01-19-2024 LETTING ITEM 141

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	1
	ILLINOIS	CONTRACT NO. 72791		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

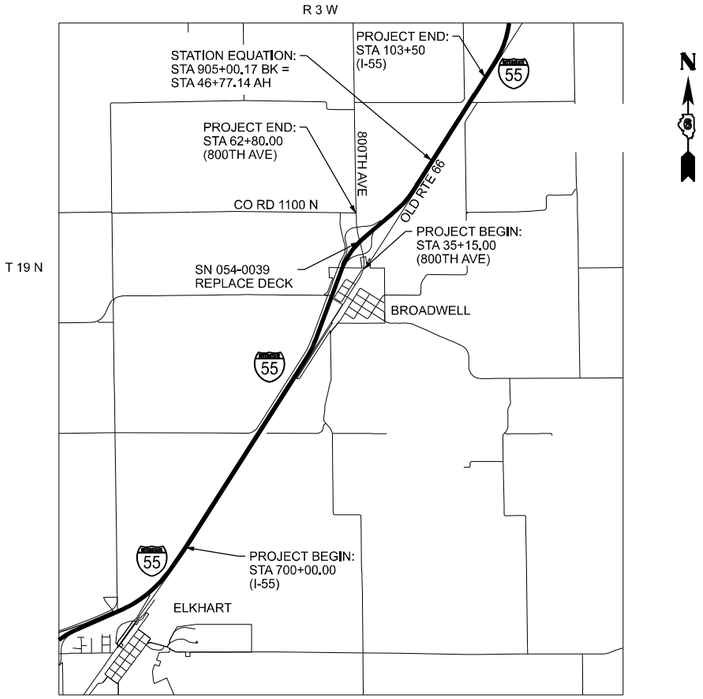
PROPOSED HIGHWAY PLANS

FAI ROUTE 55 (I55)
SECTION 54-(1RS5,2RS3,2HB-D-I1)
PROJECT NHPP-6E4G(695)
RESURFACING, BRIDGE REPAIR
LOGAN COUNTY

C-96-046-22

D-96-038-22

INDEX OF SHEETS

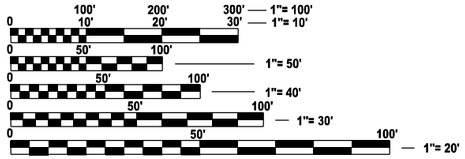


LOCATION OF SECTION INDICATED THUS: -

FUNCTIONAL CLASSIFICATION:
INTERSTATE (I-55) & MINOR COLLECTOR (800TH AVE)

ADT: 31,564 (I-55)
SU: 3.17% (I-55)
MU: 26.24% (I-55)

ADT: 450 (800TH AVE)
SU: 12.38% (800TH AVE)
MU: 3.65% (800TH AVE)



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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED October 26 **20** 23

REGIONAL ENGINEER

December 8, 2023

ENGINEER OF DESIGN AND ENVIRONMENT

December 8, 2023

DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PROJECT ENGINEER: JON KELLEY - 217-785-2739 - JONATHAN.KELLEY@ILLINOIS.GOV
PROJECT MANAGER: CLOYD JACK - 217-524-0064 - CLOYD.JACK@ILLINOIS.GOV

CONTRACT NO. 72791

GROSS LENGTH = 26,200.5 FT. = 4.96 MILES (I-55 MAINLINE)
GROSS LENGTH = 2955.0 FT. = .56 MILE (800TH AVE)

NET LENGTH = 26,200.5 FT. = 4.96 MILES (I-55 MAINLINE)
NET LENGTH = 2658.6 FT. = .5 MILE (800TH AVE)

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

GENERAL NOTES

1. PRIOR TO THE START OF RESURFACING OPERATIONS, THE CONTRACTOR, IN THE PRESENCE OF THE ENGINEER, SHALL MEASURE AND DOCUMENT THE EXISTING VERTICAL CLEARANCE AT STRUCTURE SN 054-0039. MEASUREMENTS SHALL BE TAKEN AT THE EDGE OF EACH LANE; IF NECESSARY THE ENGINEER SHALL MAKE ADJUSTMENTS TO THE RESURFACING THICKNESS SHOWN IN THE PLANS TO MAINTAIN THE EXISTING VERTICAL CLEARANCE. LASTLY, THE CONTRACTOR SHALL MEASURE AND DOCUMENT THE VERTICAL CLEARANCE AT STRUCTURE SN 054-0039 AFTER THE RESURFACING OPERATION IS COMPLETE.

2. REMOVED GUARDRAIL THAT IS NOT REPLACED ON THE SAME DAY MUST BE DELINEATED WITH LIGHTED BARRICADES. NO LOCATIONS SHALL BE LEFT WITHOUT EITHER LIGHTED BARRICADES OR NEW GUARDRAIL AT ANY TIME.

3. ALL GUARDRAIL SHALL HAVE A PRELIMINARY LAYOUT, GUARDRAIL POSTS SHALL BE ADJUSTED SO AS TO MISS ANY SHOULDER DRAINS, INLETS, PIPE CULVERTS, STORM SEWER OR ANY OTHER HAZARD THAT MAY INTERFERE WITH GUARDRAIL CONSTRUCTION.

4. PROPOSED SUPERELEVATIONS SHOWN IN THE TYPICAL SECTIONS ARE REFERENCED FROM EXISTING PLANS AND SHALL MATCH EXISTING PAVEMENT GRADES AND TRANSITIONS. THE ENGINEER SHALL FIELD VERIFY ALL EXISTING SUPERELEVATIONS.

5. THE CONTRACTOR SHALL NOTIFY THE DISTRICT 6 BUREAU OF OPERATIONS AT (217) 785-5306 THREE WEEKS PRIOR TO IMPLEMENTING ANY TRAFFIC CONTROL.

6. THE DISTRICT 6 BUREAU OF OPERATIONS SHALL BE NOTIFIED AT LEAST 14 DAYS PRIOR TO PLACEMENT OF FINAL PAVEMENT MARKINGS (PH: 217-785-5306).

COMMITMENTS

1. ADVANCE PUBLIC NOTICE OF ROAD CLOSURE (21 DAYS) FOR EMERGENCY SERVICES, SCHOOLS, AND LOCAL AGENCIES.

2. AGREEMENT WITH LOGAN COUNTY FOR IMPROVEMENTS ON CH 22 (800TH AVE).

HIGHWAY STANDARDS

000001-08
001001-02
001006
280001-07
406001-06
406101-05
420401-13
442001-04
515001-04
542401-04
542521-02
606001-08
606301-04
606306-04
610001-09
630001-13
630301-09
631011-10
631031-18
635001-02
642001-03
701001-02
701006-05
701011-04
701101-05
701106-02
701201-05
701301-04
701400-12
701401-13
701402-12
701411-09
701426-09
701428-01
701446-11
701451-05
701456-05
701901-09
720001-01
720006-04
720011-01
780001-05
781001-04
782006-01
BLR 21-9
420001-10
420701-03
482001-02
604101-01
704001-08
725001-01

MIX TABLE

MIX USE:	1.5" SMA BINDER	3" SMA BINDER	SMA SURFACE	HMA SURFACE	HMA SHOULDERS, SURFACE, & INCIDENTAL HMA
LOCATION:	MAINLINE	MAINLINE	MAINLINE	RAMPS	MAINLINE & OVERHEAD
PG:	SBS PG 76-28	SBS PG 76-28	SBS PG 76-28	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N80	4.0% @ N80	4.0% @ N80	4.0% @ N70	4.0% @ N50
MIX COMPOSITION:	SMA 9.5	SMA 12.5	SMA-9.5	IL-9.5	IL-9.5
FRICTION AGGREGATE:	N/A	N/A	MIX "E"	MIX "D"	MIX "C"
MIXTURE WEIGHT	112 LBS/SY*IN	112 LBS/SY*IN	112 LBS/SY*IN	112 LBS/SY*IN	112 LBS/SY*IN
QUALITY MANAGEMENT:	PFP	PFP	PFP	QCP	QC/QA
SUBLOT SIZE:	1000 TONS	1000 TONS	1000 TONS	1000 TONS	N/A
MTD:	YES	YES	YES	YES	NO

APPLICATION RATES

HMA BINDER COURSE (HMA & SMA).....0.056 TONS/SY*INCH
HMA SURFACE COURSE (HMA & SMA).....0.056 TONS/SY*INCH
BITUMINOUS TACK COAT (MILLED SURFACES).....0.05 POUNDS/SQ FT
BITUMINOUS TACK COAT (BETWEEN LIFTS).....0.025 POUNDS/SQ FT
HMA SHOULDERS.....0.056 TONS/SY*INCH
AGG SHOULDERS.....1.60 TONS/CU YD
NITROGEN FERTILIZER NUTRIENT.....90 POUNDS/ACRE
PHOSPHOROUS FERTILIZER NUTRIENT.....90 POUNDS/ACRE
POTASSIUM FERTILIZER NUTRIENT.....90 POUNDS/ACRE
MULCH, METHOD 2.....2.00 TON/ACRE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
DISTRICT 6

EXAMINED October, 11 20 23
ENGINEER OF OPERATIONS

EXAMINED October, 19 20 23
ENGINEER OF PROJECT IMPLEMENTATION

EXAMINED October, 19 20 23
ENGINEER OF PROGRAM DEVELOPMENT

MODEL: Gen Note [Sheet]
FILE NAME: pw://dot.pw.bentley.com:PWIDOT/Documents/IDOT Offices/District 6/ORD Projects/0672791/CADData/CADsheets/0672791-alt-gen note.dgn

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	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/26/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	2
		CONTRACT NO. 72791		
	ILLINOIS | FED. AID PROJECT			

				6-01475-0000	6-01475-0100		6-00365-0100
				90% FEDERAL	90% FEDERAL	90% FEDERAL	90% FEDERAL
				10% STATE	10% LOGAN CO	10% STATE	10% STATE
				NHPP FUNDING	NHPP FUNDING	NHPP FUNDING	NHPP FUNDING
				I-55 & RAMPS	N 800TH AVE	S 800TH AVE	054-0039
CODE			TOTAL	ROADWAY 0005	ROADWAY 0005	ROADWAY 0005	BRIDGE 0013
21400100	GRADING AND SHAPING DITCHES	FOOT	32521	32521			
25000200	SEEDING, CLASS 2	ACRE	8	8			
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	675	675			
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	675	675			
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	675	675			
25100115	MULCH, METHOD 2	ACRE	8	8			
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	26	26			
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	30	30			
28000305	TEMPORARY DITCH CHECKS	FOOT	230	230			
28000500	INLET AND PIPE PROTECTION	EACH	23	23			
28100107	STONE RIPRAP, CLASS A4	SQ YD	100		50	50	
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	129			129	
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	281210	276080	2503	2627	
40600370	LONGITUDINAL JOINT SEALANT	FOOT	108267	106958	494	815	

				6-01475-0000	6-01475-0100		6-00365-0100
				90% FEDERAL	90% FEDERAL	90% FEDERAL	90% FEDERAL
				10% STATE	10% LOGAN CO	10% STATE	10% STATE
				NHPP FUNDING	NHPP FUNDING	NHPP FUNDING	NHPP FUNDING
				I-55 & RAMPS	N 800TH AVE	S 800TH AVE	054-0039
CODE			TOTAL	ROADWAY 0005	ROADWAY 0005	ROADWAY 0005	BRIDGE 0013
40600990	TEMPORARY RAMP	SQ YD	516	462	27	27	
40604050	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50	TON	894		406	488	
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	1796	1796			
40605005	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT 9.5, N80	TON	17589	17589			
40605015	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT 12.5, N80	TON	35177	35177			
40605024	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "E", N80	TON	17589	17589			
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	61	61			
42000060	WELDED WIRE REINFORCEMENT	SQ YD	212		108	104	
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	212		108	104	
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	37105	25769	5562	5774	
44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	361	361			
44000173	HOT-MIX ASPHALT SURFACE REMOVAL, 6"	SQ YD	209385	209385			
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1145		538	607	
44003100	MEDIAN REMOVAL	SQ FT	5609		2596	3013	

MODEL: SOQ 1 [Sheet]
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	3
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			

				6-01475-0000	6-01475-0100		6-00365-0100					6-01475-0000	6-01475-0100		6-00365-0100
				90% FEDERAL	90% FEDERAL	90% FEDERAL	90% FEDERAL					90% FEDERAL	90% FEDERAL	90% FEDERAL	90% FEDERAL
				10% STATE	10% LOGAN CO	10% STATE	10% STATE					10% STATE	10% LOGAN CO	10% STATE	10% STATE
				NHPP FUNDING	NHPP FUNDING	NHPP FUNDING	NHPP FUNDING					NHPP FUNDING	NHPP FUNDING	NHPP FUNDING	NHPP FUNDING
				I-55 & RAMPS	N 800TH AVE	S 800TH AVE	054-0039					I-55 & RAMPS	N 800TH AVE	S 800TH AVE	054-0039
				ROADWAY	ROADWAY	ROADWAY	BRIDGE					ROADWAY	ROADWAY	ROADWAY	BRIDGE
CODE			TOTAL	0005	0005	0005	0013	CODE			TOTAL	0005	0005	0005	0013
44200620	CLASS A PATCHES, TYPE II, 14 INCH	SQ YD	50	50				50300255	CONCRETE SUPERSTRUCTURE	CU YD	698				698
44200624	CLASS A PATCHES, TYPE III, 14 INCH	SQ YD	75	75				50300260	BRIDGE DECK GROOVING	SQ YD	1505				1505
44200628	CLASS A PATCHES, TYPE IV, 14 INCH	SQ YD	75	75				50300300	PROTECTIVE COAT	SQ YD	2645				2645
44213000	PATCHING REINFORCEMENT	SQ YD	200	200				50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	170.2				170.2
44213200	SAW CUTS	FOOT	468	468				50400805	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I-BEAMS, 36 IN.	FOOT	348				348
44213204	TIE BARS 3/4"	EACH	60	60				50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	11840				11840
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	4262	4079	75	108		50500505	STUD SHEAR CONNECTORS	EACH	864				864
48203100	HOT-MIX ASPHALT SHOULDERS	TON	20328	19937	218	173		50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	252160				252160
50102400	CONCRETE REMOVAL	CU YD	81.3				81.3	51500100	NAME PLATES	EACH	1				1
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	1				1	52000110	PREFORMED JOINT STRIP SEAL	FOOT	143				143
50105220	PIPE CULVERT REMOVAL	FOOT	6	6				52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	16				16
50157300	PROTECTIVE SHIELD	SQ YD	902				902	52100520	ANCHOR BOLTS, 1"	EACH	32				32
50200100	STRUCTURE EXCAVATION	CU YD	146				146	54248510	CONCRETE COLLAR	CU YD	0.5	0.5			
50300225	CONCRETE STRUCTURES	CU YD	74.3				74.3	54262712	METAL FLARED END SECTIONS 12"	EACH	4		2	2	

REV. - MS

MODEL: SOQ 2 [Sheet]
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	4
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			

				6-01475-0000	6-01475-0100		6-00365-0100					6-01475-0000	6-01475-0100		6-00365-0100
				90% FEDERAL	90% FEDERAL	90% FEDERAL	90% FEDERAL					90% FEDERAL	90% FEDERAL	90% FEDERAL	90% FEDERAL
				10% STATE	10% LOGAN CO	10% STATE	10% STATE					10% STATE	10% LOGAN CO	10% STATE	10% STATE
				NHPP FUNDING	NHPP FUNDING	NHPP FUNDING	NHPP FUNDING					NHPP FUNDING	NHPP FUNDING	NHPP FUNDING	NHPP FUNDING
				I-55 & RAMPS	N 800TH AVE	S 800TH AVE	054-0039					I-55 & RAMPS	N 800TH AVE	S 800TH AVE	054-0039
				ROADWAY	ROADWAY	ROADWAY	BRIDGE					ROADWAY	ROADWAY	ROADWAY	BRIDGE
CODE			TOTAL	0005	0005	0005	0013	CODE			TOTAL	0005	0005	0005	0013
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	146				146	* 63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	588	488	50	50	
58700300	CONCRETE SEALER	SQ FT	375				375	* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	3	3			
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	82				82	* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2		1	1	
60100945	PIPE DRAINS 12"	FOOT	496		272	224		* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	5	3	1	1	
60103700	PIPE DRAINS, CORRUGATED STEEL 18"	FOOT	6	6				63200310	GUARDRAIL REMOVAL	FOOT	895	645	125	125	
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	184				184	* 63500105	DELINEATORS	EACH	230	230			
60260100	INLETS TO BE ADJUSTED	EACH	2		1	1		64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	100941	100941			
60500060	REMOVING INLETS	EACH	4		2	2		67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	18	9			9
60608600	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.06	FOOT	1122		538	584		67100100	MOBILIZATION	L SUM	1	0.9			0.1
60609800	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.18	FOOT	23			23		70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	2				2
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	5609		2596	3013		70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	4	4			
60624600	CORRUGATED MEDIAN	SQ FT	1278		1278			70100430	TRAFFIC CONTROL AND PROTECTION, STANDARD 701446	EACH	2				2
61000050	CONCRETE THRUST BLOCKS	EACH	4		2	2		70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1		0.5	0.5	
61000115	TYPE E INLET BOX, STANDARD 610001	EACH	4		2	2		70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1			

* SPECIALTY ITEM

MODEL: SOQ 3 [Sheet]
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	5
		CONTRACT NO. 72791		
		ILLINOIS FED. AID PROJECT		

				6-01475-0000	6-01475-0100		6-00365-0100
				90% FEDERAL	90% FEDERAL	90% FEDERAL	90% FEDERAL
				10% STATE	10% LOGAN CO	10% STATE	10% STATE
				NHPP FUNDING	NHPP FUNDING	NHPP FUNDING	NHPP FUNDING
				I-55 & RAMPS	N 800TH AVE	S 800TH AVE	054-0039
CODE			TOTAL	ROADWAY 0005	ROADWAY 0005	ROADWAY 0005	BRIDGE 0013
70100815	TRAFFIC CONTROL AND PROTECTION, STANDARD 701446	L SUM	1	1			
70100820	TRAFFIC CONTROL AND PROTECTION, STANDARD 701451	L SUM	1	1			
70100825	TRAFFIC CONTROL AND PROTECTION, STANDARD 701456	L SUM	1	1			
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	30	30			
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	1852	1312			540
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1			
70300100	SHORT TERM PAVEMENT MARKING	FOOT	43448	40286	1380	1782	
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	14483	13429	460	594	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	558				558
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	558				558
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2				2
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	5	3	1	1	
* 73500300	REMOVE AND RELOCATE GROUND MOUNTED SIGN SUPPORT	EACH	5		2	3	
* 78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	203	124	32	47	
* 78009005	MODIFIED URETHANE PAVEMENT MARKING - LINE 5"	FOOT	151871	142251	4042	5578	
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	2274	2274			
* 78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	2178	2020		158	
* 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	680	583		97	
* 78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	102	72		30	
* 78011000	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS AND SYMBOLS	SQ FT	203	124	32	47	
* 78011030	GROOVING FOR RECESSED PAVEMENT MARKING 6"	FOOT	142252	142252			
* 78011035	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	2274	2274			
* 78011045	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	2178	2020		158	
* 78011065	GROOVING FOR RECESSED PAVEMENT MARKING 13"	FOOT	680	583		97	
* 78011125	GROOVING FOR RECESSED PAVEMENT MARKING 25"	FOOT	102	72		30	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	2781	2781			
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	20	12	4	4	
* 78200010	BARRIER WALL REFLECTORS, TYPE B	EACH	8			8	

				6-01475-0000	6-01475-0100		6-00365-0100
				90% FEDERAL	90% FEDERAL	90% FEDERAL	90% FEDERAL
				10% STATE	10% LOGAN CO	10% STATE	10% STATE
				NHPP FUNDING	NHPP FUNDING	NHPP FUNDING	NHPP FUNDING
				I-55 & RAMPS	N 800TH AVE	S 800TH AVE	054-0039
CODE			TOTAL	ROADWAY 0005	ROADWAY 0005	ROADWAY 0005	BRIDGE 0013

* SPECIALTY ITEM

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	DRAWN -	REVISED -	
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PLOT DATE = 10/26/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	6
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			

				6-01475-0000	6-01475-0100		6-00365-0100
				90% FEDERAL	90% FEDERAL	90% FEDERAL	90% FEDERAL
				10% STATE	10% LOGAN CO	10% STATE	10% STATE
				NHPP FUNDING	NHPP FUNDING	NHPP FUNDING	NHPP FUNDING
				I-55 & RAMPS	N 800TH AVE	S 800TH AVE	054-0039
CODE			TOTAL	ROADWAY 0005	ROADWAY 0005	ROADWAY 0005	BRIDGE 0013
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	2781	2781			
* 81028750	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2" DIA.	FOOT	240	240			
* 81603112	UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.8 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	1086	1086			
X2503000	MAINTENANCE MOWING	ACRE	93	89	2	2	
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	112157	112157			
X6010003	PIPE DRAIN REMOVAL	FOOT	425		220	205	
X6010100	CLEANING UNDERDRAIN OUTLETS	EACH	181	181			
X6024505	INLETS TO BE RECONSTRUCTED WITH SALVAGED FRAME AND GRATE	EACH	1	1			
X6060500	CORRUGATED MEDIAN REMOVAL	SQ FT	1278		1278		
X6350120	DELINEATOR REMOVAL	EACH	230	230			
X6670201	OUTLET MARKER	EACH	181	181			
X7011800	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21	L SUM	1				1
X8430100	REMOVE EXISTING CONDUIT ATTACHED TO STRUCTURE	FOOT	297				297
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	16				16

				6-01475-0000	6-01475-0100		6-00365-0100
				90% FEDERAL	90% FEDERAL	90% FEDERAL	90% FEDERAL
				10% STATE	10% LOGAN CO	10% STATE	10% STATE
				NHPP FUNDING	NHPP FUNDING	NHPP FUNDING	NHPP FUNDING
				I-55 & RAMPS	N 800TH AVE	S 800TH AVE	054-0039
CODE			TOTAL	ROADWAY 0005	ROADWAY 0005	ROADWAY 0005	BRIDGE 0013
Z0001903	STRUCTURAL STEEL REMOVAL	POUND	7710				7710
Z0003615	REMOVAL OF EXISTING CONCRETE I-BEAM	EACH	12				12
Z0007101	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 1	L SUM	1				1
Z0010501	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1				1
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	237				237
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	24				24
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.9			0.1
Z0015500	DEBRIS REMOVAL	L SUM	1				1
Ø Z0076600	TRAINEES	HOUR	5000	5000			
Z0016702	DETOUR SIGNING	L SUM	1				1
Ø Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	5000	5000			
Z0034105	MATERIAL TRANSFER DEVICE	TON	72151	72151			

Ø 0042

* SPECIALTY ITEM

REV. - MS

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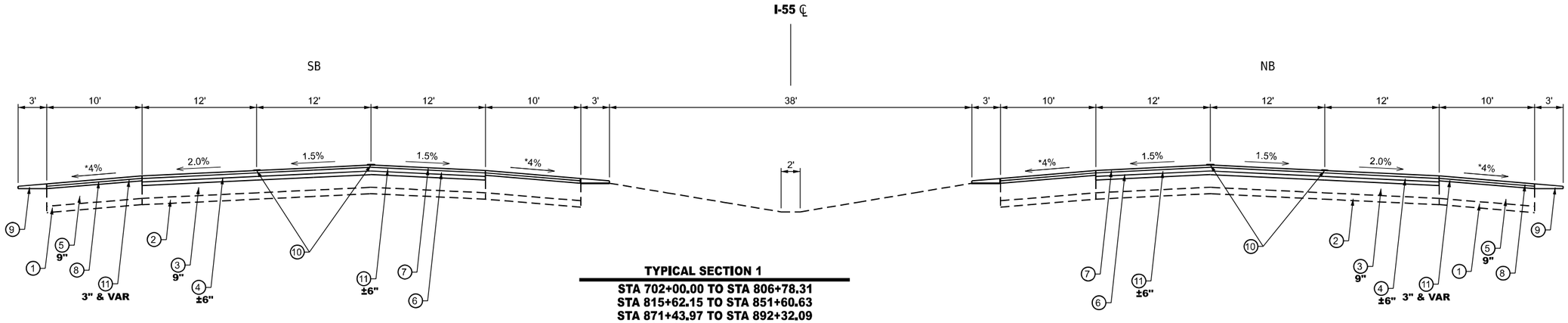
PLOT DATE = 10/26/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

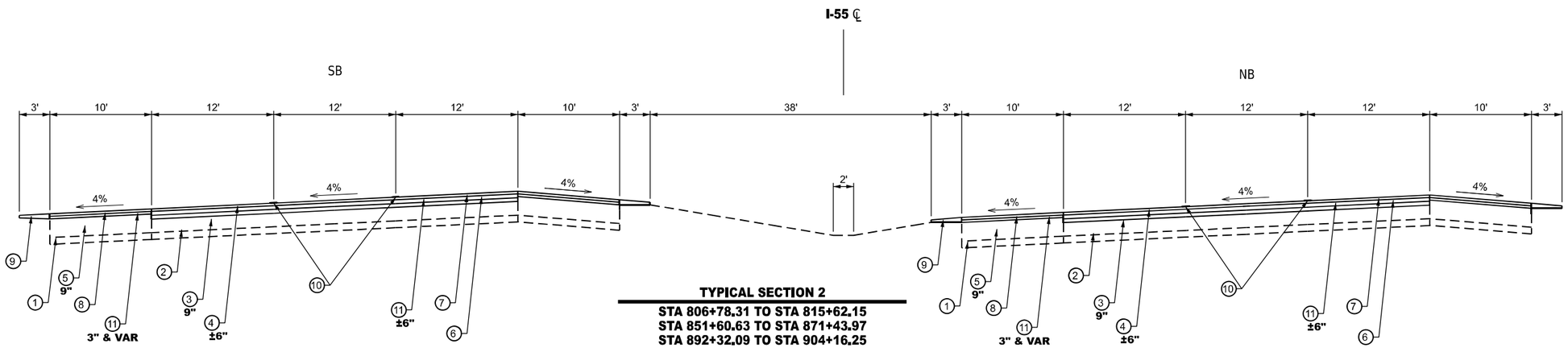
SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	7
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			



TYPICAL SECTION 1

STA 702+00.00 TO STA 806+78.31
STA 815+62.15 TO STA 851+60.63
STA 871+43.97 TO STA 892+32.09
STA 904+16.25 TO STA 905+00.17
STATION EQUATION: STA 905+00.17 BK = STA 46+77.14 AH
STA 46+77.14 TO STA 103+00.00



TYPICAL SECTION 2

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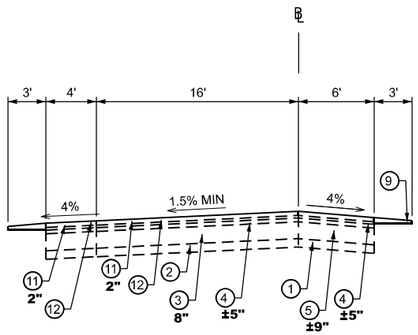
STA 851+60.63 TO STA 871+43.97
STA 892+32.09 TO STA 904+16.25



TYPICAL SECTION 3

STA 6+70.40 TO STA 15+42.33 (RAMP A)
STA 1+04.14 TO STA 16+57.19 (RAMP B)
STA 6+70.40 TO STA 16+99.48 (RAMP C)
STA 1+00.09 TO STA 14+71.20 (RAMP D)

LEGEND

① **EX GRANULAR SUB-BASE, 4"**
② **EX STABILIZED SUB-BASE, 4"**
③ **EX PCC PAVEMENT**
④ **EX HMA OVERLAY**
⑤ **EX STABILIZED HMA SHOULDER**
⑥ **PR SMA BINDER COURSE, 4.5 " (2 LIFTS - 3" & 1.5")**
⑦ **PR SMA SURFACE COURSE, 1.5"**
⑧ **PR HMA SHOULDER, 3" (2 - 1.5" LIFTS)**
⑨ **PR AGGREGATE WEDGE SHOULDER**
⑩ **PR LONGITUDINAL JOINT SEAL**
⑪ **PR HMA SURFACE REMOVAL**
⑫ **PR HMA SURFACE COURSE, 2"**

NOTES

* **EXISTING CROSS SLOPE OF 5.2% CORRECT TO 4%.**

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PLOT DATE = 10/25/2023	DATE -	REVISED -	

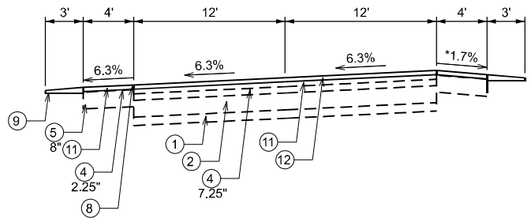
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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

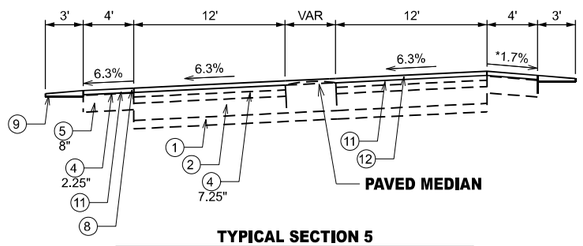
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	8
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			

800TH AVE



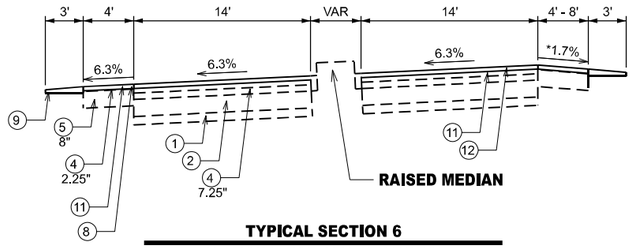
TYPICAL SECTION 4
STA 35+50 TO STA 36+75.47

800TH AVE



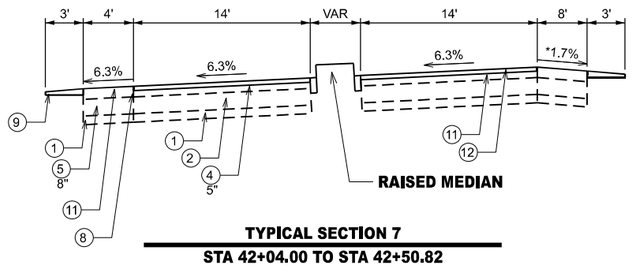
TYPICAL SECTION 5
STA 36+75.47 TO STA 38+47.69

800TH AVE



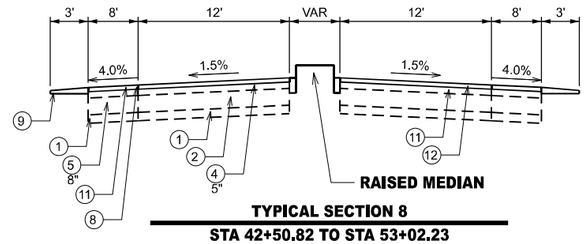
TYPICAL SECTION 6
STA 38+47.69 TO STA 42.04.00

800TH AVE



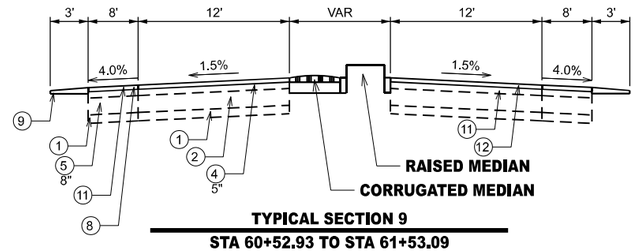
TYPICAL SECTION 7
STA 42+04.00 TO STA 42+50.82
STA 53+02.23 TO STA 59+31.04

800TH AVE



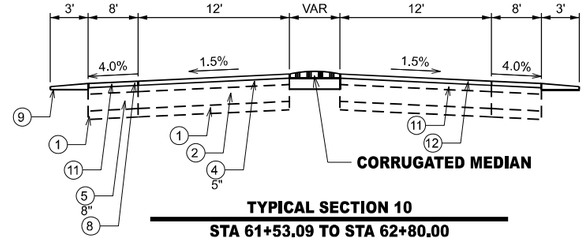
TYPICAL SECTION 8
STA 42+50.82 TO STA 53+02.23
STA 59+31.04 TO STA 60+52.93

800TH AVE



TYPICAL SECTION 9
STA 60+52.93 TO STA 61+53.09

800TH AVE



TYPICAL SECTION 10
STA 61+53.09 TO STA 62+80.00

LEGEND

① EX GRANULAR SUB-BASE, 4"
② EX BITUMINOUS CONCRETE BASE COURSE
③ EX PCC PAVEMENT
④ EX HMA OVERLAY
⑤ EX STABILIZED HMA SHOULDER
⑥ PR SMA BINDER COURSE, 4.5 " (2 LIFTS - 3" & 1.5")
⑦ PR SMA SURFACE COURSE, 1.5"
⑧ PR HMA SHOULDER, 2"
⑨ PR AGGREGATE WEDGE SHOULDER
⑩ PR LONGITUDINAL JOINT SEAL
⑪ PR HMA SURFACE REMOVAL, 2"
⑫ PR HMA SURFACE COURSE, 2"

NOTES

* EXISTING CROSS SLOPE OF 4% CORRECT TO 1.7%.

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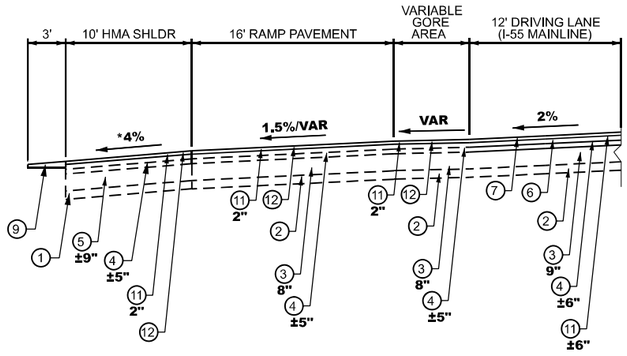
PLOT DATE = 10/25/2023	DATE -	REVISED -	

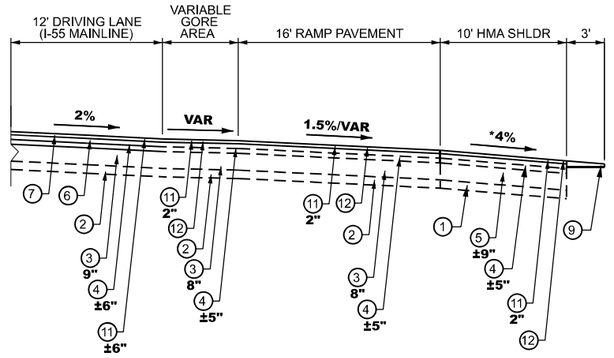
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	9
		CONTRACT NO. 72791		
	ILLINOIS	FED. AID PROJECT		



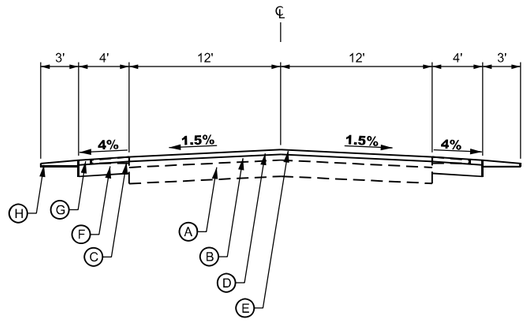


GORE AREA DETAILS

STA 845+47.12 TO STA 848+50.22 (RAMP C)
STA 847+04.56 TO STA 856+26.28 (RAMP B)
STA 880+86.10 TO STA 888+42.35 (RAMP D)
STA 883+14.48 TO STA 886+07.09 (RAMP A)

GORE AREA LEGEND

① EX GRANULAR SUB-BASE, 4"
② EX STABILIZED SUB-BASE, 4"
③ EX PCC PAVEMENT
④ EX HMA OVERLAY
⑤ EX STABILIZED HMA SHOULDER
⑥ PR SMA BINDER COURSE, 4.5 " (2 LIFTS - 3" & 1.5")
⑦ PR SMA SURFACE COURSE, 1.5"
⑧ PR HMA SHOULDER, 3" (2 - 1.5" LIFTS)
⑨ PR AGGREGATE WEDGE SHOULDER
⑩ PR LONGITUDINAL JOINT SEAL
⑪ PR HMA SURFACE REMOVAL
⑫ PR HMA SURFACE COURSE, 2"



OLD ROUTE 66 TYPICAL SECTION
STA 0+11.13 TO STA 1+15.40

OLD RTE 66 LEGEND

Ⓐ EX AGGREGATE BASE COURSE, 8"
Ⓑ EX OVERLAY, 5"
Ⓒ EX AGGREGATE WEDGE SHOULDER
Ⓓ PR HMA SURFACE REMOVAL, 2"
Ⓔ PR HMA SURFACE COURSE, 2"
Ⓕ PR HMA BASE COURSE, 6"
Ⓖ PR HMA SHOULDER, 2"
Ⓗ PR AGGREGATE WEDGE SHOULDER

NOTES

* **EXISTING CROSS SLOPE OF 5.2% CORRECT TO 4%.**

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	10
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			

DITCHES

TEMPORARY EROSION CONTROL SEEDING : 100 LBS/ACRE

STATION		STATION	DESCRIPTION	DITCH BOTTOM WIDTH (FOOT)	ESTIMATED SILT DEPTH (IN)	ROAD NAME	ESTIMATED EARTH EXCAVATION (FOR BIDDING ONLY) (CU YD)	28000250 TEMPORARY EROSION CONTROL SEEDING (POUND)	21400100 GRADING AND SHAPING DITCHES (FOOT)	28000500 INLET AND PIPE PROTECTION (EACH)
STA 700+00.00	TO	STA 905+00.17	MEDIAN DITCH	2	6	I-55	759.27		20500.17	20.00
STATION EQUATION: STA 905+00.17 BK = STA 46+77.14 AH										
STA 46+77.14	TO	STA 103+50.00	MEDIAN DITCH	2	6	I-55	210.11		5672.86	3.00
STA 0+00.00	TO	STA 12+50.00	RT OUTSIDE DITCH	2	6	RAMP C	46.30	5.74	1250.00	
STA 6+50.00	TO	STA 26+31.92	RT OUTSIDE DITCH	2	6	RAMP D	73.40	9.10	1981.92	
STA 0+00.00	TO	STA 15+66.00	RT OUTSIDE DITCH	2	6	RAMP A	58.00	7.19	1566.00	
STA 88+00.00 LT	TO	STA 103+50.00 LT	RT OUTSIDE DITCH	2	6	I-55 SB	57.41	7.12	1550.00	
						TOTAL:	*1204.48*	*29.15*	*32520.95*	*23.00*
						USE:	**1205**	**30**	**32521**	**23**

SEEDING

STATION		STATION	ROAD NAME	DESCRIPTION	LENGTH (FT)	WIDTH (FT)	AREA (SQ YD)	25000400 NITROGEN FERTILIZER NUTRIENT (POUND)	25000500 PHOSPHORUS FERTILIZER NUTRIENT (POUND)	25000600 POTASSIUM FERTILIZER NUTRIENT (POUND)	25000200 SEEDING, CLASS 2 (ACRE)	25100115 MULCH, METHOD 2 (ACRE)
STA 700+92.62	TO	STA 905+00.17	I-55	MEDIAN DITCH	20407.6	10	22675	421.64	421.64	421.64	4.68	4.68
STATION EQUATION: STA 905+00.17 BK = STA 46+77.14 AH												
STA 46+77.14	TO	STA 104+70.00	I-55	MEDIAN DITCH	5792.9	10	6437	119.69	119.69	119.69	1.33	1.33
STA 0+00.00	TO	STA 12+50.00	RAMP C	OUTSIDE DITCH	1250.0	10	1389	25.83	25.83	25.83	0.29	0.29
STA 6+50.00	TO	STA 26+31.92	RAMP D	OUTSIDE DITCH	1981.9	10	2202	40.95	40.95	40.95	0.45	0.45
STA 0+00.00	TO	STA 16+55.30	RAMP A	OUTSIDE DITCH	1655.3	10	1839	34.20	34.20	34.20	0.38	0.38
STA 88+00.00 LT	TO	STA 103+50.00 LT	I-55	OUTSIDE DITCH	1550.0	10	1722	32.02	32.02	32.02	0.36	0.36
							TOTAL:	**675**	**675**	**675**	**8**	**8**

TACK COAT

MILLED SURFACES & CONCRETE: 0.05 LBS/SQ FT

BETWEEN LIFTS: 0.025 LBS/SQ FT

STATION		STATION	ROAD NAME	LENGTH (FT)	PAVEMENT WIDTH (FT)	40600290 BITUMINOUS MATERIALS (TACK COAT) (POUND)
STA 700+00.00 RT	TO	STA 905+00.17 RT	I-55 NB MAINLINE	20500.2	36	73800.61
STA 700+00.00 RT	TO	STA 845+46.85 RT	I-55 NB RT SHOULDERS	14546.9	10	10910.14
STA 853+62.42 RT	TO	STA 876+93.97 RT	I-55 NB RT SHOULDERS	2331.6	10	1748.66
STA 888+42.35 RT	TO	STA 905+00.17 RT	I-55 NB RT SHOULDERS	1657.8	10	1243.36
STA 700+00.00 RT	TO	STA 905+00.17 RT	I-55 NB LT SHOULDERS	20500.2	10	15375.13
STA 700+00.00 LT	TO	STA 905+00.17 LT	I-55 SB MAINLINE	20500.2	36	73800.61
STA 700+00.00 LT	TO	STA 847+04.50 LT	I-55 SB RT SHOULDERS	14704.5	10	11028.38
STA 858+34.21 LT	TO	STA 879+50.18 LT	I-55 SB RT SHOULDERS	2116.0	10	1586.98
STA 886+07.64 LT	TO	STA 905+00.17 LT	I-55 SB RT SHOULDERS	1892.5	10	1419.40
STA 700+00.00 LT	TO	STA 905+00.17 LT	I-55 SB RT SHOULDERS	20500.2	10	15375.13
STA 829+50.80	TO	STA 830+04.33	MEDIAN CROSS-OVER	53.5	44	120.23
STATION EQUATION: STA 905+00.17 BK = STA 46+77.14 AH						
STA 46+77.14 RT	TO	STA 103+50.00 RT	I-55 NB	5672.9	36	20422.30
STA 46+77.14 LT	TO	STA 103+50.00 LT	I-55 SB	5672.9	36	20422.30
STA 46+77.14 RT	TO	STA 103+50.00 RT	I-55 NB LT/RT SHOULDERS	5672.9	20	8509.29
STA 46+77.14 LT	TO	STA 103+50.00 LT	I-55 SB LT/RT SHOULDERS	5672.9	20	8509.29
STA 904+62.73 LT	TO	STA 46+92.27 LT	MEDIAN CROSS-OVER	53.5	44	141.05
					I-55 SUBTOTAL:	*264412.84*
STA 35+15.00	TO	STA 48+33.60	800TH AVE TRAVEL LANES	1318.6	22-41	1961.50
STA 35+15.00	TO	STA 48+33.60	800TH AVE SHOULDERS	1318.6	4-8	636.62
STA 0+11.13 RT	TO	STA 1+14.90 RT	OLD ROUTE 66 RT SHOULDER	150.0	4	15.00
STA 0+11.13 LT	TO	STA 1+15.40 LT	OLD ROUTE 66 LT SHOULDER	139.0	4	13.90
					SOUTH 800TH AVE MAINLINE:	*2627.02*
BRIDGE OMISSION: STA 48+33.60 TO STA 51+92.95						
STA 51+55.66	TO	STA 62+80.00	800TH AVE TRAVEL LANES	1124.3	22-41	1628.25
STA 51+55.66	TO	STA 62+80.00	800TH AVE SHOULDERS	1124.3	4-8	874.40
					NORTH 800TH AVE MAINLINE.	*2502.65*
STA 0+00.00	TO	STA 16+55.30	RAMP A	1655.3	16 & VAR	1341.23
STA 0+00.00	TO	STA 16+55.30	RAMP A SHOULDERS	1655.3	4-6	839.30
STA 2+92.20 LT	TO	STA 6+56.32 LT	RAMP A GORE	364.1	VAR	181.75
STA 0+23.34	TO	STA 27+93.93	RAMP B	2770.6	16 & VAR	1877.36
STA 0+23.34	TO	STA 27+93.93	RAMP B SHOULDERS	2770.6	4-6	1396.98
STA 16+51.21 LT	TO	STA 18+61.26 LT	RAMP B GORE	210.1	VAR	53.20
STA 0+00.00 RT	TO	STA 18+13.60 RT	RAMP C	1813.6	16 & VAR	1521.81
STA 0+00.00 RT	TO	STA 18+13.60 RT	RAMP C SHOULDERS	1813.6	4-6	918.32
STA 3+03.73 LT	TO	STA 8+08.24 LT	RAMP C GORE	504.5	VAR	169.09
STA 0+23.76 RT	TO	STA 26+31.92 RT	RAMP D	2608.2	16 & VAR	1846.53
STA 0+23.76 RT	TO	STA 26+31.92 RT	RAMP D SHOULDERS	2608.2	4-6	1315.98
STA 14+85.92 RT	TO	STA 18+75.82 RT	RAMP D GORE	389.9	VAR	205.17
					RAMP SUBTOTAL:	*11666.70*
					TOTAL:	*281209.20*
					USE:	**281210**

MODEL: Schedule 1 [Sheet]
FILE NAME: pw:\\bdot-pw.bentley.com:PWBDOT\Documents\BDOT Offices\District 6\ORD Projects\D672791\CADData\CADSheets\D672791 • sht- Schedule of Quantities.dgn

USER NAME = Cloyd.Jack	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 10/26/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	11
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			

JOINT SEAL

STATION		STATION	ROAD NAME	DESCRIPTION	40600370 LONGITUDINAL JOINT SEAL FOOT
STA 700+00.00 RT	TO	STA 905+00.17 RT	I-55 NB	BETWEEN ML & DL	20500.17
STA 700+00.00 RT	TO	STA 905+00.17 RT	I-55 NB	BETWEEN ML & PL	20500.17
STA 845+47.12 RT	TO	STA 848+50.22 RT	I-55 NB	BETWEEN DL & RAMP C	303.10
STA 880+93.78 RT	TO	STA 888+42.36 RT	I-55 NB	BETWEEN DL & RAMP D	748.58
STA 700+00.00 LT	TO	STA 905+00.17 LT	I-55 SB	BETWEEN ML & DL	20500.17
STA 700+00.00 LT	TO	STA 905+00.17 LT	I-55 SB	BETWEEN ML & PL	20500.17
STA 847+04.56 LT	TO	STA 856+26.28 LT	I-55 SB	BETWEEN ML & RAMP B	921.72
STA 883+14.48 LT	TO	STA 886+07.15 LT	I-55 SB	BETWEEN ML & RAMP A	292.67
STATION EQUATION: STA 905+00.17 BK = STA 46+77.14 AH					
STA 46+77.14 RT	TO	STA 103+50.00 RT	I-55 NB	BETWEEN ML & DL	5672.86
STA 46+77.14 RT	TO	STA 103+50.00 RT	I-55 NB	BETWEEN ML & PL	5672.86
STA 46+77.14 LT	TO	STA 103+50.00 LT	I-55 SB	BETWEEN ML & DL	5672.86
STA 46+77.14 LT	TO	STA 103+50.00 LT	I-55 SB	BETWEEN ML & PL	5672.86
				I-55 MAINLINE SUBTOTAL:	*106958.19*
STA 35+15.00	TO	STA 38+47.07	800TH AVE	LANE LINE	332.07
STA 43+03.36 LT	TO	STA 47+85.49 LT	800TH AVE	LANE LINE/ LEFT TURN LANE	482.13
				SOUTH 800TH AVE SUBTOTAL:	*814.20*
STA 52+09.70 RT	TO	STA 57+03.40 RT	800TH AVE	LANE LINE/ LEFT TURN LANE	493.70
				NORTH 800TH AVE SUBTOTAL:	*493.70*
				TOTAL:	*108266.09*
				USE:	**108267**

HMA BINDER COURSE

*HMA BINDER COURSE: 0.056 TONS/(SQ YD *IN)*

STATION		STATION	ROAD NAME	LENGTH (FT)	PAVEMENT WIDTH (FT)	THICKNESS (IN)	40605005 POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT 9.5, N80 (TON)	40605015 POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT 12.5, N80 (TON)
STA 700+00.00 RT	TO	STA 905+00.17 RT	I-55 NB	20500.2	36	3.0		13776.11
STA 700+00.00 RT	TO	STA 905+00.17 RT	I-55 NB	20500.2	36	1.5	6888.06	
STA 700+00.00 LT	TO	STA 905+00.17 LT	I-55 SB	20500.2	36	3.0		13776.11
STA 700+00.00 LT	TO	STA 905+00.17 LT	I-55 SB	20500.2	36	1.5	6888.06	
STATION EQUATION: STA 905+00.17 BK = STA 46+77.14 AH								
STA 46+77.14 RT	TO	STA 103+50.00 RT	I-55 NB	5672.9	36	3.0		3812.16
STA 46+77.14 RT	TO	STA 103+50.00 RT	I-55 NB	5672.9	36	1.5	1906.08	
STA 46+77.14 LT	TO	STA 103+50.00 LT	I-55 SB	5672.9	36	3.0		3812.16
STA 46+77.14 LT	TO	STA 103+50.00 LT	I-55 SB	5672.9	36	1.5	1906.08	
						TOTAL:	*17588.28*	*35176.55*
						USE:	**17589**	**35177**

PAVEMENT CONNECTOR

STATION		STATION	ROAD NAME	SHORT WIDTH (FT)	LONG WIDTH (FT)	42000080 PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB (SQ YD)	42000060 WELDED WIRE REINFORCEMENT (SQ YD)
STA 48+09.55 RT	TO	STA 48+36.60 RT	800TH AVE	15	27.09	47.0	47
STA 51+79.55 RT	TO	STA 52+07.95 RT	800TH AVE	15	28.35	55.0	55
STA 47+85.49 LT	TO	STA 48+14.34 LT	800TH AVE	15	28.85	57.0	57
STA 51+55.66 LT	TO	STA 51+83.91 LT	800TH AVE	15	28.25	53.0	53
					SOUTH 800TH AVE SUBTOTAL:	*104*	*104*
					NORTH 800TH AVE SUBTOTAL:	*108*	*108*
					TOTAL:	**212**	**212**

SURFACE COURSE

*HMA SURFACE COURSE: 0.056 TONS/(SQ YD *IN)*

STATION		STATION	ROAD NAME	LENGTH (FT)	PAVEMENT WIDTH (FT)	AREA (SQ FT)	THICKNESS (IN)	40600990 TEMPORARY RAMP (SQ YD)	40604050 HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50 (TON)	40604062 HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70 (TON)	40605024 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "E", N80 (TON)	40800050 INCIDENTAL HOT-MIX ASPHALT SURFACING (TON)
STA 700+00.00 RT	TO	STA 905+00.17 RT	I-55 NB	20500.2	36		1.5	80.0			6888.06	
STA 700+00.00 LT	TO	STA 905+00.17 LT	I-55 SB	20500.2	36		1.5	80.0			6888.06	
STA 829+50.80	TO	STA 830+04.33	MEDIAN CROSS-OVER	53.5		1603	3					29.92
STATION EQUATION: STA 905+00.17 BK = STA 46+77.14 AH												
STA 46+77.14 RT	TO	STA 103+50.00 RT	I-55 NB	5672.9	36		1.5	80.0			1906.08	
STA 46+77.14 LT	TO	STA 103+50.00 LT	I-55 SB	5672.9	36		1.5	80.0			1906.08	
STA 904+62.73 LT	TO	STA 46+92.27 LT	MEDIAN CROSS-OVER	53.5		1644	3					30.69
							I-55 MAINLINE SUBTOTAL:	*320.0*			*17588.28*	*60.61*
STA 35+15.00	TO	STA 48+33.60	800TH AVE	1318.6	22-41		2	26.7	488.20			
							SOUTH 800TH AVE SUBTOTAL:	*26.7*	*488.20*			
BRIDGE OMISSION: STA 48+33.60 TO STA 51+92.95												
STA 51+55.66	TO	STA 62+80.00	800TH AVE	1124.3	22-41		2	26.7	405.25			
							NORTH 800TH AVE SUBTOTAL:	*26.7*	*405.25*			
STA 0+00.00	TO	STA 16+55.30	RAMP A	1655.3	16 & VAR		2	35.6		333.82		
STA 2+92.20 LT	TO	STA 6+56.32 LT	RAMP A GORE	364.1	VAR		2			45.24		
STA 0+23.34	TO	STA 27+93.93	RAMP B	2770.6	16 & VAR		2	35.6		467.25		
STA 16+51.21 LT	TO	STA 18+61.26 LT	RAMP B GORE	210.1	VAR		2			13.24		
STA 0+00.00 RT	TO	STA 18+13.60 RT	RAMP C	1813.6	16 & VAR		2	35.6		378.76		
STA 3+03.73 LT	TO	STA 8+08.24 LT	RAMP C GORE	504.5	VAR		2			74.29		
STA 0+23.76 RT	TO	STA 26+31.92 RT	RAMP D	2608.2	16 & VAR		2	35.6		459.58		
STA 14+85.92 LT	TO	STA 18+75.82 LT	RAMP D GORE	389.9	VAR		2			23.40		
								RAMP SUBTOTAL:	*142.2*		*1795.58*	
							TOTAL:	*515.56*	*893.45*	*1795.58*	17588.28	60.61
							USE:	**516**	**894**	**1796**	**17589**	**61**

MEDIANS AND GUTTERS

STATION		STATION	ROAD NAME	MEDIAN WIDTH (FT)	44000500 COMBINATION CURB AND GUTTER REMOVAL (FOOT)	44003100 MEDIAN REMOVAL (SQ FT)	60608600 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.06 (FOOT)	60609800 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.18 (FOOT)	60618300 CONCRETE MEDIAN SURFACE, 4 INCH (SQ FT)	60624600 CORRUGATED MEDIAN (SQ FT)	73500300 REMOVE AND RELOCATE GROUND MOUNTED SIGN SUPPORT (EACH)	X6060500 CORRUGATED MEDIAN REMOVAL (SQ FT)
STA 36+85.85 RT	TO	STA 37+00.81 RT	800TH AVE/ OLD RTE 66 (CORNER ISLAND)		36.30	53.10	13.20	23.00	53.10		1	
STA 38+47.69	TO	STA 40+45.46	800TH AVE	18 & VAR	399.00	1928.00	399.00		1928.00		1	
STA 43+22.12	TO	STA 43+48.16	800TH AVE	18 & VAR	59.00	222.00	59.00		222.00			
STA 47+64.32	TO	STA 48+24.55	800TH AVE	17 & VAR	112.00	809.00	112.00		809.00		1	
					SOUTH 800TH AVE SUBTOTAL:	*606.30*	*3012.10*	*583.20*	*23.00*	*3012.10*		*3.00*	
BRIDGE OMISSION: STA 48+33.60 TO STA 51+92.95												
STA 51+68.91	TO	STA 52+29.55	800TH AVE	18 & VAR	113.00	821.00	113.00		821.00		1	
STA 53+59.60	TO	STA 53+84.55	800TH AVE	18 & VAR	50.00	92.00	50.00		92.00			
STA 59+67.58	TO	STA 61+52.51	800TH AVE	18 & VAR	375.00	1683.00	375.00		1683.00		1	
STA 60+52.93	TO	STA 62+79.39	800TH AVE	VAR						1278.00		1278.00
					NORTH 800TH AVE SUBTOTAL:	*538.00*	*2596.00*	*538.00*		*2596.00*	*1278.00*	*2.00*	*1278.00*
					TOTAL:	*1144.30*	*5608.10*	*1121.20*	*23.00*	*5608.10*	*1278.00*	*5.00*	*1278.00*
					USE:	**1145**	**5609**	**1122**	**23**	**5609**	**1278**	**5**	**1278**

MODEL: Schedule 2 [Sheet]
FILE NAME: pw://ilbidwp.bentley.com:PWIDOT\Documents\IDOT Offices\District 6\ORD Projects\D6727911\CADData\CADSheets\D6727911 - site Schedule of Quantities.dgn

USER NAME = Cloyd.Jack	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 10/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	12
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			

HMA SURFACE REMOVAL SCHEDULE

STATION		STATION	ROAD NAME	LENGTH (FT)	PAVEMENT WIDTH (FT)	RT SHOULDER WIDTH (FT)	LT SHOULDER WIDTH (FT)	44000157 HOT-MIX ASPHALT SURFACE REMOVAL, 2" (SQ YD)	44000161 HOT-MIX ASPHALT SURFACE REMOVAL, 3" (SQ YD)	X4401198 HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (SQ YD)	44000173 HOT-MIX ASPHALT SURFACE REMOVAL, 6" (SQ YD)
STA 700+00.00 RT	TO	STA 905+00.17 RT	I-55 NB MAINLINE	20500.2	36						82000.68
STA 700+00.00 RT	TO	STA 845+46.85 RT	I-55 NB RT SHOULDER	14546.9		10				16163.17	
STA 853+62.42 RT	TO	STA 876+93.97 RT	I-55 NB RT SHOULDER	2331.6		10				2590.61	
STA 888+42.35 RT	TO	STA 905+00.17 RT	I-55 NB RT SHOULDER	1657.8		10				1842.02	
STA 700+00.00 RT	TO	STA 905+00.17 RT	I-55 NB LT SHOULDER	20500.2			10			22777.97	
STA 700+00.00 LT	TO	STA 905+00.17 LT	I-55 SB MAINLINE	20500.2	36						82000.68
STA 700+00.00 LT	TO	STA 847+04.50 LT	I-55 SB RT SHOULDER	14704.5		10				16338.33	
STA 858+34.21 LT	TO	STA 879+50.18 LT	I-55 SB RT SHOULDER	2116.0		10				2351.08	
STA 886+07.64 LT	TO	STA 905+00.17 LT	I-55 SB RT SHOULDER	1892.5		10				2102.81	
STA 700+00.00 LT	TO	STA 905+00.17 LT	I-55 SB LT SHOULDER	20500.2			10			22777.97	
STA 829+50.80	TO	STA 830+04.33	MEDIAN CROSS-OVER	53.5	44				178.11		
STATION EQUATION: STA 905+00.17 BK = STA 46+77.14 AH											
STA 46+77.14 RT	TO	STA 103+50.00 RT	I-55 NB MAINLINE	5672.9	36						22691.44
STA 46+77.14 RT	TO	STA 103+50.00 RT	I-55 NB RT SHOULDER	5672.9		10				6303.18	
STA 46+77.14 RT	TO	STA 103+50.00 RT	I-55 NB LT SHOULDER	5672.9			10			6303.18	
STA 46+77.14 LT	TO	STA 103+50.00 LT	I-55 SB MAINLINE	5672.9	36						22691.44
STA 46+77.14 LT	TO	STA 103+50.00 LT	I-55 SB RT SHOULDER	5672.9		10				6303.18	
STA 46+77.14 LT	TO	STA 103+50.00 LT	I-55 SB LT SHOULDER	5672.9			10			6303.18	
STA 904+62.73 LT	TO	STA 46+92.27 LT	MEDIAN CROSS-OVER	53.5	44				182.67		
							I-55 MAINLINE SUBTOTAL:		*360.78*	*112156.67*	*209384.24*
STA 35+15.00	TO	STA 48+33.60	800TH AVE TRAVEL LANES	1318.6	22-41			4358.90			
STA 35+15.00	TO	STA 48+33.60	800TH AVE LT/RT SHOULDER	1318.6		4-8	4-8	1414.70			
							SOUTH 800TH AVE SUBTOTAL:	*5773.60*			
BRIDGE OMISSION: STA 48+33.60 TO STA 51+92.95											
STA 51+55.66	TO	STA 62+80.00	800TH AVE	1124.3	22-41			3618.30			
STA 51+55.66	TO	STA 62+80.00	800TH AVE	1124.3		4-8	4-8	1943.10			
							NORTH 800TH AVE SUBTOTAL:	*5561.40*			
STA 0+00.00	TO	STA 16+55.30	RAMP A	1655.3	16 & VAR			2980.50			
STA 0+00.00	TO	STA 6+51.76	RAMP A RT SHOULDER	651.8		10		724.18			
STA 6+51.76	TO	STA 16+55.30	RAMP A RT SHOULDER	1003.5		6		669.03			
STA 6+51.76	TO	STA 16+55.30	RAMP A LT SHOULDER	1003.5			4	446.02			
STA 2+92.20 LT	TO	STA 6+56.32 LT	RAMP A GORE	364.1	VAR			403.89			
STA 0+23.34	TO	STA 27+93.93	RAMP B	2770.6	16 & VAR			4171.90			
STA 0+23.34	TO	STA 16+51.21	RAMP B RT SHOULDER	1627.9		6		1085.25			
STA 16+71.87	TO	STA 27+93.93	RAMP B RT SHOULDER	1122.1		10		1246.73			
STA 0+23.34	TO	STA 16+51.21	RAMP B LT SHOULDER	1627.9			4	723.50			
STA 16+51.21 LT	TO	STA 18+61.26 LT	RAMP B GORE	210.1	VAR			118.22			
STA 0+00.00	TO	STA 18+13.60	RAMP C	1813.6	16 & VAR			3381.80			
STA 0+00.00	TO	STA 7+41.40	RAMP C RT SHOULDER	741.4		10		823.78			
STA 7+41.40	TO	STA 18+13.60	RAMP C RT SHOULDER	1072.2		6		714.80			
STA 8+08.24	TO	STA 18+13.60	RAMP C LT SHOULDER	1005.4			4	446.83			
STA 3+03.73 LT	TO	STA 8+08.24 LT	RAMP C GORE	504.5	VAR			375.76			
STA 0+23.76	TO	STA 26+31.92	RAMP D	2608.2	16 & VAR	6	4	4103.40			
STA 0+23.76	TO	STA 14+85.92	RAMP D RT SHOULDER	1462.2		6		974.77			
STA 14+85.92	TO	STA 26+31.92	RAMP D RT SHOULDER	1146.0		10		1273.33			
STA 0+23.76	TO	STA 14+85.92	RAMP D RT SHOULDER	1462.2			4	649.85			
STA 14+85.92 LT	TO	STA 18+75.82 LT	RAMP D GORE	389.9	VAR			455.93			
							RAMP SUBTOTAL:	*25769.46*			
							TOTAL:	*37104.46*	*360.78*	*112156.67*	*209384.24*
							USE:	**37105**	**361**	**112157**	**209385**

NOTE: THE INTENT OF THE 6"± HMA SURFACE REMOVAL IS TO EXPOSE BARE CONCRETE.

PAVEMENT PATCHING

ESTIMATED QUANTITIES

STATION		STATION	44200620 CLASS A PATCHES, TYPE II, 14 INCH (SQ YD)	44200624 CLASS A PATCHES, TYPE III, 14 INCH (SQ YD)	44200628 CLASS A PATCHES, TYPE IV, 14 INCH (SQ YD)	44213204 TIE BARS 3/4" (EACH)	44213000 PATCHING REINFORCEMENT (SQ YD)	44213200 SAW CUTS (FOOT)
STA 700+00.00	TO	STA 905+00.17	25.0	37.5	37.5	30	100	234
STATION EQUATION: STA 905+00.17 BK = STA 46+77.14 AH								
STA 46+77.14	TO	STA 103+50.00	25.0	37.5	37.5	30	100	234
		TOTAL:	**50**	**75**	**75**	**60**	**200**	**468**

AGG SHOULDERS

APPLICATION RATE: 1.6 TONS/CY

STATION		STATION	ROAD NAME	LENGTH (FT)	WIDTH (FT)	INSIDE THICKNESS (IN)	OUTSIDE THICKNESS (IN)	48102100 AGGREGATE WEDGE SHOULDER, TYPE B (TON)
STA 700+00.00 RT	TO	STA 905+00.17 RT	I-55 NB	20500.2	3	3	1.5	1366.68
STA 700+00.00 LT	TO	STA 905+00.17 LT	I-55 SB	20500.2	3	3	1.5	1366.68
STATION EQUATION: STA 905+00.17 BK = STA 46+77.14 AH								
STA 46+77.14 RT	TO	STA 103+50.00 RT	I-55 NB	5672.9	3	3	1.5	378.19
STA 46+77.14 LT	TO	STA 103+50.00 LT	I-55 SB	5672.9	3	3	1.5	378.19
							I-55 MAINLINE SUBTOTAL:	3489.74
STA 35+15.00	TO	STA 48+33.60	800TH AVE	1318.6	3	3	1.5	87.91
STA 0+11.13 RT	TO	STA 1+14.90 RT	OLD ROUTE 66	150.0	3	3	1.5	10.00
STA 0+11.13 LT	TO	STA 1+15.40 LT	OLD ROUTE 66	139.0	3	3	1.5	9.27
							SOUTH 800TH AVE SUBTOTAL:	*107.17*
BRIDGE OMISSION: STA 48+33.60 TO STA 51+92.95								
STA 51+55.66	TO	STA 62+80.00	800TH AVE	1124.3	3	3	1.5	74.96
							NORTH 800TH AVE SUBTOTAL:	*74.96*
STA 0+00.00	TO	STA 16+55.30	RAMP A	1655.3	3	3	1.5	110.35
STA 0+23.34	TO	STA 27+93.93	RAMP B	2770.6	3	3	1.5	184.71
STA 0+00.00	TO	STA 18+13.60	RAMP C	1813.6	3	3	1.5	120.91
STA 0+23.76	TO	STA 26+31.92	RAMP D	2608.2	3	3	1.5	173.88
							RAMP SUBTOTAL:	589.84
							TOTAL:	*4261.71*
							USE:	**4262**

MODEL: Schedule 3 [Sheet]
FILE NAME: pw:\\bdcpw.bentley.com:PWDOT\Documents\IDOT Offices\District 6\ORD Projects\D672791\CADData\CADsheets\D672791 - sht- Schedule of Quantities.dgn

USER NAME = CloydJack	DESIGNED -	REVISED -	
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PLOT DATE = 10/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	13
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			

DRAINAGE

STATION		STATION	ROAD NAME	DESCRIPTION	25100635 HEAVY DUTY EROSION CONTROL BLANKET (SQ YD)	28100107 STONE RIPRAP, CLASS A4 (SQ YD)	50105220 PIPE CULVERT REMOVAL (FOOT)	54248510 CONCRETE COLLAR (CU YD)	54262712 METAL FLARED END SECTIONS 12" (EACH)	60100945 PIPE DRAINS 12" (FOOT)	60103700 PIPE DRAINS, CORRUGATED STEEL 18" (FOOT)	60260100 INLETS TO BE ADJUSTED (EACH)	60500060 REMOVING INLETS (EACH)	61000050 CONCRETE THRUST BLOCKS (EACH)	61000115 TYPE E INLET BOX, STANDARD 610001 (EACH)	X6010003 PIPE DRAIN REMOVAL (FOOT)	X6024505 INLETS TO BE RECONSTRUCTED WITH SALVAGED FRAME AND GRATE (EACH)
STA 807+02.45	TO	STA 807+08.44	I-55	18" CMP			6	0.50			6						
STA 844+00.00			I-55	MEDIAN INLET	25.9												1
				I-55 SUBTOTAL:	*25.9*		*6.0*	*0.5*			*6.0*						*1*
STA 39+17.88 RT			800TH AVE	RAISED MEDIAN INLET								1					
STA 47+93.44 LT			800TH AVE	SHOULDER INLET		25			1	103				1	1		
STA 48+21.66 LT			800TH AVE	SHOULDER INLET									1			85	
STA 48+23.55 RT			800TH AVE	SHOULDER INLET		25											
									1	121				1	1		
STA 48+57.41 RT			800TH AVE	SHOULDER INLET									1			120	
				SOUTH 800TH AVE SUBTOTAL:		*50*			*2*	*224*		*1*	*2*	*2*	*2*	*205*	
BRIDGE OMISSION: STA 48+33.60 TO STA 51+92.95																	
STA 51+35.82 LT			800TH AVE	SHOULDER INLET									1			120	
STA 51+71.27 RT			800TH AVE	SHOULDER INLET									1			100	
STA 51+69.16 LT			800TH AVE	SHOULDER INLET		25			1	147				1	1		
STA 51+99.99 RT			800TH AVE	SHOULDER INLET		25			1	125				1	1		
STA 59+99.50 LT			800TH AVE	RAISED MEDIAN INLET								1					
				NORTH 800TH AVE SUBTOTAL:		*50*			*2*	*272*		*1*	*2*	*2*	*2*	*220*	
				TOTAL:	**26**	**100**	**6**	**0.5**	**4**	**496**	**6**	**2**	**4**	**4**	**4**	**425**	**1**

GUARDRAIL

STATION		STATION	LENGTH (FT)	ROAD NAME	63000003 STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS (FOOT)	63100045 TRAFFIC BARRIER TERMINAL, TYPE 2 (EACH)	63100085 TRAFFIC BARRIER TERMINAL, TYPE 6 (EACH)	63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT (EACH)	63200310 GUARDRAIL REMOVAL (FOOT)	72501000 TERMINAL MARKER - DIRECT APPLIED (EACH)	78200005 GUARDRAIL REFLECTORS, TYPE A (EACH)	78200010 BARRIER WALL REFLECTORS, TYPE B (EACH)
STA 742+56.52 LT	TO	STA 745+44.02 RT	287.5	I-55 SB	237.5	1		1	267	1	4	
STA 866+99.46 LT	TO	STA 868+86.96 LT	187.5	I-55 SB	125.0	1		1	189	1	4	
STA 865+78.87 RT	TO	STA 867+66.37 RT	187.5	I-55 NB	125.0	1		1	189	1	4	
				I-55 MAINLINE SUBTOTAL:	*487.5*	*3.0*		*3.0*	*644.1*	*3.0*	*12*	
STA 47+15.15 RT	TO	STA 48+52.65 RT	137.5	800TH AVE NB	50.0		1	1	125	1	4	
STA 48+51.98 RT	TO	STA 51+77.15 RT	325.2	800TH AVE NB								4
STA 48+16.34 LT	TO	STA 51+41.51 RT	325.2	800TH AVE SB								4
				SOUTH 800TH AVE SUBTOTAL:	*50.0*		*1*	*1*	*125.0*	*1*	*4*	*8*
STA 51+40.91 LT	TO	STA 52+78.41 LT	137.5	800TH AVE SB	50.0		1	1	125	1	4	
				NORTH 800TH AVE SUBTOTAL:	*50.0*		*1*	*1*	*125.0*	*1*	*4*	
				TOTAL:	**588**	**3**	**2**	**5**	**895**	**5**	**20**	**8**

RAISED REFLECTIVE PAVEMENT MARKERS

STATION		STATION	ROAD NAME	LENGTH (FT)	LANE LINE LOCATION	COLOR	NUMBER OF LANE LINES	NUMBER OF REFLECTORS	SPACING (FT)	78100100 RAISED REFLECTIVE PAVEMENT MARKER (EACH)	78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL (EACH)
STA 700+00.00 RT	TO	STA 905+00.17 RT	I-55 NB	20500.2	LANE LINE	CRYSTAL	2	2	80	1029	1029
STA 700+00.00 LT	TO	STA 905+00.17 LT	I-55 SB	20500.17	LANE LINE	CRYSTAL	2	2	80	1029	1029
STATION EQUATION: STA 905+00.17 BK = STA 46+77.14 AH											
STA 46+77.14 RT	TO	STA 103+50.00 RT	I-55 NB	5672.9	LANE LINE	CRYSTAL	2	2	80	288	288
STA 46+77.14 LT	TO	STA 103+50.00 LT	I-55 SB	5672.9	LANE LINE	CRYSTAL	2	2	80	288	288
									I-55 SUBTOTAL:	2633	2633
STA 0+00.00	TO	STA 6+56.32	RAMP A	656.3	OUTSIDE EOP	CRYSTAL	1	1	20	33	33
STA 2+99.53	TO	STA 6+56.32	RAMP A	356.8	RAMP ADJACENT GORE	CRYSTAL	1	1	40	9	9
STA 2+99.53	TO	STA 6+56.32	RAMP A	356.8	MAINLINE ADJACENT GORE	CRYSTAL	1	1	40	9	9
STA 6+56.32	TO	STA 10+85.44	RAMP A	429.1	INSIDE EOP	AMBER	1	1	40	11	11
STA 0+00.00	TO	STA 8+08.24	RAMP C	808.2	OUTSIDE EOP	CRYSTAL	1	1	20	41	41
STA 3+03.73	TO	STA 8+08.24	RAMP C	504.5	RAMP ADJACENT GORE	CRYSTAL	1	1	40	13	13
STA 3+03.73	TO	STA 8+08.24	RAMP C	504.5	MAINLINE ADJACENT GORE	CRYSTAL	1	1	40	13	13
STA 8+08.24	TO	STA 15+49.43	RAMP C	741.2	INSIDE EOP	AMBER	1	1	40	19	19
									RAMPS SUBTOTAL:	148	148
									TOTAL:	**2781**	**2781**

MODEL: Schedule 4 [Sheet]
FILE NAME: pw:///dot-pw.bentley.com:PWDOT/Documents/IDOT Offices-District 6/ORD Projects/D672791/CADData/CADSheets/D672791 - sht- Schedule of Quantities.dgn

USER NAME = CloydJack	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 10/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	14
		CONTRACT NO. 72791		
		ILLINOIS	FED. AID PROJECT	

DELINEATORS

								63500105		
STATION		STATION	ROAD NAME	LENGTH (FT)	CURVE RADIUS (FT)	SPACING (FT)	CRYSTAL SINGLE DELINEATORS (EACH)	CRYSTAL DOUBLE DELINEATORS (EACH)	AMBER SINGLE DELINEATORS (EACH)	X6350120 DELINEATOR REMOVAL (EACH)
STA 700+00.00 RT	TO	STA 805+96.75 RT	I-55 NB MAINLINE	10596.8		400	26			26
STA 805+96.75 RT	TO	STA 813+96.77	I-55 NB MAINLINE	800.0	3832.58	175	5			5
STA 813+96.77 RT	TO	STA 845+47.12	I-55 NB MAINLINE	3150.3		400	8			8
STA 888+42.36 RT	TO	STA 891+47.15 RT	I-55 NB MAINLINE	304.8		400	1			1
STA 891+47.15 RT	TO	STA 902+47.97 RT	I-55 NB MAINLINE	1100.8	3820.77	175	6			6
STA 700+00.00 LT	TO	STA 805+96.75 LT	I-55 SB MAINLINE	10596.8		400	26			26
STA 805+96.75 LT	TO	STA 813+96.77 LT	I-55 SB MAINLINE	800.0	3832.58	175	5			5
STA 813+96.77 LT	TO	STA 847+04.58 LT	I-55 SB MAINLINE	3307.8		400	8			8
STA 886+07.15 LT	TO	STA 891+47.15 LT	I-55 SB MAINLINE	540.0		400	1			1
STA 891+47.15 LT	TO	STA 902+47.97 LT	I-55 SB MAINLINE	1100.8	3820.77	175	6			6
STATION EQUATION: STA 905+00.17 BK = STA 46+77.14 AH										
STA 902+47.97 RT	TO	STA 103+50.00 RT	I-55 NB	5925.1		400	15			15
STA 902+47.97 LT	TO	STA 103+50.00 LT	I-55 SB	5925.1		400	15			15
						I-55 SUBTOTAL:	123			123
STA 0+00.00	TO	STA 6+56.32	RAMP A	656.3		100		7		7
STA 6+56.32	TO	STA 10+85.44	RAMP A	429.1		100	4			4
STA 6+56.32	TO	STA 16+06.05	RAMP A	949.7		100			9	9
STA 0+82.00	TO	STA 16+51.21	RAMP B	1569.2		100			16	16
STA 9+46.19	TO	STA 16+51.21	RAMP B	705.0		100	7			7
STA 16+51.21	TO	STA 27+93.93	RAMP B	1142.7		100		11		11
STA 0+00.00	TO	STA 8+08.24	RAMP C	808.2		100		8		8
STA 8+08.24	TO	STA 13+00.00	RAMP C	491.8		100	5			5
STA 8+08.24	TO	STA 17+58.73	RAMP C	950.5		100			10	10
STA 1+24.58	TO	STA 14+85.92	RAMP D	1361.3		100			14	14
STA 9+56.64	TO	STA 14+85.92	RAMP D	529.3		100	5			5
STA 14+85.92	TO	STA 26+31.92	RAMP C	1146.0		100		11		11
						RAMPS SUBTOTAL:	*22*	*38*	*48*	*107*
						SUBTOTAL:	*144*	*38*	*48*	*230*
						TOTAL:		**230**		**230**

HMA SHOULDERS

*APPLICATION RATE: .056 TONS/(SQ YD*IN)*

STATION		STATION	ROAD NAME	LENGTH (FT)	RT SHOULDER WIDTH (FT)	LT SHOULDER WIDTH (FT)	THICKNESS (IN)	35501308 HOT-MIX ASPHALT BASE COURSE, 6" (SQ YD)	48203100 HOT-MIX ASPHALT SHOULDERS (TON)	64200116 SHOULDER RUMBLE STRIPS, 16 INCH (FOOT)
STA 700+00.00 RT	TO	STA 845+46.85 RT	I-55 NB	14546.9	10		3		2715.41	14546.85
STA 853+62.42 RT	TO	STA 876+93.97 RT	I-55 NB	2331.6	10		3		435.22	2331.55
STA 888+42.35 RT	TO	STA 905+00.17 RT	I-55 NB	1657.8	10		3		309.46	1657.82
STA 700+00.00 RT	TO	STA 905+00.17 RT	I-55 NB	20500.2		10	3		3826.70	20500.17
STA 700+00.00 LT	TO	STA 847+04.50 LT	I-55 SB	14704.5	10		3		2744.84	14704.50
STA 858+34.21 LT	TO	STA 879+50.18 LT	I-55 SB	2116.0	10		3		394.98	2115.97
STA 886+07.64 LT	TO	STA 905+00.17 LT	I-55 SB	1892.5	10		3		353.27	1892.53
STA 700+00.00 LT	TO	STA 905+00.17 LT	I-55 SB	20500.2		10	3		3826.70	20500.17
STATION EQUATION: STA 905+00.17 BK = STA 46+77.14 AH										
STA 46+77.14 RT	TO	STA 103+50.00 RT	I-55 NB	5672.9	10	10	3		2117.87	11345.72
STA 46+77.14 LT	TO	STA 103+50.00 LT	I-55 SB	5672.9	10	10	3		2117.87	11345.72
							I-55 MAINLINE SUBTOTAL:		*18842.32*	*100941.00*
STA 0+11.13 RT	TO	STA 1+14.90 RT	OLD ROUTE 66	150.0	4		2	66.7	7.47	
STA 0+11.13 LT	TO	STA 1+15.40 LT	OLD ROUTE 66	139.0	4		2	61.8	6.92	
STA 35+15.00	TO	STA 48+33.60	800TH AVE	1318.6	4-8	4-8	2		158.45	
							SOUTH 800TH AVE SUBTOTAL:	*128.44*	*172.83*	
BRIDGE OMISSION: STA 48+33.60 TO STA 51+92.95										
STA 51+55.66 LT	TO	STA 62+80.00	800TH AVE	1124.3	4-8	4-8	2		217.63	
							NORTH 800TH AVE SUBTOTAL:		*217.63*	
STA 0+00.00	TO	STA 6+51.76	RAMP A	651.8	10		2		81.11	
STA 6+51.76	TO	STA 16+55.30	RAMP A	1003.5	6	4	2		124.88	
STA 16+71.87	TO	STA 27+93.93	RAMP B	1122.1	10		2		139.63	
STA 0+23.34	TO	STA 16+51.21	RAMP B	1627.9	6	4	2		202.58	
STA 0+00.00	TO	STA 7+41.40	RAMP C	741.4	10		2		92.26	
STA 7+41.40	TO	STA 8+08.24	RAMP C	66.8	6		2		4.99	
STA 8+08.24	TO	STA 18+13.60	RAMP C	1005.4	6	4	2		125.11	
STA 0+23.76	TO	STA 14+85.92	RAMP D	1462.2	6	4	2		181.96	
STA 14+85.92	TO	STA 26+31.92	RAMP D	1146.0	10		2		142.61	
							RAMP SUBTOTAL:		*1095.14*	
							TOTAL:	*128.44*	*20327.92*	*100941.00*
							USE:	**129**	**20328**	**100941**

USER NAME = Cloyd.Jack	DESIGNED -	REVISED -	**STATE OF ILLINOIS**
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 10/25/2023	DATE -	REVISED -	

SCHEDULE OF QUANTITIES

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	15
		CONTRACT NO. 72791		
	ILLINOIS	FED. AID PROJECT		

SHORT TERM PAVEMENT MARKING

STATION		STATION	ROAD NAME	DESCRIPTION	LENGTH	APPLICATIONS	70300100 SHORT TERM PAVEMENT MARKING (FOOT)	70300150 SHORT TERM PAVEMENT MARKING REMOVAL (SQ FT)
STA 700+00.00 RT	TO	STA 905+00.17 RT	I-55 NB	LANE LINES SKIP DASH	20500.17	3	12300	4100
STA 700+00.00 RT	TO	STA 905+00.17 RT	I-55 SB	EDGE LINE SKIP DASH	20500.17	2	1640	547
STA 700+00.00 LT	TO	STA 905+00.17 LT	I-55 SB	LANE LINES SKIP DASH	20500.17	3	12300	4100
STA 700+00.00 LT	TO	STA 905+00.17 LT	I-55 SB	EDGE LINE SKIP DASH	20500.17	2	1640	547
STATION EQUATION: STA 905+00.17 BK = STA 46+77.14 AH								
STA 46+77.14 RT	TO	STA 103+50.00 RT	I-55 NB	LANE LINES SKIP DASH	5672.86	3	3404	1135
STA 46+77.14 RT	TO	STA 103+50.00 RT	I-55 NB	EDGE LINE SKIP DASH	5672.86	2	454	151
STA 46+77.14 RT	TO	STA 103+50.00 RT	I-55 NB	LANE LINES SKIP DASH	5672.86	3	3404	1135
STA 46+77.14 LT	TO	STA 103+50.00 LT	I-55 SB	EDGE LINE SKIP DASH	5672.86	2	454	151
STA 845+47.12 RT	TO	STA 848+50.22 RT	I-55 NB	RT EDGE LINE BETWEEN D L& RAMP C	303.10	2	24	8
STA 880+86.10 RT	TO	STA 888+42.36 RT	I-55 NB	RT EDGE LINE BETWEEN D L& RAMP D	756.26	2	61	20
STA 847+04.58 LT	TO	STA 856+26.28 LT	I-55 SB	RT EDGE LINE BETWEEN D L& RAMP B	921.70	2	74	25
STA 883+14.48 LT	TO	STA 886+07.09 LT	I-55 SB	RT EDGE LINE BETWEEN D L& RAMP A	292.61	2	23	8
STA 848+50.22 RT	TO	STA 853+62.42 RT	I-55 NB	OFF RAMP (RAMP C) CHEVRON OUTLINE	1015.00	2	81	27
STA 879+44.23 LT	TO	STA 883+14.48 LT	I-55 SB	OFF RAMP (RAMP A) CHEVRON OUTLINE	741.00	2	59	20
						I-55 MAINLINE SUBTOTAL:	*35918*	*11973*
STA 35+15.00 RT	TO	STA 36+00.13 RT	800TH AVE	RT EDGE LINE (NB OUTSIDE EOP)	85.13	2	27	9
STA 37+93.88 RT	TO	STA 42+40.12 RT	800TH AVE	RT EDGE LINE (NB OUTSIDE EOP)	446.24	2	143	48
STA 43+93.45 RT	TO	STA 56+32.67 RT	800TH AVE	RT EDGE LINE (NB OUTSIDE EOP)	1239.22	2	397	132
STA 57+60.66 RT	TO	STA 62+80.00 RT	800TH AVE	RT EDGE LINE (NB OUTSIDE EOP)	519.34	2	166	55
STA 38+48.63 LT	TO	STA 38+68.66 LT	800TH AVE	RT EDGELINE (NB INSIDE EOP)	20.03	2	6	2
STA 38+68.66 RT	TO	STA 43+47.12 RT	800TH AVE	RT EDGE LINE (NB INSIDE EOP)	478.46	2	153	51
STA 44+34.25 RT	TO	STA 52+90.60 RT	800TH AVE	RT EDGE LINE (NB INSIDE EOP)	856.35	2	274	91
STA 52+90.60 LT	TO	STA 55+63.47 LT	800TH AVE	RT EDGE LINE (NB INSIDE EOP)	272.87	2	87	29
STA 56+60.97 LT	TO	STA 56+65.65 LT	800TH AVE	RT EDGELINE (NB INSIDE EOP)	4.68	3	2	1
STA 56+65.65 RT	TO	STA 62+79.26 RT	800TH AVE	RT EDGE LINE (NB INSIDE EOP)	613.61	2	196	65
STA 35+15.00 LT	TO	STA 42+34.41 LT	800TH AVE	LT EDGE LINE (SB OUTSIDE EOP)	719.41	2	230	77
STA 43+68.15 LT	TO	STA 56+15.63 LT	800TH AVE	LT EDGE LINE (SB OUTSIDE EOP)	1247.48	2	399	133
STA 57+35.55 LT	TO	STA 62+80.00 LT	800TH AVE	LT EDGE LINE (SB OUTSIDE EOP)	544.45	3	261	87
STA 38+48.84 LT	TO	STA 43+39.14 LT	800TH AVE	LT EDGE LINE (SB INSIDE EOP)	490.30	2	157	52
STA 43+39.14 RT	TO	STA 43+47.66 RT	800TH AVE	LT EDGE LINE (SB INSIDE EOP)	8.52	2	3	1
STA 44+33.80 RT	TO	STA 46+86.49 RT	800TH AVE	LT EDGE LINE (SB INSIDE EOP)	252.69	2	81	27
STA 46+86.49 LT	TO	STA 55+63.29 LT	800TH AVE	LT EDGELINE (SB INSIDE EOP)	876.80	2	281	94
STA 56+62.63 LT	TO	STA 62+79.39 LT	800TH AVE	LT EDGELINE (SB INSIDE EOP)	616.76	2	197	66
STA 44+33.80 LT	TO	STA 46+13.80 LT	800TH AVE	LT TURN LANE LINE (LEFT ONTO RAMP D)	180.00	2	58	19
STA 54+44.71 RT	TO	STA 55+81.62 RT	800TH AVE	LT TURN LANE LINE (LEFT ONTO RAMP B)	136.91	2	44	15
						SOUTH 800TH AVE SUBTOTAL:	*1782*	*594*
						NORTH 800TH AVE SUBTOTAL:	*1380*	*460*
STA 6+61.68	TO	STA 16+54.20	RAMP A	RTEDGE LINE	992.52	2	318	106
STA 6+61.68	TO	STA 16+55.28	RAMP A	LT EDGE LINE	993.60	2	318	106
STA 0+00.00	TO	STA 2+92.20	RAMP A	LANE LINE	292.20	2	94	31
STA 0+14.43	TO	STA 18+61.26	RAMP B	RTEDGE LINE	1846.83	2	591	197
STA 0+33.43	TO	STA 18+61.26	RAMP B	LT EDGE LINE	1827.83	2	585	195
STA 18+61.26	TO	STA 27+93.93	RAMP B	LANE LINE	932.67	2	298	99
STA 8+09.24	TO	STA 18+12.91	RAMP C	RTEDGE LINE	1003.67	2	321	107
STA 8+09.24	TO	STA 18+13.83	RAMP C	LT EDGE LINE	1004.59	2	321	107
STA 0+00.00	TO	STA 3+03.73	RAMP C	LANE LINE	303.73	2	97	32
STA 0+04.23	TO	STA 18+75.82	RAMP D	RTEDGE LINE	1871.59	2	599	200
STA 0+43.12	TO	STA 18+75.82	RAMP D	LT EDGE LINE	1832.70	2	586	195
STA 18+87.64	TO	STA 26+31.92	RAMP D	LANE LINE	744.28	2	238	79
						RAMP SUBTOTAL:	*4367*	*1456*
						SUB-TOTAL:	*43447.30*	*14482.43*
						TOTAL:	**43448**	**14483**

UNDERDRAIN OUTLET CLEANING

STATION	ROAD NAME	OFFSET	X6010100 CLEANING UNDERDRAIN OUTLETS (EACH)	X6670201 OUTLET MARKER (EACH)
STA 702+13.00	I55 NB	RT & LT	2	2
STA 707+58.00	I55 NB	RT & LT	2	2
STA 712+05.00	I55 NB	RT & LT	2	2
STA 716+53.00	I55 NB	RT & LT	2	2
STA 721+00.00	I55 NB	RT & LT	2	2
STA 724+98.00	I55 NB	RT & LT	2	2
STA 731+00.00	I55 NB	RT & LT	2	2
STA 737+00.00	I55 NB	RT & LT	2	2
STA 743+50.00	I55 NB	RT & LT	2	2
STA 747+78.00	I55 NB	RT & LT	2	2
STA 752+00.00	I55 NB	RT & LT	2	2
STA 757+38.00	I55 NB	RT & LT	2	2
STA 762+75.00	I55 NB	RT & LT	2	2
STA 768+00.00	I55 NB	RT & LT	2	2
STA 774+00.00	I55 NB	RT & LT	2	2
STA 780+00.00	I55 NB	RT & LT	2	2
STA 784+03.00	I55 NB	RT & LT	2	2
STA 788+06.00	I55 NB	RT & LT	2	2
STA 796+25.00	I55 NB	RT & LT	2	2
STA 800+00.00	I55 NB	RT & LT	2	2
STA 804+00.00	I55 NB	RT & LT	2	2
STA 806+25.00	I55 NB	RT	1	1
STA 815+62.00	I55 NB	RT	1	1
STA 820+47.00	I55 NB	RT	1	1
STA 820+50.00	I55 NB	RT	1	1
STA 825+50.00	I55 NB	RT	1	1
STA 806+25.00	I55 NB	LT	1	1
STA 811+75.00	I55 NB	LT	1	1
STA 817+20.00	I55 NB	LT	1	1
STA 822+20.00	I55 NB	LT	1	1
STA 827+20.00	I55 NB	LT	1	1
STA 830+47.00	I55 NB	RT	1	1
STA 835+47.00	I55 NB	RT	1	1
STA 840+47.00	I55 NB	RT	1	1
STA 832+20.00	I55 NB	LT	1	1
STA 837+60.00	I55 NB	LT	1	1
STA 843+00.00	I55 NB	LT	1	1
STA 849+00.00	I55 NB	LT	1	1
STA 854+03.00	I55 NB	LT	1	1
STA 859+03.00	I55 NB	LT	1	1
STA 856+53.00	I55 NB	RT	1	1
STA 861+00.00	I55 NB	RT	1	1
STA 864+03.00	I55 NB	LT	1	1
STA 869+03.00	I55 NB	LT	1	1
STA 871+47.00	I55 NB	LT	1	1
STA 874+03.00	I55 NB	LT	1	1
STA 879+03.00	I55 NB	LT	1	1
STA 884+00.00	I55 NB	LT	1	1
STA 865+03.00	I55 NB	RT	1	1
STA 869+03.00	I55 NB	RT	1	1
STA 874+03.00	I55 NB	RT	1	1
STA 889+03.00	I55 NB	LT	1	1
STA 894+03.00	I55 NB	LT	1	1
STA 900+03.00	I55 NB	LT	1	1
STA 885+00.00	I55 NB	RT	1	1
STA 890+03.00	I55 NB	RT	1	1
STA 894+00.00	I55 NB	RT	1	1
STA 899+03.00	I55 NB	RT	1	1
STA 6+00.00	RAMP C	RT	1	1
STA 7+25.00	RAMP C	RT	1	1
STA 11+25.00	RAMP C	RT	1	1
STA 11+35.00	RAMP C	LT	1	1
STA 5+27.00	RAMP D	RT	1	1
STA 8+27.00	RAMP D	RT	1	1
STA 12+97.00	RAMP D	RT	1	1
STA 17+97.00	RAMP D	RT	1	1
STA 22+87.00	RAMP D	RT	1	1
STA 5+27.00	RAMP D	LT	1	1
STA 8+27.00	RAMP D	LT	1	1
STA 12+97.00	RAMP D	LT	1	1
		SUBTOTAL 1:	*91*	*91*

UNDERDRAIN OUTLET CLEANING CONT.

STATION	ROAD NAME	OFFSET	X6010100 CLEANING UNDERDRAIN OUTLETS (EACH)	X6670201 OUTLET MARKER (EACH)
STA 702+13.00	I55 SB	RT & LT	2	2
STA 707+58.00	I55 SB	RT & LT	2	2
STA 712+05.00	I55 SB	RT & LT	2	2
STA 716+53.00	I55 SB	RT & LT	2	2
STA 721+00.00	I55 SB	RT & LT	2	2
STA 725+98.00	I55 SB	RT & LT	2	2
STA 731+00.00	I55 SB	RT & LT	2	2
STA 737+00.00	I55 SB	RT & LT	2	2
STA 743+50.00	I55 SB	RT	1	1
STA 747+78.00	I55 SB	RT	1	1
STA 752+00.00	I55 SB	RT & LT	2	2
STA 757+38.00	I55 SB	RT & LT	2	2
STA 762+75.00	I55 SB	RT & LT	2	2
STA 768+00.00	I55 SB	RT & LT	2	2
STA 743+00.00	I55 SB	LT	1	1
STA 747+53.00	I55 SB	LT	1	1
STA 774+00.00	I55 SB	RT & LT	2	2
STA 780+00.00	I55 SB	RT & LT	2	2
STA 784+03.00	I55 SB	RT & LT	2	2
STA 788+06.00	I55 SB	RT & LT	2	2
STA 796+25.00	I55 SB	RT & LT	2	2
STA 800+00.00	I55 SB	RT & LT	2	2
STA 804+00.00	I55 SB	RT & LT	2	2
STA 806+25.00	I55 SB	RT	1	1
STA 806+78.00	I55 SB	LT	1	1
STA 811+78.00	I55 SB	RT	1	1
STA 815+65.00	I55 SB	RT	1	1
STA 817+20.00	I55 SB	RT	1	1
STA 822+20.00	I55 SB	RT	1	1
STA 827+20.00	I55 SB	RT	1	1
STA 812+03.00	I55 SB	LT	1	1
STA 817+20.00	I55 SB	LT	1	1
STA 822+03.00	I55 SB	LT	1	1
STA 827+03.00	I55 SB	LT	1	1
STA 832+20.00	I55 SB	RT	1	1
STA 837+60.00	I55 SB	RT	1	1
STA 843+00.00	I55 SB	RT	1	1
STA 849+00.00	I55 SB	RT	1	1
STA 854+03.00	I55 SB	RT	1	1
STA 859+03.00	I55 SB	RT	1	1
STA 832+03.00	I55 SB	LT	1	1
STA 837+63.00	I55 SB	LT	1	1
STA 843+40.00	I55 SB	LT	1	1
STA 861+00.00	I55 SB	LT	1	1
STA 864+03.00	I55 SB	RT	1	1
STA 869+03.00	I55 SB	RT	1	1
STA 874+03.00	I55 SB	RT	1	1
STA 879+03.00	I55 SB	RT	1	1
STA 884+00.00	I55 SB	RT	1	1
STA 866+03.00	I55 SB	LT	1	1
STA 871+43.00	I55 SB	LT	1	1
STA 876+03.00	I55 SB	LT	1	1
STA 889+83.00	I55 SB	RT	1	1
STA 894+03.00	I55 SB	RT	1	1
STA 900+03.00	I55 SB	RT	1	1
STA 885+00.00	I55 SB	LT	1	1
STA 890+03.00	I55 SB	LT	1	1
STA 895+03.00	I55 SB	LT	1	1
STA 5+50.00	RAMP A	RT	1	1
STA 6+75.00	RAMP A	RT	1	1
STA 10+53.00	RAMP A	RT	1	1
STA 10+53.00	RAMP A	LT	1	1
STA 6+00.00	RAMP B	RT	1	1
STA 11+00.00	RAMP B	RT	1	1
STA 16+00.00	RAMP B	RT	1	1
STA 17+25.00	RAMP B	RT	1	1
STA 18+40.00	RAMP B	RT	1	1
STA 25+95.00	RAMP B	RT	1	1
STA 5+00.00	RAMP B	LT	1	1
STA 10+57.00	RAMP B	LT	1	1
STA 15+00.00	RAMP B	LT	1	1
		SUBTOTAL 2:	*90*	*90*
		TOTAL:	**181**	**181**

REV. - MS

USER NAME = Cloyd.Jack	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	16
		CONTRACT NO. 72791		
	ILLINOIS | FED. AID PROJECT			

					PAVEMENT MARKING													
											78009005							
STATION		STATION	ROAD NAME	DESCRIPTION	78011030 GROOVING FOR RECESSED PAVEMENT MARKING 6" (FOOT)	78011035 GROOVING FOR RECESSED PAVEMENT MARKING 7" (FOOT)	78011045 GROOVING FOR RECESSED PAVEMENT MARKING 9" (FOOT)	78011065 GROOVING FOR RECESSED PAVEMENT MARKING 13" (FOOT)	78011125 GROOVING FOR RECESSED PAVEMENT MARKING 25" (FOOT)	78011000 GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS AND SYMBOLS (SQ.FT)	MODIFIED URETHANE PAVEMENT MARKING - LINE 5" WHITE SOLID (FOOT)	MODIFIED URETHANE PAVEMENT MARKING - LINE 5" YELLOW SOLID (FOOT)	MODIFIED URETHANE PAVEMENT MARKING - LINE 5" WHITE SKIP DASH (FOOT)	78009006 MODIFIED URETHANE PAVEMENT MARKING - LINE 6" WHITE DOTTED (FOOT)	78009000 MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS WHITE (SQ.FT)	78009008 MODIFIED URETHANE PAVEMENT MARKING - LINE 8" WHITE SOLID (FOOT)	78009012 MODIFIED URETHANE PAVEMENT MARKING - LINE 12" WHITE SOLID (CHEVRONS) (FOOT)	78009024 MODIFIED URETHANE PAVEMENT MARKING - LINE 24" WHITE SOLID (FOOT)
STA 700+00.00 RT	TO	STA 905+00.17 RT	I-55 NB	RT EDGE LINE	20501						20501							
STA 700+00.00 RT	TO	STA 905+00.17 RT	I-55 NB	LT EDGE LINE	20501							20501						
STA 700+00.00 RT	TO	STA 905+00.17 RT	I-55 NB	LANE LINES	10252								10252					
STA 700+00.00 LT	TO	STA 905+00.17 LT	I-55 SB	RT EDGE LINE	20501						20501							
STA 700+00.00 LT	TO	STA 905+00.17 LT	I-55 SB	LT EDGE LINE	20501							20501						
STA 700+00.00 LT	TO	STA 905+00.17 LT	I-55 SB	LANE LINES	10252								10252					
STA 845+47.12 RT	TO	STA 848+50.22 RT	I-55 NB	RTEDGE LINE BETWEEN DL & RAMP C		303								303				
STA 848+50.22 RT	TO	STA 853+62.42 RT	I-55 NB	OFF RAMP (RAMP C) CHEVRON OUTLINE			1015									1015		
STA 848+50.22 RT	TO	STA 853+62.42 RT	I-55 NB	OFF RAMP (RAMP C) CHEVRONS				292									292	
STA 880+86.10 RT	TO	STA 888+42.36 RT	I-55 NB	RT EDGE LINE BETWEEN DL & RAMP D		756								756				
STA 847+04.58 LT	TO	STA 856+26.28 LT	I-55 SB	RTEDGE LINE BETWEEN DL & RAMP B		922								922				
STA 879+44.23 LT	TO	STA 883+14.48 LT	I-55 SB	OFF RAMP (RAMP A) CHEVRON OUTLINE			741									741		
STA 879+44.23 LT	TO	STA 883+14.48 LT	I-55 SB	OFF RAMP (RAMP A) CHEVRONS				195									195	
STA 883+14.48 LT	TO	STA 886+07.09 LT	I-55 SB	RT EDGE LINE BETWEEN DL & RAMP A		293								293				
STATION EQUATION: STA 905+00.17 BK = STA 46+77.14 AH																		
STA 46+77.14 RT	TO	STA 103+50.00 RT	I-55 NB	RT EDGE LINE	5673						5673							
STA 46+77.14 RT	TO	STA 103+50.00 RT	I-55 NB	LT EDGE LINE	5673							5673						
STA 46+77.14 RT	TO	STA 103+50.00 RT	I-55 NB	LANE LINES	2838								2838					
STA 46+77.14LT	TO	STA 103+50.00 LT	I-55 SB	RT EDGE LINE	5673						5673							
STA 46+77.14LT	TO	STA 103+50.00 LT	I-55 SB	LT EDGE LINE	5673							5673						
STA 46+77.14 LT	TO	STA 103+50.00 LT	I-55 SB	LANE LINES	2838								2838					
				I-55 MAINLINE SUBTOTAL:	*130876*	*2274*	*1756*	*487*			*52348*	*52348*	*26180*	*2274*		*1756*	*487*	
STA 35+15.00 RT	TO	STA 36+00.13 RT	800TH AVE	RT EDGE LINE (NB OUTSIDE EOP)							86							
STA 37+93.88 RT	TO	STA 42+40.12 RT	800TH AVE	RT EDGE LINE (NB OUTSIDE EOP)							447							
STA 43+93.45 RT	TO	STA 56+32.67 RT	800TH AVE	RT EDGE LINE (NB OUTSIDE EOP)							1240							
STA 57+60.66 RT	TO	STA 62+80.00 RT	800TH AVE	RT EDGE LINE (NB OUTSIDE EOP)							520							
STA 38+48.63 LT	TO	STA 38+68.66 LT	800TH AVE	RTEDGE LINE (NB INSIDE EOP)								21						
STA 38+68.66 RT	TO	STA 43+47.12 RT	800TH AVE	RT EDGE LINE (NB INSIDE EOP)								479						
STA 44+34.25 RT	TO	STA 52+90.60 RT	800TH AVE	RTEDGE LINE (NB INSIDE EOP)								857						
STA 52+90.60 LT	TO	STA 55+63.47 LT	800TH AVE	RT EDGE LINE (NB INSIDE EOP)								273						
STA 56+60.97 LT	TO	STA 56+65.65 LT	800TH AVE	RTEDGE LINE (NB INSIDE EOP)								5						
STA 56+65.65 RT	TO	STA 62+79.26 RT	800TH AVE	RTEDGE LINE (NB INSIDE EOP)								614						
STA 35+15.00 LT	TO	STA 42+34.41 LT	800TH AVE	LT EDGE LINE (SB OUTSIDE EOP)							720							
STA 43+68.15 LT	TO	STA 56+15.63 LT	800TH AVE	LT EDGE LINE (SB OUTSIDE EOP)							1248							
STA 57+35.55 LT	TO	STA 62+80.00 LT	800TH AVE	LT EDGE LINE (SB OUTSIDE EOP)							545							
STA 38+48.84 LT	TO	STA 43+39.14 LT	800TH AVE	LT EDGE LINE (SB INSIDE EOP)								491						
STA 43+39.14 RT	TO	STA 43+47.66 RT	800TH AVE	LT EDGE LINE (SB INSIDE EOP)								9						
STA 44+33.80 RT	TO	STA 46+86.49 RT	800TH AVE	LT EDGE LINE (SB INSIDE EOP)								253						
STA 46+86.49 LT	TO	STA 55+63.29 LT	800TH AVE	LT EDGE LINE (SB INSIDE EOP)								877						
STA 56+62.63 LT	TO	STA 62+79.39 LT	800TH AVE	LT EDGE LINE (SB INSIDE EOP)								617						
STA 44+33.80 LT	TO	STA 46+13.80 LT	800TH AVE	LTTURN LANE LINE (LEFT ONTO RAMP D)							180							
STA 54+44.71 RT	TO	STA 55+81.62 RT	800TH AVE	LT TURN LANE LINE (LEFT ONTO RAMP B)							137							
				SOUTH 800TH AVE SUBTOTAL:							*3058.60*	*2519.01*						
				NORTH 800TH AVE SUBTOTAL:							*2064.40*	*1976.99*						
STA 17+73.34 RT			RAMP C	RTTURN ARROW (RIGHT ONTO 800TH AVE)						15.6					15.6			
STA 17+79.65 LT			RAMP C	LT TURN ARROW (LEFT ONTO 800TH AVE)						15.6					15.6			
				RAMP SUBTOTAL:						*31.20*					*31.2*			
STA 44+58.79 LT			800TH AVE	LT TURN ARROW (LEFT ONTO RAMP D)						15.6					15.6			
STA 45+33.73 LT			800TH AVE	LT TURN ARROW (LEFT ONTO RAMP D)						15.6					15.6			
STA 46+09.66 LT			800TH AVE	LT TURN ARROW (LEFT ONTO RAMP D)						15.6					15.6			
STA 36+79.61 RT	TO	STA 37+33.88 RT	800TH AVE	ISLAND CHEVRON OUTLINE (ON OLD RTE 66)			158									158.0		
STA 36+79.61 RT	TO	STA 37+33.88 RT	800TH AVE	ISLAND CHEVRONS (ON OLD RTE 66)				97									97.0	
STA 36+76.84 RT			800TH AVE	STOP BAR (ON OLD RTE 66)					12									12.0
STA 37+16.28 RT			800TH AVE	STOP BAR (ON OLD RTE 66)					18									18.0
				SOUTH 800TH AVE SUBTOTAL:			*158*	*97*	*30*	*46.8*					*46.8*	*158.0*	*97.0*	*30.0*
STA 54+63.50 RT			800TH AVE	LT TURN ARROW (LEFT ONTO RAMP B)						15.6					15.6			
STA 55+38.53 RT			800TH AVE	LT TURN ARROW (LEFT ONTO RAMP B)						15.6					15.6			
				NORTH 800TH AVE SUBTOTAL:						*31.20*					*31.2*			
STA 16+20.89 RT			RAMP A	RTTURN ARROW (RIGHT ONTO 800TH AVE)						15.6					15.6			
STA 16+20.88 LT			RAMP A	LT TURN ARROW (LEFT ONTO 800TH AVE)						15.6					15.6			
STA 15+63.55 LT			RAMP C	WRONG WAY ARROW						15.6					15.6			
STA 16+88.65 LT			RAMP C	WRONG WAY ARROW						15.6					15.6			
STA 14+05.79 LT			RAMP A	WRONG WAY ARROW						15.6					15.6			
STA 15+30.81 LT			RAMP A	WRONG WAY ARROW						15.6					15.6			
				RAMP SUBTOTAL:						*93.60*					*93.6*			
STA 42+95.12 LT	TO	STA 43+42.21 LT	800TH AVE	ISLAND CHEVRON OUTLINE (ON RAMP C)			132									132		
STA 56+56.66 RT	TO	STA 57+04.99 RT	800TH AVE	ISLAND CHEVRON OUTLINE (ON RAMP A)			132									132		
STA 42+95.12 LT	TO	STA 43+42.21 LT	800TH AVE	ISLAND CHEVRONS (ON RAMP C)				54									54	
STA 56+56.66 RT	TO	STA 57+04.99 RT	800TH AVE	ISLAND CHEVRONS (ON RAMP A)				42									42	
				RAMP SUBTOTAL:			*264*	*96*								*264*	*96*	
STA 17+95.20 RT			RAMP C	STOP BAR					18									18
STA 18+03.28 LT			RAMP C	STOP BAR					18									18
STA 16+45.66 RT			RAMP A	STOP BAR					18									18
STA 16+46.72 LT			RAMP A	STOP BAR					18									18
STA 6+61.68	TO	STA 16+54.20	RAMP A	RT EDGE LINE	993						993							
STA 6+61.68	TO	STA 16+55.28	RAMP A	LT EDGE LINE	994							994						
STA 0+14.43	TO	STA 18+61.26	RAMP B	RT EDGE LINE	1847						1847							
STA 0+33.43	TO	STA 18+61.26	RAMP B	LT EDGE LINE	1828							1828						
STA 8+09.24	TO	STA 18+12.91	RAMP C	RT EDGE LINE	1004						1004							
STA 8+09.24	TO	STA 18+13.83	RAMP C	LT EDGE LINE	1005							1005						
STA 0+04.23	TO	STA 18+75.82	RAMP D	RT EDGE LINE	1872						1872							
STA 0+43.12	TO	STA 18+75.82	RAMP D	LT EDGE LINE	1833							1833						
				RAMP SUBTOTAL:	*11376*				*72*		*5716*	*5660*						*72*
				SUB-TOTAL:							*63187*	*62504*	*26180*					
				TOTAL:	**142252**	**2274**	**2178**	**680**	**102**	**203**		**151871**		**2274**	**203**	**2178**	**680**	**102**

REV. - MS

USER NAME = Cloyd.Jack	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 10/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	17
		CONTRACT NO. 72791		
		ILLINOIS FED. AID PROJECT		

1 Schedule 7

MODEL: Schedule 7 [Sheet]
FILE NAME: pw://illdot-pw.bentley.com:PWIDOTDocuments\IDOT Offices\District 6\ORD Projects\D6727291\CADData\CADSheets\D6727291 - sht- Schedule of Quantities.dgn

MOWING								
STATION		STATION	DESCRIPTION	WIDTH (FOOT)	LENGTH (FOOT)	ROAD NAME	APPLICATIONS	X2503000 MAINTENANCE MOWING (ACRE)
STA 700+92.62	TO	STA 905+00.17	MEDIAN DITCH	38	20408	I-55	2	35.61
STA 700+92.62 RT	TO	STA 905+00.17 RT	RT	15	20408	I-55	2	14.05
STA 700+92.62 LT	TO	STA 905+00.17 LT	RT	15	20408	I-55	2	14.05
STATION EQUATION: STA 905+00.17 BK = STA 46+77.14 AH								
STA 46+77.14	TO	STA 104+70.00	MEDIAN DITCH	38	5793	I-55	2	10.11
STA 46+77.14 RT	TO	STA 104+70.00 RT	RT	15	5793	I-55	2	3.99
STA 46+77.14 LT	TO	STA 104+70.00 LT	RT	15	5793	I-55	2	3.99
I-55 MAINLINE SUBTOTAL:								*81.80*
STA 6+61.68	TO	STA 16+54.20	RT	15	993	RAMP A	2	0.68
STA 6+61.68	TO	STA 16+55.28	LT	15	994	RAMP A	2	0.68
STA 0+14.43	TO	STA 18+61.26	RT	15	1847	RAMP B	2	1.27
STA 0+33.43	TO	STA 18+61.26	LT	15	1828	RAMP B	2	1.26
STA 8+09.24	TO	STA 18+12.91	RT	15	1004	RAMP C	2	0.69
STA 8+09.24	TO	STA 18+13.83	LT	15	1005	RAMP C	2	0.69
STA 0+04.23	TO	STA 18+75.82	RT	15	1872	RAMP D	2	1.29
STA 0+43.12	TO	STA 18+75.82	LT	15	1833	RAMP D	2	1.26
RAMP SUBTOTAL:								*7.83*
STA 35+15.00	TO	STA 48+33.60	RT	15	1319	800TH AVE	2	0.91
STA 35+15.00	TO	STA 48+33.60	LT	15	1319	800TH AVE	2	0.91
SOUTH 800TH AVE SUBTOTAL:								*1.82*
BRIDGE OMISSION: STA 48+33.60 TO STA 51+92.95								
STA 51+55.66	TO	STA 62+80.00	RT	15	1124	800TH AVE	2	0.77
STA 51+55.66	TO	STA 62+80.00	LT	15	1124	800TH AVE	2	0.77
NORTH 800TH AVE SUBTOTAL:								*1.55*
TOTAL:								*93.00*
USE:								**93**

REV. - MS

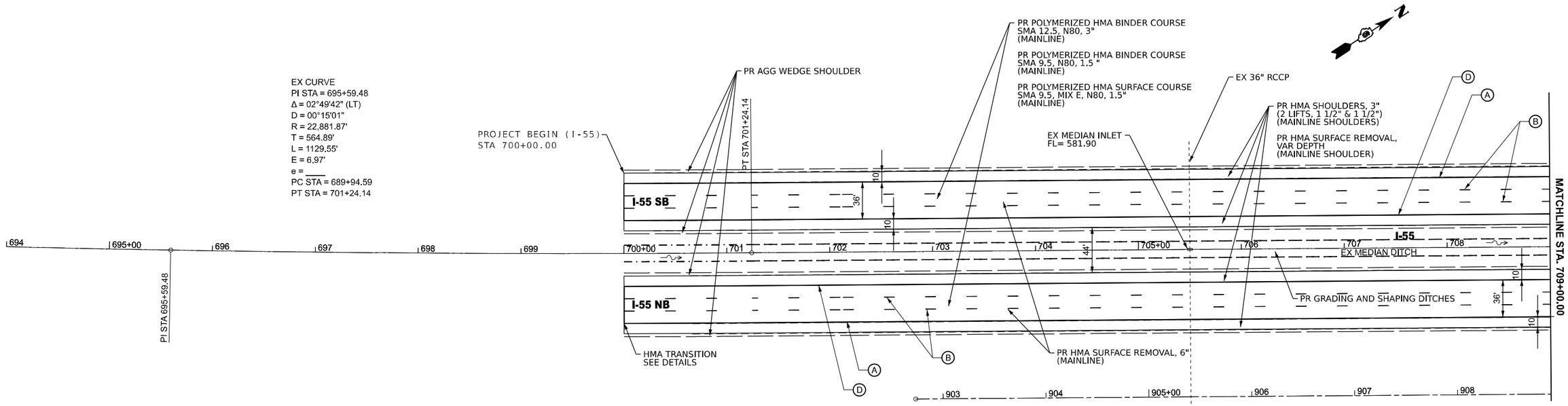
MODEL: Schedule 8 [Sheet]
FILE NAME: pw://idot-pw.bentley.com:PWIDOT/Documents/IDOT Offices/District 6/ORD Projects/D672791/CADData/CADSheets/D672791 - ath_Schedule of Quantities.dgn

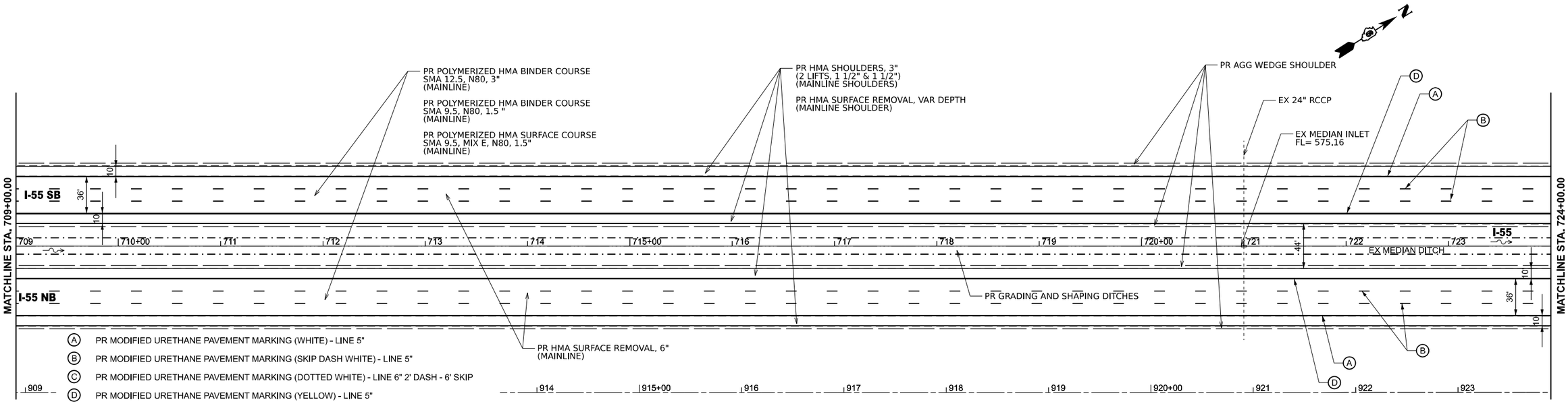
USER NAME = Cloyd.Jack	DESIGNED -	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 10/25/2023	DATE -	REVISED -	

SCHEDULE OF QUANTITIES

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	18
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			





(A) PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 5"
(B) PR MODIFIED URETHANE PAVEMENT MARKING (SKIP DASH WHITE) - LINE 5"
(C) PR MODIFIED URETHANE PAVEMENT MARKING (DOTTED WHITE) - LINE 6" 2' DASH - 6' SKIP
(D) PR MODIFIED URETHANE PAVEMENT MARKING (YELLOW) - LINE 5"
(E) PR MODIFIED URETHANE PAVEMENT MARKING (DOUBLE YELLOW) - LINE 5"
(F) PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 6"
(G) PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 12"
(H) PR MODIFIED URETHANE PAVEMENT MARKING(WHITE) - LINE 24"
(I) PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LETTERS & SYMBOLS

MODEL: A001 - Plan S [Sheet]
FILE NAME: pw:\\Bloc-pw.bentley.com:PWDOTDocuments\DOT Offices\District 6\ORD Projects\D072791\CADData\CADsheets\D072791-sht-plan

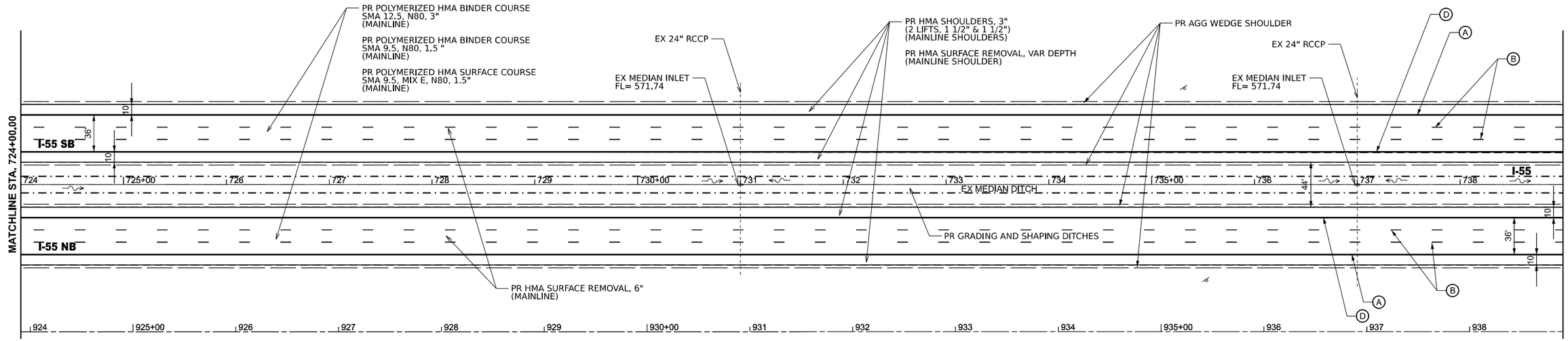
USER NAME = Cloyd.Jack	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/25/2023	DATE -	REVISED -	

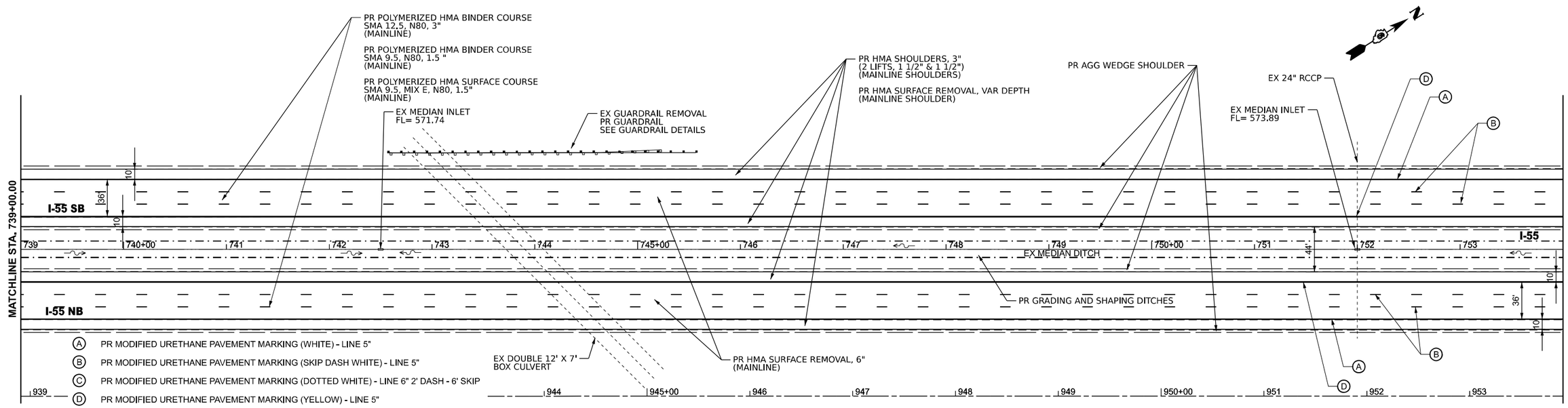
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-55

SCALE: 1"=50' | SHEET OF SHEETS | STA. | TO STA.

F.A. I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	19
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			





Ⓐ PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 5"
Ⓑ PR MODIFIED URETHANE PAVEMENT MARKING (SKIP DASH WHITE) - LINE 5"
Ⓒ PR MODIFIED URETHANE PAVEMENT MARKING (DOTTED WHITE) - LINE 6" 2' DASH - 6' SKIP
Ⓓ PR MODIFIED URETHANE PAVEMENT MARKING (YELLOW) - LINE 5"
Ⓔ PR MODIFIED URETHANE PAVEMENT MARKING (DOUBLE YELLOW) - LINE 5"
Ⓕ PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 6"
Ⓖ PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 12"
Ⓗ PR MODIFIED URETHANE PAVEMENT MARKING(WHITE) - LINE 24"
Ⓘ PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LETTERS & SYMBOLS

MODEL: A001 - Plan 7 [Sheet]
FILE NAME: pw:\\Bdcpw.bentley.com:PWIDOT\Documents\IDOT Offices\District 6\ORD Projects\D072791\CADData\CADdata\CA\Sheets\D072791-sht-plan

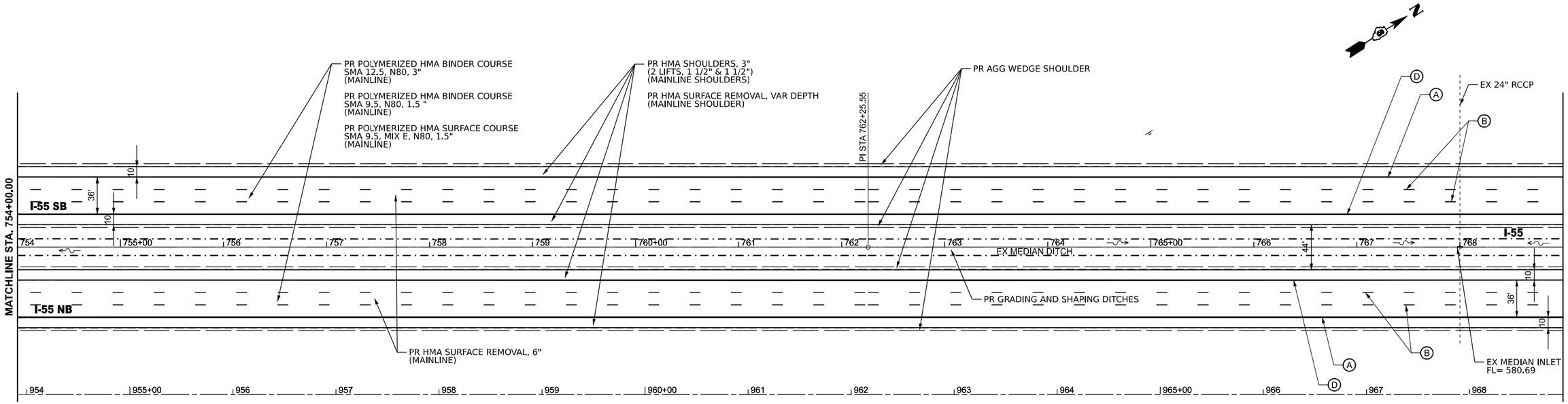
USER NAME = Cloyd.Jack	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/25/2023	DATE -	REVISED -	

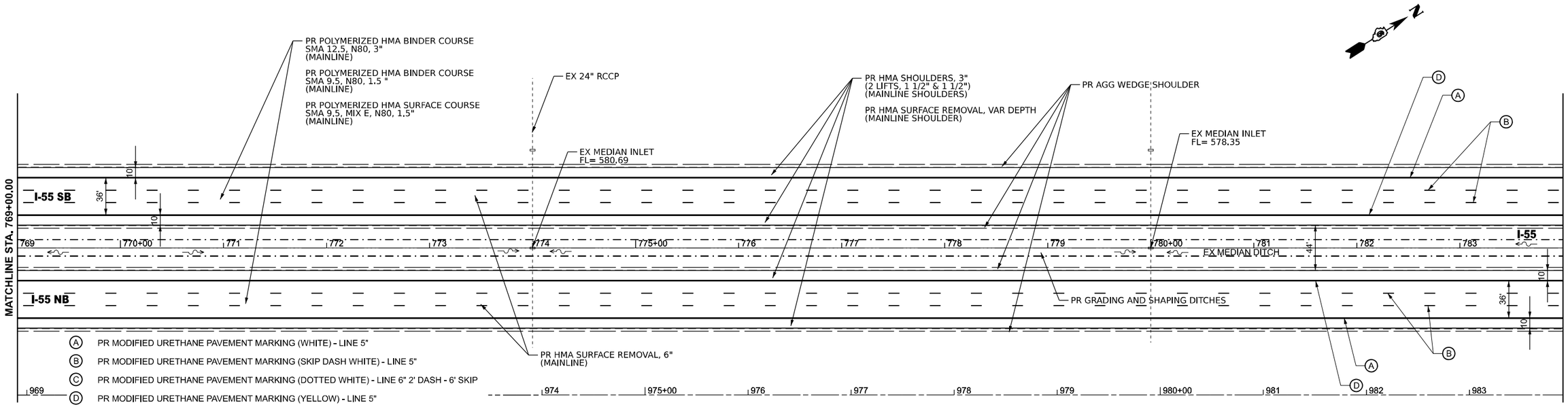
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-55

SCALE: 1"=50' | SHEET OF SHEETS | STA. | TO STA.

F.A. I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	20
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			





Ⓐ PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 5"
Ⓑ PR MODIFIED URETHANE PAVEMENT MARKING (SKIP DASH WHITE) - LINE 5"
Ⓒ PR MODIFIED URETHANE PAVEMENT MARKING (DOTTED WHITE) - LINE 6" 2' DASH - 6' SKIP
Ⓓ PR MODIFIED URETHANE PAVEMENT MARKING (YELLOW) - LINE 5"
Ⓔ PR MODIFIED URETHANE PAVEMENT MARKING (DOUBLE YELLOW) - LINE 5"
Ⓕ PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 6"
Ⓖ PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 12"
Ⓗ PR MODIFIED URETHANE PAVEMENT MARKING(WHITE) - LINE 24"
Ⓘ PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LETTERS & SYMBOLS

MODEL: A001 - Plan 9 [Sheet]
FILE NAME: pw:\\bbdpw.bentley.com:PWDOTDocuments\IDOT Offices\District 6\ORD Projects\D072791\CADData\CADSheets\D072791-sht-kdm

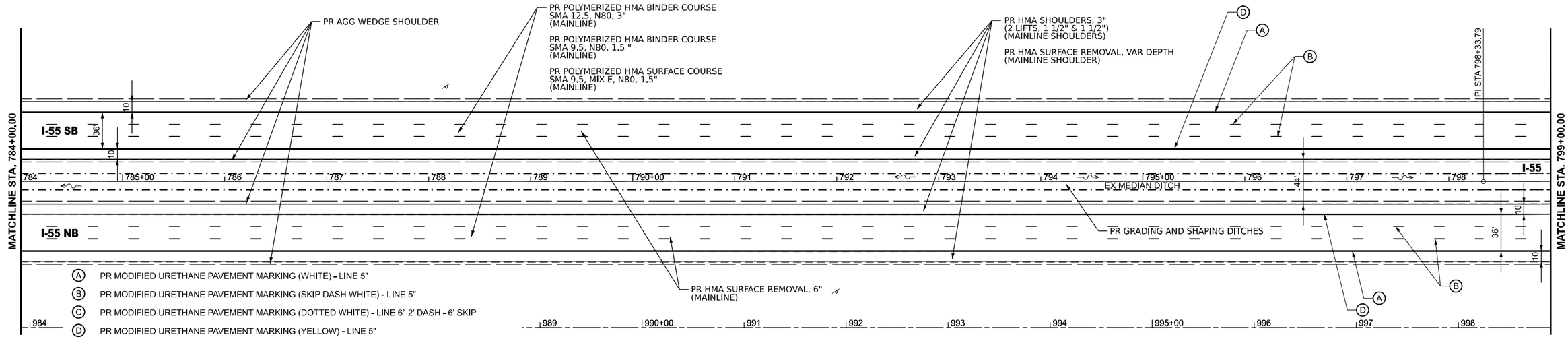
USER NAME = Cloyd.Jack	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

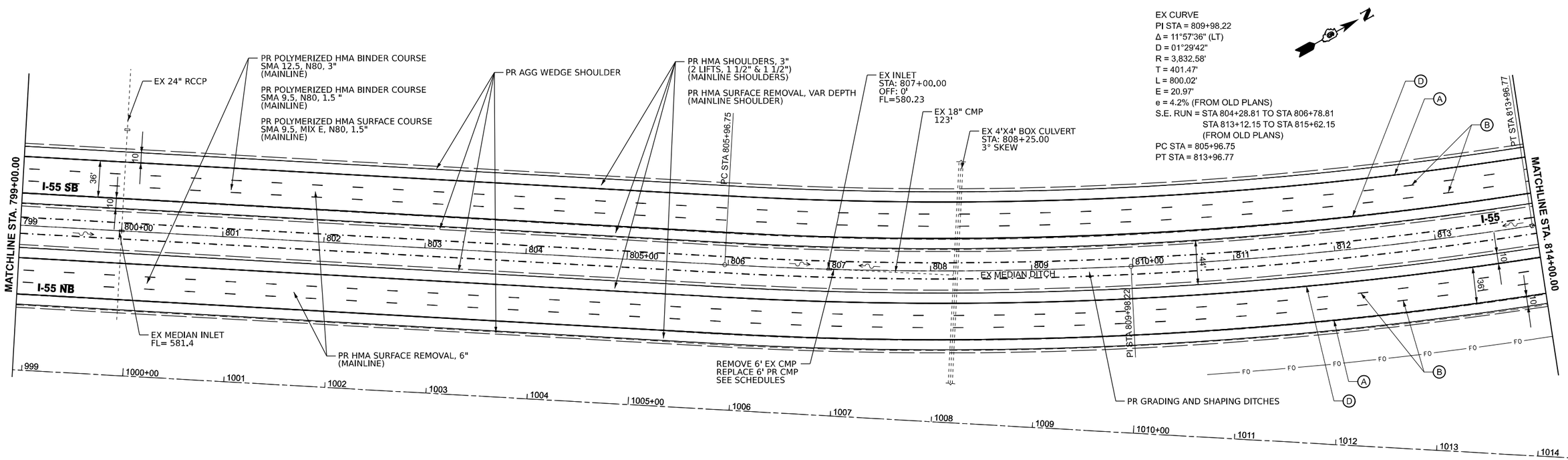
I–55

SCALE: 1"=50' | SHEET OF SHEETS | STA. | TO STA.

F.A. I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	21
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			



Ⓐ PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 5"
Ⓑ PR MODIFIED URETHANE PAVEMENT MARKING (SKIP DASH WHITE) - LINE 5"
Ⓒ PR MODIFIED URETHANE PAVEMENT MARKING (DOTTED WHITE) - LINE 6" 2' DASH - 6' SKIP
Ⓓ PR MODIFIED URETHANE PAVEMENT MARKING (YELLOW) - LINE 5"
Ⓔ PR MODIFIED URETHANE PAVEMENT MARKING (DOUBLE YELLOW) - LINE 5"
Ⓕ PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 6"
Ⓖ PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 12"
Ⓗ PR MODIFIED URETHANE PAVEMENT MARKING(WHITE) - LINE 24"
Ⓘ PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LETTERS & SYMBOLS



USER NAME = Cloyd.Jack	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 10/25/2023	DATE -	REVISED -	

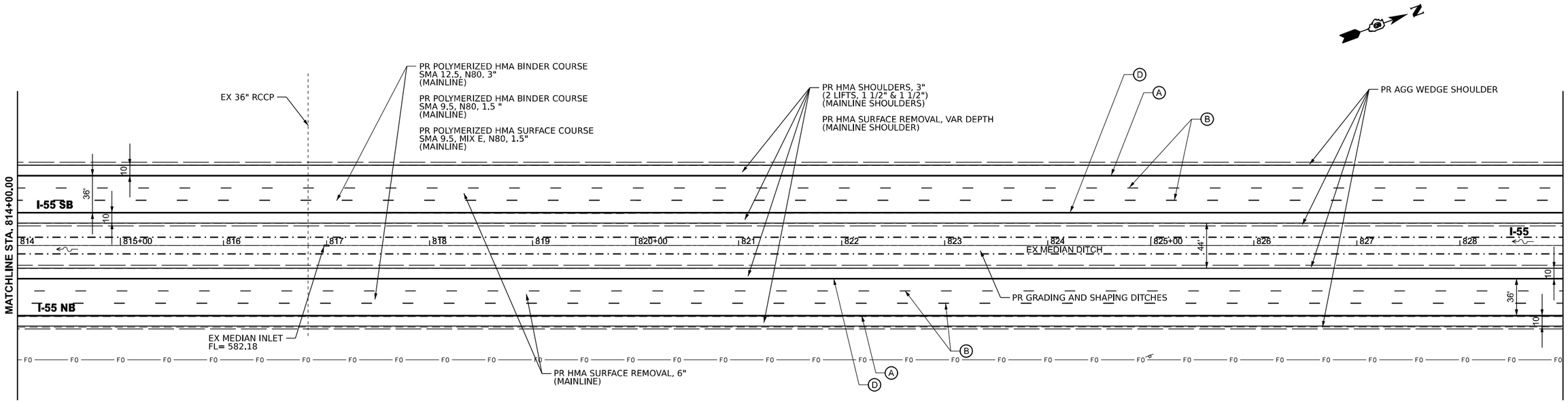
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

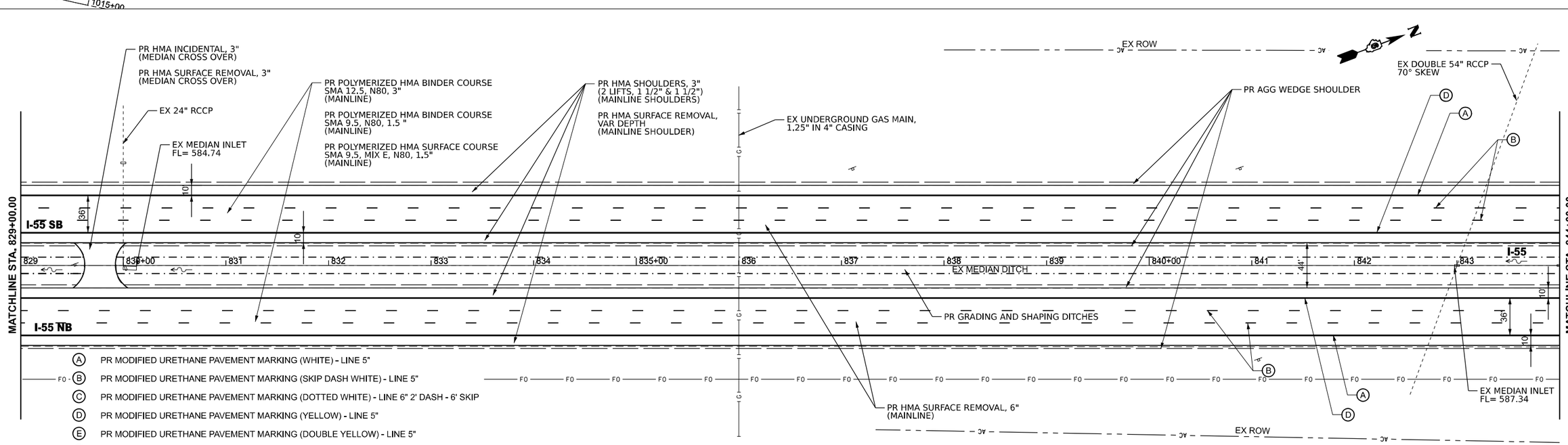
I-55

SCALE: 1"=50' | SHEET OF SHEETS | STA. | TO STA.

F.A. I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	22
		CONTRACT NO. 72791		
	ILLINOIS	FED. AID PROJECT		

MODEL: A01 - Plan 11 [Sheet]
FILE NAME: pw:\\Bidopw.bentley.com:PWIDOT\Documents\IDOT Offices\District 6\ORD Projects\D672791\CADData\CADSheets\D672791-sht-I-tbln





Ⓐ PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 5"
Ⓑ PR MODIFIED URETHANE PAVEMENT MARKING (SKIP DASH WHITE) - LINE 5"
Ⓒ PR MODIFIED URETHANE PAVEMENT MARKING (DOTTED WHITE) - LINE 6" 2' DASH - 6' SKIP
Ⓓ PR MODIFIED URETHANE PAVEMENT MARKING (YELLOW) - LINE 5"
Ⓔ PR MODIFIED URETHANE PAVEMENT MARKING (DOUBLE YELLOW) - LINE 5"
Ⓕ PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 6"
Ⓖ PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 12"
Ⓗ PR MODIFIED URETHANE PAVEMENT MARKING(WHITE) - LINE 24"
Ⓘ PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LETTERS & SYMBOLS

USER NAME = Cloyd.Jack	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -
PLOT DATE = 10/25/2023	DATE -	REVISED -

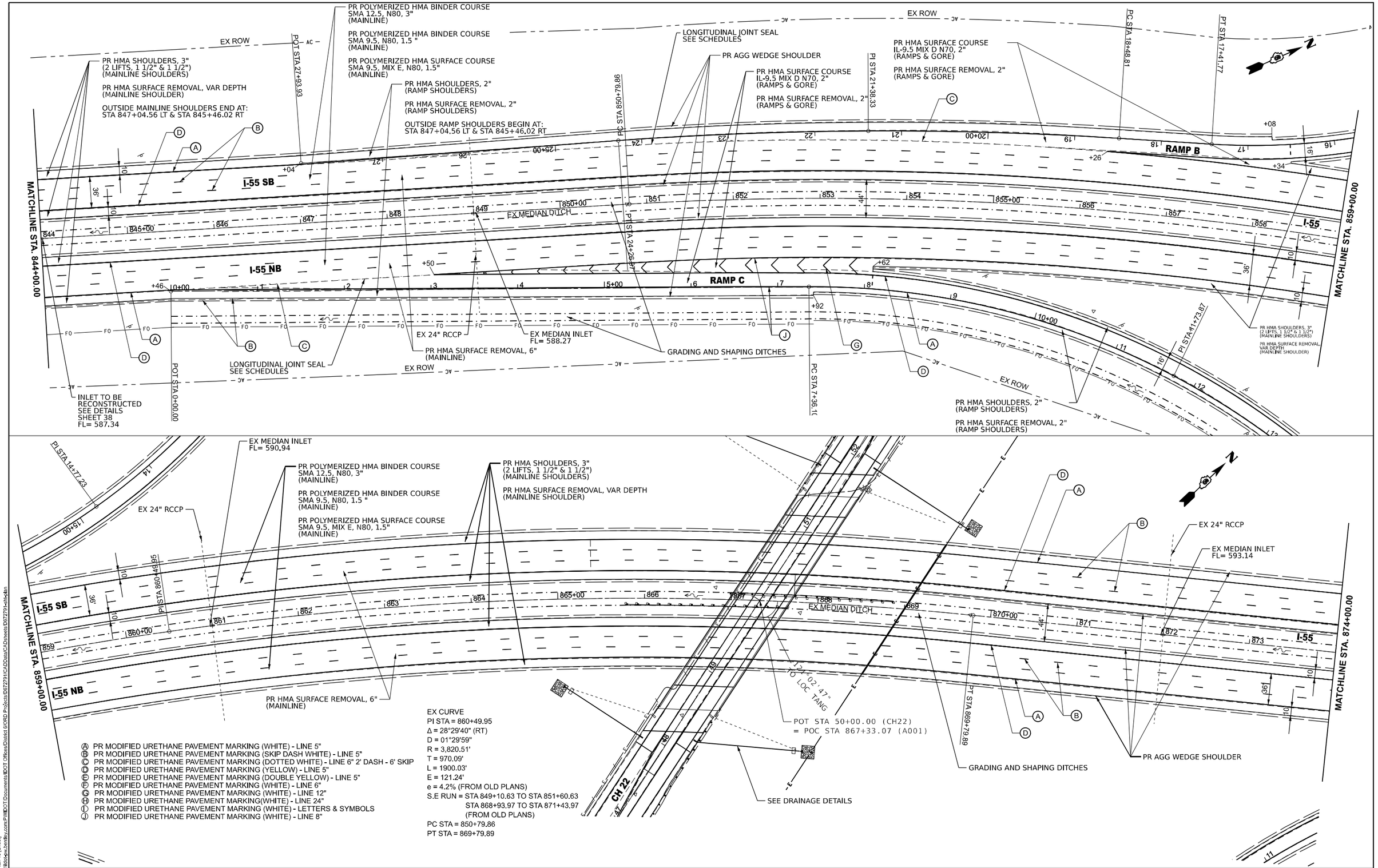
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I–55

SCALE: 1"=50' | SHEET OF SHEETS | STA. | TO STA.

F.A. I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	23
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			

MODEL: A001 • Plan 13 [Sheet]
FILE NAME: pw://bldr-pw.bentley.com:PWDOT Documents/IDOT Offices/District 6/ORD Projects/D672791/CADData/CADSheets/D672791-sht-I-55.dgn



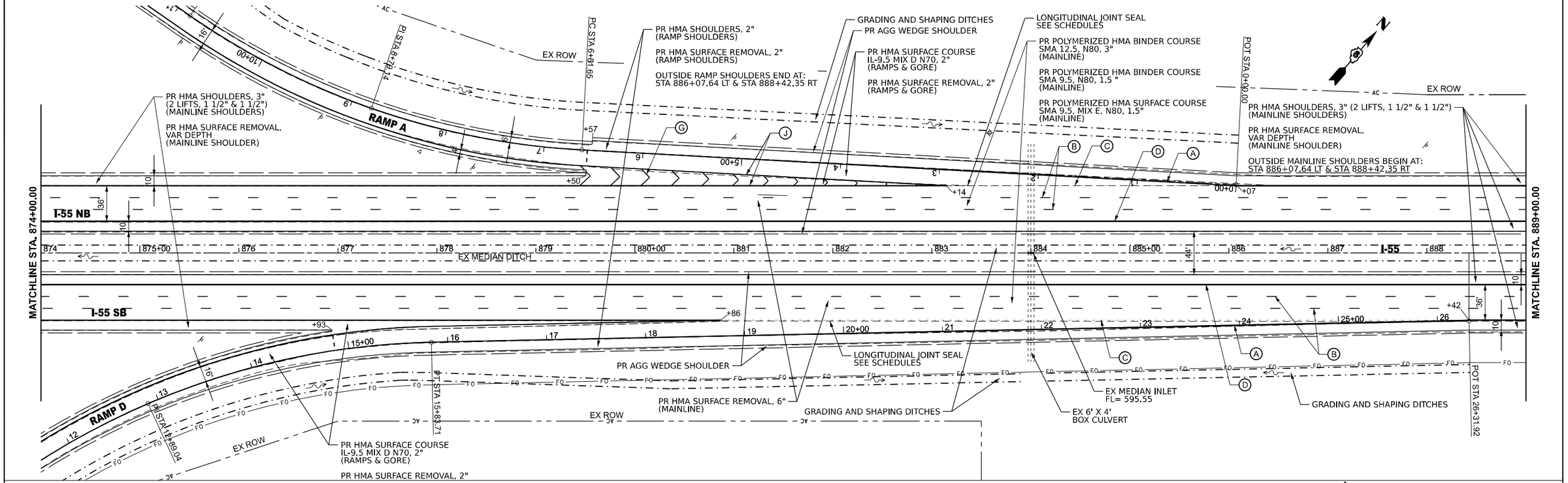
USER NAME = Cloyd.Jack	DESIGNED -	REVISED -	**STATE OF ILLINOIS**
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/25/2023	DATE -	REVISED -	

I–55

SCALE: 1"=50' | SHEET OF SHEETS | STA. | TO STA.

F.A. I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	24
		CONTRACT NO. 72791		
		ILLINOIS	FED. AID PROJECT	

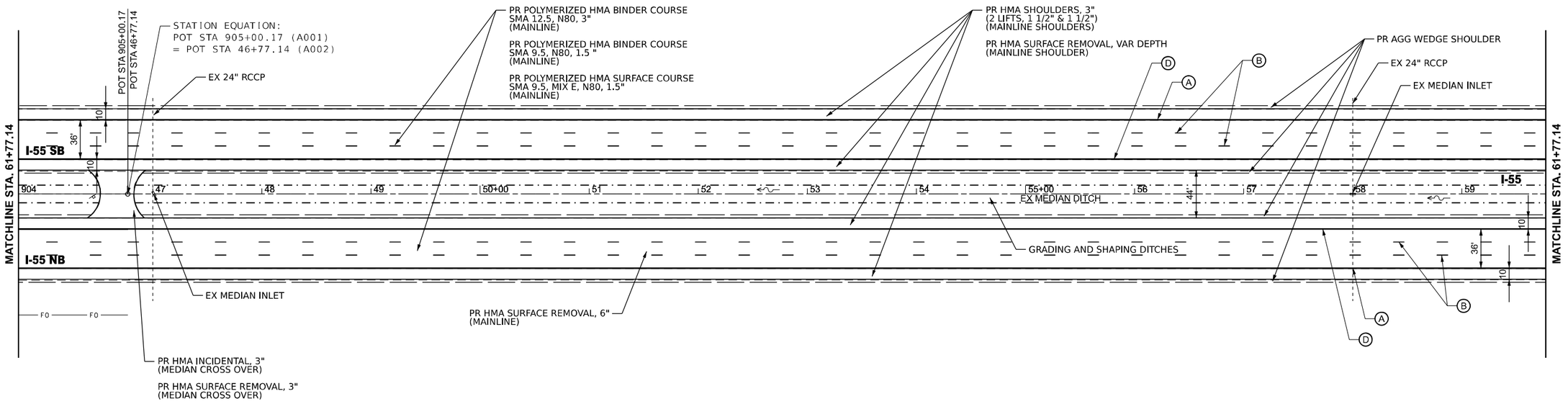
MODEL: A001 - Plan 15 [Sheet]
FILE NAME: pw:\\bbsspw.bentley.com:PWIDOT\Documents\IDOT Offices\District 6\ORD Projects\D672791\CADData\CADsheets\D672791-sht-pln.dgn

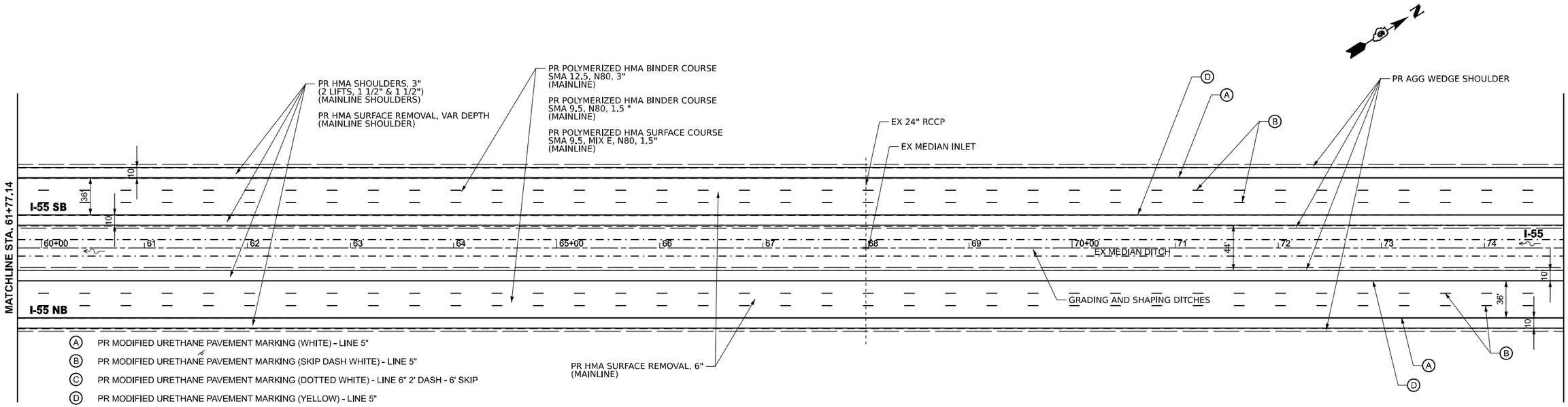


USER NAME = Cloyd.Jack	DESIGNED -	REVISED -	**STATE OF ILLINOIS**
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -	**I-55**
PLOT DATE = 10/25/2023	DATE -	REVISED -	SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

F.A. I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	25
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			

MODEL: A001 - Plan 17 [Sheet]
FILE NAME: pw:\\bloo-pw.bentley.com:PWEDOT1\Documents\IDOT Offices\District 6\ORD Projects\D672791\CADData\CADSheets\D672791-sht-dan





(A) PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 5"
(B) PR MODIFIED URETHANE PAVEMENT MARKING (SKIP DASH WHITE) - LINE 5"
(C) PR MODIFIED URETHANE PAVEMENT MARKING (DOTTED WHITE) - LINE 6" 2' DASH - 6' SKIP
(D) PR MODIFIED URETHANE PAVEMENT MARKING (YELLOW) - LINE 5"
(E) PR MODIFIED URETHANE PAVEMENT MARKING (DOUBLE YELLOW) - LINE 5"
(F) PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 6"
(G) PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 12"
(H) PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 24"
(I) PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LETTERS & SYMBOLS

MODEL: A002 - Plan 1 [Sheet]
FILE NAME: pw:\\Bidopw.bentley.com:PWIDOT\Documents\IDOT Offices\District 6\ORD Projects\D072791\CADData\CADSheets\D072791-sht-kdn

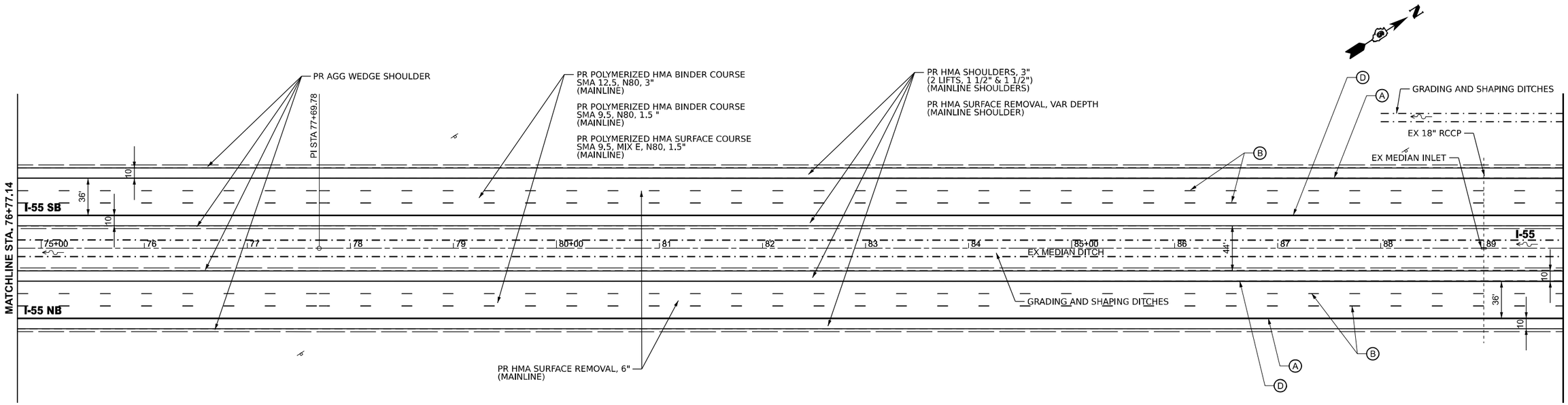
USER NAME = Cloyd.Jack	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/25/2023	DATE -	REVISED -	

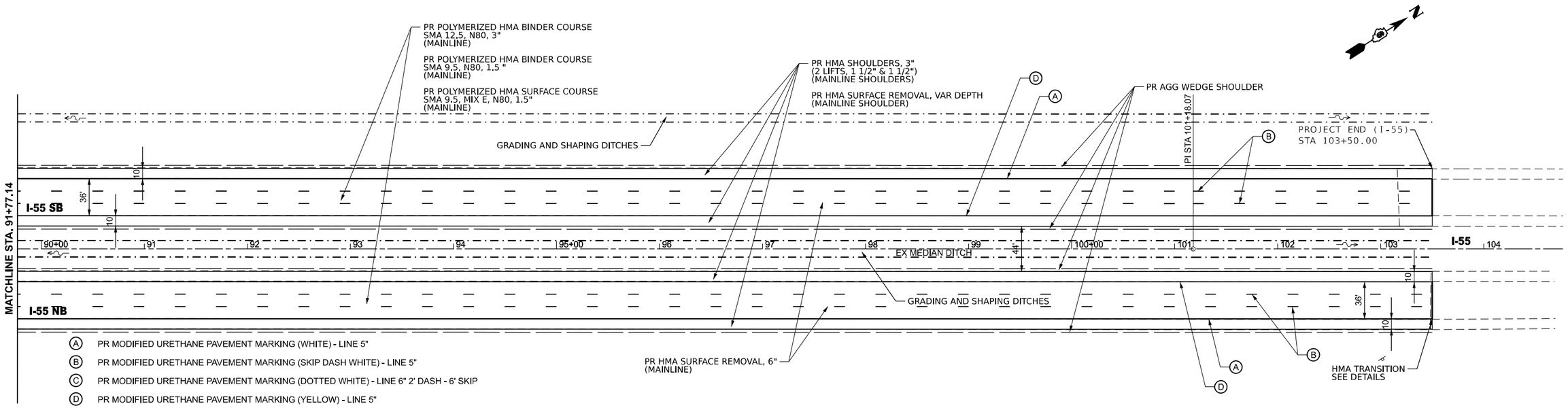
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-55

SCALE: 1"=50' | SHEET OF SHEETS | STA. | TO STA.

F.A. I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	26
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			





Ⓐ PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 5"
Ⓑ PR MODIFIED URETHANE PAVEMENT MARKING (SKIP DASH WHITE) - LINE 5"
Ⓒ PR MODIFIED URETHANE PAVEMENT MARKING (DOTTED WHITE) - LINE 6" 2' DASH - 6' SKIP
Ⓓ PR MODIFIED URETHANE PAVEMENT MARKING (YELLOW) - LINE 5"
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Ⓕ PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 6"
Ⓖ PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 12"
Ⓗ PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 24"
Ⓘ PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LETTERS & SYMBOLS

MODEL: A002 - Plan 3 [Sheet]
FILE NAME: pw:\\Bidopw.bentley.com:PWIDOT\Documents\IDOT Offices\District 6\ORD Projects\D072791\CADData\CADdata\CA\Sheets\D072791-sht-kdkn

USER NAME = Cloyd.Jack	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -
PLOT DATE = 10/25/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-55

SCALE: 1"=50' | SHEET OF SHEETS | STA. | TO STA.

F.A. I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	27
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			

PROJECT BEGIN (CH 22)
STA 35+15.00

POT STA 0+00.00 (CONN-2)
= POC STA 36+60.39 (CH22)

PI STA 37+07.95

PR CONCRETE CURB & GUTTER
SEE ISLAND DETAIL

PR CONCRETE MEDIAN SURFACE,
4" (CORNER ISLAND)
SEE ISLAND DETAIL

PR HMA SURFACE REMOVAL, 2"

PR HMA SURFACE COURSE,
9.5, MIX C, N50, 2"

PR HMA SHOULDERS, 2"

PR HMA SURFACE REMOVAL, 2"

MATCHLINE STA. 41+00.00

800TH AVE

PR HMA SHOULDERS, 2"
PR HMA SURFACE REMOVAL, 2"

PR HMA SHOULDER, 2"
PR HMA BASE COURSE, 6"

POT STA 0+00.00

STA: 36+79.61
OFF: 9.7' RT

STA: 37+02.42
OFF: 52.1' RT

STA: 37+33.74
OFF: 10.6' RT

PR HMA SHOULDER, 2"
PR HMA BASE COURSE, 6"

EX CURVE
PI STA = 1+78.95
Δ = 37°29'54" (LT)
D = 19°12'57"
R = 298.17'
T = 101.21'
L = 195.14'
E = 16.71'
e = ____
PC STA = 0+77.74
PT STA = 2+72.88

POT STA 0+77.74

STA: 1+14.90

OLD RTE 66

STA: 1+15.40
OFF: 9.1' LT

(A) PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 5"
(B) PR MODIFIED URETHANE PAVEMENT MARKING (SKIP DASH WHITE) - LINE 5"
(C) PR MODIFIED URETHANE PAVEMENT MARKING (DOTTED WHITE) - LINE 6" 2' DASH - 6' SKIP
(D) PR MODIFIED URETHANE PAVEMENT MARKING (YELLOW) - LINE 5"
(E) PR MODIFIED URETHANE PAVEMENT MARKING (DOUBLE YELLOW) - LINE 5"
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(H) PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 24"
(I) PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LETTERS & SYMBOLS
(J) PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 8"

PR REMOVE & REPLACE
CONCRETE MEDIAN SURFACE, 4"
STA 38+47.69 TO STA 40+45.46

EX CURVE
PI STA = 37+07.95
Δ = 46°08'43" (LT)
D = 04°00'16"
R = 1,430.82'
T = 609.49'
L = 1152.36'
E = 124.40'
e = ____
PC STA = 30+98.46
PT STA = 42+50.82

PR AGG WEDGE SHOULDER

EX INLET TO BE ADJUSTED

PR REMOVE & REPLACE
CONCRETE CURB & GUTTER,
TYPE M-6.06
STA 38+47.69 TO STA 40+45.46

STA: 43+29.09
OFF: 55.8' LT

RAMP C

POT STA 18+36.60 (CH22 RAMP C)
= POT STA 43+31.81 (CH22)

PT STA 42+50.82

STA: 42+95.12
OFF: 23' LT

PR HMA SURFACE REMOVAL, 2"

PR HMA SURFACE COURSE,
9.5, MIX C, N50, 2"

PR UNIT DUCT 600V, 2-1C NO.6,
1/C NO.6 GROUND (XLP-TPE USE)
1.25" POLYETHYLENE SCH 40
SEE SHEET 31

ABANDON EX UNDERGROUND
1" DUCT W/ WIRE IN PLACE

PR HMA SHOULDERS, 2"
PR HMA SURFACE REMOVAL, 2"

MATCHLINE STA. 41+00.00

41 800TH AVE

42

44

45+00

46

MATCHLINE STA. 47+00.00

STA: 43+42.21
OFF: 23' LT

PR UNDERGROUND CONDUIT, SCH 80
COILABLE NON-METALIC, CONDUIT 2" DIA.
(SLEEVES)

PR AGG WEDGE SHOULDER

POT STA 0+00.00 (CH22RAMPD)
= POT STA 43+07.69 (CH22)

RAMP D

PR REMOVE & REPLACE CONCRETE
MEDIAN SURFACE, 4"
STA 43+22.12 TO STA 43+48.16

PR REMOVE & REPLACE CONCRETE
CURB & GUTTER, TYPE M-6.06
STA 43+22.12 TO STA 43+48.16

PR UNIT DUCT 600V, 2-1C NO.6,
1/C NO.6 GROUND (XLP-TPE USE)
1.25" POLYETHYLENE SCH 40
SEE SHEET 31

USER NAME = Cloyd.Jack	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 10/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
800TH AVE

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

F.A. I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	28
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			

MODEL: CH001 [Sheet]
FILE NAME: pw:\\bidopw.bentley.com:PWEDOT\Documents\IDOT Offices\District 6\ORD Projects\D072791\CADData\CADdata\CADsheets\D072791-sht-ed.dgn

ABANDON EX UNDERGROUND
1" DUCT W/ WIRE IN PLACE

PR HMA SURFACE REMOVAL, 2"

PR HMA SURFACE COURSE, 9.5, MIX C, N50, 2"

PR PIPE DRAIN

EX PIPE DRAIN

SEE DRAINAGE DETAIL SHEET 39

PR BRIDGE APPROACH PAVEMENT SEE STRUCTURE PLANS

I-55 NB

I-55 SB

REMOVE 2" RIGID METALIC CONDUIT W/ WIRE FROM STRUCTURE

POT STA 50+00.00 (CH22) = POC STA 867+33.07 (A001)

PR PCC PAVEMENT CONNECTOR SEE DETAIL SHEET 43

PR REMOVE & REPLACE CONCRETE MEDIAN SURFACE, 4" STA 51+68.91 TO STA 52+29.55

PR HMA SHOULDERS, 2"

PR HMA SURFACE REMOVAL, 2"

PR GUARDRAIL SEE DETAIL SHEETS 36-38

MATCHLINE STA. 47+00.00

MATCHLINE STA. 53+00.00

SN 054-0039

SN 054-0039

800TH AVE

PR REMOVE & REPLACE CONCRETE CURB & GUTTER, TYPE M-6.06 STA 47+64.32 TO STA 48+24.55

PR AGG WEDGE SHOULDER

PR REMOVE & REPLACE CONCRETE MEDIAN SURFACE, 4" STA 47+64.32 TO STA 48+24.55

PR PCC PAVEMENT CONNECTOR SEE DETAIL SHEET 43

PR GUARDRAIL SEE DETAIL SHEETS 36-38

SEE STRUCTURE PLANS

121°02'47" TO LOC TANG

PR BRIDGE APPROACH PAVEMENT SEE STRUCTURE PLANS

PR REMOVE & REPLACE CONCRETE CURB & GUTTER, TYPE M-6.06 STA 51+68.91 TO STA 52+29.55

ABANDON EX UNDERGROUND
1" DUCT W/ WIRE IN PLACE

SEE DRAINAGE DETAIL SHEET 39

EX CURVE
PI STA = 56+18.10
Δ = 12°38'29" (RT)
D = 02°00'33"
R = 2,851.63'
T = 315.87'
L = 629.17'
E = 17.44'
e = ____
PC STA = 53+02.23
PT STA = 59+31.40

PR HMA SHOULDERS, 2"

PR HMA SURFACE REMOVAL, 2"

POT STA 16+78.56 (CH22RAMPA) = POC STA 56+73.33 (CH22)

PI STA 56+18.10

POT STA 0+00.00 (CH22RAMPB) = POC STA 56+83.05 (CH22)

PR HMA SURFACE REMOVAL, 2"

PR HMA SURFACE COURSE, 9.5, MIX C, N50, 2"

RAMP B

PR REMOVE & REPLACE CONCRETE CURB & GUTTER, TYPE M-6.06 STA 53+59.60 TO STA 53+84.55

PR REMOVE & REPLACE CONCRETE MEDIAN SURFACE, 4" STA 53+59.60 TO STA 53+84.55

PI STA 56+18.10

MATCHLINE STA. 53+00.00

800TH AVE

MATCHLINE STA. 59+00.00

STA: 56+56.66 OFF: 23' RT

STA: 57+04.99 OFF: 23' RT

STA: 56+72.12 OFF: 55.7' RT

PR UNIT DUCT 600V, 2-1C NO.6, 1/C NO.8 GROUND (XLP-TPE USE) 1.25" POLYETHYLENE SEE SHEET 31

PR AGG WEDGE SHOULDER

RAMP A

ABANDON EX UNDERGROUND
1" DUCT W/ WIRE IN PLACE

NOTE:

SPLICE PROPOSED CABLE TO EXISTING CABLE AT EXISTING LIGHTING TOWERS.

(A) PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 5"

(B) PR MODIFIED URETHANE PAVEMENT MARKING (SKIP DASH WHITE) - LINE 5"

(C) PR MODIFIED URETHANE PAVEMENT MARKING (DOTTED WHITE) - LINE 6" 2' DASH - 6' SKIP

(D) PR MODIFIED URETHANE PAVEMENT MARKING (YELLOW) - LINE 5"

(E) PR MODIFIED URETHANE PAVEMENT MARKING (DOUBLE YELLOW) - LINE 5"

(F) PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 6"

(G) PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 12"

(H) PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 24"

(I) PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LETTERS & SYMBOLS

MODEL: CH002 [Sheet]
FILE NAME: pw:\\dot-pw.bentley.com:PWDOT\Documents\IDOT Offices\District 6\ORD Projects\D672791\CADData\CADSheets\D672791-sht-sklin

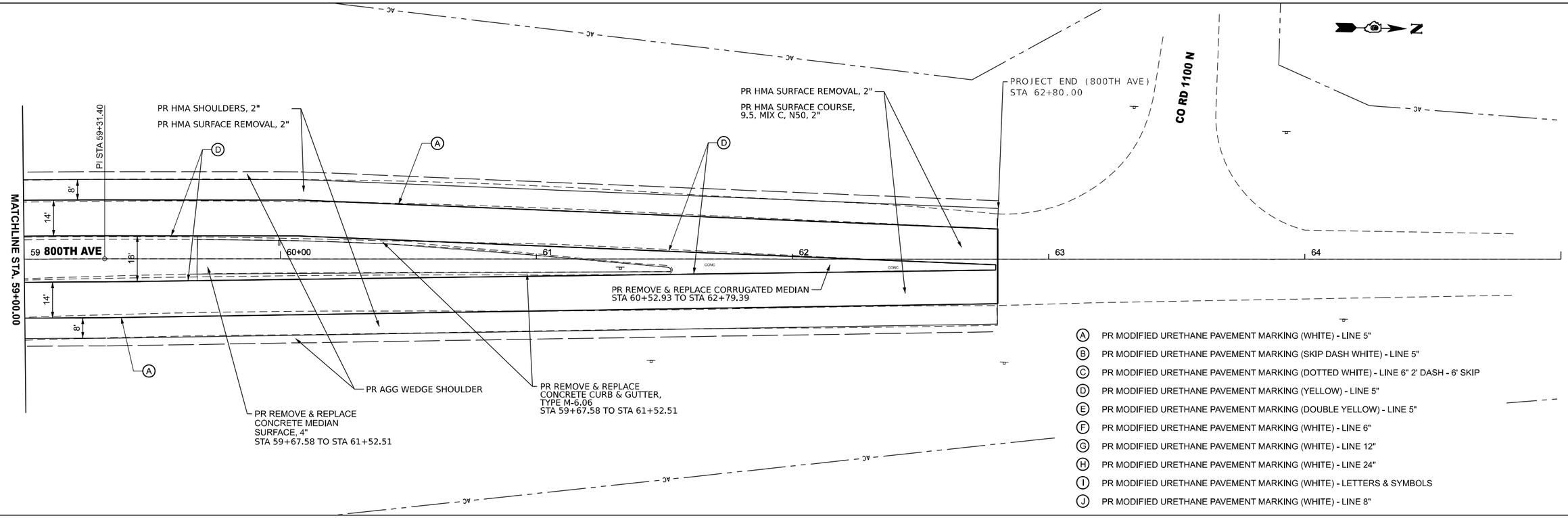
USER NAME = CloydJack	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 10/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
800TH AVE

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

F.A. I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	29
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			



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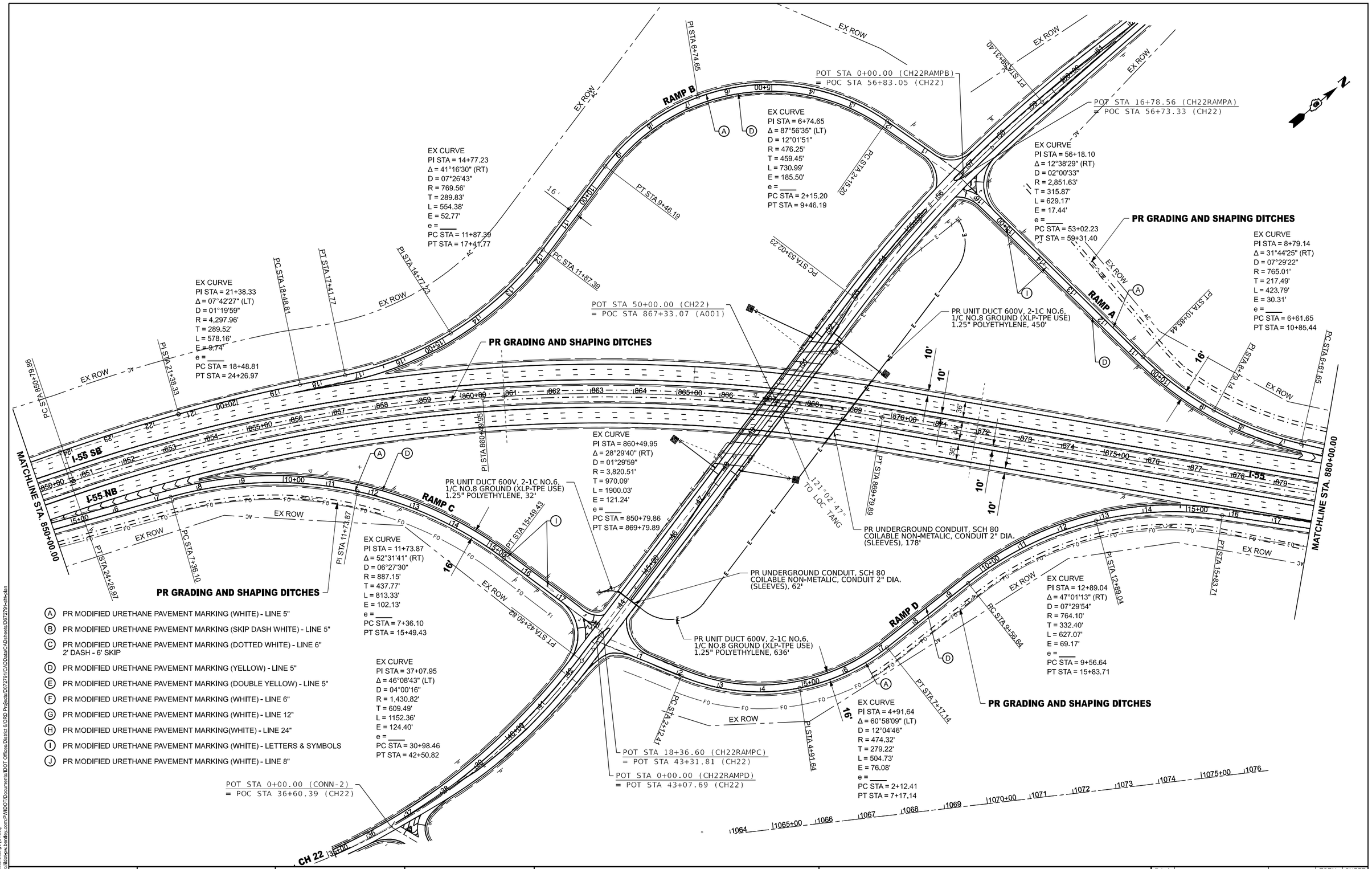
USER NAME = Cloyd.Jack	DESIGNED -	REVISED -	**STATE OF ILLINOIS**
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/25/2023	DATE -	REVISED -	

PLAN SHEET
800TH AVE

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

F.A. I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	30
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			



- (A) PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 5"
- (B) PR MODIFIED URETHANE PAVEMENT MARKING (SKIP DASH WHITE) - LINE 5"
- (C) PR MODIFIED URETHANE PAVEMENT MARKING (DOTTED WHITE) - LINE 6" 2' DASH - 6' SKIP
- (D) PR MODIFIED URETHANE PAVEMENT MARKING (YELLOW) - LINE 5"
- (E) PR MODIFIED URETHANE PAVEMENT MARKING (DOUBLE YELLOW) - LINE 5"
- (F) PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 6"
- (G) PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 12"
- (H) PR MODIFIED URETHANE PAVEMENT MARKING(WHITE) - LINE 24"
- (I) PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LETTERS & SYMBOLS
- (J) PR MODIFIED URETHANE PAVEMENT MARKING (WHITE) - LINE 8"

MODEL: I001 - Interchange [Sheet]
FILE NAME: pw://illinois.bentley.com:PWDOT/Documents/IDOT Offices/District 6/ORD Projects/D672791/CADData/CADSheets/D672791-sht-plan

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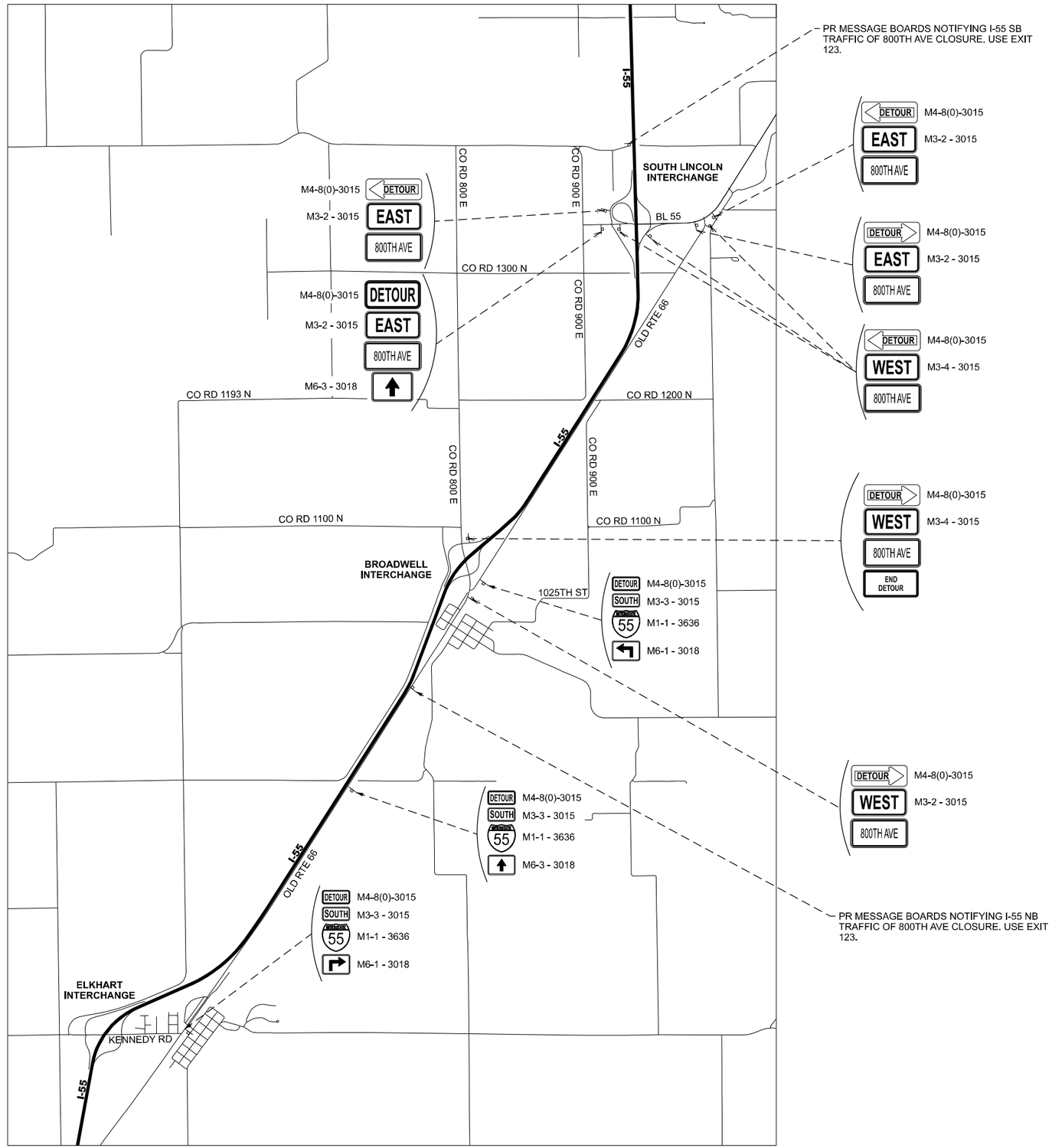
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 10/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
BROADWELL INTERCHANGE
SCALE:1"=100' | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	31
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			



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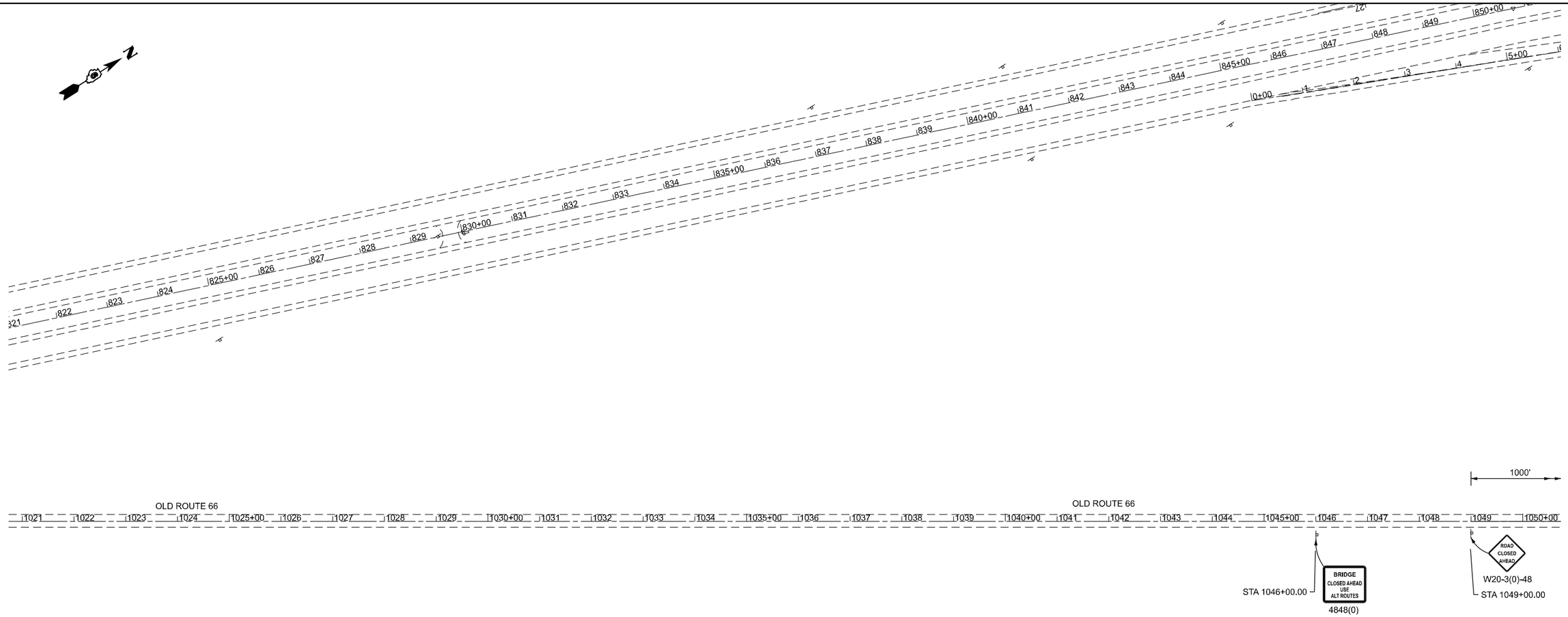
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 10/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
DETOUR PLAN

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	32
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			



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USER NAME = Cloyd.Jack	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAIL

SCALE:1"=100' | SHEET OF SHEETS | STA. | TO STA.

F.A. I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	33
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			

N

I-55 SB

I-55 NB

RAMP B

RAMP C

RAMP D

RAMP A

OLD RTE 66

800TH AVE

STA 11+00.00

ROAD CLOSED AHEAD
W20-3(0)-48
M5-IL(0)-2115

STA 44+00.00

TYPE III BARRICADE
5 @ 12' EACH

500'

1000'

ROAD CLOSED
R11-2-4830

STA 61+00.00

ROAD CLOSED 500 FT
W20-3(0)-48

STA 56+00.00

TYPE III BARRICADE
5 @ 12' EACH

500'

ROAD CLOSED
R11-2-4830

BRIDGE CLOSED AHEAD USE ALT ROUTES
4848(0)

STA 31+00.00

ROAD CLOSED 500 FT
W20-3(0)-48

STA 39+00.00

STA 11+00.00

ROAD CLOSED AHEAD
W20-3(0)-48
M5-IL(0)-2115

MODEL: CH23 - Traffic Control 1 [Sheet]
FILE NAME: pw:\\Bidopw.bentley.com:PWBDOT\Documents\IDOT Offices\District 6\ORD Projects\D672791\C\ADData\CADsheets\D672791-sht-kraffc control.dgn

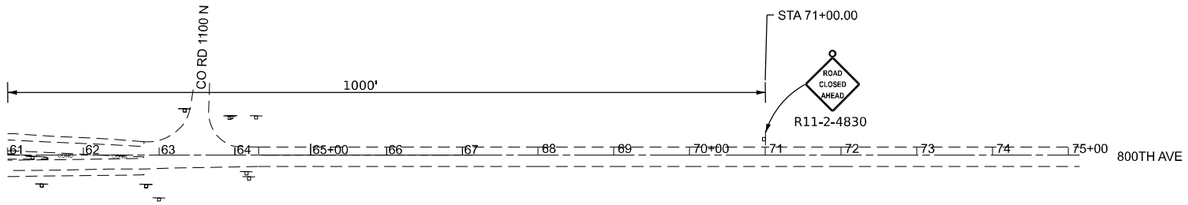
USER NAME = Cloyd.Jack	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAIL

SCALE:1"=100' | SHEET OF SHEETS | STA. | TO STA.

F.A. I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	34
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			



USER NAME = Cloyd.Jack	DESIGNED -	REVISED -	**STATE OF ILLINOIS**
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/25/2023	DATE -	REVISED -	

TRAFFIC CONTROL DETAIL

SCALE:1"=100' | SHEET OF SHEETS | STA. | TO STA.

F.A. I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	35
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			

MODEL: CH23 - Traffic Control 2 [Sheet]
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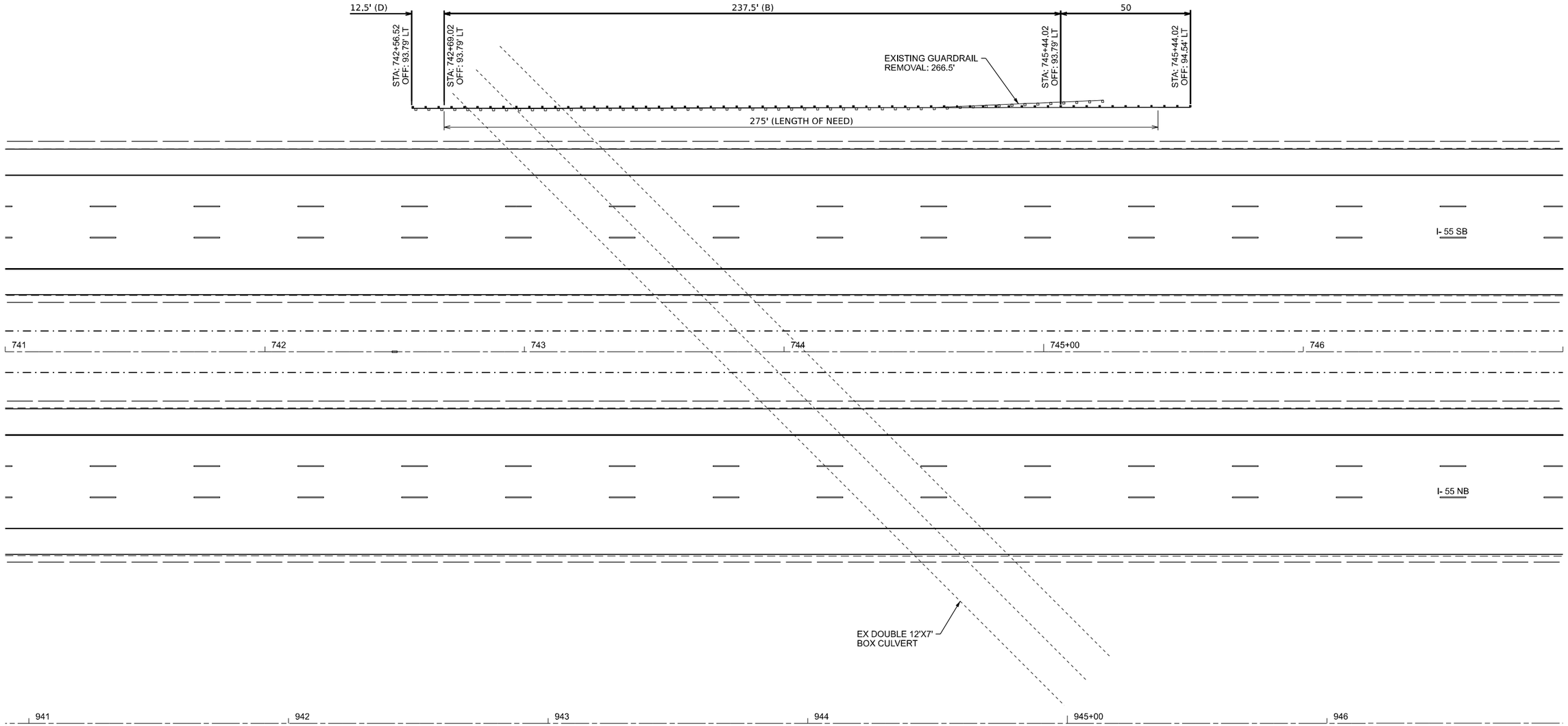


(A) = PAY LIMITS FOR TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL), TANGENT
(B) = PAY LIMITS FOR STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS
(C) = PAY LIMITS FOR TRAFFIC BARRIER TERMINAL, TYPE 6
(D) = PAY LIMITS FOR TRAFFIC BARRIER TERMINAL, TYPE 2

MODEL: A001 - Guardrail Detail 1 [Sheet]
FILE NAME: pw://Bentley.com:PWDOT/Documents/IDOT Offices/District 6/ORD Projects/D672791/CADData/CADSheets/D672791-Detail-Guardrail

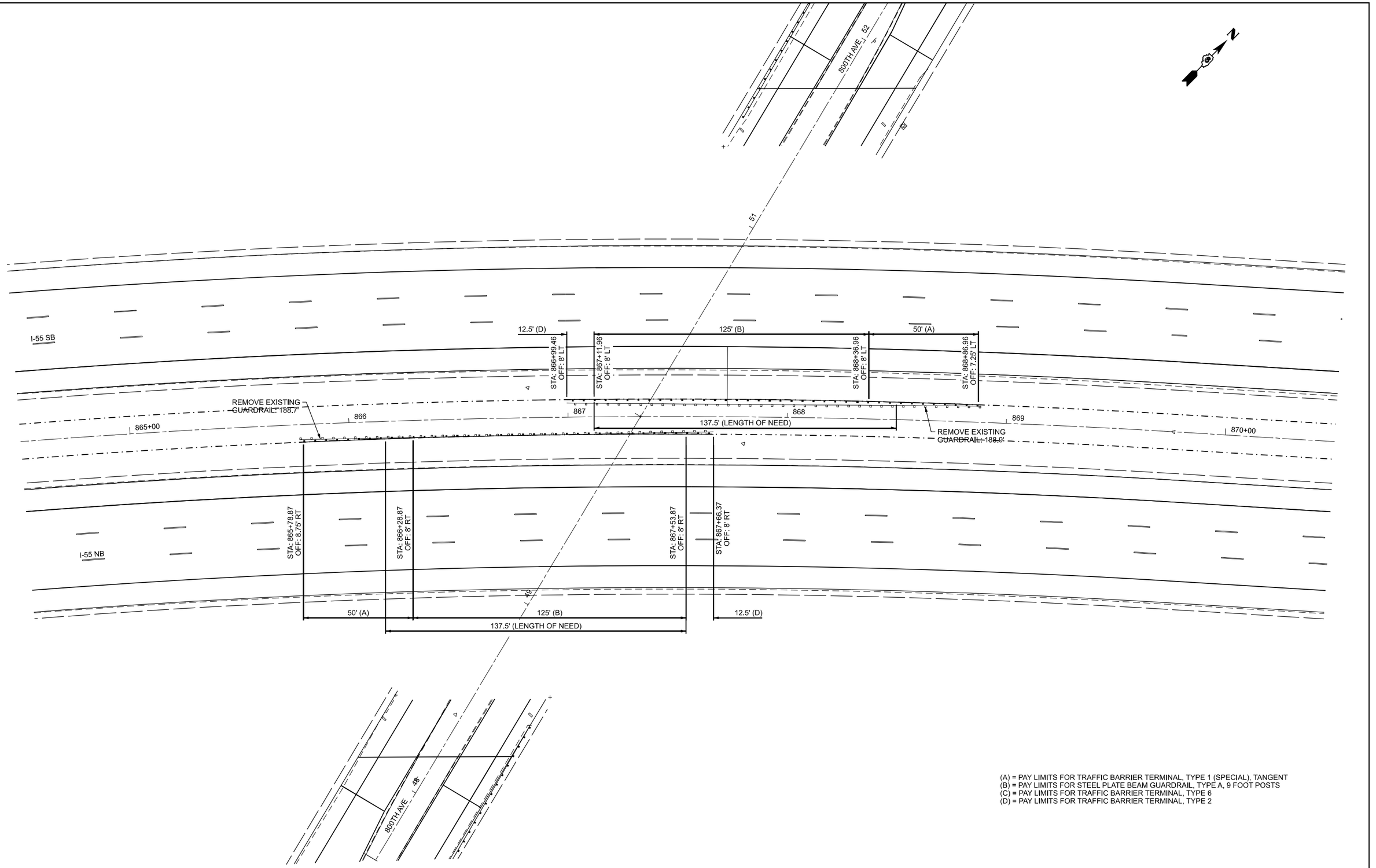
USER NAME = Cloyd.Jack	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 10/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL DETAIL

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

F.A. I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	36
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			



(A) = PAY LIMITS FOR TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL), TANGENT
(B) = PAY LIMITS FOR STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS
(C) = PAY LIMITS FOR TRAFFIC BARRIER TERMINAL, TYPE 6
(D) = PAY LIMITS FOR TRAFFIC BARRIER TERMINAL, TYPE 2

MODEL: A001 - Guardrail Detail 2 [Sheet]
FILE NAME: pw:\\Bidcow.bentley.com:PWIDOT\Documents\IDOT Offices\District 6\ORD Projects\D072791\CADData\CADsheets\D072791-Detail-Guardrail

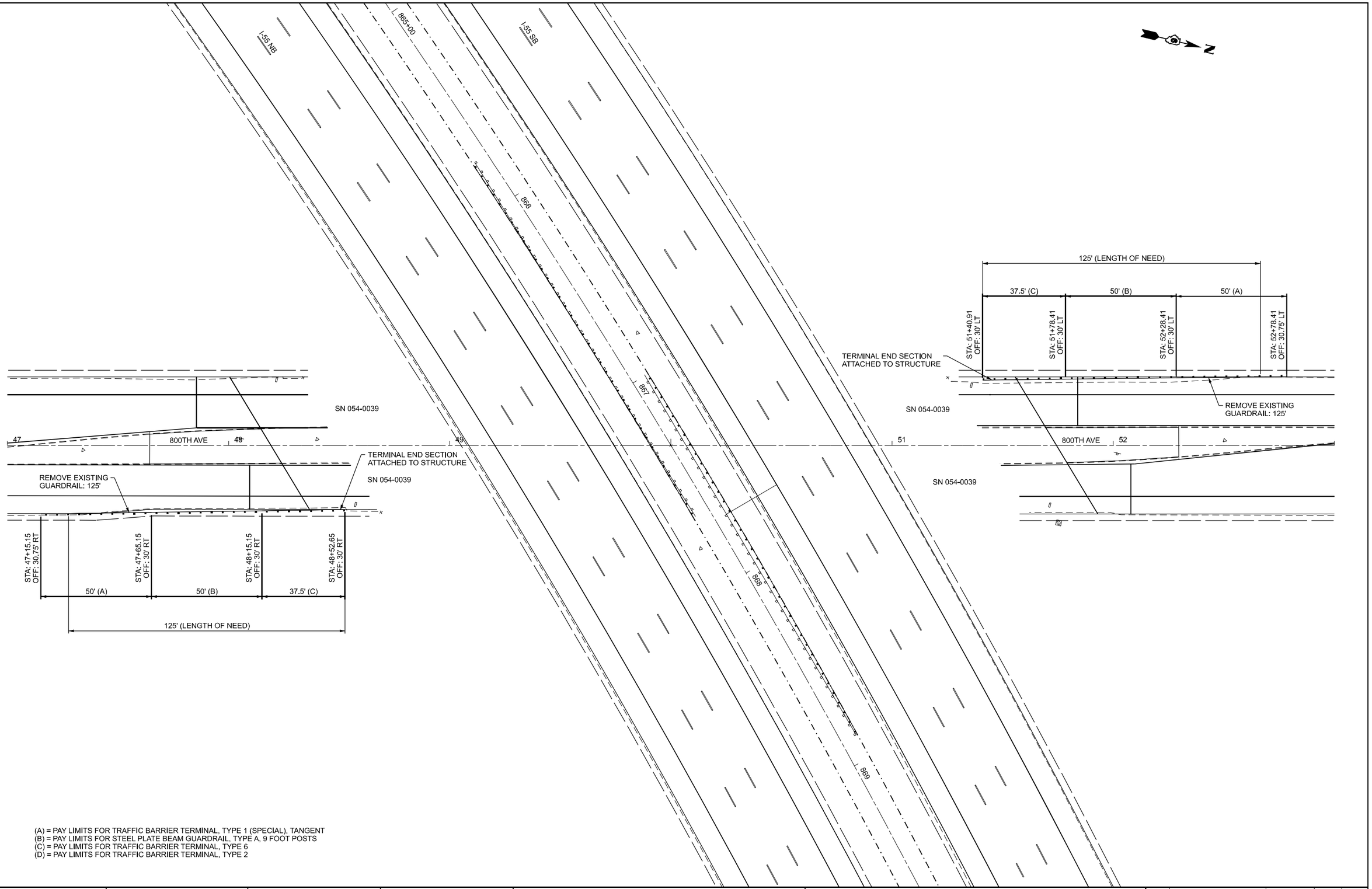
USER NAME = CloydJack	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL DETAIL

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

F.A. I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	37
		CONTRACT NO. 72791		
	ILLINOIS	FED. AID PROJECT		



(A) = PAY LIMITS FOR TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL), TANGENT
(B) = PAY LIMITS FOR STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS
(C) = PAY LIMITS FOR TRAFFIC BARRIER TERMINAL, TYPE 6
(D) = PAY LIMITS FOR TRAFFIC BARRIER TERMINAL, TYPE 2

MODEL: CH 22 - Guardrail Detail 3 [Sheet]
FILE NAME: pw://bbsow.bentley.com:PWIDOT/Documents/IDOT Offices/District 6/ORD Projects/D672791/CADData/CADsheets/D672791-Detail-Guardrail

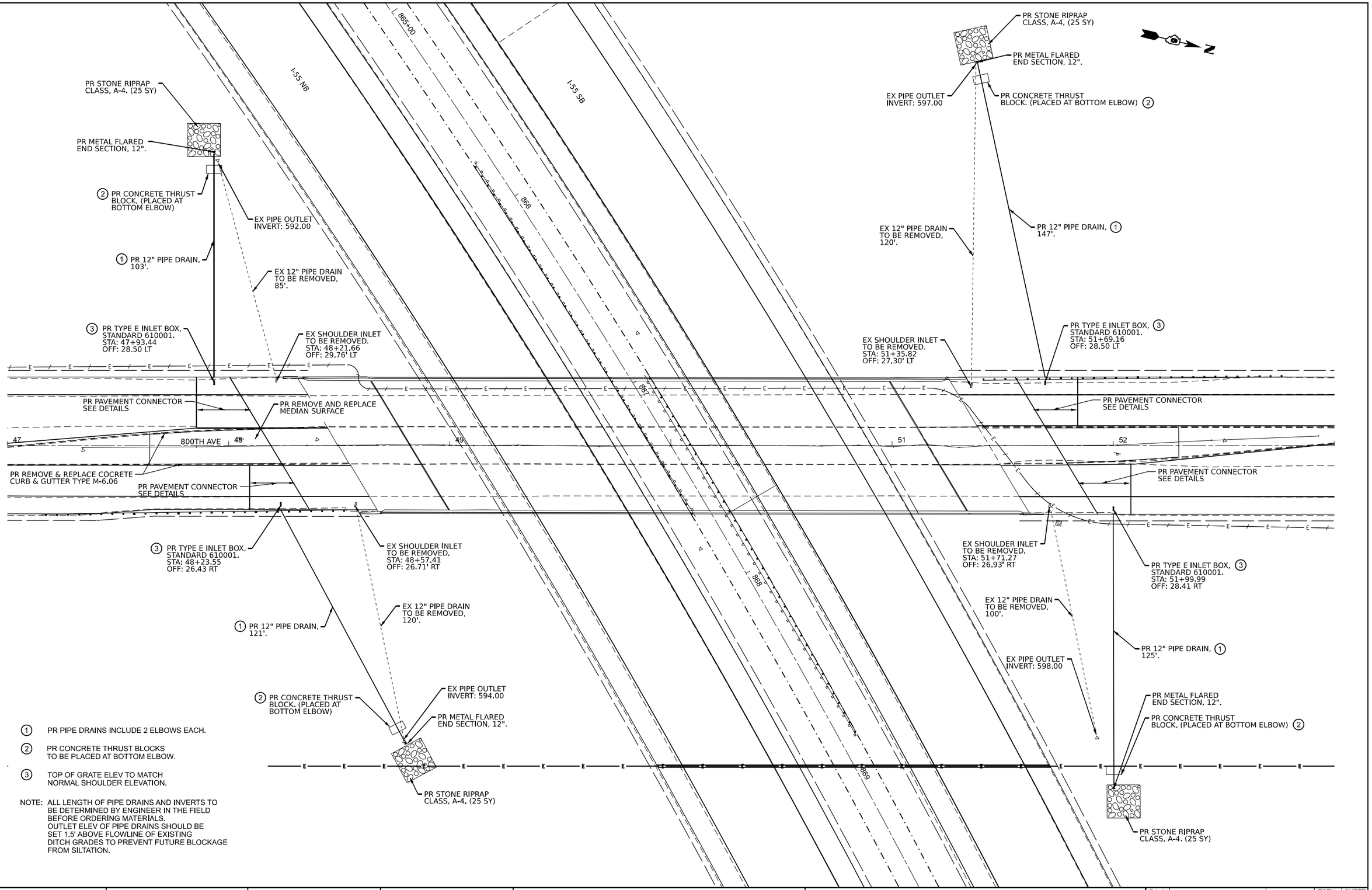
USER NAME = Cloyd.Jack	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL DETAIL

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

F.A. I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	38
		CONTRACT NO. 72791		
	ILLINOIS	FED. AID PROJECT		



① PR PIPE DRAINS INCLUDE 2 ELBOWS EACH.

② PR CONCRETE THRUST BLOCKS TO BE PLACED AT BOTTOM ELBOW.

③ TOP OF GRATE ELEV TO MATCH NORMAL SHOULDER ELEVATION.

NOTE: ALL LENGTH OF PIPE DRAINS AND INVERTS TO BE DETERMINED BY ENGINEER IN THE FIELD BEFORE ORDERING MATERIALS. OUTLET ELEV OF PIPE DRAINS SHOULD BE SET 1.5' ABOVE FLOWLINE OF EXISTING DITCH GRADES TO PREVENT FUTURE BLOCKAGE FROM SILTATION.

MODEL: CH22 - Drainage Detail [Sheet]
FILE NAME: pw:\\Bidwww.bentley.com:PWIDOT\Documents\IDOT Offices\District 6\ORD Projects\D6T72791\CADData\CADSheets\D6T72791 - Detail-Drainage.dgn

USER NAME = CloydJack	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE DETAIL

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

F.A. I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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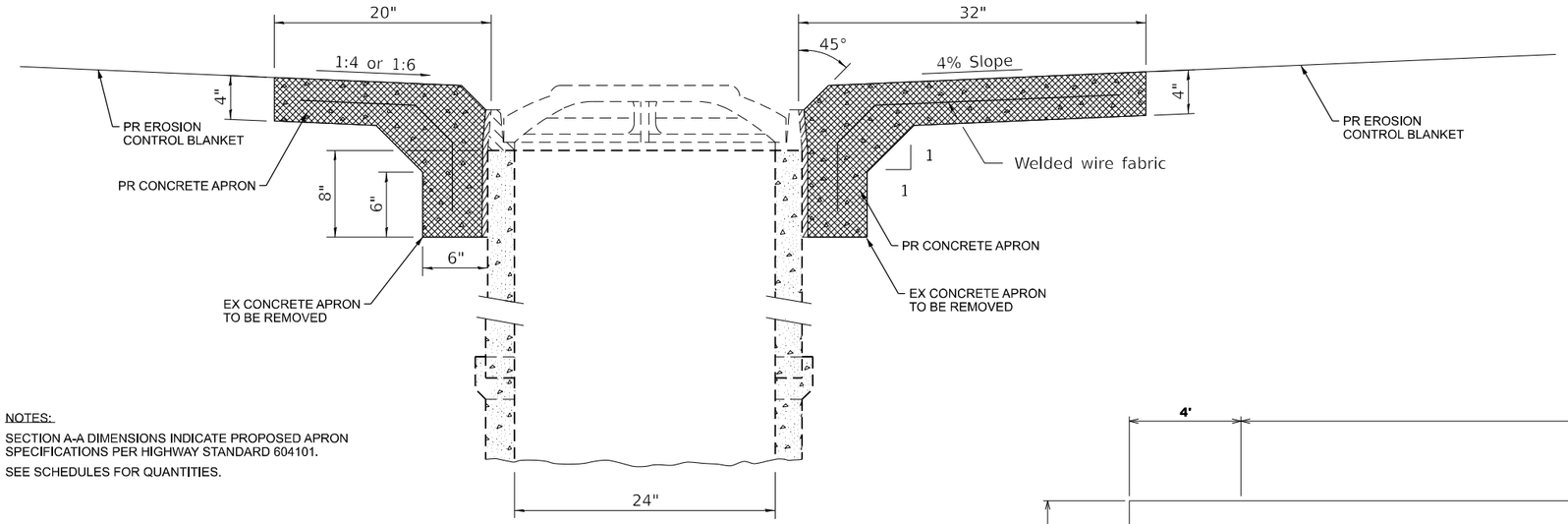
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			

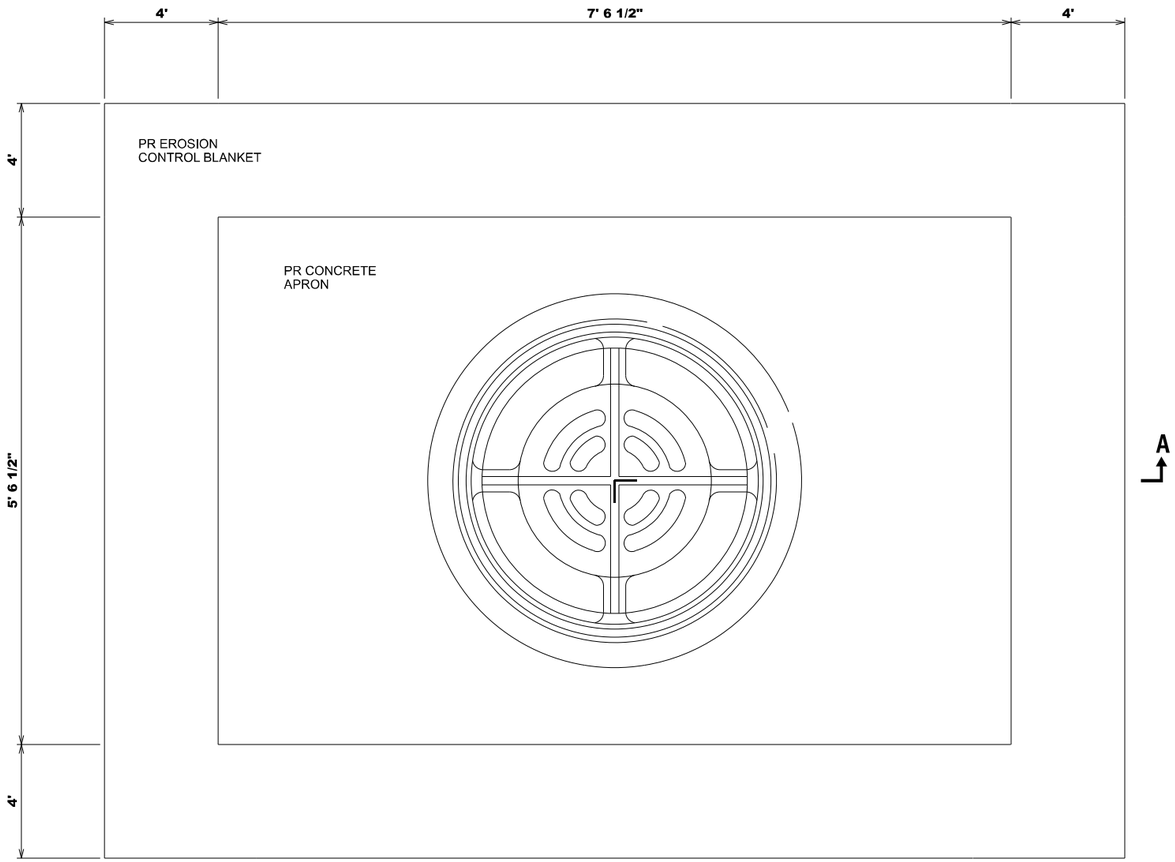


NOTES:

SECTION A-A DIMENSIONS INDICATE PROPOSED APRON SPECIFICATIONS PER HIGHWAY STANDARD 604101.

SEE SCHEDULES FOR QUANTITIES.

SECTION A-A



LOCATION SKETCH - PLAN

USER NAME = Cloyd.Jack	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 10/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INLET DETAIL

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	40
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			

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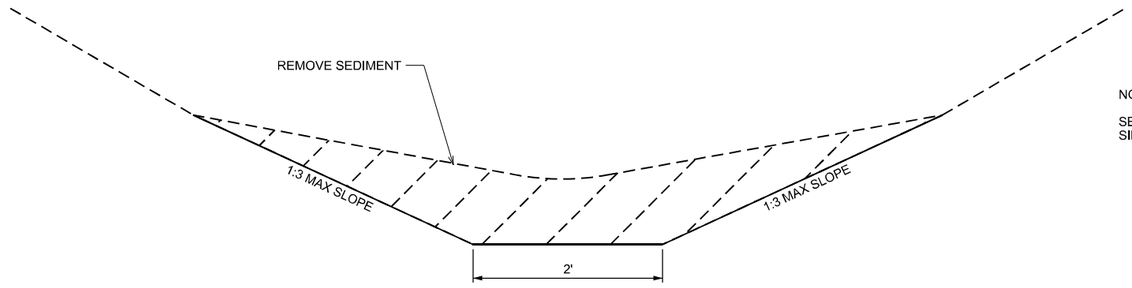
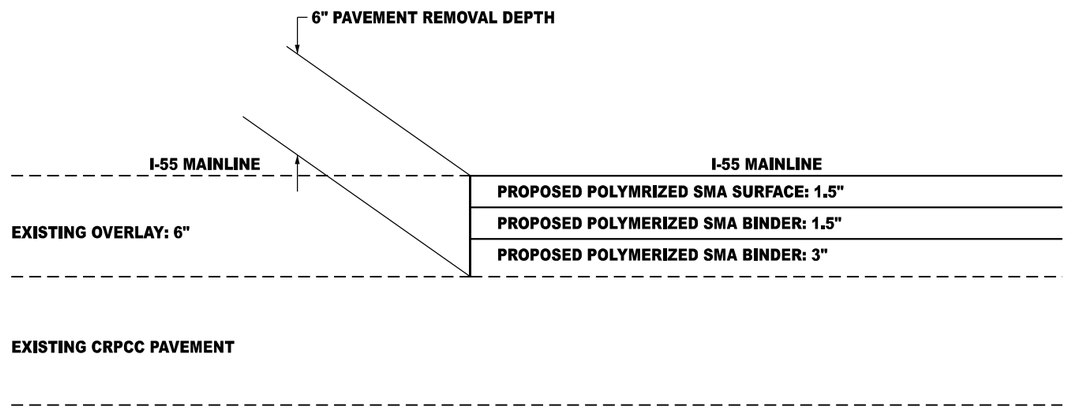


NOTE:

SEE SCHEDULE FOR ESTIMATED SILT DEPTHS.

GRADING AND SHAPING DITCHES DETAIL



HMA TRANSITION DETAILS
I-55 NB & SB

STA 700+00.00
STA103+50.00

MODEL: DETAIL 1 [Sheet]
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USER NAME = Cloyd.Jack	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/26/2023	DATE -	REVISED -	

MISCELLANEOUS DETAILS

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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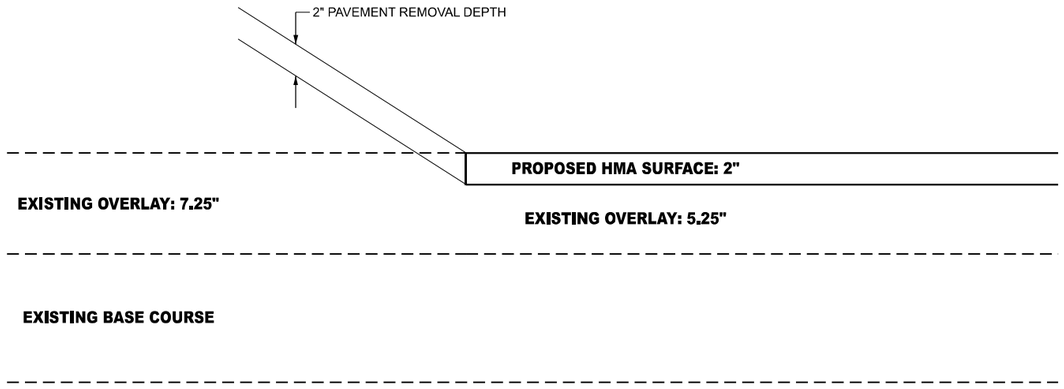
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			



NOTES:

HOT-MIX ASPHALT RESURFACING OF THE EXISTING PAVEMENT AND SHOULDERS SHALL BE DONE IN A MANNER THAT MAINTAINS A MINIMUM VERTICAL CLEARANCE OF 16 FEET AT ALL OVERHEAD STRUCTURES. THE MINIMUM VERTICAL CLEARANCE SHALL BE MAINTAINED FROM OUTSIDE TO OUTSIDE OF THE PAVED SHOULDERS.

PRIOR TO THE START OF RESURFACING OPERATIONS, THE CONTRACTOR, IN THE PRESENCE OF THE ENGINEER, SHALL MEASURE AND DOCUMENT THE EXISTING VERTICAL CLEARANCE AT ALL OVERHEAD STRUCTURES. MEASUREMENTS SHALL BE TAKEN AT THE OUTSIDE EDGES OF THE PAVED SHOULDERS, AT THE EDGE OF EACH LANE, AND AT ANY SPLICE PLATES OVER THE SHOULDERS OR PAVEMENT. IF NECESSARY, THE ENGINEER SHALL MAKE ADJUSTMENTS TO THE RESURFACING THICKNESS SHOWN IN THE PLANS TO MAINTAIN THE REQUIRED MINIMUM VERTICAL CLEARANCE.

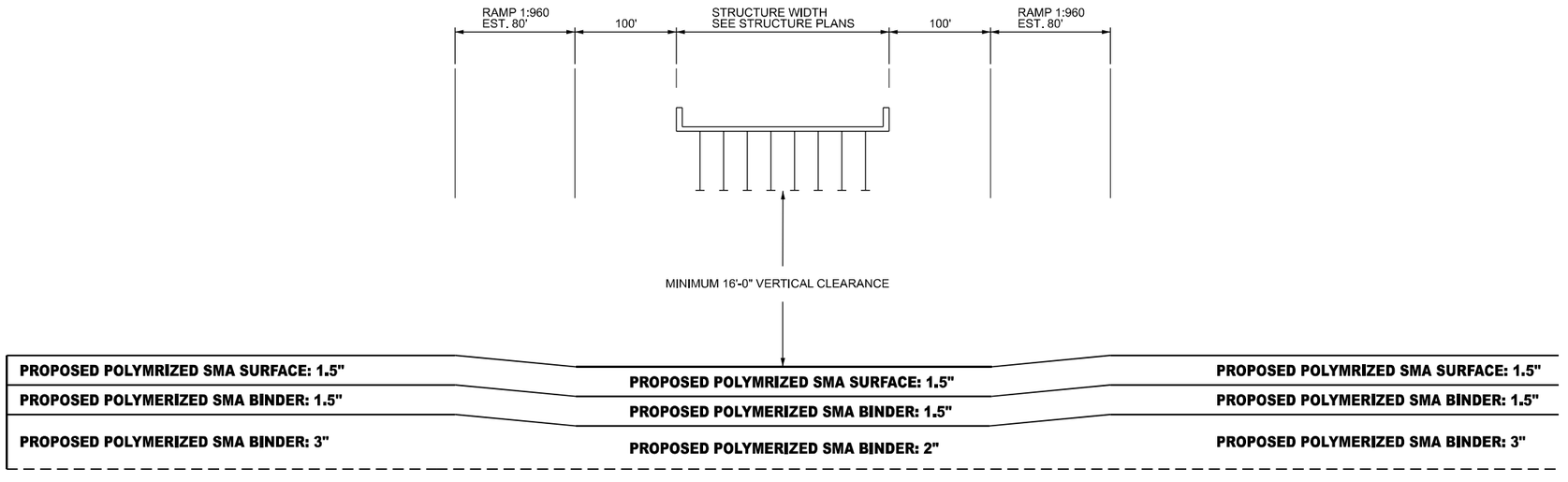
FOLLOWING PLACEMENT OF THE SURFACE COURSE AND HMA SHOULDERS, THE CONTRACTOR, IN THE PRESENCE OF THE ENGINEER, SHALL MEASURE AND DOCUMENT THE VERTICAL CLEARANCE AS DESCRIBED ABOVE. IF THE MINIMUM VERTICAL CLEARANCE IS LESS THAN 16 FEET, THE CONTRACTOR, AT HIS OWN EXPENSE, SHALL REMOVE AND REPLACE THE HMA SURFACE COURSE AS DIRECTED BY THE ENGINEER.

THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE VARIOUS ASPHALT ITEMS.

HOT-MIX ASPHALT SHOULDERS SHALL BE RAMPED IN THE SAME MANNER AS THE HMA BINDER AND SURFACE COURSES.

HMA TRANSITION DETAILS
800TH AVE

STA 35+15.00
STA 62+80.00



OVERHEAD STRUCTURE RAMPING DETAIL
SN 054-0039 I-55 NB & SB

MODEL: DETAIL 2 [Sheet]
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PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -
PLOT DATE = 10/25/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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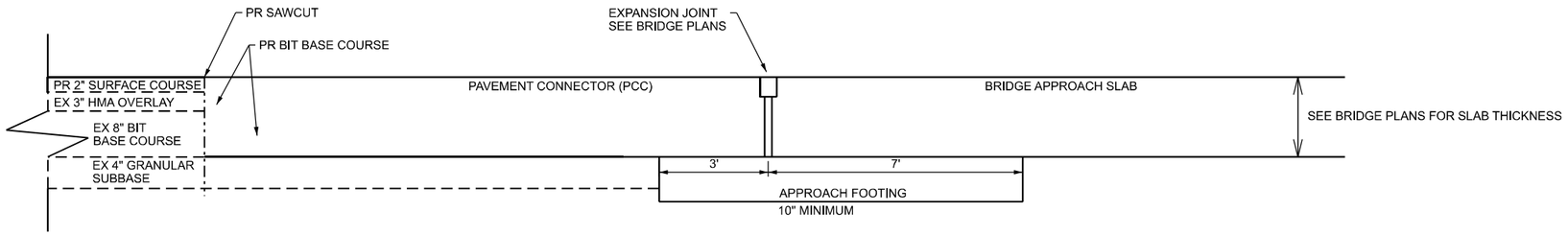
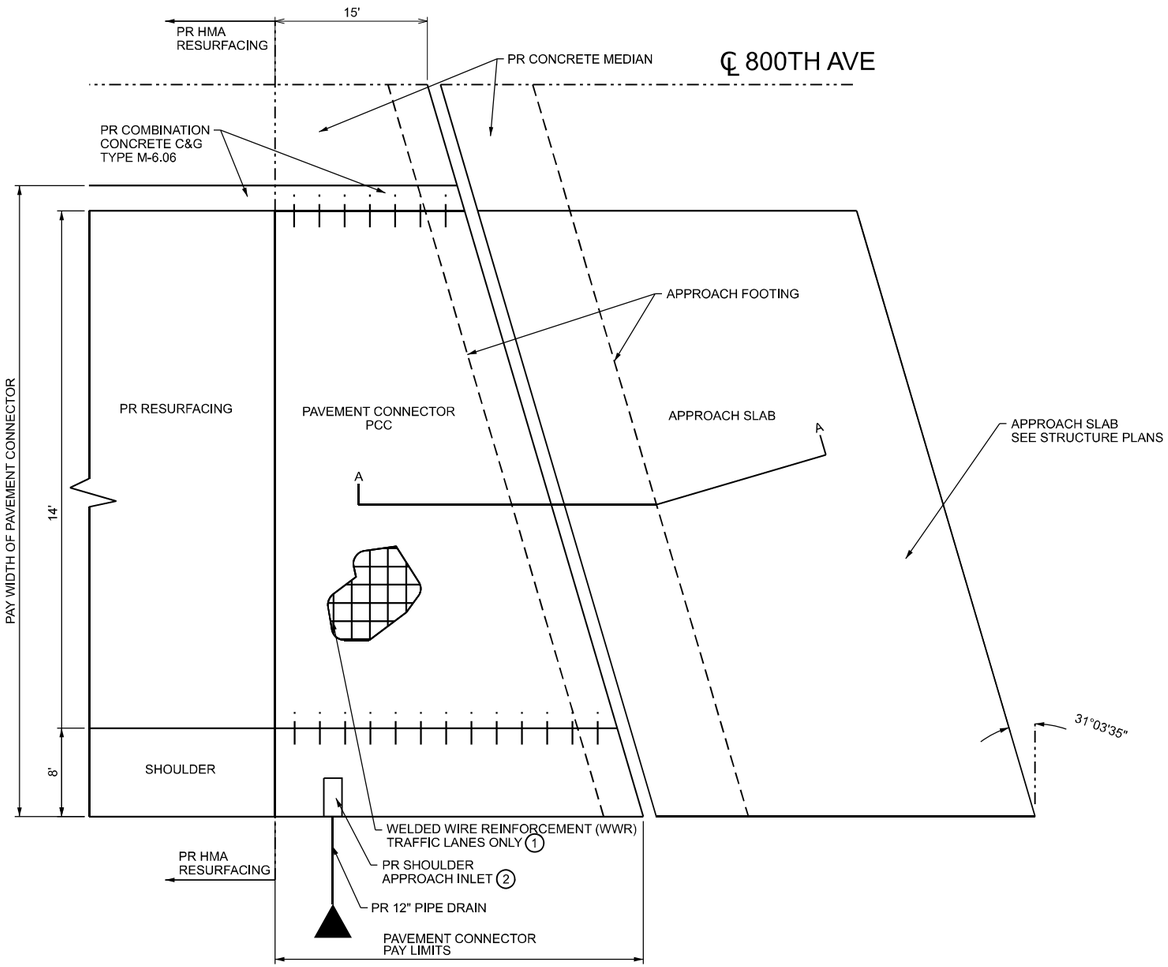
		CONTRACT NO. 72791		
	ILLINOIS	FED. AID PROJECT		

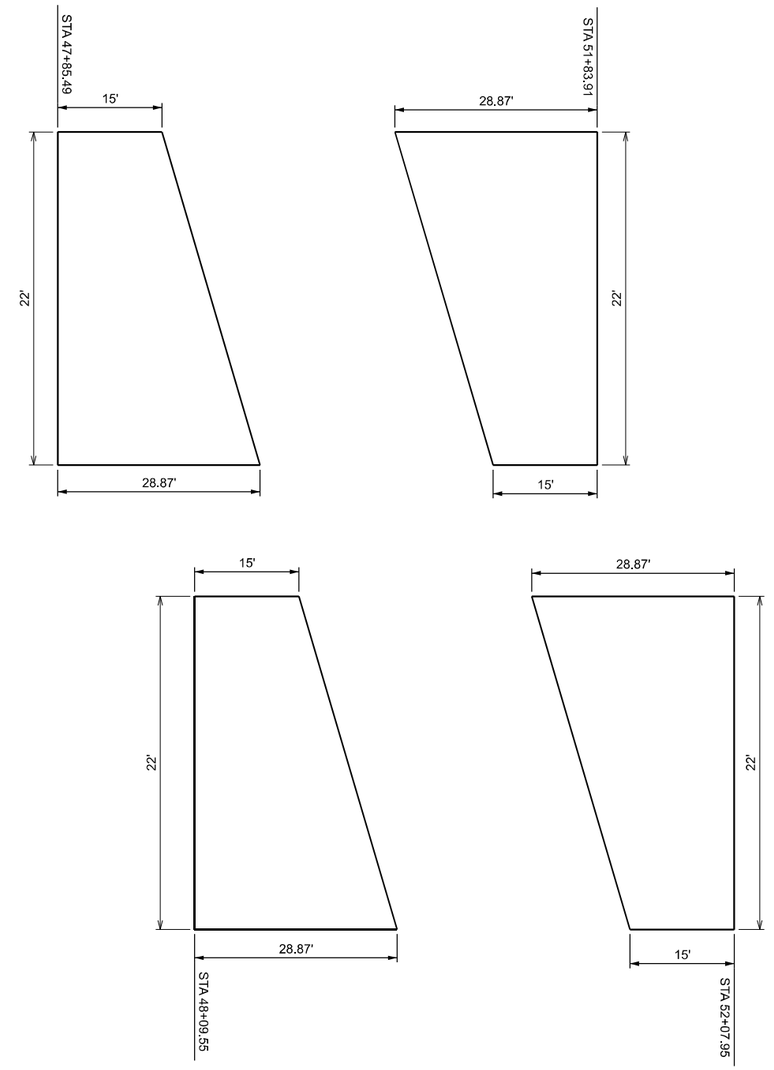


SECTION A-A

1. WWR SHALL BE 0.11 SQ IN/FT IN BOTH DIRECTIONS. MAXIMUM WIRE SPACING SHALL BE 6". MINIMUM LAP DISTANCE SHALL BE TWO CROSS WIRES.
2. PR SHOULDER INLETS AS PER STANDARD 610001.



PLAN



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	DRAWN -	REVISED -	
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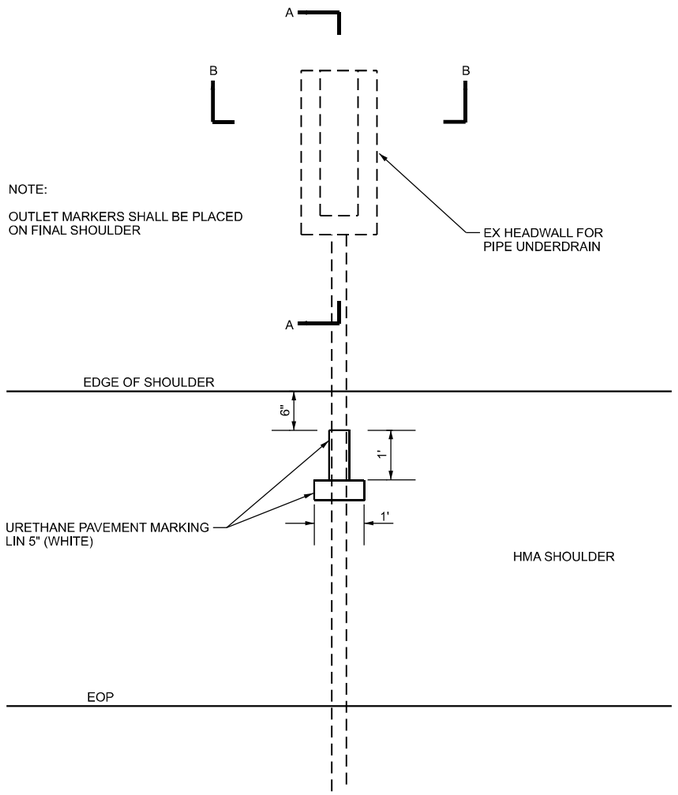
PLOT DATE = 10/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

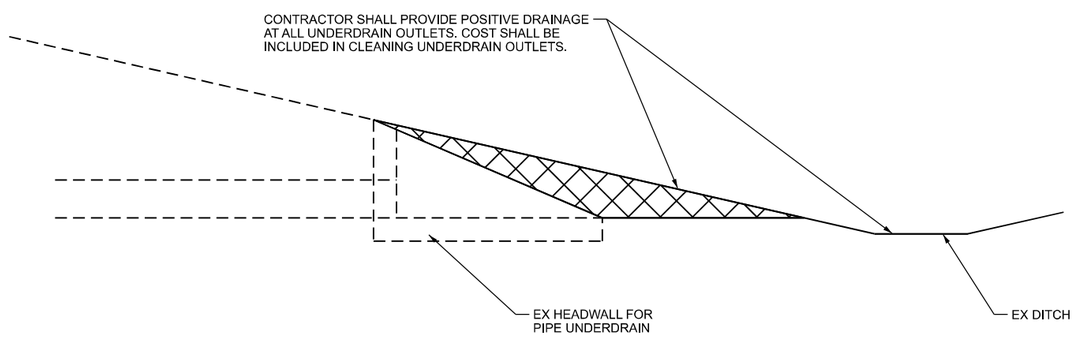
MISCELLANEOUS DETAILS – PCC CONNECTOR

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	43
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			



TYPICAL PIPE UNDERDRAIN MARKER DETAIL



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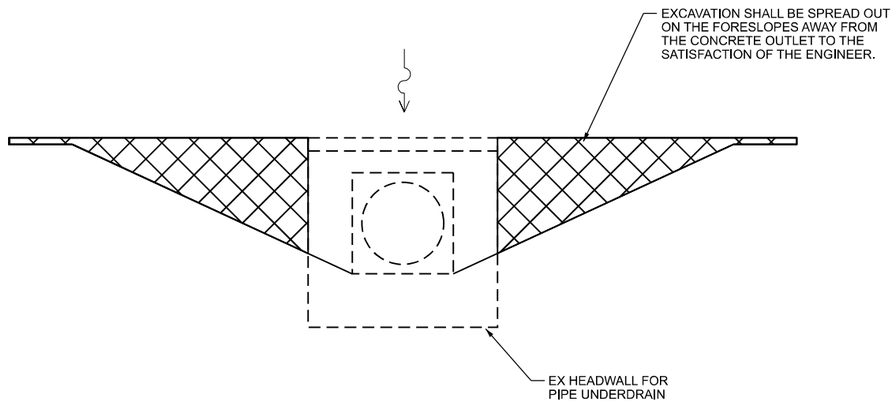

SECTION B-B

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	DRAWN -	REVISED -	
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PLOT DATE = 10/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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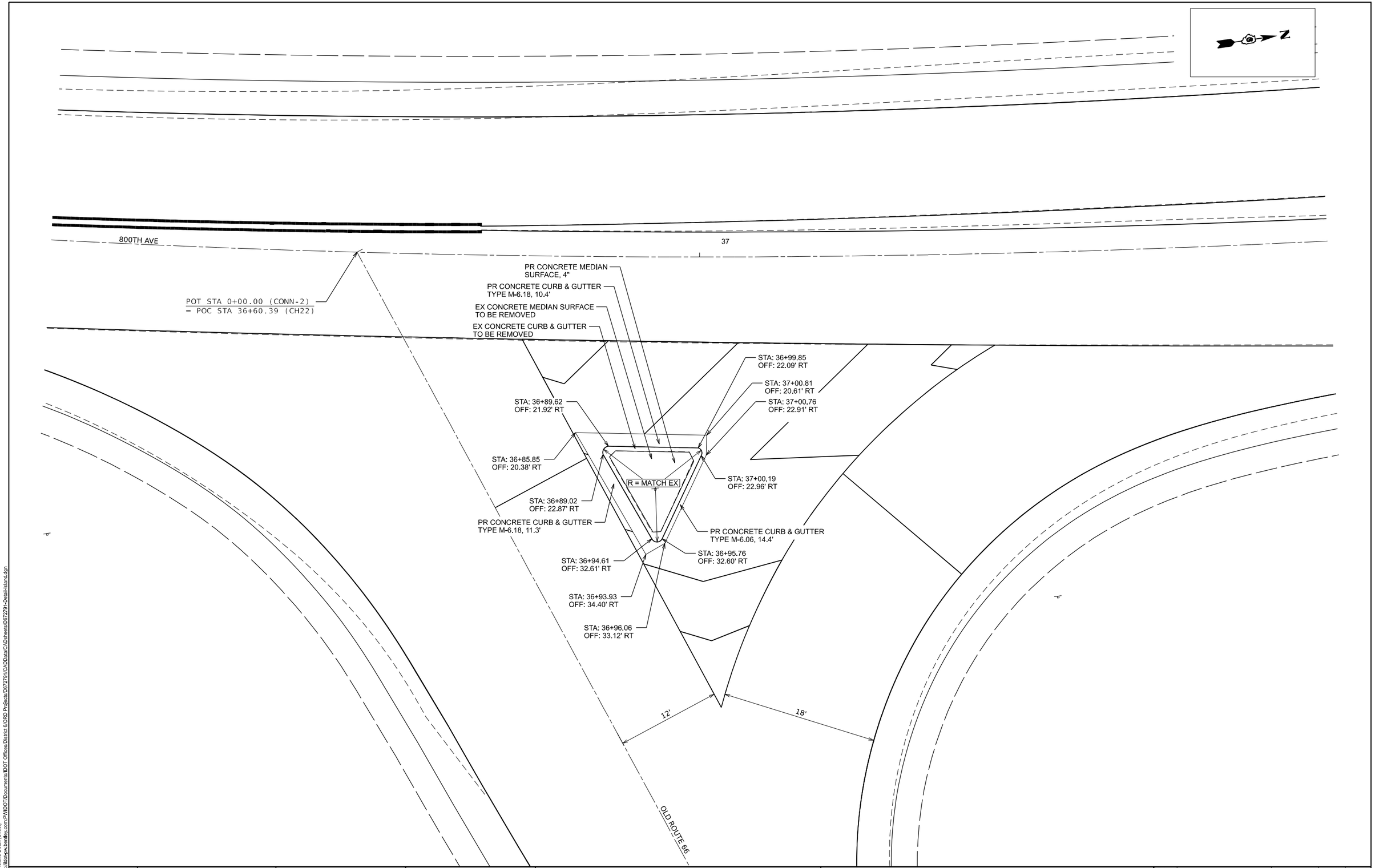
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			



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	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 10/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ISLAND DETAIL

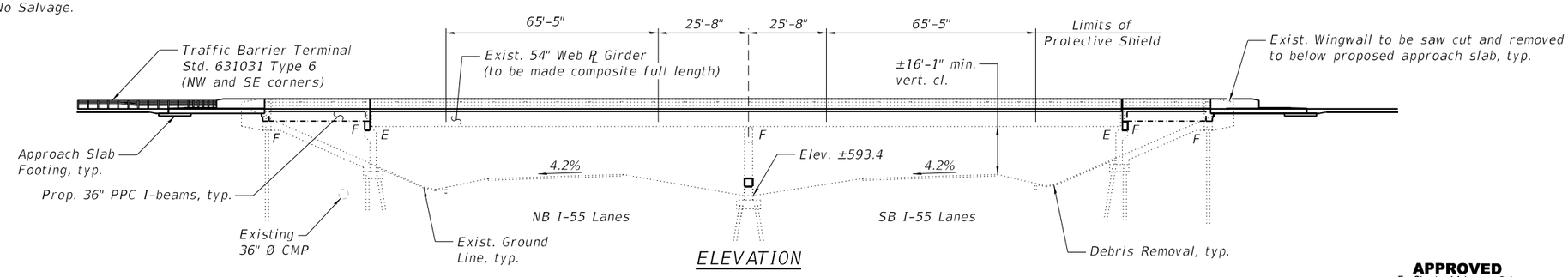
SCALE: 1"=5' | SHEET OF SHEETS | STA. | TO STA.

F.A. I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	54-(1RS5,2RS3,2HB-D-I1)	LOGAN	75	45
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			

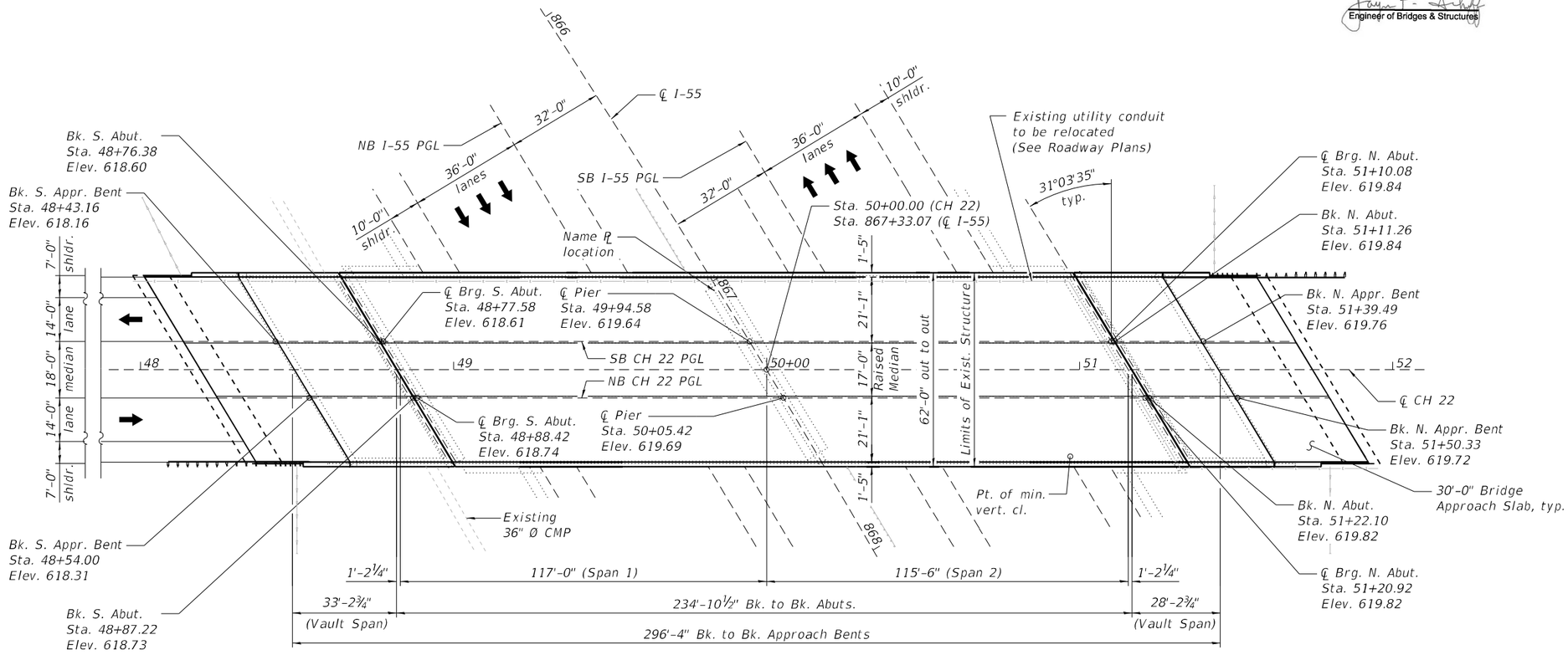
Bench Mark: Chiseled "□" at Top of SW parapet wall of SN 054-0039 at Sta. 48+33.65, 30.67' LT. Elev. 620.820.

Existing Structure: Structure Number 054-0039, built in 1974 as FAI Route 55, Section 54-2HB at Sta. 867+32.79. In 1991, the abutment bearings and expansion joints were replaced and a wearing surface was provided. In 2003, the overlay was replaced and deck repairs were performed. The structure is a two span continuous steel girder bridge composite in positive moment regions, supported on vaulted abutments and a multi-column pier. The bridge measures 296'-4" back to back approach bents, 62'-0"out to out, with a skew of 31°-03'-35" ahead right. CH 22 will be closed during construction.

No Salvage.



ELEVATION



PLAN

N

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.046g
Site Coefficient (S) = 1.0

LOADING HS20-44

Allow 25#/sq. ft. for future wearing surface.

DESIGN STRESSES

FIELD UNITS (New Construction)

f'c = 3,500 psi
f'c = 4,000 psi (Superstructure Concrete)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50) (Bearings)

PRECAST PRESTRESSED UNITS (New Construction)

f'c = 6,000 psi
f'ci = 5,000 psi
fpu = 270,000 psi (0.5" Ø Low Relaxation Strands)
fpbt = 201,960 psi (0.5" Ø Low Relaxation Strands)

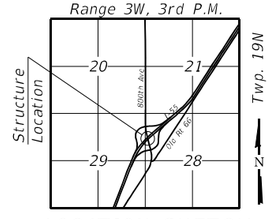
FIELD UNITS (Exist. Construction)

fc = 1,200 psi (Deck Slab)
fc = 1,400 psi (All other concrete)
fs = 20,000 psi (Reinforcement)
fs = 20,000 psi (Structural Steel)

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

LICENSED STRUCTURAL ENGINEER ★ STATE OF ILLINOIS ★ MICHAEL T. HALEY 081-005991 CHATHAM

Michael T. Haley 10/25/2023
Michael T. Haley Date
Licensed Structural Engineer
State of Illinois No. 081-005991
Expires 11/30/2024



LOCATION SKETCH

GENERAL PLAN & ELEVATION
COUNTY HIGHWAY 22 (800th AVE) OVER I-55
F.A.I. RTE. 55 - SEC. (54-2HB)D, BP, BRR, I-1
LOGAN COUNTY
STATION 867+33.07
STRUCTURE NO. 054-0039

REV. - MS

MODEL: Default
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LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	USER NAME =	DESIGNED - LM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN AND ELEVATION
		CHECKED - MTH	REVISED -		
	PLOT SCALE =	DRAWN - SJH	REVISED -		
	PLOT DATE = 10/25/2023	CHECKED - CZ	REVISED -		SHEET 1 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-2HB)D,BP,BRR,I-1	LOGAN	75	46
		CONTRACT NO. 72791		
	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

1. Fasteners shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts. Bolts $\frac{7}{8}$ in. Ø, holes $1\frac{5}{16}$ in. Ø, unless otherwise noted.
2. No field welding is permitted except as specified in the contract documents.
3. Reinforcement bars designated (E) shall be epoxy coated.
4. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.
   As directed by the Engineer, existing construction accessories welded to the top flange of beams shall be removed. The wild areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding $\frac{1}{4}$ inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition.
   The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.
5. Plan dimensions and details relative to existing structure 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 Constractor will be paid for the quantity actually furnished at the unit price bid for the work.
6. A penetrating Concrete Sealer shall be applied to the new concrete surfaces on the front face of abutment backwalls.
7. All new Structural Steel shall be shop painted with an inorganic zinc rich primer per AASHTO M300, Type 1.
8. The existing structural steel coating contains lead. The Contractor shall take appropriate Precautions to deal with the presence of lead on this project.
9. Cleaning and painting of the existing and new structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All existing and new steel shall be cleaned per Near White Blast Cleaning – SSPC-SP10. All existing and new steel shall be painted according to the requirements of Paint System 1 – OZ/E/U. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8.
10. SSPC QP1 and SSPC QP2 Certification is required for this Contract.
11. The Contractor shall resurvey the I-55 vertical clearance over each lane and shoulder following the deck replacement. This work will not be paid for separately, but shall be included with the contract lump sum price for "Construction Layout".

INDEX OF SHEETS

SCOPE OF WORK

1. Remove and replace existing concrete deck, while providing protective shield over live traffic.
2. Make new deck composite full length.
3. Remove and replace each vaulted span slab and beams.
4. Remove approach pavement and replace with bridge approach slabs.
5. Remove and replace steel end diaphragms at abutments.
6. Remove and replace existing abutment bearings utilizing new steel extensions.
7. Perform concrete repair at each abutment and pier as required.
8. Raise existing pier crash wall to 5'-0" above ground elevation.
9. Remove and replace existing approach guardrails.
10. Clean and paint all existing structural steel.
11. Remove portion of wingwalls for construction of new approach slabs.
12. Remove debris from slopewall ditch.

STA. 867+33.07
RE-BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. RT. 55
SEC. (54-2HB)D, BP, BRR, I-1
LOADING HS-20
STR. NO. 054-0039

NAME PLATE

See Std. 515001
New Name Plate shall be placed next to existing Name Plate.

I-55 CURVE DATA

P.I. Sta. = 860+49.95
Δ = 28°29'40" (Rt)
D = 1°29'59"
R = 3,820.51'
T = 970.09'
L = 1,900.03'
E = 121.24'
P.C. Sta. = 850+79.86
P.T. Sta. = 869+79.89

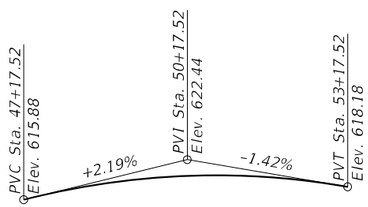
TOTAL BILL OF MATERIAL

	ITEM	UNIT	SUPER	SUB	TOTAL
*	Concrete Removal	Cu. Yd.	53.7	27.6	81.3
**	Removal of Existing Concrete Deck	Each	1	–	1
	Protective Shield	Sq. Yd.	902	–	902
	Structure Excavation	Cu. Yd.	–	146	146
	Concrete Structures	Cu. Yd.	–	74.3	74.3
	Concrete Superstructure	Cu. Yd.	698.0	–	698.0
	Bridge Deck Grooving	Sq. Yd.	1,505	–	1,505
	Protective Coat	Sq. Yd.	2,645	–	2,645
	Concrete Superstructure (Approach Slab)	Cu. Yd.	170.2	–	170.2
	Furnishing and Erecting Precast Prestressed Concrete I-Beams, 36 in	Foot	348	–	348
	Furnishing and Erecting Structural Steel	Pound	11,840	–	11,840
	Stud Shear Connectors	Each	864	–	864
	Reinforcement Bars, Epoxy Coated	Pound	250,040	2,120	252,160
	Name Plates	Each	–	1	1
	Preformed Joint Strip Seal	Foot	143	–	143
	Elastomeric Bearing Assembly, Type I	Each	–	16	16
	Anchor Bolts, 1"	Each	–	32	32
	Granular Backfill for Structures	Cu. Yd.	–	146	146
	Concrete Sealer	Sq. Ft.	–	375	375
	Geocomposite Wall Drain	Sq. Yd.	–	82	82
	Pipe Underdrains for Structures 4"	Foot	–	184	184
	Jack and Remove Existing Bearings	Each	–	16	16
	Structural Steel Removal	Pound	7,710	–	7,710
	Removal of Existing Concrete I-Beam	Each	12	–	12
	Containment and Disposal of Lead Painting Cleaning Residues No. 1	L. Sum	1	–	1
	Cleaning and Painting Steel Bridge No. 1	L. Sum	1	–	1
	Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	–	237	237
	Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.	–	24	24
	Debris Removal	L. Sum	–	1	1

*Includes existing concrete diaphragms in vaulted spans.
**Includes both the main span deck and the vaulted span decks.

EXISTING SB I-55 PROFILE GRADE
(Along Inside Edge of SB Pavement from survey)

EXISTING NB I-55 PROFILE GRADE
(Along Inside Edge of NB Pavement from survey)



L.V.C. = 600'

CH 22 PROFILE GRADE
(along edge of Median)

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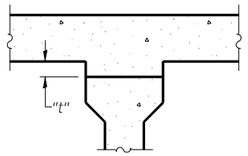
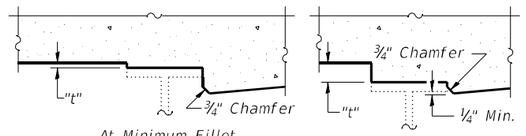
	PLOT SCALE =	DRAWN - SJH	REVISED -	
	PLOT DATE = 12/1/2023	CHECKED - CZ	REVISED -	

GENERAL DATA
STRUCTURE NO. 054-0039
SHEET 2 OF 30 SHEETS

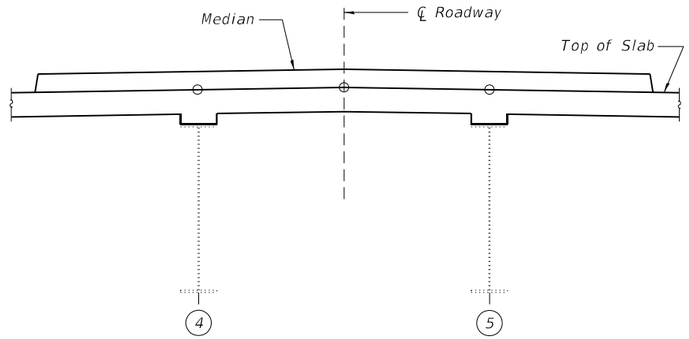
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-2HB)D,BP,BRR,I-1	LOGAN	75	47
		CONTRACT NO. 72791		
	ILLINOIS	FED. AID PROJECT		



To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown on sheets 4 and 5 of 30, minus slab thickness, equals the fillet heights "t" above top flanges of beams.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 6 and 7 of 30, minus slab thickness, equals the fillet heights "t" above top flange of beams.

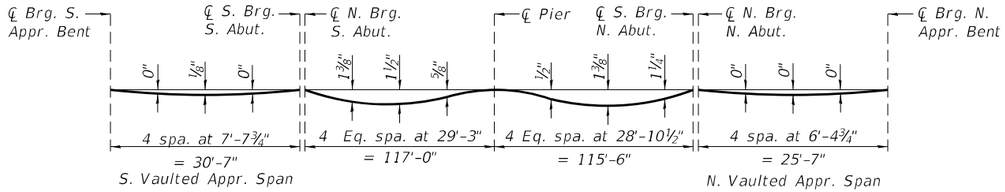


DETAIL AT MEDIAN

(Looking North)

Elevations at ℄ Roadway and Girders 4 and 5 are given at Theoretical Top of Slab below Median.

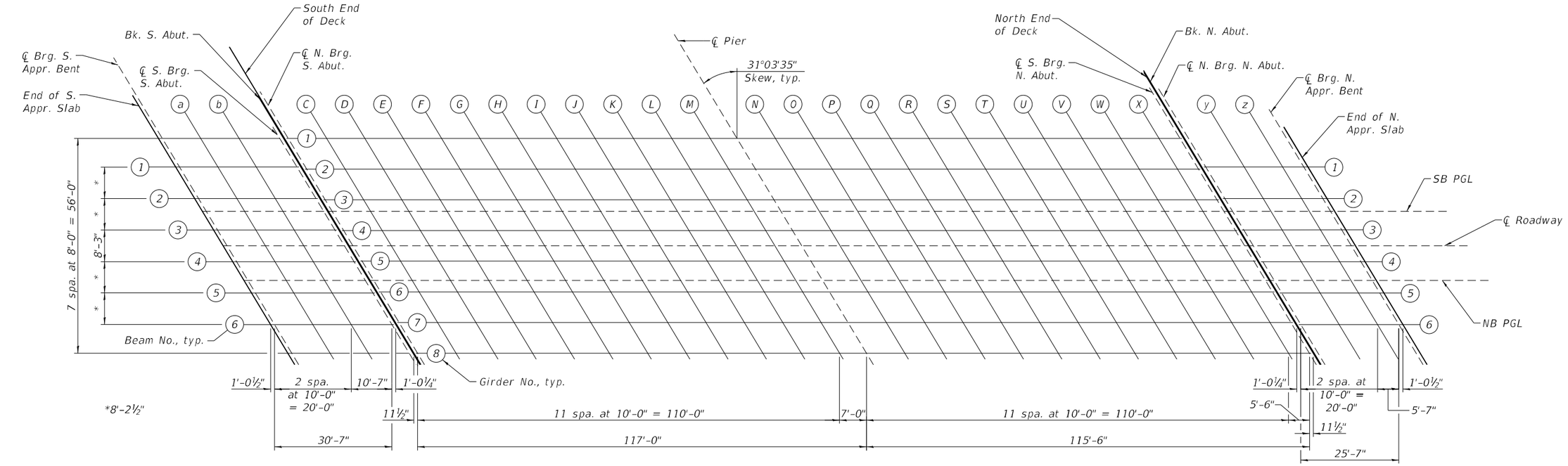
FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only, excluding beams)

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 as shown on sheets 4 thru 7 of 30.



PLAN

(Sheet 1 of 5)

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		CHECKED - MTH	REVISED -		
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	PLOT DATE = 10/25/2023	CHECKED - CZ	REVISED -		SHEET 3 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-2HB)D,BP,BRR,I-1	LOGAN	75	48
		CONTRACT NO. 72791		
	ILLINOIS	FED. AID PROJECT		

SOUTH APPROACH SPAN – BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
End of S. Appr. Slab	48+36.79	-20.54	617.89	617.89
℄ Brg. S. Appr. Bent	48+37.83	-20.54	617.91	617.91
a	48+47.83	-20.54	618.05	618.06
b	48+57.83	-20.54	618.19	618.19
℄ S. Brg. S. Abut.	48+68.41	-20.54	618.33	618.33
Bk. S. Abut.	48+69.43	-20.54	618.34	618.34

SOUTH APPROACH SPAN – BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
End of S. Appr. Slab	48+41.73	-12.33	618.09	618.09
℄ Brg. S. Appr. Bent	48+42.77	-12.33	618.10	618.10
a	48+52.77	-12.33	618.24	618.25
b	48+62.77	-12.33	618.38	618.38
℄ S. Brg. S. Abut.	48+73.36	-12.33	618.51	618.51
Bk. S. Abut.	48+74.37	-12.33	618.52	618.52

SOUTH APPROACH SPAN – SB PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
End of S. Appr. Slab	48+43.74	-9.00	618.16	618.16
℄ Brg. S. Appr. Bent	48+44.78	-9.00	618.18	618.18
a	48+54.78	-9.00	618.32	618.32
b	48+64.78	-9.00	618.45	618.46
℄ S. Brg. S. Abut.	48+75.36	-9.00	618.59	618.59
Bk. S. Abut.	48+76.38	-9.00	618.60	618.60

SOUTH APPROACH SPAN – BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
End of S. Appr. Slab	48+46.67	-4.13	618.28	618.28
℄ Brg. S. Appr. Bent	48+47.72	-4.13	618.29	618.29
a	48+57.72	-4.13	618.43	618.44
b	48+67.72	-4.13	618.56	618.57
℄ S. Brg. S. Abut.	48+78.30	-4.13	618.70	618.70
Bk. S. Abut.	48+79.32	-4.13	618.71	618.71

SOUTH APPROACH SPAN – ℄ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
End of S. Appr. Slab	48+49.16	0.00	618.38	618.38
℄ Brg. S. Appr. Bent	48+50.20	0.00	618.39	618.39
a	48+60.20	0.00	618.53	618.53
b	48+70.20	0.00	618.66	618.66
℄ S. Brg. S. Abut.	48+80.78	0.00	618.79	618.79
Bk. S. Abut.	48+81.80	0.00	618.80	618.80

SOUTH APPROACH SPAN – BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
End of S. Appr. Slab	48+51.64	4.13	618.35	618.35
℄ Brg. S. Appr. Bent	48+52.68	4.13	618.36	618.36
a	48+62.68	4.13	618.50	618.50
b	48+72.68	4.13	618.63	618.63
℄ S. Brg. S. Abut.	48+83.27	4.13	618.76	618.76
Bk. S. Abut.	48+84.28	4.13	618.77	618.77

SOUTH APPROACH SPAN – NB PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
End of S. Appr. Slab	48+54.58	9.00	618.32	618.32
℄ Brg. S. Appr. Bent	48+55.62	9.00	618.33	618.33
a	48+65.62	9.00	618.46	618.47
b	48+75.62	9.00	618.59	618.60
℄ S. Brg. S. Abut.	48+86.20	9.00	618.72	618.72
Bk. S. Abut.	48+87.22	9.00	618.73	618.73

SOUTH APPROACH SPAN – BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
End of S. Appr. Slab	48+56.59	12.33	618.29	618.29
℄ Brg. S. Appr. Bent	48+57.63	12.33	618.31	618.31
a	48+67.63	12.33	618.44	618.45
b	48+77.63	12.33	618.57	618.57
℄ S. Brg. S. Abut.	48+88.21	12.33	618.69	618.69
Bk. S. Abut.	48+89.23	12.33	618.70	618.70

SOUTH APPROACH SPAN – BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
End of S. Appr. Slab	48+61.53	20.54	618.24	618.24
℄ Brg. S. Appr. Bent	48+62.57	20.54	618.25	618.25
a	48+72.57	20.54	618.38	618.38
b	48+82.57	20.54	618.50	618.51
℄ S. Brg. S. Abut.	48+93.16	20.54	618.63	618.63
Bk. S. Abut.	48+94.17	20.54	618.64	618.64

Note:
Stations and offsets are measured along ℄ Roadway.

LIN ENGINEERING,LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =	DESIGNED - LM	REVISED -	
	CHECKED - MTH	REVISED -	
PLOT SCALE =	DRAWN - SJH	REVISED -	
PLOT DATE = 10/25/2023	CHECKED - CZ	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 054-0039
SHEET 4 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-2HB)D,BP,BRR,I-1	LOGAN	75	49
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			

NORTH APPROACH SPAN – BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51+04.31	-20.54	619.68	619.68
℄ N. Brg. N. Abut.	51+05.33	-20.54	619.68	619.68
y	51+15.33	-20.54	619.66	619.66
z	51+25.33	-20.54	619.63	619.64
℄ Brg. N. Appr. Bent	51+30.91	-20.54	619.62	619.62
End of N. Appr. Slab	51+31.95	-20.54	619.62	619.62

NORTH APPROACH SPAN – BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51+09.25	-12.33	619.79	619.79
℄ N. Brg. N. Abut.	51+10.27	-12.33	619.79	619.79
y	51+20.27	-12.33	619.77	619.77
z	51+30.27	-12.33	619.74	619.75
℄ Brg. N. Appr. Bent	51+35.86	-12.33	619.73	619.73
End of N. Appr. Slab	51+36.90	-12.33	619.72	619.72

NORTH APPROACH SPAN – SB PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51+11.26	-9.00	619.84	619.84
℄ N. Brg. N. Abut.	51+12.28	-9.00	619.84	619.84
y	51+22.28	-9.00	619.82	619.82
z	51+32.28	-9.00	619.79	619.79
℄ Brg. N. Appr. Bent	51+37.86	-9.00	619.77	619.77
End of N. Appr. Slab	51+38.90	-9.00	619.77	619.77

NORTH APPROACH SPAN – BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51+14.20	-4.13	619.91	619.91
℄ N. Brg. N. Abut.	51+15.22	-4.13	619.90	619.90
y	51+25.22	-4.13	619.88	619.88
z	51+35.22	-4.13	619.85	619.85
℄ Brg. N. Appr. Bent	51+40.80	-4.13	619.83	619.83
End of N. Appr. Slab	51+41.84	-4.13	619.83	619.83

NORTH APPROACH SPAN – ℄ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51+16.68	0.00	619.96	619.96
℄ N. Brg. N. Abut.	51+17.70	0.00	619.96	619.96
y	51+27.70	0.00	619.94	619.94
z	51+37.70	0.00	619.91	619.91
℄ Brg. N. Appr. Bent	51+43.28	0.00	619.89	619.89
End of N. Appr. Slab	51+44.32	0.00	619.88	619.88

NORTH APPROACH SPAN – BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51+19.17	4.13	619.90	619.90
℄ N. Brg. N. Abut.	51+20.18	4.13	619.89	619.89
y	51+30.18	4.13	619.87	619.87
z	51+40.18	4.13	619.84	619.84
℄ Brg. N. Appr. Bent	51+45.77	4.13	619.81	619.81
End of N. Appr. Slab	51+46.81	4.13	619.81	619.81

NORTH APPROACH SPAN – NB PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51+22.10	9.00	619.82	619.82
℄ N. Brg. N. Abut.	51+23.12	9.00	619.81	619.81
y	51+33.12	9.00	619.79	619.79
z	51+43.12	9.00	619.75	619.75
℄ Brg. N. Appr. Bent	51+48.70	9.00	619.73	619.73
End of N. Appr. Slab	51+49.74	9.00	619.73	619.73

NORTH APPROACH SPAN – BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51+24.11	12.33	619.76	619.76
℄ N. Brg. N. Abut.	51+25.13	12.33	619.76	619.76
y	51+35.13	12.33	619.73	619.73
z	51+45.13	12.33	619.69	619.70
℄ Brg. N. Appr. Bent	51+50.71	12.33	619.67	619.67
End of N. Appr. Slab	51+51.75	12.33	619.67	619.67

NORTH APPROACH SPAN – BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51+29.05	20.54	619.62	619.62
℄ N. Brg. N. Abut.	51+30.07	20.54	619.62	619.62
y	51+40.07	20.54	619.59	619.59
z	51+50.07	20.54	619.55	619.55
℄ Brg. N. Appr. Bent	51+55.66	20.54	619.53	619.53
End of N. Appr. Slab	51+56.70	20.54	619.52	619.52

Note:
Stations and offsets are measured along ℄ Roadway.

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =		DESIGNED - LM	REVISED -
		CHECKED - MTH	REVISED -
PLOT SCALE =		DRAWN - SJH	REVISED -
PLOT DATE =	10/25/2023	CHECKED - CZ	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 054-0039
SHEET 5 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-2HB)D,BP,BRR,I-1	LOGAN	75	50
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
South End of Deck	48+65.18	-28.00	618.15	618.15
℄ N. Brg. S. Abut.	48+66.14	-28.00	618.16	618.16
C	48+76.14	-28.00	618.29	618.33
D	48+86.14	-28.00	618.41	618.49
E	48+96.14	-28.00	618.52	618.63
F	49+06.14	-28.00	618.63	618.75
G	49+16.14	-28.00	618.73	618.86
H	49+26.14	-28.00	618.83	618.94
I	49+36.14	-28.00	618.92	619.01
J	49+46.14	-28.00	619.00	619.07
K	49+56.14	-28.00	619.08	619.12
L	49+66.14	-28.00	619.16	619.17
M	49+76.14	-28.00	619.22	619.23
℄ Pier	49+83.14	-28.00	619.26	619.26
N	49+93.14	-28.00	619.32	619.33
O	50+03.14	-28.00	619.37	619.39
P	50+13.14	-28.00	619.42	619.46
Q	50+23.14	-28.00	619.45	619.52
R	50+33.14	-28.00	619.49	619.58
S	50+43.14	-28.00	619.51	619.62
T	50+53.14	-28.00	619.53	619.64
U	50+63.14	-28.00	619.55	619.65
V	50+73.14	-28.00	619.55	619.64
W	50+83.14	-28.00	619.56	619.61
X	50+93.14	-28.00	619.55	619.57
℄ S. Brg. N. Abut.	50+98.64	-28.00	619.55	619.55
North End of Deck	50+99.60	-28.00	619.55	619.55

SB PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
South End of Deck	48+76.62	-9.00	618.60	618.60
℄ N. Brg. S. Abut.	48+77.58	-9.00	618.61	618.61
C	48+87.58	-9.00	618.73	618.78
D	48+97.58	-9.00	618.85	618.94
E	49+07.58	-9.00	618.96	619.07
F	49+17.58	-9.00	619.06	619.19
G	49+27.58	-9.00	619.15	619.29
H	49+37.58	-9.00	619.24	619.37
I	49+47.58	-9.00	619.33	619.43
J	49+57.58	-9.00	619.40	619.48
K	49+67.58	-9.00	619.48	619.52
L	49+77.58	-9.00	619.54	619.56
M	49+87.58	-9.00	619.60	619.60
℄ Pier	49+94.58	-9.00	619.64	619.64
N	50+04.58	-9.00	619.69	619.69
O	50+14.58	-9.00	619.73	619.75
P	50+24.58	-9.00	619.77	619.81
Q	50+34.58	-9.00	619.80	619.87
R	50+44.58	-9.00	619.82	619.92
S	50+54.58	-9.00	619.84	619.96
T	50+64.58	-9.00	619.86	619.98
U	50+74.58	-9.00	619.86	619.98
V	50+84.58	-9.00	619.87	619.96
W	50+94.58	-9.00	619.86	619.93
X	51+04.58	-9.00	619.85	619.87
℄ S. Brg. N. Abut.	51+10.08	-9.00	619.84	619.84
North End of Deck	51+11.04	-9.00	619.84	619.84

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
South End of Deck	48+69.99	-20.00	618.35	618.35
℄ N. Brg. S. Abut.	48+70.95	-20.00	618.37	618.37
C	48+80.95	-20.00	618.49	618.54
D	48+90.95	-20.00	618.61	618.70
E	49+00.95	-20.00	618.72	618.84
F	49+10.95	-20.00	618.83	618.96
G	49+20.95	-20.00	618.93	619.06
H	49+30.95	-20.00	619.02	619.14
I	49+40.95	-20.00	619.11	619.21
J	49+50.95	-20.00	619.19	619.26
K	49+60.95	-20.00	619.26	619.31
L	49+70.95	-20.00	619.33	619.35
M	49+80.95	-20.00	619.40	619.40
℄ Pier	49+87.95	-20.00	619.44	619.44
N	49+97.95	-20.00	619.49	619.50
O	50+07.95	-20.00	619.54	619.56
P	50+17.95	-20.00	619.58	619.62
Q	50+27.95	-20.00	619.61	619.69
R	50+37.95	-20.00	619.64	619.74
S	50+47.95	-20.00	619.67	619.78
T	50+57.95	-20.00	619.68	619.81
U	50+67.95	-20.00	619.70	619.81
V	50+77.95	-20.00	619.70	619.80
W	50+87.95	-20.00	619.70	619.76
X	50+97.95	-20.00	619.69	619.72
℄ S. Brg. N. Abut.	51+03.45	-20.00	619.69	619.69
North End of Deck	51+04.42	-20.00	619.68	619.68

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
South End of Deck	48+79.63	-4.00	618.71	618.71
℄ N. Brg. S. Abut.	48+80.59	-4.00	618.73	618.73
C	48+90.59	-4.00	618.84	618.89
D	49+00.59	-4.00	618.96	619.04
E	49+10.59	-4.00	619.06	619.18
F	49+20.59	-4.00	619.16	619.30
G	49+30.59	-4.00	619.26	619.39
H	49+40.59	-4.00	619.34	619.47
I	49+50.59	-4.00	619.43	619.53
J	49+60.59	-4.00	619.50	619.57
K	49+70.59	-4.00	619.57	619.61
L	49+80.59	-4.00	619.63	619.65
M	49+90.59	-4.00	619.69	619.70
℄ Pier	49+97.59	-4.00	619.73	619.73
N	50+07.59	-4.00	619.78	619.78
O	50+17.59	-4.00	619.82	619.84
P	50+27.59	-4.00	619.85	619.90
Q	50+37.59	-4.00	619.88	619.96
R	50+47.59	-4.00	619.91	620.00
S	50+57.59	-4.00	619.92	620.04
T	50+67.59	-4.00	619.93	620.06
U	50+77.59	-4.00	619.94	620.06
V	50+87.59	-4.00	619.94	620.04
W	50+97.59	-4.00	619.93	620.00
X	51+07.59	-4.00	619.92	619.94
℄ S. Brg. N. Abut.	51+13.09	-4.00	619.91	619.91
North End of Deck	51+14.05	-4.00	619.91	619.91

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
South End of Deck	48+74.81	-12.00	618.54	618.54
℄ N. Brg. S. Abut.	48+75.77	-12.00	618.55	618.55
C	48+85.77	-12.00	618.67	618.71
D	48+95.77	-12.00	618.78	618.87
E	49+05.77	-12.00	618.89	619.01
F	49+15.77	-12.00	618.99	619.13
G	49+25.77	-12.00	619.09	619.23
H	49+35.77	-12.00	619.18	619.31
I	49+45.77	-12.00	619.27	619.37
J	49+55.77	-12.00	619.35	619.42
K	49+65.77	-12.00	619.42	619.46
L	49+75.77	-12.00	619.48	619.50
M	49+85.77	-12.00	619.54	619.55
℄ Pier	49+92.77	-12.00	619.58	619.58
N	50+02.77	-12.00	619.63	619.64
O	50+12.77	-12.00	619.68	619.70
P	50+22.77	-12.00	619.72	619.76
Q	50+32.77	-12.00	619.75	619.82
R	50+42.77	-12.00	619.78	619.87
S	50+52.77	-12.00	619.80	619.91
T	50+62.77	-12.00	619.81	619.93
U	50+72.77	-12.00	619.82	619.94
V	50+82.77	-12.00	619.82	619.92
W	50+92.77	-12.00	619.82	619.88
X	51+02.77	-12.00	619.81	619.83
℄ S. Brg. N. Abut.	51+08.27	-12.00	619.80	619.80
North End of Deck	51+09.23	-12.00	619.80	619.80

℄ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
South End of Deck	48+82.04	0.00	618.80	618.80
℄ N. Brg. S. Abut.	48+83.00	0.00	618.82	618.82
C	48+93.00	0.00	618.93	618.98
D	49+03.00	0.00	619.04	619.13
E	49+13.00	0.00	619.15	619.26
F	49+23.00	0.00	619.24	619.38
G	49+33.00	0.00	619.34	619.47
H	49+43.00	0.00	619.42	619.55
I	49+53.00	0.00	619.50	619.61
J	49+63.00	0.00	619.58	619.65
K	49+73.00	0.00	619.65	619.69
L	49+83.00	0.00	619.71	619.73
M	49+93.00	0.00	619.77	619.77
℄ Pier	50+00.00	0.00	619.80	619.80
N	50+10.00	0.00	619.85	619.85
O	50+20.00	0.00	619.89	619.91
P	50+30.00	0.00	619.92	619.97
Q	50+40.00	0.00	619.95	620.02
R	50+50.00	0.00	619.97	620.07
S	50+60.00	0.00	619.99	620.10
T	50+70.00	0.00	620.00	620.12
U	50+80.00	0.00	620.00	620.12
V	50+90.00	0.00	620.00	620.10
W	51+00.00	0.00	619.99	620.06
X	51+10.00	0.00	619.98	620.00
℄ S. Brg. N. Abut.	51+15.50	0.00	619.97	619.97
North End of Deck	51+16.46	0.00	619.96	619.96

Note:
Stations and offsets are measured along ℄ Roadway.

MODEL: Default
FILE NAME: E:\2127-1\Struct\SN 054-0039\Final Design\CADD\CADD_Sheets\054003972791-006-TopOfSlabElevs.dgn

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =	DESIGNED - LM	REVISED -	
	CHECKED - MTH	REVISED -	
PLOT SCALE =	DRAWN - SJH	REVISED -	
PLOT DATE = 10/25/2023	CHECKED - CZ	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 054-0039
SHEET 6 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-2HB)D,BP,BRR,I-1	LOGAN	75	51
		CONTRACT NO. 72791		
	ILLINOIS	FED. AID PROJECT		

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GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
South End of Deck	48+84.45	4.00	618.77	618.77
℄ N. Brg. S. Abut.	48+85.41	4.00	618.78	618.78
C	48+95.41	4.00	618.90	618.95
D	49+05.41	4.00	619.01	619.09
E	49+15.41	4.00	619.11	619.23
F	49+25.41	4.00	619.21	619.34
G	49+35.41	4.00	619.30	619.43
H	49+45.41	4.00	619.38	619.51
I	49+55.41	4.00	619.46	619.56
J	49+65.41	4.00	619.54	619.61
K	49+75.41	4.00	619.60	619.65
L	49+85.41	4.00	619.66	619.68
M	49+95.41	4.00	619.72	619.72
℄ Pier	50+02.41	4.00	619.75	619.75
N	50+12.41	4.00	619.80	619.80
O	50+22.41	4.00	619.84	619.86
P	50+32.41	4.00	619.87	619.91
Q	50+42.41	4.00	619.89	619.97
R	50+52.41	4.00	619.92	620.01
S	50+62.41	4.00	619.93	620.05
T	50+72.41	4.00	619.94	620.06
U	50+82.41	4.00	619.94	620.06
V	50+92.41	4.00	619.94	620.03
W	51+02.41	4.00	619.93	619.99
X	51+12.41	4.00	619.91	619.94
℄ S. Brg. N. Abut.	51+17.91	4.00	619.90	619.90
North End of Deck	51+18.87	4.00	619.90	619.90

NB PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
South End of Deck	48+87.46	9.00	618.73	618.73
℄ N. Brg. S. Abut.	48+88.42	9.00	618.74	618.74
C	48+98.42	9.00	618.86	618.90
D	49+08.42	9.00	618.96	619.05
E	49+18.42	9.00	619.07	619.18
F	49+28.42	9.00	619.16	619.29
G	49+38.42	9.00	619.25	619.39
H	49+48.42	9.00	619.33	619.46
I	49+58.42	9.00	619.41	619.51
J	49+68.42	9.00	619.48	619.55
K	49+78.42	9.00	619.55	619.59
L	49+88.42	9.00	619.60	619.62
M	49+98.42	9.00	619.66	619.66
℄ Pier	50+05.42	9.00	619.69	619.69
N	50+15.42	9.00	619.73	619.74
O	50+25.42	9.00	619.77	619.79
P	50+35.42	9.00	619.80	619.85
Q	50+45.42	9.00	619.83	619.90
R	50+55.42	9.00	619.85	619.94
S	50+65.42	9.00	619.86	619.97
T	50+75.42	9.00	619.86	619.99
U	50+85.42	9.00	619.87	619.98
V	50+95.42	9.00	619.86	619.96
W	51+05.42	9.00	619.85	619.91
X	51+15.42	9.00	619.83	619.86
℄ S. Brg. N. Abut.	51+20.92	9.00	619.82	619.82
North End of Deck	51+21.88	9.00	619.82	619.82

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
South End of Deck	48+89.27	12.00	618.71	618.71
℄ N. Brg. S. Abut.	48+90.23	12.00	618.72	618.72
C	49+00.23	12.00	618.83	618.88
D	49+10.23	12.00	618.94	619.03
E	49+20.23	12.00	619.04	619.16
F	49+30.23	12.00	619.13	619.27
G	49+40.23	12.00	619.22	619.36
H	49+50.23	12.00	619.30	619.43
I	49+60.23	12.00	619.38	619.48
J	49+70.23	12.00	619.45	619.52
K	49+80.23	12.00	619.51	619.56
L	49+90.23	12.00	619.57	619.59
M	50+00.23	12.00	619.62	619.63
℄ Pier	50+07.23	12.00	619.65	619.65
N	50+17.23	12.00	619.70	619.70
O	50+27.23	12.00	619.73	619.75
P	50+37.23	12.00	619.76	619.81
Q	50+47.23	12.00	619.79	619.86
R	50+57.23	12.00	619.80	619.90
S	50+67.23	12.00	619.81	619.93
T	50+77.23	12.00	619.82	619.94
U	50+87.23	12.00	619.82	619.94
V	50+97.23	12.00	619.81	619.91
W	51+07.23	12.00	619.80	619.87
X	51+17.23	12.00	619.78	619.81
℄ S. Brg. N. Abut.	51+22.73	12.00	619.77	619.77
North End of Deck	51+23.69	12.00	619.77	619.77

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
South End of Deck	48+94.08	20.00	618.64	618.64
℄ N. Brg. S. Abut.	48+95.05	20.00	618.65	618.65
C	49+05.05	20.00	618.76	618.81
D	49+15.05	20.00	618.87	618.95
E	49+25.05	20.00	618.96	619.08
F	49+35.05	20.00	619.06	619.19
G	49+45.05	20.00	619.14	619.28
H	49+55.05	20.00	619.22	619.34
I	49+65.05	20.00	619.29	619.39
J	49+75.05	20.00	619.36	619.43
K	49+85.05	20.00	619.42	619.46
L	49+95.05	20.00	619.48	619.50
M	50+05.05	20.00	619.52	619.53
℄ Pier	50+12.05	20.00	619.56	619.56
N	50+22.05	20.00	619.59	619.60
O	50+32.05	20.00	619.63	619.65
P	50+42.05	20.00	619.65	619.70
Q	50+52.05	20.00	619.67	619.75
R	50+62.05	20.00	619.69	619.79
S	50+72.05	20.00	619.70	619.81
T	50+82.05	20.00	619.70	619.82
U	50+92.05	20.00	619.70	619.81
V	51+02.05	20.00	619.69	619.78
W	51+12.05	20.00	619.67	619.74
X	51+22.05	20.00	619.65	619.68
℄ S. Brg. N. Abut.	51+27.55	20.00	619.64	619.64
North End of Deck	51+28.51	20.00	619.63	619.63

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
South End of Deck	48+98.90	28.00	618.55	618.55
℄ N. Brg. S. Abut.	48+99.86	28.00	618.56	618.56
C	49+09.86	28.00	618.67	618.71
D	49+19.86	28.00	618.77	618.85
E	49+29.86	28.00	618.86	618.97
F	49+39.86	28.00	618.95	619.07
G	49+49.86	28.00	619.03	619.16
H	49+59.86	28.00	619.11	619.22
I	49+69.86	28.00	619.18	619.27
J	49+79.86	28.00	619.24	619.31
K	49+89.86	28.00	619.30	619.34
L	49+99.86	28.00	619.36	619.37
M	50+09.86	28.00	619.40	619.41
℄ Pier	50+16.86	28.00	619.43	619.43
N	50+26.86	28.00	619.47	619.47
O	50+36.86	28.00	619.50	619.52
P	50+46.86	28.00	619.52	619.56
Q	50+56.86	28.00	619.54	619.60
R	50+66.86	28.00	619.55	619.64
S	50+76.86	28.00	619.56	619.66
T	50+86.86	28.00	619.55	619.67
U	50+96.86	28.00	619.55	619.66
V	51+06.86	28.00	619.54	619.62
W	51+16.86	28.00	619.52	619.58
X	51+26.86	28.00	619.49	619.52
℄ S. Brg. N. Abut.	51+32.36	28.00	619.48	619.48
North End of Deck	51+33.32	28.00	619.47	619.47

Note:
Stations and offsets are measured along ℄ Roadway.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 054-0039
SHEET 7 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-2HB)D,BP,BRR,I-1	LOGAN	75	52
		CONTRACT NO. 72791		
	ILLINOIS	FED. AID PROJECT		

WEST FACE OF CURB

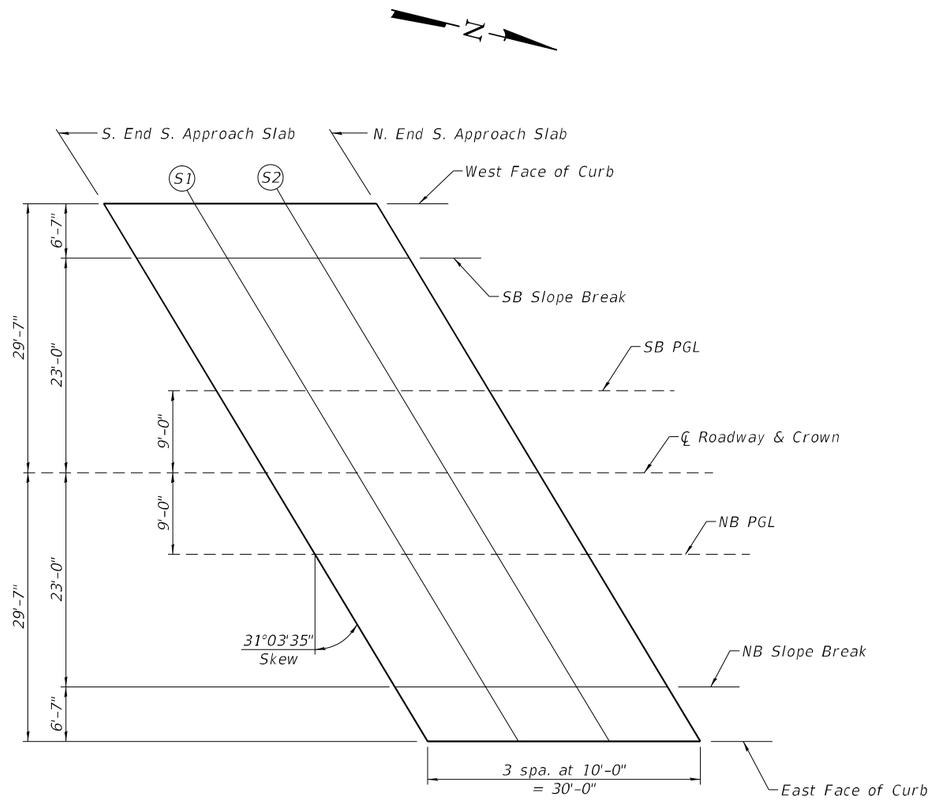
Location	Station	Offset	Theoretical Grade Elevations
S. End S. Approach Slab	48+01.34	-29.58	617.16
S1	48+11.34	-29.58	617.33
S2	48+21.34	-29.58	617.49
N. End S. Approach Slab	48+31.34	-29.58	617.64

SB SLOPE BREAK

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Approach Slab	48+05.31	-23.00	617.36
S1	48+15.31	-23.00	617.52
S2	48+25.31	-23.00	617.68
N. End S. Approach Slab	48+35.31	-23.00	617.83

SB PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Approach Slab	48+13.74	-9.00	617.71
S1	48+23.74	-9.00	617.87
S2	48+33.74	-9.00	618.02
N. End S. Approach Slab	48+43.74	-9.00	618.16



SOUTH APPROACH SLAB PLAN

℄ ROADWAY & CROWN

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Approach Slab	48+19.16	0.00	617.93
S1	48+29.16	0.00	618.08
S2	48+39.16	0.00	618.23
N. End S. Approach Slab	48+49.16	0.00	618.38

NB PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Approach Slab	48+24.58	9.00	617.88
S1	48+34.58	9.00	618.03
S2	48+44.58	9.00	618.18
N. End S. Approach Slab	48+54.58	9.00	618.32

NB SLOPE BREAK

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Approach Slab	48+33.01	23.00	617.80
S1	48+43.01	23.00	617.94
S2	48+53.01	23.00	618.09
N. End S. Approach Slab	48+63.01	23.00	618.22

EAST FACE OF CURB

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Approach Slab	48+36.98	29.58	617.73
S1	48+46.98	29.58	617.87
S2	48+56.98	29.58	618.01
N. End S. Approach Slab	48+66.98	29.58	618.14

Note:
Stations and offsets are measured along ℄ Roadway.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 054-0039
SHEET 8 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-2HB)D,BP,BRR,I-1	LOGAN	75	53
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			

WEST FACE OF CURB

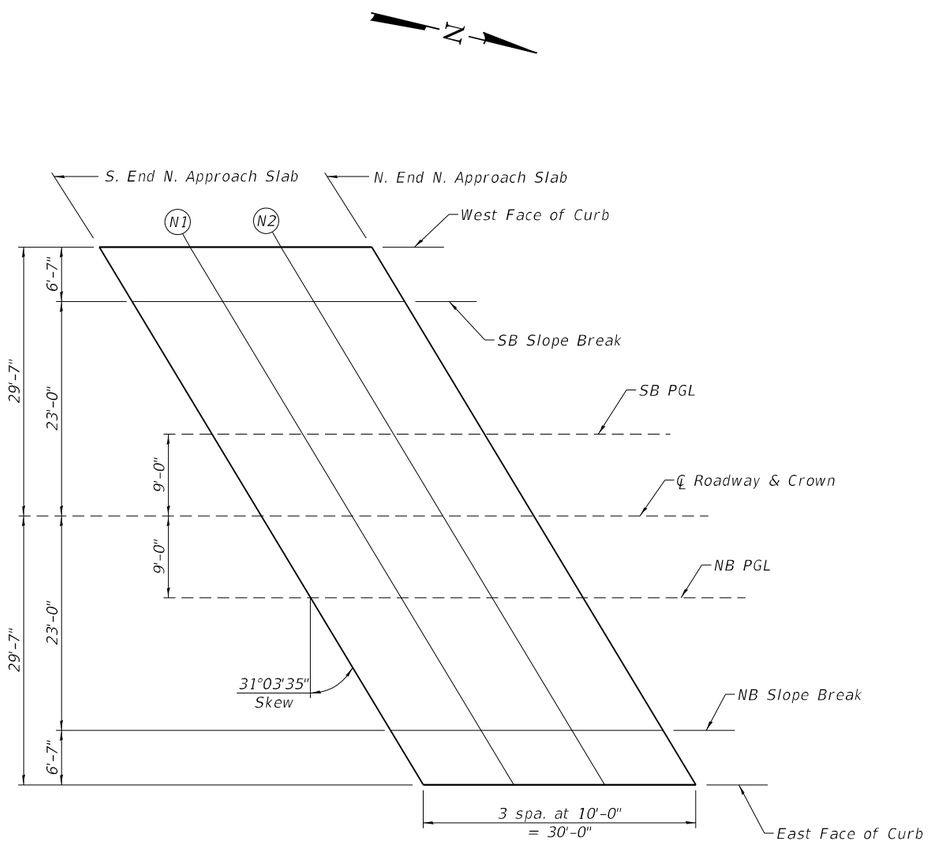
Location	Station	Offset	Theoretical Grade Elevations
S. End N. Approach Slab	51+26.51	-29.58	619.46
N1	51+36.51	-29.58	619.43
N2	51+46.51	-29.58	619.40
N. End N. Approach Slab	51+56.51	-29.58	619.35

SB SLOPE BREAK

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Approach Slab	51+30.48	-23.00	619.58
N1	51+40.48	-23.00	619.55
N2	51+50.48	-23.00	619.51
N. End N. Approach Slab	51+60.48	-23.00	619.47

SB PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Approach Slab	51+38.91	-9.00	619.77
N1	51+48.91	-9.00	619.73
N2	51+58.91	-9.00	619.69
N. End N. Approach Slab	51+68.91	-9.00	619.64



NORTH APPROACH SLAB PLAN

℄ ROADWAY & CROWN

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Approach Slab	51+44.33	0.00	619.88
N1	51+54.33	0.00	619.84
N2	51+64.33	0.00	619.79
N. End N. Approach Slab	51+74.33	0.00	619.74

NB PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Approach Slab	51+49.75	9.00	619.73
N1	51+59.75	9.00	619.68
N2	51+69.75	9.00	619.63
N. End N. Approach Slab	51+79.75	9.00	619.58

NB SLOPE BREAK

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Approach Slab	51+58.18	23.00	619.48
N1	51+68.18	23.00	619.43
N2	51+78.18	23.00	619.37
N. End N. Approach Slab	51+88.18	23.00	619.31

EAST FACE OF CURB

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Approach Slab	51+62.15	29.58	619.33
N1	51+72.15	29.58	619.28
N2	51+82.15	29.58	619.22
N. End N. Approach Slab	51+92.15	29.58	619.16

Note:
Stations and offsets are measured along ℄ Roadway.

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Springfield, Illinois

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 054-0039
SHEET 9 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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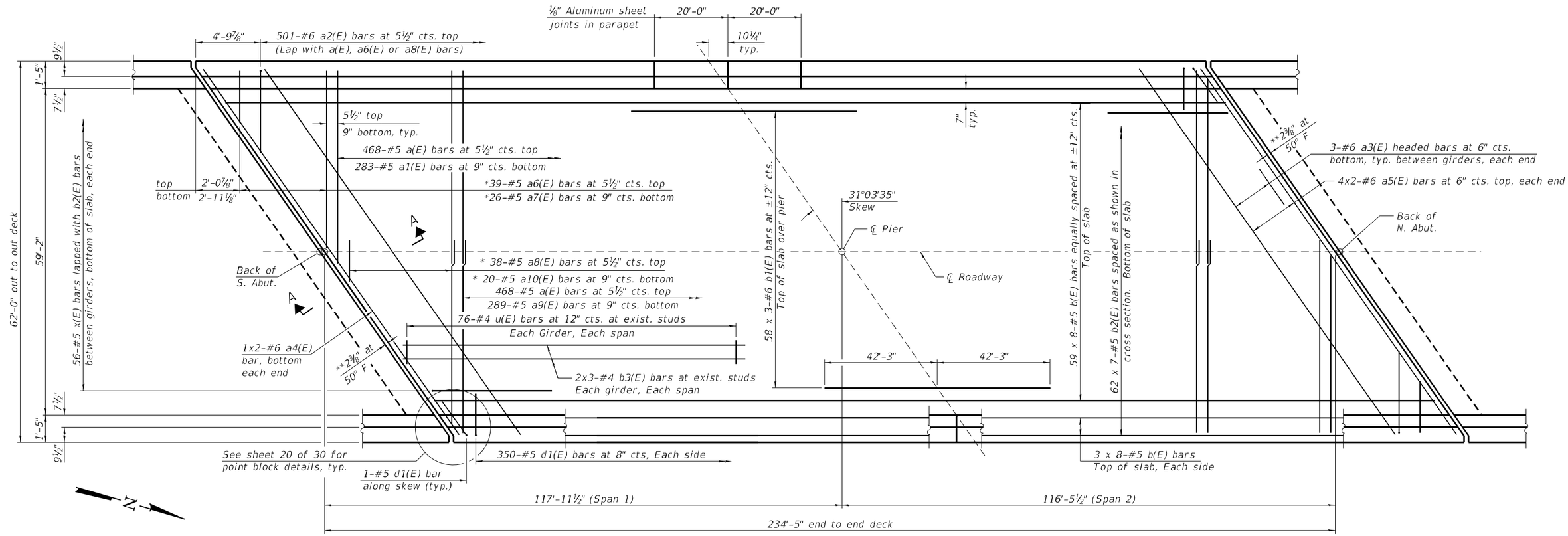
		CONTRACT NO. 72791		
	ILLINOIS	FED. AID PROJECT		



MINIMUM BAR LAP

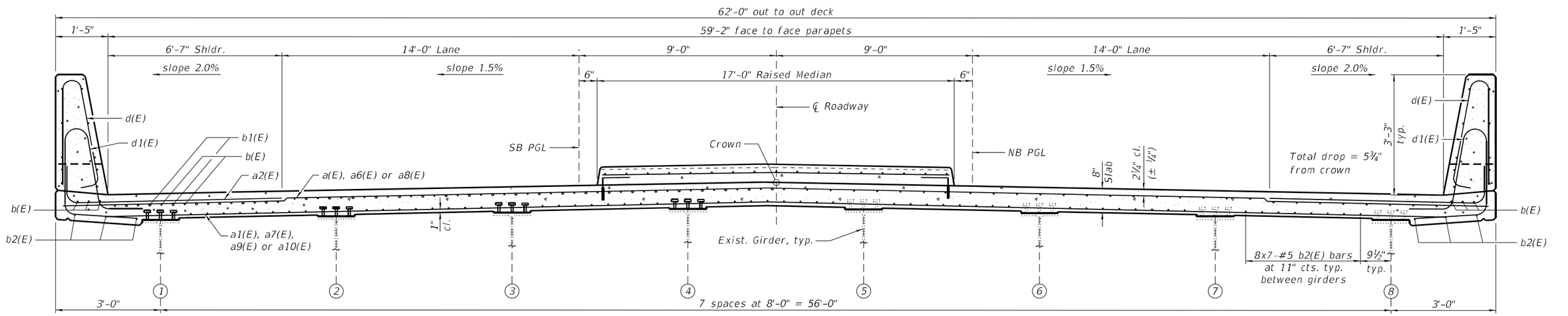
#4 bar = 2'-5"
#5 bar = 3'-6"
#6 bar = 3'-7"

PLAN

(Median not shown for clarity)

* See Field Cutting Diagram on sheet 12 of 30.
** Dimension showing concrete opening. For joint opening see sheet 20 of 30.

Notes:
See sheets 11 and 12 of 30 for superstructure details, Section A-A, median details, and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



NEAR PIER — NEAR MIDSPAN

CROSS SECTION

(Looking North)

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	PLOT DATE = 10/25/2023	CHECKED - CZ	REVISED -		SHEET 10 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-2HB)D,BP,BRR,I-1	LOGAN	75	55
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			

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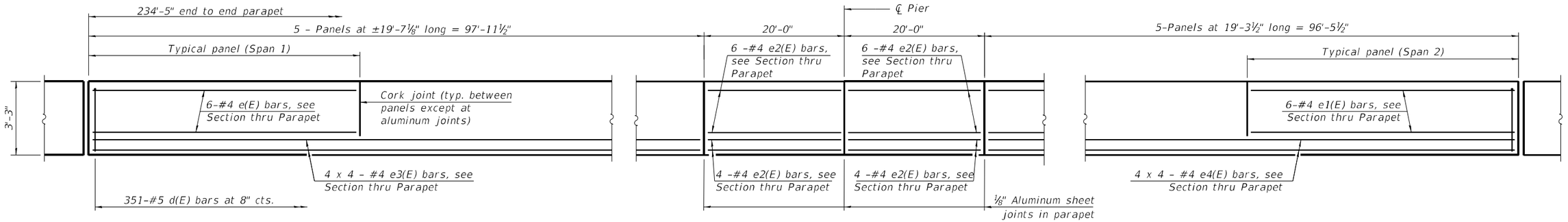
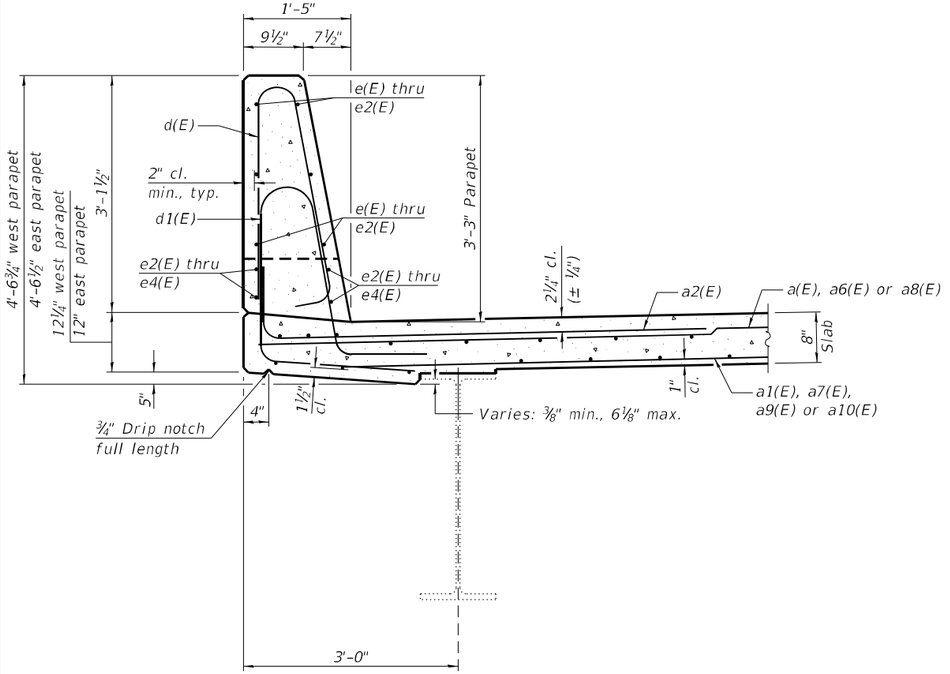


INSIDE ELEVATION OF PARAPET

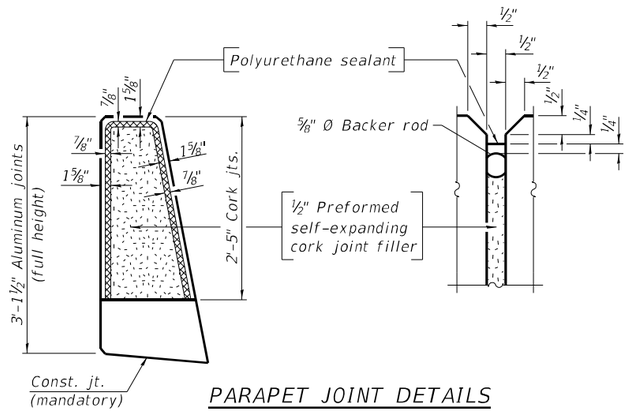
(Measured along front face of parapet)
(West Parapet shown; East parapet mirror image)

MINIMUM BAR LAP

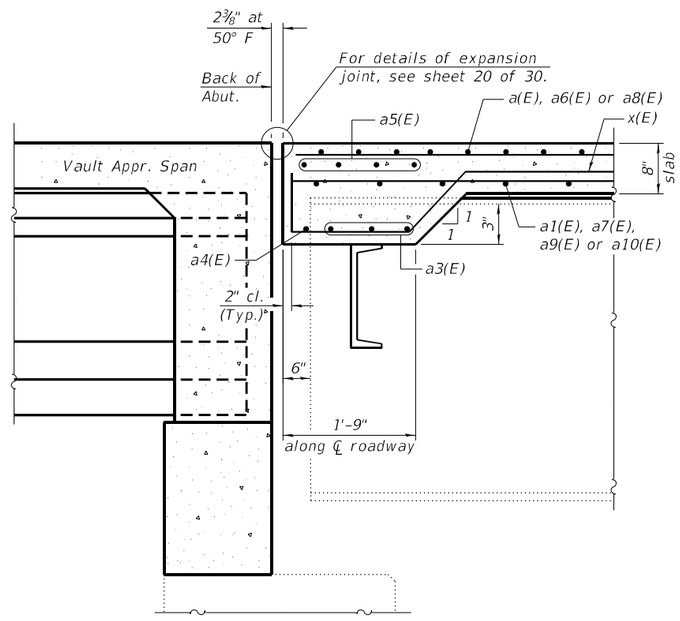
(Parapets)
#4 bar = 2'-5"



SECTION THRU PARAPET



PARAPET JOINT DETAILS



SECTION A-A

(at right angles)

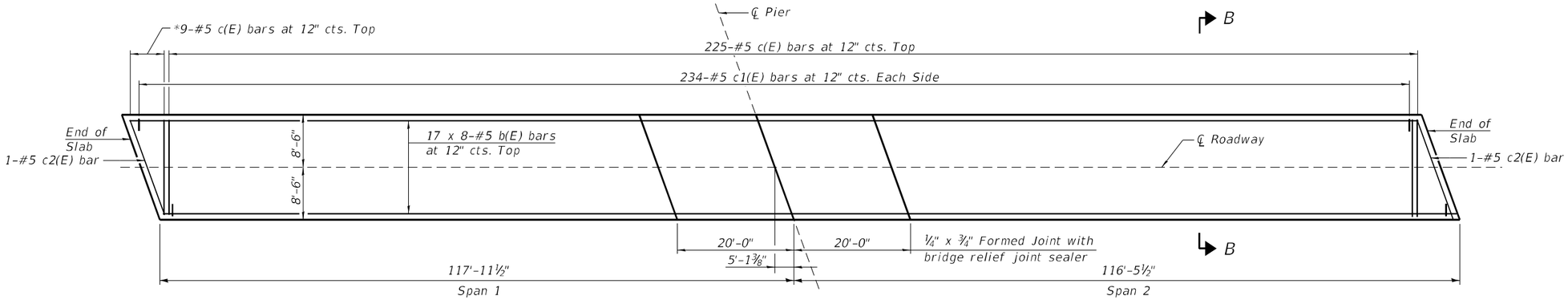
Notes:

The ⅛" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

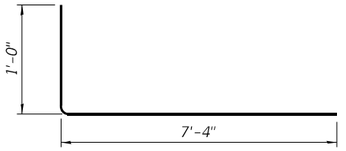
The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

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

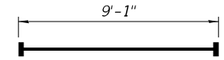
(Sheet 1 of 2)



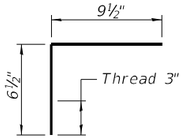
MEDIAN PLAN



BAR a2(E)



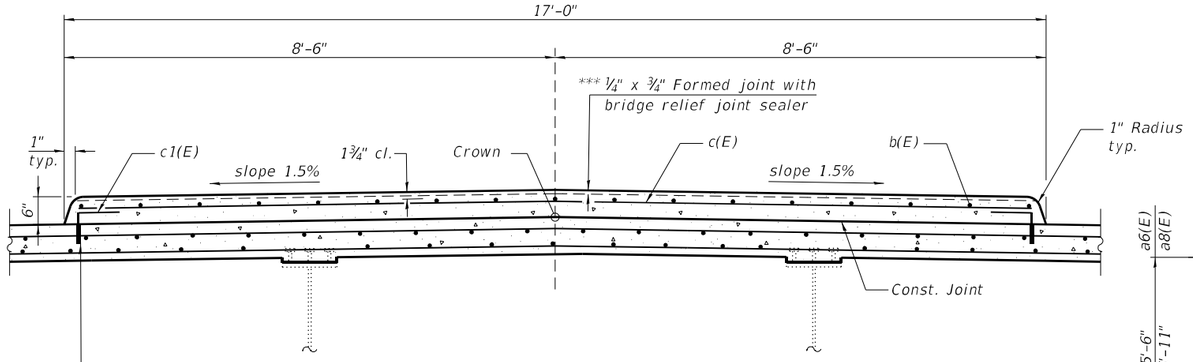
BAR a3(E)
(Headed)



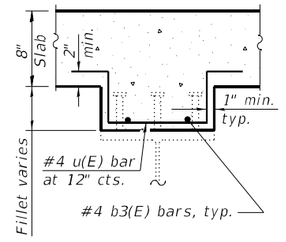
BAR c1(E)

MINIMUM BAR LAP

(Median)
#5 bar = 3'-6"

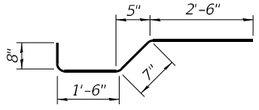


SECTION B-B

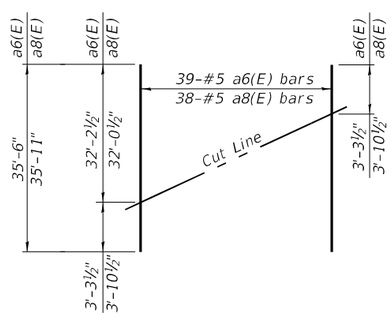


FILLET REINFORCEMENT

(at existing studs)

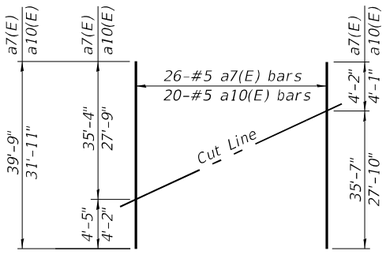


BAR x(E)



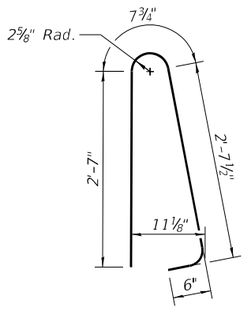
FIELD CUTTING DIAGRAM

Order a6(E) and a8(E) bars full length.
Cut as shown and use remainder of bars in opposite corner of deck.

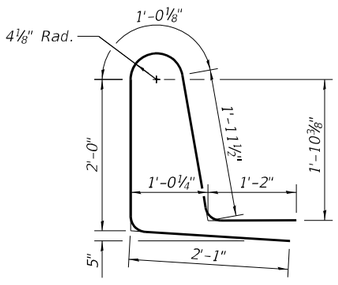


FIELD CUTTING DIAGRAM

Order a7(E) and a10(E) bars full length.
Cut as shown and use remainder of bars in opposite end of deck.



BAR d(E)



BAR d1(E)

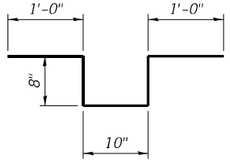
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	936	#5	32'-7"	
a1(E)	283	#5	36'-0"	
a2(E)	1002	#6	8'-4"	
a3(E)	42	#6	9'-1"	
a4(E)	4	#6	34'-5"	
a5(E)	16	#6	37'-6"	
a6(E)	39	#5	35'-6"	
a7(E)	26	#5	39'-9"	
a8(E)	38	#5	35'-11"	
a9(E)	289	#5	28'-2"	
a10(E)	20	#5	31'-11"	
b(E)	656	#5	32'-4"	
b1(E)	174	#6	30'-7"	
b2(E)	434	#5	36'-6"	
b3(E)	96	#4	26'-11"	
c(E)	234	#5	16'-7"	
c1(E)	468	#5	1'-4"	
c2(E)	2	#5	19'-4"	
d(E)	702	#5	6'-5"	
d1(E)	704	#5	8'-3"	
e(E)	60	#4	19'-4"	
e1(E)	60	#4	19'-0"	
e2(E)	40	#4	19'-8"	
e3(E)	32	#4	26'-3"	
e4(E)	32	#4	25'-11"	
u(E)	1216	#4	4'-2"	
x(E)	112	#5	5'-3"	
Reinforcement Bars, Epoxy Coated		Lbs.	140,800	
Concrete Superstructure		Cu. Yds.	493.4	

* Order c(E) bars full length. Cut to fit skew and use ramainder of bars in opposite end

** The cost of expansion anchors/inserts is included in the cost of Reinforcement Bars, Epoxy Coated.

*** Full width-backer rod not required.



BAR u(E)

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

(Sheet 2 of 2)

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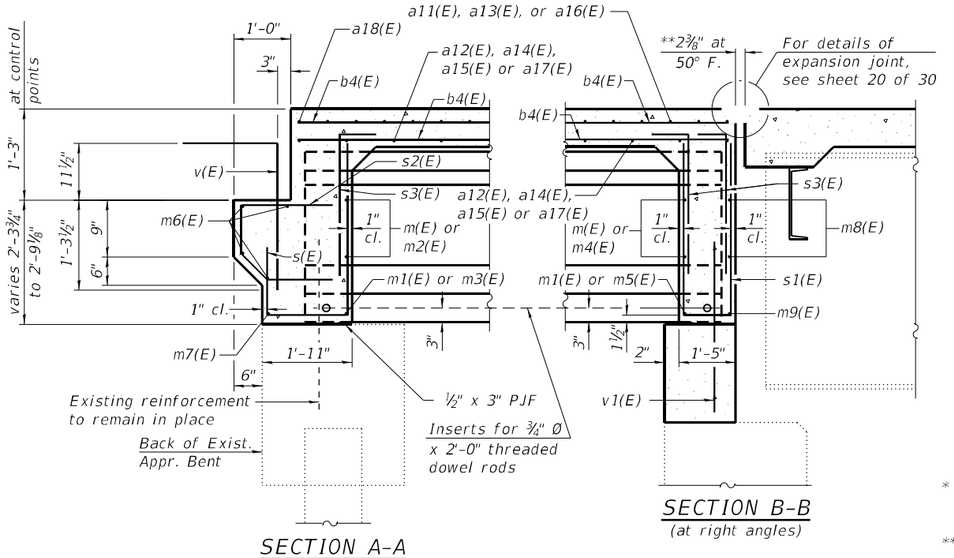
Springfield, Illinois

USER NAME =	DESIGNED - LM	REVISED -	
	CHECKED - MTH	REVISED -	
PLOT SCALE =	DRAWN - SJH	REVISED -	
PLOT DATE = 11/6/2023	CHECKED - CZ	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

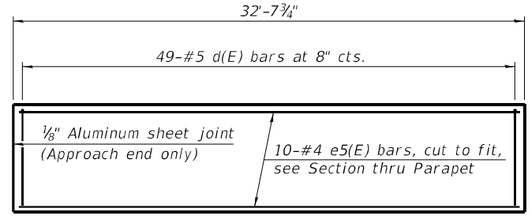
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 054-0039
SHEET 12 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-2HB)D,BP,BRR,I-1	LOGAN	75	57
		CONTRACT NO. 72791		
	ILLINOIS	FED. AID PROJECT		



SECTION A-A
(at right angles)

SECTION B-B
(at right angles)

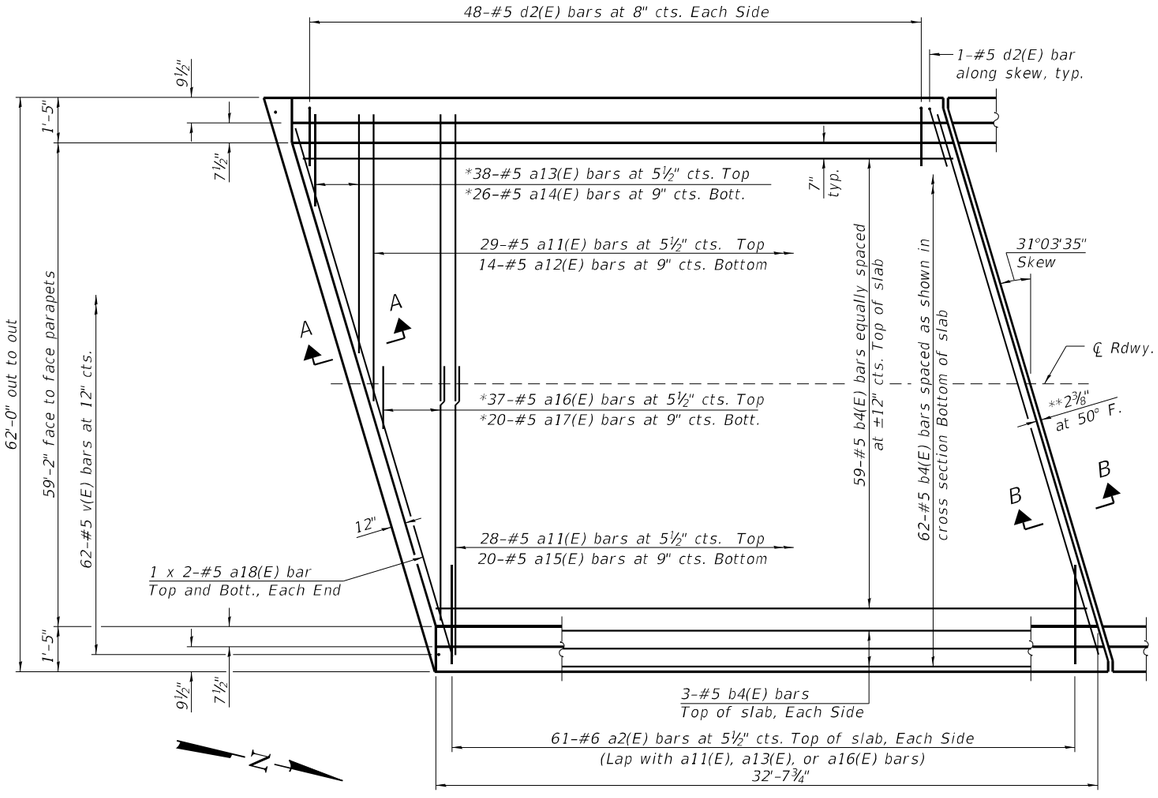


INSIDE ELEVATION OF PARAPET
(Measured along inside face of parapet)

Notes:
See sheets 15 and 16 of 30 for cross section, bar bend details and Bill of Material.
Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.
Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

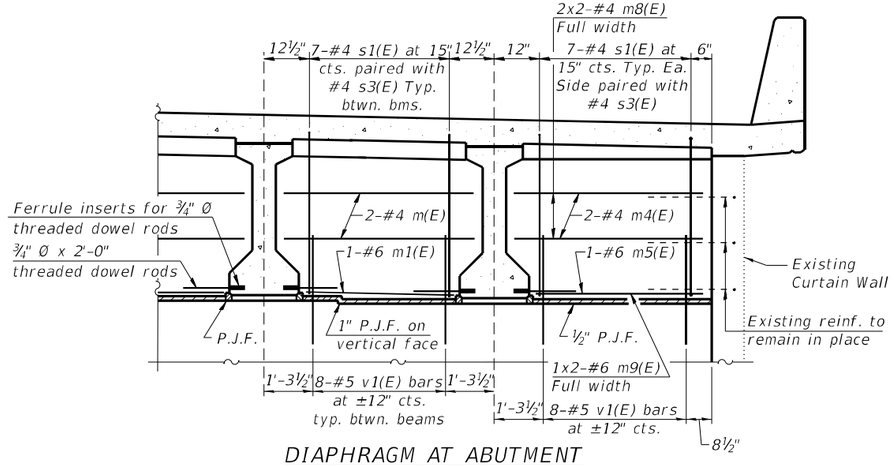
* See Field Cutting Diagram on sheet 16 of 30.

** Dimension showing concrete opening. For joint spacing see sheet 20 of 30.

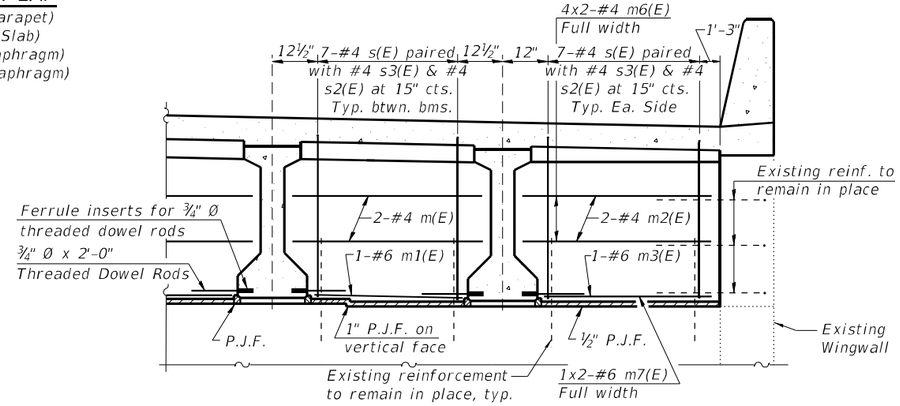


PLAN
(Median not shown for clarity)

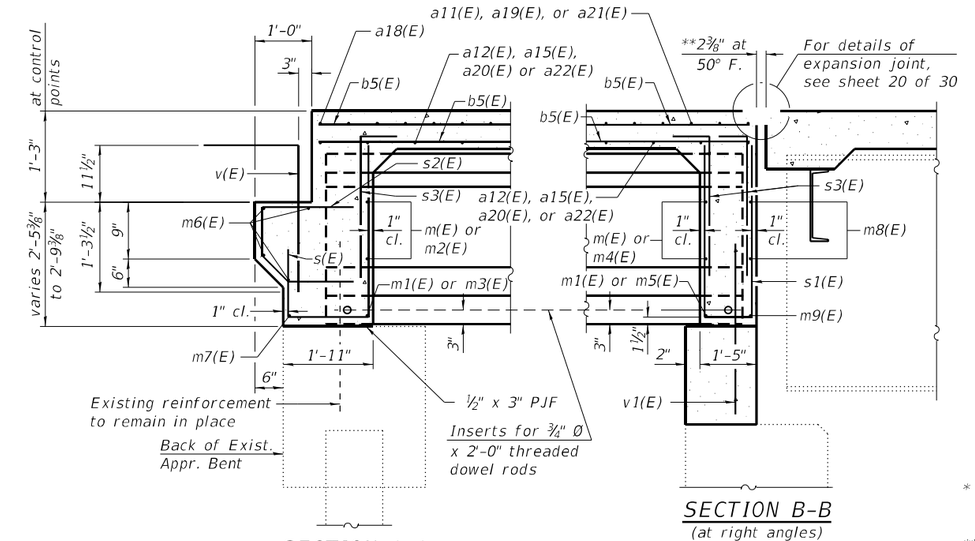
MINIMUM BAR LAP
#4 bar = 2'-5" (Parapet)
#5 bar = 3'-6" (Slab)
#4 bar = 2'-8" (Diaphragm)
#6 bar = 4'-10" (Diaphragm)



DIAPHRAGM AT ABUTMENT
(Looking North)
(Dimensions at right angles to beams)

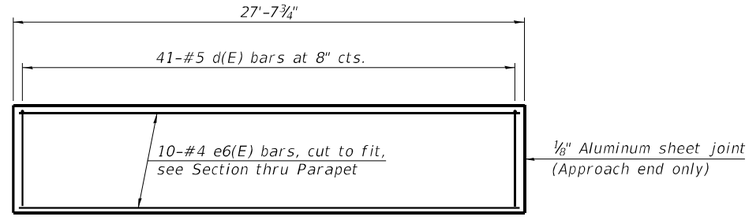


DIAPHRAGM AT APPROACH BENT
(Looking South)
(Dimensions at right angles to beams)



SECTION A-A
(at right angles)

SECTION B-B
(at right angles)

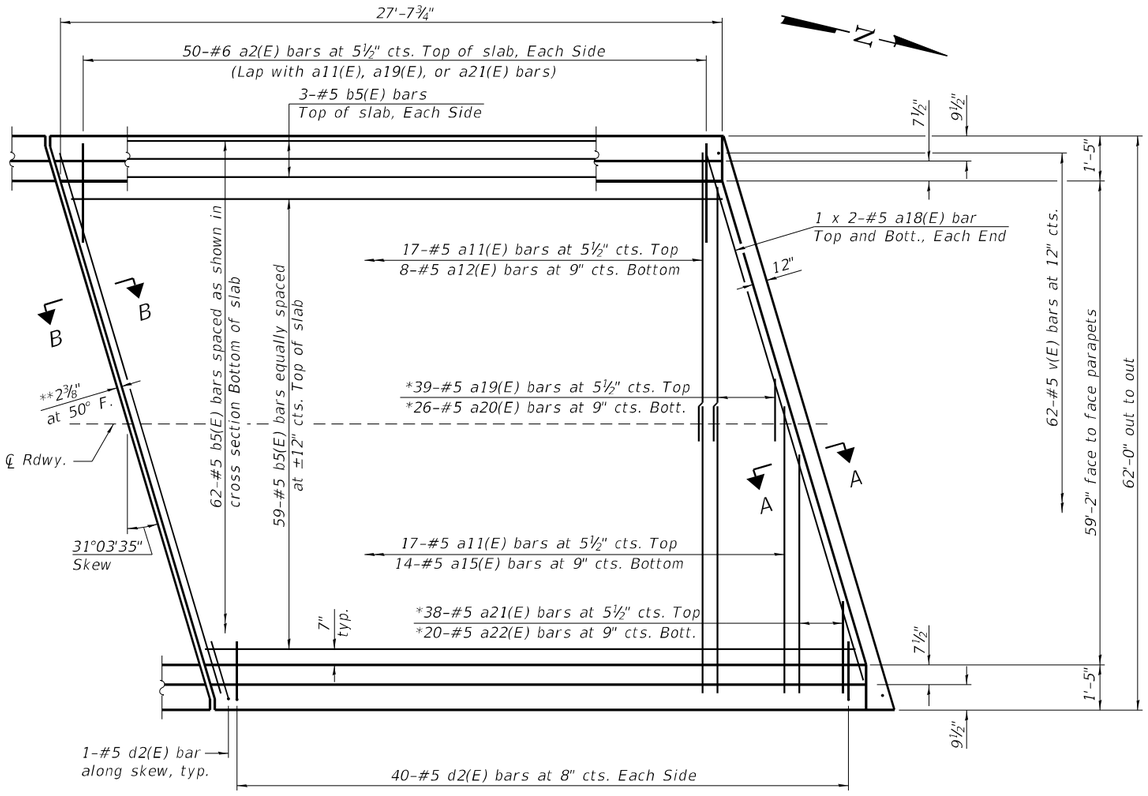


INSIDE ELEVATION OF PARAPET
(Measured along inside face of parapet)

Notes:
See sheets 15 and 16 of 30 for cross section, bar bend details and Bill of Material.
Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.
Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

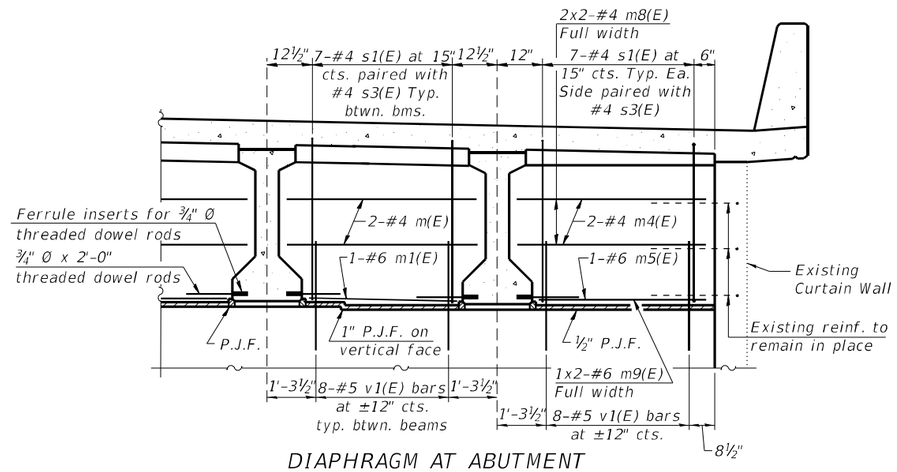
* See Field Cutting Diagram on sheet 16 of 30.

** Dimension showing concrete opening. For joint spacing see sheet 20 of 30.

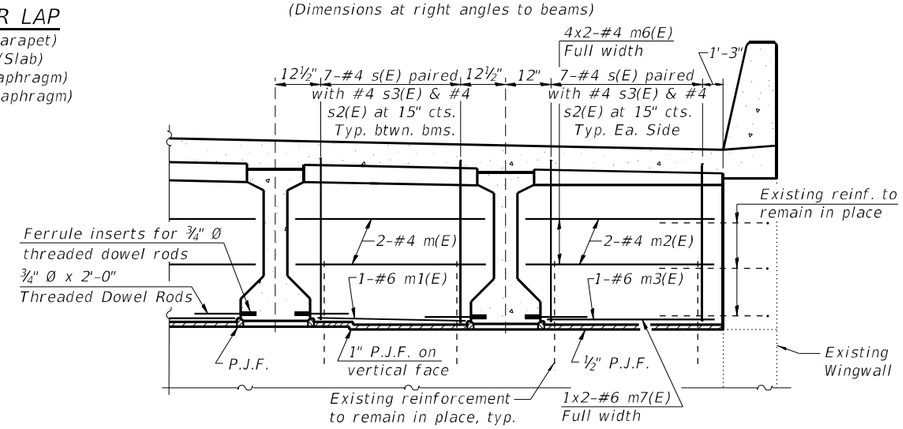


PLAN
(Median not shown for clarity)

MINIMUM BAR LAP
#4 bar = 2'-5" (Parapet)
#5 bar = 3'-6" (Slab)
#4 bar = 2'-8" (Diaphragm)
#6 bar = 4'-10" (Diaphragm)



DIAPHRAGM AT ABUTMENT
(Looking South)
(Dimensions at right angles to beams)



DIAPHRAGM AT APPROACH BENT
(Looking North)
(Dimensions at right angles to beams)

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Springfield, Illinois

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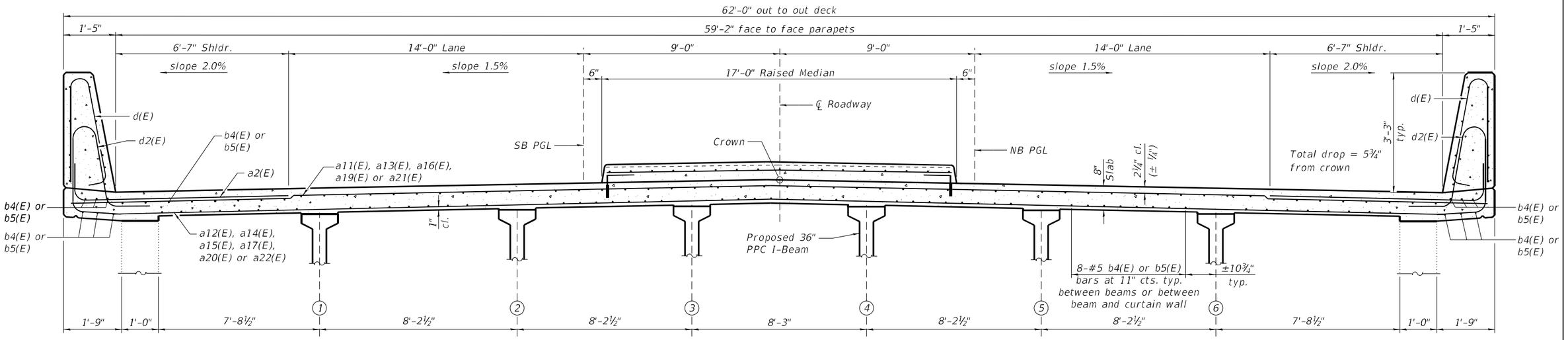
PLOT SCALE =	DRAWN - SJH	REVISED -	
PLOT DATE = 10/25/2023	CHECKED - CZ	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

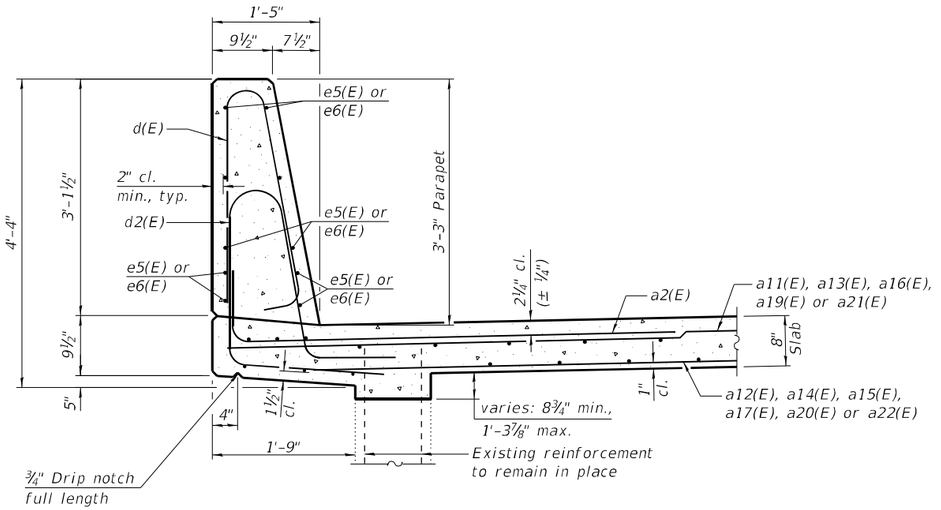
NORTH VAULTED APPROACH SPAN
STRUCTURE NO. 054-0039
SHEET 14 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-2HB)D,BP,BRR,I-1	LOGAN	75	59
		CONTRACT NO. 72791		
	ILLINOIS	FED. AID PROJECT		

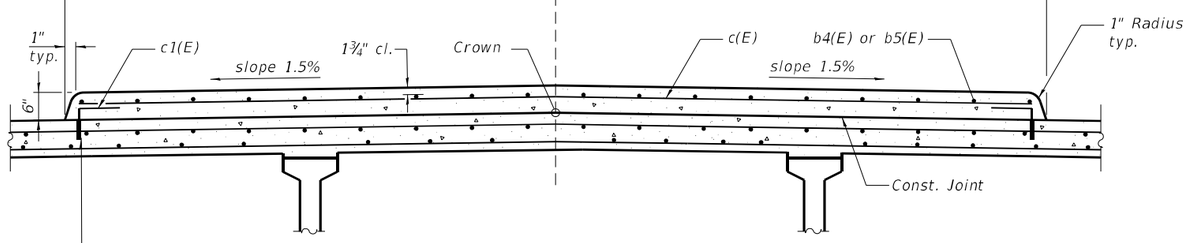


CROSS SECTION

(Looking North)

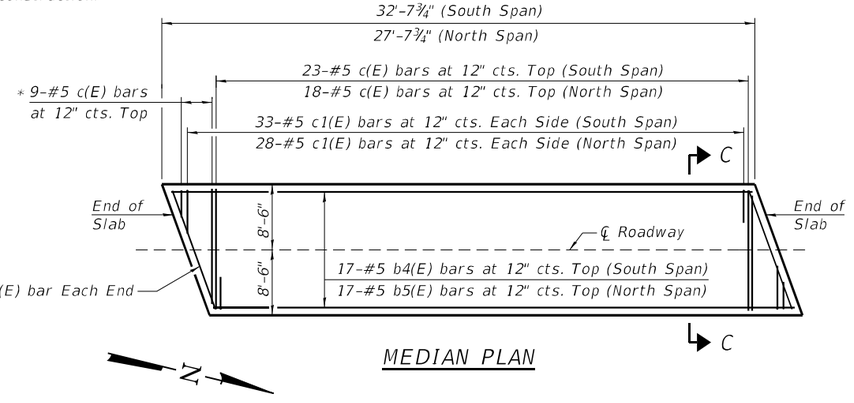


SECTION THRU PARAPET



**¾" Ø Galvanized expansion anchor or Ferrule Loop Slab Insert (Proof Load 6600lb). Provide plastic caps for protection during construction.

SECTION C-C



MEDIAN PLAN

*Order c(E) bars full length. Cut to fit skew and use ramainder of bars in opposite end

**The cost of expansion anchors/inserts is included in the cost of Reinforcement Bars, Epoxy Coated.

Note:
Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

MODEL: Default
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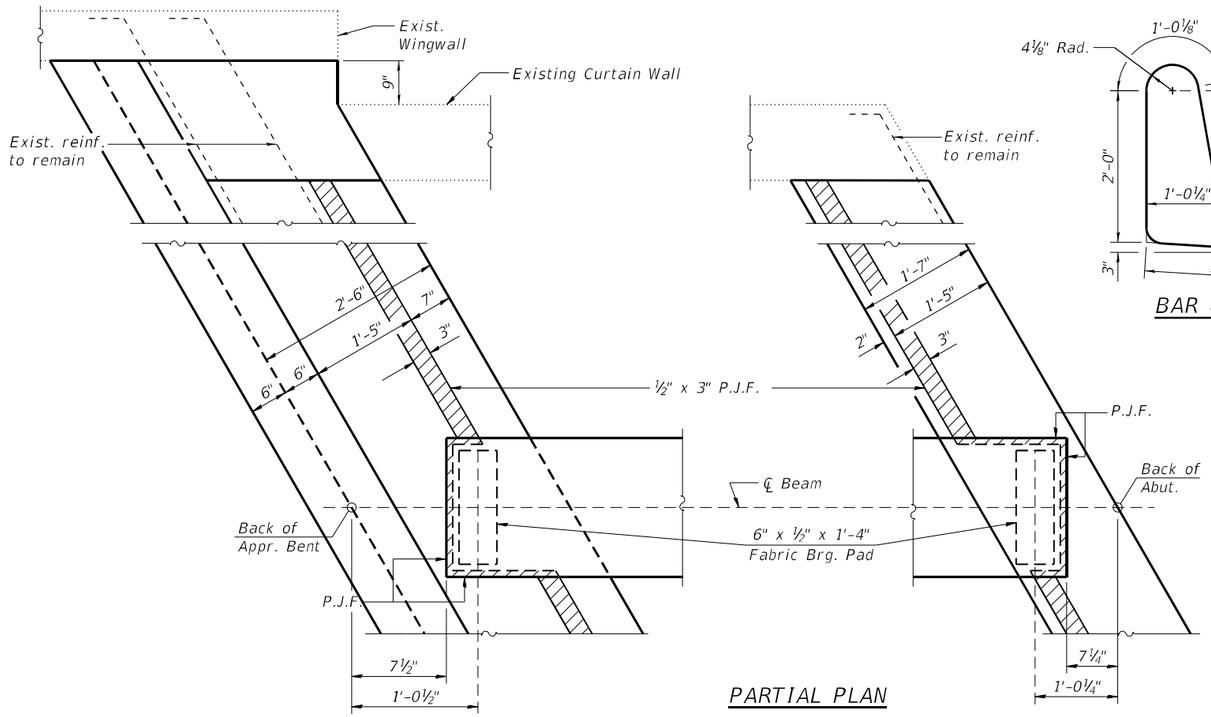
LIN ENGINEERING,LTD. Consulting Engineers Springfield, Illinois	USER NAME =	DESIGNED - LM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED - MTH	REVISED -	
	PLOT SCALE =	DRAWN - SJH	REVISED -	
	PLOT DATE = 11/5/2023	CHECKED - CZ	REVISED -	

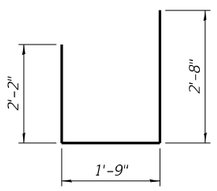
VAULTED APPROACH SPAN DETAILS
STRUCTURE NO. 054-0039
SHEET 15 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-2HB)D,BP,BRR,I-1	LOGAN	75	60
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			

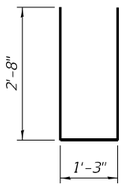


PARTIAL PLAN

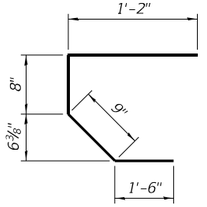
BAR d2(E)



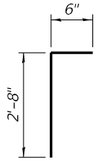
BAR s(E)



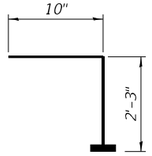
BAR s1(E)



BAR s2(E)

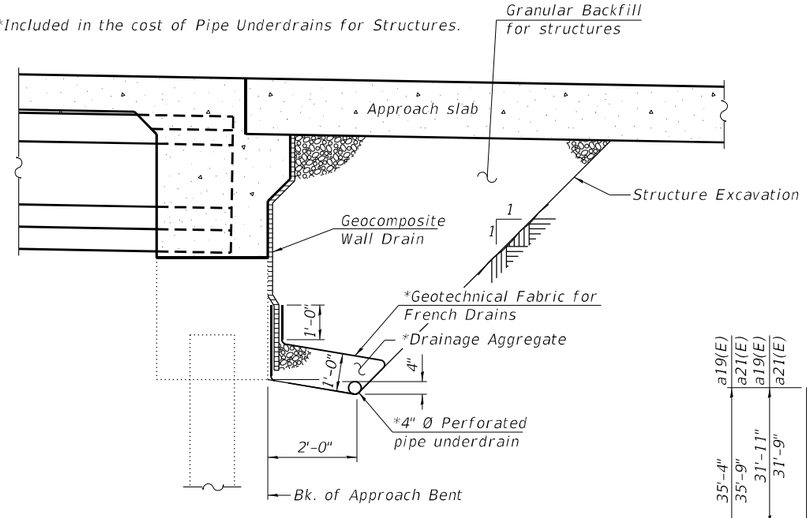


BAR s3(E)



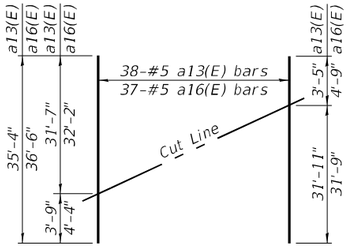
BAR v(E)
(Headed)

Notes:
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.
See sheet 12 of 30 for additional bar bend details.



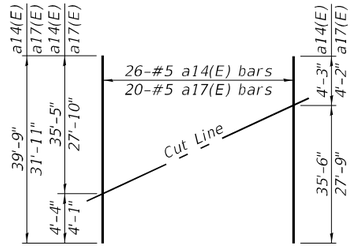
SECTION THRU APPROACH BENT
(Horiz. dim. at Rt. ℄'s)

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



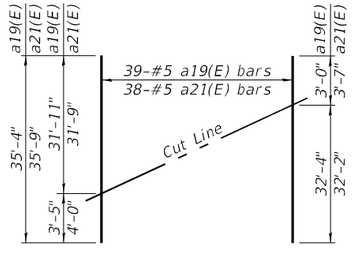
FIELD CUTTING DIAGRAM

Order a13(E) and a16(E) bars full length. Cut as shown and use remainder of bars in opposite corner of slab.



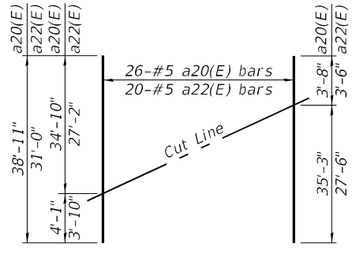
FIELD CUTTING DIAGRAM

Order a14(E) and a17(E) bars full length. Cut as shown and use remainder of bars in opposite end of slab.



FIELD CUTTING DIAGRAM

Order a19(E) and a21(E) bars full length. Cut as shown and use remainder of bars in opposite corner of slab.



FIELD CUTTING DIAGRAM

Order a20(E) and a22(E) bars full length. Cut as shown and use remainder of bars in opposite end of slab.

SOUTH VAULTED SLAB BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a2(E)	122	#6	8'-4"	
a11(E)	57	#5	32'-7"	
a12(E)	14	#5	36'-0"	
a13(E)	38	#5	35'-4"	
a14(E)	26	#5	39'-9"	
a15(E)	20	#5	28'-2"	
a16(E)	37	#5	36'-6"	
a17(E)	20	#5	31'-11"	
a18(E)	8	#5	37'-0"	
b4(E)	144	#5	32'-4"	
c(E)	32	#5	16'-7"	
c1(E)	66	#5	1'-4"	
c2(E)	2	#5	19'-4"	
d(E)	98	#5	6'-5"	
d2(E)	98	#5	7'-7"	
e5(E)	20	#4	33'-0"	
m(E)	20	#4	8'-7"	
m1(E)	10	#6	7'-5"	
m2(E)	4	#4	10'-4"	
m3(E)	2	#6	9'-9"	
m4(E)	4	#4	8'-4"	
m5(E)	2	#6	7'-9"	
m6(E)	8	#4	36'-4"	
m7(E)	2	#6	37'-5"	
m8(E)	4	#4	34'-3"	
m9(E)	2	#6	35'-4"	
s(E)	49	#4	6'-7"	
s1(E)	49	#4	6'-7"	
s2(E)	49	#4	4'-1"	
s3(E)	147	#4	3'-2"	
v(E)	62	#5	3'-1"	
v1(E)	56	#5	2'-6"	
Reinforcement Bars, Epoxy Coated		Pound	18,910	
Concrete Superstructure		Cu. Yd.	94.3	

NORTH VAULTED SLAB BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a2(E)	100	#6	8'-4"	
a11(E)	34	#5	32'-7"	
a12(E)	8	#5	36'-0"	
a15(E)	14	#5	28'-2"	
a18(E)	8	#5	37'-0"	
a19(E)	39	#5	35'-4"	
a20(E)	26	#5	38'-11"	
a21(E)	38	#5	35'-9"	
a22(E)	20	#5	31'-0"	
b5(E)	144	#5	27'-4"	
c(E)	27	#5	16'-7"	
c1(E)	56	#5	1'-4"	
c2(E)	2	#5	19'-4"	
d(E)	82	#5	6'-5"	
d2(E)	82	#5	7'-7"	
e6(E)	20	#4	28'-0"	
m(E)	20	#4	8'-7"	
m1(E)	10	#6	7'-5"	
m2(E)	4	#4	10'-4"	
m3(E)	2	#6	9'-9"	
m4(E)	4	#4	8'-4"	
m5(E)	2	#6	7'-9"	
m6(E)	8	#4	36'-4"	
m7(E)	2	#6	37'-5"	
m8(E)	4	#4	34'-3"	
m9(E)	2	#6	35'-4"	
s(E)	49	#4	6'-7"	
s1(E)	49	#4	6'-7"	
s2(E)	49	#4	4'-1"	
s3(E)	147	#4	3'-2"	
v(E)	62	#5	3'-1"	
v1(E)	56	#5	2'-6"	
Reinforcement Bars, Epoxy Coated		Pound	16,300	
Concrete Superstructure		Cu. Yd.	83.6	

MODEL: Default
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Consulting Engineers
Springfield, Illinois

USER NAME =	DESIGNED - LM	REVISED -	
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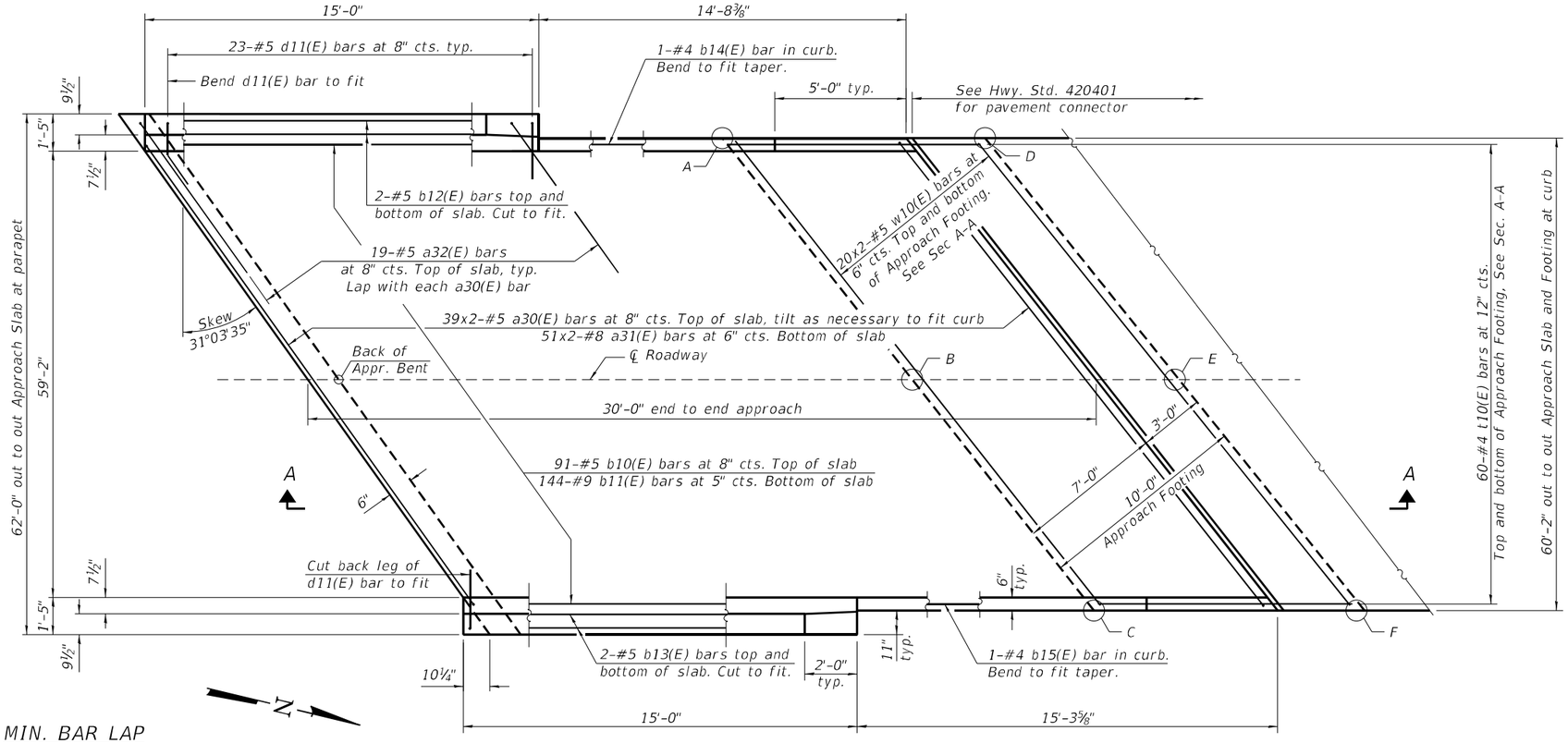
PLOT SCALE =	DRAWN - SJH	REVISED -	
PLOT DATE = 11/6/2023	CHECKED - CZ	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VAULTED APPROACH SPAN DETAILS
STRUCTURE NO. 054-0039
SHEET 16 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-2HB)D,BP,BRR,I-1	LOGAN	75	61
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			

Note:
See sheet 18 of 30 for Section A-A.



PLAN

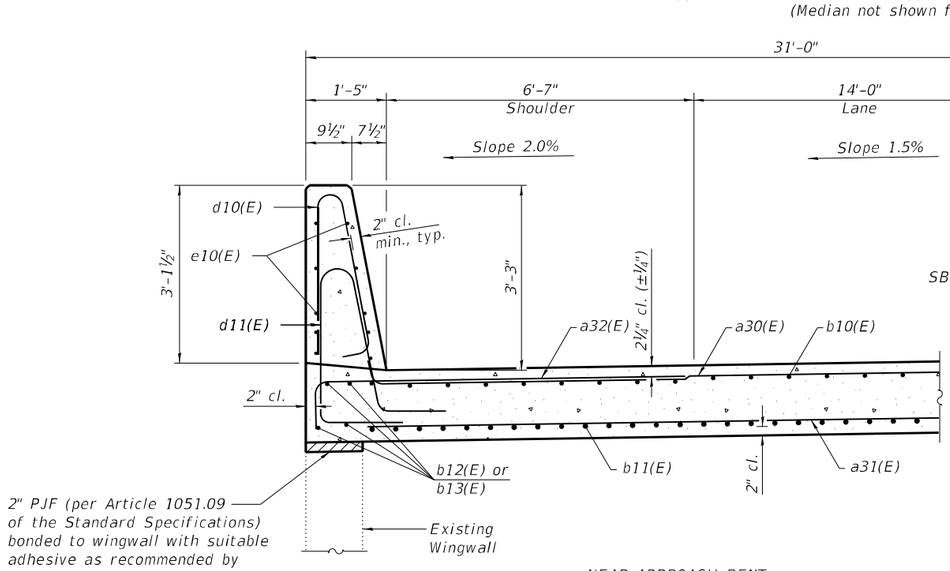
(North approach slab shown; South approach slab similar by 180° rotation)
(Median not shown for clarity)

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

South Approach		
Point/ Location	Top	Bottom
A - Sta. 48+09.21; 30'-1" Lt.	616.03	615.20
B - Sta. 48+27.33; ℄	616.81	615.97
C - Sta. 48+45.45; 30'-1" Rt.	616.59	615.75
D - Sta. 47+97.54; 30'-1" Lt.	615.84	615.00
E - Sta. 48+15.66; ℄	616.62	615.79
F - Sta. 48+33.78; 30'-1" Rt.	616.42	615.58
North Approach		
Point/ Location	Top	Bottom
A - Sta. 51+48.04; 30'-1" Lt.	618.13	617.30
B - Sta. 51+66.16; ℄	618.54	617.70
C - Sta. 51+84.28; 30'-1" Rt.	617.95	617.11
D - Sta. 51+59.71; 30'-1" Lt.	618.08	617.25
E - Sta. 51+77.83; ℄	618.47	617.64
F - Sta. 51+95.95; 30'-1" Rt.	617.87	617.04

MIN. BAR LAP

#5 bar = 3'-4"
#8 bar = 4'-9"



NEAR APPROACH BENT

CROSS SECTION

(Looking North)

AT APPROACH FOOTING

(Sheet 1 of 2)

LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	USER NAME =	DESIGNED - LM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 054-0039
	PLOT SCALE =	CHECKED - MTH	REVISED -		
	PLOT DATE = 10/25/2023	DRAWN - SJH	REVISED -		SHEET 17 OF 30 SHEETS
		CHECKED - CZ	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-2HB)D,BP,BRR,I-1	LOGAN	75	62
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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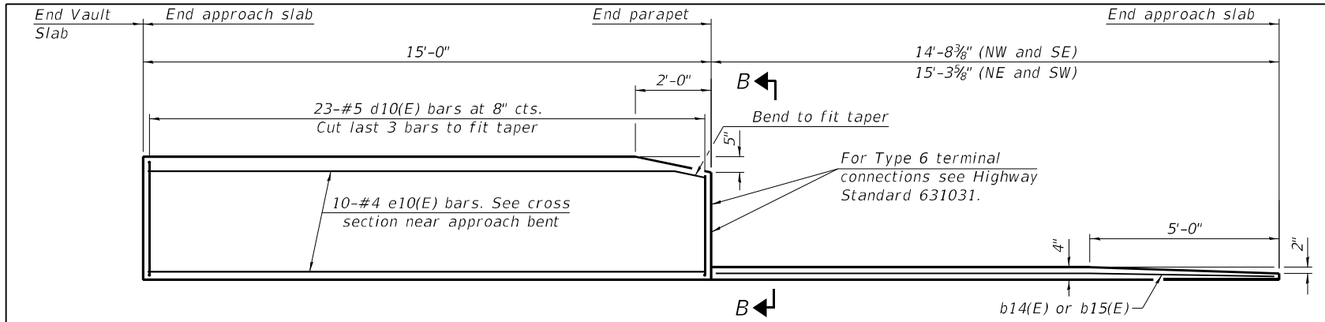
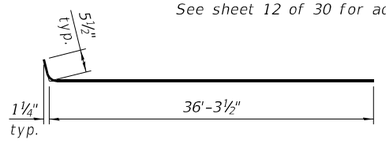
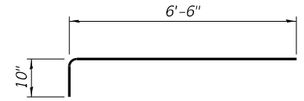


INSIDE ELEVATION OF PARAPET AND CURB

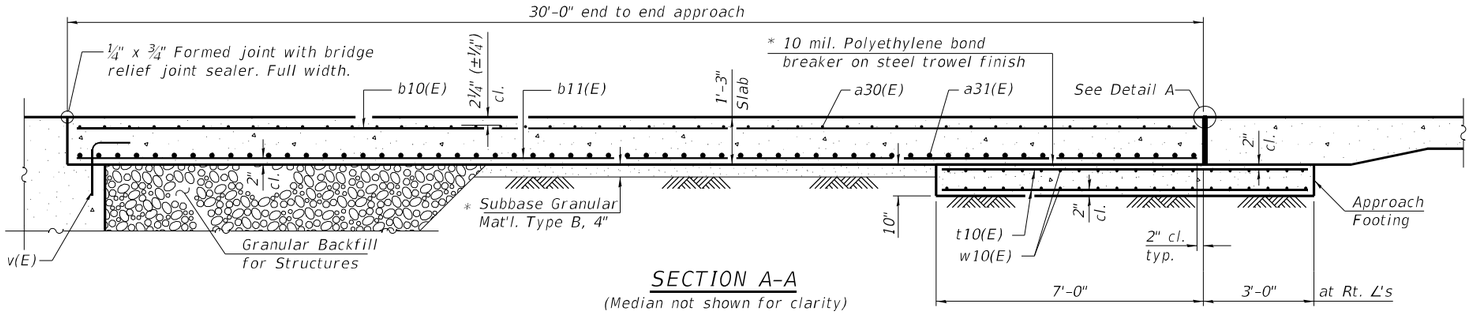
Notes:
Parapet and median concrete shall be paid for as Concrete Superstructure.
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
Approach footing concrete shall be paid for as Concrete Structures.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.
For Granular Backfill for Structures and drainage treatment details, see sheet 16 of 30.
See sheet 12 of 30 for additional bar bend details.



BAR a30(E)

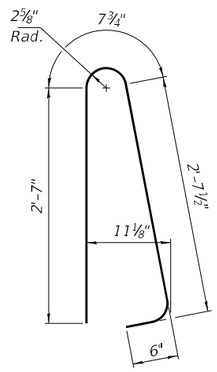


BAR a32(E)

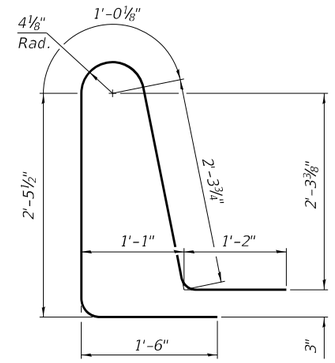


SECTION A-A

(Median not shown for clarity)



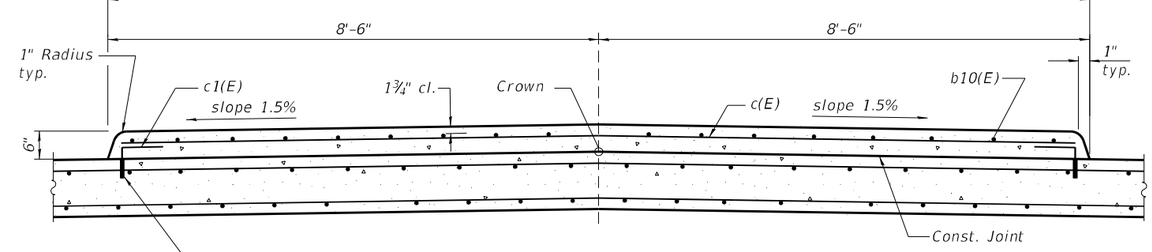
BAR d10(E)



BAR d11(E)

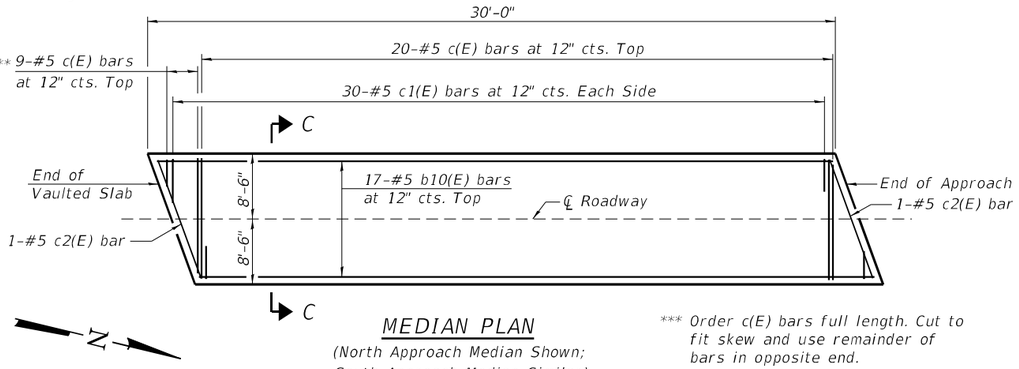
TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a30(E)	156	#5	36'-9"	
a31(E)	204	#8	37'-6"	
a32(E)	76	#5	7'-4"	
c(E)	58	#5	16'-7"	
c1(E)	120	#5	1'-4"	
c2(E)	4	#5	19'-4"	
b10(E)	216	#5	29'-8"	
b11(E)	288	#9	29'-8"	
b12(E)	8	#5	15'-6"	
b13(E)	8	#5	14'-8"	
b14(E)	2	#4	14'-5"	
b15(E)	2	#4	15'-0"	
d10(E)	92	#5	6'-5"	
d11(E)	92	#5	8'-6"	
e10(E)	40	#4	14'-8"	
t10(E)	240	#4	11'-4"	
w10(E)	160	#5	36'-8"	
Concrete Superstructure		Cu. Yd.	26.7	
Concrete Superstructure (Approach Slab)		Cu. Yd.	170.2	
Concrete Structures		Cu. Yd.	37.1	
Reinforcement Bars, Epoxy Coated		Pound	74,030	



SECTION C-C

**** 3/4" Ø Galvanized expansion anchor or Ferrule Loop Slab Insert (Proof Load 6600lb). Provide plastic caps for protection during construction.

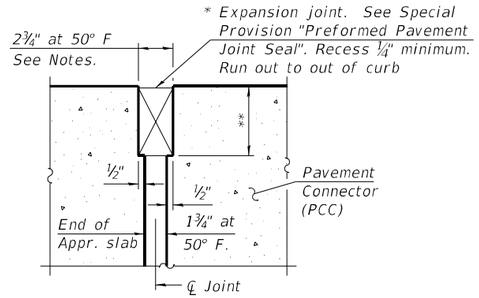


MEDIAN PLAN

(North Approach Median Shown; South Approach Median Similar)

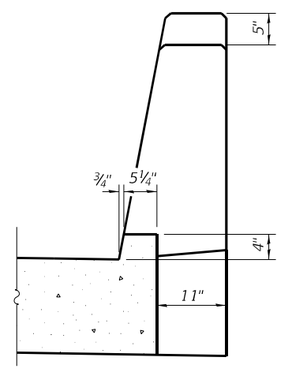
*** Order c(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

**** The cost of expansion anchors/ inserts is included in the cost of Reinforcement Bars, Epoxy Coated.



DETAIL A

(at Rt. ∠'s)

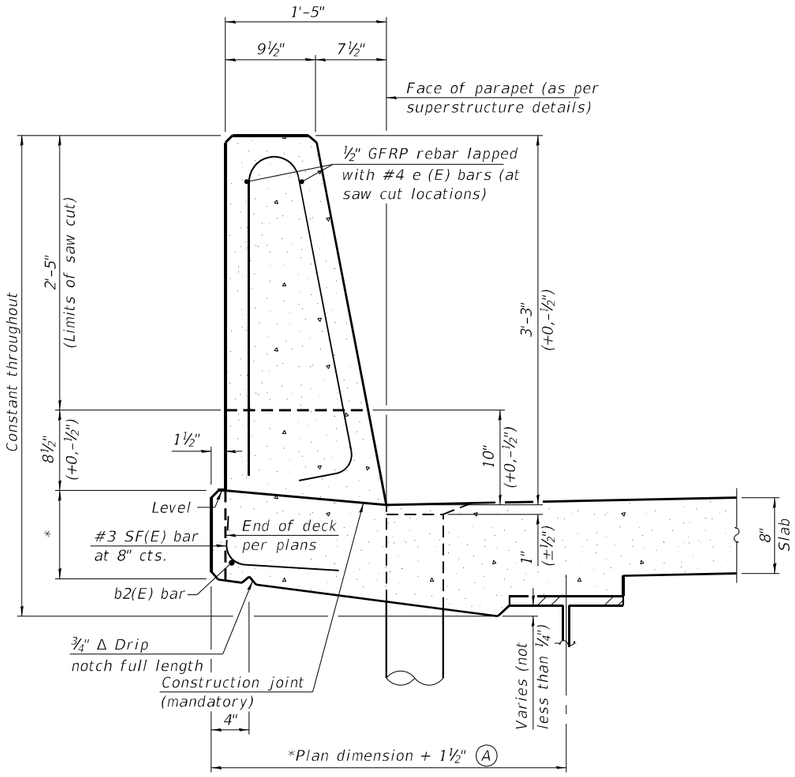


VIEW B-B

* Cost included with Concrete Superstructure (Approach Slab).

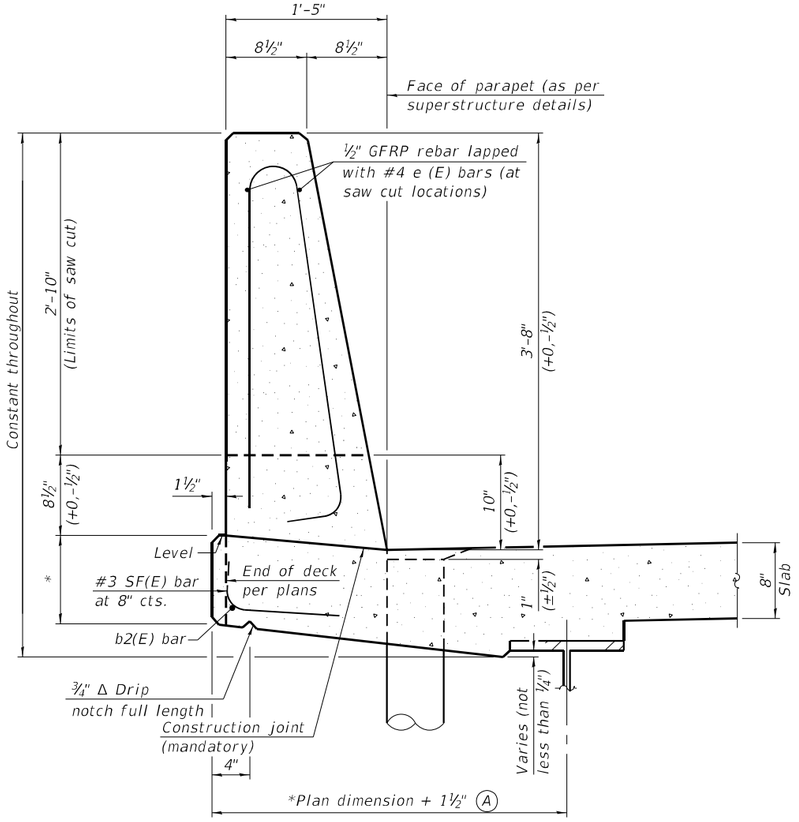
** Per manufacturer recommendations

(Sheet 2 of 2)



39" CONSTANT-SLOPE PARAPET SECTION

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



44" CONSTANT-SLOPE PARAPET SECTION

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

*See Superstructure Details.

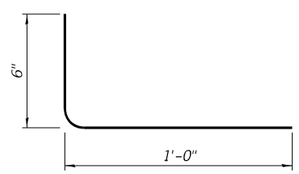
Notes:

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

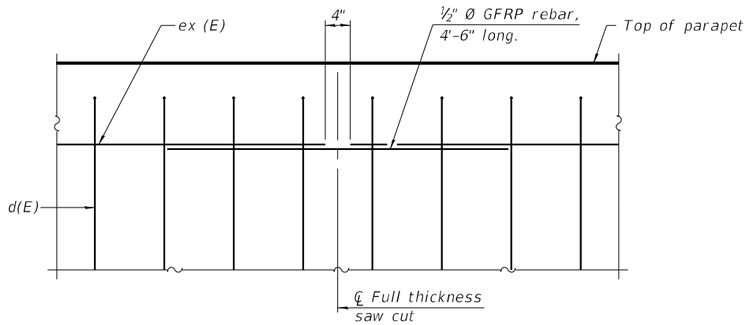
Place full depth aluminum sheets as shown on superstructure details.

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

Steel superstructure shown. Other superstructure types similar.



SF(E) BAR



GFRP REBAR STIFFENING DETAIL

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

SFP 39-44 5-15-2023

LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	USER NAME =	DESIGNED - LM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE PARAPET SLIPFORMING OPTION STRUCTURE NO. 054-0039
		CHECKED - MTH	REVISED -		
	PLOT SCALE =	DRAWN - SJH	REVISED -		
	PLOT DATE = 10/25/2023	CHECKED - CZ	REVISED -		SHEET 19 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-2HB)D,BP,BRR,I-1	LOGAN	75	64
		CONTRACT NO. 72791		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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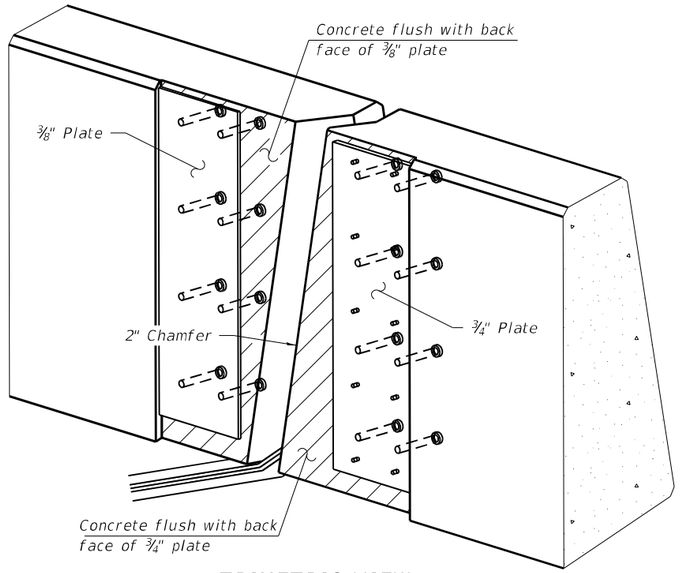
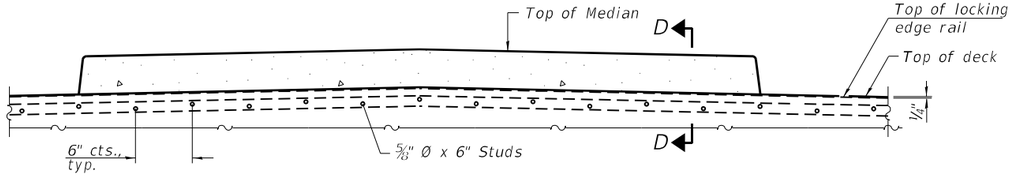
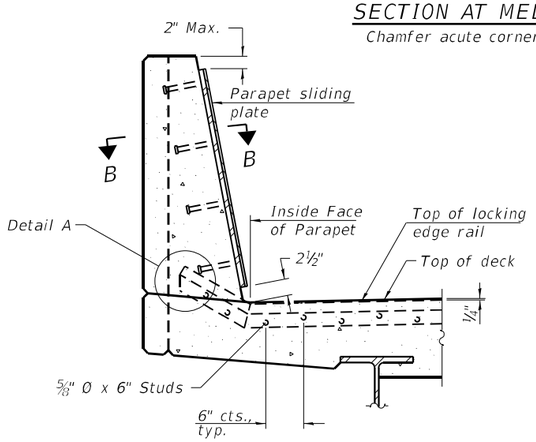


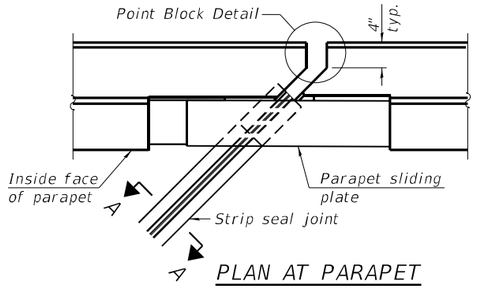
TRIMETRIC VIEW
(Showing embedded plates only)



SECTION AT MEDIAN
Chamfer acute corners 2"



SECTION AT PARAPET



PLAN AT PARAPET

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of ¼". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4½" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

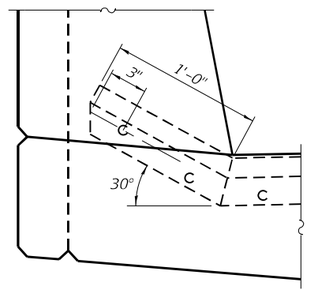
The manufacturer's recommended installation methods shall be followed.

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

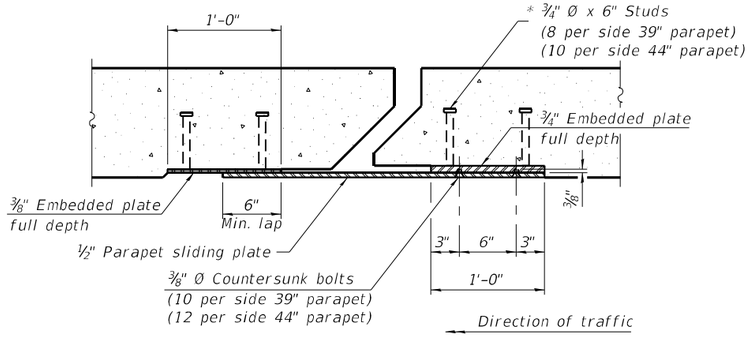
The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

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

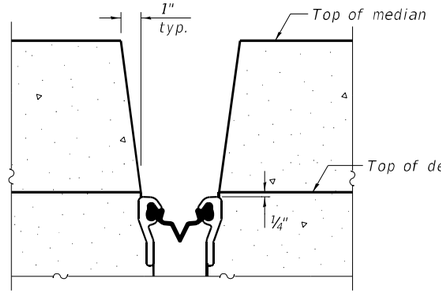
The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to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



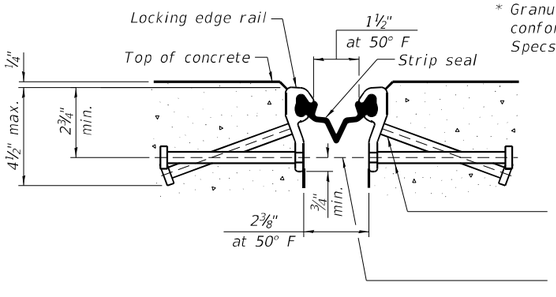
DETAIL A



SECTION B-B



SECTION D-D
(at Rt. ℄'s)

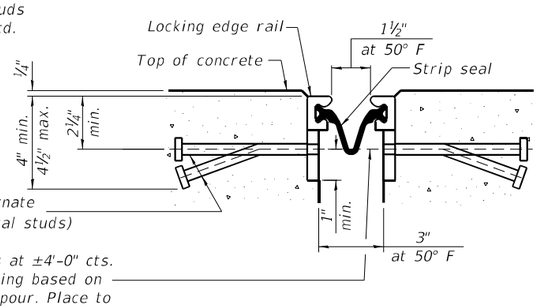


SHOWING ROLLED RAIL JOINT

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

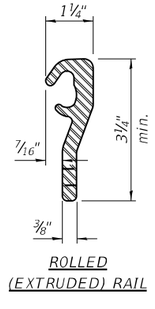
* ⅝" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

3/16" ϕ threaded rods in 7/16" ϕ holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

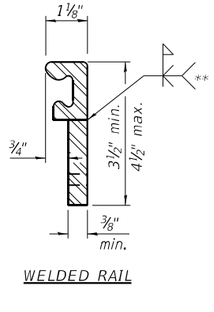


SHOWING WELDED RAIL JOINT

SECTION A-A



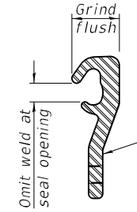
ROLLED (EXTRUDED) RAIL



WELDED RAIL

LOCKING EDGE RAILS

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

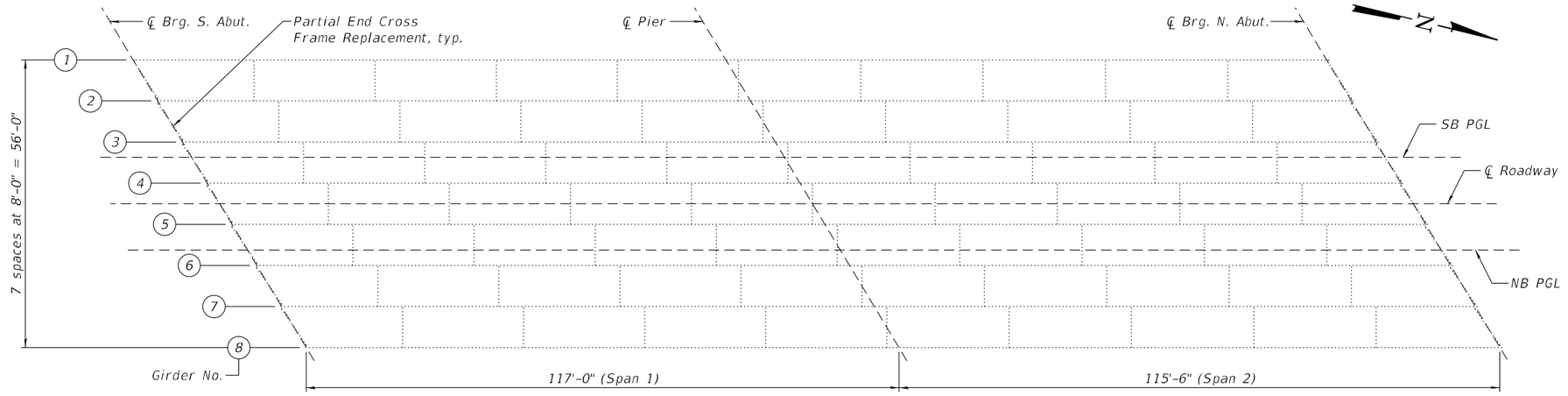


LOCKING EDGE RAIL SPLICE

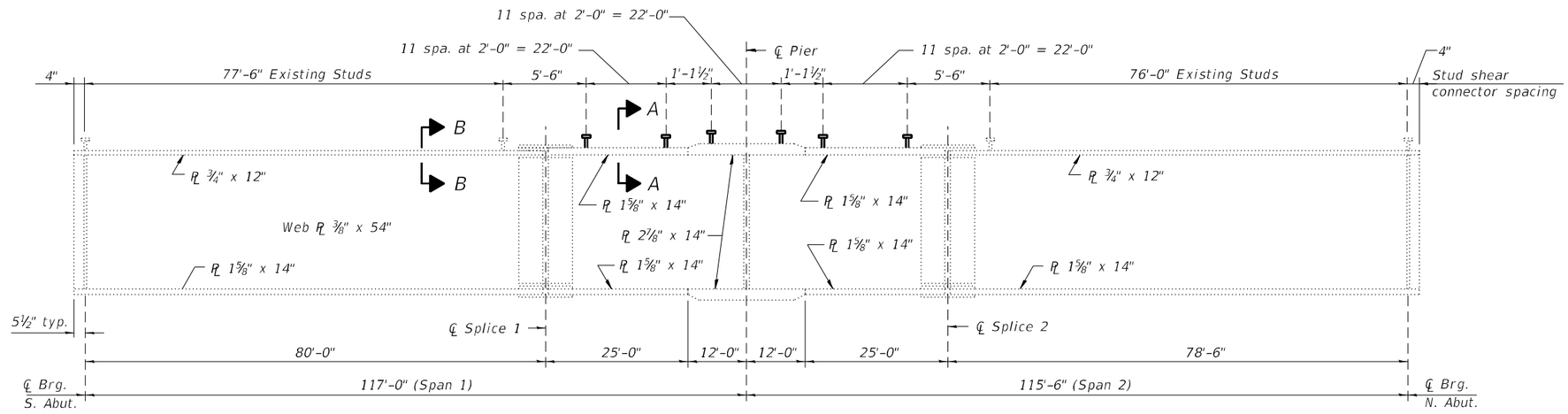
The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

BILL OF MATERIAL

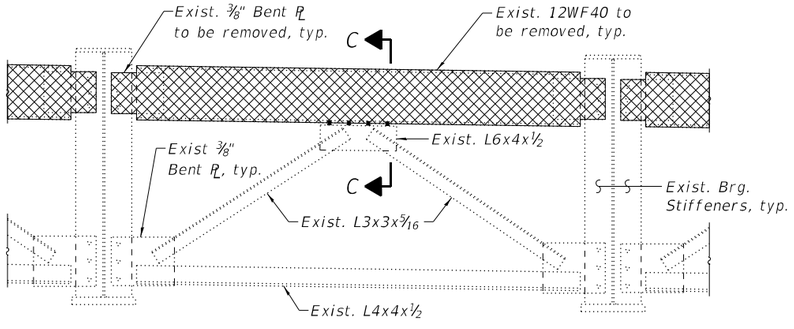
Item	Unit	Total
Preformed Joint Strip Seal	Foot	143



EXISTING FRAMING PLAN

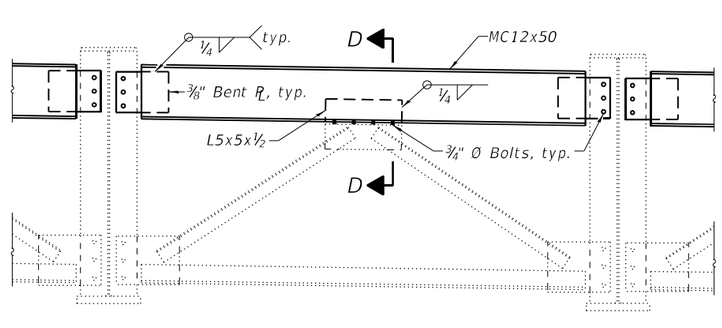


EXISTING GIRDER ELEVATION



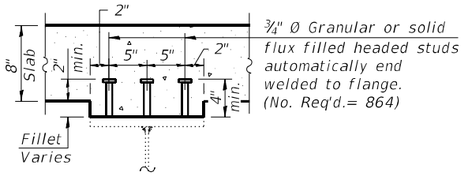
PARTIAL REMOVAL OF EXISTING END CROSS FRAME

Remove portion of each end cross frame at both S. and N. Abutments. (14 loctions) (Cost included with Structural Steel Removal)

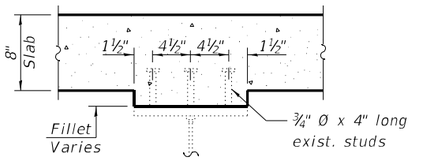


PARTIAL REPLACEMENT OF EXISTING END CROSS FRAME

Replace portion of each end cross frame at both S. and N. Abutments. (14 loctions) (Cost included with Furnishing & Erecting Structural Steel)



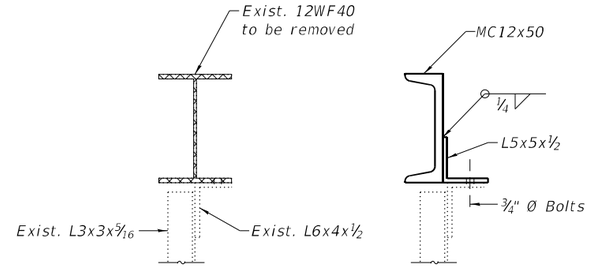
SECTION A-A



SECTION B-B

BILL OF MATERIAL

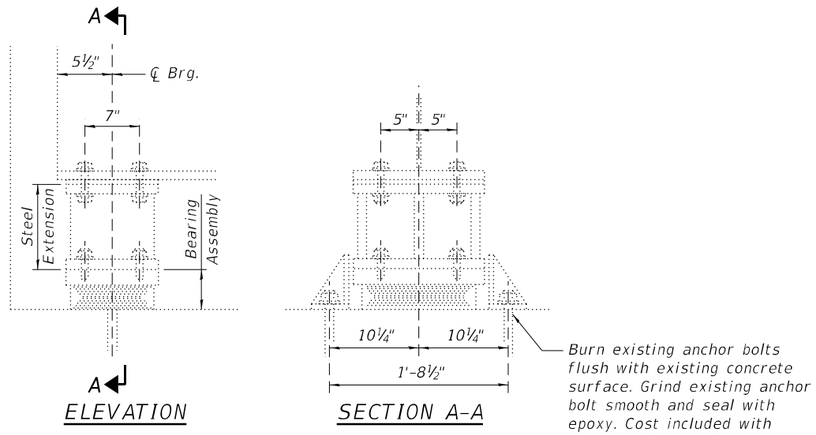
Item	Unit	Total
Furnishing and Erecting Structural Steel	Pound	6,040
Stud Shear Connectors	Each	864
Structural Steel Removal	Pound	7,710



SECTION C-C

SECTION D-D

Notes:
Two hardened washers required for each set of holes.
Field drill 13/16" Ø holes for all ¾" Ø bolts, using existing holes in bearing stiffeners as template.

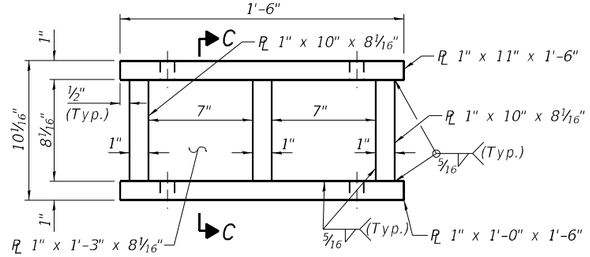


ELEVATION

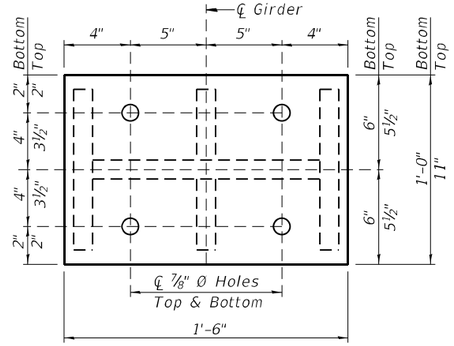
SECTION A-A

Burn existing anchor bolts flush with existing concrete surface. Grind existing anchor bolt smooth and seal with epoxy. Cost included with Jack and Remove Existing Bearings.

EXISTING ABUTMENT BEARINGS TO BE REMOVED



ELEVATION STEEL EXTENSION



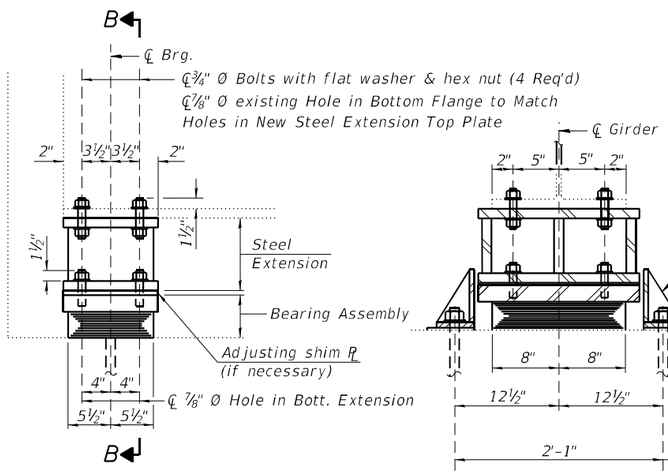
PLAN STEEL EXTENSION

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1	Pier	0.6 Sp. 2
Is	(in⁴)	26,398	70,076	26,398
Ic(n)	(in⁴)	81,364	79,006	81,364
Ic(3n)	(in⁴)	58,550	79,006	58,550
Ss	(in³)	750	2,345	750
Sc(n)	(in³)	1,722	2,440	1,722
Sc(3n)	(in³)	1,604	2,440	1,604
℘	(k/')	1.031	1.204	1.031
M℘	('k)	830	2,206	787
s℘	(k/')	0.422	0.422	0.422
Ms℘	('k)	370	808	352
M℄	('k)	1,051	1,198	1,037
MI	('k)	217	248	216
⅝ [M℄ + I]	('k)	2,113	2,411	2,088
Ma	('k)	4,307	7,053	4,194
* Mu	('k)	6,444	8,718	6,444
fs ℘ non-comp	(ksi)	13.27	11.29	12.58
fs ℘ (comp)	(ksi)	2.77	3.98	2.63
fs ⅝ [M℄ + M I]	(ksi)	14.73	11.86	14.55
fs (Overload)	(ksi)	30.77	27.12	29.77
** fs (Total)	(ksi)	–	–	–
VR	(k)	70.0	66.7	69.8

INTERIOR GIRDER REACTION TABLE				
		S. Abut.	Pier	N. Abut.
R℘	(k)	60.6	226.6	59.2
R℄	(k)	51.8	88.0	51.7
RI	(k)	10.7	12.3	10.7
R Total	(k)	123.1	327.0	121.6

* Compact section

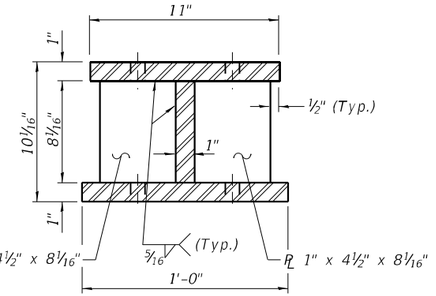
** Braced non-compact and partially braced section



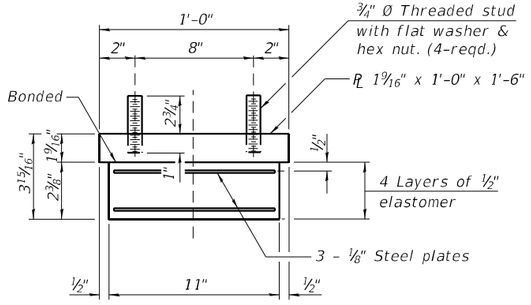
ELEVATION AT ABUTMENT

SECTION B-B

TYPE I ELASTOMERIC EXP. BRG.

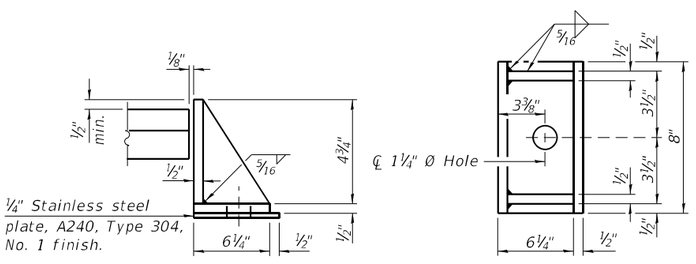


SECTION C-C



BEARING ASSEMBLY

Shim plates shall not be placed under bearing assembly.



TYPICAL SIDE RETAINER

(32 locations)
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

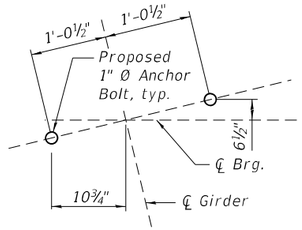
Notes:

Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.

The Contractor is to verify the existing dimensions prior to fabricating the bearing extensions. Cost of extensions included with Furnishing and Erecting Structural Steel.

Two ⅛" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

The structural steel plates of Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.



TYPICAL ANCHOR BOLT LOCATION

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

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

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

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

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

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

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

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

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

Ma: Factored design moment (kip-ft.).
1.3 [M℘ + Ms℘ + ⅝ (M℄ + MI)]

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

fs (Overload): Sum of stresses as computed from the moments below (ksi).
M℘ + Ms℘ + ⅝ (M℄ + MI)

fs (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
1.3 [M℘ + Ms℘ + ⅝ (M℄ + MI)]

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

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	16
Anchor Bolts, 1"	Each	32
Furnishing and Erecting Structural Steel	Pound	3,550
Jack and Remove Existing Bearings	Each	16

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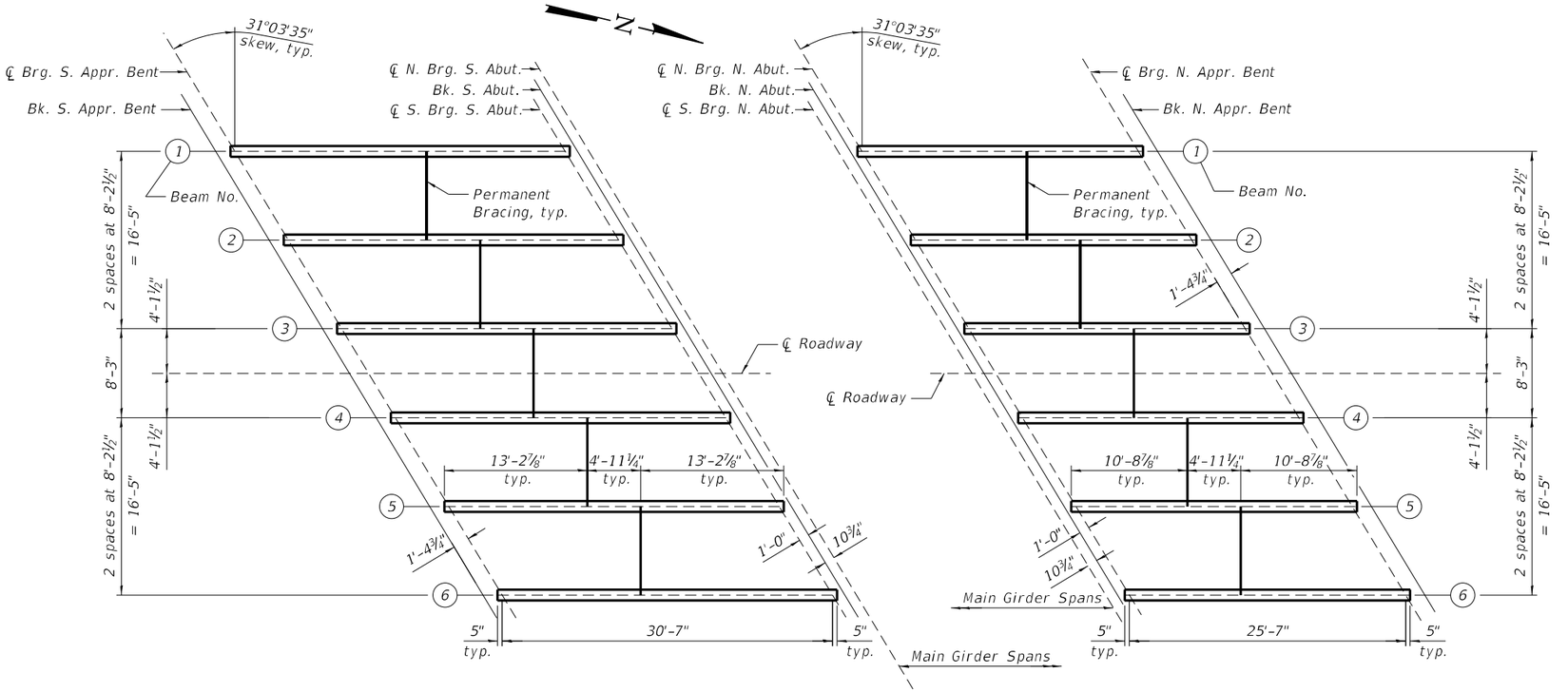
Consulting Engineers
Springfield, Illinois

USER NAME =		DESIGNED -	LM	REVISED -	
		CHECKED -	MTH	REVISED -	
PLOT SCALE =		DRAWN -	SJH	REVISED -	
PLOT DATE =	11/6/2023	CHECKED -	CZ	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

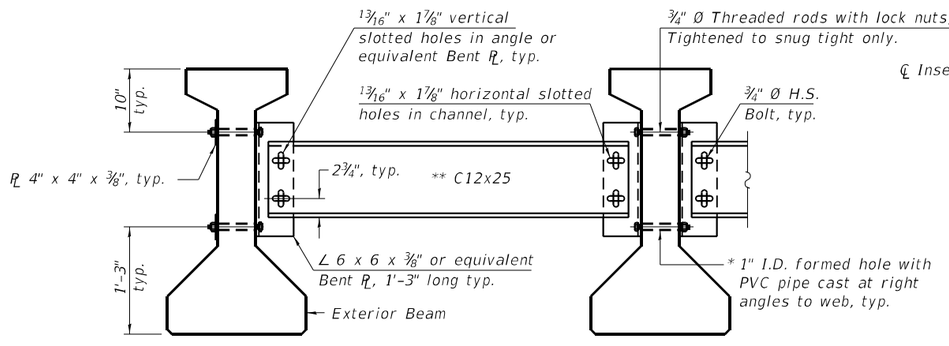
BEARING DETAILS
STRUCTURE NO. 054-0039
SHEET 22 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-2HB)D,BP,BRR,I-1	LOGAN	75	67
		CONTRACT NO. 72791		
		ILLINOIS FED. AID PROJECT		



SOUTH VAULTED APPROACH SPAN FRAMING PLAN

NORTH VAULTED APPROACH SPAN FRAMING PLAN



Notes:

All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.

Two hardened washers are required for each set of oversized holes.

All holes shall be 15⁄16" Ø unless otherwise noted.

5⁄16" x 3" x 3" plate washers are required over all slotted holes.

All bolts, threaded rods, and hardware shall be galvanized according to AASHTO M232.

Threaded rods shall be ASTM F 1554 Grade 55.

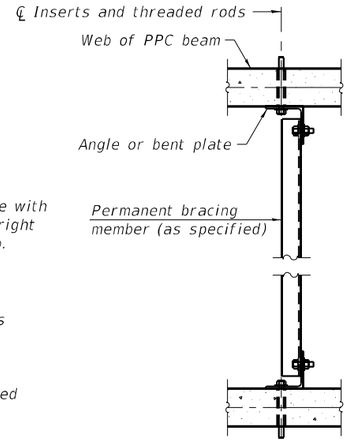
Bracing shall be installed as beams are erected and tightened as soon as possible during erection.

Permanent bracing shall be paid for as Furnishing and Erecting Structural Steel.

* Fabricator shall locate to miss strands within permissible tolerances.

** Alternate C12x30 channels are permitted to facilitate material acquisition.

PERMANENT BRACING DETAILS FOR 36" PPC I-BEAMS



PLAN

I: Non-composite moment of inertia of beam section (in.⁴).
I': Composite moment of inertia of beam section (in.⁴).
S_b: Non-composite section modulus for the bottom fiber of the prestressed beam (in.³).
S_b': Composite section modulus for the bottom fiber of the prestressed beam (in.³).
S_t: Non-composite section modulus for the top fiber of the prestressed beam (in.³).
S_t': Composite section modulus for the top fiber of the prestressed beam (in.³).
DC1: Un-factored non-composite dead load (kips/ft.).
M_{DC1}: 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.).
M_{DC2}: 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.).
M_{DW}: 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.).
OCF: Obtuse Correction Factor 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).
R_{Total} (Strength I)(Impact): Total factored reaction including dynamic load allowance (impact) (kip).
R_{Total} (Strength I)(No Impact): Total factored reaction not including dynamic load allowance (impact) (kip).

BILL OF MATERIAL

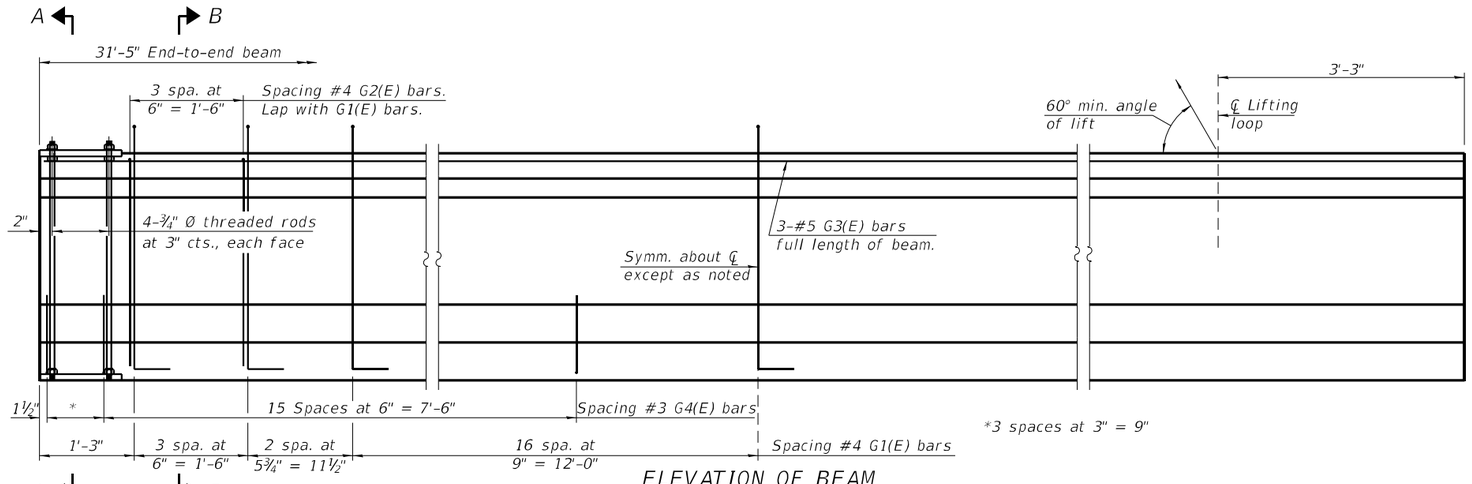
Item	Unit	Total
Furnishing and Erecting Structural Steel	Pound	2,250

INTERIOR BEAM MOMENT TABLE

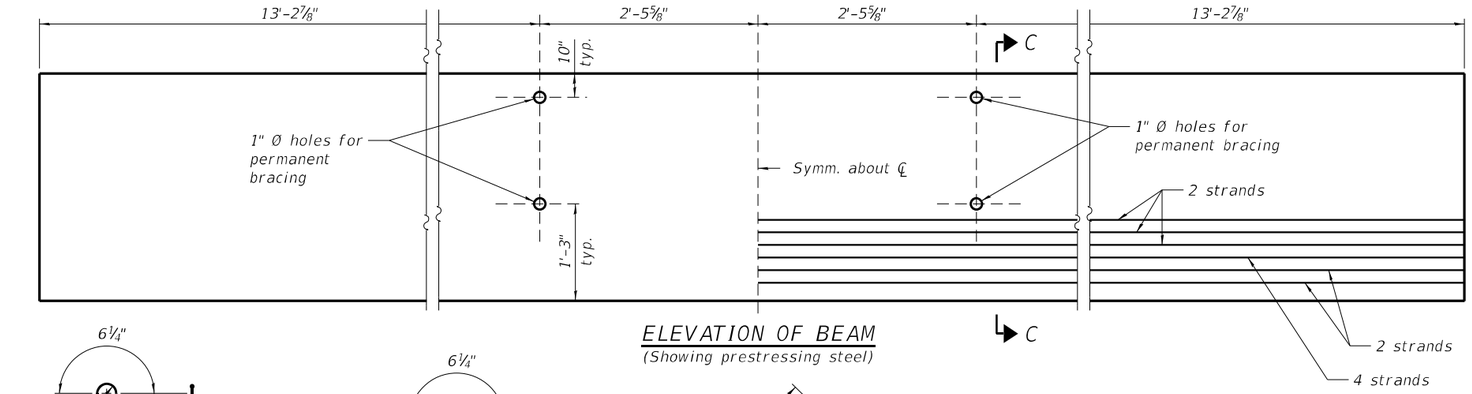
		0.5 Span S. Approach	0.5 Span N. Approach
I	(in⁴)	48,648	48,648
I'	(in⁴)	194,997	194,997
S_b	(in³)	3,165	3,165
S_b'	(in³)	6,171	6,171
S_t	(in³)	2,358	2,358
S_t'	(in³)	44,625	44,625
DC1	(k/')	1.223	1.223
M_{DC1}	('k)	143.6	99.6
DC2	(k/')	0.291	0.291
M_{DC2}	('k)	34.0	24.5
DW	(k/')	0.206	0.206
M_{DW}	('k)	24.1	16.9
LLDF		0.812	0.853
M_{L+IM}	('k)	407.1	322.2

INTERIOR BEAM REACTION TABLE

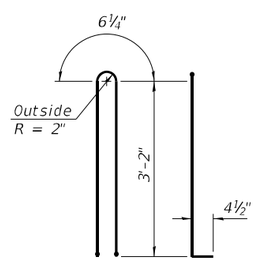
		Abut. & Bent S. Approach	Abut. & Bent N. Approach
LLDF		0.898	0.887
OCF	(k)	1.08	1.07
R_{DC1}	(k)	18.7	15.5
R_{DC2}	(k)	4.4	3.8
R_{DW}	(k)	3.2	2.6
R_{L+IM}	(k)	59.8	54.7
R_{Total} (Strength I)(Impact)	(k)	138.4	123.8
R_{Total} (Strength I)(No Impact)	(k)	116.7	103.6



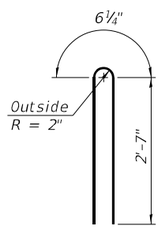
ELEVATION OF BEAM
(Showing reinforcement & dimensions)



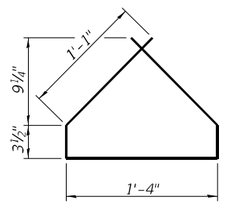
ELEVATION OF BEAM
(Showing prestressing steel)



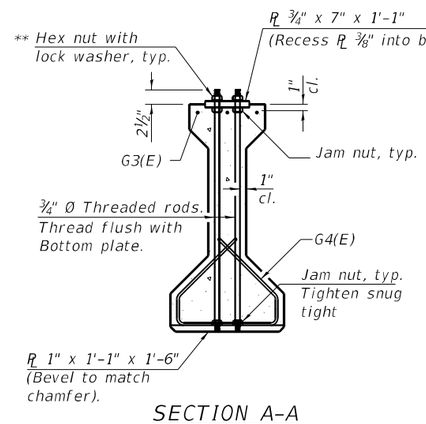
BAR G1(E)



BAR G2(E)

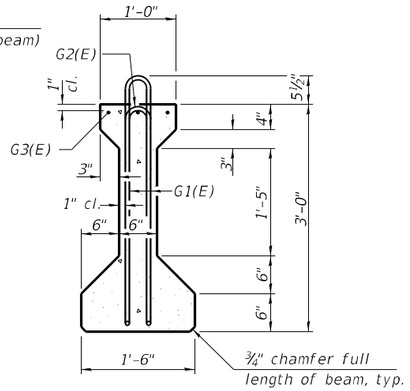


BAR G4(E)



SECTION A-A

** Only tighten sufficiently to compress lock washers



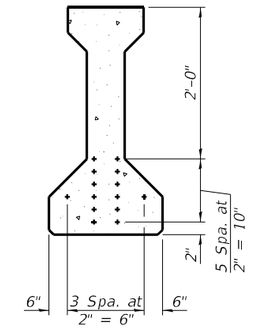
SECTION B-B

BAR LIST ONE BEAM ONLY
(For information only)

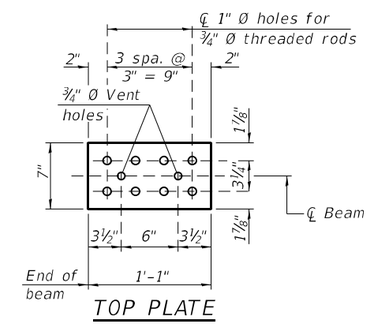
Bar	No.	Size	Length	Shape
G1(E)	43	#4	7'-7"	⊓⊔
G2(E)	8	#4	5'-8"	⊓
G3(E)	3	#5	31'-1"	—
G4(E)	38	#3	4'-1"	⌓

BILL OF MATERIAL

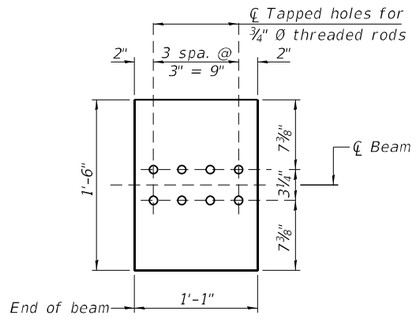
Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 36"	Ft.	189



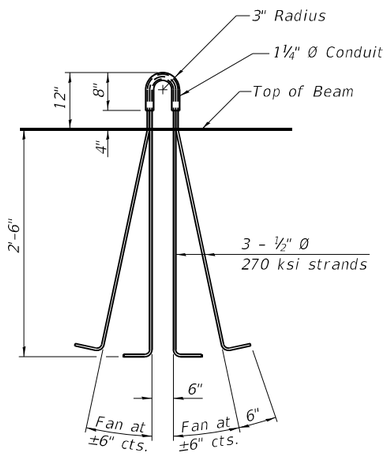
SECTION C-C
(14-½" Ø 270 ksi strands)



TOP PLATE



BOTTOM PLATE
See bearing details for pintle hole locations when required.



LIFTING LOOP DETAIL

NOTES

Inserts for ¾" Ø threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams.

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be ½" and the nominal cross-sectional area shall be 0.153 sq. in.

The beams shall have a final concrete compressive strength, f'c, of 6,000 psi and a release concrete compressive strength, f'ci, of 5,000 psi.

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

The top and bottom plates shall be AASHTO M270 Grade 50.

The top and bottom plates shall be galvanized according to AASHTO M111. The threaded rods, nuts and washers shall be galvanized according to AASHTO M232.

Threaded rods shall be ASTM F 1554 Grade 55.

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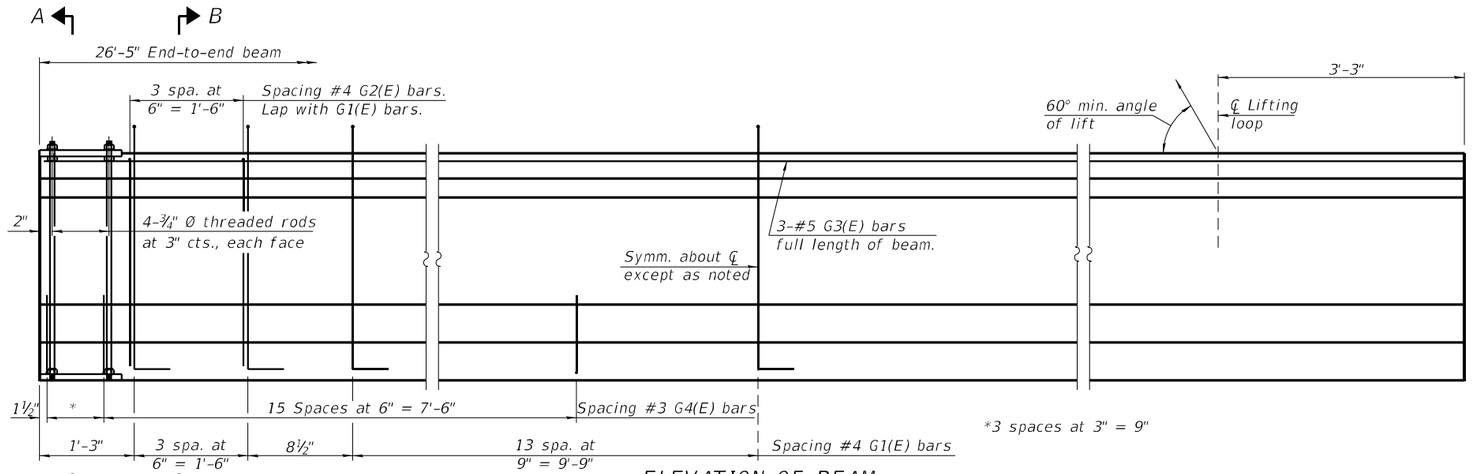
Consulting Engineers
Springfield, Illinois

USER NAME =		DESIGNED -	LM	REVISED -	
		CHECKED -	MTH	REVISED -	
PLOT SCALE =		DRAWN -	SJH	REVISED -	
PLOT DATE =	10/25/2023	CHECKED -	CZ	REVISED -	

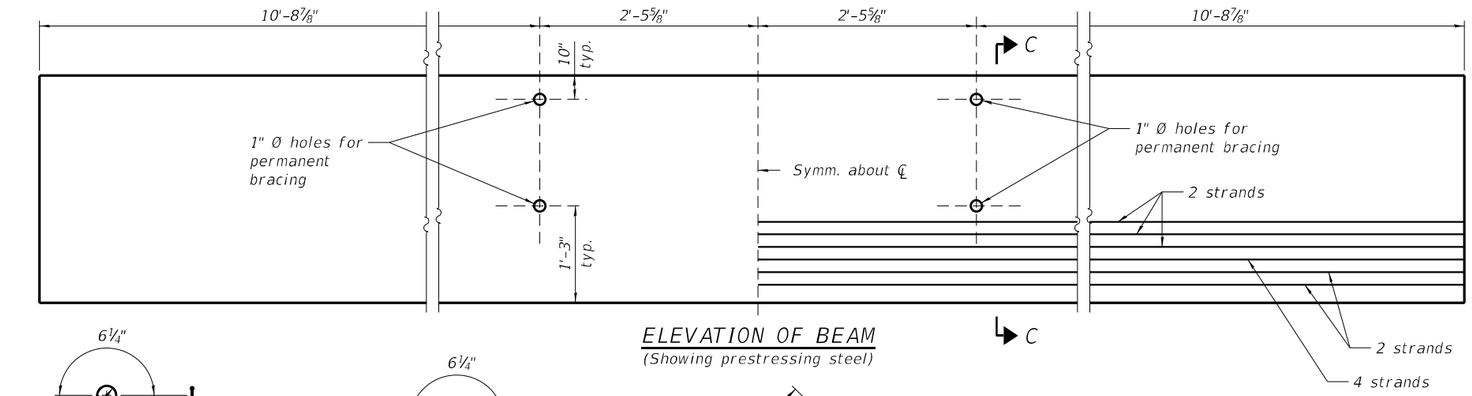
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH VAULTED APPROACH SPAN BEAMS
STRUCTURE NO. 054-0039
SHEET 24 OF 30 SHEETS

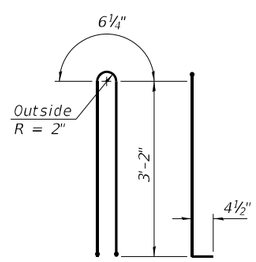
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-2HB)D,BP,BRR,I-1	LOGAN	75	69
		CONTRACT NO. 72791		
	ILLINOIS FED. AID PROJECT			



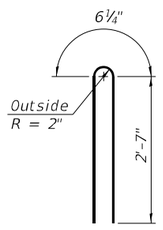
ELEVATION OF BEAM
(Showing reinforcement & dimensions)



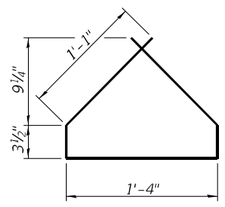
ELEVATION OF BEAM
(Showing prestressing steel)



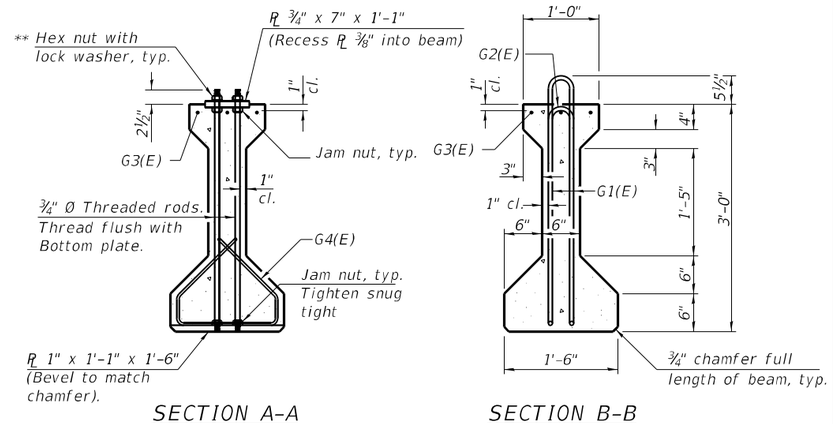
BAR G1(E)



BAR G2(E)



BAR G4(E)

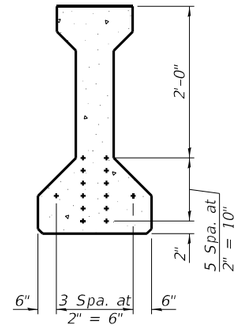


SECTION A-A
** Only tighten sufficiently to compress lock washers

SECTION B-B

BAR LIST ONE BEAM ONLY
(For information only)

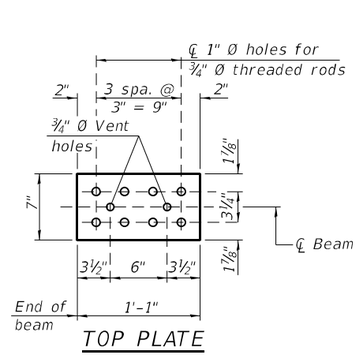
Bar	No.	Size	Length	Shape
G1(E)	35	#4	7'-7"	⊓L
G2(E)	8	#4	5'-8"	⊓
G3(E)	3	#5	26'-1"	—
G4(E)	38	#3	4'-1"	⌓



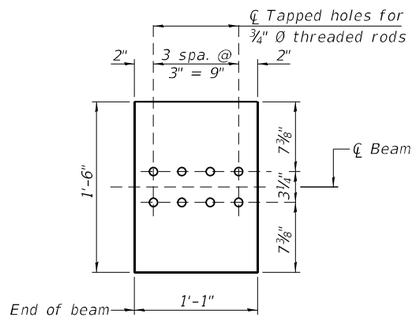
SECTION C-C
(14-½" Ø 270 ksi strands)

BILL OF MATERIAL

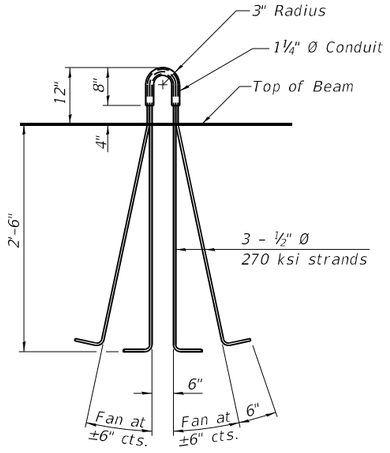
Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 36"	Ft.	159



TOP PLATE



BOTTOM PLATE
See bearing details for pintle hole locations when required.



LIFTING LOOP DETAIL

NOTES

Inserts for ¾" Ø threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams.

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be ½" and the nominal cross-sectional area shall be 0.153 sq. in.

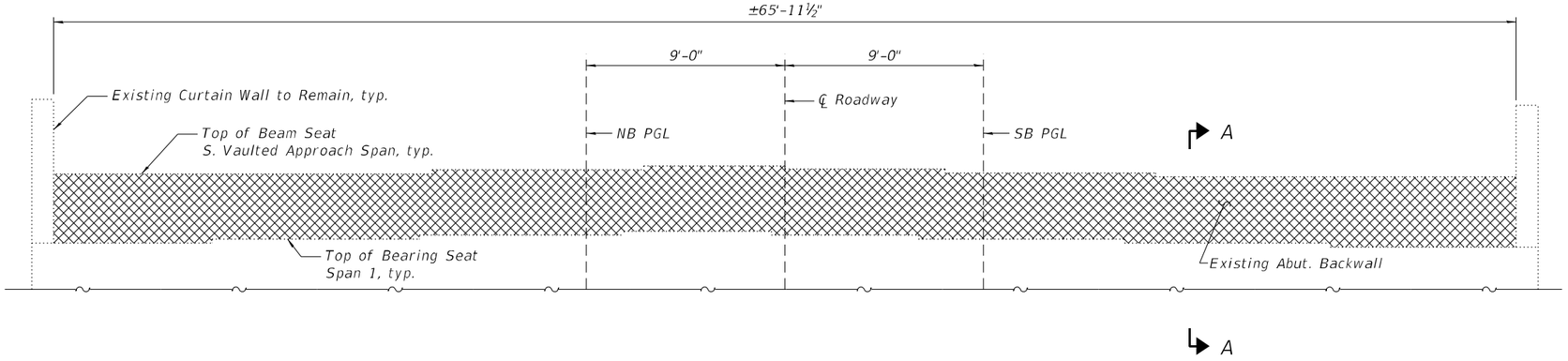
The beams shall have a final concrete compressive strength, f'c, of 6,000 psi and a release concrete compressive strength, f'ci, of 5,000 psi.

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

The top and bottom plates shall be AASHTO M270 Grade 50.

The top and bottom plates shall be galvanized according to AASHTO M111. The threaded rods, nuts and washers shall be galvanized according to AASHTO M232.

Threaded rods shall be ASTM F 1554 Grade 55.



SOUTH ABUTMENT ELEVATION

(Looking South)
(Dimensions measured along front face of backwall)

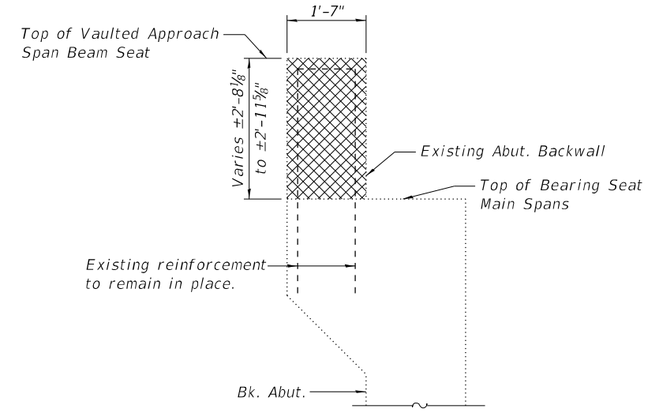
Notes:

Existing reinforcement bars extending into concrete removal areas shall be cleaned, straightened and incorporated into new concrete. Cost included with Concrete Removal.

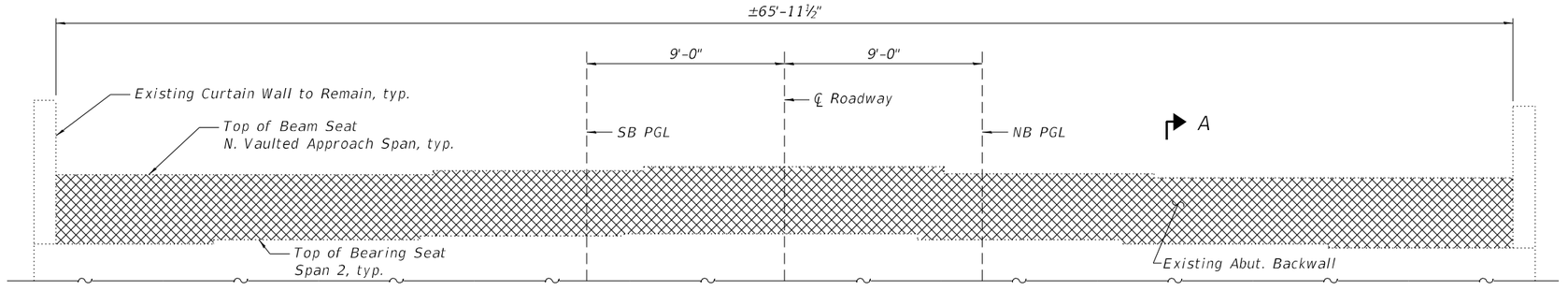
Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with Concrete Removal.

Cross Hatched areas indicate limits of Concrete Removal.

Seal exposed rebar at top of wingwall with epoxy. Cost included with Concrete Removal.

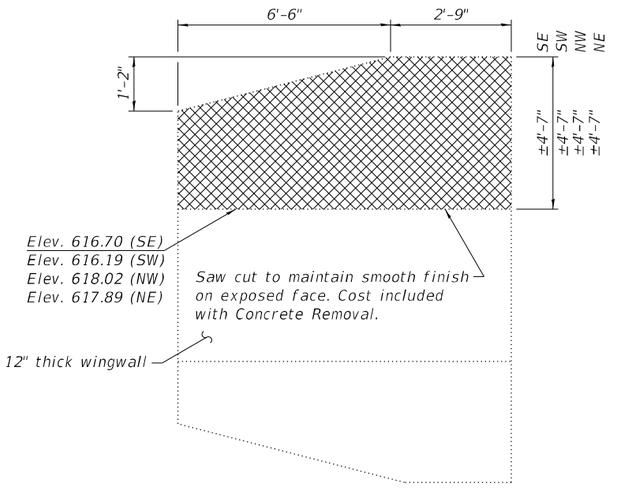


SECTION A-A



NORTH ABUTMENT ELEVATION

(Looking North)
(Dimensions measured along front face of backwall)



WINGWALL ELEVATION AT APPROACH BENT

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	27.6

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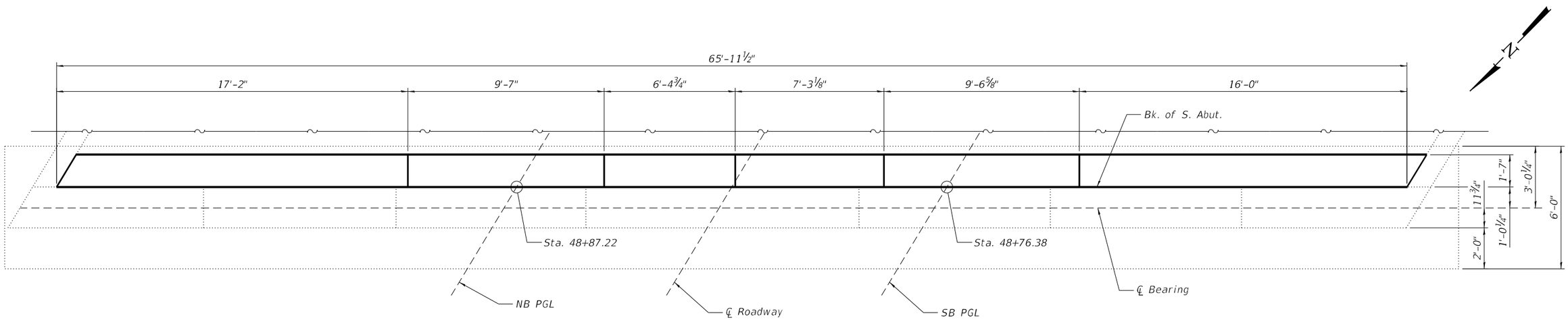
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =	DESIGNED - LM	REVISED -	
	CHECKED - MTH	REVISED -	
PLOT SCALE =	DRAWN - SJH	REVISED -	
PLOT DATE = 10/25/2023	CHECKED - CZ	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE REMOVAL DETAILS
STRUCTURE NO. 054-0039
SHEET 26 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-2HB)D,BP,BRR,I-1	LOGAN	75	71
		CONTRACT NO. 72791		
	ILLINOIS	FED. AID PROJECT		



Notes:
Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
See sheet 29 of 30 for Section B-B and Bill of Material.
Existing bearing seat elevations are based on existing plans with datum adjustment.
Repair of the existing abutment shall include but may not be limited to the areas shown. The actual area to be repaired will be determined by the Engineer at the time of construction.

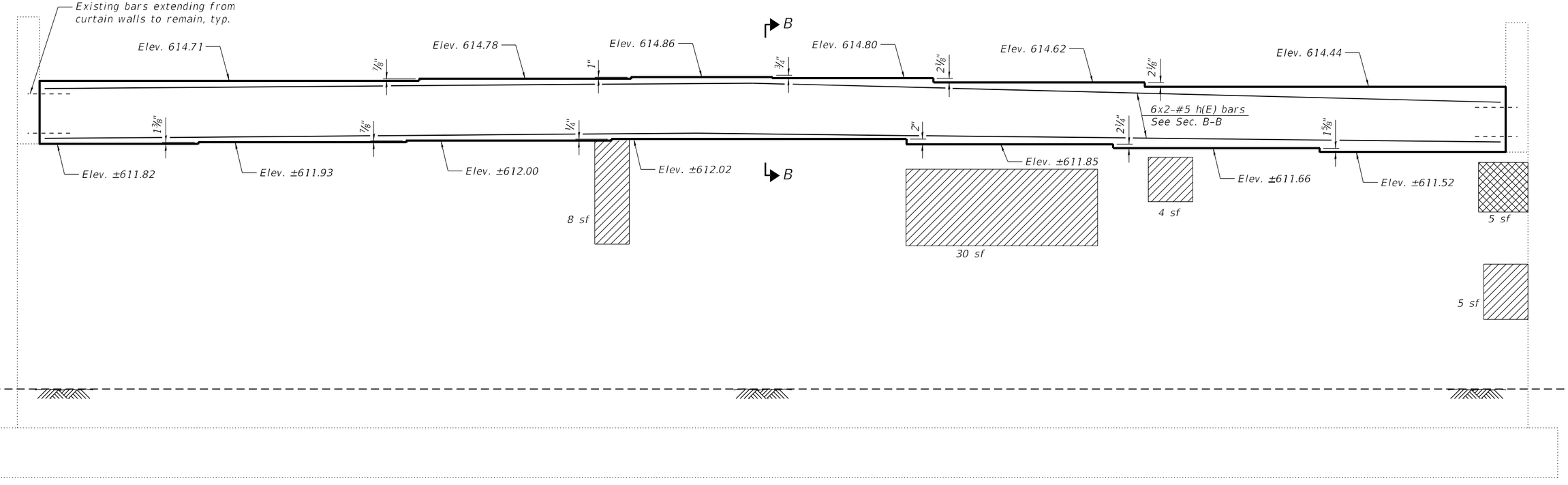
PLAN - SOUTH ABUTMENT

MINIMUM BAR LAP

#5 bar = 3'-7"

LEGEND

- Structural Repair of Concrete (Depth Equal To or Less Than 5 in.)
- Structural Repair of Concrete (Depth Greater Than 5 in.)
- sf Square Feet



ELEVATION - SOUTH ABUTMENT

(Looking South)

LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	USER NAME =	DESIGNED - LM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH ABUTMENT DETAILS STRUCTURE NO. 054-0039	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - MTH	REVISED -			55	(54-2HB)D,BP,BRR,I-1	LOGAN	75	72
	PLOT SCALE =	DRAWN - SJH	REVISED -					CONTRACT NO. 72791		
	PLOT DATE = 10/25/2023	CHECKED - CZ	REVISED -		SHEET 27 OF 30 SHEETS		ILLINOIS	FED. AID PROJECT		

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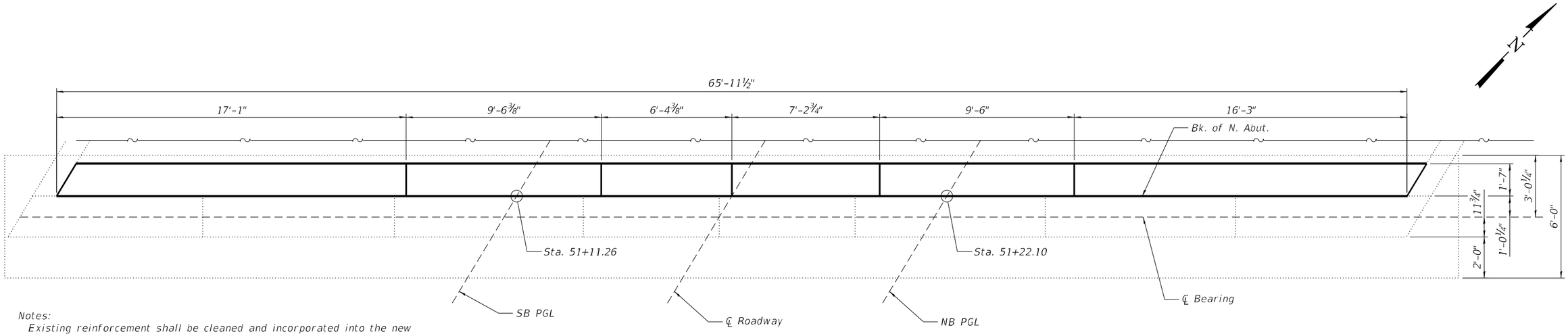


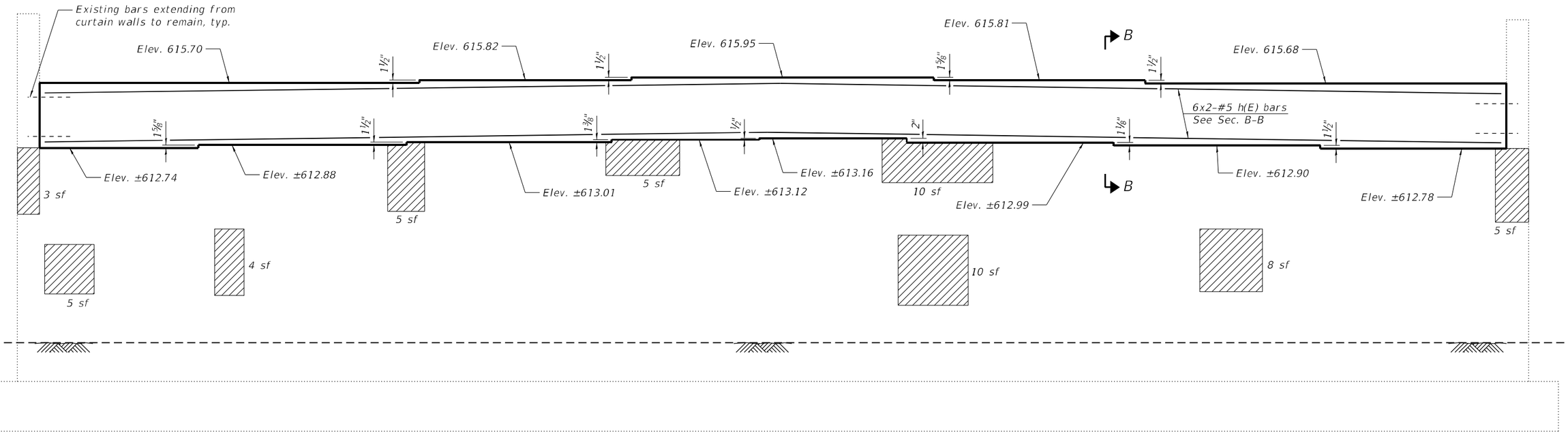
Notes:
Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
See sheet 29 of 30 for Section B-B and Bill of Material.
Existing bearing seat elevations are based on existing plans with datum adjustment.
Repair of the existing abutment shall include but may not be limited to the areas shown. The actual area to be repaired will be determined by the Engineer at the time of construction.

PLAN - NORTH ABUTMENT

LEGEND

Structural Repair of Concrete (Depth Equal To or Less Than 5 in.)

sf Square Feet



ELEVATION - NORTH ABUTMENT

(Looking North)

LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	USER NAME =	DESIGNED - LM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NORTH ABUTMENT DETAILS STRUCTURE NO. 054-0039
		CHECKED - MTH	REVISED -		
	PLOT SCALE =	DRAWN - SJH	REVISED -		
	PLOT DATE = 10/25/2023	CHECKED - CZ	REVISED -		SHEET 28 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-2HB)D,BP,BRR,I-1	LOGAN	75	73
		CONTRACT NO. 72791		
	ILLINOIS	FED. AID PROJECT		

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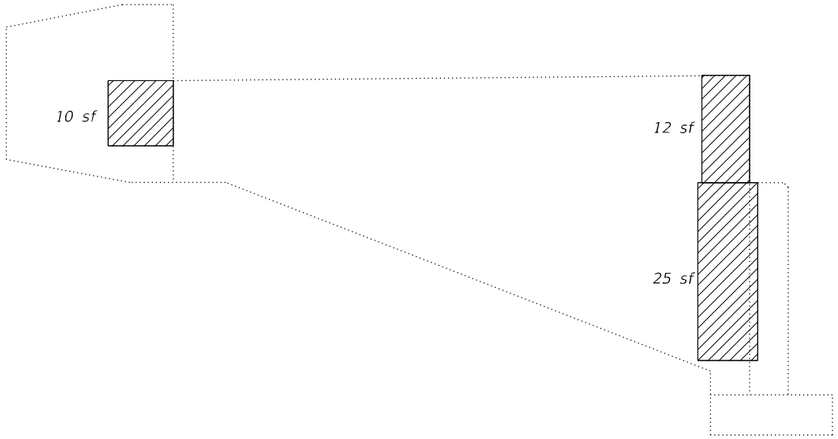
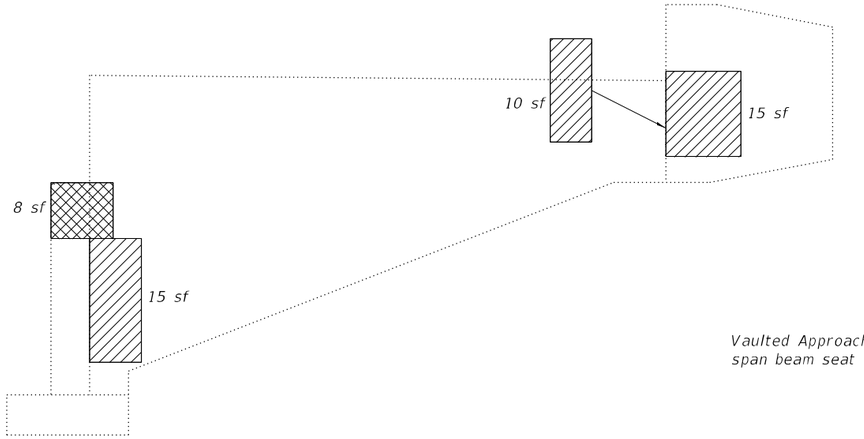
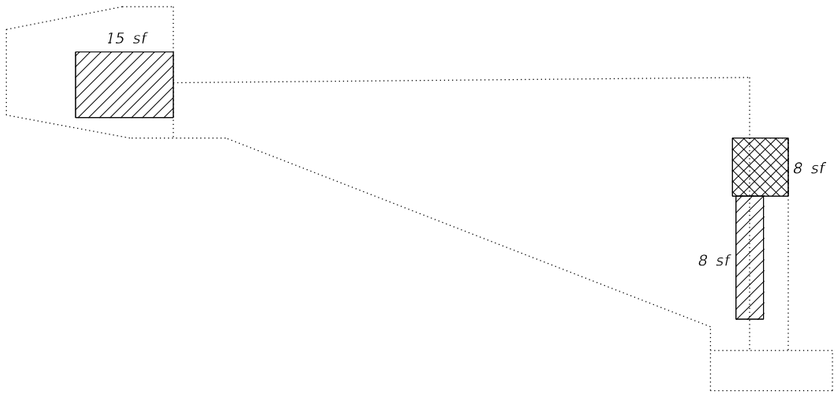


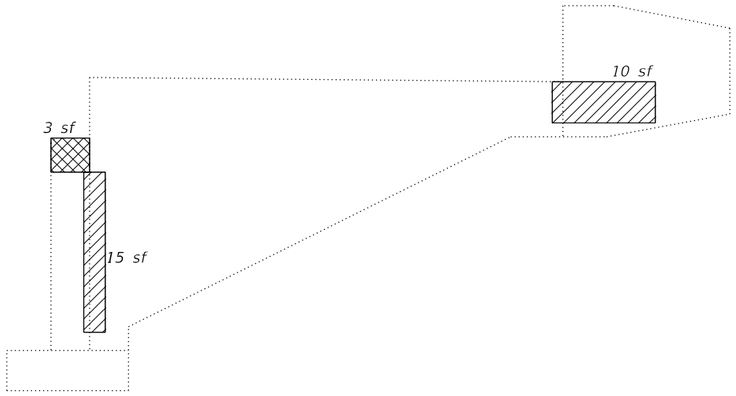
SOUTHEAST CURTAIN WALL & WINGWALL



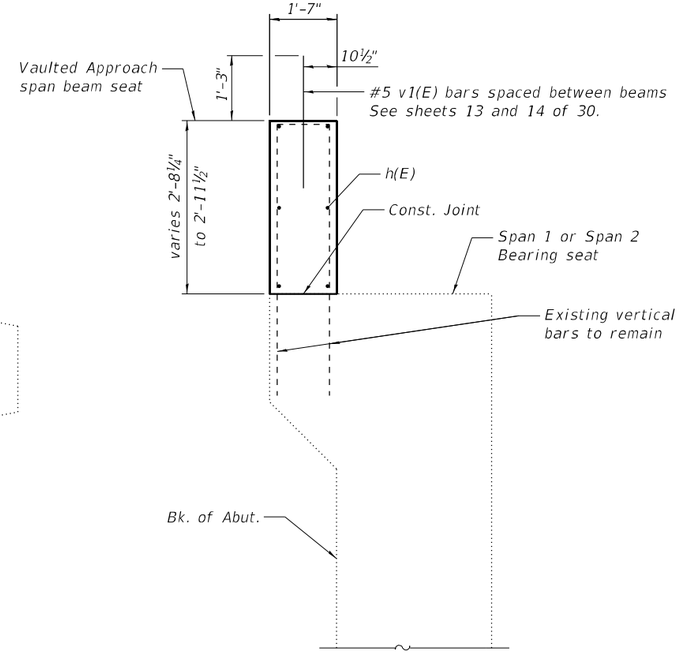
SOUTHWEST CURTAIN WALL & WINGWALL



NORTHWEST CURTAIN WALL & WINGWALL



NORTHEAST CURTAIN WALL & WINGWALL



SECTION B-B

(Dimensions at right angles)

SOUTH ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	12	#5	34'-9"	———
Concrete Structures			Cu. Yd.	11.0
Reinforcement Bars, Epoxy Coated			Pound	440
Concrete Sealer			Sq. Ft.	187
Structural Repair of Concrete (Depth ≤ 5")			Sq. Ft.	134
Structural Repair of Concrete (Depth > 5")			Sq. Ft.	13

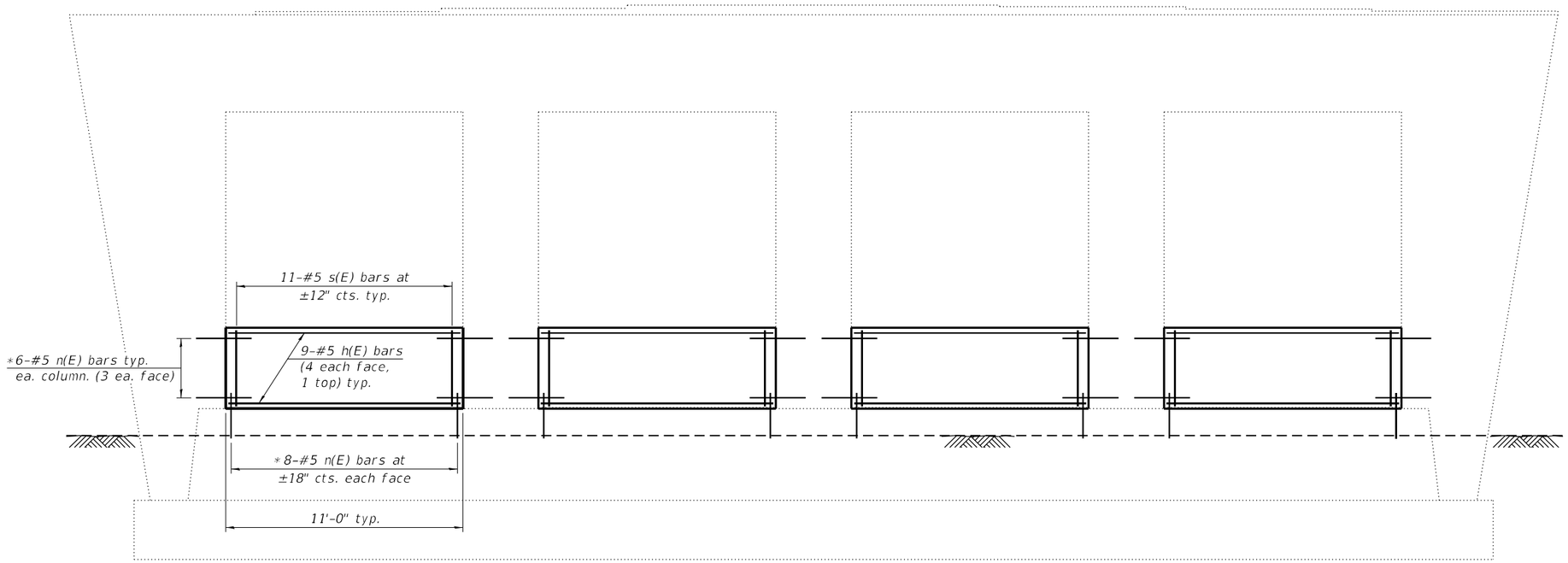
NORTH ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	12	#5	34'-9"	———
Concrete Structures			Cu. Yd.	10.9
Reinforcement Bars, Epoxy Coated			Pound	440
Concrete Sealer			Sq. Ft.	188
Structural Repair of Concrete (Depth ≤ 5")			Sq. Ft.	103
Structural Repair of Concrete (Depth > 5")			Sq. Ft.	11

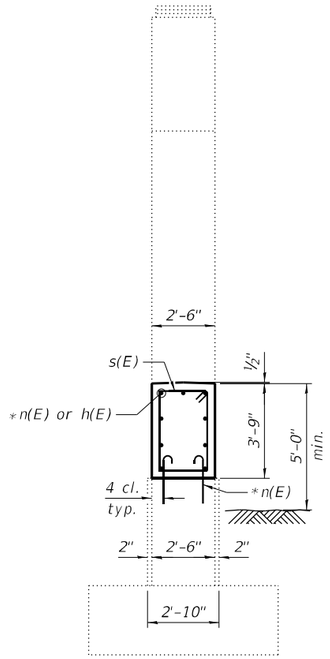
Note:
Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

LEGEND

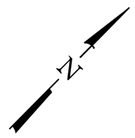
- Structural Repair of Concrete (Depth Equal To or Less Than 5 in.)
- Structural Repair of Concrete (Depth Greater Than 5 in.)
- sf Square Feet

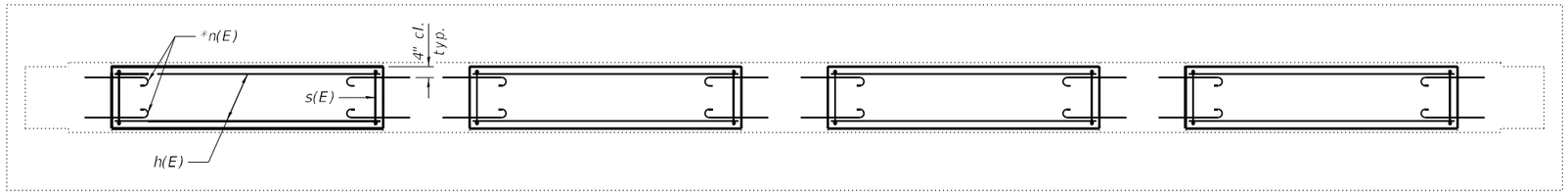


ELEVATION



END VIEW



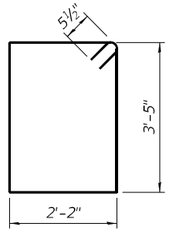


PLAN

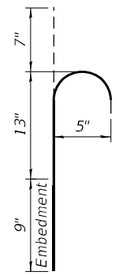
*Epoxy grout n(E) bars in 9" min. deep holes according to Article 584 of the Standard Specifications.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	36	#5	10'-8"	———
n(E)	112	#5	2'-5"	⌐¬
s(E)	44	#5	12'-1"	☐
Concrete Structures			Cu. Yd.	15.3
Reinforcement Bars, Epoxy Coated			Pound	1,240



BAR s(E)



BAR n(E)

Note:
The cost of epoxy grouting bars shall be included with Reinforcement Bars, Epoxy Coated.

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	PLOT SCALE =	DRAWN - SJH	REVISED -	
	PLOT DATE = 10/25/2023	CHECKED - CZ	REVISED -	

PIER REPAIR DETAILS
STRUCTURE NO. 054-0039
SHEET 30 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-2HB)D,BP,BRR,I-1	LOGAN	75	75
		CONTRACT NO. 72791		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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