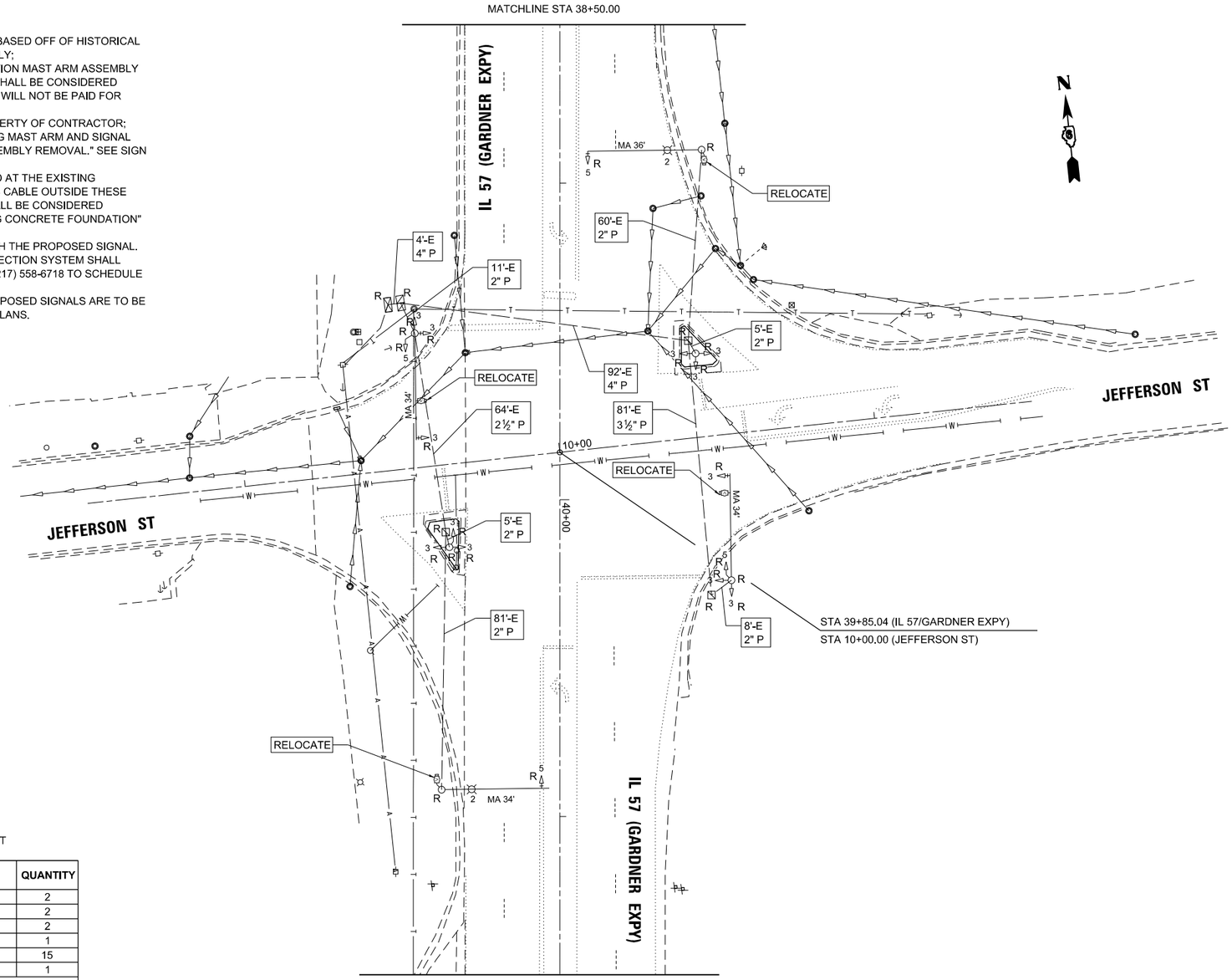
DISTRICT SIX
TRAFFIC SIGNAL LEGEND STANDARD

SCALE: | SHEET 1 OF 16 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	150
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

EX TRAFFIC SIGNALS & REMOVAL NOTES:

1. INFORMATION SHOWN ON THE EXISTING TRAFFIC SIGNAL PLANS ARE BASED OFF OF HISTORICAL PLANS AND SHALL BE CONSIDERED FOR INFORMATION PURPOSES ONLY;
2. THE REMOVAL OF LUMINAIRES LOCATION ON THE EXISTING COMBINATION MAST ARM ASSEMBLY AND POLES SHALL BE REMOVED. THE REMOVAL OF THE LUMINAIRES SHALL BE CONSIDERED INCIDENTAL TO "REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT" AND WILL NOT BE PAID FOR SEPARATELY;
3. ALL REMOVAL TRAFFIC SIGNAL EQUIPMENT SHALL BECOME THE PROPERTY OF CONTRACTOR;
4. THE REMOVAL OF SIGN AND SIGN ASSEMBLIES ATTACHED TO EXISTING MAST ARM AND SIGNAL POLES ARE TO BE PAID FOR AS "SIGN PANEL REMOVAL AND SIGN ASSEMBLY REMOVAL." SEE SIGN SCHEDULE FOR QUANTITIES;
5. EXISTING CONDUITS AND ELECTRIC CABLES SHALL BE DISCONNECTED AT THE EXISTING HANDHOLES AND SIGNAL FOUNDATIONS. ANY CONDUIT AND ELECTRIC CABLE OUTSIDE THESE LOCATIONS SHALL BE TERMINATED AND ABANDONED. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO "REMOVE EXISTING HANDHOLE AND REMOVE EXISTING CONCRETE FOUNDATION" AND WILL NOT BE PAID FOR SEPARATELY;
6. EXISTING VIDEO VEHICLE DETECTION SYSTEM SHALL BE UTILIZED WITH THE PROPOSED SIGNAL. WITH THE FOLLOWING EXCEPTION, THE EXISTING VIDEO VEHICLE DETECTION SYSTEM SHALL BECOME THE PROPERTY OF IDOT DISTRICT 6. CONTACT STAN CLOW (217) 558-6718 TO SCHEDULE THE DELIVERY OF EXISTING EQUIPMENT.
7. TEMPORARY SIGNALS ARE NOT PROPSED AT THE INTERSECTION. PROPOSED SIGNALS ARE TO BE BUILT AROUND EXISTING SIGNALS. SEE SHEET 4 OF TRAFFIC SIGNAL PLANS.



TRAFFIC SIGNAL EQUIPMENT REMOVAL: IL 57 & JEFFERSON ST

ITEMS TO BE REMOVED	QUANTITY
MAST ARM ASSEMBLY AND POLE	2
COMBINATION MAST ARM ASSEMBLY AND POLE	2
SIGNAL POST	2
TRAFFIC SIGNAL CABINET	1
TRAFFIC SIGNAL HEAD (3-SEC, 4-SEC, 5-SEC)	15
VIDEO DETECTION SYSTEM	1
TOTAL:	23

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

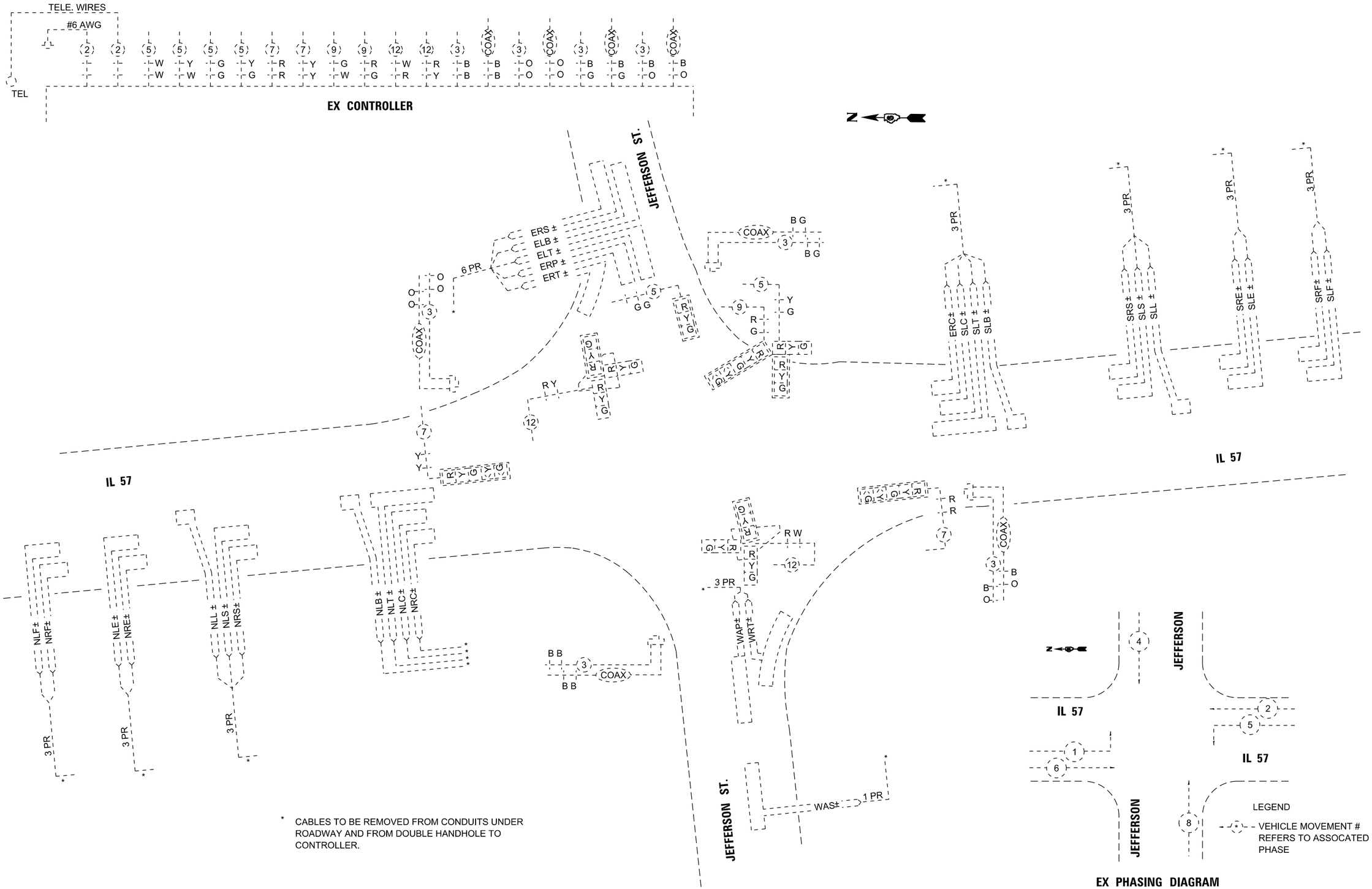
USER NAME = ebb	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TRAFFIC SIGNAL PLAN
IL 57 & JEFFERSON ST

SCALE: | SHEET 2 OF 16 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	151
		CONTRACT NO. 72A91		
	ILLINOIS	FED. AID PROJECT		



* CABLES TO BE REMOVED FROM CONDUITS UNDER ROADWAY AND FROM DOUBLE HANDHOLE TO CONTROLLER.

EX PHASING DIAGRAM

KLINGNER & ASSOCIATES, P.C. Engineers • Architects • Surveyors 616 N.24TH ST. QUINCY, ILLINOIS 62301 217.223.3670 STATE OF ILLINOIS DESIGN FIRM NO. 184-2738	USER NAME = ebb	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TRAFFIC SIGNAL PLAN
IL 57 & JEFFERSON ST

SCALE: | SHEET 3 OF 16 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	152
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

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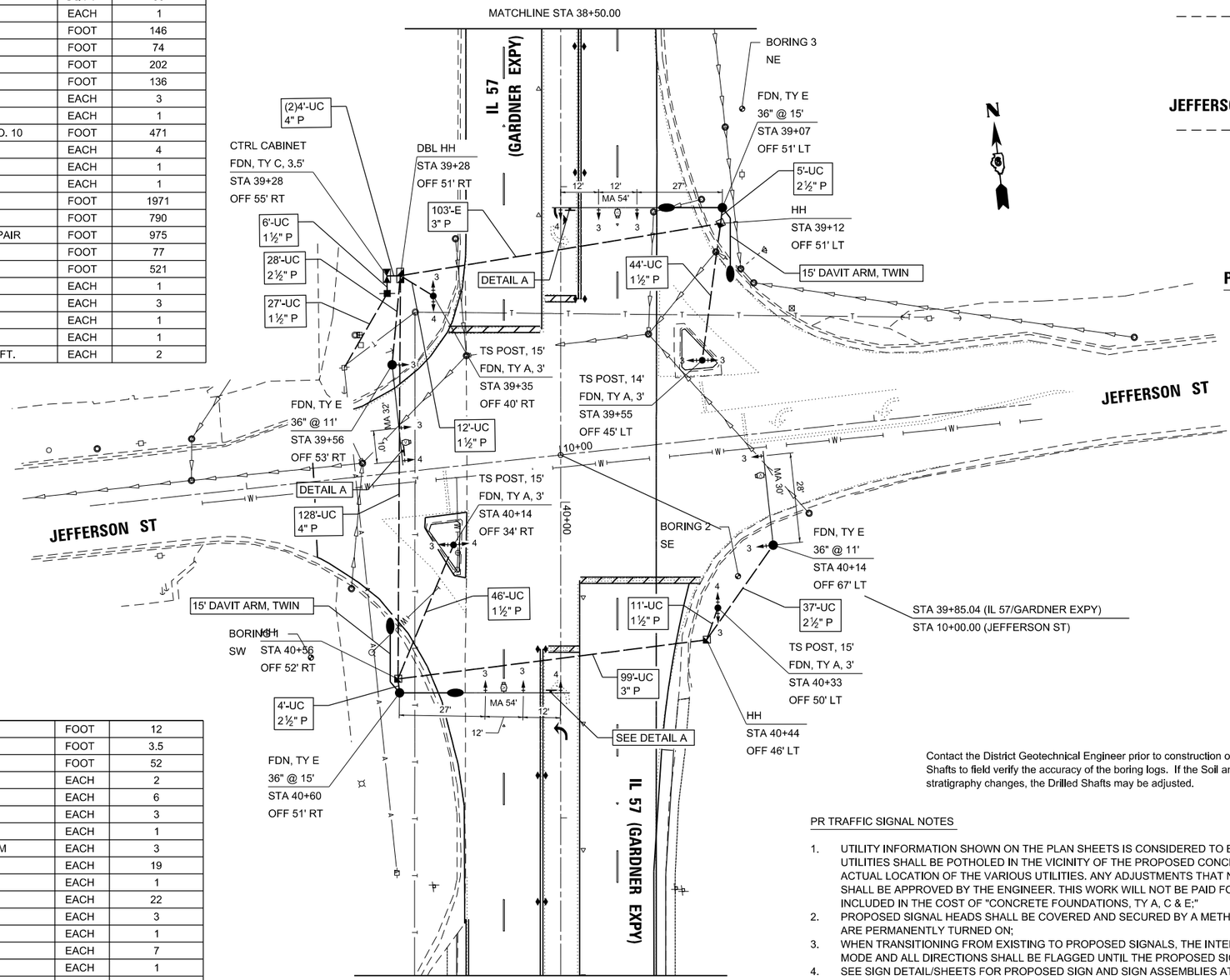
TRAFFIC SIGNAL QUANTITIES: IL 57 & JEFFERSON ST

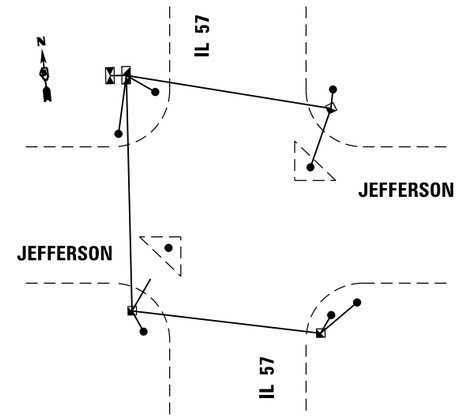
PAYITEM NO.	ITEM	UNIT	QUANTITY
20200200	ROCK EXCAVATION	CU YD	32
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	176
72000100	SIGN PANEL - TYPE 1	SQ FT	22.5
72000200	SIGN PANEL - TYPE 2	SQ FT	56
80500100	SERVICE INSTALLATION, TYPE A	EACH	1
81028340	UNDERGROUND CONDUIT, PVC, 1 1/2" DIA.	FOOT	146
81028360	UNDERGROUND CONDUIT, PVC, 2 1/2" DIA.	FOOT	74
81028370	UNDERGROUND CONDUIT, PVC, 3" DIA.	FOOT	202
81028390	UNDERGROUND CONDUIT, PVC, 4" DIA.	FOOT	136
81400730	HANDHOLE, COMPOSITE CONCRETE	EACH	3
81400740	DOUBLE HANDHOLE, COMPOSITE CONCRETE	EACH	1
81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	471
82110007	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION G	EACH	4
85700200	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1
86200200	UNINTERRUPTABLE POWER SUPPLY, STANDARD	EACH	1
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1971
87301265	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 9C	FOOT	790
87301705	ELECTRIC CABLE IN CONDUIT, COMMUNICATION NO. 18 3 PAIR	FOOT	975
87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	77
87301900	ELECTRIC CABLE IN CONDUIT, GROUND CON, NO. 6 1C	FOOT	521
87502680	TRAFFIC SIGNAL POST, ALUMINUM 14 FT.	EACH	1
87502690	TRAFFIC SIGNAL POST, ALUMINUM 15 FT.	EACH	3
87700190	STEEL MAST ARM ASSEMBLY AND POLE, 30 FT.	EACH	1
87700200	STEEL MAST ARM ASSEMBLY AND POLE, 32 FT.	EACH	1
87702990	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 54 FT.	EACH	2

BORING 1-SW -- ROCK WAS ENCOUNTERED AT ELEVATION +/- 490.40'

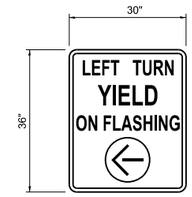
BORING 2-SE -- ROCK WAS ENCOUNTERED AT ELEVATION +/- 498.20'. COULD NOT DETERMINE IF IT WAS BEDROCK OR BOULDER

BORING 3-NE -- ROCK WAS ENCOUNTERED AT ELEVATION +/- 483.40'





PROPOSED GROUNDING DIAGRAM



PR SIGN PANEL, TYPE 1 (30"X36")
ATTACHED TO MAST ARM, 4 EACH
QTY - 7.5 SF x 3 EACH = 22.5 SF

DETAIL A

87800100	CONCRETE FOUNDATION, TYPE A	FOOT	12
87800150	CONCRETE FOUNDATION, TYPE C	FOOT	3.5
87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	52
88040070	SIGNAL HEAD, POLYCARBONATE, LED, 1-F, 3-S, BM	EACH	2
88040090	SIGNAL HEAD, POLYCARBONATE, LED, 1-F, 3-S, MM	EACH	6
88040120	SIGNAL HEAD, POLYCARBONATE, LED, 1-F, 4-S, MM	EACH	3
88040230	SIGNAL HEAD, POLYCARBONATE, LED, 2-F, 3-S, BM	EACH	1
88040250	SIGNAL HEAD, POLYCARBONATE, LED, 2-F, 1-3 S, 1-4 S, BM	EACH	3
88200510	TRAFFIC SIGNAL BACKPLATE, RETROREFLECTIVE	EACH	19
89500120	REMOVE EXISTING SERVICE INSTALLATION	EACH	1
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	22
89502380	REMOVE EXISTING HANDHOLE	EACH	3
89502382	REMOVE EXISTING DOUBLE HANDHOLE	EACH	1
89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	7
X0322765	RELOCATE VIDEO VEHICLE DETECTION SYSTEM	EACH	1
X0326266	ETHERNET SWITCH	EACH	1
X0326812	CAT 5 ETHERNET CABLE	FOOT	20
X4402020	CONCRETE MEDIAN SURFACE REMOVAL	SQ FT	176
X8250091	COMBINATION LIGHTING CONTROLLER	EACH	1

Contact the District Geotechnical Engineer prior to construction of the Drilled Shafts to field verify the accuracy of the boring logs. If the Soil and Rock stratigraphy changes, the Drilled Shafts may be adjusted.

PR TRAFFIC SIGNAL NOTES

1. UTILITY INFORMATION SHOWN ON THE PLAN SHEETS IS CONSIDERED TO BE FOR INFORMATION ONLY. ALL SUBSURFACE UTILITIES SHALL BE POTHOLED IN THE VICINITY OF THE PROPOSED CONCRETE SIGNAL FOUNDATIONS TO DETERMINE ACTUAL LOCATION OF THE VARIOUS UTILITIES. ANY ADJUSTMENTS THAT NEED TO BE MADE TO AVOID EXISTING UTILITIES SHALL BE APPROVED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY AND SHALL BE CONSIDERED INCLUDED IN THE COST OF "CONCRETE FOUNDATIONS, TY A, C & E;"
2. PROPOSED SIGNAL HEADS SHALL BE COVERED AND SECURED BY A METHOD APPROVED BY THE ENGINEER UNTIL THEY ARE PERMANENTLY TURNED ON;
3. WHEN TRANSITIONING FROM EXISTING TO PROPOSED SIGNALS, THE INTERSECTION SHALL BE PLACED ON FLASHING RED MODE AND ALL DIRECTIONS SHALL BE FLAGGED UNTIL THE PROPOSED SIGNALS ARE FUNCTIONING PROPERLY;
4. SEE SIGN DETAIL/SHEETS FOR PROPOSED SIGN AND SIGN ASSEMBLIES ATTACHED TO SIGNAL POLES AND MAST ARMS;
5. SEE BORING LOGS FOR EXPECTED SOIL TYPES WHEN DRILLING FOR CONCRETE FOUNDATIONS, TY E.
6. RECOMMENDED STAGES OF CONSTRUCTION:
    1. REMOVE EXISTING TRAFFIC SIGNAL AND ITS APPARATUS FROM ISLANDS (e.g. SIGNAL POST, FOUNDATION)
    2. CONSTRUCT PROPOSED TRAFFIC SIGNAL EQUIPMENT AND PROPOSED CONDUIT RUNS
    3. REMOVE REMAINING EXISTING TRAFFIC SIGNAL EQUIPMENT AND FOUNDATIONS
    4. CONSTRUCT MEDIAN SURFACE IN THE ISLANDS

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

USER NAME = ebb	DESIGNED -	REVISED -
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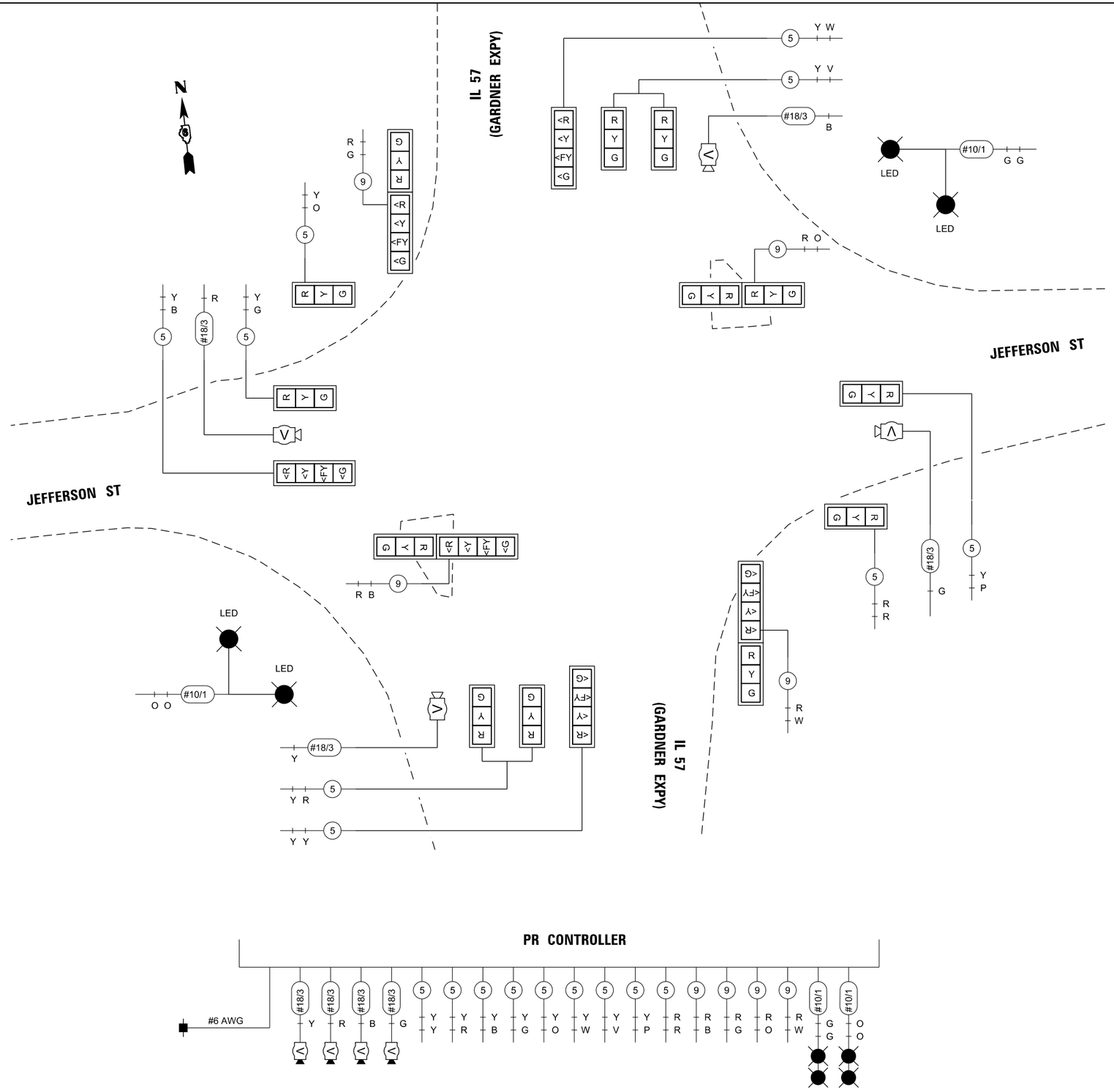
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 9/20/2019	DATE -	REVISED -

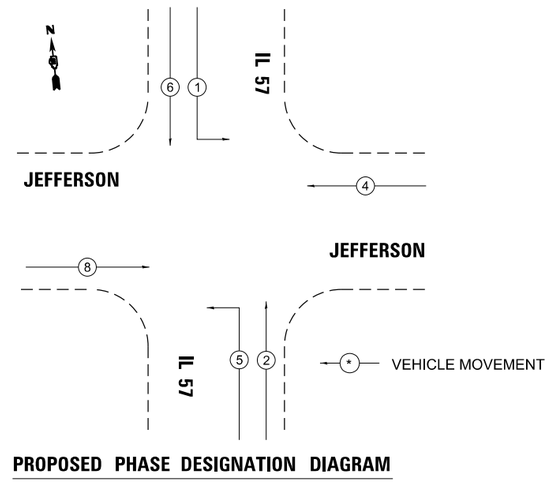
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TRAFFIC SIGNAL PLAN
IL 57 & JEFFERSON ST

SCALE: | SHEET 4 OF 16 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	153
		CONTRACT NO. 72A91		
		ILLINOIS	FED. AID PROJECT	





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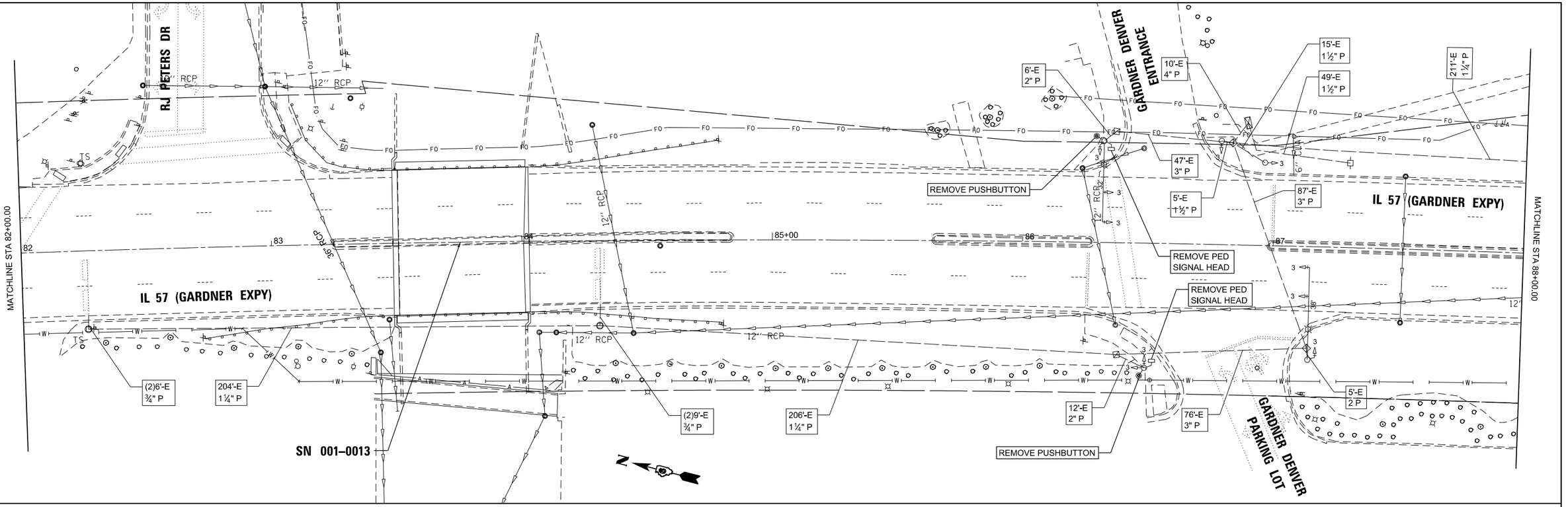
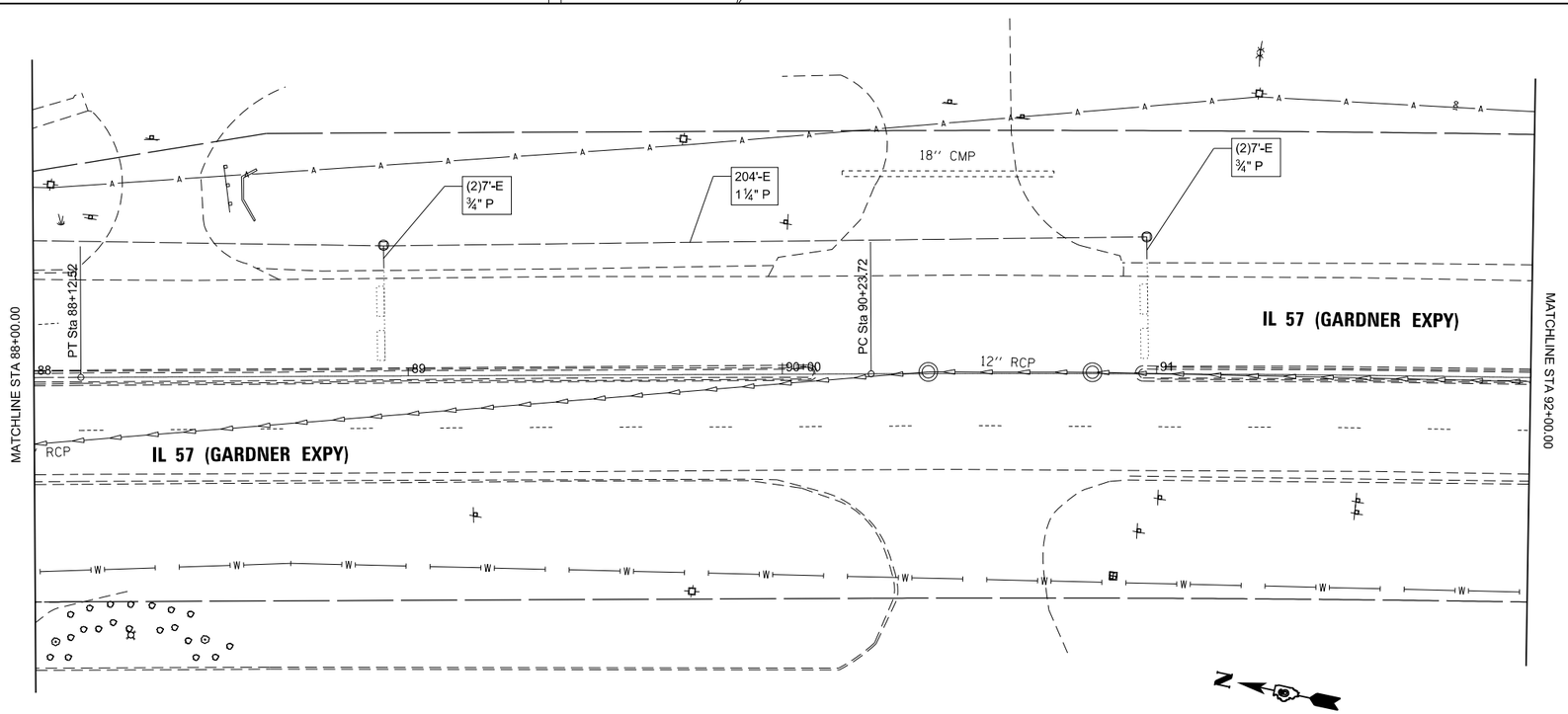
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TRAFFIC SIGNAL DETAIL
IL 57 & JEFFERSON ST

SCALE: | SHEET 5 OF 16 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	154
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			





TRAFFIC SIGNAL EQUIPMENT REMOVAL: IL 57 & GARDNER DENVER PARKING

ITEMS TO BE REMOVED	QUANTITY
PUSHBUTTON	2
PEDESTRIAN SIGNAL HEAD	2
TRAFFIC SIGNAL CABINET	1
TOTAL:	5

EX TRAFFIC SIGNALS & REMOVAL NOTES:

1. INFORMATION SHOWN ON THE EXISTING TRAFFIC SIGNAL PLANS ARE BASED OFF OF HISTORICAL PLANS AND SHALL BE CONSIDERED FOR INFORMATION PURPOSES ONLY;
2. ALL REMOVAL TRAFFIC SIGNAL EQUIPMENT SHALL BECOME THE PROPERTY OF CONTRACTOR;

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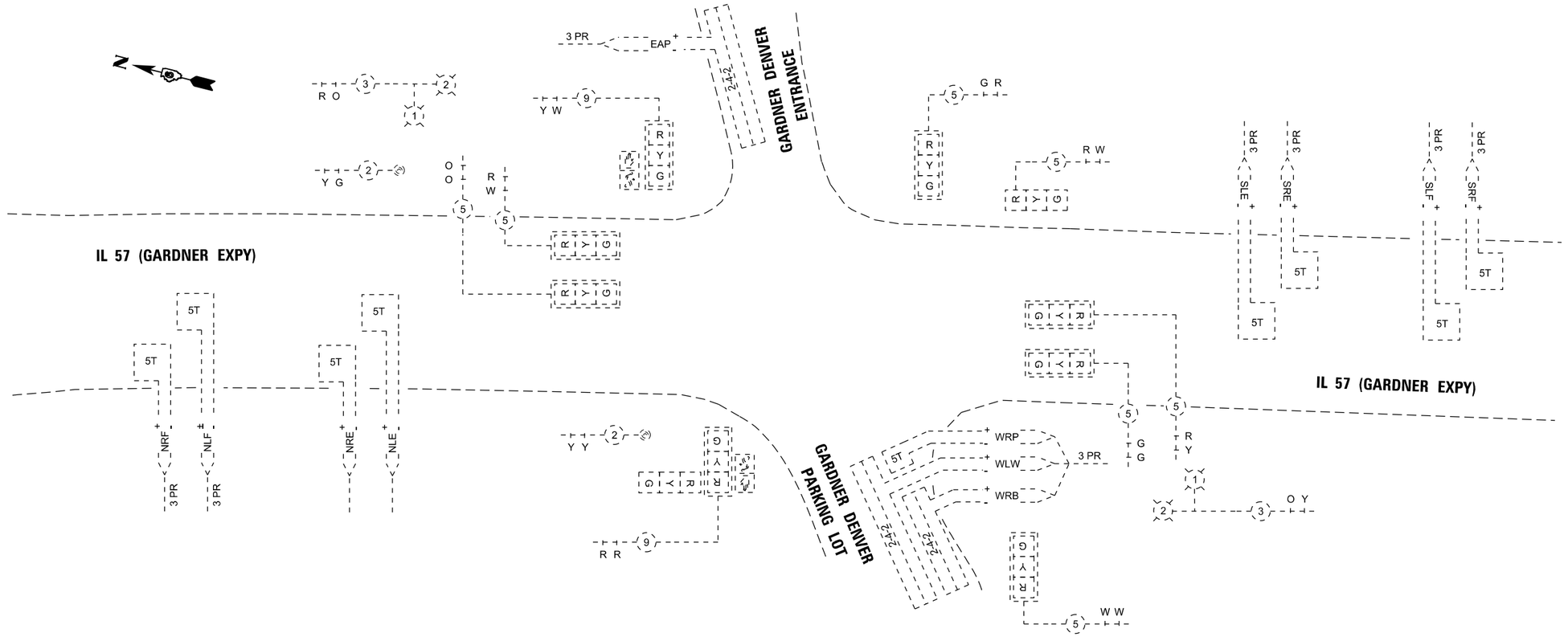
PLOT DATE = 9/20/2019	DATE -	REVISED -

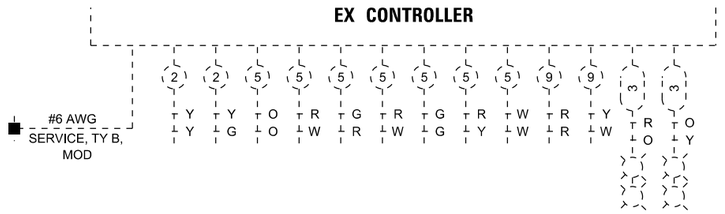
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TRAFFIC SIGNAL PLAN
IL 57 & GARDNER DENVER ENTRANCE

SCALE: | SHEET 6 OF 16 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	155
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			



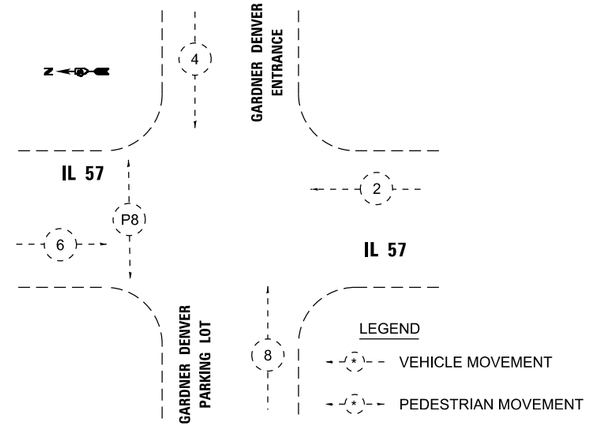


DETECTORS

CALL ON GREEN ONLY						G	G			
PHASE	4	4	4	2	2	2	6	6	6	8

WRB+ WRP+ WLB+ SLF+ SRF- SRE+ SLE- NRE+ NLE- NRF+ NLF+ EAP+

3PR 3PR 3PR 3PR 3PR 3PR



EX PHASING DIAGRAM

KLINGNER & ASSOCIATES, P.C. Engineers • Architects • Surveyors 616 N.24TH ST. QUINCY, ILLINOIS 62301 217.223.3670 STATE OF ILLINOIS DESIGN FIRM NO. 184-2738	USER NAME = ebb	DESIGNED -	REVISED -
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	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TRAFFIC SIGNAL DETAIL
IL 57 & GARDNER DENVER ENTRANCE

SCALE: | SHEET 7 OF 16 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	156
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

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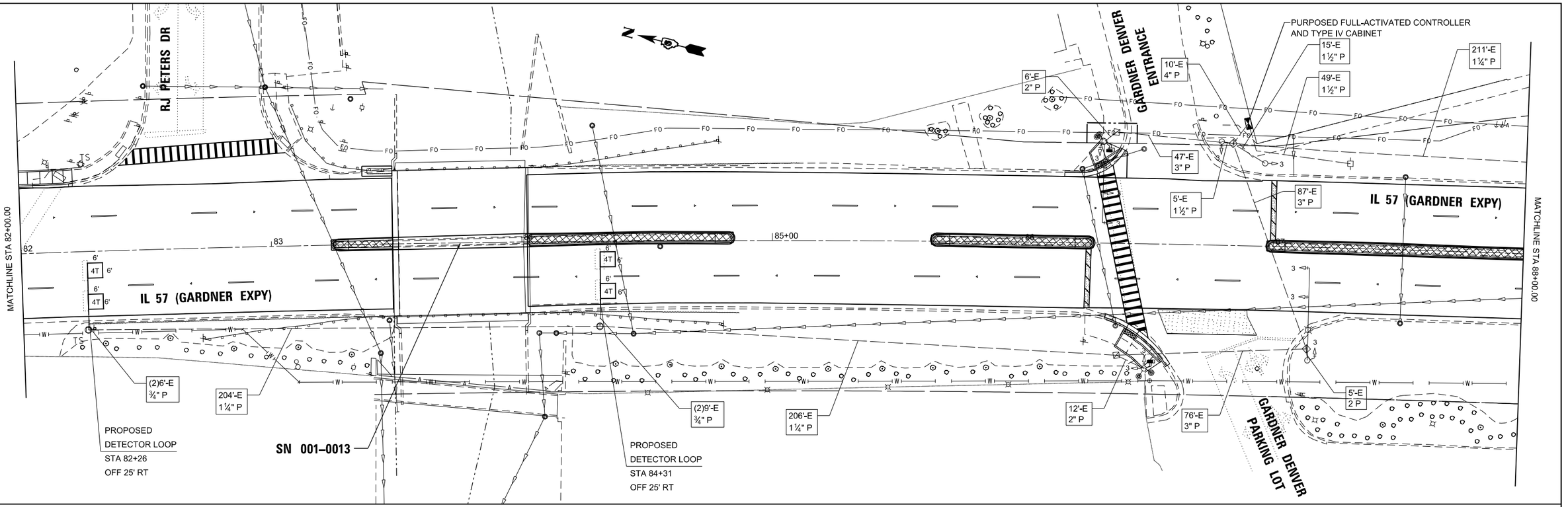

TRAFFIC SIGNAL QUANTITIES: IL 57 & GARDNER DENVER PARKING LOT

PAYITEM NO.	ITEM	UNIT	QUANTITY
85700200	FULL-ACTVATED CONTROLLER AND TYPE IV CABINET	EACH	1
88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-F, BM WITH CDT	EACH	2
88600100	DETECTOR LOOP, TYPE I	FOOT	282
88800100	PEDESTRIAN PUSH-BUTTON	EACH	2
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	5

PR TRAFFIC SIGNAL NOTES

1. UTILITY INFORMATION SHOWN ON THE PLAN SHEETS IS CONSIDERED TO BE FOR INFORMATION ONLY.
2. EXISTING TRAFFIC SIGNAL DETAILS ARE REFERENCED FROM ARCHIVED PLANS. IN CASE OF CONFLICTS, CONTRACTOR SHALL VERIFY ALL CONDUIT RUNS AND SIZES IN THE FIELD. NO ADDITIONAL PAYMENTS SHALL BE MADE.
3. WEATHERPROOF SPLICE SHALL BE MADE AT ALL THE JUNCTION BOX FOR PROPOSED DETECTOR LOOPS SHOWN ON THE PLAN SHEETS. THIS WORK WILL NOT BE PAID FOR SEPARATELY AND SHALL BE CONSIDERED INCLUDED IN THE COST OF "DETECTOR LOOP, TY 1" PAYITEM.

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

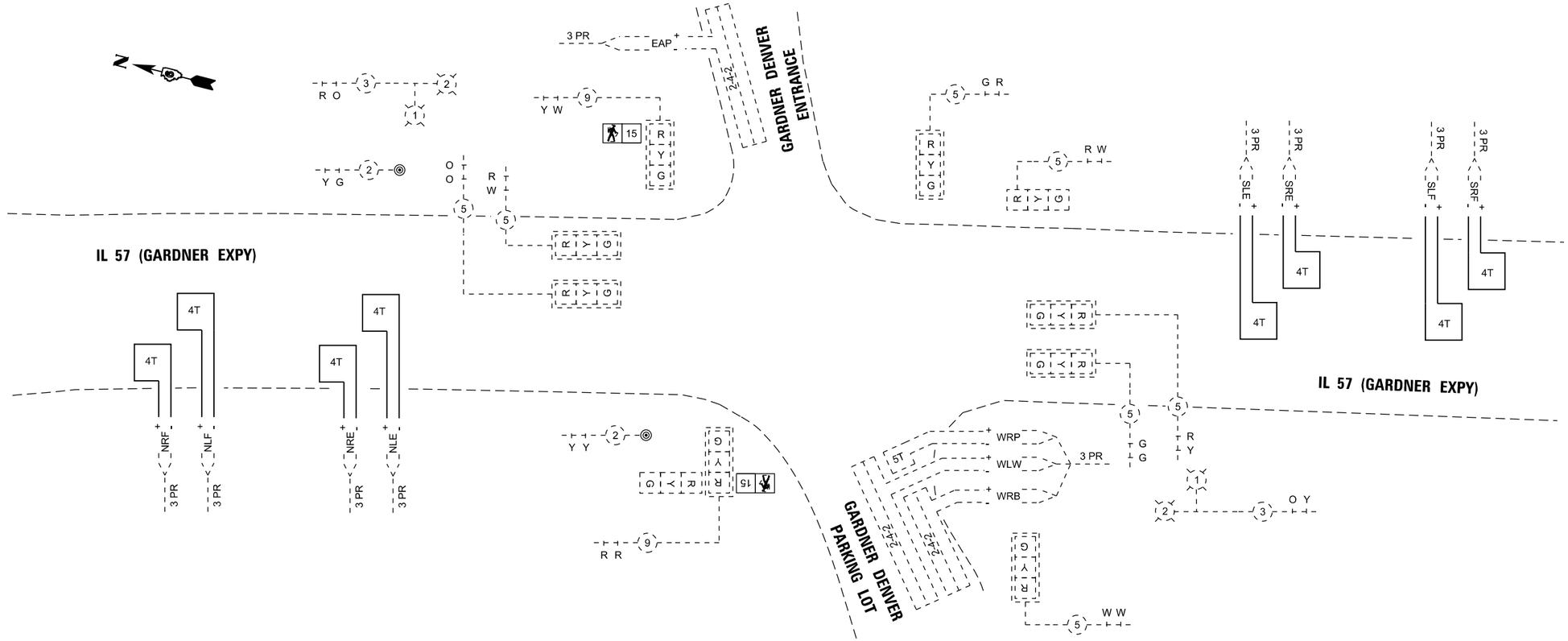
USER NAME = ebb	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 9/20/2019	DATE -	REVISED -

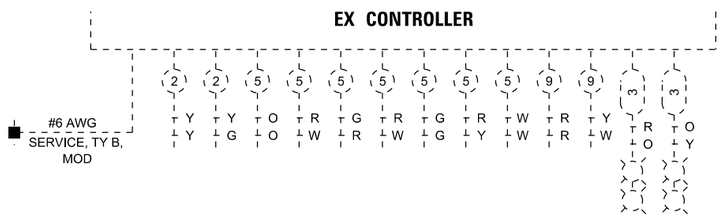
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TRAFFIC SIGNAL PLAN
IL 57 & GARDNER DENVER ENTRANCE

SCALE: | SHEET 8 OF 16 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	157
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			



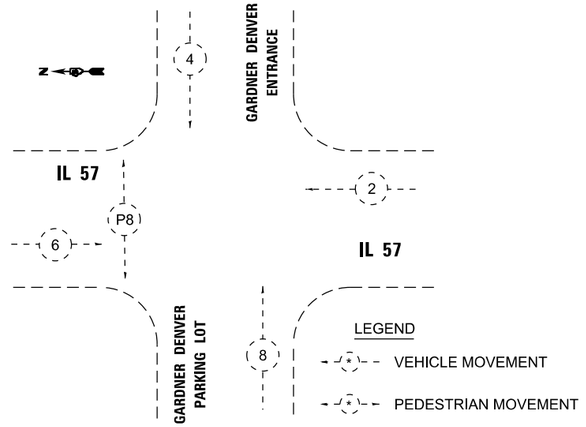


DETECTORS

CALL ON GREEN ONLY						G	G			
PHASE	4	4	4	2	2	2	6	6	6	8

WRB WRP WLB SLF SRF SRE SLE NRE NLE NRF NLF EAP

3PR 3PR 3PR 3PR 3PR 3PR 3PR



EX PHASING DIAGRAM

USER NAME = ebb	DESIGNED -	REVISED -	
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PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 9/20/2019	DATE -	REVISED -	

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STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TRAFFIC SIGNAL DETAIL
IL 57 & GARDNER DENVER ENTRANCE

SCALE: | SHEET 9 OF 16 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	158
		CONTRACT NO. 72A91		
	ILLINOIS	FED. AID PROJECT		

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Illinois Department of Transportation
Division of Highways
District 6

ROCK CORE LOG

Date 6/18/19

ROUTE IL 57 DESCRIPTION Mast Arm located at So. W corner of IL 57 and Jefferson St in Quincy LOGGED BY S. Jones

SECTION (53RS10, 42RS) BRR, I-3 LOCATION , SEC. 2, TWP. 2S, RNG. 9W, 4 PM

COUNTY Adams CORING METHOD Water

STRUCT. NO. N/A
Station N/A

BORING NO. 1-SW
Station 40+52.50
Offset 71.0ft RT.
Ground Surface Elev. 496.89 ft

CORING BARREL TYPE & SIZE NQ2WL
Core Diameter 2 in
Top of Rock Elev. 490.39 ft
Begin Core Elev. 490.39 ft

Broken LIMESTONE top 6inches Med Grained Crystalline LIMESTONE open joints 2-4" Lt Gray and Tan LIMESTONE w/ Chert Nodules closed joints - 2" spacing, clay filled Tan Fine Grained LIMESTONE interbedded, dendritic staining at 8.5ft 3" chert nodule at 10ft	490.39 486.39	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
			1	88	79		537.8
		-10					236.2
		-15					
		-20					
		-25					

Color pictures of the cores Yes, On File
Cores will be stored for examination until 5 Years after Construction
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
RQD is the ratio of the total length of sound core specimens >4" to total length of core run

BBS, form 138 (Rev. 8-99)

ROCK CORE IL-57 AND JEFFERSON ST QUINCY.GPJ DBTEMPLT.GDT 8/22/19

Illinois Department of Transportation
Division of Highways
District 6

SOIL BORING LOG

Date 6/18/19

ROUTE IL 57 DESCRIPTION Mast Arm located at So. W corner of IL 57 and Jefferson St in Quincy LOGGED BY S. Jones

SECTION (53RS10, 42RS) BRR, I-3 LOCATION , SEC. 2, TWP. 2S, RNG. 9W, 4 PM

COUNTY Adams DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. N/A
Station N/A

BORING NO. 1-SW
Station 40+52.50
Offset 71.0ft RT.
Ground Surface Elev. 496.89 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
▽ First Encounter No encounter ft
▼ Upon Completion ft
▼ After Hrs. Plugged ft

HMA parking lot and agg subbase Tan Moist SILT Railroac Ballast Auger Refusal @6.5ft No Recovery Switch to Rock Core Borehole continued with rock coring.	493.39 491.89 490.39	DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
			0		
			1 3	0 9	
			100 /2"		
		-5			
		-10			
		-15			
		-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

File Name:S:\SOILSIGHT FILES\001 ADAMS\MAST ARMS\IL-57 AND JEFFERSON ST QUINCY.GPJ Data Template:DBTEMPLT.GDT Date Printed:8/22/19
Latitude Longitude Datum:NAD83 Job Number:72A91

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STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

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PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
IL 57 & JEFFERSON ST

SCALE: | SHEET 10 OF 16 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	159
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
District 6

SOIL BORING LOG

Page 1 of 1

Date 7-24/31-2019

ROUTE IL 57 DESCRIPTION Mast Arm located at No. E corner of IL 57 and Jefferson St in Quincy LOGGED BY S. Jones

SECTION (53RS10, 42RS) BRR, I-3 LOCATION , SEC. 2, TWP. 2S, RNG. 9W, 4 PM

COUNTY Adams DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. N/A
Station N/A

BORING NO. 3-NE
Station 38+70.00
Offset 60.0ft LT.
Ground Surface Elev. 506.36 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
▽ First Encounter 489.9 ft
▼ Upon Completion Plugged ft
▼ After ____ Hrs. Plugged ft

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)	Description
				Tan and Gray SILT LOAM (Fill)
	0			
	3	0.8	19	
	2	P		
	1			
	1			Brown Moist Silt Loam Fill
-5	1			Poor Recovery
	0			
	1			rock jammed in retainer ring
	1			poor recovery
498.36				
	0			Gray and Tan Moist SILT LOAM (Till)
	2	0.0	21	w/ 1/4" to 1" rock
-10	1	P		
				abandon hole, move over 5 feet
				and blind drill to 10ft
	0			resume drilling on 7/31/19
	1	0.0	23	Brown and Gray Moist SILT LOAM (Till)
	1	P		
	0			
	2		24	V. Moist
491.36 -15	1			w/ layer of Sand/Cynders at 15ft
				Med Grained SAND and V. Weathered SHALE with Chert nodules FREE WATER
	0			
	2			
	20			
	16			
	10			V weak Weathered Shale
-20	10			interbedded w/ Chert

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)	Description
	0			Med Grained SAND and V. Weathered SHALE with Chert nodules
				FREE WATER *(continued)*
	1			Lt Gray V. Weathered SHALE
	60/1"			Poor Recovery, rock jammed in barrel
	28			
	60/1"			Tan and Lt Gray V. Weathered
481.36 -25				SHALE and Broken Chert
				sample disturbed by drilling process
				drilled hard at 24ft
				Boring Complete
-30				
-35				
-40				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

File Name S:\SOILS\GINT FILES\001 ADAMS\MAST ARMS\IL-57 AND JEFFERSON ST QUINCY.GPJ Data Template D6TEMPLT.GDT Date Printed 8/22/19
Latitude Longitude Datum NAD83 Job Number 72A91

Illinois Department of Transportation
Division of Highways
District 6

SOIL BORING LOG

Page 1 of 1

Date 6/18/19

ROUTE IL 57 DESCRIPTION Mast Arm located at So. E corner of IL 57 and Jefferson St in Quincy LOGGED BY S. Jones

SECTION (53RS10, 42RS) BRR, I-3 LOCATION , SEC. 2, TWP. 2S, RNG. 9W, 4 PM

COUNTY Adams DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. N/A
Station N/A

BORING NO. 2-SE
Station 40+28.00
Offset 55.0ft LT.
Ground Surface Elev. 500.00 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
▽ First Encounter No encounter ft
▼ Upon Completion ____ ft
▼ After ____ Hrs. Plugged ft

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)	Description
				Top Soil
				Hit Rock - possibly a boulder
				Hole Abandoned
498.20				
-5				
-10				
-15				
-20				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
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File Name S:\SOILS\GINT FILES\001 ADAMS\MAST ARMS\IL-57 AND JEFFERSON ST QUINCY.GPJ Data Template D6TEMPLT.GDT Date Printed 8/22/19
Latitude Longitude Datum NAD83 Job Number 72A91

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STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

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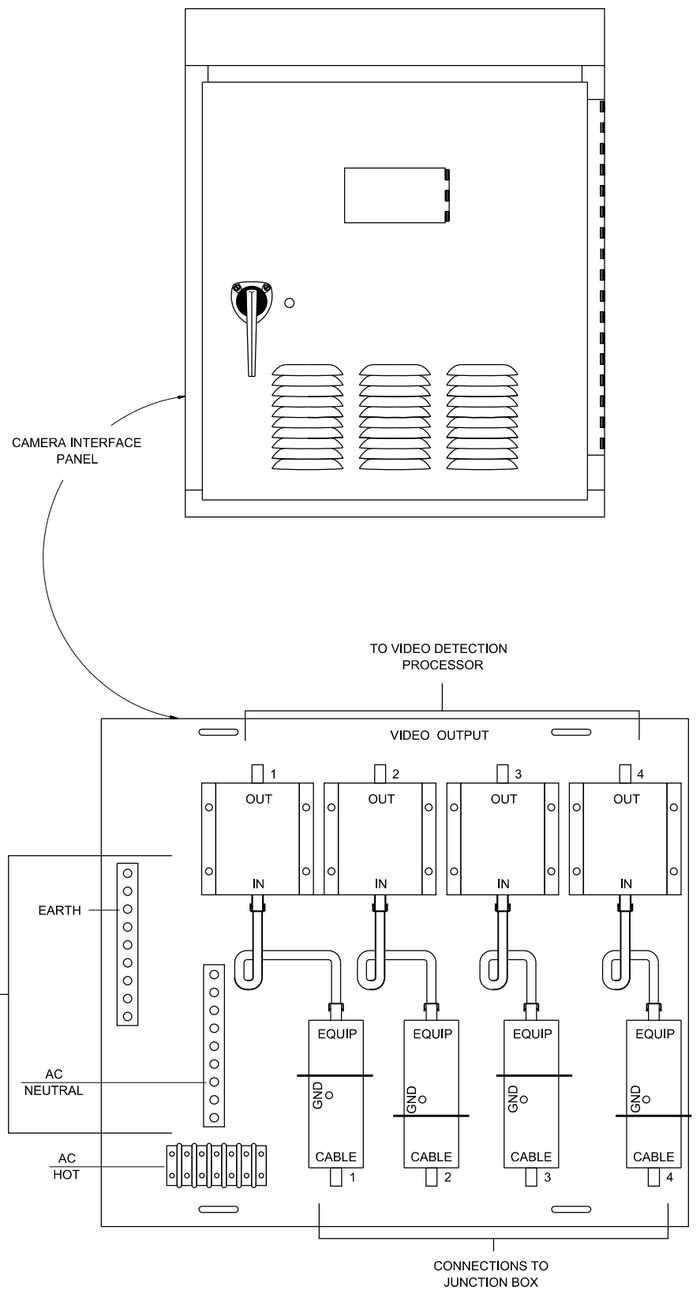
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 9/20/2019	DATE -	REVISED -

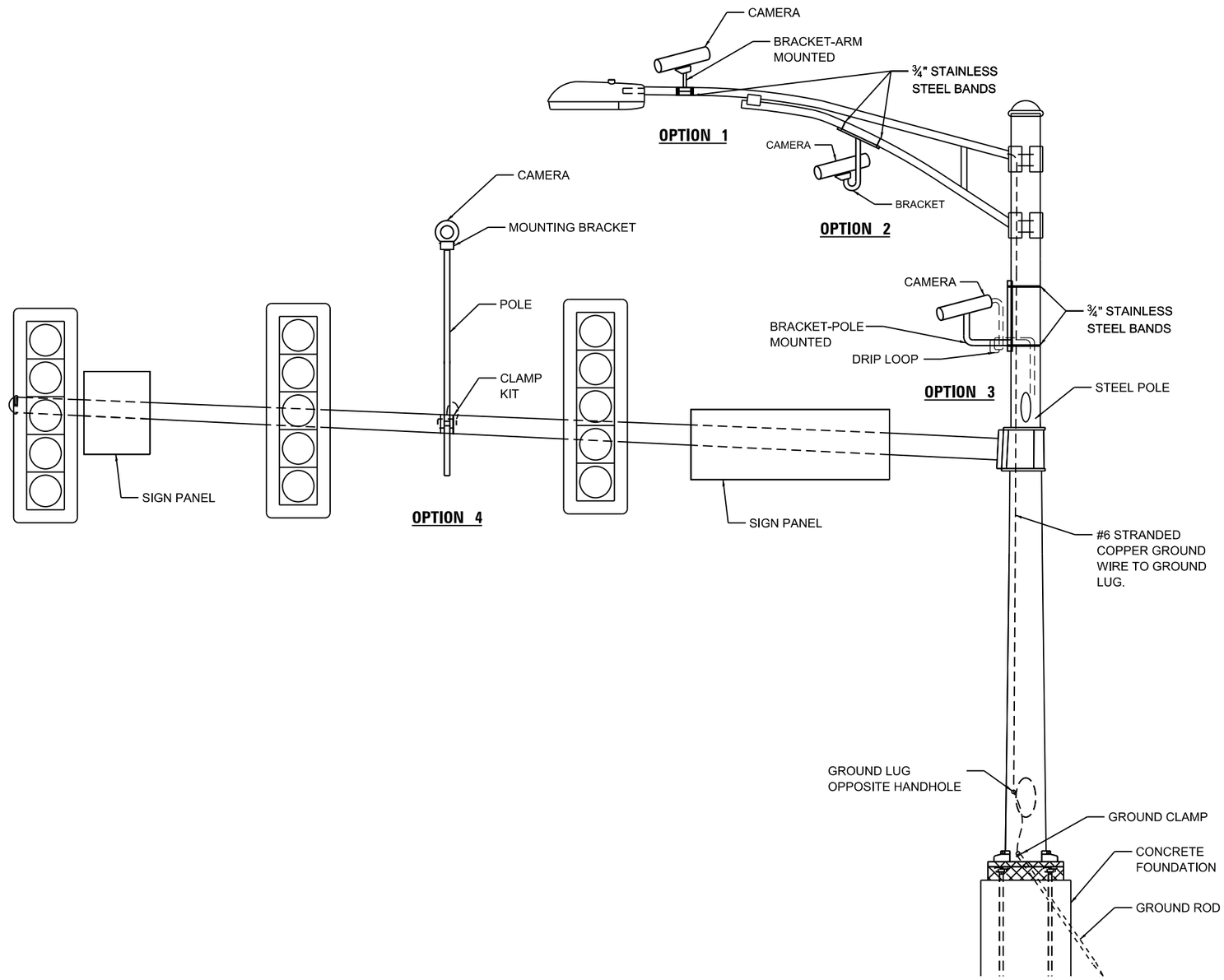
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
IL 57 & JEFFERSON ST

SCALE: | SHEET 11 OF 16 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	160
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			





VIDEO DETECTION SYSTEM INSTALLATION
ARM MOUNTED, MAST-ARM MOUNTED, OR POLE MOUNTED

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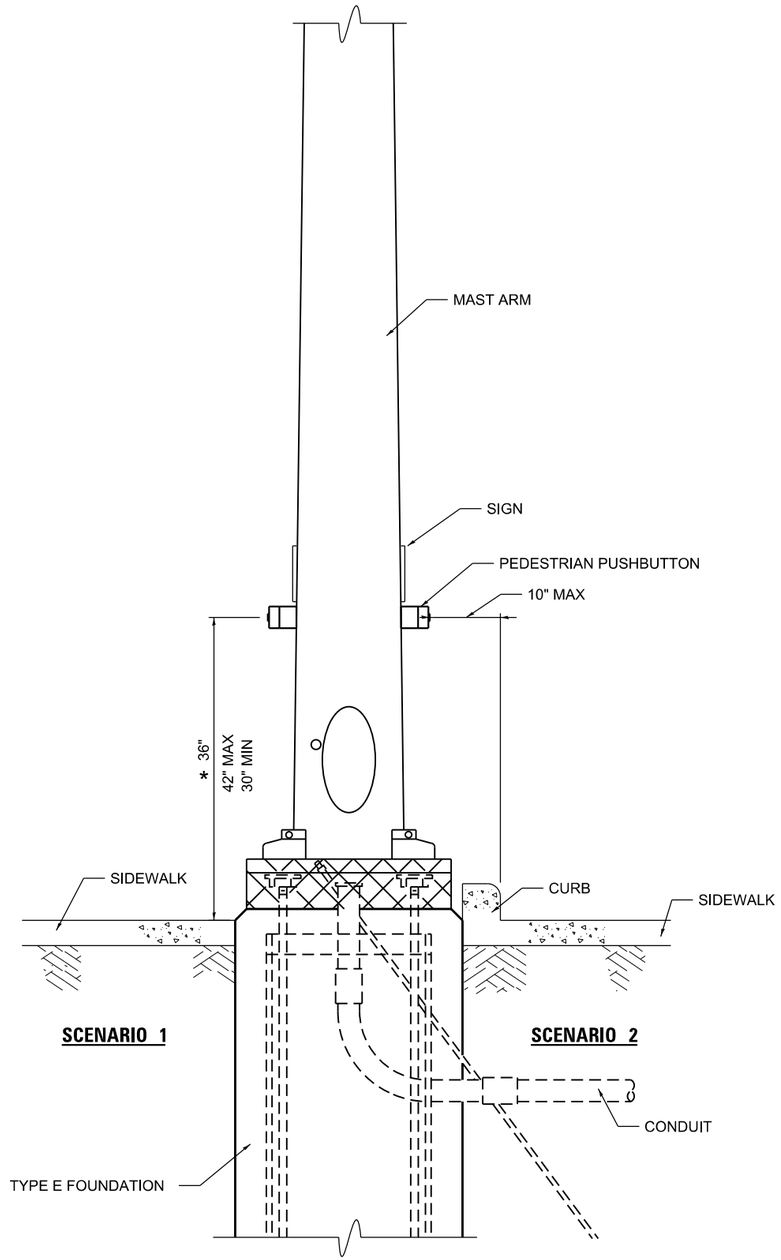
PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

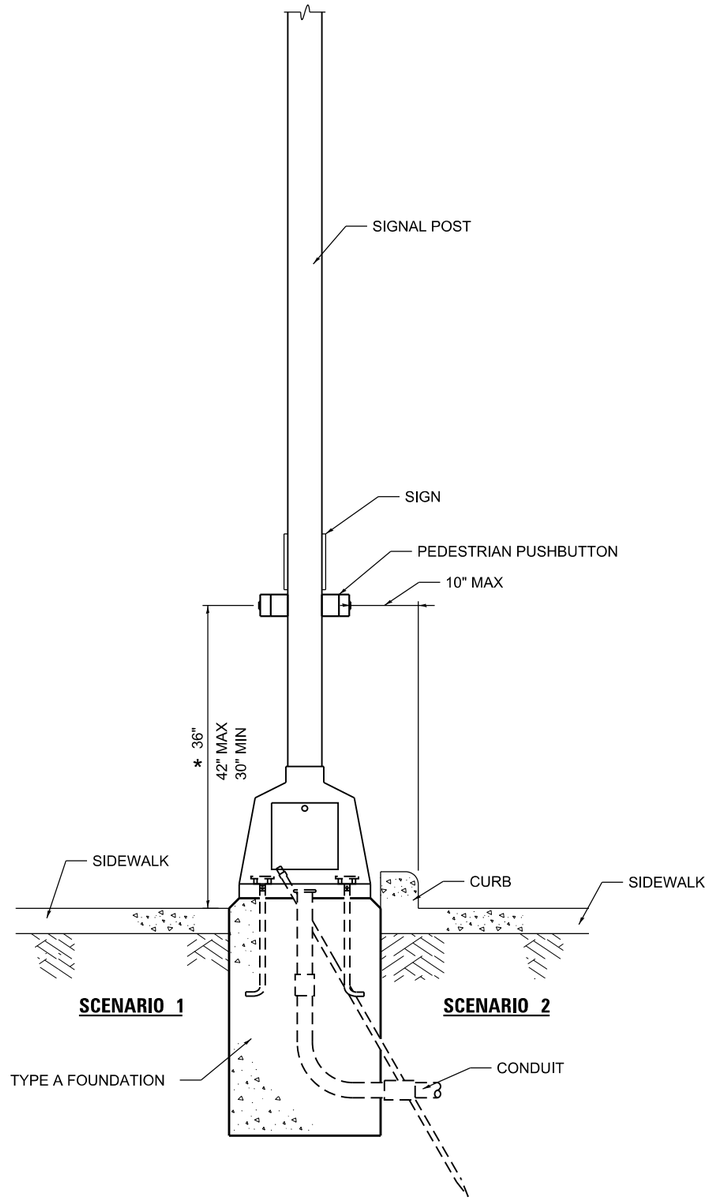
DISTRICT SIX
VIDEO DETECTION SYSTEM INSTALLATION DETAIL

SCALE: | SHEET 12 OF 16 SHEETS | STA. | TO STA.

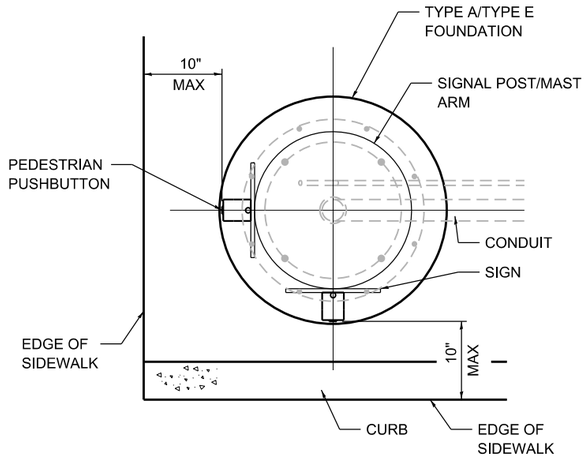
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	161
		CONTRACT NO. 72A91		
	ILLINOIS	FED. AID PROJECT		



PEDESTRIAN PUSHBUTTON INSTALLATION, MAST ARM



PEDESTRIAN PUSHBUTTON INSTALLATION, SIGNAL POST



PEDESTRIAN PUSHBUTTON INSTALLATION, TOP VIEW

NOT TO SCALE

GENERAL NOTES

1. PREFERRED MOUNTING HEIGHT OF THE PUSHBUTTON SHALL BE APPROXIMATELY 3 FEET. THE HEIGHT SHALL BE MAXIMUM OF 3.5 FEET AND MINIMUM OF 2.5 FEET ABOVE SIDEWALK.
2. REACH OF THE PUSHBUTTON SHALL BE A MAXIMUM OF 10 INCHES FROM THE EDGE OF THE SIDEWALK.
3. PUSHBUTTON SHALL BE UNOBSTRUCTED AND ADJACENT TO ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR.
4. IN ANY CASE THE 10 INCH MAXIMUM DISTANCE IS NOT ACHIEVED, MODULAR EXTENSION BRACKETS SHALL BE INSTALLED. THE COST AND LABOR OF INSTALLING EXTENSION BRACKET SHALL BE INCLUDED IN THE COST OF PEDESTRIAN PUSHBUTTON.
5. THE PUSHBUTTON FACE SHOULD BE PARALLEL TO THE CROSSWALK IT CONTROLS.

* 36" PREFERRED

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

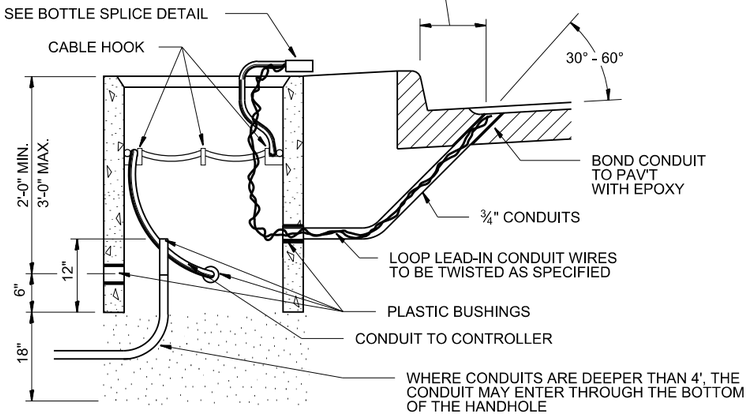
DISTRICT SIX
PEDESTRIAN PUSHBUTTON INSTALLATION DETAIL

SCALE: | SHEET 13 OF 16 SHEETS | STA. | TO STA.

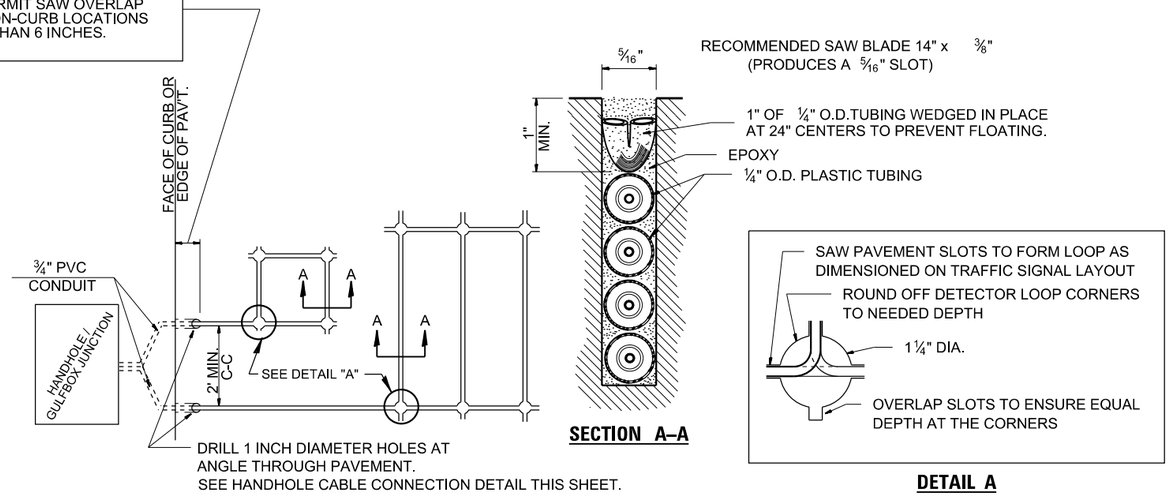
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS1O, 42RS) BRR, I-3	ADAMS	208	162
		CONTRACT NO. 72A91		
	ILLINOIS	FED. AID PROJECT		

LENGTH OF SLACK FOR LOOP LEAD-INS SHALL PROVIDE FOR MAKING THE SPLICE ON TOP OF THE HANDHOLE AND ONE COMPLETE LOOP OF THE INTERIOR OF THE HANDHOLE, THE SPLICE SHALL BE SUPPORTED BY A CABLE HOOK.

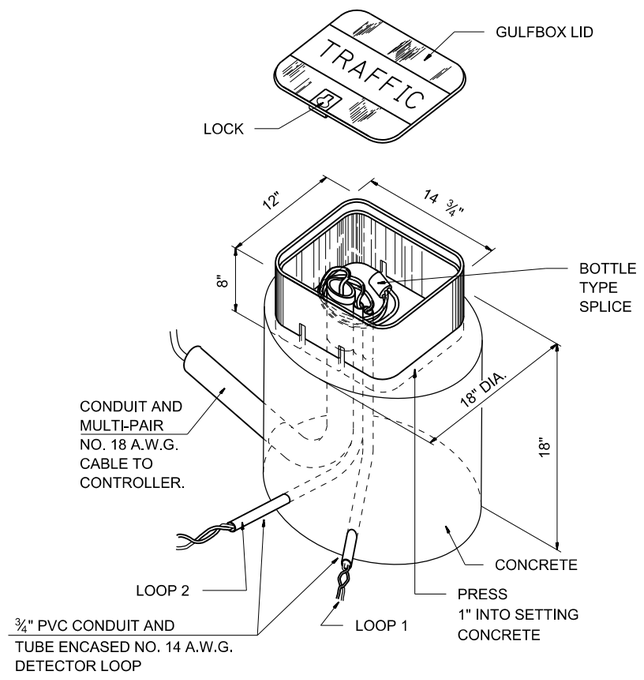
THE LOOP LEAD-IN CONDUIT HOLES SHALL BE PLACED AS CLOSE TO THE CURB AS POSSIBLE TO PERMIT SAW OVERLAP WITHOUT SCARRING FACE OF CURB. IN NON-CURB LOCATIONS THE DISTANCE SHALL NOT BE LESS THAN 6 INCHES.



HANDHOLE CABLE CONNECTIONS

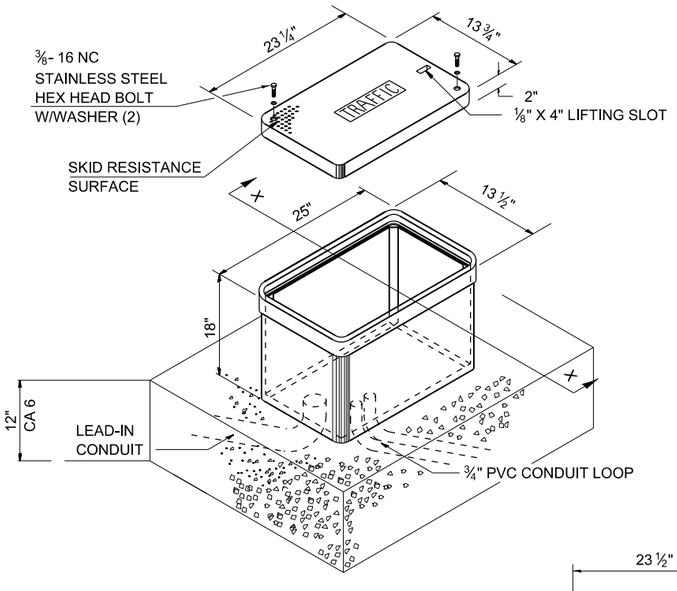


PAVEMENT SAWING DETAIL FOR TUBE ENCASED DETECTOR LOOP WIRE

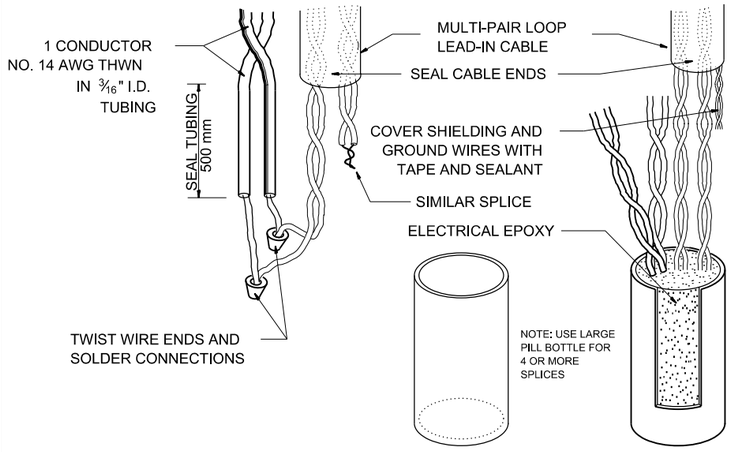


GULFBOX JUNCTION DETAIL

(SHOWING CONNECTION OF TUBE-ENCASED DETECTOR LOOP TO MULTI-PAIR LEAD-IN CABLE)



JUNCTION BOX (SPECIAL)



BOTTLE SPLICE DETAIL

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

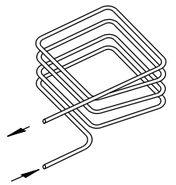
DISTRICT SIX
TRAFFIC SIGNAL DETECTOR LOOP DETAILS

SCALE: | SHEET 14 OF 16 SHEETS | STA. | TO STA.

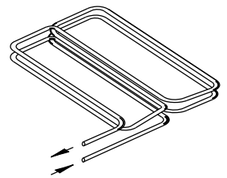
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	163
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

LOOP DESIGNATION	NUMBER OF TURNS	READING @ HANDHOLE OR JUNCTION BOX				READING @ CONTROLLER			
		CALCULATED		METERED		CALCULATED		METERED	
		μη	Ω	μη	Ω	μη	Ω	μη	Ω
NRF	4	139	0.30			192	8.17		
NLF	4	142	0.37			195	8.23		
NRE	4	140	0.32			175	5.51		
NLE	4	142	0.38			177	5.57		
SLE	4	140	0.32			160	3.29		
SRE	4	142	0.39			162	3.35		
SLF	4	140	0.32			178	5.96		
SRF	4	143	0.39			181	6.03		

DETECTOR LOOP



QUADRAPOLE LOOP



INSTALLING THE LOOP WIRE:
THE NEGATIVE LEAD SHALL BE CONNECTED TO THE BLACK CONDUCTOR OF A PAIR OF CONDUCTORS IN THE LEAD-IN CABLE AND THE POSITIVE LEAD SHALL BE CONNECTED TO THE COLOR-CODED CONDUCTOR OF THE CABLE PAIR.

DETECTOR LOOP WIRE INSTALLATION

DETECTOR NOTES:

1. THE DETECTOR LOOP SHALL BE CENTERED IN THE LANE IN WHICH IT IS SHOWN. ANY ADJUSTMENTS ARE TO BE MADE ONLY AT THE DIRECTION OF THE ENGINEER.
2. THE DETECTOR LOOPS SHALL CONSIST OF THE NUMBER OF TURNS AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
3. ACCEPTANCE OF THE LOOPS AS METERED SHALL BE DETERMINED BY THE ENGINEER.
4. ALL DETECTOR WIRES SHALL BE MARKED WITH WATERPROOF LABELS USING THE WIRING IDENTIFICATION SHOWN ON THE PLANS. THE + AND - OF EACH LOOP MUST BE USED TO IDENTIFY CURRENT FLOW. ALWAYS CONNECT THE BLACK WIRE OF EACH PAIR TO THE NEGATIVE (-) LOOP WIRE.
5. ALL QUADRAPOLE LOOPS SHALL BE 2-4-2 DESIGN.

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STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = ebb	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT SIX
TRAFFIC SIGNAL DETECTOR LOOP DETAILS

SCALE: | SHEET 15 OF 16 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	164
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

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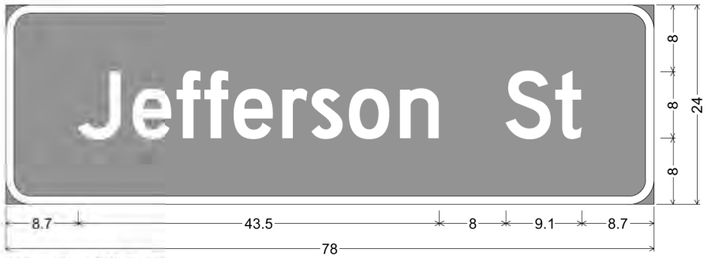
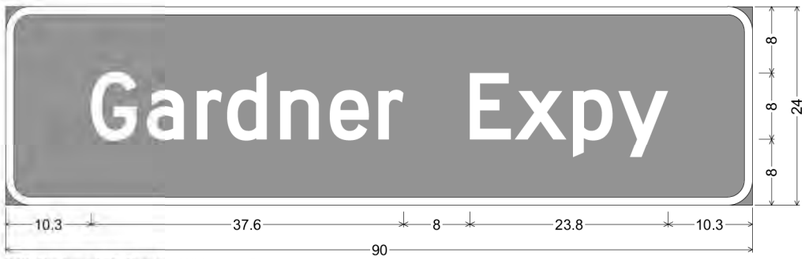


3.0" Radius, 1.0" Border, White on Green;
"Jefferson St" D 2K;
Table of distances between letter and object lefts.

	J	e	f	f	e	r	s	o	n	S	t	
8.7	6.5	5.4	3.4	3.5	5.8	3.5	4.5	6.2	12.7	5.9	3.2	8.7



3.0" Radius, 1.0" Border, White on Green;
"Gardner Expy" D 2K;
Table of distances between letter and object lefts.

	G	a	r	d	n	e	r	E	x	p	y	
10.3	6.6	6.1	3.7	6.4	5.9	5.8	11.1	5.3	7.1	5.4	6.0	10.3

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PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 9/20/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL DETAILS
SIGN DETAILS

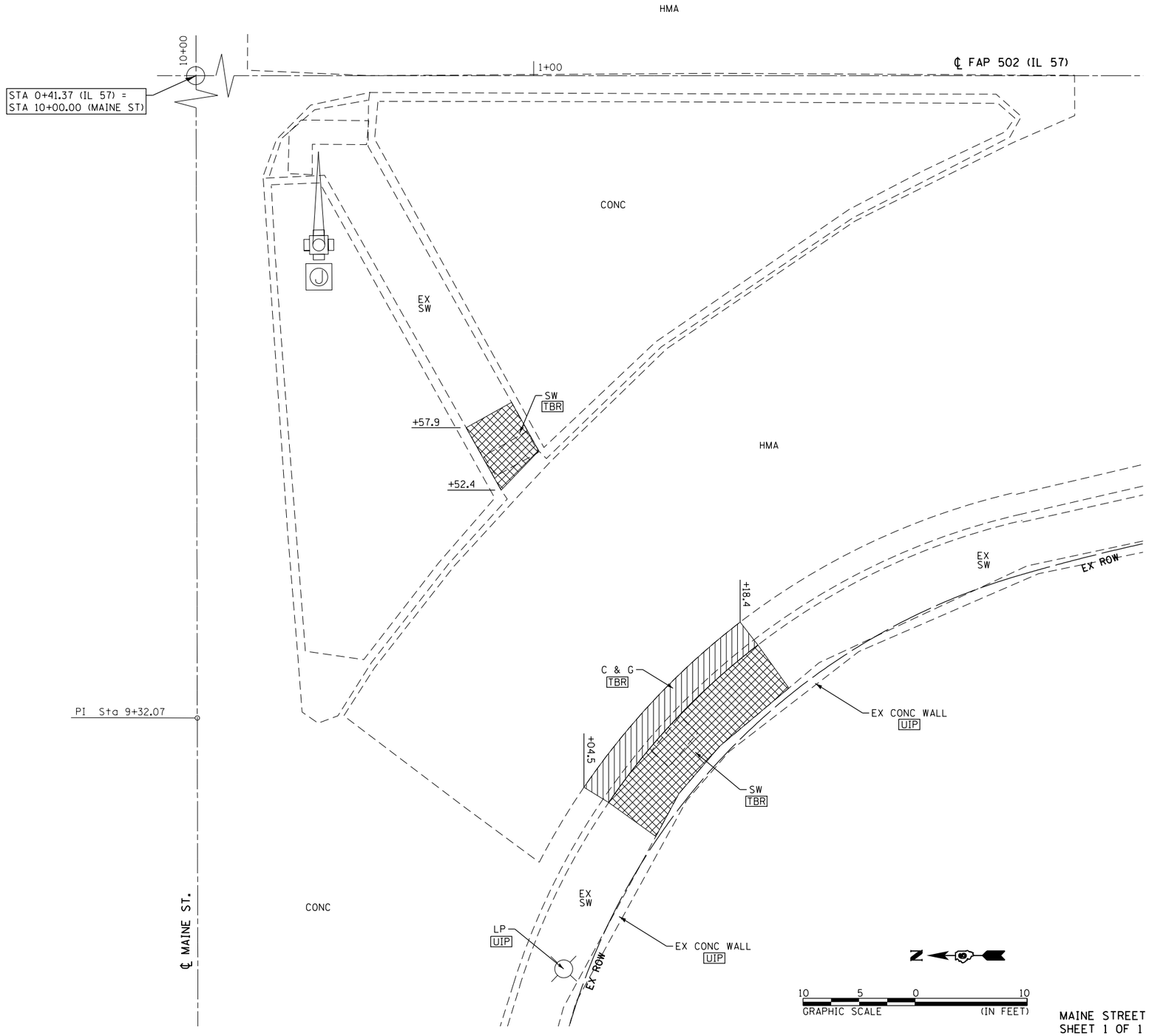
SCALE: | SHEET 16 OF 16 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS1O, 42RS) BRR, I-3	ADAMS	208	165
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

MAINE STREET
S.W. QUADRANT

LEGEND

- SIDEWALK/STEP REMOVAL
- CURB & GUTTER REMOVAL
- CURB REMOVAL
- PAVEMENT REMOVAL
- DRIVEWAY PVMT REMOVAL
- GUTTER REMOVAL
- EX INLET
- EX MANHOLE
- EX FIRE HYDRANT
- EX UTILITY BBOX
- EX SIGN
- EX TRAFFIC SIGNAL
- EX UTILITY POLE
- EX COMB MAST ARM
- UIP - USE IN PLACE



MAINE STREET
SHEET 1 OF 1

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	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL DETAILS
MAINE STREET /S.W. QUADRANT

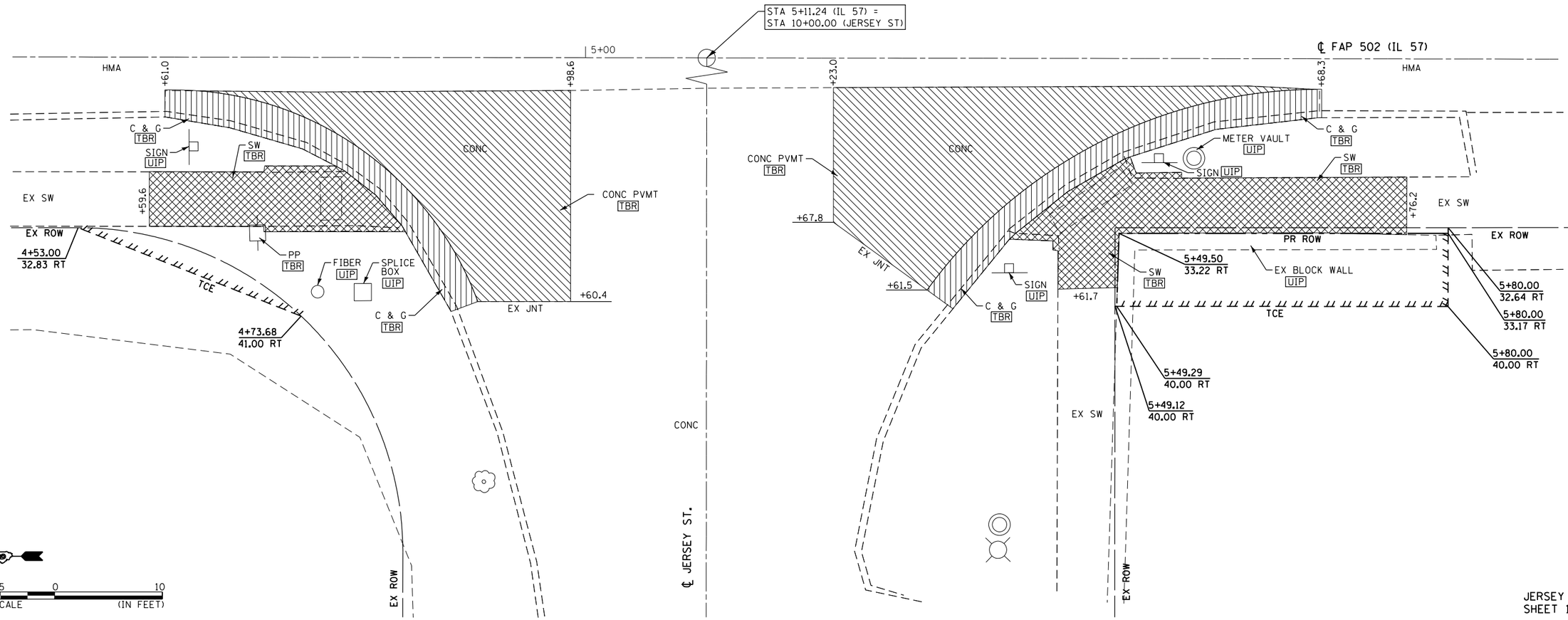
SCALE: 1"=5' | SHEET 1 OF 12 SHEETS | STA. 0+41.37 | TO STA. 1+54.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	166
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

JERSEY STREET
N.W. & S.W. QUADRANTS

LEGEND

- SIDEWALK/STEP REMOVAL
- CURB & GUTTER REMOVAL
- CURB REMOVAL
- PAVEMENT REMOVAL
- DRIVEWAY PVMT REMOVAL
- GUTTER REMOVAL
- EX INLET
- EX MANHOLE
- EX FIRE HYDRANT
- EX UTILITY BBOX
- EX SIGN
- EX TRAFFIC SIGNAL
- EX UTILITY POLE
- EX COMB MAST ARM
- UIP - USE IN PLACE



JERSEY STREET
SHEET 1 OF 1

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		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL DETAILS
JERSEY STREET /N.W. & S.W. QUADRANTS

SCALE: 1"=5' | SHEET 2 OF 12 SHEETS | STA. 4+55 | TO STA. 5+79

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	167
		CONTRACT NO. 72A91		
		ILLINOIS	FED. AID PROJECT	

YORK STREET
N.E. & S.W. QUADRANTS

LEGEND

- SIDEWALK/STEP REMOVAL
- CURB & GUTTER REMOVAL
- CURB REMOVAL
- PAVEMENT REMOVAL
- DRIVEWAY PVMT REMOVAL
- GUTTER REMOVAL
- EX INLET
- EX MANHOLE
- EX FIRE HYDRANT
- EX UTILITY BBOX
- EX SIGN
- EX TRAFFIC SIGNAL
- EX UTILITY POLE
- EX COMB MAST ARM
- UIP - USE IN PLACE

℄ YORK ST.

EX ROW

EX SW

9+46.30
6.32 LT

TCE

INLET
UIP

9+15.83
3.58 RT

9+36.27
3.65 RT

EX ROW

SW
TBR

FH
UIP

+40.7

+44.3

HMA

EX SW

+19.8

SIGN
UIP

+17.0

C & G
TBR

HMA

STA 9+78.89 (IL 57) =
STA 10+00.00 (YORK ST)

℄ FAP 502 (IL 57)

10+00

EX ROW

9+50

CONC

℄ YORK ST.

EX ROW

+08.4

C & G
TBR

+45.0

HMA

CONC PVMT
TBR

CONC

SW
TBR

C & G
TBR

+67.8

EX JNT

+63.3

LP & FND
UIP

SW
TBR

+46.6

SIGNS
UIP

LIGHT
CNRTL BOX
UIP

EX ROW

N

10 5 0 10
GRAPHIC SCALE (IN FEET)

YORK STREET
SHEET 1 OF 1

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PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL DETAILS
YORK STREET /N.E. & S.W. QUADRANTS

SCALE: 1"=5' | SHEET 3 OF 12 SHEETS | STA. 9+05 | TO STA. 10+57

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	168
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

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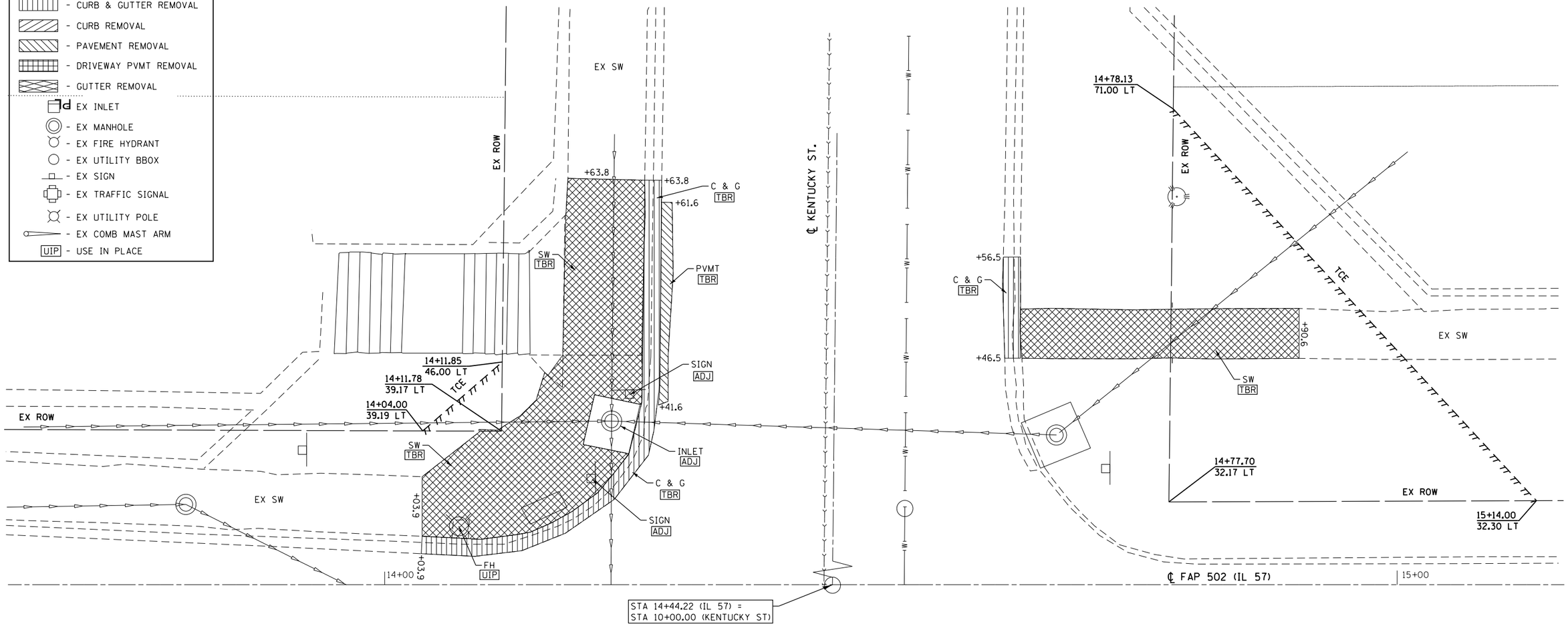
KENTUCKY STREET
N.E. & S.E. QUADRANTS

LEGEND

- SIDEWALK/STEP REMOVAL
- CURB & GUTTER REMOVAL
- CURB REMOVAL
- PAVEMENT REMOVAL
- DRIVEWAY PVMT REMOVAL
- GUTTER REMOVAL
- EX INLET
- EX MANHOLE
- EX FIRE HYDRANT
- EX UTILITY BBOX
- EX SIGN
- EX TRAFFIC SIGNAL
- EX UTILITY POLE
- EX COMB MAST ARM
- UIP - USE IN PLACE



10 5 0 10
GRAPHIC SCALE (IN FEET)

KENTUCKY STREET
SHEET 1 OF 2

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PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 9/20/2019	DATE -	REVISED -	

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STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

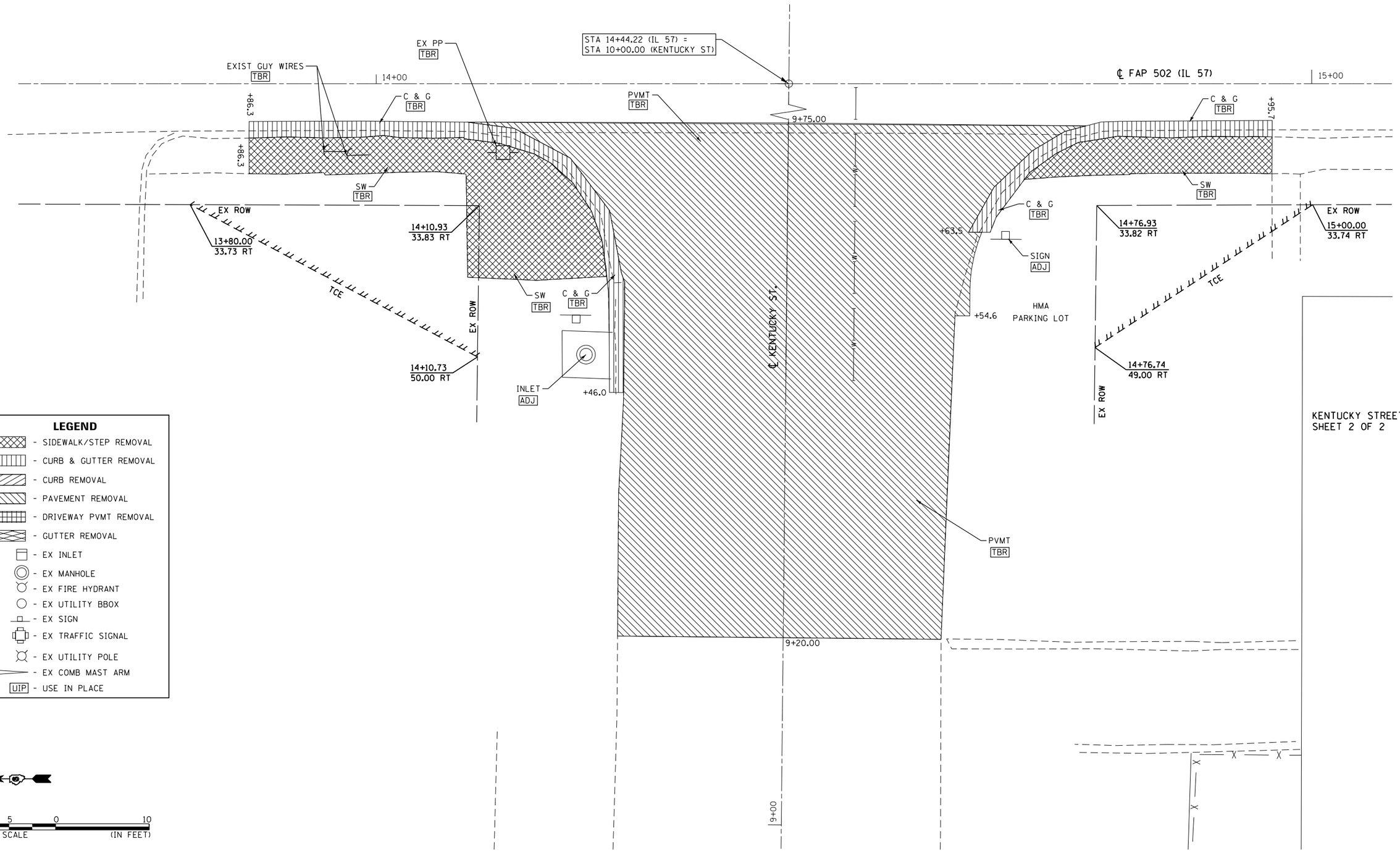
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL DETAIL
KENTUCKY STREET /N.E. & S.E. QUADRANTS

SCALE: 1"=5' | SHEET 4 OF 12 SHEETS | STA. 13+63 TO STA. 15+16

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	169
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

KENTUCKY STREET
N.W. & S.W. QUADRANTS



KENTUCKY STREET
SHEET 2 OF 2

LEGEND

- SIDEWALK/STEP REMOVAL
- CURB & GUTTER REMOVAL
- CURB REMOVAL
- PAVEMENT REMOVAL
- DRIVEWAY PVMT REMOVAL
- GUTTER REMOVAL
- EX INLET
- EX MANHOLE
- EX FIRE HYDRANT
- EX UTILITY BBOX
- EX SIGN
- EX TRAFFIC SIGNAL
- EX UTILITY POLE
- EX COMB MAST ARM
- UIP - USE IN PLACE

10 5 0 10
GRAPHIC SCALE (IN FEET)

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PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 9/20/2019	DATE -	REVISED -

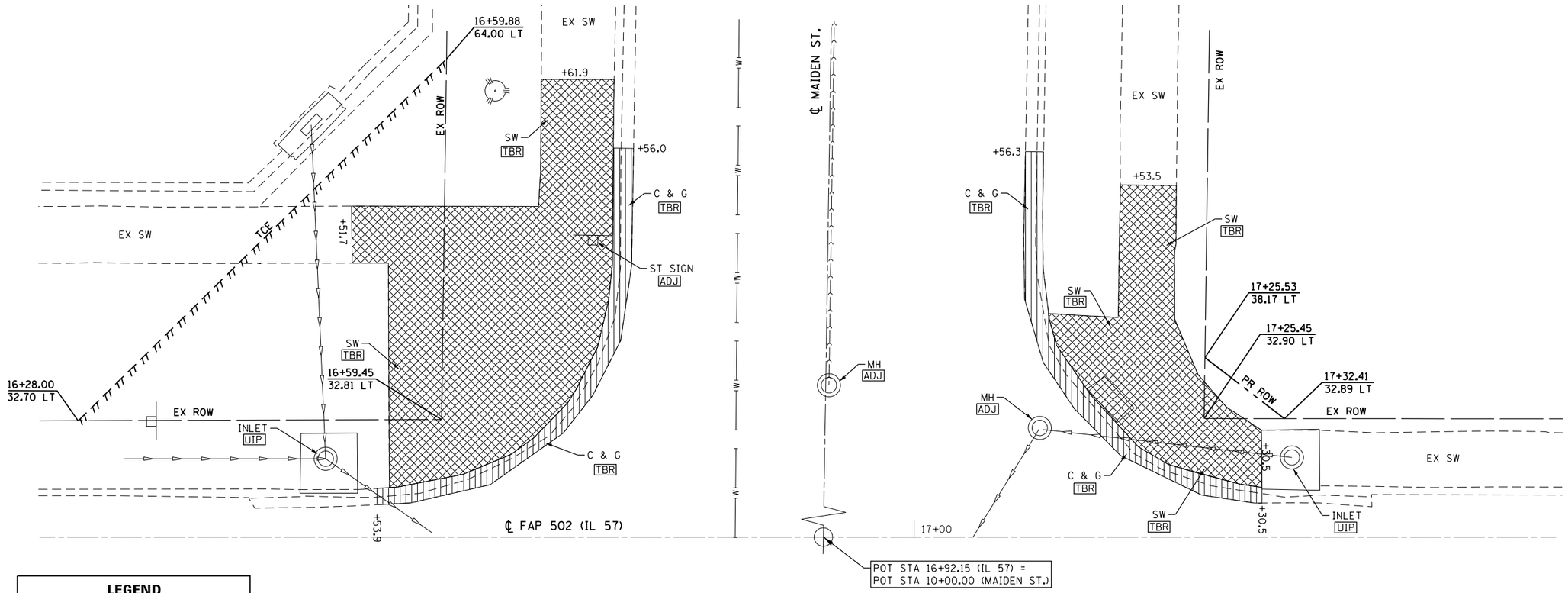
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL DETAILS
KENTUCKY STREET /N.W. & S.W. QUADRANTS

SCALE: 1"=5' | SHEET 5 OF 10 SHEETS | STA. 13+80 | TO STA. 15+05

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	170
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

MAIDEN STREET
N.E. & S.E. QUADRANTS



LEGEND

- SIDEWALK/STEP REMOVAL
- CURB & GUTTER REMOVAL
- CURB REMOVAL
- PAVEMENT REMOVAL
- DRIVEWAY PVMT REMOVAL
- GUTTER REMOVAL
- EX INLET
- EX MANHOLE
- EX FIRE HYDRANT
- EX UTILITY BBOX
- EX SIGN
- EX TRAFFIC SIGNAL
- EX UTILITY POLE
- EX COMB MAST ARM
- UIP - USE IN PLACE

N

10 5 0 10
GRAPHIC SCALE (IN FEET)

MAIDEN STREET
SHEET 1 OF 2

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STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

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PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL DETAIL
MAIDEN STREET /N.E. & S.E. QUADRANTS

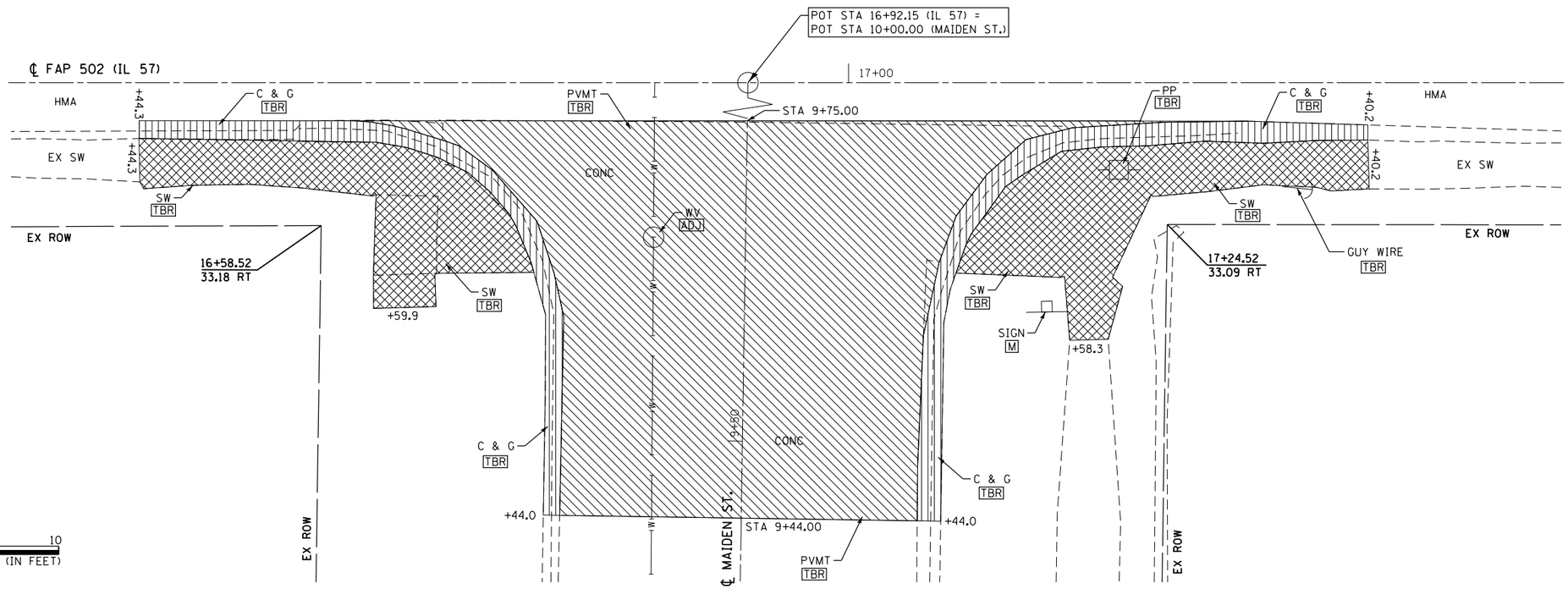
SCALE: 1"=5' | SHEET 6 OF 12 SHEETS | STA. 16+32 | TO STA. 17+39

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	171
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

MAIDEN STREET
N.W. & S.W. QUADRANTS

LEGEND

- SIDEWALK/STEP REMOVAL
- CURB & GUTTER REMOVAL
- CURB REMOVAL
- PAVEMENT REMOVAL
- DRIVEWAY PVMT REMOVAL
- GUTTER REMOVAL
- EX INLET
- EX MANHOLE
- EX FIRE HYDRANT
- EX UTILITY BBOX
- EX SIGN
- EX TRAFFIC SIGNAL
- EX UTILITY POLE
- EX COMB MAST ARM
- UIP - USE IN PLACE



MAIDEN STREET
SHEET 2 OF 2

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PLOT DATE = 9/20/2019	DATE -	REVISED -

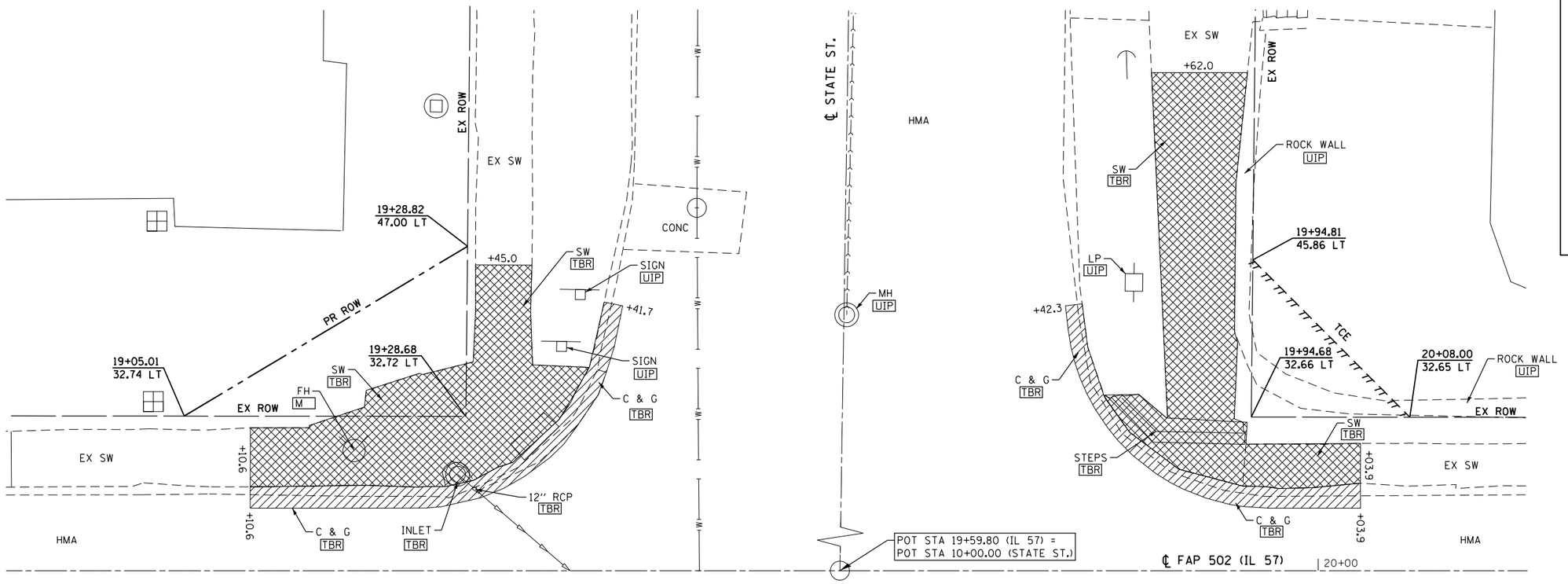
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL DETAILS
MAIDEN STREET /N.W. & S.W. QUADRANTS

SCALE: 1"=5' | SHEET 7 OF 12 SHEETS | STA. 16+35 | TO STA. 17+55

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	172
		CONTRACT NO. 72A91		
	ILLINOIS	FED. AID PROJECT		

STATE STREET
N.E. & S.E. QUADRANTS



LEGEND

- SIDEWALK/STEP REMOVAL
- CURB & GUTTER REMOVAL
- CURB REMOVAL
- PAVEMENT REMOVAL
- DRIVEWAY PVMT REMOVAL
- GUTTER REMOVAL
- EX INLET
- EX MANHOLE
- EX FIRE HYDRANT
- EX UTILITY BBOX
- EX SIGN
- EX TRAFFIC SIGNAL
- EX UTILITY POLE
- EX COMB MAST ARM
- UIP - USE IN PLACE

N

10 5 0 10
GRAPHIC SCALE (IN FEET)

STATE STREET
SHEET 1 OF 2

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PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL DETAILS
STATE STREET /N.E. & S.E. QUADRANTS

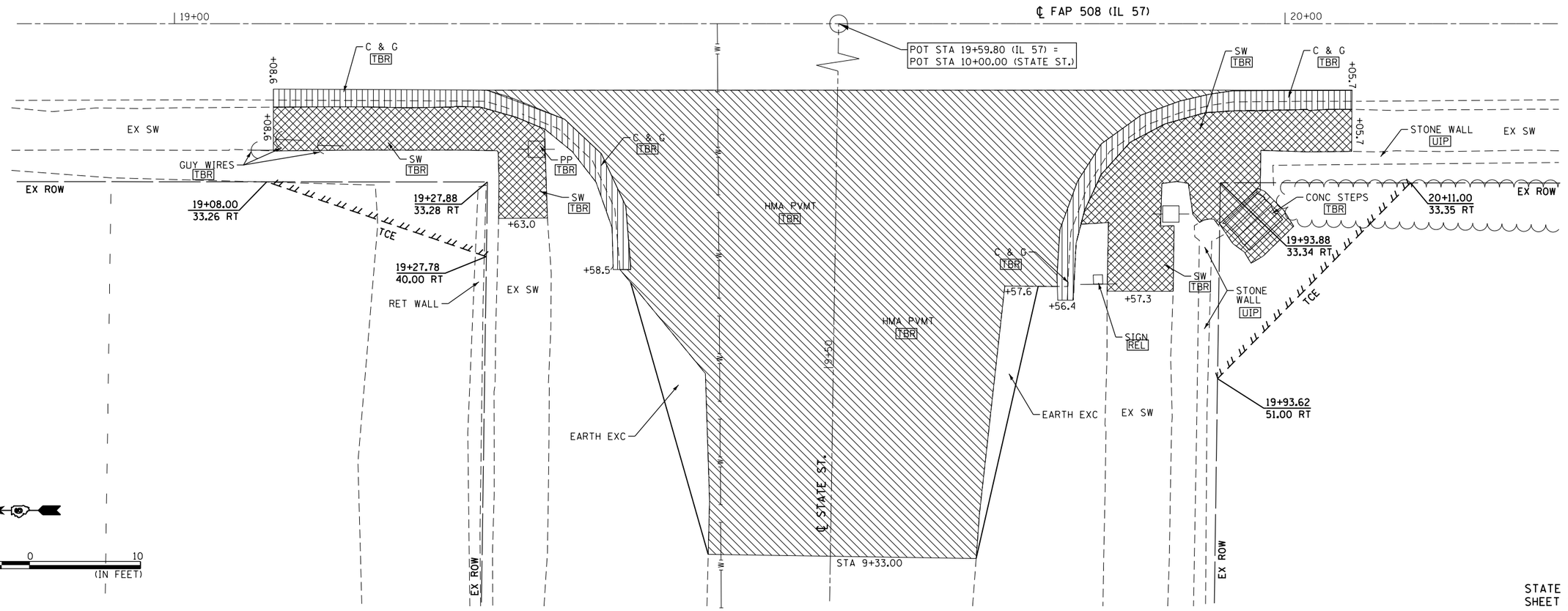
SCALE: 1"=5' | SHEET 8 OF 12 SHEETS | STA. 19+08 TO STA. 20+10

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	173
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

STATE STREET
N.W. & S.W. QUADRANTS

LEGEND

- SIDEWALK/STEP REMOVAL
- CURB & GUTTER REMOVAL
- CURB REMOVAL
- PAVEMENT REMOVAL
- DRIVEWAY PVMT REMOVAL
- GUTTER REMOVAL
- EX INLET
- EX MANHOLE
- EX FIRE HYDRANT
- EX UTILITY BBOX
- EX SIGN
- EX TRAFFIC SIGNAL
- EX UTILITY POLE
- EX COMB MAST ARM
- UIP - USE IN PLACE



STATE STREET
SHEET 2 OF 2

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		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVALS DETAILS
STATE STREET /N.W. & S.W. QUADRANTS

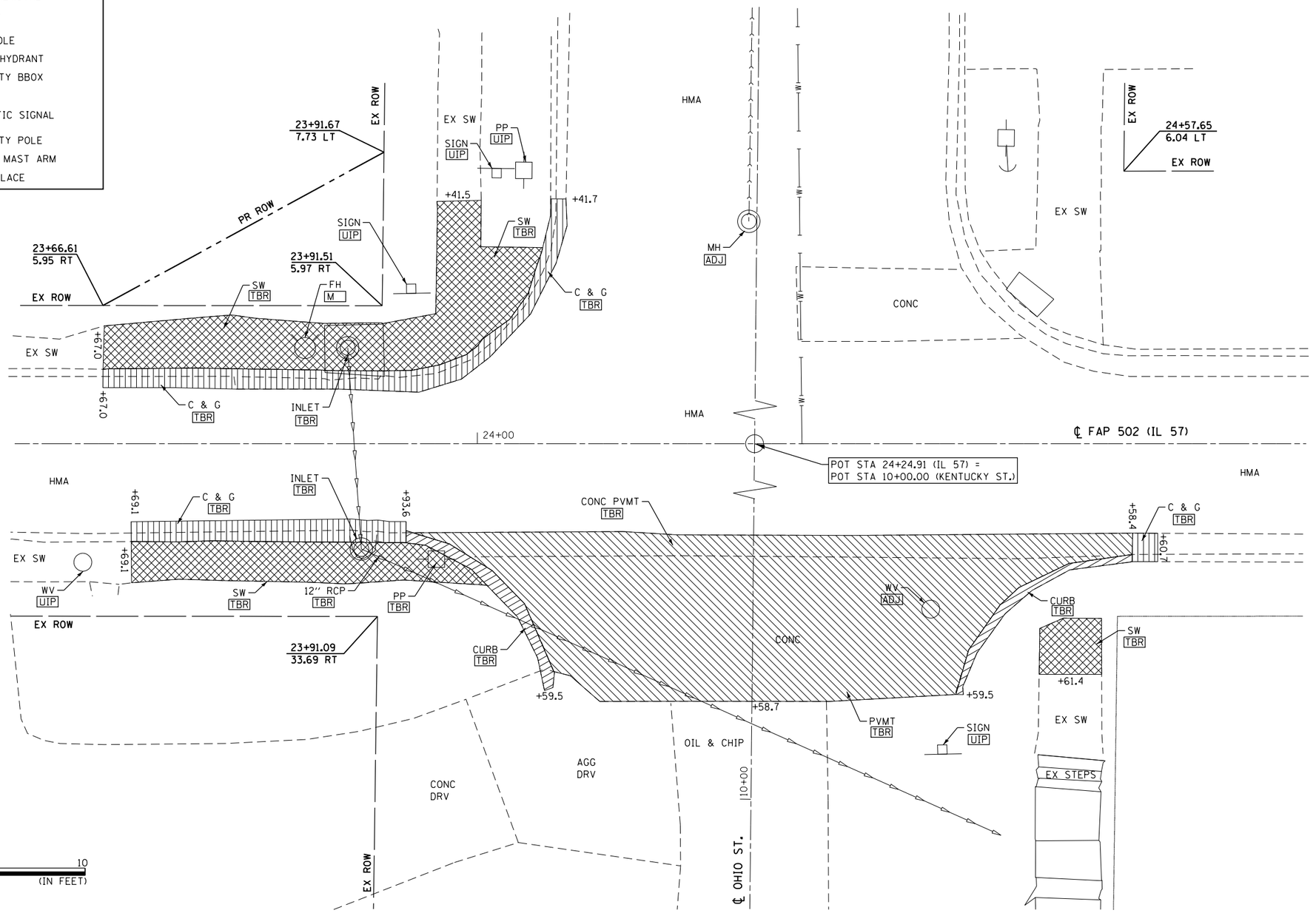
SCALE: 1"=5' | SHEET 9 OF 12 SHEETS | STA. 18+86 | TO STA. 20+24

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	174
		CONTRACT NO. 72A91		
		ILLINOIS FED. AID PROJECT		

OHIO STREET
N.W., N.E., & S.W. QUADRANTS

LEGEND

- SIDEWALK/STEP REMOVAL
- CURB & GUTTER REMOVAL
- CURB REMOVAL
- PAVEMENT REMOVAL
- DRIVEWAY PVMT REMOVAL
- GUTTER REMOVAL
- EX INLET
- EX MANHOLE
- EX FIRE HYDRANT
- EX UTILITY BBOX
- EX SIGN
- EX TRAFFIC SIGNAL
- EX UTILITY POLE
- EX COMB MAST ARM
- UIP - USE IN PLACE



OHIO STREET
SHEET 1 OF 1

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		DRAWN -	REVISED -
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	PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

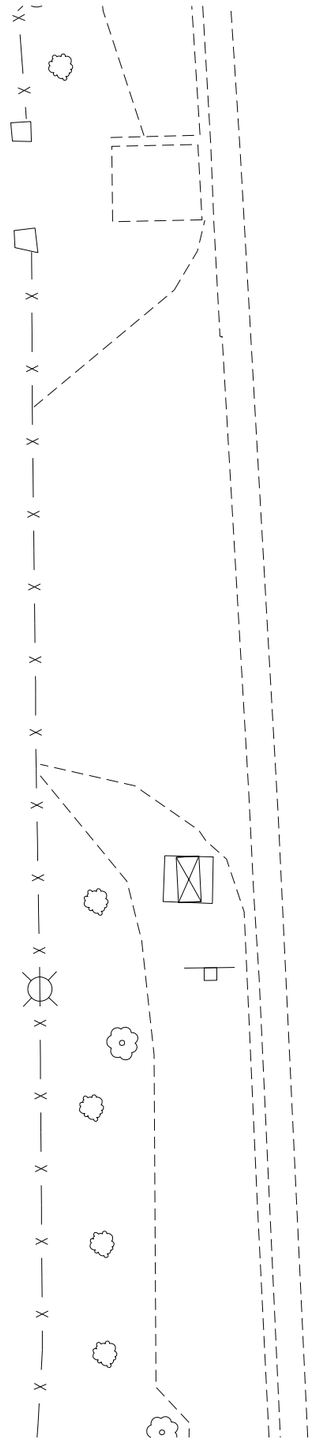
REMOVAL DETAILS
OHIO STREET /N.W., N.E., & S.W. QUADRANTS

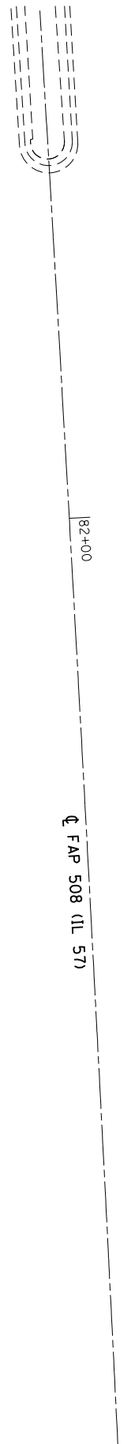
SCALE: 1"=5' | SHEET 10 OF 12 SHEETS | STA. 23+60 | TO STA. 24+70

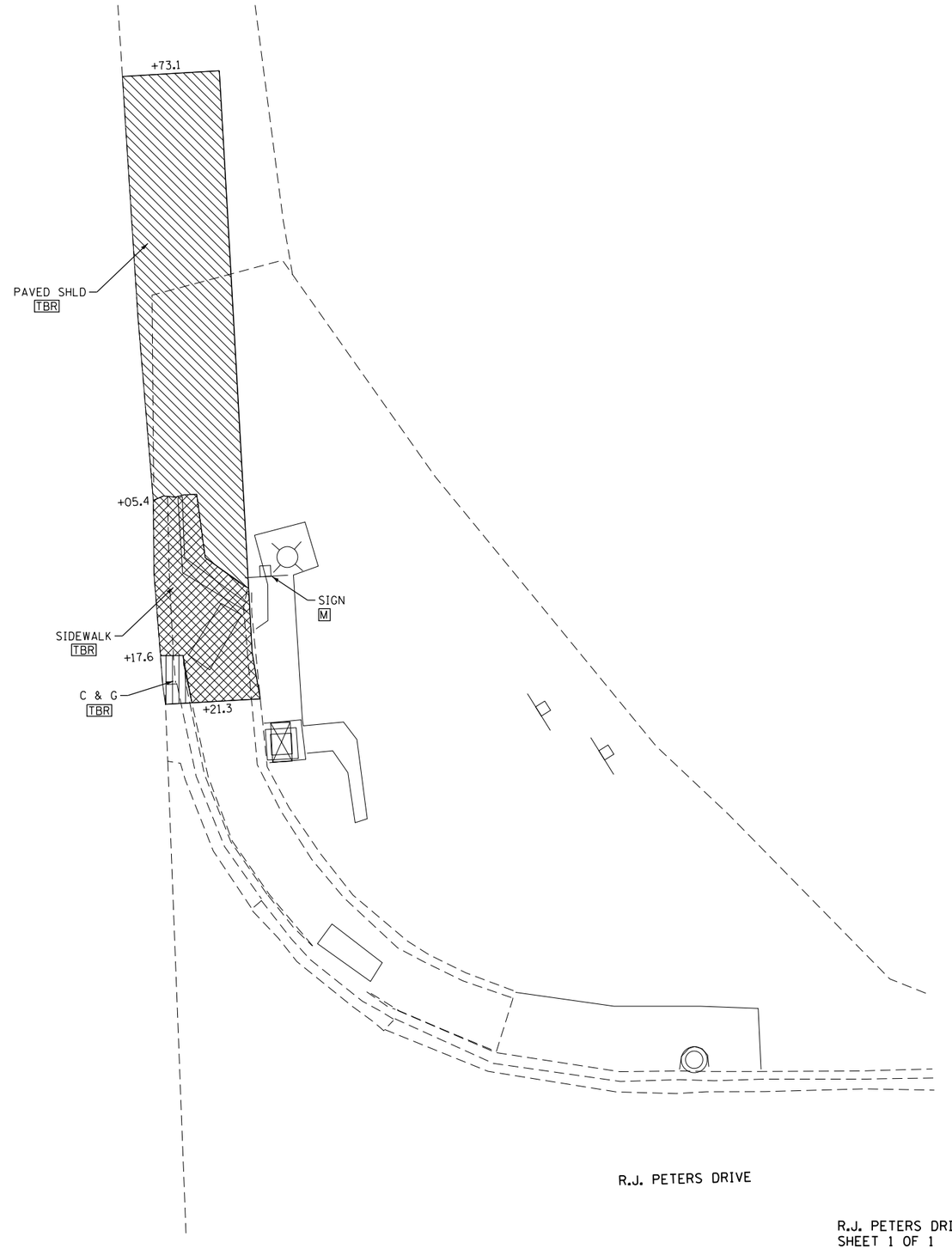
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	175
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

LEGEND

- SIDEWALK REMOVAL
- CURB & GUTTER REMOVAL
- CURB REMOVAL
- PAVED SHOULDER REMOVAL
- DRIVEWAY PVMT REMOVAL
- GUTTER REMOVAL
- EX INLET
- EX MANHOLE
- EX FIRE HYDRANT
- EX UTILITY BBOX
- EX SIGN
- EX TRAFFIC SIGNAL
- EX UTILITY POLE
- EX COMB MAST ARM
- UIP - USE IN PLACE







N

10 5 0 10
GRAPHIC SCALE (IN FEET)

R.J. PETERS DRIVE
SHEET 1 OF 1

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

USER NAME = ebb	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL DETAILS
R.J. PETERS DRIVE /N.E. QUADRANT

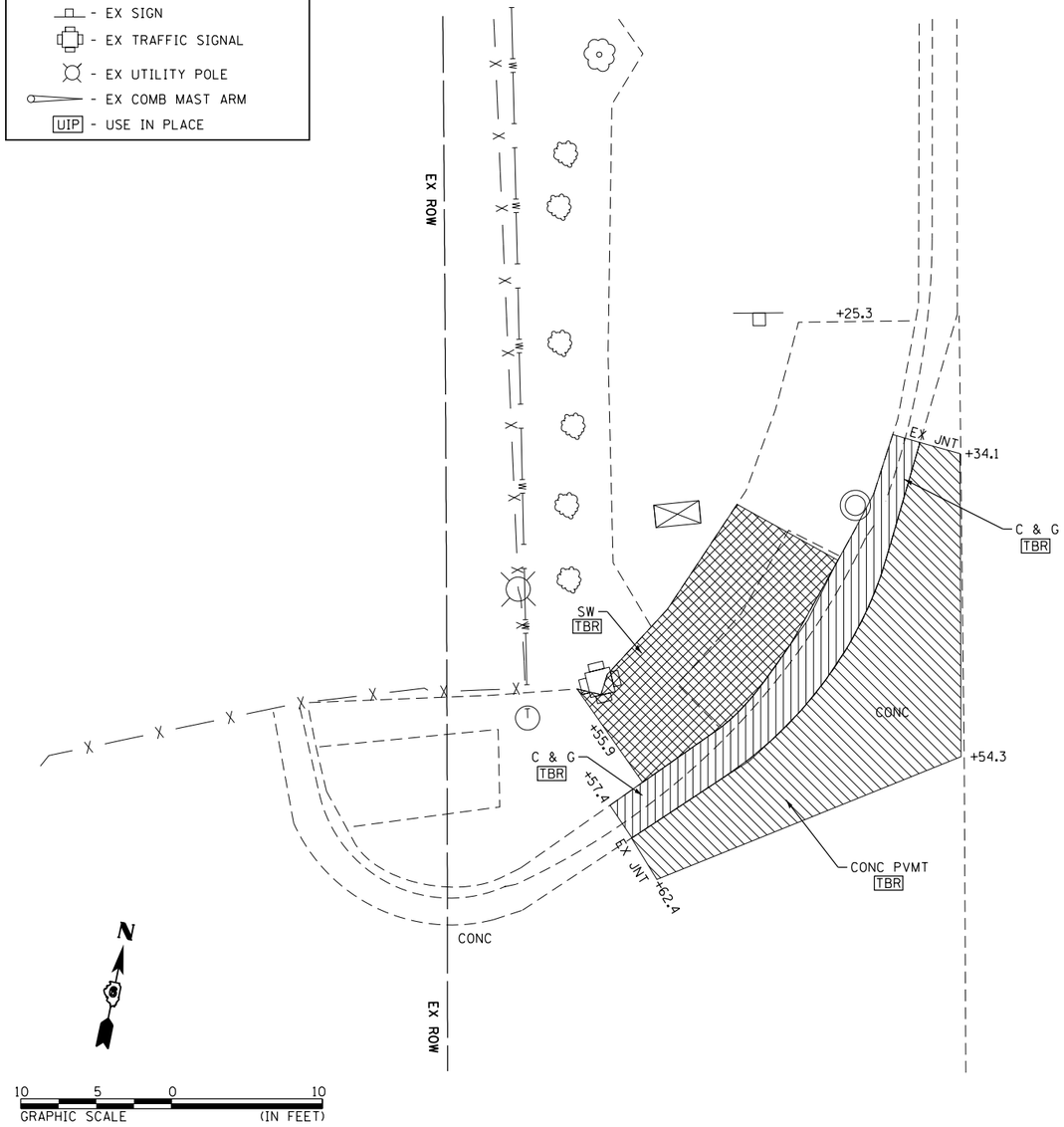
SCALE: 1"=5' | SHEET 11 OF 12 SHEETS | STA. 81+67 | TO STA. 82+61

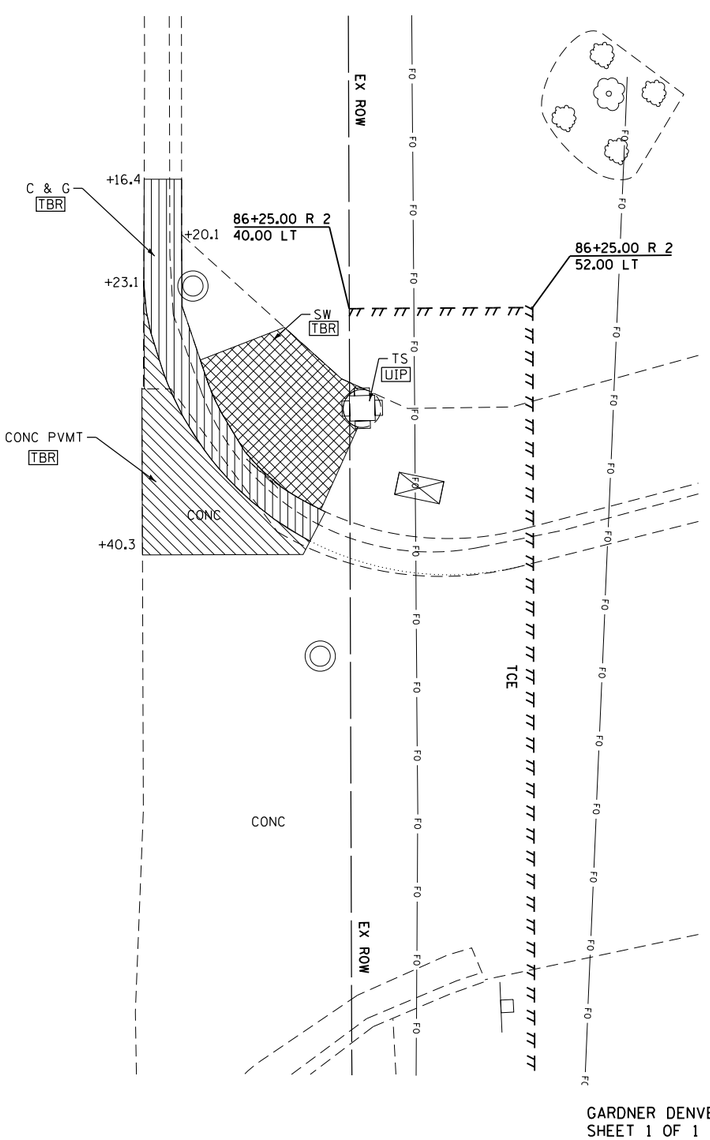
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	176
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

GARDNER DENVER CROSSING
N.W. & N.E. QUADRANTS

LEGEND

- SIDEWALK REMOVAL
- CURB & GUTTER REMOVAL
- CURB REMOVAL
- PAVEMENT REMOVAL
- DRIVEWAY PVMT REMOVAL
- GUTTER REMOVAL
- EX INLET
- EX MANHOLE
- EX FIRE HYDRANT
- EX UTILITY BBOX
- EX SIGN
- EX TRAFFIC SIGNAL
- EX UTILITY POLE
- EX COMB MAST ARM
- UIP - USE IN PLACE





GARDNER DENVER
SHEET 1 OF 1

KLINGNER & ASSOCIATES, P.C.	USER NAME = ebb	DESIGNED -	REVISED -
Engineers • Architects • Surveyors		DRAWN -	REVISED -
616 N.24TH ST. QUINCY, ILLINOIS 62301 217.223.3670	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
STATE OF ILLINOIS DESIGN FIRM NO. 184-2738	PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL DETAILS
GARDNER DENVER /N.W. & N.E. QUADRANTS

SCALE: 1"=5' | SHEET 12 OF 12 SHEETS | STA. 86+06 TO STA. 86+75

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	177
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

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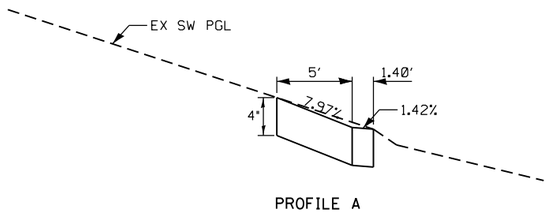
MAINE STREET
S.W. QUADRANT

LEGEND

- DETECTABLE WARNINGS
- SIDEWALK RAMP
- SIDE CURB
- XX - SIDEWALK POINT NUMBER
- A1 - EDGE OF PAVEMENT NUMBER
- CX - CURB POINT NUMBER
- MATCH EXISTING ELEVATION
- EX INLET
- EX MANHOLE
- EX FIRE HYDRANT
- EX UTILITY BBOX
- EX SIGN
- EX TRAFFIC SIGNAL
- EX UTILITY POLE
- EX COMB MAST ARM
- SLOPE LIMITS



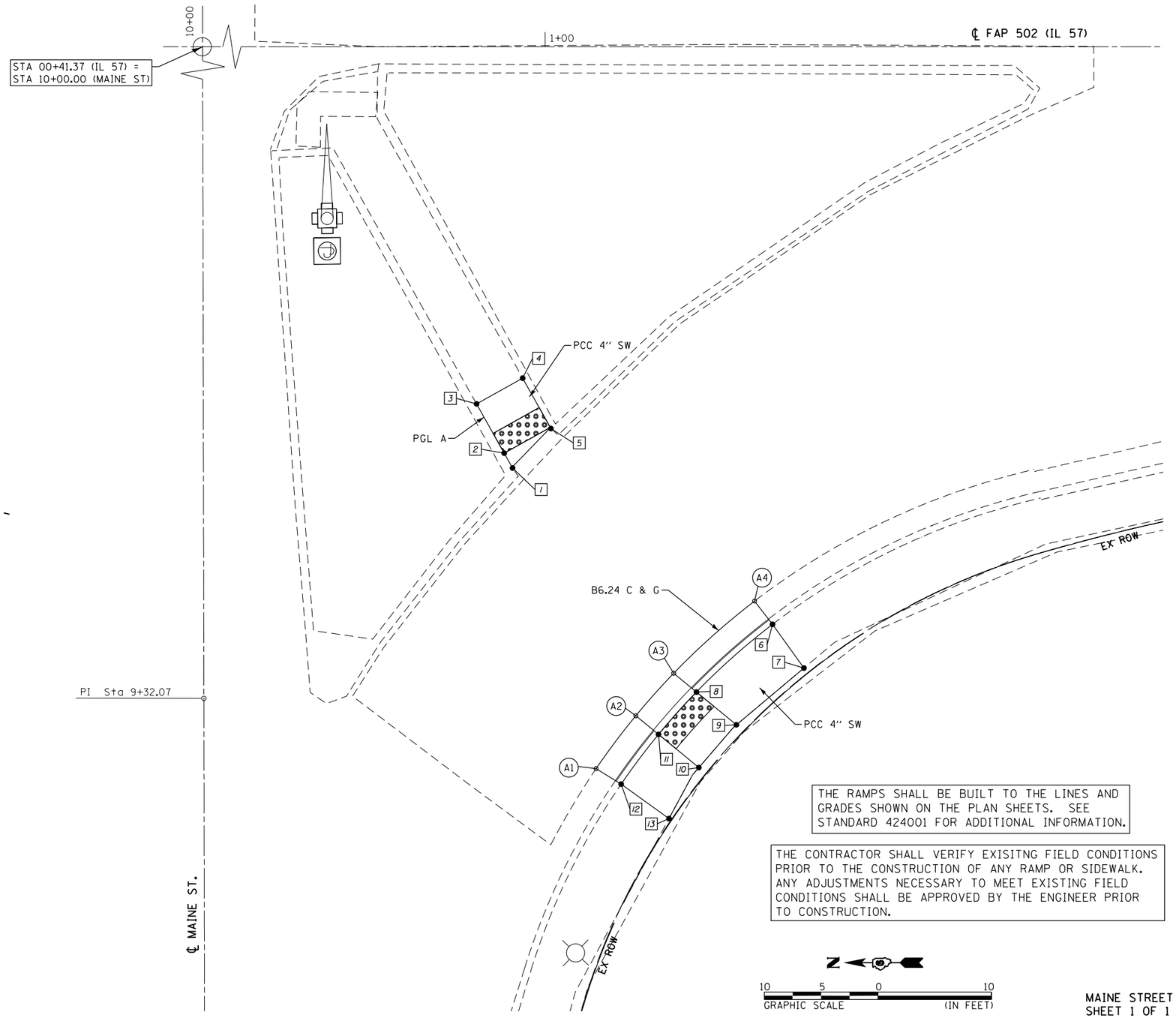
PROFILE A

SIDEWALK ELEVATIONS
MAINE ST. – S.W. QUADRANT

POINT	IL 57		ELEVATION
	STATION	OFFSET	
1	0+97.09	47.53' RT	583.19 ⚠
2	0+96.40	46.31' RT	583.21
3	0+93.97	41.97' RT	583.61 ⚠
4	0+98.02	39.70' RT	583.92 ⚠
5	1+00.45	44.03' RT	583.61 ⚠
6	1+20.01	61.36' RT	583.21 ⚠
7	1+22.77	65.21' RT	583.43 ⚠
8	1+13.32	67.31' RT	582.00
9	1+16.83	70.20' RT	582.07
10	1+13.53	73.96' RT	581.53
11	1+09.98	71.04' RT	581.46
12	1+06.69	75.41' RT	581.24 ⚠
13	1+10.90	78.44' RT	581.46 ⚠

EDGE OF PAVEMENT ELEVATIONS – S.W. QUADRANT
IL 57 – MAINE ST.

POINT	IL 57		MAINE ST.		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
A1	1+04.49	74.06' RT	9+25.81	62.97' RT	580.96 ⚠
A2	1+07.98	69.40' RT	9+30.45	66.48' RT	581.52
A3	1+11.31	65.67' RT	9+34.20	69.81' RT	582.06
A4	1+18.44	59.31' RT	9+40.54	76.95' RT	582.94 ⚠



THE RAMPS SHALL BE BUILT TO THE LINES AND GRADES SHOWN ON THE PLAN SHEETS. SEE STANDARD 424001 FOR ADDITIONAL INFORMATION.

THE CONTRACTOR SHALL VERIFY EXISITNG FIELD CONDITIONS PRIOR TO THE CONSTRUCTION OF ANY RAMP OR SIDEWALK. ANY ADJUSTMENTS NECESSARY TO MEET EXISTING FIELD CONDITIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION.

10 5 0 10
GRAPHIC SCALE (IN FEET)

MAINE STREET
SHEET 1 OF 1

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

USER NAME = ebb	DESIGNED -	REVISED -
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PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GEOMETRIC DETAILS
MAINE STREET /S.W. QUADRANT

SCALE: 1"=5' | SHEET 1 OF 18 SHEETS | STA. 0+41.37 | TO STA. 1+53.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	178
		CONTRACT NO. 72A91		
	ILLINOIS	FED. AID PROJECT		

JERSEY STREET
N.W. & S.W. QUADRANTS

EDGE OF PAVEMENT ELEVATIONS – N.W. QUADRANT
IL 57 – JERSEY ST.

POINT	IL 57 STATION	IL 57 OFFSET	JERSEY ST. STATION	JERSEY ST. OFFSET	ELEVATION
A1	4+61.03	20.00′ RT	9+80.00	50.22′ LT	590.56 ◬
A2	4+61.96	20.00′ RT	9+79.99	49.29′ LT	590.55
A3	4+65.60	20.26′ RT	9+79.77	45.65′ LT	590.51
A4	4+69.18	20.93′ RT	9+79.10	42.07′ LT	590.47
A5	4+72.65	22.02′ RT	9+78.00	38.59′ LT	590.43
A6	4+75.97	23.53′ RT	9+76.49	35.28′ LT	590.23
A7	4+79.08	25.43′ RT	9+74.59	32.17′ LT	590.03
A8	4+81.94	27.69′ RT	9+72.32	29.31′ LT	589.97
A9	4+84.50	30.29′ RT	9+69.73	26.75′ LT	589.92
A10	4+86.72	33.17′ RT	9+66.85	24.53′ LT	589.86
A11	4+88.59	36.30′ RT	9+63.71	22.67′ LT	589.62
A12	4+90.05	39.63′ RT	9+60.38	21.20′ LT	587.37 ◬

SIDEWALK ELEVATIONS
JERSEY ST. – N.W./S.W. QUADRANT

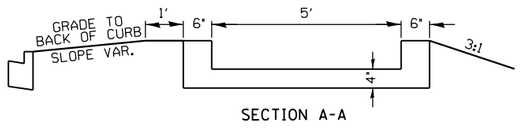
POINT	IL 57 STATION	IL 57 OFFSET	ELEVATION
1	4+59.59	32.62′ RT	590.94 ◬
2	4+59.58	27.61′ RT	590.90 ◬
3	4+75.65	27.59′ RT	590.00
4	4+77.65	27.58′ RT	589.97
5	4+83.06	32.59′ RT	589.84
6	4+75.66	32.60′ RT	589.93
7	5+39.90	33.23′ RT	589.90
8	5+47.14	28.00′ RT	590.08
9	5+49.14	28.00′ RT	590.11
10	5+64.14	28.00′ RT	591.24
11	5+69.14	28.00′ RT	591.31
12	5+76.18	28.00′ RT	591.70 ◬
13	5+76.15	33.00′ RT	591.85 ◬
14	5+69.15	33.00′ RT	591.24
15	5+64.15	33.00′ RT	591.17
16	5+49.15	33.22′ RT	590.04
17	5+49.28	38.25′ RT	590.09 ◬
18	5+43.84	38.39′ RT	589.95 ◬
19	5+43.85	33.22′ RT	589.96

EDGE OF PAVEMENT ELEVATIONS – S.W. QUADRANT
IL 57 – JERSEY ST.

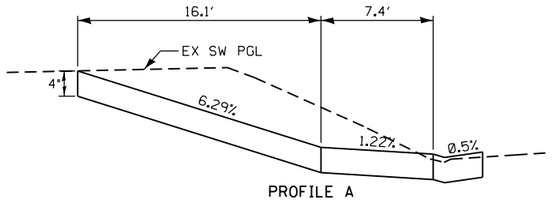
POINT	IL 57 STATION	IL 57 OFFSET	JERSEY ST. STATION	JERSEY ST. OFFSET	ELEVATION
B1	5+31.70	38.50′ RT	9+61.49	20.45′ RT	589.56 ◬
B2	5+36.29	33.09′ RT	9+66.90	25.04′ RT	589.91
B3	5+41.68	28.47′ RT	9+71.52	30.43′ RT	590.05
B4	5+47.73	24.75′ RT	9+75.23	36.48′ RT	590.18
B5	5+54.28	22.03′ RT	9+77.95	43.04′ RT	590.68
B6	5+61.19	20.37′ RT	9+79.60	49.94′ RT	590.90
B7	5+68.26	19.82′ RT	9+80.15	57.02′ RT	591.03 ◬

CURB ELEVATIONS – N.W./S.W. QUADRANT
IL 57 – JERSEY ST.

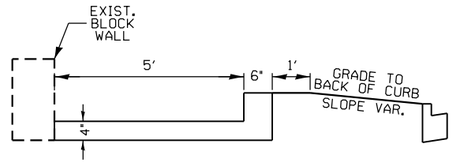
POINT	TOP CURB ELEVATION	CURB HEIGHT
C1	590.94	0″
C2	590.90	0″
C3	590.47	6″
C4	590.34	6″
C5	589.95	0″
C6	590.21	3″
C7	590.40	6″
C8	590.58	6″
C9	591.70	0″



SECTION A-A



PROFILE A



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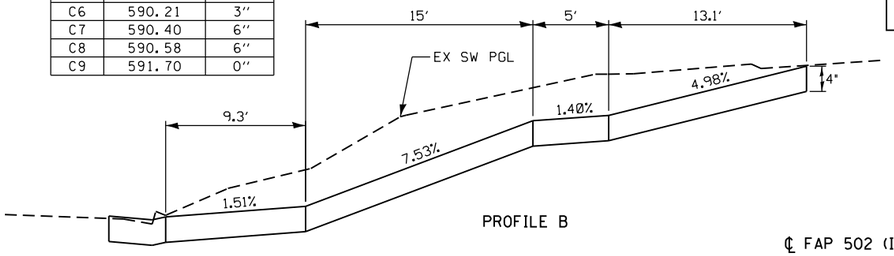
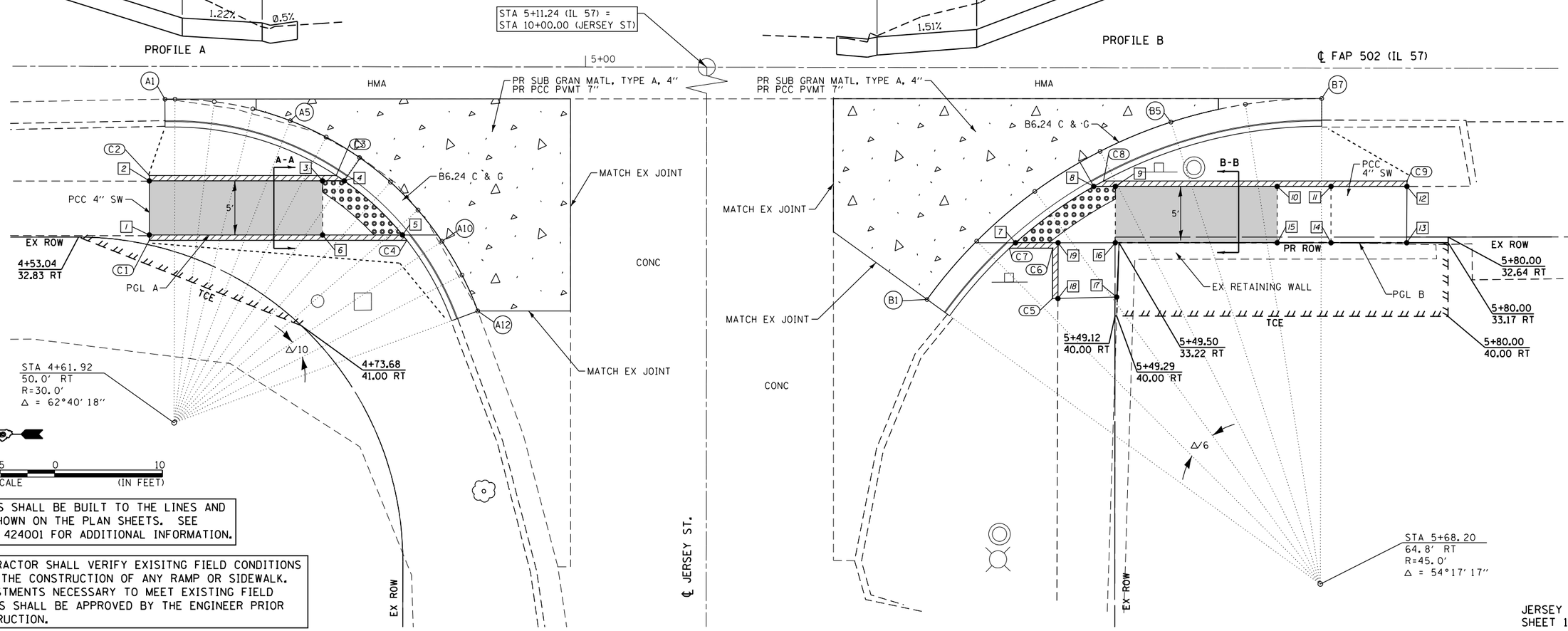


PROFILE B



LEGEND
- DETECTABLE WARNINGS
- SIDEWALK RAMP
- SIDE CURB
- XX - SIDEWALK POINT NUMBER
- A1 - EDGE OF PAVEMENT NUMBER
- CX - CURB POINT NUMBER
- ◬ - MATCH EXISTING ELEVATION
- EX INLET
- EX MANHOLE
- EX FIRE HYDRANT
- EX UTILITY BBOX
- EX SIGN
- EX TRAFFIC SIGNAL
- EX UTILITY POLE
- EX COMB MAST ARM
- SLOPE LIMITS

GRAPHIC SCALE 10 5 0 10 (IN FEET)

THE RAMPS SHALL BE BUILT TO THE LINES AND GRADES SHOWN ON THE PLAN SHEETS. SEE STANDARD 424001 FOR ADDITIONAL INFORMATION.

THE CONTRACTOR SHALL VERIFY EXISITNG FIELD CONDITIONS PRIOR TO THE CONSTRUCTION OF ANY RAMP OR SIDEWALK. ANY ADJUSTMENTS NECESSARY TO MEET EXISTING FIELD CONDITIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION.

JERSEY STREET
SHEET 1 OF 1

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

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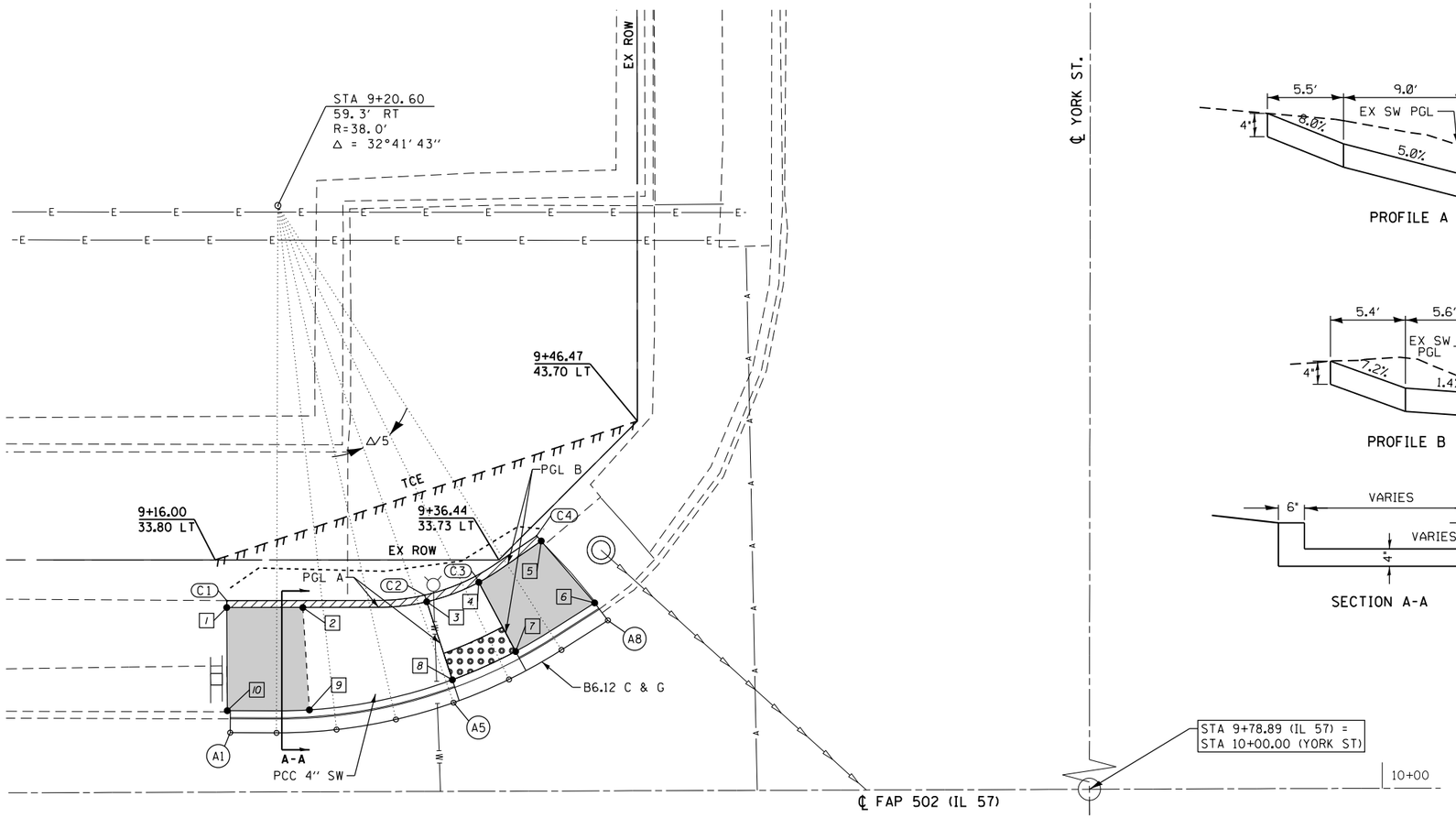
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

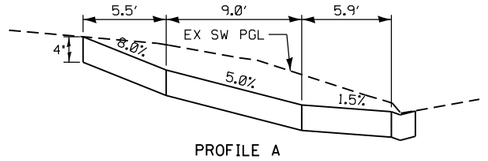
GEOMETRIC DETAILS
JERSEY STREET /N.W. & S.W. QUADRANTS

SCALE: 1″=5′ | SHEET 2 OF 18 SHEETS | STA. 4+55 | TO STA. 5+79

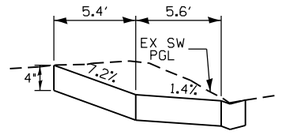
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	179
		CONTRACT NO. 72A91		
		ILLINOIS	FED. AID PROJECT	

YORK STREET
N.E. QUADRANT

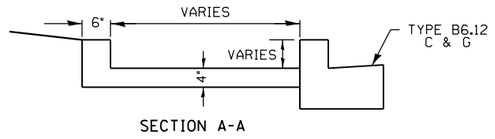




PROFILE A



PROFILE B



SECTION A-A

LEGEND

- DETECTABLE WARNINGS
- SIDEWALK RAMP
- SIDE CURB
- XX - SIDEWALK POINT NUMBER
- A1 - EDGE OF PAVEMENT NUMBER
- CX - CURB POINT NUMBER
- MATCH EXISTING ELEVATION
- EX INLET
- EX MANHOLE
- EX FIRE HYDRANT
- EX UTILITY BBOX
- EX SIGN
- EX TRAFFIC SIGNAL
- EX UTILITY POLE
- EX COMB MAST ARM
- SLOPE LIMITS

EDGE OF PAVEMENT ELEVATIONS – N.E. QUADRANT
IL 57 – YORK ST.

POINT	IL 57		YORK ST.		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
A1	9+17.04	21.34' LT	10+21.06	61.94' LT	591.80 ⚠
A2	9+20.38	21.33' LT	10+21.06	58.60' LT	591.74
A3	9+24.71	21.55' LT	10+21.30	54.28' LT	591.68
A4	9+28.99	22.26' LT	10+22.03	50.00' LT	591.61
A5	9+33.15	23.46' LT	10+23.25	45.84' LT	591.55
A6	9+37.16	25.12' LT	10+24.93	41.85' LT	591.49
A7	9+40.94	27.23' LT	10+27.05	38.07' LT	591.44
A8	9+44.29	29.35' LT	10+29.19	34.73' LT	591.39 ⚠

SIDEWALK ELEVATIONS
YORK ST. – N.E. QUADRANT

POINT	IL 57		ELEVATION
	STATION	OFFSET	
1	9+16.83	30.36' LT	592.52 ⚠
2	9+22.31	30.35' LT	592.08
3	9+31.24	30.74' LT	591.62
4	9+34.99	32.12' LT	591.55
5	9+39.51	35.09' LT	591.94 ⚠
6	9+43.30	30.65' LT	591.81 ⚠
7	9+37.63	24.14' LT	591.47
8	9+33.06	25.11' LT	591.53
9	9+22.75	22.97' LT	591.97
10	9+16.84	22.93' LT	592.22 ⚠

CURB ELEVATIONS – N.E. QUADRANT
IL 57 – YORK ST.

POINT	TOP CURB ELEVATION	CURB HEIGHT
C1	592.52	0"
C2	592.12	6"
C3	592.05	6"
C4	591.94	0"

10 5 0 10
GRAPHIC SCALE (IN FEET)

THE RAMPS SHALL BE BUILT TO THE LINES AND GRADES SHOWN ON THE PLAN SHEETS. SEE STANDARD 424001 FOR ADDITIONAL INFORMATION.

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YORK STREET
SHEET 1 OF 2

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KLINGNER & ASSOCIATES, P.C.
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PLOT DATE = 9/20/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GEOMETRIC DETAILS
YORK STREET /N.E. QUADRANT

SCALE: 1"=5' | SHEET 3 OF 18 SHEETS | STA. 9+15 | TO STA. 10+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	180
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

YORK STREET
S.W. QUADRANT

LEGEND

- DETECTABLE WARNINGS
- SIDEWALK RAMP
- SIDE CURB
- XX - SIDEWALK POINT NUMBER
- A1 - EDGE OF PAVEMENT NUMBER
- CX - CURB POINT NUMBER
- ◬ - MATCH EXISTING ELEVATION
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- EX SIGN
- EX TRAFFIC SIGNAL
- EX UTILITY POLE
- EX COMB MAST ARM
- SLOPE LIMITS

CURB ELEVATIONS – S.W. QUADRANT
IL 57 – YORK ST.

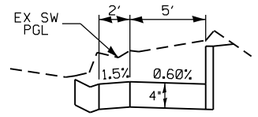
POINT	TOP CURB ELEVATION	CURB HEIGHT
C1	590.25	6"
C2	589.89	6"
C3	590.03	6"

EDGE OF PAVEMENT ELEVATIONS – S.W. QUADRANT
IL 57 – YORK ST.

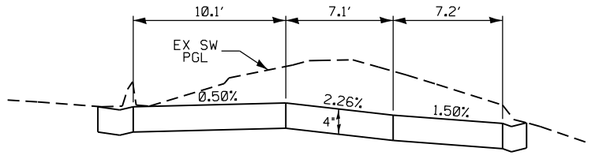
POINT	IL 57		YORK ST.		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
A1	10+14.46	36.86' RT	9+63.30	35.74' RT	589.73 ◬
A2	10+21.08	30.38' RT	9+69.81	42.33' RT	589.77
A3	10+29.35	26.23' RT	9+74.00	50.58' RT	589.82
A4	10+38.50	24.80' RT	9+75.47	59.73' RT	589.68
A5	10+40.71	24.80' RT	9+75.48	61.93' RT	589.65
A6	10+42.25	25.04' RT	9+75.24	63.48' RT	589.62
A7	10+43.64	25.75' RT	9+74.54	64.87' RT	589.60 ◬
A8	10+44.75	26.86' RT	9+73.44	65.98' RT	589.59 ◬
A9	10+45.46	28.50' RT	9+72.05	66.70' RT	589.58 ◬
A10	10+45.71	29.80' RT	9+70.50	66.95' RT	589.57 ◬

SIDEWALK ELEVATIONS
YORK ST. – S.W. QUADRANT

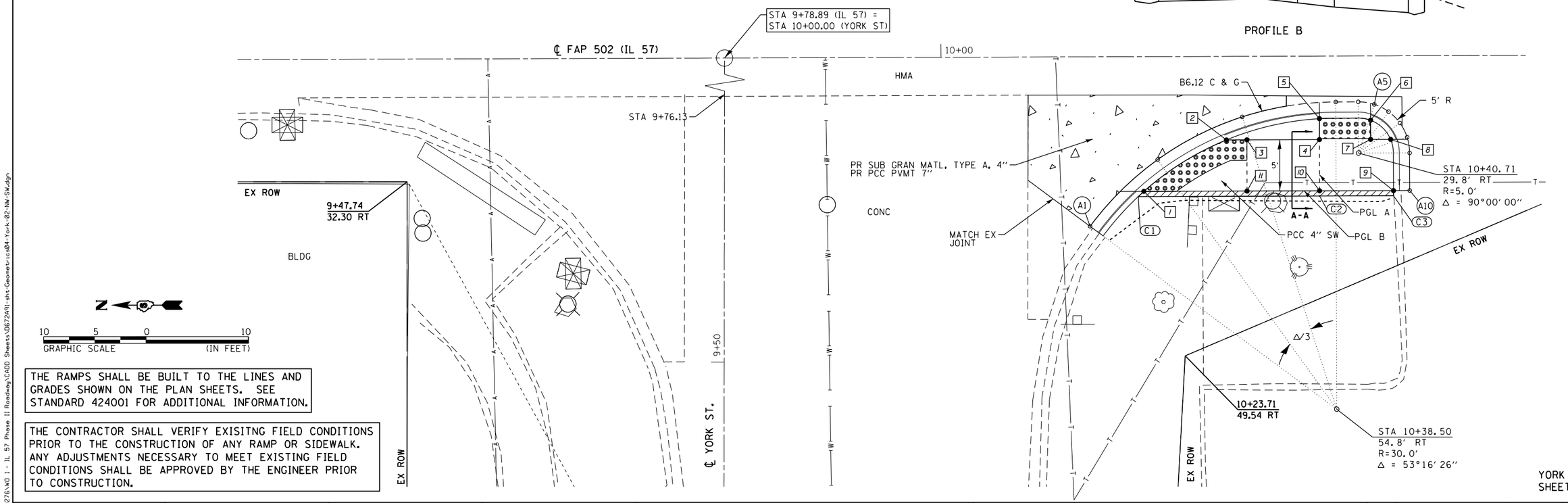
POINT	IL 57		ELEVATION
	STATION	OFFSET	
1	10+19.72	33.47' RT	589.75
2	10+27.81	28.47' RT	589.80
3	10+29.81	28.47' RT	589.83
4	10+36.90	28.47' RT	589.67
5	10+36.90	26.43' RT	589.69
6	10+41.90	26.60' RT	589.61
7	10+41.90	28.47' RT	589.59
8	10+43.85	28.47' RT	589.57
9	10+44.12	33.47' RT	589.53
10	10+36.90	33.47' RT	589.64
11	10+29.81	33.47' RT	589.80



PROFILE A



PROFILE B



THE RAMPS SHALL BE BUILT TO THE LINES AND GRADES SHOWN ON THE PLAN SHEETS. SEE STANDARD 424001 FOR ADDITIONAL INFORMATION.

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YORK STREET
SHEET 2 OF 2

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

USER NAME = ebb	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GEOMETRIC DETAILS
YORK STREET /S.W. QUADRANT

SCALE: 1"=5' | SHEET 4 OF 18 SHEETS | STA. 9+15 | TO STA. 10+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	181
		CONTRACT NO. 72A91		
		ILLINOIS FED. AID PROJECT		

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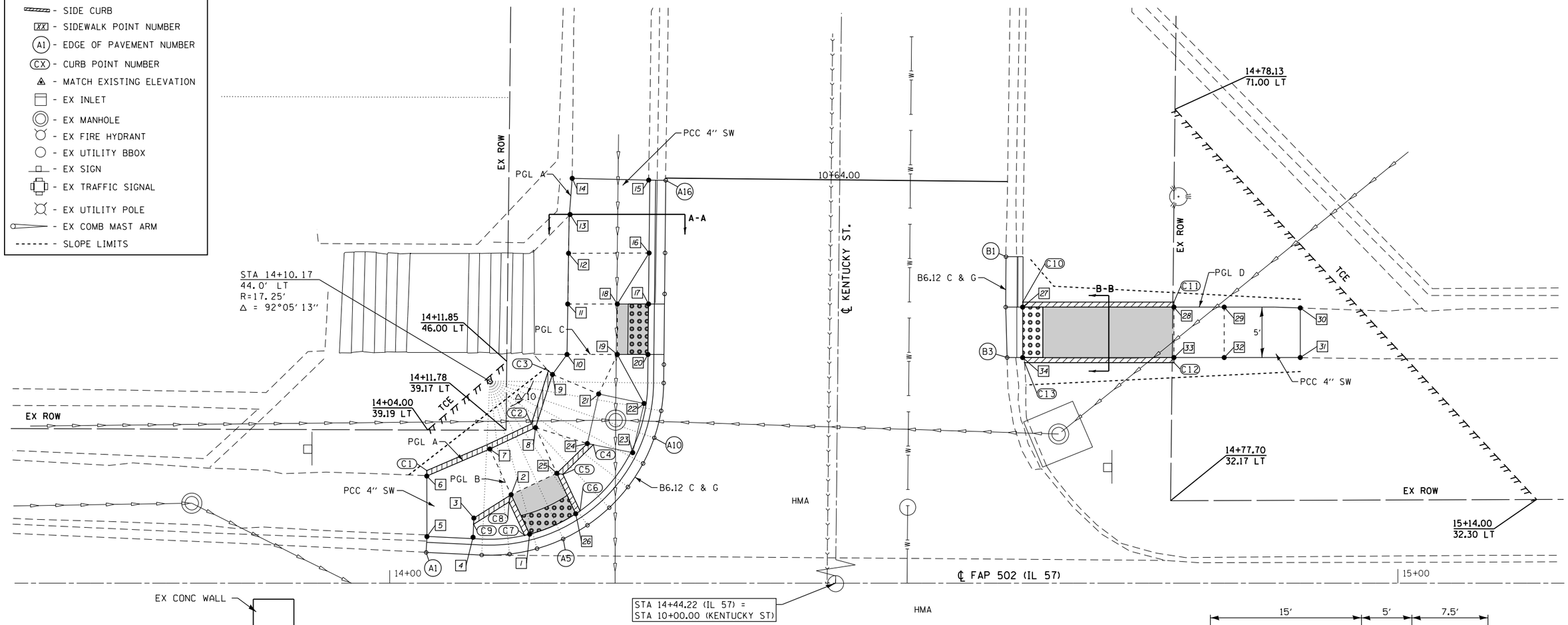
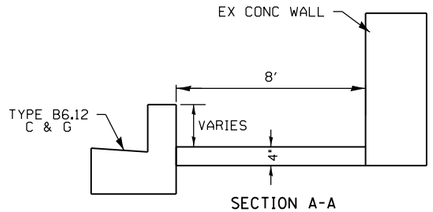
KENTUCKY STREET
N.E. & S.E. QUADRANTS

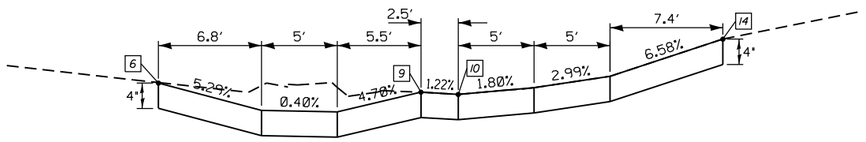
LEGEND

- DETECTABLE WARNINGS
- SIDEWALK RAMP
- SIDE CURB
- XX - SIDEWALK POINT NUMBER
- A1 - EDGE OF PAVEMENT NUMBER
- CX - CURB POINT NUMBER
- MATCH EXISTING ELEVATION
- EX INLET
- EX MANHOLE
- EX FIRE HYDRANT
- EX UTILITY BBOX
- EX SIGN
- EX TRAFFIC SIGNAL
- EX UTILITY POLE
- EX COMB MAST ARM
- SLOPE LIMITS

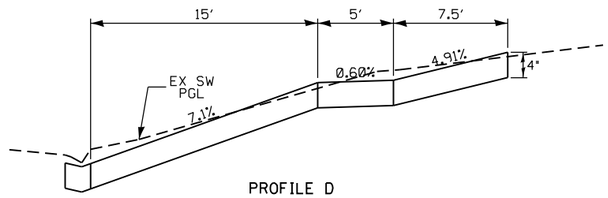




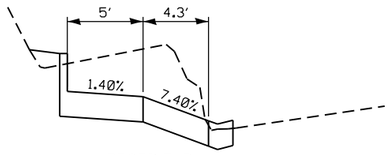
SECTION A-A



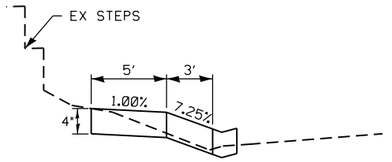
PROFILE A



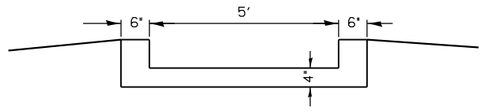
PROFILE D



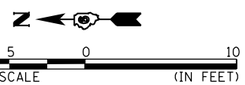
PROFILE B



PROFILE C



SECTION B-B



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KENTUCKY STREET
SHEET 1 OF 3

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

USER NAME = ebb	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GEOMETRIC DETAILS
KENTUCKY STREET /N.E. & S.E. QUADRANTS

SCALE: 1"=5' | SHEET 5 OF 18 SHEETS | STA. 13+63 | TO STA. 15+16

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	182
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

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KENTUCKY STREET
N.E. & S.E. QUADRANTS

SIDEWALK ELEVATIONS
KENTUCKY ST. – N.E./S.E. QUADRANT

POINT	IL 57		ELEVATION
	STATION	OFFSET	
1	14+14.12	28.87′ LT	579.60
2	14+12.29	32.78′ LT	579.92
3	14+08.59	30.45′ LT	580.10 ◬
4	14+08.50	28.42′ LT	580.10
5	14+03.93	28.62′ LT	580.18 ◬
6	14+03.92	34.62′ LT	580.35 ◬
7	14+10.17	37.31′ LT	579.99
8	14+14.70	39.43′ LT	579.97
9	14+16.39	44.69′ LT	580.23 ◬
10	14+17.83	46.68′ LT	580.20 ◬
11	14+17.90	51.68′ LT	580.29 ◬
12	14+17.99	56.71′ LT	580.44 ◬
13	14+18.04	60.46′ LT	580.62 ◬
14	14+18.34	64.14′ LT	580.93 ◬
15	14+26.04	63.97′ LT	580.77 ◬
16	14+25.97	56.75′ LT	580.32
17	14+25.91	51.68′ LT	580.00
18	14+22.82	51.68′ LT	580.22
19	14+22.82	46.68′ LT	580.15
20	14+25.86	46.68′ LT	579.93
21	14+20.97	42.77′ LT	580.19
22	14+25.47	41.82′ LT	580.09
23	14+24.35	36.95′ LT	579.94
24	14+19.85	37.85′ LT	579.97
25	14+16.82	34.90′ LT	579.89
26	14+18.70	30.88′ LT	579.56
27	14+63.02	51.38′ LT	579.63
28	14+78.02	51.38′ LT	580.70
29	14+32.02	51.38′ LT	580.73
30	14+90.56	51.29′ LT	581.10 ◬
31	14+90.55	46.38′ LT	580.92 ◬
32	14+83.02	46.38′ LT	580.70
33	14+78.02	46.38′ LT	580.62
34	14+63.02	46.38′ LT	579.55

EDGE OF PAVEMENT ELEVATIONS – N.E. QUADRANT
IL 57 – KENTUCKY ST.

POINT	IL 57		KENTUCKY ST.		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
A1	14+03.86	27.05′ LT	10+26.64	40.64′ LT	579.78 ◬
A2	14+09.37	26.79′ LT	10+26.44	35.13′ LT	579.65
A3	14+12.13	26.89′ LT	10+26.56	32.36′ LT	579.63
A4	14+14.85	27.42′ LT	10+27.12	29.65′ LT	579.61
A5	14+17.45	28.39′ LT	10+28.11	27.06′ LT	579.59
A6	14+19.86	29.75′ LT	10+29.50	24.67′ LT	579.57
A7	14+22.02	31.49′ LT	10+31.26	22.53′ LT	579.54
A8	14+23.87	33.54′ LT	10+33.34	20.69′ LT	579.52
A9	14+25.37	35.87′ LT	10+35.68	19.22′ LT	579.50
A10	14+26.48	38.41′ LT	10+38.23	18.13′ LT	579.48
A11	14+27.17	41.09′ LT	10+40.92	17.47′ LT	579.65
A12	14+27.42	43.85′ LT	10+42.68	17.25′ LT	579.82
A13	14+27.44	45.68′ LT	10+45.51	17.25′ LT	579.93
A14	14+27.51	52.68′ LT	10+52.51	17.25′ LT	580.02
A15	14+27.55	56.75′ LT	10+56.58	17.25′ LT	580.16
A16	14+27.62	63.94′ LT	10+63.76	17.25′ LT	580.41 ◬

EDGE OF PAVEMENT ELEVATIONS – S.E. QUADRANT
IL 57 – KENTUCKY ST.

POINT	IL 57		KENTUCKY ST.		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
B1	14+61.32	56.37′ LT	10+56.54	16.52′ RT	579.95 ◬
B2	14+61.34	51.37′ LT	10+51.54	16.60′ RT	579.64
B3	14+61.51	46.37′ LT	10+46.54	16.81′ RT	579.56 ◬

CURB ELEVATIONS – N.E./S.E. QUADRANT
IL 57 – KENTUCKY ST.

POINT	TOP CURB ELEVATION	CURB HEIGHT
C1	580.35	0″
C2	580.47	6″
C3	580.23	0″
C4	579.97	0″
C5	580.39	6″
C6	580.06	6″
C7	580.10	6″
C8	580.42	6″
C9	580.10	0″
C10	580.13	6″
C11	580.70	0″
C12	580.62	0″
C13	580.05	6″

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GEOMETRIC DETAILS
KENTUCKY STREET /N.E. & S.E. QUADRANTS

SCALE: None | SHEET 6 OF 18 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	183
		CONTRACT NO. 72A91		
	ILLINOIS	FED. AID PROJECT		

KENTUCKY STREET
N.W. & S.W. QUADRANTS

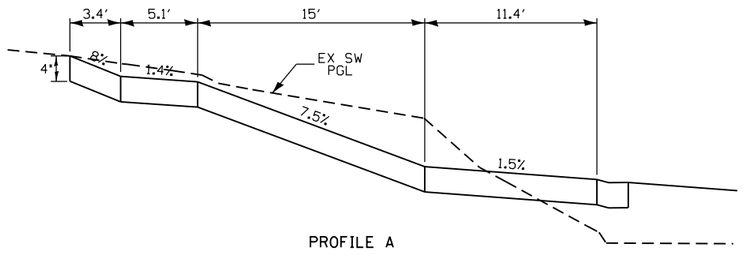
KENTUCKY STREET CL & EOP ELEVATIONS

STATION	OFFSET	ELEVATION	SLOPE	OFFSET	ELEVATION	SLOPE	OFFSET	ELEVATION
9+20.00	17.25' LT	573.93	-0.93%	℄	574.09	-1.65%	17.00' RT	573.81
• 9+58.00	17.25' LT	577.65 •	-0.52%	℄	577.74	-5.56%	18.00' RT	576.74 •
• 9+68.00	17.25' LT	578.69 •	+1.39%	℄	578.45	-1.00%	18.00' RT	578.27 •
9+75.00	17.25' LT	578.80	+1.39%	℄	578.56	-1.00%	18.00' RT	578.38

• - TRANSITION CONTROL

EDGE OF PAVEMENT ELEVATIONS – N.W. QUADRANT
IL 57 – KENTUCKY ST.

POINT	IL 57 STATION	IL 57 OFFSET	KENTUCKY ST. STATION	KENTUCKY ST. OFFSET	ELEVATION
A1	13+86.32	25.00' RT	9+74.41	57.65' LT	579.89 ◬
A2	13+99.56	25.00' RT	9+74.55	44.41' LT	579.44 ◬
A3	14+09.54	25.00' RT	9+74.65	34.42' LT	579.13 ◬
A4	14+12.22	25.21' RT	9+74.46	31.74' LT	579.03
A5	14+14.83	25.84' RT	9+73.86	29.13' LT	578.97
A6	14+17.31	26.88' RT	9+72.85	26.64' LT	578.92
A7	14+19.59	28.29' RT	9+71.46	24.34' LT	578.87
A8	14+21.62	30.04' RT	9+69.73	22.29' LT	578.82
A9	14+23.36	32.09' RT	9+67.70	20.54' LT	578.77
A10	14+24.74	34.39' RT	9+65.41	19.13' LT	578.48
A11	14+25.75	36.88' RT	9+62.93	18.09' LT	578.18
A12	14+26.36	39.49' RT	9+60.32	17.46' LT	577.90
A13	14+26.54	42.17' RT	9+57.65	17.25' LT	577.61 ◬
A14	14+26.42	53.82' RT	9+46.00	17.25' LT	576.47 ◬



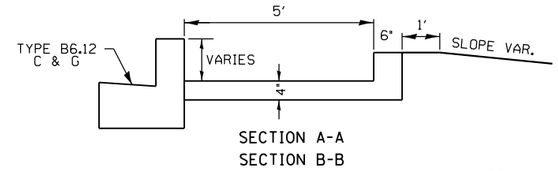
PROFILE A

SIDEWALK ELEVATIONS
KENTUCKY ST. – N.W./S.W. QUADRANT

POINT	IL 57 STATION	IL 57 OFFSET	ELEVATION
1	13+86.30	26.58' RT	580.23 ◬
2	13+89.54	26.58' RT	580.22
3	13+94.54	26.58' RT	580.18
4	14+09.54	26.58' RT	579.06
5	14+11.25	26.68' RT	579.04
6	14+20.91	31.58' RT	578.82
7	14+09.54	31.58' RT	578.99
8	13+94.54	31.58' RT	580.11
9	13+89.54	31.58' RT	580.18
10	13+86.32	30.44' RT	580.45 ◬
11	14+67.99	31.58' RT	578.38
12	14+77.79	26.71' RT	578.61
13	14+79.79	26.58' RT	578.63
14	14+89.79	26.58' RT	579.00
15	14+95.67	26.58' RT	579.03 ◬
16	14+95.65	30.43' RT	579.32 ◬
17	14+89.79	31.58' RT	579.04
18	14+79.79	31.58' RT	578.56

EDGE OF PAVEMENT ELEVATIONS – S.W. QUADRANT
IL 57 – KENTUCKY ST.

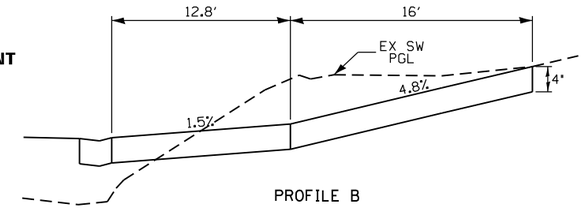
POINT	IL 57 STATION	IL 57 OFFSET	KENTUCKY ST. STATION	KENTUCKY ST. OFFSET	ELEVATION
B1	14+61.77	45.60' RT	9+54.58	18.00' RT	576.22 ◬
B2	14+61.79	42.82' RT	9+57.36	18.00' RT	576.65
B3	14+62.03	40.02' RT	9+60.16	18.22' RT	577.07
B4	14+62.71	37.30' RT	9+62.89	18.87' RT	577.50
B5	14+63.81	34.71' RT	9+65.49	19.94' RT	577.92
B6	14+65.29	32.33' RT	9+67.88	21.39' RT	578.35
B7	14+67.12	30.21' RT	9+70.03	23.21' RT	578.40
B8	14+69.26	28.39' RT	9+71.86	25.33' RT	578.45
B9	14+71.66	26.94' RT	9+73.34	27.71' RT	578.50
B10	14+74.26	25.87' RT	9+74.44	30.30' RT	578.55
B11	14+76.99	25.22' RT	9+75.12	33.02' RT	578.60
B12	14+79.79	25.00' RT	9+75.36	35.82' RT	578.65 ◬
B13	14+95.68	25.00' RT	9+75.53	51.71' RT	578.72 ◬



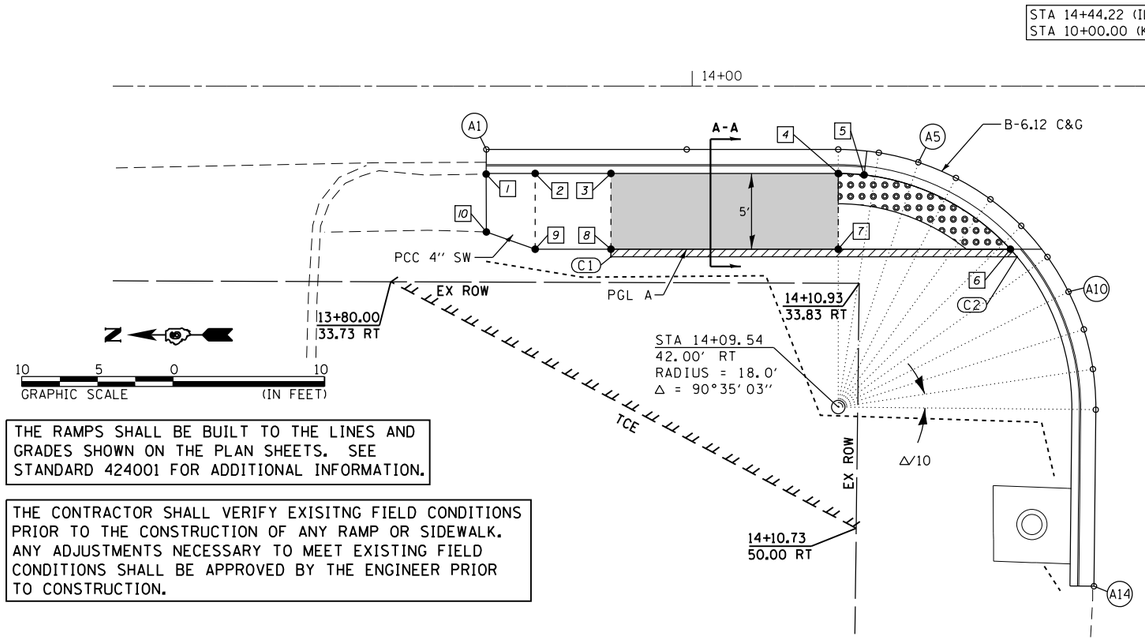
SECTION A-A
SECTION B-B

CURB ELEVATIONS – N.W./S.W. QUADRANT
IL 57 – KENTUCKY ST.

POINT	TOP CURB ELEVATION	CURB HEIGHT
C1	580.11	0"
C2	579.32	6"
C3	578.88	6"
C4	579.21	2"
C5	579.32	0"



PROFILE B



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KENTUCKY STREET
SHEET 3 OF 3

LEGEND

- DETECTABLE WARNINGS
- SIDEWALK RAMP
- SIDE CURB
- XX - SIDEWALK POINT NUMBER
- A1 - EDGE OF PAVEMENT NUMBER
- CX - CURB POINT NUMBER
- ◬ - MATCH EXISTING ELEVATION
- EX INLET
- EX MANHOLE
- EX FIRE HYDRANT
- EX UTILITY BBOX
- EX SIGN
- EX TRAFFIC SIGNAL
- EX UTILITY POLE
- EX COMB MAST ARM
- SLOPE LIMITS

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DEPARTMENT OF TRANSPORTATION

GEOMETRIC DETAILS
KENTUCKY STREET /N.W. & S.W. QUADRANTS

SCALE: 1"=5' | SHEET 7 OF 18 SHEETS | STA. 13+80 TO STA. 15+05

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	184
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

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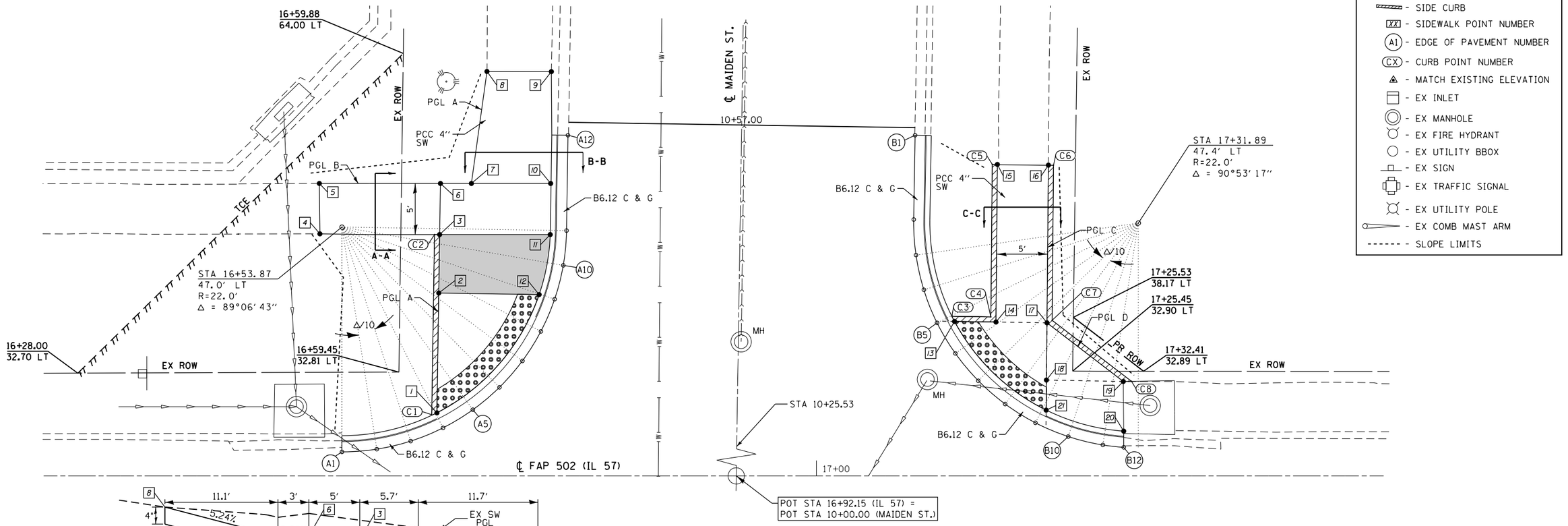
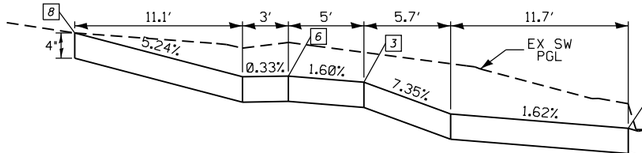
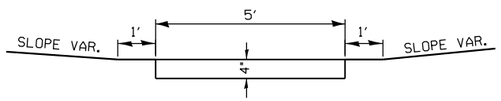
MAIDEN STREET
N.E. & S.E. QUADRANTS

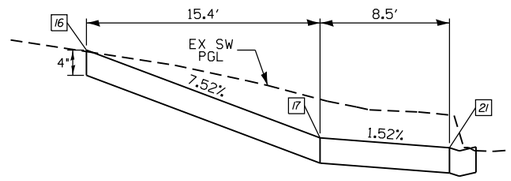




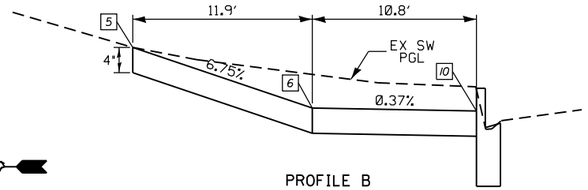
PROFILE A



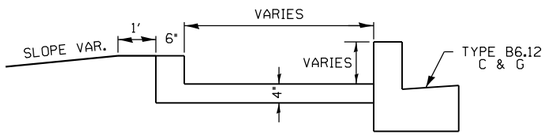
SECTION A-A



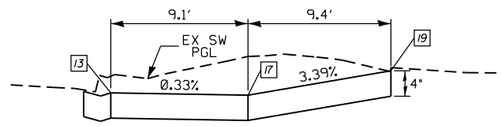
PROFILE C



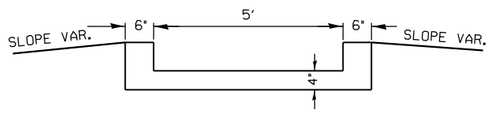
PROFILE B



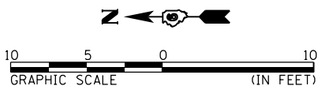
SECTION B-B



PROFILE D



SECTION C-C



THE RAMPS SHALL BE BUILT TO THE LINES AND GRADES SHOWN ON THE PLAN SHEETS. SEE STANDARD 424001 FOR ADDITIONAL INFORMATION.

THE CONTRACTOR SHALL VERIFY EXISITNG FIELD CONDITIONS PRIOR TO THE CONSTRUCTION OF ANY RAMP OR SIDEWALK. ANY ADJUSTMENTS NECESSARY TO MEET EXISTING FIELD CONDITIONS SHALL BE APPROVED BY THE EXISTING PRIOR TO CONSTRUCTION.

LEGEND

- DETECTABLE WARNINGS
- SIDEWALK RAMP
- SIDE CURB
- XX - SIDEWALK POINT NUMBER
- A1 - EDGE OF PAVEMENT NUMBER
- CX - CURB POINT NUMBER
- MATCH EXISTING ELEVATION
- EX INLET
- EX MANHOLE
- EX FIRE HYDRANT
- EX UTILITY BBOX
- EX SIGN
- EX TRAFFIC SIGNAL
- EX UTILITY POLE
- EX COMB MAST ARM
- SLOPE LIMITS

MAIDEN STREET
SHEET 1 OF 3

USER NAME = ebb	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GEOMETRIC DETAILS
MAIDEN STREET /N.E. & S.E. QUADRANTS

SCALE: 1"=5' | SHEET 8 OF 18 SHEETS | STA. 16+32 | TO STA. 17+39

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	185
		CONTRACT NO. 72A91		
	ILLINOIS	FED. AID PROJECT		

MAIDEN STREET
N.E. & S.E. QUADRANTS

SIDEWALK ELEVATIONS
MAIDEN ST. – N.E./S.E. QUADRANT

POINT	IL 57		ELEVATION
	STATION	OFFSET	
1	16+63.17	28.82′ LT	578.60
2	16+63.35	40.55′ LT	578.79
3	16+63.44	46.27′ LT	579.21
4	16+51.71	46.35′ LT	579.95 ◬
5	16+51.66	51.27′ LT	580.09 ◬
6	16+63.52	51.27′ LT	579.29
7	16+66.55	51.27′ LT	579.28
8	16+68.08	62.23′ LT	579.86 ◬
9	16+74.40	62.22′ LT	579.82 ◬
10	16+74.36	51.27′ LT	579.25
11	16+74.28	46.27′ LT	579.17
12	16+73.20	40.40′ LT	578.80
13	17+13.89	37.77′ LT	578.72
14	17+17.94	37.71′ LT	578.71
15	17+18.08	53.10′ LT	579.72 ◬
16	17+23.08	53.05′ LT	579.85 ◬
17	17+22.94	37.63′ LT	578.69
18	17+22.89	32.04′ LT	578.60
19	17+30.43	31.89′ LT	579.01 ◬
20	17+30.46	26.80′ LT	578.81 ◬
21	17+22.86	29.09′ LT	578.56

EDGE OF PAVEMENT ELEVATIONS – N.E. QUADRANT
IL 57 – MAIDEN ST.

POINT	IL 57		MAIDEN ST.		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
A1	16+53.87	25.00′ LT	10+24.40	38.66′ LT	578.55 ◬
A2	16+57.28	25.27′ LT	10+24.72	35.26′ LT	578.57
A3	16+60.61	26.06′ LT	10+25.56	31.94′ LT	578.59
A4	16+63.77	27.35′ LT	10+26.91	28.80′ LT	578.61
A5	16+66.70	29.12′ LT	10+28.72	25.90′ LT	578.64
A6	16+69.31	31.32′ LT	10+30.97	23.32′ LT	578.66
A7	16+71.55	33.90′ LT	10+33.58	21.12′ LT	578.70
A8	16+73.37	36.80′ LT	10+36.50	19.35′ LT	578.75
A9	16+74.71	39.94′ LT	10+39.67	18.06′ LT	578.81
A10	16+75.55	43.26′ LT	10+42.99	17.27′ LT	578.89
A11	16+75.87	46.66′ LT	10+46.40	17.00′ LT	578.98
A12	16+76.02	55.99′ LT	10+55.73	17.00′ LT	579.21 ◬

EDGE OF PAVEMENT ELEVATIONS – S.E. QUADRANT
IL 57 – MAIDEN ST.

POINT	IL 57		MAIDEN ST.		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
B1	17+10.02	55.99′ LT	10+56.26	17.00′ RT	579.31 ◬
B2	17+09.89	47.74′ LT	10+48.01	17.00′ RT	578.90
B3	17+10.12	44.26′ LT	10+44.53	17.28′ RT	578.85
B4	17+10.88	40.86′ LT	10+41.15	18.10′ RT	578.79
B5	17+12.18	37.63′ LT	10+37.93	19.44′ RT	578.74
B6	17+13.97	34.63′ LT	10+34.97	21.28′ RT	578.69
B7	17+16.21	31.96′ LT	10+32.33	23.56′ RT	578.65
B8	17+18.85	29.68′ LT	10+30.09	26.24′ RT	578.60
B9	17+21.81	27.84′ LT	10+28.30	29.23′ RT	578.57
B10	17+25.03	26.50′ LT	10+27.00	32.46′ RT	578.54
B11	17+28.42	25.68′ LT	10+26.24	35.86′ RT	578.51 ◬
B12	17+30.35	25.45′ LT	10+26.04	37.80′ RT	578.49 ◬

CURB ELEVATIONS – N.E./S.E. QUADRANT
IL 57 – MAIDEN ST.

POINT	TOP CURB ELEVATION	CURB HEIGHT
C1	579.10	6″
C2	579.21	0″
C3	579.22	6″
C4	579.21	6″
C5	579.72	0″
C6	579.85	0″
C7	579.19	6″
C8	579.01	0″

MAIDEN STREET CL & EOP ELEVATIONS

STATION	OFFSET	ELEVATION	SLOPE	OFFSET	ELEVATION	SLOPE	OFFSET	ELEVATION
10+25.00	17.00′ LT	578.65	0.00%	℄	578.65	-0.53%	17.00′ RT	578.56
•10+39.00	17.00′ LT	578.79•	-0.41%	℄	578.86	-	-	-
•10+48.00	-	-	-	℄	579.24	-2.00%	17.00′ RT	578.90 •
10+56.00	17.00′ LT	579.24	-2.29%	℄	579.63	-1.76%	17.00′ RT	579.33

• - TRANSITION CONTROL

MAIDEN STREET
SHEET 2 OF 3

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

USER NAME = ebb	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ′ / in.	CHECKED -	REVISED -
PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GEOMETRIC DETAILS
MAIDEN STREET /N.E. & S.E. QUADRANTS

SCALE: None | SHEET 9 OF 18 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	186
		CONTRACT NO. 72A91		
		ILLINOIS	FED. AID PROJECT	

MAIDEN STREET
N.W. & S.W. QUADRANTS

SIDEWALK ELEVATIONS
MAIDEN ST. – N.W./S.W. QUADRANT

POINT	IL 57		ELEVATION
	STATION	OFFSET	
1	16+71.99	31.72′ RT	577.88
2	16+62.67	31.61′ RT	577.98
3	16+49.67	31.45′ RT	578.58
4	16+44.38	29.77′ RT	578.84 ◬
5	16+44.31	26.39′ RT	578.70 ◬
6	16+49.75	26.45′ RT	578.58
7	16+62.75	26.75′ RT	578.05
8	16+64.74	27.18′ RT	578.03
9	17+19.32	26.92′ RT	578.00
10	17+21.33	26.63′ RT	578.03
11	17+36.33	26.53′ RT	578.50
12	17+40.17	26.51′ RT	578.62 ◬
13	17+40.28	30.31′ RT	578.77 ◬
14	17+36.25	31.53′ RT	578.59
15	17+21.25	31.59′ RT	578.05
16	17+21.17	36.59′ RT	577.82
17	17+19.91	42.06′ RT	577.48 ◬
18	17+16.90	42.13′ RT	577.30 ◬
19	17+16.17	36.61′ RT	577.77
20	17+16.25	31.61′ RT	577.99
21	17+11.09	31.63′ RT	577.92

MAIDEN STREET CL & EOP ELEVATIONS

STATION	OFFSET	ELEVATION	SLOPE	OFFSET	ELEVATION	SLOPE	OFFSET	ELEVATION
9+44.00	14.00′ LT	575.59	-1.43%	℄	575.79	-0.43%	14.00′ RT	575.73
• 9+57.50	14.00′ LT	576.98 •	-0.71%	℄	577.08	-	-	-
• 9+58.50	-	-	-	℄	577.17	-0.29%	14.00′ RT	577.13 •
• 9+66.00	14.00′ LT	577.85 •	-0.29%	℄	577.89	0.00%	14.00′ RT	577.90 •
9+75.00	14.00′ LT	577.99	-0.21%	℄	578.02	-0.14%	14.00′ RT	578.04

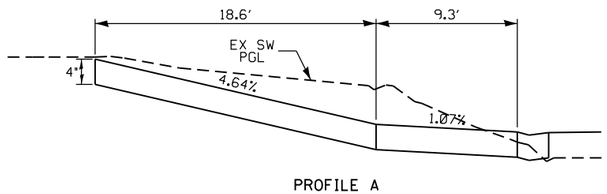
• - TRANSITION CONTROL

EDGE OF PAVEMENT ELEVATIONS – N.W. QUADRANT
IL 57 – MAIDEN ST.

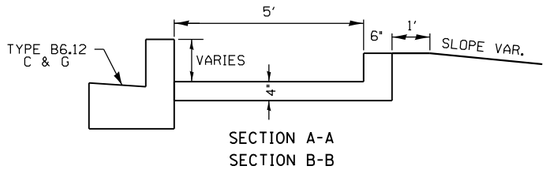
POINT	IL 57		MAIDEN ST.		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
A1	16+44.32	25.00′ RT	9+74.26	47.44′ LT	578.35 ◬
A2	16+60.50	25.00′ RT	9+74.51	31.26′ LT	578.11
A3	16+63.18	25.21′ RT	9+74.34	28.58′ LT	578.07
A4	16+65.80	25.85′ RT	9+73.75	25.95′ LT	578.03
A5	16+68.28	26.89′ RT	9+72.74	23.45′ LT	577.99
A6	16+70.57	28.31′ RT	9+71.36	21.14′ LT	577.95
A7	16+72.61	30.07′ RT	6+69.63	19.07′ LT	577.90
A8	16+74.34	32.14′ RT	9+67.59	17.31′ LT	577.86
A9	16+75.73	34.45′ RT	9+65.30	15.89′ LT	577.82
A10	16+76.73	36.95′ RT	9+62.82	14.85′ LT	577.54
A11	16+77.32	39.58′ RT	9+60.20	14.21′ LT	577.26
A12	16+77.49	42.26′ RT	9+57.51	14.00′ LT	576.98
A13	16+77.28	55.78′ RT	9+44.00	14.00′ LT	575.59 ◬

EDGE OF PAVEMENT ELEVATIONS – S.W. QUADRANT
IL 57 – MAIDEN ST.

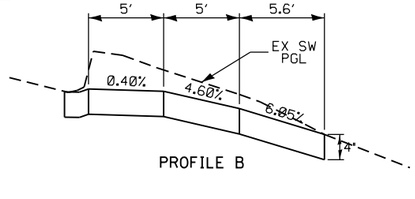
POINT	IL 57		MAIDEN ST.		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
B1	17+05.28	56.21′ RT	9+44.00	14.00′ RT	575.73 ◬
B2	17+05.51	41.74′ RT	9+58.48	14.00′ RT	577.13
B3	17+05.75	39.11′ RT	9+61.11	14.21′ RT	577.39
B4	17+06.40	36.55′ RT	9+63.68	14.82′ RT	577.64
B5	17+07.44	34.12′ RT	9+66.12	15.82′ RT	577.90
B6	17+08.84	31.88′ RT	9+68.38	17.19′ RT	577.92
B7	17+10.58	29.89′ RT	9+70.40	18.89′ RT	577.94
B8	17+12.60	28.18′ RT	9+72.14	20.88′ RT	577.96
B9	17+14.86	26.82′ RT	9+73.54	23.12′ RT	577.97
B10	17+17.30	25.82′ RT	9+74.58	25.55′ RT	577.99
B11	17+19.87	25.21′ RT	9+75.23	28.11′ RT	578.01
B12	17+22.50	25.00′ RT	9+75.47	30.74′ RT	578.03
B13	17+40.17	25.00′ RT	9+75.75	48.40′ RT	578.11 ◬



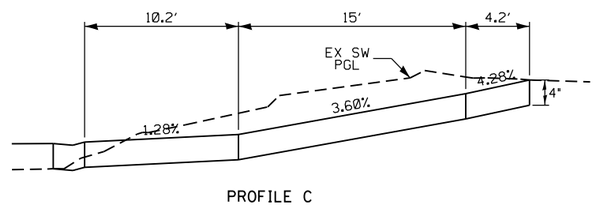
PROFILE A



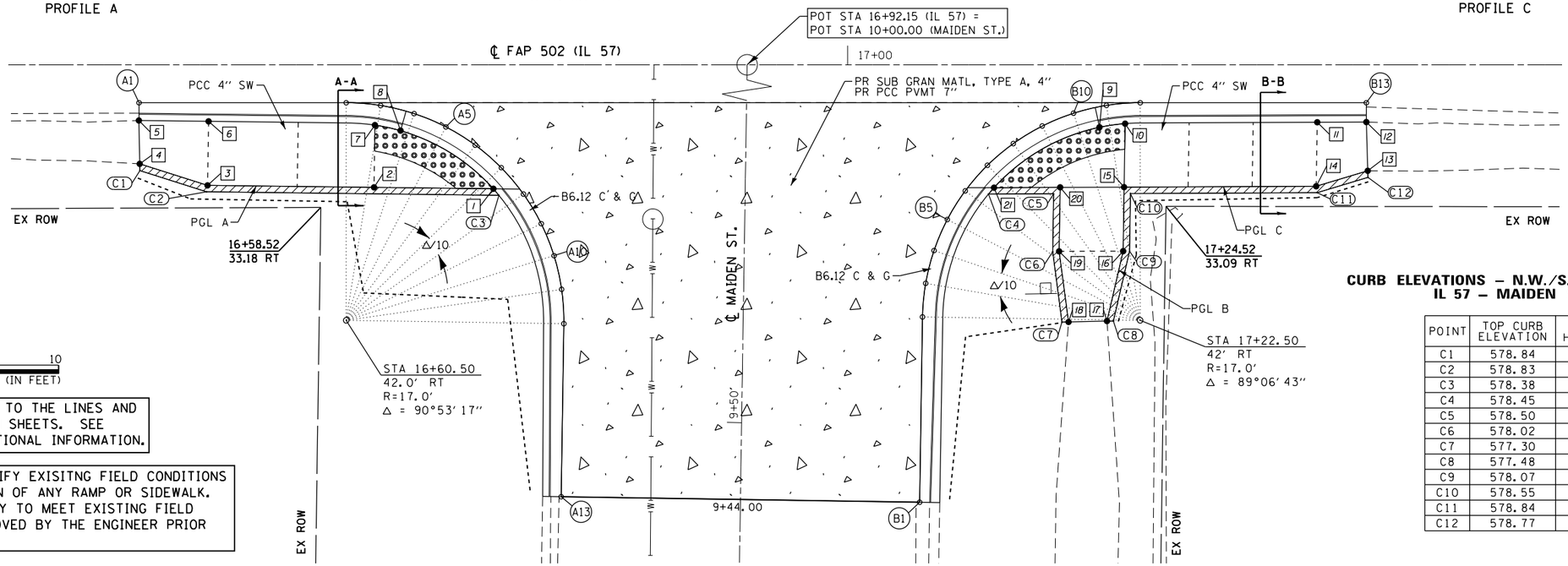
SECTION A-A
SECTION B-B



PROFILE B



PROFILE C



10 5 0 10
GRAPHIC SCALE (IN FEET)

THE RAMPS SHALL BE BUILT TO THE LINES AND GRADES SHOWN ON THE PLAN SHEETS. SEE STANDARD 424001 FOR ADDITIONAL INFORMATION.

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CURB ELEVATIONS – N.W./S.W. QUADRANT
IL 57 – MAIDEN ST.

POINT	TOP CURB ELEVATION	CURB HEIGHT
C1	578.84	0"
C2	578.83	3"
C3	578.38	6"
C4	578.45	6"
C5	578.50	6"
C6	578.02	3"
C7	577.30	0"
C8	577.48	0"
C9	578.07	3"
C10	578.55	6"
C11	578.84	3"
C12	578.77	0"

MAIDEN STREET
SHEET 3 OF 3

LEGEND
- DETECTABLE WARNINGS
- SIDEWALK RAMP
- SIDE CURB
- XX - SIDEWALK POINT NUMBER
- A1 - EDGE OF PAVEMENT NUMBER
- CX - CURB POINT NUMBER
- ◬ - MATCH EXISTING ELEVATION
- EX INLET
- EX MANHOLE
- EX FIRE HYDRANT
- EX UTILITY BBOX
- EX SIGN
- EX TRAFFIC SIGNAL
- EX UTILITY POLE
- EX COMB MAST ARM
- ------ - SLOPE LIMITS

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

USER NAME = ebb	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 10.0000 ′ / in.	CHECKED -	REVISED -	
PLOT DATE = 9/20/2019	DATE -	REVISED -	

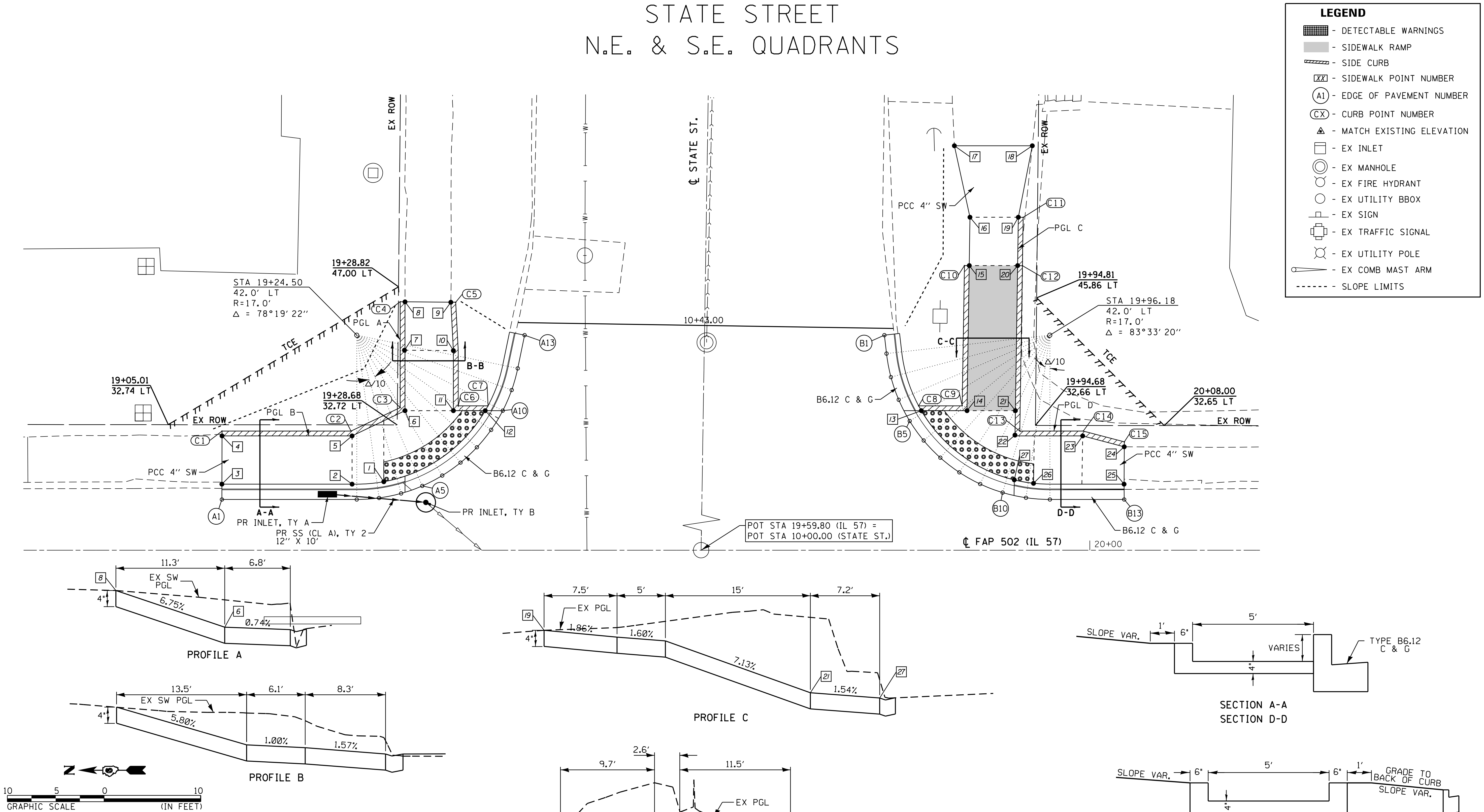
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GEOMETRIC DETAILS
MAIDEN STREET /N.W. & S.W. QUADRANTS

SCALE: 1"=5′ | SHEET 10 OF 18 SHEETS | STA. 16+35 TO STA. 17+55

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	187
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

STATE STREET
N.E. & S.E. QUADRANTS



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STATE STREET
SHEET 1 OF 3

KLINGNER & ASSOCIATES, P.C.
Engineers · Architects · Surveyors
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STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

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	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GEOMETRIC DETAILS
STATE STREET /N.E. & S.E. QUADRANTS

SCALE: 1"=5' | SHEET 11 OF 18 SHEETS | STA. 19+08 TO STA. 20+10

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	188

CONTRACT NO. 72A91

ILLINOIS FED. AID PROJECT

STATE STREET
N.W. & S.W. QUADRANTS

LEGEND

- DETECTABLE WARNINGS
- SIDEWALK RAMP
- SIDE CURB
- XX - SIDEWALK POINT NUMBER
- A1 - EDGE OF PAVEMENT NUMBER
- CX - CURB POINT NUMBER
- MATCH EXISTING ELEVATION
- EX INLET
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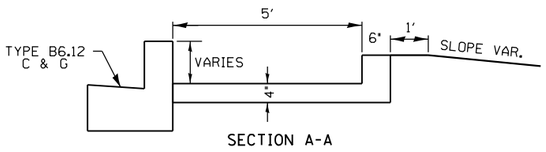
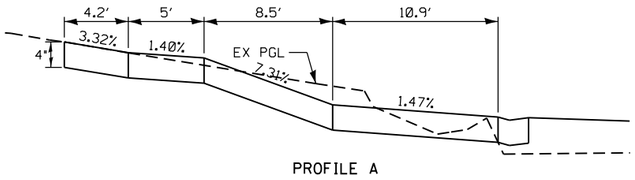
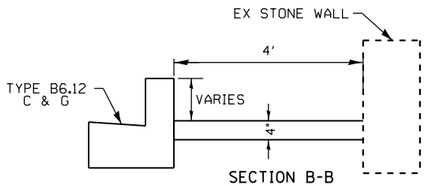
- EX SIGN
- EX TRAFFIC SIGNAL
- EX UTILITY POLE
- EX COMB MAST ARM
- SLOPE LIMITS



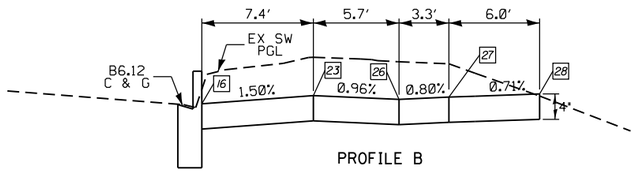
SECTION A-A



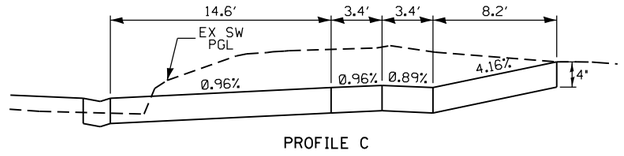
PROFILE A



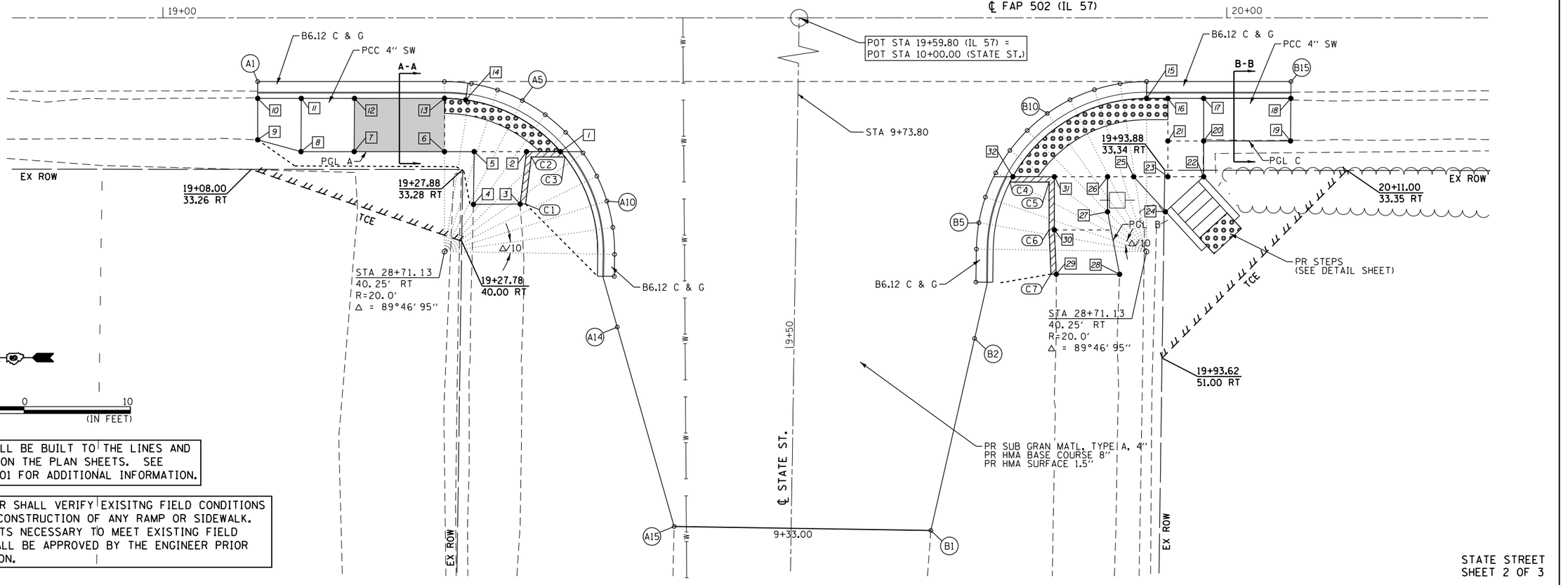
SECTION B-B



PROFILE B



PROFILE C



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STATE STREET
SHEET 2 OF 3

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

USER NAME = ebb	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GEOMETRIC DETAILS
STATE STREET /N.W. & S.W. QUADRANTS

SCALE: 1"=5' | SHEET 12 OF 18 SHEETS | STA. 18+86 TO STA. 20+24

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	189
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

STATE STREET
N.E. & S.E. QUADRANTS

EDGE OF PAVEMENT ELEVATIONS – N.E. QUADRANT
IL 57 – STATE ST.

POINT	IL 57		STATE ST.		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
A1	19+10.56	25.00' LT	10+24.23	49.63' LT	577.35 ▲
A2	19+24.02	25.00' LT	10+24.45	35.69' LT	577.16
A3	19+26.82	25.16' LT	10+24.64	33.38' LT	577.14
A4	19+29.09	25.63' LT	10+25.15	31.11' LT	577.11
A5	19+31.28	26.41' LT	10+25.96	28.94' LT	577.09
A6	19+33.34	27.48' LT	10+27.06	26.89' LT	577.08
A7	19+35.23	28.82' LT	10+28.43	25.02' LT	577.06
A8	19+36.93	30.40' LT	10+30.04	23.35' LT	577.04
A9	19+38.39	32.21' LT	10+31.87	21.91' LT	577.03
A10	19+39.60	34.19' LT	10+33.87	20.74' LT	577.01
A11	19+40.52	36.32' LT	10+36.02	19.85' LT	576.99
A12	19+41.15	38.56' LT	10+38.26	19.26' LT	576.98
A13	19+41.86	42.00' LT	10+41.71	18.60' LT	576.95 ▲

EDGE OF PAVEMENT ELEVATIONS – S.E. QUADRANT
IL 57 – STATE ST.

POINT	IL 57		STATE ST.		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
B1	19+79.07	42.00' LT	10+42.30	18.61' RT	576.67 ▲
B2	19+79.28	40.09' LT	10+40.39	18.85' RT	576.70
B3	19+79.74	37.66' LT	10+37.96	19.35' RT	576.73
B4	19+80.54	35.31' LT	10+35.63	20.19' RT	576.76
B5	19+81.68	33.11' LT	10+33.45	21.36' RT	576.75
B6	19+83.13	31.10' LT	10+31.46	22.84' RT	576.73
B7	19+84.85	29.32' LT	10+29.71	24.59' RT	576.72
B8	19+86.81	27.81' LT	10+28.23	26.57' RT	576.71
B9	19+88.97	26.60' LT	10+27.05	28.75' RT	576.69
B10	19+91.29	25.72' LT	10+26.21	31.08' RT	576.68
B11	19+93.71	25.18' LT	10+25.71	33.51' RT	576.66
B12	19+96.18	25.00' LT	10+25.56	35.98' RT	576.65
B13	20+03.86	25.00' LT	10+25.68	43.66' RT	576.54 ▲

SIDEWALK ELEVATIONS
STATE ST. – N.E./S.E. QUADRANT

POINT	IL 57		ELEVATION
	STATION	OFFSET	
1	19+27.30	26.84' LT	577.12
2	19+24.02	26.58' LT	577.17
3	19+10.56	26.58' LT	577.92 ▲
4	19+10.57	31.58' LT	577.98 ▲
5	19+24.02	31.58' LT	577.20
6	19+29.49	34.19' LT	577.14
7	19+29.44	40.45' LT	577.56
8	19+29.49	45.45' LT	577.90 ▲
9	19+34.24	45.40' LT	577.81 ▲
10	19+34.49	40.40' LT	577.48
11	19+34.49	34.19' LT	577.06
12	19+37.79	34.19' LT	577.01
13	19+82.88	34.19' LT	576.74
14	19+87.60	34.19' LT	576.75
15	19+87.84	49.19' LT	577.82
16	19+87.92	54.19' LT	577.90
17	19+86.30	61.58' LT	577.44 ▲
18	19+94.36	61.58' LT	578.06 ▲
19	19+92.92	54.19' LT	577.92
20	19+92.84	49.19' LT	577.84
21	19+92.60	34.19' LT	576.77
22	19+92.56	31.58' LT	576.73
23	19+99.56	31.58' LT	576.97
24	20+03.87	30.45' LT	577.15 ▲
25	20+03.85	26.58' LT	576.98 ▲
26	19+94.49	26.68' LT	576.69
27	19+92.49	27.03' LT	577.66

CURB ELEVATIONS – N.E./S.E. QUADRANT
IL 57 – STATE ST.

POINT	TOP CURB ELEVATION	CURB HEIGHT
C1	577.98	0"
C2	577.70	6"
C3	577.64	6"
C4	577.90	0"
C5	577.81	0"
C6	577.56	6"
C7	577.51	6"
C8	577.24	6"
C9	577.25	6"
C10	577.82	0"
C11	577.92	0"
C12	578.34	6"
C13	577.23	6"
C14	577.47	6"
C15	577.15	0"

STATE STREET
N.W. & S.W. QUADRANTS

EDGE OF PAVEMENT ELEVATIONS – N.W. QUADRANT
IL 57 – STATE ST.

POINT	IL 57		STATE ST.		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
A1	19+08.61	25.00' RT	9+74.20	50.80' LT	577.31 ▲
A2	19+26.16	25.00' RT	9+74.48	33.25' LT	577.05
A3	19+28.69	25.20' RT	9+74.32	30.72' LT	577.03
A4	19+31.15	25.80' RT	9+73.76	28.25' LT	577.01
A5	19+33.49	26.78' RT	9+72.81	25.89' LT	576.98
A6	19+35.64	28.12' RT	9+71.51	23.72' LT	576.96
A7	19+37.56	29.78' RT	9+69.88	21.77' LT	576.93
A8	19+39.19	31.72' RT	9+67.96	20.11' LT	576.89
A9	19+40.49	33.89' RT	9+65.81	18.78' LT	576.85
A10	19+41.44	36.25' RT	9+63.47	17.80' LT	576.59
A11	19+42.00	38.72' RT	9+61.01	17.20' LT	576.33
A12	19+42.16	41.25' RT	9+58.48	17.00' LT	576.07
A13	19+42.12	43.32' RT	9+56.41	17.00' LT	575.86
A14	19+42.40	48.07' RT	9+51.66	16.65' LT	575.37
A15	19+47.76	66.82' RT	9+33.00	11.00' LT	573.92 ▲

EDGE OF PAVEMENT ELEVATIONS – S.W. QUADRANT
IL 57 –STATE ST.

POINT	IL 57		STATE ST.		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
B1	19+72.51	60.32' RT	9+33.00	13.13' RT	574.01 ▲
B2	19+76.04	49.15' RT	9+51.11	16.96' RT	575.54
B3	19+76.12	43.85' RT	9+56.41	17.00' RT	575.90
B4	19+76.17	40.75' RT	9+59.51	17.00' RT	576.11
B5	19+76.40	38.28' RT	9+61.99	17.19' RT	576.28
B6	19+77.01	35.87' RT	9+64.41	17.77' RT	576.45
B7	19+77.99	33.58' RT	9+66.71	18.71' RT	576.58
B8	19+79.31	31.48' RT	9+68.83	20.00' RT	576.59
B9	19+80.94	29.60' RT	9+70.73	21.60' RT	576.61
B10	19+82.84	28.00' RT	9+72.37	23.47' RT	576.63
B11	19+84.97	26.71' RT	9+73.69	25.58' RT	576.62
B12	19+87.27	25.77' RT	9+74.66	27.87' RT	576.61
B13	19+89.69	25.19' RT	9+75.28	30.28' RT	576.59
B14	19+92.17	25.00' RT	9+75.51	32.75' RT	576.58
B15	20+05.74	25.00' RT	9+75.72	46.32' RT	576.48 ▲

SIDEWALK ELEVATIONS
STATE ST. – N.W./S.W. QUADRANT

POINT	IL 57		ELEVATION
	STATION	OFFSET	
1	19+37.08	31.58' RT	576.90
2	19+33.87	31.58' RT	576.95
3	19+33.28	36.51' RT	576.57 ▲
4	19+28.88	36.55' RT	576.76 ▲
5	19+28.96	31.58' RT	577.02
6	19+26.16	31.58' RT	577.06
7	19+17.67	31.58' RT	577.68
8	19+12.67	31.58' RT	577.75
9	19+08.60	30.48' RT	577.89 ▲
10	19+08.61	26.58' RT	577.76 ▲
11	19+12.71	26.58' RT	577.69
12	19+17.71	26.58' RT	577.62
13	19+26.16	26.58' RT	577.04
14	19+28.16	26.72' RT	577.02
15	19+92.17	26.58' RT	576.57
16	19+94.17	26.58' RT	576.60
17	19+97.53	26.58' RT	576.65
18	20+05.73	26.58' RT	576.91 ▲
19	20+05.70	30.58' RT	577.05 ▲
20	19+97.53	30.58' RT	576.71
21	19+94.17	30.58' RT	576.66
22	19+97.53	33.95' RT	576.74
23	19+94.17	33.95' RT	576.71
24	19+93.93	37.24' RT	576.72
25	19+90.96	33.95' RT	576.68
26	19+88.50	33.95' RT	576.66
27	19+88.50	37.24' RT	576.69
28	19+89.63	43.12' RT	576.73 ▲
29	19+83.68	43.11' RT	576.50 ▲
30	19+83.50	38.95' RT	576.62
31	19+83.50	33.95' RT	576.61
32	19+79.59	33.95' RT	576.57

CURB ELEVATIONS – N.W./S.W. QUADRANT
IL 57 – STATE ST.

POINT	TOP CURB ELEVATION	CURB HEIGHT
C1	576.57	0"
C2	577.45	6"
C3	577.40	6"
C4	577.07	6"
C5	577.11	6"
C6	576.87	3"
C7	576.50	0"

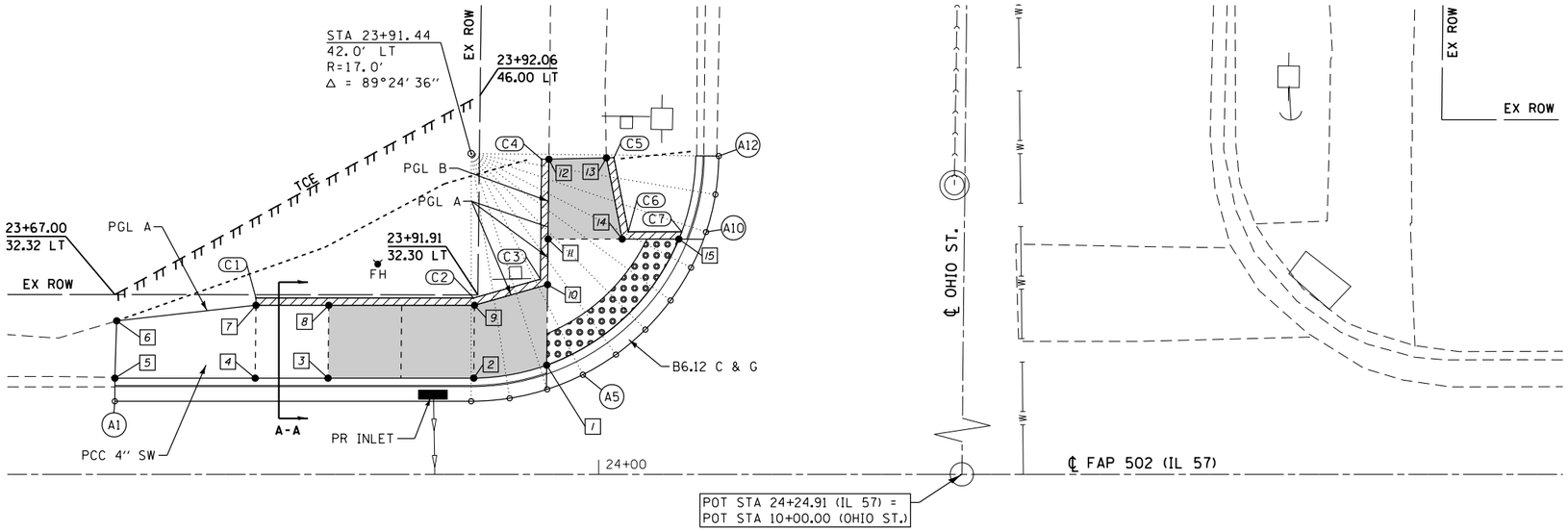
STATE STREET CL & EOP ELEVATIONS

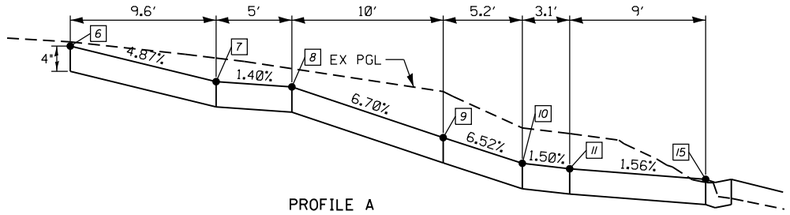
STATION	OFFSET	ELEVATION	SLOPE	OFFSET	ELEVATION	SLOPE	OFFSET	ELEVATION
9+33.00	11.00' LT	573.92	-3.45%	℄	574.30	-2.23%	13.00' RT	574.01
9+51.00	-	-	-	℄	575.81	-1.59%	17.00' RT	575.54
9+51.66	17.00' LT	575.37	-2.94%	℄	575.87	-	-	-
9+59.50	-	-	-	℄	576.38	-1.59%	17.00' RT	576.11
9+66.00	17.00' LT	576.84	+0.64%	℄	576.73	-0.88%	17.00' RT	576.58
9+75.00	17.00' LT	576.97	+0.64%	℄	576.86	-0.82%	17.00' RT	576.72

▲ - TRANSITION CONTROL

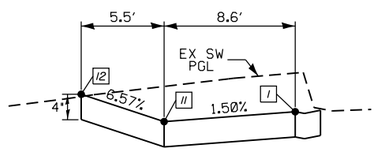
STATE STREET
SHEET 3 OF 3

OHIO STREET
N.E. QUADRANTS

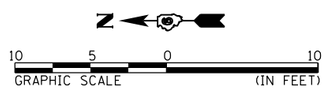




PROFILE A

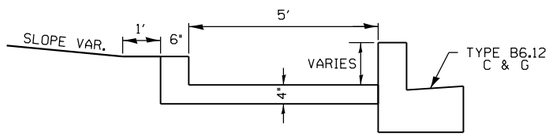


PROFILE B



THE RAMPS SHALL BE BUILT TO THE LINES AND GRADES SHOWN ON THE PLAN SHEETS. SEE STANDARD 424001 FOR ADDITIONAL INFORMATION.

THE CONTRACTOR SHALL VERIFY EXISITNG FIELD CONDITIONS PRIOR TO THE CONSTRUCTION OF ANY RAMP OR SIDEWALK. ANY ADJUSTMENTS NECESSARY TO MEET EXISTING FIELD CONDITIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION.



SECTION A-A

LEGEND

- DETECTABLE WARNINGS
- SIDEWALK RAMP
- SIDE CURB
- XX - SIDEWALK POINT NUMBER
- A1 - EDGE OF PAVEMENT NUMBER
- CX - CURB POINT NUMBER
- MATCH EXISTING ELEVATION
- EX INLET
- EX MANHOLE
- EX FIRE HYDRANT
- EX UTILITY BBOX
- EX SIGN
- EX TRAFFIC SIGNAL
- EX UTILITY POLE
- EX COMB MAST ARM
- SLOPE LIMITS

CURB ELEVATIONS – N.E. QUADRANT
IL 57 – OHIO ST.

POINT	TOP CURB ELEVATION	CURB HEIGHT
C1	568.59	0"
C2	568.49	6"
C3	568.13	6"
C4	567.94	0"
C5	567.89	0"
C6	568.00	6"
C7	567.94	6"

SIDEWALK ELEVATIONS
OHIO ST. – N.E. QUADRANT

POINT	IL 57 STATION	IL 57 OFFSET	ELEVATION
1	23+96.63	27.48' LT	567.71
2	23+91.62	26.58' LT	567.83
3	23+81.62	26.58' LT	568.59
4	23+76.62	26.58' LT	568.66
5	23+67.00	26.58' LT	568.98 ◬
6	23+67.12	30.51' LT	569.20 ◬
7	23+76.68	31.59' LT	568.59
8	23+81.68	31.59' LT	568.66
9	23+91.68	31.58' LT	567.99
10	23+96.69	33.00' LT	567.63
11	23+96.72	36.13' LT	567.58
12	23+96.79	41.61' LT	567.94 ◬
13	24+00.73	41.70' LT	567.89 ◬
14	24+01.82	36.13' LT	567.50
15	24+05.70	36.13' LT	567.44

EDGE OF PAVEMENT ELEVATIONS – N.E. QUADRANT
IL 57 – OHIO ST.

POINT	IL 57 STATION	IL 57 OFFSET	OHIO ST. STATION	OHIO ST. OFFSET	ELEVATION
A1	23+67.00	25.00' RT	10+24.40	58.17' LT	568.56 ◬
A2	23+91.44	25.00' LT	10+24.65	33.72' LT	567.83
A3	23+94.08	25.21' LT	10+24.89	31.09' LT	567.78
A4	23+96.66	25.82' LT	10+25.53	28.51' LT	567.73
A5	23+99.11	26.83' LT	10+26.56	26.07' LT	567.68
A6	24+01.38	28.21' LT	10+27.96	23.82' LT	567.63
A7	24+03.40	29.92' LT	10+29.69	21.82' LT	567.58
A8	24+05.13	31.92' LT	10+31.72	20.11' LT	567.53
A9	24+06.53	34.17' LT	10+33.98	18.73' LT	567.48
A10	24+07.57	36.61' LT	10+36.43	17.72' LT	567.43
A11	24+08.21	39.19' LT	10+39.01	17.11' LT	567.17
A12	24+08.44	41.82' LT	10+41.65	16.90' LT	566.91 ◬

OHIO STREET CL & EOP ELEVATIONS

STATION	OFFSET	ELEVATION	SLOPE	OFFSET	ELEVATION	SLOPE	OFFSET	ELEVATION
00+00.00	0.00' LT	000.00	0.00%	℄	000.00	0.00%	0.00' RT	000.00
00+00.00	0.00' LT	000.00	0.00%	℄	000.00	0.00%	0.00' RT	000.00
00+00.00	0.00' LT	000.00	0.00%	℄	000.00	0.00%	0.00' RT	000.00

• - TRANSITION CONTROL

OHIO STREET
SHEET 1 OF 2

G:\01files\100276\WO 1 - IL 57 Phase II Roadway\CADD Sheets\D672A91-ahi-Geometrics\4-Ohio-01-NE-SE.dgn

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

USER NAME = ebb	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GEOMETRIC DETAILS
OHIO STREET /N.E. & S.E. QUADRANTS

SCALE: 1"=5' | SHEET 14 OF 18 SHEETS | STA. 23+60 | TO STA. 24+66

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	191
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

OHIO STREET
N.W. & S.W. QUADRANTS

CURB ELEVATIONS – N.W./S.W. QUADRANT
IL 57 – OHIO ST.

POINT	TOP CURB ELEVATION	CURB HEIGHT
C1	568.71	0"
C2	567.91	6"
C3	566.48	6"
C4	566.42	6"
C5	565.87	0"

EDGE OF PAVEMENT ELEVATIONS – N.W. QUADRANT
IL 57 – OHIO ST.

POINT	IL 57		OHIO ST.		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
A1	23+69.11	25.00' RT	9+74.43	55.54' LT	568.60 ◬
A2	23+79.07	25.00' RT	9+74.53	45.59' LT	568.22 ◬
A3	23+92.45	25.00' RT	9+74.67	32.20' LT	567.71 ◬
A4	23+95.60	25.25' RT	9+74.45	29.05' LT	567.64
A5	23+98.67	25.99' RT	9+73.74	25.98' LT	567.57
A6	24+01.58	27.21' RT	9+72.55	23.05' LT	567.50
A7	24+04.27	28.87' RT	9+70.92	20.34' LT	567.46
A8	24+06.66	30.93' RT	9+68.88	17.93' LT	567.41
A9	24+08.70	33.34' RT	9+66.49	15.87' LT	567.37
A10	24+10.33	36.05' RT	9+63.80	14.21' LT	567.12
A11	24+11.52	38.98' RT	9+60.89	12.99' LT	566.87
A12	24+12.10	41.27' RT	9+58.60	12.39' LT	566.68 ◬

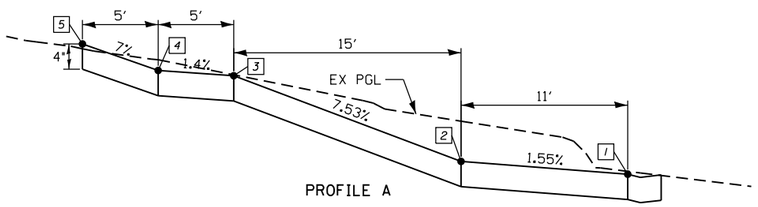
SIDEWALK ELEVATIONS
OHIO ST. – N.W./S.W. QUADRANT

POINT	IL 57		ELEVATION
	STATION	OFFSET	
1	24+05.06	31.58' RT	567.41
2	23+94.07	31.58' RT	567.58
3	23+79.07	31.58' RT	568.71
4	23+74.07	31.58' RT	568.78
5	23+69.15	30.69' RT	569.13 ◬
6	23+69.12	26.58' RT	568.84 ◬
7	23+74.07	26.58' RT	568.83
8	23+79.07	26.58' RT	568.76
9	23+94.07	26.65' RT	567.64
10	23+96.07	26.94' RT	567.61
11	24+53.73	28.99' RT	565.82
12	24+55.68	28.80' RT	565.85
13	24+55.68	33.78' RT	565.93
14	24+55.68	38.86' RT	565.65 ◬
15	24+50.10	38.86' RT	565.87 ◬
16	24+50.10	33.78' RT	565.95
17	24+44.22	33.78' RT	565.98

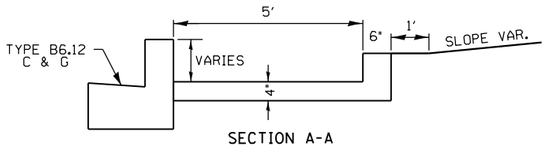
EDGE OF PAVEMENT ELEVATIONS – S.W. QUADRANT
IL 57 –OHIO ST.

POINT	IL 57		OHIO ST.		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
B1	24+37.06	41.27' RT	9+58.86	12.57' RT	566.12 ◬
B2	24+37.47	39.86' RT	9+60.27	12.97' RT	566.10
B3	24+38.68	36.99' RT	9+63.15	14.15' RT	566.06
B4	24+40.33	34.34' RT	9+65.82	15.77' RT	566.02
B5	24+42.37	31.99' RT	9+68.20	17.79' RT	565.99
B6	24+44.75	29.97' RT	9+70.23	20.14' RT	565.95
B7	24+47.41	28.35' RT	9+71.88	22.79' RT	565.91
B8	24+50.30	27.17' RT	9+73.10	25.66' RT	565.87
B9	24+53.33	26.44' RT	9+73.85	28.69' RT	565.83
B10	24+56.44	26.20' RT	9+74.13	31.79' RT	565.79 ◬
B11	24+60.68	26.20' RT	9+74.17	36.03' RT	565.65 ◬

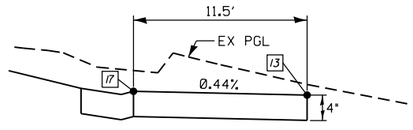
LEGEND
- DETECTABLE WARNINGS
- SIDEWALK RAMP
- SIDE CURB
- XX - SIDEWALK POINT NUMBER
- A1 - EDGE OF PAVEMENT NUMBER
- CX - CURB POINT NUMBER
- ◬ - MATCH EXISTING ELEVATION
- EX INLET
- EX MANHOLE
- EX FIRE HYDRANT
- EX UTILITY BBOX
- EX SIGN
- EX TRAFFIC SIGNAL
- EX UTILITY POLE
- EX COMB MAST ARM
- SLOPE LIMITS



PROFILE A



SECTION A-A



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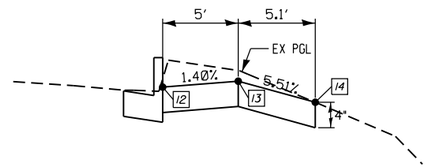

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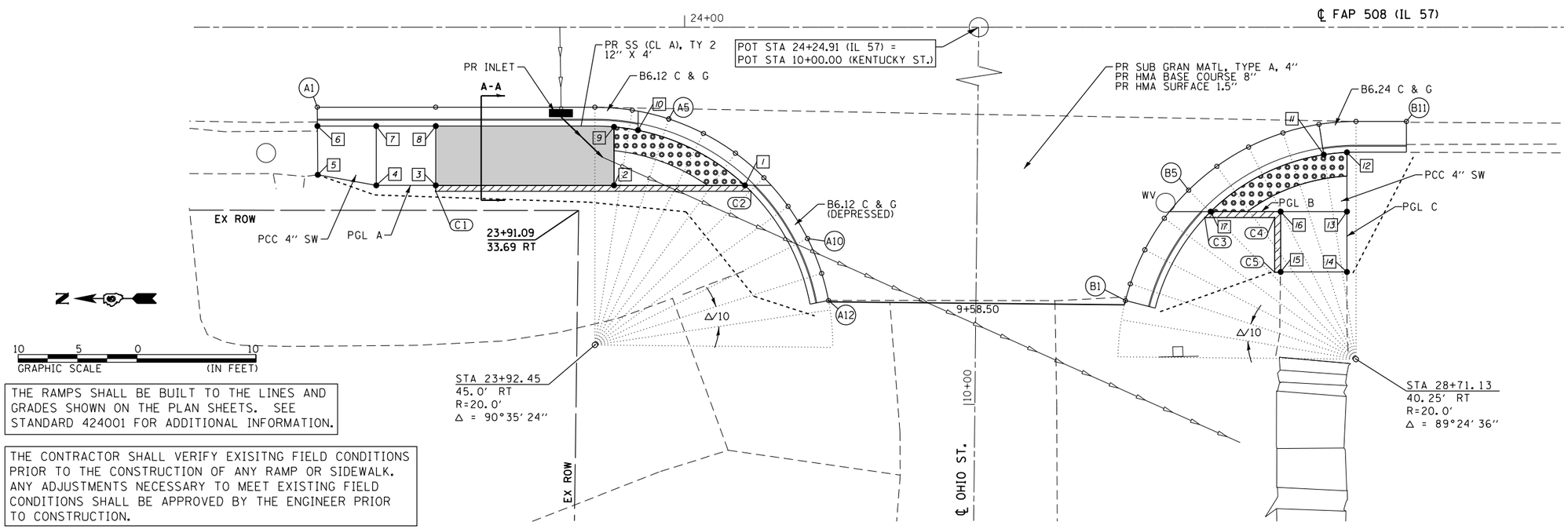


THE RAMPS SHALL BE BUILT TO THE LINES AND GRADES SHOWN ON THE PLAN SHEETS. SEE STANDARD 424001 FOR ADDITIONAL INFORMATION.

THE CONTRACTOR SHALL VERIFY EXISITNG FIELD CONDITIONS PRIOR TO THE CONSTRUCTION OF ANY RAMP OR SIDEWALK. ANY ADJUSTMENTS NECESSARY TO MEET EXISTING FIELD CONDITIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION.

OHIO STREET
SHEET 2 OF 2

USER NAME = ebb	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

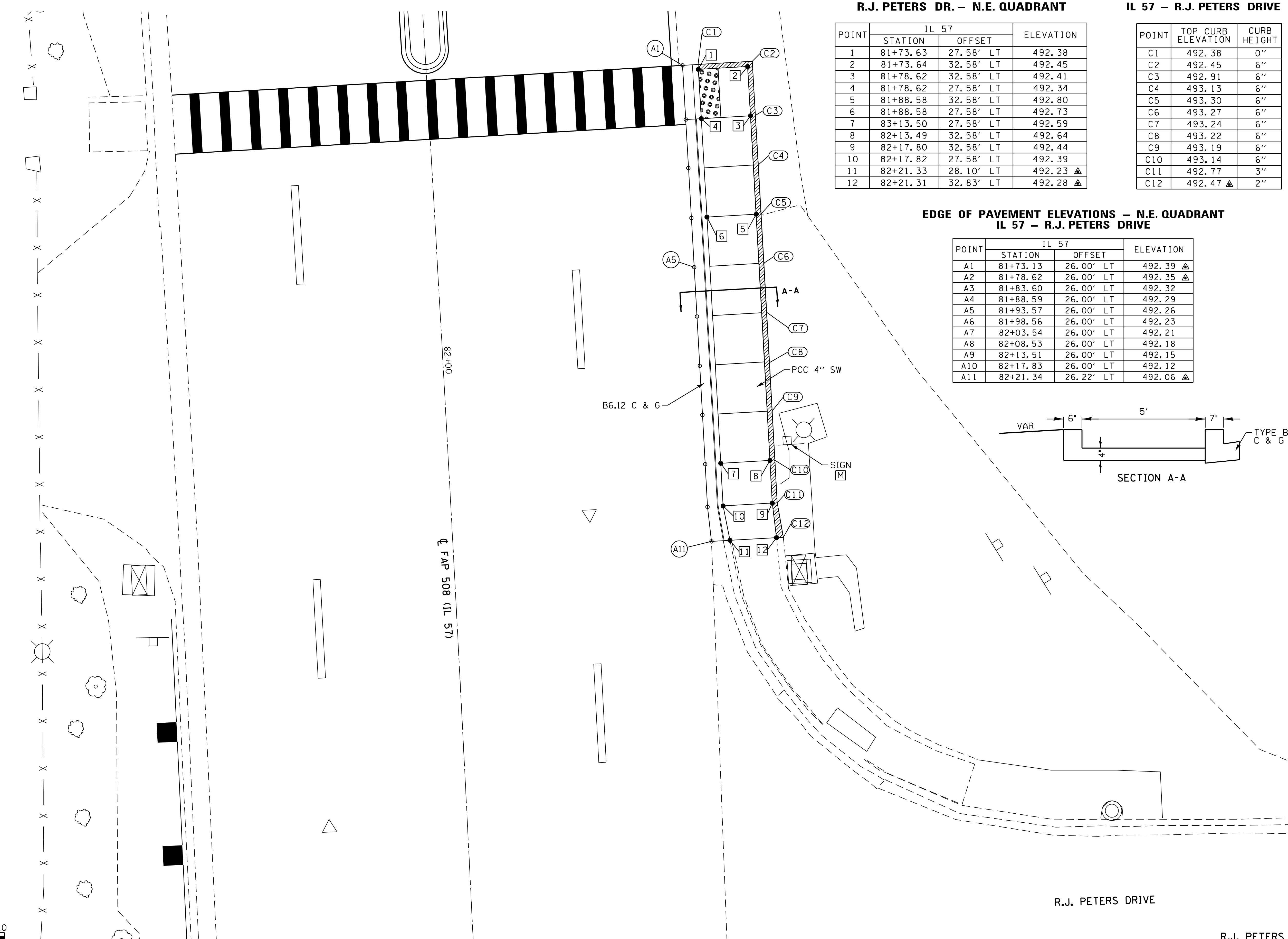
GEOMETRIC DETAILS
OHIO STREET /N.W. & S.W. QUADRANTS

SCALE: 1"=5' | SHEET 15 OF 18 SHEETS | STA. 23+60 TO STA. 24+70

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	192
		CONTRACT NO. 72A91		
		ILLINOIS FED. AID PROJECT		

LEGEND

- DETECTABLE WARNINGS
- SIDEWALK RAMP
- SIDE CURB
- [XX] - SIDEWALK POINT NUMBER
- (A1) - EDGE OF PAVEMENT NUMBER
- (CX) - CURB POINT NUMBER
- MATCH EXISTING ELEVATION
- EX INLET
- EX MANHOLE
- EX FIRE HYDRANT
- EX UTILITY BBOX
- EX SIGN
- EX TRAFFIC SIGNAL
- EX UTILITY POLE
- EX COMB MAST ARM
- SLOPE LIMITS



SIDEWALK ELEVATIONS
R.J. PETERS DR. – N.E. QUADRANT

POINT	IL 57		ELEVATION
	STATION	OFFSET	
1	81+73.63	27.58' LT	492.38
2	81+73.64	32.58' LT	492.45
3	81+78.62	32.58' LT	492.41
4	81+78.62	27.58' LT	492.34
5	81+88.58	32.58' LT	492.80
6	81+88.58	27.58' LT	492.73
7	83+13.50	27.58' LT	492.59
8	82+13.49	32.58' LT	492.64
9	82+17.80	32.58' LT	492.44
10	82+17.82	27.58' LT	492.39
11	82+21.33	28.10' LT	492.23 ▲
12	82+21.31	32.83' LT	492.28 ▲

CURB ELEVATIONS – N.E. QUADRANT
IL 57 – R.J. PETERS DRIVE

POINT	TOP CURB ELEVATION	CURB HEIGHT
C1	492.38	0"
C2	492.45	6"
C3	492.91	6"
C4	493.13	6"
C5	493.30	6"
C6	493.27	6"
C7	493.24	6"
C8	493.22	6"
C9	493.19	6"
C10	493.14	6"
C11	492.77	3"
C12	492.47 ▲	2"

EDGE OF PAVEMENT ELEVATIONS – N.E. QUADRANT
IL 57 – R.J. PETERS DRIVE

POINT	IL 57		ELEVATION
	STATION	OFFSET	
A1	81+73.13	26.00' LT	492.39 ▲
A2	81+78.62	26.00' LT	492.35 ▲
A3	81+83.60	26.00' LT	492.32
A4	81+88.59	26.00' LT	492.29
A5	81+93.57	26.00' LT	492.26
A6	81+98.56	26.00' LT	492.23
A7	82+03.54	26.00' LT	492.21
A8	82+08.53	26.00' LT	492.18
A9	82+13.51	26.00' LT	492.15
A10	82+17.83	26.00' LT	492.12
A11	82+21.34	26.22' LT	492.06 ▲

R.J. PETERS DRIVE
SHEET 1 OF 1

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

USER NAME = ebb	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GEOMETRIC DETAILS
R.J. PETERS DRIVE /N.E. QUADRANT

SCALE: 1"=5' | SHEET 16 OF 18 SHEETS | STA. 23+60 TO STA. 24+70

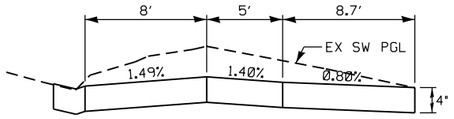
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	193

CONTRACT NO. 72A91
ILLINOIS FED. AID PROJECT

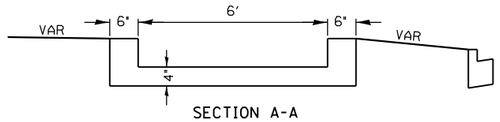
GARDNER DENVER CROSSING
N.W. & N.E. QUADRANTS

LEGEND

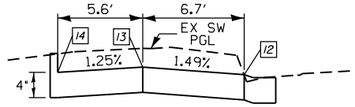
- DETECTABLE WARNINGS
- SIDEWALK RAMP
- SIDE CURB
- XX - SIDEWALK POINT NUMBER
- A1 - EDGE OF PAVEMENT NUMBER
- CX - CURB POINT NUMBER
- MATCH EXISTING ELEVATION
- EX INLET
- EX MANHOLE
- EX FIRE HYDRANT
- EX UTILITY BBOX
- EX SIGN
- EX TRAFFIC SIGNAL
- EX UTILITY POLE
- EX COMB MAST ARM
- SLOPE LIMITS



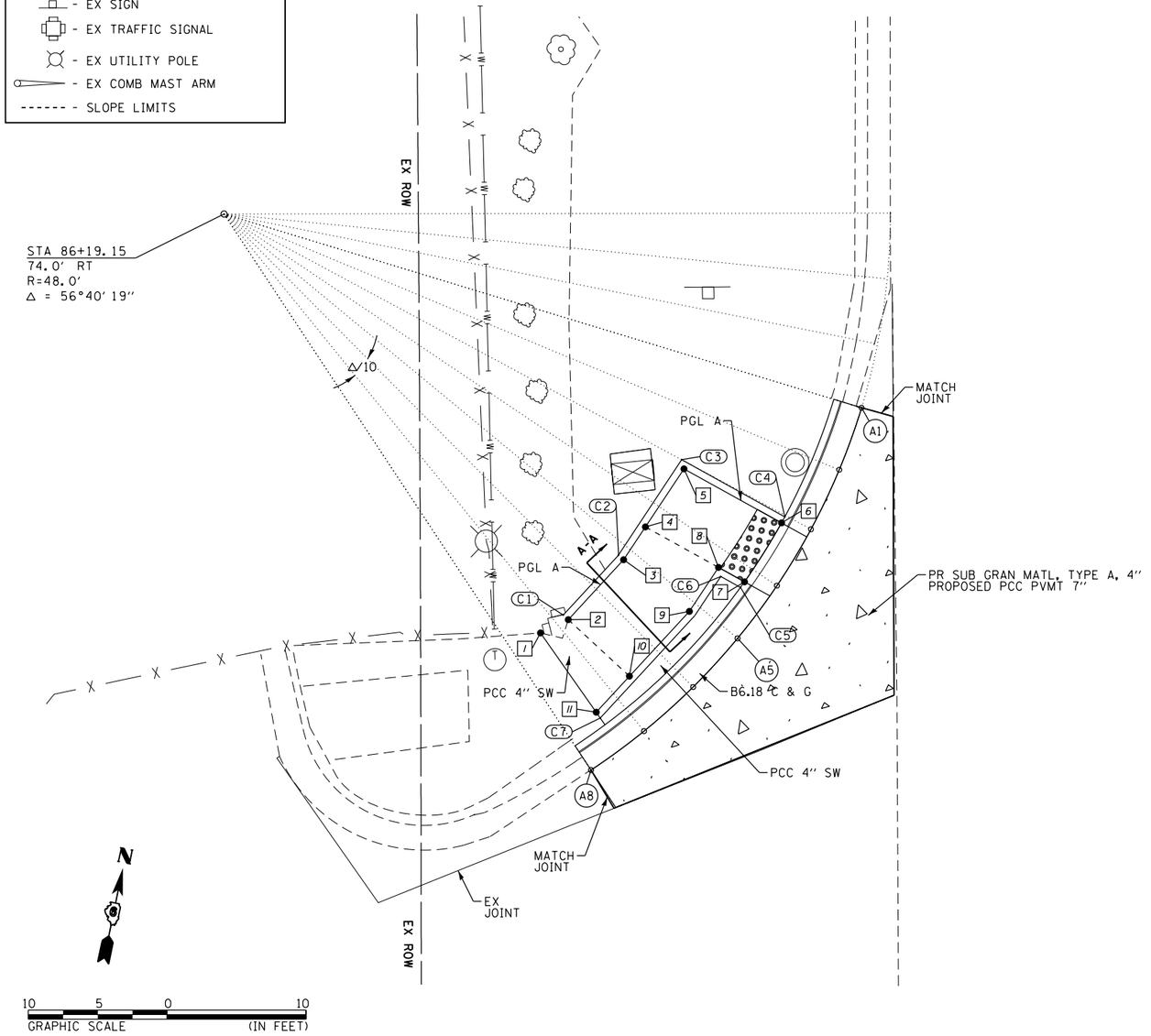
PROFILE A

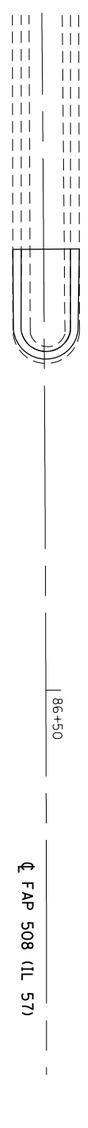


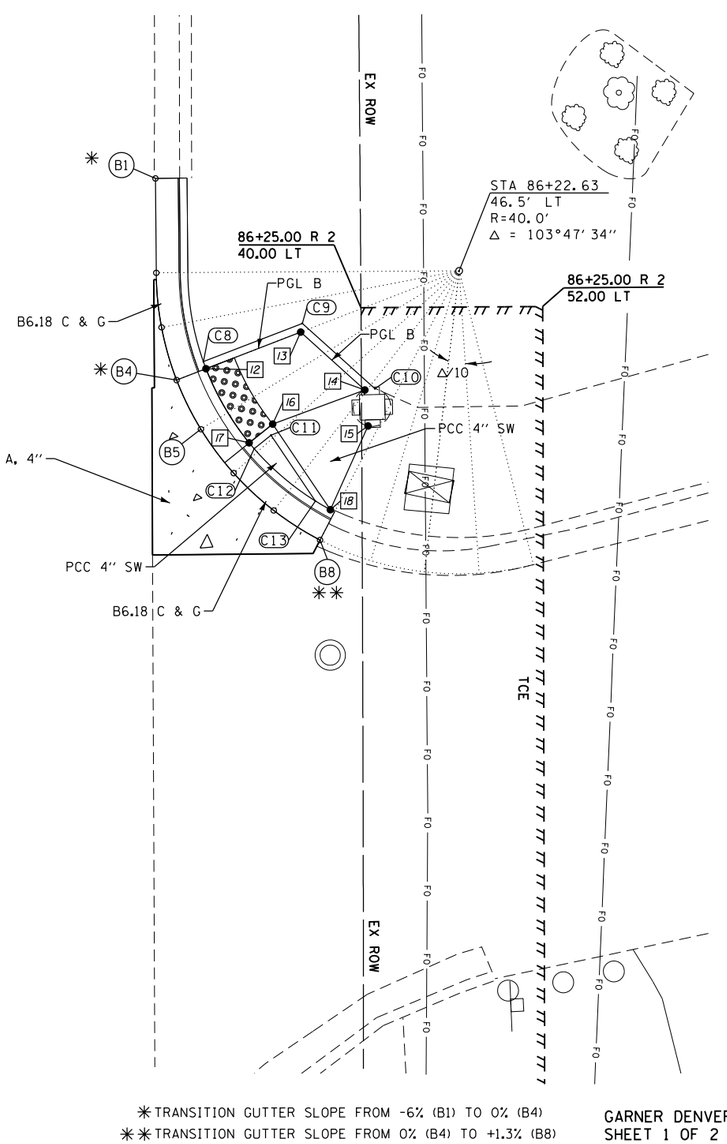
SECTION A-A



PROFILE B







✳TRANSITION GUTTER SLOPE FROM -6% (B1) TO 0% (B4)
✳✳TRANSITION GUTTER SLOPE FROM 0% (B4) TO +1.3% (B8)

GARNER DENVER
SHEET 1 OF 2

Q:\0Files\00276\W0 1 - IL 57 Phase II Roadway\CADD Sheets\D672A91-sht-Geometrics17-Gardner-01-NW-NE.dgn

KLINGNER & ASSOCIATES, P.C.	USER NAME = ebb	DESIGNED -	REVISED -
Engineers • Architects • Surveyors		DRAWN -	REVISED -
616 N.24TH ST. QUINCY, ILLINOIS 62301 217.223.3670	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
STATE OF ILLINOIS DESIGN FIRM NO. 184-2738	PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GEOMETRIC DETAILS
GARDNER DENVER /N.W. & N.E. QUADRANTS

SCALE: 1"=5' | SHEET 17 OF 18 SHEETS | STA. 86+06 | TO STA. 86+75

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	194
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			

GARDNER DENVER CROSSING
N.W. & N.E. QUADRANTS

EDGE OF PAVEMENT ELEVATIONS – N.W. QUADRANT
IL 57 – GARDNER DENVER CROSSING

POINT	IL 57		ELEVATION
	STATION	OFFSET	
A1	86+33.48	28.17' RT	486.75 △
A2	86+37.96	29.79' RT	486.59 △
A3	86+42.25	31.85' RT	486.41 △
A4	86+46.32	34.31' RT	486.34
A5	86+50.13	37.17' RT	486.27
A6	86+53.64	40.38' RT	486.02
A7	86+56.81	43.92' RT	485.77 △
A8	86+59.63	47.75' RT	485.55 △

SIDEWALK ELEVATIONS
GARDNER DENVER – N.W./N.E. QUADRANT

POINT	IL 57		ELEVATION
	STATION	OFFSET	
1	86+49.68	51.36' RT	486.25 △
2	86+48.73	49.36' RT	486.35 △
3	86+44.40	45.35' RT	486.40
4	86+42.02	43.77' RT	486.42
5	86+37.84	40.98' RT	486.49
6	86+41.78	33.97' RT	486.37
7	86+46.03	36.65' RT	486.30
8	86+44.98	38.52' RT	486.33
9	86+48.16	40.63' RT	486.30
10	86+52.84	44.96' RT	486.01
11	86+55.44	47.37' RT	486.01 △
12	86+28.95	29.75' LT	486.81
13	86+26.58	36.01' LT	486.95
14	86+30.34	40.16' LT	486.88
15	86+32.77	40.42' LT	487.05 △
16	86+32.62	34.13' LT	486.80
17	86+33.85	32.57' LT	486.77
18	86+38.27	37.91' LT	486.85 △

EDGE OF PAVEMENT ELEVATIONS – N.E. QUADRANT
IL 57 – GARDNER DENVER CROSSING

POINT	IL 57		ELEVATION
	STATION	OFFSET	
* B1	86+16.41	26.50' LT	486.98 △
B2	86+22.63	26.50' LT	486.91 △
B3	86+26.22	26.83' LT	486.86 △
* B4	86+29.69	27.80' LT	486.81
B5	86+32.93	29.39' LT	486.75
B6	86+35.83	31.53' LT	486.70
B7	86+38.30	34.17' LT	486.56
** B8	86+40.25	37.21' RT	486.42 △

✳ TRANSITION GUTTER SLOPE FROM -6% (B1) TO 0% (B4)
✳✳ TRANSITION GUTTER SLOPE FROM 0% (B4) TO +1.3% (B8)

CURB ELEVATIONS – N.W./N.E. QUADRANT
IL 57 – GARDNER DENVER CROSSING

POINT	TOP CURB ELEVATION	CURB HEIGHT
C1	486.35	0"
C2	486.65	3"
C3	486.99	6"
C4	486.87	6"
C5	486.80	6"
C6	486.83	6"
C7	486.01	0"
C8	487.35	6"
C9	487.20	3"
C10	487.13	3"
C11	487.30	6"
C12	487.27	6"
C13	486.85	0"

GARDNER DENVER
SHEET 2 OF 2

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

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PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
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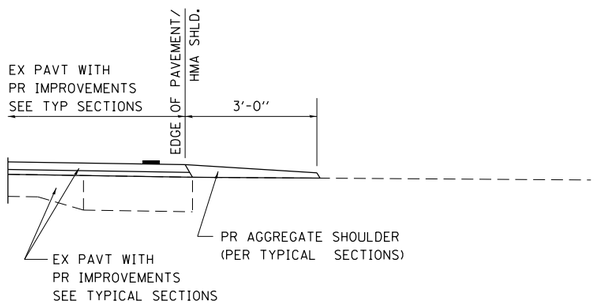
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

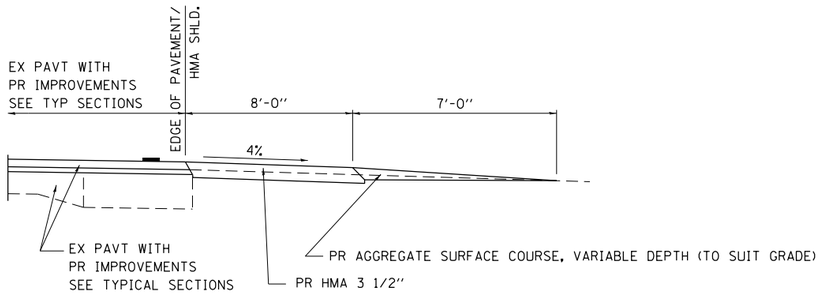
GEOMETRIC DETAILS
GARDNER DENVER /N.W. & N.E. QUADRANTS

SCALE: None | SHEET 18 OF 18 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	195
		CONTRACT NO. 72A91		
		ILLINOIS FED. AID PROJECT		



SECTION A-A FOR EX EARTH/ AGGREGATE FE



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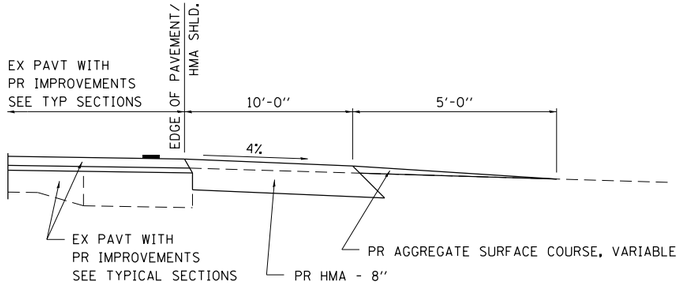
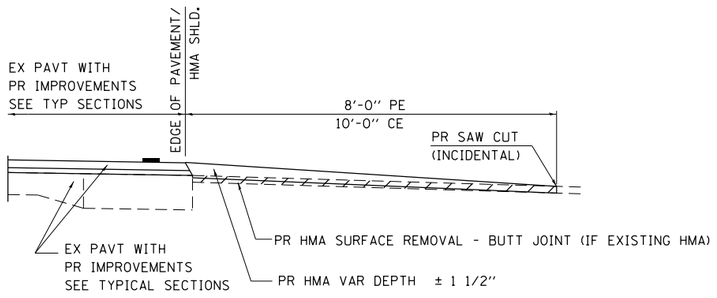
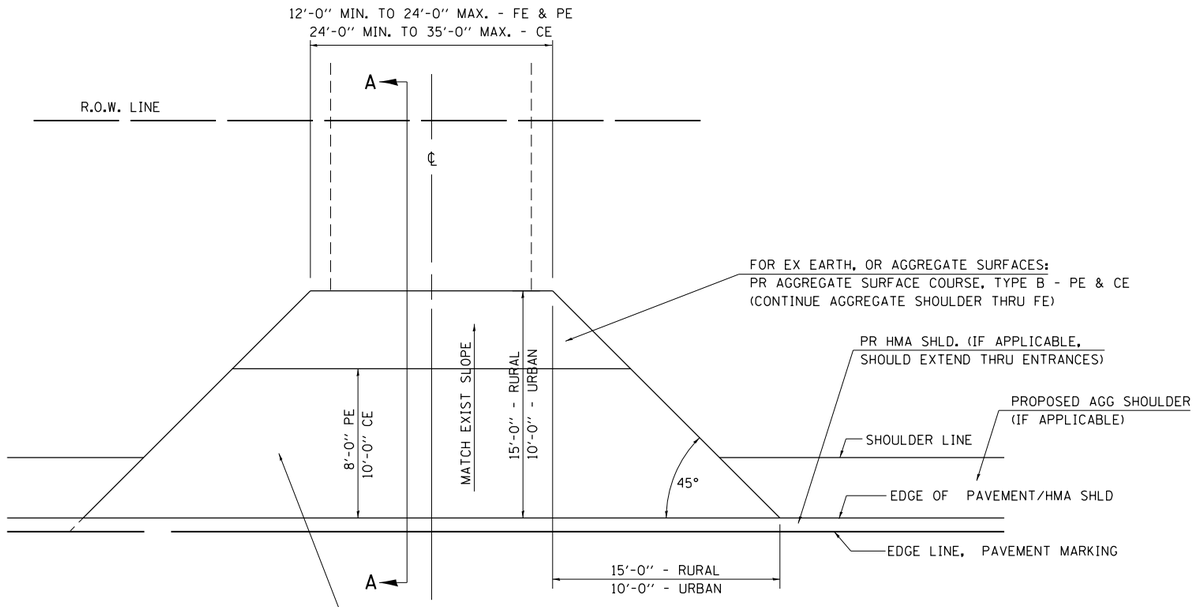


SECTION A-A FOR EX EARTH/AGGREGATE CE & SIDE ROAD



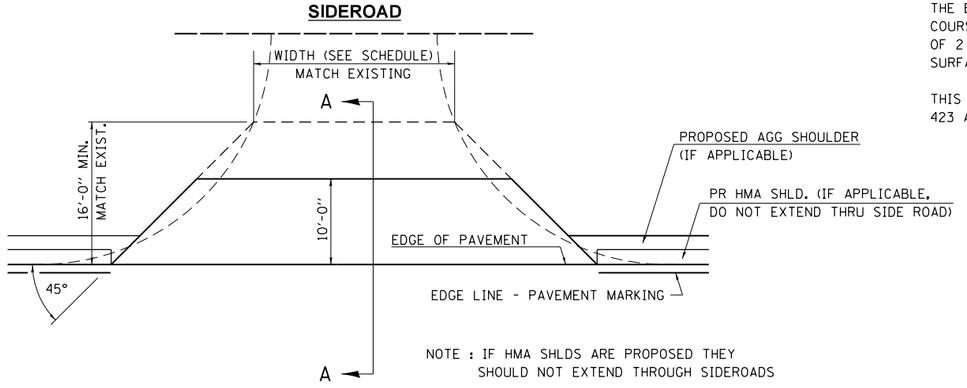
SECTION A-A FOR EX HMA PE, CE & SIDE ROAD



FOR EX EARTH OR AGGREGATE SURFACES:
PR HMA SURFACE REMOVAL (IF APPLICABLE)
PR AGGREGATE SHOULDER THRU - FE
PR HMA CONCRETE 3 1/2 " (90 mm) - PE
PR HMA CONCRETE 8" (200 mm) - CE

FOR EX HMA CONCRETE SURFACES:
PR HMA SURFACE REMOVAL-BUTT JOINT

SIDEROAD



NOTE : IF HMA SHLDS ARE PROPOSED THEY
SHOULD NOT EXTEND THROUGH SIDEROADS

GENERAL NOTES:

THE RESIDENT ENGINEER WILL DETERMINE THE EXACT TYPE OF IMPROVEMENT TO BE COMPLETED FOR ALL ENTRANCES, SIDEROADS AND MAILBOX TURNOUTS ON THIS PROJECT.

THE PLAN DETAILS AND SCHEDULES SHOULD BE USED AS A GUIDE FOR THE ENGINEER TO IMPLEMENT THE FINAL DESIGN. THE ENGINEER MAY DECIDE TO SALVAGE PORTIONS OF THE EXISTING ENTRANCE PAVEMENT STRUCTURE; THEREFORE, REDUCING PAY ITEM QUANTITIES. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR THIS REDUCTION IN QUANTITIES.

ANY WORK THE ENGINEER REQUIRES WHICH IS NOT COVERED BY A PAY ITEM CONTAINED IN THE PLANS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

HMA CONCRETE REQUIRED TO CONSTRUCT THE ENTRANCES SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 406 AND 408 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

WHEN THE HMA CONCRETE PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 3 INCHES AND REQUIRE PLACEMENT IN MORE THAN ONE LIFT. THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF HMA BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 2 INCHES SHALL MEET THE REQUIREMENTS OF HMA CONCRETE SURFACE COURSE.

THIS WORK WILL BE PAID FOR IN ACCORDANCE WITH SECTIONS 351, 358, 408, 423 AND 440 OF THE STANDARD SPECIFICATIONS.

ALL DIMENSIONS ARE IN INCHES
UNLESS OTHERWISE SHOWN.

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

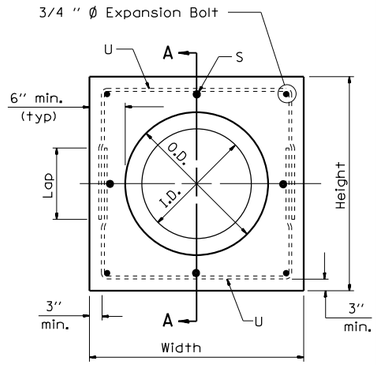
USER NAME = ebb	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

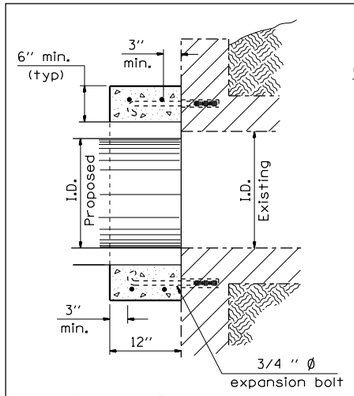
DIST. 6 DETAILS FOR RURAL/URBAN ENT. & SIDEROADS W/O CONC. GUTTER (3P-PROJ.)

SCALE: NONE | SHEET 1 OF 10 SHEETS | STA. | TO STA.

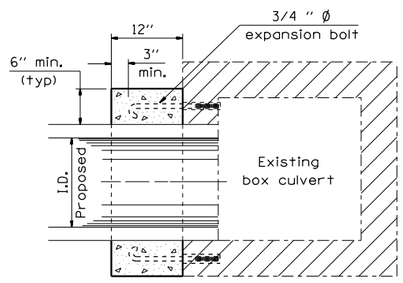
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	196
		CONTRACT NO. 72A91		
	ILLINOIS	FED. AID PROJECT		



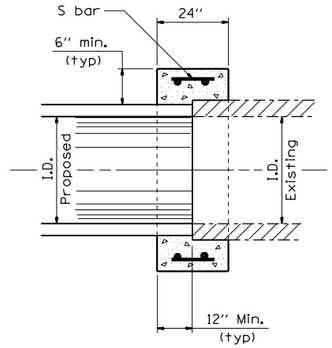
PIPE CULVERT EXTENSION COLLAR



Section Type A
(Box end extension)

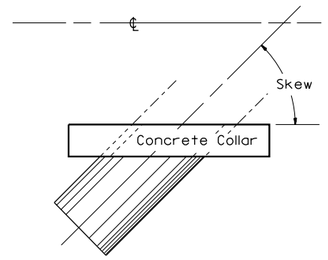


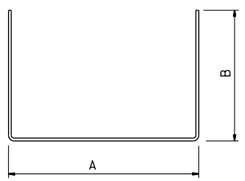
Section Type B
(Pipe in side extension)



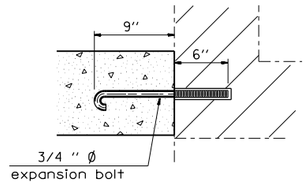
Section Type C
(Pipe end to pipe end extension
No expansion bolts required)

Section A - A





#4 U - bar



Expansion Bolt Detail

Notes:

1. Expansion bolts shall consist of self drilling expansion shields and ¾" Ø hooked bolts. Hooked bolts shall extend a minimum of 9" into new concrete. Minimum Certified Proof Load - 4,080 lbs.

2. Use minimum of 1 (one) expansion bolt at each corner.

Location	Station	Section Type	Skew	Existing Culvert		Proposed Culvert		Collar		Reinforcement Bars									Expansion Bolts ¾"	Concrete Collar
										S bar			U bar							
				I.D.	O.D.	I.D.	O.D.	Height	Width	No.	Size	Length	No.	Size	A	B	Lap	Length	(lb)	Each	cu yd
IL 57	23+93.10 (RT)	C	0°	12"	16"	12"	16"	28"	28"	4	#4	18"	4	#4	22"	15"	8"	37"	12.3	-	0.30
IL 57	105+73.10 R2 (LT)	A			2'X2'	24"	30"	42"	42"	-	-	-	4	#5	36"	27"	18"	90"	31.3	4	0.34
IL 57	113+19.40 R2 (LT)	A			2'X2'	24"	30"	42"	42"	-	-	-	4	#5	36"	27"	18"	90"	31.3	4	0.34

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE COLLAR DETAIL

SCALE: NONE | SHEET 2 OF 10 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	197
		CONTRACT NO. 72A91		
	ILLINOIS	FED. AID PROJECT		

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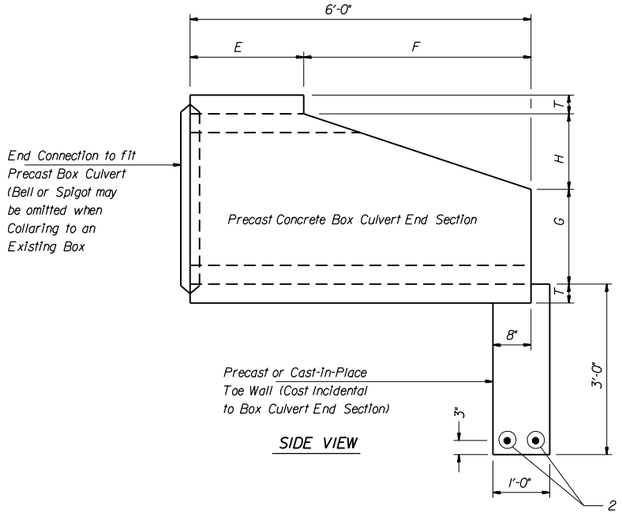
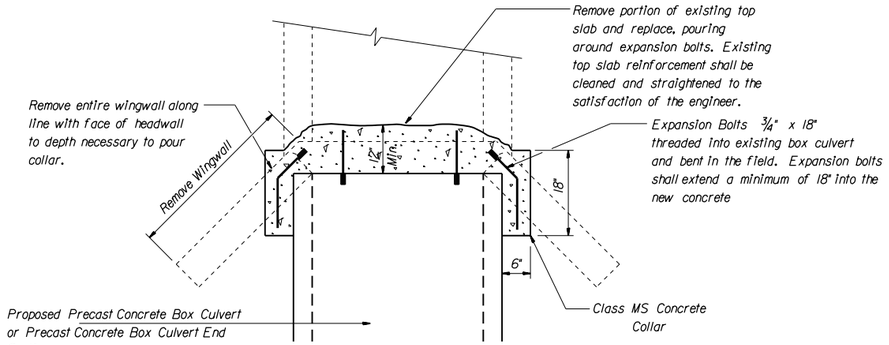
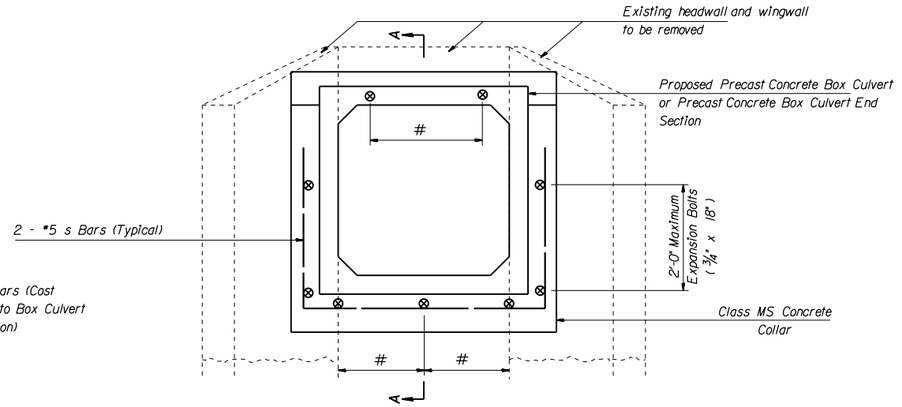
NOTE:
Expansion Bolts shall consist of self drilling expansion shields and ¾" diameter hooked bolts. Hooked bolts shall extend a minimum distance as specified, 9" or 18" into the new concrete. Minimum certified proof load = 4080 lbs.



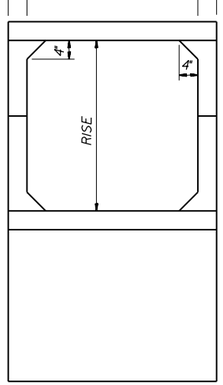
SIDE VIEW



PLAN VIEW



END VIEW



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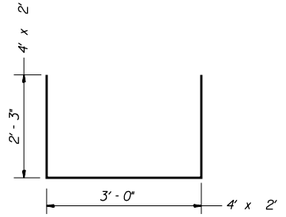
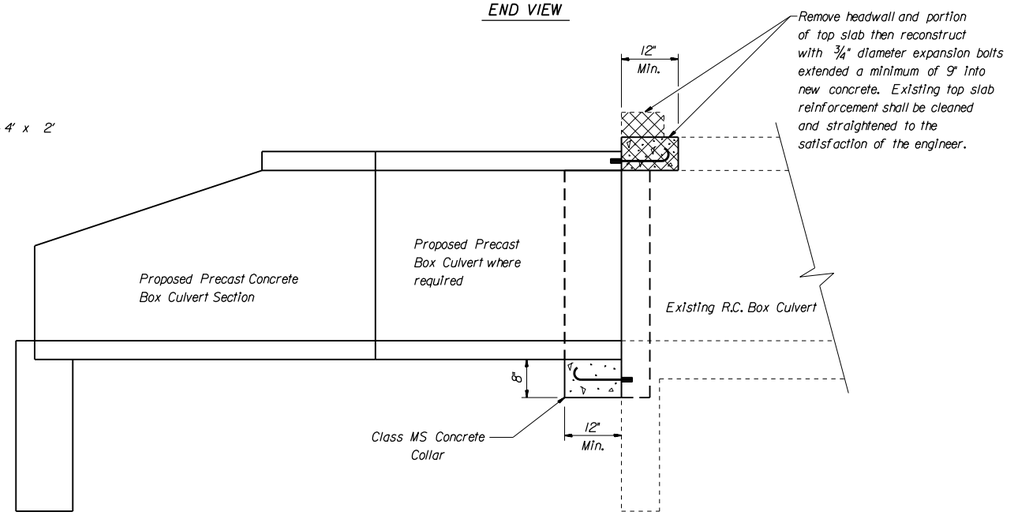


Bar s



SECTION A - A

Span x Rise	T	A	E	F	G	H
4' x 2'	5"	4' - 10"	3' - 0"	2' - 11⅜"	2' - 2½"	1' - 2"

Number of expansion bolts and spacing

Span x Rise	Top Slab ¾" x 9" *	Bottom Slab ¾" x 9" *	Each Wing ¾" x 18" *
4' x 2'	2 at 24"	3 at 18"	2 at 24"

* The dimensions shown are the minimum extensions of the expansion bolts into the new concrete.

SCHEDULE OF ESTIMATED QUANTITIES

STATION	SIZE	CONCRETE COLLAR	EXPANSION BOLTS	REINFORCEMENT BARS
	(FT)	(C.Y.)	(EA.)	(LBS)
35+57.05 R6 RT	4' X2'	0.34	7	33.4
TOTAL		0.34	7	33.4

NOTE:
Removal of existing headwalls, portions of existing top slabs, etc., shall not be paid for separately, but shall be considered as included in the contract unit price per cubic yard for concrete collar.

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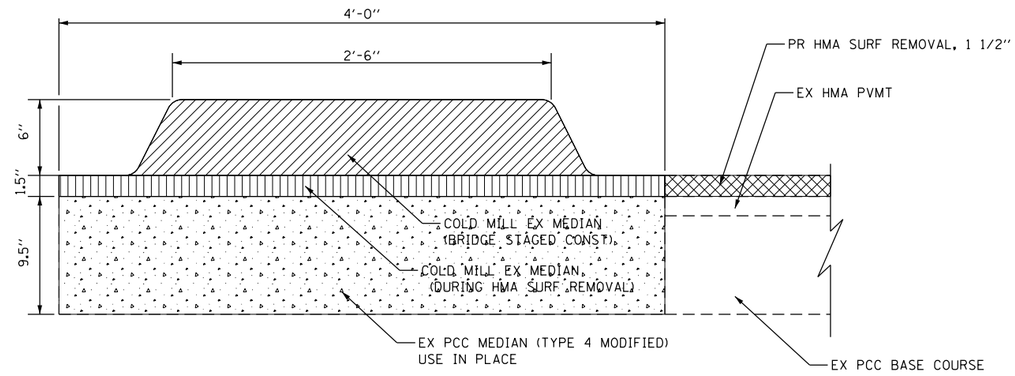
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE COLLAR DETAIL

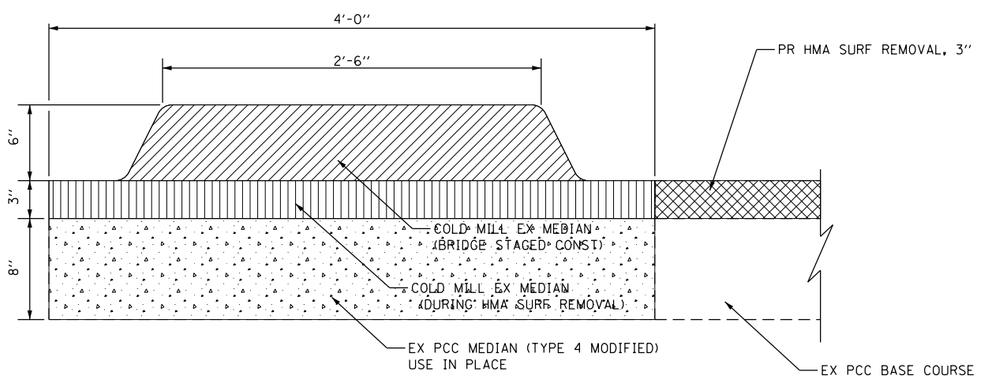
SCALE: NONE | SHEET 3 OF 10 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	198
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			



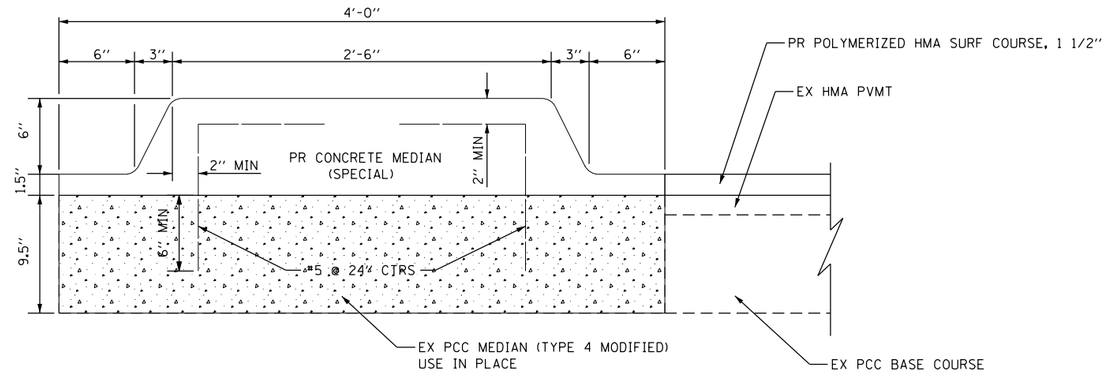
NORTH OF STRUCTURE 001-0012

STA 24+59.18 R1 TO STA 27+61.00 R1



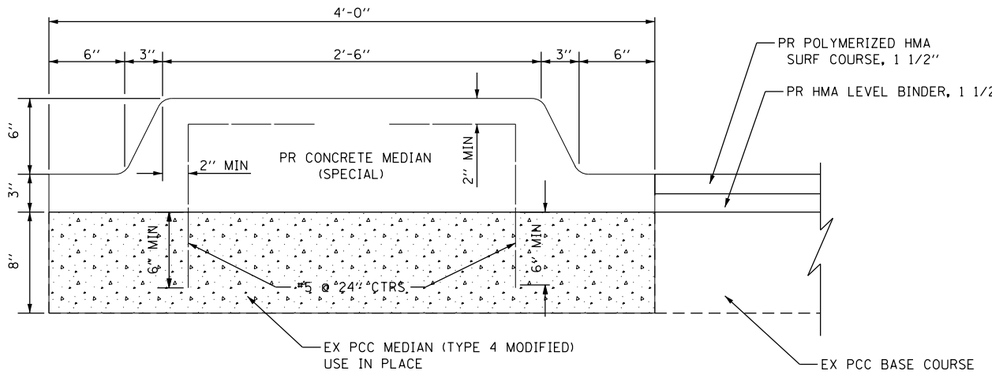
SOUTH OF STRUCTURE 001-0012

STA 30+51.00 R1 TO STA 33+58.23 R1
STA 79+35.00 R2 TO STA 81+65.25 R2
STA 83+30.68 R2 TO STA 83+47.75 R2
STA 84+02.25 R2 TO STA 84+77.18 R2
STA 85+70.84 R2 TO STA 86+20.90 R2
STA 87+04.72 R2 TO STA 88+71.00 R2



NORTH OF STRUCTURE 001-0012

STA 24+59.18 R1 TO STA 27+61.00 R1



SOUTH OF STRUCTURE 001-0012

STA 30+51.00 R1 TO STA 33+58.23 R1
STA 79+35.00 R2 TO STA 81+65.25 R2
STA 83+30.68 R2 TO STA 83+47.75 R2
STA 84+02.25 R2 TO STA 84+77.18 R2
STA 85+70.84 R2 TO STA 86+20.90 R2
STA 87+04.72 R2 TO STA 88+71.00 R2

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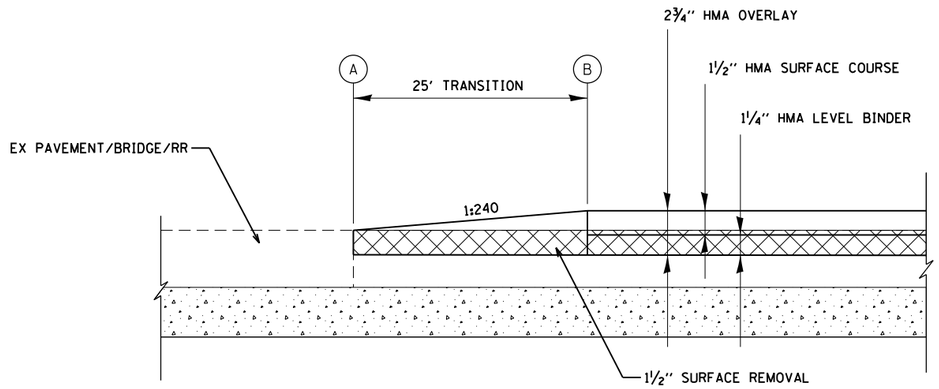
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE MEDIAN DETAILS

SCALE: NONE | SHEET 4 OF 10 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	199
		CONTRACT NO. 72A91		
	ILLINOIS	FED. AID PROJECT		

HMA PAVEMENT TRANSITION DETAIL



HMA PAVEMENT TRANSITION LOCATIONS

LOCATION	A	B	REMARKS
FAP 502 (IL 57)	82+03.00 R4	82+28.00 R4	R.R. TRACKS
FAP 502 (IL 57)	113+92.54 R5	114+17.54 R5	EX BRIDGE
FAP 502 (IL 57)	115+32.43 R5	115+57.43 R5	EX BRIDGE
FAP 502 (IL 57)	164+50.90 R7	164+75.90 R7	EX BRIDGE
FAP 502 (IL 57)	167+19.78 R7	167+44.78 R7	EX BRIDGE
FAP 502 (IL 57)	4+31.49 R8	4+56.49 R8	EX PAVEMENT
24TH STREET	11+49.88	11+74.88	EX BRIDGE
CO RD 675 N	8+57.37	8+82.37	EX PAVEMENT

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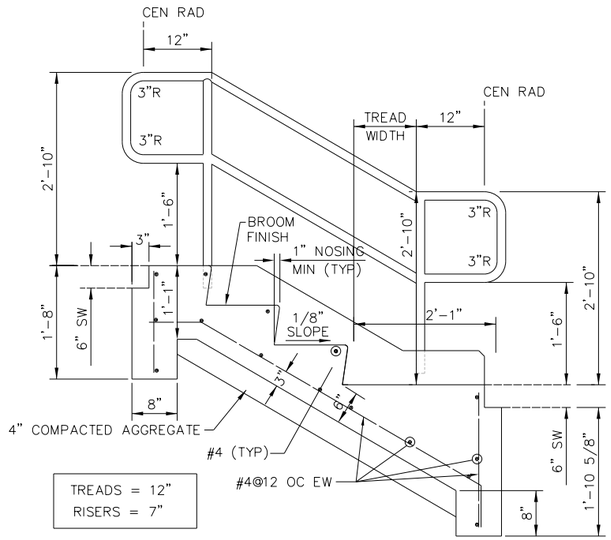
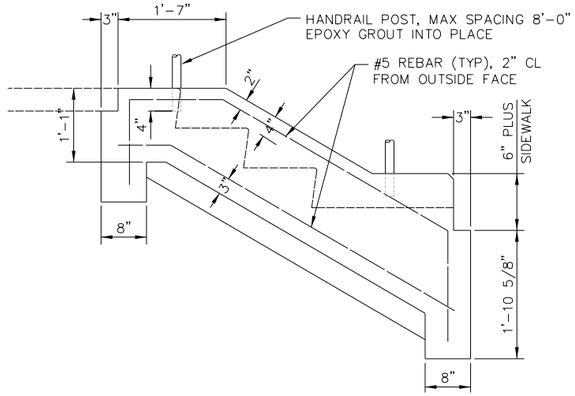
PAVEMENT TRANSITION DETAIL

SCALE: NONE | SHEET 5 OF 10 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	200
		CONTRACT NO. 72A91		
	ILLINOIS	FED. AID PROJECT		



E SECTION



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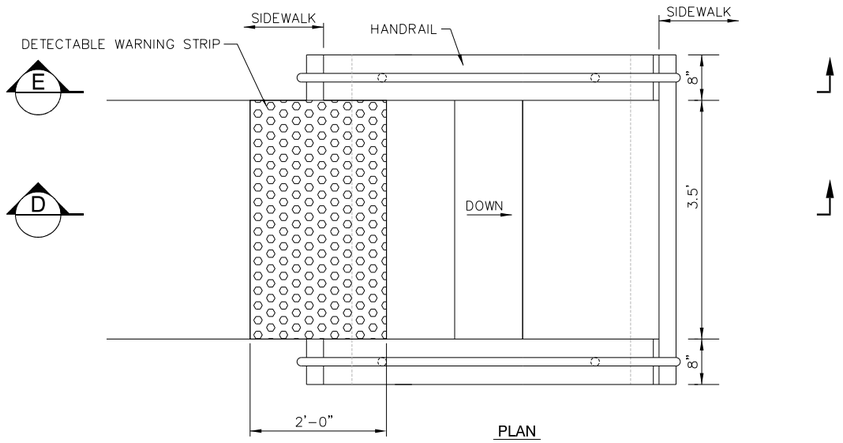

PLAN

NOTES

1. DETECTABLE WARNING STRIP SHALL BE ACCORDING TO ARTICLE 424.09 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
2. ALL SIDEWALKS ADJACENT TO EXTERIOR STAIRS SHALL BE 6".
3. HANDRAIL SHALL BE INSTALLED ON BOTH SIDES OF ALL STEPS.
4. HANDRAILS SHALL EXTEND AT LEAST 12" BEYOND THE TOP RISER AND AT LEAST 24" BEYOND THE BOTTOM RISER. THE TOP EXTENSION SHALL BE PARALLEL WITH THE SIDEWALK. THE BOTTOM EXTENSION SHALL CONTINUE AT SLOPE FOR A DISTANCE OF 12" WITH THE REMAINDER PARALLEL WITH THE SIDEWALK.

EXTERIOR STAIRS

NO SCALE

Location	Station	Concrete Steps	Detectable Warning	Pipe Handrail	Reinforcement Bars			
		cu yd	sq ft	feet	No.	Size	Length	(lb)
IL 57	19+95.61 R1 (RT)	1.3	7.0	12	15	#4	3.5′	35.2
					4	#5	7.9′	32.9
					4	#5	5.4′	22.5

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DEPARTMENT OF TRANSPORTATION

STEPS
DETAIL

SCALE: NONE | SHEET 6 OF 10 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	201
		CONTRACT NO. 72A91		
	ILLINOIS	FED. AID PROJECT		

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GENERAL NOTES:

THE RESIDENT ENGINEER WILL DETERMINE THE EXACT TYPE OF IMPROVEMENT TO BE COMPLETED FOR ALL ENTRANCES, SIDEROADS AND MAILBOX TURNOUTS ON THIS PROJECT.

HOT-MIX ASPHALT REQUIRED SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 406 AND 408 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

WHEN THE HOT-MIX ASPHALT PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 3 INCHES AND REQUIRE PLACEMENT IN MORE THAN ONE LIFT. THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF HOT-MIX ASPHALT BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 2 INCHES SHALL MEET THE REQUIREMENTS OF HOT-MIX ASPHALT SURFACE COURSE, MIXTURE "C".

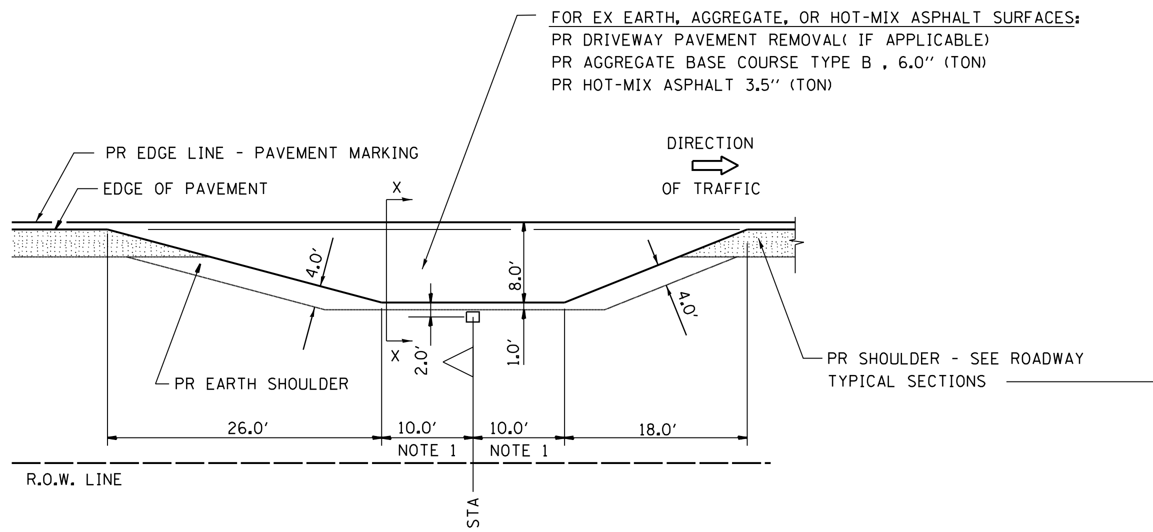
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR "INCIDENTAL HOT-MIX ASPHALT SURFACING" WHICH SHALL INCLUDE ALL MATERIALS, EQUIPMENT, AND LABOR INVOLVED.

DETAILS OF MAILBOX TURNOUTS

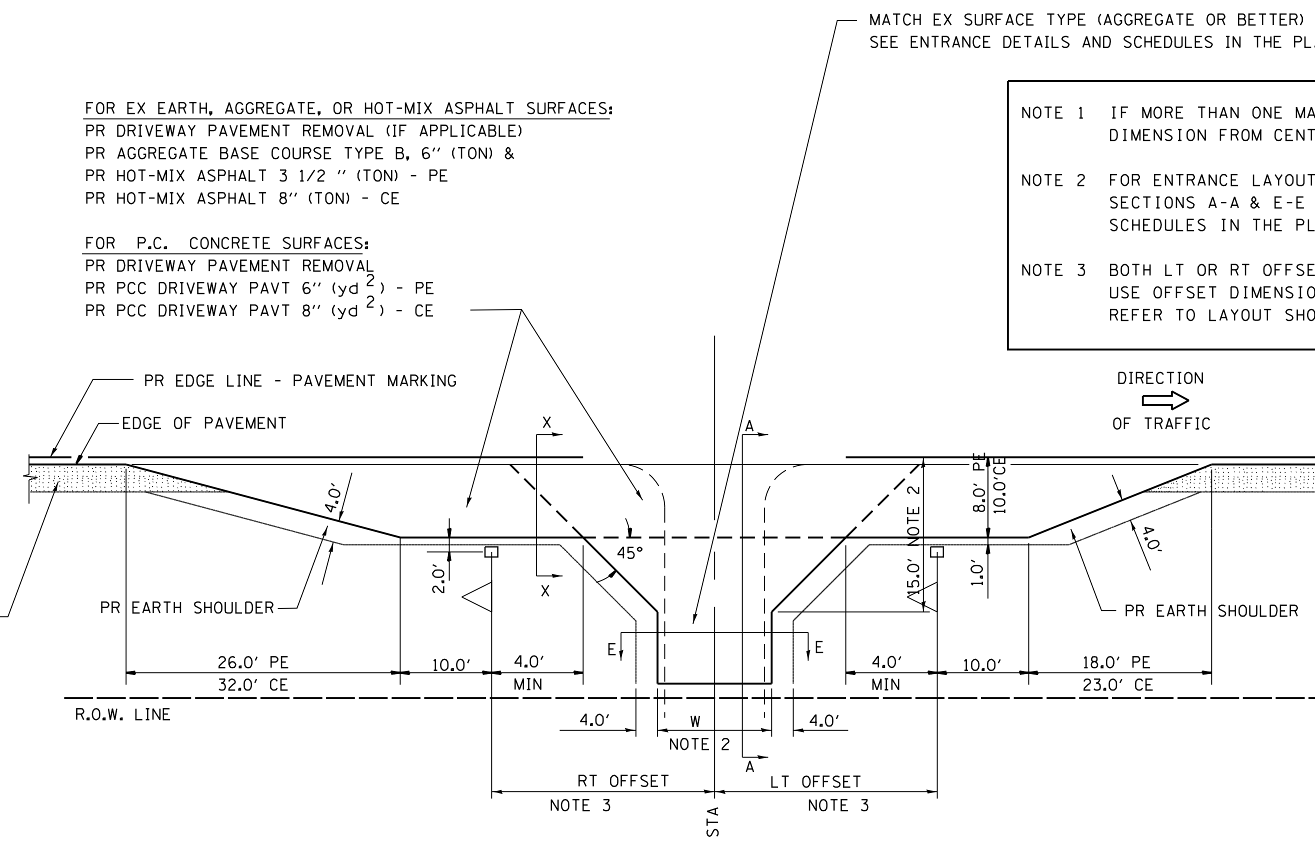
NOTE 1 IF MORE THAN ONE MAILBOX IS PRESENT, DIMENSION FROM CENTER OF END MAILBOX.

NOTE 2 FOR ENTRANCE LAYOUT DIMENSIONS AND SECTIONS A-A & E-E REFER TO THE SCHEDULES IN THE PLANS.

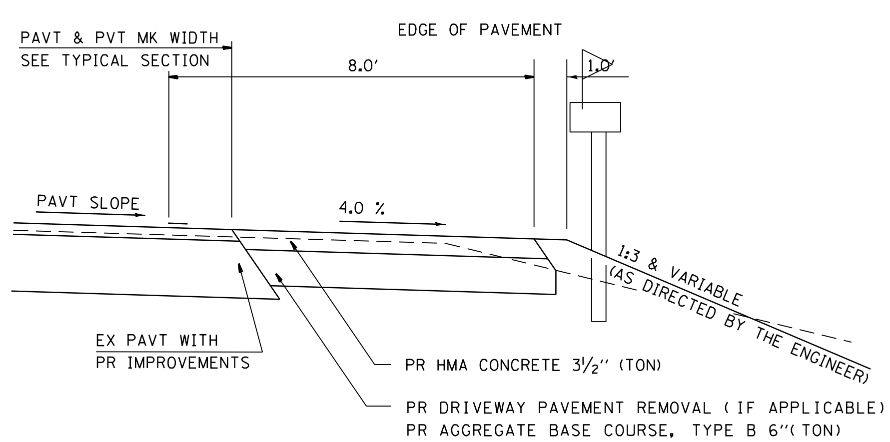
NOTE 3 BOTH LT OR RT OFFSETS FOR MAILBOX SHOWN USE OFFSET DIMENSION PER SCHEDULE AND REFER TO LAYOUT SHOWN ON THE PLAN.



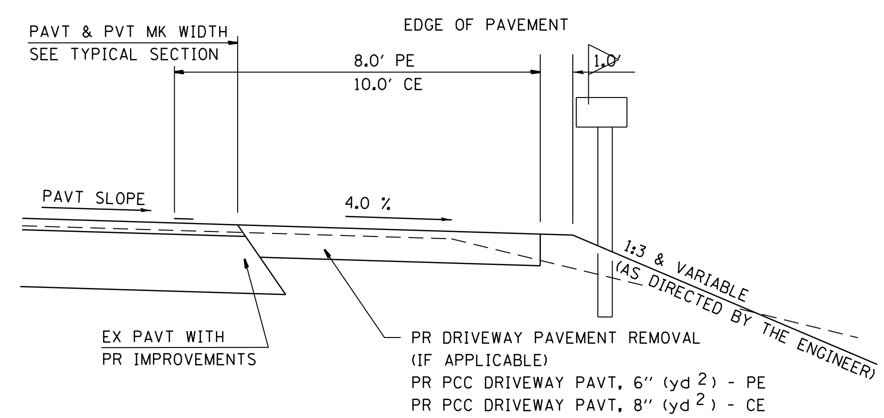
PLAN - MAILBOX TURNOUTS



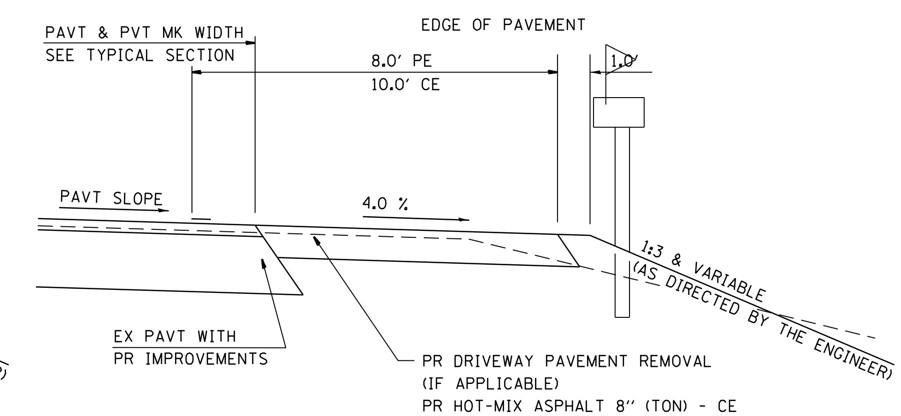
PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE



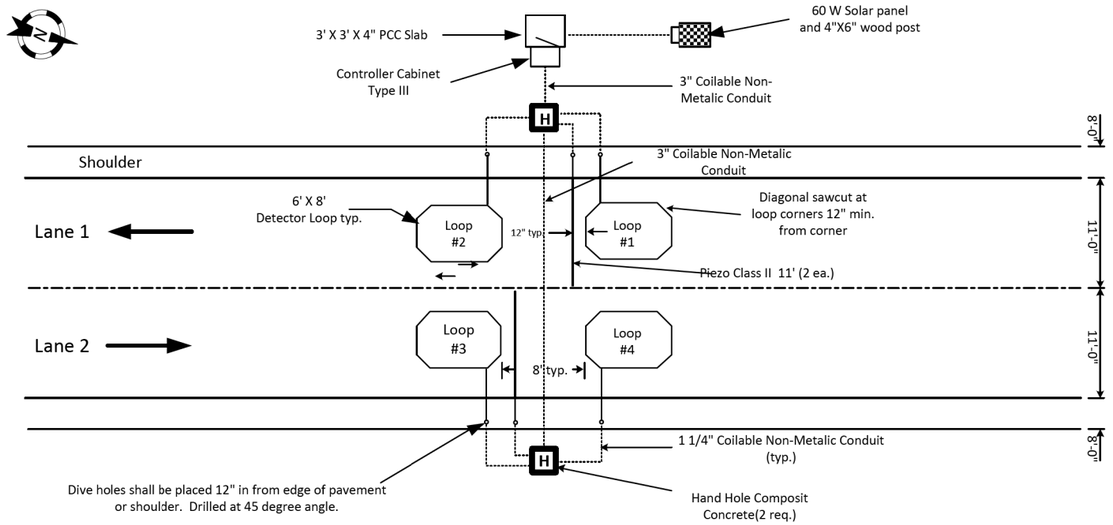
SECTION X-X THRU MAILBOX TURNOUT
ALSO APPLIES TO MAILBOX TURNOUTS COMBINED WITH EX EARTH, AGGREGATE, OR HOT-MIX ASPHALT PE & FE



SECTION X-X THRU MAILBOX TURNOUT
COMBINED WITH EX CONC PE OR CE



SECTION X-X THRU MAILBOX TURNOUT
COMBINED WITH EX EARTH, AGGREGATE, OR HOT-MIX ASPHALT CE



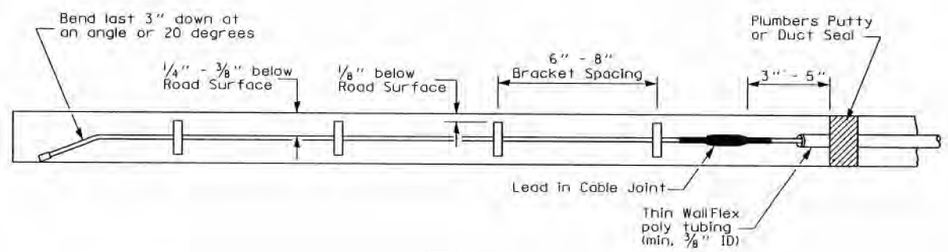
Notes:

Loops must be centered in the traffic lanes.

Not to Scale.

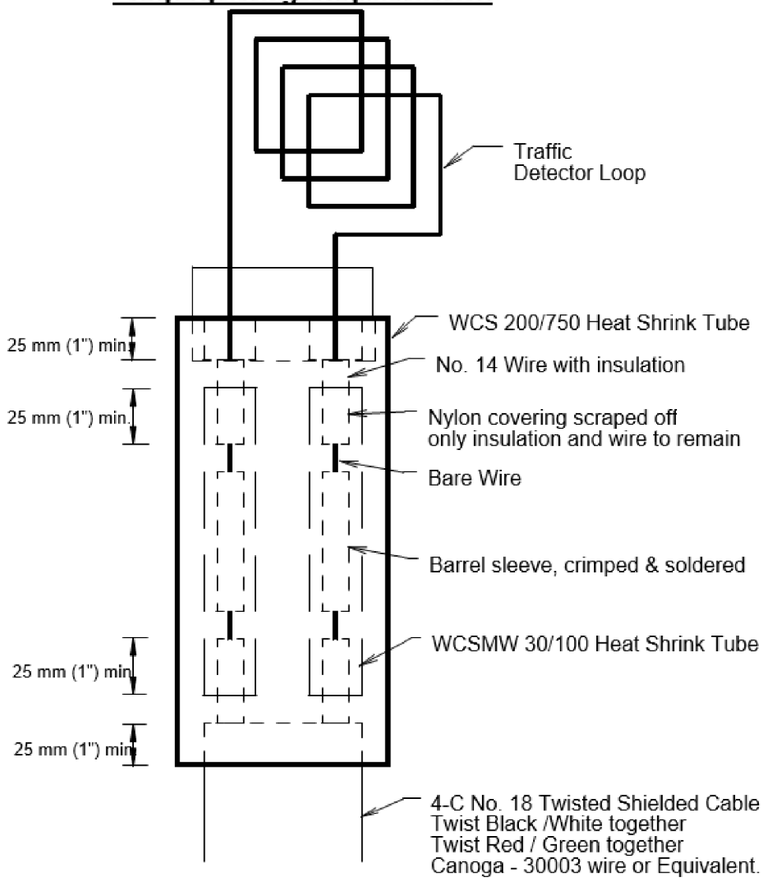
Classification

Illinois Department of Transportation	
Office of Planning and Programming	
Location Here	
ATR Site # 6120	Drawn by R. Taylor



PIEZO DETAIL

Loop Splicing Requirements



Minimum 25 mm (1") Heat Shrink Tube overlap on wire.
PVC & Shielded cable to form water tight seal.

Note: Not to Scale

REVISIONS	
Name	Date

Illinois Department of Transportation
Office of Planning and Programming

Drawn By:	Checked By:	Date:	Scale:
R. Taylor	R. Taylor	01/20/00	NONE

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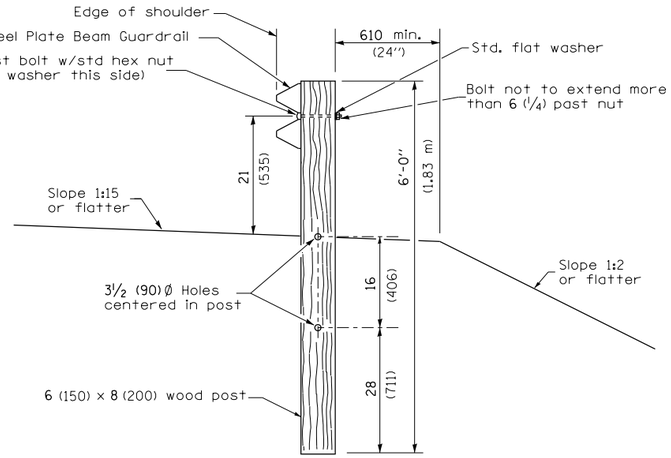
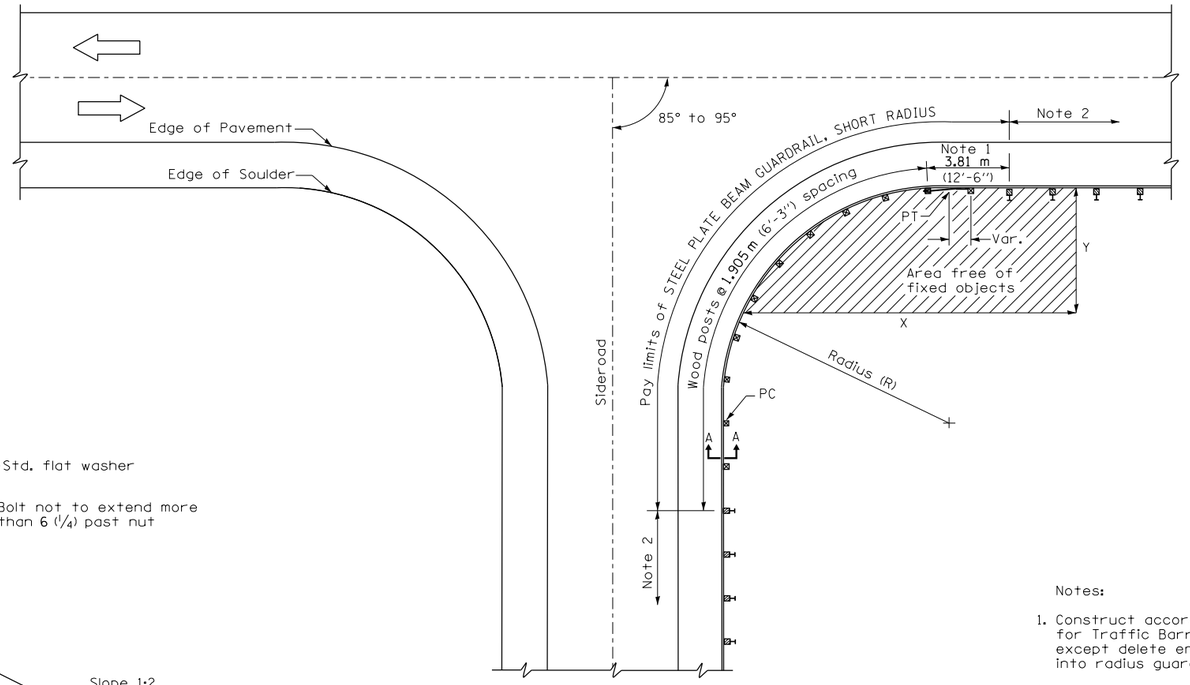
ATR LAYOUT DETAILS
PIEZO DETAIL

SCALE: NONE | SHEET 8 OF 10 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	203
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			



SECTION A-A



PLAN

INSTALLATION CHARACTERISTICS PER DESIGN RADIUS (R)			
R	NO. OF WOOD POSTS	X	Y
8'-6" (2.59)	5 (Note 3)	25' (7.6 m)	15' (4.6)
17'-0" (5.18)	6	30' (9.1 m)	15' (4.6)
25'-6" (7.77)	8	40' (12.2 m)	20' (6.1)
35'-0" (10.67)	11	50' (15.2 m)	20' (6.1)

Notes:

1. Construct according to Standard 631011 for Traffic Barrier Terminal Type 2, except delete end section and splice into radius guardrail.
2. Steel Plate Beam Guardrail Type A, Type B, or Traffic Barrier Terminal as specified.
3. For the 8'-6" (2.59 m) radius, the rail is not bolted to the post located at the midpoint of the curve.

GENERAL NOTES

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

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

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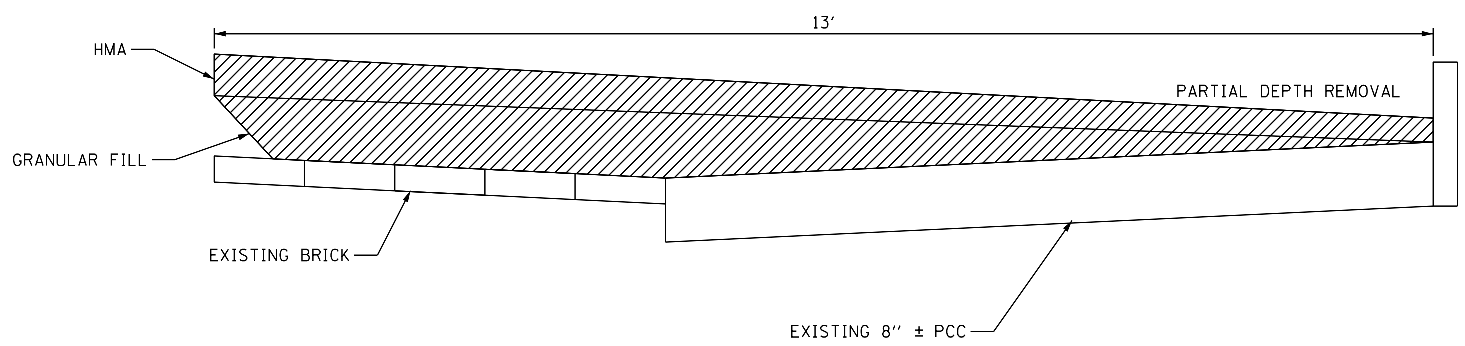
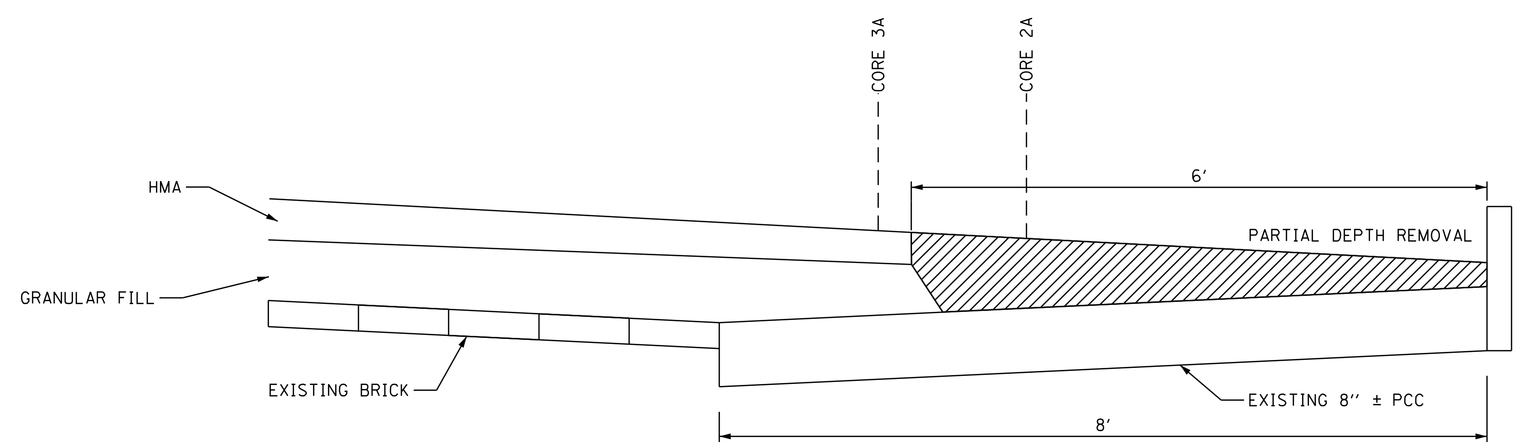
STEEL PLATE BEAM GUARDRAIL, SHORT RADIUS

SCALE: NONE | SHEET 9 OF 10 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	204
		CONTRACT NO. 72A91		
	ILLINOIS FED. AID PROJECT			



PARTIAL DEPTH PATCHING (SPECIAL)
STA 14+02 TO 15+12 SBDL



CORE 2A @ 4.5' ± OFFSET CURB: 3.75' EXISTING HMA OVER 4" ± GRANULAR FILL
CORE 3A @ 6.5' ± OFFSET CURB: 4" ± EXISTING HMA OVER 5" ± GRANULAR FILL

PARTIAL DEPTH PATCHING (SPECIAL)
STA 9+50 TO 14+02 SBDL
STA 15+12 TO 19+55 SBDL

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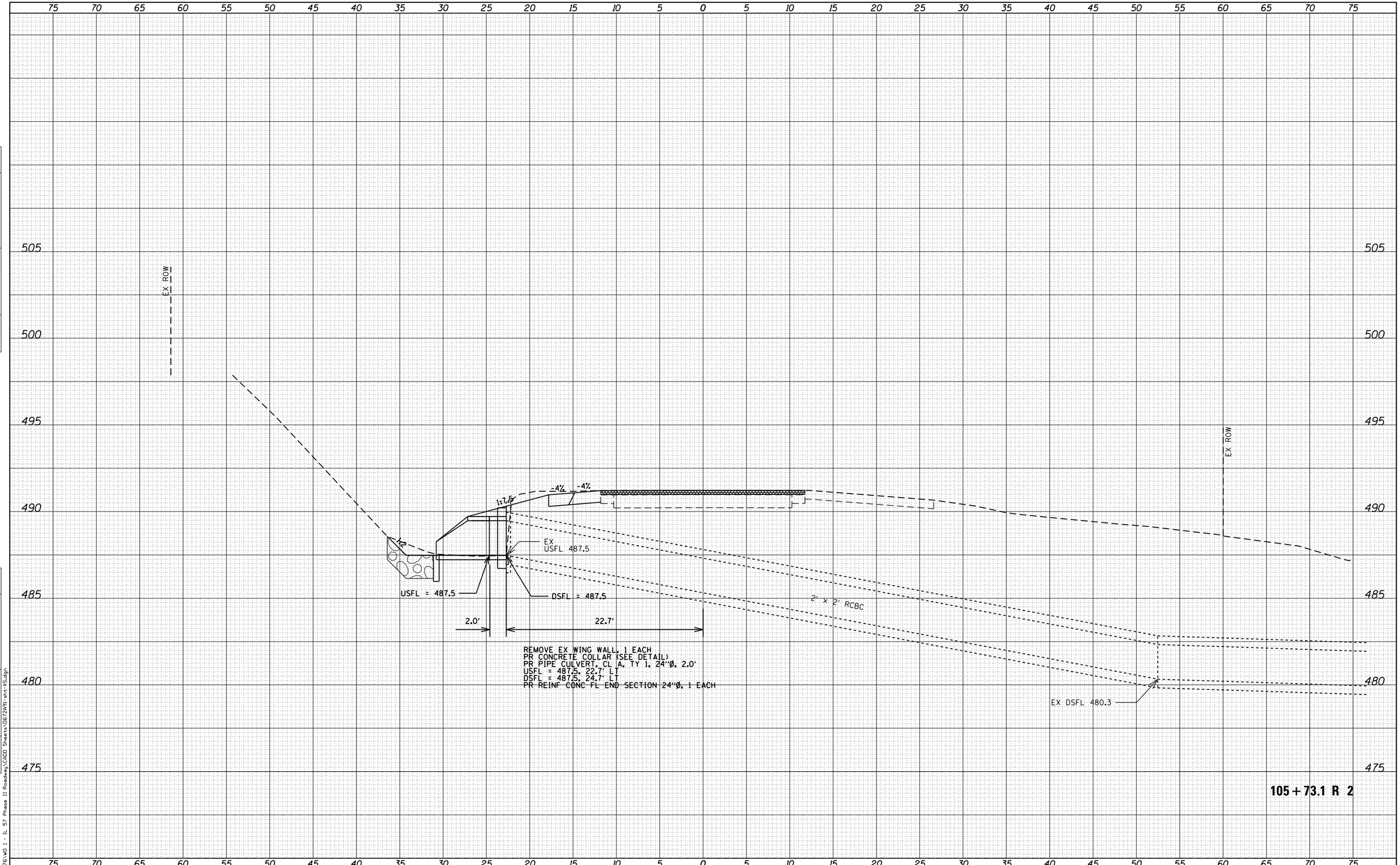
PLOT DATE = 9/20/2019	DATE -	REVISED -	

PARTIAL DEPTH PATCHING (SPECIAL)
DETAILS

SCALE: NONE | SHEET 10 OF 10 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	205

CONTRACT NO. 72A91
ILLINOIS FED. AID PROJECT



FINAL SURVEY	
NOTE BOOK	
NO.	

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

ORIGINAL SURVEY	
NOTE BOOK	
NO.	

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

G:\10files\100276\WO 1 - IL 57 Phase II Roadway\CADD Sheets\D672A91-sht-XS.dgn

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

USER NAME = ebb	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
CULVERT EXTENSIONS

SCALE: 1"=5'H 1"=2.5'V | SHEET 1 OF 3 SHEETS | STA. 105+73.1 R2 TO STA. 105+73.1 R2

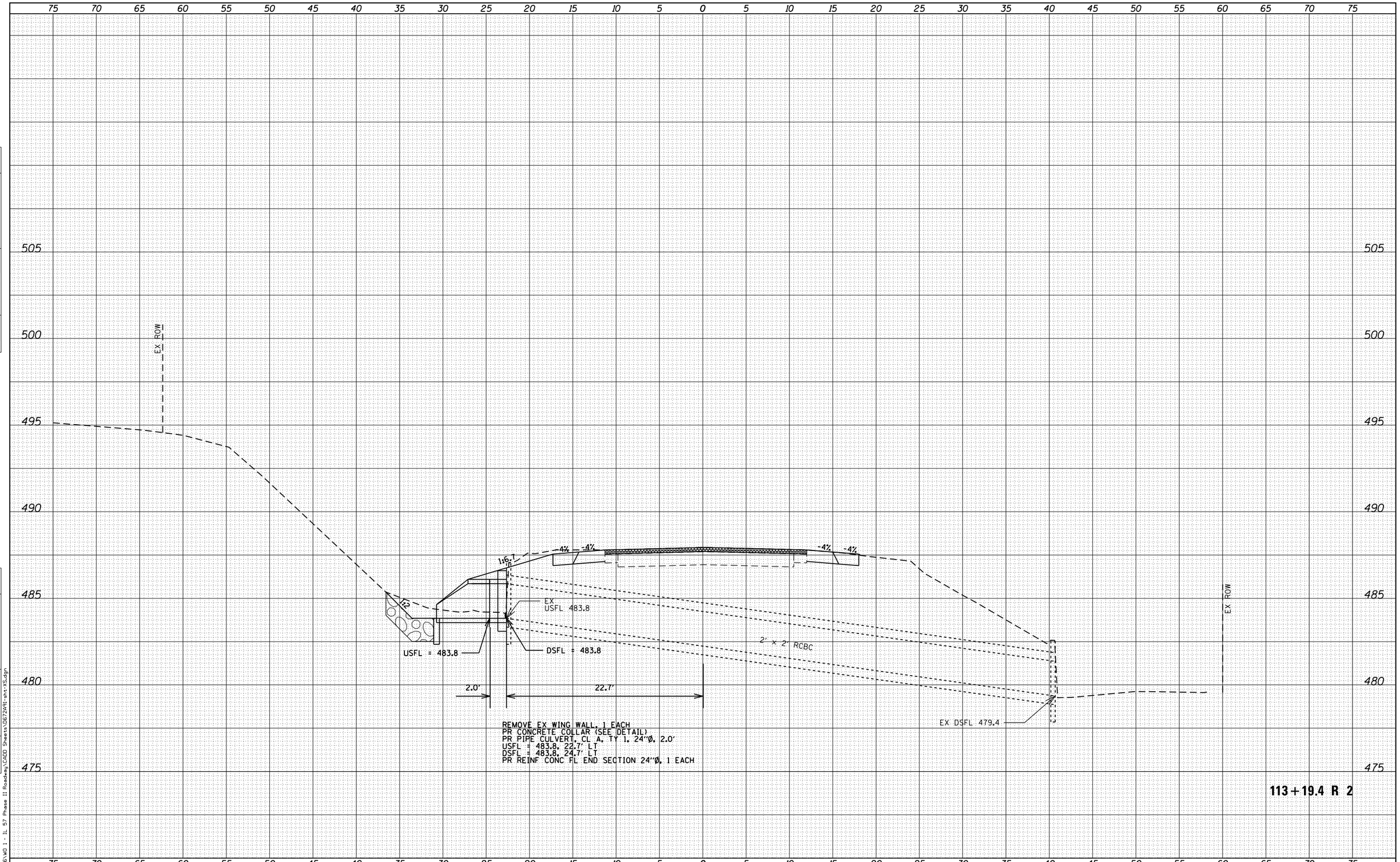
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	206
		CONTRACT NO. 72A91		
		ILLINOIS	FED. AID PROJECT	

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

BY	DATE

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

BY	DATE



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KLINGNER & ASSOCIATES, P.C.			
Engineers • Architects • Surveyors	USER NAME = abb	DESIGNED -	REVISED -
619 N.24TH ST. QUINCY, ILLINOIS 62301 217.223.3670		DRAWN -	REVISED -
STATE OF ILLINOIS DESIGN FIRM NO. 184-2738	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 9/20/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

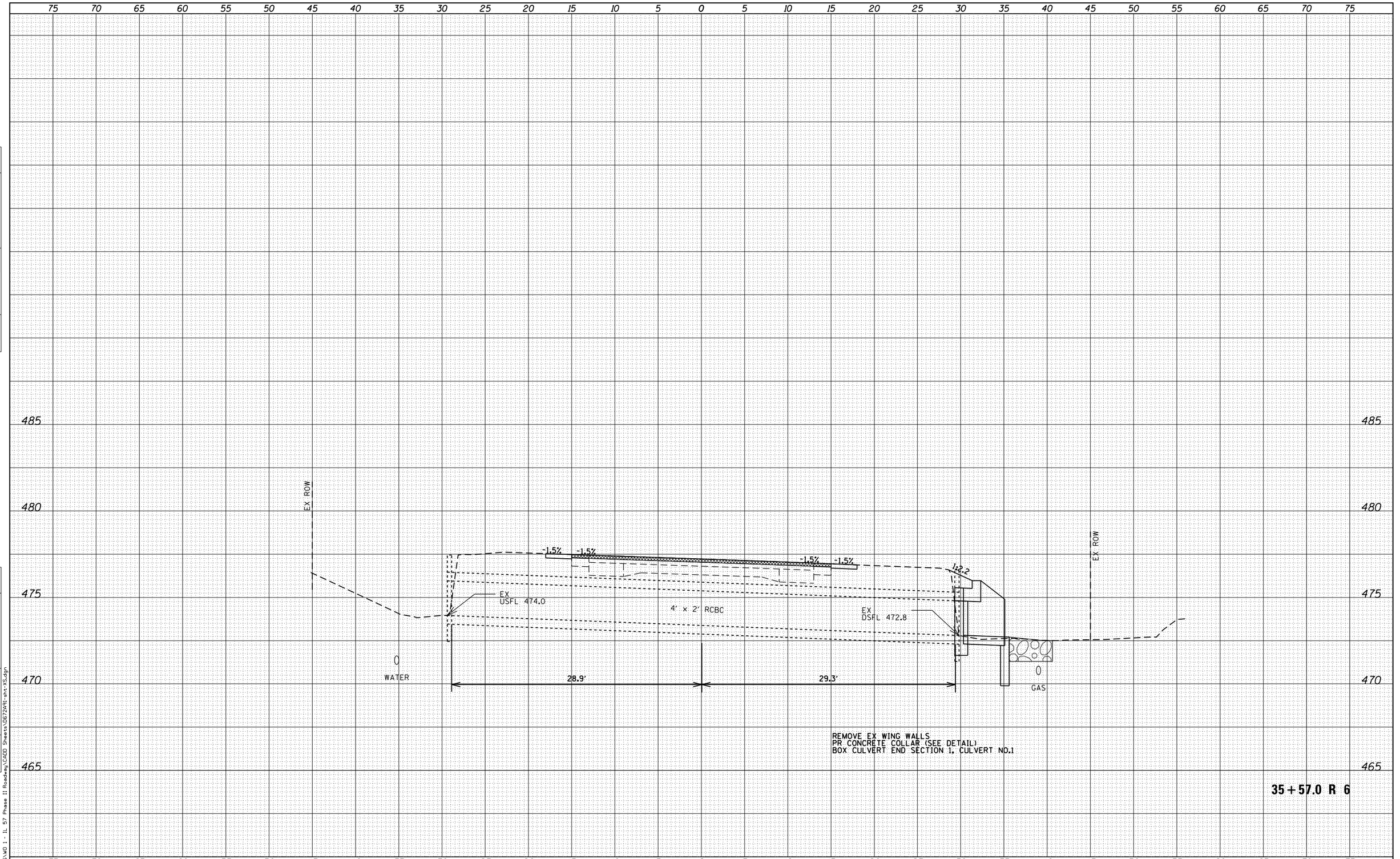
CROSS SECTIONS
CULVERT EXTENSIONS

SCALE: 1"=5'H, 1"=2.5'V | SHEET 2 OF 3 SHEETS | STA. 113+19.4 R2 TO STA. 113+19.4 R2

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	207
		CONTRACT NO. 72A91		
		ILLINOIS	FED. AID PROJECT	

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

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



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

USER NAME = ebb	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/31/2020	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
CULVERT EXTENSIONS

SCALE: 1"=5'H 1"=2.5'V | SHEET 3 OF 3 SHEETS | STA. 35+57.0 R6 TO STA. 35+57.0 R6

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502	(53RS10, 42RS) BRR, I-3	ADAMS	208	208
		CONTRACT NO. 72A91		
		ILLINOIS FED. AID PROJECT		