

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR SUMMARY OF QUANTITIES, SEE SHEETS NO. 4-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

07-31-2020 LETTING ITEM 074

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	1
		ILLINOIS	CONTRACT NO. 70A92	

PROJECT LOCATED IN DANVILLE TOWNSHIP

FUNCTIONAL CLASSIFICATION
INTERSTATE

TRAFFIC DATA

LEG	I-74 WB	I-74 EB
2017 ADT	= 10,900	= 11,100
PV%	= 68.8	= 68.7
SU%	= 4.6	= 3.4
MU%	= 26.6	= 27.9

PROPOSED
HIGHWAY PLANS

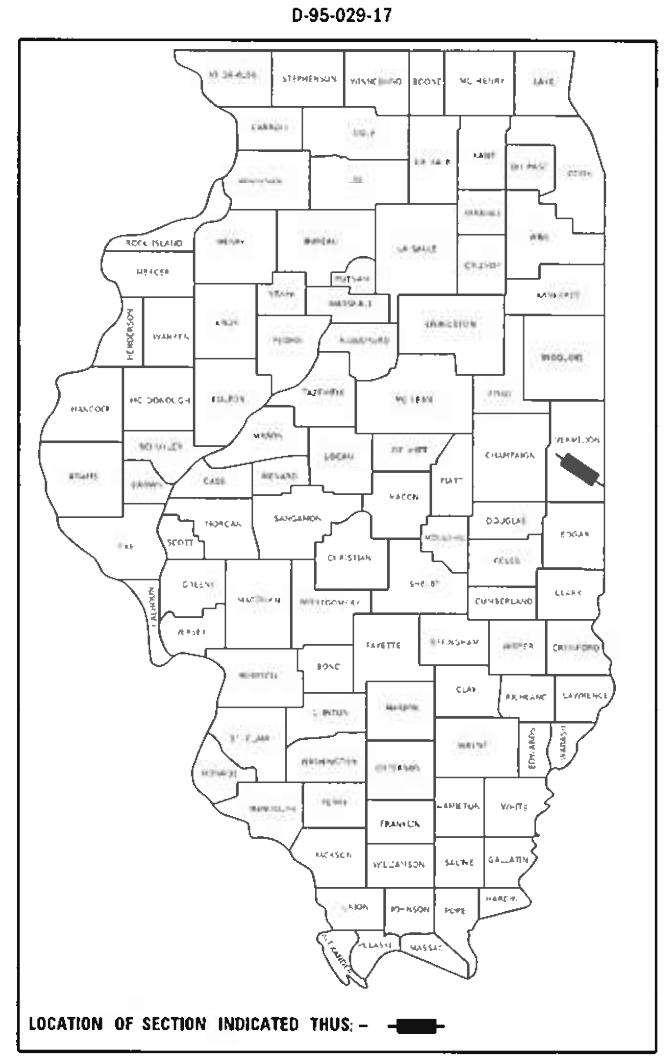
F.A.I. ROUTE 74 (I-74)
SECTION (92-11)BR-1
PROJECT NHPP-ZAAA(576)
BRIDGE REHABILITATION
SALT FORK VERMILION RIVER
WEST OF DANVILLE
VERMILION COUNTY



MARCH 17 2020
Lance D. Chrisman
LANCE D. CHRISMAN
ILLINOIS REG. PROFESSIONAL ENGINEER NO. 062-056127
EXPIRATION DATE 11-30-2021
SHEETS 1-12, 15-25, 30-32, 35-44, 47-51, 123-126, 142-144

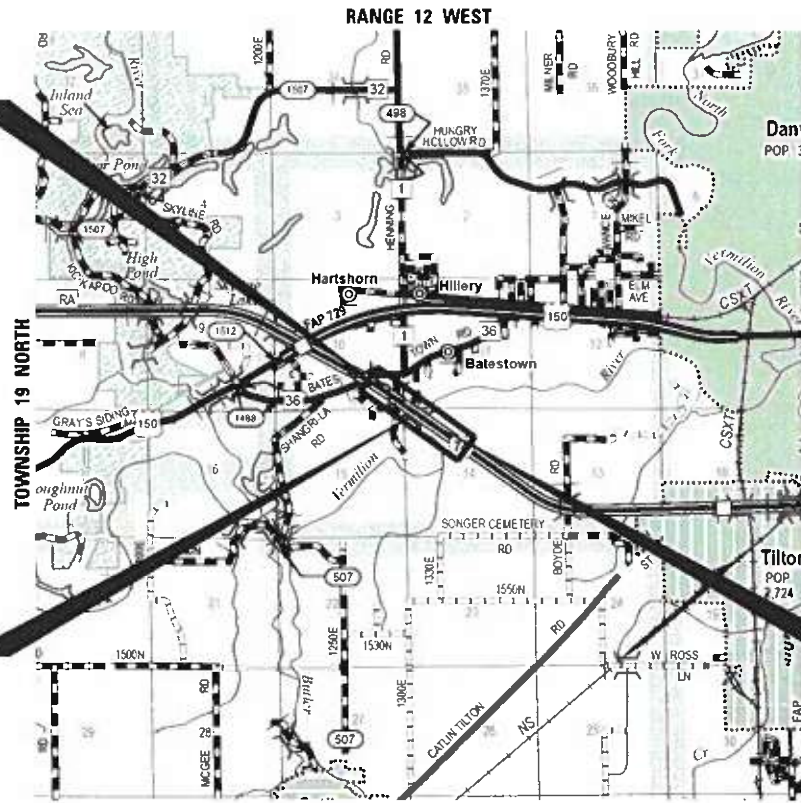


3/17 2020
Bruce P. Talbot
BRUCE P. TALBOT
ILLINOIS REG. PROFESSIONAL ENGINEER NO. 062-046494
EXPIRATION DATE 11-30-2021
SHEETS 13-14, 26-29, 33-34, 45-46, 127-141



LOCATION OF SECTION INDICATED THUS: - [thick black line]

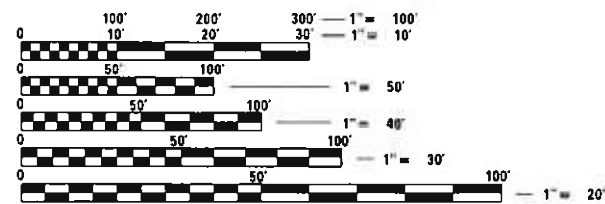
IMPROVEMENTS BEGIN
STA 1748 + 46.80



SN 092-0006 EB
SN 092-0007 WB
STA 1755 + 14.30
7 SPANS
749'-6" B-B ABUTMENTS
REINF. CONC. DECK
NO SKEW

IMPROVEMENTS END
STA 1760 + 87.30

NET LENGTH = 1240.5 FT. = 0.235 MILE
GROSS LENGTH = 11077.3 FT. = 2.098 MILE



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

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

PROJECT ENGINEER JASON STULTS, P.E.
SQUAD LEADER RYAN CARROLL, P.E.
PHONE: 217-465-4181
CONTRACT NO. 70A92

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED 03/27 2020
Kensila Hammett
REGIONAL ENGINEER

June 26, 2020
Joe E. Etk
ENGINEER OF DESIGN AND ENVIRONMENT

June 26, 2020
James J. ...
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS

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HIGHWAY STANDARDS

001006	DECIMAL OF AN INCH AND OF A FOOT
000001-07	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420406	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
482011-03	HMA SHOULDER, STRIPS/SHOULDERS, WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
515001-04	NAME PLATES FOR BRIDGES
542546-01	FLUSH INLET BOX FOR MEDIAN
602401-06	PRECAST MANHOLE TYPE A, 4'-DIAMETER
602402-02	PRECAST MANHOLE TYPE A, 5'-DIAMETER
602601-06	PRECAST REINFORCED CONCRETE FLAT TOP SLAB
602701-02	MANHOLE STEPS
604016-04	FRAME AND GRATE TYPE 4
630001-12	STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-16	TRAFFIC BARRIER TERMINAL, TYPE 6
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15'(4.5M) TO 24"(600MM) FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15'(4.5M) AWAY
701400-09	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-12	LANE CLOSURE, FREEWAY/EXPRESSWAY
701406-12	LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS >= 45 MPH
701416-11	LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH CROSSOVER AND BARRIER
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS >= 45 MPH
701428-01	TRAFFIC CONTROL SETUP AND REMOVAL FREEWAY/EXPRESSWAY
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

INDEX OF SHEETS & HIGHWAY STANDARDS I-74 OVER SALT FORK VERMILION RIVER			
SCALE:	SHEET 1 OF 1 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	2
CONTRACT NO. 70A92				
		ILLINOIS	FED. AID PROJECT	

GENERAL NOTES

- GN-100A ELECTRONIC FILES AND/OR ELECTRONIC SURVEY INFORMATION INCLUDING CADD FILES WILL NOT BE AVAILABLE TO THE CONTRACTOR.
- GN-105.07C NO IDOT UTILITIES WILL BE PLACED ON THE PLAN SHEETS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SEEK INFORMATION FROM IDOT AND TO HIRE A LOCATING FIRM.
- GN-105.09A ALL ELEVATIONS SHOWN IN THE PLANS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).
- GN-201 TREES THAT INTERFERE WITH THE CONSTRUCTION OPERATIONS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER. ANY TREE DUE TO ITS LOCATION AND DEEMED SUITABLE FOR SAVING BY THE ENGINEER SHALL BE PROTECTED DURING CLEARING AND SUBSEQUENT CONSTRUCTION OPERATIONS.
- GN-202 GRADING SHALL BE DONE BY HAND AROUND LIGHT POLES, UTILITY POLES, SIGN POSTS, SHRUBS, TREES OR OTHER NATURAL OR MAN-MADE OBJECTS WHERE SHALLOW FILLS OR CUTS ARE ADJACENT TO THE ITEMS. IT IS THE INTENT THAT THE LIMITS OF CONSTRUCTION BE SUCH AS TO PRESERVE IN THE ORIGINAL STATE AS MUCH AREA OF TEMPORARY EASEMENTS AS POSSIBLE. THE DECISION AS TO ITEMS TO REMAIN IN PLACE SHALL BE AS DIRECTED BY THE ENGINEER.

THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- GN-205 BENCHING PROCEDURES SHALL BE USED IN AREAS WHERE EXISTING EMBANKMENTS ARE WIDENED FOR THE PROPOSED PAVEMENT. STEPS SHALL BE CUT INTO THE EXISTING EMBANKMENT SLOPES PRIOR TO EMBANKMENT PLACEMENT.

SPECIFICALLY, THE EMBANKMENT AT THE WEST ABUTMENT SLOPEWALL SHALL BE STEPPED AND BENCHED WITH THE FOLLOWING DIMENSIONS: 8 FT HORIZONTAL; 4 FT VERTICAL. STEPS ARE ONLY NECESSAR TO INCORPORATE PROPOSED FILL MATERIAL INTO THE EXISTING BRIDGE CONE EMBANKMENT. THE BENCHING AND EMBANKMENT CONSTRUCTION SHALL BE COMPLETED AFTER THE EXISTING SUPERSTRUCTURE IS REMOVED AND PRIOR TO PLACING THE PROPOSED SUPERSTRUCTURE. BENCHING SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE INCLUDED IN THE COST FOR "CHANNEL EXCAVATION."
- GN-250C-SPL TEMPORARY EROSION CONTROL SEEDING IS INCLUDED IN THIS CONTRACT TO SEED NEW EARTH SHOULDERS DURING TIME PERIODS WHEN PERMANENT SEEDING IS NOT ALLOWED. SOME OR ALL OF THE TEMPORARY EROSION CONTROL SEEDING WILL BE DELETED IF IT IS POSSIBLE TO PLACE PERMANENT SEEDING ON EARTH SHOULDERS AT THE TIME OF THEIR COMPLETION.
- GN-667 THE RESIDENT ENGINEER SHALL CONTACT THE PROGRAM DEVELOPMENT CHIEF OF SURVEYS PRIOR TO THE PRE-CONSTRUCTION CONFERENCE FOR INSTRUCTION AS TO SETTING OF TEMPORARY OR PERMANENT TIES FOR CENTERLINE ALIGNMENT CONTROL SURVEY MARKERS (PC'S, PT'S, AND PI'S). PROJECT IMPLEMENTATION PERSONNEL WILL BE RESPONSIBLE FOR LAYOUT OF THESE MARKERS.
- GN-781 THE FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING THE RAISED REFLECTIVE PAVEMENT MARKERS.

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH IDOT STD 781001 AND AS DETAILED IN THE PLANS. IF THERE ARE ANY DISCREPANCY BETWEEN THE STANDARD AND THE PLANS, THE DETAILS IN THE PLANS SHALL GOVERN. WHEN APPLICABLE, THE RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED MIDWAY IN THE 30 FOOT SPACE BETWEEN THE DASHED CENTERLINE STRIPES.
- GN-Z0038 PERMANENT BENCHMARKS SHALL BE CONSTRUCTED AS DIRECTED BY THE ENGINEER. THE MARKERS SHALL BE LOCATED ON THE CORNER OF THE ABUTMENT WHERE THE ABUTMENT AND WINGWALL INTERSECT. QUANTITY HAS BEEN INCLUDED IN THE PLANS FOR TWO (2) PERMANENT BENCHMARKS, ONE AT EACH END OF THE BRIDGE.

CROSSOVER NOTES

PRESTAGE WORK IS REQUIRED TO BE COMPLETED PRIOR TO ANY OTHER STAGES OF CONSTRUCTION.

SUGGESTED STAGES OF CONSTRUCTION - PRESTAGE 1

TRAFFIC:

1. PLACE CONSTRUCTION SIGNING AND COVER ANY EXISTING SIGNS THAT CONFLICT WITH WORK ZONE REQUIREMENTS.
2. MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION OF I-74.

PRIMARY WORK ACTIVITIES:

1. CONSTRUCT BOTH CROSSOVER PAVEMENTS.
2. COMPLETE DRAINAGE STRUCTURE AND PIPING WITHIN PROPOSED AREAS OF CONSTRUCTION.

COMMITMENTS

NONE

GN-406H

HMA MIXTURE REQUIREMENT TABLE

LOCATION(S):	I-74 MEDIAN CROSSOVER	I-74 MEDIAN CROSSOVER	I-74 MAINLINE OVERLAY, SHOULDERS	I-74 MAINLINE OVERLAY	I-74 SHOULDERS
MIXTURE USE(S):	POLYMER SURFACE	BINDER	POLYMER SURFACE	POLYMER BINDER	HMA SHOULDER
BINDER GRADE (PG):	SBS PG 70-22	PG 64-22	SBS PG 70-22	SBS PG 70-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ Ndes=90	4.0% @ Ndes=90	4.0% @ Ndes=90	4.0% @ Ndes=90	4.0% @ Ndes=50
MIXTURE COMPOSITION: (MIXTURE GRADATION)	IL-9.5	IL-19.0	IL-9.5	IL-19.0	IL-19.0
FRICTION AGGREGATE:	MIXTURE "D"	MIXTURE "D"	MIXTURE "D"	N.A.	N.A.
MIXTURE WEIGHT:	112 LB/SQ YD/IN	112 LB/SQ YD/IN	112 LB/SQ YD/IN	112 LB/SQ YD/IN	112 LB/SQ YD/IN
QUALITY MANAGEMENT PROGRAM:	QC/QA	QC/QA	QC/QA	QC/QA	QC/QA
SUBLOT SIZE:	N/A	N/A	N/A	N/A	N/A

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES
I-74 OVER SALT FORK VERMILION RIVER**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	3
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

FAI-74
VERMILION CO.
90% FED
10% STATE
BRIDGE
0013
RURAL

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
20100500	TREE REMOVAL, ACRES	ACRE	0.82	0.82
20200100	EARTH EXCAVATION	CU YD	1,889	1,889
20300100	CHANNEL EXCAVATION	CU YD	1,878	1,878
20800150	TRENCH BACKFILL	CU YD	216	216
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	844	844
25000210	SEEDING, CLASS 2A	ACRE	1.4	1.4
25000305	SEEDING, CLASS 3A	ACRE	0.5	0.5
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	157	157
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	157	157
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	157	157
25100115	MULCH, METHOD 2	ACRE	1.2	1.2
25100630	EROSION CONTROL BLANKET	SQ YD	8,371	8,371
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	405	405
28000305	TEMPORARY DITCH CHECKS	FOOT	120	120
28000400	PERIMETER EROSION BARRIER	FOOT	1,635	1,635

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-74 OVER SALT FORK VERMILION RIVER

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	4
			CONTRACT NO. 70A92	
		ILLINOIS	FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	FAI-74 VERMILION CO.
				90% FED 10% STATE BRIDGE 0013 RURAL
28000500	INLET AND PIPE PROTECTION	EACH	9	9
28000510	INLET FILTERS	EACH	4	4
28100109	STONE RIPRAP, CLASS A5	SQ YD	1,490	1,490
28100113	STONE RIPRAP, CLASS A7	SQ YD	3,669	3,669
28200200	FILTER FABRIC	SQ YD	5,159	5,159
31100910	SUBBASE GRANULAR MATERIAL, TYPE A 12"	SQ YD	6,138	6,138
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	9,988	9,988
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	962	962
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	48	48
40603090	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	3,233	3,233
40603240	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	395	395
40604164	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N90	TON	825	825
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	179.5	179.5
44000100	PAVEMENT REMOVAL	SQ YD	584	584
44000156	HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"	SQ YD	1,592	1,592

* SPECIALTY ITEM

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES			
I-74 OVER SALT FORK VERMILION RIVER			
SCALE:	SHEET 2	OF 9 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	5
			CONTRACT NO. 70A92	
		ILLINOIS	FED. AID PROJECT	

FAI-74
VERMILION CO.
90% FED
10% STATE
BRIDGE
0013
RURAL

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
44000300	CURB REMOVAL	FOOT	474	474
44004250	PAVED SHOULDER REMOVAL	SQ YD	2,875	2,875
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	562	562
48101600	AGGREGATE SHOULDERS, TYPE B 8"	SQ YD	691	691
48203100	HOT-MIX ASPHALT SHOULDERS	TON	508	508
50101700	REMOVAL OF EXISTING SUPERSTRUCTURES NO. 1	EACH	1	1
50101800	REMOVAL OF EXISTING SUPERSTRUCTURES NO. 2	EACH	1	1
50102400	CONCRETE REMOVAL	CU YD	100.5	100.5
50104650	SLOPE WALL REMOVAL	SQ YD	1,429	1,429
50200100	STRUCTURE EXCAVATION	CU YD	22	22
50300225	CONCRETE STRUCTURES	CU YD	1,077.5	1,077.5
50300255	CONCRETE SUPERSTRUCTURE	CU YD	2,307.6	2,307.6
50300300	PROTECTIVE COAT	SQ YD	4,469	4,469
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	247.4	247.4
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
I-74 OVER SALT FORK VERMILION RIVER**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	6
			CONTRACT NO. 70A92	
			ILLINOIS FED. AID PROJECT	

FAI - 74
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0013
RURAL

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
50500505	STUD SHEAR CONNECTORS	EACH	41,376	41,376
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	942,730	942,730
50800530	MECHANICAL SPLICERS	EACH	804	804
51100300	SLOPE WALL 6 INCH	SQ YD	2,154	2,154
51500100	NAME PLATES	EACH	2	2
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	48	48
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	24	24
52100510	ANCHOR BOLTS, 3/4"	EACH	48	48
52100520	ANCHOR BOLTS, 1"	EACH	48	48
52100530	ANCHOR BOLTS, 1 1/4"	EACH	96	96
54244405	FLUSH INLET BOX FOR MEDIAN, STANDARD 542546	EACH	4	4
54248510	CONCRETE COLLAR	CU YD	5	5
550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	701	701
550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	48	48
55100900	STORM SEWER REMOVAL 18"	FOOT	60	60

* SPECIALTY ITEM

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES	
SCALE:	SHEET 4 OF 9 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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ILLINOIS FED. AID PROJECT			CONTRACT NO. 70A92	

FAI - 74
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0013
RURAL

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
58700300	CONCRETE SEALER	SQ FT	2,276	2,276
59000200	EPOXY CRACK INJECTION	FOOT	509	509
60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	3,406	3,406
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	4	4
60218600	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 4 FRAME AND GRATE	EACH	4	4
60221300	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 4 FRAME AND GRATE	EACH	1	1
60500040	REMOVING MANHOLES	EACH	4	4
60500060	REMOVING INLETS	EACH	1	1
* 63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	1,075	1,075
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	6	6
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1	1
63200310	GUARDRAIL REMOVAL	FOOT	1,486	1,486
* 63400105	GUARD POSTS	EACH	147	147
* 63800920	MODULAR GLARE SCREEN SYSTEM, TEMPORARY	FOOT	8,725	8,725
* 64401300	HIGH TENSION CABLE MEDIAN BARRIER TERMINALS	EACH	1	1

* SPECIALTY ITEM

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SCALE: 1/8" = 1'-0"



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-74 OVER SALT FORK VERMILION RIVER

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	8
ILLINOIS FED. AID PROJECT			CONTRACT NO. 70A92	

FAI-74
VERMILION CO.
90% FED
10% STATE
BRIDGE
0013
RURAL

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
66101150	HOT-MIX ASPHALT SHOULDER CURB	FOOT	602	602
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	16	16
67100100	MOBILIZATION	L SUM	1	1
70100410	TRAFFIC CONTROL AND PROTECTION, STANDARD 701416	EACH	2	2
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	1	1
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	1
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	35	35
70107005	PAVEMENT MARKING BLACKOUT TAPE, 5"	FOOT	2,960	2,960
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	28	28
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	57,801	57,801
70400100	TEMPORARY CONCRETE BARRIER	FOOT	4,363	4,363
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	4,363	4,363
70500100	TEMPORARY STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	363	363
70500500	TEMPORARY STEEL PLATE BEAM GUARDRAIL, ATTACHED TO STRUCTURES	FOOT	37	37

* SPECIALTY ITEM

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
I-74 OVER SALT FORK VERMILION RIVER**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	9
			CONTRACT NO. 70A92	
		ILLINOIS	FED. AID PROJECT	

F A I - 7 4
 V E R M I L I O N C O .
 9 0 % F E D
 1 0 % S T A T E
 B R I D G E
 0 0 1 3
 R U R A L

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
* 72000100	SIGN PANEL - TYPE 1	SQ FT	30	30
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	1	1
73000100	WOOD SIGN SUPPORT	FOOT	16	16
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	35,409	35,409
* 78001140	PAINT PAVEMENT MARKING - LINE 8"	FOOT	179	179
* 78100300	REPLACEMENT REFLECTOR	EACH	100	100
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	40	40
* 78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	216	216
X0301271	REMOVE EXISTING UNDERDRAINS	FOOT	3,622	3,622
X0321837	REMOVE SHEET PILING	L SUM	1	1
X0326677	REMOVE HIGH TENSION CABLE MEDIAN BARRIER	FOOT	1,450	1,450
* X0327640	REAL-TIME TRAFFIC CONTROL CENTRAL BASE UNIT	CAL MO	16	16
* X0327641	REAL-TIME TRAFFIC CONTROL SENSOR UNIT	CAL MO	192	192
X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	12,858	12,858
* X0328006	REAL-TIME TRAFFIC CONTROL WARNING SIGN	CAL MO	96	96

* SPECIALTY ITEM

MODEL: Default
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	DATE - 03/16/20	REVISED -

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DRAWN - NDP	REVISED -
CHECKED - LDC	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-74 OVER SALT FORK VERMILION RIVER

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	10
			CONTRACT NO. 70A92	
		ILLINOIS	FED. AID PROJECT	

FAI-74
VERMILION CO.
90% FED
10% STATE
BRIDGE
0013
RURAL

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
X0549200	CLEANING PAVED DITCH	FOOT	250	250
X2700001	TEMPORARY RUMBLE STRIPS (SPECIAL)	EACH	48	48
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	554	554
X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	4,472	4,472
X5509900	ABANDON AND FILL EXISTING STORM SEWER	FOOT	91	91
X6640304	CHAIN LINK FENCE TO BE REMOVED AND RE-ERECTED	FOOT	120	120
X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	19,267	19,267
X7050167	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT)	EACH	1	1
X7200201	WIDTH RESTRICTION SIGNING	L SUM	1	1
X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	100	100
Z0004552	APPROACH SLAB REMOVAL	SQ YD	215	215
Z0010615	CLEANING EXISTING INLETS	EACH	3	3
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	689	689
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
Z0015500	DEBRIS REMOVAL	L SUM	1	1

* SPECIALTY ITEM

MODEL: Default
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SHEET: 08 of 11



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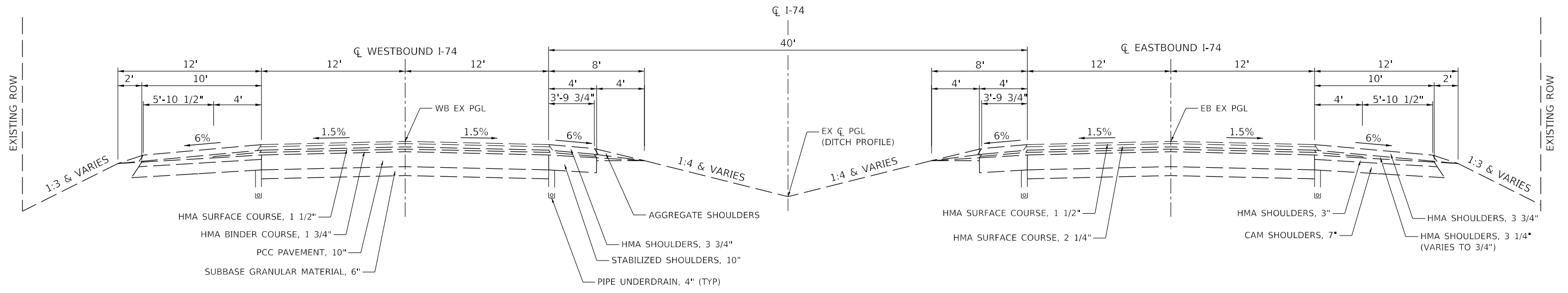
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PLOT DATE = 5/5/2020	DATE - 03/16/20	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-74 OVER SALT FORK VERMILION RIVER

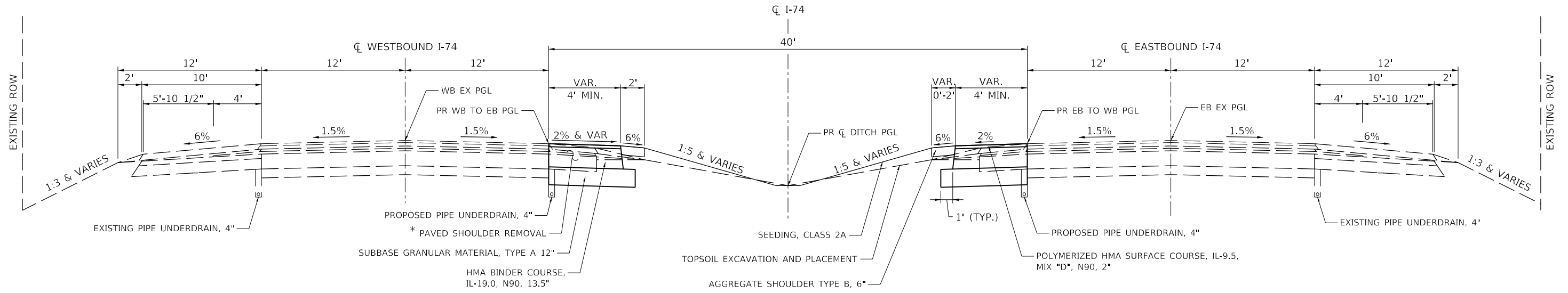
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	11
ILLINOIS FED. AID PROJECT			CONTRACT NO. 70A92	



EXISTING TYPICAL CROSS SECTION

F.A.I. RTE. 74 (I-74)
 STA 1720+00 TO STA 1750+95
 STA 1758+40 TO STA 1908+00



PROPOSED TYPICAL CROSS SECTION

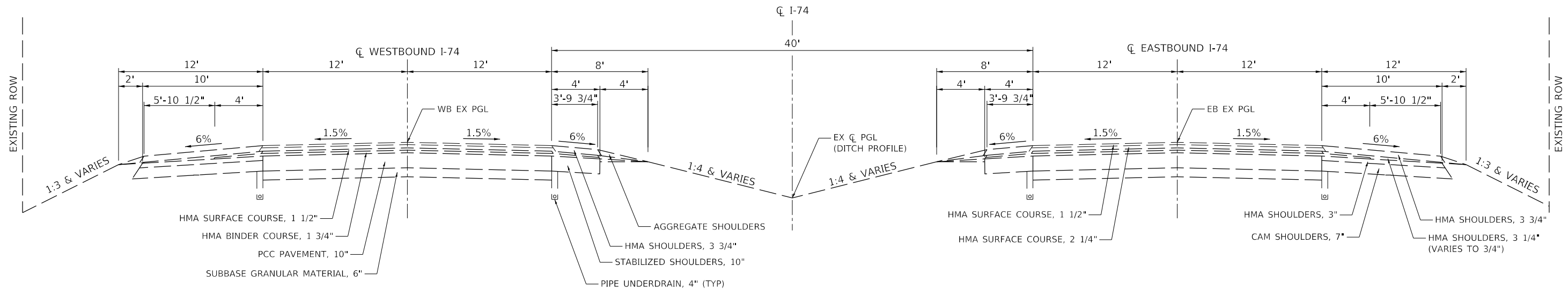
F.A.I. RTE. 74 (I-74)
 STA 1733+00 TO STA 1736+32
 STA 1738+35 TO STA 1741+53
 STA 1774+20 TO STA 1777+40
 STA 1779+55 TO STA 1782+70

* NOTE:
 PAVED SHOULDER REMOVAL SHALL INCLUDE THE
 HMA SHOULDERS, 3 3/4" AS WELL AS ALL SUBSEQUENT
 LAYERS UNDERNEATH; FOR AN ESTIMATED TOTAL
 DEPTH OF 17".

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	DRAWN - RJT	REVISED
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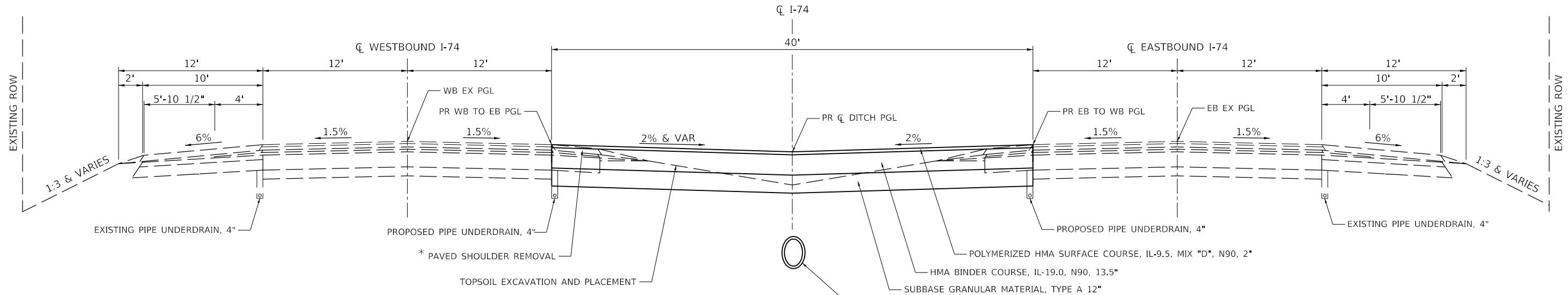
TYPICAL SECTIONS	
I-74 OVER SALT FORK VERMILION RIVER	
SCALE: NO SCALE	SHEET 1 OF 2 SHEETS
STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)	VERMILION	161	13
CONTRACT NO. 70A92			ILLINOIS FED. AID PROJECT	



EXISTING TYPICAL CROSS SECTION

F.A.I. RTE. 74 (I-74)
 STA 1720+00 TO STA 1750+95
 STA 1758+40 TO STA 1908+00



PROPOSED TYPICAL CROSS SECTION

F.A.I. RTE. 74 (I-74)
 STA 1736+32 TO STA 1738+35
 STA 1777+40 TO STA 1779+55

* NOTE:
 PAVED SHOULDER REMOVAL SHALL INCLUDE THE
 HMA SHOULDERS, 3 3/4" AS WELL AS ALL SUBSEQUENT
 LAYERS UNDERNEATH; FOR AN ESTIMATED TOTAL
 DEPTH OF 17".

** SEE EAST CROSSOVER PLANS FOR LOCATIONS OF STORM SEWERS,
 CLASS A, TYPE 1 18" AND WEST CROSSOVER PLANS FOR LOCATIONS
 OF STORM SEWERS, CLASS A, TYPE 2 18".

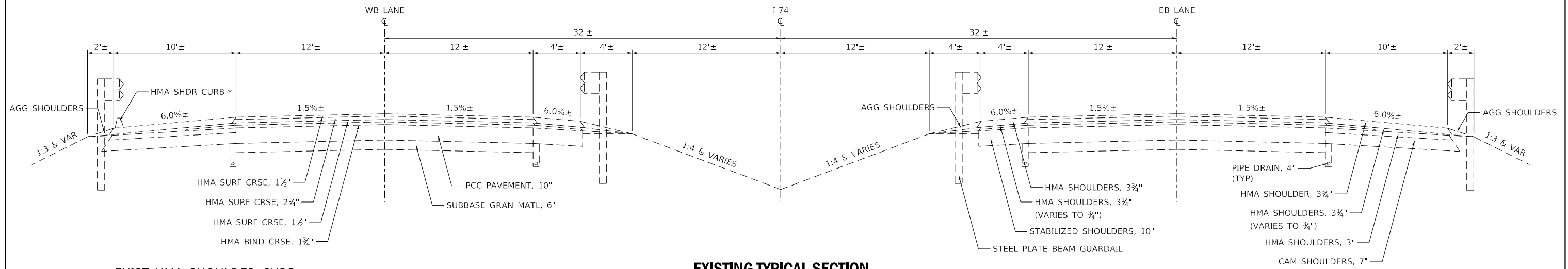


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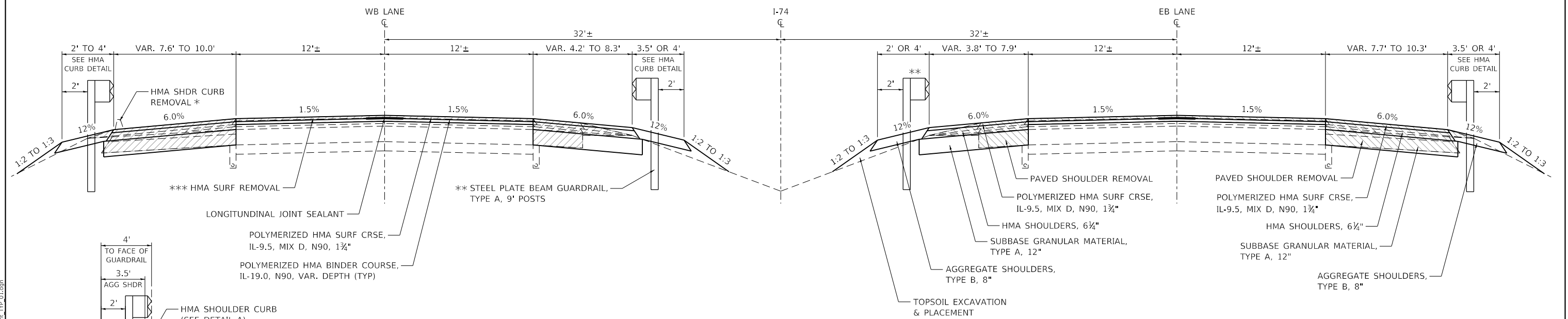
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS	
I-74 OVER SALT FORK VERMILION RIVER	
SCALE: NO SCALE	SHEET 2 OF 2 SHEETS
STA.	TO STA.

F.A.I. RTE. 74	SECTION (92-11)	COUNTY VERMILION	TOTAL SHEETS 161	SHEET NO. 14
			CONTRACT NO. 70A92	
ILLINOIS FED. AID PROJECT				



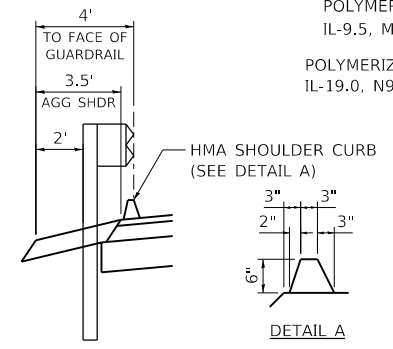
* EXIST HMA SHOULDER CURB
 WB LANE - STA 1758+87.30 TO STA 1760+87.30 RT/LT
 EB LANE - STA 1758+87.30 TO STA 1760+87.30 RT/LT



** GUARDRAIL LIMITS
 WB LANE - STA 1748+30.30 TO STA 1748+80.30 LT
 EB LANE - STA 1748+46.80 TO STA 1750+25.40 RT
 EB LANE - STA 1748+46.80 TO STA 1750+25.40 LT
 OMIT BRIDGE
 WB LANE - STA 1758+08.70 TO STA 1760+87.30 RT
 WB LANE - STA 1758+08.70 TO STA 1760+87.30 LT
 EB LANE - STA 1758+08.70 TO STA 1760+87.30 RT

*** HMA SURFACE REMOVAL
 PAYITEM: HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
 WB LANE - STA 1748+46.80 TO STA 1749+50.00
 EB LANE - STA 1748+46.80 TO STA 1749+50.00
 OMIT BRIDGE
 WB LANE - STA 1758+86.80 TO STA 1760+87.30
 EB LANE - STA 1758+86.80 TO STA 1760+87.30

HMA SHOULDER CURB DETAIL
 WB LANE - STA 1758+87.30 TO STA 1760+87.30 RT/LT
 EB LANE - STA 1758+87.30 TO STA 1760+87.30 RT



**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS
 I-74 OVER SALT FORK VERMILION RIVER**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	15
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

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EARTHWORK SUMMARY

LOCATION	EARTHWORK			TOPSOIL		
	20200100			21101505		
	EARTHWORK EXCAVATION	EMBANKMENT	BALANCE WASTE (+) OR SHORTAGE (-) (25% SHRINKAGE)	TOPSOIL EXCAVATION & PLACEMENT	TOPSOIL EMBANKMENT	BALANCE WASTE (+) OR SHORTAGE (-) (NO SHRINKAGE)
	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)
WEST CROSSOVER	829.0	234.0	622.0	349.0		
EAST CROSSOVER	855.0	286.0	641.0	342.0		
MAINLINE	205.0	110.0	44.0	153.0	56.0	97.0
TOTAL	1889.0	630.0	1307.0	844.0	56.0	97.0

EARTHWORK SCHEDULE

LOCATION	END AREAS				TOPSOIL			EARTHWORK		
	TOPSOIL STRIPPING (TSS)	TOPSOIL EMBANKMENT	EXCAVATION (CUT)	EMBANKMENT (FILL)	21101505 TOPSOIL EXCAVATION & PLACEMENT	TOPSOIL EMBANKMENT	BALANCE WASTE (+) OR SHORTAGE (-) (NO SHRINKAGE)	20200100 EARTHWORK EXCAVATION	EMBANKMENT	BALANCE WASTE (+) OR SHORTAGE (-)
	(SQ FT)	(SQ FT)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)
MAINLINE										
1748+46.80	6.8	0.8	15.9	0.2						
1749+00.00	6.3	1.0	17.3	0.1	13.0	1.8	11.2	32.7	0.4	24.1
1749+50.00	7.7	1.8	14.5	0.9	13.0	2.6	10.4	29.4	0.9	21.2
1750+00.00	11.1	4.6	12.8	6.1	17.4	5.9	11.5	25.3	6.4	12.6
1750+46.80	11.7	3.8	16.2	7.2	19.8	7.2	12.6	25.2	11.5	7.4
OMIT BRIDGE										
1758+87.30	13.3	3.9	18.4	7.8						
1759+50.00	12.2	4.8	12.9	10.6	29.6	10.1	19.5	36.4	21.3	6.0
1760+00.00	11.8	5.6	8.9	14.8	22.2	9.6	12.6	20.2	23.5	-8.4
1760+50.00	10.5	5.3	7.5	12.2	20.6	10.1	10.5	15.2	25.0	-13.6
1760+87.30	10.5	5.0	15.7	13.5	14.5	7.1	7.4	16.1	17.7	-5.6
1761+00.00	0.0	0.0	0.0	0.0	2.5	1.2	1.3	3.7	3.2	-0.4
SHRINKAGE FACTOR			25%	TOTAL	152.6	55.6	97.0	204.2	109.9	43.3
				ADJ. TOTAL	153.0	56.0	97.0	205.0	110.0	44.0

MODEL: D:\p1\19-1038\05_174_cover_Salt_Fork\10_IDOT\CAD_Sheets\0570992_sht_Schedule_01.dgn



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES			
I-74 OVER SALT FORK VERMILION RIVER			
SCALE:	SHEET 1 OF 7 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	16
CONTRACT NO. 70A92				
ILLINOIS		FED. AID PROJECT		

REMOVAL SCHEDULE

LOCATION	20100500	40600982	44000100	44000156	44000300	44004250	63200310	X0301271	X0326677	X4401198*	X6640304	Z0004552
	TREE REMOVAL, ACRES	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	PAVEMENT REMOVAL	HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"	CURB REMOVAL	PAVED SHOULDER REMOVAL	GUARDRAIL REMOVAL	REMOVE EXISTING UNDERDRAINS	REMOVE HIGH TENSION CABLE MEDIAN BARRIER	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	CHAIN LINK FENCE TO BE REMOVED AND RE-ERECTED	APPROACH SLAB REMOVAL
	(ACRE)	(SQ YD)	(SQ YD)	(SQ YD)	(FOOT)	(SQ YD)	(FOOT)	(FOOT)	(FOOT)	(SQ YD)	(FOOT)	(SQ YD)
WEST CROSSOVER												
STATION STATION 1733+00 - 1741+53			84.0			753.0		1700.0	626.0			
EAST CROSSOVER												
STATION STATION 1773+97 - 1782+70						756.0		1706.0	824.0			
MAINLINE												
STATION STATION 1748+00 - 1749+00		24.0				168.4	215.4			285.3		
1749+00 - 1750+00	0.10			269.1		306.3	300.0			268.6		
1750+00 - 1751+00	0.14		251.4	252.3		249.7	259.0	216.0			60.0	107.9
BRIDGE	0.29											
1758+00 - 1759+00	0.14		248.2	67.9	99.0	124.4	149.0				60.0	106.9
1759+00 - 1760+00	0.14			534.8	200.0	251.5	300.1					
1760+00 - 1761+00	0.02	24.0		467.1	174.6	265.1	261.9					
TOTAL	0.82	48.0	583.6	1591.3	473.6	2874.4	1485.4	3622.0	1450.0	553.8	120.0	214.8
ADJUSTED TOTAL	0.82	48.0	584.0	1592.0	474.0	2875.0	1486.0	3622.0	1450.0	554.0	120.0	215.0

PAVEMENT SCHEDULE

* SEE SHEET 19 FOR VARIABLE DEPTH TABLES

LOCATION	31100910	40600275	40600290	40603090	40603240*	40604164	42000070	48101500	48101600	48203100	60108204	66101150	X0549200	Z0033700
	SUBBASE GRANULAR MATERIAL, TYPE A, 12"	BITUMINOUS MATERIALS (PRIME COAT)	BITUMINOUS MATERIALS (TACK COAT)	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N 90	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX D, N90	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	AGGREGATE SHOULDERS, TYPE B, 6"	AGGREGATE SHOULDERS, TYPE B, 8"	HOT-MIX ASPHALT SHOULDERS	PIPE UNDERDRAINS, TYPE 2, 4"	HOT-MIX ASPHALT SHOULDER CURB	CLEANING PAVED DITCH	LONGITUDINAL JOINT SEALANT
	(SQ YD)	(POUND)	(POUND)	(TON)	(TON)	(TON)	(SQ YD)	(SQ YD)	(SQ YD)	(TON)	(FOOT)	(FOOT)	(FOOT)	(FOOT)
WEST CROSSOVER														
STATION STATION 1733+00 - 1741+53	2278.0	4803.0	481.0	1614.0		239.0		283.0			1700.0			
EAST CROSSOVER														
STATION STATION 1773+97 - 1782+70	2282.0	4820.0	481.0	1619.0		240.0		279.0			1706.0			
MAINLINE														
STATION STATION 1748+00 - 1749+00	197.1	45.1			3.0	44.6			109.8	63.1			112.5	106.4
1749+00 - 1750+00	384.0	88.1			126.2	85.3			170.4	123.4			100.0	200.0
1750+00 - 1751+00	187.8	42.8			53.5	41.0	89.0		90.6	60.5			37.5	93.6
BRIDGE														
1758+00 - 1759+00	55.6	12.6			15.9	11.7	90.5		35.3	18.0		39.6		25.4
1759+00 - 1760+00	410.3	96.1			133.7	87.6			150.1	132.5		300.0		200.0
1760+00 - 1761+00	342.4	79.9			61.8	74.9			134.3	110.2		261.9		174.6
TOTAL	6137.2	9987.6	962.0	3233.0	394.2	824.1	179.5	562.0	690.5	507.6	3406.0	601.5	250.0	800.0
ADJUSTED TOTAL	6138.0	9988.0	962.0	3233.0	395.0	825.0	179.5	562.0	691.0	508.0	3406.0	602.0	250.0	800.0

MODEL: Default; FILE: I:\B-10385.05_174_cover_Salt_Fork_IL_IDOT\CAD_Sheets\0570992_sht_Schedule_02.dgn



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	DRAWN - NDP	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - LDC	REVISED -
PLOT DATE = 3/17/2020	DATE - 03/16/20	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES
I-74 OVER SALT FORK VERMILION RIVER**

SCALE: SHEET 2 OF 7 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	17
CONTRACT NO. 70A92				
ILLINOIS		FED. AID PROJECT		

GUARDRAIL SCHEDULE

LOCATION	6300003	63100085	63100167	63400105	64401300	70500100	70500500	72501000	78200005	78200011	X7050167
	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	GUARD POSTS	HIGH TENSION CABLE MEDIUM BARRIER TERMINALS	TEMPORARY STEEL PLATE BEAM GUARDRAIL, TYPE A	TEMPORARY STEEL PLATE BEAM GUARDRAIL, ATTACHED TO STRUCTURES	TERMINAL MARKER - DIRECT APPLIED	GUARDRAIL REFLECTORS, TYPE A	BARRIER WALL REFLECTORS, TYPE C	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT)
	(FOOT)	(EACH)	(EACH)	(EACH)	(EACH)	(FOOT)	(FOOT)	(EACH)	(EACH)	(EACH)	(EACH)
WEST CROSSOVER											
STATION STATION 1733+00 - 1741+53				68.0							
EAST CROSSOVER											
STATION STATION 1773+97 - 1782+70				79.0	1.0						
MAINLINE											
STATION STATION 1748+00 - 1749+00	159.6		1.0					1.0	3.0		
1749+00 - 1750+00	300.0								6.0		
1750+00 - 1751+00	76.2	3.0									
BRIDGE										40.0	
1758+00 - 1759+00		3.0							6.0		
1759+00 - 1760+00	273.9								3.0		
1760+00 - 1761+00	261.9										
MAINLINE - STAGE 1 & 2											
STATION STATION 1732+00 - 1747+00						322.0	37.0		9.0		
1747+00 - 1762+00						41.0			13.0		
1762+00 - 1777+00											1.0
TOTAL	1071.6	6.0	1.0	147.0	1.0	363.0	37.0	1.0	40.0	40.0	1.0
ADJUSTED TOTAL	1075.0	6.0	1.0	147.0	1.0	363.0	37.0	1.0	40.0	40.0	1.0

TEMPORARY BARRIER WALL SCHEDULE

LOCATION	63800920	70400100	70400200	78200011
	MODULAR GLARE SCREEN SYSTEM, TEMPORARY	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	BARRIER WALL REFLECTORS, TYPE C
	(FOOT)	(FOOT)	(FOOT)	(EACH)
MAINLINE - STAGE 1				
STATION STATION 1732+00 - 1747+00	1034.3	1034.3		21.0
1747+00 - 1762+00	1500.0	1500.0		30.0
1762+00 - 1777+00	1500.0	1500.0		30.0
1777+00 - 1792+00	328.2	328.2		7.0
MAINLINE - STAGE 2				
STATION STATION 1732+00 - 1747+00	1159.5		1159.5	23.0
1747+00 - 1762+00	1500.0		1500.0	30.0
1762+00 - 1777+00	1500.0		1500.0	30.0
1777+00 - 1792+00	202.6		202.6	5.0
TOTAL	8724.6	4362.5	4362.1	176.0
ADJUSTED TOTAL	8725.0	4363.0	4363.0	176.0

MODEL: D:\p\1\103825_174_cover_salt_fork\DOT\CAD_Sheets\0570A92_sht_Schedule_03.dgn



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PLOT SCALE = 20.0000 ' / in.	CHECKED - LDC	REVISED -
PLOT DATE = 3/17/2020	DATE - 03/16/20	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES			
I-74 OVER SALT FORK VERMILION RIVER			
SCALE:	SHEET 3	OF 7 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	18
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

PAVEMENT MARKING SCHEDULE

LOCATION	70107005 PAVEMENT MARKING BLACKOUT TAPE, 5"	70300220 TEMPORARY PAVEMENT MARKING - LINE, 4"	78001110 PAINT PAVEMENT MARKING - LINE, 4"	78001140 PAINT PAVEMENT MARKING - LINE, 8"	78100300 REPLACEMENT REFLECTOR	X0327980 PAVEMENT MARKING REMOVAL - WATER BLASTING	X7030005 TEMPORARY PAVEMENT MARKING REMOVAL	X7830050 RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	
	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(EACH)	(SQ FT)	(SQ FT)	(EACH)	
CROSSOVER EASTBOUND LANES									
<u>STATION</u>	<u>STATION</u>								
1706+00 - 1716+00		1000.0			25.0		333.3	25.0	
1716+00 - 1719+00		300.0					100.0		
1706+00 - 1741+53	887.0					370.0			
1758+92 - 1768+92		1000.0			25.0		333.3	25.0	
1768+92 - 1771+92		300.0					100.0		
1758+92 - 1782+70	593.0					247.1			
CROSSOVER WESTBOUND LANES									
<u>STATION</u>	<u>STATION</u>								
1733+00 - 1768+53		887.0				370.0			
1755+53 - 1758+53		300.0					100.0		
1758+53 - 1768+53		1000.0			25.0		333.3	25.0	
1773+92 - 1797+70	593.0					247.1			
1784+70 - 1787+70		300.0					100.0		
1787+70 - 1797+70		1000.0			25.0		333.3	25.0	
MAINLINE WESTBOUND LANES									
<u>STATION</u>	<u>STATION</u>								
1702+00 - 1717+00		294.0					98.0		
1717+00 - 1732+00		3000.0					1000.0		
1732+00 - 1747+00		5804.0	3152.7			628.7	1934.7		
1747+00 - 1762+00		6000.0	3375.0			1113.8	2000.0		
1762+00 - 1777+00		5966.0	3375.0			1113.8	1988.7		
1777+00 - 1792+00		3970.0	3375.0			1113.8	1323.3		
1792+00 - 1807+00		1138.0	3375.0			1113.8	379.3		
1807+00 - 1822+00			597.4			315.9			
MAINLINE EASTBOUND LANES									
<u>STATION</u>	<u>STATION</u>								
1687+00 - 1702+00		1181.8	701.6			232.2	393.9		
1702+00 - 1717+00		4703.0	2754.2	179.0		1113.8	1567.7		
1717+00 - 1732+00		5962.0	3297.0			1113.8	1987.3		
1732+00 - 1747+00		6000.0	3375.0			1113.8	2000.0		
1747+00 - 1762+00		5542.0	3375.0			1113.8	1847.3		
1762+00 - 1777+00		3000.0	3375.0			1113.8	1000.0		
1777+00 - 1792+00		40.0	1280.7			422.6	13.3		
TOTAL		2960.0	57800.8	35408.5	179.0	100.0	12857.4	19266.8	100.0
ADJUSTED TOTAL		2960.0	57801.0	35409.0	179.0	100.0	12858.0	19267.0	100.0

VARIABLE DEPTH TABLES

X4401198 HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH TABLE						
STATION	WB LANE			EB LANE		
	LEFT	CENTER	RIGHT	LEFT	CENTER	RIGHT
1748+46.80	4.00	4.00	4.00	4.00	4.00	4.00
1749+00.00	3.35	3.27	3.76	2.61	2.81	1.93
1749+50.00	2.03	1.77	2.30	1.05	1.32	0.71

ALL DEPTHS ARE IN INCHES

40603240 POLYMERIZED HMA BINDER COURSE - VARIABLE DEPTH TABLE						
STATION	WB LANE			EB LANE		
	LEFT	CENTER	RIGHT	LEFT	CENTER	RIGHT
1748+46.80	1.75	1.75	1.75	1.75	1.75	1.75
1749+00.00	1.75	1.75	1.75	1.75	1.75	1.75
1749+50.00	1.75	1.75	1.75	1.75	1.75	1.75
1750+00.00	3.28	3.72	3.15	4.51	4.17	4.51
1750+50.00	3.61	4.22	3.61	3.82	3.41	3.51
1750+46.80	3.43	4.06	3.68	4.40	4.82	4.69
OMIT BRIDGE						
1758+87.30	3.43	4.06	3.68	4.40	4.82	4.59
1759+50.00	3.61	4.32	3.90	4.39	4.79	4.87
1760+00.00	4.10	4.88	4.41	4.64	5.01	5.34
1760+50.00	3.02	3.71	3.35	3.36	3.66	4.05
1760+87.30	0.00	0.00	0.00	0.00	0.00	0.00

ALL DEPTHS ARE IN INCHES

MODEL: D:\p1\18-1038\05_174_cover_Salt_Fork\DOT\CAD_Schedule\570929_01_Schedule_01.dgn



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES			
I-74 OVER SALT FORK VERMILION RIVER			
SCALE:	SHEET 4	OF 7 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	19
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

DRAINAGE STRUCTURE SCHEDULE

LOCATION					28000500	28000510	54244405	60218400	60218600	60221300	60500040	60500060	Z0010615
	STRUCT NO.	RIM ELEV.	INVERT ELEV.	INVERT ELEV.	INLET AND PIPE PROTECTION	INLET FILTERS	FLUSH INLET BOX FOR MEDIAN, STD 542546	MANHOLES, TYPE A, 4'-DIA., TY 1 FRAME, CLOSED LID	MANHOLES, TYPE A, 4'-DIA., TYPE 4 FRAME AND GRATE	MANHOLES, TYPE A, 5'-DIA., TYPE 4 FRAME AND GRATE	REMOVING MANHOLES	REMOVING INLETS	CLEANING EXISTING INLETS
					(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)
WEST CROSSOVER													
STATION	OFFSET												
1734+38.0	- 3.9' LT	EX1	631.47	EX 628.02 (E.)	1.0								
1736+65.0	- 1.3' RT	PR1	631.78	626.74 (W.)		626.72 (E.)		1.0					
1738+15.0	- 2.0' RT	PR2	630.66	625.88 (W.)		625.86 (E.)			1.0				
1739+00.0	- 3.4' RT	PR3	629.85	625.39 (W.)	1.0	625.37 (E.)				1.0			
1740+74.0	- 3.7' RT	EX2	626.95	EX 624.39 (W.)	1.0	EX 623.74 (S.)	1.0						
1740+74.0	- 64.9' RT	EX4		EX 623.73 (N.)	1.0								
1740+74.0	- 60.0' LT	EX5		EX 624.51 (S.)	1.0								
EAST CROSSOVER													
STATION	OFFSET												
1773+97.0	- CL	PR4	599.10	596.55 (E.)	1.0	EX 596.43 (S.)	1.0					1.0	
1773+97.0	- CL	EX3	599.10	EX 596.43 (S.)									
1776+50.0	- CL	PR5	604.79	600.00 (W.)	1.0	600.10 (E.)	1.0						
1777+87.0	- CL	PR6	606.96	601.95 (W.)		602.05 (E.)		1.0					
1779+12.0	- CL	PR7	609.01	603.92 (W.)		604.02 (E.)		1.0					
1779+50.0	- CL	PR8	609.68	604.55 (W.)		604.95 (E.)		1.0					
1781+00.0	- CL	PR9	610.27	606.80 (W.)	1.0		1.0						
MAINLINE													
STATION	OFFSET												
1750+55.0	- 45.7' RT	EX6	612.85								1.0		
1750+52.0	- 18.6' RT	EX7	612.99								1.0		
1750+50.0	- 18.0' LT	EX8	612.89								1.0		
1750+56.0	- 45.2' LT	EX9	612.87								1.0		
1750+39.5	- 46.4' RT	MH1	613.40				1.0	1.0					
1750+39.5	- 18.2' RT	MH2	613.40				1.0	1.0					
1750+39.5	- 17.4' LT	MH3	613.40				1.0	1.0					
1750+39.5	- 45.8' LT	MH4	613.40				1.0	1.0					
1750+40.0	- 75' +/- RT												1.0
1750+40.0	- CL				1.0								1.0
1750+40.0	- 65' +/- LT												1.0
TOTAL					9.0	4.0	4.0	4.0	4.0	1.0	4.0	1.0	3.0
ADJUSTED TOTAL					9.0	4.0	4.0	4.0	4.0	1.0	4.0	1.0	3.0

MODEL: D:\dgn\11... FILE NAME: P:\13-1038\05_17\4_curef_Salt_Fork\10_IDOT\CAD_Sheets\0570092_dnt_Schedule_05.dgn

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	DATE - 03/16/20	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES			
I-74 OVER SALT FORK VERMILION RIVER			
SCALE:	SHEET 5	OF 7 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	20
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

STORM SEWER SCHEDULE

LOCATION	20800150	54248510	550A0090	550A0380	55100900	X5509900				
	TRENCH BACKFILL	CONCRETE COLLAR	STORM SEWERS, CLASS A, TYPE 1, 18"	STORM SEWERS, CLASS A, TYPE 2, 18"	STORM SEWER REMOVAL, 18"	ABANDON AND FILL EXISTING STORM SEWER				
	(CU YD)	(CU YD)	(FOOT)	(FOOT)	(FOOT)	(FOOT)				
WEST CROSSOVER										
<u>STATION</u>	<u>OFFSET</u>	TO	<u>STATION</u>	<u>OFFSET</u>						
1736+55.0	- 1.3' RT		1736+75.0	- 1.3' RT						
1736+55.5	- 1.3' RT		1736+63.5	- 1.3' RT	3.0					
1736+66.5	- 1.3' RT		1736+74.5	- 1.3' RT	3.0					
1738+05.0	- 3.2' RT		1738+25.0	- 3.2' RT		20.0				
1738+05.4	- 3.2' RT		1738+13.4	- 3.2' RT	3.0					
1738+16.4	- 3.2' RT		1738+24.4	- 3.2' RT	3.0					
1738+90.7	- 3.4' RT		1739+09.2	- 3.4' RT		20.0				
1738+90.7	- 3.4' RT		1738+98.7	- 3.4' RT	2.0					
1739+01.2	- 3.4' RT		1739+09.2	- 3.4' RT	2.0					
EAST CROSSOVER										
<u>STATION</u>	<u>OFFSET</u>	TO	<u>STATION</u>	<u>OFFSET</u>						
1773+99.0	- CL		1776+50.0	- CL	83.0					
1776+50.0	- CL		1777+87.0	- CL	45.0					
1777+87.0	- CL		1779+12.0	- CL	26.0					
1779+12.0	- CL		1779+50.0	- CL	8.0					
1779+50.0	- CL		1781+00.0	- CL	38.0					
MAINLINE										
<u>STATION</u>	<u>OFFSET</u>	TO	<u>STATION</u>	<u>OFFSET</u>						
1750+55	- 45.7' RT		1750+40.0	- 75' +/- RT		30.2				
1750+52	- 18.6' RT		1750+40.0	- CL		19.8				
1750+50	- 18.0' LT		1750+40.0	- CL		18.0				
1750+56	- 45.2' LT		1750+40.0	- 65' +/- LT		23.0				
TOTAL					216.0	4.8	701.0	48.0	60.0	91.0
ADJUSTED TOTAL					216.0	5.0	701.0	48.0	60.0	91.0

MODEL: D:\p1\13-1038\05_174_cover_Salt_Fork\DOT\CAD_Sheets\0570A92_sht_Schedule_06.dgn

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES			
I-74 OVER SALT FORK VERMILION RIVER			
SCALE:	SHEET 6	OF 7 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	21
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

EROSION CONTROL & SEEDING SCHEDULE

LOCATION	25000210	25000305	25000400	25000500	25000600	25100115	25100630	28000250	28000305	28000400		
	SEEDING, CLASS 2A	SEEDING, CLASS 3A	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	MULCH, METHOD 2	EROSION CONTROL BLANKET	TEMPORARY EROSION CONTROL SEEDING	TEMPORARY DITCH CHECKS	PERIMETER EROSION BARRIER		
	(ACRE)	(ACRE)	(POUND)	(POUND)	(POUND)	(ACRE)	(SQ YD)	(POUND)	(FOOT)	(FOOT)		
WEST CROSSOVER												
<u>STATION</u> 1733+00	-	<u>STATION</u> 1741+53	0.290	27.0	27.0	27.0	1404.0	87.0		68.0		
EAST CROSSOVER												
<u>STATION</u> 1773+97	-	<u>STATION</u> 1782+70	0.300	27.0	27.0	27.0	1453.0	90.0		72.0		
MAINLINE												
<u>STATION</u> 1748+00	-	<u>STATION</u> 1749+00	0.056	5.0	5.0	5.0	0.056	269.3	11.1	24.0	142.7	
1749+00	-	1750+00	0.177	15.9	15.9	15.9	0.177	854.8	35.3	24.0	246.8	
1750+00	-	1751+00	0.143	15.9	15.9	15.9	0.177	856.2	35.4		184.1	
BRIDGE												
1758+00	-	1759+00	0.069	0.034	26.3	26.3	0.293	1416.3	58.5		332.4	
1759+00	-	1760+00	0.198	0.293	13.7	13.7	0.153	739.3	30.5		149.7	
1760+00	-	1761+00	0.087	0.084	17.8	17.8	0.198	956.7	39.5	24.0	200.0	
			0.087	7.8	7.8	7.8	0.087	420.9	17.4	24.0	239.2	
MAINTENANCE												
									24.0			
TOTAL			1.32	0.41	156.5	156.5	156.5	1.1	8370.5	404.8	120.0	1635.0
ADJUSTED TOTAL			1.40	0.50	157.0	157.0	157.0	1.2	8371.0	405.0	120.0	1635.0

MODEL: D:\dxf\11... FILE NAME: P:\13-1038\05_174_cover_Salt_Fork\DOT\CAD_Sheets\0570092_sht_Schedule_07.dgn



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USER NAME = ndp	DESIGNED - MNB	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN - NDP	REVISED -
PLOT DATE = 3/17/2020	CHECKED - LDC	REVISED -
	DATE - 03/16/20	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

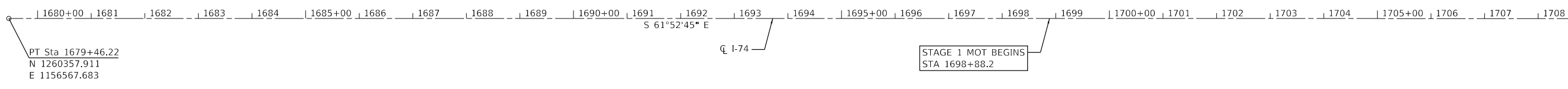
SCHEDULE OF QUANTITIES	
I-74 OVER SALT FORK VERMILION RIVER	
SCALE:	SHEET 7 OF 7 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	22
CONTRACT NO. 70A92				

ILLINOIS	FED. AID PROJECT
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MATCHLINE STA 1709+00



LEGEND

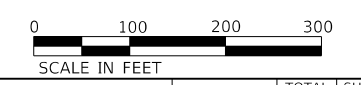
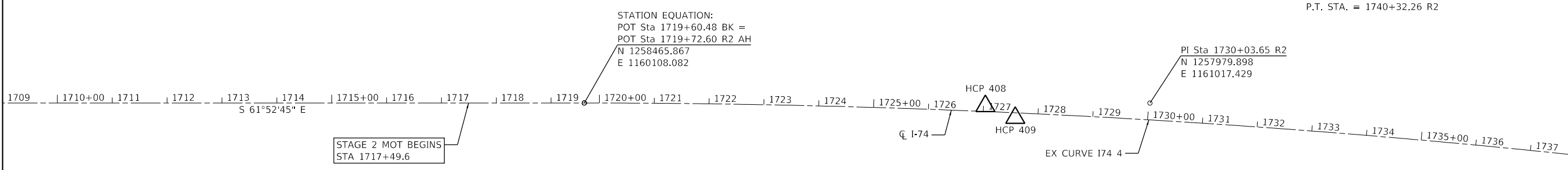
- = BENCHMARK (BM) LOCATION
- = HORIZONTAL CONTROL POINT (HCP) LOCATION

EXIST. CURVE I74.4
 PI STA. = 1730+03.65 R2
 Δ = 6° 49' 27" (RT)
 D = 0° 19' 53"
 R = 17,292.86'
 T = 1,031.04'
 L = 2,059.65'
 E = 30.71'
 e = _____
 T.R. = _____
 S.E. RUN = _____
 P.C. STA. = 1719+72.60 R2
 P.T. STA. = 1740+32.26 R2



MATCHLINE STA 1738+00

MATCHLINE STA 1709+00



MODEL: D:\dgn\1111\B-1038.05 I74 over Salt Fork IDOT\CAD Sheets\I74092.stn\I74C_01.dgn

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 Engineering Group, LLC
 477 South Third Street
 Suite 270
 Geneva, Illinois 60134
 630.333.8187 phone
 www.kaskaskiaeng.com
 Illinois Professional Design Firm
 34-06713
 38-088586

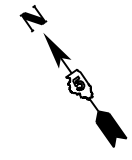
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	DATE - 03/16/20	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**HORIZONTAL AND VERTICAL CONTROL PLANS
 I-74 OVER SALT FORK VERMILION RIVER**

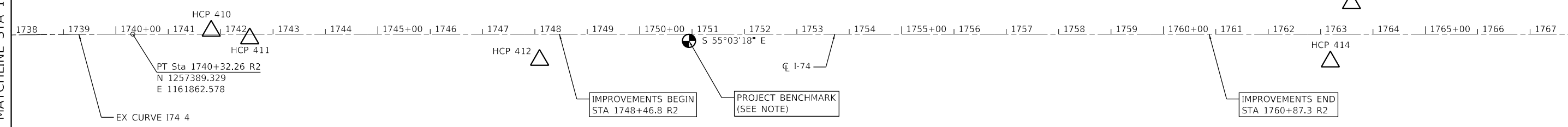
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74	(92-11)BR-1	VERMILION	161	23
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

SCALE: 1"=100' SHEET 1 OF 3 SHEETS STA. 1679+46.22 TO STA. 1738+00



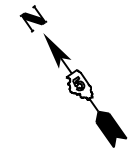
MATCHLINE STA 1738+00

MATCHLINE STA 1768+00



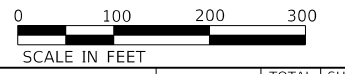
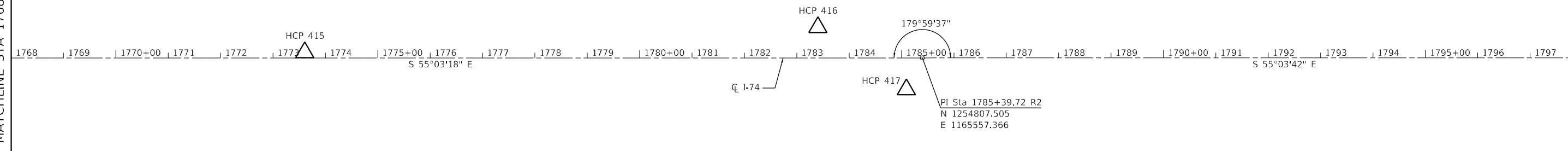
LEGEND

- = BENCH MARK (BM) LOCATION
- = HORIZONTAL CONTROL POINT (HCP) LOCATION



MATCHLINE STA 1768+00

MATCHLINE STA 1798+00



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USER NAME = ndp	DESIGNED - MNB	REVISED -
PLOT SCALE = 200.0000' / in.	DRAWN - NDP	REVISED -
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	DATE - 03/16/20	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

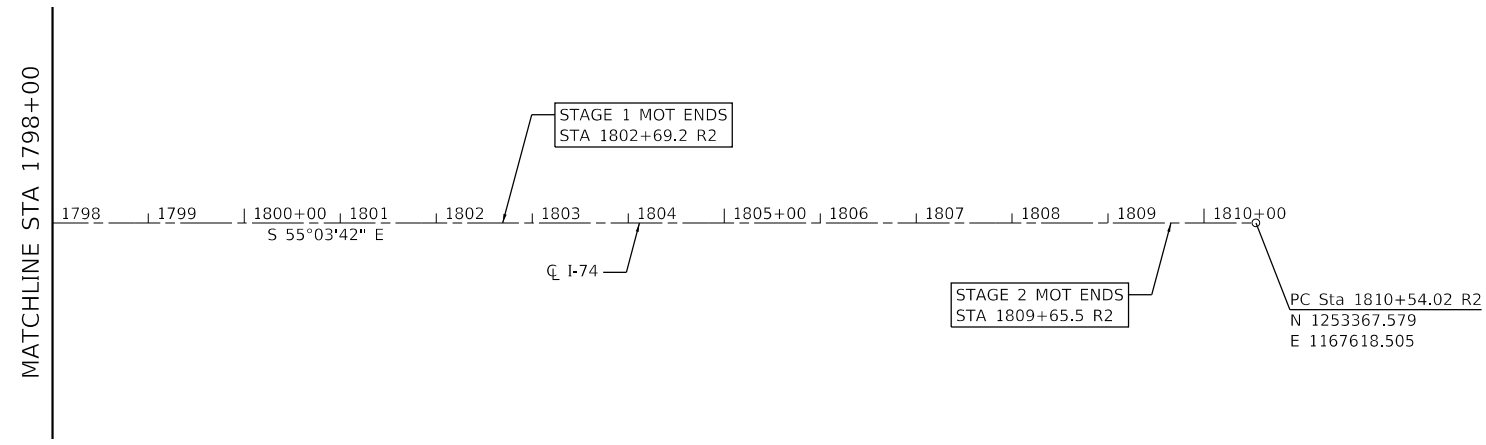
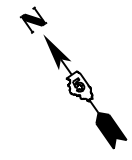
**HORIZONTAL AND VERTICAL CONTROL PLANS
I-74 OVER SALT FORK VERMILION RIVER**

SCALE: 1"=100' SHEET 2 OF 3 SHEETS STA. 1738+00 TO STA. 1798+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	24
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

LEGEND

- ⊙ = BENCH MARK (BM) LOCATION
- △ = HORIZONTAL CONTROL POINT (HCP) LOCATION



NOTES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR SETTING ADDITIONAL CONTROL POINTS AND BENCHMARKS SHOULD THE ONES PROVIDED BE LOST OR DESTROYED DURING CONSTRUCTION ACTIVITIES.

BENCHMARKS

CHISLED SQUIRE ON TOP OF ABUTMENT END TREATMENT, LOCATED AT THE NORTHWEST CORNER OF THE SOUTH STRUCTURE; S.N. 092-0006.

ELEVATION = 612.39

HORIZONTAL CONTROL POINTS (NAD 83)

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
408	1258116.454	1160750.375	638.413	174	1727+03.55 R2	10.02' LT	
409	1258071.767	1160788.233	638.430	174	1727+58.90 R2	9.14' RT	
410	1257308.479	1161988.799	627.665	174	1741+82.03 R2	6.02' LT	
411	1257254.675	1162040.752	627.046	174	1742+55.43 R2	8.32' RT	
412	1256904.027	1162470.889	618.254	174	1748+08.87 R2	49.37' RT	
413	1256104.819	1163803.456	584.169	174	1763+58.95 R2	58.79' LT	
414	1256036.614	1163706.681	586.200	174	1763+18.69 R2	52.54' RT	
415	1255491.518	1164596.726	600.015	174	1773+60.49 R2	10.45' LT	
416	1254969.502	1165427.221	615.209	174	1783+40.25 R2	58.24' LT	
417	1254775.648	1165497.853	617.659	174	1785+09.19 R2	60.20' RT	

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USER NAME = ndp	DESIGNED - MNB	REVISED -
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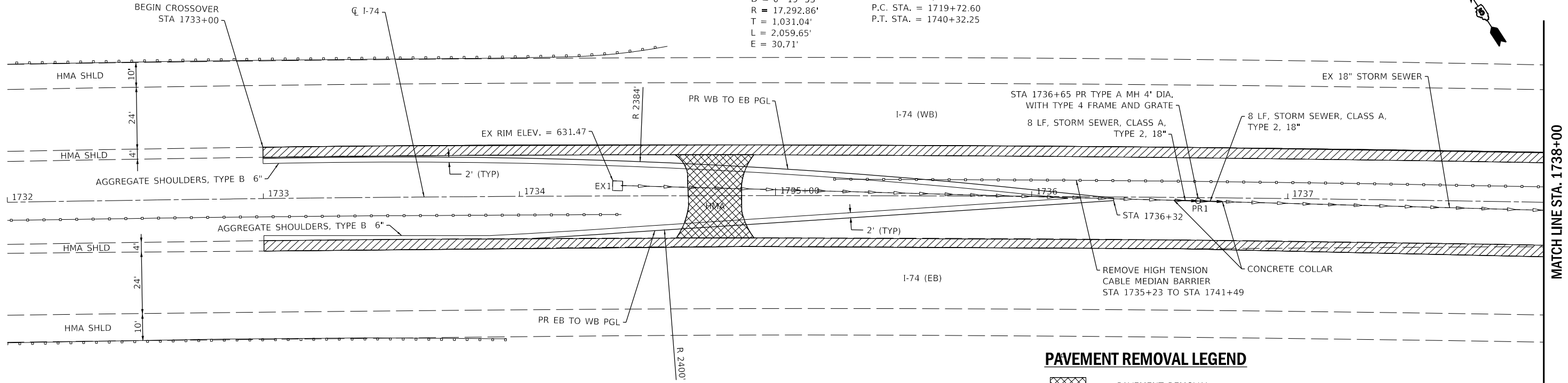
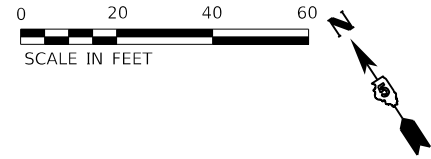
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HORIZONTAL AND VERTICAL CONTROL PLANS
I-74 OVER SALT FORK VERMILION RIVER

SCALE: 1"=100' SHEET 3 OF 3 SHEETS STA. 1798+00 TO STA. 1810+54.02

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	25
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

EXIST. CURVE 10
 PI STA. = 1730+03.64 e = N/A
 $\Delta = 6^\circ 49' 27''$ (RT) T.R. = N/A
 $D = 0^\circ 19' 53''$ S.E. RUN = N/A
 $R = 17,292.86'$ P.C. STA. = 1719+72.60
 $T = 1,031.04'$ P.T. STA. = 1740+32.25
 $L = 2,059.65'$
 $E = 30.71'$

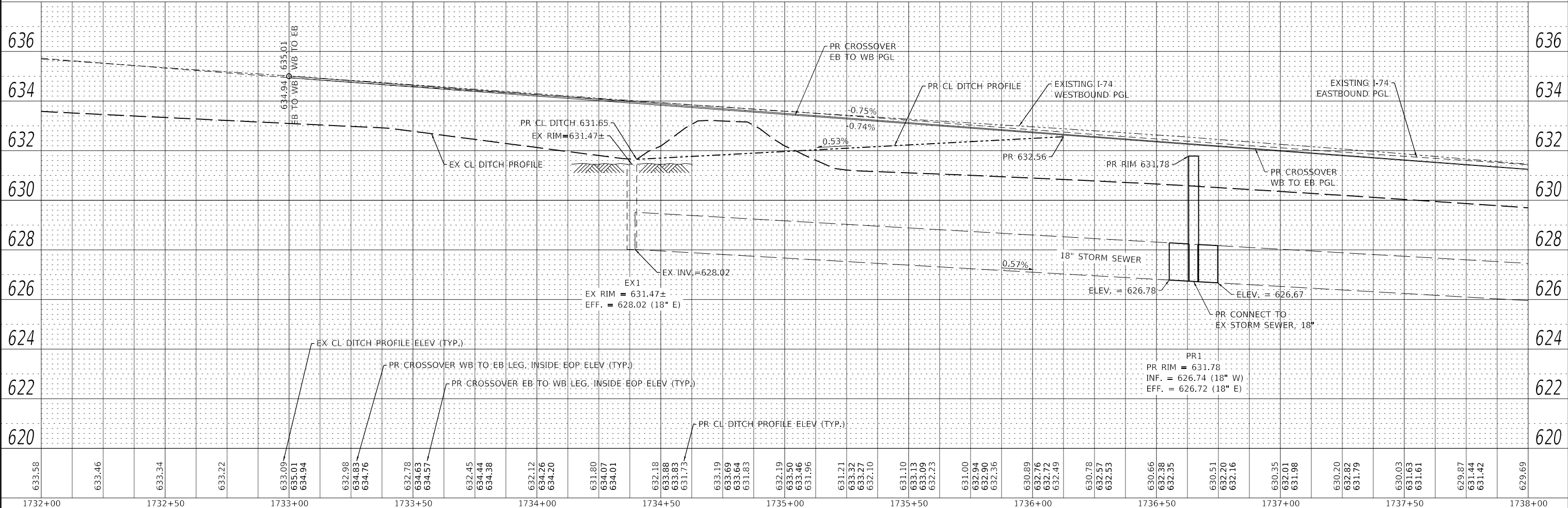


PAVEMENT REMOVAL LEGEND

PAVEMENT REMOVAL

PAVED SHOULDER REMOVAL

S10 T19N R12W

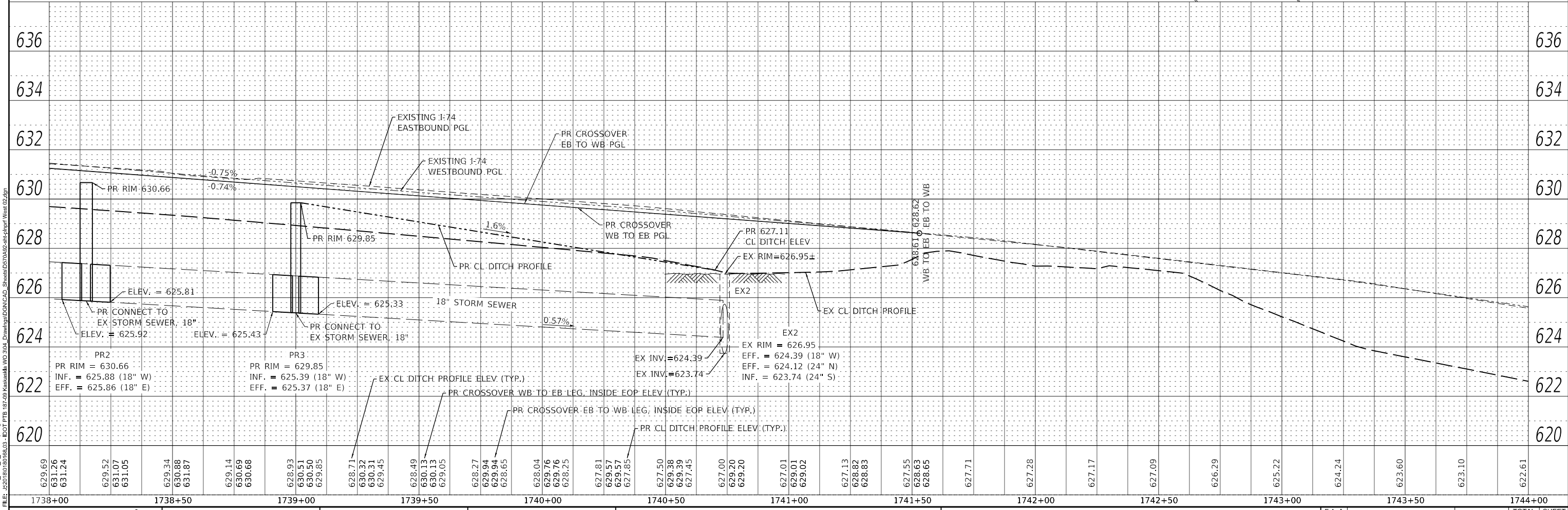
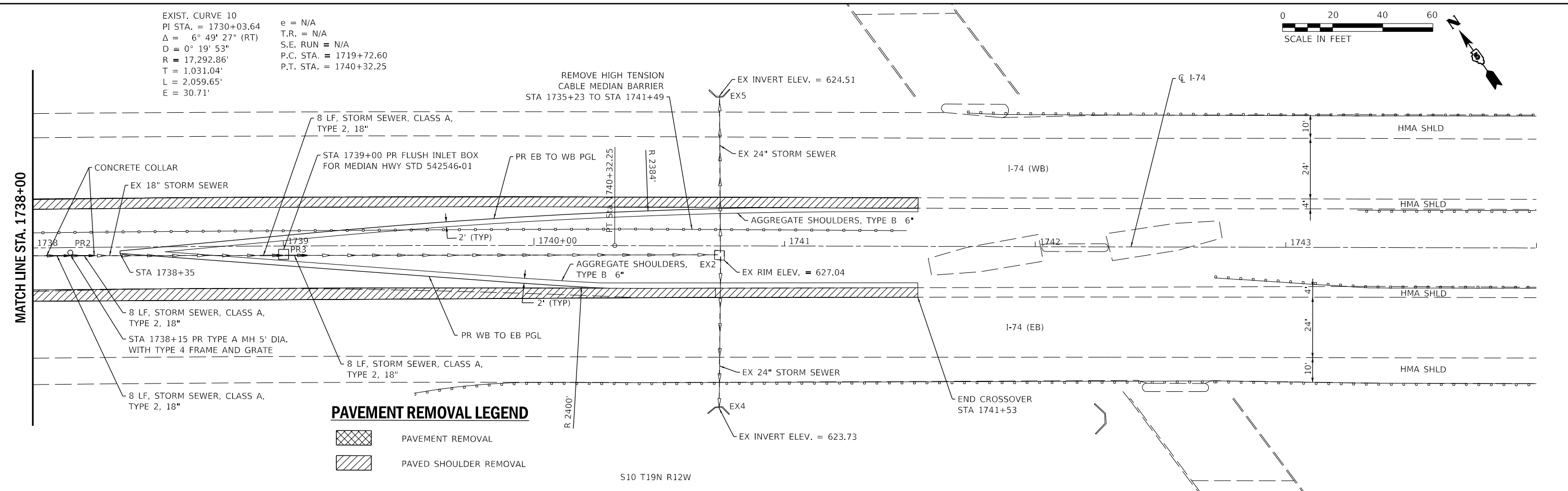
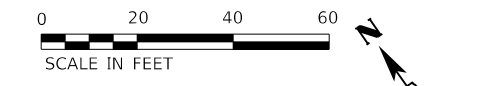


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1732+00	1732+50	1733+00	1733+50	1734+00	1734+50	1735+00	1735+50	1736+00	1736+50	1737+00	1737+50	1738+00	USER NAME = rstaley DESIGNED - RWS DRAWN - RJT PLOT SCALE = 24x0.00" = 1/4" PLOT DATE = 3/16/2020		DATE = 03/13/20		DESIGNED - RWS DRAWN - RJT CHECKED - BPT DATE = 03/13/20		REVISED REVISED REVISED REVISED		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		PLAN AND PROFILE - WEST CROSSOVER I-74 OVER SALT FORK VERMILION RIVER		SCALE: 1"=20'(H)/1"=2'(V) SHEET 1 OF 4 SHEETS STA. 1732+00 TO STA. 1738+00		F.A. I. RTE. 74 SECTION (92-11) COUNTY VERMILION TOTAL SHEETS 161 SHEET NO. 26		CONTRACT NO. 70A92		ILLINOIS FED. AID PROJECT																																								

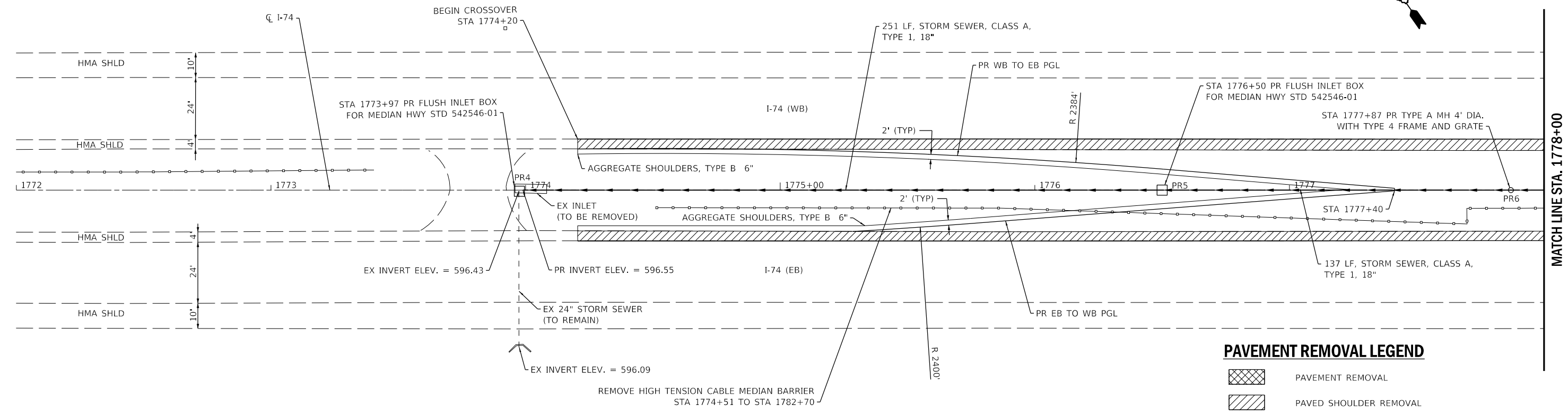
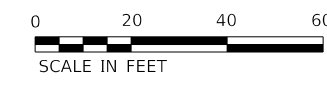
EXIST. CURVE 10
 PI STA. = 1730+03.64
 $\Delta = 6^\circ 49' 27''$ (RT)
 $D = 0^\circ 19' 53''$
 $R = 17,292.86'$
 $T = 1,031.04'$
 $L = 2,059.65'$
 $E = 30.71'$

$e = N/A$
 $T.R. = N/A$
 $S.E. RUN = N/A$
 $P.C. STA. = 1719+72.60$
 $P.T. STA. = 1740+32.25$



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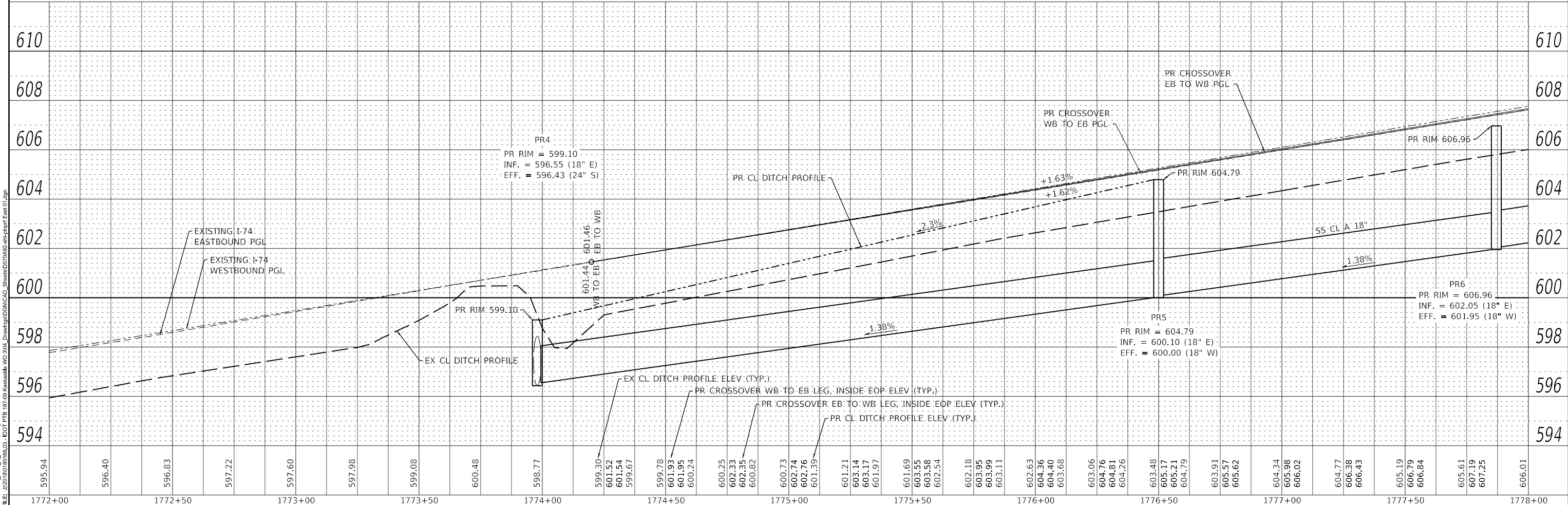
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Farnsworth GROUP 2211 BRADLEY AVENUE CHAMPAIGN, ILLINOIS 61821 (217) 352-7408 / info@fw.com			USER NAME = rstaley		DESIGNED - RWS		DRAWN - RJT		CHECKED - BPT		PLOT DATE = 3/16/2020		DATE = 03/13/20		REVISIONS		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		PLAN AND PROFILE - WEST CROSSOVER I-74 OVER SALT FORK VERMILION RIVER		SCALE: 1"=20'(H)/1"=2'(V)		SHEET 2 OF 4 SHEETS		STA. 1738+00 TO STA. 1744+00		F.A. I. RTE. 74		SECTION (92-11)		COUNTY VERMILION		TOTAL SHEETS 161		SHEET NO. 27		CONTRACT NO. 70A92		ILLINOIS FED. AID PROJECT																																												



PAVEMENT REMOVAL LEGEND

- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL

S14 T19N R12W



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595.94	596.40	596.83	597.22	597.60	597.98	599.08	600.48	598.77	599.30	601.52	601.54	599.67	599.78	601.93	601.95	600.24	600.25	602.33	602.35	600.82	600.73	602.74	602.76	601.39	601.21	603.14	603.17	601.97	601.69	603.55	603.58	602.54	602.18	603.95	603.99	603.11	602.63	604.36	604.40	603.68	603.06	604.76	604.81	604.26	603.48	605.17	605.21	604.79	603.91	605.57	605.62	604.34	605.98	606.02	604.77	606.38	606.43	605.19	606.79	606.84	605.61	607.19	607.25	606.01

Farnsworth GROUP
 2211 BRADLEY AVENUE
 CHAMPAIGN, ILLINOIS 61821
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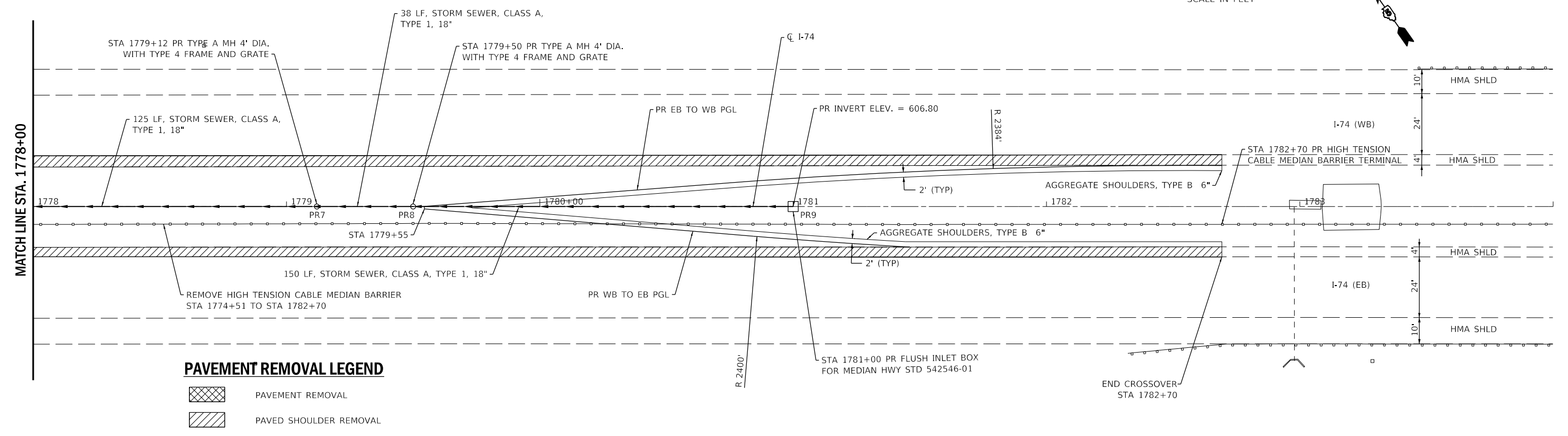
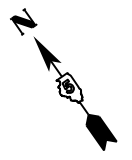
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE - EAST CROSSOVER
I-74 OVER SALT FORK VERMILION RIVER**

SCALE: 1"=20'(H)/1"=2'(V) SHEET 3 OF 4 SHEETS STA. 1772+00 TO STA. 1778+00

F.A. I. RTE. 74	SECTION (92-11)	COUNTY VERMILION	TOTAL SHEETS 161	SHEET NO. 28
CONTRACT NO. 70A92			ILLINOIS FED. AID PROJECT	

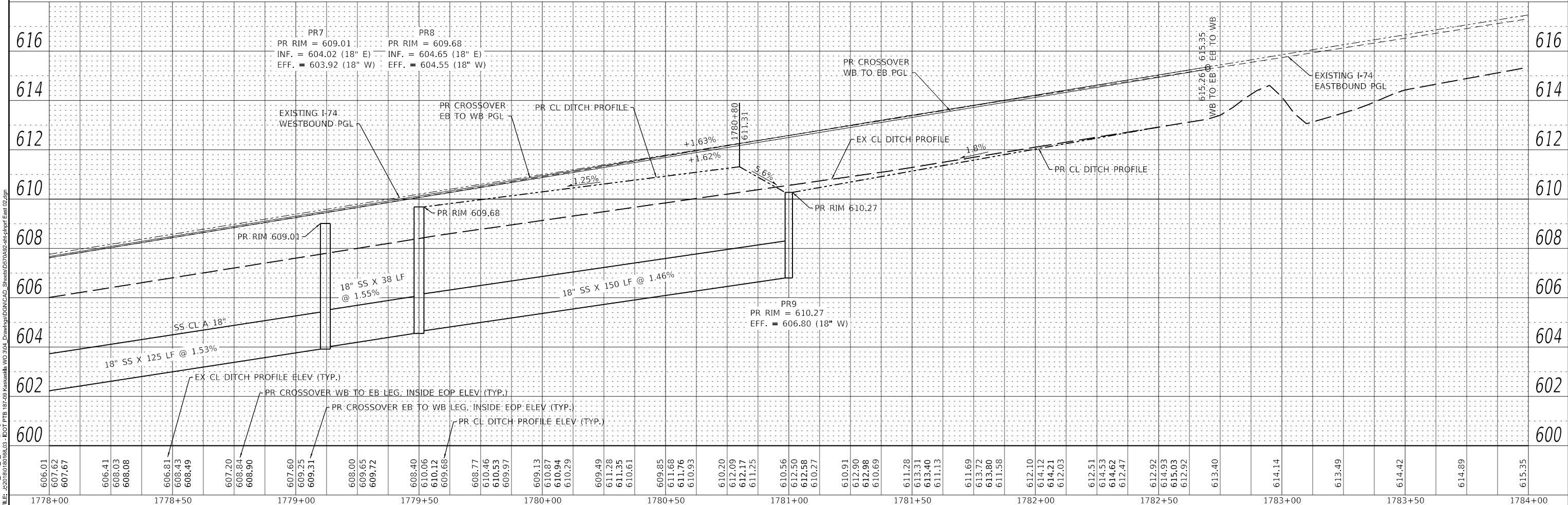


PAVEMENT REMOVAL LEGEND

PAVEMENT REMOVAL

PAVED SHOULDER REMOVAL

S14 T19N R12W



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1778+00			1778+50			1779+00			1779+50			1780+00			1780+50			1781+00			1781+50			1782+00			1782+50			1783+00			1783+50			1784+00																																							

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 CHAMPAIGN, ILLINOIS 61821
 (217) 352-7408 / info@f-w.com

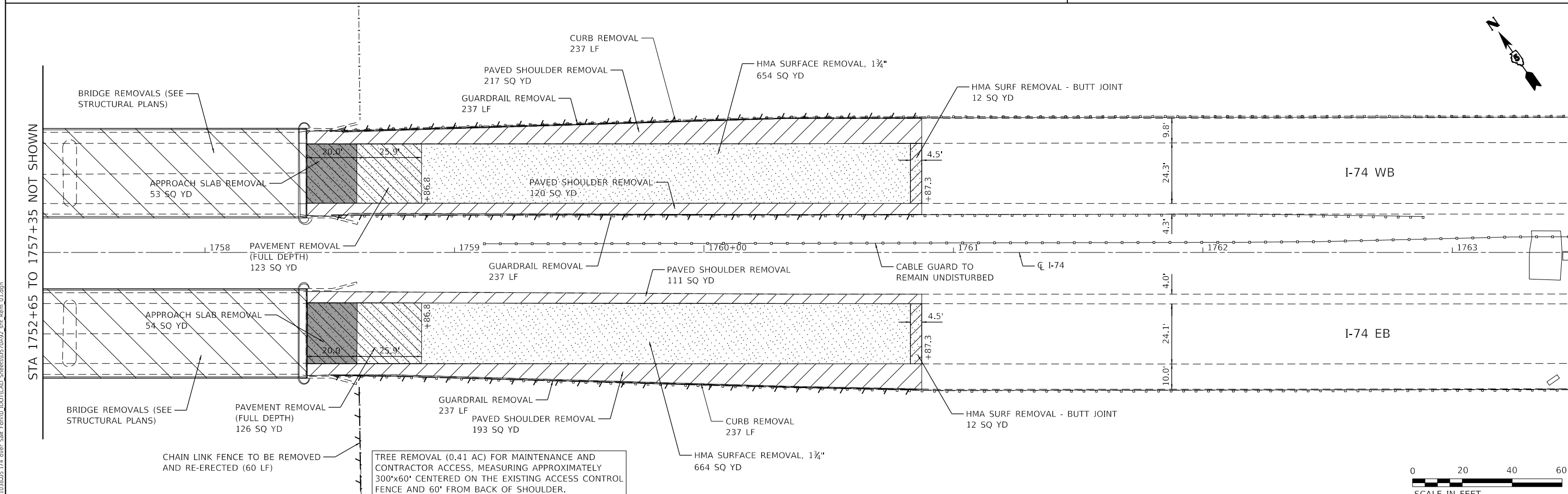
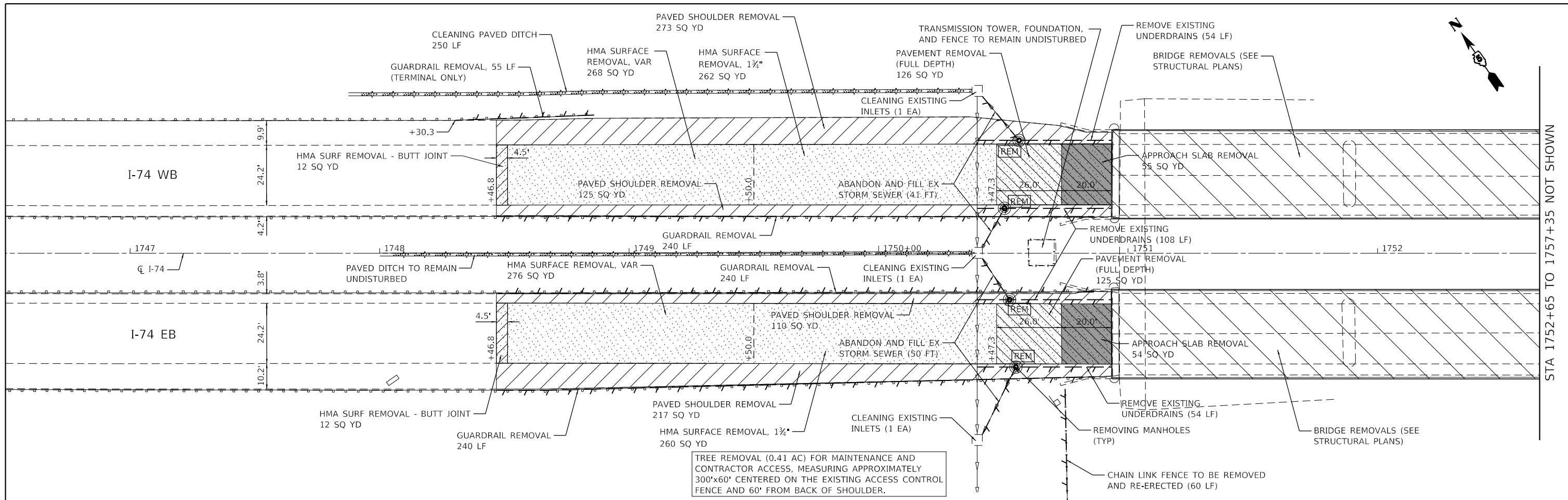
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PLOT DATE = 3/16/2020	DATE - 03/13/20	REVISED

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE - EAST CROSSOVER
 I-74 OVER SALT FORK VERMILION RIVER**

SCALE: 1"=20'(H)/1"=2'(V) SHEET 4 OF 4 SHEETS STA. 1778+00 TO STA. 1784+00

F.A. I. RTE. 74	SECTION (92-11J)	COUNTY VERMILION	TOTAL SHEETS 161	SHEET NO. 29
CONTRACT NO. 70A92			ILLINOIS FED. AID PROJECT	



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 630.333.8877 phone
 www.kaskaskiaeng.com
 ILLINOIS PROFESSIONAL ENGINEERING FIRM
 03/16/2020 11:34:23 AM
 38-088586

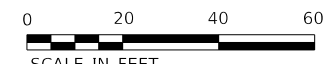
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	DATE - 03/16/20	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLANS
 I-74 OVER SALT FORK VERMILION RIVER**

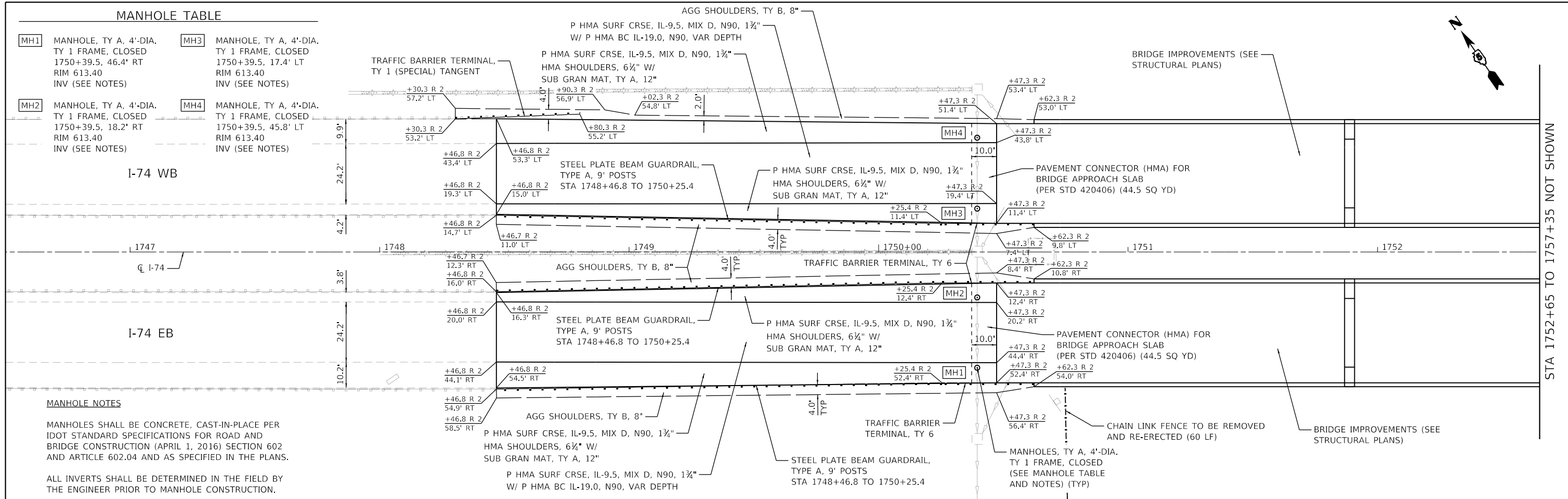
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	30
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				



MANHOLE TABLE

MH1	MANHOLE, TY A, 4'-DIA. TY 1 FRAME, CLOSED 1750+39.5, 46.4' RT RIM 613.40 INV (SEE NOTES)	MH3	MANHOLE, TY A, 4'-DIA. TY 1 FRAME, CLOSED 1750+39.5, 17.4' LT RIM 613.40 INV (SEE NOTES)
MH2	MANHOLE, TY A, 4'-DIA. TY 1 FRAME, CLOSED 1750+39.5, 18.2' RT RIM 613.40 INV (SEE NOTES)	MH4	MANHOLE, TY A, 4'-DIA. TY 1 FRAME, CLOSED 1750+39.5, 45.8' LT RIM 613.40 INV (SEE NOTES)



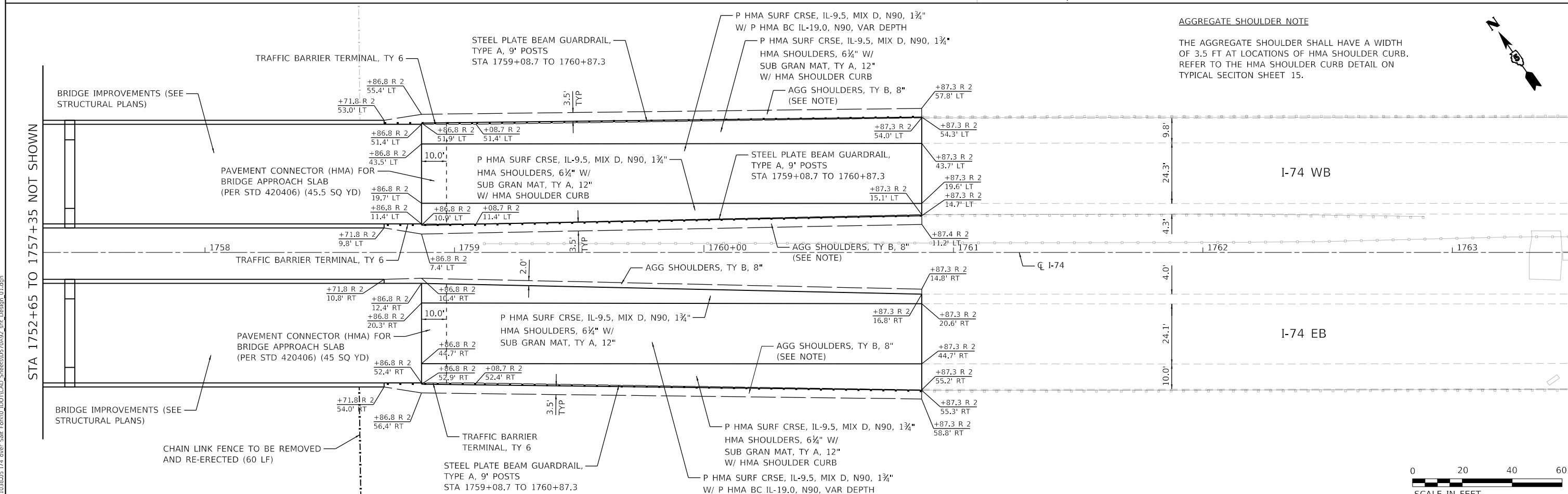
MANHOLE NOTES

MANHOLES SHALL BE CONCRETE, CAST-IN-PLACE PER IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (APRIL 1, 2016) SECTION 602 AND ARTICLE 602.04 AND AS SPECIFIED IN THE PLANS.

ALL INVERTS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER PRIOR TO MANHOLE CONSTRUCTION.

AGGREGATE SHOULDER NOTE

THE AGGREGATE SHOULDER SHALL HAVE A WIDTH OF 3.5 FT AT LOCATIONS OF HMA SHOULDER CURB. REFER TO THE HMA SHOULDER CURB DETAIL ON TYPICAL SECTION SHEET 15.



CHAIN LINK FENCE TO BE REMOVED AND RE-ERECTED (60 LF)



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Kaskaskia
Engineering Group, LLC
PROFESSIONAL REGISTRATION
Illinois Professional Design Firm
Professional Engineering Group

USER NAME = ndp	DESIGNED - MNB	REVISED -
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PLOT DATE = 3/17/2020	CHECKED - LDC	REVISED -
	DATE - 3/16/20	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROADWAY PLANS
I-74 OVER SALT FORK VERMILION RIVER

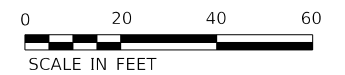
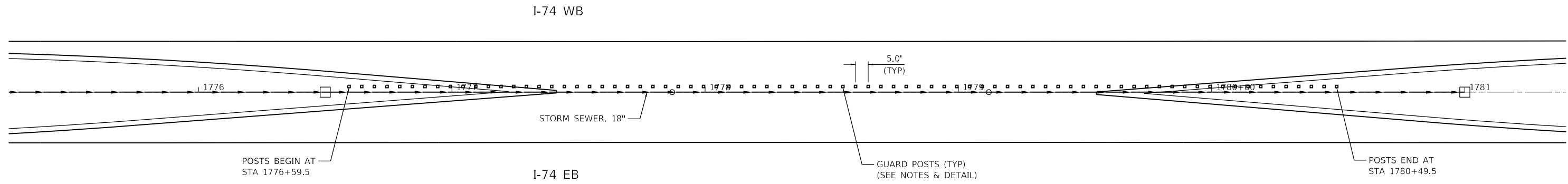
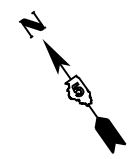
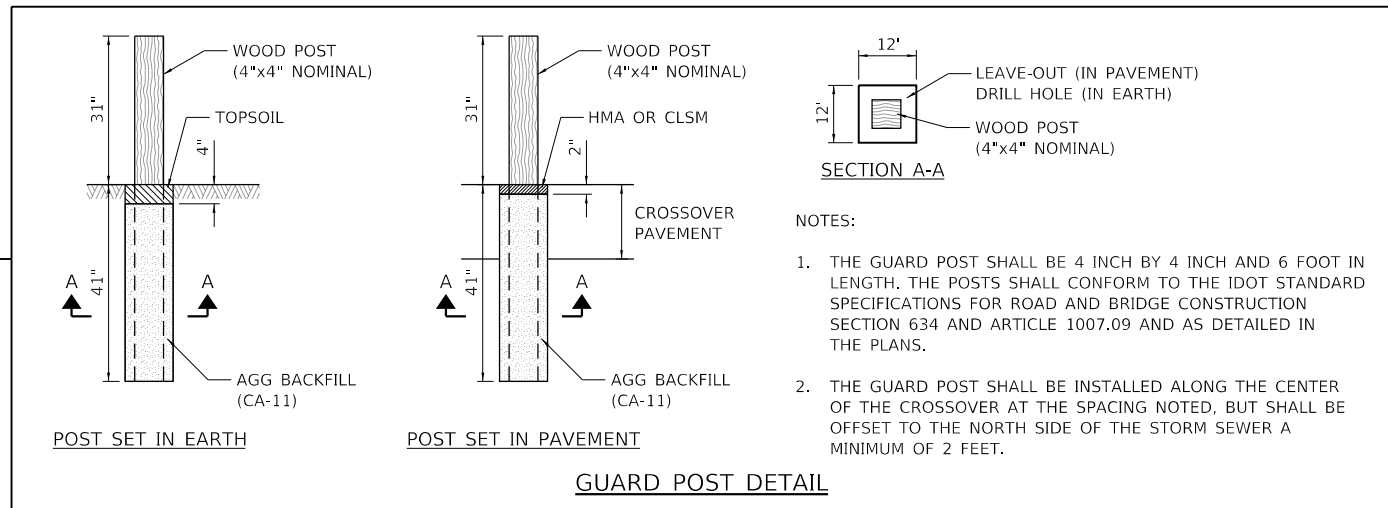
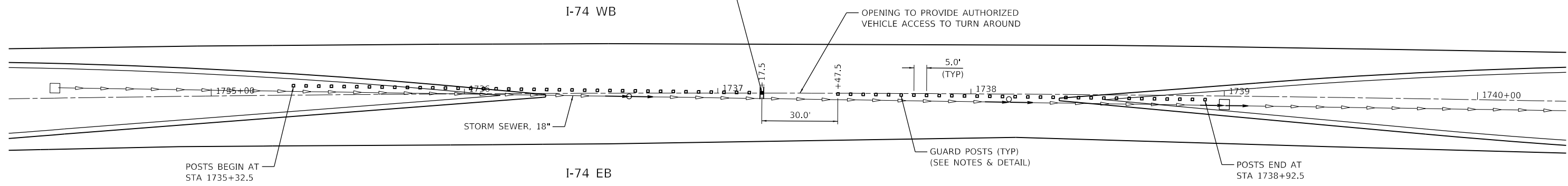
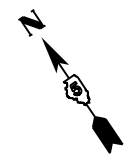
SCALE: 1"=20'

SHEET 1 OF 2 SHEETS STA. 1748+46.8 TO STA. 1760+87.3

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	31
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				



SIGN PANEL - TYPE 1 MOUNTED ON SAME WOOD SUPPORT
 STA 1737+17.5
 (R3-4 - 36X36) (2 EA)
 (R3-I101 - 36X24) (2 EA)



MODEL: D:\p1\10386.05 I74 over Salt Fork\DOT\CAD Sheets\I0570992_sht_Design_02.dgn
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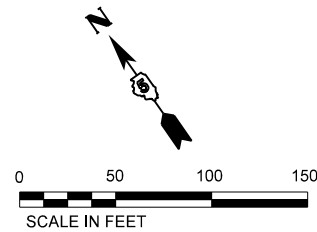


USER NAME = ndp	DESIGNED - MNB	REVISED -
PLOT SCALE = 40.0000' / in.	DRAWN - NDP	REVISED -
PLOT DATE = 3/17/2020	CHECKED - LDC	REVISED -
	DATE - 03/16/20	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

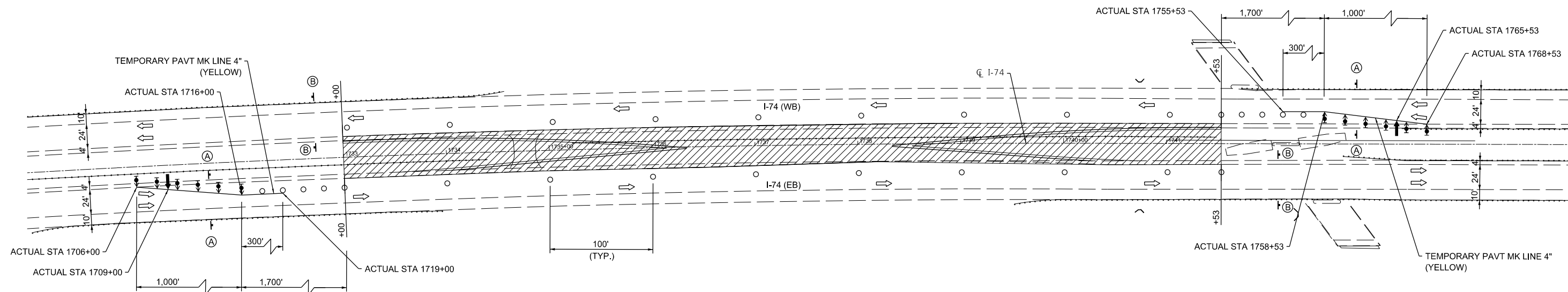
ROADWAY PLANS			
I-74 OVER SALT FORK VERMILION RIVER			
SCALE: 1"=20'	SHEET 2	OF 2 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	32
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				



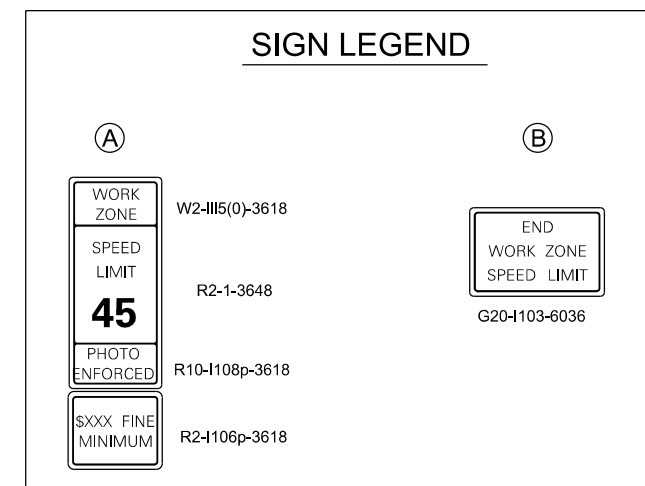
LEGEND

- SIGN
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURNING MONODIRECTIONAL LIGHT AT 50' CENTERS UNLESS OTHERWISE NOTED ON PLANS
- DRUM AT 100' CENTERS UNLESS OTHERWISE NOTED ON PLANS
- WORK ZONE
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD



NOTES:

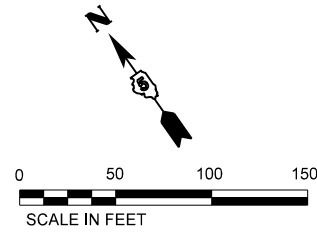
1. UTILIZE TRAFFIC CONTROL STANDARD 701400 AND 701401 FOR THE PLACEMENT OF ADVANCE WARNING SIGNS.
2. PLACE YIELD AND WARNING SIGNS ON EASTBOUND ON-RAMP AT STA 1713+00, PER STANDARD 701411.
3. PER STANDARD 781001-04 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS. THE MULTI-LANE DIVIDED DISTANCE BETWEEN RAISED REFLECTIVE PAVEMENT MARKERS EQUALS 80'. QUANTITIES FOR RAISED REFLECTIVE PAVEMENT MARKER AND RAISED REFLECTIVE PAVEMENT MARKER REMOVAL WILL REFLECT THAT DISTANCE.



USER NAME = rstaley	DESIGNED - RWS	REVISED	
	DRAWN - RJT	REVISED	
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PLOT DATE = 3/16/2020 12:54:30 PM	DATE - 03/13/20	REVISED	

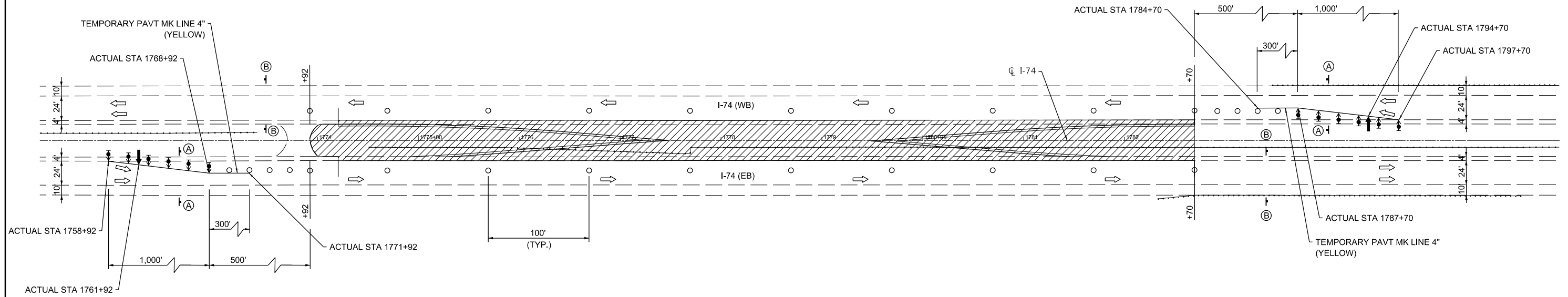
TRAFFIC CONTROL PLAN - WEST CROSSOVER I-74 OVER SALT FORK VERMILION RIVER			
SCALE: 1" = 50'	SHEET 1 OF 2 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)	VERMILION	161	33
			CONTRACT NO. 70A92	
ILLINOIS FED. AID PROJECT				



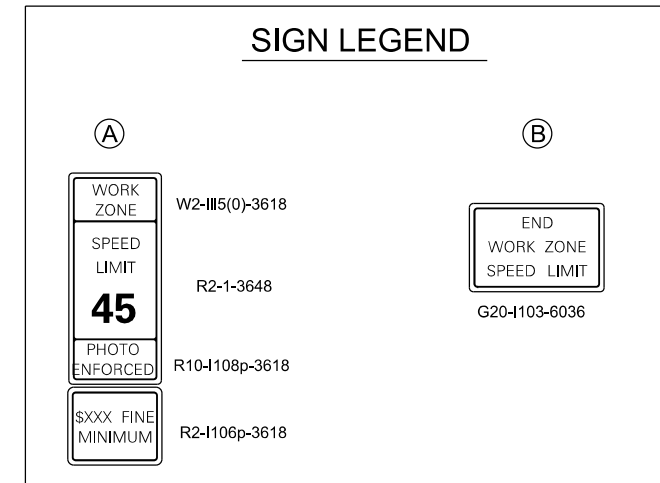
LEGEND

- SIGN
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURNING MONODIRECTIONAL LIGHT AT 50' CENTERS UNLESS OTHERWISE NOTED ON PLANS
- DRUM AT 100' CENTERS UNLESS OTHERWISE NOTED ON PLANS
- WORK ZONE
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD



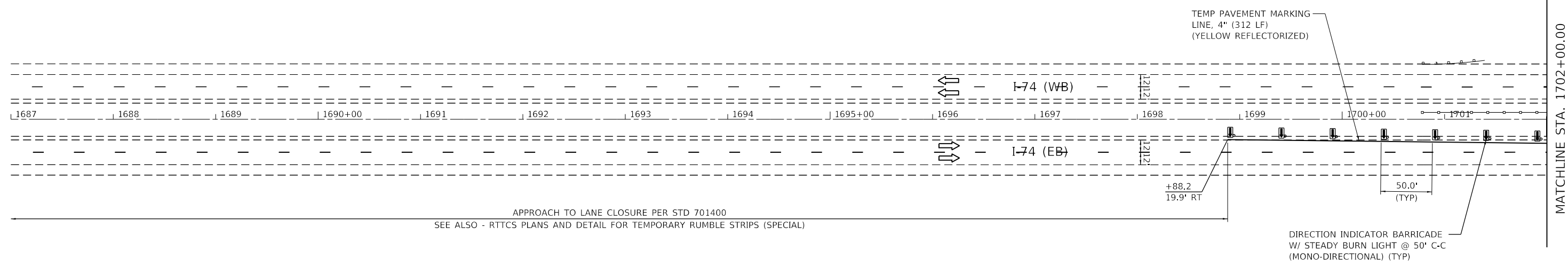
NOTES:

1. UTILIZE TRAFFIC CONTROL STANDARD 701400 AND 701401 FOR THE PLACEMENT OF ADVANCE WARNING SIGNS.
2. PLACE YIELD AND WARNING SIGNS ON EASTBOUND ON-RAMP AT STA 1713+00, PER STANDARD 701411.
3. PER STANDARD 781001-04 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS. THE MULTI-LANE DIVIDED DISTANCE BETWEEN RAISED REFLECTIVE PAVEMENT MARKERS EQUALS 80'. QUANTITIES FOR RAISED REFLECTIVE PAVEMENT MARKER AND RAISED REFLECTIVE PAVEMENT MARKER REMOVAL WILL REFLECT THAT DISTANCE.

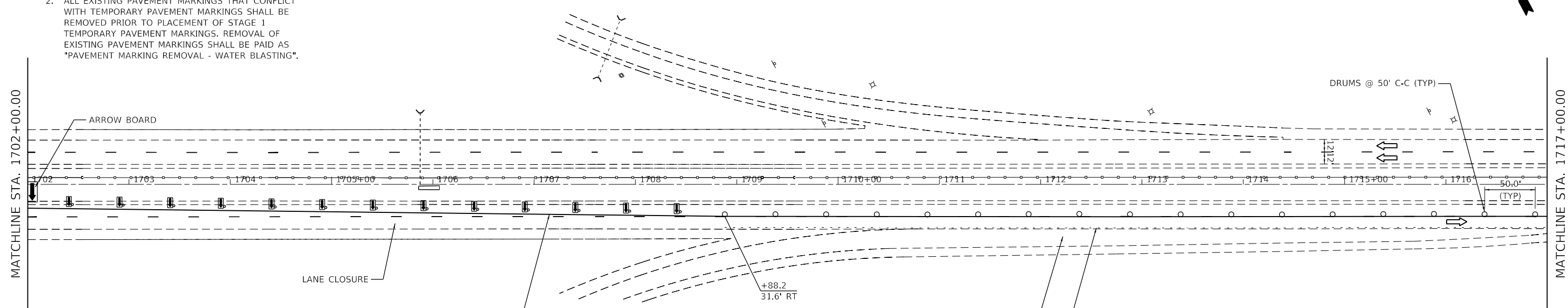


USER NAME = rslaley	DESIGNED - RWS	REVISED
	DRAWN - RJT	REVISED
PLOT SCALE = 24,000' / ft.	CHECKED - BPT	REVISED
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)	VERMILION	161	34
CONTRACT NO.			70A92	
ILLINOIS FED. AID PROJECT				

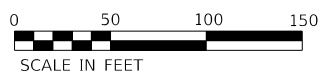


- NOTES:
- FOR ADDITIONAL DETAIL INFORMATION, SEE IDOT STANDARDS 701400 AND 701416.
 - ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO PLACEMENT OF STAGE 1 TEMPORARY PAVEMENT MARKINGS. REMOVAL OF EXISTING PAVEMENT MARKINGS SHALL BE PAID AS "PAVEMENT MARKING REMOVAL - WATER BLASTING".



LEGEND

- TRAFFIC FLOW ARROW
- ARROW BOARD
- DRUM
- DIRECTION INDICATOR BARRICADE W/ STEADY BURN LIGHT



MODEL: D:\p1\1038205_174_cvr\1038205_174_cvr.dwg
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 PROJECT: I-74 OVER SALT FORK VERMILION RIVER
 SHEET: 161 OF 35

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 Illinois Professional Design Firm
 Professional Engineering Group

USER NAME = ndp	DESIGNED - MNB	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN - NDP	REVISED -
PLOT DATE = 3/17/2020	CHECKED - LDC	REVISED -
	DATE - 03/16/20	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

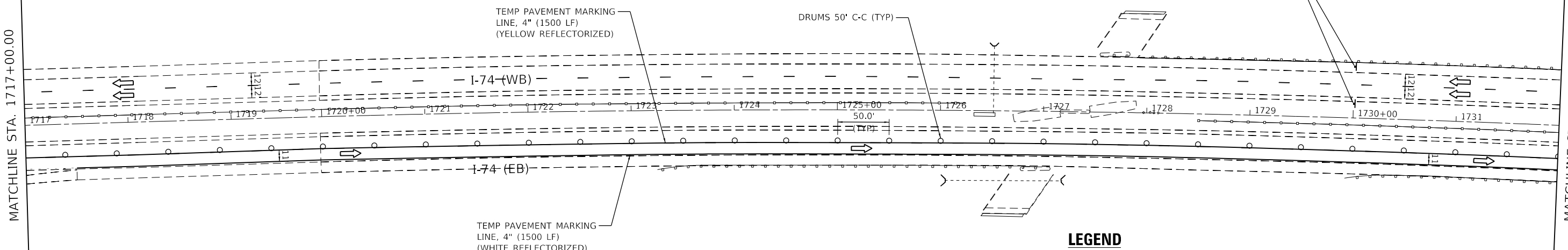
**MAINTENANCE OF TRAFFIC - STAGE 1
 I-74 OVER SALT FORK VERMILION RIVER**

SCALE: 1"=50' SHEET 1 OF 8 SHEETS STA. 1698+88.2 TO STA. 1717+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	35
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

MATCHLINE STA. 1717+00.00

MATCHLINE STA. 1732+00.00



END WORK ZONE SPEED LIMIT

END WORK ZONE SPEED LIMIT SIGNS (G20-1103-6036) STA 1730+00

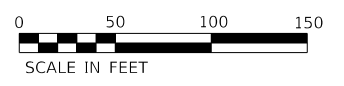
TEMP PAVEMENT MARKING LINE, 4" (1500 LF) (YELLOW REFLECTORIZED)

DRUMS 50' C-C (TYP)

TEMP PAVEMENT MARKING LINE, 4" (1500 LF) (WHITE REFLECTORIZED)

LEGEND

- TRAFFIC FLOW ARROW
- DRUM
- DRUM W/ STEADY BURN LIGHT
- VERTICAL PANEL
- TYPE II BARRICADE W/ STEADY BURN LIGHT
- TEMPORARY CONCRETE BARRIER
- TYPE III BARRICADE W/ FLASHING LIGHTS
- DIRECTION INDICATOR BARRICADE W/ STEADY BURN LIGHT

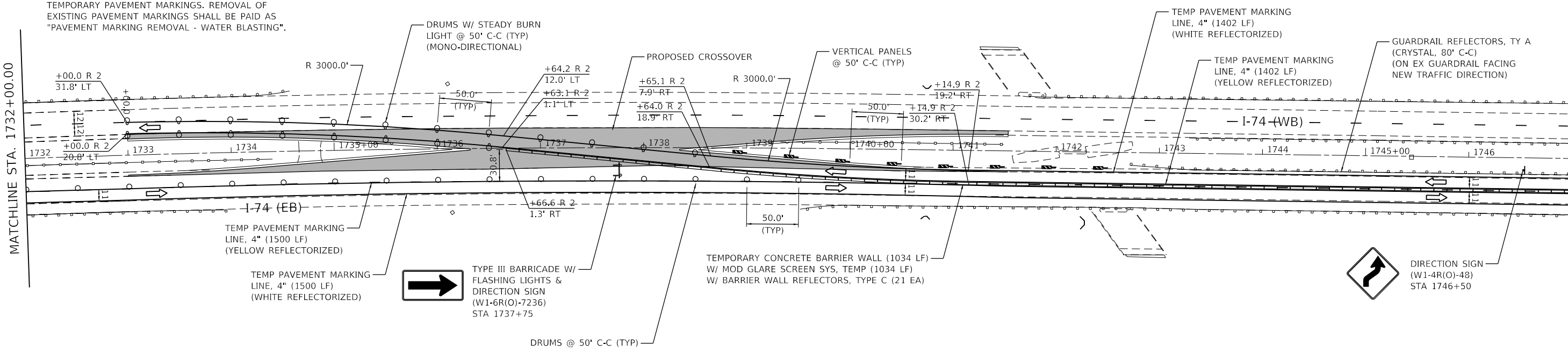


NOTES:

- FOR ADDITIONAL DETAIL INFORMATION, SEE IDOT STANDARDS 701400 AND 701416.
- ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO PLACEMENT OF STAGE 1 TEMPORARY PAVEMENT MARKINGS. REMOVAL OF EXISTING PAVEMENT MARKINGS SHALL BE PAID AS "PAVEMENT MARKING REMOVAL - WATER BLASTING".

MATCHLINE STA. 1732+00.00

MATCHLINE STA. 1747+00.00



DRUMS W/ STEADY BURN LIGHT @ 50' C-C (TYP) (MONO-DIRECTIONAL)

PROPOSED CROSSOVER

VERTICAL PANELS @ 50' C-C (TYP)

TEMP PAVEMENT MARKING LINE, 4" (1402 LF) (WHITE REFLECTORIZED)

GUARDRAIL REFLECTORS, TY A (CRYSTAL, 80' C-C) (ON EX GUARDRAIL FACING NEW TRAFFIC DIRECTION)

TEMP PAVEMENT MARKING LINE, 4" (1402 LF) (YELLOW REFLECTORIZED)

TEMP PAVEMENT MARKING LINE, 4" (1500 LF) (YELLOW REFLECTORIZED)

TEMP PAVEMENT MARKING LINE, 4" (1500 LF) (WHITE REFLECTORIZED)

TYPE III BARRICADE W/ FLASHING LIGHTS & DIRECTION SIGN (W1-6R(O)-7236) STA 1737+75

TEMPORARY CONCRETE BARRIER WALL (1034 LF) W/ MOD GLARE SCREEN SYS, TEMP (1034 LF) W/ BARRIER WALL REFLECTORS, TYPE C (21 EA)

DIRECTION SIGN (W1-4R(O)-48) STA 1746+50

DRUMS @ 50' C-C (TYP)

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Kaskaskia
Engineering Group, LLC
PROFESSIONAL REGISTRATION
Illinois Professional Design Firm
Professional Engineering Group

USER NAME = ndp	DESIGNED - MNB	REVISED -
PLOT SCALE = 100,0000' / in.	DRAWN - NDP	REVISED -
PLOT DATE = 3/17/2020	CHECKED - LDC	REVISED -
	DATE - 03/16/20	REVISED -

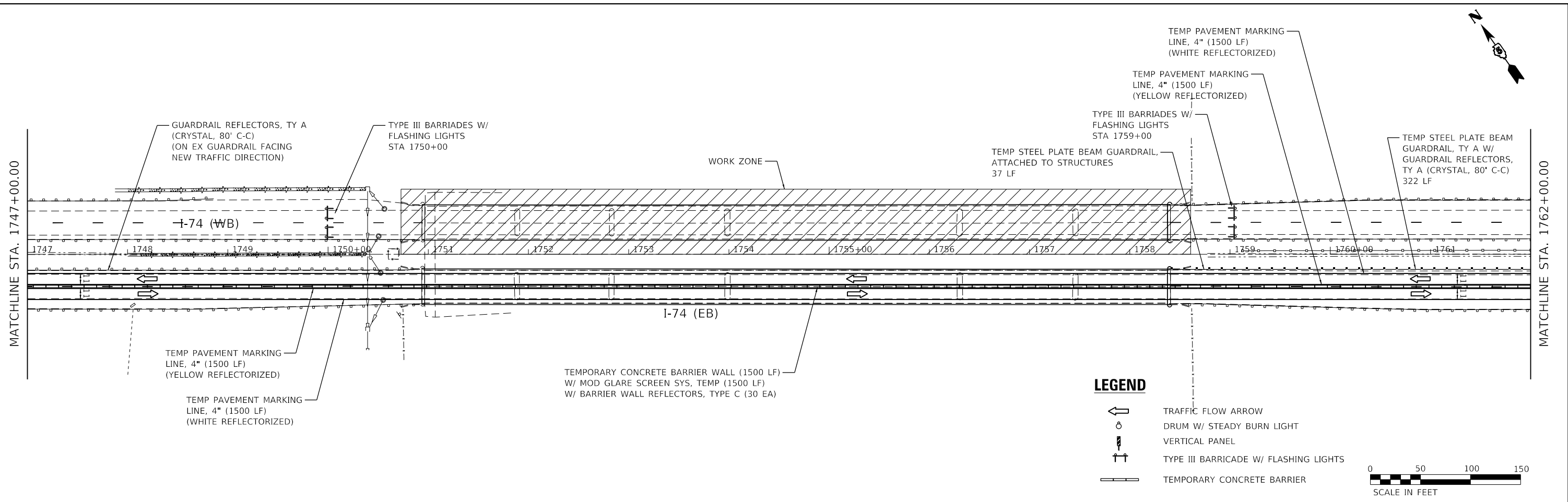
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC - STAGE 1
I-74 OVER SALT FORK VERMILION RIVER

SCALE: 1"=50'

SHEET 2 OF 8 SHEETS STA. 1717+00 TO STA. 1747+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	36
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				



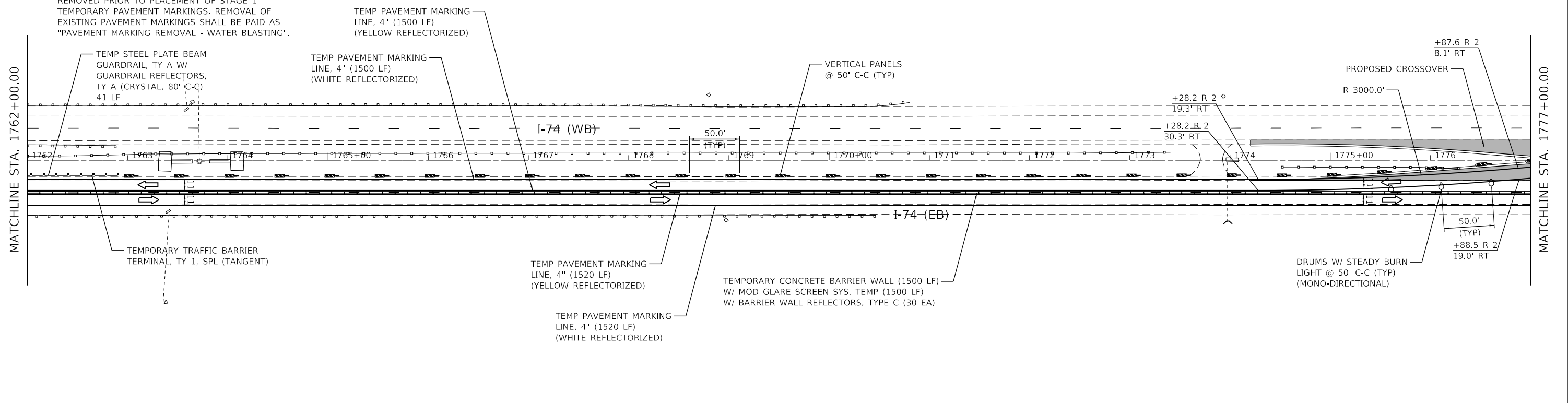
LEGEND

- TRAFFIC FLOW ARROW
- DRUM W/ STEADY BURN LIGHT
- VERTICAL PANEL
- TYPE III BARRICADE W/ FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER



NOTES:

1. FOR ADDITIONAL DETAIL INFORMATION, SEE IDOT STANDARDS 701400 AND 701416.
2. ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO PLACEMENT OF STAGE 1 TEMPORARY PAVEMENT MARKINGS. REMOVAL OF EXISTING PAVEMENT MARKINGS SHALL BE PAID AS "PAVEMENT MARKING REMOVAL - WATER BLASTING".



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Kaskaskia
Engineering Group, LLC
PROFESSIONAL REGISTRATIONS
Illinois Professional Design Firm
Professional Engineering Group

USER NAME = ndp	DESIGNED - MNB	REVISED -
PLOT SCALE = 100,0000' / in.	DRAWN - NDP	REVISED -
PLOT DATE = 3/17/2020	CHECKED - LDC	REVISED -
	DATE - 03/16/20	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

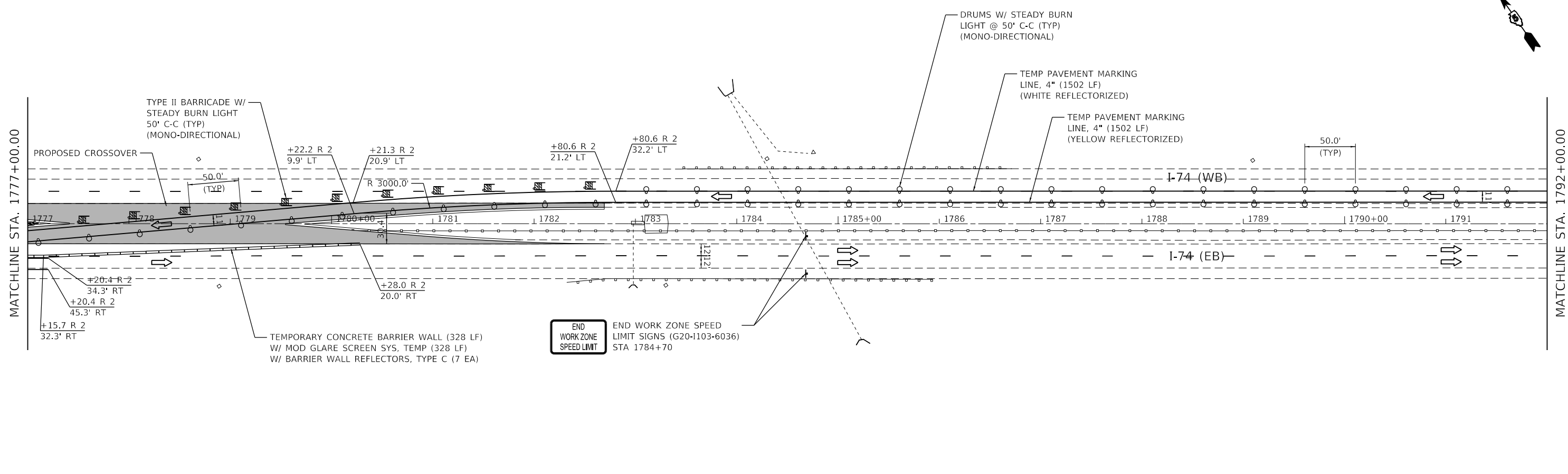
**MAINTENANCE OF TRAFFIC - STAGE 1
I-74 OVER SALT FORK VERMILION RIVER**

SCALE: 1"=50' SHEET 3 OF 8 SHEETS STA. 1747+00 TO STA. 1777+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	37
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

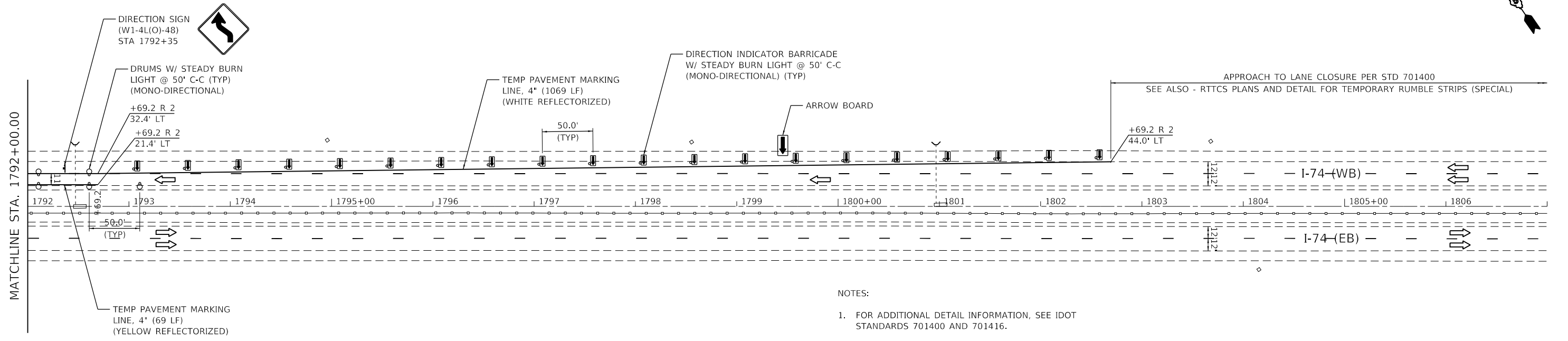
MATCHLINE STA. 1777+00.00

MATCHLINE STA. 1792+00.00



MATCHLINE STA. 1792+00.00

MATCHLINE STA. 1806+00.00

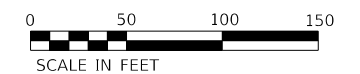


NOTES:

1. FOR ADDITIONAL DETAIL INFORMATION, SEE IDOT STANDARDS 701400 AND 701416.
2. ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO PLACEMENT OF STAGE 1 TEMPORARY PAVEMENT MARKINGS. REMOVAL OF EXISTING PAVEMENT MARKINGS SHALL BE PAID AS "PAVEMENT MARKING REMOVAL - WATER BLASTING".

LEGEND

- TRAFFIC FLOW ARROW
- ARROW BOARD
- DRUM W/ STEADY BURN LIGHT
- DIRECTION INDICATOR BARRICADE W/ STEADY BURN LIGHT



MODEL: D:\p1\18-1038205-174_cvr\18-1038205-174_cvr.dwg; FILE: 18-1038205-174_cvr\18-1038205-174_cvr.dwg; USER: SALT_FORK; I:\DOT\CAD_Sheets\18-1038205-174.dwg



USER NAME = ndp	DESIGNED - MNB	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN - NDP	REVISED -
PLOT DATE = 3/17/2020	CHECKED - LDC	REVISED -
	DATE - 03/16/20	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC - STAGE 1
I-74 OVER SALT FORK VERMILION RIVER**

SCALE: 1"=50'

SHEET 4 OF 8 SHEETS STA. 1777+00 TO STA. 1802+69.2

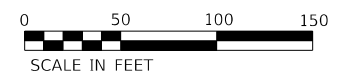
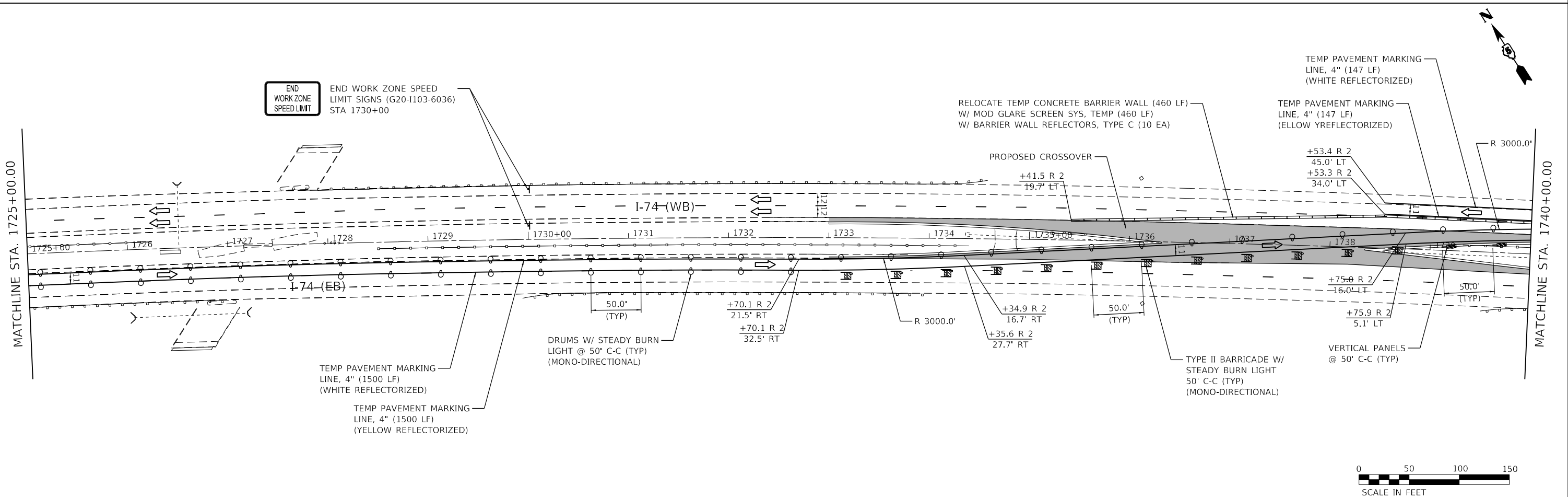
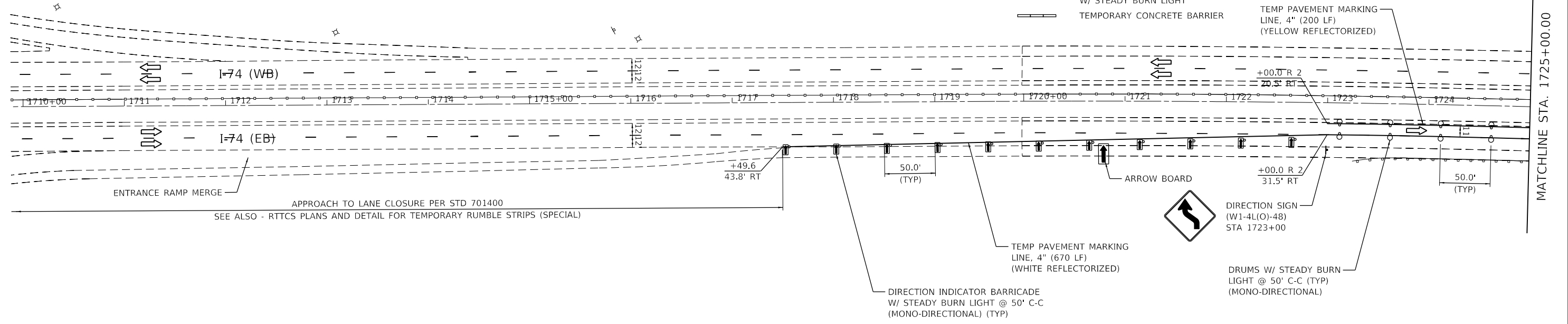
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-44)BR-1	VERMILION	161	38
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

NOTES:

- FOR ADDITIONAL DETAIL INFORMATION, SEE IDOT STANDARDS 701400 AND 701416.
- ALL TEMPORARY PAVEMENT MARKINGS PLACED DURING STAGE 1 SHALL BE REMOVED PRIOR TO STAGE 2 AND SHALL BE PAID FOR AS "TEMPORARY PAVEMENT MARKING REMOVAL".
- ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO PLACEMENT OF STAGE 2 TEMPORARY PAVEMENT MARKINGS. REMOVAL OF EXISTING PAVEMENT MARKINGS SHALL BE PAID AS "PAVEMENT MARKING REMOVAL - WATER BLASTING".

LEGEND

- TRAFFIC FLOW ARROW
- ARROW BOARD
- DRUM W/ STEADY BURN LIGHT
- VERTICAL PANEL
- TYPE II BARRICADE W/ STEADY BURN LIGHT
- DIRECTION INDICATOR BARRICADE W/ STEADY BURN LIGHT
- TEMPORARY CONCRETE BARRIER



MODEL: Default
 FILE NAME: P:\13-10362.05 I74 over Salt Fork\DOT\CAD Sheets\I74092.dwg, ent_MOT-53a9e2_01.dwg

Kaskaskia
 Engineering Group, LLC
 477 South Third Street
 Suite 270
 Geneva, Illinois 60134
 630.333.8187 phone
 www.kaskaskiaeng.com
 LICENSE NO. 044-086713
 PROFESSIONAL ENGINEERING GROUP

USER NAME = ndp	DESIGNED - MNB	REVISED -
DRAWN - NDP	DRAWN - NDP	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - LDC	REVISED -
PLOT DATE = 3/17/2020	DATE - 03/16/20	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION






MAINTENANCE OF TRAFFIC - STAGE 2
I-74 OVER SALT FORK VERMILION RIVER
 SCALE: 1"=50'
 SHEET 5 OF 8 SHEETS
 STA. 1717+49.6 TO STA. 1740+00

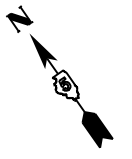
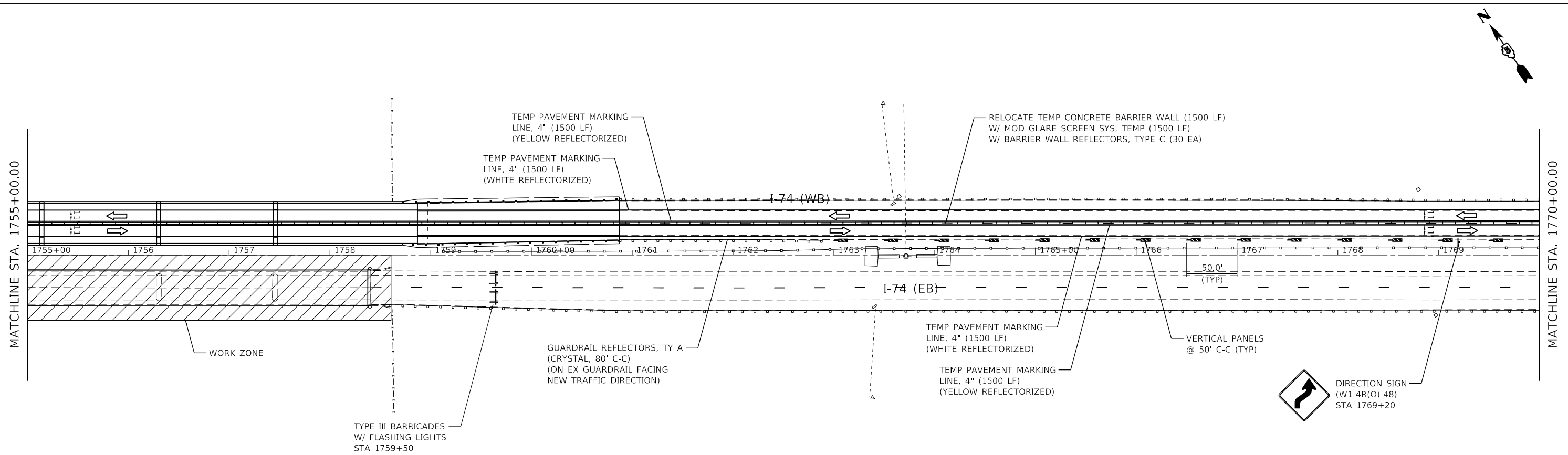
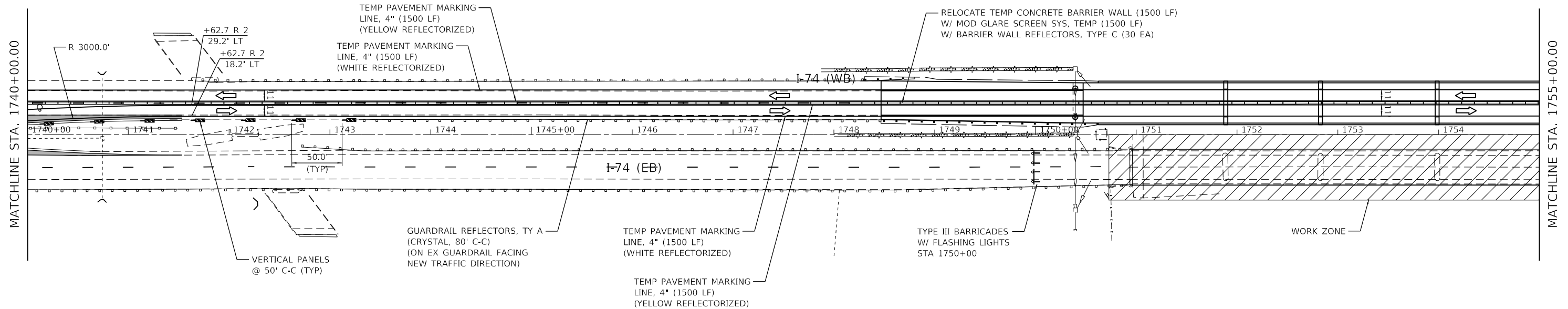
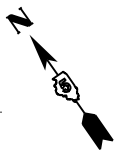
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	39
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

NOTES:

- FOR ADDITIONAL DETAIL INFORMATION, SEE IDOT STANDARDS 701400 AND 701416.
- ALL TEMPORARY PAVEMENT MARKINGS PLACED DURING STAGE 1 SHALL BE REMOVED PRIOR TO STAGE 2 AND SHALL BE PAID FOR AS "TEMPORARY PAVEMENT MARKING REMOVAL".
- ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO PLACEMENT OF STAGE 2 TEMPORARY PAVEMENT MARKINGS. REMOVAL OF EXISTING PAVEMENT MARKINGS SHALL BE PAID AS "PAVEMENT MARKING REMOVAL - WATER BLASTING".

LEGEND

-  TRAFFIC FLOW ARROW
-  DRUM W/ STEADY BURN LIGHT
-  VERTICAL PANEL
-  TYPE III BARRICADE W/ FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER



MODEL: D:\p1\10138205_174.dwg; FILE NAME: P:\10138205_174.dwg; SALT FORK I-74 OVER VERMILION RIVER; STATIONING: 1740+00 TO 1770+00; DATE: 03/17/2020

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 Illinois Professional Design Firm
 Professional Engineering Group

USER NAME = ndp	DESIGNED - MNB	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN - NDP	REVISED -
PLOT DATE = 3/17/2020	CHECKED - LDC	REVISED -
	DATE - 03/16/20	REVISED -

477 South Third Street Suite 270 Geneva, Illinois 60134 630.333.8187 phone www.kaskaskiaeng.com	ILLINOIS NO. 34-086713 38-388536
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC - STAGE 2
 I-74 OVER SALT FORK VERMILION RIVER**

SCALE: 1"=50' SHEET 6 OF 8 SHEETS STA. 1740+00 TO STA. 1770+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	40
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

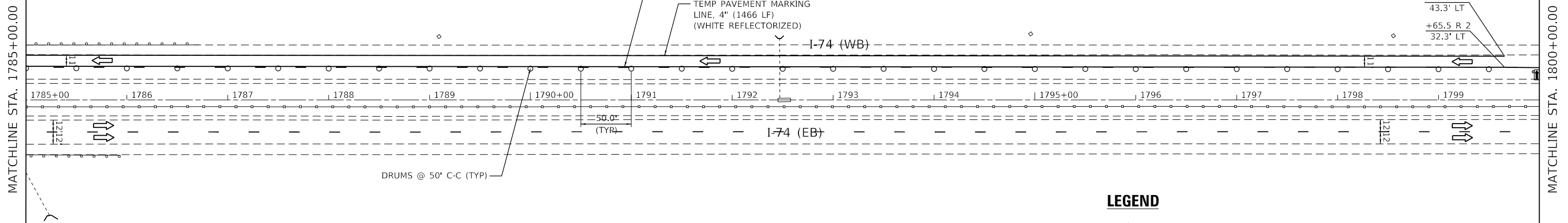
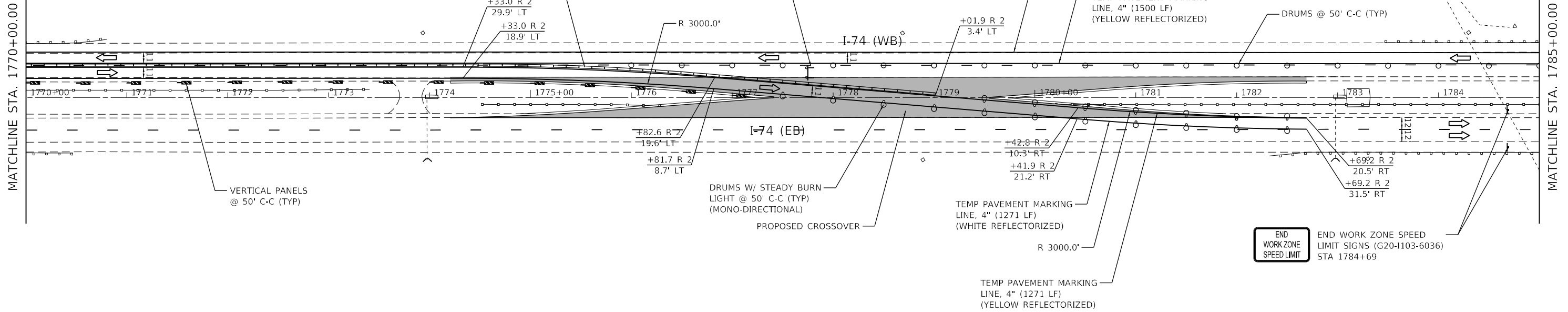
NOTES:

- FOR ADDITIONAL DETAIL INFORMATION, SEE IDOT STANDARDS 701400 AND 701416.
- ALL TEMPORARY PAVEMENT MARKINGS PLACED DURING STAGE 1 SHALL BE REMOVED PRIOR TO STAGE 2 AND SHALL BE PAID FOR AS "TEMPORARY PAVEMENT MARKING REMOVAL".
- ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO PLACEMENT OF STAGE 2 TEMPORARY PAVEMENT MARKINGS. REMOVAL OF EXISTING PAVEMENT MARKINGS SHALL BE PAID AS "PAVEMENT MARKING REMOVAL - WATER BLASTING".

RELOCATE TEMP CONCRETE BARRIER WALL (903 LF)
W/ MOD GLARE SCREEN SYS, TEMP (903 LF)
W/ BARRIER WALL REFLECTORS, TYPE C (18 EA)



TYPE III BARRICADE W/
FLASHING LIGHTS &
DIRECTION SIGN
(W1-6R(O)-7236)
STA 1777+75



LEGEND

- TRAFFIC FLOW ARROW
- DRUM
- DRUM W/ STEADY BURN LIGHT
- VERTICAL PANEL
- TYPE III BARRICADE W/ FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER



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Kaskaskia
Engineering Group, LLC
PROFESSIONAL REGISTRATIONS:
Illinois Professional Design Firm
Professional Engineering Group

USER NAME	= ndp
PLOT SCALE	= 100,0000' / in.
PLOT DATE	= 3/17/2020

DESIGNED -	MNB	REVISED -	
DRAWN -	NDP	REVISED -	
CHECKED -	LDC	REVISED -	
DATE -	03/16/20	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC - STAGE 2
I-74 OVER SALT FORK VERMILION RIVER**

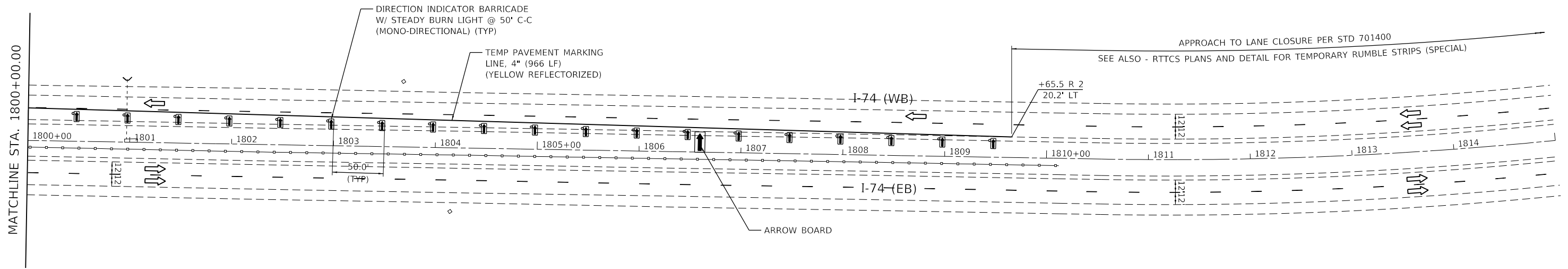
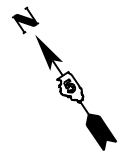
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SHEET 7 OF 8 SHEETS STA. 1770+00 TO STA. 1800+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	41
CONTRACT NO. 70A92			ILLINOIS FED. AID PROJECT	

NOTES:

- FOR ADDITIONAL DETAIL INFORMATION, SEE IDOT STANDARDS 701400 AND 701416.
- ALL TEMPORARY PAVEMENT MARKINGS PLACED DURING STAGE 1 SHALL BE REMOVED PRIOR TO STAGE 2 AND SHALL BE PAID FOR AS "TEMPORARY PAVEMENT MARKING REMOVAL".
- ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO PLACEMENT OF STAGE 2 TEMPORARY PAVEMENT MARKINGS. REMOVAL OF EXISTING PAVEMENT MARKINGS SHALL BE PAID AS "PAVEMENT MARKING REMOVAL - WATER BLASTING".



LEGEND

- TRAFFIC FLOW ARROW
- ARROW BOARD
- DIRECTION INDICATOR BARRICADE W/ STEADY BURN LIGHT



MODEL: Default; FILE NAME: P:\13-1038.05 I74 over Salt Fork\DOT\CAD Sheets\0570092_sht_MOT-53a92_04.dgn

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LICENSING NO.
34-086713
28-388536

USER NAME = ndp	DESIGNED - MNB	REVISED -
DRAWN - NDP	REVISIONS -	
PLOT SCALE = 100.0000' / in.	CHECKED - LDC	REVISED -
PLOT DATE = 3/17/2020	DATE - 03/16/20	REVISED -

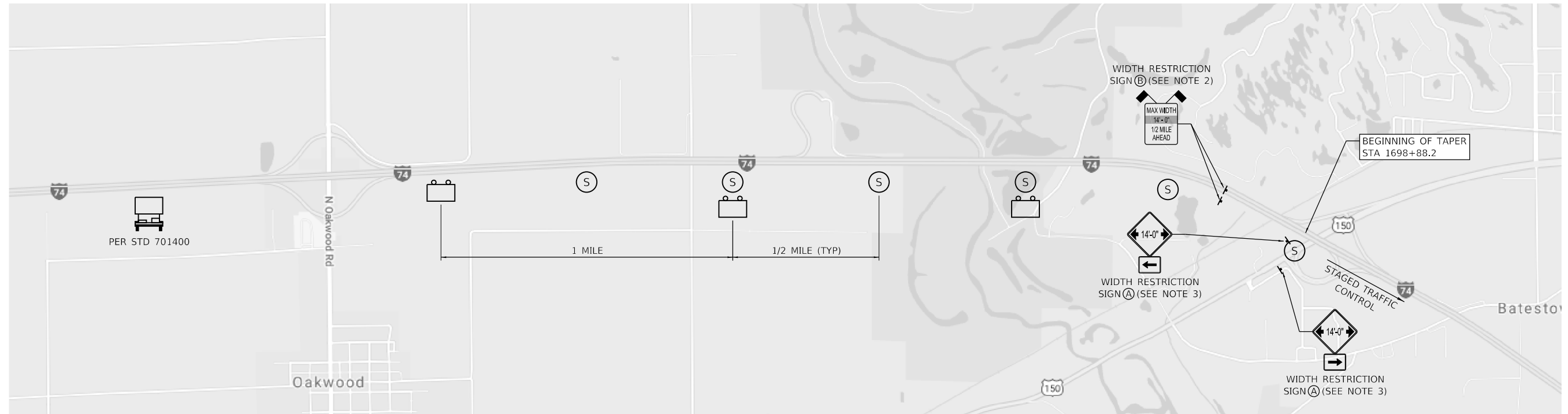
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**




**MAINTENANCE OF TRAFFIC - STAGE 2
I-74 OVER SALT FORK VERMILION RIVER**

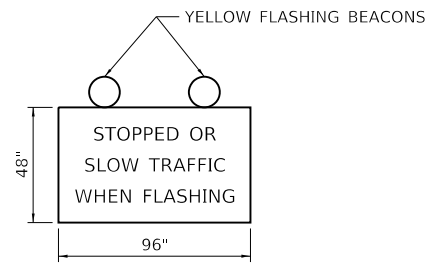
SCALE: 1"=50' SHEET 8 OF 8 SHEETS STA. 1800+00 TO STA. 1809+65.5

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	42
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

REAL-TIME TRAFFIC CONTROL SYSTEM & WIDTH RESTRICTION SIGN PLACEMENT I-74 EAST BOUND



-  RTTCS STATIC WARNING SIGN
PAID FOR AS "REAL-TIME TRAFFIC CONTROL SENSOR UNIT"
48" x 96" WARNING SIGN THAT STAYS "STOPPED OR SLOW
TRAFFIC WHEN FLASHING"
-  SINGLE PORTABLE CHANGABLE MESSAGE SIGN PLACED 1 MILE
IN ADVANCE OF THIRD RTTCS STATIC WARNING SIGN. THE SIGN
SHALL READ "RIGHT/LEFT LANE CLOSED 4 MILES AHEAD"
THIS PORTABLE CHANGABLE MESSAGE SIGN IS INCLUDED
IN STANDARD 701400
-  SPEED SENSOR



- REAL-TIME TRAFFIC CONTROL SYSTEM NOTES:**
- SIX SPEED SENSORS SHALL BE USED AND SPACED EVERY 1/2 MILE BEGINNING AT THE TAPER STATION NOTED.
 - THREE RTTCS WARNING SIGNS SHALL BE PLACED STARTING AT THE THIRD SPEED SENSOR FROM THE TAPER STATION NOTED AND SPACED EVERY MILE THEREAFTER.
 - THE NUMBER OF RTTCS WARNING SIGNS MAY BE CHANGED AS DIRECTED BY THE ENGINEER. RELOCATION OF RTTCS STATIC WARNING SIGNS IS INCLUDED IN THE RTTCS PAY ITEMS.

- WIDTH RESTRICTION SIGN NOTES:**
- SEE DETAIL SHEET 125 FOR ADDITIONAL DETAILS AND NOTES REGARDING THE WIDTH RESTRICTION SIGNS.
 - TWO (2) SIGN (B) SHALL BE INSTALLED JUST EAST OF MIDDLE FORK VERMILION RIVER BRIDGE. ONE JUST OFF THE MEDIAN SHOULDER AND THE SECOND OFF THE OUTSIDE SHOULDER, OR AS DIRECTED BY THE ENGINEER.
 - SIGN (A) SHALL BE INSTALLED WITH DIRECTION SIGN M6-1 AS SHOWN, ON US RTE 150 JUST PRIOR TO THE I-74 E/W GREENBOARD.

MODEL: D:\p1\18-1038\05_I74_east_Salt_Fork\10_IDOT\CAD_Sheets\0570A92_sht_RTTCS_01.dgn

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 ILLINOIS PROFESSIONAL ENGINEERING FIRM
 34-06713
 08-308536

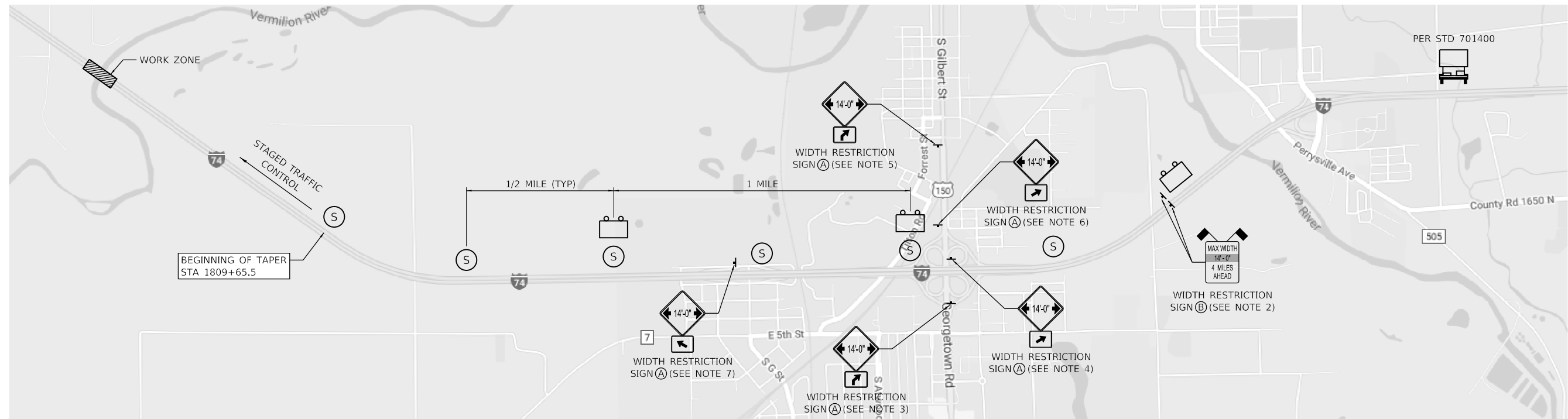
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


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DEPARTMENT OF TRANSPORTATION**

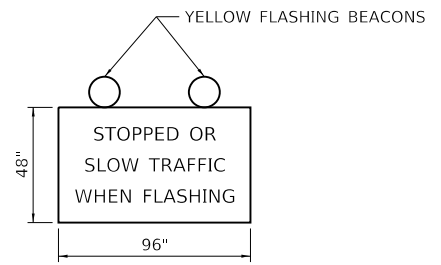
REAL-TIME TRAFFIC CONTROL SYSTEM & WIDTH RESTRICTION SIGN PLACEMENT			
SCALE:	SHEET 1 OF 2 SHEETS	STA. TO STA.	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	43
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

REAL-TIME TRAFFIC CONTROL SYSTEM & WIDTH RESTRICTION SIGN PLACEMENT I-74 WEST BOUND



-  RTTCS STATIC WARNING SIGN
PAID FOR AS "REAL-TIME TRAFFIC CONTROL SENSOR UNIT"
48" x 96" WARNING SIGN THAT STAYS "STOPPED OR SLOW
TRAFFIC WHEN FLASHING"
-  SINGLE PORTABLE CHANGABLE MESSAGE SIGN PLACED 1 MILE
IN ADVANCE OF THIRD RTTCS STATIC WARNING SIGN. THE SIGN
SHALL READ "RIGHT/LEFT LANE CLOSED 4 MILES AHEAD"
THIS PORTABLE CHANGABLE MESSAGE SIGN IS INCLUDED
IN STANDARD 701400
-  SPEED SENSOR



- REAL-TIME TRAFFIC CONTROL SYSTEM NOTES:**
- SIX SPEED SENSORS SHALL BE USED AND SPACED EVERY 1/2 MILE BEGINNING AT THE TAPER STATION NOTED.
 - THREE RTTCS WARNING SIGNS SHALL BE PLACED STARTING AT THE THIRD SPEED SENSOR FROM THE TAPER STATION NOTED AND SPACED EVERY MILE THEREAFTER.
 - THE NUMBER OF RTTCS WARNING SIGNS MAY BE CHANGED AS DIRECTED BY THE ENGINEER. RELOCATION OF RTTCS STATIC WARNING SIGNS IS INCLUDED IN THE RTTCS PAY ITEMS.

- WIDTH RESTRICTION SIGN NOTES:**
- SEE DETAIL SHEET 125 FOR ADDITIONAL DETAILS AND NOTES REGARDING THE WIDTH RESTRICTION SIGNS.
 - TWO (2) SIGN (B) SHALL BE INSTALLED 1/4 MILE UPSTREAM OF 1/2 MILE GREENBOARD TO GEORGETOWN RD / GILBERT ST. ONE JUST OFF THE MEDIAN SHOULDER AND THE SECOND OFF THE OUTSIDE SHOULDER, OR AS DIRECTED BY THE ENGINEER.
 - SIGN (A) SHALL BE INSTALLED WITH DIRECTION SIGN M5-2 AS SHOWN, ON GEORGETOWN RD NORTH OF EB I-74 ENTRANCE RAMP GORE.
 - SIGN (A) SHALL BE INSTALLED WITH DIRECTION SIGN M6-2 AS SHOWN, ON GEORGETOWN RD JUST PRIOR TO OVERHEAD I-74 WEST SIGN.
 - SIGN (A) SHALL BE INSTALLED WITH DIRECTION SIGN M5-2 AS SHOWN, ON GILBERT ST AT SW QUADRANT OF GILBERT DR AND 5TH ST.
 - SIGN (A) SHALL BE INSTALLED WITH DIRECTION SIGN M6-2 AS SHOWN, ON GILBERT ST JUST PRIOR TO OVERHEAD I-74 WEST SIGN.
 - SIGN (A) SHALL BE INSTALLED WITH DIRECTION SIGN M6-2 AS SHOWN, ON 1ST STREET JUST PRIOR TO OVERHEAD I-74 WEST SIGN.

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Professional Engineering Group

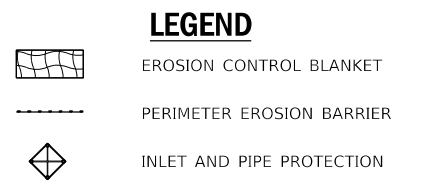
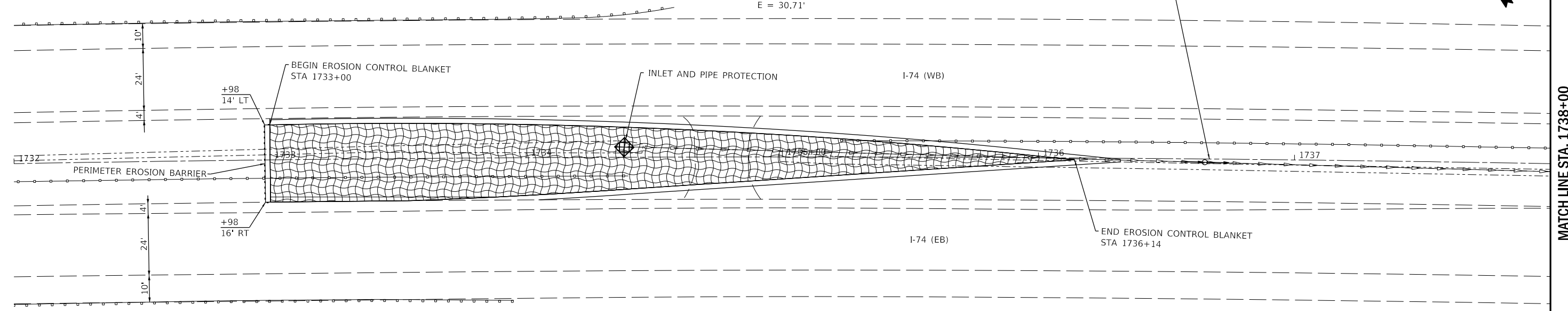
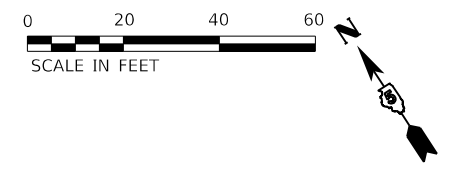
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	DATE - 03/16/20	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

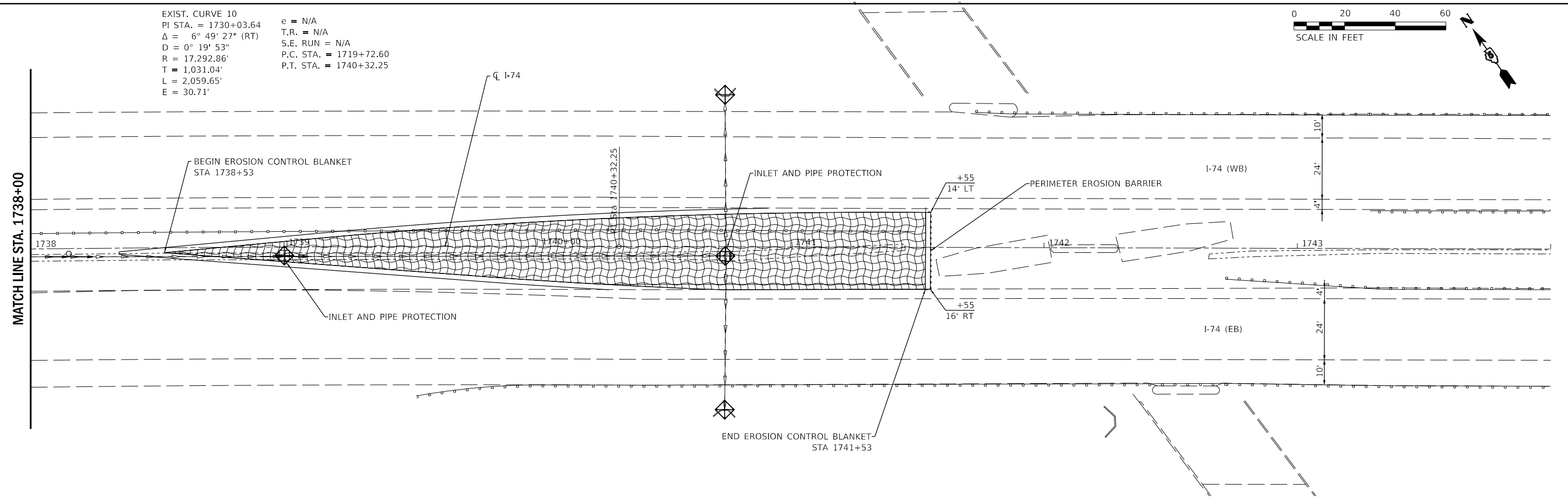
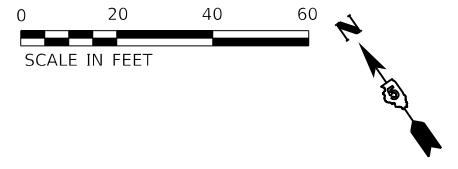
REAL-TIME TRAFFIC CONTROL SYSTEM & WIDTH RESTRICTION SIGN PLACEMENT			
SCALE:	SHEET 2	OF 2 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	44
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

EXIST. CURVE 10
 PI STA. = 1730+03.64 e = N/A
 $\Delta = 6^\circ 49' 27''$ (RT) T.R. = N/A
 $D = 0^\circ 19' 53''$ S.E. RUN = N/A
 $R = 17,292.86'$ P.C. STA. = 1719+72.60
 $T = 1,031.04'$ P.T. STA. = 1740+32.25
 $L = 2,059.65'$
 $E = 30.71'$



EXIST. CURVE 10
 PI STA. = 1730+03.64 e = N/A
 $\Delta = 6^\circ 49' 27''$ (RT) T.R. = N/A
 $D = 0^\circ 19' 53''$ S.E. RUN = N/A
 $R = 17,292.86'$ P.C. STA. = 1719+72.60
 $T = 1,031.04'$ P.T. STA. = 1740+32.25
 $L = 2,059.65'$
 $E = 30.71'$



MATCH LINE STA. 1738+00

Farnsworth GROUP
 2211 BRADLEY AVENUE
 CHAMPAIGN, ILLINOIS 61821
 (217) 352-7408 / info@f-w.com

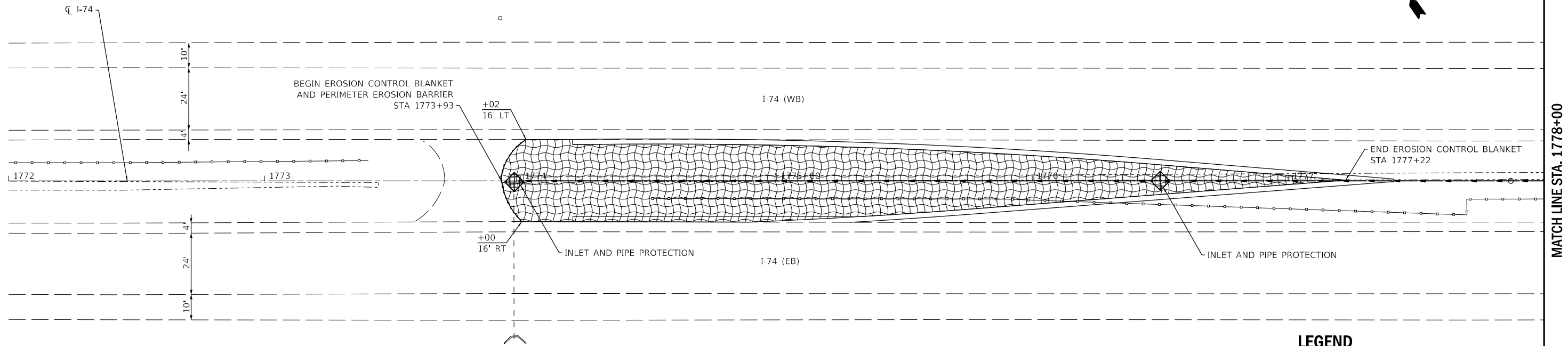
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**




**EROSION CONTROL PLAN
 I-74 OVER SALT FORK VERMILION RIVER**

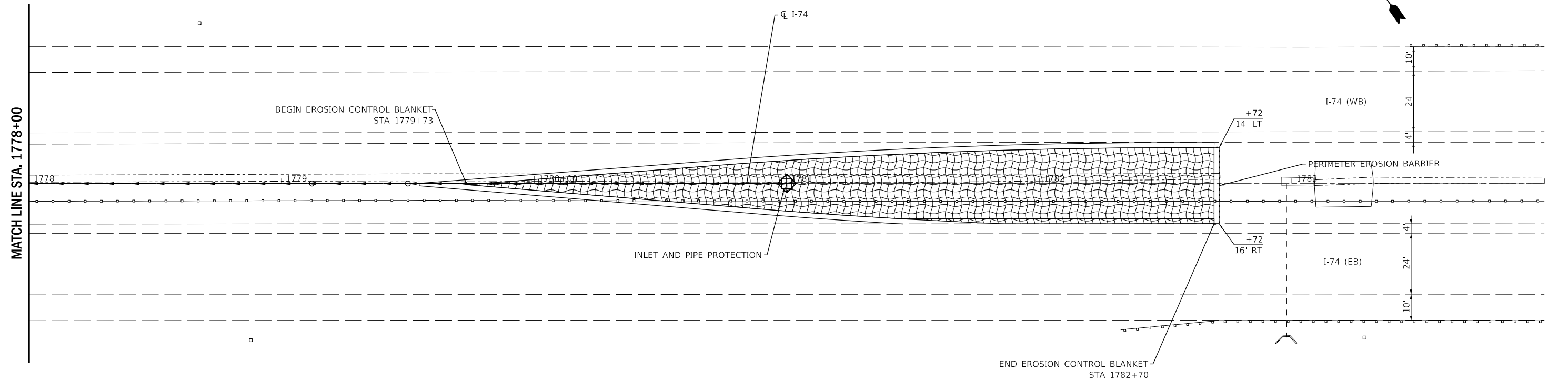
SCALE: 1" = 20' SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)	VERMILION	161	45
CONTRACT NO.			70A92	
ILLINOIS FED. AID PROJECT				



LEGEND

	EROSION CONTROL BLANKET
	PERIMETER EROSION BARRIER
	INLET AND PIPE PROTECTION



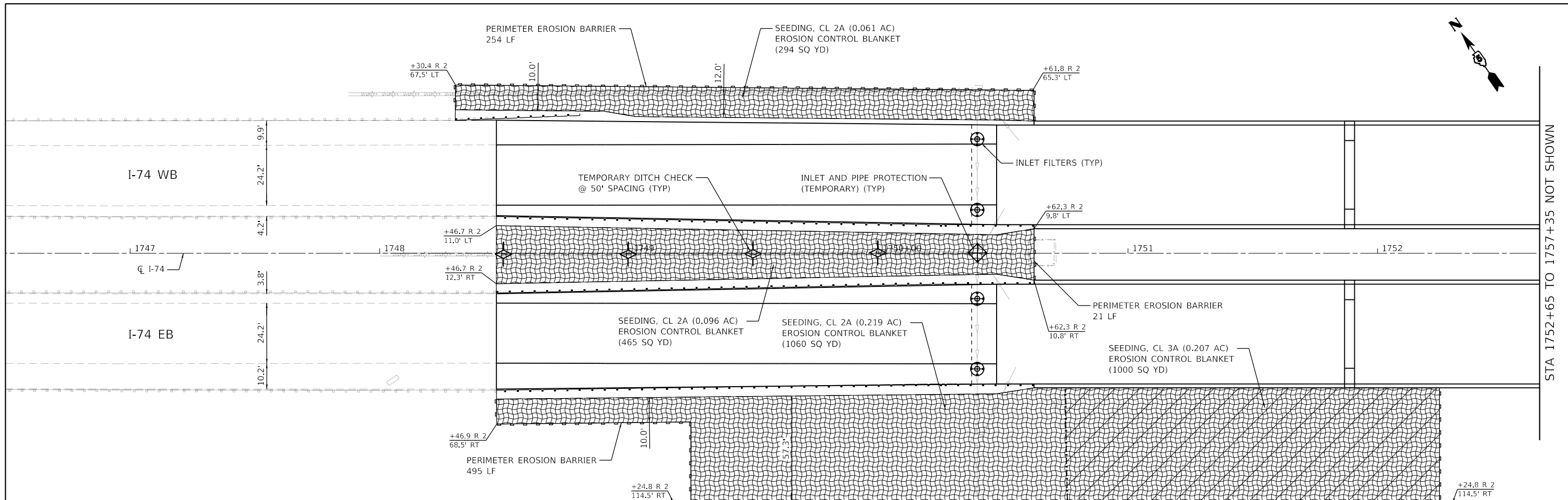
Farnsworth GROUP
 2211 BRADLEY AVENUE
 CHAMPAIGN, ILLINOIS 61821
 (217) 352-7408 / info@f-w.com

USER NAME = rslaley	DESIGNED - RWS	REVISED
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PLOT DATE = 3/16/2020	CHECKED - BPT	REVISED
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL PLAN	
I-74 OVER SALT FORK VERMILION RIVER	
SCALE: 1" = 20'	SHEET 2 OF 2 SHEETS
STA. TO STA.	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)	VERMILION	161	46
CONTRACT NO.			70A92	
ILLINOIS		FED. AID PROJECT		



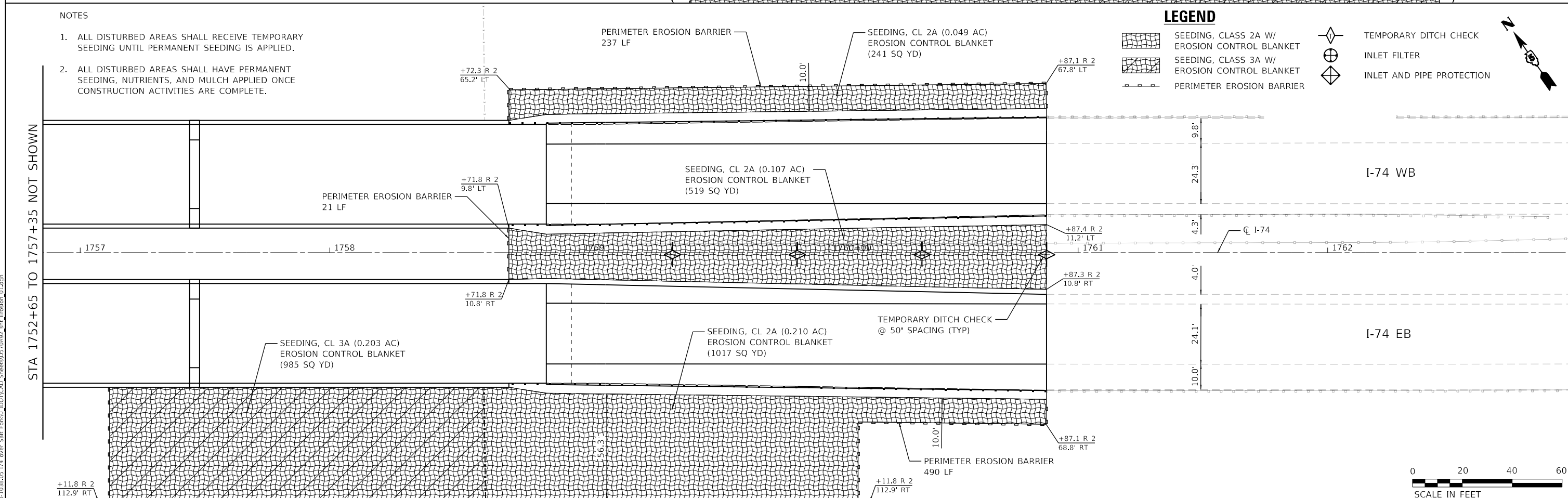
STA 1752+65 TO 1757+35 NOT SHOWN

NOTES

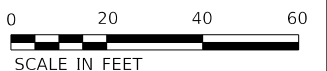
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2. ALL DISTURBED AREAS SHALL HAVE PERMANENT SEEDING, NUTRIENTS, AND MULCH APPLIED ONCE CONSTRUCTION ACTIVITIES ARE COMPLETE.

LEGEND

- SEEDING, CLASS 2A W/ EROSION CONTROL BLANKET
- SEEDING, CLASS 3A W/ EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER
- TEMPORARY DITCH CHECK
- INLET FILTER
- INLET AND PIPE PROTECTION



STA 1752+65 TO 1757+35 NOT SHOWN



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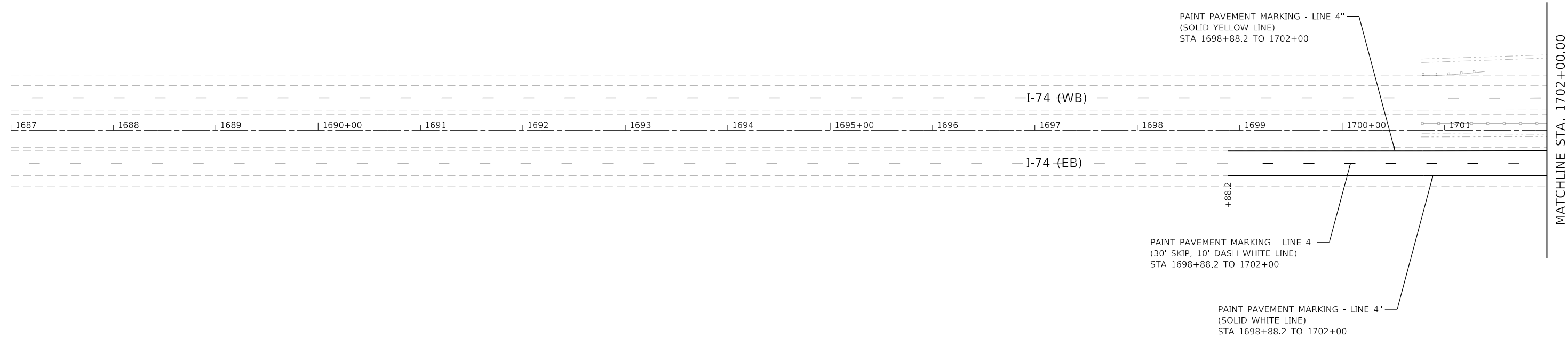
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	DATE - 03/16/20	REVISED -

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EROSION CONTROL PLAN
I-74 OVER SALT FORK VERMILION RIVER

SCALE: 1"=20' SHEET 1 OF 1 SHEETS STA. 1748+30.4 TO STA. 1762+90.9

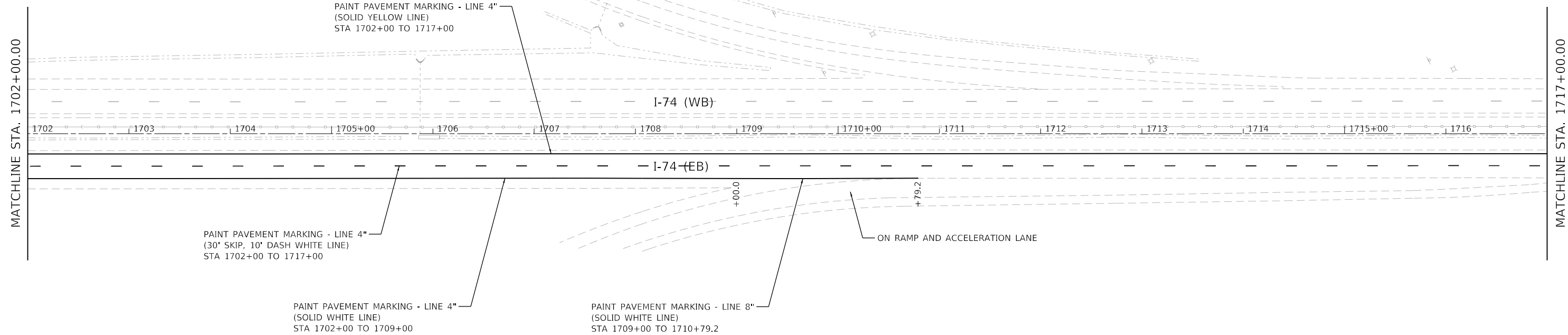
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74	(92-11)BR-1	VERMILION	161	47
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				



MATCHLINE STA. 1702+00.00

NOTES:

1. ALL TEMPORARY PAVEMENT MARKINGS PLACED DURING STAGE 1 AND 2 SHALL BE REMOVED PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS. THIS WORK IS PAID FOR AS "TEMPORARY PAVEMENT MARKING REMOVAL".
2. ALL PERMANENT PAVEMENT MARKINGS, ON ALL SURFACES, SHALL BE PAINT OF THE COLOR SPECIFIED.



MATCHLINE STA. 1702+00.00

MATCHLINE STA. 1717+00.00



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LICENSURE NO.
34-086713
28-388536

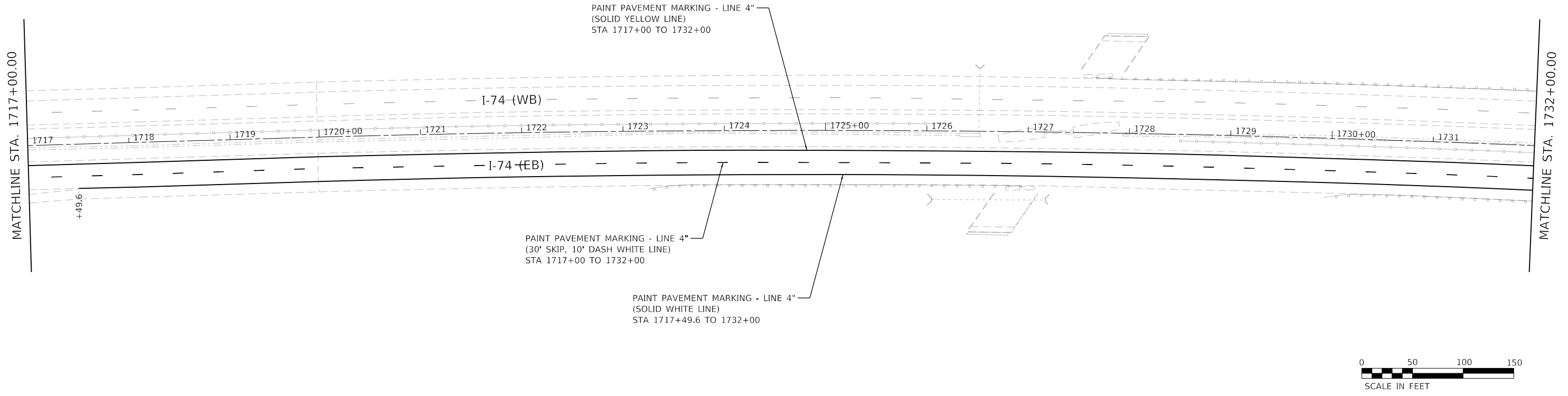
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLANS
I-74 OVER SALT FORK VERMILION RIVER**

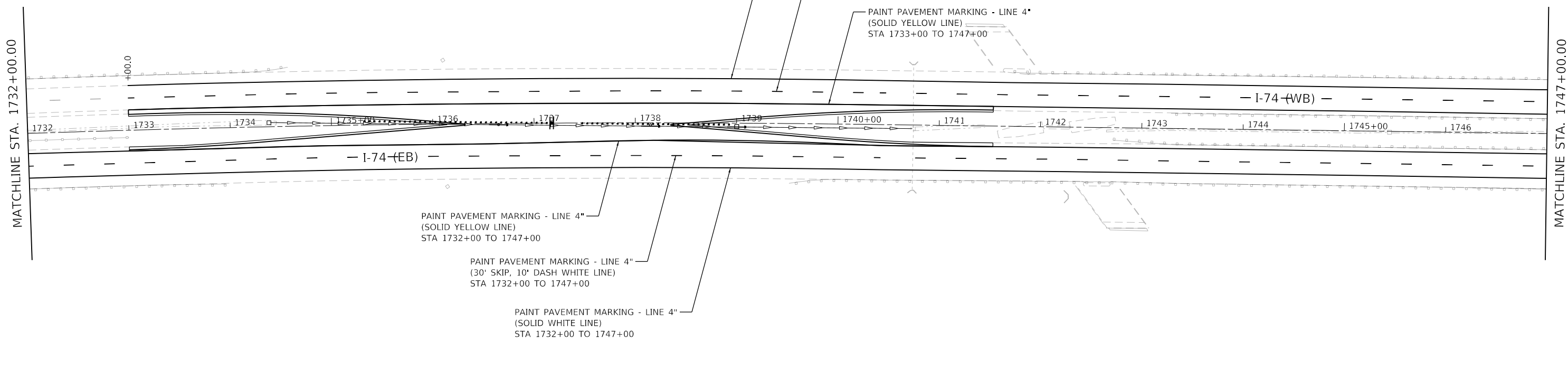
SCALE: 1"=50' SHEET 1 OF 4 SHEETS STA. 1698+88.2 TO STA. 1717+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	48
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				



NOTES:

1. ALL TEMPORARY PAVEMENT MARKINGS PLACED DURING STAGE 1 AND 2 SHALL BE REMOVED PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS. THIS WORK IS PAID FOR AS "TEMPORARY PAVEMENT MARKING REMOVAL".
2. ALL PERMANENT PAVEMENT MARKINGS, ON ALL SURFACES, SHALL BE PAINT OF THE COLOR SPECIFIED.



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 DATE: 03/17/2020

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 Suite 270
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 630.333.8187 phone
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USER NAME = ndp	DESIGNED - MNB	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

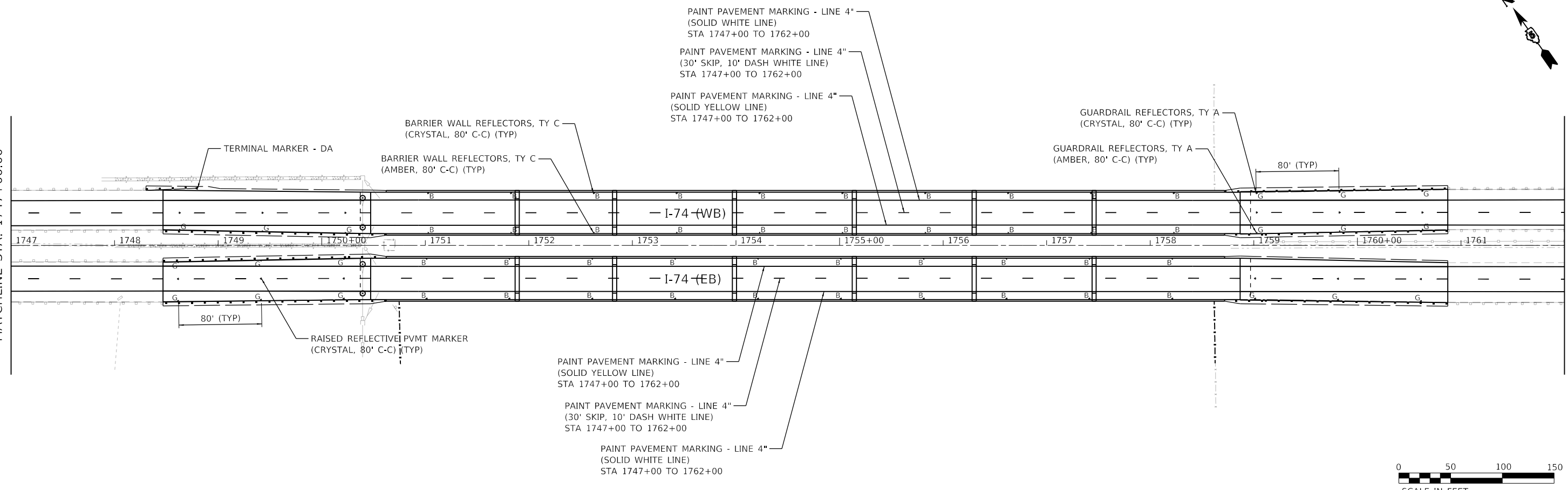
PAVEMENT MARKING PLANS
I-74 OVER SALT FORK VERMILION RIVER

SCALE: 1"=50'
 SHEET 2 OF 4 SHEETS
 STA. 1717+00 TO STA. 1747+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	49
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

MATCHLINE STA. 1747+00.00

MATCHLINE STA. 1762+00.00

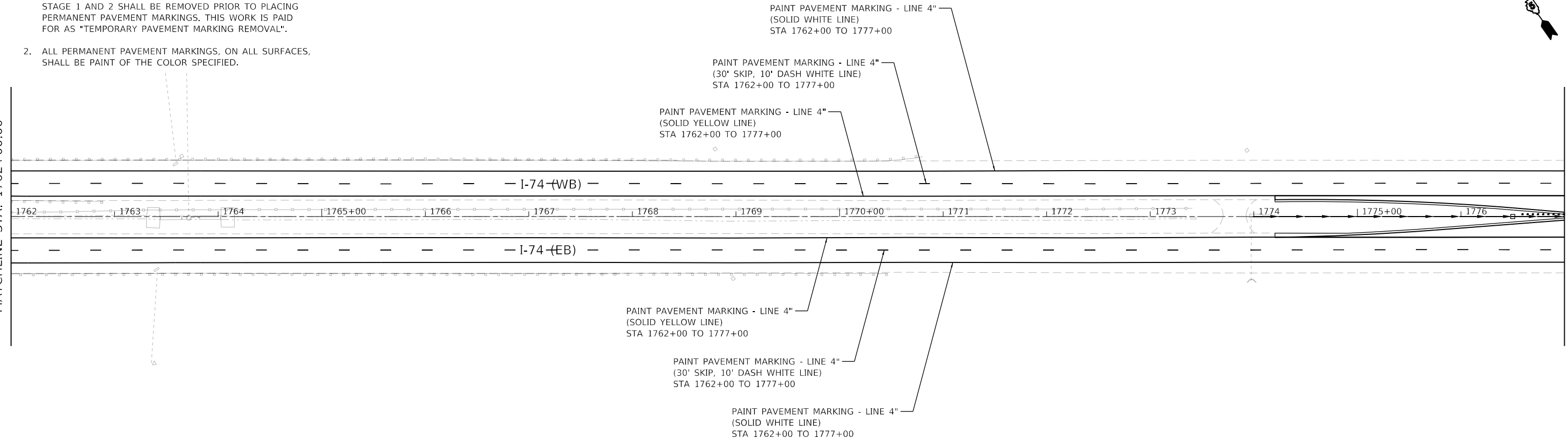


NOTES:

- 1. ALL TEMPORARY PAVEMENT MARKINGS PLACED DURING STAGE 1 AND 2 SHALL BE REMOVED PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS. THIS WORK IS PAID FOR AS "TEMPORARY PAVEMENT MARKING REMOVAL".
- 2. ALL PERMANENT PAVEMENT MARKINGS, ON ALL SURFACES, SHALL BE PAINT OF THE COLOR SPECIFIED.

MATCHLINE STA. 1762+00.00

MATCHLINE STA. 1777+00.00



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34-086713
28-388536

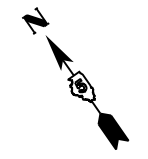
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PLOT DATE = 3/17/2020	CHECKED - LDC	REVISED -
	DATE - 03/16/20	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLANS
I-74 OVER SALT FORK VERMILION RIVER**

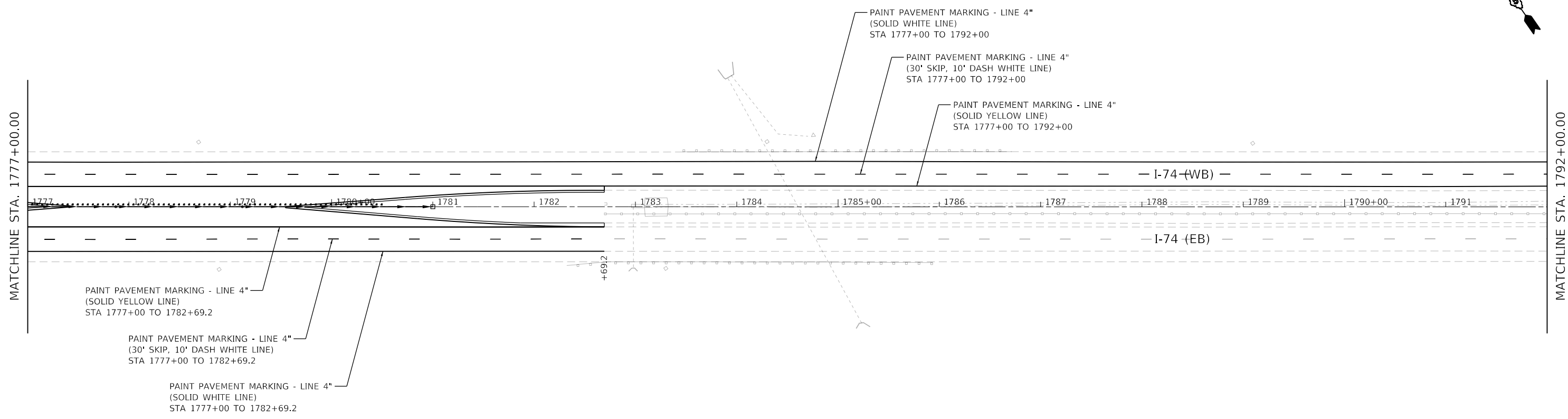
SCALE: 1"=50' SHEET 3 OF 4 SHEETS STA. 1747+00 TO STA. 1777+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	50
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				



MATCHLINE STA. 1777+00.00

MATCHLINE STA. 1792+00.00



PAINT PAVEMENT MARKING - LINE 4"
(SOLID YELLOW LINE)
STA 1777+00 TO 1782+69.2

PAINT PAVEMENT MARKING - LINE 4"
(30' SKIP, 10' DASH WHITE LINE)
STA 1777+00 TO 1782+69.2

PAINT PAVEMENT MARKING - LINE 4"
(SOLID WHITE LINE)
STA 1777+00 TO 1782+69.2

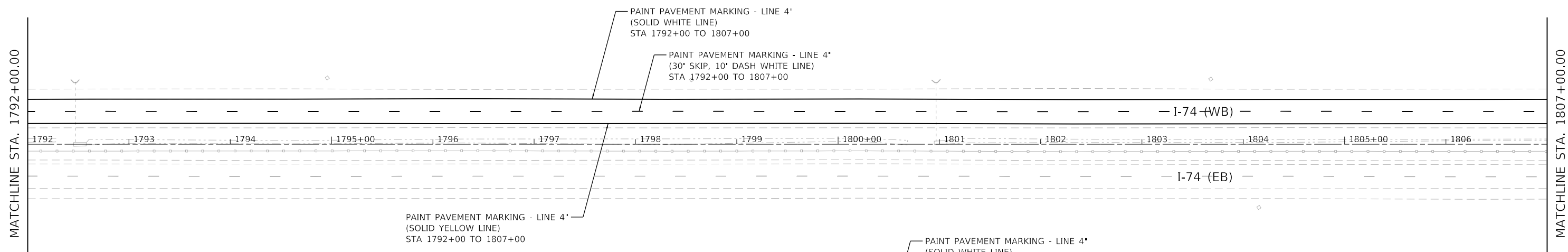
PAINT PAVEMENT MARKING - LINE 4"
(SOLID WHITE LINE)
STA 1777+00 TO 1792+00

PAINT PAVEMENT MARKING - LINE 4"
(30' SKIP, 10' DASH WHITE LINE)
STA 1777+00 TO 1792+00

PAINT PAVEMENT MARKING - LINE 4"
(SOLID YELLOW LINE)
STA 1777+00 TO 1792+00

MATCHLINE STA. 1792+00.00

MATCHLINE STA. 1807+00.00



PAINT PAVEMENT MARKING - LINE 4"
(SOLID WHITE LINE)
STA 1792+00 TO 1807+00

PAINT PAVEMENT MARKING - LINE 4"
(30' SKIP, 10' DASH WHITE LINE)
STA 1792+00 TO 1807+00

PAINT PAVEMENT MARKING - LINE 4"
(SOLID YELLOW LINE)
STA 1792+00 TO 1807+00

PAINT PAVEMENT MARKING - LINE 4"
(SOLID WHITE LINE)
STA 1807+00 TO 1809+65.5

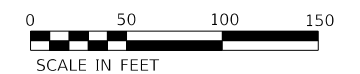
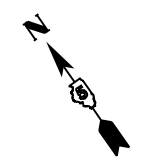
PAINT PAVEMENT MARKING - LINE 4"
(30' SKIP, 10' DASH WHITE LINE)
STA 1807+00 TO 1809+65.5

PAINT PAVEMENT MARKING - LINE 4"
(SOLID YELLOW LINE)
STA 1807+00 TO 1809+65.5

NOTES:

1. ALL TEMPORARY PAVEMENT MARKINGS PLACED DURING STAGE 1 AND 2 SHALL BE REMOVED PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS. THIS WORK IS PAID FOR AS "TEMPORARY PAVEMENT MARKING REMOVAL".
2. ALL PERMANENT PAVEMENT MARKINGS, ON ALL SURFACES, SHALL BE PAINT OF THE COLOR SPECIFIED.

MATCHLINE STA. 1807+00.00



MODEL: D:\p1\11111111\DOT\CAD_Sheets\DOT\7092_sht_04.dwg

Kaskaskia
Engineering Group, LLC
PROFESSIONAL REGISTRATION
Illinois Professional Design Firm
Professional Engineering Group

477 South Third Street Suite 270 Geneva, Illinois 60134 630.333.8187 phone www.kaskaskiaeng.com	USER NAME = ndp	DESIGNED - MNB	REVISED -
		DRAWN - NDP	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED - LDC	REVISED -
	PLOT DATE = 3/17/2020	DATE - 03/16/20	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLANS
I-74 OVER SALT FORK VERMILION RIVER**

SCALE: 1"=50' SHEET 4 OF 4 SHEETS STA. 1777+00 TO STA. 1809+65.5

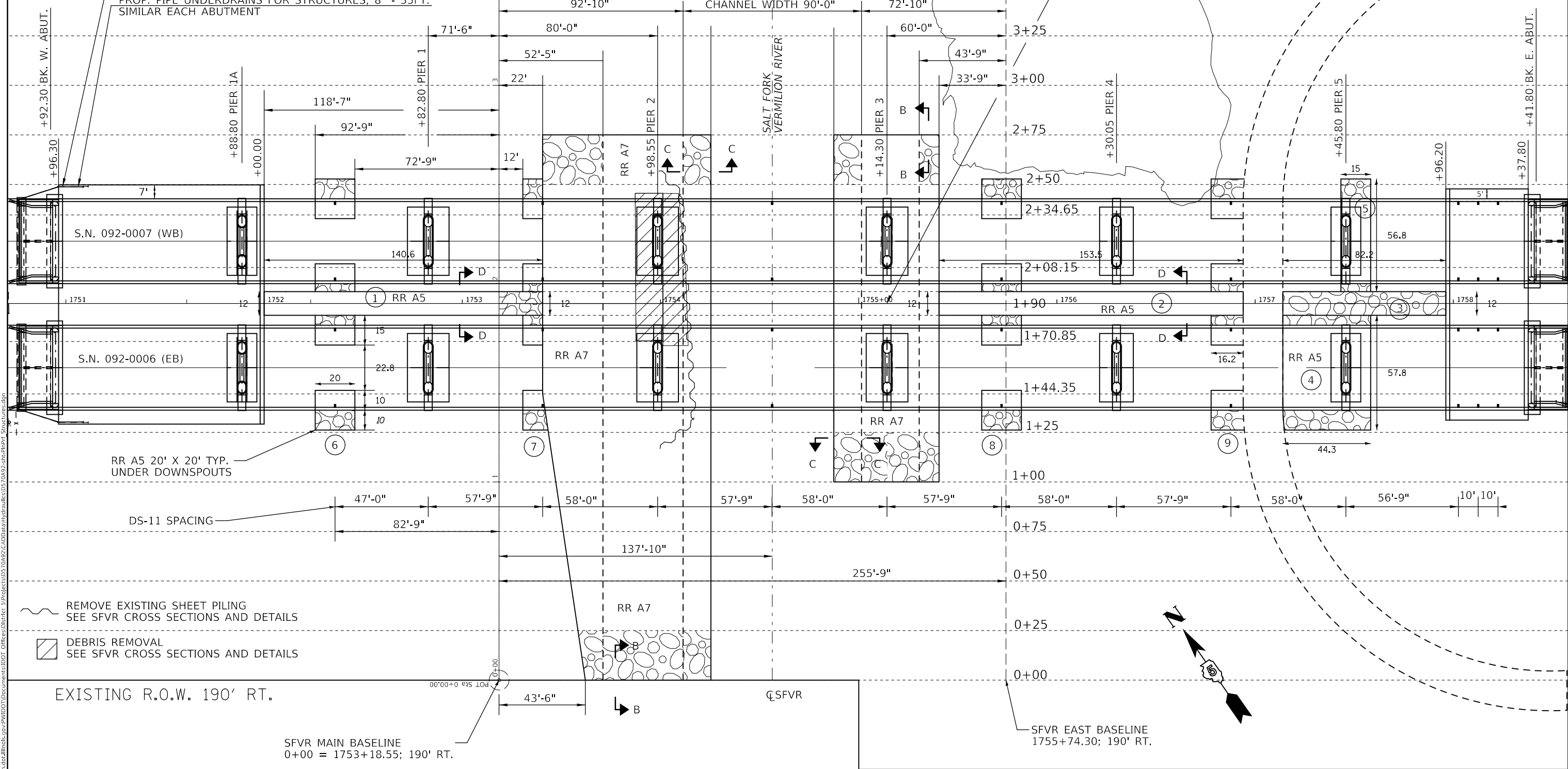
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74	(92-44)BR-1	VERMILION	161	51
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

EXISTING R.O.W. 230' LT.

S.N. 092-0006 (EB) & S.N. 092-0007 (WB)
STATION 1755+14.30

EXISTING R.O.W. 180' LT.

EX. 8" CMP ABUT. DRAIN TO BE REMOVED
COST INCLUDED WITH SLOPEWALL REMOVAL
PROP. PIPE UNDERDRAINS FOR STRUCTURES, 8" - 35FT.
SIMILAR EACH ABUTMENT



EXISTING R.O.W. 190' RT.

SFVR MAIN BASELINE
0+00 = 1753+18.55; 190' RT.

SFVR EAST BASELINE
1755+74.30; 190' RT.

EXISTING R.O.W. 235' RT.

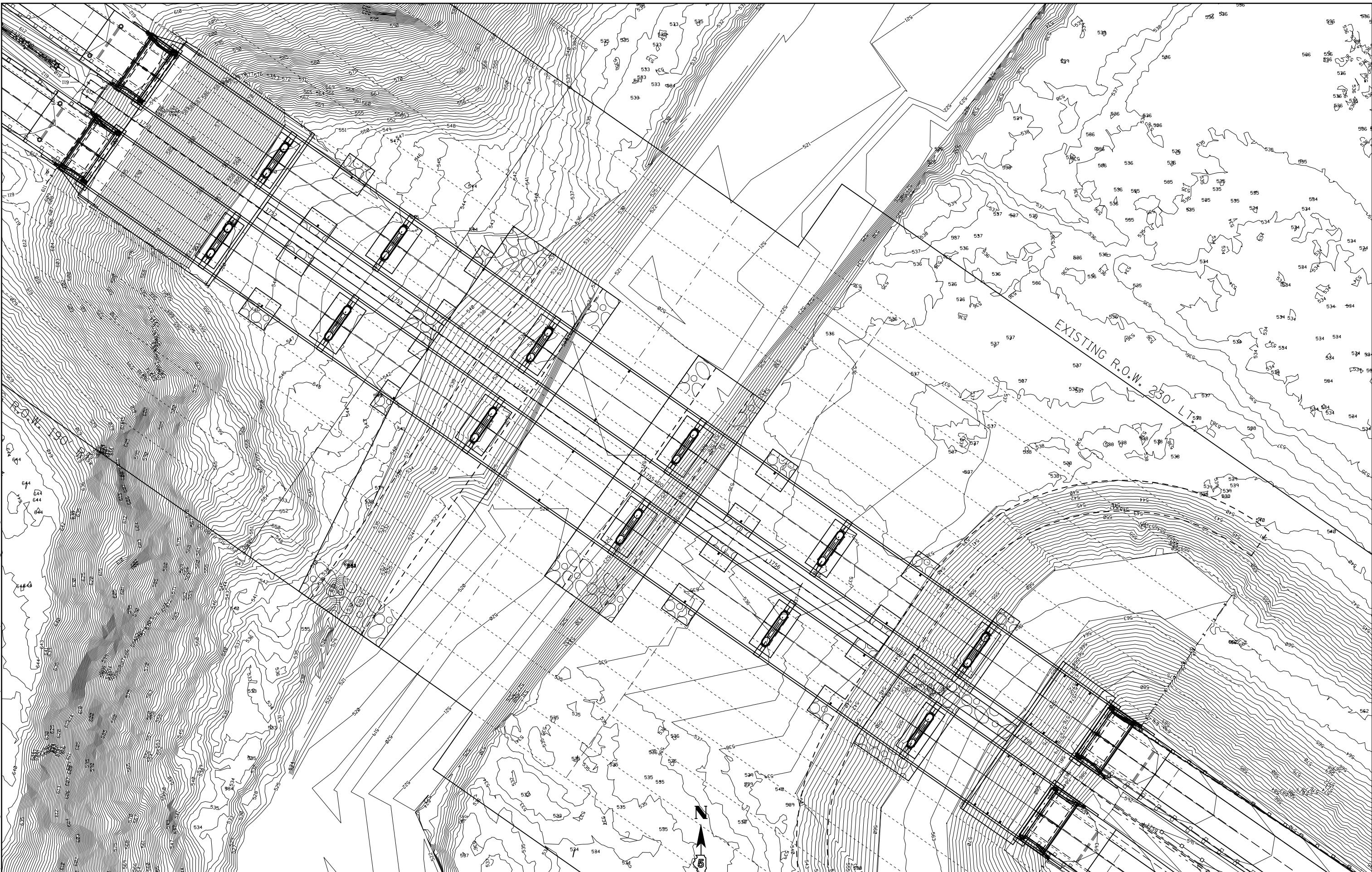
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DRAWN - TJB	REVISED -	
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 3/26/2020	DATE - 8/1/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIPRAP PLAN
S.N. 092-0006 (EB) & 0007 (WB)
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	52
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				



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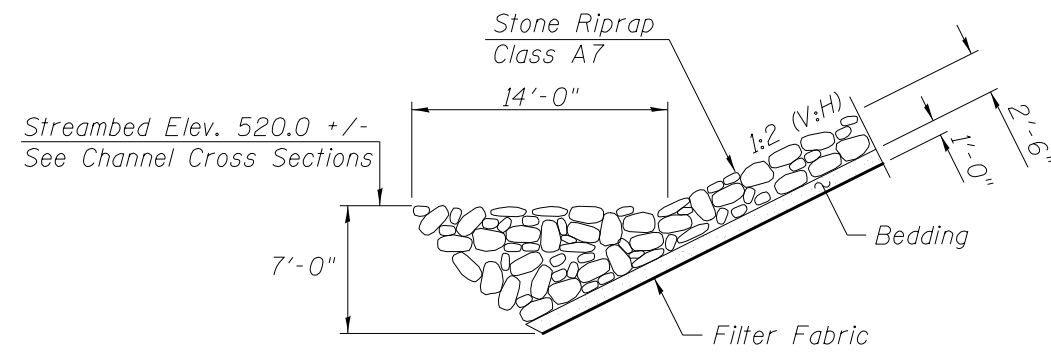
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	DRAWN - TJB	REVISED -
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PLOT DATE = 3/26/2020	DATE - 2/20/2020	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

RIPRAP PLAN WITH EXISTING CONTOURS
S.N. 092-0006 (EB) & 0007 (WB)

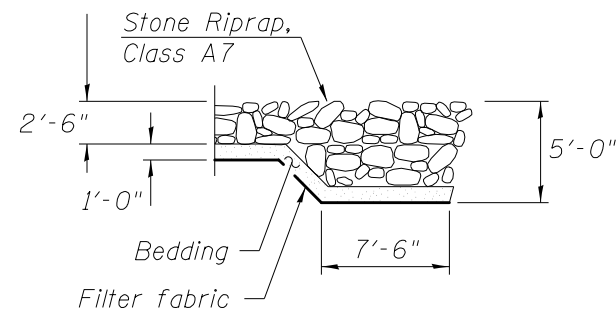
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74	(92-11)BR-1	VERMILION	161	53
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET OF SHEETS STA. TO STA.



SECTION C-C

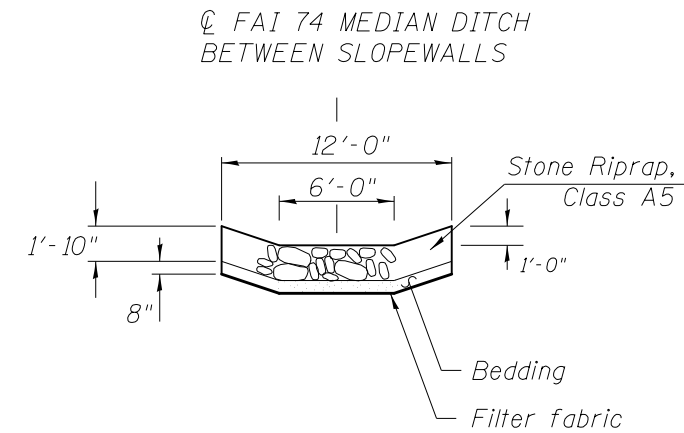
TOE TREATMENT FOR STREAM CROSSINGS



SECTION B-B

FLANK TREATMENT FOR STREAM CROSSINGS

A7	Location	RipRap Area (Sq Yd)	Filter Fabric (Sq Yd)	Bedding Thickness (inches)	Bedding Stone (Cu Yd)	Bedding Stone (Tons)	RipRap Thickness (inches)	RipRap Class A7 (Cu Yd)	RipRap Class A7 (Tons)
	East Bank	1099.0	1099.0	12.0	366.3	659.4	30.0	915.8	2014.8
	West Bank	2570.0	2570.0	12.0	856.7	1542.0	30.0	2141.7	4711.7
	Totals =	3669.0	3669.0		1223.0	2202.0		3058.0	6727.0
		Pay Items		Estimated Rates:		*1.8 tons/cy			*2.2 tons/cy
	*Typically, 1.5 tons/cy is used; however to include estimated tons of riprap needed to construct toe & flank details, 1.8 & 2.2 tons/cy has been used; this is an estimated quantity ONLY and the pay item for riprap is still SQ YD, measured per 281.06.								



SECTION D-D

SEE CHANNEL CROSS SECTIONS

STONE RIPRAP, CLASS A5				
Location	Length (ft)	Width (ft)	Area (sq yd)	Notes
1	141.8	12.3	193.8	
2	159.4	12.3	217.8	
3	82.2	12.3	112.3	
4	44.3	57.8	284.5	
5	15.0	56.8	94.7	
6	20.0	20.0	177.8	at 4 drains
7	10.0	20.0	88.9	at 4 drains
8	20.0	20.0	177.8	at 4 drains
9	16.0	20.0	142.2	at 4 drains
Totals =			1490.0	

A5	Location	RipRap Area (Sq Yd)	Filter Fabric (Sq Yd)	Bedding Thickness (inches)	Bedding Stone (Cu Yd)	Bedding Stone (Tons)	RipRap Thickness (inches)	RipRap Class A5 (Cu Yd)	RipRap Class A5 (Tons)
	All 9 Locations	1490.0	1490.0	8.0	331.1	596.0	22.0	910.6	1639.0
	Totals =	1490.0	1490.0		332.0	596.0		911.0	1639.0
		Pay Items		Estimated Rates:		1.8 tons/cy			1.8 tons/cy
	*Typically, 1.5 tons/cy is used; however to include estimated tons of riprap needed to construct toe & flank details, 1.8 & 2.2 tons/cy has been used; this is an estimated quantity ONLY and the pay item for riprap is still SQ YD, measured per 281.06.								

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	DRAWN - TJB	REVISED -
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PLOT DATE = 3/26/2020	DATE - 7/10/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

RIPRAP DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	54
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

X0321837 - REMOVE SHEET PILING - L SUM						
SFVR CROSS SECTION & PLAN INFORMATION						
Baseline Station	Est. Sheet Pile Height	Removal Height	Remaining Height	Length of Sheet Pile	Estimated Area of Sheet Pile to be Removed	Remove Sheet Piling
	(ft)	(ft)	(ft)	(ft)	(sq ft)	L Sum
1+25	18.0	9.4	8.6			
1+44.35	18.0	13.0	5.0			
1+70.85	18.0	12.1	5.9			
1+90	18.0	11.8	6.2			
2+08.15	18.0	11.5	6.5			
2+34.65	18.0	10.9	7.1			
2+50	18.0	8.0	10.0			
		Ave. Height		Total Length	Total Est. Removal Area	
		11.0		152.0	1666.0	1.0

The existing sheet piling along the east face of Pier 2 of both structures shall be removed to the bottom of RR bedding elevation as shown on the Salt Fork Vermilion River cross sections prior to RR A7 placement per Article 501.05 of the Standard Specifications. The Contractor shall cut off the Removal Height as shown above, leaving the remainder in place. The existing sheet piling shall NOT be removed in its entirety to ensure the spread footing foundations remain undisturbed. Any damage to Pier 2 of either structure shall be repaired at the Contractor's expense as directed by the Engineer. This work will be measured for payment on a lump sum basis and paid for at the contract lump sum price for REMOVE SHEET PILING.

APRIL 2017 PHOTOGRAPHS



VIEW NORTH FROM PIER 2; SN 092-0006 EB



VIEW SOUTH FROM PIER 2; SN 092-0007 WB

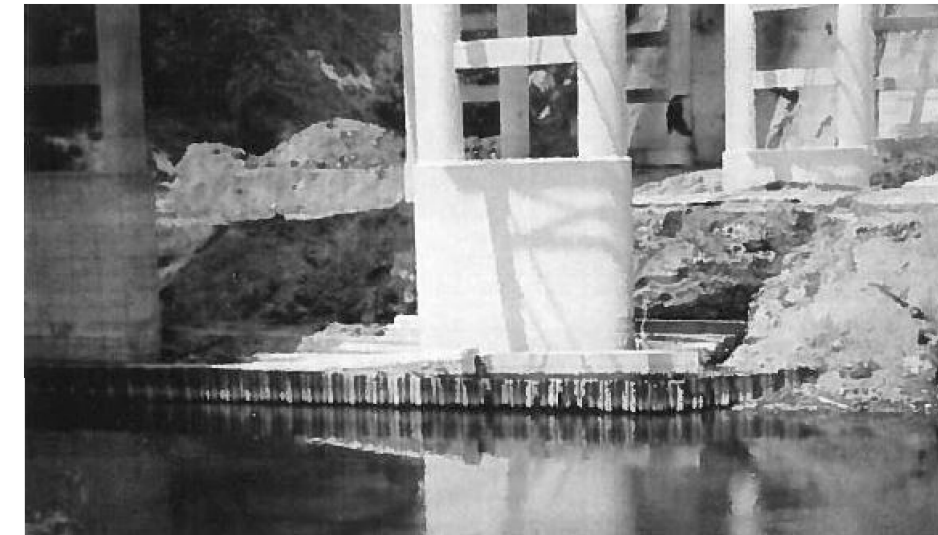


VIEW WEST AT EAST FACE OF PIER 2; SN 092-0006 EB

Z0015500 - DEBRIS REMOVAL - L SUM						
ESTIMATED PARAPET/CURB FROM 1992 RECONSTRUCTION TO BE REMOVED						Debris Removal
Location	Length	End Area	Volume	No. Parapet/Curb Portions	Est. Volume	L Sum
	(ft)	(sq ft)	(cu yd)	(each)	(cu yd)	
					Total	
Pier 2	30.0	7.0	7.8	15	117.0	1.0

The existing remaining portions of parapet/curb from the 1992 reconstruction around pier 2 shall be removed prior to RR A7 placement per Article 501.05 of the Standard Specifications. Any damage to Pier 2 of either structure shall be repaired at the Contractor's expense as directed by the Engineer. This work will be measured for payment on a lump sum basis and paid for at the contract lump sum price for DEBRIS REMOVAL.

JULY 1992 RECONSTRUCTION PHOTOGRAPHS



VIEW WEST AT EAST FACE OF PIER 2; SN 092-0007 WB



VIEW AT NORTH END OF PIER 2; SN 092-0007 WB

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PLOT DATE = 3/26/2020	DATE - 7/17/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVE SHEET PILING / DEBRIS REMOVAL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	55
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

EARTHWORK SCHEDULE				
LOCATION	EXCAVATION (CUT) CU YD	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%) CU YD	EMBANKMENT (FILL) CU YD	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) CU YD
CHANNEL EXCAVATION		CHANNEL EXCAVATION ASSUMED UNSUITABLE FOR EMBANKMENT		
SFVR - WEST BANK	749	0	138	-138
SFVR - EAST BANK	121	0	126	-126
TOTAL	870	0	264	-264
EXCAVATION - RIPRAP A7		SHOWN FOR INFORMATION ONLY; NOT A PAY ITEM; ASSUMED UNSUITABLE FOR EMBANKMENT		
SFVR - WEST BANK	1711	0	0	0
SFVR - EAST BANK	785	0	0	0
TOTAL	2496	0	0	0
POTENTIAL WASTE SFVR	3366	0	0	0
CHANNEL EXCAVATION		CHANNEL EXCAVATION AT SLOPEWALL ASSUMED SUITABLE FOR EMBANKMENT		
SFVR - WEST SLOPEWALL	514	386	641	-255
SFVR - EAST SLOPEWALL	494	371	108	263
TOTAL	1008	757	749	8
EXCAVATION - RIPRAP A5		SHOWN FOR INFORMATION ONLY; NOT A PAY ITEM; ASSUMED SUITABLE FOR EMBANKMENT		
STONE RIPRAP, CLASS A5	1243	932	0	932
POTENTIAL WASTE SLOPEWALLS				940
PAY ITEMS		CHANNEL EXCAVATION		
		1878		

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	DRAWN - TJB	REVISED -
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PLOT DATE = 3/26/2020	DATE - 2/20/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SFVR EARTHWORK SCHEDULE
S.N. 092-0006 (EB) & 0007 (WB)

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	56
ILLINOIS FED. AID PROJECT			CONTRACT NO. 70A92	

Benchmark: Chiseled square on top of abutment end treatment at the NW corner of the south structure; S.N. 092-0006; Elev. 612.39

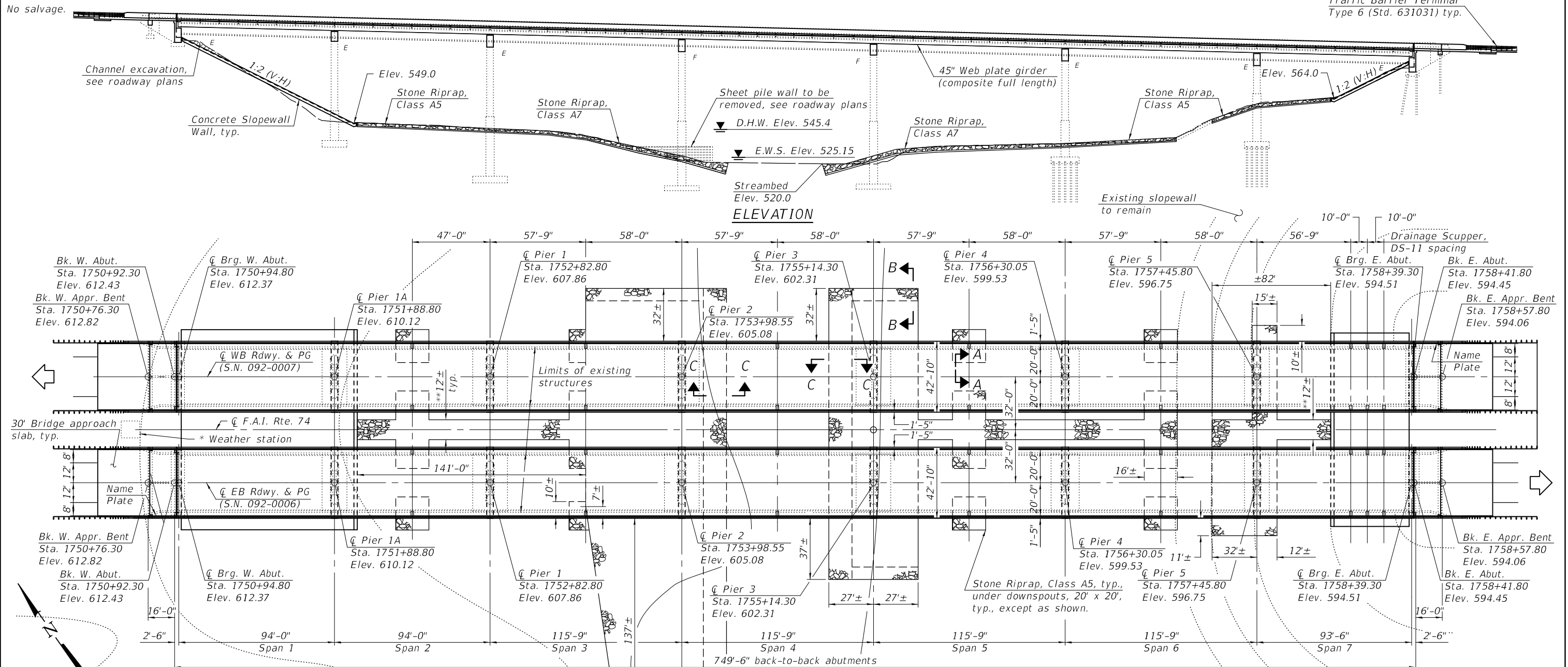
Existing Structure: Structure No's 092-0006 & 092-0007 were originally constructed in 1962 as Section 92-11B. In 1977, the structure was repaired with improvements consisting of deck patching, expansion device reconstruction, installation of waterproofing membrane system and HMA overlay. In 1991, the deck was replaced, the bearings were replaced, some floorbeams were replaced, and the abutments and piers were repaired as Section 92-11BR. In 2008, the structure received scour mitigation improvements consisting of placing A4 and A5 riprap around Piers 2 and 3. In 2018, the parapet was repaired due to impact damage. The superstructure consists of a seven span fracture critical steel beam structure. It consists of one 94' simple span and six continuous spans (1@94'-0"; 4@115'-9"; 1@93'-6") for a back to back abutment length of 749'-6" with a 9" reinforced concrete deck on two 84" riveted steel plate girders with 66 floor beams (24WF94) supported by six double column piers (piers 1A thru 3 on spread footings and piers 4 and 5 with steel piles) and vaulted abutments with spread footings under the west and concrete piles under the east. The clear deck width is 32'-10" with 1'-7" parapets for an out-to-out width of 36'-0". The existing superstructure is to be removed and replaced with a continuous 6 girder system on new pier caps and abutment cap extensions. Traffic will be maintained utilizing cross-overs.

Notes:

* Weather station sensors and components to be replaced by others. See general notes on sheet 2 of 66 for removal.

** See Riprap Plan in Rdwy. plans for cross-section thru median ditch. Stone Riprap, Class A5 in median ditch. The bridge stations and span lengths were derived from survey data and differ from the stations and span lengths shown in the existing plans.

See sheet 3 of 66 for Sections A-A, B-B & C-C. Elevations shown are the final elevations after grinding.



DESIGN STRESSES

FIELD UNITS (New construction)

f'c = 4,000 psi (Superstructure)

f'c = 3,500 psi (Substructure)

f_y = 60,000 psi (Reinforcement)

f_y = 50,000 psi (M270 Grade 50)

f_y = 36,000 psi (M270 Grade 36)

FIELD UNITS (Existing construction)

f'c = 3,500 psi

f'c = 40,000 psi (Reinforcement - 1962 original construction)

f_y = 60,000 psi (Reinforcement - 1991 construction)

LOADING HL-93

No FWS



Expires 11/30/2020

PLAN

SEISMIC DATA

Seismic Performance Category = A

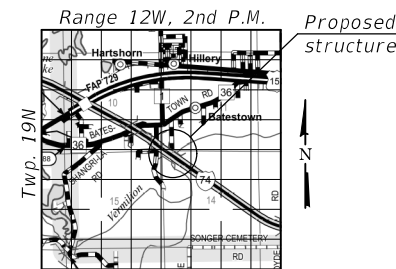
Horizontal Bedrock Acceleration

coefficient = 0.045

Site coefficient = 1.0

DESIGN SPECIFICATIONS

2017 AASHTO LRFD Bridge Design Specifications, 8th Edition



LOCATION SKETCH

GENERAL PLAN & ELEVATION
I-74 OVER SALT FORK VERMILION RIVER
F.A.I. ROUTE 74 - SEC. (92-11)BR-1
VERMILION COUNTY
STATION 1755+14.30
STRUCTURE NO. 092-0006 - EASTBOUND
STRUCTURE NO. 092-0007 - WESTBOUND

DESIGNED -	CRYSTAL D. STONE
CHECKED -	JASON A. KERN
DRAWN -	MICHAEL B. MOSSMAN
CHECKED -	C.D.S. / J.A.K. / S.E.M.

EXAMINED	<i>John F. Schuff</i> ENGINEER OF BRIDGE DESIGN
PASSED	<i>David Carl Puzey</i> ENGINEER OF BRIDGES AND STRUCTURES

DATE -	JULY 2, 2020
REVISED -	
REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	57
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

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WATERWAY INFORMATION

Drainage Area = 976.64 mi ²		Existing Low Grade Elev. 586.64 @ Sta. 1763+58 Proposed Low Grade Elev. 586.64 @ Sta. 1763+58							
Flood	Freq. Yr.	Q C.F.S.	Opening Ft ²		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	10	23200	3913	3913	541.9	0.4	0.4	542.3	542.3
Base	50	35400	5167	5167	545.4	1.1	1.1	546.5	546.5
Scour Design Check	100	40600	5709	5709	546.7	1.3	1.3	548.0	548.0
Max. Calc.	200	46026	6240	6240	547.9	1.6	1.6	549.5	549.5
	500	53200	6240	6240	549.3	1.8	1.8	551.1	551.1

10 year velocity through existing bridge = 6.74 ft/s
10 year velocity through proposed bridge = 6.74 ft/s

DESIGN SCOUR ELEVATION TABLE

Event / Limit State	Design Scour Elevations (ft.)								Item 113
	W. Abut.	Pier 1A	Pier 1	Pier 2	Pier 3	Pier 4	Pier 5	E. Abut.	
Q100	594.43	550.5	537.3	500.4	500.4	524.5	561.1	576.55	7
Q200	594.43	550.5	536.3	500.4	500.4	523.5	561.1	576.55	
Design	594.43	533.65	512.12	507.34	508.31	523.77	532.99	576.55	

GENERAL NOTES

Fasteners shall be ASTM 3125 Grade A325 Type 1, hot dipped galvanized bolts. Bolts 7/8 in. Ø, holes 1 1/16 in. Ø, unless otherwise noted.

Calculated weight of Structural Steel = 2,143,350 M270 Gr. 50.
= 167,390 M270 Gr. 36.

All structural steel girders, interior cross frames, bearing stiffeners and connection plates shall be metallized. The metallized areas shall be painted with system 1. See Special Provisions. End cross frames and the steel for the Elastomeric Bearings, Type I and Type II, shall be hot dipped galvanized, in accordance with the requirements noted in the section "Hot Dip Galvanizing Option" of the Special Provisions.

For the Vaulted Approach Spans, the Contractor shall make allowance for the deflection of forms and for shrinkage and settlement of falsework. Forms for the Vaulted Approach Span shall be removed prior to placement of the bridge Approach Slab.

No field welding is permitted except as specified in the contract documents. Reinforcement bars designated (E) shall be epoxy coated.

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

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Concrete Sealer shall be applied to the designated areas of the abutments.

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

The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

Removal of Existing Superstructures No. 1 is for SN 092-0007, Westbound.

Removal of Existing Superstructures No. 2 is for SN 092-0006, Eastbound.

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

Weather station sensors, conduits, electrical boxes and associated items along the West abutments and the Eastbound superstructure shall be removed. Cost included with the Removal of Existing Superstructures No. 1 or No. 2. No salvage.

The Contractor shall retain the services of an engineering firm, prequalified in the IDOT consultant selection category of Highway Bridges (Advanced Typical), for preparation of the Structural Assessment Report(s). Contractor's pre-approval shall not be applicable for this project. See Special Provisions.

Current rating factors on file for existing structures:

SN 092-0006	SN 092-0007
Inventory: RF 1.100	Inventory: RF 1.100
Operating: RF 1.840	Operating: RF 1.840
Live Load Restrictions: No	Live Load Restrictions: No

Inventory and Operating Rating and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS Loading and configuration. Live Load Restrictions are based on Illinois legal loads and configuration. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.

STATION 1755+14.30
RE-BUILT 20 BY
STATE OF ILLINOIS
F.A.I. RTE. 74 - SEC. (92-11)BR-1
LOADING HL-93
STRUCTURE NO. 092-0006

STATION 1755+14.30
RE-BUILT 20 BY
STATE OF ILLINOIS
F.A.I. RTE. 74 - SEC. (92-11)BR-1
LOADING HL-93
STRUCTURE NO. 092-0007

NAME PLATES

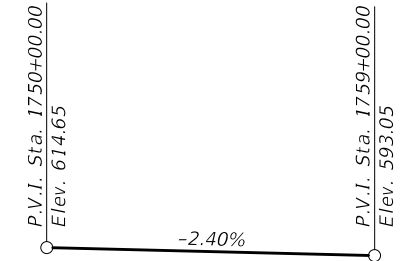
See Std. 515001

Note:

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

SCOPE OF WORK

1. Remove and replace existing superstructure.
2. Remove and replace collar ties on WB Pier 1A as shown.
3. Remove existing slope wall, except as shown, and place new slope walls.
4. Perform concrete repairs on substructure as shown.
5. Add abutment cap and bent cap extensions and new pier caps.



PROFILE GRADE

Note: (Along C WB and EB F.A.I. Rte. 74)

Up to 1/4" may be ground off the bridge deck, the vaulted approach spans and the approach slabs. The profile grade shows the final elevations after grinding.

INDEX OF SHEETS

- 1 - General Plan & Elevation
- 2 - General Data
- 3 - Riprap and Slopewall Details
- 4-14 - Top of Slab Elevations
- 15-17 - Top of Vaulted Approach Span Elevations
- 18-20 - Top of Approach Slab Elevations
- 21-22 - Superstructure
- 23-25 - Superstructure Details
- 26 - Diaphragm Details
- 27-28 - Vaulted Abutment Approach Span Details
- 29-30 - Bridge Approach Slab Details
- 31-32 - Modular Expansion Joint Details
- 33 - Drainage Scupper, DS-11
- 34-35 - Structural Steel
- 36-40 - Structural Steel Details
- 41-43 - Bearing Details
- 44-45 - Abutment Repairs and Concrete Removal - 092-0007
- 46-47 - Abutment Repairs and Concrete Removal - 092-0006
- 48-50 - Abutment Details
- 51-54 - Pier 1A thru Pier 5 Repairs and Concrete Removal - 092-0007
- 55-58 - Pier 1A thru Pier 5 Repairs and Concrete Removal - 092-0006
- 59 - Pier 1A Collar Tie Details - 092-0007
- 60-64 - Pier Details
- 65 - Concrete Parapet Slipforming Option
- 66 - Bar Splicer Assembly and Mechanical Splicer Details

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.		1490	1490
Stone Riprap, Class A7	Sq. Yd.		3669	3669
Filter Fabric	Sq. Yd.		5159	5159
Removal of Existing Superstructures No. 1	Each	1		1
Removal of Existing Superstructures No. 2	Each	1		1
Concrete Removal	Cu. Yd.		100.5	100.5
Slope Wall Removal	Sq. Yd.		1429	1429
Structure Excavation	Cu. Yd.		22	22
Epoxy Crack Injection	Foot		509	509
Structural Repair of Concrete (Depth Equal To or Less than 5 Inches)	Sq. Ft.		689	689
Concrete Structures	Cu. Yd.		1077.5	1077.5
Concrete Superstructure	Cu. Yd.	2307.6		2307.6
Concrete Superstructure (Approach Slab)	Cu. Yd.	247.4		247.4
Reinforcement Bars, Epoxy Coated	Pound	723500	219230	942730
Mechanical Splicers	Each		804	804
Diamond Grinding (Bridge Section)	Sq. Yd.	6948		6948
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	4472		4472
Modular Expansion Joint 6"	Foot	172		172
Drainage Scuppers, DS-11	Each	32		32
Stud Shear Connectors	Each	41376		41376
Furnishing and Erecting Structural Steel	L. Sum	1		1
Elastomeric Bearing Assembly, Type I	Each	48		48
Elastomeric Bearing Assembly, Type II	Each	24		24
Anchor Bolts, 3/4"	Each	48		48
Anchor Bolts, 1"	Each	48		48
Anchor Bolts, 1 1/4"	Each	96		96
Slope Wall 6 Inch	Sq. Yd.		2154	2154
Protective Coat	Sq. Yd.	4469		4469
Concrete Sealer	Sq. Ft.		2276	2276
Name Plates	Each	2		2
Temporary Support System	L. Sum		1	1

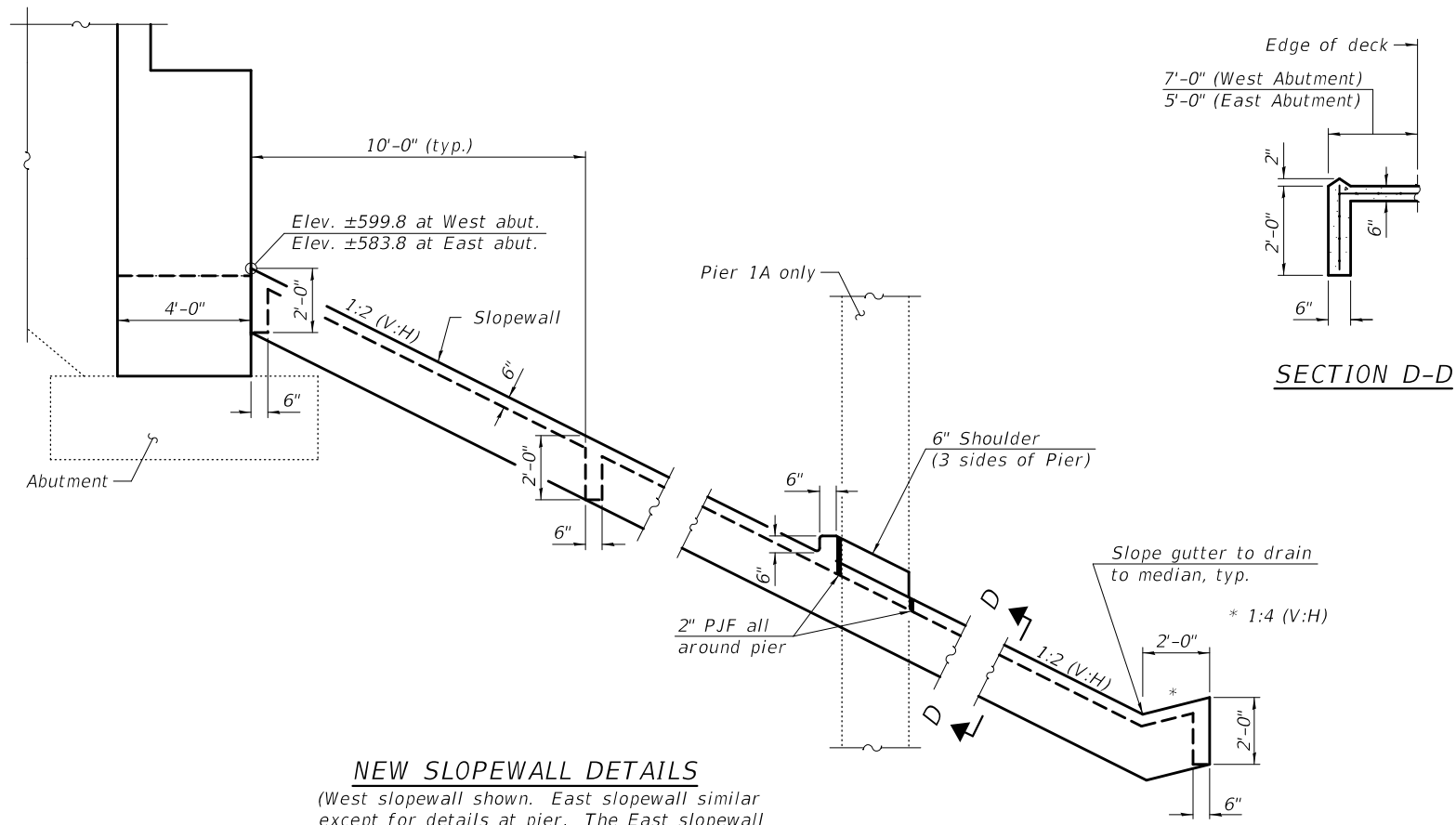
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 092-0006 & 092-0007

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	58
CONTRACT NO. 70A92				
SHEET 2 OF 66 SHEETS		ILLINOIS FED. AID PROJECT		

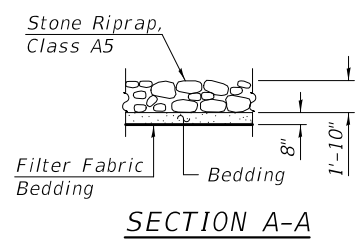
DESIGNED - CRYSTAL D. STONE	EXAMINED	DATE - July 2, 2020
CHECKED - JASON A. KERN	PASSED	
DRAWN - DENNIS A. POP		
CHECKED - C.D.S. / J.A.K. / S.E.M.		

MODEL: 0920006-70A92-003
 FILE NAME: p:\v\planroom\dot.illinois.gov\p\w\DOT\Documents\Bureau of Bridges and Structures\Projects\0920006\CADD Plans\0920006-70A92.dgn
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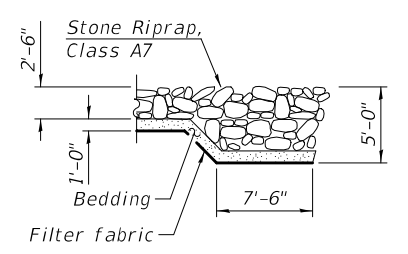


NEW SLOPEWALL DETAILS
 (West sloped wall shown. East sloped wall similar except for details at pier. The East sloped wall does not extend to pier 5.)

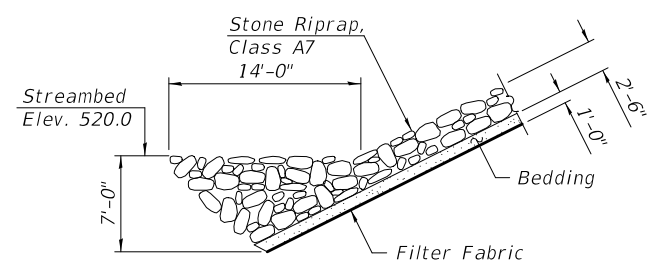
Notes:
 Slopewall shall be reinforced with welded wire fabric, 6 in., x 6 in., W4.0 x W4.0, weighing 58 lbs. per 100 Sq. Ft.
 Existing drainage pipes that interfere with sloped wall shall be removed. Cost included with Slope Wall Removal.
 Existing slope at East abutment is A3 riprap and shall be removed. Cost included with Channel Excavation. See Rdwy. plans.
 Existing 8" drain that runs along West abutment curtain wall to be replaced from West bent to slope wall. See Riprap Plan in Rdwy. plans.
 For additional riprap details, see Riprap Plan in Rdwy. plans.



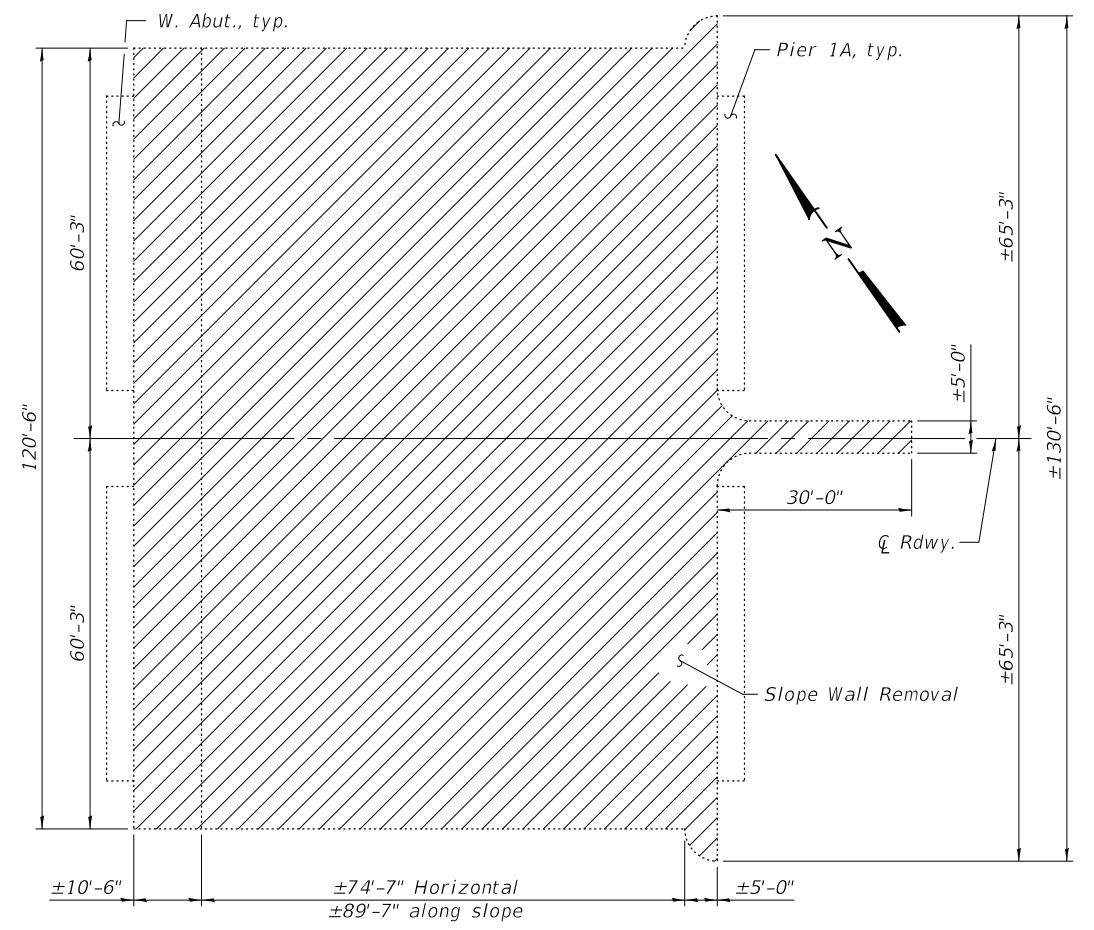
SECTION A-A



SECTION B-B



SECTION C-C



SLOPEWALL REMOVAL PLAN

DESIGNED -	CRYSTAL D. STONE
CHECKED -	JASON A. KERN
DRAWN -	DENNIS A. POP
CHECKED -	C.D.S. / J.A.K. / S.E.M.

EXAMINED	<i>Joanne F. Joffe</i>	DATE -	July 2, 2020
PASSED	<i>Carl R. Rupp</i>	REVISED -	
	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**RIPRAP AND SLOPEWALL DETAILS
 STRUCTURE NO. 092-0006 & 092-0007**

SHEET 3 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	59
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

MODEL: 0920006-70A92-005
 FILE NAME: p:\planroom\dot.illinois.gov\p\DOT\Documents\DOT Offices and Structures\Projects\0920006\CADD Plans\0920006-70A92.dgn

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1750+92.30	-18.33	612.13	612.15
Q Exp. Jt.	1750+93.55	-18.33	612.10	612.12
Q Brg. W. Abut.	1750+94.80	-18.33	612.07	612.09
D	1751+04.80	-18.33	611.83	611.88
E	1751+14.80	-18.33	611.59	611.67
F	1751+24.80	-18.33	611.35	611.44
G	1751+34.80	-18.33	611.11	611.21
H	1751+44.80	-18.33	610.87	610.97
I	1751+54.80	-18.33	610.63	610.71
J	1751+64.80	-18.33	610.39	610.46
K	1751+74.80	-18.33	610.15	610.20
Q Brg. Pier 1A	1751+88.80	-18.33	609.81	609.83
L	1751+98.80	-18.33	609.57	609.59
M	1752+08.80	-18.33	609.33	609.35
N	1752+18.80	-18.33	609.09	609.11
O	1752+28.80	-18.33	608.85	608.87
P	1752+38.80	-18.33	608.61	608.63
Q	1752+48.80	-18.33	608.37	608.39
R	1752+58.80	-18.33	608.13	608.15
S	1752+68.80	-18.33	607.89	607.91
Q Brg. Pier 1	1752+82.80	-18.33	607.56	607.58
T	1752+92.80	-18.33	607.32	607.36
U	1753+02.80	-18.33	607.08	607.14
V	1753+12.80	-18.33	606.84	606.92
W	1753+22.80	-18.33	606.60	606.69
X	1753+32.80	-18.33	606.36	606.46
Y	1753+42.80	-18.33	606.12	606.23
Z	1753+52.80	-18.33	605.88	605.97
A1	1753+62.80	-18.33	605.64	605.72
B1	1753+72.80	-18.33	605.40	605.46
C1	1753+82.80	-18.33	605.16	605.20
D1	1753+92.80	-18.33	604.92	604.95
Q Brg. Pier 2	1753+98.55	-18.33	604.78	604.80
E1	1754+08.55	-18.33	604.54	604.57
F1	1754+18.55	-18.33	604.30	604.34
G1	1754+28.55	-18.33	604.06	604.11
H1	1754+38.55	-18.33	603.82	603.88
I1	1754+48.55	-18.33	603.58	603.65
J1	1754+58.55	-18.33	603.34	603.42
K1	1754+68.55	-18.33	603.10	603.17
L1	1754+78.55	-18.33	602.86	602.92

GIRDER 1 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
M1	1754+88.55	-18.33	602.62	602.67
N1	1754+98.55	-18.33	602.38	602.42
O1	1755+08.55	-18.33	602.14	602.16
Q Brg. Pier 3	1755+14.30	-18.33	602.00	602.02
P1	1755+24.30	-18.33	601.76	601.79
Q1	1755+34.30	-18.33	601.52	601.57
R1	1755+44.30	-18.33	601.28	601.34
S1	1755+54.30	-18.33	601.04	601.11
T1	1755+64.30	-18.33	600.80	600.88
U1	1755+74.30	-18.33	600.56	600.65
V1	1755+84.30	-18.33	600.32	600.40
W1	1755+94.30	-18.33	600.08	600.15
X1	1756+04.30	-18.33	599.84	599.89
Y1	1756+14.30	-18.33	599.60	599.64
Z1	1756+24.30	-18.33	599.36	599.39
Q Brg. Pier 4	1756+30.05	-18.33	599.22	599.24
A2	1756+40.05	-18.33	598.98	599.01
B2	1756+50.05	-18.33	598.74	598.79
C2	1756+60.05	-18.33	598.50	598.56
D2	1756+70.05	-18.33	598.26	598.33
E2	1756+80.05	-18.33	598.02	598.10
F2	1756+90.05	-18.33	597.78	597.87
G2	1757+00.05	-18.33	597.54	597.62
H2	1757+10.05	-18.33	597.30	597.36
I2	1757+20.05	-18.33	597.06	597.11
J2	1757+30.05	-18.33	596.82	596.86
K2	1757+40.05	-18.33	596.58	596.61
Q Brg. Pier 5	1757+45.80	-18.33	596.44	596.46
L2	1757+55.80	-18.33	596.20	596.24
M2	1757+65.80	-18.33	595.96	596.01
N2	1757+75.80	-18.33	595.72	595.78
O2	1757+85.80	-18.33	595.48	595.56
P2	1757+95.80	-18.33	595.24	595.33
Q2	1758+05.80	-18.33	595.00	595.08
R2	1758+15.80	-18.33	594.76	594.84
S2	1758+25.80	-18.33	594.52	594.58
Q Brg. E. Abut.	1758+39.30	-18.33	594.20	594.22
Q Exp. Jt.	1758+40.55	-18.33	594.17	594.19
Bk. E. Abut.	1758+41.80	-18.33	594.14	594.16

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1750+92.30	-11.00	612.27	612.29
Q Exp. Jt.	1750+93.55	-11.00	612.24	612.26
Q Brg. W. Abut.	1750+94.80	-11.00	612.21	612.23
D	1751+04.80	-11.00	611.97	612.02
E	1751+14.80	-11.00	611.73	611.81
F	1751+24.80	-11.00	611.49	611.59
G	1751+34.80	-11.00	611.25	611.35
H	1751+44.80	-11.00	611.01	611.11
I	1751+54.80	-11.00	610.77	610.86
J	1751+64.80	-11.00	610.53	610.60
K	1751+74.80	-11.00	610.29	610.34
Q Brg. Pier 1A	1751+88.80	-11.00	609.95	609.97
L	1751+98.80	-11.00	609.71	609.73
M	1752+08.80	-11.00	609.47	609.49
N	1752+18.80	-11.00	609.23	609.25
O	1752+28.80	-11.00	608.99	609.01
P	1752+38.80	-11.00	608.75	608.77
Q	1752+48.80	-11.00	608.51	608.53
R	1752+58.80	-11.00	608.27	608.29
S	1752+68.80	-11.00	608.03	608.05
Q Brg. Pier 1	1752+82.80	-11.00	607.70	607.72
T	1752+92.80	-11.00	607.46	607.50
U	1753+02.80	-11.00	607.22	607.28
V	1753+12.80	-11.00	606.98	607.06
W	1753+22.80	-11.00	606.74	606.83
X	1753+32.80	-11.00	606.50	606.60
Y	1753+42.80	-11.00	606.26	606.37
Z	1753+52.80	-11.00	606.02	606.11
A1	1753+62.80	-11.00	605.78	605.86
B1	1753+72.80	-11.00	605.54	605.60
C1	1753+82.80	-11.00	605.30	605.35
D1	1753+92.80	-11.00	605.06	605.09
Q Brg. Pier 2	1753+98.55	-11.00	604.92	604.94
E1	1754+08.55	-11.00	604.68	604.71
F1	1754+18.55	-11.00	604.44	604.48
G1	1754+28.55	-11.00	604.20	604.25
H1	1754+38.55	-11.00	603.96	604.02
I1	1754+48.55	-11.00	603.72	603.79
J1	1754+58.55	-11.00	603.48	603.56
K1	1754+68.55	-11.00	603.24	603.31
L1	1754+78.55	-11.00	603.00	603.06

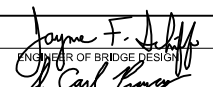
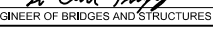
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 092-0007

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	61
CONTRACT NO. 70A92				

SHEET 5 OF 66 SHEETS

ILLINOIS FED. AID PROJECT

DESIGNED - CRYSTAL D. STONE	EXAMINED	DATE - July 2, 2020
CHECKED - JASON A. KERN		
DRAWN - DENNIS A. POP	PASSED	REVISER -
CHECKED - C.D.S. / J.A.K. / S.E.M.		REVISER -

GIRDER 2 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
M1	1754+88.55	-11.00	602.76	602.81
N1	1754+98.55	-11.00	602.52	602.56
O1	1755+08.55	-11.00	602.28	602.31
Q Brg. Pier 3	1755+14.30	-11.00	602.14	602.16
P1	1755+24.30	-11.00	601.90	601.94
Q1	1755+34.30	-11.00	601.66	601.71
R1	1755+44.30	-11.00	601.42	601.48
S1	1755+54.30	-11.00	601.18	601.25
T1	1755+64.30	-11.00	600.94	601.02
U1	1755+74.30	-11.00	600.70	600.79
V1	1755+84.30	-11.00	600.46	600.54
W1	1755+94.30	-11.00	600.22	600.29
X1	1756+04.30	-11.00	599.98	600.04
Y1	1756+14.30	-11.00	599.74	599.78
Z1	1756+24.30	-11.00	599.50	599.53
Q Brg. Pier 4	1756+30.05	-11.00	599.36	599.38
A2	1756+40.05	-11.00	599.12	599.16
B2	1756+50.05	-11.00	598.88	598.93
C2	1756+60.05	-11.00	598.64	598.70
D2	1756+70.05	-11.00	598.40	598.47
E2	1756+80.05	-11.00	598.16	598.24
F2	1756+90.05	-11.00	597.92	598.01
G2	1757+00.05	-11.00	597.68	597.76
H2	1757+10.05	-11.00	597.44	597.51
I2	1757+20.05	-11.00	597.20	597.25
J2	1757+30.05	-11.00	596.96	597.00
K2	1757+40.05	-11.00	596.72	596.75
Q Brg. Pier 5	1757+45.80	-11.00	596.59	596.61
L2	1757+55.80	-11.00	596.35	596.38
M2	1757+65.80	-11.00	596.11	596.15
N2	1757+75.80	-11.00	595.87	595.92
O2	1757+85.80	-11.00	595.63	595.70
P2	1757+95.80	-11.00	595.39	595.47
Q2	1758+05.80	-11.00	595.15	595.22
R2	1758+15.80	-11.00	594.91	594.98
S2	1758+25.80	-11.00	594.67	594.72
Q Brg. E. Abut.	1758+39.30	-11.00	594.34	594.36
Q Exp. Jt.	1758+40.55	-11.00	594.31	594.33
Bk. E. Abut.	1758+41.80	-11.00	594.28	594.30

GIRDER 3

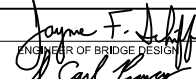
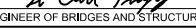
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1750+92.30	-3.67	612.38	612.40
Q Exp. Jt.	1750+93.55	-3.67	612.35	612.37
Q Brg. W. Abut.	1750+94.80	-3.67	612.32	612.34
D	1751+04.80	-3.67	612.08	612.13
E	1751+14.80	-3.67	611.84	611.92
F	1751+24.80	-3.67	611.60	611.70
G	1751+34.80	-3.67	611.36	611.46
H	1751+44.80	-3.67	611.12	611.22
I	1751+54.80	-3.67	610.88	610.97
J	1751+64.80	-3.67	610.64	610.71
K	1751+74.80	-3.67	610.40	610.45
Q Brg. Pier 1A	1751+88.80	-3.67	610.06	610.08
L	1751+98.80	-3.67	609.82	609.84
M	1752+08.80	-3.67	609.58	609.60
N	1752+18.80	-3.67	609.34	609.36
O	1752+28.80	-3.67	609.10	609.12
P	1752+38.80	-3.67	608.86	608.88
Q	1752+48.80	-3.67	608.62	608.64
R	1752+58.80	-3.67	608.38	608.40
S	1752+68.80	-3.67	608.14	608.16
Q Brg. Pier 1	1752+82.80	-3.67	607.81	607.83
T	1752+92.80	-3.67	607.57	607.61
U	1753+02.80	-3.67	607.33	607.39
V	1753+12.80	-3.67	607.09	607.17
W	1753+22.80	-3.67	606.85	606.94
X	1753+32.80	-3.67	606.61	606.71
Y	1753+42.80	-3.67	606.37	606.48
Z	1753+52.80	-3.67	606.13	606.22
A1	1753+62.80	-3.67	605.89	605.97
B1	1753+72.80	-3.67	605.65	605.71
C1	1753+82.80	-3.67	605.41	605.46
D1	1753+92.80	-3.67	605.17	605.20
Q Brg. Pier 2	1753+98.55	-3.67	605.03	605.05
E1	1754+08.55	-3.67	604.79	604.82
F1	1754+18.55	-3.67	604.55	604.59
G1	1754+28.55	-3.67	604.31	604.36
H1	1754+38.55	-3.67	604.07	604.13
I1	1754+48.55	-3.67	603.83	603.90
J1	1754+58.55	-3.67	603.59	603.67
K1	1754+68.55	-3.67	603.35	603.42
L1	1754+78.55	-3.67	603.11	603.17

GIRDER 3 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
M1	1754+88.55	-3.67	602.87	602.92
N1	1754+98.55	-3.67	602.63	602.67
O1	1755+08.55	-3.67	602.39	602.42
Q Brg. Pier 3	1755+14.30	-3.67	602.25	602.27
P1	1755+24.30	-3.67	602.01	602.05
Q1	1755+34.30	-3.67	601.77	601.82
R1	1755+44.30	-3.67	601.53	601.59
S1	1755+54.30	-3.67	601.29	601.36
T1	1755+64.30	-3.67	601.05	601.13
U1	1755+74.30	-3.67	600.81	600.90
V1	1755+84.30	-3.67	600.57	600.65
W1	1755+94.30	-3.67	600.33	600.40
X1	1756+04.30	-3.67	600.09	600.15
Y1	1756+14.30	-3.67	599.85	599.89
Z1	1756+24.30	-3.67	599.61	599.64
Q Brg. Pier 4	1756+30.05	-3.67	599.47	599.49
A2	1756+40.05	-3.67	599.23	599.27
B2	1756+50.05	-3.67	598.99	599.04
C2	1756+60.05	-3.67	598.75	598.81
D2	1756+70.05	-3.67	598.51	598.58
E2	1756+80.05	-3.67	598.27	598.35
F2	1756+90.05	-3.67	598.03	598.12
G2	1757+00.05	-3.67	597.79	597.87
H2	1757+10.05	-3.67	597.55	597.62
I2	1757+20.05	-3.67	597.31	597.36
J2	1757+30.05	-3.67	597.07	597.11
K2	1757+40.05	-3.67	596.83	596.86
Q Brg. Pier 5	1757+45.80	-3.67	596.70	596.72
L2	1757+55.80	-3.67	596.46	596.49
M2	1757+65.80	-3.67	596.22	596.26
N2	1757+75.80	-3.67	595.98	596.03
O2	1757+85.80	-3.67	595.74	595.81
P2	1757+95.80	-3.67	595.50	595.58
Q2	1758+05.80	-3.67	595.26	595.33
R2	1758+15.80	-3.67	595.02	595.09
S2	1758+25.80	-3.67	594.78	594.83
Q Brg. E. Abut.	1758+39.30	-3.67	594.45	594.47
Q Exp. Jt.	1758+40.55	-3.67	594.42	594.44
Bk. E. Abut.	1758+41.80	-3.67	594.39	594.41

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DESIGNED -	CRYSTAL D. STONE
CHECKED -	JASON A. KERN
DRAWN -	DENNIS A. POP
CHECKED -	C.D.S. / J.A.K. / S.E.M.

EXAMINED		DATE -	July 2, 2020
PASSED		REVISOR -	
	ENGINEER OF BRIDGES AND STRUCTURES	REVISOR -	

REVISOR -	
REVISOR -	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 092-0007

SHEET 6 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	62
CONTRACT NO. 70A92				
ILLINOIS		FED. AID PROJECT		

☐ WB RDWY. & PG

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1750+92.30	0.00	612.43	612.45
☐ Exp. Jt.	1750+93.55	0.00	612.40	612.42
☐ Brg. W. Abut.	1750+94.80	0.00	612.37	612.39
D	1751+04.80	0.00	612.13	612.18
E	1751+14.80	0.00	611.89	611.98
F	1751+24.80	0.00	611.65	611.75
G	1751+34.80	0.00	611.41	611.52
H	1751+44.80	0.00	611.17	611.28
I	1751+54.80	0.00	610.93	611.02
J	1751+64.80	0.00	610.69	610.76
K	1751+74.80	0.00	610.45	610.50
☐ Brg. Pier 1A	1751+88.80	0.00	610.12	610.14
L	1751+98.80	0.00	609.88	609.90
M	1752+08.80	0.00	609.64	609.65
N	1752+18.80	0.00	609.40	609.41
O	1752+28.80	0.00	609.16	609.18
P	1752+38.80	0.00	608.92	608.94
Q	1752+48.80	0.00	608.68	608.69
R	1752+58.80	0.00	608.44	608.45
S	1752+68.80	0.00	608.20	608.21
☐ Brg. Pier 1	1752+82.80	0.00	607.86	607.88
T	1752+92.80	0.00	607.62	607.66
U	1753+02.80	0.00	607.38	607.44
V	1753+12.80	0.00	607.14	607.22
W	1753+22.80	0.00	606.90	607.00
X	1753+32.80	0.00	606.66	606.77
Y	1753+42.80	0.00	606.42	606.53
Z	1753+52.80	0.00	606.18	606.28
A1	1753+62.80	0.00	605.94	606.02
B1	1753+72.80	0.00	605.70	605.77
C1	1753+82.80	0.00	605.46	605.51
D1	1753+92.80	0.00	605.22	605.25
☐ Brg. Pier 2	1753+98.55	0.00	605.08	605.10
E1	1754+08.55	0.00	604.84	604.88
F1	1754+18.55	0.00	604.60	604.65
G1	1754+28.55	0.00	604.36	604.42
H1	1754+38.55	0.00	604.12	604.19
I1	1754+48.55	0.00	603.88	603.96
J1	1754+58.55	0.00	603.64	603.72
K1	1754+68.55	0.00	603.40	603.47
L1	1754+78.55	0.00	603.16	603.22

☐ WB RDWY. & PG (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
M1	1754+88.55	0.00	602.92	602.97
N1	1754+98.55	0.00	602.68	602.72
O1	1755+08.55	0.00	602.44	602.47
☐ Brg. Pier 3	1755+14.30	0.00	602.31	602.33
P1	1755+24.30	0.00	602.07	602.10
Q1	1755+34.30	0.00	601.83	601.87
R1	1755+44.30	0.00	601.59	601.65
S1	1755+54.30	0.00	601.35	601.42
T1	1755+64.30	0.00	601.11	601.19
U1	1755+74.30	0.00	600.87	600.95
V1	1755+84.30	0.00	600.63	600.70
W1	1755+94.30	0.00	600.39	600.45
X1	1756+04.30	0.00	600.15	600.20
Y1	1756+14.30	0.00	599.91	599.95
Z1	1756+24.30	0.00	599.67	599.69
☐ Brg. Pier 4	1756+30.05	0.00	599.53	599.55
A2	1756+40.05	0.00	599.29	599.32
B2	1756+50.05	0.00	599.05	599.09
C2	1756+60.05	0.00	598.81	598.86
D2	1756+70.05	0.00	598.57	598.64
E2	1756+80.05	0.00	598.33	598.41
F2	1756+90.05	0.00	598.09	598.17
G2	1757+00.05	0.00	597.85	597.92
H2	1757+10.05	0.00	597.61	597.67
I2	1757+20.05	0.00	597.37	597.42
J2	1757+30.05	0.00	597.13	597.17
K2	1757+40.05	0.00	596.89	596.92
☐ Brg. Pier 5	1757+45.80	0.00	596.75	596.77
L2	1757+55.80	0.00	596.51	596.54
M2	1757+65.80	0.00	596.27	596.32
N2	1757+75.80	0.00	596.03	596.09
O2	1757+85.80	0.00	595.79	595.86
P2	1757+95.80	0.00	595.55	595.63
Q2	1758+05.80	0.00	595.31	595.39
R2	1758+15.80	0.00	595.07	595.15
S2	1758+25.80	0.00	594.83	594.88
☐ Brg. E. Abut.	1758+39.30	0.00	594.51	594.53
☐ Exp. Jt.	1758+40.55	0.00	594.48	594.50
Bk. E. Abut.	1758+41.80	0.00	594.45	594.47

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1750+92.30	3.67	612.38	612.40
☐ Exp. Jt.	1750+93.55	3.67	612.35	612.37
☐ Brg. W. Abut.	1750+94.80	3.67	612.32	612.34
D	1751+04.80	3.67	612.08	612.13
E	1751+14.80	3.67	611.84	611.92
F	1751+24.80	3.67	611.60	611.70
G	1751+34.80	3.67	611.36	611.46
H	1751+44.80	3.67	611.12	611.22
I	1751+54.80	3.67	610.88	610.97
J	1751+64.80	3.67	610.64	610.71
K	1751+74.80	3.67	610.40	610.45
☐ Brg. Pier 1A	1751+88.80	3.67	610.06	610.08
L	1751+98.80	3.67	609.82	609.84
M	1752+08.80	3.67	609.58	609.60
N	1752+18.80	3.67	609.34	609.36
O	1752+28.80	3.67	609.10	609.12
P	1752+38.80	3.67	608.86	608.88
Q	1752+48.80	3.67	608.62	608.64
R	1752+58.80	3.67	608.38	608.40
S	1752+68.80	3.67	608.14	608.16
☐ Brg. Pier 1	1752+82.80	3.67	607.81	607.83
T	1752+92.80	3.67	607.57	607.61
U	1753+02.80	3.67	607.33	607.39
V	1753+12.80	3.67	607.09	607.17
W	1753+22.80	3.67	606.85	606.94
X	1753+32.80	3.67	606.61	606.71
Y	1753+42.80	3.67	606.37	606.48
Z	1753+52.80	3.67	606.13	606.22
A1	1753+62.80	3.67	605.89	605.97
B1	1753+72.80	3.67	605.65	605.71
C1	1753+82.80	3.67	605.41	605.46
D1	1753+92.80	3.67	605.17	605.20
☐ Brg. Pier 2	1753+98.55	3.67	605.03	605.05
E1	1754+08.55	3.67	604.79	604.82
F1	1754+18.55	3.67	604.55	604.59
G1	1754+28.55	3.67	604.31	604.36
H1	1754+38.55	3.67	604.07	604.13
I1	1754+48.55	3.67	603.83	603.90
J1	1754+58.55	3.67	603.59	603.67
K1	1754+68.55	3.67	603.35	603.42
L1	1754+78.55	3.67	603.11	603.17

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DESIGNED -	CRYSTAL D. STONE
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EXAMINED		DATE -	July 2, 2020
PASSED		REVISOR -	
	ENGINEER OF BRIDGES AND STRUCTURES	REVISOR -	

REVISOR -	
REVISOR -	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 092-0007

SHEET 7 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	63
CONTRACT NO. 70A92				
ILLINOIS		FED. AID PROJECT		

GIRDER 4 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
M1	1754+88.55	3.67	602.87	602.92
N1	1754+98.55	3.67	602.63	602.67
O1	1755+08.55	3.67	602.39	602.42
Q Brg. Pier 3	1755+14.30	3.67	602.25	602.27
P1	1755+24.30	3.67	602.01	602.05
Q1	1755+34.30	3.67	601.77	601.82
R1	1755+44.30	3.67	601.53	601.59
S1	1755+54.30	3.67	601.29	601.36
T1	1755+64.30	3.67	601.05	601.13
U1	1755+74.30	3.67	600.81	600.90
V1	1755+84.30	3.67	600.57	600.65
W1	1755+94.30	3.67	600.33	600.40
X1	1756+04.30	3.67	600.09	600.15
Y1	1756+14.30	3.67	599.85	599.89
Z1	1756+24.30	3.67	599.61	599.64
Q Brg. Pier 4	1756+30.05	3.67	599.47	599.49
A2	1756+40.05	3.67	599.23	599.27
B2	1756+50.05	3.67	598.99	599.04
C2	1756+60.05	3.67	598.75	598.81
D2	1756+70.05	3.67	598.51	598.58
E2	1756+80.05	3.67	598.27	598.35
F2	1756+90.05	3.67	598.03	598.12
G2	1757+00.05	3.67	597.79	597.87
H2	1757+10.05	3.67	597.55	597.62
I2	1757+20.05	3.67	597.31	597.36
J2	1757+30.05	3.67	597.07	597.11
K2	1757+40.05	3.67	596.83	596.86
Q Brg. Pier 5	1757+45.80	3.67	596.70	596.72
L2	1757+55.80	3.67	596.46	596.49
M2	1757+65.80	3.67	596.22	596.26
N2	1757+75.80	3.67	595.98	596.03
O2	1757+85.80	3.67	595.74	595.81
P2	1757+95.80	3.67	595.50	595.58
Q2	1758+05.80	3.67	595.26	595.33
R2	1758+15.80	3.67	595.02	595.09
S2	1758+25.80	3.67	594.78	594.83
Q Brg. E. Abut.	1758+39.30	3.67	594.45	594.47
Q Exp. Jt.	1758+40.55	3.67	594.42	594.44
Bk. E. Abut.	1758+41.80	3.67	594.39	594.41

GIRDER 5

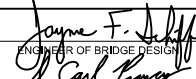
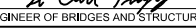
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1750+92.30	11.00	612.27	612.29
Q Exp. Jt.	1750+93.55	11.00	612.24	612.26
Q Brg. W. Abut.	1750+94.80	11.00	612.21	612.23
D	1751+04.80	11.00	611.97	612.02
E	1751+14.80	11.00	611.73	611.81
F	1751+24.80	11.00	611.49	611.59
G	1751+34.80	11.00	611.25	611.35
H	1751+44.80	11.00	611.01	611.11
I	1751+54.80	11.00	610.77	610.86
J	1751+64.80	11.00	610.53	610.60
K	1751+74.80	11.00	610.29	610.34
Q Brg. Pier 1A	1751+88.80	11.00	609.95	609.97
L	1751+98.80	11.00	609.71	609.73
M	1752+08.80	11.00	609.47	609.49
N	1752+18.80	11.00	609.23	609.25
O	1752+28.80	11.00	608.99	609.01
P	1752+38.80	11.00	608.75	608.77
Q	1752+48.80	11.00	608.51	608.53
R	1752+58.80	11.00	608.27	608.29
S	1752+68.80	11.00	608.03	608.05
Q Brg. Pier 1	1752+82.80	11.00	607.70	607.72
T	1752+92.80	11.00	607.46	607.50
U	1753+02.80	11.00	607.22	607.28
V	1753+12.80	11.00	606.98	607.06
W	1753+22.80	11.00	606.74	606.83
X	1753+32.80	11.00	606.50	606.60
Y	1753+42.80	11.00	606.26	606.37
Z	1753+52.80	11.00	606.02	606.11
A1	1753+62.80	11.00	605.78	605.86
B1	1753+72.80	11.00	605.54	605.60
C1	1753+82.80	11.00	605.30	605.35
D1	1753+92.80	11.00	605.06	605.09
Q Brg. Pier 2	1753+98.55	11.00	604.92	604.94
E1	1754+08.55	11.00	604.68	604.71
F1	1754+18.55	11.00	604.44	604.48
G1	1754+28.55	11.00	604.20	604.25
H1	1754+38.55	11.00	603.96	604.02
I1	1754+48.55	11.00	603.72	603.79
J1	1754+58.55	11.00	603.48	603.56
K1	1754+68.55	11.00	603.24	603.31
L1	1754+78.55	11.00	603.00	603.06

GIRDER 5 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
M1	1754+88.55	11.00	602.76	602.81
N1	1754+98.55	11.00	602.52	602.56
O1	1755+08.55	11.00	602.28	602.31
Q Brg. Pier 3	1755+14.30	11.00	602.14	602.16
P1	1755+24.30	11.00	601.90	601.94
Q1	1755+34.30	11.00	601.66	601.71
R1	1755+44.30	11.00	601.42	601.48
S1	1755+54.30	11.00	601.18	601.25
T1	1755+64.30	11.00	600.94	601.02
U1	1755+74.30	11.00	600.70	600.79
V1	1755+84.30	11.00	600.46	600.54
W1	1755+94.30	11.00	600.22	600.29
X1	1756+04.30	11.00	599.98	600.04
Y1	1756+14.30	11.00	599.74	599.78
Z1	1756+24.30	11.00	599.50	599.53
Q Brg. Pier 4	1756+30.05	11.00	599.36	599.38
A2	1756+40.05	11.00	599.12	599.16
B2	1756+50.05	11.00	598.88	598.93
C2	1756+60.05	11.00	598.64	598.70
D2	1756+70.05	11.00	598.40	598.47
E2	1756+80.05	11.00	598.16	598.24
F2	1756+90.05	11.00	597.92	598.01
G2	1757+00.05	11.00	597.68	597.76
H2	1757+10.05	11.00	597.44	597.51
I2	1757+20.05	11.00	597.20	597.25
J2	1757+30.05	11.00	596.96	597.00
K2	1757+40.05	11.00	596.72	596.75
Q Brg. Pier 5	1757+45.80	11.00	596.59	596.61
L2	1757+55.80	11.00	596.35	596.38
M2	1757+65.80	11.00	596.11	596.15
N2	1757+75.80	11.00	595.87	595.92
O2	1757+85.80	11.00	595.63	595.70
P2	1757+95.80	11.00	595.39	595.47
Q2	1758+05.80	11.00	595.15	595.22
R2	1758+15.80	11.00	594.91	594.98
S2	1758+25.80	11.00	594.67	594.72
Q Brg. E. Abut.	1758+39.30	11.00	594.34	594.36
Q Exp. Jt.	1758+40.55	11.00	594.31	594.33
Bk. E. Abut.	1758+41.80	11.00	594.28	594.30

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DRAWN -	DENNIS A. POP
CHECKED -	C.D.S. / J.A.K. / S.E.M.

EXAMINED		DATE -	July 2, 2020
PASSED		REVISOR -	
	ENGINEER OF BRIDGES AND STRUCTURES	REVISOR -	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 092-0007

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	64
CONTRACT NO. 70A92				
SHEET 8 OF 66 SHEETS				
ILLINOIS FED. AID PROJECT				

GIRDER 6

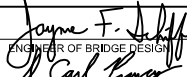

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1750+92.30	18.33	612.13	612.15
Q Exp. Jt.	1750+93.55	18.33	612.10	612.12
Q Brg. W. Abut.	1750+94.80	18.33	612.07	612.09
D	1751+04.80	18.33	611.83	611.88
E	1751+14.80	18.33	611.59	611.67
F	1751+24.80	18.33	611.35	611.44
G	1751+34.80	18.33	611.11	611.21
H	1751+44.80	18.33	610.87	610.97
I	1751+54.80	18.33	610.63	610.71
J	1751+64.80	18.33	610.39	610.46
K	1751+74.80	18.33	610.15	610.20
Q Brg. Pier 1A	1751+88.80	18.33	609.81	609.83
L	1751+98.80	18.33	609.57	609.59
M	1752+08.80	18.33	609.33	609.35
N	1752+18.80	18.33	609.09	609.11
O	1752+28.80	18.33	608.85	608.87
P	1752+38.80	18.33	608.61	608.63
Q	1752+48.80	18.33	608.37	608.39
R	1752+58.80	18.33	608.13	608.15
S	1752+68.80	18.33	607.89	607.91
Q Brg. Pier 1	1752+82.80	18.33	607.56	607.58
T	1752+92.80	18.33	607.32	607.36
U	1753+02.80	18.33	607.08	607.14
V	1753+12.80	18.33	606.84	606.92
W	1753+22.80	18.33	606.60	606.69
X	1753+32.80	18.33	606.36	606.46
Y	1753+42.80	18.33	606.12	606.23
Z	1753+52.80	18.33	605.88	605.97
A1	1753+62.80	18.33	605.64	605.72
B1	1753+72.80	18.33	605.40	605.46
C1	1753+82.80	18.33	605.16	605.20
D1	1753+92.80	18.33	604.92	604.95
Q Brg. Pier 2	1753+98.55	18.33	604.78	604.80
E1	1754+08.55	18.33	604.54	604.57
F1	1754+18.55	18.33	604.30	604.34
G1	1754+28.55	18.33	604.06	604.11
H1	1754+38.55	18.33	603.82	603.88
I1	1754+48.55	18.33	603.58	603.65
J1	1754+58.55	18.33	603.34	603.42
K1	1754+68.55	18.33	603.10	603.17
L1	1754+78.55	18.33	602.86	602.92

GIRDER 6 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
M1	1754+88.55	18.33	602.62	602.67
N1	1754+98.55	18.33	602.38	602.42
O1	1755+08.55	18.33	602.14	602.16
Q Brg. Pier 3	1755+14.30	18.33	602.00	602.02
P1	1755+24.30	18.33	601.76	601.79
Q1	1755+34.30	18.33	601.52	601.57
R1	1755+44.30	18.33	601.28	601.34
S1	1755+54.30	18.33	601.04	601.11
T1	1755+64.30	18.33	600.80	600.88
U1	1755+74.30	18.33	600.56	600.65
V1	1755+84.30	18.33	600.32	600.40
W1	1755+94.30	18.33	600.08	600.15
X1	1756+04.30	18.33	599.84	599.89
Y1	1756+14.30	18.33	599.60	599.64
Z1	1756+24.30	18.33	599.36	599.39
Q Brg. Pier 4	1756+30.05	18.33	599.22	599.24
A2	1756+40.05	18.33	598.98	599.01
B2	1756+50.05	18.33	598.74	598.79
C2	1756+60.05	18.33	598.50	598.56
D2	1756+70.05	18.33	598.26	598.33
E2	1756+80.05	18.33	598.02	598.10
F2	1756+90.05	18.33	597.78	597.87
G2	1757+00.05	18.33	597.54	597.62
H2	1757+10.05	18.33	597.30	597.36
I2	1757+20.05	18.33	597.06	597.11
J2	1757+30.05	18.33	596.82	596.86
K2	1757+40.05	18.33	596.58	596.61
Q Brg. Pier 5	1757+45.80	18.33	596.44	596.46
L2	1757+55.80	18.33	596.20	596.24
M2	1757+65.80	18.33	595.96	596.01
N2	1757+75.80	18.33	595.72	595.78
O2	1757+85.80	18.33	595.48	595.56
P2	1757+95.80	18.33	595.24	595.33
Q2	1758+05.80	18.33	595.00	595.08
R2	1758+15.80	18.33	594.76	594.84
S2	1758+25.80	18.33	594.52	594.58
Q Brg. E. Abut.	1758+39.30	18.33	594.20	594.22
Q Exp. Jt.	1758+40.55	18.33	594.17	594.19
Bk. E. Abut.	1758+41.80	18.33	594.14	594.16

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DESIGNED -	CRYSTAL D. STONE
CHECKED -	JASON A. KERN
DRAWN -	DENNIS A. POP
CHECKED -	C.D.S. / J.A.K. / S.E.M.

EXAMINED		DATE -	July 2, 2020
PASSED		REVISED -	
	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 092-0007

SHEET 9 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	65
CONTRACT NO. 70A92				
ILLINOIS		FED. AID PROJECT		

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1750+92.30	-18.33	612.13	612.15
Q Exp. Jt.	1750+93.55	-18.33	612.10	612.12
Q Brg. W. Abut.	1750+94.80	-18.33	612.07	612.09
D	1751+04.80	-18.33	611.83	611.88
E	1751+14.80	-18.33	611.59	611.67
F	1751+24.80	-18.33	611.35	611.44
G	1751+34.80	-18.33	611.11	611.21
H	1751+44.80	-18.33	610.87	610.97
I	1751+54.80	-18.33	610.63	610.71
J	1751+64.80	-18.33	610.39	610.46
K	1751+74.80	-18.33	610.15	610.20
Q Brg. Pier 1A	1751+88.80	-18.33	609.81	609.83
L	1751+98.80	-18.33	609.57	609.59
M	1752+08.80	-18.33	609.33	609.35
N	1752+18.80	-18.33	609.09	609.11
O	1752+28.80	-18.33	608.85	608.87
P	1752+38.80	-18.33	608.61	608.63
Q	1752+48.80	-18.33	608.37	608.39
R	1752+58.80	-18.33	608.13	608.15
S	1752+68.80	-18.33	607.89	607.91
Q Brg. Pier 1	1752+82.80	-18.33	607.56	607.58
T	1752+92.80	-18.33	607.32	607.36
U	1753+02.80	-18.33	607.08	607.14
V	1753+12.80	-18.33	606.84	606.92
W	1753+22.80	-18.33	606.60	606.69
X	1753+32.80	-18.33	606.36	606.46
Y	1753+42.80	-18.33	606.12	606.23
Z	1753+52.80	-18.33	605.88	605.97
A1	1753+62.80	-18.33	605.64	605.72
B1	1753+72.80	-18.33	605.40	605.46
C1	1753+82.80	-18.33	605.16	605.20
D1	1753+92.80	-18.33	604.92	604.95
Q Brg. Pier 2	1753+98.55	-18.33	604.78	604.80
E1	1754+08.55	-18.33	604.54	604.57
F1	1754+18.55	-18.33	604.30	604.34
G1	1754+28.55	-18.33	604.06	604.11
H1	1754+38.55	-18.33	603.82	603.88
I1	1754+48.55	-18.33	603.58	603.65
J1	1754+58.55	-18.33	603.34	603.42
K1	1754+68.55	-18.33	603.10	603.17
L1	1754+78.55	-18.33	602.86	602.92

GIRDER 7 (CONTINUED)

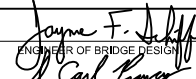

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
M1	1754+88.55	-18.33	602.62	602.67
N1	1754+98.55	-18.33	602.38	602.42
O1	1755+08.55	-18.33	602.14	602.16
Q Brg. Pier 3	1755+14.30	-18.33	602.00	602.02
P1	1755+24.30	-18.33	601.76	601.79
Q1	1755+34.30	-18.33	601.52	601.57
R1	1755+44.30	-18.33	601.28	601.34
S1	1755+54.30	-18.33	601.04	601.11
T1	1755+64.30	-18.33	600.80	600.88
U1	1755+74.30	-18.33	600.56	600.65
V1	1755+84.30	-18.33	600.32	600.40
W1	1755+94.30	-18.33	600.08	600.15
X1	1756+04.30	-18.33	599.84	599.89
Y1	1756+14.30	-18.33	599.60	599.64
Z1	1756+24.30	-18.33	599.36	599.39
Q Brg. Pier 4	1756+30.05	-18.33	599.22	599.24
A2	1756+40.05	-18.33	598.98	599.01
B2	1756+50.05	-18.33	598.74	598.79
C2	1756+60.05	-18.33	598.50	598.56
D2	1756+70.05	-18.33	598.26	598.33
E2	1756+80.05	-18.33	598.02	598.10
F2	1756+90.05	-18.33	597.78	597.87
G2	1757+00.05	-18.33	597.54	597.62
H2	1757+10.05	-18.33	597.30	597.36
I2	1757+20.05	-18.33	597.06	597.11
J2	1757+30.05	-18.33	596.82	596.86
K2	1757+40.05	-18.33	596.58	596.61
Q Brg. Pier 5	1757+45.80	-18.33	596.44	596.46
L2	1757+55.80	-18.33	596.20	596.24
M2	1757+65.80	-18.33	595.96	596.01
N2	1757+75.80	-18.33	595.72	595.78
O2	1757+85.80	-18.33	595.48	595.56
P2	1757+95.80	-18.33	595.24	595.33
Q2	1758+05.80	-18.33	595.00	595.08
R2	1758+15.80	-18.33	594.76	594.84
S2	1758+25.80	-18.33	594.52	594.58
Q Brg. E. Abut.	1758+39.30	-18.33	594.20	594.22
Q Exp. Jt.	1758+40.55	-18.33	594.17	594.19
Bk. E. Abut.	1758+41.80	-18.33	594.14	594.16

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1750+92.30	-11.00	612.27	612.29
Q Exp. Jt.	1750+93.55	-11.00	612.24	612.26
Q Brg. W. Abut.	1750+94.80	-11.00	612.21	612.23
D	1751+04.80	-11.00	611.97	612.02
E	1751+14.80	-11.00	611.73	611.81
F	1751+24.80	-11.00	611.49	611.59
G	1751+34.80	-11.00	611.25	611.35
H	1751+44.80	-11.00	611.01	611.11
I	1751+54.80	-11.00	610.77	610.86
J	1751+64.80	-11.00	610.53	610.60
K	1751+74.80	-11.00	610.29	610.34
Q Brg. Pier 1A	1751+88.80	-11.00	609.95	609.97
L	1751+98.80	-11.00	609.71	609.73
M	1752+08.80	-11.00	609.47	609.49
N	1752+18.80	-11.00	609.23	609.25
O	1752+28.80	-11.00	608.99	609.01
P	1752+38.80	-11.00	608.75	608.77
Q	1752+48.80	-11.00	608.51	608.53
R	1752+58.80	-11.00	608.27	608.29
S	1752+68.80	-11.00	608.03	608.05
Q Brg. Pier 1	1752+82.80	-11.00	607.70	607.72
T	1752+92.80	-11.00	607.46	607.50
U	1753+02.80	-11.00	607.22	607.28
V	1753+12.80	-11.00	606.98	607.06
W	1753+22.80	-11.00	606.74	606.83
X	1753+32.80	-11.00	606.50	606.60
Y	1753+42.80	-11.00	606.26	606.37
Z	1753+52.80	-11.00	606.02	606.11
A1	1753+62.80	-11.00	605.78	605.86
B1	1753+72.80	-11.00	605.54	605.60
C1	1753+82.80	-11.00	605.30	605.35
D1	1753+92.80	-11.00	605.06	605.09
Q Brg. Pier 2	1753+98.55	-11.00	604.92	604.94
E1	1754+08.55	-11.00	604.68	604.71
F1	1754+18.55	-11.00	604.44	604.48
G1	1754+28.55	-11.00	604.20	604.25
H1	1754+38.55	-11.00	603.96	604.02
I1	1754+48.55	-11.00	603.72	603.79
J1	1754+58.55	-11.00	603.48	603.56
K1	1754+68.55	-11.00	603.24	603.31
L1	1754+78.55	-11.00	603.00	603.06

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DESIGNED -	CRYSTAL D. STONE
CHECKED -	JASON A. KERN
DRAWN -	DENNIS A. POP
CHECKED -	C.D.S. / J.A.K. / S.E.M.

EXAMINED		DATE -	July 2, 2020
PASSED		REVISOR -	
	ENGINEER OF BRIDGES AND STRUCTURES	REVISOR -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 092-0006

SHEET 10 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	66
CONTRACT NO. 70A92				
ILLINOIS		FED. AID PROJECT		

GIRDER 8 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
M1	1754+88.55	-11.00	602.76	602.81
N1	1754+98.55	-11.00	602.52	602.56
O1	1755+08.55	-11.00	602.28	602.31
Q Brg. Pier 3	1755+14.30	-11.00	602.14	602.16
P1	1755+24.30	-11.00	601.90	601.94
Q1	1755+34.30	-11.00	601.66	601.71
R1	1755+44.30	-11.00	601.42	601.48
S1	1755+54.30	-11.00	601.18	601.25
T1	1755+64.30	-11.00	600.94	601.02
U1	1755+74.30	-11.00	600.70	600.79
V1	1755+84.30	-11.00	600.46	600.54
W1	1755+94.30	-11.00	600.22	600.29
X1	1756+04.30	-11.00	599.98	600.04
Y1	1756+14.30	-11.00	599.74	599.78
Z1	1756+24.30	-11.00	599.50	599.53
Q Brg. Pier 4	1756+30.05	-11.00	599.36	599.38
A2	1756+40.05	-11.00	599.12	599.16
B2	1756+50.05	-11.00	598.88	598.93
C2	1756+60.05	-11.00	598.64	598.70
D2	1756+70.05	-11.00	598.40	598.47
E2	1756+80.05	-11.00	598.16	598.24
F2	1756+90.05	-11.00	597.92	598.01
G2	1757+00.05	-11.00	597.68	597.76
H2	1757+10.05	-11.00	597.44	597.51
I2	1757+20.05	-11.00	597.20	597.25
J2	1757+30.05	-11.00	596.96	597.00
K2	1757+40.05	-11.00	596.72	596.75
Q Brg. Pier 5	1757+45.80	-11.00	596.59	596.61
L2	1757+55.80	-11.00	596.35	596.38
M2	1757+65.80	-11.00	596.11	596.15
N2	1757+75.80	-11.00	595.87	595.92
O2	1757+85.80	-11.00	595.63	595.70
P2	1757+95.80	-11.00	595.39	595.47
Q2	1758+05.80	-11.00	595.15	595.22
R2	1758+15.80	-11.00	594.91	594.98
S2	1758+25.80	-11.00	594.67	594.72
Q Brg. E. Abut.	1758+39.30	-11.00	594.34	594.36
Q Exp. Jt.	1758+40.55	-11.00	594.31	594.33
Bk. E. Abut.	1758+41.80	-11.00	594.28	594.30

GIRDER 9

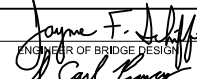

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1750+92.30	-3.67	612.38	612.40
Q Exp. Jt.	1750+93.55	-3.67	612.35	612.37
Q Brg. W. Abut.	1750+94.80	-3.67	612.32	612.34
D	1751+04.80	-3.67	612.08	612.13
E	1751+14.80	-3.67	611.84	611.92
F	1751+24.80	-3.67	611.60	611.70
G	1751+34.80	-3.67	611.36	611.46
H	1751+44.80	-3.67	611.12	611.22
I	1751+54.80	-3.67	610.88	610.97
J	1751+64.80	-3.67	610.64	610.71
K	1751+74.80	-3.67	610.40	610.45
Q Brg. Pier 1A	1751+88.80	-3.67	610.06	610.08
L	1751+98.80	-3.67	609.82	609.84
M	1752+08.80	-3.67	609.58	609.60
N	1752+18.80	-3.67	609.34	609.36
O	1752+28.80	-3.67	609.10	609.12
P	1752+38.80	-3.67	608.86	608.88
Q	1752+48.80	-3.67	608.62	608.64
R	1752+58.80	-3.67	608.38	608.40
S	1752+68.80	-3.67	608.14	608.16
Q Brg. Pier 1	1752+82.80	-3.67	607.81	607.83
T	1752+92.80	-3.67	607.57	607.61
U	1753+02.80	-3.67	607.33	607.39
V	1753+12.80	-3.67	607.09	607.17
W	1753+22.80	-3.67	606.85	606.94
X	1753+32.80	-3.67	606.61	606.71
Y	1753+42.80	-3.67	606.37	606.48
Z	1753+52.80	-3.67	606.13	606.22
A1	1753+62.80	-3.67	605.89	605.97
B1	1753+72.80	-3.67	605.65	605.71
C1	1753+82.80	-3.67	605.41	605.46
D1	1753+92.80	-3.67	605.17	605.20
Q Brg. Pier 2	1753+98.55	-3.67	605.03	605.05
E1	1754+08.55	-3.67	604.79	604.82
F1	1754+18.55	-3.67	604.55	604.59
G1	1754+28.55	-3.67	604.31	604.36
H1	1754+38.55	-3.67	604.07	604.13
I1	1754+48.55	-3.67	603.83	603.90
J1	1754+58.55	-3.67	603.59	603.67
K1	1754+68.55	-3.67	603.35	603.42
L1	1754+78.55	-3.67	603.11	603.17

GIRDER 9 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
M1	1754+88.55	-3.67	602.87	602.92
N1	1754+98.55	-3.67	602.63	602.67
O1	1755+08.55	-3.67	602.39	602.42
Q Brg. Pier 3	1755+14.30	-3.67	602.25	602.27
P1	1755+24.30	-3.67	602.01	602.05
Q1	1755+34.30	-3.67	601.77	601.82
R1	1755+44.30	-3.67	601.53	601.59
S1	1755+54.30	-3.67	601.29	601.36
T1	1755+64.30	-3.67	601.05	601.13
U1	1755+74.30	-3.67	600.81	600.90
V1	1755+84.30	-3.67	600.57	600.65
W1	1755+94.30	-3.67	600.33	600.40
X1	1756+04.30	-3.67	600.09	600.15
Y1	1756+14.30	-3.67	599.85	599.89
Z1	1756+24.30	-3.67	599.61	599.64
Q Brg. Pier 4	1756+30.05	-3.67	599.47	599.49
A2	1756+40.05	-3.67	599.23	599.27
B2	1756+50.05	-3.67	598.99	599.04
C2	1756+60.05	-3.67	598.75	598.81
D2	1756+70.05	-3.67	598.51	598.58
E2	1756+80.05	-3.67	598.27	598.35
F2	1756+90.05	-3.67	598.03	598.12
G2	1757+00.05	-3.67	597.79	597.87
H2	1757+10.05	-3.67	597.55	597.62
I2	1757+20.05	-3.67	597.31	597.36
J2	1757+30.05	-3.67	597.07	597.11
K2	1757+40.05	-3.67	596.83	596.86
Q Brg. Pier 5	1757+45.80	-3.67	596.70	596.72
L2	1757+55.80	-3.67	596.46	596.49
M2	1757+65.80	-3.67	596.22	596.26
N2	1757+75.80	-3.67	595.98	596.03
O2	1757+85.80	-3.67	595.74	595.81
P2	1757+95.80	-3.67	595.50	595.58
Q2	1758+05.80	-3.67	595.26	595.33
R2	1758+15.80	-3.67	595.02	595.09
S2	1758+25.80	-3.67	594.78	594.83
Q Brg. E. Abut.	1758+39.30	-3.67	594.45	594.47
Q Exp. Jt.	1758+40.55	-3.67	594.42	594.44
Bk. E. Abut.	1758+41.80	-3.67	594.39	594.41

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DESIGNED -	CRYSTAL D. STONE
CHECKED -	JASON A. KERN
DRAWN -	DENNIS A. POP
CHECKED -	C.D.S. / J.A.K. / S.E.M.

EXAMINED

 ENGINEER OF BRIDGE DESIGN
 PASSED

 ENGINEER OF BRIDGES AND STRUCTURES

DATE - July 2, 2020

REVISED -	
REVISED -	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 092-0006
 SHEET 11 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	67
CONTRACT NO. 70A92				
ILLINOIS		FED. AID PROJECT		

☐ EB RDWY. & PG

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1750+92.30	0.00	612.43	612.45
☐ Exp. Jt.	1750+93.55	0.00	612.40	612.42
☐ Brg. W. Abut.	1750+94.80	0.00	612.37	612.39
D	1751+04.80	0.00	612.13	612.18
E	1751+14.80	0.00	611.89	611.98
F	1751+24.80	0.00	611.65	611.75
G	1751+34.80	0.00	611.41	611.52
H	1751+44.80	0.00	611.17	611.28
I	1751+54.80	0.00	610.93	611.02
J	1751+64.80	0.00	610.69	610.76
K	1751+74.80	0.00	610.45	610.50
☐ Brg. Pier 1A	1751+88.80	0.00	610.12	610.14
L	1751+98.80	0.00	609.88	609.90
M	1752+08.80	0.00	609.64	609.65
N	1752+18.80	0.00	609.40	609.41
O	1752+28.80	0.00	609.16	609.18
P	1752+38.80	0.00	608.92	608.94
Q	1752+48.80	0.00	608.68	608.69
R	1752+58.80	0.00	608.44	608.45
S	1752+68.80	0.00	608.20	608.21
☐ Brg. Pier 1	1752+82.80	0.00	607.86	607.88
T	1752+92.80	0.00	607.62	607.66
U	1753+02.80	0.00	607.38	607.44
V	1753+12.80	0.00	607.14	607.22
W	1753+22.80	0.00	606.90	607.00
X	1753+32.80	0.00	606.66	606.77
Y	1753+42.80	0.00	606.42	606.53
Z	1753+52.80	0.00	606.18	606.28
A1	1753+62.80	0.00	605.94	606.02
B1	1753+72.80	0.00	605.70	605.77
C1	1753+82.80	0.00	605.46	605.51
D1	1753+92.80	0.00	605.22	605.25
☐ Brg. Pier 2	1753+98.55	0.00	605.08	605.10
E1	1754+08.55	0.00	604.84	604.88
F1	1754+18.55	0.00	604.60	604.65
G1	1754+28.55	0.00	604.36	604.42
H1	1754+38.55	0.00	604.12	604.19
I1	1754+48.55	0.00	603.88	603.96
J1	1754+58.55	0.00	603.64	603.72
K1	1754+68.55	0.00	603.40	603.47
L1	1754+78.55	0.00	603.16	603.22

☐ EB RDWY. & PG (CONTINUED)

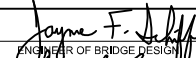

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
M1	1754+88.55	0.00	602.92	602.97
N1	1754+98.55	0.00	602.68	602.72
O1	1755+08.55	0.00	602.44	602.47
☐ Brg. Pier 3	1755+14.30	0.00	602.31	602.33
P1	1755+24.30	0.00	602.07	602.10
Q1	1755+34.30	0.00	601.83	601.87
R1	1755+44.30	0.00	601.59	601.65
S1	1755+54.30	0.00	601.35	601.42
T1	1755+64.30	0.00	601.11	601.19
U1	1755+74.30	0.00	600.87	600.95
V1	1755+84.30	0.00	600.63	600.70
W1	1755+94.30	0.00	600.39	600.45
X1	1756+04.30	0.00	600.15	600.20
Y1	1756+14.30	0.00	599.91	599.95
Z1	1756+24.30	0.00	599.67	599.69
☐ Brg. Pier 4	1756+30.05	0.00	599.53	599.55
A2	1756+40.05	0.00	599.29	599.32
B2	1756+50.05	0.00	599.05	599.09
C2	1756+60.05	0.00	598.81	598.86
D2	1756+70.05	0.00	598.57	598.64
E2	1756+80.05	0.00	598.33	598.41
F2	1756+90.05	0.00	598.09	598.17
G2	1757+00.05	0.00	597.85	597.92
H2	1757+10.05	0.00	597.61	597.67
I2	1757+20.05	0.00	597.37	597.42
J2	1757+30.05	0.00	597.13	597.17
K2	1757+40.05	0.00	596.89	596.92
☐ Brg. Pier 5	1757+45.80	0.00	596.75	596.77
L2	1757+55.80	0.00	596.51	596.54
M2	1757+65.80	0.00	596.27	596.32
N2	1757+75.80	0.00	596.03	596.09
O2	1757+85.80	0.00	595.79	595.86
P2	1757+95.80	0.00	595.55	595.63
Q2	1758+05.80	0.00	595.31	595.39
R2	1758+15.80	0.00	595.07	595.15
S2	1758+25.80	0.00	594.83	594.88
☐ Brg. E. Abut.	1758+39.30	0.00	594.51	594.53
☐ Exp. Jt.	1758+40.55	0.00	594.48	594.50
Bk. E. Abut.	1758+41.80	0.00	594.45	594.47

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1750+92.30	3.67	612.38	612.40
☐ Exp. Jt.	1750+93.55	3.67	612.35	612.37
☐ Brg. W. Abut.	1750+94.80	3.67	612.32	612.34
D	1751+04.80	3.67	612.08	612.13
E	1751+14.80	3.67	611.84	611.92
F	1751+24.80	3.67	611.60	611.70
G	1751+34.80	3.67	611.36	611.46
H	1751+44.80	3.67	611.12	611.22
I	1751+54.80	3.67	610.88	610.97
J	1751+64.80	3.67	610.64	610.71
K	1751+74.80	3.67	610.40	610.45
☐ Brg. Pier 1A	1751+88.80	3.67	610.06	610.08
L	1751+98.80	3.67	609.82	609.84
M	1752+08.80	3.67	609.58	609.60
N	1752+18.80	3.67	609.34	609.36
O	1752+28.80	3.67	609.10	609.12
P	1752+38.80	3.67	608.86	608.88
Q	1752+48.80	3.67	608.62	608.64
R	1752+58.80	3.67	608.38	608.40
S	1752+68.80	3.67	608.14	608.16
☐ Brg. Pier 1	1752+82.80	3.67	607.81	607.83
T	1752+92.80	3.67	607.57	607.61
U	1753+02.80	3.67	607.33	607.39
V	1753+12.80	3.67	607.09	607.17
W	1753+22.80	3.67	606.85	606.94
X	1753+32.80	3.67	606.61	606.71
Y	1753+42.80	3.67	606.37	606.48
Z	1753+52.80	3.67	606.13	606.22
A1	1753+62.80	3.67	605.89	605.97
B1	1753+72.80	3.67	605.65	605.71
C1	1753+82.80	3.67	605.41	605.46
D1	1753+92.80	3.67	605.17	605.20
☐ Brg. Pier 2	1753+98.55	3.67	605.03	605.05
E1	1754+08.55	3.67	604.79	604.82
F1	1754+18.55	3.67	604.55	604.59
G1	1754+28.55	3.67	604.31	604.36
H1	1754+38.55	3.67	604.07	604.13
I1	1754+48.55	3.67	603.83	603.90
J1	1754+58.55	3.67	603.59	603.67
K1	1754+68.55	3.67	603.35	603.42
L1	1754+78.55	3.67	603.11	603.17

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DESIGNED -	CRYSTAL D. STONE
CHECKED -	JASON A. KERN
DRAWN -	DENNIS A. POP
CHECKED -	C.D.S. / J.A.K. / S.E.M.

EXAMINED		DATE -	July 2, 2020
PASSED		REVISOR -	
	ENGINEER OF BRIDGES AND STRUCTURES	REVISOR -	

REVISOR -	
REVISOR -	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 092-0006

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	68
CONTRACT NO. 70A92				
SHEET 12 OF 66 SHEETS				
ILLINOIS FED. AID PROJECT				

GIRDER 10 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
M1	1754+88.55	3.67	602.87	602.92
N1	1754+98.55	3.67	602.63	602.67
O1	1755+08.55	3.67	602.39	602.42
Q Brg. Pier 3	1755+14.30	3.67	602.25	602.27
P1	1755+24.30	3.67	602.01	602.05
Q1	1755+34.30	3.67	601.77	601.82
R1	1755+44.30	3.67	601.53	601.59
S1	1755+54.30	3.67	601.29	601.36
T1	1755+64.30	3.67	601.05	601.13
U1	1755+74.30	3.67	600.81	600.90
V1	1755+84.30	3.67	600.57	600.65
W1	1755+94.30	3.67	600.33	600.40
X1	1756+04.30	3.67	600.09	600.15
Y1	1756+14.30	3.67	599.85	599.89
Z1	1756+24.30	3.67	599.61	599.64
Q Brg. Pier 4	1756+30.05	3.67	599.47	599.49
A2	1756+40.05	3.67	599.23	599.27
B2	1756+50.05	3.67	598.99	599.04
C2	1756+60.05	3.67	598.75	598.81
D2	1756+70.05	3.67	598.51	598.58
E2	1756+80.05	3.67	598.27	598.35
F2	1756+90.05	3.67	598.03	598.12
G2	1757+00.05	3.67	597.79	597.87
H2	1757+10.05	3.67	597.55	597.62
I2	1757+20.05	3.67	597.31	597.36
J2	1757+30.05	3.67	597.07	597.11
K2	1757+40.05	3.67	596.83	596.86
Q Brg. Pier 5	1757+45.80	3.67	596.70	596.72
L2	1757+55.80	3.67	596.46	596.49
M2	1757+65.80	3.67	596.22	596.26
N2	1757+75.80	3.67	595.98	596.03
O2	1757+85.80	3.67	595.74	595.81
P2	1757+95.80	3.67	595.50	595.58
Q2	1758+05.80	3.67	595.26	595.33
R2	1758+15.80	3.67	595.02	595.09
S2	1758+25.80	3.67	594.78	594.83
Q Brg. E. Abut.	1758+39.30	3.67	594.45	594.47
Q Exp. Jt.	1758+40.55	3.67	594.42	594.44
Bk. E. Abut.	1758+41.80	3.67	594.39	594.41

GIRDER 11

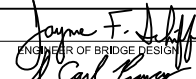
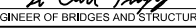
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1750+92.30	11.00	612.27	612.29
Q Exp. Jt.	1750+93.55	11.00	612.24	612.26
Q Brg. W. Abut.	1750+94.80	11.00	612.21	612.23
D	1751+04.80	11.00	611.97	612.02
E	1751+14.80	11.00	611.73	611.81
F	1751+24.80	11.00	611.49	611.59
G	1751+34.80	11.00	611.25	611.35
H	1751+44.80	11.00	611.01	611.11
I	1751+54.80	11.00	610.77	610.86
J	1751+64.80	11.00	610.53	610.60
K	1751+74.80	11.00	610.29	610.34
Q Brg. Pier 1A	1751+88.80	11.00	609.95	609.97
L	1751+98.80	11.00	609.71	609.73
M	1752+08.80	11.00	609.47	609.49
N	1752+18.80	11.00	609.23	609.25
O	1752+28.80	11.00	608.99	609.01
P	1752+38.80	11.00	608.75	608.77
Q	1752+48.80	11.00	608.51	608.53
R	1752+58.80	11.00	608.27	608.29
S	1752+68.80	11.00	608.03	608.05
Q Brg. Pier 1	1752+82.80	11.00	607.70	607.72
T	1752+92.80	11.00	607.46	607.50
U	1753+02.80	11.00	607.22	607.28
V	1753+12.80	11.00	606.98	607.06
W	1753+22.80	11.00	606.74	606.83
X	1753+32.80	11.00	606.50	606.60
Y	1753+42.80	11.00	606.26	606.37
Z	1753+52.80	11.00	606.02	606.11
A1	1753+62.80	11.00	605.78	605.86
B1	1753+72.80	11.00	605.54	605.60
C1	1753+82.80	11.00	605.30	605.35
D1	1753+92.80	11.00	605.06	605.09
Q Brg. Pier 2	1753+98.55	11.00	604.92	604.94
E1	1754+08.55	11.00	604.68	604.71
F1	1754+18.55	11.00	604.44	604.48
G1	1754+28.55	11.00	604.20	604.25
H1	1754+38.55	11.00	603.96	604.02
I1	1754+48.55	11.00	603.72	603.79
J1	1754+58.55	11.00	603.48	603.56
K1	1754+68.55	11.00	603.24	603.31
L1	1754+78.55	11.00	603.00	603.06

GIRDER 11 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
M1	1754+88.55	11.00	602.76	602.81
N1	1754+98.55	11.00	602.52	602.56
O1	1755+08.55	11.00	602.28	602.31
Q Brg. Pier 3	1755+14.30	11.00	602.14	602.16
P1	1755+24.30	11.00	601.90	601.94
Q1	1755+34.30	11.00	601.66	601.71
R1	1755+44.30	11.00	601.42	601.48
S1	1755+54.30	11.00	601.18	601.25
T1	1755+64.30	11.00	600.94	601.02
U1	1755+74.30	11.00	600.70	600.79
V1	1755+84.30	11.00	600.46	600.54
W1	1755+94.30	11.00	600.22	600.29
X1	1756+04.30	11.00	599.98	600.04
Y1	1756+14.30	11.00	599.74	599.78
Z1	1756+24.30	11.00	599.50	599.53
Q Brg. Pier 4	1756+30.05	11.00	599.36	599.38
A2	1756+40.05	11.00	599.12	599.16
B2	1756+50.05	11.00	598.88	598.93
C2	1756+60.05	11.00	598.64	598.70
D2	1756+70.05	11.00	598.40	598.47
E2	1756+80.05	11.00	598.16	598.24
F2	1756+90.05	11.00	597.92	598.01
G2	1757+00.05	11.00	597.68	597.76
H2	1757+10.05	11.00	597.44	597.51
I2	1757+20.05	11.00	597.20	597.25
J2	1757+30.05	11.00	596.96	597.00
K2	1757+40.05	11.00	596.72	596.75
Q Brg. Pier 5	1757+45.80	11.00	596.59	596.61
L2	1757+55.80	11.00	596.35	596.38
M2	1757+65.80	11.00	596.11	596.15
N2	1757+75.80	11.00	595.87	595.92
O2	1757+85.80	11.00	595.63	595.70
P2	1757+95.80	11.00	595.39	595.47
Q2	1758+05.80	11.00	595.15	595.22
R2	1758+15.80	11.00	594.91	594.98
S2	1758+25.80	11.00	594.67	594.72
Q Brg. E. Abut.	1758+39.30	11.00	594.34	594.36
Q Exp. Jt.	1758+40.55	11.00	594.31	594.33
Bk. E. Abut.	1758+41.80	11.00	594.28	594.30

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DESIGNED -	CRYSTAL D. STONE
CHECKED -	JASON A. KERN
DRAWN -	DENNIS A. POP
CHECKED -	C.D.S. / J.A.K. / S.E.M.

EXAMINED		DATE -	July 2, 2020
PASSED		REVISOR -	
	ENGINEER OF BRIDGES AND STRUCTURES	REVISOR -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 092-0006
SHEET 13 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	69
CONTRACT NO. 70A92				

ILLINOIS	FED. AID PROJECT
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GIRDER 12

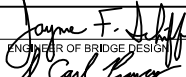

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1750+92.30	18.33	612.13	612.15
Q Exp. Jt.	1750+92.30	18.33	612.10	612.12
Q Brg. W. Abut.	1750+94.80	18.33	612.07	612.09
D	1751+04.80	18.33	611.83	611.88
E	1751+14.80	18.33	611.59	611.67
F	1751+24.80	18.33	611.35	611.44
G	1751+34.80	18.33	611.11	611.21
H	1751+44.80	18.33	610.87	610.97
I	1751+54.80	18.33	610.63	610.71
J	1751+64.80	18.33	610.39	610.46
K	1751+74.80	18.33	610.15	610.20
Q Brg. Pier 1A	1751+88.80	18.33	609.81	609.83
L	1751+98.80	18.33	609.57	609.59
M	1752+08.80	18.33	609.33	609.35
N	1752+18.80	18.33	609.09	609.11
O	1752+28.80	18.33	608.85	608.87
P	1752+38.80	18.33	608.61	608.63
Q	1752+48.80	18.33	608.37	608.39
R	1752+58.80	18.33	608.13	608.15
S	1752+68.80	18.33	607.89	607.91
Q Brg. Pier 1	1752+82.80	18.33	607.56	607.58
T	1752+92.80	18.33	607.32	607.36
U	1753+02.80	18.33	607.08	607.14
V	1753+12.80	18.33	606.84	606.92
W	1753+22.80	18.33	606.60	606.69
X	1753+32.80	18.33	606.36	606.46
Y	1753+42.80	18.33	606.12	606.23
Z	1753+52.80	18.33	605.88	605.97
A1	1753+62.80	18.33	605.64	605.72
B1	1753+72.80	18.33	605.40	605.46
C1	1753+82.80	18.33	605.16	605.20
D1	1753+92.80	18.33	604.92	604.95
Q Brg. Pier 2	1753+98.55	18.33	604.78	604.80
E1	1754+08.55	18.33	604.54	604.57
F1	1754+18.55	18.33	604.30	604.34
G1	1754+28.55	18.33	604.06	604.11
H1	1754+38.55	18.33	603.82	603.88
I1	1754+48.55	18.33	603.58	603.65
J1	1754+58.55	18.33	603.34	603.42
K1	1754+68.55	18.33	603.10	603.17
L1	1754+78.55	18.33	602.86	602.92

GIRDER 12 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
M1	1754+88.55	18.33	602.62	602.67
N1	1754+98.55	18.33	602.38	602.42
O1	1755+08.55	18.33	602.14	602.16
Q Brg. Pier 3	1755+14.30	18.33	602.00	602.02
P1	1755+24.30	18.33	601.76	601.79
Q1	1755+34.30	18.33	601.52	601.57
R1	1755+44.30	18.33	601.28	601.34
S1	1755+54.30	18.33	601.04	601.11
T1	1755+64.30	18.33	600.80	600.88
U1	1755+74.30	18.33	600.56	600.65
V1	1755+84.30	18.33	600.32	600.40
W1	1755+94.30	18.33	600.08	600.15
X1	1756+04.30	18.33	599.84	599.89
Y1	1756+14.30	18.33	599.60	599.64
Z1	1756+24.30	18.33	599.36	599.39
Q Brg. Pier 4	1756+30.05	18.33	599.22	599.24
A2	1756+40.05	18.33	598.98	599.01
B2	1756+50.05	18.33	598.74	598.79
C2	1756+60.05	18.33	598.50	598.56
D2	1756+70.05	18.33	598.26	598.33
E2	1756+80.05	18.33	598.02	598.10
F2	1756+90.05	18.33	597.78	597.87
G2	1757+00.05	18.33	597.54	597.62
H2	1757+10.05	18.33	597.30	597.36
I2	1757+20.05	18.33	597.06	597.11
J2	1757+30.05	18.33	596.82	596.86
K2	1757+40.05	18.33	596.58	596.61
Q Brg. Pier 5	1757+45.80	18.33	596.44	596.46
L2	1757+55.80	18.33	596.20	596.24
M2	1757+65.80	18.33	595.96	596.01
N2	1757+75.80	18.33	595.72	595.78
O2	1757+85.80	18.33	595.48	595.56
P2	1757+95.80	18.33	595.24	595.33
Q2	1758+05.80	18.33	595.00	595.08
R2	1758+15.80	18.33	594.76	594.84
S2	1758+25.80	18.33	594.52	594.58
Q Brg. E. Abut.	1758+39.30	18.33	594.20	594.22
Q Exp. Jt.	1758+40.55	18.33	594.17	594.19
Bk. E. Abut.	1758+41.80	18.33	594.14	594.16

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DESIGNED -	CRYSTAL D. STONE
CHECKED -	JASON A. KERN
DRAWN -	DENNIS A. POP
CHECKED -	C.D.S. / J.A.K. / S.E.M.

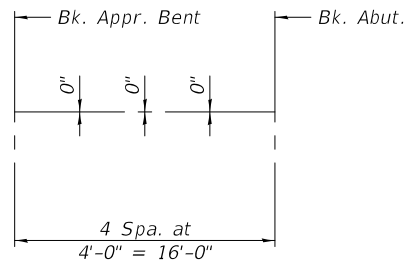
EXAMINED		DATE -	July 2, 2020
PASSED		REVISED -	
	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 092-0006

SHEET 14 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	70
CONTRACT NO. 70A92				
ILLINOIS		FED. AID PROJECT		

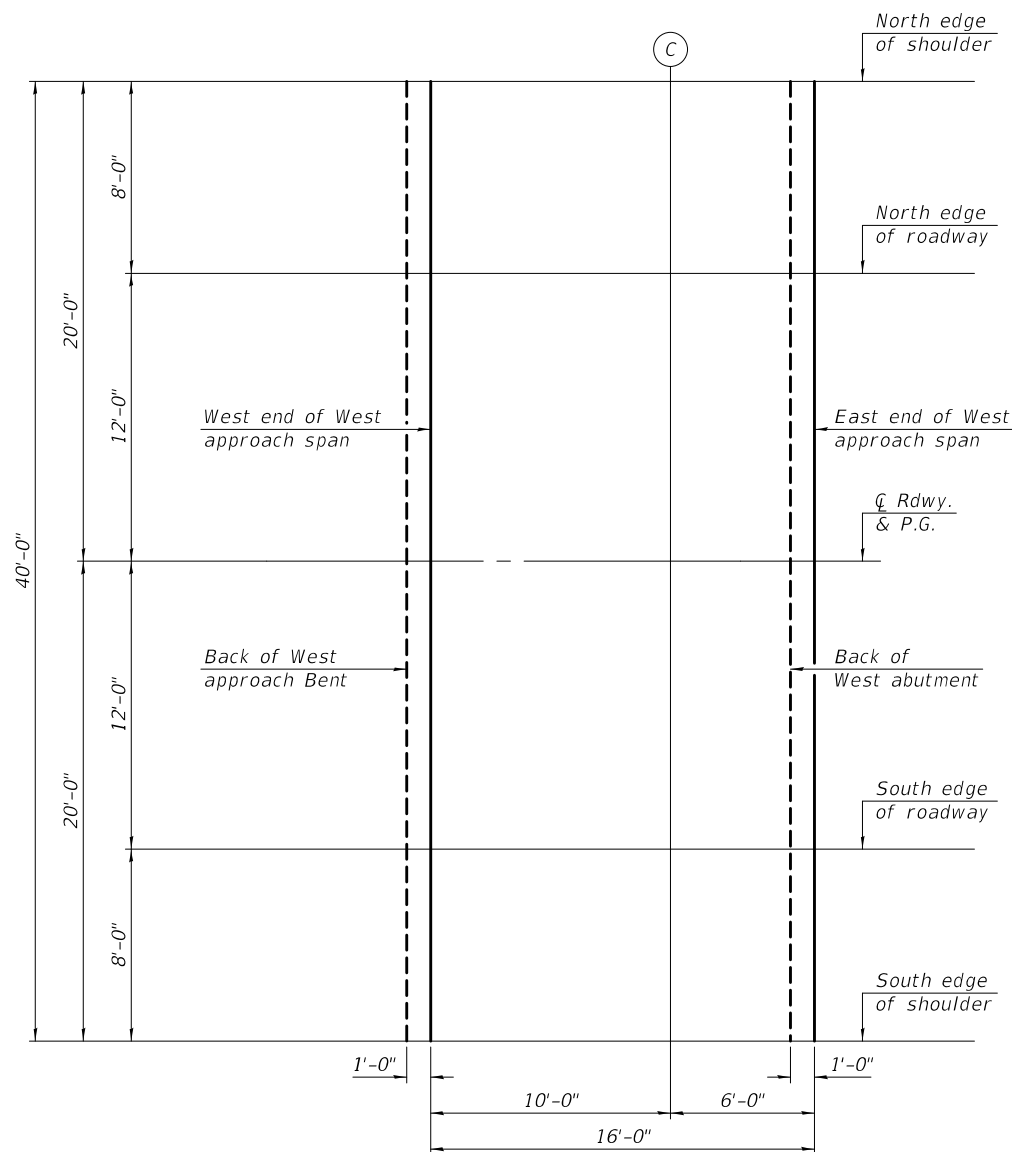


DEAD LOAD DEFLECTION DIAGRAM

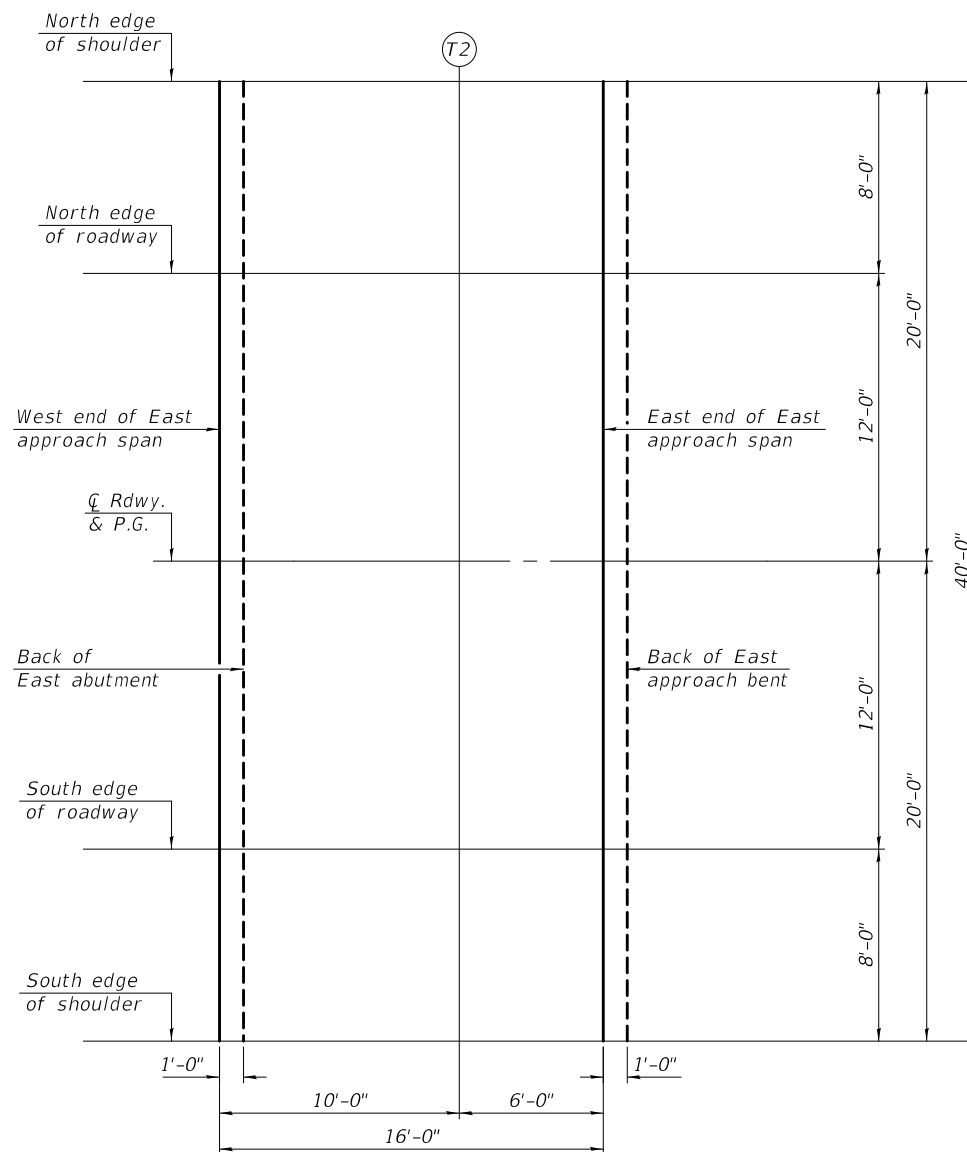
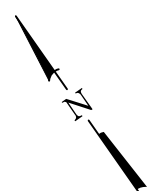
(Includes weight of concrete only.)

Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets 16 thru 17 of 66.



WEST APPROACH SPAN PLAN
(Westbound and Eastbound similar)



EAST APPROACH SPAN PLAN
(Westbound and Eastbound similar)

Note:

For tables of elevations, see sheets 16 & 17 of 66.

MODEL: 0920006-70A92-015
FILE NAME: p:\planroom\dot\illinois\gov\p\dot\Documents\DOT Offices\Bureau of Bridges and Structures\Projects\0920006\CADD Plans\0920006-70A92.dgn

DESIGNED -	CRYSTAL D. STONE
CHECKED -	JASON A. KERN
DRAWN -	DENNIS A. POP
CHECKED -	C.D.S. / J.A.K. / S.E.M.

EXAMINED	<i>Jaime F. Joffe</i> ENGINEER OF BRIDGE DESIGN	DATE -	July 2, 2020
PASSED	<i>Carl Kasper</i> ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	
		REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF VAULTED APPROACH SPAN ELEVATIONS
STRUCTURE NO. 092-0006 & 092-0007**

SHEET 15 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	71
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Dead Load Deflection and Grinding
Bk. of W. Appr. Bent	1750+76.30	-20.00	612.48	612.50
W. End of W. Appr. Span	1750+77.30	-20.00	612.45	612.47
C	1750+87.30	-20.00	612.22	612.24
Bk. W. Abut.	1750+92.30	-20.00	612.09	612.11
E. End of W. Appr. Span	1750+93.30	-20.00	612.07	612.09

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Dead Load Deflection and Grinding
Bk. of W. Appr. Bent	1750+76.30	-12.00	612.64	612.66
W. End of W. Appr. Span	1750+77.30	-12.00	612.61	612.63
C	1750+87.30	-12.00	612.37	612.40
Bk. W. Abut.	1750+92.30	-12.00	612.25	612.27
E. End of W. Appr. Span	1750+93.30	-12.00	612.23	612.25

☐ WB ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Dead Load Deflection and Grinding
Bk. of W. Appr. Bent	1750+76.30	0.00	612.82	612.84
W. End of W. Appr. Span	1750+77.30	0.00	612.79	612.81
C	1750+87.30	0.00	612.55	612.58
Bk. W. Abut.	1750+92.30	0.00	612.43	612.45
E. End of W. Appr. Span	1750+93.30	0.00	612.41	612.43

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Dead Load Deflection and Grinding
Bk. of W. Appr. Bent	1750+76.30	12.00	612.64	612.66
W. End of W. Appr. Span	1750+77.30	12.00	612.61	612.63
C	1750+87.30	12.00	612.37	612.40
Bk. W. Abut.	1750+92.30	12.00	612.25	612.27
E. End of W. Appr. Span	1750+93.30	12.00	612.23	612.25

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Dead Load Deflection and Grinding
Bk. of W. Appr. Bent	1750+76.30	20.00	612.48	612.50
W. End of W. Appr. Span	1750+77.30	20.00	612.45	612.47
C	1750+87.30	20.00	612.21	612.24
Bk. W. Abut.	1750+92.30	20.00	612.09	612.11
E. End of W. Appr. Span	1750+93.30	20.00	612.07	612.09

WESTBOUND - WEST VAULTED APPROACH SPAN ELEVATIONS

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Dead Load Deflection and Grinding
W. End of E. Appr. Span	1758+40.80	-20.00	594.13	594.15
Bk. E. Abut.	1758+41.80	-20.00	594.11	594.13
T2	1758+51.80	-20.00	593.87	593.89
E. End of E. Appr. Span	1758+56.80	-20.00	593.75	593.77
Bk. E. Appr. Bent	1758+57.80	-20.00	593.72	593.74

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Dead Load Deflection and Grinding
W. End of E. Appr. Span	1758+40.80	-12.00	594.29	594.31
Bk. E. Abut.	1758+41.80	-12.00	594.27	594.29
T2	1758+51.80	-12.00	594.03	594.05
E. End of E. Appr. Span	1758+56.80	-12.00	593.91	593.93
Bk. E. Appr. Bent	1758+57.80	-12.00	593.88	593.90

☐ WB ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Dead Load Deflection and Grinding
W. End of E. Appr. Span	1758+40.80	0.00	594.47	594.49
Bk. E. Abut.	1758+41.80	0.00	594.45	594.47
T2	1758+51.80	0.00	594.21	594.23
E. End of E. Appr. Span	1758+56.80	0.00	594.09	594.11
Bk. E. Appr. Bent	1758+57.80	0.00	594.06	594.08

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Dead Load Deflection and Grinding
W. End of E. Appr. Span	1758+40.80	12.00	594.29	594.31
Bk. E. Abut.	1758+41.80	12.00	594.27	594.29
T2	1758+51.80	12.00	594.03	594.05
E. End of E. Appr. Span	1758+56.80	12.00	593.91	593.93
Bk. E. Appr. Bent	1758+57.80	12.00	593.88	593.90

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Dead Load Deflection and Grinding
W. End of E. Appr. Span	1758+40.80	20.00	594.13	594.15
Bk. E. Abut.	1758+41.80	20.00	594.11	594.13
T2	1758+51.80	20.00	593.87	593.89
E. End of E. Appr. Span	1758+56.80	20.00	593.75	593.77
Bk. E. Appr. Bent	1758+57.80	20.00	593.72	593.74

WESTBOUND - EAST VAULTED APPROACH SPAN ELEVATIONS

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DESIGNED - CRYSTAL D. STONE
CHECKED - JASON A. KERN
DRAWN - DENNIS A. POP
CHECKED - C.D.S. / J.A.K. / S.E.M.

EXAMINED
PASSED
ENGINEER OF BRIDGES AND STRUCTURES

DATE - July 2, 2020
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF VAULTED APPROACH SPAN ELEVATIONS
STRUCTURE NO. 092-0007

SHEET 16 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	72
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Dead Load Deflection and Grinding
Bk. of W. Appr. Bent	1750+76.30	-20.00	612.48	612.50
W. End of W. Appr. Span	1750+77.30	-20.00	612.45	612.47
C	1750+87.30	-20.00	612.22	612.24
Bk. W. Abut.	1750+92.30	-20.00	612.09	612.11
E. End of W. Appr. Span	1750+93.30	-20.00	612.07	612.09

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Dead Load Deflection and Grinding
Bk. of W. Appr. Bent	1750+76.30	-12.00	612.64	612.66
W. End of W. Appr. Span	1750+77.30	-12.00	612.61	612.63
C	1750+87.30	-12.00	612.37	612.40
Bk. W. Abut.	1750+92.30	-12.00	612.25	612.27
E. End of W. Appr. Span	1750+93.30	-12.00	612.23	612.25

☐ EB ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Dead Load Deflection and Grinding
Bk. of W. Appr. Bent	1750+76.30	0.00	612.82	612.84
W. End of W. Appr. Span	1750+77.30	0.00	612.79	612.81
C	1750+87.30	0.00	612.55	612.58
Bk. W. Abut.	1750+92.30	0.00	612.43	612.45
E. End of W. Appr. Span	1750+93.30	0.00	612.41	612.43

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Dead Load Deflection and Grinding
Bk. of W. Appr. Bent	1750+76.30	12.00	612.64	612.66
W. End of W. Appr. Span	1750+77.30	12.00	612.61	612.63
C	1750+87.30	12.00	612.37	612.40
Bk. W. Abut.	1750+92.30	12.00	612.25	612.27
E. End of W. Appr. Span	1750+93.30	12.00	612.23	612.25

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Dead Load Deflection and Grinding
Bk. of W. Appr. Bent	1750+76.30	20.00	612.48	612.50
W. End of W. Appr. Span	1750+77.30	20.00	612.45	612.47
C	1750+87.30	20.00	612.21	612.24
Bk. W. Abut.	1750+92.30	20.00	612.09	612.11
E. End of W. Appr. Span	1750+93.30	20.00	612.07	612.09

EASTBOUND - WEST VAULTED APPROACH SPAN ELEVATIONS

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Dead Load Deflection and Grinding
W. End of E. Appr. Span	1758+40.80	-20.00	594.13	594.15
Bk. E. Abut.	1758+41.80	-20.00	594.11	594.13
T2	1758+51.80	-20.00	593.87	593.89
E. End of E. Appr. Span	1758+56.80	-20.00	593.75	593.77
Bk. E. Appr. Bent	1758+57.80	-20.00	593.72	593.74

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Dead Load Deflection and Grinding
W. End of E. Appr. Span	1758+40.80	-12.00	594.29	594.31
Bk. E. Abut.	1758+41.80	-12.00	594.27	594.29
T2	1758+51.80	-12.00	594.03	594.05
E. End of E. Appr. Span	1758+56.80	-12.00	593.91	593.93
Bk. E. Appr. Bent	1758+57.80	-12.00	593.88	593.90

☐ EB ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Dead Load Deflection and Grinding
W. End of E. Appr. Span	1758+40.80	0.00	594.47	594.49
Bk. E. Abut.	1758+41.80	0.00	594.45	594.47
T2	1758+51.80	0.00	594.21	594.23
E. End of E. Appr. Span	1758+56.80	0.00	594.09	594.11
Bk. E. Appr. Bent	1758+57.80	0.00	594.06	594.08

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Dead Load Deflection and Grinding
W. End of E. Appr. Span	1758+40.80	12.00	594.29	594.31
Bk. E. Abut.	1758+41.80	12.00	594.27	594.29
T2	1758+51.80	12.00	594.03	594.05
E. End of E. Appr. Span	1758+56.80	12.00	593.91	593.93
Bk. E. Appr. Bent	1758+57.80	12.00	593.88	593.90

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Dead Load Deflection and Grinding
W. End of E. Appr. Span	1758+40.80	20.00	594.13	594.15
Bk. E. Abut.	1758+41.80	20.00	594.11	594.13
T2	1758+51.80	20.00	593.87	593.89
E. End of E. Appr. Span	1758+56.80	20.00	593.75	593.77
Bk. E. Appr. Bent	1758+57.80	20.00	593.72	593.74

EASTBOUND - EAST VAULTED APPROACH SPAN ELEVATIONS

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DESIGNED -	CRYSTAL D. STONE
CHECKED -	JASON A. KERN
DRAWN -	DENNIS A. POP
CHECKED -	C.D.S. / J.A.K. / S.E.M.

EXAMINED		DATE -	July 2, 2020
PASSED		REVISOR -	
	ENGINEER OF BRIDGES AND STRUCTURES	REVISOR -	

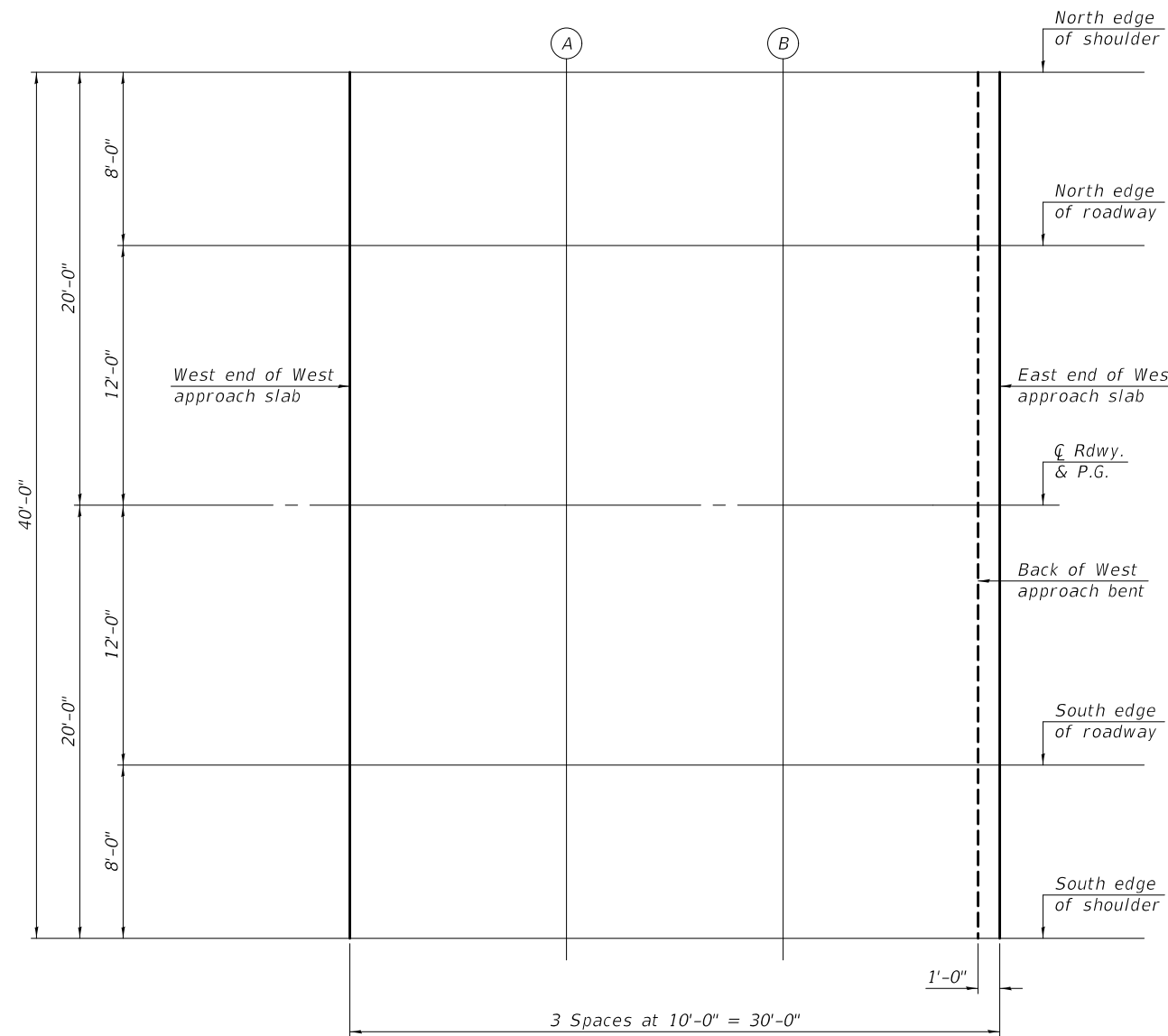
REVISOR -	
REVISOR -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

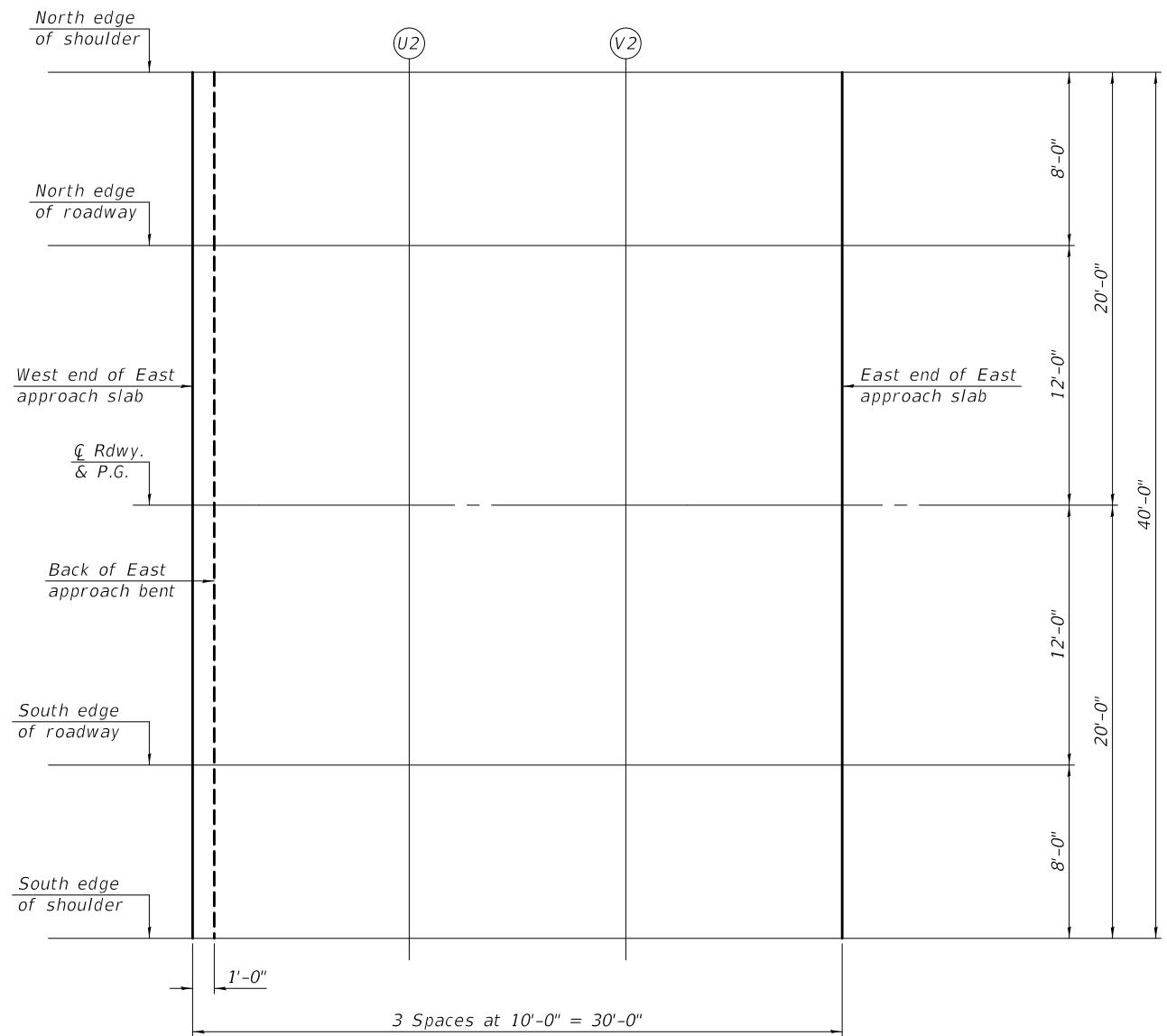
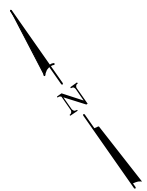
**TOP OF VAULTED APPROACH SPAN ELEVATIONS
STRUCTURE NO. 092-0006**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	73
CONTRACT NO. 70A92				
SHEET 17 OF 66 SHEETS				
ILLINOIS FED. AID PROJECT				

MODEL: 0920006-70A92-018
 FILE NAME: p:\planroom\dot.illinois.gov\p\DOT\Documents\DOT Offices\Bureau of Bridges and Structures\Projects\0920006\CADD Plans\0920006-70A92.dgn



WEST APPROACH SLAB PLAN
 (Westbound and Eastbound similar)



EAST APPROACH SLAB PLAN
 (Westbound and Eastbound similar)

Note:
 For tables of elevations, see sheets 19 & 20 of 66.

DESIGNED -	CRYSTAL D. STONE
CHECKED -	JASON A. KERN
DRAWN -	DENNIS A. POP
CHECKED -	C.D.S. / J.A.K. / S.E.M.

EXAMINED	<i>Jaime F. Joffe</i>	DATE -	July 2, 2020
PASSED	<i>Carl Kasper</i>	REVISED -	
	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 092-0006 & 092-0007

SHEET 18 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	74
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
W. End of W. Appr. Slab	1750+47.30	-20.00	613.17	613.19
A	1750+57.30	-20.00	612.93	612.95
B	1750+67.30	-20.00	612.69	612.71
E. End of W. Appr. Slab	1750+77.30	-20.00	612.45	612.47

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
W. End of W. Appr. Slab	1750+47.30	-12.00	613.33	613.35
A	1750+57.30	-12.00	613.09	613.11
B	1750+67.30	-12.00	612.85	612.87
E. End of W. Appr. Slab	1750+77.30	-12.00	612.61	612.63

☐ WB ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
W. End of W. Appr. Slab	1750+47.30	0.00	613.51	613.53
A	1750+57.30	0.00	613.27	613.29
B	1750+67.30	0.00	613.03	613.05
E. End of W. Appr. Slab	1750+77.30	0.00	612.79	612.81

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
W. End of W. Appr. Slab	1750+47.30	12.00	613.33	613.35
A	1750+57.30	12.00	613.09	613.11
B	1750+67.30	12.00	612.85	612.87
E. End of W. Appr. Slab	1750+77.30	12.00	612.61	612.63

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
W. End of W. Appr. Slab	1750+47.30	20.00	613.17	613.19
A	1750+57.30	20.00	612.93	612.95
B	1750+67.30	20.00	612.69	612.71
E. End of W. Appr. Slab	1750+77.30	20.00	612.45	612.47

WESTBOUND - WEST APPROACH SLAB ELEVATIONS

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
W. End of E. Appr. Slab	1758+56.80	-20.00	593.75	593.77
U2	1758+66.80	-20.00	593.51	593.53
V2	1758+76.80	-20.00	593.27	593.29
E. End of E. Appr. Slab	1758+86.80	-20.00	593.03	593.05

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
W. End of E. Appr. Slab	1758+56.80	-12.00	593.91	593.93
U2	1758+66.80	-12.00	593.67	593.69
V2	1758+76.80	-12.00	593.43	593.45
E. End of E. Appr. Slab	1758+86.80	-12.00	593.19	593.21

☐ WB ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
W. End of E. Appr. Slab	1758+56.80	0.00	594.09	594.11
U2	1758+66.80	0.00	593.85	593.87
V2	1758+76.80	0.00	593.61	593.63
E. End of E. Appr. Slab	1758+86.80	0.00	593.37	593.39

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
W. End of E. Appr. Slab	1758+56.80	12.00	593.91	593.93
U2	1758+66.80	12.00	593.67	593.69
V2	1758+76.80	12.00	593.43	593.45
E. End of E. Appr. Slab	1758+86.80	12.00	593.19	593.21

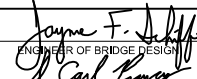
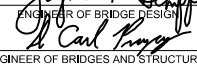
SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
W. End of E. Appr. Slab	1758+56.80	20.00	593.75	593.77
U2	1758+66.80	20.00	593.51	593.53
V2	1758+76.80	20.00	593.27	593.29
E. End of E. Appr. Slab	1758+86.80	20.00	593.03	593.05

WESTBOUND - EAST APPROACH SLAB ELEVATIONS

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DESIGNED - CRYSTAL D. STONE
CHECKED - JASON A. KERN
DRAWN - DENNIS A. POP
CHECKED - C.D.S. / J.A.K. / S.E.M.

EXAMINED  DATE - July 2, 2020
PASSED  ENGINEER OF BRIDGES AND STRUCTURES

REVISER -
REVISION -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 092-0007

SHEET 19 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	75
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
W. End of W. Appr. Slab	1750+47.30	-20.00	613.17	613.19
A	1750+57.30	-20.00	612.93	612.95
B	1750+67.30	-20.00	612.69	612.71
E. End of W. Appr. Slab	1750+77.30	-20.00	612.45	612.47

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
W. End of W. Appr. Slab	1750+47.30	-12.00	613.33	613.35
A	1750+57.30	-12.00	613.09	613.11
B	1750+67.30	-12.00	612.85	612.87
E. End of W. Appr. Slab	1750+77.30	-12.00	612.61	612.63

☐ EB ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
W. End of W. Appr. Slab	1750+47.30	0.00	613.51	613.53
A	1750+57.30	0.00	613.27	613.29
B	1750+67.30	0.00	613.03	613.05
E. End of W. Appr. Slab	1750+77.30	0.00	612.79	612.81

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
W. End of W. Appr. Slab	1750+47.30	12.00	613.33	613.35
A	1750+57.30	12.00	613.09	613.11
B	1750+67.30	12.00	612.85	612.87
E. End of W. Appr. Slab	1750+77.30	12.00	612.61	612.63

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
W. End of W. Appr. Slab	1750+47.30	20.00	613.17	613.19
A	1750+57.30	20.00	612.93	612.95
B	1750+67.30	20.00	612.69	612.71
E. End of W. Appr. Slab	1750+77.30	20.00	612.45	612.47

EASTBOUND - WEST APPROACH SLAB ELEVATIONS

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
W. End of E. Appr. Slab	1758+56.80	-20.00	593.75	593.77
U2	1758+66.80	-20.00	593.51	593.53
V2	1758+76.80	-20.00	593.27	593.29
E. End of E. Appr. Slab	1758+86.80	-20.00	593.03	593.05

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
W. End of E. Appr. Slab	1758+56.80	-12.00	593.91	593.93
U2	1758+66.80	-12.00	593.67	593.69
V2	1758+76.80	-12.00	593.43	593.45
E. End of E. Appr. Slab	1758+86.80	-12.00	593.19	593.21

☐ EB ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
W. End of E. Appr. Slab	1758+56.80	0.00	594.09	594.11
U2	1758+66.80	0.00	593.85	593.87
V2	1758+76.80	0.00	593.61	593.63
E. End of E. Appr. Slab	1758+86.80	0.00	593.37	593.39

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
W. End of E. Appr. Slab	1758+56.80	12.00	593.91	593.93
U2	1758+66.80	12.00	593.67	593.69
V2	1758+76.80	12.00	593.43	593.45
E. End of E. Appr. Slab	1758+86.80	12.00	593.19	593.21

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
W. End of E. Appr. Slab	1758+56.80	20.00	593.75	593.77
U2	1758+66.80	20.00	593.51	593.53
V2	1758+76.80	20.00	593.27	593.29
E. End of E. Appr. Slab	1758+86.80	20.00	593.03	593.05

EASTBOUND - EAST APPROACH SLAB ELEVATIONS

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DESIGNED -	CRYSTAL D. STONE
CHECKED -	JASON A. KERN
DRAWN -	DENNIS A. POP
CHECKED -	C.D.S. / J.A.K. / S.E.M.

EXAMINED		DATE -	July 2, 2020
PASSED		REVISOR -	
	ENGINEER OF BRIDGES AND STRUCTURES	REVISOR -	

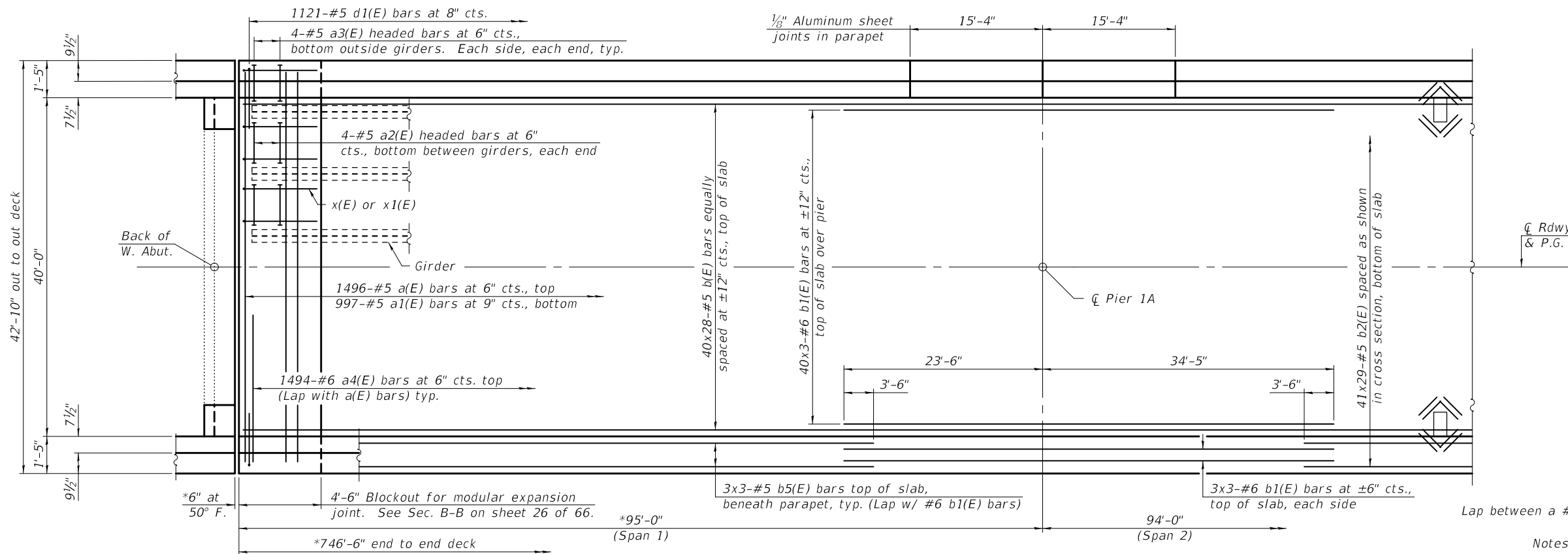
REVISOR -	
REVISOR -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 092-0006**

SHEET 20 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	76
CONTRACT NO. 70A92				
ILLINOIS		FED. AID PROJECT		



PLAN - SPANS 1 & 2

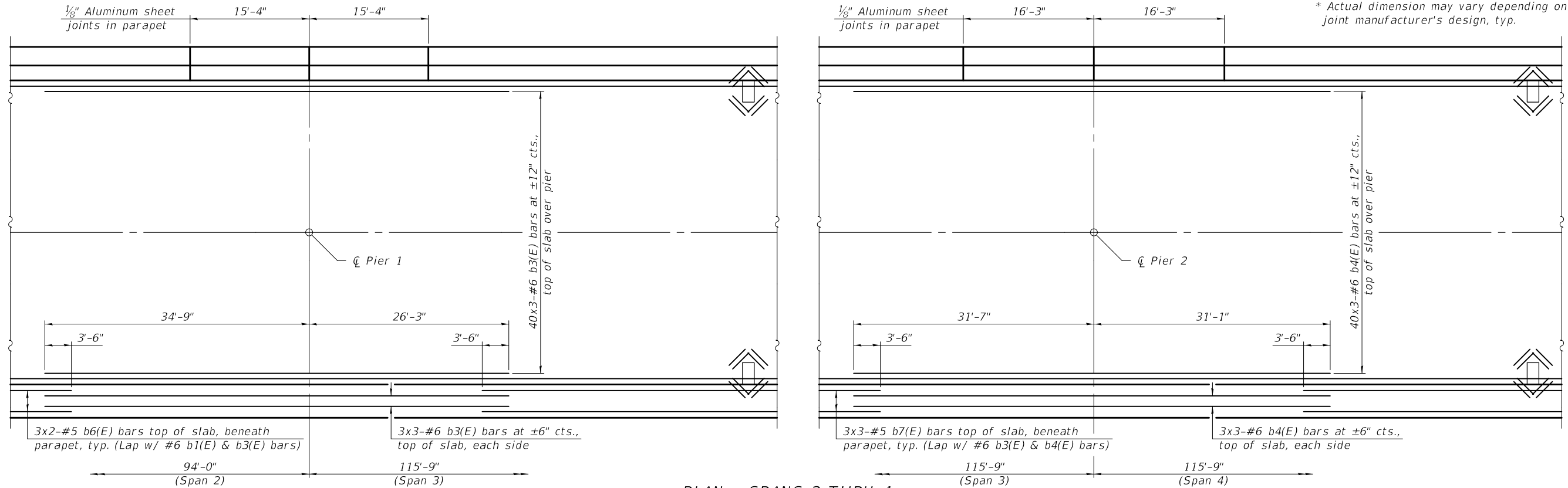
MINIMUM BAR LAP

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

Lap between a #5 bar and a #6 bar (in slab under parapets) = 3'-6"

Notes:
See sheets 23 thru 25 of 66 for superstructure details and Bill of Material.
See sheet 26 of 66 for x(E) and x1(E) bar locations and spacing.
Bars indicated thus 40x3-#6 etc. indicates 40 lines of bars with 3 lengths per line.

* Actual dimension may vary depending on modular joint manufacturer's design, typ.



PLAN - SPANS 2 THRU 4

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DESIGNED -	CRYSTAL D. STONE
CHECKED -	JASON A. KERN
DRAWN -	DENNIS A. POP
CHECKED -	C.D.S. / J.A.K. / S.E.M.

EXAMINED	 ENGINEER OF BRIDGE DESIGN	DATE -	July 2, 2020
PASSED		 ENGINEER OF BRIDGES AND STRUCTURES	REVISED -

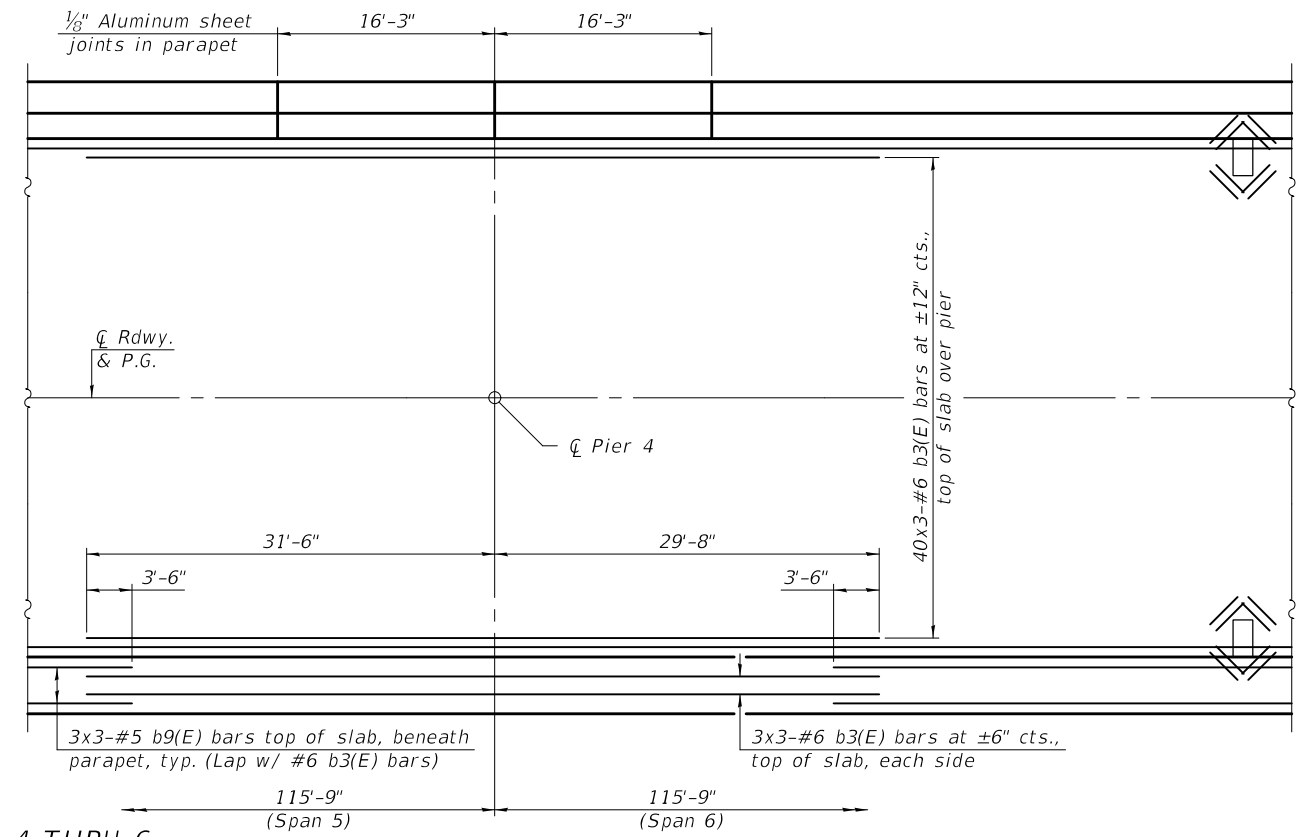
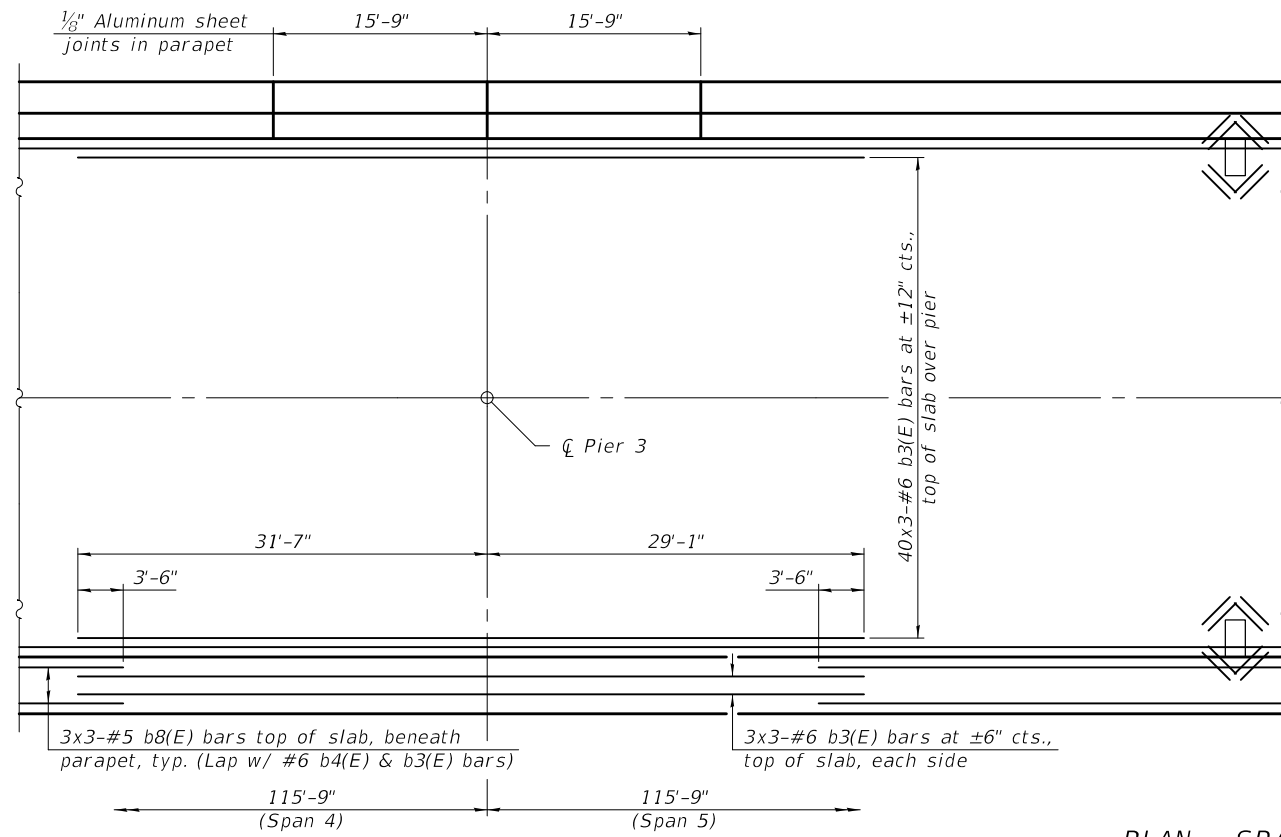
REVISED -	
REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

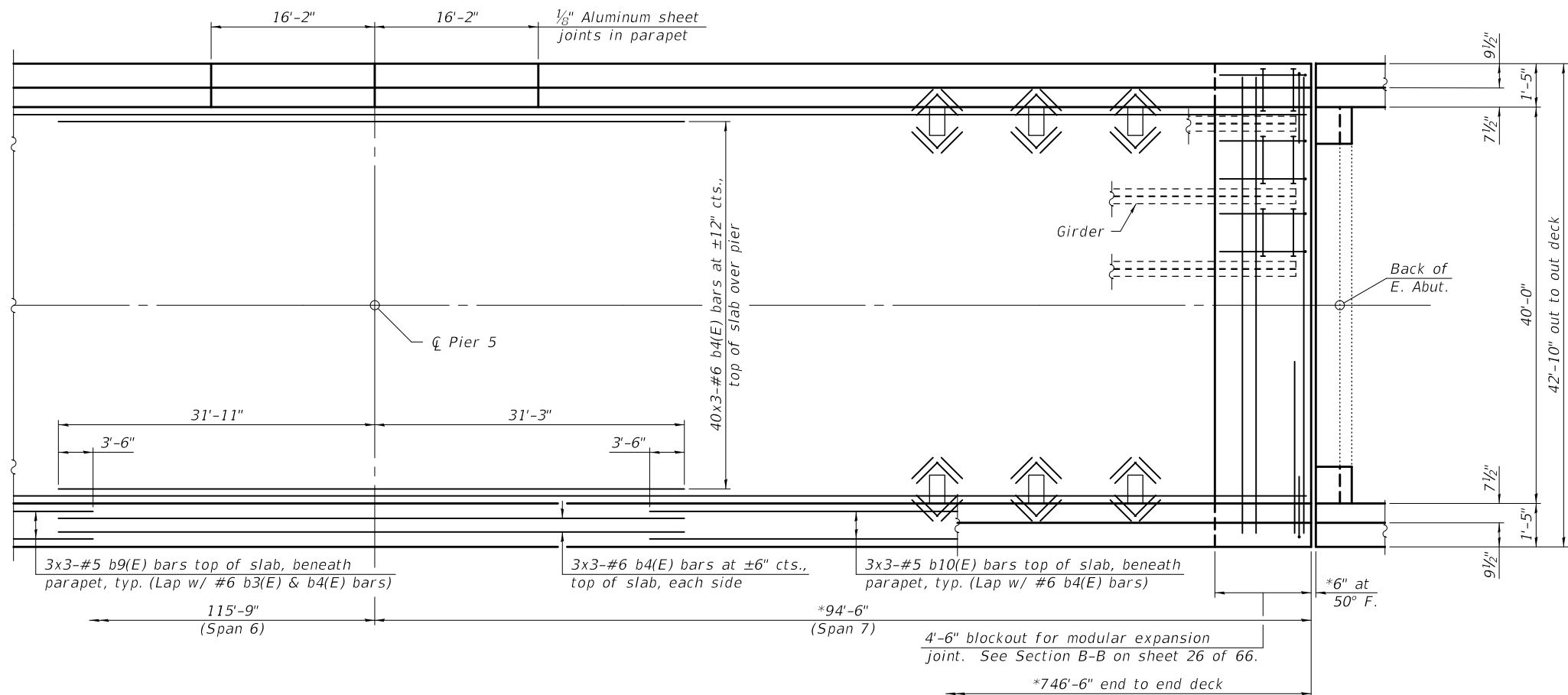
SUPERSTRUCTURE
STRUCTURE NO. 092-0006 & 092-0007

SHEET 21 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	77
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				



PLAN - SPANS 4 THRU 6

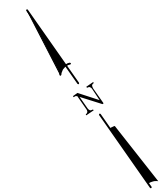


PLAN - SPANS 6 & 7

MINIMUM BAR LAP

#5 bar = 3'-6"
 #6 bar = 3'-7"
 Lap between a #5 bar and a #6 bar (in slab under parapets) = 3'-6"

Notes:
 See sheets 23 thru 25 of 66 for superstructure details and Bill of Material.
 Bars indicated thus 40x3-#6 etc. indicates 40 lines of bars with 3 lengths per line.
 * Actual dimensions may vary depending on modular joint manufacturer's design, typ.



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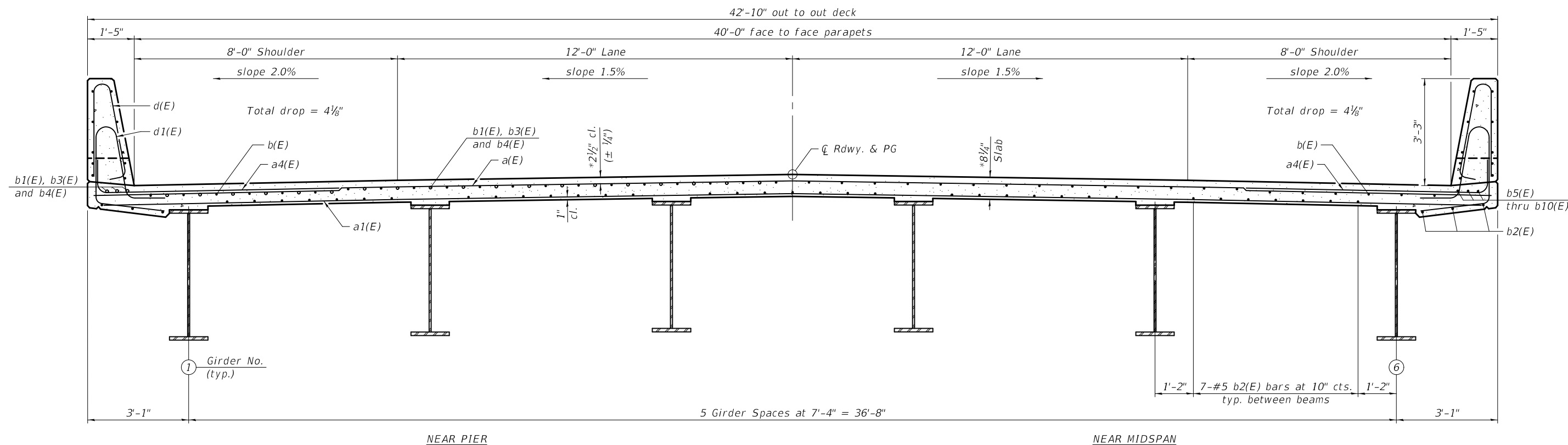
DESIGNED - CRYSTAL D. STONE	EXAMINED	 ENGINEER OF BRIDGE DESIGN	DATE - July 2, 2020
CHECKED - JASON A. KERN	PASSED		REVISOR -
DRAWN - DENNIS A. POP			REVISOR -
CHECKED - C.D.S. / J.A.K. / S.E.M.			

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

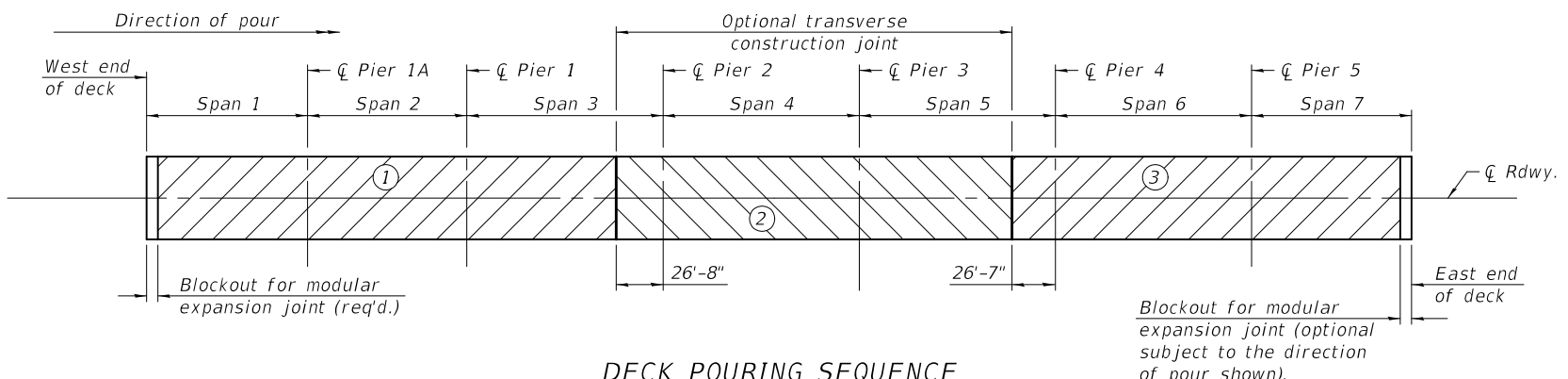
SUPERSTRUCTURE
 STRUCTURE NO. 092-0006 & 092-0007

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	78
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

SHEET 22 OF 66 SHEETS



CROSS SECTION
(WB shown - looking East, EB similar) * Prior to grinding



Notes:
See sheet 25 of 66 for superstructure details and Bill of Material.

Notes:
The bridge deck shall be poured in the numeric sequence shown. If the Contractor wishes to alter the deck pouring sequence from the sequence shown, the Contractor shall submit a proposed deck pouring sequence to the Engineer for review and acceptance.
When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:

- 1) At least 72 hours shall have elapsed from the end of the previous pour.
- 2) The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4000 psi.

Blockout areas for modular expansion joint shall not be poured until the above noted time and strength requirements have been met for the adjoining pour.
Modular joint assemblies shall be installed with forming and reinforcement bars in place prior to pouring the adjoining concrete deck span.

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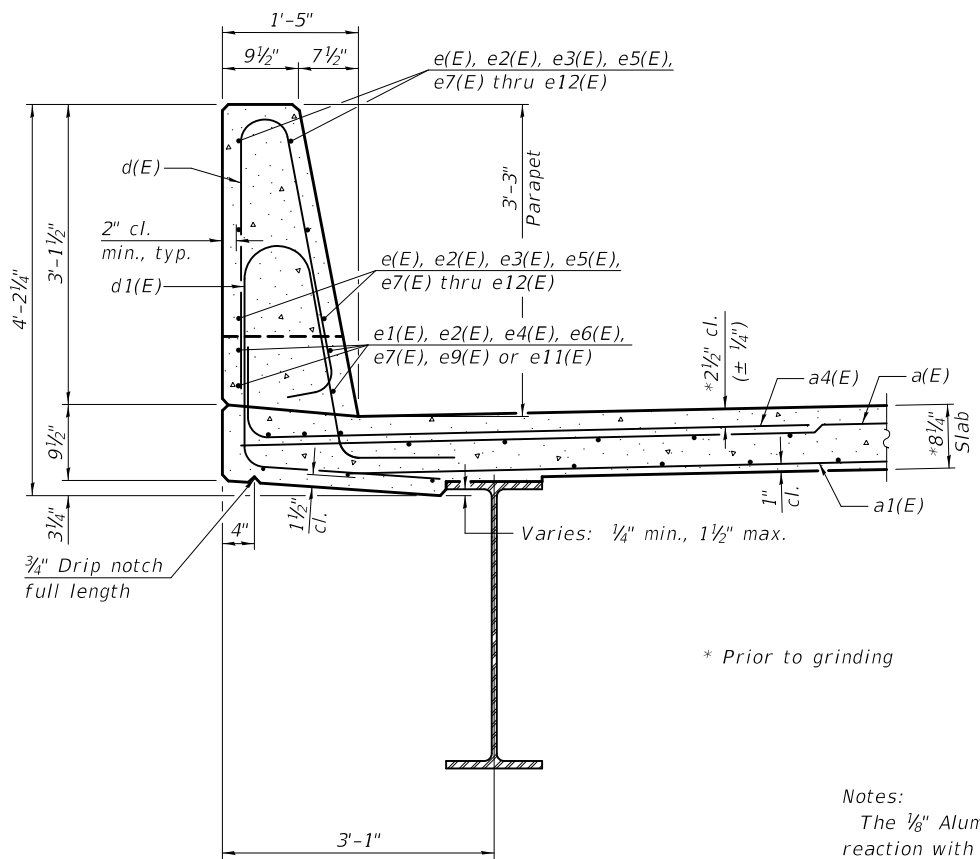
DESIGNED - CRYSTAL D. STONE	EXAMINED - <i>Joanne F. Joffe</i>	DATE - July 2, 2020
CHECKED - JASON A. KERN	PASSED - <i>Carl Kasper</i>	REVISOR -
DRAWN - DENNIS A. POP	ENGINEER OF BRIDGES AND STRUCTURES	REVISOR -
CHECKED - C.D.S. / J.A.K. / S.E.M.		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 092-0006 & 092-0007

SHEET 23 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	79
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				



SECTION THRU PARAPET

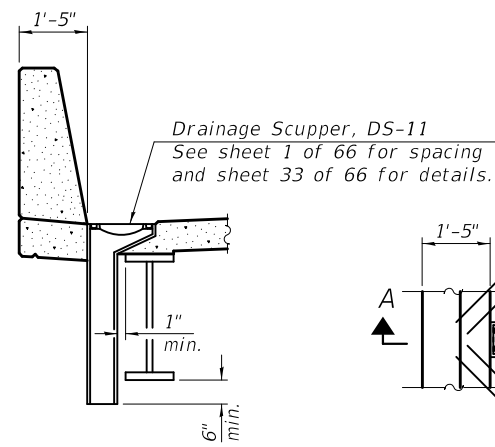
* Prior to grinding

Notes:

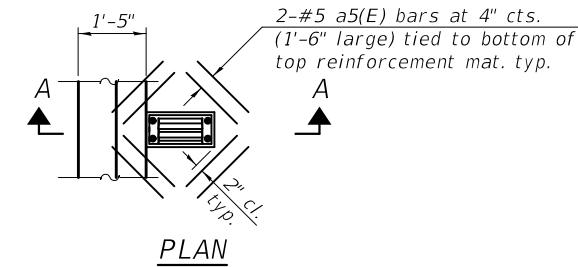
The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

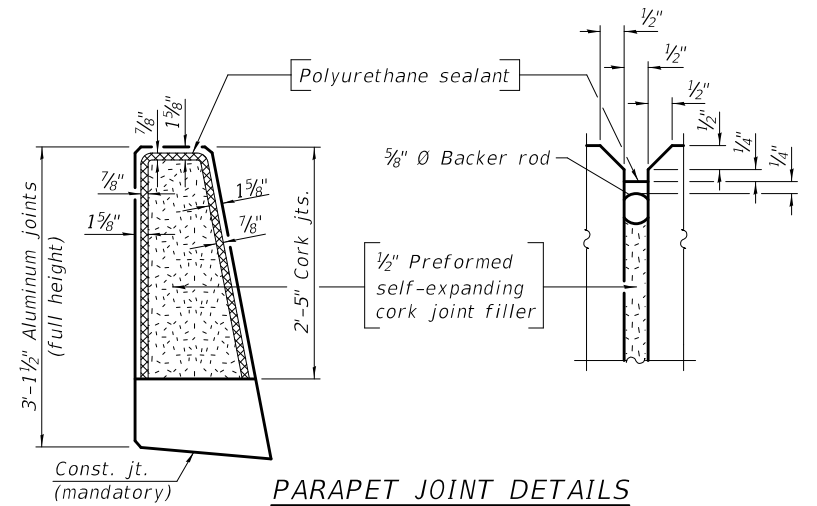
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.



SECTION A-A



Cut longitudinal reinforcement to clear drainage scuppers.



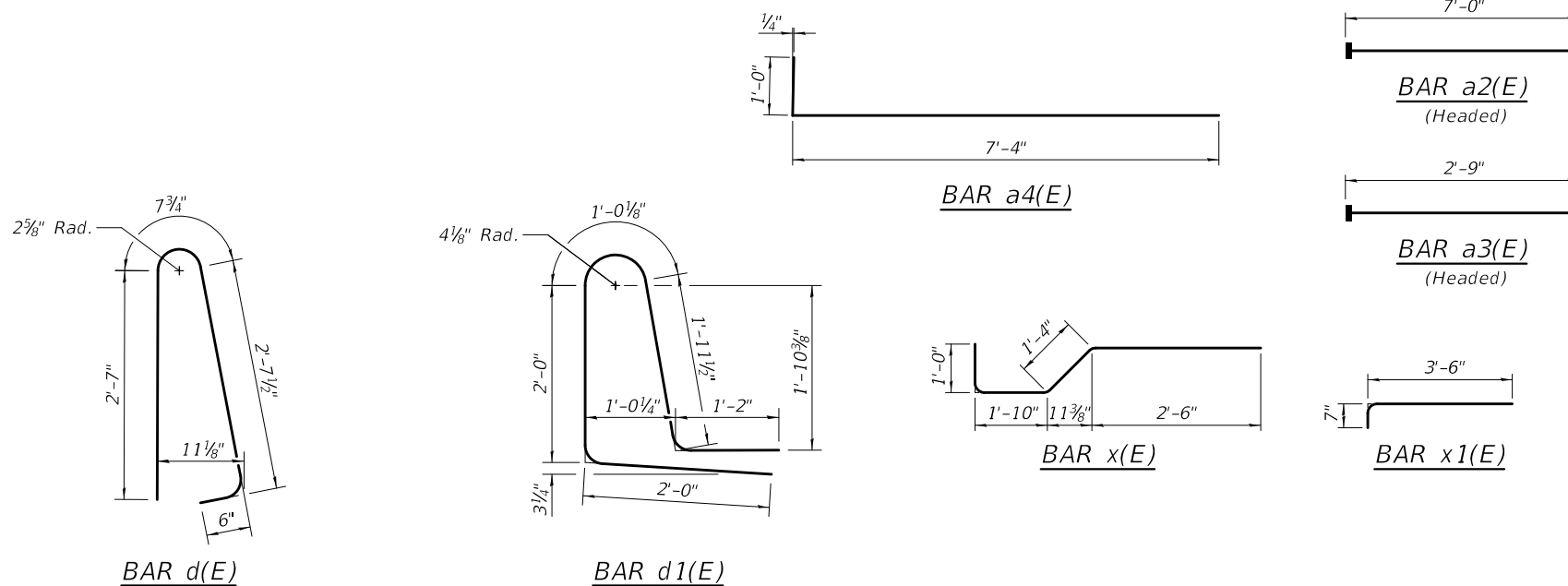
PARAPET JOINT DETAILS

SN 092-0006 - EASTBOUND
SUPERSTRUCTURE - BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	1496	#5	42'-6"	—
a1(E)	997	#5	41'-3"	—
a2(E)	40	#5	7'-0"	—
a3(E)	16	#5	2'-9"	—
a4(E)	2988	#6	8'-4"	—
a5(E)	128	#5	1'-6"	—
b(E)	1120	#5	30'-1"	—
b1(E)	138	#6	21'-9"	—
b2(E)	1189	#5	29'-2"	—
b3(E)	414	#6	22'-10"	—
b4(E)	276	#6	23'-6"	—
b5(E)	18	#5	27'-4"	—
b6(E)	12	#5	17'-8"	—
b7(E)	18	#5	24'-0"	—
b8(E)	18	#5	22'-5"	—
b9(E)	36	#5	23'-1"	—
b10(E)	18	#5	24'-7"	—
d(E)	2242	#5	6'-5"	—
d1(E)	2242	#5	8'-2"	—
e(E)	48	#4	19'-7"	—
e1(E)	48	#4	28'-1"	—
e2(E)	80	#4	15'-0"	—
e3(E)	48	#4	15'-6"	—
e4(E)	24	#4	22'-8"	—
e5(E)	60	#4	16'-6"	—
e6(E)	96	#4	29'-7"	—
e7(E)	80	#4	15'-11"	—
e8(E)	120	#4	16'-5"	—
e9(E)	40	#4	15'-5"	—
e10(E)	60	#4	16'-4"	—
e11(E)	40	#4	15'-10"	—
e12(E)	48	#4	19'-3"	—
x(E)	86	#5	6'-8"	—
x1(E)	86	#5	4'-1"	—
Reinforcement Bars, Epoxy Coated		Pound	294930	
Concrete Superstructure		Cu. Yd.	1059.1	

SN 092-0007 - WESTBOUND
SUPERSTRUCTURE - BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	1496	#5	42'-6"	—
a1(E)	997	#5	41'-3"	—
a2(E)	40	#5	7'-0"	—
a3(E)	16	#5	2'-9"	—
a4(E)	2988	#6	8'-4"	—
a5(E)	128	#5	1'-6"	—
b(E)	1120	#5	30'-1"	—
b1(E)	138	#6	21'-9"	—
b2(E)	1189	#5	29'-2"	—
b3(E)	414	#6	22'-10"	—
b4(E)	276	#6	23'-6"	—
b5(E)	18	#5	27'-4"	—
b6(E)	12	#5	17'-8"	—
b7(E)	18	#5	24'-0"	—
b8(E)	18	#5	22'-5"	—
b9(E)	36	#5	23'-1"	—
b10(E)	18	#5	24'-7"	—
d(E)	2242	#5	6'-5"	—
d1(E)	2242	#5	8'-2"	—
e(E)	48	#4	19'-7"	—
e1(E)	48	#4	28'-1"	—
e2(E)	80	#4	15'-0"	—
e3(E)	48	#4	15'-6"	—
e4(E)	24	#4	22'-8"	—
e5(E)	60	#4	16'-6"	—
e6(E)	96	#4	29'-7"	—
e7(E)	80	#4	15'-11"	—
e8(E)	120	#4	16'-5"	—
e9(E)	40	#4	15'-5"	—
e10(E)	60	#4	16'-4"	—
e11(E)	40	#4	15'-10"	—
e12(E)	48	#4	19'-3"	—
x(E)	86	#5	6'-8"	—
x1(E)	86	#5	4'-1"	—
Reinforcement Bars, Epoxy Coated		Pound	294930	
Concrete Superstructure		Cu. Yd.	1059.1	



MODEL: 0920006-70A92-025
FILE NAME: p:\planroom\dot\illinois\gov\p\w\dot\Documents\DOT Offices\Bureau of Bridges and Structures\Projects\0920006\CADD Plans\0920006-70A92.dgn

DESIGNED - CRYSTAL D. STONE
CHECKED - JASON A. KERN
DRAWN - DENNIS A. POP
CHECKED - C.D.S. / J.A.K. / S.E.M.

EXAMINED
PASSED
ENGINEER OF BRIDGES AND STRUCTURES

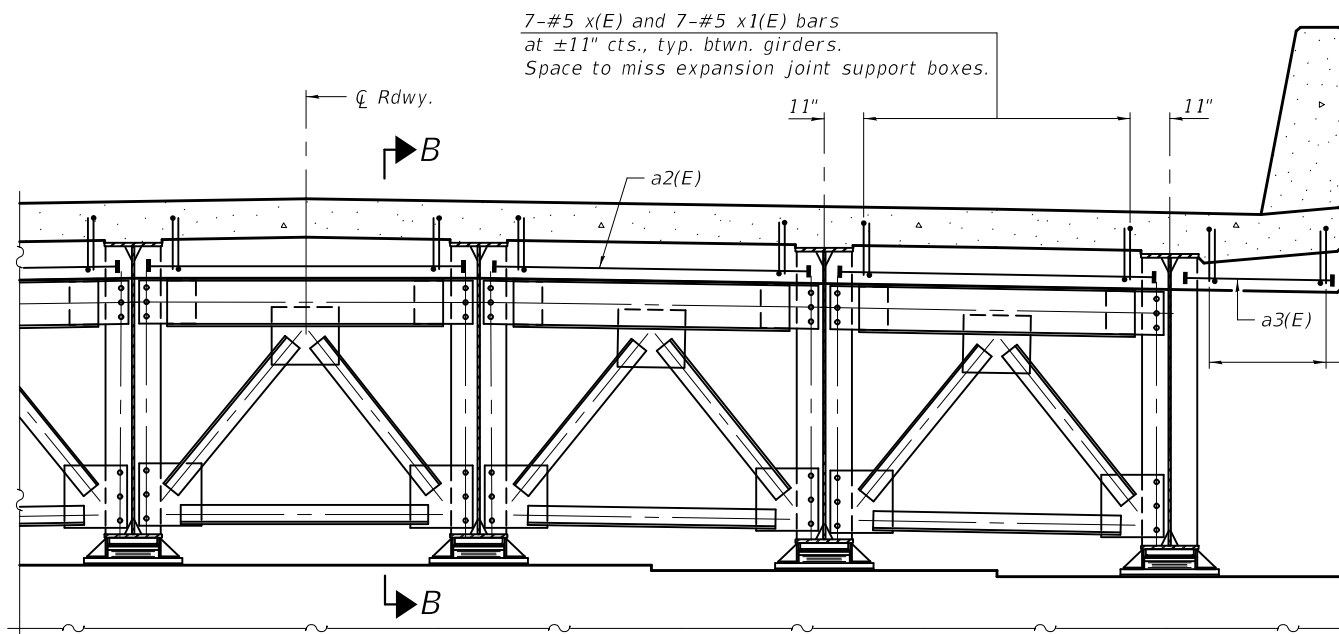
DATE - July 2, 2020
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 092-0006 & 092-0007

SHEET 25 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	81
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

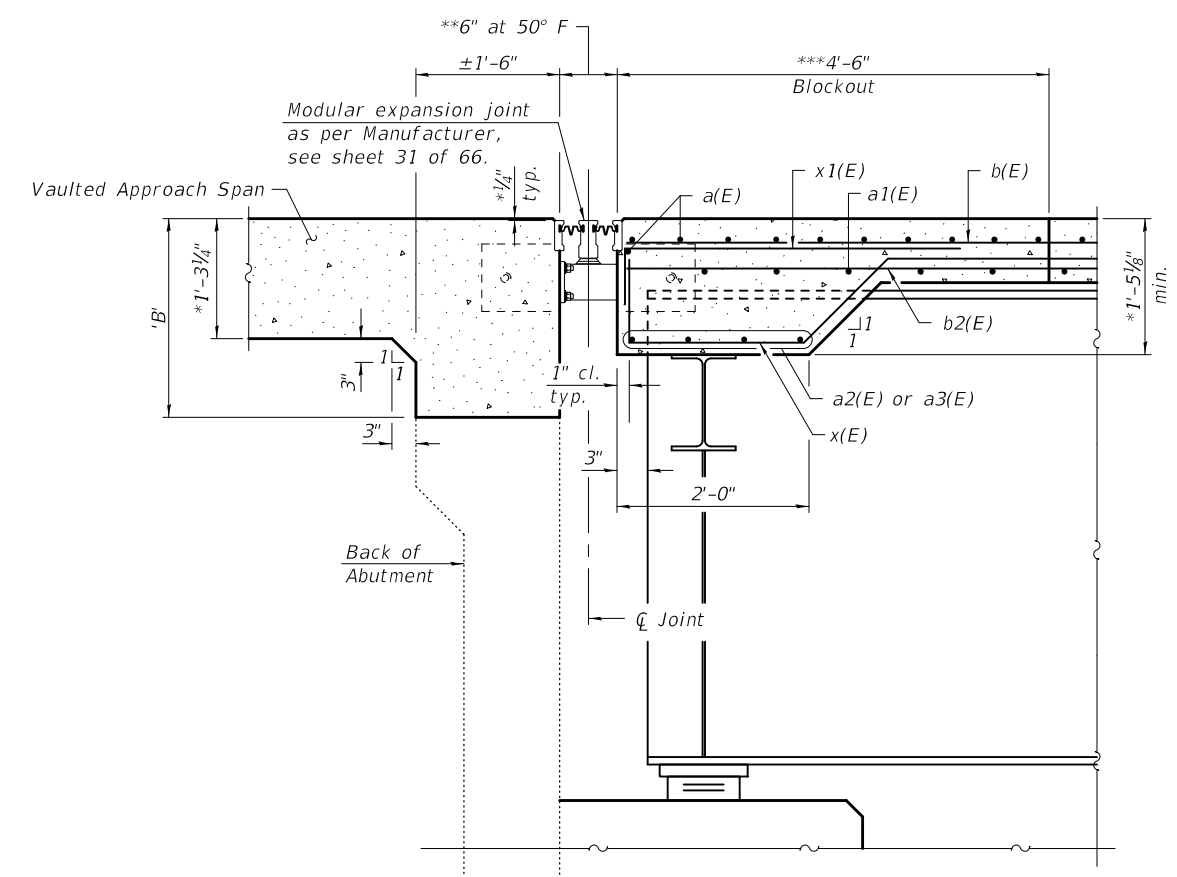


7-#5 x(E) and 7-#5 x1(E) bars
at ±11" cts., typ. btwn. girders.
Space to miss expansion joint support boxes.

4-#5 x(E) and 4-#5 x1(E) bars
at ±8" cts., typ. outside fascia beams.
Space to miss expansion joint support boxes.

DIAPHRAGM AT ABUTMENTS

- * Prior to grinding.
 - ** Actual dimensions may vary depending on modular joint manufacturer's design.
 - *** Bars in blockout may be adjusted in the field if necessary to miss joint support boxes as approved by the Engineer. See sheet 31 of 66 and shop drawings for modular expansion joint. See Special Provisions.
- Modular joint assemblies shall be installed with forming and reinforcement bars in place prior to pouring the adjoining concrete deck span.



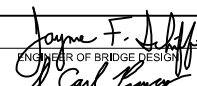
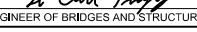
SECTION B-B

(Full cross frame not shown for clarity)

Notes:
See sheet 25 of 66 for superstructure details and Bill of Material.
See Table on sheet 27 of 66 for dimension 'B'.

MODEL: 0920006-70A92-026
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DESIGNED - CRYSTAL D. STONE	EXAMINED
CHECKED - JASON A. KERN	PASSED
DRAWN - DENNIS A. POP	
CHECKED - C.D.S. / J.A.K. / S.E.M.	


 ENGINEER OF BRIDGE DESIGN

 ENGINEER OF BRIDGES AND STRUCTURES

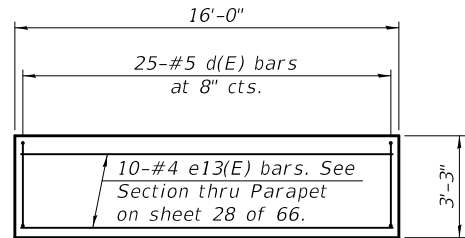
DATE - July 2, 2020
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

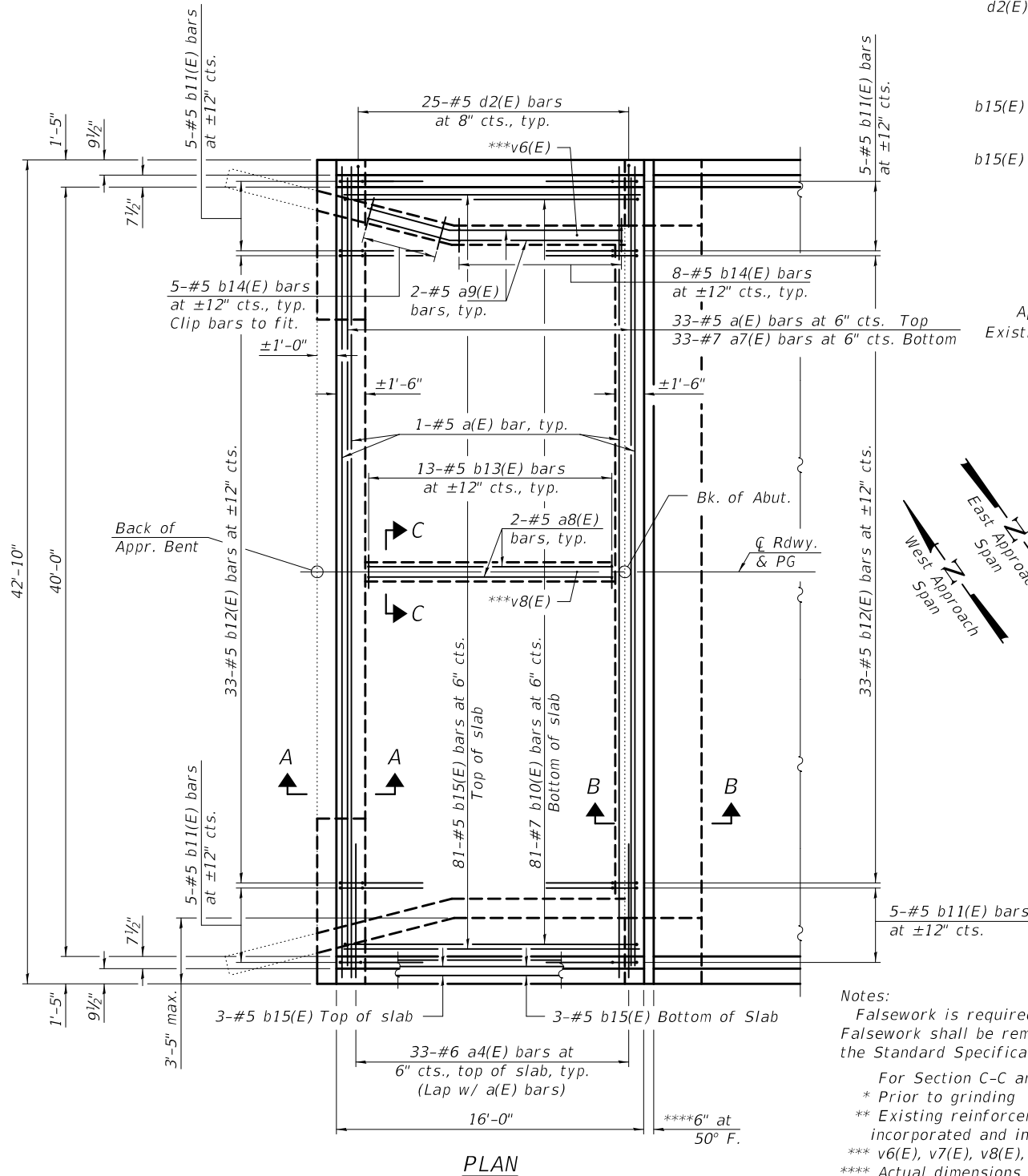
**DIAPHRAGM DETAILS
STRUCTURE NO. 092-0006 & 092-0007**

SHEET 26 OF 66 SHEETS

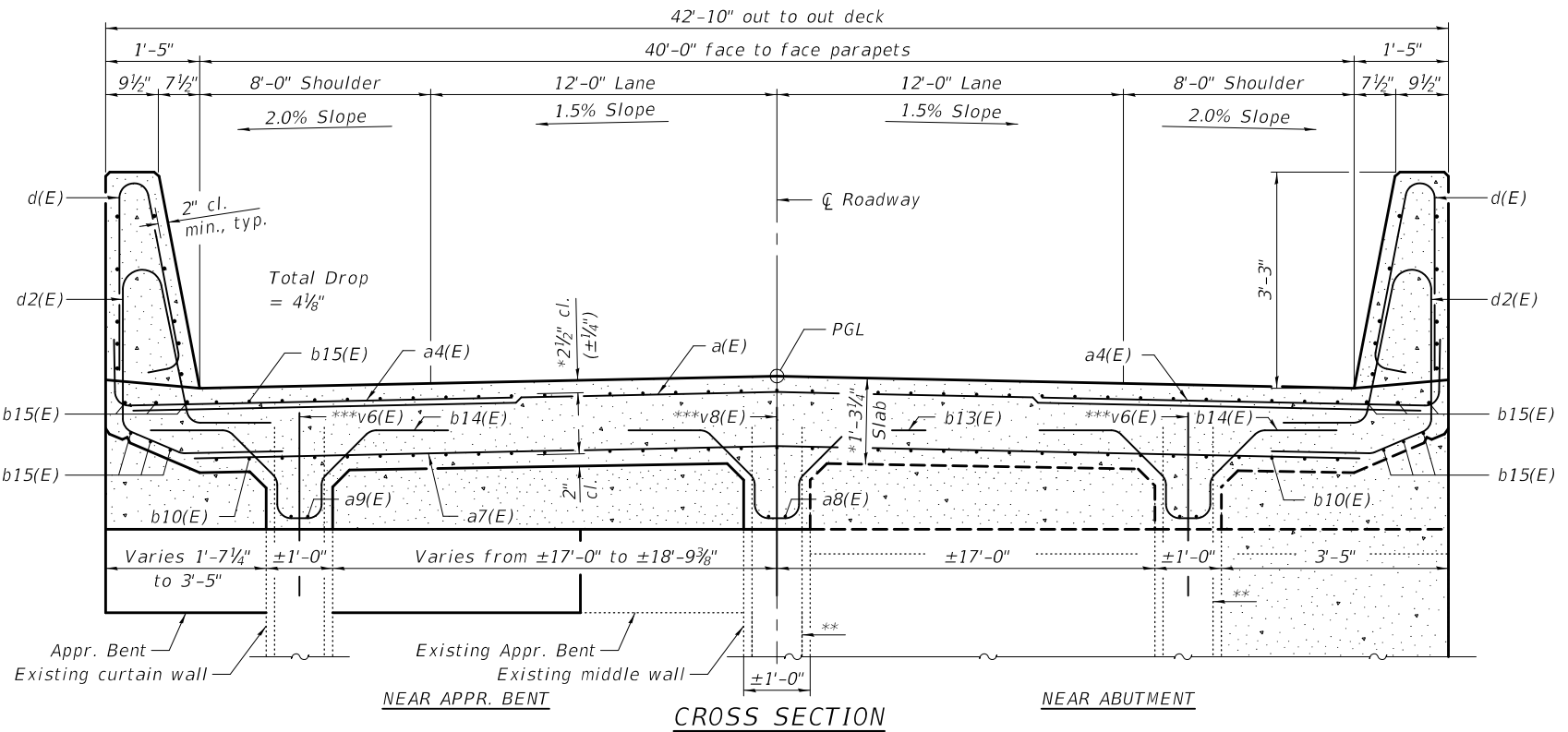
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	82
CONTRACT NO. 70A92				
		ILLINOIS	FED. AID PROJECT	



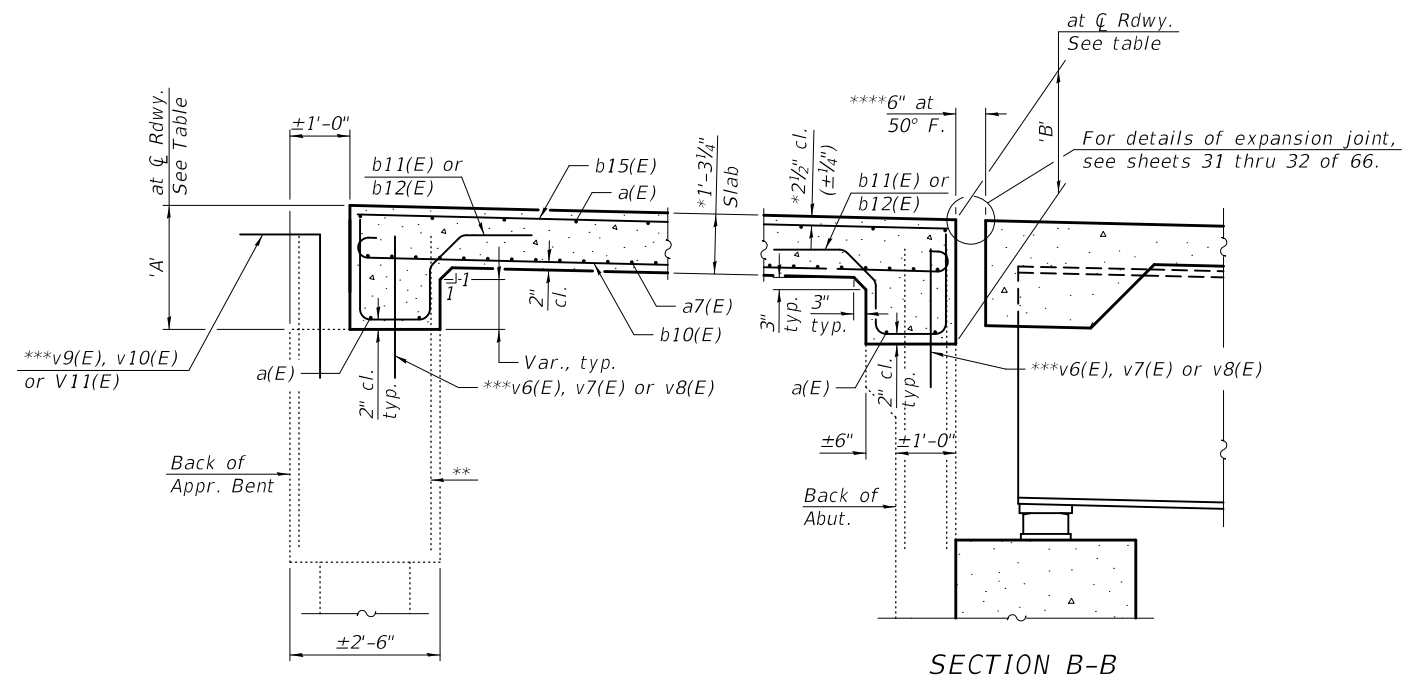
INSIDE ELEVATION OF PARAPET



PLAN



CROSS SECTION



SECTION A-A

SECTION B-B

TABLE of 'A' and 'B' DIMENSIONS

Location	'A'	'B'
SN 092-0007 West Abut.	±2'-4 ³ / ₈ "	±2'-4 ³ / ₈ "
SN 092-0007 East Abut.	±2'-5 ¹ / ₈ "	±2'-3 ³ / ₄ "
SN 092-0006 West Abut.	±2'-3"	±2'-3"
SN 092-0006 East Abut.	±2'-5 ¹ / ₈ "	±2'-4 ³ / ₈ "

- Notes:
- Falsework is required for vaulted approach span construction. Falsework shall be removed in accordance with Article 503.05 of the Standard Specifications.
 - For Section C-C and Bill of Material, see sheet 28 of 66.
 - * Prior to grinding
 - ** Existing reinforcement shall be cleaned and incorporated into the new construction.
 - *** v6(E), v7(E), v8(E), v9(E), v10(E) and v11(E) bars shown on sheets 48 thru 50 of 66.
 - **** Actual dimensions may vary depending on modular joint manufacturer's design, typ.

MODEL: 0920006-70A92-027
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DESIGNED - CRYSTAL D. STONE
CHECKED - JASON A. KERN
DRAWN - DENNIS A. POP
CHECKED - C.D.S. / J.A.K. / S.E.M.

EXAMINED
PASSED

 ENGINEER OF BRIDGES AND STRUCTURES

DATE - July 2, 2020
REVISED -
REVISED -

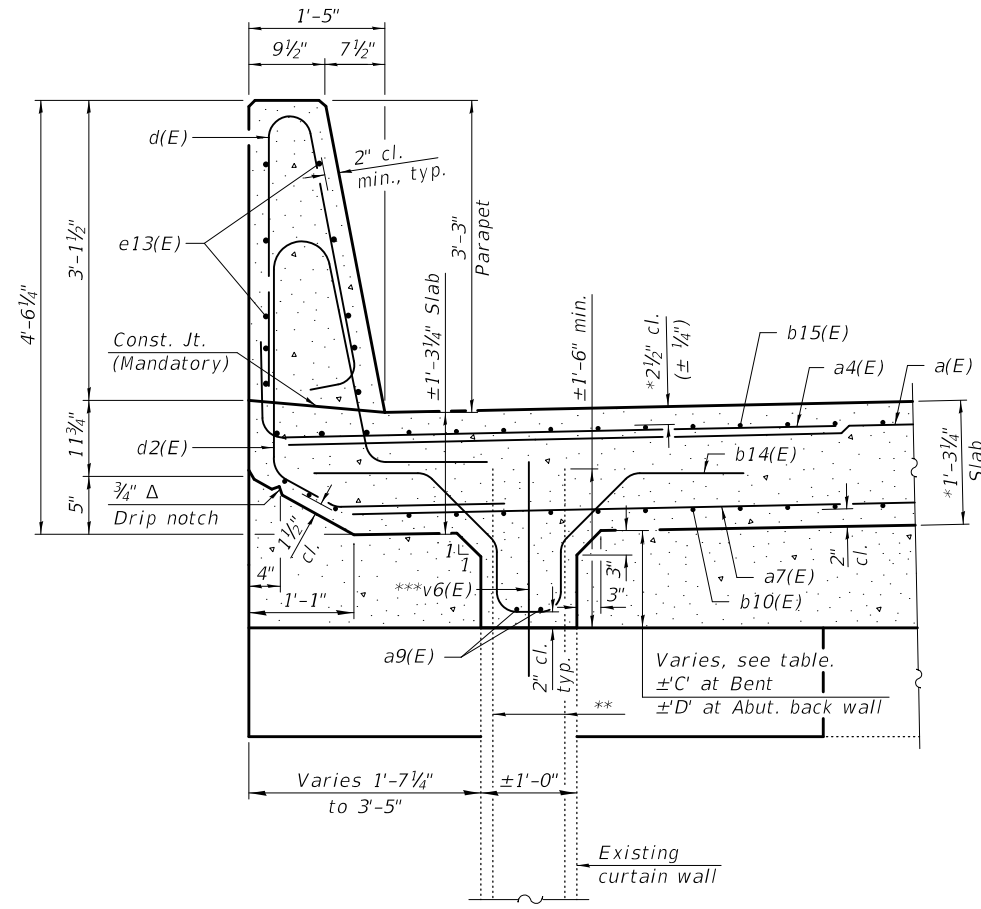
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VAULTED ABUTMENT APPROACH SPAN DETAILS
STRUCTURE NO. 092-0007 & 092-0006

SHEET 27 OF 66 SHEETS

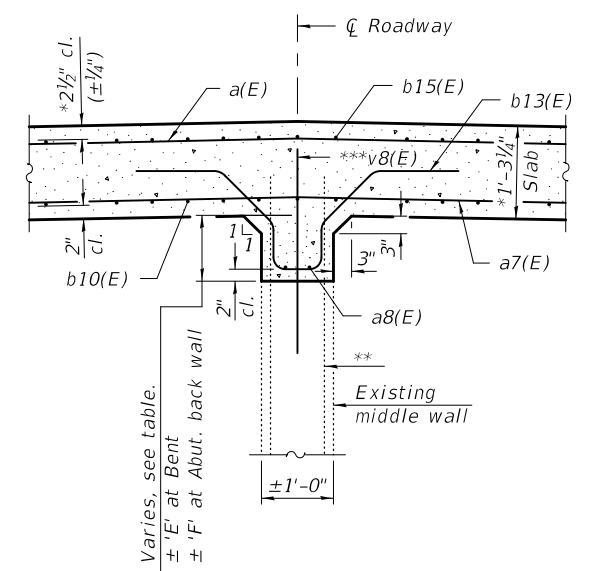
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	83
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

MODEL: 0920006-70A92-028
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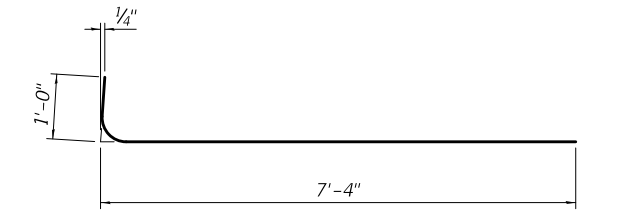


SECTION THRU PARAPET

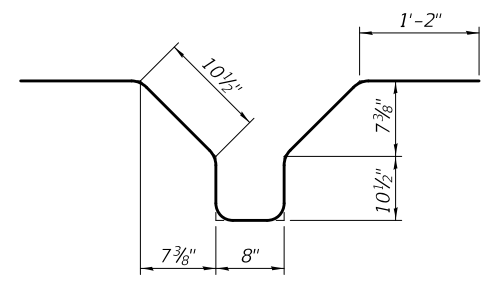
* Prior to grinding
 ** Existing reinforcement shall be cleaned and incorporated into the new construction.
 *** v6(E) and v8(E) bars shown on sheets 48-50 of 66.



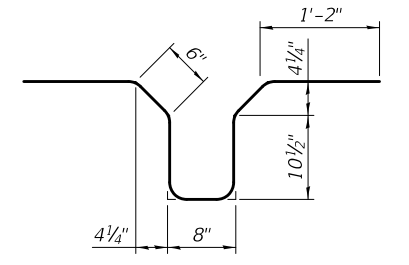
SECTION C-C



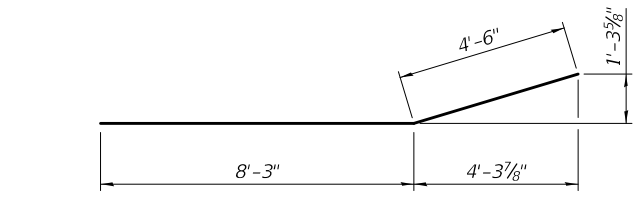
BAR a4(E)



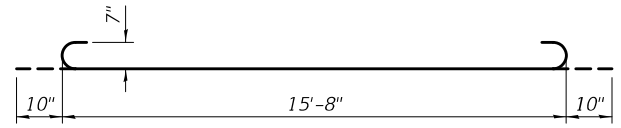
BAR b13(E)



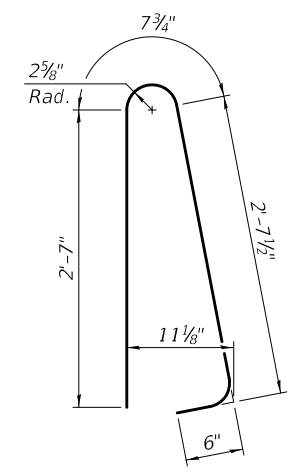
BAR b14(E)



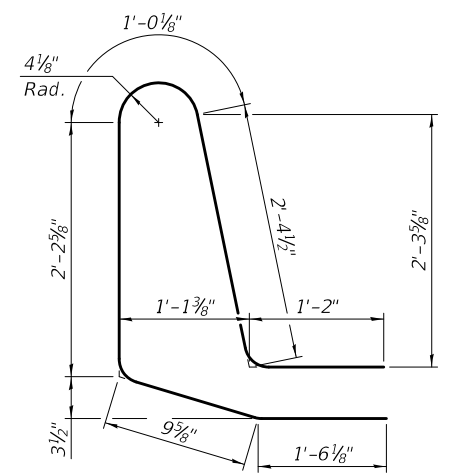
BAR a9(E)



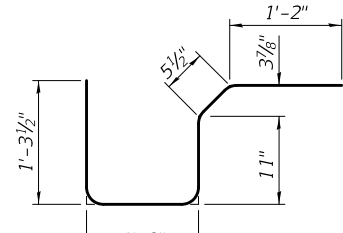
BAR b10(E)



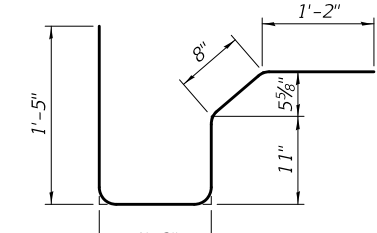
BAR d(E)



BAR d2(E)



BAR b11(E)



BAR b12(E)

TABLE of 'C', 'D', 'E' AND 'F' DIMENSIONS

Location	'C'	'D'	'E'	'F'
SN 092-0007 W. Abut.	±9 5/8"	±10"	±1'-1 1/2"	±1'-1 1/2"
SN 092-0007 E. Abut.	±10 1/8"	±9 7/8"	±1'-1 7/8"	±1'-0 5/8"
SN 092-0006 W. Abut.	±8"	±8 1/4"	±11 3/4"	±11 3/4"
SN 092-0006 E. Abut.	±10 7/8"	±10"	±1'-2 5/8"	±1'-1 1/2"

**TWO APPROACH SPANS
 092-0007 - WESTBOUND
 BILL OF MATERIAL**

Bar No.	Size	Length	Shape	
a(E)	74	#5	42'-6"	
a4(E)	132	#6	8'-4"	
a7(E)	66	#7	40'-0"	
a8(E)	4	#5	13'-2"	
a9(E)	8	#5	12'-9"	
b10(E)	162	#7	17'-4"	
b11(E)	132	#5	4'-1"	
b12(E)	40	#5	4'-5"	
b13(E)	26	#5	6'-6"	
b14(E)	52	#5	5'-9"	
b15(E)	186	#5	15'-8"	
d(E)	100	#5	6'-5"	
d2(E)	100	#5	9'-1"	
e13(E)	40	#4	15'-8"	
Reinforcement Bars, Epoxy Coated			Pound	22540
Concrete Superstructure			Cu. Yd.	87.0

**TWO APPROACH SPANS
 092-0006 - EASTBOUND
 BILL OF MATERIAL**

Bar No.	Size	Length	Shape	
a(E)	74	#5	42'-6"	
a4(E)	132	#6	8'-4"	
a7(E)	66	#7	40'-0"	
a8(E)	4	#5	13'-2"	
a9(E)	8	#5	12'-9"	
b10(E)	162	#7	17'-4"	
b11(E)	132	#5	4'-1"	
b12(E)	40	#5	4'-5"	
b13(E)	26	#5	6'-6"	
b14(E)	52	#5	5'-9"	
b15(E)	186	#5	15'-8"	
d(E)	100	#5	6'-5"	
d2(E)	100	#5	9'-1"	
e13(E)	40	#4	15'-8"	
Reinforcement Bars, Epoxy Coated			Pound	22540
Concrete Superstructure			Cu. Yd.	87.0

DESIGNED - CRYSTAL D. STONE
 CHECKED - JASON A. KERN
 DRAWN - DENNIS A. POP
 CHECKED - C.D.S. / J.A.K. / S.E.M.

EXAMINED
 PASSED
 ENGINEER OF BRIDGES AND STRUCTURES

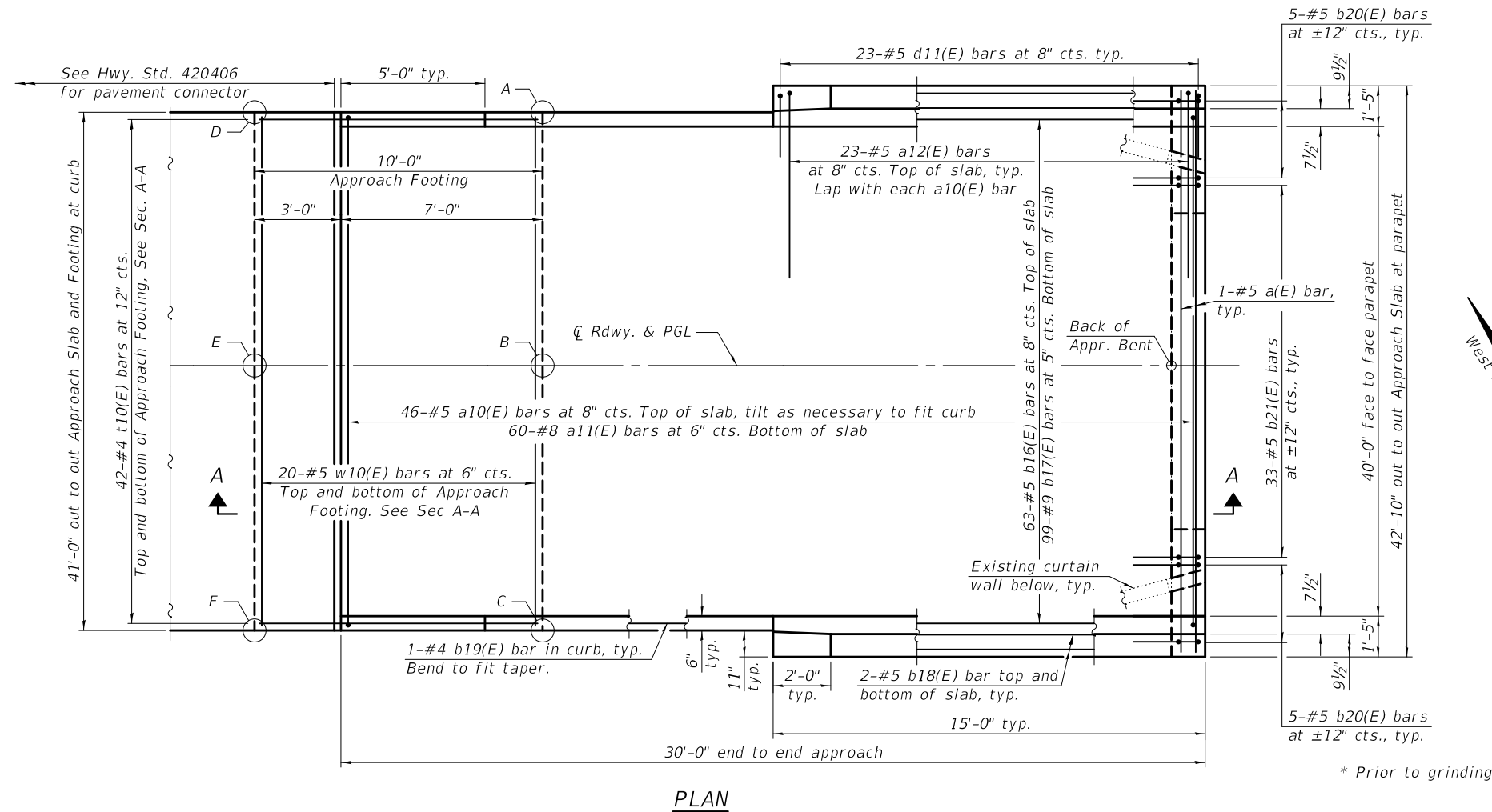
DATE - July 2, 2020
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**VAULTED ABUTMENT APPROACH SPAN DETAILS
 STRUCTURE NO. 092-0007 & 092-0006**

SHEET 28 OF 66 SHEETS

F.A.I. RTE. 74 SECTION (92-11)BR-1 COUNTY VERMILION TOTAL SHEETS 161 SHEET NO. 84 CONTRACT NO. 70A92 ILLINOIS FED. AID PROJECT



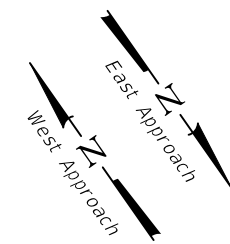
TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

SN 092-0007 - WESTBOUND

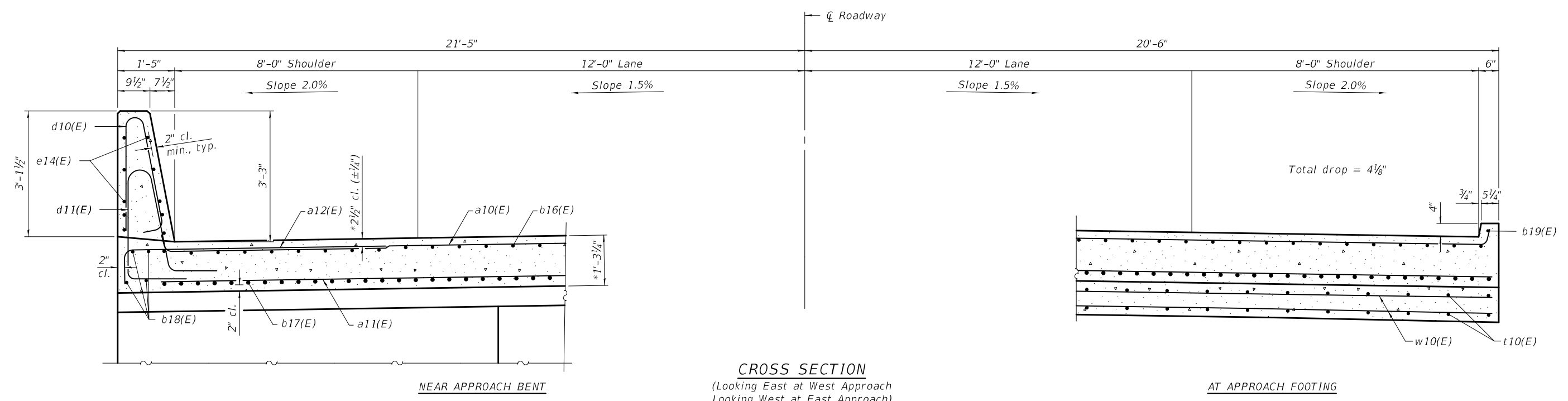
Point	West Approach		East Approach	
	Top	Bottom	Top	Bottom
A	611.74	610.91	591.94	591.11
B	612.09	611.26	592.29	591.46
C	611.74	610.91	591.94	591.11
D	611.98	611.15	591.70	590.87
E	612.33	611.50	592.05	591.22
F	611.98	611.15	591.70	590.87

SN 092-0006 EASTBOUND

Point	West Approach		East Approach	
	Top	Bottom	Top	Bottom
A	611.74	610.91	591.94	591.11
B	612.09	611.26	592.29	591.46
C	611.74	610.91	591.94	591.11
D	611.98	611.15	591.70	590.87
E	612.33	611.50	592.05	591.22
F	611.98	611.15	591.70	590.87



* Prior to grinding



CROSS SECTION
(Looking East at West Approach
Looking West at East Approach)

AT APPROACH FOOTING

(Sheet 1 of 2)

MODEL: 0920006-70A92-029
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DESIGNED - CRYSTAL D. STONE	EXAMINED - <i>Joanne F. Joffe</i>	DATE - July 2, 2020
CHECKED - JASON A. KERN	PASSED - <i>Carl Kreyer</i>	REVISIONS -
DRAWN - DENNIS A. POP	ENGINEER OF BRIDGES AND STRUCTURES	REVISIONS -
CHECKED - C.D.S. / J.A.K. / S.E.M.		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 092-0006 & 092-0007

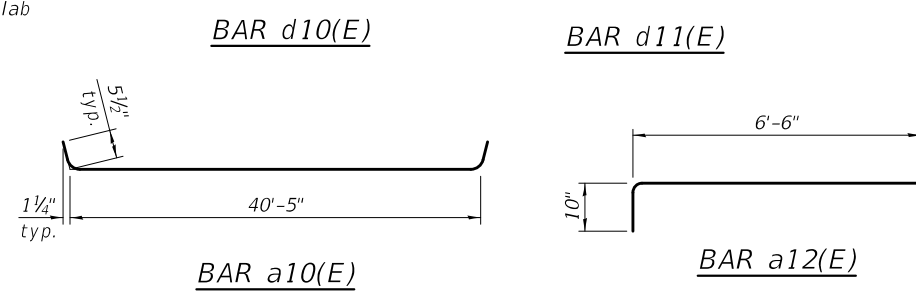
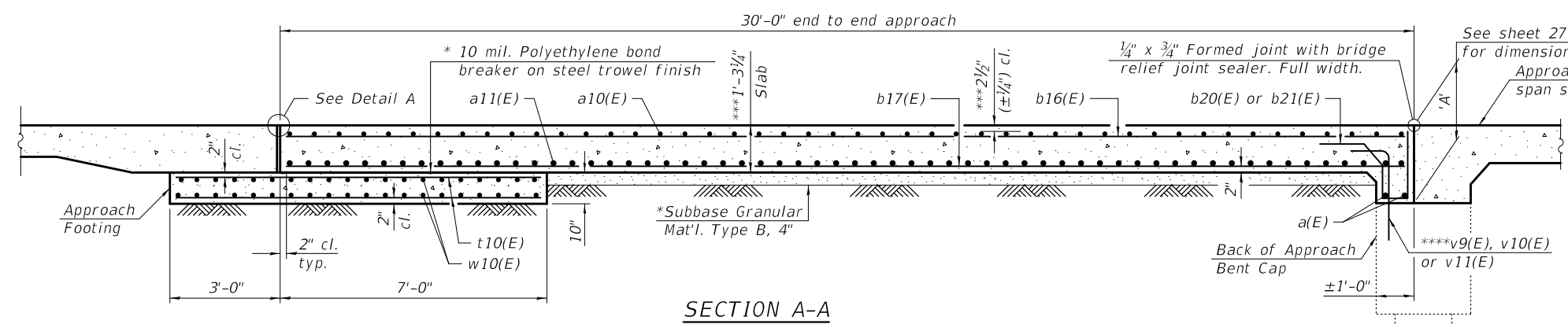
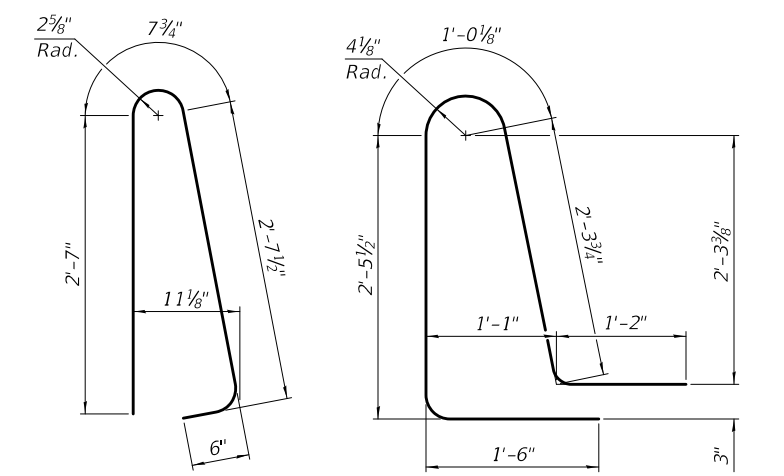
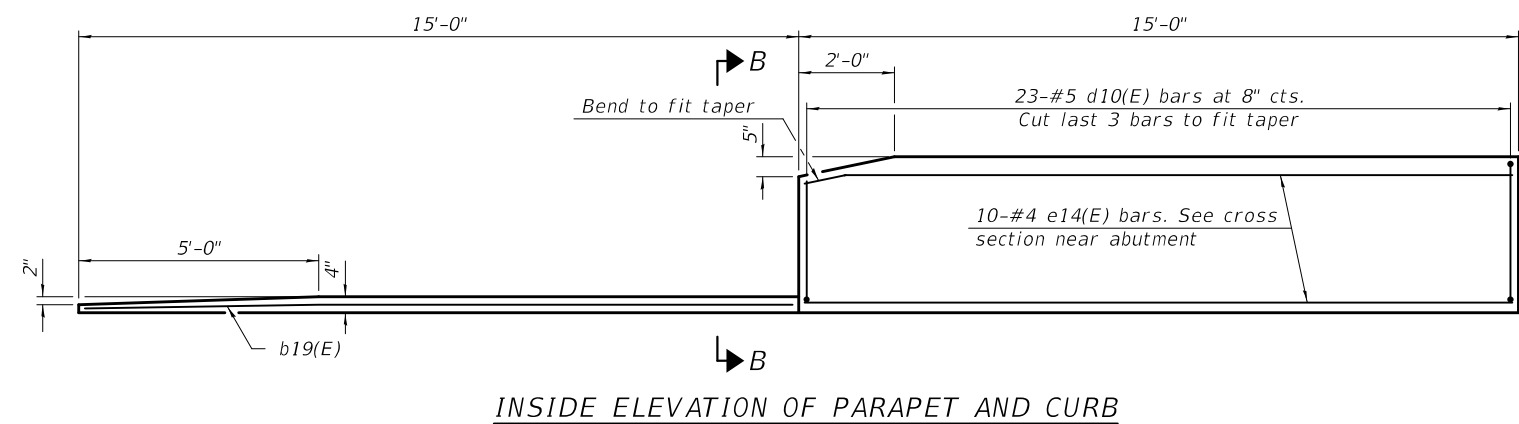
SHEET 29 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	85
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, the length of structure used to calculate the adjustment shall be equal to approach span length plus the length of the bridge approach slab.

Parapet concrete shall be paid for as Concrete Superstructure.
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.

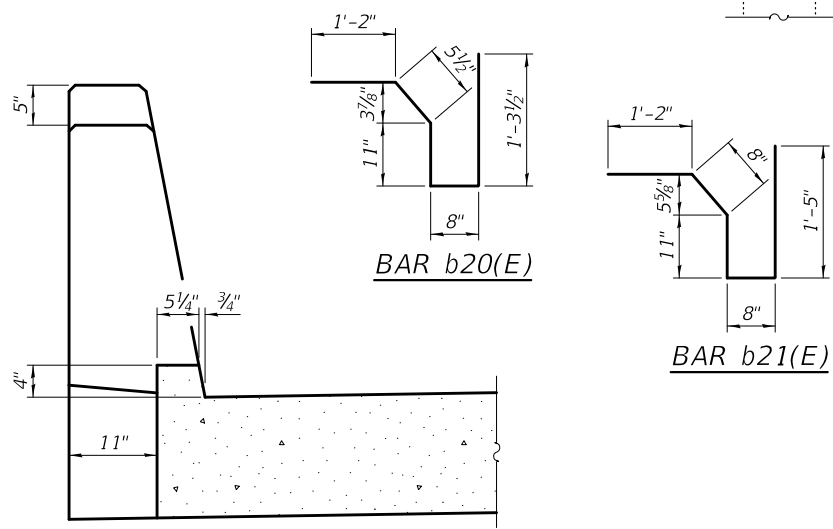
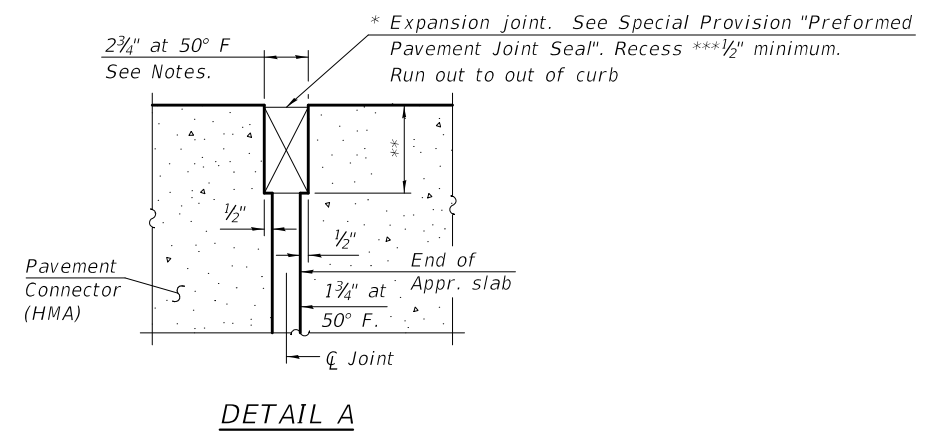


**TWO APPROACHES
 SN 092-0007 - WESTBOUND
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	4	#5	42'-6"	—
a10(E)	92	#5	41'-4"	—
a11(E)	120	#8	40'-8"	—
a12(E)	92	#5	7'-4"	—
b16(E)	126	#5	29'-8"	—
b17(E)	198	#9	29'-8"	—
b18(E)	16	#5	14'-8"	—
b19(E)	4	#4	14'-8"	—
b20(E)	20	#5	4'-6"	┘
b21(E)	66	#5	4'-10"	┘
d10(E)	92	#5	6'-5"	┘
d11(E)	92	#5	8'-6"	┘
e14(E)	40	#4	14'-8"	—
t10(E)	168	#4	9'-8"	—
w10(E)	80	#5	40'-8"	—
Concrete Superstructure		Cu. Yd.	7.7	
Concrete Superstructure (Approach Slab)		Cu. Yd.	123.7	
Concrete Structures		Cu. Yd.	25.3	
Reinforcement Bars, Epoxy Coated		Pound	48760	

**TWO APPROACHES
 SN 092-0006 - EASTBOUND
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	4	#5	42'-6"	—
a10(E)	92	#5	41'-4"	—
a11(E)	120	#8	40'-8"	—
a12(E)	92	#5	7'-4"	—
b16(E)	126	#5	29'-8"	—
b17(E)	198	#9	29'-8"	—
b18(E)	16	#5	14'-8"	—
b19(E)	4	#4	14'-8"	—
b20(E)	20	#5	4'-6"	┘
b21(E)	66	#5	4'-10"	┘
d10(E)	92	#5	6'-5"	┘
d11(E)	92	#5	8'-6"	┘
e14(E)	40	#4	14'-8"	—
t10(E)	168	#4	9'-8"	—
w10(E)	80	#5	40'-8"	—
Concrete Superstructure		Cu. Yd.	7.7	
Concrete Superstructure (Approach Slab)		Cu. Yd.	123.7	
Concrete Structures		Cu. Yd.	25.3	
Reinforcement Bars, Epoxy Coated		Pound	48760	



New approach slab shall not bear on existing curtain wall
 Concrete removal line at top of existing curtain wall

VIEW B-B

Note:
 See sheet 44 thru 47 of 66 for concrete removal line information at curtain wall.

- * Cost included with Concrete Superstructure (Approach Slab).
- ** Per manufacturer recommendations
- *** Prior to grinding.
- **** v9(E), v10(E) and v11(E) bars shown on sheets 48 thru 50 of 66.

MODEL: 0920006-70A92-030
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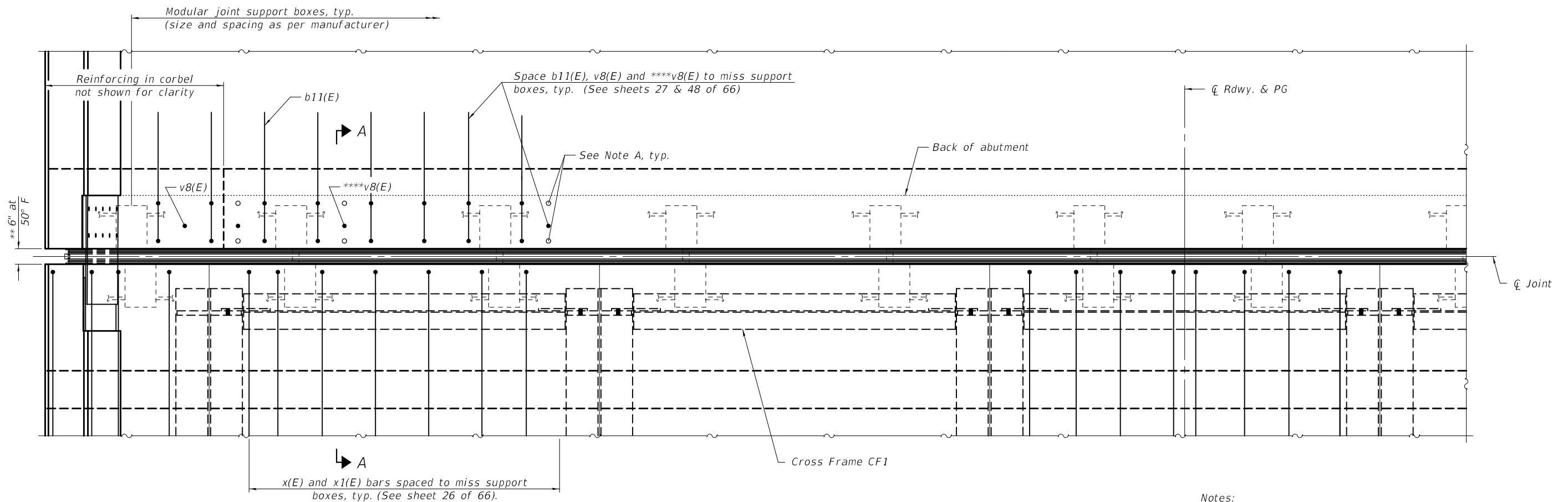
DESIGNED - CRYSTAL D. STONE	EXAMINED - <i>Joanne F. Joffe</i>	DATE - July 2, 2020
CHECKED - JASON A. KERN	PASSED - <i>Carl Kasper</i>	
DRAWN - DENNIS A. POP		
CHECKED - C.D.S. / J.A.K. / S.E.M.		

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 092-0006 & 092-0007**

SHEET 30 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	86
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				



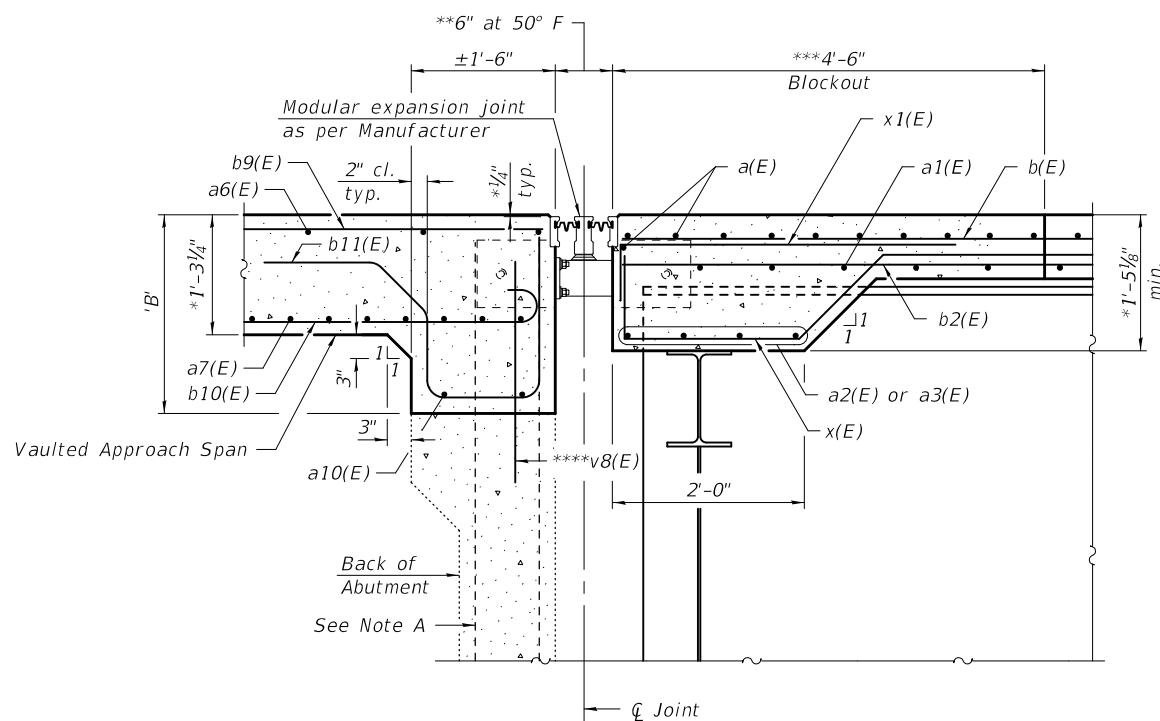
PARTIAL PLAN

Notes:
 Modular joint support boxes shall be spaced between girder flanges and shall be rigidly attached to the top flange of end cross frames by adjustable brackets, stools, or shims.
 Modular expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.
 Modular joint assemblies shall be installed with forming and reinforcement bars in place prior to pouring the adjoining concrete deck span.
 Modular joint assembly shall be adjusted for temperature prior to pouring breakout area.
 The modular expansion joints shall provide the following movement:

Location	Total Longitudinal Movement (inches)	Size (inches)
W. Abut.	4 3/4	6
E. Abut.	5 1/8	6

- * Prior to grinding.
- ** Actual dimension may vary depending on modular joint manufacturer's design.
- *** Bars in breakout and in Vaulted Approach Span at Modular Joint may be adjusted in the field if necessary to miss joint support boxes as approved by the Engineer. See shop drawings for Modular Expansion Joint. See Special Provisions.
- **** Drill and grouted v8(E) bars are shown on sheets 48 thru 50 of 66.

Note A:
 Existing reinforcement shall be cleaned and incorporated into the new construction. Bars may be cut in the field if necessary to miss joint support boxes as approved by the Engineer. See Special Provisions.



SECTION A-A
 (See sheet 27 of 66 for dimension 'B')

**BILL OF MATERIAL - TWO ABUTMENTS
 SN 092-0007 - WESTBOUND**

Item	Unit	Total
Modular Expansion Joint 6"	Foot	86

**BILL OF MATERIAL - TWO ABUTMENTS
 SN 092-0006 - EASTBOUND**

Item	Unit	Total
Modular Expansion Joint 6"	Foot	86

MODEL: 0920006-70A92-031
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DESIGNED - CRYSTAL D. STONE
 CHECKED - JASON A. KERN
 DRAWN - DENNIS A. POP
 CHECKED - C.D.S. / J.A.K. / S.E.M.

EXAMINED
 PASSED

Joanne F. [Signature]
 ENGINEER OF BRIDGE DESIGN
 [Signature]
 ENGINEER OF BRIDGES AND STRUCTURES

DATE - July 2, 2020

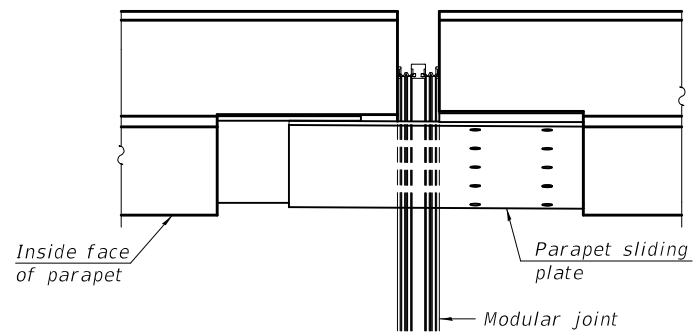
REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

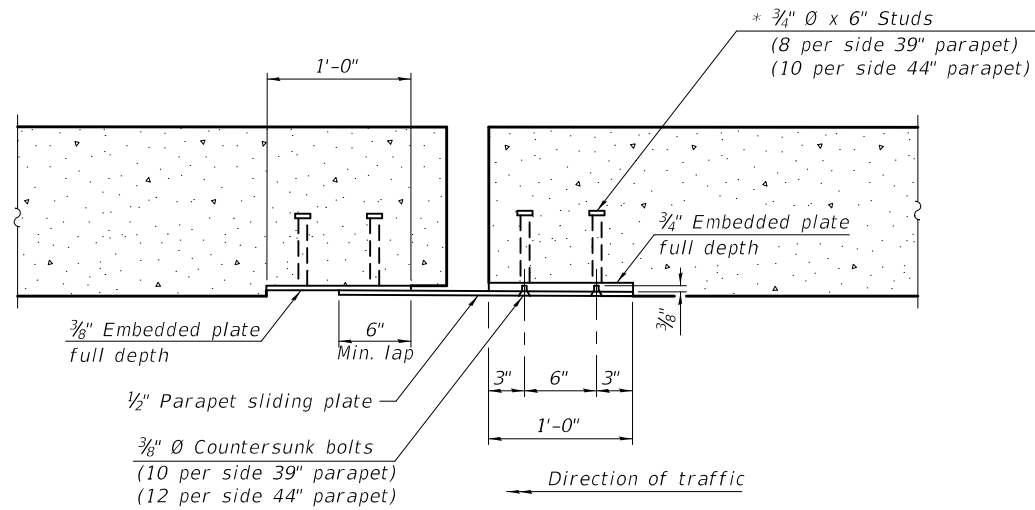
**MODULAR JOINT DETAILS
 STRUCTURE NO. 092-0006 & 092-0007**

SHEET 31 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	87
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

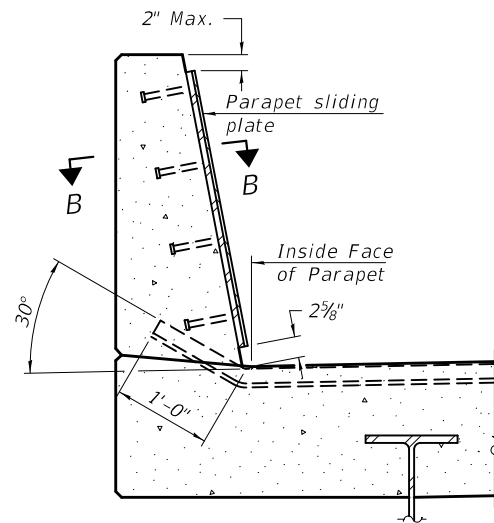


PLAN AT PARAPET

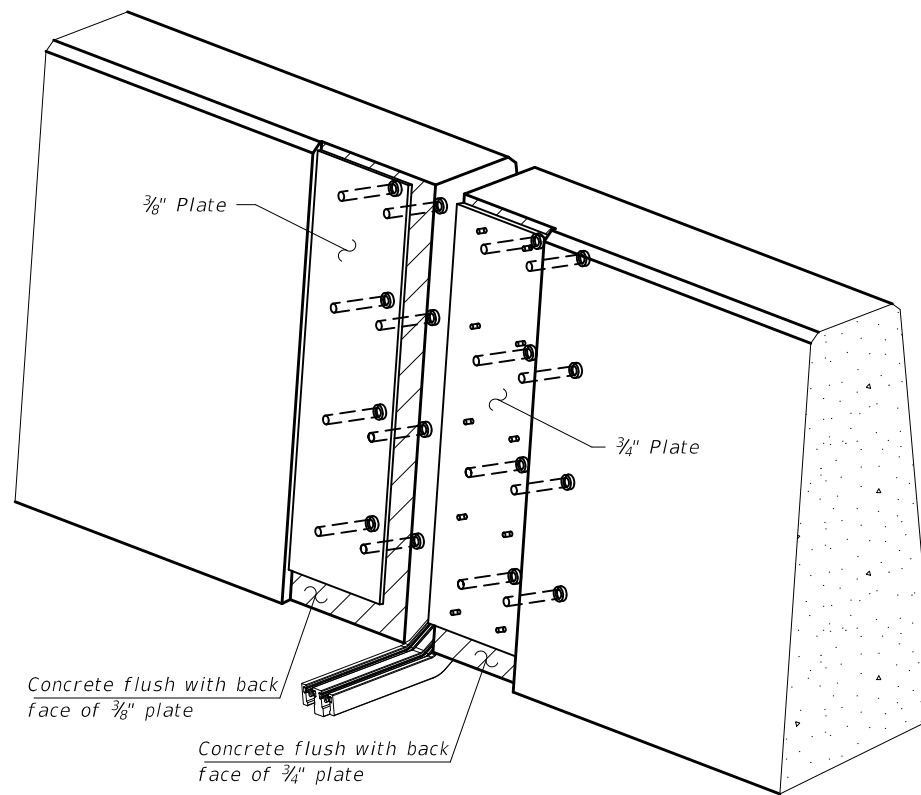


SECTION B-B

Notes:
 All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
 Cost of parapet sliding plates, embedded plates, and anchorage studs, is included with Modular Expansion Joint 6".
 Actual dimension of joint opening may vary based on modular joint manufacturer's design.



SECTION AT PARAPET



TRIMETRIC VIEW
 (Showing embedded plates only)

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

MODEL: 0920006-70A92-032
 FILE NAME: pw:\planroom\dot.illinois.gov\PWIDOT\Documents\DOT Offices\Bureau of Bridges and Structures\Projects\0920006\CADD Plans\0920006-70A92.dgn
 7/1/2020 2:59:12 PM

DESIGNED -	CRYSTAL D. STONE
CHECKED -	JASON A. KERN
DRAWN -	DENNIS A. POP
CHECKED -	C.D.S. / J.A.K. / S.E.M.

EXAMINED	<i>Jaime F. Joffe</i> ENGINEER OF BRIDGE DESIGN
PASSED	<i>Carl Kasper</i> ENGINEER OF BRIDGES AND STRUCTURES

DATE -	July 2, 2020
REVISED -	
REVISED -	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

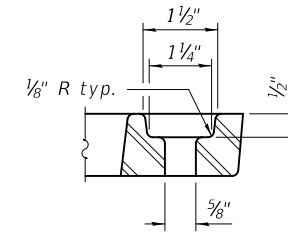
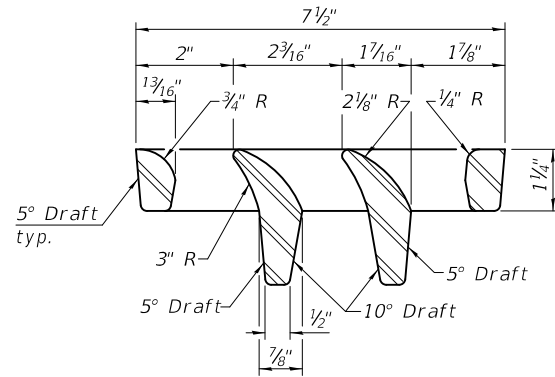
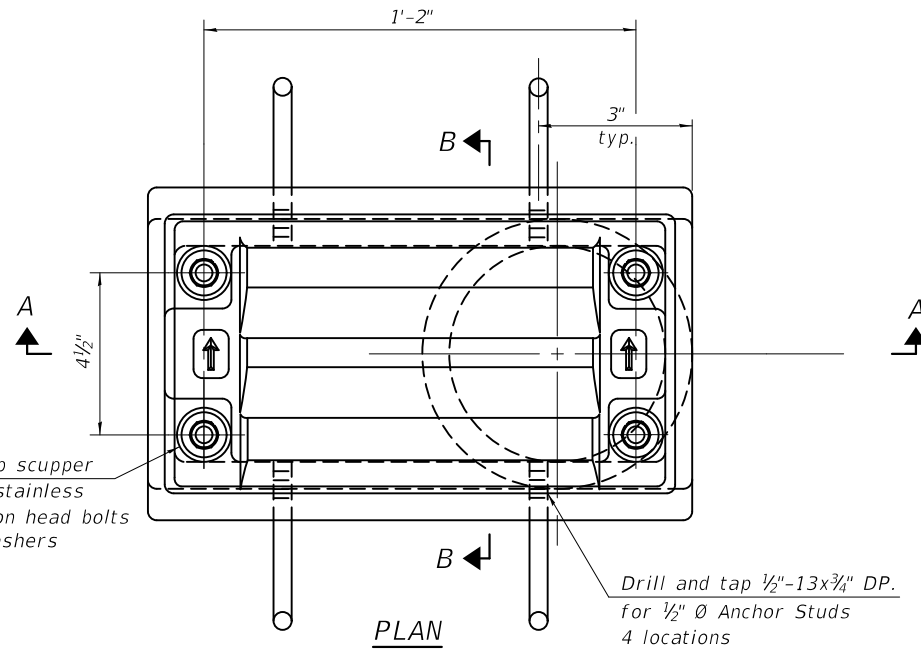
MODULAR JOINT DETAILS
 STRUCTURE NO. 092-0006 & 092-0007

SHEET 32 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	88
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

MODEL: 0920006-70A92-033
 FILE NAME: pw:\planroom\dot.illinois.gov\PIWIDOT\Documents\Bridges and Structures\Projects\0920006\CADD Plans\0920006-70A92.dgn

Drill and tap scupper for 4 1/2" Ø stainless steel hexagon head bolts with lock washers



Notes:

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

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

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

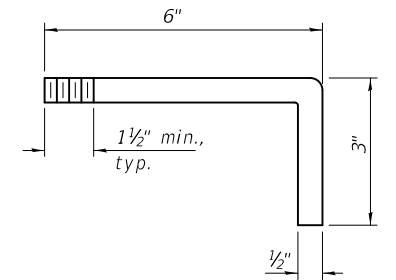
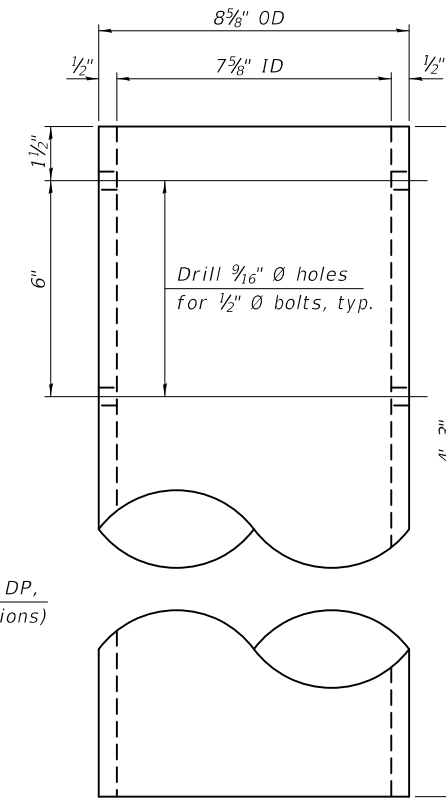
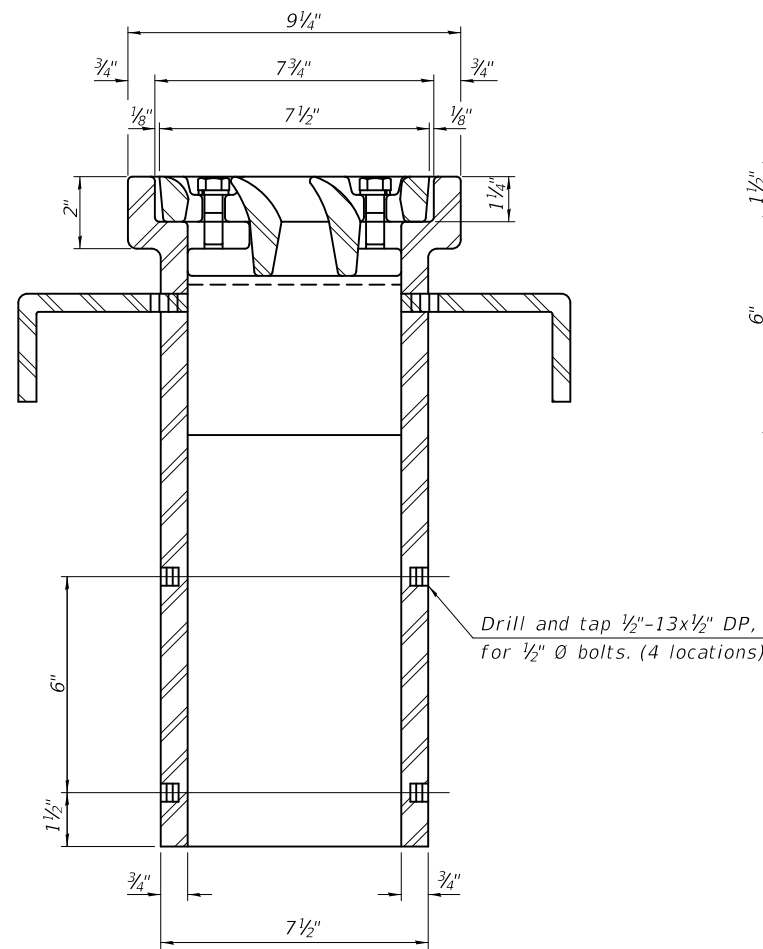
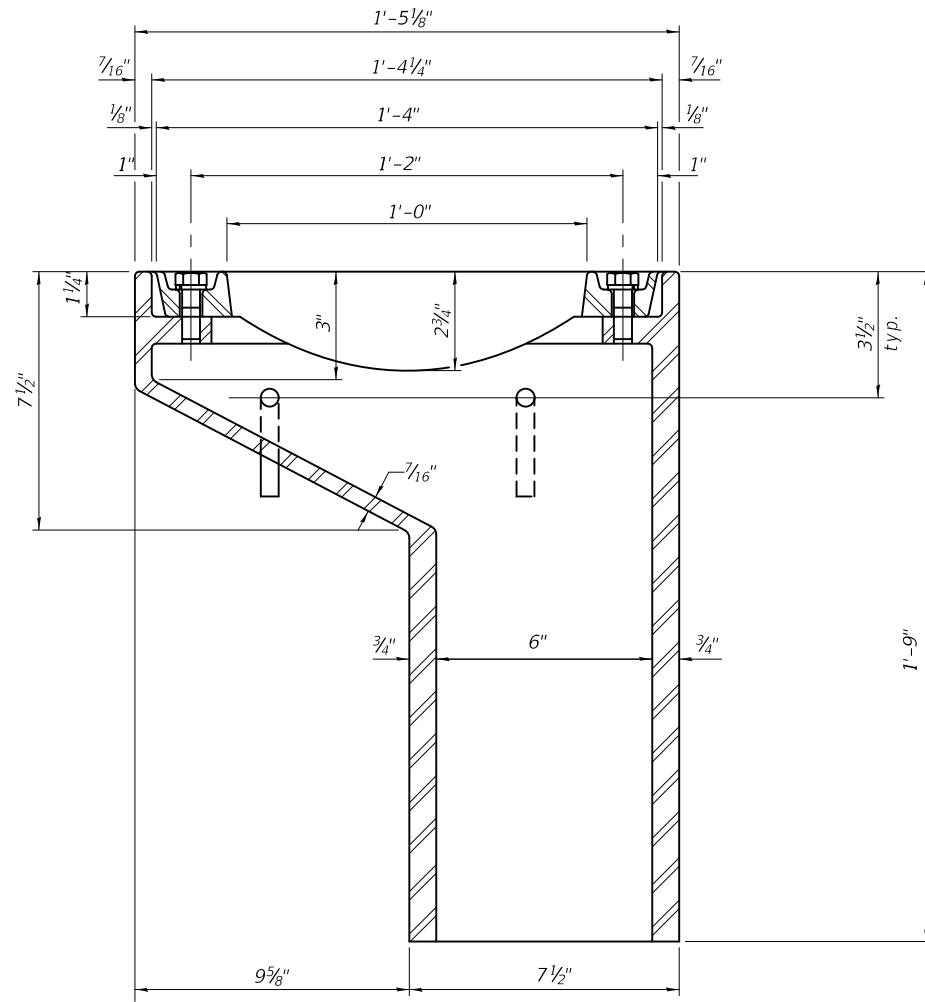
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

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

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

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

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



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	32

DS-11 2-17-2017

DESIGNED -	CRYSTAL D. STONE
CHECKED -	JASON A. KERN
DRAWN -	DENNIS A. POP
CHECKED -	C.D.S. / J.A.K. / S.E.M.

EXAMINED
 PASSED
 ENGINEER OF BRIDGE DESIGN
 ENGINEER OF BRIDGES AND STRUCTURES

DATE - July 2, 2020
 REVISED -
 REVISED -

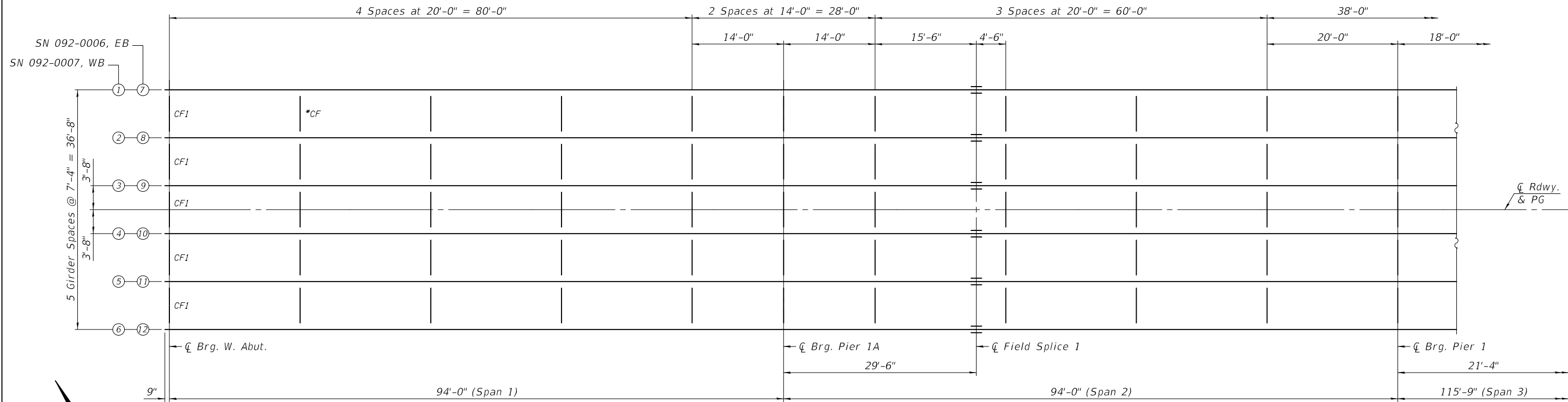
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPERS, DS-11
 STRUCTURE NO. 092-0006 & 092-0007

SHEET 33 OF 66 SHEETS

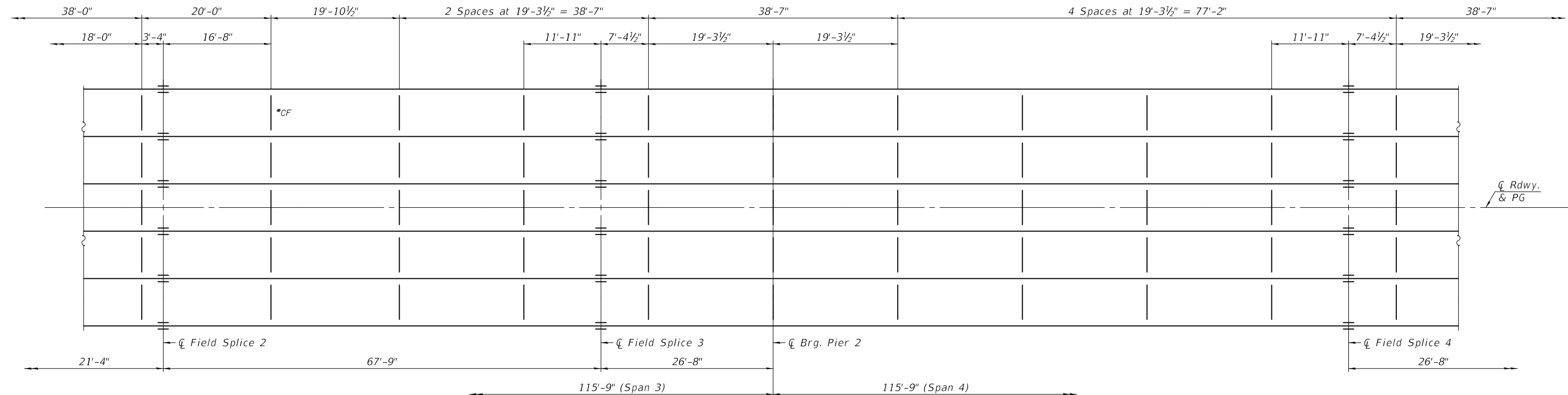
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	89
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

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FRAMING PLAN

* All cross frames are "CF" unless noted otherwise.



FRAMING PLAN

Notes:
 For girder details, see sheets 36 & 37 of 66.
 For cross frame details, see sheet 38 of 66.
 All cross frames between girders shall be installed with erection pins and bolts in accordance with the Erection Plan approved by the Engineer. Individual cross frames at supports may be temporarily disconnected to install bearing anchor rods.
 WB Rdwy. & PG is 32'-0" North of CL FAI Rte. 74 and EB Rdwy. & PG is 32'-0" South of FAI Rte.74. See plan on sheet 4 of 66.

DESIGNED -	CRYSTAL D. STONE
CHECKED -	JASON A. KERN
DRAWN -	DENNIS A. POP
CHECKED -	C.D.S. / J.A.K. / S.E.M.

EXAMINED	 ENGINEER OF BRIDGE DESIGN	DATE -	July 2, 2020
PASSED		 ENGINEER OF BRIDGES AND STRUCTURES	REVISER -

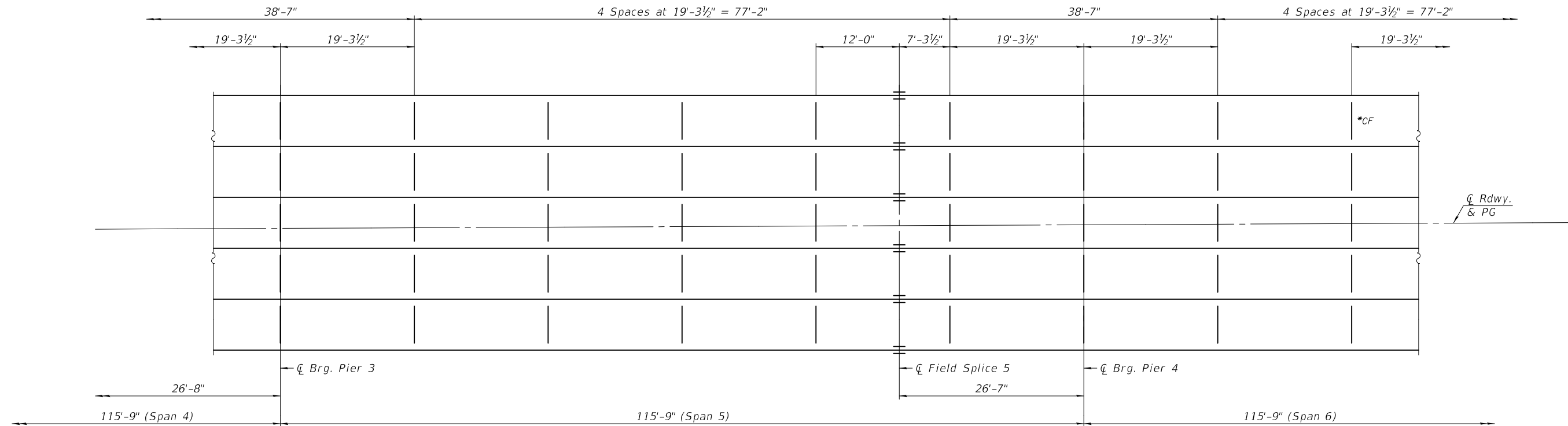
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STRUCTURAL STEEL
 STRUCTURE NO. 092-0006 & 092-0007**

SHEET 34 OF 66 SHEETS

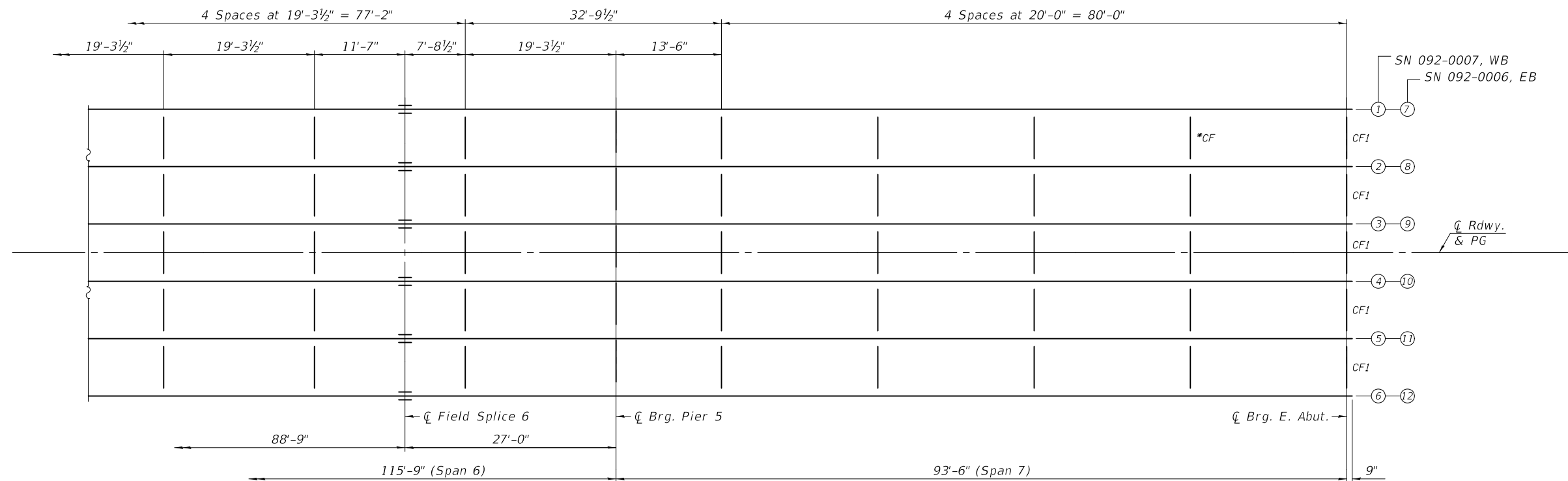
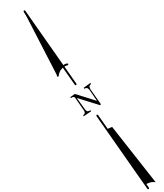
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	90
CONTRACT NO. 70A92				

ILLINOIS FED. AID PROJECT



FRAMING PLAN

* All cross frames are "CF" unless noted otherwise.
For notes, see sheet 34 of 66.



FRAMING PLAN

MODEL: 0920006-70A92-035
FILE NAME: p:\planroom\dot.illinois.gov\p\DOT\Documents\DOT Offices\Bureau of Bridges and Structures\Projects\0920006-70A92.dgn

DESIGNED - CRYSTAL D. STONE
CHECKED - JASON A. KERN
DRAWN - DENNIS A. POP
CHECKED - C.D.S. / J.A.K. / S.E.M.

EXAMINED
PASSED

Jaime F. Jaffe
ENGINEER OF BRIDGE DESIGN
Carl Kasper
ENGINEER OF BRIDGES AND STRUCTURES

DATE - July 2, 2020
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

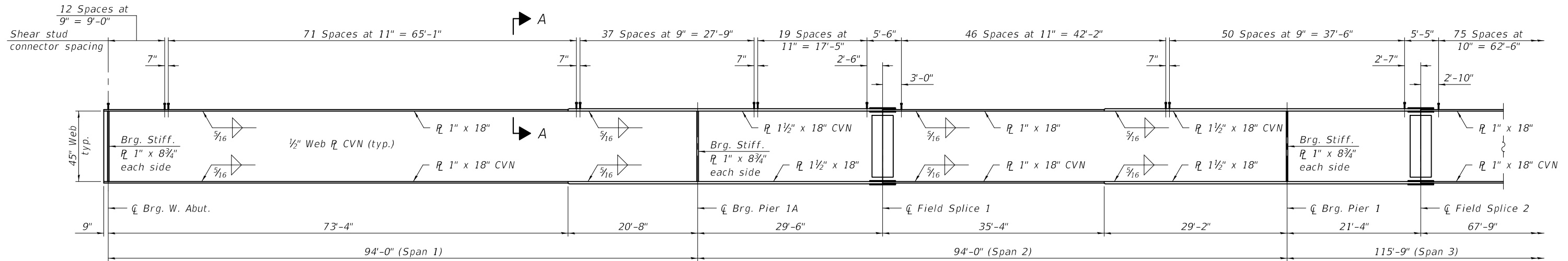
**STRUCTURAL STEEL
STRUCTURE NO. 092-0006 & 092-0007**

SHEET 35 OF 66 SHEETS

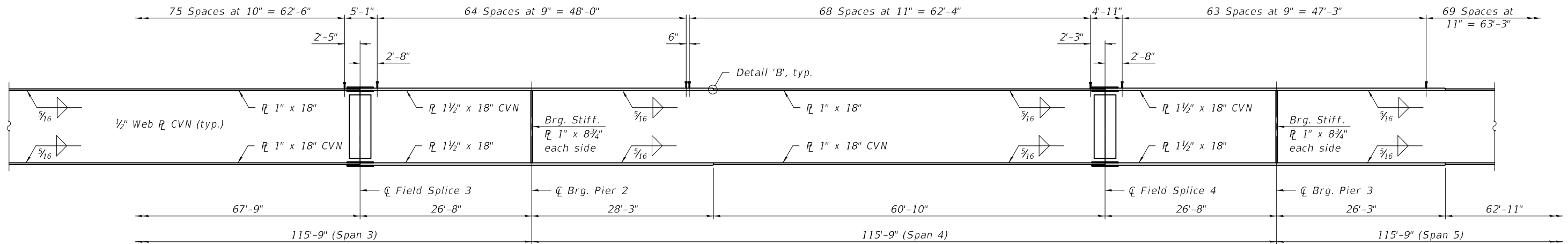
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	91
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

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GIRDER ELEVATION
 (Looking North)



GIRDER ELEVATION
 (Looking North)

Notes:
 For Section A-A, Detail B, and Bearing Stiffener details, see sheet 37 of 66.
 "CVN" denotes Charpy-V-Notch, impact energy requirements, Zone 2.
 All plate girder plates and bearing stiffeners shall be AASHTO M 270, Grade 50.

DESIGNED -	CRYSTAL D. STONE
CHECKED -	JASON A. KERN
DRAWN -	DENNIS A. POP
CHECKED -	C.D.S. / J.A.K. / S.E.M.

EXAMINED	<i>Joanne F. [Signature]</i>
PASSED	<i>Carl [Signature]</i>
ENGINEER OF BRIDGES AND STRUCTURES	

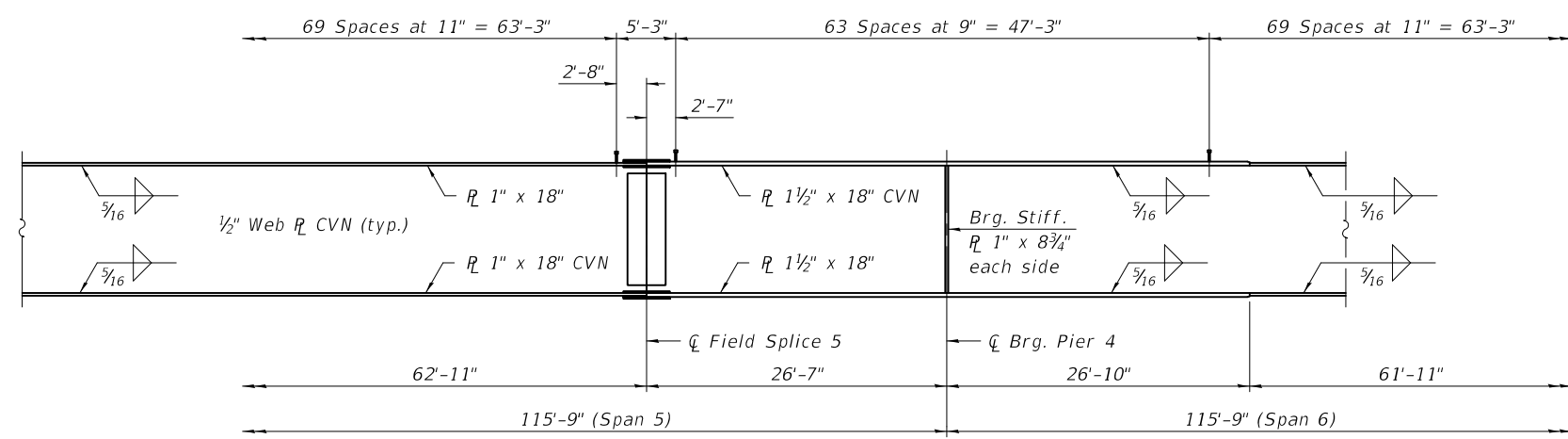
DATE -	July 2, 2020
REVISED -	
REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 092-0006 & 092-0007

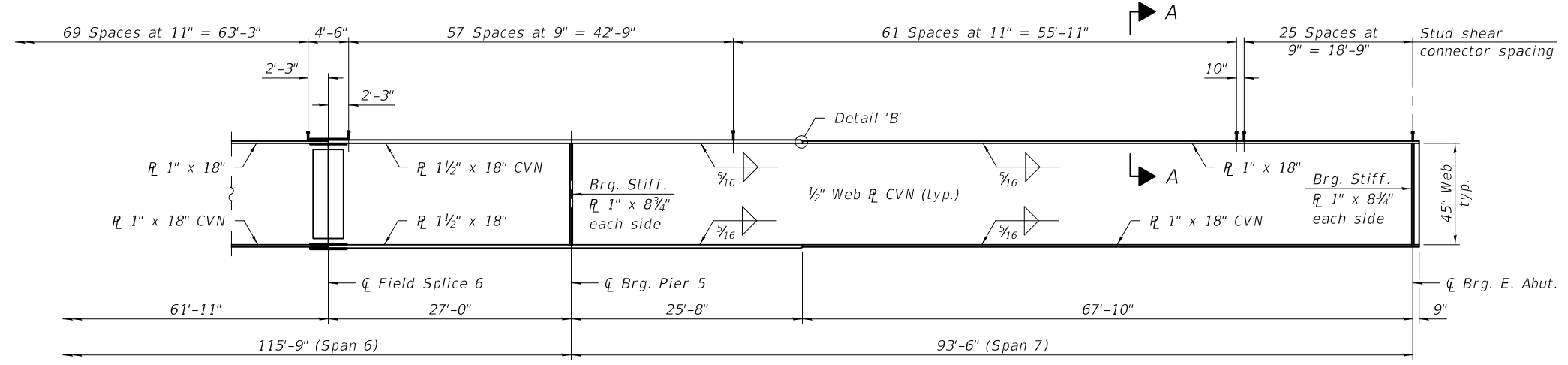
SHEET 36 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	92
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

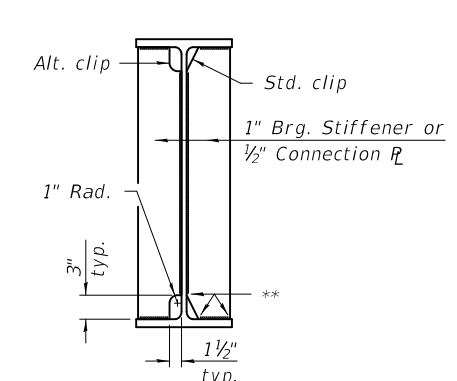


GIRDER ELEVATION
(Looking North)

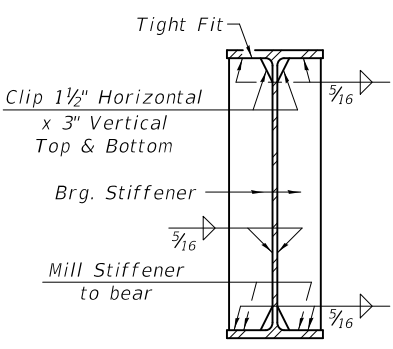
Notes:
"CVN" denotes Charpy-V-Notch, impact energy requirements, Zone 2.
All plate girder plates and bearing stiffeners shall be AASHTO M 270, Grade 50.



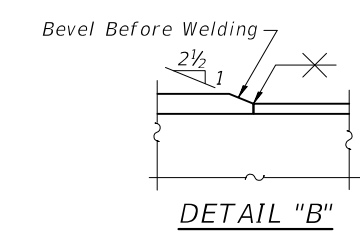
GIRDER ELEVATION
(Looking North)



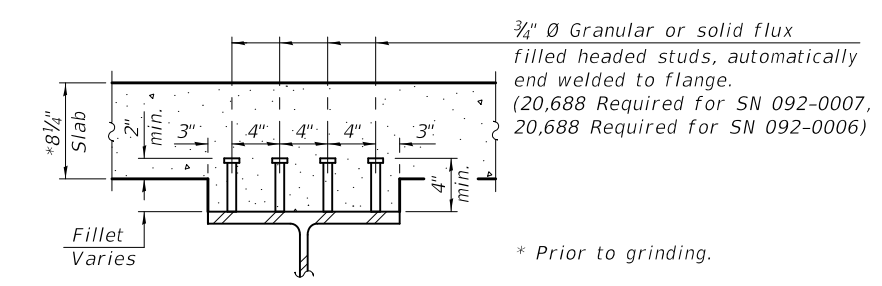
WELD LIMITS AND CLIP DETAILS
** Stop welds 1/4" (± 1/8") from edges as shown.
Typical.



BEARING STIFFENER AT ABUTMENT & PIER



DETAIL "B"



SECTION A-A
(Typical at each girder)

MODEL: 0920006-70A92-037
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DESIGNED - CRYSTAL D. STONE	EXAMINED - <i>Joanne F. Joffe</i>	DATE - July 2, 2020
CHECKED - JASON A. KERN	PASSED - <i>Carl Kreyer</i>	REVISOR -
DRAWN - DENNIS A. POP	ENGINEER OF BRIDGES AND STRUCTURES	REVISOR -
CHECKED - C.D.S. / J.A.K. / S.E.M.		

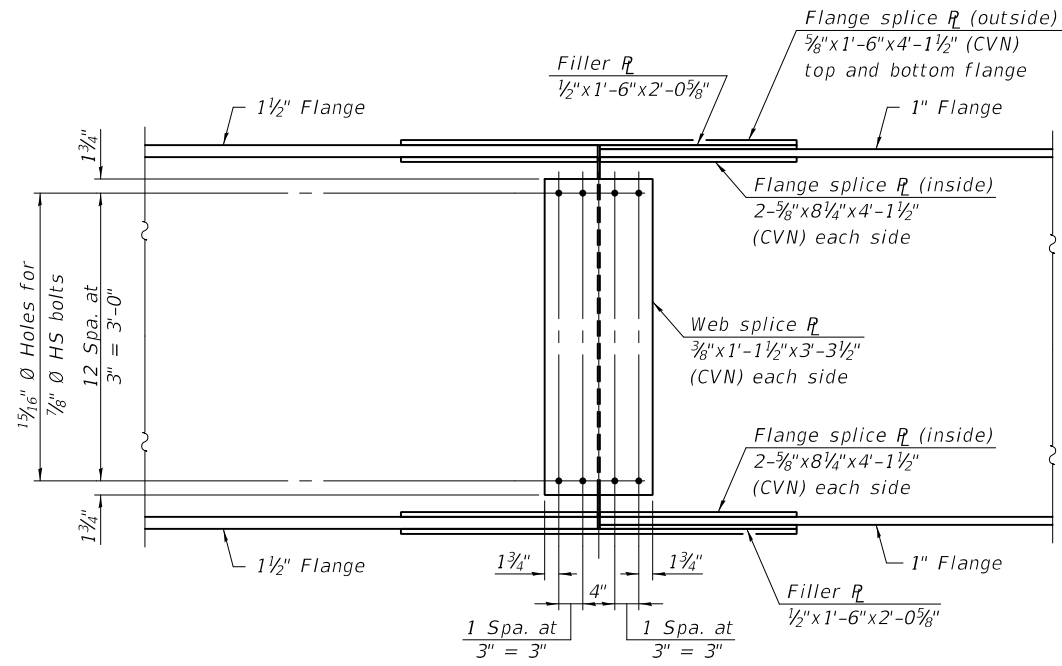
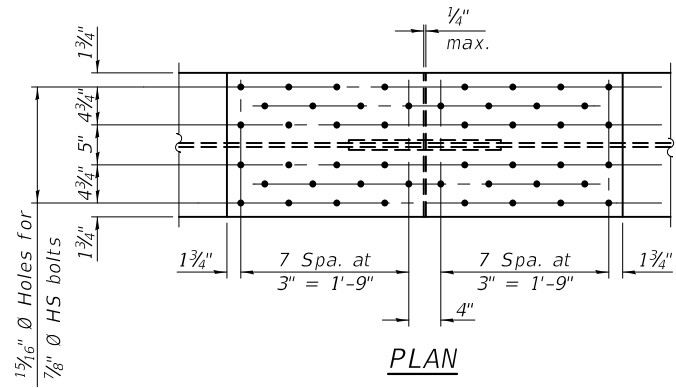
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 092-0006 & 092-0007

SHEET 37 OF 66 SHEETS

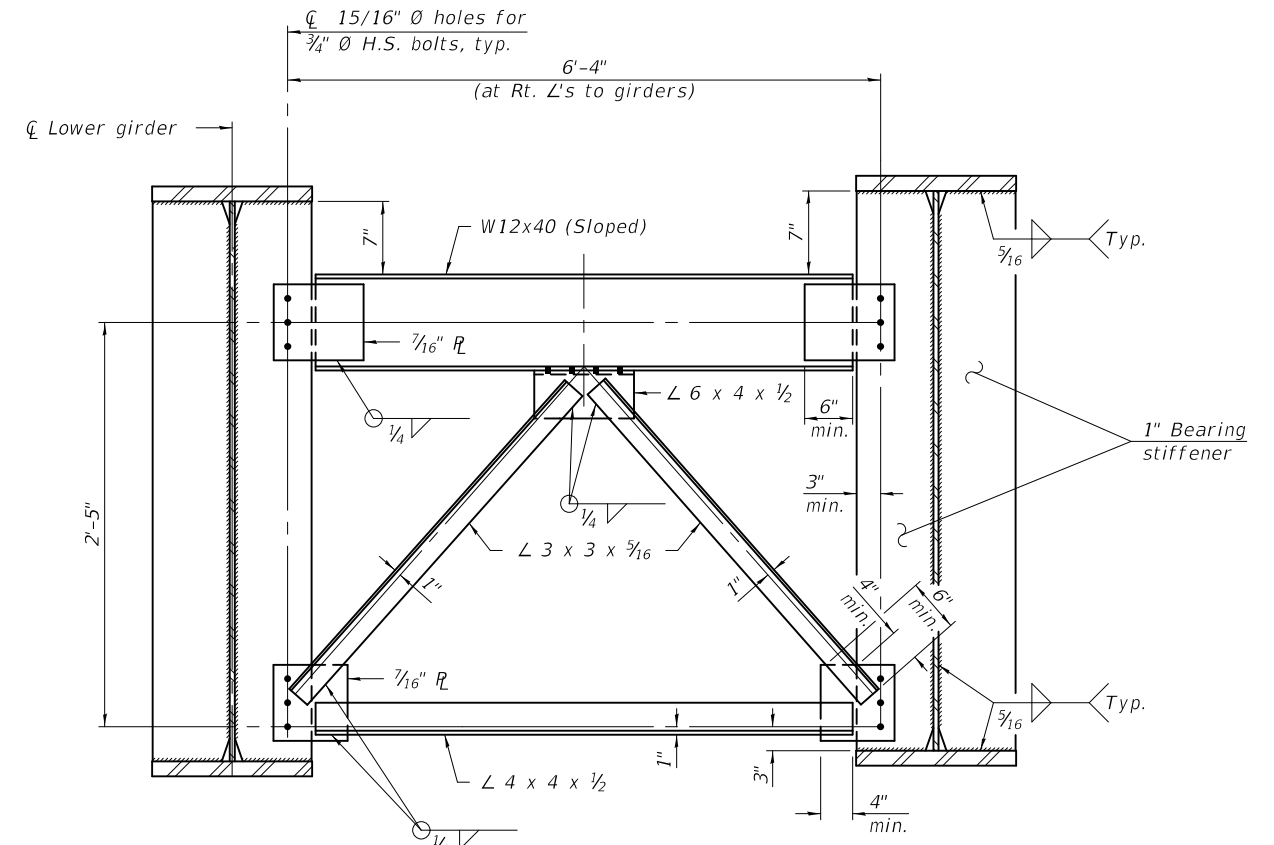
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	93
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

MODEL: 0920006-70A92-038
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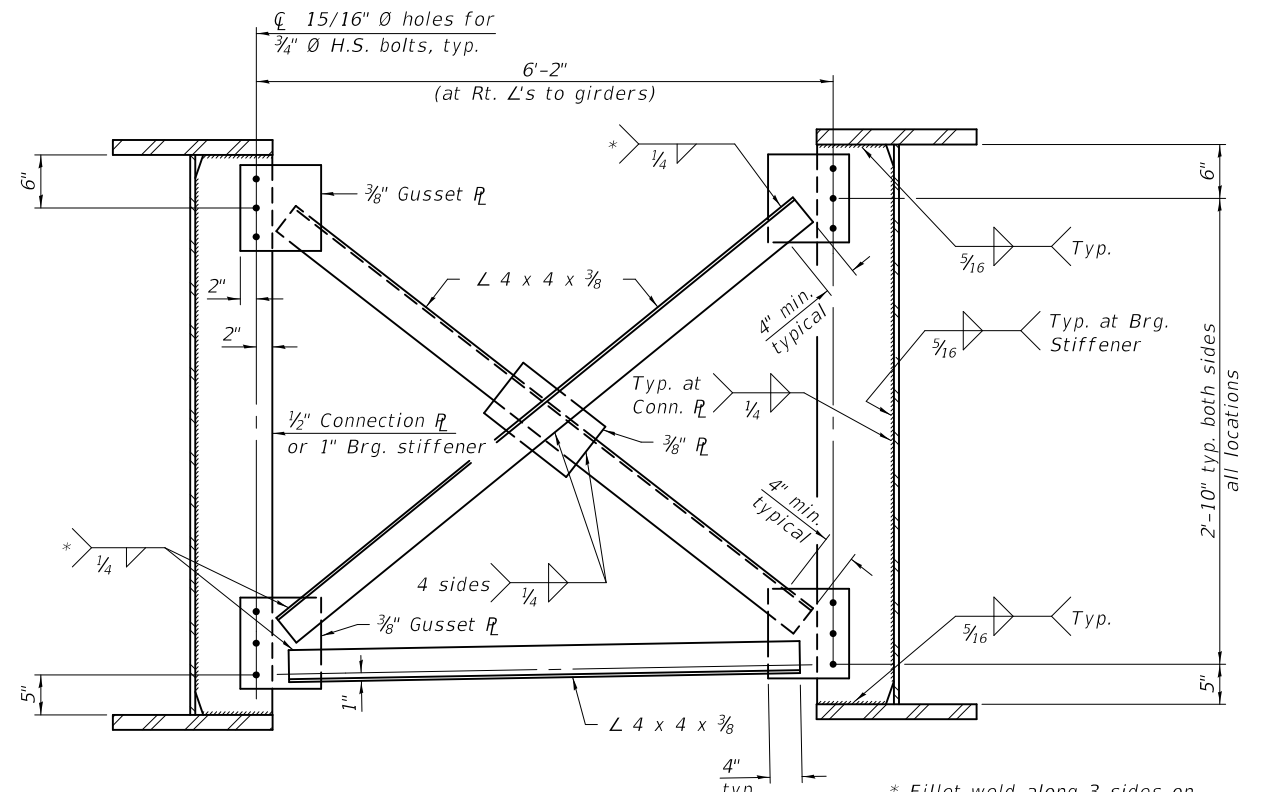


FIELD SPLICES 1 THRU 6
 (36 Required SN 092-0007 - Westbound
 36 Required SN 092-0006 - Eastbound)

Notes:
 "CVN" denotes Charpy-V-Notch, impact energy requirements, Zone 2.
 All splice plates except filler plates shall be AASHTO M 270, Grade 50.
 Two hardened washers required for each set of oversized holes.
 All cross frames between girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer.
 Individual cross frames at supports may be temporarily disconnected to install bearing anchor rods.
 End Cross Frames CF1 shall be hot dipped galvanized. Interior Cross Frames CF shall be metallized and painted with system 1. See General Notes on sheet 2 of 66.



END CROSS FRAME CF1
 (10 Required SN 092-0007 - Westbound
 10 Required SN 092-0006 - Eastbound)



INTERIOR CROSS FRAME CF
 (190 Required SN 092-0007 - Westbound
 190 Required SN 092-0006 - Eastbound)

* Fillet weld along 3 sides on one face of gusset, typ.

DESIGNED -	CRYSTAL D. STONE
CHECKED -	JASON A. KERN
DRAWN -	DENNIS A. POP
CHECKED -	C.D.S. / J.A.K. / S.E.M.

EXAMINED
 PASSED
Joanne F. Joffe
 ENGINEER OF BRIDGE DESIGN
Carl Berger
 ENGINEER OF BRIDGES AND STRUCTURES

DATE -	July 2, 2020
REVISED -	
REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 092-0006 & 092-0007

SHEET 38 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	94
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

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INTERIOR GIRDER MOMENT TABLE													
	0.4 Sp. 1	Pier 1A	0.5 Sp. 2	Pier 1	0.5 Sp. 3	Pier 2	0.5 Sp. 4	Pier 3	0.5 Sp. 5	Pier 4	0.5 Sp. 6	Pier 5	0.6 Sp. 7
Is	(in ⁴)	22844	32997	22844	32997	22844	32997	22844	32997	22844	32997	22844	32997
Ic(n)	(in ⁴)	52465	68839	52465	68839	52465	68839	52465	68839	52465	68839	52465	68839
Ic(3n)	(in ⁴)	39617	51933	39617	51933	39617	51933	39617	51933	39617	51933	39617	51933
Ic(cr)	(in ⁴)	-	38669	-	38669	-	38669	-	38669	-	38669	-	38669
Ss	(in ³)	972	1375	972	1375	972	1375	972	1375	972	1375	972	1375
Sc(n)	(in ³)	1276	8672	1276	8672	1276	8672	1276	8672	1276	8672	1276	8672
Sc(3n)	(in ³)	1181	3357	1181	3357	1181	3357	1181	3357	1181	3357	1181	3357
Sc(cr)	(in ³)	-	1806	-	1806	-	1806	-	1806	-	1806	-	1806
DC1	(k/')	1.009	1.082	1.009	1.082	1.009	1.082	1.009	1.082	1.009	1.082	1.009	1.082
MDC1	(k)	676.5	999.1	157	978.6	571.8	1300.1	464.3	1206	497.7	1229.1	482.8	1237.98
DC2	(k/')	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175
MDC2	(k)	119.3	165.6	28.6	163.8	102.4	217.6	83.3	201.9	89.1	206	86.9	206.3
DW	(k/')	0	0	0	0	0	0	0	0	0	0	0	0
MDW	(k)	0	0	0	0	0	0	0	0	0	0	0	0
LLDF		0.599	0.599	0.599	0.599	0.578	0.578	0.578	0.578	0.578	0.578	0.6	0.6
M _l + IM	(k)	1215.3	1329.1	1014.2	1413	1210.1	1552.1	1236.6	1555.5	1242.9	1546.6	1214.5	1484.4
Mu (Strength I)	(k)	3121.5	3781.8	2006.9	3900.8	2960.4	4613.3	2848.6	4482.0	2908.6	4500.4	2837.5	4403.1
Øf Mn	(k)	6480	6559	6480	6559	6480	6559	6480	6559	6480	6559	6480	6559
fs DC1	(ksi)	8.35	8.72	1.94	8.54	7.06	11.35	5.73	10.53	6.14	10.73	5.96	10.80
fs DC2	(ksi)	1.21	0.59	0.29	0.59	1.04	0.78	0.85	0.72	0.91	0.74	0.88	0.74
fs DW	(ksi)	0	0	0	0	0	0	0	0	0	0	0	0
fs (l+IM)	(ksi)	11.43	1.84	9.54	1.96	11.38	2.15	11.63	2.15	11.69	2.14	11.42	2.05
fs (Service II)	(ksi)	24.42	11.70	14.63	11.67	22.89	14.92	21.70	14.04	22.25	14.25	21.69	14.21
0.95Rh Fyf	(ksi)	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5
fs (Total)(Strength I)	(ksi)	-	-	-	-	-	-	-	-	-	-	-	-
Øf Fn	(ksi)	-	-	-	-	-	-	-	-	-	-	-	-
Vf	(k)	65.1	75.8	46.7	77	61.6	76.3	53.2	76.1	53.2	76.1	53.2	76.3

GIRDER REACTION TABLE																
	West Abutment		Pier 1A		Pier 1		Pier 2		Pier 3		Pier 4		Pier 5		East Abutment	
	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior
LLDF	0.767	0.767	0.767	0.767	0.767	0.767	0.767	0.767	0.767	0.767	0.767	0.767	0.767	0.767	0.767	0.767
OCF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R _{DC1}	(k)	37.0	37.0	109.2	109.2	106.6	106.6	124.3	124.3	119.7	119.7	120.8	120.8	122.5	122.5	34.2
R _{DC2}	(k)	6.5	6.5	18.2	18.2	17.9	17.9	20.9	20.9	20.1	20.1	20.3	20.3	20.5	20.5	6.0
R _{DW}	(k)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
R _l	(k)	69.0	69.0	128.0	128.0	132.3	132.3	140.0	140.0	140.1	140.1	139.5	139.5	135.9	135.9	69.5
R _{IM}	(k)	15.9	15.9	24.8	24.8	25.4	25.4	26.2	26.2	26.3	26.3	26.3	26.3	26.1	26.1	15.9
R _{TOTAL}	(k)	128.4	128.4	280.2	280.2	282.2	282.2	311.4	311.4	306.2	306.2	306.9	306.9	305.0	305.0	125.6

Is, Ss: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).
 Ic(n), Sc(n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in⁴ and in³).
 Ic(3n), Sc(3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in⁴ and in³).
 Ic(cr), Sc(cr): Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in⁴ and in³).
 DC1: Un-factored non-composite dead load (kips/ft.).
 MDC1: Un-factored moment due to non-composite dead load (kip-ft.).
 DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
 MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
 DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
 MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
 LLDF: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.
 M_l + IM: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
 Mu (Strength I): Factored design moment (kip-ft.).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_l + IM$
 Øf Mn: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
 fs DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
 M_{DC1} / S_{nc}
 fs DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
 $M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.
 fs DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
 $M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.
 fs (l+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
 $M_l + IM / S_c(n)$ or $M_l + IM / S_c(cr)$ as applicable.
 fs (Service II): Sum of stresses as computed below (ksi).
 $fs_{DC1} + fs_{DC2} + fs_{DW} + 1.3 fs_{(l+IM)}$
 0.95RhFyf: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
 fs (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
 $1.25 (fs_{DC1} + fs_{DC2}) + 1.5 fs_{DW} + 1.75 fs_{(l+IM)}$
 Øf Fn: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).
 Vf: Maximum factored shear range in span computed according to Article 6.10.10.
 OCF: Obtuse Correction Factor applied to non-continuous exterior beam ends and computed according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.
 R_{DC1}: Un-factored reaction due to non-composite dead load (kip).
 R_{DC2}: Un-factored reaction due to long-term composite (superimposed excluding future wearing surface) dead load (kip).
 R_{DW}: Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).
 R_l: Un-factored live load reaction (kip).
 R_{IM}: Un-factored dynamic load allowance (impact) (kip)

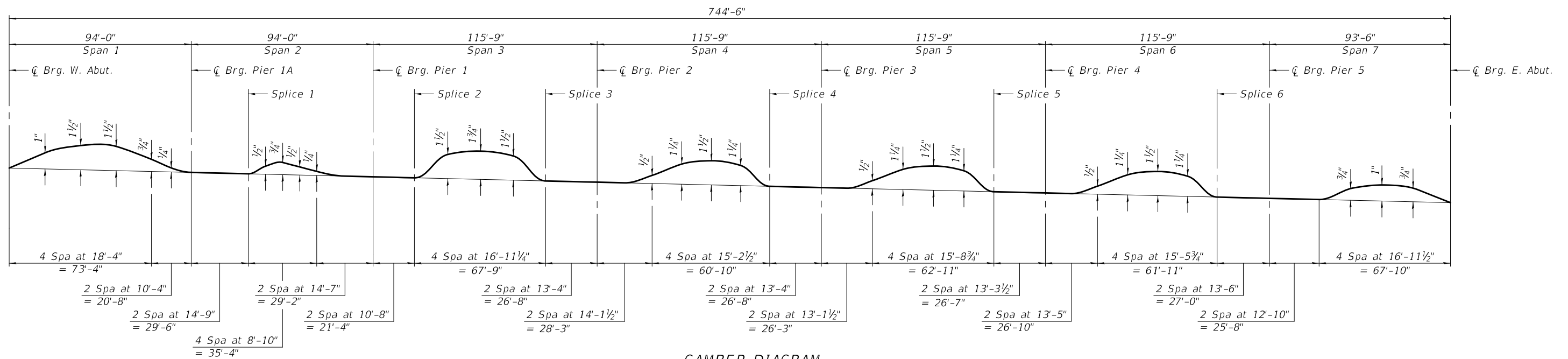
DESIGNED - CRYSTAL D. STONE	EXAMINED	DATE - July 2, 2020	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURAL STEEL DETAILS STRUCTURE NO. 092-0006 & 092-0007	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
CHECKED - JASON A. KERN	 ENGINEER OF BRIDGE DESIGN	REVISER -			74	(92-11)BR-1	VERMILION	161	95	
DRAWN - DENNIS A. POP		REVISER -			CONTRACT NO. 70A92					
CHECKED - C.D.S. / J.A.K. / S.E.M.		ENGINEER OF BRIDGES AND STRUCTURES			SHEET 39 OF 66 SHEETS					

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 ILLINOIS FED. AID PROJECT

***TOP OF WEB ELEVATIONS**

Location	Girder 1 & 7	Girder 2 & 8	Girder 3 & 9	Girder 4 & 10	Girder 5 & 11	Girder 6 & 12
☐ Brg. W. Abut.	611.24	611.39	611.50	611.50	611.39	611.24
☐ Brg. Pier 1A	608.91	609.06	609.17	609.17	609.06	608.91
☐ Splice 1	608.18	608.33	608.44	608.44	608.33	608.18
☐ Brg. Pier 1	606.67	606.82	606.93	606.93	606.82	606.67
☐ Splice 2	606.17	606.32	606.43	606.43	606.32	606.17
☐ Splice 3	604.55	604.70	604.81	604.81	604.70	604.55
☐ Brg. Pier 2	603.91	604.05	604.16	604.16	604.05	603.91
☐ Splice 4	601.75	601.90	602.01	602.01	601.90	601.75
☐ Brg. Pier 3	601.12	601.26	601.37	601.37	601.26	601.12
☐ Splice 5	598.98	599.12	599.23	599.23	599.12	598.98
☐ Brg. Pier 4	598.34	598.48	598.59	598.59	598.48	598.34
☐ Splice 6	596.20	596.35	596.46	596.46	596.35	596.20
☐ Brg. Pier 5	595.57	595.72	595.83	595.83	595.72	595.57
☐ Brg. E. Abut.	593.37	593.52	593.63	593.63	593.52	593.37

* For fabrication use only.



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DESIGNED - CRYSTAL D. STONE
CHECKED - JASON A. KERN
DRAWN - DENNIS A. POP
CHECKED - C.D.S. / J.A.K. / S.E.M.

EXAMINED
PASSED
Jaime F. Joffe
ENGINEER OF BRIDGE DESIGN
Carl Kreyer
ENGINEER OF BRIDGES AND STRUCTURES

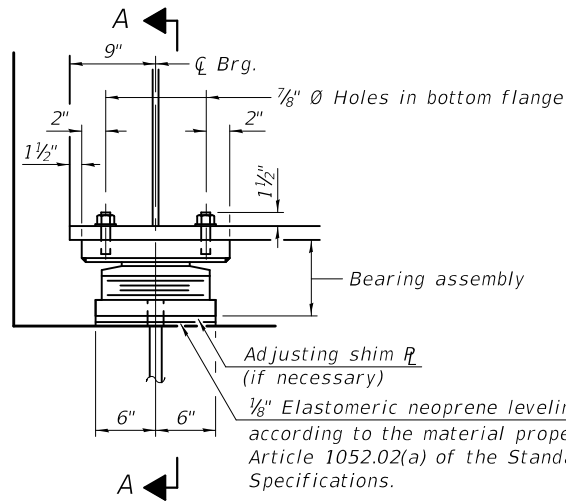
DATE - July 2, 2020
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

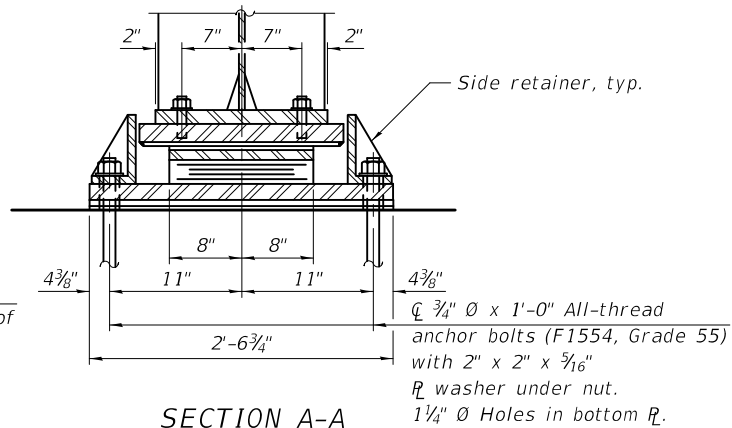
**STRUCTURAL STEEL DETAILS
STRUCTURE NO. 092-0006 & 092-0007**

SHEET 40 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	96
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				



ELEVATION AT WEST & EAST ABUT.



SECTION A-A

TYPE II ELASTOMERIC EXP. BRG.
 (12 - Required at SN 092-0007, Westbound)
 (12 - Required at SN 092-0006, Eastbound)

Notes:

Side retainers and leveling pad required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.

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

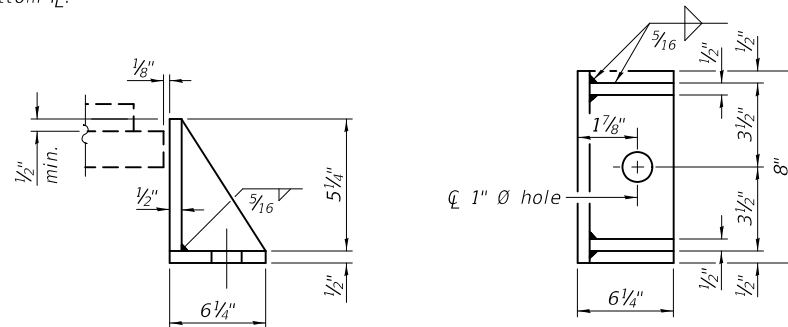
Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

The structural steel plates of the bearing assembly shall conform to the requirements of AASHTO M270 Grade 50.

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

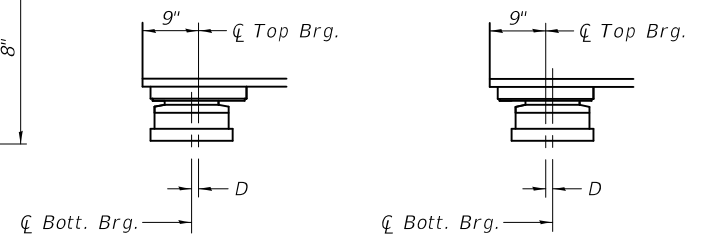
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

The steel for the bearing assembly shall be hot dipped galvanized.



SIDE RETAINER

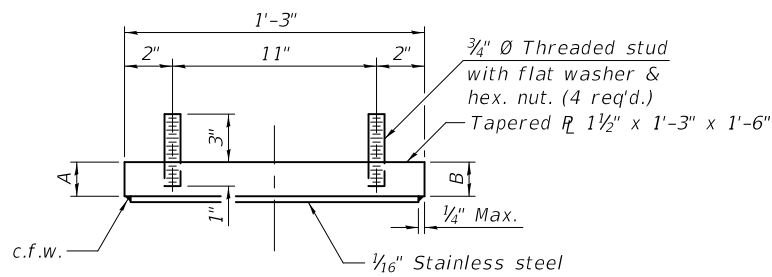
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



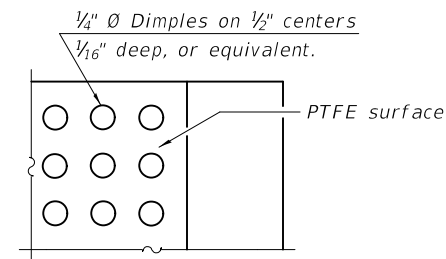
BELOW 50°F.
 $D = 1/8"$ per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

EXPANSION BEARING ORIENTATION

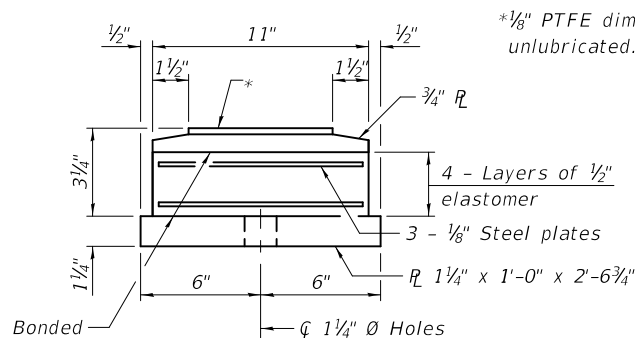
The above diagrams are for informational purposes only to show the amount of expected offset "D" for the current temperature in the field.



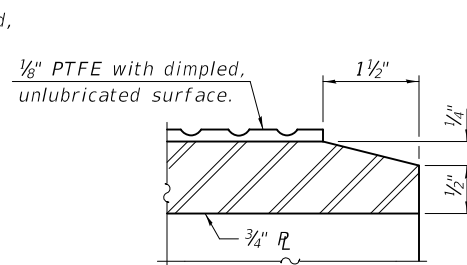
TOP BEARING ASSEMBLY



PLAN-PTFE SURFACE



BOTTOM BEARING ASSEMBLY



SECTION THRU PTFE

TAPERED TOP PLATE - SN 092-0007 - WESTBOUND

Location	A - West End	B - East End
West Abutment	1 15/16"	1 1/2"
East Abutment	1 13/16"	1 1/2"

TAPERED TOP PLATE - SN 092-0006 - EASTBOUND

Location	A - West End	B - East End
West Abutment	1 15/16"	1 1/2"
East Abutment	1 13/16"	1 1/2"

BILL OF MATERIAL - SN 092-0007 - WESTBOUND

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	12
Anchor Bolts, 3/4"	Each	24

BILL OF MATERIAL - SN 092-0006 - EASTBOUND

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	12
Anchor Bolts, 3/4"	Each	24

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DESIGNED -	CRYSTAL D. STONE
CHECKED -	JASON A. KERN
DRAWN -	DENNIS A. POP
CHECKED -	C.D.S. / J.A.K. / S.E.M.

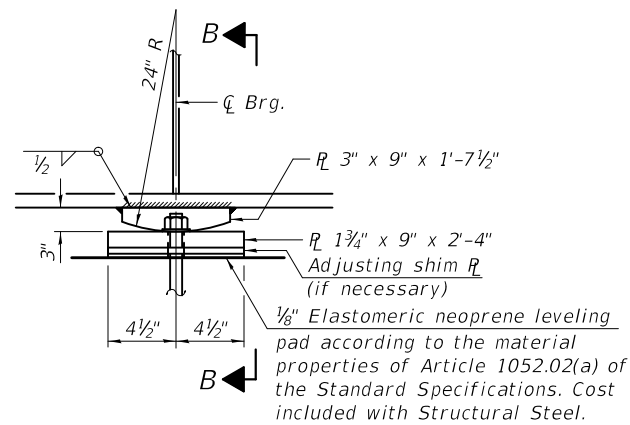
EXAMINED	<i>Joanne F. Joffe</i>	DATE -	July 2, 2020
PASSED	<i>Carl R. ...</i>	REVISIONS	

REVISIONS	
REVISIONS	

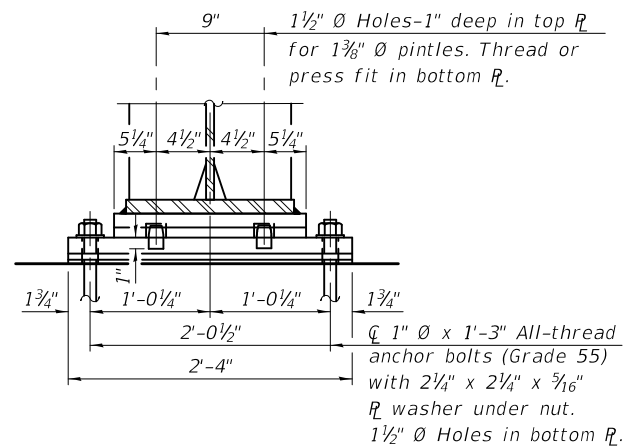
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST AND EAST ABUTMENT BEARING DETAILS
STRUCTURE NO. 092-0006 & 092-0007

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	97
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				



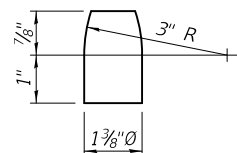
ELEVATION AT PIERS 2 & 3



SECTION B-B

FIXED BEARING

(12 - Required at SN 092-0007, Westbound)
 (12 - Required at SN 092-0006, Eastbound)



PINTLE

Notes:

The structural steel plates and pintles shall conform to the requirements of AASHTO M270 Grade 50.
 Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
 Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

BILL OF MATERIAL - SN 092-0007 - WESTBOUND

Item	Unit	Total
Anchor Bolts, 1"	Each	24

BILL OF MATERIAL - SN 092-0006 - EASTBOUND

Item	Unit	Total
Anchor Bolts, 1"	Each	24

MODEL: 0920006-70A92-042
 FILE NAME: p:\planroom\dot.illinois.gov\p\DOT\Documents\DOT Offices\Bureau of Bridges and Structures\Projects\0920006\CADD Plans\0920006-70A92.dgn

DESIGNED -	CRYSTAL D. STONE
CHECKED -	JASON A. KERN
DRAWN -	DENNIS A. POP
CHECKED -	C.D.S. / J.A.K. / S.E.M.

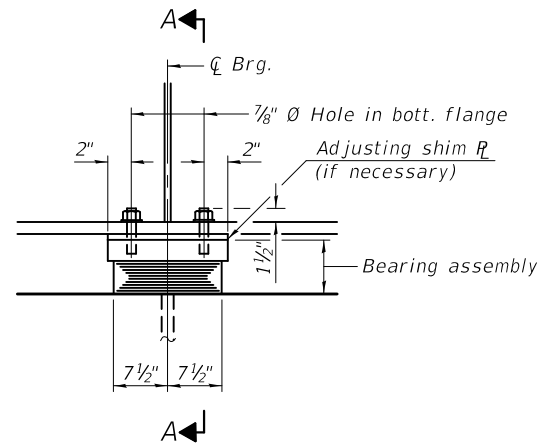
EXAMINED		DATE -	July 2, 2020
PASSED		REVISED -	
	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

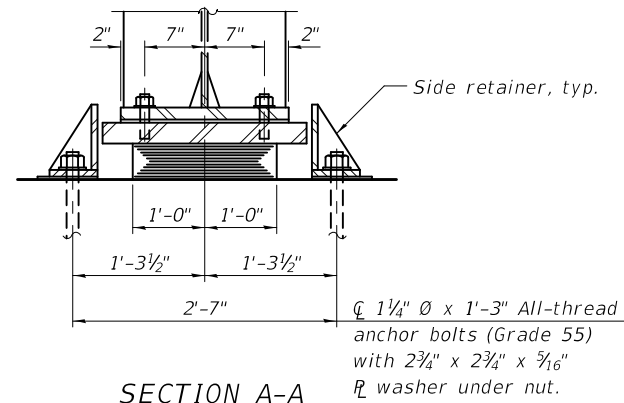
PIERS 2 & 3 BEARING DETAILS
 STRUCTURE NO. 092-0006 & 092-0007

SHEET 42 OF 66 SHEETS

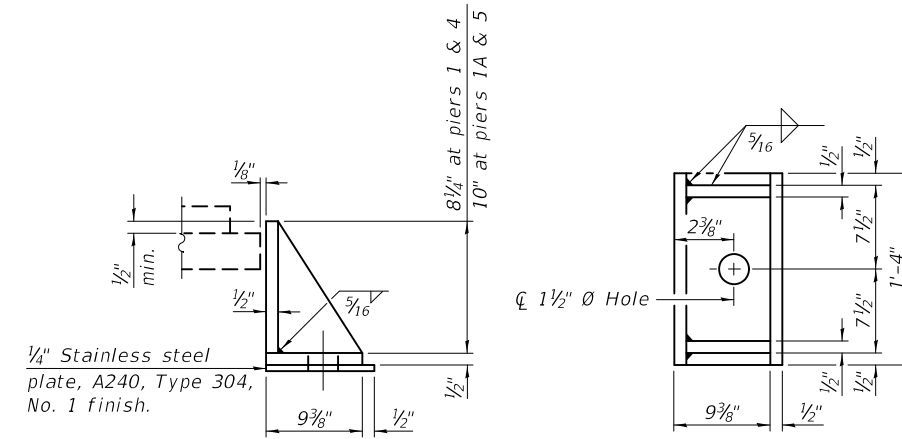
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	98
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				



ELEVATION AT PIERS 1, 1A, 4 & 5



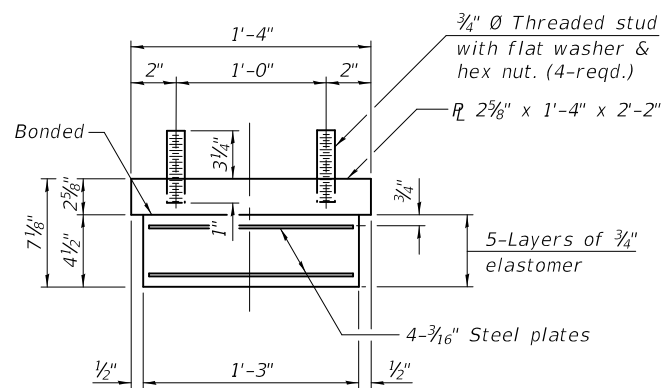
SECTION A-A



SIDE RETAINER

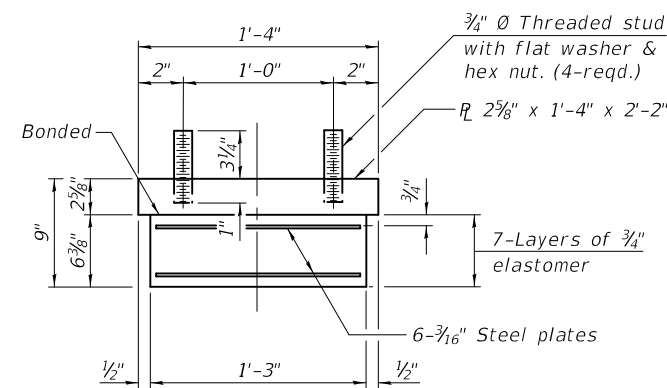
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY AT PIERS 1 & 4

(12 - Required at SN 092-0007 - Westbound)
(12 - Required at SN 092-0006 - Eastbound)



BEARING ASSEMBLY AT PIERS 1A & 5

(12 - Required at SN 092-0007 - Westbound)
(12 - Required at SN 092-0006 - Eastbound)

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

Notes:

- The structural steel plates of the bearing assembly shall conform to the requirements of AASHTO M270 Grade 50.
- Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.
- Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
- Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
- The steel for the bearing assembly shall be hot dipped galvanized.

BILL OF MATERIAL - SN 092-0007 - WESTBOUND

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	24
Anchor Bolts, 1 1/4"	Each	48

BILL OF MATERIAL - SN 092-0006 - EASTBOUND

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	24
Anchor Bolts, 1 1/4"	Each	48

MODEL: 0920006-70A92-043
FILE NAME: p:\planroom\dot.illinois.gov\p\DOT\Documents\DOT Offices\Bureau of Bridges and Structures\Projects\0920006\CADD Plans\0920006-70A92.dgn

DESIGNED -	CRYSTAL D. STONE
CHECKED -	JASON A. KERN
DRAWN -	DENNIS A. POP
CHECKED -	C.D.S. / J.A.K. / S.E.M.

EXAMINED	<i>Joanne F. Joffe</i> ENGINEER OF BRIDGE DESIGN
PASSED	<i>Carl R. Rupp</i> ENGINEER OF BRIDGES AND STRUCTURES

DATE -	July 2, 2020
REVISED -	
REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

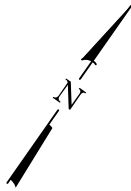
PIERS 1, 1A, 4 & 5 BEARING DETAILS
STRUCTURE NO. 092-0006 & 092-0007

SHEET 43 OF 66 SHEETS

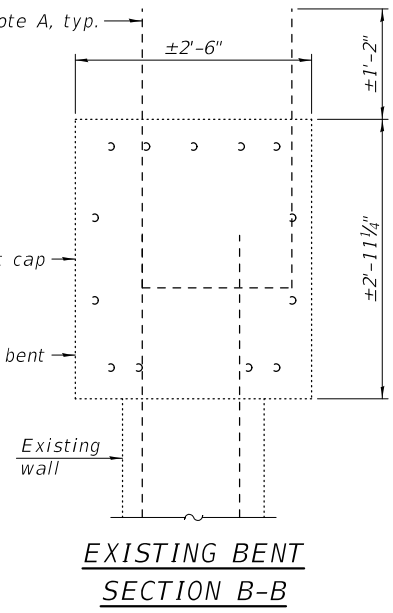
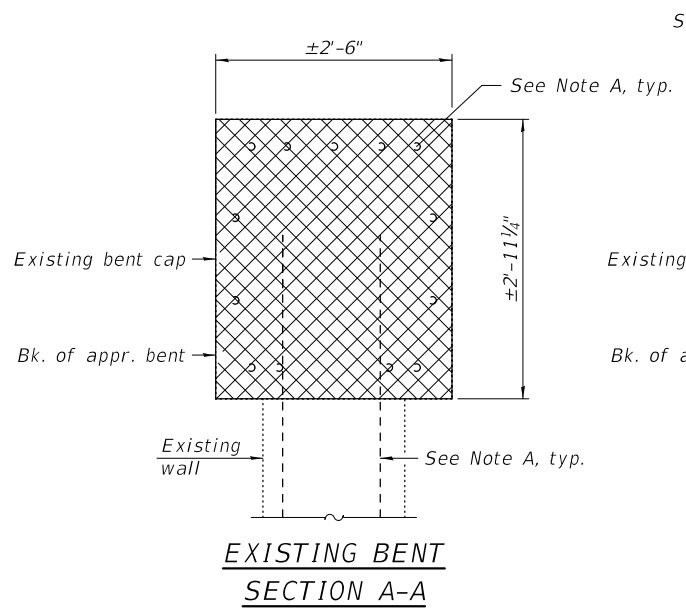
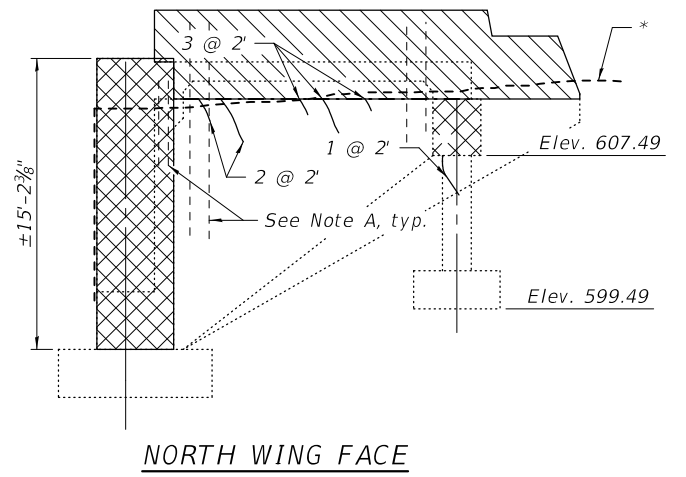
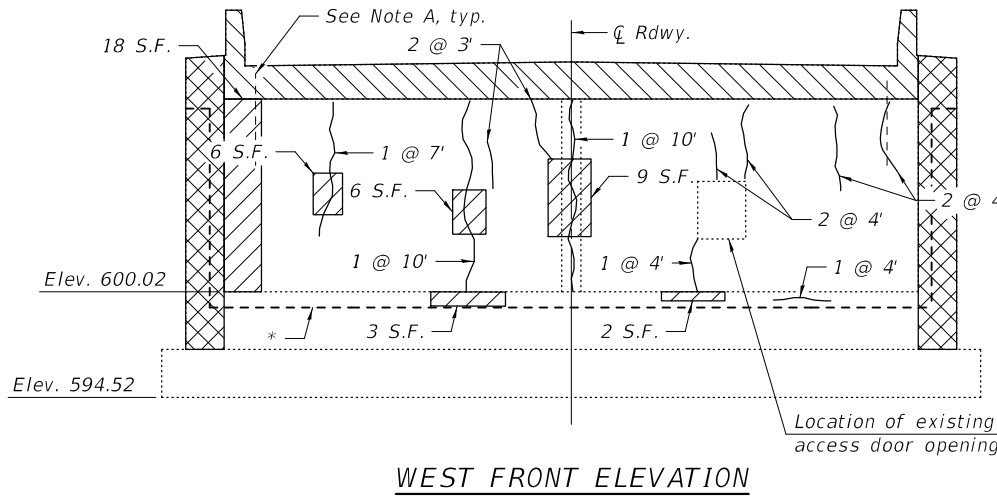
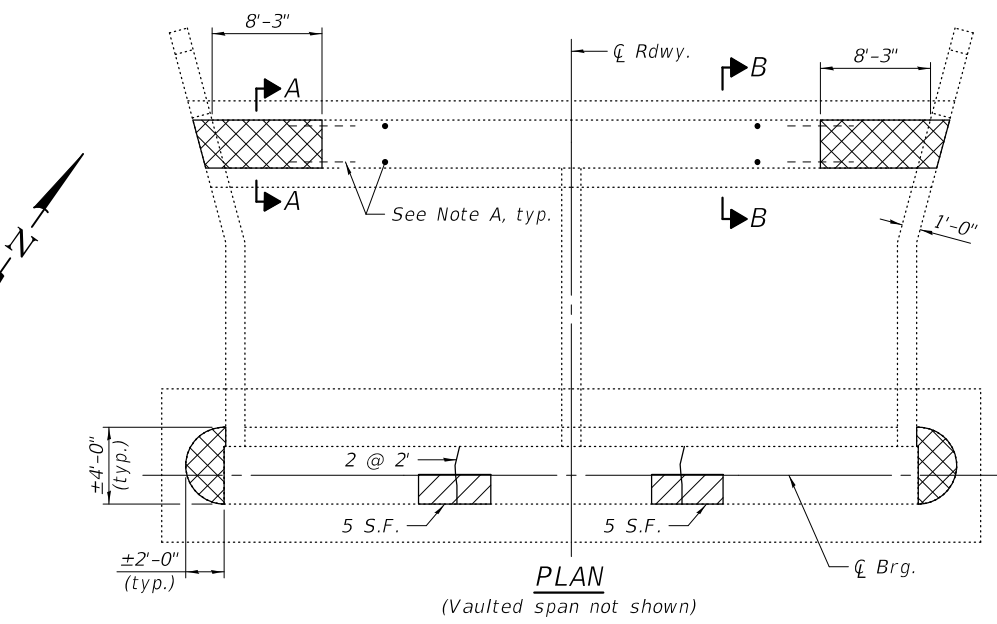
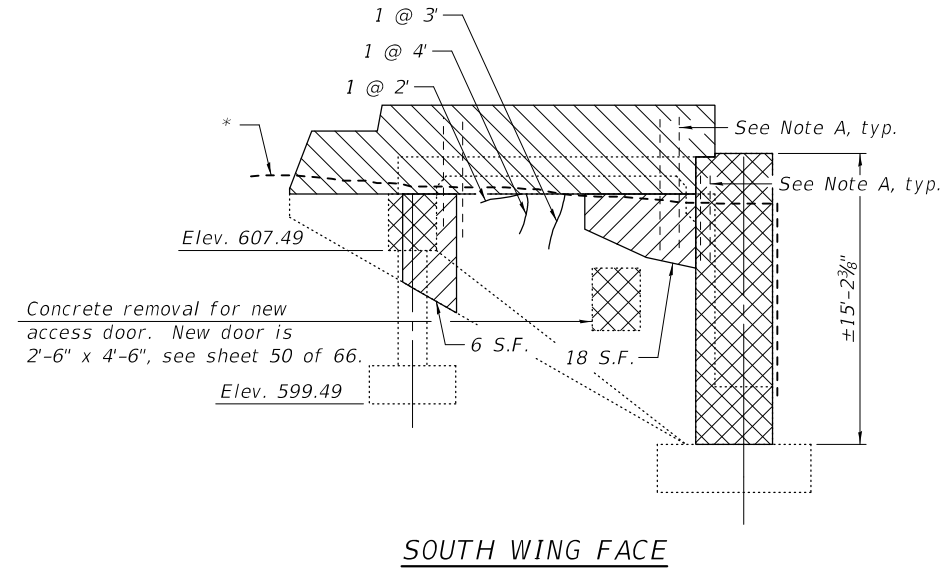
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	99
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				

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Notes:
 * Existing conduit and electrical boxes to be removed. Cost included with Removal of Existing Superstructures No. 1.
 For structural repair areas, the concrete below the bearing seat elevations may be poured monolithically with the concrete structure repair.
 Cost of removal of existing access door is included with Concrete Removal.
 Note A:
 Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.



LEGEND

- Concrete Removal
- Superstructure removal - paid for as Removal of Existing Superstructures No. 1
- Structural Repair of Concrete (Depth Equal To or Less Than 5 Inches)
- Epoxy Crack Injection

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth Equal To or Less Than 5 Inches)	Sq. Ft.	78
Epoxy Crack Injection	Foot	82
Concrete Removal	Cu. Yd.	12.4

DESIGNED -	CRYSTAL D. STONE
CHECKED -	JASON A. KERN
DRAWN -	DENNIS A. POP
CHECKED -	C.D.S. / J.A.K. / S.E.M.

EXAMINED _____
 PASSED _____
 ENGINEER OF BRIDGES AND STRUCTURES

DATE - July 2, 2020
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**WEST ABUTMENT REPAIRS and CONCRETE REMOVAL
 STRUCTURE NO. 092-0007**

SHEET 44 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(92-11)BR-1	VERMILION	161	100
CONTRACT NO. 70A92				
ILLINOIS FED. AID PROJECT				