

01-30-15 LETTING ITEM 029

INDEX OF SHEETS
SEE SHEET 2 FOR "INDEX OF SHEETS"

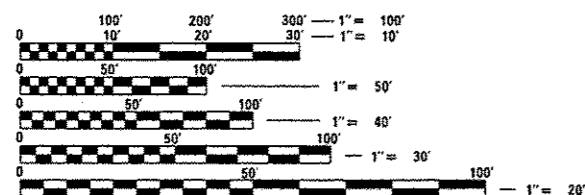
HIGHWAY STANDARDS
SEE SHEET 2 FOR "HIGHWAY STANDARDS"

PROJECT LOCATION

BRIDGE DECK REPLACEMENT
I-55 OVER BL 55 & UPRR AT SHERMAN INTERCHANGE - S.N. 084-0021

PATCHING AND RESURFACING
I-55 RAMP A (SB EXIT RAMP)
I-55 RAMP B (SB ENTRANCE RAMP)
I-55 RAMP C (NB EXIT RAMP)

IMPROVEMENT LIMITS
I-55 IMPROVEMENT BEGINS: STA 339+00.00
I-55 IMPROVEMENT ENDS: STA 351+50.00
RAMP A IMPROVEMENT BEGINS: STA 12+75.00
RAMP A IMPROVEMENT ENDS: STA 32+52.83
RAMP B IMPROVEMENT BEGINS: STA 1+25.00
RAMP B IMPROVEMENT ENDS: STA 18+95.00
RAMP C IMPROVEMENT BEGINS: STA 6+25.00
RAMP C IMPROVEMENT ENDS: STA 19+10.00



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 LOCATING INFORMATION FOR EXCAVATORS
1-800-892-0123
OR 811

PROJECT ENGINEER: KEITH DONOVAN 217-782-4761
TEAM ENGINEER: ED KERN 217-524-7547

CONTRACT NO. 72F49

OEI
QUIGG ENGINEERING INC.
2351 SOUTH DIRKSEN PARKWAY
SPRINGFIELD, ILLINOIS 62703
217-670-0563 (P) / 217-679-2204 (F)
www.quiggengineering.com

OEI PROJECT: 13-40

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

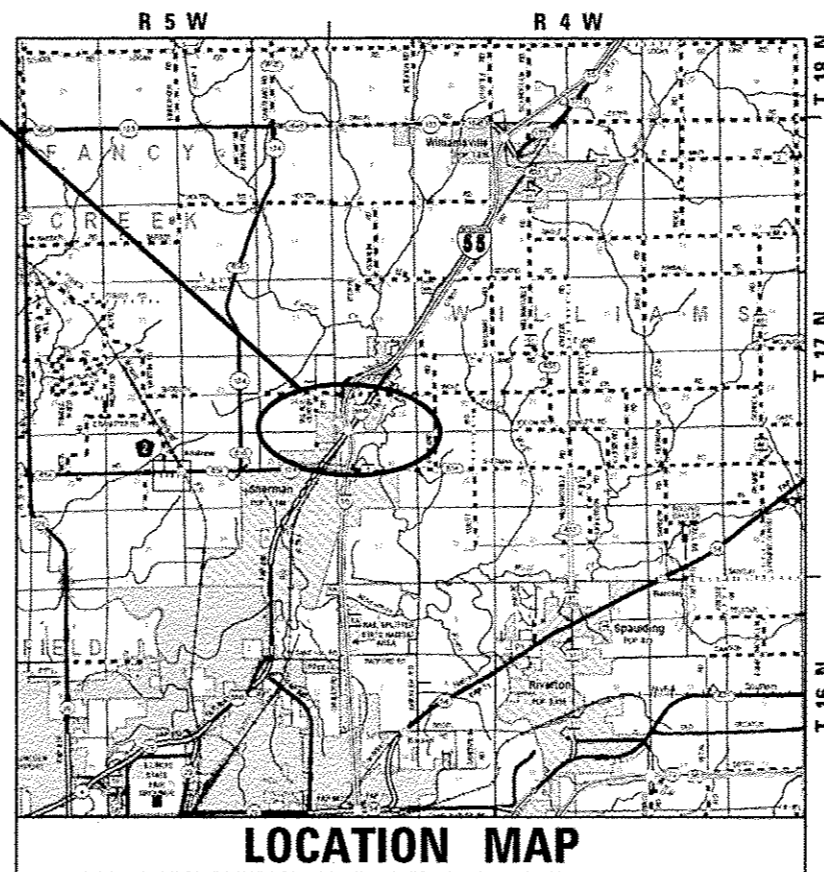
FAI ROUTE 55 (I-55)

SECTION (84-2) BR-3, RS-4

PROJECT: ACNHPP-0055 (411)

**BRIDGE DECK REPLACEMENT & RESURFACING
SANGAMON COUNTY**

C-96-067-12



LOCATION MAP



PROJECT LENGTH

GROSS LENGTH = 1,250.00 FT. = 0.237 MILE
NET LENGTH = 1,250.00 FT. = 0.237 MILE



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 72F49		

(D-96-067-12)



LOCATION OF SECTION INDICATED THUS: [Symbol]

SB FAI 55
FUNCTIONAL CLASSIFICATION: INTERSTATE
ADT (2013): 33,500
SU: 1,000 (3.0%)
MU: 6,600 (19.7%)
PV: 25,900 (77.3%)

MICHAEL C. VALES
062-049256
LICENSED
PROFESSIONAL
ENGINEER
STATE OF ILLINOIS

SIGNATURE
10/17/2014
DATE

LIC. EXP. DATE : 11-30-15
QUIGG ENGINEERING INC.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED October 22, 2014
Roger Z. Druick
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Dec 18, 2014
John D. Baranzola, PE
acting ENGINEER OF DESIGN AND ENVIRONMENT

Dec 18, 2014
Omer Osman, PE
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

COMPUTER FILE NO.
D672F49-sht-Cover.dgn PROJECT

INDEX OF SHEETS

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HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-08	PAVEMENT JOINTS
420401-11	BRIDGE APPROACH PAVEMENT CONNECTOR
421001-02	BAR REINFORCEMENT FOR CRC PAVEMENT
442101-07	CLASS B PATCHES
420701-02	PAVEMENT FABRIC
515001-03	NAME PLATE FOR BRIDGES
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
630001-10	STEEL PLATE BEAM GUARDRAIL
630201-06	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
631011-09	TRAFFIC BARRIER TERMINAL, TYPE 2
631026-06	TRAFFIC BARRIER TERMINAL, TYPE 5
631031-13	TRAFFIC BARRIER TERMINAL, TYPE 6
635001-01	DELINEATORS
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
701101-04	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24' (600 MM) FROM PAVEMENT EDGE
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > 45 MPH
701400-09	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-09	LANE CLOSURE, FREEWAY/EXPRESSWAY
701402-10	LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH BARRIER
701406-09	LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS > 45 MPH
701421-07	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS > 45 MPH TO 55 MPH
701426-07	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS > 45 MPH
701427-03	LANE CLOSURE, MULTI-LANE, INTERMITTENT OR MOVING OPERATION FOR SPEEDS < 45 MPH
701428	TRAFFIC CONTROL, SETUP AND REMOVAL, FREEWAY/EXPRESSWAY
701451-03	RAMP CLOSURE FREEWAY/EXPRESSWAY
701456-03	PARTIAL EXIT RAMP CLOSURE FREEWAY/EXPRESSWAY
701901-04	TRAFFIC CONTROL DEVICES
704001-07	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
720021-02	SIGN PANELS, EXTRUDED ALUMINUM TYPE
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A AND B METAL POSTS (FOR SIGNS & MARKERS)
731001-01	BASE FOR TELESCOPING STEEL SIGN SUPPORT
780001-05	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

HMA MIXTURE REQUIREMENTS

LOCATION	I-55	I-55	I-55 MAINLINE AND RAMPS	RAMPS	RAMPS	RAMPS
MIXTURE USE(S):	STAGE CONSTRUCTION SHOULDER (TOP 2")	STAGE CONSTRUCTION SHOULDER (LOWER LIFTS)	SURFACE	BINDER	SHOULDER (TOP 1 1/2")	SHOULDER (LOWER LIFT)
PG	PG 64-22	PG 64-22	SBS PG 70-22	SBS PG 70-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS	4.0% @ N70	4.0% @ N70	4.0% @ N90	4.0% @ N90	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL-9.5	IL-19.0	IL-9.5	IL-19.0	IL-9.5	IL-19.0
FRICTION AGGREGATE	MIX "C"	----	MIX "E"	----	MIX "C"	----
QUALITY MANAGEMENT	QC/OA	QC/OA	OCP	OCP	QC/OA	QC/OA

GENERAL NOTES

- ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER LISTED ON THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
- THE THICKNESS OF THE HMA MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA MIXTURE IS PLACED.
- ADVANCE WARNING SIGNING FOR THE CONSTRUCTION ZONE(S) SHALL BE PLACED IN ACCORDANCE WITH THE MUTCD OR APPLICABLE HIGHWAY STANDARDS.
- IN ADDITION TO FIELD SURVEYS AND AERIAL SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE BID UNIT PRICE FOR THE WORK.
- THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.
- THE CONTRACTOR SHALL NOTIFY THE IDOT DISTRICT 6 BUREAU OF OPERATIONS AT (217) 785-5312 THREE WEEKS PRIOR TO IMPLEMENTING ANY TRAFFIC CONTROL.
- ENGLISH UNIT OF MEASUREMENT SHALL GOVERN OVER AND SUPERSEDE ANY METRIC UNITS SHOWN IN THIS CONTRACT. WHERE INCLUDED, METRIC UNITS ARE FOR INFORMATION ONLY.
- ALL TEMPORARY PAVEMENT MARKING WILL BE PLACED IN SUCH A MANNER SO AS NOT TO INTERFERE WITH THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- THE CONTRACTOR SHALL BE AWARE THAT EXISTING CONCRETE PATCHES SHALL BE MILLED AS PART OF THE PROPOSED HMA SURFACE REMOVAL AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE MILLING OF THE CONCRETE.
- FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

HMA SURFACE CSE, MIX "E"	0.0595 TONS/SQ YD*IN
ALL OTHER HOT-MIX ASPHALT	0.056 TONS/SQ YD*IN
AGGREGATE ITEMS	2.05 TONS/CU YD
BITUMINOUS MATERIALS:	
PRIME COAT (ON PAVEMENT)	0.05 LBS/SQ FT
FOG COAT (BETWEEN LIFTS)	0.025 LBS/SQ FT
PRIME COAT (ON AGGREGATE)	0.25 LBS/SQ FT
AGGREGATE (PRIME COAT)	0.002 TONS/SQ YD
FERTILIZER NUTRIENTS	90 LB/ACRE
RIPRAP	1.85 TONS/CU YD
TEMPORARY EROSION CONTROL SEEDING	100 LB/ACRE

GENERAL NOTES (CONT.)

- THE CONTRACTOR AND THE ENGINEER SHALL BE AWARE THAT NO SURVEY WAS PERFORMED FOR THIS PROJECT. THE STATIONING AND TOPO SHOWN IN THE PLANS WERE CREATED USING MICROFILM AND FIELD MEASUREMENTS MADE BY DESIGN PERSONNEL. BOTH SHOULD BE CONSIDERED APPROXIMATE.
- THE QUANTITY FOR OUTLET MARKERS IS BASED ON THE TOTAL LENGTH OF THE PROJECT (TIMES 4 PAVEMENT EDGES) DIVIDED BY 500 FEET AS PER ARTICLE 601.04 OF THE STANDARD SPECIFICATIONS FOR PIPE UNDERDRAIN OUTLETS AND (WHEN APPLICABLE) THE LENGTH OF THE RAMPS (TIMES 2 PAVEMENT EDGES) DIVIDED BY 500 FEET.
- THE CONTRACTOR WILL BE REQUIRED TO REPAIR THOSE AREAS THAT ARE DAMAGED AS A PART OF THE EXECUTION OF THIS CONTRACT OR AS OTHERWISE DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE MEASURED FOR PAYMENT. THE COST OF SEEDING, FERTILIZING AND MULCHING AREAS OF TURF THAT ARE DAMAGED, WILL BE CONSIDERED INCLUDED IN THE COST OF THE VARIOUS WORK ITEMS RELATED TO THE OPERATIONS CAUSING THE DAMAGE.
- PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS THE RESIDENT ENGINEER SHOULD CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE FINAL PAVEMENT MARKING LAYOUT.
- THE REMOVAL OF GUARDRAIL TERMINAL SECTIONS SHALL BE INCLUDED IN THE UNIT PRICE PER FOOT FOR GUARDRAIL REMOVAL.

COMMITMENTS

- THE FIELD/RESIDENT ENGINEER SHALL CONTACT DISTRICT 6 STUDIES AND PLANS AT 217-782-6990 CONCERNING ANY MAJOR PLAN CHANGES TO ENSURE THAT ANY PREVIOUS COMMITMENTS (NOT LISTED) THAT WERE MADE AFFECTING THE DESIGN ARE MET, AND TO ALLOW IMPROVEMENTS TO THE DESIGN FOR FUTURE PROJECTS.

DISTRICT SIX	
EXAMINED <u>AUGUST 26th</u> 20 <u>14</u>	<i>John C. Wagoner</i>
OPERATIONS ENGINEER	
EXAMINED <u>August 27</u> 20 <u>14</u>	<i>Ron Buchanan</i>
PROJECT IMPLEMENTATION ENGINEER	
EXAMINED <u>October 16</u> 20 <u>14</u>	<i>Jeffrey P. My...</i>
PROGRAM DEVELOPMENT ENGINEER	

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 PLOT DRIVER = PLOTDRVS



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PLOT DATE = 10/21/2014	DATE = 10/17/2014	REVISED =

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

INDEX OF SHEETS, STANDARDS & GENERAL NOTES

SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	2
				CONTRACT NO. 72F49
[ILLINOIS] FED. AID PROJECT				

90% FED. / 10% STATE

CONSTRUCTION CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	BRIDGE
				0004 RURAL	0014 S. N. 084-0021
25000200	SEEDING, CLASS 2	ACRE	0.25	0.25	
25100115	MULCH, METHOD 2	ACRE	0.25	0.25	
25100630	EROSION CONTROL BLANKET	50 YD	307	307	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	20	20	
28000305	TEMPORARY DITCH CHECKS	FOOT	40	40	
28001100	TEMPORARY EROSION CONTROL BLANKET	50 YD	307	307	
28100707	STONE DUMPED RIPRAP, CLASS A4	50 YD	65	65	
28200200	FILTER FABRIC	50 YD	65	65	
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	15,260	15,260	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	50 YD	1,515	1,515	
40600990	TEMPORARY RAMP	50 YD	107	107	
40603240	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	999	999	
40603570	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90	TON	1,488	1,488	
42001300	PROTECTIVE COAT	50 YD	1,080	1,080	

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 MODEL * MODELS
 PLOT DRIVER * PLOTDRV14



USER NAME * rgoertz	DESIGNED - JR	REVISED -
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PLOT DATE * 10/22/2014	DATE - 10/17/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET NO. 1 OF 9 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	184-2) BR-3, RS-4	SANGAMON	88	3
CONTRACT NO. 72F49			ILLINOIS FED. AID PROJECT	

90% FED. / 10% STATE

CONSTRUCTION CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	BRIDGE
				0004 RURAL	0014 S. N. 084-0021
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	540	540	
44000100	PAVEMENT REMOVAL	SQ YD	169	169	
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	550	550	
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	6,766	6,766	
44000177	HOT-MIX ASPHALT SURFACE REMOVAL, 7"	SQ YD	445	445	
44004250	PAVED SHOULDER REMOVAL	SQ YD	209	209	
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	440	440	
44200974	CLASS B PATCHES, TYPE III, 10 INCH	SQ YD	36	36	
44201299	DOWEL BARS 1 1/2"	EACH	1,092	1,092	
44213100	PAVEMENT FABRIC	SQ YD	36	36	
44213200	SAW CUTS	FOOT	2,050	2,050	
44213204	TIE BARS 3/4"	EACH	124	124	
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	1,705	1,705	
48203100	HOT-MIX ASPHALT SHOULDERS	TON	1,551	1,551	

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 PLOT DRIVER = PLOTDRVS

14



USER NAME = rjgoerle	DESIGNED - JR	REVISED -
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PLOT DATE = 10/22/2014	DATE - 10/17/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET NO. 2 OF 9 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S5	(84-2) BR-3, RS-4	SANGAMON	86	4
CONTRACT NO. 72F49			ILLINOIS FED. AID PROJECT	

90% FED. / 10% STATE

CONSTRUCTION CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	BRIDGE
				0004 RURAL	0014 S. N. 084-0021
50102400	CONCRETE REMOVAL	CU YD	56.4		56.4
50104650	SLOPE WALL REMOVAL	SQ YD	649		649
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	1		1
50157300	PROTECTIVE SHIELD	SQ YD	1,093		1,093
50200100	STRUCTURE EXCAVATION	CU YD	222		222
50300100	FLOOR DRAINS	EACH	6		6
50300225	CONCRETE STRUCTURES	CU YD	101.3		101.3
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1,011.2		1,011.2
50300260	BRIDGE DECK GROOVING	SQ YD	3,427		3,427
50300300	PROTECTIVE COAT	SQ YD	3,804		3,804
50500505	STUD SHEAR CONNECTORS	EACH	11,271		11,271
50606701	CLEANING AND PAINTING STRUCTURAL STEEL, LOCATION 1	L SUM	1		1
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	211,260		211,260
50800515	BAR SPLICERS	EACH	1,267		1,267

FILE NAME : S:\Projects\2013\2013-08-10\DOT 06 P18 137 Item 20 W07 50 1-55 Bridge\CD00\CD00 Sheet\0672F49-01-500.dgn
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET NO. 3 OF 9 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	184-21 BR-3, RS-4	SANGAMON	96	5
CONTRACT NO. 72F49			ILLINOIS FED. AID PROJECT	

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 MODEL DRIVER : PLOTDRIVER

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	BRIDGE
				0004	0014
				RURAL	S. N. 084-0021
51100100	SLOPE WALL 4 INCH	SQ YD	605		605
51100300	SLOPE WALL 6 INCH	SQ YD	44		44
51500100	NAME PLATES	EACH	1		1
52000110	PREFORMED JOINT STRIP SEAL	FOOT	175		175
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	23		23
52100520	ANCHOR BOLTS, 1"	EACH	46		46
59000200	EPOXY CRACK INJECTION	FOOT	18		18
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	112		112
60500060	REMOVING INLETS	EACH	4	4	
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	800	800	
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1	
* 63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	1	1	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2	

*Specialty Items



USER NAME : rgoertz	DESIGNED - JR	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET NO. 4 OF 9 SHEETS STA. TO STA.

F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	85	6
			CONTRACT NO. 72F49	
ILLINOIS FED. AID PROJECT				

90% FED. / 10% STATE

CONSTRUCTION CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	BRIDGE
				0004 RURAL	0014 S. N. 084-0021
63200310	GUARDRAIL REMOVAL	FOOT	1,023	1,023	
63300575	REMOVE AND REERECT RAIL ELEMENT OF EXISTING GUARDRAIL	FOOT	421	421	
63500105	DELINEATORS	EACH	93	93	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	14	14	
67100100	MOBILIZATION	L SUM	1	0.5	0.5
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	2	2	
70100310	TRAFFIC CONTROL AND PROTECTION, STANDARD 701421	L SUM	1	1	
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	3	3	
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1	
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	1	
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	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	5	5	

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 MODEL :
 PLOT DRIVER : PLOTDR54



USER NAME : rgeerts	DESIGNED - JR	REVISED -
FILE NAME : 082749-wht-500.dgn	DRAWN - JR	REVISED -
PLOT SCALE : 100.0000 / 1 in.	CHECKED - MTM	REVISED -
PLOT DATE : 10/22/2014	DATE - 10/17/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE:	SHEET NO. 5 OF 9 SHEETS	STA. TO STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	184-21 BR-3, RS-4	SANGAMON	86	7
				CONTRACT NO. 72F49
ILLINOIS FED. AID PROJECT				

90% FED. / 10% STATE

CONSTRUCTION CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	BRIDGE
				0004 RURAL	0014 S.N. 084-0021
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	15	15	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	16,744	16,744	
70300230	TEMPORARY PAVEMENT MARKING - LINE 5"	FOOT	13,628	13,628	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	11,260	11,260	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	875	875	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	875	875	
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1	1	
70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1	1	
* 78004200	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LETTERS AND SYMBOLS	SO FT	80	80	
* 78004220	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 5"	FOOT	1,238	1,238	
* 78004280	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 24"	FOOT	18	18	
* 78009005	MODIFIED URETHANE PAVEMENT MARKING - LINE 5"	FOOT	15,717	15,717	
* 78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	1,446	1,446	
* 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	51	51	

*Specialty Items

FILE NAME : S:\Projects\2013\JOBS\13-48\DOT 06 P18 137 Item 28 W07 58 1-55 Bridge\CD00\CD00 Sheets\0672F49.sht-500.dgn
 MODEL :
 PLOT DRIVER : PLOTDR54



USER NAME : rjgarza	DESIGNED - JR	REVISED -
FILE NAME : 0672F49.sht-500.dgn	DRAWN - JR	REVISED -
PLOT SCALE : 100.0000 / in.	CHECKED - MTM	REVISED -
PLOT DATE : 10/22/2014	DATE - 10/17/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET NO. 6 OF 9 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	8
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

90% FED. / 10% STATE

CONSTRUCTION CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	BRIDGE
				0004 RURAL	0014 S. N. 084-0021
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	101	101	
* 78100300	REPLACEMENT REFLECTOR	EACH	68	68	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	12	12	
* 78200530	BARRIER WALL MARKERS, TYPE C	EACH	140	140	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2	
78300100	PAVEMENT MARKING REMOVAL	SO FT	2,608	2,608	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	101	101	
X0322279	OUTLET MARKER	EACH	21	21	
X0322936	REMOVE EXISTING FLARED END SECTION	EACH	4	4	
X0323491	SLOPE WALL CRACK SEALING	FOOT	219		219
X0323586	PIPE DRAIN REMOVAL	FOOT	258	258	
X5030305	CONCRETE WEARING SURFACE, 5"	SO YD	432		432
X5040100	PRECAST BRIDGE APPROACH SLAB	SO FT	3,838		3,838
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	180		180

* Specialty Items

FILE NAME = S:\P\2014\12\13\2014\13-48 IDOT DE P18 137 Item 28 W07 SB 1-55 Bridge\CD00A\CD00 Sheets\0672F49.tbl-500.dgn
 MODEL =
 PLOT DRIVER = PLOTDRVR



USER NAME = rgoertz	DESIGNED - JR	REVISED -
FILE NAME = 0672F49.tbl-500.dgn	DRAWN - JR	REVISED -
PLOT SCALE = 100.0000 / in.	CHECKED - MTM	REVISED -
PLOT DATE = 10/22/2014	DATE = 10/17/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET NO. 7 OF 9 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	184-2) BR-3, RS-4	SANGAMON	86	9
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

90% FED. / 10% STATE

CONSTRUCTION CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	BRIDGE
				0004 RURAL	0014 S. N. 084-0021
X6350120	DELINEATOR REMOVAL	EACH	79	79	
X6650206	WOVEN WIRE FENCE TO BE REMOVED AND RE-ERECTED	FOOT	30	30	
X7010410	SPEED DISPLAY TRAILER	CAL MO	14	14	
X7240600	REMOVE AND RE-ERECT EXISTING SIGN	EACH	8	8	
X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	68	68	
* X7830072	GROOVING FOR RECESSED PAVEMENT MARKING 6"	FOOT	15,717	15,717	
Z0001906	STRUCTURAL STEEL REPAIR	L SUM	1		1
Z0004552	APPROACH SLAB REMOVAL	SO YD	579	579	
Z0007112	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES	L SUM	1		1
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SO FT	124		124
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	6		6
Z0026407	TEMPORARY SHEET PILING	SO FT	497		497
Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SO YD	3,427		3,427

FILE NAME: C:\Users\jgallagher\Documents\2013\JOBS\13-48 IDOT DE P18 137 Item 28 MO7 SB 1-95 Bridge\ACAD\LEGO Sheet\0672F49-001-SDD.dgn
 MODEL: 72F49-001-SDD.dgn
 PLOT DRIVER: PLOTDRIVER



USER NAME: jgallagher	DESIGNED: JR	REVISED: -
FILE NAME: 0672F49-001-SDD.dgn	DRAWN: JR	REVISED: -
PLOT SCALE: 1/8"=1'-0"	CHECKED: MTM	REVISED: -
PLOT DATE: 10/22/2014	DATE: 10/17/2014	REVISED: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE:	SHEET NO. 8 OF 9 SHEETS	STA. TO STA.
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F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	184-21 BR-3, RS-4	SANGAMON	86	10
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

* Specialty Items

90% FED. / 10% STATE

				CONSTRUCTION CODE	
				ROADWAY	BRIDGE
				0004	0014
				RURAL	S. N. 084-0021
Z0031200	JACKING AND CRIBBING	EACH	23		23
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	223		223
Z0076600	TRAINEES	HOUR	2000	2000	
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1	
Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	2000	2000	
Z0065704	BITUMINOUS COATED AGGREGATE SLOPEWALL 6"	SO YD	216		216

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FILE NAME = S:\Projects\2813_JOB\13-18 IDOT DE P/B 137 Item 28 M07 5B 1-55 Bridge\CADD\C600 Sheet\0672F49-001.dgn
 MODEL = 3P0001.dwg
 PLOT DRIVER = PLOTDRIVER



USER NAME = rgoertz	DESIGNED - JR	REVISED -
FILE NAME = 0672F49-001.dgn	DRAWN - JR	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - MTM	REVISED -
PLOT DATE = 10/22/2014	DATE - 10/17/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET NO. 9 OF 9 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	184-21 BR-3, RS-4	SANGAMON	86	11
CONTRACT NO. 72F49			ILLINOIS FED. AID PROJECT	

PAVING SCHEDULE

STATION TO STATION	LT / RT	40600275 BITUMINOUS MATERIALS (PRIME COAT)	40600982 HMA SURF REM BUTT JOINT	40600990 TEMPORARY RAMP	40603240 P HMA BC 1L-19.0 N90	40603570 P HMA SC "E" N90	42001300 PROTECTIVE COAT	42001420 BR APPR PVT CON (PCC)	44000100 PAVEMENT REMOVAL	44000155 HMA SURF REM 1 1/2	44000157 HMA SURF REM 2	44000177 HMA SURF REM 7	44004250 PAVED SHOULDER REMOVAL	48102100 AGG WEDGE SHLD TYPE B	48203100 HMA SHOULDERS	Z0004552 APPROACH SLAB REMOVAL	
		(POUND)	(SQ YD)	(SQ YD)	(TON)	(TON)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(TON)	(TON)	(SQ YD)
FAI-55																	
336+55.00	340+87.00	RT	216.0	11.1							468.9				53.8		
340+87.00	345+30.00	RT	221.5								492.2			61.5	55.1		
336+55.00	339+67.43	RT	156.2								336.0			47.4	38.9		
336+55.00	336+65.00	RT		51.1	26.7												
336+55.00	344+80.00	RT	1,485.0		26.7	392.7					3,260.0						
339+67.43	343+58.94	RT	125.6			33.2					279.1						
344+80.00	345+07.38	RT											27.5				
344+80.00	344+99.46	RT						98.0									
344+89.52	345+76.75	RT														333.2	
344+80.00	345+59.89	RT											57.2				
344+80.00	345+48.61	RT					606.8	303.4									
349+11.24	349+72.00	RT					472.4	236.2									
348+95.38	349+72.00	RT											91.3				
349+40.97	349+72.00	RT							70.7								
348+80.85	349+60.88	RT														245.7	
349+46.76	349+72.00	RT											32.9				
348+82.61	353+40.00	RT	228.7	11.1							497.1				56.9		
349+30.00	353+40.00	RT	410.0	11.1								444.4		55.9	178.6		
349+72.00	353+40.00	RT	662.4		26.7	175.2					1,432.0						
353+30.00	353+40.00	RT		40.0	26.7												
RAMP A																	
12+75.00	13+50.00	LT	97.5	216.7		20.8											
13+50.00	30+53.57	LT	1,362.9			270.3											
13+50.00	30+53.57	LT	1,362.9		381.6												
30+53.57	31+28.57	LT	97.5	216.7		20.8											
31+28.57	32+64.75	LT/RT								550.0							
32+42.83	32+52.83	LT		31.2													
32+47.68	32+68.91	RT		25.2													
31+28.57	32+52.83	LT/RT	272.7			54.1									0.0		
12+75.00	31+28.57	LT	556.1											281.5	173.0		
12+75.00	31+28.57	RT	834.1											281.5	259.5		
RAMP B																	
1+25.00	2+00.00	LT	97.5	200.0		20.8											
2+00.00	18+20.00	LT	1,296.0			257.0											
2+00.00	18+20.00	LT	1,296.0		362.9												
18+20.00	18+95.00	LT	82.5	266.7		20.8											
1+25.00	18+00.00	LT	502.5											254.4	156.3		
1+25.00	18+95.00	RT	796.5											268.8	247.8		
18+95.00	23+08.98	RT	124.2											62.9	30.9		
RAMP C																	
6+25.00	7+00.00	LT	97.5	216.7		20.8											
7+00.00	18+35.00	LT	908.0			180.1											
7+00.00	18+35.00	LT	908.0		254.2												
18+35.00	19+10.00	LT	97.5	216.7		20.8											
6+25.00	19+10.00	LT	385.5											195.2	119.9		
6+25.00	19+10.00	RT	578.3											195.2	179.9		
TOTALS			15,259.1	1,514.3	106.8	998.7	1,487.4	1,079.2	539.6	168.7	550.0	6,765.3	444.4	208.9	1,704.3	1,550.6	578.9
USE			15,260	1,515	107	999	1,488	1,080	540	169	550	6,766	445	209	1,705	1,551	579

FILE NAME = S:\Projects\2013\JOBS\13-48\IDOT\06\RTB\137\Item 20\W07\58\1-55 Bridge\CADD\CADD Sheets\0672F49-sht-Schedule.dgn
 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLTDVRS\$



USER NAME = rgoertz	DESIGNED - JR	REVISED -
FILE NAME = 0672F49-sht-Schedule.dgn	DRAWN - JR	REVISED -
PLOT SCALE = 100.0000' / 1in.	CHECKED - MTM	REVISED -
PLOT DATE = 10/22/2014	DATE - 10/17/2014	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES			
SCALE:	SHEET NO. 1 OF 6 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	12
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

DRAINAGE REMOVAL SCHEDULE						
STATION	OFFSET	LOCATION	DESCRIPTION	60500060 REMOVING INLETS	X0322936 REMOVE EX FLARED END SECTION	X0323586 PIPE DRAIN REMOVAL
				(EACH)	(EACH)	(FOOT)
I-55						
345+10	RT	INSIDE	EX INLET & PIPE DRAIN	1	1	15
345+62	RT	OUTSIDE	EX INLET & PIPE DRAIN	1	1	142
348+93	RT	INSIDE	EX INLET & PIPE DRAIN	1	1	15
349+44	RT	OUTSIDE	EX INLET & PIPE DRAIN	1	1	86
TOTALS				4	4	258

TEMPORARY BARRIER SCHEDULE								
LOCATION			STAGE	70400100 TEMPORARY CONCRETE BARRIER	70400200 REL TEMP CONC BARRIER	70600260 IMP ATTN TEMP FRN TL3	70600332 IMP ATTN REL FRN TL3	78200530 BAR WALL MKR TYPE C
STA	STA	OFFSET		(FOOT)	(FOOT)	(EACH)	(EACH)	(EACH)
I55								
341+30	350+00	RT	1	875.0				70
341+30		20' RT				1		
341+30	350+00	RT	2		875.0			70
341+30		79' RT					1	
TOTALS				875	875	1	1	140

EROSION AND LANDSCAPING SCHEDULE											
LOCATION						25000200 SEEDING, CLASS 2	25100115 MULCH, METHOD 2	25100630 EROSION CONTROL BLANKET	28000250 TEMPORARY EROSION CONTROL SEEDING	28000305 TEMPORARY DITCH CHECKS	28001100 TEMPORARY EROSION CONTROL BLANKET
STA	LT / RT	WIDTH	LENGTH	SLOPE FACTOR	DESCRIPTION	(ACRE)	(ACRE)	(SQ YD)	100 LBS / ACRE (3 APPS) (POUND)	(FOOT)	(SQ YD)
I-55											
345+10	RT	10	15	1.07	INSIDE	0.004	0.004	17.8	1.2		17.8
345+62	RT	10	142	1.07	OUTSIDE	0.035	0.035	168.8	10.5	20.0	168.8
348+93	RT	10	15	1.07	INSIDE	0.004	0.004	17.8	1.2		17.8
349+44	RT	10	86	1.07	OUTSIDE	0.021	0.021	102.2	6.3	20.0	102.2
TOTALS						0.064	0.064	306.6	19.2	40.0	306.6
USE						0.25	0.25	307	20	40	307

RIPRAP SCHEDULE					
STATION	OFFSET	DESCRIPTION	28100707 STONE DUMPED RIPRAP, CLASS A4	28200200 FILTER FABRIC	X6650206 WOVEN WIRE FENCE TO BE REMOVED AND RE-ERECTED
			(SQ YD)	(SQ YD)	(FOOT)
I-55					
349+61.50	RT	RIPRAP SWALE	64.2	64.2	30
TOTALS			64.2	64.2	30
USE			65	65	30

GUARDRAIL SCHEDULE													
STA	TO	STA	LOCATION		63000001 SPBGR TY A 6FT POSTS	63300575 R&R RAIL ELEM EX GDRL	63100045 TRAF BAR TERM T2	63100070 TRAF BAR TERM T5	63100085 TRAF BAR TERM T6	63100167 TR BAR TRM T1 SPL TAN	63200310 GUARDRAIL REMOV	78200410 GUARDRAIL MKR TYPE A	78201000 TERMINAL MARKER - DA
			LT / RT	DESCRIPTION	(FOOT)	(FOOT)	(EACH)	(EACH)	(EACH)	(EACH)	(FOOT)	(EACH)	(EACH)
I 55													
340+87.25		341+37.25	RT	NE QUADRANT						1			1
341+37.25		344+62.25	RT	NE QUADRANT	325								
344+62.25		345+07.90	RT	NE QUADRANT				1			5		
340+89.50		345+10.40	RT	NE QUADRANT							421		
341+42.05		341+92.05	RT	NW QUADRANT					1				1
341+92.05		345+17.05	RT	NW QUADRANT	325								
345+17.05		345+62.70	RT	NW QUADRANT				1			5		
341+45.20		345+66.10	RT	NW QUADRANT							421		
349+19.00		353+40.00	RT	PRESTAGE 1A		421							
349+45.60		349+60.30	RT	SW QUADRANT			1						
349+60.30		351+10.30	RT	SW QUADRANT	150								
351+10.30		351+25.10	RT	SW QUADRANT			1				2		
349+41.30		351+22.50	RT	SW QUADRANT							181		
TOTALS					800	421	1	1	2	2	1,023	12	2

SPEED DISPLAY TRAILER SCHEDULE			
LOCATION		STAGE	X7010410 SPEED DISPLAY TRAILER
STA	OFFSET		(CAL MO)
I55			
341+30	RT	PRE 1A	1
341+30	RT	PRE 1B	1
344+34	RT	1	6
341+30	RT	2	6
TOTALS			14

FILE NAME = S:\Projects\2013\JOBS\13-48\IDOT\06\PTB\137\Item 20\W07\58\I-55 Bridge\CADD\CADD Sheets\062F49-sht-Schedule.dgn
 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLTDVRS\$



USER NAME = rgoertz
 FILE NAME = 062F49-sht-Schedule.dgn
 PLOT SCALE = 100.0000' / 1in.
 PLOT DATE = 10/22/2014

DESIGNED - JR
 DRAWN - JR
 CHECKED - MTM
 DATE - 10/17/2014

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: SHEET NO. 2 OF 6 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	13
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

FILE NAME = S:\Projects\2013 JOBS\13-40 IDOT D6 FTB 137 Item 20 WOT SB 1-55 Bridge\CADD\CADD Sheets\0672F49-sht-Schedule.dgn
 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLTDV\$

DELINEATOR SCHEDULE							
STATION	OFFSET	DESCRIPTION	63500105 DELINEATORS		X7240600 REMOVE AND RE-ERECT EXISTING SIGN		X6350120 DELINEATOR REMOVAL
			AMBER	CRYSTAL	EX	PR	
			(EACH)	(EACH)	(EACH)	(EACH)	
RAMP A							
12+70	LT	PR & EX DELINEATOR	1				1
13+50	LT	PROPOSED DELINEATOR	1				
13+70	RT	EX DELINEATOR					1
14+20	LT	PROPOSED DELINEATOR	1				
15+00	LT	PROPOSED DELINEATOR	1				
15+25	LT	EX DELINEATOR					1
15+80	LT	PROPOSED DELINEATOR	1				
16+00	RT	EX DELINEATOR					1
16+60	RT/LT	PROPOSED DELINEATOR	1	1			
16+80	RT	EX DELINEATOR					1
17+00	LT	EX DELINEATOR					1
17+50	RT	EX DELINEATOR					1
17+60	RT/LT	PROPOSED DELINEATOR	1	1			
18+50	LT	EX DELINEATOR					1
18+60	RT/LT	PROPOSED DELINEATOR	1	1			
19+15	RT	PROPOSED DELINEATOR		1			
19+25	LT	EX DELINEATOR					1
19+70	RT	PROPOSED DELINEATOR		1			
20+25	RT	PROPOSED DELINEATOR		1			
20+80	RT	PROPOSED DELINEATOR		1			
21+35	RT	PROPOSED DELINEATOR		1			
21+50	LT	EX DELINEATOR					1
21+80	RT	EX DELINEATOR					1
21+90	RT	PROPOSED DELINEATOR		1			
22+45	RT	PROPOSED DELINEATOR		1			
22+50	RT/LT	EX DELINEATOR					2
23+00	RT	PROPOSED DELINEATOR		1			
23+50	LT	EX DELINEATOR					1
23+55	RT	PROPOSED DELINEATOR		1			
23+90	RT	EX DELINEATOR					1
24+10	RT/LT	PROPOSED DELINEATOR	1	1			
25+10	RT/LT	PROPOSED DELINEATOR	1	1			
25+70	RT	EX DELINEATOR					1
26+10	RT/LT	PROPOSED DELINEATOR	1	1			
26+50	RT/LT	EX DELINEATOR					2
27+10	RT/LT	PROPOSED DELINEATOR	1	1			
27+40	RT	EX DELINEATOR					1
27+80	LT	EX DELINEATOR					1
28+10	RT/LT	PROPOSED DELINEATOR	1	1			

DELINEATOR SCHEDULE							
STATION	OFFSET	DESCRIPTION	63500105 DELINEATORS		X7240600 REMOVE AND RE-ERECT EXISTING SIGN		X6350120 DELINEATOR REMOVAL
			AMBER	CRYSTAL	EX	PR	
			(EACH)	(EACH)	(EACH)	(EACH)	
28+80	RT	EX DELINEATOR					1
29+00	LT	EX DELINEATOR					1
29+10	RT/LT	PROPOSED DELINEATOR	1	1			
29+60	RT	EX DELINEATOR					1
30+10	RT/LT & LT	PR & EX DELINEATOR	1	1			1
31+10	RT/LT	PROPOSED DELINEATOR	1	1			
31+25	RT	EX DELINEATOR					1
RAMP B							
1+25	RT/LT	PR & EX DELINEATOR	1	1			2
2+25	RT/LT	PROPOSED DELINEATOR	1	1			
2+30	RT/LT	EX DELINEATOR					2
3+25	RT/LT	PROPOSED DELINEATOR	1	1			
3+35	RT/LT	EX DELINEATOR					2
4+25	RT/LT	PROPOSED DELINEATOR	1	1			
4+40	RT/LT	EX DELINEATOR					2
5+25	RT/LT	PROPOSED DELINEATOR	1	1			
5+45	RT/LT	EX DELINEATOR					2
6+25	RT/LT	PROPOSED DELINEATOR	1	1			
6+55	RT/LT	EX DELINEATOR					2
7+25	RT/LT	PROPOSED DELINEATOR	1	1			
7+65	RT/LT	EX DELINEATOR					2
8+25	RT/LT	PROPOSED DELINEATOR	1	1			
8+50	RT	EX DELINEATOR					1
8+90	LT	PROPOSED DELINEATOR	1				
9+00	LT	EX DELINEATOR					1
9+30	LT	PROPOSED DELINEATOR	1				
9+60	RT	EX DELINEATOR					1
9+70	LT	PROPOSED DELINEATOR	1				
10+00	LT	EX DELINEATOR					1
10+10	LT	PROPOSED DELINEATOR	1				
10+50	LT	PROPOSED DELINEATOR	1				
10+70	RT	EX DELINEATOR					1
10+90	LT	PROPOSED DELINEATOR	1				
11+00	LT	EX DELINEATOR					1
11+30	LT	PROPOSED DELINEATOR	1				
11+70	LT	PROPOSED DELINEATOR	1				
11+80	RT	EX DELINEATOR					1
12+00	LT	EX DELINEATOR					1
12+10	LT	PROPOSED DELINEATOR	1				



USER NAME = rgoertz	DESIGNED - JR	REVISED -
FILE NAME = D672F49-sht-Schedule.dgn	DRAWN - JR	REVISED -
PLOT SCALE = 100.0000' / 1in.	CHECKED - MTM	REVISED -
PLOT DATE = 10/22/2014	DATE - 10/17/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: SHEET NO. 3 OF 6 SHEETS STA. TO STA.

F.A.I. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	14
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

FILE NAME = S:\Projects\2013\JOBS\13-40 IDOT D6 RTB 137 Item 20 WOT SB 1-55 Bridge\CADD\CADD Sheets\0672F49-sht-Schedule.dgn
 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLTDVRS\$

DELINEATOR SCHEDULE							
STATION	OFFSET	DESCRIPTION	63500105 DELINEATORS		X7240600 REMOVE AND RE-ERECT EXISTING SIGN		X6350120 DELINEATOR REMOVAL
			AMBER	CRYSTAL	EX	PR	
			(EACH)	(EACH)	(EACH)	(EACH)	
12+50	LT	PROPOSED DELINEATOR	1				
12+90	RT & LT	PR & EX DELINEATOR	1				1
13+00	LT	EX DELINEATOR					1
13+30	LT	PROPOSED DELINEATOR	1				
13+70	LT	PROPOSED DELINEATOR	1				
14+00	RT/LT	EX DELINEATOR					2
14+10	LT	PROPOSED DELINEATOR	1				
14+50	LT	PROPOSED DELINEATOR	1				
14+90	LT	PROPOSED DELINEATOR	1				
15+00	LT	EX DELINEATOR					1
15+10	RT	EX DELINEATOR					1
15+30	LT	PROPOSED DELINEATOR	1				
15+70	LT	PROPOSED DELINEATOR	1				
16+10	LT	PROPOSED DELINEATOR	1				
16+20	RT	EX DELINEATOR					1
16+90	LT	PROPOSED DELINEATOR	1				
17+20	RT	EX DELINEATOR					1
17+60	LT	EX DELINEATOR					1
17+70	LT	PROPOSED DELINEATOR	1				
18+20	RT	EX DELINEATOR					1
18+50	RT	PROPOSED DELINEATOR		1			
19+30	RT	EX DELINEATOR					1
19+50	RT	PROPOSED DELINEATOR		1			
20+40	RT	EX DELINEATOR					1
20+50	RT	PROPOSED DELINEATOR		1			
21+50	RT	PR & EX DELINEATOR		1			1
22+50	RT	PROPOSED DELINEATOR		1			
22+60	RT	EX DELINEATOR					1
23+50	RT	PROPOSED DELINEATOR		1			
23+70	RT	EX DELINEATOR					1
RAMP C							
6+50	RT	EX & PR DELINEATOR		1			1
7+50	RT	PROPOSED DELINEATOR		1			
7+75	RT	EX DELINEATOR					1
8+30	RT/LT	PROPOSED DELINEATOR	1	1			
9+00	RT	EX DELINEATOR					1
9+10	LT	PROPOSED DELINEATOR	1				
9+40	LT	PROPOSED CHEVRON SIGN				1	
10+00	RT	EX DELINEATOR					1

DELINEATOR SCHEDULE							
STATION	OFFSET	DESCRIPTION	63500105 DELINEATORS		X7240600 REMOVE AND RE-ERECT EXISTING SIGN		X6350120 DELINEATOR REMOVAL
			AMBER	CRYSTAL	EX	PR	
			(EACH)	(EACH)	(EACH)	(EACH)	
10+20	LT	PROPOSED CHEVRON SIGN				1	
10+45	LT	EX CHEVRON SIGN			1		
11+00	RT	EX DELINEATOR					1
11+00	LT	PROPOSED CHEVRON SIGN				1	
11+45	LT	EX CHEVRON SIGN			1		
11+80	LT	PROPOSED CHEVRON SIGN				1	
11+86	LT	EX CHEVRON SIGN			1		
12+00	RT	EX DELINEATOR					1
12+34	LT	EX CHEVRON SIGN			1		
12+60	LT	PROPOSED CHEVRON SIGN				1	
12+81	LT	EX CHEVRON SIGN			1		
13+00	RT	EX DELINEATOR					1
13+25	LT	EX CHEVRON SIGN			1		
13+40	LT	PROPOSED CHEVRON SIGN				1	
13+70	LT	EX CHEVRON SIGN			1		
14+00	RT	EX DELINEATOR					1
14+20	LT	PROPOSED CHEVRON SIGN				1	
14+24	LT	EX CHEVRON SIGN			1		
14+65	LT	EX DELINEATOR					1
15+00	LT	PROPOSED CHEVRON SIGN				1	
15+10	RT	EX DELINEATOR					1
15+20	RT	PROPOSED DELINEATOR		1			
16+00	RT/LT & LT	PR & EX DELINEATOR	1	1			1
16+20	RT	EX DELINEATOR					1
17+00	RT/LT	PROPOSED DELINEATOR	1	1			
17+10	RT	EX DELINEATOR					1
17+75	LT	EX DELINEATOR					1
18+00	RT/LT	PROPOSED DELINEATOR	1	1			
18+10	RT	EX DELINEATOR					1
19+00	RT/LT & LT	PR & EX DELINEATOR	1	1			1
19+50	RT	EX DELINEATOR					1
SUB-TOTALS			51	42	8	8	79
GRAND TOTAL			93		8		79



USER NAME = rgoertz
 FILE NAME = D672F49-sht-Schedule.dgn
 PLOT SCALE = 100.0000' / 1in.
 PLOT DATE = 10/22/2014

DESIGNED - JR
 DRAWN - JR
 CHECKED - MTM
 DATE - 10/17/2014

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: SHEET NO. 4 OF 6 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	15
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

TEMPORARY PAVEMENT MARKING SCHEDULE						
STATION TO STATION	LT / RT	70300230 TEMPORARY PAVEMENT MARKING - LINE 5"			70301000 WORK ZONE PAVEMENT MARKING REMOVAL	
		SOLID YELLOW	SOLID WHITE	DOTTED WHITE		
		(FOOT)	(FOOT)	(FOOT)		
155 - PRESTAGE 1B						
327+00.00	353+68.33	RT	2,676			1,115
334+73.66	353+56.55	RT		1,885		785
334+73.68	342+05.32	RT		742		309
342+05.32	345+70.63	RT			91	38
345+70.63	353+31.90	RT		761		317
155 - STAGE 2						
331+70.42	352+65.58	RT	2,099			875
331+70.41	352+65.78	RT		2,101		875
324+02.76	341+84.50	RT		1,806		753
340+72.50	352+65.97	RT		1,193		497
324+02.76	324+77.10	RT		76		32
339+90.30	341+84.50	RT	198			83
SUB-TOTALS			4,973	8,564	91	5,679
GRAND TOTAL						5,679

PAVEMENT MARKING REMOVAL SCHEDULE						
STATION TO STATION	LT / RT	DESCRIPTION	78300100 PAVEMENT MARKING REMOVAL			
			5"	8"		
			(SQ FT)	(SQ FT)		
155 - PRESTAGE 1B						
327+00.00	334+75.00	RT	INSIDE SKIP DASH	80.7		
349+00.00	353+32.00	RT	OUTSIDE SKIP DASH	45.0		
342+05.32	343+15.32	RT	OUTSIDE GORE LINE		73.3	
342+05.32	343+15.32	RT	OUTSIDE GORE LINE		73.3	
155 - STAGE 2						
336+67.00	352+66.00	RT	INSIDE SKIP DASH	166.6		
336+67.00	352+66.00	RT	OUTSIDE SKIP DASH	166.6		
155 - FINAL						
324+00.00	339+00.00	RT	INSIDE EDGE LINE	625.0		
324+00.00	339+00.00	RT	INSIDE SKIP DASH	156.3		
324+00.00	339+00.00	RT	OUTSIDE SKIP DASH	156.3		
324+00.00	328+80.00	RT	OUTSIDE GORE LINE		320.0	
328+80.00	339+00.00	RT	OUTSIDE EDGE LINE	425.0		
351+50.00	353+69.00	RT	INSIDE EDGE LINE	91.3		
351+50.00	353+69.00	RT	INSIDE SKIP DASH	22.8		
351+50.00	353+69.00	RT	OUTSIDE SKIP DASH	22.8		
351+50.00	353+69.00	RT	OUTSIDE GORE LINE	91.3		
351+50.00	353+69.00	RT	OUTSIDE EDGE LINE	91.3		
SUB-TOTALS				2,141.0	466.6	
GRAND TOTAL				2,608		

OUTLET MARKER SCHEDULE		
LOCATION		X0322279 OUTLET MARKER (EACH)
STA	LT / RT	
RAMP A		
13+22	LT	1
13+25	RT	1
22+00	LT	1
27+01	LT	1
27+02	RT	1
30+98	RT	1
30+99	LT	1
RAMP B		
1+75	RT	1
7+00	LT	1
7+00	RT	1
12+05	LT	1
12+05	RT	1
16+99	RT	1
20+48	RT	1
RAMP C		
10+46	RT	1
14+45	RT	1
14+46	LT	1
15+50	RT	1
17+00	RT	1
17+92	RT	1
19+04	RT	1
TOTAL		21

ESTIMATED QUANTITIES						
CODE NO.	ITEM	UNIT	RAMP A	RAMP B	RAMP C	TOTALS
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	170	210	60	440
44200974	CLASS B PATCHES, TYPE III, 10 INCH	SQ YD		36		36
44201299	DOWEL BARS 1 1/2"	EACH	420	532	140	1,092
44213100	PAVEMENT FABRIC	SQ YD		36		36
44213200	SAW CUTS	FOOT	773	1,019	258	2,050
44213204	TIE BARS 3/4"	EACH	45	64	15	124

FILE NAME = S:\Projects\2013\JOBS\13-40\DOT\06\11B\137\Item 20\W07\SB\1-55\Brdge\CADD\CADD Sheets\062F49-sht-Schedule.dgn
MODEL = \$MODEL\$
PLOT DRIVER = \$PLTDVRS\$



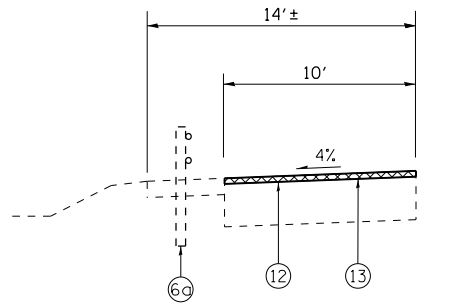
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FILE NAME = 062F49-sht-Schedule.dgn	DRAWN - JR	REVISED -
PLOT SCALE = 100.0000' / 1"	CHECKED - MTM	REVISED -
PLOT DATE = 10/22/2014	DATE - 10/17/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

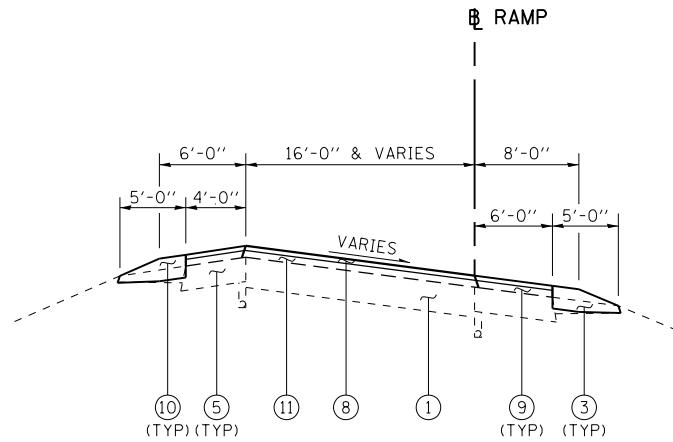
SCALE: SHEET NO. 6 OF 6 SHEETS STA. TO STA.

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	17
CONTRACT NO. 72F49			ILLINOIS FED. AID PROJECT	



DETAIL "A"

STA 336+55.00 TO STA 340+87.00



TYPICAL SECTION RAMPS A, B, & C

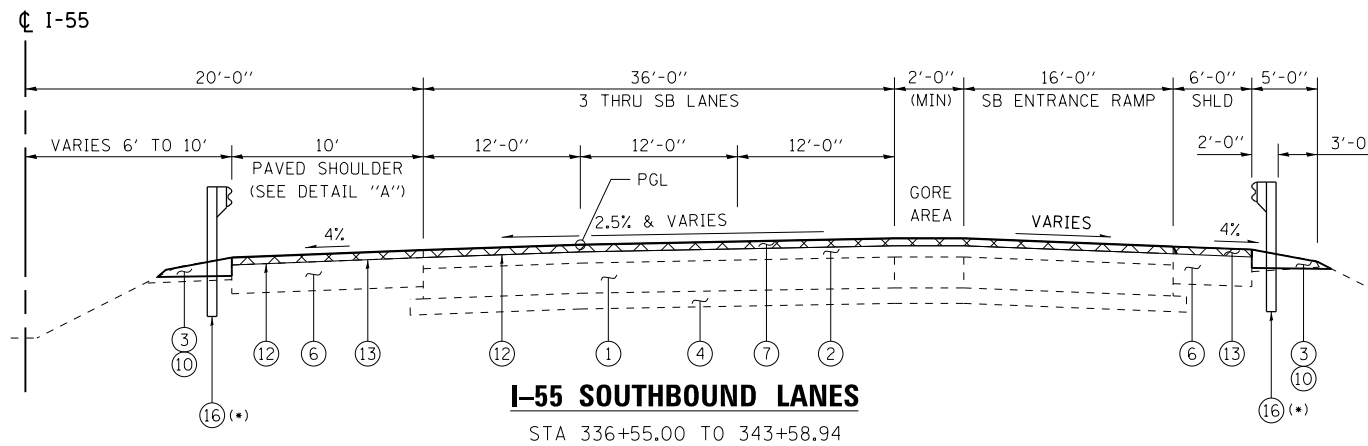
LEGEND

- ① EX 10" PCC PAVEMENT
- ② EX 5" HMA OVERLAY
- ③ EX AGG SHOULDER
- ④ EX SUB-BASE GRANULAR MATERIAL 6"
- ⑤ EX 8" HMA SHOULDER
- ⑥ EX HMA SHOULDER (16"-17"±)
- ⑥c EX CABLE GUARD
- ⑦ PR POLY HMA SC, MIX "E", N90 (2")
- ⑧ PR POLY HMA SC, MIX "E", N90 (1 1/2")
- ⑨ PR HMA SHOULDERS 3 3/4"
- ⑩ PR AGG WEDGE SHLD TYPE B (6" TO 2")
- ⑪ PR POLY HMA BINDER, IL-19.0, N90, (2 1/4")
- ⑫ HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- ⑬ PR HMA SHOULDERS, 2"
- ⑭ PR HMA SHOULDERS, 7"
- ⑮ PR HMA SURFACE REMOVAL, 7"
- ⑯ PR GUARDRAIL

SEE "INDEX OF SHEETS, STANDARDS & GENERAL NOTES" FOR HMA MIXTURE REQUIREMENTS.

BRIDGE OMISSION

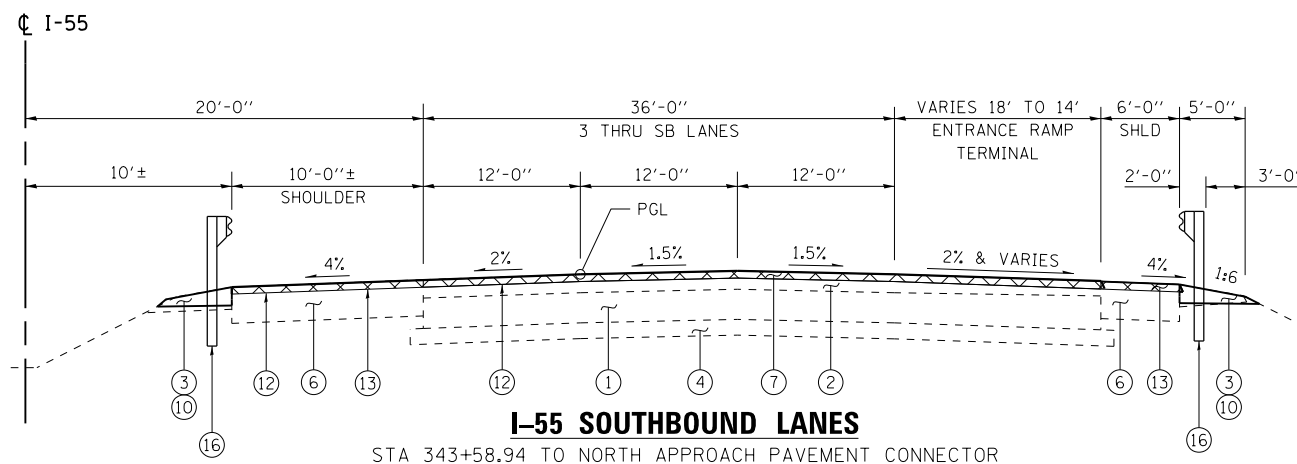
STA 345+49.60 TO STA 349+11.01



I-55 SOUTHBOUND LANES

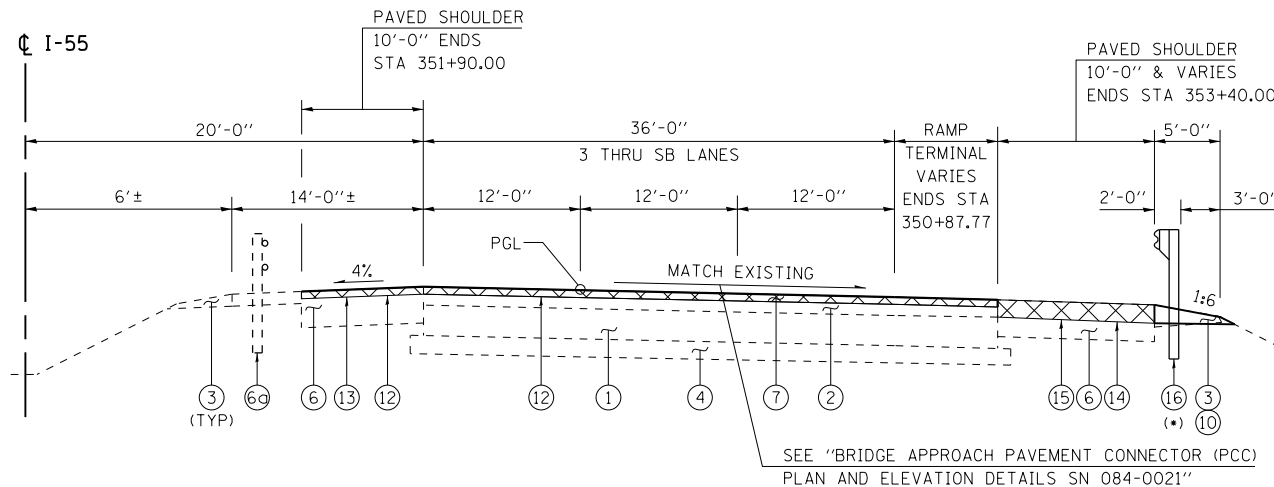
STA 336+55.00 TO 343+58.94

(*) SEE "SCHEDULE OF QUANTITIES" FOR GUARDRAIL LIMITS



I-55 SOUTHBOUND LANES

STA 343+58.94 TO NORTH APPROACH PAVEMENT CONNECTOR



I-55 SOUTHBOUND LANES

SOUTH APPROACH PAVEMENT CONNECTOR TO STA 353+40.00

FILE NAME = S:\Projects\2013\JOBS\13-48\DOT\06\11B\137\Item 20\W07\SB\I-55 Bridge\CADD\CADD Sheets\0672F49-sht-Typicals.dgn
MODEL = \$MODEL\$
PLOT DRIVER = \$PLTDVRS\$



USER NAME = rgoertz
FILE NAME = 0672F49-sht-Typicals.dgn
PLOT SCALE = 100.0000' / 1" =
PLOT DATE = 10/22/2014

DESIGNED - DRB
DRAWN - TF
CHECKED - MTM
DATE - 10/17/2014

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	18
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

EX CURVE 131
 P.I. STA. 4+98.67
 $\Delta = 6^\circ 28' 47''$ (RT)
 $D = 2^\circ 00' 22''$
 $R = 2,855.97'$
 $T = 161.67'$
 $L = 323.00'$
 $E = 4.57'$
 $e = 8.0\%$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. 3+37.00
 P.T. STA. 6+60.00

EX CURVE 132
 P.I. STA. 8+35.24
 $\Delta = 11^\circ 13' 03''$ (RT)
 $D = 7^\circ 28' 42''$
 $R = 766.15'$
 $T = 75.24'$
 $L = 150.00'$
 $E = 3.69'$
 $e = 8.0\%$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. 7+60.00
 P.T. STA. 9+09.99

EX CURVE 133
 P.I. STA. 9+85.97
 $\Delta = 22^\circ 19' 17''$ (RT)
 $D = 14^\circ 52' 39''$
 $R = 385.11'$
 $T = 75.98'$
 $L = 150.03'$
 $E = 7.42'$
 $e = 8.0\%$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. 9+09.99
 P.T. STA. 10+60.03

EX CURVE 134
 P.I. STA. 14+27.13
 $\Delta = 111^\circ 47' 21''$ (RT)
 $D = 23^\circ 02' 52''$
 $R = 248.60'$
 $T = 367.10'$
 $L = 485.03'$
 $E = 194.76'$
 $e = 8.0\%$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. 10+60.03
 P.T. STA. 15+45.06

EX CURVE 323
 P.I. STA. 323+95.51
 $\Delta = 87^\circ 30' 40''$ (LT)
 $D = 2^\circ 00' 01''$
 $R = 2,864.23'$
 $T = 2,742.44'$
 $L = 4,374.71'$
 $E = 1,101.22'$
 $e = 3.2\%$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. 296+53.07
 P.T. STA. 340+27.77

BENCHMARK 23

ELEV. 607.54
 IDOT B.M.: CHISELED SQUARE
 IN N.W. CORNER OF N. END OF
 E. HANDRAIL ON SOUTHBOUND
 I-55 BRIDGE OVER BUSINESS 55

BENCHMARK Q1

ELEV. 582.17
 FOUND CHISELED SQUARE
 N.E. CORNER OF CRASHWALL
 OF PIER W. SIDE OF BUSINESS
 55, SOUTHBOUND BRIDGE I-55
 (BELOW)

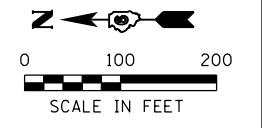
EX CURVE BL51
 P.I. STA. 314+11.52
 $\Delta = 4^\circ 43' 02''$ (RT)
 $D = 1^\circ 48' 55''$
 $R = 3,156.25'$
 $T = 130.00'$
 $L = 259.85'$
 $E = 2.68'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. 312+81.52
 P.T. STA. 315+41.37

EX CURVE BL53
 P.I. STA. 309+09.15
 $\Delta = 5^\circ 37' 28''$ (LT)
 $D = 1^\circ 46' 56''$
 $R = 3,214.69'$
 $T = 157.91'$
 $L = 315.57'$
 $E = 3.88'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. 307+51.24
 P.T. STA. 310+66.81

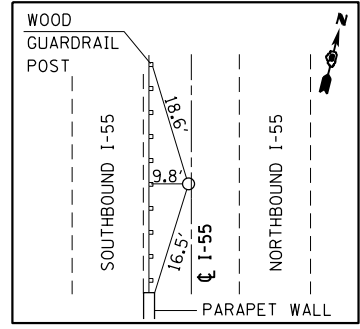
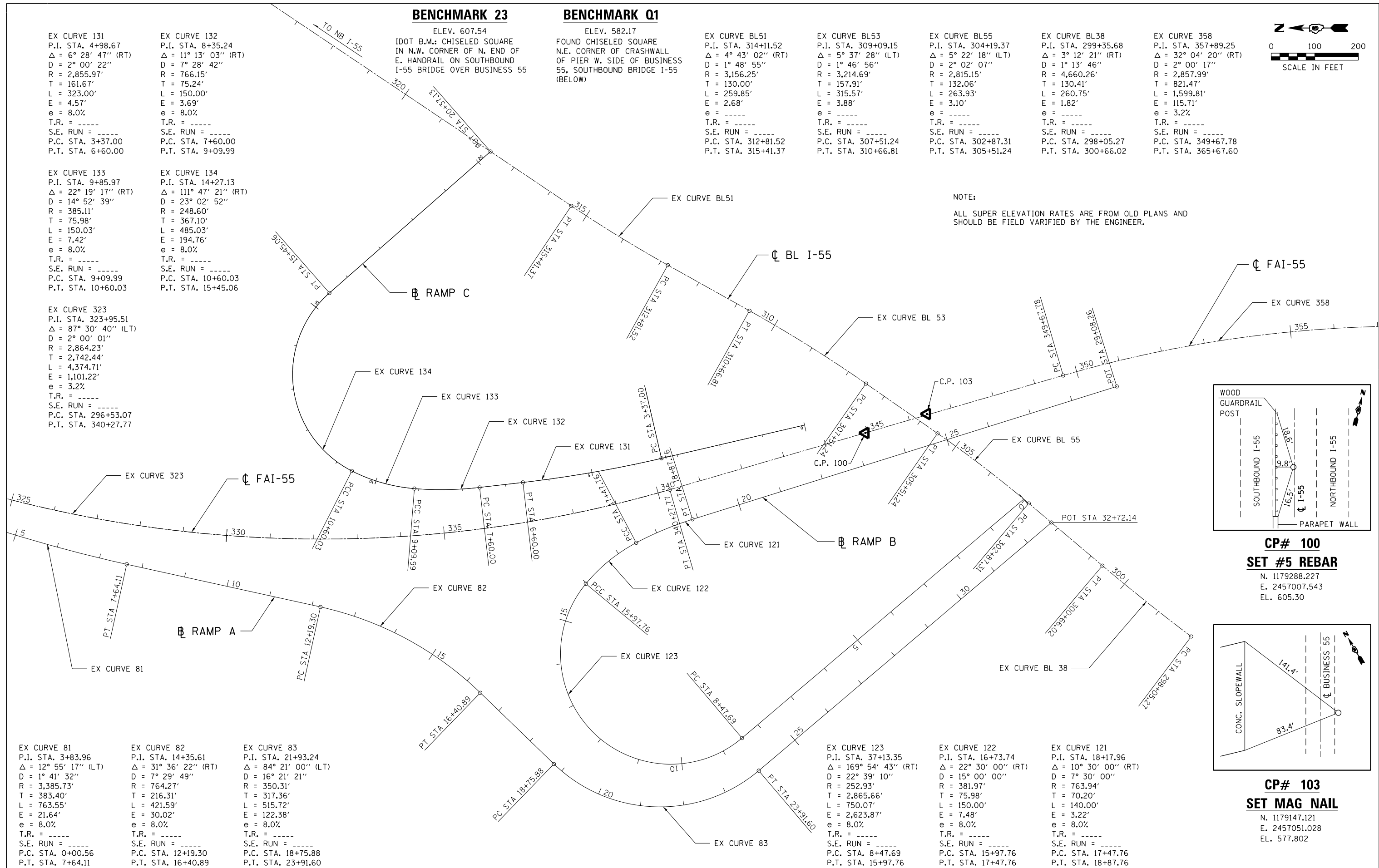
EX CURVE BL55
 P.I. STA. 304+19.37
 $\Delta = 5^\circ 22' 18''$ (LT)
 $D = 2^\circ 02' 07''$
 $R = 2,815.15'$
 $T = 132.06'$
 $L = 263.93'$
 $E = 3.10'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. 302+87.31
 P.T. STA. 305+51.24

EX CURVE BL38
 P.I. STA. 299+35.68
 $\Delta = 3^\circ 12' 21''$ (RT)
 $D = 1^\circ 13' 46''$
 $R = 4,660.26'$
 $T = 130.41'$
 $L = 260.75'$
 $E = 1.82'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. 298+05.27
 P.T. STA. 300+66.02

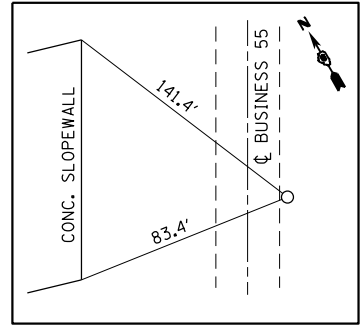
EX CURVE 358
 P.I. STA. 357+89.25
 $\Delta = 32^\circ 04' 20''$ (RT)
 $D = 2^\circ 00' 17''$
 $R = 2,857.99'$
 $T = 821.47'$
 $L = 1,599.81'$
 $E = 115.71'$
 $e = 3.2\%$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. 349+67.78
 P.T. STA. 365+67.60



NOTE:
 ALL SUPER ELEVATION RATES ARE FROM OLD PLANS AND
 SHOULD BE FIELD VARIFIED BY THE ENGINEER.



CP# 100
SET #5 REBAR
 N. 1179288.227
 E. 2457007.543
 EL. 605.30



CP# 103
SET MAG NAIL
 N. 1179147.121
 E. 2457051.028
 EL. 577.802

EX CURVE 81
 P.I. STA. 3+83.96
 $\Delta = 12^\circ 55' 17''$ (LT)
 $D = 1^\circ 41' 32''$
 $R = 3,385.73'$
 $T = 383.40'$
 $L = 763.55'$
 $E = 21.64'$
 $e = 8.0\%$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. 0+00.56
 P.T. STA. 7+64.11

EX CURVE 82
 P.I. STA. 14+35.61
 $\Delta = 31^\circ 36' 22''$ (RT)
 $D = 7^\circ 29' 49''$
 $R = 764.27'$
 $T = 216.31'$
 $L = 421.59'$
 $E = 30.02'$
 $e = 8.0\%$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. 12+19.30
 P.T. STA. 16+40.89

EX CURVE 83
 P.I. STA. 21+93.24
 $\Delta = 84^\circ 21' 21''$ (LT)
 $D = 16^\circ 21' 21''$
 $R = 350.31'$
 $T = 317.36'$
 $L = 515.72'$
 $E = 122.38'$
 $e = 8.0\%$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. 18+75.88
 P.T. STA. 23+91.60

EX CURVE 123
 P.I. STA. 37+13.35
 $\Delta = 169^\circ 54' 43''$ (RT)
 $D = 22^\circ 39' 10''$
 $R = 252.93'$
 $T = 2,865.66'$
 $L = 750.07'$
 $E = 2,623.87'$
 $e = 8.0\%$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. 8+47.69
 P.T. STA. 15+97.76

EX CURVE 122
 P.I. STA. 16+73.74
 $\Delta = 22^\circ 30' 00''$ (RT)
 $D = 15^\circ 00' 00''$
 $R = 381.97'$
 $T = 75.98'$
 $L = 150.00'$
 $E = 7.48'$
 $e = 8.0\%$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. 15+97.76
 P.T. STA. 17+47.76

EX CURVE 121
 P.I. STA. 18+17.96
 $\Delta = 10^\circ 30' 00''$ (RT)
 $D = 7^\circ 30' 00''$
 $R = 763.94'$
 $T = 70.20'$
 $L = 140.00'$
 $E = 3.22'$
 $e = 8.0\%$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. 17+47.76
 P.T. STA. 18+87.76

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 PLOT DRIVER = \$PLTDVRS\$



USER NAME = rgoertz	DESIGNED - JEB	REVISED -
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PLOT SCALE = 200.0000' / in.	CHECKED - MTM	REVISED -
PLOT DATE = 10/22/2014	DATE - 10/17/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES & BENCHMARKS

SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	19
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

TRAFFIC CONTROL GENERAL NOTES

1. THE TRAFFIC CONTROL PLANS SHALL SERVE AS A GUIDE FOR THE SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT. HOWEVER, THE CONTRACTOR MAY MODIFY THE TRAFFIC CONTROL PLANS TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE TRAFFIC CONTROL PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
2. ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH THE TRAFFIC CONTROL STRIPING SHALL BE REMOVED. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT OF "PAVEMENT MARKING REMOVAL".
3. ALL EXISTING REFLECTIVE PAVEMENT MARKER REFLECTORS IN CONFLICT WITH THE TRAFFIC CONTROL STRIPING SHALL BE REMOVED OUT OF EXISTING CASTINGS LOCATED IN THE PAVEMENT. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL".
4. THE CONTRACTOR SHALL REMOVE ALL TEMPORARY PAVEMENT MARKING WHICH CONFLICTS WITH THE NEXT STAGE OR FINAL STRIPING.
5. ALL TRAFFIC CONTROL DEVICES USED FOR TRAFFIC CONTROL, AS DETAILED ON THE PLANS, OR HIGHWAY STANDARD SHALL BE REFLECTORIZED PRIOR TO INSTALLATION AND CLEANED AS SPECIFIED IN THE TRAFFIC CONTROL SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.
6. ALL DRUMS, VERTICAL PANELS AND BARRICADES ADJACENT TO THE EDGE OF THE TRAVELED WAY SHALL BE EQUIPPED WITH MONO-DIRECTIONAL STEADY-BURNING LIGHTS.
7. ALL EXISTING SIGNS WITHIN THE LIMITS OF TRAFFIC CONTROL WHICH ARE OBSCURED BY OR OTHERWISE INTERFERED WITH BY THE CONSTRUCTION OPERATIONS OR DESIGNATED TRAFFIC CONTROL, SHALL BE COVERED OR REMOVED BY THE CONTRACTOR UNLESS SPECIFIED IN THE PLANS OR WHEN DIRECTED BY THE ENGINEER. THIS WORK SHALL BE IN ACCORDANCE WITH ARTICLE 107.25 OF THE IDOT STANDARD SPECIFICATIONS.
8. THE CONTRACTOR SHALL PLACE A CHANGEABLE MESSAGE SIGN NORTH OF THE WORK AREA FOR SOUTHBOUND I-55 MAINLINE WORK AS WELL AS AT LOCATIONS DESCRIBED IN THE PROJECT SPECIAL PROVISIONS TO FACILITATE THE RAMP A, B, & C CLOSURES. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CALENDAR MONTH FOR "CHANGEABLE MESSAGE SIGN". OTHER TEMPORARY SIGNS SHALL BE INCIDENTAL TO THE APPLICABLE TRAFFIC CONTROL STANDARD.
9. FOR ADDITIONAL BRIDGE CONSTRUCTION STAGING INFORMATION, SEE STRUCTURAL PLANS.
10. THE CONTRACTOR SHALL CONTACT THE DISTRICT 6 TRAFFIC CONTROL SECTION OF THE BUREAU OF OPERATIONS AT (217)-785-5312 AT LEAST 21 DAYS PRIOR TO IMPLEMENTING PRESTAGE 1A TRAFFIC CONTROL, A MINIMUM OF 48 HOURS PRIOR TO A SWITCH IN TRAFFIC STAGING, AND 1 WEEK BEFORE RAMP CLOSURE.

SUGGESTED SEQUENCE OF CONSTRUCTION

PRESTAGE 1A

1. INSTALL CHANGEABLE MESSAGE SIGN NORTH OF PROJECT LIMITS ON I-55 AS DIRECTED BY THE ENGINEER. THE CHANGEABLE MESSAGE SIGN SHALL REMAIN IN PLACE FOR THE DURATION OF PRESTAGES 1A & 1B AND STAGES 1 AND 2.
2. THE CONTRACTOR SHALL PLACE ALL SIGNAGE AND DEVICES PRIOR TO BEGINNING ANY PRESTAGE 1A CONSTRUCTION IN ACCORDANCE WITH IDOT STANDARDS 701400, 701401, 701411, 701428 AND AS DETAILED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
3. THE OUTSIDE SOUTHBOUND LANE WILL BE CLOSED DURING PRESTAGE 1A TO ALLOW FOR THE REMOVAL OF THE TOP 7" OF THE EXISTING OUTSIDE HMA SHOULDER FROM STATION 349+29± TO STATION 353+40, AS DETAILED IN THE PLANS, AND REPLACED WITH HMA SHOULDER, 7".
4. ALL EXISTING GUARDRAIL AND CABLE MEDIAN BARRIER WILL REMAIN IN PLACE DURING THIS STAGE.
5. TWO 12' SOUTHBOUND TRAVEL LANES SHALL BE MAINTAINED AT ALL TIMES DURING THIS STAGE AND RAMP A WILL REMAIN OPEN TO TRAFFIC THROUGHOUT THIS STAGE AND RAMP B WILL ALSO REMAIN OPEN UTILIZING TRAFFIC CONTROL STANDARD 701411.

PRESTAGE 1B

1. THE CONTRACTOR SHALL PLACE ALL SIGNAGE AND TRAFFIC CONTROL DEVICES PRIOR TO BEGINNING PRESTAGE 1B CONSTRUCTION IN ACCORDANCE WITH IDOT STANDARDS 701400, 701401, 701411, 701428 AND AS DETAILED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
2. THE INSIDE SOUTHBOUND LANE WILL BE CLOSED DURING PRESTAGE 1B AND TRAFFIC SHIFTED TO THE 2 OUTSIDE LANES, A PORTION OF THE RAMP B ENTRANCE TAPER AND THE UPGRADED OUTSIDE SHOULDER DURING THIS STAGE TO ALLOW FOR THE REMOVAL OF THE TOP 2" OF THE EXISTING INSIDE HMA SHOULDER AND REPLACEMENT WITH HMA SHOULDERS, 2" AS DETAILED ON THE PLANS. LIMITS OF THE HMA REMOVAL FOR THE INSIDE SHOULDER ARE FROM STATION 336+55 TO STATION 340+87± AND FROM STATION 349+72± TO STATION 351+90.
3. ALL EXISTING GUARDRAIL AND CABLE MEDIAN BARRIER WILL REMAIN IN PLACE DURING THIS STAGE.
4. TWO 11' SOUTHBOUND TRAVEL LANES WILL BE MAINTAINED AT ALL TIMES DURING THIS STAGE, RAMP A WILL REMAIN OPEN THROUGHOUT THIS STAGE AND RAMP B WILL ALSO REMAIN OPEN TO TRAFFIC UTILIZING TRAFFIC CONTROL STANDARD 701411.

STAGE 1

1. THE CONTRACTOR SHALL MAKE ALL ADJUSTMENTS TO PRESTAGE 1B SIGNAGE AND TRAFFIC CONTROL DEVICES, SUCH AS ERECTING THE TEMPORARY CONCRETE BARRIER AND TEMPORARY IMPACT ATTENUATORS AS REQUIRED PRIOR TO BEGINNING STAGE 1 CONSTRUCTION. PLACEMENT OF ALL SIGNAGE AND TRAFFIC CONTROL DEVICES PRIOR TO STAGE 1 CONSTRUCTION SHALL BE IN ACCORDANCE WITH IDOT STANDARDS 701400, 701402, 701411, 701428 AND AS DETAILED IN THE PLANS OR DIRECTED BY THE ENGINEER.
2. THE INSIDE SOUTHBOUND LANE AND SHOULDER WILL BE CLOSED DURING STAGE 1 TO ALLOW FOR CONSTRUCTION OF THE EAST PORTION OF THE BRIDGE, THE REMOVAL AND REPLACEMENT OF THE GUARDRAIL AND TRAFFIC BARRIER TERMINALS, AND PLACEMENT OF AGGREGATE WEDGE SHOULDERS AS SHOWN ON THE PLANS.
3. TWO 11' SOUTHBOUND TRAVEL LANES WILL BE MAINTAINED AT ALL TIMES DURING THIS STAGE AND RAMP A WILL REMAIN OPEN TO TRAFFIC UTILIZING TRAFFIC CONTROL STANDARD 701411.

STAGE 2

1. THE CONTRACTOR SHALL PLACE ALL SIGNAGE AND DEVICES PRIOR TO BEGINNING STAGE 2 CONSTRUCTION IN ACCORDANCE WITH IDOT STANDARDS 701400, 701402, 701411, 701428 AND AS DETAILED IN THE PLANS OR DIRECTED BY THE ENGINEER.
2. THE OUTSIDE SOUTHBOUND LANE AND SHOULDER WILL BE CLOSED AND TRAFFIC SHIFTED ONTO THE COMPLETED EAST PORTION OF THE BRIDGE DURING STAGE 2 TO ALLOW FOR CONSTRUCTION OF THE WEST PORTION OF THE BRIDGE, REMOVAL AND REPLACEMENT OF THE GUARDRAIL AND TRAFFIC BARRIER TERMINALS, AND THE REMOVAL AND REPLACEMENT OF 2" OF THE EXISTING RIGHT SHOULDER ADJACENT TO THE ENTRANCE RAMP TAPER (STATION 341+45 TO STATION 344+80), AND PLACEMENT OF AGGREGATE WEDGE SHOULDERS AS SHOWN ON THE PLANS.
3. TWO 10'-10 1/2" SOUTHBOUND TRAVEL LANES WILL BE MAINTAINED AT ALL TIMES DURING THIS STAGE AND RAMP A WILL REMAIN OPEN TO TRAFFIC UTILIZING TRAFFIC CONTROL STANDARD 701411.

STAGE 3

1. THE CONTRACTOR SHALL PLACE ALL SIGNAGE AND DEVICES PRIOR TO BEGINNING STAGE 3 CONSTRUCTION IN ACCORDANCE WITH IDOT STANDARDS 701400, 701401, 701406, AND 701411 AS REQUIRED AND AS DIRECTED BY THE ENGINEER.
2. THIS STAGE WILL CONSIST OF THE REMOVAL OF 2" THE EXISTING HMA SURFACE AND REPLACEMENT WITH 2" OF HMA SURFACE COURSE ON THE REMAINING PORTIONS OF THE SOUTHBOUND I-55 ROADWAY AND SHOULDERS.
3. STAGE 3 WILL ALSO INCLUDE ALL FINAL I-55 PAVEMENT MARKING WHICH WILL BE PLACED UTILIZING TRAFFIC CONTROL STANDARD 701426 AND AS DIRECTED BY THE ENGINEER.

RAMP PATCHING

1. RAMP PATCHING WILL BE COMPLETED IN STAGES. THE RAMPS WILL REMAIN OPEN TO TRAFFIC DURING PATCHING OPERATIONS.
2. THE CONTRACTOR SHALL PLACE ALL SIGNAGE AND DEVICES PRIOR TO BEGINNING RAMP PATCHING OPERATIONS IN ACCORDANCE WITH IDOT STANDARD 701456 AND AS DIRECTED BY THE ENGINEER.
3. RAMP PATCHING CAN BE DONE IN CONJUNCTION WITH STAGES 1 - 3 AT THE CONTRACTOR'S OPTION AND WITH THE APPROVAL OF THE ENGINEER.

RAMP OVERLAY

1. THE CONTRACTOR SHALL PLACE ALL SIGNAGE AND DEVICES PRIOR TO BEGINNING THE RAMP OVERLAY WORK IN ACCORDANCE WITH IDOT STANDARD 701451 FOR WHICHEVER RAMP IS TO BE CLOSED DURING RAMP RESURFACING.
2. THE RAMPS WILL BE CLOSED DURING OVERLAY OPERATIONS AND TRAFFIC WILL BE DETOURED AS SHOWN IN THE PLANS.
3. CHEVRON CURVE SIGNING WILL BE REMOVED AS REQUIRED ON RAMP C TO ACCOMODATE HMA OVERLAY AND SHOULDER WORK.
4. EXISTING DELINEATORS WILL BE REMOVED AS REQUIRED ON RAMPS A, B, AND C DURING HMA OVERLAY AND SHOULDER WORK OPERATIONS.
5. THE RAMP OVERLAY OPERATIONS MAY BE DONE CONCURRENTLY WITH STAGES 1 - 3 BUT NOT DURING RAMP PATCHING OPERATIONS.
6. ONLY ONE EXIT AND ONE ENTRANCE RAMP SHALL BE CLOSED AT A TIME (RAMPS A & C CANNOT BE CLOSED AT THE SAME TIME) AT THE INTERCHANGE. RAMP CLOSURES WILL ONLY BE ALLOWED BETWEEN 9:00 A.M. AND 3:00 P.M. OR BETWEEN 10:00 P.M. AND 5:00 A.M. TO COMPLETE THE HMA BINDER AND SURFACE COURSE OVERLAY, SHOULDER WORK, FINAL PAVEMENT MARKING, SIGN RE-ERECTION, AND DELINEATOR INSTALLATION AS APPLICABLE. NO RAMP CLOSURES WILL BE PERMITTED FROM 3:00 P.M. FRIDAY TO 10:00 P.M. SUNDAY
7. AGGREGATE WEDGE SHOULDERS WILL BE PLACED DURING THIS STAGE.
8. THE CONTRACTOR SHALL PLACE ALL SIGNAGE, DELINEATORS, AND FINAL PAVEMENT MARKING ON THE RAMPS PRIOR TO OPENING THE CLOSED RAMP TO THE MOTORING PUBLIC.

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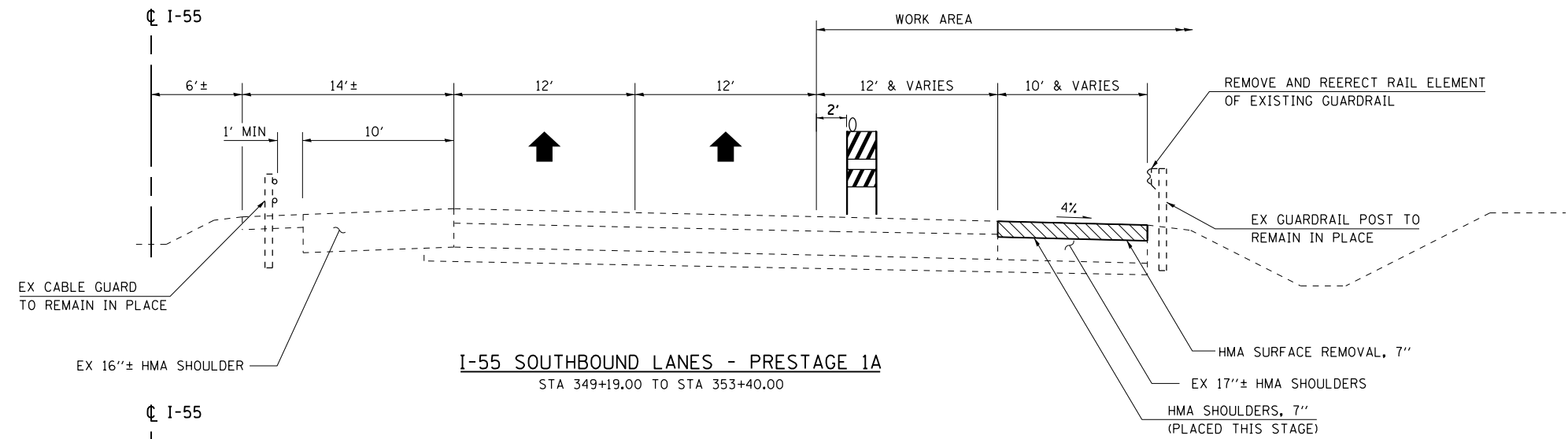
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL GENERAL NOTES &
 SUGGESTED SEQUENCE OF CONSTRUCTION**

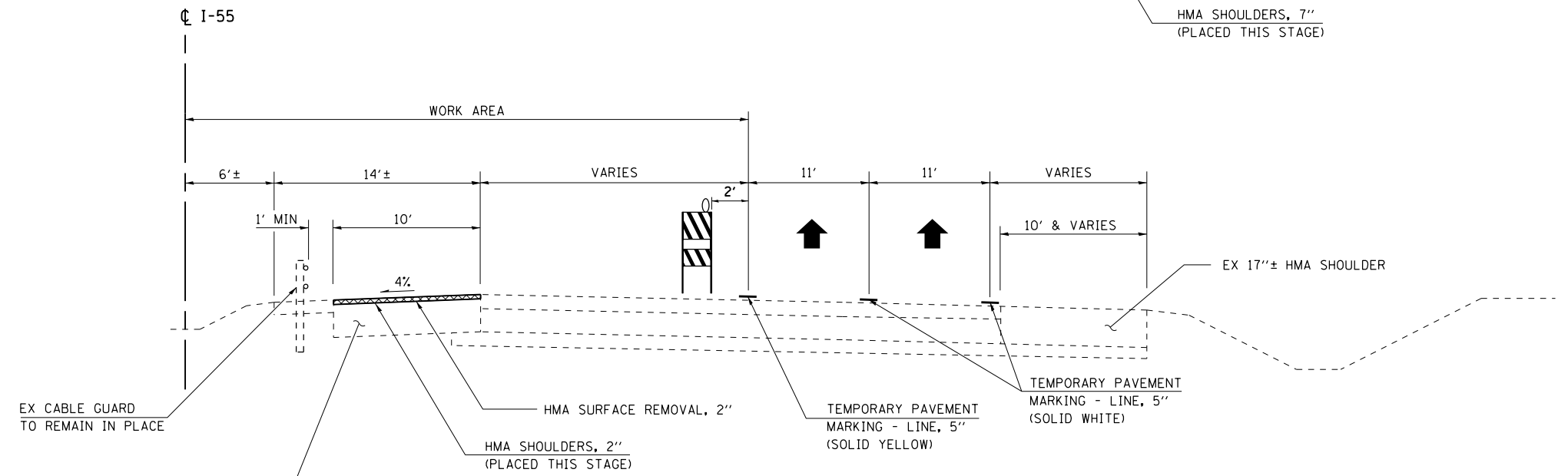
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	20
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

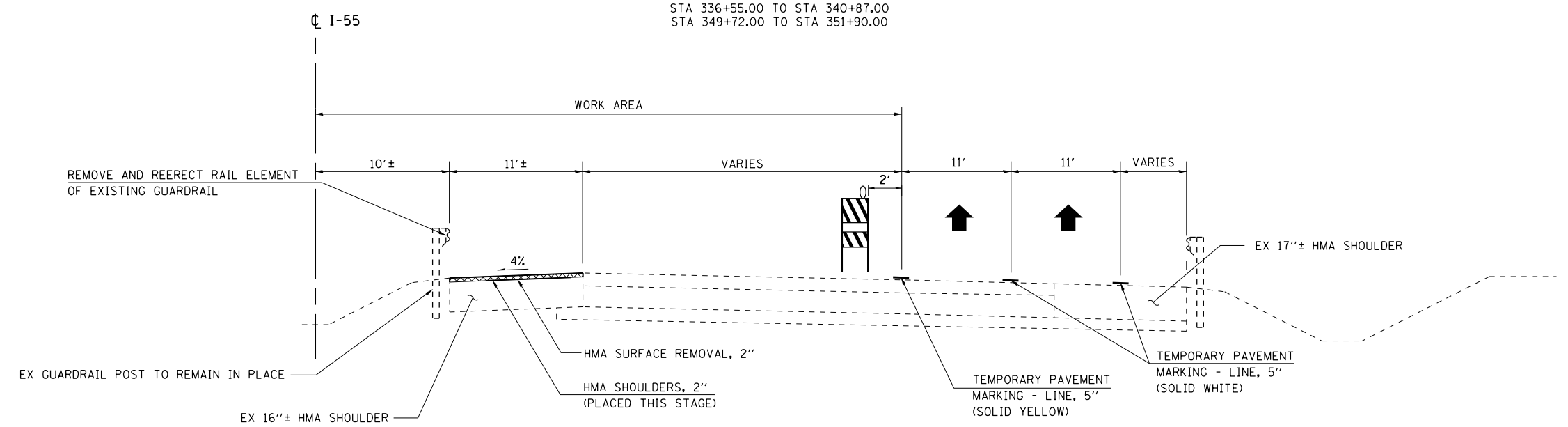
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 PLOT DRIVER = \$PLTDVRS\$



I-55 SOUTHBOUND LANES - PRESTAGE 1A
 STA 349+19.00 TO STA 353+40.00



I-55 SOUTHBOUND LANES - PRESTAGE 1B
 STA 336+55.00 TO STA 340+87.00
 STA 349+72.00 TO STA 351+90.00



I-55 SOUTHBOUND LANES - PRESTAGE 1B
 STA 340+87.00 TO STA 344+80.00

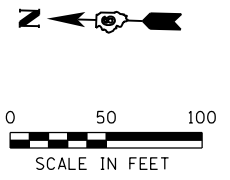


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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

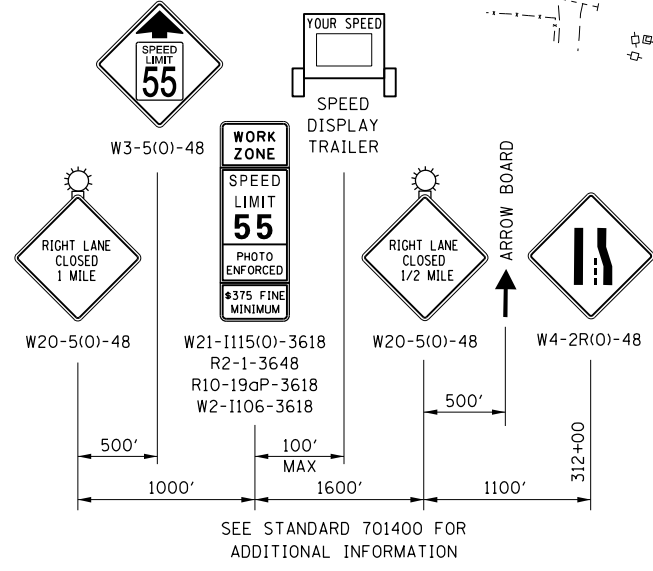
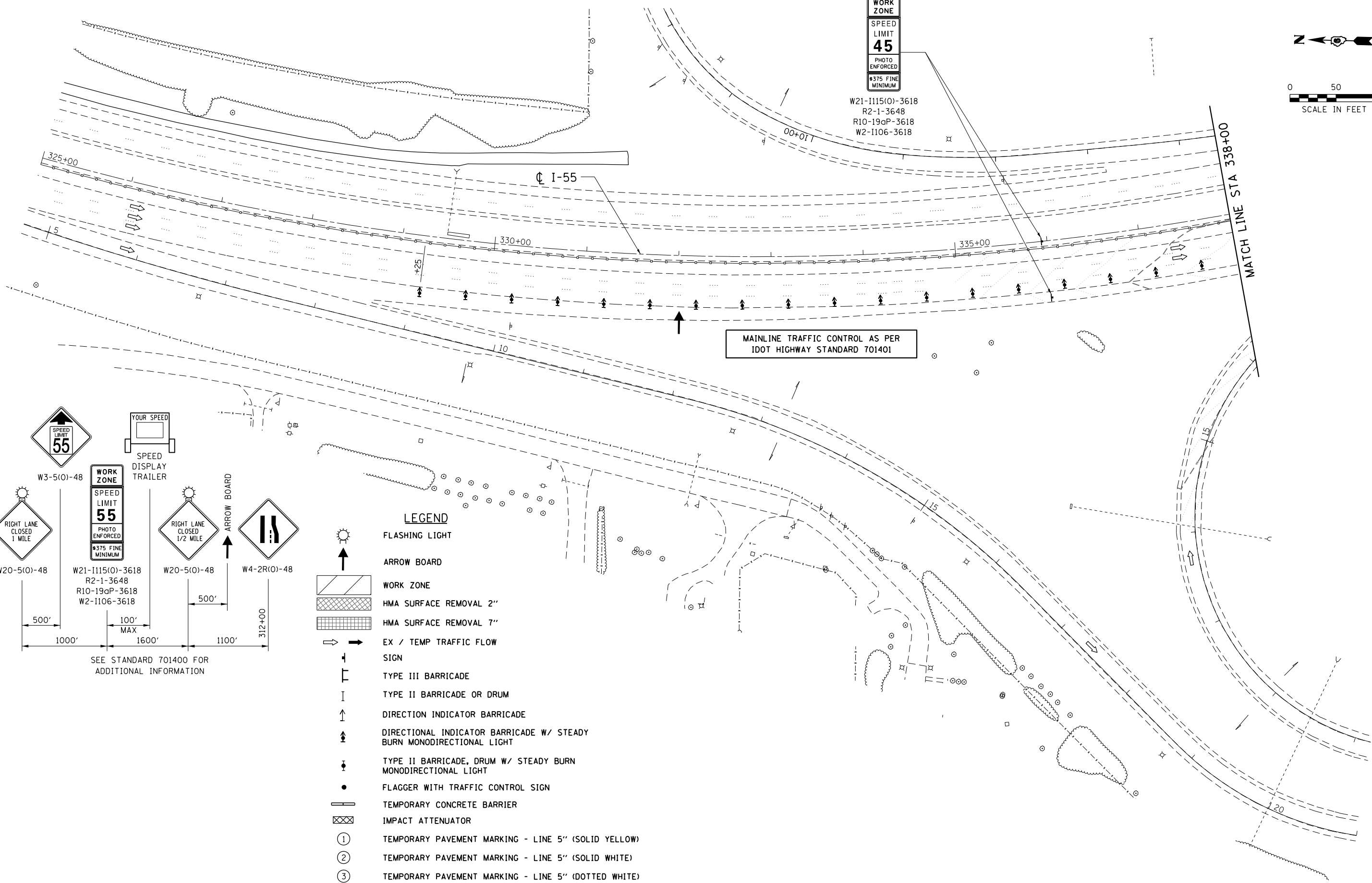
TRAFFIC CONTROL PRESTAGE 1A & 1B TYPICAL SECTIONS	
SCALE:	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	21
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				



WORK ZONE
SPEED LIMIT 45
 PHOTO ENFORCED
 #375 FINE MINIMUM

W21-1115(0)-3618
 R2-1-3648
 R10-19aP-3618
 W2-1106-3618



- LEGEND**
- FLASHING LIGHT
 - ARROW BOARD
 - WORK ZONE
 - HMA SURFACE REMOVAL 2"
 - HMA SURFACE REMOVAL 7"
 - EX / TEMP TRAFFIC FLOW
 - SIGN
 - TYPE III BARRICADE
 - TYPE II BARRICADE OR DRUM
 - DIRECTION INDICATOR BARRICADE
 - DIRECTIONAL INDICATOR BARRICADE W/ STEADY BURN MONODIRECTIONAL LIGHT
 - TYPE II BARRICADE, DRUM W/ STEADY BURN MONODIRECTIONAL LIGHT
 - FLAGGER WITH TRAFFIC CONTROL SIGN
 - TEMPORARY CONCRETE BARRIER
 - IMPACT ATTENUATOR
 - TEMPORARY PAVEMENT MARKING - LINE 5" (SOLID YELLOW)
 - TEMPORARY PAVEMENT MARKING - LINE 5" (SOLID WHITE)
 - TEMPORARY PAVEMENT MARKING - LINE 5" (DOTTED WHITE)

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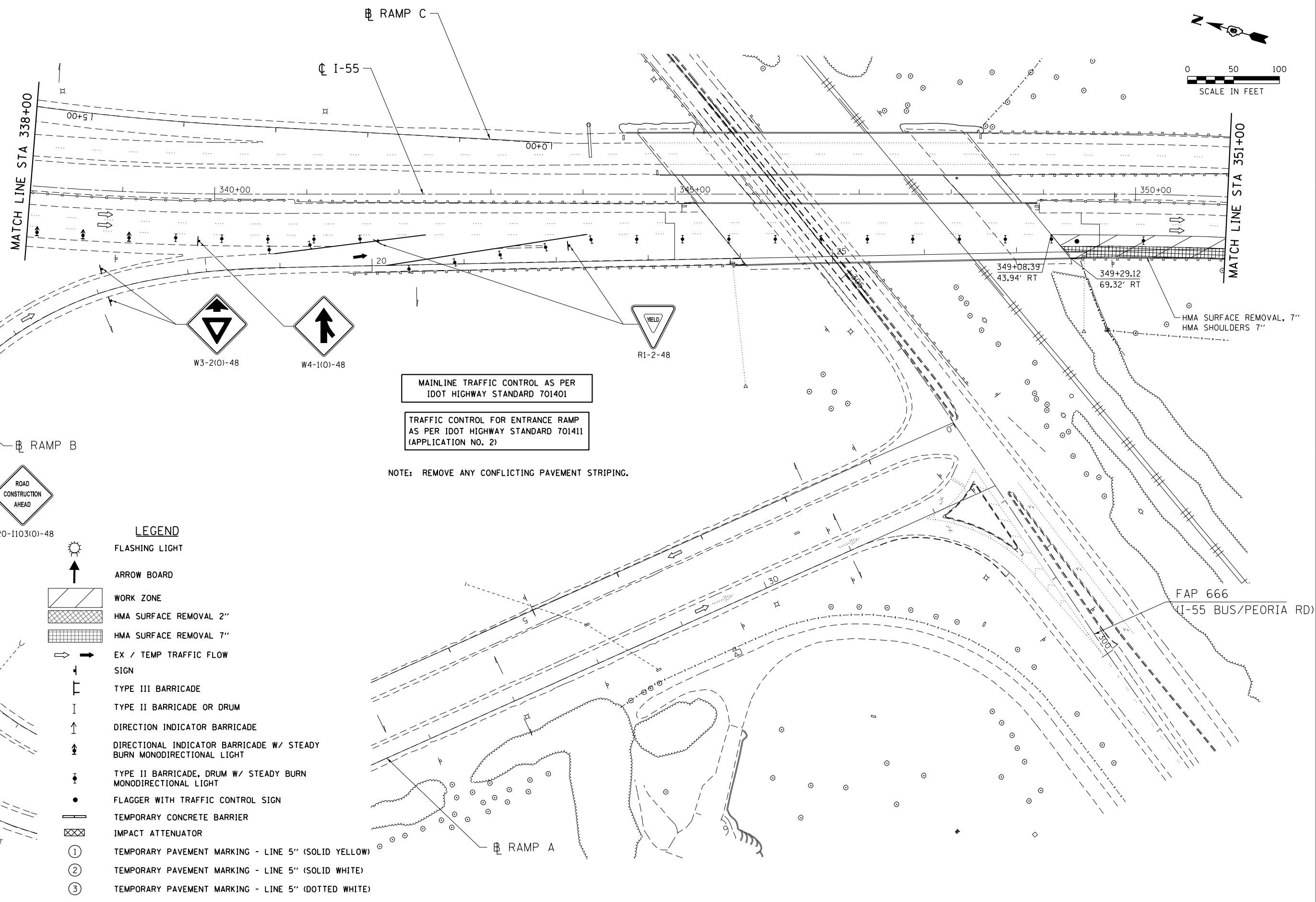
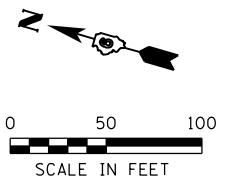


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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PRESTAGE 1A		F.A.I. R.E. = 55	SECTION = (84-2) BR-3, RS-4	COUNTY = SANGAMON	TOTAL SHEETS = 86	SHEET NO. = 22
SCALE: 1" = 50'		SHEET NO. 1 OF 3 SHEETS		STA. 325+00 TO STA. 338+00		CONTRACT NO. 72F49

ILLINOIS FED. AID PROJECT	
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MAINLINE TRAFFIC CONTROL AS PER
IDOT HIGHWAY STANDARD 701401

TRAFFIC CONTROL FOR ENTRANCE RAMP
AS PER IDOT HIGHWAY STANDARD 701411
(APPLICATION NO. 2)

NOTE: REMOVE ANY CONFLICTING PAVEMENT STRIPING.

- LEGEND**
- FLASHING LIGHT
 - ARROW BOARD
 - WORK ZONE
 - HMA SURFACE REMOVAL 2"
 - HMA SURFACE REMOVAL 7"
 - EX / TEMP TRAFFIC FLOW SIGN
 - TYPE III BARRICADE
 - TYPE II BARRICADE OR DRUM
 - DIRECTION INDICATOR BARRICADE
 - DIRECTIONAL INDICATOR BARRICADE W/ STEADY BURN MONODIRECTIONAL LIGHT
 - TYPE II BARRICADE, DRUM W/ STEADY BURN MONODIRECTIONAL LIGHT
 - FLAGGER WITH TRAFFIC CONTROL SIGN
 - TEMPORARY CONCRETE BARRIER
 - IMPACT ATTENUATOR
 - TEMPORARY PAVEMENT MARKING - LINE 5" (SOLID YELLOW)
 - TEMPORARY PAVEMENT MARKING - LINE 5" (SOLID WHITE)
 - TEMPORARY PAVEMENT MARKING - LINE 5" (DOTTED WHITE)

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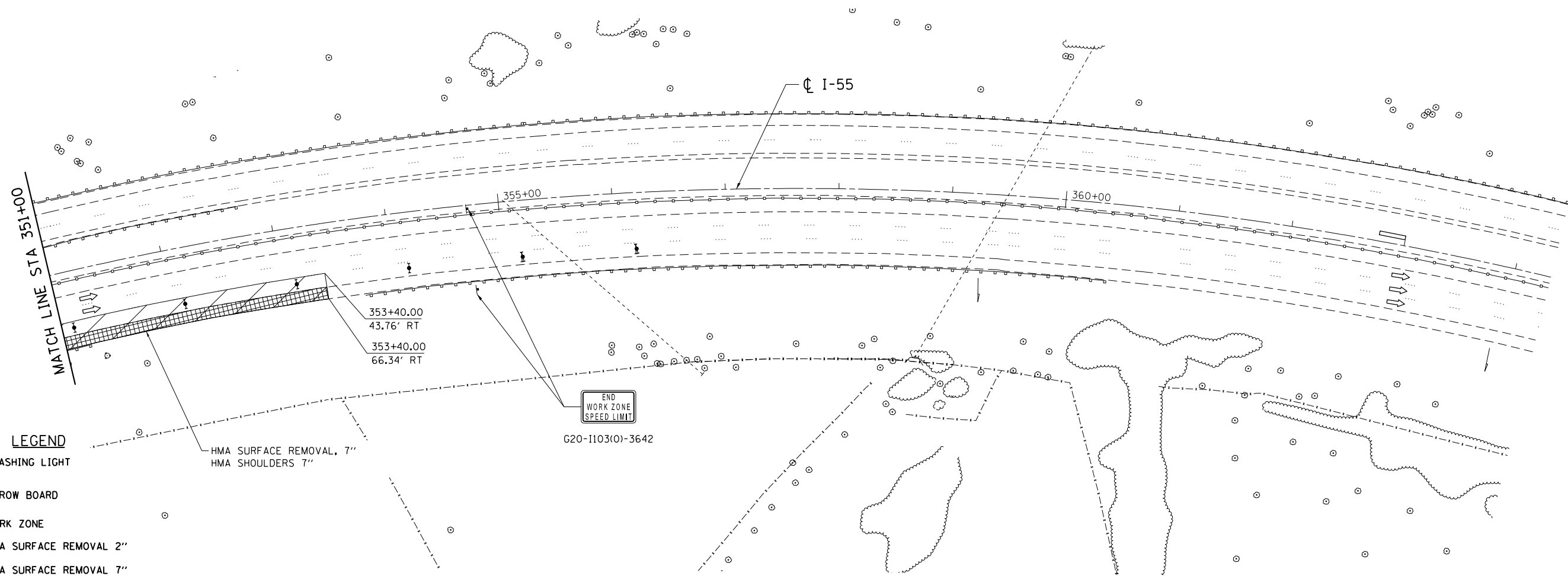
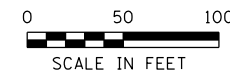
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**



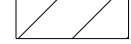

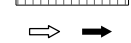













**TRAFFIC CONTROL PRESTAGE 1A
SOUTHBOUND I-55**

SCALE: 1" = 50' SHEET NO. 2 OF 3 SHEETS STA. 338+00 TO STA. 351+00

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	23
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				



LEGEND

-  FLASHING LIGHT
-  ARROW BOARD
-  WORK ZONE
-  HMA SURFACE REMOVAL 2"
-  HMA SURFACE REMOVAL 7"
-  EX / TEMP TRAFFIC FLOW
-  SIGN
-  TYPE III BARRICADE
-  TYPE II BARRICADE OR DRUM
-  DIRECTION INDICATOR BARRICADE
-  DIRECTIONAL INDICATOR BARRICADE W/ STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE, DRUM W/ STEADY BURN MONODIRECTIONAL LIGHT
-  FLAGGER WITH TRAFFIC CONTROL SIGN
-  TEMPORARY CONCRETE BARRIER
-  IMPACT ATTENUATOR
-  ① TEMPORARY PAVEMENT MARKING - LINE 5" (SOLID YELLOW)
-  ② TEMPORARY PAVEMENT MARKING - LINE 5" (SOLID WHITE)
-  ③ TEMPORARY PAVEMENT MARKING - LINE 5" (DOTTED WHITE)

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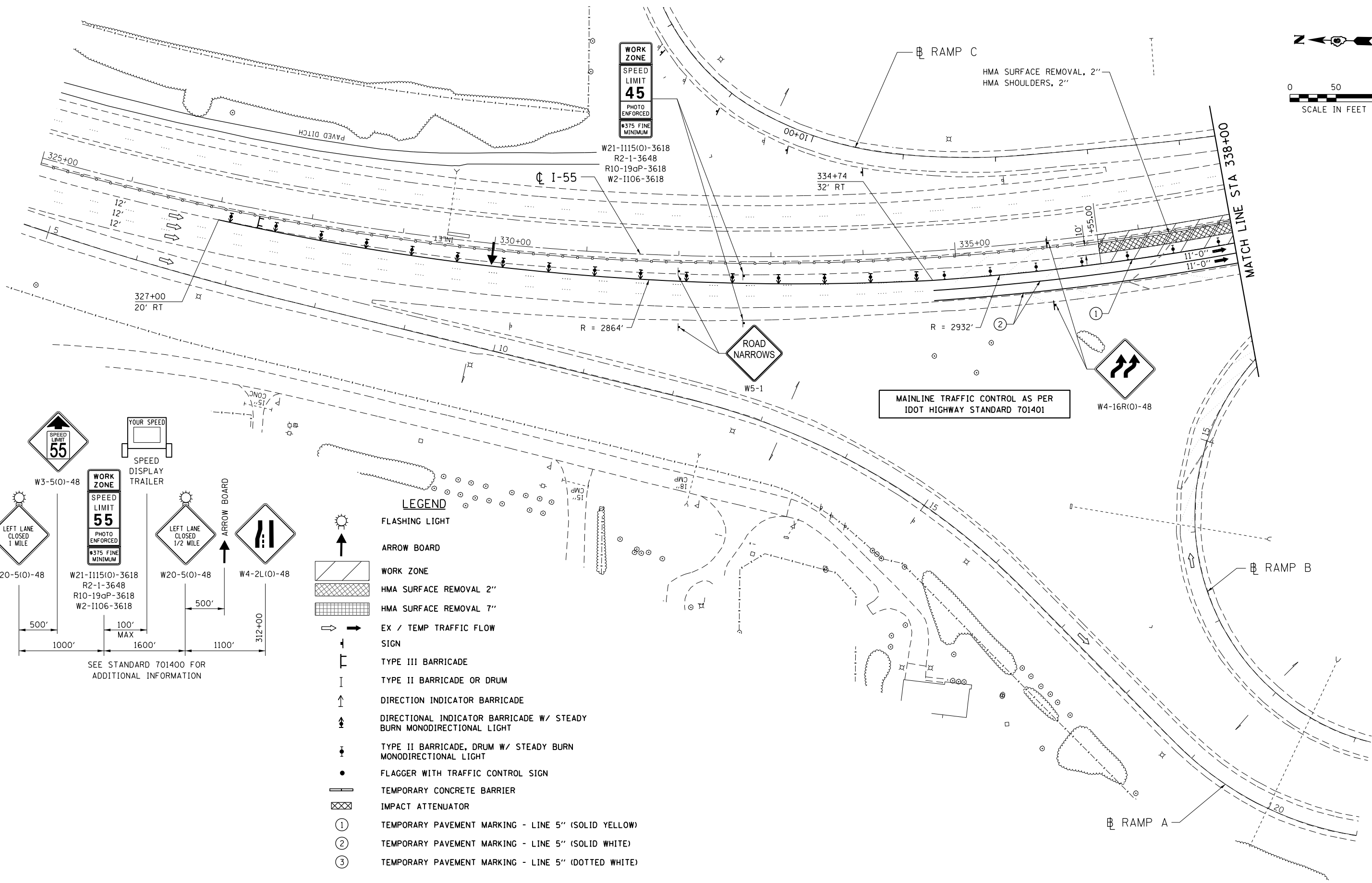
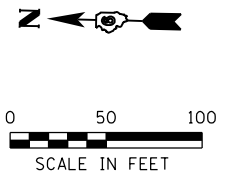


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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

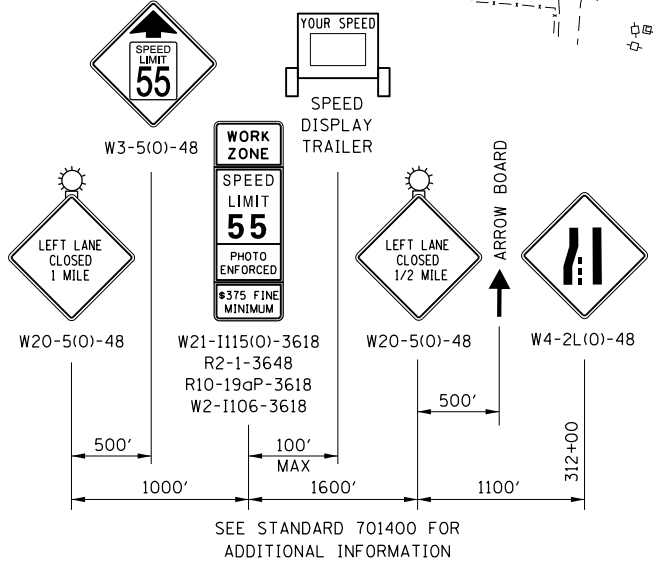
TRAFFIC CONTROL PRESTAGE 1A SOUTHBOUND I-55	
SCALE: 1" = 50'	SHEET NO. 3 OF 3 SHEETS
STA. 351+00 TO STA. 364+00	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	24
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				



WORK ZONE
SPEED LIMIT 45
PHOTO ENFORCED
#375 FINE MINIMUM

MAINLINE TRAFFIC CONTROL AS PER IDOT HIGHWAY STANDARD 701401



- LEGEND**
- FLASHING LIGHT
 - ARROW BOARD
 - WORK ZONE
 - HMA SURFACE REMOVAL 2"
 - HMA SURFACE REMOVAL 7"
 - EX / TEMP TRAFFIC FLOW SIGN
 - TYPE III BARRICADE
 - TYPE II BARRICADE OR DRUM
 - DIRECTION INDICATOR BARRICADE
 - DIRECTIONAL INDICATOR BARRICADE W/ STEADY BURN MONODIRECTIONAL LIGHT
 - TYPE II BARRICADE, DRUM W/ STEADY BURN MONODIRECTIONAL LIGHT
 - FLAGGER WITH TRAFFIC CONTROL SIGN
 - TEMPORARY CONCRETE BARRIER
 - IMPACT ATTENUATOR
 - TEMPORARY PAVEMENT MARKING - LINE 5" (SOLID YELLOW)
 - TEMPORARY PAVEMENT MARKING - LINE 5" (SOLID WHITE)
 - TEMPORARY PAVEMENT MARKING - LINE 5" (DOTTED WHITE)

FILE NAME = S:\Projects\2013\JOBS\13-48\DOT\06\PTB\137\Item 20\W07\SB\1-55\Bridges\CADD\CADD Sheets\062F49-sht-PreStagelb_01.dgn
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 PLOT DRIVER = \$PLTDVRS\$

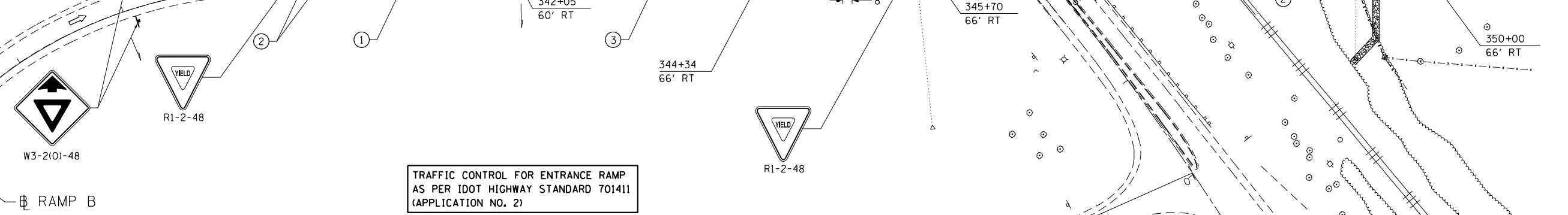
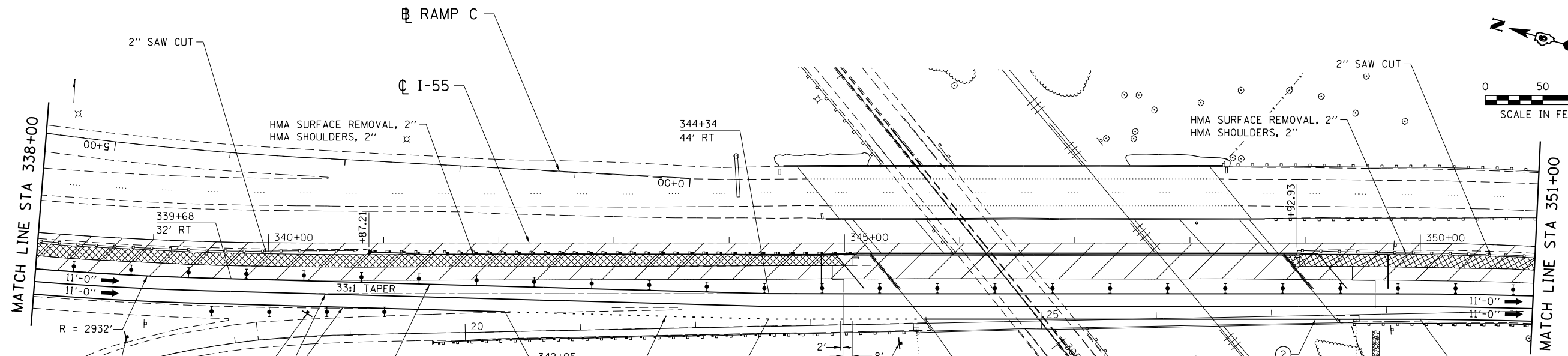
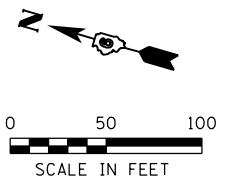


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FILE NAME = D672F49-sht-PreStagelb_01.dgn	DRAWN - TF	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - MTM	REVISED -
PLOT DATE = 10/22/2014	DATE - 10/17/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PRESTAGE 1B		
SOUTHBOUND I-55		
SCALE: 1" = 50'	SHEET NO. 1 OF 3 SHEETS	STA. 325+00 TO STA. 338+00

F.A.I. RTE. 55	SECTION (84-2) BR-3, RS-4	COUNTY SANGAMON	TOTAL SHEETS 86	SHEET NO. 25
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				



- LEGEND**
- FLASHING LIGHT
 - ARROW BOARD
 - WORK ZONE
 - HMA SURFACE REMOVAL 2"
 - HMA SURFACE REMOVAL 7"
 - EX / TEMP TRAFFIC FLOW SIGN
 - TYPE III BARRICADE
 - TYPE II BARRICADE OR DRUM
 - DIRECTION INDICATOR BARRICADE
 - DIRECTIONAL INDICATOR BARRICADE W/ STEADY BURN MONODIRECTIONAL LIGHT
 - TYPE II BARRICADE, DRUM W/ STEADY BURN MONODIRECTIONAL LIGHT
 - FLAGGER WITH TRAFFIC CONTROL SIGN
 - TEMPORARY CONCRETE BARRIER
 - IMPACT ATTENUATOR
 - TEMPORARY PAVEMENT MARKING - LINE 5" (SOLID YELLOW)
 - TEMPORARY PAVEMENT MARKING - LINE 5" (SOLID WHITE)
 - TEMPORARY PAVEMENT MARKING - LINE 5" (DOTTED WHITE)

TRAFFIC CONTROL FOR ENTRANCE RAMP
AS PER IDOT HIGHWAY STANDARD 701411
(APPLICATION NO. 2)

FILE NAME = S:\Projects\2013\JOBS\13-48\IDOT\06\PTB\137\Item 20\W07\SB\1-55 Bridge\CADD\CADD Sheets\062F49-sht-PreStagelb_02.dgn
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 PLOT DRIVER = \$PLTDRVS\$



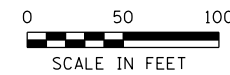
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PLOT DATE = 10/22/2014	DATE - 10/17/2014	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

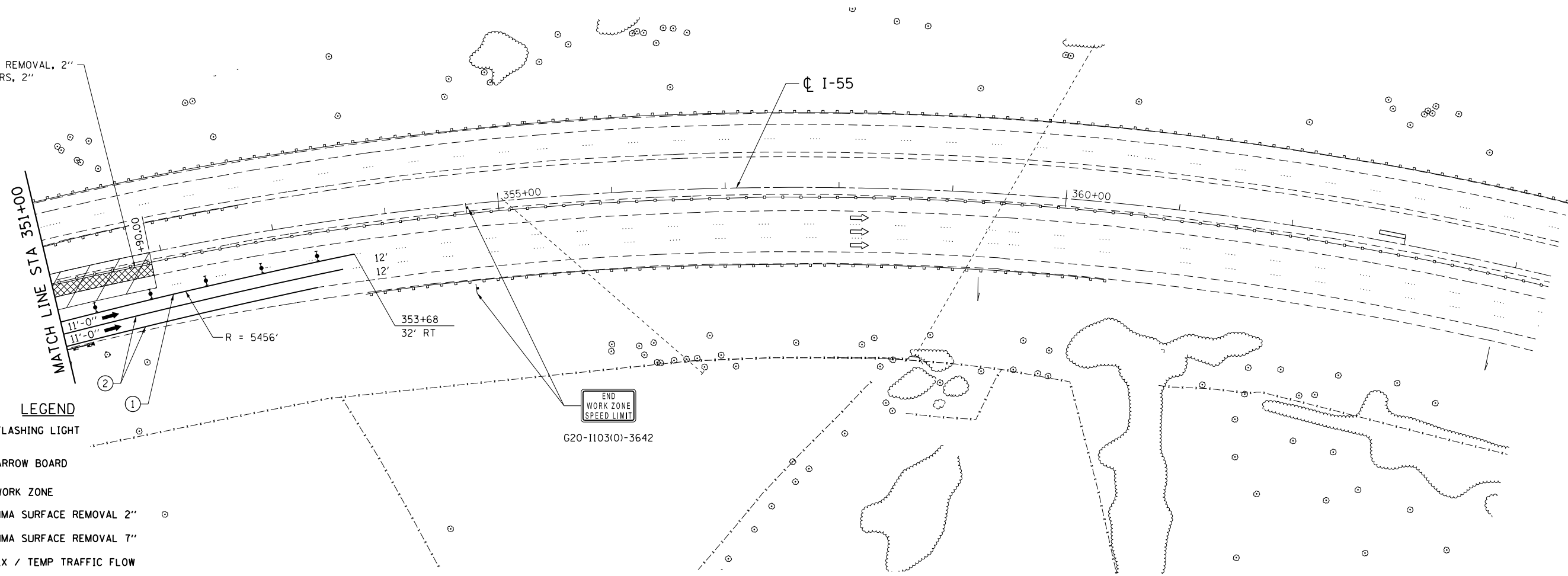
**TRAFFIC CONTROL PRESTAGE 1B
SOUTHBOUND I-55**

SCALE: 1" = 50' SHEET NO. 2 OF 3 SHEETS STA. 338+00 TO STA. 351+00



















F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	26
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				



HMA SURFACE REMOVAL, 2"
HMA SHOULDERS, 2"



LEGEND

-  FLASHING LIGHT
-  ARROW BOARD
-  WORK ZONE
-  HMA SURFACE REMOVAL 2"
-  HMA SURFACE REMOVAL 7"
-  EX / TEMP TRAFFIC FLOW
-  SIGN
-  TYPE III BARRICADE
-  TYPE II BARRICADE OR DRUM
-  DIRECTION INDICATOR BARRICADE
-  DIRECTIONAL INDICATOR BARRICADE W/ STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE, DRUM W/ STEADY BURN MONODIRECTIONAL LIGHT
-  FLAGGER WITH TRAFFIC CONTROL SIGN
-  TEMPORARY CONCRETE BARRIER
-  IMPACT ATTENUATOR
-  ① TEMPORARY PAVEMENT MARKING - LINE 5" (SOLID YELLOW)
-  ② TEMPORARY PAVEMENT MARKING - LINE 5" (SOLID WHITE)
-  ③ TEMPORARY PAVEMENT MARKING - LINE 5" (DOTTED WHITE)

END
WORK ZONE
SPEED LIMIT

G20-1103(0)-3642

FILE NAME = S:\Projects\2013\JOBS\13-48\DOT\06\11B\137\Item 20\W07\SB\I-55\Bridges\CADD\CADD Sheets\0672F49-sht-PreStagelb.03.dgn
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PLOT DRIVER = \$PLTDVRS\$



USER NAME = rgoertz	DESIGNED - DRB	REVISED -
FILE NAME = D672F49-sht-PreStagelb.03.dgn	DRAWN - TF	REVISED -
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PLOT DATE = 10/22/2014	DATE - 10/17/2014	REVISED -

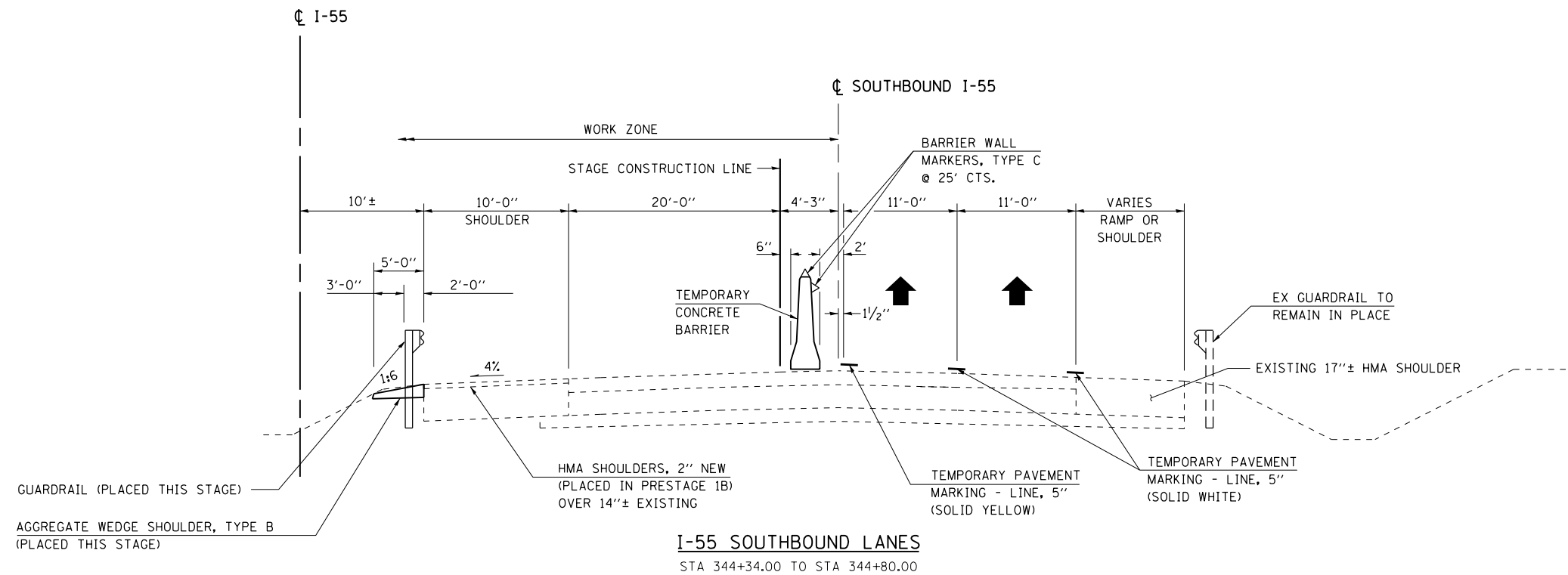
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL PRESTAGE 1B
SOUTHBOUND I-55**

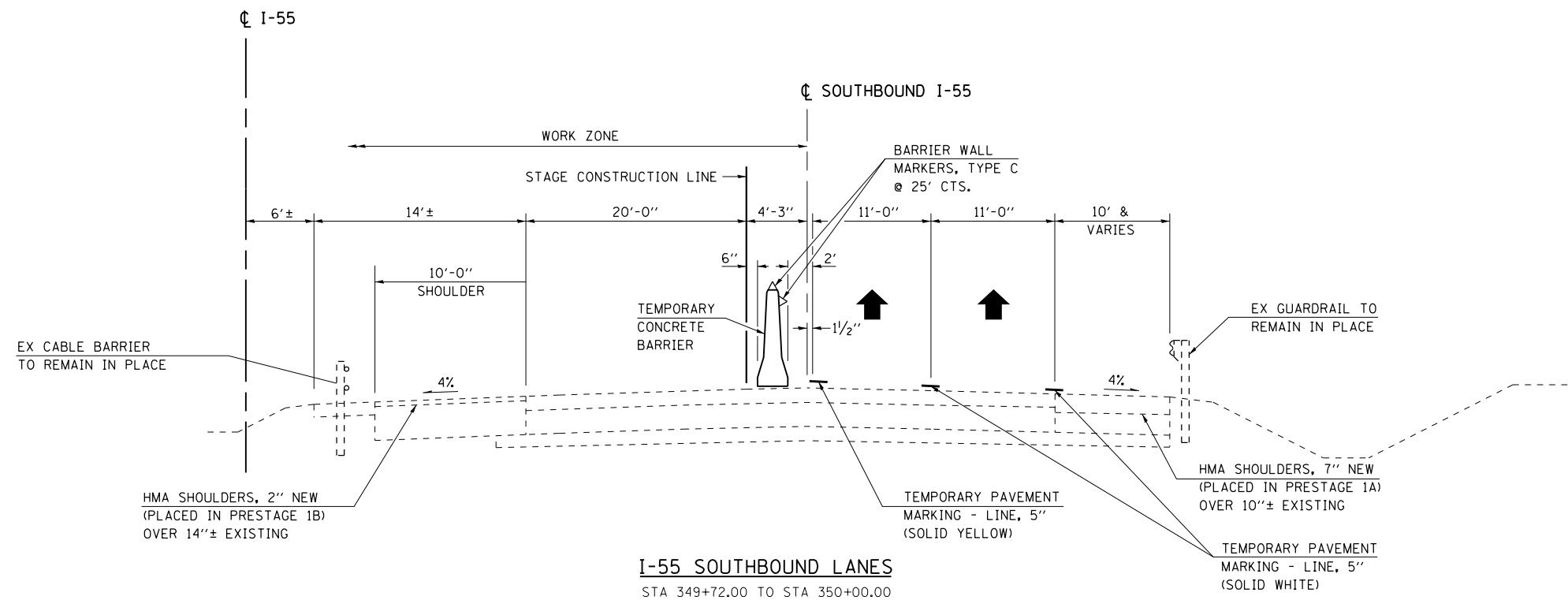
SCALE: 1" = 50' SHEET NO. 3 OF 3 SHEETS STA. 351+00 TO STA. 364+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	27
CONTRACT NO. 72F49				

ILLINOIS FED. AID PROJECT



SEE STRUCTURE PLANS FOR
STAGE 1 CONFIGURATION



FILE NAME = S:\Projects\2813 JOBS\13-48 IDOT D6 RTB 137 Item 26 W07 SB I-55 Bridge\CADD\CADD Sheets\0672F49-sht-Stage1-Typical.dgn
 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLTDVRS\$



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PLOT DATE = 10/22/2014	DATE - 10/17/2014	REVISED -

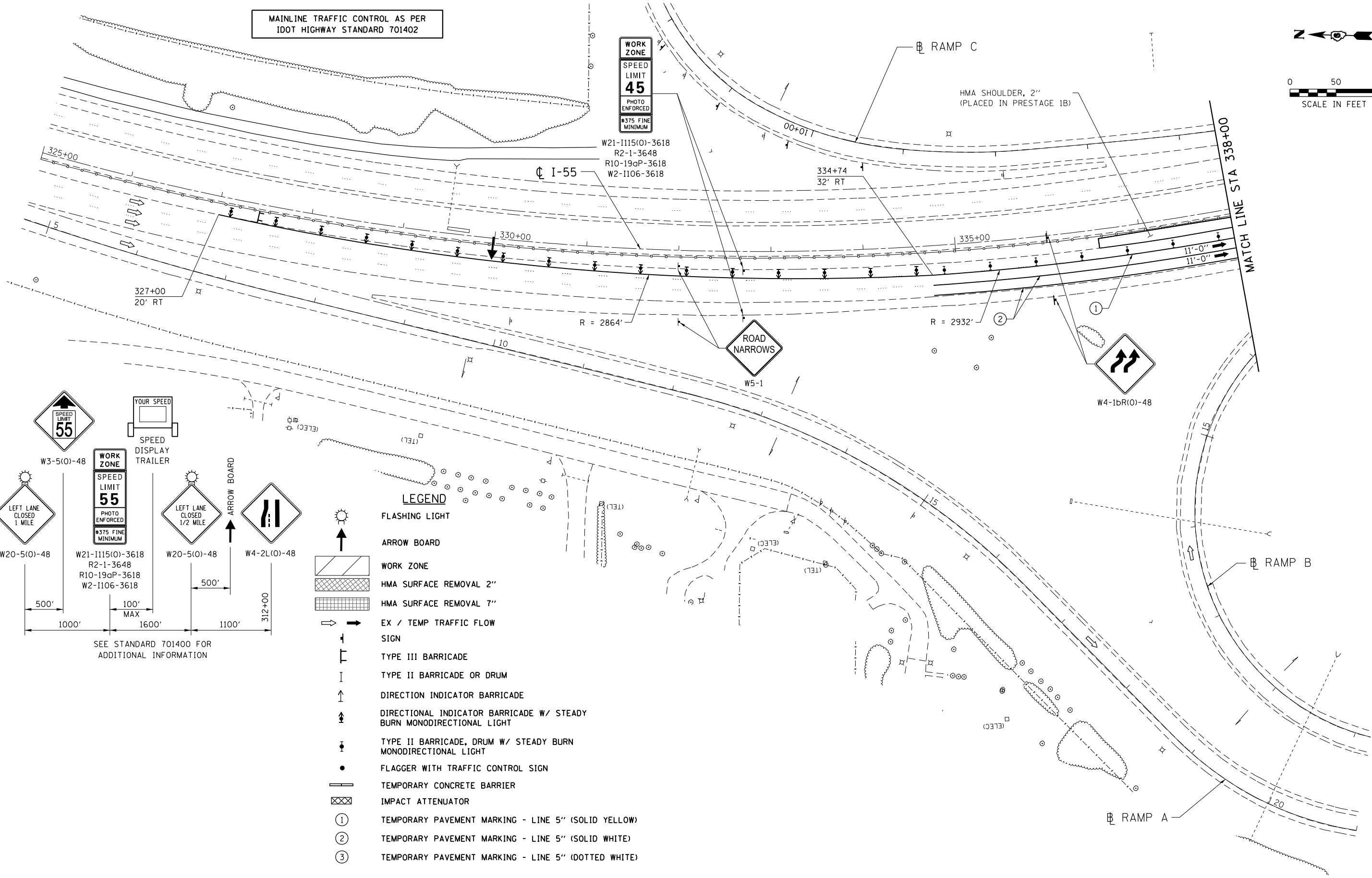
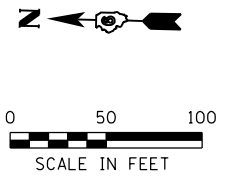
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL STAGE 1
TYPICAL SECTIONS**

SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	28
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

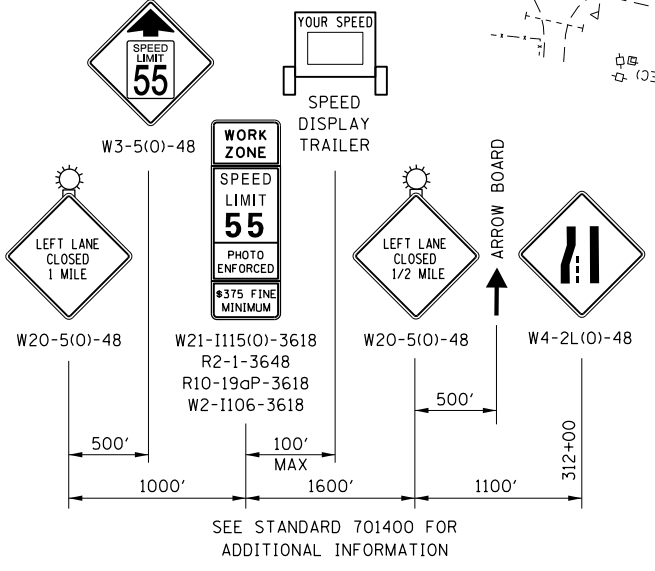
MAINLINE TRAFFIC CONTROL AS PER IDOT HIGHWAY STANDARD 701402



WORK ZONE
SPEED LIMIT 45
PHOTO ENFORCED
#375 FINE MINIMUM

LEGEND

- FLASHING LIGHT
- ARROW BOARD
- WORK ZONE
- HMA SURFACE REMOVAL 2"
- HMA SURFACE REMOVAL 7"
- EX / TEMP TRAFFIC FLOW SIGN
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM
- DIRECTION INDICATOR BARRICADE
- DIRECTIONAL INDICATOR BARRICADE W/ STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE, DRUM W/ STEADY BURN MONODIRECTIONAL LIGHT
- FLAGGER WITH TRAFFIC CONTROL SIGN
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR
- ① TEMPORARY PAVEMENT MARKING - LINE 5" (SOLID YELLOW)
- ② TEMPORARY PAVEMENT MARKING - LINE 5" (SOLID WHITE)
- ③ TEMPORARY PAVEMENT MARKING - LINE 5" (DOTTED WHITE)



FILE NAME = S:\Projects\2013\JOBS\13-48 IDOT D6 FTB 137 Item 20 W07 SB 1-55 Bridge\CADD\CADD Sheets\0672F49-sht-Stage1.dgn
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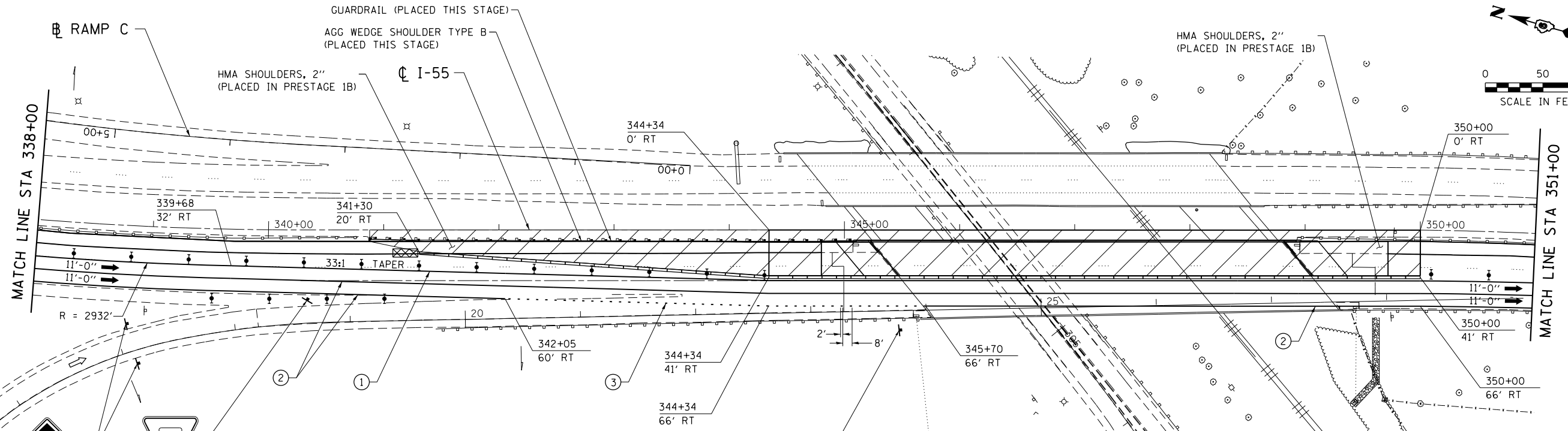
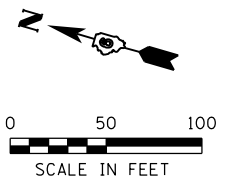


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PLOT SCALE = 100.0000' / in.	CHECKED - MTM	REVISED -
PLOT DATE = 10/22/2014	DATE - 10/17/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

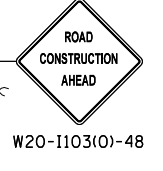
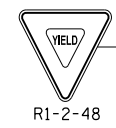
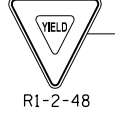
TRAFFIC CONTROL STAGE 1		
SOUTHBOUND I-55		
SCALE: 1" = 50'	SHEET NO. 1 OF 3 SHEETS	STA. 325+00 TO STA. 338+00

F.A.I. RTE. = 55	SECTION = (84-2) BR-3, RS-4	COUNTY = SANGAMON	TOTAL SHEETS = 86	SHEET NO. = 29
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				



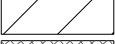

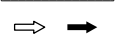
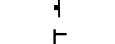














MAINLINE TRAFFIC CONTROL AS PER
IDOT HIGHWAY STANDARD 701402

TRAFFIC CONTROL FOR ENTRANCE RAMP
AS PER IDOT HIGHWAY STANDARD 701411
(APPLICATION NO. 2)



LEGEND

-  FLASHING LIGHT
-  ARROW BOARD
-  WORK ZONE
-  HMA SURFACE REMOVAL 2"
-  HMA SURFACE REMOVAL 7"
-  EX / TEMP TRAFFIC FLOW
-  SIGN
-  TYPE III BARRICADE
-  TYPE II BARRICADE OR DRUM
-  DIRECTION INDICATOR BARRICADE
-  DIRECTIONAL INDICATOR BARRICADE W/ STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE, DRUM W/ STEADY BURN MONODIRECTIONAL LIGHT
-  FLAGGER WITH TRAFFIC CONTROL SIGN
-  TEMPORARY CONCRETE BARRIER
-  IMPACT ATTENUATOR
-  ① TEMPORARY PAVEMENT MARKING - LINE 5" (SOLID YELLOW)
-  ② TEMPORARY PAVEMENT MARKING - LINE 5" (SOLID WHITE)
-  ③ TEMPORARY PAVEMENT MARKING - LINE 5" (DOTTED WHITE)

FILE NAME = S:\Projects\2013\JOBS\13-48 IDOT 06 FTB 137 Item 20 W07 58 1-55 Bridge\CADD\CADD Sheets\0672F49-sht-Stage1-02.dgn
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 PLOT DRIVER = \$PLTDVRS\$



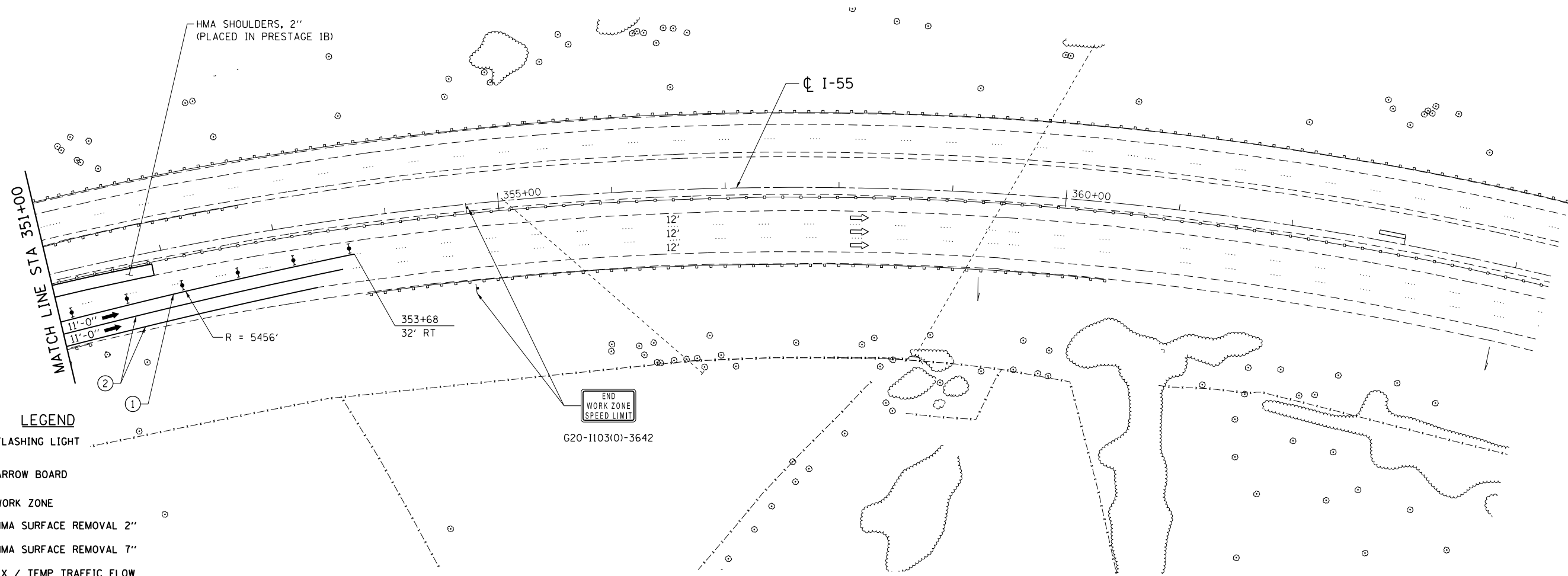
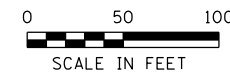
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PLOT DATE = 10/22/2014	DATE - 10/17/2014	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**





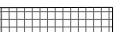
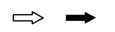












**TRAFFIC CONTROL STAGE 1
SOUTHBOUND I-55**

SCALE: 1" = 50' SHEET NO. 2 OF 3 SHEETS STA. 338+00 TO STA. 351+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	30
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				



LEGEND

-  FLASHING LIGHT
-  ARROW BOARD
-  WORK ZONE
-  HMA SURFACE REMOVAL 2"
-  HMA SURFACE REMOVAL 7"
-  EX / TEMP TRAFFIC FLOW
-  SIGN
-  TYPE III BARRICADE
-  TYPE II BARRICADE OR DRUM
-  DIRECTION INDICATOR BARRICADE
-  DIRECTIONAL INDICATOR BARRICADE W/ STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE, DRUM W/ STEADY BURN MONODIRECTIONAL LIGHT
-  FLAGGER WITH TRAFFIC CONTROL SIGN
-  TEMPORARY CONCRETE BARRIER
-  IMPACT ATTENUATOR
-  ① TEMPORARY PAVEMENT MARKING - LINE 5" (SOLID YELLOW)
-  ② TEMPORARY PAVEMENT MARKING - LINE 5" (SOLID WHITE)
-  ③ TEMPORARY PAVEMENT MARKING - LINE 5" (DOTTED WHITE)

END
WORK ZONE
SPEED LIMIT

G20-1103(0)-3642

FILE NAME = S:\Projects\2013\JOBS\13-48\DOT\06\11B\137\Item 20\W07\SB\1-55\Bridges\CADD\CADD Sheets\0672F49-sht-Stage1-03.dgn
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PLOT DRIVER = \$PLTDVRS\$



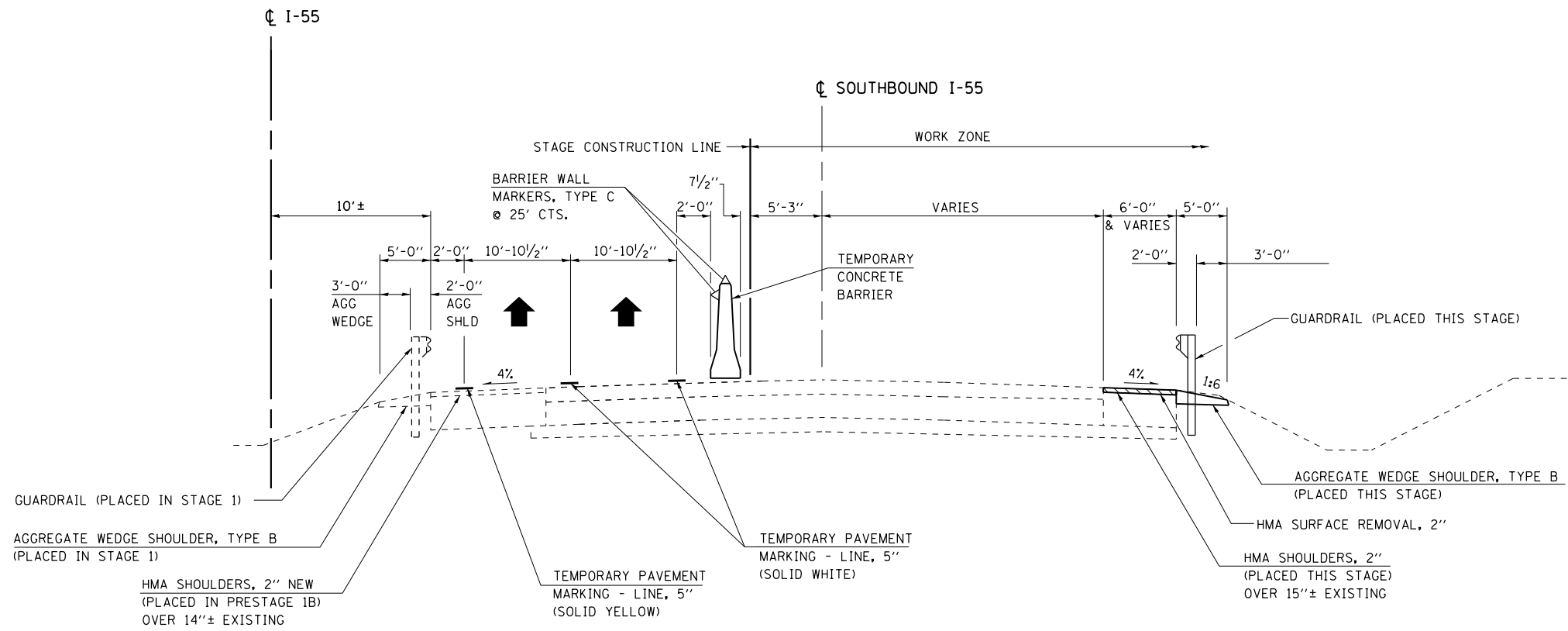
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PLOT DATE = 10/22/2014	DATE - 10/17/2014	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

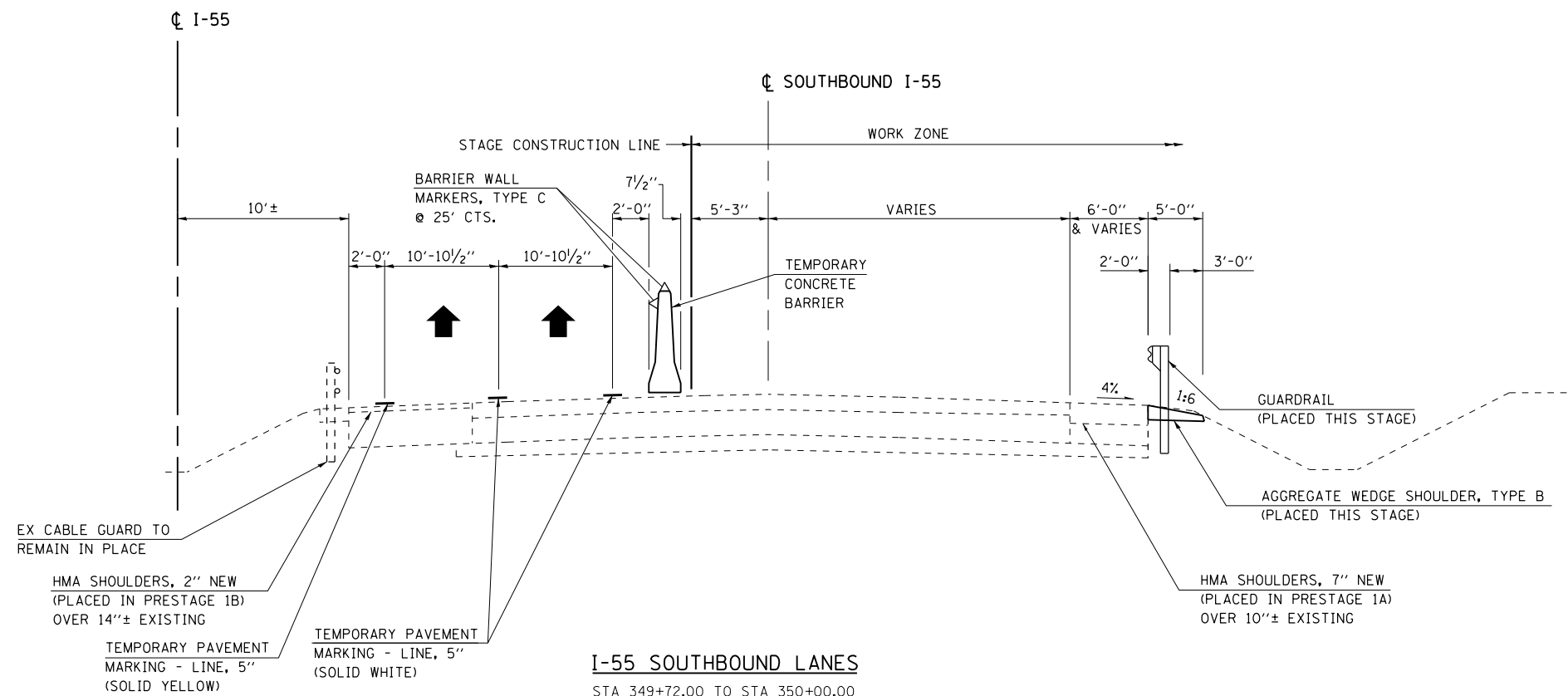
**TRAFFIC CONTROL STAGE 1
SOUTHBOUND I-55**

SCALE: 1" = 50' SHEET NO. 3 OF 3 SHEETS STA. 351+00 TO STA. 364+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	31
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				



I-55 SOUTHBOUND LANES
STA 344+34.00 TO STA 344+80.00



I-55 SOUTHBOUND LANES
STA 349+72.00 TO STA 350+00.00

SEE STRUCTURE PLANS FOR STAGE 2 CONFIGURATION

FILE NAME = S:\Projects\2013\JOBS\13-48\DOT\06\11B\137\Item 20\W07\SB I-55 Bridge\CADD\CADD Sheets\062F49-sht-Stage2_Typical.dgn
MODEL = \$MODEL\$
PLOT DRIVER = \$PLTDVRS\$



USER NAME = rgoertz	DESIGNED - RG	REVISED -
FILE NAME = D672F49-sht-Stage2_Typical.dgn	DRAWN - TF	REVISED -
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PLOT DATE = 10/22/2014	DATE - 10/17/2014	REVISED -

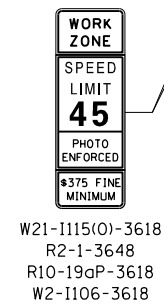
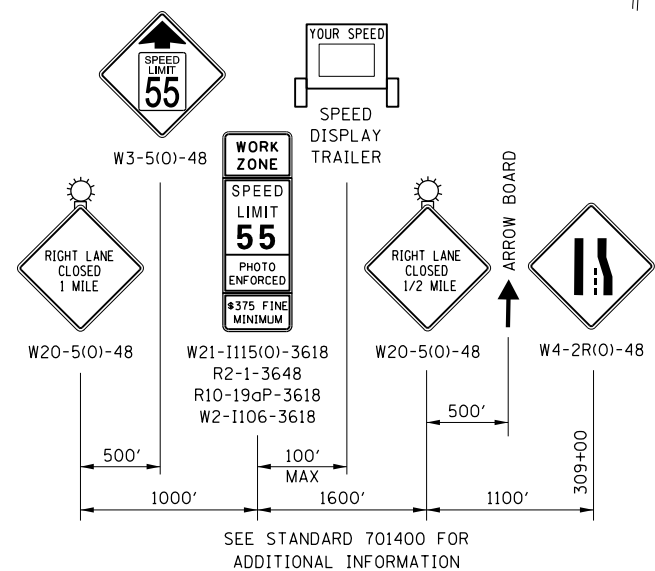
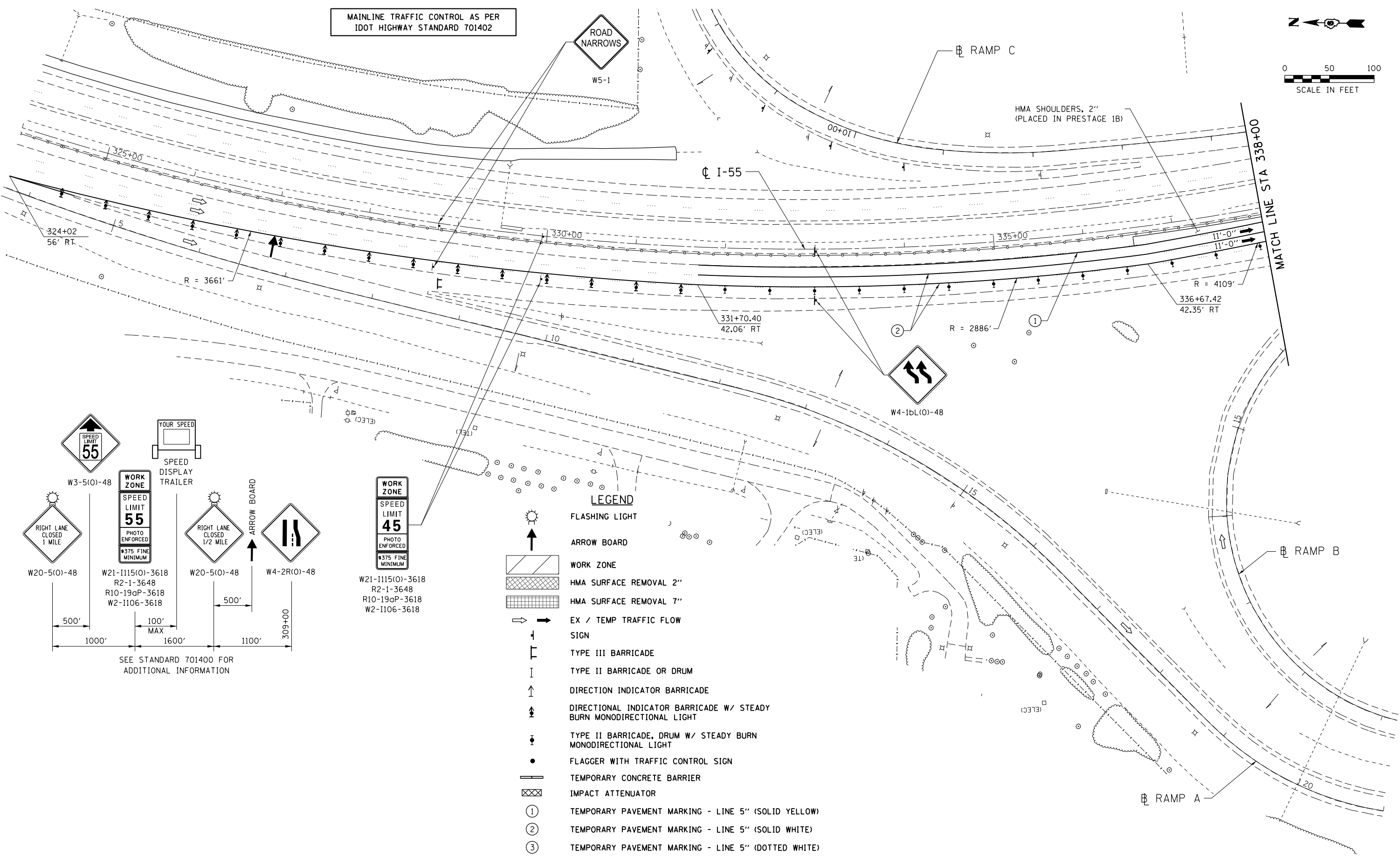
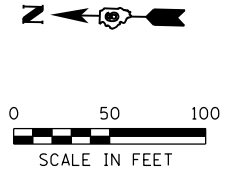
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL STAGE 2
TYPICAL SECTIONS**

SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	32
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

MAINLINE TRAFFIC CONTROL AS PER
IDOT HIGHWAY STANDARD 701402



- LEGEND**
- FLASHING LIGHT
 - ARROW BOARD
 - WORK ZONE
 - HMA SURFACE REMOVAL 2"
 - HMA SURFACE REMOVAL 7"
 - EX / TEMP TRAFFIC FLOW SIGN
 - TYPE III BARRICADE
 - TYPE II BARRICADE OR DRUM
 - DIRECTION INDICATOR BARRICADE
 - DIRECTIONAL INDICATOR BARRICADE W/ STEADY BURN MONODIRECTIONAL LIGHT
 - TYPE II BARRICADE, DRUM W/ STEADY BURN MONODIRECTIONAL LIGHT
 - FLAGGER WITH TRAFFIC CONTROL SIGN
 - TEMPORARY CONCRETE BARRIER
 - IMPACT ATTENUATOR
 - TEMPORARY PAVEMENT MARKING - LINE 5" (SOLID YELLOW)
 - TEMPORARY PAVEMENT MARKING - LINE 5" (SOLID WHITE)
 - TEMPORARY PAVEMENT MARKING - LINE 5" (DOTTED WHITE)

FILE NAME = S:\Projects\2013\JOBS\13-48 IDOT D6 FTB 137 Item 20 W07 58 1-55 Bridge\CADD\CADD Sheets\0672F49-sht-Stage2_01.dgn
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 PLOT DRIVER = \$PLTDVRS\$



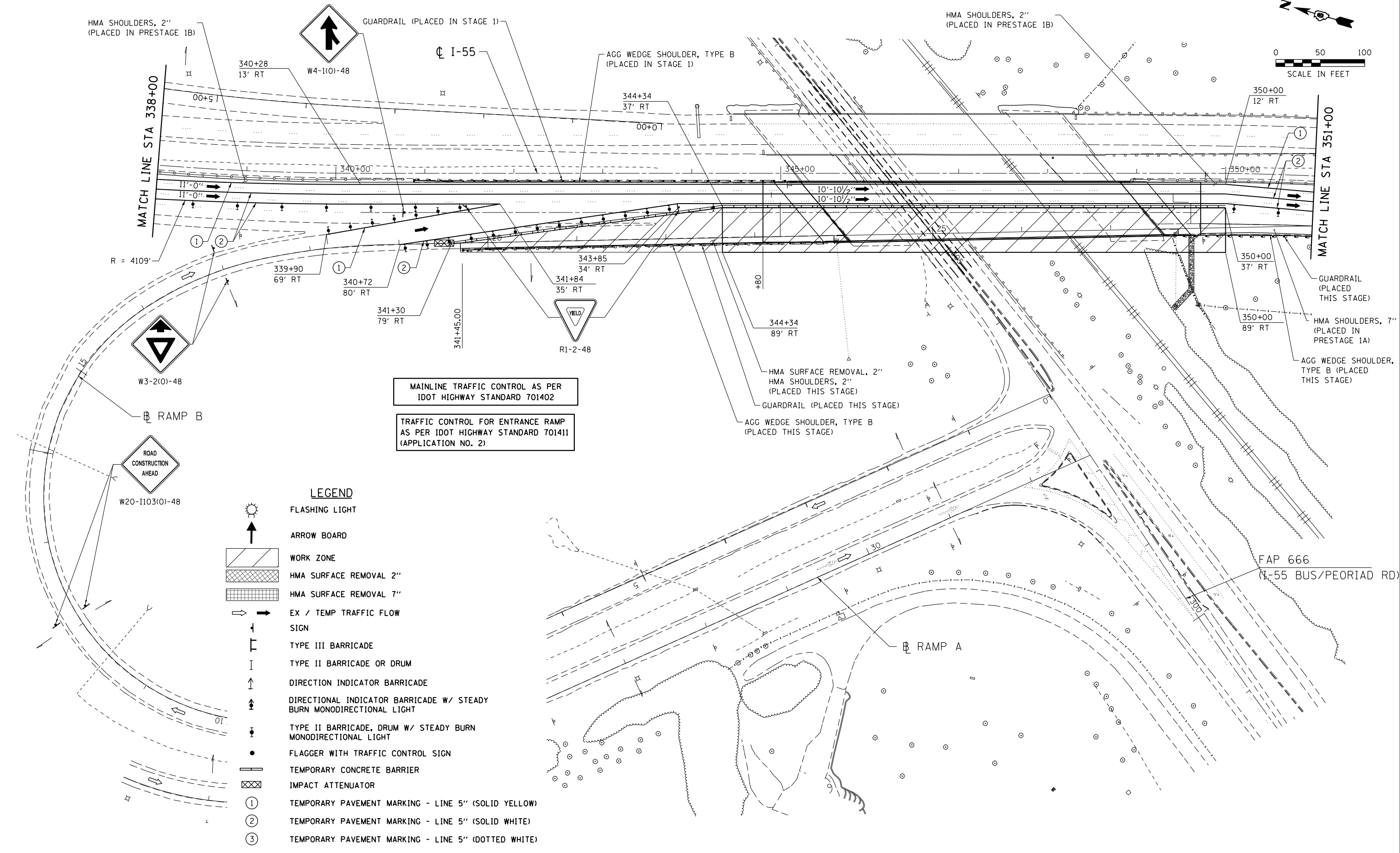
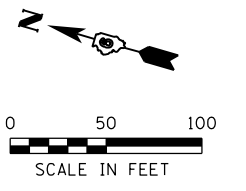
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PLOT DATE = 10/22/2014	DATE - 10/17/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL STAGE 2
SOUTHBOUND I-55

SCALE: 1" = 50' SHEET NO. 1 OF 3 SHEETS STA. 324+00 TO STA. 338+00


















F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	33
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				



MAINLINE TRAFFIC CONTROL AS PER IDOT HIGHWAY STANDARD 701402

TRAFFIC CONTROL FOR ENTRANCE RAMP AS PER IDOT HIGHWAY STANDARD 701411 (APPLICATION NO. 2)

LEGEND

-  FLASHING LIGHT
-  ARROW BOARD
-  WORK ZONE
-  HMA SURFACE REMOVAL 2"
-  HMA SURFACE REMOVAL 7"
-  EX / TEMP TRAFFIC FLOW SIGN
-  TYPE III BARRICADE
-  TYPE II BARRICADE OR DRUM
-  DIRECTION INDICATOR BARRICADE
-  DIRECTIONAL INDICATOR BARRICADE W/ STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE, DRUM W/ STEADY BURN MONODIRECTIONAL LIGHT
-  FLAGGER WITH TRAFFIC CONTROL SIGN
-  TEMPORARY CONCRETE BARRIER
-  IMPACT ATTENUATOR
-  ① TEMPORARY PAVEMENT MARKING - LINE 5" (SOLID YELLOW)
-  ② TEMPORARY PAVEMENT MARKING - LINE 5" (SOLID WHITE)
-  ③ TEMPORARY PAVEMENT MARKING - LINE 5" (DOTTED WHITE)

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 PLOT DRIVER = \$PLTDRVS\$



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 DRAWN - TF
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 DATE - 10/17/2014

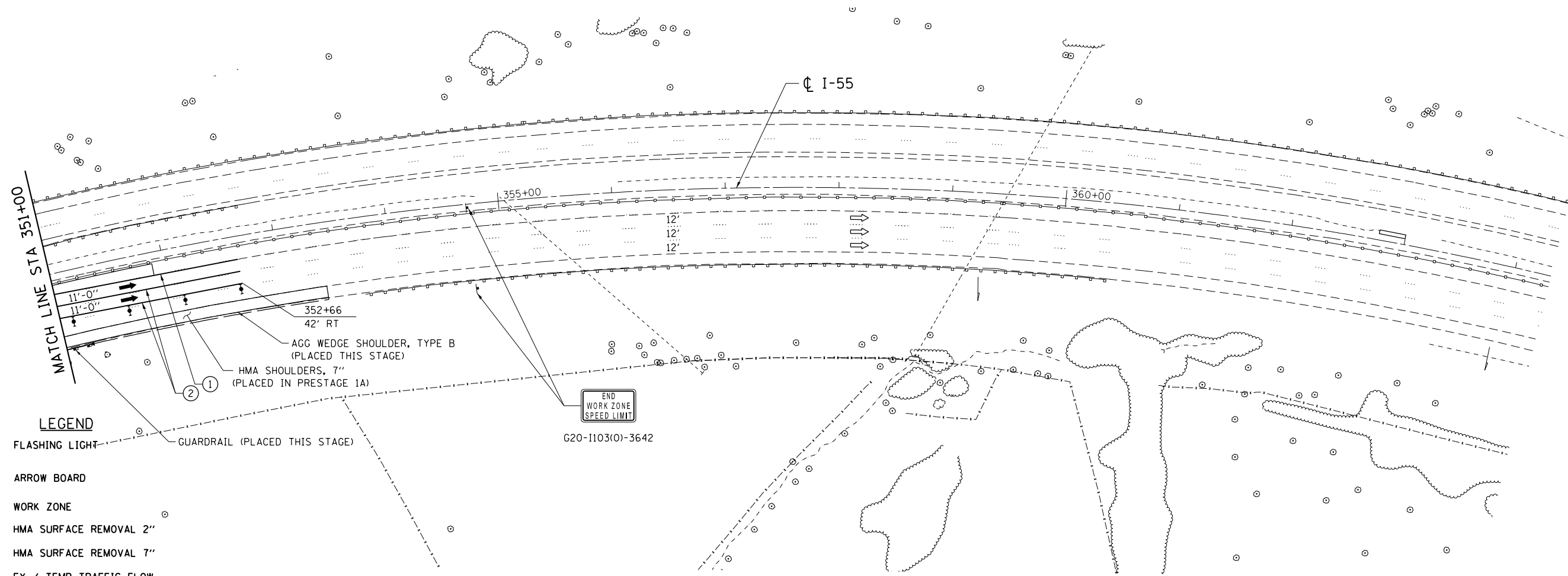
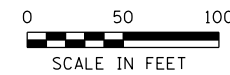
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



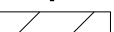















TRAFFIC CONTROL STAGE 2
SOUTHBOUND I-55

SCALE: 1" = 50' SHEET NO. 2 OF 3 SHEETS STA. 338+00 TO STA. 351+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	34
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				



LEGEND

-  FLASHING LIGHT
-  ARROW BOARD
-  WORK ZONE
-  HMA SURFACE REMOVAL 2"
-  HMA SURFACE REMOVAL 7"
-  EX / TEMP TRAFFIC FLOW
-  SIGN
-  TYPE III BARRICADE
-  TYPE II BARRICADE OR DRUM
-  DIRECTION INDICATOR BARRICADE
-  DIRECTIONAL INDICATOR BARRICADE W/ STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE, DRUM W/ STEADY BURN MONODIRECTIONAL LIGHT
-  FLAGGER WITH TRAFFIC CONTROL SIGN
-  TEMPORARY CONCRETE BARRIER
-  IMPACT ATTENUATOR
-  ① TEMPORARY PAVEMENT MARKING - LINE 5" (SOLID YELLOW)
-  ② TEMPORARY PAVEMENT MARKING - LINE 5" (SOLID WHITE)
-  ③ TEMPORARY PAVEMENT MARKING - LINE 5" (DOTTED WHITE)

END
WORK ZONE
SPEED LIMIT

G20-1103(0)-3642

FILE NAME = S:\Projects\2013\JOBS\13-48\DOT\06\11B\137\Item 20\W07\SB\I-55\Bridges\CADD\CADD Sheets\0672F49-sht-Stage2.03.dgn
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PLOT DRIVER = \$PLTDVRS\$



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PLOT DATE = 10/22/2014	DATE - 10/17/2014	REVISED -

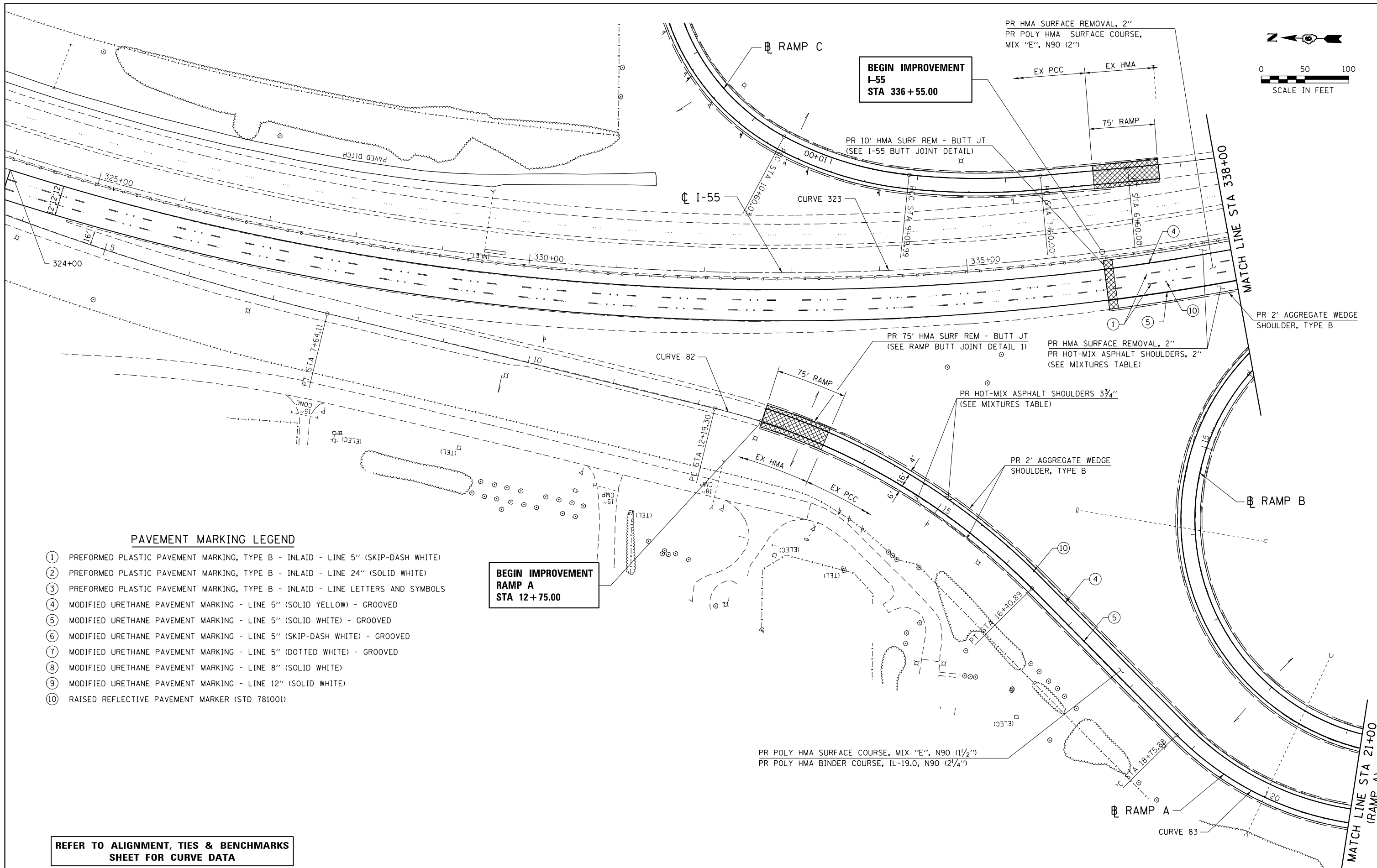
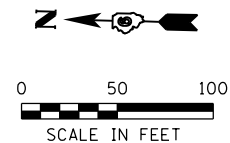
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL STAGE 2
SOUTHBOUND I-55**

SCALE: 1" = 50' SHEET NO. 3 OF 3 SHEETS STA. 351+00 TO STA. 364+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	35
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

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 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLTDRVS\$



PAVEMENT MARKING LEGEND

- ① PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 5" (SKIP-DASH WHITE)
- ② PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 24" (SOLID WHITE)
- ③ PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE LETTERS AND SYMBOLS
- ④ MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (SOLID YELLOW) - GROOVED
- ⑤ MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (SOLID WHITE) - GROOVED
- ⑥ MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (SKIP-DASH WHITE) - GROOVED
- ⑦ MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (DOTTED WHITE) - GROOVED
- ⑧ MODIFIED URETHANE PAVEMENT MARKING - LINE 8" (SOLID WHITE)
- ⑨ MODIFIED URETHANE PAVEMENT MARKING - LINE 12" (SOLID WHITE)
- ⑩ RAISED REFLECTIVE PAVEMENT MARKER (STD 781001)

**BEGIN IMPROVEMENT
RAMP A
STA 12+75.00**

**BEGIN IMPROVEMENT
I-55
STA 336+55.00**

**REFER TO ALIGNMENT, TIES & BENCHMARKS
SHEET FOR CURVE DATA**



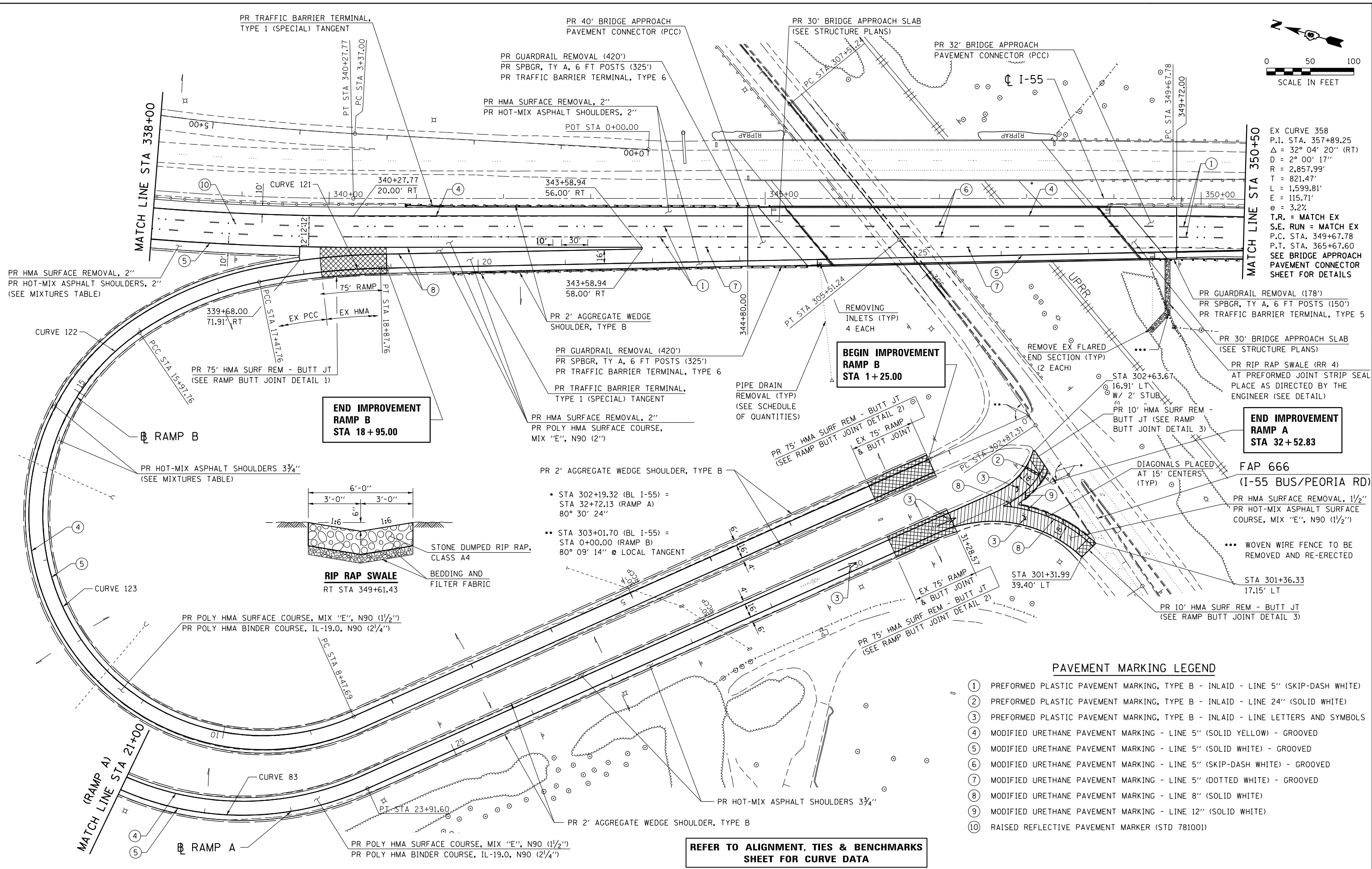
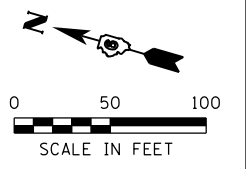
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PLOT DATE = 10/22/2014	DATE - 10/17/2014	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
RAMP A**

SCALE: 1" = 50' SHEET NO. 1 OF 4 SHEETS STA. 12+75 TO STA. 21+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	36
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				



EX CURVE 358
 P.I. STA. 357+89.25
 $\Delta = 32^\circ 04' 20''$ (RT)
 $D = 2^\circ 00' 17''$
 $R = 2,857.99'$
 $T = 821.47'$
 $L = 1,599.81'$
 $E = 115.71'$
 $e = 3.2\%$
 T.R. = MATCH EX
 S.E. RUN = MATCH EX
 P.C. STA. 349+67.78
 P.T. STA. 365+67.60
 SEE BRIDGE APPROACH PAVEMENT CONNECTOR SHEET FOR DETAILS

PR GUARDRAIL REMOVAL (178')
 PR SPBGR, TY A, 6 FT POSTS (150')
 PR TRAFFIC BARRIER TERMINAL, TYPE 5
 PR 30' BRIDGE APPROACH SLAB (SEE STRUCTURE PLANS)
 PR RIP RAP SWALE (RR 4) AT PREFORMED JOINT STRIP SEAL PLACE AS DIRECTED BY THE ENGINEER (SEE DETAIL)

END IMPROVEMENT RAMP A STA 32+52.83

FAP 666 (I-55 BUS/PEORIA RD)

PR HMA SURFACE REMOVAL, 1/2"
 PR HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90 (1/2")
 ... WOVEN WIRE FENCE TO BE REMOVED AND RE-ERECTED

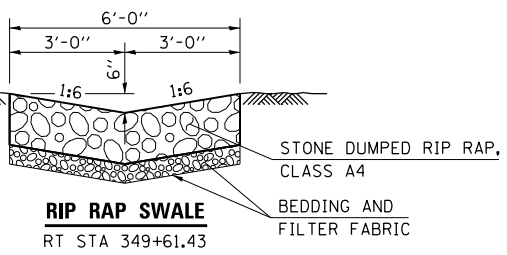
STA 301+36.33 17.15' LT
 STA 301+31.99 39.40' LT

PR 10' HMA SURF REM - BUTT JT (SEE RAMP BUTT JOINT DETAIL 3)

- PAVEMENT MARKING LEGEND**
- ① PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 5" (SKIP-DASH WHITE)
 - ② PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 24" (SOLID WHITE)
 - ③ PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE LETTERS AND SYMBOLS
 - ④ MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (SOLID YELLOW) - GROOVED
 - ⑤ MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (SOLID WHITE) - GROOVED
 - ⑥ MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (SKIP-DASH WHITE) - GROOVED
 - ⑦ MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (DOTTED WHITE) - GROOVED
 - ⑧ MODIFIED URETHANE PAVEMENT MARKING - LINE 8" (SOLID WHITE)
 - ⑨ MODIFIED URETHANE PAVEMENT MARKING - LINE 12" (SOLID WHITE)
 - ⑩ RAISED REFLECTIVE PAVEMENT MARKER (STD 781001)

REFER TO ALIGNMENT, TIES & BENCHMARKS SHEET FOR CURVE DATA

- STA 302+19.32 (BL I-55) = STA 32+72.13 (RAMP A) 80° 30' 24"
- STA 303+01.70 (BL I-55) = STA 0+00.00 (RAMP B) 80° 09' 14" @ LOCAL TANGENT



PR POLY HMA SURFACE COURSE, MIX "E", N90 (1/2")
 PR POLY HMA BINDER COURSE, IL-19.0, N90 (2/4")

PR POLY HMA SURFACE COURSE, MIX "E", N90 (1/2")
 PR POLY HMA BINDER COURSE, IL-19.0, N90 (2/4")

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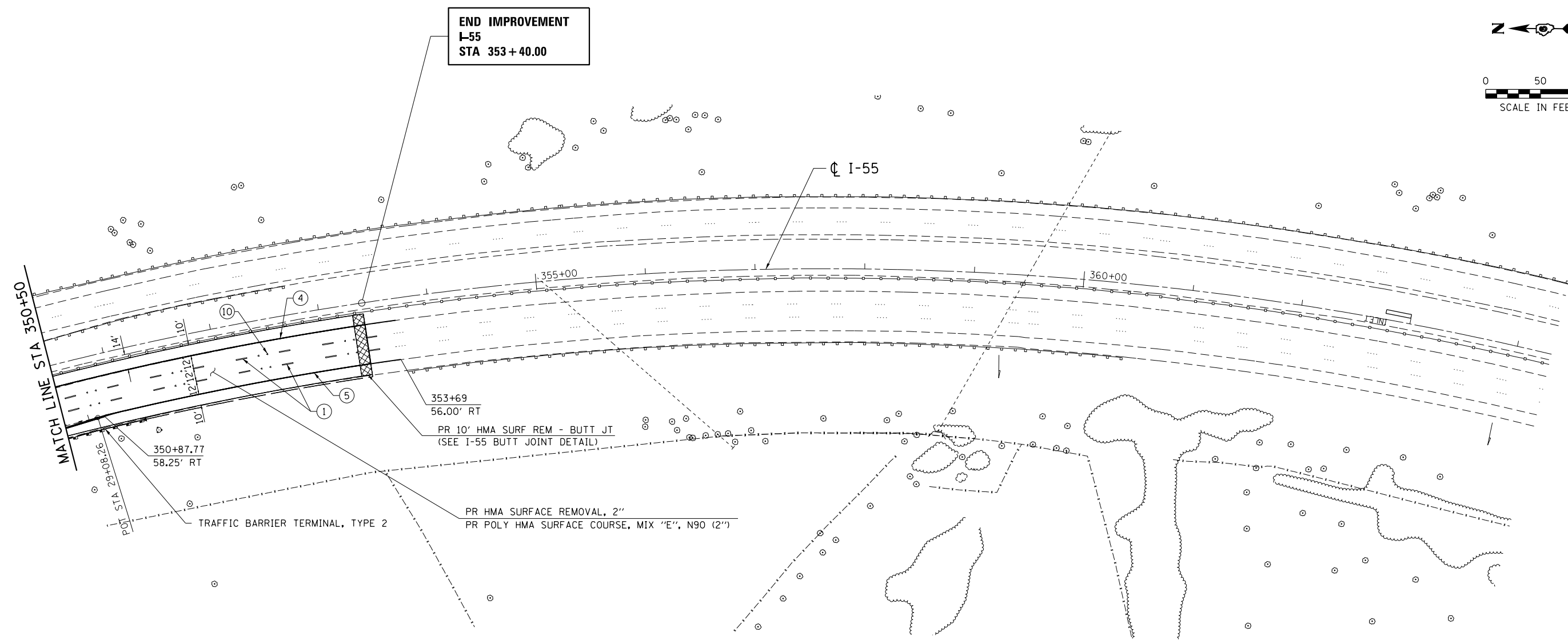
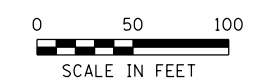
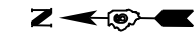


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PLOT DATE = 10/22/2014	DATE - 10/17/2014	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
 SOUTHBOUND I-55, BRIDGE, RAMP A & RAMP B**
 SCALE: 1" = 50' SHEET NO. 2 OF 4 SHEETS STA. 338+00 TO STA. 350+00

F.A.I. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	37
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				



REFER TO ALIGNMENT, TIES & BENCHMARKS SHEET FOR ADDITIONAL CURVE DATA

PAVEMENT MARKING LEGEND

- ① PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 5" (SKIP-DASH WHITE)
- ② PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 24" (SOLID WHITE)
- ③ PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE LETTERS AND SYMBOLS
- ④ MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (SOLID YELLOW) - GROOVED
- ⑤ MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (SOLID WHITE) - GROOVED
- ⑥ MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (SKIP-DASH WHITE) - GROOVED
- ⑦ MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (DOTTED WHITE) - GROOVED
- ⑧ MODIFIED URETHANE PAVEMENT MARKING - LINE 8" (SOLID WHITE)
- ⑨ MODIFIED URETHANE PAVEMENT MARKING - LINE 12" (SOLID WHITE)
- ⑩ RAISED REFLECTIVE PAVEMENT MARKER (STD 781001)

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 PLOT DRIVER = \$PLTDVRS\$



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PLOT DATE = 10/22/2014	DATE - 10/17/2014	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

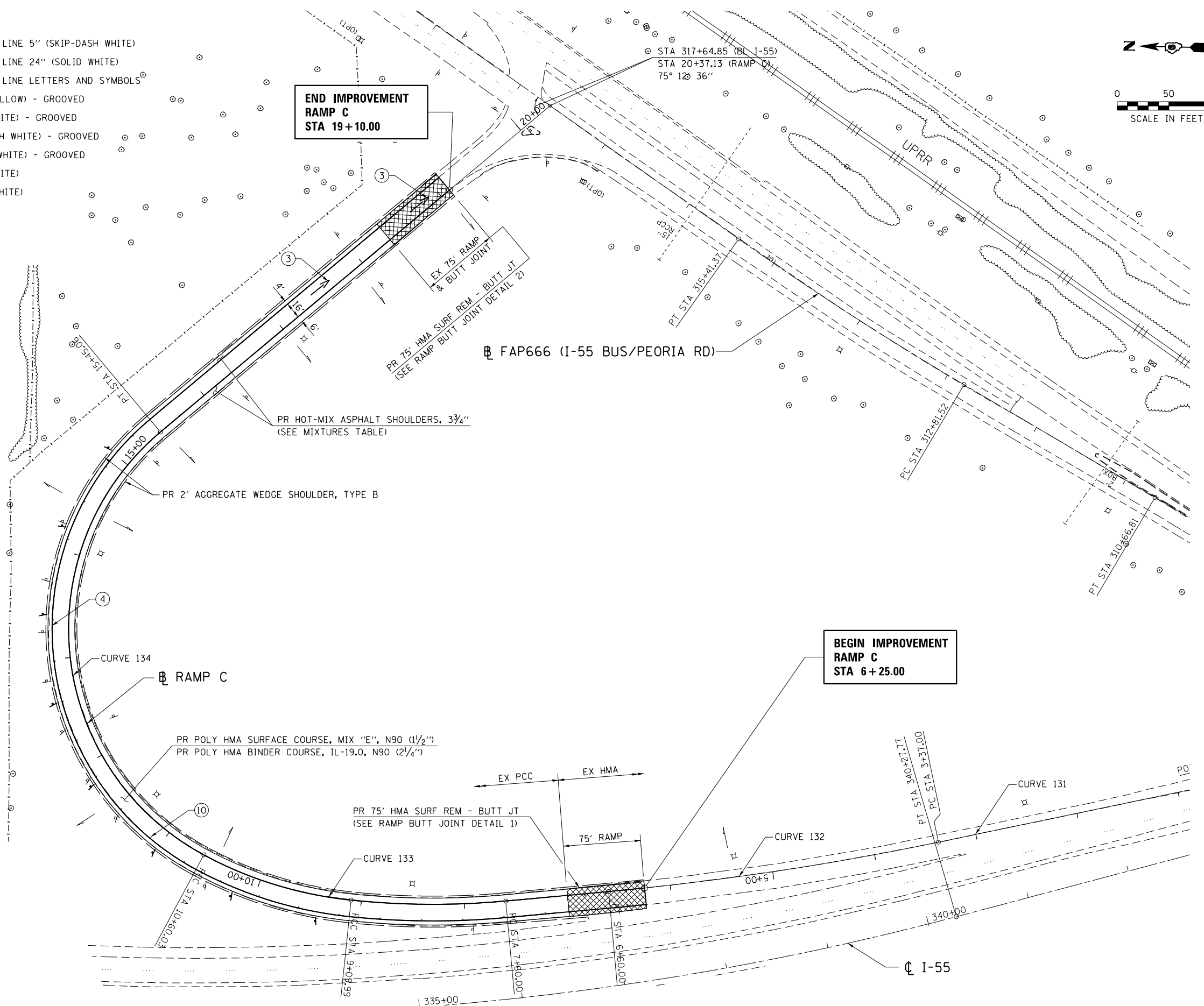
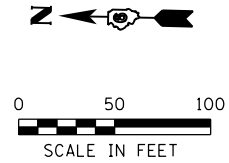
**ROADWAY PLAN
SOUTHBOUND I-55**

SCALE: 1" = 50' SHEET NO. 3 OF 4 SHEETS STA. 350+50 TO STA. 364+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	38
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

PAVEMENT MARKING LEGEND

- ① PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 5" (SKIP-DASH WHITE)
- ② PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 24" (SOLID WHITE)
- ③ PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE LETTERS AND SYMBOLS
- ④ MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (SOLID YELLOW) - GROOVED
- ⑤ MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (SOLID WHITE) - GROOVED
- ⑥ MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (SKIP-DASH WHITE) - GROOVED
- ⑦ MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (DOTTED WHITE) - GROOVED
- ⑧ MODIFIED URETHANE PAVEMENT MARKING - LINE 8" (SOLID WHITE)
- ⑨ MODIFIED URETHANE PAVEMENT MARKING - LINE 12" (SOLID WHITE)
- ⑩ RAISED REFLECTIVE PAVEMENT MARKER (STD 781001)



REFER TO ALIGNMENT, TIES & BENCHMARKS SHEET FOR CURVE DATA

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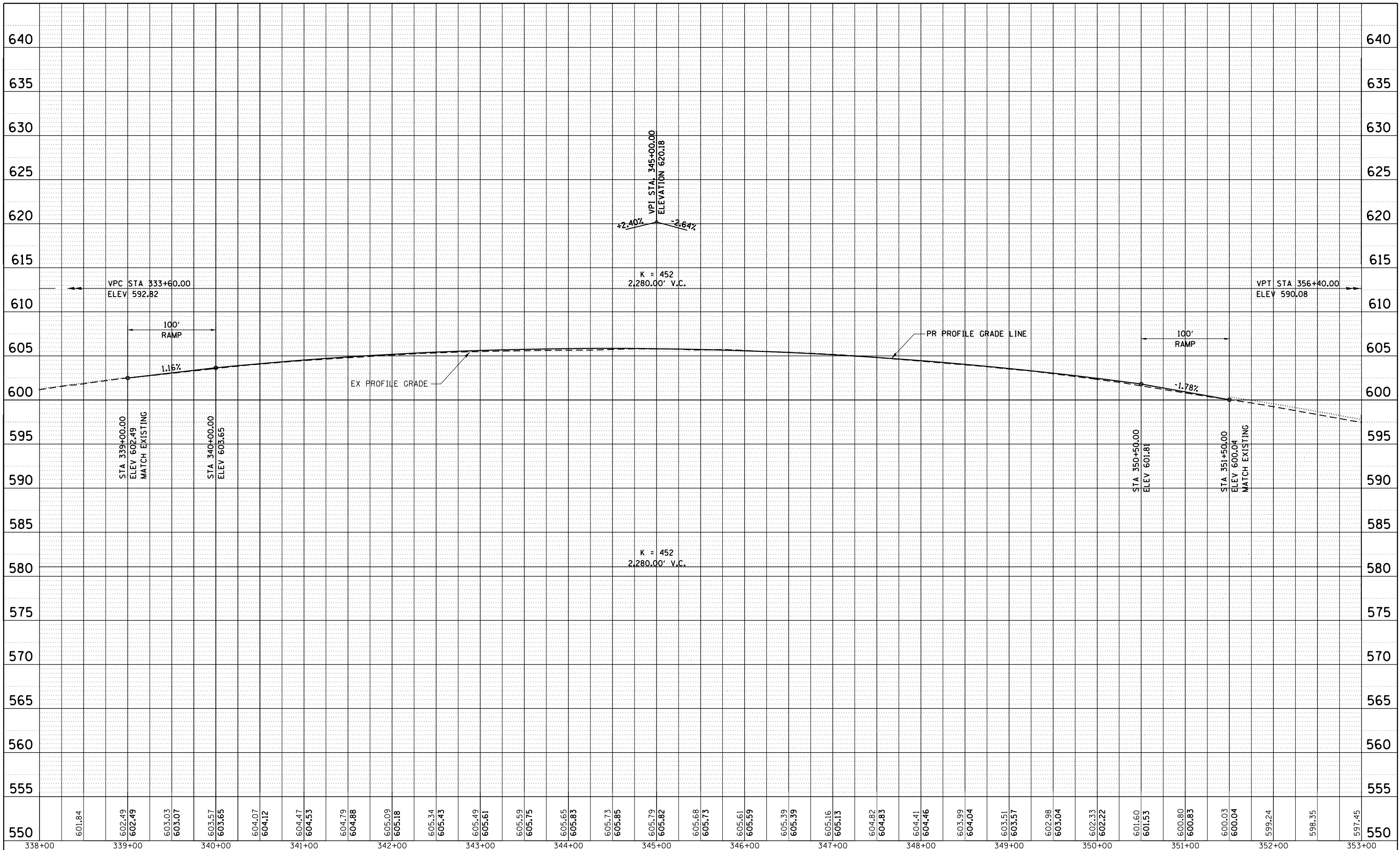
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
RAMP C**

SCALE: 1" = 50' SHEET NO. 4 OF 4 SHEETS STA. 6+25 TO STA. 19+10

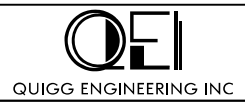
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	39
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

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 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLTDVRS\$



338+00 339+00 340+00 341+00 342+00 343+00 344+00 345+00 346+00 347+00 348+00 349+00 350+00 351+00 352+00 353+00

601.84 602.49 602.49 603.03 603.07 603.57 603.65 604.07 604.12 604.47 604.53 604.79 604.88 605.09 605.18 605.34 605.43 605.49 605.61 605.59 605.75 605.65 605.83 605.73 605.85 605.79 605.82 605.68 605.73 605.61 605.59 605.39 605.39 605.16 605.13 604.82 604.83 604.41 604.46 603.99 604.04 603.51 603.57 602.98 603.04 602.33 602.22 601.60 601.53 600.80 600.83 600.03 600.04 599.24 598.35 597.45



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

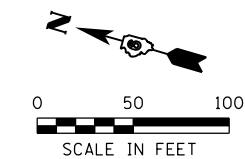
ROADWAY PROFILE
SOUTHBOUND I-55

SCALE: SHEET 1 OF 1 SHEETS STA. 339+00.00 TO STA. 351+50.00

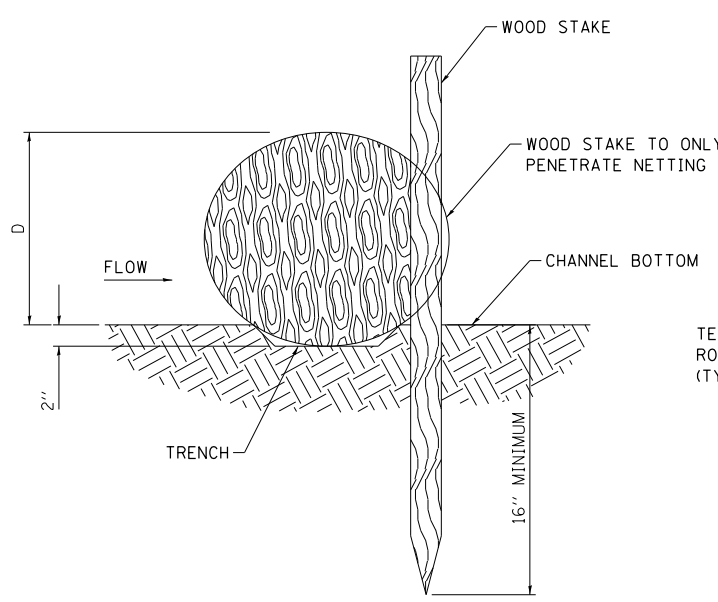
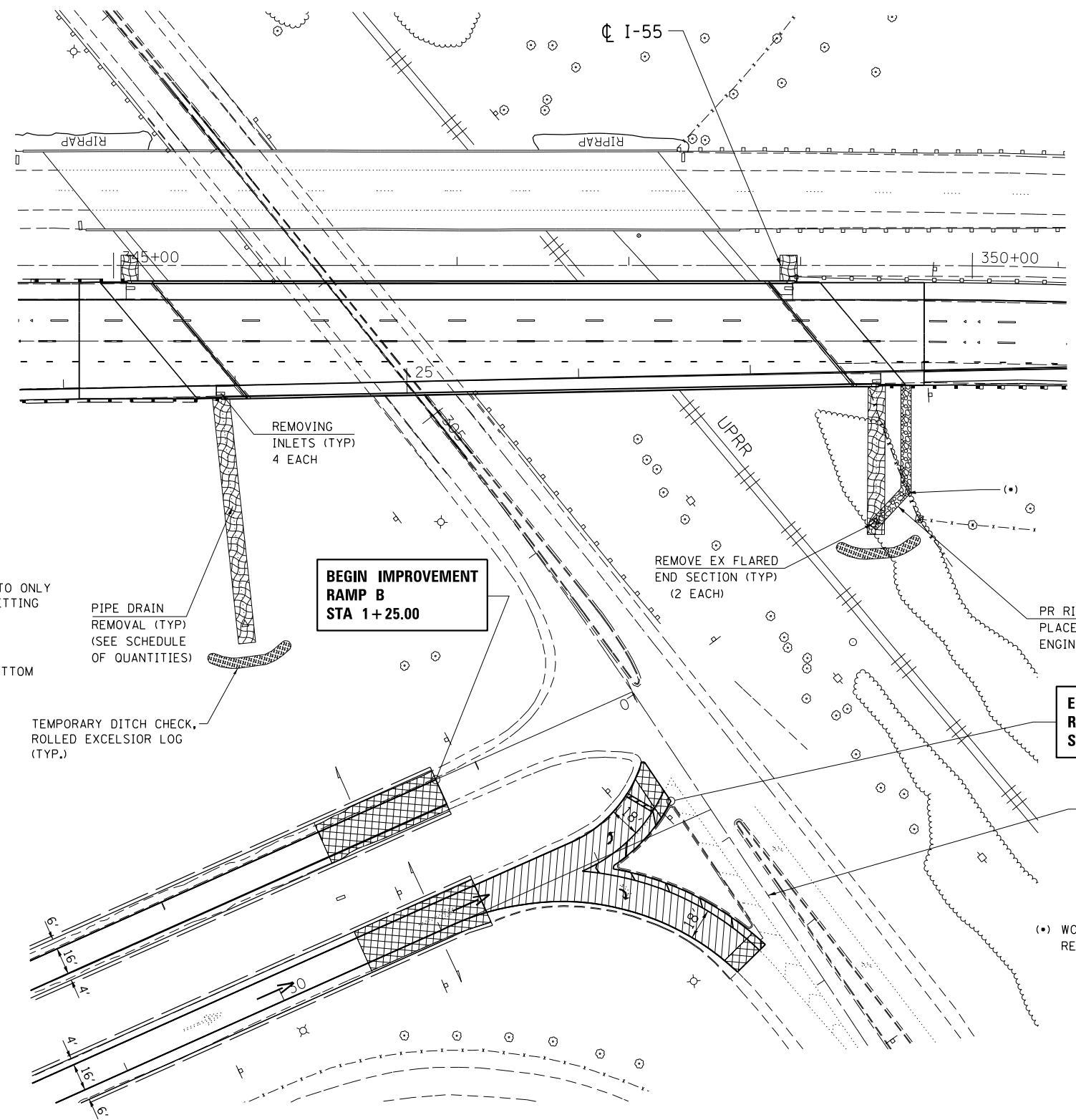
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	40
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

LEGEND

-  SEEDING, CLASS 2A WITH EROSION CONTROL BLANKET
-  TEMPORARY DITCH CHECK, ROLLED EXCELSIOR LOG



NOTES: TEMPORARY EROSION CONTROL SEEDING TO BE USED ON ALL EXPOSED SLOPES.



ROLLED EXCELSIOR LOG DETAIL
NOT TO SCALE

**BEGIN IMPROVEMENT
RAMP B
STA 1+25.00**

**END IMPROVEMENT
RAMP A
STA 32+52.83**

**B BUSINESS
LOOP I-55**

(*) WOVEN WIRE FENCE TO BE REMOVED AND RE-ERECTED

FILE NAME = S:\Projects\2013\JOBS\13-40\DOT\06\117\Item 20\W07\SB I-55 Bridge\CADD\CADD Sheets\0672F49-sht-Eros_01.dgn
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN
SOUTHBOUND I-55, BRIDGE, RAMP A & RAMP B

SCALE: 1" = 40' SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	41
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

- Calculated weight of Structural Steel Repair = 28,910 lbs (Grade 36)
- Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts $\frac{7}{8}$ " ϕ , holes $\frac{5}{8}$ " ϕ , unless otherwise noted.
- No field welding is permitted except as specified in the contract documents.
- The Contractor shall test the existing welds by non-destructive methods within 2 ft. of the existing top flange cover plates for cracks after removal of the existing concrete deck. Dye penetrant (PT), magnetic particle (MT), or other approved testing method shall be performed by qualified personnel approved by the Engineer. If cracks are found, report them to the Bureau of Bridges and Structures for disposition. The cost of testing is included in Removal of Existing Concrete Deck. The cost of crack repair, if necessary, will be paid for according to Article 109.04 of the Standard Specifications.
- Reinforcement bars designated (E) shall be epoxy coated.
- Prior to pouring the new concrete diaphragms and 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 Removal of Existing Concrete Deck.
As directed by the Engineer, the existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer.
Any cracks that cannot be removed by grinding $\frac{1}{4}$ " deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.
- Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ " (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Cleaning and field painting of structural steel shall be done under a separate paint contract except as noted.
- "CLEANING AND PAINTING STRUCTURAL STEEL, LOCATION 1 shall be as specified in the Special Provision for "Cleaning and Painting Existing Steel Structures". The area consists of cleaning and painting the south end of beam #1 in span 5. Paint limits shall be from the south end of the beam to the first splice to the north (approximately 46'). Areas to be cleaned and painted shall include the entire outer half of the beam and the bottom of the bottom flange. All steel described here shall be cleaned per commercial Grade Power tool cleaning SSPC-SP 15 and painted according to the requirements of paint system 1 - OZ/E/U. The color of the final finish coat for the designated area shall be gray, Munsell No. 5B 7/1."

- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
- All new structural steel shall be shop painted with an inorganic zinc rich primer per AASHTO M300, Type 1.
- Existing structural steel that will be in contact with new structural steel shall be cleaned and painted as required by the Special Provision for "Cleaning and Painting Contact Surface Areas of Existing Steel Structures."

INDEX OF SHEETS

- General Plan & Elevation
- General Data
- Abutment Drainage System & Temporary Sheet Piling
- Stage Construction Details
- Temporary Concrete Barrier for Stage Construction
- Top of Slab Elevations
- Top of Slab Elevations
- Top of Slab Elevations
- Top of Slab Elevations
- Top of Slab Elevations
- Top of Slab Elevations
- Top of Slab Elevations
- Top of North Approach Slab Elevations
- Top of South Approach Slab Elevations
- Superstructure
- Superstructure Details
- Superstructure Bill of Material
- Concrete Diaphragm Details
- Concrete Parapet Slipforming Option
- North Bridge Approach Slab
- South Bridge Approach Slab
- Bridge Approach Slab Details
- Precast Bridge Approach Slab
- Precast Bridge Approach Slab
- Drainage Scupper, DS-II
- Girder and Framing Plan
- Structural Steel Details
- Stress Tables
- Bearing Assembly
- Slope Wall Repairs
- Concrete Removal Details
- North Abutment
- South Abutment
- Pier 1
- Pier 2
- Pier 3
- Pier 4
- Bar Splicer Assembly and Mechanical Splicer Details

FLOOR DRAIN LOCATIONS

E. Curb	W. Curb
Sta. 345+41.00	Sta. 345+94.00
Sta. 345+56.00	Sta. 346+09.00
Sta. 345+71.00	Sta. 346+23.00

SCUPPER LOCATIONS

E. Curb	W. Curb
Sta. 346+89.00	Sta. 347+40.00
Sta. 347+17.00	Sta. 347+66.00
Sta. 348+44.00	Sta. 348+92.00

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu Yd		56.4	56.4
Sloped Wall Removal	Sq Yd		649	649
Removal of Existing Concrete Deck	Each	1		1
Protective Shield	Sq Yd	1,093		1,093
Structure Excavation	Cu Yd		222	222
Floor Drains	Each	6		6
Concrete Structures	Cu Yd		101.3	101.3
Concrete Superstructure	Cu Yd	1,011.2		1,011.2
Bridge Deck Grooving	Sq Yd	3,427		3,427
Protective Coat	Sq Yd	3,804		3,804
Stud Shear Connectors	Each	11,271		11,271
Reinforcement Bars, Epoxy Coated	Pound	207,270	3,990	211,260
Bar Splicers	Each	1,175	92	1,267
Sloped Wall 4"	Sq Yd		605	605
Sloped Wall 6"	Sq Yd		44	44
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	175		175
Elastomeric Bearing Assembly, Type II	Each	23		23
Anchor Bolts 1"	Each	46		46
Epoxy Crack Injection	Foot		18	18
Geocomposite Wall Drain	Sq Yd		112	112
Slope Wall Crack Sealing	Foot		219	219
Concrete Wearing Surface, 5"	Sq Yd	432		432
Precast Bridge Approach Slab	Sq Ft	3,838		3,838
Granular Backfill for Structures	Cu Yd		180	180
Structural Steel Repair	L. Sum	1		1
Structural Repair of Concrete (Depth Equal to or Less Than 5")	Sq Ft		124	124
Drainage Scuppers, DS-II	Each	6		6
Temporary Sheet Piling	Sq Ft		497	497
Diamond Grinding (Bridge Section)	Sq Yd	3,427		3,427
Jacking and Cribbing	Each		23	23
Pipe Underdrains for Structures 4"	Foot		223	223
Bituminous Coated Aggregate Sloped Wall 6"	Sq Yd		216	216
Containment and Disposal of Lead Paint Cleaning Residues	L. Sum	1		1
Cleaning and Painting Structural Steel, Location 1	L. Sum	1		1

STATION 346+93.36
RE-BUILT 20 BY
STATE OF ILLINOIS
F.A.I. RT. 55 SEC. (84-2) BR-3
LOADING HS20 & ALT.
STRUCTURE NO. 084-0021

NAME PLATE

See Std. 515001

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

CURVE DATA - BL I-55

P.I. = Sta. 357+89.25
 $\Delta = 32^\circ 04' 20"$ (RT)
D = 2° 00' 17"
R = 2,857.99'
L = 1,599.81'
T = 821.47'
E = 115.71'
T.R. = MATCH EX
S.E. RUN = MATCH EX
P.C. = Sta. 349+67.78
P.T. = Sta. 365+67.60
S.E. = 3.2 %

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PLOT DRIVER = \$PLTDVRS\$



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	CHECKED - MJK	REVISED
PLOT SCALE =	DRAWN - TF	REVISED
PLOT DATE = 12/3/2014	CHECKED - SCD	REVISED

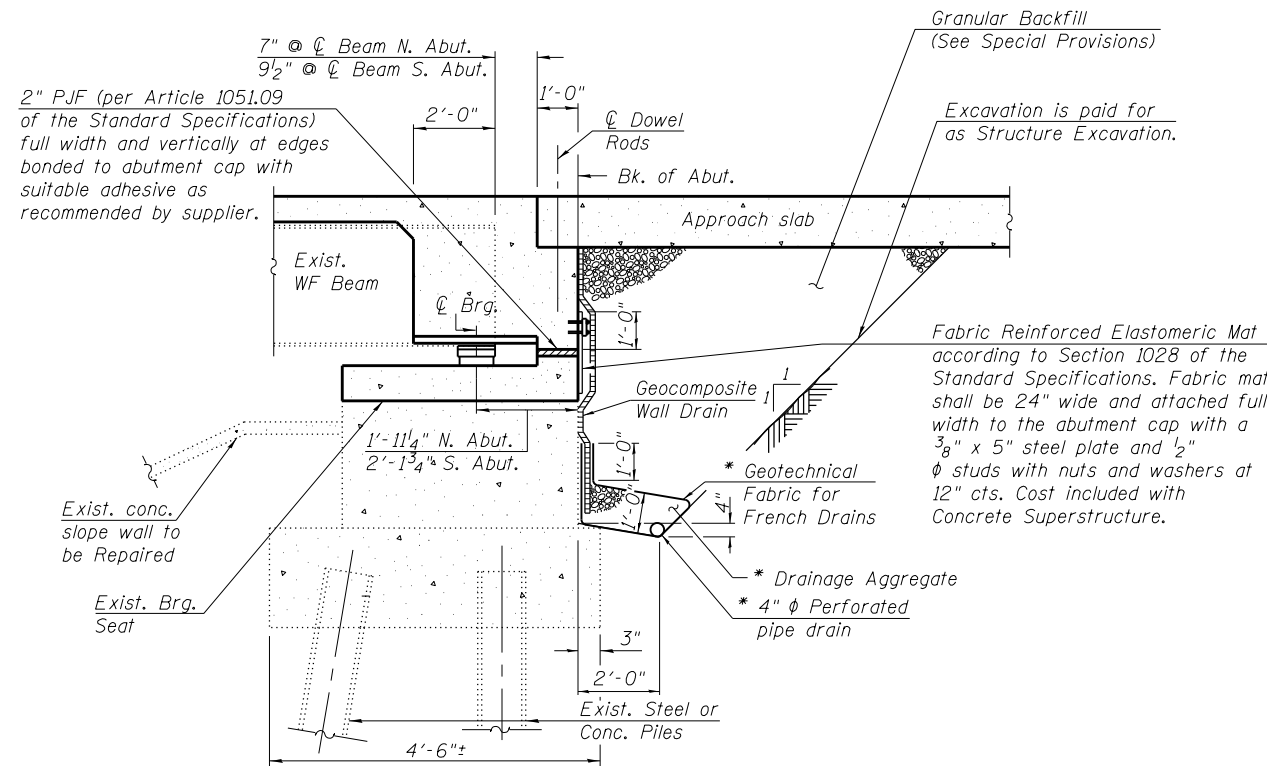
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 084-0021

SHEET NO. 2 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	43
				CONTRACT NO. 72F49
ILLINOIS FED. AID PROJECT				

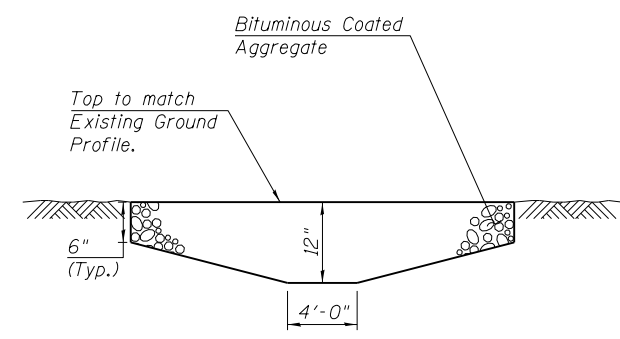
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 PLOT DRIVER = \$PLOTDRIVER\$



SECTION THRU REHABILITATED ABUTMENT
(Horiz. dim. @ Rt. L's)

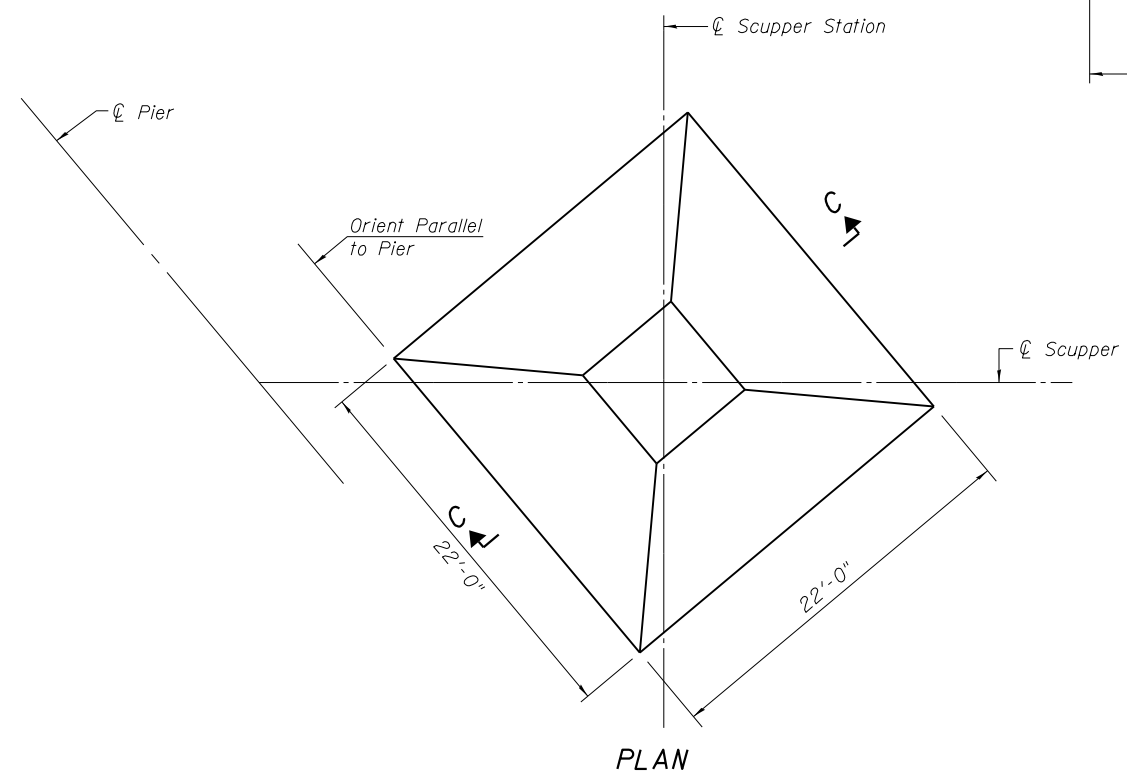
* Included in the cost of Pipe Underdrains for Structures. (See Special Provisions)

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

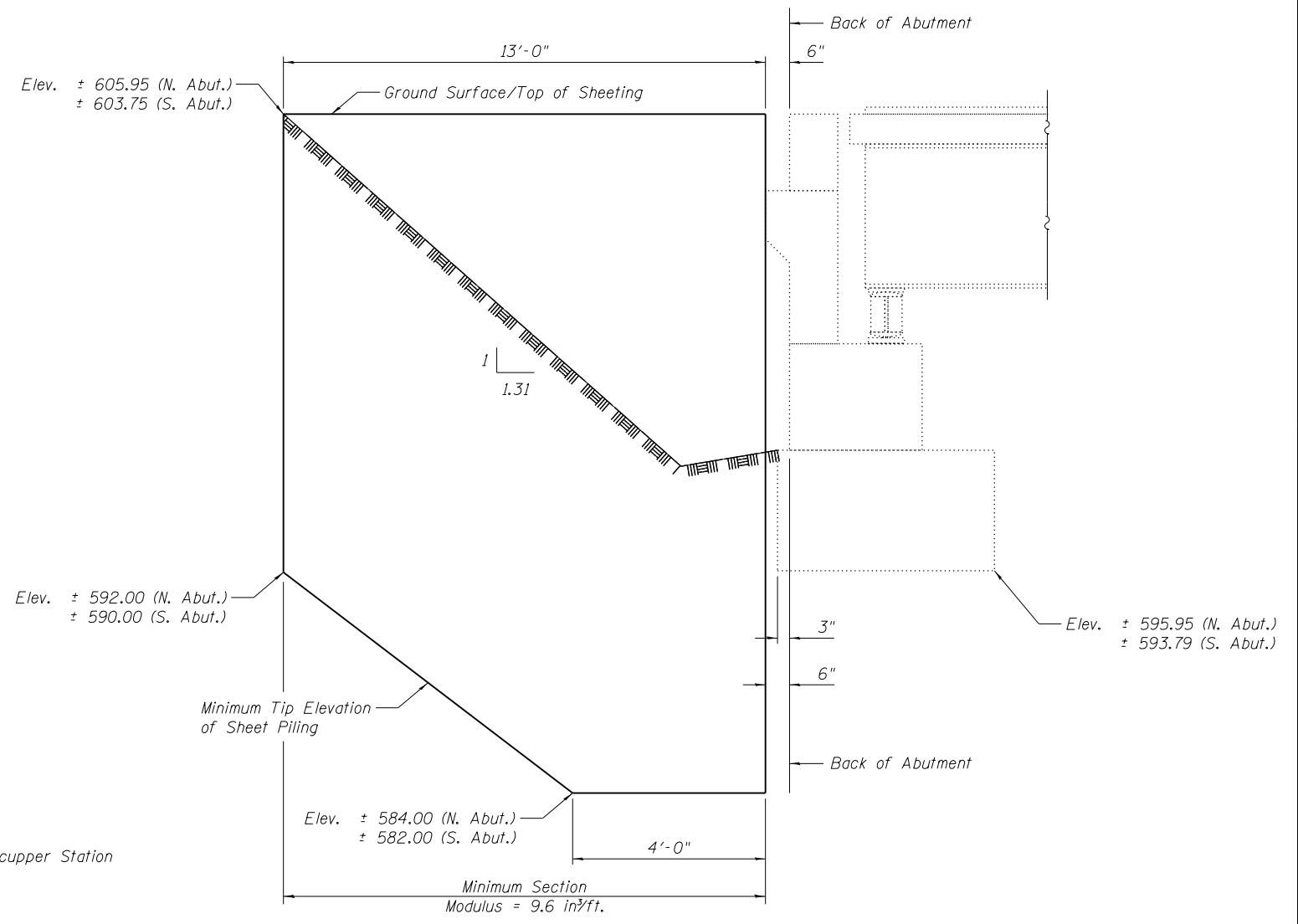


SECTION C-C

BITUMINOUS COATED AGGREGATE PAD LAYOUT (Aggregate pad in Span 3 only)



PLAN



TEMPORARY SHEET PILING

NOTES:

- If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.



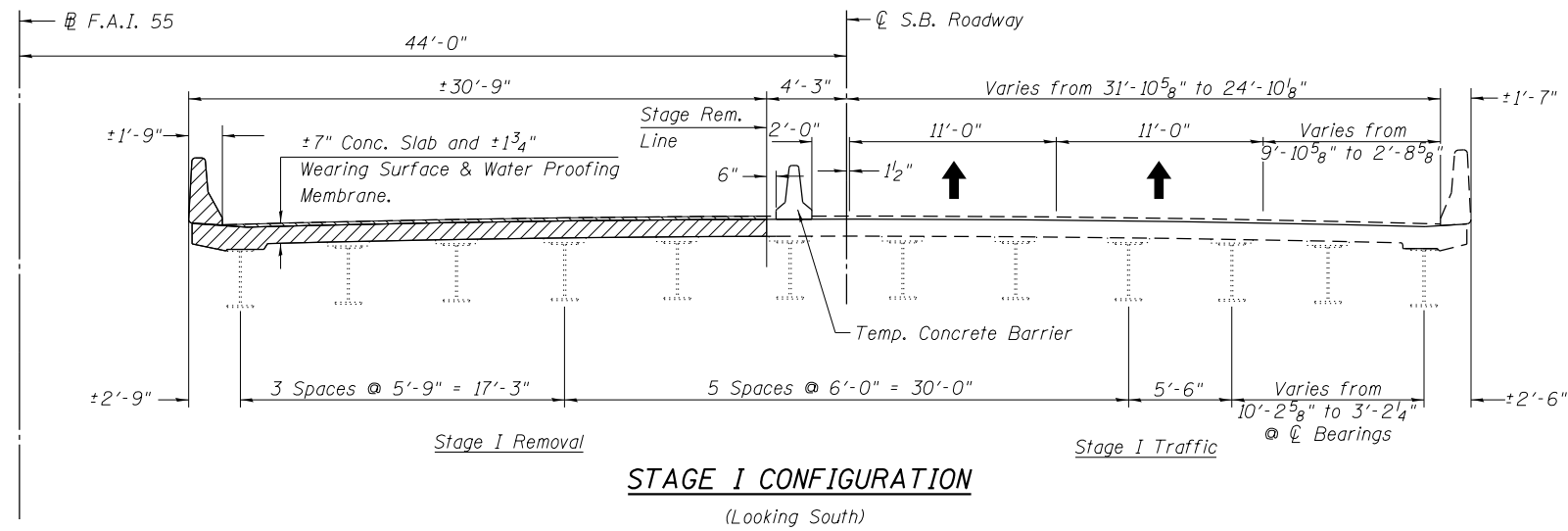
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CHECKED - MJK	REVISIONS	
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PLOT DATE = 11/12/2014	CHECKED - SCD	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

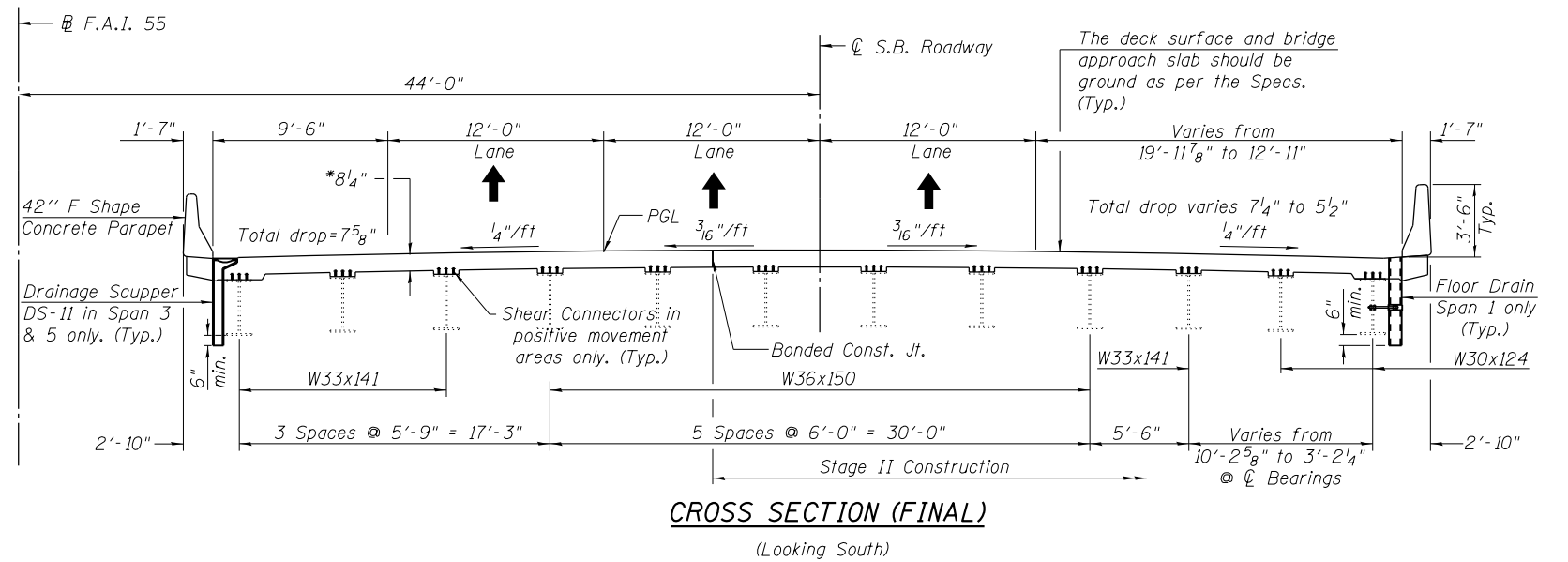
**ABUTMENT DRAINAGE SYSTEM & TEMPORARY SHEET PILING
STRUCTURE NO. 084-0021**

SHEET NO. 3 OF 38 SHEETS

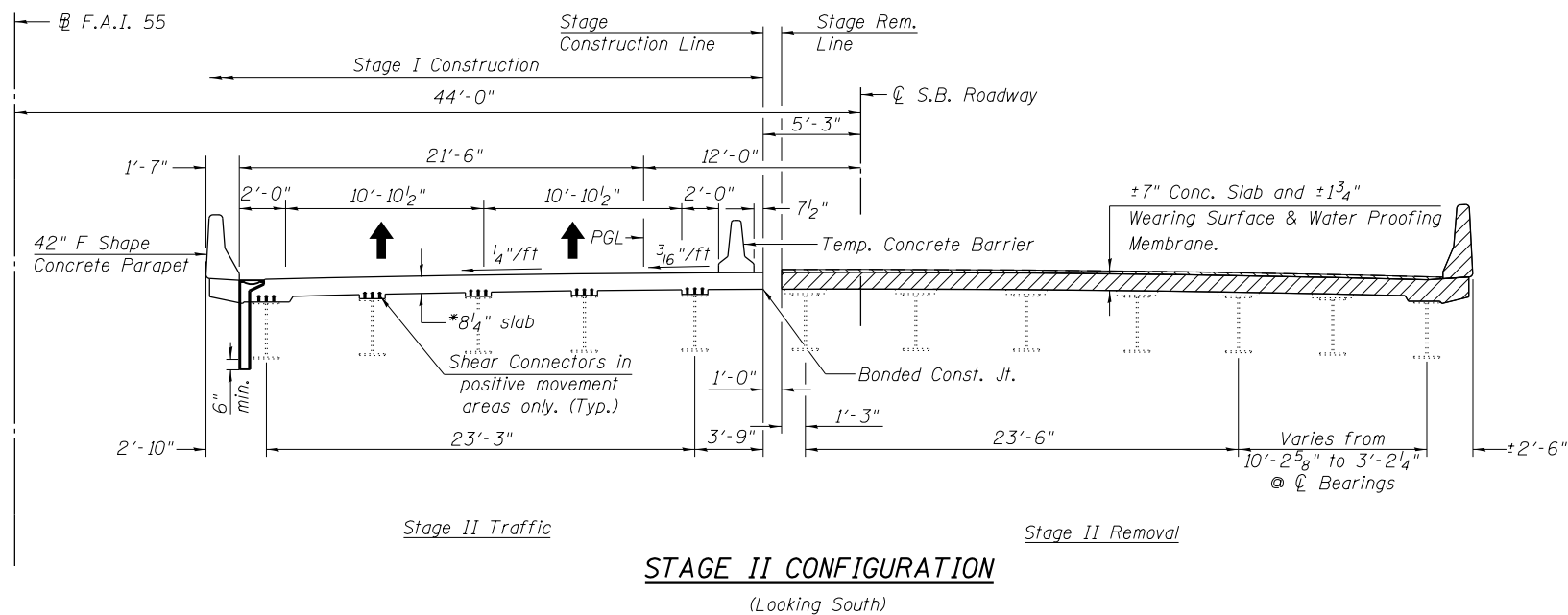
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55	(84-2) BR-3, RS-4	SANGAMON	86	44
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				



Notes:
 Hatched area indicates:
 "Removal of Existing Concrete Deck"
 Existing stay in place forms shall be removed.
 For stage construction details at North Bridge Approach Slab see sheet 20 of 38.
 For stage construction details at South Bridge Approach Slab see sheet 21 of 38.



CROSS SECTION (FINAL)
(Looking South)



* Thickness before grinding. The Bridge Deck and the Approach Slabs shall be ground off by 1/4" max to provide a smooth riding surface.

FILE NAME = S:\Projects\2013\08513-40\DOT D6 FTB 137 Item 20 W07 SB 1-55 Bridge\CADD\CADD Sheets\0840021-72F-49-004-Stage Construction Details.dgn
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USER NAME = tfrey	DESIGNED - KRG	REVISÉ
PLOT SCALE =	CHECKED - MJK	REVISÉ
PLOT DATE = 11/12/2014	DRAWN - TF	REVISÉ
	CHECKED - SCD	REVISÉ

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
 STRUCTURE NO. 084-0021

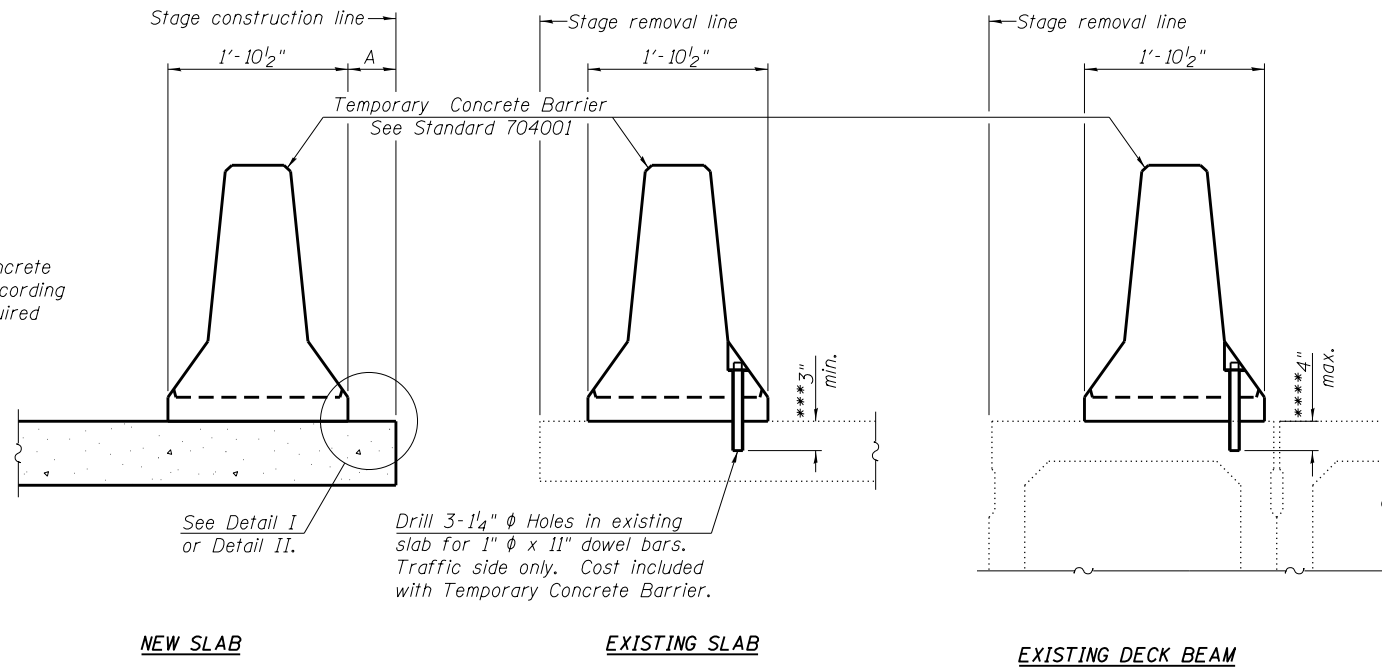
SHEET NO. 4 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	45
CONTRACT NO. 72F49				

ILLINOIS FED. AID PROJECT

FILE NAME = S:\Projects\2013\JOBS\13-40\IDOT\06\FTB\137\Item 26\W07\SB 1-55\Bridges\CADD\CADD Sheets\0840021-72F49-005-Temporary Concrete Barrier For Stage Construction.dgn
 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLTDVRS\$

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



SECTIONS THRU SLAB OR DECK BEAM

NOTES

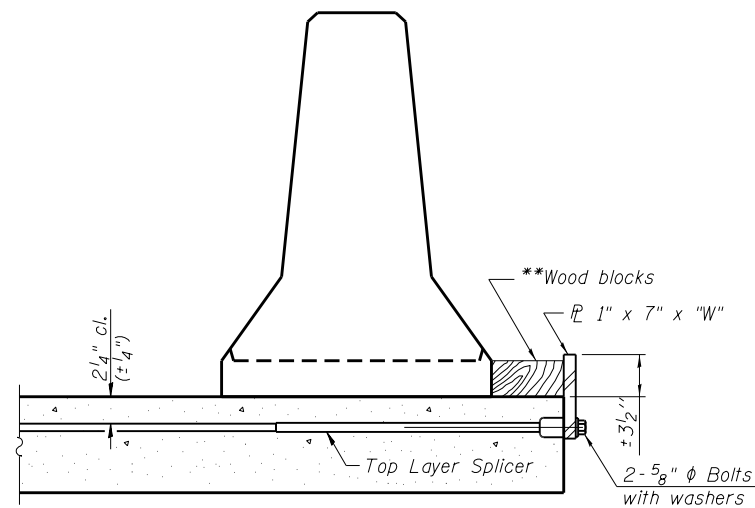
Detail I - With Bar Splicer or Couplers:
 Connect one (1) 1" x 7" x "W" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

Detail II - With Extended Reinforcement Bars:
 Connect one (1) 1" x 7" x "W" steel PL to the concrete slab or concrete wearing surface with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.

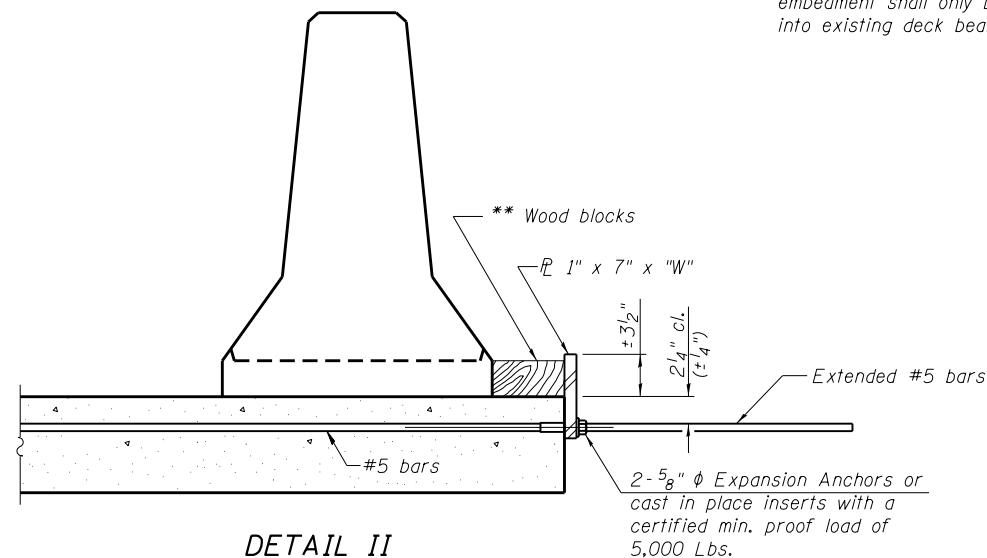
Cost of anchorage is included with "Temporary Concrete Barrier." The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

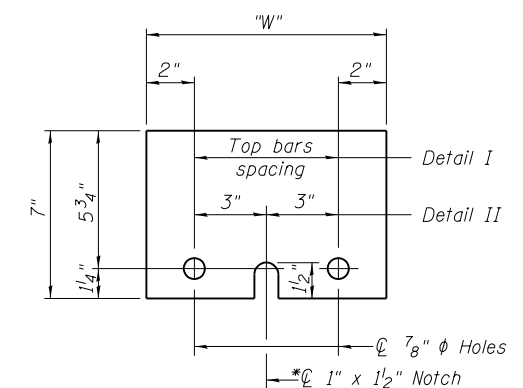
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER PL 1" x 7" x "W"

* Required only with Detail II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"

Note: For pay item "Temporary Concrete Barrier" see Roadway plans.

R-27

7-1-10



USER NAME = rgoertz	DESIGNED - KRG	REVIS
PLOT SCALE =	CHECKED - MJK	REVIS
PLOT DATE = 10/22/2014	DRAWN - TF	REVIS
	CHECKED - SCD	REVIS

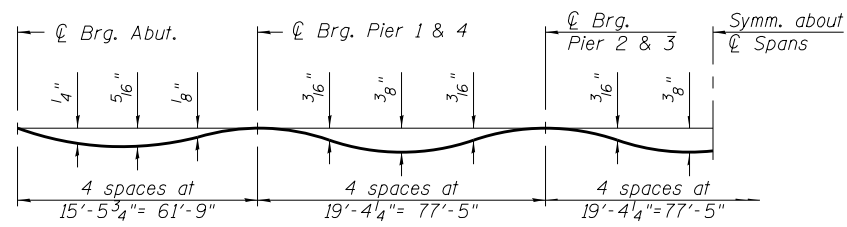
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
 STRUCTURE NO. 084-0021

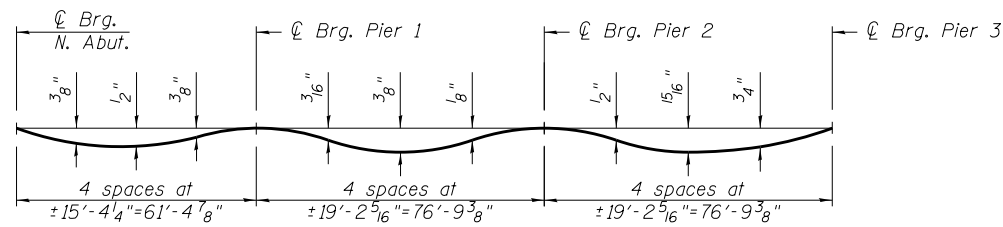
SHEET NO. 5 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	46
			CONTRACT NO. 72F49	

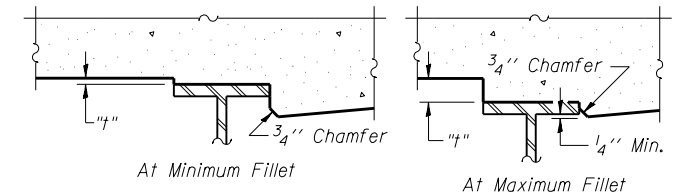
ILLINOIS FED. AID PROJECT



BEAMS 4 TO 9



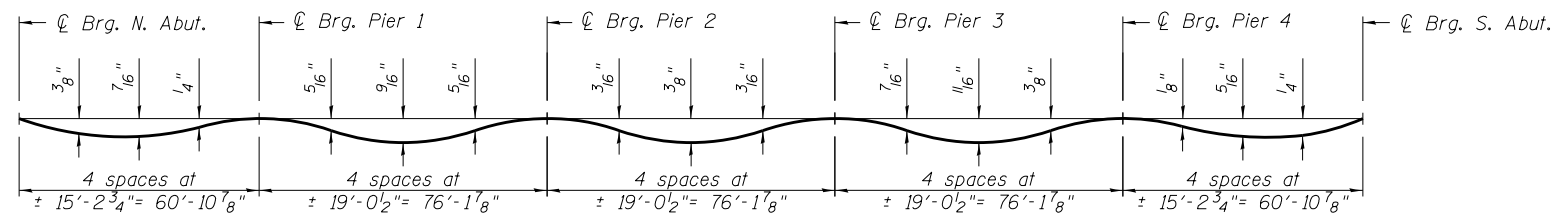
BEAM 11



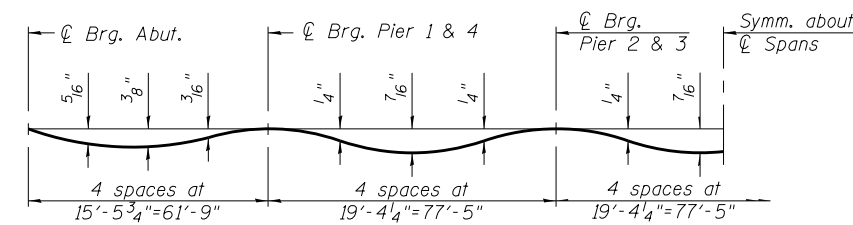
To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets 7 to 12 of 38, minus slab thickness, or *8/4" equals the fillet heights "t" above top flange of beams.
The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets 7 to 12 of 38. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

* thickness before grinding.



BEAM 12

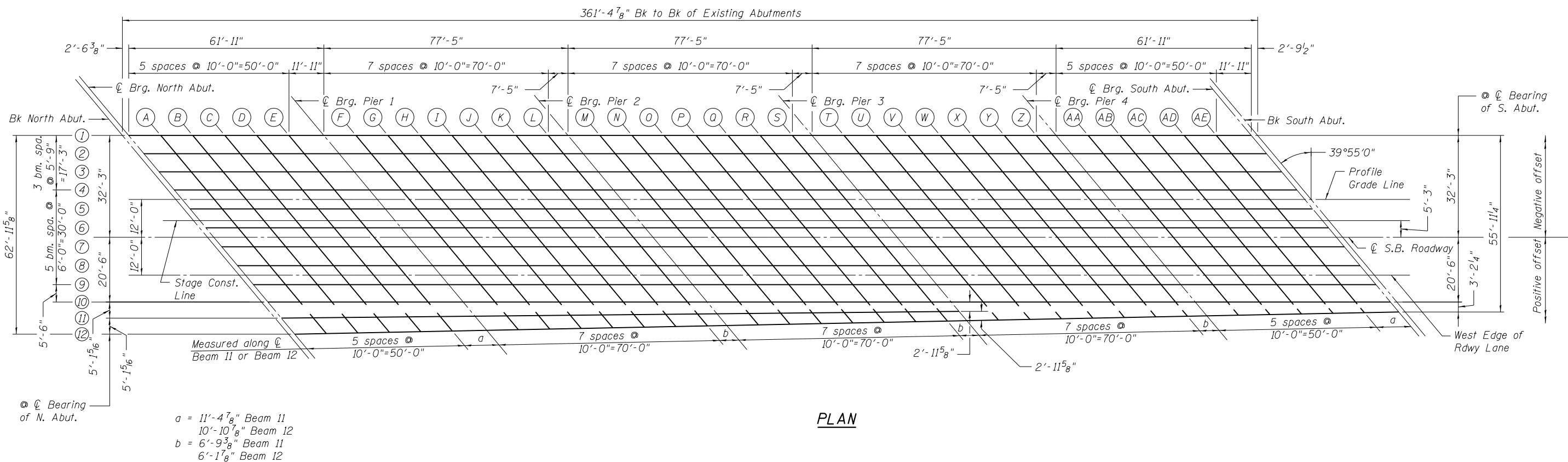
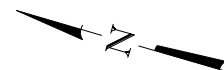


BEAMS 1 TO 3 & 10

DEAD LOAD DEFLECTION DIAGRAMS

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets 7 to 12 of 38.



PLAN

a = 11'-4 7/8" Beam 11
10'-10 7/8" Beam 12
b = 6'-9 3/8" Beam 11
6'-1 7/8" Beam 12

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PLOT DRIVER = \$PLTDVRS\$



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CHECKED - MJK
DRAWN - TF
CHECKED - SCD
PLOT SCALE =
PLOT DATE = 11/12/2014

DESIGNED - KRG
CHECKED - MJK
DRAWN - TF
CHECKED - SCD
REVISED
REVISED
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 084-0021

SHEET NO. 6 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	47
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK N ABUT	345+22.62	-32.25	605.36	605.38
CL BRG N ABUT	345+25.15	-32.25	605.36	605.38
A	345+35.15	-32.25	605.34	605.38
B	345+45.15	-32.25	605.32	605.37
C	345+55.15	-32.25	605.29	605.34
D	345+65.15	-32.25	605.27	605.31
E	345+75.15	-32.25	605.24	605.27
CL PIER 1	345+87.07	-32.25	605.20	605.22
F	345+97.07	-32.25	605.17	605.20
G	346+07.07	-32.25	605.14	605.18
H	346+17.07	-32.25	605.10	605.16
I	346+27.07	-32.25	605.06	605.12
J	346+37.07	-32.25	605.02	605.07
K	346+47.07	-32.25	604.98	605.02
L	346+57.07	-32.25	604.93	604.96
CL PIER 2	346+64.48	-32.25	604.89	604.91
M	346+74.48	-32.25	604.85	604.88
N	346+84.48	-32.25	604.80	604.84
O	346+94.48	-32.25	604.74	604.80
P	347+04.48	-32.25	604.69	604.74
Q	347+14.48	-32.25	604.63	604.68
R	347+24.48	-32.25	604.57	604.61
S	347+34.48	-32.25	604.51	604.53
CL PIER 3	347+41.90	-32.25	604.46	604.48
T	347+51.90	-32.25	604.39	604.42
U	347+61.90	-32.25	604.32	604.36
V	347+71.90	-32.25	604.25	604.30
W	347+81.90	-32.25	604.18	604.23
X	347+91.90	-32.25	604.10	604.15
Y	348+01.90	-32.25	604.03	604.06
Z	348+11.90	-32.25	603.95	603.97
CL PIER 4	348+19.32	-32.25	603.88	603.90
AA	348+29.32	-32.25	603.80	603.83
AB	348+39.32	-32.25	603.71	603.76
AC	348+49.32	-32.25	603.63	603.68
AD	348+59.32	-32.25	603.54	603.59
AE	348+69.32	-32.25	603.44	603.49
CL BRG S ABUT	348+81.23	-32.25	603.33	603.35
BK S ABUT	348+84.03	-32.25	603.30	603.32

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK N ABUT	345+27.43	-26.50	605.47	605.49
CL BRG N ABUT	345+29.96	-26.50	605.47	605.49
A	345+39.96	-26.50	605.45	605.49
B	345+49.96	-26.50	605.43	605.48
C	345+59.96	-26.50	605.40	605.45
D	345+69.96	-26.50	605.38	605.42
E	345+79.96	-26.50	605.35	605.38
CL PIER 1	345+91.88	-26.50	605.31	605.33
F	346+01.88	-26.50	605.28	605.31
G	346+11.88	-26.50	605.24	605.28
H	346+21.88	-26.50	605.20	605.26
I	346+31.88	-26.50	605.16	605.22
J	346+41.88	-26.50	605.12	605.17
K	346+51.88	-26.50	605.08	605.12
L	346+61.88	-26.50	605.03	605.06
CL PIER 2	346+69.29	-26.50	604.99	605.01
M	346+79.29	-26.50	604.94	604.97
N	346+89.29	-26.50	604.89	604.93
O	346+99.29	-26.50	604.84	604.89
P	347+09.29	-26.50	604.78	604.84
Q	347+19.29	-26.50	604.72	604.77
R	347+29.29	-26.50	604.66	604.70
S	347+39.29	-26.50	604.59	604.62
CL PIER 3	347+46.71	-26.50	604.55	604.57
T	347+56.71	-26.50	604.48	604.51
U	347+66.71	-26.50	604.41	604.45
V	347+76.71	-26.50	604.34	604.39
W	347+86.71	-26.50	604.26	604.32
X	347+96.71	-26.50	604.19	604.24
Y	348+06.71	-26.50	604.11	604.14
Z	348+16.71	-26.50	604.03	604.05
CL PIER 4	348+24.13	-26.50	603.96	603.98
AA	348+34.13	-26.50	603.88	603.91
AB	348+44.13	-26.50	603.79	603.83
AC	348+54.13	-26.50	603.70	603.75
AD	348+64.13	-26.50	603.61	603.66
AE	348+74.13	-26.50	603.52	603.56
CL BRG S ABUT	348+86.04	-26.50	603.40	603.42
BK S ABUT	348+88.84	-26.50	603.38	603.40

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK N ABUT	345+32.24	-20.75	605.58	605.60
CL BRG N ABUT	345+34.77	-20.75	605.58	605.60
A	345+44.77	-20.75	605.56	605.60
B	345+54.77	-20.75	605.54	605.59
C	345+64.77	-20.75	605.51	605.56
D	345+74.77	-20.75	605.48	605.53
E	345+84.77	-20.75	605.45	605.48
CL PIER 1	345+96.69	-20.75	605.41	605.43
F	346+06.69	-20.75	605.38	605.41
G	346+16.69	-20.75	605.34	605.39
H	346+26.69	-20.75	605.30	605.36
I	346+36.69	-20.75	605.26	605.32
J	346+46.69	-20.75	605.22	605.27
K	346+56.69	-20.75	605.17	605.21
L	346+66.69	-20.75	605.13	605.15
CL PIER 2	346+74.11	-20.75	605.09	605.11
M	346+84.11	-20.75	605.04	605.07
N	346+94.11	-20.75	604.98	605.03
O	347+04.11	-20.75	604.93	604.98
P	347+14.11	-20.75	604.87	604.93
Q	347+24.11	-20.75	604.81	604.86
R	347+34.11	-20.75	604.75	604.79
S	347+44.11	-20.75	604.68	604.71
CL PIER 3	347+51.52	-20.75	604.63	604.65
T	347+61.52	-20.75	604.56	604.59
U	347+71.52	-20.75	604.49	604.54
V	347+81.52	-20.75	604.42	604.47
W	347+91.52	-20.75	604.34	604.40
X	348+01.52	-20.75	604.27	604.32
Y	348+11.52	-20.75	604.19	604.23
Z	348+21.52	-20.75	604.11	604.13
CL PIER 4	348+28.94	-20.75	604.04	604.06
AA	348+38.94	-20.75	603.96	603.99
AB	348+48.94	-20.75	603.87	603.91
AC	348+58.94	-20.75	603.78	603.83
AD	348+68.94	-20.75	603.69	603.74
AE	348+78.94	-20.75	603.59	603.63
CL BRG S ABUT	348+90.85	-20.75	603.48	603.50
BK S ABUT	348+93.65	-20.75	603.45	603.47

Notes: For Top of Slab elevation location plan, deflection diagram, and Fillet detail see sheet 6 of 38.

FILE NAME = S:\Projects\2813 JOBS\13-48 IDOT D6 FTB 137 Item 20 W07 SB 1-55 Bridge\CADD\CADD Sheets\0840021-72F49-007-Top of Deck Elevations 02.dgn
 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLTDVRS\$



USER NAME = rgoertz	DESIGNED - KRG	REVISED
	CHECKED - MJK	REVISED
PLOT SCALE =	DRAWN - TF	REVISED
PLOT DATE = 10/22/2014	CHECKED - SCD	REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 084-0021

SHEET NO. 7 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	48
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

FILE NAME = S:\Projects\2013\JOBS\13-40\DOT 06 FTB 137 Item 20 W07 58 1-55 Bridge\CADD\CADD Sheets\0840021-72F49-008-Top of Deck Elevations 03.dgn
 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLTDRVS\$

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK N ABUT	345+37.05	-15.00	605.69	605.71
CL BRG N ABUT	345+39.58	-15.00	605.69	605.71
A	345+49.58	-15.00	605.67	605.70
B	345+59.58	-15.00	605.64	605.69
C	345+69.58	-15.00	605.62	605.66
D	345+79.58	-15.00	605.59	605.63
E	345+89.59	-15.00	605.56	605.58
CL PIER 1	346+01.50	-15.00	605.51	605.54
F	346+11.50	-15.00	605.48	605.51
G	346+21.50	-15.00	605.44	605.48
H	346+31.50	-15.00	605.40	605.45
I	346+41.50	-15.00	605.36	605.41
J	346+51.50	-15.00	605.32	605.36
K	346+61.50	-15.00	605.27	605.30
L	346+71.50	-15.00	605.22	605.24
CL PIER 2	346+78.91	-15.00	605.18	605.21
M	346+88.91	-15.00	605.13	605.16
N	346+98.91	-15.00	605.08	605.11
O	347+08.91	-15.00	605.02	605.07
P	347+18.91	-15.00	604.96	605.01
Q	347+28.91	-15.00	604.90	604.94
R	347+38.91	-15.00	604.84	604.87
S	347+48.91	-15.00	604.77	604.79
CL PIER 3	347+56.33	-15.00	604.72	604.74
T	347+66.33	-15.00	604.65	604.67
U	347+76.33	-15.00	604.58	604.61
V	347+86.33	-15.00	604.50	604.55
W	347+96.33	-15.00	604.43	604.48
X	348+06.33	-15.00	604.35	604.39
Y	348+16.33	-15.00	604.27	604.30
Z	348+26.33	-15.00	604.18	604.21
CL PIER 4	348+33.75	-15.00	604.12	604.14
AA	348+43.75	-15.00	604.04	604.06
AB	348+53.75	-15.00	603.95	603.98
AC	348+63.75	-15.00	603.85	603.90
AD	348+73.75	-15.00	603.76	603.81
AE	348+83.75	-15.00	603.67	603.70
CL BRG S ABUT	348+95.66	-15.00	603.55	603.57
BK S ABUT	348+98.46	-15.00	603.52	603.54

PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK N ABUT	345+39.56	-12.00	605.75	605.77
CL BRG N ABUT	345+42.09	-12.00	605.75	605.77
A	345+52.09	-12.00	605.72	605.76
B	345+62.09	-12.00	605.70	605.74
C	345+72.09	-12.00	605.67	605.72
D	345+82.09	-12.00	605.64	605.68
E	345+92.09	-12.00	605.61	605.64
CL PIER 1	346+04.01	-12.00	605.57	605.59
F	346+14.01	-12.00	605.54	605.56
G	346+24.01	-12.00	605.50	605.53
H	346+34.01	-12.00	605.46	605.50
I	346+44.01	-12.00	605.41	605.47
J	346+54.01	-12.00	605.37	605.41
K	346+64.01	-12.00	605.32	605.35
L	346+74.01	-12.00	605.27	605.29
CL PIER 2	346+81.42	-12.00	605.23	605.25
M	346+91.42	-12.00	605.18	605.20
N	347+01.42	-12.00	605.13	605.16
O	347+11.42	-12.00	605.07	605.12
P	347+21.42	-12.00	605.01	605.06
Q	347+31.42	-12.00	604.95	604.99
R	347+41.42	-12.00	604.88	604.92
S	347+51.42	-12.00	604.82	604.84
CL PIER 3	347+58.84	-12.00	604.76	604.78
T	347+68.84	-12.00	604.69	604.72
U	347+78.84	-12.00	604.62	604.66
V	347+88.84	-12.00	604.55	604.59
W	347+98.84	-12.00	604.47	604.52
X	348+08.84	-12.00	604.39	604.44
Y	348+18.84	-12.00	604.31	604.34
Z	348+28.84	-12.00	604.23	604.25
CL PIER 4	348+36.26	-12.00	604.16	604.18
AA	348+46.26	-12.00	604.08	604.10
AB	348+56.26	-12.00	603.99	604.02
AC	348+66.26	-12.00	603.89	603.94
AD	348+76.26	-12.00	603.80	603.85
AE	348+86.26	-12.00	603.70	603.74
CL BRG S ABUT	348+98.17	-12.00	603.59	603.61
BK S ABUT	349+00.97	-12.00	603.56	603.58

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK N ABUT	345+42.07	-9.00	605.79	605.81
CL BRG N ABUT	345+44.60	-9.00	605.79	605.81
A	345+54.60	-9.00	605.76	605.80
B	345+64.60	-9.00	605.74	605.78
C	345+74.60	-9.00	605.71	605.76
D	345+84.60	-9.00	605.68	605.72
E	345+94.60	-9.00	605.65	605.68
CL PIER 1	346+06.52	-9.00	605.61	605.63
F	346+16.52	-9.00	605.57	605.60
G	346+26.52	-9.00	605.53	605.57
H	346+36.52	-9.00	605.49	605.54
I	346+46.52	-9.00	605.45	605.50
J	346+56.52	-9.00	605.40	605.45
K	346+66.52	-9.00	605.36	605.39
L	346+76.52	-9.00	605.31	605.33
CL PIER 2	346+83.93	-9.00	605.27	605.29
M	346+93.93	-9.00	605.21	605.24
N	347+03.93	-9.00	605.16	605.19
O	347+13.93	-9.00	605.10	605.15
P	347+23.93	-9.00	605.04	605.09
Q	347+33.93	-9.00	604.98	605.02
R	347+43.93	-9.00	604.91	604.95
S	347+53.93	-9.00	604.85	604.87
CL PIER 3	347+61.35	-9.00	604.79	604.81
T	347+71.35	-9.00	604.72	604.75
U	347+81.35	-9.00	604.65	604.69
V	347+91.35	-9.00	604.57	604.62
W	348+01.35	-9.00	604.50	604.55
X	348+11.35	-9.00	604.42	604.46
Y	348+21.35	-9.00	604.34	604.37
Z	348+31.35	-9.00	604.25	604.27
CL PIER 4	348+38.77	-9.00	604.19	604.21
AA	348+48.77	-9.00	604.10	604.12
AB	348+58.77	-9.00	604.01	604.05
AC	348+68.77	-9.00	603.92	603.96
AD	348+78.77	-9.00	603.82	603.87
AE	348+88.77	-9.00	603.73	603.76
CL BRG S ABUT	349+00.68	-9.00	603.61	603.63
BK S ABUT	349+03.48	-9.00	603.58	603.60

Notes: For Top of Slab elevation location plan, deflection diagram, and Fillet detail see sheet 6 of 38.



USER NAME = rgoertz	DESIGNED - KRG	REVISED
	CHECKED - MJK	REVISED
PLOT SCALE =	DRAWN - TF	REVISED
PLOT DATE = 10/22/2014	CHECKED - SCD	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 084-0021

SHEET NO. 8 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	49
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK N ABUT	345+45.21	-5.25	605.84	605.86
CL BRG N ABUT	345+47.74	-5.25	605.84	605.86
A	345+57.74	-5.25	605.82	605.85
B	345+67.74	-5.25	605.79	605.83
C	345+77.74	-5.25	605.76	605.81
D	345+87.74	-5.25	605.73	605.77
E	345+97.74	-5.25	605.70	605.72
CL PIER 1	346+09.66	-5.25	605.66	605.68
F	346+19.66	-5.25	605.62	605.64
G	346+29.66	-5.25	605.58	605.62
H	346+39.66	-5.25	605.54	605.59
I	346+49.66	-5.25	605.49	605.55
J	346+59.66	-5.25	605.45	605.49
K	346+69.66	-5.25	605.40	605.43
L	346+79.66	-5.25	605.35	605.37
CL PIER 2	346+87.07	-5.25	605.31	605.33
M	346+97.07	-5.25	605.26	605.28
N	347+07.07	-5.25	605.20	605.24
O	347+17.07	-5.25	605.14	605.19
P	347+27.07	-5.25	605.08	605.13
Q	347+37.07	-5.25	605.02	605.06
R	347+47.07	-5.25	604.95	604.98
S	347+57.07	-5.25	604.88	604.90
CL PIER 3	347+64.49	-5.25	604.83	604.85
T	347+74.49	-5.25	604.76	604.78
U	347+84.49	-5.25	604.69	604.72
V	347+94.49	-5.25	604.61	604.66
W	348+04.49	-5.25	604.53	604.58
X	348+14.49	-5.25	604.45	604.50
Y	348+24.49	-5.25	604.37	604.40
Z	348+34.49	-5.25	604.28	604.30
CL PIER 4	348+41.91	-5.25	604.22	604.24
AA	348+51.91	-5.25	604.13	604.15
AB	348+61.91	-5.25	604.04	604.08
AC	348+71.91	-5.25	603.95	603.99
AD	348+81.91	-5.25	603.85	603.90
AE	348+91.91	-5.25	603.75	603.79
CL BRG S ABUT	349+03.82	-5.25	603.63	603.65
BK S ABUT	349+06.62	-5.25	603.61	603.63

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK N ABUT	345+47.09	-3.00	605.88	605.90
CL BRG N ABUT	345+49.62	-3.00	605.87	605.89
A	345+59.62	-3.00	605.85	605.88
B	345+69.62	-3.00	605.82	605.86
C	345+79.62	-3.00	605.79	605.84
D	345+89.62	-3.00	605.76	605.80
E	345+99.62	-3.00	605.73	605.75
CL PIER 1	346+11.54	-3.00	605.68	605.70
F	346+21.54	-3.00	605.65	605.67
G	346+31.54	-3.00	605.61	605.64
H	346+41.54	-3.00	605.57	605.61
I	346+51.54	-3.00	605.52	605.57
J	346+61.54	-3.00	605.47	605.52
K	346+71.54	-3.00	605.43	605.46
L	346+81.54	-3.00	605.37	605.40
CL PIER 2	346+88.95	-3.00	605.33	605.35
M	346+98.95	-3.00	605.28	605.30
N	347+08.95	-3.00	605.22	605.26
O	347+18.95	-3.00	605.16	605.21
P	347+28.95	-3.00	605.10	605.15
Q	347+38.95	-3.00	605.04	605.08
R	347+48.95	-3.00	604.97	605.01
S	347+58.95	-3.00	604.90	604.93
CL PIER 3	347+66.37	-3.00	604.85	604.87
T	347+76.37	-3.00	604.78	604.80
U	347+86.37	-3.00	604.71	604.74
V	347+96.37	-3.00	604.63	604.68
W	348+06.37	-3.00	604.55	604.60
X	348+16.37	-3.00	604.47	604.52
Y	348+26.37	-3.00	604.39	604.42
Z	348+36.37	-3.00	604.30	604.32
CL PIER 4	348+43.79	-3.00	604.24	604.26
AA	348+53.79	-3.00	604.15	604.17
AB	348+63.79	-3.00	604.06	604.09
AC	348+73.79	-3.00	603.96	604.01
AD	348+83.79	-3.00	603.87	603.91
AE	348+93.79	-3.00	603.77	603.81
CL BRG S ABUT	349+05.70	-3.00	603.65	603.67
BK S ABUT	349+08.50	-3.00	603.62	603.64

CENTERLINE S.B. ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK N ABUT	345+49.60	0.00	605.92	605.94
CL BRG N ABUT	345+52.13	0.00	605.91	605.93
A	345+62.13	0.00	605.89	605.92
B	345+72.13	0.00	605.86	605.90
C	345+82.13	0.00	605.83	605.88
D	345+92.13	0.00	605.80	605.84
E	346+02.13	0.00	605.77	605.79
CL PIER 1	346+14.05	0.00	605.72	605.74
F	346+24.05	0.00	605.68	605.71
G	346+34.05	0.00	605.64	605.68
H	346+44.05	0.00	605.60	605.65
I	346+54.05	0.00	605.56	605.61
J	346+64.05	0.00	605.51	605.55
K	346+74.05	0.00	605.46	605.49
L	346+84.05	0.00	605.41	605.43
CL PIER 2	346+91.46	0.00	605.37	605.39
M	347+01.46	0.00	605.31	605.34
N	347+11.46	0.00	605.26	605.29
O	347+21.46	0.00	605.20	605.24
P	347+31.46	0.00	605.13	605.18
Q	347+41.46	0.00	605.07	605.11
R	347+51.46	0.00	605.00	605.04
S	347+61.46	0.00	604.93	604.96
CL PIER 3	347+68.88	0.00	604.88	604.90
T	347+78.88	0.00	604.81	604.83
U	347+88.88	0.00	604.73	604.77
V	347+98.88	0.00	604.66	604.70
W	348+08.88	0.00	604.58	604.63
X	348+18.88	0.00	604.50	604.54
Y	348+28.88	0.00	604.41	604.45
Z	348+38.88	0.00	604.33	604.35
CL PIER 4	348+46.30	0.00	604.26	604.28
AA	348+56.30	0.00	604.17	604.20
AB	348+66.30	0.00	604.08	604.12
AC	348+76.30	0.00	603.99	604.03
AD	348+86.30	0.00	603.89	603.94
AE	348+96.30	0.00	603.79	603.83
CL BRG S ABUT	349+08.21	0.00	603.67	603.69
BK S ABUT	349+11.01	0.00	603.64	603.66

Notes: For Top of Slab elevation location plan, deflection diagram, and Fillet detail see sheet 6 of 38.

FILE NAME = S:\Projects\2013\JOBS\13-40 IDOT D6 FTB 137 Item 20 W07 SB 1-55 Bridge\CADD\CADD Sheets\0840021-72F49-009-Top of Deck Elevations_04.dgn
 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLTDVRS\$



USER NAME = tfray	DESIGNED - KRG	REVISED
	CHECKED - MJK	REVISED
PLOT SCALE =	DRAWN - TF	REVISED
PLOT DATE = 11/12/2014	CHECKED - SCD	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 084-0021**

SHEET NO. 9 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	50
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK N ABUT	345+52.11	3.00	605.86	605.88
CL BRG N ABUT	345+54.64	3.00	605.86	605.88
A	345+64.64	3.00	605.83	605.87
B	345+74.64	3.00	605.81	605.85
C	345+84.64	3.00	605.78	605.82
D	345+94.64	3.00	605.74	605.78
E	346+04.64	3.00	605.71	605.74
CL PIER 1	346+16.56	3.00	605.67	605.69
F	346+26.56	3.00	605.63	605.65
G	346+36.56	3.00	605.59	605.62
H	346+46.56	3.00	605.54	605.59
I	346+56.56	3.00	605.50	605.55
J	346+66.56	3.00	605.45	605.50
K	346+76.56	3.00	605.40	605.43
L	346+86.56	3.00	605.35	605.37
CL PIER 2	346+93.97	3.00	605.31	605.33
M	347+03.97	3.00	605.25	605.28
N	347+13.97	3.00	605.19	605.23
O	347+23.97	3.00	605.13	605.18
P	347+33.97	3.00	605.07	605.12
Q	347+43.97	3.00	605.01	605.05
R	347+53.97	3.00	604.94	604.97
S	347+63.97	3.00	604.87	604.89
CL PIER 3	347+71.39	3.00	604.82	604.84
T	347+81.39	3.00	604.74	604.77
U	347+91.39	3.00	604.67	604.70
V	348+01.39	3.00	604.59	604.64
W	348+11.39	3.00	604.51	604.56
X	348+21.39	3.00	604.43	604.47
Y	348+31.39	3.00	604.34	604.38
Z	348+41.39	3.00	604.26	604.28
CL PIER 4	348+48.81	3.00	604.19	604.21
AA	348+58.81	3.00	604.10	604.13
AB	348+68.81	3.00	604.01	604.05
AC	348+78.81	3.00	603.92	603.96
AD	348+88.81	3.00	603.82	603.86
AE	348+98.81	3.00	603.72	603.76
CL BRG S ABUT	349+10.72	3.00	603.60	603.62
BK S ABUT	349+13.52	3.00	603.57	603.59

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK N ABUT	345+57.13	9.00	605.76	605.78
CL BRG N ABUT	345+59.66	9.00	605.75	605.77
A	345+69.66	9.00	605.73	605.76
B	345+79.66	9.00	605.70	605.74
C	345+89.66	9.00	605.67	605.71
D	345+99.66	9.00	605.63	605.67
E	346+09.66	9.00	605.60	605.62
CL PIER 1	346+21.58	9.00	605.55	605.57
F	346+31.58	9.00	605.51	605.54
G	346+41.58	9.00	605.47	605.51
H	346+51.58	9.00	605.43	605.47
I	346+61.58	9.00	605.38	605.43
J	346+71.58	9.00	605.33	605.38
K	346+81.58	9.00	605.28	605.31
L	346+91.58	9.00	605.23	605.25
CL PIER 2	346+98.99	9.00	605.19	605.21
M	347+08.99	9.00	605.13	605.15
N	347+18.99	9.00	605.07	605.11
O	347+28.99	9.00	605.01	605.06
P	347+38.99	9.00	604.94	605.00
Q	347+48.99	9.00	604.88	604.92
R	347+58.99	9.00	604.81	604.84
S	347+68.99	9.00	604.74	604.76
CL PIER 3	347+76.41	9.00	604.69	604.71
T	347+86.41	9.00	604.61	604.64
U	347+96.41	9.00	604.54	604.57
V	348+06.41	9.00	604.46	604.50
W	348+16.41	9.00	604.38	604.43
X	348+26.41	9.00	604.29	604.34
Y	348+36.41	9.00	604.21	604.24
Z	348+46.41	9.00	604.12	604.14
CL PIER 4	348+53.83	9.00	604.05	604.07
AA	348+63.83	9.00	603.96	603.99
AB	348+73.83	9.00	603.87	603.91
AC	348+83.83	9.00	603.77	603.82
AD	348+93.83	9.00	603.68	603.72
AE	349+03.83	9.00	603.58	603.61
CL BRG S ABUT	349+15.74	9.00	603.45	603.47
BK S ABUT	349+18.54	9.00	603.42	603.44

WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK N ABUT	345+59.64	12.00	605.71	605.73
CL BRG N ABUT	345+62.17	12.00	605.70	605.72
A	345+72.17	12.00	605.69	605.71
B	345+82.17	12.00	605.67	605.69
C	345+92.17	12.00	605.64	605.66
D	346+02.17	12.00	605.60	605.62
E	346+12.17	12.00	605.55	605.57
CL PIER 1	346+24.09	12.00	605.50	605.52
F	346+34.09	12.00	605.46	605.48
G	346+44.09	12.00	605.43	605.45
H	346+54.09	12.00	605.40	605.42
I	346+64.09	12.00	605.35	605.37
J	346+74.09	12.00	605.30	605.32
K	346+84.09	12.00	605.23	605.25
L	346+94.09	12.00	605.17	605.19
CL PIER 2	347+01.50	12.00	605.13	605.15
M	347+11.50	12.00	605.07	605.09
N	347+21.50	12.00	605.02	605.04
O	347+31.50	12.00	604.97	604.99
P	347+41.50	12.00	604.91	604.93
Q	347+51.50	12.00	604.84	604.86
R	347+61.50	12.00	604.76	604.78
S	347+71.50	12.00	604.68	604.70
CL PIER 3	347+78.92	12.00	604.62	604.64
T	347+88.92	12.00	604.55	604.57
U	347+98.92	12.00	604.49	604.51
V	348+08.92	12.00	604.42	604.44
W	348+18.92	12.00	604.34	604.36
X	348+28.92	12.00	604.25	604.27
Y	348+38.92	12.00	604.15	604.17
Z	348+48.92	12.00	604.05	604.07
CL PIER 4	348+56.34	12.00	603.98	604.00
AA	348+66.34	12.00	603.90	603.92
AB	348+76.34	12.00	603.82	603.84
AC	348+86.34	12.00	603.73	603.75
AD	348+96.34	12.00	603.63	603.65
AE	349+06.34	12.00	603.52	603.54
CL BRG S ABUT	349+18.25	12.00	603.38	603.40
BK S ABUT	349+21.05	12.00	603.35	603.37

Notes: For Top of Slab elevation location plan, deflection diagram, and Fillet detail see sheet 6 of 38.

FILE NAME = S:\Projects\2013\JOBS\13-40 IDOT D6 FTB 137 Item 20 W07 SB 1-55 Bridge\CADD\CADD Sheets\0840021-72F-49-010-Top of Deck Elevations.dgn
 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLTDVRS\$



USER NAME = rgoertz	DESIGNED - KRG	REVISED
	CHECKED - MJK	REVISED
PLOT SCALE =	DRAWN - TF	REVISED
PLOT DATE = 10/22/2014	CHECKED - SCD	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 084-0021

SHEET NO. 10 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	51
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK N ABUT	345+62.15	15.00	605.64	605.66
CL BRG N ABUT	345+64.68	15.00	605.63	605.65
A	345+74.68	15.00	605.60	605.64
B	345+84.68	15.00	605.57	605.62
C	345+94.68	15.00	605.54	605.59
D	346+04.68	15.00	605.51	605.55
E	346+14.68	15.00	605.47	605.50
CL PIER 1	346+26.60	15.00	605.42	605.44
F	346+36.60	15.00	605.38	605.41
G	346+46.60	15.00	605.34	605.38
H	346+56.60	15.00	605.29	605.34
I	346+66.60	15.00	605.25	605.30
J	346+76.60	15.00	605.20	605.24
K	346+86.60	15.00	605.14	605.18
L	346+96.60	15.00	605.09	605.11
CL PIER 2	347+04.01	15.00	605.05	605.07
M	347+14.01	15.00	604.99	605.01
N	347+24.01	15.00	604.93	604.97
O	347+34.01	15.00	604.87	604.92
P	347+44.01	15.00	604.80	604.85
Q	347+54.01	15.00	604.74	604.78
R	347+64.01	15.00	604.67	604.70
S	347+74.01	15.00	604.59	604.62
CL PIER 3	347+81.43	15.00	604.54	604.56
T	347+91.43	15.00	604.47	604.49
U	348+01.43	15.00	604.39	604.42
V	348+11.43	15.00	604.31	604.36
W	348+21.43	15.00	604.23	604.28
X	348+31.43	15.00	604.14	604.19
Y	348+41.43	15.00	604.06	604.09
Z	348+51.43	15.00	603.97	603.99
CL PIER 4	348+58.85	15.00	603.90	603.92
AA	348+68.85	15.00	603.81	603.83
AB	348+78.85	15.00	603.71	603.75
AC	348+88.85	15.00	603.62	603.66
AD	348+98.85	15.00	603.52	603.56
AE	349+08.85	15.00	603.42	603.45
CL BRG S ABUT	349+20.76	15.00	603.29	603.31
BK S ABUT	349+23.56	15.00	603.26	603.28

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK N ABUT	345+66.75	20.50	605.51	605.53
CL BRG N ABUT	345+69.28	20.50	605.50	605.52
A	345+79.28	20.50	605.47	605.51
B	345+89.28	20.50	605.44	605.49
C	345+99.28	20.50	605.41	605.46
D	346+09.28	20.50	605.38	605.42
E	346+19.28	20.50	605.34	605.37
CL PIER 1	346+31.20	20.50	605.29	605.31
F	346+41.20	20.50	605.25	605.28
G	346+51.20	20.50	605.21	605.25
H	346+61.20	20.50	605.16	605.21
I	346+71.20	20.50	605.11	605.17
J	346+81.20	20.50	605.06	605.11
K	346+91.20	20.50	605.01	605.04
L	347+01.20	20.50	604.95	604.98
CL PIER 2	347+08.61	20.50	604.91	604.93
M	347+18.61	20.50	604.85	604.88
N	347+28.61	20.50	604.79	604.83
O	347+38.61	20.50	604.72	604.78
P	347+48.61	20.50	604.66	604.71
Q	347+58.61	20.50	604.59	604.64
R	347+68.61	20.50	604.52	604.56
S	347+78.61	20.50	604.45	604.47
CL PIER 3	347+86.03	20.50	604.39	604.41
T	347+96.03	20.50	604.32	604.34
U	348+06.03	20.50	604.24	604.28
V	348+16.03	20.50	604.16	604.21
W	348+26.03	20.50	604.07	604.13
X	348+36.03	20.50	603.99	604.04
Y	348+46.03	20.50	603.90	603.94
Z	348+56.03	20.50	603.81	603.84
CL PIER 4	348+63.45	20.50	603.74	603.76
AA	348+73.45	20.50	603.65	603.68
AB	348+83.45	20.50	603.55	603.60
AC	348+93.45	20.50	603.46	603.51
AD	349+03.45	20.50	603.36	603.41
AE	349+13.45	20.50	603.25	603.30
CL BRG S ABUT	349+25.36	20.50	603.13	603.15
BK S ABUT	349+28.16	20.50	603.10	603.12

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK N ABUT	345+71.05	25.63	605.39	605.41
CL BRG N ABUT	345+73.56	25.61	605.38	605.40
A	345+83.56	25.51	605.36	605.40
B	345+93.56	25.41	605.33	605.38
C	346+03.56	25.31	605.30	605.36
D	346+13.56	25.21	605.26	605.32
E	346+23.56	25.11	605.23	605.27
CL PIER 1	346+34.97	25.00	605.18	605.20
F	346+44.97	24.90	605.14	605.16
G	346+54.97	24.80	605.10	605.14
H	346+64.97	24.70	605.05	605.10
I	346+74.97	24.60	605.01	605.06
J	346+84.97	24.50	604.96	605.00
K	346+94.97	24.40	604.90	604.93
L	347+04.97	24.30	604.85	604.87
CL PIER 2	347+11.75	24.23	604.81	604.83
M	347+21.75	24.14	604.75	604.79
N	347+31.75	24.04	604.69	604.76
O	347+41.75	23.94	604.63	604.72
P	347+51.75	23.84	604.57	604.67
Q	347+61.75	23.74	604.50	604.60
R	347+71.75	23.64	604.43	604.51
S	347+81.75	23.54	604.36	604.41
CL PIER 3	347+88.53	23.47	604.31	604.33

Notes: For Top of Slab elevation location plan, deflection diagram, and Fillet detail see sheet 6 of 38.

FILE NAME = S:\Projects\2013\JOBS\13-40 IDOT D6 FTB 137 Item 20 W07 SB 1-55 Bridge\CADD\CADD Sheets\0840021-72F-49-011-Top of Deck Elevations 06.dgn
 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLTDVRS\$



USER NAME = rgoertz	DESIGNED - KRG	REVISED
PLOT SCALE =	CHECKED - MJK	REVISED
PLOT DATE = 10/22/2014	DRAWN - TF	REVISED
	CHECKED - SCD	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 084-0021

SHEET NO. 11 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	52
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK N ABUT	345+75.34	30.77	605.27	605.29
CL BRG N ABUT	345+77.83	30.72	605.27	605.29
A	345+87.66	30.52	605.24	605.28
B	345+97.50	30.32	605.21	605.27
C	346+07.33	30.12	605.18	605.24
D	346+17.17	29.93	605.15	605.20
E	346+27.01	29.73	605.11	605.15
CL PIER 1	346+38.73	29.50	605.07	605.09
F	346+48.56	29.30	605.03	605.06
G	346+58.40	29.10	604.99	605.04
H	346+68.23	28.90	604.95	605.01
I	346+78.07	28.71	604.90	604.97
J	346+87.90	28.51	604.85	604.91
K	346+97.74	28.31	604.81	604.85
L	347+07.57	28.12	604.75	604.77
CL PIER 2	347+14.87	27.97	604.72	604.74
M	347+24.70	27.77	604.66	604.68
N	347+34.54	27.58	604.60	604.64
O	347+44.37	27.38	604.54	604.59
P	347+54.21	27.18	604.48	604.53
Q	347+64.04	26.98	604.41	604.46
R	347+73.88	26.79	604.35	604.39
S	347+83.71	26.59	604.28	604.30
CL PIER 3	347+91.01	26.44	604.23	604.25
T	348+00.84	26.25	604.16	604.19
U	348+10.68	26.05	604.08	604.14
V	348+20.51	25.85	604.01	604.09
W	348+30.35	25.66	603.93	604.01
X	348+40.18	25.46	603.85	603.92
Y	348+50.02	25.26	603.77	603.81
Z	348+59.85	25.06	603.68	603.71
CL PIER 4	348+67.15	24.92	603.62	603.64
AA	348+76.98	24.72	603.53	603.55
AB	348+86.82	24.52	603.44	603.48
AC	348+96.65	24.33	603.34	603.39
AD	349+06.49	24.13	603.25	603.30
AE	349+16.32	23.93	603.15	603.19
CL BRG S ABUT	349+28.04	23.70	603.03	603.05
BK S ABUT	349+30.79	23.64	603.01	603.03

Notes: For Top of Slab elevation location plan, deflection diagram, and Fillet detail see sheet 6 of 38.

FILE NAME = S:\Projects\2013\JOBS\13-40 IDOT D6 FTB 137 Item 20 W07 SB 1-55 Bridge\CADD\CADD Sheets\0840021-72F49-012-Top of Deck Elevations 07.dgn
 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLTDVRS\$



USER NAME = rgoertz
 PLOT SCALE =
 PLOT DATE = 10/22/2014

DESIGNED - KRG
 CHECKED - MJK
 DRAWN - TF
 CHECKED - SCD

REVISED
 REVISED
 REVISED
 REVISED

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 084-0021**

SHEET NO. 12 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	53
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

East Edge of East Shoulder

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End North Appr. Slab	344+92.87	-33.50	605.38	605.40
A1	345+02.87	-33.50	605.36	605.38
A2	345+12.87	-33.50	605.35	605.37
S. End North Appr. Slab	345+22.87	-33.50	605.34	605.36

West Edge of East Shoulder

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End North Appr. Slab	345+00.82	-24.00	605.63	605.65
A1	345+10.82	-24.00	605.61	605.63
A2	345+20.82	-24.00	605.60	605.62
S. End North Appr. Slab	345+30.82	-24.00	605.58	605.60

Stage Construction Line

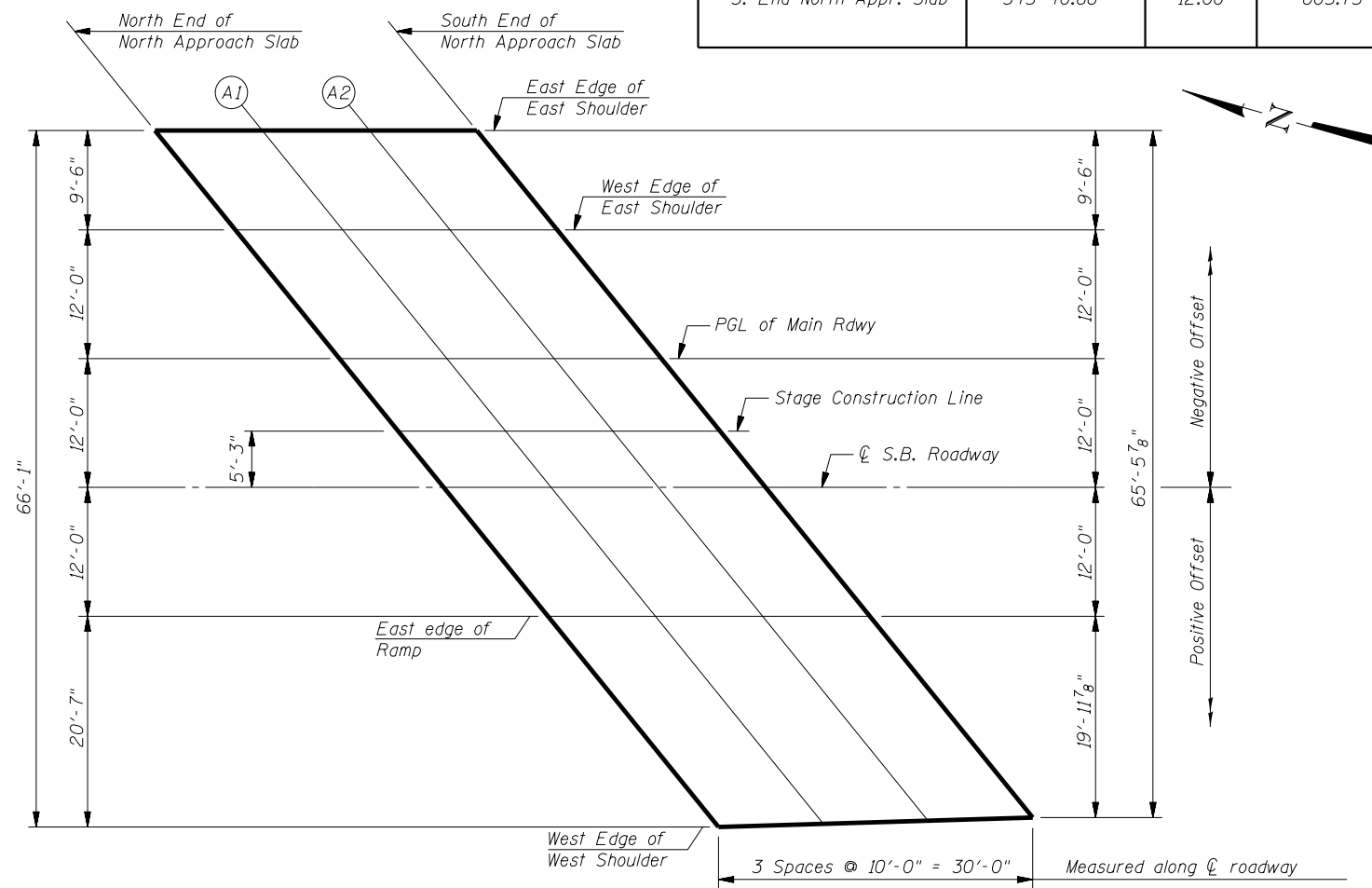
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End North Appr. Slab	345+16.51	-5.25	605.90	605.92
A1	345+26.51	-5.25	605.88	605.90
A2	345+36.51	-5.25	605.86	605.88
S. End North Appr. Slab	345+46.51	-5.25	605.84	605.86

Profile Grade Line of Main Roadway

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End North Appr. Slab	345+10.86	-12.00	605.80	605.82
A1	345+20.86	-12.00	605.79	605.81
A2	345+30.86	-12.00	605.77	605.79
S. End North Appr. Slab	345+40.86	-12.00	605.75	605.77

☉ S.B. Roadway

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End North Appr. Slab	345+20.90	0.00	605.97	605.99
A1	345+30.90	0.00	605.96	605.98
A2	345+40.90	0.00	605.94	605.96
S. End North Appr. Slab	345+50.90	0.00	605.91	605.93



PLAN

East Edge of Ramp

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End North Appr. Slab	345+30.94	12.00	605.77	605.79
A1	345+40.94	12.00	605.75	605.77
A2	345+50.94	12.00	605.73	605.75
S. End North Appr. Slab	345+60.94	12.00	605.70	605.72

West Edge of West Shoulder

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End North Appr. Slab	345+48.16	32.58	605.30	605.32
A1	345+58.00	32.39	605.28	605.30
A2	345+67.83	32.19	605.26	605.28
S. End North Appr. Slab	345+77.66	31.99	605.24	605.26

FILE NAME = S:\Projects\2013\JOBS\13-40\DOT\06\PTB\137\Item 20\W07\SB\1-55\Brdge\CADD\CADD Sheets\0840021-72F-49-013-Top North Approach Slab Elevations.dgn
 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLTDVRS\$

E-AS1

7-1-10



USER NAME = tfrey	DESIGNED - KRG	REVISED
	CHECKED - MJK	REVISED
PLOT SCALE =	DRAWN - TF	REVISED
PLOT DATE = 11/12/2014	CHECKED - SCD	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 084-0021

SHEET NO. 13 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	54
CONTRACT NO. 72F49				

ILLINOIS FED. AID PROJECT

East Edge of East Shoulder

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End South Appr. Slab	348+81.69	-33.50	603.30	603.32
B1	348+91.69	-33.50	603.20	603.22
B2	349+01.69	-33.50	603.10	603.12
S. End South Appr. Slab	349+11.69	-33.50	603.00	603.02

West Edge of East Shoulder

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End South Appr. Slab	348+89.63	-24.00	603.48	603.50
B1	348+99.63	-24.00	603.38	603.40
B2	349+09.63	-24.00	603.28	603.30
S. End South Appr. Slab	349+19.63	-24.00	603.18	603.20

Stage Construction Line

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End South Appr. Slab	349+05.31	-5.25	603.62	603.64
B1	349+15.31	-5.25	603.52	603.54
B2	349+25.31	-5.25	603.41	603.43
S. End South Appr. Slab	349+35.31	-5.25	603.30	603.32

Profile Grade Line of Main Roadway

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End South Appr. Slab	348+99.67	-12.00	603.57	603.59
B1	349+09.67	-12.00	603.47	603.49
B2	349+19.67	-12.00	603.37	603.39
S. End South Appr. Slab	349+29.67	-12.00	603.26	603.28

☉ S.B. Roadway

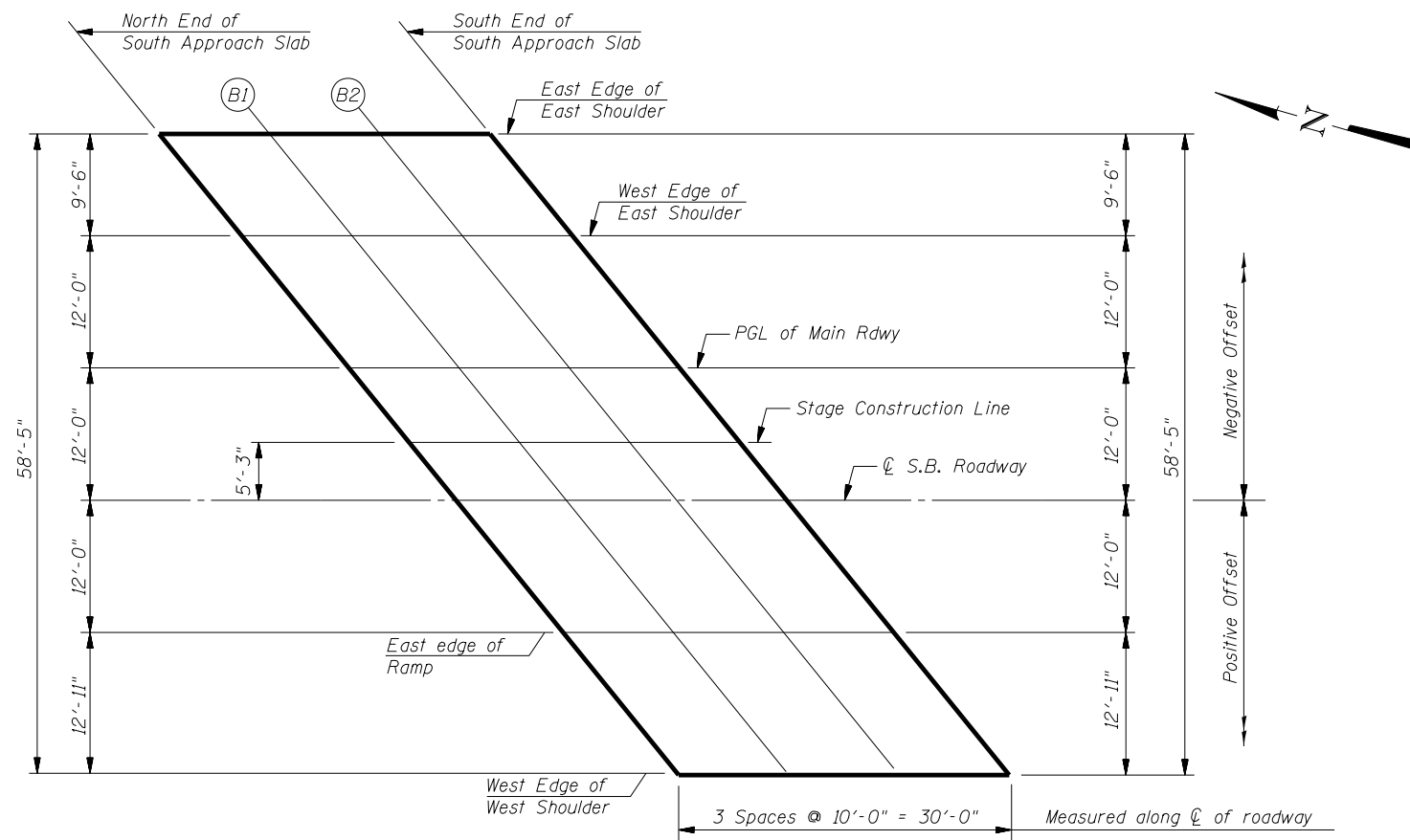
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End South Appr. Slab	349+09.71	0.00	603.66	603.68
B1	349+19.71	0.00	603.55	603.57
B2	349+29.71	0.00	603.45	603.47
S. End South Appr. Slab	349+39.71	0.00	603.34	603.36

East Edge of Ramp

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End South Appr. Slab	349+19.75	12.00	603.37	603.39
B1	349+29.75	12.00	603.26	603.28
B2	349+39.75	12.00	603.15	603.17
S. End South Appr. Slab	349+49.75	12.00	603.04	603.06

West Edge of West Shoulder

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End South Appr. Slab	349+30.56	24.92	602.98	603.00
B1	349+40.56	24.92	602.87	602.89
B2	349+50.56	24.92	602.76	602.78
S. End South Appr. Slab	349+60.56	24.92	602.65	602.67



PLAN

FILE NAME = S:\Projects\2013\JOBS\13-40\DOT\06\PTB\137\Item 20\W07\SB\1-55\Brdge\CADD\CADD Sheets\0840021-72F49-014-Top South Approach Slab Elevations.dgn
 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLTDVRS\$

E-AS1

7-1-10



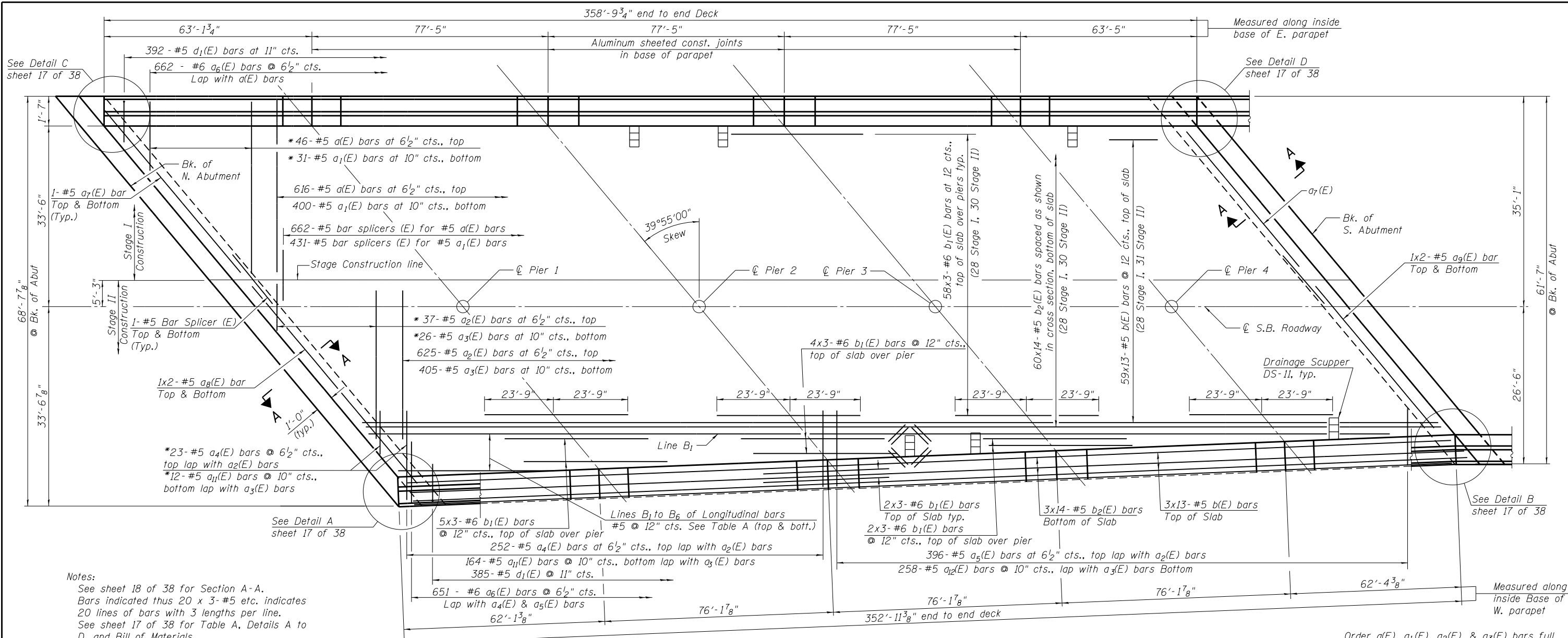
USER NAME = tfray	DESIGNED - KRG	REVISION
PLOT SCALE =	CHECKED - MJK	REVISION
PLOT DATE = 11/12/2014	DRAWN - TF	REVISION
	CHECKED - SCD	REVISION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 084-0021

SHEET NO. 14 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	55
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				



PLAN

MINIMUM BAR LAP

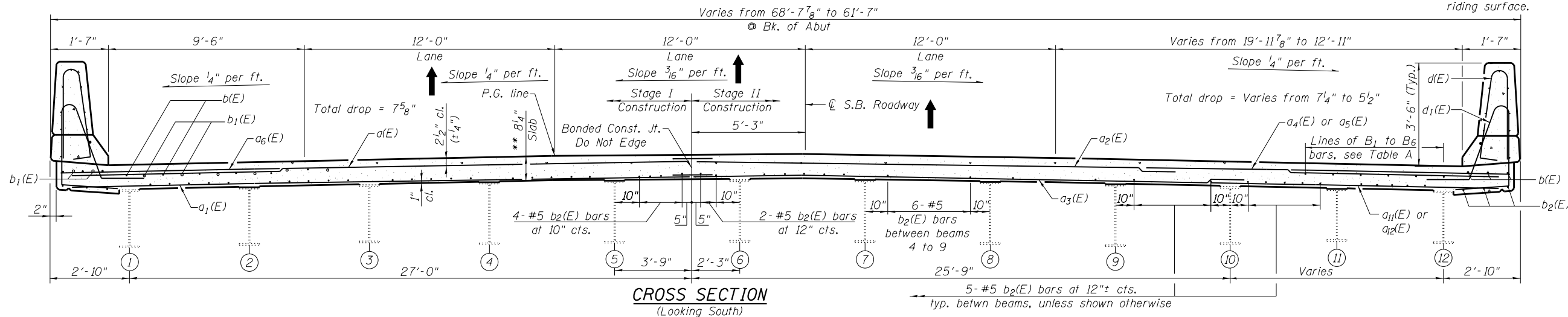
#5 bar = 2'-7"
 #6 bar = 3'-1"

Notes:

See sheet 18 of 38 for Section A-A.
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 See sheet 17 of 38 for Table A, Details A to D, and Bill of Materials.
 For drainage scupper locations and details, respectively, see sheets 2 and 25 of 38.
 Cut Longitudinal Reinf. to clear Drainage Scuppers

* Order a(E), a₁(E), a₂(E), & a₃(E) bars full length. Cut to fit skew and use remainder of bars in opposite end. Order a₄(E) & a₁₁(E) bars full length and cut to fit skew.

** Thickness before grinding. The Bridge Deck and the Approach Slabs shall be ground off 1/4" max to provide a smooth riding surface.



CROSS SECTION
 (Looking South)

FILE NAME = S:\Projects\2013\JOBS\13-48\DOT 06 FTB 137 Item 20 W07 5B 1-55 Bridge\CADD\CADD Sheets\0840821-72F49-015-Deck Slab.dgn
 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLOTDRVS\$



USER NAME = tfray
 DESIGNED - KRG
 CHECKED - MJK
 PLOT SCALE =
 DRAWN - TF
 PLOT DATE = 11/12/2014
 CHECKED - SCD

DESIGNED - KRG
 CHECKED - MJK
 DRAWN - TF
 CHECKED - SCD

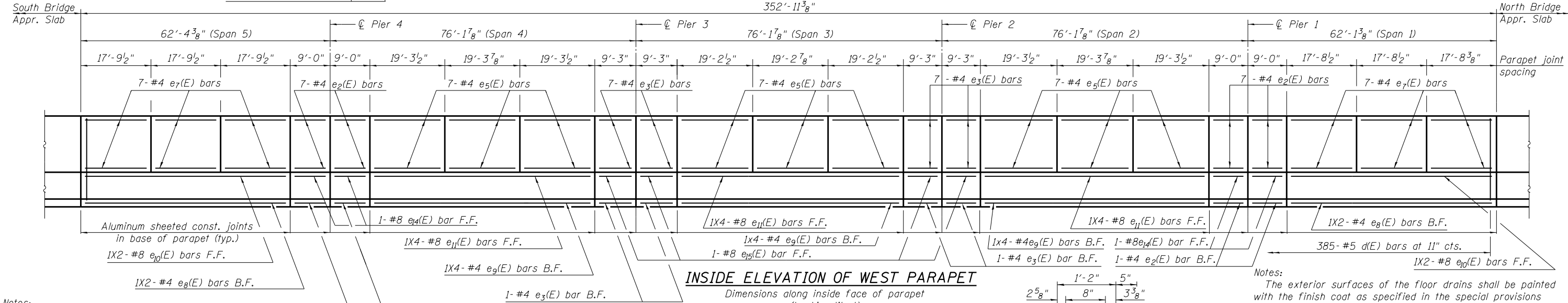
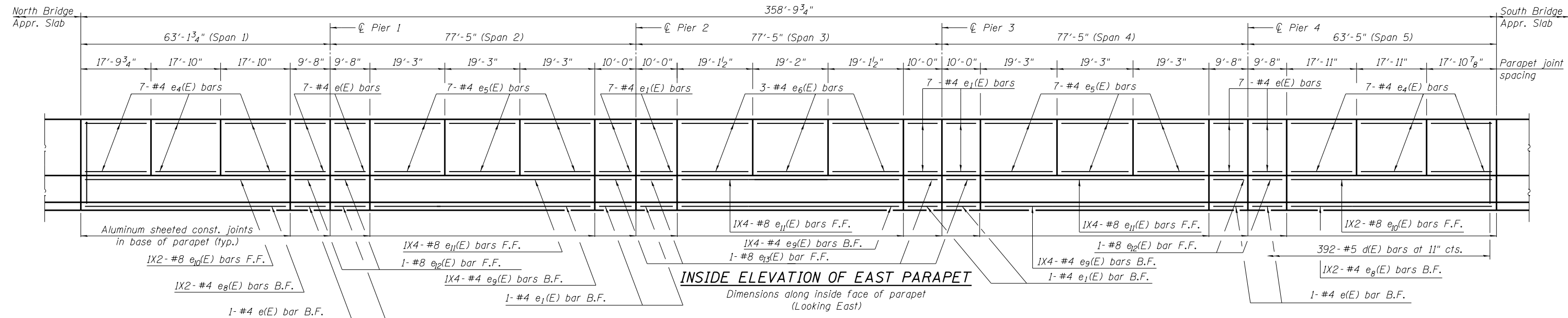
REVISED
 REVISED
 REVISED
 REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

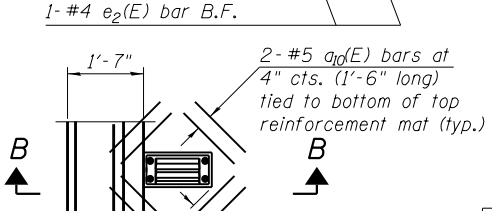
SUPERSTRUCTURE
 STRUCTURE NO. 084-0021

SHEET NO. 15 OF 38 SHEETS

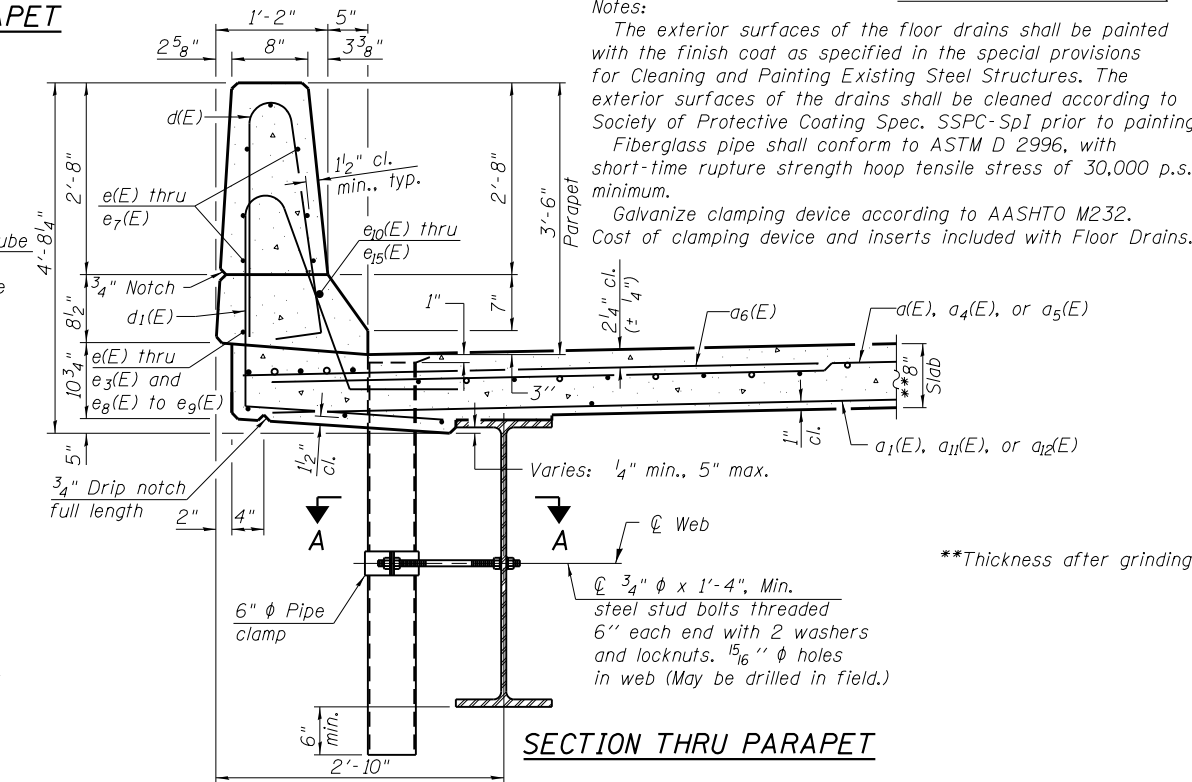
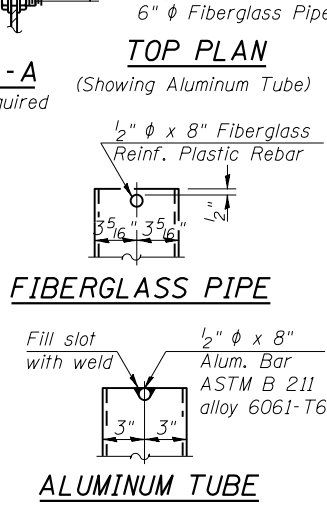
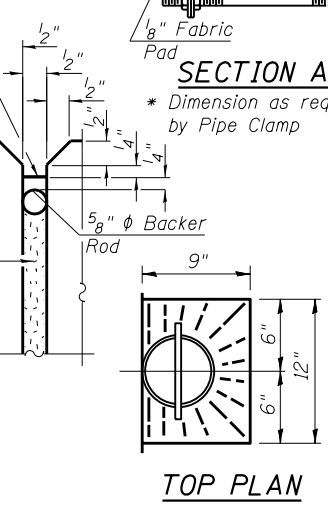
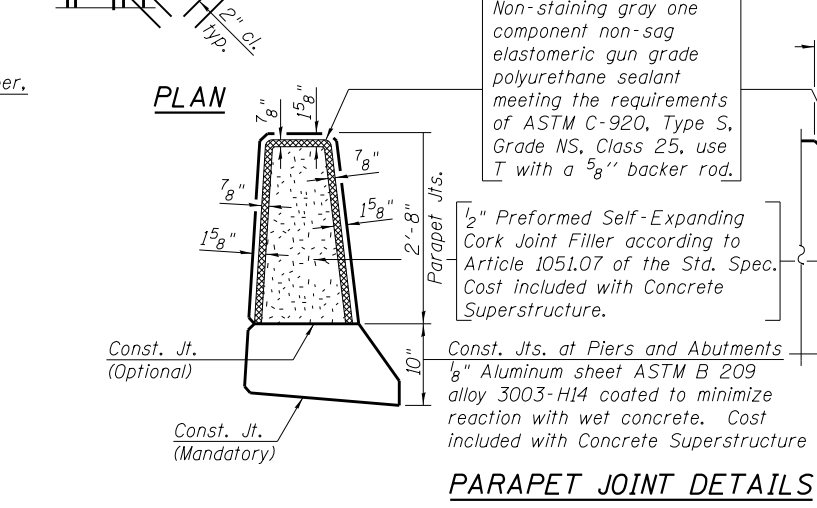
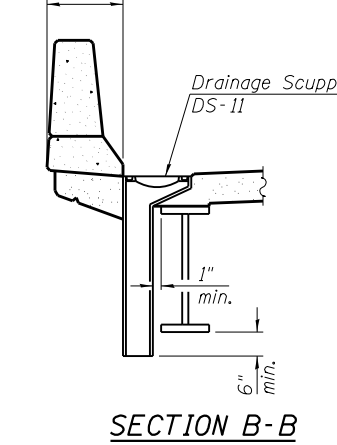
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	56
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				



Notes:
 Bars indicated thus 1x2-#4 etc. indicates 1 line of bars with 2 lengths per line.
 B.F.=Back Face
 F.F.=Front Face



MINIMUM BAR LAP
 (Parapet)
 #4 bar = 2'-0"
 #8 bar = 5'-2"



Notes:
 The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting Existing Steel Structures. The exterior surfaces of the drains shall be cleaned according to Society of Protective Coating Spec. SSPC-Sp1 prior to painting. Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum. Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts included with Floor Drains.



USER NAME = tfray	DESIGNED - KRG	REVISED
PLOT SCALE =	CHECKED - MJK	REVISED
PLOT DATE = 11/12/2014	DRAWN - TF	REVISED
	CHECKED - SCD	REVISED

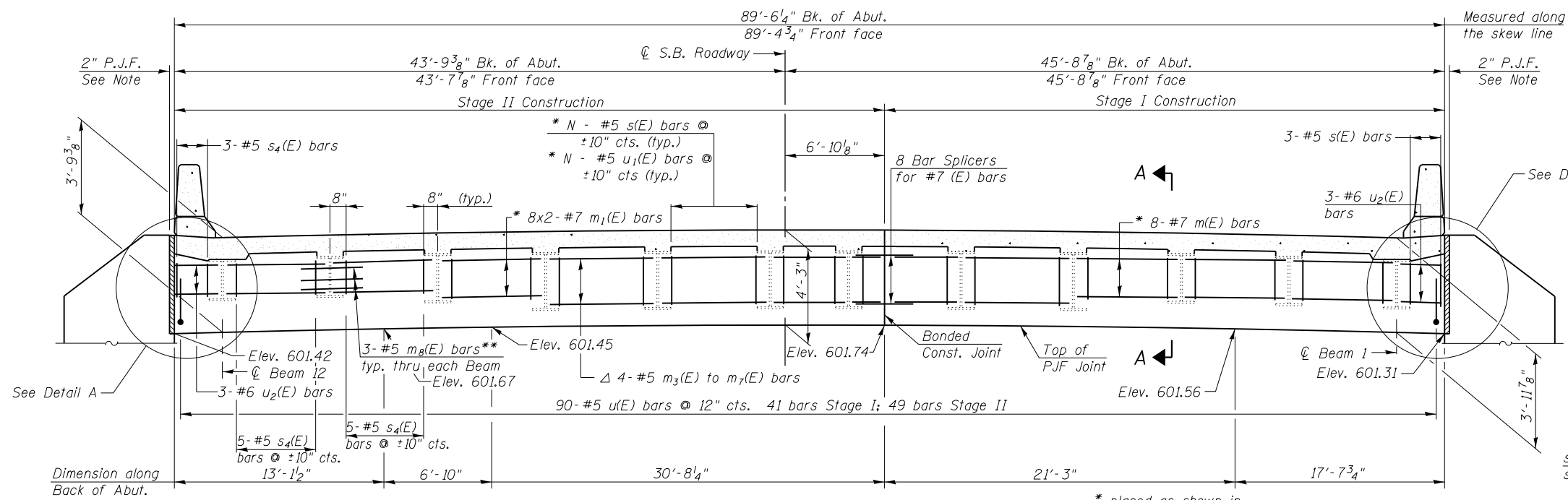
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
 STRUCTURE NO. 084-0021
 SHEET NO. 16 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	57
CONTRACT NO. 72F49				

ILLINOIS FED. AID PROJECT

FILE NAME = S:\Projects\2013\085\13-48\100T\06\PTB\137\Item 20\W07\SB 1-55 Bridge\CADD\CADD Sheets\0840021-72F49-016-Superstructure Details 01.dgn
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 PLOT DRIVER = \$PLTDRVS\$

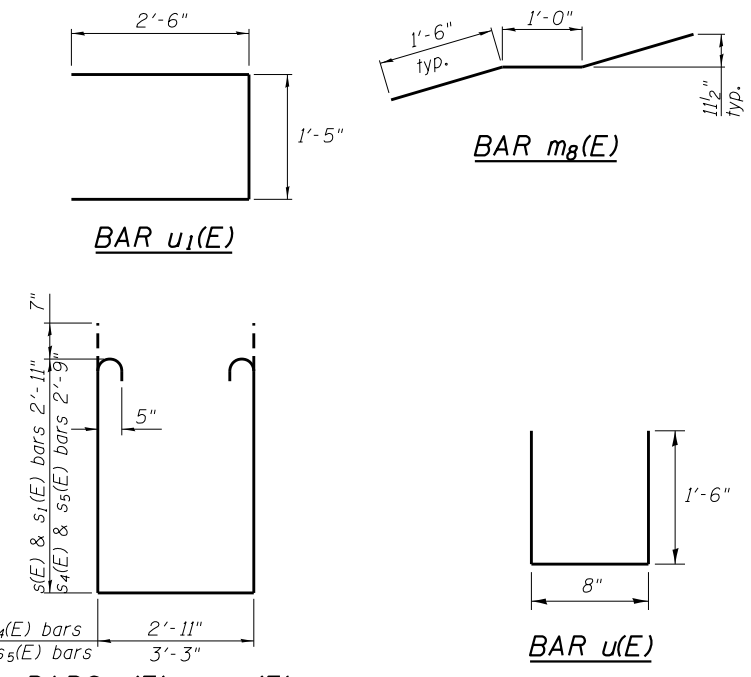


DIAPHRAGM ELEVATION AT N. ABUTMENT
Looking North

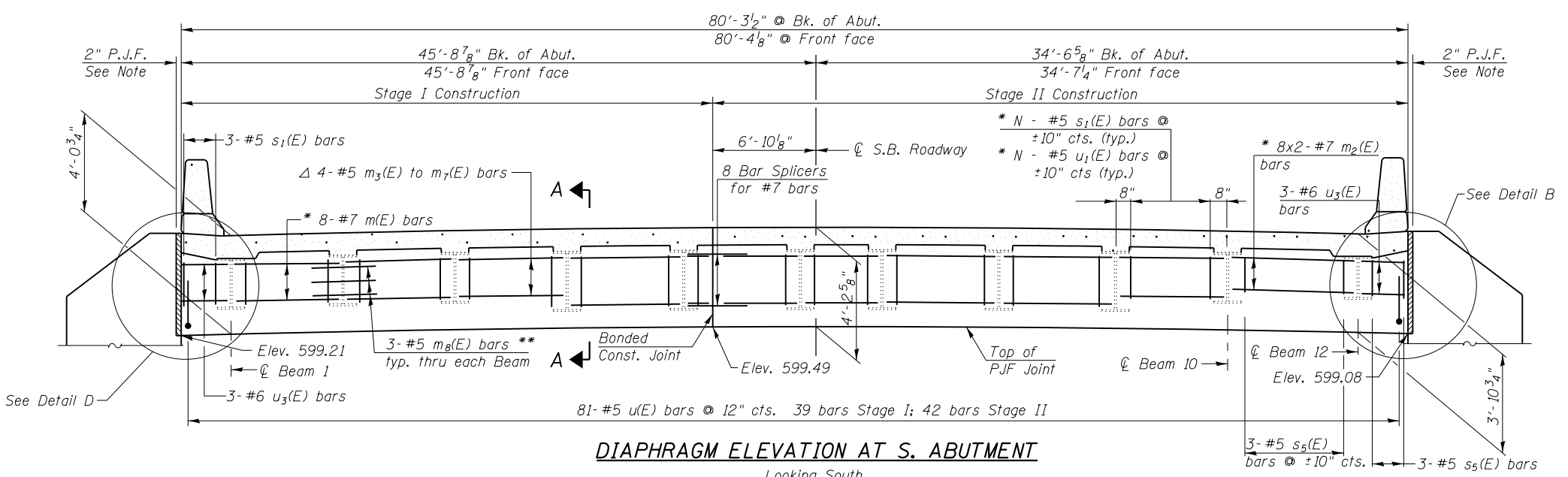
- Δ use $m_3(E)$ bars between Beams 1 to 4 (both Abuts)
- use $m_4(E)$ bars between Beams 4 to 9 (both Abuts)
- use $m_5(E)$ bars between Beams 9 to 10 (both Abuts)
- use $m_6(E)$ bars between Beams 10 to 12 (N. Abut)
- use $m_7(E)$ bars between Beams 10 to 12 (S. Abut)

** Secure $m_6(E)$ bars such that they remain centered and level during pouring of the concrete.

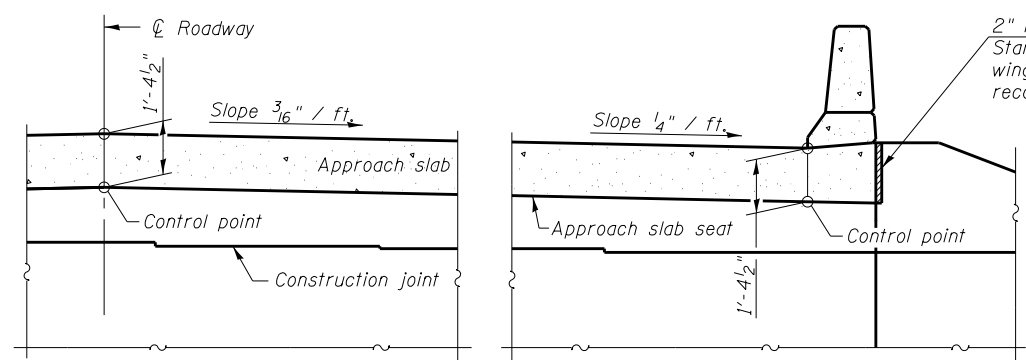
N = 6 each between Beams 1 to 4 & 9 to 10 (both Abuts)
= 7 each between Beams 4 to 9 (both Abuts)



BARS s(E) or s1(E)



DIAPHRAGM ELEVATION AT S. ABUTMENT
Looking South

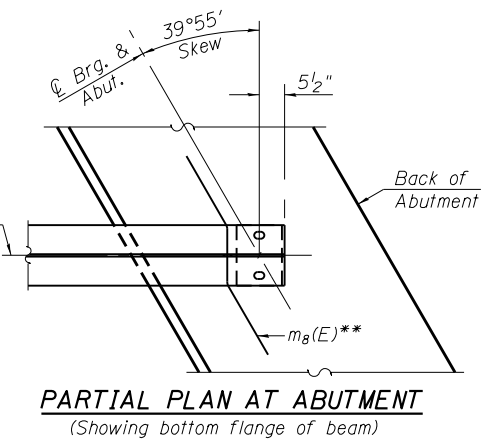


SECTION B-B

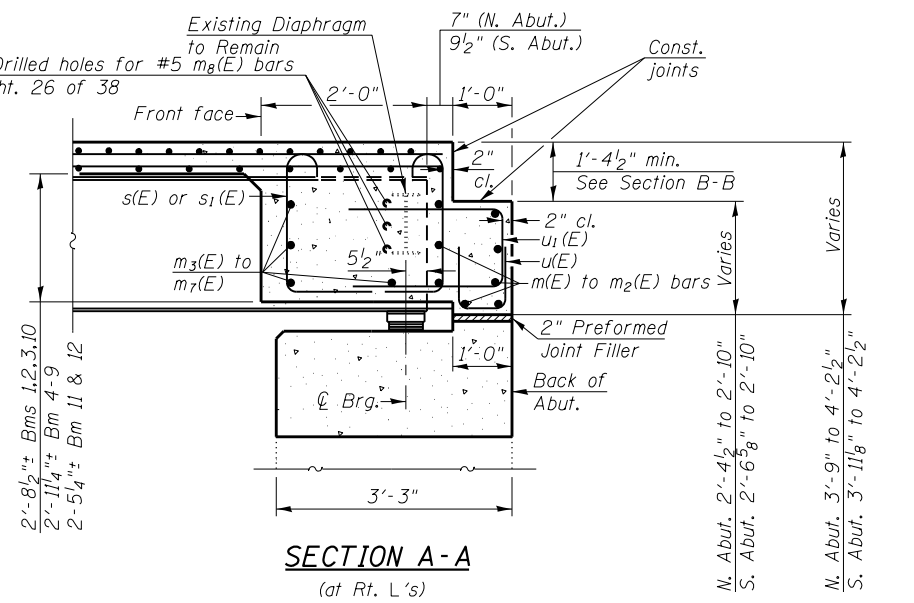
2\" P.J.F. (per Article 1051.09 of the Standard Specifications) bonded to wingwall with suitable adhesive as recommended by supplier.

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 17 of 38.
Concrete in diaphragm is included with Concrete Superstructure on sheet 17 of 38.
For details of A, B, C, D see sheet 17 of 38.
The $s(E)$ and $s_1(E)$ bars shall be placed parallel to the beams.
Spacing for these bars shall be at right angles to the beams.
The approach slab seat shall have a constant slope determined from the control points shown.
For bearing details see sheet 29 of 38.

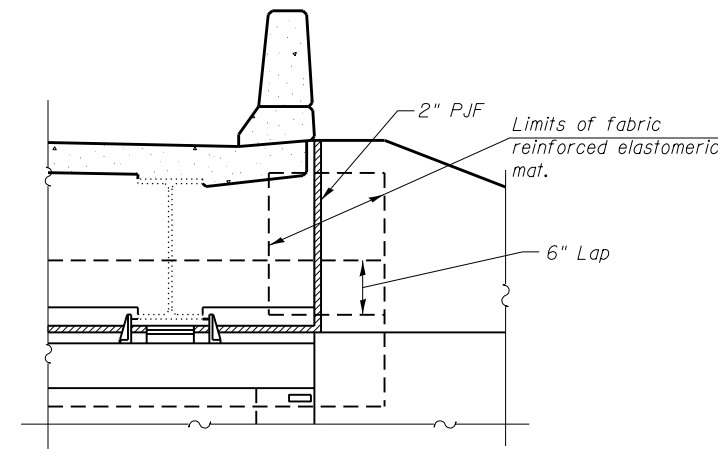
Min. Bar Lap
#7 bar = 5'-2"



PARTIAL PLAN AT ABUTMENT
(Showing bottom flange of beam)



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



PARTIAL DIAPHRAGM DETAIL

FILE NAME = S:\Projects\2013\JOBS\13-48\100T\06\PTB\137\Item 20\W07\SB\1-55\Bridges\CADD\CADD Sheets\0840021-72F-01B-Concrete Diaphragm Details.dgn
MODEL = \$MODEL\$
PLOT DRIVER = \$PLOTDRIVER\$



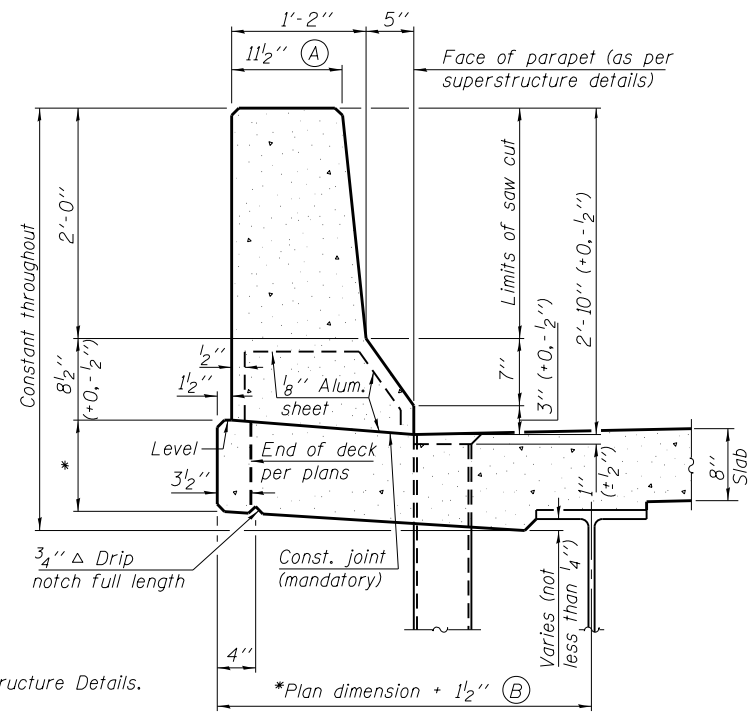
USER NAME = tfray	DESIGNED - KRG	REVISED
PLOT SCALE =	CHECKED - MJK	REVISED
PLOT DATE = 11/19/2014	DRAWN - TF	REVISED
	CHECKED - SCD	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE DIAPHRAGM DETAILS
STRUCTURE NO. 084-0021
SHEET NO. 18 OF 38 SHEETS

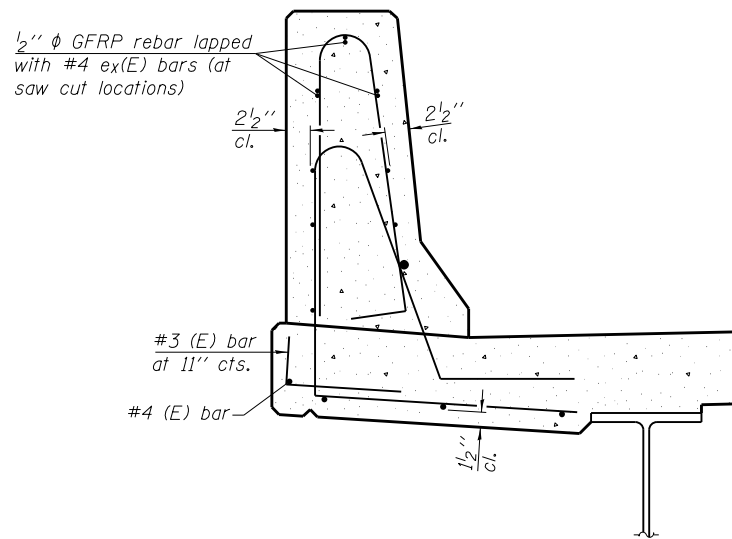
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	59
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

FILE NAME = S:\Projects\2013\JOBS\13-40\DOT 06 FTB 137 Item 26 W07 SB 1-55 Bridge\CADD\CADD Sheets\0840021-72F49-01h-Concrete Parapet Slipforming Option.dgn
 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLOTDRIVER\$



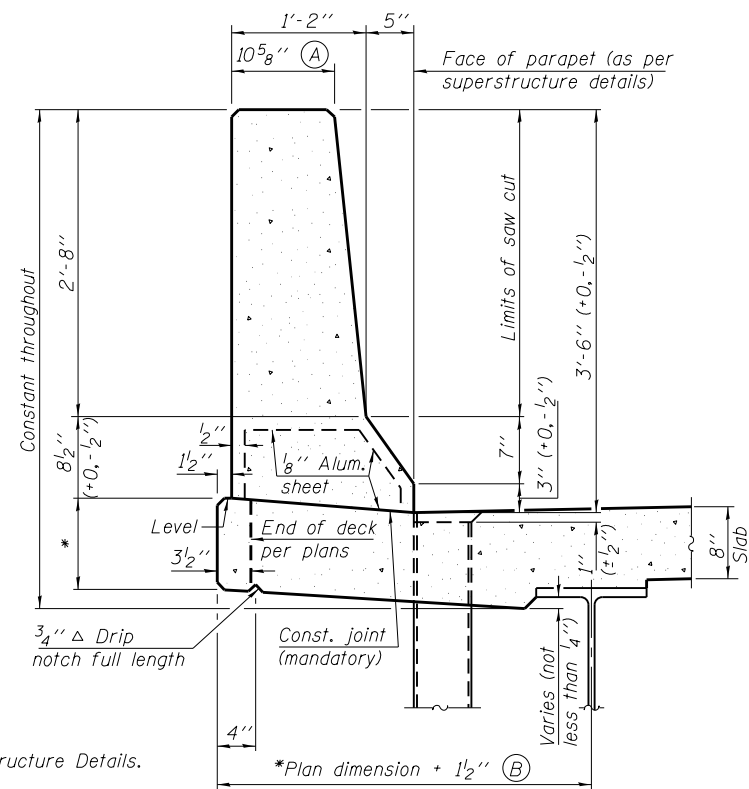
*See Superstructure Details.

34" F SHAPE PARAPET SECTION
(Showing dimensions)



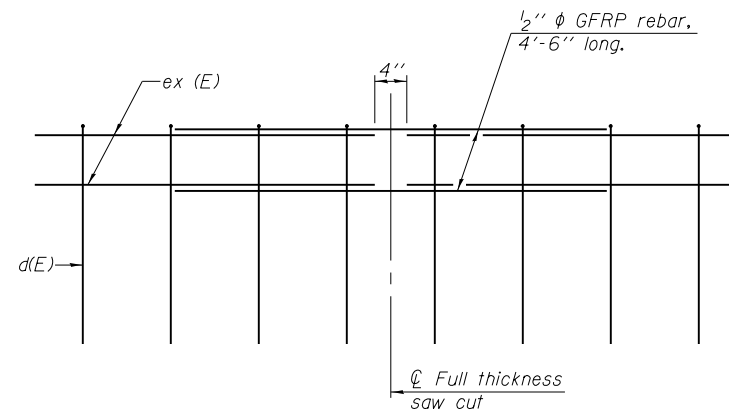
SECTION

(34" parapet shown - 42" parapet similar)
(Showing reinforcement clearances for slip forming and additional reinforcement bars)



*See Superstructure Details.

42" F SHAPE PARAPET SECTION
(Showing dimensions)

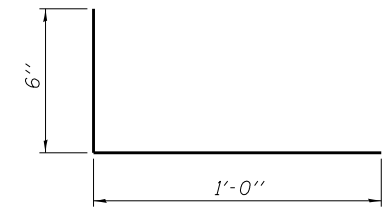


GFRP REBAR STIFFENING DETAIL

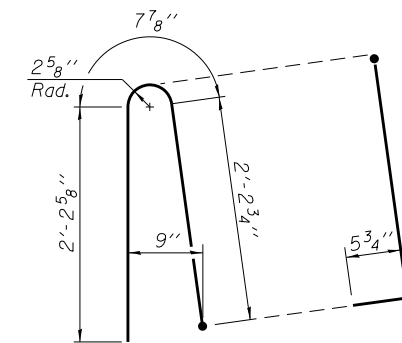
(Place as shown in parapet section at each parapet joint location.)

GENERAL NOTES

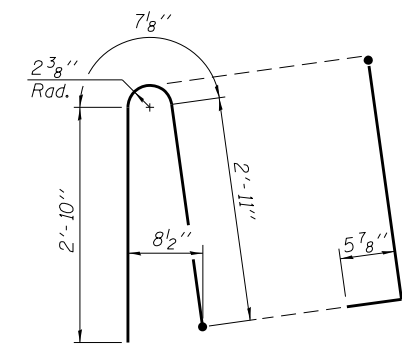
All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. for 34" parapet or = 0.0223 cu. yds./ft. for 42" parapet. Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler. Steel superstructure shown. Other superstructure types similar.



#3 (E) BAR



ALTERNATE BAR d(E)
(For 34" parapet when conduit is present)



ALTERNATE BAR d(E)
(For 42" parapet when conduit is present)

SFP 34-42

8-16-12



USER NAME = rgoertz	DESIGNED - KRG	REVISED
PLOT SCALE =	CHECKED - MJK	REVISED
PLOT DATE = 10/22/2014	DRAWN - TF	REVISED
	CHECKED - SCD	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 084-0021

SHEET NO. 19 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	60
CONTRACT NO. 72F49				

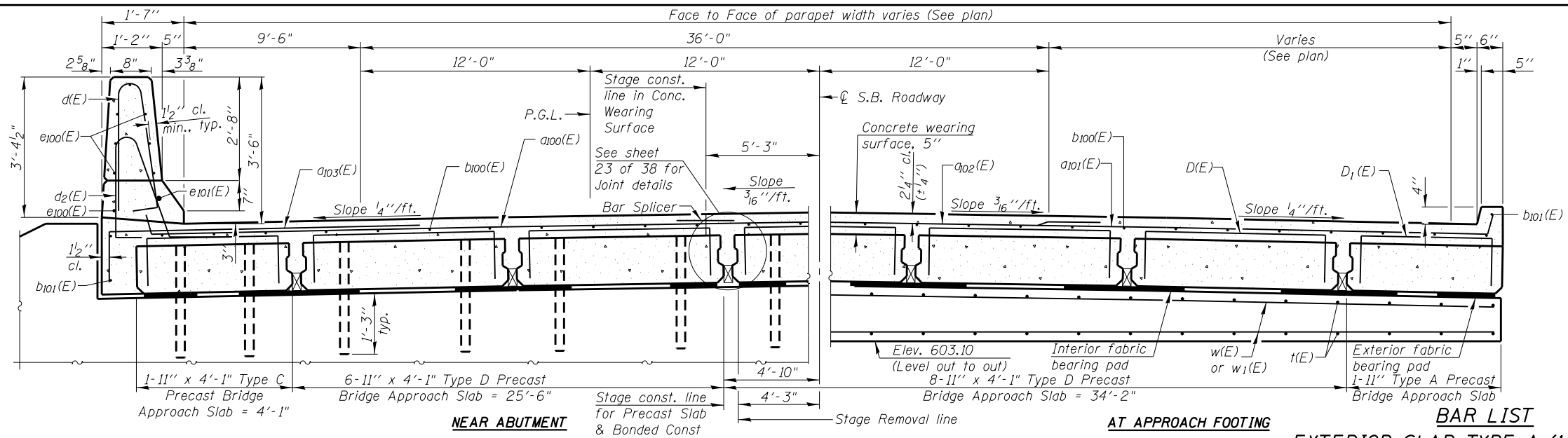
ILLINOIS FED. AID PROJECT

Notes:
 For Sections A-A, C-C, Parapet reinforcement and Bar bending details see sheet 22 of 38.
 For Precast Bridge Approach Slab Section D-D and Joint Seal details see sheet 24 of 38.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a ₁₀₀ (E)	31	#4	37'-8"	—
a ₁₀₁ (E)	31	#4	40'-5"	—
a ₁₀₂ (E)	31	#4	11'-3"	—
a ₁₀₃ (E)	30	#4	7'-5"	—
b ₁₀₀ (E)	66	#4	29'-8"	—
b ₁₀₁ (E)	4	#4	14'-8"	—
d(E)	34	#5	6'-10"	⤴
d ₂ (E)	34	#5	5'-11"	⤴
e ₁₀₀ (E)	16	#4	14'-8"	—
e ₁₀₁ (E)	2	#8	14'-8"	—
t(E)	138	#4	12'-8"	—
w(E)	80	#5	20'-6"	—
w ₁ (E)	80	#5	26'-0"	—
Concrete Superstructure Cu. Yd. 4.1				
Concrete Structures Cu. Yd. 38.8				
Reinforcement Bars, Epoxy Coated Pound 9,090				
Precast Bridge Approach Slab Sq. Ft. 2,030				
Concrete Wearing Surface, 5" Sq. Yd. 228				
Preformed Joint Strip Seal Foot 92				

For Section D-D, D₁(E), S₂(E), and S₃(E) bar details, see sheet 24 of 38.



NEAR ABUTMENT

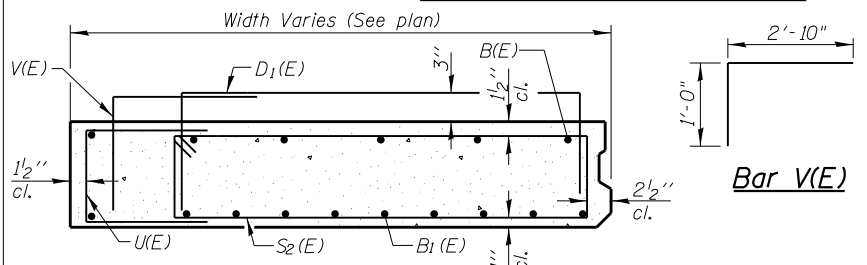
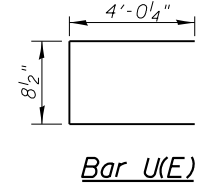
AT APPROACH FOOTING

BAR LIST

EXTERIOR SLAB TYPE A (1 REQUIRED)
 (For information only)

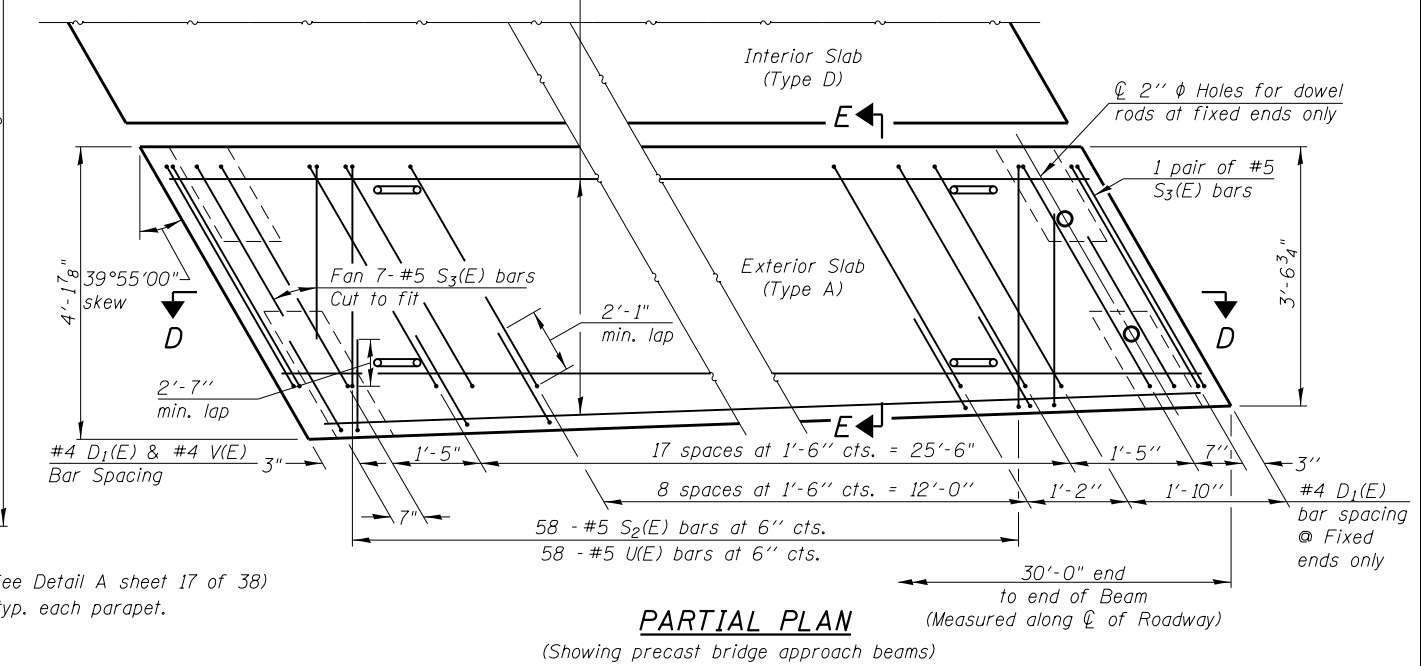
Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	—
B ₁ (E)	11	#9	29'-8"	—
D ₁ (E)	32	#4	6'-3"	⤴
S ₂ (E)	58	#5	8'-8"	⤴
S ₃ (E)	18	#5	9'-3"	⤴
U(E)	58	#5	8'-9"	⤴
V(E)	32	#4	3'-10"	⤴

Min Bar Lap
 #5 Bar = 2'-7"
 #4 Bar = 2'-1"

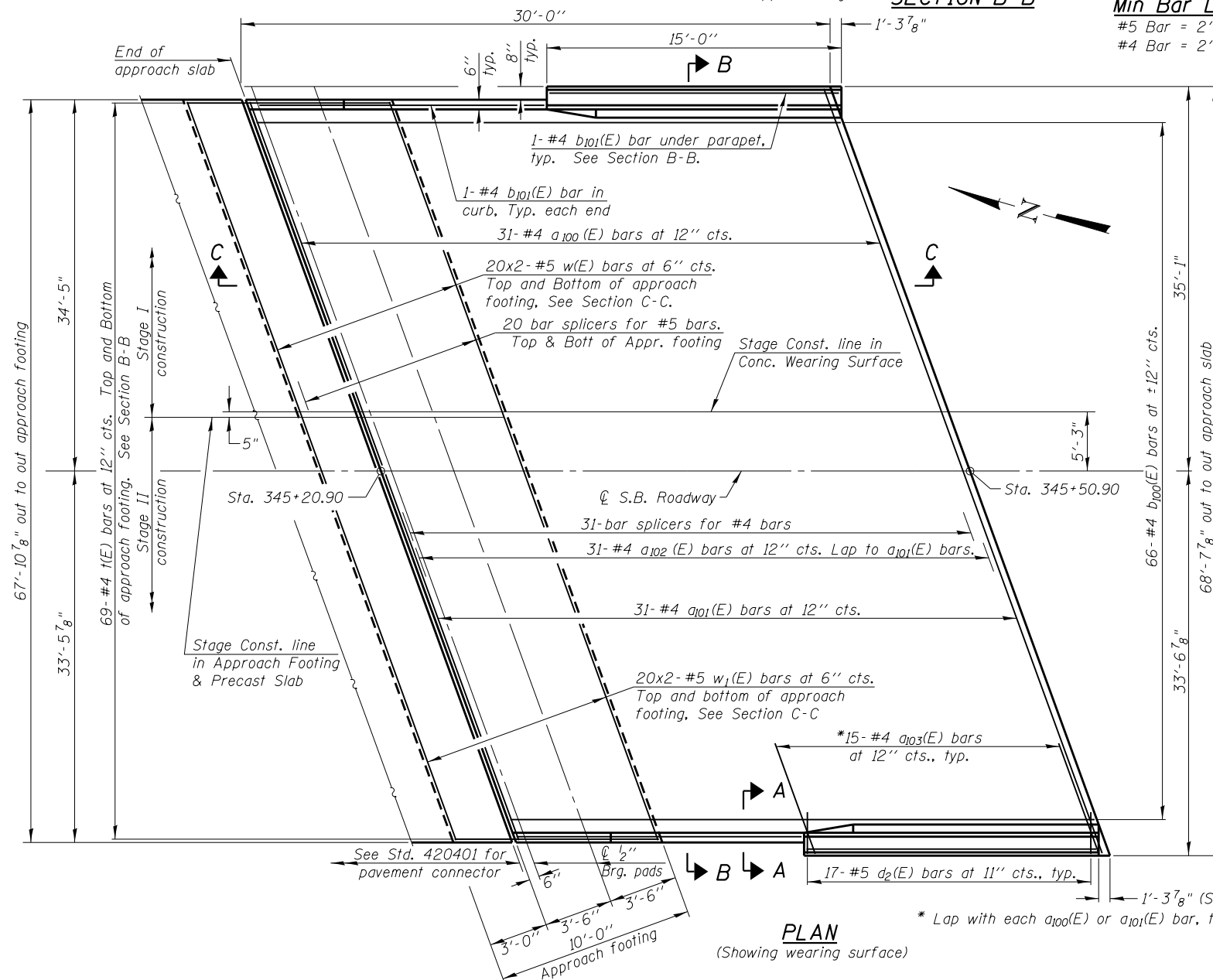


SECTION E-E (Type A)
 (Showing reinforcement)

Fan 6- #5 B(E) bars Full length (Top)
 Fan 11- #9 B₁(E) bars Full length (Bottom)



PARTIAL PLAN
 (Showing precast bridge approach beams)



PLAN
 (Showing wearing surface)

FILE NAME = S:\Projects\2013 JOBS\13-48 IDOT D6 FTB 137 Item 20 W07 SB 1-55 Bridge\CADD\CADD Sheets\0840021-72F 49-020-North Bridge Approach Slab.dgn
 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLTDVRS\$



USER NAME = tfray	DESIGNED - KRG	REVISIONS
PLOT SCALE =	CHECKED - MJK	REVISIONS
PLOT DATE = 11/12/2014	DRAWN - TF	REVISIONS
	CHECKED - SCD	REVISIONS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH BRIDGE APPROACH SLAB
STRUCTURE NO. 084-0021
 SHEET NO. 20 OF 38 SHEETS

F.A.I. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	61
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

Notes:
 For Sections A-A, C-C, Parapet reinforcement and Bar bending details see sheet 22 of 38.
 For Precast Bridge Approach Slab and Joint Seal details see sheet 24 of 38.

BILL OF MATERIAL

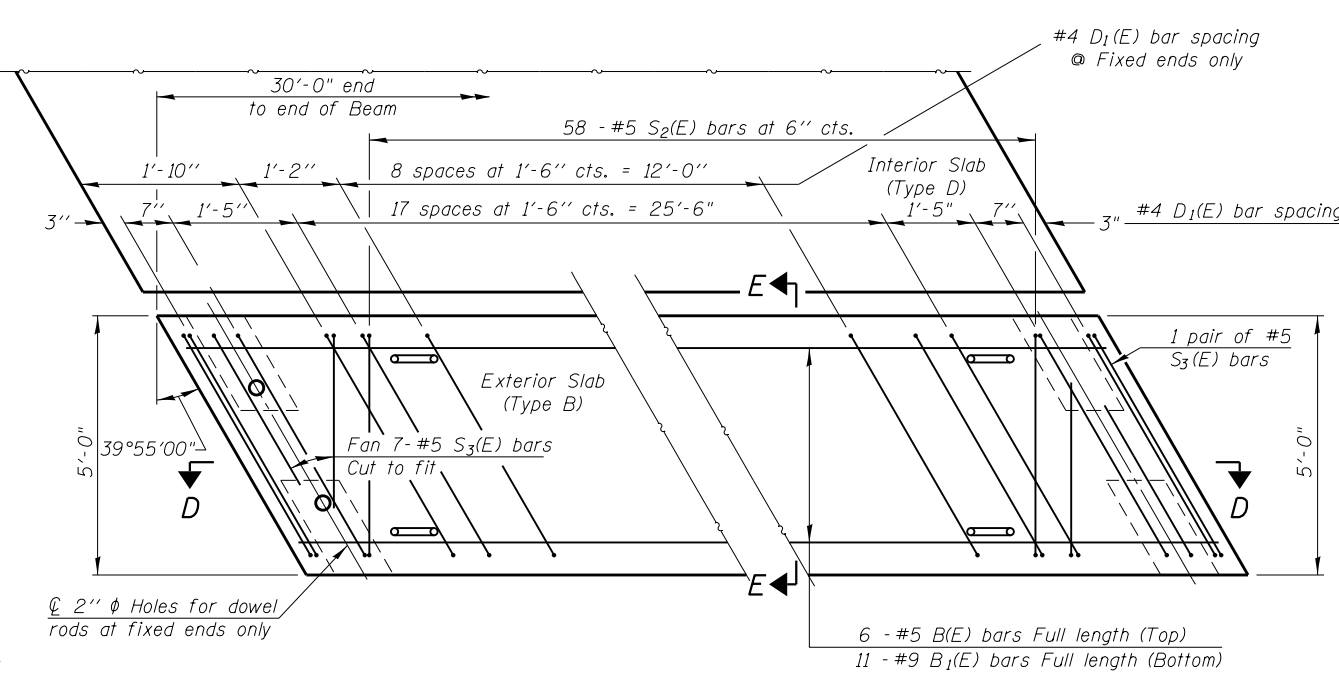
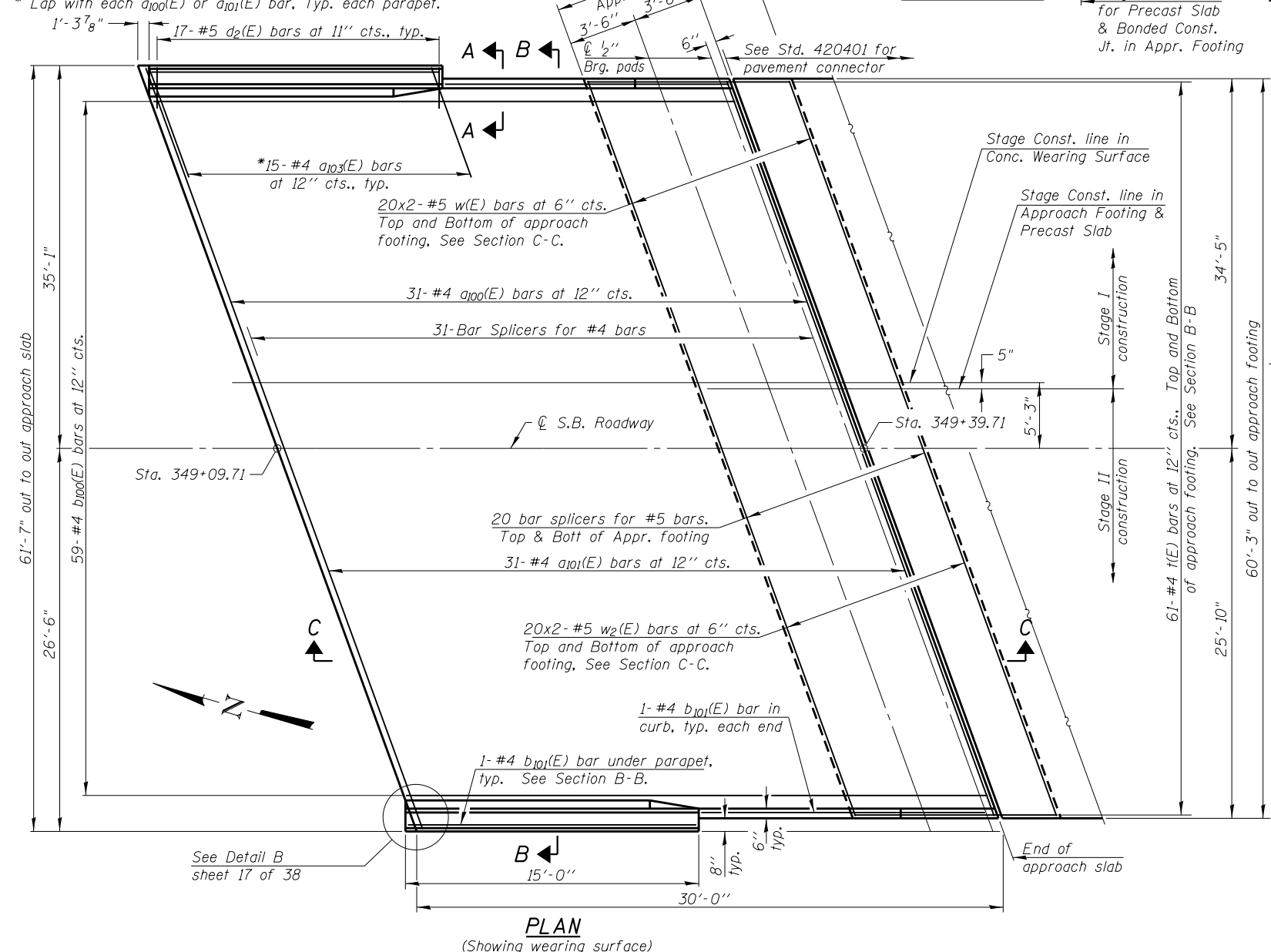
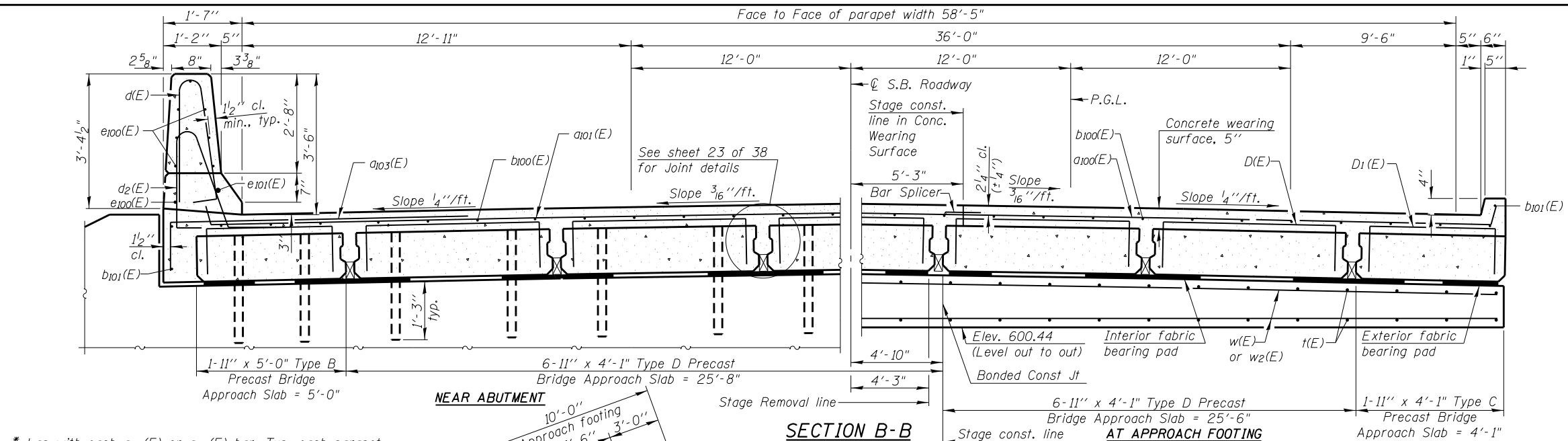
Bar	No.	Size	Length	Shape
a ₁₀₀ (E)	31	#4	37'-8"	
a ₁₀₁ (E)	31	#4	40'-5"	
a ₁₀₃ (E)	30	#4	7'-5"	
b ₁₀₀ (E)	59	#4	29'-8"	
b ₁₀₁ (E)	4	#4	14'-8"	
d(E)	34	#5	6'-10"	
d ₂ (E)	34	#5	5'-11"	
e ₁₀₀ (E)	16	#4	14'-8"	
e ₁₀₁ (E)	2	#8	14'-8"	
t(E)	122	#4	12'-8"	
w(E)	80	#5	20'-6"	
w ₂ (E)	80	#5	21'-6"	
Concrete Superstructure		Cu. Yd.	4.1	
Concrete Structures		Cu. Yd.	36.9	
Reinforcement Bars, Epoxy Coated		Pound	8,200	
Precast Bridge Approach Slab		Sq. Ft.	1,808	
Concrete Wearing Surface, 5"		Sq. Yd.	204	
Preformed Joint Strip Seal		Foot	83	

BAR LIST
EXTERIOR SLAB
TYPE B (1 REQUIRED)
 (For information only)

Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	
B ₁ (E)	11	#9	29'-8"	
D ₁ (E)	32	#4	8'-0"	
S ₂ (E)	58	#5	11'-5"	
S ₃ (E)	18	#5	9'-3"	

For Section D-D, D(E), S₂(E), & S₃(E) bar details see sheet 24 of 38

Min Bar Lap
 #5 Bar = 2'-7"
 #4 Bar = 2'-1"



PARTIAL PLAN
 (Showing precast bridge approach beams)

FILE NAME = S:\Projects\2013 JOBS\13-48 IDOT D6 FTB 137 Item 26 W07 SB 1-55 Bridge\CADD\CADD Sheets\0840021-72F-49-021-South Bridge Approach Slab.dgn
 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLTDRVS\$



USER NAME = tfray
 PLOT SCALE =
 PLOT DATE = 11/12/2014

DESIGNED - KRG
 CHECKED - MJK
 DRAWN - TF
 CHECKED - SCD
 REVISED
 REVISED
 REVISED
 REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

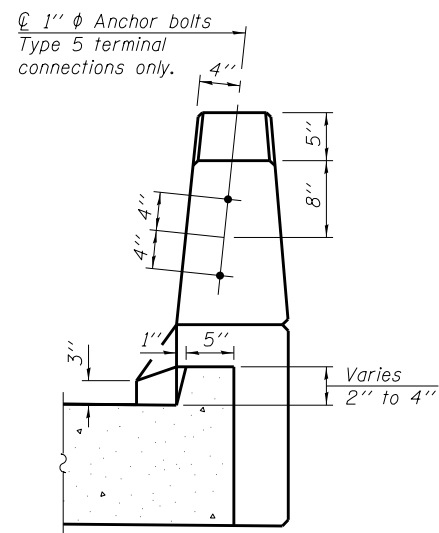
SOUTH BRIDGE APPROACH SLAB
STRUCTURE NO. 084-0021

SHEET NO. 21 OF 38 SHEETS

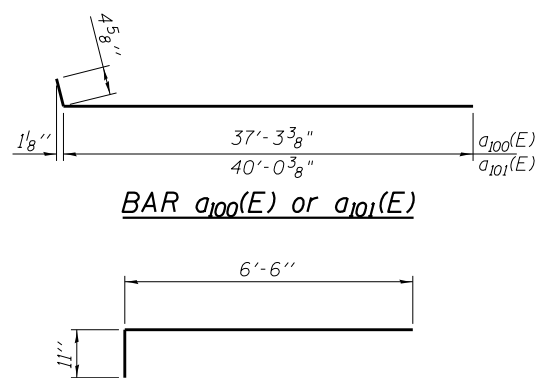
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	62

CONTRACT NO. 72F49
 ILLINOIS FED. AID PROJECT

FILE NAME = S:\Projects\2813 JOBS\13-48 IDOT 06 FTB 137 Item 26 W07 SB 1-55 Bridge\CADD\CADD Sheets\0840021-72F49-022-Br-idgeApproachSlabDetails.dgn
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 PLOT DRIVER = \$PLTDVRS\$

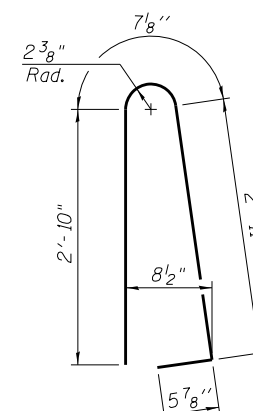


SECTION A-A

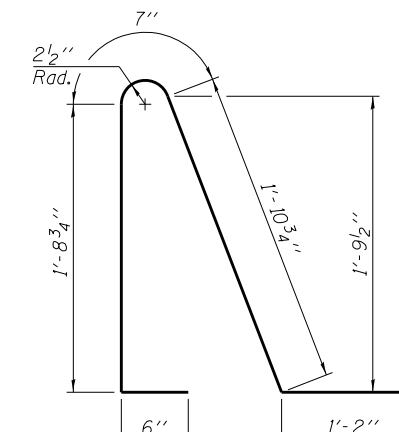


BAR $a_{100}(E)$ or $a_{101}(E)$

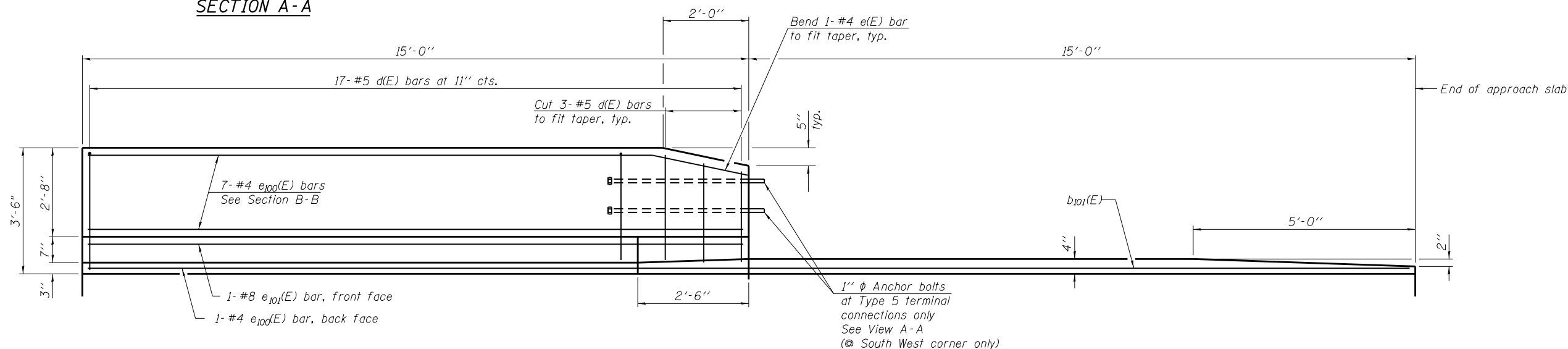
BAR $a_{103}(E)$



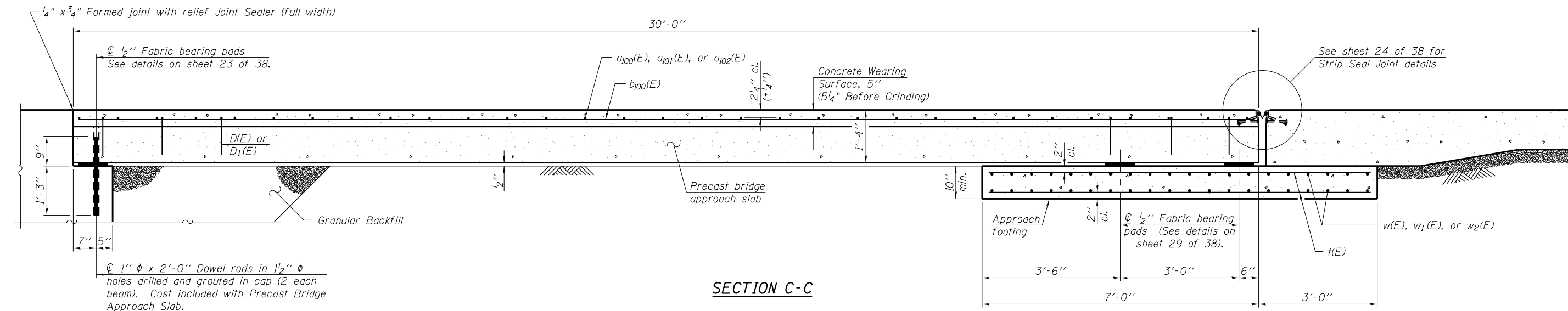
BAR $d(E)$



BAR $d_2(E)$



INSIDE ELEVATION OF PARAPET AND CURB



SECTION C-C



USER NAME = rgoertz	DESIGNED - KRG	REVISION
PLOT SCALE =	CHECKED - MJK	REVISION
PLOT DATE = 10/22/2014	DRAWN - TF	REVISION
	CHECKED - SCD	REVISION

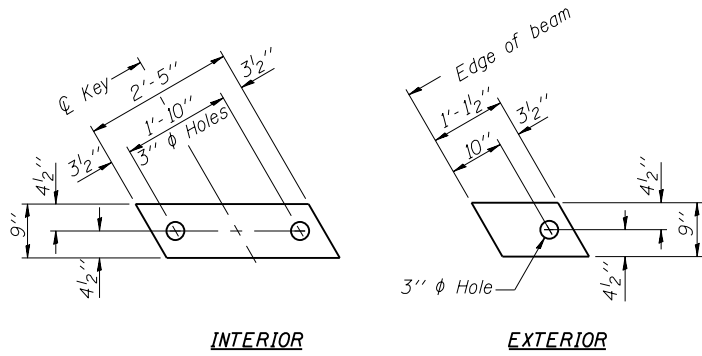
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 084-0021

SHEET NO. 22 OF 38 SHEETS

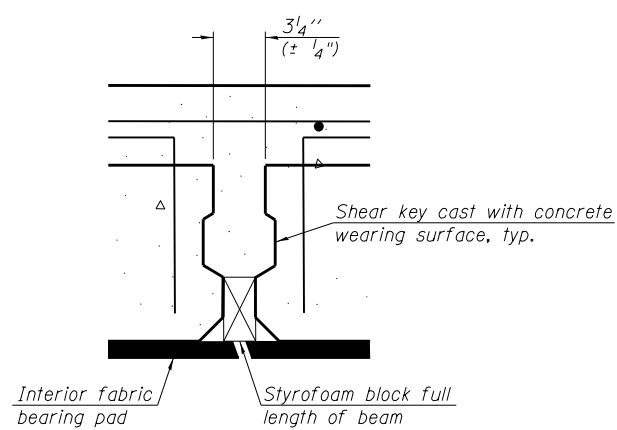
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	63
CONTRACT NO. 72F49				

ILLINOIS FED. AID PROJECT

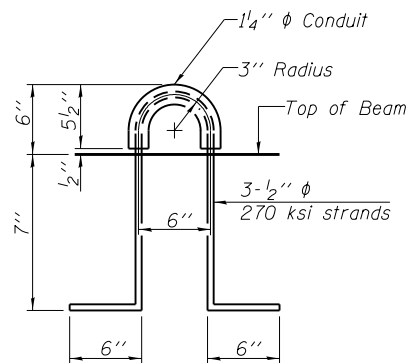


INTERIOR **EXTERIOR**
FABRIC BEARING PAD

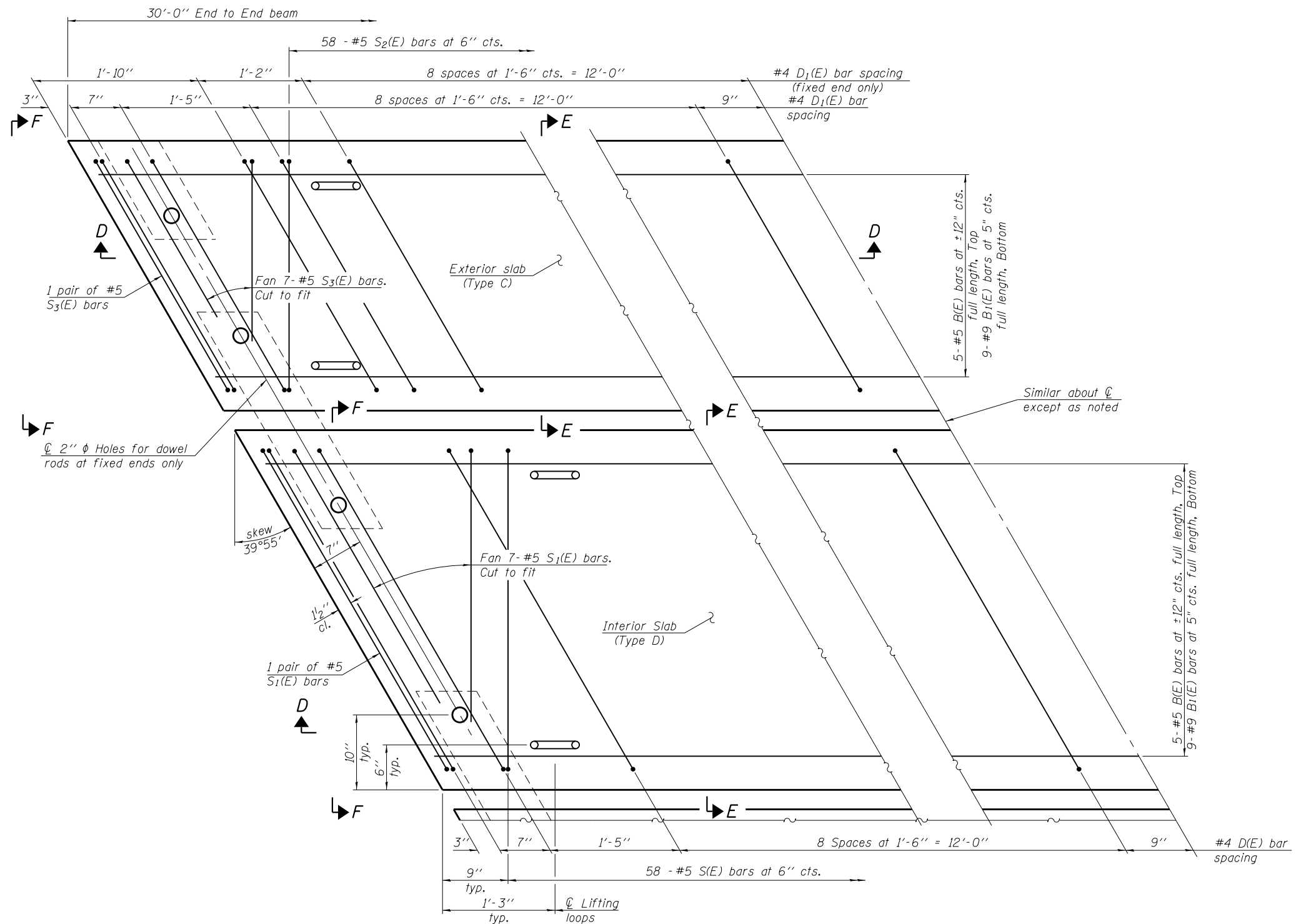
Notes:
All bearing pads shall be 1/2" thick.
Omit holes for fabric bearing pads at approach slab footing end of beams.
Expansion bearing pad shall be bonded to the approach slab footing.



SECTION THRU SHEAR KEY JOINT



LIFTING LOOP DETAIL



PLAN VIEW

(showing precast bridge approach beams)

FILE NAME = S:\Projects\2013\JOBS\13-48\100T\06\PTB\137\Item 20 W07 SB 1-55 Bridge\CADD\CADD Sheets\0840021-72F49-023-Precast Bridge Approach Slab 01.dgn
MODEL = \$MODEL\$
PLOT DRIVER = \$PLTDVRS\$



USER NAME = rgoertz
DESIGNED - KRG
CHECKED - MJK
DRAWN - TF
CHECKED - SCD
PLOT SCALE =
PLOT DATE = 10/22/2014

REVISOR
REVISION
REVISION
REVISION
REVISION

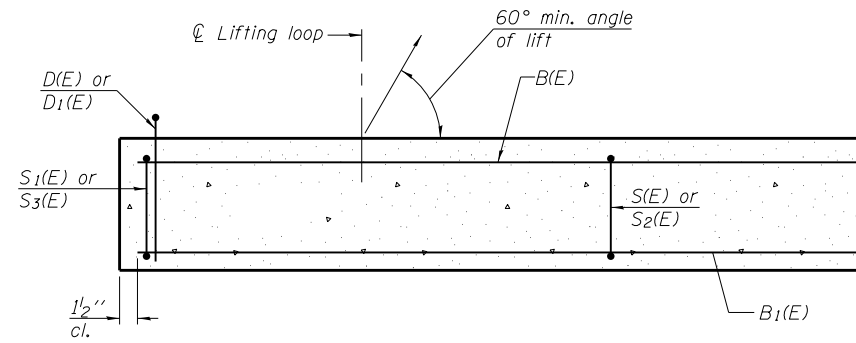
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 084-0021**

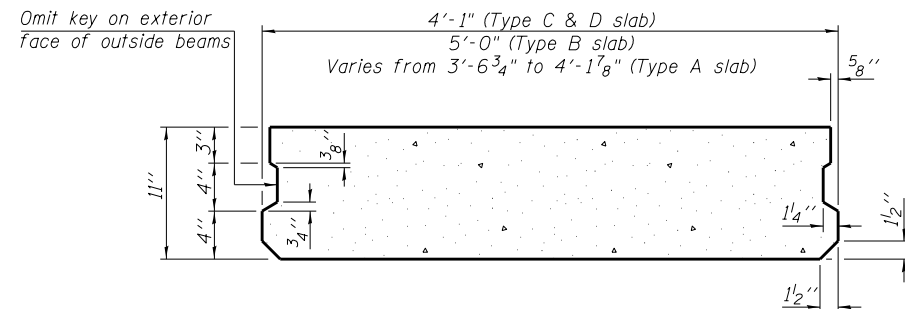
SHEET NO. 23 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	64
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

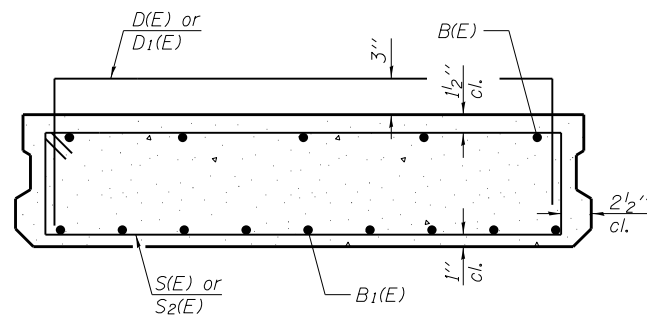
FILE NAME = S:\Projects\2013 JOBS\13-48 IDOT 06 FTB 137 Item 26 W07 58 1-55 Bridge\CADD\CADD Sheets\0840021-72F49-024-Precast Bridge Approach Slab 02.dgn
 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLTDVRS\$



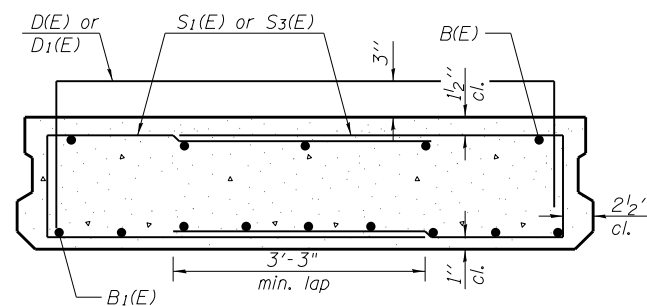
SECTION D-D



SECTION E-E
(Showing dimensions)

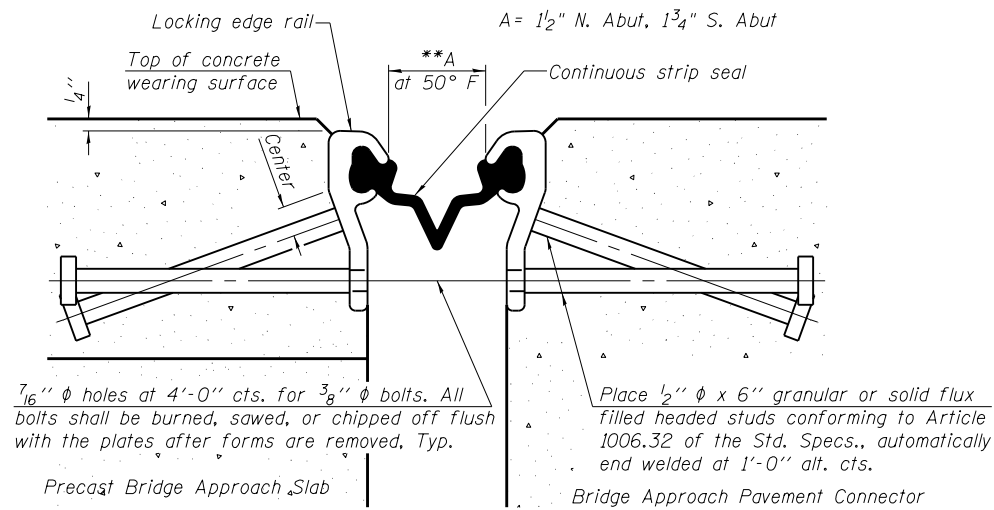


SECTION E-E (Type B, C, & D)
(Showing reinforcement)

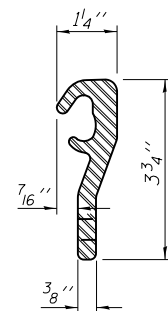


VIEW F-F
(Showing reinforcement)

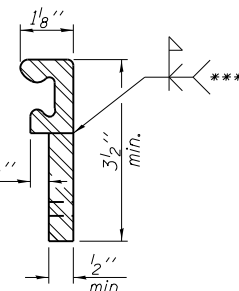
Notes:
 For Plan View, Bar list, and Section E-E showing reinforcement for Type A Slab see sheet 20 of 38.
 For Plan View, Bar list, and Section E-E showing reinforcement for Type B Slab see sheet 21 of 38.



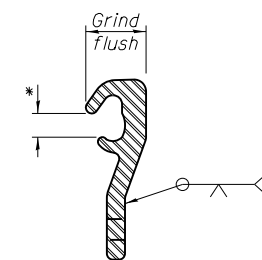
SECTION THRU STRIP SEAL JOINT
(at Rt. angles)



ROLLED (EXTRUDED) RAIL



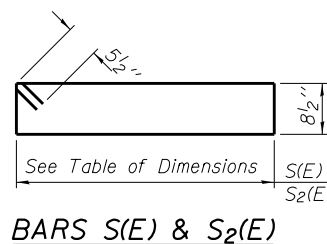
WELDED RAIL



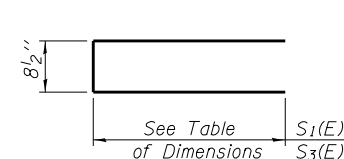
LOCKING EDGE RAIL SPLICE
Rolled rail shown, welded rail similar.

LOCKING EDGE RAIL

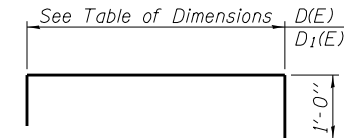
- * Omit weld at seal opening.
- ** The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be 1 1/2" for installation purposes.
- *** Back gouge not required if complete joint penetration is verified by mock-up.



BARS S(E) & S₂(E)



BARS S₁(E) & S₃(E)



BARS D(E) & D₁(E)

BAR LIST INTERIOR SLAB (TYPE D) (26 REQUIRED)
(For information only)

Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B ₁ (E)	9	#9	29'-8"	—
D(E)	32	#4	6'-8"	□
S(E)	58	#5	9'-8"	▬
S ₁ (E)	18	#5	8'-1"	▬

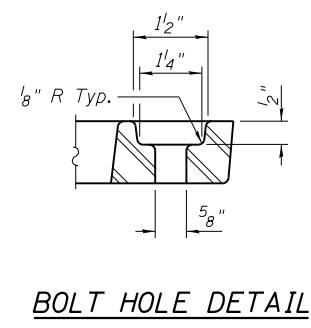
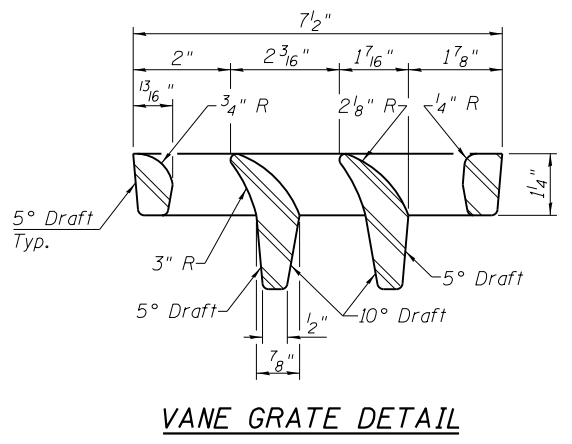
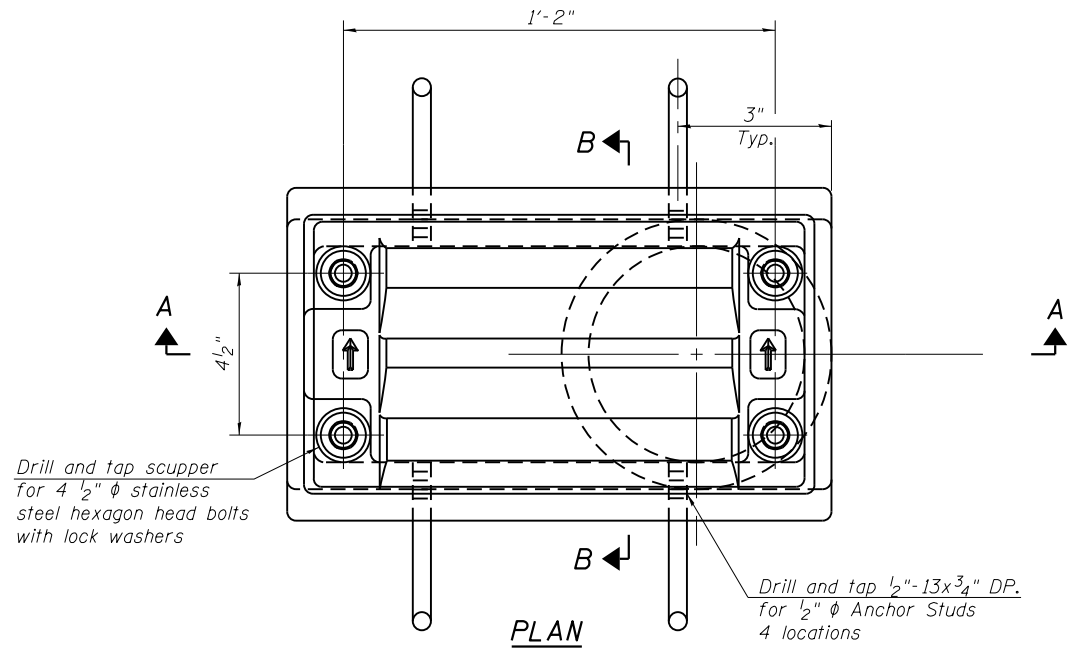
BAR LIST EXTERIOR SLAB (TYPE C) (2 REQUIRED)
(For information only)

Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B ₁ (E)	9	#9	29'-8"	—
D ₁ (E)	32	#4	6'-9"	□
S ₂ (E)	58	#5	9'-10"	▬
S ₃ (E)	18	#5	8'-3"	▬

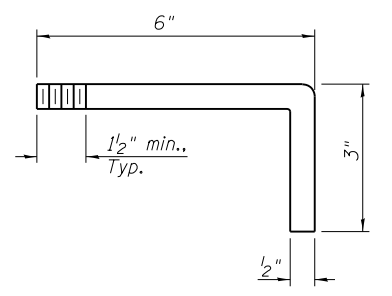
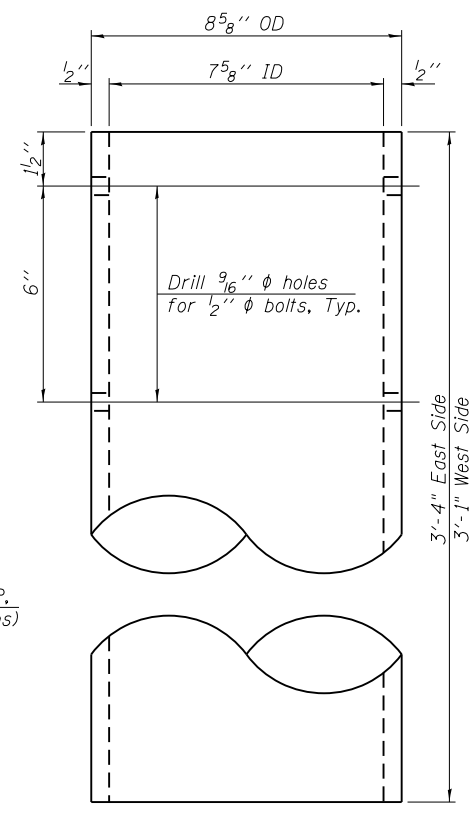
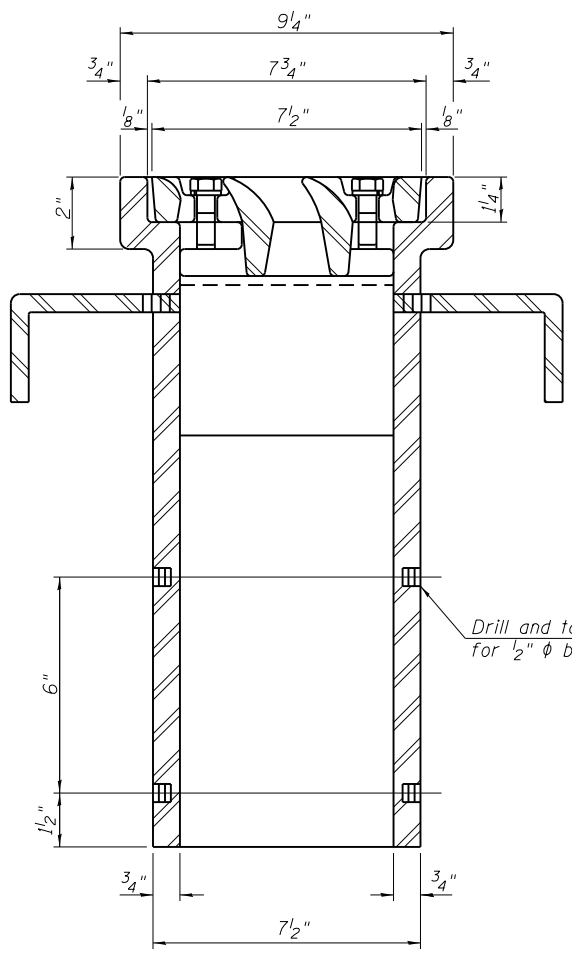
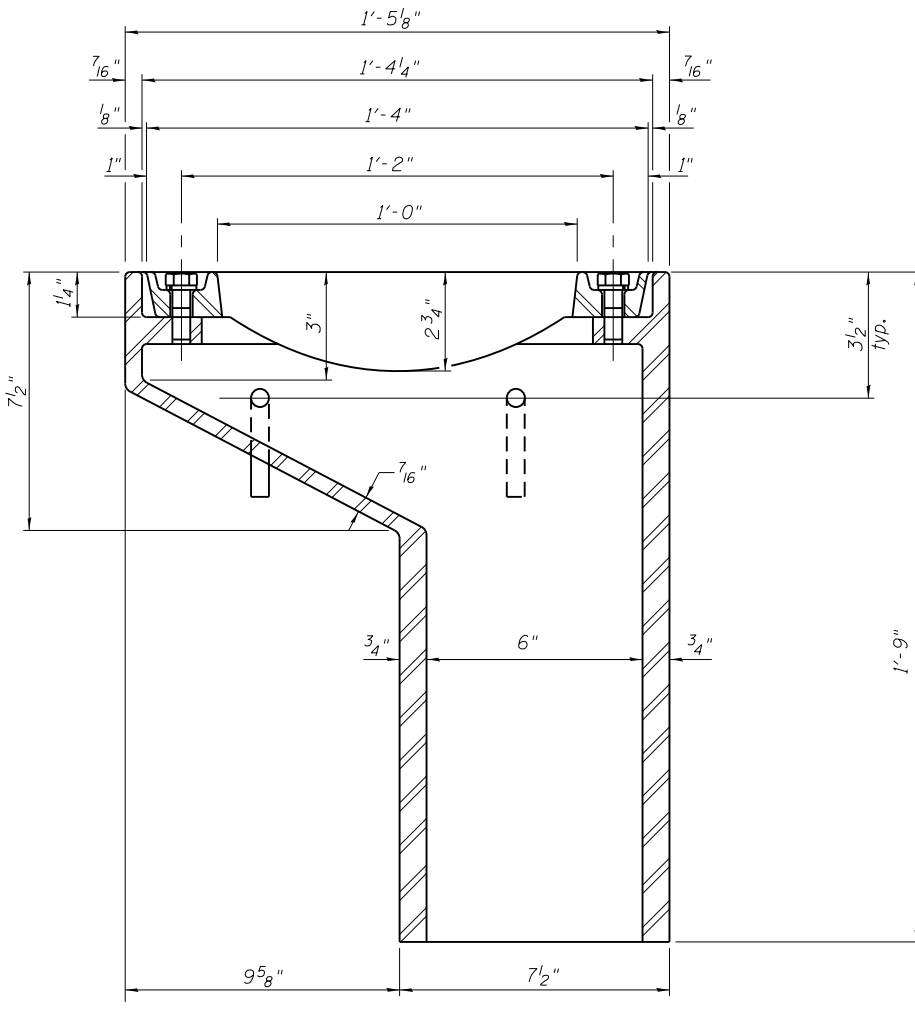
TABLE OF DIMENSIONS

Type	S(E)	S ₂ (E)	S ₁ (E)	S ₃ (E)	D(E)	D ₁ (E)
Type A Slab		3'-2"		4'-3 1/4"		4'-3"
Type B Slab		4'-7"		4'-3 1/4"		6'-0"
Type C Slab		3'-9"		3'-9 1/4"		4'-9"
Type D Slab	3'-8"		3'-8 1/4"		4'-10"	

Notes:
 The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for "Precast Bridge Approach Slab."
 Cast-in-place substitution of Precast Bridge Approach Slab is not allowed. Parapet concrete shall be paid for as Concrete Superstructure. Parapet and wearing surface reinforcement shall be paid for as "Reinforcement Bars, Epoxy Coated."
 Approach footing concrete shall be paid for as "Concrete Structures."
 The top surface of precast bridge approach slabs shall be roughened to a depth of 1/4" according to the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."
 After precast bridge approach slab has been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and allowed to cure fully prior to grouting the longitudinal shear keys.
 Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with "Precast Bridge Approach Slab."
 A minimum 2 1/2" diameter lifting pins shall be used to engage the lifting loops during handling.
 Compressive strength of precast concrete, f'c shall be 6,000 psi. For additional parapet details, see sheet 19 of 38.
 Any concrete poured monolithically with the wearing surface, such as curbs, will not be paid for separately, but will be included in the cost of "Concrete Wearing Surface, 5'."
 The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The strip seal shall extend 6" beyond the edge of the approach slab on each end. The configuration of the strip seal shall match the configuration of the Locking Edge Rails.
 The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed.
 The inside of the Locking Edge Rail groove shall be free of weld residue. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.
 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.
 Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.



Notes:
 All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.
 Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.
 Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.
 As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.
 Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.
 The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
 Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for "Drainage Scupper, DS-11."
 Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



See sheet 16 of 38 for scupper location relative to parapet.

Drill and tap 1/2"-13x1/2" DP. for 1/2" φ bolts. (4 locations)

DOWNSPOUT

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	6

DS-11 7-1-10



USER NAME = rgoertz	DESIGNED - KRG	REVISED
	CHECKED - MJK	REVISED
PLOT SCALE =	DRAWN - TF	REVISED
PLOT DATE = 10/22/2014	CHECKED - SCD	REVISED

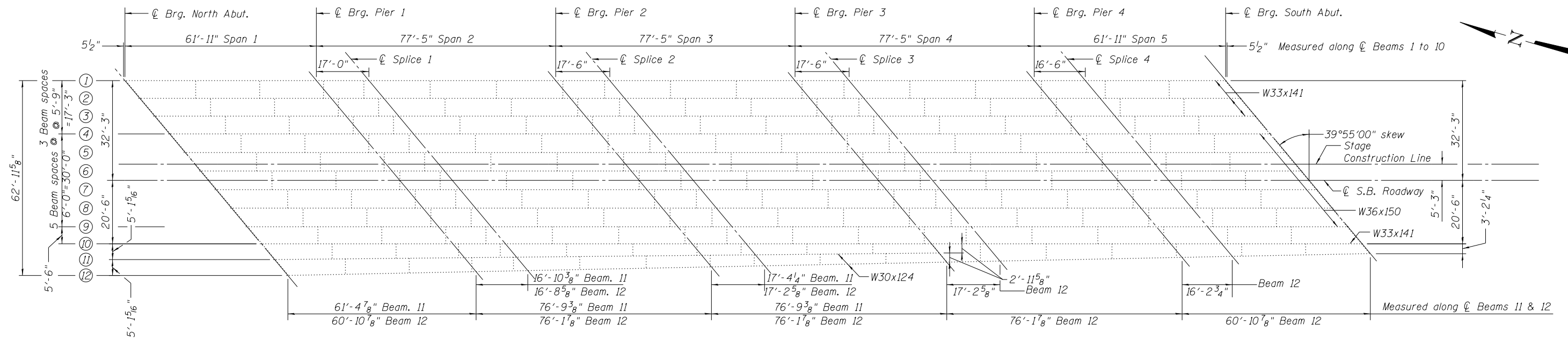
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-11
 STRUCTURE NO. 084-0021

SHEET NO. 25 OF 38 SHEETS

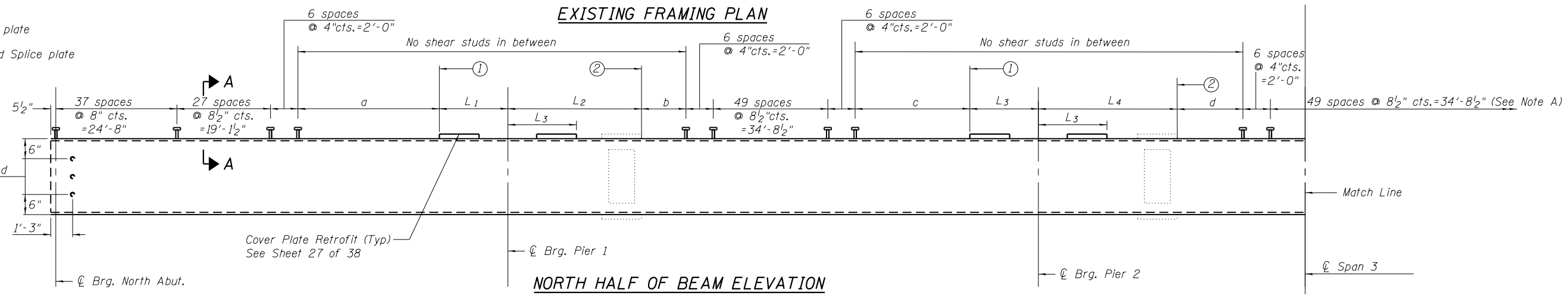
F.A.I. RFE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	66
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

FILE NAME = S:\Projects\2013 JOBS\13-48 IDOT D6 FTB 137 Item 20 WOT SB 1-55 Bridge\CADD\CADD Sheets\0840021-72F49-025-Drainage Scupper, DS-11.dgn
 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLTDVRS\$

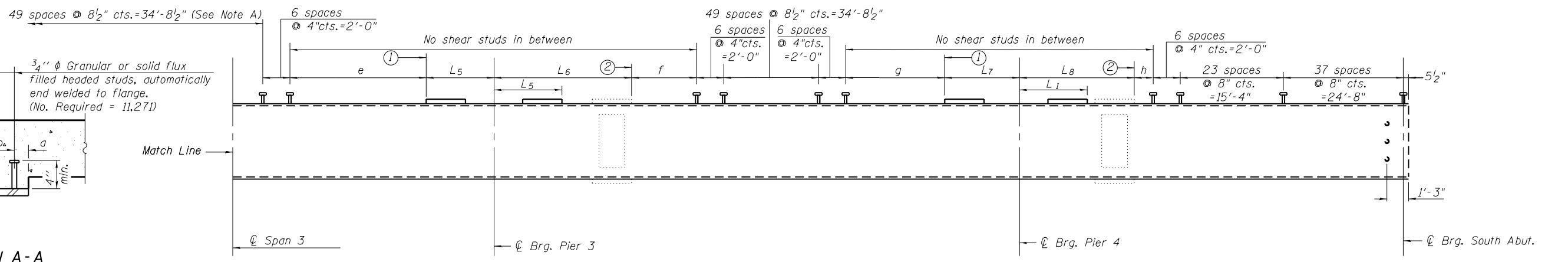


EXISTING FRAMING PLAN

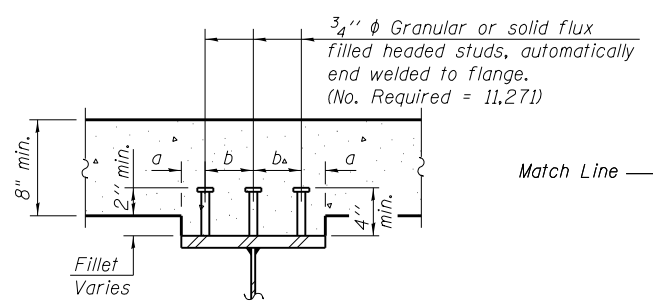
- ① End of Retrofit cover plate
- ② Edge of Existing Field Splice plate



NORTH HALF OF BEAM ELEVATION



SOUTH HALF OF BEAM ELEVATION



SECTION A-A

SHEAR CONNECTOR SPACING

Beam No.	a	b
1 to 3 & 10	2"	3 3/4"
4 to 9	2"	4"
11 & 12	2"	3 1/4"

SHEAR CONNECTOR SPACING DATA

Beam No.	L ₁	L ₂	L ₃	L ₄	L ₅	L ₆	L ₇	L ₈	a	b	c	d	e	f	g	h
1 to 3 & 10	10'-9 1/2"	19'-9 3/8"	11'-6 1/2"	20'-3 3/8"	11'-6 1/2"	20'-3 3/8"	11'-6 1/2"	19'-3 3/8"	5'-7"	3 3/8"	7'-4 1/2"	2"	6'-11 7/8"	2"	6'-11 7/8"	7 7/8"
4 to 9	10'-9 1/2"	19'-3 3/8"	11'-6 1/2"	19'-9 3/8"	11'-6 1/2"	19'-9 3/8"	11'-6 1/2"	19'-0 1/2"	5'-7"	7 7/8"	7'-2"	8"	6'-11 7/8"	8"	6'-11 7/8"	10 1/2"
11	0.0	19'-4 1/2"	0.0	19'-10 3/8"	0.0	-	-	-	15'-7 3/8"	7 7/8"	18'-0 1/2"	8"	0.0"	-	-	-
12	0.0	19'-2 3/4"	0.0	19'-8 3/4"	0.0	19'-8 3/4"	0.0	18'-8 7/8"	15'-1 3/8"	2"	18'-0 5/8"	2"	17'-6 5/8"	2"	17'-6 5/8"	2"

Note A:
For Beam 11 only, use 53 spaces
@ 12 cts = 53'-0" up to Pier 3

FILE NAME = S:\Projects\2013 JOBS\13-48 IDOT D6 FTB 137 Item 26 W07 SB 1-55 Bridge\CADD\CADD Sheets\0840021-72F49-026-Girder and Framing Plan.dgn
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 PLOT DRIVER = \$PLTDRVR\$



USER NAME = tfray
 PLOT SCALE =
 PLOT DATE = 11/12/2014

DESIGNED - KRG
 CHECKED - MJK
 DRAWN - TF
 CHECKED - SCD

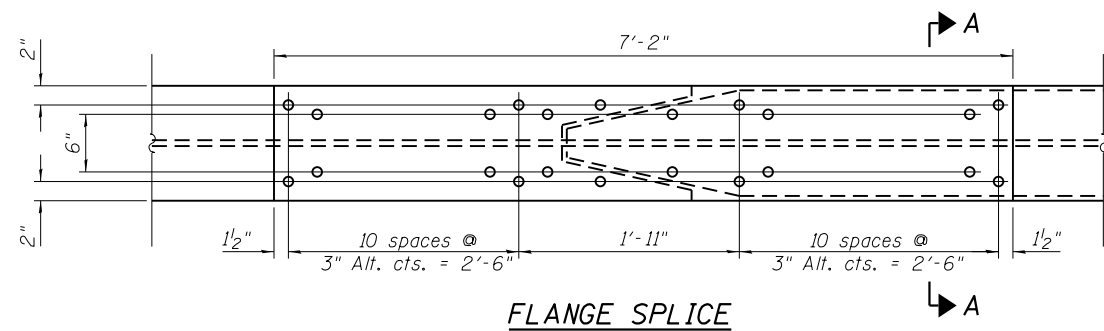
REVISED
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

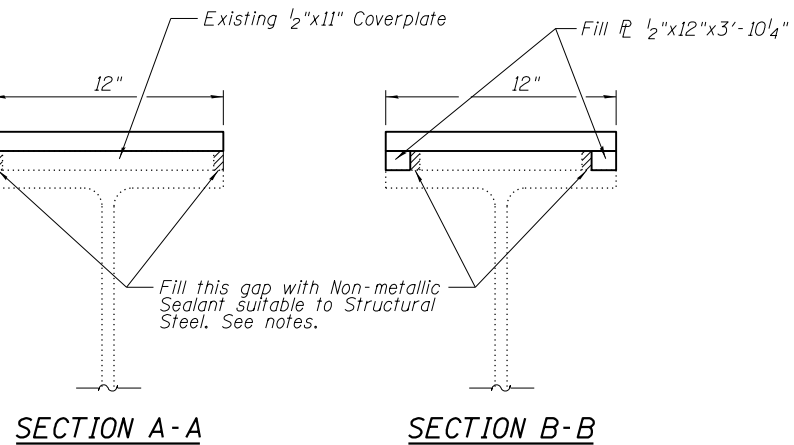
**GIRDER AND FRAMING PLAN
 STRUCTURE NO. 084-0021**

SHEET NO. 26 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	67
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

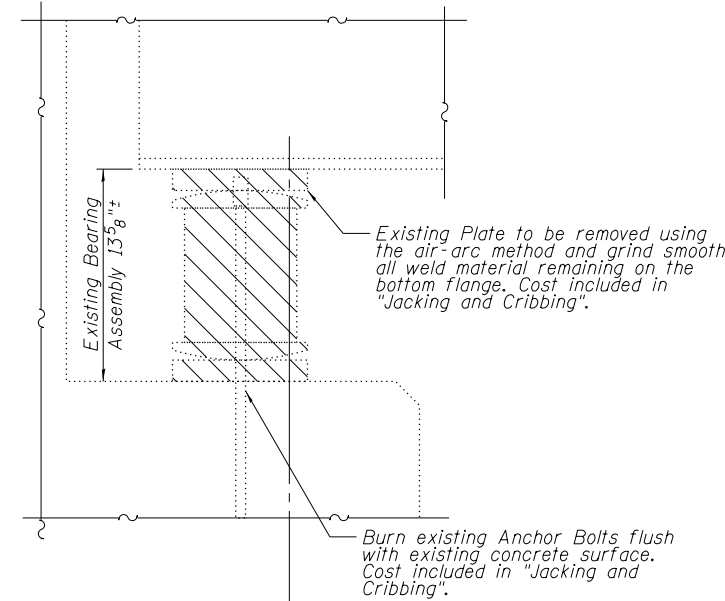


FLANGE SPLICE

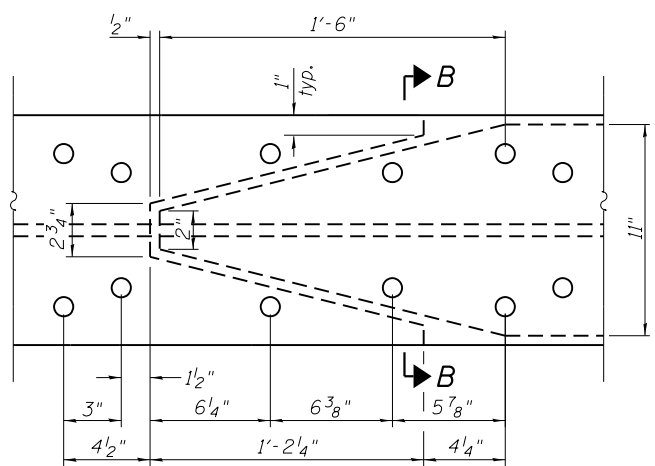


SECTION A-A

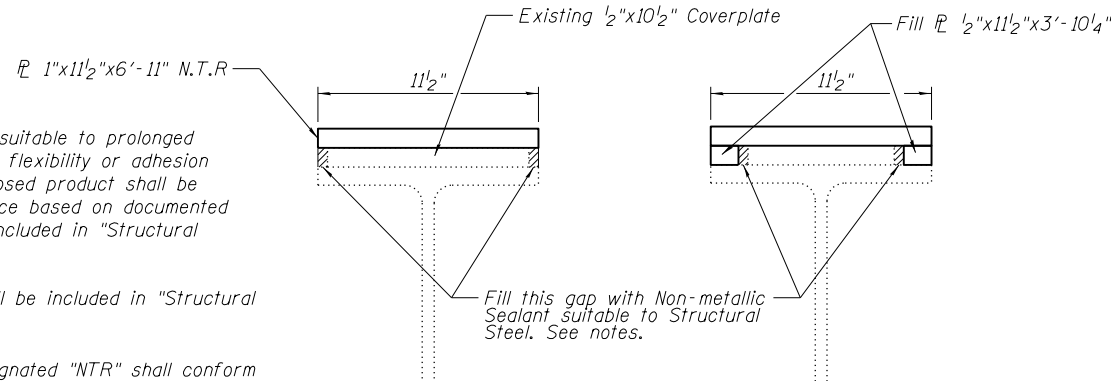
SECTION B-B



EXISTING BEARING REMOVAL DETAIL



CLEARANCE DETAIL



SECTION A1-A1

SECTION B1-B1

END OF COVER PLATE RETROFIT DETAIL
(For Beams 4 to 9 only No. Required = 48)

Non-metallic Sealant shall be suitable to prolonged exterior exposure without losing flexibility or adhesion to painted steel surfaces. Proposed product shall be subject to Departments acceptance based on documented testing or other evidence. Cost included in "Structural Steel Repair."

Cost of field drilling holes shall be included in "Structural Steel Repair."

Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.

Notes:

The contractor shall determine the top of beam elevation at the \bar{C} of bearing prior to Jacking for Bearing Removal and report it to the Engineer.

Hatched area indicates bearing removal. See Special Provisions for Jack and Cribbing.

The contractor shall submit for approval by the engineer, plans for jacking and cribbing prior to commencing any work on the bearing.

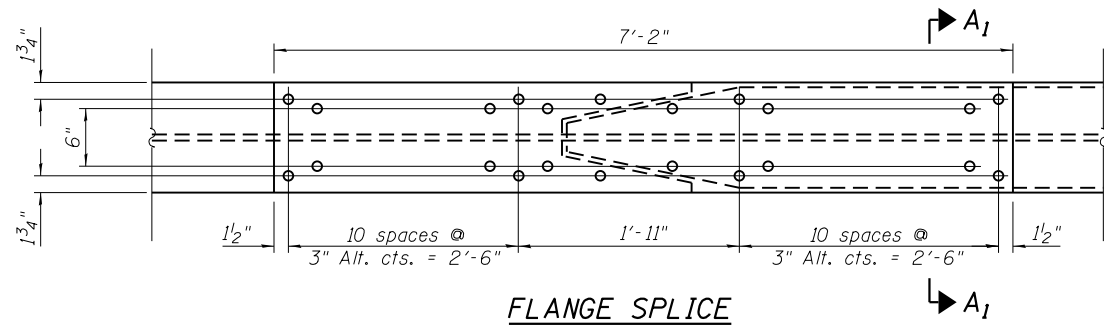
Jacking and removing existing bearings, including top and bottom plates and the lead plates, shall be done after deck removal is completed and before the new deck is poured.

All stage I and Stage II beams shall be lifted simultaneously in stages.

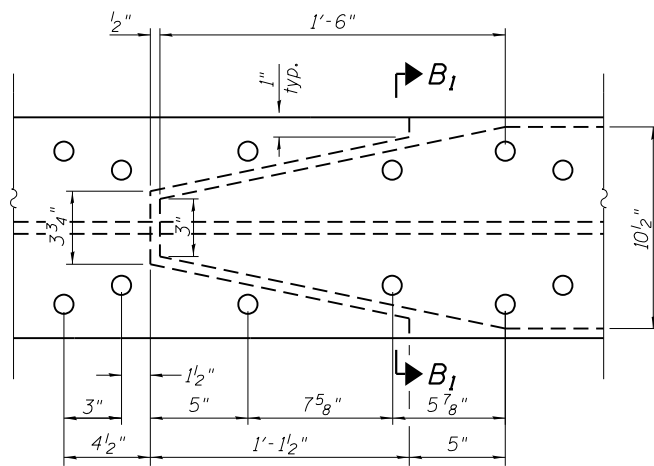
The new bearings shall be in place and the jacks shall be lowered before the new deck is poured.

The cost of removing existing bearings is included in the cost of Jacking and Cribbing.

Slope wall repair on sheet 30 of 38 must be completed prior to Jacking and Cribbing.



FLANGE SPLICE



CLEARANCE DETAIL

END OF COVER PLATE RETROFIT DETAIL
(For Beams 1, 2, 3 & 10 only No. Required = 32)

ABUTMENT BEAM REACTION TABLE

(after Concrete Slab is removed)

Beam	Size	Reaction (kip)
1-3, 10	W33x141	9
4-9	W36x150	10
11-12	W30x124	8

Each beam end not to be raised more than 1/8"

Minimum Jack Capacity shall be greater than or equal to 2 times the Estimated Jacking Load.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Jacking and Cribbing	Each	23
Structural Steel Repair	L. Sum	1

FILE NAME = S:\Projects\2013\JOBS\13-48\100T\06\11B\137\Item 26\W07\SB 1-55 Bridge\CADD\CADD Sheets\0840021-72F 49-027-Structural Steel Details.dgn
MODEL = \$MODEL\$
PLOT DRIVER = \$PLTDVRS\$



USER NAME = tfray
DESIGNED - KRG
CHECKED - MJK
PLOT SCALE =
DRAWN - TF
PLOT DATE = 11/12/2014
CHECKED - SCD

REVISOR
REVISION
REVISION
REVISION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 084-0021

SHEET NO. 27 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	68
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

		0.4 Sp. 1 or Sp. 5	Q BRG. PIER 1 OR 4	0.5 Sp. 2 or Sp. 4	Q BRG. PIER 2 OR 3	0.5 Sp. 3
I_s	(in ⁴)	9040.0	12684.0	9040.0	12684.0	9040.0
$I_c(n)$	(in ⁴)	21979.0		21979.0		21979.0
$I_c(3n)$	(in ⁴)	16087.0		16087.0		16087.0
S_s	(in ³)	503.6	687.5	503.6	687.5	503.6
$S_c(n)$	(in ³)	710.6		710.6		710.6
$S_c(3n)$	(in ³)	640.9		640.9		640.9
ρ	(k/')	0.82	0.82	0.82	0.82	0.82
$M\rho$	(k)	207.9	423.4	188.5	428.1	186.1
$s\rho$	(k/')	0.387	0.387	0.387	0.387	0.387
$M_s\rho$	(k)	107.8	175.7	110.6	182.9	107.1
M_t	(k)	380.3	272.7	421.6	295.8	424.3
M_l	(k)	114.1	70.0	104.1	73.0	104.8
$^5_3[M_t + M_l]$	(k)	824.0	571.2	876.2	614.7	881.8
M_o	(k)	1481.6	1521.4	1527.9	1593.4	1527.5
M_u	(k)	1801.0	1816.2	1816.2	1816.2	1816.1
$f_s \rho$ non-comp	(ksi)	4.95	7.39	4.49	7.50	4.43
$f_s \rho$ (comp)	(ksi)	2.02	3.07	2.07	3.19	2.00
$f_s ^5_3[M_t + M_l]$	(ksi)	13.92	10.0	14.80	10.73	14.89
f_s (Overload)	(ksi)	20.89	20.46	21.36	21.42	21.32
f_s (Total)	(ksi)	27.16	26.80	27.17	27.85	27.72
VR	(k)	35.9		38.5		38.5

		Abut.	Piers 1 OR 4	Piers 2 OR 3
$R\rho$	(k)	53.4	93.6	93.6
R_t	(k)	32.5	40.8	41.9
R_l	(k)	8.7	10.1	10.4
R_{Total}	(k)	94.6	144.5	145.9

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

		0.4 Sp. 1	Q BRG. PIER 1	0.5 Sp. 2	Q BRG. PIER 2	0.6 Sp. 3
I_s	(in ⁴)	5360.0	5360.0	5360.0	5360.0	5360.0
$I_c(n)$	(in ⁴)	14080.0		13446.0		12577.0
$I_c(3n)$	(in ⁴)	10077.0		9553.0		8899.0
S_s	(in ³)	355.0	355.0	355.0	355.0	355.0
$S_c(n)$	(in ³)	526.4		518.4		507.1
$S_c(3n)$	(in ³)	469.1		459.7		447.2
ρ	(k/')	0.671	0.640	0.610	0.546	0.498
$M\rho$	(k)	186.8	286.5	127.7	332.3	228.9
$s\rho$	(k/')	0.387	0.387	0.387	0.387	0.387
$M_s\rho$	(k)	114.8	150.7	104.6	210.6	189.6
M_t	(k)	260.1	159.0	288.9	190.5	340.5
M_l	(k)	69.7	41.0	71.6	47.2	84.4
$^5_3[M_t + M_l]$	(k)	549.7	333.3	600.8	396.2	708.2
M_o	(k)	1106.7	1001.7	1083.0	1220.8	1464.7
M_u	(k)	2226.1	2372.0	2372.0	2372.0	2062.0
$f_s \rho$ non-comp	(ksi)	6.8	9.7	4.3	11.2	7.7
$f_s \rho$ (comp)	(ksi)	2.9	5.1	2.7	7.1	5.1
$f_s ^5_3[M_t + M_l]$	(ksi)	12.5	11.3	13.9	15.7	16.8
f_s (Overload)	(ksi)	22.2	26.1	20.9	34.3	29.6
f_s (Total)	(ksi)	30.5	33.9	27.1	44.6	30.3
VR	(k)	30.5		27.1		30.3

		Abut.	Pier 1	Pier 2	Pier 3
$R\rho$	(k)	47.3	75.9	80.7	27.4
R_t	(k)	21.6	27.8	29.8	22.4
R_l	(k)	5.8	5.3	5.4	5.6
R_{Total}	(k)	74.7	109.0	115.9	55.4

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

		0.4 Sp. 1 or Sp. 5	Q BRG. PIER 1 OR 4	0.5 Sp. 2 or Sp. 4	Q BRG. PIER 2 OR 3	0.5 Sp. 3
I_s	(in ⁴)	7450.0	10449.0	7450.0	10449.0	7450.0
$I_c(n)$	(in ⁴)	19129.0		19129.0		19129.0
$I_c(3n)$	(in ⁴)	13837.0		13837.0		13837.0
S_s	(in ³)	447.5	609.3	447.5	609.3	447.5
$S_c(n)$	(in ³)	650.6		650.6		650.6
$S_c(3n)$	(in ³)	583.8		583.8		583.8
ρ	(k/')	0.782	0.782	0.782	0.782	0.782
$M\rho$	(k)	198.0	404.5	179.5	408.5	177.6
$s\rho$	(k/')	0.375	0.375	0.375	0.375	0.375
$M_s\rho$	(k)	104.9	169.0	108.7	175.5	104.7
M_t	(k)	374.7	258.6	406.9	281.6	410.5
M_l	(k)	100.2	66.4	100.5	69.5	101.4
$^5_3[M_t + M_l]$	(k)	791.5	541.7	845.7	585.2	853.2
M_o	(k)	1422.7	1449.8	1474.1	1519.9	1476.1
M_u	(k)	2571.2	2571.2	2571.2	2571.2	2571.2
$f_s \rho$ non-comp	(ksi)	5.3	8.0	4.8	8.0	4.8
$f_s \rho$ (comp)	(ksi)	2.2	3.3	2.2	3.5	2.2
$f_s ^5_3[M_t + M_l]$	(ksi)	14.6	10.7	15.6	11.5	15.7
f_s (Overload)	(ksi)	22.1	22.0	22.6	23.0	22.7
f_s (Total)	(ksi)	44.4	28.6	37.8	29.9	37.8
VR	(k)	44.4		37.8		37.8

		Abut.	Piers 1 OR 4	Piers 2 OR 3
$R\rho$	(k)	51.25	89.7	89.7
R_t	(k)	31.1	39.1	40.2
R_l	(k)	8.4	9.6	9.9
R_{Total}	(k)	90.75	138.4	139.8

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

		0.4 Sp. 1	Q BRG. PIER 1	0.5 Sp. 2	Q BRG. PIER 2	0.5 Sp. 3	Q BRG. PIER 3	0.5 Sp. 4	Q BRG. PIER 4	0.6 Sp. 5
I_s	(in ⁴)	5360.0	5360.0	5360.0	5360.0	5360.0	5360.0	5360.0	5360.0	5360.0
$I_c(n)$	(in ⁴)	14234.0		13939.0		13616.0		14371.0		13791.0
$I_c(3n)$	(in ⁴)	10210.0		9956.0		9690.0		10331.0		9833.0
S_s	(in ³)	355.0	355.0	355.0	355.0	355.0	355.0	355.0	355.0	355.0
$S_c(n)$	(in ³)	528.2		524.6		520.5		529.9		522.8
$S_c(3n)$	(in ³)	471.4		467.0		462.3		473.5		464.7
ρ	(k/')	0.694	0.675	0.655	0.635	0.615	0.596	0.718	0.678	0.645
$M\rho$	(k)	177.8	321.5	169.7	283.2	121.0	300.0	199.4	330.5	152.7
$s\rho$	(k/')	0.387	0.387	0.387	0.387	0.387	0.387	0.387	0.387	0.387
$M_s\rho$	(k)	110.0	155.6	119.3	167.0	114.2	165.8	119.6	156.1	109.9
M_t	(k)	258.5	156.4	289.4	172.5	282.2	175.8	291.6	156.4	257.5
M_l	(k)	64.0	40.2	71.5	42.6	69.7	43.0	72.0	40.2	68.8
$^5_3[M_t + M_l]$	(k)	545.8	327.7	601.5	358.5	586.6	361.2	606.0	327.7	543.8
M_o	(k)	1632.3	1375.3	1761.8	1411.6	1657.8	1438.0	1811.2	1387.6	1594.8
M_u	(k)	2222.9	2434.2	2434.2	2392.9	2392.9	2392.9	2494.8	2494.8	2219.1
$f_s \rho$ non-comp	(ksi)	6.0	10.9	5.7	9.6	4.1	10.1	6.7	11.2	5.2
$f_s \rho$ (comp)	(ksi)	2.8	5.3	3.1	5.6	3.0	5.6	3.0	5.3	2.8
$f_s ^5_3[M_t + M_l]$	(ksi)	12.4	11.1	13.8	12.1	13.5	12.2	13.7	11.1	12.5
f_s (Overload)	(ksi)	21.2	27.3	22.6	27.3	20.6	27.9	23.4	27.6	20.5
f_s (Total)	(ksi)	24.0	35.5	25.8	35.5	25.7	36.3	25.8	35.9	24.0
VR	(k)	24.0		25.8		25.7		25.8		24.0

		N. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	S. Abut.
$R\rho$	(k)	42.6	80.5	76.2	77.3	81.3	36.1
R_t	(k)	21.6	26.4	27.3	27.4	26.6	21.6
R_l	(k)	5.8	6.7	6.8	6.8	6.6	5.8
R_{Total}	(k)	70.0	113.6	110.3	111.5	114.5	63.4

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

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) due to non-composite dead loads (in⁴ and in³).

$I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total and Overload) due to short-term composite live loads (in⁴ and in³).

$I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total and Overload) due to long-term composite (superimposed) dead loads (in⁴ and in³).

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

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

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

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

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

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

M_o : Factored design moment (kip-ft.).

$1.3 [M\rho + M_s\rho + \frac{5}{3}(M_t + M_l)]$

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

f_s (Overload): Sum of stresses as computed from the moments below (ksi).

$M\rho + M_s\rho + \frac{5}{3}(M_t + M_l)$

f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).

$1.3 [M\rho + M_s\rho + \frac{5}{3}(M_t + M_l)]$

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

Note: The Dead Load Reactions shown @ Abutments do not include the weight of concrete End Diaphragm or the reaction from Approach Slab.



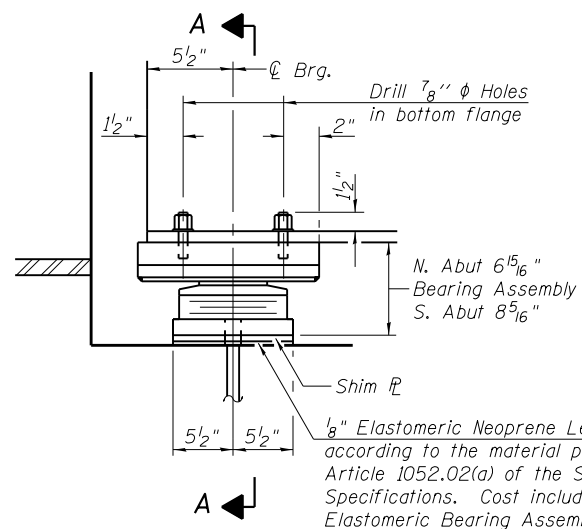
USER NAME = tfray	DESIGNED - KRG	REVISED
PLOT SCALE =	CHECKED - MJK	REVISED
PLOT DATE = 11/12/2014	DRAWN - TF	REVISED
	CHECKED - SCD	REVISED

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STRESS TABLES
STRUCTURE NO. 084-0021

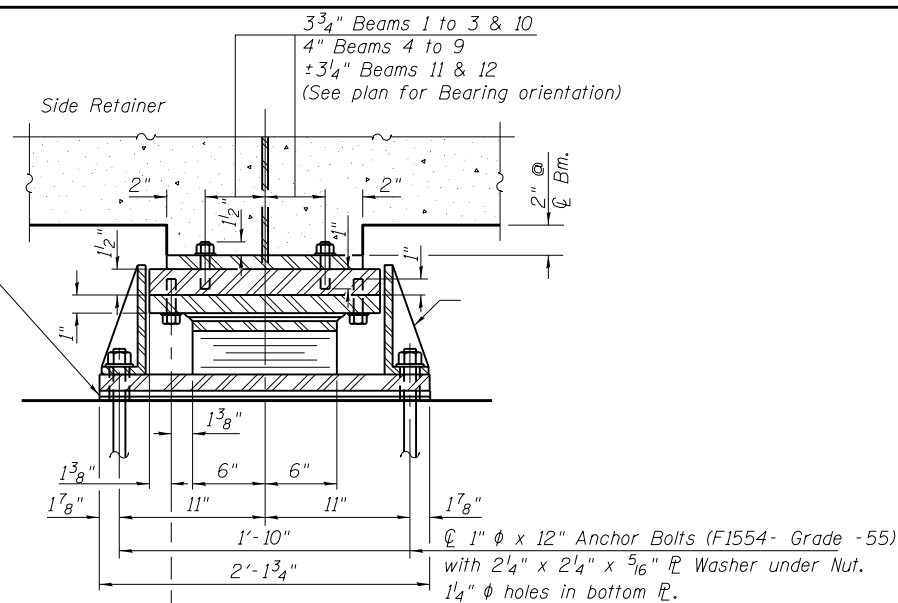
SHEET NO. 28 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	69
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				



ELEVATION AT ABUT.

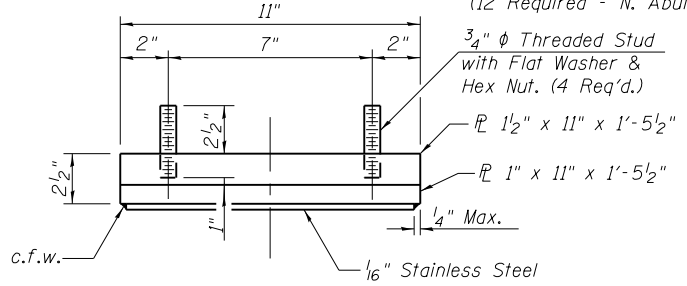
Fill $\frac{1}{8}$ " for crown, shim $\frac{1}{8}$ " and $\frac{1}{8}$ " elastomeric neoprene leveling pad according to the materials properties of Article 1052.02 of the Standard Specifications. Cost of pad included with bearing.



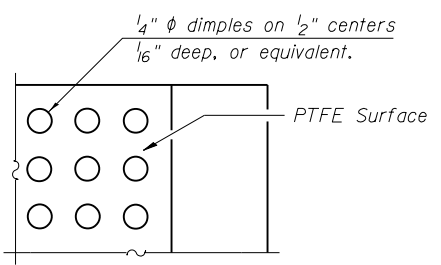
SECTION A-A

ϕ 2-3/4" ϕ H.S. Bolts w/ Lock Washers (Typical Each Side) (coat bolts with anti-seize compound) Tapped holes in top $\frac{1}{8}$ " ϕ holes in bearing $\frac{1}{8}$ ".

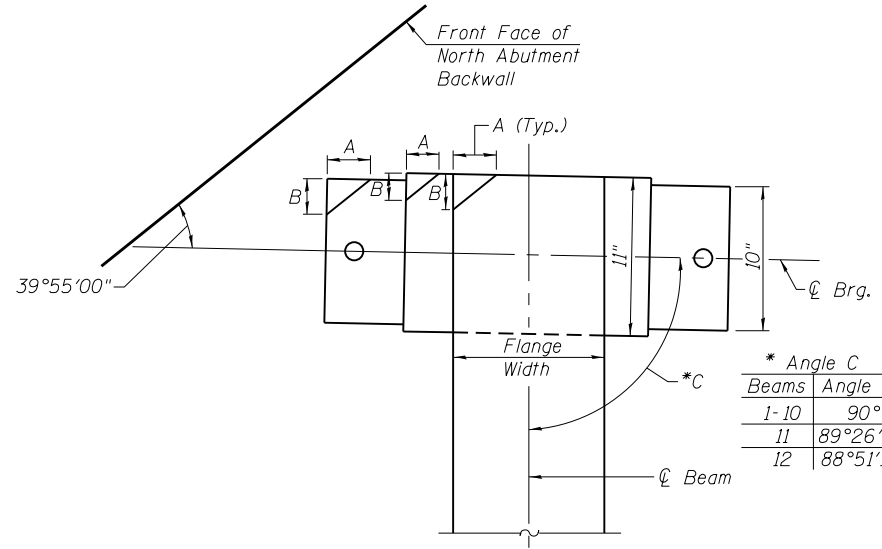
TYPE II ELASTOMERIC EXPANSION BEARING
(12 Required - N. Abut; 11 Required - S. Abut)



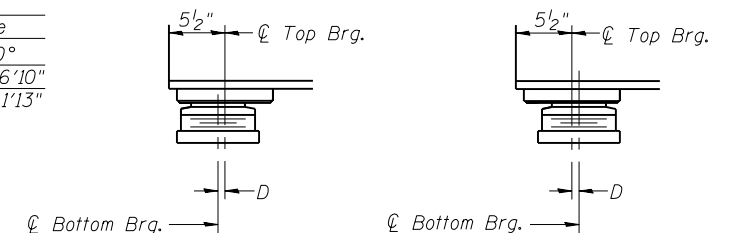
TOP BEARING ASSEMBLY



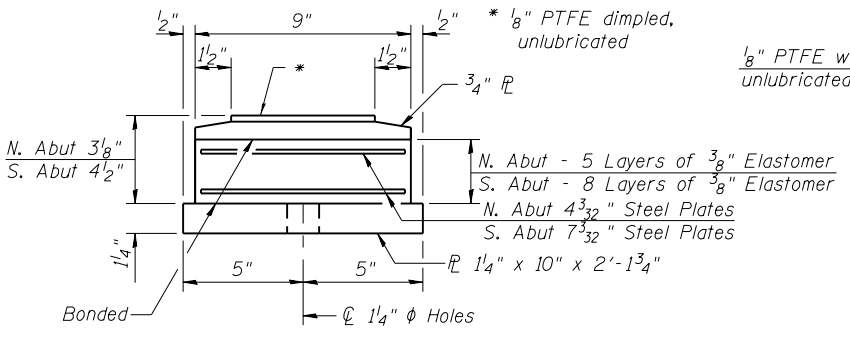
PLAN-PTFE SURFACE



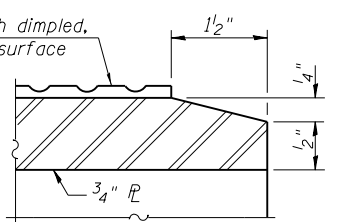
PLAN
(See Table B)



SETTING ANCHOR BOLTS AT EXPANSION BEARING
BELOW 50° F. (Move Bottom Bearing Away from Fixed Bearing)
ABOVE 50° F. (Move Bottom Bearing Toward Fixed Bearing)



BOTTOM BEARING ASSEMBLY



SECTION THRU PTFE

SHIM PLATES

Beam No.	North Abut.	South Abut.
6	1/2"	1/2"
10		1/8"

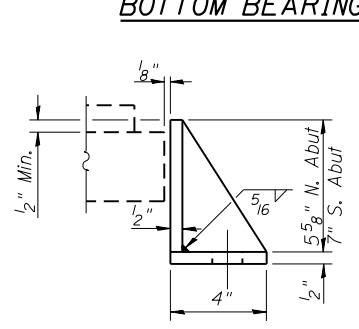
TABLE B
(N. Abut only)

		A	B
Top Flange of Beam	Beams 1 to 3 & 10	3"	2 1/2"
	Beams 4 to 9	5 1/2"	4 3/4"
Existing Clip	Beams 11 & 12	3"	2 1/2"
Bottom Flange of Beam	Beams 1 to 3 & 10	5/8"	1/2"
	Beams 4 to 9	None	None
Existing Clip	Beams 11 & 12	5/8"	1/2"
Top Bearing Assembly	Beams 1 to 3 & 10	1"	7/8"
	Beams 4 to 9	1"	7/8"
Bottom Bearing Plate	Beams 11 & 12	1"	7/8"
Bottom Bearing	Beams 1 to 3 & 10	3"	2 1/2"
	Beams 4 to 9	3"	2 1/2"
Plate	Beams 11 & 12	3"	2 1/2"

BILL OF MATERIAL

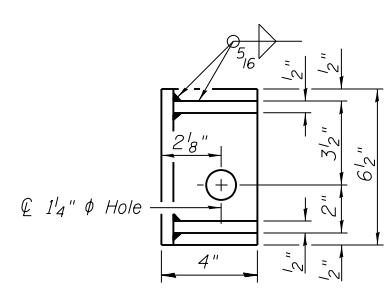
D = 1/8" per each 100' of expansion for every 15° of temperature change from the normal temperature of 50°F.

Item	Unit	Total
Elastomeric Bearing Assembly, Type II	Each	23
Anchor Bolts, 1"	Each	46



SIDE RETAINER

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



Use on West side of Beams at North Abutment only.

FILE NAME = S:\Projects\2013\JOBS\13-40\IDOT\06\PTB\137\Item 26\W07\SB 1-55 Bridge\CADD\CADD Sheets\0840021-72F-49-029-BearingAssembly.dgn
MODEL = \$MODEL\$
PLOT DRIVER = \$PLOTDRVS\$



USER NAME = tfray	DESIGNED - KRG	REVISIONS
PLOT SCALE =	CHECKED - MJK	REVISIONS
PLOT DATE = 11/12/2014	DRAWN - TF	REVISIONS
	CHECKED - SCD	REVISIONS




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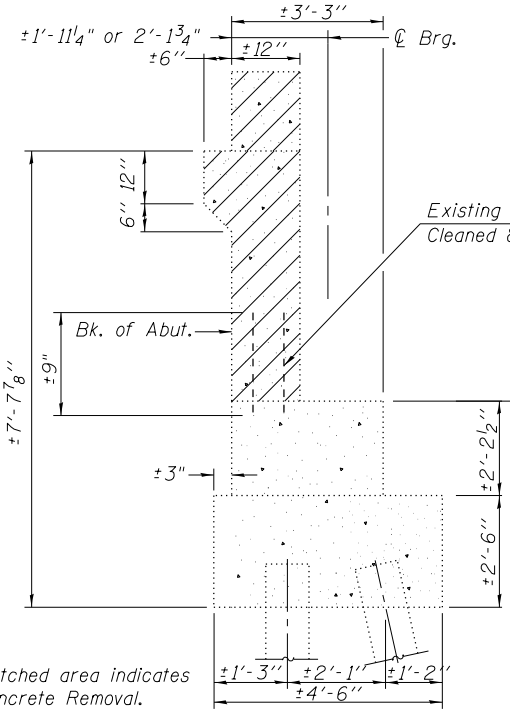
BEARING ASSEMBLY
STRUCTURE NO. 084-0021

SHEET NO. 29 OF 38 SHEETS

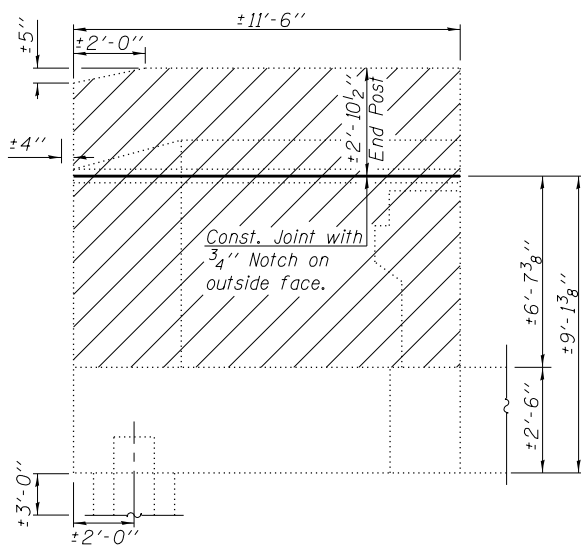
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	70
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

LEGEND

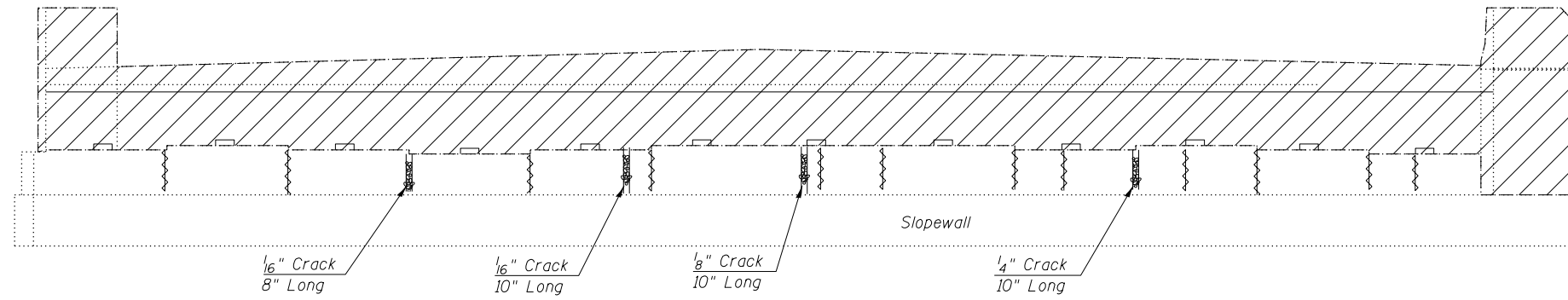
-  = HAIRLINE CRACK (NO REPAIRS)
-  = EPOXY CRACK INJECTION
-  = STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5")
- S.F. = SQUARE FEET
- L.F. = LINEAL FEET



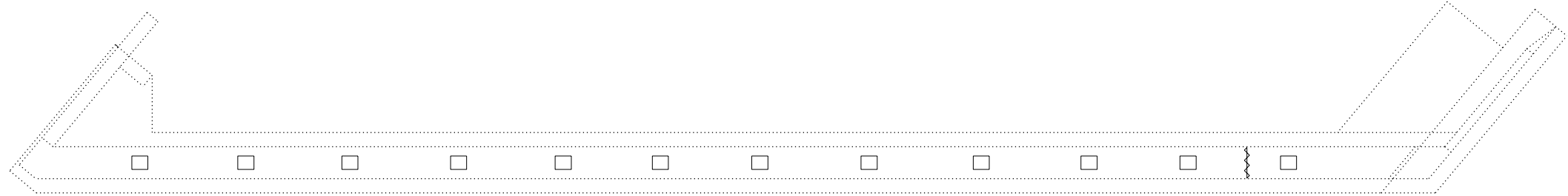
SECTION THRU EXISTING ABUTMENTS



ELEVATION OF EXISTING WINGWALLS



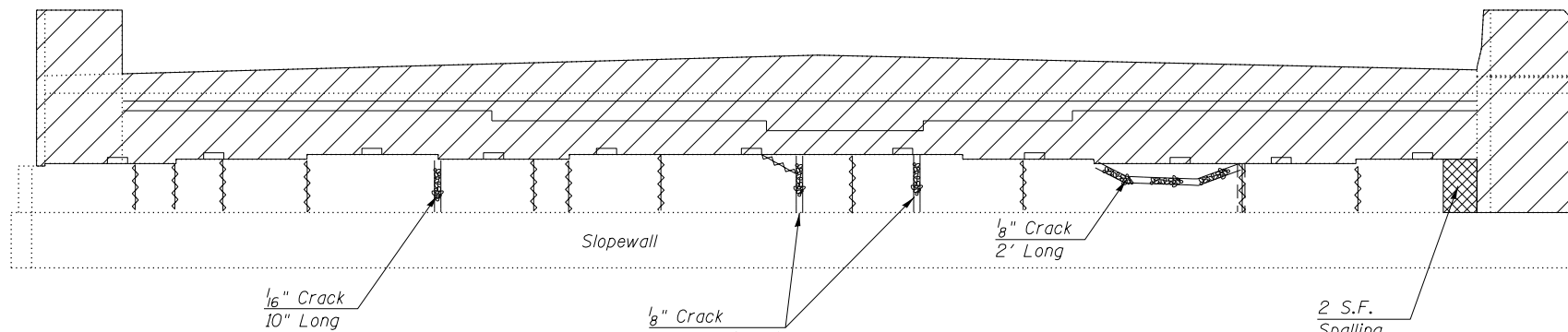
ELEVATION
North Abutment



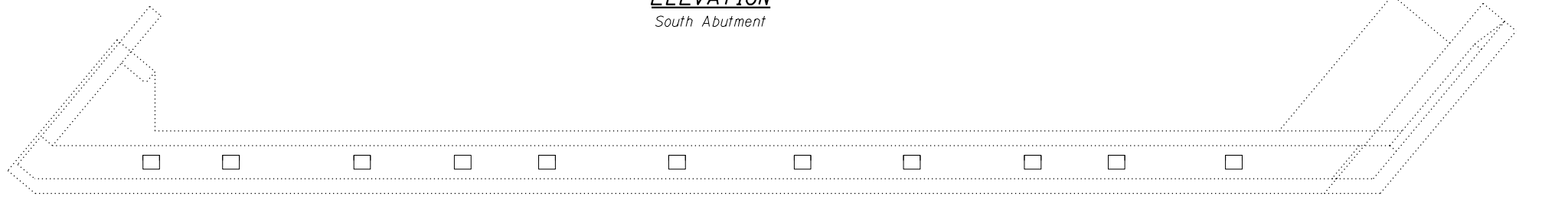
TOP VIEW
North Abutment

BILL OF MATERIAL (Ⓞ ABUTMENT)

Item	Unit	Quantity
Concrete Removal	Cu Yd	56.4
Epoxy Crack Injection	Foot	8
Structural Repair of Concrete (Depth Equal to or Less Than 5")	Sq Ft	2



ELEVATION
South Abutment



TOP VIEW
South Abutment

Notes:
Existing reinforcement shall be cleaned and incorporated into the new construction. 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 in "Concrete Removal".

Prior to pouring new bearing seats, existing seats shall be sounded and all loose or unsound concrete shall be removed. Damaged areas shall be incorporated into the concrete pour for the new bearing seats. Cost included in "Concrete Structures".

FILE NAME = S:\Projects\2013 JOBS\13-48 IDOT D6 FTB 137 Item 26 W07 SB 1-55 Bridge\CADD\CADD Sheets\0840021-72F49-031-Concrete Removal Details.dgn
MODEL = \$MODEL\$
PLOT DRIVER = \$PLTDRVR\$



USER NAME = tfray
DESIGNED - KRG
CHECKED - MJK
DRAWN - TF
CHECKED - SCD
PLOT SCALE =
PLOT DATE = 12/3/2014

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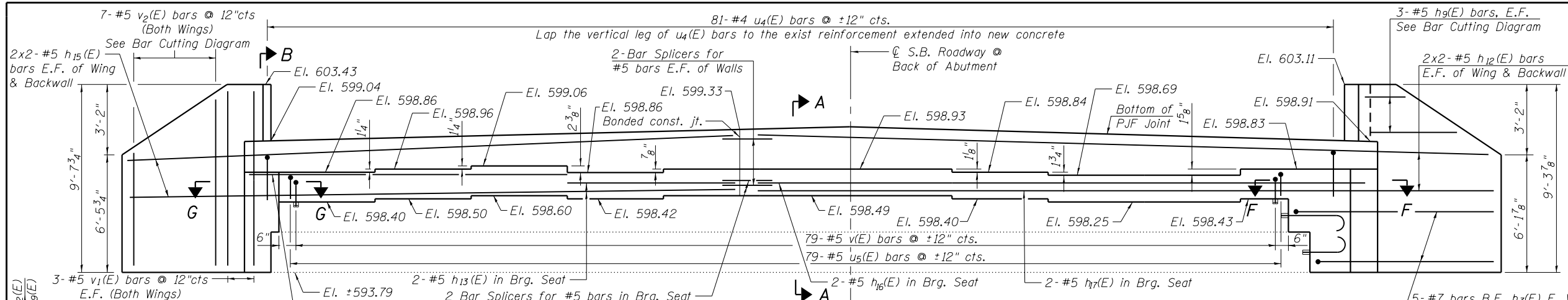
STATE OF ILLINOIS
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CONCRETE REMOVAL DETAILS
STRUCTURE NO. 084-0021

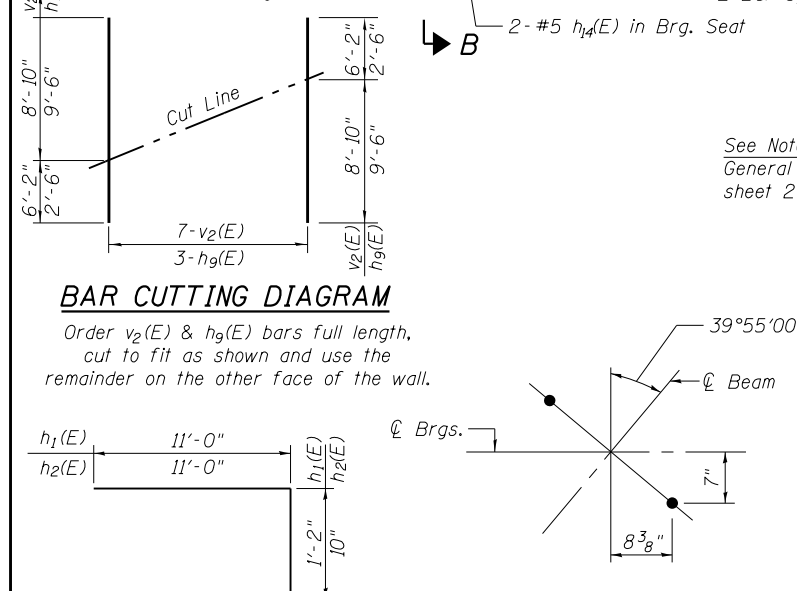
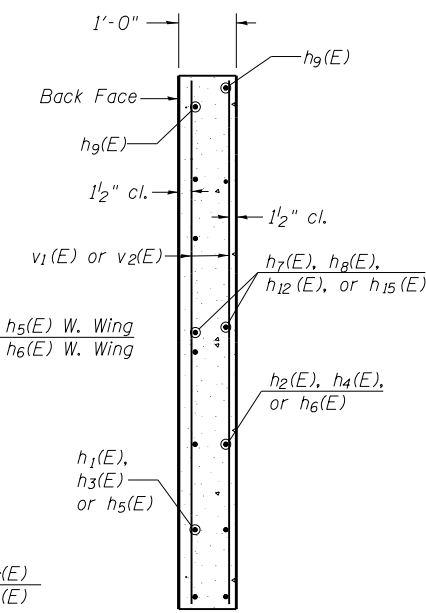
SHEET NO. 31 OF 38 SHEETS

F.A.I. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	72
CONTRACT NO. 72F49				

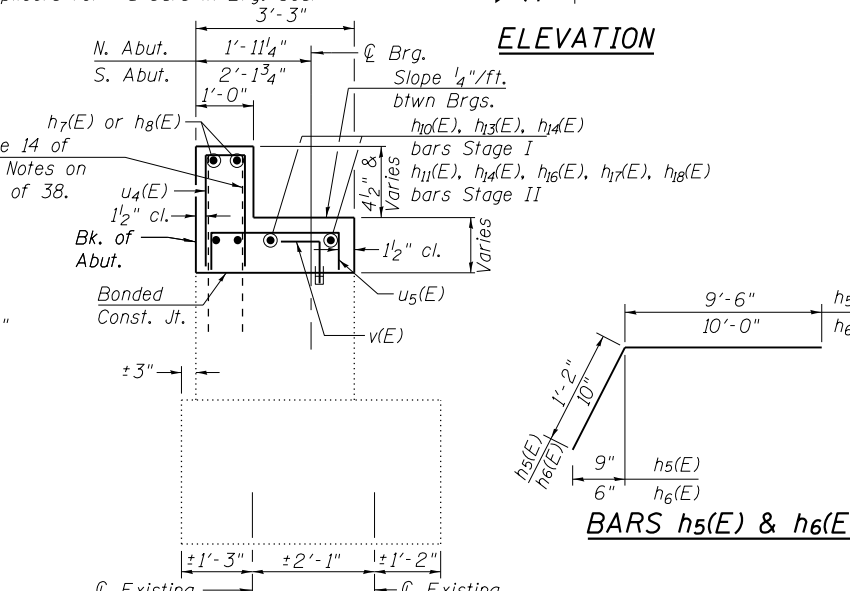
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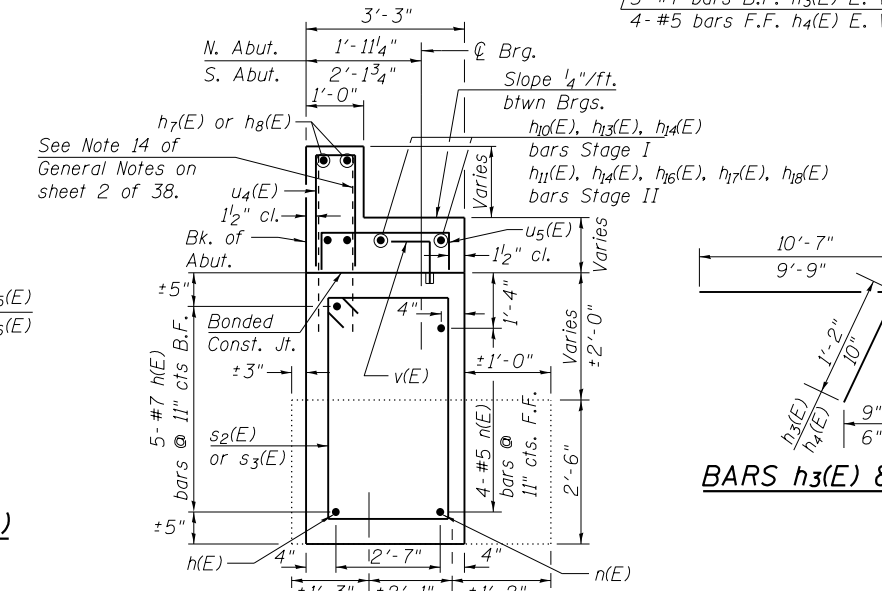
- Notes:
- Notes 1 to 5 & 7 to 9 shown on sheet 32 of 38 are applicable for South Abut. also.
 - For Section G-G & F-F details see sheet 32 of 38.



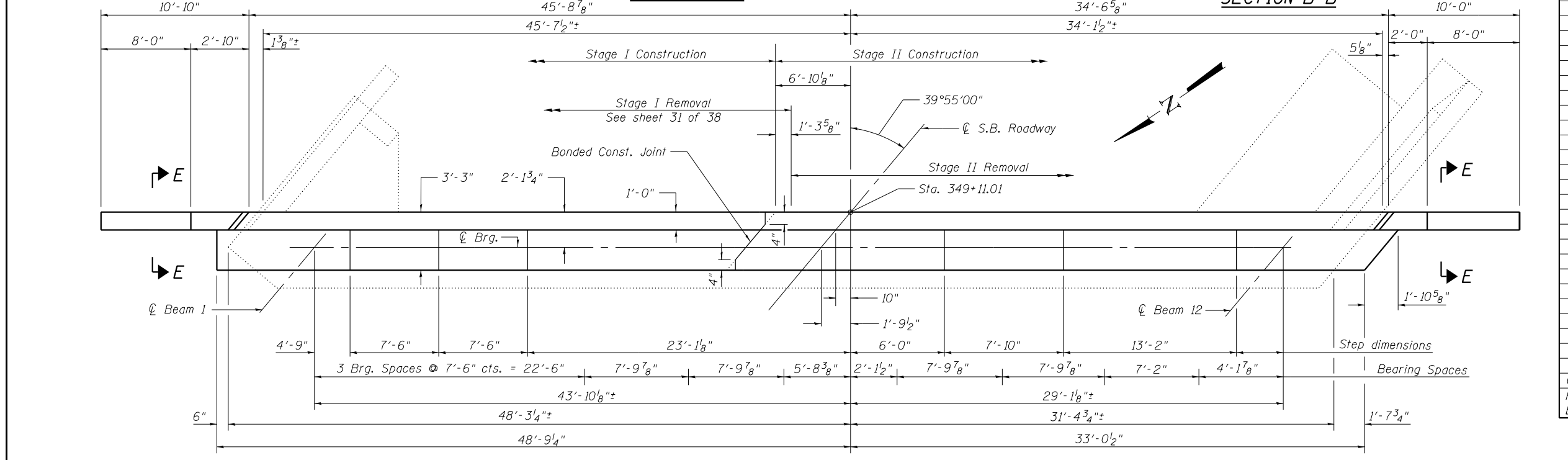
BAR CUTTING DIAGRAM
Order $v_2(E)$ & $h_9(E)$ bars full length, cut to fit as shown and use the remainder on the other face of the wall.



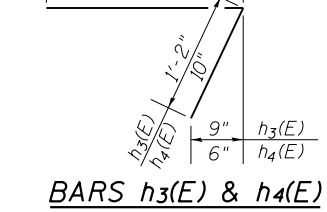
SECTION A-A



SECTION B-B



PLAN



BARS $h_3(E)$ & $h_4(E)$

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h(E)$	10	#7	3'-1"	U
$h_3(E)$	5	#7	11'-9"	U
$h_4(E)$	4	#5	10'-7"	U
$h_5(E)$	5	#7	10'-8"	U
$h_6(E)$	4	#5	10'-10"	U
$h_9(E)$	6	#5	12'-0"	U
$h_{12}(E)$	8	#5	26'-8"	U
$h_{13}(E)$	2	#5	14'-10"	U
$h_{14}(E)$	2	#5	25'-2"	U
$h_{15}(E)$	8	#5	26'-0"	U
$h_{16}(E)$	2	#5	14'-1"	U
$h_{17}(E)$	2	#5	26'-3"	U
$n(E)$	4	#5	2'-1"	U
$s_2(E)$	2	#5	14'-1"	U
$s_3(E)$	2	#5	15'-9"	U
$u_4(E)$	81	#4	2'-1"	U
$u_5(E)$	79	#4	3'-8"	U
$v(E)$	79	#5	1'-8"	U
$v_1(E)$	12	#5	9'-2"	U
$v_2(E)$	14	#5	15'-0"	U
Concrete Structures		Cu. Yd.	12.6	
Reinforcement Bars, Epoxy Coated		Pound	1,930	

Min. Bar Laps
#5 bar = 2'-7"

FILE NAME = S:\Projects\2013 JOBS\13-48 IDOT 06 PTB 137 Item 26 W07 SB 1-55 Bridge\CADD\CADD Sheets\0840021-72F-49-033-South Abutment.dgn
MODEL = \$MODEL\$
PLOT DRIVER = \$PLTDVRS\$

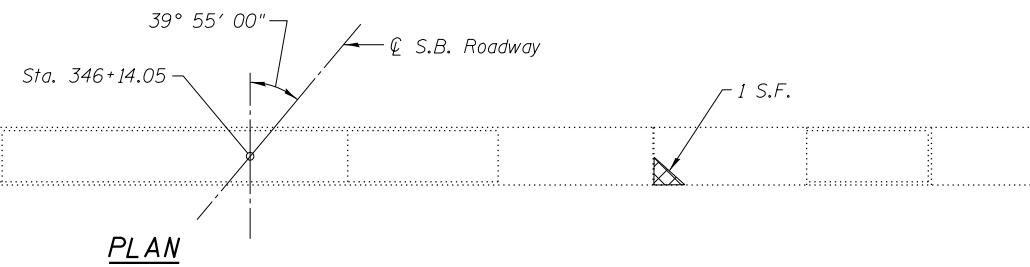


USER NAME = tfray	DESIGNED - KRG	REVISED
PLOT SCALE =	CHECKED - MJK	REVISED
PLOT DATE = 12/3/2014	DRAWN - TF	REVISED
	CHECKED - SCD	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

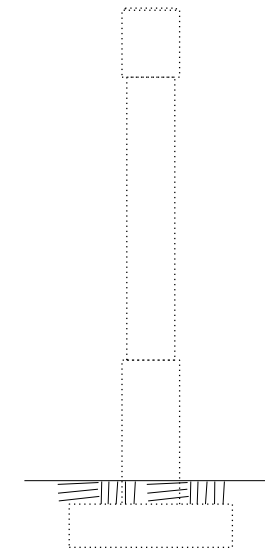
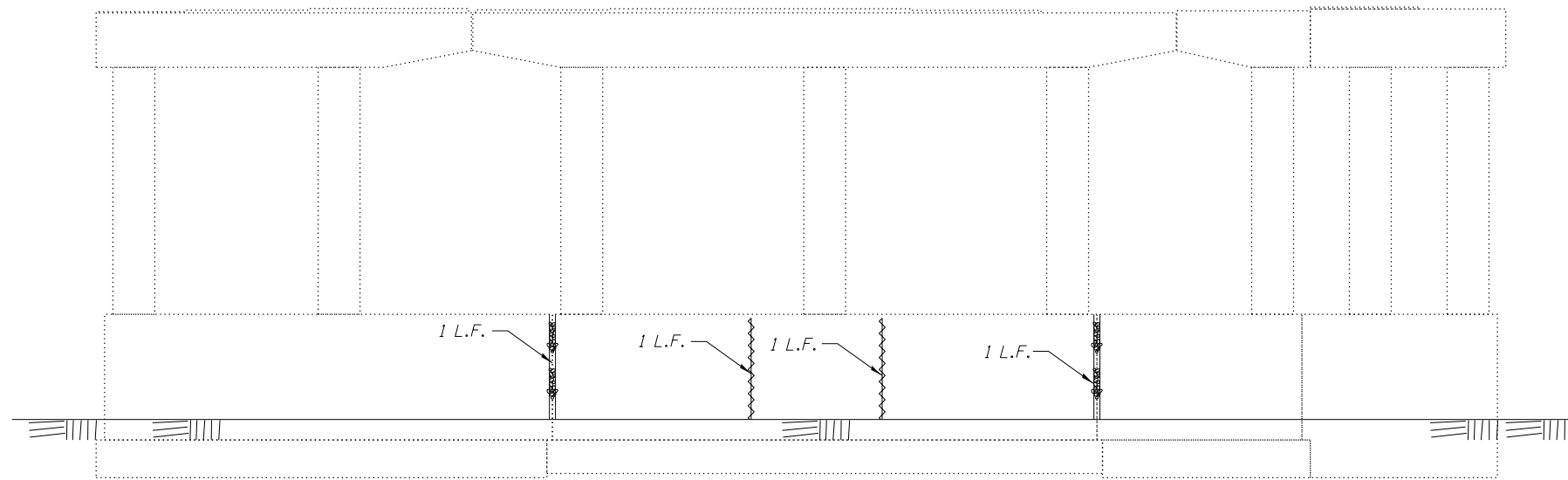
SOUTH ABUTMENT
STRUCTURE NO. 084-0021
SHEET NO. 33 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	74
				CONTRACT NO. 72F49
ILLINOIS FED. AID PROJECT				

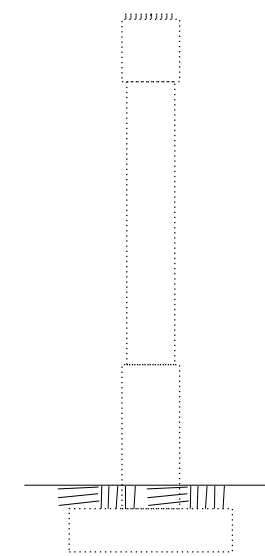
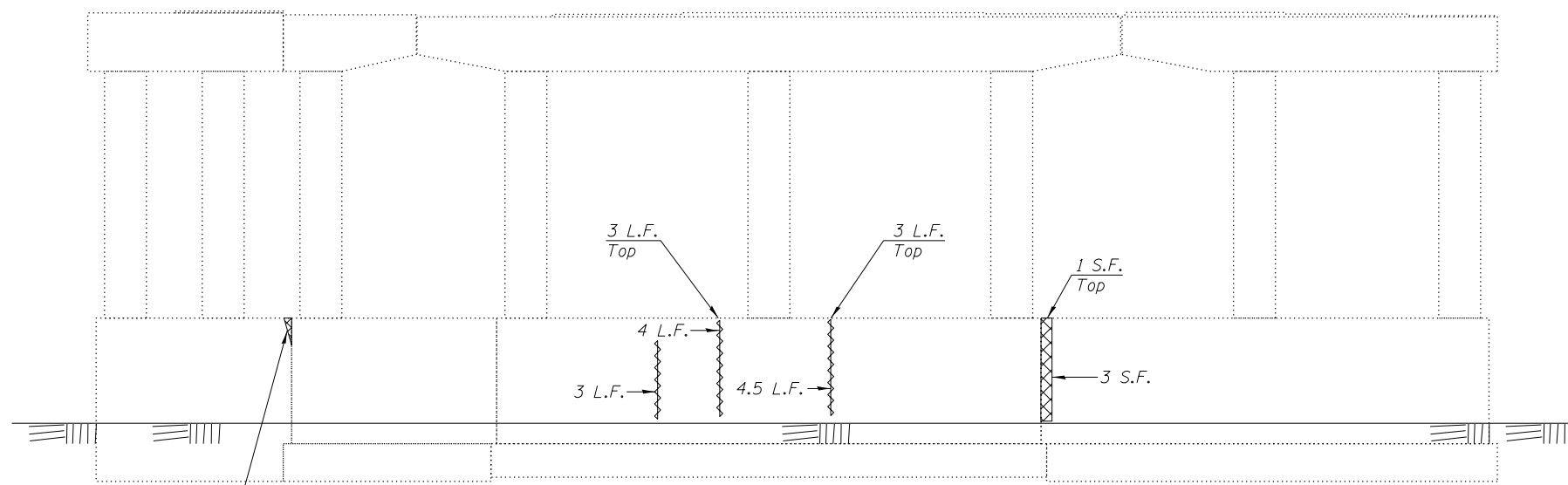


LEGEND

- = HAIRLINE CRACK (NO REPAIRS)
- = EPOXY CRACK INJECTION
- = STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5")
- S.F. = SQUARE FEET
- L.F. = LINEAL FEET



Note: Crack Widths are $\frac{1}{8}'' \pm \frac{1}{16}''$
 Unless Noted Otherwise.



Top has 3 L.F.
 Open Crack &
 3"Δ wide Spall 1 S.F.

BILL OF MATERIAL

Item	Unit	Quantity
Epoxy Crack Injection	Foot	2
Structural Repair of Concrete (Depth Equal to or Less Than 5")	Sq Ft	5

FILE NAME = S:\Projects\2013\JOBS\13-40 IDOT 06 RTB 137 Item 20 W07 SB 1-55 Bridge\CADD\CADD Sheets\0840021-72F-49-034-Pier-1.dgn
 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLTDVRS\$



USER NAME = tfrey	DESIGNED - KRG	REVISED
	CHECKED - MJK	REVISED
PLOT SCALE =	DRAWN - TF	REVISED
PLOT DATE = 12/3/2014	CHECKED - SCD	REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

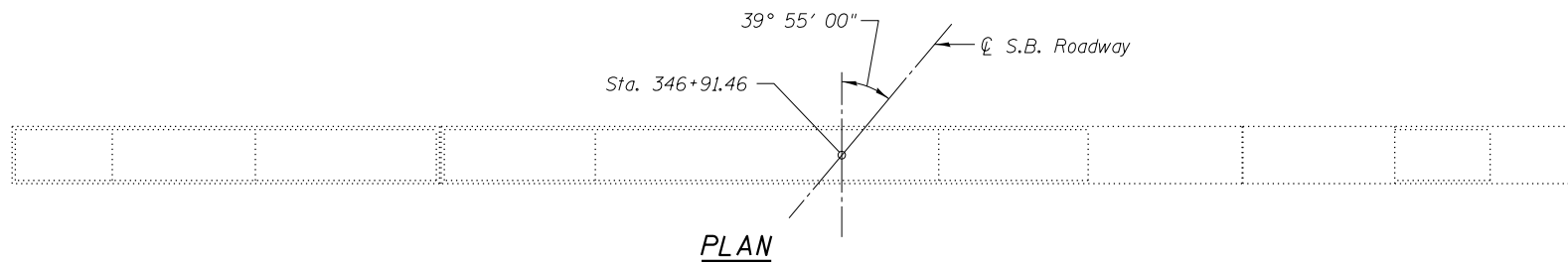
PIER 1
 STRUCTURE NO. 084-0021

SHEET NO. 34 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	75
CONTRACT NO. 72F49				

ILLINOIS FED. AID PROJECT

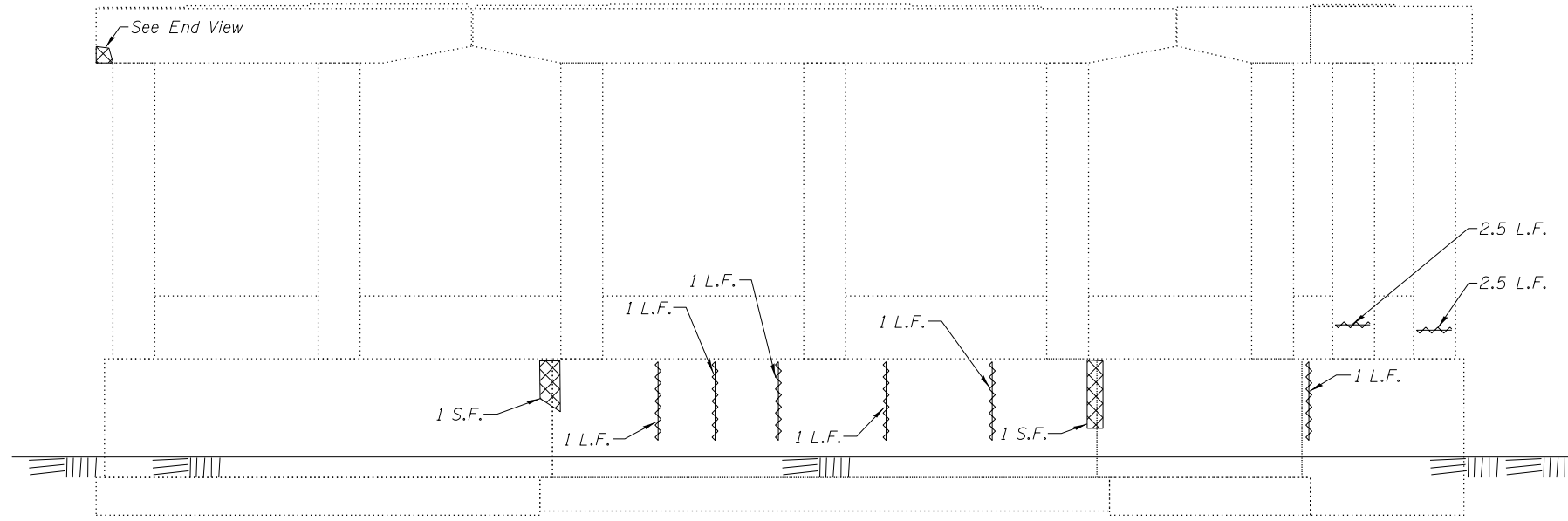
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 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLTDRVS\$



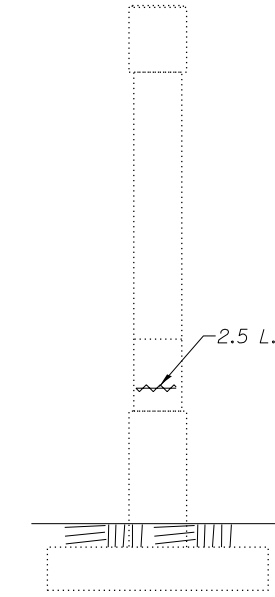
PLAN

LEGEND

- = HAIRLINE CRACK (NO REPAIRS)
- = EPOXY CRACK INJECTION
- = STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5")
- S.F. = SQUARE FEET
- L.F. = LINEAL FEET

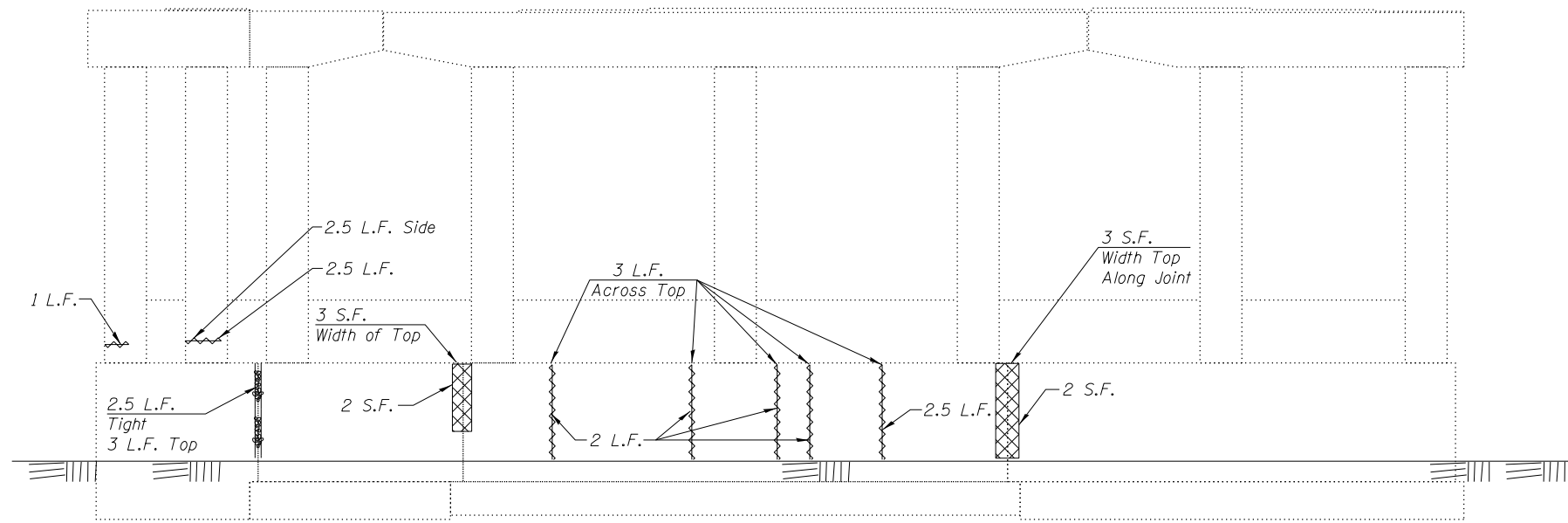


ELEVATION
(Looking South)

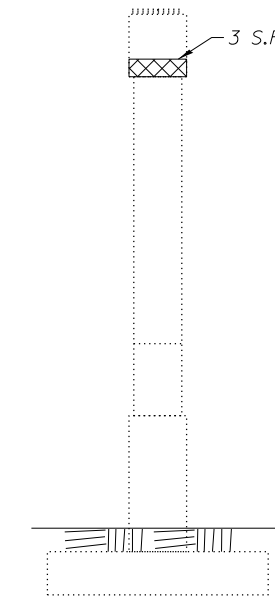


END VIEW
(Looking East)

Note: Crack Widths are $\frac{1}{8}'' \pm \frac{1}{16}''$ Unless Noted Otherwise.



ELEVATION
(Looking North)



END VIEW
(Looking West)

BILL OF MATERIAL

Item	Unit	Quantity
Epoxy Crack Injection	Foot	6
Structural Repair of Concrete (Depth Equal to or Less Than 5")	Sq Ft	15



USER NAME = tfrey
 PLOT SCALE =
 PLOT DATE = 11/12/2014

DESIGNED - KRG
 CHECKED - MJK
 DRAWN - TF
 CHECKED - SCD

REVISED
 REVISED
 REVISED
 REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PIER 2
 STRUCTURE NO. 084-0021

SHEET NO. 35 OF 38 SHEETS




F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	76
CONTRACT NO. 72F49				

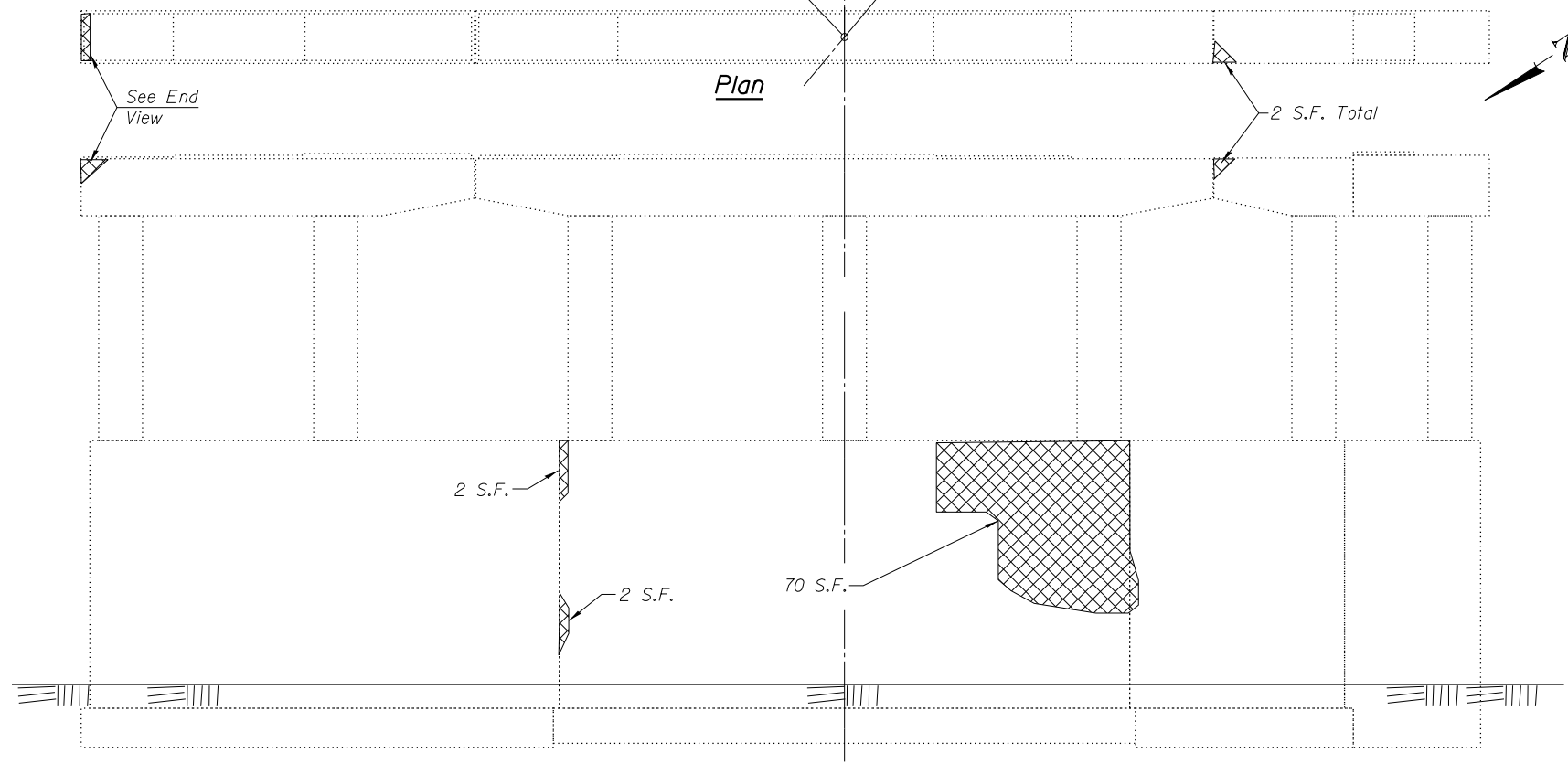
ILLINOIS FED. AID PROJECT

39° 55' 00" ϕ S.B. Roadway
Sta. 347+68.88

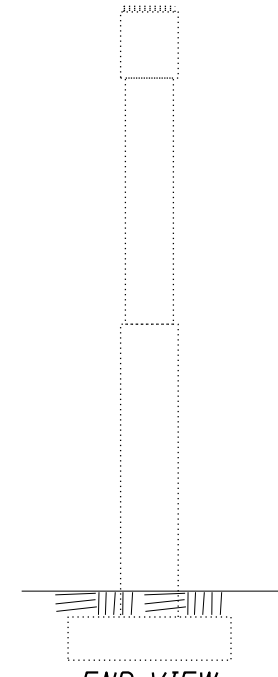
Notes: Crack widths are $\frac{1}{8}'' \pm \frac{1}{16}''$ unless noted otherwise.

LEGEND

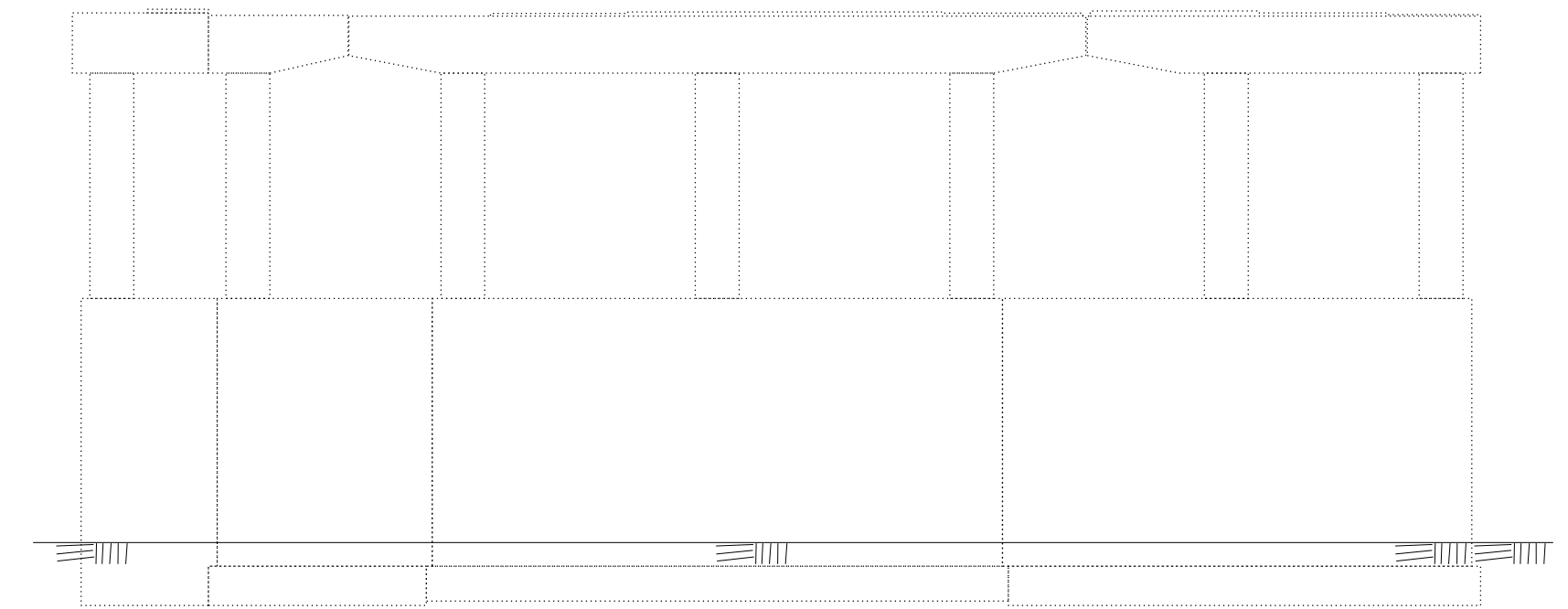
-  = HAIRLINE CRACK (NO REPAIRS)
-  = EPOXY CRACK INJECTION
-  = STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5")
- S.F. = SQUARE FEET
- L.F. = LINEAL FEET



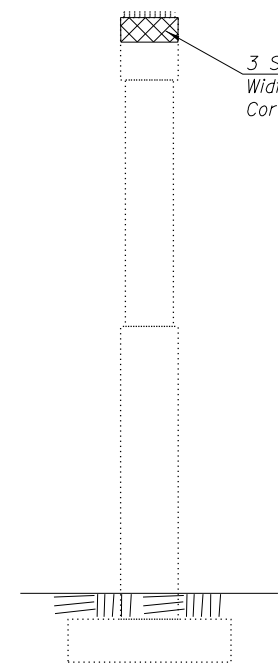
ELEVATION
(Looking South)



END VIEW
(Looking East)



ELEVATION
(Looking North)



END VIEW
(Looking West)

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth Equal to or Less Than 5")	Sq Ft	79

FILE NAME = S:\Projects\2013\JOBS\13-48\DOT\06\PIB\137\Item 20\W07\SB\1-55 Bridge\CADD\CADD Sheets\0840021-72F49-036-Pier-3.dgn
 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLTDVRS\$



USER NAME = tfrey	DESIGNED - KRG	REVISION
	CHECKED - MJK	REVISION
PLOT SCALE =	DRAWN - TF	REVISION
PLOT DATE = 11/12/2014	CHECKED - SCD	REVISION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 3
STRUCTURE NO. 084-0021

SHEET NO. 36 OF 38 SHEETS

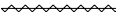


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	77
CONTRACT NO. 72F49				

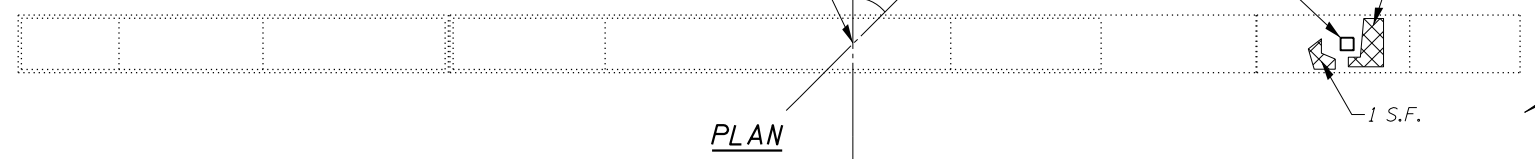
ILLINOIS FED. AID PROJECT

Sta. 348+46.30
39°55'00"
S.B. Roadway

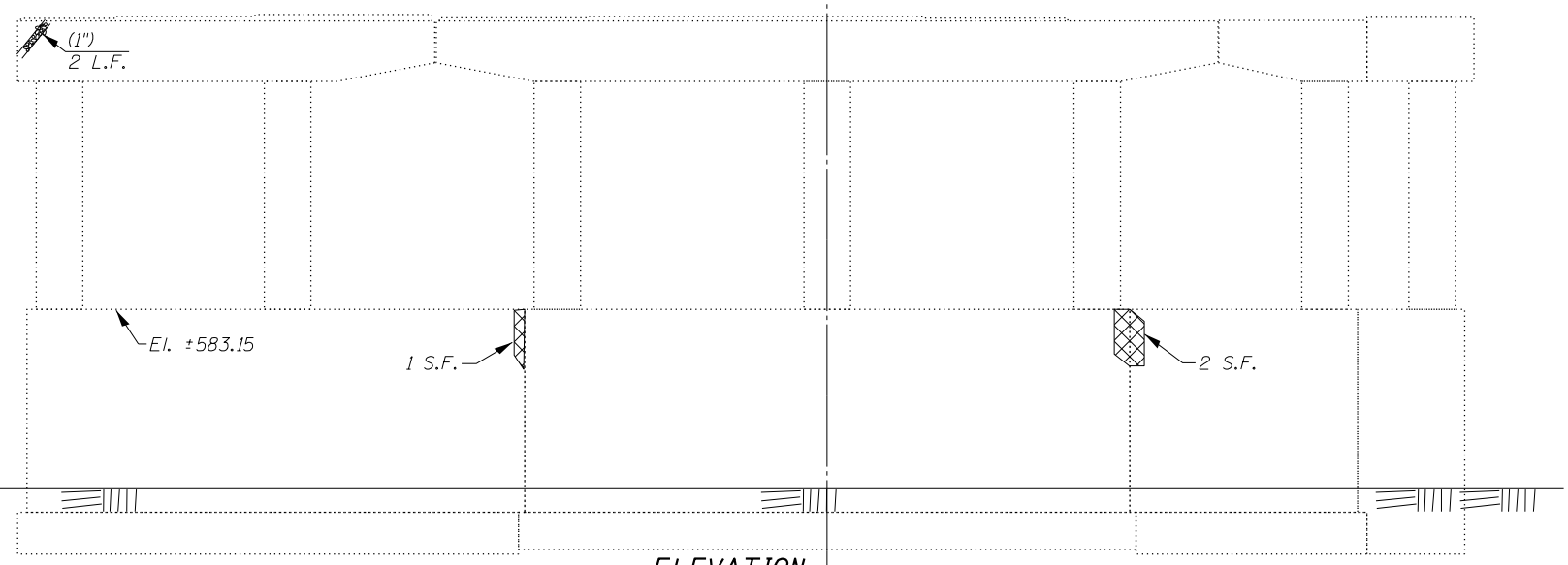
Notes: Crack widths are $\frac{1}{8}'' \pm \frac{1}{16}''$ unless noted otherwise.

LEGEND

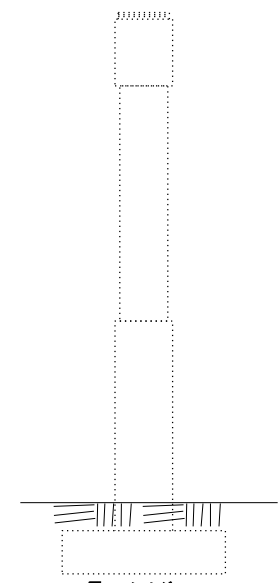
-  = HAIRLINE CRACK (NO REPAIRS)
-  = EPOXY CRACK INJECTION
-  = STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5")
- S.F. = SQUARE FEET
- L.F. = LINEAR FEET



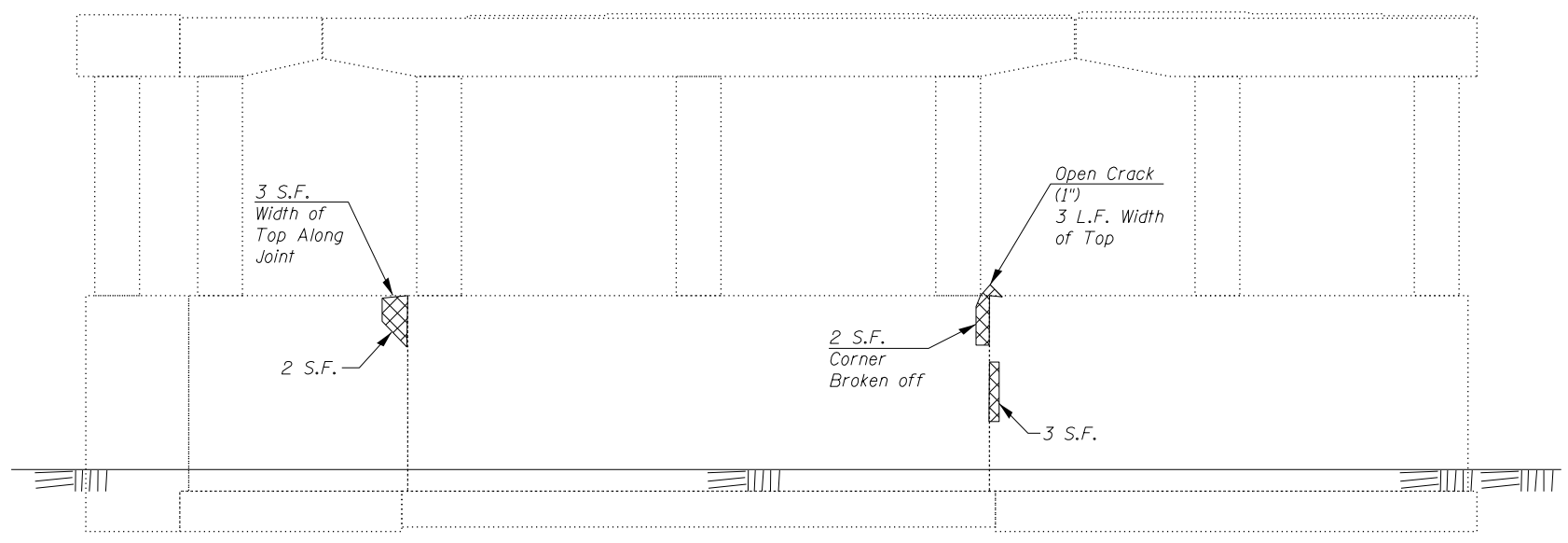
PLAN



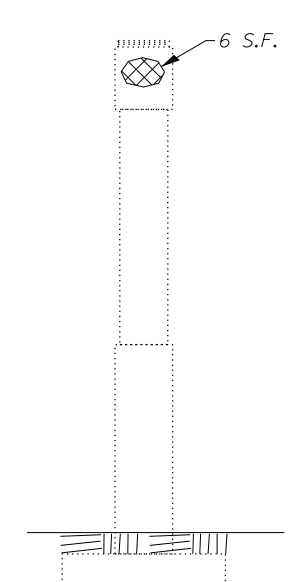
ELEVATION
(Looking South)



End View
(Looking East)



ELEVATION
(Looking North)



END VIEW
(Looking West)

BILL OF MATERIAL

Item	Unit	Quantity
Epoxy Crack Injection	Foot	2
Structural Repair of Concrete (Depth Equal to or Less Than 5")	Sq Ft	23

FILE NAME = S:\Projects\2013\JOBS\13-40_IDOT 06 FTB 137 Item 20 W07 SB 1-55 Bridge\CADD\CADD Sheets\0840021-72F 49-037-Pier-4.dgn
 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLTDRVS\$



USER NAME = tfrey	DESIGNED - KRG	REVISED
	CHECKED - MJK	REVISED
PLOT SCALE =	DRAWN - TF	REVISED
PLOT DATE = 11/12/2014	CHECKED - SCD	REVISED

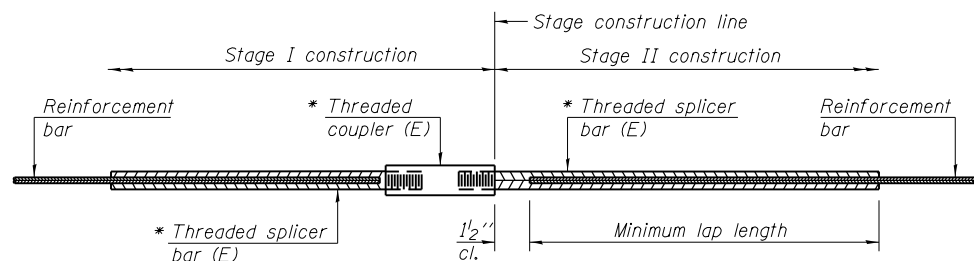
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 4
STRUCTURE NO. 084-0021

SHEET NO. 37 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	78
CONTRACT NO. 72F49				

ILLINOIS FED. AID PROJECT



STANDARD BAR SPLICER ASSEMBLY

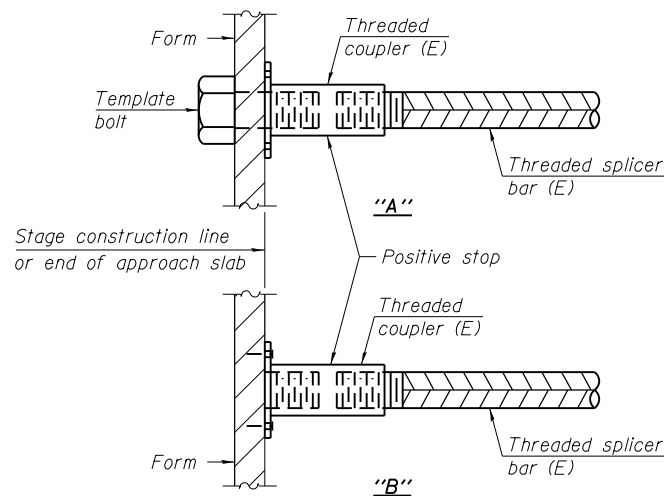
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"	6'-5"	6'-10"	7'-9"	8'-7"	9'-8"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Class C
- Table 6: Epoxy bar, Top bar top, Class C

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

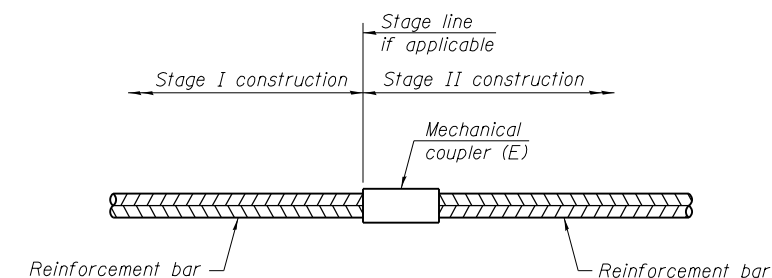
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck	#5	1097	Table 3
North Appr. Footing	#5	40	Table 3
South Appr. Footing	#5	40	Table 3
North Appr. Slab	#4	31	Table 3
South Appr. Slab	#4	31	Table 3
North Abut. Backwall	#5	6	Table 3
South Abut. Backwall	#5	6	Table 3
North Abut. Diaphragm	#7	8	Table 3
South Abut. Diaphragm	#7	8	Table 3



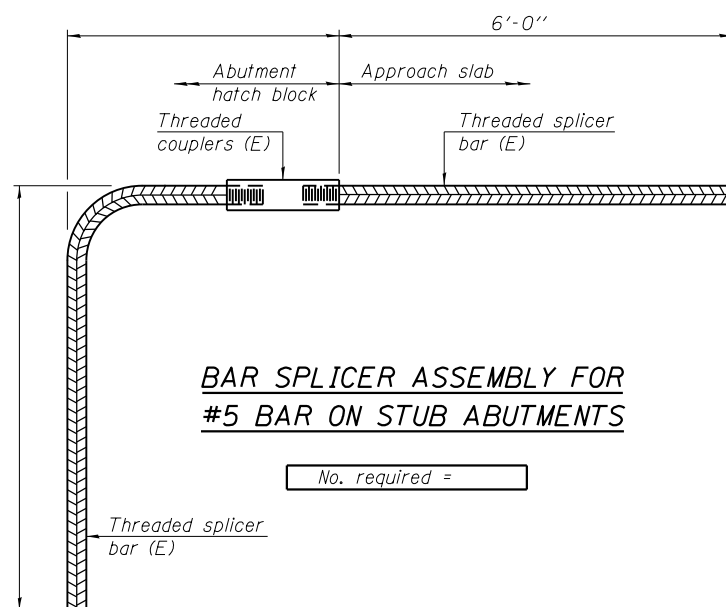
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

NOTES

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

FILE NAME = S:\Projects\2013\JOBS\13-40\DOT\06\PTB\137\Item 20\W07\SB\1-55\Bridges\CADD\CADD Sheets\0840021-72F49-038-Bar Splicer Assembly and Mechanical Splicer Details.dgn
 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLOTDRIVER\$

BSD-1

8-31-12



USER NAME = rgoertz	DESIGNED - KRG	REVISED
PLOT SCALE =	CHECKED - MJK	REVISED
PLOT DATE = 10/22/2014	DRAWN - TF	REVISED
	CHECKED - SCD	REVISED

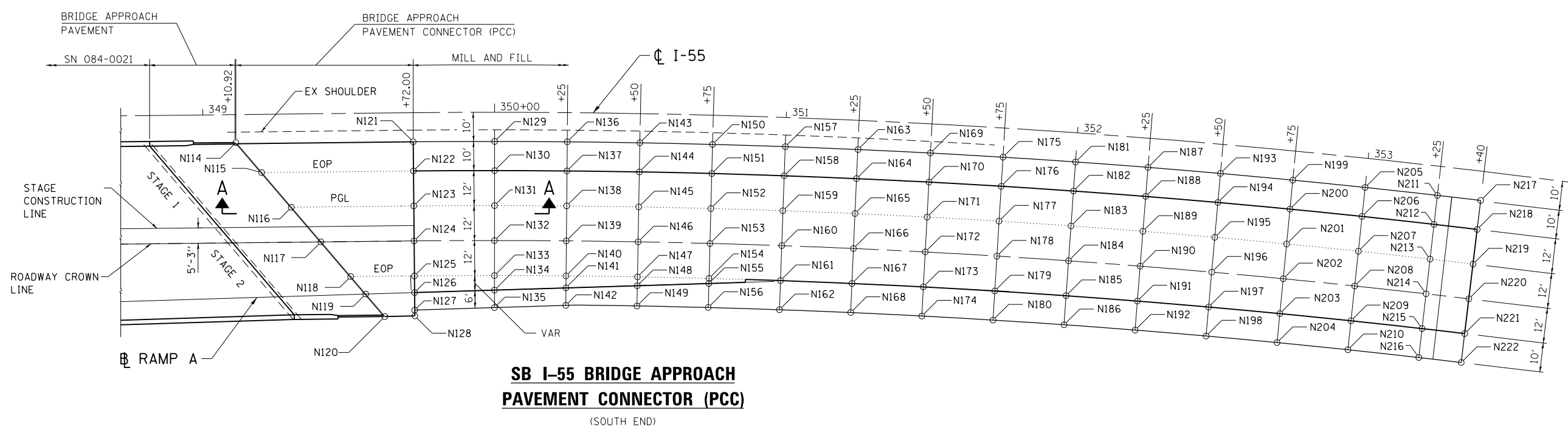
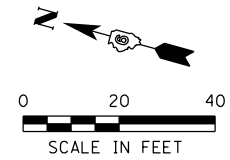
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 084-0021

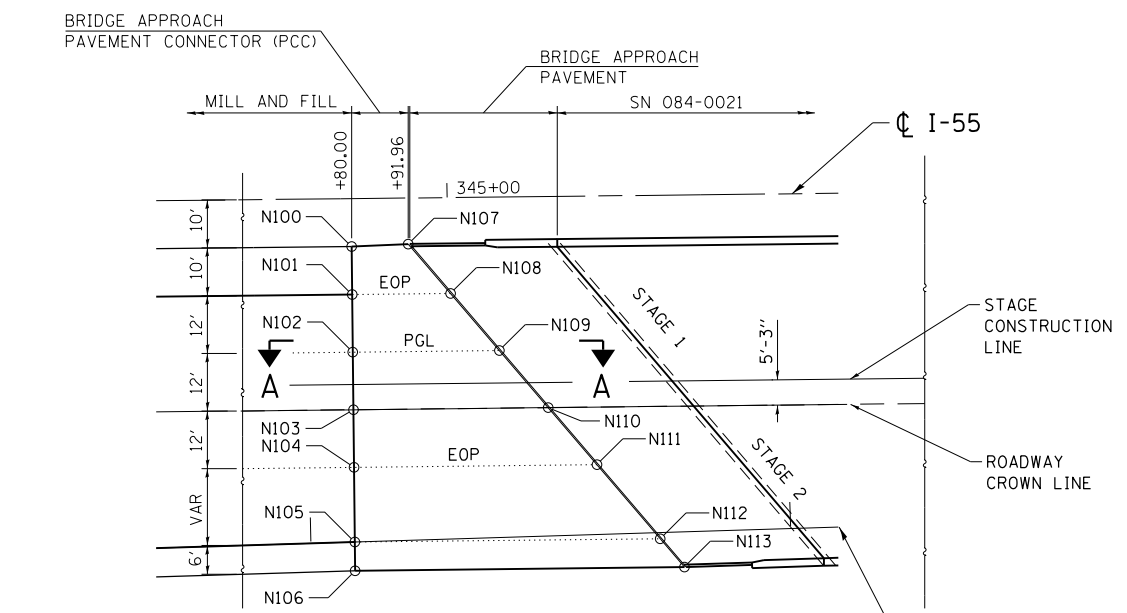
SHEET NO. 38 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	79
CONTRACT NO. 72F49				

ILLINOIS FED. AID PROJECT



**SB I-55 BRIDGE APPROACH
PAVEMENT CONNECTOR (PCC)**
(SOUTH END)



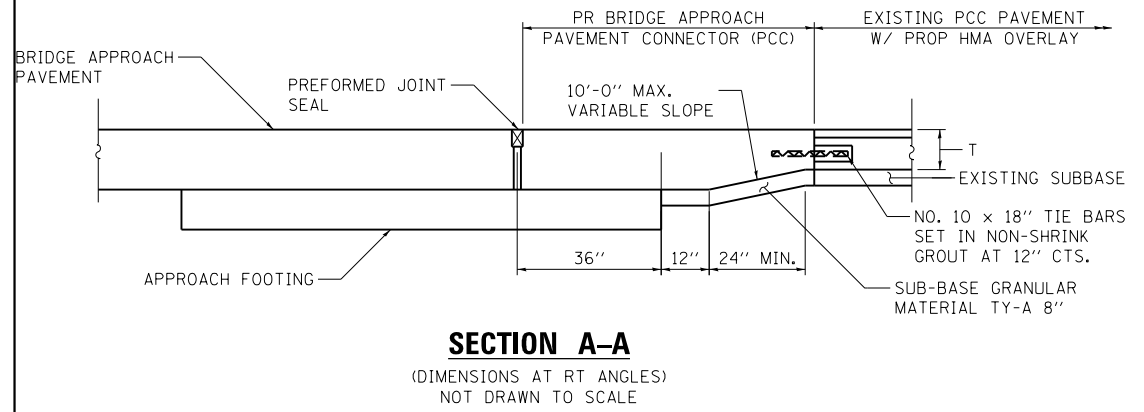
**SB I-55 BRIDGE APPROACH
PAVEMENT CONNECTOR (PCC)**
(NORTH END)

BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)
STATION / OFFSETS ARE BASED FROM CENTERLINE OF I-55

NORTH CONNECTOR PAVEMENT				SOUTH CONNECTOR PAVEMENT				SOUTH CONNECTOR PAVEMENT			
POINT	STATION	OFFSET	ELEV	POINT	STATION	OFFSET	ELEV	POINT	STATION	OFFSET	ELEV
N100	344+80.00	10.00	605.38	N139	350+25.00	44.00	601.71	N181	352+00.00	10.00	599.13
N101	344+80.00	20.00	605.59	N140	350+25.00	56.00	601.53	N182	352+00.00	20.00	599.56
N102	344+80.00	32.00	605.84	N141	350+25.00	60.14	601.44	N183	352+00.00	32.00	599.24
N103	344+80.00	44.00	606.03	N142	350+25.00	66.14	601.32	N184	352+00.00	44.00	598.89
N104	344+80.00	56.00	605.84	N143	350+50.00	10.00	601.39	N185	352+00.00	56.00	598.67
N105	344+80.00	71.58	605.53	N144	350+50.00	20.00	601.76	N186	352+00.00	66.00	598.29
N106	344+80.00	77.58	605.29	N145	350+50.00	32.00	601.53	N187	352+25.00	10.00	598.73
N107	344+91.96	9.58	605.36	N146	350+50.00	44.00	601.30	N188	352+25.00	20.00	599.13
N108	345+00.67	20.00	605.57	N147	350+50.00	56.00	601.10	N189	352+25.00	32.00	598.79
N109	345+10.71	32.00	605.80	N148	350+50.00	59.05	601.00	N190	352+25.00	44.00	598.47
N110	345+20.75	44.00	605.97	N149	350+50.00	66.00	600.83	N191	352+25.00	56.00	598.25
N111	345+30.79	56.00	605.77	N150	350+75.00	10.00	601.03	N192	352+25.00	66.00	597.91
N112	345+42.78	70.32	605.44	N151	350+75.00	20.00	601.44	N193	352+50.00	10.00	598.33
N113	345+48.77	77.49	605.28	N152	350+75.00	32.00	601.18	N194	352+50.00	20.00	598.70
				N153	350+75.00	44.00	600.92	N195	352+50.00	32.00	598.35
				N154	350+75.00	56.00	600.66	N196	352+50.00	44.00	598.03
				N155	350+75.00	57.75	600.62	N197	352+50.00	56.00	597.81
				N156	350+75.00	66.00	600.34	N198	352+50.00	66.00	597.50
				N157	351+00.00	10.00	600.69	N199	352+75.00	10.00	597.94
				N158	351+00.00	20.00	601.10	N200	352+75.00	20.00	598.28
				N159	351+00.00	32.00	600.83	N201	352+75.00	32.00	597.90
				N160	351+00.00	44.00	600.56	N202	352+75.00	44.00	597.57
				N161	351+00.00	56.00	600.28	N203	352+75.00	56.00	597.34
				N162	351+00.00	66.00	599.90	N204	352+75.00	66.00	597.06
				N163	351+25.00	10.00	600.35	N205	353+00.00	10.00	597.50
				N164	351+25.00	20.00	600.77	N206	353+00.00	20.00	597.84
				N165	351+25.00	32.00	600.46	N207	353+00.00	32.00	597.45
				N166	351+25.00	44.00	600.16	N208	353+00.00	44.00	597.13
				N167	351+25.00	56.00	599.90	N209	353+00.00	56.00	596.90
				N168	351+25.00	66.00	599.44	N210	353+00.00	66.00	596.59
				N169	351+50.00	10.00	599.95	N211	353+25.00	10.00	597.05
				N170	351+50.00	20.00	600.38	N212	353+25.00	20.00	597.40
				N171	351+50.00	32.00	600.04	N213	353+25.00	32.00	597.00
				N172	351+50.00	44.00	599.71	N214	353+25.00	44.00	596.70
				N173	351+50.00	56.00	599.49	N215	353+25.00	56.00	596.46
				N174	351+50.00	66.00	599.05	N216	353+25.00	66.00	596.10
				N175	351+75.00	10.00	599.54	N217	353+40.00	10.00	596.78
				N176	351+75.00	20.00	599.99	N218	353+40.00	20.00	597.12
				N177	351+75.00	32.00	599.67	N219	353+40.00	32.00	596.72
				N178	351+75.00	44.00	599.30	N220	353+40.00	44.00	596.43
				N179	351+75.00	56.00	599.08	N221	353+40.00	56.00	596.18
				N180	351+75.00	66.00	598.66	N222	353+40.00	66.00	595.80

GENERAL NOTES

- THICKNESS - "T" = THICKNESS OF PAVEMENT.
- SEE STANDARD 421001 FOR REINFORCEMENT DETAILS NOT SHOWN.
- SEE STANDARD 420001 FOR JOINT DETAILS NOT SHOWN.
- SEE PLANS FOR DETAILS OF BRIDGE APPROACH, APPROACH FOOTING AND PREFORMED JOINT SEAL.
- PAVEMENT FABRIC, REINFORCEMENT BARS, TIE BARS AND SUB-BASE GRANULAR MATERIAL WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST FOR BRIDGE APPROACH PAVEMENT CONNECTOR (PCC).
- REINFORCEMENT BARS SHALL BE EPOXY COATED.
- SHOULDER AREAS OF THE BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) SHALL BE REINFORCED AS DETAILED ON STANDARD 421001.
- PROPOSED BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) IS INTENDED TO REPLACE THE EXISTING BRIDGE APPROACH PAVEMENT AREA OUTSIDE OF THE PROPOSED BRIDGE APPROACH PAVEMENT. THE LIMITS OF THE EXISTING BRIDGE APPROACH PAVEMENTS HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IF REQUIRED, LAYOUT OF THE PROPOSED BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) WILL BE REVISED AS DIRECTED BY THE ENGINEER TO MATCH THE REMOVAL AREA. (SEE "PAVEMENT AND SHOULDER REMOVAL DETAILS")
- BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) SHALL BE GROOVED AS SPECIFIED IN SECTION 503 OF THE STANDARD SPECIFICATIONS AND DIAMOND GROUND AS SPECIFIED IN THE SPECIAL PROVISION "DIAMOND GRINDING AND SURFACE TESTING BRIDGE SECTIONS". ELEVATIONS SHOWN ARE THE PROPOSED ELEVATION AFTER DIAMOND GRINDING. QUANTITIES ARE INCLUDED IN THE QUANTITIES FOR BRIDGE DECK GROOVING AND DIAMOND GRINDING (BRIDGE SECTION).



SECTION A-A
(DIMENSIONS AT RT ANGLES)
NOT DRAWN TO SCALE

FILE NAME = S:\Projects\2013\JOBS\13-48\DOT\06\PTB\137\Item 20\W07\SB I-55 Bridge\CAD\CADD Sheets\062F49-sht-PCC Connector.dgn
MODEL = \$MODEL\$
PLOT DRIVER = \$PLTDV\$



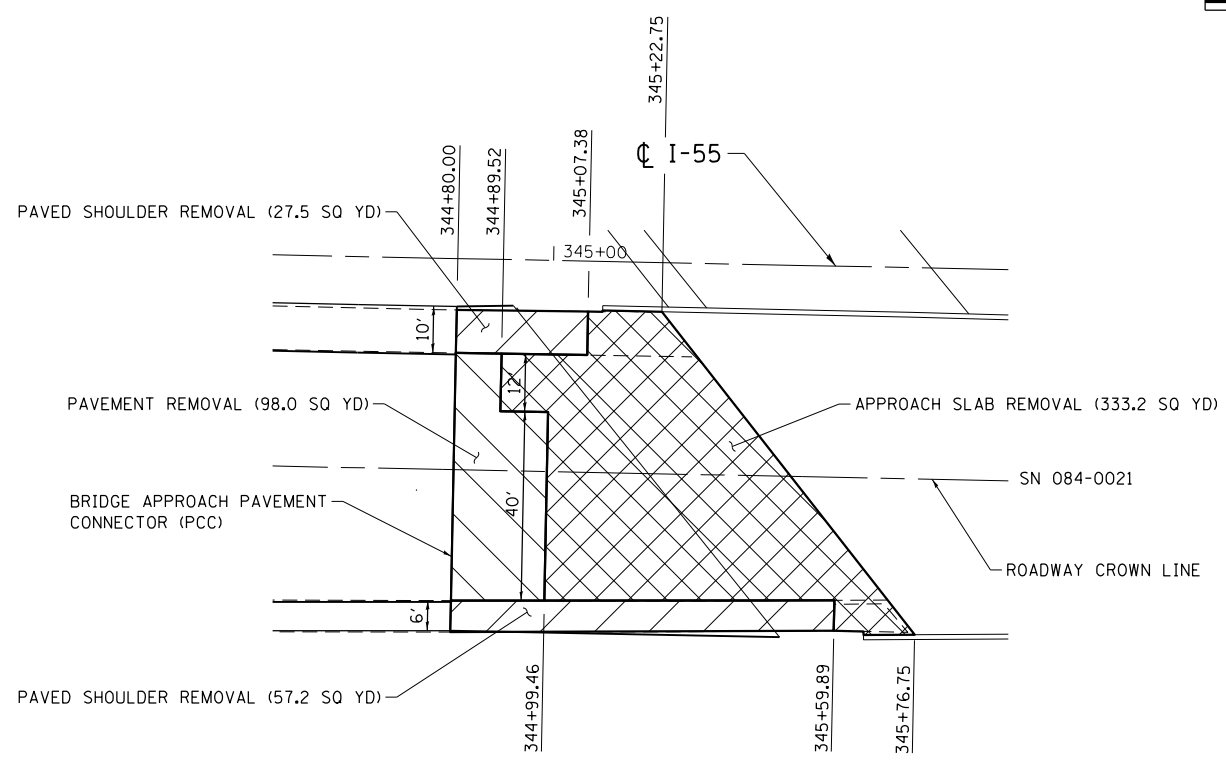
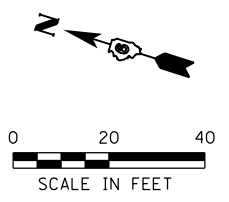
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FILE NAME = D672F49-sht-PCC Connector.dgn	DRAWN - RG	REVISED -
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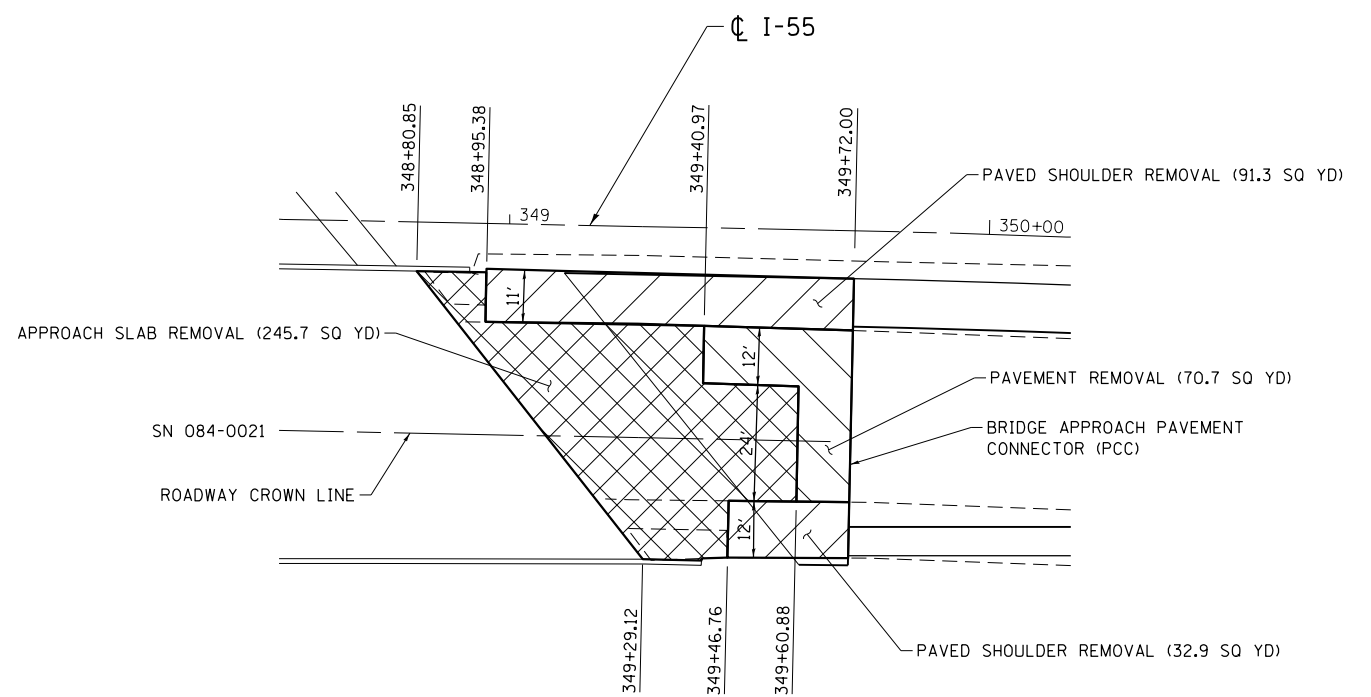
**BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)
PLAN AND ELEVATION DETAILS SN 084-0021**

SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	80
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				



NORTH BRIDGE APPROACH PAVEMENT / SHOULDER REMOVAL DETAIL



SOUTH BRIDGE APPROACH PAVEMENT / SHOULDER REMOVAL DETAIL

NOTE: DIMENSIONS SHOWN ARE APPROXIMATE BASED ON EXISTING PLAN INFORMATION AND SHOULD BE VERIFIED IN THE FIELD BY THE CONTRACTOR

FILE NAME = S:\Projects\2013\JOBS\13-40\DOT\06\11B\137\Item 20\W07 SB I-55 Bridge\CADD\CADD Sheets\0672F49-sht-Details_Pvmt Rem.dgn
 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLTDVRS\$



USER NAME = rgoertz	DESIGNED - RG	REVISED -
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PLOT SCALE = 40.0000' / in.	CHECKED - MTM	REVISED -
PLOT DATE = 10/22/2014	DATE - 10/17/2014	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

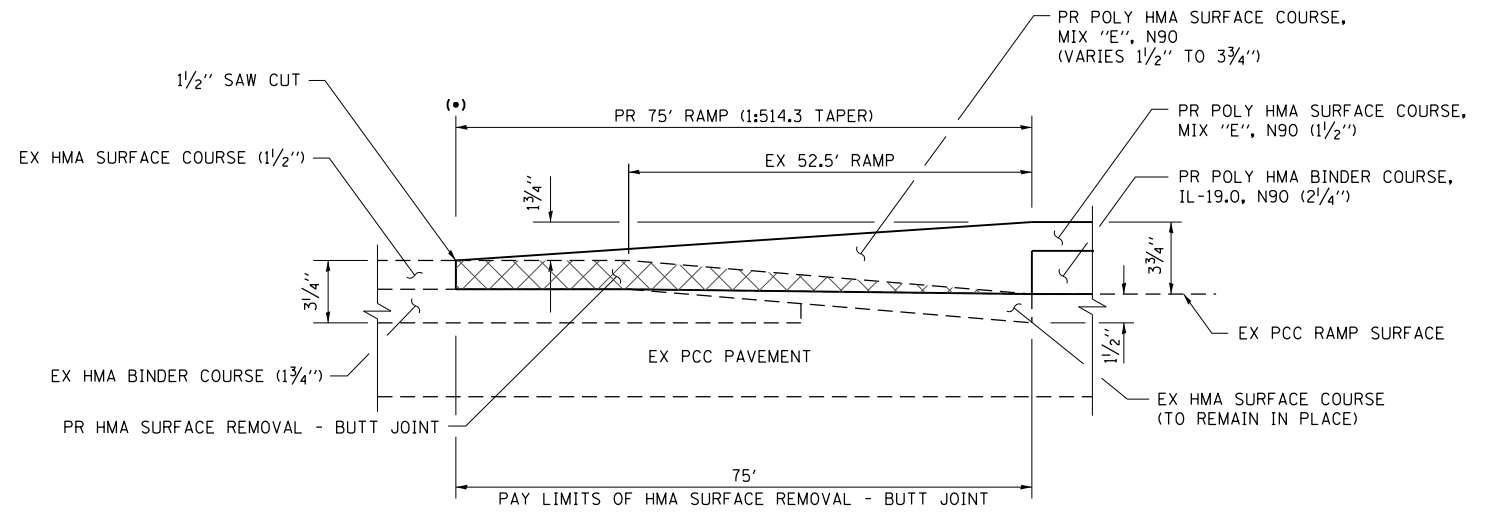
PAVEMENT AND SHOULDER REMOVAL DETAILS

SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	81
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

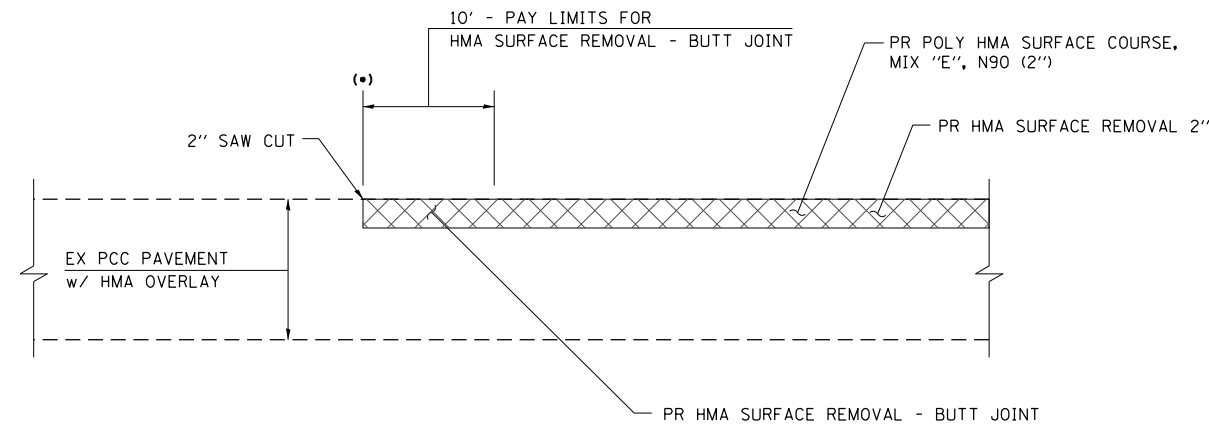
NOTES:

1. ANY PCC SURFACE REMOVAL ENCOUNTERED SHALL BE PAID FOR AS HMA SURFACE REMOVAL - BUTT JOINT
2. THE REQUIRED SAW CUT SHALL BE INCLUDED IN THE COST OF HMA SURFACE REMOVAL - BUTT JOINT
3. REMOVE AND REPLACE HMA SURFACE COURSE ON RAMP A, AS SHOWN IN ROADWAY PLANS.



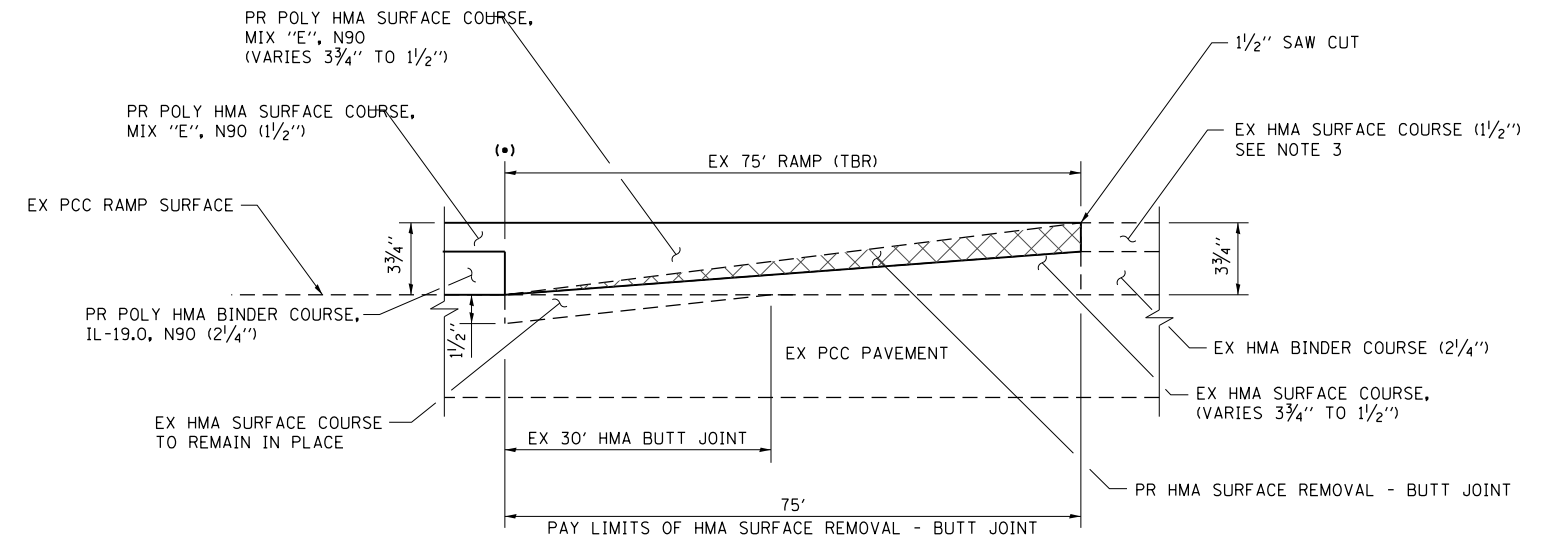
RAMP BUTT JOINT DETAIL 1

RAMP A - STA 12+75.00 (*) TO STA 13+50.00
 RAMP B - STA 18+20.00 TO STA 18+95.00 (*)
 RAMP C - STA 6+25.00 (*) TO STA 7+00.00



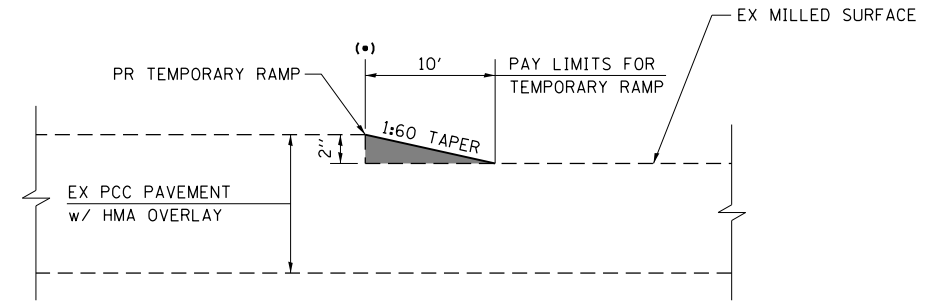
I-55 BUTT JOINT DETAIL

STA 336+55.00 (*) TO STA 336+65.00
 STA 353+30.00 TO STA 353+40.00 (*)



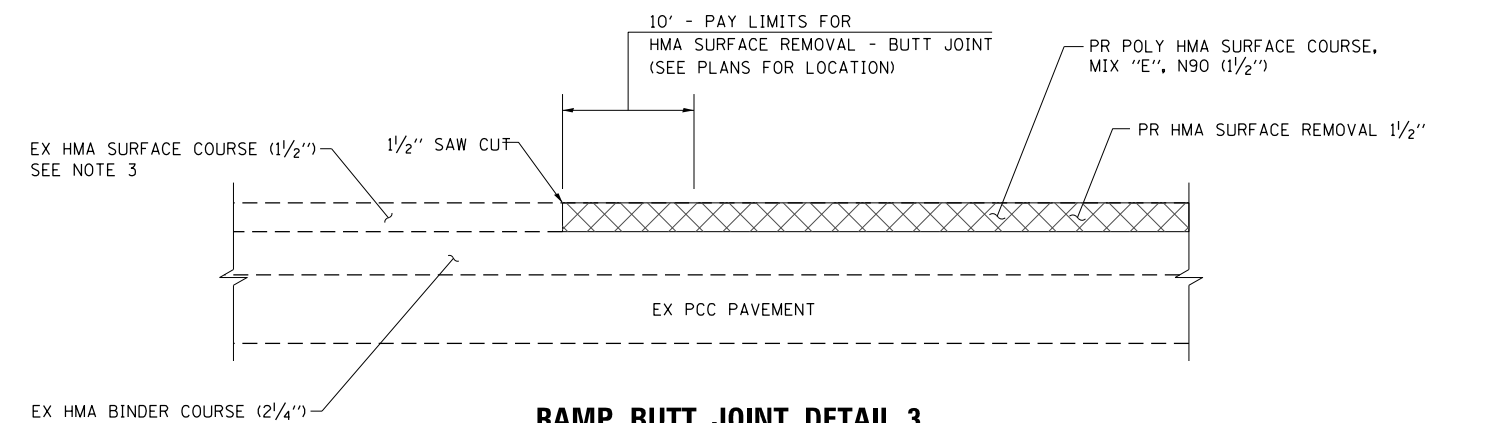
RAMP BUTT JOINT DETAIL 2

RAMP A - STA 30+53.57 (*) TO STA 31+28.57
 RAMP B - STA 1+25.00 TO STA 2+00.00 (*)
 RAMP C - STA 18+35.00 (*) TO STA 19+10.00



I-55 TEMPORARY RAMP DETAIL

STA 336+55.00 (*) TO STA 336+65.00
 STA 353+30.00 TO STA 353+40.00 (*)



RAMP BUTT JOINT DETAIL 3

RAMP A - SEE PLAN FOR LOCATIONS

FILE NAME = S:\Projects\2013\JOBS\13-40\DOT\06\PTB\137\Item 20\W07\SB I-55 Bridge\CADD\CADD Sheets\0672F49-sht-Butt-Joint-Details.dgn
 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLTDVRS\$



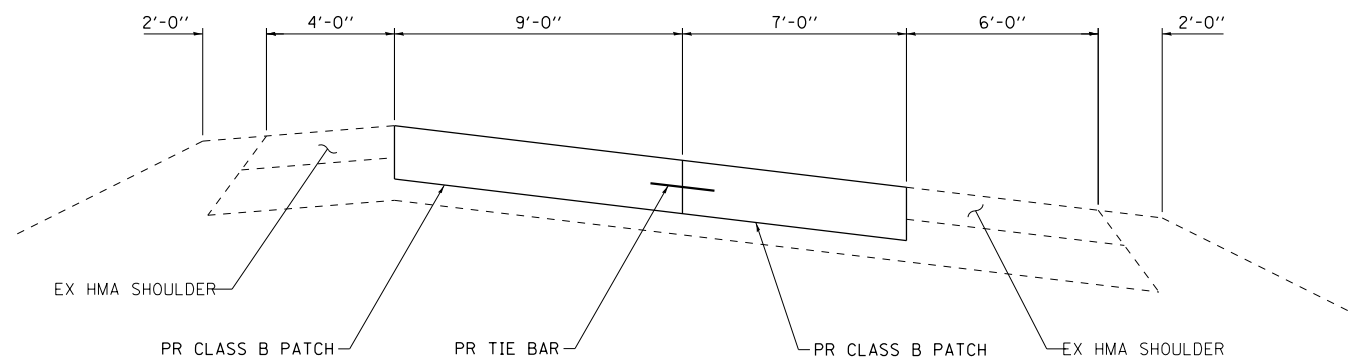
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PLOT DATE = 10/22/2014	DATE - 10/17/2014	REVISED -

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BUTT JOINT DETAILS

SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

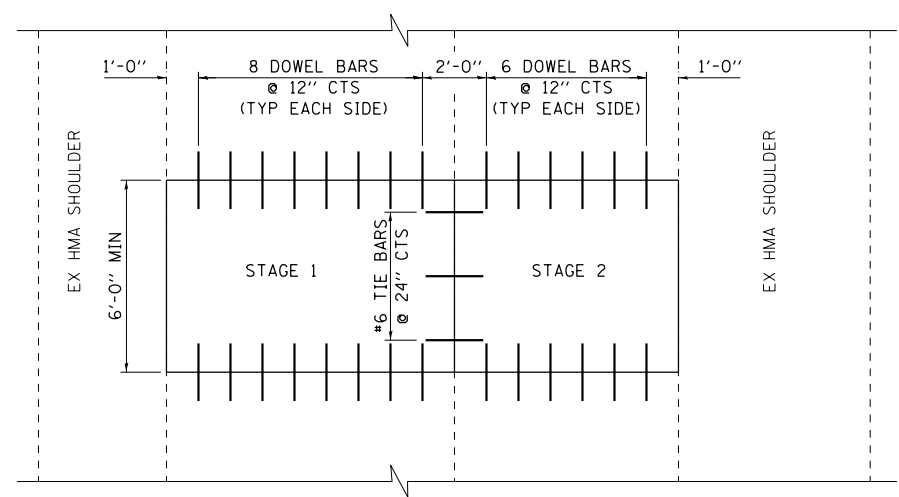
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	82
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				



NOTES:

1. THIS DETAIL IS TO BE USED IN CONJUNCTION WITH STANDARD 442101.
2. TIE BARS SHALL BE NO. 6 (3/4") DEFORMED BARS AT 24" CENTERS WHICH SHALL BE DRILLED AND GROUTED ACCORDING TO ARTICLE 420.05(b) OF THE STANDARD SPECIFICATIONS.

TYPICAL SECTION – CLASS B PATCH ON RAMPS



PLAN – CLASS B PATCH ON RAMPS

FILE NAME = S:\Projects\2013\JOBS\13-40 IDOT D6 FTB 137 Item 20 W07 SB 1-55 Bridge\CADD\CADD Sheets\0672F49-sht-Details_Patching.dgn
 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLTDV\$



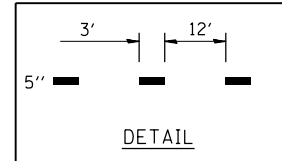
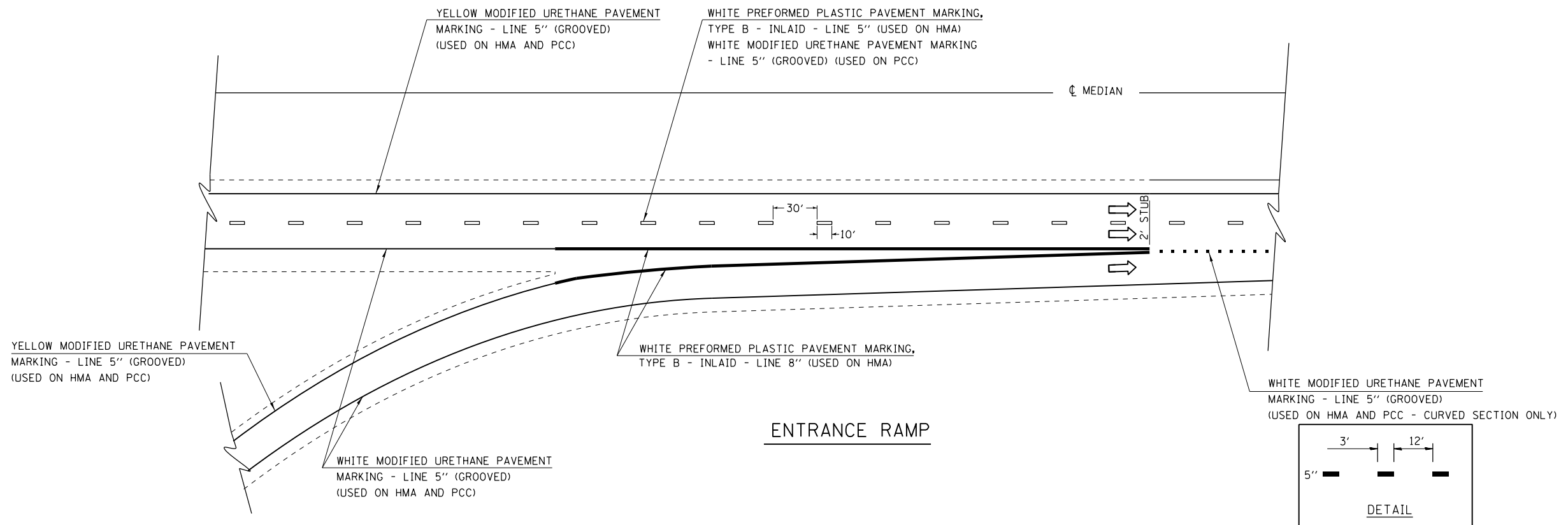
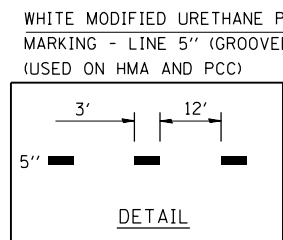
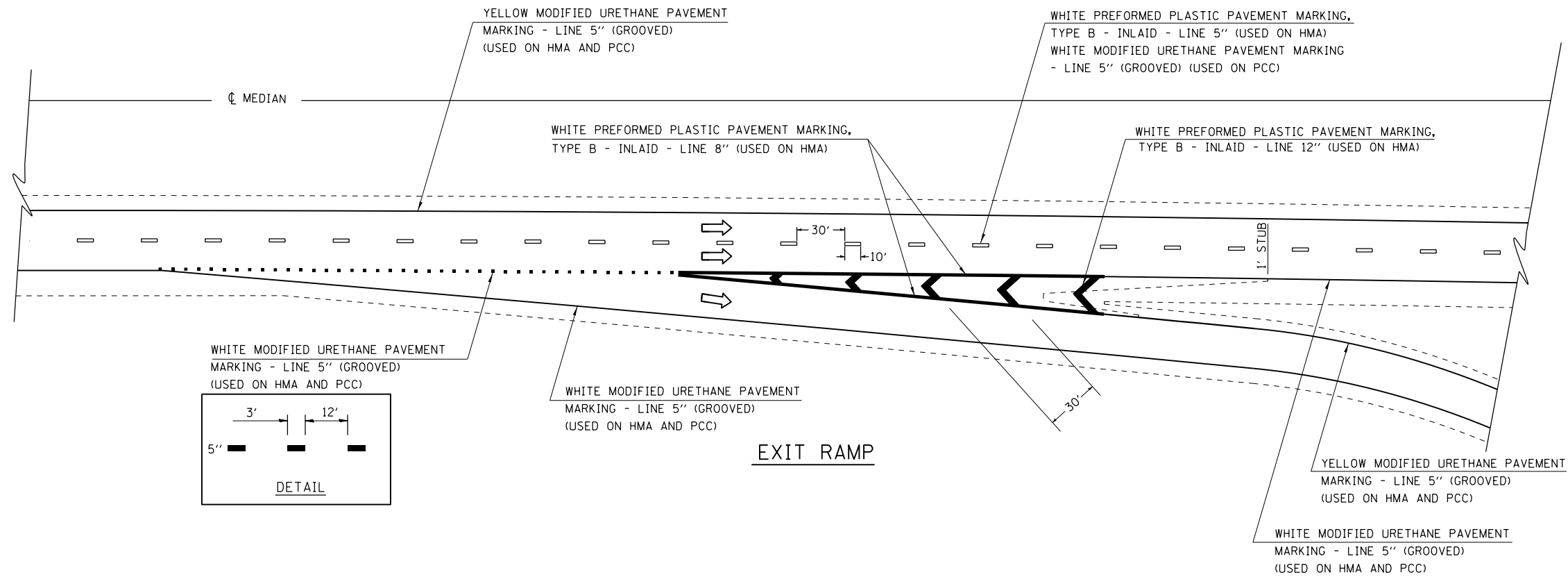
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PLOT DATE = 10/22/2014	DATE - 10/17/2014	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CLASS B PATCHING RAMP DETAIL

SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	83
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				



FILE NAME = S:\Projects\2813 JOBS\13-48 IDOT D6 FTB 137 Item 26 W07 SB 1-55 Bridge\CADD\CADD Sheets\0672F49-sht-Details_Pmk01.dgn
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 PLOT DRIVER = \$PLTDVRS\$



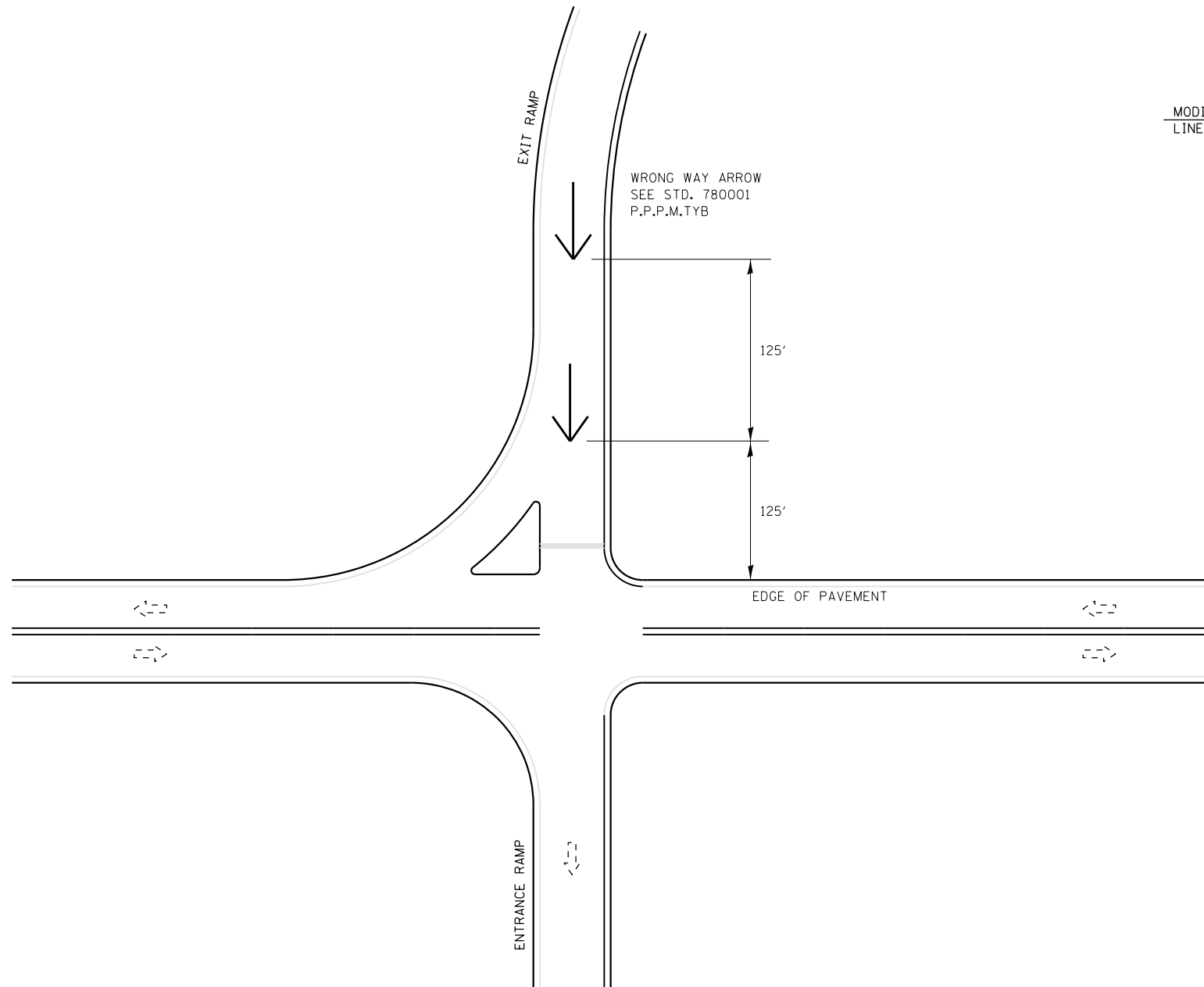
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PLOT DATE = 10/22/2014	DATE - 10/17/2014	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

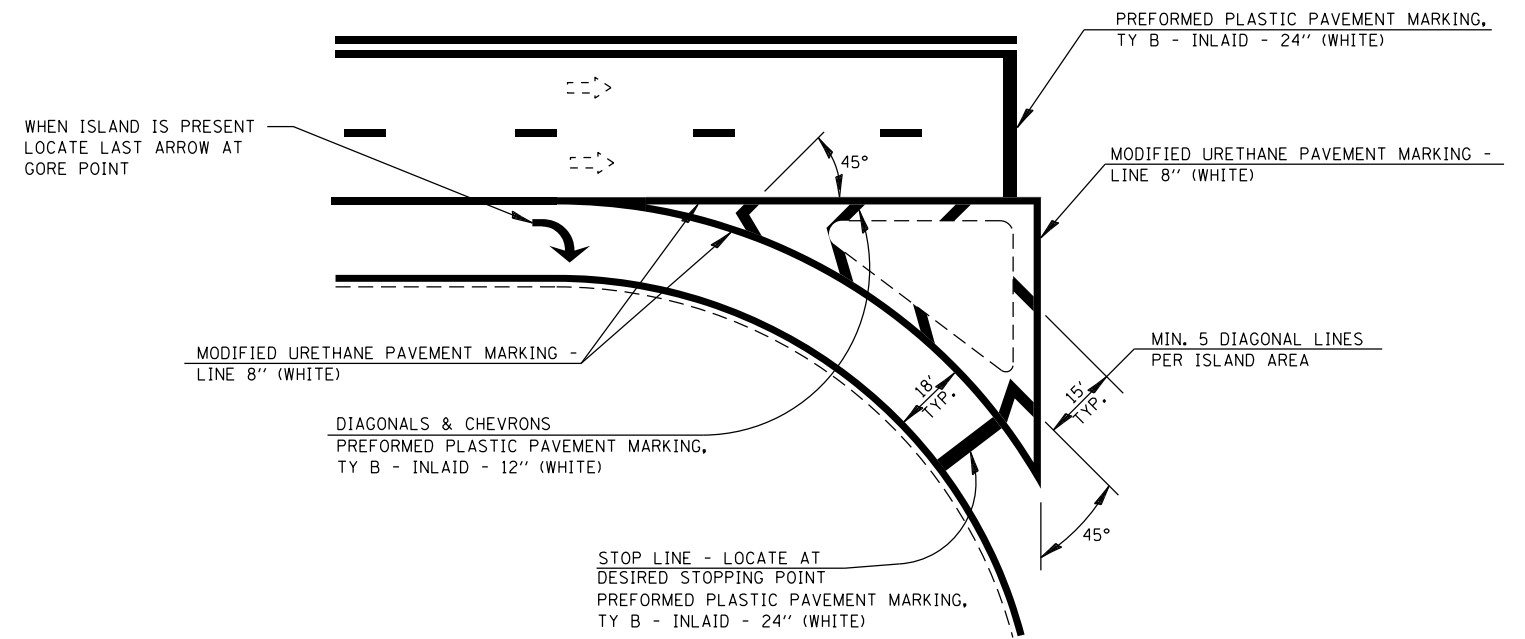
TYPICAL PAVEMENT MARKING DETAILS			
SCALE:	SHEET NO. 1 OF 3 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	84
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				

FILE NAME = S:\Projects\2013\JOBS\13-40\DOT 06 RTB 137 Item 20 W07 SB 1-55 Bridge\CADD\CADD Sheets\062F49-sht-Details_Pmk01.dgn
 MODEL = \$MODEL\$
 PLOT DRIVER = \$PLTDVRS\$

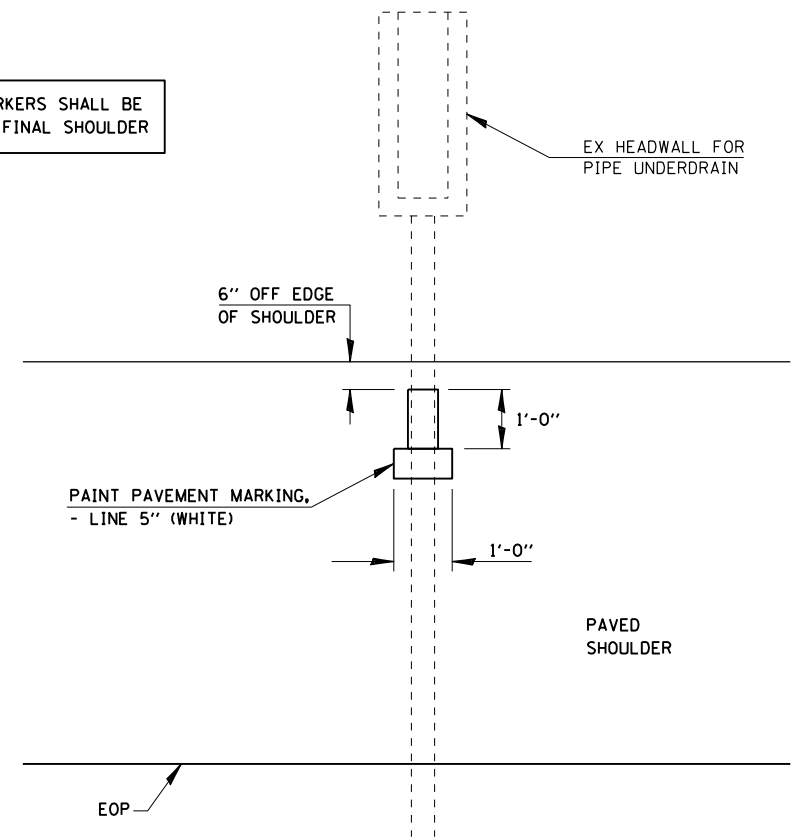


TYPICAL EXIT RAMP WRONG WAY ARROW DETAIL



RIGHT TURN ISLANDS MARKING AND CHANNELIZATION

OUTLET MARKERS SHALL BE PLACED ON FINAL SHOULDER



TYPICAL OUTLET MARKER DETAIL

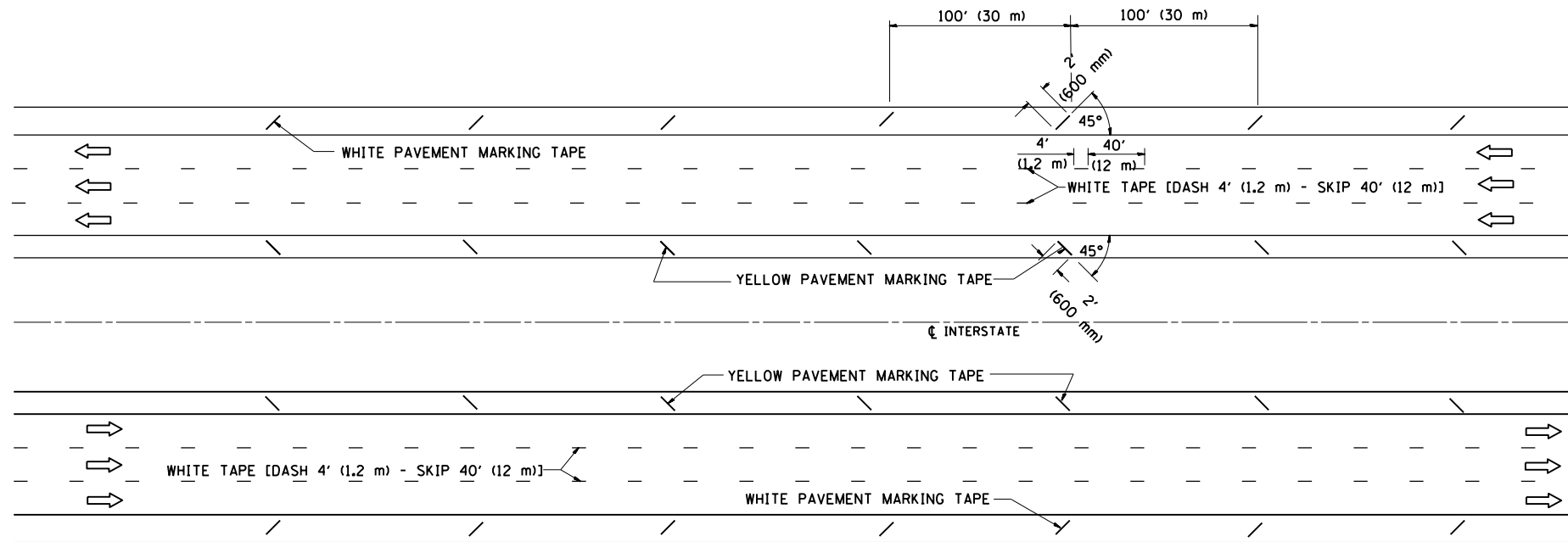


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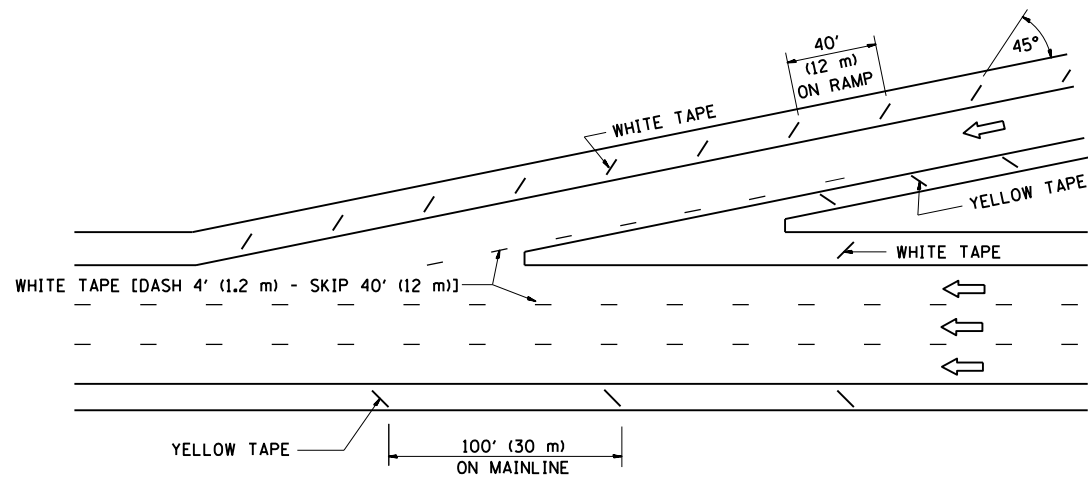
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL PAVEMENT MARKING DETAILS			
SCALE:	SHEET NO. 2 OF 3 SHEETS	STA.	TO STA.

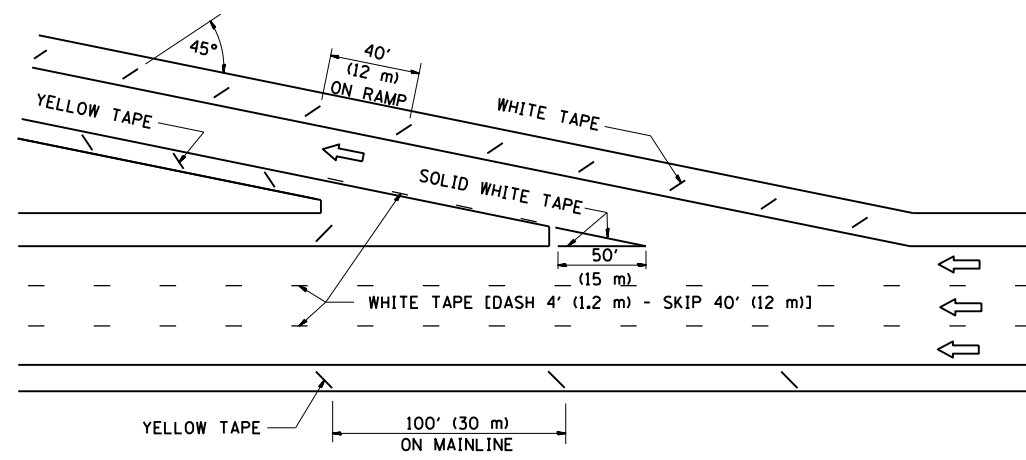
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	85
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				



TYPICAL SHORT TERM PAVEMENT MARKING FOR INTERSTATE ROUTES



TYPICAL ENTRANCE TERMINAL



TYPICAL EXIT TERMINAL

FILE NAME = S:\Projects\2013\JOBS\13-40 IDOT 06 RTB 137 Item 20 W07 SB 1-55 Bridge\CADD\CADD Sheets\0672F49-sht-Details_Pmk01.dgn
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 PLOT DRIVER = \$PLTDVRS\$



USER NAME = rgoertz	DESIGNED - RG	REVISED -
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PLOT DATE = 10/22/2014	DATE - 10/17/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SHORT-TERM PAVEMENT MARKING DETAILS

SCALE: SHEET NO. 3 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-2) BR-3, RS-4	SANGAMON	86	86
CONTRACT NO. 72F49				
ILLINOIS FED. AID PROJECT				