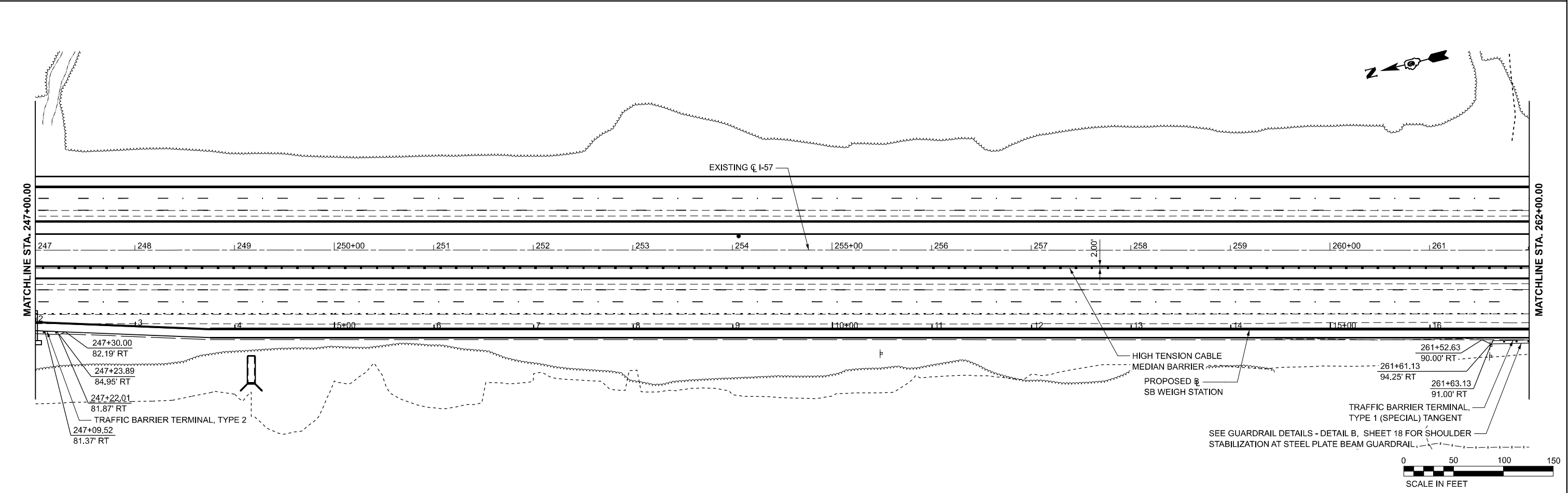
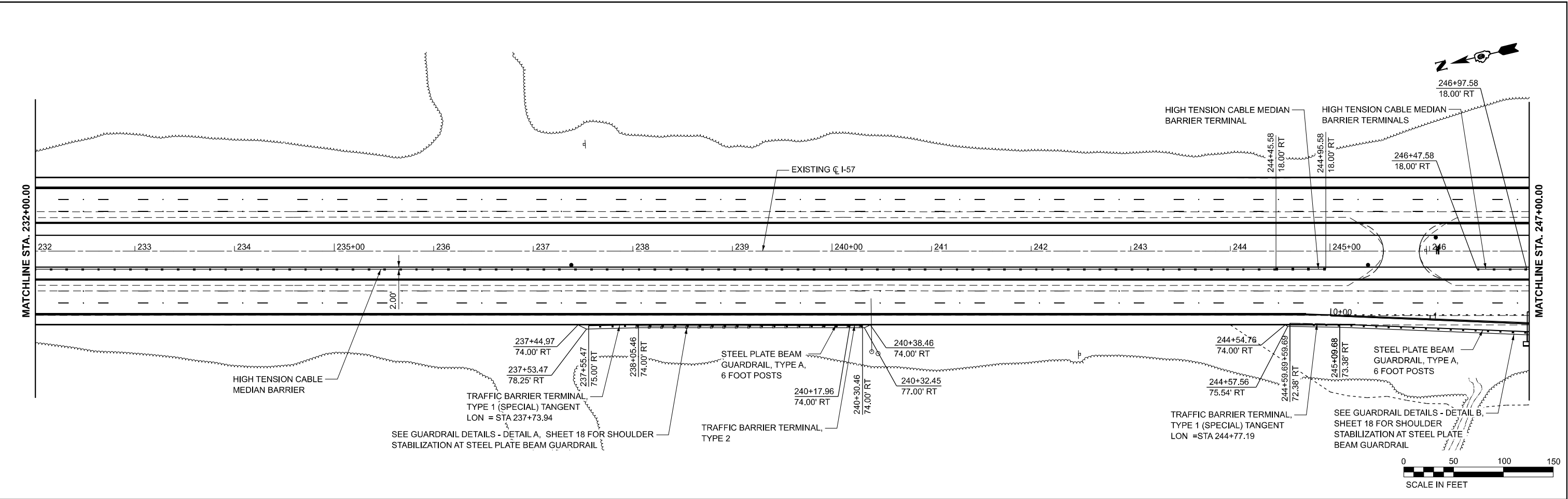
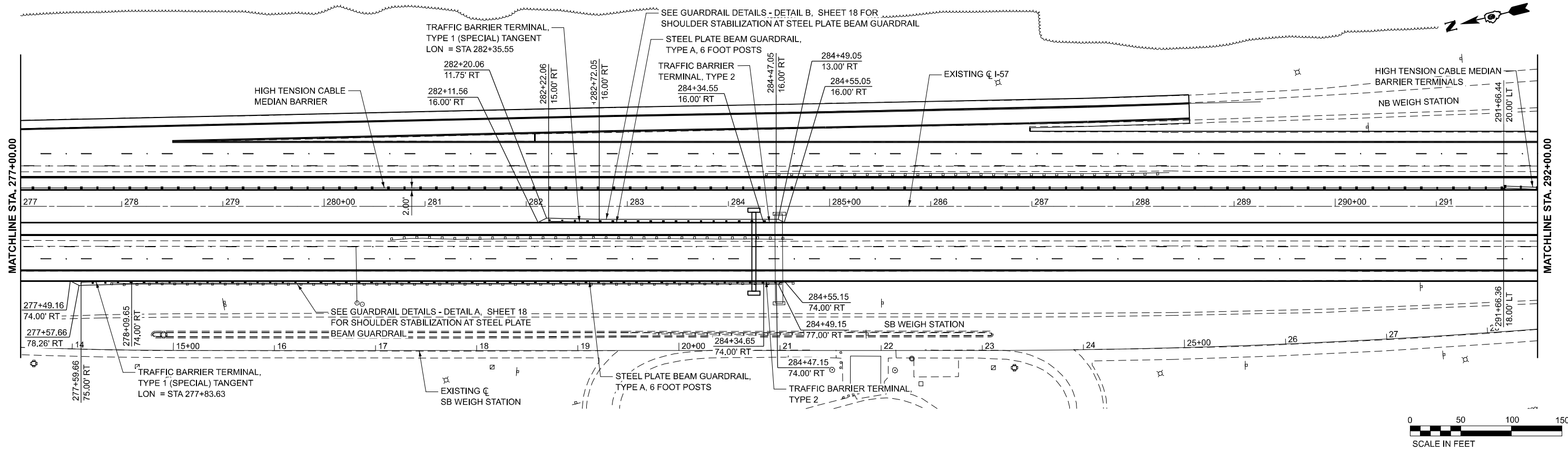
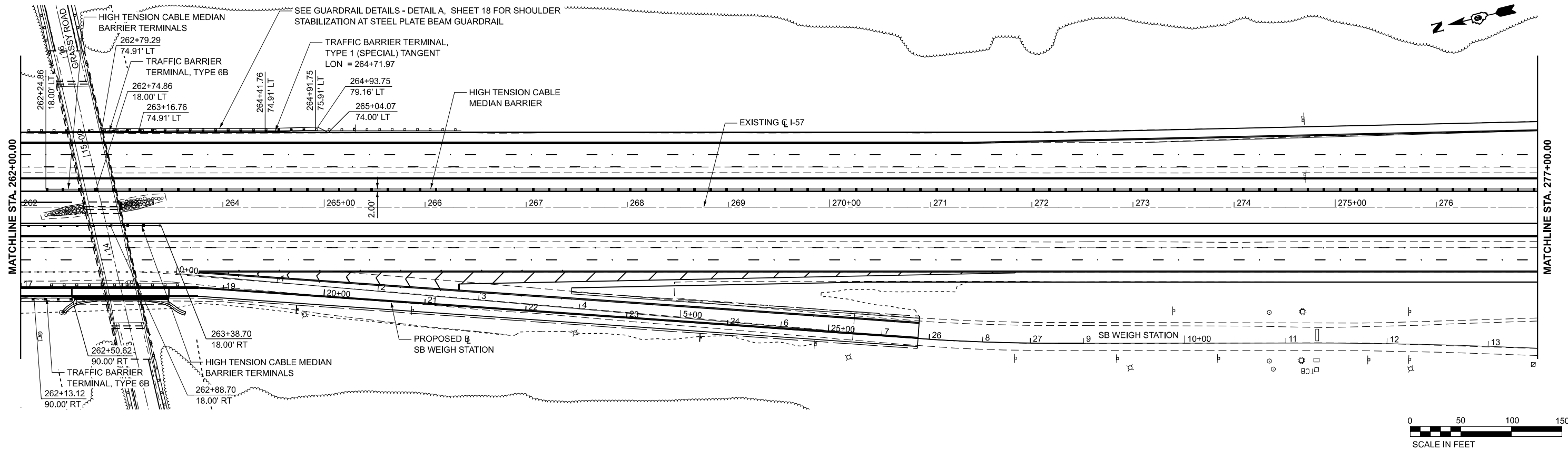


MODEL: I57 - Guardrail Sht. 10
FILE NAME: c:\valkert_pw_workingdir\betsy.witt\0349716\0978796-sh-clar-guardrail.dgn



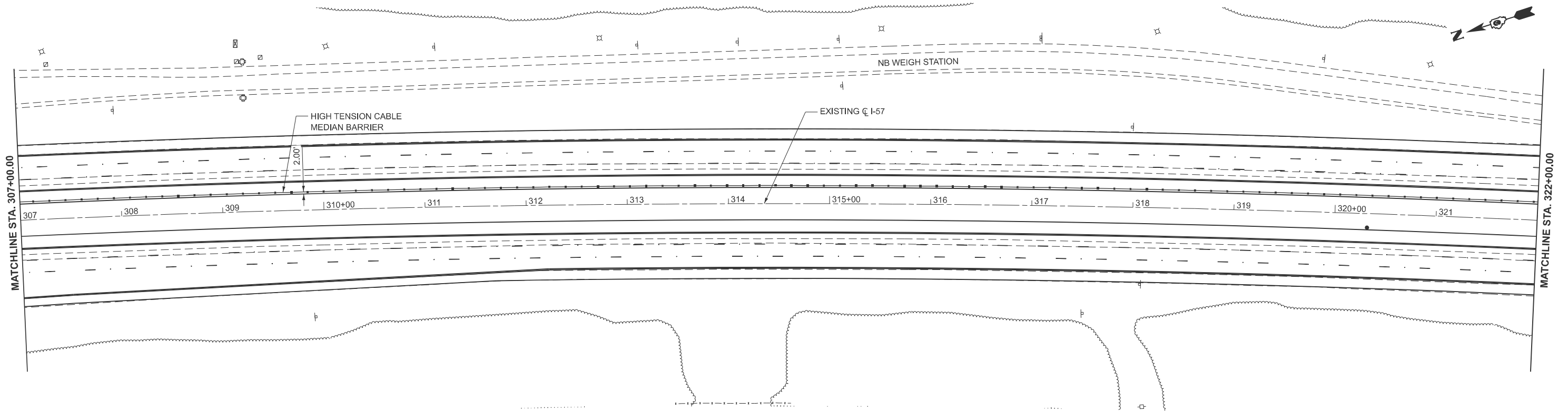
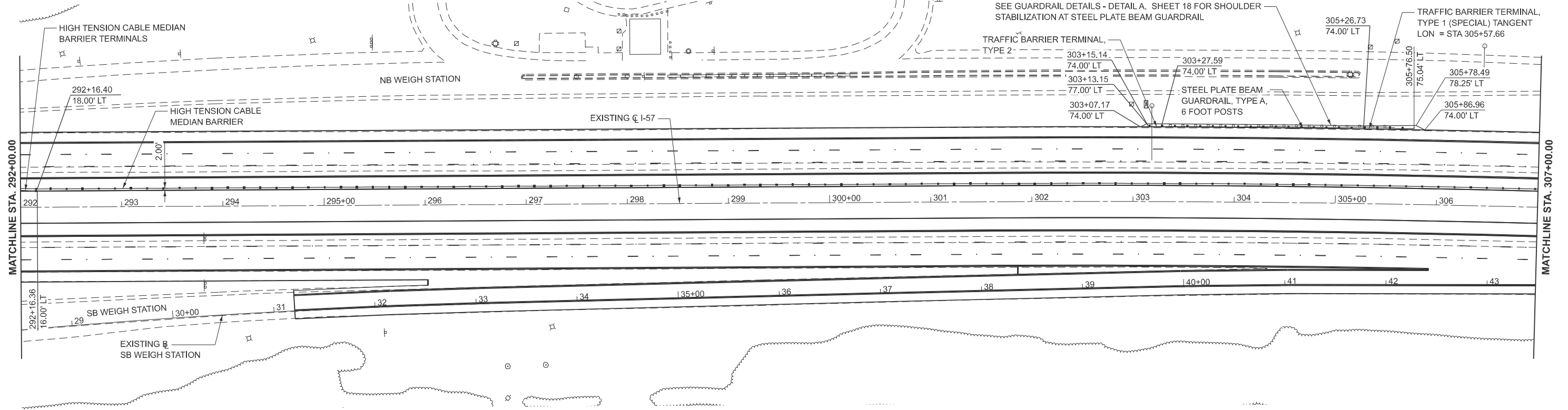
 QUIGG ENGINEERING INC	USER NAME = betsy.witt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GUARDRAIL DETAILS INTERSTATE 57					F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -							57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	201
	PLOT SCALE = \$SCALE\$	CHECKED -	REVISED -							CONTRACT NO. 78798				
	PLOT DATE = 8/27/2024	DATE -	REVISED -		ILLINOIS FED. AID PROJECT									
						SCALE: 1"=50'	SHEET 9	OF 18 SHEETS	STA. 232+00.00	TO STA. 262+00.00				

MODEL: I57 - Guardrail Sht. 11
FILE NAME: c:\valkert_pw_workingdir\betsy.witt\0349716\0978796-sh-clan-guardrail.dgn



 QUIGG ENGINEERING INC	USER NAME = betsy.witt		DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GUARDRAIL DETAILS INTERSTATE 57					F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = \$SCALE\$		DRAWN -	REVISED -							57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	202
	PLOT DATE = 8/27/2024		CHECKED -	REVISED -							CONTRACT NO. 78798				
			DATE -	REVISED -							ILLINOIS FED. AID PROJECT				
SCALE: 1"=50'						SHEET 10	OF 18 SHEETS	STA. 262+00.00	TO STA. 292+00.00						

MODEL: I57 - Guardrail Sht. 12
FILE NAME: c:\valkert_pw_working\dwg\i57-16\0978798-sh-clan-guardrail.dgn



USER NAME = betsy.witt	DESIGNED -	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN -	REVISED -
PLOT DATE = 8/27/2024	CHECKED -	REVISED -
	DATE -	REVISED -

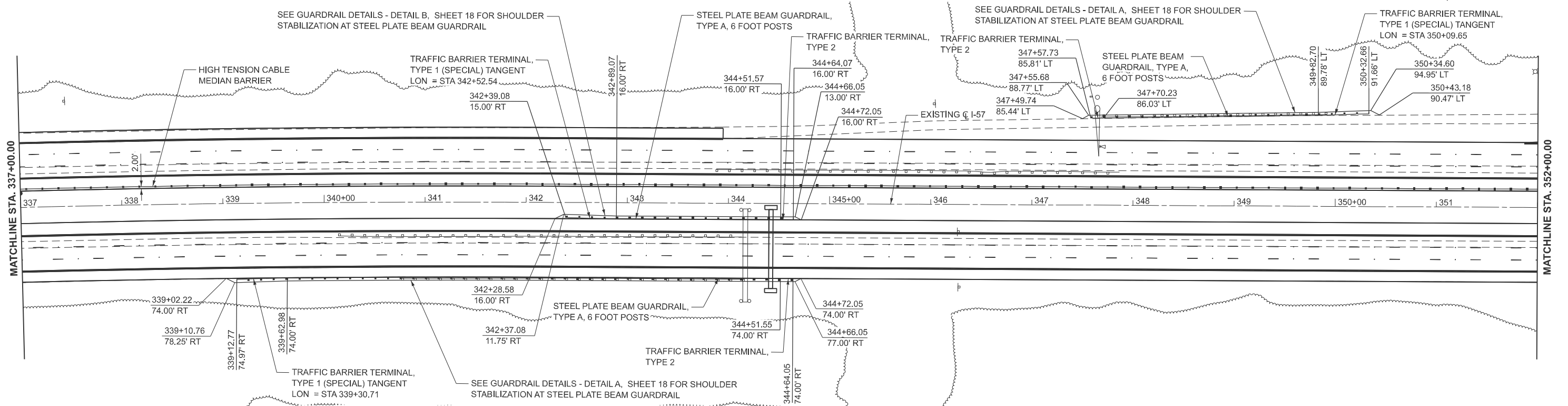
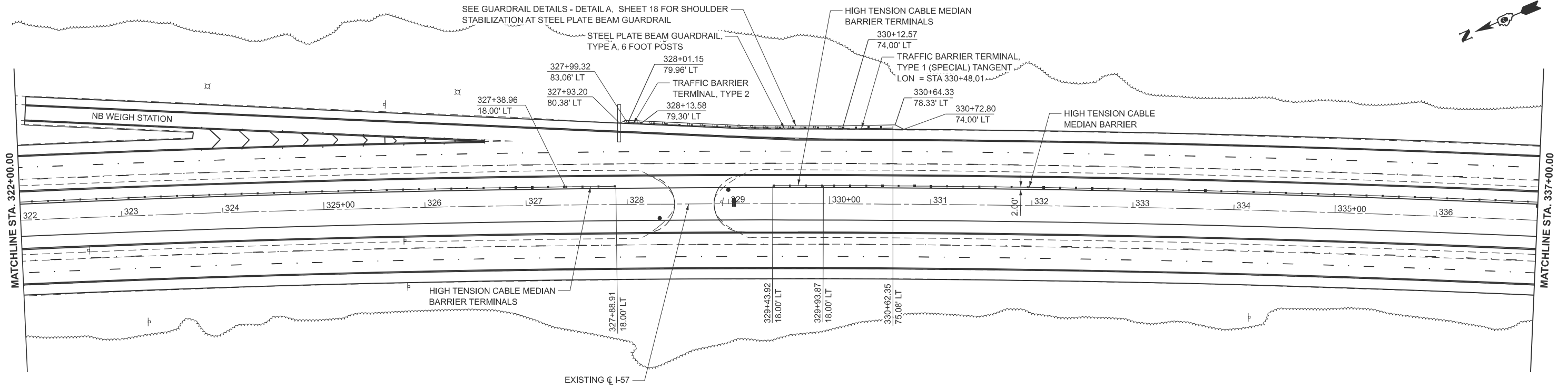
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL DETAILS
INTERSTATE 57

SCALE: 1"=50' SHEET 11 OF 18 SHEETS STA. 292+00.00 TO STA. 322+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	203
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

MODEL: I57 - Guardrail Sht. 13
FILE NAME: c:\valkert_pw_workingdgn\betsy.wlt\0349716\0978796-sh-clan-guardrail.dgn



USER NAME = betsy.wltt	DESIGNED -	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN -	REVISED -
PLOT DATE = 8/27/2024	CHECKED -	REVISED -
	DATE -	REVISED -

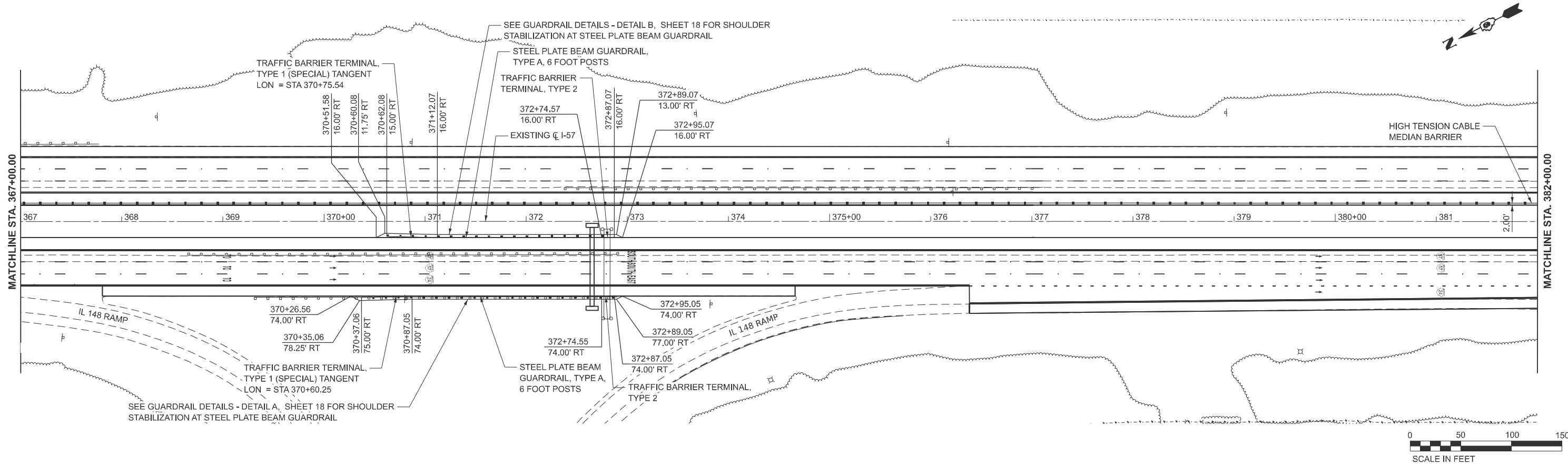
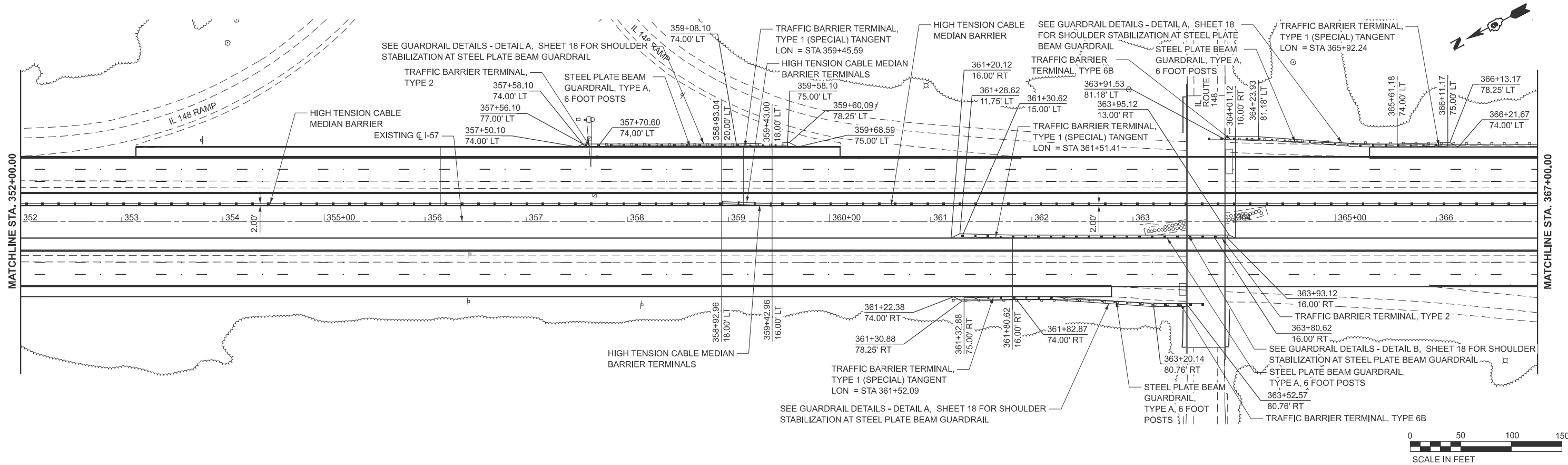
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL DETAILS
INTERSTATE 57

SCALE: 1"=50' SHEET 12 OF 18 SHEETS STA. 322+00.00 TO STA. 352+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	204
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

MODEL: I57 - Guardrail Sht 14
FILE NAME: c:\valkert_pw_workingdgn\betsy.witt\0349716\0978796-sh-plan-guardrail.dgn



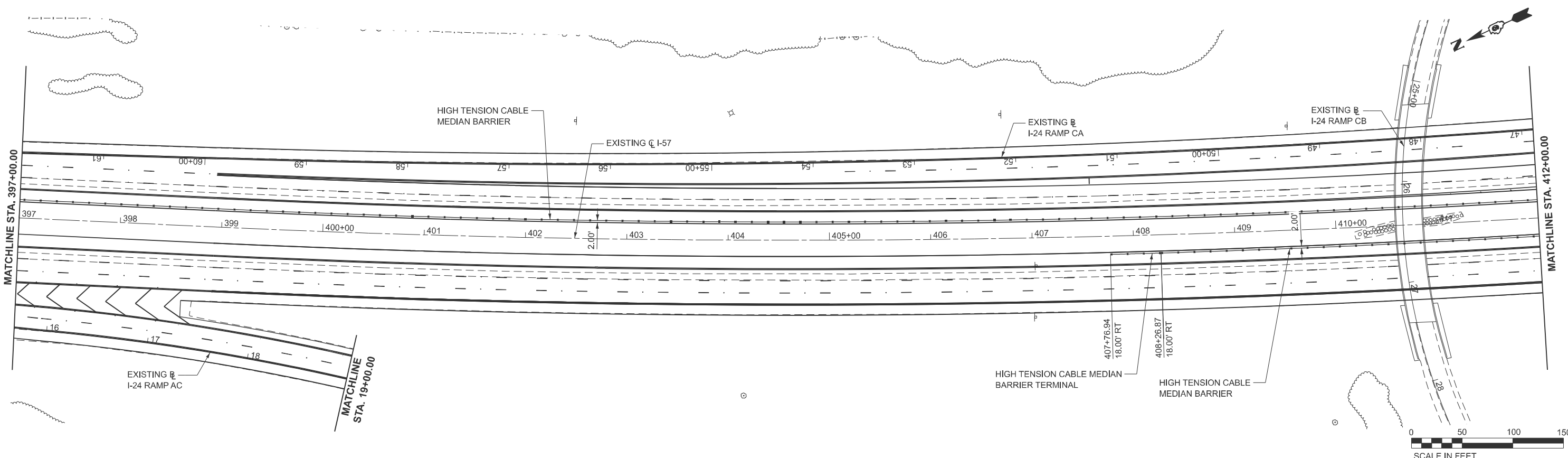
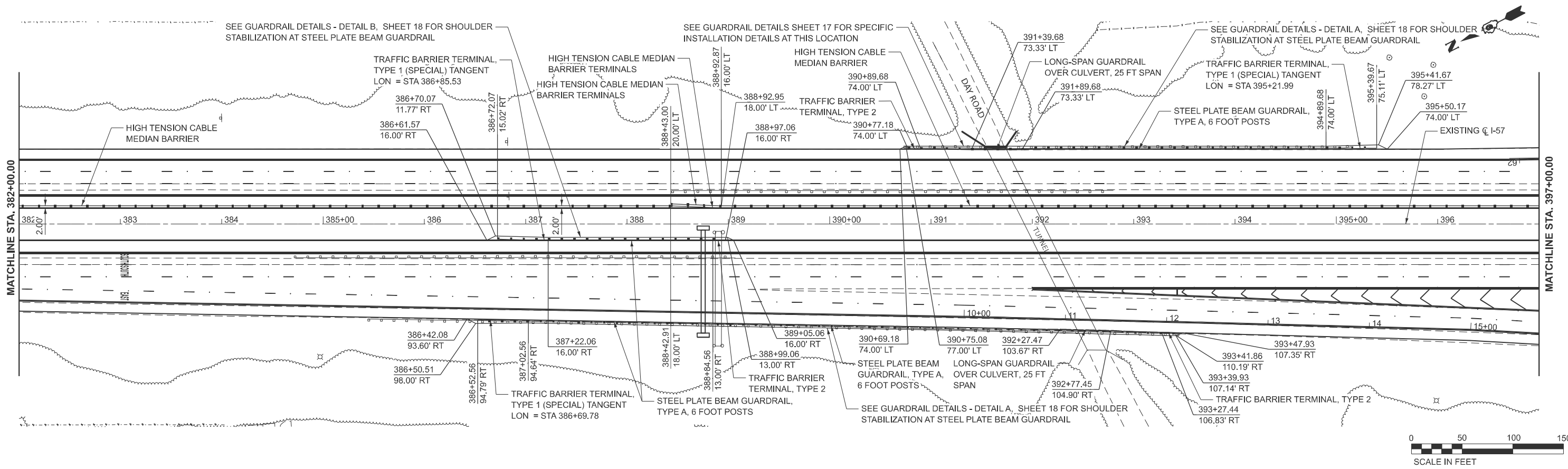
USER NAME = betsy.witt	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED -	REVISED -
PLOT DATE = 8/27/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL DETAILS
INTERSTATE 57

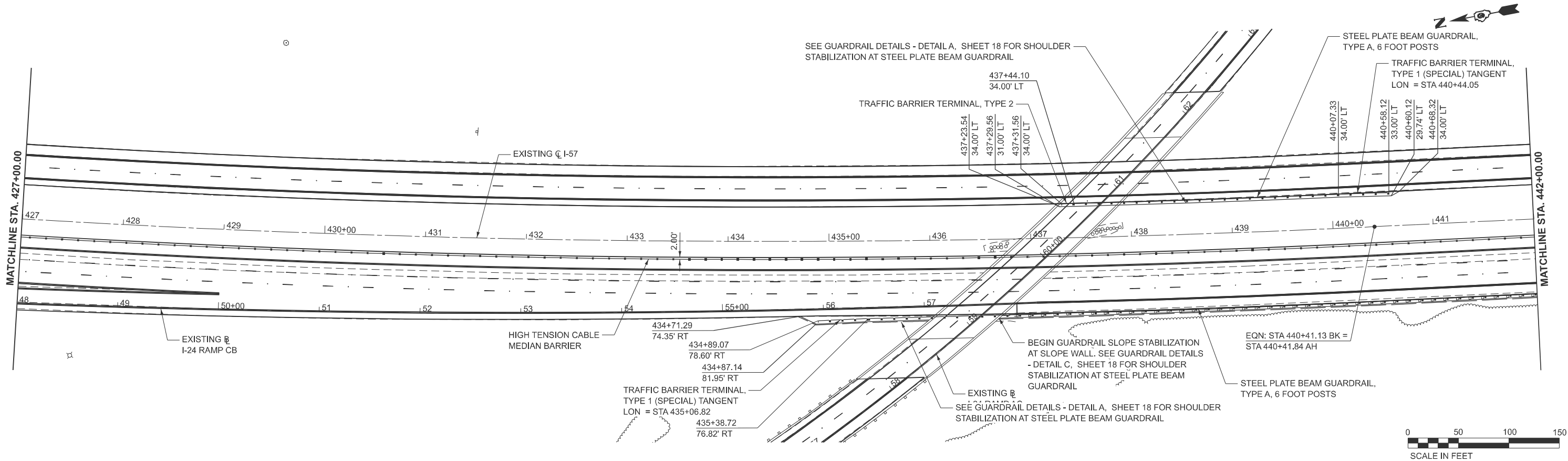
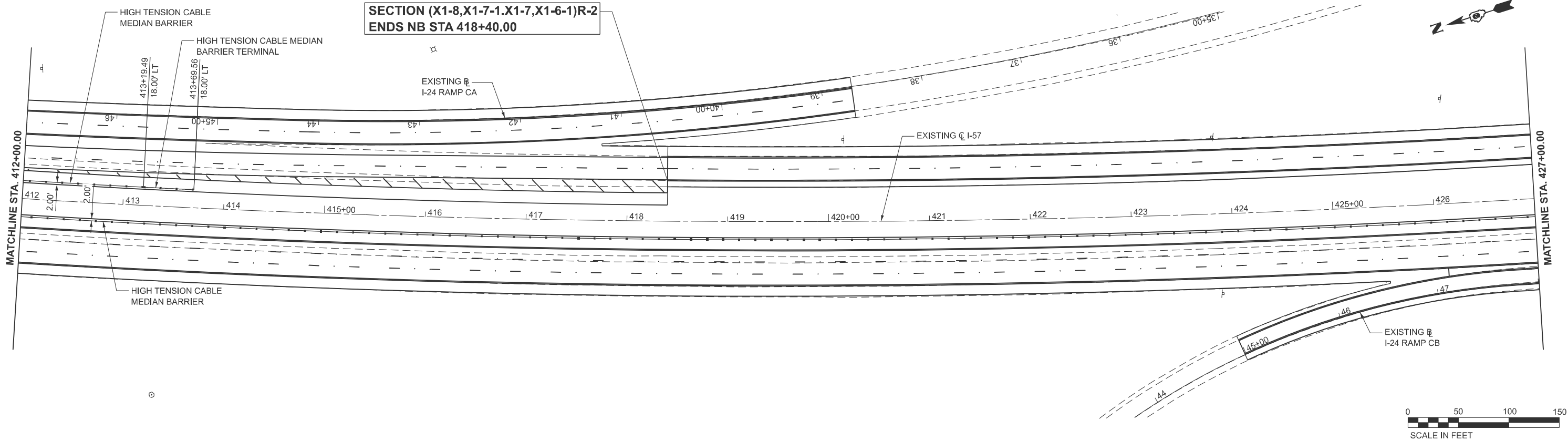
SCALE: 1"=50' SHEET 13 OF 18 SHEETS STA. 352+00.00 TO STA. 382+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	205
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				



MODEL: I57 - Guardrail Sht. 15
FILE NAME: c:\valkert_pw_workingdir\betsy.witt\0349716\0978796-sh-cplan-guardrail.dgn

 QUIGG ENGINEERING INC	USER NAME = betsy.witt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GUARDRAIL DETAILS INTERSTATE 57					F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -							57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	206
	PLOT SCALE = \$SCALE\$	CHECKED -	REVISED -		CONTRACT NO. 78798									
	PLOT DATE = 8/27/2024	DATE -	REVISED -		SCALE: 1"=50'	SHEET 14	OF 18 SHEETS	STA. 382+00.00	TO STA. 412+00.00	ILLINOIS FED. AID PROJECT				



MODEL: I57 - Guardrail Sht. 16
FILE NAME: c:\valkert_pw_working\gdh\betsy.witt\0349716\0978796-sh-clan-guardrail.dgn



USER NAME = betsy.witt	DESIGNED -	REVISED -
PLOT SCALE = \$SCALES\$	DRAWN -	REVISED -
PLOT DATE = 8/27/2024	CHECKED -	REVISED -
	DATE -	REVISED -

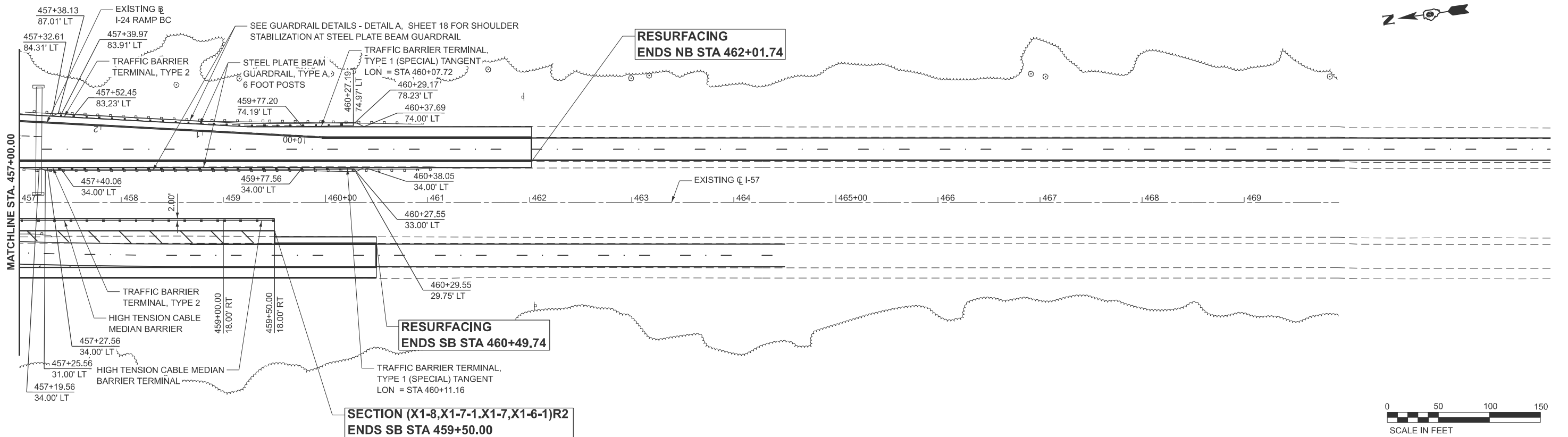
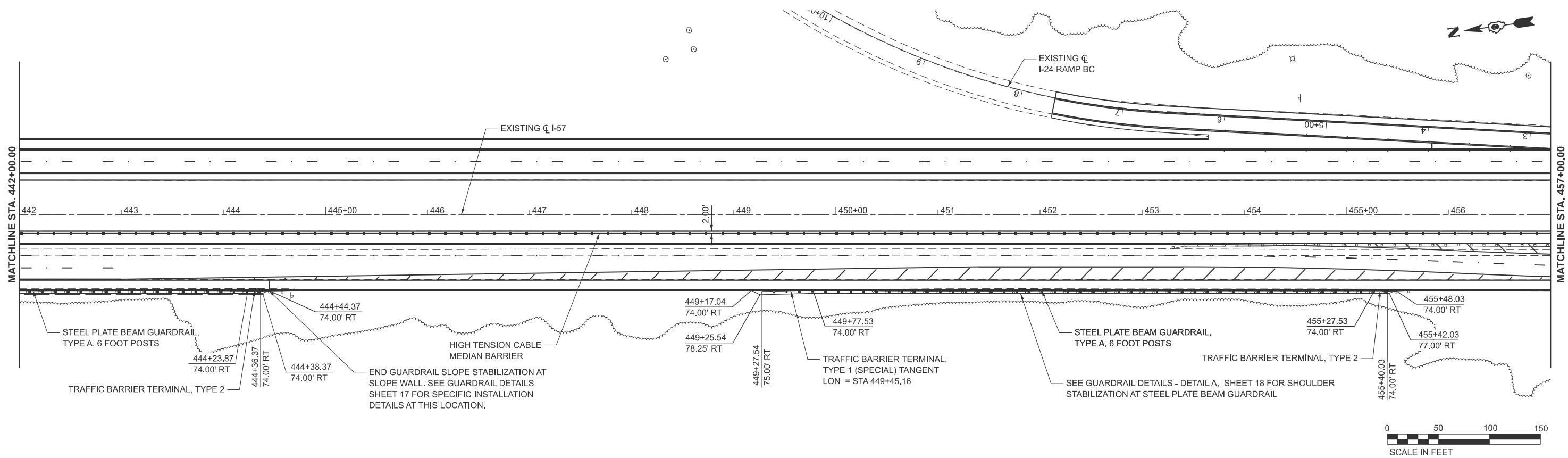
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL DETAILS
INTERSTATE 57

SCALE: 1"=50' SHEET 15 OF 18 SHEETS STA. 412+00.00 TO STA. 442+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	207
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

MODEL: I57 - Guardrail Sht 17
FILE NAME: c:\valkert_pw_workingdgn\betsy.witt\0349716\0978798-sh-cplan-guardrail.dgn



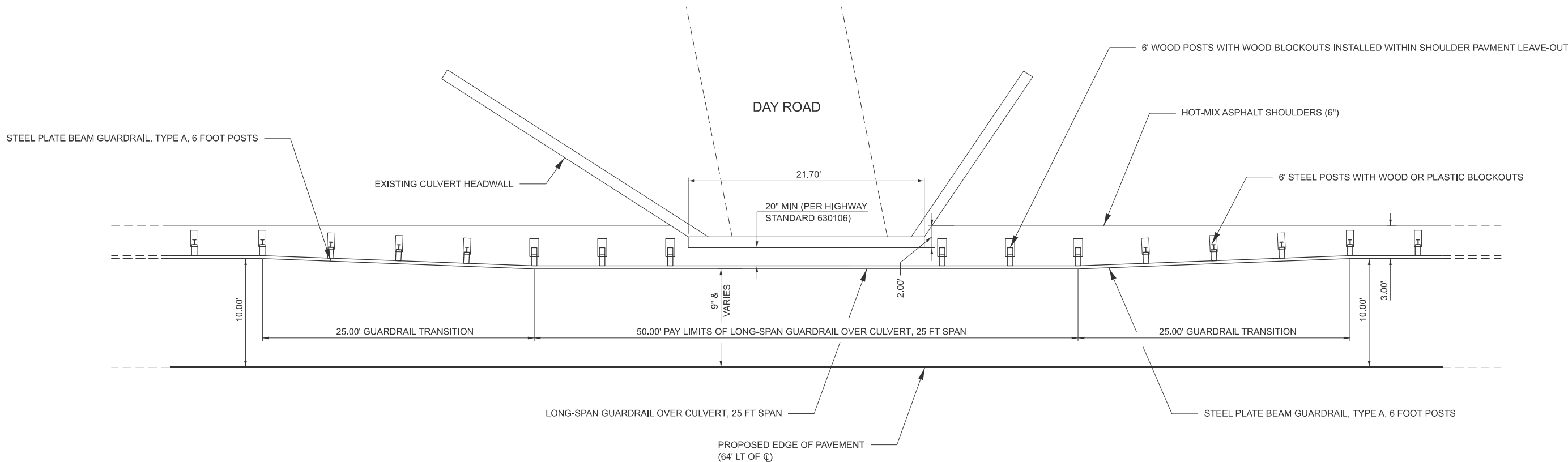
USER NAME = betsy.witt	DESIGNED -	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN -	REVISED -
PLOT DATE = 8/27/2024	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL DETAILS
INTERSTATE 57

SCALE: 1"=50' SHEET 16 OF 18 SHEETS STA. 442+00.00 R8 TO STA. 472+00.00 R8

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	208
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				



GUARDRAIL LOCATION NB I-57 AT DAY ROAD
TUNNEL GUARDRAIL INSTALLATION DETAIL

MODEL: Untitled - Plan 1 [Sheet]
FILE NAME: c:\valkert_cw_workingdir\betsy.witt\0349716\0978798-sh-detail-guardrail.dgn



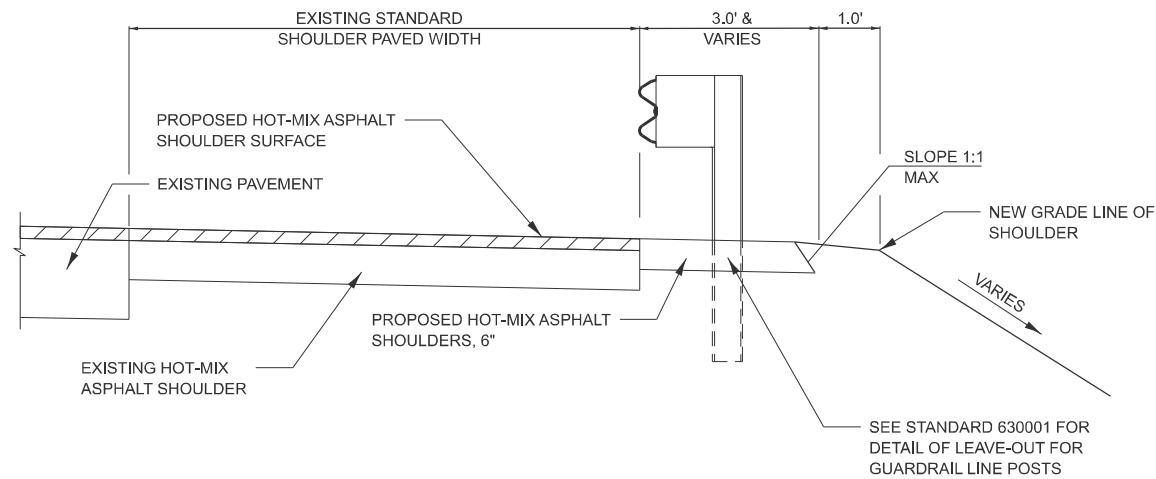
USER NAME = betsy.witt	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED -	REVISED -
PLOT DATE = 8/27/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

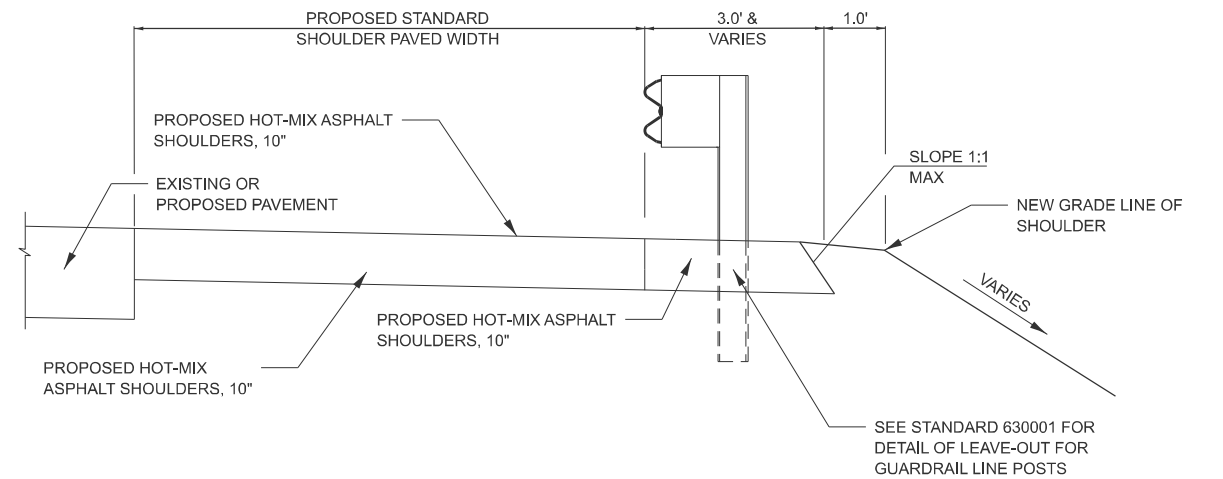
GUARDRAIL DETAILS
INTERSTATE 57

SCALE: 1"=5' SHEET 17 OF 18 SHEETS STA. 0+00.00 TO STA. 0+00.00

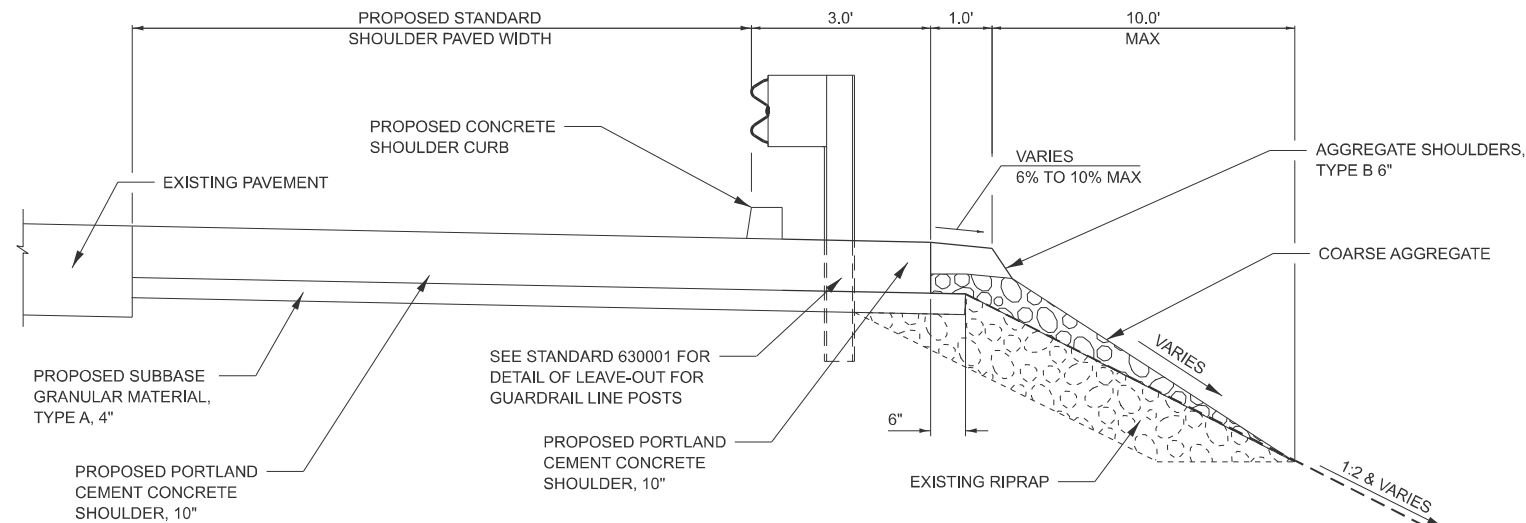
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	209
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				



DETAIL A
RESURFACING
(HMA SHOULDER)



DETAIL B
RECONSTRUCTION
(HMA SHOULDER)



DETAIL C (*)
RECONSTRUCTION
(PCC SHOULDERS)

(*) GUARDRAIL LOCATION SB I-57 SOUTH OF RAMP AC
GUARDRAIL SLOPE STABILIZATION

MODEL: Untitled - Plan 2 [Sheet]
FILE NAME: c:\volkert_cw_working\p\bsay_w\td0349716\0978798-sh-detail-guardrail.dgn

USER NAME = rgoertz	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED -	REVISED -
PLOT DATE = 8/23/2024	DATE -	REVISED -

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	210
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

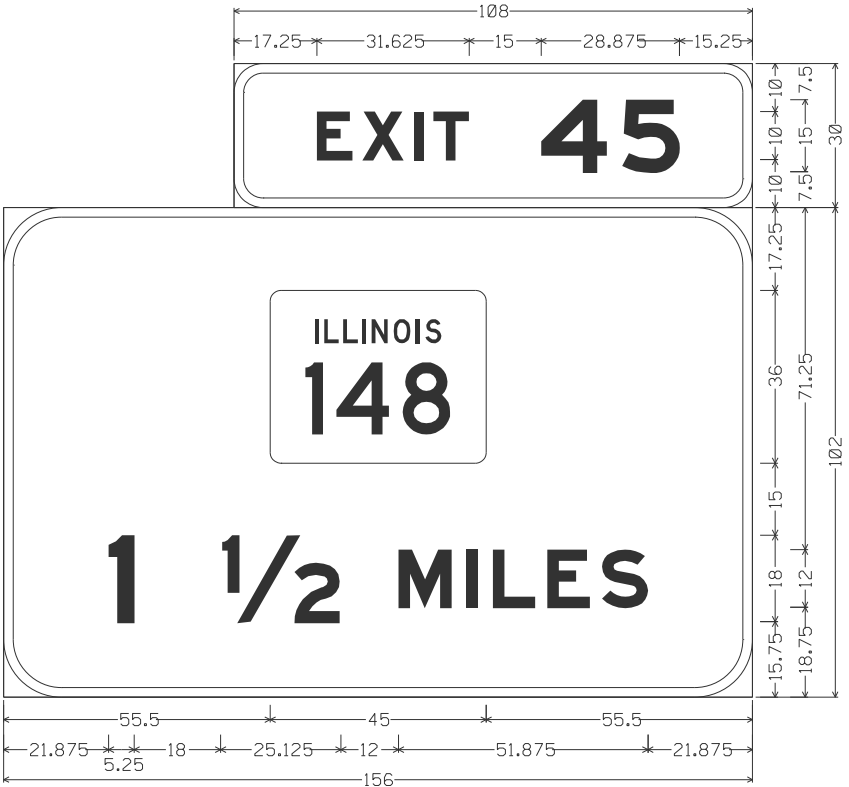
TO BE USED WITH S.N. 9S100I057L046.6 STA. 284+25



E1-5P ST-STRUCTURAL;
6.000" Radius, 2.000" Border, White on, Green;
"EXIT", E Mod; "44", E Mod;

E1-1 ST-STRUCTURAL;
12.000" Radius, 2.000" Border, White on, Green;
Interstate 24 15.000" D; "East", E Mod; "Nashville", E Mod; "2", E Mod; "MILES", E Mod;
Table of letter and object lefts

E	X	I	T	4	4
88.250	7.750	108.500	112.625	135.000	149.875
37.250	9.250	109.000	122.750	135.250	
N	a	s	h	v	i
24.125	46.625	63.000	80.000	96.500	115.000
2	M	I	L	E	S
47.875	80.250	94.375	99.875	111.250	122.625



E1-5P ST-STRUCTURAL;
6.000" Radius, 2.000" Border, White on, Green;
"EXIT", E Mod; "45", E Mod;

E1-1 ST-STRUCTURAL;
12.000" Radius, 2.000" Border, White on, Green;
"1 1/2 MILES", E Mod;
Table of letter and object lefts

E	X	I	T	4	5
17.250	26.750	37.375	41.500	63.875	80.875
55.500					
I	1/2	M	I	L	E
21.875	45.125	82.250	96.375	101.875	113.250

MODEL: 284+50 Truss Span Signs (Sheet)
FILE NAME: c:\volkert_pw_working\cdt\basys\with\0349731\0978796-sh-sign-details.dgn

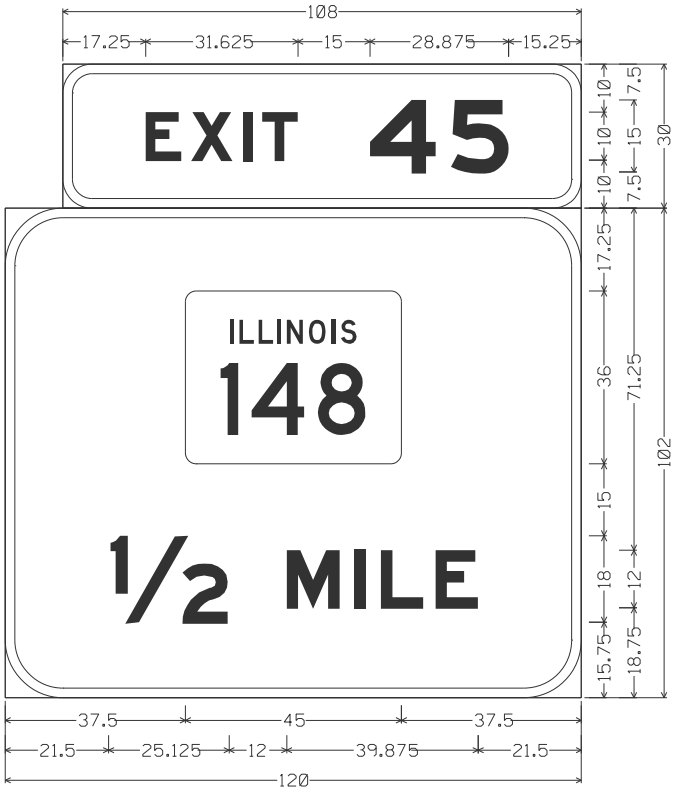
MODEL: 344+00 Truss Span (Sheet)
FILE NAME: c:\volkert_pw_workingdir\betsy.witt\0349731\0978798-sh-sign-details.dgn



E1-5P ST-STRUCTURAL;
6.000' Radius, 2.000' Border, White on, Green;
"EXIT", E Mod; "44", E Mod;

E1-1 ST-STRUCTURAL;
12.000' Radius, 2.000' Border, White on, Green;
Interstate 24 15.000" D; "East", E Mod; "Nashville", E Mod; "1", E Mod; "MILE", E Mod;
Table of letter and object lefts

E	X	I	T	4	4
88.250	97.750	108.500	112.625	135.000	149.875
37.250	91.250	109.000	122.750	135.250	
N	a	s	h	v	i
24.125	46.625	63.000	80.000	96.500	115.000
1	M	I	L	E	
58.375	81.750	95.875	101.375	112.750	



E1-5P ST-STRUCTURAL;
6.000' Radius, 2.000' Border, White on, Green;
"EXIT", E Mod; "45", E Mod;

E1-1 ST-STRUCTURAL;
12.000' Radius, 2.000' Border, White on, Green;
"5/64 MILE", E Mod;
Table of letter and object lefts

E	X	I	T	4	5
17.250	26.750	37.375	41.500	63.875	80.875
37.500					
1/2	M	I	L	E	
21.500	58.625	72.750	78.250	89.625	

TO BE USED WITH S.N. 9S100I057L045.5 STA. 344+42



USER NAME =	betsy.witt	DESIGNED -		REVISED -	
		DRAWN -		REVISED -	
PLOT SCALE =	SSCALE\$	CHECKED -		REVISED -	
PLOT DATE =	8/27/2024	DATE -		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGN DETAILS
INTERSTATE 57

SCALE: SHEET 2 OF 5 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	212
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				



E1-1 ST-STRUCTURAL;
12.000' Radius, 2.000' Border, White on, Green;
Interstate 57 15.000' D; 'South', E Mod; 'Memphis', E Mod; 'KEEP LEFT', E Mod;
Table of letter and object lefts

Ⓢ	S	o	u	t	h	
24.375	75.375	93.625	108.000	121.750	134.000	
M	e	m	p	h	i	s
22.375	47.375	64.500	90.375	107.375	125.750	134.125
K	E	E	P	L	E	F
34.625	46.875	58.250	69.625	91.125	102.500	113.875



E1-5P ST-STRUCTURAL;
6.000' Radius, 2.000' Border, White on, Green;
'EXIT', E Mod; '44', E Mod;

E1-1 ST-STRUCTURAL;
12.000' Radius, 2.000' Border, White on, Green;
Interstate 24 15.000' D; 'East', E Mod; 'Nashville', E Mod; 'KEEP RIGHT', E Mod;
Table of letter and object lefts

E	X	I	T	4	4	
88.250	97.750	108.500	112.625	135.000	149.875	
Ⓢ	E	a	s	t		
37.250	91.250	109.000	122.750	135.250		
N	a	s	h	v	i	e
24.125	46.625	63.000	80.000	96.500	115.000	125.250
K	E	E	P	R	I	G
35.875	48.125	59.500	70.875	92.375	105.125	110.500

TO BE USED WITH S.N. 9S100I057L045.0 STA. 372+65

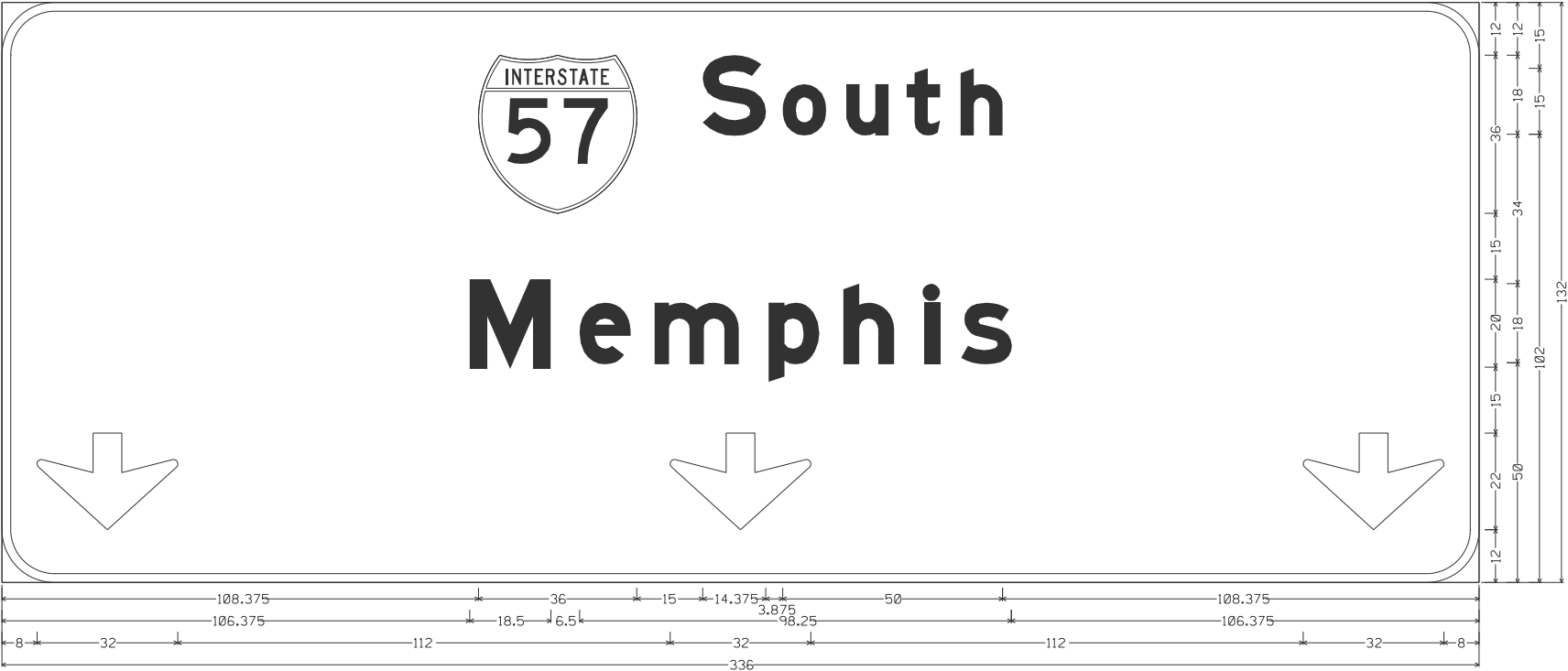
MODEL: 372+65 Span Truss (Sheet)
FILE NAME: c:\volkert_pw_workingdir\betsy.witt\0349731\0978798-sh-sign-details.dgn



E1-5P ST-STRUCTURAL;
6.000' Radius, 2.000' Border, White on, Green;
'EXIT', E Mod; '44', E Mod;

E1-1 ST-STRUCTURAL;
12.000' Radius, 2.000' Border, White on, Green;
Interstate 24 15.000' D; 'East', E Mod; 'Nashville', E Mod; Down Arrow 22.000' 270'; Down Arrow 22.000' 270';
Table of letter and object lefts

E	X	I	T	4	4
100.250	109.750	120.500	124.625	147.000	161.875
Ⓢ	E	a	s	t	
43.250	97.250	115.000	128.750	141.250	
N	a	s	h	v	i
30.125	52.625	69.000	86.000	102.500	121.000
131.250	141.500	150.375			
⬇	⬇				
8.000	152.000				



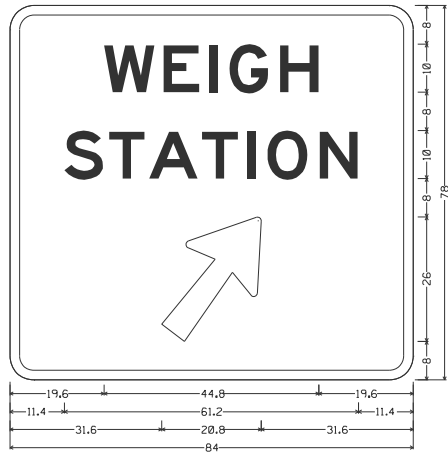
E1-1 ST-STRUCTURAL;
12.000' Radius, 2.000' Border, White on, Green;
Interstate 57 15.000' D; 'South', E Mod; 'Memphis', E Mod; Down Arrow 22.000' 270'; Down Arrow 22.000' 270'; Down Arrow 22.000' 270';
Table of letter and object lefts

Ⓢ	s	o	u	t	h
108.375	159.375	177.625	192.000	205.750	218.000
M	e	m	p	h	i
106.375	131.375	148.500	174.375	191.375	209.750
⬇	⬇	⬇			
8.000	152.000	296.000			

TO BE USED WITH S.N. 9S100I057L044.7 STA. 388+75

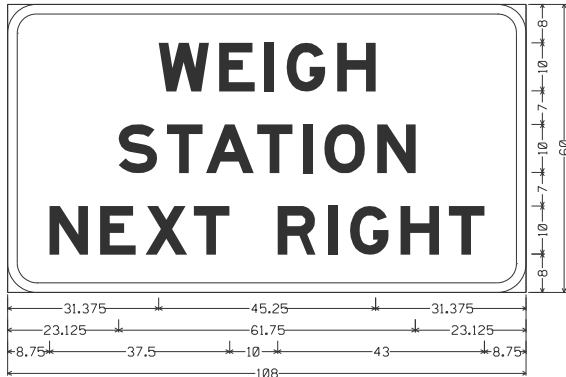
MODEL: 388+75 Truss Span (Sheet)
FILE NAME: c:\volkert_pw_workingdir\betsy.witt\0349731\0978798-sh-sign-details.dgn

 CIVIL DESIGN, INC. WBE DBE EFFINGHAM, IL LICENSE #184.003222	USER NAME = betsy.witt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGN DETAILS INTERSTATE 57					F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -		57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	214					
	PLOT SCALE = \$SCALE\$	CHECKED -	REVISED -		CONTRACT NO. 78798									
	PLOT DATE = 8/27/2024	DATE -	REVISED -		ILLINOIS FED. AID PROJECT									
					SCALE:	SHEET 4	OF 5 SHEETS	STA.	TO STA.					



D8-3.84x78;
5.0" Radius, 2.0" Border, White on, Green;
"WEIGH", E 2K specified length; "STATION", E 2K specified length;
Arrow Custom - 30.0" 53';

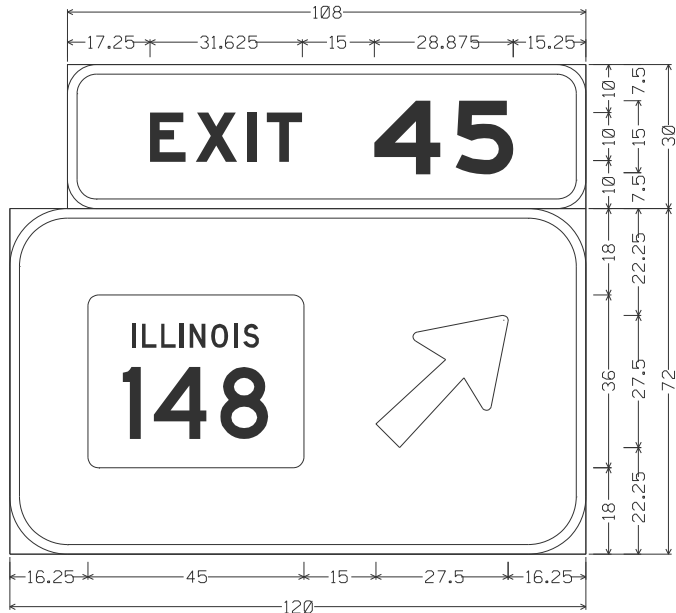
TO BE USED WITH S.N. 9C100I057L047.3 STA. 247+00
AND BREAK AWAY STA. 261+60



D8-2 ;
6.000" Radius, 2.000" Border, White on, Green;
"WEIGH", E Mod; "STATION", E Mod; "NEXT RIGHT", E Mod;
Table of letter and object lefts

W	E	I	G	H				
31.375	44.000	53.500	58.125	68.625				
S	T	A	T	I	O	N		
23.125	33.125	41.250	52.000	61.375	66.000	76.875		
N	E	X	T	R	I	G	H	T
8.750	19.250	28.750	38.750	56.250	66.750	71.250	81.875	91.875

TO BE USED WITH BREAK AWAY STA. 255+48



E1-5P ST-STRUCTURAL;
6.000" Radius, 2.000" Border, White on, Green;
"EXIT", E Mod; "45", E Mod;

E1-1 ST-STRUCTURAL;
12.000" Radius, 2.000" Border, White on, Green;
Arrow 160 - 35.000" 45';
Table of letter and object lefts

E	X	I	T	4	5
17.250	26.750	37.375	41.500	63.875	80.875
16.250	76.250				

TO BE USED WITH S.N. 9B100I057L045.5 STA. 363+52
& 9B100I057R045.5 STA. 363+52 AND STA. 363+98

MODEL: Untitled-7 [Sheet]
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USER NAME = betsy.witt	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED -	REVISED -
PLOT DATE = 8/27/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGN DETAILS
INTERSTATE 57

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	215
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

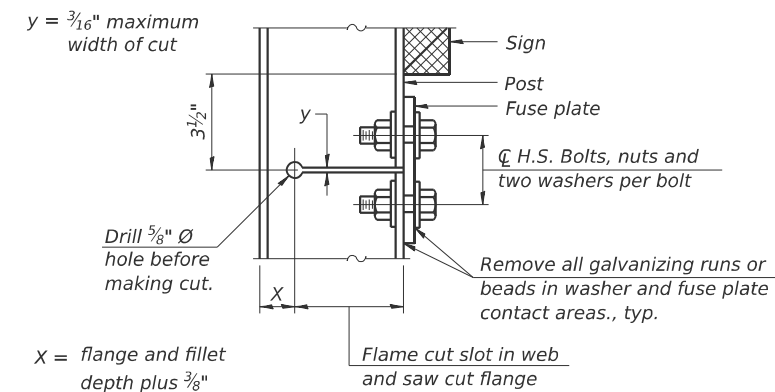




Furnish two 0.01" thick and two 0.03" thick stainless steel or brass (ASTM B36) shims per post.



FUSE PLATE DATA		
N = Bolt Diameter	G	H
1/2"	2"	1 1/8"
5/8"	2 1/4"	1 1/4"
3/4"	2 1/2"	1 3/8"
7/8"	2 3/4"	1 1/2"
1"	3"	1 5/8"
1 1/8"	3 1/4"	1 3/4"
1 1/4"	3 1/2"	1 7/8"



DETAIL H



GENERAL NOTES

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

LOADING: 80 m.p.h. wind with 30% gust factor, normal to sign.

DESIGN STRESSES:
Structural steel - 20,000 p.s.i.
Reinforcing steel - 20,000 p.s.i.
Concrete - 1,400 p.s.i.
Footing soil pressure - 2,000 p.s.f.

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

Work this sheet with Base Sheet BAW-A-2.

(Sheet 1 of 2)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BREAK-AWAY WIDE FLANGE STEEL SIGN POST DETAILS

SCALE:	SHEET 1	OF 2	SHEETS	STA.	TO STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	217
CONTRACT NO. 78798				
ILLINOIS		FED. AID PROJECT		

ILLINOIS	FED. AID PROJEC
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MODEL: BAW-A-1 [Sheet]
FILE NAME: c:\volkert pw working\dr\betys.witt\0349731\0978798-sht-break-away-sign-post-details.dgn

GENERAL NOTES

DESIGN: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals. ("AASHTO Specifications")

CONSTRUCTION: Current (at time of letting) Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, Supplemental Specifications and Special Provisions. ("Standard Specifications")

LOADING: 90 M.P.H. WIND VELOCITY

WALKWAY LOADING: Dead load plus 500 lbs. concentrated live load.

DESIGN STRESSES:

Field Units
f_c = 3,500 p.s.i.
f_y = 60,000 p.s.i. (reinforcement)

WELDING: All welds to be continuous unless otherwise shown. All welding to be done in accordance with current AWS D1.1 and D1.2 Structural Welding Codes (Steel and Aluminum) and the Standard Specifications.

MATERIALS: Aluminum Alloys as shown throughout plans. All Structural Steel Pipe shall be ASTM A53 Grade B or A500 Grade B or C. If A500 pipe is substituted for A53, then the outside diameter shall be as detailed and wall thickness greater than or equal to A53. All Structural Steel Plates and Shapes shall conform to AASHTO M270 Gr. 36, Gr. 50 or Gr. 50W*. Stainless steel for shims, sleeves and handhole covers shall be ASTM A240, Type 302 or 304, or another alloy suitable for exterior exposure and acceptable to the Engineer. The steel pipe and stiffening ribs at the base plate for the column shall have a minimum longitudinal Charpy V-Notch (CVN) energy of 15 lb.-ft. at 40° F. (Zone 2) before galvanizing.

FASTENERS FOR ALUMINUM TRUSSES: All bolts noted as "high strength" must satisfy the requirements of AASHTO M164 (ASTM A325), or approved alternate, and must have matching lock nuts. Threaded studs for splices (if Members interfere) must satisfy the requirements of ASTM A449, ASTM A193, Grade B7, or approved alternate, and must have matching lock nuts. Bolts and lock nuts not required to be high strength must satisfy the requirements of ASTM A307. All bolts and lock nuts must be hot dip galvanized per AASHTO M232. The lock nuts must have nylon or steel inserts. A stainless steel flat washer conforming to ASTM A240 Type 302 or 304, is required under both head and nut or under both nuts where threaded studs are used. High strength bolt installation shall conform to Article 505.04 (f) (2)d of the IDOT Standard Specifications for Road and Bridge Construction. Rotational capacity ("ROCAP") testing of bolts will not be required.

U-BOLTS AND EYEBOLTS: U-Bolts and Eyebolts must be produced from ASTM A276 Type 304, 304L, 316 or 316L, Condition A, cold finished stainless steel, or an equivalent material acceptable to the Engineer. All nuts for U-Bolts and Eyebolts must be lock nuts equivalent to ASTM A307 with nylon or steel inserts and hot dip galvanized per AASHTO M232. A stainless steel flat washer conforming to ASTM A240, Type 302 or 304, is required under each U-Bolt and Eyebolt lock nut.

GALVANIZING: All Steel Grating, Plates, Shapes and Pipe shall be Hot Dip Galvanized after fabrication in accordance with AASHTO M111. Painting is not permitted.

ANCHOR RODS: Shall conform to ASTM F1554 Gr. 105.

CONCRETE SURFACES: All concrete surfaces above an elevation 6" below the lowest final ground line at each foundation shall be cleaned and coated with Concrete Sealer in accordance with the Standard Specifications.

REINFORCEMENT BARS: Reinforcement Bars designated (E) shall be epoxy coated in accordance with the Standard Specifications.

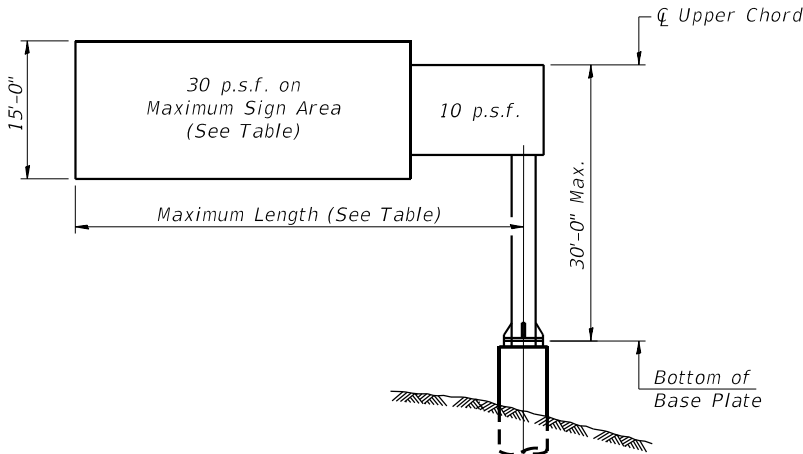
FOUNDATIONS: The contract unit price for Drilled Shaft Concrete Foundations shall include reinforcement bars complete in place.

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
OVERHEAD SIGN STRUCTURE CANTILEVER TYPE II-C-A	Foot	30.0
OVERHEAD SIGN STRUCTURE WALKWAY, TYPE A	Foot	20.0
DRILLED SHAFT CONCRETE FOUNDATIONS	Cu. Yds.	6.8

Structure Number	Station	Design Truss Type	Cantilever Length (L)	Elev. A	Dim. D	Ds	Total Sign Area
9C1001057L047.3	247+00	II-C-A	30'-0"	493.63	20'-0"	6'-6"	45.5

Truss Type	Maximum Sign Area	Maximum Length
I-C-A	170 Sq. Ft.	25 Ft.
II-C-A	340 Sq. Ft.	30 Ft.
III-C-A	400 Sq. Ft.	40 Ft.



DESIGN WIND LOADING DIAGRAM

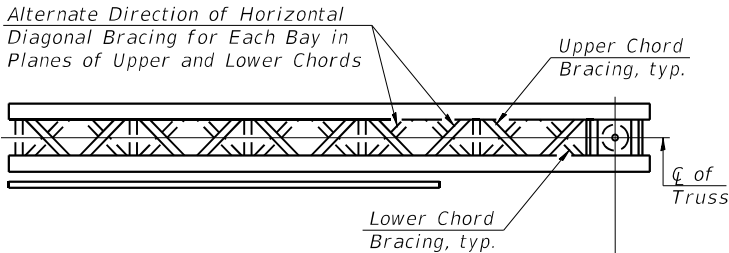
Parameters shown are basis for I.D.O.T. Standards
Installations not within dimensional limits shown
require special analysis for all components.

Note:

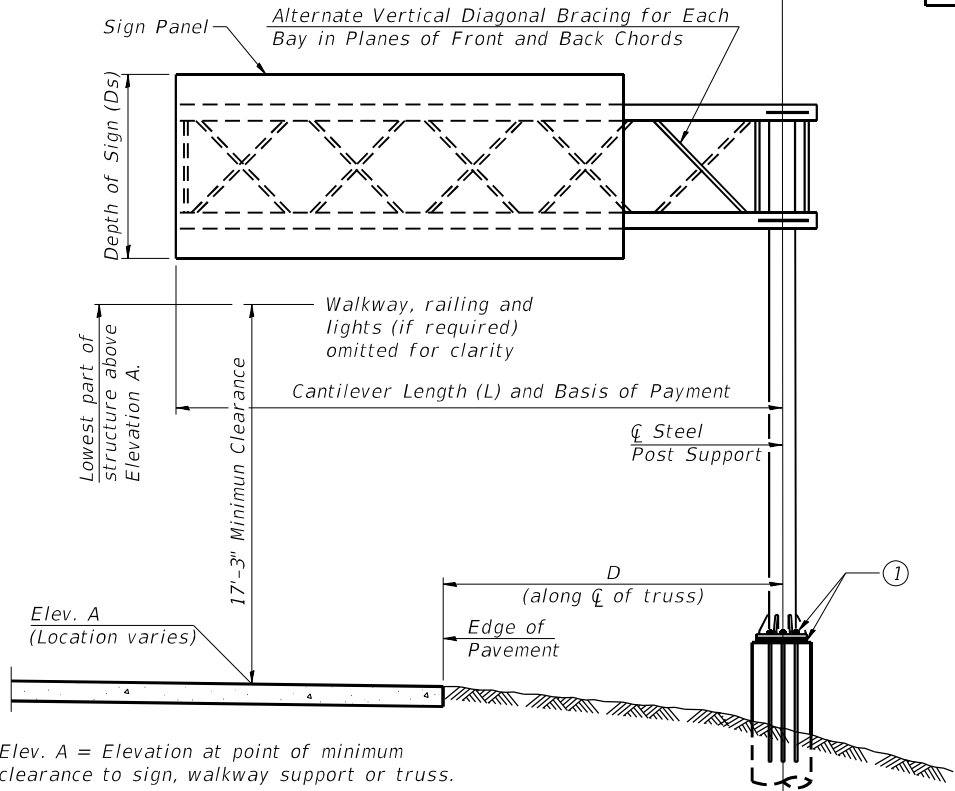
Trusses shall be shipped individually with adequate provision to prevent detrimental motion during transport. This may require ropes between horizontals and diagonals or energy dissipating (elastic) ties to the vehicle. The contractor is responsible for maintaining the configuration and protection of the trusses.

- ① After adjustments to level truss and insure adequate vertical clearance, all top and leveling nuts shall be tightened against the base plate with a minimum torque of 200 lb.-ft. Stainless steel mesh shall then be placed around the perimeter of the base plate. Secure to base plate with stainless steel banding.

* If M270 Gr. 50W (M222) steel is proposed, chemistry for plate to be used shall first be approved by the Engineer as suitable for galvanizing and welding.



TYPICAL PLAN
(Walkway not shown)



Elev. A = Elevation at point of minimum clearance to sign, walkway support or truss.

TYPICAL ELEVATION

Looking in Direction of Traffic

Sign support structures may be subject to damaging vibrations and oscillations when sign panels are not in place during erection or maintenance of the structure. To avoid these vibrations and oscillations, consideration should be given to attaching temporary blank sign panels to the structure.

OSC-A-1

2-17-2017



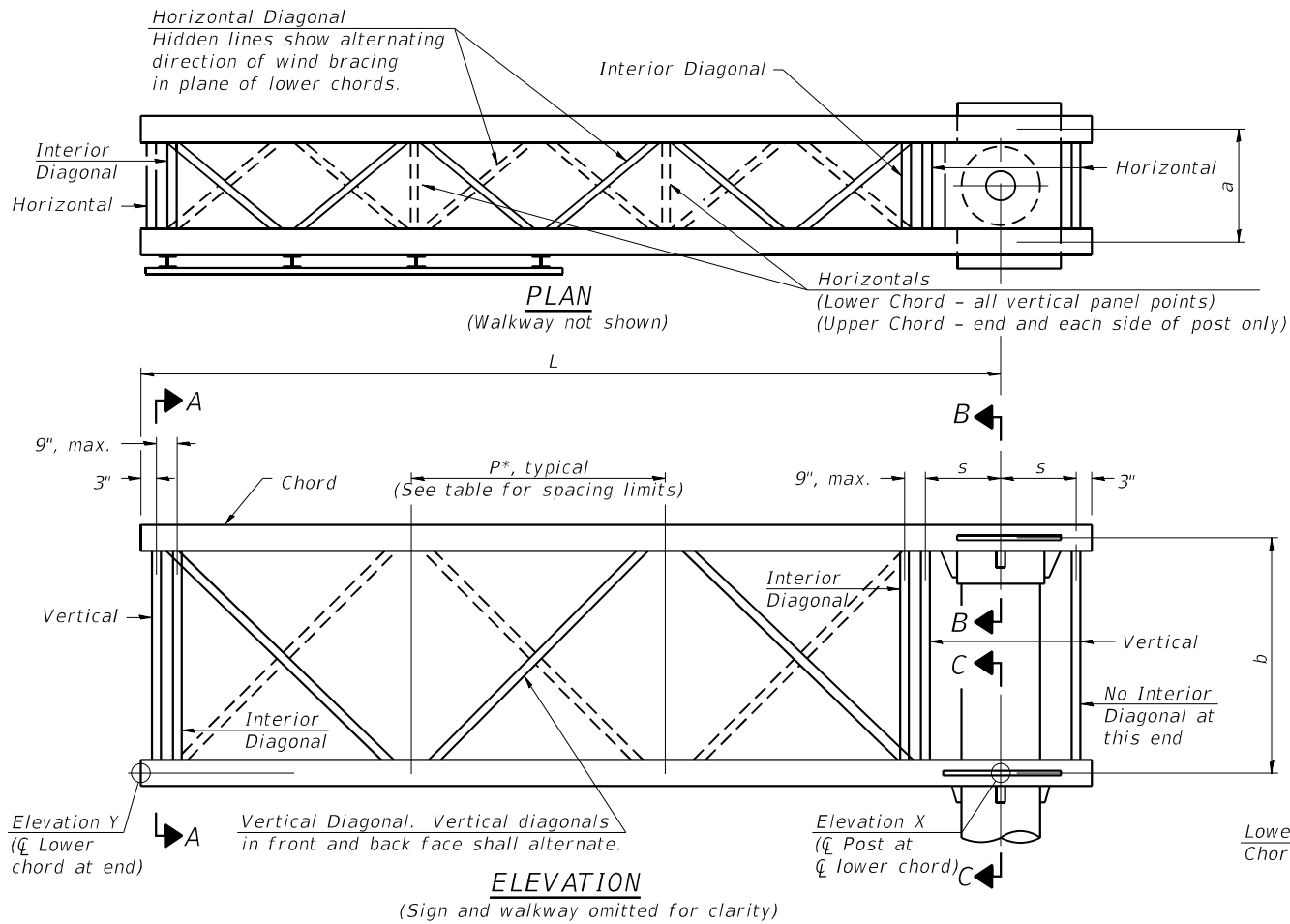
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	DRAWN - JGS	REVISED -
PLOT SCALE = \$SCALES	CHECKED - RT	REVISED -
PLOT DATE = 8/28/2024	DATE - 8/23/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANTILEVER SIGN STRUCTURES – GENERAL PLAN & ELEVATION
ALUMINUM TRUSS & STEEL POST

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-8,X1-7-I,X1-7,X1-6-1)R-2	WILLIAMSON	614	219
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				



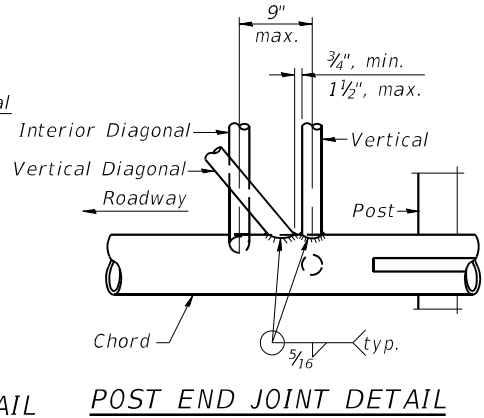
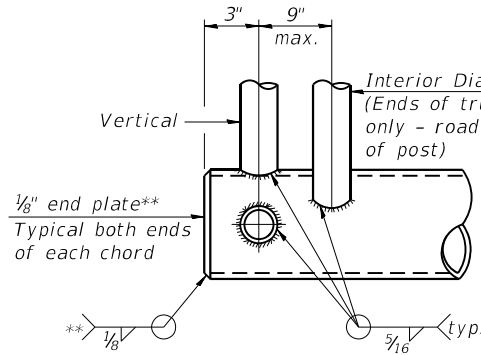
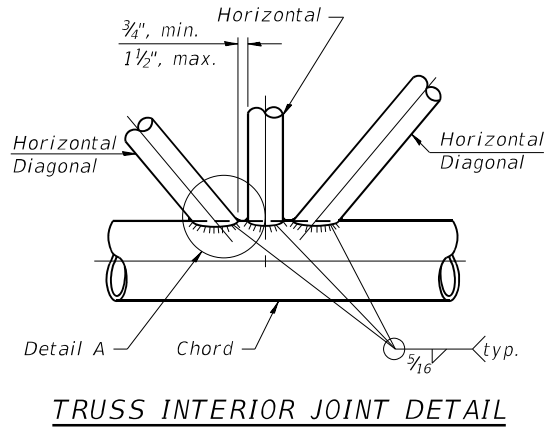
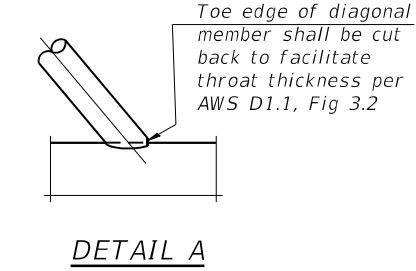
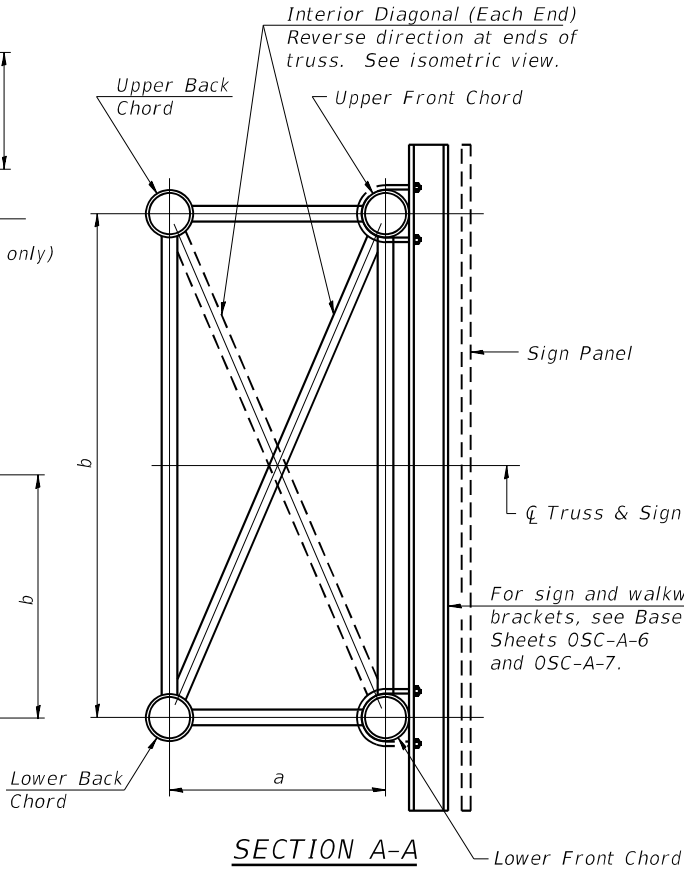
Note:
There are twice as many horizontal diagonals as there are vertical diagonals.

TRUSS UNIT TABLE

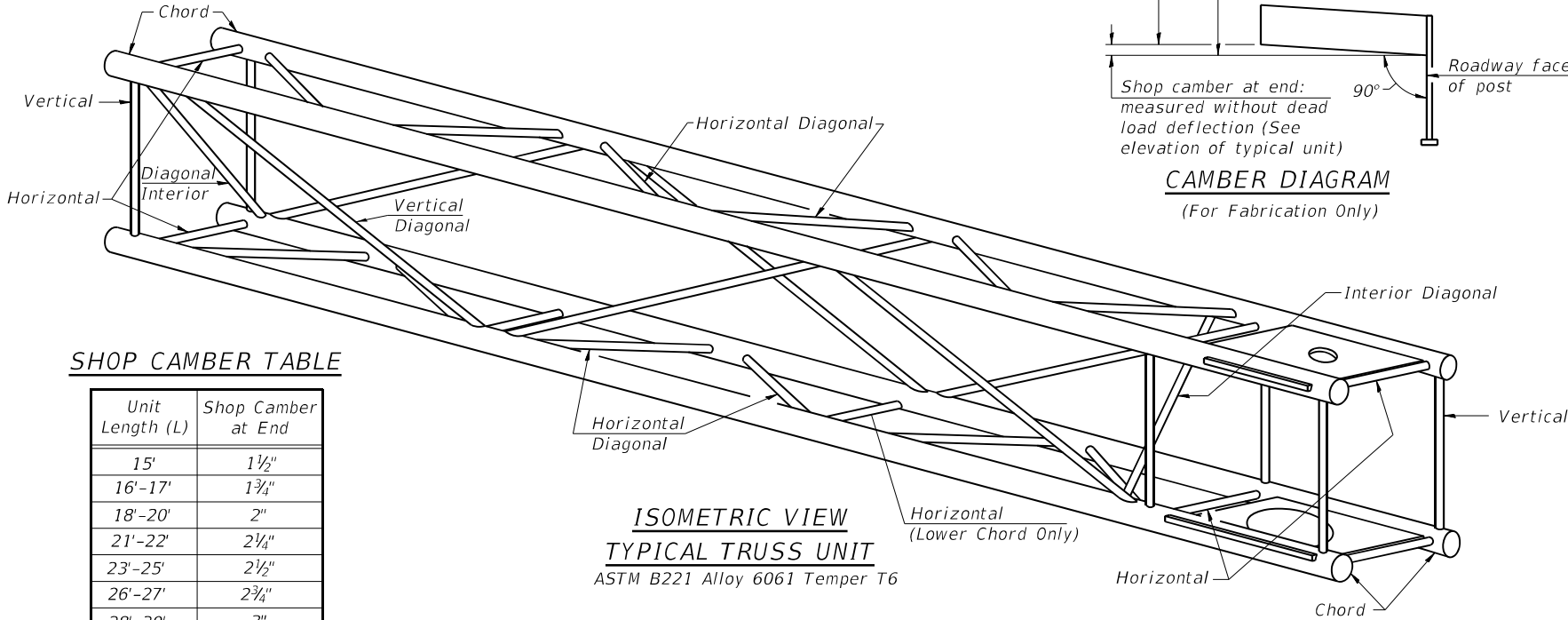
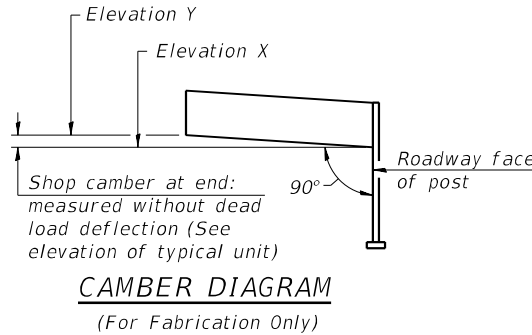
Truss Type	Dimension "a"	Dimension "b"	Dimension "s"	Limits for Panel Spacing (P)*	Up. & Low. Chord				Verticals; Horizontals; Vertical, Horizontal, and Interior Diagonals			
					O.D.	Wall	O.D.	Wall	O.D.	Wall	O.D.	Wall
I-C-A	24"	54"	16"	36" min. to 48" max.	5"	5/16"	2 1/2"		5/16"			
II-C-A	36"	66"	21"	42" min. to 54" max.	6 1/2"	5/16"	3 1/4"		5/16"			
III-C-A (35' Max.)	36"	84"	21"	48" min. to 66" max.	7"	3/8"	3 1/2"		3/8"			
III-C-A (>35' to 40')	36"	84"	21"	48" min. to 66" max.	8"	3/8"	3 1/2"		3/8"			

$$*p = \frac{L-s-3"}{\# \text{ Panels}}$$

Structure Number	Station	Truss Type	Design Length (L)	Number of Panels Per Unit	Panel Length (P)*
9C1001057L047.3	247+00	II-C-A	30'-0"	7	4'-0"



** Contractor may alternatively use standard aluminum drive-fit cap to close ends.
1/2" Ø Drain hole in end plate / drive-fit cap.



SHOP CAMBER TABLE

Unit Length (L)	Shop Camber at End
15'	1 1/2"
16'-17'	1 3/4"
18'-20'	2"
21'-22'	2 1/4"
23'-25'	2 1/2"
26'-27'	2 3/4"
28'-30'	3"
31'-32'	3 1/4"
33'-35'	3 1/2"
36'-37'	4"
38'-40'	4 1/2"

OSC-A-2

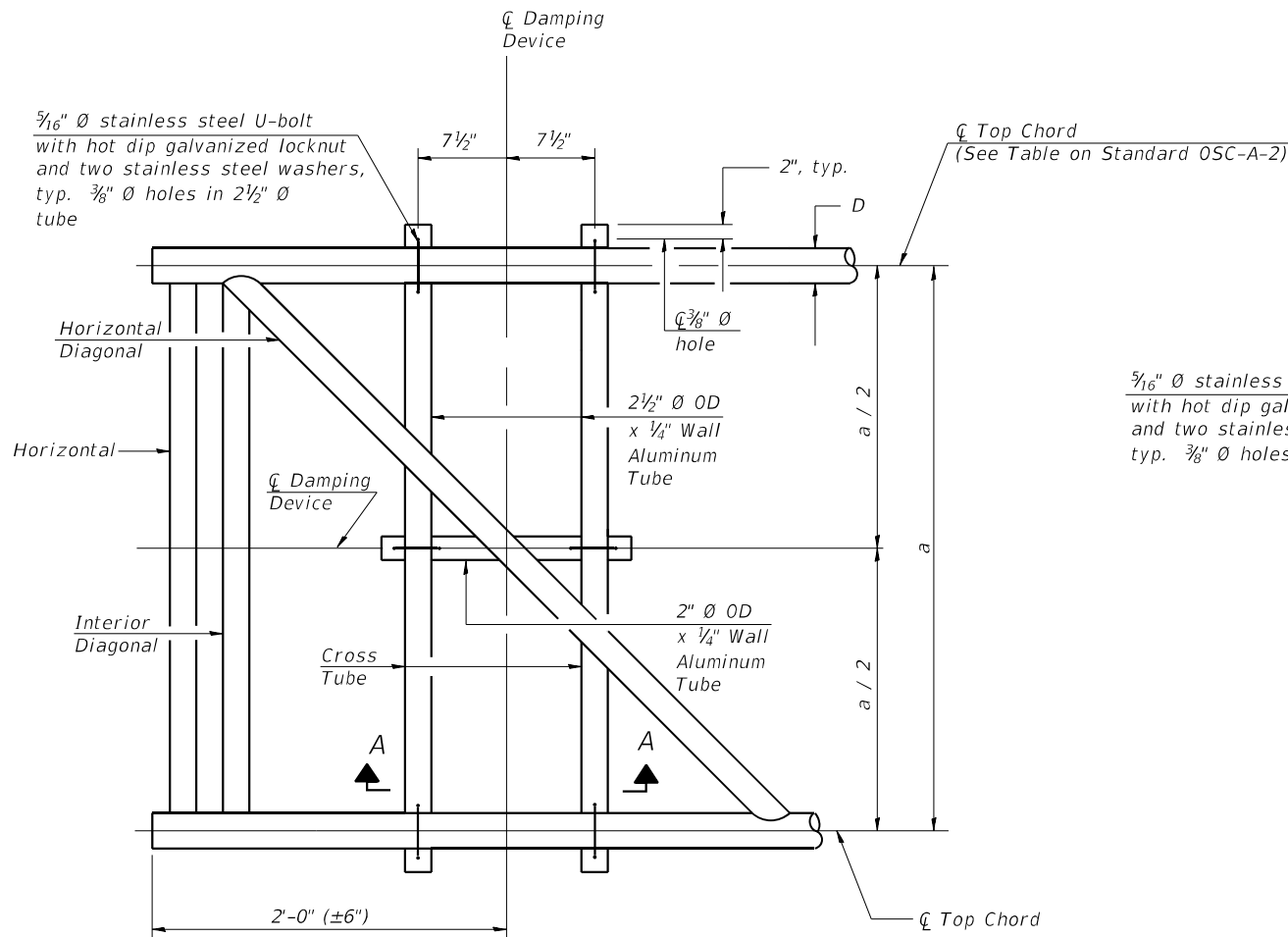
2-17-2017

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

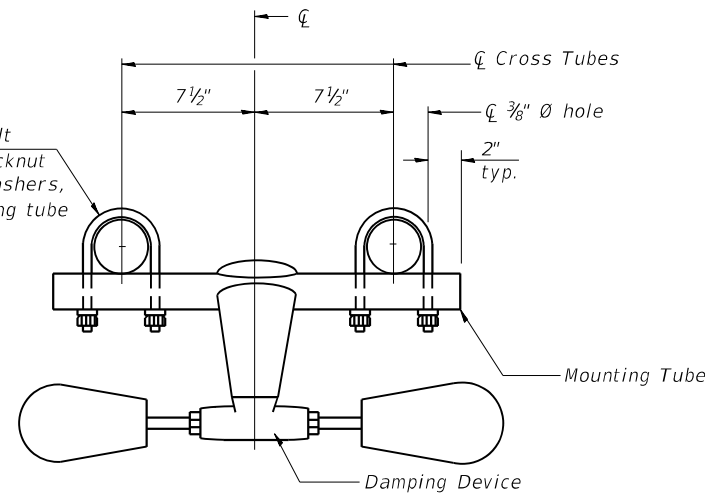
CANTILEVER SIGN STRUCTURES - TRUSS DETAILS
ALUMINUM TRUSS & STEEL POST

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

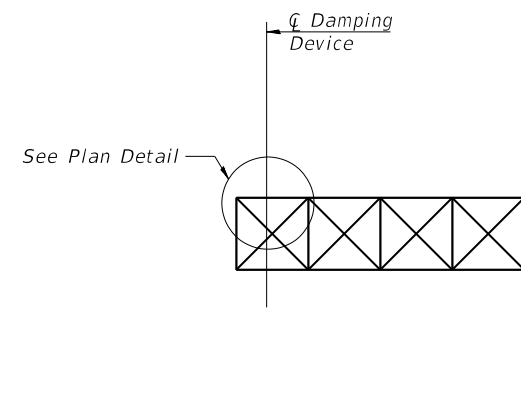
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	220
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				



PLAN DETAIL



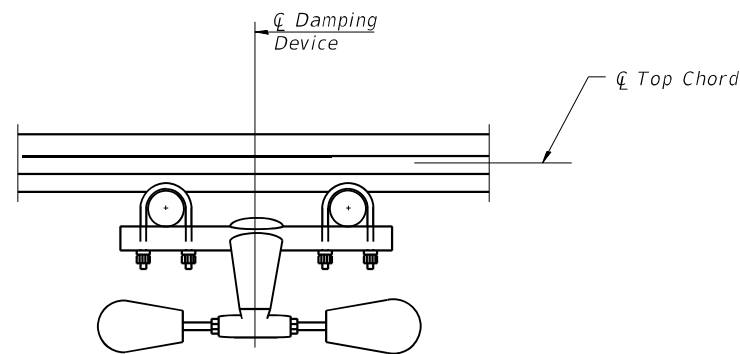
TRUSS DAMPING
DEVICE CONNECTION DETAIL



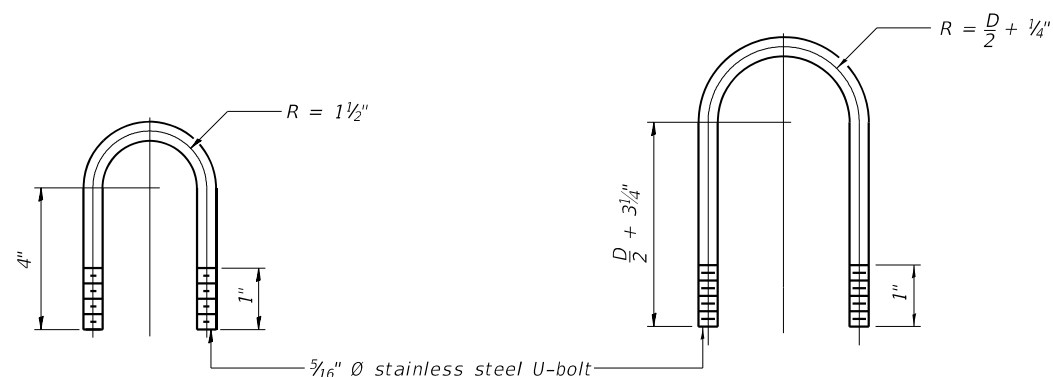
ELEVATION
Aluminum Cantilever
Sign Structure

GENERAL NOTES

- Damper: One damper per truss. (31 lbs. Stockbridge-Type Aluminum-29" minimum between ends of weights)
- Materials: Aluminum tubes shall be ASTM B221 alloy 6061 temper T6



SECTION A-A



DAMPING DEVICE MOUNTING
TUBE U-BOLT DETAIL
(Typical)

TOP CHORD TO CROSS TUBE
U-BOLT DETAIL
(Typical)

OSC-A-D

2-17-2017

MODEL: Default
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DATE: 8/23/2024



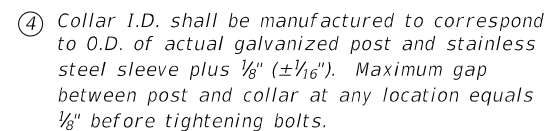
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

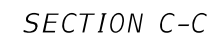
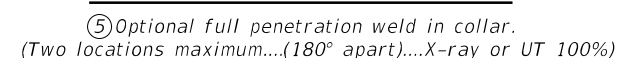
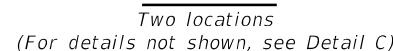
CANTILEVER SIGN STRUCTURE
DAMPING DEVICE

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	221
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				



Bolts, washers (including contoured washers), and locknuts shall be stainless steel.

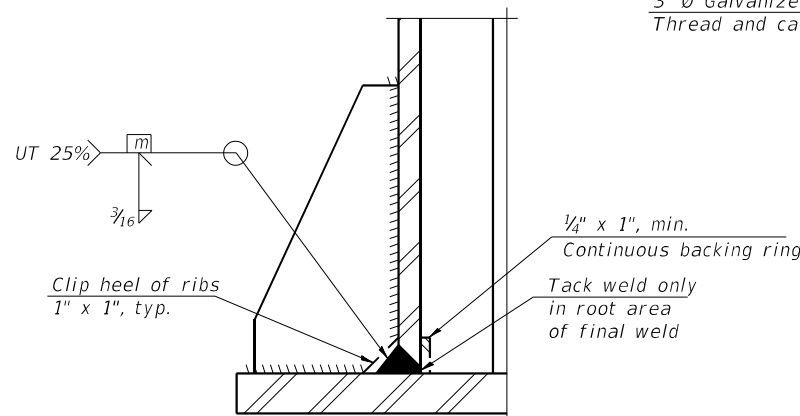
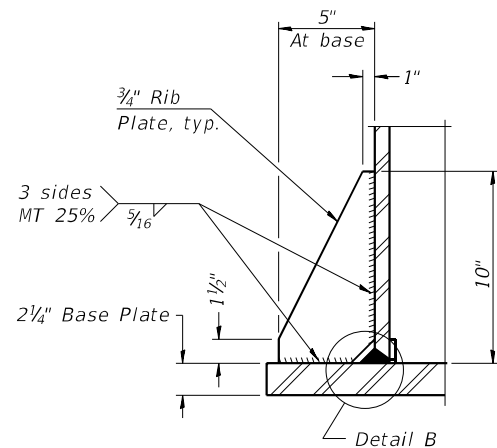
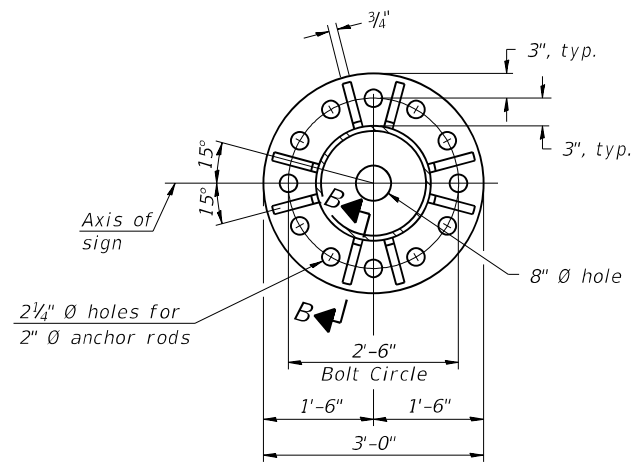


Bolt Size	Contoured Washers	
	Hole Dia.	B
7/8"	1"	2 1/2"
1"	1 1/8"	3"
1 1/4"	1 3/8"	3 1/4"

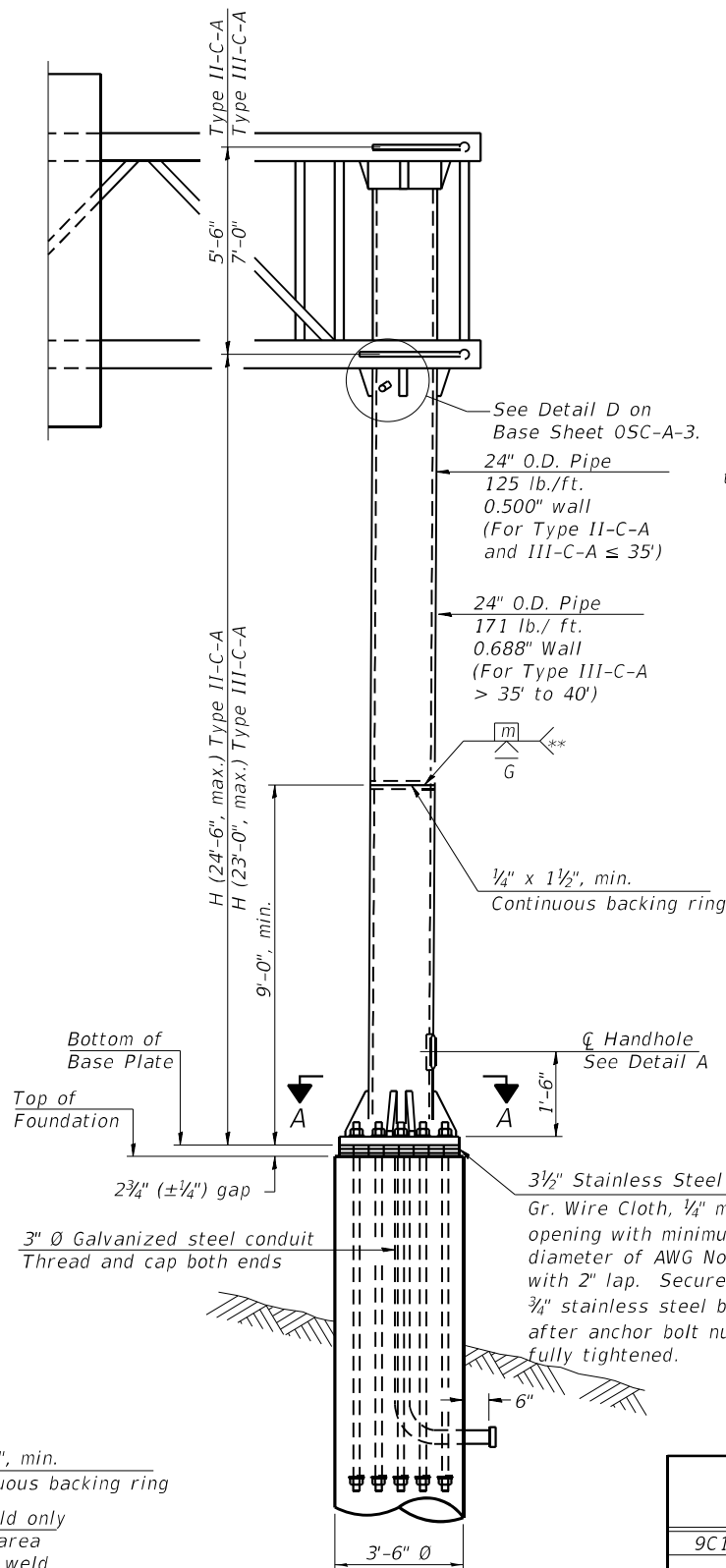
Weld to post after galvanizing.
(Prepare post surface to insure
tight, uniform fit and allow welding.)
Welds to be 1½" long at 6" cts.
along top edge and at ¼" opening.

Truss Type	Post Size	Upper & Lower Connection Bolt Diameter ③	Lower Juncture Bolt Spacing Dimension "c" ③	Opening in Cap Plate "HH"	Collar Thickness (t)	Side Ribs	
						x	y
I-C-A	16" Ø (83#/'')	7/8"	3 1/4"	8"	5/8"	1 3/4"	2 1/4"
II-C-A	24" Ø (125#/'')	1"	3 1/2"	12"	7/8"	2"	1 1/4"
III-C-A (35' max.)	24" Ø (125#/'')	1 1/4"	3 1/2"	12"	7/8"	2"	1"
III-C-A (>35' to 40')	24" Ø (171#/'')	1 1/4"	3 1/2"	12"	7/8"	2"	1"

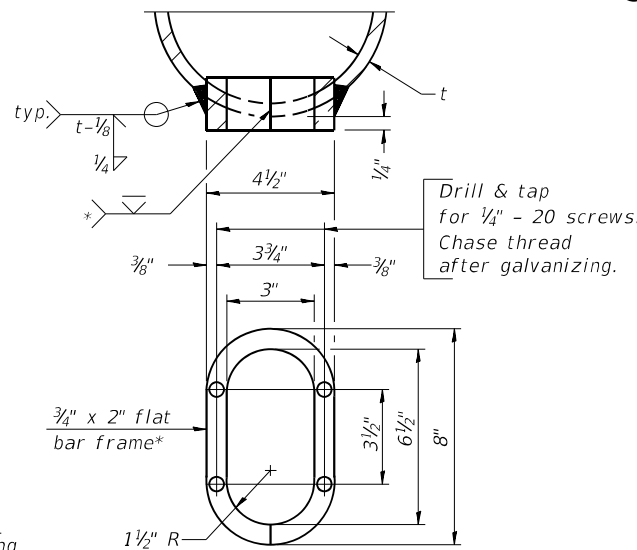
- ① Grind top if required to fully seat aluminum plate and stainless steel sheet.
- ② After tightening lower connection bolts, fill gap with non-hardening, silicone caulk suitable for exterior exposure and acceptable to the Engineer. Cost is included in Overhead Sign Structure Cantilever.
- ③ Upper and lower connection bolts in collar and bolts at lower chord connection shall be high strength with matching locknuts. Connection bolts shall have 2 stainless steel flat washers each.



(Typical rib)

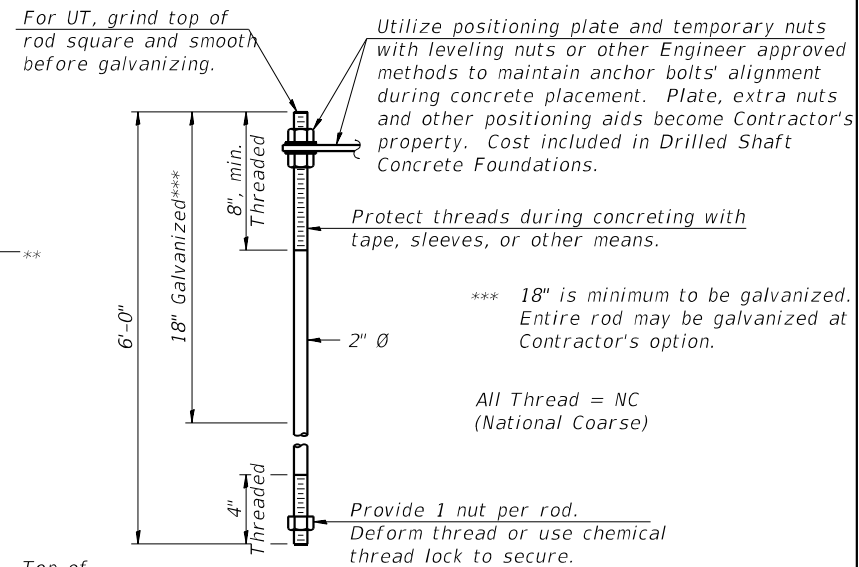
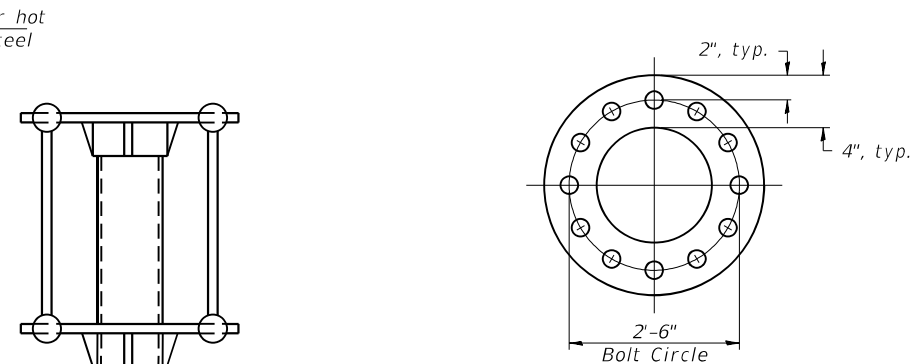


For Foundation Details
see Base Sheet OSC-A-9.



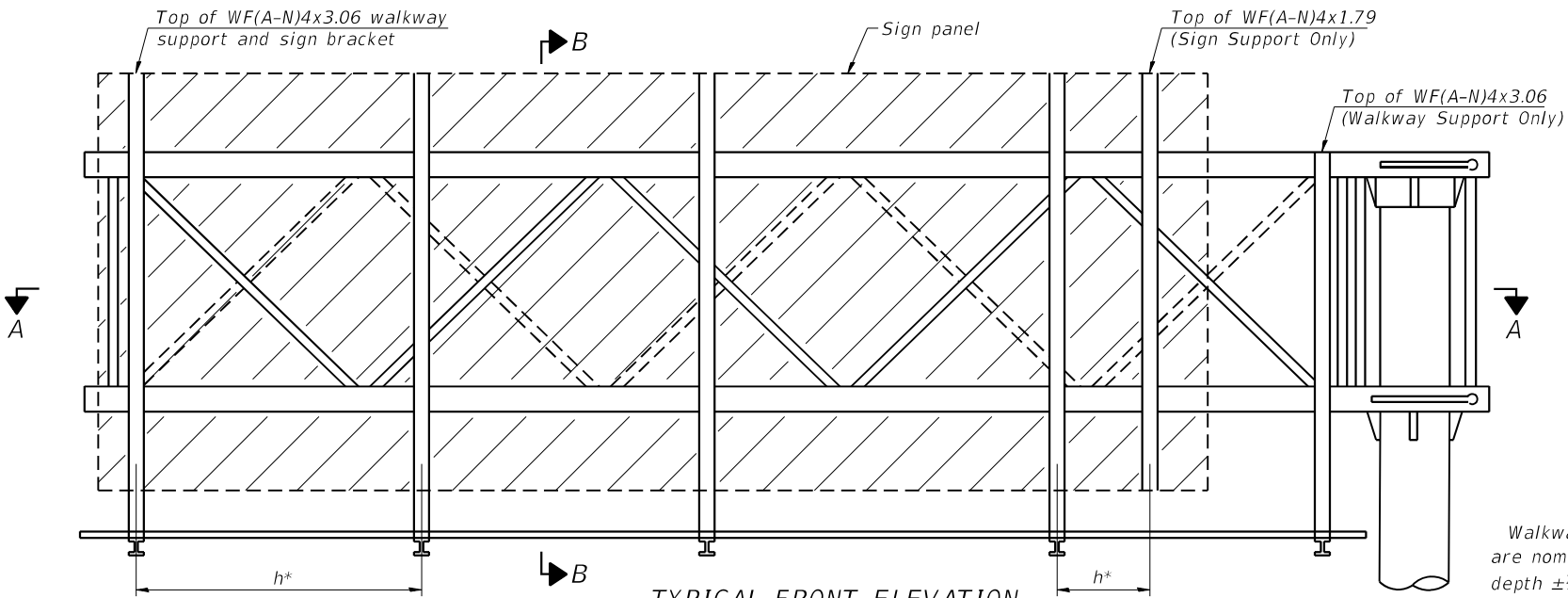
DETAIL A

* Bent bars may be butt welded top and bottom or bottom only. In lieu of fabricated handhole frame as shown, may cut from 2" plate (rolling direction vertical). All cut faces to be ground to ANSI Roughness of 500μ in or less.

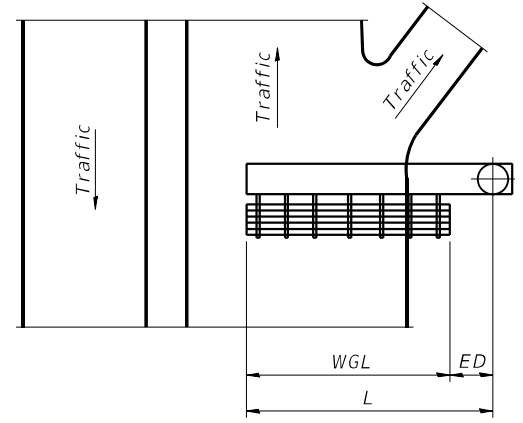


*Anchor rods shall conform to ASTM F1554 Grade 105. Galvanize the upper 18" (minimum***) and associated AASHTO M291, Grade A, C or DH heavy hex nuts and hardened washers per AASHTO M232. No welding shall be permitted on rods. Provide a nut at bottom, a hexagon locknut and washer above base plate and a leveling nut and washer below base plate. Nuts shall each be tightened with 200 lb.-ft. minimum torque against base plate. Before or after threading, but before galvanizing, each anchor rod shall be ultrasonically tested (UT) by a Level II or III inspector, qualified in accord with ANSI guidelines, to insure no rejectable flaws exist in the upper 18" (tension criteria). Cost of testing included in Drilled Shaft Concrete Foundations.*

[illegible]

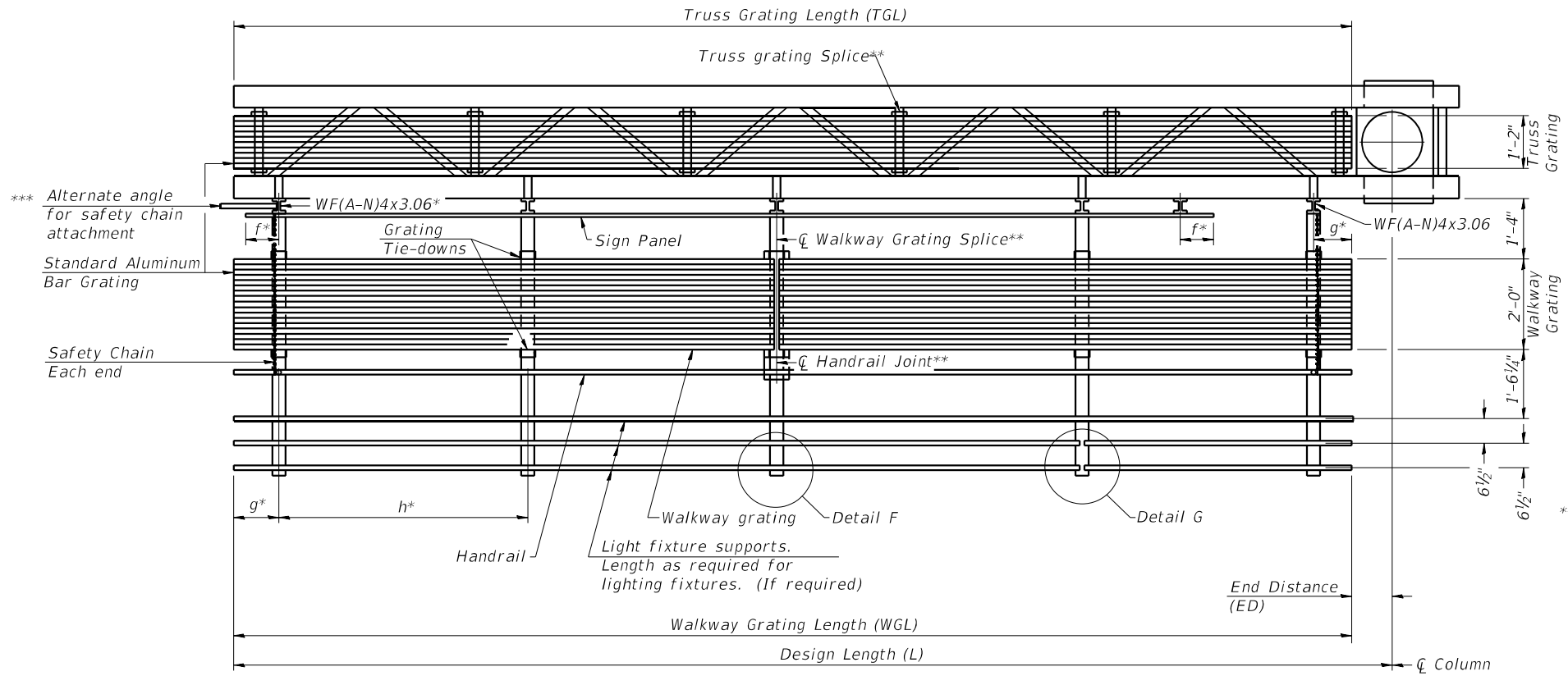


TYPICAL FRONT ELEVATION
With lights and handrail omitted for clarity.



PLAN
WALKWAY AND HANDRAIL SKETCH
(Road plan beneath truss varies)

Walkway and truss grating dimensions are nominal and may vary (width $\pm\frac{1}{2}$ ", depth $\pm\frac{1}{2}$ ") based on available standard widths.



SECTION A-A

Truss grating to facilitate inspection shall run full length of cantilevers. Cost of truss grating is included in Overhead Sign Structure Cantilever.

Handrail and walkway grating shall span a minimum of three brackets between splices.
** Use and location of handrail joints or grating splices are optional, based on lengths needed and material availability.

$$TGL = L - \left(\frac{\text{Post O.D.}}{2} + 6'' \right)$$

Structure Number	Station	WGL	ED	TGL
9C1001057L047.3	247+00	20'-0"	10'-0"	28'-6"

Notes:
Space walkway brackets WF(A-N)4x3.06 and sign brackets WF(A-N)4x1.79 for efficiency and within limits shown:

f = 12" maximum, 4" minimum (End of sign to ϕ of nearest bracket)
g = 12" maximum, 4" minimum (End of walkway to ϕ of nearest bracket)
h = 6'-0" maximum (ϕ to ϕ sign and/or walkway support brackets, WF(A-N)4x1.79 or WF(A-N)4x3.06)

*** If walkway bracket at safety chain location is behind sign, add angle to bracket. See alternate safety chain attachment on base sheet OSC-A-8

For details of sign placement, sign/walkway brackets, truss and walkway gratings, grating splices and Section B-B, see Base Sheet OSC-A-7.
For details of handrail, handrail joint, safety chain and Details F and G, see Base Sheet OSC-A-8.

BRACKET TABLE

WF(A-N)4x1.79 or WF(A-N)4x3.06 ASTM B308, Alloy 6061-T6		
Sign Width		Number Brackets Required
Greater Than	Less Than or Equal To	
	8'-0"	2
8'-0"	14'-0"	3
14'-0"	20'-0"	4
20'-0"	26'-0"	5
26'-0"	32'-0"	6

OSC-A-6

2-17-2017

MODEL: Default
FILE NAME: PlusXX\63XX\63XX\6381 - PTB 207-50 D9 157 Walkert24-Structures\CAD\M5\Aluminum Cantilever\9C100057L047.3-78798-006 - AlumWalkwayDBAAlumTruss\$51Pout.dgn

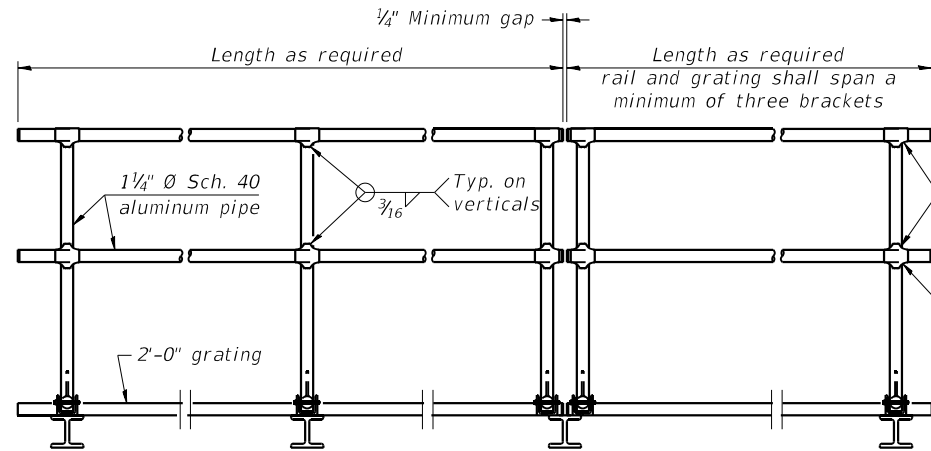
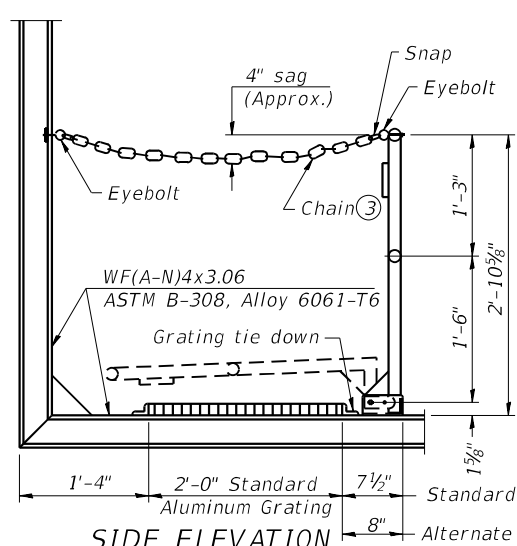


USER NAME = \$USERS	DESIGNED - JGS	REVISED -
	DRAWN - JGS	REVISED -
PLOT SCALE = \$SCALES	CHECKED - RT	REVISED -
PLOT DATE = 8/28/2024	DATE - 8/23/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

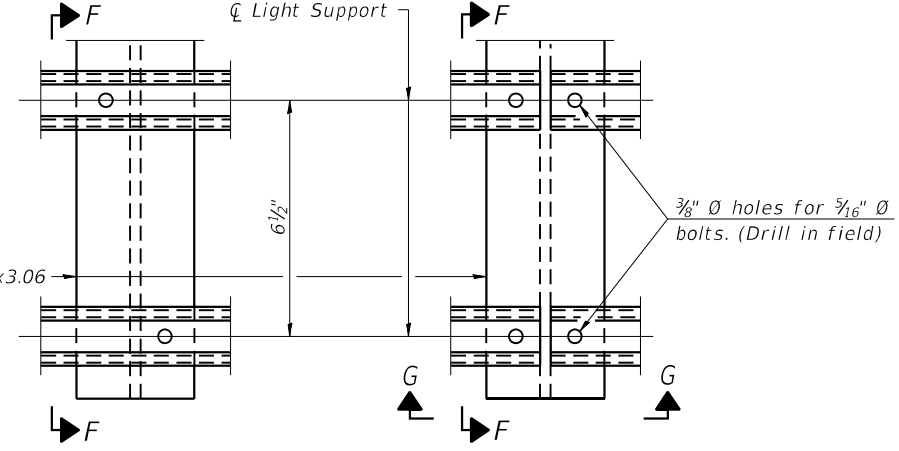
CANTILEVER SIGN STRUCTURES – ALUMINUM WALKWAY DETAILS – ALUMINUM TRUSS & STEEL POST		
SCALE:	SHEET 6 OF 9 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	224
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				



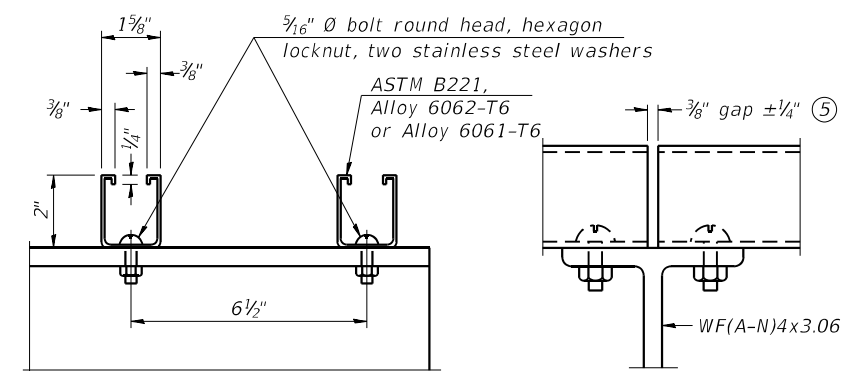
① Install standard force-fit end caps or weld 1/8" end plates with 1/8" c.f.w. and grind smooth. (All rail ends)

Fittings-ASTM B26, Alloy 356-T7 or 1 1/2"Ø aluminum pipe



DETAIL F

DETAIL G

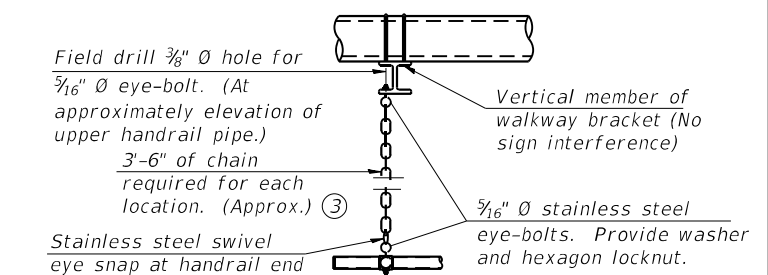


SECTION F-F

SECTION G-G

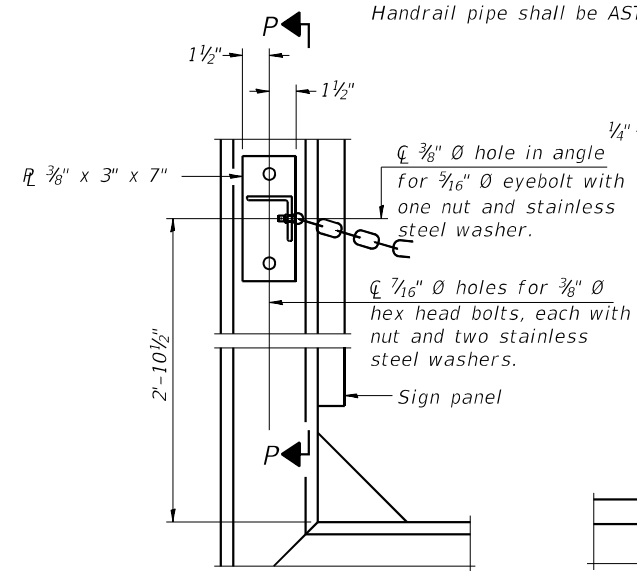
LIGHTING FIXTURE MOUNTS (IF REQUIRED)

⑤ Field cut ends of light support channels shall be free of burrs or hazardous projections and coated with zinc-rich primer or equivalent.



SAFETY CHAIN

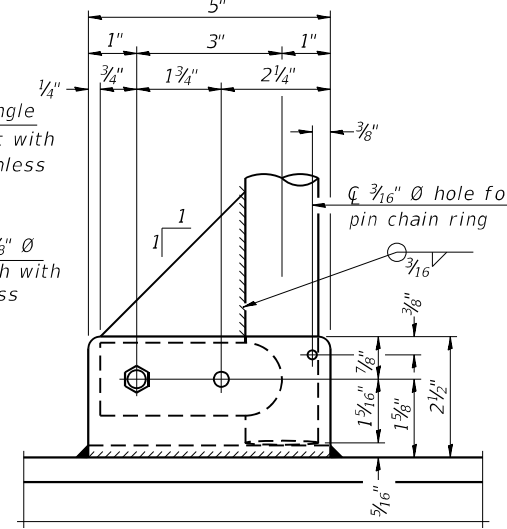
One required for each end of each walkway.



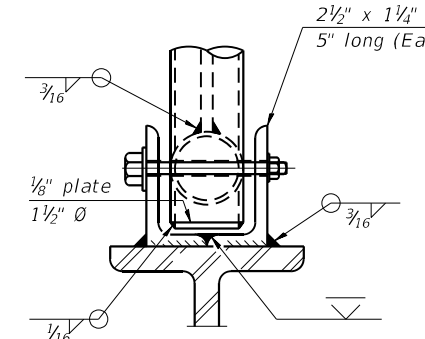
ALTERNATE SAFETY CHAIN ATTACHMENT

(With Sign Present)

Items not shown same as "Side Elevation" of "Handrail Details"

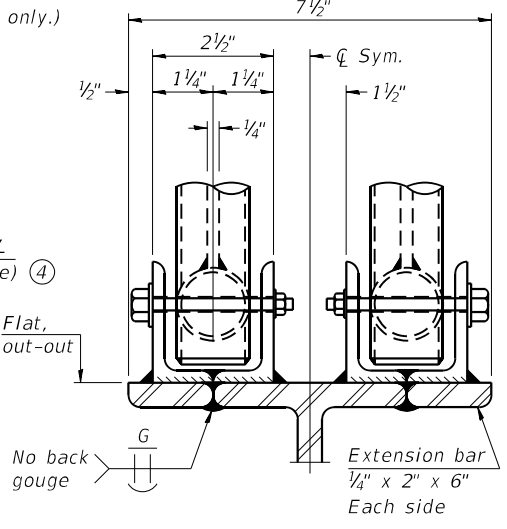


SIDE ELEVATION



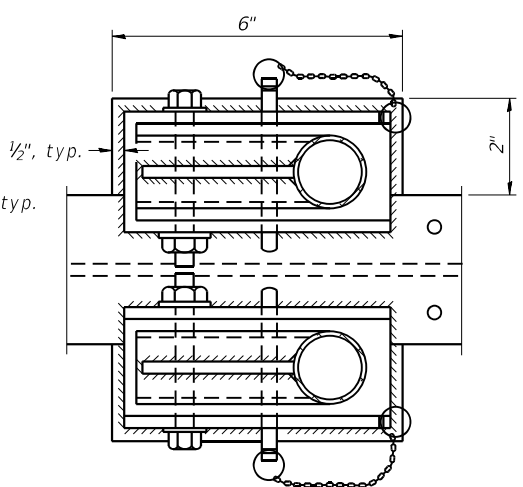
FRONT ELEVATION

Details not shown same as "ELEVATION" at right.



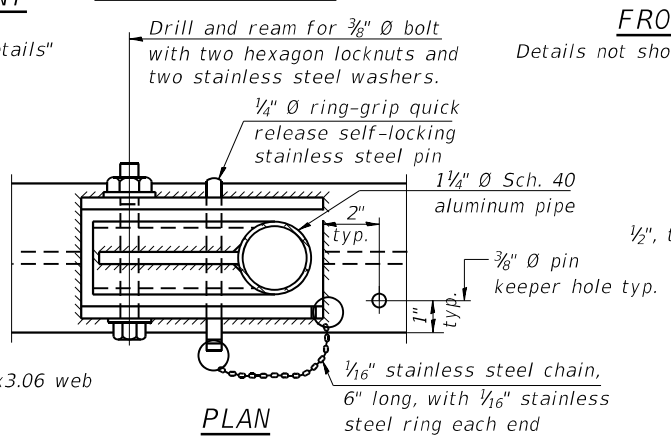
ELEVATION AT HANDRAIL JOINT

Details not shown same as "FRONT ELEVATION"



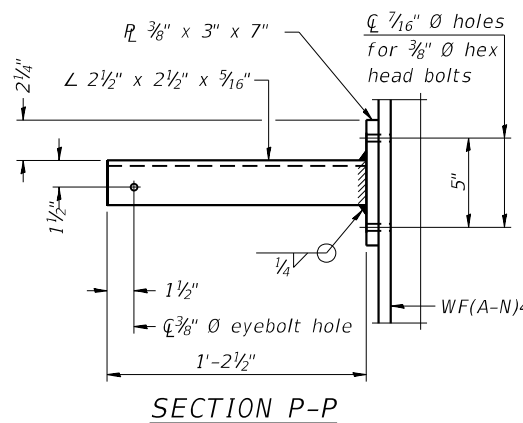
PLAN AT HANDRAIL JOINT

Details not shown same as "PLAN"



DETAIL E HANDRAIL HINGE

PLAN



SECTION P-P

OSC-A-8

2-17-2017

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANTILEVER SIGN STRUCTURES - HANDRAIL DETAILS
ALUMINUM TRUSS & STEEL POST

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-8,X1-7-1,X1-7,X1-6-1,R-2	WILLIAMSON	614	226
CONTRACT NO. 78798				



USER NAME	= \$USERS
DESIGNED	- JGS
DRAWN	- JGS
CHECKED	- RT
DATE	- 8/23/2024

REVIS	-
REVIS	-
REVIS	-
REVIS	-

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

ILLINOIS FED. AID PROJECT

MODEL: Default
FILE NAME: P:\6XXX\62XX-63XX\6281 - PTB 207-50 D9 I-57 Volkert\24-Structures\CAD-MS\Aluminum Cantilever\9C100I057L047.3-78798-009 - Drilled Shaft Foundation Details.dgn

[illegible]OSC-A-9

2-17-2017



USER NAME = \$USERS	DESIGNED - JGS	REVISED -
	DRAWN - JGS	REVISED -
PLOT SCALE = \$SCALES	CHECKED - RT	REVISED -
PLOT DATE = 8/28/2024	DATE - 8/23/2024	REVISED -

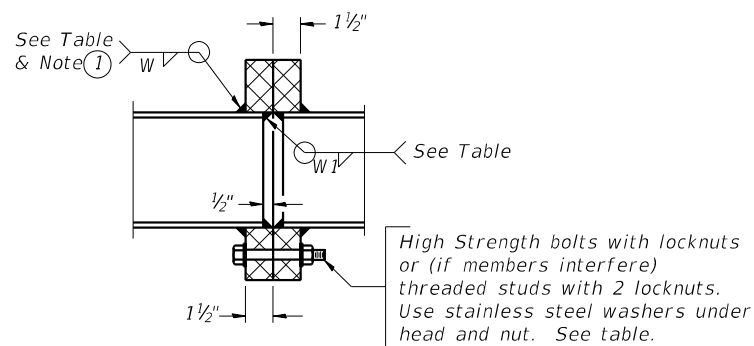
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANTILEVER SIGN STRUCTURES – DRILLED SHAFT ALUMINUM TRUSS & STEEL POST

SCALE:	SHEET 9 OF 9 SHEETS	STA.	TO STA.
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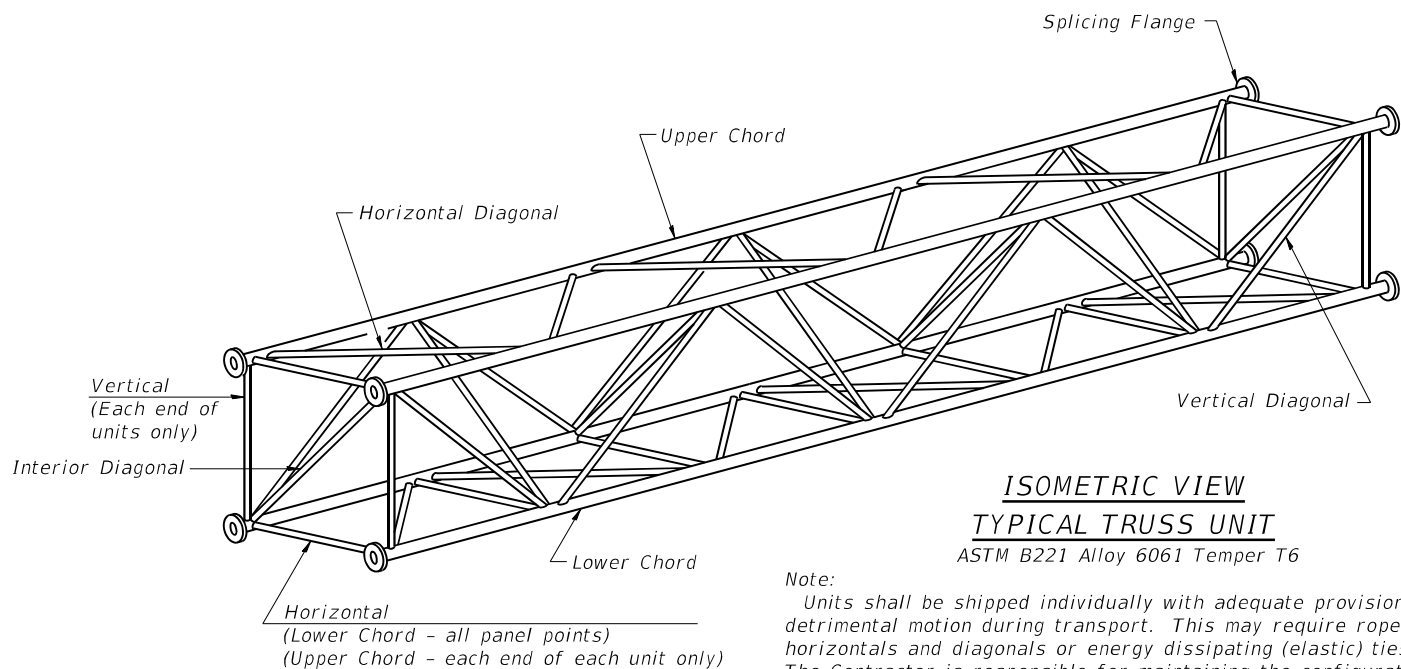
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	227
		CONTRACT NO. 78798		
ILLINOIS		FED. AID PROJECT		

TRUSS UNIT TABLE

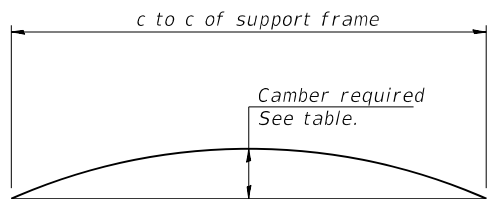
[illegible]

SECTION B-B

- ① *Splicing Flanges shall be attached to each truss unit with the truss shop assembled to camber shown. Truss units shall be in proper alignment and flange surfaces shall be shop bolted into full contact before welding. Sufficient external welds or tacks shall be made to secure flanges until remaining welds are made after disassembly. Adjacent flanges shall be "match marked" to insure proper field assembly.*



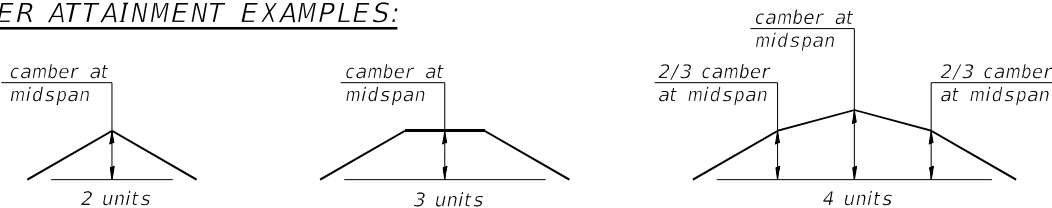
Units shall be shipped individually with adequate provision to prevent detrimental motion during transport. This may require ropes between horizontals and diagonals or energy dissipating (elastic) ties to the vehicle. The Contractor is responsible for maintaining the configuration and protection of the units.



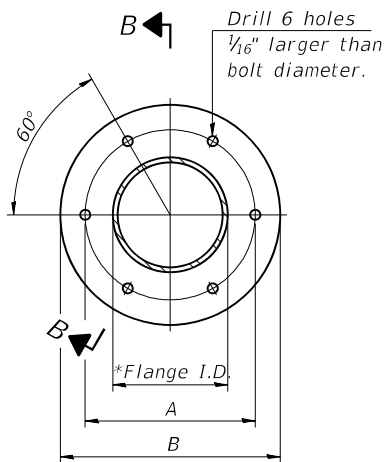
CAMBER DIAGRAM

Camber curve shown is theoretical. Actual camber attained by slope changes at splices between units.

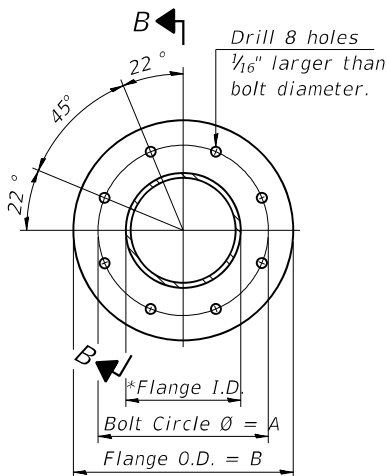
CAMBER ATTAINMENT EXAMPLES:



Camber shown is for fabrication only, measured with truss fully supported. (No-load condition)



TRUSS TYPES I-A, II-A, & III-A

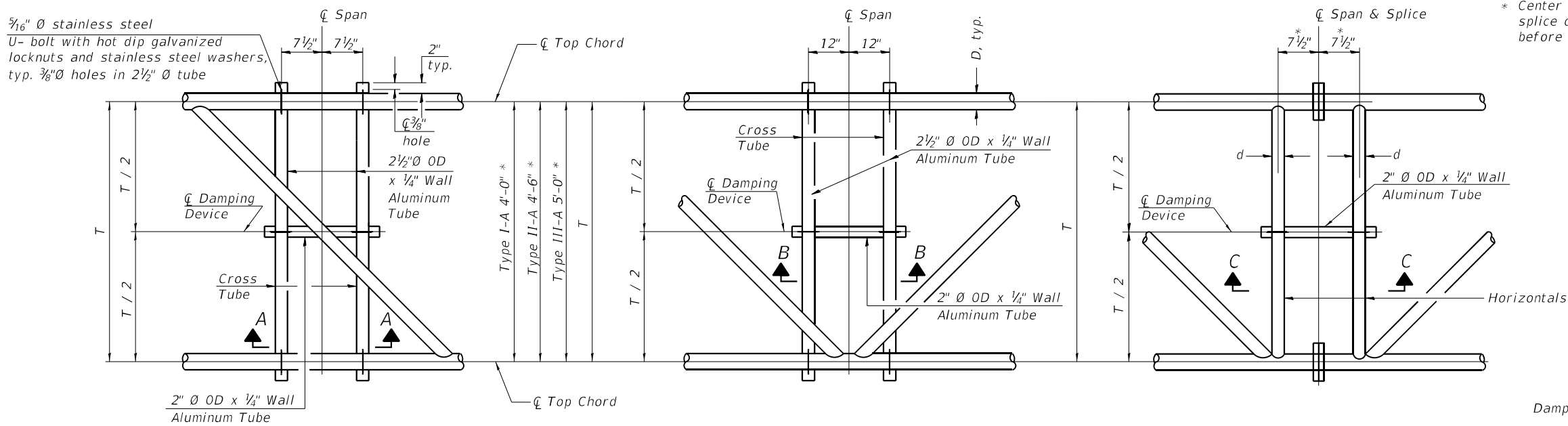


TRUSS TYPES II-A & III-A

SPLICING FLANGES

ASTM B221, Alloy 6061-T6
or ASTM B209, Alloy 6061-T651
*To fit O.D. of Chord with maximum gap of $\frac{1}{16}$ ".

MODEL: Default
FILE NAME: PlusXX\X1-63\X1-63\16381 - PTB 207-50 D9 157 Vdket124-Structures\CAD-M5\Aluminum Span\B51000531.046-45-45-0-44-78798-004 - Damping Device.dgn



* Center of horizontal to center of splice dimension may vary. Verify before drilling holes in mounting tube.

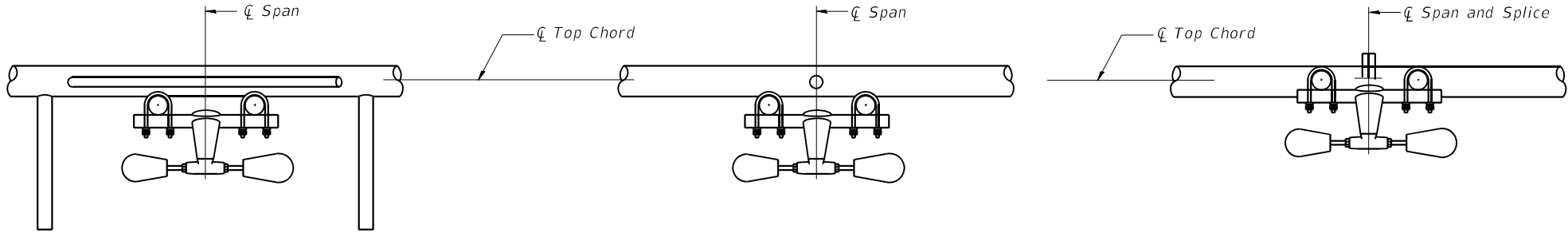
PLAN DETAIL "A"
 $\varnothing$ Span between Panel Points

PLAN DETAIL "B"
 $\varnothing$ Span at Panel Point

PLAN DETAIL "C"
 $\varnothing$ Span at $\varnothing$ Chord Splice

Damper: One damper per truss. (31 lbs. minimum Stockbridge-Type Aluminum - 29" minimum between ends of weights) Cost included in Overhead Sign Structure...

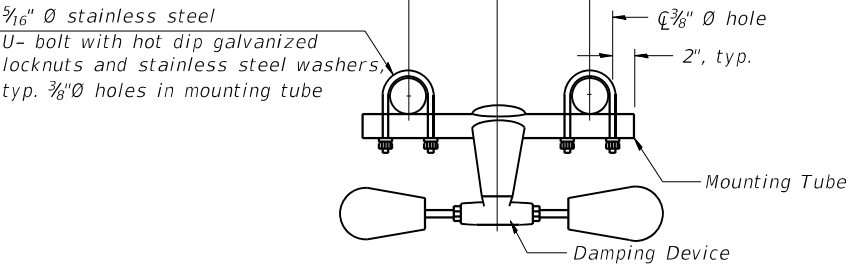
Materials: Materials: Aluminum tubes shall be ASTM B221 alloy 6061 temper T6. Cost included in Overhead Sign Structure...



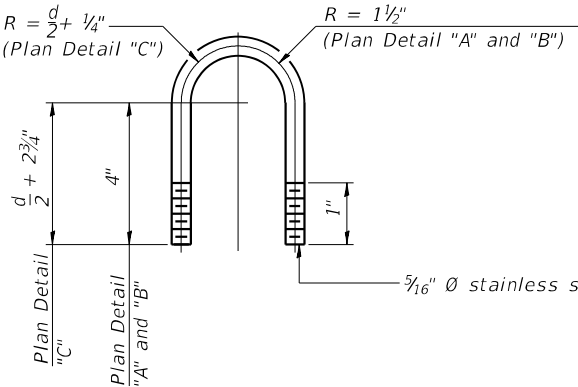
SECTION A-A

SECTION B-B

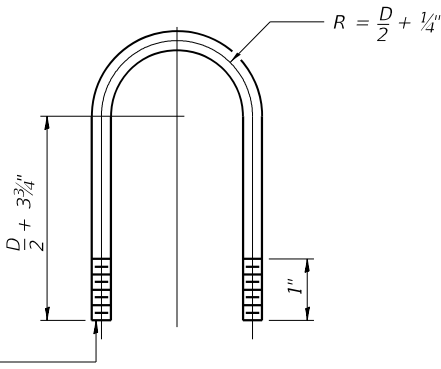
SECTION C-C



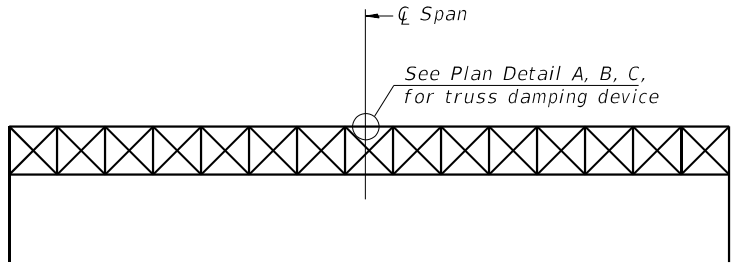
TRUSS DAMPING
DEVICE CONNECTION DETAIL
(Typical)



DAMPING DEVICE MOUNTING
TUBE U-BOLT DETAIL
(Typical)



TOP CHORD TO CROSS TUBE
U-BOLT DETAIL
(Typical - Detail "A" and "B")



ELEVATION
Aluminum Overhead
Sign Truss

05-A-D 2-17-2017



USER NAME = \$USERS	DESIGNED - JGS	REVISED -
	DRAWN - JGS	REVISED -
PLOT SCALE = \$SCALES	CHECKED - RT	REVISED -
PLOT DATE = 8/28/2024	DATE - 8/23/2024	REVISED -

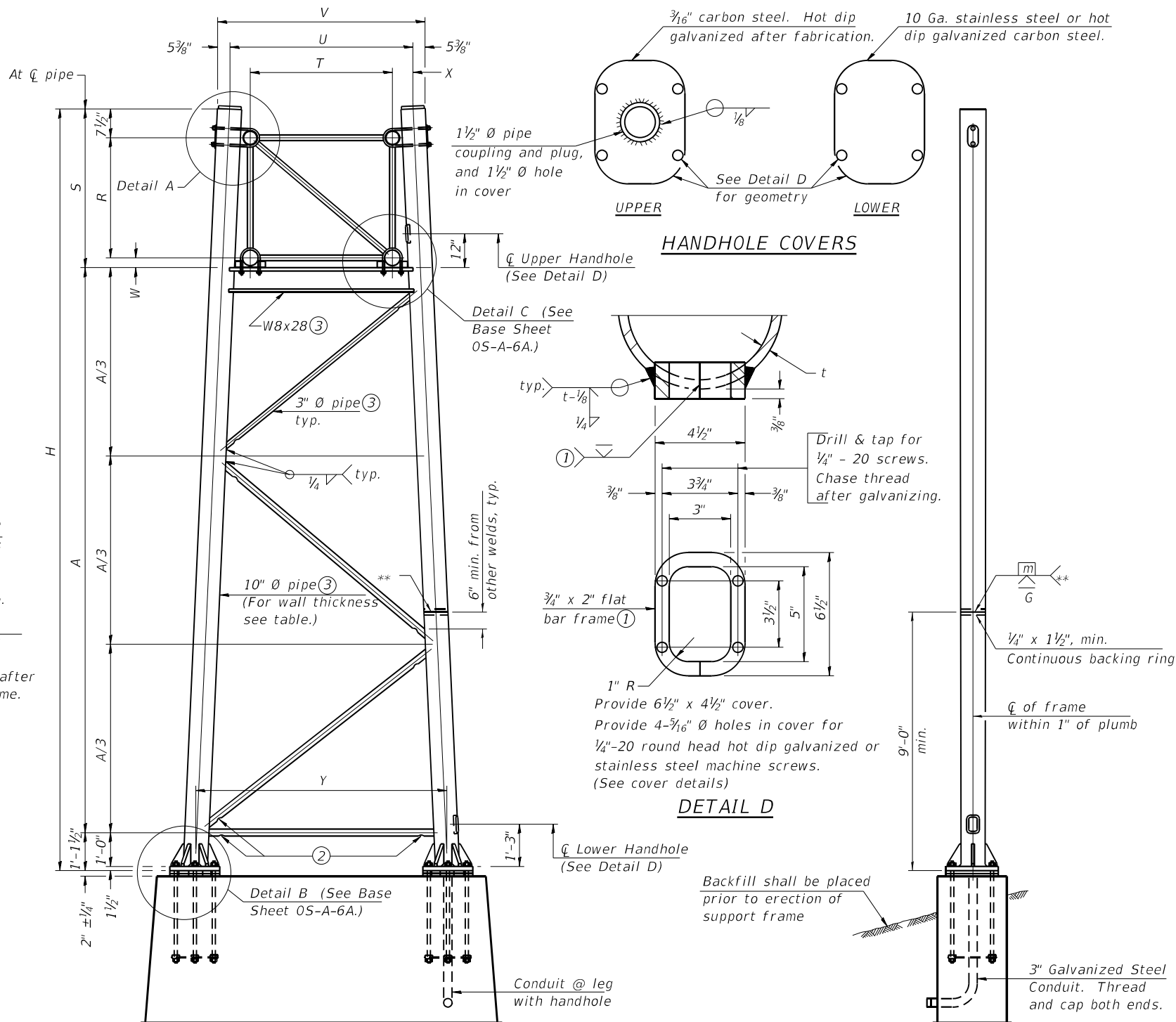
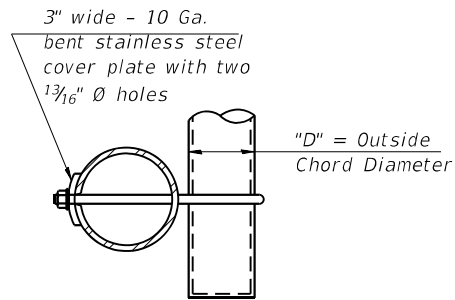
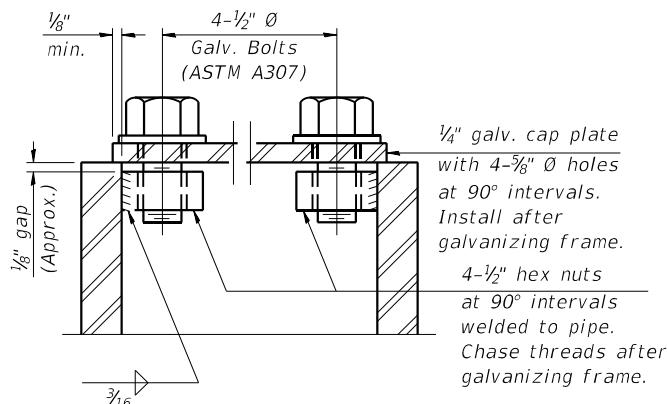
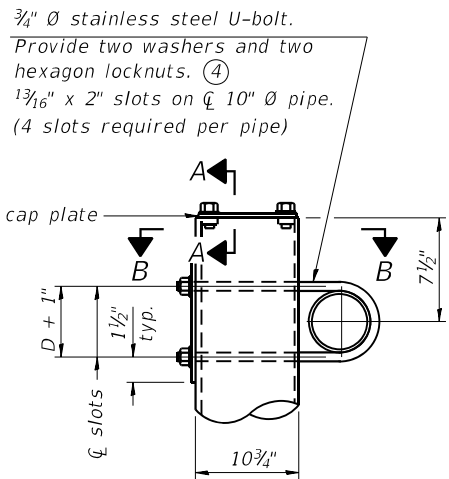
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OVERHEAD SIGN STRUCTURE
DAMPING DEVICE

SCALE: SHEET 4 OF 7 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	231
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: P:\SXX\163\X-63\X163.B1 - PTB 207-50.D9 157 Vdket124-Structures\CAD-M5\Aluminum Span\B510005710466-45-0-44-78798-005 - 05-A-6 SupportFrameAlumTruss.dgn



Support Design Loads: See Base Sheet OS-A-1 for design and loading criteria.

Load combinations checked include deadload plus:
a) 100% wind normal to sign, 20% parallel to sign
b) 60% wind normal to sign, 30% parallel to sign

- In lieu of fabricated handhole frame as shown, may cut from 2" plate (rolling direction vertical). All cut faces to be ground to ANSI Roughness of 500 μ in or less.
- Galvanizing vent holes of adequate size shall be provided on underside at each end of bracing pipes. Alternately, holes may be provided in wall of pipe column. All vent holes shall be drilled and de-burred, typ.
- Steel pipe, plate, carbon steel handhole covers and rolled sections shall be hot dip galvanized after fabrication. Painting is not permitted. See Base Sheet OS-A-1.
- See General Notes for fasteners.
- Dimensions shown are based on selection criteria in the Sign Structures Manual. Nonstandard applications must have dimensions verified or amended as appropriate.
- "H" based on 15'-0" or actual sign height, whichever is greater.

For Foundation Details, see base sheet OS-F3 (Spread Footing) or OS4-F3 (Drilled Shaft).

SIDE ELEVATION

Truss Type	Dimensions							
	R	S	T	U	V	W	X	Y
I-A	4'-6"	5'-5 $\frac{1}{2}$ "	4'-0"	5'-6"	6'-4 $\frac{3}{4}$ "	4"	9"	8'-3"
II-A (5)	5'-3"	6'-3 $\frac{1}{4}$ "	4'-6"	6'-1"	6'-11 $\frac{3}{4}$ "	4 $\frac{3}{4}$ "	9 $\frac{1}{2}$ "	8'-3"

10" $\varnothing$ PIPE TRUSS SUPPORT FRAME

** One butt welded joint is allowed only on one post per support frame. If used, weld procedure must be pre-approved by Engineer and joint shall receive 100% RT or UT (tension criteria) at Contractor's expense.

05-A-6

2-17-2017



USER NAME = \$USERS
DESIGNED - JGS
DRAWN - JGS
PLOT SCALE = \$SCALES
PLOT DATE = 8/28/2024

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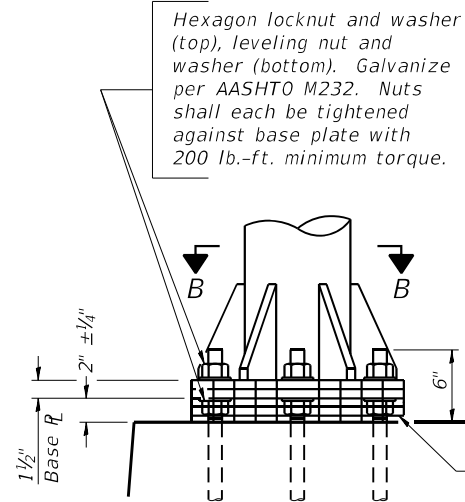
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OVERHEAD SIGN STRUCTURES
SUPPORT FRAME FOR ALUMINUM TRUSS

SCALE: SHEET 5 OF 7 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	232
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

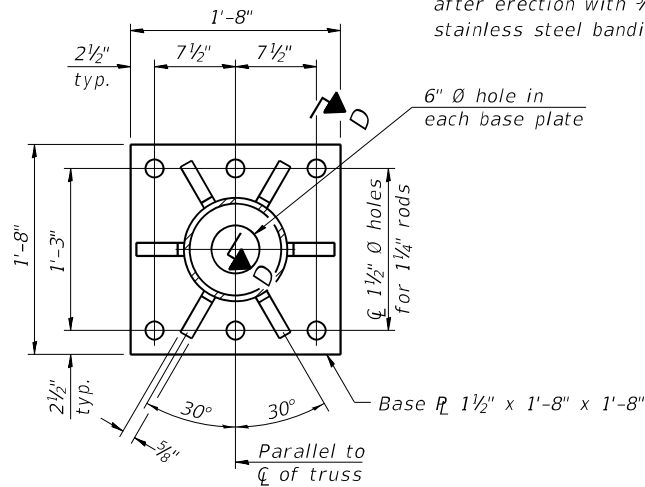
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FILE NAME: PlusXX163XX43XX16381 - PTB 20750 D9 157 Vdket124-StructuresCAD-M5/Aluminum Span195100051046E45-5-0-44-78798-006 - 05-A6A SupportFrameDetailsTruss.dgn



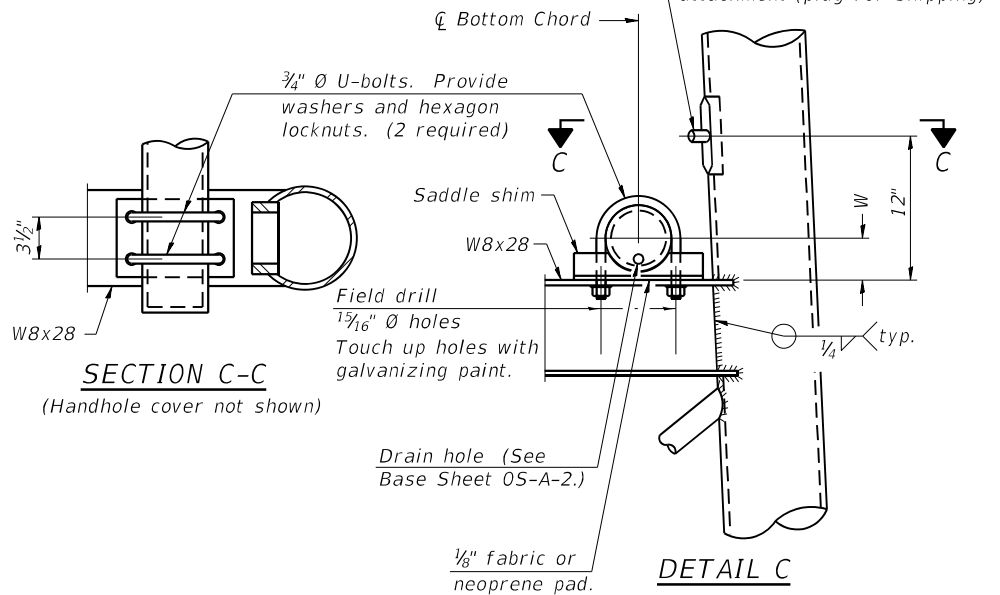
DETAIL B

Ribs shall be cut to fit slope of pipe.

Stainless Steel Standard Grade Wire Cloth, 3" wide, 1/4" maximum opening with a minimum wire diameter of AWG. No. 16 with a minimum 2" lap. Secure to base plate after erection with 3/4" stainless steel banding.

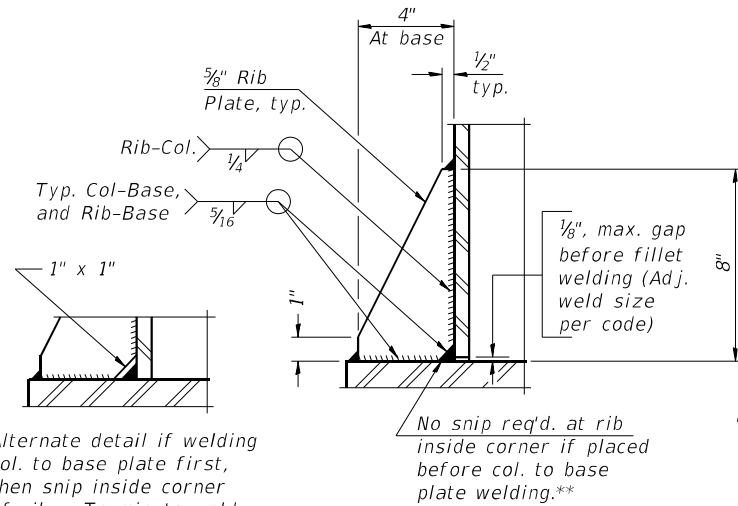


SECTION B-B



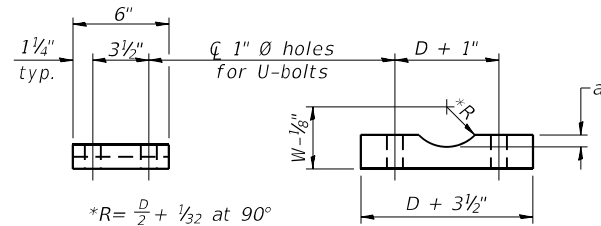
SECTION C-C

(Handhole cover not shown)



SECTION D-D

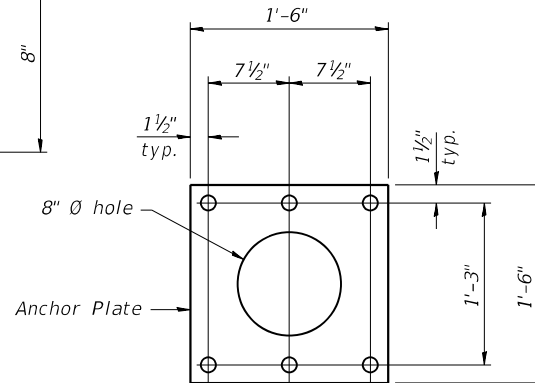
** Alternate detail if welding col. to base plate first, then snip inside corner of ribs. Terminate weld on rib 1/4" from snip.



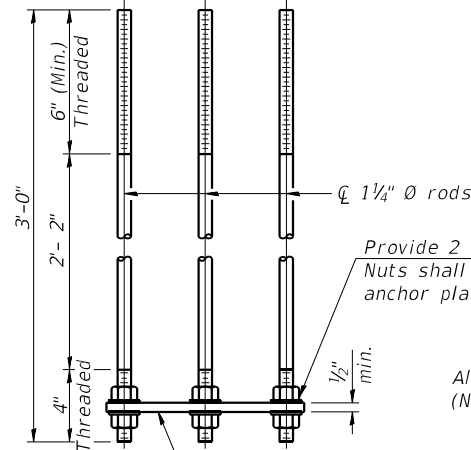
SADDLE SHIM DETAIL

ASTM B26 Alloy 356-F
or
ASTM B209 Alloy 6061-T651
(4 required per sign truss)

Truss Chord Nominal Dia.	a
5"	3/4"
5 1/2"	1 3/16"
6"	7/8"
6 1/2"	1 5/16"
7"	1"

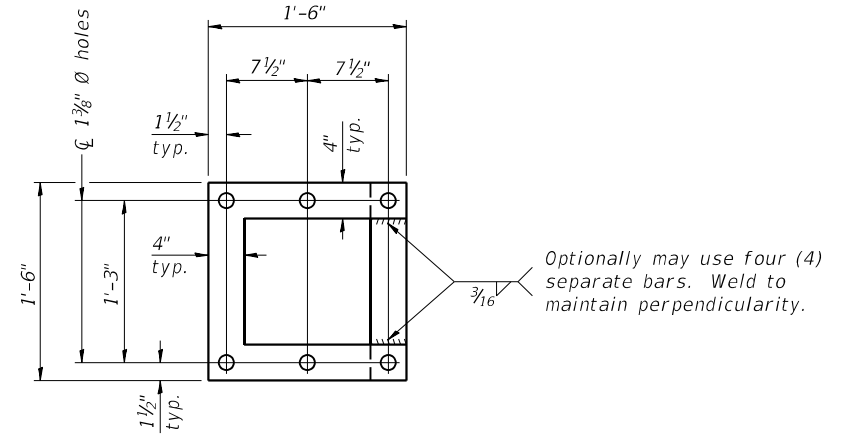


1 3/8" Ø holes



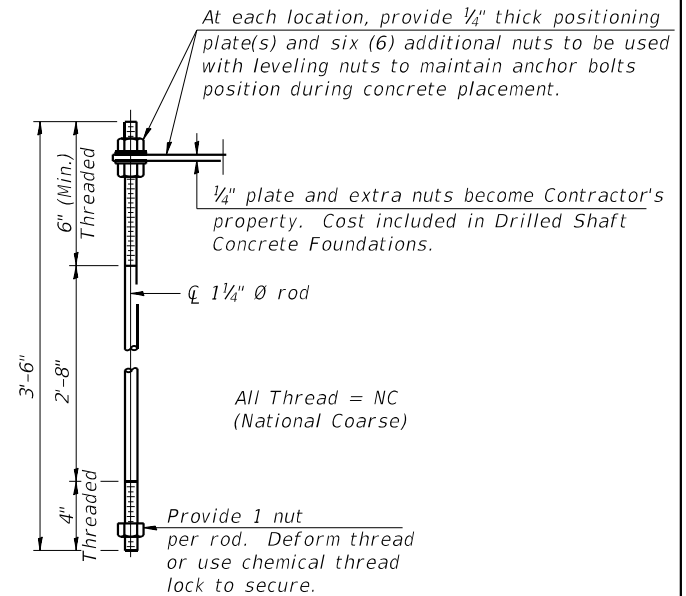
ANCHOR ROD DETAIL
Spread Footing Foundation

Anchor rods shall conform to ASTM F1554 Grade 105. Galvanize upper 12" minimum per AASHTO M232. No welding shall be permitted on rods.



POSITIONING PLATE(S)

Optionally may use four (4) separate bars. Weld to maintain perpendicularity.



ANCHOR ROD DETAIL
Drilled Shaft Foundation

10" Ø PIPE SUPPORT FRAME DETAILS

05-A-6A

2-17-2017



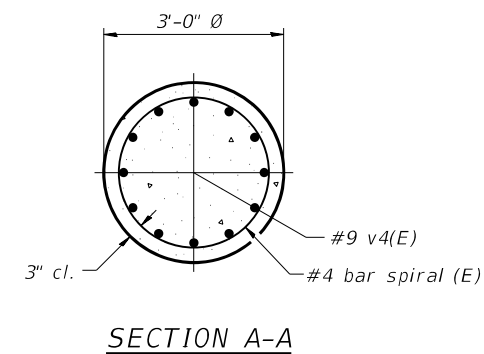
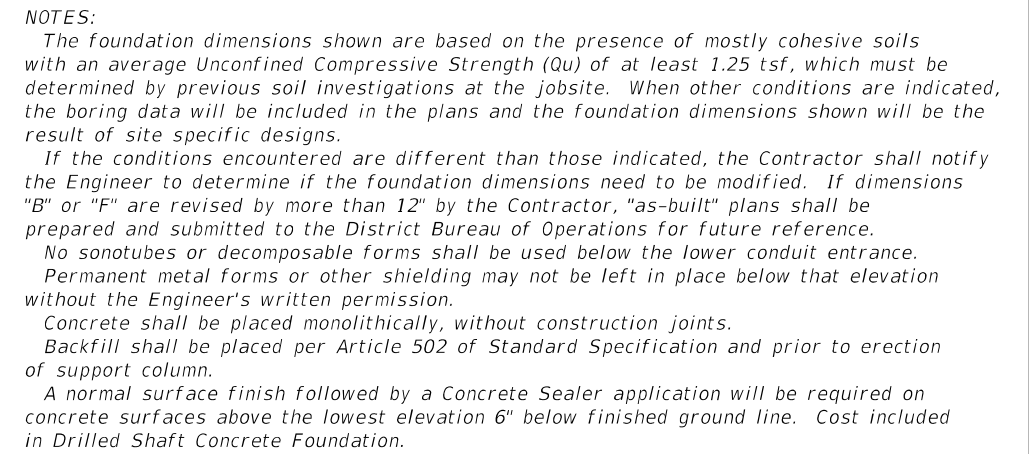
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	DRAWN - JGS	REVISED -
PLOT SCALE = \$SCALES	CHECKED - RT	REVISED -
PLOT DATE = 8/28/2024	DATE - 8/23/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OVERHEAD SIGN STRUCTURES
SUPPORT FRAME DETAILS - ALUMINUM TRUSS

SCALE: SHEET 6 OF 7 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	233
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

[illegible]

SPECIFICATIONS:

CONSTRUCTION: Current (at time of letting) Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, Supplemental Specifications and Special Provisions.
("Standard Specifications")

LOADING: 90 M.P.H. WIND VELOCITY

WALKWAY LOADING: Dead load plus 500 lbs. concentrated live load.

MINIMUM CLEARANCE: 3" greater than bridge members at all locations.
(All Obstructions)

WELDING: All welds to be continuous unless otherwise shown. All welding to be done in accordance with current AWS D1.1 Structural Welding Code (Steel) and the Standard Specifications.

MATERIALS: All Structural Steel Pipe shall be ASTM A53 Grade B with a minimum yield of 35,000 p.s.i., or A500 Grade B or C with a minimum yield of 46,000 p.s.i. If A500 pipe is substituted for A53, then the outside diameter shall be as detailed and wall thickness greater than or equal to A53. All Structural Steel Plates and Shapes shall conform to AASHTO M270 Gr. 36, Gr. 50 (M183, M223 Gr. 50.).

HIGH STRENGTH BOLTS: All bolts, washers, nuts and locknuts shall satisfy the requirements of ASTM designation A307 unless noted as "H.S." which shall require AASHTO M164 (A325), ASTM A449, or approved alternate. All fasteners shall be hot dip galvanized per AASHTO M232 unless otherwise specified.

GALVANIZING: All Steel Grating, Plates, Shapes and Pipe shall be Hot Dip Galvanized after fabrication in accordance with AASHTO M111. Painting is not permitted.

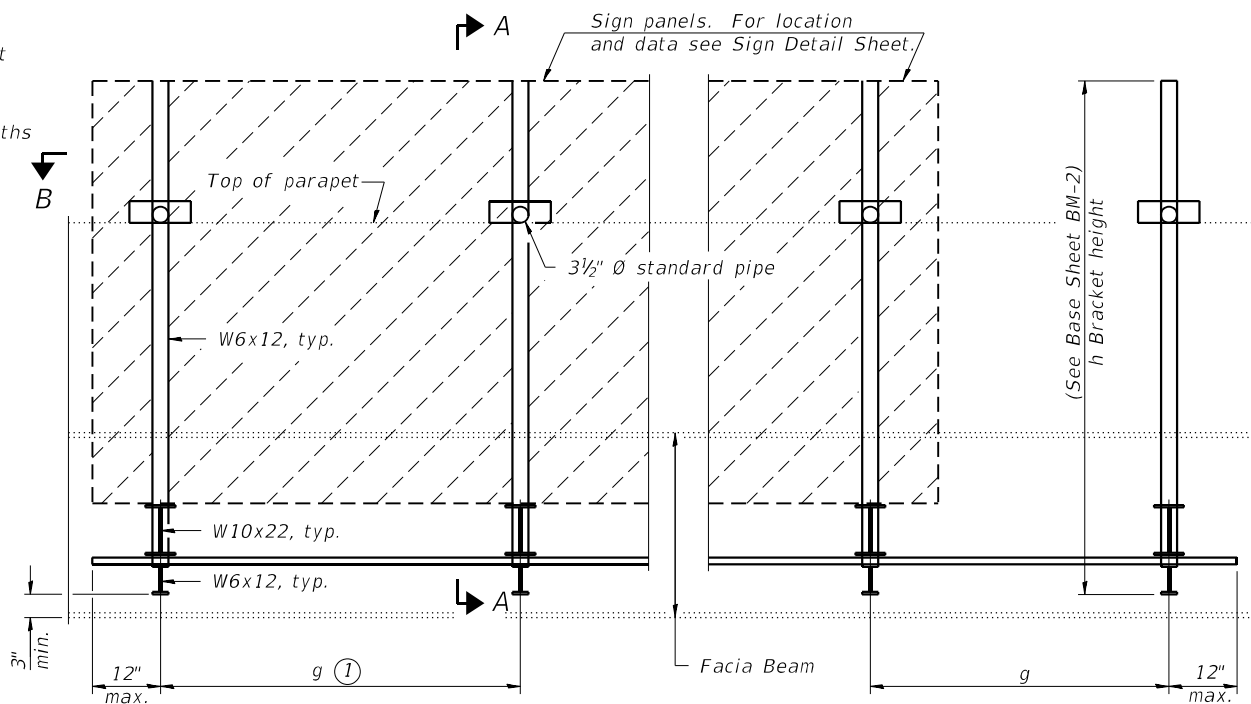
ANCHOR RODS: All threaded rod shall conform to ASTM F1554 Grade 105, $\frac{3}{4}$ " $\varnothing$ x 12" long, each with one plate washer and locknut and be hot dip galvanized per AASHTO M232. They shall be either cast into the concrete or epoxy grouted in accordance with Section 584 of the Standard Specifications. Minimum embedment in concrete shall be 9".

- ① *Bracket spacing $g \leq 6'$ -0", max. Spacing shall be uniform if possible but may vary $\pm 6"$ to miss existing obstruction (rail post, light poles, web stiffeners, splice plates, etc.). Adjust bracket lengths accordingly on skewed structures.*
- ② *Any design modifications shall be based on the current version of applicable specifications and submitted for the Engineer's approval.*
- ③ *Unit price includes grating, handrail, brackets, supports, anchor bolts, fasteners, fabrication, delivery, erection, field drilling and other necessary items. Limits of payment are based on grating length (cw, dw) unless otherwise specified. For Safety Chain Details and Details D, F and G, see Base Sheet BM-4.*
- ④ *If walkway bracket at safety chain location is behind sign, add angle to bracket. See detail on Base Sheet BM-4.*

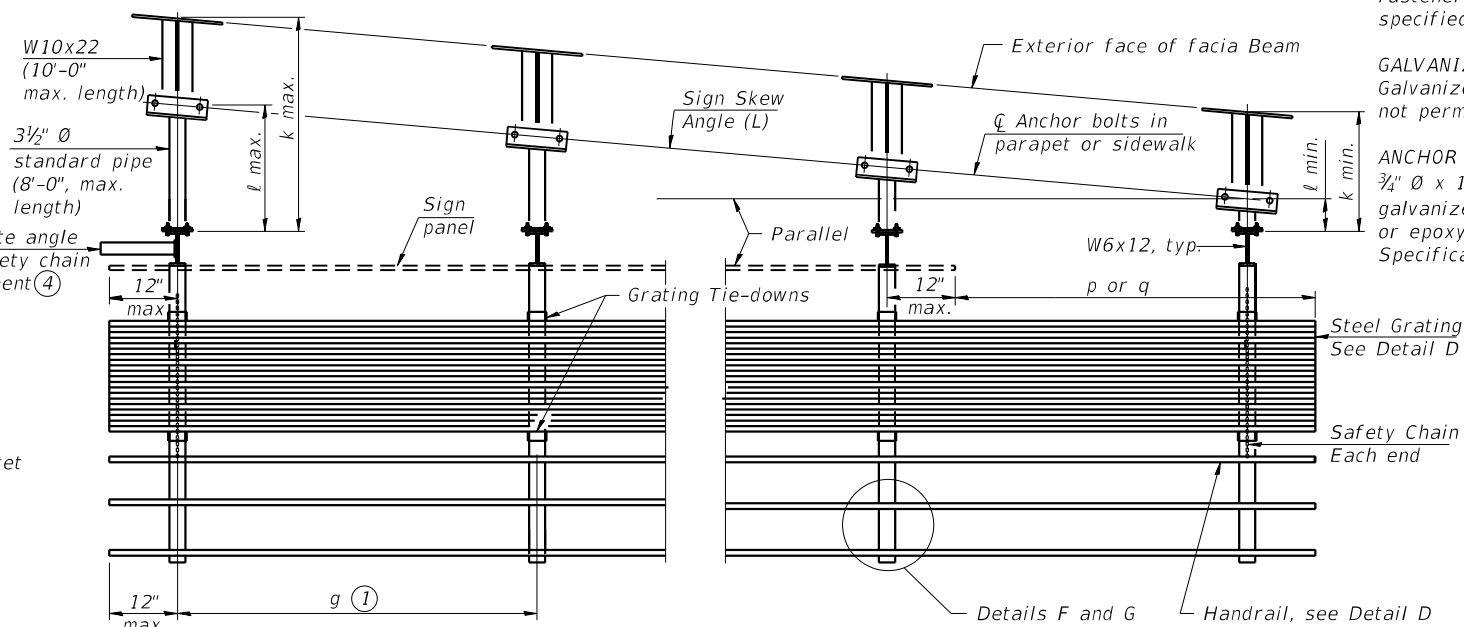
③ OVERHEAD SIGN STRUCTURE-BRIDGE MOUNTED	Foot	26'-0"
REMOVE OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	Each	2

A circular professional engineer seal for the State of Illinois. The outer ring contains the text "LICENSED STRUCTURAL ENGINEER" at the top and "STATE OF ILLINOIS" at the bottom. The center of the seal contains the name "JASON G. SCHRECKENBERGH" and the license number "081.006845". A blue ink signature is written across the seal.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	235
CONTRACT NO. 78798				
ILLINOIS		FED. AID PROJECT		



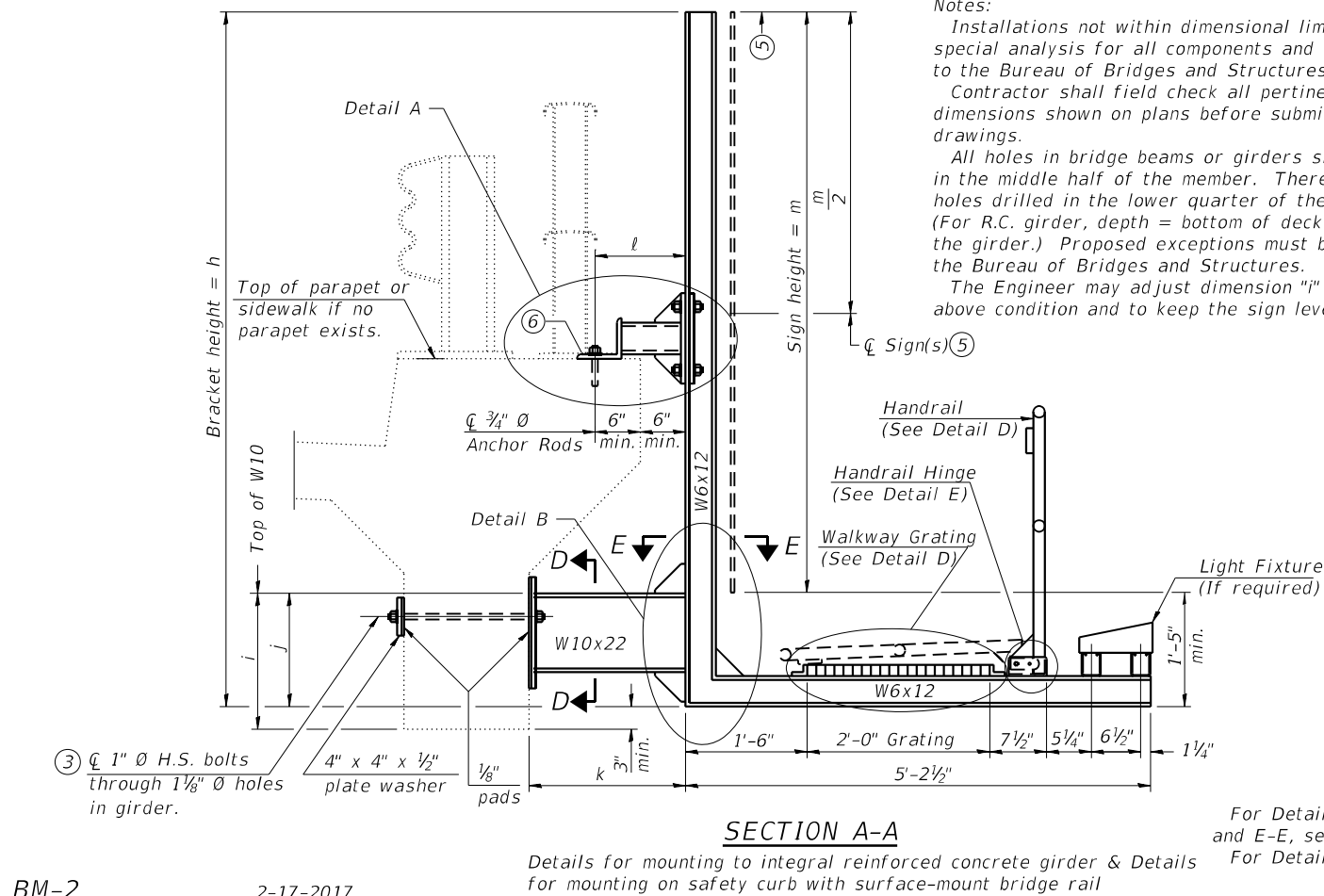
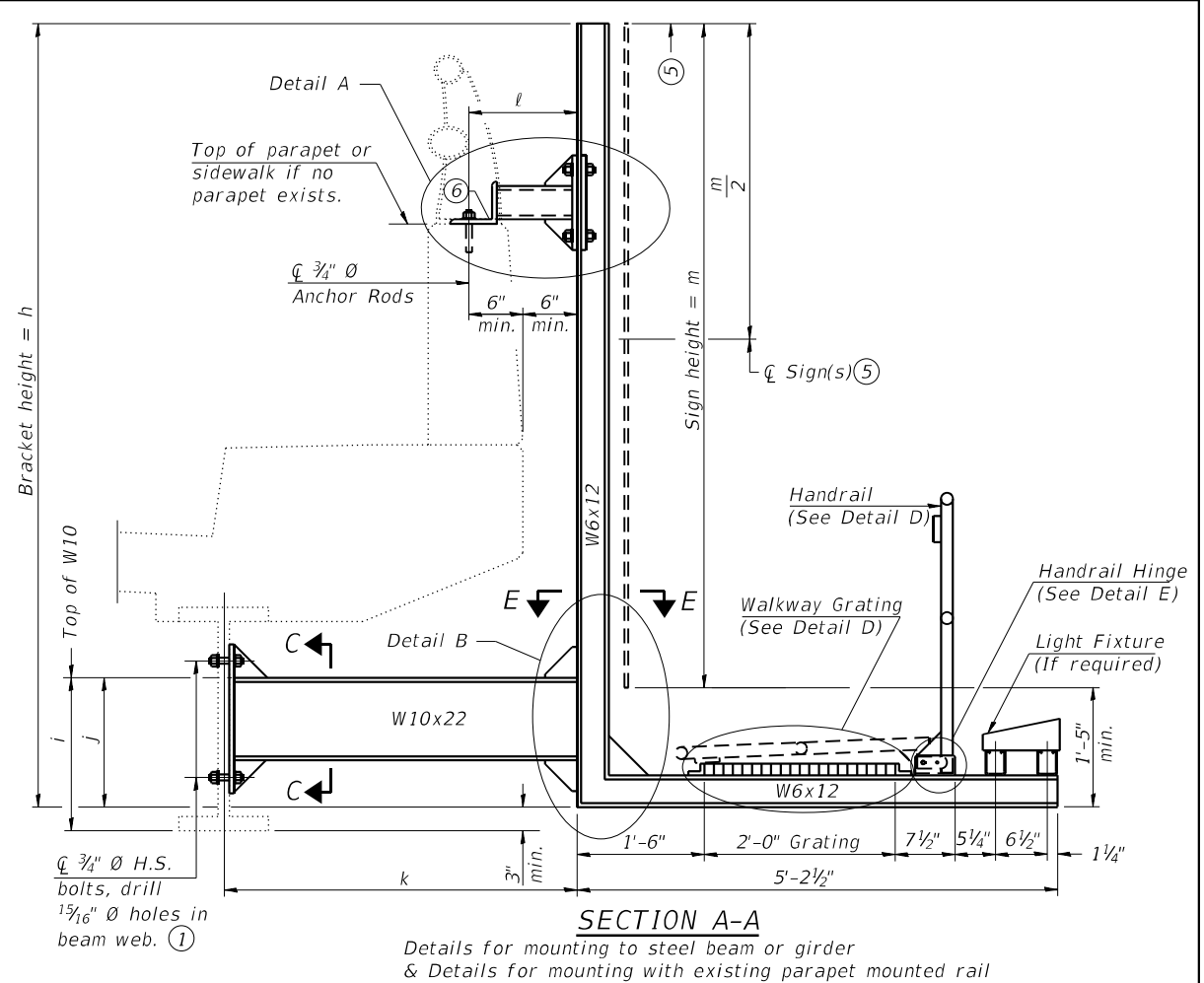
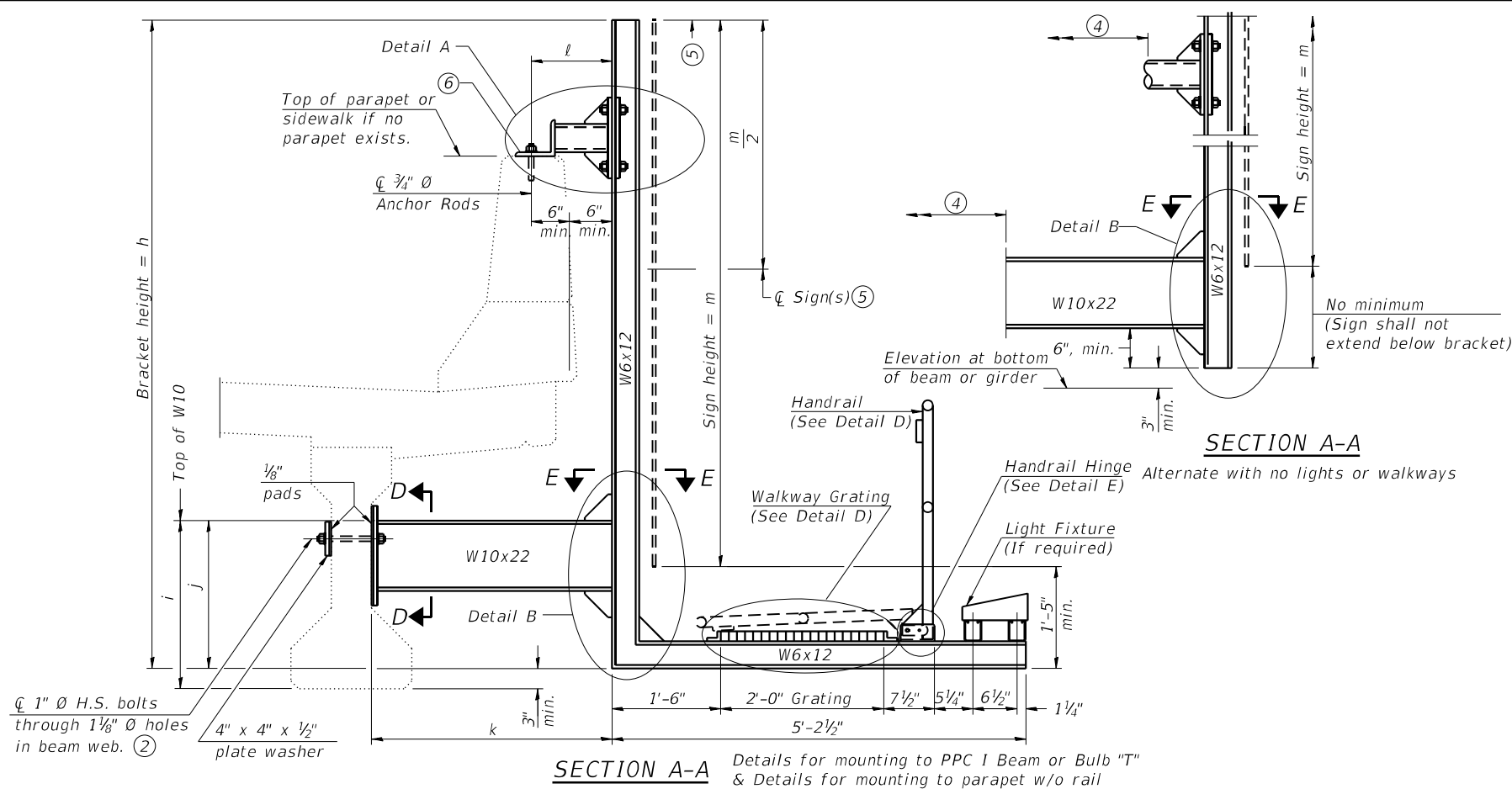
TYPICAL FRONT ELEVATION
(With lights, safety chain and handrail omitted for clarity.)



SECTION B-B
(Shown: Left Sign Skew $\geq 15^\circ$)

[illegible]

Dimensions a , b , e , f & g may vary as approved by the Engineer, see (1).
When $cw < cs$ and/or $dw < ds$, use alternate brackets without walkway supports where applicable, see (3).



Notes:
Installations not within dimensional limits shown require special analysis for all components and must be submitted to the Bureau of Bridges and Structures for approval.
Contractor shall field check all pertinent existing bridge dimensions shown on plans before submitting shop drawings.
All holes in bridge beams or girders should be located in the middle half of the member. There shall be no holes drilled in the lower quarter of the member's depth. (For R.C. girder, depth = bottom of deck to bottom of the girder.) Proposed exceptions must be approved by the Bureau of Bridges and Structures.
The Engineer may adjust dimension "i" to meet the above condition and to keep the sign level.

- Holes in new steel members may be drilled in the fabrication shop or in the field. Field drill existing members.
- For new PPC I beams, holes shall be formed during casting. For existing PPC I beams, prestressing strand locations shall be determined and spaced to miss strands by 6", min. Minimize spalling during field drilling of existing beams.
- For new construction, form holes. For existing RC beams, locate primary reinforcement and space holes to miss by 6", min. Minimize spalling and concrete fracturing/damage during field drilling of existing concrete. Spalls over 1/4" deep or beyond the coverage of the 4x4 plate washer shall be repaired with epoxy mortar before installing washer.
- For attachment details of 3/2" pipe and W10x22, see other sections as applicable.
- Sign shall not extend more than 6" above top of bracket, and this dimension may vary to keep sign level if bridge is on grade or vertical curve. Multiple signs of various heights shall share a common horizontal centerline and use equal bracket heights. If no sign is attached to a W6x12 vertical (bracket only supporting walkway), dimension h shall be the same as an adjacent bracket with a sign attached, unless Engineer specifically directs shorter brackets due to locational restraints on future uses. (See Detail A for minimum bracket height.)
- For bridge mounted sign structures installed on new bridges with railing, during design, bracket spacing must be coordinated with railing post spacing and the Contractor must install upper brackets prior to railing installation. For bridge mounted sign structures installed on existing bridges with railing, during design, brackets spacing must be coordinated with railing post spacing and the Contractor must temporarily remove sections of railing to facilitate upper bracket installation. If it is determined during design that existing railings can't be removed, alternate upper connection details must be developed for the contract plans and approved by the Bureau of Bridges and Structures.

Structure Number	Station	h	i	j	k max. (10'-0" max.)	l max. (8'-0" max.)	m (15'-0" max.)
9B1001057L045.5	363+52	9'-11"	1'-11"	1'-8"	3'-4 3/4"	1'-0 1/2"	8'-6"
9B1001057R045.5	363+92	9'-11"	1'-11"	1'-8"	3'-4 3/4"	1'-0 1/2"	8'-6"

For Details A & B, Sections C-C, D-D and E-E, see Base Sheet BM-3.
For Details D & E, see Base Sheet BM-4.

BM-2 2-17-2017

MODEL: Default
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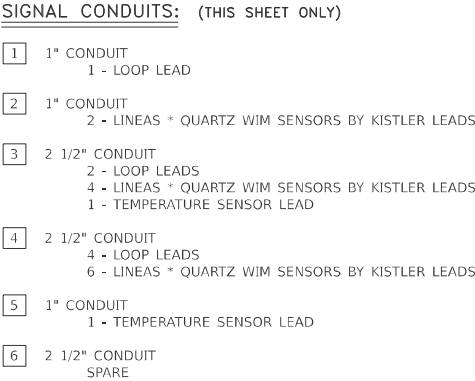
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	DRAWN - JGS	REVISED -
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PLOT DATE = 8/28/2024	DATE - 8/23/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE MOUNT SIGN STRUCTURES
WALKWAY AND CONNECTION DETAILS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	236
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				



ALL CONNECTIONS BETWEEN SENSORS AND LEAD CABLES ARE DONE IN HANDHOLE AND ARE SOLDERED THEN SEALED FOR WATERPROOFING. NUMBER AND PLACEMENT OF HANDHOLES NOT SHOWN.

POWER CABLES MUST BE RUN IN SEPARATE CONDUITS / HANDHOLES FROM SIGNAL CABLES.

SENSOR SPACING SHOWN IS TYPICAL SPACING REQUIREMENT, ACTUAL
SENSOR SPACING MAY BE ALTERED TO SUIT SITE CONDITIONS BY THE
MFR FIELD REPRESENTATIVE.

SITE CONDITIONS MUST MEET CURRENT ASTM E1318 REQUIREMENTS TO ACHIEVE OPTIMAL WIM SYSTEM PERFORMANCE.

CABLES MUST BE PROTECTED BY PVC SLEEVES WHERE THEY CROSS PAVEMENT JOINTS/CRACKS.

ADDITIONAL DRAINAGE MAY BE REQUIRED DEPENDING ON SLOPE OF ROADWAY.
DRAINAGE CONSISTS OF 1-1/2" ABS PIPE SLOPED TO RIP RAP DRAINAGE PIT IN
DITCH.

TEMPERATURE SENSOR MUST BE INSTALLED AS SHOWN IN DRAWING.

MFR RECOMMENDS THAT HANDHOLES BE NO FURTHER THAN 200' APART.
MFR RECOMMENDS THE MINIMUM SIZE FOR HANDHOLES IS 18" X 18" X 12".

SEPARATE CONDUITS AND HANDHOLES MUST BE USED FOR AC POWER AND LOW VOLTAGE SIGNAL / FIBER OPTIC CABLES.

EXACT ROUTING OF CONDUIT TO BE DETERMINED ON SITE. CONDUITS ARE LABELED TO RIGHT, TOP TO BOTTOM.

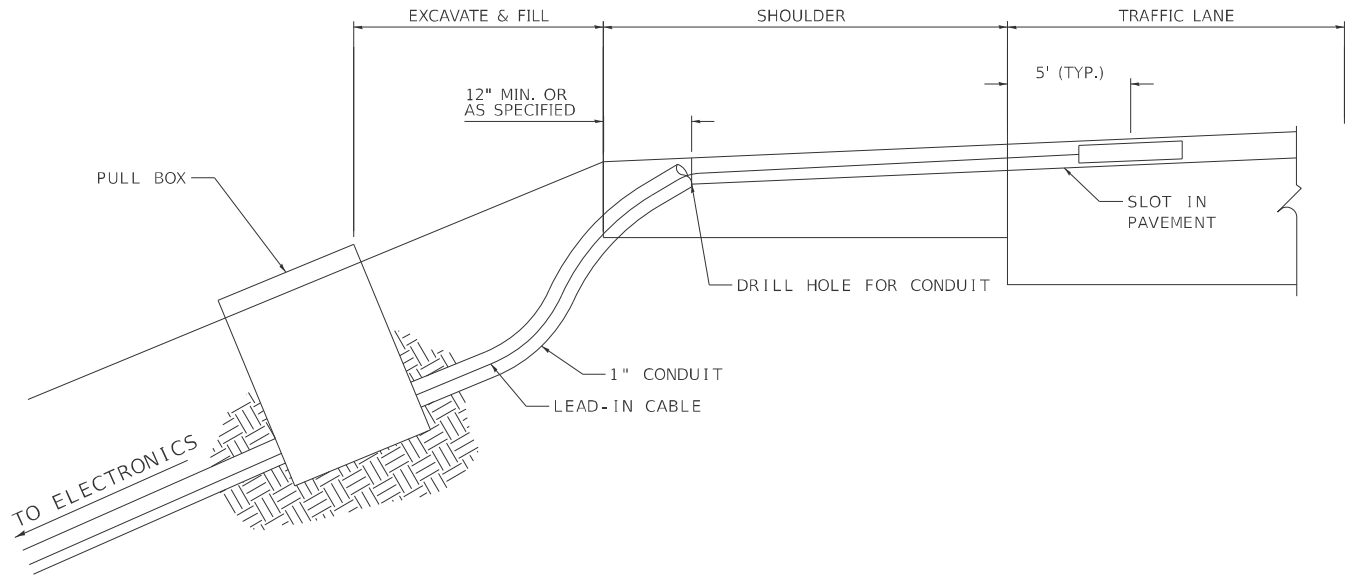
DRAWING NOT TO SCALE.

A	CABINET WITH WIM ELECTRONICS.
B	CABINET BASE.
C	PAVEMENT ON EITHER SIDE OF EACH SENSOR MUST BE FREE OF JOINTS AND CRACKS FOR 2'.
D	CONDUIT SHALL BE PLACED USING BORING, JACKING OR ALTERNATIVE METHOD THAT DOES NOT REQUIRE THE SURFACE OF THE ROAD TO BE CUT.

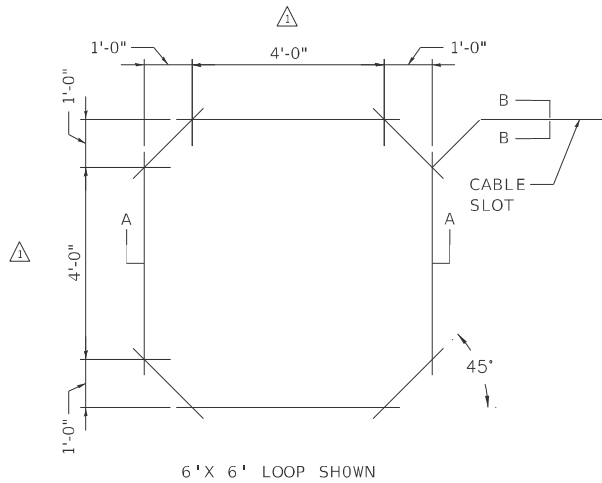
L - INDUCTIVE LOOP
Q - LINEAS * QUARTZ WIM SENSOR BY KISTLER
T - TEMPERATURE SENSOR

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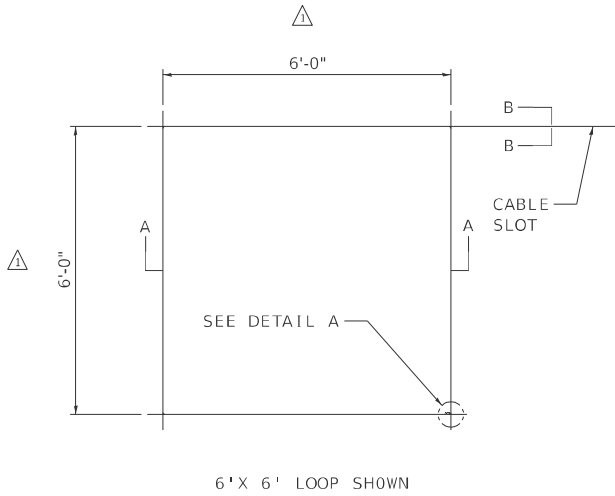
CABLE ROUTING DETAILS



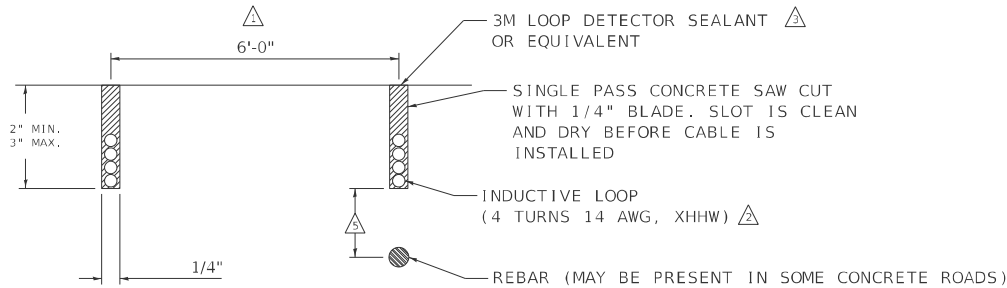
OCTAGONAL LOOP DIMENSION DETAIL



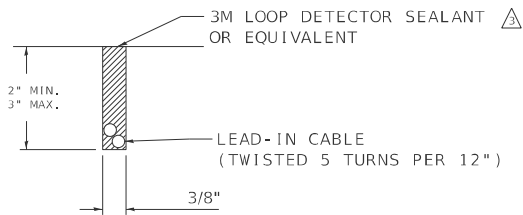
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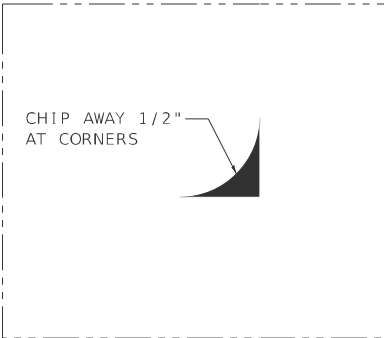
SECTION A-A



SECTION B-B



DETAIL A



NOTES:

- △ LOOP SIZE AS SPECIFIED ON SITE LAYOUT.
- △ NUMBER OF TURNS AS SPECIFIED ON SITE LAYOUT.
- △ USE CAULKING GUN PER MANUFACTURER'S SPECIFICATIONS
- △ LOOP INSTALLATION PER MANUFACTURER'S MANUALS - PERMANENT OCTAGON LOOPS
- △ IF THE LOOP IS INSTALLED OVER REBAR, THERE MUST BE A MINIMUM OF 2 INCHES OF CONCRETE BELOW AND A MINIMUM OF 1 INCH OF FILL ABOVE THE WIRES.
- △ CORE DRILL OR CUT NOTCH IN PAVED SHOULDER FOR SWEEP, PLUG SWEEP OPENING, COVER WITH LOOP SEALANT.
- △ NON-METALLIC FLEX OR PVC CONDUIT.



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		DRAWN -	REVISED -
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PLOT DATE =	8/23/2024	DATE -	REVISED -

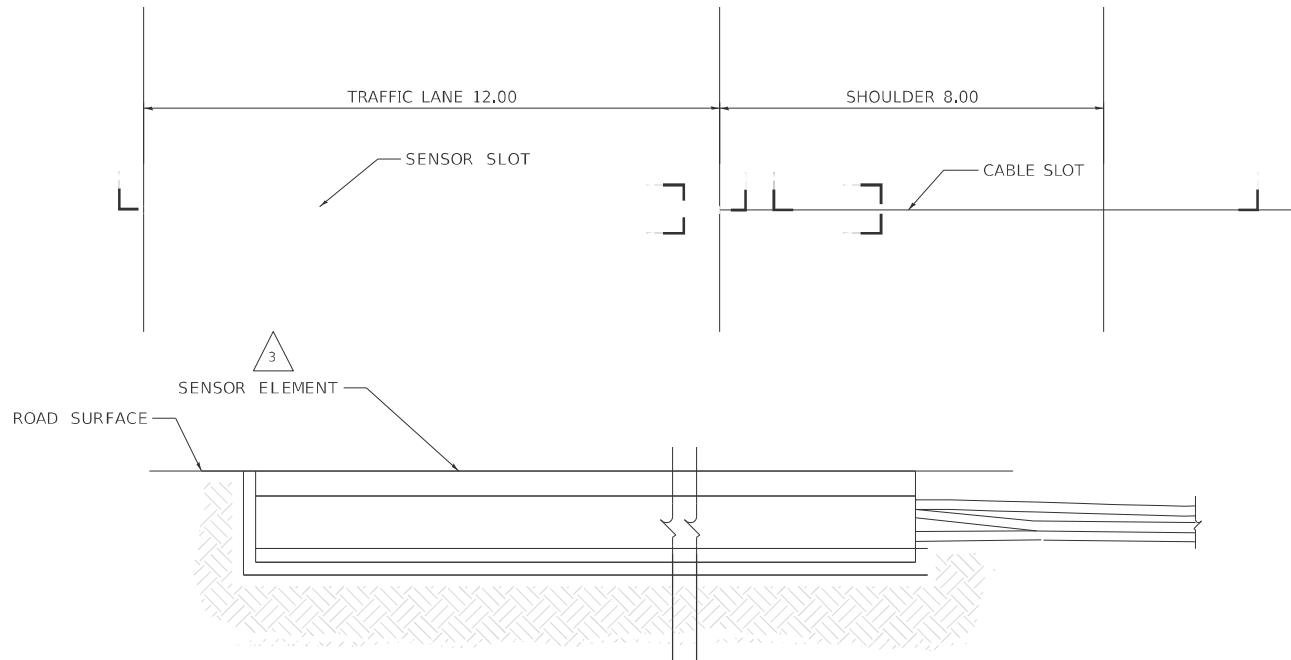
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEIGH IN MOTION DETAILS
INTERSTATE 57

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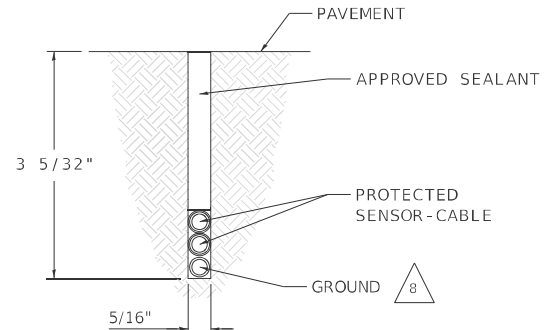
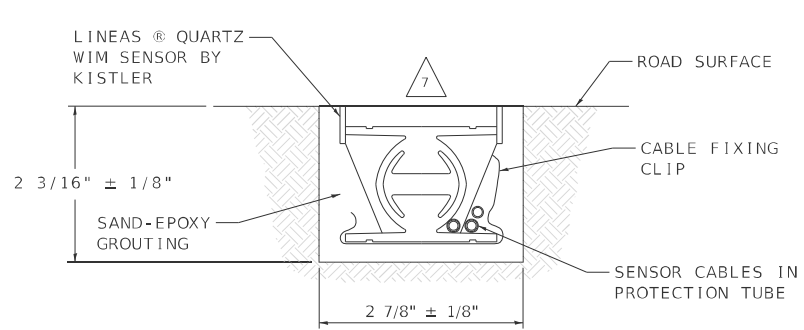
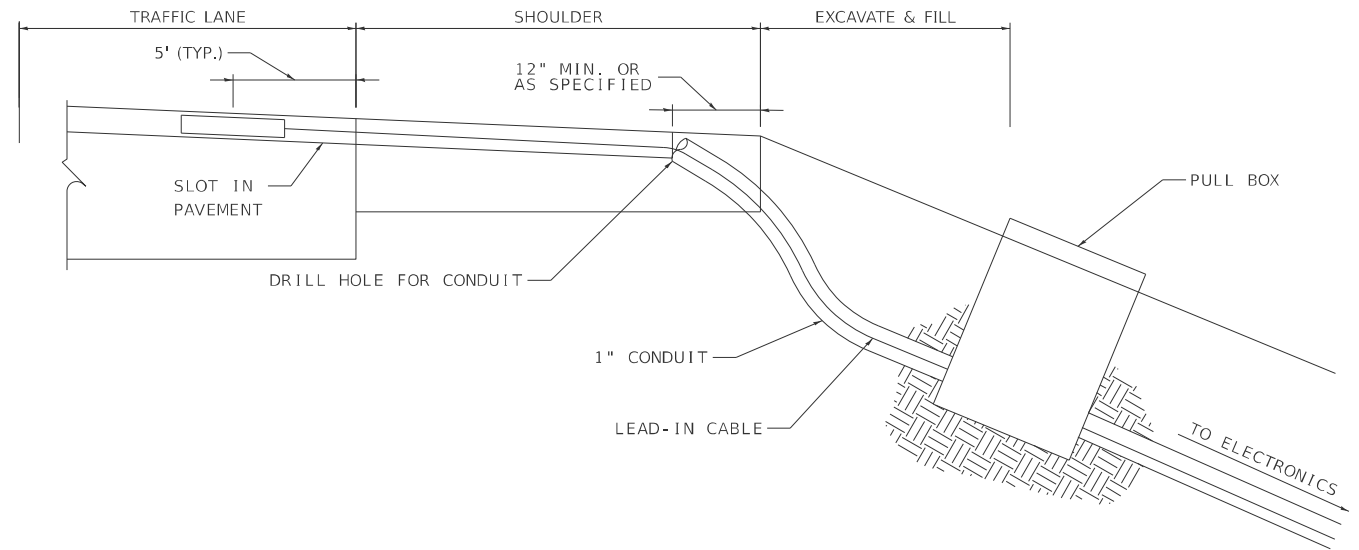
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57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	240
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

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- 1 FOR INSTALLATION PROCESS REFER TO MANUFACTURERS INSTALLATION MANUAL.
- 2 SLOT LENGTH IS 6 [152] LONGER THAN SENSOR.
- 3 SET SENSOR FLUSH WITH OR SLIGHTLY HIGHER THAN ROAD SURFACE USING INCLUDED LEVELING BEAMS.
- 4 CHECK THE RESISTANCE OF THE SENSOR BY PLACING A DIGITAL MULTIMETER ACROSS THE CENTER CONDUCTOR OF THE BNC CONNECTOR AND THE OUTER BODY. THE READING SHOULD BE INFINITY.
- 5 CHECK THE VOLTAGE OUTPUT OF THE SENSOR BY MONITORING THE METER WHEN A TRUCK PASSES OVER THE SENSOR INSTALLED IN THE ROADWAY. AS THE TRUCK PASSES OVER THE SENSOR, VOLTAGE DEFLECTION SHOULD BE OBSERVED.
- 6 CRACKS OR SAW CUTS IN THE ROADWAY MUST NOT BE LOCATED CLOSER THAN 18 [450] UPSTREAM AND 18 [450] DOWNSTREAM OF THE SENSOR.
- 7 SENSOR MUST BE GROUND FLUSH WITH ROAD SURFACE AFTER GROUT HAS CURED.
- 8 IF SIGNIFICANT NOISE SOURCES ARE IDENTIFIED, OVERHEAD POWER SOURCES ETC., CONNECT OPTIONAL GROUND WIRE AS PER 690359 SECTION 4.5. OTHER END OF GROUND WIRE CONNECTS TO CABINET GROUND BUSBAR.
- 9 CORE DRILL OR CUT NOTCH IN PAVED SHOULDER FOR SWEEP. PLUG SWEEP OPENING, COVER WITH LOOP SEALANT.

CABLE ROUTING DETAILS



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	DRAWN -	REVISED -
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PLOT DATE = 8/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

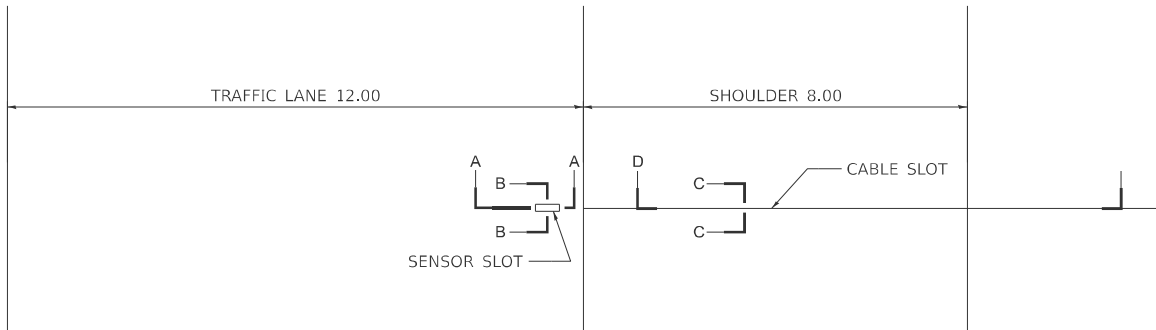
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INTERSTATE 57

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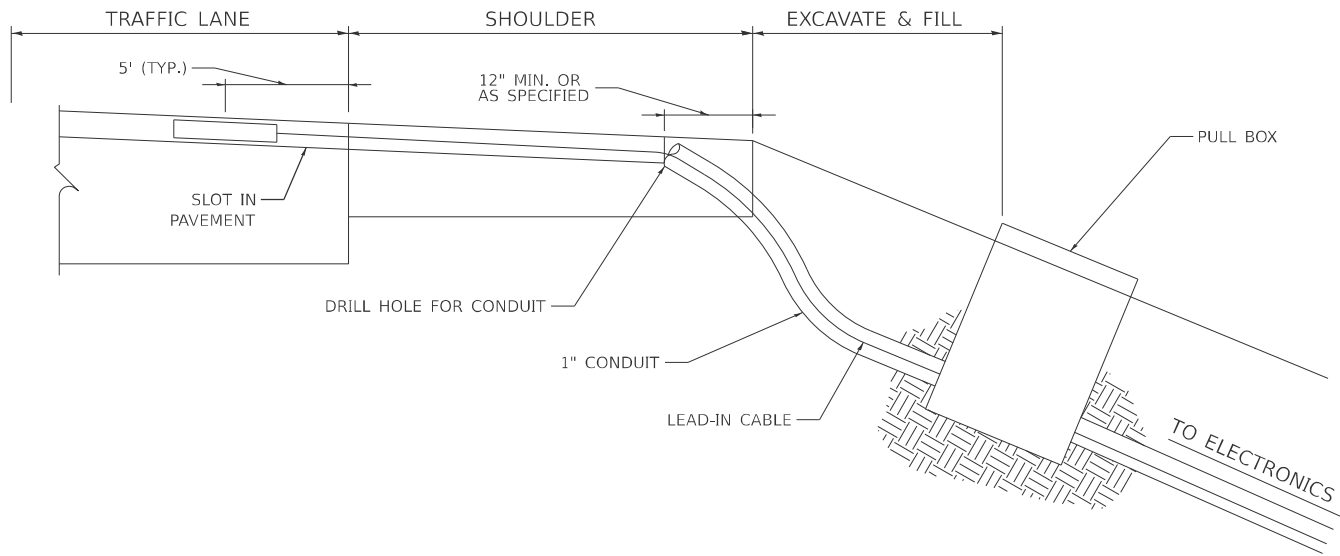
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CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

INSTALLATION DETAILS – IN ROAD TEMPERATURE SENSOR

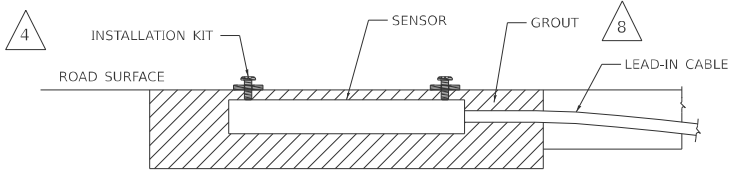
PLAN VIEW – SENSOR INSTALLATION



CABLE ROUTING DETAILS

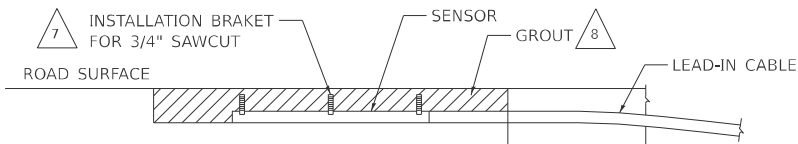
**SENSOR P/N 170471**

SECTION A-A

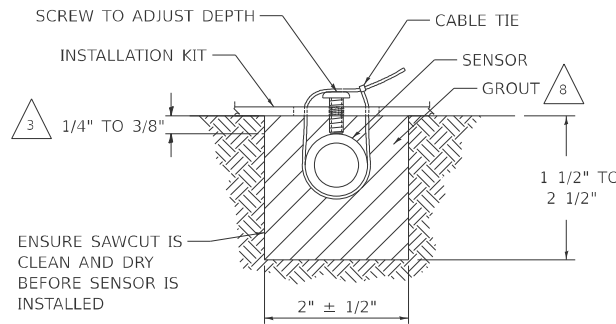


SENSOR P/ N 170695-XX

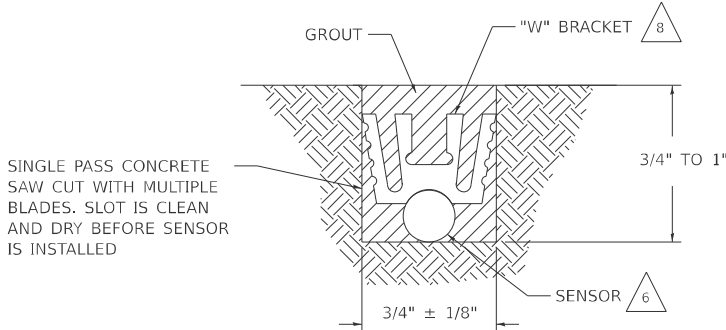
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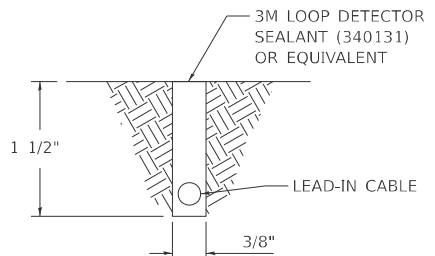
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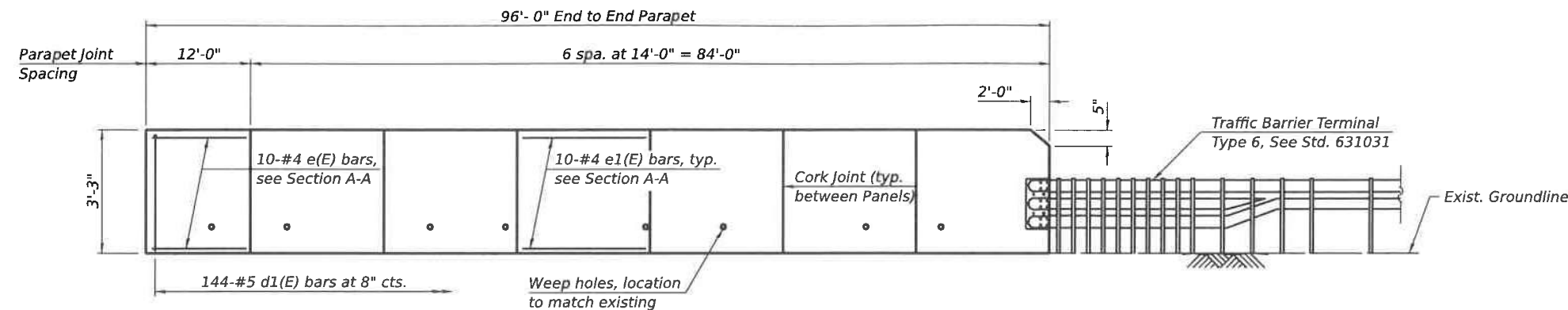
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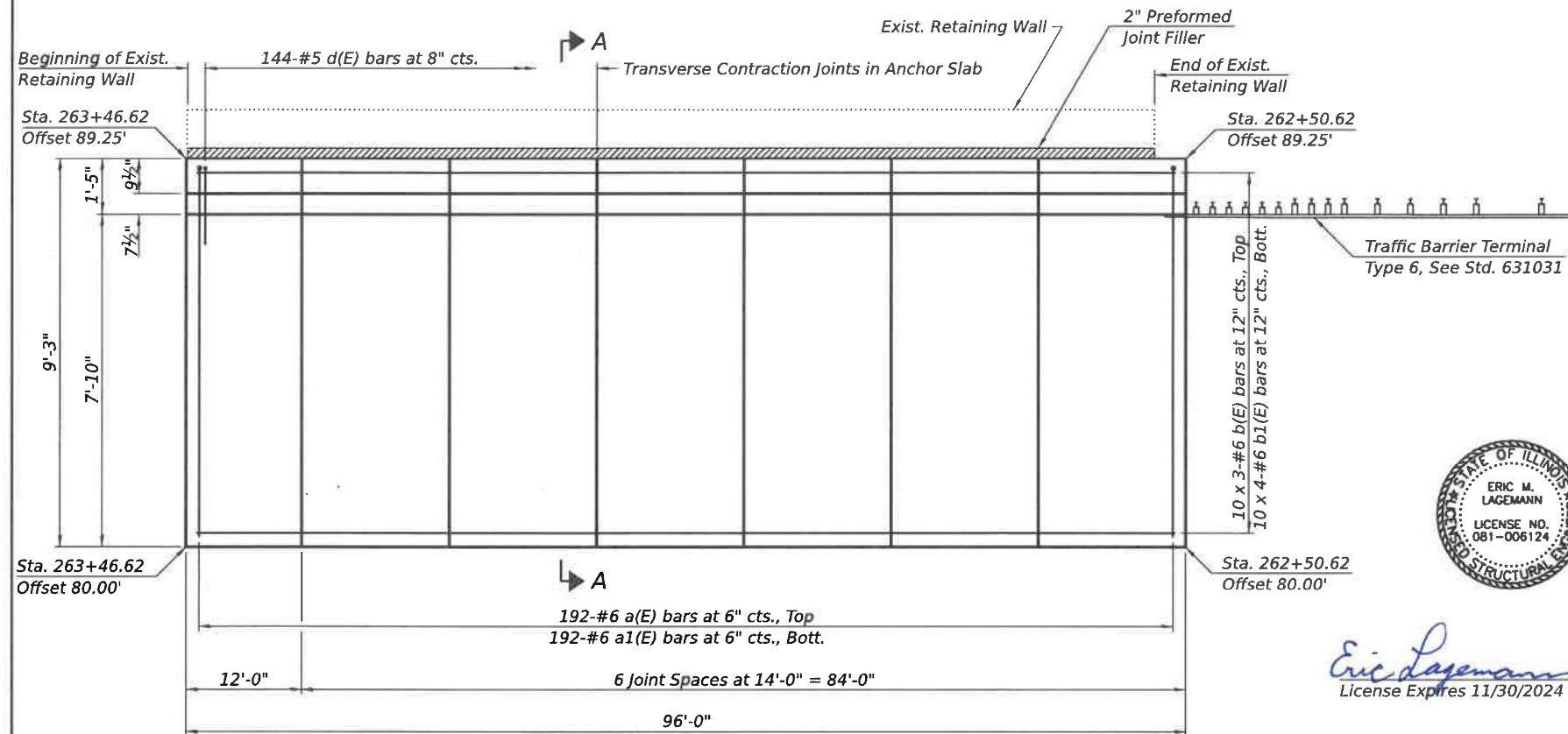
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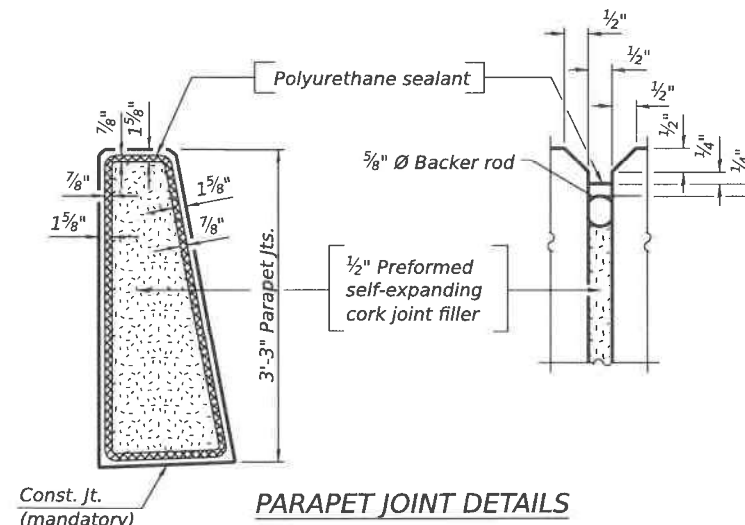
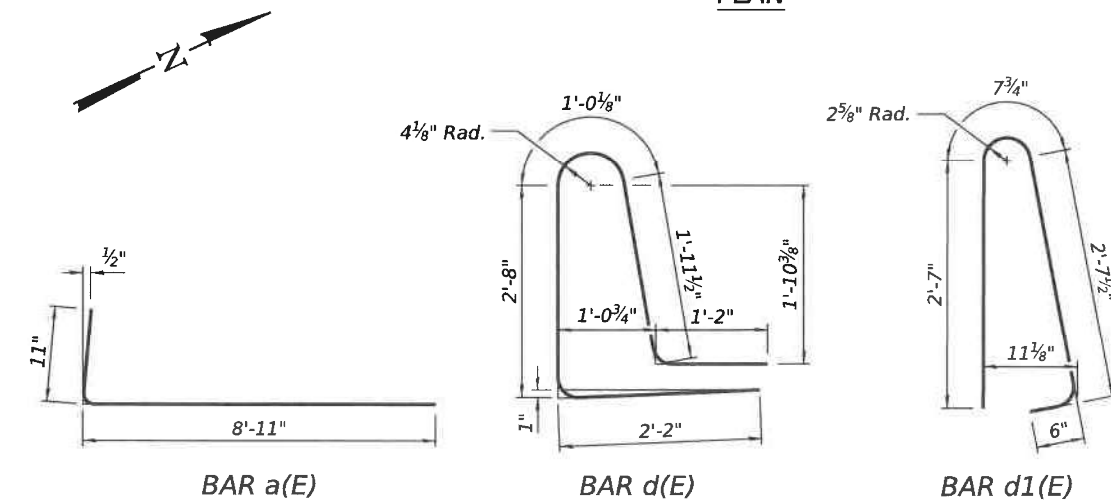
- 1 CRACKS OR SAW CUTS IN THE ROADWAY MUST NOT BE LOCATED CLOSER THAN 18" UPSTREAM AND 18" DOWNSTREAM OF THE TEMPERATURE SENSOR.
- 2 SLOT LENGTH IS 4" LONGER THAN SENSOR.
- 3 SET THE SENSOR AT THE CORRECT DEPTH.
- 4 PLACE A BRACKET AT EACH END OF THE SENSOR,
- 5 LOCATE SENSOR IN SAME PAVEMENT AND WITHIN 6' OF THE TEMPERATURE COMPENSATED DEVICE. AVOID PLACING IN WHEEL PATH.
- 6 WEDGE SENSOR AGAINST FLOOR OF CUT UNDER "W" CLIP (P/N 480275).
- 7 SPACE THREE BRACKETS (P/N 480275) EVENLY OVER THE LENGTH OF THE SENSOR,
- 8 USE GROUT OF SAME TYPE AS THAT OF SENSOR BEING COMPENSATED:
PIEZO - USE AS475 (340028) OR PU200 (IT2000285)
KISTLER - USE KISTLER GROUT (340139) OR FLEXOLITH (340082)
- 9 CORE DRILL OR CUT NOTCH IN PAVED SHOULDER FOR SWEEP. PLUG SWEEP OPENING, COVER WITH LOOP SEALANT.



INSIDE ELEVATION OF PARAPET

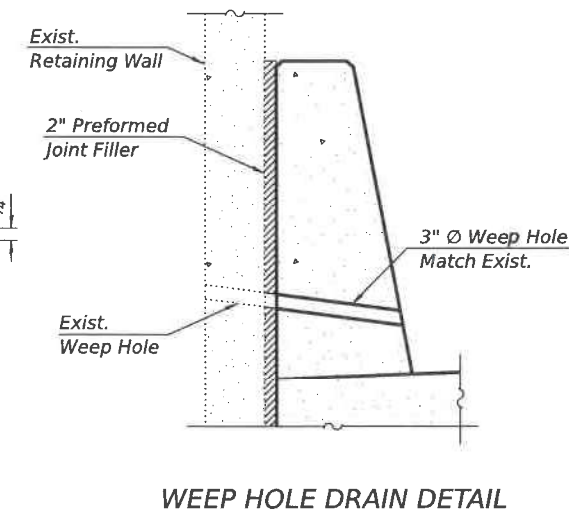


PLAN



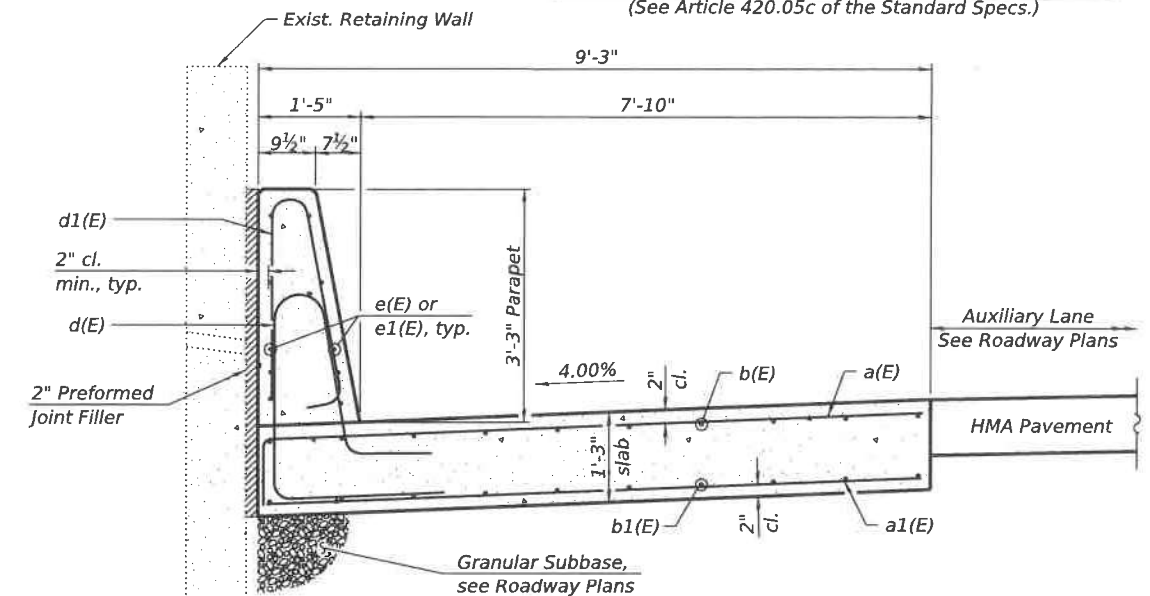
PARAPET JOINT DETAILS

MINIMUM BAR LAP
#6 bar = 3'-7"



WEEP HOLE DRAIN DETAIL

TRANSVERSE CONTRACTION JOINT DETAIL
(See Article 420.05c of the Standard Specs.)



SECTION A-A

DESIGN SPECIFICATIONS
2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES

$f'_c = 4,000$ psi
 $f_y = 60,000$ psi (Reinforcement)

Notes:
Cost for Preformed Joint Filler and Contraction Joints shall be included in the pay item Concrete Superstructure. For elevations and longitudinal slope, see Roadway Plans. The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	192	#6	9'-10"	—
a1(E)	192	#6	8'-11"	—
b(E)	30	#6	34'-4"	—
b1(E)	40	#6	26'-8"	—
d(E)	144	#5	9'-0"	—
d1(E)	144	#5	6'-5"	—
e(E)	10	#4	11'-8"	—
e1(E)	60	#4	13'-8"	—
Reinforcement Bars, Epoxy Coated			Pound	11,500
Concrete Superstructure			Cu. Yd.	54.0
Protective Coat			Sq. Yd.	129

Bars indicated thus 10 x 3 - #6 etc. indicates 10 lines of bars with 3 lengths per line.

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VOLKERT

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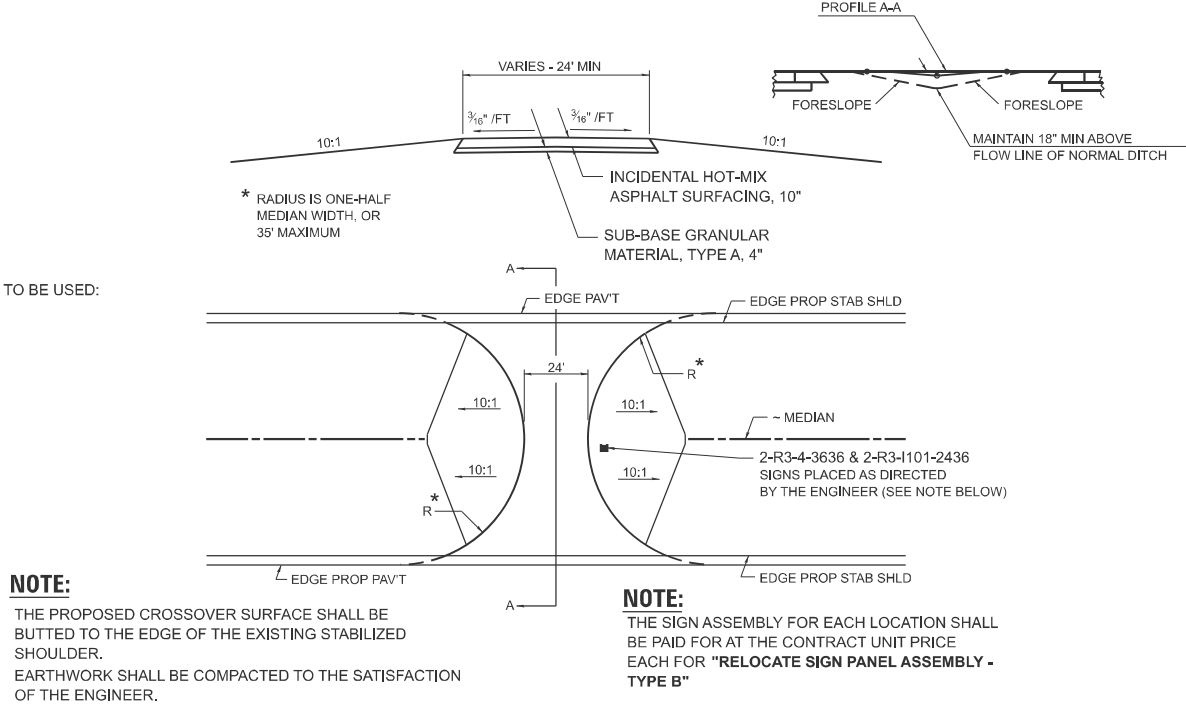
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ANCHOR SLAB AND PARAPET DETAILS

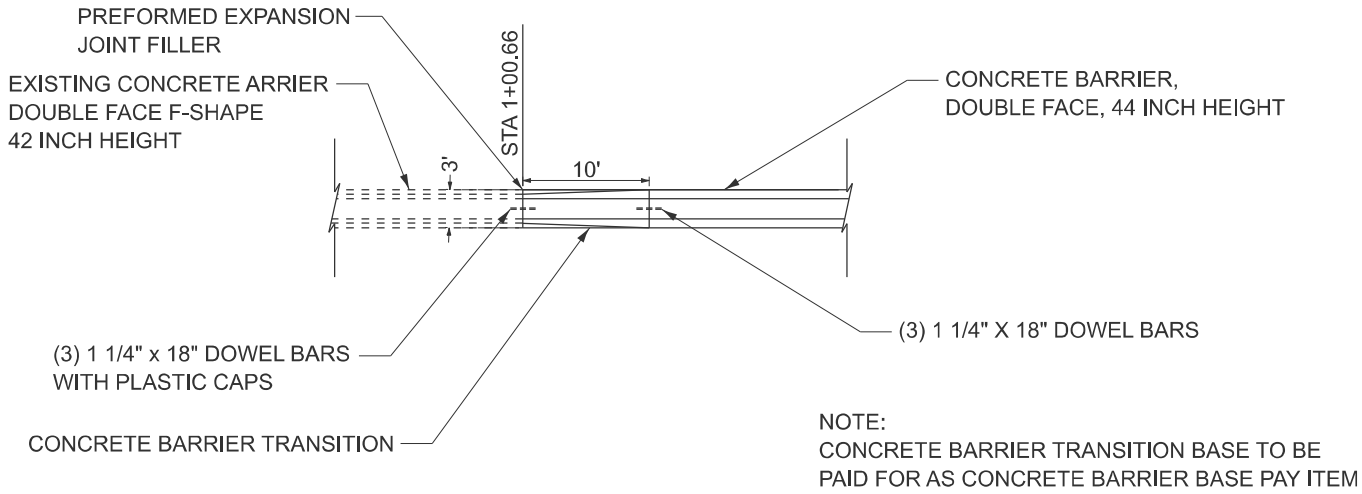
SHEET 1 OF 1 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

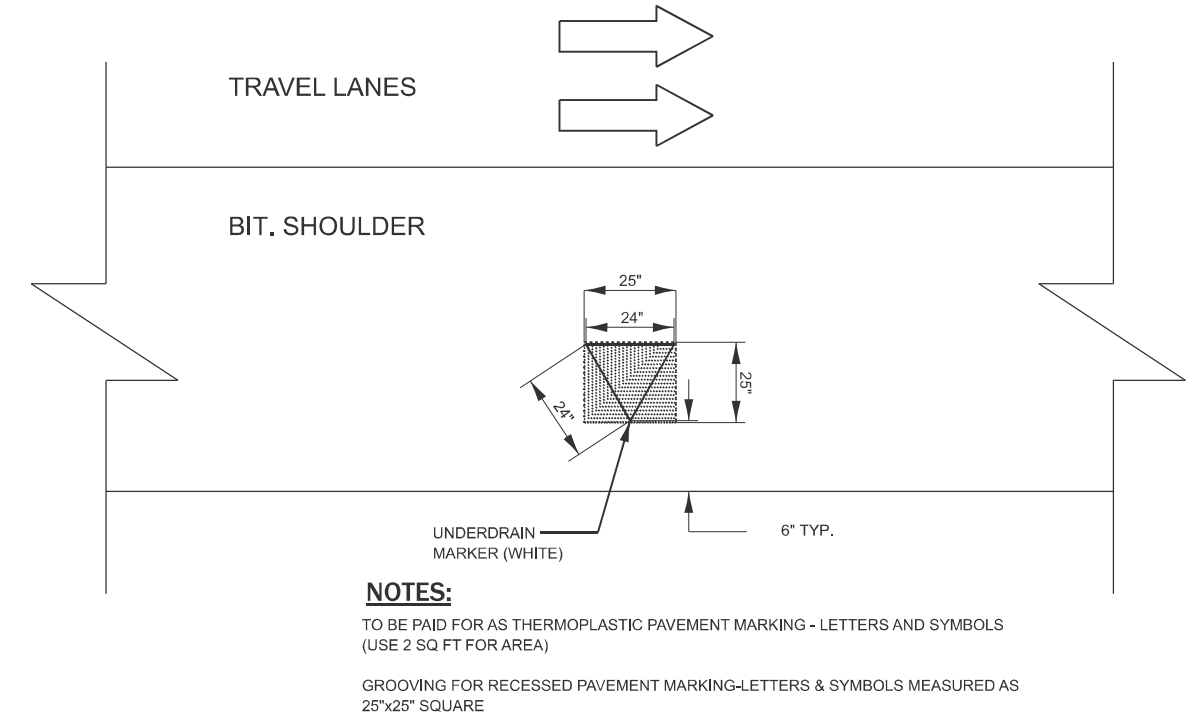
PROPOSED MEDIAN CROSSOVER



CONCRETE BARRIER TRANSITION FROM DOUBLE FACE 44 INCH HEIGHT TO DOUBLE FACE F-SHAPE 42 INCH HEIGHT



TYPICAL UNDERDRAIN OUTLET MARKER DETAIL



PIPE UNDERDRAIN MARKERS

	NUMBER OF	THERMOPLASTIC	GROOVING FOR
LOCATION	LATERAL	PAVEMENT	RECESSED PAVEMENT
STA TO STA	PIPE	MARKING -	MARKING - LETTERS
	UNDERDRAINS	LETTERS & SYMBOLS	& SYMBOLS
	EACH	SQ FT	SQ FT
SOUTHBOUND INSIDE			
STA 1+00.79 TO STA 459+50.00	109	218	474
SOUTHBOUND OUTSIDE			
STA 1571+00.00 TO STA 2+50.00	7	14	31
STA 436+85.00 TO STA 444+45.00	2	4	9
NORTHBOUND INSIDE			
STA 1+00.79 TO 418+40.00	97	194	421
NORTHBOUND OUTSIDE			
STA 1571+00.00 TO STA 20+50.00	7	14	31
SB WEIGH STATION			
STA 0+00.00 TO STA 25+87.38	5	10	22
TOTAL	227	454	988

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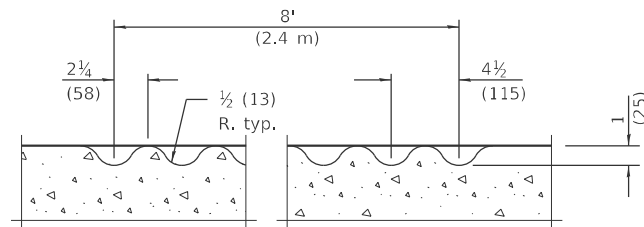
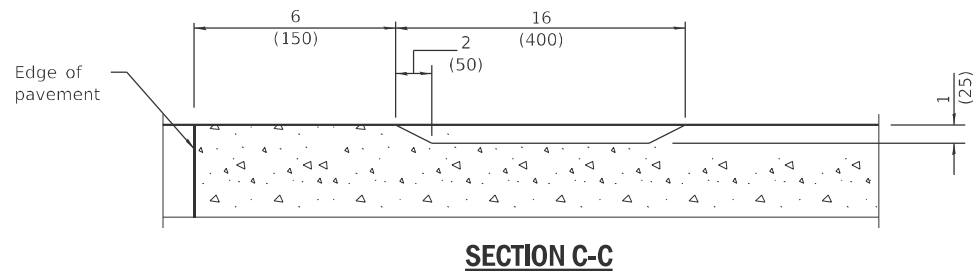
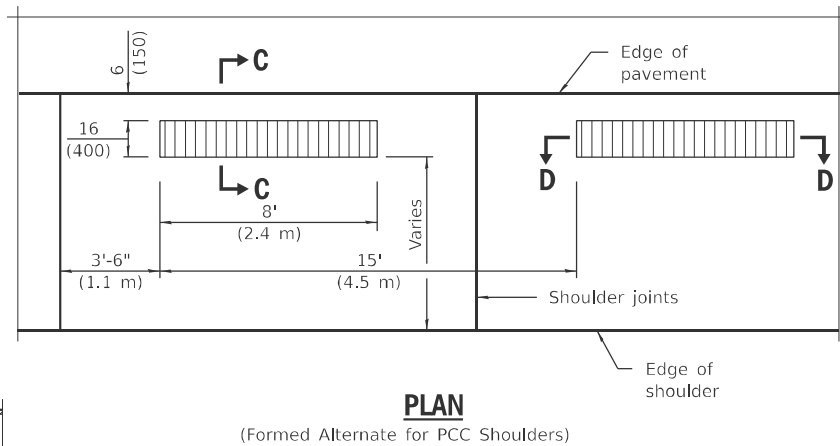
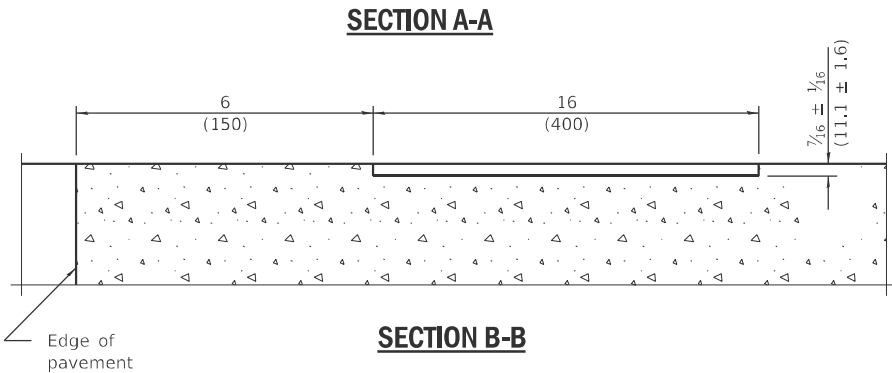
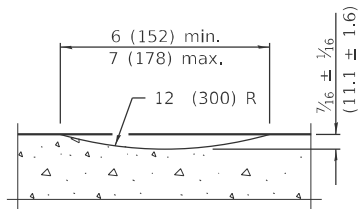
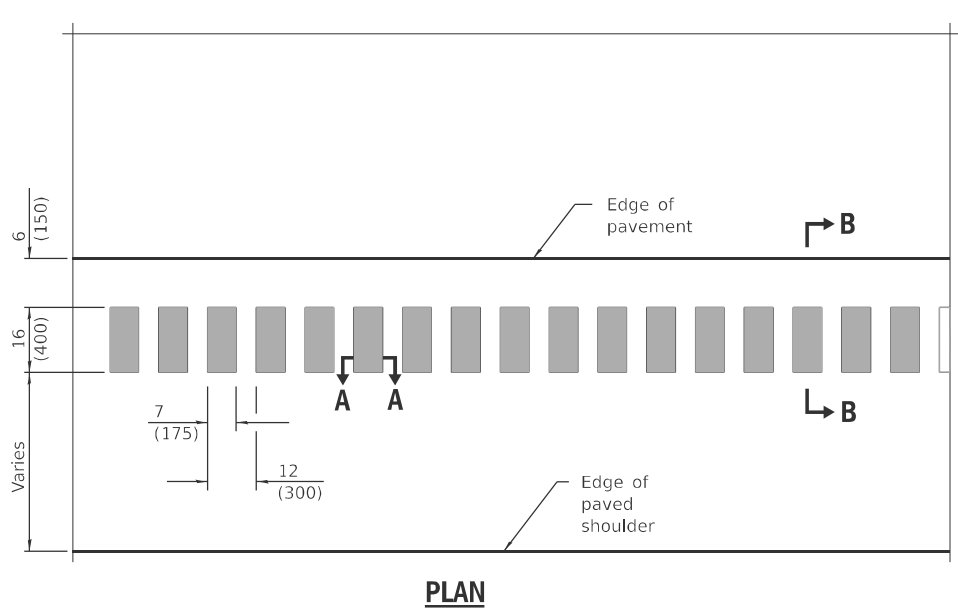
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS
INTERSTATE 57

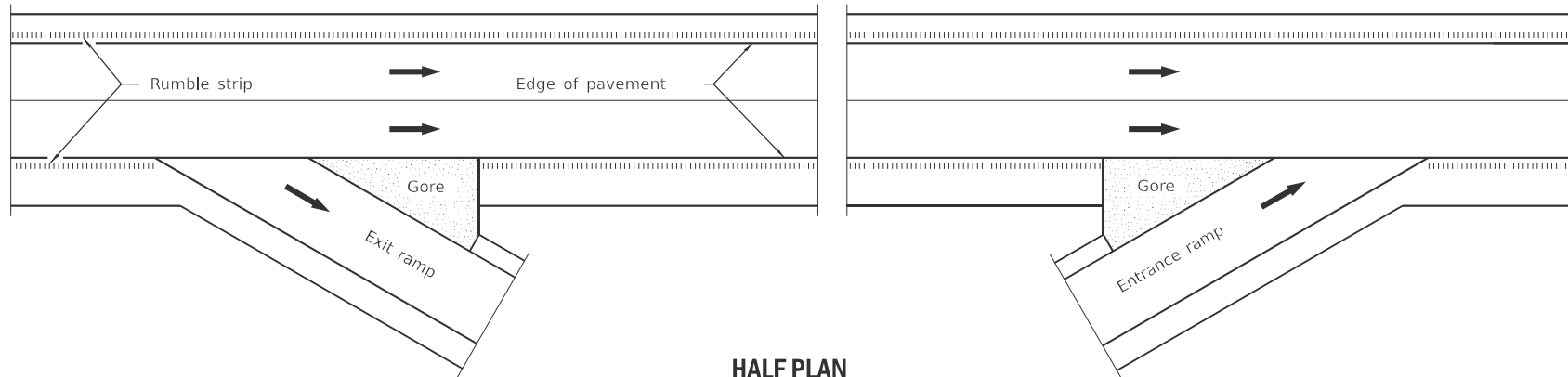
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

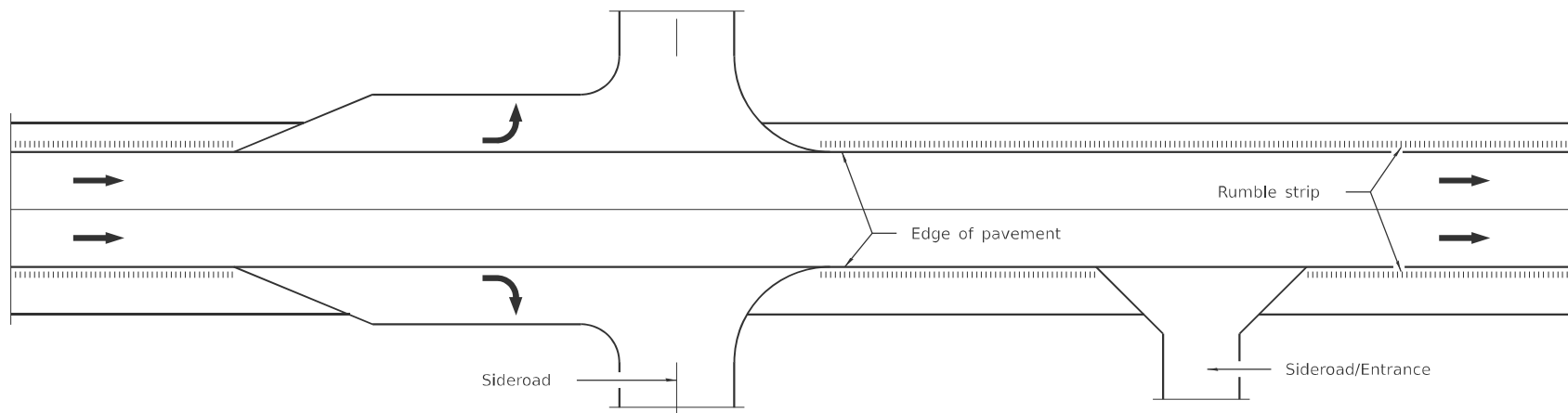
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HALF PLAN
TYPICAL APPLICATION AT AN INTERCHANGE



HALF PLAN
TYPICAL APPLICATION AT AN INTERSECTION OR ENTRANCE



GENERAL NOTES

On Portland cement concrete shoulders, no shoulder rumble strip shall be located closer than 6 (150) to a transverse joint.

Omit shoulder rumble strips across structures.

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

SHOULDER RUMBLE STRIPS, 16 in.

VOLKERT

USER NAME = betsy.witt	DESIGNED -	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN -	REVISED -
PLOT DATE = 8/30/2024	CHECKED -	REVISED -
	DATE -	REVISED -

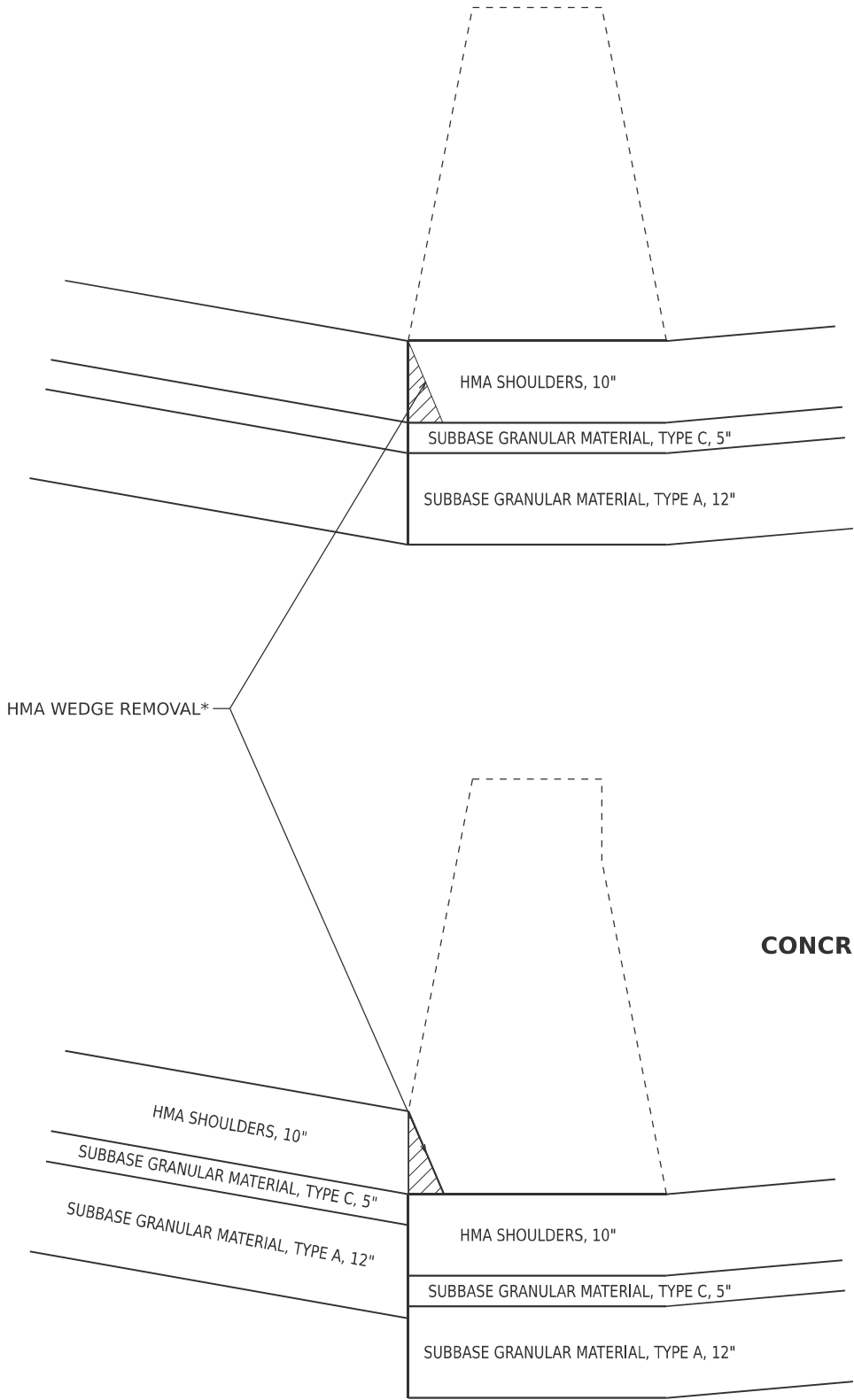
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS
INTERSTATE 57

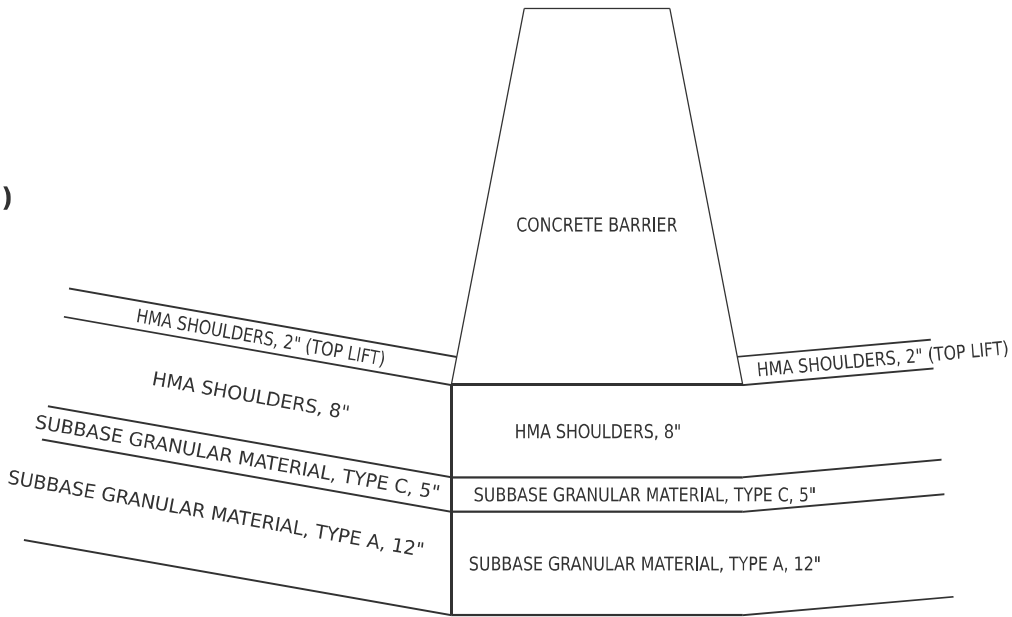
SCALE: SHEET 2 OF 8 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	245
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

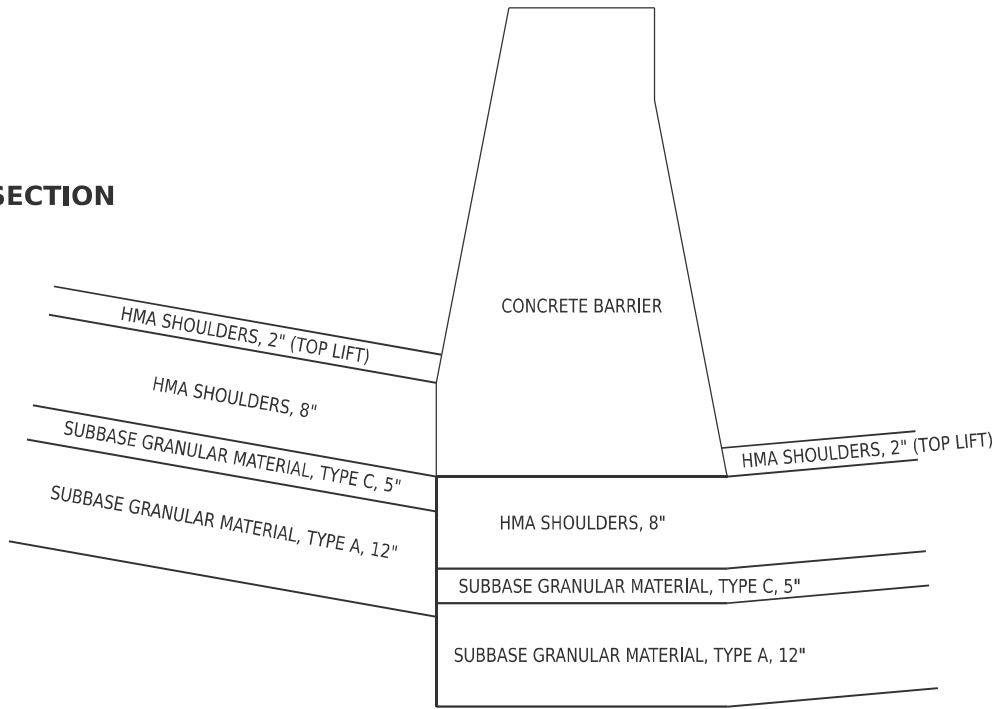
MODEL: Miscellaneous Details 03
FILE NAME: c:\volkert_pw_working\dwg\misc\0326115\0918798-sh-details.dgn



CONCRETE BARRIER (TYP.)



CONCRETE BARRIER, VAR. CROSS SECTION



*SEE SPECIAL PROVISION



USER NAME	= betsy.witt	DESIGNED	-	REVISED	-
DRAWN	-	REVISION	-	REVISION	-
PLOT SCALE	= \$SCALE\$	CHECKED	-	REVISION	-
PLOT DATE	= 8/30/2024	DATE	-	REVISION	-

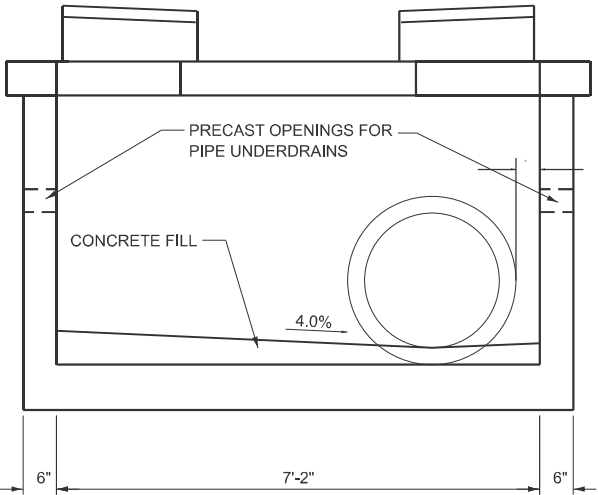
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS
INTERSTATE 57

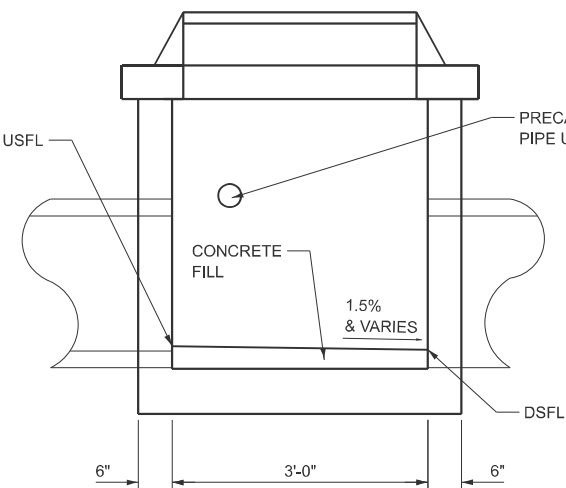
SCALE: SHEET 3 OF 8 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	246
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

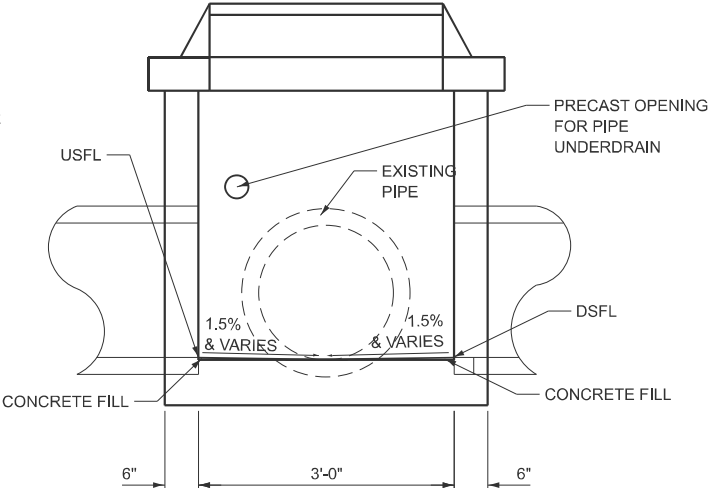
DETAIL OF DRAINAGE STRUCTURE TYPE 4,
WITH TWO TYPE 20 FRAME AND GRATES



SECTION PERPENDICULAR TO PIPE

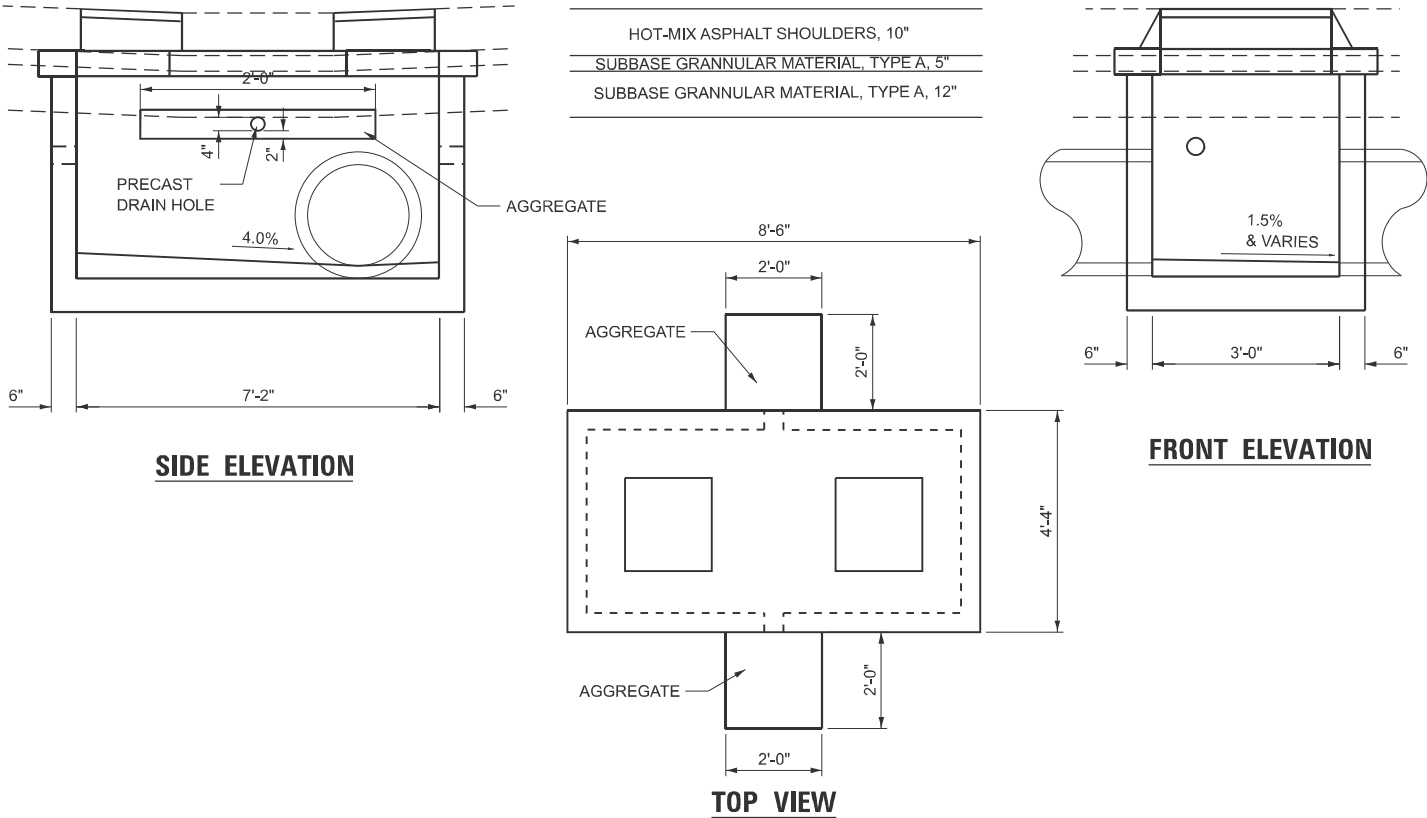


SECTION PARALELL TO PIPE
(NO EXITING PIPE)



SECTION PARALLEL TO PIPE
(WITH EXITING PIPE)

DETAIL OF DRAIN HOLE FOR DRAINAGE STRUCTURE TYPE 4,
WITH TWO TYPE 20 FRAME AND GRATES

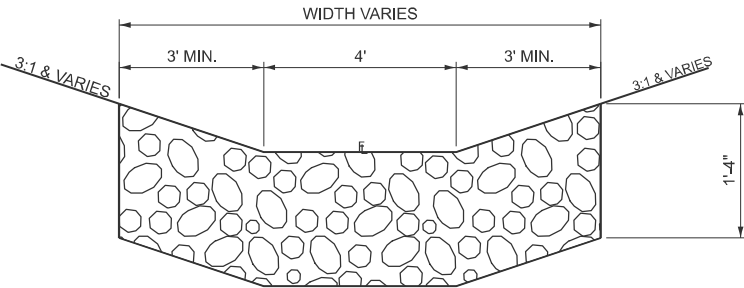


SIDE ELEVATION

FRONT ELEVATION

TOP VIEW

TYPICAL DETAIL OF STONE
RIPRAP DITCH LINING



NOTES:

THIS WORK INCLUDES THE EARCH EXCAVATION REQUIRED TO PLACE THE RIPRAP AS SHOWN, THE MATERIAL RESULTING FROM THE EARTH EXCAVATION SHALL BE PLACED IN THE ROADWAY EMBANKMENT, OR WASTED AS DIRECTED BY THE ENGINEER. THE EARTHWORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE DITCH CHECKS

THE RIPRAP DITCH SHALL BE CONSTRUCTED AT THE LOCATIONS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. CONSTRUCTION OF THE STONE RIPRAP DITCH SHALL CONFORM TO THE REQUIREMENTS FOR CLASS A4 RIPRAP AS INDICATED IN SECTION 281 OF STANDARD SPECIFICATIONS.

THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR STONE RIPRAP, CLASS A4, WHICH PRICE SHALL INCLUDE ALL MATERIAL, LABOR, AND EQUIPMENT TO COMPLETE THE WORK IN PLACE AS SHOWN.

BEDDING MATERIAL AND FILTER FABRIC AS SPECIFIED IN SECTION 281 OF THE STANDARD SPECIFICATIONS WILL NOT BE REQUIRED.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS
INTERSTATE 57

SCALE: SHEET 4 OF 8 SHEETS STA. TO STA.

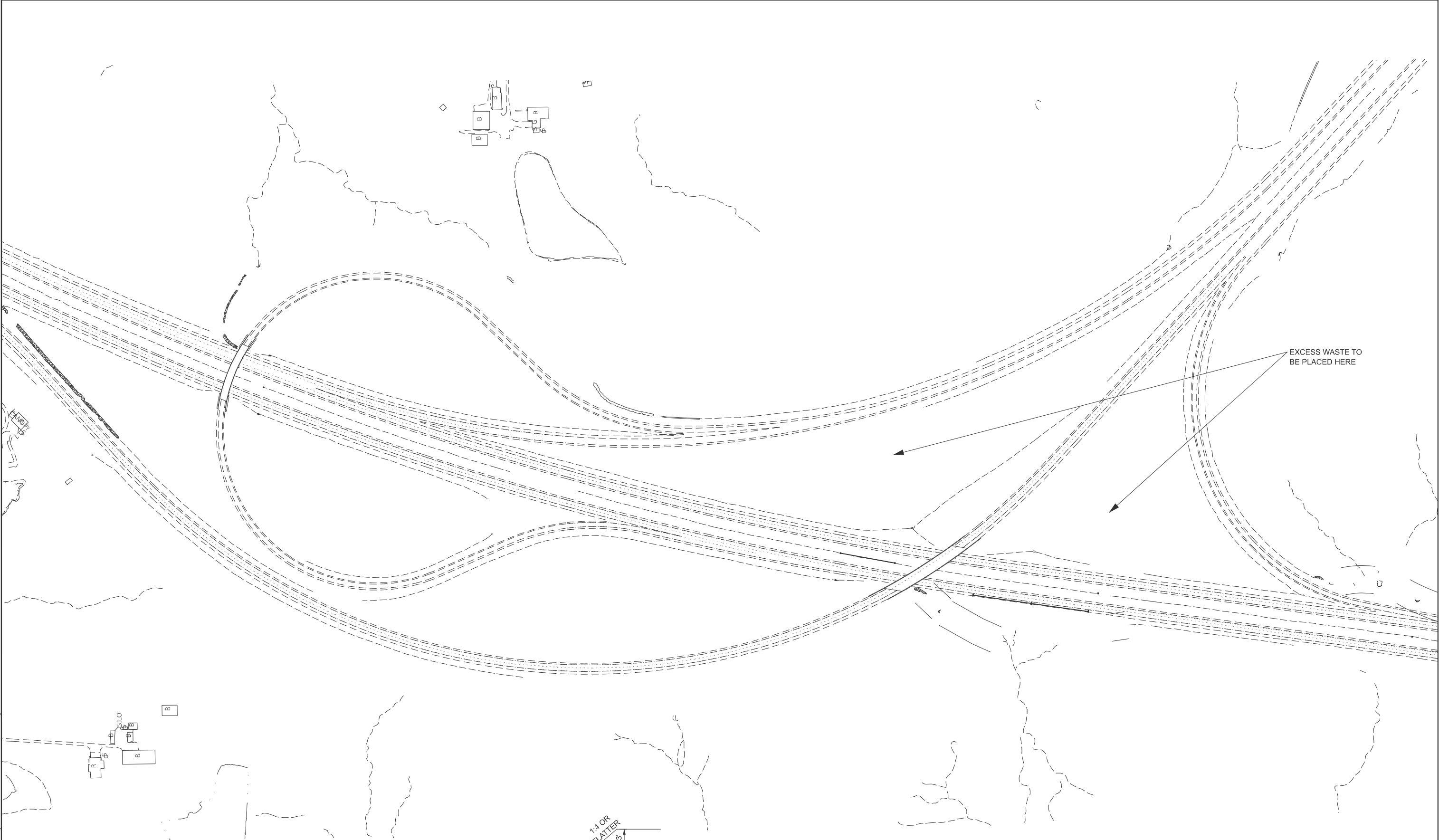
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	247
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

MODEL: Miscellaneous Details 04
FILE NAME: c:\volkert_pw_working\p\betsy.witt\0326115\09\8789-sh-details.dgn

VOLKERT

USER NAME = betsy.witt	DESIGNED -	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN -	REVISED -
PLOT DATE = 8/30/2024	CHECKED -	REVISED -
	DATE -	REVISED -

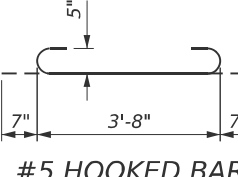
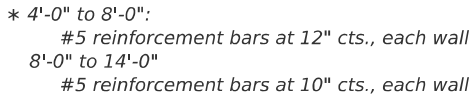
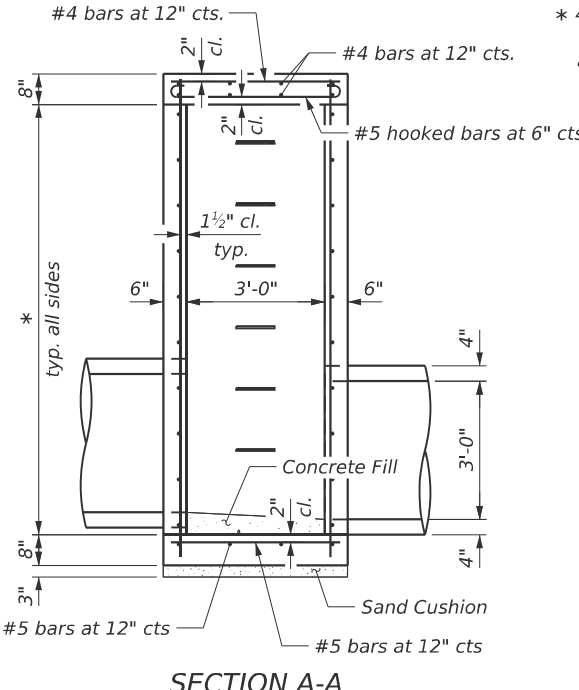
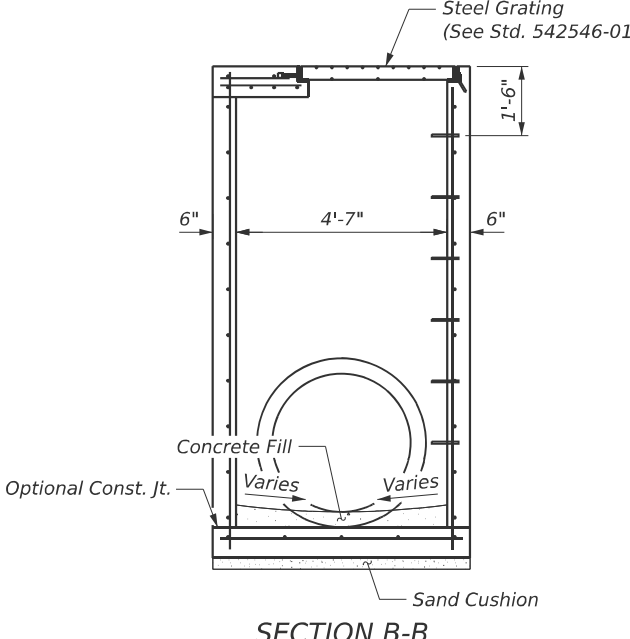
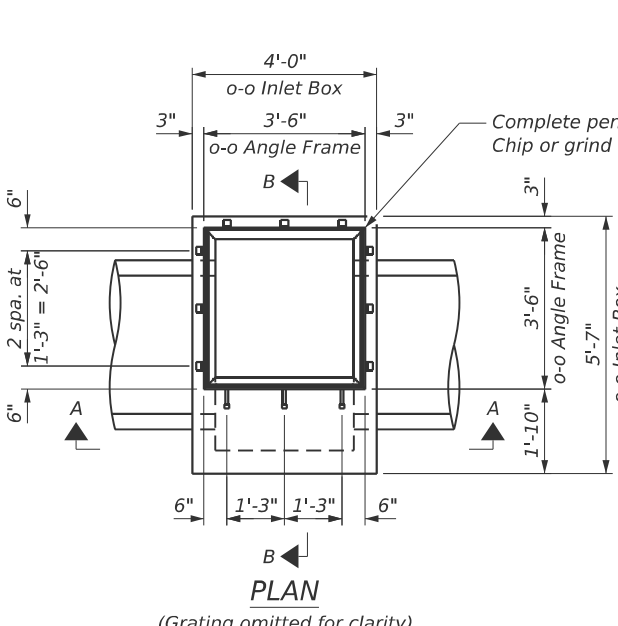
MODEL: Miscellaneous Details 05 [Sheet]
FILE NAME: c:\vd\krt_cw_working\p\Betsy.witt\0326115\0918789-sh-detailed-2.dgn



ALL EXCESS WASTE SHALL BE PLACED TO THE SATISFACTION OF THE ENGINEER.
DRAINAGE DITCHES SHALL BE LEFT OPEN AND FREE FLOWING TO THE EXISTING CONDITIONS.
ALL PLACED MATERIAL SHALL HAVE THE SAME DRAINAGE FLOW OF EXISTING CONDITIONS.

	USER NAME = betsy.witt		DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MISCELLANEOUS DETAILS INTERSTATE 57					F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
			DRAWN -	REVISED -		57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	248						
	PLOT SCALE = \$SCALE\$		CHECKED -	REVISED -							CONTRACT NO. 78798					
	PLOT DATE = 8/30/2024		DATE -	REVISED -		SCALE:		SHEET 5 OF 8 SHEETS					STA. TO STA.			
													ILLINOIS FED. AID PROJECT			

INLETS. SPECIAL. NO.



Notes:
See Standard 542546-01 for details of steel grate

Steps at 12" to 16" cts

See Standard 602701 for details of steps.

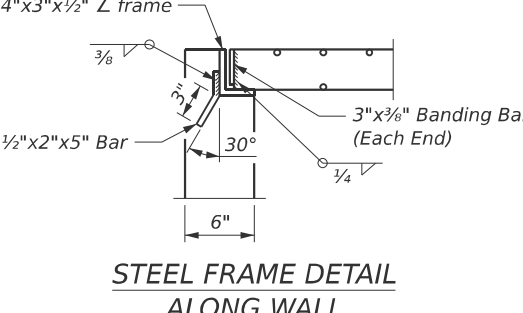
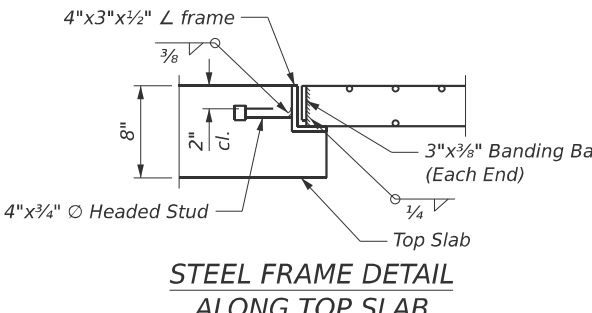
Steps shall be omitted when depth of inlet is less than 5 foot.

The inlet shall be cast in place or precast.

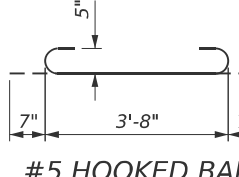
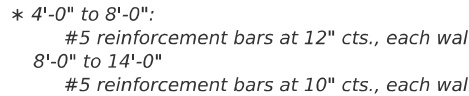
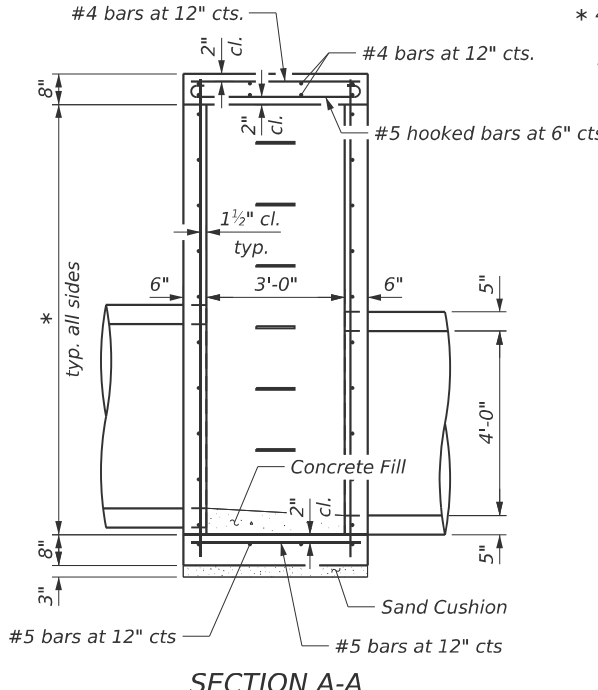
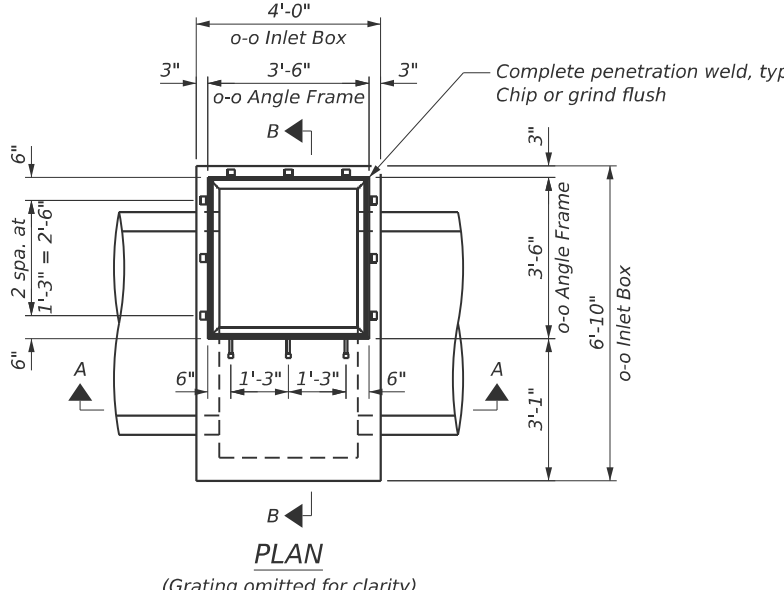
Except as noted herein Inlets, Special, No. 1 shall be constructed in accordance with section 602 of the Standard Specifications.

The contract unit price for each Inlets, Special, No. 1 shall include the cost of furnishing and installing the steel frame and grate, reinforcement bars, floor, walls, top slab, concrete fill, sand cushion (if used) and cast iron steps (if used).

Reinforcement bars shall be epoxy coated



Keith W. Benting
Keith W. Benting, Illinois S.E. 081-00477
Expires 11/30/2024
APPLIES TO SHEETS 249-251



Notes:
See Standard 542546-01 for details of steel grate

Steps at 12" to 16" cts

See Standard 602701 for details of steps

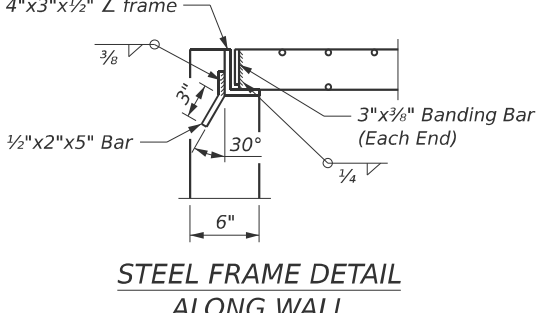
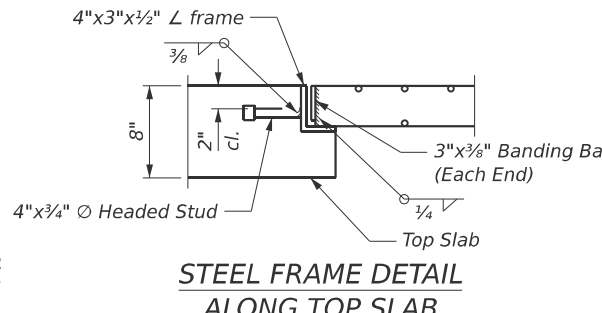
Steps shall be omitted when depth of inlet is less than 5 foot.

The inlet shall be cast in place or precast.

Except as noted herein Inlets, Special, No. 2 shall be constructed in accordance with section 602 of the Standard Specifications.

The contract unit price for each Inlets, Special, No. 2 shall include the cost of furnishing and installing the steel frame and grate, reinforcement bars, floor, walls, top slab, concrete fill, sand cushion (if used) and cast iron steps (if used).

Reinforcement bars shall be epoxy coated.



$B \leftarrow$ 

BILL OF MATERIAL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

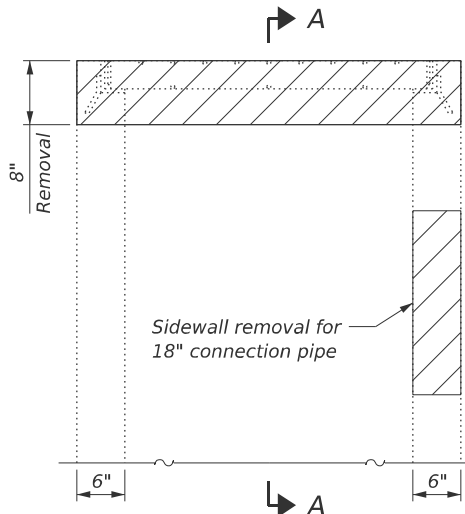
 $B \leftarrow$ 

BILL OF MATERIAL

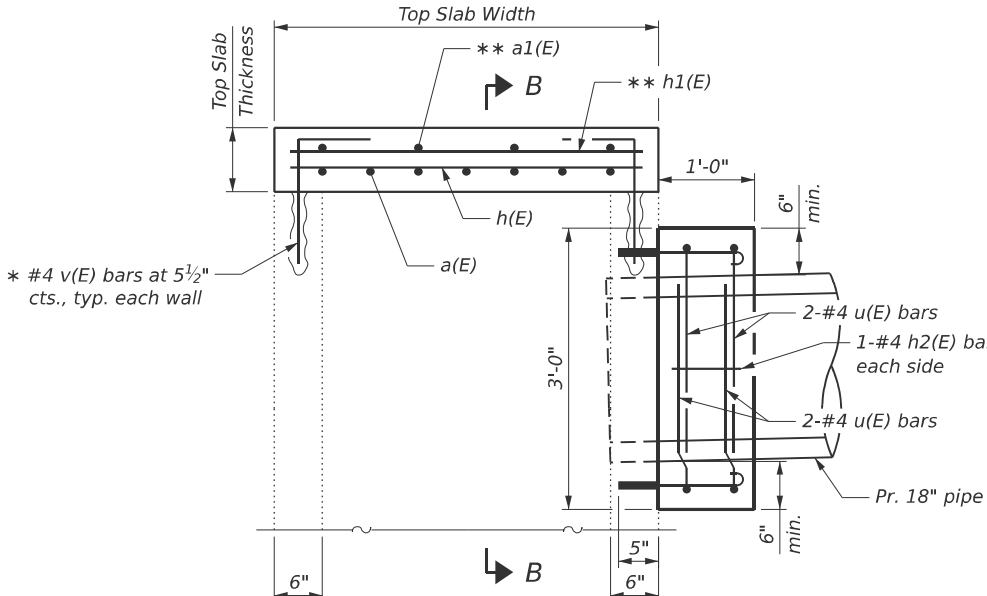
MISCELLANEOUS DETAILS - CONCRETE COLLAR DETAILS
INTERSTATE 57

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 78798				
ILLINOIS		FED. AID PROJECT		

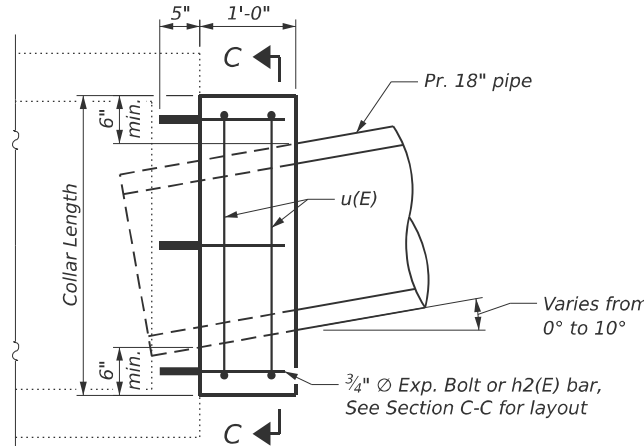
INLETS TO BE RECONSTRUCTED (SPECIAL)



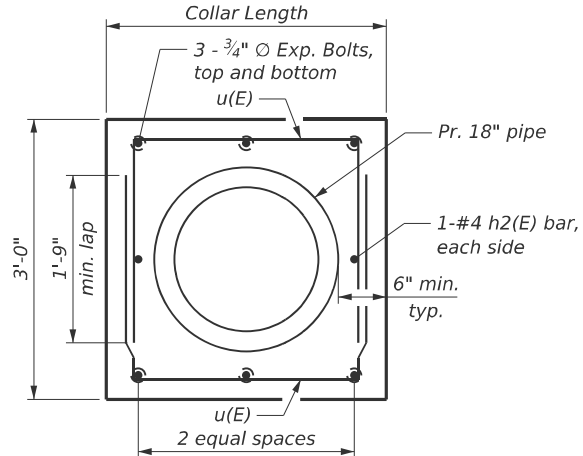
EXISTING INLET ELEVATION



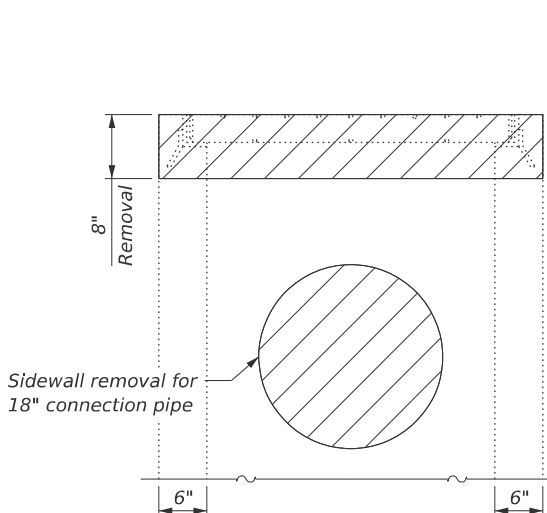
RECONSTRUCTED INLET ELEVATION



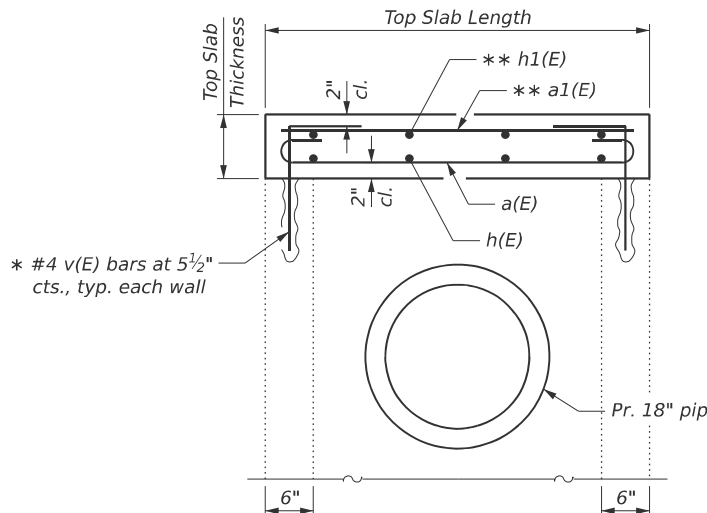
PLAN AT COLLA



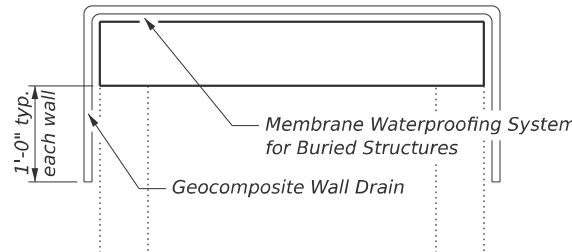
SECTION C-C



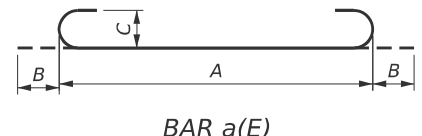
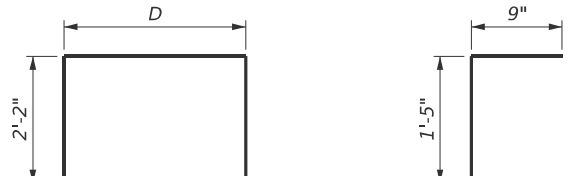
SECTION A-A



SECTION B-E



MEMBRANE WATERPROOFING FOR BURIED STRUCTURES AND GEOCOMPOSITE WALL DRAIN DETAIL

 $BAR\ a(E)$  $BAR \cup (E)$ $BAR \vee (E)$

* Drill and epoxy grout bars
9" minimum embedment.

**** Only at locations where the top slab is 8" thick or greater**

INLETS TO BE RECONSTRUCTED (SPECIAL) LOCATIONS - FOR INFORMATION ONLY

Station	Top Slab			a(E) Bar					a1(E) Bar		h(E) Bar		h1(E) Bar		Collar Length	u(E) Bar D
	Width	Length	Thickness	Size	Spacing	A	B	C	Size	Spacing	Size	Spacing	Size	Spacing		
32+71.79	4'-0"	4'-0"	6"	#4	5½"	3'-8"	6"	4"	-	-	#4	12"	-	-	3'-0"	2'-6"
128+57.39	5'-6"	8'-6"	10"	#6	6"	8'-2"	8"	6"	#5	12"	#5	12"	#5	12"	3'-0"	2'-6"
139+74.12	4'-0"	5'-0"	6"	#4	5½"	4'-8"	6"	4"	-	-	#4	12"	-	-	3'-2"	2'-8"
158+86.73	4'-0"	4'-6"	6"	#4	5½"	4'-2"	6"	4"	-	-	#4	12"	-	-	3'-1"	2'-7"
186+49.46	6'-6"	6'-6"	8½"	#6	7½"	6'-2"	8"	6"	#5	12"	#5	12"	#5	12"	3'-0"	2'-6"
222+98.71	4'-0"	4'-0"	8"	#5	6"	3'-8"	7"	5"	#4	12"	#4	12"	#4	12"	3'-0"	2'-6"
253+00.00	4'-0"	4'-0"	6"	#4	5½"	3'-8"	6"	4"	-	-	#4	12"	-	-	3'-0"	2'-6"
355+51.66	4'-0"	4'-0"	6"	#4	5½"	3'-8"	6"	4"	-	-	#4	12"	-	-	3'-0"	2'-6"

Notes:
Expansion bolts shall be $\frac{3}{4}$ " $\varnothing$ hooked bolts. Hooked bolts shall extend a minimum of 9" into new concrete.

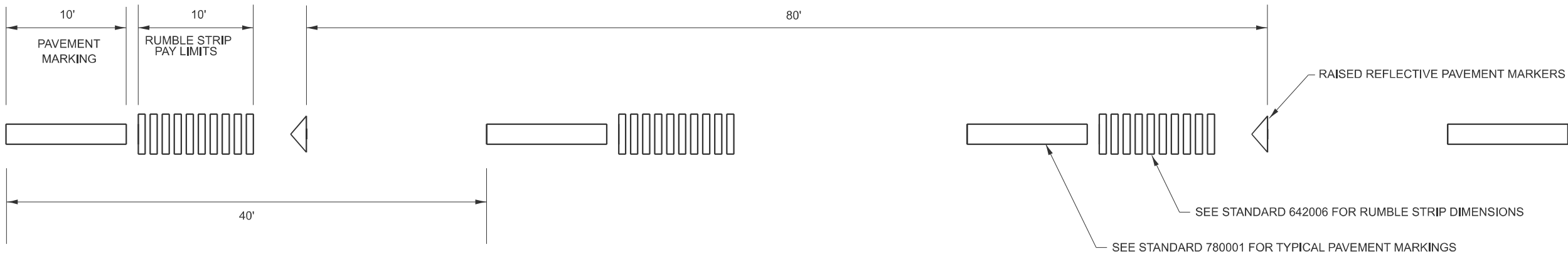
Reinforcement bars designated (E) shall be epoxy coated

Membrane Waterproofing System for Buried Structures and Geocomposite Wall Drain shall be included at each reconstructed inlet location.

Geocomposite Wall Drain shall be according to Section 591 of the Standard Specifications, except that concrete nails shall not be used in areas where it overlaps Membrane Waterproofing System for Buried Structures.

The contract unit price for each Inlets to be Reconstructed (Special) shall include the cost of all labor, equipment and material.

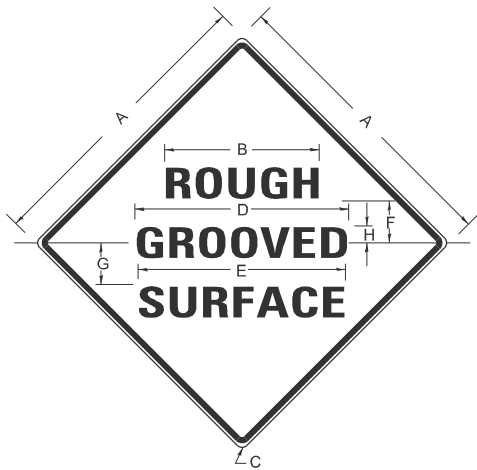
CENTERLINE RUMBLE STRIP DETAIL



DRAWN	01-08-19
REVISED	10-21-21
REVISED	05-26-22
REVISED	06-30-23

STD. 9-17

ILLINOIS STANDARD
ROUGH GROOVED SURFACE SIGN



COLORS

LEGEND AND BORDER- BLACK NON-REFLECTORIZED
BACKGROUND- ORANGE REFLECTORIZED

SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	H
48X48	48.0	24.1	3.0	34.0	33.0	6.0	13.0	3.5

SIGN SIZE	SERIES LINES			MAR-GIN	BOR-DER	BLANK STD.
	1	2	3			
48X48	7C	7C	7C	0.8	1.2	B4-48D

ALL DIMENSIONS IN INCHES

NOTES

PRIOR TO ALLOWING TRAFFIC ON ANY PORTION OF THE ROADWAY THAT HAS BEEN COLDMILLED, THE CONTRACTOR SHALL HAVE ERECTED "ROUGH GROOVED SURFACE" SIGNS THAT CONFORM TO THE ABOVE DETAILS. A MINIMUM OF ONE SIGN AT EACH END OF THE IMPROVEMENT WILL BE REQUIRED. THE CONTRACTOR SHALL MAINTAIN THE "ROUGH GROOVED SURFACE" SIGNS UNTIL THE COLDMILLED SURFACE IS COVERED WITH LEVELING BINDER OR SURFACE COURSE.

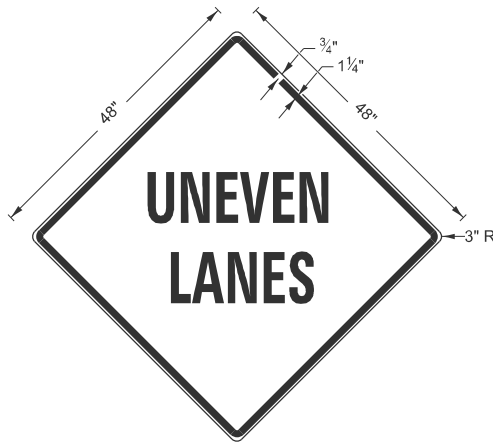
IF AT ANY TIME THE SIGNS ARE IN PLACE BUT NOT APPLICABLE, THEY SHALL BE TURNED FROM THE VIEW OF MOTORISTS OR COVERED AS DIRECTED BY THE ENGINEER.

THE COST OF FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE REQUIRED SIGNS SHALL BE INCLUDED IN THE CONTRACT.

DRAWN	02-15-89
REVISED	03-27-08
REVISED	10-21-21
REVISED	05-27-22

STD. 9-23

UNEVEN LANES SIGN
W8-11 (48" X 48")



COLORS:

LEGEND AND BORDER - BLACK NON-REFLECTORIZED
BACKGROUND - ORANGE REFLECTORIZED

NOTE: PRIOR TO ALLOWING TRAFFIC ON ANY PORTION OF THE ROADWAY THAT HAS BEEN COLDMILLED OR BEFORE RESURFACING OPERATIONS BEGIN, THE CONTRACTOR SHALL HAVE ERECTED "UNEVEN PAVEMENT" SIGNS THAT CONFORM TO THE ABOVE DETAILS. A MINIMUM OF ONE SIGN AT EACH END OF THE IMPROVEMENT WILL BE REQUIRED. THE CONTRACTOR SHALL MAINTAIN THE "UNEVEN PAVEMENT" SIGNS UNTIL THE RESURFACING OPERATIONS ARE COMPLETED.

IF AT ANY TIME THE SIGNS ARE IN PLACE BUT NOT APPLICABLE, THEY SHALL BE TURNED FROM THE VIEW OF MOTORISTS OR COVERED AS DIRECTED BY THE ENGINEER.

THE COST OF FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE REQUIRED SIGNS SHALL BE INCLUDED IN THE CONTRACT.

DRAWN	02-15-89
REVISED	05-08-08
REVISED	10-21-21
REVISED	05-27-22

STD. 9-24

MODEL: D9 Details 01 (Sheet)
FILE NAME: c:\volkert_pw_working\pdt\basys\with\0326115\D9\78798-sh-detailed-D9.dgn

VOLKERT

USER NAME = marcus.mcconachie	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED -	REVISED -
PLOT DATE = 8/14/2024	DATE -	REVISED -

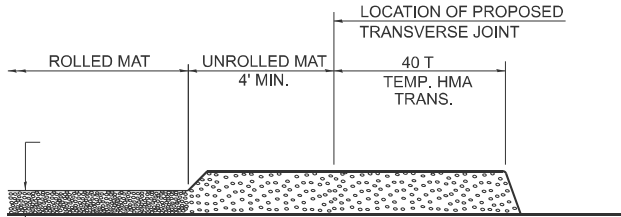
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 9 STANDARD DETAILS
INTERSTATE 57

SCALE: 1"=10' SHEET 1 OF 2 SHEETS STA. TO STA.

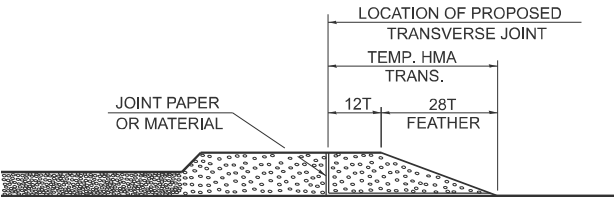
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	252
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

TEMPORARY HOT-MIX ASPHALT TRANSITIONS



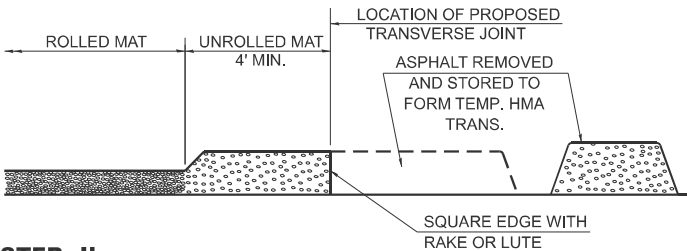
STEP I

- 1. PLACE HOT-MIX ASPHALT MAT, LENGTH 40 TIMES THE THICKNESS OF THE MAT BEING PLACED PAST THE PROPOSED TRANSVERSE JOINT LOCATION USING NORMAL OPERATING PROCEDURES.
- 2. EXTREME CARE SHOULD BE TAKEN TO MAINTAIN ENOUGH MATERIAL IN FRONT OF THE SCREED TO MAINTAIN REQUIRED PAVING DEPTH.



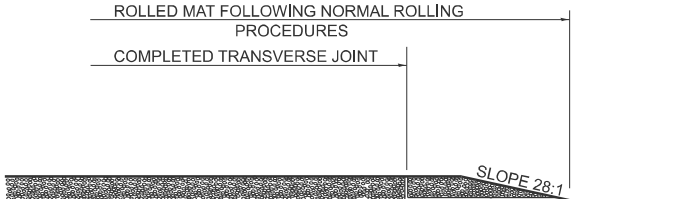
STEP III

- 1. JOINT PAPER OR OTHER PRESELECTED JOINT MATERIAL IS THEN PLACED IN THE CLEARED AREA AND THE EXCESS ASPHALT USED TO HAND FORM A TRANSITION TO THE DIMENSIONS SHOWN ABOVE.
- 2. NOTE THAT IN CONSTRUCTING THE TRANSITION, THE MAT DEPTH IS CONTINUED AS PART OF THE TRANSITION BEFORE FORMING THE FEATHER.



STEP II

- 1. MOVE THE PAVER OUT OF THE WAY AND REMOVE THE ASPHALT FROM THE AREA OF THE PROPOSED TEMPORARY HOT-MIX ASPHALT TRANSITION.
- 2. SQUARE UP THE END OF THE MAT WITH A RAKE OR LUTE.
- 3. NOTE THAT THE MAT WITHIN 4' OF THE END OF JOINT IS NOT TO BE ROLLED AT THIS TIME.



STEP IV

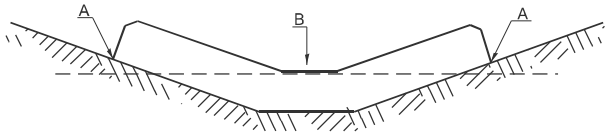
- 1. COMPLETE TEMPORARY TRANSITION BY ROLLING.
- 2. TO RESUME PAVING, AT THE JOINT, REMOVE TEMPORARY TRANSITION AND DISPOSE OF THE MATERIAL ACCORDING TO ART. 202.03 OF THE STD. SPECS. (COST INCLUDED IN THE CONTRACT).
- 3. CONSTRUCTING THE TEMPORARY TRANSITIONS WILL NOT BE PAID FOR SEPARATELY IN ACCORDANCE WITH ARTICLE 406.14 OF THE STANDARD SPECIFICATIONS.

STD. 9-18

DRAWN	02-15-89
REVISED	01-09-07
REVISED	10-21-21
REVISED	05-26-22

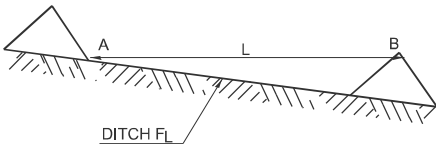
TEMPORARY DITCH CHECKS

PLACEMENT OF TEMPORARY DITCH CHECK IN DRAINAGE WAY



POINTS A SHOULD BE HIGHER THAN POINT B

SPACING BETWEEN TEMPORARY DITCH CHECKS



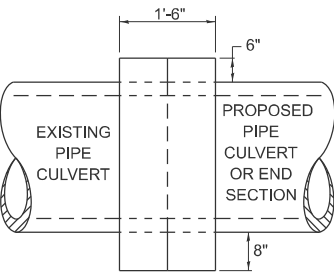
L = THE DISTANCE SUCH THAT POINTS A AND B ARE OF EQUAL ELEVATION

B = THE LOW POINT IN CENTER OF CHECK

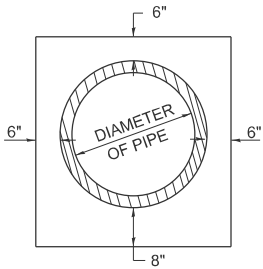
DRAWN	09-01-99
REVISED	05-08-08
REVISED	10-21-21
REVISED	05-27-22

STD. 9-28

CONCRETE COLLAR
PIPE TO PIPE



SIDE VIEW



END VIEW

TABULATION

DIAMETER OF PIPE	CL SI CONC CU YDS EST
12"	0.24
15"	0.29
18"	0.32
24"	0.44
30"	0.56
36"	0.66
42"	0.80
48"	0.93
54"	1.07
60"	1.22
72"	1.55

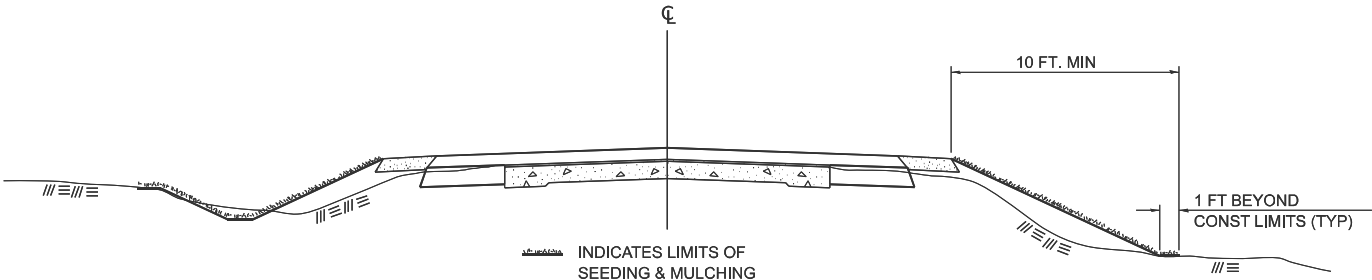
THE CONCRETE COLLAR SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR CONCRETE COLLAR, AS SHOWN ON THE PLANS, WHICH PRICE SHALL INCLUDE THE REMOVAL OF SUCH PORTIONS THE EXISTING HEADWALLS AS MAY BE REQUIRED.

CLASS SI CONCRETE SHALL BE USED THROUGHOUT.

STD. 9-02

DRAWN	07-13-90
REVISED	03-26-08
REVISED	10-21-21
REVISED	05-03-22

SEEDING & MULCHING



GENERAL NOTES

IN GENERAL, ALL EARTH SURFACES DISTURBED DURING CONSTRUCTION OPERATIONS SHALL BE SEEDDED AND MULCHED UPON COMPLETION OF ALL GRADING OPERATIONS.

ON DETOUR ROADS, SLOPES SHALL BE SEEDDED IMMEDIATELY UPON COMPLETION OF ANY GIVEN STAGE GRADING. TEMPORARY SEEDING SHALL BE CLASS 7.

FERTILIZER NUTRIENTS SHALL BE APPLIED TO ALL SEEDDED AREAS. LIMESTONE SHALL BE APPLIED TO ALL AREAS OF FINAL SEEDING.

THE RATES OF APPLICATION OF FERTILIZER, MULCH AND LIMESTONE SHALL BE AS SPECIFIED IN THE SPECIAL PROVISIONS FOR ROAD AND BRIDGE CONSTRUCTION.

SECTIONS 250 AND 251 SHALL GOVERN THIS WORK EXCEPT AS SPECIFIED HEREIN OR AS NOTED IN THE SPECIAL PROVISIONS.

DRAWN	02-15-89
REVISED	03-27-08
REVISED	10-21-21
REVISED	05-27-22

STD. 9-19

MODEL: D9 Details 02 (Sheet)
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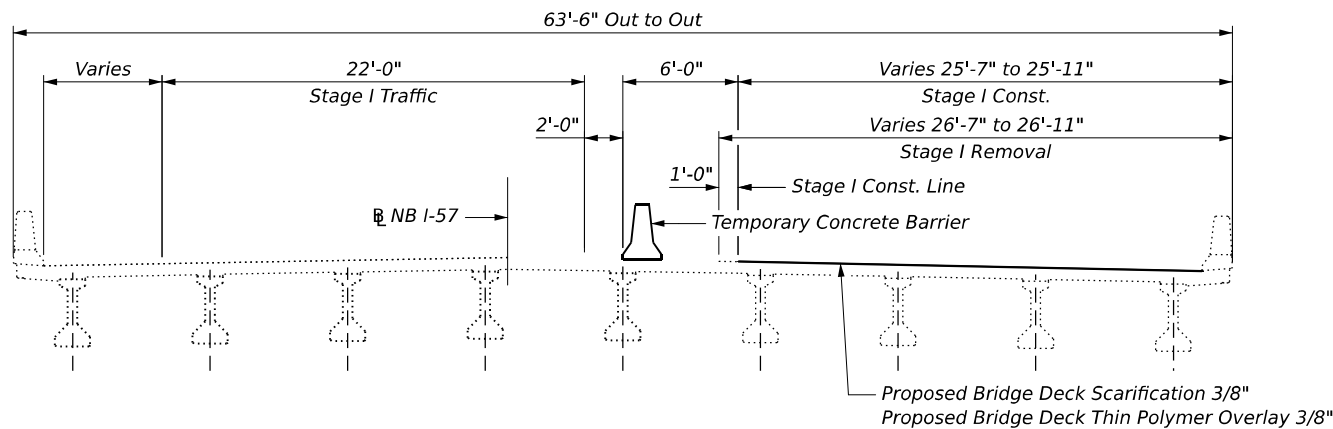
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

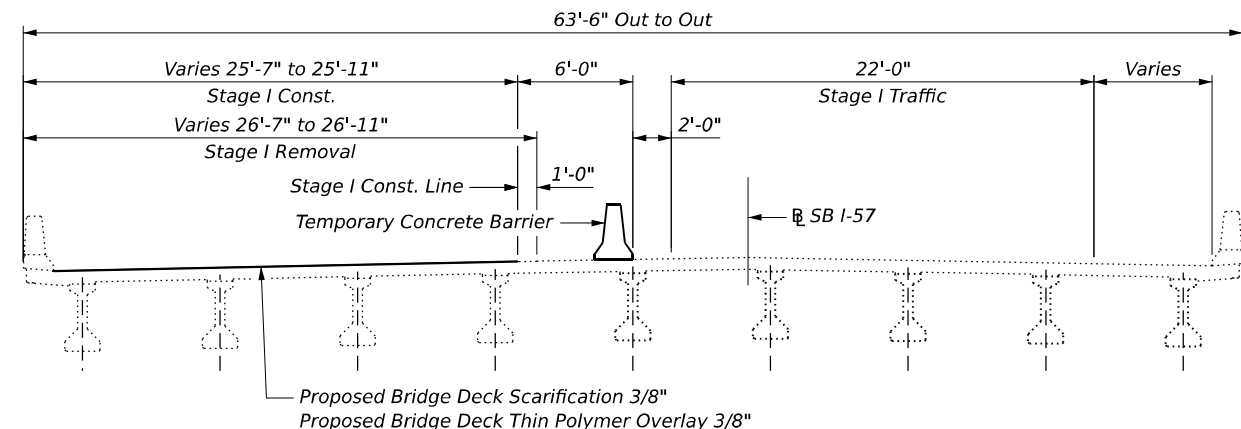
DISTRICT 9 STANDARD DETAILS
INTERSTATE 57

SCALE: 1"=10' SHEET 2 OF 2 SHEETS STA. TO STA.

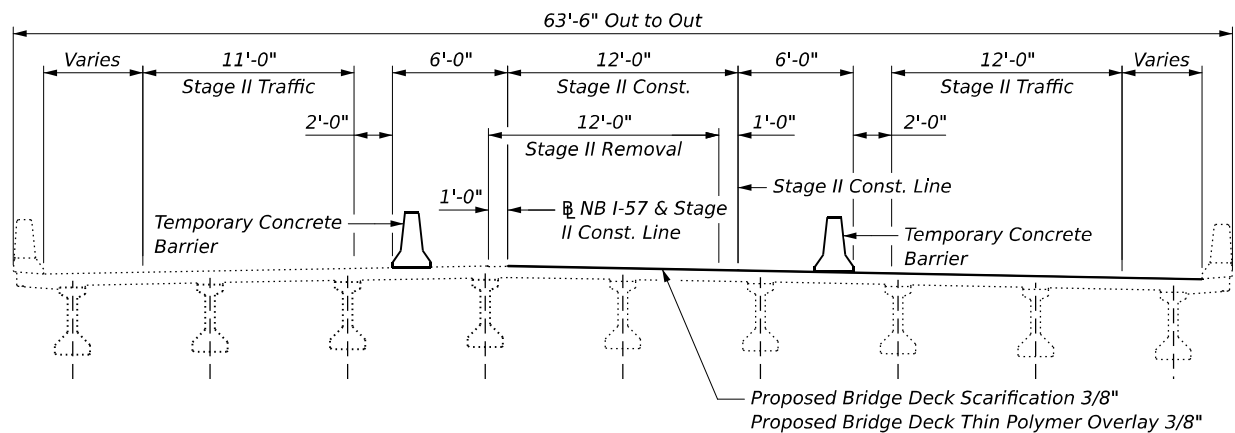
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CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				



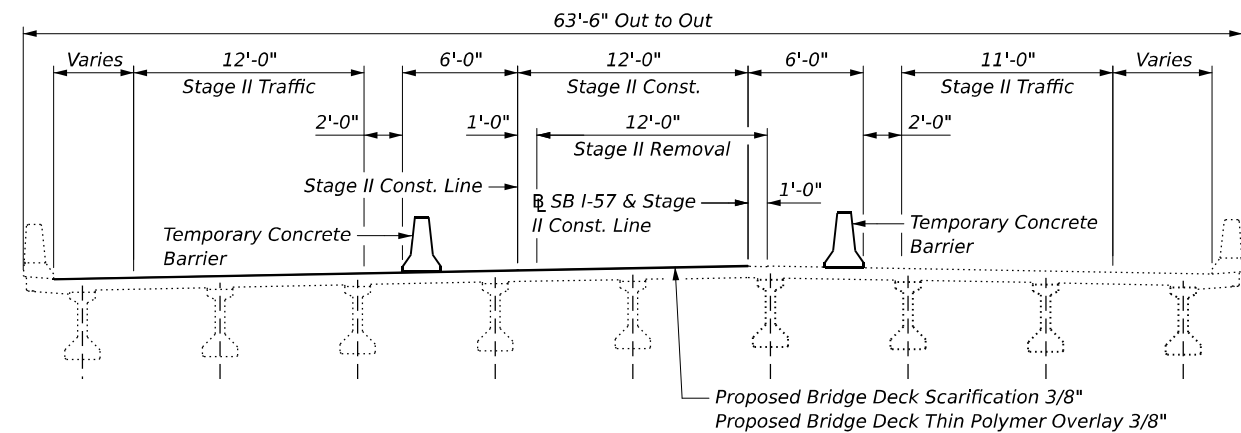
STAGE I NORTHBOUND CONSTRUCTION
(Looking South)



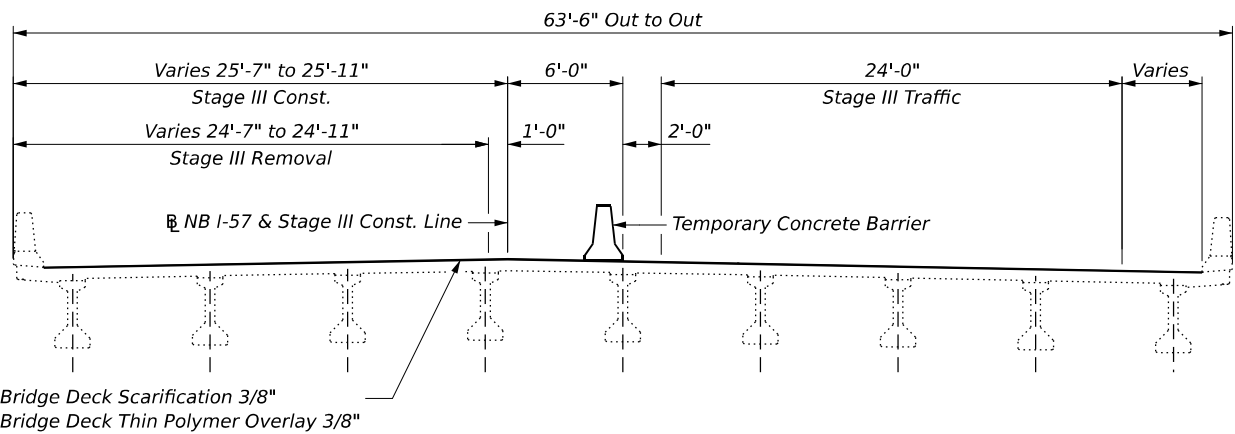
STAGE I SOUTHBOUND CONSTRUCTION
(Looking South)



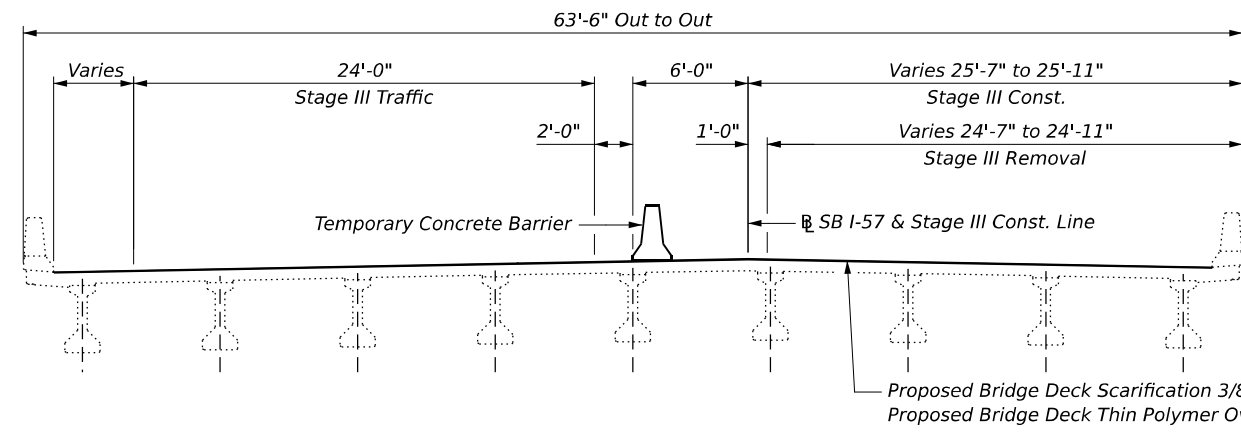
STAGE II NORTHBOUND CONSTRUCTION
(Looking South)



STAGE II SOUTHBOUND CONSTRUCTION
(Looking South)



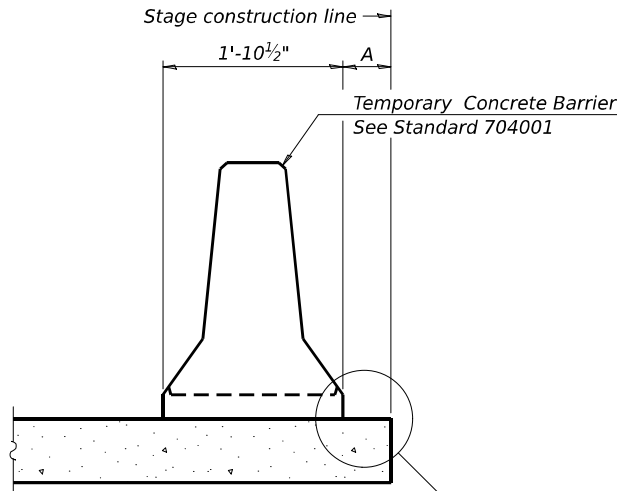
STAGE III NORTHBOUND CONSTRUCTION
(Looking South)



STAGE III SOUTHBOUND CONSTRUCTION
(Looking South)

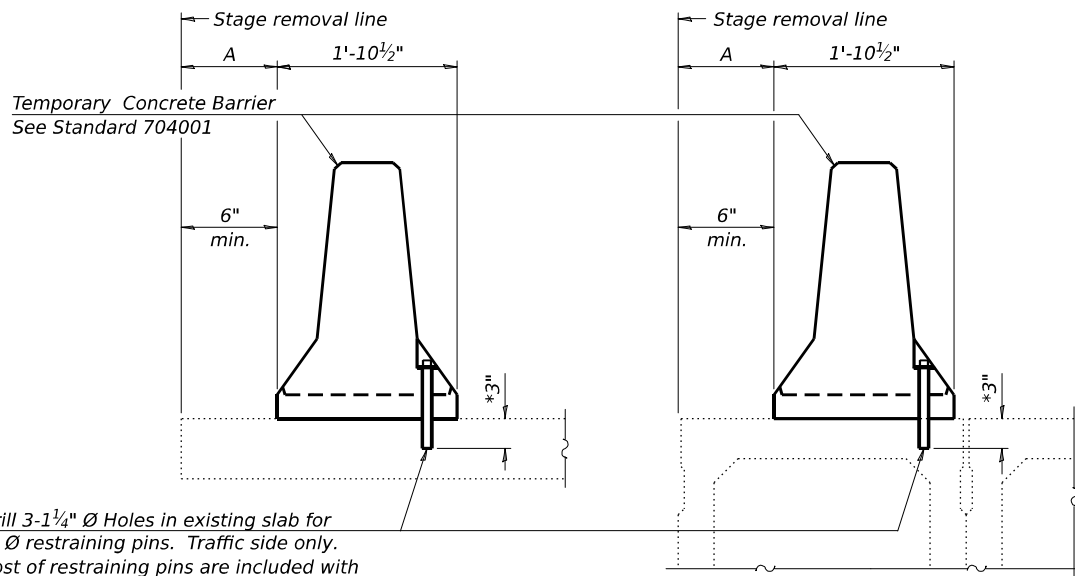
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DATE - 8/30/2024
TIME - 8:05:13 AM

MODEL: Sheet Boundary - Sheet Boundary (Sheet)
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PROJECT: 100-0076-003-Temp Barrier
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TIME: 8:05:24 AM



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

NEW SLAB OR NEW DECK BEAM

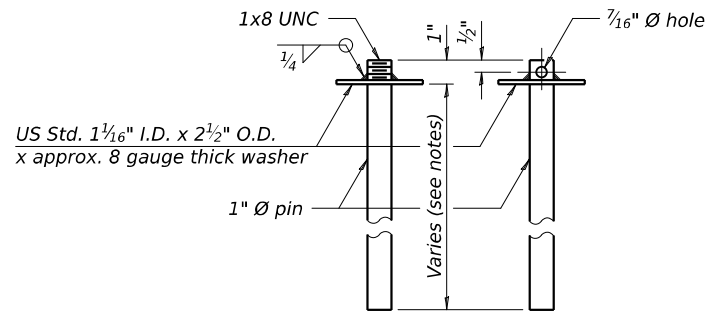


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins is included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

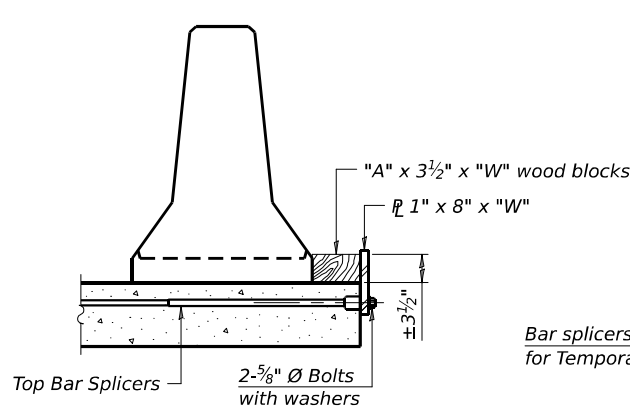
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

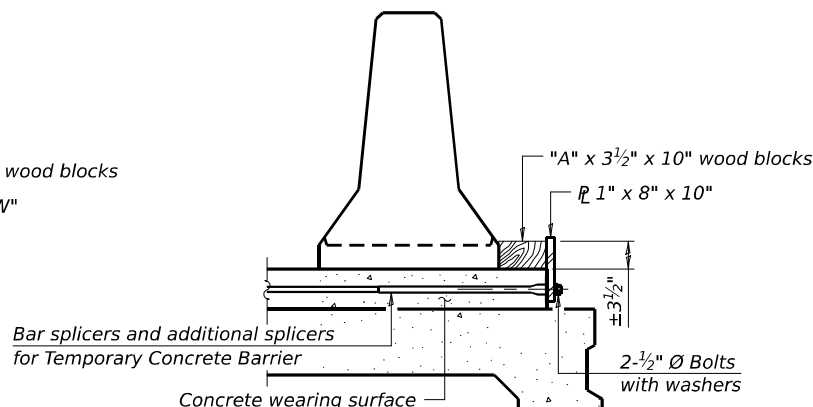


RESTRAINING PIN

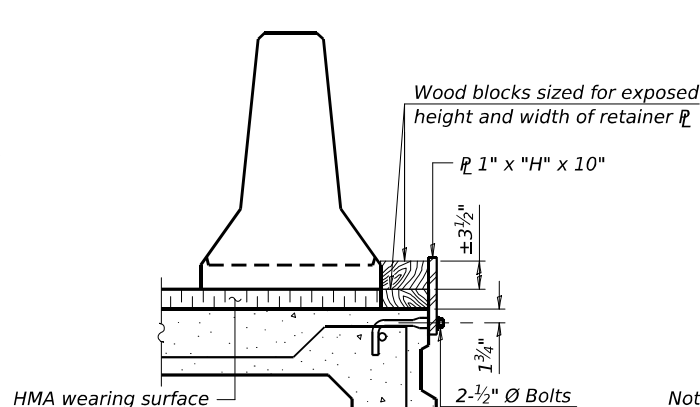
SECTIONS THRU SLAB OR DECK BEAM



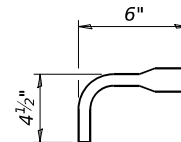
DETAIL I



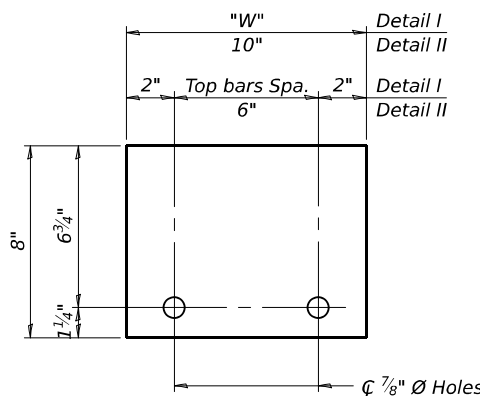
DETAIL II



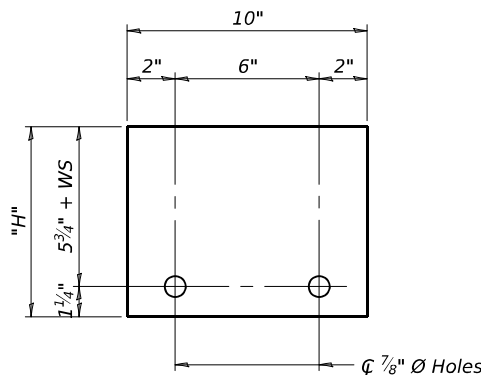
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



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



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

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

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

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

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

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27

5-15-2023



QUIGG ENGINEERING INC

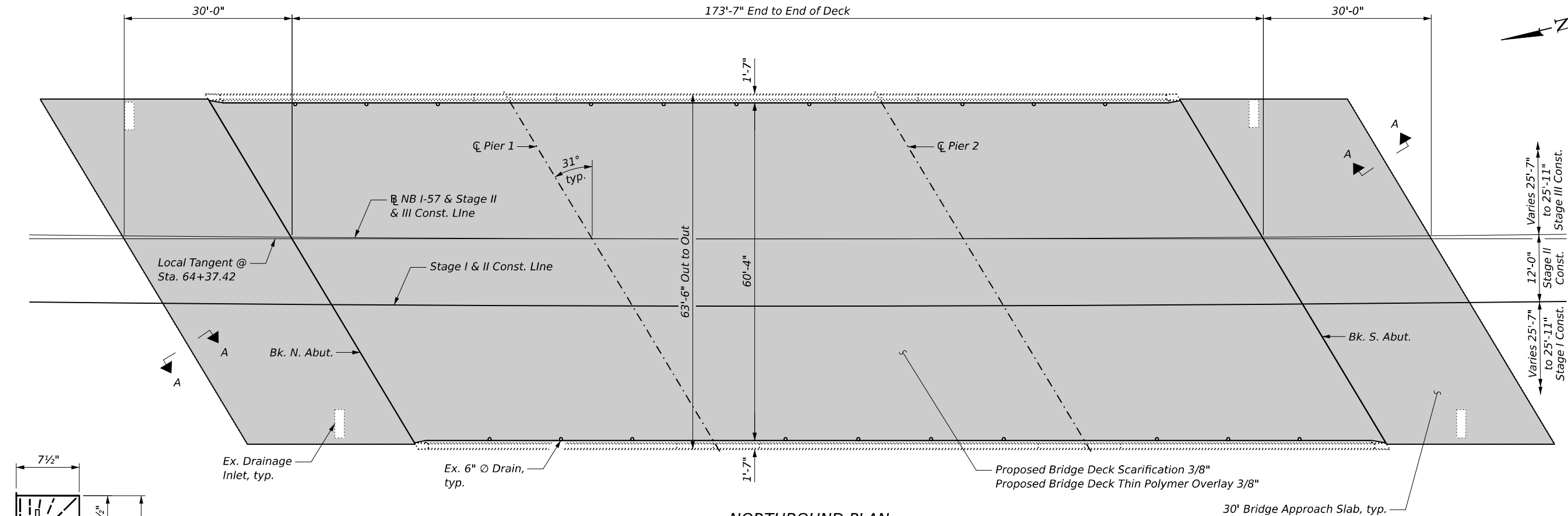
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

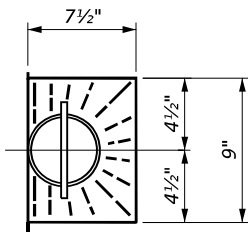
TEMPORARY CONCRETE BARRIER
STRUCTURES NO. 100-0076 & 100-0077

SHEET 3 OF 6 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	256
				CONTRACT NO. 78798
ILLINOIS FED. AID PROJECT				



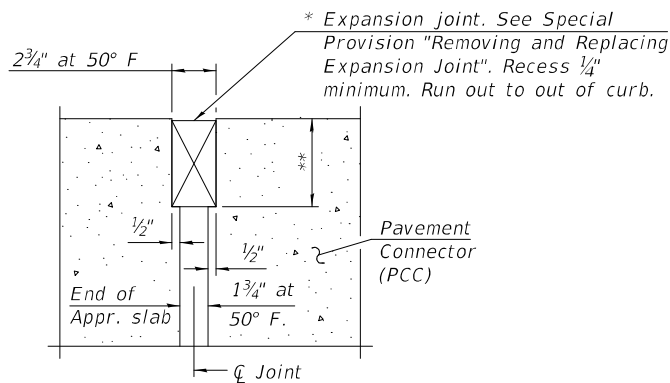
NORTHBOUND PLAN



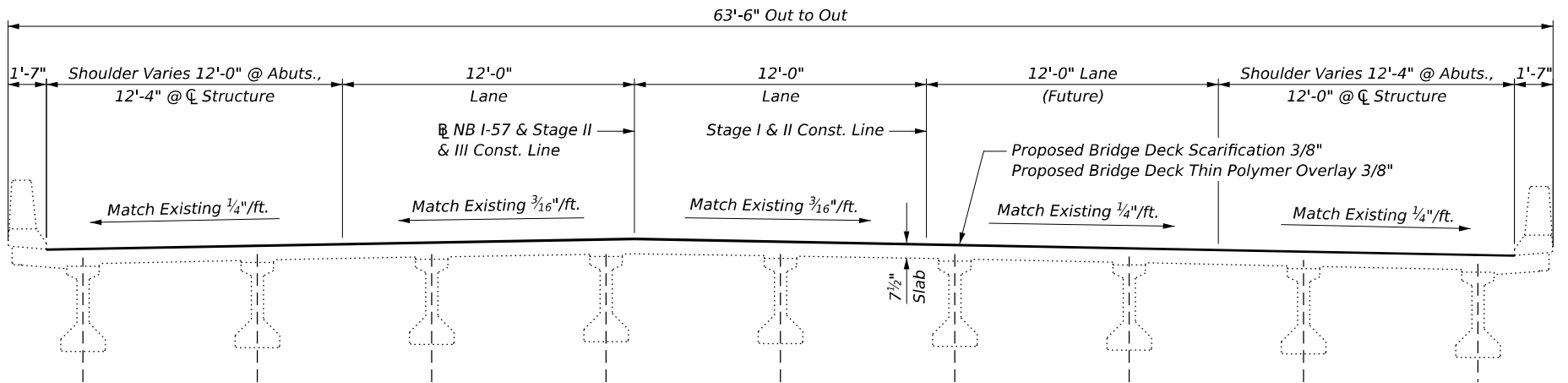
DRAIN TOP PLAN

LEGEND

Scarification and Thin Polymer Overlay Limits



SECTION A-A



NORTHBOUND CROSS SECTION

(Looking South)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Protective Coat	Sq. Yd.	1,712
Concrete Bridge Deck Scarification 3/8 inch	Sq. Yd.	1,566
Bridge Deck Thin Polymer Overlay 3/8 inch	Sq. Yd.	1,566
Removing and Replacing Expansion Joint	Foot	144

* Cost included with Removing and Replacing Expansion Joint

** Per manufacturer recommendations



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USER NAME = \$USERS\$	DESIGNED - CFS	REVISED -
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PLOT SCALE = \$SCALE\$	DRAWN - CFS	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

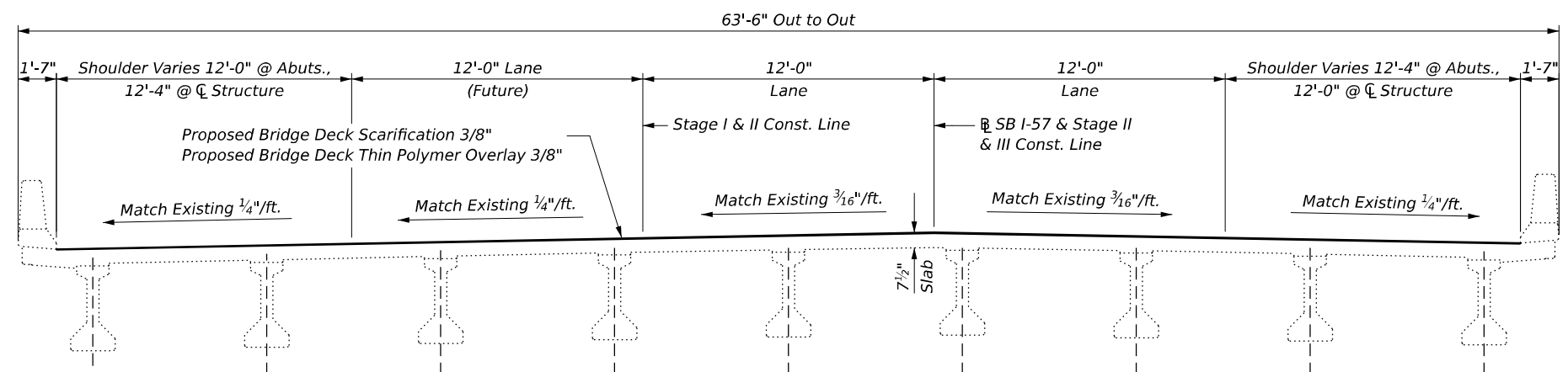
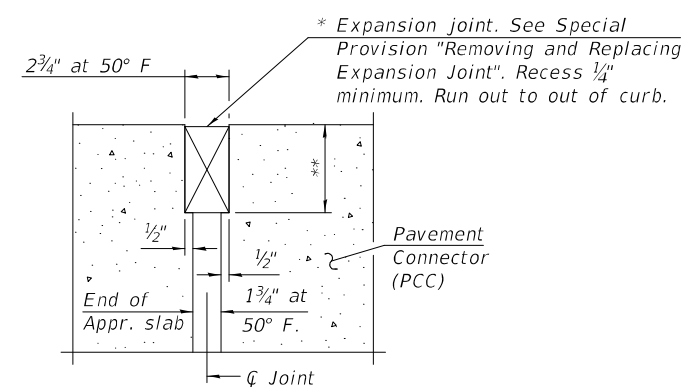
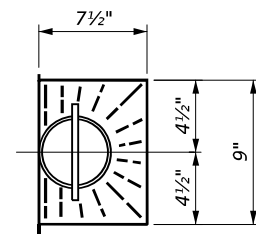
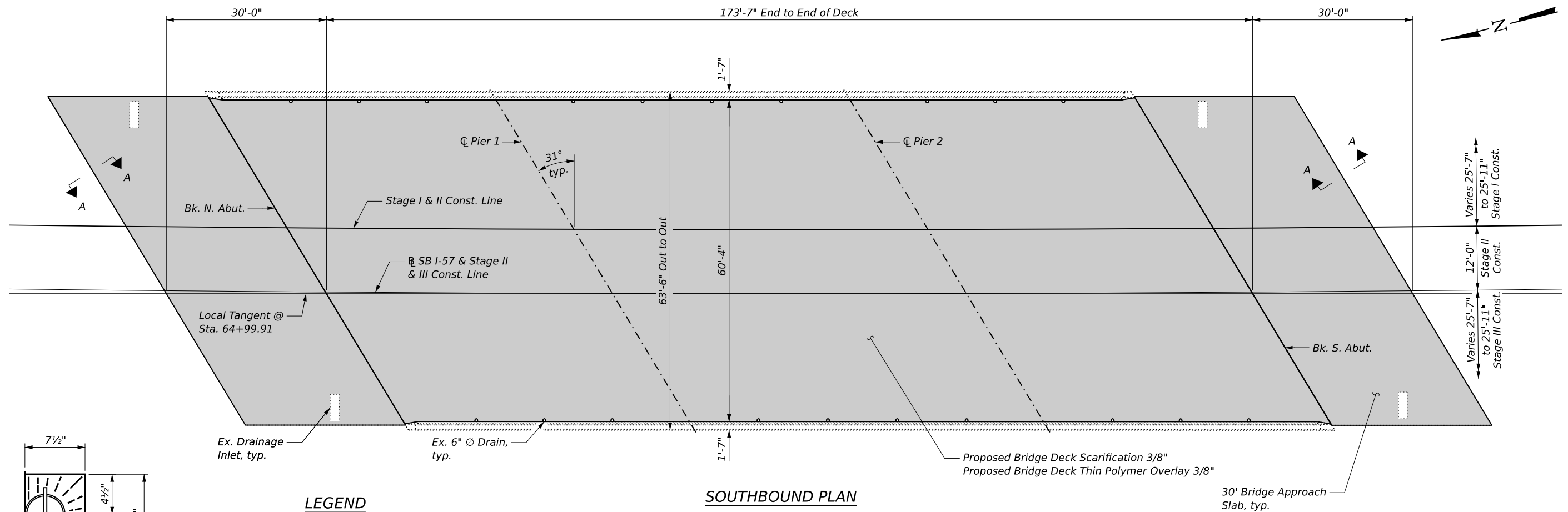
NORTHBOUND BRIDGE DECK OVERLAY
STRUCTURES NO. 100-0076 & 100-0077

SHEET 4 OF 6 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	257
CONTRACT NO. 78798				

ILLINOIS FED. AID PROJECT

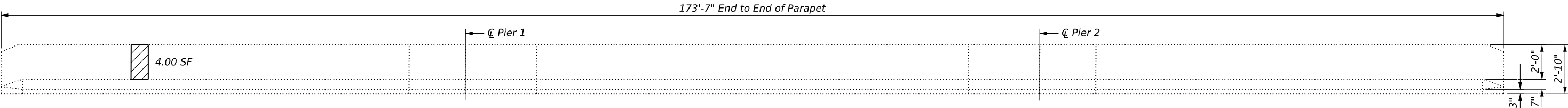
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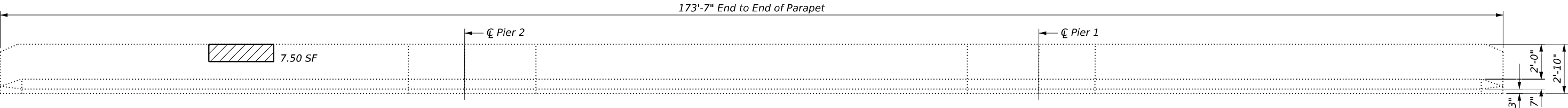
BILL OF MATERIAL

ITEM	UNIT	TOTAL
Protective Coat	Sq. Yd.	1,712
Concrete Bridge Deck Scarification 3/8 inch	Sq. Yd.	1,566
Bridge Deck Thin Polymer Overlay 3/8 inch	Sq. Yd.	1,566
Removing and Replacing Expansion Joint	Foot	144

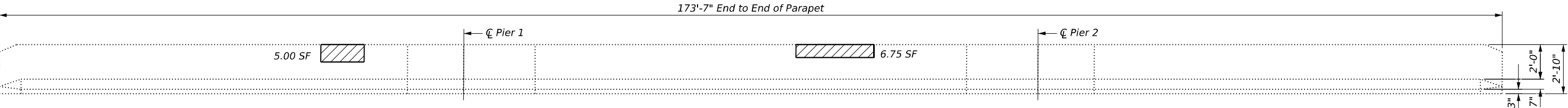
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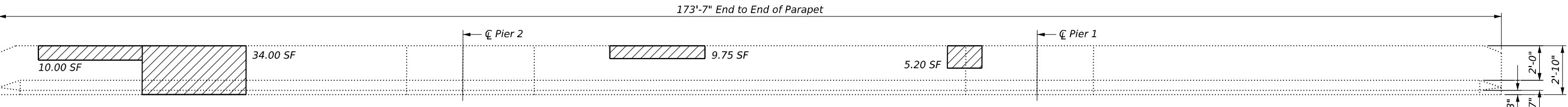
INSIDE FACE OF NORTHBOUND EAST PARAPET
(Looking East)



INSIDE FACE OF NORTHBOUND WEST PARAPET
(Looking West)



INSIDE FACE OF SOUTHBOUND EAST PARAPET
(Looking East)



INSIDE FACE OF SOUTHBOUND WEST PARAPET
(Looking West)

LEGEND



Structural Repair of Concrete (Depth Equal to or less than 5")

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth Equal to or less than 5")	Sq. Ft.	83



QUIGG ENGINEERING INC

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PLOT DATE = 8/30/2024	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET REPAIR DETAILS
STRUCTURES NO. 100-0076 & 100-0077

SHEET 6 OF 6 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	259
				CONTRACT NO. 78798
				ILLINOIS FED. AID PROJECT

Structure 100-0060 was originally constructed in 1972 as FAI Route 24 (I-24 EB), Contract 28864, Section X1-2HB2 at Station 61+23.51 in Williamson County. In 2011, the structure received repairs with Contract 98758, Section (X1-2,44 (2,3,4)) RS. The deck was hydroscarified (1/2") and received a 2 1/4" microsilica concrete overlay. The expansion bearings in the abutments were replaced with elastomeric bearings. Slurry pumping repair on the slope wall was completed and silicone joint sealer was placed.

The existing structure is a two-span steel continuous multi-beam bridge. The superstructure consists of six 72" steel plate girder supporting a nominal 8" thick reinforced concrete deck. The superstructure is supported by a multi-column pier on a spread footing and two vaulted abutments on concrete piles. The approach spans are supported by six 48" PPC I-beams.

The structure has an overall length of 394'-4" from back to back of approach bents. The deck has an out-to-out width of 44'-0" and a deck (clear area) width that is 40'-6", base to base of curb.

SCOPE OF WORK

1. Perform Bridge Deck Scarification on Bridge Deck & Approach Spans
2. Remove parapet railing.
3. Removal of Deck Ends and Parapet at Deck Ends.
4. Removal of Existing Joints.
5. Pour Deck Ends and Parapets.
6. Insert Rubber Strip Seal into Locking Edge Rails and reinstall parapet railing.
7. Replace Joints at Approach Ends.
8. Place Latex Concrete Overlay on Bridge Deck & Approach Spans.
9. Perform Diamond Grinding and Longitudinal Deck Grooving.
10. Perform Substructure Repairs.
11. Apply Bridge Deck Concrete Sealer.

DESIGN STRESSES

FIELD UNITS

New Construction

f'c = 4,000 psi

fy = 60,000 psi

Existing Structure

fc = 1200 psi - Deck Slab

fc = 1400 psi - Curb Parapet & Sub.

fy = 20,000 psi - Reinf.

fs = 20,000 psi - Struct. (A-36)

CURVE DATA

Values from Existing Plans

Δ = 95°04'54"

D = 2°30'

R = 2,291.85'

T = 2,504.67'

L = 3,803.26'

S.E. 0.070'/Ft.

ELEVATION

PLAN

LOCATION SKETCH

Plans prepared by
Civil Design, Inc.



Date: 9/26/2024
Expiration: 11/30/2024

GENERAL PLAN AND ELEVATION

F.A.I. 24 OVER F.A.I. 57

WILLIAMSON COUNTY

STA. 61+23.51

S.N. 100-0060

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 100-0060

SHEET 1 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	X1-2HB	WILLIAMSON	614	260
CONTRACT NO. 78798				
ILLINOIS			FED. AID PROJECT	



CIVIL DESIGN, INC.
WBE / DBE
COLLINSVILLE, IL
LICENSE #184.003222

USER NAME =	DESIGNED - RBT	REVISED -
	CHECKED - JS	REVISED -
PLOT SCALE =	DRAWN - RBT	REVISED -
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9/24/2024 7:26:40 AM

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Stage Construction Details
4. Temporary Concrete Barrier
5. Deck Patch Repair Plan
6. Wearing Surface
7. Concrete Removal Details
8. Superstructure Plan - Deck Reinforcement Details
9. Strip Seal Details
10. Concrete Repair
11. Bar Splicer and Mechanical Splicer Assembly
- 12.-28. Existing Plans

GENERAL NOTES

Plan dimensions and details relative to the 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 the necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of work. However, the Contractor will be paid for the quantity actually furnished at the unit price for the work.

Reinforcement bars designated (E) shall be epoxy coated.

Up to ¼ inch may be ground off the bridge deck and bridge approach slabs through Diamond Grinding.

Prior to pouring the new concrete, 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.

Synthetic fibers shall be included in the Bridge Deck Concrete Overlay specified. See Special Provisions.

Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with approved bar splicer or anchorage system. Cost included with Concrete Removal.

Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F.

Expansion joints shall be fabricated and installed according to the manufacturer's recommendations and as approved by the Engineer.

Expansion joints shall be fabricated to conform to the existing cross slopes of the bridge.

Protective Coat shall be applied from end to end of approaches to entire deck surface and along the vertical faces of the parapets.

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	30.9
Protective Shield	Sq. Yd.	818
Protective Coat	Sq. Yd.	1,794
Concrete Superstructure	Cu. Yd.	30.9
Stud Shear Connectors	Each	252
Reinforcement Bars, Epoxy Coated	Pound	9,420
Bar Splicers	Each	56
Preformed Joint Strip Seal	Foot	127
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	1,094
Bridge Deck Latex Concrete Overlay, 3 Inches	Sq. Yd.	1,747
Bridge Deck Scarification 2¾"	Sq. Yd.	1,747
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	24
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	6.6
Diamond Grinding (Bridge Section)	Sq. Yd.	1,846
Slope Wall Slurry Pumping	Cu. Yd.	5

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WBE / DBE
COLLINSVILLE, IL
LICENSE #184.003222

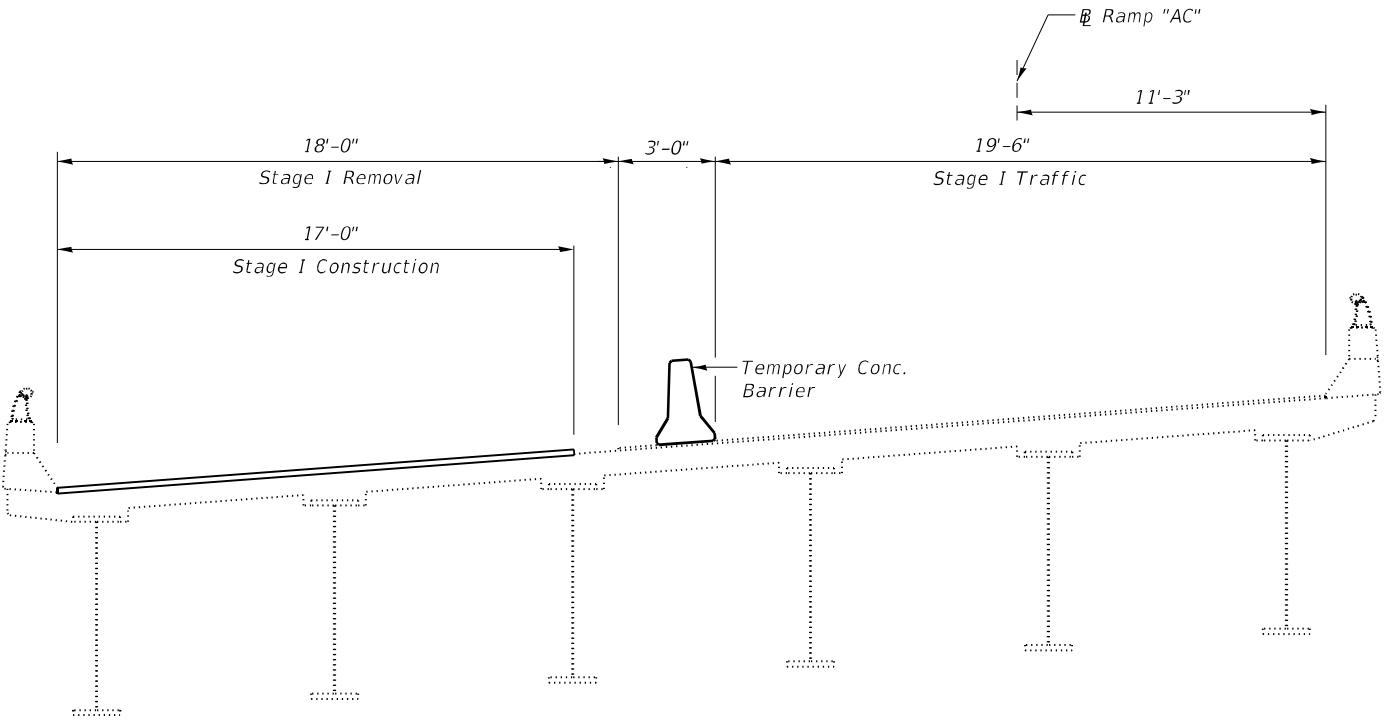
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

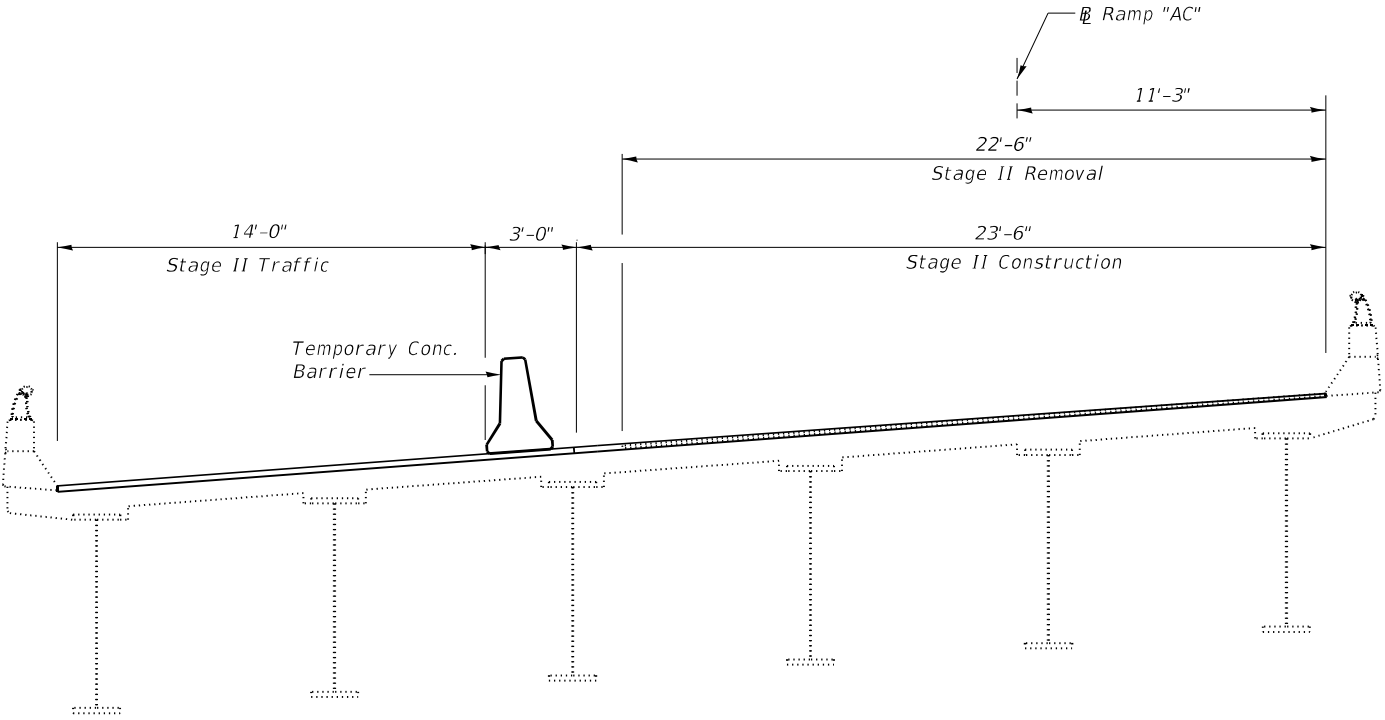
GENERAL DATA
STRUCTURE NO. 100-0060

SHEET 2 OF 28 SHEETS

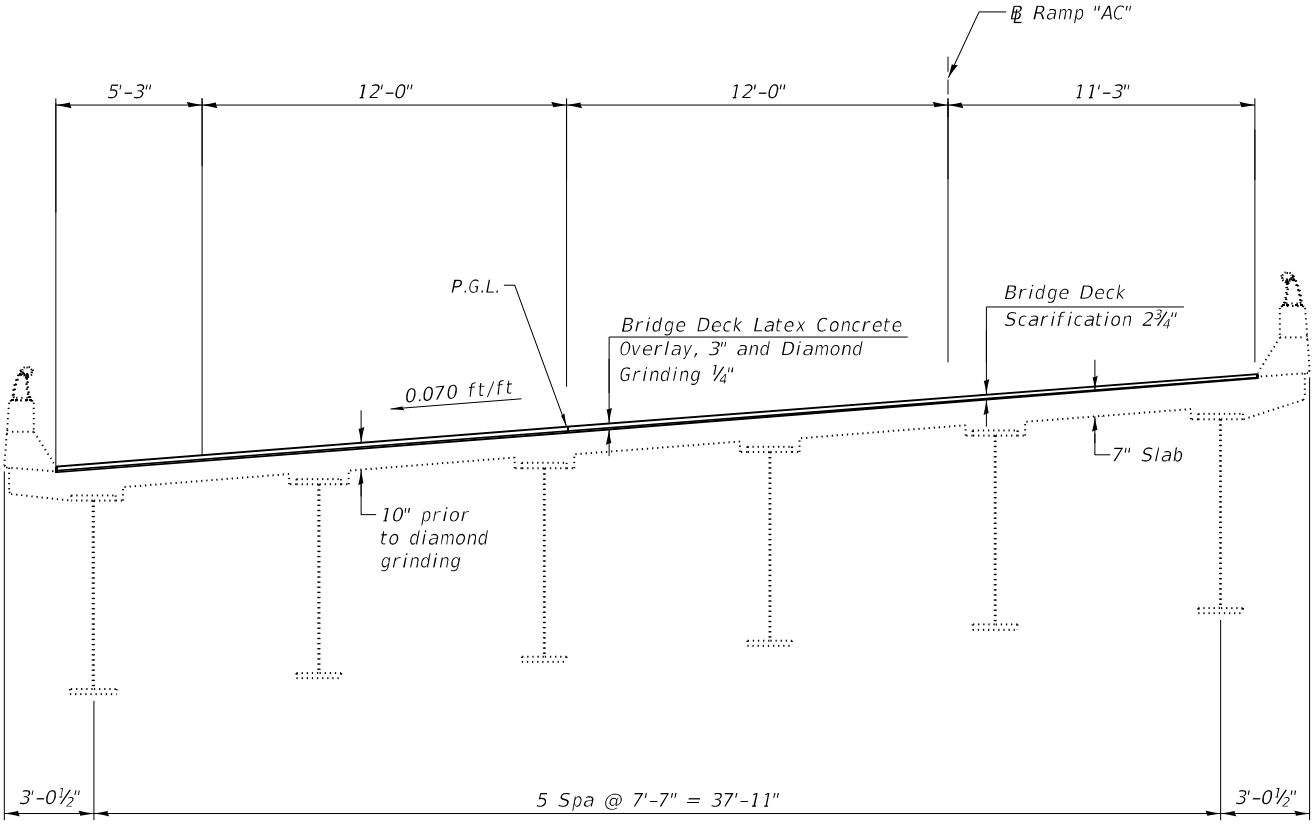
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24	X1-2HB	WILLIAMSON	614	261
		CONTRACT NO. 78798		
		ILLINOIS	FED. AID PROJECT	



STAGE I CONSTRUCTION DETAILS
(Looking South)



STAGE II CONSTRUCTION DETAILS
(Looking South)



TYPICAL CROSS SECTION
(Looking South)

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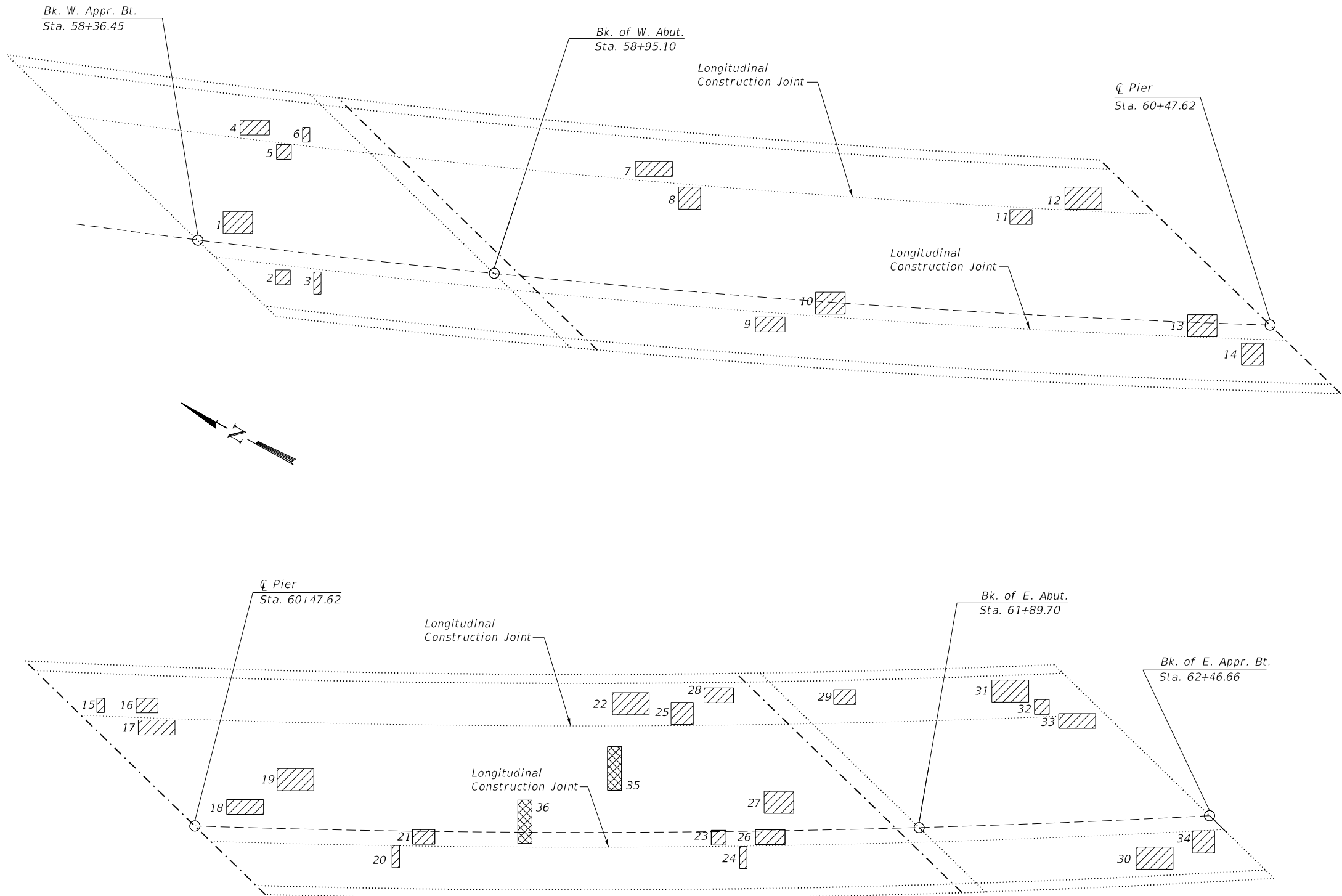
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 100-0060

SHEET 3 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	X1-2HB	WILLIAMSON	614	262
CONTRACT NO. 78798				
		ILLINOIS	FED. AID PROJECT	

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NUMBER	LENGTH (FT)	WIDTH (FT)	AREA (SQ YD)
1	3	4	1.3
2	2	2	0.4
3	3	1	0.3
4	2	4	0.9
5	2	2	0.4
6	2	1	0.2
7	2	5	1.1
8	3	3	1.0
9	2	4	0.9
10	3	4	1.3
11	2	3	0.7
12	3	5	1.7
13	3	4	1.3
14	3	3	1.0
15	2	1	0.2
16	2	3	0.7
17	2	5	1.1
18	2	5	1.1
19	3	5	1.7
20	3	1	0.3
21	2	3	0.7
22	3	5	1.7
23	2	2	0.4
24	3	1	0.3
25	3	3	1.0
26	2	4	0.9
27	3	4	1.3
28	2	4	0.9
29	2	3	0.7
30	3	5	1.7
31	3	5	1.7
32	2	2	0.4
33	2	5	1.1
34	3	3	1.0
35	6	5	3.3
36	6	5	3.3

Notes:
1. Contractor shall use caution when removing concrete for partial depth deck patching in the approach spans to avoid damage to the existing concrete girders.

BILL OF MATERIAL

Item	Unit	Total
Deck Slab Repair (Full Depth Type II)	Sq. Yd.	6.6

- Deck Slab Repair (Full Depth Type II)
- Deck Slab Repair (Partial Depth) - FOR INFORMATION ONLY



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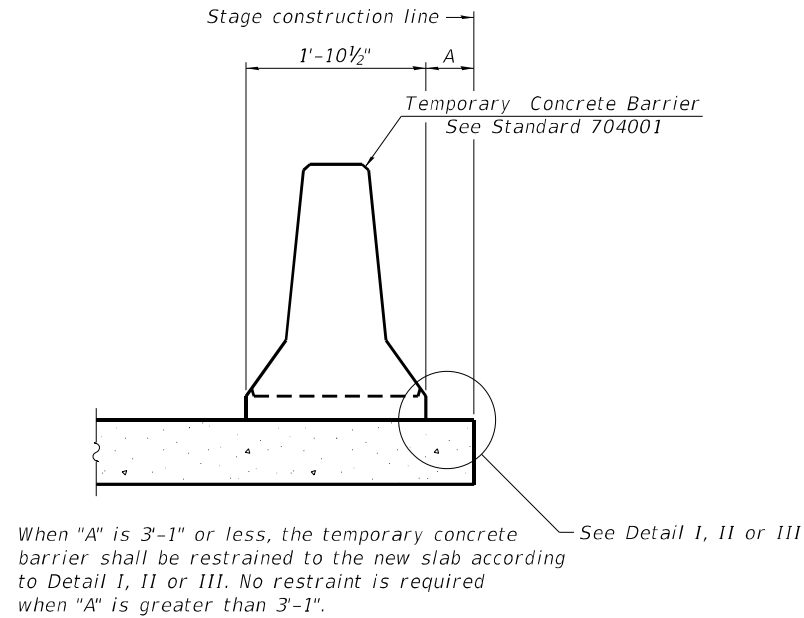
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PATCH REPAIR PLAN
STRUCTURE NO. 100-0060

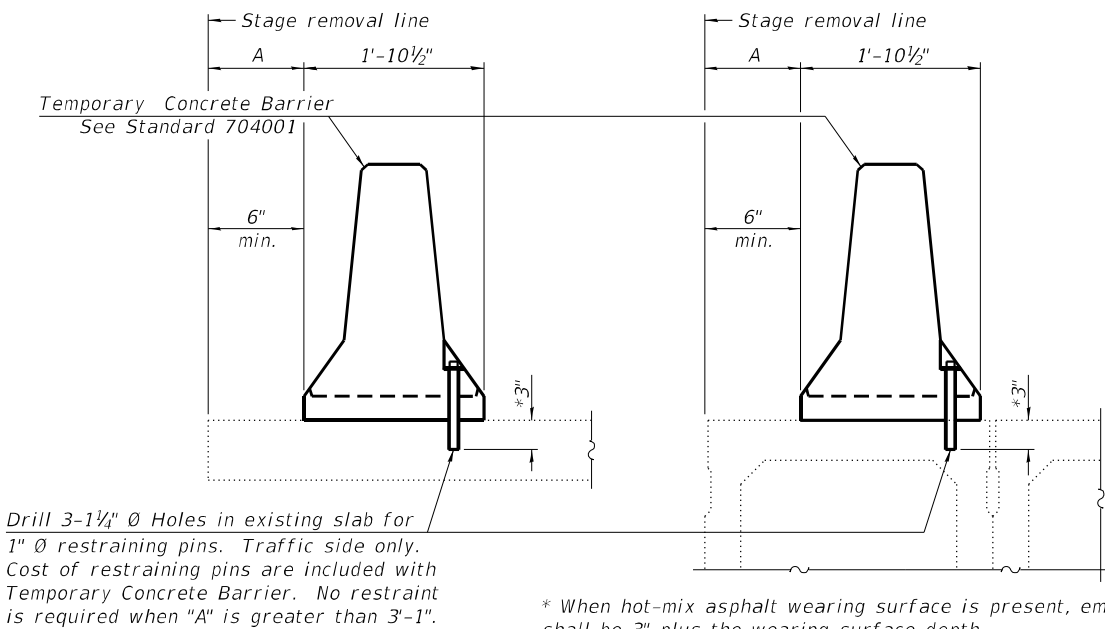
SHEET 4 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	X1-2HB	WILLIAMSON	614	262A
CONTRACT NO. 78798				
ILLINOIS		FED. AID PROJECT		

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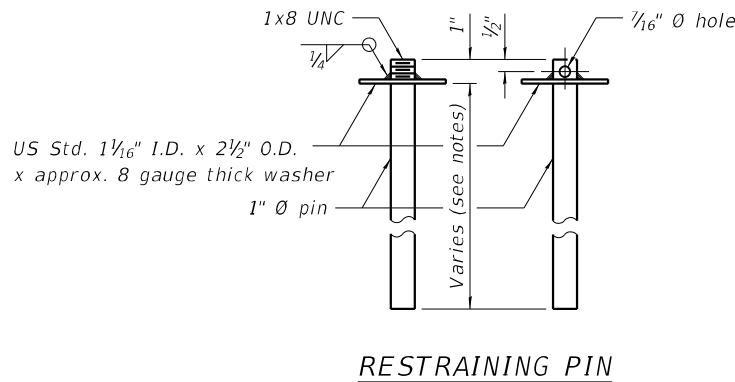


NEW SLAB OR NEW DECK BEAM

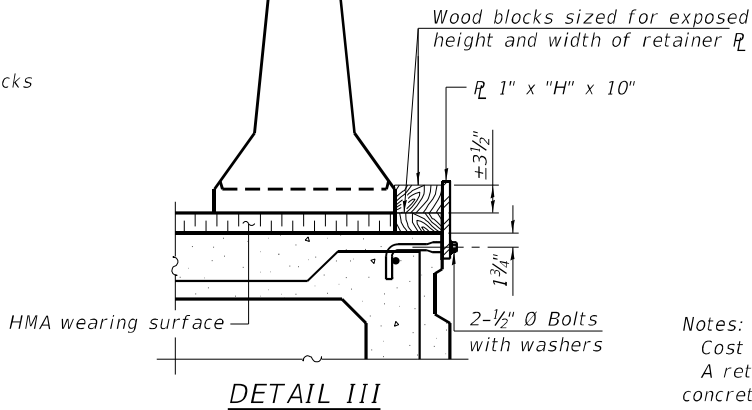
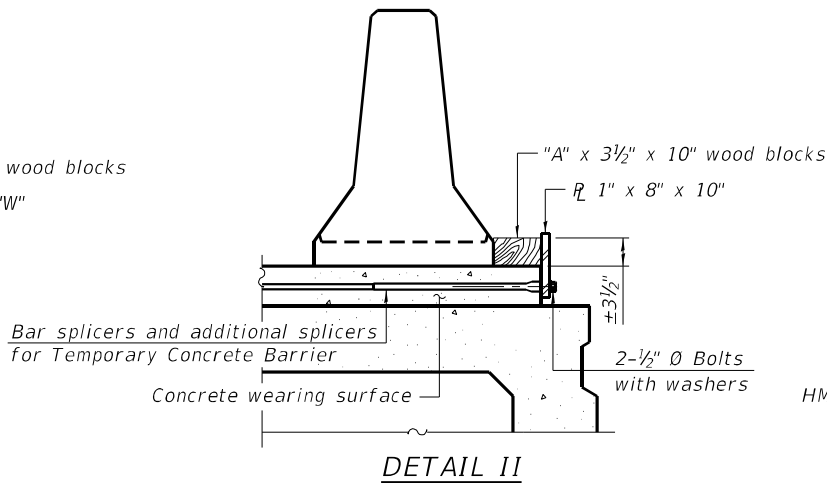
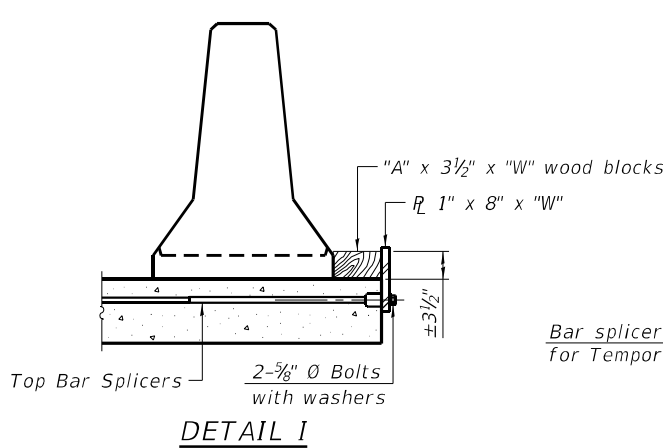


EXISTING SLAB

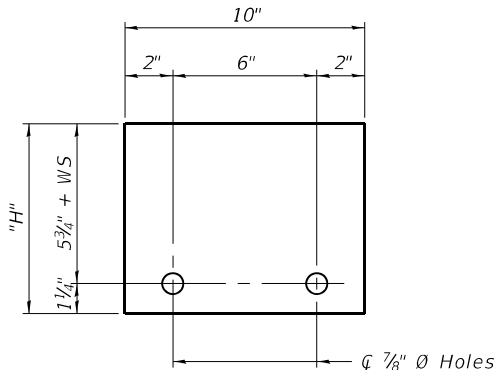
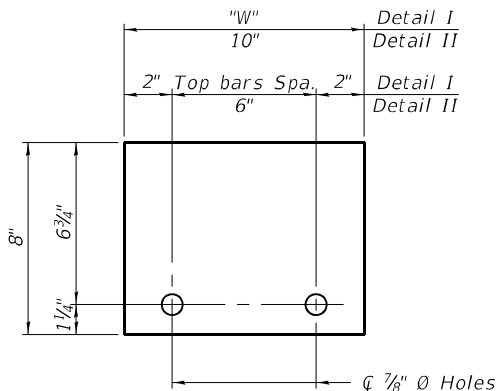
EXISTING DECK BEAM



SECTIONS THRU SLAB OR DECK BEAM



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 $\bar{C}$ of each temporary concrete barrier.
The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

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

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27

10-12-2021



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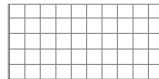
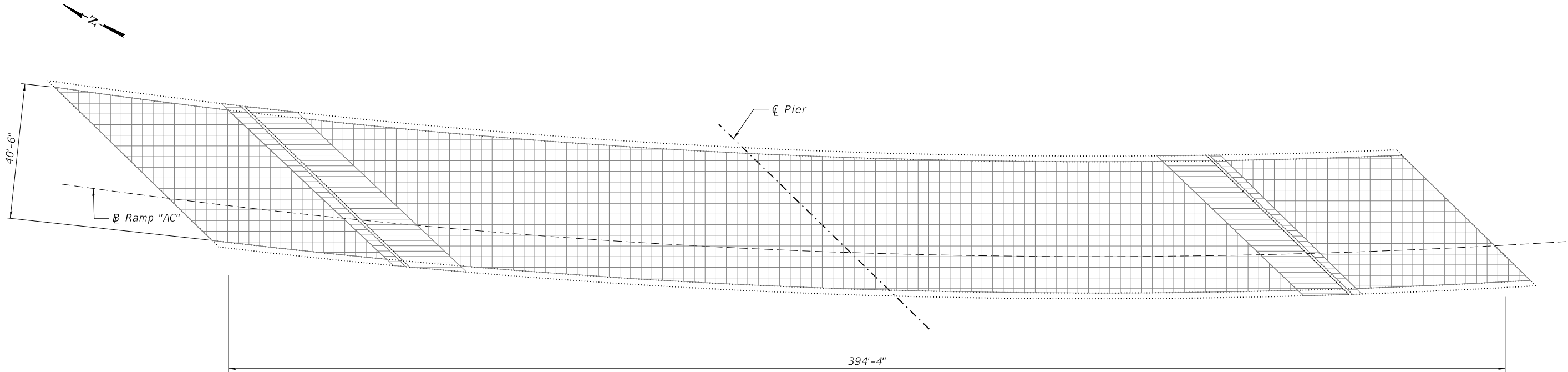
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 100-0060

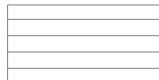
SHEET 5 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	X1-2HB	WILLIAMSON	614	263
CONTRACT NO. 78798				
ILLINOIS		FED. AID PROJECT		

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Bridge Deck Scarification, 2 $\frac{3}{4}$ ", Bridge Deck Latex Concrete Overlay, 3",
Diamond Grinding, $\frac{1}{4}$ " and Bridge Deck Grooving (Longitudinal)



Diamond Grinding, $\frac{1}{4}$ " and Bridge Deck Grooving (Longitudinal)
(Areas of full depth removal at Deck Ends)

BILL OF MATERIAL
(Deck & Approach Spans)

Item	Unit	Total
Bridge Deck Latex Concrete Overlay, 3"	Sq. Yd.	1,747
Bridge Deck Scarification, 2 $\frac{3}{4}$ "	Sq. Yd.	1,747
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	1,094
Diamond Grinding (Bridge Section)	Sq. Yd.	1,846



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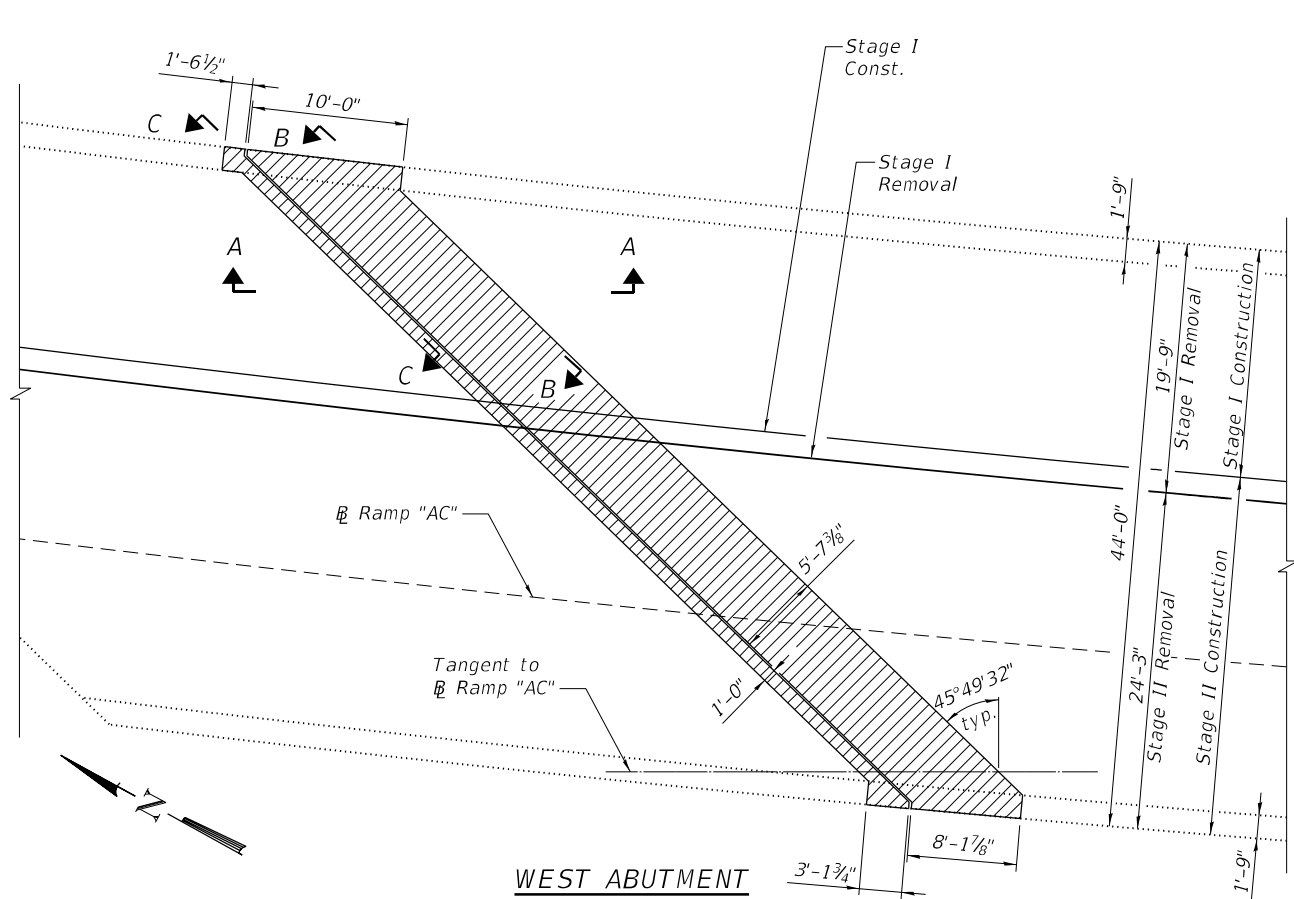
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DEPARTMENT OF TRANSPORTATION

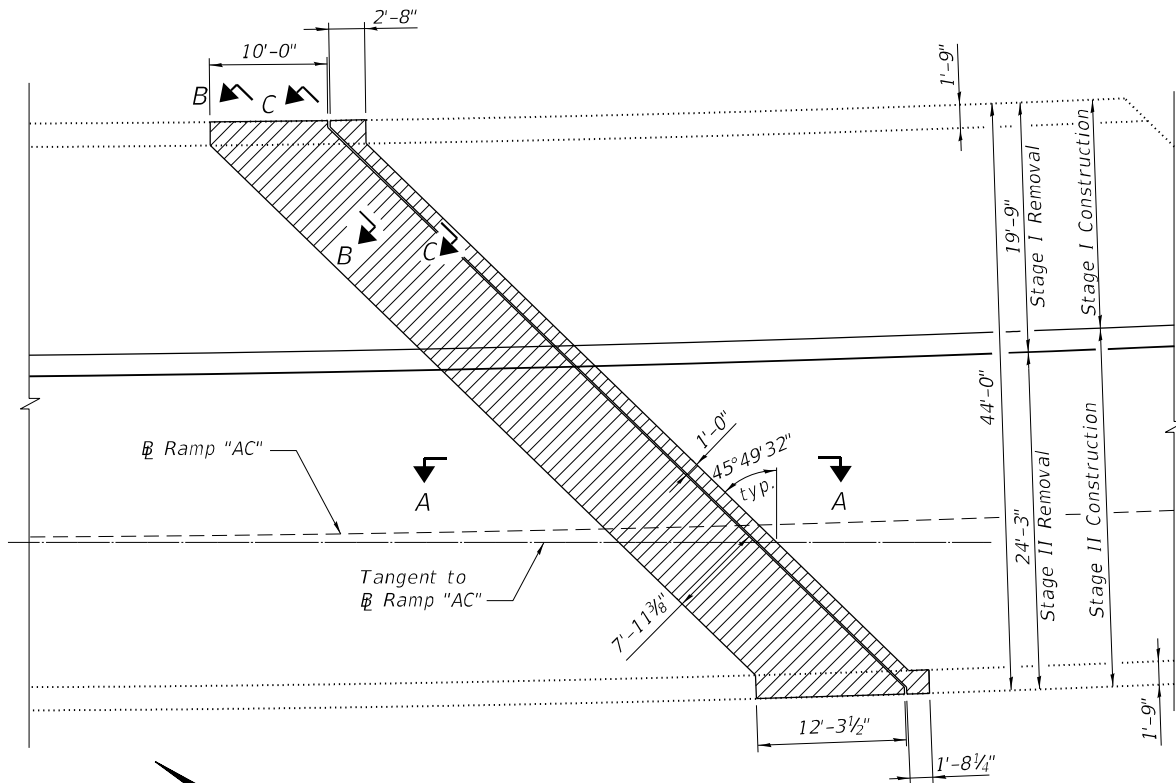
WEARING SURFACE
STRUCTURE NO. 100-0060

SHEET 6 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	X1-2HB	WILLIAMSON	614	264
		CONTRACT NO. 78798		
		ILLINOIS	FED. AID PROJECT	

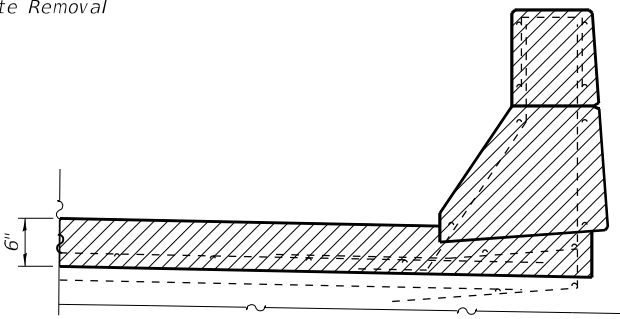


WEST ABUTMENT

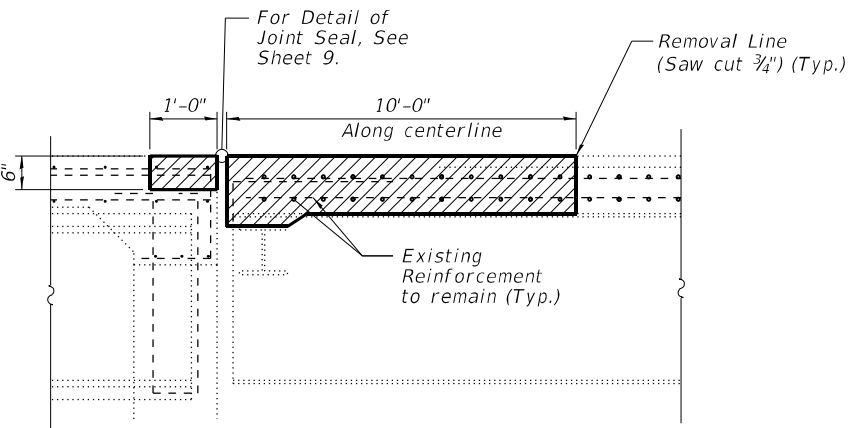


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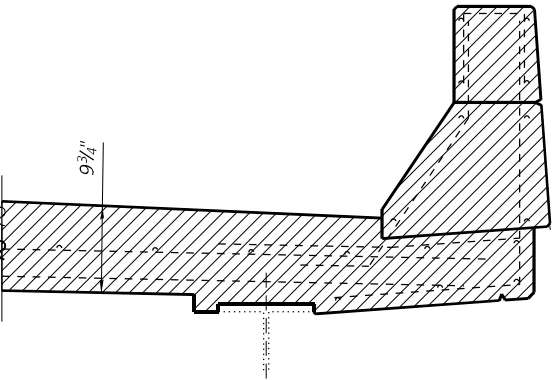
Concrete Removal



SECTION C-C



SECTION A-A



SECTION B-B

Notes:

The handrail attached to the top of the parapets shall be unbolted to allow for the removal and placement of the parapet ends. Following completion of the parapet ends, the handrail shall be reattached. The cost of this work shall be included in Concrete Superstructures.

All existing deck tie downs shall be removed. Cost included with Concrete Removal.

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	30.9

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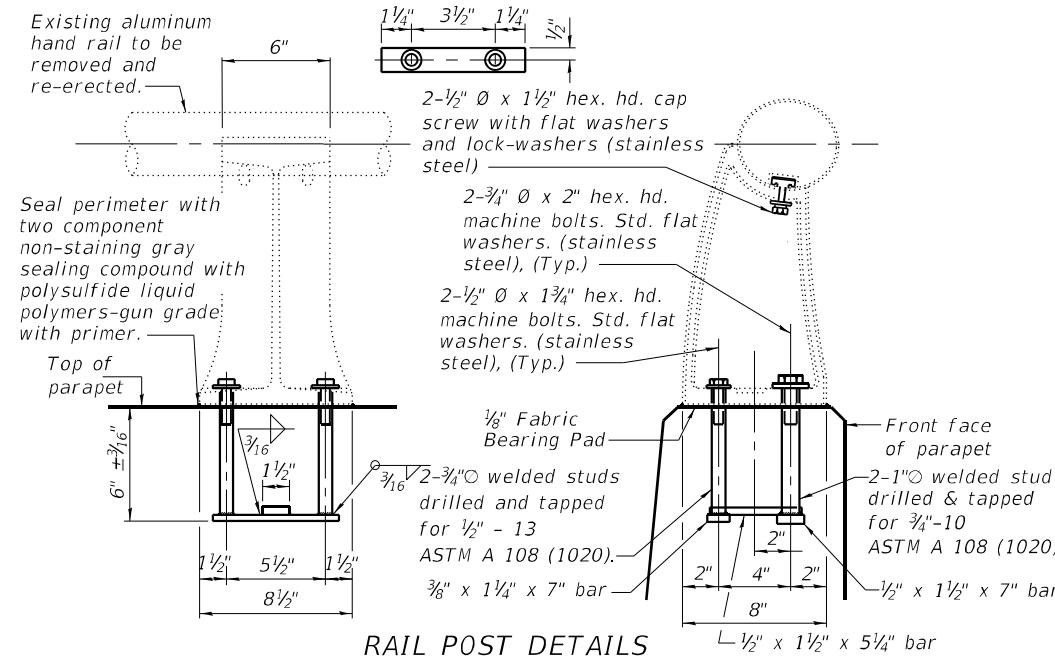
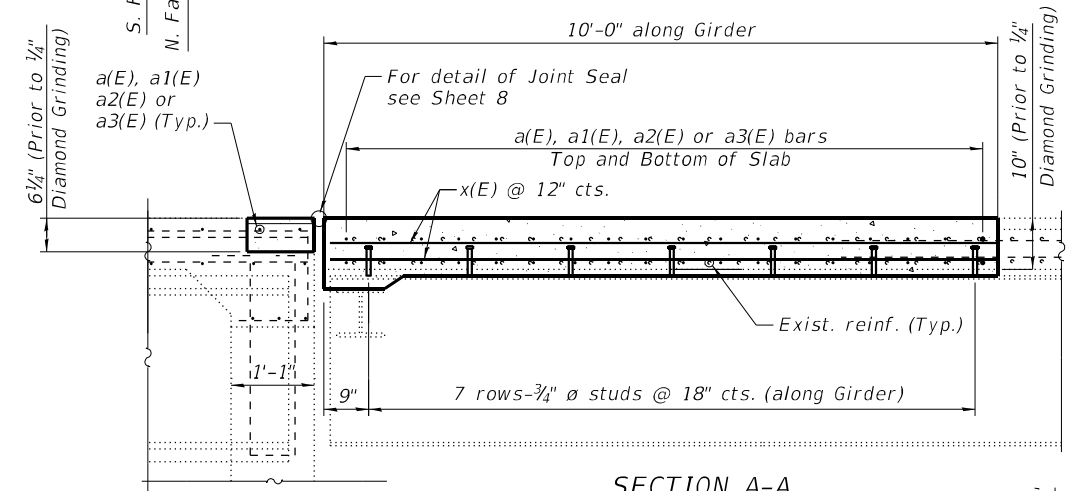
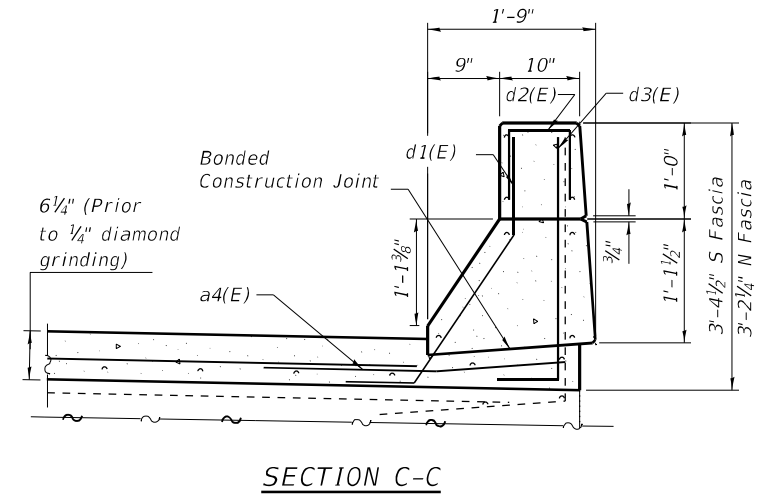
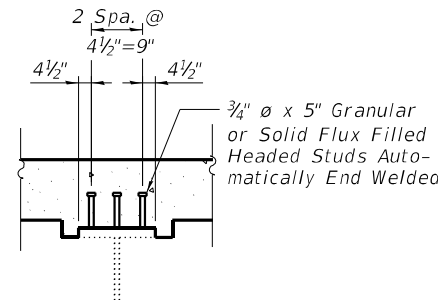
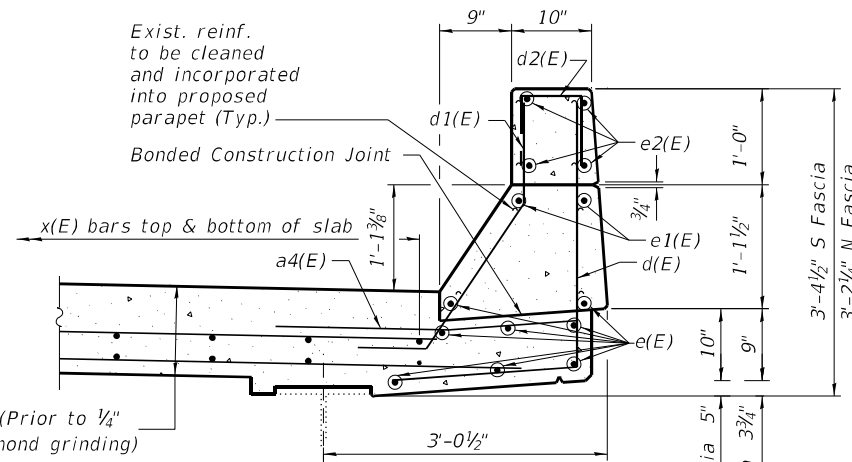
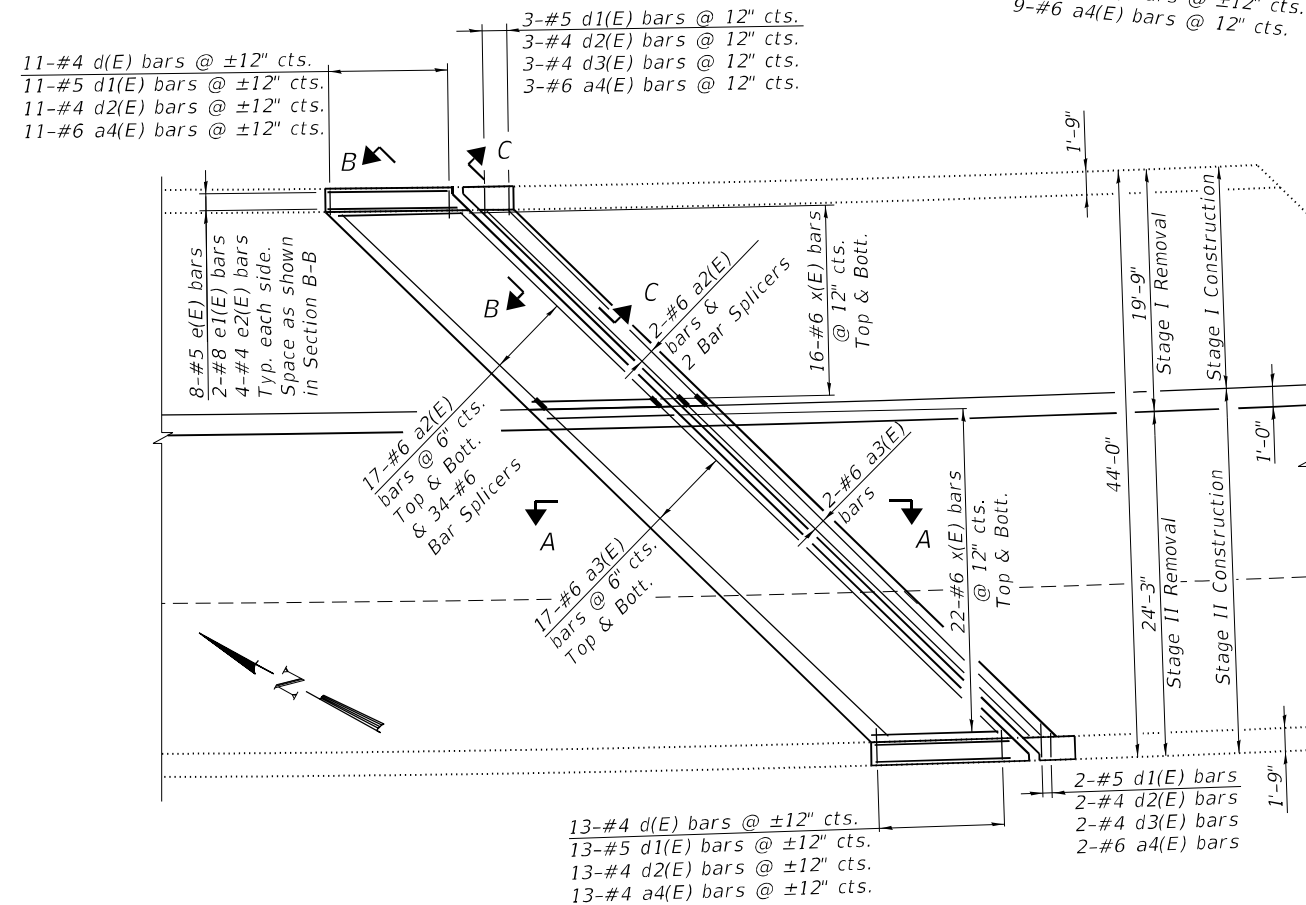
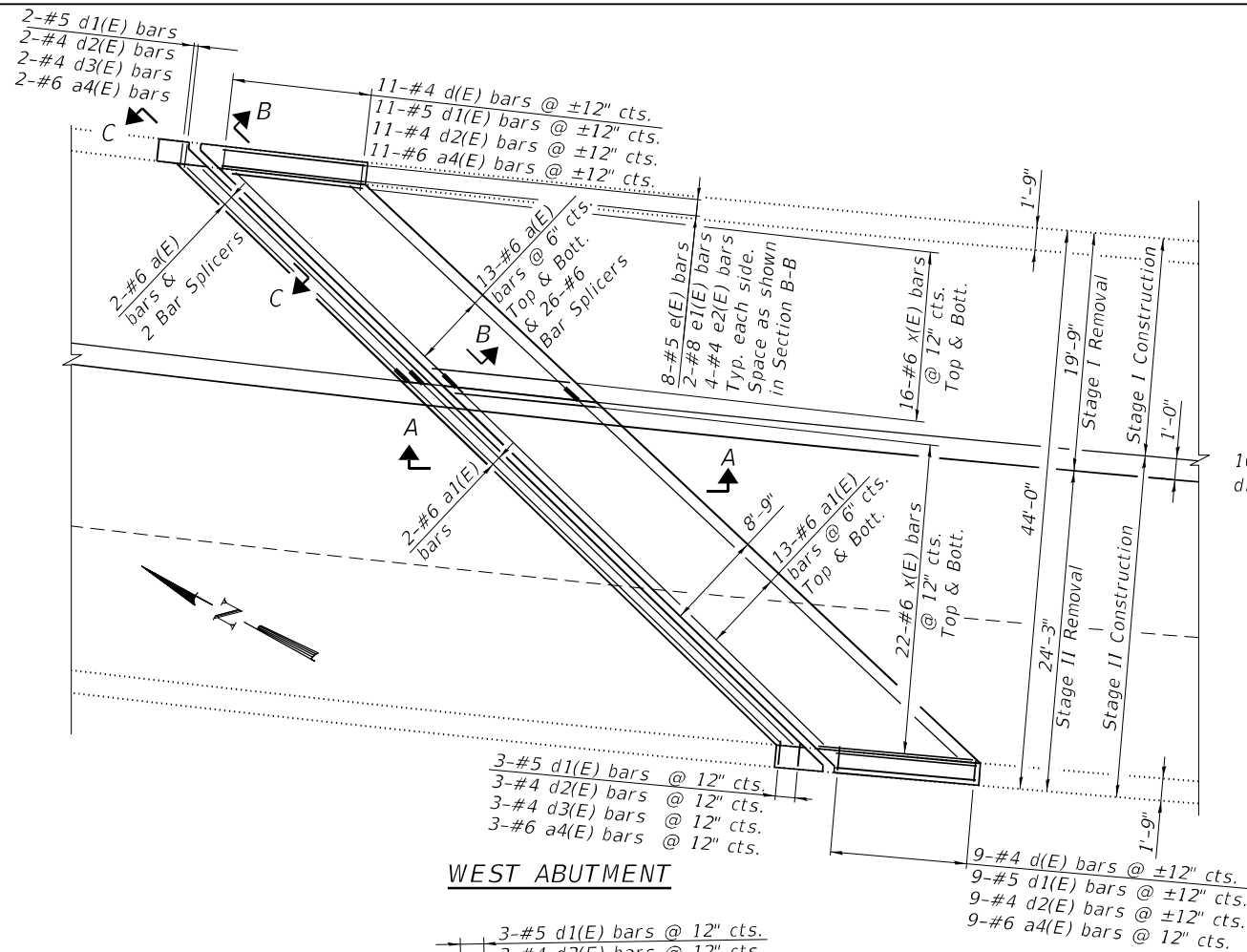
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE REMOVAL
STRUCTURE NO. 100-0060

SHEET 7 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	X1-2HB	WILLIAMSON	614	265
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

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BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	28	#6	24'-4"	—
a1(E)	28	#6	40'-8"	—
a2(E)	36	#6	21'-2"	—
a3(E)	36	#6	35'-3"	—
a4(E)	54	#6	4'-0"	—
d(E)	44	#4	4'-2"	—
d1(E)	54	#5	3'-5"	—
d2(E)	54	#4	2'-1"	—
d3(E)	10	#4	3'-7"	—
e(E)	32	#5	9'-10"	—
e1(E)	8	#8	9'-10"	—
e2(E)	16	#4	9'-10"	—
x(E)	152	#6	9'-10"	—
Reinforcement Bars, Epoxy Coated			Pound	9,420
Concrete Superstructure			Cu. Yd.	30.9
Stud Shear Connectors			Each	252

- Notes:
- The Contractor shall use extreme caution during concrete removal so as not to damage adjacent elements to remain in place. Any damage to elements not intended for removal shall be repaired at no cost to the Department.
 - Rail shall be removed and re-erected as necessary to allow structure modifications. Cost included with Concrete Removal.

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SUPERSTRUCTURE PLAN - DECK REINFORCEMENT DETAILS
STRUCTURE NO. 100-0060

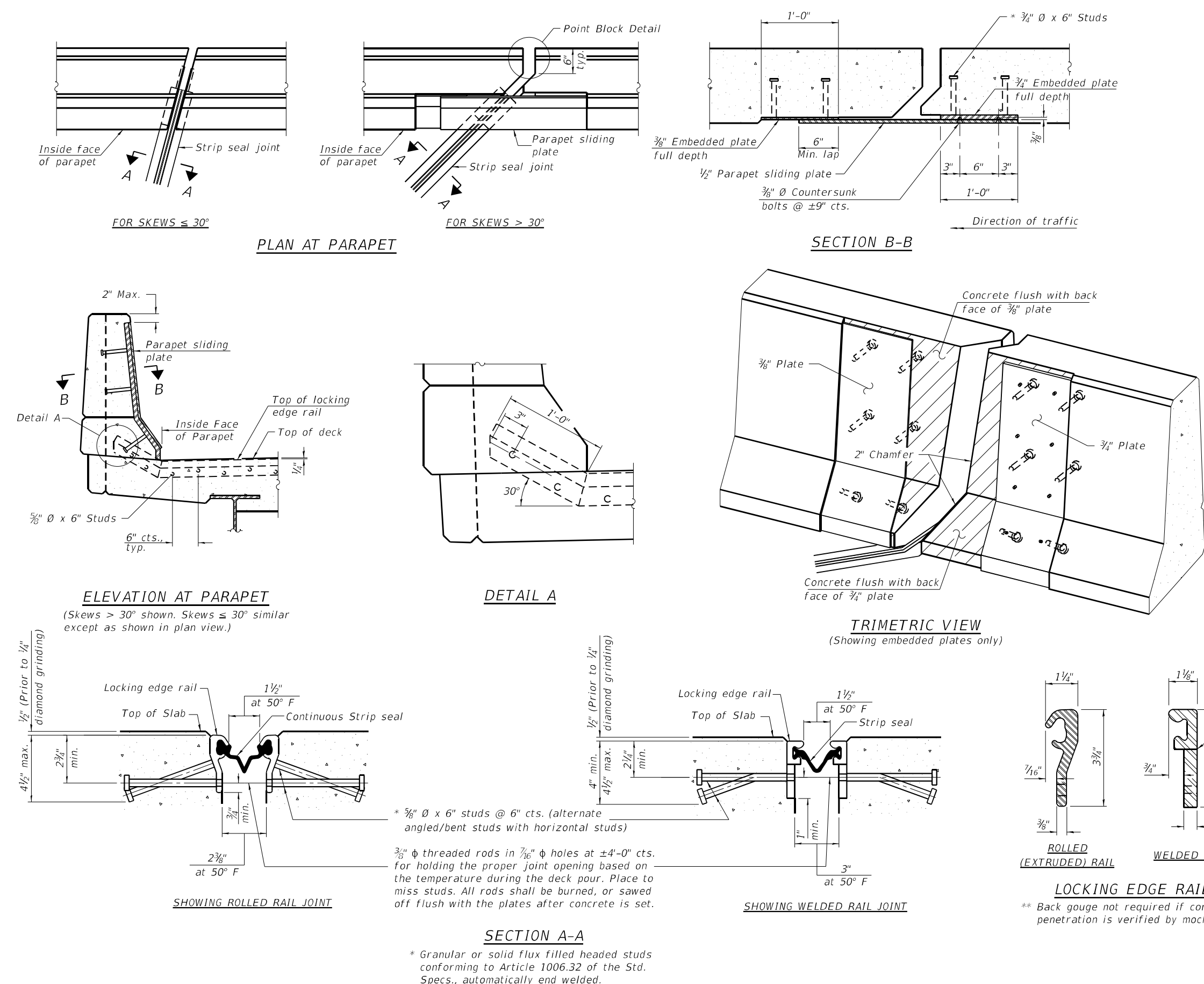
SHEET 8 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	X1-2HB	WILLIAMSON	614	266
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

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PLOT DATE -	CHECKED - KAS	REVISIONS

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Notes:

The strip seal shall be made continuous and shall have a minimum thickness of $\frac{1}{4}$ ". 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 $4\frac{1}{2}$ " 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 $\frac{3}{16}$ " 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.

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.



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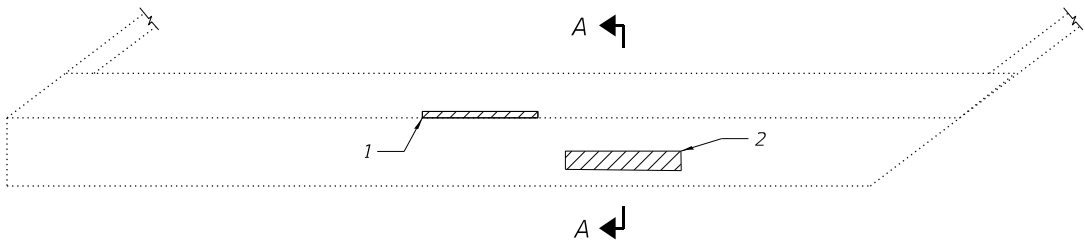
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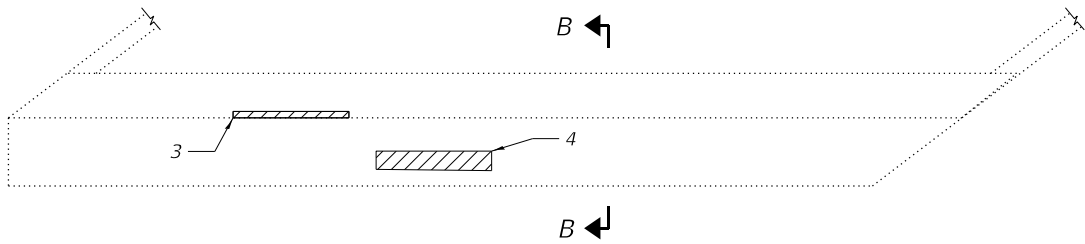
STRIP SEAL DETAIL
STRUCTURE NO. 100-0060

SHEET 9 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	X1-2HB	WILLIAMSON	614	267
ILLINOIS				FED. AID PROJECT

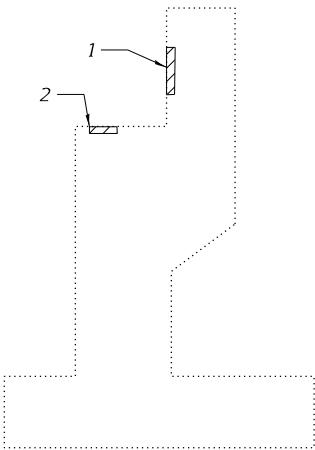


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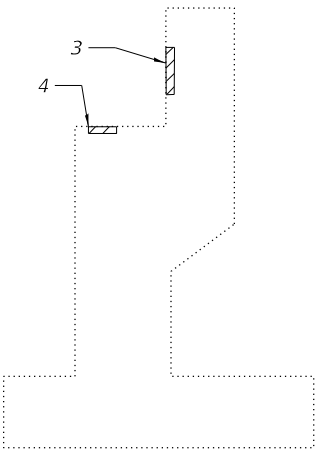


EAST ABUTMENT

 Structural Repair of Concrete <5 Inches



SECTION A-A



SECTION B-B

STRUCTURAL REPAIR OF CONCRETE
DEPTH < OR = 5 INCHES

NUMBER	LENGTH (FT)	WIDTH (FT)	AREA (SQ FT)
1	4	2	8
2	4	1	4
3	4	2	8
4	4	1	4

CONCRETE REPAIR < 5"

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CONCRETE REPAIR
STRUCTURE NO. 100-0060

SHEET 10 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	X1-2HB	WILLIAMSON	614	268
		CONTRACT NO. 78798		
		ILLINOIS	FED. AID PROJECT	

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5-15-2023



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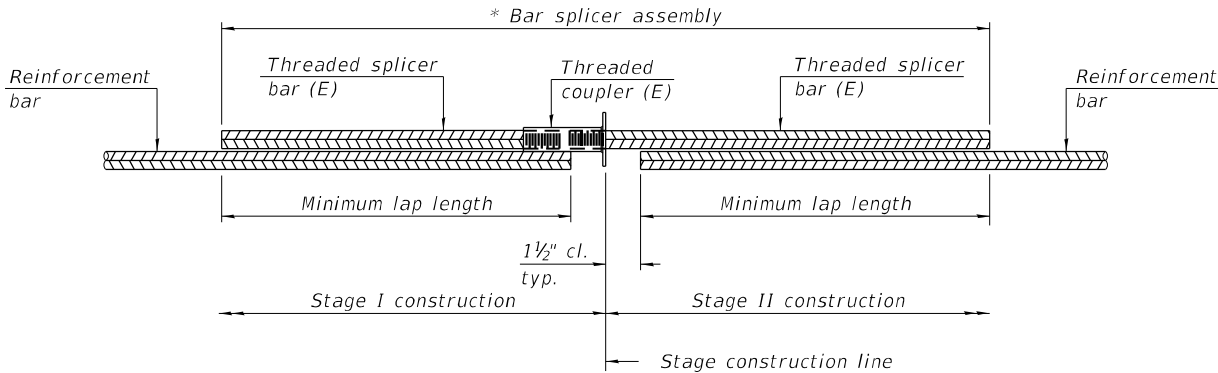
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BAR SPLICER AND MECHANICAL SPLICER ASSEMBLY
STRUCTURE NO. 100-0060

SHEET 11 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	X1-2HB	WILLIAMSON	614	269
		CONTRACT NO. 78798		
		ILLINOIS	FED. AID PROJECT	



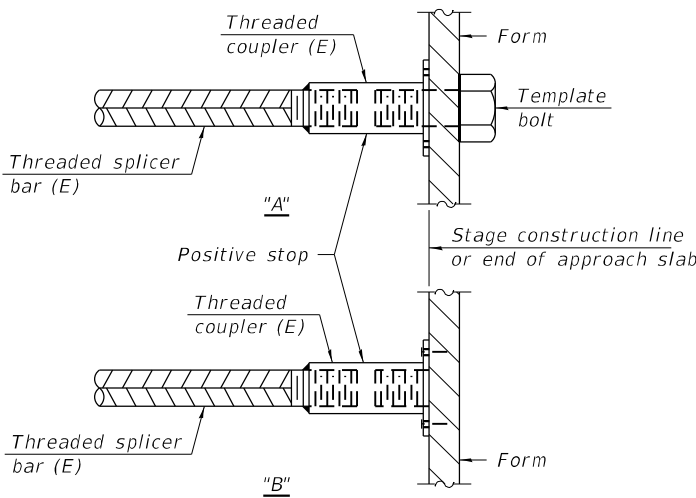
STANDARD BAR SPLICER ASSEMBLY PLAN

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

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

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

Location	Bar size	No. assemblies required	Minimum lap length
Stage I const. West abut.	#6	28	4'-10"
Stage I const. East abut.	#6	28	4'-10"

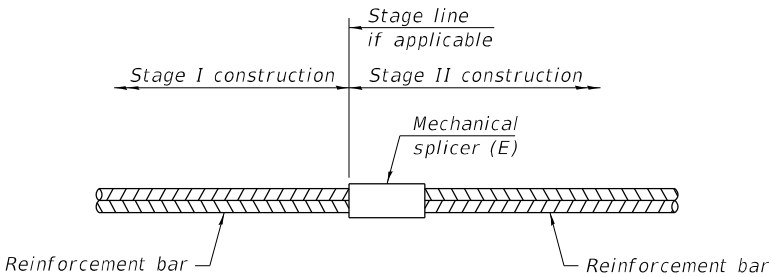


INSTALLATION AND SETTING METHODS

"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

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.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 6

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	**	189	137
STA. TO STA.				
FED. ROAD DIST. NO.				
ILLINOIS				
FED. AID PROJECT				
* XI-2.44(2,3,4)RS.BSMARTFY04-4				
** WILLIAMSON/JOHNSON				
CONTRACT NO. 98758				

Sequence of Construction

1. Scarify and Resurface Existing Shoulders
2. Remove Stage I Areas
3. Perform Stage I Repairs and Overlay
4. Remove Stage II Areas
5. Perform Stage II Repairs and Overlay

Scope of Work

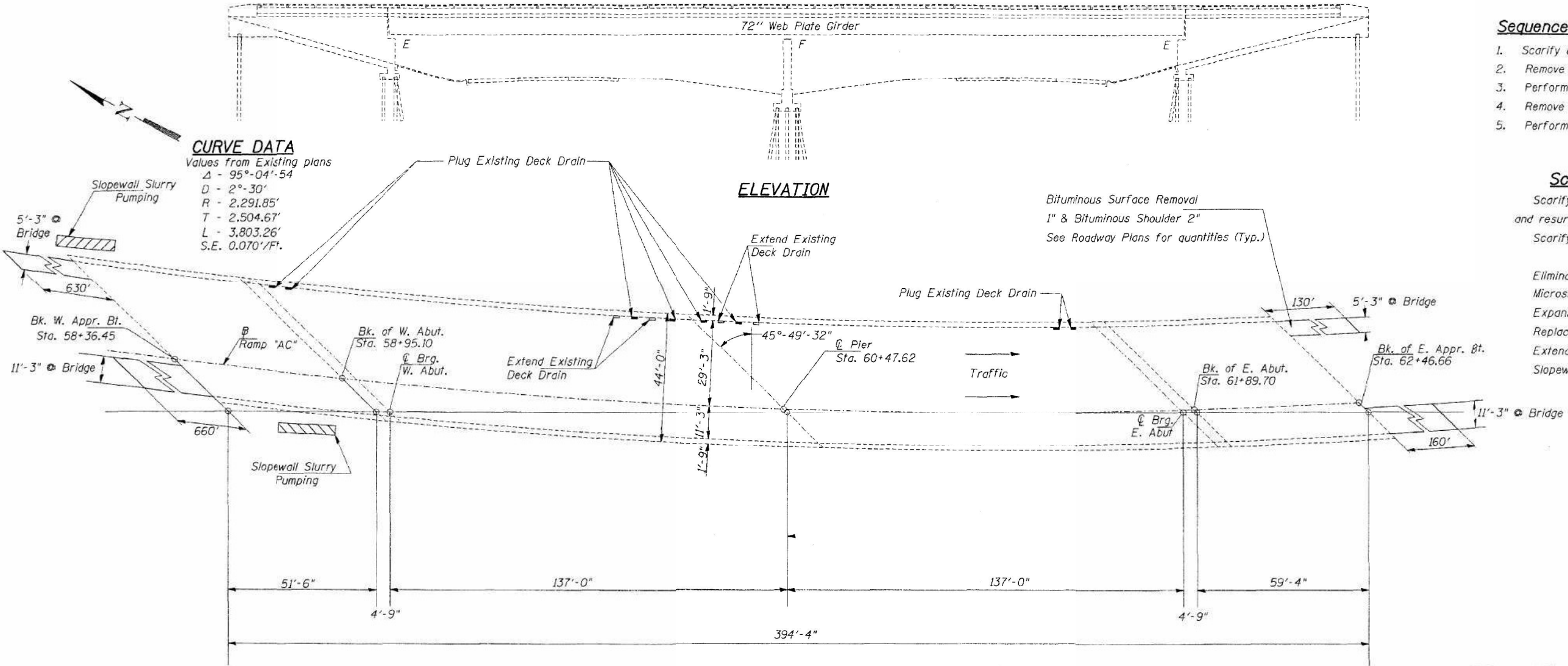
Scarify existing +9" thick bituminous shoulders
and resurface with bituminous shoulder
Scarify existing bare deck

Eliminate drains within 10' of abutments and piers
Microsilica Concrete Overlay
Expansion Joint Treatment
Replace bearings
Extend Drains
Slopewall Slurry Pumping

CURVE DATA

Values from Existing plans
 Δ - 95°-04'-54"
D - 2°-30'
R - 2,291.85'
T - 2,504.67'
L - 3,803.26'
S.E. 0.070'/Ft.

ELEVATION



GENERAL NOTES

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 variations 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.

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

Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures."

The inorganic zinc rich primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the Acrylic finish coat shall be Interstate Green, Munsell # 7.5G 4/8. See Special Provision for "Cleaning and Painting New Metal Structures".

All structural steel shall conform to AASHTO M270 Grade 36.

Fill undermined area under the existing slopewall as directed by the Engineer with Slopewall Slurry Pumping. Paid for as Slopewall Slurry Pumping. The quantity is estimated at 4.5 Cu. Yds.

PLAN

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Bridge Deck Hydro-Scarification 1/2"	Sq. Yd.	1855
Plug Existing Deck Drains	Each	8
Bridge Deck Microsilica Concrete Overlay 2 1/4"	Sq. Yd.	1855
Jack and Remove Existing Bearings	Each	12
Furnishing and Erecting Structural Steel	Pound	3820
Elastomeric Bearing Assembly, Type I	Each	12
Polymer Concrete	Cu. Ft.	11.9
Silicone Joint Sealer 2 1/2"	Foot	127
Bridge Deck Grooving	Sq. Yd.	1764
Floor Drain Extension	Each	4
Slopewall Slurry Pumping	Cu. Yd.	4.5

FOR INFORMATION ONLY

GENERAL PLAN AND ELEVATION

FAI 24 OVER FAI 57

WILLIAMSON COUNTY

STA. 61+23.54

S.N. 100-0060

DESIGNED	T. Wayne Halstead
CHECKED	MAS
DRAWN	TWH Jeff Hines
CHECKED	TWH MAS



CIVIL DESIGN, INC.
WBE / DBE
COLLINSVILLE, IL
LICENSE #184.003222

USER NAME	DESIGNED - RBT	REVISION
	CHECKED - JS	REVISION
PLOT SCALE	DRAWN - RBT	REVISION
PLOT DATE	CHECKED - KAS	REVISION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 100-0060

SHEET 12 OF 28 SHEETS

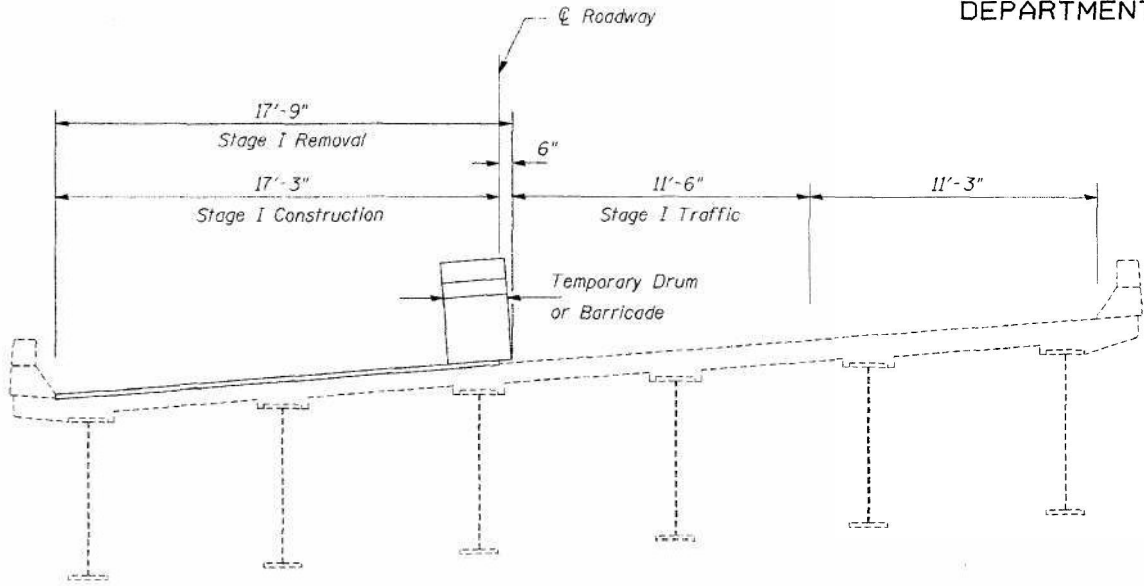
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24	X1-2HB	WILLIAMSON	614	270
CONTRACT NO. 78798				
ILLINOIS				
FED. AID PROJECT				

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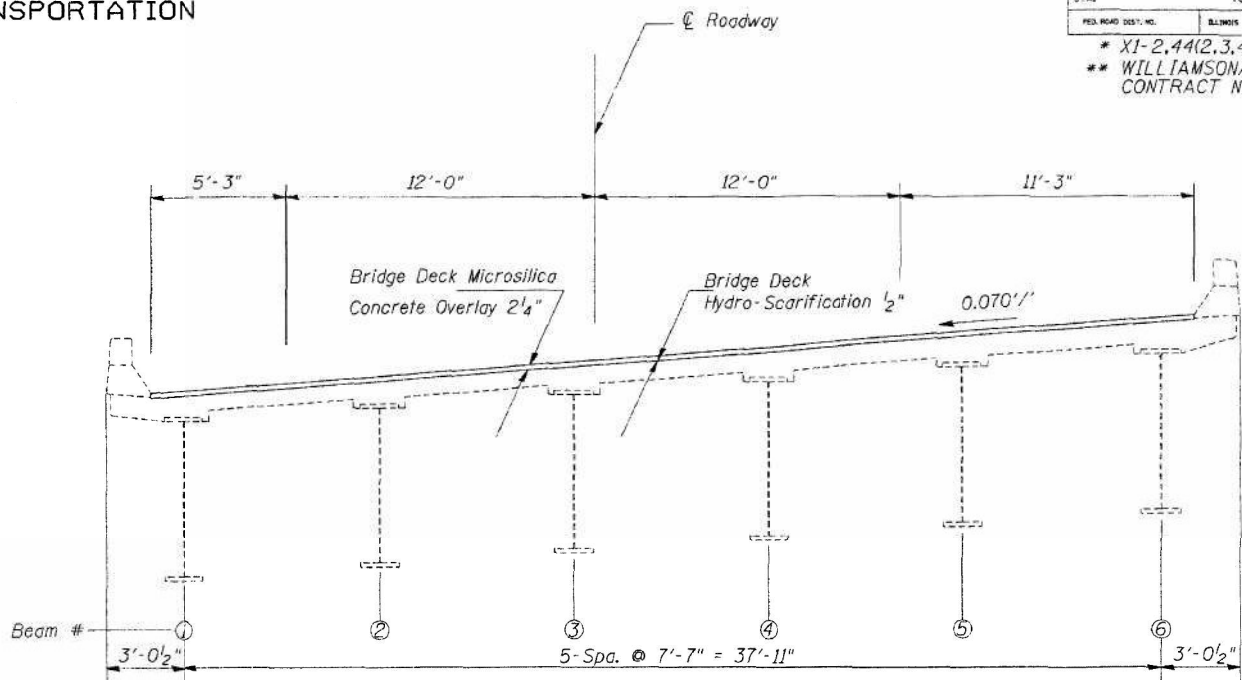
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 3 OF 6

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	**	189	139
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* XI-2,44(2,3,4)RS.BSMARTFY04-4				
** WILLIAMSON/JOHNSON				
CONTRACT NO. 98758				



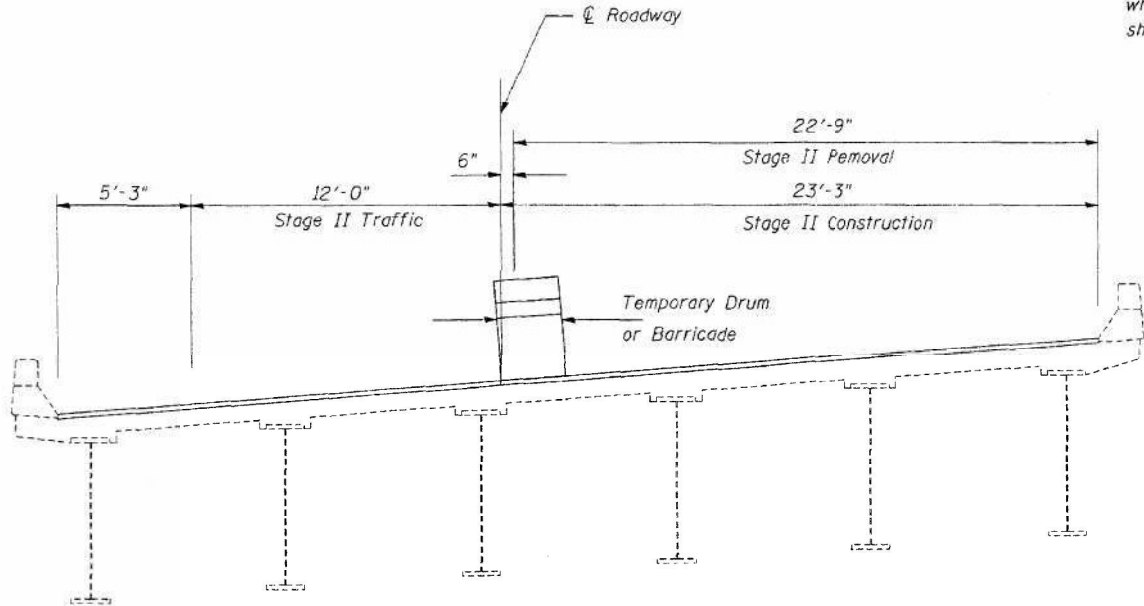
STAGE I



TYPICAL CROSS SECTION

Notes: Cross sections are looking in direction of traffic

The temporary drums or barricades shall be located as shown on this sheet except when workers are present, when then they may be temporarily moved over 2'-0" shifting traffic onto the existing bituminous shoulders.



STAGE II

FOR INFORMATION ONLY

STAGE CONSTRUCTION
DETAILS
WILLIAMSON COUNTY
SN 100-0060

DESIGNED	T. Wayne Halstead
CHECKED	MAS
DRAWN	Jeff Hines
CHECKED	TWH MAS



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WBE / DBE
COLLINSVILLE, IL
LICENSE #184.003222

USER NAME	-	DESIGNED	-	RBT	REVISED	-
		CHECKED	-	JS	REVISED	-
PLOT SCALE	-	DRAWN	-	RBT	REVISED	-
PLOT DATE	-	CHECKED	-	KAS	REVISED	-

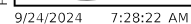
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

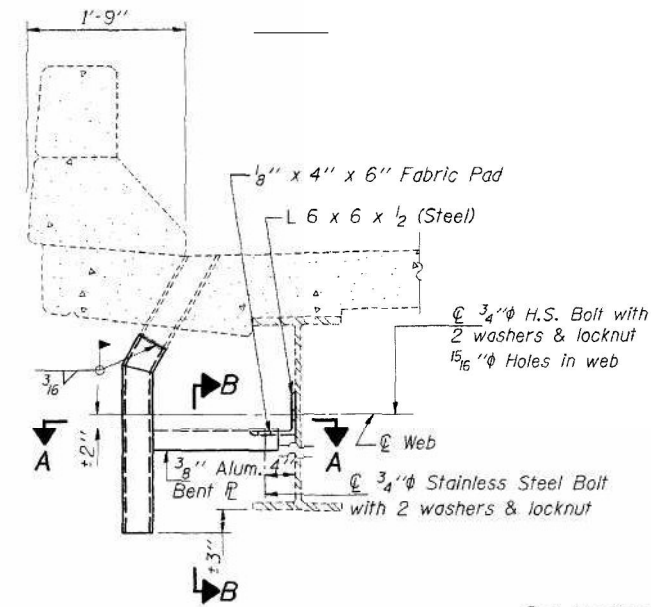
EXISTING PLANS
STRUCTURE NO. 100-0060

SHEET 13 OF 28 SHEETS

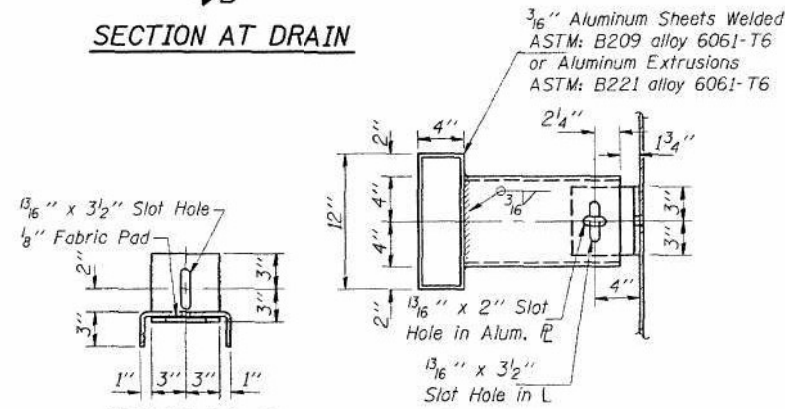
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	X1-2HB	WILLIAMSON	614	271
		CONTRACT NO. 78798		
		ILLINOIS	FED. AID PROJECT	

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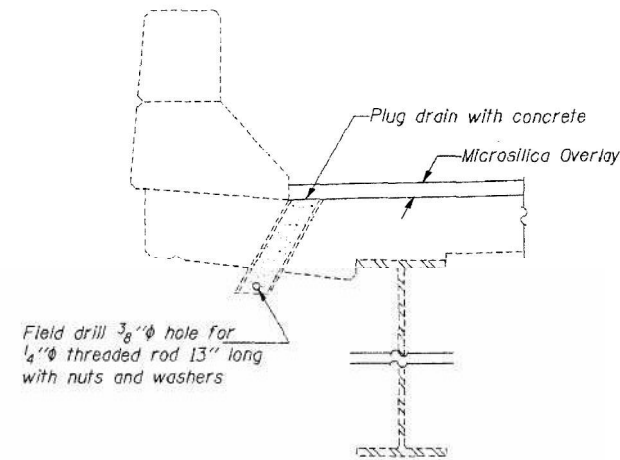
SECTION AT DRAIN



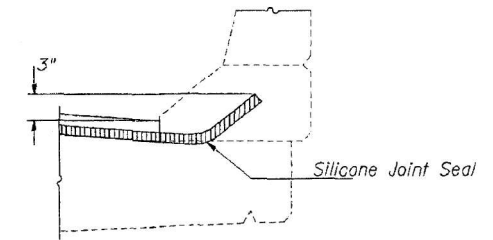
SECTION B-B

SECTION A-A

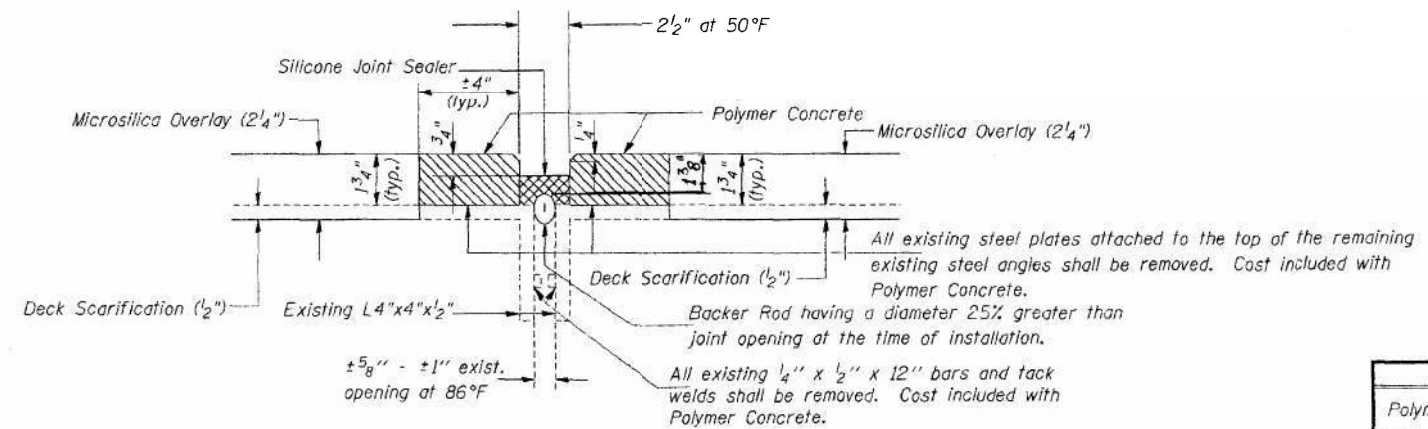
DRAIN EXTENSION DETAIL
(4 locations)



DRAIN ELIMINATION DETAIL
(8 Locations)



TYPICAL END OF SEAL TREATMENT
AT EXPANSION JOINT



JOINT TREATMENT AT ABUTMENTS

BILL OF MATERIAL

Item	Unit	Total
Polymer Concrete	Cu. Ft.	11.9
Silicone Joint Sealer 2½"	Ft.	27

JOINT AND DRAIN
DETAILS
WILLIAMSON COUNTY
SN 100-0060

FOR INFORMATION ONLY

DESIGNED	T. Wayne Halstead
CHECKED	MAS
DRAWN	T. Wayne Halstead
CHECKED	TWH MAS



CIVIL DESIGN, INC.
WBE / DBE

COLLINSVILLE, IL
LICENSE #184.003222

USER NAME	DESIGNED	REVISED
	CHECKED	REVISED
PLOT SCALE	DRAWN	REVISED
PLOT DATE	CHECKED	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

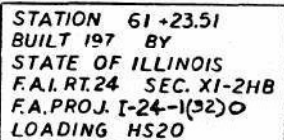
EXISTING PLANS
STRUCTURE NO. 100-0060

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	X1-2HB	WILLIAMSON	614	273
CONTRACT NO. 78798				
UNIONS		FEED AND PROJECT		

Sht. 1
of 20

ROUTE NO.	SECTION	COUNTY
24	X1-24B X1-24B-2	W' M SO
FED. ROAD DIST. NO. 7		ILLINOIS P

1. ALL REINFORCEMENT BARS SHALL BE LAPPED 2 UNLESS OTHERWISE SHOWN.
2. FASTENERS SHALL BE HIGH STRENGTH BOLTS. ϕ , OPEN HOLES $13/16"$ ϕ , UNLESS OTHERWISE SHOWN.
3. CALCULATED WEIGHT OF STRUCTURAL STEEL.
4. THE BASIC LEAD SILICO CHROMATE PAINT SYSTEM SHALL BE USED FOR SHOP AND FIELD PAINTING OF STEEL.
5. FIELD WELDING OF CONSTRUCTION ACCESSORIES SHALL BE PERMITTED TO THE BOTTOM FLANGE OF GIRDS. THE TOP FLANGE FOR A DISTANCE EQUAL TO ONE HALF THE SPAN LENGTH EACH WAY FROM THE PIER SHALL BE WELDED IN OTHER AREAS WILL BE PERMITTED WHEN APPROVED BY THE ENGINEER.
6. ANCHOR BOLTS SHALL BE SET BEFORE BOLTING OVER SUPPORTS.
7. SLOPE WALL SHALL BE REINFORCED WITH WELDED FABRIC $6" \times 6"$ MESH, WEIGHING 88# PER 100 SQ. YD.
8. THE CONTRACTOR SHALL DRIVE ONE STEEL PILE PER PERMANENT LOCATION AT THE PIER AND AT EACH END AS DIRECTED BY THE ENGINEER BEFORE ORDERING REMAINDER OF PILES.
9. AN ALTERNATE STRAND PATTERN USING EXTRA HIGH TENSILE PRESTRESSING STRAND (270 K.S.I.) IS PERMITTED.

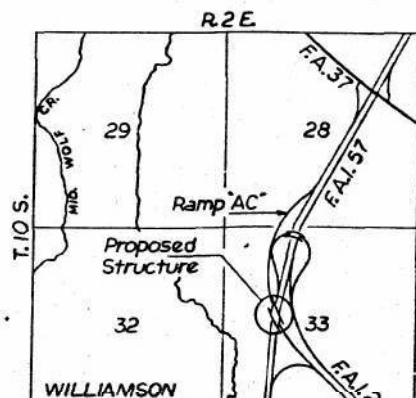
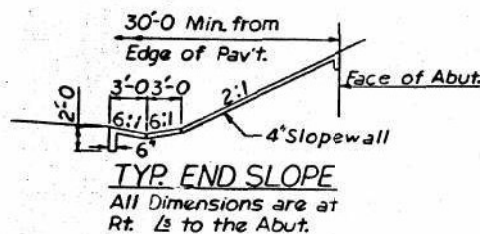


<u>CREOSOTED APPROACH FILES</u>		
	<u>W.Appr.</u>	<u>E.Appr.</u>
No. Req'd.	9	7
Length Req'd.	32'	40'

NAME PLATE
STANDARD 2113

BILL OF MATERIAL		
ITEM	UNIT	SUB-STRUCTURE
Structure Excavation	Cu.Yds	150
Furnishing & Erecting Structural Steel	L.S.	
Aluminum Railing	Lin.Ft.	
Class X Concrete	Cu.Yds	598.0
Reinforcement Bars	Lbs.	52970
Furnishing & Erecting P.P.C.I.Beams, 48"	Lin.Ft.	
Steel Piles (8BP36)	Lin.Ft.	4087
Test Piles, Steel (8BP36)	Each	3
Cresosoted Piles (20.1" to 38")	Lin.Ft.	288
Cresosoted Piles (over 38")	Lin.Ft.	280
Bridge Seat Sealer	L.S.	.5
Name Plates	Each	1
Slope Wall (4")	Sq.Yds	440
Protective Coat	Sq.Yds	

FOR INFORMATION ONLY



F.A.L	ROUTE 24
-------	----------

PROJECT _____ SECTION _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	X1-2HB	WILLIAMSON	614	274
		CONTRACT NO. 78798		
ILLINOIS		FED. AID PROJECT		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING PLANS
STRUCTURE NO. 100-0060

SHEET 16 OF 28 SHEETS

+5.287%
 P.V.L. Sta. 65+00
 Elev. 668.50
 -1.5556%
 VC=2000'
 PROFILE-RAMP 'AC'

EXISTING F.A.I. 57
PAVEMENT ELEVATIONS

Diagram illustrating the cross-section of a road with dimensions:

- Edge of Exist. Paved Shoulder
- 10'-0"
- 12'-0"
- 12'-0"
- Edge of Pavt.
- 80'-0"
- 12'-0"
- 12'-0"
- 10'-0"
- Edge of Exist. Paved Shoulder

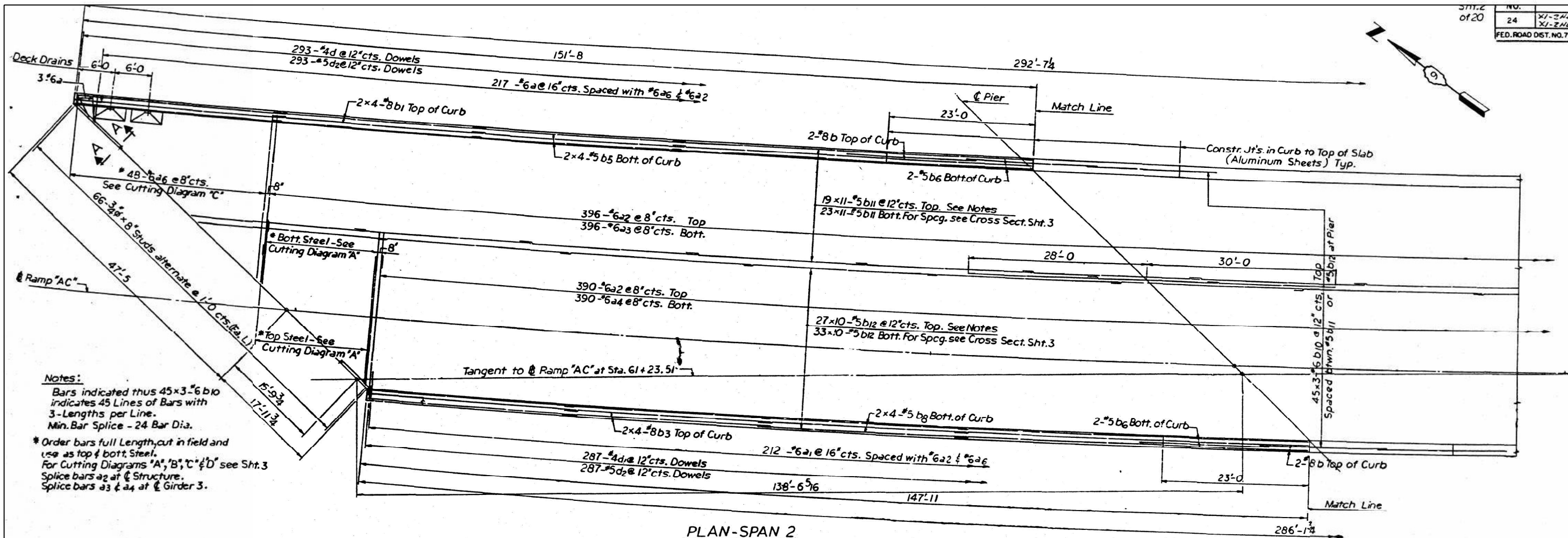
434	640.80	641.36	641.48	641.34		641.34	641.44	641.29	640.86
435	640.10	640.57	640.70	640.57		640.52	640.65	640.50	640.11
436	639.28	639.79	639.94	639.83		639.73	639.86	639.75	639.48
437	638.55	639.06	639.17	639.02		639.09	639.15	639.05	638.51

CURVE DATA						
Curve	P.I.	Curve No.	Δ	D	R	T
N.B. Lane	419+75.42	—	19°16'30"	0°28'00"	13,273.70'	200.10'

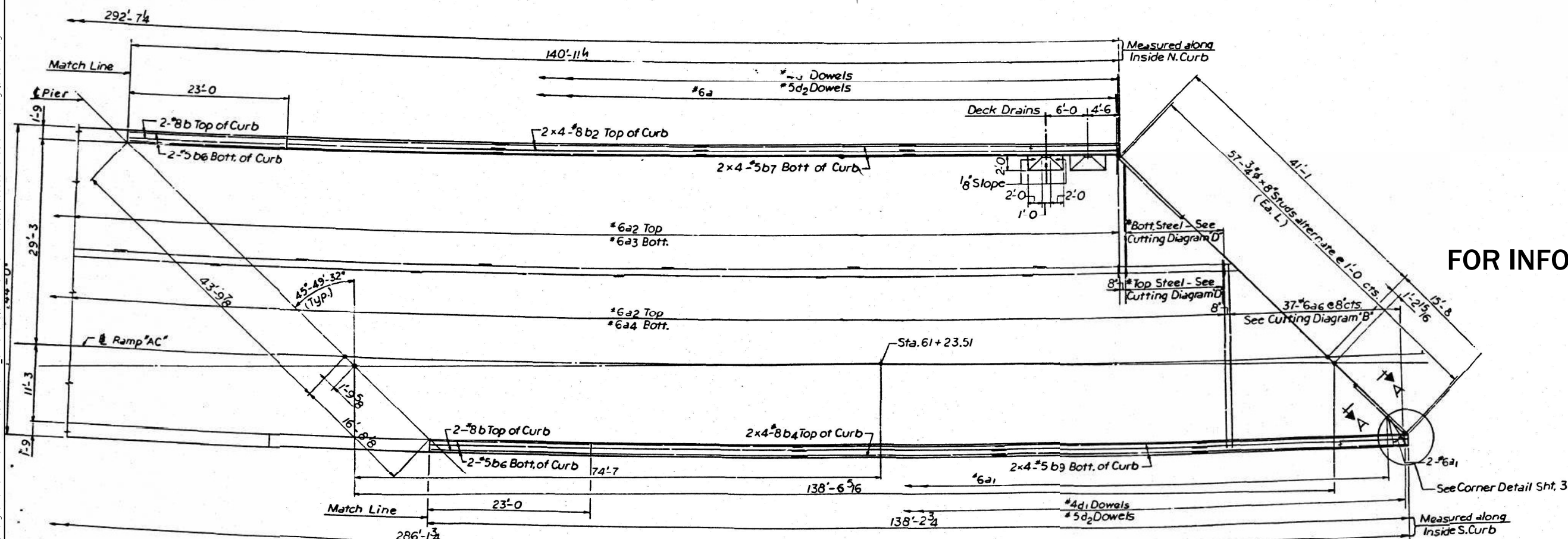
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	CHECKED	JS	REVISED
PLOT SCALE	DRAWN	RBT	REVISED
PLOT DATE	CHECKED	KAS	REVISED



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COLLINSVILLE, IL
LICENSE #184.003222



PLAN-SPAN 2



FOR INFORMATION ONLY

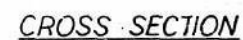
ILLINOIS DIVISION OF
FAJ. ROUTE 24
PROJECT _____ SECTION _____
WILLIAMSON COUNTY
SUPERSTRUCTURE

 CIVIL DESIGN, INC. WBE / DBE COLLINSVILLE, IL LICENSE #184.003222	USER NAME =	DESIGNED - RBT	REVISED -
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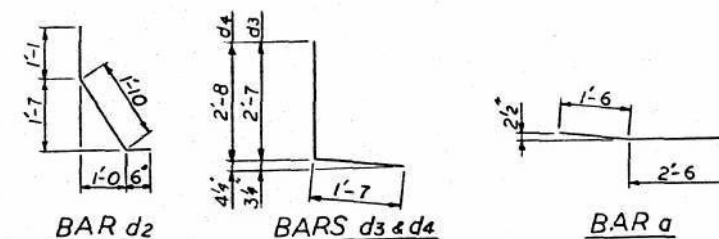
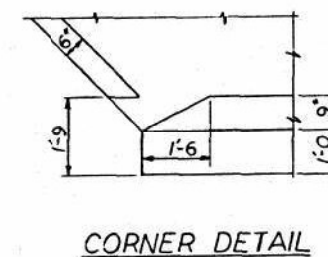
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING PLANS
STRUCTURE NO. 100-0060

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	X1-2HB	WILLIAMSON	614	275
		CONTRACT NO. 78798		
		ILLINOIS	FED. AID PROJECT	



*Reinforcement bars in diaphragms not included. See Sht.6.

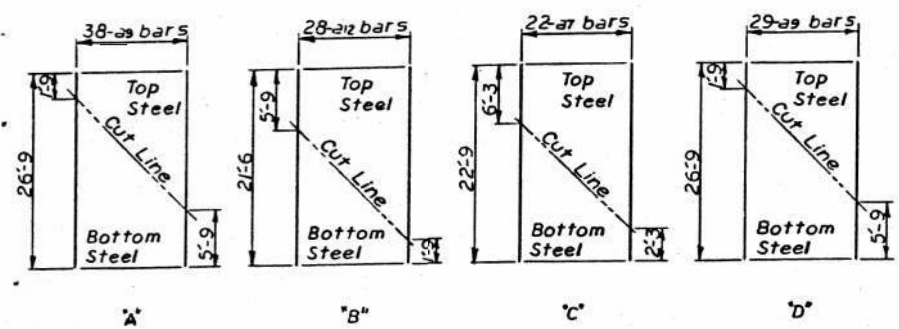


FOR INFORMATION ONLY

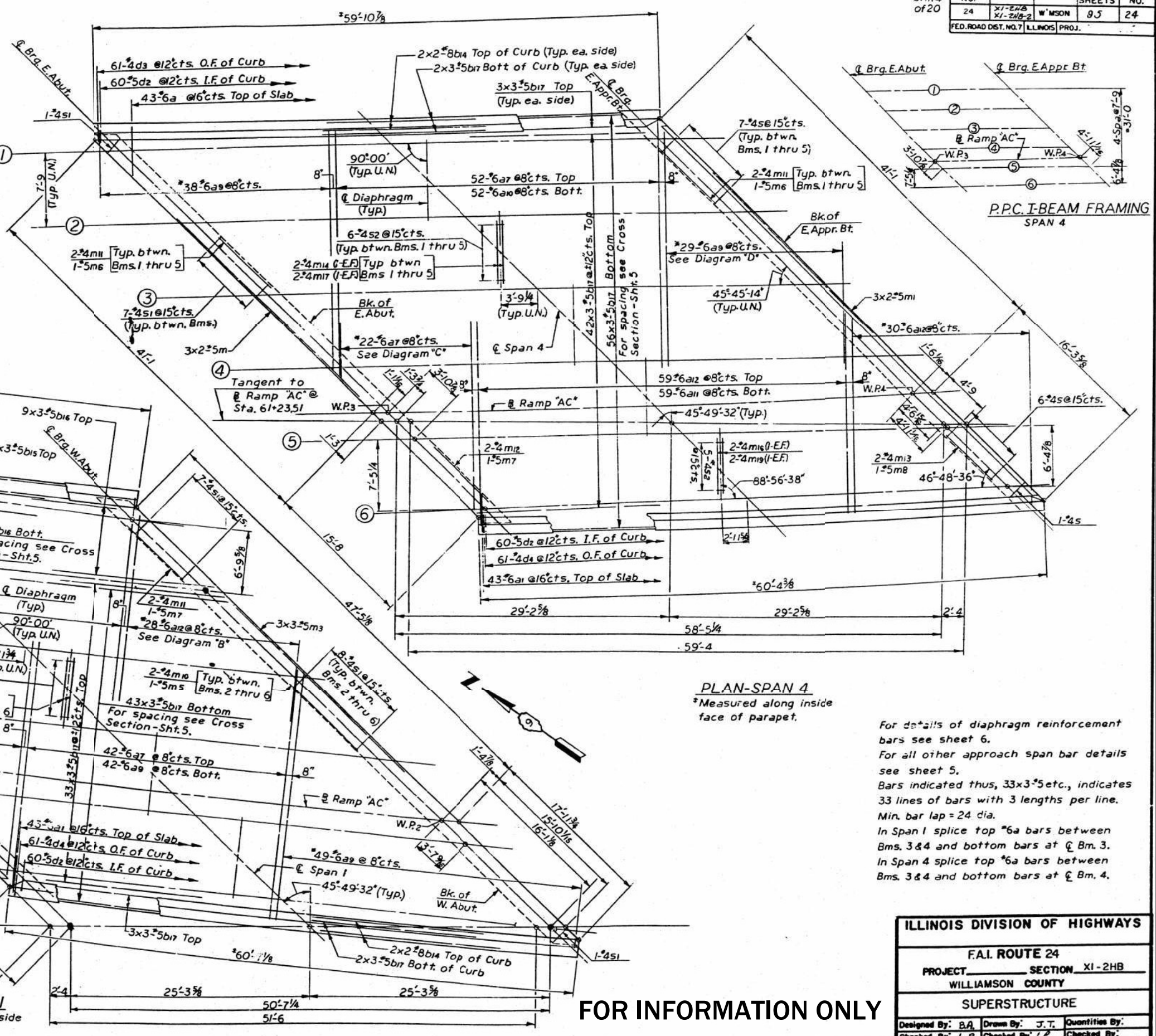
ILLINOIS DIVISION OF HIGHWAYS		
F.A.I. ROUTE 24		
PROJECT _____	SECTION XI-2HB	
WILLIAMSON COUNTY		
SUPERSTRUCTURE		
Designed By: B.A.	Drawn By: J.T.	Quantities By: J.T.
Checked By: L.P.	Checked By: L.P.	Checked By: L.P.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	X1-2HB	WILLIAMSON	614	276
		CONTRACT NO. 78798		
		ILLINOIS	FED. AID PROJECT	

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	XI-2HB	WILSON	95	24
FED. ROAD DIST. NO. 7 ILLINOIS PROJ.				



FIELD CUTTING DIAGRAMS
 *Order bars full length, cut in field and use as top & bottom steel.



PLAN-SPAN 4
 *Measured along inside face of parapet.

PLAN-SPAN 1
 *Measured along inside face of parapet.

For details of diaphragm reinforcement bars see sheet 6.
 For all other approach span bar details see sheet 5.
 Bars indicated thus, 33x3-5 etc., indicates 33 lines of bars with 3 lengths per line. Min. bar lap = 24 dia.
 In Span 1 splice top *6a bars between Bms. 3 & 4 and bottom bars at Q Bm. 3.
 In Span 4 splice top *6a bars between Bms. 3 & 4 and bottom bars at Q Bm. 4.

ILLINOIS DIVISION OF HIGHWAYS				
F.A.I. ROUTE 24				
PROJECT SECTION XI-2HB				
WILLIAMSON COUNTY				
SUPERSTRUCTURE				
Designed By: B.A.	Drawn By: J.T.	Quantities By:		
Checked By: L.P.	Checked By: L.P.	Checked By:		

FOR INFORMATION ONLY

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
 STRUCTURE NO. 100-0060
 SHEET 19 OF 28 SHEETS

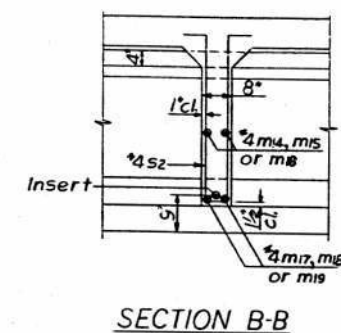
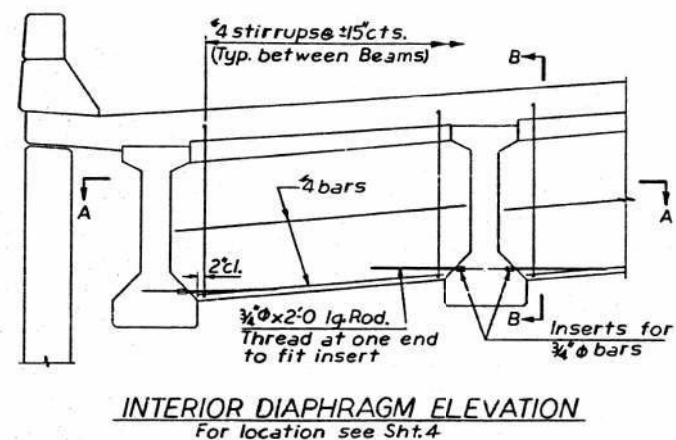
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	XI-2HB	WILLIAMSON	614	277
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

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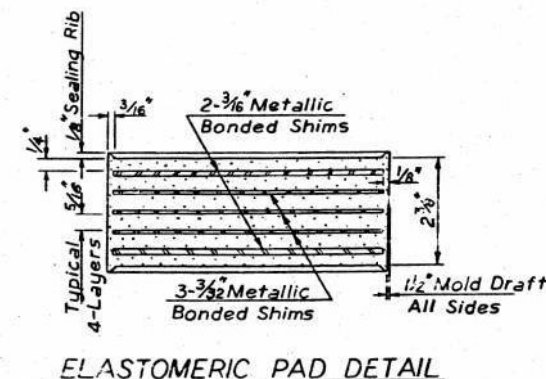
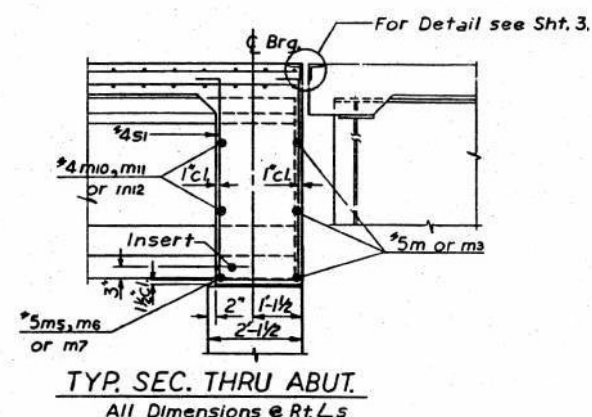
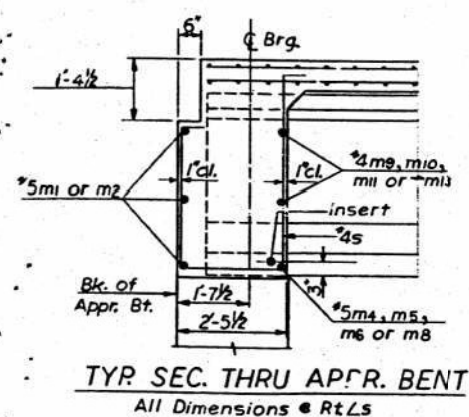
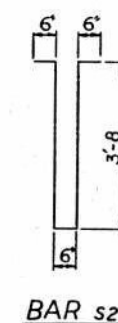
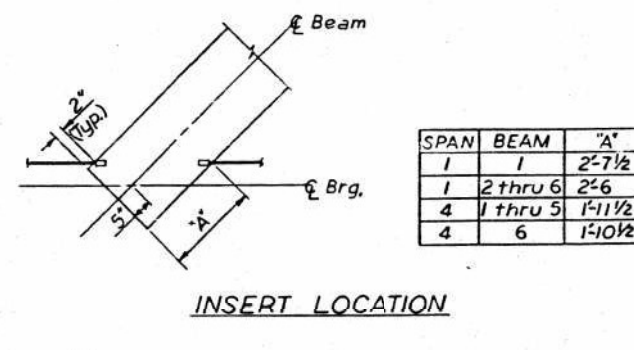
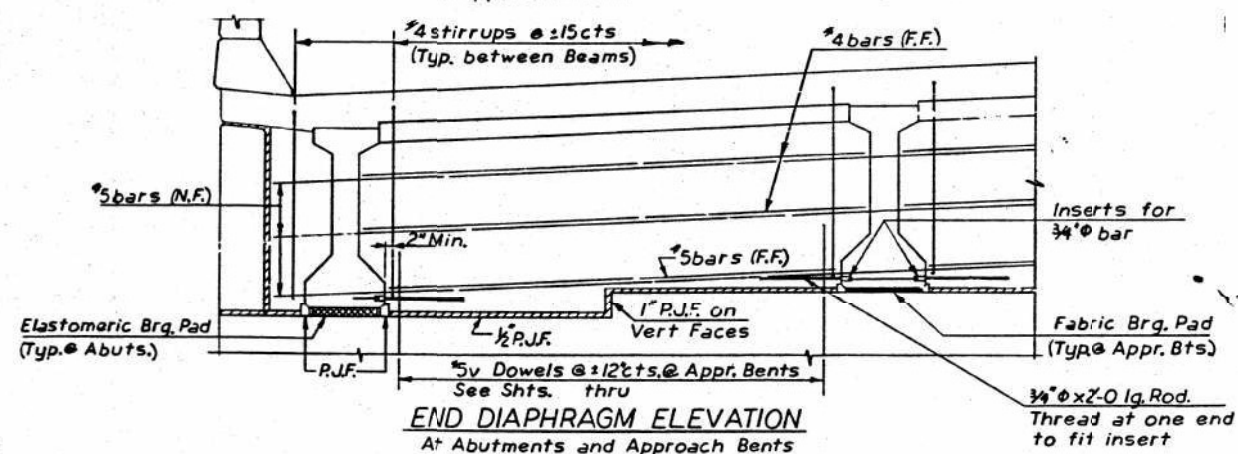
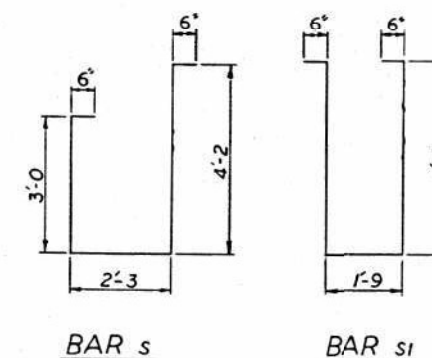
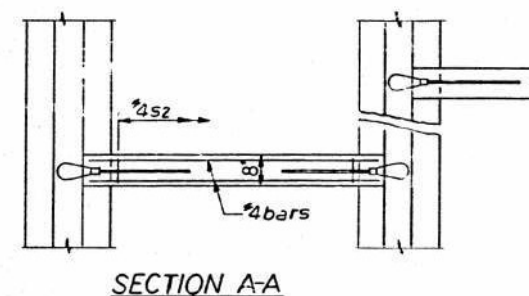
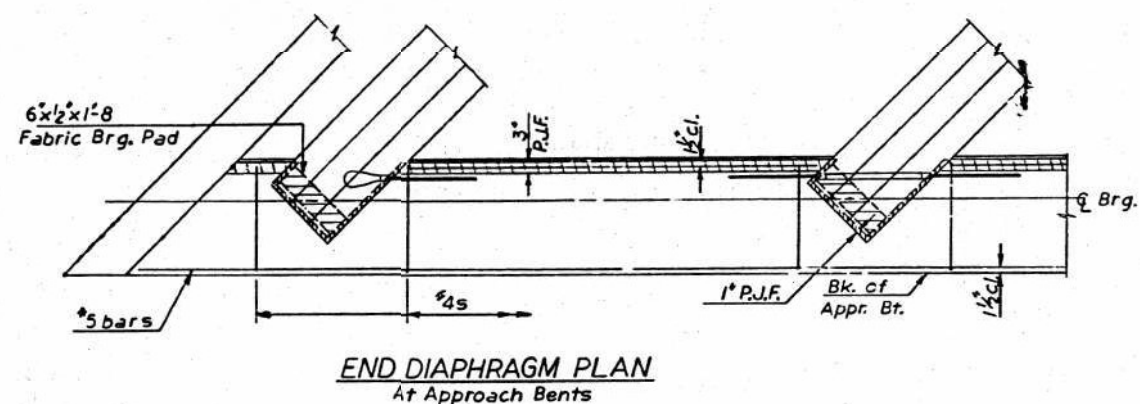


CIVIL DESIGN, INC.
 WBE / DBE
 COLLINGSVILLE, IL
 LICENSE #184.003222

USER NAME -	DESIGNED - RBT	REVISED -
CHECKED - JS	REVISION -	
PLOT SCALE -	DRAWN - RBT	REVISED -
PLOT DATE -	CHECKED - KAS	REVISED -



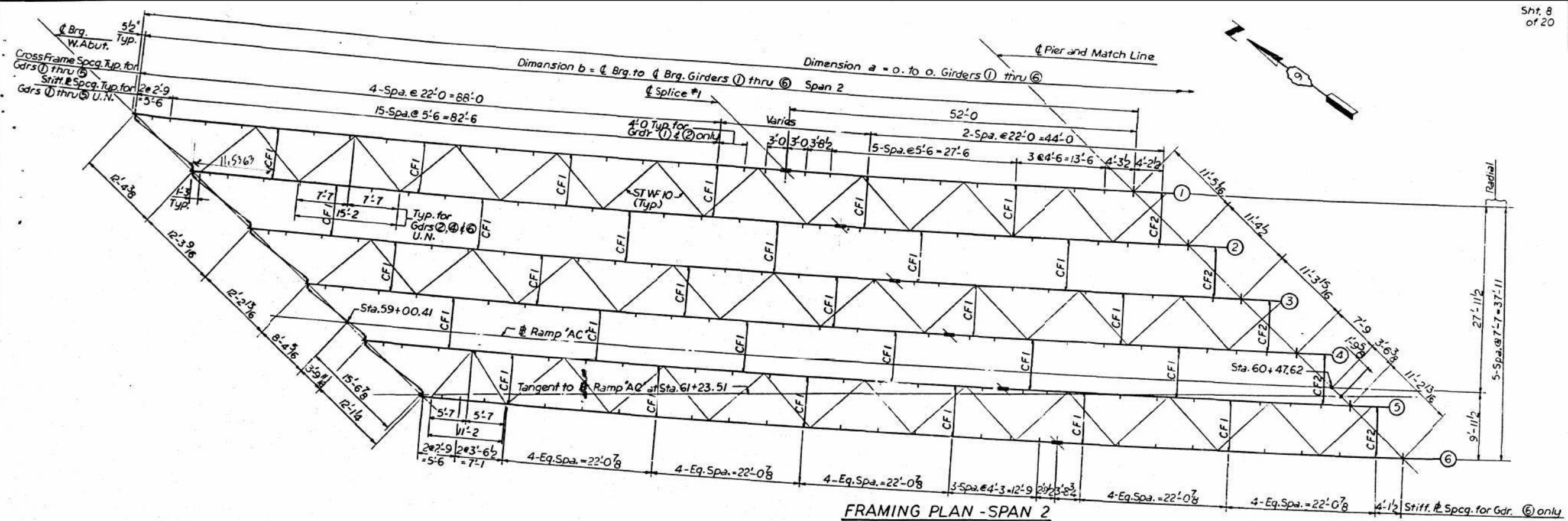
BILL OF MATERIAL				
Bar	No.	Size	Length	Shape
m	6	*5	30'-0	—
m ₁	6	*5	29'-0	—
m ₂	9	*5	24'-0	—
m ₃	9	*5	23'-2	—
m ₄	1	*5	10'-0	—
m ₅	8	*5	9'-3	—
m ₆	8	*5	8'-0	—
m ₇	2	*5	7'-6	—
m ₈	1	*5	6'-0	—
m ₉	2	*4	11'-9	—
m ₁₀	16	*4	11'-3	—
m ₁₁	18	*4	9'-6	—
m ₁₂	2	*4	9'-0	—
m ₁₃	2	*4	7'-9	—
m ₁₄	16	*4	6'-9	—
m ₁₅	2	*4	6'-6	—
m ₁₆	2	*4	6'-2	—
m ₁₇	16	*4	5'-8	—
m ₁₈	2	*4	5'-4	—
m ₁₉	2	*4	5'-0	—
S	77	*4	10'-5	┐
S ₁	76	*4	11'-3	┘
S ₂	58	*4	8'-10	┘
Reinforcement Bars			Lbs.	2880



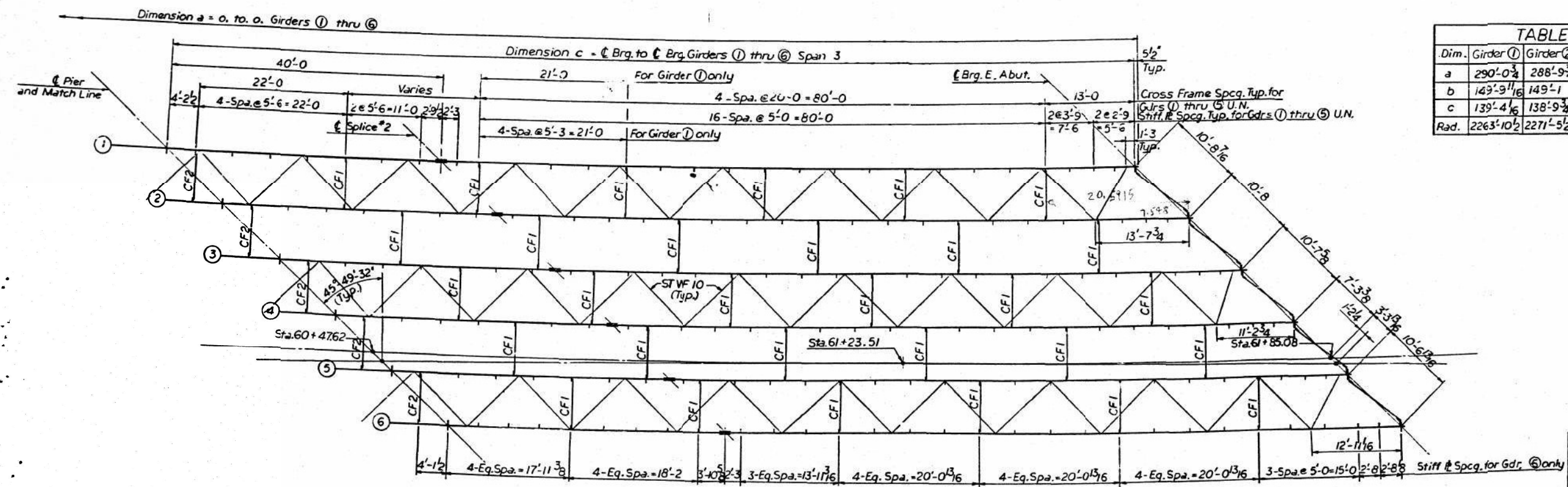
FOR INFORMATION ONLY

ILLINOIS DIVISION OF HIGHWAYS		
F.A.I. ROUTE 24		
PROJECT _____		SECTION XI-2HB
WILLIAMSON COUNTY		
SUPERSTRUCTURE		
Designed By: S.A.	Drawn By: J.T.	Quantities By: J.T.
Checked By: L.P.	Checked By: L.P.	Checked By: L.P.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	X1-2HB X1-2HB-2	W' MSON	95	28
FED. ROAD DIST. NO. 7 ILLINOIS PROJ.				



FRAMING PLAN - SPAN 2



FRAMING PLAN - SPAN 3

FOR INFORMATION ONLY

TABLE OF DIMENSIONS						
Dim.	Girder ①	Girder ②	Girder ③	Girder ④	Girder ⑤	Girder ⑥
a	290'-0 3/4	288'-9 3/4	287'-7 1/6	286'-4 3/4	285'-2 3/4	284'-1 1/6
b	149'-9 11/16	149'-1	148'-4 7/16	147'-8 1/8	147'-0	146'-4 1/8
c	139'-4 1/6	138'-9 3/4	138'-3 3/8	137'-9 5/8	137'-3 3/4	136'-9 1/6
Rad.	2263'-10 1/2	2271'-5 1/2	2279'-0 1/2	2286'-7 1/2	2294'-2 1/2	2301'-9 1/2

ILLINOIS DIVISION OF HIGHWAYS		
FAL ROUTE 24		
PROJECT_____		SECTION XI-2HB
WILLIAMSON COUNTY		
FRAMING		
Designed By: H.M.	Drawn By: E.M.	Quantities By:
Checked By: L.P.	Checked By: L.P.	Checked By:

MODEL: Default
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CIVIL DESIGN, INC.
WBE / DBE
COLLINSVILLE, IL
LICENSE #184.003222

USER NAME	DESIGNED - RBT	REVISED -
	CHECKED - JS	REVISED -
PLOT SCALE	DRAWN - RBT	REVISED -
PLOT DATE	CHECKED - KAS	REVISED -

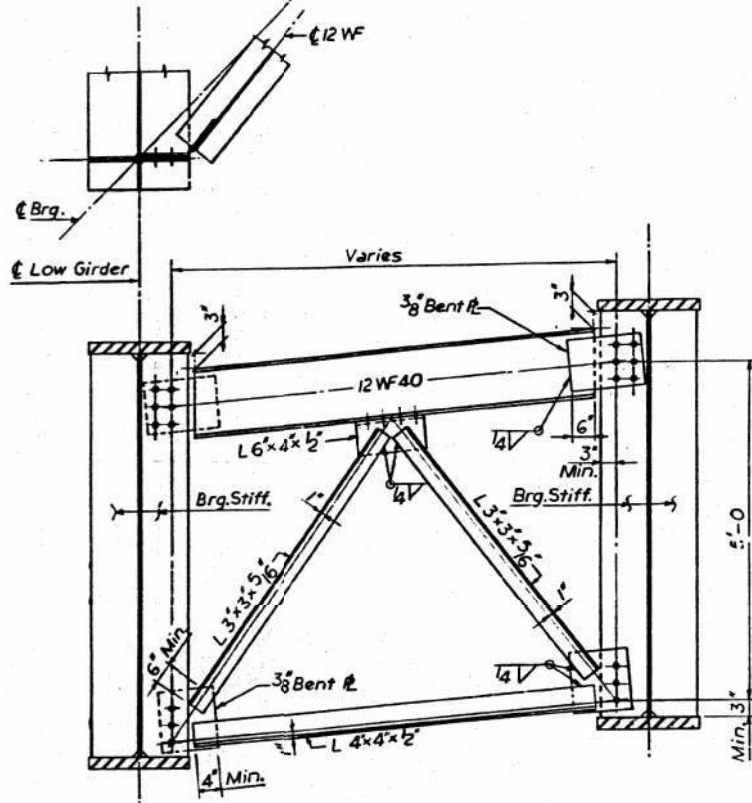
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 100-0060

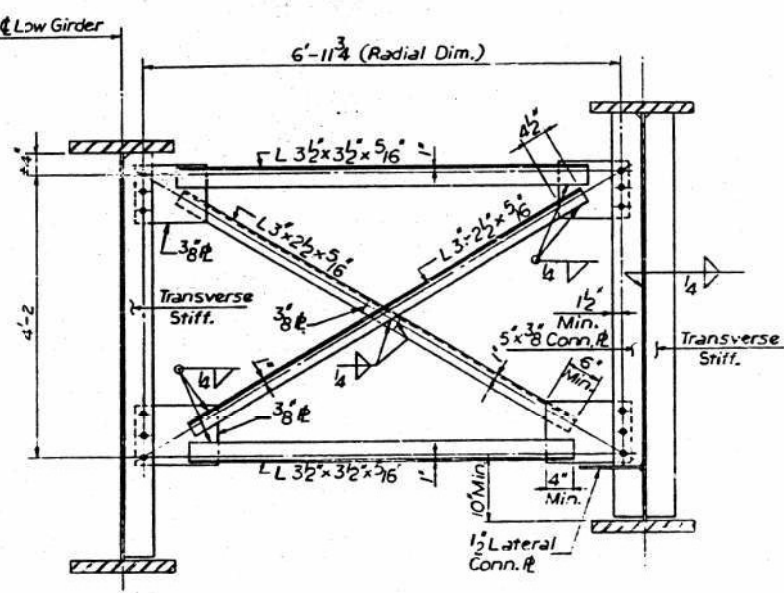
SHEET 21 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	X1-2HB	WILLIAMSON	614	279
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

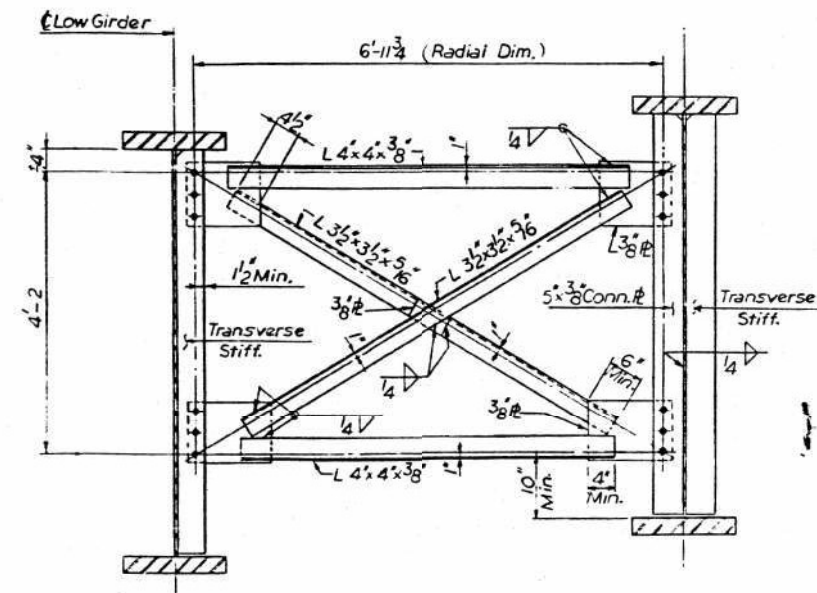
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	X1-2HB X1-2HB-2	W' MASON	95	29
FED. ROAD DIST. NO. 7 ILLINOIS PROJ.				



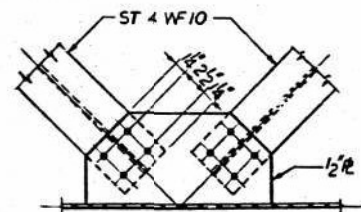
END CROSS FRAME



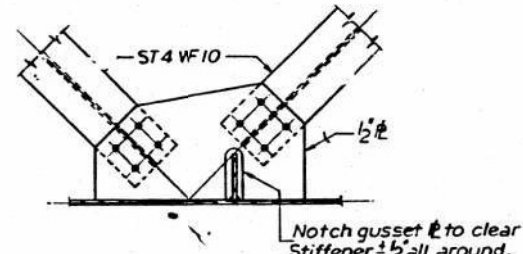
TYP. INTERIOR CROSS FRAME CF1



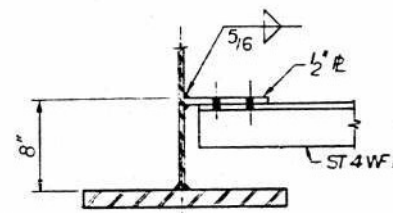
CROSS FRAME CF2 AT PIER



TYPICAL LATERAL BRACING



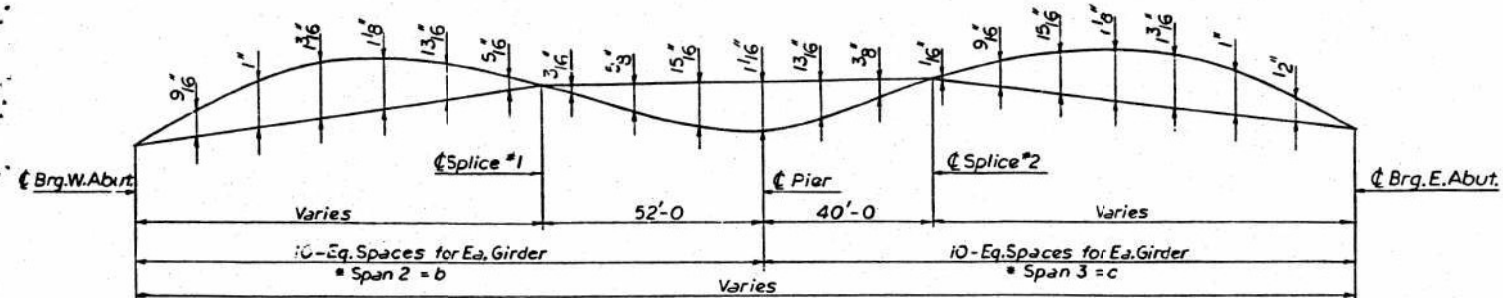
LATERAL BRACING NEAR TRANSVERSE STIFFENER



LATERAL BRACING

ELEVATION TOP OF STEEL GIRDER WEBS						
Girder No.	1	2	3	4	5	6
Brq. W. Abut.	662.811	663.356	663.900	664.442	664.984	665.525
Splice #1	662.921	663.456	663.989	664.522	665.054	665.585
Pier	662.823	663.363	663.892	664.419	664.947	665.474
Splice #2	662.932	663.458	663.983	664.507	665.032	665.555
Brq. E. Abut.	662.841	663.360	663.878	664.395	664.912	665.429

** Adjusted for camber (vertical curve & Dead Load Deflection due to weight of concrete & steel.)



CAMBER DIAGRAM

Note:
For Dim. b & c see Table of Dimensions sht. 8

FOR INFORMATION ONLY

ILLINOIS DIVISION OF HIGHWAYS			
F&I ROUTE 24			
PROJECT SECTION X1-2HB			
WILLIAMSON COUNTY			
STEEL DETAILS			
Designed By: H.M.	Drawn By: E.M.	Quantities By:	
Checked By: B.A.	Checked By: L.P.	Checked By:	

MODEL: Default
FILE NAME: P:\Engineering\4267 - IDOT PTB 193-32 DS VV_CMT\WO18\CAD WO #18 RT - 0060\1000060-78798-022-Existing Plans\Sht27.dgn
9/24/2024 7:32:50 AM



CIVIL DESIGN, INC.
WBE / DBE

COLLINSVILLE, IL
LICENSE #184.003222

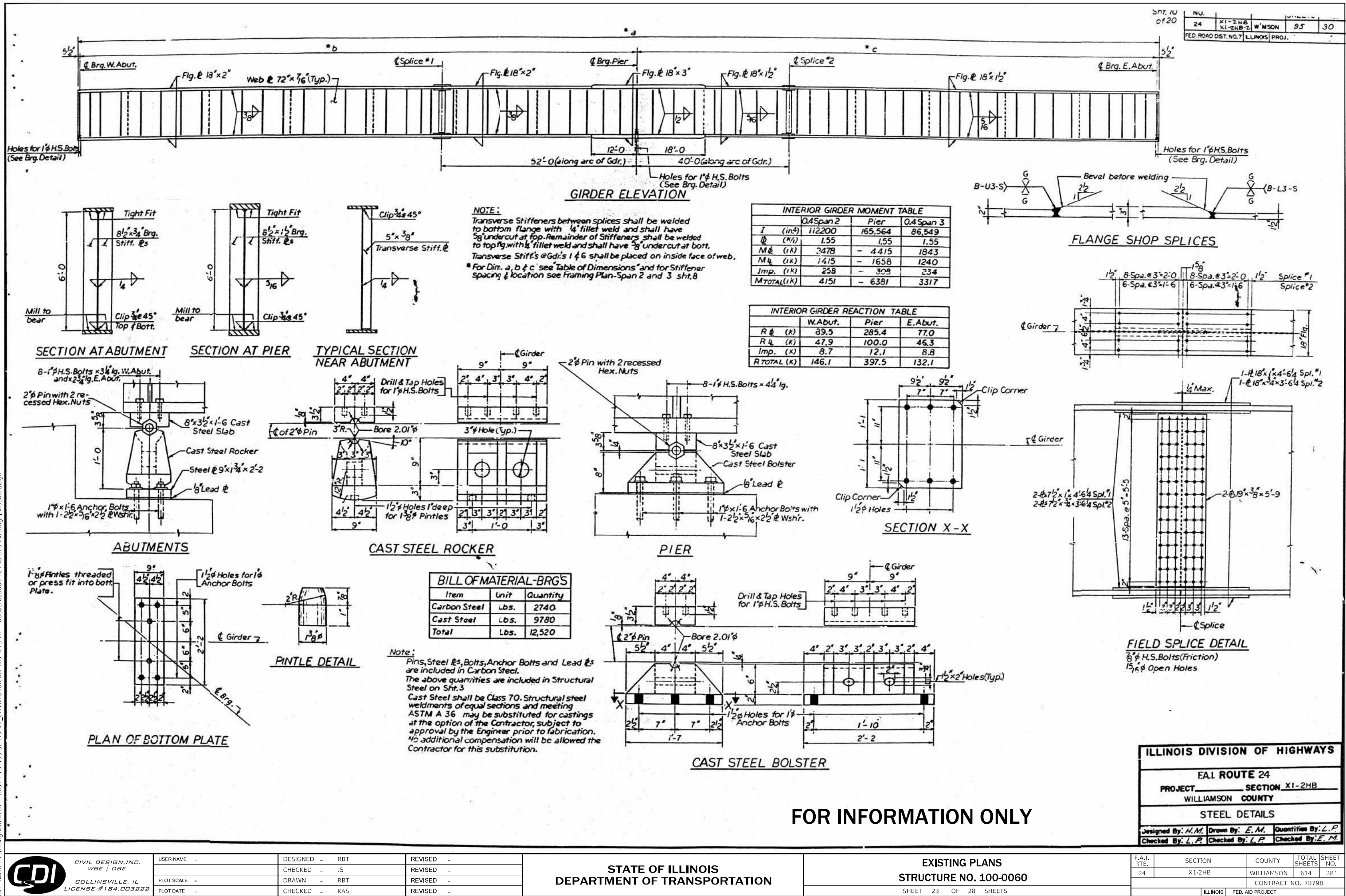
USER NAME	DESIGNED - RBT	REVIS
CHECKED - JS	REVIS	
PLOT SCALE	DRAWN - RBT	REVIS
PLOT DATE	CHECKED - KAS	REVIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 100-0060
SHEET 22 OF 28 SHEETS

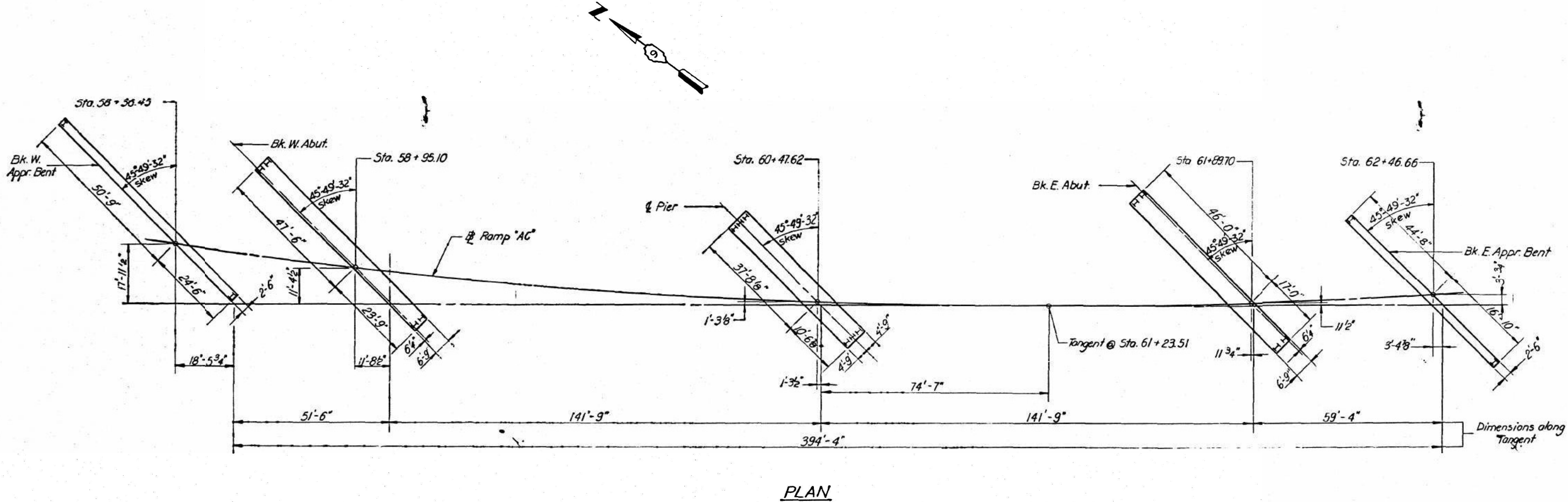
F&I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	X1-2HB	WILLIAMSON	614	280
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

MODEL: Default
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9/24/2024 7:33:23 AM



Sht. 12
of 20

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	XI-2HB XI-2HB-2	WILMSON	95	32
FED. ROAD DIST. NO. 7 ILLINOIS PROJ.				



PLAN

FOR INFORMATION ONLY

ILLINOIS DIVISION OF HIGHWAYS			
F.A.I. ROUTE 24			
PROJECT		SECTION	XI-2HB
		WILLIAMSON	COUNTY
SUBSTRUCTURE LAYOUT			
Designed By:	Drawn By: E. K.	Quantities By:	
Checked By:	Checked By: L. P.	Cracked By:	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 100-0060

SHEET 24 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	XI-2HB	WILLIAMSON	614	282
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

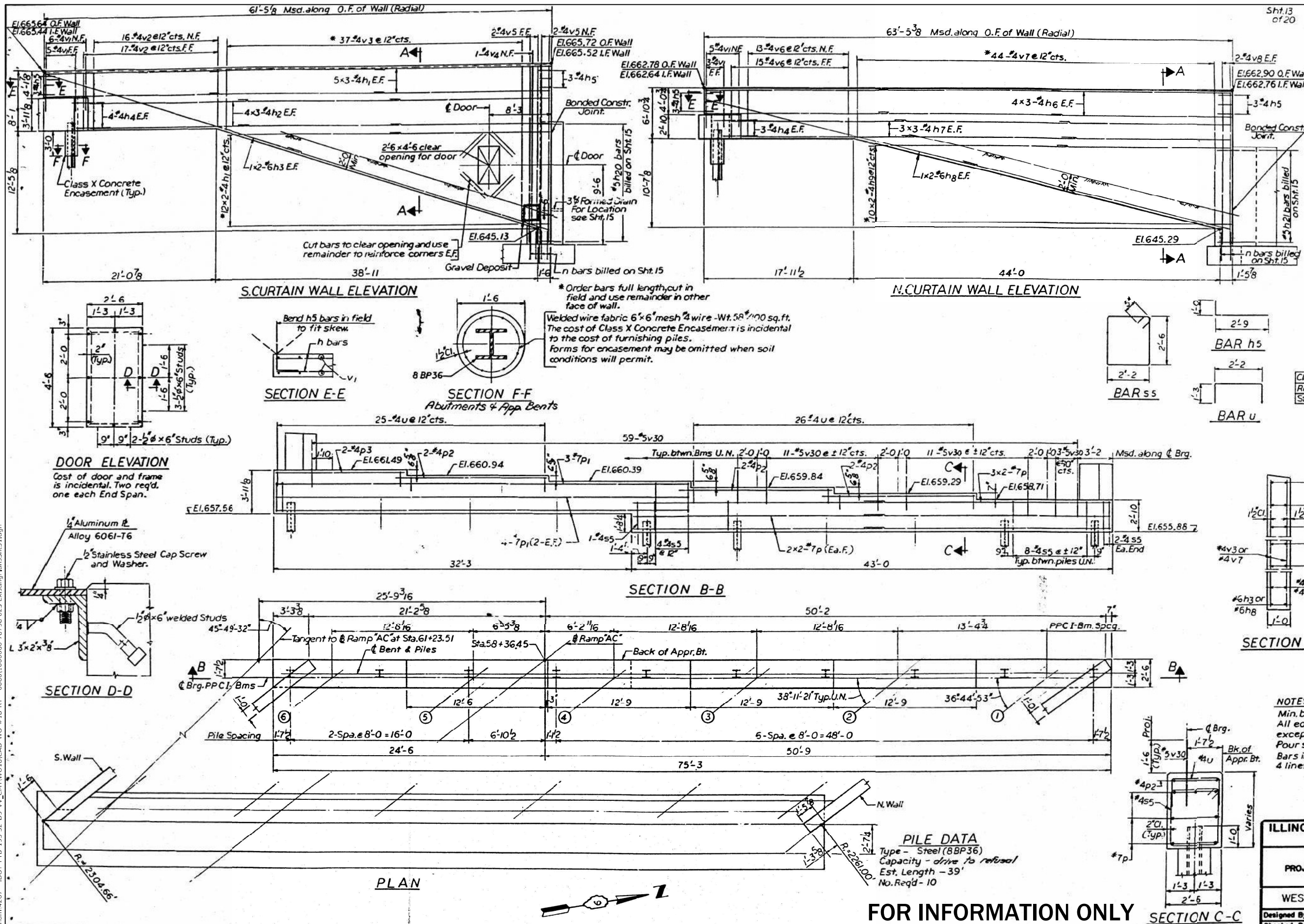
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9/24/2024 7:33:56 AM



CIVIL DESIGN, INC.
WBE / DBE
COLLINSVILLE, IL
LICENSE #184.003222

USER NAME	DESIGNED - RBT	REVISED -
	CHECKED - JS	REVISED -
PLOT SCALE	DRAWN - RBT	REVISED -
PLOT DATE	CHECKED - KAS	REVISED -

MODEL: Default
FILE NAME: P:\Engineering\4267 - IDOT PTB 193-32 DS VV CIVITWO\BICAD W0 #18 FT - 00601000060-78798-025-ExistingPlansSh31.dgn
9/24/2024 7:34:29 AM



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	XI-2HB	WILSON	95	33
FED. ROAD DIST. NO. 7 ILLINOIS PROJ.				
BILL OF MATERIAL				
Bar	No.	Size	Length	Shape
h1	54	#4	21'-1	
h2	24	#4	19'-9	
h3	4	#6	32'-9	
h4	14	#4	4'-0	
h5	12	#4	3'-9	
h6	24	#4	21'-9	
h7	18	#4	20'-10	
h8	4	#6	33'-3	
h9	20	#4	23'-3	
p	14	#7	22'-3	
p1	7	#7	37'-2	
p2	6	#4	13'-9	
p3	2	#4	11'-8	
s5	81	#4	10'-2	
u	51	#4	4'-8	
v1	19	#4	5'-3	
v2	33	#4	7'-8	
v3	37	#4	27'-10	
v4	1	#4	19'-9	
v5	4	#3	21'-9	
v6	28	#4	6'-6	
v7	44	#4	24'-3	
v8	4	#4	19'-3	
v30	59	#5	3'-0	
Class X Concrete			Cu. Yds.	76.5
Reinforcement Bars			Lbs.	6460
Steel Piles (8BP36)			Lin. Ft.	390

NOTES:
Min. bar lap - 24 Dia.
All edges shall have standard 3/4" chamfer, except as noted.
Four steps monolithically with cap.
Bars indicated thus 4x3-4h2 indicates 4 lines of bars with 3 lengths per line.

ILLINOIS DIVISION OF HIGHWAYS

F.A.I. ROUTE 24

PROJECT SECTION XI-2HB

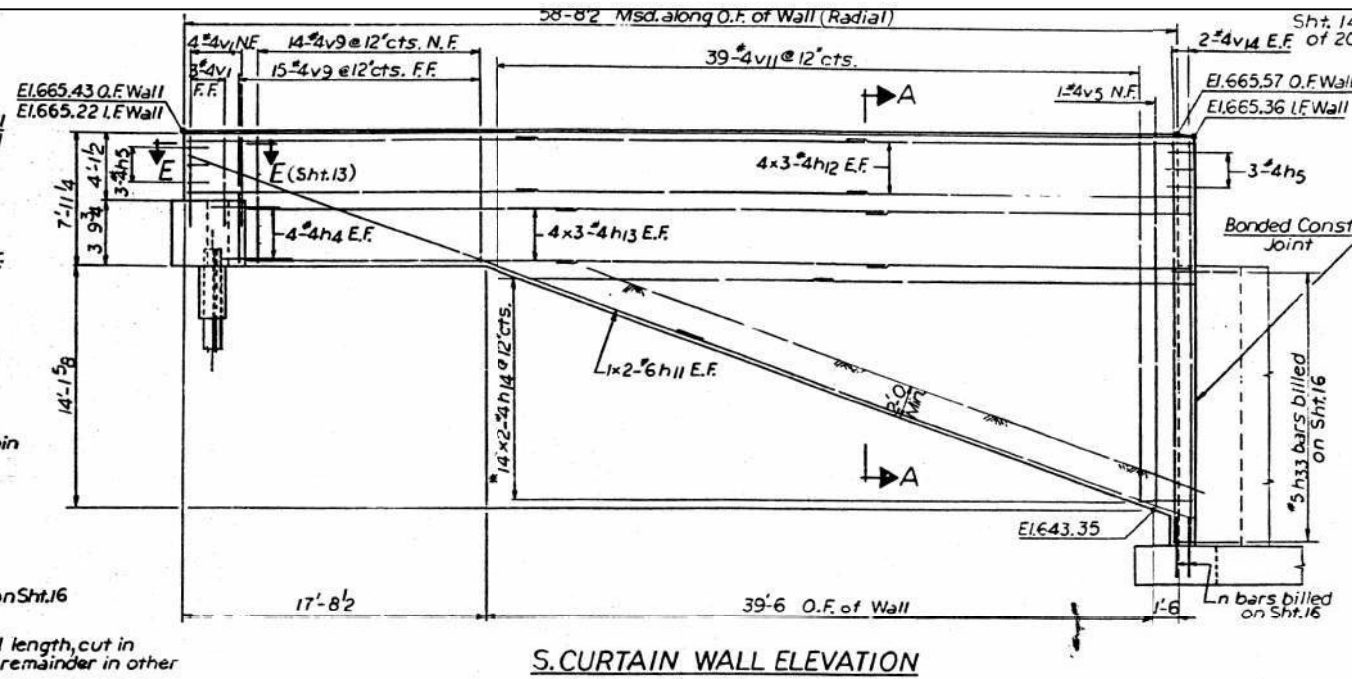
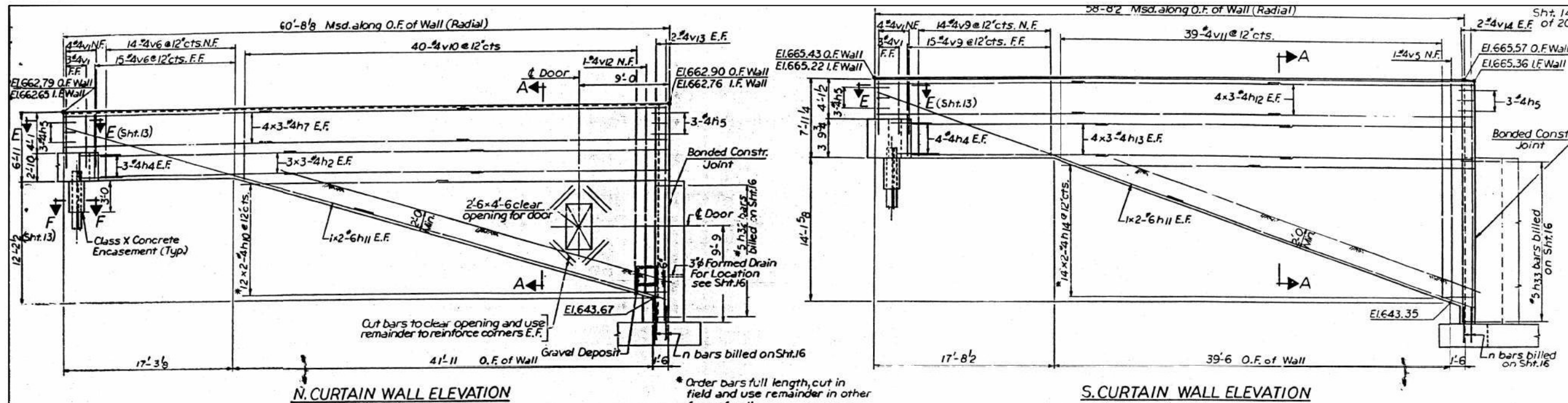
WILLIAMSON COUNTY

WEST APPR. BENT & CURTAIN WALLS

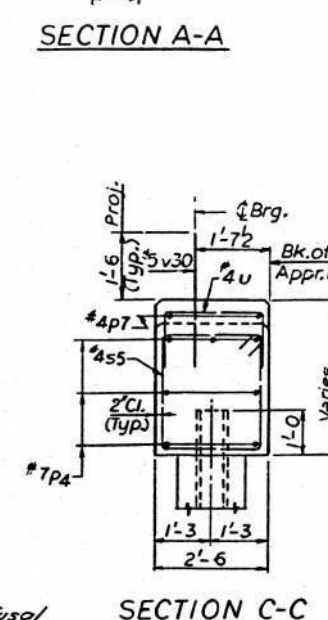
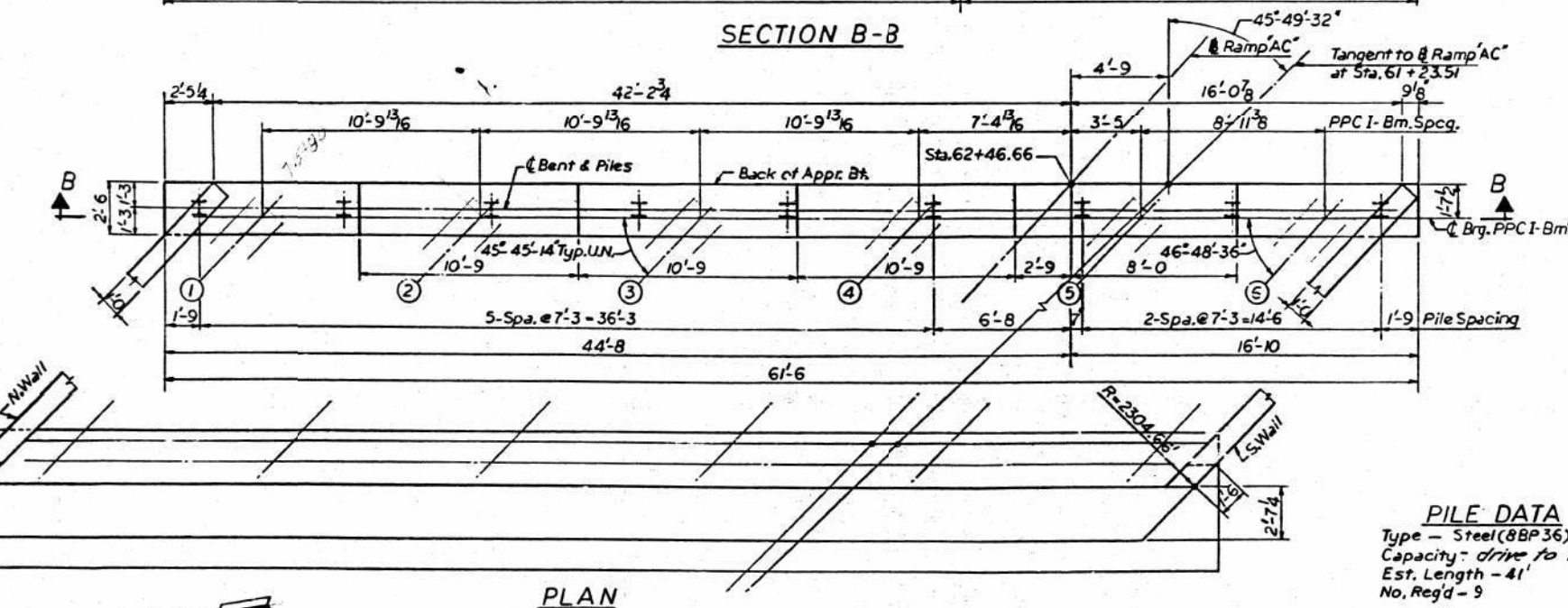
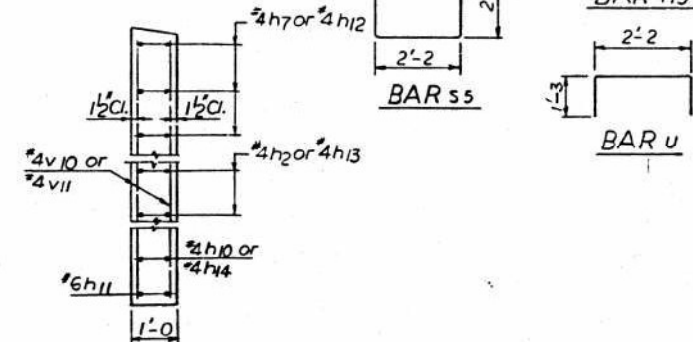
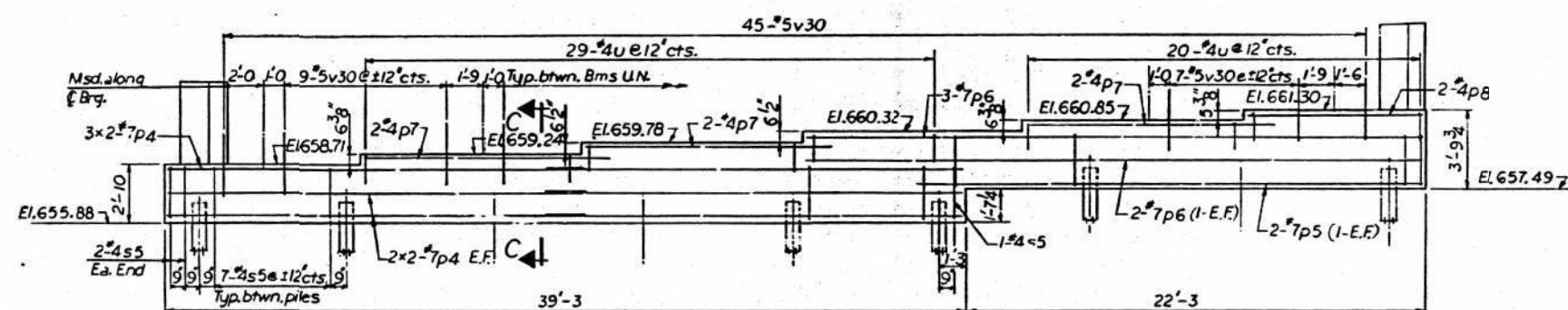
Designed By: B.A. Drawn By: E.M. Quantities By: L.P.

Checked By: L.P. Checked By: L.P. Checked By: E.M.

FOR INFORMATION ONLY



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	XI-2 HWB X1-2 HWB-2	W' MSON	95	34
FED. ROAD DIST. NO. 7		LLUNGS PROJ		
BILL OF MATERIAL				
Bar	No.	Size	Length	Shape
h2	18	#4	19'-9"	_____
h4	14	#4	4'-0"	_____
h5	12	#4	3'-9"	_____
h7	24	#4	20'-10"	_____
h10	24	#4	22'-9"	_____
h11	8	#6	32'-3"	_____
h12	24	#4	20'-6"	_____
h13	24	#4	19'-3"	_____
h14	28	#4	22'-3"	_____
P4	14	#7	20'-4"	_____
P5	2	#7	24'-3"	_____
P6	5	#7	30'-0"	_____
P7	6	#4	12'-0"	_____
P8	2	#4	8'-6"	_____
S5	61	#4	10'-2"	_____
U	49	#4	4'-8"	_____
v1	14	#4	5'-3"	_____
v5	1	#4	21'-9"	_____
v6	29	#4	6'-6"	_____
v9	29	#4	7'-5"	_____
v10	40	#4	25'-6"	_____
v11	39	#4	29'-6"	_____
v12	1	#4	18'-6"	_____
v13	4	#4	21'-3"	_____
v14	4	#4	23'-0"	_____
v30	45	#5	3'-0"	_____
Class X Concrete Reinforcement Bars			Cu. Yds.	72.8
Steel Piles (8 BP36)			Lbs.	6120
			Lin. Ft.	369



NOTES:
Min. bar lap - 24 Dia.
All edges shall have standard $\frac{3}{4}$ " chamfer,
except as noted.
Pour steps monolithically with cap.
Bars indicated thus 4x3-24 h₂ indicates
4 lines of bars with 3 lengths per line.
For Door Details see Sht 13

PILE DATA
Type - Steel (8BP36)
Capacity - drive to refusal
Est. Length - 41'
No. Read - 9

FOR INFORMATION ONLY

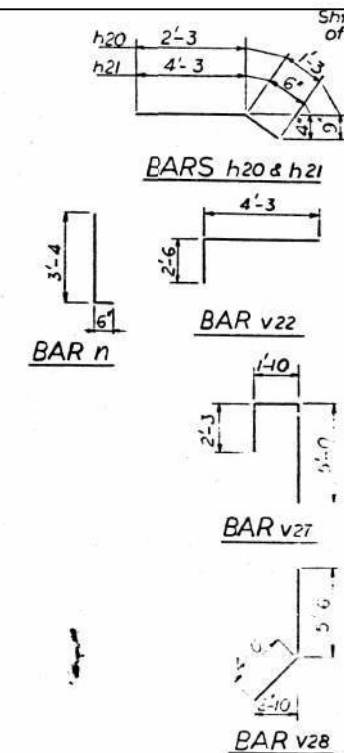
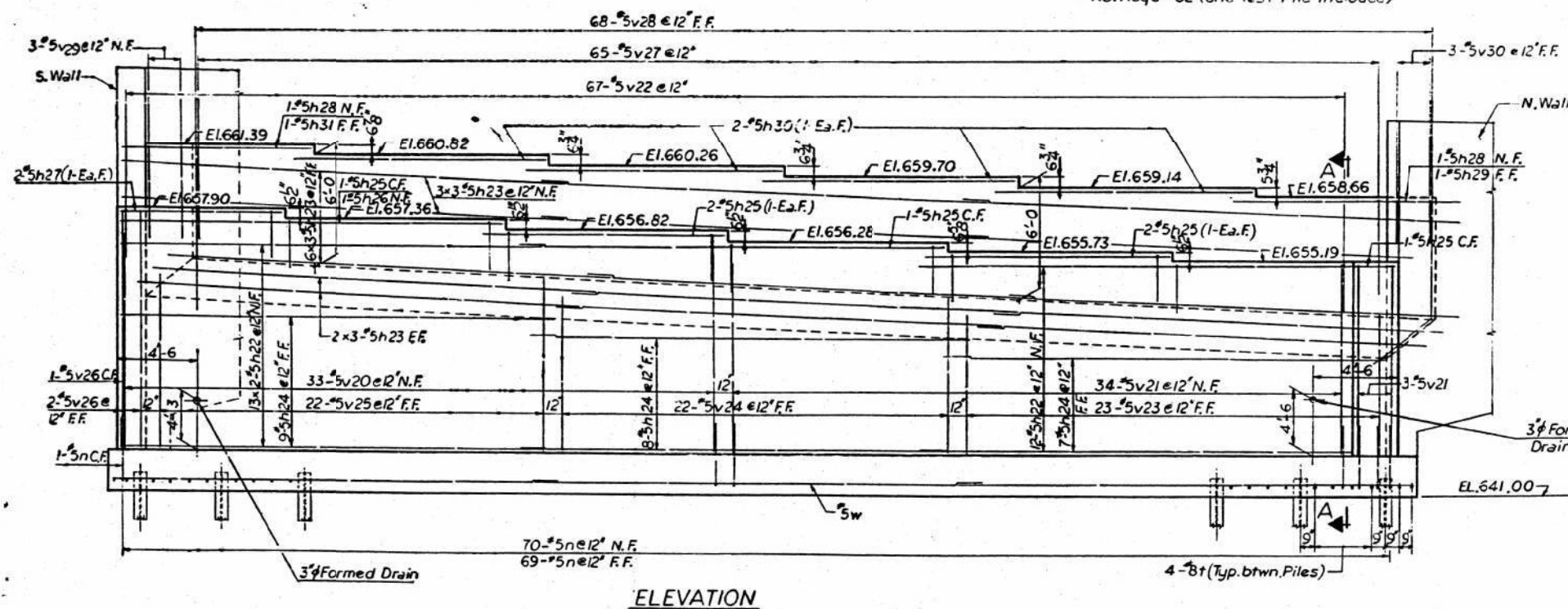
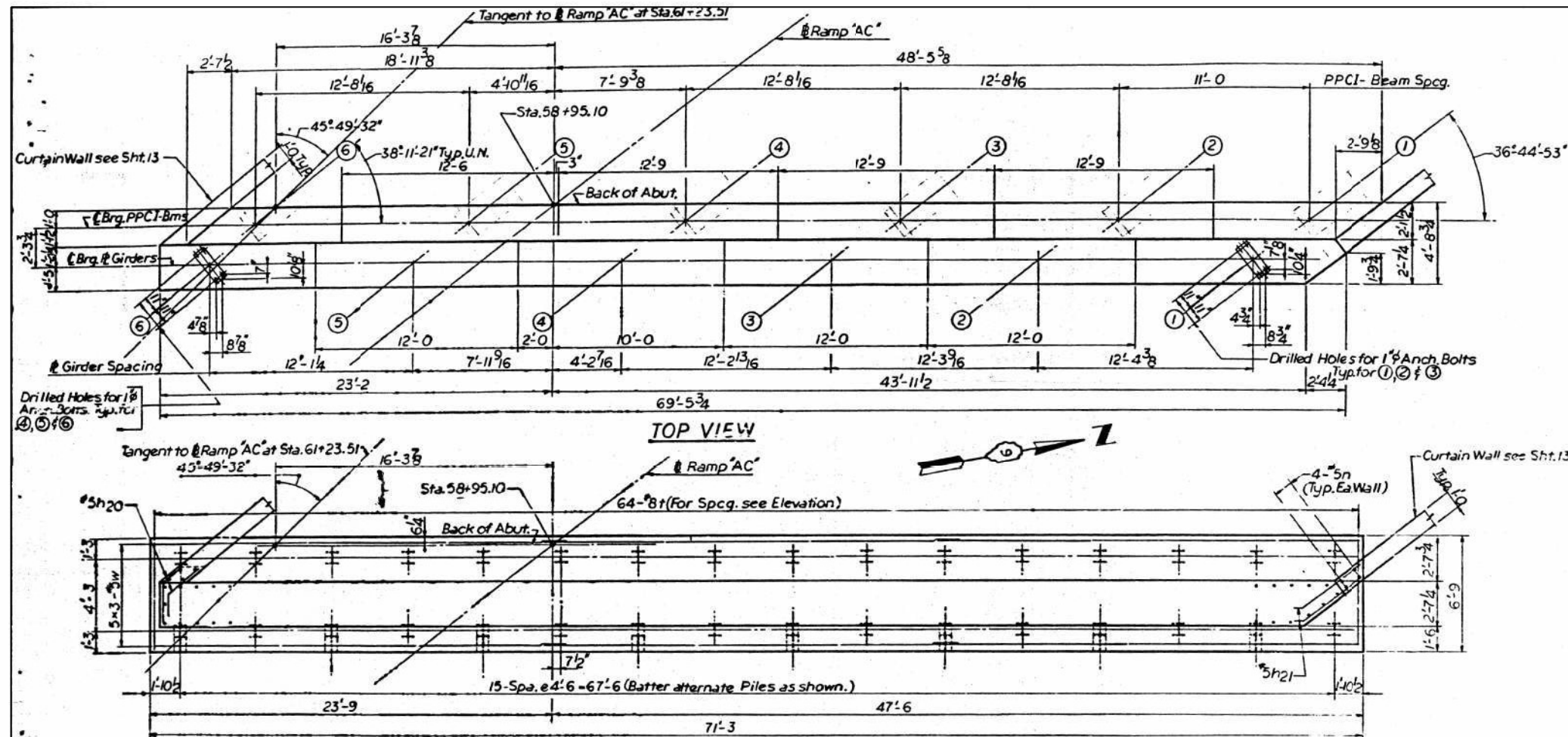
ILLINOIS DIVISION OF HIGHWAYS		
F.A.I. ROUTE 24		
PROJECT _____	SECTION XI-2HB	
WILLIAMSON COUNTY		
EAST APPR. BENT & CURTAIN WALLS		
Designed By: B.A.	Drawn By: E.M.	Quantity By: L.P.
Checked By: L.P.	Checked By: L.P.	Checked By: E.M.

 CIVIL DESIGN, INC. WBE / DBE COLLINSVILLE, IL LICENSE #184.003222	USER NAME	=		DESIGNED	-	RBT	REVISED	-	
	PLOT SCALE	=		CHECKED	-	JS	REVISED	-	
	PLOT DATE	=		DRAWN	-	RBT	REVISED	-	
				CHECKED	-	KAS	REVISED	-	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

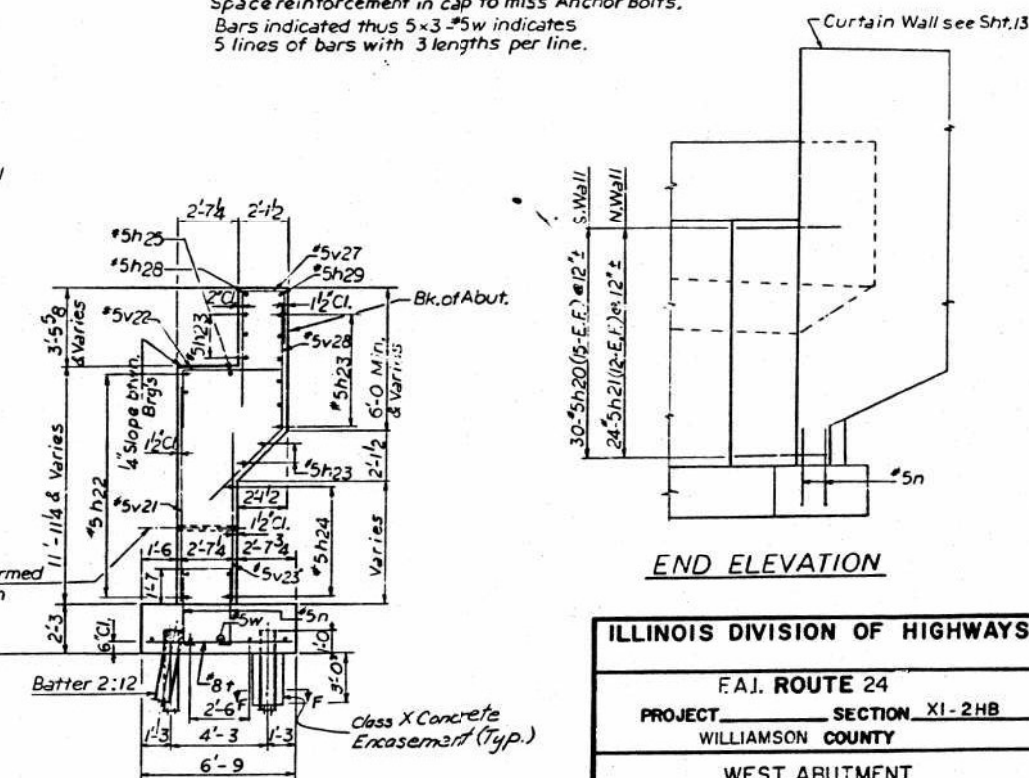
EXISTING PLANS
STRUCTURE NO. 100-0060

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	X1-2HB	WILLIAMSON	614	284
		CONTRACT NO. 78798		
ILLINOIS		FED. AID PROJECT		



ROUTE NO.	SECTION X1-2+88 X1-2+18-2	COUNTY W' M' SON	TOTAL SHEETS 95	SHEET NO. 35
FED. ROAD DIST. NO. 7 L L INGIS PROJ.				
BILL OF MATERIAL				
Bar	No.	Size	Length	Shape
h20	30	#5	3'-6"	
h21	24	#5	4'-9"	
h22	38	#5	23'-2"	
h23	33	#5	24'-2"	
h24	24	#5	23'-9"	
h25	7	#5	13'-0"	
h26	1	#5	20'-0"	
h27	2	#5	6'-10"	
h28	2	#5	10'-0"	
h29	1	#5	12'-3"	
h30	8	#5	13'-9"	
h31	1	#5	7'-3"	
n	148	#5	3'-10"	
t	64	#8	6'-5"	
v20	33	#5	12'-3"	
v21	37	#5	11'-9"	
v22	67	#5	6'-9"	
v23	25	#5	9'-0"	
v24	22	#5	10'-3"	
v25	22	#5	11'-3"	
v26	3	#5	14'-5"	
v27	65	#5	9'-1"	
v28	68	#5	9'-6"	
v29	3	#5	5'-0"	
v30	3	#5	3'-0"	
w	15	#5	24'-6"	
Class X Concrete			Cu. Yds.	166.5
Reinforcement Bars			Lbs.	8390
Steel Piles (8 BP 36)			Lin. Ft.	806
Test Pile Steel (8 BP 36)			Eq.	1

NOTES:
Min. bar lap - 24 Dia.
All edges shall have standard $\frac{3}{4}$ chamfer,
except as noted.
Four steps monolithically with cap
Space reinforcement in cap to miss Anchor Bolts.
Bars indicated thus 5x3-5w indicates
5 lines of bars with 3 lengths per line.



FOR INFORMATION ONLY SECTION A-A

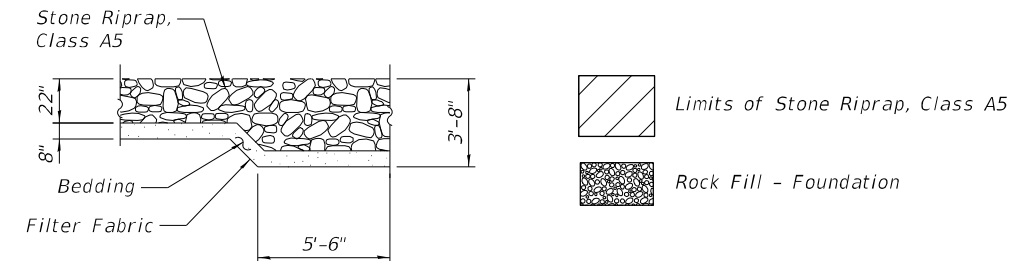
ILLINOIS DIVISION OF HIGHWAYS		
E.A.J. ROUTE 24		
PROJECT _____		SECTION XI-2HB
WILLIAMSON COUNTY		
WEST ABUTMENT		
Designed By: <i>B.A.</i>	Drawn By: <i>E.M.</i>	Quantities By: <i>L.P.</i>
Checked By: <i>L.P.</i>	Checked By: <i>L.P.</i>	Checked By: <i>E.M.</i>

GENERAL NOTES

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

Expansion bolts shall consist of approved expansion anchors, providing minimum certified proof load = 4,080 lbs., and $\frac{3}{4}$ " $\odot$ x 12" hooked bolts.

All exposed edges shall have standard $\frac{3}{4}$ " chamfers.



SECTION A-A

*Cost of any excavation necessary for placement of
riprap or bedding material shall be included with
Stone Riprap, Class A5*

DESIGN SPECIFICATIONS

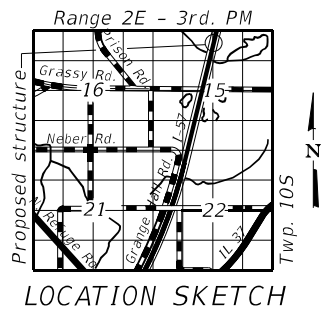
2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

LOADING HL-93

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

DESIGN STRESSES

FIELD UNITS

$$f'_c = 3,500 \text{ psi}$$
$$f_y = 60,000 \text{ psi (Reinforcement)}$$


TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Porous Granular Embankment	Cu. Yd.	113
Stone Riprap, Class A5	Sq. Yd.	23
Filter Fabric	Sq. Yd.	23
Removal and Disposal of Unsuitable Materials for Structures	Cu. Yd.	17
Reinforcement Bars	Pound	5,650
Expansion Bolt 3/4 inch	Each	18
Concrete Box Culverts	Cu. Yd.	32.0
Rock Fill - Foundation	Ton	23

GENERAL PLAN AND ELEVATION

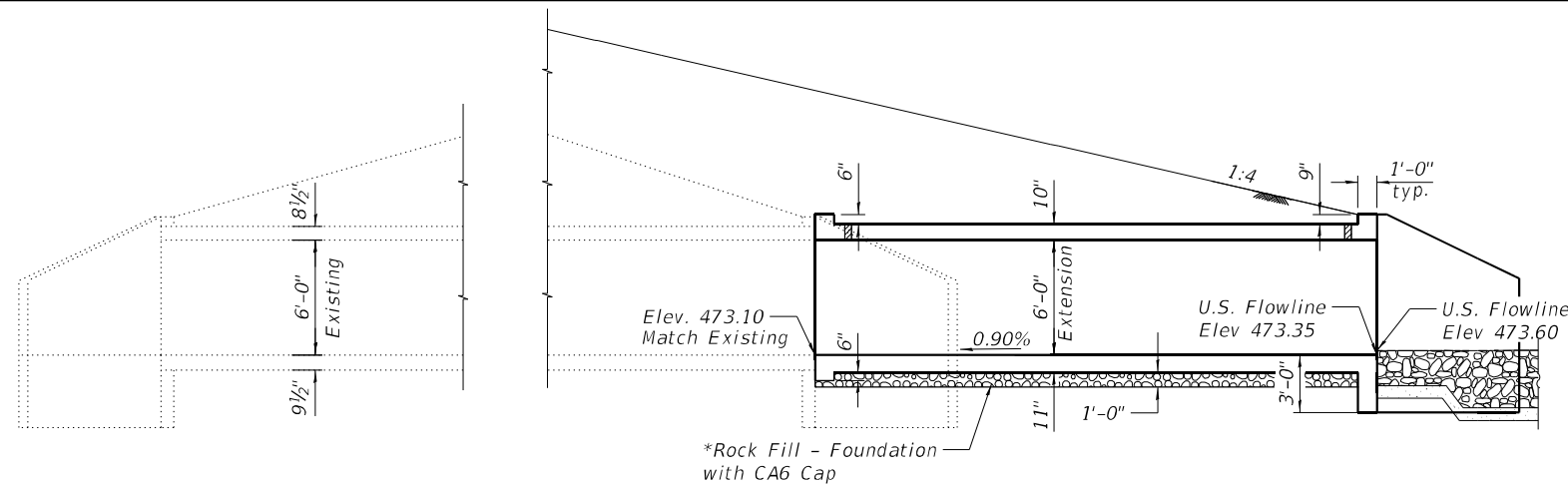
I-57 OVER UNNAMED DITCH

F.A.I. 57-SEC (X1-8,X1-7-1,X1-7,X1-6-1)R-2

WILLIAMSON COUNTY

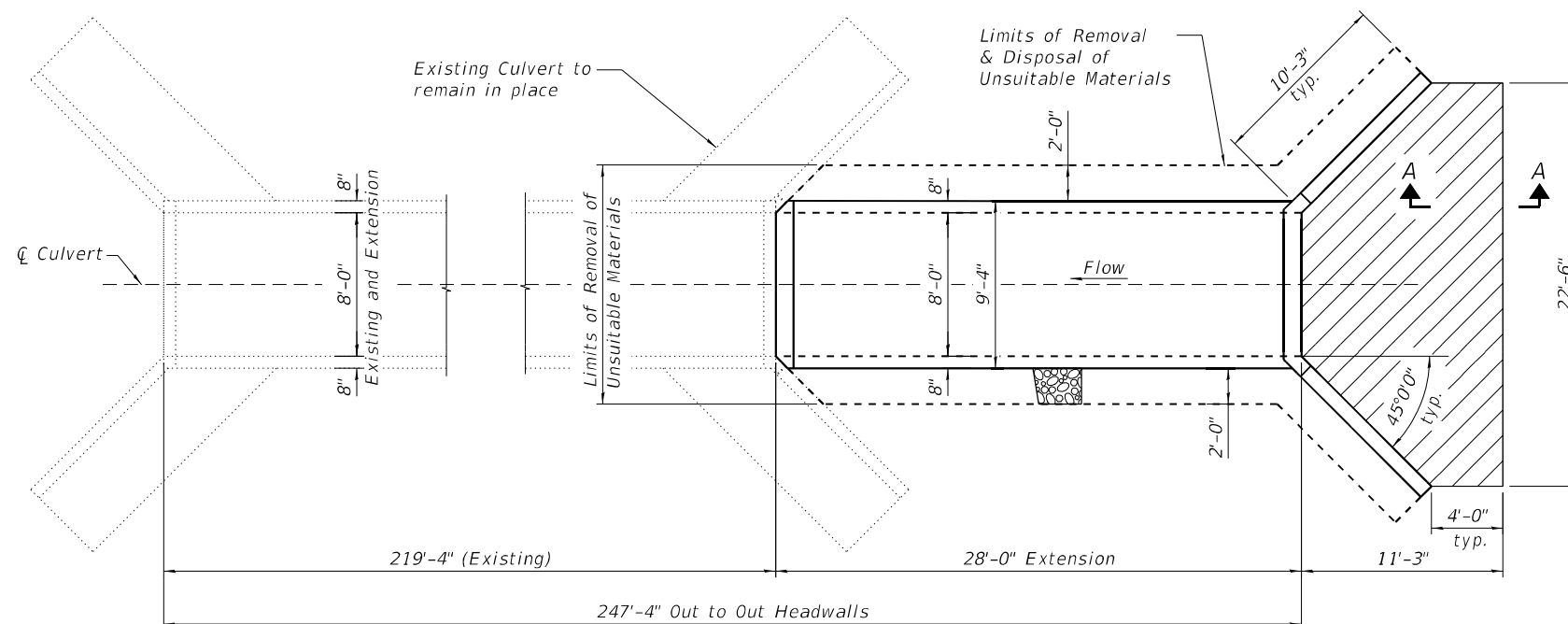
STA 249+17

STRUCTURE NO. 100-7074



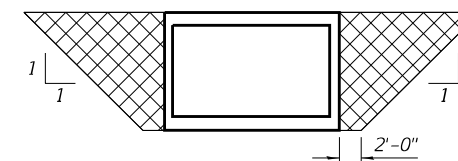
LONGITUDINAL SECTION

**The Rock Fill - Foundation shall be capped with 6 in of CA6 and satisfy the Standard Specification unless otherwise indicated in the Special Provisions. The cost of capping materials shall be included in the pay item "Rock Fill - Foundation".*



PLAN

The Contractor shall excavate to the specified depth for placement of the Rock Fill - Foundation under the culvert extensions and the wingwall footings (if present) and allow the District inspectors to test and verify that the foundation soils have a minimum Qu of at least 2.5 tsf. If the required soil strength is not present, the Contractor shall excavate an additional depth and width as directed by the Engineer to locate suitable strength material. The excavated area shall then be backfilled to the proper elevations using Rockfill capped with 6" of Coarse Aggregate. Cost of excavation and backfill material will be paid for per Art. 109.04 (b) of the Standard Specifications.

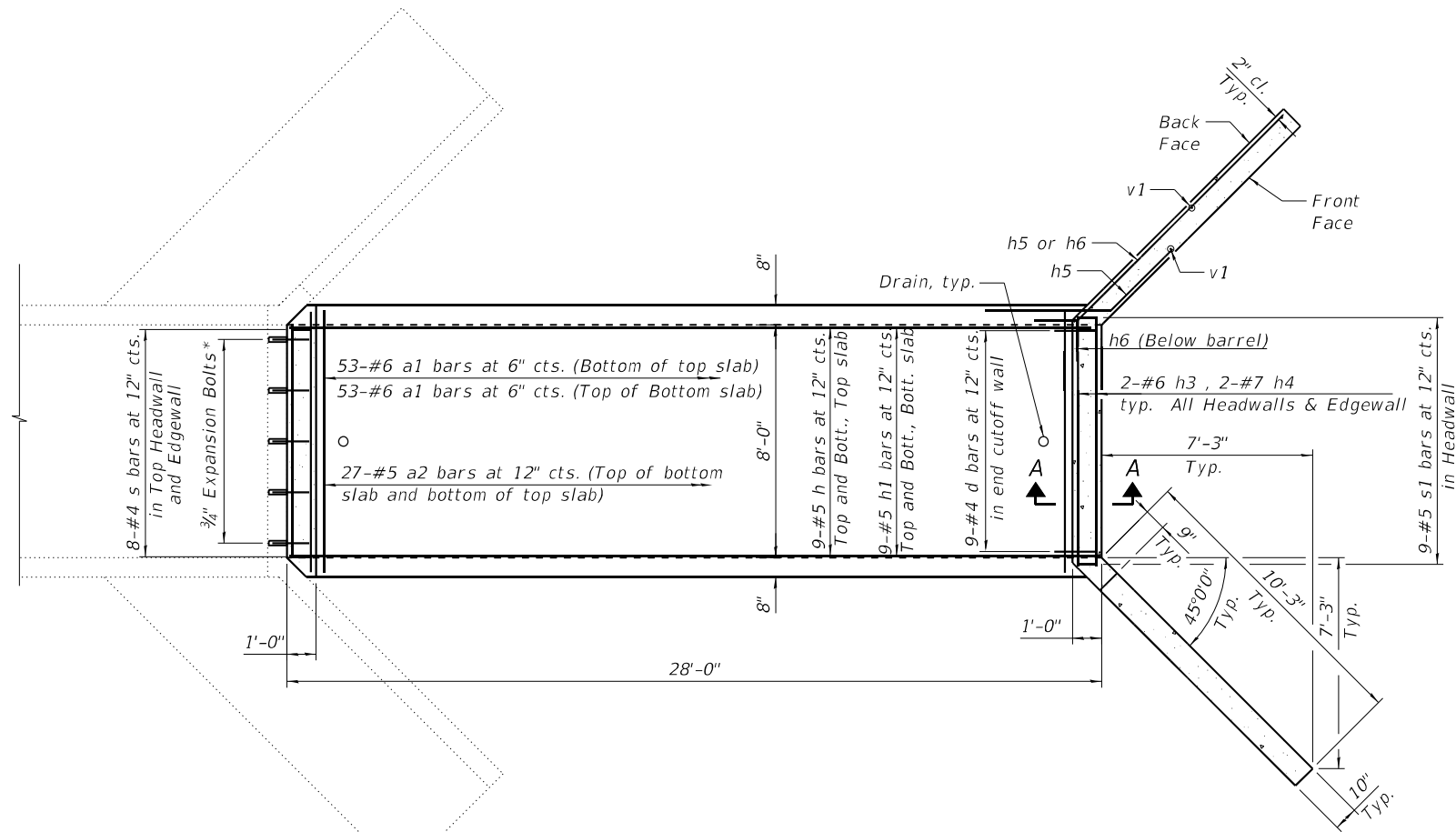


PAY LIMITS FOR POROUS
GRANULAR EMBANKMENT

(Hatched Area)

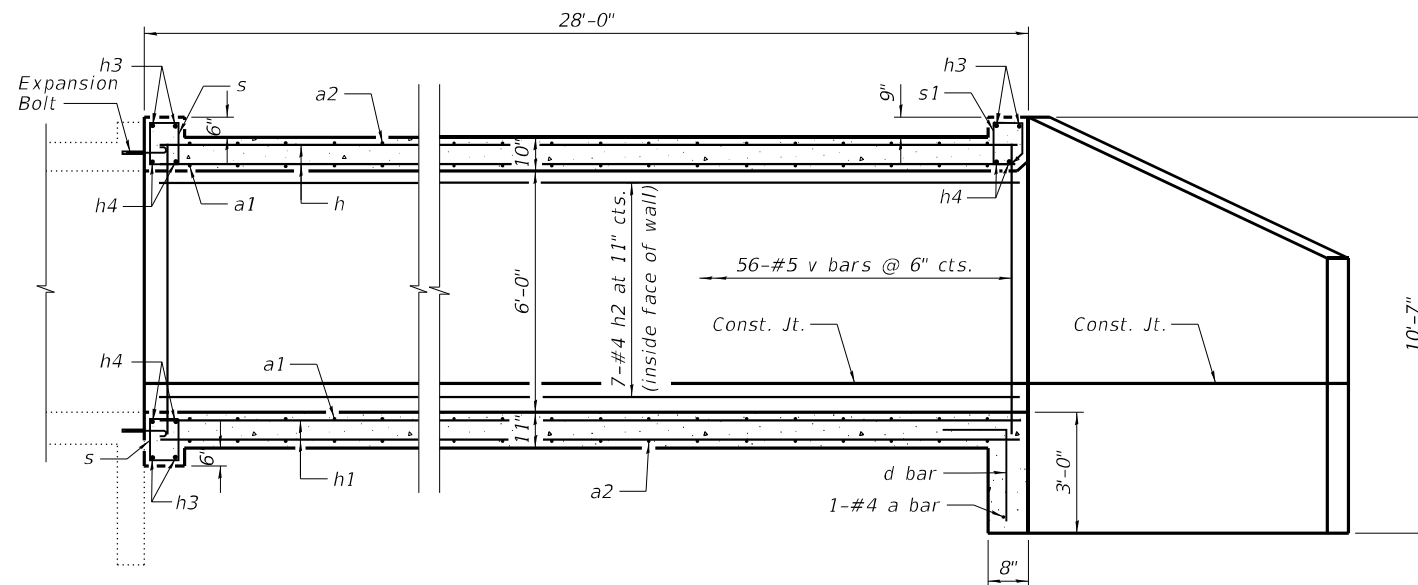


 CIVIL DESIGN, INC. WBE / DBE EFFINGHAM, IL LICENSE #184.003222	USER NAME =	DESIGNED - RBT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN & ELEVATION STRUCTURE NO. 100-7074	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		CHECKED - JGS	REVISED -			57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	287	
	PLOT SCALE =	DRAWN - RBT	REVISED -								
	PLOT DATE =	CHECKED - JGS	REVISED -								
					SHEET 1 OF 3 SHEETS	ILLINOIS FED. AID PROJECT					
					CONTRACT NO. 78798						



*Expansion Bolts shall be 3/4" hooked bolts and shall extend 9" into new concrete

TOP AND BOTTOM SLAB REINFORCEMENT



LONGITUDINAL SECTION

Nonwoven geotextile fabric shall conform to the requirements of Article 1080.01 of the Standard Specifications. The minimum weight of the fabric shall be 6 ounces per square yard.

12" x 12" x 6" block of CA5, CA7, or CA11 coarse aggregate placed over drain opening. Block of aggregate shall be completely wrapped in nonwoven geotextile fabric.

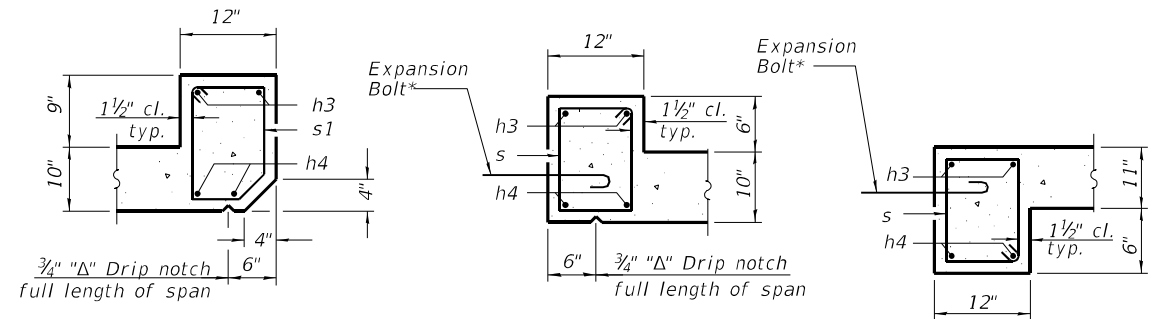
Provide a double layer of 12" x 12" nonwoven geotextile fabric centered over the drain hole. Perimeter of fabric shall be sealed to the concrete with mastic.

3" Ø PVC drain cast with the concrete (Adjust location to clear reinforcement)

1/2" Square foam blockout around PVC drain (to be removed with formwork)

DRAIN DETAIL
(2 Each)

(All costs associated with furnishing and constructing the above drain detail will not be measured for payment but shall be included in the contract unit price for the associated work.)

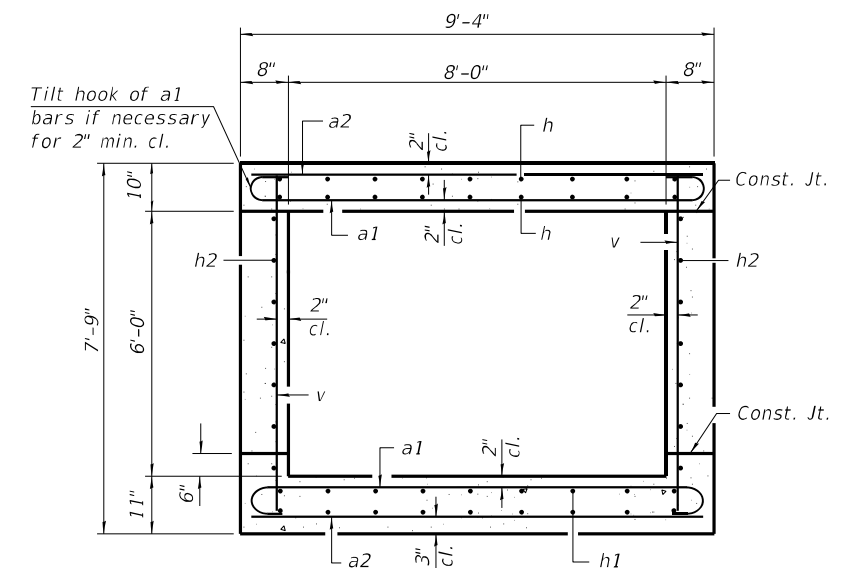


UPSTREAM
HEADWALL

DOWNSTREAM
HEADWALL

DOWNSTREAM
EDGEWALL

SECTION THRU HEADWALL AND EDGEWALL



SECTION THRU BARREL

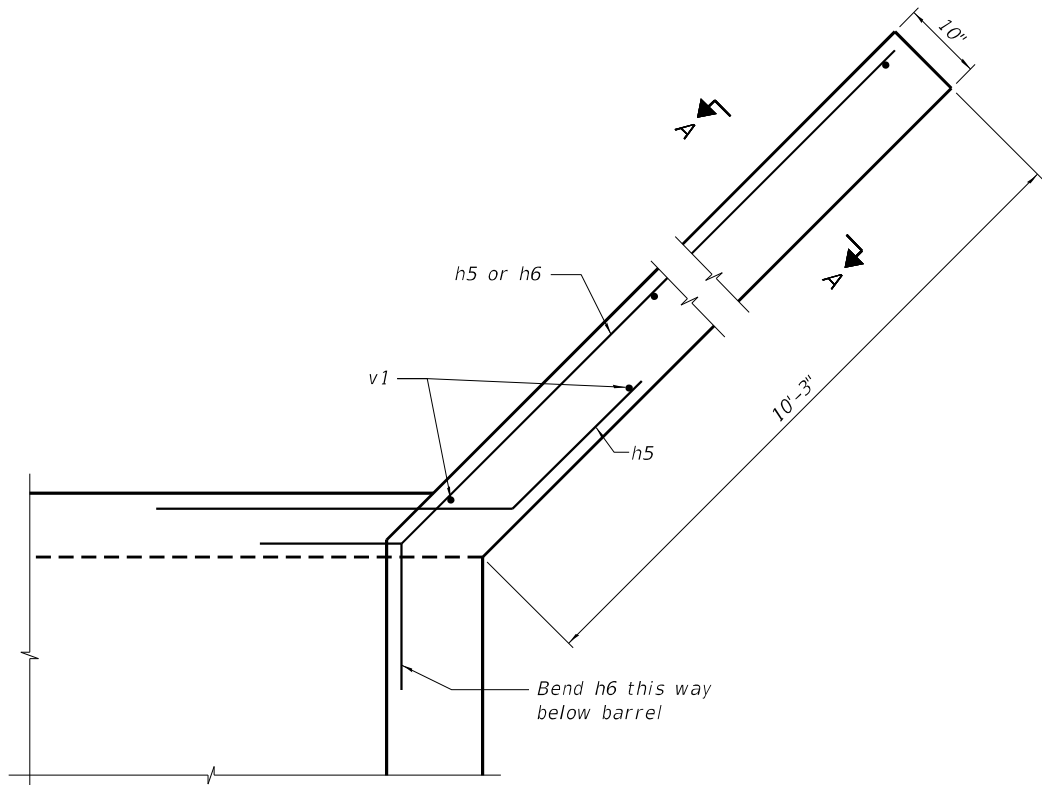
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BOX CULVERT EXTENSION DETAILS
STRUCTURE NO. 100-7074

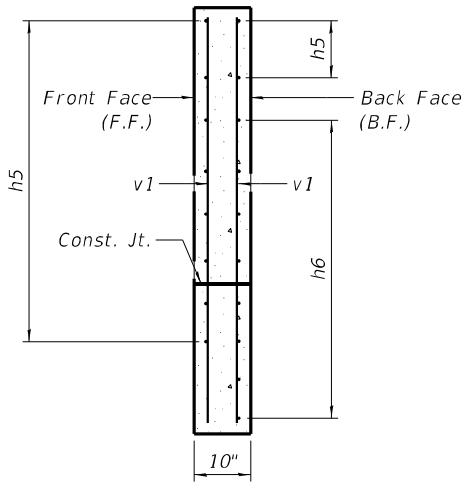
SHEET 2 OF 3 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	288
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

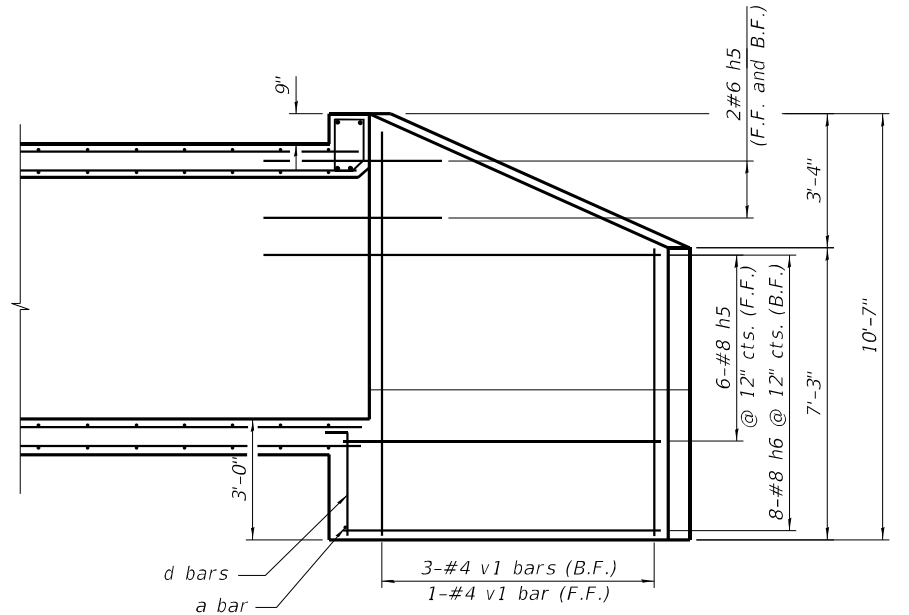
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CHECKED - JGS	CHECKED - JGS	REVISED -
PLOT SCALE =	DRAWN - RBT	REVISED -
PLOT DATE =	CHECKED - JGS	REVISED -



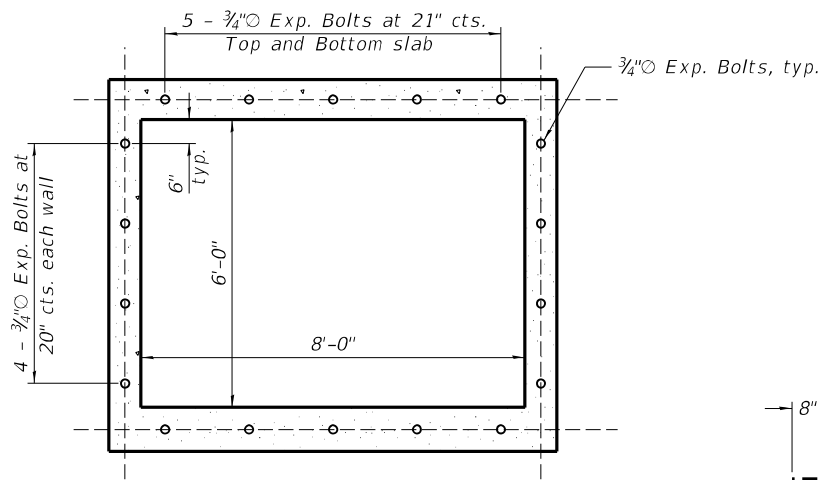
HORIZONTAL WINGWALL
PLAN



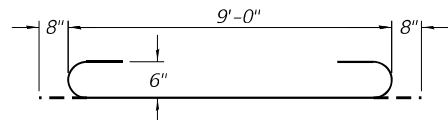
SECTION A-A



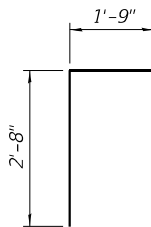
WINGWALL
REINFORCEMENT



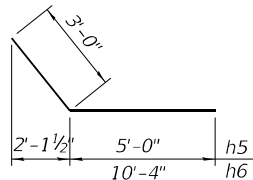
EXPANSION BOLTS



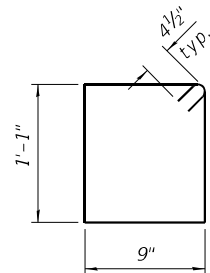
BAR a1



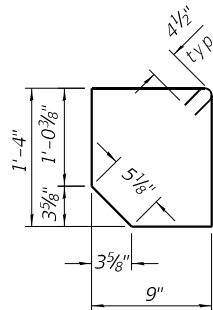
BAR d



BARS h5 & h6



BAR s



BAR s1

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	1	#4	9'-0"	
a1	106	#6	10'-4"	
a2	54	#5	9'-0"	
d	9	#4	4'-5"	
h	18	#5	27'-6"	
h1	18	#5	27'-6"	
h2	14	#4	27'-6"	
h3	6	#6	9'-0"*	
h4	6	#7	9'-0"	
h5	20	#8	8'-0"	
h6	16	#8	13'-4"	
s	16	#4	4'-5"	
s1	9	#4	4'-9"	
v	112	#5	7'-4"	
v1	8	#4	10'-3"*	
Concrete Box Culverts			Cu. Yd.	32.0
Reinforcement Bars			Pound	5,650

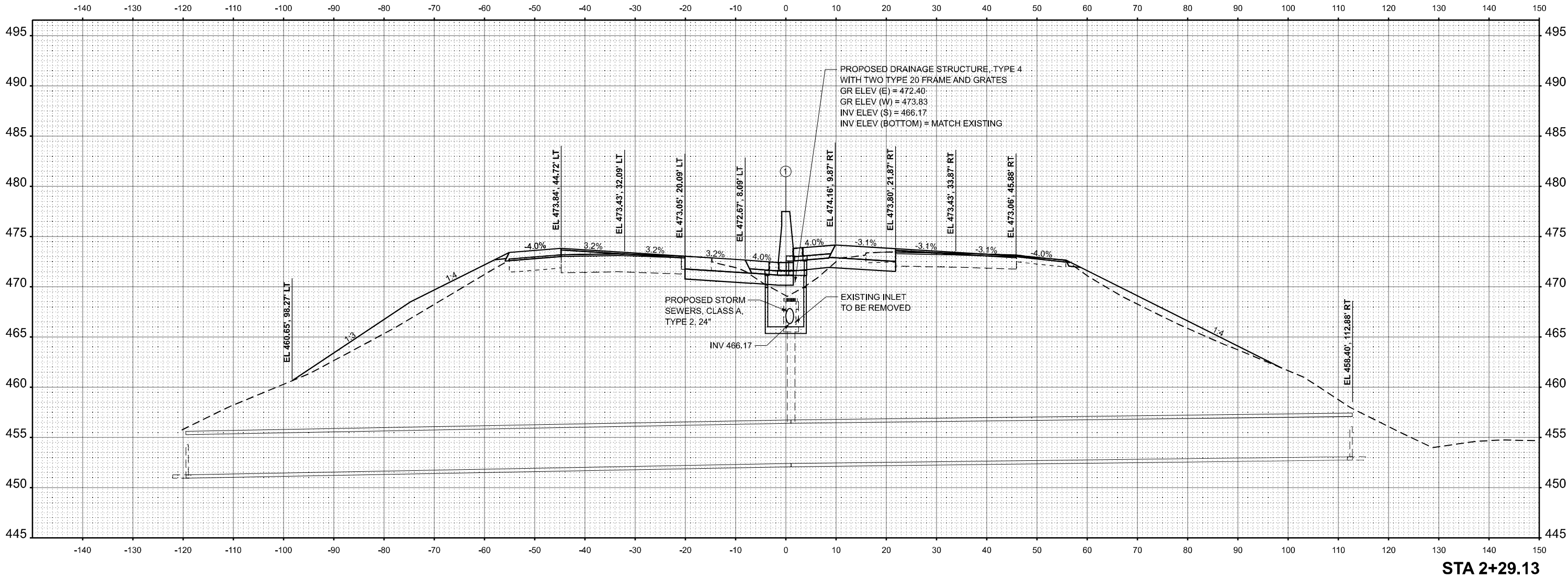
* Cut to fit



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

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

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	DRAWN -	REVISED -
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PLOT DATE = 8/29/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CULVERT PROFILES
INTERSTATE 57

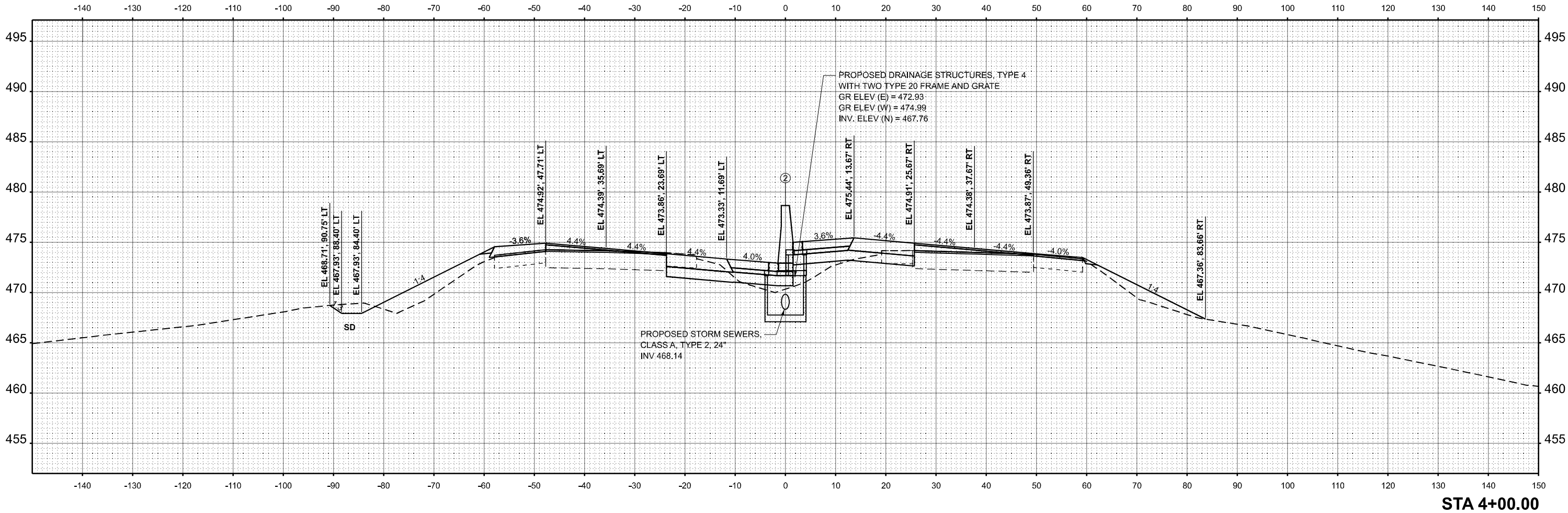
SCALE: SHEET 1 OF 41 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	290
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

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

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

MODEL: I7 XS DRAIN - 4+00.00 P2 (Sheet)
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	DRAWN -	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED -	REVISED -
PLOT DATE = 8/29/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CULVERT PROFILES
INTERSTATE 57

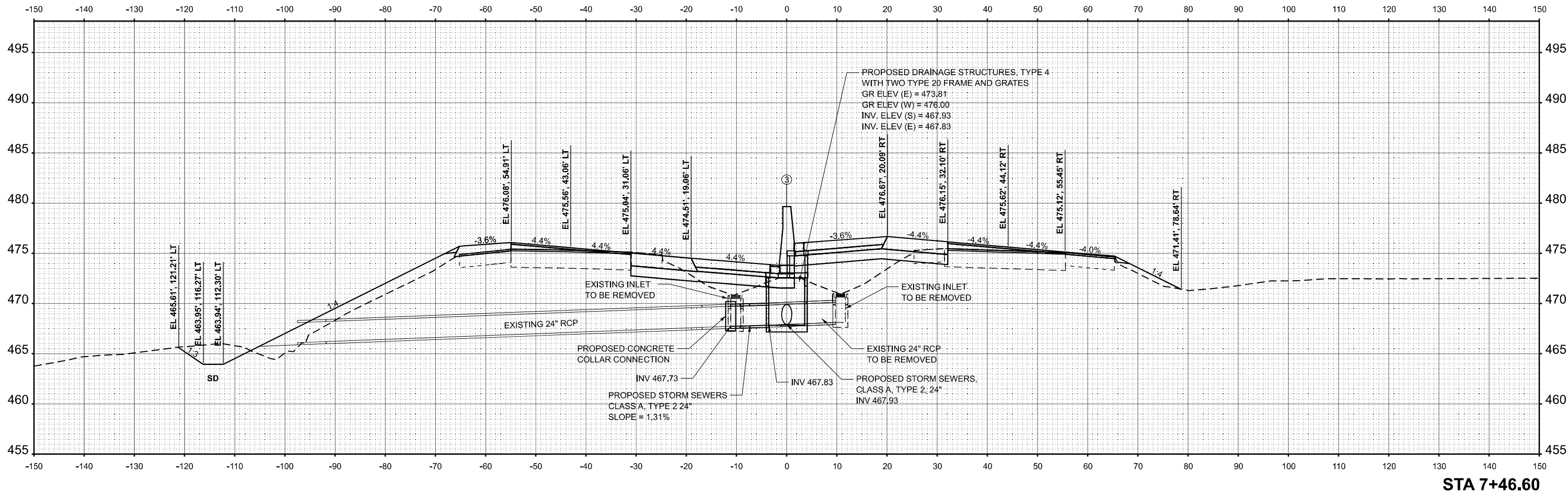
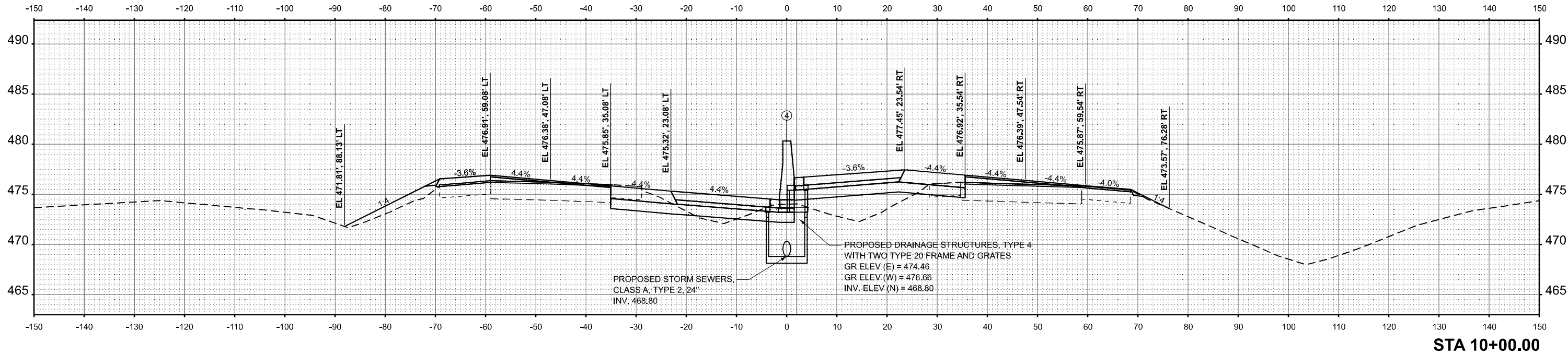
SCALE: SHEET 2 OF 41 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	291
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

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

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

MODEL: I67 XS DRAIN - 7+46.60 R2 (Sheet)
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PLOT DATE = 8/29/2024	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CULVERT PROFILES
INTERSTATE 57

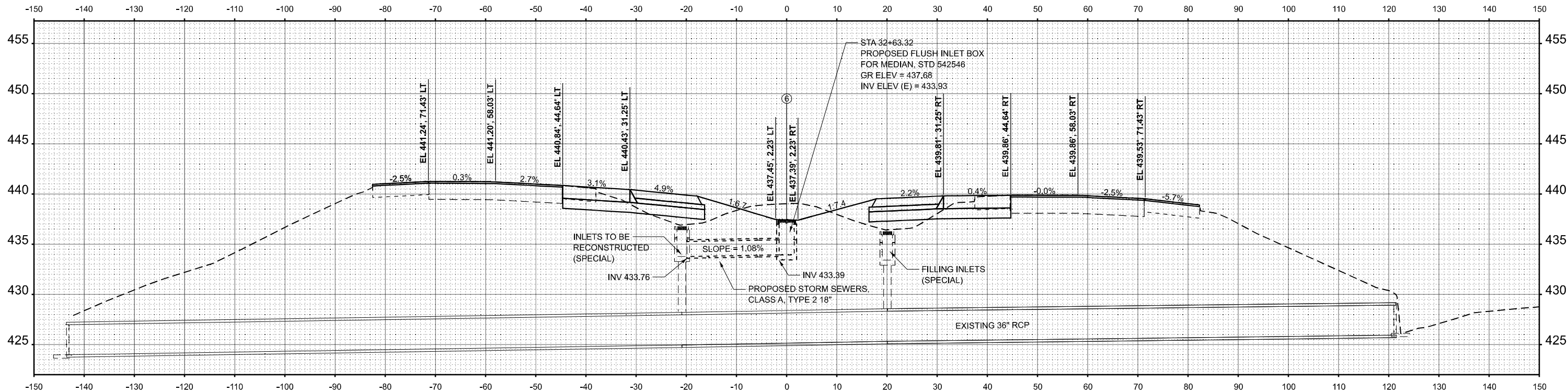
SCALE: 1"=10' SHEET 3 OF 41 SHEETS STA. 7+46.60 R2 TO STA. 10+00.00 R2

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	292
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

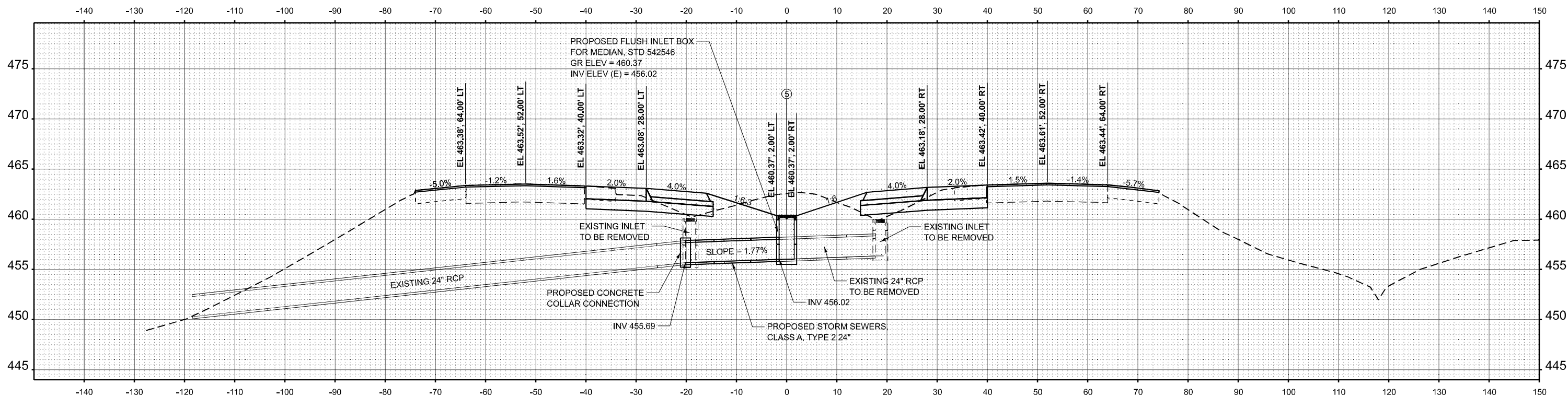
FINAL	SURVEYED	BY	DATE
SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS		
	CHECKED		

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

MODEL: I77 XS DRAIN - 25+00.00 R3 (Sheet)
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STA 32+71.79
SKEW 26°



STA 25+00.00



USER NAME = marcus.mconachle	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED -	REVISED -
PLOT DATE = 8/29/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CULVERT PROFILES
INTERSTATE 57

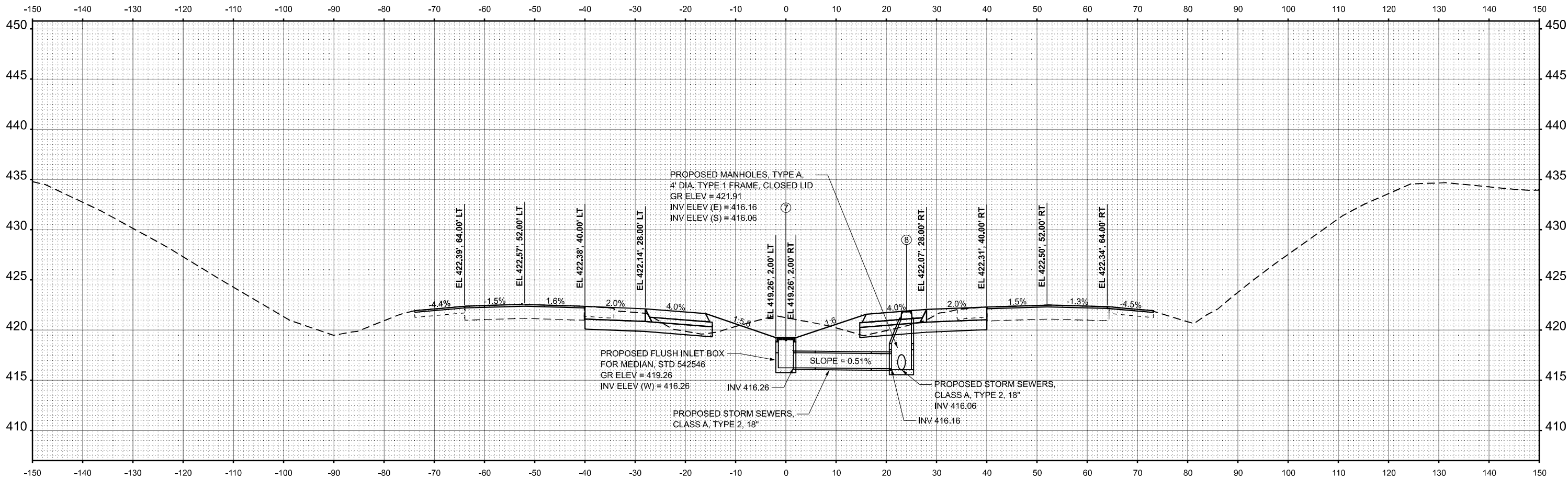
SCALE: 1"=10' SHEET 4 OF 41 SHEETS STA. 25+00.00 R3 TO STA. 32+71.79 R3

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	293
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

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

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

MODEL: I7 XS DRAIN - 41+00.00 R3 [Sheet]
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STA 41+00.00



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	DRAWN -	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED -	REVISED -
PLOT DATE = 8/29/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CULVERT PROFILE
INTERSTATE 57

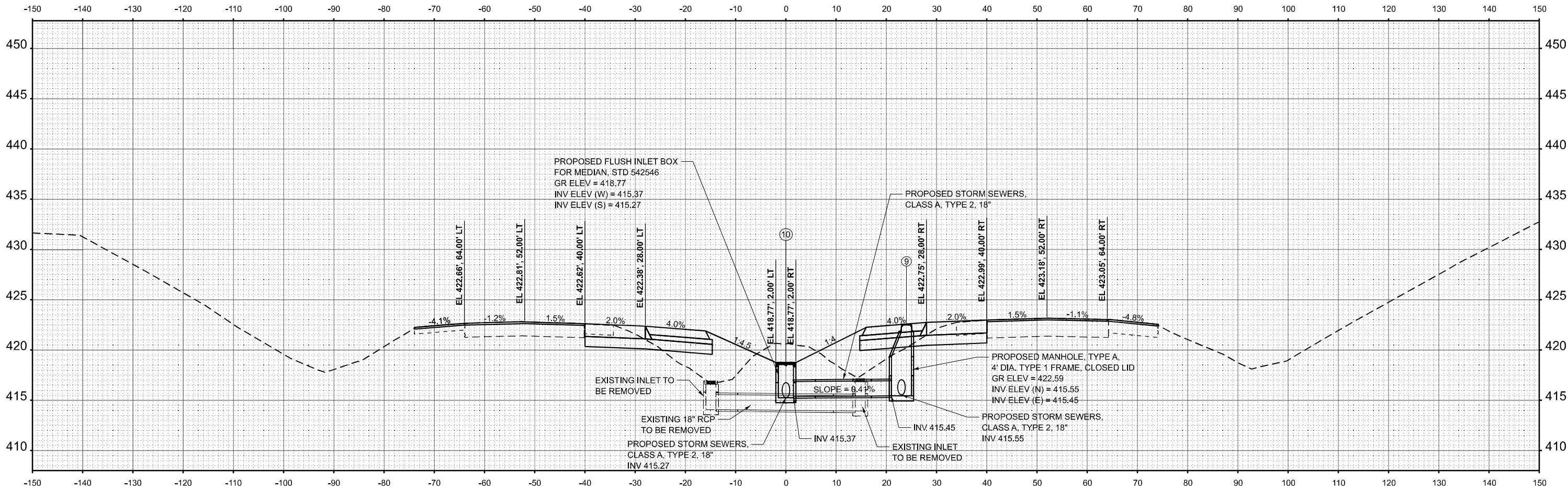
SCALE: 1"=10' SHEET 5 OF 41 SHEETS STA. 41+00.00 R3 TO STA. 41+00.00 R3

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	294
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

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

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

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STA 44+35.47



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PLOT DATE = 8/29/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CULVERT PROFILES
INTERSTATE 57

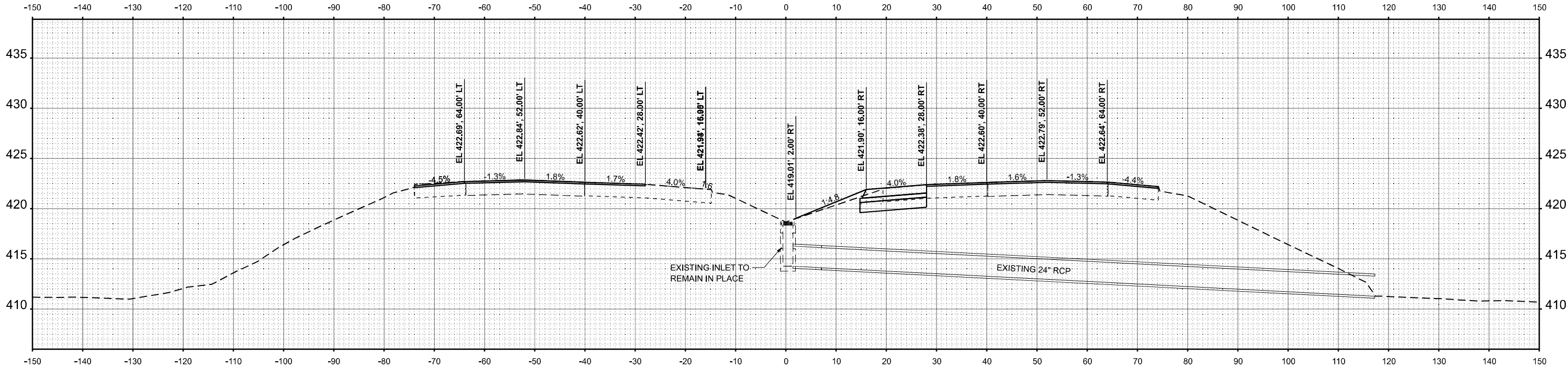
SCALE: 1"=10' SHEET 6 OF 41 SHEETS STA. 44+35.47 R3 TO STA. 44+35.47 R3

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	295
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

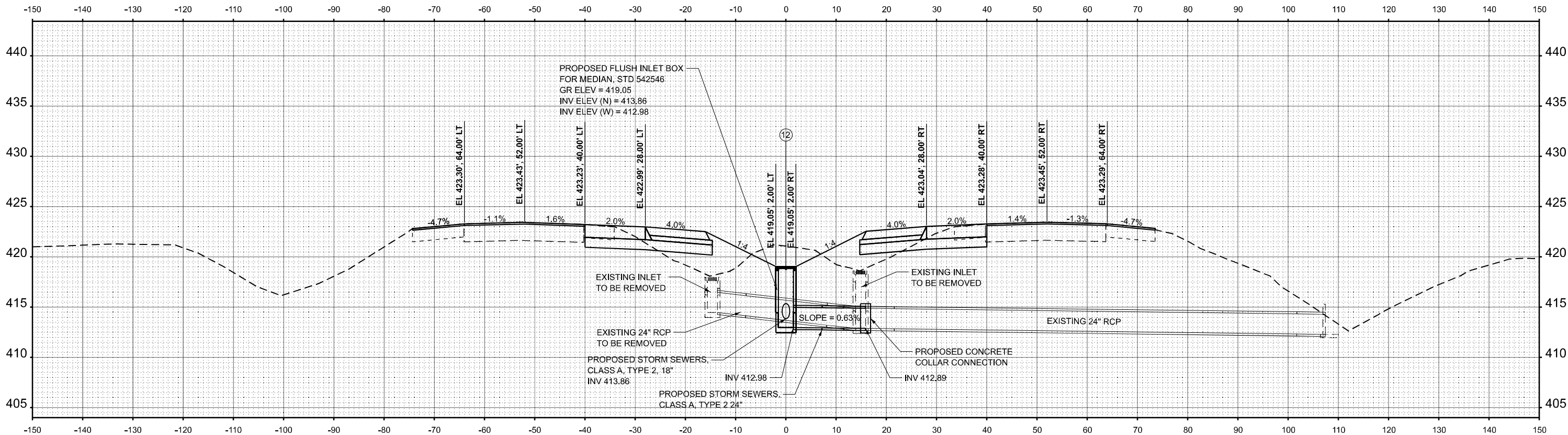
FINAL SURVEY	NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY	NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

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STA 72+10.03



STA 49+01.05



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PLOT SCALE = SSCALE\$	DRAWN -	REVISED -
PLOT DATE = 8/29/2024	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CULVERT PROFILES
INTERSTATE 57

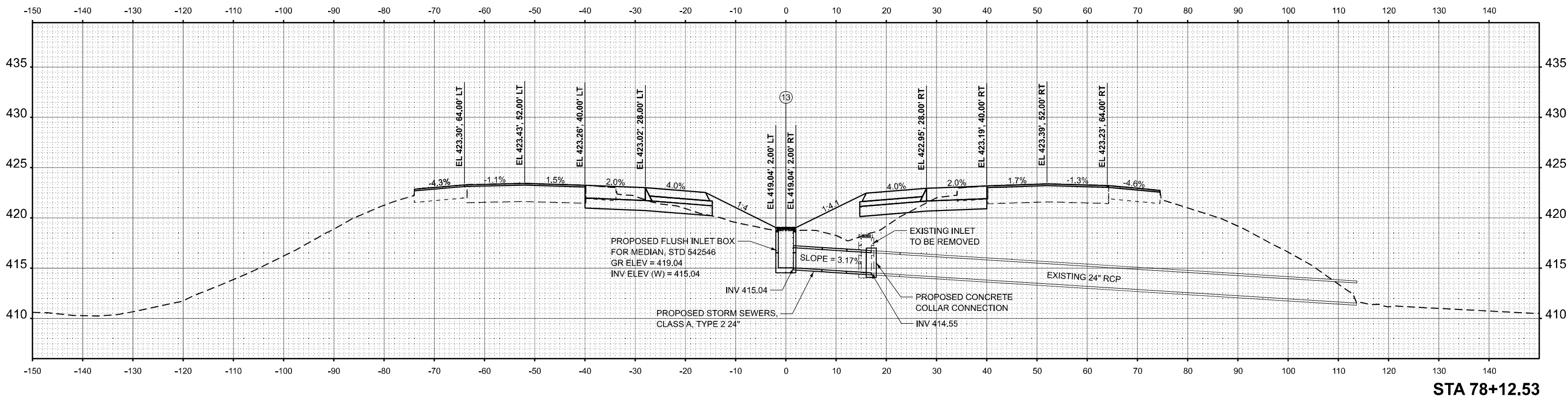
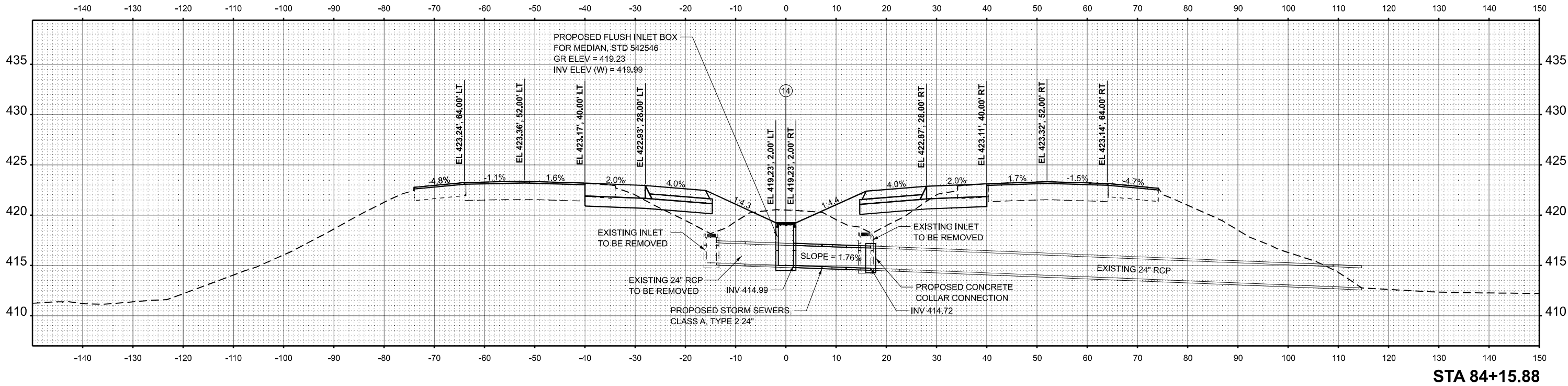
SCALE: 1"=10' SHEET 7 OF 41 SHEETS STA. 49+01.05 R3 TO STA. 72+10.03 R3

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	296
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

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

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

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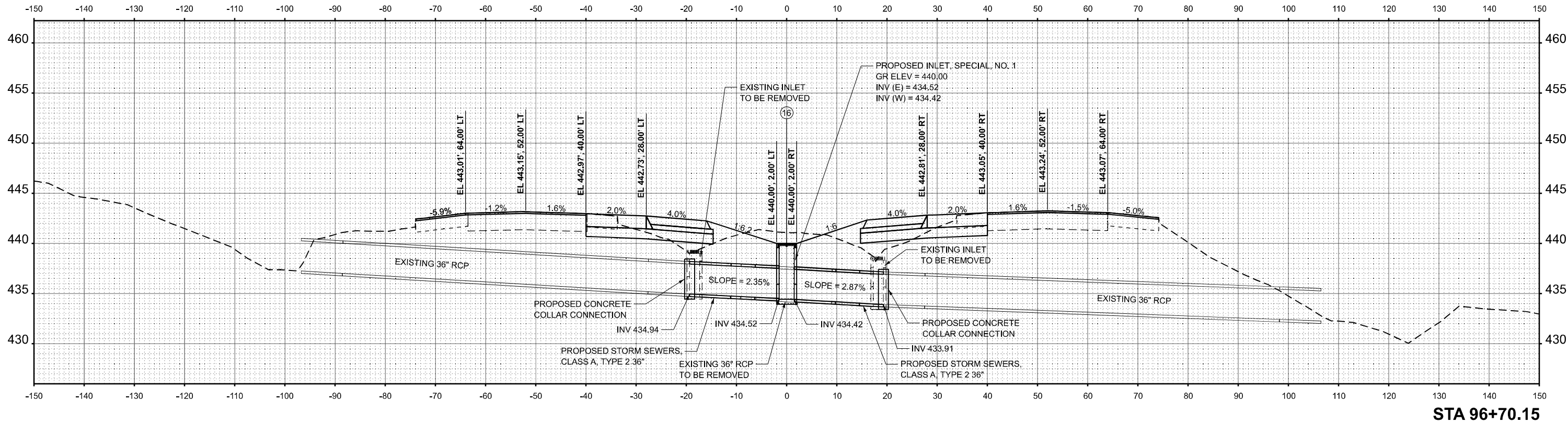
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CULVERT PROFILES
INTERSTATE 57

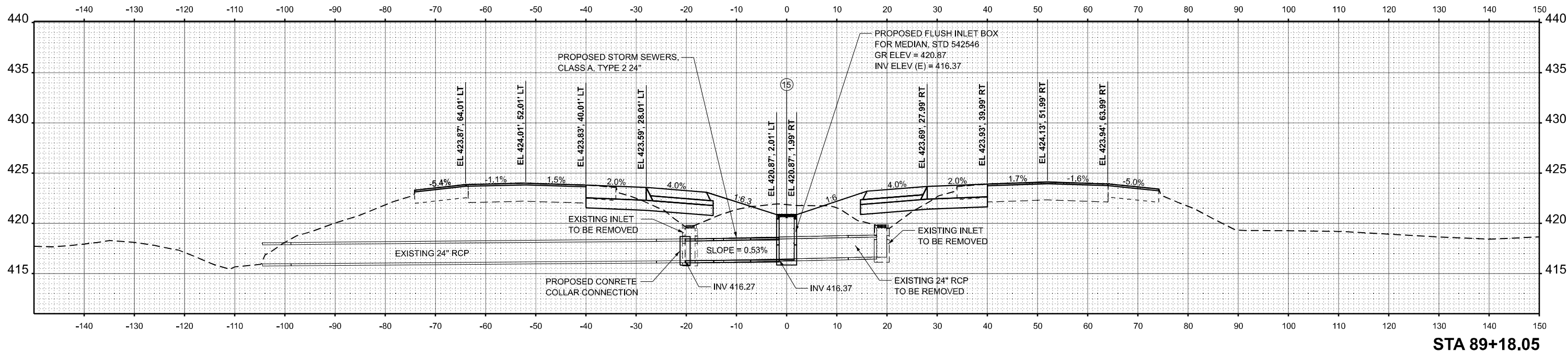
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	297
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

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



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



VOLKERT

USER NAME = marcus.mconachle	DESIGNED -	REVISED -
PLOT SCALE = SSCALE\$	DRAWN -	REVISED -
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	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CULVERT PROFILES
INTERSTATE 57

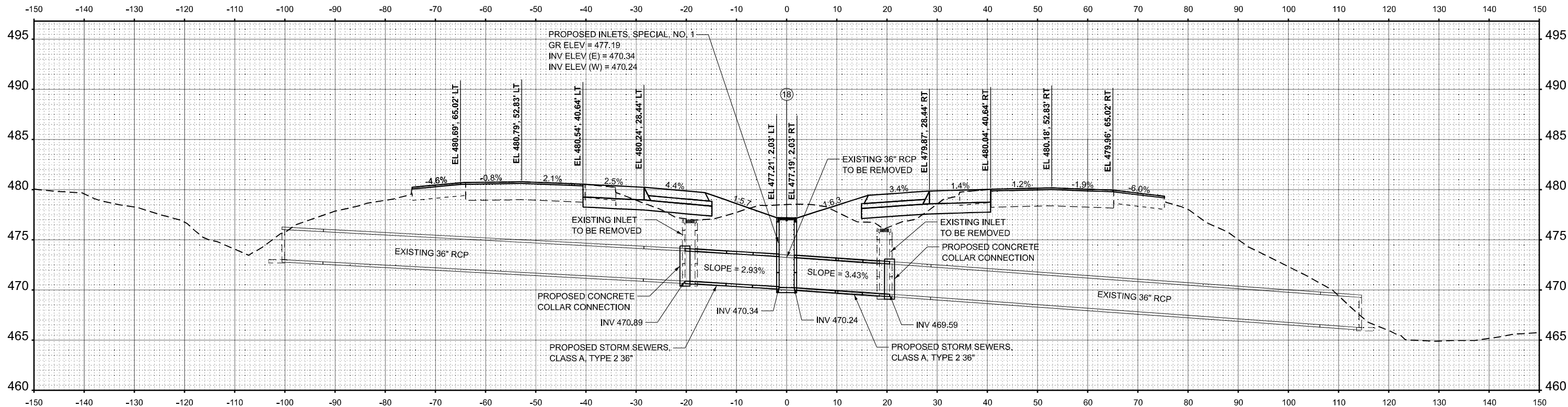
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	298
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				

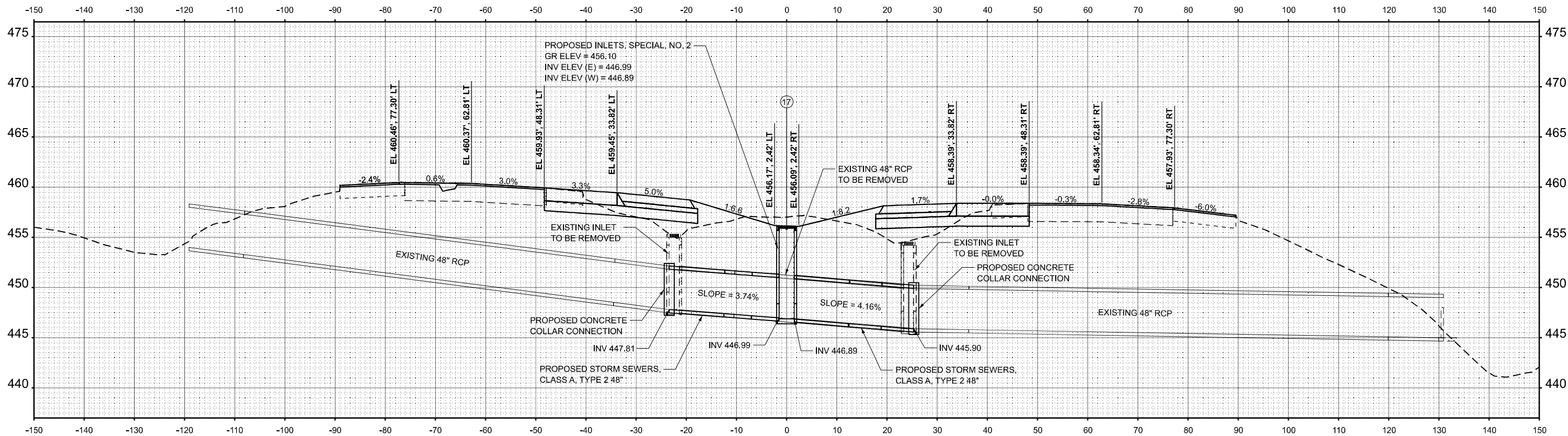
FINAL	SURVEYED	BY	DATE
SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS		CHECKED

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

MODEL: I77 XS DRAIN - 102+08.14 R4 [Sheet]
FILE NAME: c:\work\p\working\marcus.mconachle\032611\0978798-sh-XSSh-I77-DRAIN.dgn



STA 109+13.05
SKEW 10°



STA 102+08.14

VOLKERT

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	DRAWN -	REVISED -
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PLOT DATE = 8/30/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CULVERT PROFILES
INTERSTATE 57

SCALE: 1"=10' SHEET 10 OF 41 SHEETS STA. 102+08.14 R4 TO STA. 109+13.05 R4

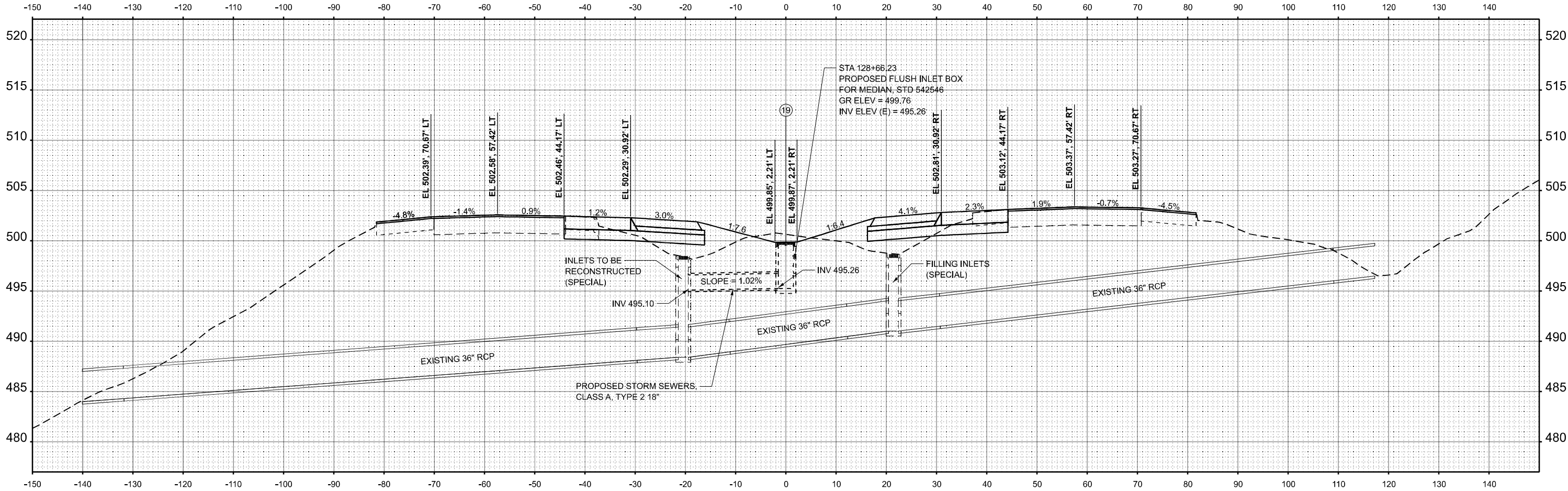
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	299
CONTRACT NO. 78798				

ILLINOIS FED. AID PROJECT

FINAL SURVEY	NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY	NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

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PLOT DATE = 8/29/2024	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CULVERT PROFILES
INTERSTATE 57

SCALE: 1"=10' SHEET 11 OF 41 SHEETS STA. 128+57.39 R4 TO STA. 128+57.39 R4

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-8,X1-7-1,X1-7,X1-6-1)R-2	WILLIAMSON	614	300
CONTRACT NO. 78798				
ILLINOIS FED. AID PROJECT				