

025

03-08-2019 LETTING ITEM 025

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

* 159 + 10 = 169 TOTAL SHEETS

F.A.I. SITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018 049 B	WILL	159	1
ILLINOIS			CONTRACT NO. 62G98	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

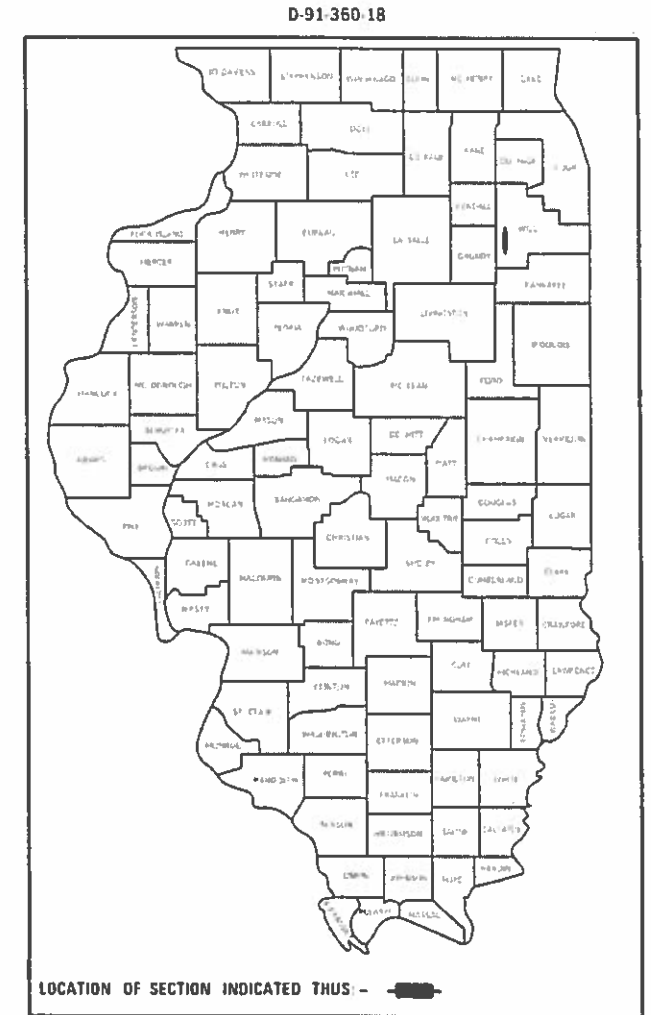
PROPOSED HIGHWAY PLANS

F.A.I. ROUTE 55: INTERSTATE-55
OVER BNSF RAILROAD AND GRANT CREEK
SECTION 2018-049-B
PROJECT: NHPP-S5N9(987)
BRIDGE NEW DECK
WILL COUNTY
C-91-285-18

TRAFFIC DATA

EXISTING ADT = 55500 (2017)
POSTED SPEED LIMIT = 70 MPH

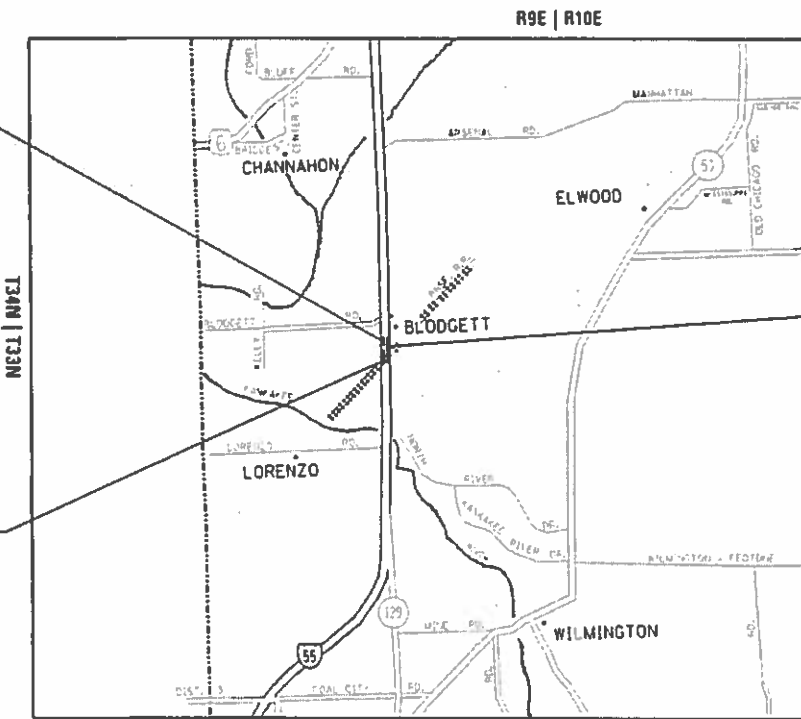
PROJECT IS LOCATED WITHIN
WILMINGTON TOWNSHIP AND
CHANNAHON TOWNSHIP



LOCATION 2
SN 099-0005
SB I-55 OVER GRANT CREEK

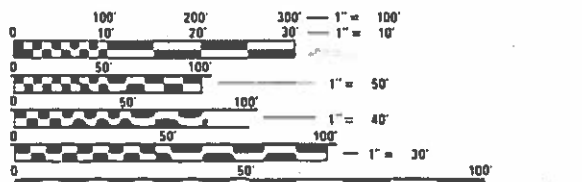
LOCATION 1
SN 099-0286
NB I-55 OVER BNSF RR

LOCATION 3
SN 099-0304
SB I-55 OVER BNSF RR



WILMINGTON TOWNSHIP AND CHANNAHON TOWNSHIPS

GROSS & NET LENGTH = 1374.6 FT. = .26 MILE



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

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

PROJECT ENGINEER: J. ALAIN MIDY, PE (847) 221-3056
PROJECT MANAGER: FAWAD AQUEEL, PE, PTOE (847) 705-4247

CONTRACT NO. 62G98

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED December 4 2018

Anthony A. Doughty / *AKS*
REGIONAL ENGINEER

Feb 19 2019
Paul J. Chaf
ENGINEER OF DESIGN AND ENVIRONMENT

Feb 19 2019
Paul J. Chaf
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS

INDEX OF SHEETS

SHEET NO. DESCRIPTION

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2	INDEX OF SHEETS, STANDARDS, AND GENERAL NOTES
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8	PROPOSED REMOVAL PLAN (SN 099-0286)
9	PROPOSED ROADWAY PLAN & PROFILE (SN 099-0286)
10-11	PROPOSED EROSION CONTROL & LANDSCAPING PLANS (SN 099-0286)
12	PROPOSED DRAINAGE & UTILITY PLAN (SN 099-0286)
13-37	STRUCTURE PLANS (SN 099-0286)
38-57	STRUCTURE PLANS (SN 099-0005)
58-81	STRUCTURE PLANS (SN 099-0304)
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94-105	FIBER OPTIC RELOCATION PLANS
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159	FREEWAY/ EXPRESSWAY SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENING (TC-18)

STANDARD NO. DESCRIPTION

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-09	PAVEMENT JOINTS
420401-13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
542401-03	METAL FLARED END SECTION FOR PIPE CULVERTS
610001-08	SHOULDER INLET WITH CURB
642001-02	SHOULDER RUMBLE STRIPS, 16 IN.
630001-12	STEEL PLATE BEAM GUARDRAIL
631026-06	TRAFFIC BARRIER TERMINAL, TYPE 5
631031-15	TRAFFIC BARRIER TERMINAL, TYPE 6
701400-09	APPROACH TO LANE CLOSURE FREEWAY/ EXPRESSWAY
701401-12	LANE CLOSURE, FREEWAY/ EXPRESSWAY
701416-11	LANE CLOSURE, FREEWAY / EXPRESSWAY, WITH CROSSOVER & BARRIER
701428-01	TRAFFIC CONTROL, SETUP AND REMOVAL, FREEWAY/ EXPRESSWAY
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
782006	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
805001-01	ELECTRICAL SERVICE INSTALLATION DETAILS
812001	RACEWAY EMBEDDED IN STRUCTURE

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED).
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, WILMINGTON AND CHANNAHON TOWNSHIPS.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- THE RESIDENT ENGINEER SHALL CONTACT MRS. REGINA COOPER, IDOT'S AREA TRAFFIC FIELD ENGINEER, VIA EMAIL AT REGINA.COOPER@ILLINOIS.GOV OR AT (847) 705-4153 A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKING.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR AT (847)705-4151 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- UNLESS OTHERWISE NOTED IN THE PLANS OR CONTRACT SPECIFICATIONS, THE CONTRACTOR SHALL SURVEY THE TOP OF RAIL OF EACH RAILROAD TRACK A MINIMUM OF 1000 FT ON EACH SIDE OF THE OVERPASS STRUCTURE IN 50 FT INCREMENTS BEFORE BEGINNING CONSTRUCTION, AND COMPARE IT TO THE ALIGNMENT AND THE TOP OF RAIL PROFILES SHOWN ON THE PLANS. ALL DISCREPANCIES BETWEEN SURVEY AND INFORMATION SHOWN IN THE PLANS SHALL BE NOTED AND BROUGHT TO THE ATTENTION OF THE ENGINEER AND THE RAILROAD PRIOR TO CONSTRUCTION. IN ADDITION, UPON COMPLETION OF EACH STRUCTURE, THE CONTRACTOR SHALL MEASURE THE RESULTING HORIZONTAL AND VERTICAL CLEARANCES AND SUBMIT THEM TO THE ENGINEER FOR REVIEW AND INCLUSION IN THE RECORD DRAWINGS. THIS WORK SHALL BE INCLUDED IN THE COST OF CONSTRUCTION LAYOUT.
- THE CONTRACTOR SHALL REQUEST AND GAIN APPROVAL FROM THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S EXPRESSWAY TRAFFIC OPERATIONS ENGINEER AT www.idotlcs.com TWENTY-FOUR (24) HOURS IN ADVANCE OF ALL DAILY LANE, RAMP AND SHOULDER CLOSURES AND 7 DAYS IN ADVANCE OF ALL PERMANENT AND WEEKEND CLOSURES ON ALL FREEWAYS AND/OR EXPRESSWAYS IN DISTRICT ONE. THIS ADVANCE NOTIFICATION IS CALCULATED BASED ON WORKWEEK OF MONDAY THROUGH FRIDAY AND SHALL NOT INCLUDE WEEKENDS OR HOLIDAYS.

MIXTURE REQUIREMENTS		VOIDS @ Ndes	QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE USES			
HOT-MIX ASPHALT SHOULDER, 13"			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm), 2"		4% AT 70 GYR.	QC/QA
(HMA BINDER IL-19.0mm), 11"		4% AT 70 GYR.	QC/QA
QMP Designation: Quality Control/Quality Assurance (QC/QA); Quality Control for Performance (QCP)			

NOTE 1: THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQYD/IN

NOTE 2: THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE

REV. - MS

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	DRAWN -	REVISED -		55	2018-049-B	WILL	159	2				
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 62G98								
PLOT DATE = 1/18/2019	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS	FED. AID PROJECT

SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES 90% FED 10% STATE	CONSTRUCTION TYPE CODE			
CODE NO	ITEM	UNIT		NB 099-0286 0013	SB 099-0005 0013	SB 099-0304 0013	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	55	55			
202000100	EARTH EXCAVATION	CU YD	621	621			
20400800	FURNISHED EXCAVATION	CU YD	237		89	148	
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	852	852			
25000210	SEEDING, CLASS 2A	ACRE	0.17	0.17			
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SO YD	852	852			
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	17	17			
28000400	PERIMETER EROSION BARRIER	FOOT	1680	1680			
28000510	INLET FILTERS	EACH	12	12			
31100500	SUBBASE GRANULAR MATERIAL, TYPE A 6"	SO YD	3465	3465			
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	800	800			
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SO YD	620	266	220	134	
44000100	PAVEMENT REMOVAL	SO YD	533	533			
42004250	PAVED SHOULDER REMOVAL	SO YD	3670	3670			
48203049	HOT-MIX ASPHALT SHOULDERS, 13"	SO YD	3465	3465			
48101500	AGGREGATE SHOULDER, TYPE B 6"	SO YD	1575	1575			
50102400	CONCRETE REMOVAL	CU YD	102.6	11.6	35	56	

SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES 90% FED 10% STATE	CONSTRUCTION TYPE CODE			
CODE NO	ITEM	UNIT		NB 099-0286 0013	SB 099-0005 0013	SB 099-0304 0013	
50104701	REMOVAL OF EXISTING CONCRETE DECK NO. 1	EACH	1	1			
50104702	REMOVAL OF EXISTING CONCRETE DECK NO. 2	EACH	1		1		
50104703	REMOVAL OF EXISTING CONCRETE DECK NO. 3	EACH	1			1	
50157300	PROTECTIVE SHIELD	SO YD	3111	1503		1608	
50200100	STRUCTURE EXCAVATION	CU YD	152		72	80	
50300100	FLOOR DRAINS	EACH	14	14			
50300225	CONCRETE STRUCTURES	CU YD	97.8	25.8	35	37	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	2141.5	935.5	307	899	
50300300	PROTECTIVE COAT	SO YD	8378	3896	1242	3240	
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	354	114	120	120	
50500505	STUD SHEAR CONNECTORS	EACH	4806		4806		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	712200	336650	117160	258390	
51500100	NAME PLATES	EACH	3	1	1	1	
52000050	PREFORMED JOINT SEAL 4"	FOOT	174		90	84	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	42	42			
52000212	FINGER PLATE EXPANSION JOINT, 4"	FOOT	40	40			

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		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-55 OVER BNSF AND GRANT CREEK
SUMMARY OF QUANTITIES**

SCALE: SHEET NO. 1 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	3
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT			CONTRACT NO. 62C98	

REV. - MS

* SPECIALTY ITEMS

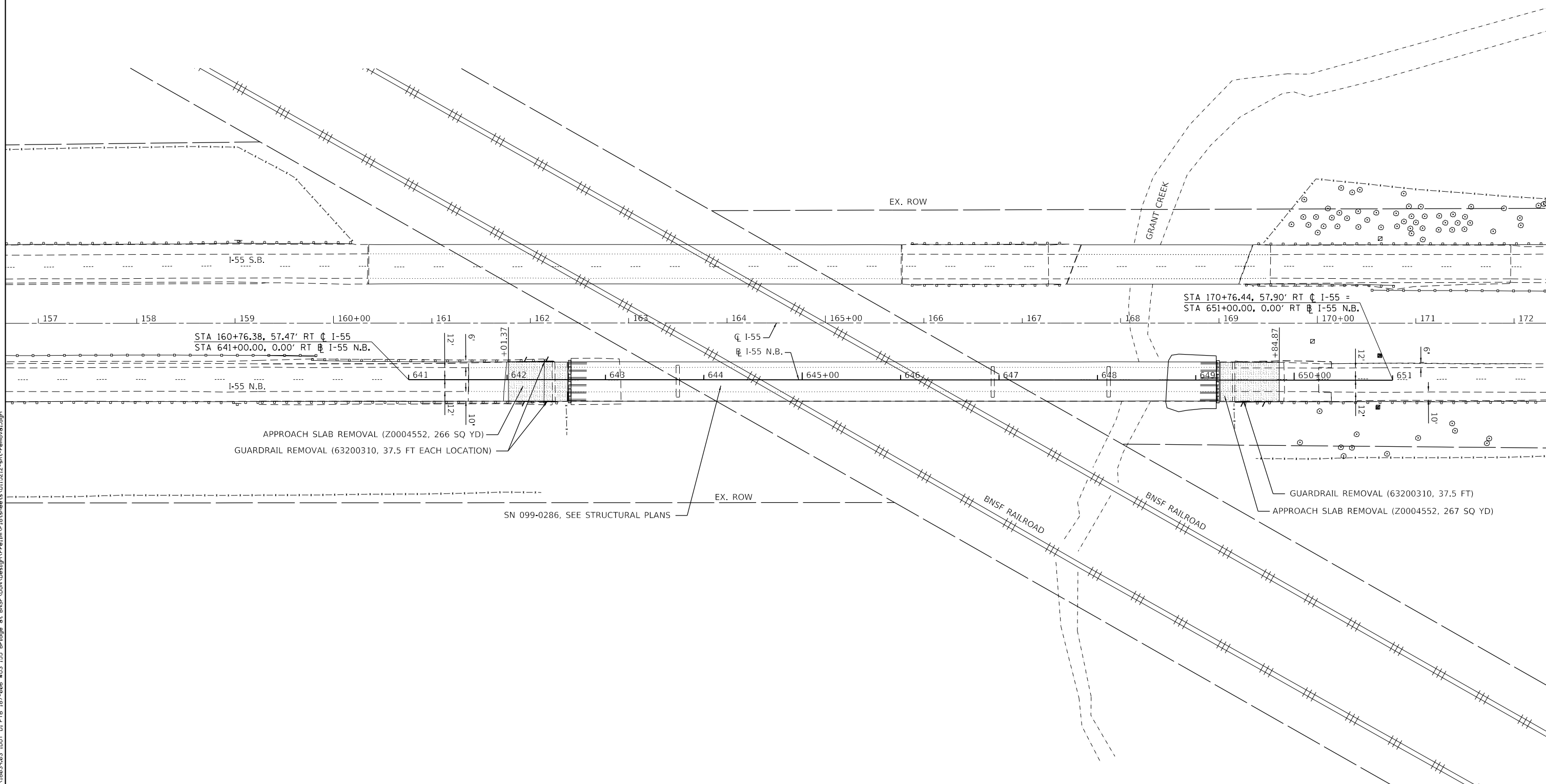
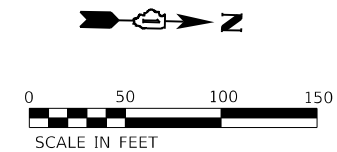
SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES 90% FED 10% STATE	CONSTRUCTION TYPE CODE				SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES 90% FED 10% STATE	CONSTRUCTION TYPE CODE			
CODE NO	ITEM	UNIT		NB 099-0286 0013	SB 099-0005 0013	SB 099-0304 0013		CODE NO	ITEM	UNIT		NB 099-0286 0013	SB 099-0005 0013	SB 099-0304 0013	
* 81101005	CONDUIT ATTACHED TO STRUCTURE, 4" DIA., PVC COATED GALVANIZED STEEL	FOOT	550	550				* X0327349	TEMPORARY WOOD POLE, 40 FT., CLASS 4	EACH	16	16			
* 81300960	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 42" X 36" X 12"	EACH	2	2				X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SO FT	12270	12270			
* 81603081	UNIT DUCT, 600V, 3-1C NO.2, 1/C NO.4 GROUND, (XLP-TYPE USE), 1 1/2" DIA. POLYETHYLENE	FOOT	185	185				* X1400258	LUMINAIRE, LED, HORIZONTAL MOUNT, TYPE D	EACH	44	44			
* 81800300	AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE	FOOT	14570	14570				* X2700009	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D, LINE 5"	FOOT	4255	4255			
* 83057355	LIGHT POLE, WOOD, 60 FOOT, CLASS 4, WITH 15FT MAST ARM	EACH	44	44				X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SO YD	5656	1919	1051	2686	
* 84100110	REMOVAL OF TEMPORARY LIGHTING UNIT	EACH	44	44				* X2700012	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D, LINE 5"	FOOT	1260	1260			
* 87900200	DRILL EXISTING HANDHOLE	EACH	4	4				58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	455		142	313	
X0321750	REMOVE TEMPORARY CONCRETE BARRIER, STATE OWNED	FOOT	1625	1625				X6050700	REMOVE INLET BOX	EACH	12	12			
* X0322141	REMOVE TEMPORARY WOOD POLE	EACH	16	16				X6430110	REMOVE IMPACT ATTENUATORS, SALVAGE	EACH	4255	4255			
* X0322936	REMOVE EXISTING FLARED END SECTION	EACH	12	12				X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	0.33	0.33	0.34	
* X0323914	FIBER OPTIC CABLE SPLICE - LATERAL	EACH	4	4				X7013820	TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS	CAL DA	340	170	85	85	
* X0323957	FIBER OPTIC CABLE SPLICE - MAINLINE	EACH	2	2				* X7830072	GROOVING FOR RECESSED PAVEMENT MARKING 6"	FOOT	4255	4255			
* X0325040	FIBER OPTIC INNERDUCT 1 1/4" DIA.	FOOT	23400	23400				70107025	CHANGEABLE MESSAGE SIGN	CAL DA	370	185	92.5	92.5	
								* X7830076	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	1260	1260			
								X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SO FT	25772	25772			
								X8570000	SMART TRAFFIC MONITORING SYSTEM	L SUM	1	0.33	0.33	0.34	
								* X8710035	FIBER OPTIC CABLE 96 FIBERS, SINGLE MODE	FOOT	23400	23400			
								Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	24	12		12	

REV. - MS

* SPECIALTY ITEMS

NOTES:

1. SEE STRUCTURE PLANS FOR REMOVALS ON STRUCTURE.
3. SEE DRAINAGE AND UTILITY PLANS FOR REMOVAL OF DRAINAGE RELATED ITEMS.



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EFK Moen
Civil Engineering Design

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	DRAWN - AN	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

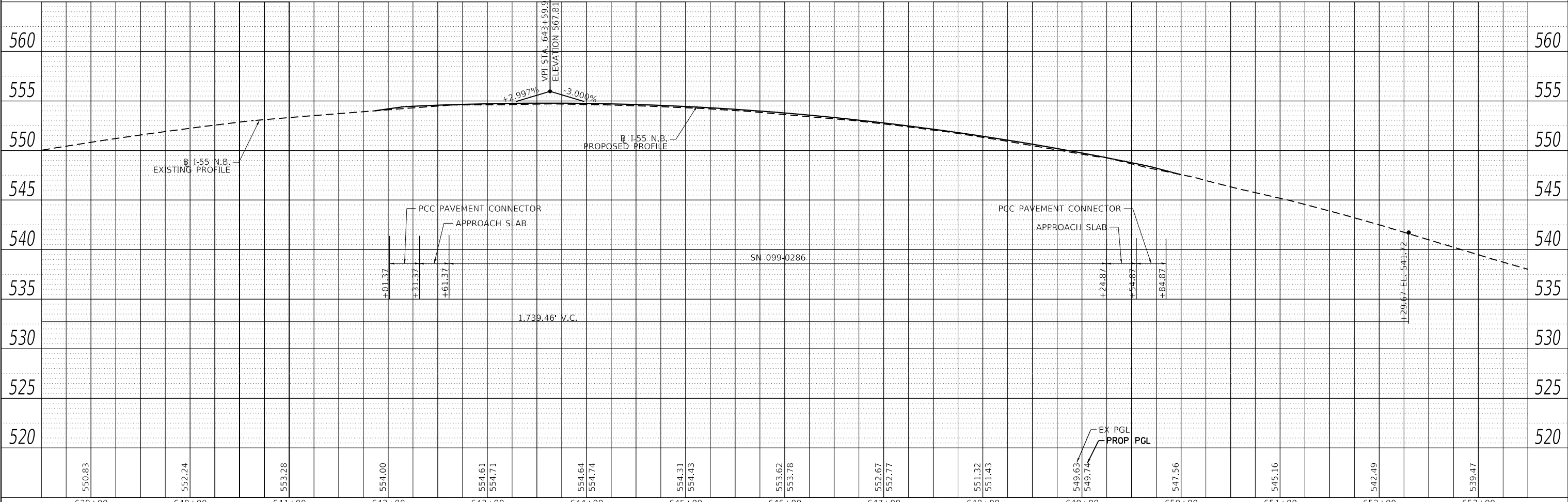
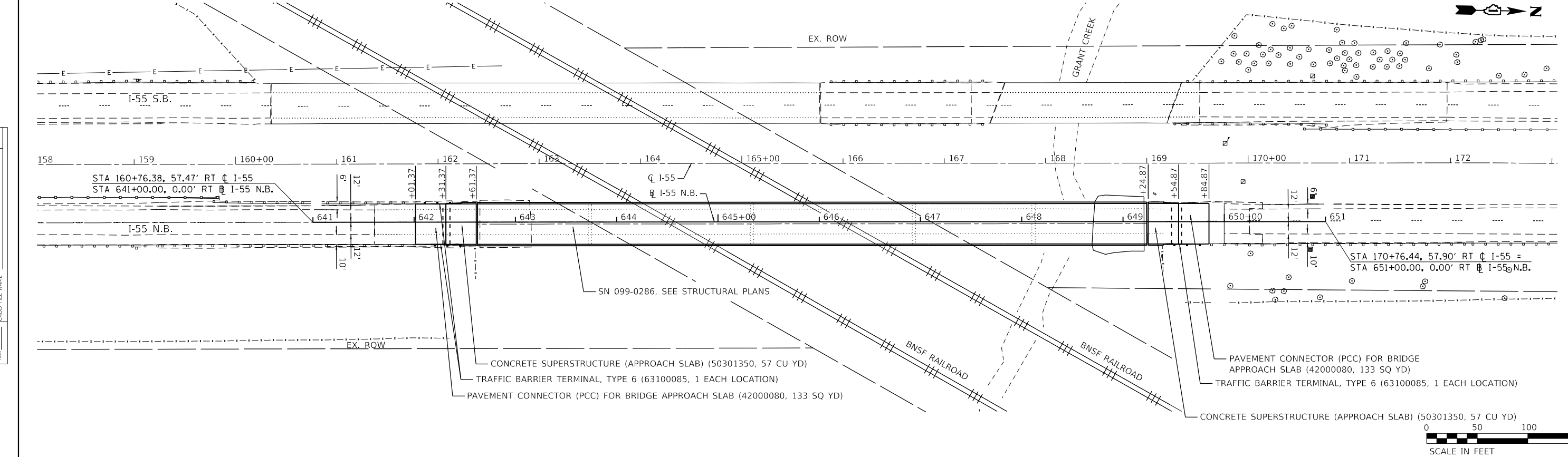
I-55 OVER BNSF RR & GRANT CREEK
REMOVAL PLAN

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	8
CONTRACT NO. 62C98				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES	
	CHECKED	
	STRUCTURE	
	NOTATION	
	NO.	



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EFK Moen
 Civil Engineering Design

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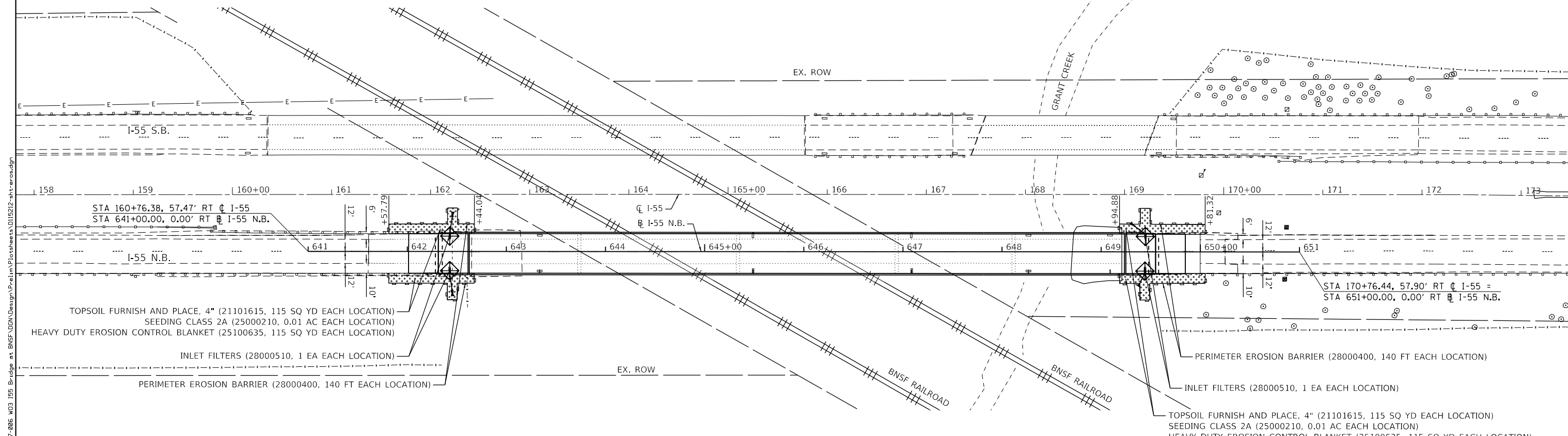
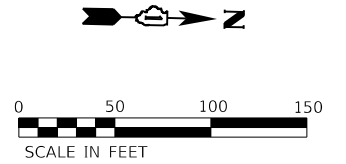
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-55 OVER BNSF RR & GRANT CREEK	
PLAN & PROFILE	
SCALE:	SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	287-B-1-R (88)	WILL	159	9
				CONTRACT NO. 62G98
		ILLINOIS	FED. AID PROJECT	

EROSION CONTROL AND LANDSCAPING GENERAL NOTES:

1. THE CONTRACTOR SHALL INSTALL PERIMETER EROSION BARRIER PRIOR TO STRIPPING OF VEGETATION.
2. RUNOFF FROM EXCAVATED AREAS SHALL LEAVE THE SITE THROUGH SEDIMENT CONTROL DEVICES SHOWN IN IDOT STD. 280001-05, AND/OR NRCS DETAILS FROM THE MOST RECENT VERSION OF THE ILLINOIS URBAN MANUAL.
3. THE CONTRACTOR SHALL SURROUND ANY NECESSARY EARTH STOCKPILES WITH PERIMETER EROSION BARRIER.
4. ALL ESC MEASURES SHOULD BE CHECKED WEEKLY AND AFTER EACH RAINFALL, 0.5 INCHES OR GREATER. ADDITIONALLY DURING WINTER MONTHS, ALL MEASURES SHOULD BE CHECKED AFTER EACH SNOWMELT.
5. STABILIZATION OF DISTURBED AREAS MUST BE INITIATED WITHIN ONE (1) WORKING DAY OF THE TEMPORARY OR PERMANENT CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE BUT NO LATER THAN 14 DAYS FROM THE INITIATION OF STABILIZATION OF WORK IN AN AREA.
6. ALL WASTE GENERATED AS A RESULT OF THE PROJECT INCLUDING DISCARDED BUILDING MATERIALS, CONCRETE TRUCK WASHOUT, CHEMICALS, LITTER, SANITARY WASTE, OR ANY OTHER WASTE SHALL BE PROPERLY DISPOSED OF AND BE PREVENTED FROM BEING CARRIED OFF THE SITE BY EITHER WIND OR WATER.
7. ALL EXPOSED IDLE EARTH, INCLUDING EARTH STOCKPILES, WILL BE SEEDDED WITH TEMPORARY EROSION CONTROL SEEDING. THE APPLICATION RATE FOR TEMPORARY EROSION CONTROL SEEDING IS 100 POUNDS PER ACRE FOR THREE APPLICATIONS.
8. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS OF ACHIEVING PERMANENT SOIL STABILIZATION. TRAPPED SEDIMENT AND OTHER DISTURBED SOILS RESULTING FROM TEMPORARY MEASURES SHALL BE PROPERLY DISPOSED OF AND THE AREA PERMANENTLY STABILIZED.
9. DURING CONSTRUCTION OPERATIONS, IF ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATION, ALL UTILITY STRUCTURES SHALL BE FREE FROM DUST AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF CONTRACT.



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	DRAWN - AN	REVISED -
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PLOT DATE = 1/29/2019	DATE - 09/06/2018	REVISED -

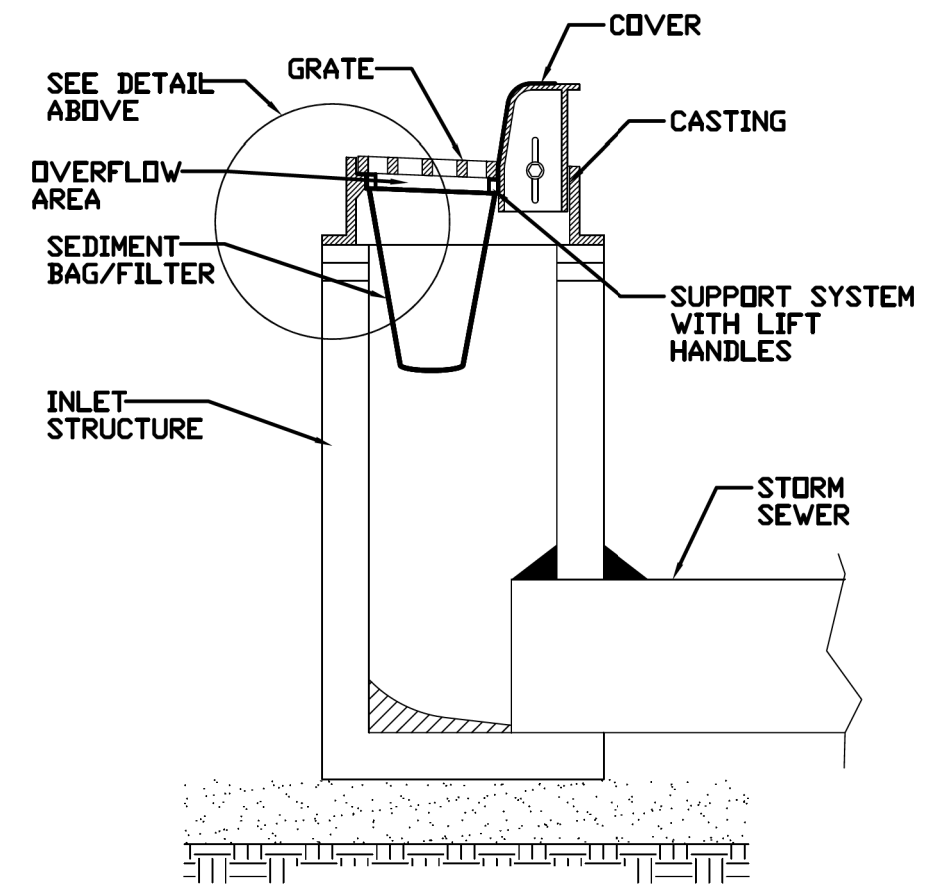
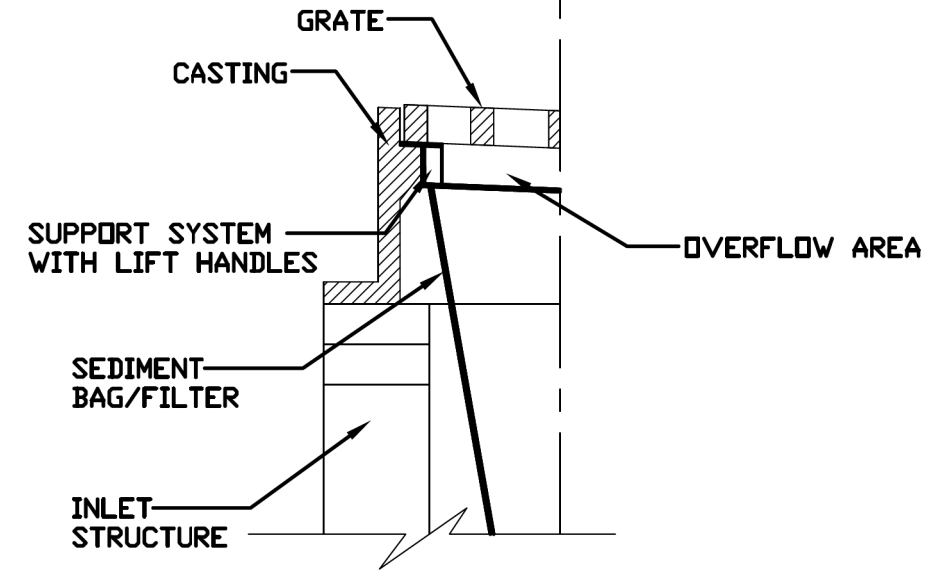
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-55 OVER BNSF RR & GRANT CREEK
EROSION CONTROL & LANDSCAPING PLAN

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	10
CONTRACT NO. 62C98				
ILLINOIS FED. AID PROJECT				

INLET PROTECTION - PAVED AREAS DROP-IN PROTECTION



REFERENCE
 Project _____
 Designed _____ Date _____
 Checked _____ Date _____
 Approved _____ Date _____



STANDARD DWG. NO.
IUM-561D
 SHEET 1 OF 1
 DATE 01-11-11

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EFK Moen
 Civil Engineering Design

USER NAME = RG011	DESIGNED - AN	REVISED -
PLOT SCALE = 40.0000' / in.	DRAWN - AN	REVISED -
PLOT DATE = 1/29/2019	CHECKED - JH	REVISED -
	DATE - 09/06/2018	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

I-55 OVER BNSF RR & GRANT CREEK EROSION CONTROL DETAILS			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	11
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

Benchmark: BM H-247: Disk on Wingwall at SWX of R.R. Bridge on West Side of I-55 at Elev. 549.60.

Existing Structure: S.N. 099-0286 was originally built in 1996 as F.A.I. 55, Section 87-B-1-R (88) to replace S.N. 099-0004 built in 1936 under Section 99-2VB-1-I. The back-to-back abutment length is 664'-6" and the existing out-to-out deck width is 43'-2". The structure consists of a 5-span concrete deck on a composite continuous steel plate girder superstructure supported by concrete pile stub abutments and concrete footing supported piers with multiple round columns. Concrete deck to be removed and replaced.

Traffic Control: The roadway will be closed during construction with traffic being diverted to S.N. 099-0005 and S.N. 099-0304 by the use of a crossover.

Salvage: None

SCOPE OF WORK

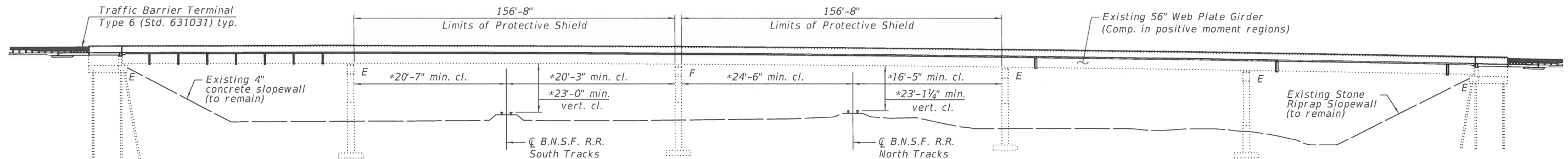
1. Remove and replace existing concrete deck.
2. Remove and replace all abutment bearings with Type II Elastomeric Bearings.
3. Repair ends of beams 1 and 6 at the south abutment.
4. Remove existing neoprene joint at the south abutment.
5. Install strip seal joint at the south abutment.
6. Remove and replace finger plate expansion joint at the north abutment.
7. Remove and replace approach slabs.
8. Remove and replace guardrail terminal sections at wing walls.
9. Paint steel under separate Paint Only contract.

WATERWAY INFORMATION

Drainage Area = 7.3 sq. mi.		Low Grade Elev. 533.6 @ Sta. 655+00.00						
Flood Yr.	Freq.	Q C.F.S.	Opening Ft ² Exist.	Prop.	Nat. H.W.E. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Prop.
Design	50	1294	471	-	516.1	0	-	516.1
Base	100	1488	560	-	516.7	0	-	516.7
Max. Calc.	500	1938	780	-	518.1	0	-	518.1

DESIGN SCOUR ELEVATION TABLE

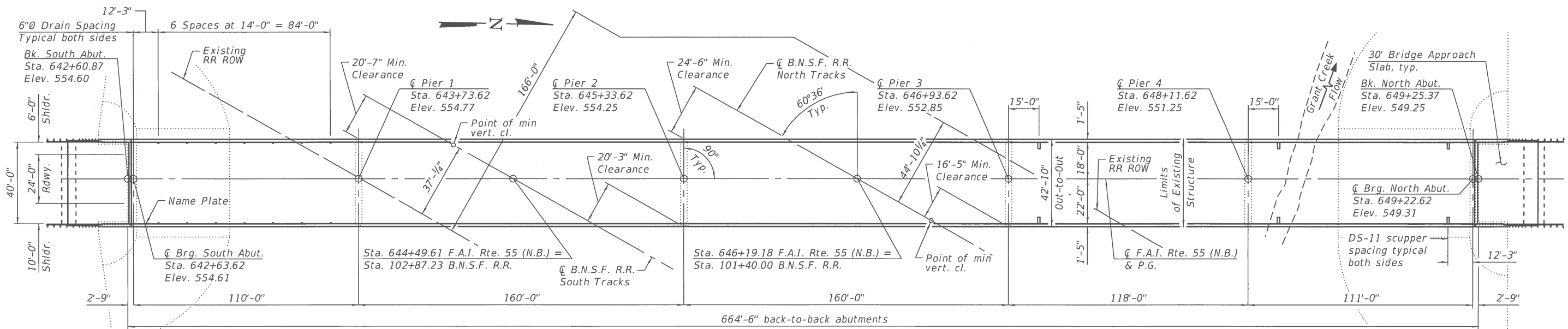
Event / Limit State	Design Scour Elevations (ft.)						Item 113
	S. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	N. Abut.	
Q100	544.73	502.84	504.07	505.75	503.01	539.47	5
Design	544.73	502.84	504.07	505.75	503.01	539.47	
Check	544.73	502.84	504.07	505.75	503.01	539.47	



*Minimum vertical clearance taken from original plans.
Minimum horizontal clearance taken from survey data.

ELEVATION

Notes:
No free fall deck drains will be permitted in the spans over the tracks.



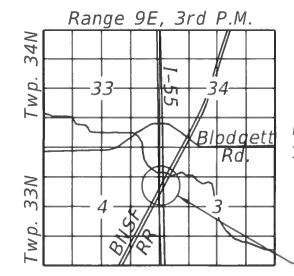
PLAN

APPROVED
For Structural Adequacy Only

Alex C. Benz
Engineer of Bridges & Structures



Signed: *Alex C. Benz*
Date: 1/28/2019
License Expires: 11/30/2020



LOCATION SKETCH

DESIGN STRESSES

FIELD UNITS (New Const.)
 $f'_c = 3,500$ psi
 $f'_c = 4,000$ psi (Superstructure Concrete)
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (Structural Steel)

FIELD UNITS (Exist. Const.)
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 36,000$ psi (Structural Steel)
 $f_y = 50,000$ psi (Structural Steel)

LOADING HS20-44 & ALT (New Const.)

no allowance for future wearing surface.

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges

SEISMIC DATA

Seismic Performance Category (SPC) = A
 Horizontal Bedrock Acceleration Coefficient (A) = 0.04g
 Site Coefficient (S) = 1.0

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 099-0286

SHEET NO. 1 OF 25 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	13
CONTRACT NO. 62C98				

ILLINOIS FED. AID PROJECT

EFK Moen
Civil Engineering Design

USER NAME = acb	DESIGNED - CMC	REVISED -
PLOT SCALE =	CHECKED - ACB	REVISED -
PLOT DATE = 1/28/2019	DRAWN - CMC	REVISED -
	DATE - 1/28/2019	REVISED -

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INDEX OF SHEETS

1. General Plan & Elevation
2. General Data
3. Top of Slab Elevations
4. Top of Slab Elevations
5. Top of Slab Elevations
6. Top of Slab Elevations
7. Top of Slab Elevations
8. Top of Approach Slab Elevations
9. Superstructure
10. Superstructure Details
11. Superstructure Details
12. Diaphragm Details
13. Bridge Approach Slab Details
14. Bridge Approach Slab Details
15. Drainage Scupper, DS-11
16. Preformed Joint Strip Seal
17. Finger Plate Expansion Joint Details
18. Finger Plate Expansion Joint Details
19. Finger Plate Expansion Joint Details
20. Framing Plan
21. Girder Moment and Reaction Tables
22. Steel Beam Repairs
23. Bearing Replacement Details at Abutments
24. Abutment Concrete Removal
25. Abutment Concrete Replacement

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts 3/4 in. Ø, holes 1 1/16 in. Ø, unless otherwise noted.

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

Reinforcement bars designated (E) shall be epoxy coated.

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

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

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

Plan dimensions and details relative to existing 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.

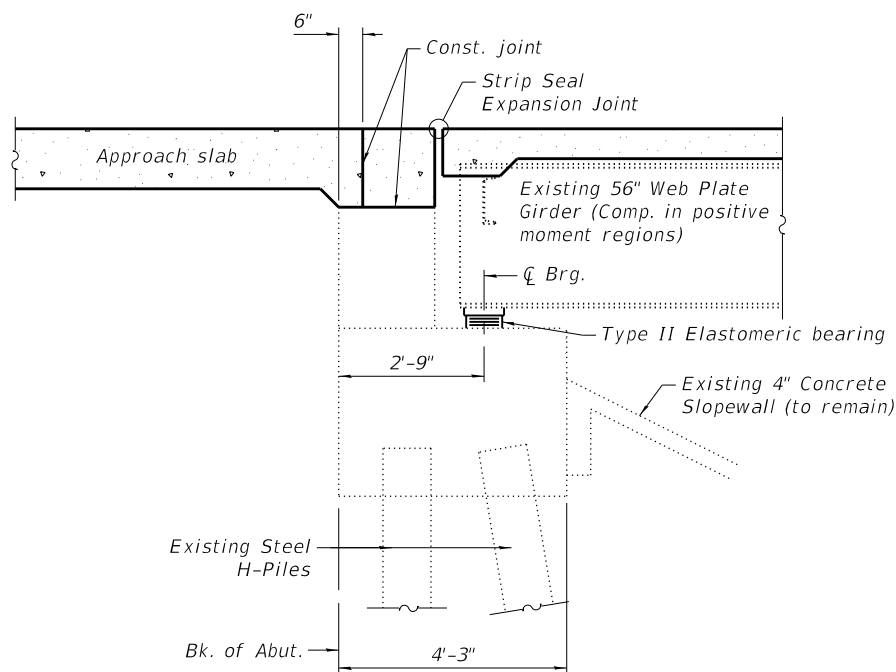
Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures". Cost included with Structural Steel Repair.

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

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

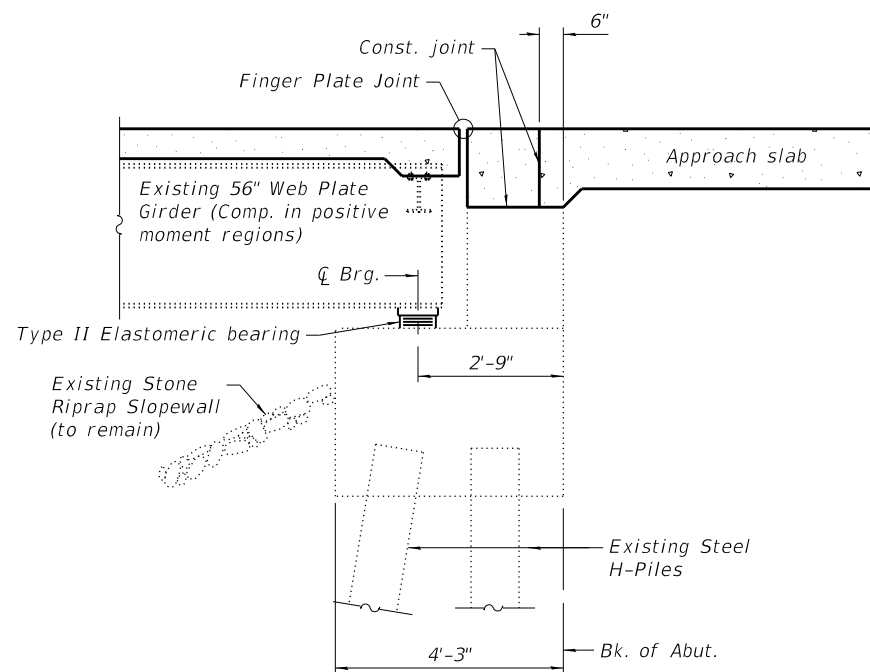
Finger plate expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.

Slipforming of the parapets is not allowed.



SECTION THRU SOUTH ABUTMENT

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

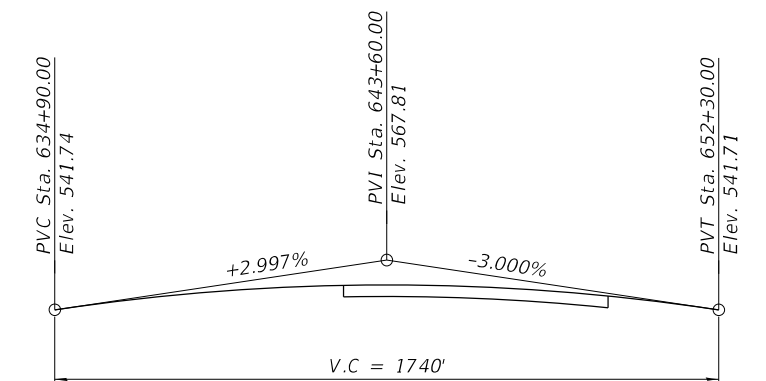


SECTION THRU NORTH ABUTMENT

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

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	11.6	-	11.6
Removal of Existing Concrete Deck No. 1	Each	-	-	1
Protective Shield	Sq. Yd.	1,503	-	1,503
Floor Drains	Each	14	-	14
Concrete Structures	Cu. Yd.	-	25.8	25.8
Concrete Superstructure	Cu. Yd.	935.5	-	935.5
Protective Coat	Sq. Yd.	3,896	-	3,896
Concrete Superstructure (Approach Slab)	Cu. Yd.	114.0	-	114.0
Reinforcement Bars, Epoxy Coated	Pound	332,080	4,570	336,650
Name Plates	Each	1	-	1
Preformed Joint Strip Seal	Foot	42	-	42
Finger Plate Expansion Joint, 4"	Foot	40	-	40
Elastomeric Bearing Assembly, Type II	Each	12	-	12
Anchor Bolts, 3/4"	Each	24	-	24
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	1,919	-	1,919
Jack and Remove Existing Bearings	Each	12	-	12
Structural Steel Repair	Pound	1,340	-	1,340
Drainage Scuppers, DS-11	Each	6	-	6
Diamond Grinding (Bridge Section)	Sq. Yd.	2,886	-	2,886



PROFILE GRADE

Along C.F.A.I. Rte. 55 (N.B.)

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

STATION 646+19.18
BUILT 20 BY
STATE OF ILLINOIS
F.A.I. RTE. 55 (N.B.)
SEC. 2018-049-B
LOADING HS-20 & ALT
STR. NO. 099-0286

NAME PLATE

See Std. 515001
Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.

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USER NAME = acb	DESIGNED - CMC	REVISED -
	CHECKED - ACB	REVISED -
PLOT SCALE =	DRAWN - CMC	REVISED -
PLOT DATE = 1/28/2019	DATE - 1/28/2019	REVISED -

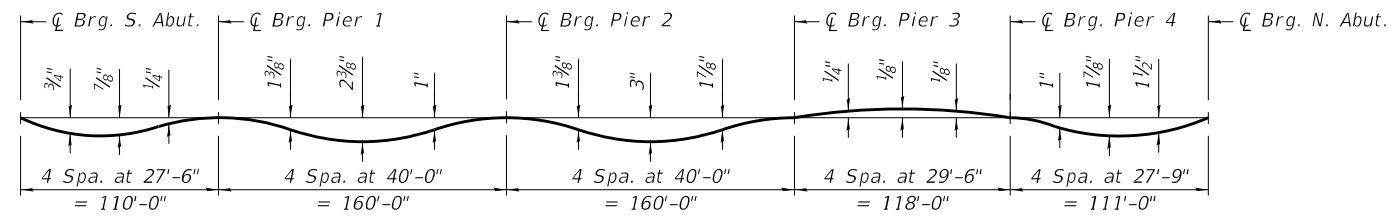
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
STRUCTURE NO. 099-0286**

SHEET NO. 2 OF 25 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	14
CONTRACT NO. 62C98				
ILLINOIS FED. AID PROJECT				

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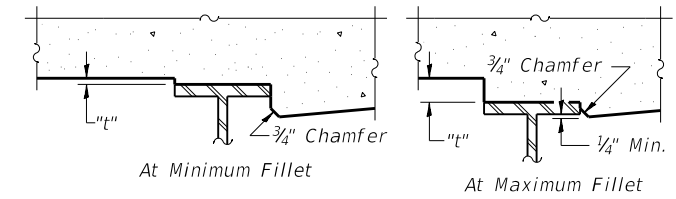


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

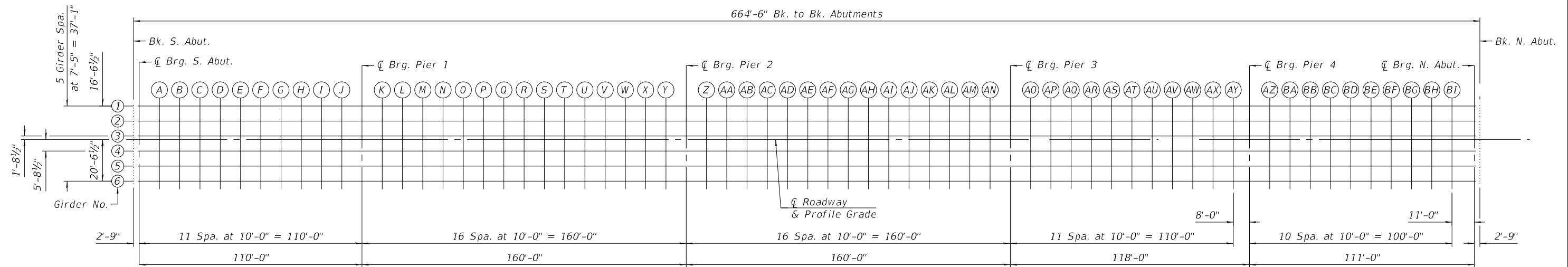
Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets 4 thru 7 of 25.



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 4 thru 7 of 25, minus the 8 1/4" slab thickness, equals the fillet heights "t" above top flange of beams.
The slab is to be ground after curing smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets 4 thru 7 of 25. For grinding the deck, see Special Provisions.

FILLET HEIGHTS



PLAN

USER NAME = acb	DESIGNED - CMC	REVISED -
	CHECKED - ACB	REVISED -
PLOT SCALE =	DRAWN - CMC	REVISED -
PLOT DATE = 1/28/2019	DATE - 1/28/2019	REVISED -

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	15
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	642+60.87	-16.54	554.33	554.35	☒ Brg. Pier 3	646+93.62	-16.54	552.58	552.60
☒ Brg. S. Abut.	642+63.62	-16.54	554.34	554.36	AO	647+03.62	-16.54	552.46	552.47
A	642+73.62	-16.54	554.37	554.42	AP	647+13.62	-16.54	552.34	552.34
B	642+83.62	-16.54	554.40	554.48	AQ	647+23.62	-16.54	552.22	552.22
C	642+93.62	-16.54	554.42	554.52	AR	647+33.62	-16.54	552.09	552.09
D	643+03.62	-16.54	554.45	554.55	AS	647+43.62	-16.54	551.96	551.97
E	643+13.62	-16.54	554.46	554.56	AT	647+53.62	-16.54	551.82	551.84
F	643+23.62	-16.54	554.48	554.57	AU	647+63.62	-16.54	551.69	551.70
G	643+33.62	-16.54	554.49	554.56	AV	647+73.62	-16.54	551.55	551.56
H	643+43.62	-16.54	554.50	554.54	AW	647+83.62	-16.54	551.40	551.41
I	643+53.62	-16.54	554.50	554.53	AX	647+93.62	-16.54	551.25	551.26
J	643+63.62	-16.54	554.50	554.52	AY	648+03.62	-16.54	551.10	551.11
☒ Brg. Pier 1	643+73.62	-16.54	554.50	554.52	☒ Brg. Pier 4	648+11.62	-16.54	550.98	551.00
K	643+83.62	-16.54	554.49	554.53	AZ	648+21.62	-16.54	550.82	550.87
L	643+93.62	-16.54	554.48	554.55	BA	648+31.62	-16.54	550.66	550.74
M	644+03.62	-16.54	554.47	554.57	BB	648+41.62	-16.54	550.50	550.62
N	644+13.62	-16.54	554.45	554.59	BC	648+51.62	-16.54	550.33	550.48
O	644+23.62	-16.54	554.43	554.60	BD	648+61.62	-16.54	550.16	550.33
P	644+33.62	-16.54	554.41	554.60	BE	648+71.62	-16.54	549.98	550.17
Q	644+43.62	-16.54	554.38	554.59	BF	648+81.62	-16.54	549.80	549.98
R	644+53.62	-16.54	554.35	554.56	BG	648+91.62	-16.54	549.62	549.78
S	644+63.62	-16.54	554.31	554.51	BH	649+01.62	-16.54	549.44	549.56
T	644+73.62	-16.54	554.28	554.45	BI	649+11.62	-16.54	549.25	549.33
U	644+83.62	-16.54	554.23	554.38	☒ Brg. N. Abut.	649+22.62	-16.54	549.04	549.06
V	644+93.62	-16.54	554.19	554.30	Bk. N. Abut.	649+25.37	-16.54	548.98	549.00
W	645+03.62	-16.54	554.14	554.22					
X	645+13.62	-16.54	554.09	554.14					
Y	645+23.62	-16.54	554.04	554.07					
☒ Brg. Pier 2	645+33.62	-16.54	553.98	554.00					
Z	645+43.62	-16.54	553.92	553.95					
AA	645+53.62	-16.54	553.85	553.91					
AB	645+63.62	-16.54	553.78	553.88					
AC	645+73.62	-16.54	553.71	553.85					
AD	645+83.62	-16.54	553.63	553.82					
AE	645+93.62	-16.54	553.56	553.78					
AF	646+03.62	-16.54	553.47	553.72					
AG	646+13.62	-16.54	553.39	553.66					
AH	646+23.62	-16.54	553.30	553.56					
AI	646+33.62	-16.54	553.21	553.46					
AJ	646+43.62	-16.54	553.11	553.33					
AK	646+53.62	-16.54	553.01	553.19					
AL	646+63.62	-16.54	552.91	553.04					
AM	646+73.62	-16.54	552.80	552.89					
AN	646+83.62	-16.54	552.69	552.74					

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	642+60.87	-9.13	554.47	554.49	☒ Brg. Pier 3	646+93.62	-9.13	552.71	552.73
☒ Brg. S. Abut.	642+63.62	-9.13	554.47	554.50	AO	647+03.62	-9.13	552.59	552.60
A	642+73.62	-9.13	554.51	554.56	AP	647+13.62	-9.13	552.47	552.47
B	642+83.62	-9.13	554.53	554.61	AQ	647+23.62	-9.13	552.35	552.35
C	642+93.62	-9.13	554.56	554.65	AR	647+33.62	-9.13	552.22	552.23
D	643+03.62	-9.13	554.58	554.68	AS	647+43.62	-9.13	552.09	552.10
E	643+13.62	-9.13	554.60	554.70	AT	647+53.62	-9.13	551.96	551.97
F	643+23.62	-9.13	554.61	554.70	AU	647+63.62	-9.13	551.82	551.83
G	643+33.62	-9.13	554.62	554.69	AV	647+73.62	-9.13	551.68	551.69
H	643+43.62	-9.13	554.63	554.68	AW	647+83.62	-9.13	551.53	551.54
I	643+53.62	-9.13	554.63	554.66	AX	647+93.62	-9.13	551.39	551.39
J	643+63.62	-9.13	554.63	554.65	AY	648+03.62	-9.13	551.24	551.25
☒ Brg. Pier 1	643+73.62	-9.13	554.63	554.65	☒ Brg. Pier 4	648+11.62	-9.13	551.11	551.13
K	643+83.62	-9.13	554.62	554.67	AZ	648+21.62	-9.13	550.95	551.00
L	643+93.62	-9.13	554.61	554.68	BA	648+31.62	-9.13	550.79	550.88
M	644+03.62	-9.13	554.60	554.70	BB	648+41.62	-9.13	550.63	550.75
N	644+13.62	-9.13	554.58	554.72	BC	648+51.62	-9.13	550.46	550.61
O	644+23.62	-9.13	554.56	554.74	BD	648+61.62	-9.13	550.29	550.47
P	644+33.62	-9.13	554.54	554.74	BE	648+71.62	-9.13	550.12	550.30
Q	644+43.62	-9.13	554.51	554.72	BF	648+81.62	-9.13	549.94	550.12
R	644+53.62	-9.13	554.48	554.70	BG	648+91.62	-9.13	549.76	549.91
S	644+63.62	-9.13	554.45	554.65	BH	649+01.62	-9.13	549.57	549.70
T	644+73.62	-9.13	554.41	554.59	BI	649+11.62	-9.13	549.38	549.46
U	644+83.62	-9.13	554.37	554.51	☒ Brg. N. Abut.	649+22.62	-9.13	549.17	549.19
V	644+93.62	-9.13	554.32	554.43	Bk. N. Abut.	649+25.37	-9.13	549.12	549.14
W	645+03.62	-9.13	554.28	554.35					
X	645+13.62	-9.13	554.22	554.27					
Y	645+23.62	-9.13	554.17	554.20					
☒ Brg. Pier 2	645+33.62	-9.13	554.11	554.13					
Z	645+43.62	-9.13	554.05	554.09					
AA	645+53.62	-9.13	553.98	554.05					
AB	645+63.62	-9.13	553.92	554.01					
AC	645+73.62	-9.13	553.84	553.99					
AD	645+83.62	-9.13	553.77	553.95					
AE	645+93.62	-9.13	553.69	553.91					
AF	646+03.62	-9.13	553.61	553.86					
AG	646+13.62	-9.13	553.52	553.79					
AH	646+23.62	-9.13	553.43	553.70					
AI	646+33.62	-9.13	553.34	553.59					
AJ	646+43.62	-9.13	553.24	553.47					
AK	646+53.62	-9.13	553.14	553.33					
AL	646+63.62	-9.13	553.04	553.18					
AM	646+73.62	-9.13	552.93	553.03					
AN	646+83.62	-9.13	552.82	552.88					

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GIRDER 3

☐ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	642+60.87	-1.71	554.58	554.60	☐ Brg. Pier 3	646+93.62	-1.71	552.82	552.84
☐ Brg. S. Abut.	642+63.62	-1.71	554.59	554.61	AO	647+03.62	-1.71	552.70	552.71
A	642+73.62	-1.71	554.62	554.67	AP	647+13.62	-1.71	552.58	552.59
B	642+83.62	-1.71	554.65	554.72	AQ	647+23.62	-1.71	552.46	552.46
C	642+93.62	-1.71	554.67	554.77	AR	647+33.62	-1.71	552.33	552.34
D	643+03.62	-1.71	554.69	554.79	AS	647+43.62	-1.71	552.20	552.21
E	643+13.62	-1.71	554.71	554.81	AT	647+53.62	-1.71	552.07	552.08
F	643+23.62	-1.71	554.72	554.81	AU	647+63.62	-1.71	551.93	551.95
G	643+33.62	-1.71	554.73	554.80	AV	647+73.62	-1.71	551.79	551.80
H	643+43.62	-1.71	554.74	554.79	AW	647+83.62	-1.71	551.65	551.65
I	643+53.62	-1.71	554.74	554.78	AX	647+93.62	-1.71	551.50	551.50
J	643+63.62	-1.71	554.74	554.76	AY	648+03.62	-1.71	551.35	551.36
☐ Brg. Pier 1	643+73.62	-1.71	554.74	554.76	☐ Brg. Pier 4	648+11.62	-1.71	551.22	551.24
K	643+83.62	-1.71	554.73	554.78	AZ	648+21.62	-1.71	551.07	551.11
L	643+93.62	-1.71	554.72	554.79	BA	648+31.62	-1.71	550.90	550.99
M	644+03.62	-1.71	554.71	554.82	BB	648+41.62	-1.71	550.74	550.86
N	644+13.62	-1.71	554.69	554.83	BC	648+51.62	-1.71	550.57	550.73
O	644+23.62	-1.71	554.67	554.85	BD	648+61.62	-1.71	550.40	550.58
P	644+33.62	-1.71	554.65	554.85	BE	648+71.62	-1.71	550.23	550.41
Q	644+43.62	-1.71	554.62	554.83	BF	648+81.62	-1.71	550.05	550.23
R	644+53.62	-1.71	554.59	554.81	BG	648+91.62	-1.71	549.87	550.03
S	644+63.62	-1.71	554.56	554.76	BH	649+01.62	-1.71	549.68	549.81
T	644+73.62	-1.71	554.52	554.70	BI	649+11.62	-1.71	549.49	549.57
U	644+83.62	-1.71	554.48	554.63	☐ Brg. N. Abut.	649+22.62	-1.71	549.28	549.30
V	644+93.62	-1.71	554.44	554.54	Bk. N. Abut.	649+25.37	-1.71	549.23	549.25
W	645+03.62	-1.71	554.39	554.46					
X	645+13.62	-1.71	554.34	554.38					
Y	645+23.62	-1.71	554.28	554.31					
☐ Brg. Pier 2	645+33.62	-1.71	554.22	554.24					
Z	645+43.62	-1.71	554.16	554.20					
AA	645+53.62	-1.71	554.10	554.16					
AB	645+63.62	-1.71	554.03	554.13					
AC	645+73.62	-1.71	553.96	554.10					
AD	645+83.62	-1.71	553.88	554.06					
AE	645+93.62	-1.71	553.80	554.02					
AF	646+03.62	-1.71	553.72	553.97					
AG	646+13.62	-1.71	553.63	553.90					
AH	646+23.62	-1.71	553.54	553.81					
AI	646+33.62	-1.71	553.45	553.70					
AJ	646+43.62	-1.71	553.35	553.58					
AK	646+53.62	-1.71	553.25	553.44					
AL	646+63.62	-1.71	553.15	553.29					
AM	646+73.62	-1.71	553.05	553.14					
AN	646+83.62	-1.71	552.94	552.99					

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	642+60.87	0.00	554.60	554.62	☐ Brg. Pier 3	646+93.62	0.00	552.85	552.87
☐ Brg. S. Abut.	642+63.62	0.00	554.61	554.63	AO	647+03.62	0.00	552.73	552.74
A	642+73.62	0.00	554.64	554.70	AP	647+13.62	0.00	552.61	552.61
B	642+83.62	0.00	554.67	554.75	AQ	647+23.62	0.00	552.49	552.49
C	642+93.62	0.00	554.70	554.79	AR	647+33.62	0.00	552.36	552.37
D	643+03.62	0.00	554.72	554.82	AS	647+43.62	0.00	552.23	552.24
E	643+13.62	0.00	554.73	554.83	AT	647+53.62	0.00	552.09	552.11
F	643+23.62	0.00	554.75	554.84	AU	647+63.62	0.00	551.96	551.97
G	643+33.62	0.00	554.76	554.83	AV	647+73.62	0.00	551.82	551.83
H	643+43.62	0.00	554.77	554.82	AW	647+83.62	0.00	551.67	551.68
I	643+53.62	0.00	554.77	554.80	AX	647+93.62	0.00	551.52	551.53
J	643+63.62	0.00	554.77	554.79	AY	648+03.62	0.00	551.37	551.38
☐ Brg. Pier 1	643+73.62	0.00	554.77	554.79	☐ Brg. Pier 4	648+11.62	0.00	551.25	551.27
K	643+83.62	0.00	554.76	554.80	AZ	648+21.62	0.00	551.09	551.14
L	643+93.62	0.00	554.75	554.82	BA	648+31.62	0.00	550.93	551.01
M	644+03.62	0.00	554.74	554.84	BB	648+41.62	0.00	550.77	550.89
N	644+13.62	0.00	554.72	554.86	BC	648+51.62	0.00	550.60	550.75
O	644+23.62	0.00	554.70	554.87	BD	648+61.62	0.00	550.43	550.60
P	644+33.62	0.00	554.68	554.87	BE	648+71.62	0.00	550.25	550.44
Q	644+43.62	0.00	554.65	554.86	BF	648+81.62	0.00	550.07	550.25
R	644+53.62	0.00	554.62	554.83	BG	648+91.62	0.00	549.89	550.05
S	644+63.62	0.00	554.58	554.78	BH	649+01.62	0.00	549.71	549.83
T	644+73.62	0.00	554.55	554.72	BI	649+11.62	0.00	549.52	549.60
U	644+83.62	0.00	554.51	554.65	☐ Brg. N. Abut.	649+22.62	0.00	549.31	549.33
V	644+93.62	0.00	554.46	554.57	Bk. N. Abut.	649+25.37	0.00	549.25	549.27
W	645+03.62	0.00	554.41	554.49					
X	645+13.62	0.00	554.36	554.41					
Y	645+23.62	0.00	554.31	554.34					
☐ Brg. Pier 2	645+33.62	0.00	554.25	554.27					
Z	645+43.62	0.00	554.19	554.22					
AA	645+53.62	0.00	554.12	554.18					
AB	645+63.62	0.00	554.05	554.15					
AC	645+73.62	0.00	553.98	554.12					
AD	645+83.62	0.00	553.91	554.09					
AE	645+93.62	0.00	553.83	554.05					
AF	646+03.62	0.00	553.74	553.99					
AG	646+13.62	0.00	553.66	553.93					
AH	646+23.62	0.00	553.57	553.83					
AI	646+33.62	0.00	553.48	553.73					
AJ	646+43.62	0.00	553.38	553.60					
AK	646+53.62	0.00	553.28	553.46					
AL	646+63.62	0.00	553.18	553.32					
AM	646+73.62	0.00	553.07	553.16					
AN	646+83.62	0.00	552.96	553.02					

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GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	642+60.87	5.71	554.52	554.54	☐ Brg. Pier 3	646+93.62	5.71	552.76	552.78
☐ Brg. S. Abut.	642+63.62	5.71	554.53	554.55	AO	647+03.62	5.71	552.64	552.65
A	642+73.62	5.71	554.56	554.61	AP	647+13.62	5.71	552.52	552.53
B	642+83.62	5.71	554.59	554.66	AQ	647+23.62	5.71	552.40	552.40
C	642+93.62	5.71	554.61	554.71	AR	647+33.62	5.71	552.27	552.28
D	643+03.62	5.71	554.63	554.73	AS	647+43.62	5.71	552.14	552.15
E	643+13.62	5.71	554.65	554.75	AT	647+53.62	5.71	552.01	552.02
F	643+23.62	5.71	554.66	554.75	AU	647+63.62	5.71	551.87	551.89
G	643+33.62	5.71	554.67	554.74	AV	647+73.62	5.71	551.73	551.74
H	643+43.62	5.71	554.68	554.73	AW	647+83.62	5.71	551.59	551.59
I	643+53.62	5.71	554.68	554.72	AX	647+93.62	5.71	551.44	551.44
J	643+63.62	5.71	554.68	554.70	AY	648+03.62	5.71	551.29	551.30
☐ Brg. Pier 1	643+73.62	5.71	554.68	554.70	☐ Brg. Pier 4	648+11.62	5.71	551.16	551.18
K	643+83.62	5.71	554.67	554.72	AZ	648+21.62	5.71	551.01	551.05
L	643+93.62	5.71	554.66	554.73	BA	648+31.62	5.71	550.84	550.93
M	644+03.62	5.71	554.65	554.76	BB	648+41.62	5.71	550.68	550.80
N	644+13.62	5.71	554.63	554.77	BC	648+51.62	5.71	550.51	550.67
O	644+23.62	5.71	554.61	554.79	BD	648+61.62	5.71	550.34	550.52
P	644+33.62	5.71	554.59	554.79	BE	648+71.62	5.71	550.17	550.35
Q	644+43.62	5.71	554.56	554.77	BF	648+81.62	5.71	549.99	550.17
R	644+53.62	5.71	554.53	554.75	BG	648+91.62	5.71	549.81	549.97
S	644+63.62	5.71	554.50	554.70	BH	649+01.62	5.71	549.62	549.75
T	644+73.62	5.71	554.46	554.64	BI	649+11.62	5.71	549.43	549.51
U	644+83.62	5.71	554.42	554.57	☐ Brg. N. Abut.	649+22.62	5.71	549.22	549.24
V	644+93.62	5.71	554.38	554.48	Bk. N. Abut.	649+25.37	5.71	549.17	549.19
W	645+03.62	5.71	554.33	554.40					
X	645+13.62	5.71	554.28	554.32					
Y	645+23.62	5.71	554.22	554.25					
☐ Brg. Pier 2	645+33.62	5.71	554.16	554.18					
Z	645+43.62	5.71	554.10	554.14					
AA	645+53.62	5.71	554.04	554.10					
AB	645+63.62	5.71	553.97	554.07					
AC	645+73.62	5.71	553.90	554.04					
AD	645+83.62	5.71	553.82	554.00					
AE	645+93.62	5.71	553.74	553.96					
AF	646+03.62	5.71	553.66	553.91					
AG	646+13.62	5.71	553.57	553.84					
AH	646+23.62	5.71	553.48	553.75					
AI	646+33.62	5.71	553.39	553.64					
AJ	646+43.62	5.71	553.29	553.52					
AK	646+53.62	5.71	553.19	553.38					
AL	646+63.62	5.71	553.09	553.23					
AM	646+73.62	5.71	552.99	553.08					
AN	646+83.62	5.71	552.88	552.93					

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	642+60.87	13.13	554.40	554.42	☐ Brg. Pier 3	646+93.62	13.13	552.64	552.67
☐ Brg. S. Abut.	642+63.62	13.13	554.41	554.43	AO	647+03.62	13.13	552.53	552.53
A	642+73.62	13.13	554.44	554.49	AP	647+13.62	13.13	552.41	552.41
B	642+83.62	13.13	554.47	554.55	AQ	647+23.62	13.13	552.28	552.29
C	642+93.62	13.13	554.49	554.59	AR	647+33.62	13.13	552.16	552.16
D	643+03.62	13.13	554.51	554.62	AS	647+43.62	13.13	552.03	552.04
E	643+13.62	13.13	554.53	554.63	AT	647+53.62	13.13	551.89	551.91
F	643+23.62	13.13	554.55	554.63	AU	647+63.62	13.13	551.75	551.77
G	643+33.62	13.13	554.56	554.63	AV	647+73.62	13.13	551.61	551.63
H	643+43.62	13.13	554.56	554.61	AW	647+83.62	13.13	551.47	551.48
I	643+53.62	13.13	554.57	554.60	AX	647+93.62	13.13	551.32	551.33
J	643+63.62	13.13	554.57	554.59	AY	648+03.62	13.13	551.17	551.18
☐ Brg. Pier 1	643+73.62	13.13	554.56	554.59	☐ Brg. Pier 4	648+11.62	13.13	551.05	551.07
K	643+83.62	13.13	554.56	554.60	AZ	648+21.62	13.13	550.89	550.94
L	643+93.62	13.13	554.55	554.62	BA	648+31.62	13.13	550.73	550.81
M	644+03.62	13.13	554.53	554.64	BB	648+41.62	13.13	550.56	550.68
N	644+13.62	13.13	554.52	554.66	BC	648+51.62	13.13	550.40	550.55
O	644+23.62	13.13	554.50	554.67	BD	648+61.62	13.13	550.22	550.40
P	644+33.62	13.13	554.47	554.67	BE	648+71.62	13.13	550.05	550.23
Q	644+43.62	13.13	554.45	554.66	BF	648+81.62	13.13	549.87	550.05
R	644+53.62	13.13	554.42	554.63	BG	648+91.62	13.13	549.69	549.85
S	644+63.62	13.13	554.38	554.58	BH	649+01.62	13.13	549.50	549.63
T	644+73.62	13.13	554.34	554.52	BI	649+11.62	13.13	549.32	549.40
U	644+83.62	13.13	554.30	554.45	☐ Brg. N. Abut.	649+22.62	13.13	549.10	549.13
V	644+93.62	13.13	554.26	554.37	Bk. N. Abut.	649+25.37	13.13	549.05	549.07
W	645+03.62	13.13	554.21	554.28					
X	645+13.62	13.13	554.16	554.20					
Y	645+23.62	13.13	554.10	554.13					
☐ Brg. Pier 2	645+33.62	13.13	554.05	554.07					
Z	645+43.62	13.13	553.98	554.02					
AA	645+53.62	13.13	553.92	553.98					
AB	645+63.62	13.13	553.85	553.95					
AC	645+73.62	13.13	553.78	553.92					
AD	645+83.62	13.13	553.70	553.89					
AE	645+93.62	13.13	553.62	553.85					
AF	646+03.62	13.13	553.54	553.79					
AG	646+13.62	13.13	553.46	553.72					
AH	646+23.62	13.13	553.37	553.63					
AI	646+33.62	13.13	553.27	553.52					
AJ	646+43.62	13.13	553.18	553.40					
AK	646+53.62	13.13	553.08	553.26					
AL	646+63.62	13.13	552.97	553.11					
AM	646+73.62	13.13	552.87	552.96					
AN	646+83.62	13.13	552.76	552.81					

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GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	642+60.87	20.54	554.25	554.27	☒ Brg. Pier 3	646+93.62	20.54	552.50	552.52
☒ Brg. S. Abut.	642+63.62	20.54	554.26	554.28	AO	647+03.62	20.54	552.38	552.39
A	642+73.62	20.54	554.29	554.34	AP	647+13.62	20.54	552.26	552.26
B	642+83.62	20.54	554.32	554.40	AQ	647+23.62	20.54	552.14	552.14
C	642+93.62	20.54	554.34	554.44	AR	647+33.62	20.54	552.01	552.01
D	643+03.62	20.54	554.37	554.47	AS	647+43.62	20.54	551.88	551.89
E	643+13.62	20.54	554.38	554.48	AT	647+53.62	20.54	551.74	551.76
F	643+23.62	20.54	554.40	554.49	AU	647+63.62	20.54	551.61	551.62
G	643+33.62	20.54	554.41	554.48	AV	647+73.62	20.54	551.47	551.48
H	643+43.62	20.54	554.42	554.46	AW	647+83.62	20.54	551.32	551.33
I	643+53.62	20.54	554.42	554.45	AX	647+93.62	20.54	551.17	551.18
J	643+63.62	20.54	554.42	554.44	AY	648+03.62	20.54	551.02	551.03
☒ Brg. Pier 1	643+73.62	20.54	554.42	554.44	☒ Brg. Pier 4	648+11.62	20.54	550.90	550.92
K	643+83.62	20.54	554.41	554.45	AZ	648+21.62	20.54	550.74	550.79
L	643+93.62	20.54	554.40	554.47	BA	648+31.62	20.54	550.58	550.66
M	644+03.62	20.54	554.39	554.49	BB	648+41.62	20.54	550.42	550.54
N	644+13.62	20.54	554.37	554.51	BC	648+51.62	20.54	550.25	550.40
O	644+23.62	20.54	554.35	554.52	BD	648+61.62	20.54	550.08	550.25
P	644+33.62	20.54	554.33	554.52	BE	648+71.62	20.54	549.90	550.09
Q	644+43.62	20.54	554.30	554.51	BF	648+81.62	20.54	549.72	549.90
R	644+53.62	20.54	554.27	554.48	BG	648+91.62	20.54	549.54	549.70
S	644+63.62	20.54	554.23	554.43	BH	649+01.62	20.54	549.36	549.48
T	644+73.62	20.54	554.20	554.37	BI	649+11.62	20.54	549.17	549.25
U	644+83.62	20.54	554.15	554.30	☒ Brg. N. Abut.	649+22.62	20.54	548.96	548.98
V	644+93.62	20.54	554.11	554.22	Bk. N. Abut.	649+25.37	20.54	548.90	548.92
W	645+03.62	20.54	554.06	554.14					
X	645+13.62	20.54	554.01	554.06					
Y	645+23.62	20.54	553.96	553.99					
☒ Brg. Pier 2	645+33.62	20.54	553.90	553.92					
Z	645+43.62	20.54	553.84	553.87					
AA	645+53.62	20.54	553.77	553.83					
AB	645+63.62	20.54	553.70	553.80					
AC	645+73.62	20.54	553.63	553.77					
AD	645+83.62	20.54	553.55	553.74					
AE	645+93.62	20.54	553.48	553.70					
AF	646+03.62	20.54	553.39	553.64					
AG	646+13.62	20.54	553.31	553.58					
AH	646+23.62	20.54	553.22	553.48					
AI	646+33.62	20.54	553.13	553.38					
AJ	646+43.62	20.54	553.03	553.25					
AK	646+53.62	20.54	552.93	553.11					
AL	646+63.62	20.54	552.83	552.96					
AM	646+73.62	20.54	552.72	552.81					
AN	646+83.62	20.54	552.61	552.66					

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USER NAME = acb	DESIGNED - CMC	REVISED -
	CHECKED - ACB	REVISED -
PLOT SCALE =	DRAWN - CMC	REVISED -
PLOT DATE = 1/28/2019	DATE - 1/28/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 099-0286**

SHEET NO. 7 OF 25 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	19
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
South end of S. Appr. Slab	642+31.37	-18.00	554.19	554.21
A1	642+41.37	-18.00	554.23	554.25
A2	642+51.37	-18.00	554.27	554.29
North end of S. Appr. Slab	642+61.37	-18.00	554.30	554.33
South end of N. Appr. Slab	649+24.87	-18.00	548.96	548.98
A3	649+34.87	-18.00	548.77	548.79
A4	649+44.87	-18.00	548.57	548.59
North end of N. Appr. Slab	649+54.87	-18.00	548.36	548.38

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
South end of S. Appr. Slab	642+31.37	-12.00	554.31	554.33
A1	642+41.37	-12.00	554.35	554.37
A2	642+51.37	-12.00	554.39	554.41
North end of S. Appr. Slab	642+61.37	-12.00	554.42	554.45
South end of N. Appr. Slab	649+24.87	-12.00	549.08	549.10
A3	649+34.87	-12.00	548.89	548.91
A4	649+44.87	-12.00	548.69	548.71
North end of N. Appr. Slab	649+54.87	-12.00	548.48	548.50

CL ROADWAY AND PROFILE GRADE

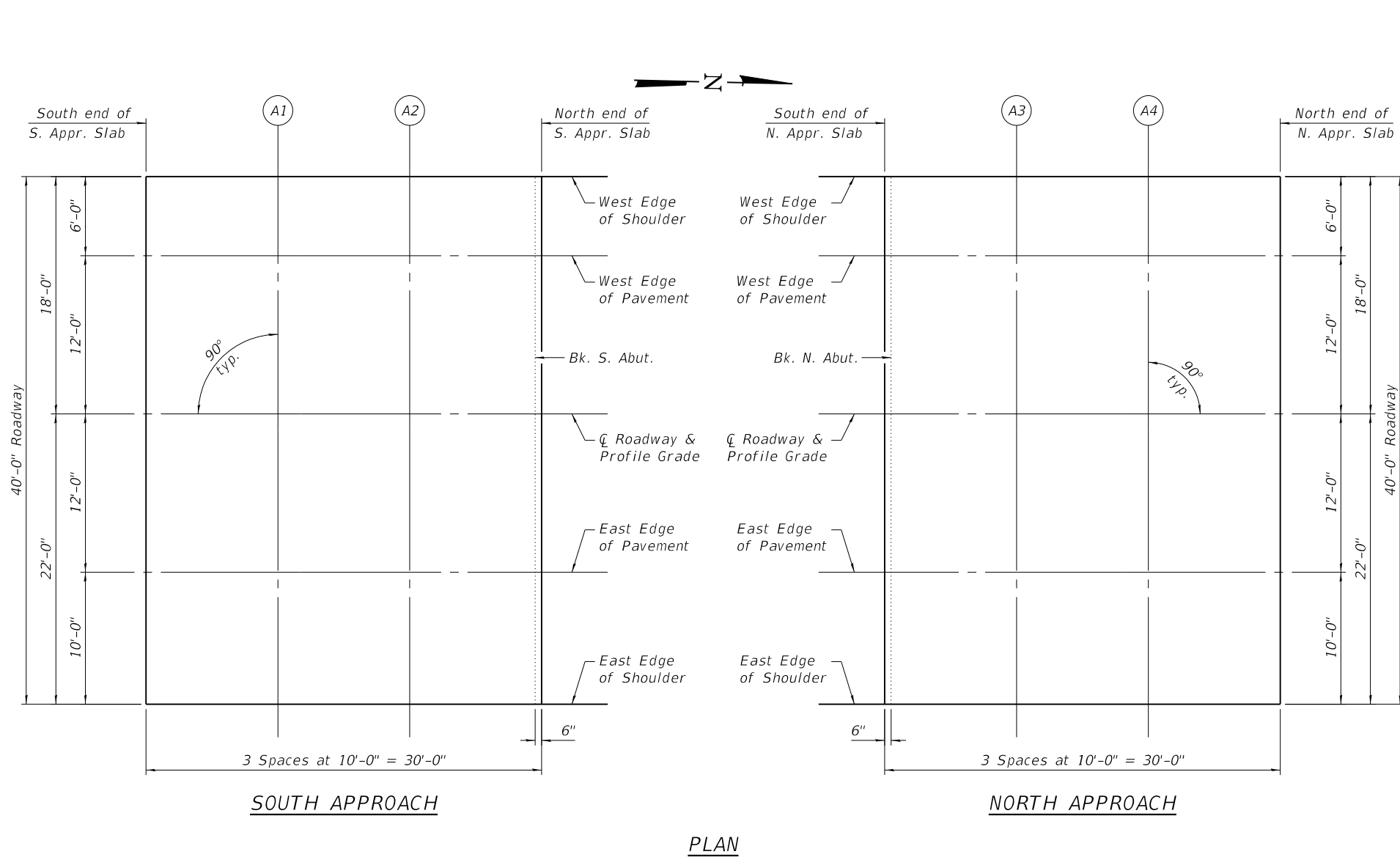
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
South end of S. Appr. Slab	642+31.37	0.00	554.49	554.51
A1	642+41.37	0.00	554.53	554.55
A2	642+51.37	0.00	554.57	554.59
North end of S. Appr. Slab	642+61.37	0.00	554.60	554.63
South end of N. Appr. Slab	649+24.87	0.00	549.26	549.28
A3	649+34.87	0.00	549.07	549.09
A4	649+44.87	0.00	548.87	548.89
North end of N. Appr. Slab	649+54.87	0.00	548.66	548.68

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
South end of S. Appr. Slab	642+31.37	12.00	554.31	554.33
A1	642+41.37	12.00	554.35	554.37
A2	642+51.37	12.00	554.39	554.41
North end of S. Appr. Slab	642+61.37	12.00	554.42	554.45
South end of N. Appr. Slab	649+24.87	12.00	549.08	549.10
A3	649+34.87	12.00	548.89	548.91
A4	649+44.87	12.00	548.69	548.71
North end of N. Appr. Slab	649+54.87	12.00	548.48	548.50

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
South end of S. Appr. Slab	642+31.37	22.00	554.11	554.13
A1	642+41.37	22.00	554.15	554.17
A2	642+51.37	22.00	554.19	554.21
North end of S. Appr. Slab	642+61.37	22.00	554.22	554.25
South end of N. Appr. Slab	649+24.87	22.00	548.88	548.90
A3	649+34.87	22.00	548.69	548.71
A4	649+44.87	22.00	548.49	548.51
North end of N. Appr. Slab	649+54.87	22.00	548.28	548.30



SOUTH APPROACH

NORTH APPROACH

PLAN

E-AS1

2-17-2017

EFK Moen
Civil Engineering Design

USER NAME = acb	DESIGNED - CMC	REVISED -
	CHECKED - ACB	REVISED -
PLOT SCALE =	DRAWN - CMC	REVISED -
PLOT DATE = 1/28/2019	DATE - 1/28/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

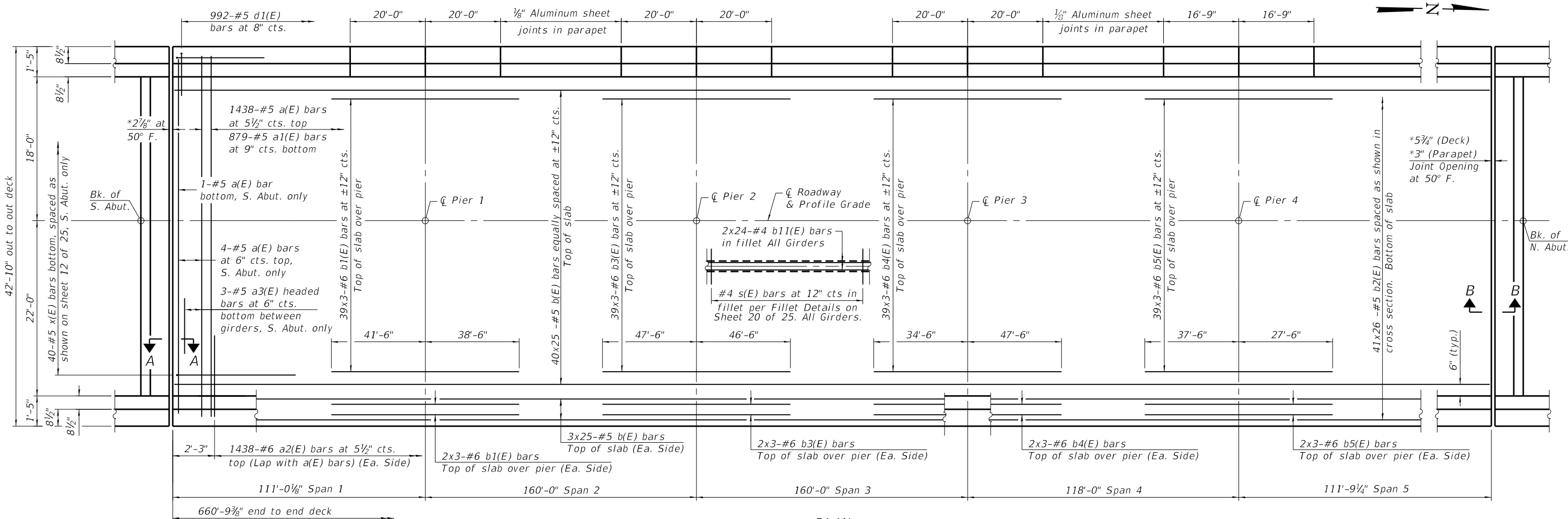
TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 099-0286

SHEET NO. 8 OF 25 SHEETS

F.A.I. RTE. 55	SECTION 2018-049-B	COUNTY WILL	TOTAL SHEETS 159	SHEET NO. 20
CONTRACT NO. 62C98				
ILLINOIS FED. AID PROJECT				

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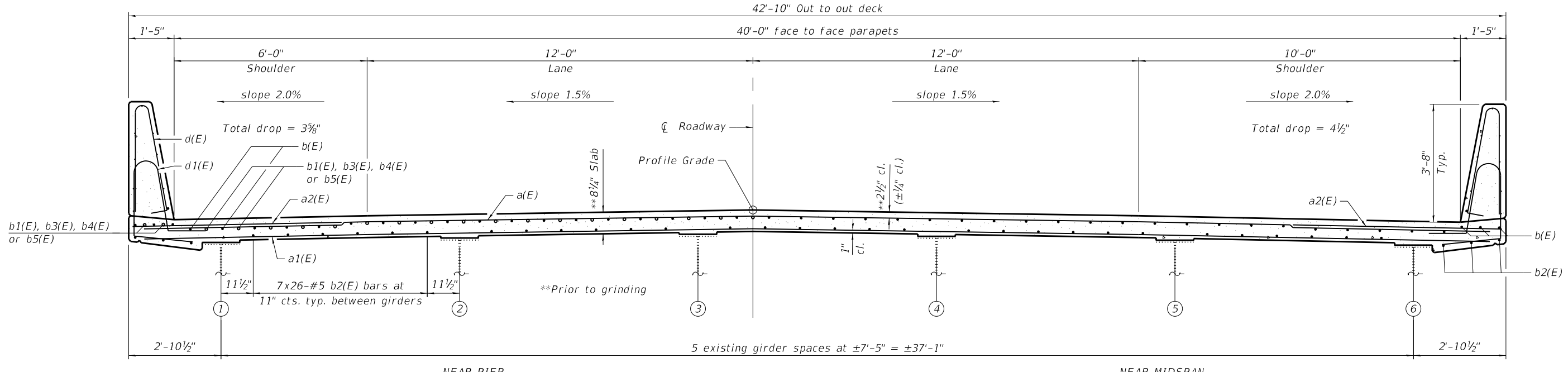


MINIMUM BAR LAP
 #5 bar = 3'-6"
 #6 bar = 3'-7"

PLAN

* Dimension showing concrete opening. For joint opening see sheet 16 thru 18 of 25.

Notes:
 See sheet 10 & 11 of 25 for superstructure details, parapet reinforcement, and Bill of Material.
 See sheet 12 of 25 for Section A-A and B-B.
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



NEAR PIER

CROSS SECTION
(Looking North)

NEAR MIDSPAN

SE-SB-2-0 8-11-2017

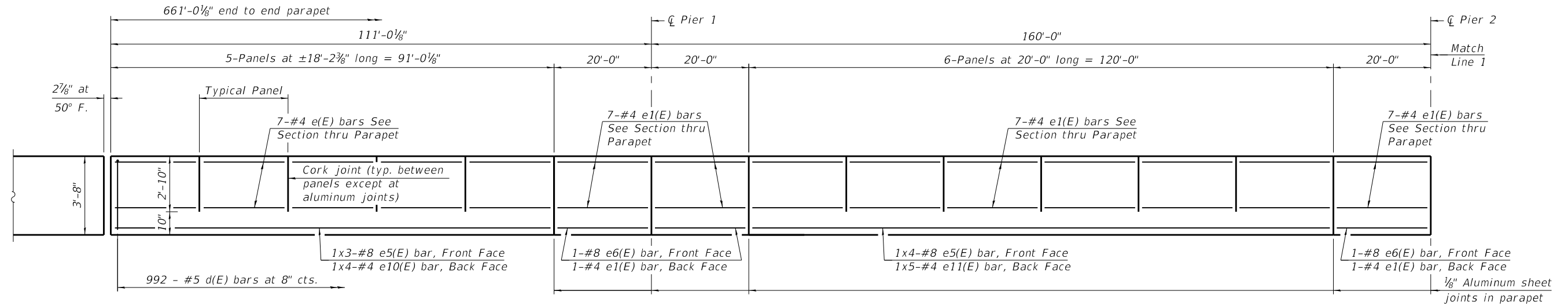
EFK Moen
 Civil Engineering Design

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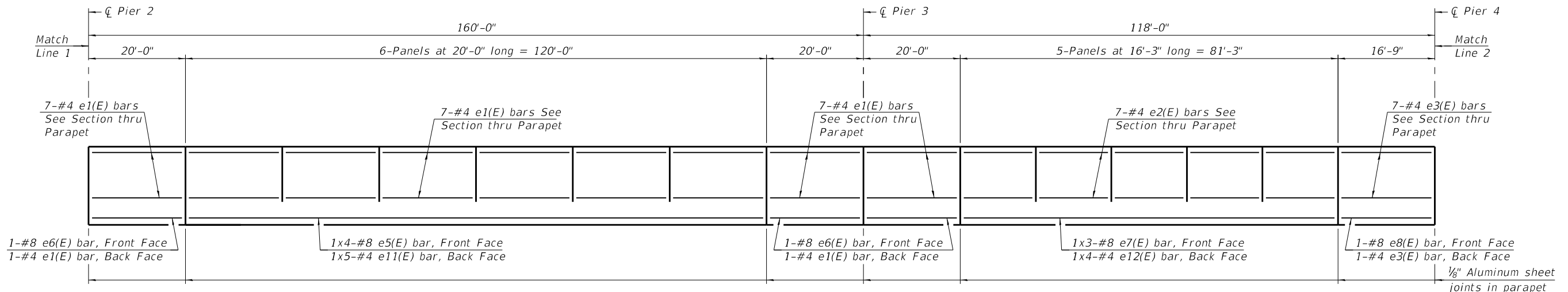
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 099-0286
 SHEET NO. 9 OF 25 SHEETS

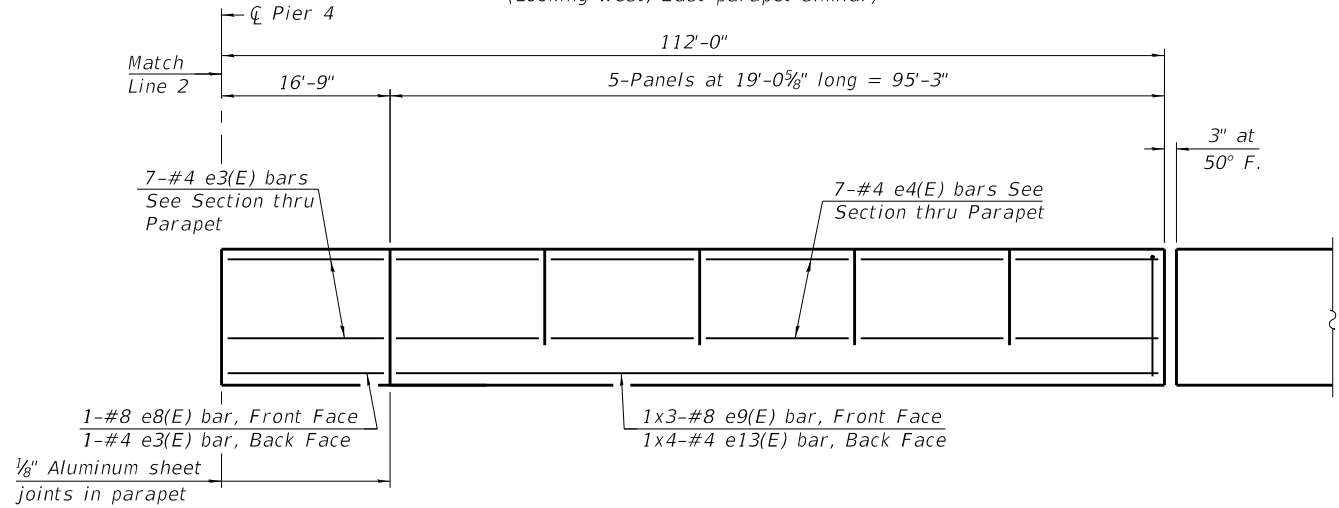
F.A.I. R.T.E. 55	SECTION 2018-049-B	COUNTY WILL	TOTAL SHEETS 159	SHEET NO. 21
CONTRACT NO. 62C98				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF WEST PARAPET - SPANS 1 & 2
(Looking West, East parapet similar)



INSIDE ELEVATION OF WEST PARAPET - SPANS 3 & 4
(Looking West, East parapet similar)



INSIDE ELEVATION OF WEST PARAPET - SPAN 5
(Looking West, East parapet similar)

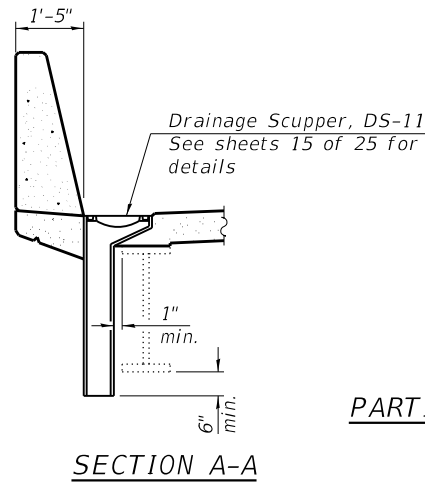
MINIMUM BAR LAP
(Parapet)
#4 bar = 2'-5"
#8 bar = 5'-11"

Notes:
See Sheet 11 of 25 for bar details, Bill of Material & Parapet Joint Details.
See Sheet 11 of 25 for Section Thru Parapet.
Bars indicated thus 1x4-#4 etc. indicates 1 line of bars with 4 lengths per line.

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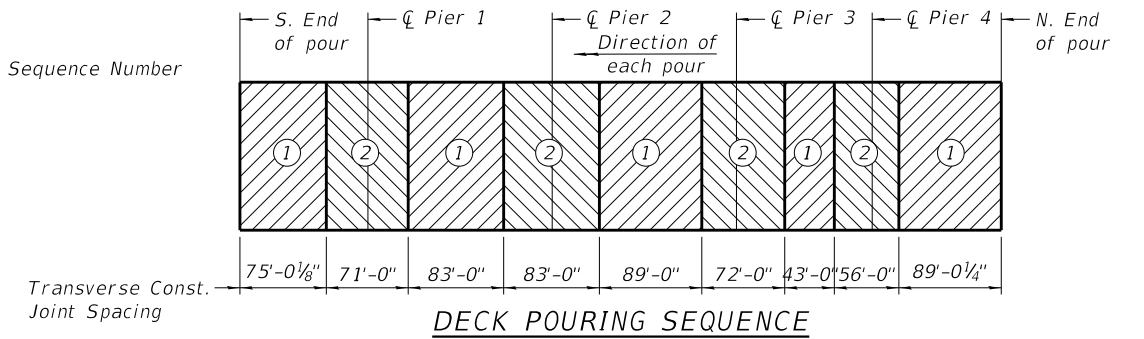
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F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	22
CONTRACT NO. 62C98				
ILLINOIS FED. AID PROJECT				



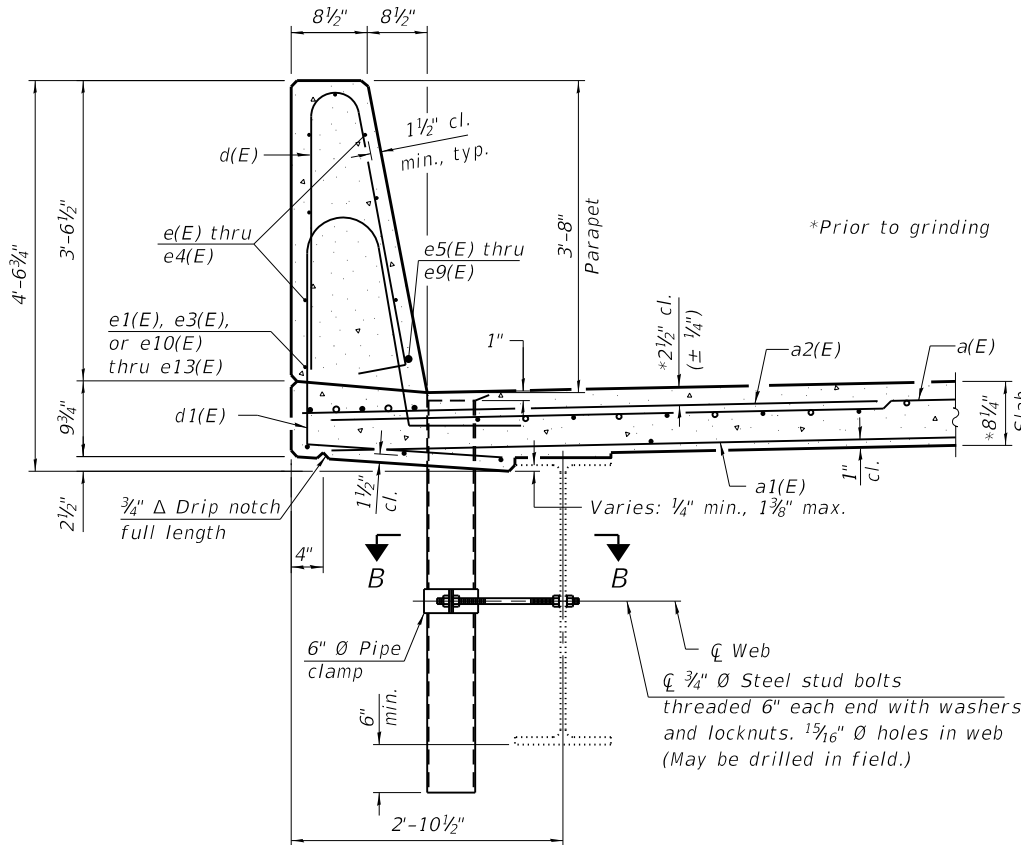
PARTIAL PLAN AT DRAINAGE SCUPPER

Note:
Cut longitudinal reinforcement to clear drainage scuppers.

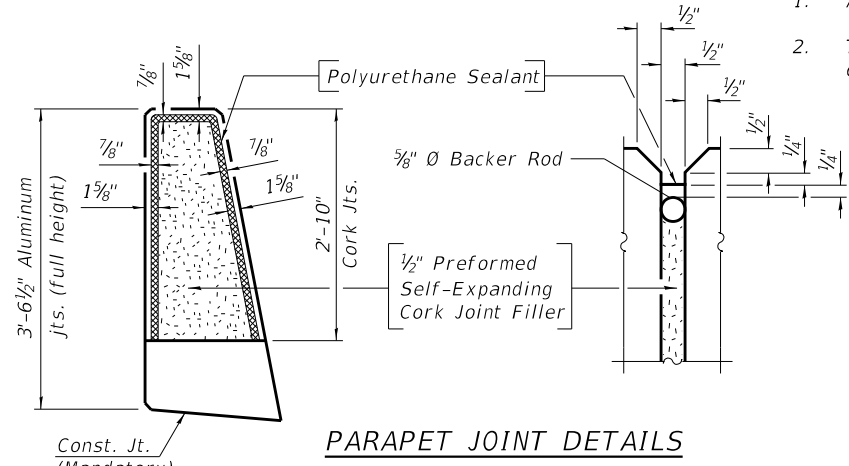


The direction of each pour within a pouring sequence must be poured in the direction indicated above. The pouring sequence can start at any of the locations within that sequence.
When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:

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

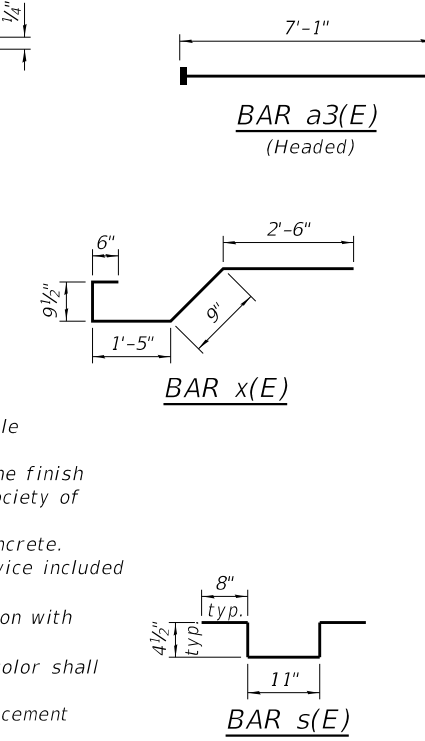


SECTION THRU PARAPET



PARAPET JOINT DETAILS

Notes:
Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
The exterior surfaces of the floor drains shall be painted according to Article 506 with the finish coat as specified. The exterior surfaces of the drains shall be cleaned according to the Society of Protective Coatings Spec. SSPC-SP1 prior to painting.
The top portion of aluminum floor drains shall be coated to minimize reaction with wet concrete.
The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.
The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

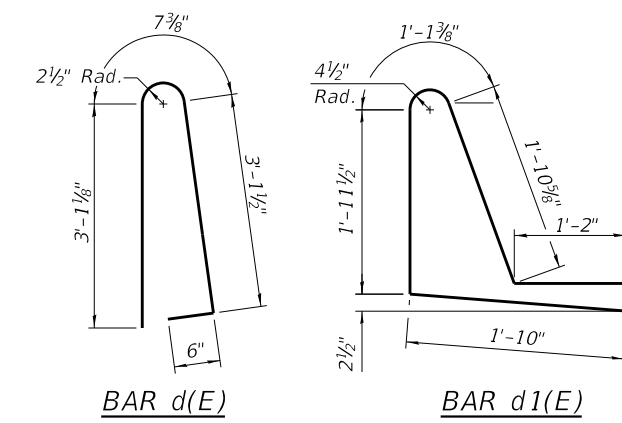
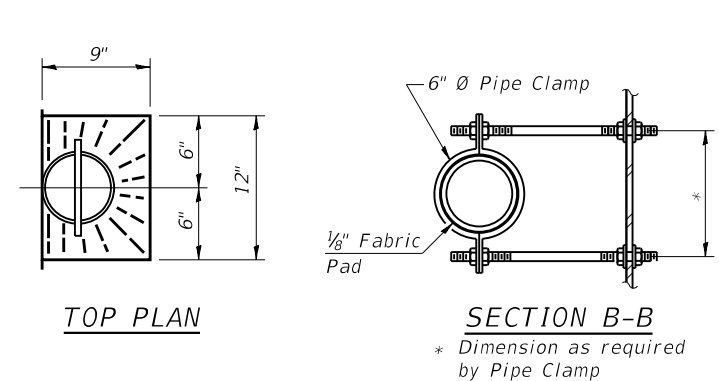
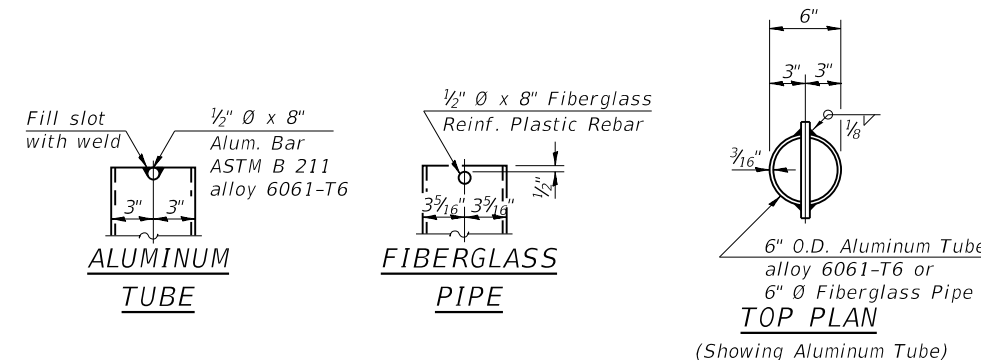


SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	1443	#5	42'-6"	—
a1(E)	879	#5	41'-10"	—
a2(E)	2876	#6	6'-6"	—
a3(E)	15	#5	7'-1"	—
a4(E)	48	#5	1'-6"	—
b(E)	1150	#5	29'-10"	—
b1(E)	129	#6	29'-1"	—
b2(E)	1066	#5	28'-10"	—
b3(E)	129	#6	33'-9"	—
b4(E)	129	#6	29'-9"	—
b5(E)	129	#6	24'-1"	—
b11(E)	288	#4	29'-4"	—
d(E)	1984	#5	7'-4"	—
d1(E)	1984	#5	8'-0"	—
e(E)	70	#4	17'-11"	—
e1(E)	264	#4	19'-8"	—
e2(E)	70	#4	15'-11"	—
e3(E)	32	#4	16'-5"	—
e4(E)	70	#4	18'-9"	—
e5(E)	22	#8	34'-2"	—
e6(E)	12	#8	19'-8"	—
e7(E)	6	#8	30'-11"	—
e8(E)	4	#8	16'-5"	—
e9(E)	6	#8	35'-7"	—
e10(E)	8	#4	24'-6"	—
e11(E)	20	#4	25'-11"	—
e12(E)	8	#4	22'-1"	—
e13(E)	8	#4	25'-7"	—
s(E)	3216	#5	3'-0"	—
x(E)	40	#5	5'-11"	—

Material	Unit	Quantity
Reinforcement Bars, Epoxy Coated	Pound	289,380
Concrete Superstructure	Cu. Yds.	925.1
Protective Coat	Sq. Yd.	3,589
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	1,759
Diamond Grinding (Bridge Section)	Sq. Yd.	2,643

Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.



SDE-SB-2 8-11-2017

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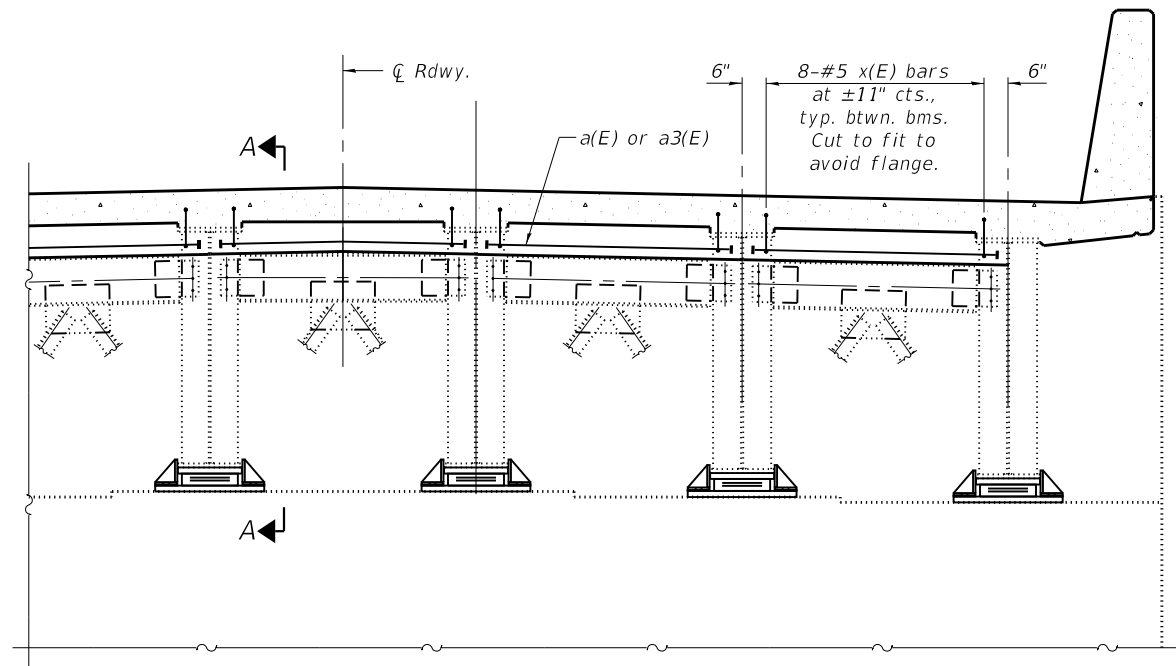
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 099-0286
SHEET NO. 11 OF 25 SHEETS

F.A.I. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	23
CONTRACT NO. 62C98				

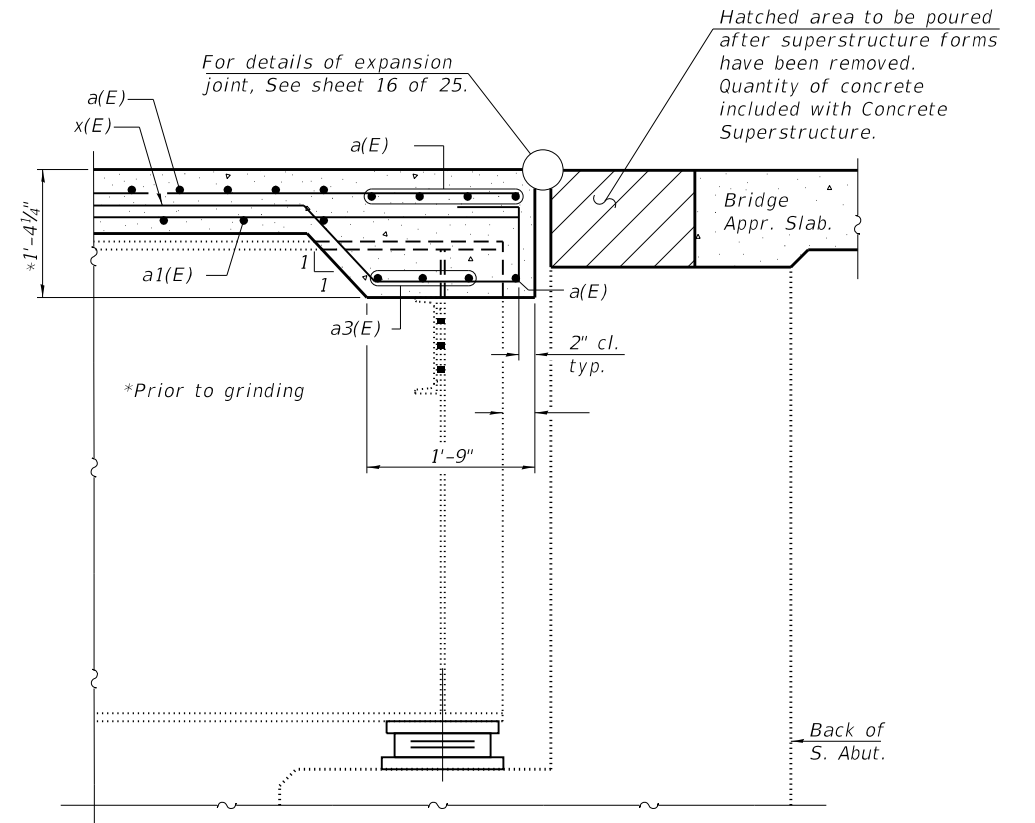
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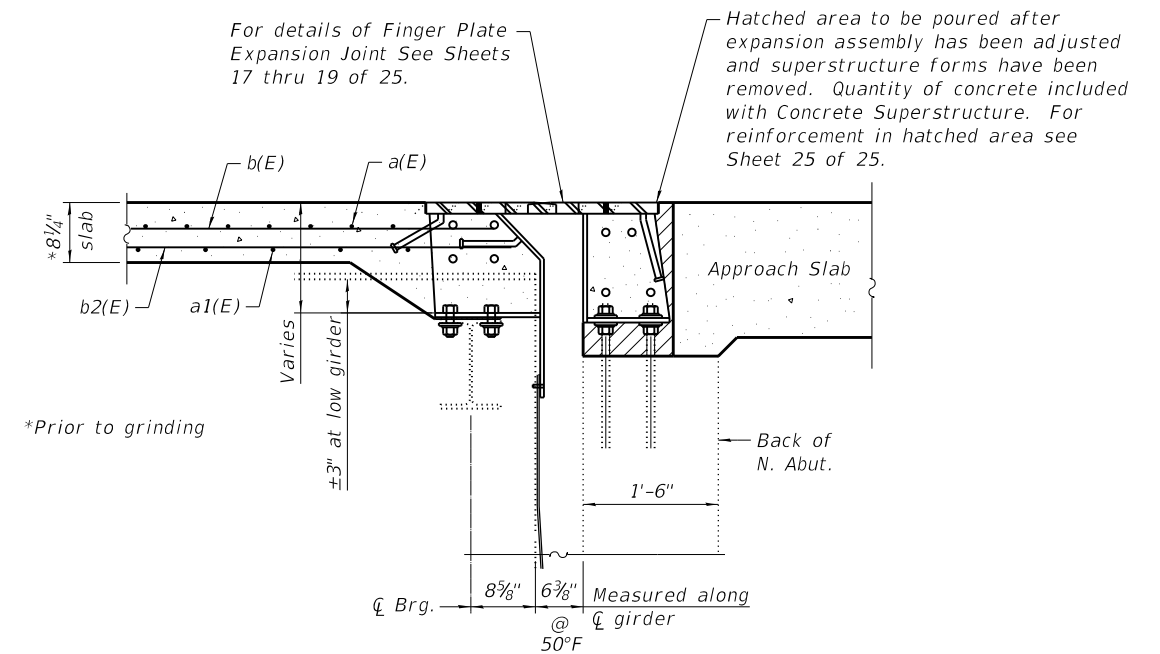


DIAPHRAGM AT SOUTH ABUTMENT
(Full cross frame not shown for clarity)

Notes:
See sheet 11 of 25 for superstructure details and Bill of Material.
See sheet 9 of 25 for location of Section A-A and Section B-B.



SECTION A-A

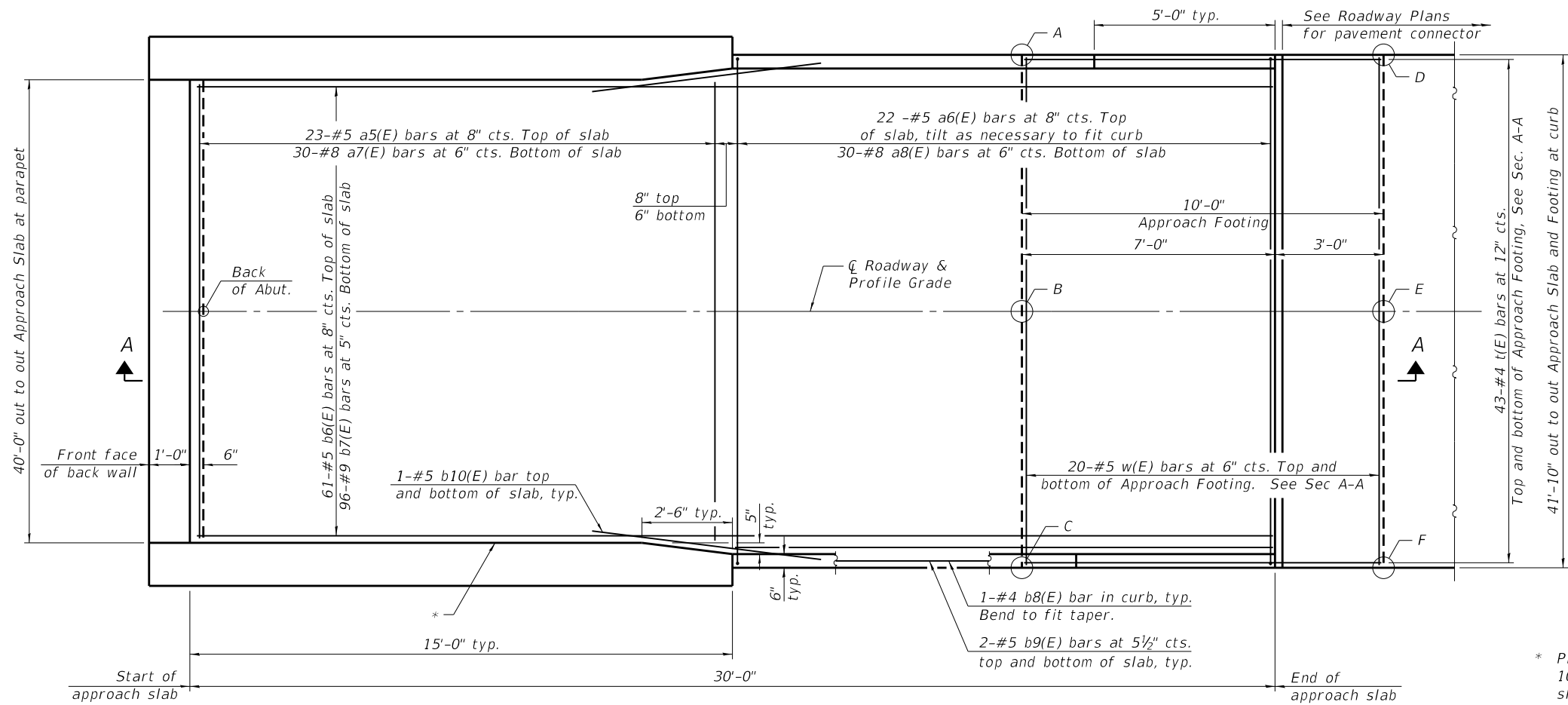


SECTION B-B

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62G98				

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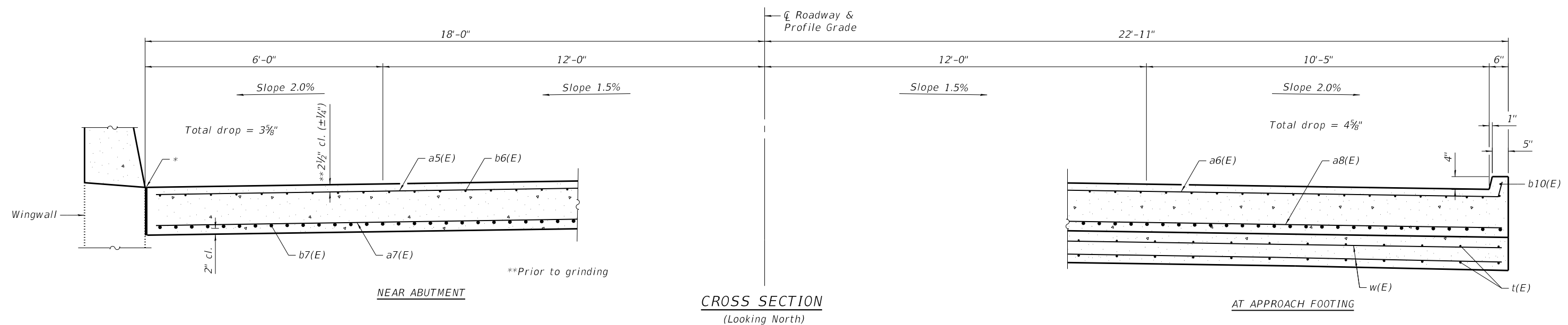


PLAN

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point	South Approach		North Approach	
	Top	Bottom	Top	Bottom
A	552.95	552.12	547.24	546.40
B	553.27	552.43	547.56	546.72
C	552.87	552.04	547.16	546.32
D	552.91	552.07	547.03	546.20
E	553.22	552.39	547.35	546.52
F	552.83	551.99	546.95	546.12

* Preformed Expansion Joint Filler according to Article 1051.09 of the Standard Specifications; full depth of slab, full length of parapet. Typ. each parapet.



NEAR ABUTMENT

CROSS SECTION (Looking North)

AT APPROACH FOOTING

BASA-CIP-FS-0 8-11-2017

(Sheet 1 of 2)



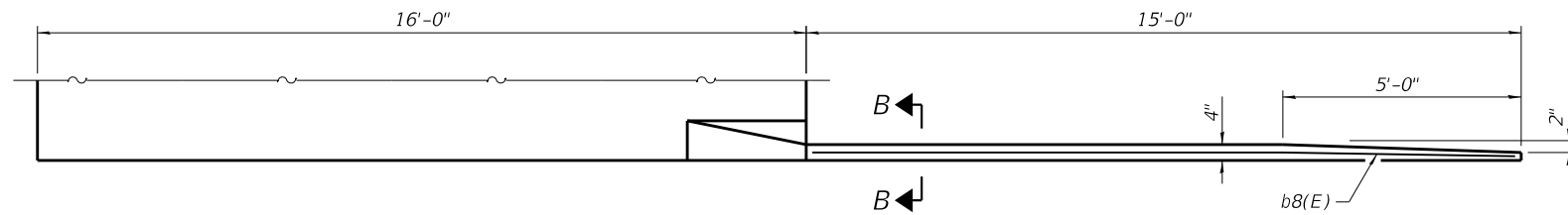
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 099-0286

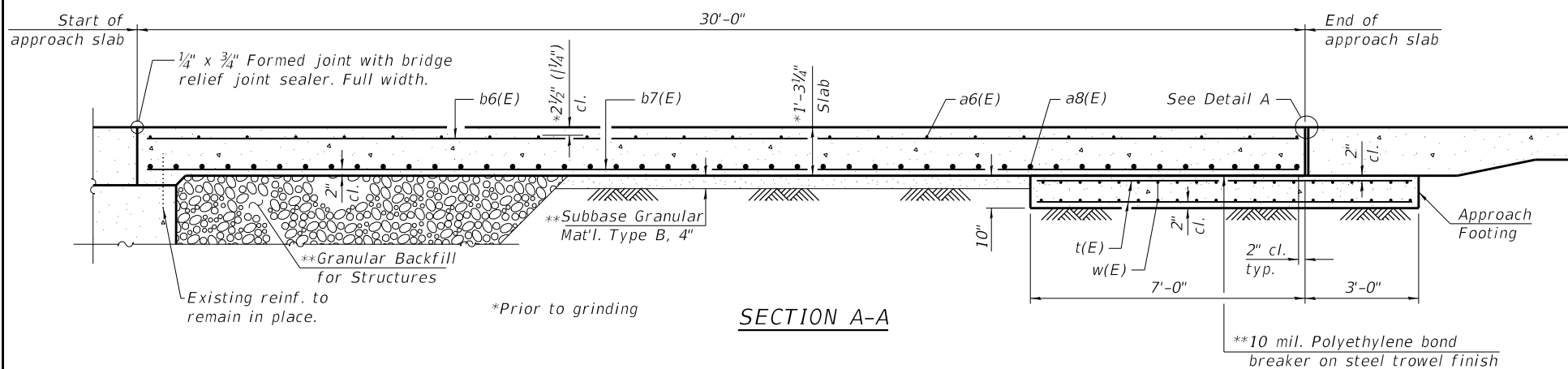
SHEET NO. 13 OF 25 SHEETS

F.A.I. RTE. = 55	SECTION = 2018-049-B	COUNTY = WILL	TOTAL SHEETS = 159	SHEET NO. = 25
CONTRACT NO. 62C98				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF PARAPET AND CURB

Notes:
 Parapet concrete shall be paid for as Concrete Superstructure and is detailed on Sheet 25 of 25.
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.

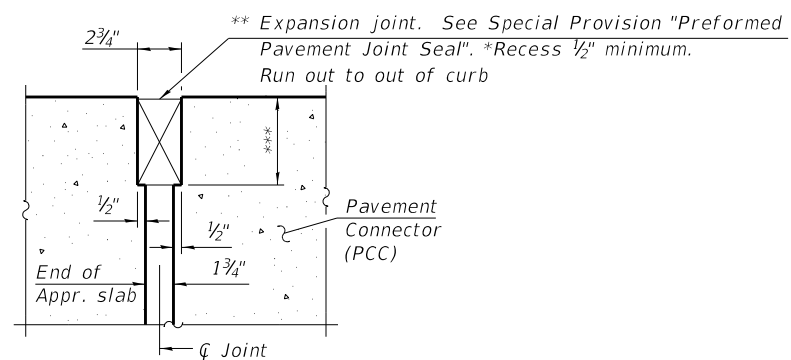


SECTION A-A



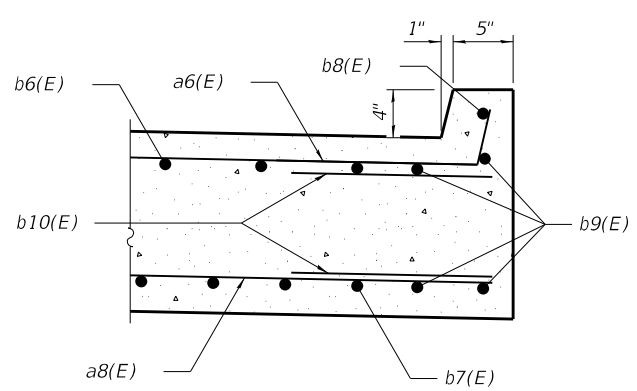
TWO APPROACHES
 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a5(E)	46	#5	39'-8"	—
a6(E)	44	#5	42'-3"	—
a7(E)	60	#8	39'-8"	—
a8(E)	60	#8	41'-6"	—
b6(E)	122	#5	29'-8"	—
b7(E)	192	#9	29'-8"	—
b8(E)	4	#4	14'-8"	—
b9(E)	16	#5	14'-8"	—
b10(E)	8	#5	8'-6"	—
t(E)	172	#4	9'-8"	—
w(E)	80	#5	41'-6"	—
Concrete Structures		Cu. Yd.	25.8	
Concrete Superstructure		Cu. Yd.	10.4	
Protective Coat		Sq. Yd.	307	
Concrete Superstructure (Approach Slab)		Cu. Yd.	114.0	
Reinforcement Bars, Epoxy Coated		Pound	44,910	
Bridge Deck Grooving (Longitudinal)		Sq. Yd.	160	
Diamond Grinding (Bridge Section)		Sq. Yd.	243	



DETAIL A

(Detail A shown, applies to Highway Standard 420401 only. Detail A for pavement connector (HMA) may be found on Highway Standard 420406.)



SECTION B-B

** Cost included with Concrete Superstructure (Approach Slab).
 *** Per manufacturer recommendations

BASA-CIP-FS-0 8-11-2017

(Sheet 2 of 2)



USER NAME = acb	DESIGNED - CMC	REVISED -
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 099-0286

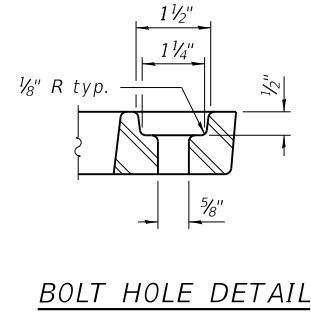
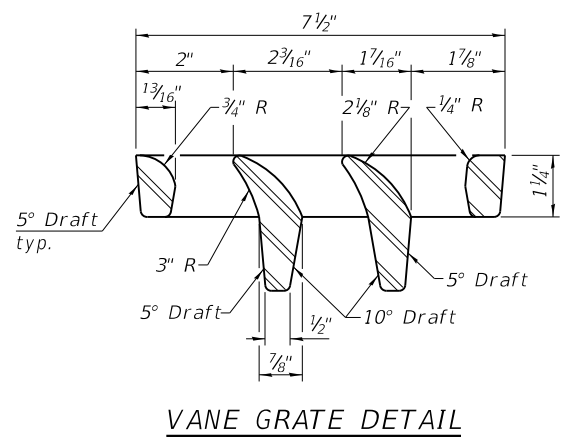
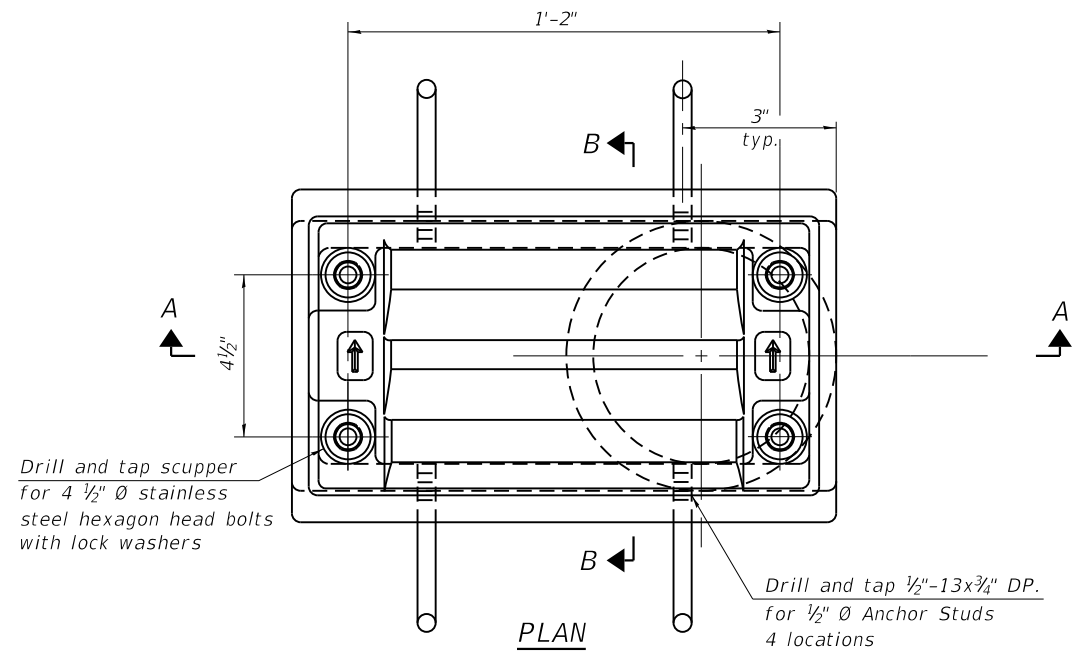
SHEET NO. 14 OF 25 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	26
CONTRACT NO. 62C98				

ILLINOIS FED. AID PROJECT

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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.

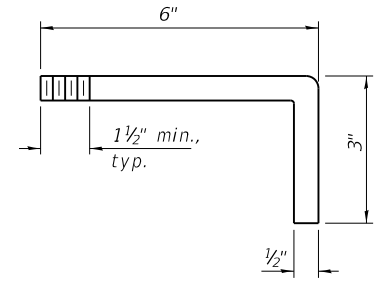
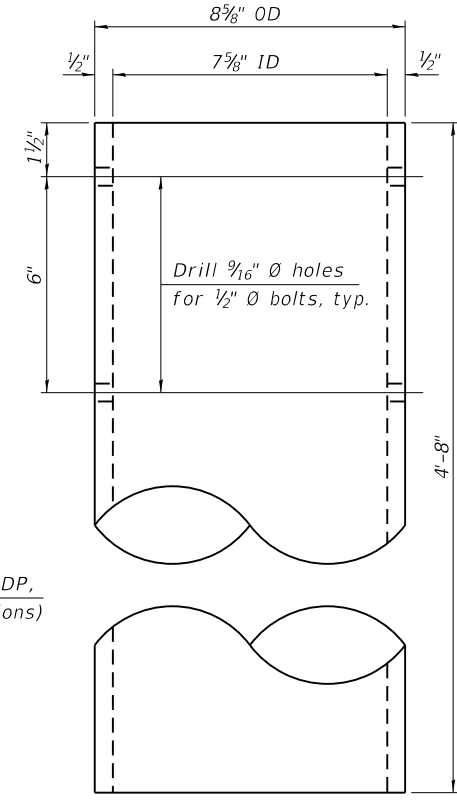
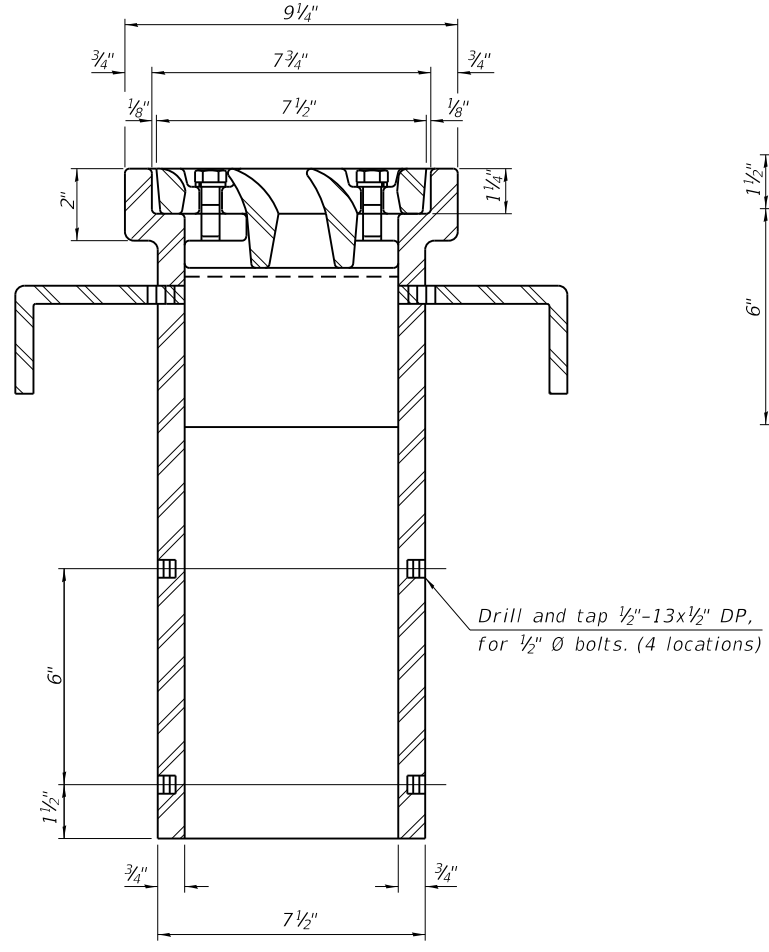
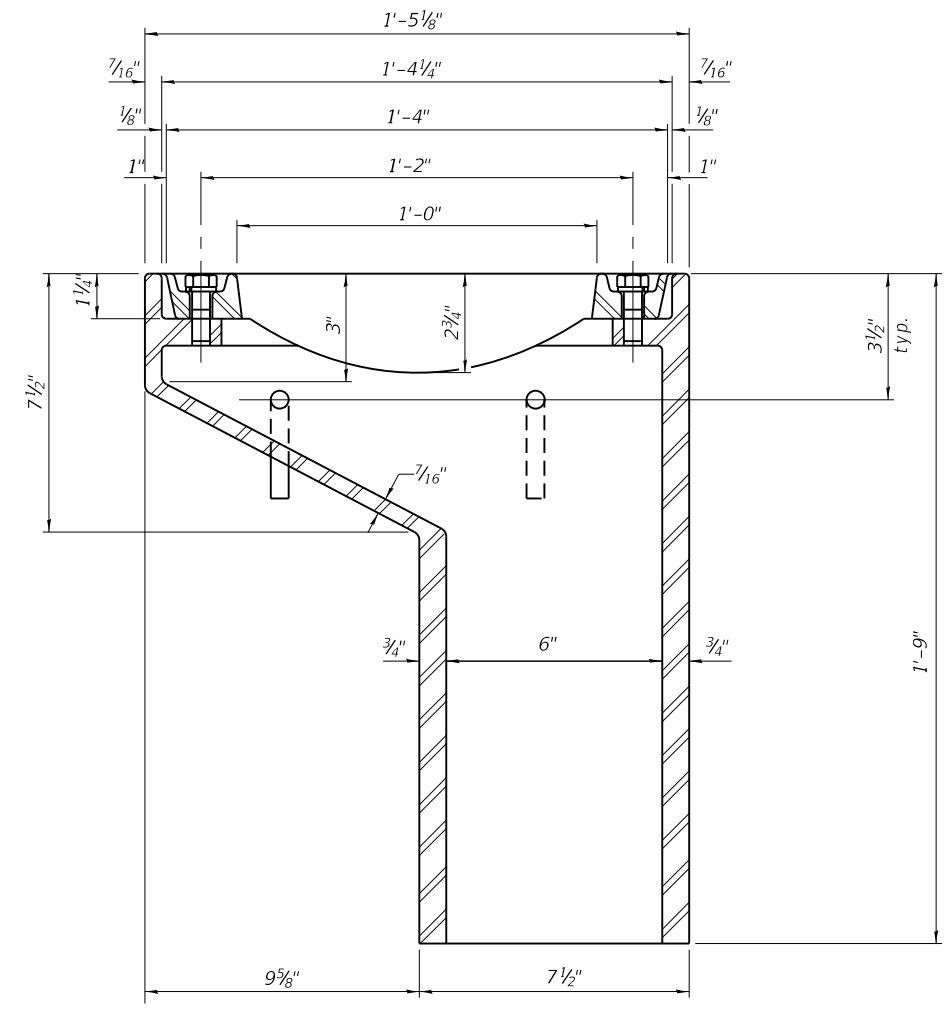
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

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 11 of 25 for scupper location relative to parapet.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	6

DS-11

2-17-2017

EFK Moen
Civil Engineering Design

USER NAME = acb	DESIGNED - CMC	REVISED -
PLOT SCALE =	CHECKED - ACB	REVISED -
PLOT DATE = 1/28/2019	DRAWN - CMC	REVISED -
	DATE - 1/28/2019	REVISED -

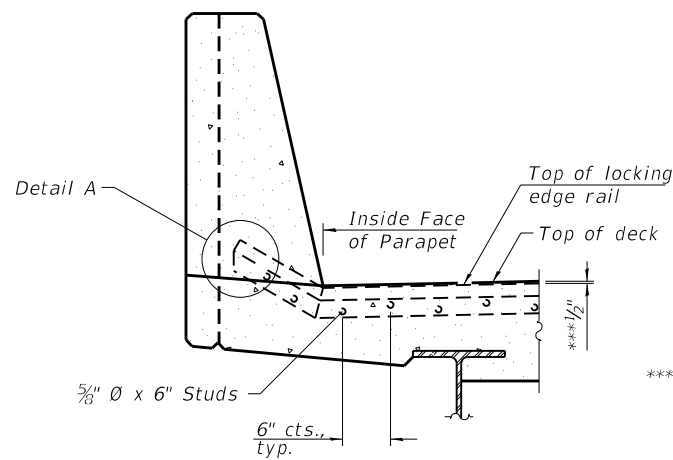
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-11
STRUCTURE NO. 099-0286

SHEET NO. 15 OF 25 SHEETS

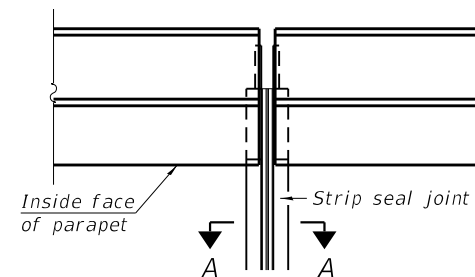
F.A.I. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	27
CONTRACT NO. 62C98				
ILLINOIS FED. AID PROJECT				

PRINT DATE: 1/28/2019 9:35:36 AM Z:\18039 IDOT 155 over BNSF\DGN\Bridge\Final\PlotSheets\099-0286-016-Preformed Joint Seal.dgn

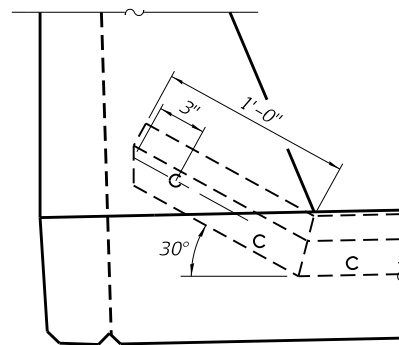


ELEVATION AT PARAPET

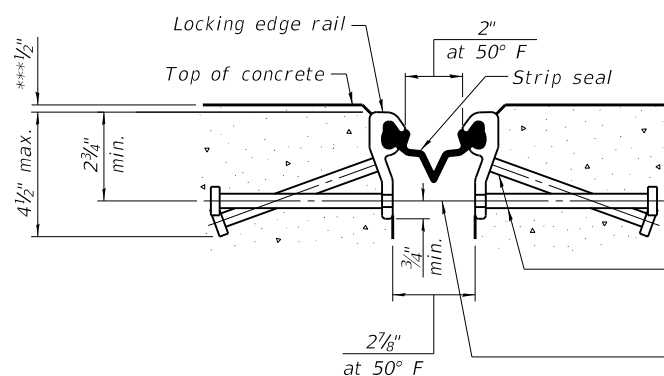
***Prior to grinding



PLAN AT PARAPET



DETAIL A



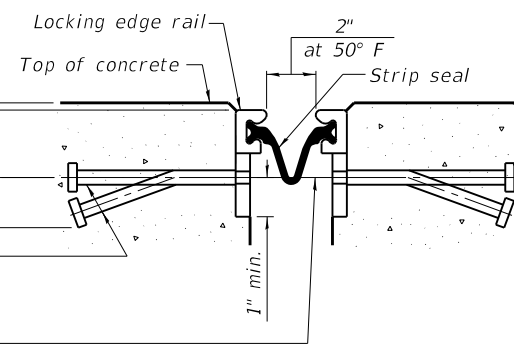
SHOWING ROLLED RAIL JOINT

* 5/8" ϕ x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

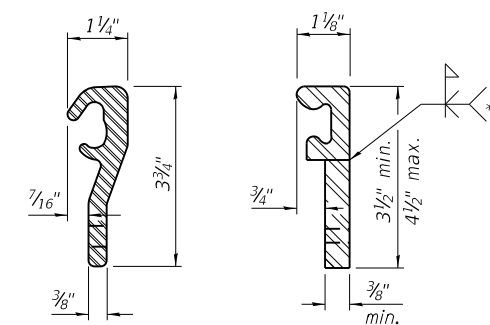
3/8" ϕ threaded rods in 7/16" ϕ holes at ± 4 -0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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

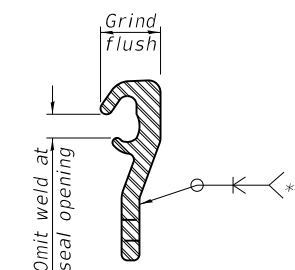


SHOWING WELDED RAIL JOINT



LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

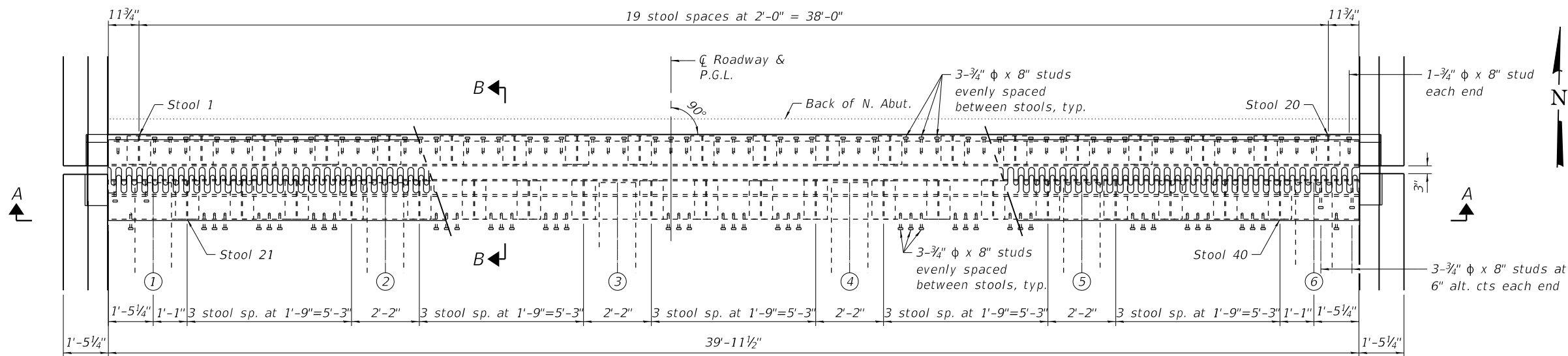
Item	Unit	Total
Preformed Joint Strip Seal	Foot	42

Notes:
 The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
 The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4 1/2" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.
 The manufacturer's recommended installation methods shall be followed.
 All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
 The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.
 Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.
 The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

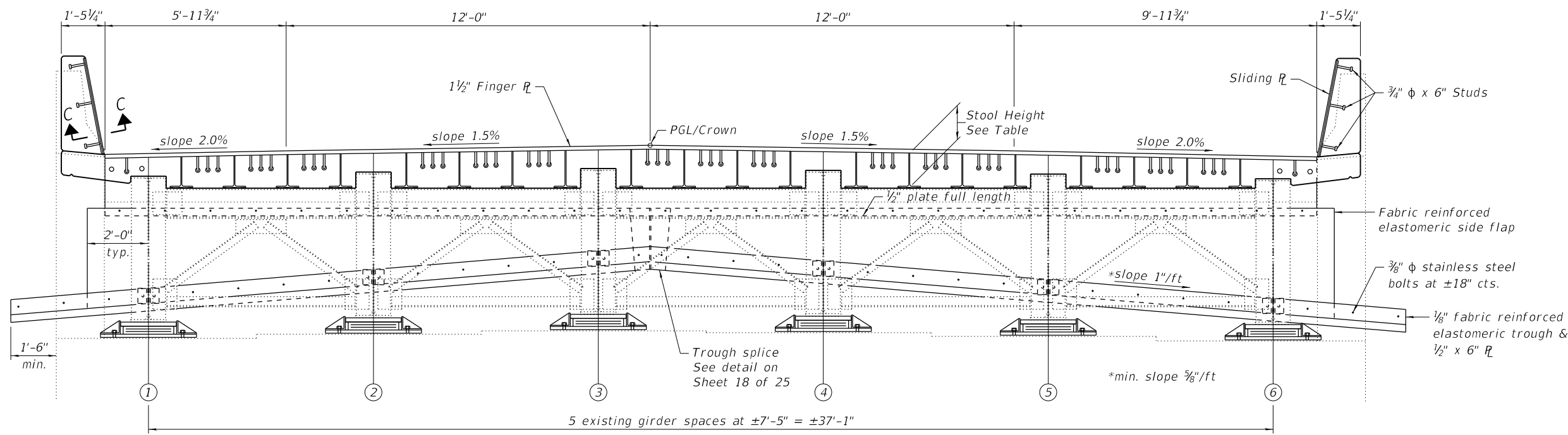
USER NAME = acb	DESIGNED - CMC	REVISED -
PLOT SCALE =	CHECKED - ACB	REVISED -
PLOT DATE = 1/28/2019	DRAWN - CMC	REVISED -
	DATE - 1/28/2019	REVISED -

F.A.I. RTE. 55	SECTION 2018-049-B	COUNTY WILL	TOTAL SHEETS 159	SHEET NO. 28
			CONTRACT NO. 62C98	
ILLINOIS FED. AID PROJECT				

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PLAN



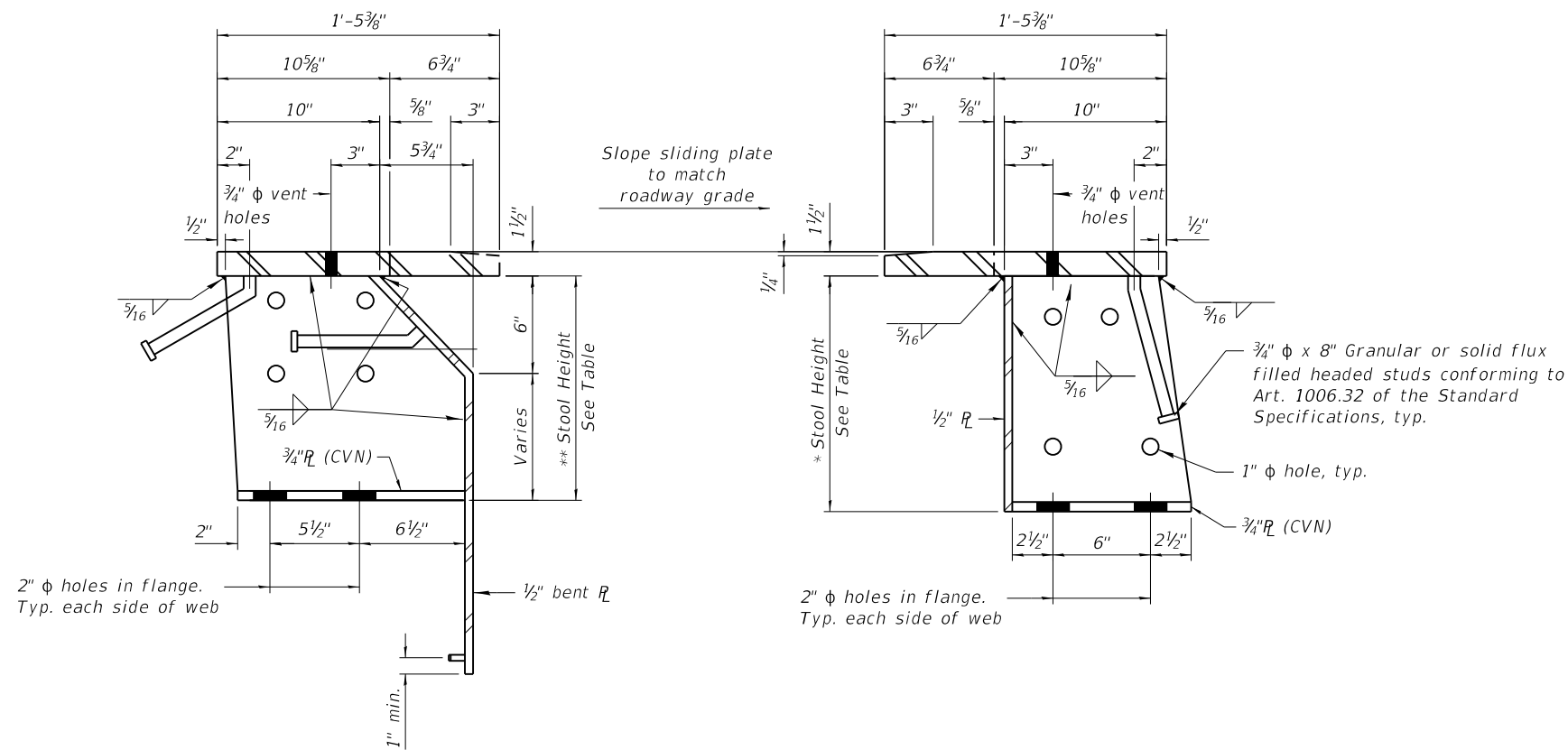
SECTION A-A

STOOL HEIGHT TABLE

Stool Mark	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Stool Height	1'-2 1/4"	1'-2 3/4"	1'-3 1/4"	1'-3 5/8"	1'-4"	1'-4 3/8"	1'-4 3/4"	1'-5 1/8"	1'-5 1/2"	1'-5 1/2"	1'-5 5/8"	1'-4 3/4"	1'-4 3/8"	1'-4"	1'-3 3/8"	1'-3 1/4"	1'-2 3/4"	1'-2 1/4"	1'-1 7/8"	1'-1 3/8"
Stool Mark	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Stool Height	1'-0 3/8"	1'-0 7/8"	1'-1 1/4"	1'-1 1/2"	1'-2"	1'-2 1/4"	1'-2 3/8"	1'-2 7/8"	1'-3 1/4"	1'-3 1/4"	1'-2 7/8"	1'-2 3/8"	1'-2 1/8"	1'-1 7/8"	1'-1 1/2"	1'-1 1/4"	1'-0 3/4"	1'-0 1/4"	11 7/8"	11 1/2"

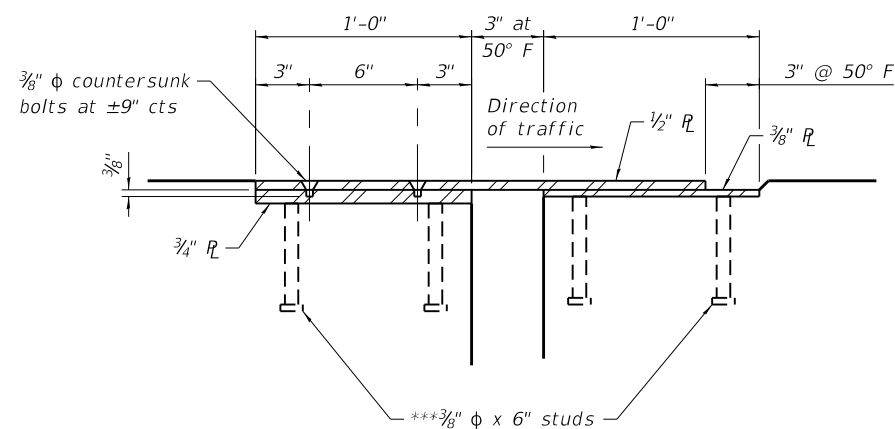
Notes:
 All components of the finger plate expansion joint shall be new, except as shown.
 Contractor shall field verify before ordering any new materials.
 Finger plate expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.
 For Section B-B, see Sheet 18 of 25.
 For Section C-C, see Sheet 19 of 25.

PRINT DATE: 1/28/2019 9:35:39 AM Z:\18039 IDOT I55 over BNSF\DN\Bridg\final\PlotSheets\099-0286-09-Finger Plate Expansion Joint.dgn



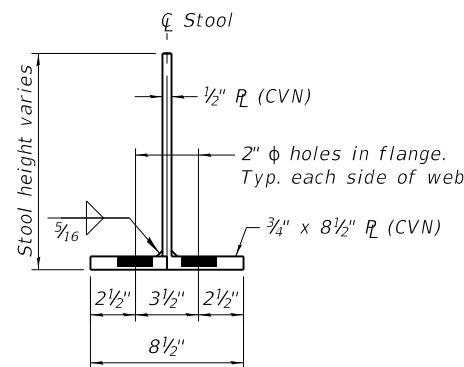
STOOL DETAILS

*Stool Height in table on Sheet 17 of 25 is taken at front face of Backwall
 **Stool Height in table on Sheet 17 of 25 is taken at ϕ Bearing

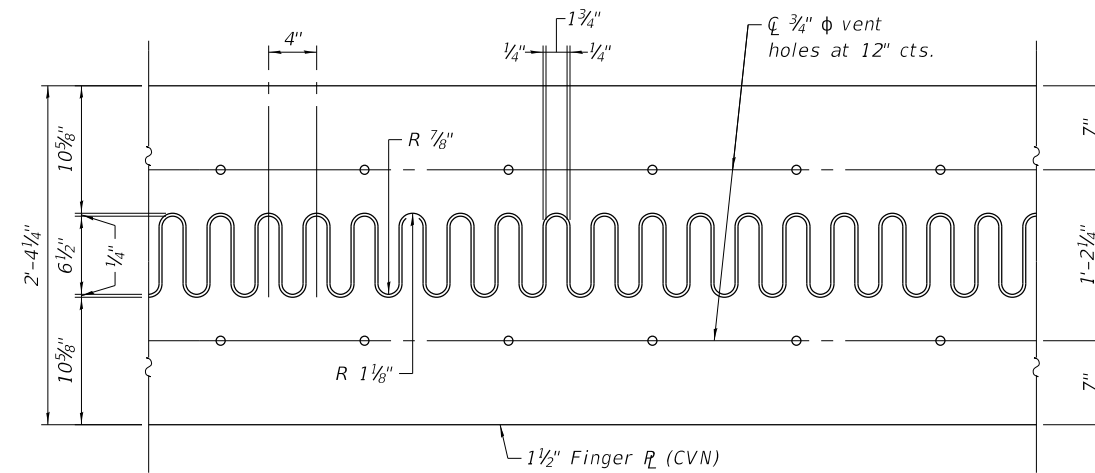


SECTION C-C

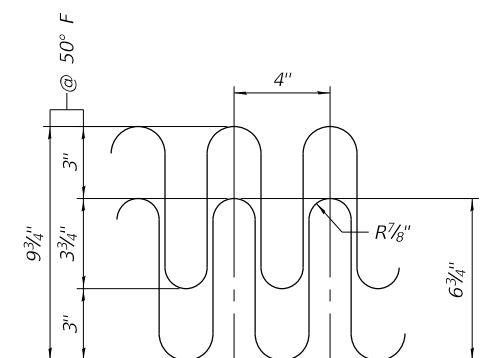
***Granular or solid flux filled headed studs conforming to Art. 1006.32 of the Std. Specifications.



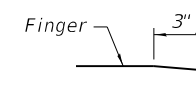
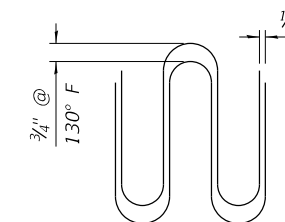
SECTION THRU STOOL



FLAME CUTTING DIAGRAM



JOINT OPENING AND GEOMETRY DETAIL

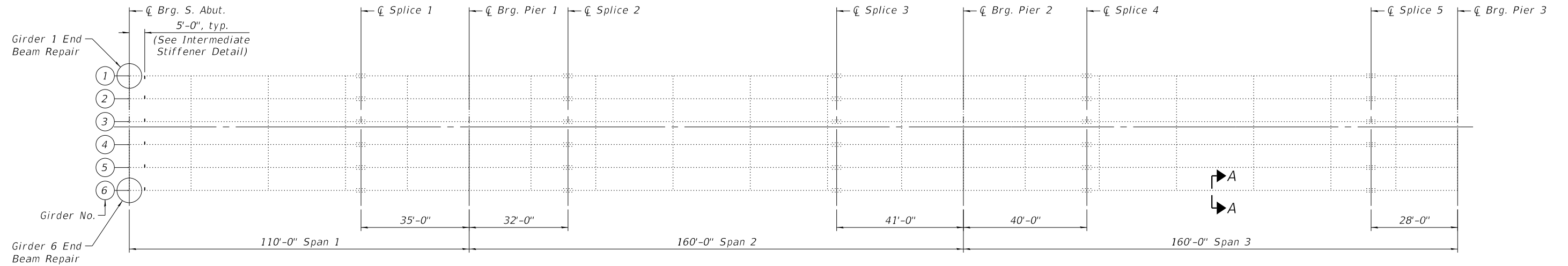
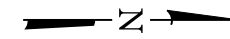


BEVEL DETAIL

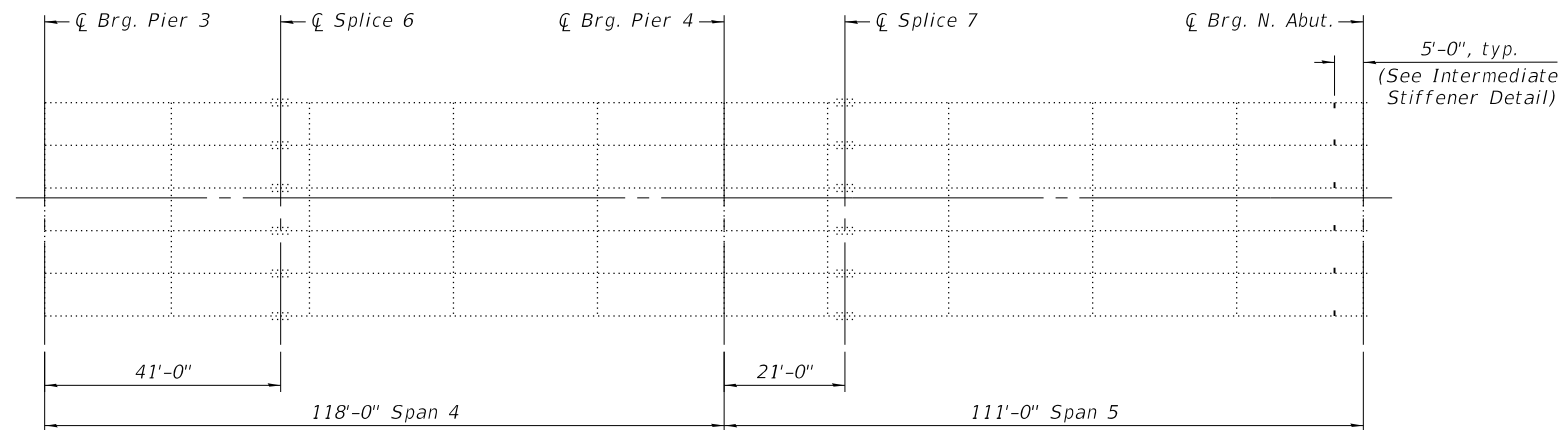
Notes:
 Sliding plates shall conform to the requirements of AASHTO M270, Grade 50.
 The cost of all new materials for finger plates, trough support brackets and elastomeric troughs shall be included in the cost of Finger Plate Expansion Joint, 4".
 All new steel components of the expansion joint including hardware associated with the trough system and sliding plates shall be galvanized after fabrication according to Section 520.03 of the Standard Specifications.
 "CVN" denotes Charpy V Notch impact energy requirements, zone 2.

BILL OF MATERIAL

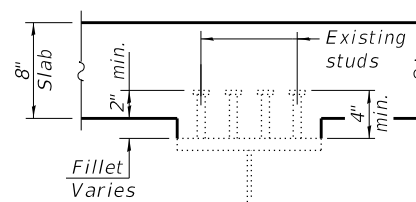
Item	Unit	Total
Finger Plate Expansion Joint, 4"	Foot	40



EXISTING FRAMING PLAN - SPANS 1 THRU 3

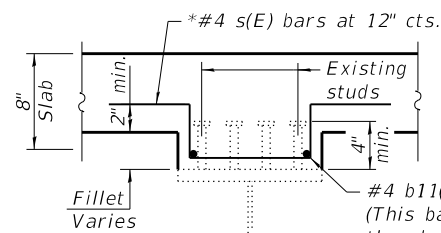


EXISTING FRAMING PLAN - SPANS 4 & 5



SECTION A-A

if studs extend 2" or more above bottom of deck



SECTION A-A

if studs do not extend 2" or more above bottom of deck

*Quantity of bars based on 536 bars per girder. Contractor shall verify number of required bars prior to ordering material.

#4 b11(E) bars, typ. (This bar may be placed inside the shear stud when minimum clearances cannot be satisfied).

Note: For Intermediate Stiffener Detail, see Sheet 21 of 25.

FILLET DETAILS

PRINT DATE: 1/28/2019 9:35:40 AM Z:\18039 IDOT 155 over BNSF\DGN\Bridg\final\Plotsheets\099-0286-020-Framing Plan.dgn

USER NAME = acb	DESIGNED - CMC	REVISED -
	CHECKED - ACB	REVISED -
PLOT SCALE =	DRAWN - CMC	REVISED -
PLOT DATE = 1/28/2019	DATE - 1/28/2019	REVISED -

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	32
CONTRACT NO. 62G98				

PRINT DATE: 1/28/2019 9:35:41AM Z:\18039 IDOT 155 over BNSF\DGN\Bridg\final\Plot\sheet\099-0286-021-Girder Moment and Reaction Tables.dgn

INTERIOR GIRDER MOMENT TABLE										
		0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.5 Sp. 3	Pier 3	0.5 Sp. 4	Pier 4	0.6 Sp. 5
<i>I_s</i>	(in ⁴)	26021	47270	26021	63086	26021	47270	26021	32104	26021
<i>I_c(n)</i>	(in ⁴)	64868	-	64868	-	64868	-	64868	-	64868
<i>I_c(3n)</i>	(in ⁴)	48649	-	48649	-	48649	-	48649	-	48649
<i>S_s</i>	(in ³)	966.0	1588.9	966.0	2076.9	966.0	1588.9	966.0	1102.3	966.0
<i>S_c(n)</i>	(in ³)	1312.3	-	1312.3	-	1312.3	-	1312.3	-	1312.3
<i>S_c(3n)</i>	(in ³)	1212.9	-	1212.9	-	1212.9	-	1212.9	-	1212.9
<i>Z</i>	(in ³)	939.0	-	939.0	-	939.0	-	939.0	-	939.0
<i>ρ</i>	(k/')	1.08	1.16	1.08	1.22	1.08	1.16	1.08	1.10	1.08
<i>M_ρ</i>	(k)	686	2163	903	2835	1019	1930	237	1337	1021
<i>s_ρ</i>	(k/')	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19
<i>M_{sρ}</i>	(k)	127	372	177	491	196	334	46	235	187
<i>M_l</i>	(k)	938	1384	1038	1649	1061	1381	829	974	927
<i>M_{IM}</i>	(k)	200	263	183	299	188	261	171	200	196
<i>⁵/₃ [M_l + I]</i>	(k)	1896	2745	2034	3246	2082	2737	1665	1957	1872
<i>M_a</i>	(k)	3522	6864	4048	8544	4286	6502	2533	4587	4003
* <i>M_u</i>	(k)	6192	-	6988	-	6988	-	6886	-	5869
<i>f_s ρ non-comp</i>	(ksi)	8.5	16.3	11.2	16.4	12.7	14.6	2.9	14.6	12.7
<i>f_s ρ (comp)</i>	(ksi)	1.3	2.8	1.7	2.8	1.9	2.5	0.5	2.6	1.8
<i>f_s ⁵/₃ [M_l + M_I]</i>	(ksi)	18.8	20.7	20.1	18.8	20.6	20.7	16.5	21.3	18.5
<i>f_s (Overload)</i>	(ksi)	28.5	39.9	33.1	38.0	35.2	37.8	19.9	38.4	33.0
** <i>f_s (Total)</i>	(ksi)	-	51.8	-	49.4	-	49.1	-	49.9	-
<i>VR</i>	(k)	62.4	-	58.2	-	58.9	-	59.0	-	58.1

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

INTERIOR GIRDER REACTION TABLE							
		S. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	N. Abut.
<i>R_ρ</i>	(k)	46.8	190.9	215.9	176.9	152.0	55.6
<i>R_l</i>	(k)	43.5	89.3	96.7	89.7	79.7	43.4
<i>R_I</i>	(k)	9.3	17.2	17.0	17.0	16.6	9.2
<i>R_{Total}</i>	(k)	99.5	297.3	329.6	283.6	248.3	108.2

* 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).

Z: Plastic Section Modulus of the steel section in non-composite areas (in³).

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

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

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

M_{sρ}: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).

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

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

M_a: Factored design moment (kip-ft.).
1.3 [M_ρ + M_{sρ} + ⁵/₃ (M_l + M_I)]

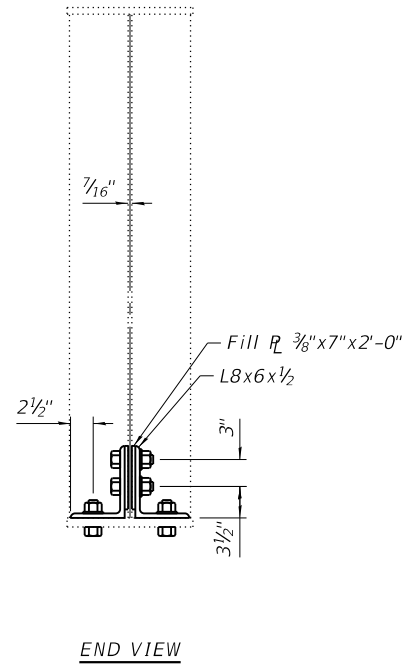
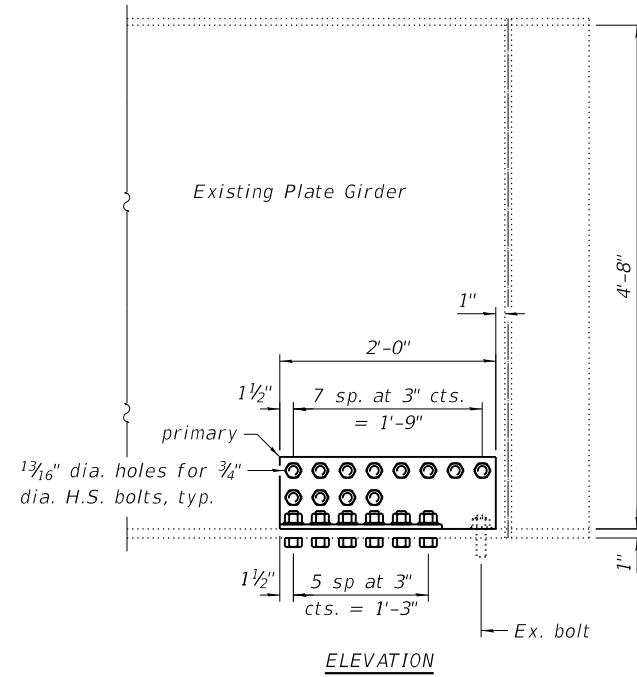
M_u: Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).

f_s (Overload): Sum of stresses as computed from the moments below (ksi).
M_ρ + M_{sρ} + ⁵/₃ (M_l + M_I)

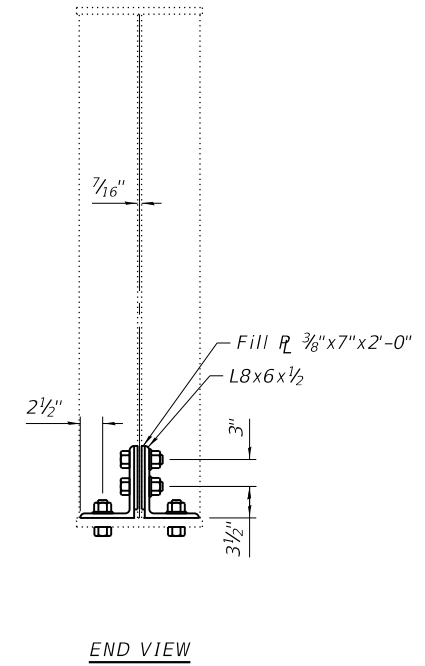
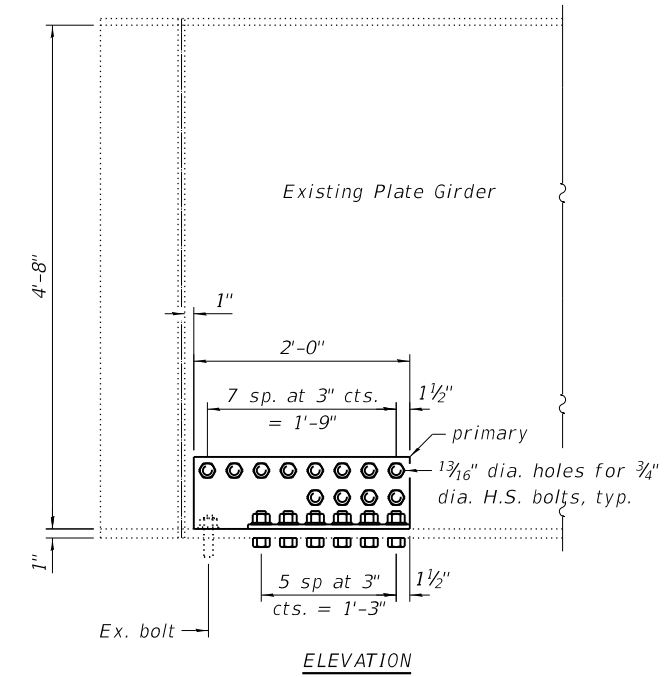
f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
1.3 [M_ρ + M_{sρ} + ⁵/₃ (M_l + M_I)]

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

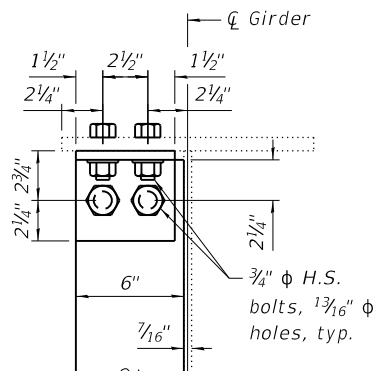
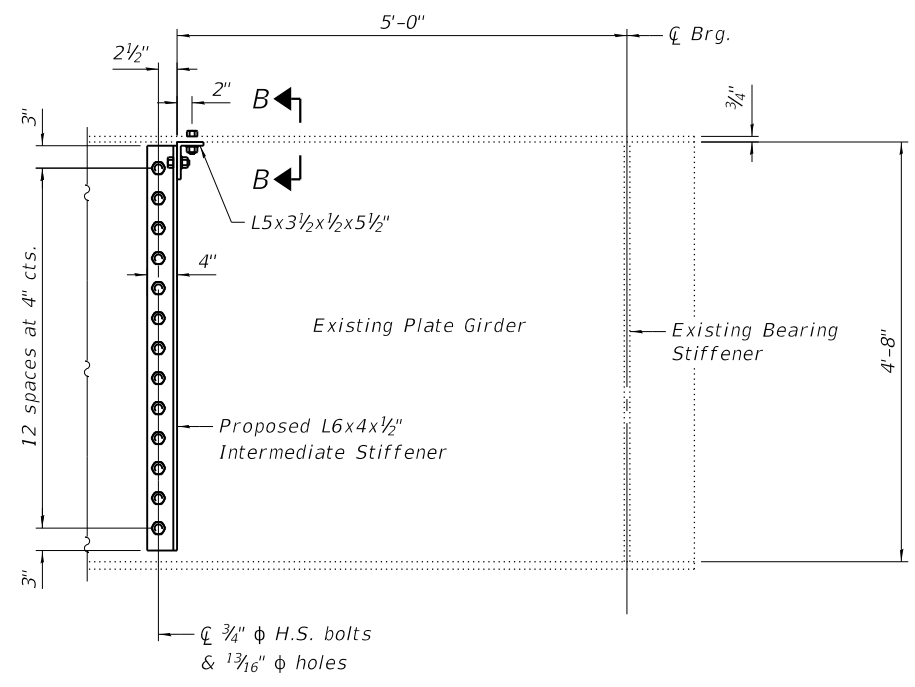
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GIRDER 1 END BEAM REPAIR
(at S. Abutment)



GIRDER 6 END BEAM REPAIR
(at S. Abutment)



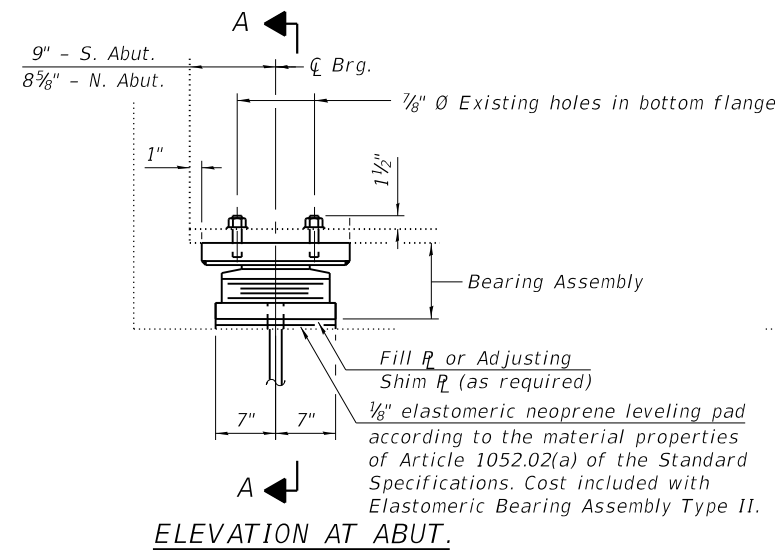
INTERMEDIATE STIFFENER DETAIL
(12 Locations)

Notes:
All structural steel shall be AASHTO M270 Grade 50.
The holes in the new plates and angles are to be shop drilled and the new plates and angles are to be used as templates to field drill the holes in the existing girder.
Cost of field drilling included with Structural Steel Repair.

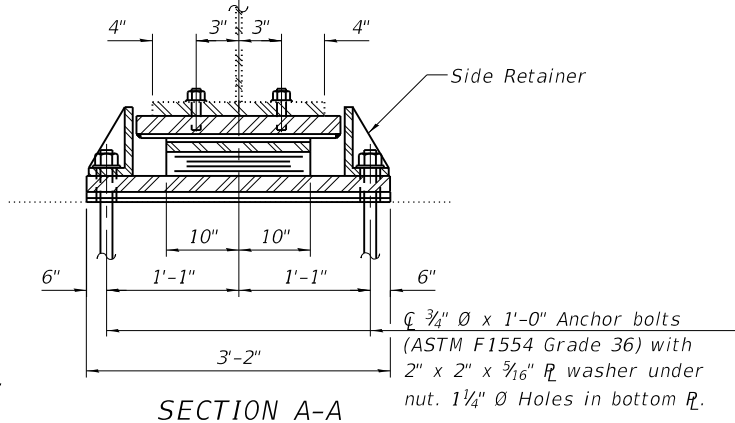
BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	1,340

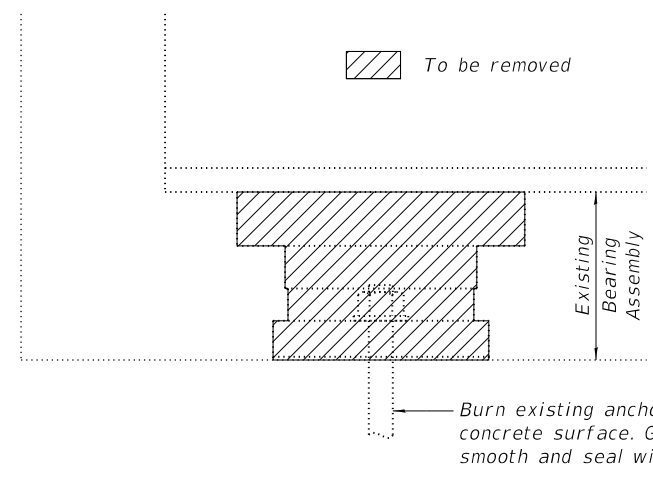
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ELEVATION AT ABUT.



SECTION A-A



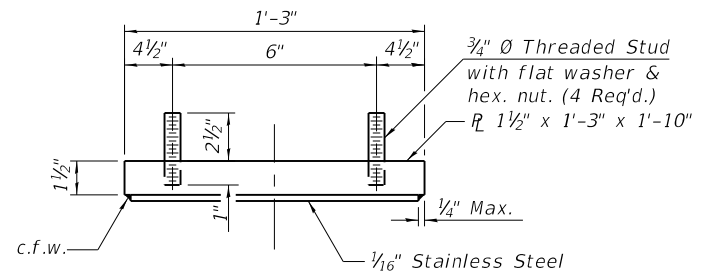
EXISTING BEARING REMOVAL DETAIL

Cost included with Jack and Remove Existing Bearings

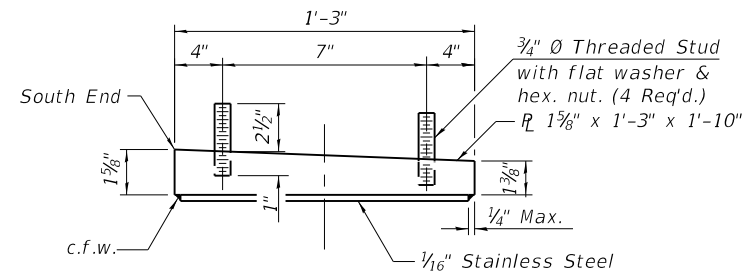
Procedure for Jacking and Removing Existing Bearings (At Abutments):

1. The Contractor shall submit, for approval by the Engineer, plans for jacking and removing the existing bearings at the abutments prior to commencing any work at the abutment bearings.
2. Jacking and removal of existing bearings shall be done after the existing deck is removed and prior to pouring of the new deck.
3. The maximum load reaction per girder (weight of steel only) at North and South Abutments is 13.4 kips. Minimum jack capacity is 21 kips.
4. The new bearings shall be in place and the jacks shall be lowered prior to pouring of the new deck.
5. Prior to ordering any material, the Contractor shall verify in the field all existing bearing heights and shim thickness dimensions.

TYPE II ELASTOMERIC EXP. BRG.



TOP BEARING ASSEMBLY - S. ABUTMENT

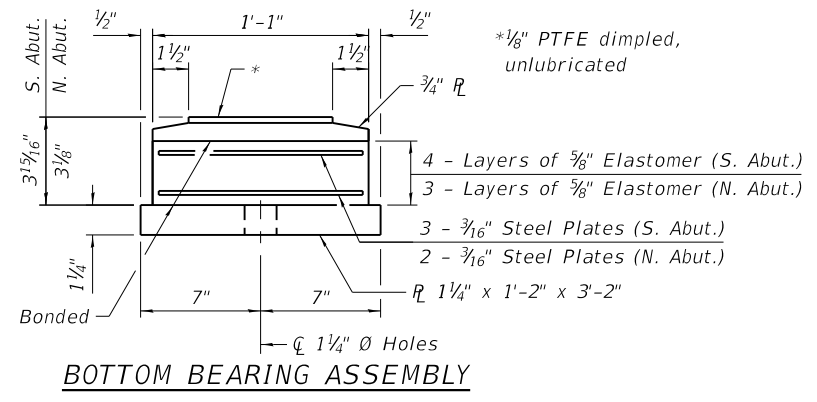


TOP BEARING ASSEMBLY - N. ABUTMENT

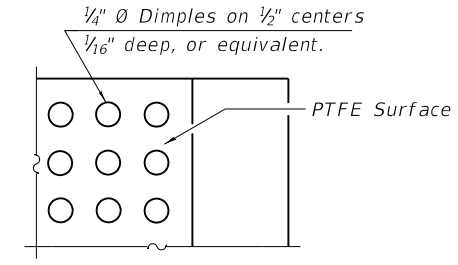
FILL PLATE THICKNESS

	S. Abut.	N. Abut.
Girder 1	0"	3/8"
Girder 2	1/4"	1/2"
Girder 3	0"	3/4"
Girder 4	1/4"	5/8"
Girder 5	3/8"	3/4"
Girder 6	1/4"	3/4"

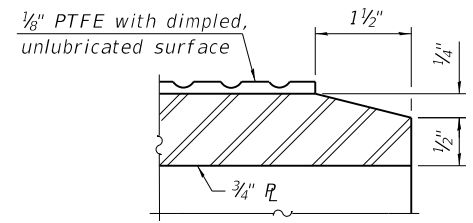
Notes:
 The structural steel plates of the Bearing Assemblies shall conform to the requirements of AASHTO M270 Grade 50.
 Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.



BOTTOM BEARING ASSEMBLY



PLAN-PTFE SURFACE



SECTION THRU PTFE

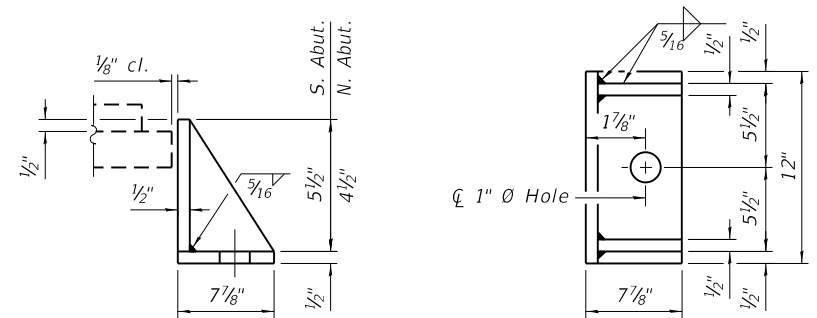
Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.
 The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

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

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

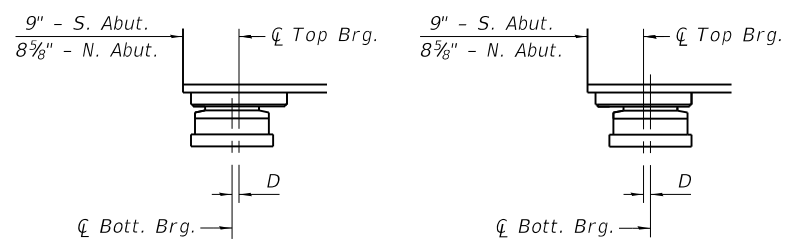
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.



SIDE RETAINER

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



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

ABOVE 50°F.

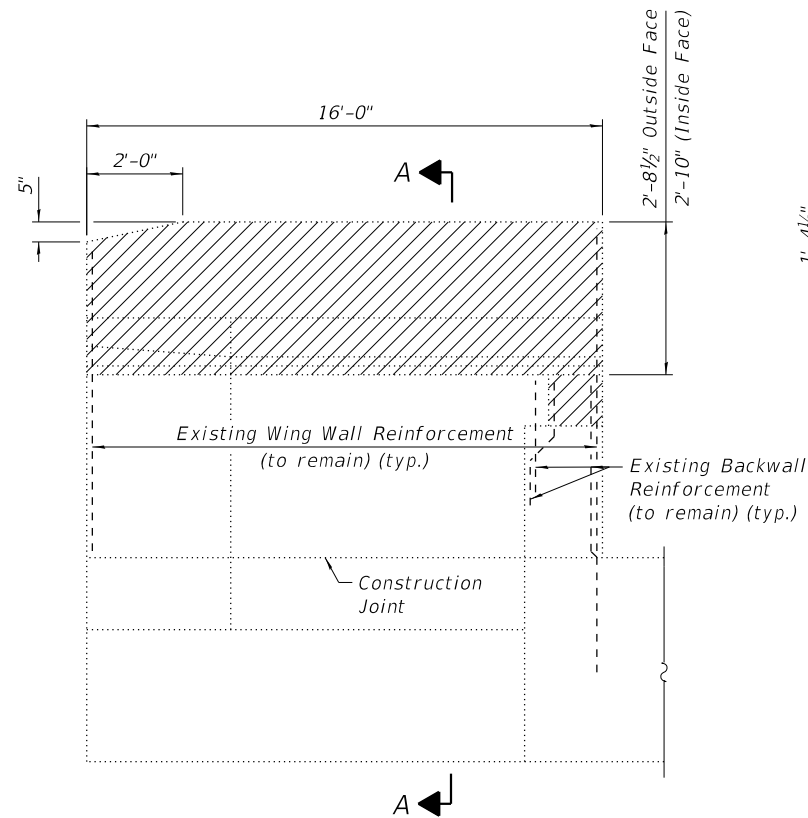
EXPANSION BEARING ORIENTATION

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

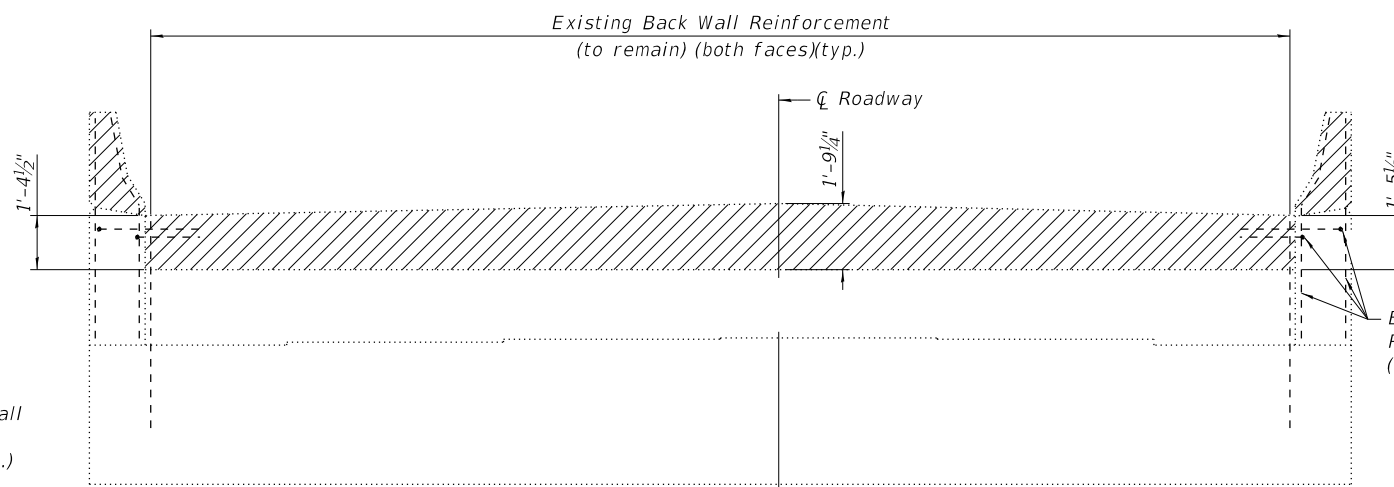
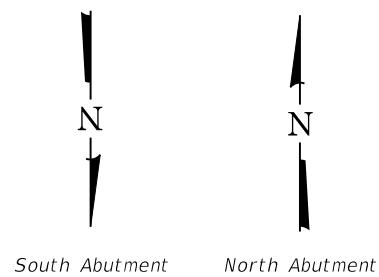
BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type II	Each	12
Anchor Bolts, 3/4"	Each	24
Jack and Remove Existing Bearings	Each	12

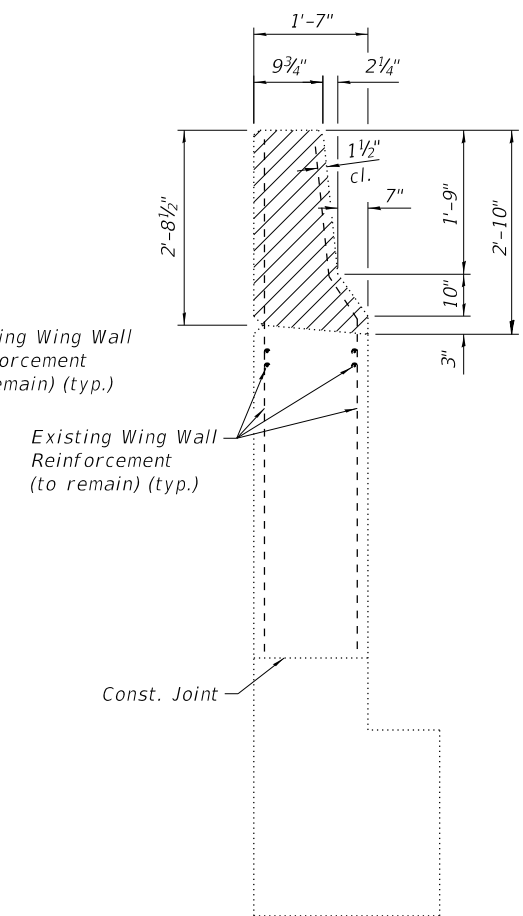
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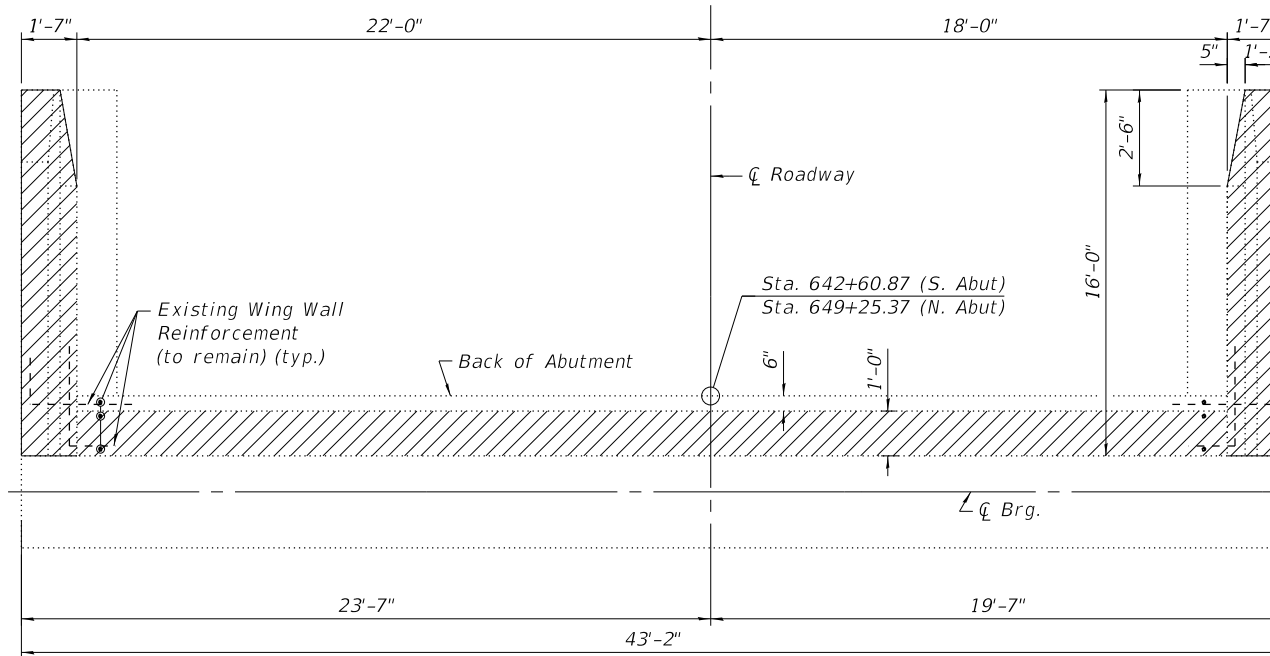
WING WALL ELEVATION
Typical for all Wing Walls



ELEVATION



SECTION A-A



TOP VIEW

South Abutment shown, North Abutment similar.

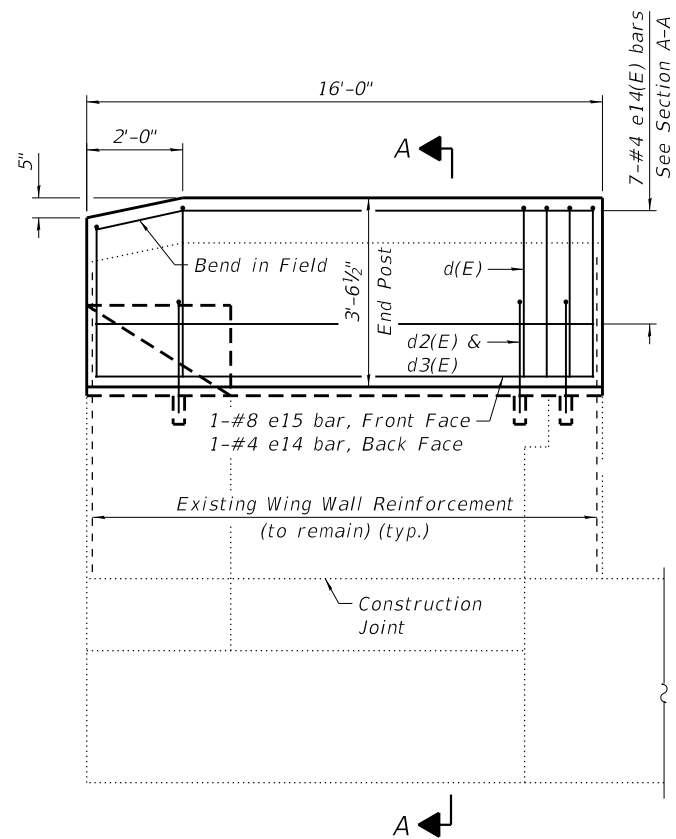
BILL OF MATERIAL

ITEM	UNIT	QTY
Concrete Removal	Cu. Yd.	11.6

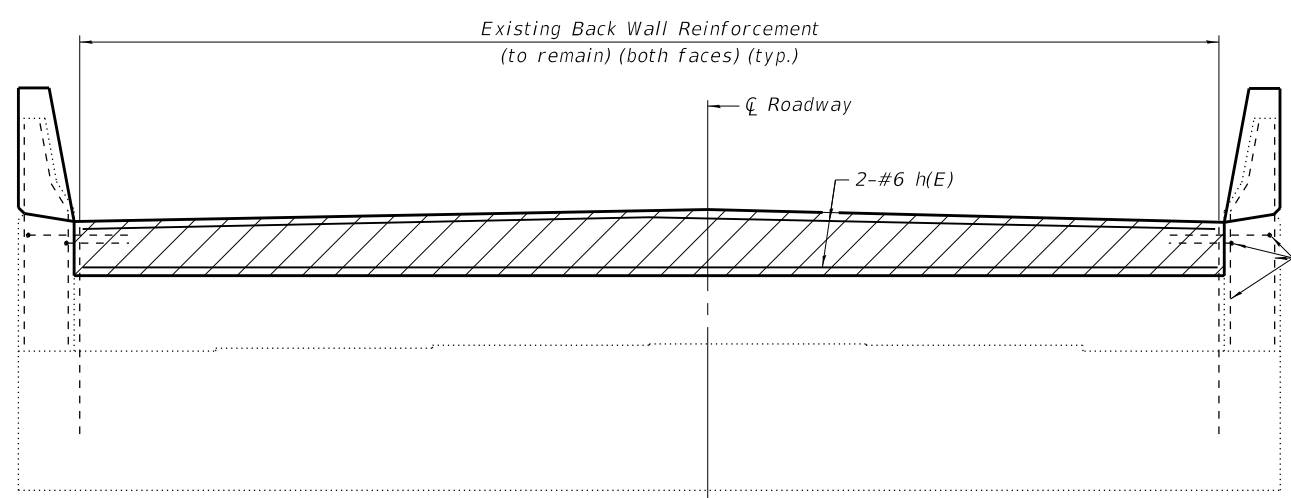
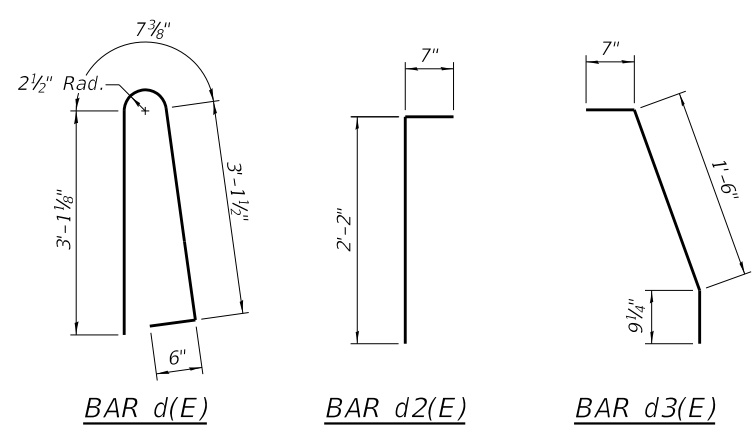
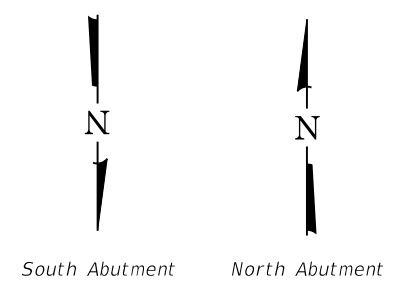
Note:

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 incidental to "Concrete Removal".

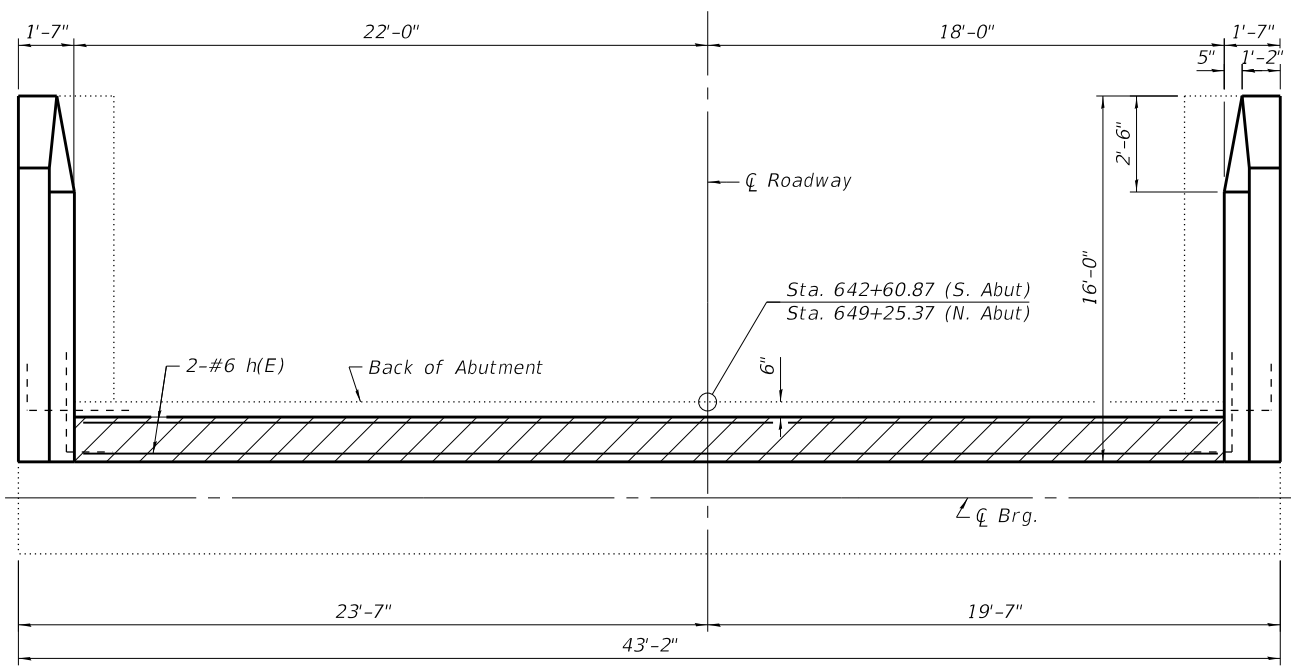
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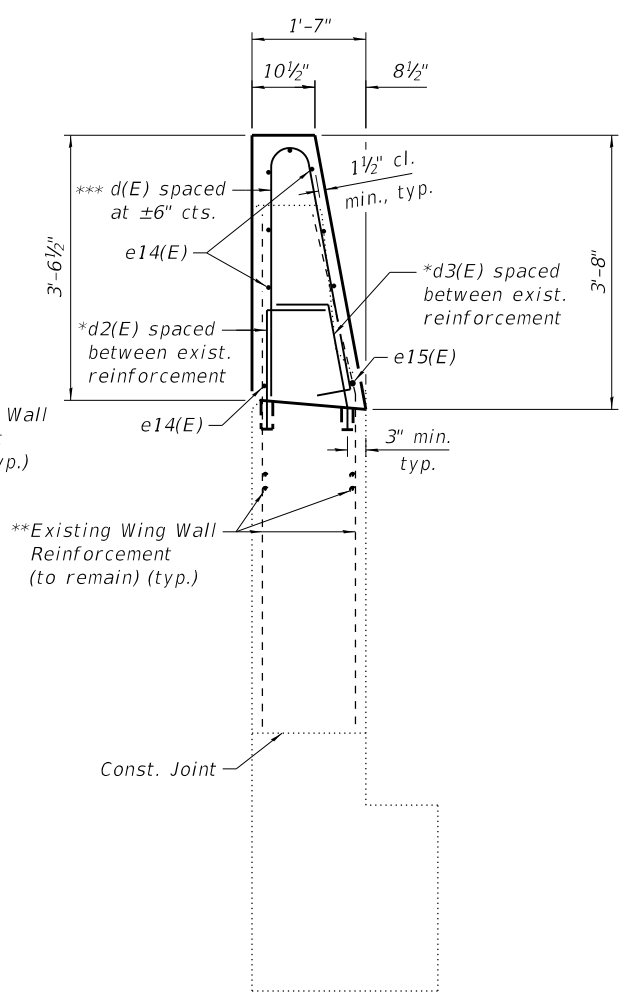
WING WALL ELEVATION
Typical for all Wing Walls



ELEVATION



TOP VIEW
South Abutment shown, North Abutment similar.



SECTION A-A

- *Epoxy grout #5 d2(E) & d3(E) bars in 9" min. drilled holes according to Section 584 of the Standard Specifications.
- **Bend existing interior vertical reinforcement to be parallel to inside face of new parapet.
- ***Lap with either d2(E) & d3(E) bars or existing vertical reinforcement.

**TWO ABUTMENTS
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	8	#6	39'-8"	—
d(E)	128	#5	7'-4"	U
d2(E)	68	#5	2'-9"	┌
d3(E)	68	#5	2'-11"	└
e14(E)	32	#4	15'-8"	—
e15(E)	4	#8	15'-8"	—
Reinforcement Bars, Epoxy Coated			Pound	2,360

Quantity of concrete in end post included with Concrete Superstructure on sheet 14 of 25.
Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure on sheet 11 of 25.

Benchmark: Southeast bolt of east post on "Exit 241, 1 Mile" sign, Elev. 525.17.

Existing Structure: S.N. 099-0005 originally built in 1956 as F.A. Rte. 77, Section 87-B-1 at Station 1439+24 and reconstructed in 1993 as F.A.I. Rt. 55, Section 87(A, B-1&2, VB&VB-1)R at Station 648+62.79. Structure consists of a three span steel W36 beam superstructure supported by pile bent abutments founded on steel H-piles and concrete wall piers founded on spread footings. 177'-8" back-to-back abutments. 43'-2" out-to-out deck.

Concrete deck and approach slabs to be removed and replaced. The structure will not be stage constructed.

Traffic shifted using crossovers to adjacent S.N. 099-0286 will be used to maintain traffic.

No salvage.

SCOPE OF WORK

1. Remove existing concrete deck, parapets, approach slabs, and expansion joints.
2. Remove tops of abutment backwalls and wingwall stems.
3. Install shear studs on existing steel beams.
4. Construct wingwalls.
5. Construct concrete deck, semi-integral diaphragms, parapets, and approach slabs.

LOADING HS20-44 & ALT (New Const.)
No allowance for future wearing surface

DESIGN SPECIFICATIONS
2002 AASHTO Standard Specifications
for Highway Bridges, 17th Edition

DESIGN STRESSES

- FIELD UNITS (New Const.)**
- $f'_c = 3,500$ psi
 - $f'_c = 4,000$ psi (Superstructure)
 - $f_y = 60,000$ psi (Reinforcement)
 - $f_y = 50,000$ psi (M270 Grade 50)
- FIELD UNITS (Existing Const.)**
- $f'_c = 3,500$ psi (Superstructure)
 - $f'_c = 3,500$ psi (Piers)
 - $f'_c = 2,500$ psi (Abutments)
 - $f_y = 60,000$ psi (Reinforcement)
 - $f_y = 50,000$ psi (M270 Grade 50)

SEISMIC DATA

Seismic Performance Category (SPC) = A
Horizontal Bedrock Acceleration Coefficient (A) = 0.040g
Site Coefficient (S) = 1.0

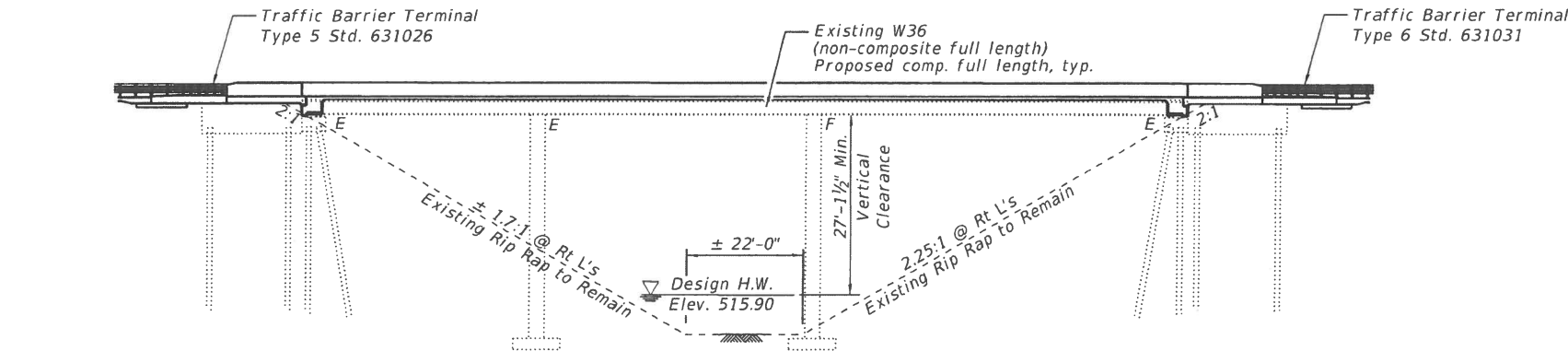
DESIGN SCOUR ELEVATION TABLE

Event / Limit	Design Scour Elevations (ft.)		
	Pier 1	Pier 2	Item 113
Q100	504.90	504.90	5
Q200	504.90	504.90	
Design	504.90	504.90	
Check	504.90	504.90	

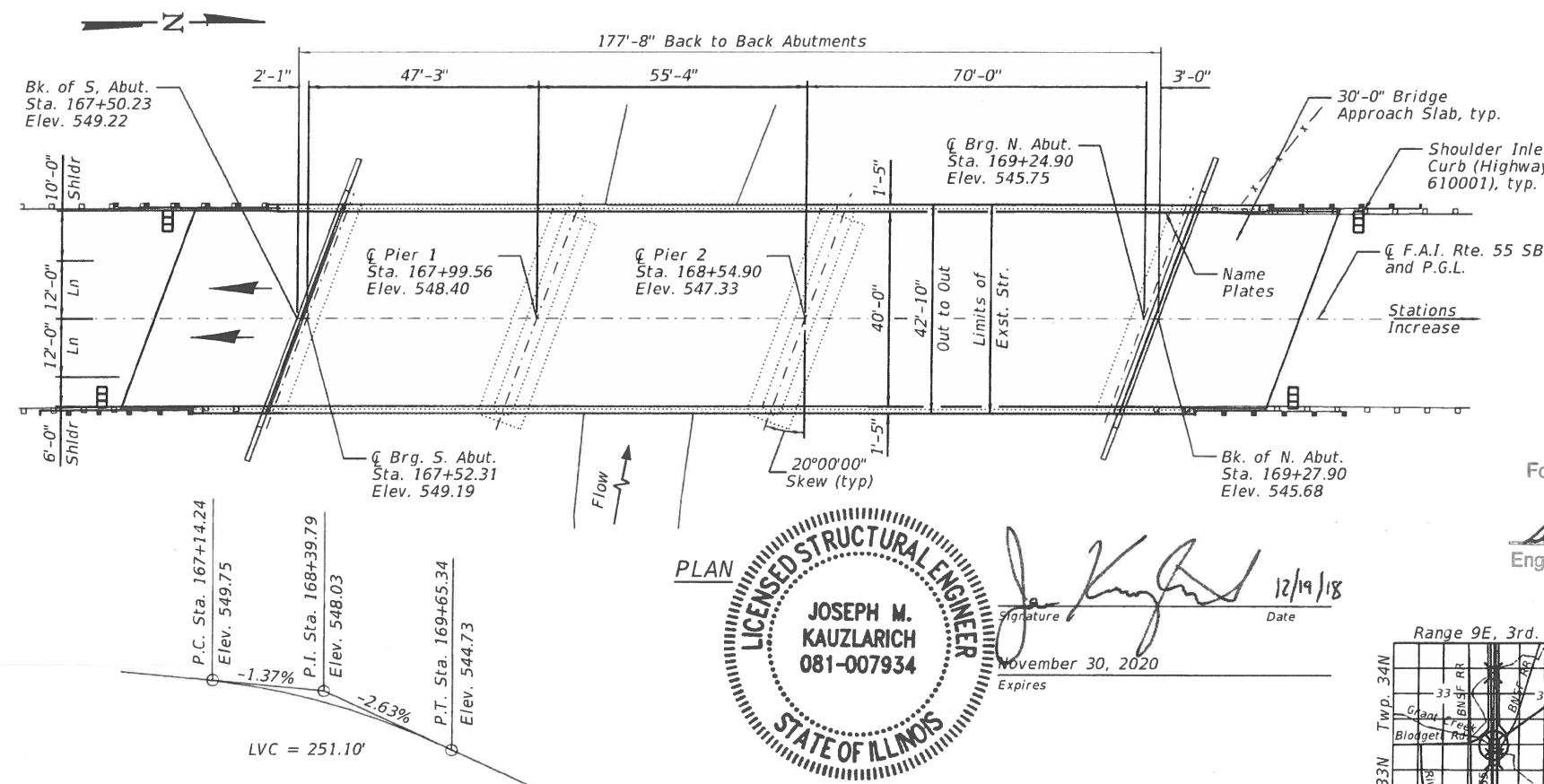
WATERWAY INFORMATION

Drainage Area = 7.3 sq. mi. Low Grade Elev. 533.6 @ Sta. 655+00

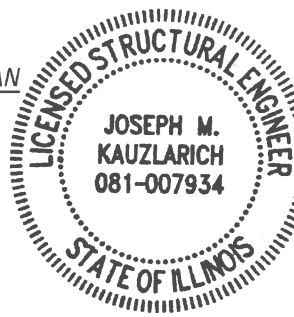
Flood	Freq. Yr.	Q C.F.S.	Opening Ft.		Head - Ft.		Headwater El.		
			Exist.	Prop.	H.W.E. Exist.	H.W.E. Prop.	Exist.	Prop.	
Design	50	1294	353	353	515.9	0.0	0.0	515.9	515.9
Base	100	1488	389	389	516.5	0.0	0.0	516.5	516.5
Overtopping	-	-	-	-	-	-	-	-	-
Max. Calc.	500	1938	469	469	517.8	0.0	0.0	517.8	517.8



ELEVATION



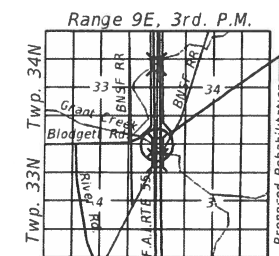
PLAN



Signature: *Joseph M. Kauzlarich*
Date: 12/19/18
Expires: November 30, 2020

APPROVED
For Structural Adequacy Only

Dr. Carl Ruppberg
Engineer of Bridges & Structures



LOCATION SKETCH

STATION 168+39.79
RE-BUILT BY
STATE OF ILLINOIS
F.A.I. RT. 55 SEC. 2018-049-B
LOADING HS20 & ALT
STRUCTURE NO. 099-0005

NAME PLATE

See Std. 515001
Existing name plate shall be cleaned and relocated next to new Name Plate.
Cost included with Name Plates.

GENERAL PLAN & ELEVATION
I-55 SB OVER GRANT CREEK
F.A.I. RTE. 55 - SEC. 2018-049-B

WILL COUNTY
STATION 168+39.79
STRUCTURE NO. 099-0005

PROFILE GRADE

(along C F.A.I. Rte. 55 SB)

The profile grade shows the final elevations after grinding

Up to 1/4" may be ground off the bridge deck, the bridge approach slabs, and the pavement connectors.

Michael Baker INTERNATIONAL
200 W Adams St., Chicago, IL 60606
Phone: (312) 575-3900 • MBAKERINTL.COM

USER NAME = Joseph.Kauzlarich	DESIGNED - JMK	REVISED -
PLOT SCALE =	DRAWN - DCL	REVISED -
PLOT DATE = 12/19/2018	CHECKED - DFM	REVISED -
	DATE - 8/22/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 099-0005

SHEET 1 OF 20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	38
			CONTRACT NO. 62G98	
ILLINOIS FED. AID PROJECT				

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GENERAL NOTES:

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

Reinforcement bars designated (E) shall be epoxy coated.

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

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

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

Plan dimensions and details relative to existing 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.

Slipforming of the parapets is not allowed.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.		35	35
Removal of Existing Concrete Deck No. 2	Each	1		1
Structure Excavation	Cu. Yd.		72	72
Concrete Structures	Cu. Yd.	35		35
Concrete Superstructure	Cu. Yd.	307		307
Protective Coat	Sq. Yd.	1,242		1,242
Concrete Superstructure (Approach Slab)	Cu. Yd.	120		120
Stud Shear Connectors	Each	4,806		4,806
Reinforcement Bars, Epoxy Coated	Pound	115,420	1,740	117,160
Name Plates	Each	1		1
Geocomposite Wall Drain	Sq. Yd.		104	104
Pipe Underdrains for Structures, 4"	Foot		162	162
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	1,051		1,051
Granular Backfill for Structures	Cu. Yd.		142	142
Diamond Grinding (Bridge Section)	Sq. Yd.	947		947

INDEX OF DRAWINGS

- 1 General Plan & Elevation
- 2 General Notes & Bill of Material
- 3 Removal Details
- 4 Top of Slab Elevations 1 of 2
- 5 Top of Slab Elevations 2 of 2
- 6 Top of S. Approach Slab Elevations
- 7 Top of N. Approach Slab Elevations
- 8 Deck Plan & Cross Section
- 9 Parapet Elevations
- 10 Parapet Sections
- 11 Semi-Integral Abutment Diaphragm Details
- 12 Bridge Approach Slab Details 1 of 2
- 13 Bridge Approach Slab Details 2 of 2
- 14 Framing Plan & Elevation 1 of 2
- 15 Framing Plan & Elevation 2 of 2
- 16 Abutment & Wingwall Removal Details 1 of 2
- 17 Abutment & Wingwall Removal Details 2 of 2
- 18 Wingwall Details 1 of 2
- 19 Wingwall Details 2 of 2
- 20 Substructure Details

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INTERNATIONAL
 200 W Adams St., Chicago, IL 60606
 Phone: (312) 675-3900 • MBAKERINTL.COM

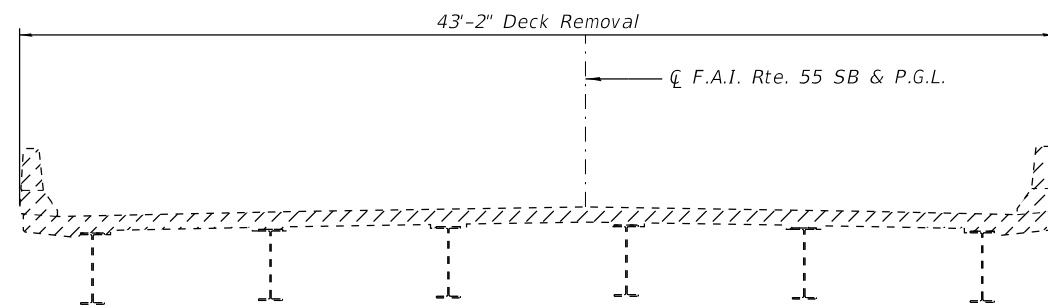
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	DRAWN - DCL	REVISED -
PLOT SCALE =	CHECKED - DFM	REVISED -
PLOT DATE = 12/13/2018	DATE - 8/22/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

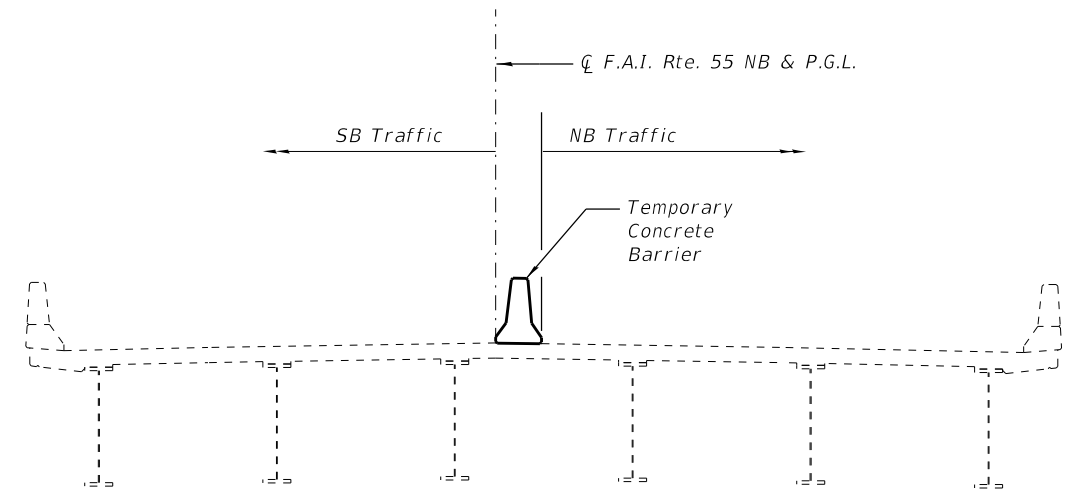
GENERAL NOTES & BILL OF MATERIAL
STRUCTURE NO. 099-0005

SHEET 2 OF 20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62G98				
		ILLINOIS	FED. AID PROJECT	

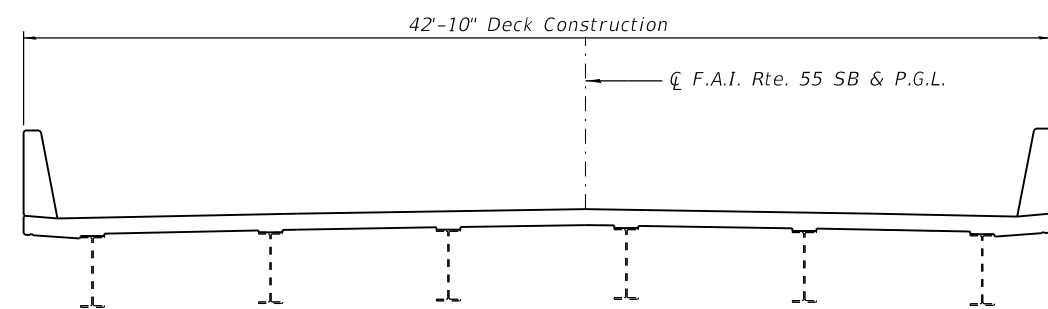


S.N. 099-0005

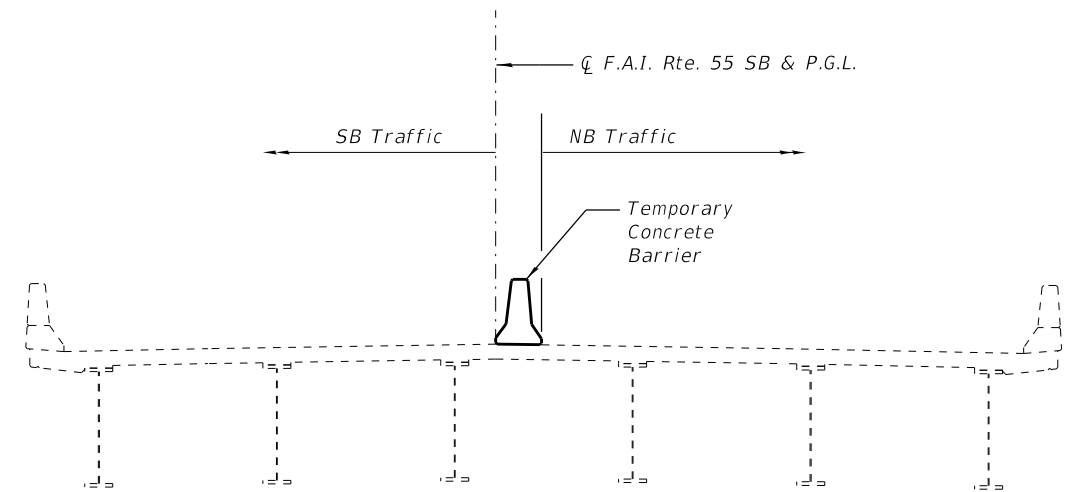


S.N. 099-0286

REMOVAL
(Looking North)



S.N. 099-0005



S.N. 099-0286

CONSTRUCTION
(Looking North)

Notes:

1. Traffic shifted using crossovers to adjacent S.N. 099-0286 will be used to maintain traffic. This structure will not be stage constructed.
2. Hatched area indicates Removal of Existing Concrete Deck.
3. Removal of existing bridge parapet is included with Removal of Existing Concrete Deck.

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 PROJECT: \\mbakercorp.com\projects\CHicago\Office\DOT_PTB_18-017\Work Order 061Task 1.2_099-0005 Final Design\CAD_Sheets\10990005-SHT-REMOVALS.dgn

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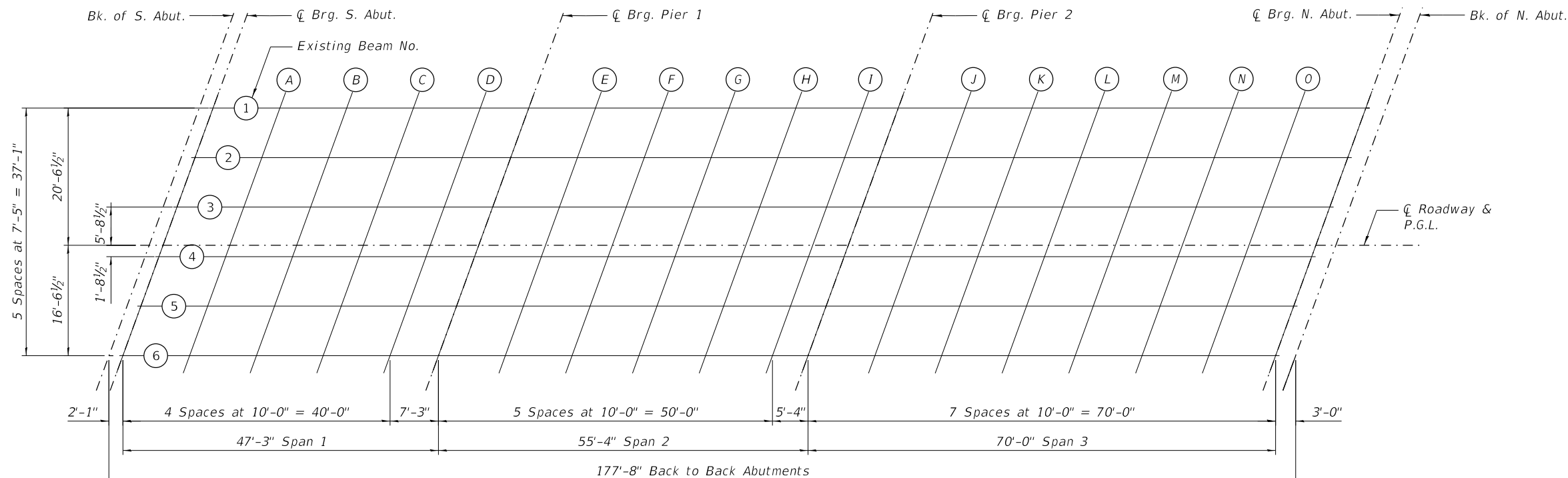
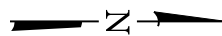
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PLOT SCALE =	DRAWN - THM	REVISED -
PLOT DATE = 12/13/2018	CHECKED - DFM	REVISED -
	DATE - 8/22/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

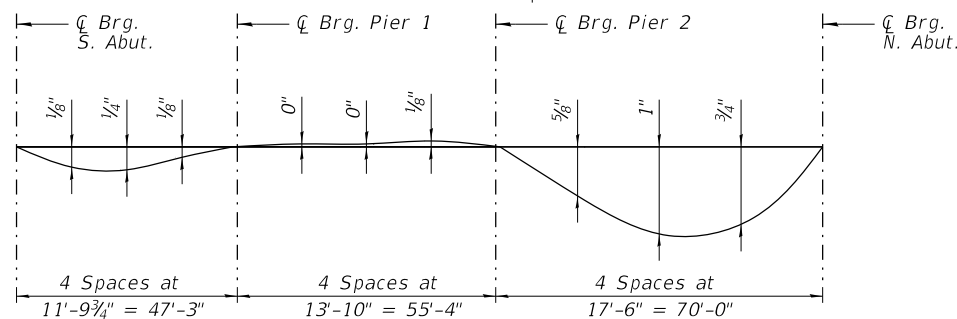
**REMOVAL DETAILS
STRUCTURE NO. 099-0005**

SHEET 3 OF 20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	40
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



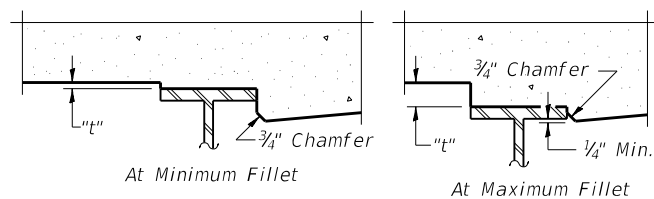
PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes Weight of Concrete Only)

Note: The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown here and on sheet 5 of 20.



FILLET HEIGHTS

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 here and on sheet 5 of 20, minus 8 1/4" slab thickness, 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 below. For grinding the deck, see Special Provisions.

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. of S. Abut.	167+57.71	-20.54	548.76	548.78
CL Brg. S. Abut.	167+59.80	-20.54	548.72	548.74
A	167+69.80	-20.54	548.56	548.59
B	167+79.80	-20.54	548.39	548.43
C	167+89.80	-20.54	548.22	548.26
D	167+99.80	-20.54	548.04	548.07
CL Brg. Pier 1	168+07.05	-20.54	547.91	547.93
E	168+17.05	-20.54	547.73	547.75
F	168+27.05	-20.54	547.53	547.56
G	168+37.05	-20.54	547.34	547.36
H	168+47.05	-20.54	547.14	547.15
I	168+57.05	-20.54	546.93	546.95
CL Brg. Pier 2	168+62.38	-20.54	546.82	546.84
J	168+72.38	-20.54	546.61	546.65
K	168+82.38	-20.54	546.39	546.46
L	168+92.38	-20.54	546.16	546.26
M	169+02.38	-20.54	545.93	546.03
N	169+12.38	-20.54	545.70	545.79
O	169+22.38	-20.54	545.46	545.52
CL Brg. N. Abut.	169+32.38	-20.54	545.22	545.24
Bk. of N. Abut.	169+35.38	-20.54	545.14	545.16

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. of S. Abut.	167+55.01	-13.13	548.95	548.97
CL Brg. S. Abut.	167+57.10	-13.13	548.91	548.94
A	167+67.10	-13.13	548.75	548.79
B	167+77.10	-13.13	548.59	548.63
C	167+87.10	-13.13	548.42	548.45
D	167+97.10	-13.13	548.24	548.27
CL Brg. Pier 1	168+04.35	-13.13	548.11	548.13
E	168+14.35	-13.13	547.92	547.94
F	168+24.35	-13.13	547.73	547.76
G	168+34.35	-13.13	547.54	547.56
H	168+44.35	-13.13	547.34	547.36
I	168+54.35	-13.13	547.14	547.15
CL Brg. Pier 2	168+59.68	-13.13	547.02	547.05
J	168+69.68	-13.13	546.81	546.86
K	168+79.68	-13.13	546.59	546.67
L	168+89.68	-13.13	546.37	546.47
M	168+99.68	-13.13	546.14	546.24
N	169+09.68	-13.13	545.91	546.00
O	169+19.68	-13.13	545.67	545.73
CL Brg. N. Abut.	169+29.68	-13.13	545.43	545.45
Bk. of N. Abut.	169+32.68	-13.13	545.36	545.38

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS 1 OF 2
STRUCTURE NO. 099-0005

SHEET 4 OF 20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	41
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

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INTERNATIONAL
200 W Adams St., Chicago, IL 60606
Phone: (312) 675-3900 • M\BAKER\INTL.COM

USER NAME = Joseph.Kauzlarich	DESIGNED - JMK	REVISED -
PLOT SCALE =	DRAWN - THM	REVISED -
PLOT DATE = 12/13/2018	CHECKED - YC	REVISED -
	DATE - 8/22/2018	REVISED -

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. of S. Abut.	167+52.31	-5.71	549.11	549.13
CL Brg. S. Abut.	167+54.40	-5.71	549.07	549.09
A	167+64.40	-5.71	548.91	548.95
B	167+74.40	-5.71	548.75	548.79
C	167+84.40	-5.71	548.58	548.62
D	167+94.40	-5.71	548.41	548.43
CL Brg. Pier 1	168+01.65	-5.71	548.28	548.30
E	168+11.65	-5.71	548.09	548.11
F	168+21.65	-5.71	547.90	547.92
G	168+31.65	-5.71	547.71	547.73
H	168+41.65	-5.71	547.51	547.53
I	168+51.65	-5.71	547.31	547.32
CL Brg. Pier 2	168+56.98	-5.71	547.20	547.22
J	168+66.98	-5.71	546.99	547.03
K	168+76.98	-5.71	546.77	546.84
L	168+86.98	-5.71	546.55	546.64
M	168+96.98	-5.71	546.32	546.42
N	169+06.98	-5.71	546.09	546.18
O	169+16.98	-5.71	545.86	545.92
CL Brg. N. Abut.	169+26.98	-5.71	545.61	545.64
Bk. of N. Abut.	169+29.98	-5.71	545.54	545.56

CL ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. of S. Abut.	167+50.23	0.00	549.22	549.25
CL Brg. S. Abut.	167+52.32	0.00	549.19	549.21
A	167+62.32	0.00	549.03	549.07
B	167+72.32	0.00	548.87	548.91
C	167+82.32	0.00	548.70	548.74
D	167+92.32	0.00	548.53	548.55
CL Brg. Pier 1	167+99.57	0.00	548.40	548.42
E	168+09.57	0.00	548.22	548.24
F	168+19.57	0.00	548.03	548.05
G	168+29.57	0.00	547.84	547.86
H	168+39.57	0.00	547.64	547.65
I	168+49.57	0.00	547.44	547.45
CL Brg. Pier 2	168+54.90	0.00	547.33	547.35
J	168+64.90	0.00	547.12	547.16
K	168+74.90	0.00	546.90	546.98
L	168+84.90	0.00	546.68	546.78
M	168+94.90	0.00	546.46	546.56
N	169+04.90	0.00	546.23	546.31
O	169+14.90	0.00	545.99	546.05
CL Brg. N. Abut.	169+24.90	0.00	545.75	545.77
Bk. of N. Abut.	169+27.90	0.00	545.68	545.70

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. of S. Abut.	167+49.61	1.71	549.21	549.23
CL Brg. S. Abut.	167+51.70	1.71	549.18	549.20
A	167+61.70	1.71	549.02	549.05
B	167+71.70	1.71	548.85	548.89
C	167+81.70	1.71	548.69	548.72
D	167+91.70	1.71	548.51	548.54
CL Brg. Pier 1	167+98.95	1.71	548.38	548.40
E	168+08.95	1.71	548.20	548.22
F	168+18.95	1.71	548.01	548.04
G	168+28.95	1.71	547.82	547.84
H	168+38.95	1.71	547.63	547.64
I	168+48.95	1.71	547.42	547.44
CL Brg. Pier 2	168+54.28	1.71	547.31	547.33
J	168+64.28	1.71	547.10	547.15
K	168+74.28	1.71	546.89	546.96
L	168+84.28	1.71	546.67	546.76
M	168+94.28	1.71	546.44	546.55
N	169+04.28	1.71	546.21	546.30
O	169+14.28	1.71	545.98	546.04
CL Brg. N. Abut.	169+24.28	1.71	545.74	545.76
Bk. of N. Abut.	169+27.28	1.71	545.67	545.69

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. of S. Abut.	167+46.91	9.13	549.14	549.16
CL Brg. S. Abut.	167+49.00	9.13	549.11	549.13
A	167+59.00	9.13	548.95	548.98
B	167+69.00	9.13	548.79	548.83
C	167+79.00	9.13	548.62	548.66
D	167+89.00	9.13	548.45	548.48
CL Brg. Pier 1	167+96.25	9.13	548.32	548.34
E	168+06.25	9.13	548.14	548.16
F	168+16.25	9.13	547.95	547.98
G	168+26.25	9.13	547.76	547.78
H	168+36.25	9.13	547.57	547.58
I	168+46.25	9.13	547.37	547.38
CL Brg. Pier 2	168+51.58	9.13	547.26	547.28
J	168+61.58	9.13	547.05	547.10
K	168+71.58	9.13	546.84	546.91
L	168+81.58	9.13	546.62	546.71
M	168+91.58	9.13	546.39	546.50
N	169+01.58	9.13	546.17	546.25
O	169+11.58	9.13	545.93	545.99
CL Brg. N. Abut.	169+21.58	9.13	545.69	545.71
Bk. of N. Abut.	169+24.58	9.13	545.62	545.64

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. of S. Abut.	167+44.21	16.54	549.05	549.07
CL Brg. S. Abut.	167+46.30	16.54	549.01	549.04
A	167+56.30	16.54	548.86	548.89
B	167+66.30	16.54	548.70	548.74
C	167+76.30	16.54	548.53	548.57
D	167+86.30	16.54	548.36	548.39
CL Brg. Pier 1	167+93.55	16.54	548.23	548.26
E	168+03.55	16.54	548.06	548.08
F	168+13.55	16.54	547.87	547.89
G	168+23.55	16.54	547.68	547.70
H	168+33.55	16.54	547.49	547.50
I	168+43.55	16.54	547.29	547.30
CL Brg. Pier 2	168+48.88	16.54	547.18	547.20
J	168+58.88	16.54	546.97	547.02
K	168+68.88	16.54	546.76	546.83
L	168+78.88	16.54	546.54	546.64
M	168+88.88	16.54	546.32	546.42
N	168+98.88	16.54	546.09	546.18
O	169+08.88	16.54	545.86	545.92
CL Brg. N. Abut.	169+18.88	16.54	545.62	545.65
Bk. of N. Abut.	169+21.88	16.54	545.55	545.57

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Michael Baker
INTERNATIONAL
 200 W Adams St., Chicago, IL 60606
 Phone: (312) 675-3900 • MBAKERINTL.COM

USER NAME = Joseph.Kauzlarich	DESIGNED - JMK	REVISED -
PLOT SCALE =	DRAWN - THM	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS 2 OF 2
STRUCTURE NO. 099-0005

SHEET 5 OF 20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	42
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End of S. Approach Slab	167+29.24	-22.00	549.16	549.18
A1	167+39.24	-22.00	549.01	549.03
A2	167+49.24	-22.00	548.86	548.88
N. End of S. Approach Slab	167+59.24	-22.00	548.70	548.72

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End of S. Approach Slab	167+25.60	-12.00	549.41	549.43
A1	167+35.60	-12.00	549.27	549.29
A2	167+45.60	-12.00	549.12	549.14
N. End of S. Approach Slab	167+55.60	-12.00	548.96	548.98

☐ ROADWAY & PROFILE GRADE

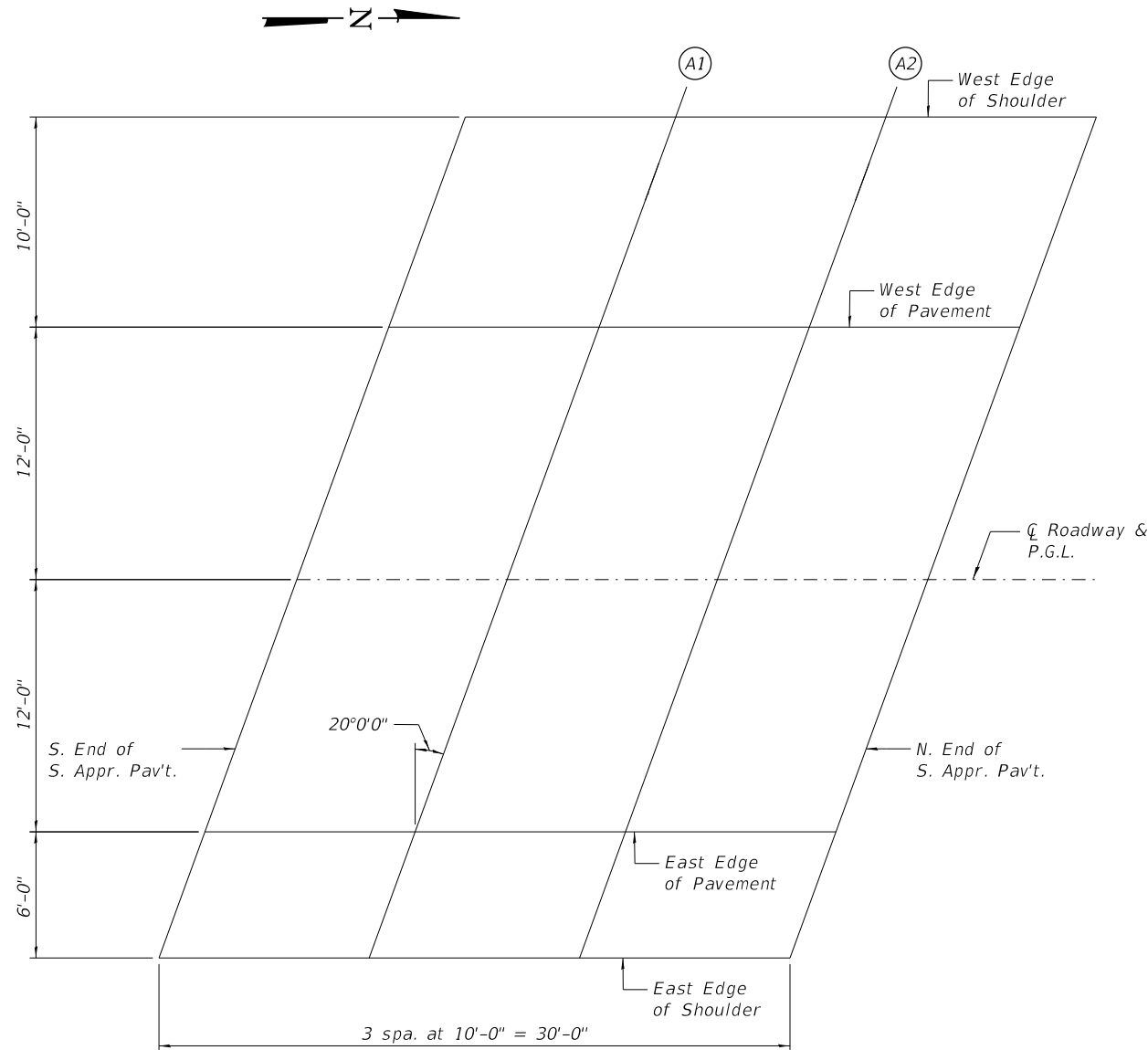
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End of S. Approach Slab	167+21.23	0.00	549.65	549.67
A1	167+31.23	0.00	549.51	549.53
A2	167+41.23	0.00	549.36	549.38
N. End of S. Approach Slab	167+51.23	0.00	549.21	549.23

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End of S. Approach Slab	167+16.86	12.00	549.53	549.55
A1	167+26.86	12.00	549.39	549.41
A2	167+36.86	12.00	549.25	549.27
N. End of S. Approach Slab	167+46.86	12.00	549.10	549.12

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End of S. Approach Slab	167+14.68	18.00	549.44	549.46
A1	167+24.68	18.00	549.30	549.33
A2	167+34.68	18.00	549.16	549.18
N. End of S. Approach Slab	167+44.68	18.00	549.01	549.03



PLAN

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Michael Baker
INTERNATIONAL
 200 W Adams St., Chicago, IL 60606
 Phone: (312) 675-3900 • M.BAKER@MBAKERINTL.COM

USER NAME = Joseph.Kauzlarich	DESIGNED - JMK	REVISED -
PLOT SCALE =	DRAWN - THM	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF S. APPROACH SLAB ELEVATIONS
STRUCTURE NO. 099-0005

SHEET 6 OF 20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	43
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End of N. Approach Slab	169+34.91	-22.00	545.13	545.15
A3	169+44.91	-22.00	544.87	544.90
A4	169+54.91	-22.00	544.62	544.64
N. End of N. Approach Slab	169+64.91	-22.00	544.36	544.38

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End of N. Approach Slab	169+31.27	-12.00	545.41	545.44
A3	169+41.27	-12.00	545.17	545.19
A4	169+51.27	-12.00	544.91	544.93
N. End of N. Approach Slab	169+61.27	-12.00	544.65	544.68

☐ ROADWAY & PROFILE GRADE

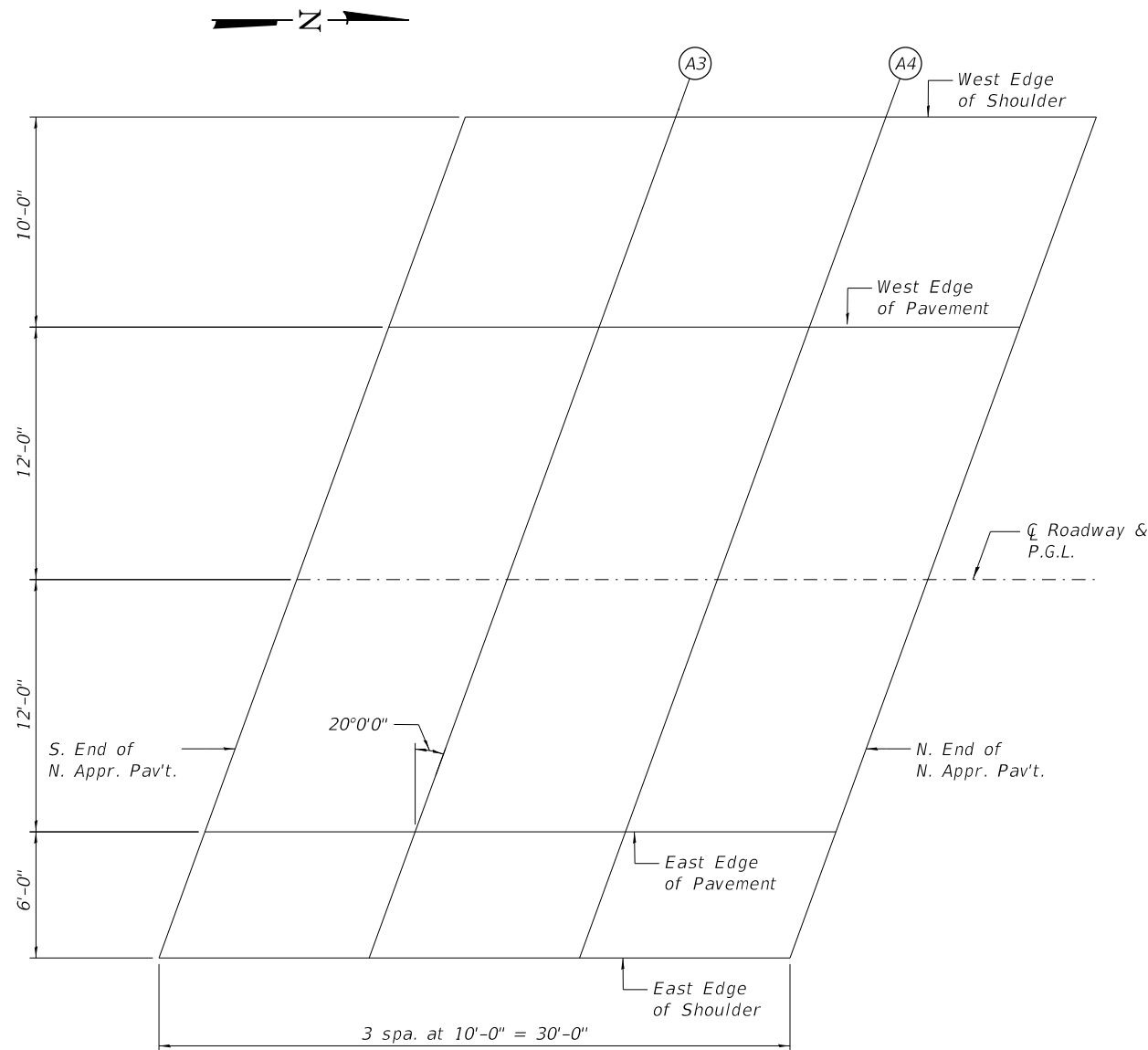
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End of N. Approach Slab	169+26.90	0.00	545.70	545.72
A3	169+36.90	0.00	545.46	545.48
A4	169+46.90	0.00	545.20	545.23
N. End of N. Approach Slab	169+56.90	0.00	544.95	544.97

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End of N. Approach Slab	169+22.53	12.00	545.63	545.65
A3	169+32.53	12.00	545.38	545.40
A4	169+42.53	12.00	545.13	545.16
N. End of N. Approach Slab	169+52.53	12.00	544.88	544.90

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End of N. Approach Slab	169+20.35	18.00	545.56	545.58
A3	169+30.35	18.00	545.32	545.34
A4	169+40.35	18.00	545.07	545.09
N. End of N. Approach Slab	169+50.35	18.00	544.82	544.84



PLAN

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 USER: jkaurz
 DATE: 12/13/2018

Michael Baker
INTERNATIONAL
 200 W Adams St., Chicago, IL 60606
 Phone: (312) 675-3900 • MBAKERINTL.COM

USER NAME = Joseph.Kaurzlarich	DESIGNED - JMK	REVISED -
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	DATE - 8/22/2018	REVISED -

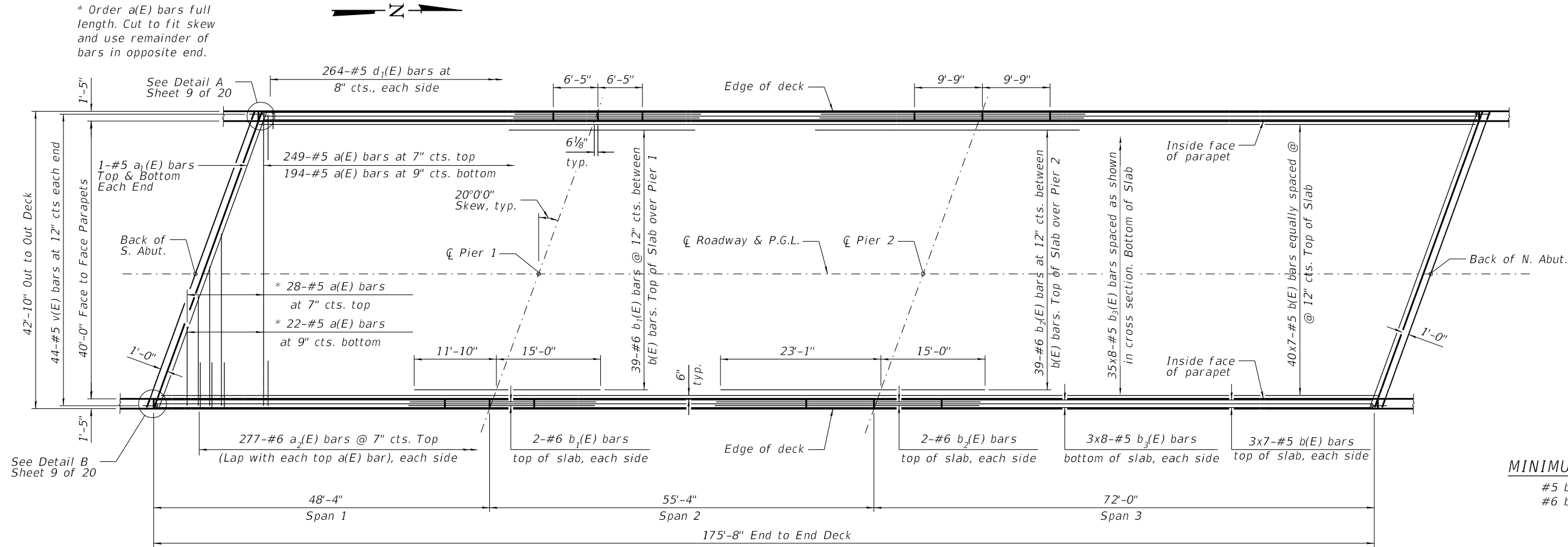
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DEPARTMENT OF TRANSPORTATION

TOP OF N. APPROACH SLAB ELEVATIONS
STRUCTURE NO. 099-0005

SHEET 7 OF 20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	44
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62G98	

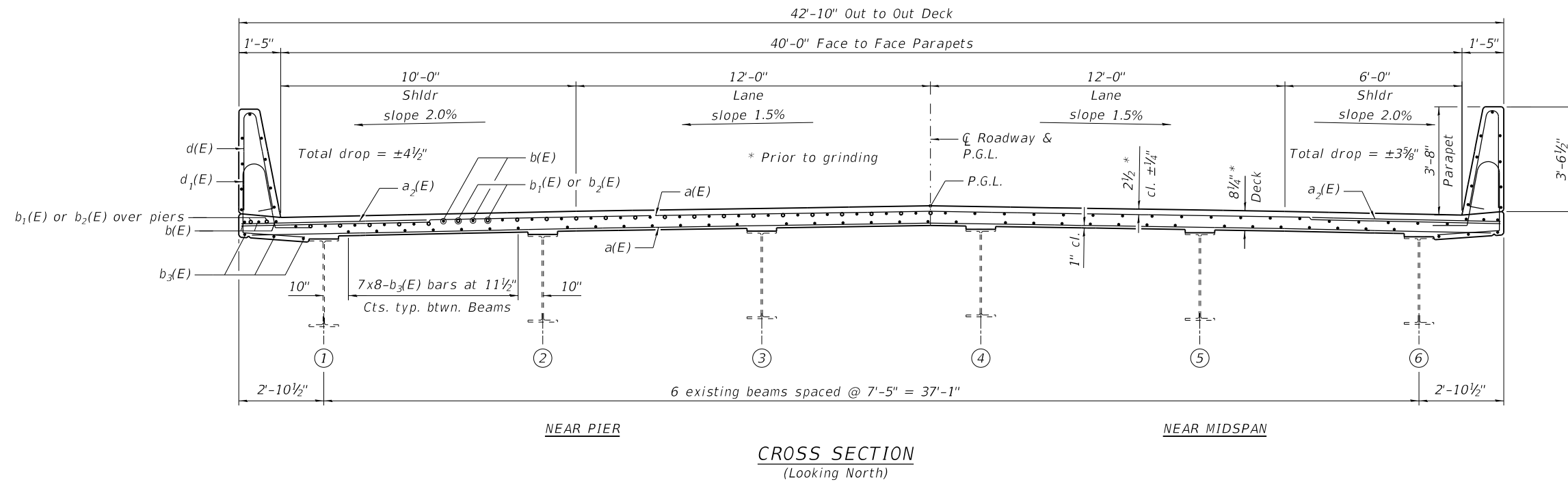
* Order a(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.



PLAN

MINIMUM BAR LAP

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



CROSS SECTION
(Looking North)

Notes:

1. See Sheet 10 of 20 for parapet reinforcement, superstructure details, and Bill of Material.
2. See Sheet 11 of 20 for section at abutments and diaphragm details.
3. Bars indicated thus 40 x 7-#5 etc. indicates 40 lines of bars with 7 lengths per line.

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Michael Baker INTERNATIONAL
200 W Adams St, Chicago, IL 60606
Phone: (312) 675-3900 • M.BAKER@MBAKERINTL.COM

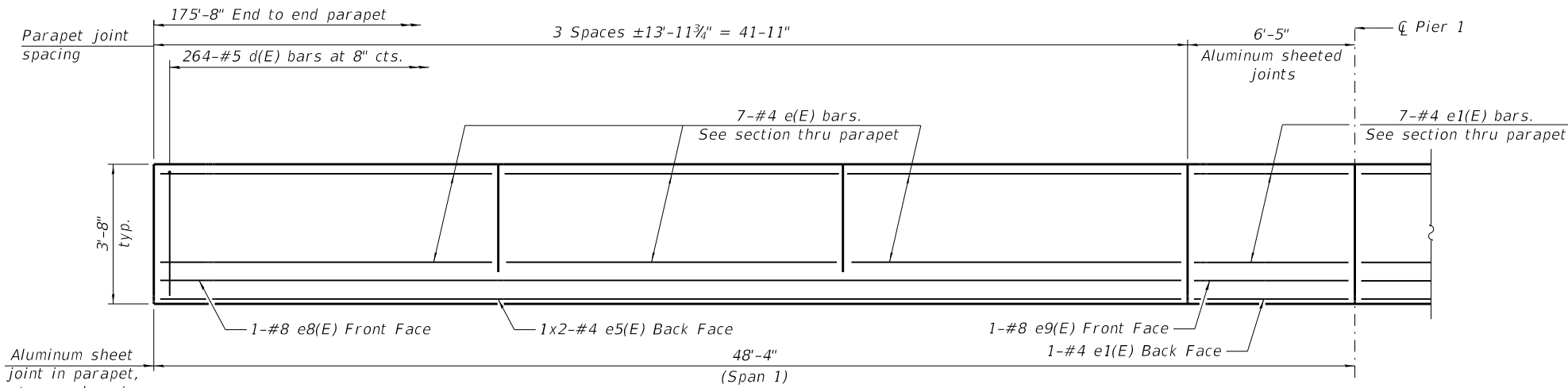
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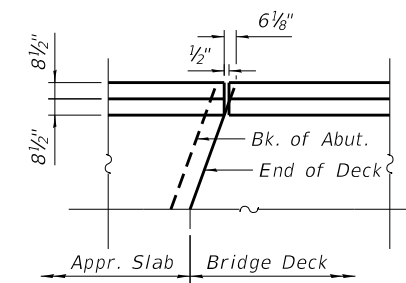
DECK PLAN & CROSS SECTION
STRUCTURE NO. 099-0005

SHEET 8 OF 20 SHEETS

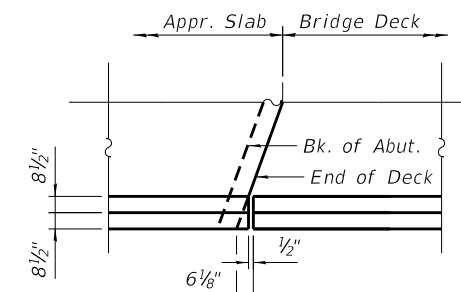
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55	2018-049-B	WILL	159	45
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF PARAPET - SPAN 1
(Looking at west parapet)

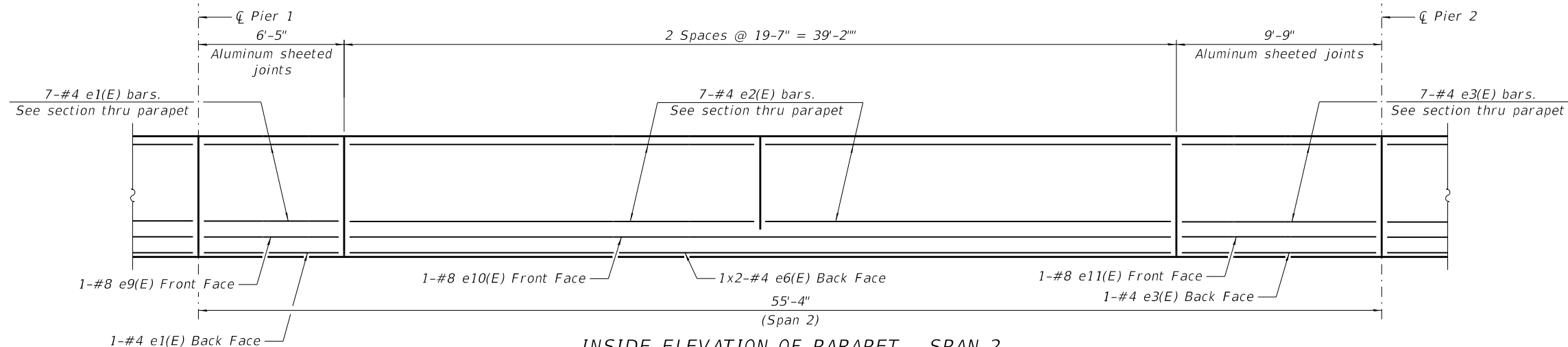


DETAIL A

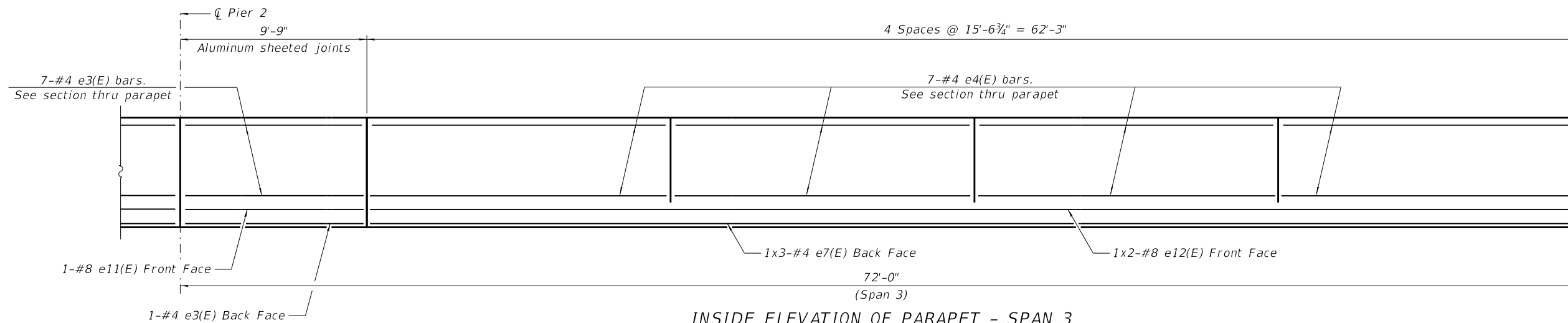


DETAIL B

MINIMUM BAR LAP
(Parapet)
#4 bar = 2'-5"
#8 bar = 5'-11"



INSIDE ELEVATION OF PARAPET - SPAN 2
(Looking at west parapet)



INSIDE ELEVATION OF PARAPET - SPAN 3
(Looking at west parapet)

MODEL: Sheet
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Michael Baker International
200 W Adams St., Chicago, IL 60606
Phone: (312) 675-3900 • MBIKERINTL.COM

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DEPARTMENT OF TRANSPORTATION

PARAPET ELEVATIONS
STRUCTURE NO. 099-0005

SHEET 9 OF 20 SHEETS

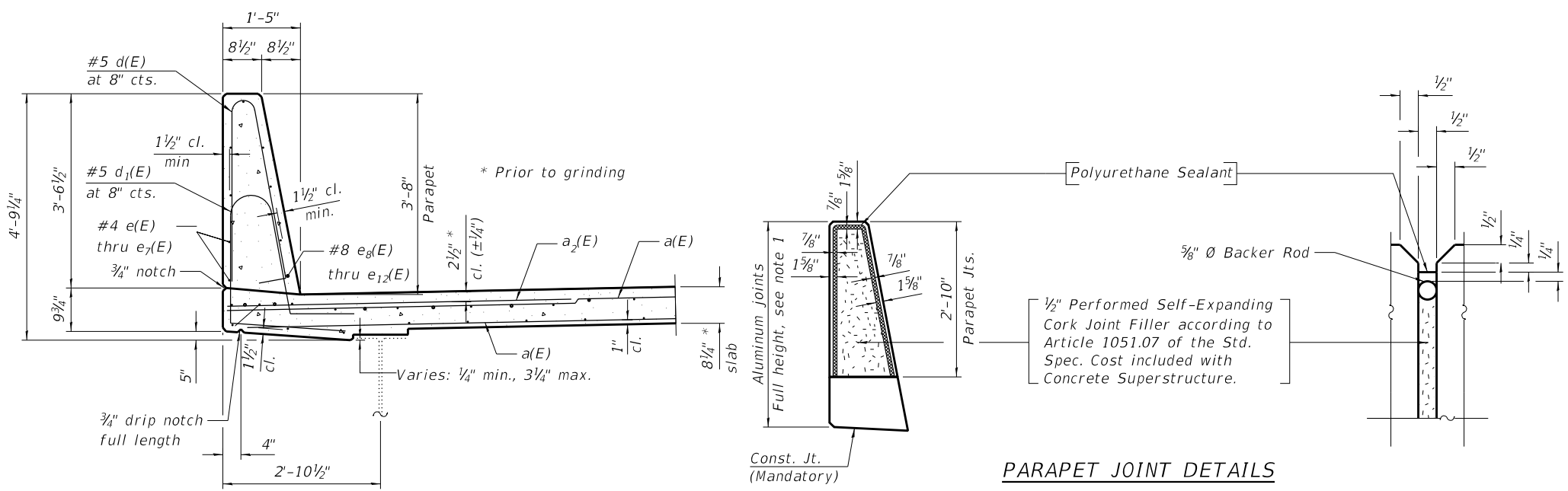
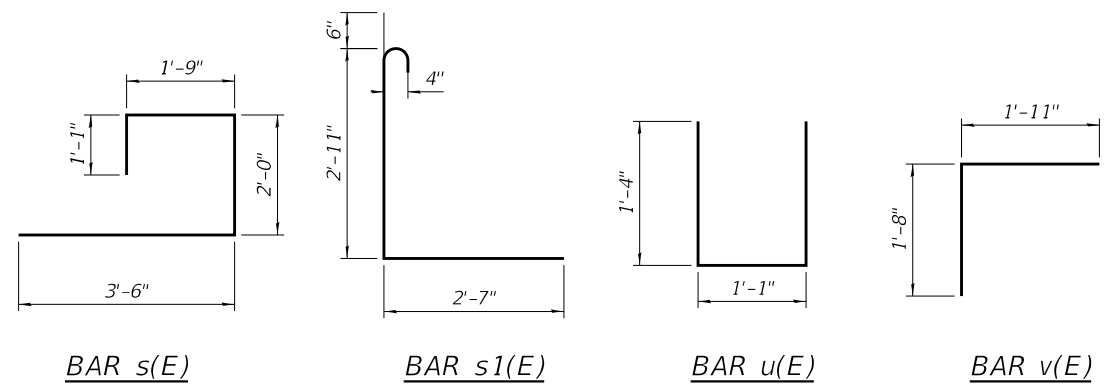
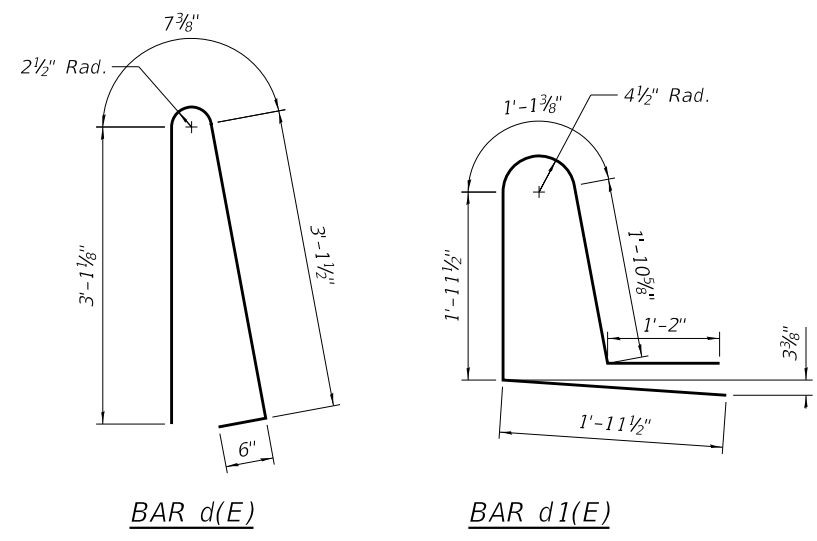
F.A.I. RTE. 55	SECTION 2018-049-B	COUNTY WILL	TOTAL SHEETS 159	SHEET NO. 46
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	493	#5	42'-6"	—
a1(E)	4	#5	45'-2"	—
a2(E)	526	#6	6'-6"	—
b(E)	322	#5	28'-1"	—
b1(E)	43	#6	26'-10"	—
b2(E)	43	#6	38'-1"	—
b3(E)	328	#5	25'-0"	—
d(E)	528	#5	7'-4"	┌
d1(E)	528	#5	8'-1"	┌
e(E)	42	#4	13'-7"	—
e1(E)	32	#4	6'-1"	—
e2(E)	28	#4	19'-3"	—
e3(E)	32	#4	9'-5"	—
e4(E)	56	#4	15'-2"	—
e5(E)	4	#4	22'-0"	—
e6(E)	4	#4	20'-8"	—
e7(E)	6	#4	22'-3"	—
e8(E)	2	#8	41'-7"	—
e9(E)	4	#8	6'-1"	—
e10(E)	2	#8	38'-10"	—
e11(E)	4	#8	9'-5"	—
e12(E)	4	#8	33'-11"	—
m(E)	8	#6	2'-6"	—
m1(E)	20	#6	6'-11"	—
m2(E)	40	#6	22'-11"	—
s(E)	82	#5	8'-4"	┐
s1(E)	164	#4	6'-0"	┐
u(E)	88	#5	3'-9"	└
v(E)	88	#5	3'-7"	└
Reinforcement Bars, Epoxy Coated	Pound	64,190		
Concrete Superstructure	Cu. Yd.	298		
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	781		
Diamond Grinding (Bridge Section)	Sq. Yd.	703		
Protective Coat	Sq. Yd.	955		

Notes:

1. Aluminum joint shall consist of 1/8" Aluminum sheet ASTM B209 alloy 3003-H14, coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
2. The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
3. Cost for sealant for sealant and backer rod included with Concrete Superstructure.



SECTION THRU PARAPET

PARAPET JOINT DETAILS

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Michael Baker INTERNATIONAL
200 W Adams St, Chicago, IL 60606
Phone: (312) 675-3900 • MBAKERINTL.COM

USER NAME = Joseph.Kauzlarich	DESIGNED - SL	REVISED -
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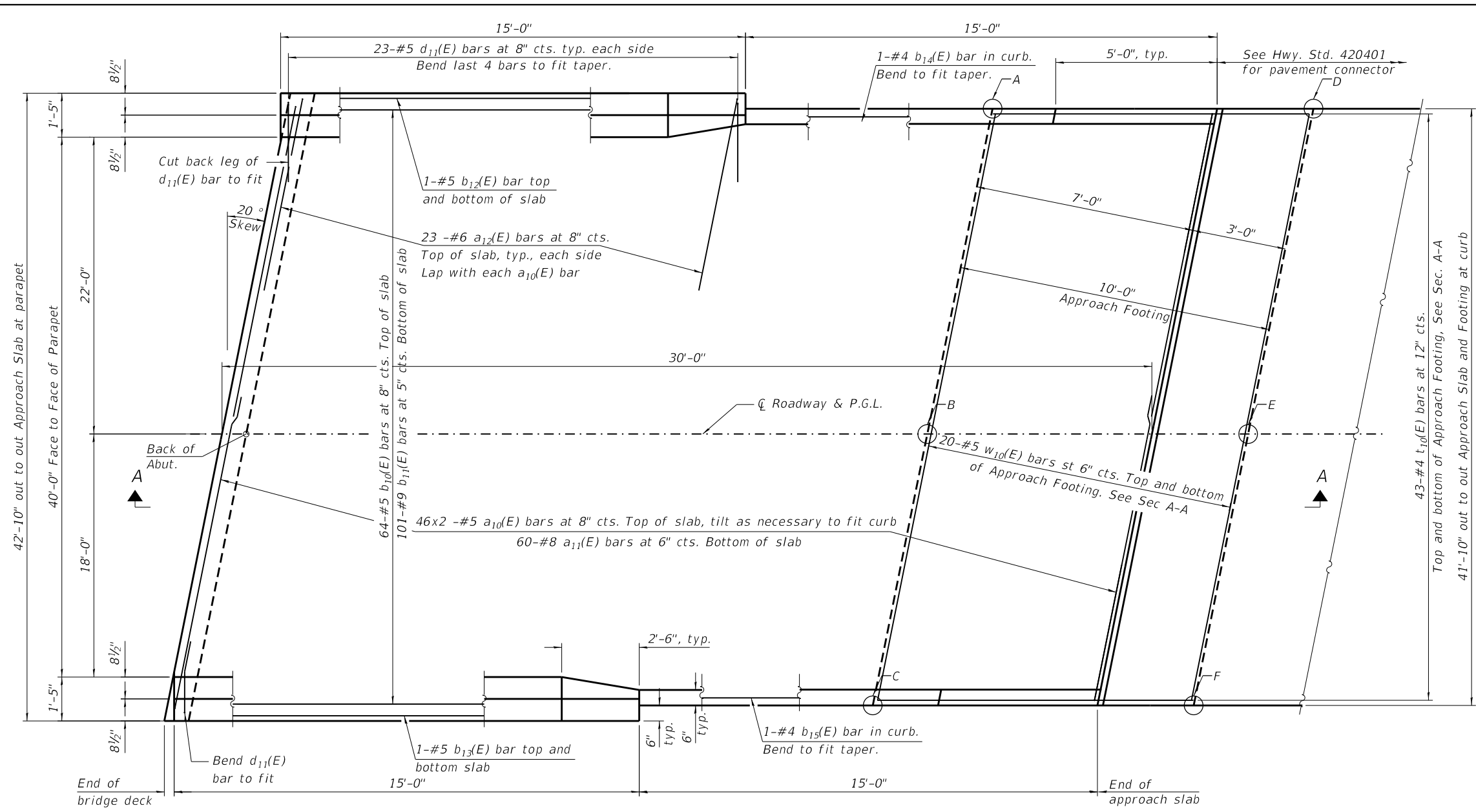
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PARAPET SECTIONS
STRUCTURE NO. 099-0005**

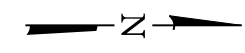
SHEET 10 OF 20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	47
CONTRACT NO. 62G98				

ILLINOIS FED. AID PROJECT



- Notes:
1. a10(E), a11(E) and a12 (E) bar spacings measured along \bar{C} Roadway and P.G.L.
 2. Bars indicated thus 2x3-#6 etc. indicates 2 lines of bars with 3 lengths per line.

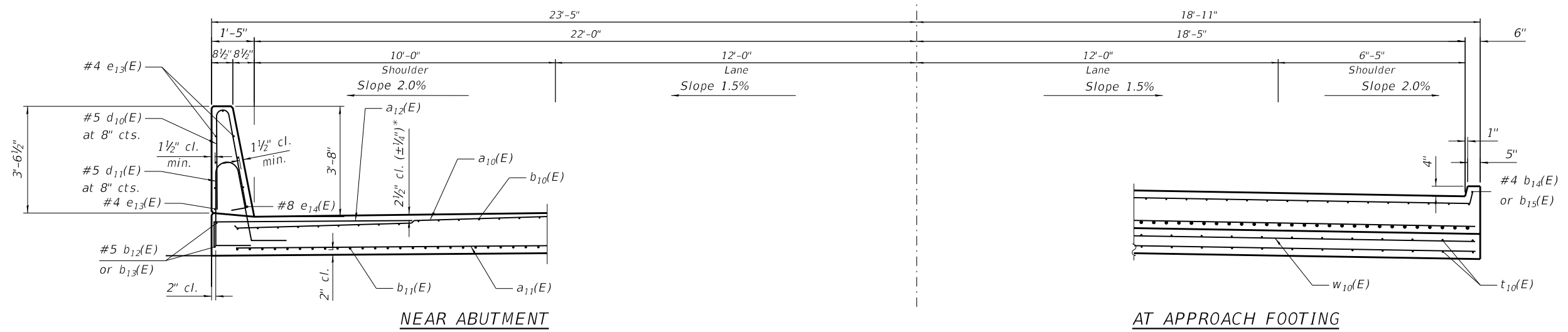


TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point	North Approach		South Approach	
	Top	Bottom	Top	Bottom
A	543.27	542.43	547.78	546.95
B	543.88	543.04	548.30	547.47
C	543.73	542.90	548.08	547.25
D	543.00	542.17	547.93	547.10
E	543.62	542.79	548.44	547.61
F	543.48	542.65	548.22	547.39

MINIMUM BAR LAP
(Approach Slab, a10(E) bars)
#5 bar = 2'-4"

PLAN
(N. Approach shown, S. Approach similar)



*Prior to grinding

CROSS SECTION
(Looking North)

MODEL SHEET
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 PROJECT: 183-017\Work Order 061\Task 1.2_099-0005 Final Design\CAD Sheets\183-017-APP01.dgn
 SHEET: 12 OF 20 SHEETS
 CONTRACT NO. 62G98

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200 W Adams St, Chicago, IL 60606
Phone: (312) 675-3900 • M.BAKER@MBAKERINTL.COM

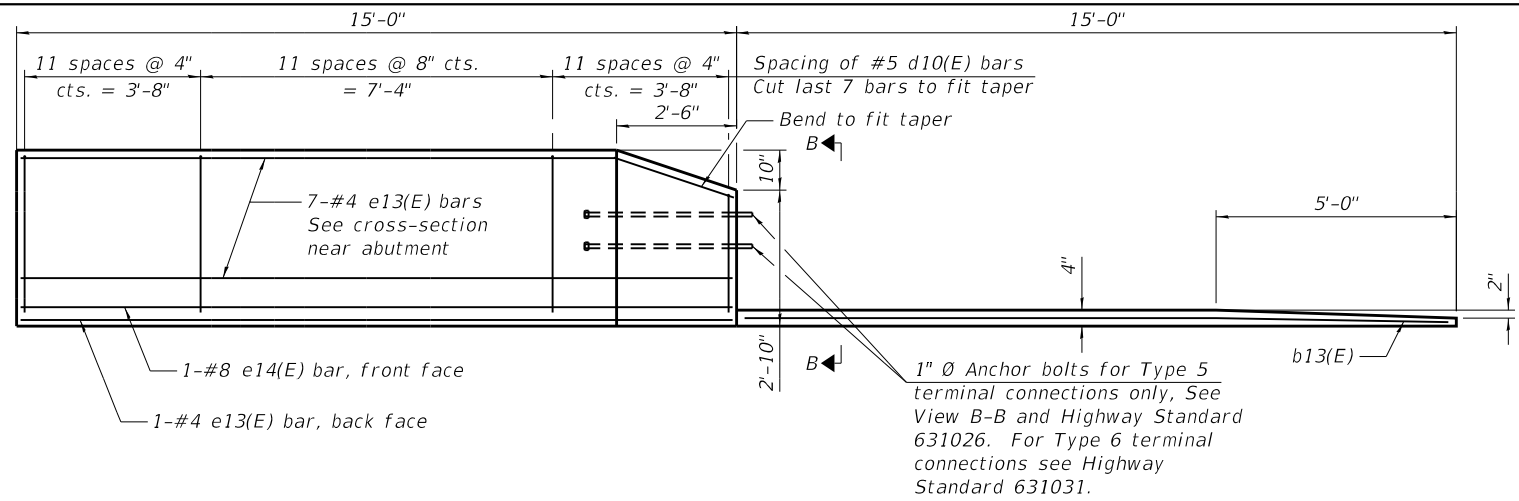
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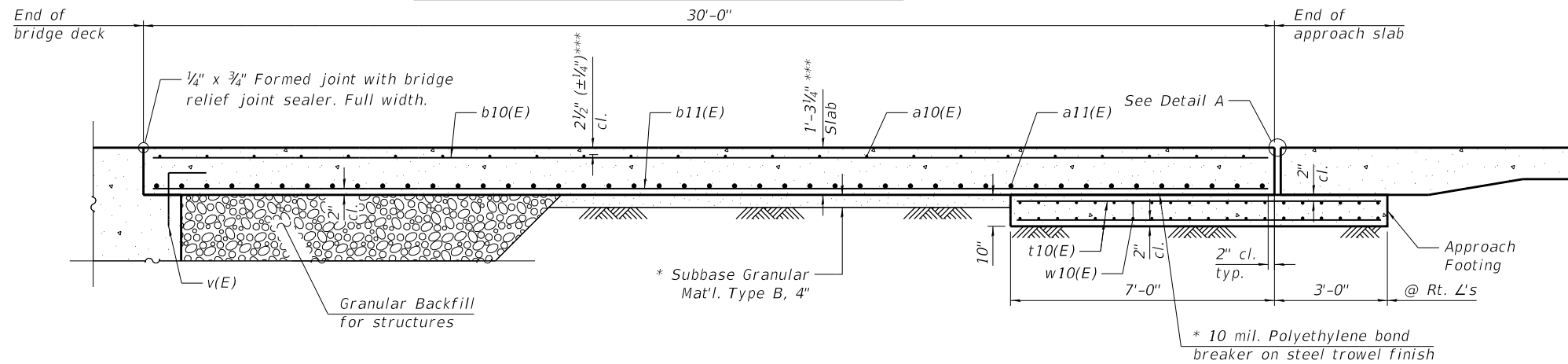
BRIDGE APPROACH SLAB DETAILS 1 OF 2
STRUCTURE NO. 099-0005

SHEET 12 OF 20 SHEETS

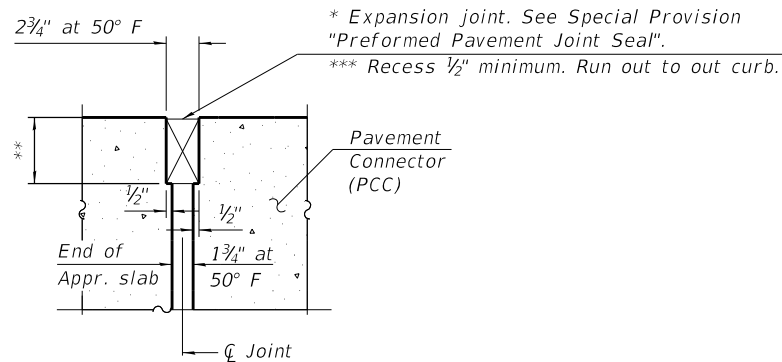
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CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



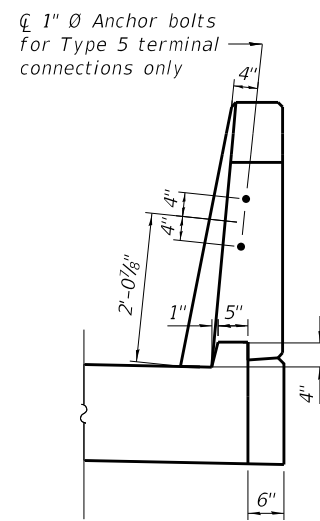
INSIDE ELEVATION OF PARAPET AND CURB



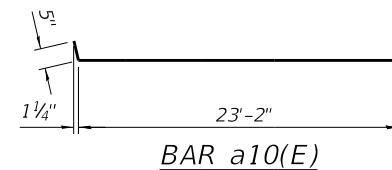
SECTION A-A



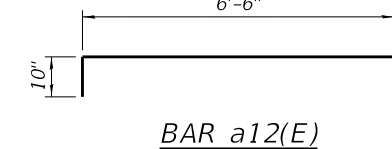
DETAIL A



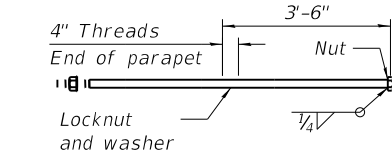
VIEW B-B



BAR a10(E)



BAR a12(E)

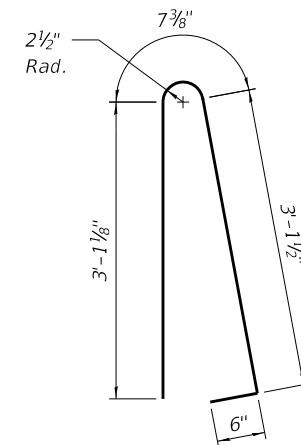


*** 1 Ø ANCHOR BOLT**

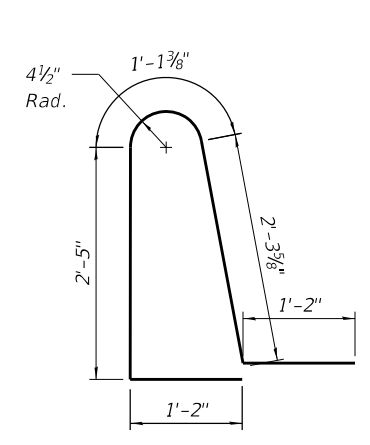
(Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications)

Notes:

1. Parapet concrete shall be paid for as Concrete Superstructure.
2. Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
3. Approach footing concrete shall be paid for as Concrete Structures.
4. The approach footing maximum applied service bearing (Qmax) = 2.0 ksf.
5. Cost of excavation for approach footing included with Concrete Structures.
6. For Granular Backfill for Structures and drainage treatment details, see sheet 20 of 20.



BAR d10(E)



BAR d11(E)

**TWO APPROACHES
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape	
a10(E)	184	#5	23'-7"	┌───┐	
a11(E)	120	#8	44'-0"	┌───┐	
a12(E)	92	#6	7'-4"	┌───┐	
b10(E)	128	#5	29'-8"	┌───┐	
b11(E)	202	#9	29'-8"	┌───┐	
b12(E)	4	#5	14'-8"	┌───┐	
b13(E)	4	#5	14'-8"	┌───┐	
b14(E)	2	#4	14'-8"	┌───┐	
b15(E)	2	#4	14'-8"	┌───┐	
d10(E)	136	#5	7'-4"	┌───┐	
d11(E)	92	#5	8'-2"	┌───┐	
e13(E)	32	#4	14'-8"	┌───┐	
e14(E)	4	#8	14'-8"	┌───┐	
t10(E)	172	#4	9'-8"	┌───┐	
w10(E)	80	#5	44'-2"	┌───┐	
Reinforcement Bars, Epoxy Coated				Pound	51,230
Concrete Superstructure				Cu. Yd.	9
Concrete Superstructure (Approach Slab)				Cu. Yd.	120
Concrete Structures				Cu. Yd.	26
Bridge Deck Grooving (Longitudinal)				Sq. Yd.	270
Diamond Grinding (Bridge Section)				Sq. Yd.	244
Protective Coat				Sq. Yd.	287

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

*** Prior to grinding

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Phone: (312) 675-3900 • M.BAKERINTL.COM

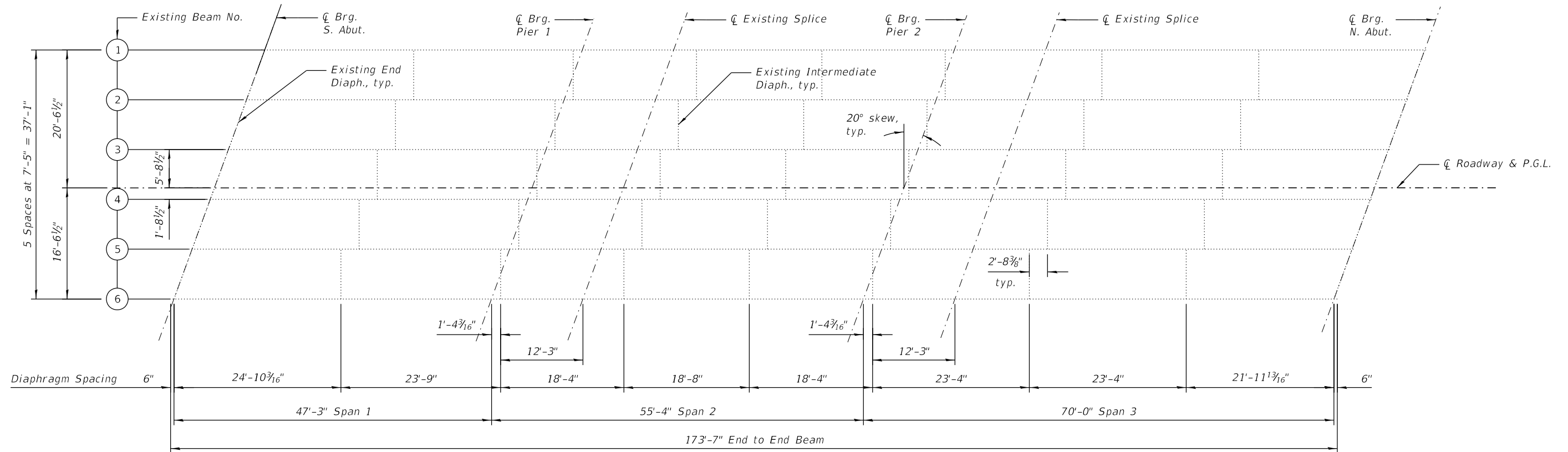
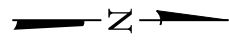
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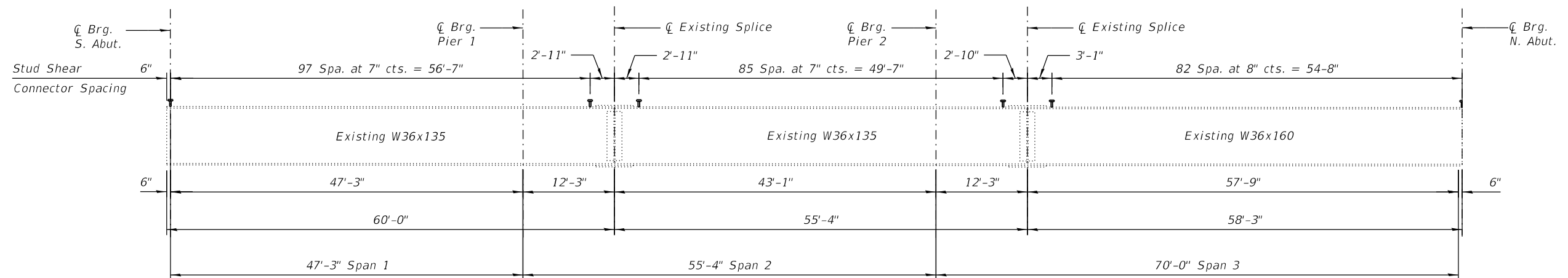
**BRIDGE APPROACH SLAB DETAILS 2 OF 2
STRUCTURE NO. 099-0005**

SHEET 13 OF 20 SHEETS

F.A.I. RTE. 55	SECTION 2018-049-B	COUNTY WILL	TOTAL SHEETS 159	SHEET NO. 50
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



FRAMING PLAN



BEAM ELEVATION

- Notes:
1. The Contractor shall inspect all splice locations. Any broken and/or missing fasteners shall be replaced with 7/8" dia. ASTM A325 Type 1, mechanically galvanized bolts. Paid for per Art. 109.04.
 2. See sheet 15 of 20 for Shear Stud Connector Details.

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 200 W Adams St., Chicago, IL 60606
 Phone: (312) 675-3900 • M.BAKERINTL.COM

USER NAME = Joseph.Kauzlarich	DESIGNED - JMK/YC	REVISED -
PLOT SCALE =	DRAWN - THM	REVISED -
PLOT DATE = 12/13/2018	CHECKED - DFM	REVISED -
	DATE - 8/22/2018	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FRAMING PLAN & ELEVATION 1 OF 2
 STRUCTURE NO. 099-0005**

SHEET 14 OF 20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	51
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

INTERIOR GIRDER MOMENT TABLE						
		0.4 Span 1	Pier 1	0.5 Span 2	Pier 2	0.6 Span 3
I_s	(in ⁴)	7,800	7,800	7,800	7,800	9,750
$I_c(n)$	(in ⁴)	25,126	-	25,126	-	29,456
$I_c(3n)$	(in ⁴)	18,380	-	18,380	-	21,280
$I_c(cr)$	(in ⁴)	-	11,885	-	11,885	-
S_s	(in ³)	439	439	439	439	542
$S_c(n)$	(in ³)	720	-	720	-	857
$S_c(3n)$	(in ³)	648	-	648	-	769
$S_c(cr)$	(in ³)	-	543	-	543	-
Z	(in ³)	-	-	-	-	-
\bar{D}	(k/ft)	0.944	0.944	0.944	0.944	0.970
M \bar{D}	(k)	173	207	53	420	409
S \bar{D}	(k/ft)	0.195	0.195	0.195	0.195	0.195
M _s \bar{D}	(k)	35	42	10	86	80
M \bar{L}	(k)	312	245	311	341	524
M _I	(k)	91	69	86	91	134
$\frac{2}{3}(M \bar{L} + M_I)$	(k)	671	524	661	719	1,096
M _a	(k)	1,144	1,005	943	1,593	2,060
* M _u	(k)	-	-	-	-	-
$f_s \bar{D}$ (non-comp)	(ksi)	4.7	5.7	1.5	11.5	9.1
$f_s \bar{D}$ (comp)	(ksi)	0.7	0.9	0.2	1.9	1.3
$f_s \frac{2}{3}(M \bar{L} + M_I)$	(ksi)	11.2	11.6	11.0	15.9	15.3
f_s (Overload)	(ksi)	16.6	18.2	12.7	29.3	25.7
** f_s (Total)	(ksi)	21.6	23.6	16.5	38.1	33.3
VR	(k)	37.7	55.7	40.1	57.1	44.2

INTERIOR GIRDER REACTION TABLE					
	S. Abut.	Pier 1	Pier 2	N. Abut.	
R \bar{D}	(k)	60.6	59.8	84.8	72.6
R \bar{L}	(k)	41.2	46.0	50.5	43.8
R _I	(k)	12.0	13.3	14.6	12.7
R _{Total}	(k)	113.7	119.1	149.9	129.2

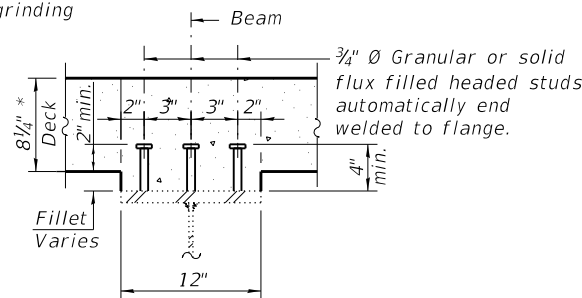
Notes:

Dead load reaction at abutments includes concrete diaphragm and approach slab.

* Compact section

** Braced non-compact and partially braced section

* Prior to grinding



SHEAR STUD CONNECTOR DETAILS

(At proposed stud locations)

(No. Req'd = 801/Beam, 4,806 Total)

See sheet 14 of 20 for stud shear connector layout

- 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).
- $I_c(cr), S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total and Overload) in cracked sections, due to long-term composite (superimposed) dead loads (in⁴ and in³).
- Z: Plastic Section Modulus of the steel section in non-composite areas (in³).
- \bar{D} : Un-factored non-composite dead load (kips/ft.).
- M \bar{D} : Un-factored moment due to non-composite dead load (kips/ft.).
- S \bar{D} : Un-factored long-term composite (superimposed) dead load (kips/ft.).
- M_s \bar{D} : Un-factored moment due to long-term composite (superimposed) dead load (kips/ft.).
- M \bar{L} : Un-factored live load moment (kip-ft.).
- M_I: Un-factored moment due to impact (kip-ft.).
- M_a: Factored design moment (kip-ft.).
1.3[M \bar{D} + M_s \bar{D} + $\frac{2}{3}(M \bar{L} + M_I)$]
- M_u: Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).
- f_s (Overload): Sum of stresses as computed from the moments below (ksi).
M \bar{D} + M_s \bar{D} + $\frac{2}{3}(M \bar{L} + M_I)$
- f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
1.3[M \bar{D} + M_s \bar{D} + $\frac{2}{3}(M \bar{L} + M_I)$]
- VR: Maximum \bar{L} + impact shear range within the composite portion of the span for stud shear connector design (kips).

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 USER: jkaur
 DESIGNED: JMK/YC
 DRAWN: THM
 CHECKED: DFM
 DATE: 8/22/2018
 PLOT DATE: 12/13/2018
 REVISIONS:

Michael Baker
INTERNATIONAL
 200 W Adams St., Chicago, IL 60606
 Phone: (312) 675-3900 • M.BAKER@MBAKERINTL.COM

USER NAME = Joseph.Kauzlarich	DESIGNED - JMK/YC	REVISED -
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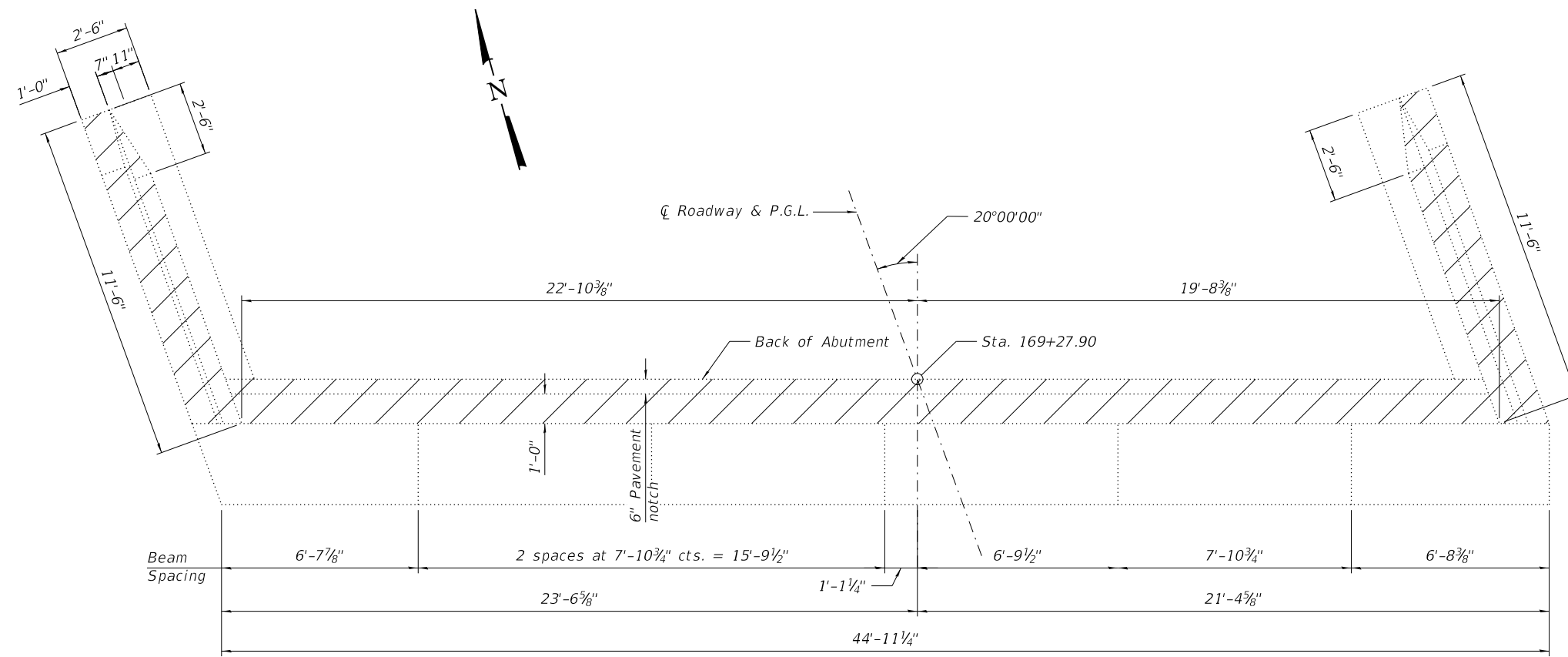
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN & ELEVATION 2 OF 2
STRUCTURE NO. 099-0005

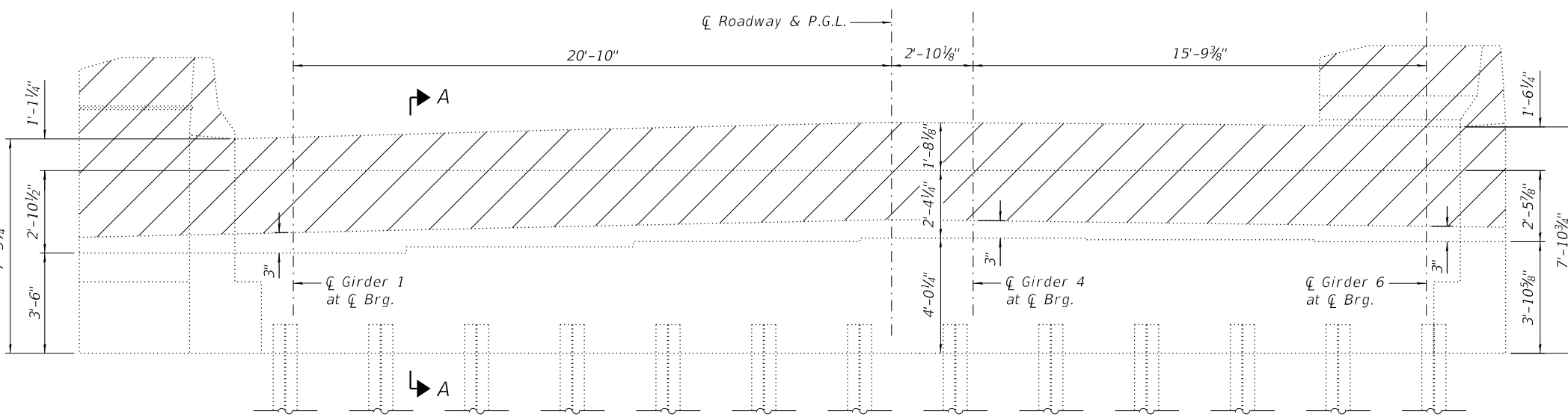
SHEET 15 OF 20 SHEETS

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CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

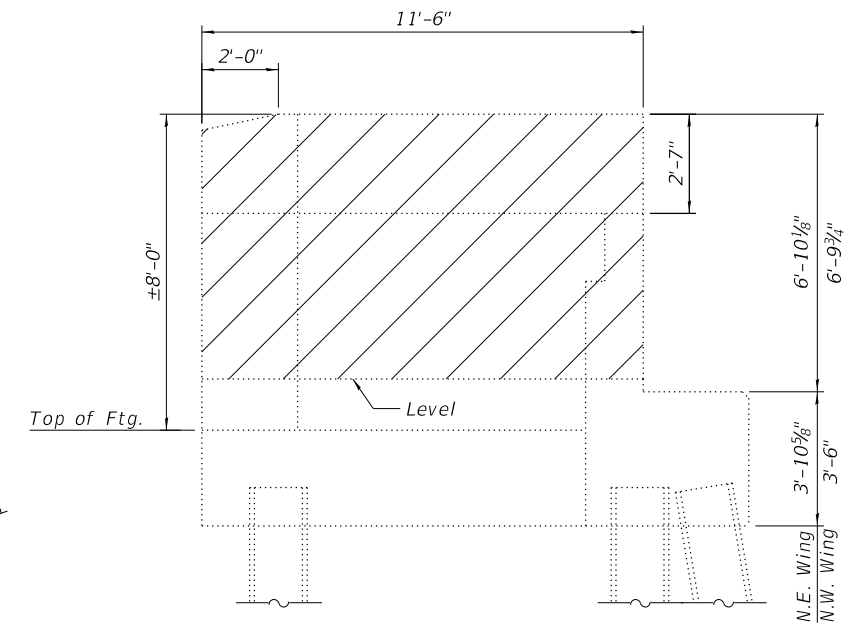
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NORTH ABUTMENT PLAN

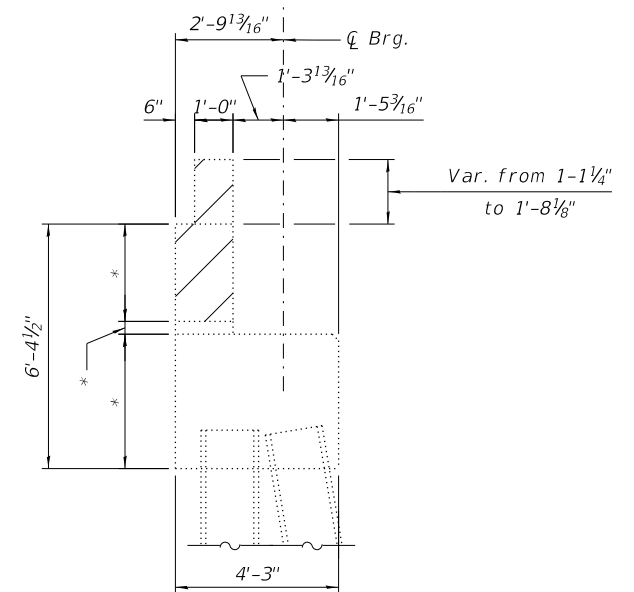
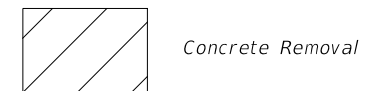


NORTH ABUTMENT ELEVATION
Looking North, dimensions measured perpendicular to ̄ Roadway



WINGWALL ELEVATION
N.W. Wingwall Shown, N.E. Similar

LEGEND

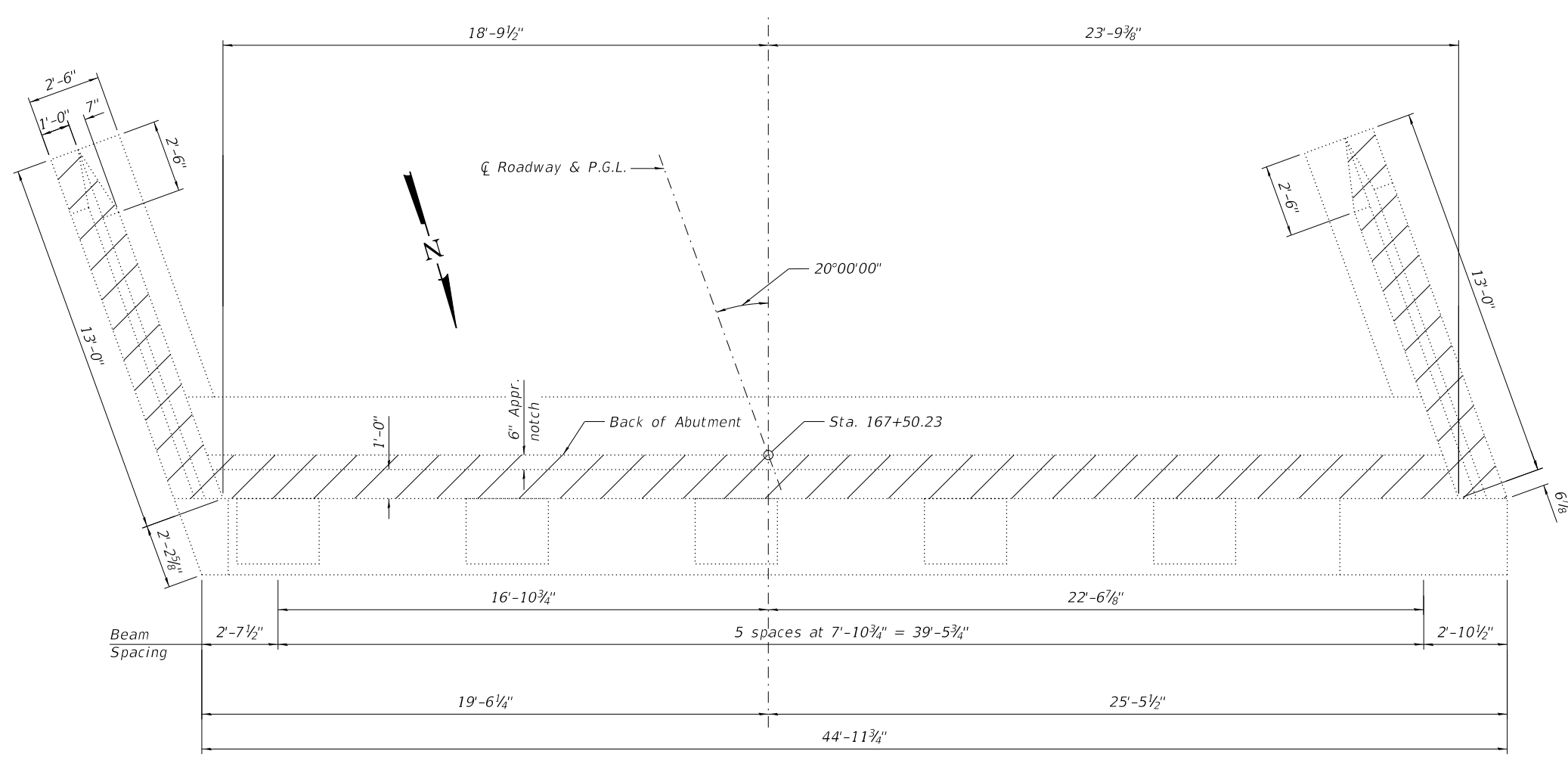


SECTION A-A
*Varies

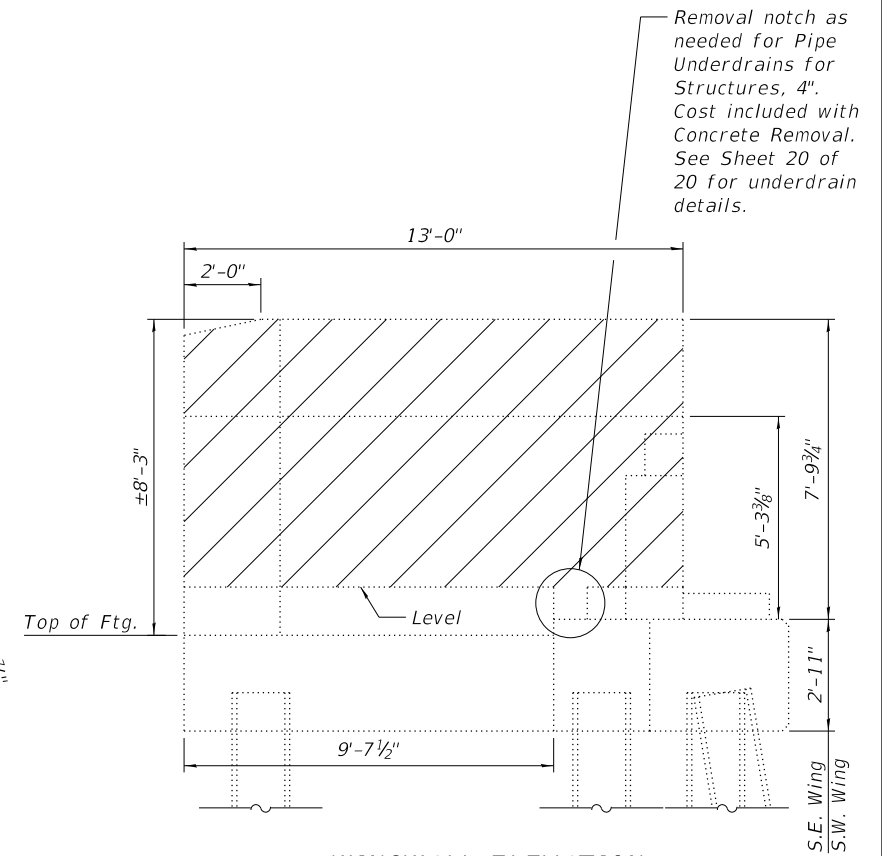
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F.A.I. RTE. 55	SECTION 2018-049-B	COUNTY WILL	TOTAL SHEETS 159	SHEET NO. 53
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

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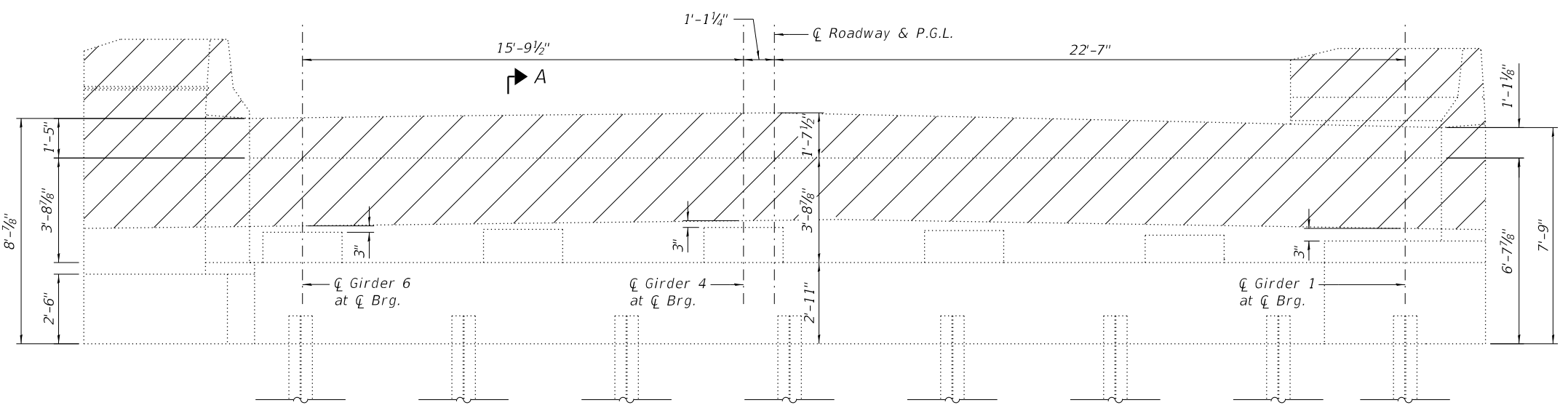
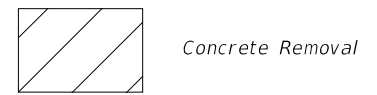


SOUTH ABUTMENT PLAN



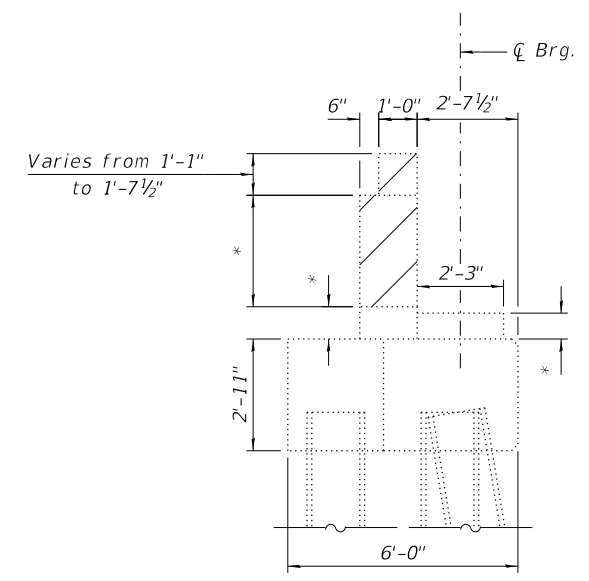
WINGWALL ELEVATION
S.E. Wingwall Shown, S.W. Similar

LEGEND



SOUTH ABUTMENT ELEVATION

Looking South, dimensions measured perpendicular to CL of Roadway



SECTION A-A

*Varies

Item	Unit	N. Abut.	S. Abut.	Total
Concrete Removal	Cu. Yd.	17	18	35

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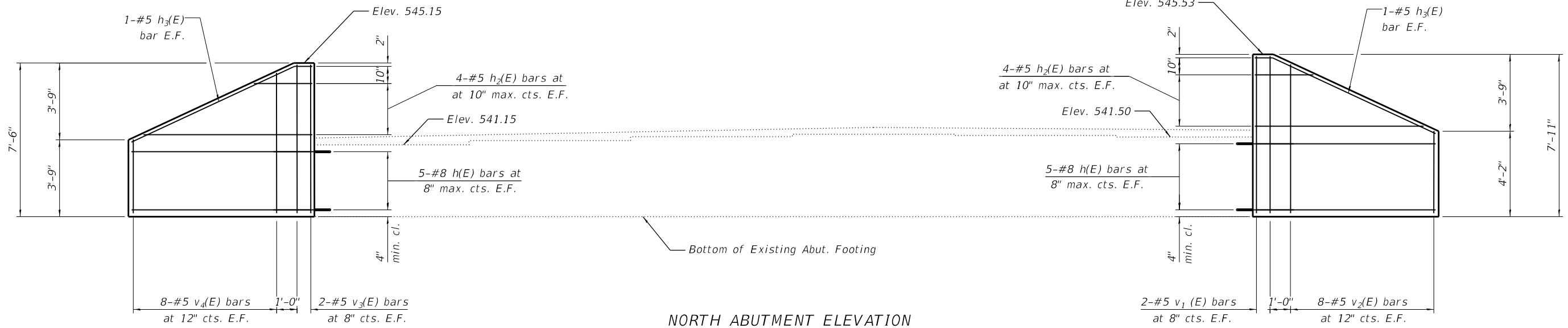
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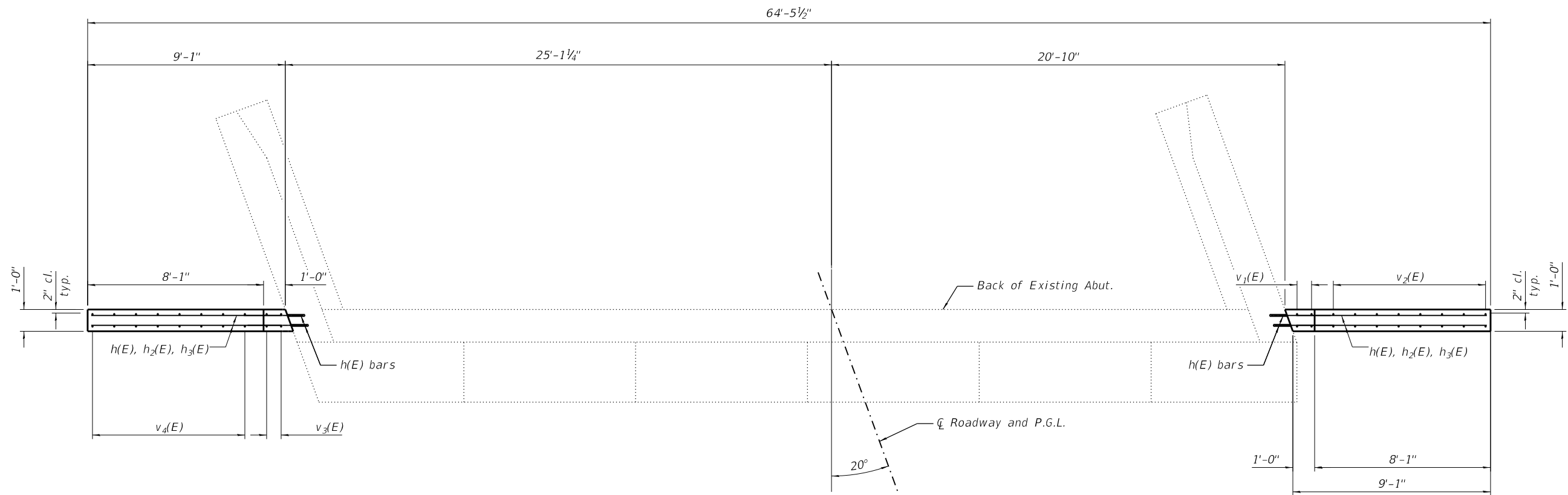
**ABUTMENT & WINGWALL REMOVAL DETAILS 2 OF 2
STRUCTURE NO. 099-0005**

SHEET 17 OF 20 SHEETS

F.A.I. RTE. 55	SECTION 2018-049-B	COUNTY WILL	TOTAL SHEETS 159	SHEET NO. 54
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62G98	



NORTH ABUTMENT ELEVATION



NORTH ABUTMENT PLAN

Notes:
 The cost of drilling and grouting of #8 h(E) bars is included with Reinforcement bars, Epoxy Coated. Installation as per Sec. 584 of the Standard Specifications. Min. depth of embedment will be 9".

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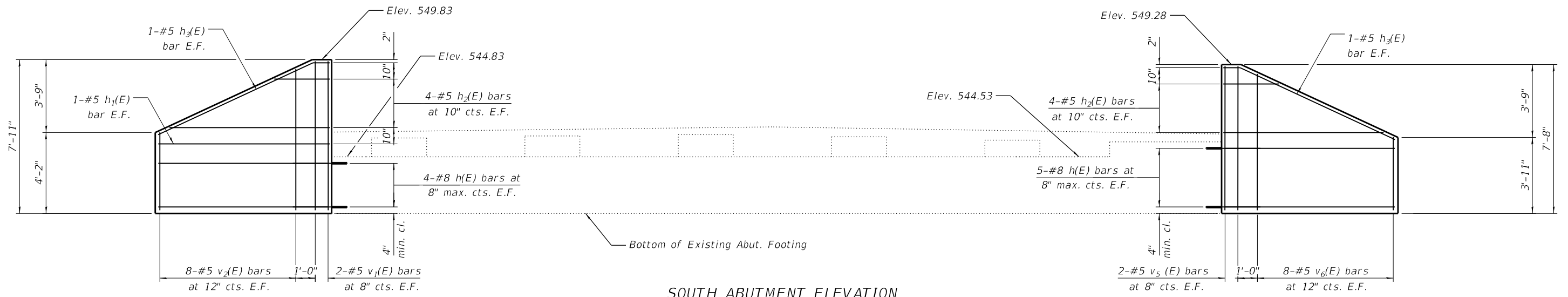
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	DATE - 8/22/2018	REVISED -

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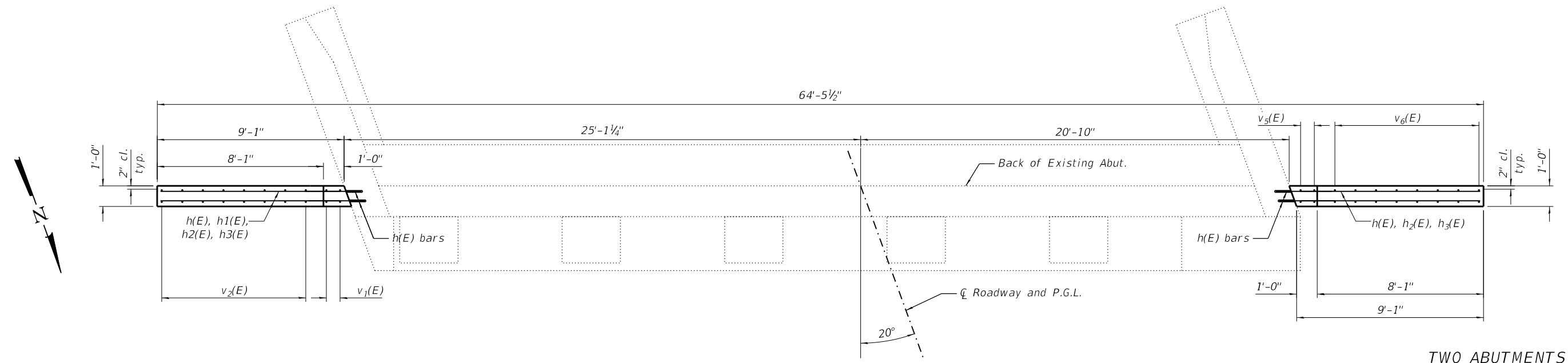
WINGWALL DETAILS 1 OF 2
 STRUCTURE NO. 099-0005

SHEET 18 OF 20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	55
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



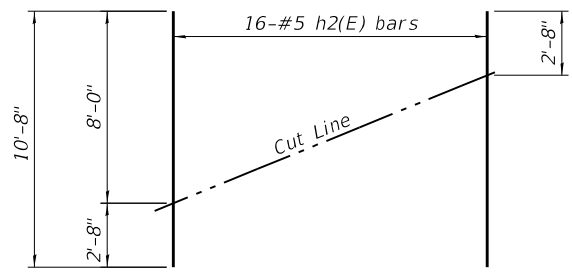
SOUTH ABUTMENT ELEVATION



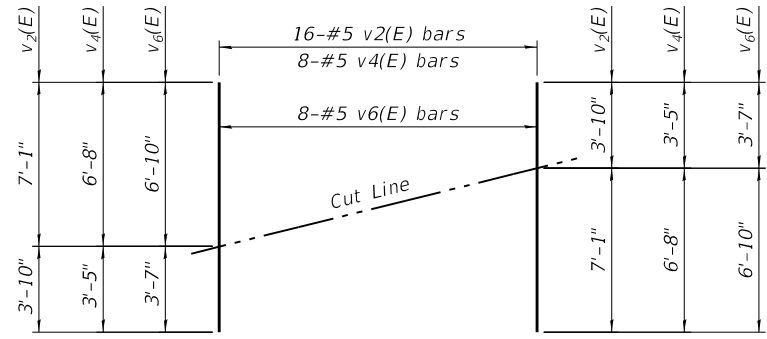
SOUTH ABUTMENT PLAN

**TWO ABUTMENTS
BILL OF MATERIAL**

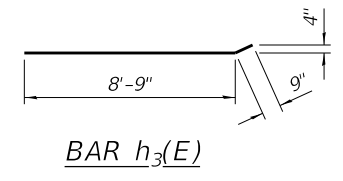
Bar	No.	Size	Length	Shape
h(E)	38	#8	9'-8"	—
h1(E)	2	#5	8'-8"	—
h2(E)	16	#5	10'-8"	—
h3(E)	8	#5	9'-6"	—
v1(E)	8	#5	7'-7"	—
v2(E)	16	#5	10'-11"	—
v3(E)	4	#5	7'-2"	—
v4(E)	8	#5	10'-1"	—
v5(E)	4	#5	7'-4"	—
v6(E)	8	#5	10'-5"	—
Reinforcement Bars, Epoxy Coated			Pound	1,740
Concrete Structures			Cu. Yd.	9
Geocomposite Wall Drain			Sq. Yd.	104
Pipe Underdrains for Structures, 4"			Foot	162
Structure Excavation			Cu. Yd.	72



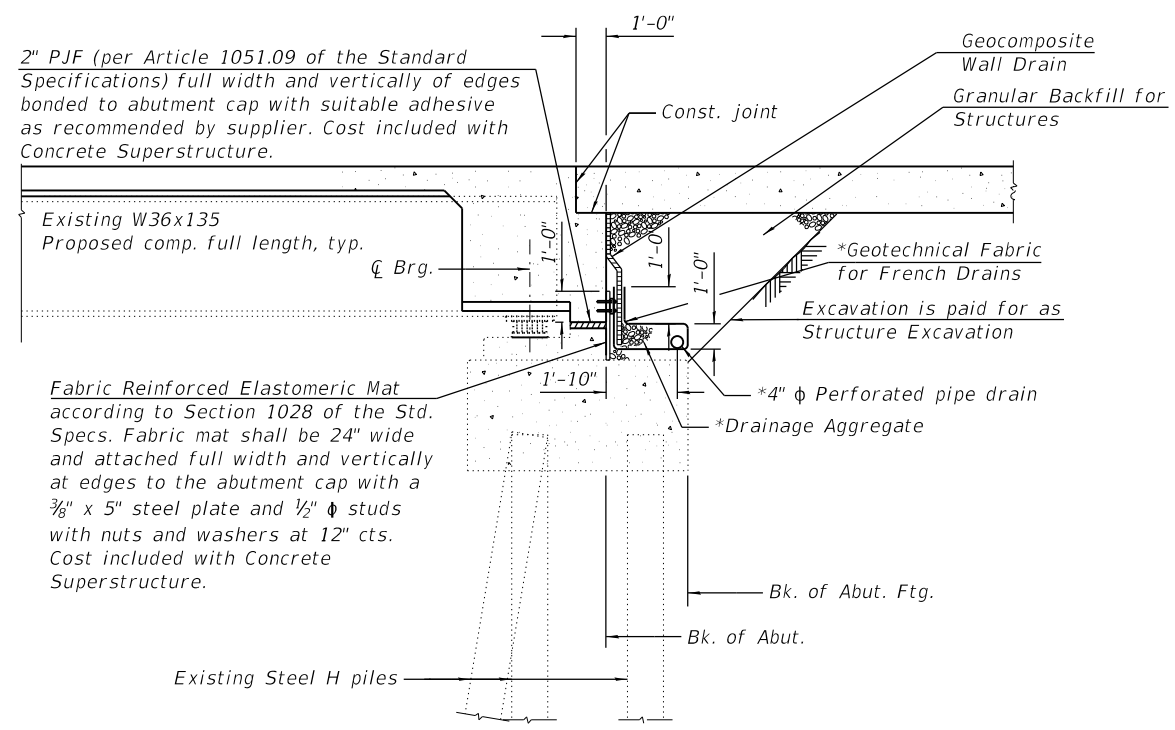
FIELD CUTTING DIAGRAM
Order h2(E) full length. Cut as shown and use remainder of bars in opposite face.



FIELD CUTTING DIAGRAM
Order v2(E), v4(E), and v6(E) full length. Cut as shown and use remainder of bars in opposite wingwall.

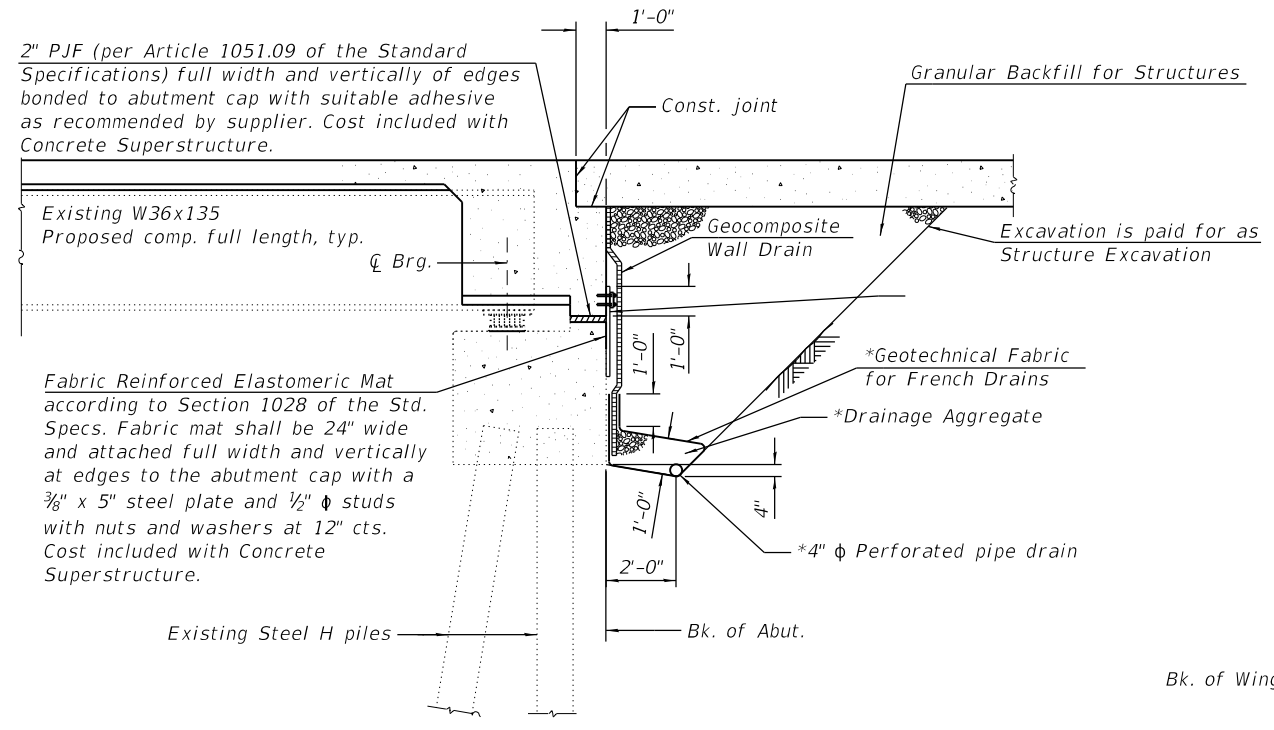


Notes:
The cost of drilling and grouting of #8 h(E) bars is included with Reinforcement bars, Epoxy Coated. Installation as per Sec. 584 of the Standard Specifications. Min. depth of embedment will be 9".



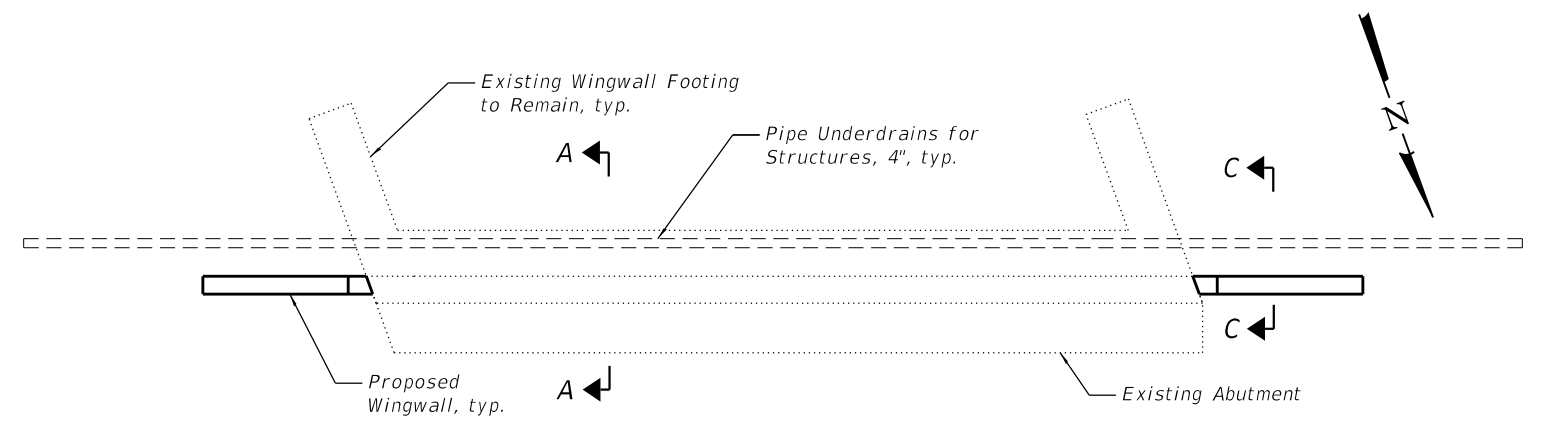
SECTION A-A THRU SEMI-INTEGRAL SOUTH ABUTMENT

(Horiz. Dimensions @ Rt. L's)
 * Included in the cost of Pipe Underdrains for Structures, 4".

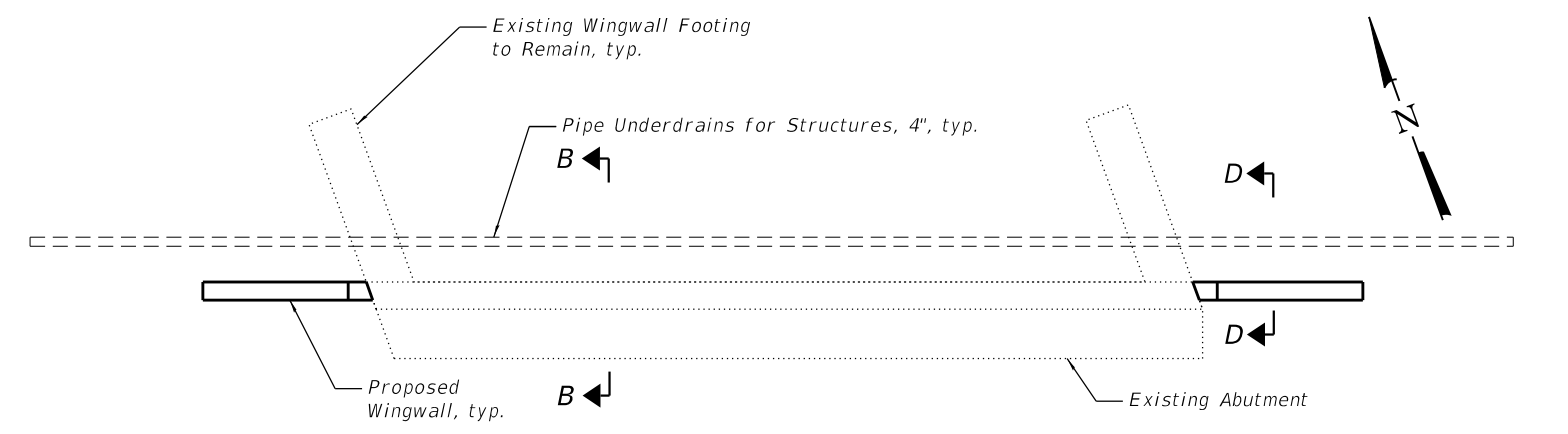


SECTION B-B THRU SEMI-INTEGRAL NORTH ABUTMENT

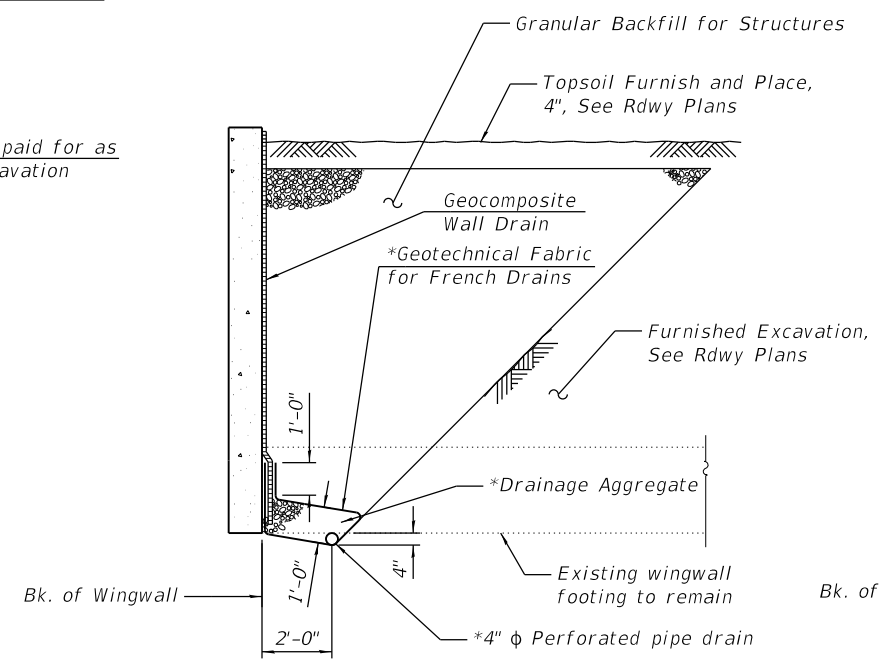
(Horiz. Dimensions @ Rt. L's)



SOUTH ABUTMENT UNDERDRAIN DETAIL

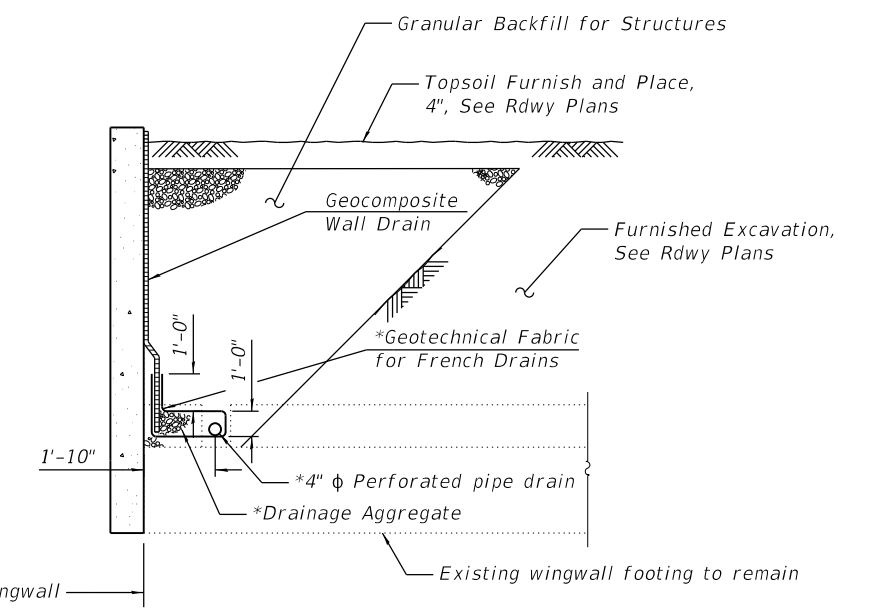


NORTH ABUTMENT UNDERDRAIN DETAIL



SECTION D-D THRU WINGWALL

(Horiz. Dimensions @ Rt. L's)



SECTION C-C THRU WINGWALL

(Horiz. Dimensions @ Rt. L's)

Notes:
 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).

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Michael Baker INTERNATIONAL
 200 W Adams St., Chicago, IL 60606
 Phone: (312) 675-3900 • M.BAKER@MINTL.COM

USER NAME = Joseph.Kauzlarich	DESIGNED - JMK	REVISED -
PLOT SCALE =	DRAWN - JMK	REVISED -
PLOT DATE = 12/13/2018	CHECKED - YC	REVISED -
	DATE - 8/22/2018	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SUBSTRUCTURE DETAILS
 STRUCTURE NO. 099-0005**

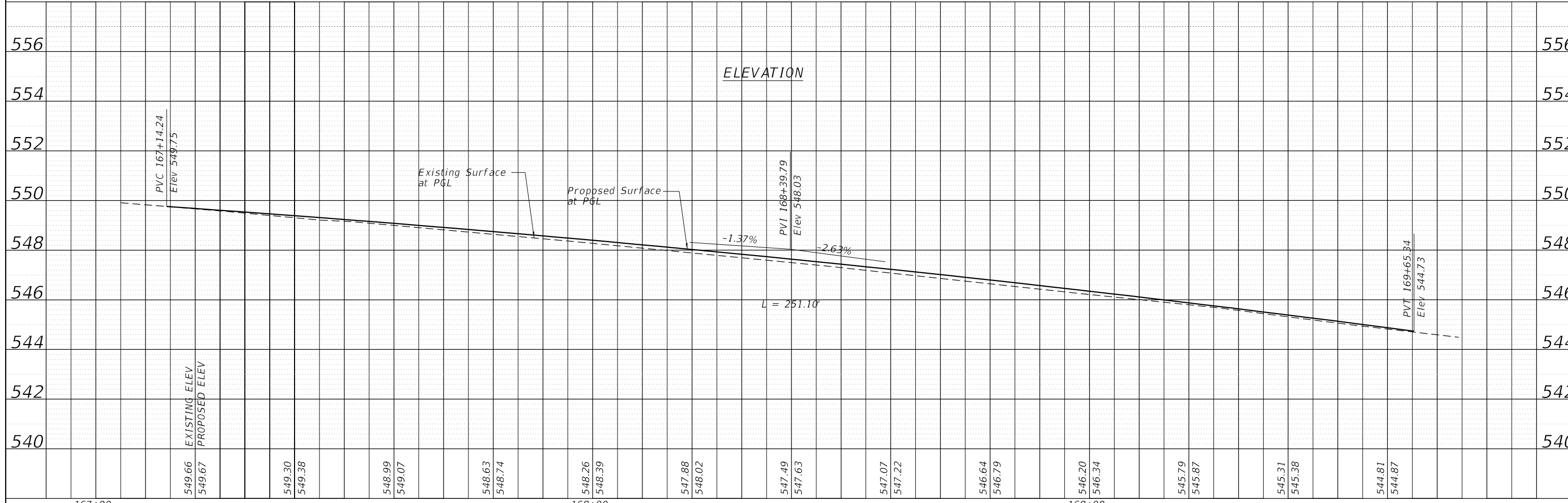
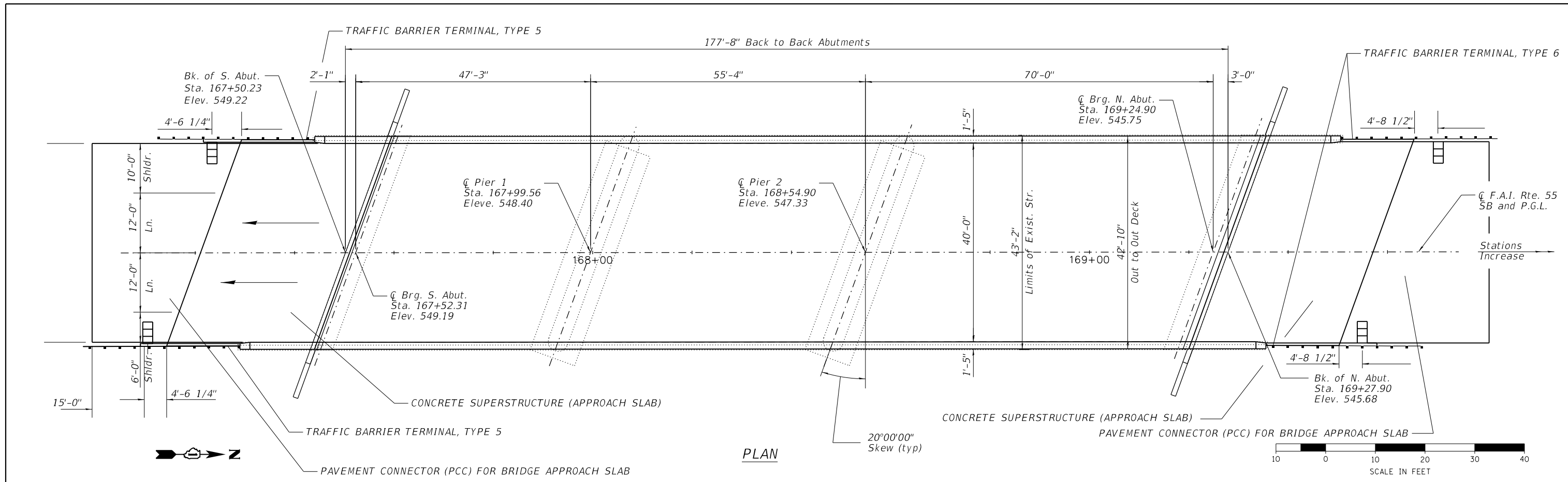
SHEET 20 OF 20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	57
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

FILE NAME = S:\Contracts\Maintenance\Contract Plans\SC09B RP11 - Bridge Plans\Michael Baker Final Submittal\Plan and Profile CADD\099-0005\099-0005-PLANPROF-SHT.DGN

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	PLOTTED	BY
	ALIGNMENT CHECKED	
	STRUCTURE NOTED	
	CADD FILE NAME	
	NO.	

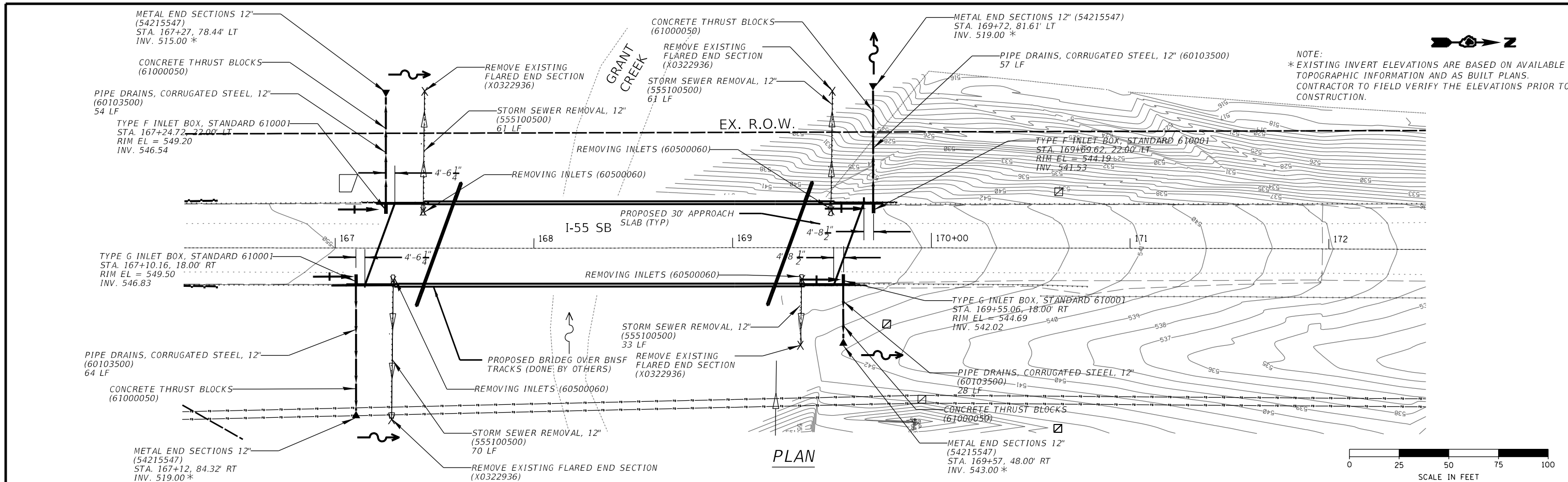
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	CADD FILE NAME	
	NO.	



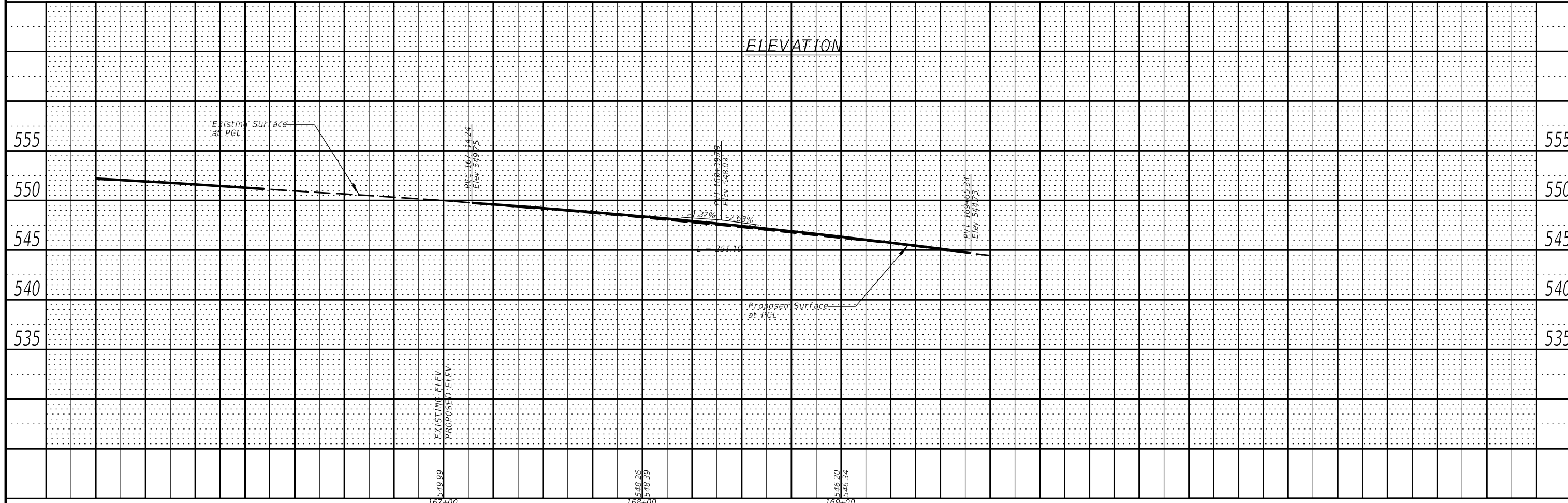
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<table border="1"> <tr><td>USER NAME</td><td>=</td><td>abeboaw</td></tr> <tr><td>DESIGNED</td><td>JK</td><td>REVISED</td><td>-</td></tr> <tr><td>DRAWN</td><td>JC</td><td>REVISED</td><td>-</td></tr> <tr><td>CHECKED</td><td>PT</td><td>REVISED</td><td>-</td></tr> <tr><td>DATE</td><td>7/27/2018</td><td>REVISED</td><td>-</td></tr> </table>												USER NAME	=	abeboaw	DESIGNED	JK	REVISED	-	DRAWN	JC	REVISED	-	CHECKED	PT	REVISED	-	DATE	7/27/2018	REVISED	-	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>						<p align="center">PLAN AND PROFILE STRUCTURE NO. 099-0005</p>						<table border="1"> <tr><td>F.A.P. RTE.</td><td>SECTION</td><td>COUNTY</td><td>TOTAL SHEETS</td><td>SHEET NO.</td></tr> <tr><td>55</td><td>2018-049-B</td><td>WILL</td><td>159</td><td>57A</td></tr> </table>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	55	2018-049-B	WILL	159	57A	<p align="center">CONTRACT NO. 62C98</p>	
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.																																																				
55	2018-049-B	WILL	159	57A																																																				
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SCALE: 50H : 5V	SHEET	OF	SHEETS	STA.	TO	STA.																																																		

PLAN	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
NO.	ALIGNMENT CHECKED	
	STRUCTURE CHECKED	
	CARD FILE NAME	

PROFILE	SURVEYED	DATE
NOTE BOOK	GRADES CHECKED	BY
NO.	STRUCTURE NOTATIONS CHECKED	



NOTE:
* EXISTING INVERT ELEVATIONS ARE BASED ON AVAILABLE TOPOGRAPHIC INFORMATION AND AS BUILT PLANS. CONTRACTOR TO FIELD VERIFY THE ELEVATIONS PRIOR TO CONSTRUCTION.



TransSmart/EJM 411 South Wells Street Suite 1000 Chicago, Illinois 60607	USER NAME = *USER*	DESIGNED	PJT	REVISED	-
	PLOT SCALE = *SCALE*	DRAWN	DPB	REVISED	-
PLOT DATE = *DATE*	CHECKED	PJT	REVISED	-	
	DATE	12/21/2018	REVISED	-	

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		DRAINAGE AND UTILITY PLAN I-55 SB OVER GRANT CREEK - STRUCTURE NO. 099-0005	
SCALE: 50H : 5V	SHEET	OF	SHEETS
STA.	TO	STA.	TO

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	57B
CONTRACT NO. 62098				

FILE NAME = #FILEL#

Benchmark: Southeast bolt of east post on "Exit 241, 1 Mile" sign, Elev. 525.17.

Existing Structure: S.N. 099-0304 originally built in 1993 as F.A.I. Rte. 55, Section 87(A, B-1&2, VB&VB-1)R at Station 643+29.89. Structure consists of a four span composite steel 56" web welded plate girder superstructure supported by pile bent abutments founded on steel H-piles and concrete column piers founded on spread footings. 545'-6" back-to-back abutments. 43'-2" out-to-out deck.

Concrete deck and approach slabs to be removed and replaced.

Traffic shifted using crossovers to adjacent S.N. 099-0286 will be used to maintain traffic. This structure will not be stage constructed.

No salvage.

SCOPE OF WORK

1. Remove existing concrete deck, parapets, approach slabs, and expansion joints.
2. Remove tops of abutment backwalls and wingwall stems.
3. Replace bearings at abutments.
4. Construct wingwalls.
5. Construct concrete deck, semi-integral diaphragms, parapets, and approach slabs.

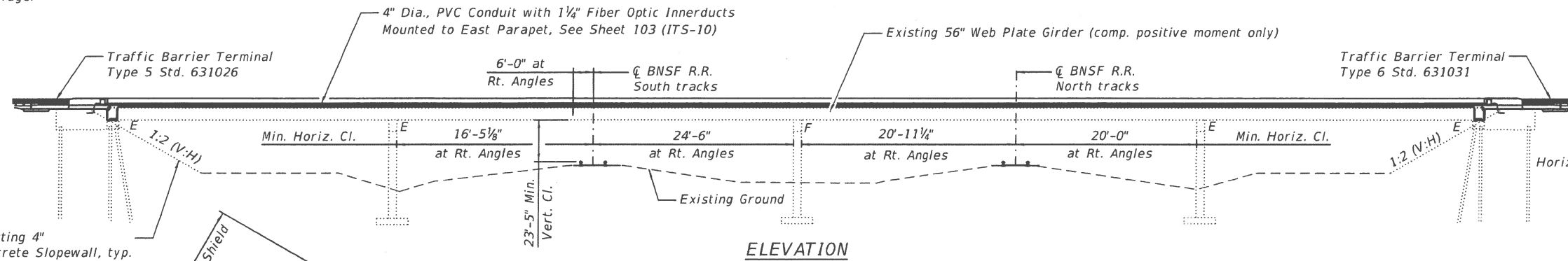
LOADING HS20-44 & ALT (New Const.)
No allowance for future wearing surface.

DESIGN SPECIFICATIONS
2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

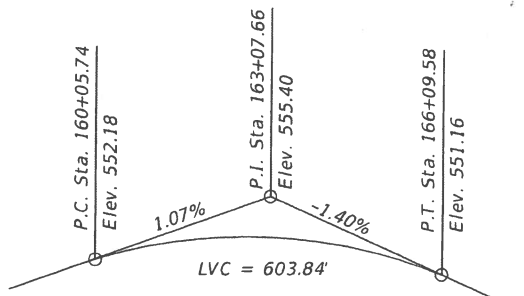
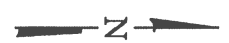
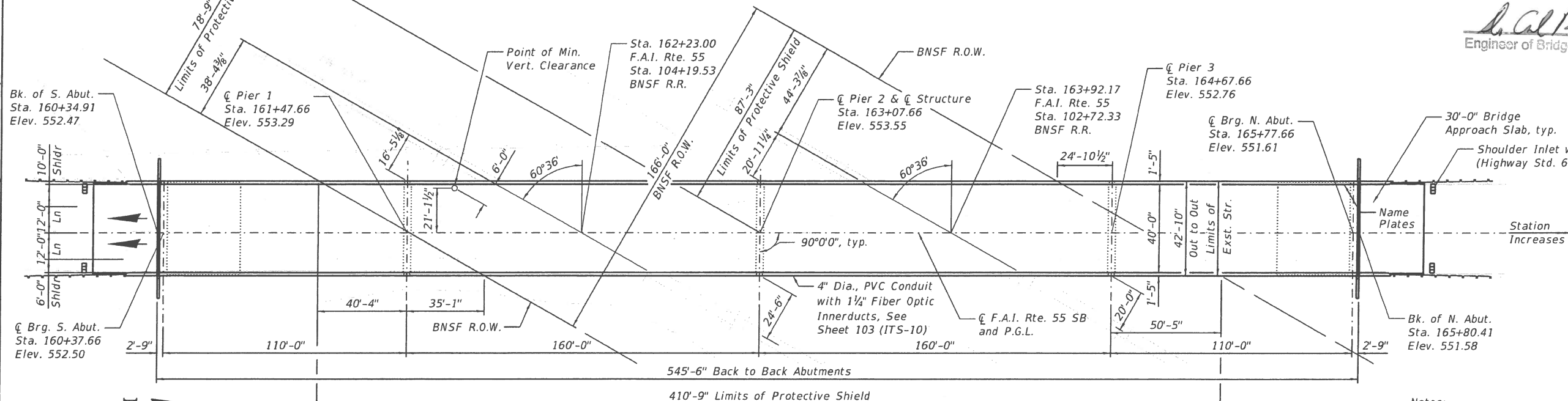
DESIGN STRESSES
FIELD UNITS (New Const.)
f'c = 3,500 psi
f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)
FIELD UNITS (Existing Const.)
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

SEISMIC DATA
Seismic Performance Category (SPC) = A
Horizontal Bedrock Acceleration Coefficient (A) = 0.040g
Site Coefficient (S) = 1.0

APPROVED
For Structural Adequacy Only
De. Cal Perry
Engineer of Bridges & Structures



ELEVATION



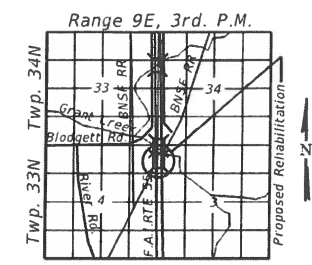
The profile grade shows the final elevations after grinding
Up to 1/4" may be ground off the bridge deck, the bridge approach slabs, and the pavement connectors.

LICENSED STRUCTURAL ENGINEER
JOSEPH M. KAUZLARICH
081-007934
STATE OF ILLINOIS
Signature: *Joseph M. Kauzlarich*
Date: 12/19/18
Expires: November 30, 2020

STATION 163+07.66
RE-BUILT BY
STATE OF ILLINOIS
F.A.I. RT. 55 SEC. 2018-049-B
LOADING HS20 & ALT
STRUCTURE NO. 099-0304

NAME PLATE
See Std. 515001

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



LOCATION SKETCH

- Notes:
1. BNSF Railroad Mile Post is at 0050.510.
 2. Min. vertical and horizontal clearance taken from original plans.

GENERAL PLAN & ELEVATION
I-55 SB OVER BNSF RAILROAD
F.A.I. RTE. 55 - SEC. 2018-049-B
WILL COUNTY
STATION 163+07.66
STRUCTURE NO. 099-0304

Michael Baker INTERNATIONAL
200 W Adams St., Chicago, IL 60606
Phone: (312) 575-3900 - MBAKERINTL.COM

USER NAME = Joseph.Kauzlarich	DESIGNED - JMK	REVISED -
PLOT SCALE =	DRAWN - DCL	REVISED -
PLOT DATE = 12/19/2018	CHECKED - DFM	REVISED -
	DATE - 8/22/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 099-0304
SHEET 1 OF 24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	58
				CONTRACT NO. 62G98
ILLINOIS FED. AID PROJECT				

GENERAL NOTES:

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

Reinforcement bars designated (E) shall be epoxy coated.

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

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

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

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

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

Slipforming of the parapets is not allowed.

Protective Shield limits are out-to-out of existing bridge deck and 410'-9" along the centerline of bridge.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.		56	56
Removal of Existing Concrete Deck No. 3	Each	1		1
Protective Shield	Sq. Yd.	1,608		1,608
Structure Excavation	Cu. Yd.		80	80
Concrete Structures	Cu. Yd.		37	37
Concrete Superstructure	Cu. Yd.	899		899
Protective Coat	Sq. Yd.	3,240		3,240
Concrete Superstructure (Approach Slab)	Cu. Yd.	120		120
Reinforcement Bars, Epoxy Coated	Pound	256,320	2,070	258,390
Name Plates	Each	1		1
Elastomeric Bearing Assembly, Type II	Each	12		12
Anchor Bolts, 1"	Each	48		48
Geocomposite Wall Drain	Sq. Yd.		113	113
Pipe Underdrains for Structures, 4"	Foot		168	168
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	2,686		2,686
Granular Backfill for Structures	Cu. Yd.		313	313
Jack and Remove Existing Bearings	Each	12		12
Diamond Grinding (Bridge Section)	Sq. Yd.	2,418		2,418

INDEX OF DRAWINGS

- 1 General Plan & Elevation
- 2 General Notes & Bill of Material
- 3 Removal Details
- 4 Top of Slab Elevations 1 of 4
- 5 Top of Slab Elevations 2 of 4
- 6 Top of Slab Elevations 3 of 4
- 7 Top of Slab Elevations 4 of 4
- 8 Top of S. Approach Slab Elevations
- 9 Top of N. Approach Slab Elevations
- 10 Deck Plan
- 11 Deck Cross Section & Pouring Sequence
- 12 Parapet Elevation
- 13 Parapet Sections
- 14 Semi-Integral Abutment Diaphragm Details
- 15 Bridge Approach Slab Details 1 of 2
- 16 Bridge Approach Slab Details 2 of 2
- 17 Framing Plan & Elevation 1 of 3
- 18 Framing Plan & Elevation 2 of 3
- 19 Framing Plan & Elevation 3 of 3
- 20 Expansion Bearings at Abutments 1 of 2
- 21 Expansion Bearings at Abutments 2 of 2
- 22 Abutment & Wingwall Removal Details
- 23 Wingwall Details
- 24 Substructure Sections

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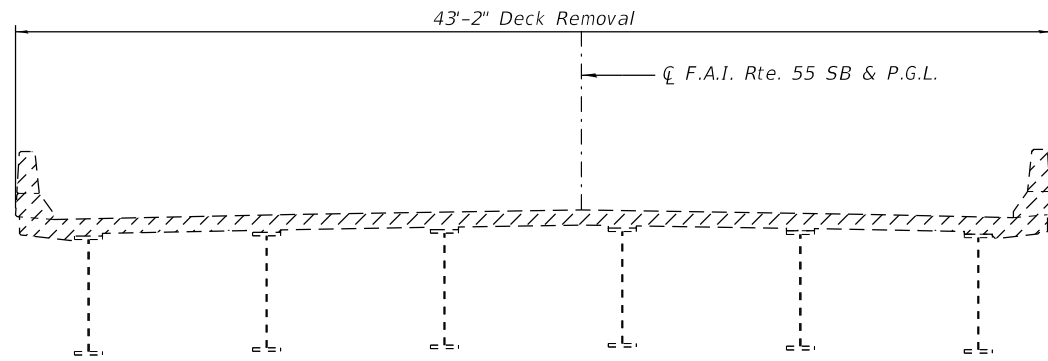
Michael Baker International
 200 W Adams St, Chicago, IL 60606
 Phone: (312) 675-3900 • M.BAKER@MINTL.COM

USER NAME = Siya.Liao	DESIGNED - JMK	REVISED -
	DRAWN - DCL	REVISED -
PLOT SCALE =	CHECKED - DFM	REVISED -
PLOT DATE = 12/17/2018	DATE - 8/22/2018	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

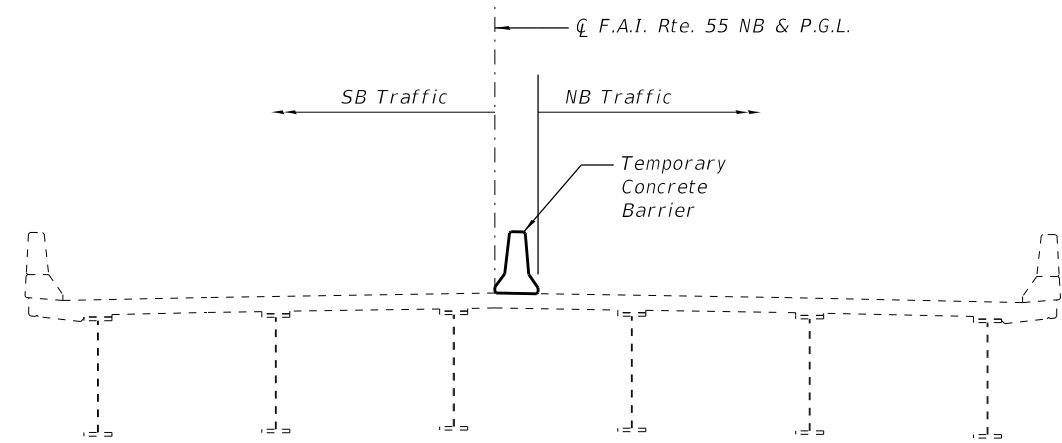
**GENERAL NOTES & BILL OF MATERIAL
 STRUCTURE NO. 099-0304**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	59
CONTRACT NO. 62G98				
		ILLINOIS	FED. AID PROJECT	

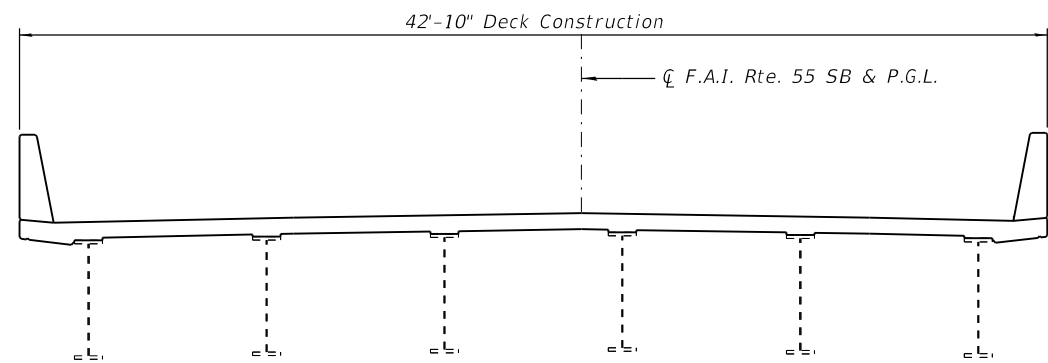


S.N. 099-0304

REMOVAL
(Looking North)

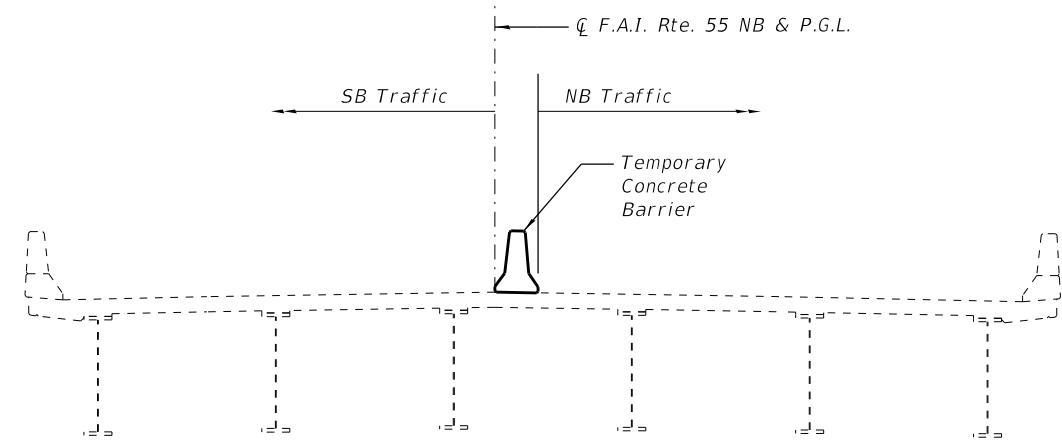


S.N. 099-0286



S.N. 099-0304

CONSTRUCTION
(Looking North)



S.N. 099-0286

Notes:

1. Traffic shifted using crossovers to adjacent S.N. 099-0286 will be used to maintain traffic. This structure will not be stage constructed.
2. Hatched area indicates Removal of Existing Concrete Deck.
3. Removal of existing bridge parapet is included with Removal of Existing Concrete Deck

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 USER: DLamb

Michael Baker
INTERNATIONAL
200 W Adams St, Chicago, IL 60606
Phone: (312) 675-3900 • MBAKERINTL.COM

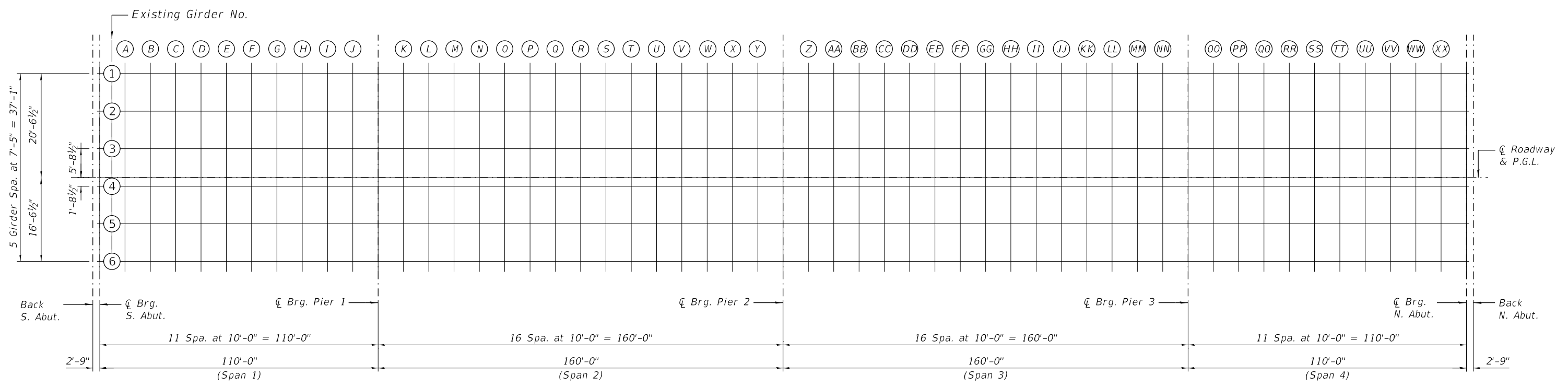
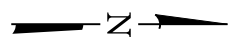
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	DATE - 8/22/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

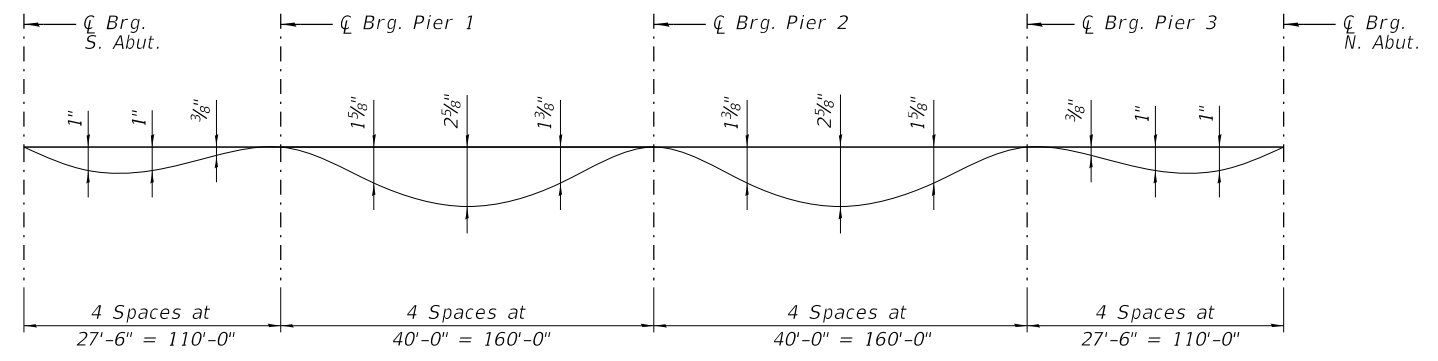
REMOVAL DETAILS
STRUCTURE NO. 099-0304

SHEET 3 OF 24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	60
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

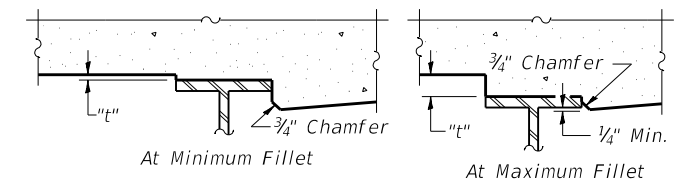


PLAN



DEAD LOAD DEFLECTION DIAGRAM
(Includes Weight of Concrete Only)

Note:
The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets 5 thru 7 of 24.



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 5 thru 7 of 24, minus 8 1/4" slab thickness, 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 below. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

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Michael Baker INTERNATIONAL
200 W Adams St, Chicago, IL 60606
Phone: (312) 675-3900 • M.BAKER@MINTL.COM

USER NAME = DLamb	DESIGNED - JMK	REVISED -
PLOT SCALE =	DRAWN - THM	REVISED -
PLOT DATE = 12/13/2018	CHECKED - YC	REVISED -
	DATE - 8/22/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS 1 OF 4
STRUCTURE NO. 099-0304

SHEET 4 OF 24 SHEETS

F.A.I. RTE. 55	SECTION 2018-049-B	COUNTY WILL	TOTAL SHEETS 159	SHEET NO. 61
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. of S. Abut.	160+34.91	-20.54	552.12	552.14
CL Brg. S. Abut.	160+37.66	-20.54	552.15	552.17
A	160+47.66	-20.54	552.24	552.30
B	160+57.66	-20.54	552.33	552.42
C	160+67.66	-20.54	552.41	552.52
D	160+77.66	-20.54	552.49	552.61
E	160+87.66	-20.54	552.57	552.68
F	160+97.66	-20.54	552.64	552.74
G	161+07.66	-20.54	552.71	552.78
H	161+17.66	-20.54	552.77	552.82
I	161+27.66	-20.54	552.83	552.86
J	161+37.66	-20.54	552.88	552.90
CL Brg. Pier 1	161+47.66	-20.54	552.94	552.96
K	161+57.66	-20.54	552.98	553.02
L	161+67.66	-20.54	553.03	553.10
M	161+77.66	-20.54	553.06	553.18
N	161+87.66	-20.54	553.10	553.25
O	161+97.66	-20.54	553.13	553.32
P	162+07.66	-20.54	553.16	553.38
Q	162+17.66	-20.54	553.18	553.42
R	162+27.66	-20.54	553.20	553.44
S	162+37.66	-20.54	553.21	553.44
T	162+47.66	-20.54	553.22	553.43
U	162+57.66	-20.54	553.23	553.40
V	162+67.66	-20.54	553.23	553.36
W	162+77.66	-20.54	553.23	553.32
X	162+87.66	-20.54	553.22	553.27
Y	162+97.66	-20.54	553.21	553.24
CL Brg. Pier 2	163+07.66	-20.54	553.20	553.22
Z	163+17.66	-20.54	553.18	553.21
AA	163+27.66	-20.54	553.15	553.21
BB	163+37.66	-20.54	553.13	553.22
CC	163+47.66	-20.54	553.10	553.23
DD	163+57.66	-20.54	553.06	553.23
EE	163+67.66	-20.54	553.02	553.23
FF	163+77.66	-20.54	552.98	553.21
GG	163+87.66	-20.54	552.93	553.17
HH	163+97.66	-20.54	552.88	553.12
II	164+07.66	-20.54	552.83	553.05
JJ	164+17.66	-20.54	552.77	552.96
KK	164+27.66	-20.54	552.70	552.86
LL	164+37.66	-20.54	552.64	552.75
MM	164+47.66	-20.54	552.56	552.64
NN	164+57.66	-20.54	552.49	552.53
CL Brg. Pier 3	164+67.66	-20.54	552.41	552.43
OO	164+77.66	-20.54	552.32	552.34
PP	164+87.66	-20.54	552.24	552.27
QQ	164+97.66	-20.54	552.14	552.20
RR	165+07.66	-20.54	552.05	552.12
SS	165+17.66	-20.54	551.95	552.04
TT	165+27.66	-20.54	551.84	551.96
UU	165+37.66	-20.54	551.73	551.85
VV	165+47.66	-20.54	551.62	551.73
WW	165+57.66	-20.54	551.50	551.59
XX	165+67.66	-20.54	551.38	551.44
CL Brg. N. Abut.	165+77.66	-20.54	551.26	551.28
Bk. of N. Abut.	165+80.41	-20.54	551.22	551.24

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. of S. Abut.	160+34.91	-13.13	552.27	552.29
CL Brg. S. Abut.	160+37.66	-13.13	552.30	552.32
A	160+47.66	-13.13	552.39	552.45
B	160+57.66	-13.13	552.48	552.57
C	160+67.66	-13.13	552.56	552.67
D	160+77.66	-13.13	552.64	552.76
E	160+87.66	-13.13	552.72	552.83
F	160+97.66	-13.13	552.79	552.89
G	161+07.66	-13.13	552.86	552.93
H	161+17.66	-13.13	552.92	552.97
I	161+27.66	-13.13	552.98	553.01
J	161+37.66	-13.13	553.03	553.05
CL Brg. Pier 1	161+47.66	-13.13	553.08	553.10
K	161+57.66	-13.13	553.13	553.17
L	161+67.66	-13.13	553.17	553.25
M	161+77.66	-13.13	553.21	553.33
N	161+87.66	-13.13	553.25	553.40
O	161+97.66	-13.13	553.28	553.47
P	162+07.66	-13.13	553.30	553.53
Q	162+17.66	-13.13	553.33	553.57
R	162+27.66	-13.13	553.34	553.59
S	162+37.66	-13.13	553.36	553.59
T	162+47.66	-13.13	553.37	553.58
U	162+57.66	-13.13	553.38	553.55
V	162+67.66	-13.13	553.38	553.51
W	162+77.66	-13.13	553.37	553.46
X	162+87.66	-13.13	553.37	553.42
Y	162+97.66	-13.13	553.36	553.39
CL Brg. Pier 2	163+07.66	-13.13	553.34	553.36
Z	163+17.66	-13.13	553.33	553.35
AA	163+27.66	-13.13	553.30	553.36
BB	163+37.66	-13.13	553.28	553.36
CC	163+47.66	-13.13	553.24	553.38
DD	163+57.66	-13.13	553.21	553.38
EE	163+67.66	-13.13	553.17	553.38
FF	163+77.66	-13.13	553.13	553.36
GG	163+87.66	-13.13	553.08	553.32
HH	163+97.66	-13.13	553.03	553.27
II	164+07.66	-13.13	552.97	553.20
JJ	164+17.66	-13.13	552.91	553.11
KK	164+27.66	-13.13	552.85	553.01
LL	164+37.66	-13.13	552.78	552.90
MM	164+47.66	-13.13	552.71	552.79
NN	164+57.66	-13.13	552.64	552.68
CL Brg. Pier 3	164+67.66	-13.13	552.56	552.58
OO	164+77.66	-13.13	552.47	552.49
PP	164+87.66	-13.13	552.38	552.42
QQ	164+97.66	-13.13	552.29	552.34
RR	165+07.66	-13.13	552.20	552.27
SS	165+17.66	-13.13	552.10	552.19
TT	165+27.66	-13.13	551.99	552.10
UU	165+37.66	-13.13	551.88	552.00
VV	165+47.66	-13.13	551.77	551.88
WW	165+57.66	-13.13	551.65	551.74
XX	165+67.66	-13.13	551.53	551.59
CL Brg. N. Abut.	165+77.66	-13.13	551.41	551.43
Bk. of N. Abut.	165+80.41	-13.13	551.37	551.39

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. of S. Abut.	160+34.91	-5.71	552.39	552.41
CL Brg. S. Abut.	160+37.66	-5.71	552.42	552.44
A	160+47.66	-5.71	552.51	552.56
B	160+57.66	-5.71	552.59	552.68
C	160+67.66	-5.71	552.68	552.79
D	160+77.66	-5.71	552.76	552.87
E	160+87.66	-5.71	552.83	552.95
F	160+97.66	-5.71	552.91	553.00
G	161+07.66	-5.71	552.97	553.05
H	161+17.66	-5.71	553.04	553.09
I	161+27.66	-5.71	553.09	553.13
J	161+37.66	-5.71	553.15	553.17
CL Brg. Pier 1	161+47.66	-5.71	553.20	553.22
K	161+57.66	-5.71	553.25	553.29
L	161+67.66	-5.71	553.29	553.36
M	161+77.66	-5.71	553.33	553.44
N	161+87.66	-5.71	553.36	553.52
O	161+97.66	-5.71	553.39	553.59
P	162+07.66	-5.71	553.42	553.64
Q	162+17.66	-5.71	553.44	553.68
R	162+27.66	-5.71	553.46	553.70
S	162+37.66	-5.71	553.48	553.71
T	162+47.66	-5.71	553.49	553.69
U	162+57.66	-5.71	553.49	553.66
V	162+67.66	-5.71	553.49	553.62
W	162+77.66	-5.71	553.49	553.58
X	162+87.66	-5.71	553.49	553.54
Y	162+97.66	-5.71	553.48	553.50
CL Brg. Pier 2	163+07.66	-5.71	553.46	553.48
Z	163+17.66	-5.71	553.44	553.47
AA	163+27.66	-5.71	553.42	553.47
BB	163+37.66	-5.71	553.39	553.48
CC	163+47.66	-5.71	553.36	553.49
DD	163+57.66	-5.71	553.33	553.50
EE	163+67.66	-5.71	553.29	553.49
FF	163+77.66	-5.71	553.24	553.48
GG	163+87.66	-5.71	553.20	553.44
HH	163+97.66	-5.71	553.15	553.39
II	164+07.66	-5.71	553.09	553.31
JJ	164+17.66	-5.71	553.03	553.22
KK	164+27.66	-5.71	552.97	553.12
LL	164+37.66	-5.71	552.90	553.01
MM	164+47.66	-5.71	552.83	552.90
NN	164+57.66	-5.71	552.75	552.79
CL Brg. Pier 3	164+67.66	-5.71	552.67	552.69
OO	164+77.66	-5.71	552.59	552.61
PP	164+87.66	-5.71	552.50	552.53
QQ	164+97.66	-5.71	552.41	552.46
RR	165+07.66	-5.71	552.31	552.39
SS	165+17.66	-5.71	552.21	552.31
TT	165+27.66	-5.71	552.11	552.22
UU	165+37.66	-5.71	552.00	552.12
VV	165+47.66	-5.71	551.89	551.99
WW	165+57.66	-5.71	551.77	551.86
XX	165+67.66	-5.71	551.65	551.71
CL Brg. N. Abut.	165+77.66	-5.71	551.52	551.54
Bk. of N. Abut.	165+80.41	-5.71	551.49	551.51

MODEL SHEET
 FILE NAME: P:\183-017\Work Order 061\Task 2.2 - 099-0304 Final Design\CAD_Sheets\183-017-0502.dgn

Michael Baker INTERNATIONAL
 200 W Adams St., Chicago, IL 60606
 Phone: (312) 675-3900 • MBAKERINTL.COM

USER NAME = DLamb	DESIGNED - JMK	REVISED -
	DRAWN - THM	REVISED -
PLOT SCALE =	CHECKED - YC	REVISED -
PLOT DATE = 12/13/2018	DATE - 8/22/2018	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS 2 OF 4
 STRUCTURE NO. 099-0304

SHEET 5 OF 24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	62
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

☐ ROADWAY & P.G.

BEAM 4

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. of S. Abut.	160+34.91	0.00	552.47	552.50
CL Brg. S. Abut.	160+37.66	0.00	552.50	552.52
A	160+47.66	0.00	552.59	552.65
B	160+57.66	0.00	552.68	552.77
C	160+67.66	0.00	552.76	552.87
D	160+77.66	0.00	552.84	552.96
E	160+87.66	0.00	552.92	553.03
F	160+97.66	0.00	552.99	553.09
G	161+07.66	0.00	553.06	553.13
H	161+17.66	0.00	553.12	553.17
I	161+27.66	0.00	553.18	553.21
J	161+37.66	0.00	553.24	553.26
CL Brg. Pier 1	161+47.66	0.00	553.29	553.31
K	161+57.66	0.00	553.33	553.37
L	161+67.66	0.00	553.38	553.45
M	161+77.66	0.00	553.42	553.53
N	161+87.66	0.00	553.45	553.60
O	161+97.66	0.00	553.48	553.67
P	162+07.66	0.00	553.51	553.73
Q	162+17.66	0.00	553.53	553.77
R	162+27.66	0.00	553.55	553.79
S	162+37.66	0.00	553.56	553.79
T	162+47.66	0.00	553.57	553.78
U	162+57.66	0.00	553.58	553.75
V	162+67.66	0.00	553.58	553.71
W	162+77.66	0.00	553.58	553.67
X	162+87.66	0.00	553.57	553.62
Y	162+97.66	0.00	553.56	553.59
CL Brg. Pier 2	163+07.66	0.00	553.55	553.57
Z	163+17.66	0.00	553.53	553.56
AA	163+27.66	0.00	553.51	553.56
BB	163+37.66	0.00	553.48	553.57
CC	163+47.66	0.00	553.45	553.58
DD	163+57.66	0.00	553.41	553.58
EE	163+67.66	0.00	553.37	553.58
FF	163+77.66	0.00	553.33	553.56
GG	163+87.66	0.00	553.28	553.53
HH	163+97.66	0.00	553.23	553.47
II	164+07.66	0.00	553.18	553.40
JJ	164+17.66	0.00	553.12	553.31
KK	164+27.66	0.00	553.05	553.21
LL	164+37.66	0.00	552.99	553.10
MM	164+47.66	0.00	552.91	552.99
NN	164+57.66	0.00	552.84	552.88
CL Brg. Pier 3	164+67.66	0.00	552.76	552.78
OO	164+77.66	0.00	552.67	552.69
PP	164+87.66	0.00	552.59	552.62
QQ	164+97.66	0.00	552.49	552.55
RR	165+07.66	0.00	552.40	552.47
SS	165+17.66	0.00	552.30	552.40
TT	165+27.66	0.00	552.19	552.31
UU	165+37.66	0.00	552.08	552.20
VV	165+47.66	0.00	551.97	552.08
WW	165+57.66	0.00	551.86	551.94
XX	165+67.66	0.00	551.73	551.79
CL Brg. N. Abut.	165+77.66	0.00	551.61	551.63
Bk. of N. Abut.	165+80.41	0.00	551.57	551.60

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. of S. Abut.	160+34.91	1.71	552.45	552.47
CL Brg. S. Abut.	160+37.66	1.71	552.48	552.50
A	160+47.66	1.71	552.57	552.62
B	160+57.66	1.71	552.65	552.74
C	160+67.66	1.71	552.74	552.85
D	160+77.66	1.71	552.82	552.93
E	160+87.66	1.71	552.89	553.01
F	160+97.66	1.71	552.97	553.06
G	161+07.66	1.71	553.03	553.11
H	161+17.66	1.71	553.10	553.15
I	161+27.66	1.71	553.15	553.19
J	161+37.66	1.71	553.21	553.23
CL Brg. Pier 1	161+47.66	1.71	553.26	553.28
K	161+57.66	1.71	553.31	553.35
L	161+67.66	1.71	553.35	553.42
M	161+77.66	1.71	553.39	553.50
N	161+87.66	1.71	553.42	553.58
O	161+97.66	1.71	553.45	553.65
P	162+07.66	1.71	553.48	553.70
Q	162+17.66	1.71	553.50	553.74
R	162+27.66	1.71	553.52	553.76
S	162+37.66	1.71	553.54	553.77
T	162+47.66	1.71	553.55	553.75
U	162+57.66	1.71	553.55	553.72
V	162+67.66	1.71	553.55	553.68
W	162+77.66	1.71	553.55	553.64
X	162+87.66	1.71	553.55	553.60
Y	162+97.66	1.71	553.54	553.56
CL Brg. Pier 2	163+07.66	1.71	553.52	553.54
Z	163+17.66	1.71	553.50	553.53
AA	163+27.66	1.71	553.48	553.53
BB	163+37.66	1.71	553.45	553.54
CC	163+47.66	1.71	553.42	553.55
DD	163+57.66	1.71	553.39	553.56
EE	163+67.66	1.71	553.35	553.55
FF	163+77.66	1.71	553.30	553.54
GG	163+87.66	1.71	553.26	553.50
HH	163+97.66	1.71	553.21	553.45
II	164+07.66	1.71	553.15	553.37
JJ	164+17.66	1.71	553.09	553.28
KK	164+27.66	1.71	553.03	553.18
LL	164+37.66	1.71	552.96	553.07
MM	164+47.66	1.71	552.89	552.96
NN	164+57.66	1.71	552.81	552.85
CL Brg. Pier 3	164+67.66	1.71	552.73	552.75
OO	164+77.66	1.71	552.65	552.67
PP	164+87.66	1.71	552.56	552.59
QQ	164+97.66	1.71	552.47	552.52
RR	165+07.66	1.71	552.37	552.45
SS	165+17.66	1.71	552.27	552.37
TT	165+27.66	1.71	552.17	552.28
UU	165+37.66	1.71	552.06	552.18
VV	165+47.66	1.71	551.95	552.05
WW	165+57.66	1.71	551.83	551.92
XX	165+67.66	1.71	551.71	551.77
CL Brg. N. Abut.	165+77.66	1.71	551.58	551.60
Bk. of N. Abut.	165+80.41	1.71	551.55	551.57

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. of S. Abut.	160+34.91	9.13	552.34	552.36
CL Brg. S. Abut.	160+37.66	9.13	552.36	552.38
A	160+47.66	9.13	552.46	552.51
B	160+57.66	9.13	552.54	552.63
C	160+67.66	9.13	552.63	552.74
D	160+77.66	9.13	552.71	552.82
E	160+87.66	9.13	552.78	552.90
F	160+97.66	9.13	552.85	552.95
G	161+07.66	9.13	552.92	553.00
H	161+17.66	9.13	552.98	553.04
I	161+27.66	9.13	553.04	553.08
J	161+37.66	9.13	553.10	553.12
CL Brg. Pier 1	161+47.66	9.13	553.15	553.17
K	161+57.66	9.13	553.20	553.24
L	161+67.66	9.13	553.24	553.31
M	161+77.66	9.13	553.28	553.39
N	161+87.66	9.13	553.31	553.47
O	161+97.66	9.13	553.34	553.54
P	162+07.66	9.13	553.37	553.59
Q	162+17.66	9.13	553.39	553.63
R	162+27.66	9.13	553.41	553.65
S	162+37.66	9.13	553.42	553.66
T	162+47.66	9.13	553.43	553.64
U	162+57.66	9.13	553.44	553.61
V	162+67.66	9.13	553.44	553.57
W	162+77.66	9.13	553.44	553.53
X	162+87.66	9.13	553.43	553.49
Y	162+97.66	9.13	553.42	553.45
CL Brg. Pier 2	163+07.66	9.13	553.41	553.43
Z	163+17.66	9.13	553.39	553.42
AA	163+27.66	9.13	553.37	553.42
BB	163+37.66	9.13	553.34	553.43
CC	163+47.66	9.13	553.31	553.44
DD	163+57.66	9.13	553.28	553.45
EE	163+67.66	9.13	553.24	553.44
FF	163+77.66	9.13	553.19	553.42
GG	163+87.66	9.13	553.15	553.39
HH	163+97.66	9.13	553.10	553.33
II	164+07.66	9.13	553.04	553.26
JJ	164+17.66	9.13	552.98	553.17
KK	164+27.66	9.13	552.92	553.07
LL	164+37.66	9.13	552.85	552.96
MM	164+47.66	9.13	552.78	552.85
NN	164+57.66	9.13	552.70	552.74
CL Brg. Pier 3	164+67.66	9.13	552.62	552.64
OO	164+77.66	9.13	552.54	552.56
PP	164+87.66	9.13	552.45	552.48
QQ	164+97.66	9.13	552.36	552.41
RR	165+07.66	9.13	552.26	552.34
SS	165+17.66	9.13	552.16	552.26
TT	165+27.66	9.13	552.06	552.17
UU	165+37.66	9.13	551.95	552.06
VV	165+47.66	9.13	551.84	551.94
WW	165+57.66	9.13	551.72	551.81
XX	165+67.66	9.13	551.60	551.65
CL Brg. N. Abut.	165+77.66	9.13	551.47	551.49
Bk. of N. Abut.	165+80.41	9.13	551.44	551.46

MODEL SHEET
 FILE NAME: P:\1\DCR\WAP1\Bkr_mbakercorp.com\projects\099-0304-Final_Design\CAD_Sheets\10990304-SHT-TOS03.dgn
 PLOT DATE = 12/13/2018



USER NAME = DLamb	DESIGNED - JMK	REVISED -
	DRAWN - THM	REVISED -
PLOT SCALE =	CHECKED - YC	REVISED -
PLOT DATE = 12/13/2018	DATE - 8/22/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS 3 OF 4
STRUCTURE NO. 099-0304

SHEET 6 OF 24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	63
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. of S. Abut.	160+34.91	16.54	552.20	552.22
CL Brg. S. Abut.	160+37.66	16.54	552.23	552.25
A	160+47.66	16.54	552.32	552.38
B	160+57.66	16.54	552.41	552.50
C	160+67.66	16.54	552.49	552.60
D	160+77.66	16.54	552.57	552.69
E	160+87.66	16.54	552.65	552.76
F	160+97.66	16.54	552.72	552.82
G	161+07.66	16.54	552.79	552.86
H	161+17.66	16.54	552.85	552.90
I	161+27.66	16.54	552.91	552.94
J	161+37.66	16.54	552.96	552.98
CL Brg. Pier 1	161+47.66	16.54	553.02	553.04
K	161+57.66	16.54	553.06	553.10
L	161+67.66	16.54	553.11	553.18
M	161+77.66	16.54	553.14	553.26
N	161+87.66	16.54	553.18	553.33
O	161+97.66	16.54	553.21	553.40
P	162+07.66	16.54	553.24	553.46
Q	162+17.66	16.54	553.26	553.50
R	162+27.66	16.54	553.28	553.52
S	162+37.66	16.54	553.29	553.52
T	162+47.66	16.54	553.30	553.51
U	162+57.66	16.54	553.31	553.48
V	162+67.66	16.54	553.31	553.44
W	162+77.66	16.54	553.31	553.40
X	162+87.66	16.54	553.30	553.35
Y	162+97.66	16.54	553.29	553.32
CL Brg. Pier 2	163+07.66	16.54	553.28	553.30
Z	163+17.66	16.54	553.26	553.29
AA	163+27.66	16.54	553.23	553.29
BB	163+37.66	16.54	553.21	553.30
CC	163+47.66	16.54	553.18	553.31
DD	163+57.66	16.54	553.14	553.31
EE	163+67.66	16.54	553.10	553.31
FF	163+77.66	16.54	553.06	553.29
GG	163+87.66	16.54	553.01	553.25
HH	163+97.66	16.54	552.96	553.20
II	164+07.66	16.54	552.91	553.13
JJ	164+17.66	16.54	552.85	553.04
KK	164+27.66	16.54	552.78	552.94
LL	164+37.66	16.54	552.72	552.83
MM	164+47.66	16.54	552.64	552.72
NN	164+57.66	16.54	552.57	552.61
CL Brg. Pier 3	164+67.66	16.54	552.49	552.51
OO	164+77.66	16.54	552.40	552.42
PP	164+87.66	16.54	552.32	552.35
QQ	164+97.66	16.54	552.22	552.28
RR	165+07.66	16.54	552.13	552.20
SS	165+17.66	16.54	552.03	552.12
TT	165+27.66	16.54	551.92	552.04
UU	165+37.66	16.54	551.81	551.93
VV	165+47.66	16.54	551.70	551.81
WW	165+57.66	16.54	551.58	551.67
XX	165+67.66	16.54	551.46	551.52
CL Brg. N. Abut.	165+77.66	16.54	551.34	551.36
Bk. of N. Abut.	165+80.41	16.54	551.30	551.32

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Michael Baker
INTERNATIONAL
 200 W Adams St., Chicago, IL 60606
 Phone: (312) 675-3900 • M.BAKER@MBAKERINTL.COM

USER NAME = DLamb	DESIGNED - JMK	REVISED -
PLOT SCALE =	DRAWN - THM	REVISED -
PLOT DATE = 12/13/2018	CHECKED - YC	REVISED -
	DATE - 8/22/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS 4 OF 4
STRUCTURE NO. 099-0304

SHEET 7 OF 24 SHEETS

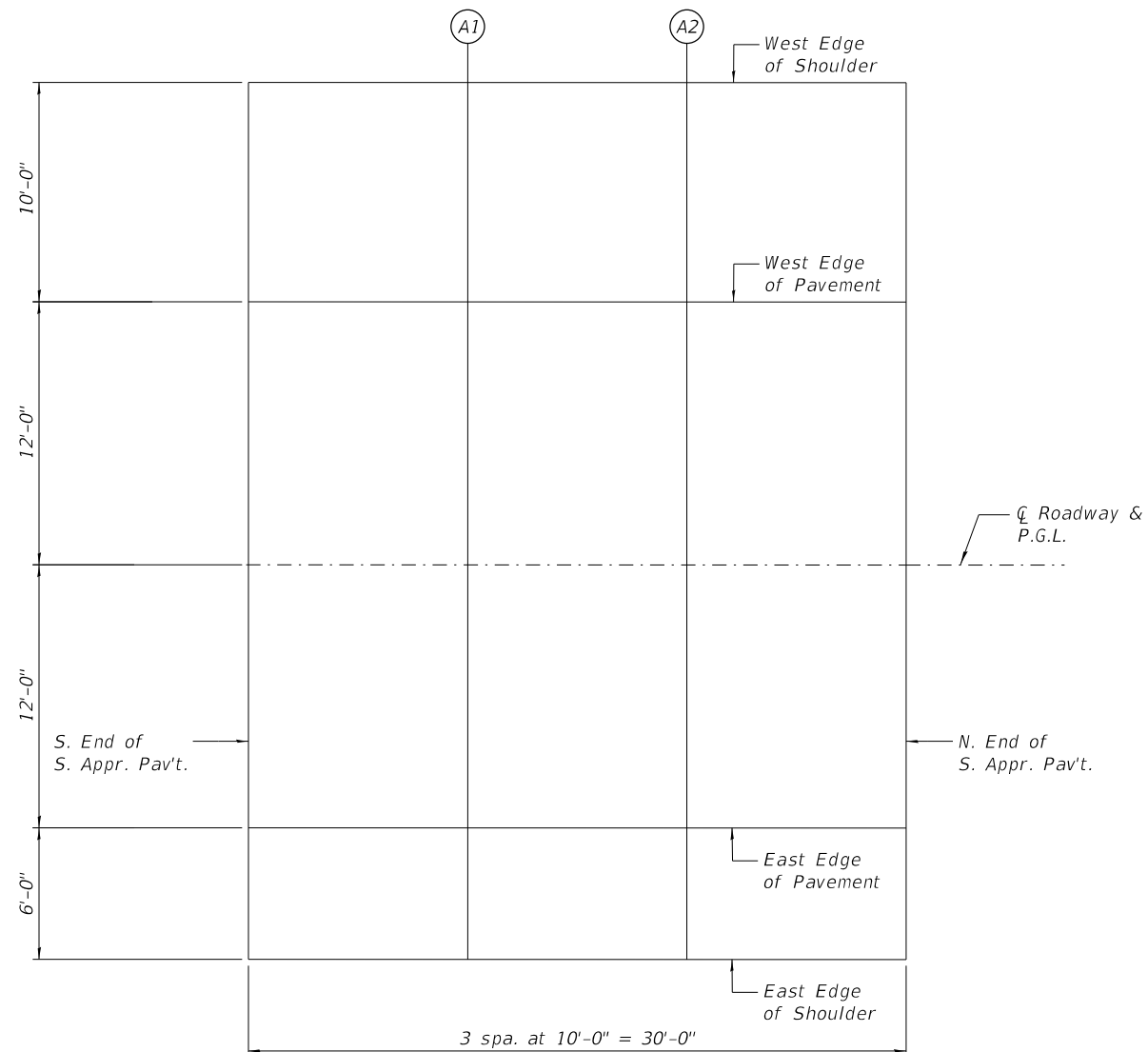
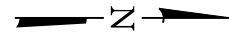
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	64
CONTRACT NO. 62G98				
		ILLINOIS	FED. AID PROJECT	

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End of S. Approach Slab	160+05.91	-22.00	551.80	551.82
A1	160+15.91	-22.00	551.91	551.93
A2	160+25.91	-22.00	552.01	552.03
N. End of S. Approach Slab	160+35.91	-22.00	552.10	552.13

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End of S. Approach Slab	160+05.91	-12.00	552.00	552.02
A1	160+15.91	-12.00	552.11	552.13
A2	160+25.91	-12.00	552.21	552.23
N. End of S. Approach Slab	160+35.91	-12.00	552.30	552.33



PLAN

ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End of S. Approach Slab	160+05.91	0.00	552.18	552.20
A1	160+15.91	0.00	552.29	552.31
A2	160+25.91	0.00	552.39	552.41
N. End of S. Approach Slab	160+35.91	0.00	552.48	552.51

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End of S. Approach Slab	160+05.91	12.00	552.00	552.02
A1	160+15.91	12.00	552.11	552.13
A2	160+25.91	12.00	552.21	552.23
N. End of S. Approach Slab	160+35.91	12.00	552.30	552.33

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End of S. Approach Slab	160+05.91	18.00	551.88	551.90
A1	160+15.91	18.00	551.99	552.01
A2	160+25.91	18.00	552.09	552.11
N. End of S. Approach Slab	160+35.91	18.00	552.18	552.21

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF S. APPROACH SLAB ELEVATIONS
STRUCTURE NO. 099-0304

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	65
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

SHEET 8 OF 24 SHEETS

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Michael Baker INTERNATIONAL
200 W Adams St., Chicago, IL 60606
Phone: (312) 675-3900 • M.BAKER@NTL.COM

USER NAME = DLamb	DESIGNED - JMK	REVISED -
	DRAWN - THM	REVISED -
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PLOT DATE = 12/13/2018	DATE - 8/22/2018	REVISED -

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End of N. Approach Slab	165+79.41	-22.00	551.21	551.23
A3	165+89.41	-22.00	551.08	551.10
A4	165+99.41	-22.00	550.94	550.96
N. End of N. Approach Slab	166+09.41	-22.00	550.81	550.83

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End of N. Approach Slab	165+79.41	-12.00	551.41	551.43
A3	165+89.41	-12.00	551.28	551.30
A4	165+99.41	-12.00	551.14	551.16
N. End of N. Approach Slab	166+09.41	-12.00	551.01	551.03

☐ ROADWAY & PROFILE GRADE

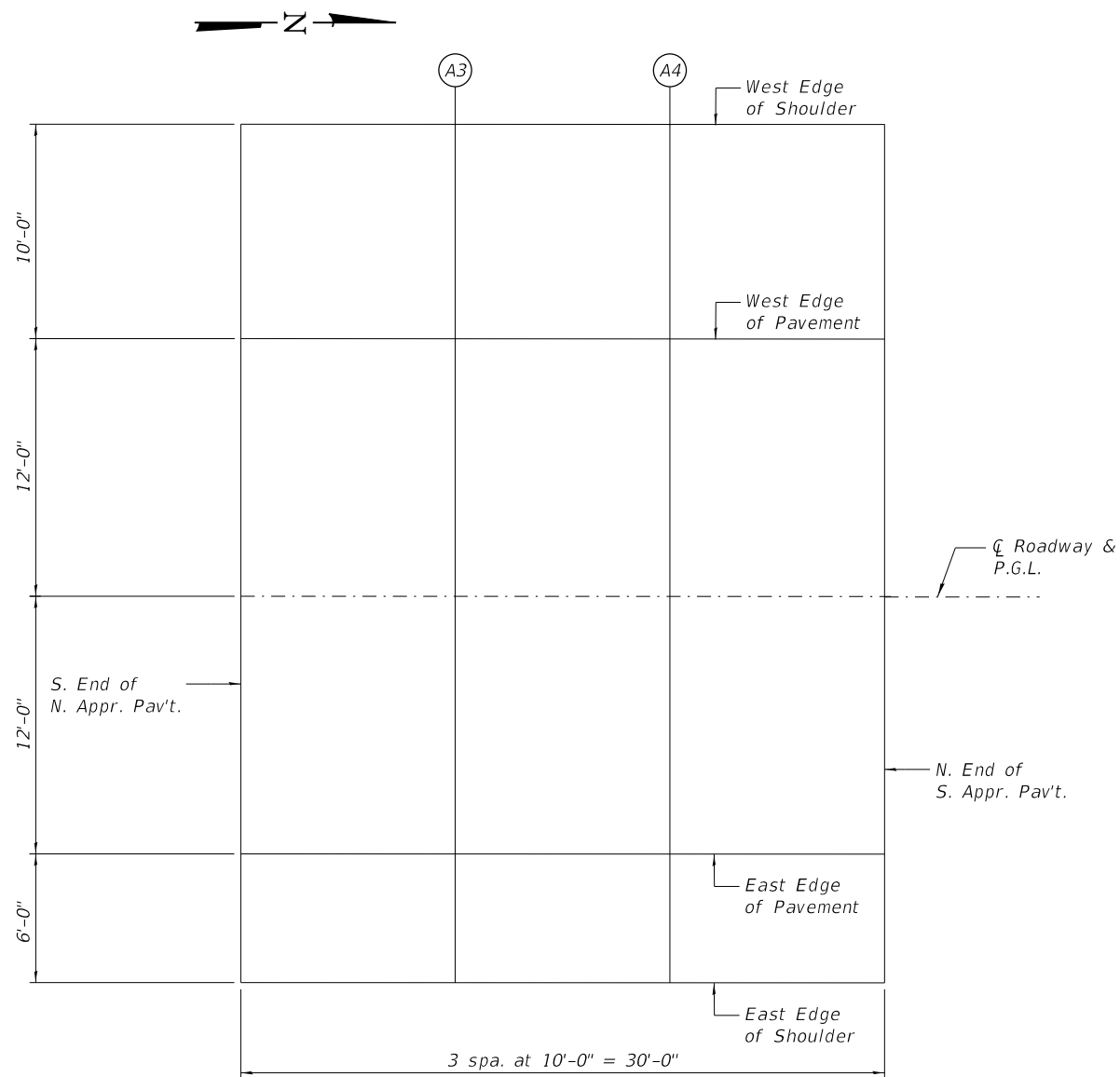
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End of N. Approach Slab	165+79.41	0.00	551.59	551.61
A3	165+89.41	0.00	551.46	551.48
A4	165+99.41	0.00	551.32	551.34
N. End of N. Approach Slab	166+09.41	0.00	551.19	551.21

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End of N. Approach Slab	165+79.41	12.00	551.41	551.43
A3	165+89.41	12.00	551.28	551.30
A4	165+99.41	12.00	551.14	551.16
N. End of N. Approach Slab	166+09.41	12.00	551.01	551.03

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End of N. Approach Slab	165+79.41	18.00	551.29	551.31
A3	165+89.41	18.00	551.16	551.18
A4	165+99.41	18.00	551.02	551.04
N. End of N. Approach Slab	166+09.41	18.00	550.89	550.91



PLAN

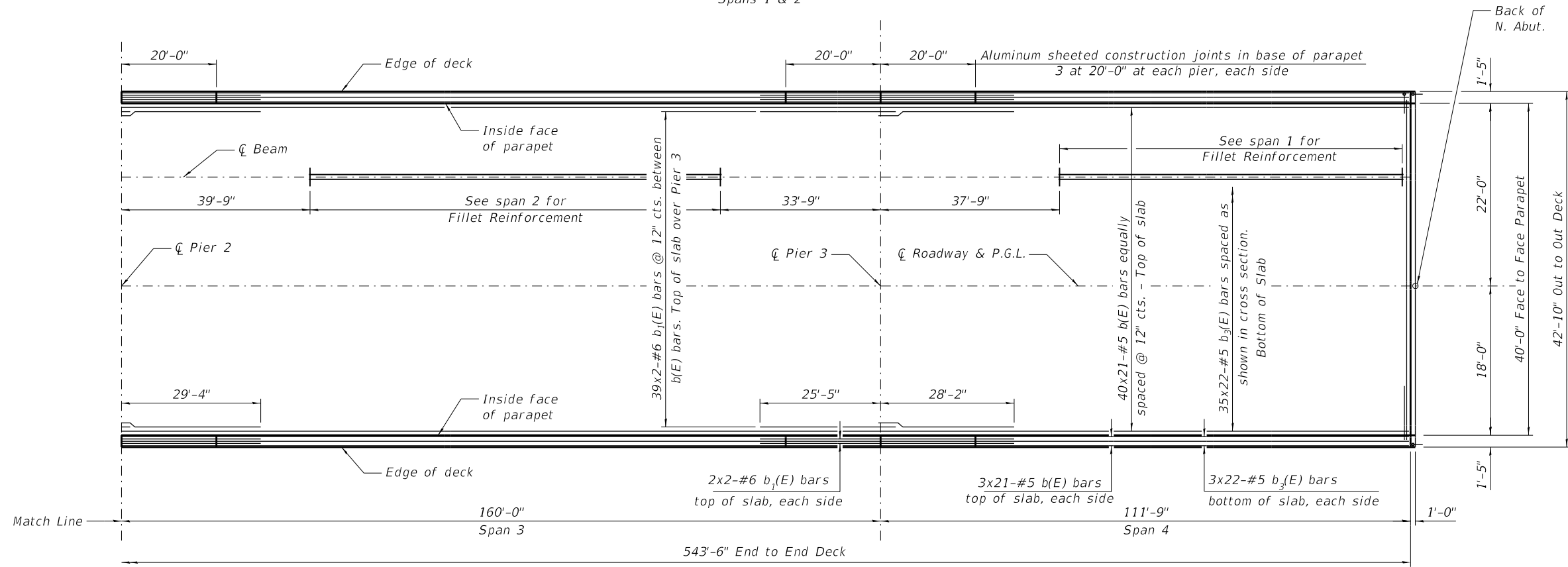
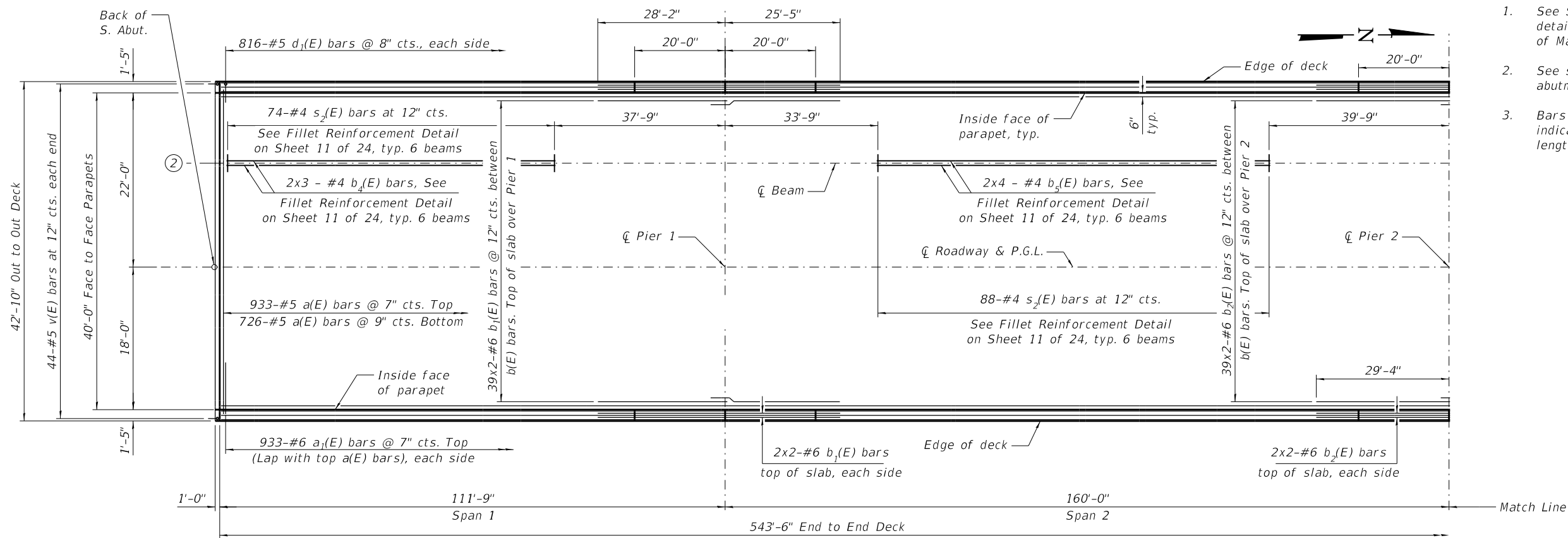
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Notes:

1. See Sheet 13 of 24 for superstructure details, parapet reinforcement, and Bill of Materials.
2. See sheet 14 of 24 for section at abutments and diaphragm details.
3. Bars indicated thus 40 x 21-#5 etc. indicates 40 lines of bars with 21 lengths per line.

MINIMUM BAR LAP

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



MODEL: Sheet
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 USER: DLamb
 DATE: 12/13/2018
 PLOT SCALE: =
 PLOT DATE: = 12/13/2018

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 200 W Adams St, Chicago, IL 60606
 Phone: (312) 675-3900 • M.BAKER@MBAKERINTL.COM

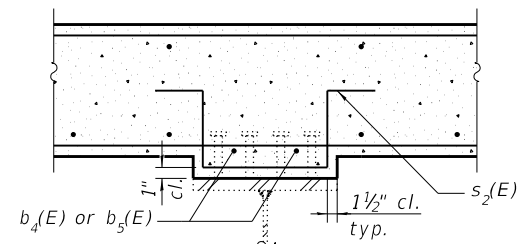
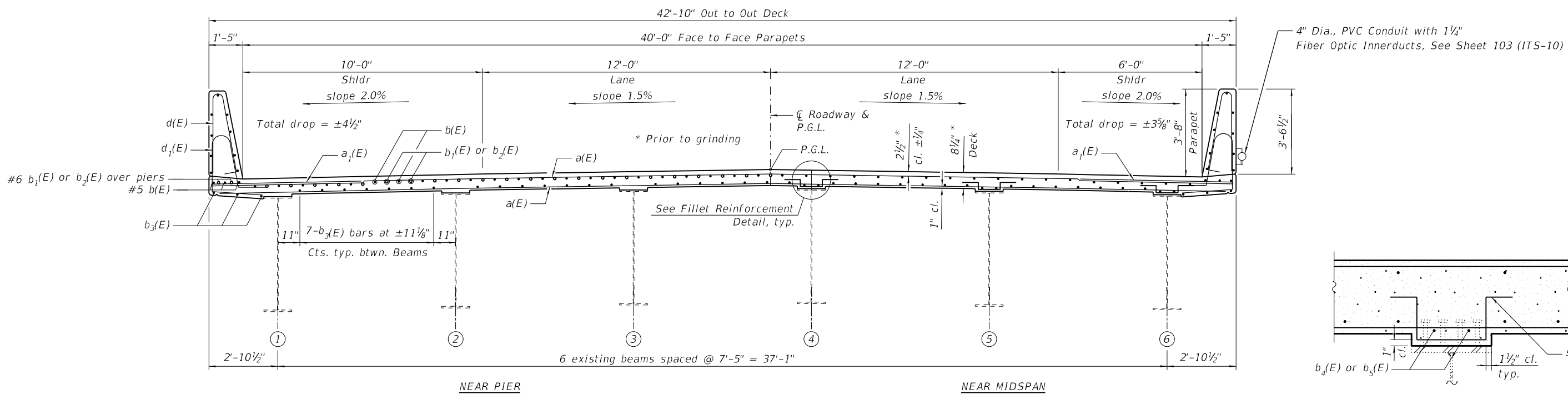
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	DRAWN - THM	REVISED -
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	DATE - 8/22/2018	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DECK PLAN
 STRUCTURE NO. 099-0304**

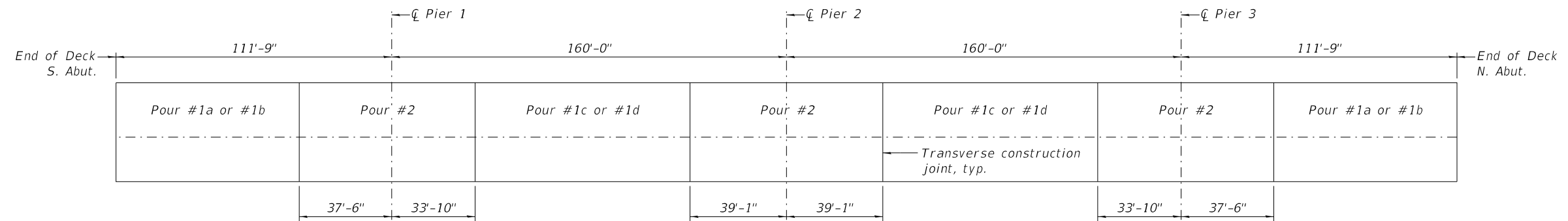
SHEET 10 OF 24 SHEETS

F.A.I. RTE. 55	SECTION 2018-049-B	COUNTY WILL	TOTAL SHEETS 159	SHEET NO. 67
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



CROSS SECTION
(Looking North)

FILLET REINFORCEMENT DETAIL
(Typ. at each beam for existing stud regions. See sheet 19 of 24 for additional details.)



DECK POURING SEQUENCE

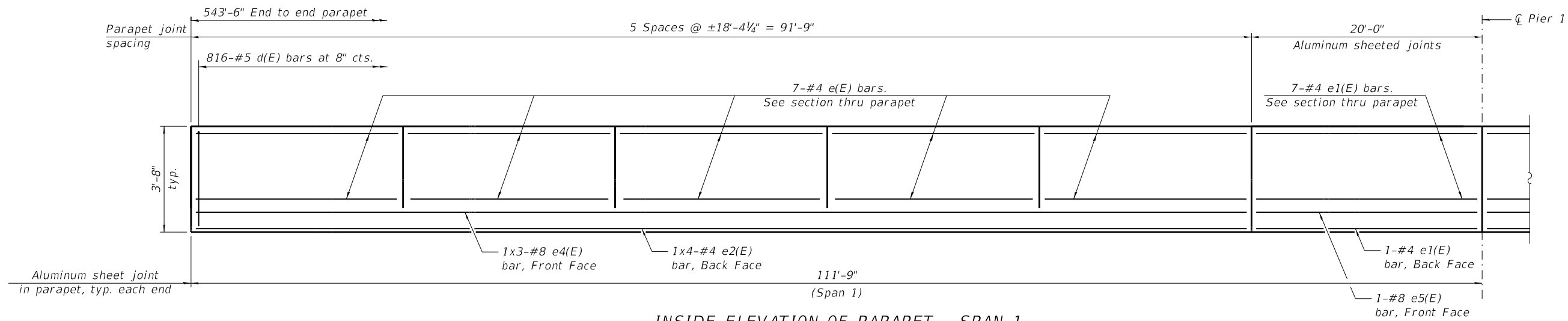
Notes:

1. The bridge deck shall be poured in numeric order per the pouring sequence shown. If the Contractor wishes to alter the deck pour sequence from the sequence shown, the Contractor shall submit a proposed deck pour sequence to the Engineer for review and acceptance. When the deck pour is stopped for the day at one or more of the transverse Bonded Construction Joints in the Deck Pouring Sequence as shown, the next pour shall not be made until both of the following requirements are met:
 - a) At least 72 hours shall have elapsed from the end of the previous pour.
 - b) The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4000 psi.

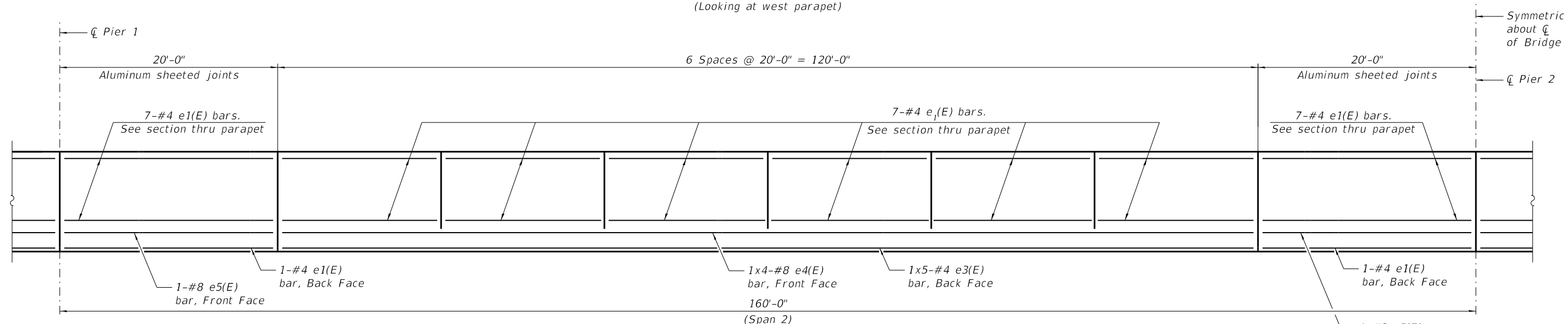
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	68
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF PARAPET - SPAN 1
(Looking at west parapet)



INSIDE ELEVATION OF PARAPET - SPAN 2
(Looking at west parapet)

MINIMUM BAR LAP
(Parapet)
#4 bar = 2'-5"
#8 bar = 5'-11"

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USER NAME = DLamb	DESIGNED - SL	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

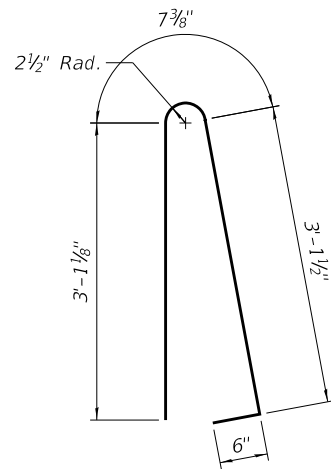
**PARAPET ELEVATION
STRUCTURE NO. 099-0304**

SHEET 12 OF 24 SHEETS

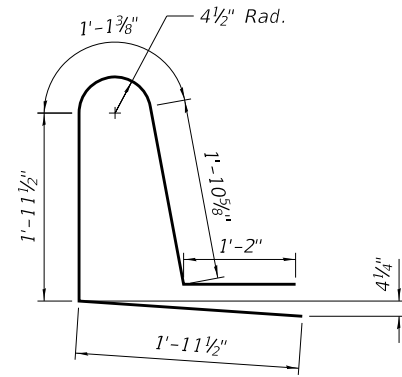
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55	2018-049-B	WILL	159	69
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

**SUPERSTRUCTURE
BILL OF MATERIAL**

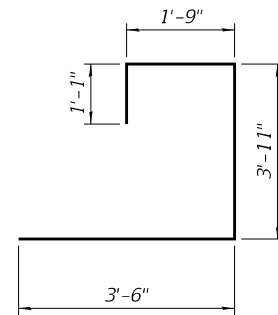
Bar	No.	Size	Length	Shape
a(E)	1659	#5	42'-6"	—
a1(E)	1866	#6	6'-6"	—
b(E)	966	#5	29'-3"	—
b1(E)	172	#6	28'-7"	—
b2(E)	86	#6	31'-2"	—
b3(E)	902	#5	28'-1"	—
b4(E)	72	#4	25'-9"	—
b5(E)	96	#4	23'-6"	—
d(E)	1632	#5	7'-4"	⌒
d1(E)	1632	#5	8'-1"	⌒
e(E)	140	#4	18'-0"	—
e1(E)	264	#4	19'-8"	—
e2(E)	16	#4	24'-8"	—
e3(E)	20	#4	25'-11"	—
e4(E)	28	#8	34'-5"	—
e5(E)	12	#8	19'-8"	—
m(E)	8	#6	2'-6"	—
m1(E)	20	#6	6'-11"	—
m2(E)	64	#6	22'-11"	—
s(E)	82	#5	10'-3"	⌒
s1(E)	164	#4	7'-10"	⌒
s2(E)	1944	#4	3'-5"	⌒
u(E)	88	#5	4'-5"	U
v(E)	88	#5	3'-7"	⌒
Reinforcement Bars, Epoxy Coated		Pound	206,370	
Concrete Superstructure		Cu. Yd.	890	
Bridge Deck Grooving (Longitudinal)		Sq. Yd.	2,416	
Diamond Grinding (Bridge Section)		Sq. Yd.	2,174	
Protective Coat		Sq. Yd.	2,953	



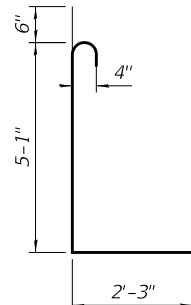
BAR d(E)



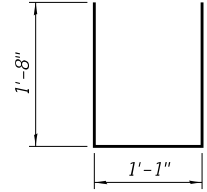
BAR d1(E)



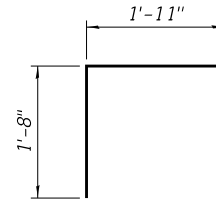
BAR s(E)



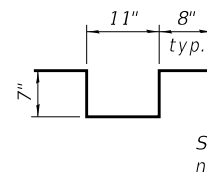
BAR s1(E)



BAR u(E)

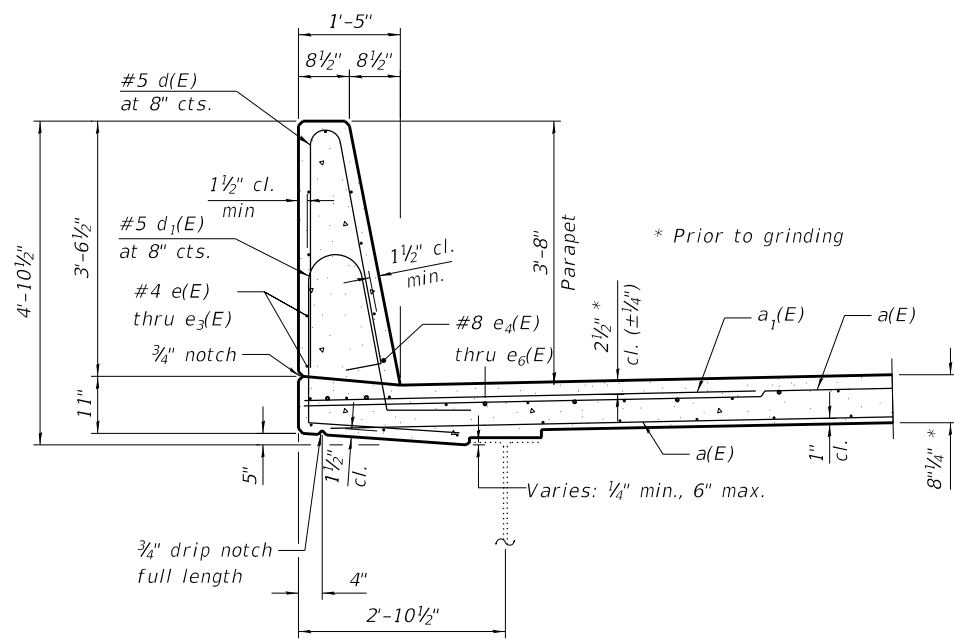


BAR v(E)

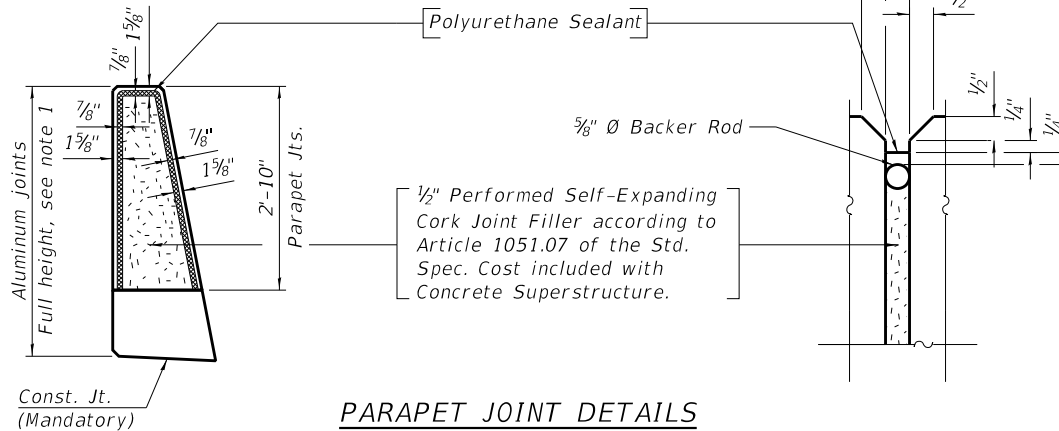


BAR s2(E)

See sheet 19 of 24 for notes and details.



SECTION THRU PARAPET



PARAPET JOINT DETAILS

Notes:

1. Aluminum joint shall consist of 1/8" Aluminum sheet ASTM B209 alloy 3003-H14, coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
2. The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
3. Cost for sealant for sealant and backer rod included with Concrete Superstructure.

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 200 W Adams St, Chicago, IL 60606
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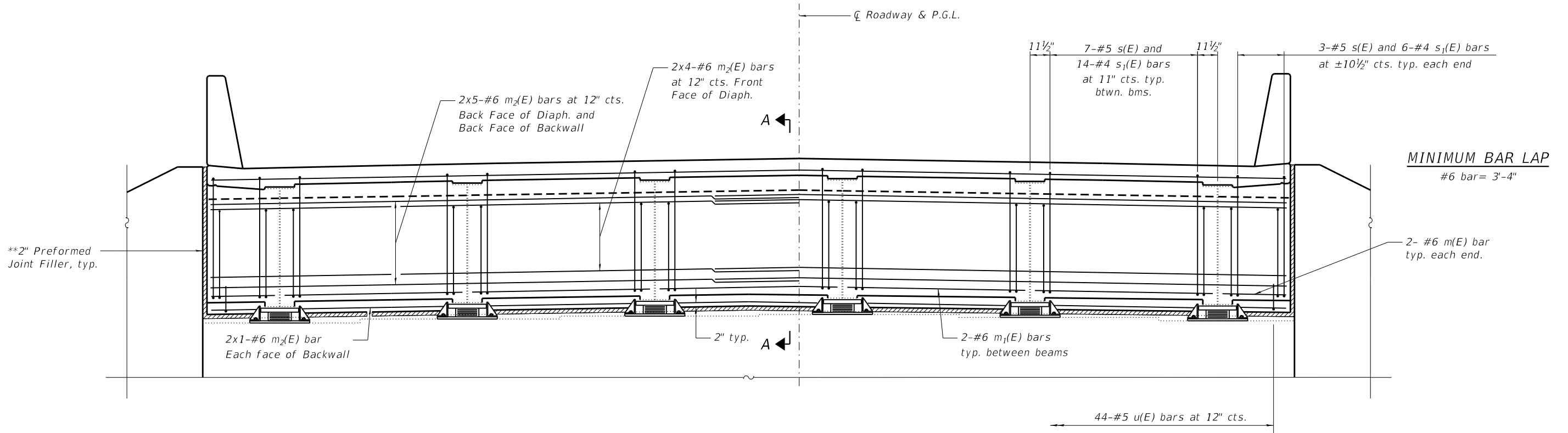
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	DATE - 8/22/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PARAPET SECTIONS
STRUCTURE NO. 099-0304**

SHEET 13 OF 24 SHEETS

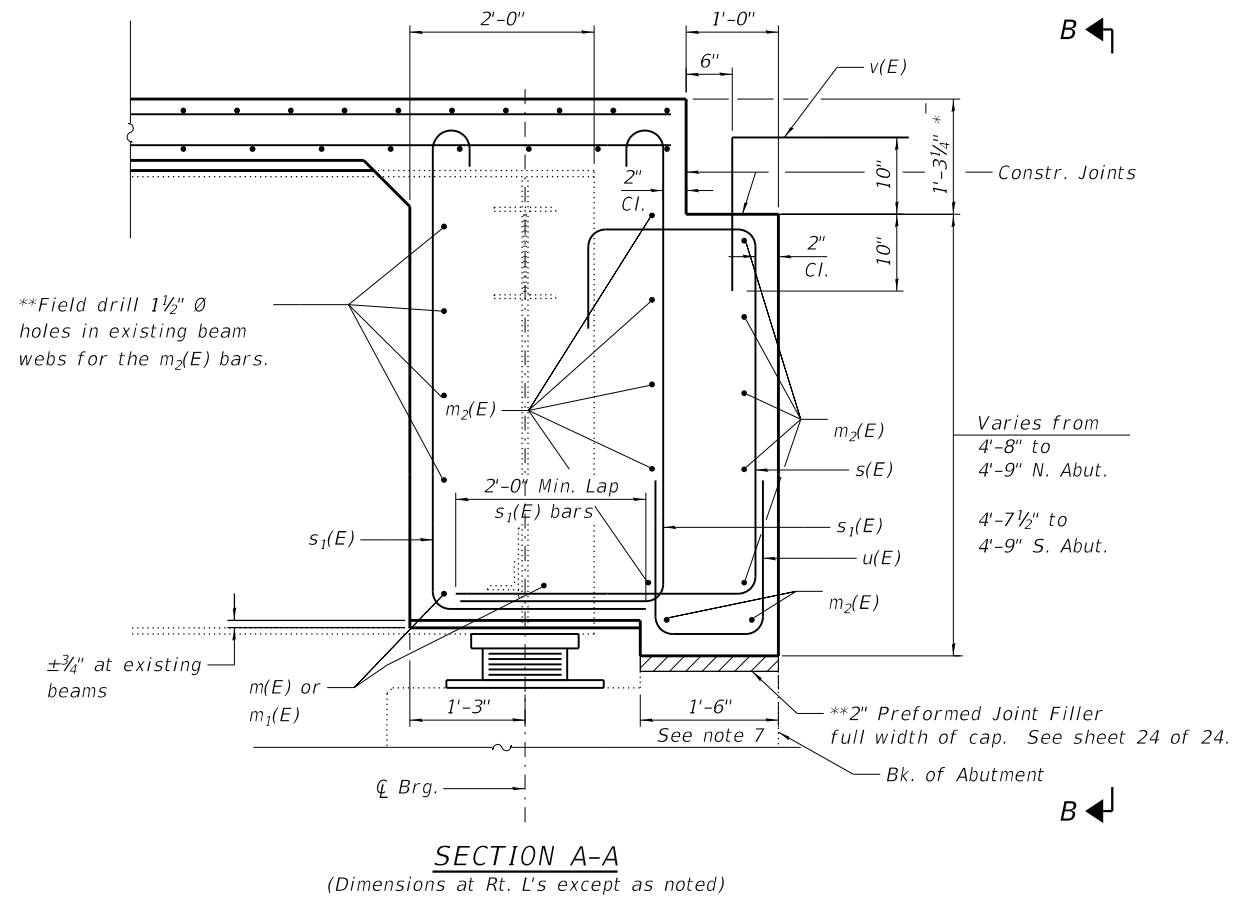
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	70
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



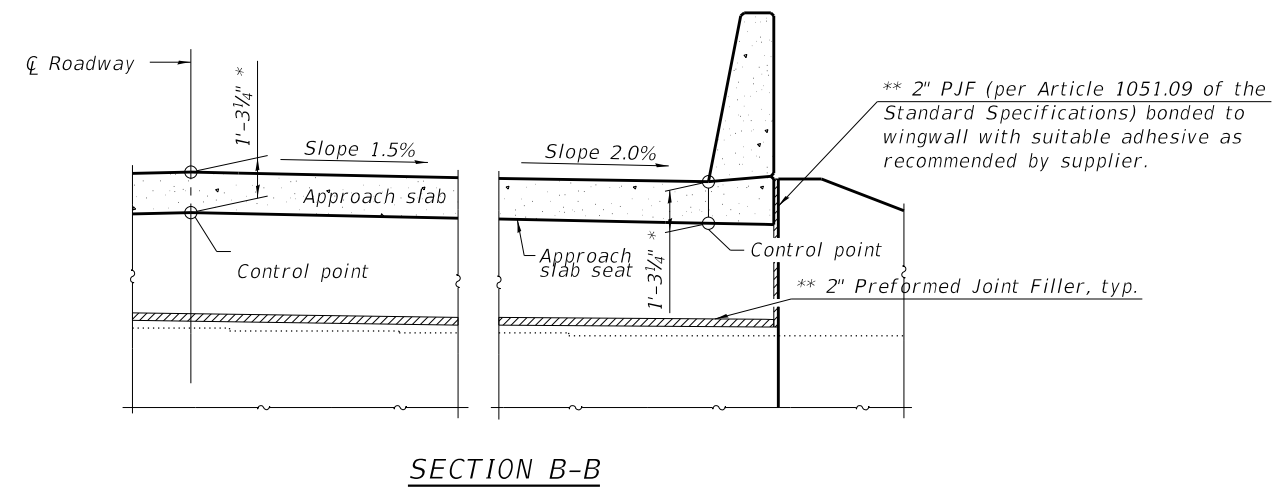
DIAPHRAGM ELEVATION AT NORTH ABUTMENT
(Looking North, South Abutment Opposite Hand)

*Prior to grinding
**Cost included with Concrete Superstructure

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SECTION A-A
(Dimensions at Rt. L's except as noted)



SECTION B-B

- Notes:
1. Reinforcement bars in diaphragm are billed with superstructure on sheet 13 of 24.
 2. Bars indicated thus 2x3-#6 etc. indicates 2 lines of bars with 3 lengths per line.
 3. Concrete in diaphragm is included with Concrete Superstructure on sheet 13 of 24.
 4. For details of bars s(E), s1(E), u(E), and v(E), see sheet 13 of 24. See sheet 10 of 24 for v(E) quantity and spacing.
 5. The s(E) and s1(E) shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
 6. Existing steel end diaphragms are to remain in place.
 7. Grind existing reinforcing bars in abutment backwall flush and seal with epoxy. Cost included with Concrete Removal.

Michael Baker
INTERNATIONAL
200 W Adams St., Chicago, IL 60606
Phone: (312) 675-3900 • M.BAKER@MINTL.COM

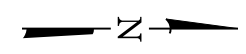
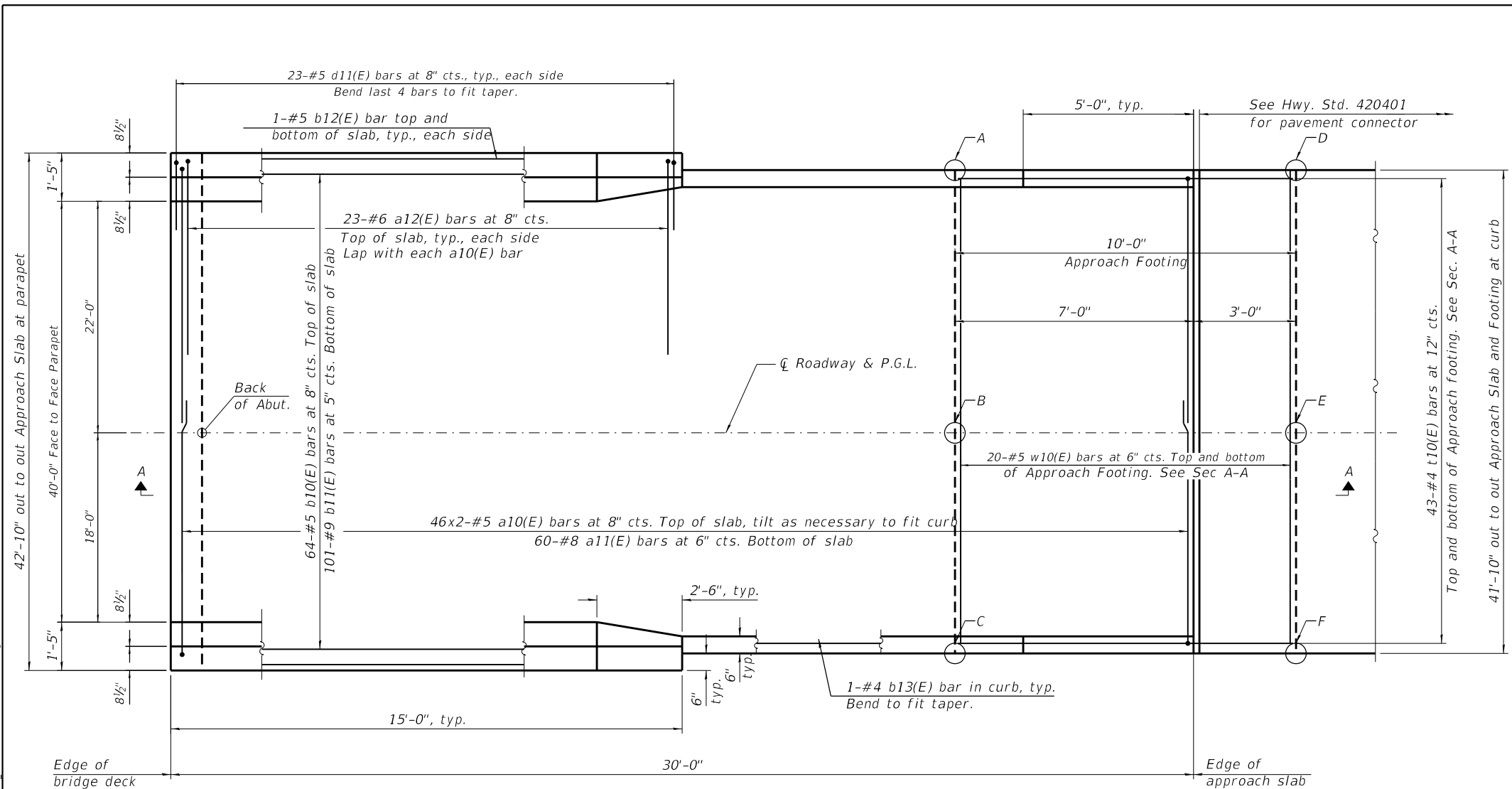
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PLOT DATE = 12/13/2018	CHECKED - DFM	REVISED -
	DATE - 8/22/2018	REVISED -

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DEPARTMENT OF TRANSPORTATION

SEMI-INTEGRAL ABUTMENT DIAPHRAGM DETAILS
STRUCTURE NO. 099-0304

SHEET 14 OF 24 SHEETS

F.A.I. RTE. 55	SECTION 2018-049-B	COUNTY WILL	TOTAL SHEETS 159	SHEET NO. 71
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



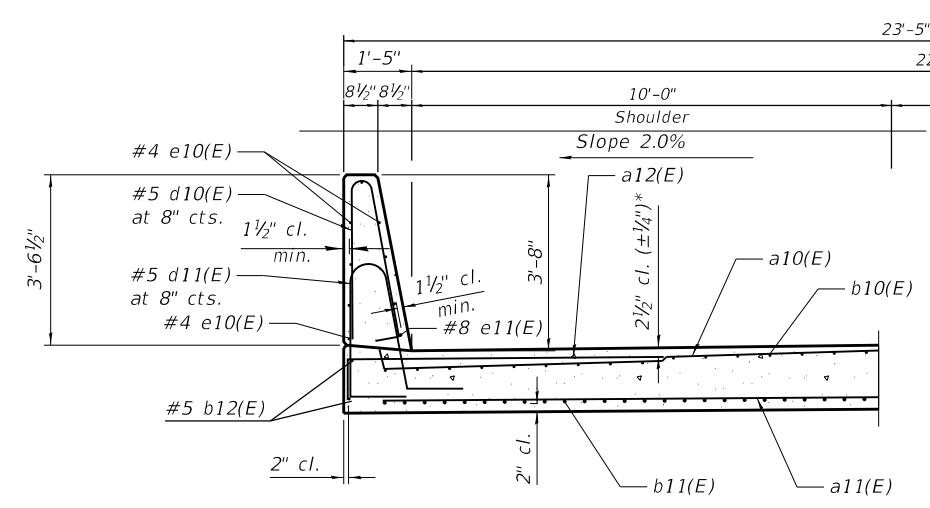
MINIMUM BAR LAP
(Approach Slab, a10(E) bars)
#5 bar = 2'-4"

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point	North Approach		South Approach	
	Top	Bottom	Top	Bottom
A	549.63	548.80	550.61	549.77
B	550.03	549.20	551.01	550.17
C	549.71	548.88	550.69	549.85
D	549.50	548.66	550.50	549.67
E	549.89	549.06	550.90	550.07
F	549.58	548.74	550.58	549.75

PLAN

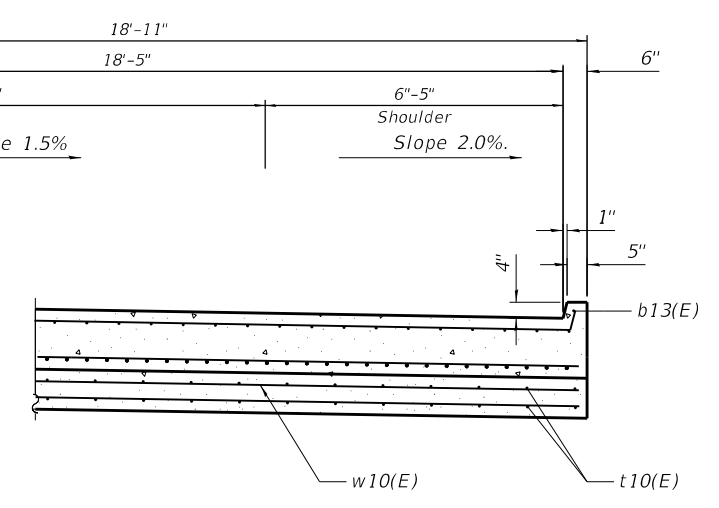
(N. Approach shown, S. Approach similar)



NEAR ABUTMENT

*Prior to grinding

CROSS SECTION
(Looking North)



AT APPROACH FOOTING

Note:
Bars indicated thus 2x3-#6 etc. indicates 2 lines of bars with 3 lengths per line.

MODEL: Sheet
 FILE: M:\Bak...
 PROJECT: 099-0304
 SHEET: 15 OF 24 SHEETS
 DATE: 12/13/2018

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200 W Adams St., Chicago, IL 60606
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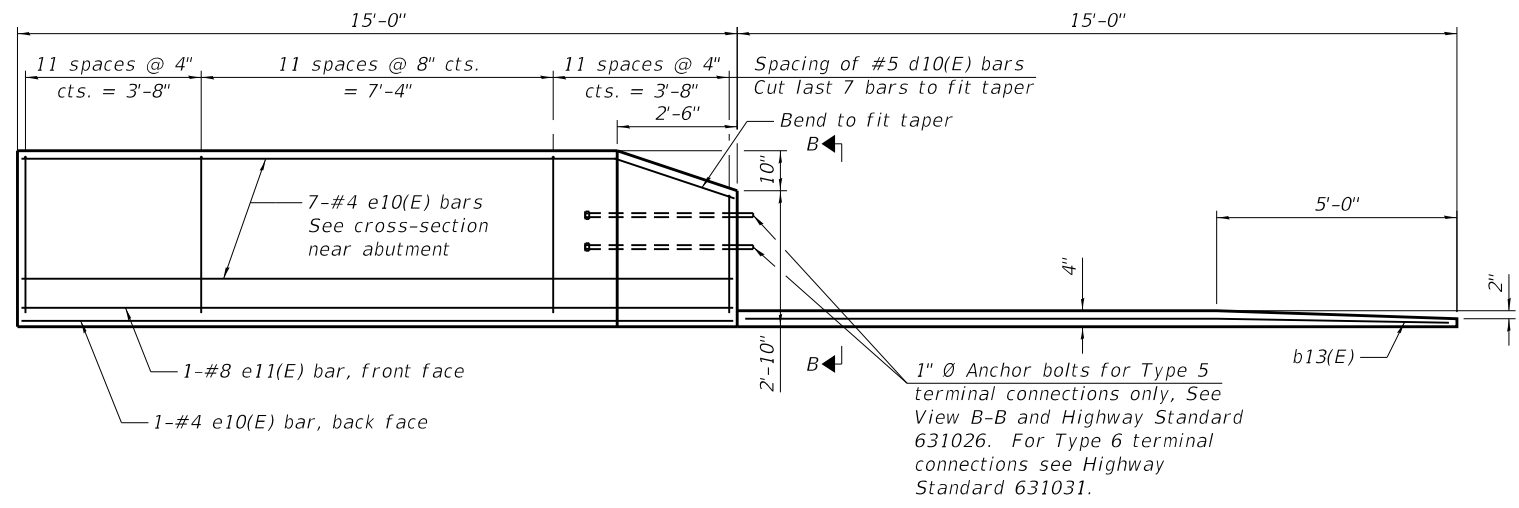
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DATE - 8/22/2018	REVISED -	

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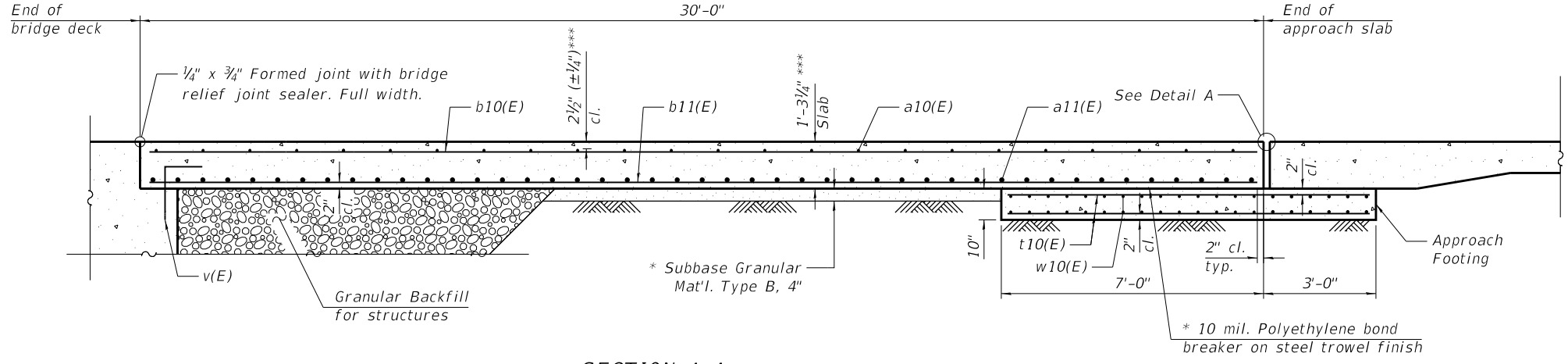
**BRIDGE APPROACH SLAB DETAILS 1 OF 2
STRUCTURE NO. 099-0304**

SHEET 15 OF 24 SHEETS

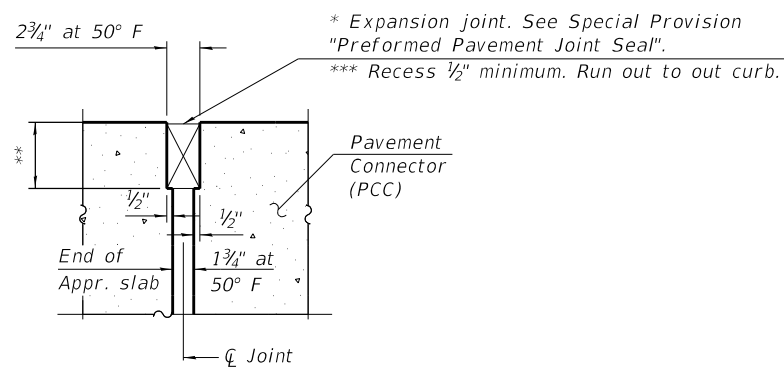
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CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



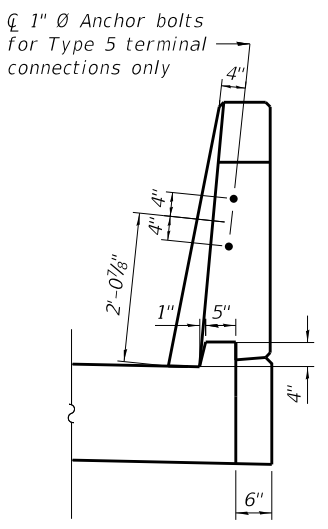
INSIDE ELEVATION OF PARAPET AND CURB



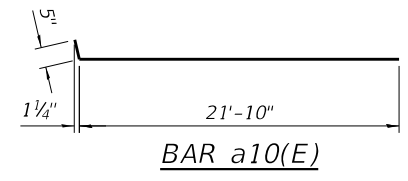
SECTION A-A



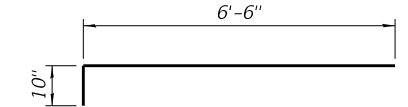
DETAIL A



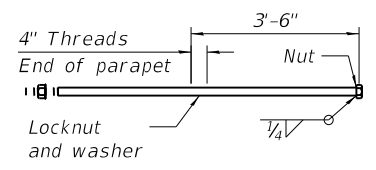
VIEW B-B



BAR a10(E)



BAR a12(E)

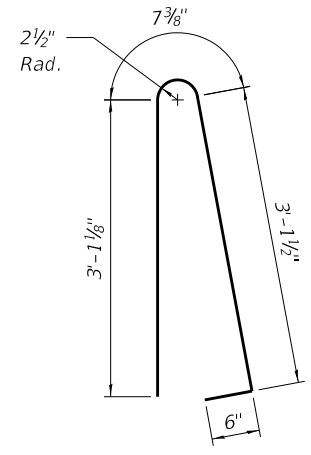


***1 Ø ANCHOR BOLT**

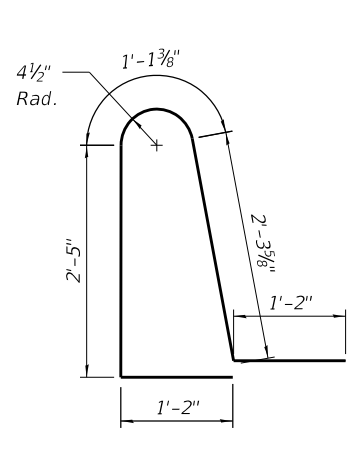
(Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications)

Notes:

1. Parapet concrete shall be paid for as Concrete Superstructure.
2. Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
3. Approach footing concrete shall be paid for as Concrete Structures.
4. The approach footing maximum applied service bearing (Qmax) = 2.0 ksf.
5. Cost of excavation for approach footing included with Concrete Structures.
6. For Granular Backfill for Structures and drainage treatment details, see sheet 24 of 24.



BAR d10(E)

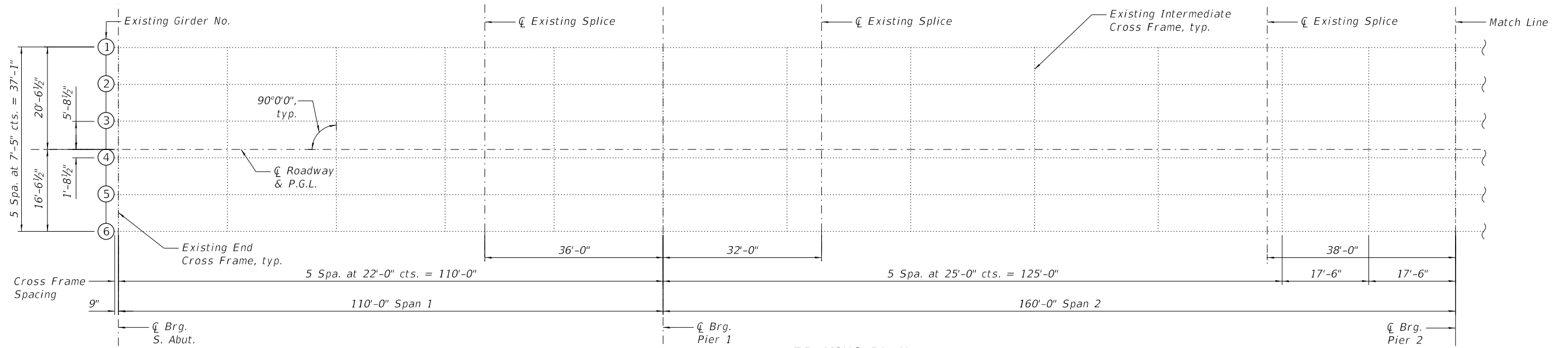
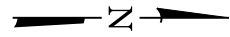


BAR d11(E)

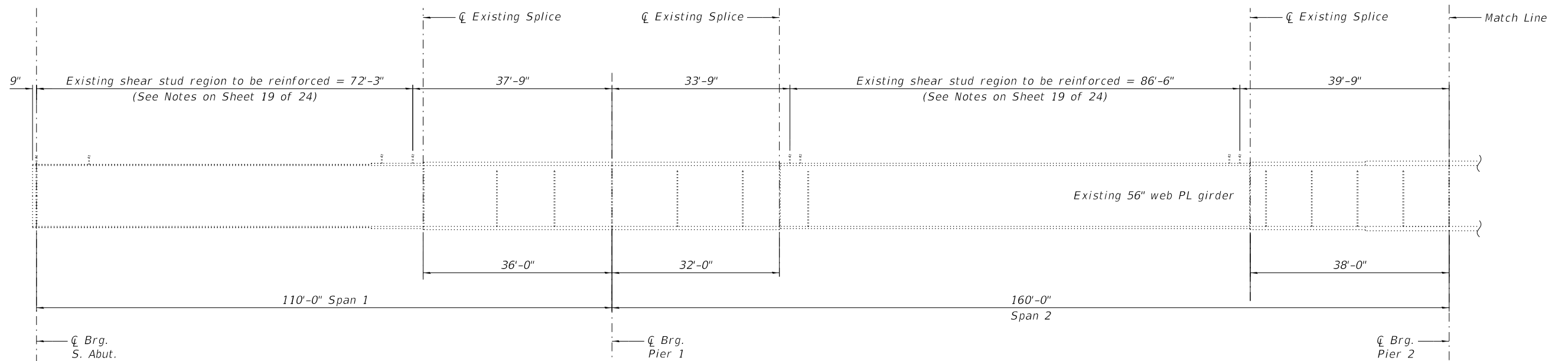
TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	184	#5	22'-3"	┌───┐
a11(E)	120	#8	41'-6"	┌───┐
a12(E)	92	#6	7'-4"	┌───┐
b10(E)	128	#5	29'-8"	───
b11(E)	202	#9	29'-8"	───
b12(E)	8	#5	14'-8"	───
b13(E)	4	#4	14'-8"	───
d10(E)	136	#5	7'-4"	┌───┐
d11(E)	92	#5	8'-2"	┌───┐
e10(E)	32	#4	14'-8"	───
e11(E)	4	#8	14'-8"	───
t10(E)	172	#4	9'-8"	───
w10(E)	80	#5	41'-6"	───
Reinforcement Bars, Epoxy Coated			Pound	49,950
Concrete Superstructure			Cu. Yd.	9
Concrete Superstructure (Approach Slab)			Cu. Yd.	120
Concrete Structures			Cu. Yd.	26
Bridge Deck Grooving (Longitudinal)			Sq. Yd.	270
Diamond Grinding (Bridge Section)			Sq. Yd.	244
Protective Coat			Sq. Yd.	287

- * Cost included with Concrete Superstructure (Approach Slab).
- ** Per manufacturer recommendations
- *** Prior to grinding



FRAMING PLAN



GIRDER ELEVATION

Notes:

1. The Contractor shall inspect all splice locations. Any broken and/or missing fasteners shall be replaced with 7/8" dia. ASTM A325 Type I, mechanically galvanized bolts. Paid for per Art. 109.04.
2. See sheet 19 of 24 for Shear Stud Connector Details.

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INTERNATIONAL
 200 W Adams St, Chicago, IL 60606
 Phone: (312) 675-3900 • M.BAKER@NTL.COM

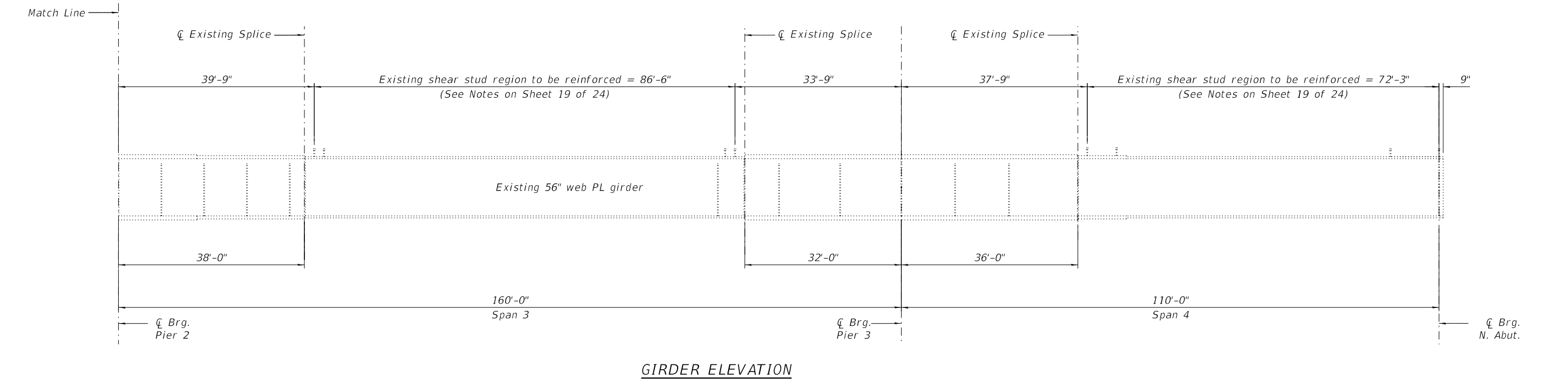
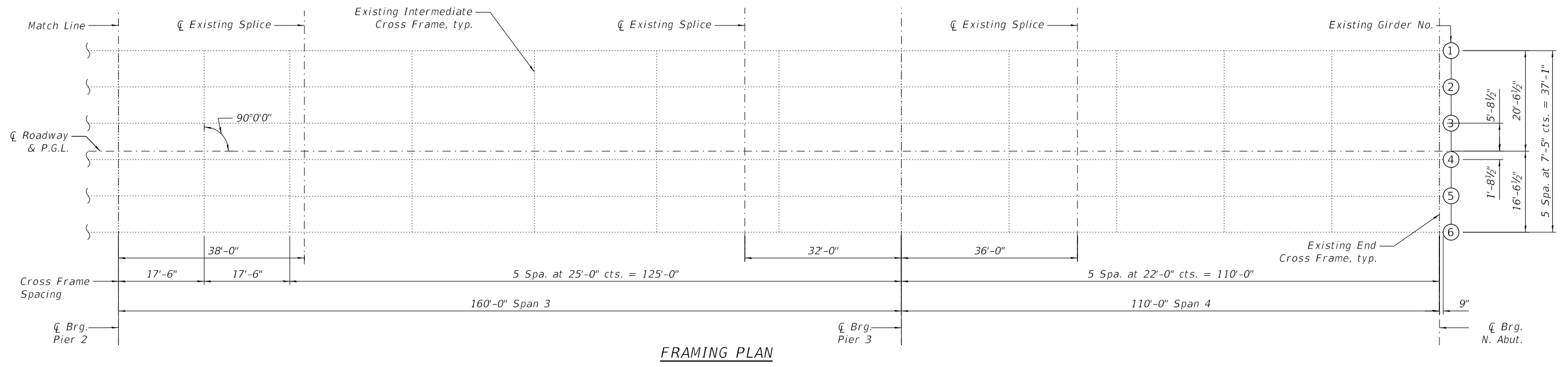
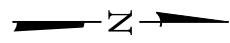
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	DATE - 8/22/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN & ELEVATION 1 OF 3
STRUCTURE NO. 099-0304

SHEET 17 OF 24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	74
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



- Notes:
1. The Contractor shall inspect all splice locations. Any broken and/or missing fasteners shall be replaced with 7/8" dia. ASTM A325 Type 1, mechanically galvanized bolts. Paid for per Art. 109.04.
 2. See sheet 19 of 24 for Shear Stud Connector Details.

MODEL: Sheet
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Michael Baker INTERNATIONAL
 200 W Adams St., Chicago, IL 60606
 Phone: (312) 675-3900 • M.BAKER@MNTL.COM

USER NAME = DLamb	DESIGNED - JMK/YC	REVISD -
PLOT SCALE =	DRAWN - THM	REVISD -
PLOT DATE = 12/13/2018	CHECKED - DFM	REVISD -
	DATE - 8/22/2018	REVISD -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FRAMING PLAN & ELEVATION 2 OF 3
 STRUCTURE NO. 099-0304

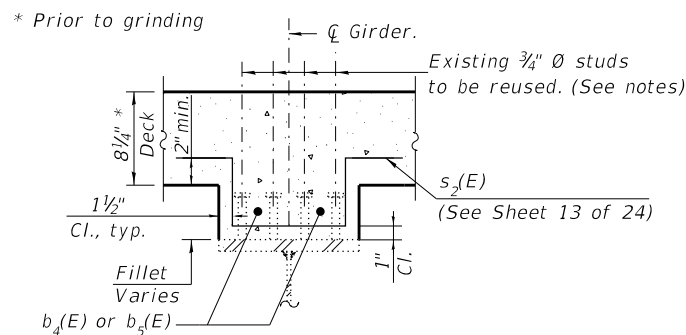
SHEET 18 OF 24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	75
CONTRACT NO. 62G98			ILLINOIS FED. AID PROJECT	

INTERIOR GIRDER MOMENT TABLE								
		0.4 Span 1	Pier 1	0.5 Span 2	Pier 2	0.5 Span 3	Pier 3	0.6 Span 4
I_s	(in ⁴)	23,312	47,270	29,148	59,870	29,148	47,270	23,312
$I_c(n)$	(in ⁴)	62,266	-	74,829	-	74,829	-	62,266
$I_c(3n)$	(in ⁴)	46,421	-	55,256	-	55,256	-	46,421
S_s	(in ³)	811	1,589	1,005	1,979	1,005	1,589	811
$S_c(n)$	(in ³)	1,188	-	1,432	-	1,432	-	1,188
$S_c(3n)$	(in ³)	1,083	-	1,304	-	1,304	-	1,083
Z	(in ³)	-	-	-	-	-	-	-
\mathcal{D}	(k/')	0.994	1.318	1.038	1.375	1.038	1.318	0.994
M \mathcal{D}	('k)	627	2,503	950	3,051	950	2,503	627
S \mathcal{D}	(k/')	0.195	-	0.195	-	0.195	-	0.195
$M_s \mathcal{D}$	('k)	144	-	229	-	229	-	144
M \mathcal{L}	('k)	962	1,115	1,210	1,349	1,210	1,115	962
M_I	('k)	205	214	212	237	212	214	205
$\frac{5}{8}(M \mathcal{L} + M_I)$	('k)	1,944	2,216	2,371	2,643	2,371	2,216	1,944
M_a	('k)	3,529	6,134	4,615	7,401	4,615	6,134	3,529
* M_u	('k)	-	-	-	-	-	-	-
$f_s \mathcal{D}$ (non-comp)	(ksi)	9.3	18.9	11.3	18.5	11.3	18.9	9.3
$f_s \mathcal{D}$ (comp)	(ksi)	1.6	-	2.1	-	2.1	-	1.6
$f_s \frac{5}{8}(M \mathcal{L} + M_I)$	(ksi)	19.6	16.7	19.9	16.0	19.9	16.7	19.6
f_s (Overload)	(ksi)	30.5	35.6	33.3	34.5	33.3	35.6	30.5
** f_s (Total)	(ksi)	39.7	46.3	43.3	44.9	43.3	46.3	39.7
VR	(k)	49.7	-	52.1	-	52.1	-	49.7

INTERIOR GIRDER REACTION TABLE						
	S. Abut.	Pier 1	Pier 2	Pier 3	N. Abut.	
R \mathcal{D}	(k)	91.3	189.2	208.6	189.2	91.3
R \mathcal{L}	(k)	48.5	86.4	91.6	86.4	48.5
R _I	(k)	10.3	18.3	19.4	18.3	10.3
R _{Total}	(k)	150.1	294.0	319.6	294.0	150.1

Notes:
 Dead load reaction at abutments includes concrete diaphragm and approach slab.
 * Compact section
 ** Braced non-compact and partially braced section



SHEAR STUD CONNECTOR DETAILS
 (At existing stud locations)

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).

Z: Plastic Section Modulus of the steel section in non-composite areas (in³).

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

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

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

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

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

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

M_a : Factored design moment (kip-ft.).
 $1.3[M \mathcal{D} + M_s \mathcal{D} + \frac{5}{8}(M \mathcal{L} + M_I)]$

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

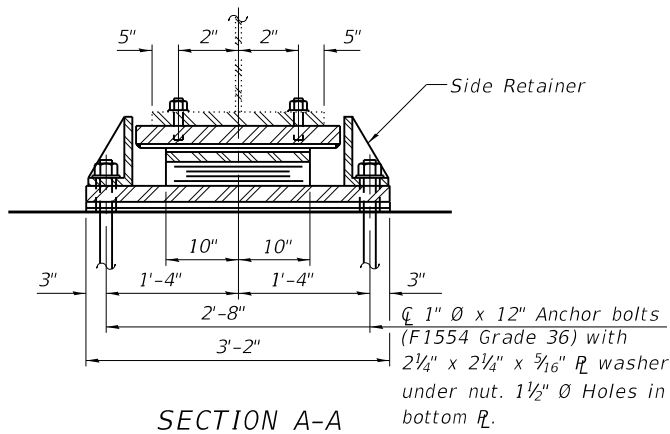
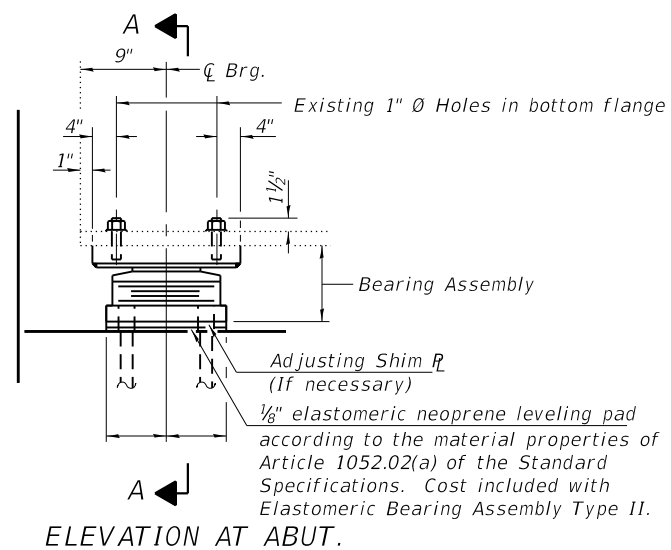
f_s (Overload): Sum of stresses as computed from the moments below (ksi).
 $M \mathcal{D} + M_s \mathcal{D} + \frac{5}{8}(M \mathcal{L} + M_I)$

f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.3[M \mathcal{D} + M_s \mathcal{D} + \frac{5}{8}(M \mathcal{L} + M_I)]$

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

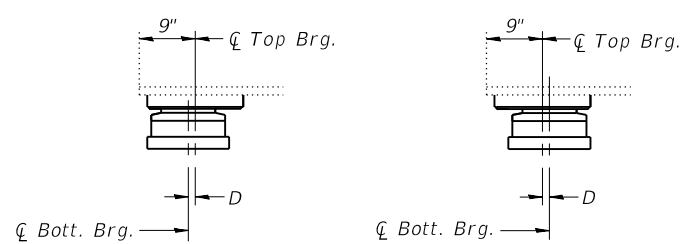
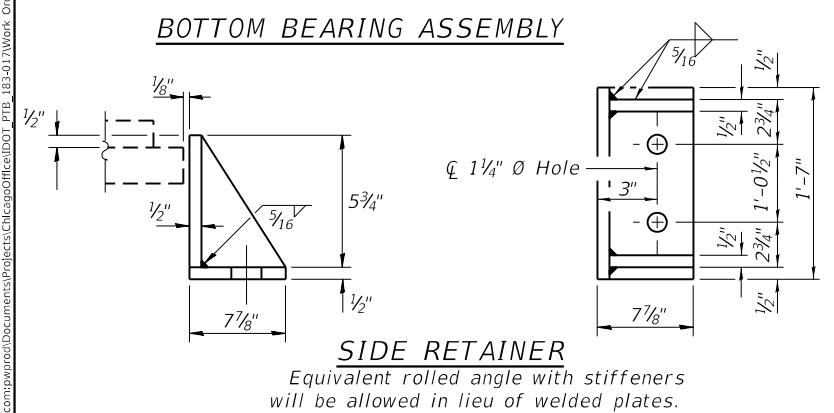
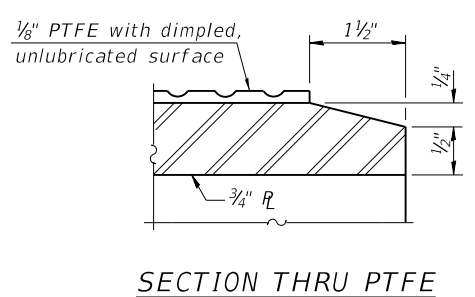
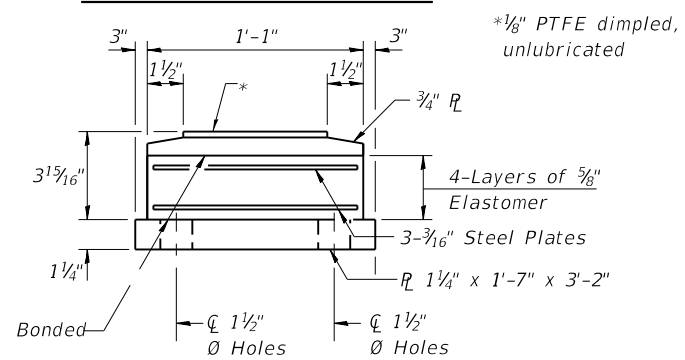
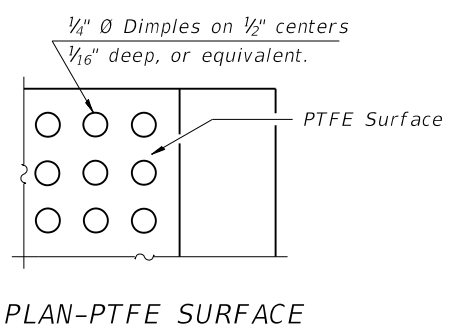
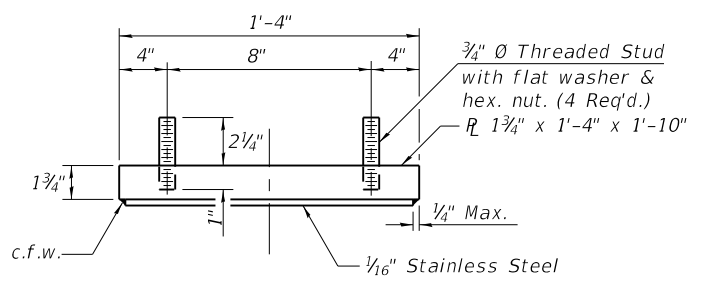
Note:
 Existing shear studs that are damaged during deck removal shall be supplemented with new studs. Spacing between damaged (existing) and supplemental (new) studs shall be approximately 3 inches center to center (longitudinal along the beam). Cost included with Removal of Existing Concrete Deck.

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 ORDER: 061Task 2.2 - 099-0304 Final Design CAD_Sheets\099-0304-Framing\FR03.dgn



- Notes:
- The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.
 - Anchor bolts shall be ASTM F1554 Grade 36 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
 - Side retainers and other steel members, shim plates and neoprene leveling pads required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.
 - Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications. The cost for drilling and grouting the anchor bolts shall be included in Anchor Bolts, 1".
 - The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.
 - Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.
 - See Sheet 21 for bearing removal details and anchor bolt layout.

TYPE II ELASTOMERIC EXP. BRG.



BELOW 50°F. ABOVE 50°F.

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

EXPANSION BEARING ORIENTATION

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

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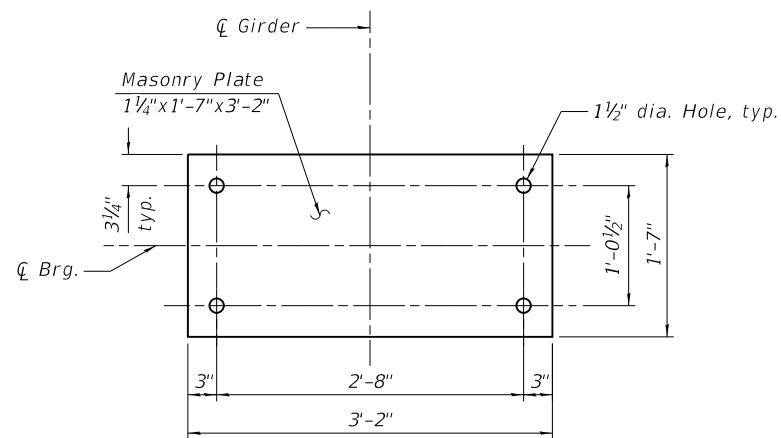
Michael Baker INTERNATIONAL
200 W Adams St., Chicago, IL 60606
Phone: (312) 675-3900 • MBAKERINTL.COM

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PLOT DATE = 12/13/2018	CHECKED - JMK	REVISED -
	DATE - 8/22/2018	REVISED -

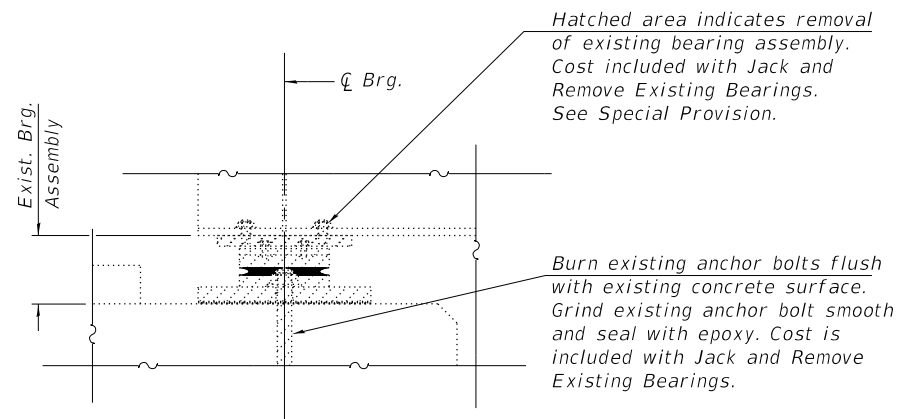
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXPANSION BEARINGS AT ABUTMENTS 1 OF 2
STRUCTURE NO. 099-0304**

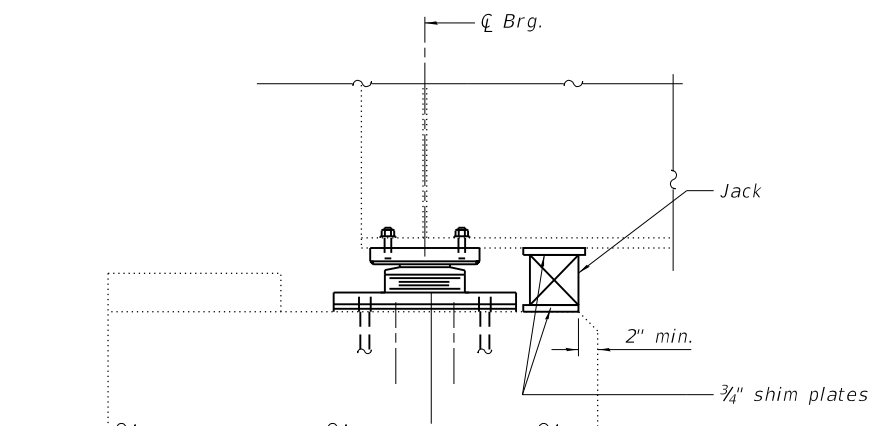
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55	2018-049-B	WILL	159	77
CONTRACT NO. 62G98				



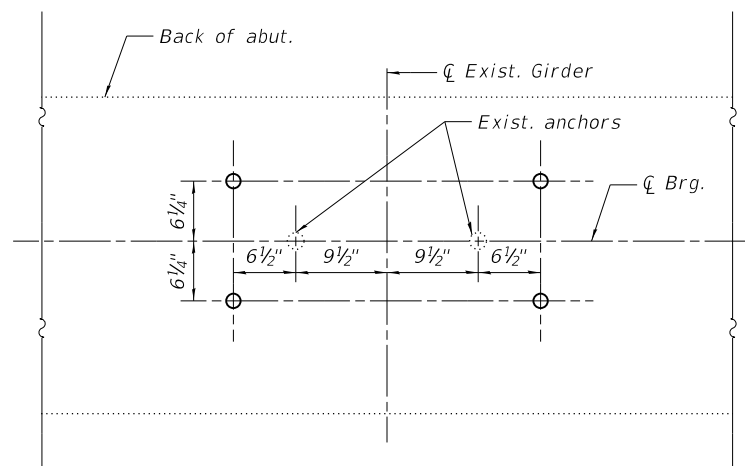
MASONRY PLATE



EXISTING BEARING ASSEMBLY REMOVAL DETAIL



JACKING DETAIL



ANCHOR BOLT LOCATION

(N. abut. shown S. abut. similar)
(For information only.)

JACK AND REMOVE EXISTING BEARINGS PROCEDURE:

1. The Contractor shall submit for approval by the engineer plans for jacking and removing existing bearings prior to commencing any related work.
2. Jacking and removing existing bearings shall be done after existing deck removal is completed, and prior to pouring the new bridge deck.
3. The maximum unfactored Steel Only Dead Load Reaction with the deck removed (per bearing) at each abutment is 9 kips. Minimum jack capacity is 14 kips.
4. Jack the girders approximately 1/8" at centerline of bearing. The maximum differential deflection between adjacent girders shall not exceed 1/8".
5. The new bearing assemblies shall be in place and the jacks shall be lowered prior to forming and pouring the new deck.
6. Contractor to furnish shim plates beneath bearings. Cost for shim plates, jacking operation, removal of existing bearings, and lowering operation included with Jack and Remove Existing Bearings.
7. Prior to ordering any material, the Contractor shall verify in the field all existing bearing heights and shim thickness dimensions.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	12
Jack and Remove Existing Bearings	Each	12
Anhor Bolts, 1"	Each	48

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 USER: DLamb

Michael Baker INTERNATIONAL
 200 W Adams St., Chicago, IL 60606
 Phone: (312) 675-3900 • M.BAKER@MINTL.COM

DESIGNED - SL	REVISIONS
DRAWN - THM	REVISIONS
CHECKED - JMK	REVISIONS
DATE - 8/22/2018	REVISIONS

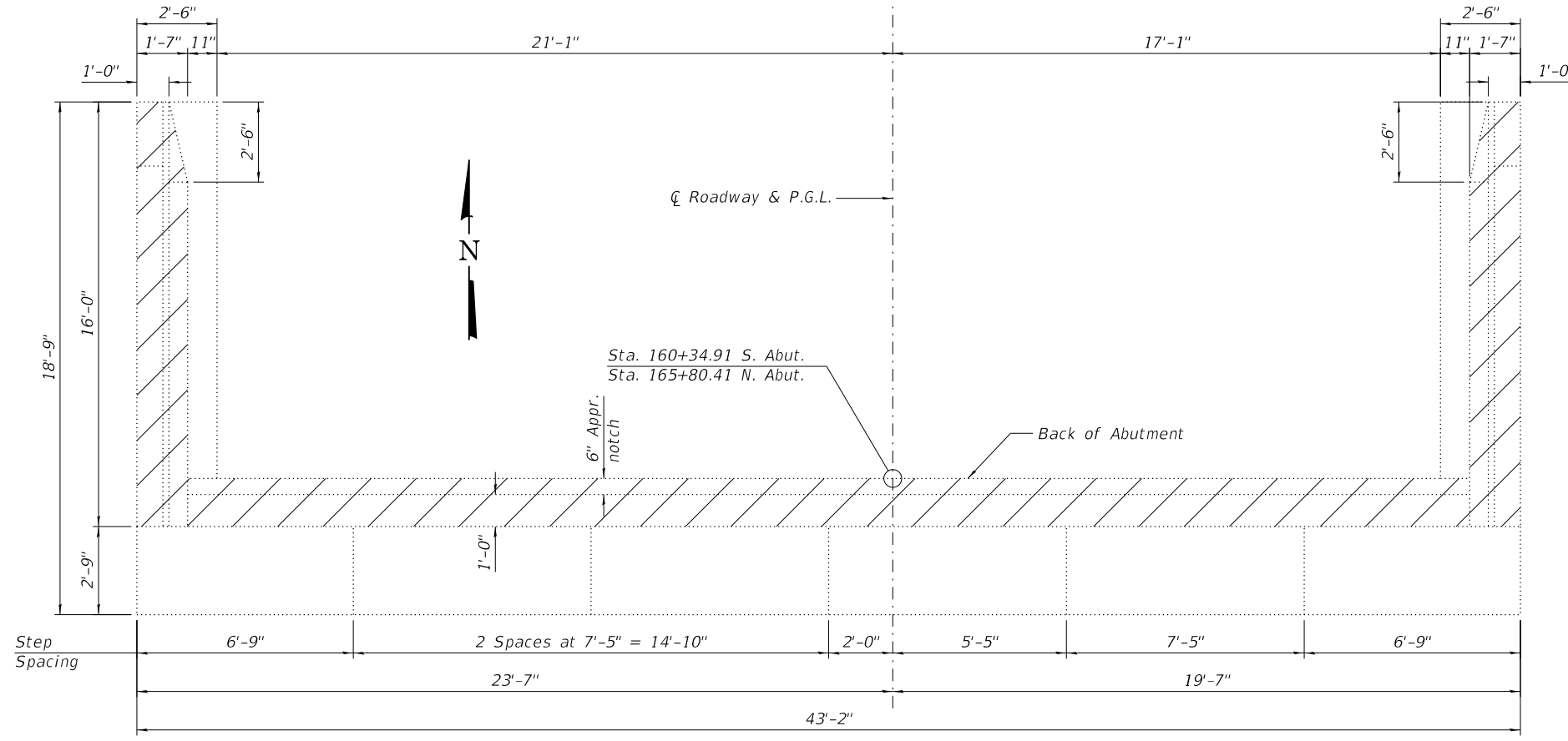
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EXPANSION BEARINGS AT ABUTMENTS 2 OF 2
 STRUCTURE NO. 099-0304**

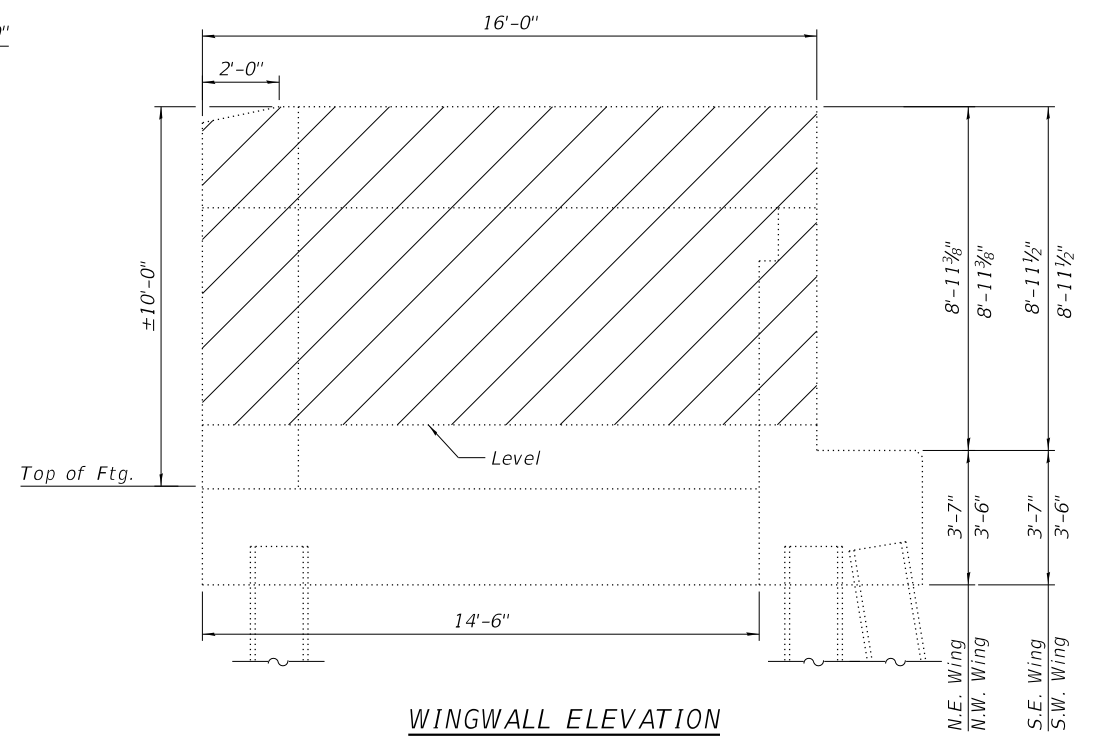
SHEET 21 OF 24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	78
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

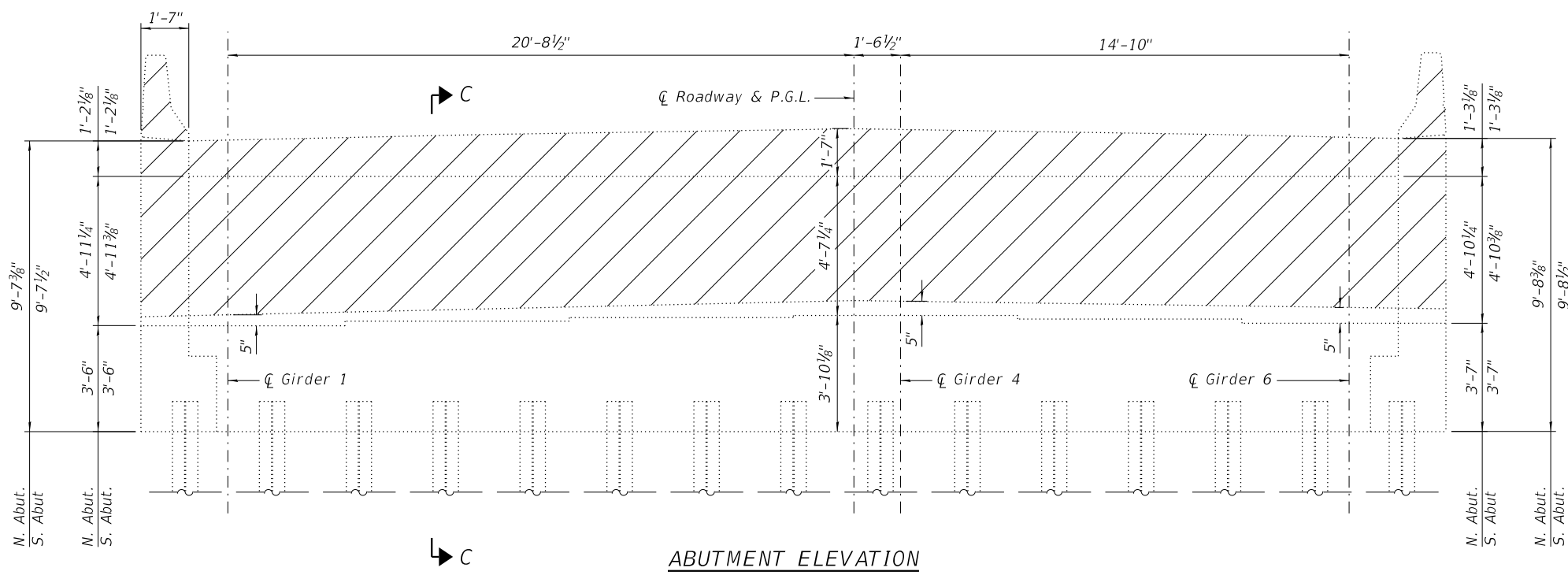
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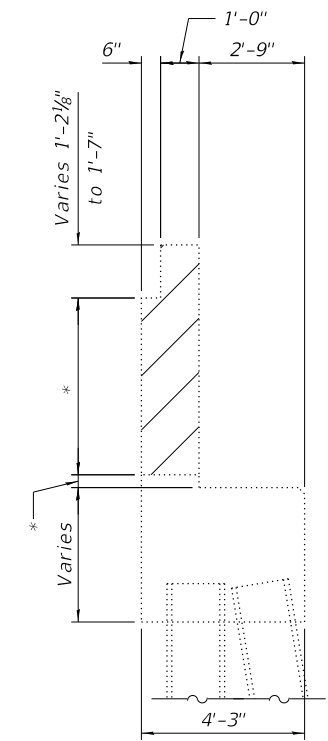
ABUTMENT PLAN
 N. Abut. shown, S. Abut. opposite hand



WINGWALL ELEVATION
 N.W. wing shown, other wingwalls similar



ABUTMENT ELEVATION
 Dimensions measured perpendicular to ζ of Roadway
 N. Abut. shown, S. Abut. opposite hand



SECTION C-C
 *Varies

LEGEND

Concrete Removal

Item	Unit	N. Abut.	S. Abut.	Total
Concrete Removal	Cu. Yd.	28	28	56

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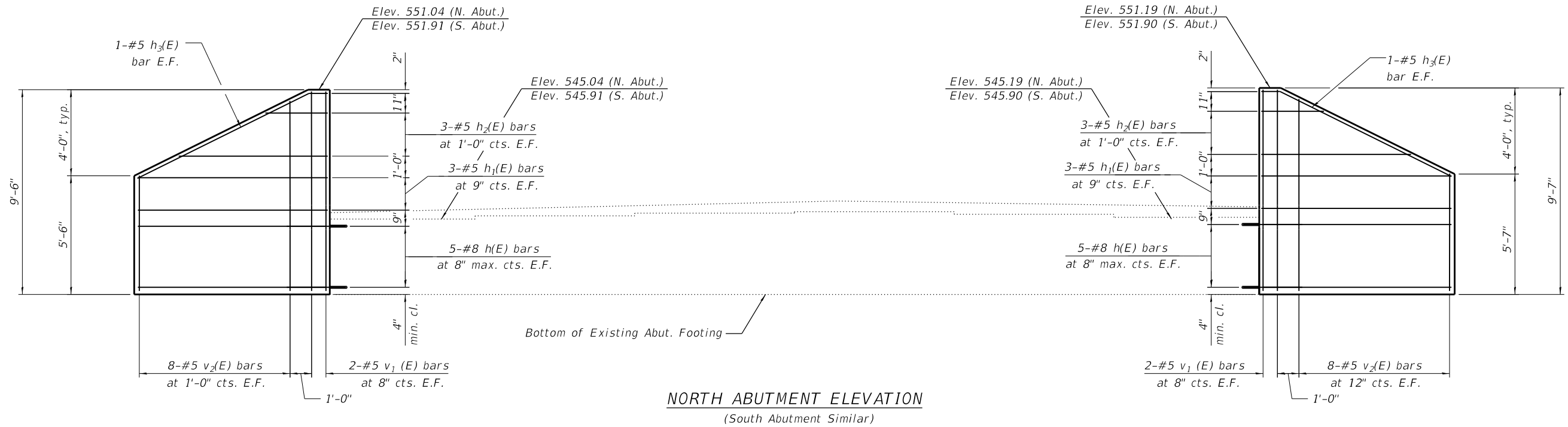
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	DATE - 8/22/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

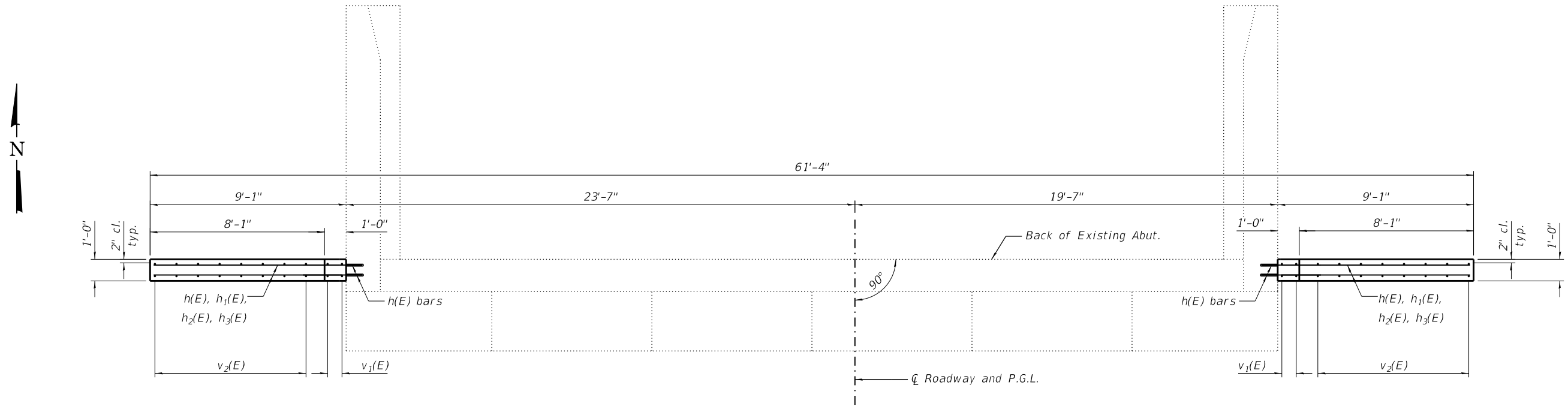
ABUTMENT & WINGWALL REMOVAL DETAILS
STRUCTURE NO. 099-0304

SHEET 22 OF 24 SHEETS

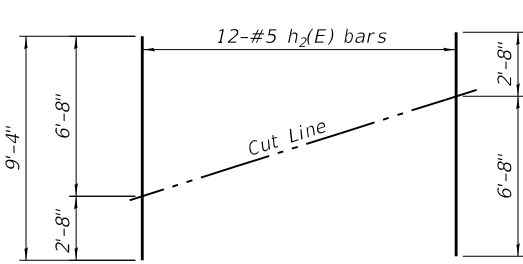
F.A.I. RTE. 55	SECTION 2018-049-B	COUNTY WILL	TOTAL SHEETS 159	SHEET NO. 79
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62G98	



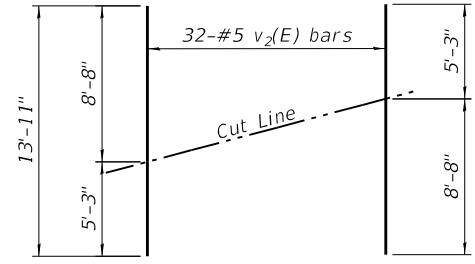
NORTH ABUTMENT ELEVATION
(South Abutment Similar)



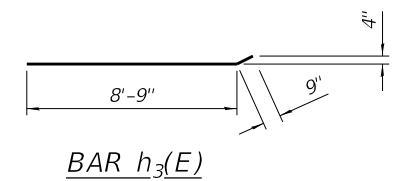
NORTH ABUTMENT PLAN
(South Abutment Similar)



FIELD CUTTING DIAGRAM
Order h₂(E) full length. Cut as shown and use remainder of bars in opposite face.



FIELD CUTTING DIAGRAM
Order v₂(E) full length. Cut as shown and use remainder of bars in opposite wingwall.



BAR h₃(E)

Notes:
The cost of drilling and grouting of #8 h(E) bars is included with Reinforcement bars, Epoxy Coated. Installation as per Sec. 584 of the Standard Specifications. Min. depth of embedment will be 9".

TWO ABUTMENTS BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	40	#8	9'-8"	—
h1(E)	24	#5	8'-8"	—
h2(E)	12	#5	9'-4"	—
h3(E)	8	#5	9'-6"	—
v1(E)	16	#5	9'-2"	—
v2(E)	32	#5	13'-11"	—
Reinforcement Bars, Epoxy Coated			Pound	2,070
Concrete Structures			Cu. Yd.	11
Geocomposite Wall Drain			Sq. Yd.	113
Pipe Underdrains for Structures, 4"			Foot	168
Structure Excavation			Cu. Yd.	80

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 Michael Baker International
 200 W Adams St, Chicago, IL 60606
 Phone: (312) 675-3900 • M.BAKER@MINTL.COM

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200 W Adams St, Chicago, IL 60606
Phone: (312) 675-3900 • M.BAKER@MINTL.COM

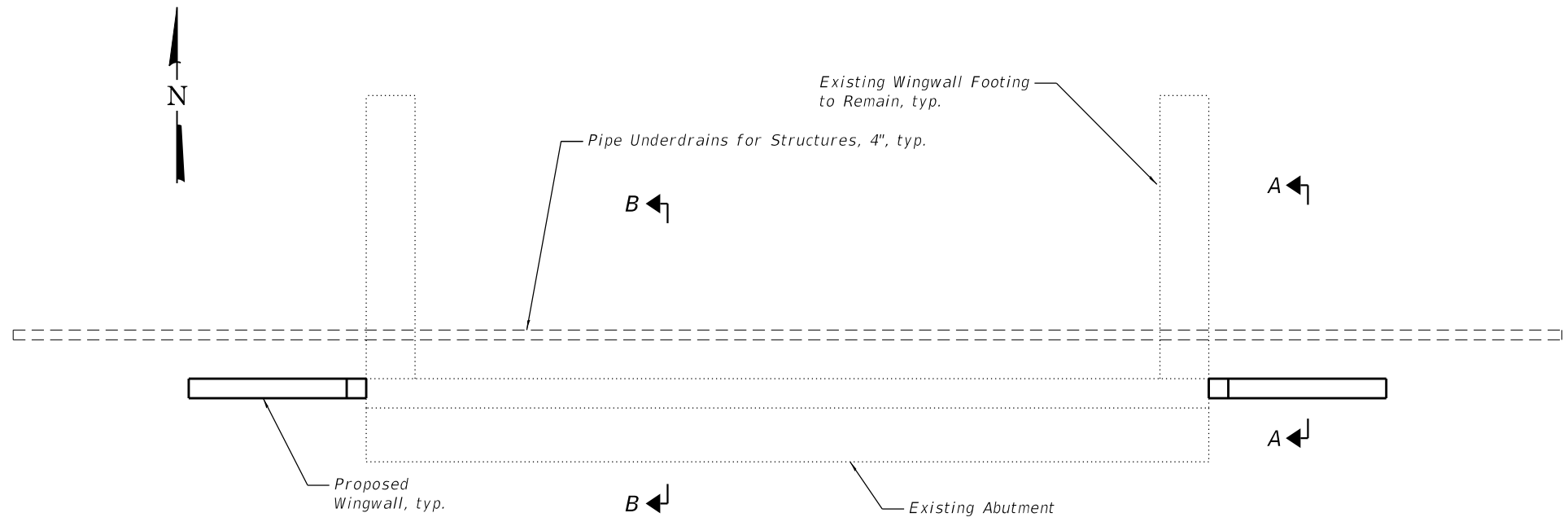
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

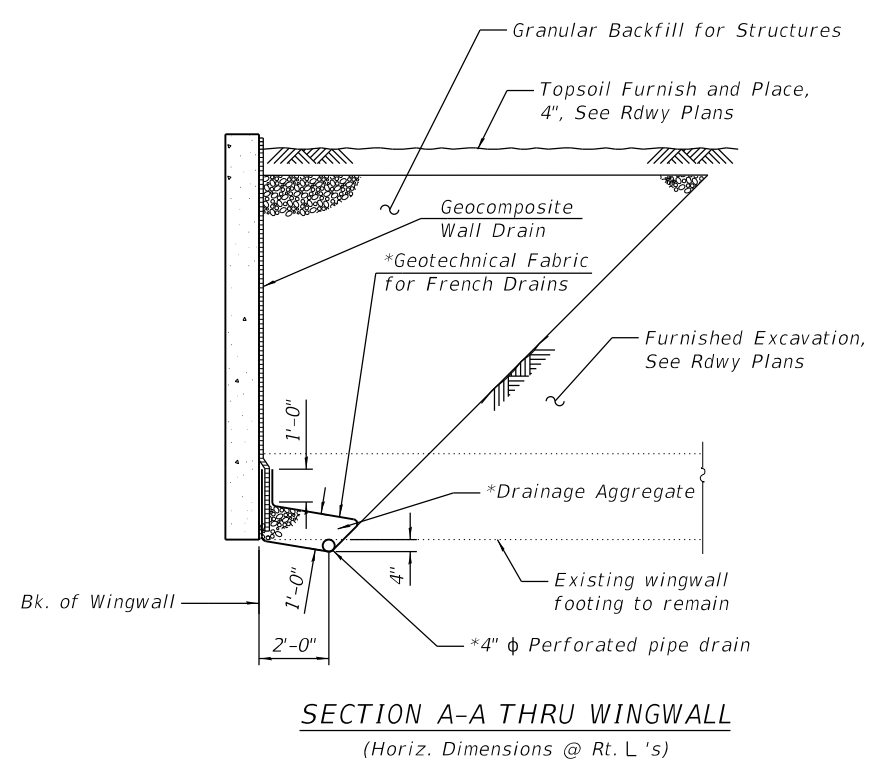
**WINGWALL DETAILS
STRUCTURE NO. 099-0304**

SHEET 23 OF 24 SHEETS

F.A.I. RTE. 55	SECTION 2018-049-B	COUNTY WILL	TOTAL SHEETS 159	SHEET NO. 80
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62G98	

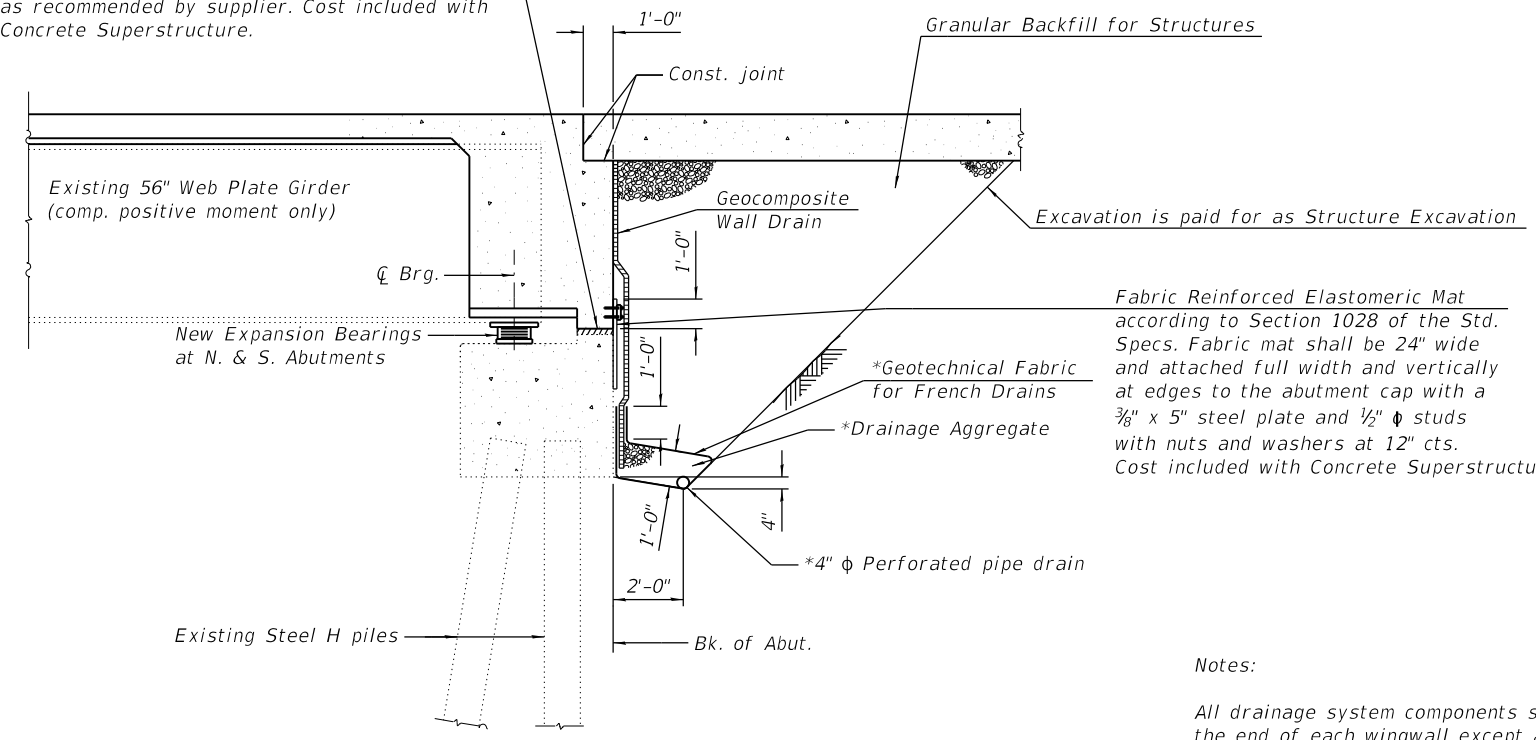


UNDERDRAIN DETAIL
North Abutment Shown, South Abutment Similar



SECTION A-A THRU WINGWALL
(Horiz. Dimensions @ Rt. L 's)

2" PJF (per Article 1051.09 of the Standard Specifications) full width and vertically of edges bonded to abutment cap with suitable adhesive as recommended by supplier. Cost included with Concrete Superstructure.



SECTION B-B THRU SEMI-INTEGRAL ABUTMENT
(Horiz. Dimensions @ Rt. L 's)
* Included in the cost of Pipe Underdrains for Structures, 4".

Notes:
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).

MODEL: Sheet
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Michael Baker INTERNATIONAL
200 W Adams St., Chicago, IL 60606
Phone: (312) 675-3900 • M.BAKER@MNTL.COM

USER NAME = DLamb	DESIGNED - JMK	REVISED -
	DRAWN - JMK	REVISED -
PLOT SCALE =	CHECKED - YC	REVISED -
PLOT DATE = 12/13/2018	DATE - 8/22/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUBSTRUCTURE DETAILS
STRUCTURE NO. 099-0304**

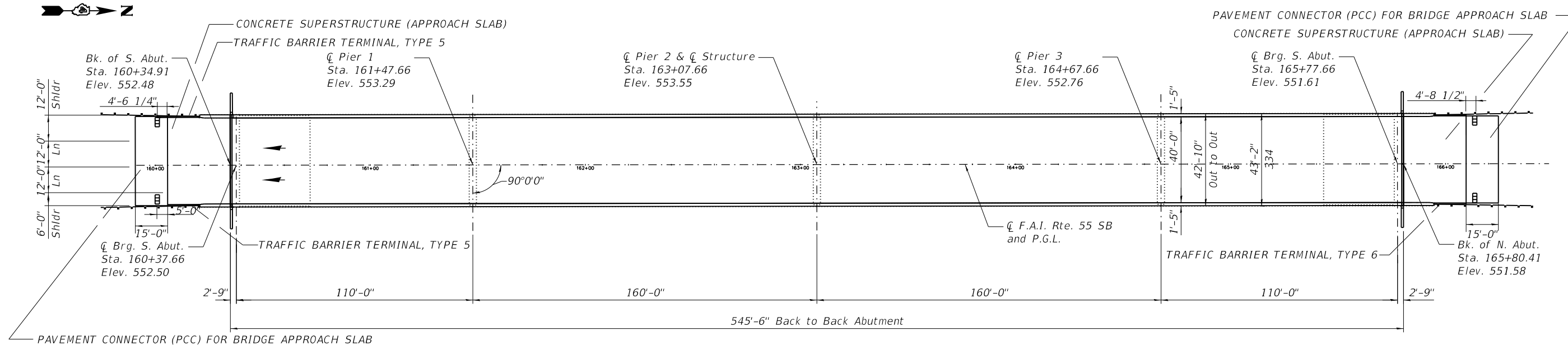
SHEET 24 OF 24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	81
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

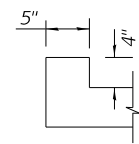
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PLAN	SURVEYED	BY	DATE
	PLOTTED		
	NOTE BOOK		
	NO.		
	CHECKED		
	FILE NAME		

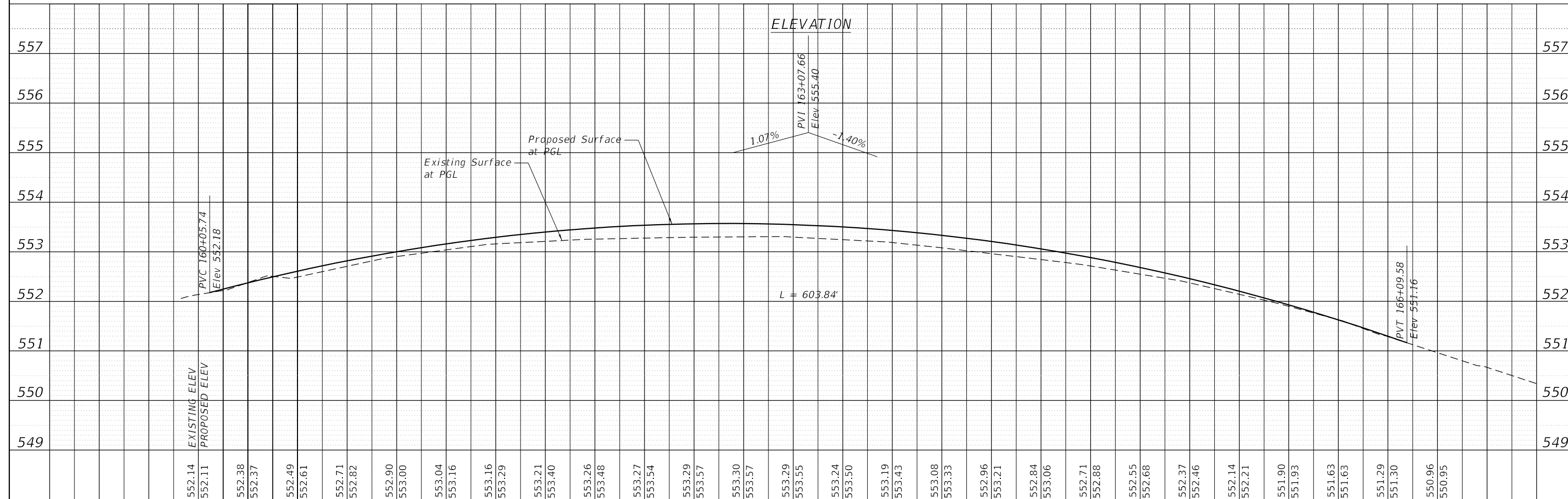
PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	NO.		
	STRUCTURE		
	NOTATIONS CHECKED		



PLAN



CURB DETAIL BACK OF INLET



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	DRAWN JC	REVISED -
PLOT SCALE = 50.0010' / in.	CHECKED PT	REVISED -
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

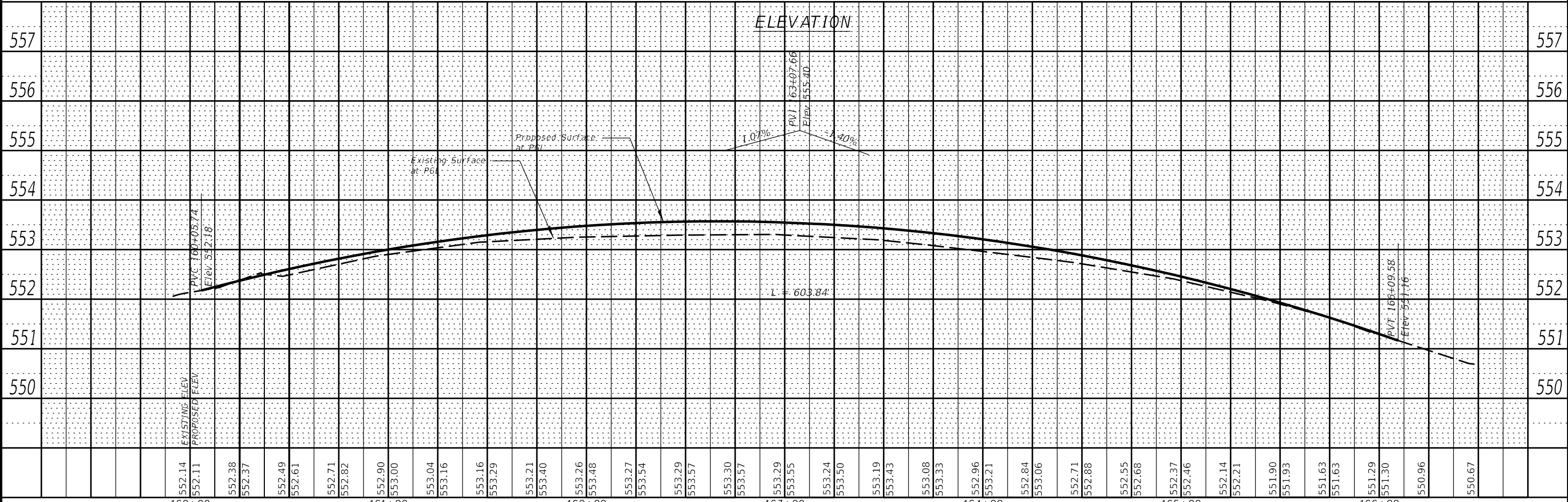
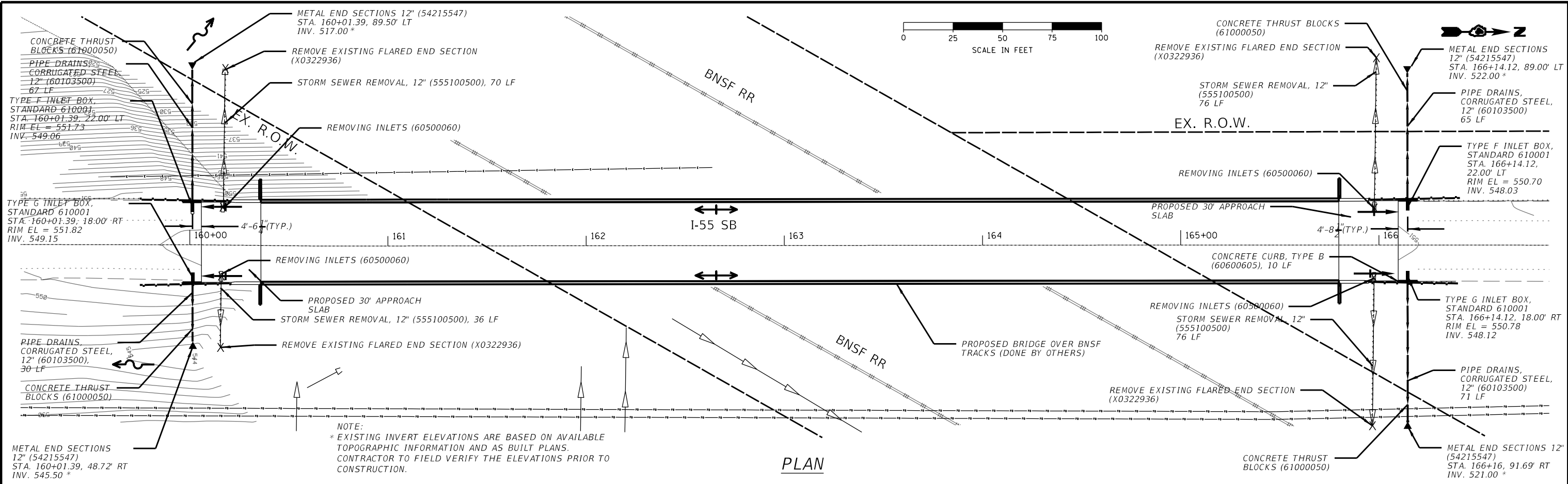
PLAN AND PROFILE
 STRUCTURE NO. 099-030A

SCALE: 50H : 5V SHEET OF SHEETS STA. TO STA.

F.A.P. RTE. 55	SECTION 2018-049-B	COUNTY WILL	TOTAL SHEETS 159	SHEET NO. 81A
ILLINOIS FED. AID PROJECT				CONTRACT NO. 62C98

DATE	
BY	
SURVEYED	
PLOTTED	
ALIGNED	
CHECKED	
FILE NAME	
PLAN	
NOTE BOOK NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
GRADES CHECKED	
STRUCTURE NOTATIONS OK'D	
PROFILE	
NOTE BOOK NO.	

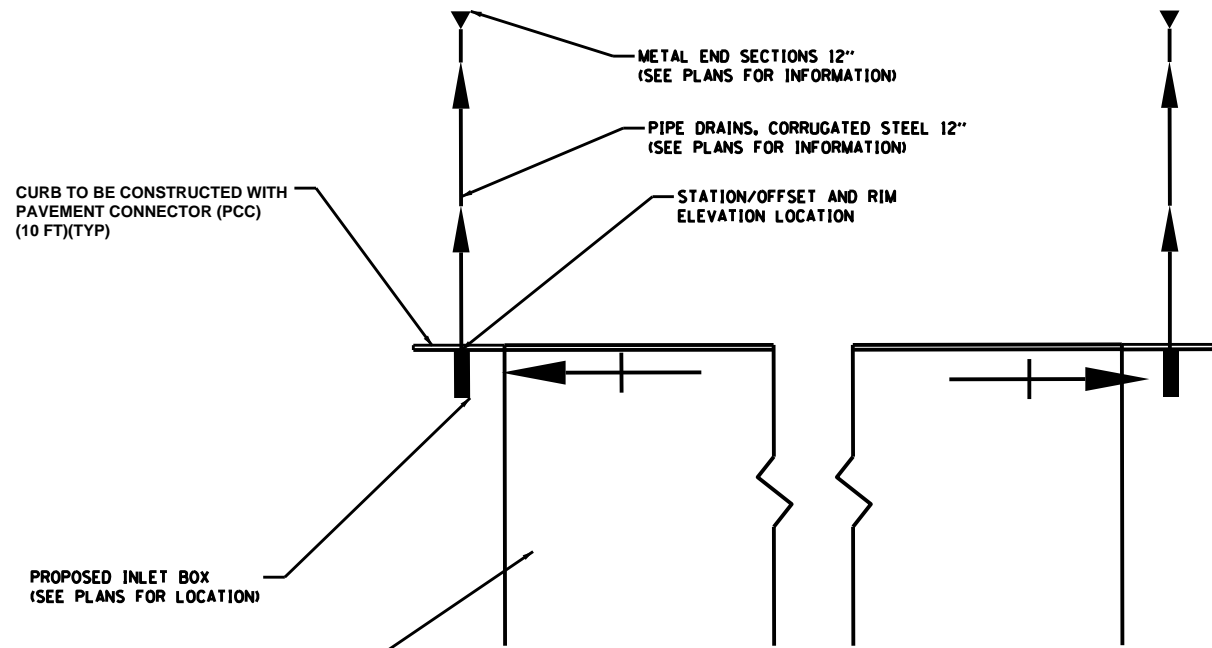


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		DATE	12/21/2018	REVISED	-

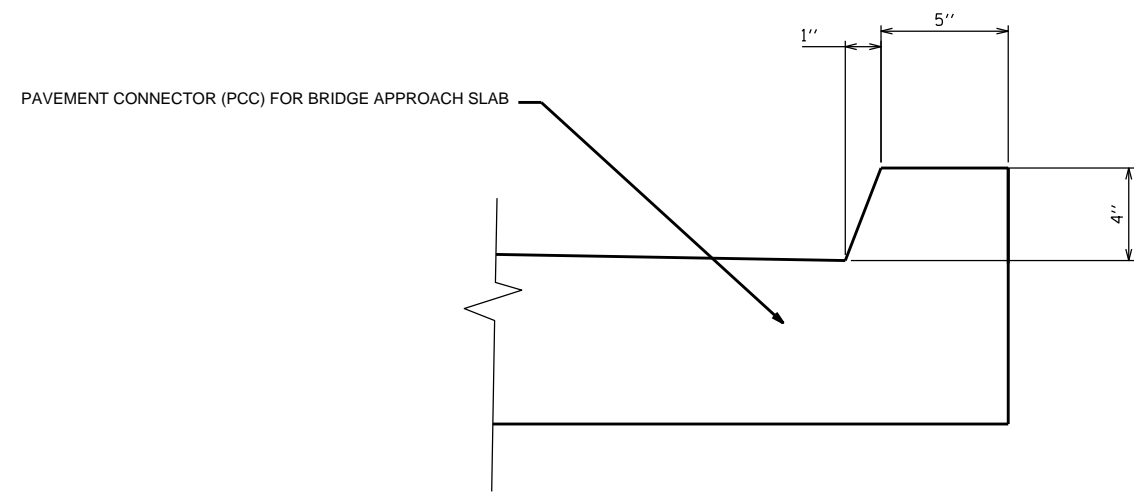
STATE OF ILLINOIS		DRAINAGE AND UTILITY PLAN	
DEPARTMENT OF TRANSPORTATION		I-55 SB OVER BNSF RAILROAD - STRUCTURE NO. 099-0304	
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STA.	TO STA.		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	81B
CONTRACT NO. 62098				

FILE NAME = *FILEL*



STATION/OFFSET AND RIM LOCATION DETAIL
(NOT TO SCALE)



CURB DETAIL NEAR INLET
(NOT TO SCALE)

MODEL: 140DELMAMES
FILE NAME: 011515

IronSmart/EJM
111 South Wells Street Suite 1000
Chicago, Illinois 60607

USER NAME = \$USERS	DESIGNED - PKT	REVISED - _____
PLOT SCALE = \$\$SCALE\$	DRAWN - DPB	REVISED - _____
PLOT DATE = \$DATE\$	CHECKED - PKT	REVISED - _____
	DATE - 12/21/2018	REVISED - _____

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES AND DETAIL	
SCALE: N.T.S.	SHEET ___ OF ___ SHEETS STA. _____ TO STA. _____

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	81C
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62G98	

LIGHTING AND ELECTRICAL LEGEND	
SYMBOL	DESCRIPTION
	TEMPORARY LIGHTING UNIT, 60FT WOOD POLE, CLASS 4, 15FT MAST ARM, LED TYPE D LUMINAIRE AT 50FT MOUNTING HEIGHT
	EXISTING HIGH MAST LIGHTING UNIT TO REMAIN
	TEMPORARY WOOD POLE, CLASS 4, 40FT
	EXISTING UNDERGROUND UNIT DUCT TO REMAIN
	PROPOSED UNIT DUCT, SIZE AND TYPE AS NOTED
	PROPOSED AERIAL LIGHTING CABLE WITH MESSENGER WIRE, SIZE AND TYPE AS NOTED

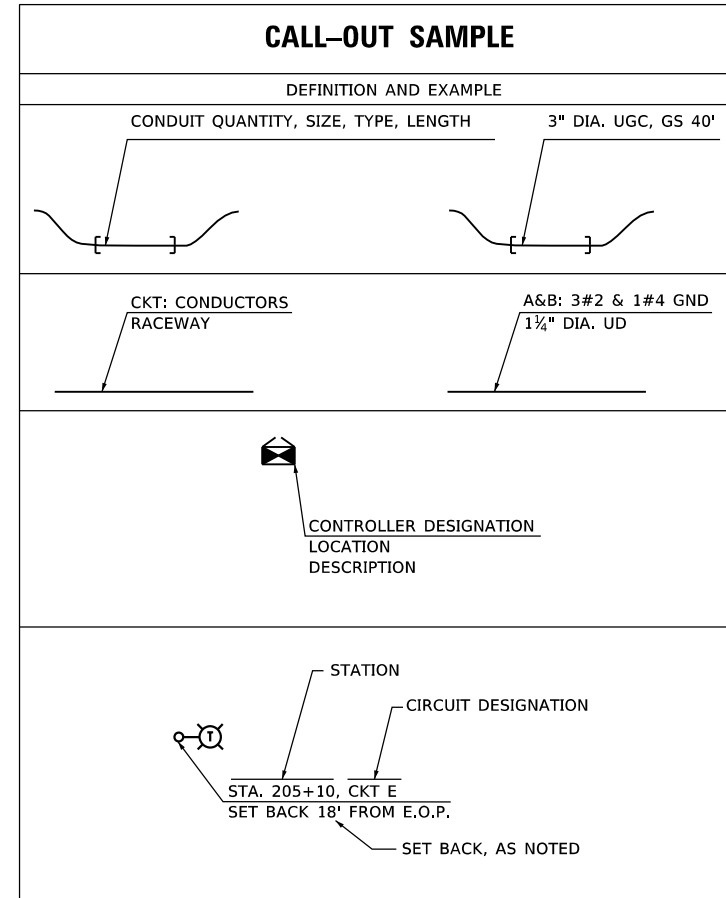
ABBREVIATIONS	
ABBREVIATION	DESCRIPTION
AC	ALTERNATING CURRENT
A	AERIAL CABLE
F.O.C.	FACE OF CURB
CKT	CIRCUIT
E	EXISTING UNIT TO REMAIN
ECA	ELECTRIC CABLE ASSEMBLY
E.O.P.	EDGE OF PAVEMENT
F	FEET OR FOOT
GND	GROUND
MA	MAST ARM
MC	MULTI-CONDUCTOR
MM	MILLIMETER
M.H.	MOUNTING HEIGHT
MW	MESSENGER WIRE
NO. #	NUMBER
N.T.S.	NOT TO SCALE
P	PROPOSED
R.O.W.	RIGHT-OF-WAY
STA	STATION
T/F	TOP OF FOUNDATION
UD	UNIT DUCT
U.N.O.	UNLESS NOTED OTHERWISE
WP	WOOD POLE

INDEX OF DRAWINGS:

DRAWING NO.	TITLE
E-01	LEGEND, ABBREVIATIONS, GENERAL NOTES, INDEX OF DRAWINGS, SCHEDULE OF QUANTITIES
E-02 TO E-07	CROSSOVERS TEMPORARY LIGHTING PLANS
E-08	LIGHTING SINGLE LINE DIAGRAM CONTROLLER "A"
E-09	LIGHTING SINGLE LINE DIAGRAM CONTROLLER "U"
E-10 TO E-12	STANDARD IDOT DETAILS

IDOT-D1 STANDARDS:

STANDARD NO.	TITLE
BE-702	MISC. ELECTRICAL DETAILS SHEET A
BE-800	TEMPORARY LIGHT POLE DETAILS
BE-801	TEMPORARY AERIAL CABLE INSTALLATION



GENERAL NOTES

1. THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST CODES, STANDARDS AND THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED APRIL 1, 2016, AND SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.
2. THE AERIAL CABLE INSTALLATION FOR TEMPORARY LIGHTING SHALL COMPLY WITH NEC (NATIONAL ELECTRICAL CODE) ARTICLE 225.18, NESC AND COMED STANDARDS FOR MINIMUM VERTICAL AND HORIZONTAL CLEARANCES.

SCHEDULE OF QUANTITIES

ITEM	UNIT	QTY
UNIT DUCT, 600V, 3-1C NO.2, 1/C NO.4 GROUND, (XLP-TYPE USE), 1 1/2" DIA. POLYETHYLENE	FOOT	185
AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE	FOOT	14570
LIGHT POLE, WOOD, 60 FOOT, CLASS 4, WITH 15FT MAST ARM	EACH	44
REMOVAL OF TEMPORARY LIGHTING UNIT	EACH	44
REMOVE TEMPORARY WOOD POLE	EACH	16
TEMPORARY WOOD POLE, 40 FT., CLASS 4	EACH	16
LUMINAIRE, LED, HORIZONTAL MOUNT, TYPE D	EACH	44
MAINTENANCE OF LIGHTING SYSTEM	CAL MO	12

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PLOT DATE = 12/13/2018	DATE - 12/12/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

LEGEND, ABBREVIATIONS, GENERAL NOTES, INDEX OF DRAWINGS, SCHEDULE OF QUANTITIES			
SCALE:	SHEET	OF	SHEETS
	STA.	TO	STA.

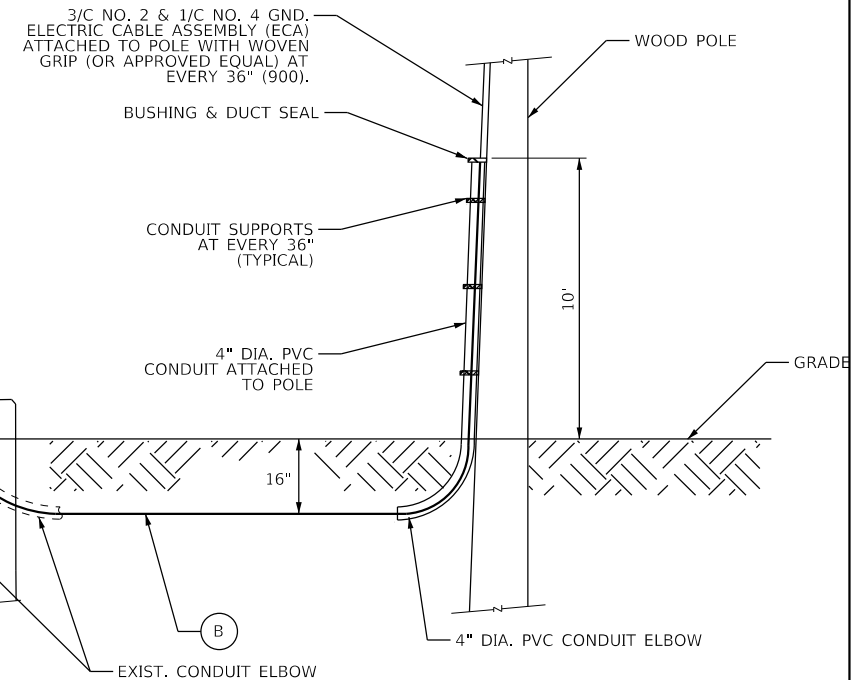
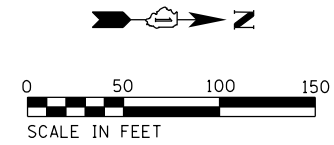
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	82
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

NOTES:

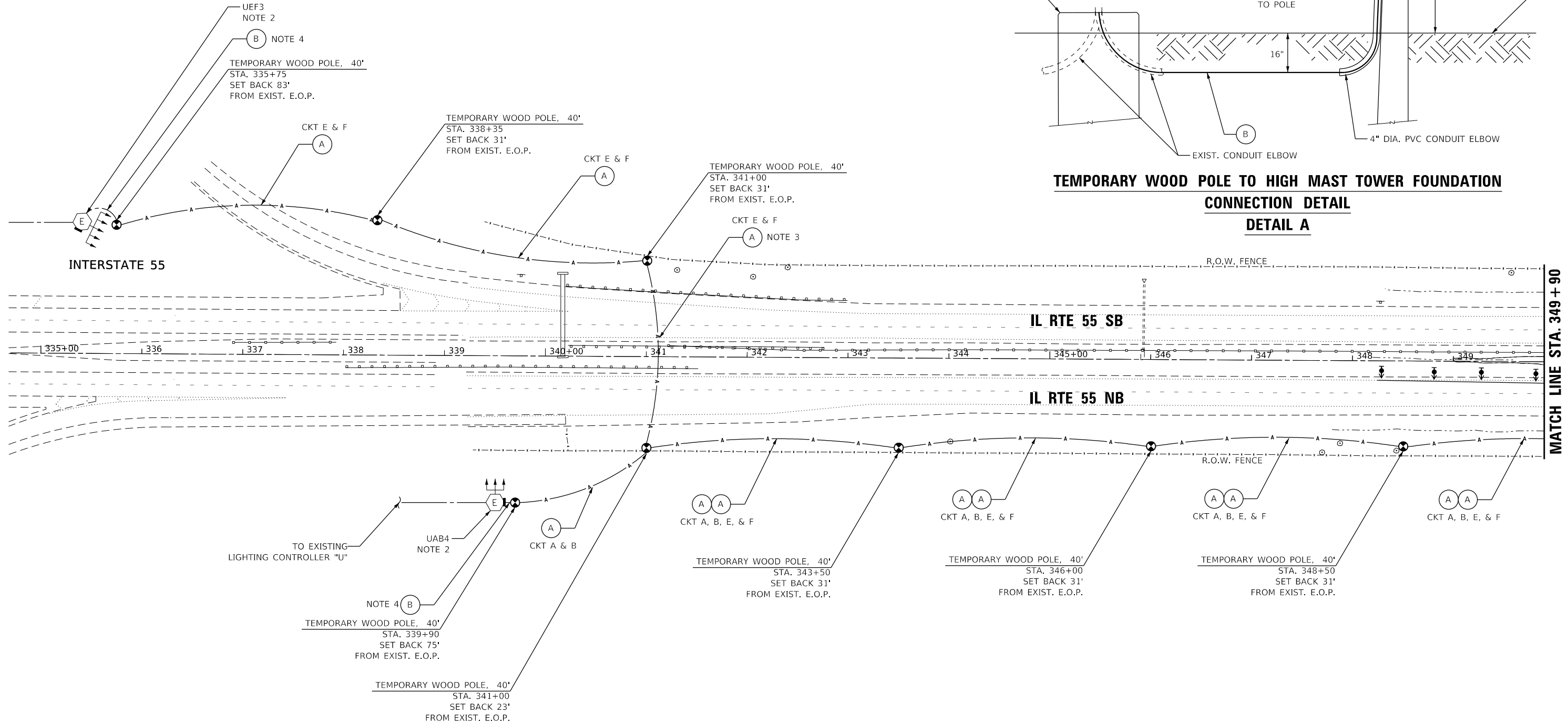
1. SEE SHEET E-01 FOR LEGEND, ABBREVIATIONS, AND GENERAL NOTES.
2. EXISTING HIGH MAST LIGHTING UNIT TO REMAIN.
3. AERIAL CABLES SHALL BE INSTALLED TO PROVIDE A MINIMUM OF 20-FT CLEARANCE BETWEEN THE SURFACE OF THE ROADWAY AND THE CABLE.
4. SEE DETAIL A ON THIS SHEET FOR CONNECTION FROM TEMPORARY WOOD POLE TO HIGH MAST FOUNDATION.

LEGEND:

- (A) AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE
- (B) UNIT DUCT, 600V, 3-1/C NO.2, 1/C NO.4 GROUND, (XLP-TYPE USE), 1 1/2" DIA. POLYETHYLENE



**TEMPORARY WOOD POLE TO HIGH MAST TOWER FOUNDATION
CONNECTION DETAIL
DETAIL A**



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	DATE - 12/12/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-55 OVER BNSF RAILROAD AND GRAND CREEK
SOUTHERN CROSS-OVER TEMPORARY LIGHTING PLANS**

SCALE: SHEET OF SHEETS STA. TO STA.

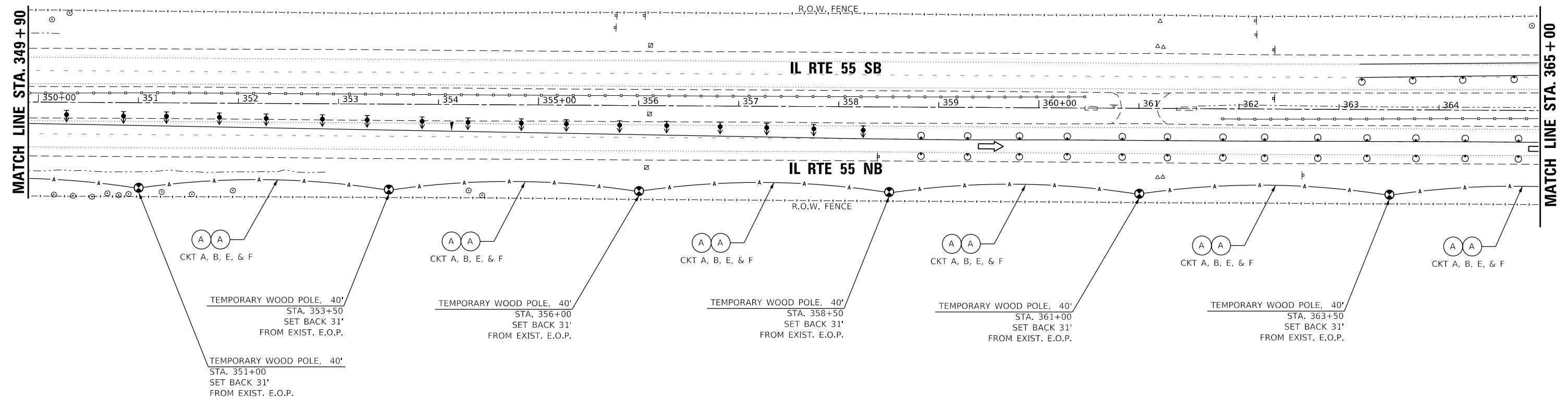
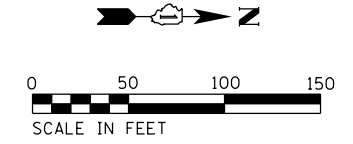
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55	2018-049-B	WILL	159	83
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

NOTES:

- SEE SHEET E-01 FOR LEGEND, ABBREVIATIONS, AND GENERAL NOTES.

LEGEND:

- (A) AERIAL CABLE, 3-1/2 NO. 2 WITH MESSENGER WIRE



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	DATE - 12/12/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-55 OVER BNSF RAILROAD AND GRAND CREEK
SOUTHERN CROSS-OVER TEMPORARY LIGHTING PLANS**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

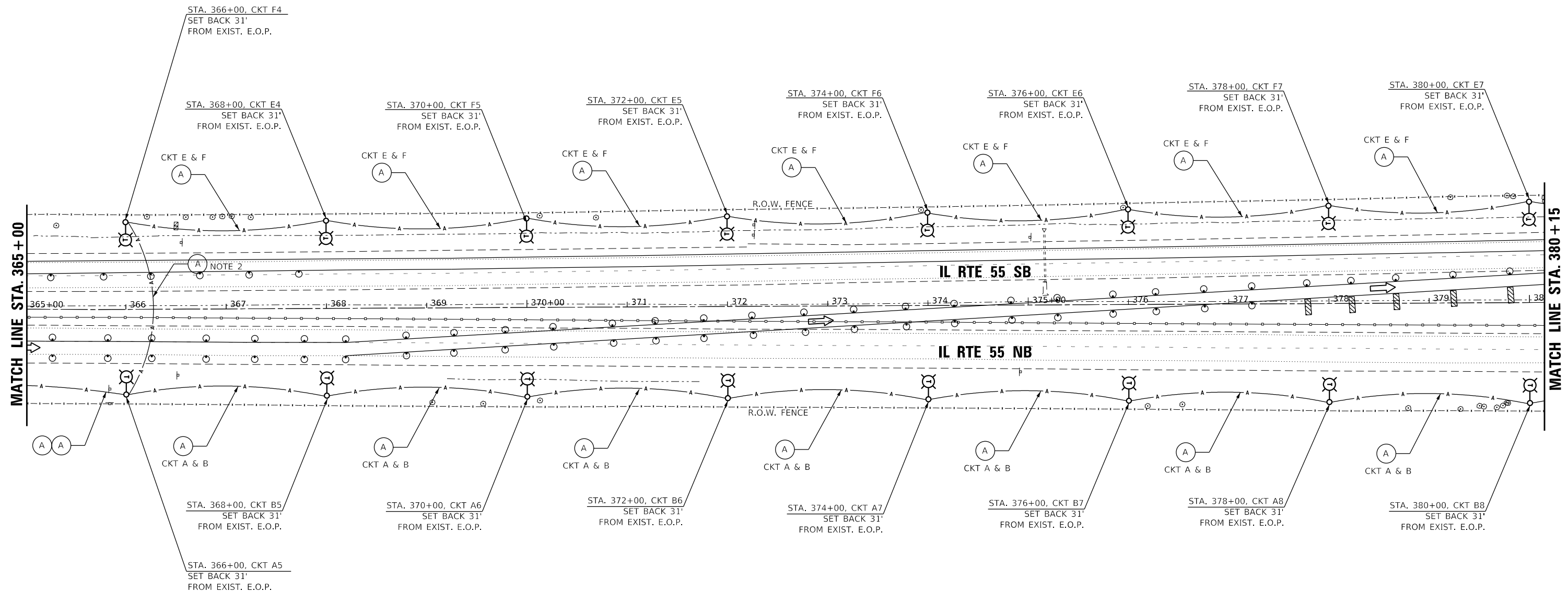
NOTES:

1. SEE SHEET E-01 FOR LEGEND, ABBREVIATIONS, AND GENERAL NOTES.
2. AERIAL CABLES SHALL BE INSTALLED TO PROVIDE A MINIMUM OF 20-FT CLEARANCE BETWEEN THE SURFACE OF THE ROADWAY AND THE CABLE.



LEGEND:

- (A) AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE



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PLOT DATE = 12/13/2018	CHECKED - RP	REVISED -
	DATE - 12/12/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-55 OVER BNSF RAILROAD AND GRAND CREEK
SOUTHERN CROSS-OVER TEMPORARY LIGHTING PLANS**

SCALE: SHEET OF SHEETS STA. TO STA.

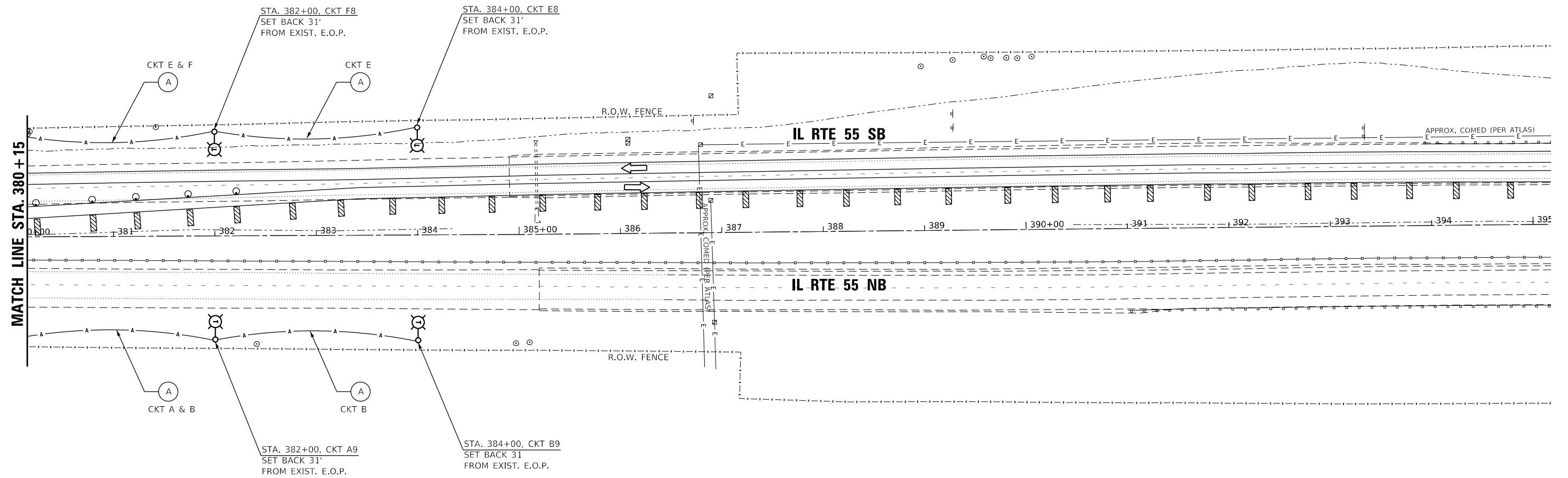
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55	2018-049-B	WILL	159	85
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

NOTES:

- SEE SHEET E-01 FOR LEGEND, ABBREVIATIONS, AND GENERAL NOTES.

LEGEND:

- (A) AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE



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	DATE - 12/12/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-55 OVER BNSF RAILROAD AND GRAND CREEK
SOUTHERN CROSS-OVER TEMPORARY LIGHTING PLANS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	86
CONTRACT NO. 62G98				
ILLINOIS		FED. AID PROJECT		

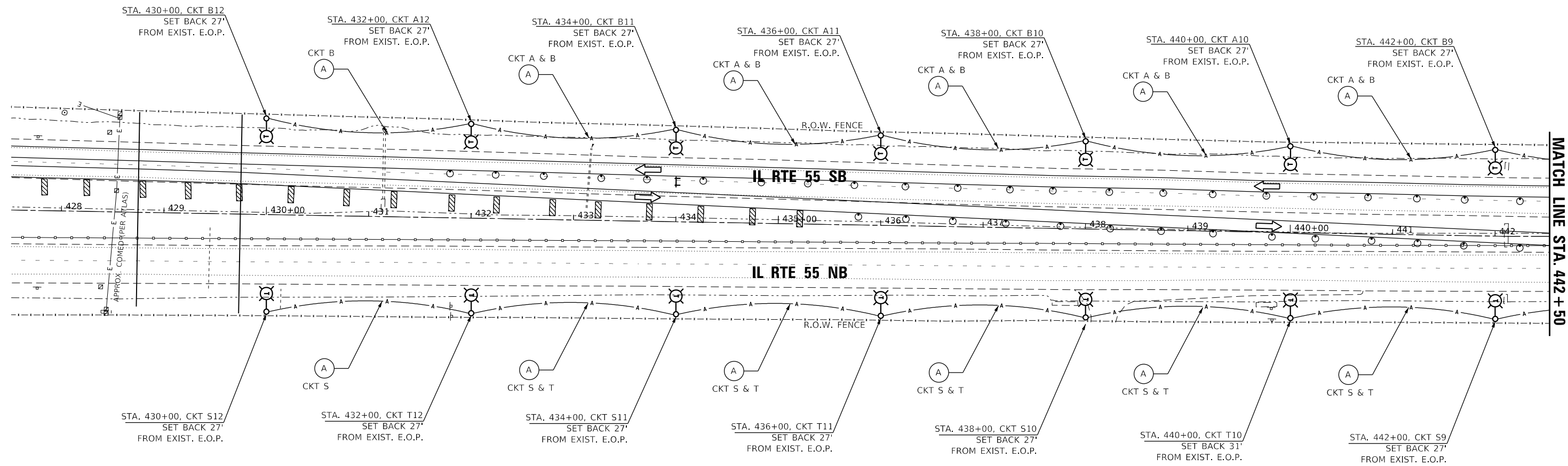
NOTES:

- SEE SHEET E-01 FOR LEGEND, ABBREVIATIONS, AND GENERAL NOTES.



LEGEND:

- (A) AERIAL CABLE, 3-1/2 NO. 2 WITH MESSENGER WIRE



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	DATE - 12/12/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-55 OVER BNSF RAILROAD AND GRAND CREEK
NORTHERN CROSS-OVER TEMPORARY LIGHTING PLANS**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	87
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET OF SHEETS STA. TO STA.

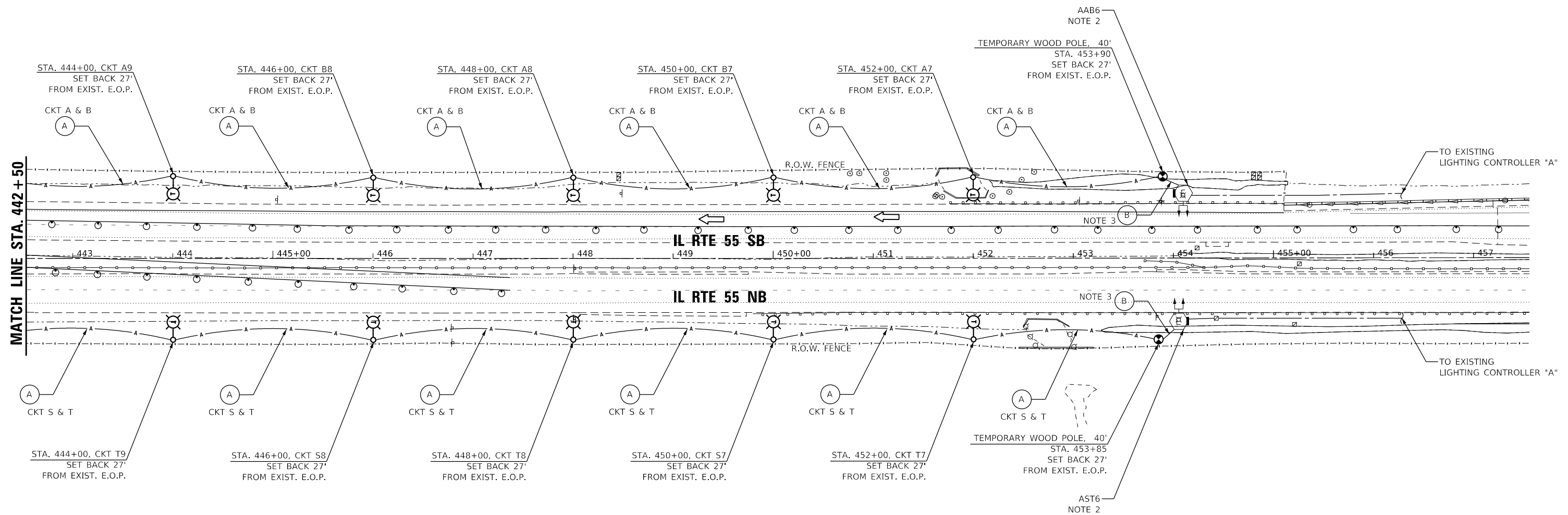
NOTES:

1. SEE SHEET E-01 FOR LEGEND, ABBREVIATIONS, AND GENERAL NOTES.
2. EXISTING LIGHTING UNIT TO REMAIN.
3. SEE DETAIL A ON SHEET E-02 FOR CONNECTION FROM TEMPORARY WOOD POLE TO HIGH MAST FOUNDATION.



LEGEND:

- (A) AERIAL CABLE, 3-1/2 NO. 2 WITH MESSENGER WIRE
- (B) UNIT DUCT, 600V, 3-1/2 NO.2, 1/2 NO.4 GROUND, (XLP-TYPE USE), 1 1/2" DIA. POLYETHYLENE



MODEL: Default
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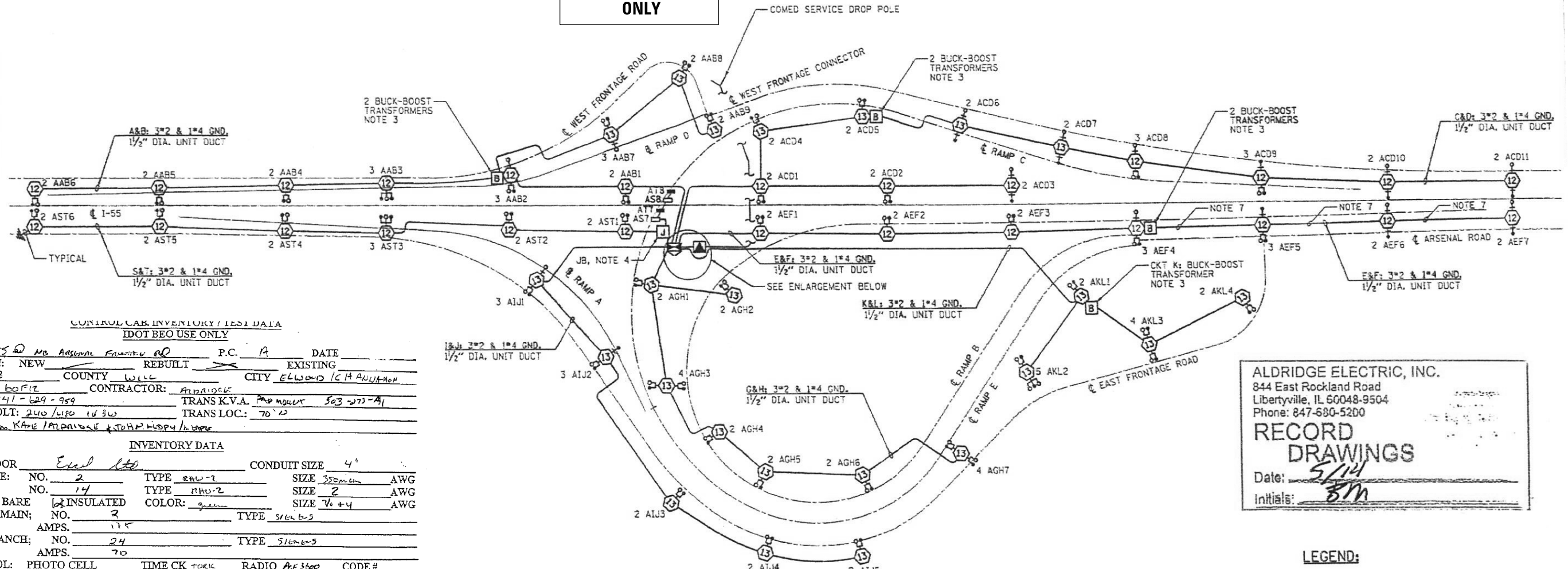
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-55 OVER BNSF RAILROAD AND GRAND CREEK
NORTHERN CROSS-OVER TEMPORARY LIGHTING PLANS**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	88
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY



CONTROL CAB. INVENTORY / TEST DATA
 IDOT BEO USE ONLY

LOCATION: 555 W. NB Arsenal Road, P.C. 19 DATE
 INSTALLATION: NEW REBUILT EXISTING
 LOC #: 1-0368 COUNTY WILL CITY ELWOOD ICH ANNAPOLIS
 CONTRACT #: 60512 CONTRACTOR: ARDRELEC
 C.E. METER #: 141-629-959 TRANS K.V.A. 503-277-A1
 C.E. SUPPLY VOLT: 240/480 1Ø 3W TRANS LOC.: 70' D
 TESTED BY: Jim Kane / Alan / John / [unclear]

INVENTORY DATA

CABINET VENDOR: Excel Ltd CONDUIT SIZE: 4"
 SERVICE CABLE: NO. 2 TYPE RHW-2 SIZE 350mm AWG
 DISTR. CABLE: NO. 14 TYPE RHW-2 SIZE 2 AWG
 GROUND: [] BARE [x] INSULATED COLOR: green SIZE 7/8 + 4 AWG
 BREAKERS: MAIN: NO. 2 TYPE S16003
 AMPS: 125
 BRANCH: NO. 24 TYPE S16003
 AMPS: 70
 OPER. CONTROL: PHOTO CELL TIME CK TOEIK RADIO AEE 3600 CODE #
 CONTROL INFO: 125200A DPC # 140
 OUTLET VOLTS:

TEST DATA

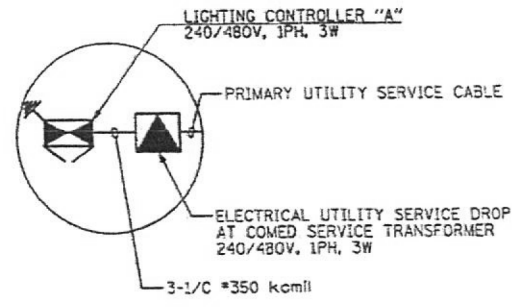
MAIN VOLTAGE TEST				MAIN CURRENT TEST			
FULL LOAD							
PHASE TO PHASE	463.0	V		A PHASE	193.7	AMPS	
A PHASE TO GR.	231.5	V	A/B.	B PHASE	205.5	AMPS	
B PHASE TO GR.	231.7	V	A/C.	C PHASE		AMPS	
C PHASE TO GR.		V	C/B.	NEUTRAL	13.7	AMPS	
R1	163.2	AMPS	R2	93.1	AMPS	CAB. GND.	3.6
B1	105.1	AMPS	B2	99.3	AMPS	OPER. HEAD VOLT:	240

CKTS	AMPS	CKTS	AMPS	Neutral	AMPS	MOHMS	CONT	V/Dp
A	38.2	B	35.3	A & B	3.4	52'		223.4
C	40.4	D	41.1	C & D	1.5	56'		219.0
E	24.1	F	28.2	E & F	2.9	58'		223.4
G	30.7	H	30.8	G & H	0.9	105'		227.2
I	20.7	J	20.7	I & J	0.8	100'		228.9
K	21.2	L	24.0	K & L	3.0	200'		226.5
M		N		M & N				
O		P		O & P				
Q		R		Q & R				
S	20.9	T	24.9	S & T	3.7	53'		226.6
U		V		U & V				

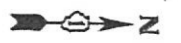
COMMENTS:

ALDRIDGE ELECTRIC, INC.
 844 East Rockland Road
 Libertyville, IL 60048-9504
 Phone: 847-680-5200

RECORD DRAWINGS
 Date: 5/14
 Initials: SM



- LEGEND:
- 12 120FT
13 130FT
 - PROPOSED HIGH MAST LIGHT TOWER 750W HPS LUMINAIRE (TYP. U.N.O.) (BLACK PHASE - SOLID SYMBOLS, RED PHASE - OPEN SYMBOLS)
 - 3 TAB1
 - HIGH MAST TOWER DESIGNATION
 - PROPOSED UNDERPASS LIGHTING UNIT 70W HPS LUMINAIRE (TYP. U.N.O.) (BLACK PHASE - SOLID SYMBOLS, RED PHASE - OPEN SYMBOLS)
 - LIGHTING CONTROLLER
 - GROUND FIELD
 - ELECTRIC UTILITY SERVICE DROP
 - BUCK-BOOST TRANSFORMER ENCLOSURE



E-08

MODEL: Default FILE NAME: ILL10601Task_Order_804_CADD\CADD_Sheet\136018_ShtLight08.dgn



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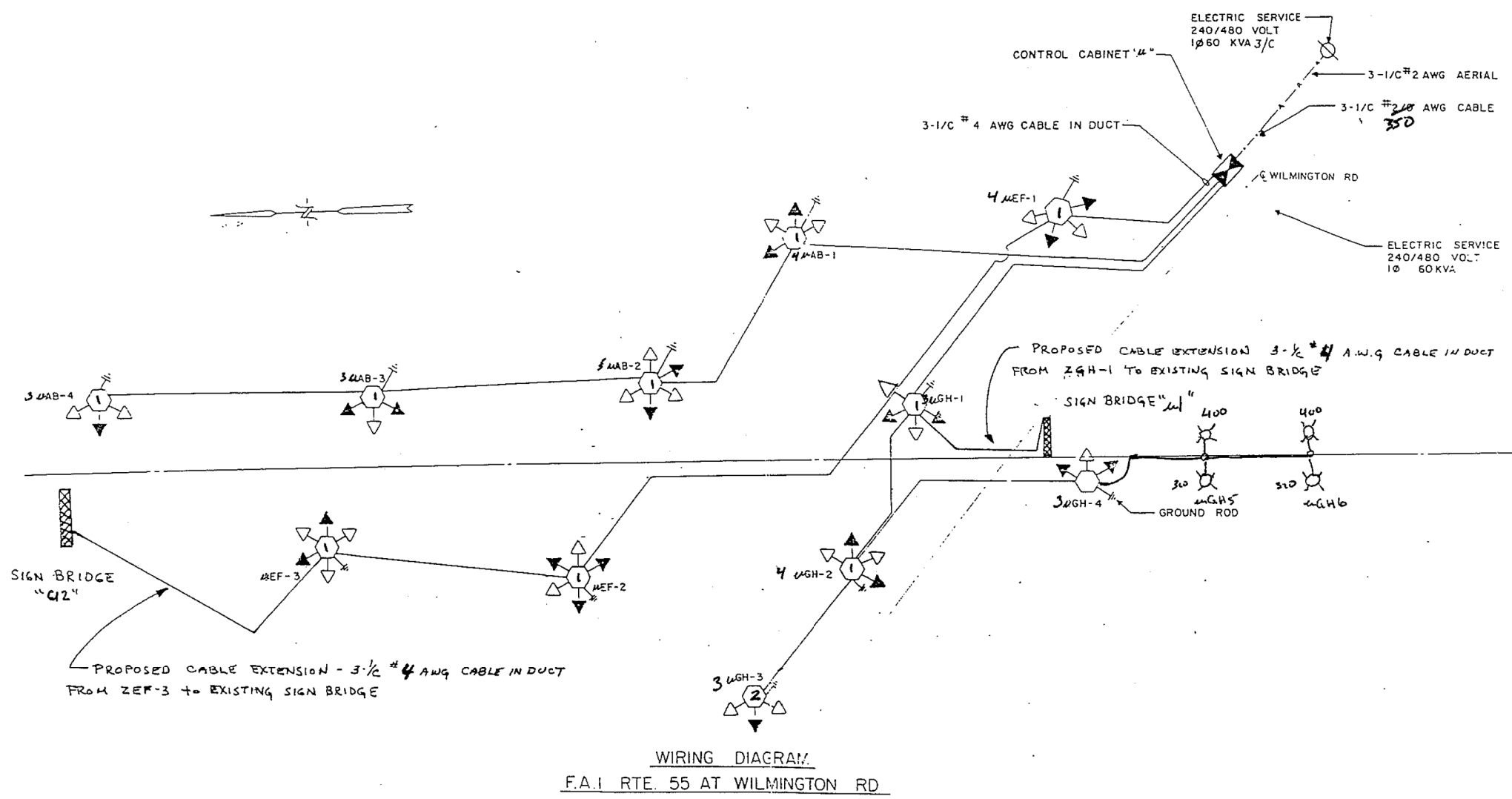
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

LIGHTING SINGLE LINE DIAGRAM
 CONTROLLER "A"

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	89
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY



CONTROL CAB. INVENTORY / TEST DATA
IDOT BEO USE ONLY

LOCATION: RT. 55 WILMINGTON RD P.C. 66 DATE _____
 INSTALLATION: NEW REBUILT _____ EXISTING
 LOC. #: 60365 COUNTY WILL CITY WILMINGTON
 CONTRACT #: _____ CONTRACTOR: _____
 C.E. METER # _____ TRANS. K.V.A. 25
 C.E. SUPPLY VOLT: 240/480 TRANS. LOC.: 105' ESE
 TESTED BY: _____

INVENTORY DATA

CABINET VENDOR: LIGHT MATEC - DOUBLE ROW CABINET CONDUIT SIZE 3"
 SERVICE CABLE: NO. 2 TYPE THW SIZE 350mm AWG
 DIST. CABLE: NO. 6 TYPE RHW SIZE 4 AWG
 GROUND: BARE INSULATED COLOR: Green SIZE 6 AWG
 BREAKERS: MAIN: NO. _____ TYPE CUTLER HAMMER
 AMPS. _____
 BRANCH: NO. _____ TYPE CUTLER HAMMER
 AMPS. _____

OPER. CONTROL: PHOTO CELL _____ TIME CK 24HR RADIO _____ CODE # _____
 CONTROL INFO: 125mA
 OUTLET VOLTS: _____

TEST DATA

MAIN VOLTAGE TEST				MAIN CURRENT TEST			
FULL LOAD							
PHASE TO PHASE	<u>477</u>	V		A PHASE	<u>118.6</u>	AMPS	
A PHASE TO GR.	<u>237</u>	V	A/B. _____ V	B PHASE	<u>105.0</u>	AMPS	
B PHASE TO GR.	<u>230</u>	V	A/C. _____ V	C PHASE	_____	AMPS	
C PHASE TO GR.	_____	V	C/B. _____ V	NEUTRAL	<u>11.7</u>	AMPS	
R1	<u>69.1</u>	AMPS	R2	<u>70.6</u>	AMPS	CAB. GND.	_____ OHMS
B1	<u>73.3</u>	AMPS	B2	<u>59.7</u>	AMPS	OPER. HEAD VOLT:	<u>240</u> V

CKTS	AMPS	CKTS	AMPS	Neutral	AMPS	MOHMS	CONT	V/Dp
A	<u>39.4</u>	B	<u>35.6</u>	A & B				<u>217/210</u>
C		D		C & D				
E	<u>43.5</u>	F	<u>30.6</u>	E & F				<u>236/209</u>
G	<u>38.8</u>	H	<u>39.0</u>	G & H				<u>210/210</u>
I		J		I & J				
K		L		K & L				
M		N		M & N				
O		P		O & P				
Q		R		Q & R				
S		T		S & T				
U		V		U & V				

COMMENTS: _____

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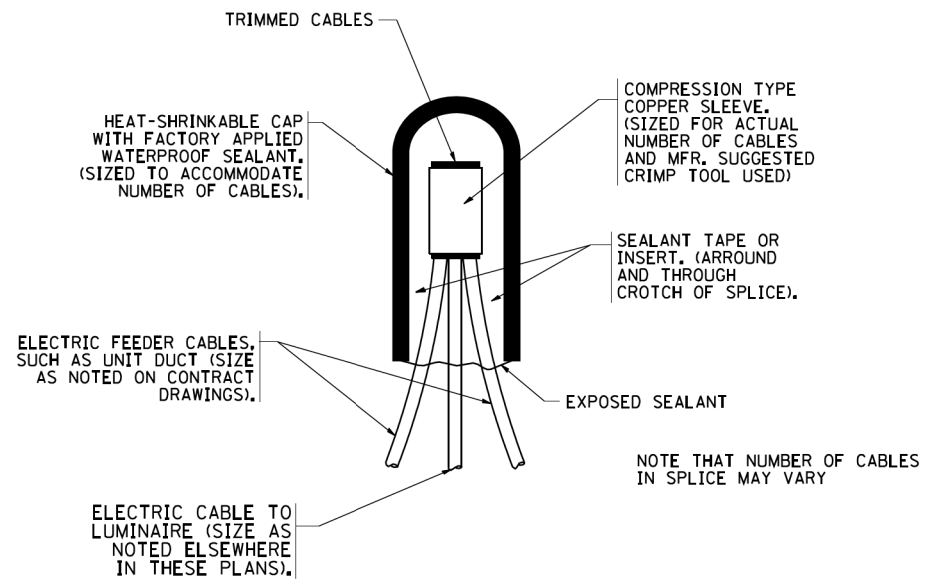


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	DATE - 12/12/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING SINGLE LINE DIAGRAM
CONTROLLER "U"
SCALE: SHEET OF SHEETS STA. TO STA.

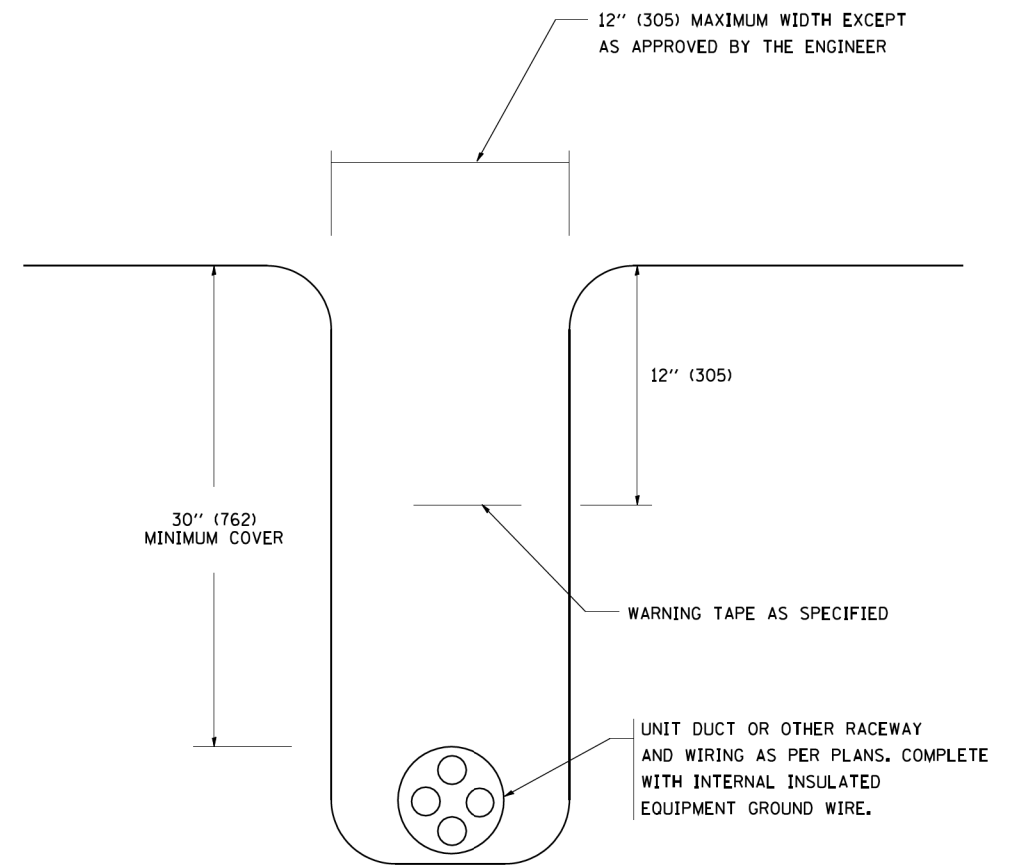
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CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



TYPICAL SPLICE DETAIL

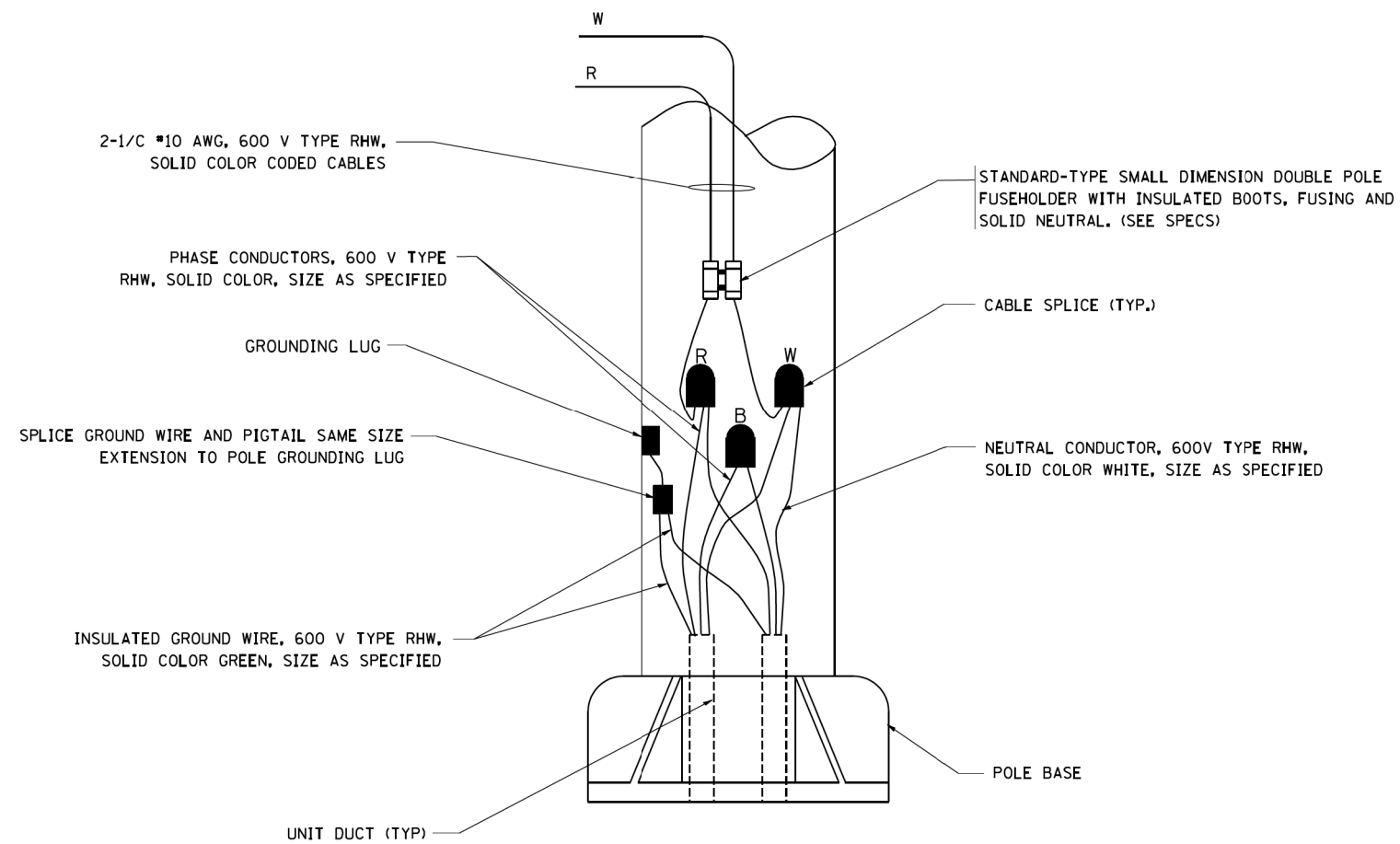
N.T.S.

NOTE THAT NUMBER OF CABLES IN SPLICE MAY VARY



TYPICAL WIRING IN TRENCH DETAIL

N.T.S.



POLE WIRING DETAIL

N.T.S.

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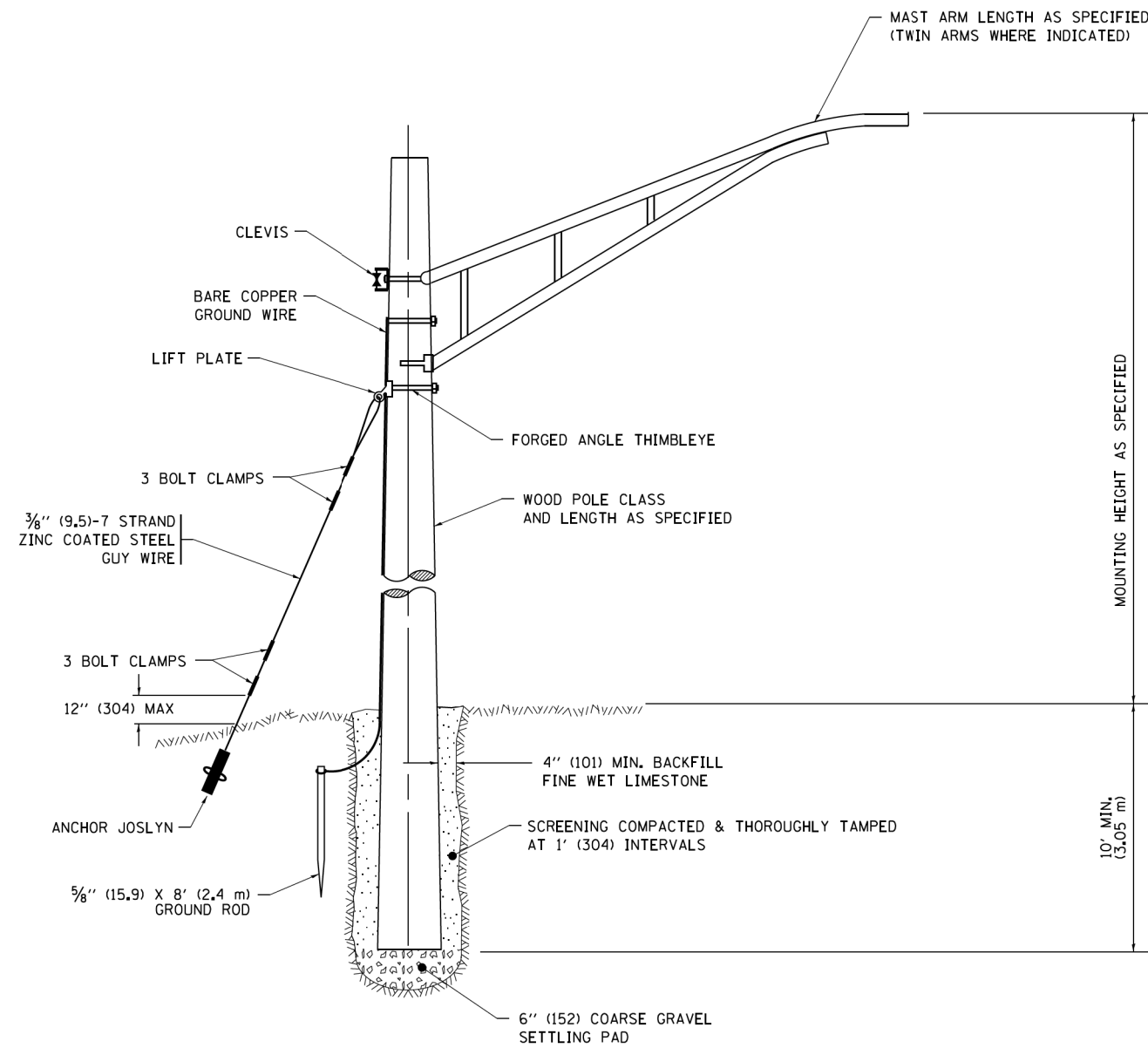
REVISED - 08-08-03
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

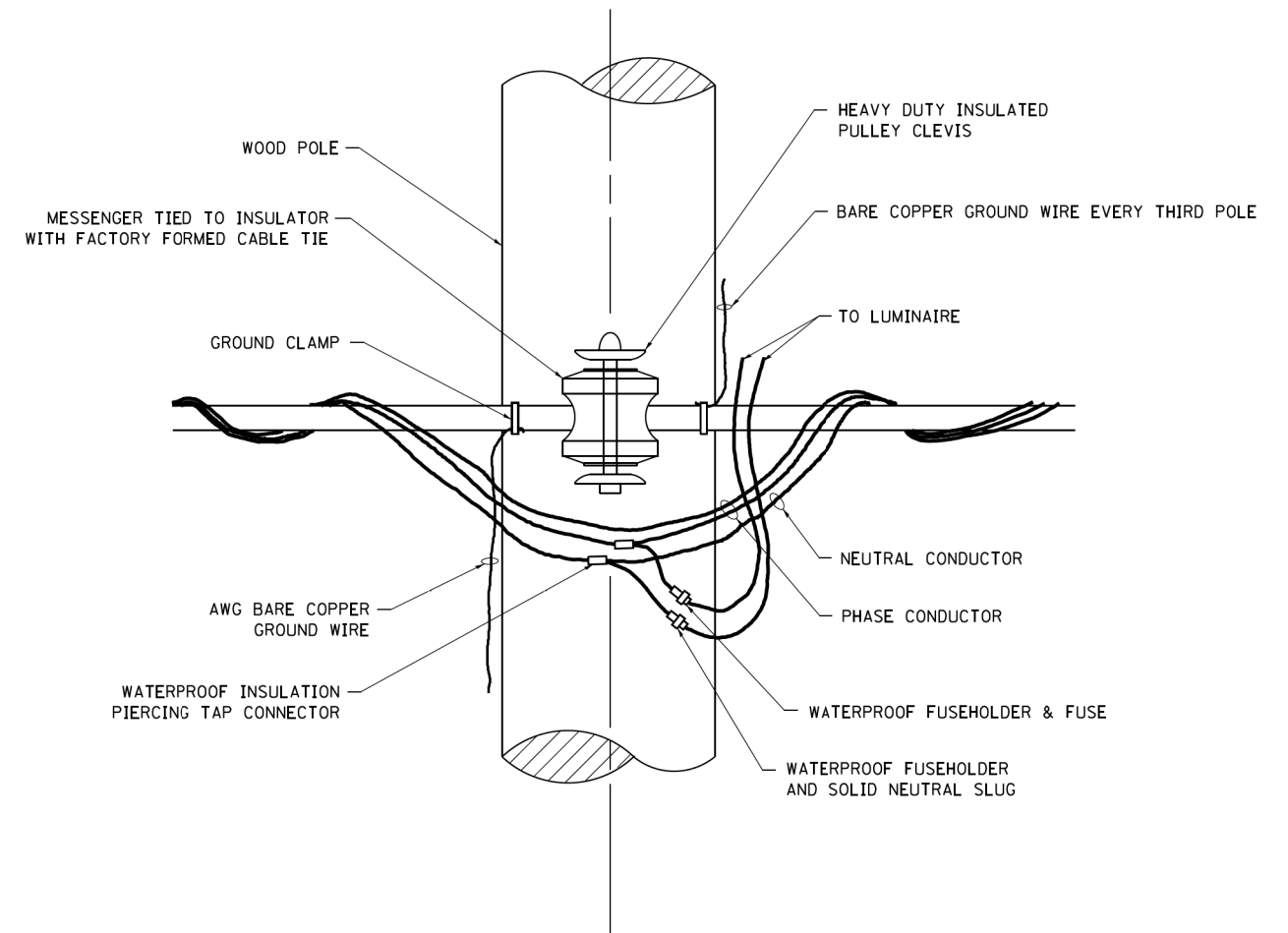
**MISC. ELECTRICAL DETAILS
SHEET A**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	2018-049-8	WILL	159	91
BE-702			CONTRACT NO. 62G98	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



TEMPORARY LIGHT POLE DETAIL

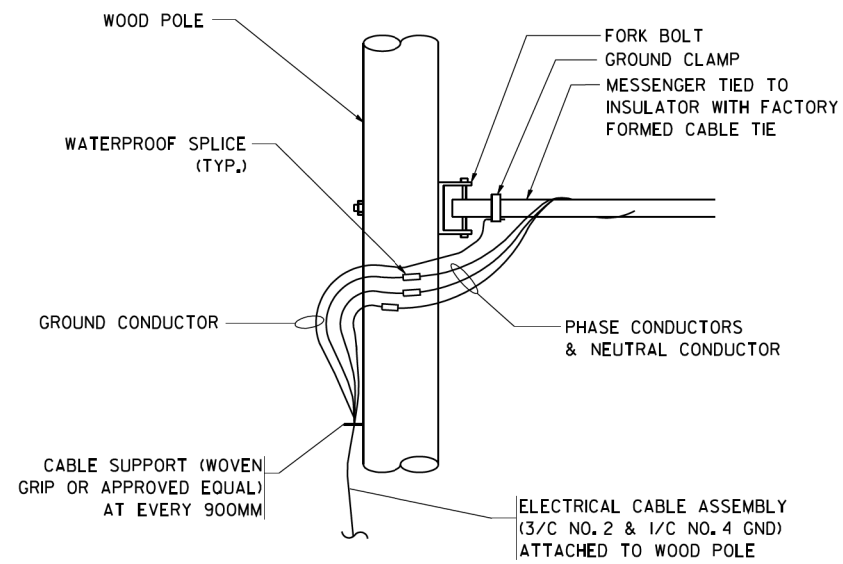


TEMPORARY LIGHT POLE ATTACHMENT DETAIL

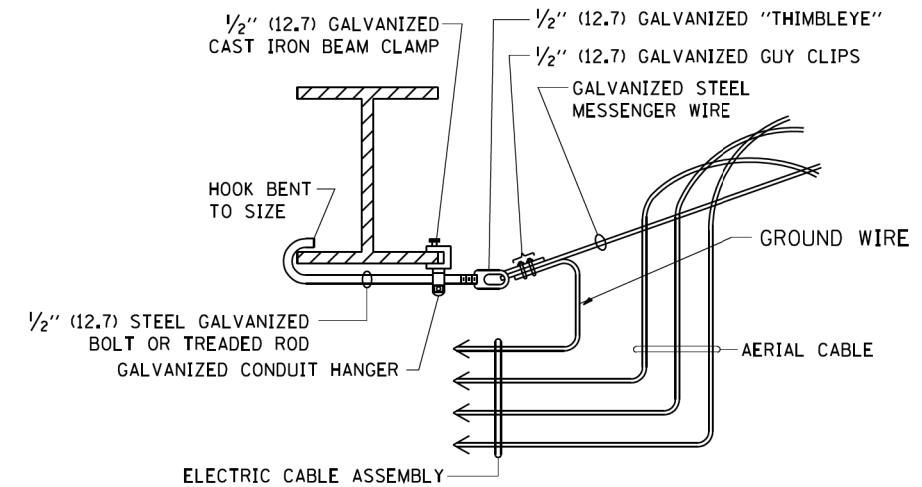
NOTE:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. MAST ARM SHALL BE RATED FOR THE SPECIFIED MOUNTING HEIGHT.

FILE NAME =	USER NAME = foatemj	DESIGNED -	REVISED - 08-08-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY LIGHT POLE DETAILS			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
pw\1\1084EBID\INTEG\illinois.gov\PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist		DRAWN	REVISED - R.T. 07-26-16		SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.	BE-800	WILL	159	92
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	PLOT DATE = 9/1/2016	DATE -	REVISED -		ILLINOIS FED. AID PROJECT									



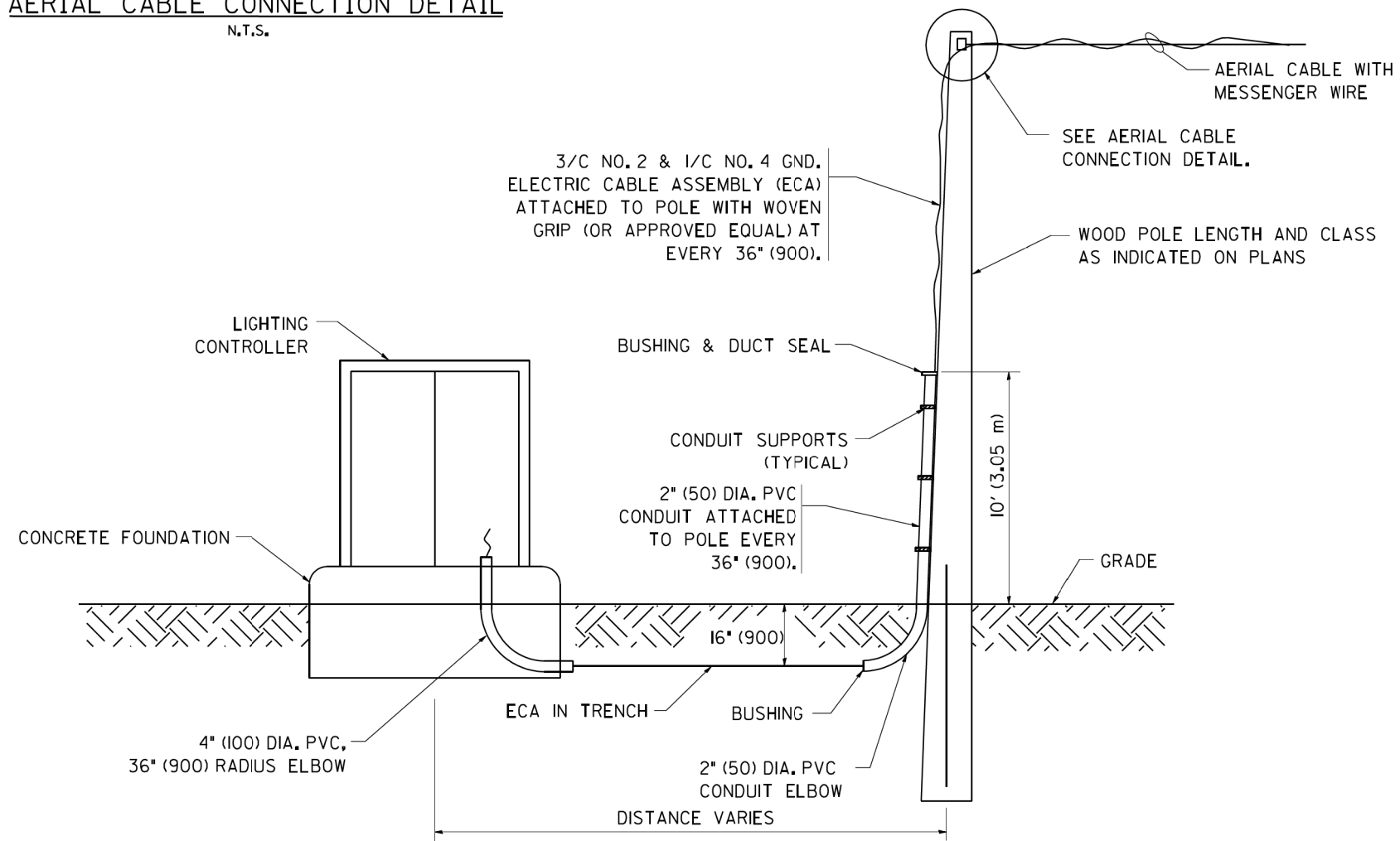
AERIAL CABLE CONNECTION DETAIL
N.T.S.



AERIAL CABLE ATTACHED TO STRUCTURE
NOT TO SCALE

NOTES:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. SEE PROPOSED LIGHTING PLAN FOR CONDUIT, CABLE AND ROUTING.
3. THE CONTRACTOR SHALL PROVIDE INTERMEDIATE SUPPORTS TO MAINTAIN MINIMUM CLEARANCES. REFER TO AERIAL CABLE ATTACHED TO STRUCTURE DETAIL.
4. COST OF SPLICES AND MOUNTING HARDWARE SHALL BE INCLUDED IN THE UNIT PRICE FOR AERIAL CABLE.



WOOD POLE TO LIGHTING CONTROLLER WIRING CONNECTION DETAIL
N.T.S.

FILE NAME = W:\diststd\22x34\be801.dgn	USER NAME = gegl1enobt	DESIGNED -	REVISED - 08-08-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY AERIAL CABLE INSTALLATION			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT DATE = 1/4/2008	CHECKED -	REVISED -						BE-801		CONTRACT NO. 62G98		
		DATE -	REVISED -						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

GENERAL NOTES

1. THE CONTRACTOR SHALL EXERCISE CARE WITH THE INSTALLATION OF UNDERGROUND EQUIPMENT AS THERE MAY BE EXISTING PRIVATELY OWNED FACILITIES WITHIN PROJECT LIMITS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT ANY UTILITIES IN THE WORK ZONE AND REQUEST UTILITY LOCATES.
2. FIBER OPTIC CABLE SLACK SHALL BE AS FOLLOWS. 100 FEET FOR EACH CABLE (96 AND 12 FIBER) AT COMMUNICATIONS VAULTS WHERE SPLICING IS INDICATED. FIBER OPTIC CABLE SLACK SHALL BE 50 FEET FOR EACH AT COMMUNICATIONS VAULTS WHERE NO SPLICING IS INVOLVED.
3. THE ELECTRICAL MAINTENANCE CONTRACTOR (EMC) SHALL BE CONTACTED FOR EXISTING STATE OWNED FACILITIES LOCATES.
4. NO END-TO-END FUSION SPLICES OF THE 96 STRAND FIBER OPTIC TRUNK CABLE SHALL BE PERMITTED UNLESS APPROVED BY THE ENGINEER. ANY END TO END SPLICES SHALL BE DONE IN A COMMUNICATIONS VAULT. ANY COSTS TO INSTALL ADDITIONAL COMMUNICATIONS VAULTS, SPLICE CLOSURES, AND FIBER SPLICES TO ACCOMMODATE END TO END SPLICING SHALL BE AT NO ADDITIONAL COST TO THE DEPARTMENT.
5. ALL CONDUIT SHALL BE INSTALLED A MINIMUM OF 30" BELOW GRADE.
6. CONDUIT CROSSING OVER/UNDER UTILITIES SHALL MAINTAIN A SEPARATION OF AT LEAST 12 INCHES OR AS SPECIFIED BY OWNING UTILITY.
7. PROPOSED CONDUIT ROUTES SHOWN IN THE PLANS ARE SCHEMATIC ONLY. CONTRACTOR TO VERIFY EXACT ROUTE WITH THE ENGINEER.
8. ALL ABANDONED CABLES AND CONDUIT SHALL COMPLY WITH NEC REQUIREMENTS.
9. CONTRACTOR SHALL FIELD VERIFY EXACT LOCATION OF EXISTING UNDERGROUND FACILITIES IN ADVANCE OF BEGINNING WORK.
10. PROPOSED JUNCTION BOXES THROUGH WHICH FIBER OPTIC CABLE IS INSTALLED SHALL BE 42"X36"X12" UNLESS SHOWN OTHERWISE.

ITS PLAN LEGEND

EXISTING	PROPOSED	DESCRIPTION
— fo —	— fo —	FIBER OPTIC CABLE IN CONDUIT
=====		EXISTING CONDUIT
- - - - -		RIGHT-OF-WAY FENCE
⊙	⊙	STRUCTURE-MOUNTED JUNCTION BOX
⊞		COMMUNICATIONS VAULT
⊞		HEAVY-DUTY HANDHOLE (ELECTRICAL)
⊙		INDUCTION LOOPS
○		SOLAR POWERED INDUCTION LOOP INSTALLATION
⊞		CONTROLLER CABINET
⊞		SERVICE INSTALLATION

ABBREVIATIONS AND ACCRONYMS

(A)	ABANDON
ATS	ATTACHED TO STRUCTURE
COMM	COMMUNICATIONS
DIA.	DIAMETER
EOP	EDGE OF PAVEMENT
EOS	EDGE OF SHOULDER
FO	FIBER OPTIC
FT.	FEET
GND	GROUND
NB	NORTHBOUND
PGSC	PVC COATED GALVANIZED STEEL CONDUIT
ROW	RIGHT-OF-WAY
SM	SINGLE MODE
SB	SOUTHBOUND
TCF	TRUNK CABLE FIBER (ASSET IDENTIFICATION TAG)

SCHEDULE OF QUANTITIES

ITEM	UNIT	QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	100
CONDUIT ATTACHED TO STRUCTURE, 4" DIA., PVC COATED GALVANIZED STEEL	FOOT	550
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 42" X 36" X 12"	EACH	2
DRILL EXISTING HANDHOLE	EACH	4
FIBER OPTIC CABLE SPLICE - LATERAL	EACH	4
FIBER OPTIC CABLE SPLICE - MAINLINE	EACH	2
FIBER OPTIC INNERDUCT 1 1/4" DIA.	FOOT	23400
FIBER OPTIC CABLE 96 FIBERS, SINGLE MODE	FOOT	23400

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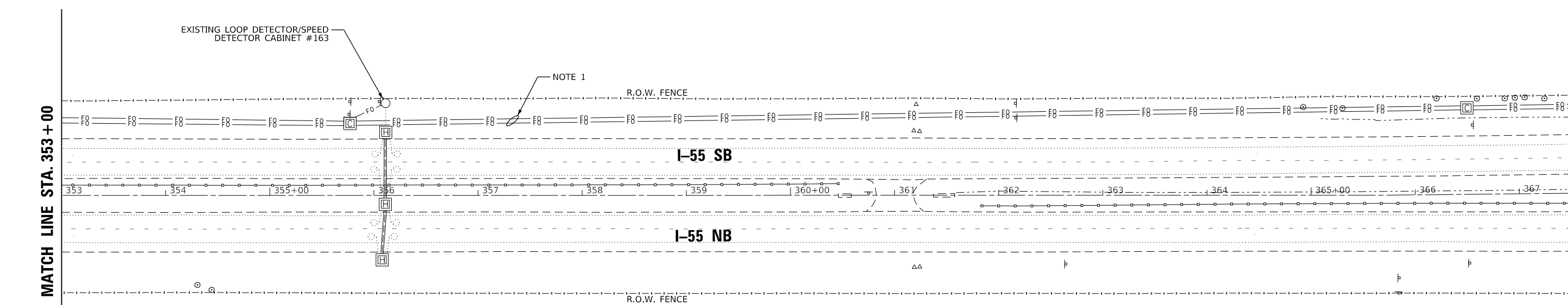
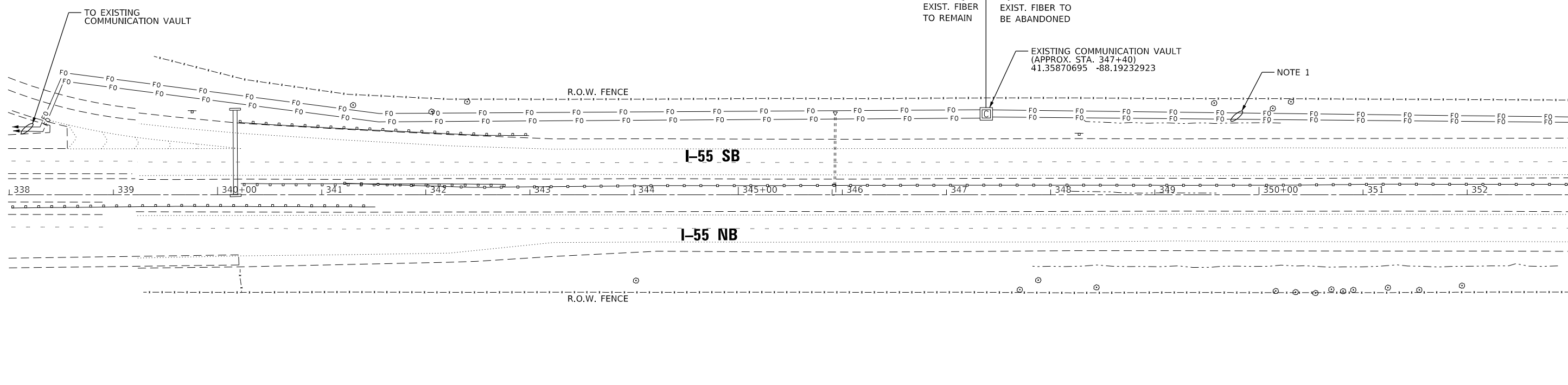
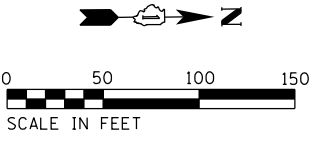
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FIBER OPTIC RELOCATION - I-55 OVER BNSF RR AND GRANT CREEK
LEGEND, ABBREVIATIONS, GENERAL NOTES, AND SCHEDULE OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	94
CONTRACT NO. 62G98				
ILLINOIS		FED. AID PROJECT		

ITS-01



NOTES

- EXISTING FIBER OPTIC AND COMMUNICATIONS CABLES TO BE ABANDONED BETWEEN COMMUNICATION VAULTS LOCATED AT APPROX. STA. 347+40 AND STA. 454+80. DO NOT DISCONNECT FIBER OPTIC CABLES UNTIL THE PROPOSED FIBER OPTIC CABLES ARE IN PLACE AND READY TO BE CONNECTED.

MODEL: Default
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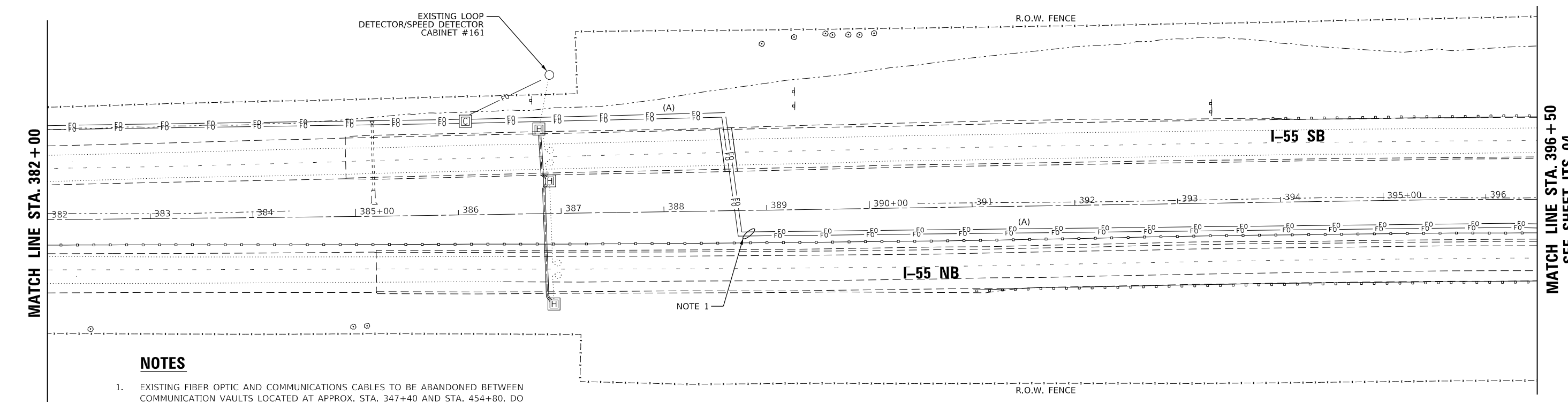
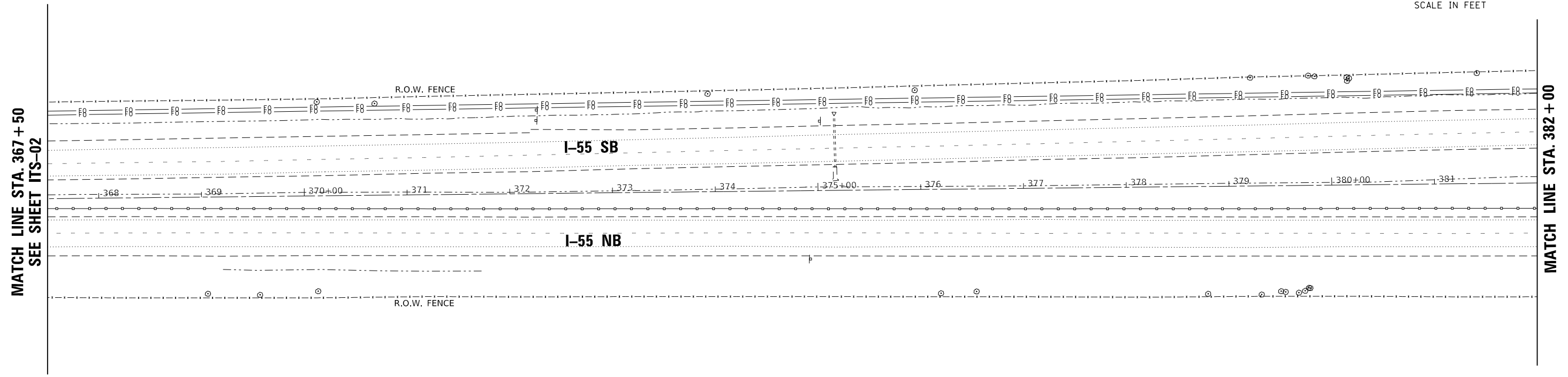
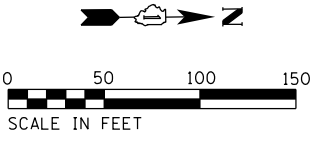
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-55 OVER BNSF RR AND GRANT CREEK
FIBER OPTIC REMOVAL PLAN**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	95
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

ITS-02



NOTES

1. EXISTING FIBER OPTIC AND COMMUNICATIONS CABLES TO BE ABANDONED BETWEEN COMMUNICATION VAULTS LOCATED AT APPROX. STA. 347+40 AND STA. 454+80. DO NOT DISCONNECT FIBER OPTIC CABLES UNTIL THE PROPOSED FIBER OPTIC CABLES ARE IN PLACE AND READY TO BE CONNECTED.

MODEL: D:\default\FILE NAME: ILL10601\Task_Order_8004_CADD\CADD_Sheet\136018-shr-ITS03.dgn



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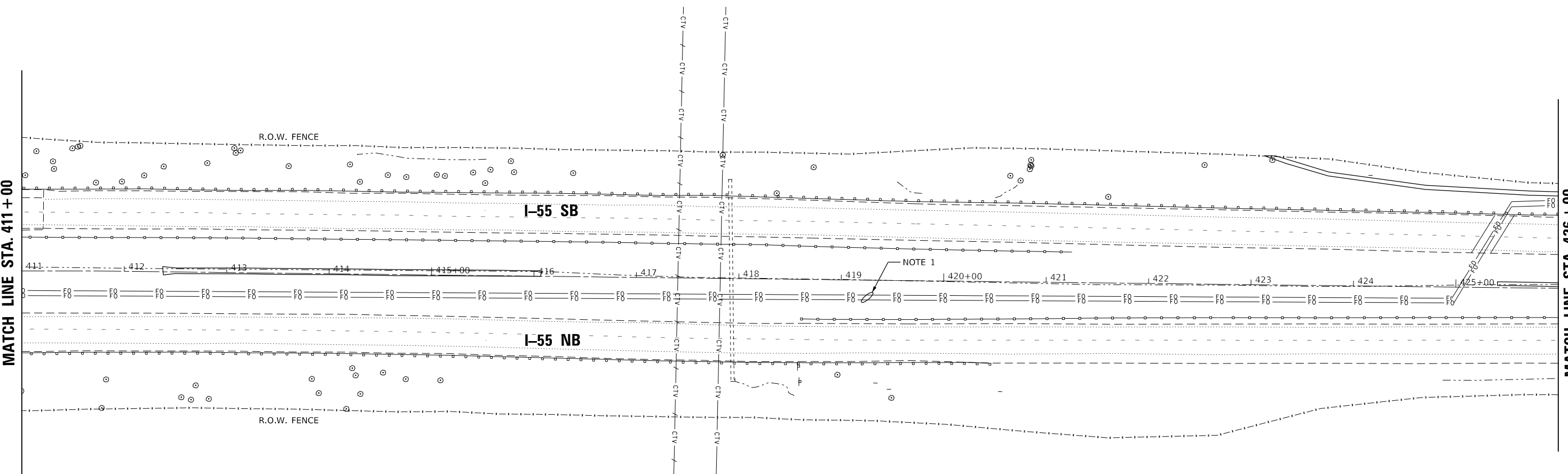
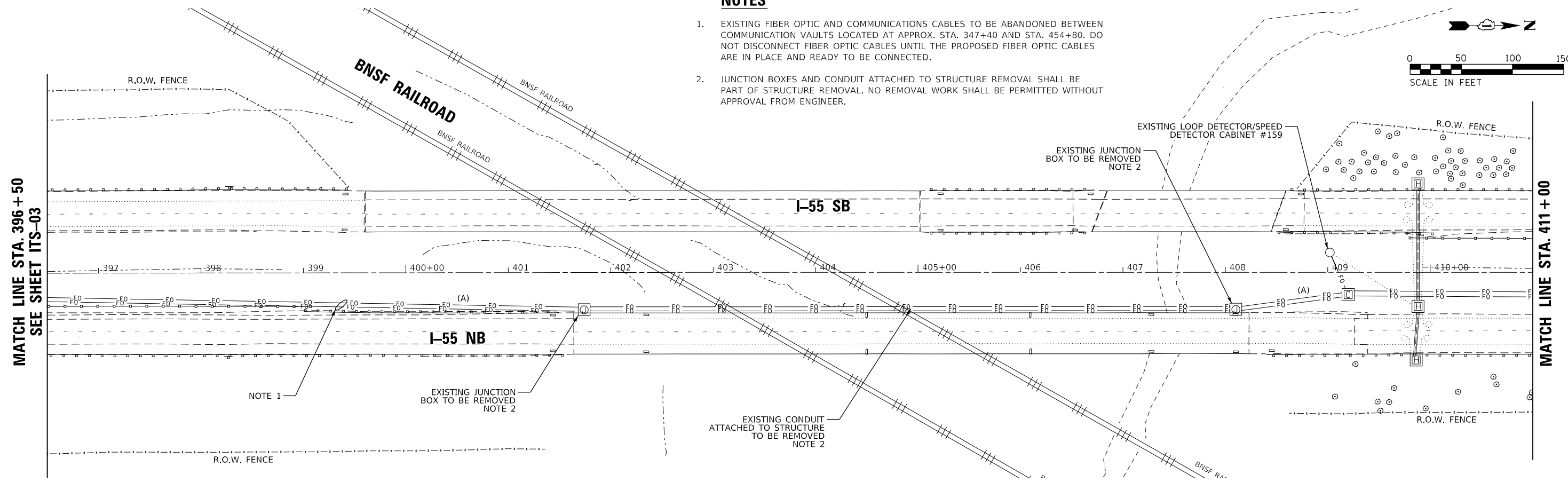
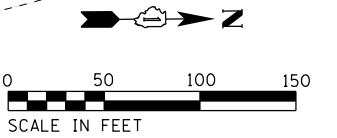
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

I-55 OVER BNSF RR AND GRANT CREEK FIBER OPTIC REMOVAL PLAN			
SCALE: 1"=50'	SHEET	OF	SHEETS
STA.	TO	STA.	TO

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	96
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

NOTES

- EXISTING FIBER OPTIC AND COMMUNICATIONS CABLES TO BE ABANDONED BETWEEN COMMUNICATION VAULTS LOCATED AT APPROX. STA. 347+40 AND STA. 454+80. DO NOT DISCONNECT FIBER OPTIC CABLES UNTIL THE PROPOSED FIBER OPTIC CABLES ARE IN PLACE AND READY TO BE CONNECTED.
- JUNCTION BOXES AND CONDUIT ATTACHED TO STRUCTURE REMOVAL SHALL BE PART OF STRUCTURE REMOVAL. NO REMOVAL WORK SHALL BE PERMITTED WITHOUT APPROVAL FROM ENGINEER.



MODEL: Default
FILE NAME: ILL10601Task_Order_804_CADD\CADD_Sheet\136018_sht13504.dgn



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	DATE - 12/07/2018	REVISED -

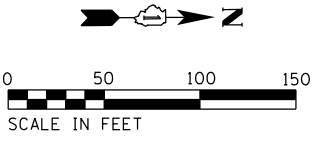
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-55 OVER BNSF RR AND GRANT CREEK
FIBER OPTIC REMOVAL PLAN**

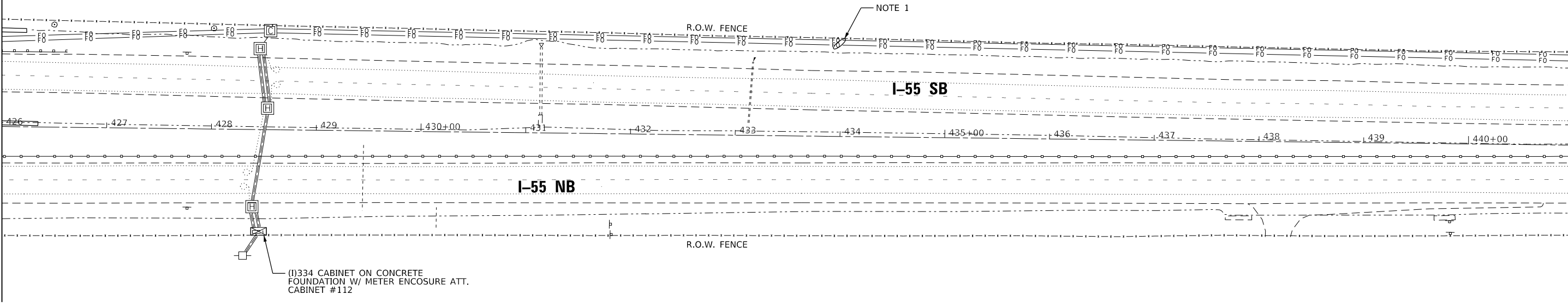
SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	97
CONTRACT NO. 62G98				
		ILLINOIS	FED. AID PROJECT	

ITS-04

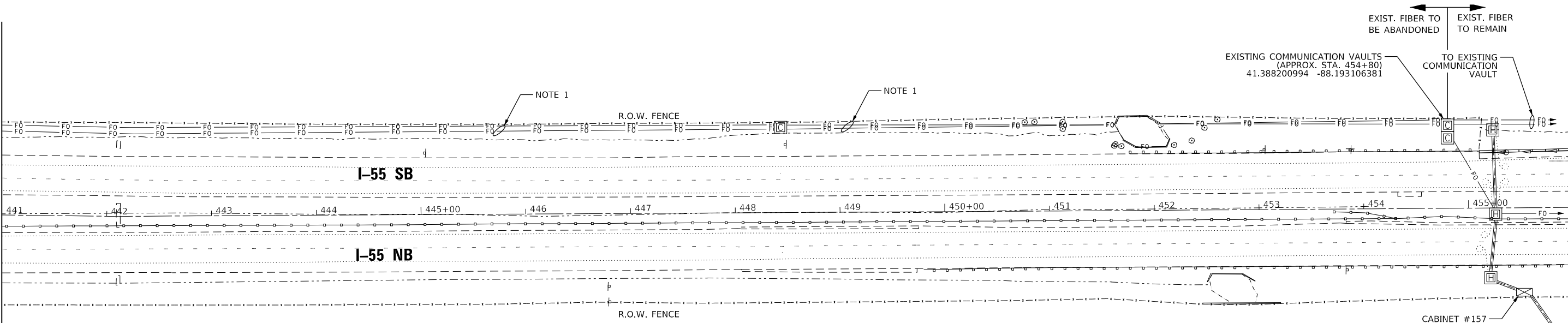


MATCH LINE STA. 426 + 00
SEE SHEET ITS-04



MATCH LINE STA. 441 + 00

MATCH LINE STA. 441 + 00



NOTES

- EXISTING FIBER OPTIC AND COMMUNICATIONS CABLES TO BE ABANDONED BETWEEN COMMUNICATION VAULTS LOCATED AT APPROX. STA. 347+40 AND STA. 454+80. DO NOT DISCONNECT FIBER OPTIC CABLES UNTIL THE PROPOSED FIBER OPTIC CABLES ARE IN PLACE AND READY TO BE CONNECTED.

MODEL: Default
FILE NAME: ILL10601Task_Order_804_CADD\CADD_Sheet\10136018_sht11505.dgn



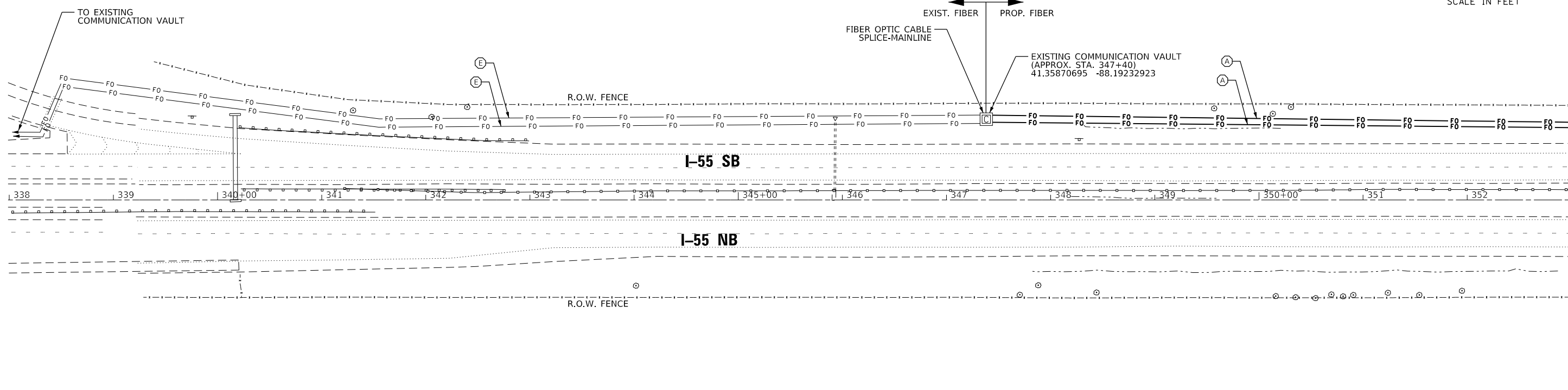
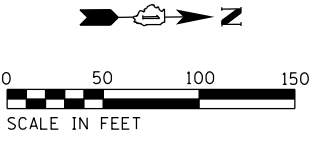
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PLOT DATE = 12/13/2018	DATE - 12/07/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-55 OVER BNSF RR AND GRANT CREEK
FIBER OPTIC REMOVAL PLAN
SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	98
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

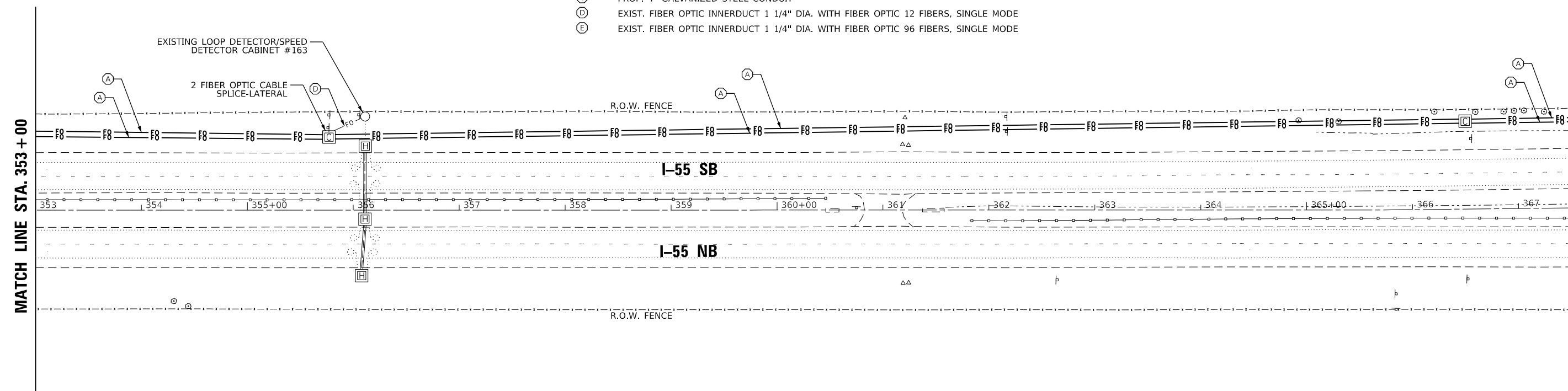
ITS-05



MATCH LINE STA. 353 + 00

LEGEND

- (A) FIBER OPTIC INNERDUCT 1 1/4" DIA. WITH FIBER OPTIC CABLE 96 FIBERS, SINGLE MODE
- (B) CONDUIT ATTACHED TO STRUCTURE, 4" DIA., PVC COATED GALVANIZED STEEL
- (C) PROP. 4" GALVANIZED STEEL CONDUIT
- (D) EXIST. FIBER OPTIC INNERDUCT 1 1/4" DIA. WITH FIBER OPTIC 12 FIBERS, SINGLE MODE
- (E) EXIST. FIBER OPTIC INNERDUCT 1 1/4" DIA. WITH FIBER OPTIC 96 FIBERS, SINGLE MODE



MATCH LINE STA. 353 + 00

MATCH LINE STA. 367 + 50
SEE SHEET ITS-07

MODEL: Default
FILE NAME: ILL10601Task_Order_804_CADD\CADD_Sheet\136018_sht11506.dgn



USER NAME = nguo	DESIGNED - MG	REVISED -
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	DATE - 12/07/2018	REVISED -

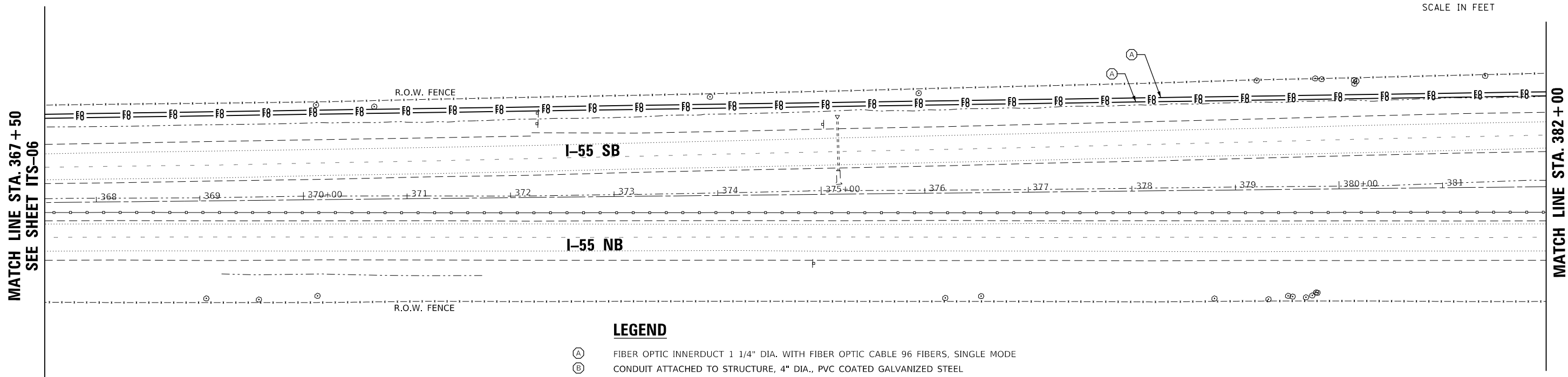
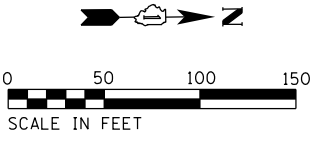
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-55 OVER BNSF RR AND GRANT CREEK
FIBER OPTIC PROPOSED PLAN**

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

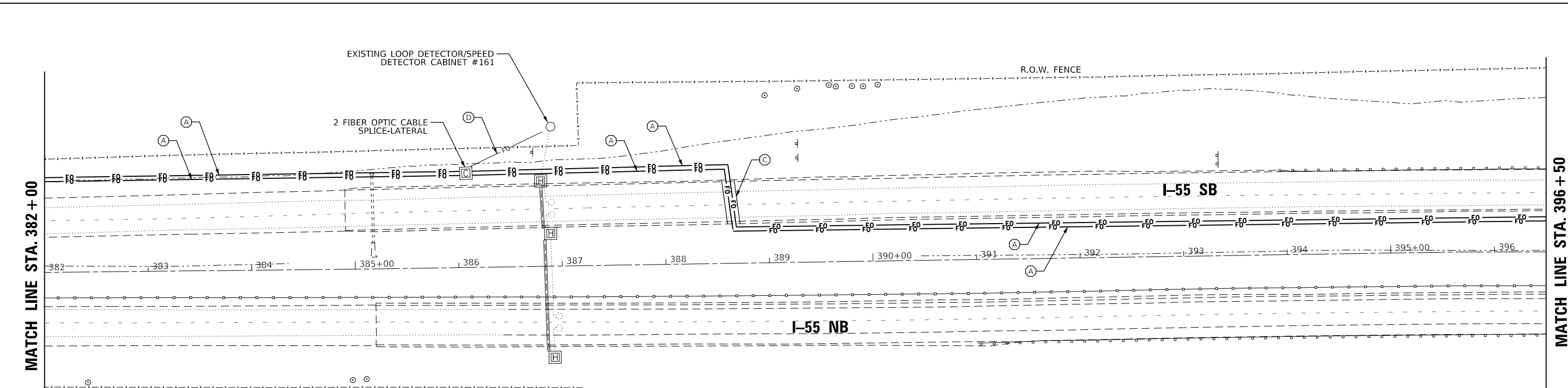
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	99
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

ITS-06



LEGEND

- (A) FIBER OPTIC INNERDUCT 1 1/4" DIA. WITH FIBER OPTIC CABLE 96 FIBERS, SINGLE MODE
- (B) CONDUIT ATTACHED TO STRUCTURE, 4" DIA., PVC COATED GALVANIZED STEEL
- (C) PROP. 4" GALVANIZED STEEL CONDUIT
- (D) EXIST. FIBER OPTIC INNERDUCT 1 1/4" DIA. WITH FIBER OPTIC 12 FIBERS, SINGLE MODE



NOTES

1. EXISTING FIBER OPTIC AND COMMUNICATIONS CABLES TO BE ABANDONED BETWEEN COMMUNICATION VAULTS LOCATED AT APPROX. STA. 347+40 AND STA. 454+80. DO NOT DISCONNECT FIBER OPTIC CABLES UNTIL THE PROPOSED FIBER OPTIC CABLES ARE IN PLACE AND READY TO BE CONNECTED.

MODEL: Default
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USER NAME = nguo	DESIGNED - MG	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN - MG	REVISED -
PLOT DATE = 12/13/2018	CHECKED - RP	REVISED -
	DATE - 12/07/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

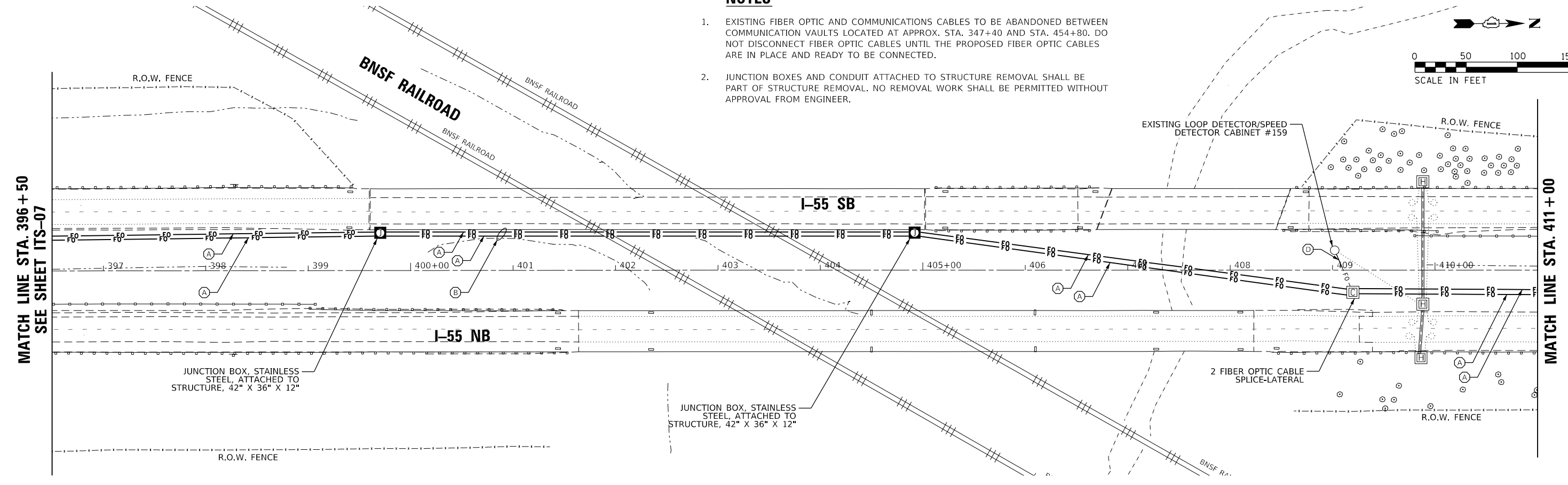
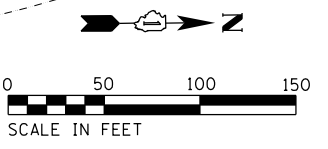
I-55 OVER BNSF RR AND GRANT CREEK FIBER OPTIC PROPOSED PLAN			
SCALE: 1"=50'	SHEET	OF	SHEETS
	STA.	TO	STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	100
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

ITS-07

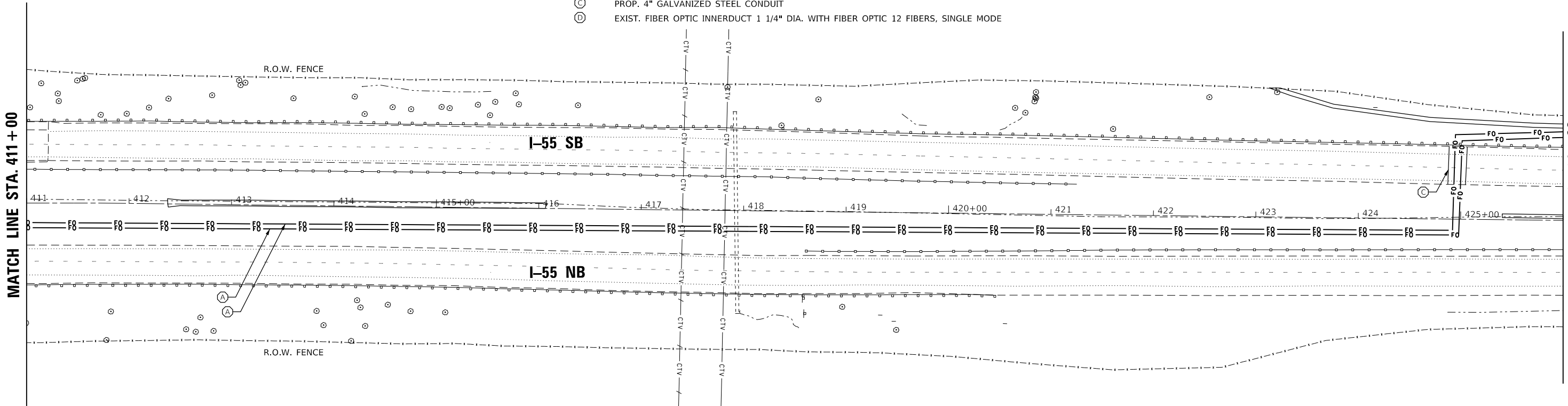
NOTES

- EXISTING FIBER OPTIC AND COMMUNICATIONS CABLES TO BE ABANDONED BETWEEN COMMUNICATION VAULTS LOCATED AT APPROX. STA. 347+40 AND STA. 454+80. DO NOT DISCONNECT FIBER OPTIC CABLES UNTIL THE PROPOSED FIBER OPTIC CABLES ARE IN PLACE AND READY TO BE CONNECTED.
- JUNCTION BOXES AND CONDUIT ATTACHED TO STRUCTURE REMOVAL SHALL BE PART OF STRUCTURE REMOVAL. NO REMOVAL WORK SHALL BE PERMITTED WITHOUT APPROVAL FROM ENGINEER.



LEGEND

- (A) FIBER OPTIC INNERDUCT 1 1/4" DIA. WITH FIBER OPTIC CABLE 96 FIBERS, SINGLE MODE
- (B) CONDUIT ATTACHED TO STRUCTURE, 4" DIA., PVC COATED GALVANIZED STEEL
- (C) PROP. 4" GALVANIZED STEEL CONDUIT
- (D) EXIST. FIBER OPTIC INNERDUCT 1 1/4" DIA. WITH FIBER OPTIC 12 FIBERS, SINGLE MODE



MODEL: Default
FILE NAME: ILL10601Task_Order_804_CADD\CADD_Sheet\136018_sht1308.dgn



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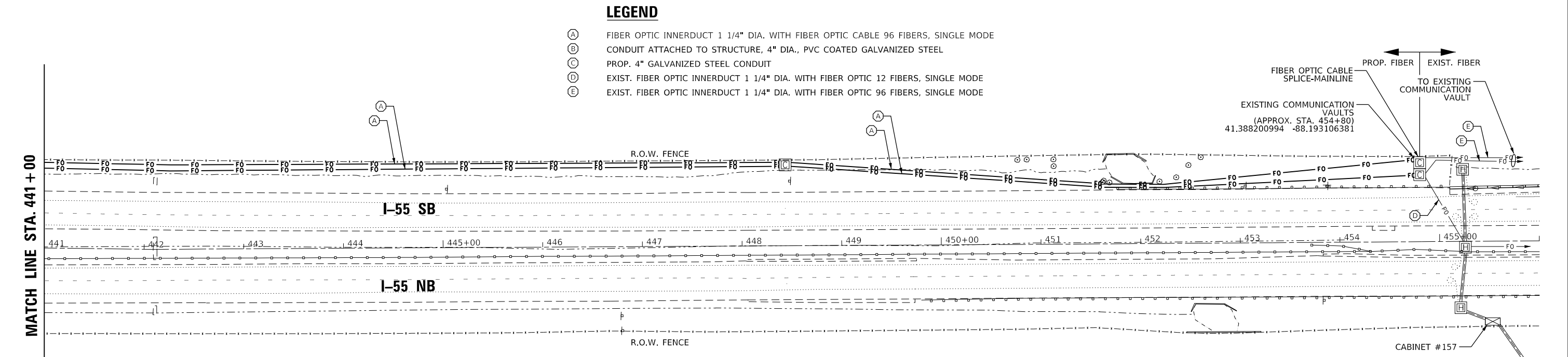
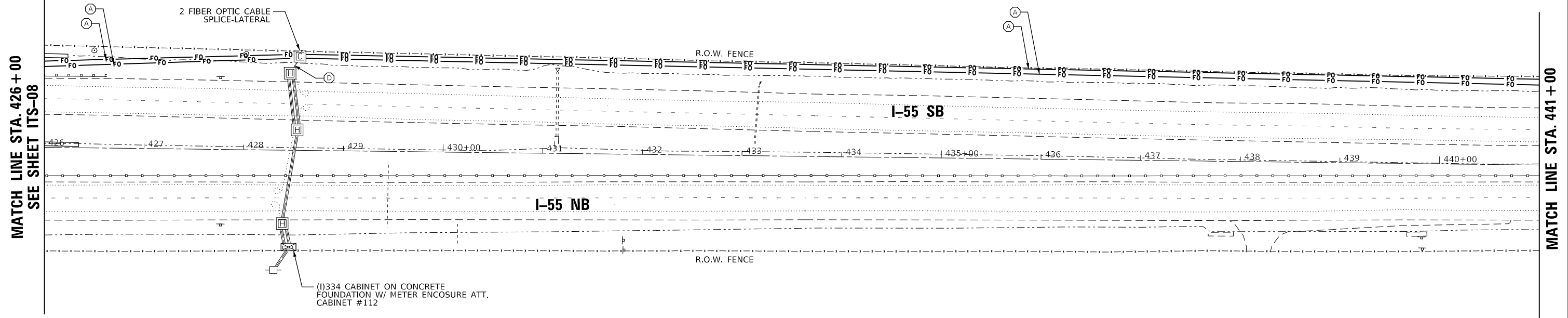
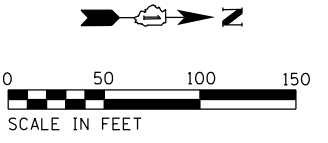
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**I-55 OVER BNSF RR AND GRANT CREEK
FIBER OPTIC PROPOSED PLAN**

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

F.A.I. RTE. 55	SECTION 2018-049-B	COUNTY WILL	TOTAL SHEETS 159	SHEET NO. 101
CONTRACT NO. 62G98			ILLINOIS FED. AID PROJECT	

ITS-08



LEGEND

- (A) FIBER OPTIC INNERDUCT 1 1/4" DIA. WITH FIBER OPTIC CABLE 96 FIBERS, SINGLE MODE
- (B) CONDUIT ATTACHED TO STRUCTURE, 4" DIA., PVC COATED GALVANIZED STEEL
- (C) PROP. 4" GALVANIZED STEEL CONDUIT
- (D) EXIST. FIBER OPTIC INNERDUCT 1 1/4" DIA. WITH FIBER OPTIC 12 FIBERS, SINGLE MODE
- (E) EXIST. FIBER OPTIC INNERDUCT 1 1/4" DIA. WITH FIBER OPTIC 96 FIBERS, SINGLE MODE

EXISTING COMMUNICATION VAULTS (APPROX. STA. 454+80)
 41.388200994 -88.193106381

MODEL: Default
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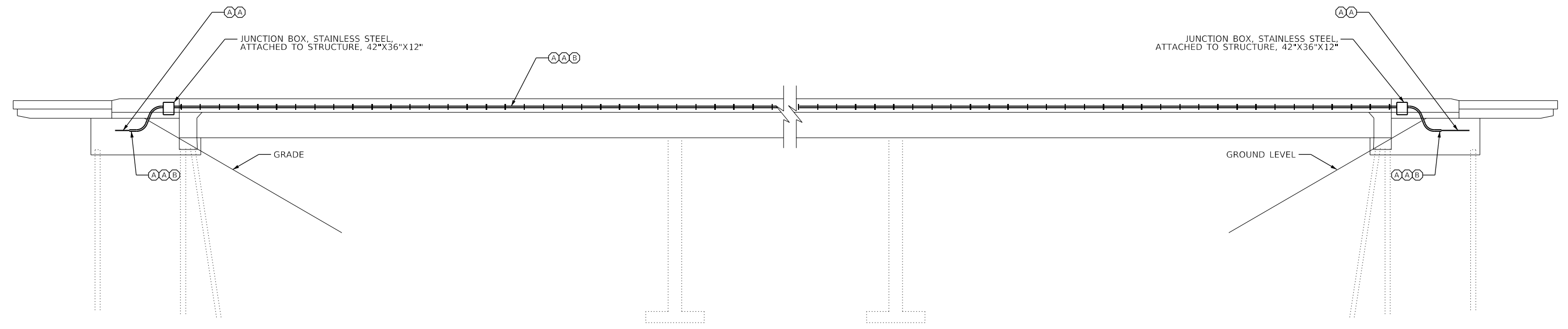
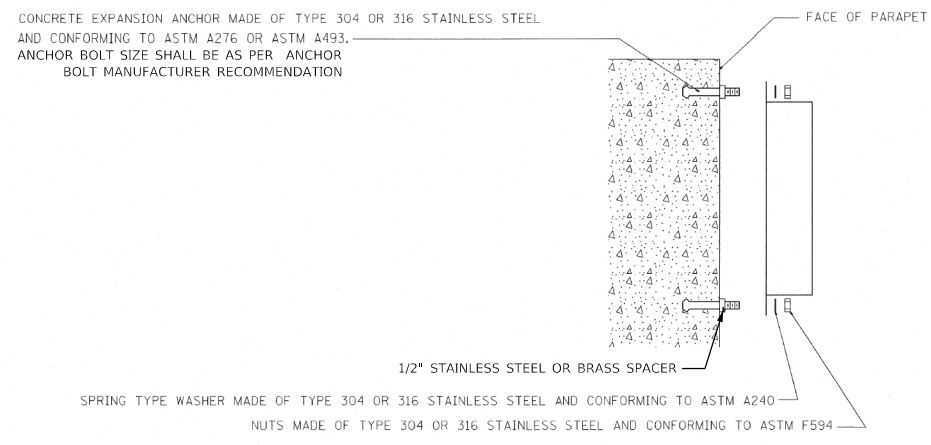
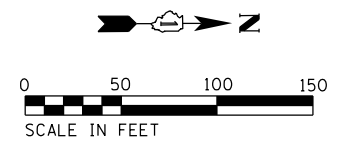
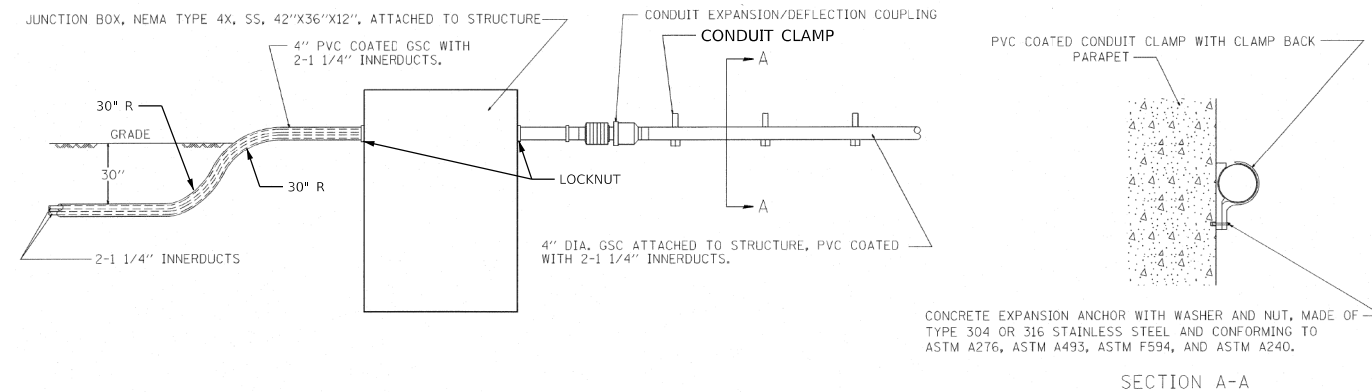
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**I-55 OVER BNSF RR AND GRANT CREEK
 FIBER OPTIC PROPOSED PLAN**

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

F.A.I. RTE. 55	SECTION 2018-049-B	COUNTY WILL	TOTAL SHEETS 159	SHEET NO. 102
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

ITS-09



I-55 SB OVER GRANT CREEK
LOOKING WEST

LEGEND

- (A) FIBER OPTIC INNERDUCT 1 1/4" DIA. WITH FIBER OPTIC CABLE 96 FIBERS, SINGLE MODE
- (B) CONDUIT ATTACHED TO STRUCTURE, 4" DIA., PVC COATED GALVANIZED STEEL

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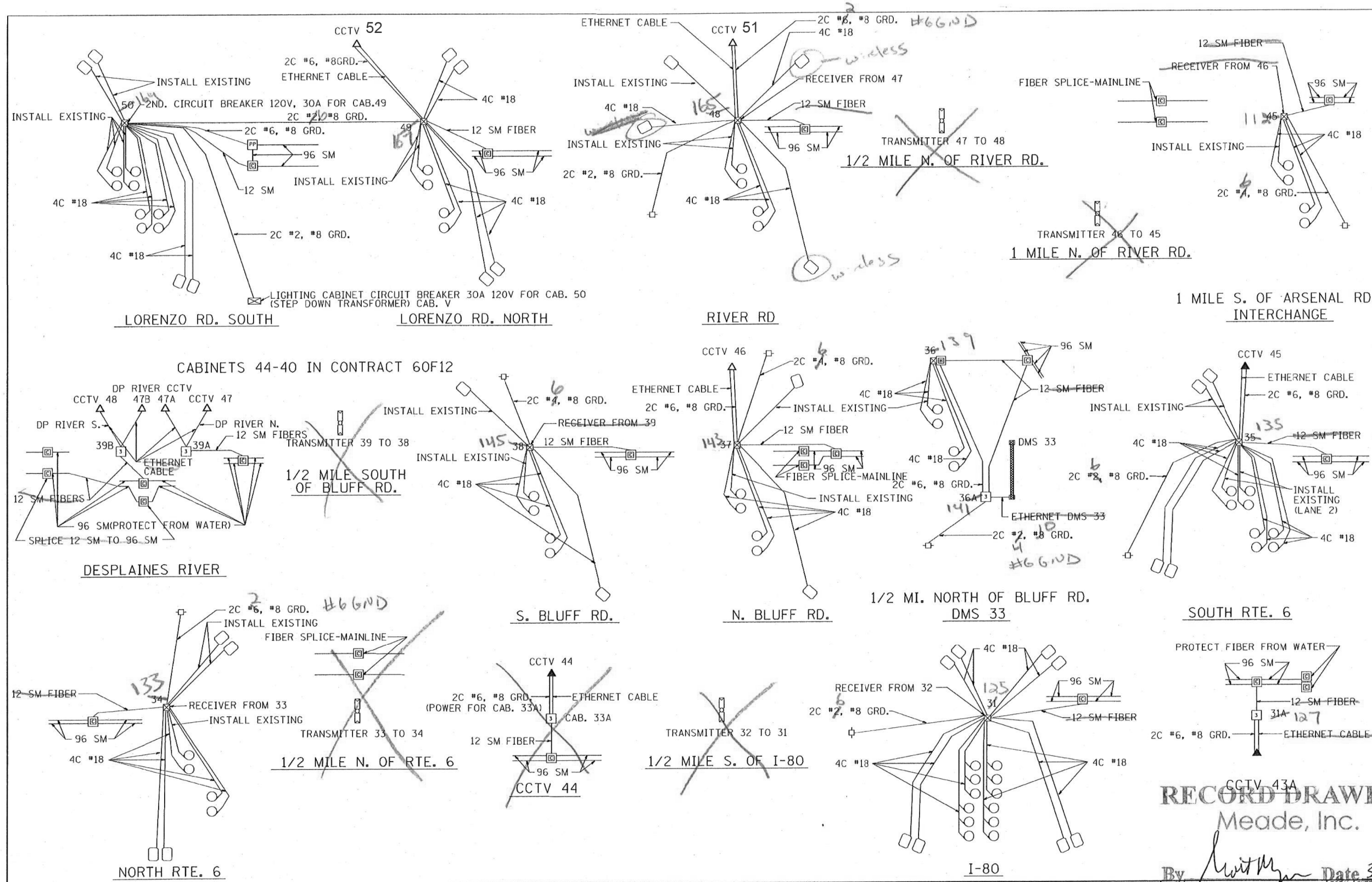
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PLOT DATE = 12/13/2018	DATE - 12/12/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

I-55 OVER BNSF RR AND GRANT CREEK ELEVATION VIEW			
SCALE: 1"=50'	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	103
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

ITS-10



RECORD DRAWING
Meade, Inc.

By *[Signature]* Date *3-26-14*

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PLOT DATE = 4/8/2010		DATE - 03/11/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
TRAFFIC SYSTEMS CENTER

I-55 WIRE DIAGRAMS
LORENZO RD. TO I80

F.A.Y. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
55	2009-1121	WILL	66 31
			CONTRACT NO. 62G98
ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

MODEL: Default
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SINGH
SINGH & ASSOCIATES INC.
CONSULTING ENGINEERS

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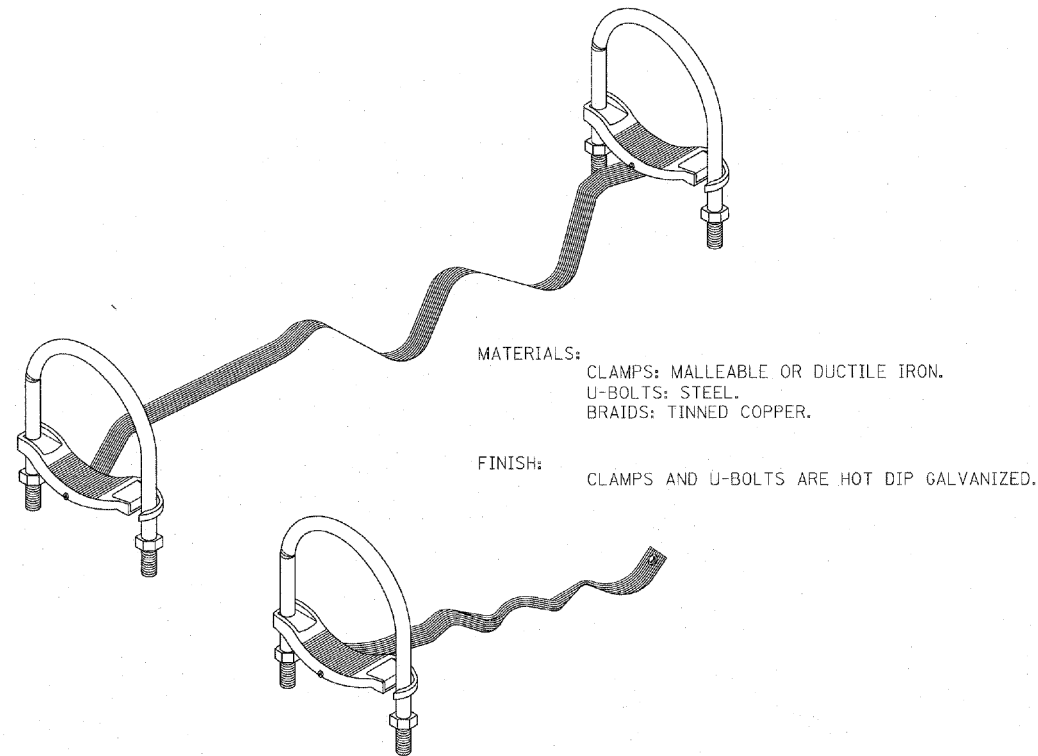
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-55 OVER BNSF RR AND GRANT CREEK
WIRE DIAGRAMS

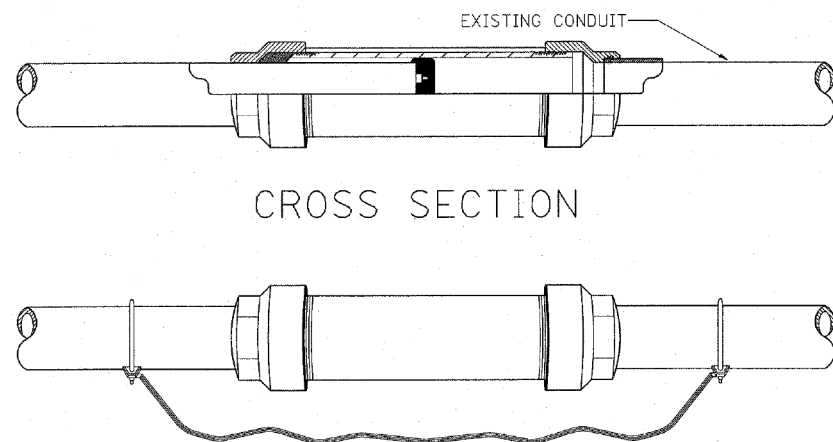
SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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F.A.Y. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	104
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

ITS-11



GROUNDING & BONDING JUMPERS FOR RIGID STEEL, IMC & EMT



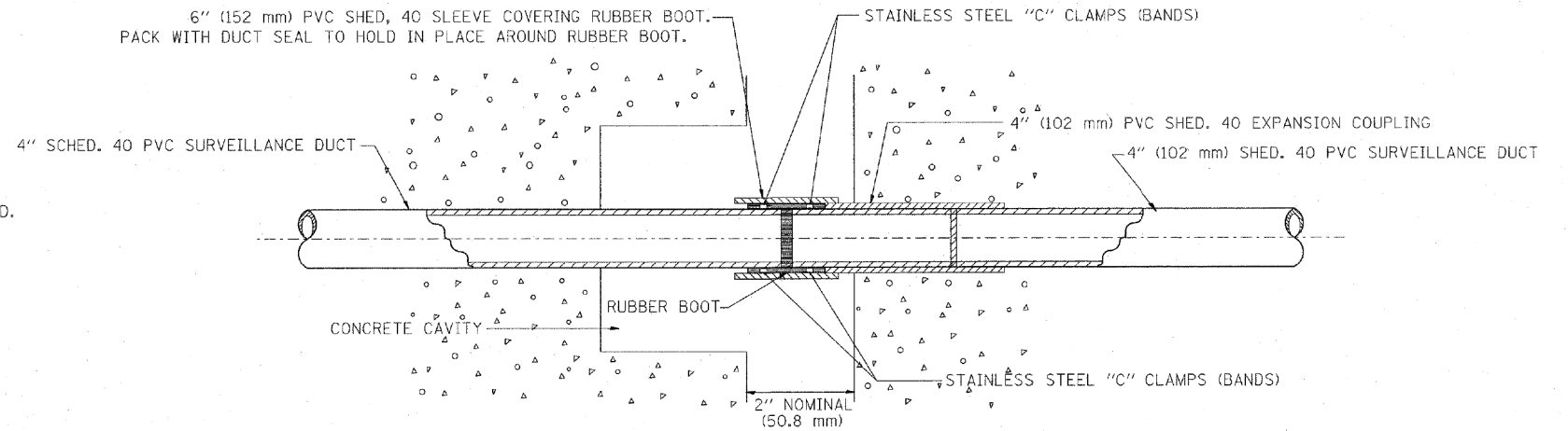
CROSS SECTION

BONDING

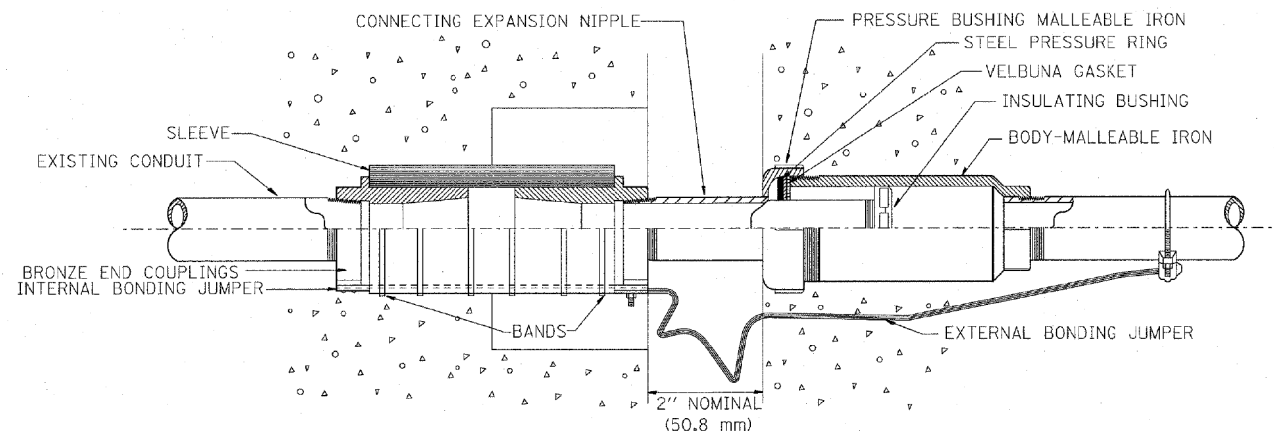
EXPANSION FITTINGS

MATERIALS:
HEAD: MALLEABLE OR DUCTILE IRON.
SLEEVE: STEEL.
INSULATING BUSHING: PHENOLIC.

FINISH:
HOT DIP GALVANIZED.



EXPANSION/DEFLECTION FITTING



COMBINATION DEFLECTION/EXPANSION FITTINGS FOR RIGID METAL CONDUIT & IMC

FITTING CAN BE USED EXPOSED OR EMBEDDED IN CONCRETE.

MATERIALS:
SLEEVE: NEOPRENE.
END COUPLINGS: BRONZE.
BONDING JUMPER: TINNED COPPER BRAIDS.
BANDS: STAINLESS STEEL.

FINISH:
ALL MALLEABLE, DUCTILE IRON OR STEEL PARTS
ARE HOT DIP GALVANIZED.

MODEL: Default
FILE NAME: ILL10601Task_Order_804_CADD\CADD_Sheet\136018.dwg:ITS12.dwg

SINGH
SINGH & ASSOCIATES INC.
CONSULTING ENGINEERS

USER NAME = nguo	DESIGNED - MG	REVISED -
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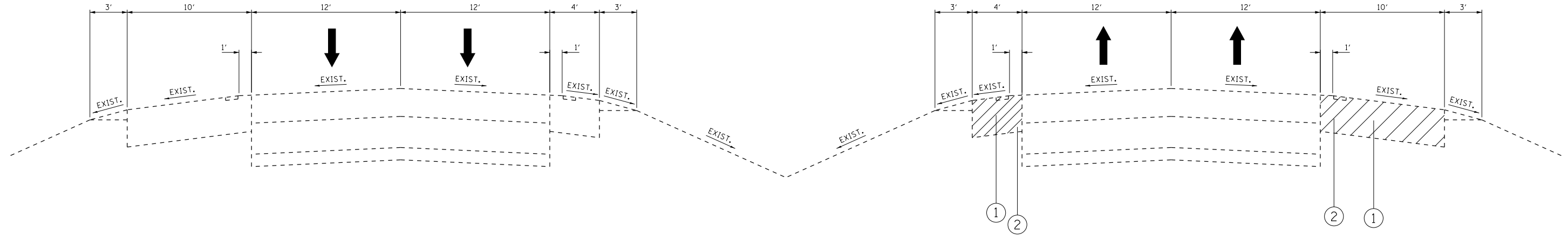
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-55 OVER BNSF RR AND GRANT CREEK
EXPANSION FITTING DETAIL SHEET

SCALE: SHEET OF SHEETS STA. TO STA.

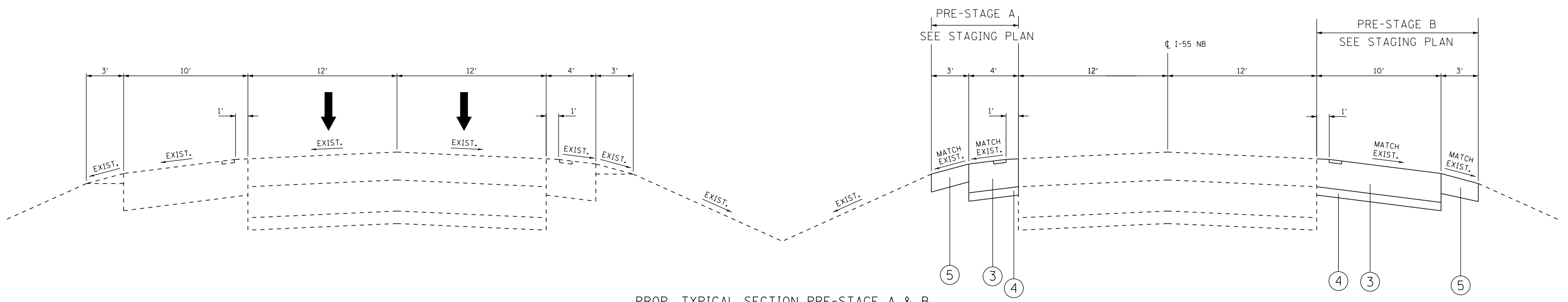
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	105
			CONTRACT NO. 62G98	
ILLINOIS FED. AID PROJECT				

ITS-12



* STATION EQUATION
 STA 92+00/STA. 331+24.68
 STA 250+14.55/STA. 489+39.23

EXIST. TYPICAL SECTION PRE-STAGE A & B
 * STA 170+14.3 TO 193+76.6



PROP. TYPICAL SECTION PRE-STAGE A & B
 * STA 170+14.3 TO 193+76.6

- ① EXIST. HMA SHOULDER
- ② HMA SHOULDER REMOVAL
- ③ PROP. HMA SHOULDER, 13"
- ④ PROP. SUBBASE GRANULAR MATERIAL, TYPE A, 6"
- ⑤ PROP. AGGREGATE SHOULDER TYPE B, 6"

* STATION EQUATION
 STA 92+00/STA. 331+24.68
 STA 250+14.55/STA. 489+39.23

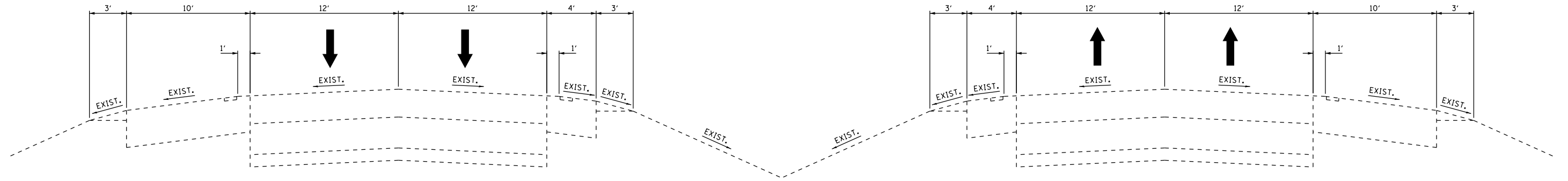
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DRAWN -	REVISOR -	
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PLOT DATE = 1/18/2019	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

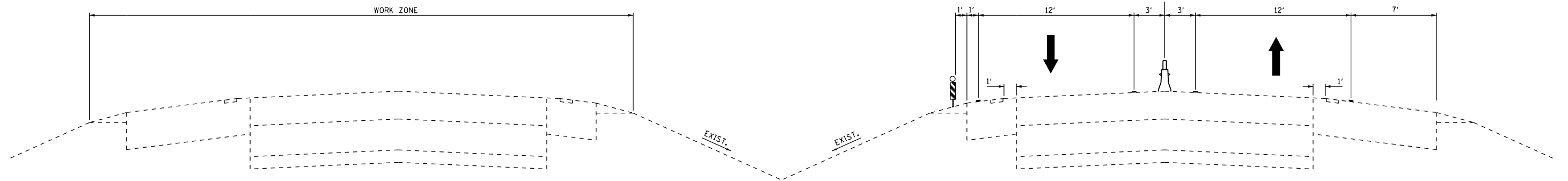
TYPICAL SECTIONS			
I-55 OVER BNSF RR & GRANT CREEK			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	105A
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

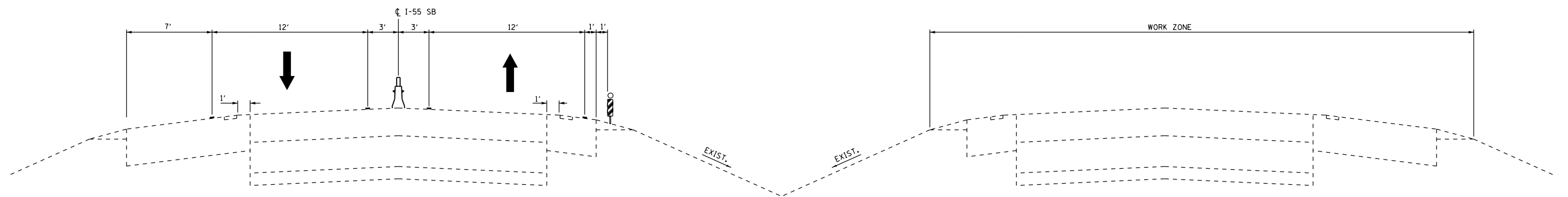


EXISTING TYPICAL SECTION
 * STA 272+00 TO STA. 500+00

* STATION EQUATION
 STA 92+00/STA. 331+24.68
 STA 250+14.55/STA. 489+39.23



STAGE I TYPICAL SECTION
 * STA 272+00 TO STA. 500+00 *



STAGE II TYPICAL SECTION
 * STA 272+00 TO STA. 500+00

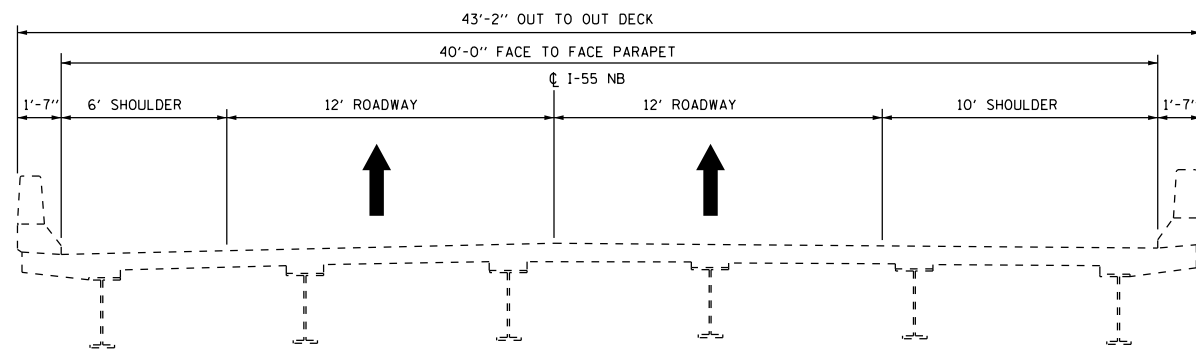
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USER NAME = abebawa	DESIGNED -	REVISED -
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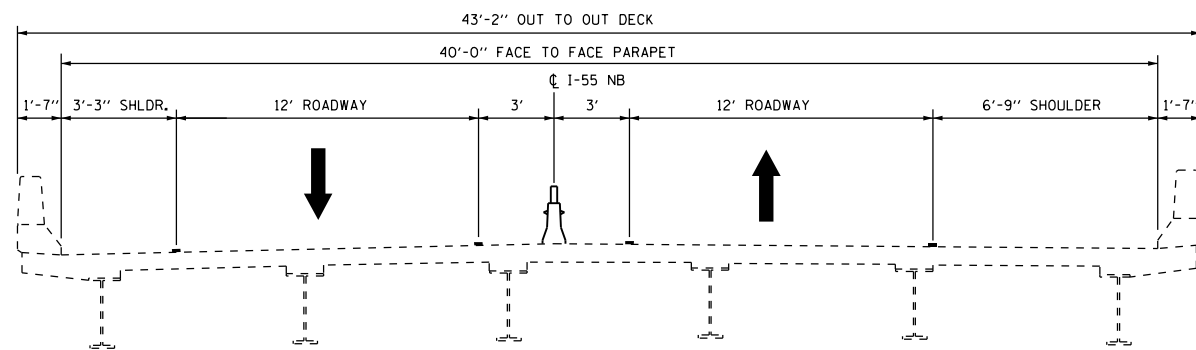
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS			
I-55 OVER BNSF RR & GRANT CREEK			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	105B
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



TYPICAL SECTION
 (LOOKING NORTH)



STAGE I TYPICAL SECTION
 (LOOKING NORTH)

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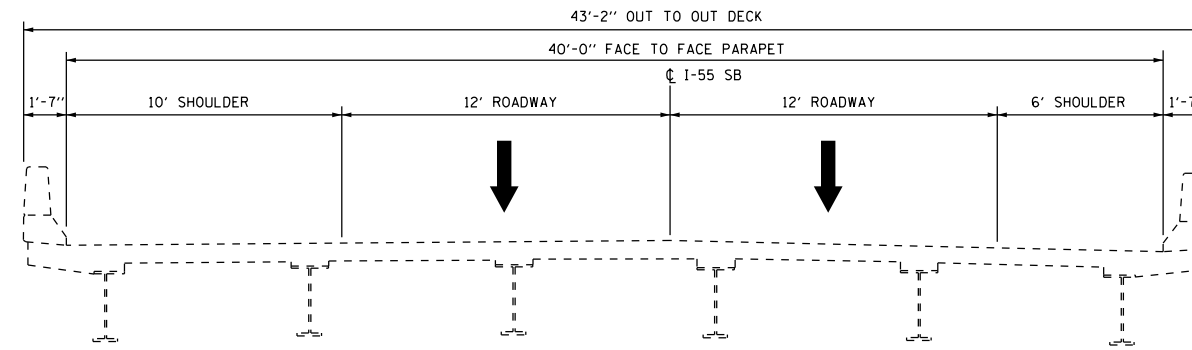
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PLOT DATE = 1/18/2019	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

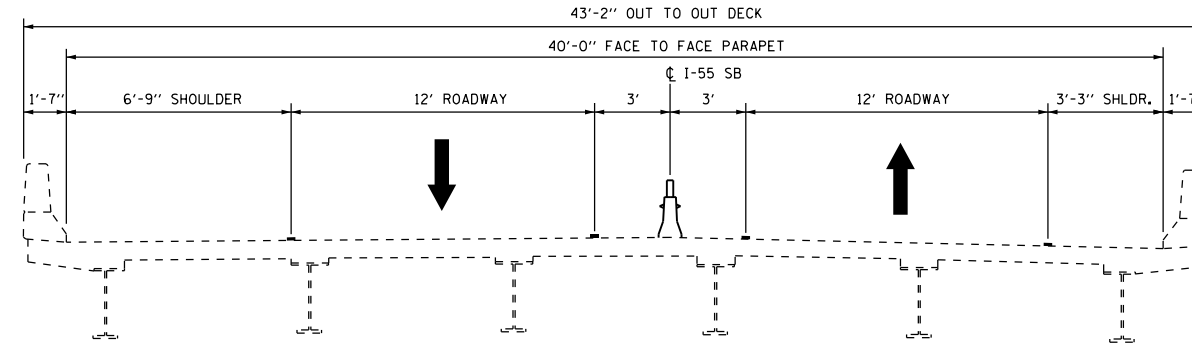
TYPICAL SECTIONS
 SN 099-0286

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	105C
				CONTRACT NO. 62G98
		ILLINOIS	FED. AID PROJECT	



TYPICAL SECTION
(LOOKING NORTH)



STAGE II TYPICAL SECTION
(LOOKING NORTH)

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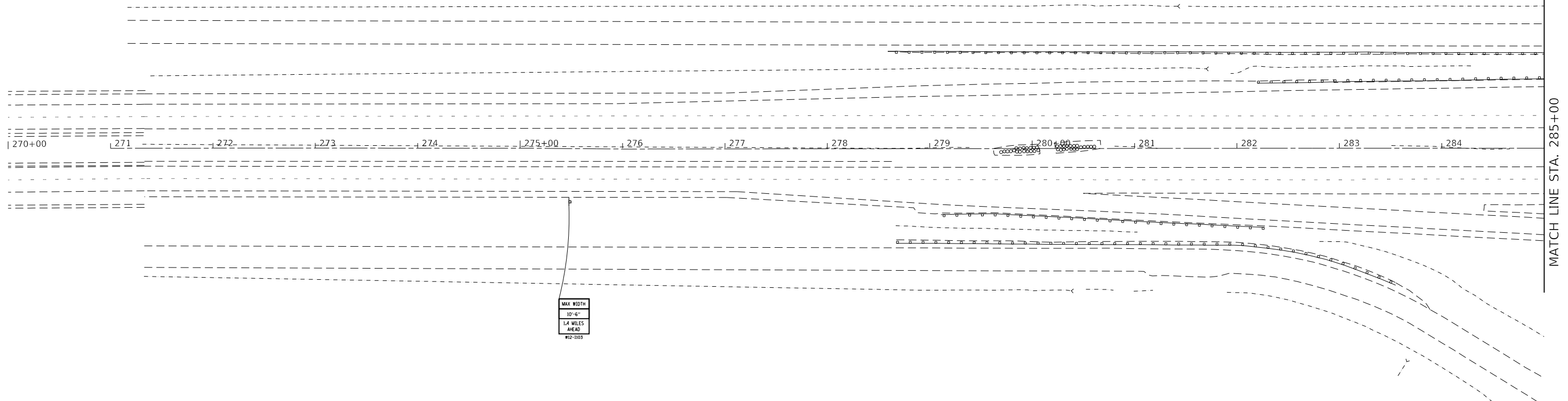
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS SN 099-0005 & 099-0304			
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	STA.	TO	STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	105D
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

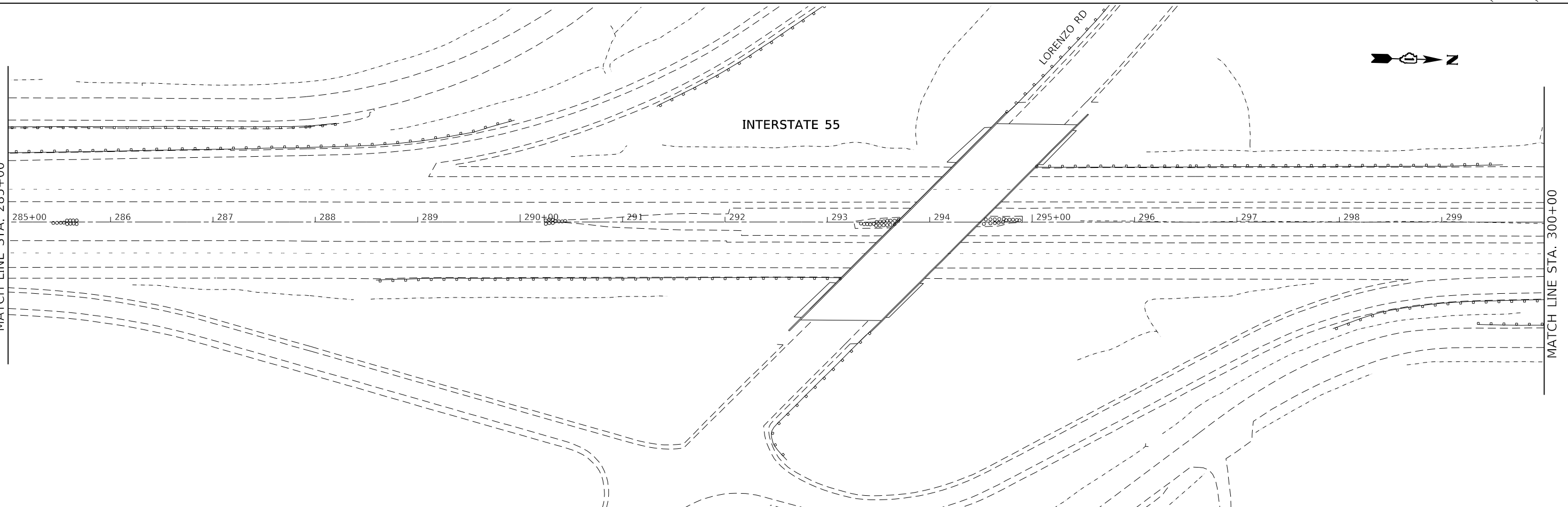


INTERSTATE 55



INTERSTATE 55

LORENZO RD



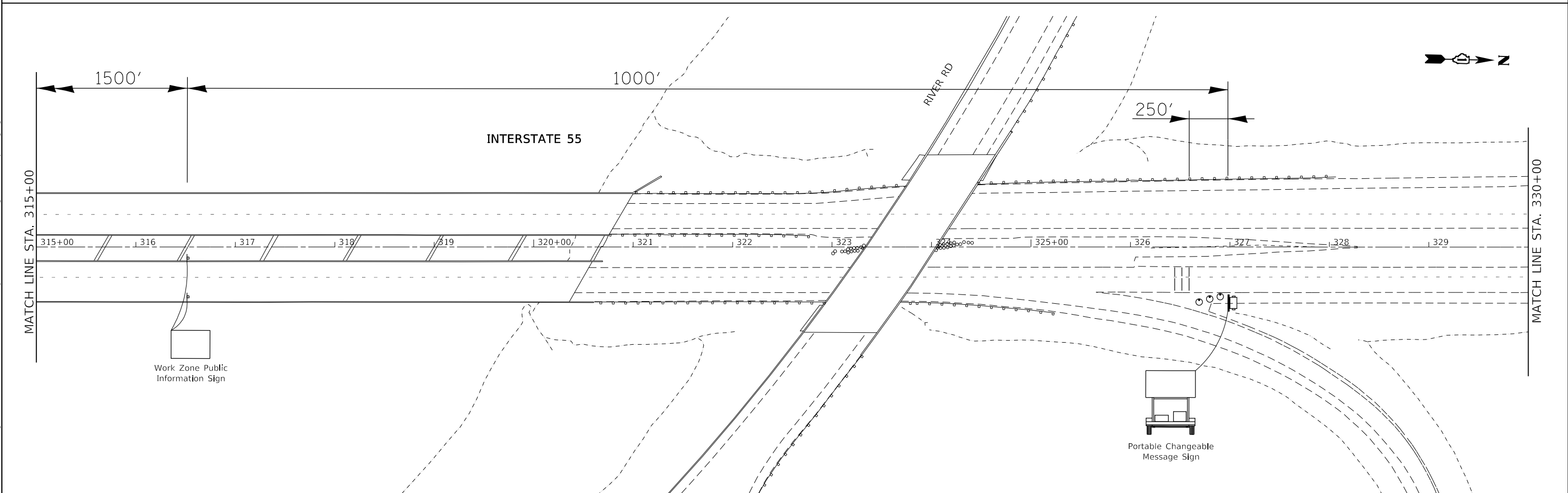
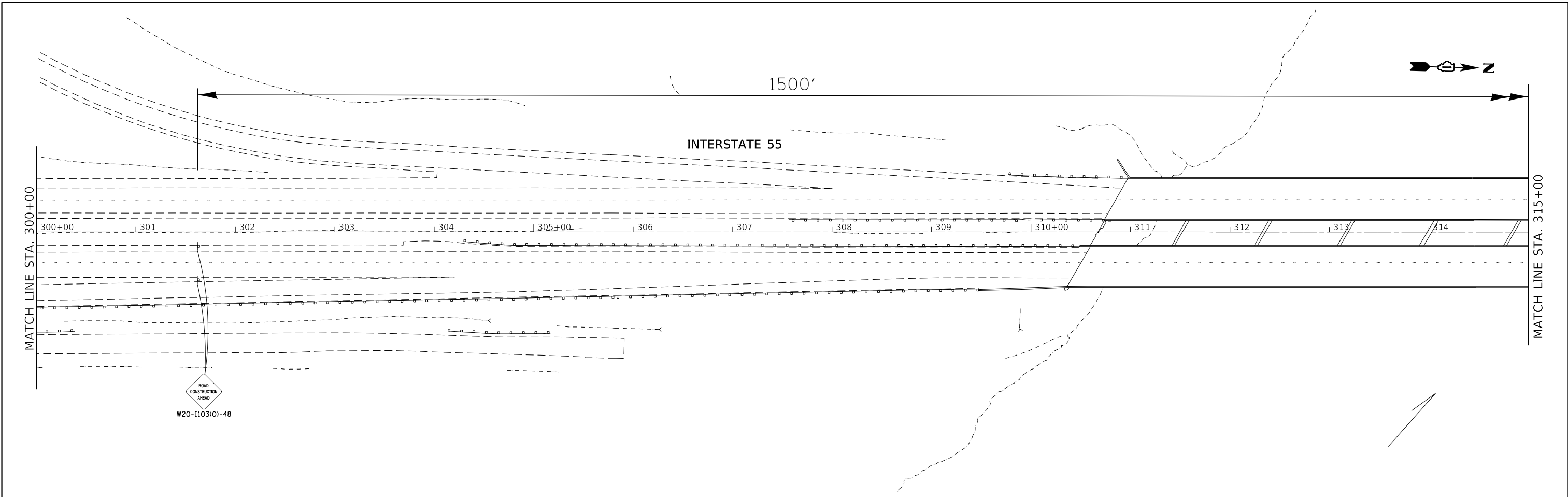
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PLOT DATE = 12/13/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRE-STAGE A TRAFFIC CONTROL PLAN			
I-55 OVER BNSF RR AND GRANT CREEK			
SCALE: 1"= 50'	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	106
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



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PLOT DATE = 12/13/2018	DATE -	REVISED -

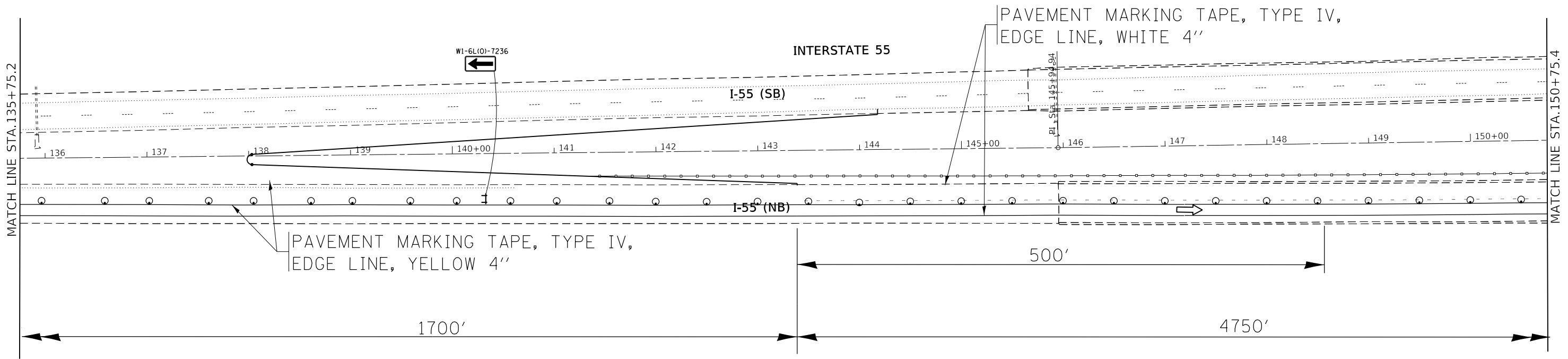
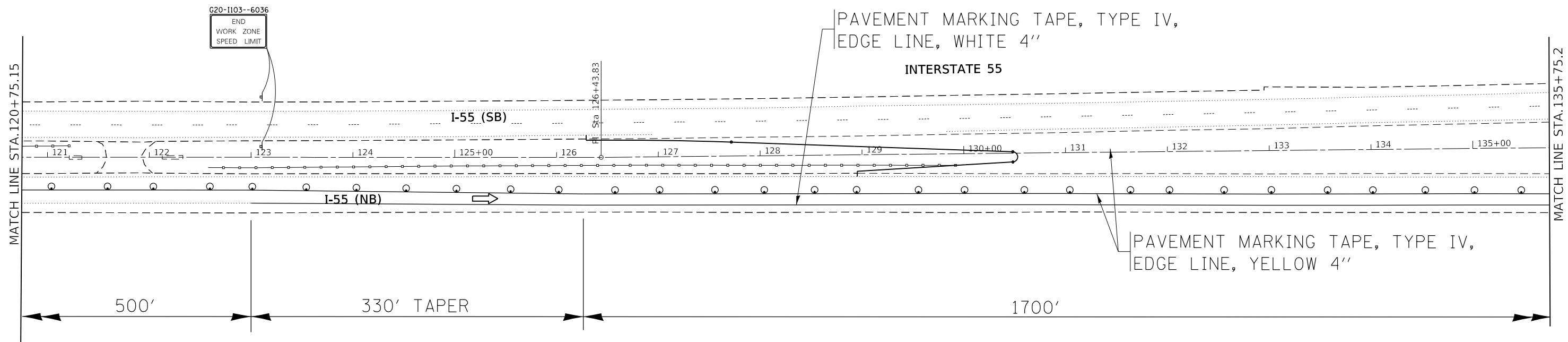
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRE-STAGE A TRAFFIC CONTROL PLAN
I-55 OVER BNSF RR AND GRANT CREEK

SCALE: 1" = 50'

SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	107
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



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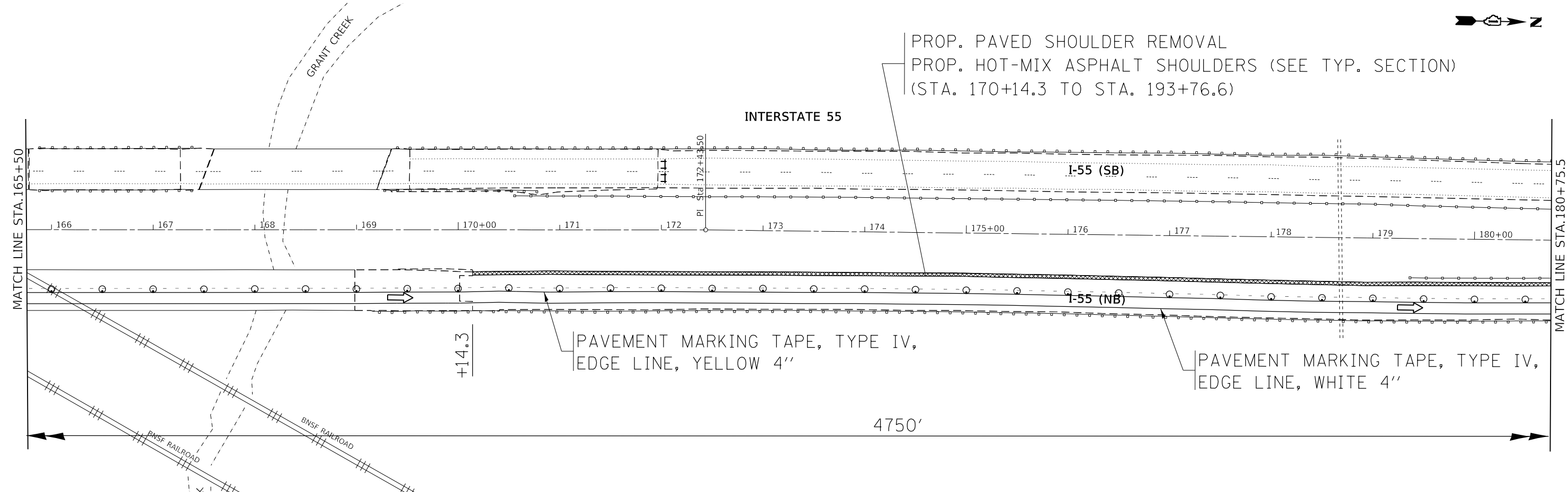
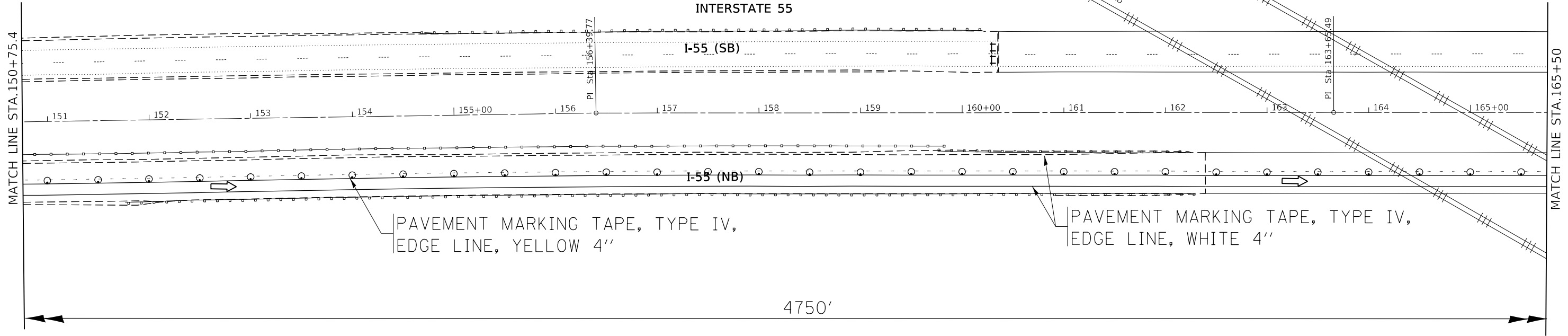
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PRE-STAGE A TRAFFIC CONTROL PLAN
I-55 OVER BNSF RR AND GRANT CREEK**

SCALE: 1" = 50'

SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	109
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



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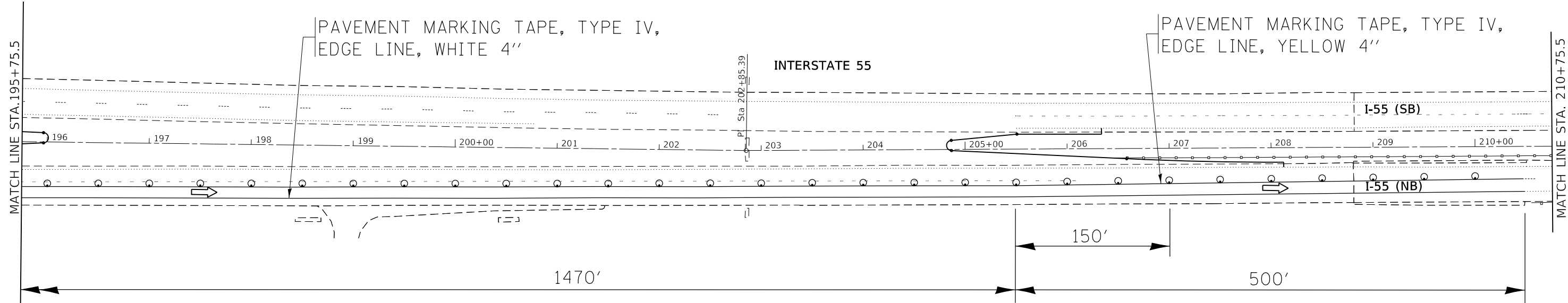
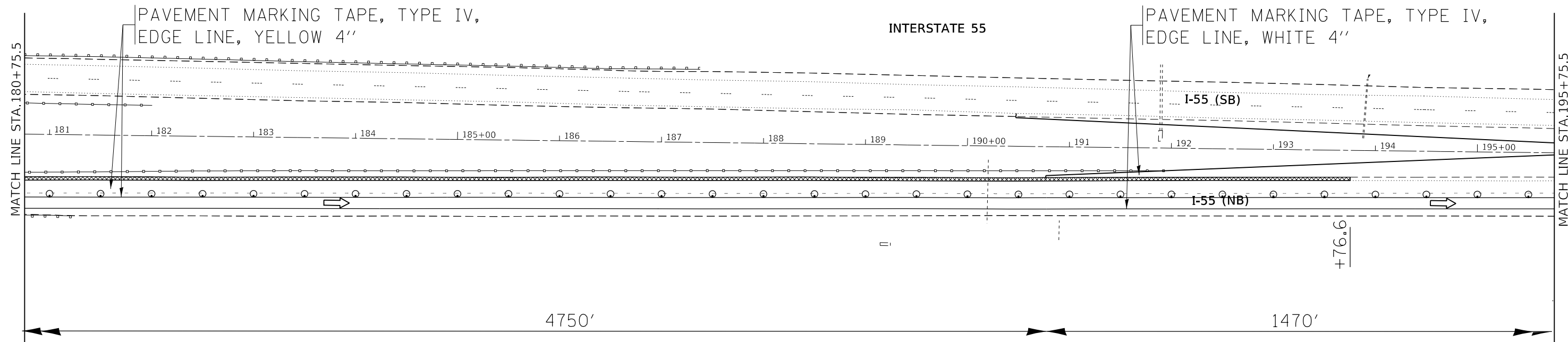
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PLOT DATE = 12/27/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PRE-STAGE A TRAFFIC CONTROL PLAN
I-55 OVER BNSF RR AND GRANT CREEK**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	110
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



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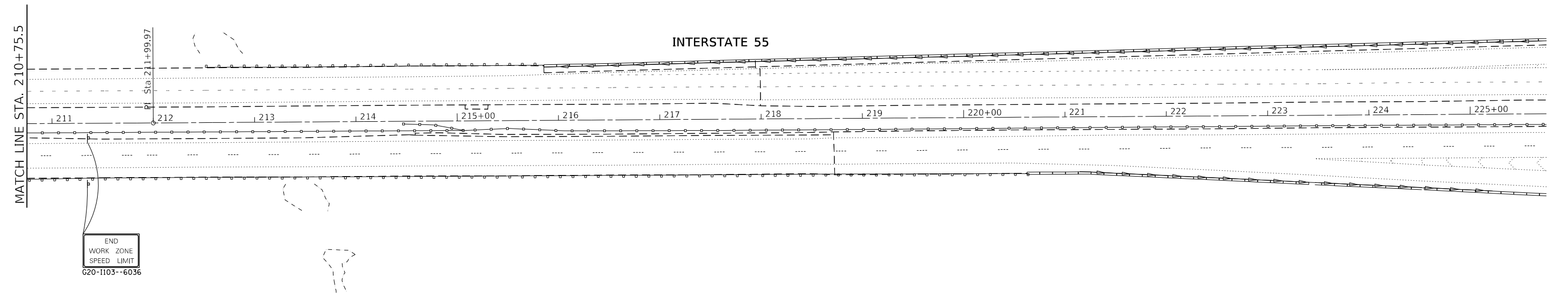
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PLOT DATE = 12/27/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PRE-STAGE A TRAFFIC CONTROL PLAN
I-55 OVER BNSF RR AND GRANT CREEK**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	111
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



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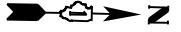
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

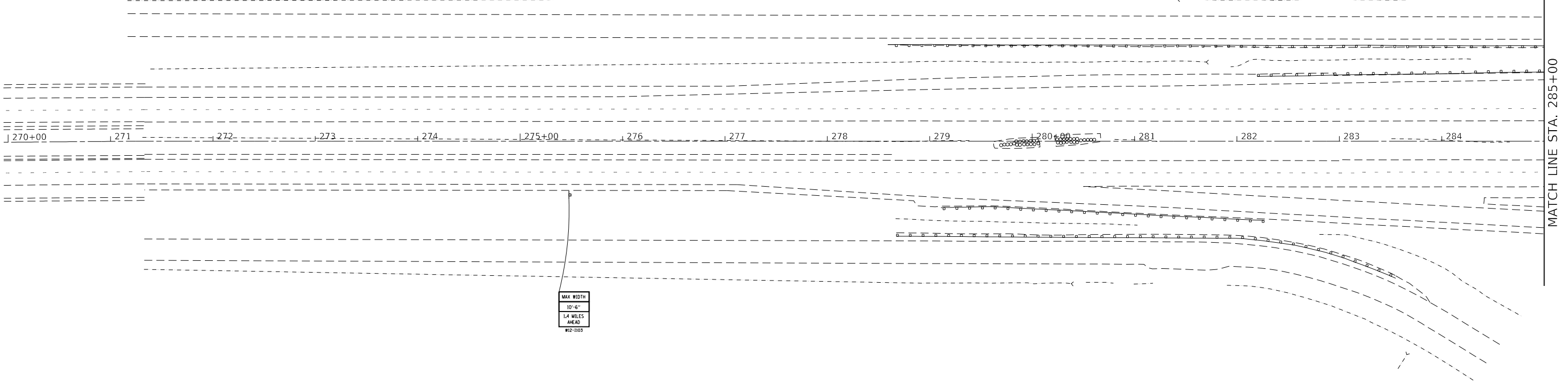
**PRE-STAGE A TRAFFIC CONTROL PLAN
I-55 OVER BNSF RR AND GRANT CREEK**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	112
CONTRACT NO. 62G98				
		ILLINOIS	FED. AID PROJECT	

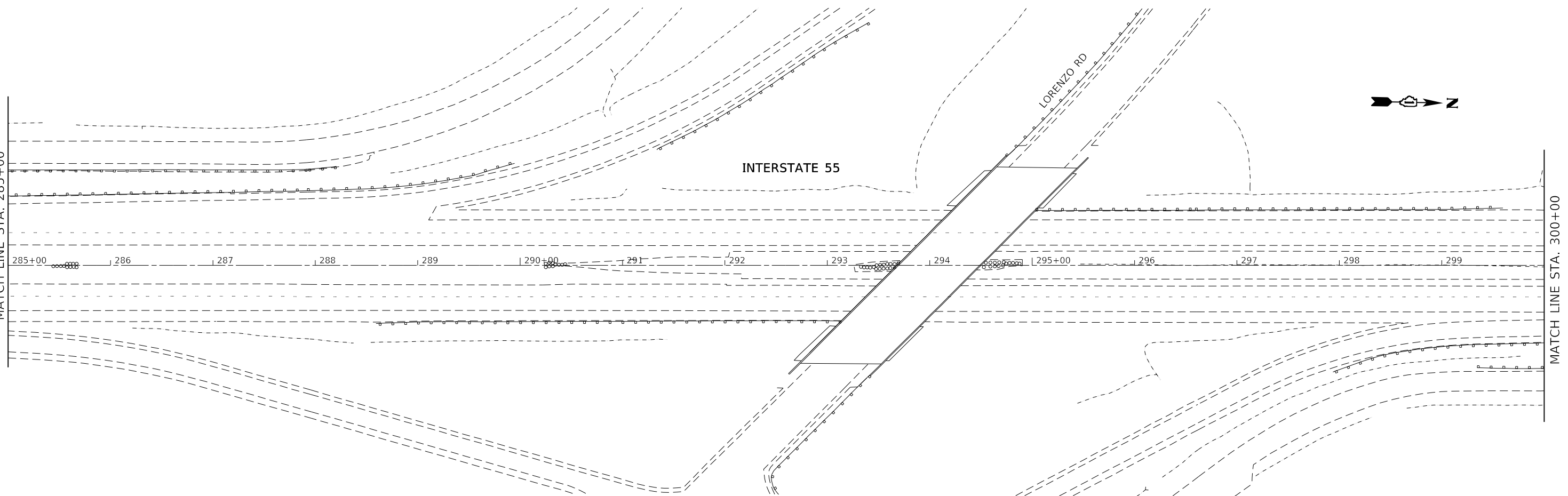


INTERSTATE 55



INTERSTATE 55

LORENZO RD



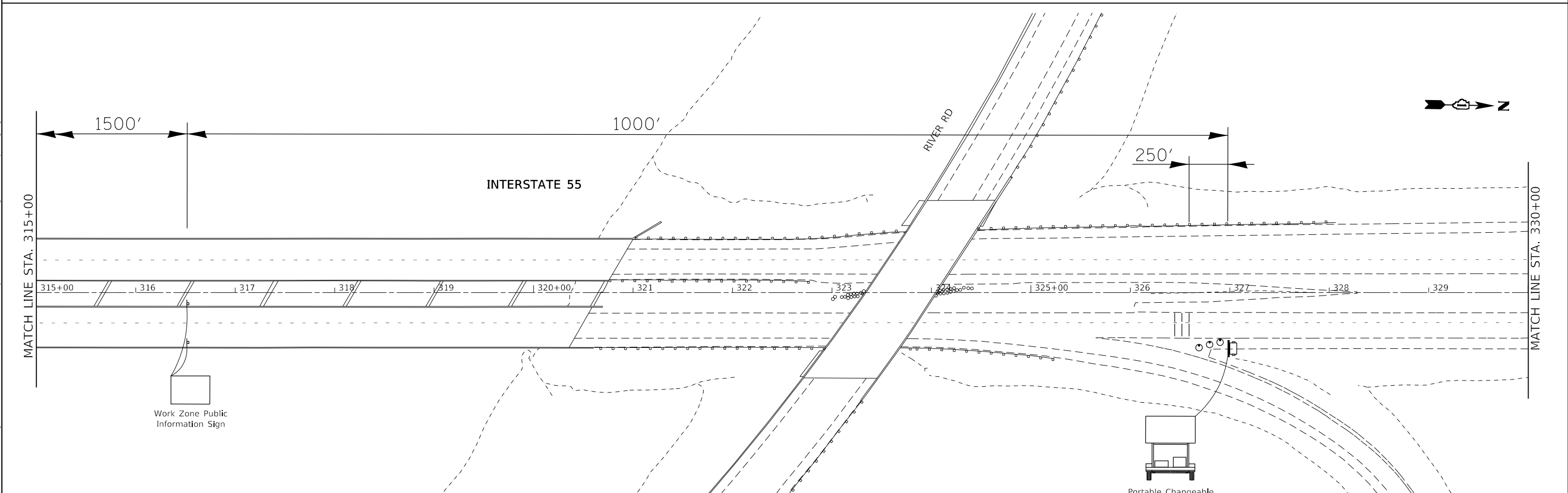
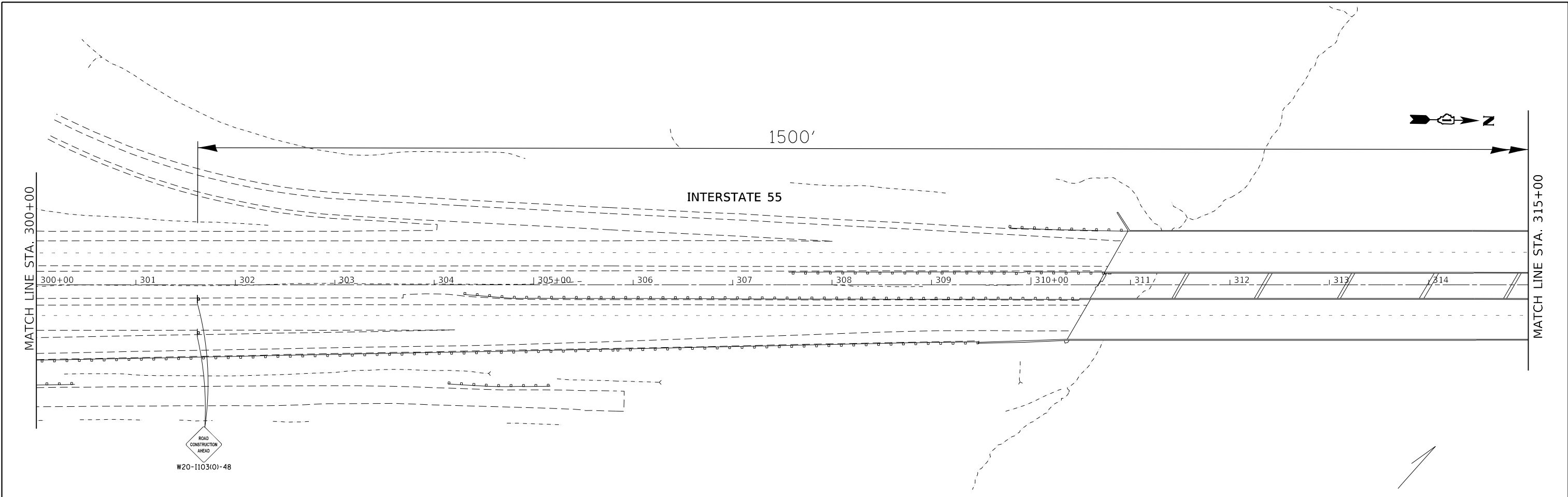
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PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/18/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRE-STAGE B TRAFFIC CONTROL PLAN			
I-55 OVER BNSF RR AND GRANT CREEK			
SCALE: 1"= 50'	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	113
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



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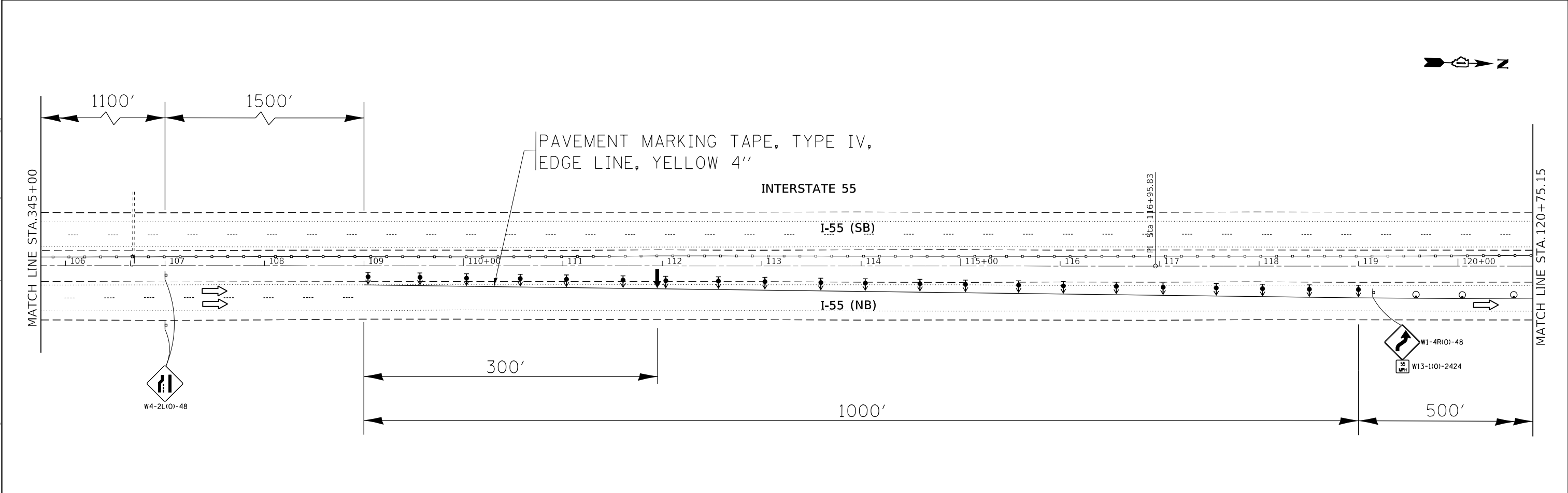
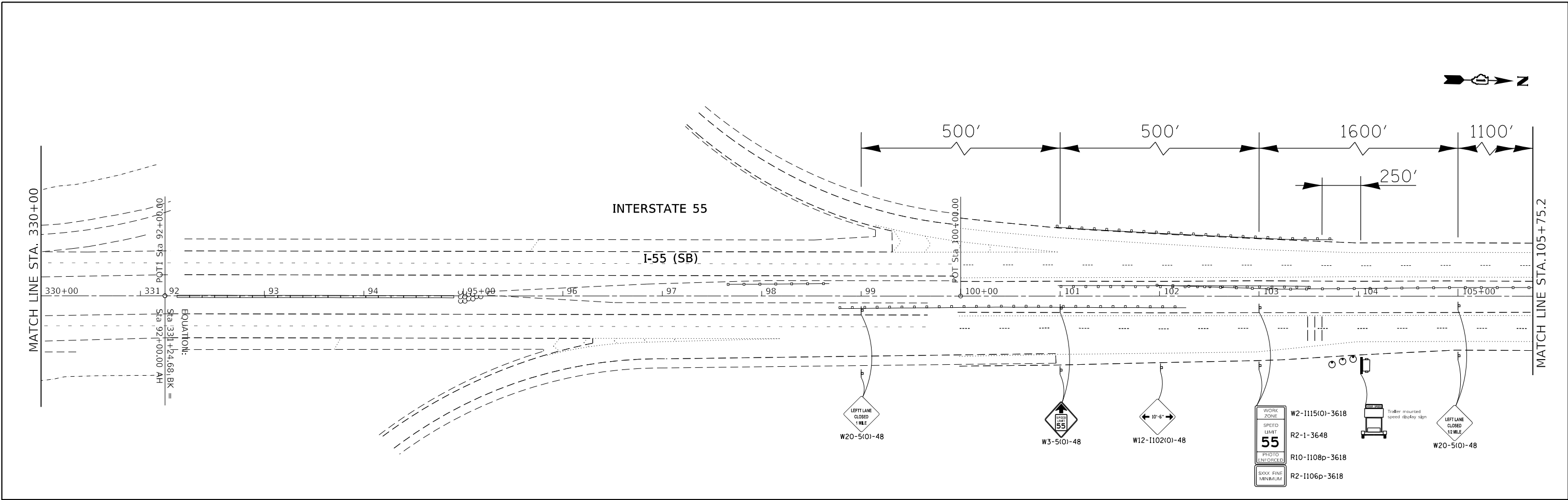
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRE-STAGE B TRAFFIC CONTROL PLAN
I-55 OVER BNSF RR AND GRANT CREEK

SCALE: 1" = 50'

SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	114
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



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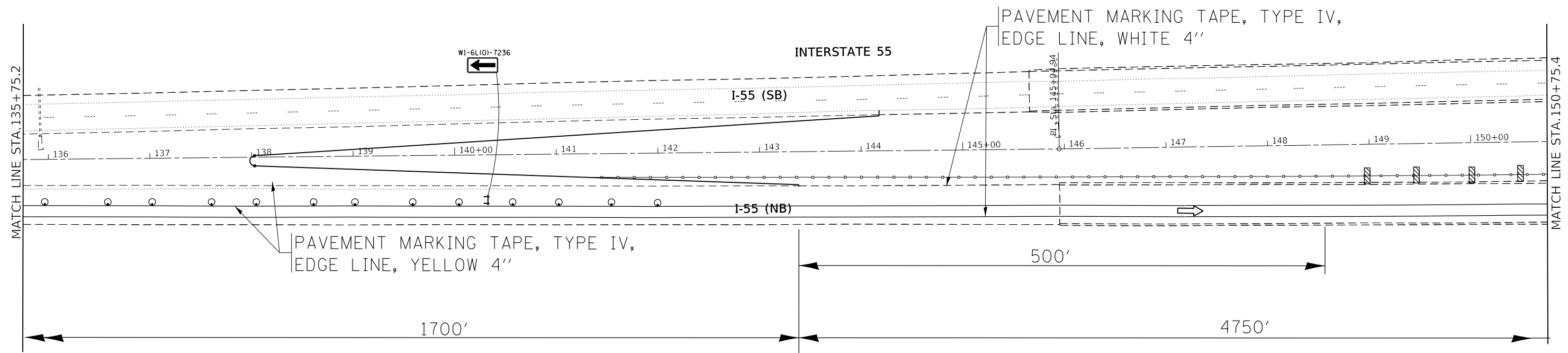
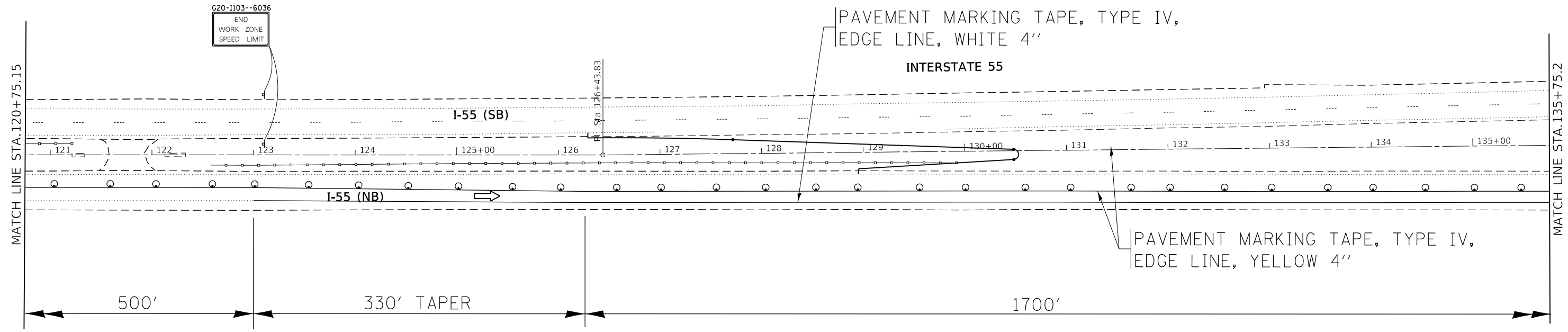
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PLOT DATE = 12/27/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRE-STAGE B TRAFFIC CONTROL PLAN
I-55 OVER BNSF RR AND GRANT CREEK

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	115
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



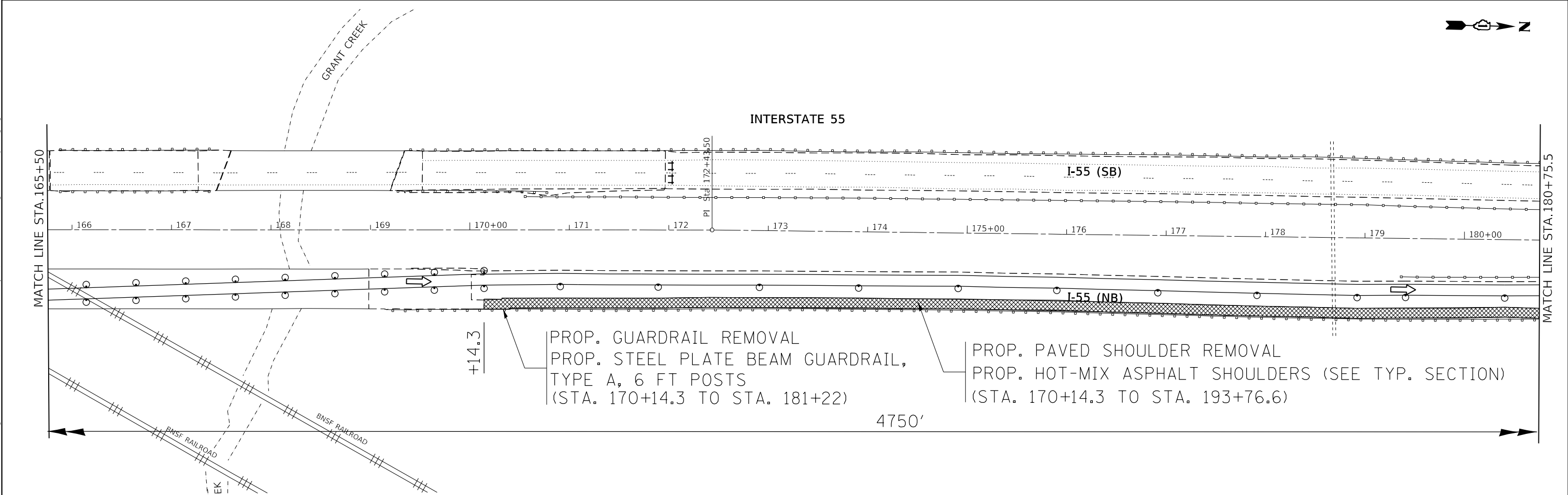
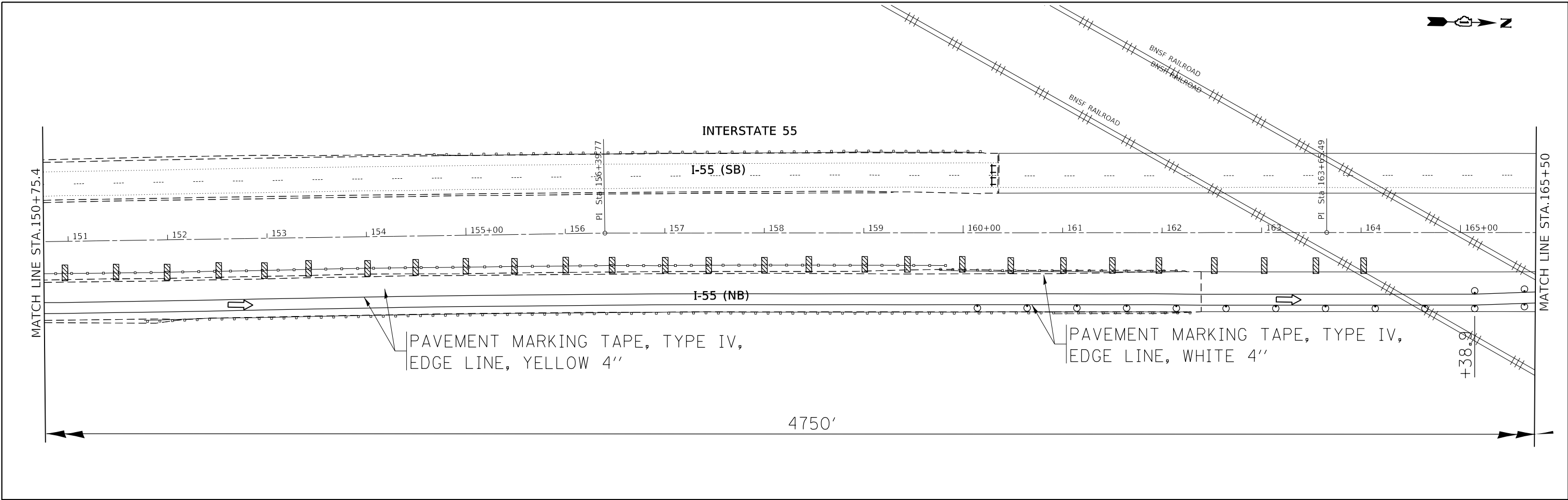
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DRAWN -	REVISED -	
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PLOT DATE = 12/27/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PRE-STAGE B TRAFFIC CONTROL PLAN			
I-55 OVER BNSF RR AND GRANT CREEK			
SCALE: 1"= 50'	SHEET	OF	SHEETS
	STA.		TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	116
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



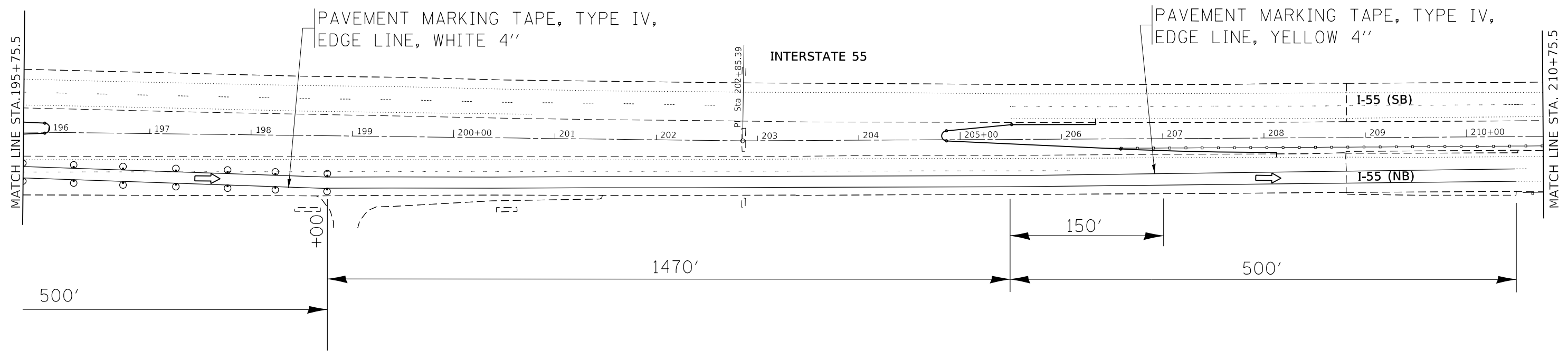
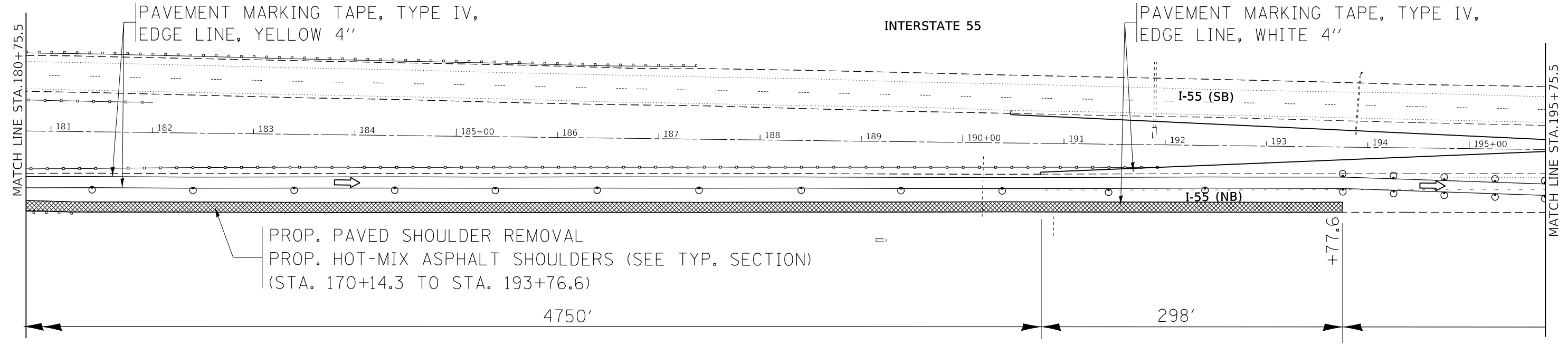
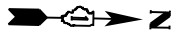
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRE-STAGE B TRAFFIC CONTROL PLAN			
I-55 OVER BNSF RR AND GRANT CREEK			
SCALE: 1"= 50'	SHEET	OF	SHEETS
	STA.		TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	117
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



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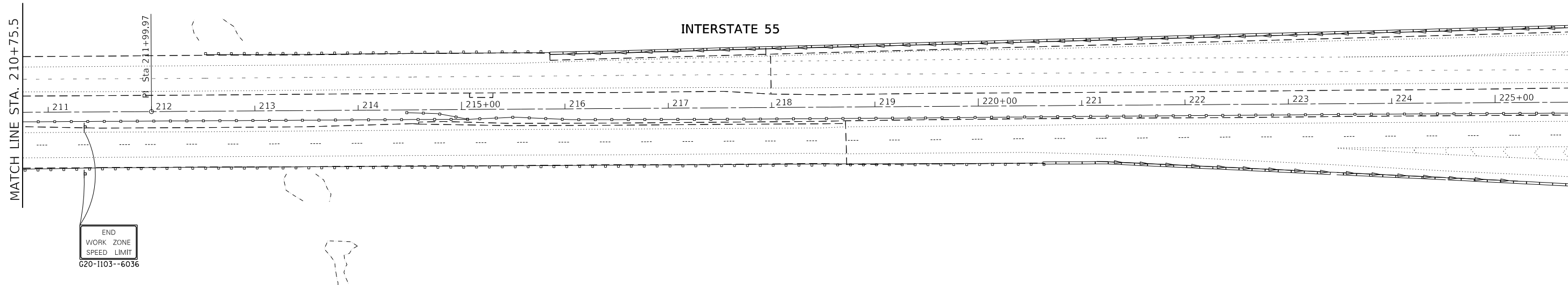
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PLOT DATE = 12/27/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRE-STAGE B TRAFFIC CONTROL PLAN
I-55 OVER BNSF RR AND GRANT CREEK

SCALE: 1" = 50'

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	118
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



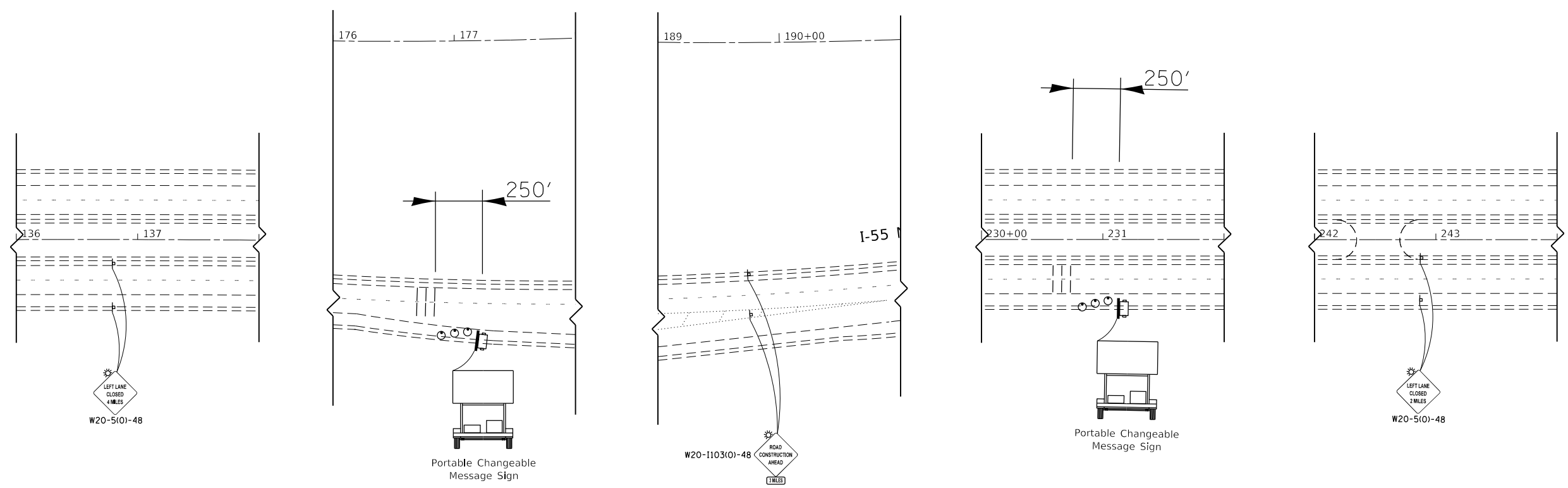
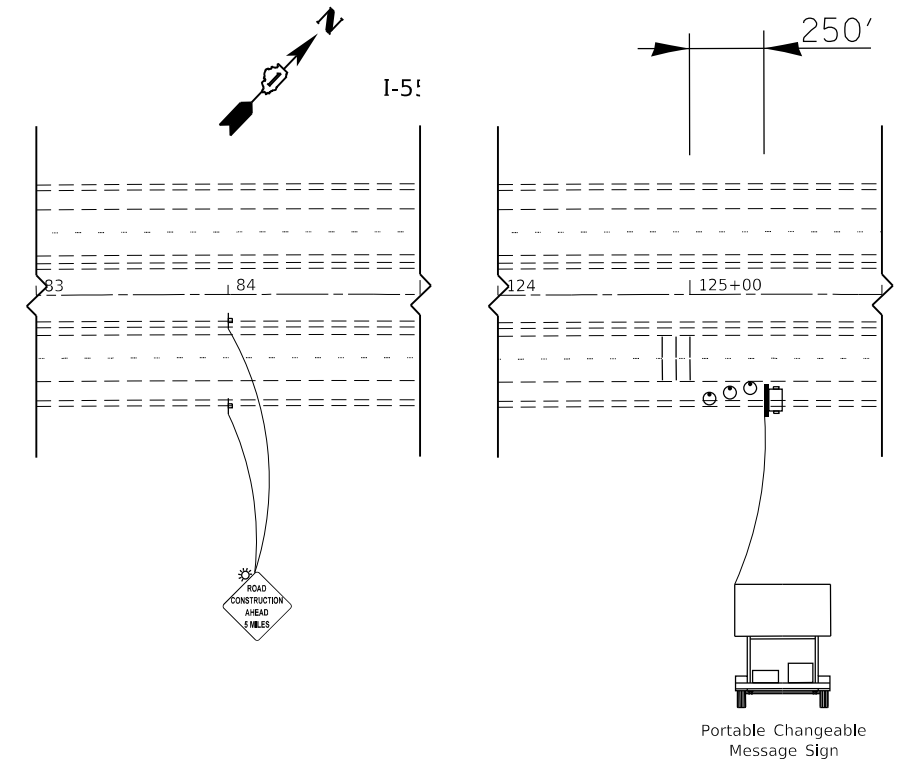
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PLOT DATE = 12/27/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PRE-STAGE B TRAFFIC CONTROL PLAN I-55 OVER BNSF RR AND GRANT CREEK			
SCALE: 1"= 50'	SHEET	OF	SHEETS
	STA.	TO	STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	119
CONTRACT NO. 62G98				
		ILLINOIS	FED. AID PROJECT	



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

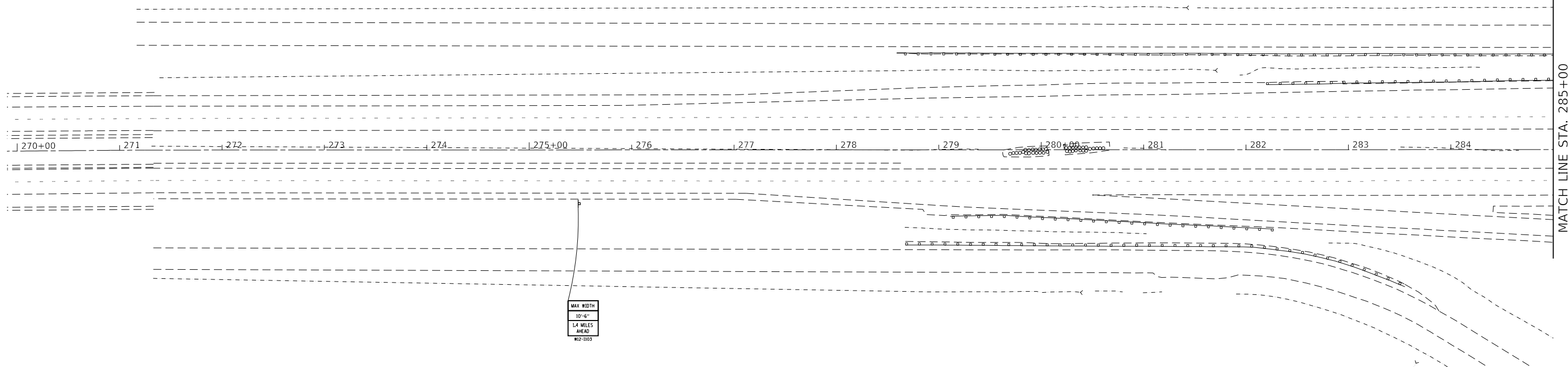
**STAGE I TRAFFIC CONTROL PLAN
 I-55 OVER BNSF RR AND GRANT CREEK**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	120
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



INTERSTATE 55

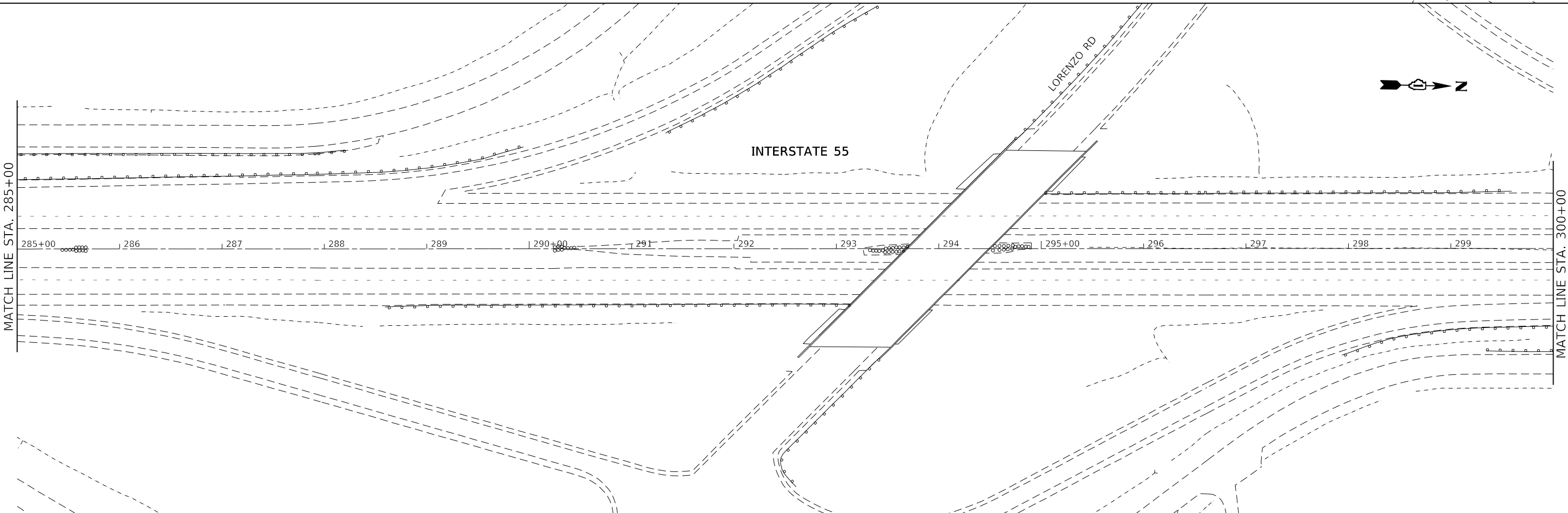


MAX WIDTH
10'-6"
1.4 MILES
AREA
W12-1003

MATCH LINE STA. 285+00



INTERSTATE 55



MATCH LINE STA. 285+00

MATCH LINE STA. 300+00

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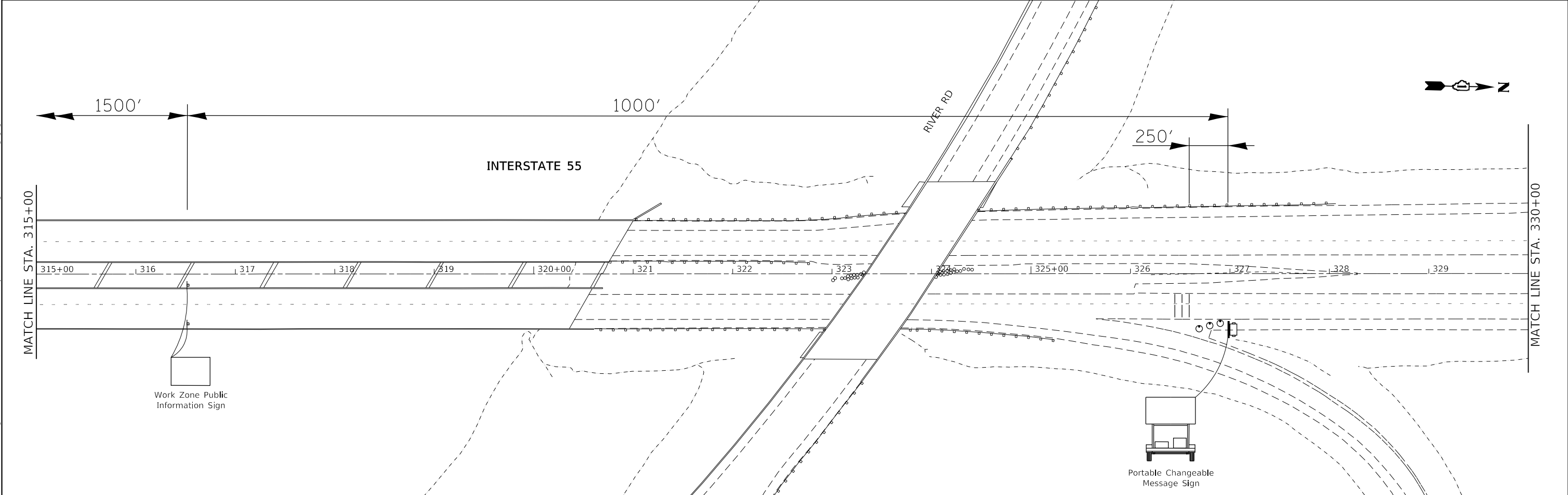
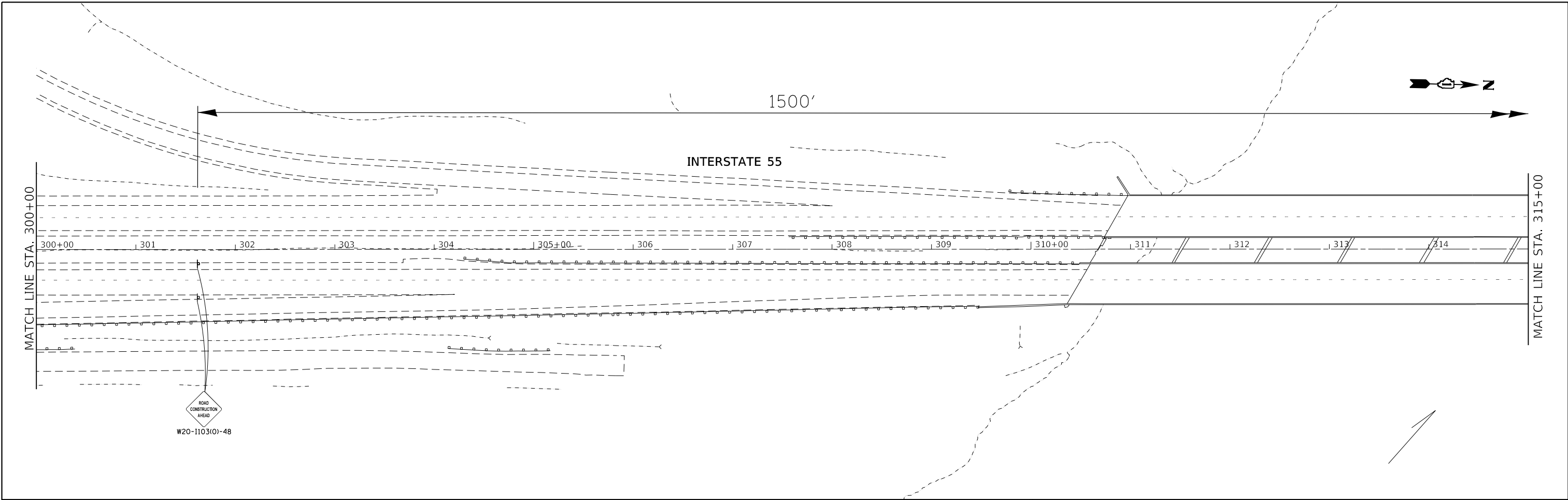
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PLOT DATE = 1/18/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

STAGE I TRAFFIC CONTROL PLAN
I-55 OVER BNSF RR AND GRANT CREEK

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	121
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



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	DRAWN -	REVISED -
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PLOT DATE = 12/27/2018	DATE -	REVISED -

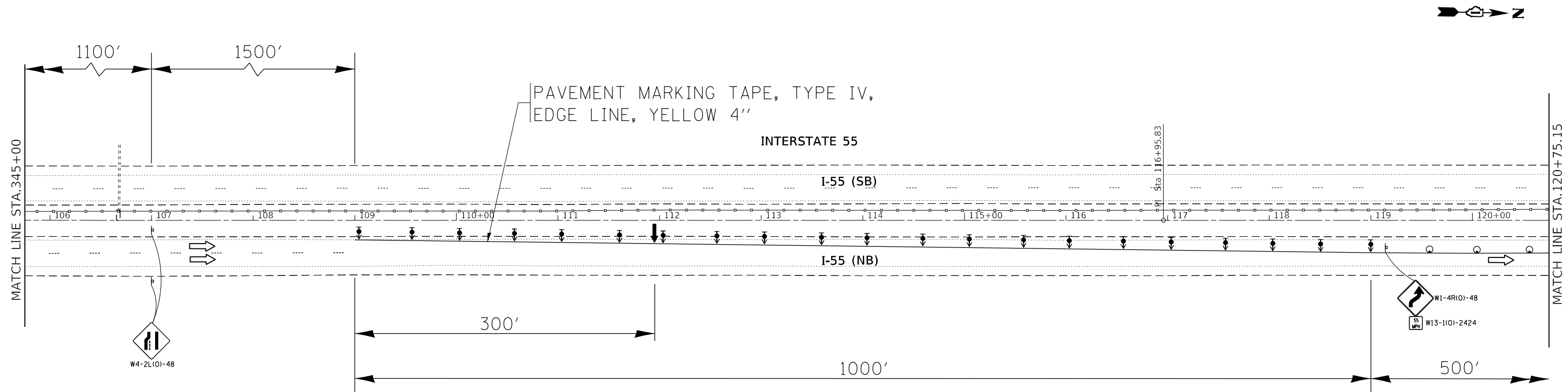
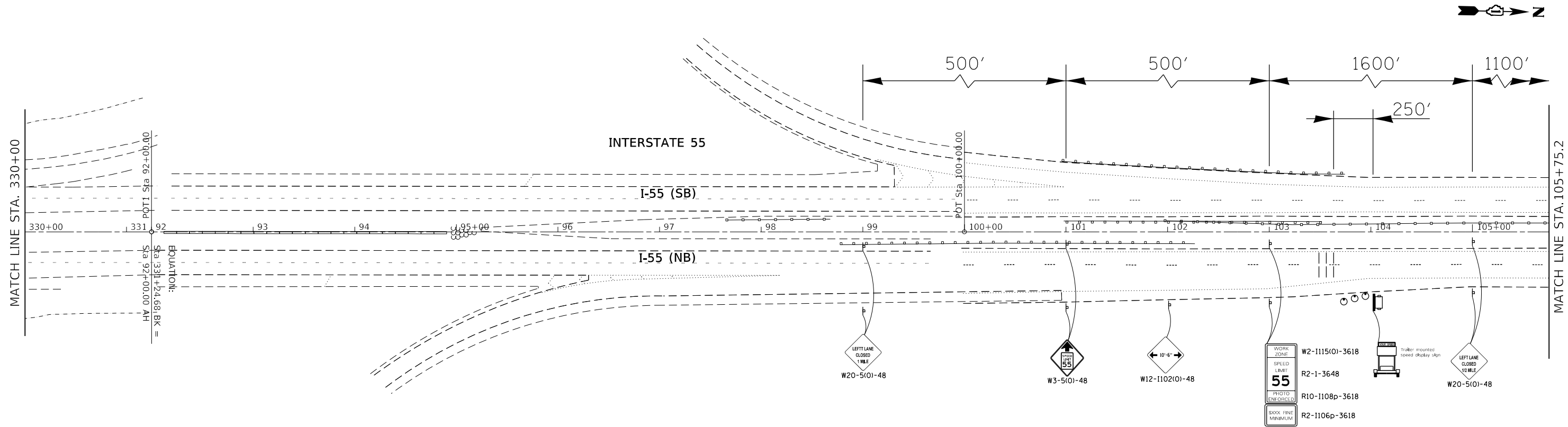
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I TRAFFIC CONTROL PLAN
I-55 OVER BNSF RR AND GRANT CREEK

SCALE: 1" = 50'

SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	122
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



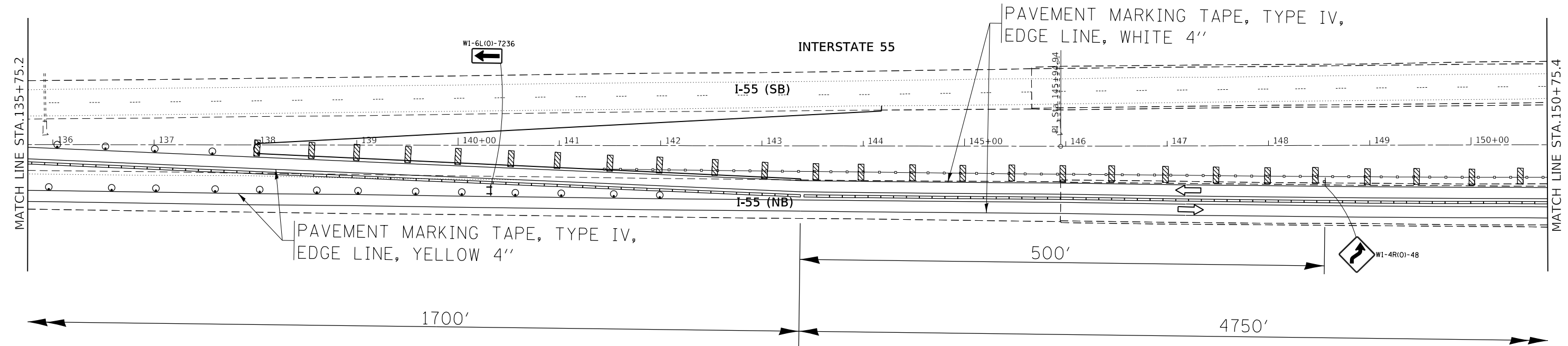
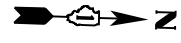
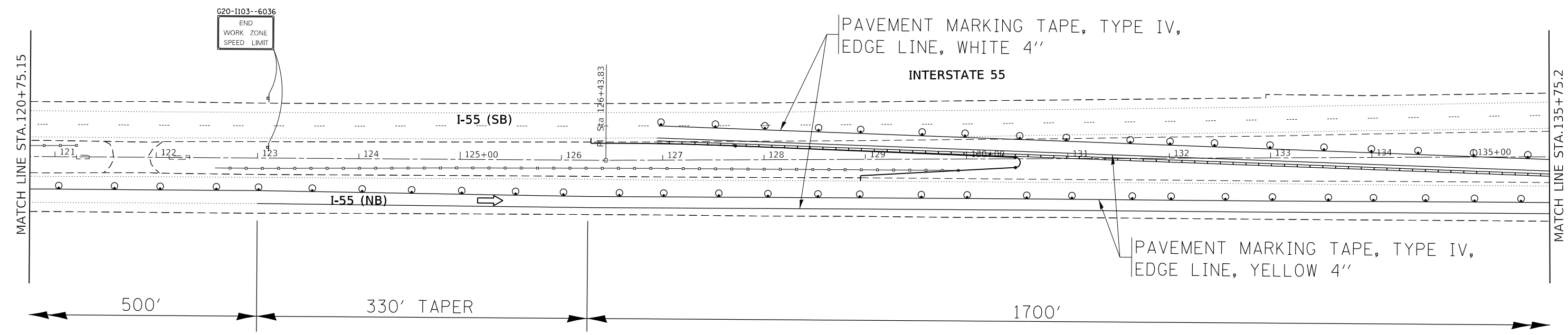
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USER NAME = abebawa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/27/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I TRAFFIC CONTROL PLAN I-55 OVER BNSF RR AND GRANT CREEK			
SCALE: 1"= 50'	SHEET	OF	SHEETS
STA.	TO	STA.	TO

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	123
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



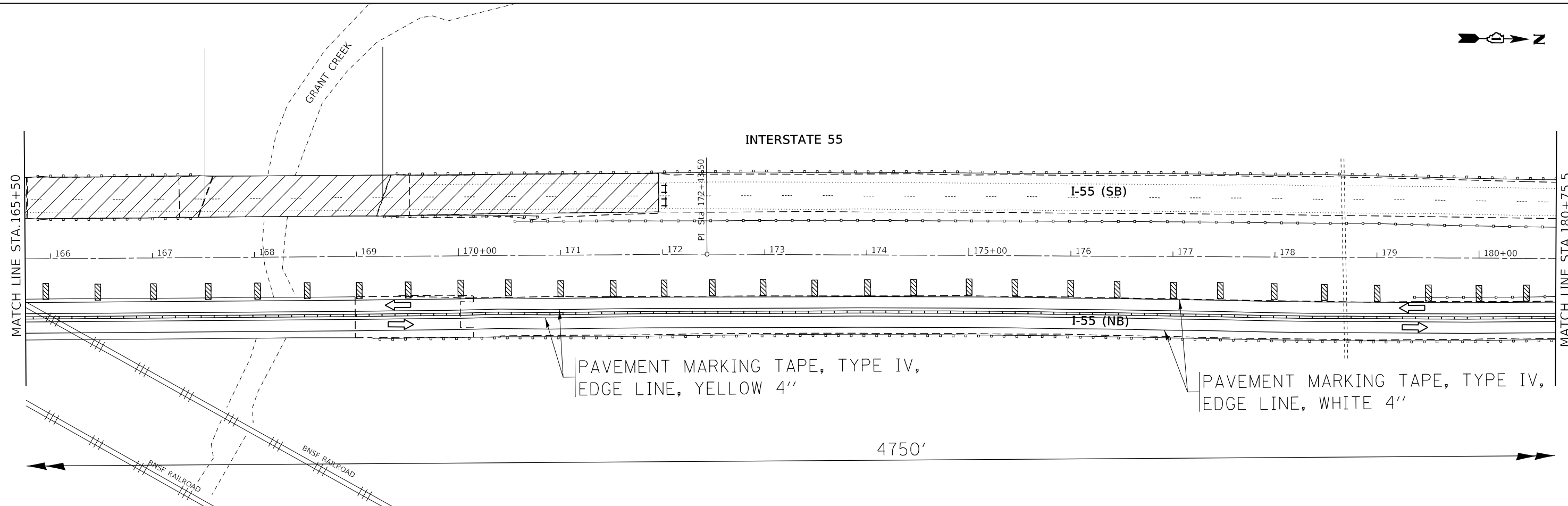
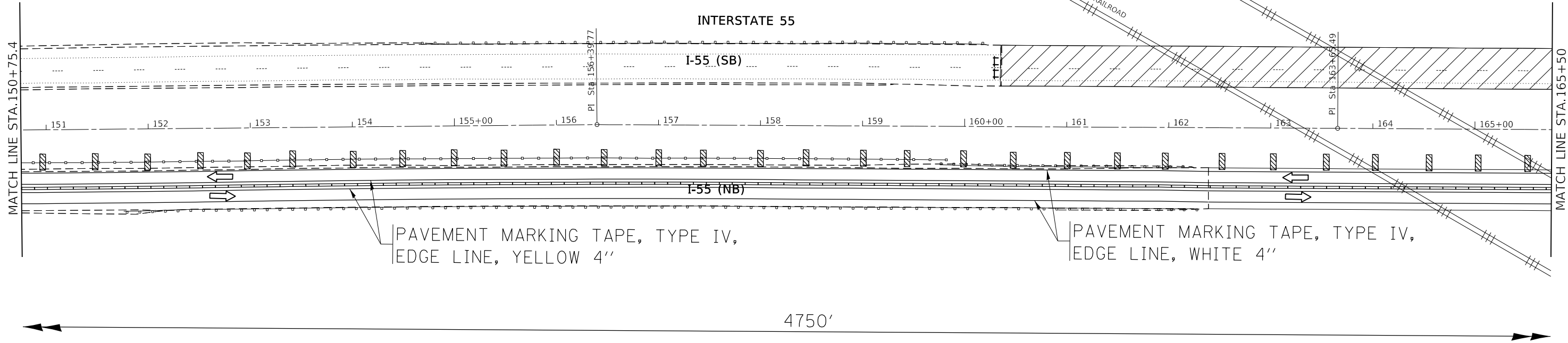
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USER NAME = abebawa	DESIGNED -	REVISED -
DRAWN -	REVISED -	
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/27/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I TRAFFIC CONTROL PLAN			
I-55 OVER BNSF RR AND GRANT CREEK			
SCALE: 1" = 50'	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	124
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



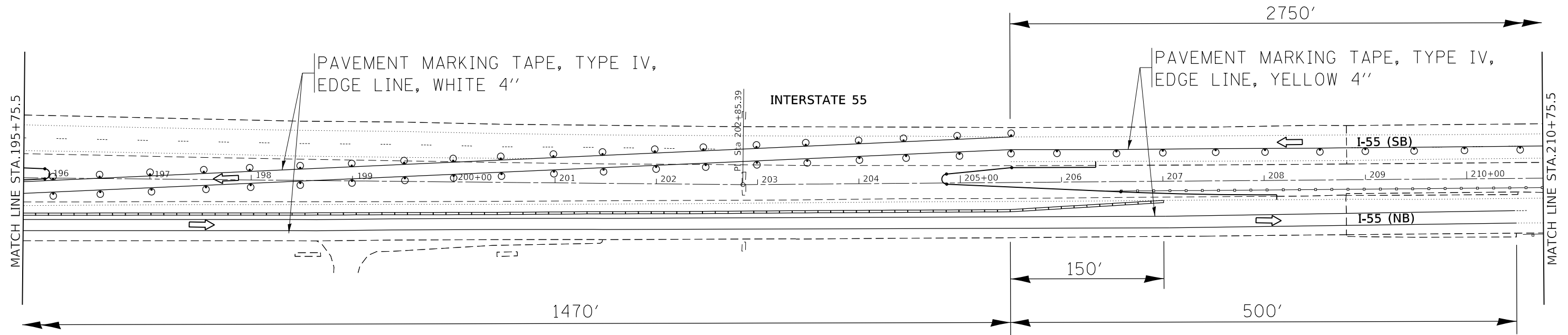
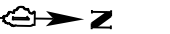
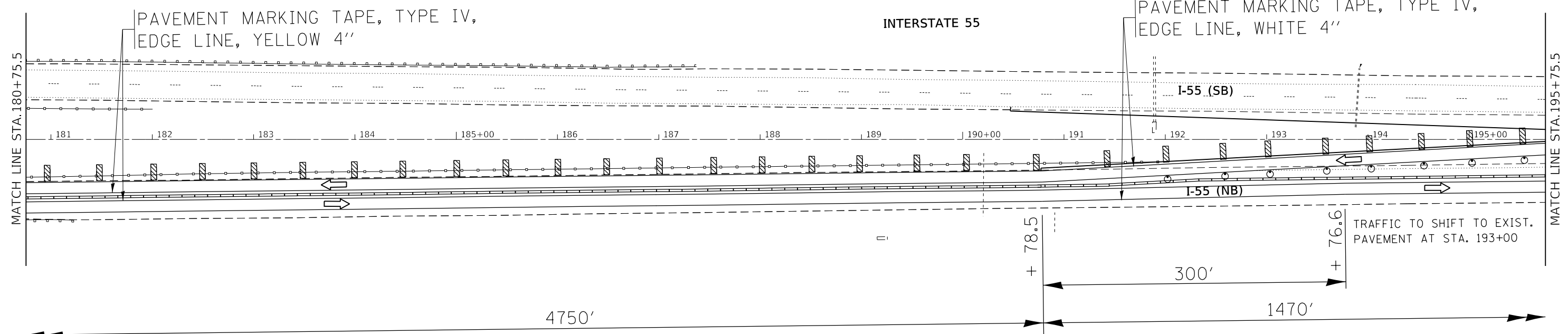
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 DATE: 12/27/2018

USER NAME = abebawa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/27/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I TRAFFIC CONTROL PLAN I-55 OVER BNSF RR AND GRANT CREEK			
SCALE: 1"= 50'	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	125
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



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USER NAME = abebawa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/27/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE I TRAFFIC CONTROL PLAN I-55 OVER BNSF RR AND GRANT CREEK			
SCALE: 1" = 50'	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	126
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



2750'

PAVEMENT MARKING TAPE, TYPE IV,
EDGE LINE, YELLOW 4"

INTERSTATE 55

MATCH LINE STA. 210+75.5

MATCH LINE STA. 225+75.3

END
WORK ZONE
SPEED LIMIT
620-1103--6036

211 212 213 214 215+00 216 217 218 219 220+00 221 222 223 224 225+00

2750'

1000'

300'



PAVEMENT MARKING TAPE, TYPE IV,
EDGE LINE, YELLOW 4"

INTERSTATE 55

I-55 (SB)

I-55 (NB)

MATCH LINE STA. 225+75.3

MATCH LINE STA. 240+75.3



W4-1101-48



W1-4L101-48



W13-1101-2424

POT Sta. 229+55.46

226 227 228 229 230+00 231 232 233 234 235+00 236 237 238 239 240+00

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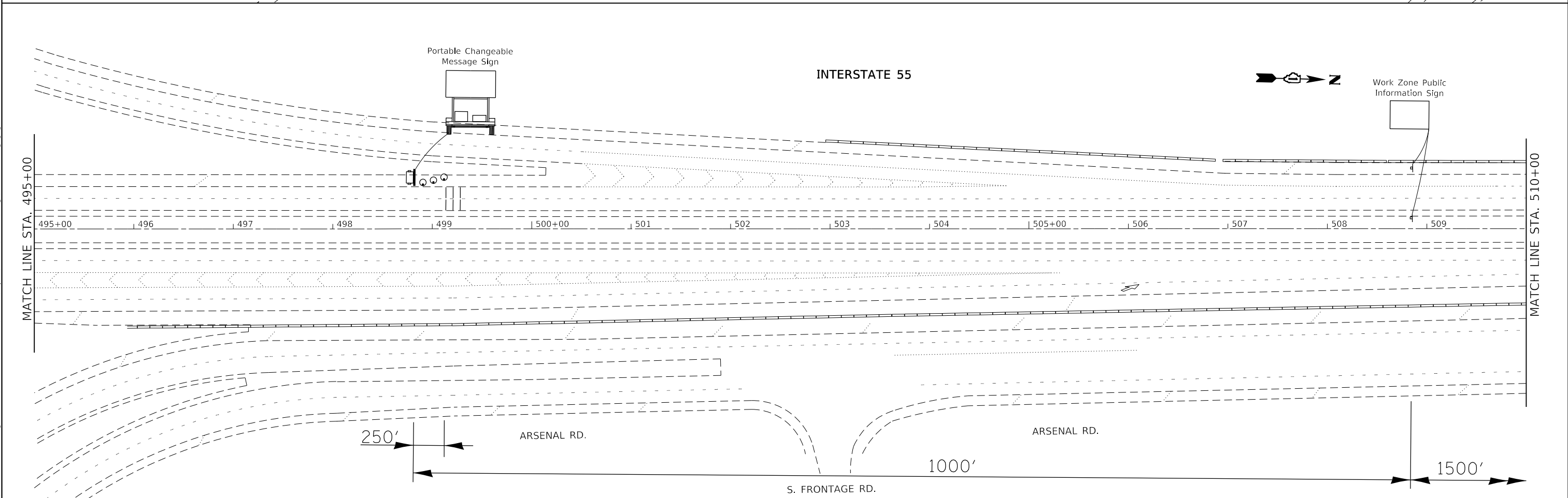
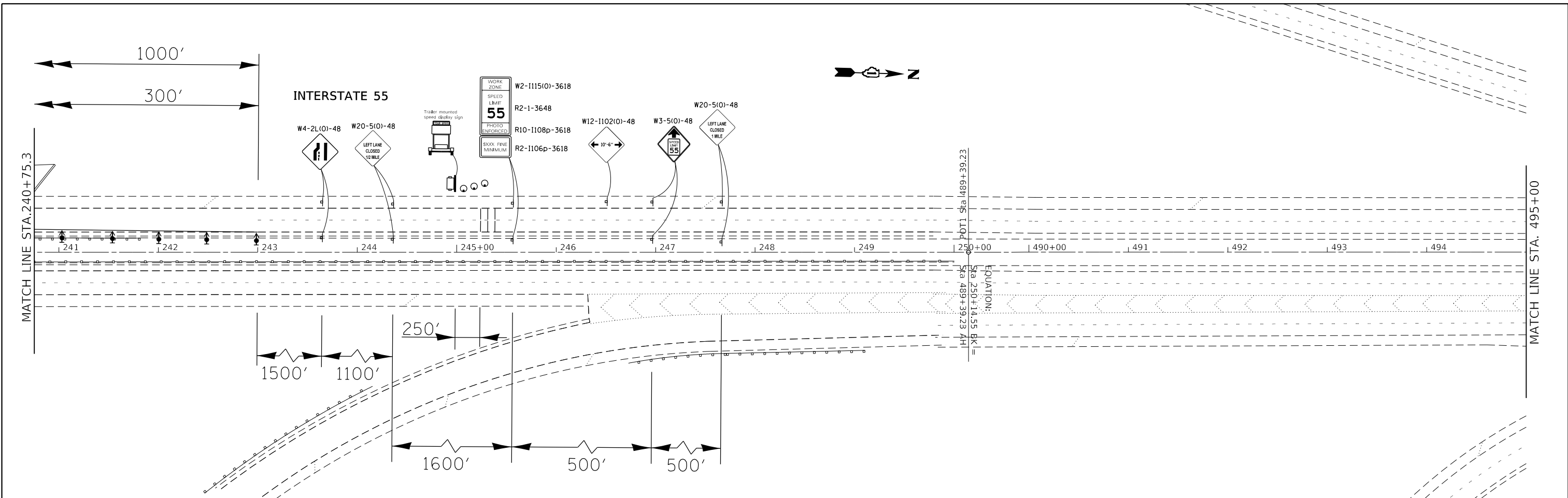
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PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/27/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

STAGE I TRAFFIC CONTROL PLAN
I-55 OVER BNSF RR AND GRANT CREEK

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	127
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



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PLOT DATE = 12/27/2018	DATE -	REVISED -

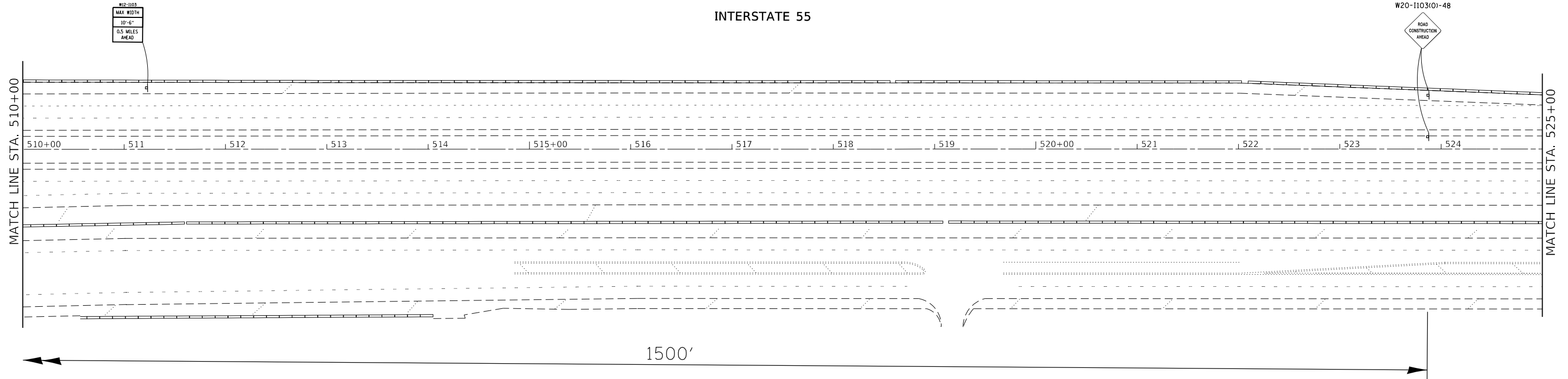
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I TRAFFIC CONTROL PLAN
I-55 OVER BNSF RR AND GRANT CREEK

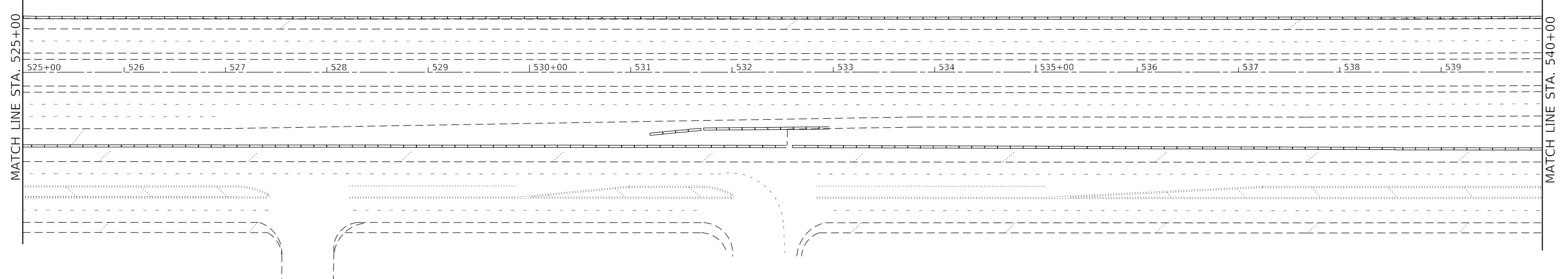
SCALE: 1" = 50' SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	128
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

INTERSTATE 55



INTERSTATE 55



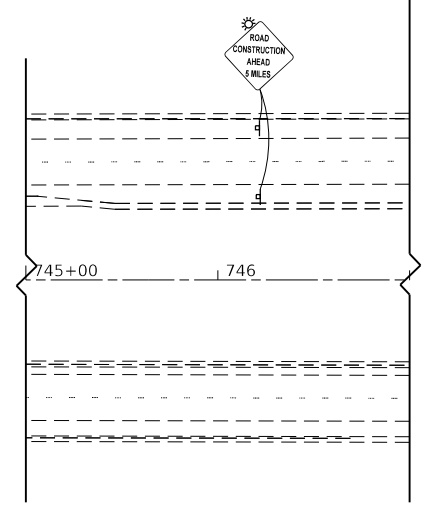
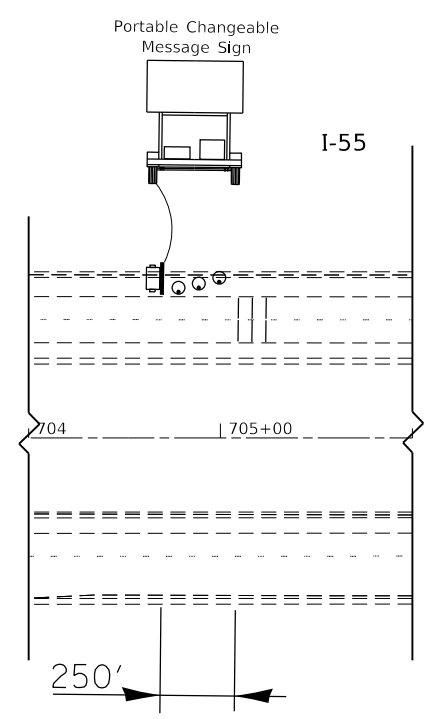
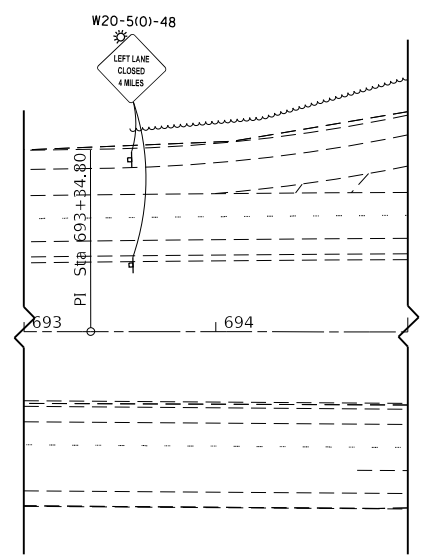
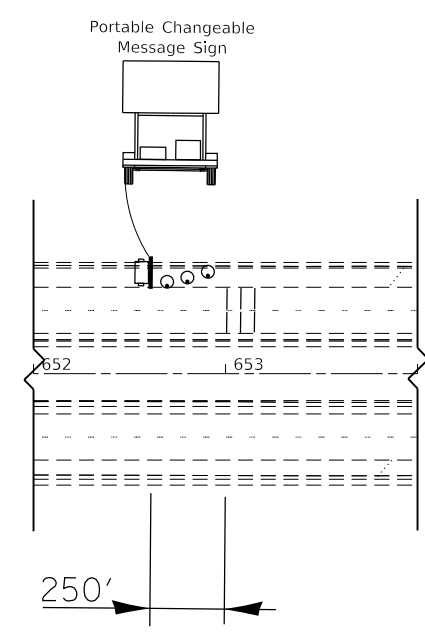
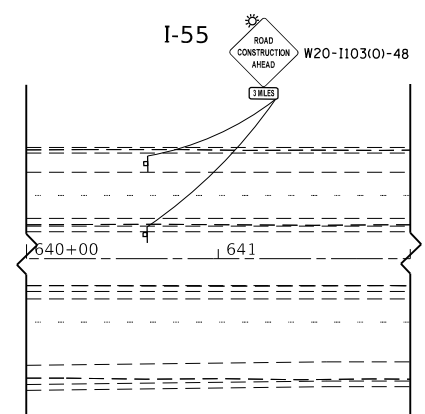
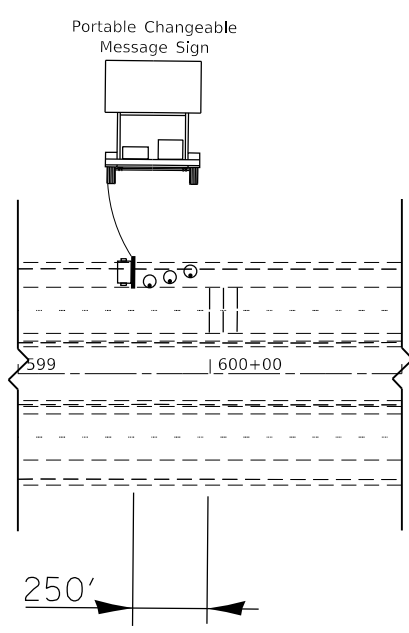
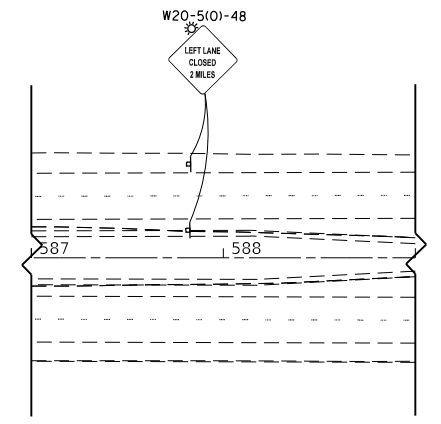
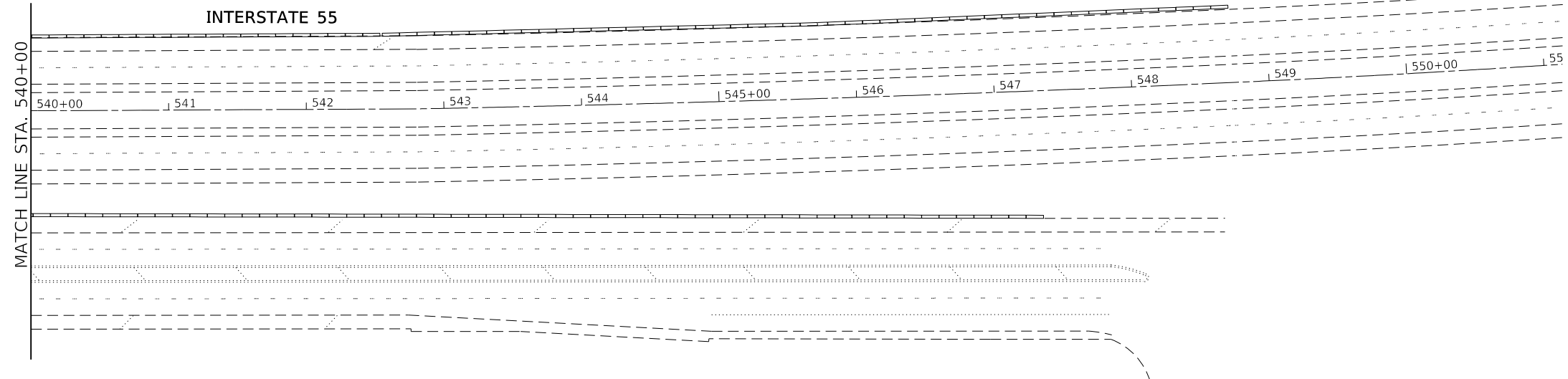
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	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/27/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I TRAFFIC CONTROL PLAN I-55 OVER BNSF RR AND GRANT CREEK			
SCALE: 1"= 50'	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	129
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



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	DATE -	REVISED -

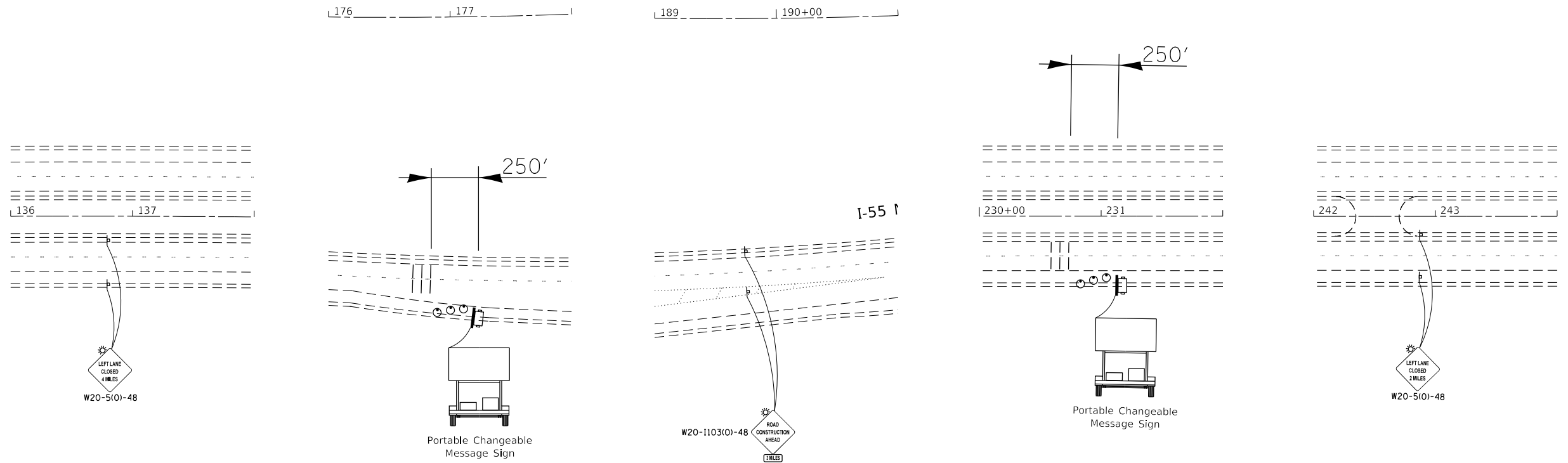
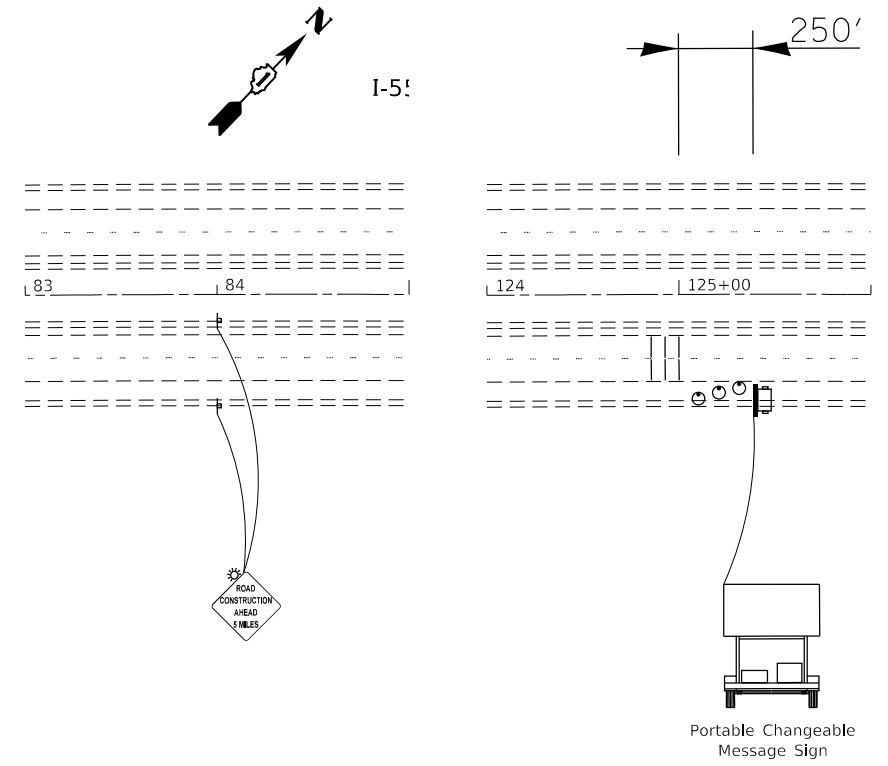
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

STAGE I TRAFFIC CONTROL PLAN
I-55 OVER BNSF RR AND GRANT CREEK

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	130
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

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USER NAME = abebawa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 1/18/2019	DATE -	REVISED -

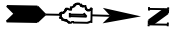
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STAGE II TRAFFIC CONTROL PLAN
 I-55 OVER BNSF RR AND GRANT CREEK**

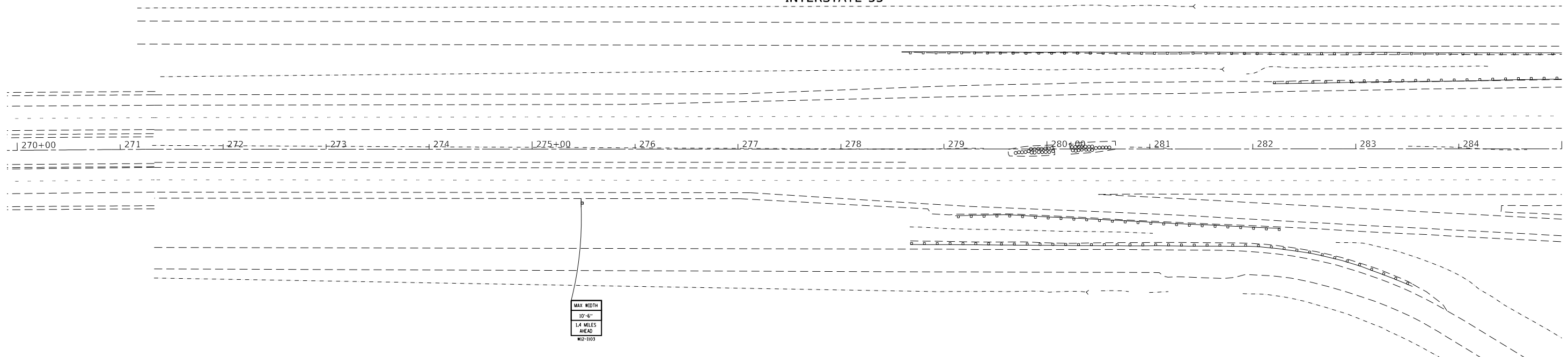
SCALE: 1" = 50'

SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	131
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



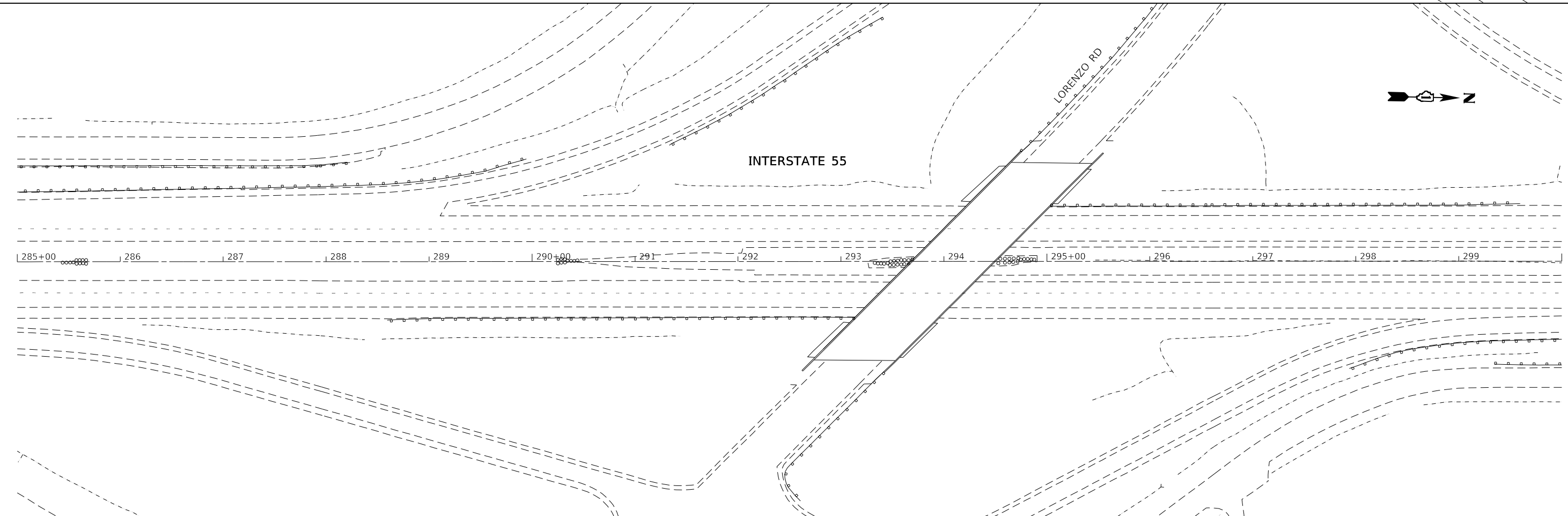
INTERSTATE 55



MAX WIDTH
10'-6"
1.4 MILES
AHEAD
#12-1103



INTERSTATE 55



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PLOT DATE = 1/18/2019	DATE -	REVISED -

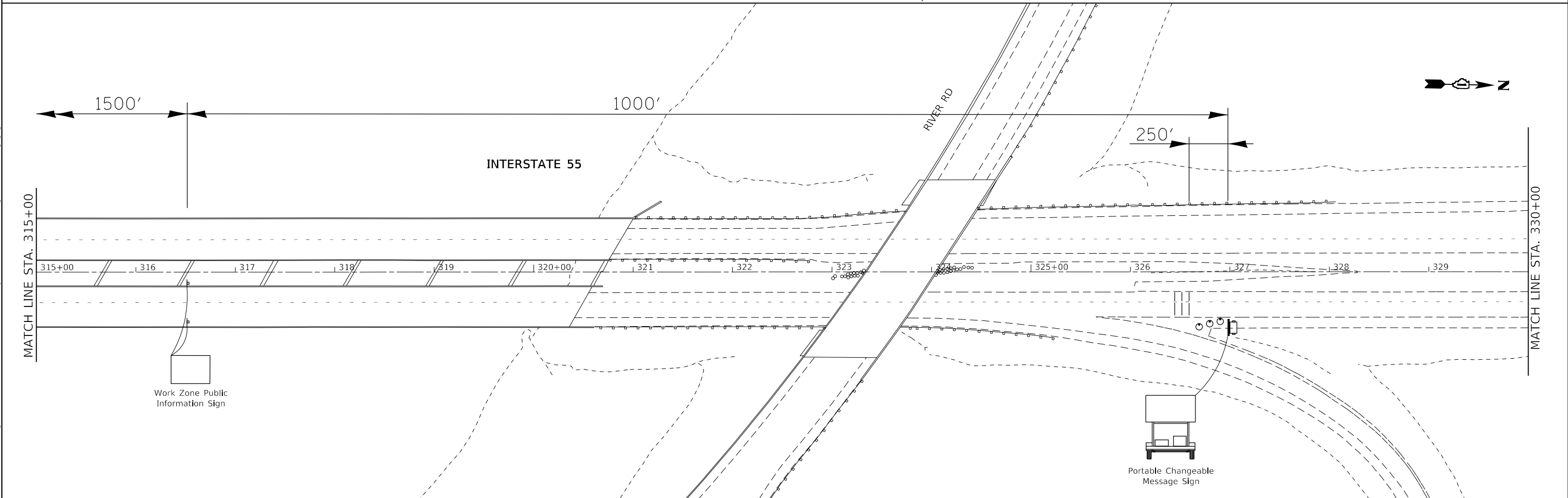
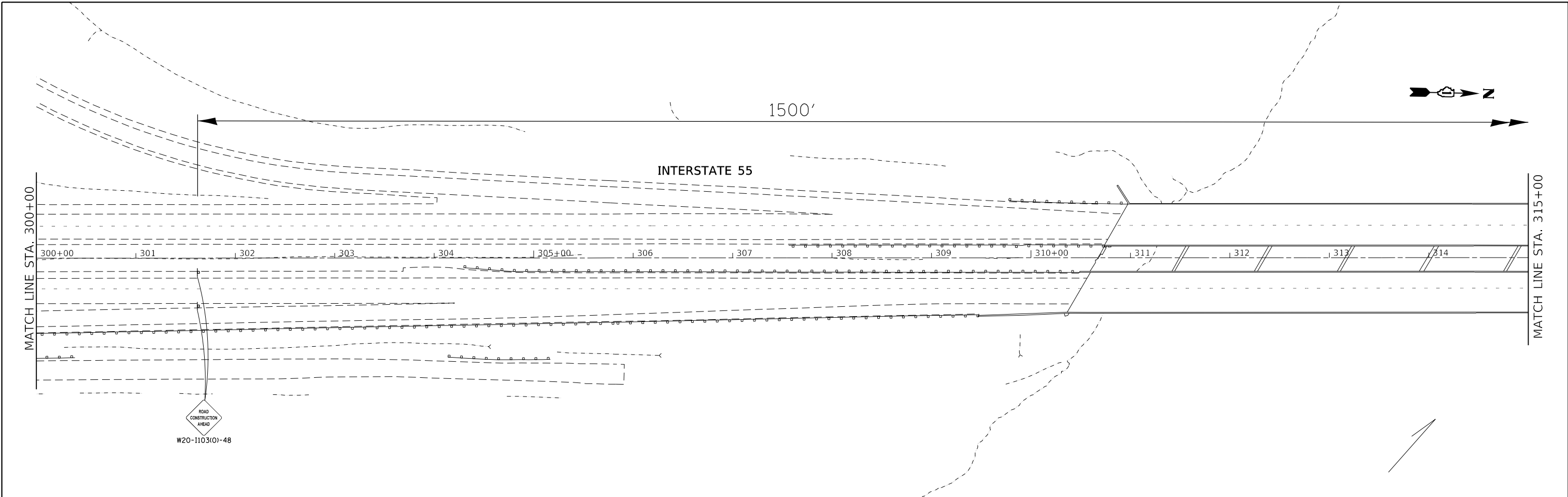
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE II TRAFFIC CONTROL PLAN
I-55 OVER BNSF RR AND GRANT CREEK

SCALE: 1"= 50'

SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	132
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



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USER NAME = abebawa	DESIGNED -	REVISED -
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PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/27/2018	DATE -	REVISED -

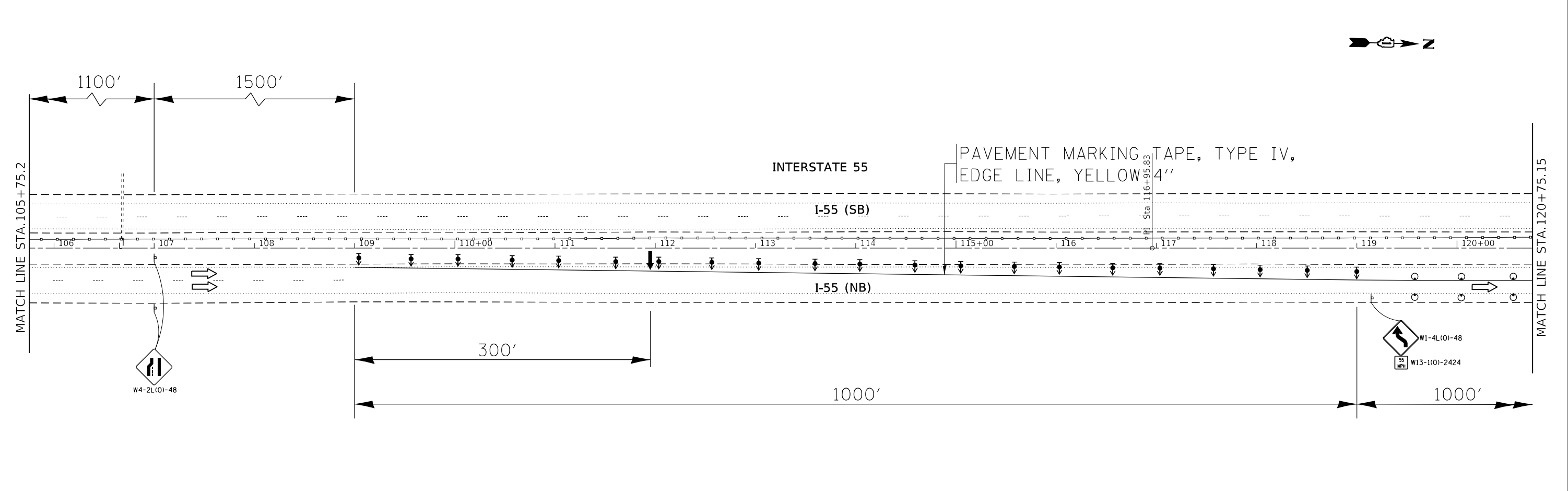
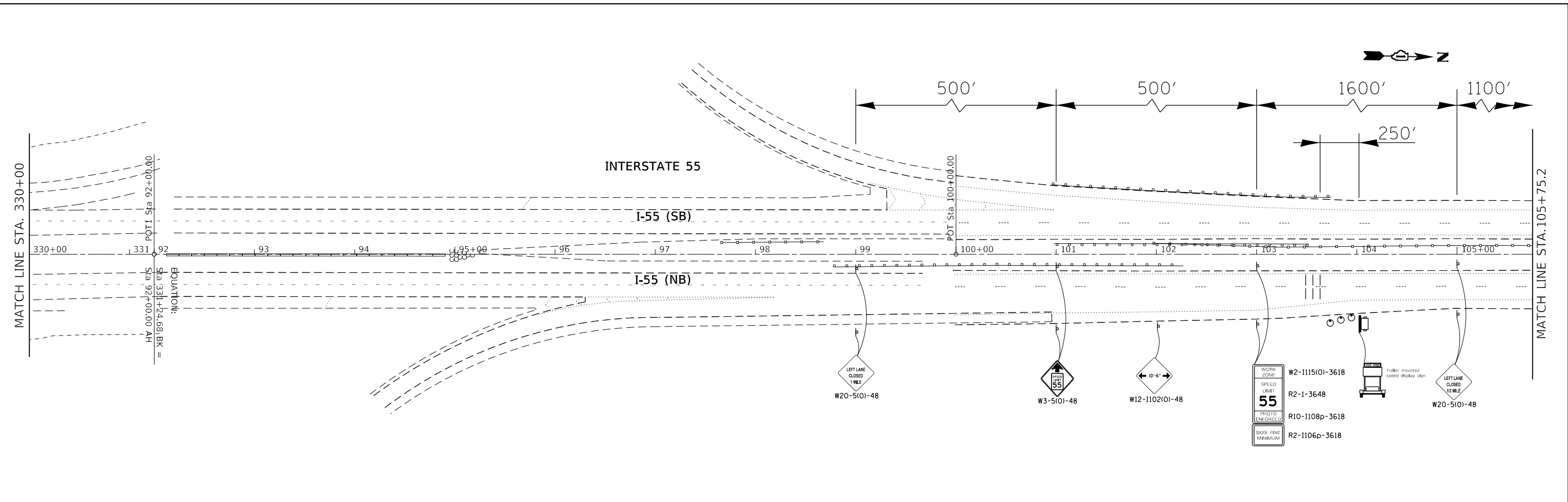
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE II TRAFFIC CONTROL PLAN
I-55 OVER BNSF RR AND GRANT CREEK

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	133
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

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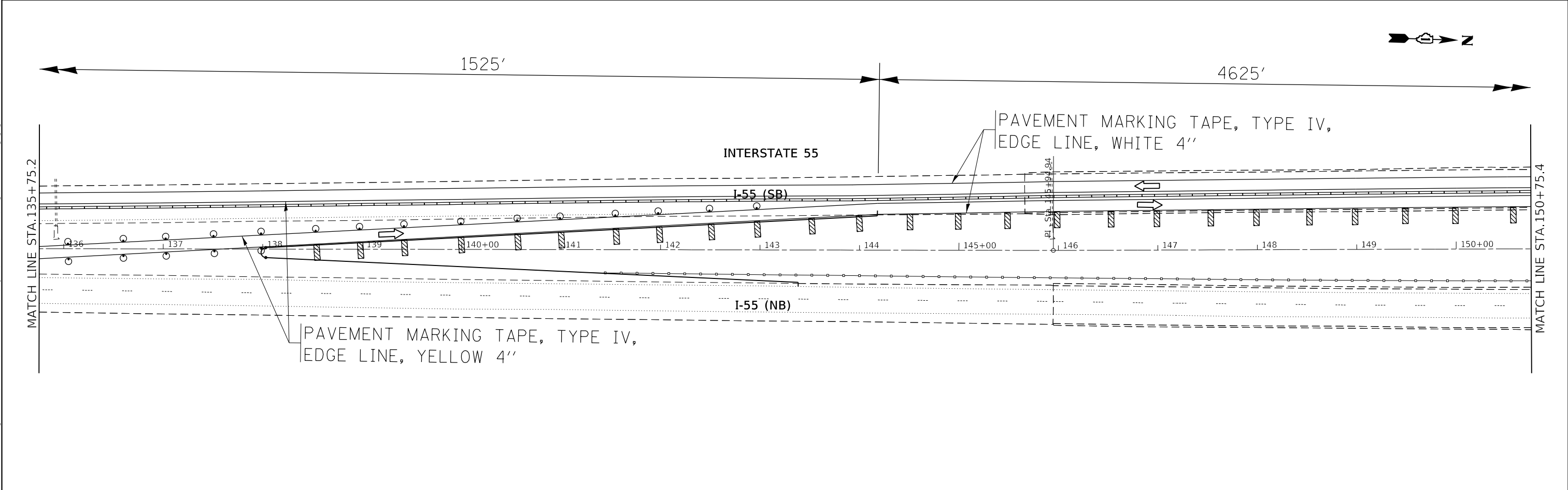
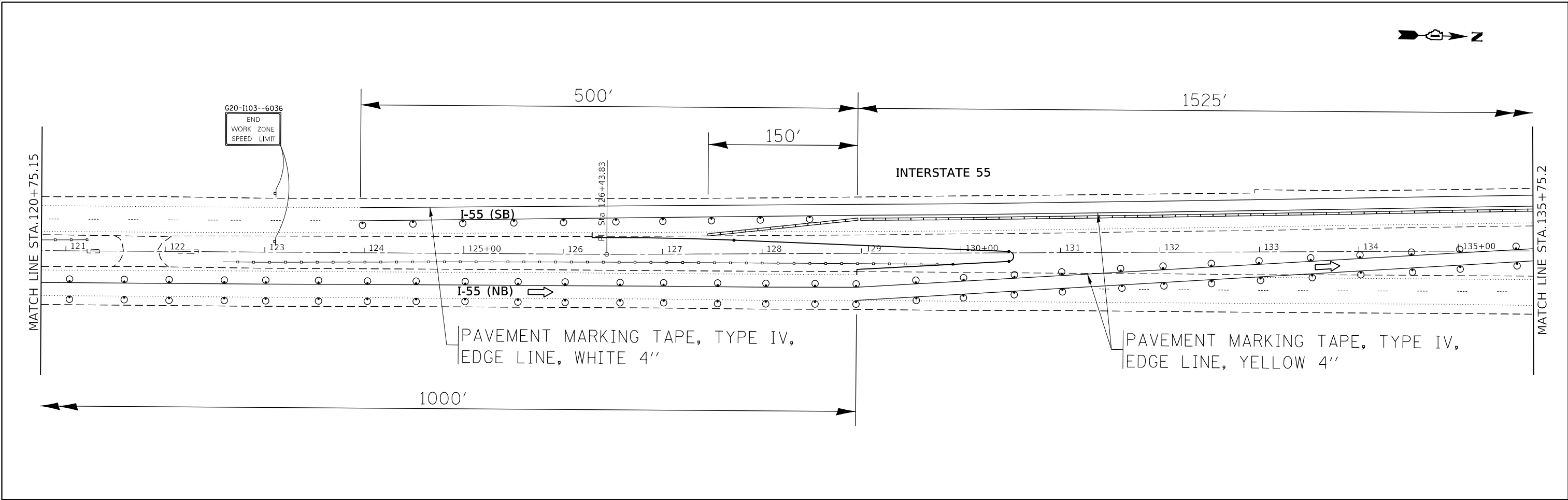
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	DRAWN -	REVISED -
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PLOT DATE = 12/27/2018	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STAGE II TRAFFIC CONTROL PLAN
 I-55 OVER BNSF RR AND GRANT CREEK**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	134
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



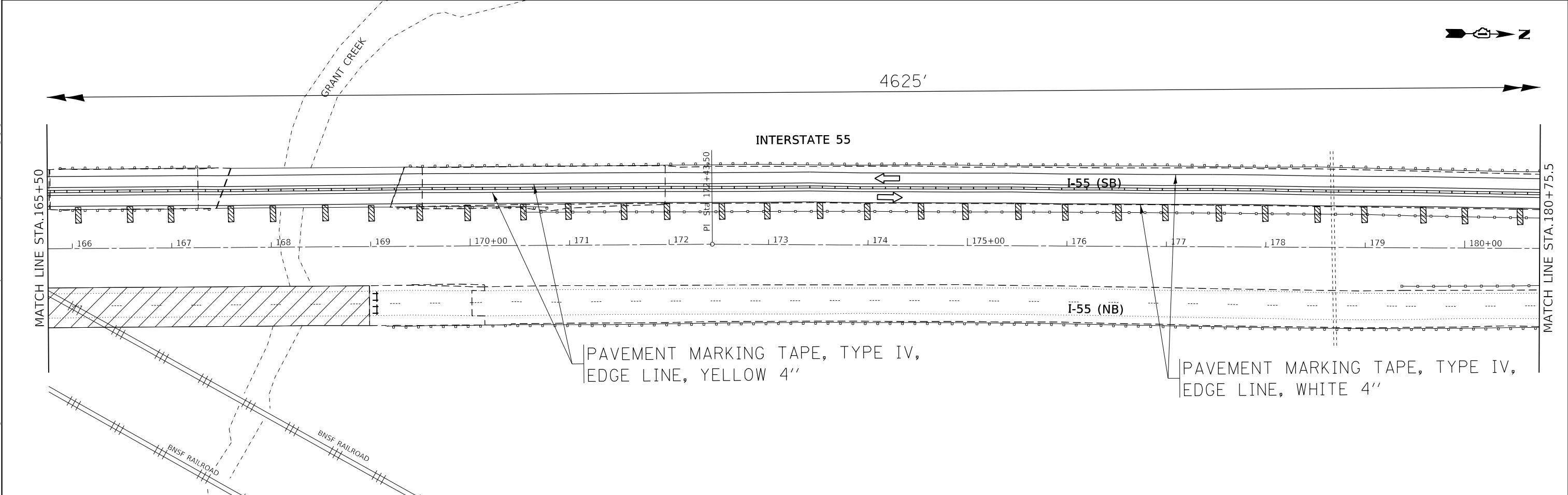
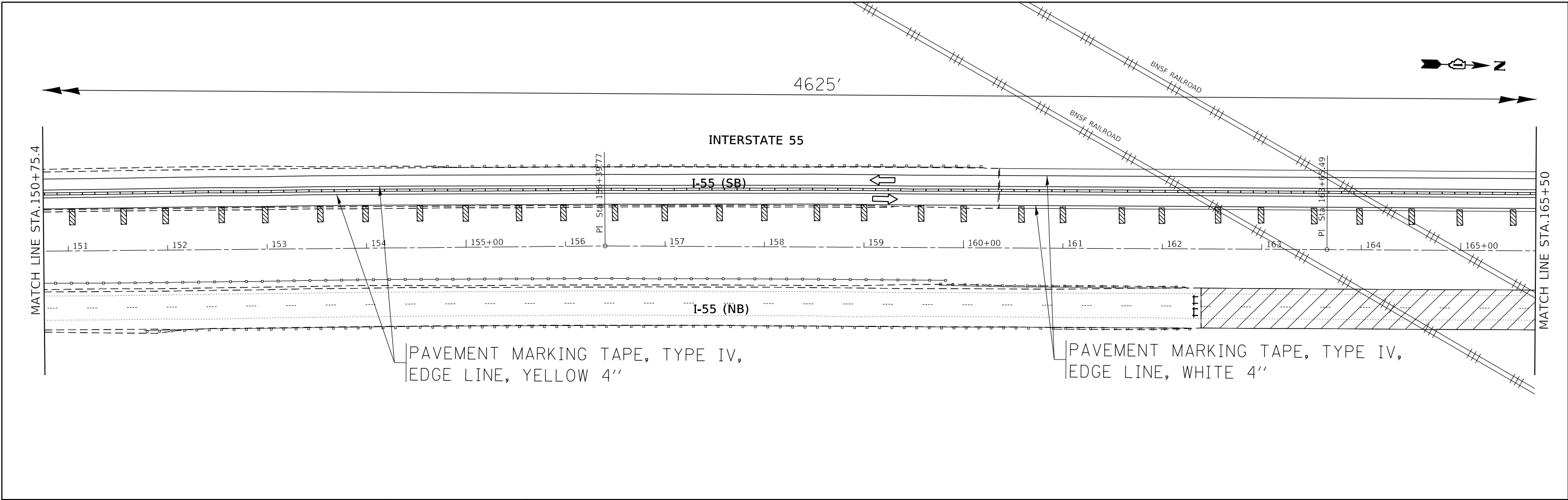
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	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/27/2018	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

STAGE II TRAFFIC CONTROL PLAN I-55 OVER BNSF RR AND GRANT CREEK			
SCALE: 1"= 50'	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	135
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



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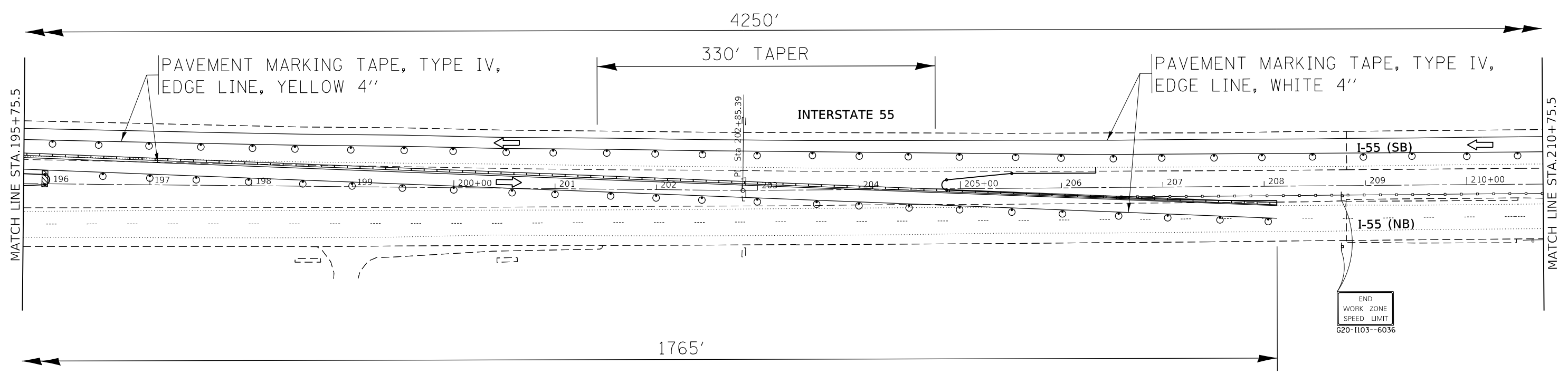
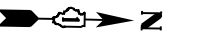
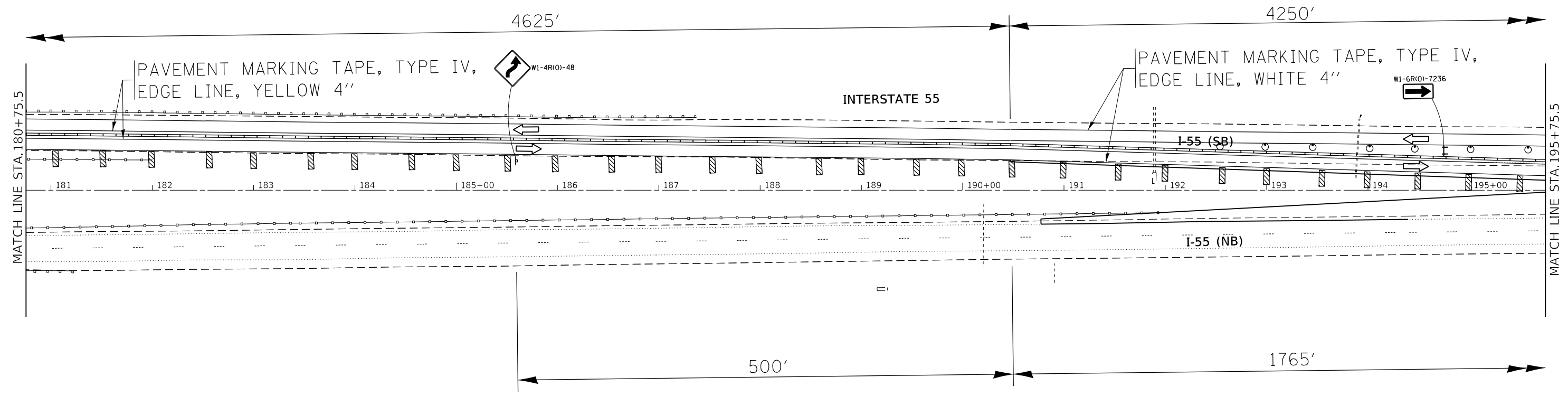
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PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/27/2018	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STAGE II TRAFFIC CONTROL PLAN
 I-55 OVER BNSF RR AND GRANT CREEK**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	136
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



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PLOT DATE = 12/27/2018	DATE -	REVISED -

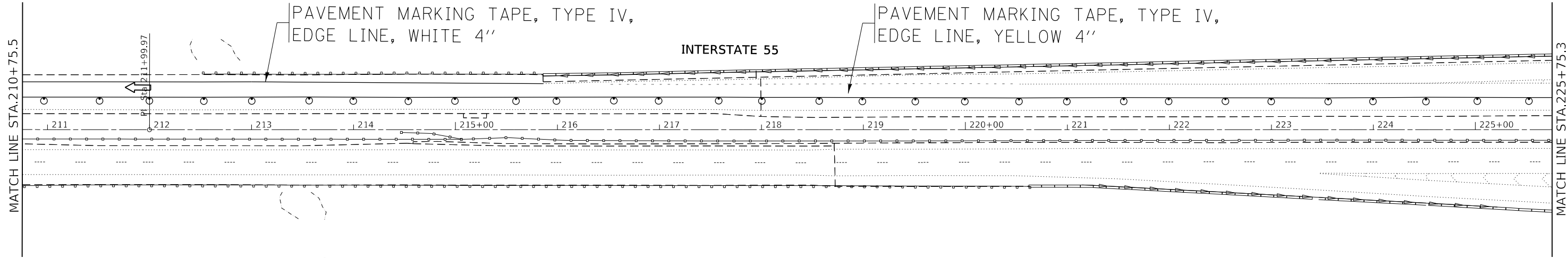
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE II TRAFFIC CONTROL PLAN			
I-55 OVER BNSF RR AND GRANT CREEK			
SCALE: 1" = 50'	SHEET	OF	SHEETS
	STA.		TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	137
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



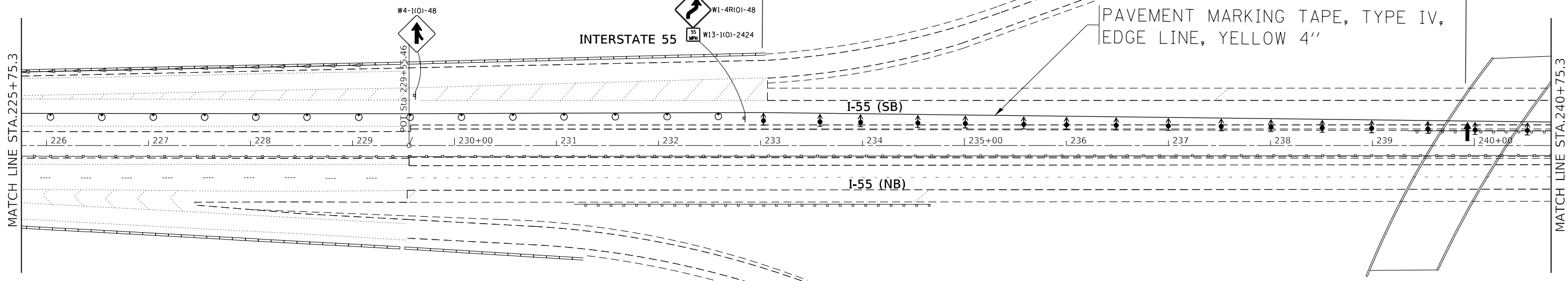
4250'



4250'

1000'

300'



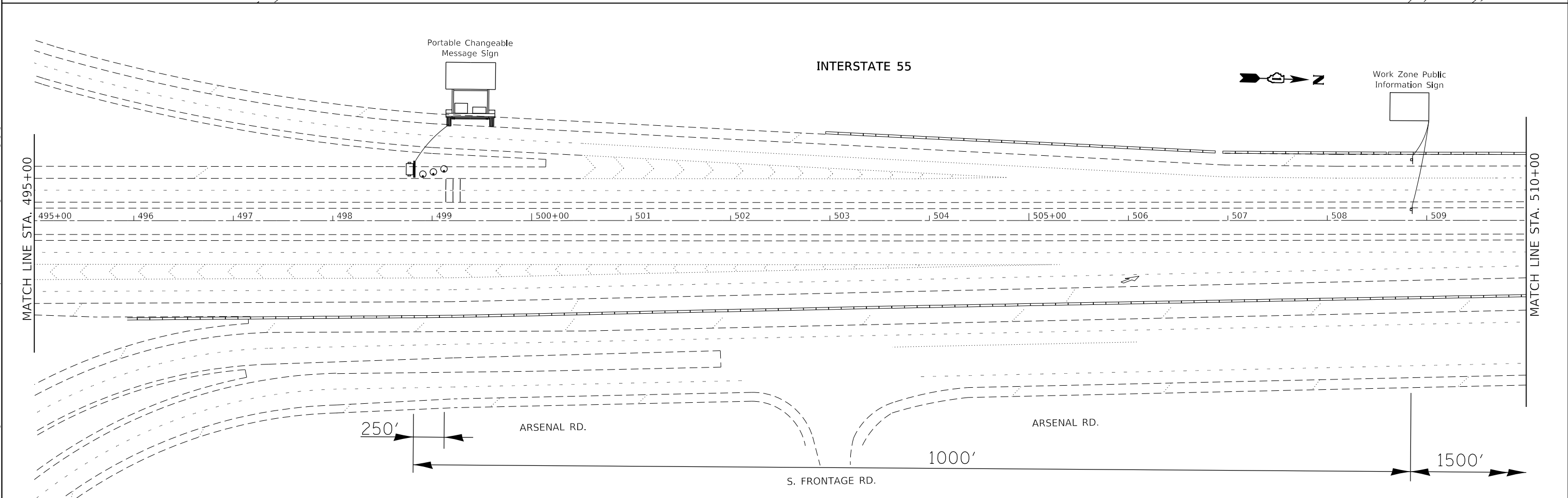
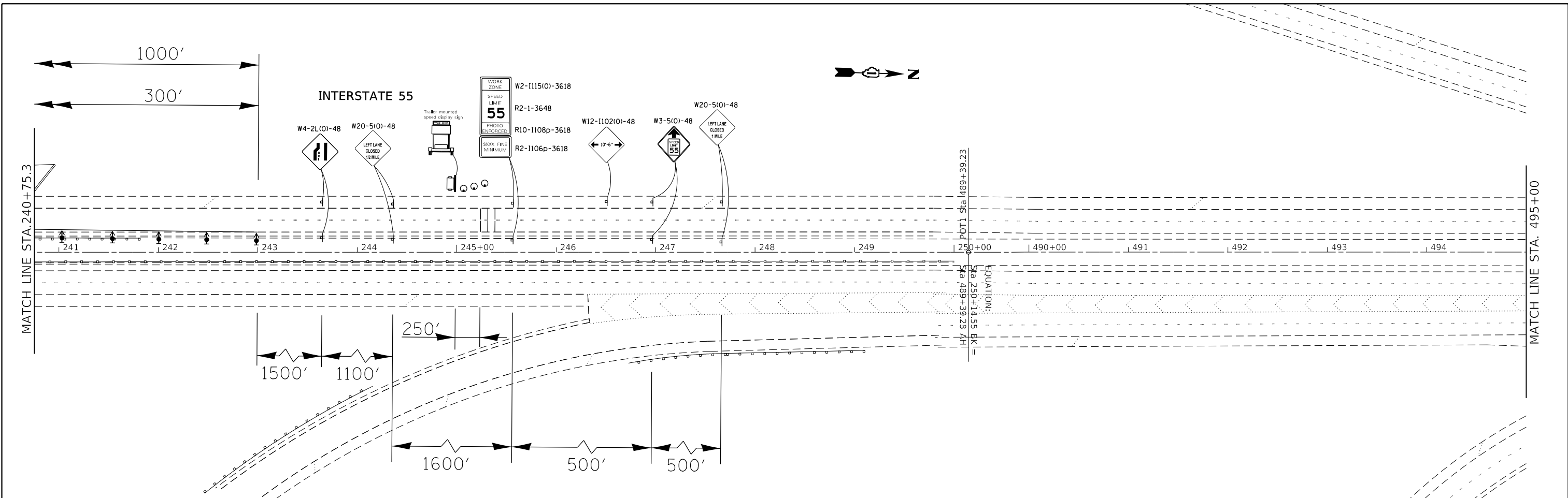
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	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/27/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE II TRAFFIC CONTROL PLAN I-55 OVER BNSF RR AND GRANT CREEK			
SCALE: 1"= 50'	SHEET	OF	SHEETS
	STA.	TO	STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	138
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



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PLOT DATE = 12/27/2018	DATE -	REVISED -

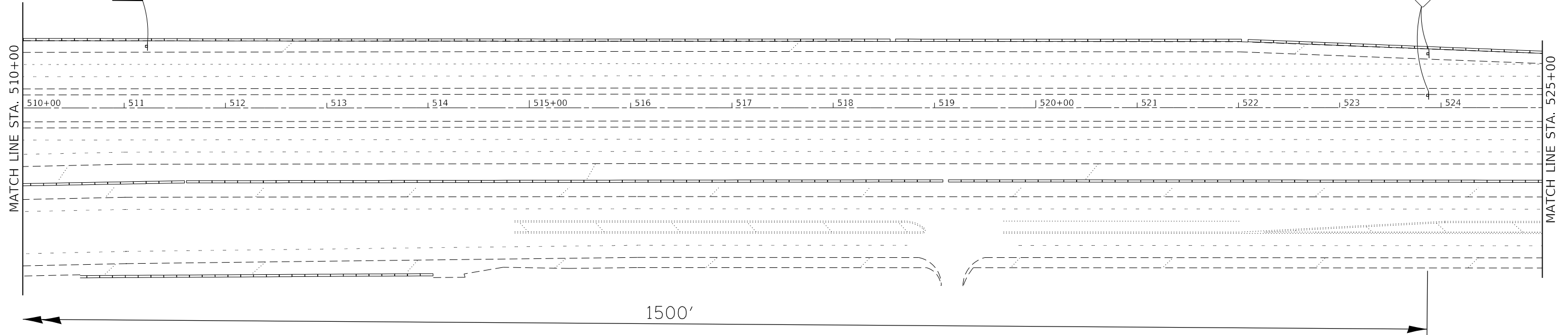
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE II TRAFFIC CONTROL PLAN
I-55 OVER BNSF RR AND GRANT CREEK

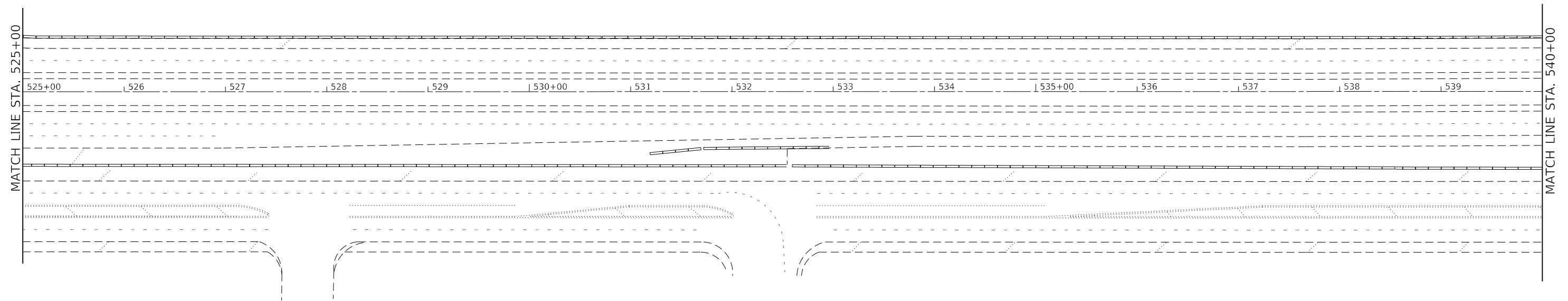
SCALE: 1" = 50'
 SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	139
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

INTERSTATE 55



INTERSTATE 55



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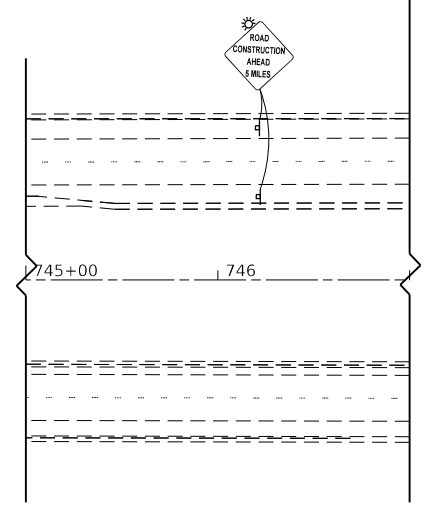
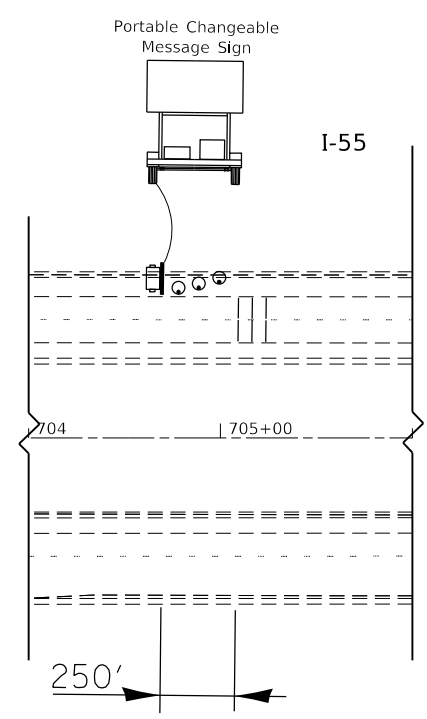
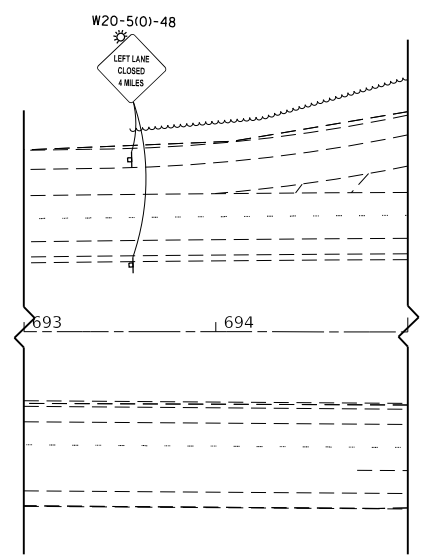
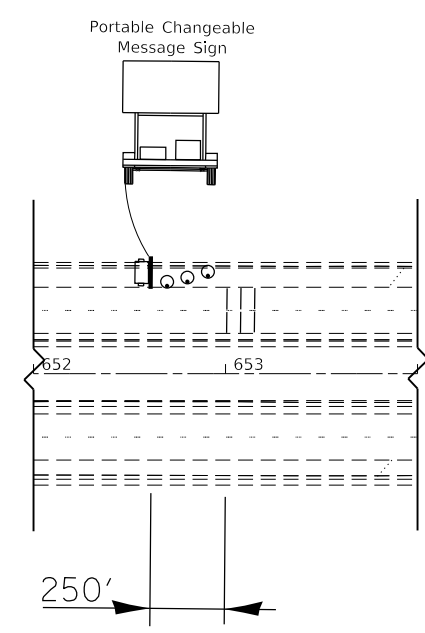
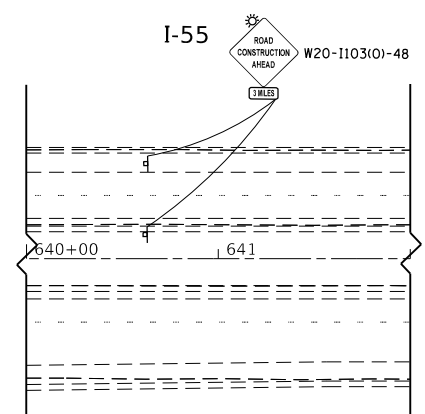
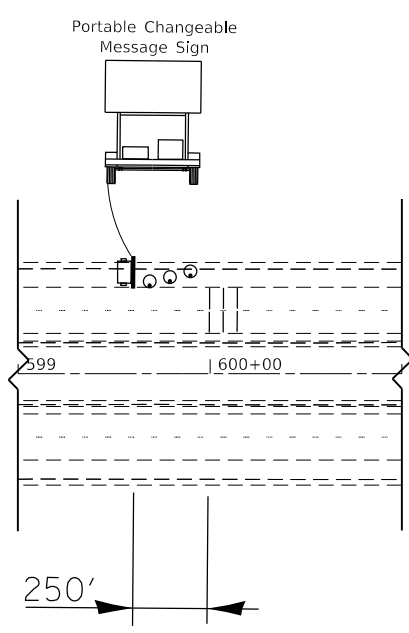
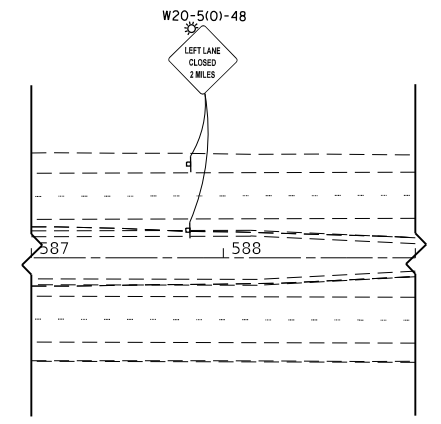
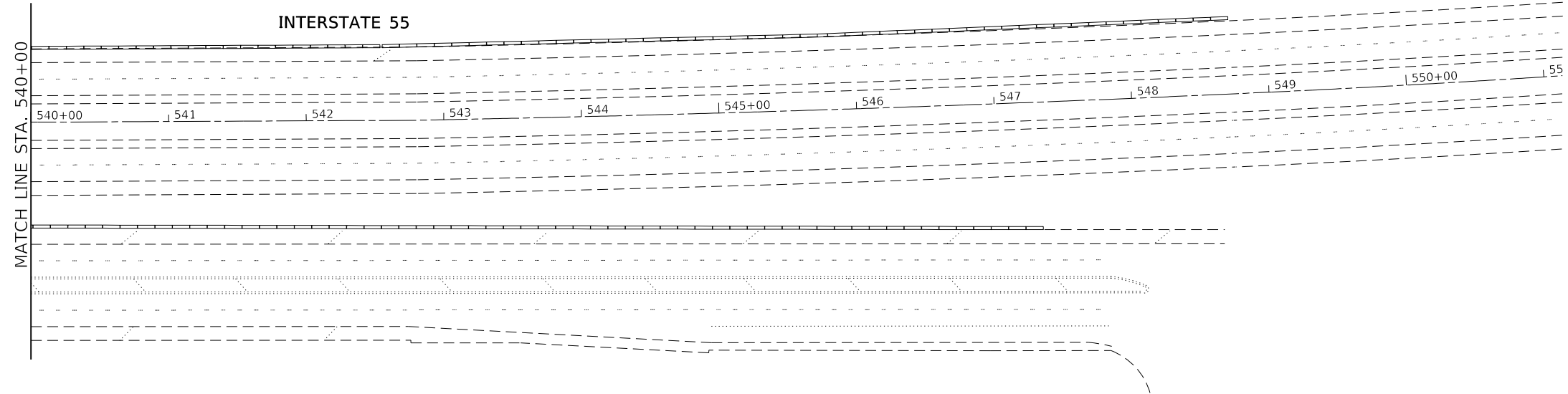
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PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/27/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE II TRAFFIC CONTROL PLAN
I-55 OVER BNSF RR AND GRANT CREEK

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	140
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



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PLOT DATE = 12/13/2018	CHECKED -	REVISED -
	DATE -	REVISED -

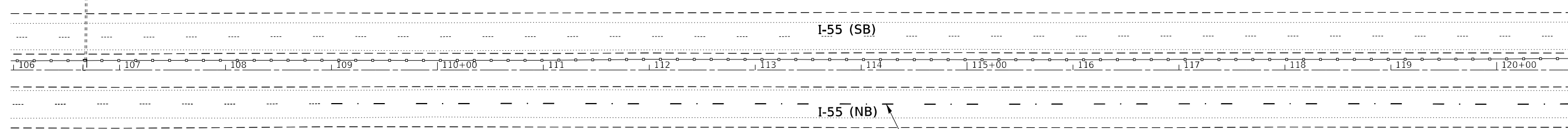
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

STAGE II TRAFFIC CONTROL PLAN I-55 OVER BNSF RR AND GRANT CREEK			
SCALE: 1"= 50'	SHEET	OF	SHEETS
	STA.	TO	STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	141
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



INTERSTATE 55



I-55 (NB)

PREFORMED PLASTIC PAVEMENT MARKING, TYPE D, 5" (WHITE)
10' DASH, 30' SKIP,

MODEL: Default
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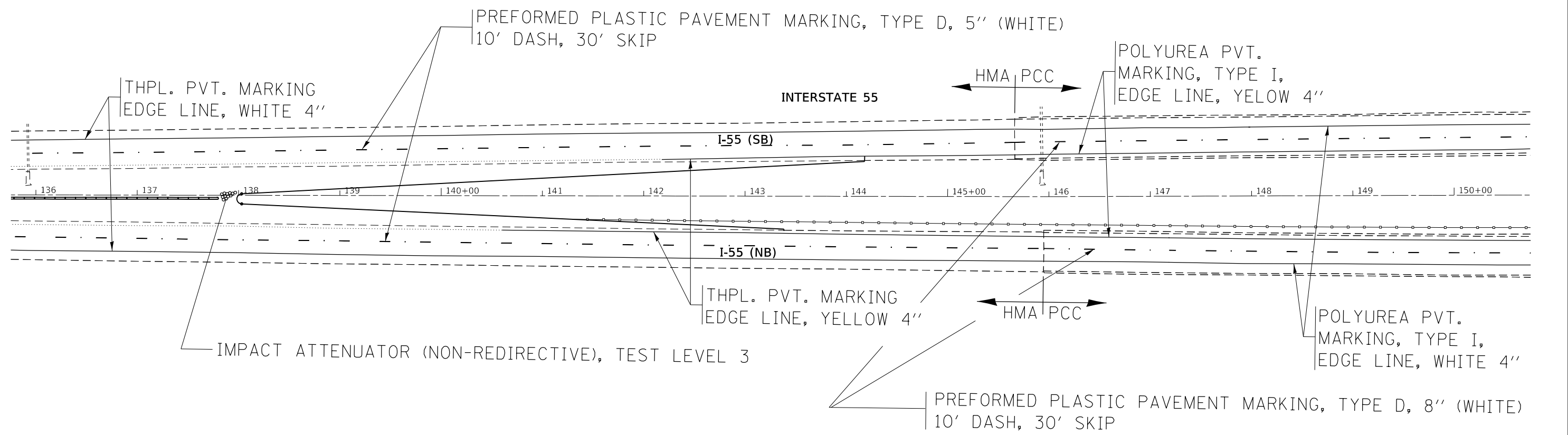
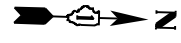
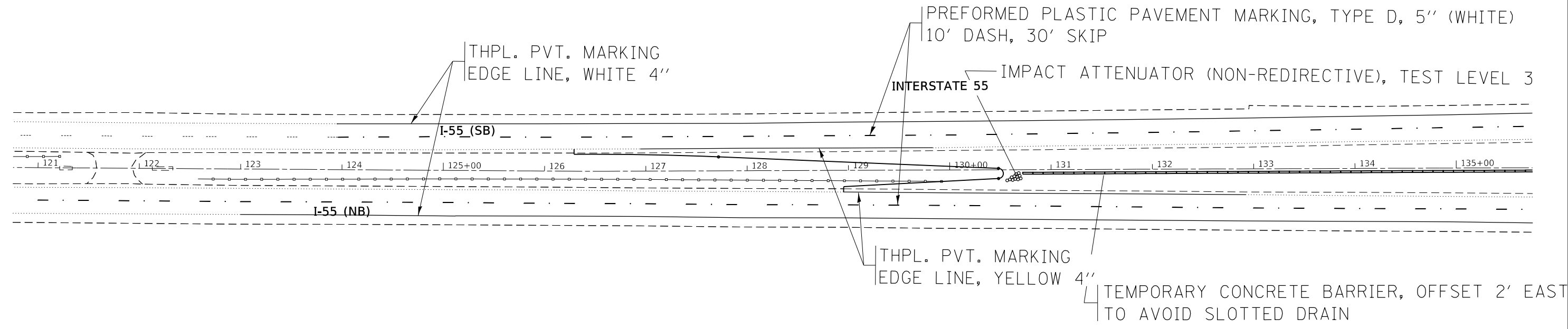
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PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 1/25/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FINAL PAVEMENT MARKING PLAN
I-55 OVER BNSF RR AND GRANT CREEK

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	142
				CONTRACT NO. 62G98
		ILLINOIS	FED. AID PROJECT	



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PLOT DATE = 1/25/2019	DATE -	REVISED -

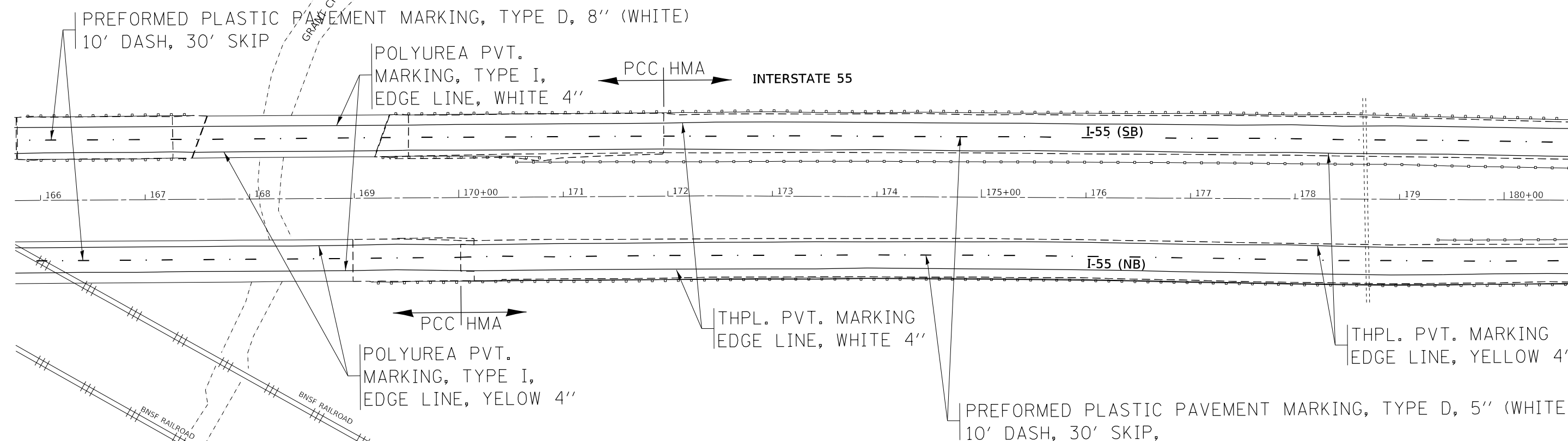
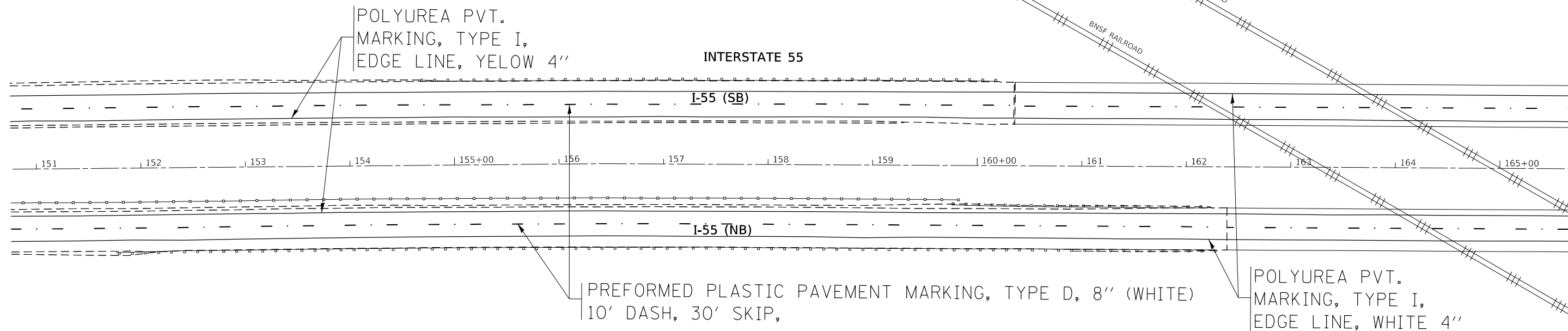
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FINAL PAVEMENT MARKING PLAN
I-55 OVER BNSF RR AND GRANT CREEK

SCALE: 1" = 50'

SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	143
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



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USER NAME = abebawa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 1/25/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FINAL PAVEMENT MARKING PLAN
I-55 OVER BNSF RR AND GRANT CREEK

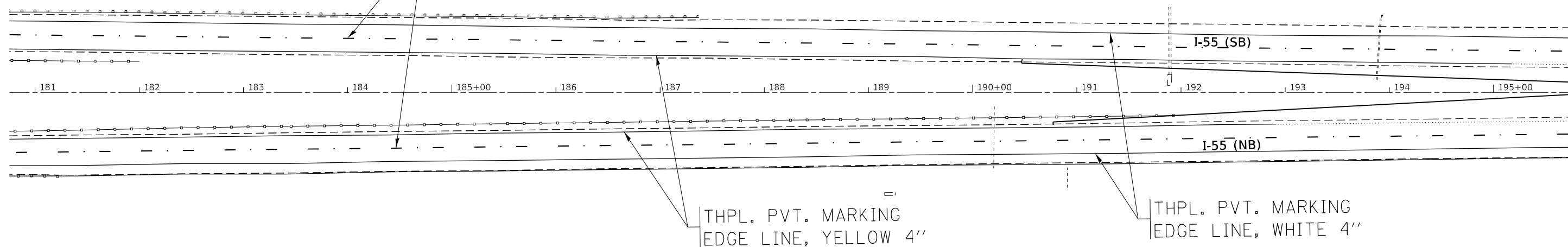
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	144
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



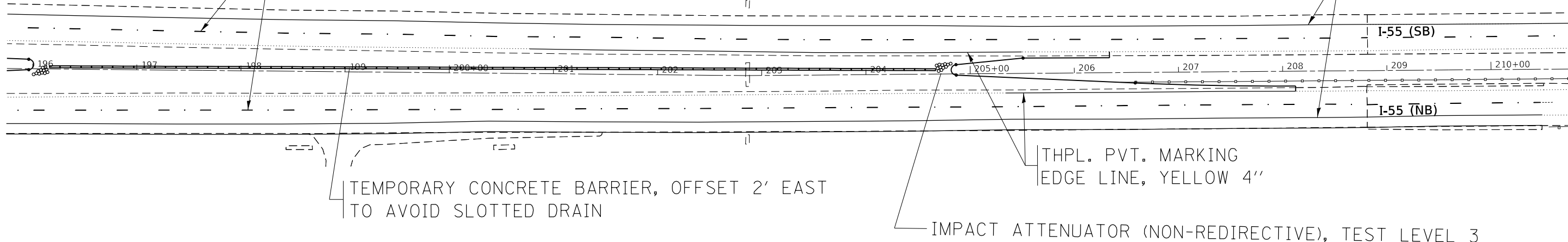
PREFORMED PLASTIC PAVEMENT MARKING, TYPE D, 5" (WHITE)
10' DASH, 30' SKIP

INTERSTATE 55



PREFORMED PLASTIC PAVEMENT MARKING, TYPE D, 5" (WHITE)
10' DASH, 30' SKIP

INTERSTATE 55



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PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 1/25/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FINAL PAVEMENT MARKING PLAN
I-55 OVER BNSF RR AND GRANT CREEK**

SCALE: 1" = 50'

SHEET OF SHEETS STA. TO STA.

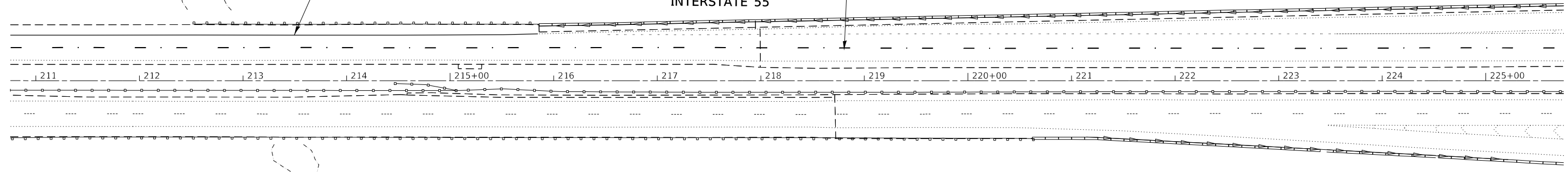
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	145
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



PREFORMED PLASTIC PAVEMENT MARKING, TYPE D, 5" (WHITE)
10' DASH, 30' SKIP

THPL. PVT. MARKING
EDGE LINE, WHITE 4"

INTERSTATE 55

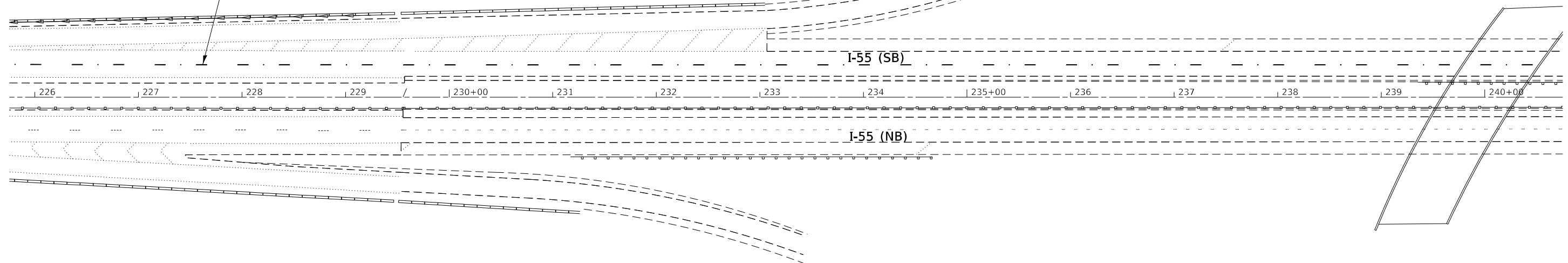


PREFORMED PLASTIC PAVEMENT MARKING, TYPE D, 5" (WHITE)
10' DASH, 30' SKIP

INTERSTATE 55

I-55 (SB)

I-55 (NB)



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PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 1/25/2019	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

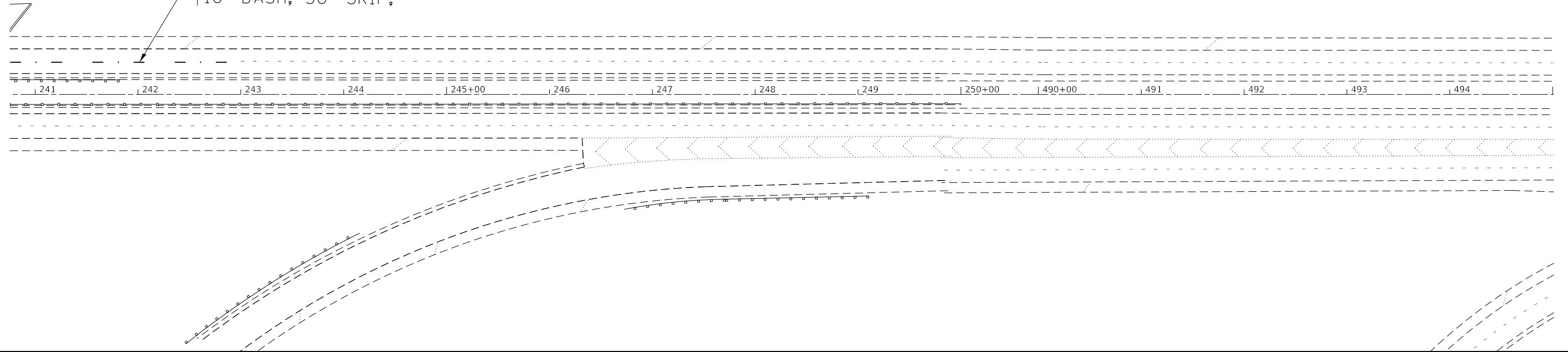
FINAL PAVEMENT MARKING PLAN			
I-55 OVER BNSF RR AND GRANT CREEK			
SCALE: 1"= 50'	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	146
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

INTERSTATE 55



PREFORMED PLASTIC PAVEMENT MARKING, TYPE D, 5: (WHITE)
10' DASH, 30' SKIP,



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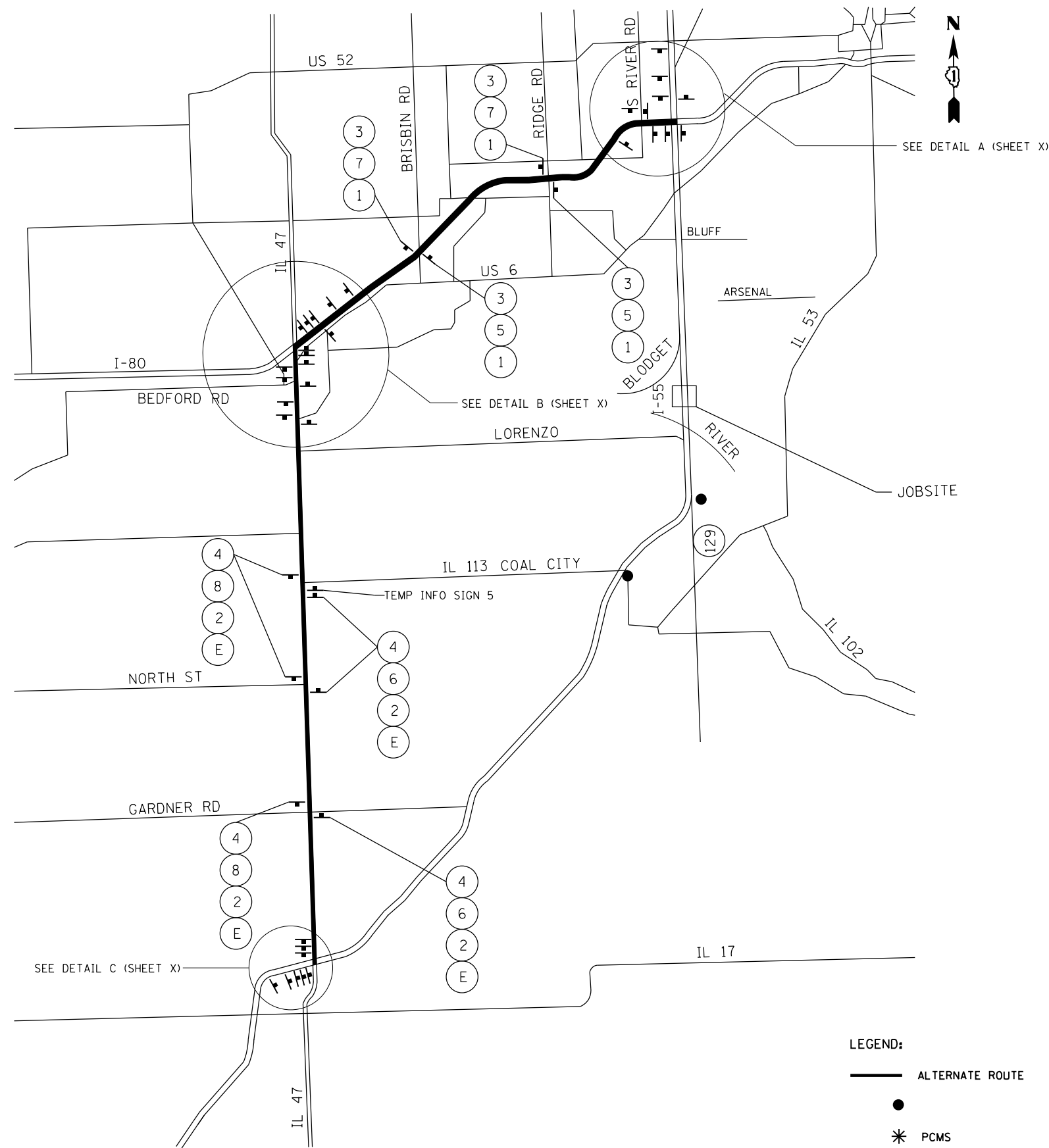
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PLOT DATE = 1/25/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FINAL PAVEMENT MARKING PLAN
I-55 OVER BNSF RR AND GRANT CREEK

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	147
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



1 M1-1.2 (36" x 36") WHITE ON BLUE	2 M1-1.2 (24" x 24") WHITE ON BLUE	3 (36" x 18") BLACK ON ORANGE	4 (24" x 12") BLACK ON ORANGE	5 M3-1 (36" x 18") WHITE ON BLUE
6 M3-1 (24" x 12") WHITE ON BLUE	7 M3-3 (36" x 18") WHITE ON BLUE	8 M3-3 (24" x 12") WHITE ON BLUE	9 (24" x 12") BLACK ON ORANGE	
A (30" x 21") BLACK ON ORANGE	B (30" x 21") BLACK ON ORANGE	C (30" x 21") BLACK ON ORANGE	D (30" x 21") BLACK ON ORANGE	E (21" x 15") BLACK ON ORANGE
F (21" x 15") BLACK ON ORANGE	G (21" x 15") BLACK ON ORANGE	H (30" x 21") BLACK ON ORANGE		

FROM NORTH X-OVER

- S.B @ 1/2 MILE INCREMENT TO 1/2 MILE N/O BLUFF RD.

FROM SOUTH X-OVER

- N.B @ 1/2 MILE INCREMENT STARTING @ COAL CITY TO FIRST CROSSOVER

- △ VIDEO TOWER @ COAL CITY ROAD
- VIDEO TOWER @ 129
- VIDEO TOWER @ 1 MILE N/O 129
- VIDEO TOWER @ SOUTH CROSS OVER
- VIDEO TOWER @ NORTH CROSS OVER

LEGEND:

- ALTERNATE ROUTE
- PCMS
- * PCMS
- △ VIDEO TOWER

NOTE:

- FOR TEMPORARY INFORMATION SIGN DETAILS SEE SHEETS 115-117.

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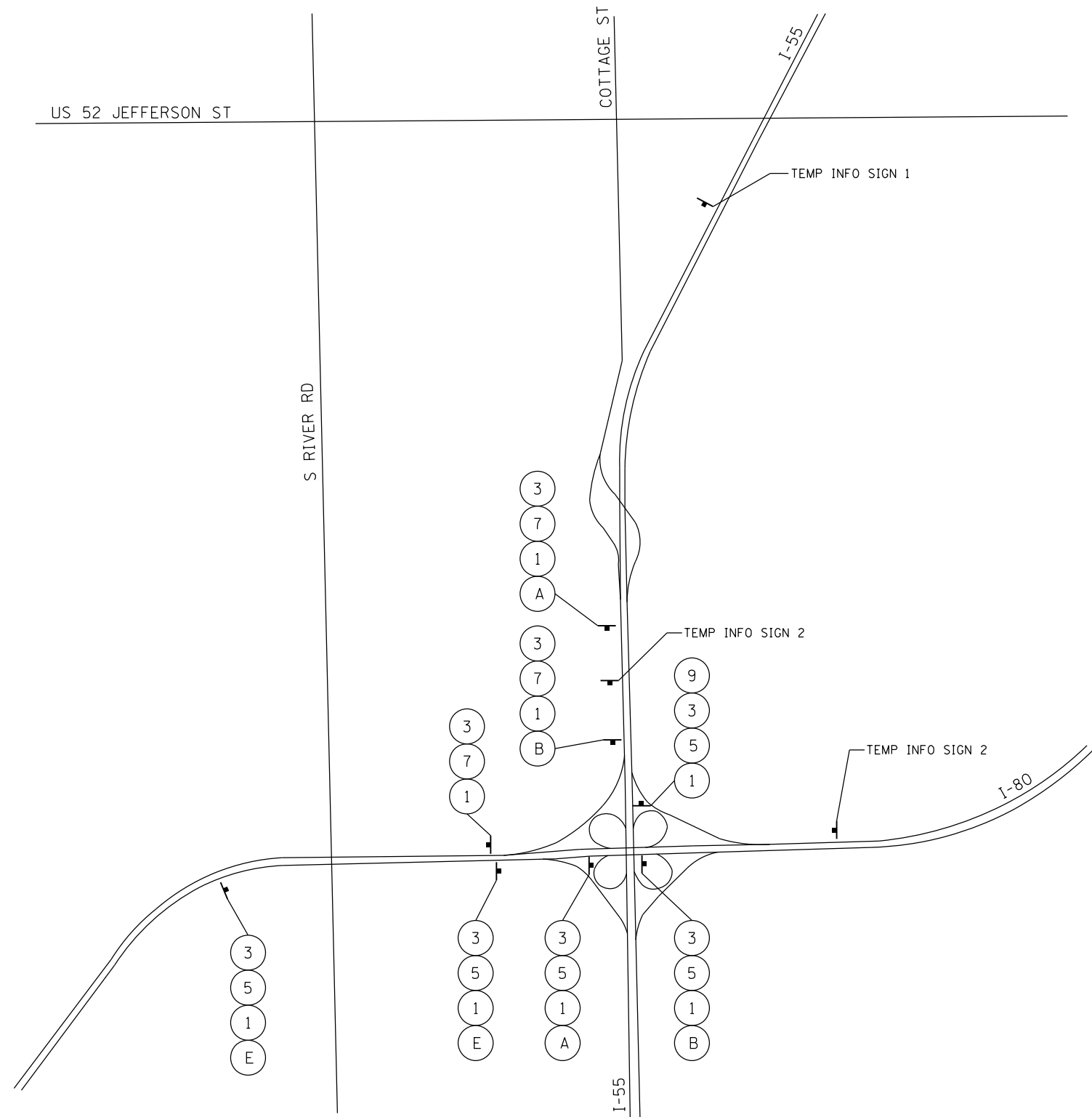
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PLOT DATE = 12/27/2018	CHECKED -	REVISID -
	DATE -	REVISID -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ALTERNATE ROUTE

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	148
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



- | | | | | |
|---------------------------------------|---------------------------------------|-------------------------------------|----------------------------------|-------------------------------------|
| | | ALT | ALT | NORTH |
| ① M1-1.2 (36" x 36")
WHITE ON BLUE | ② M1-1.2 (24" x 24")
WHITE ON BLUE | ③ (36" x 18")
BLACK ON ORANGE | ④ (24" x 12")
BLACK ON ORANGE | ⑤ M3-1 (36" x 18")
WHITE ON BLUE |
| NORTH | SOUTH | SOUTH | END | |
| ⑥ M3-1 (24" x 12")
WHITE ON BLUE | ⑦ M3-3 (36" x 18")
WHITE ON BLUE | ⑧ M3-3 (24" x 12")
WHITE ON BLUE | ⑨ (24" x 12")
BLACK ON ORANGE | |
| | | | | |
| A (30" x 21")
BLACK ON ORANGE | B (30" x 21")
BLACK ON ORANGE | C (30" x 21")
BLACK ON ORANGE | D (30" x 21")
BLACK ON ORANGE | E (21" x 15")
BLACK ON ORANGE |
| | | | | |
| F (21" x 15")
BLACK ON ORANGE | G (21" x 15")
BLACK ON ORANGE | H (30" x 21")
BLACK ON ORANGE | | |

NOTE:
1. FOR TEMPORARY INFORMATION SIGN DETAILS SEE SHEETS 115-117.

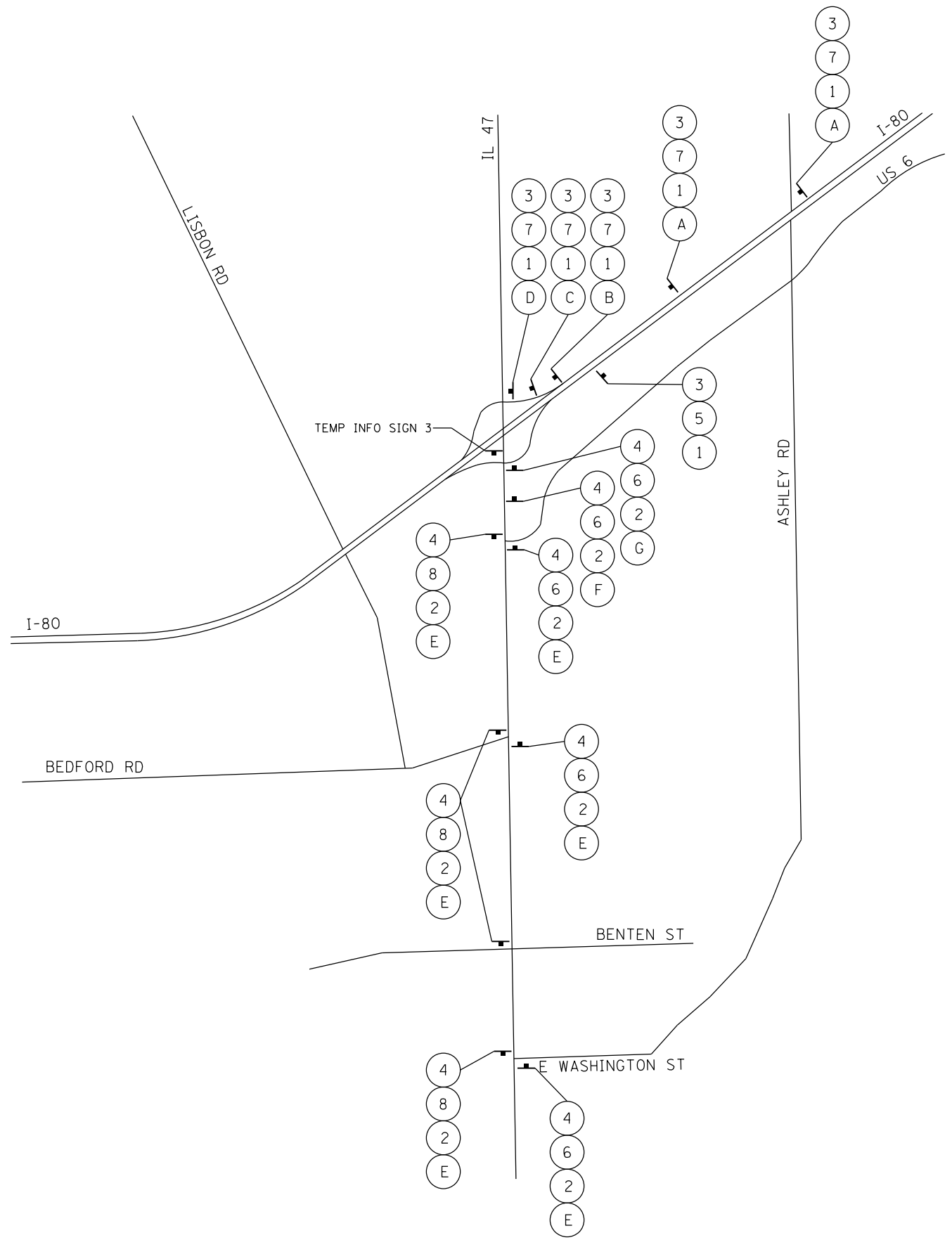
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	DRAWN -	REVISED -
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PLOT DATE = 12/13/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAIL A ALTERNATE ROUTE			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	149
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				



		ALT	ALT	
1 M1-1.2 (36" x 36") WHITE ON BLUE	2 M1-1.2 (24" x 24") WHITE ON BLUE	3 (36" x 18") BLACK ON ORANGE	4 (24" x 12") BLACK ON ORANGE	5 M3-1 (36" x 18") WHITE ON BLUE
6 M3-1 (24" x 12") WHITE ON BLUE	7 M3-3 (36" x 18") WHITE ON BLUE	8 M3-3 (24" x 12") WHITE ON BLUE	9 (24" x 12") BLACK ON ORANGE	
A (30" x 21") BLACK ON ORANGE	B (30" x 21") BLACK ON ORANGE	C (30" x 21") BLACK ON ORANGE	D (30" x 21") BLACK ON ORANGE	E (21" x 15") BLACK ON ORANGE
F (21" x 15") BLACK ON ORANGE	G (21" x 15") BLACK ON ORANGE	H (30" x 21") BLACK ON ORANGE		

NOTE:
1. FOR TEMPORARY INFORMATION SIGN DETAILS SEE SHEETS 115-117.

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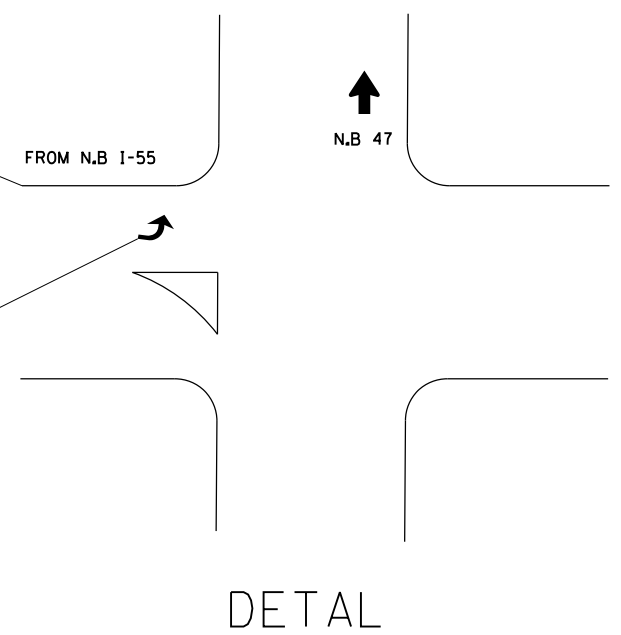
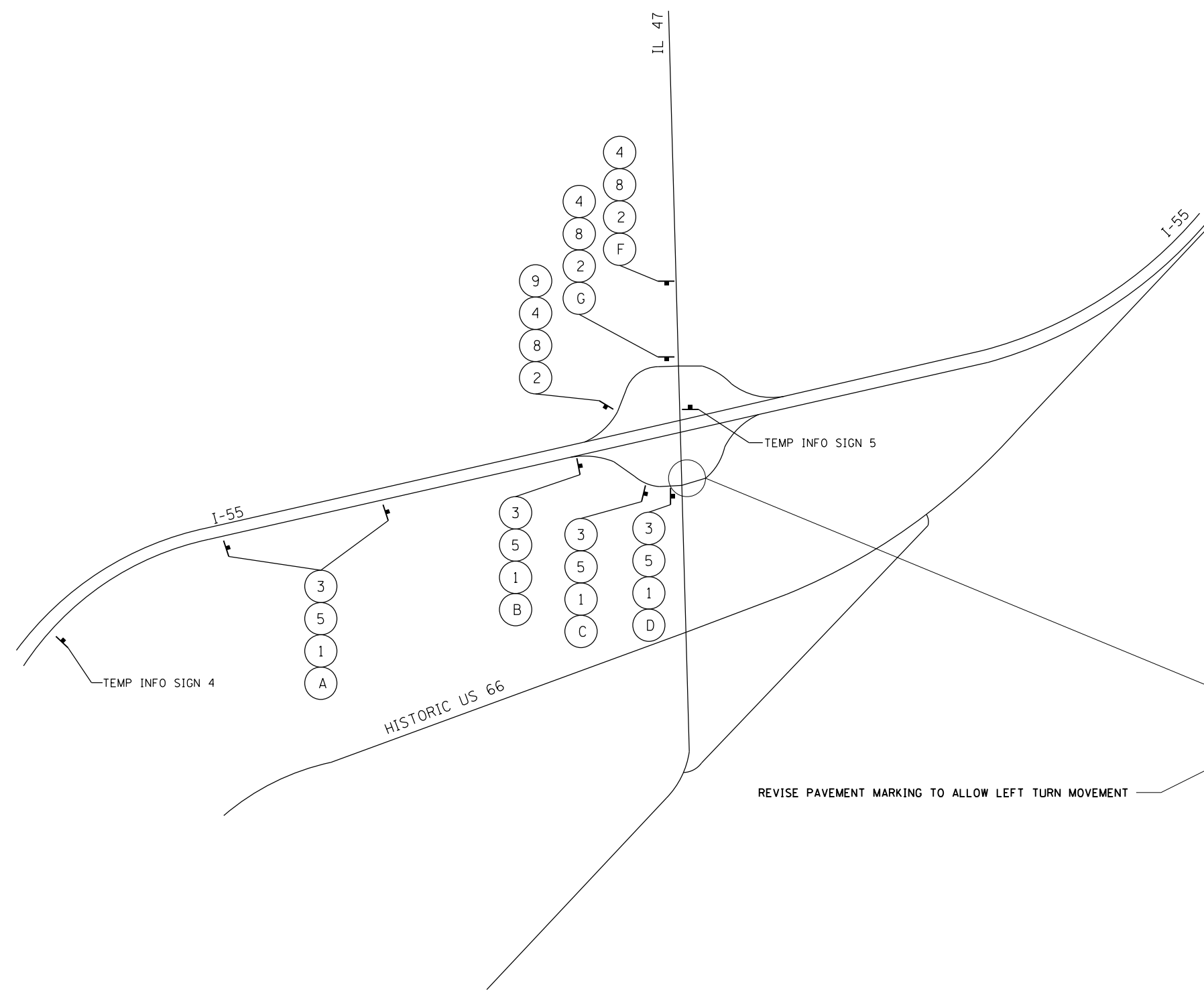
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PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/13/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAIL B ALTERNATE ROUTE			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	150
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

- ① MI-1.2 (36" x 36") WHITE ON BLUE
 - ② MI-1.2 (24" x 24") WHITE ON BLUE
 - ③ (36" x 18") BLACK ON ORANGE
 - ④ (24" x 12") BLACK ON ORANGE
 - ⑤ M3-1 (36" x 18") WHITE ON BLUE
-
- NORTH**
 - SOUTH**
 - SOUTH**
 - END**
- ⑥ M3-1 (24" x 12") WHITE ON BLUE
 - ⑦ M3-3 (36" x 18") WHITE ON BLUE
 - ⑧ M3-3 (24" x 12") WHITE ON BLUE
 - ⑨ (24" x 12") BLACK ON ORANGE
-
- A (30" x 21") BLACK ON ORANGE
 - B (30" x 21") BLACK ON ORANGE
 - C (30" x 21") BLACK ON ORANGE
 - D (30" x 21") BLACK ON ORANGE
 - E (21" x 15") BLACK ON ORANGE
-
- F (21" x 15") BLACK ON ORANGE
 - G (21" x 15") BLACK ON ORANGE
 - H (30" x 21") BLACK ON ORANGE



DETAIL

NOTE:
1. FOR TEMPORARY INFORMATION SIGN DETAILS SEE SHEETS 115-117.

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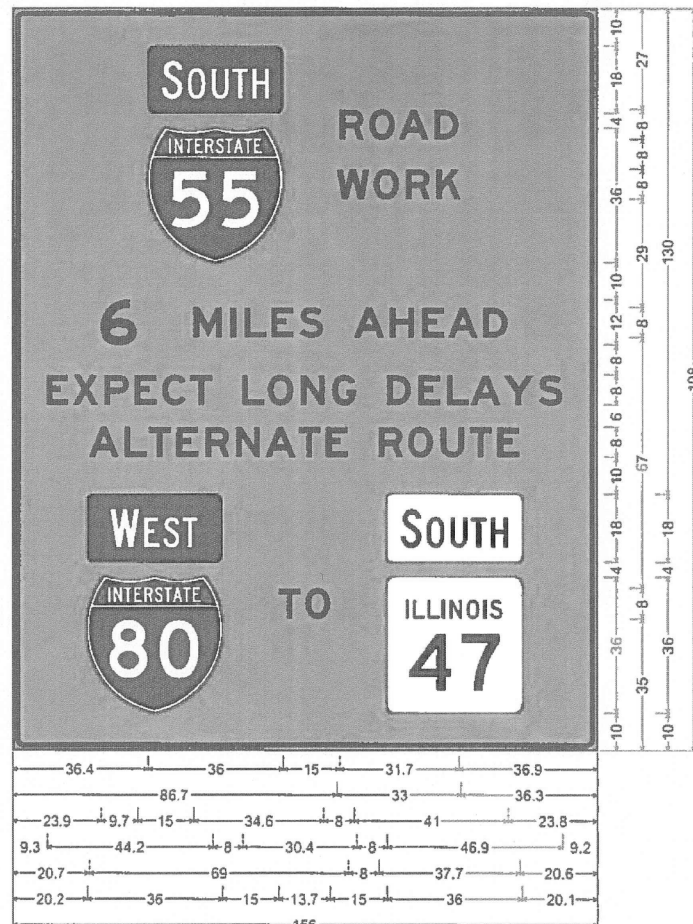
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	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/27/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAIL C ALTERNATE ROUTE			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	151
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

TEMP INFO #1

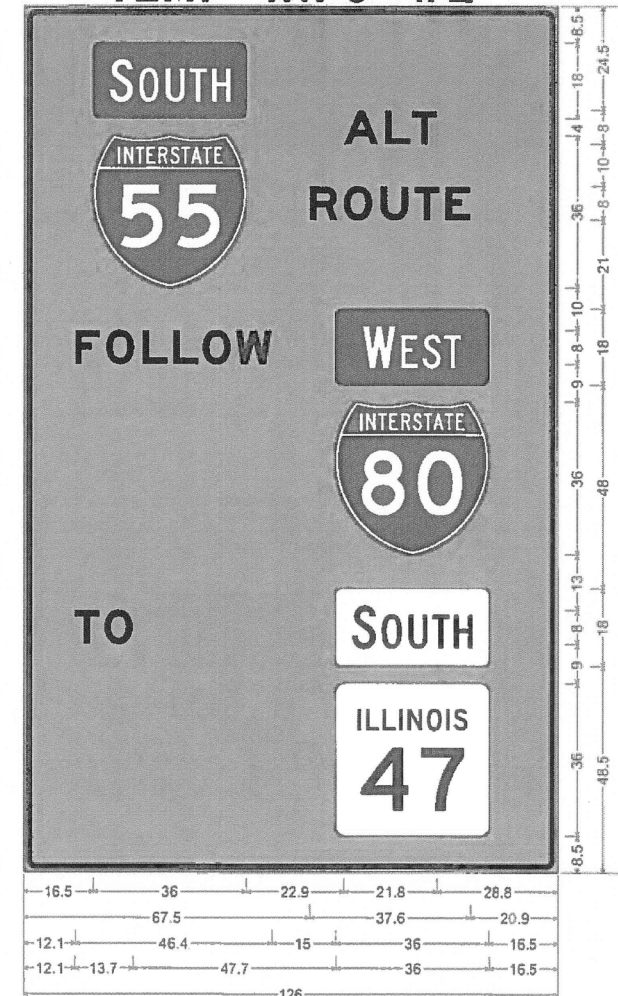


3.0" Radius, 1.3" Border, 0.8" Indent, Black on Orange;
 Rounded Rectangle 1.5" Radius Blue;
 "ROAD" E Mod 2K; "WORK" E Mod 2K; "6" E Mod 2K;
 "MILES AHEAD" E Mod 2K; "EXPECT LONG DELAYS" E Mod 2K;
 "ALTERNATE ROUTE" E Mod 2K; Rounded Rectangle 1.5" Radius Blue;
 "TO" E Mod 2K; Rounded Rectangle 1.5" Radius White;

Table of distances between letter and object lefts.

36.4	51.0	7.8	7.9	9.5	6.5	36.9											
36.4	50.3	9.6	8.7	8.1	6.6	36.3											
23.9	24.7	9.7	3.8	7.2	7.4	14.5	9.5	8.7	6.8	9.5	6.5	23.8					
9.3	7.0	8.7	7.9	7.3	7.4	13.9	6.9	8.6	8.4	14.5	8.4	7.6	6.4	8.7	9.3	6.5	9.2
20.7	9.5	6.4	7.4	7.6	8.2	7.9	8.7	7.4	13.9	7.8	8.7	7.9	7.3	6.0	20.6		
20.2	51.0	7.0	21.7	36.0	20.1												
20.2	79.7	36.0	20.1														

TEMP INFO #2



3.0" Radius, 1.3" Border, 0.8" Indent, Black on Orange;
 Rounded Rectangle 1.5" Radius Blue;
 "ALT" E Mod 2K; "ROUTE" E Mod 2K; "FOLLOW" E Mod 2K;
 "TO" E Mod 2K; Rounded Rectangle 1.5" Radius White;

Table of distances between letter and object lefts.

16.5	58.9	9.5	6.4	5.9	28.8			
16.5	51.0	7.8	8.6	8.0	7.3	5.9	20.9	
12.1	7.3	8.7	7.2	6.8	7.9	23.5	36.0	16.5
73.5	36.0	16.5						
12.1	7.0	54.4	36.0	16.5				
73.5	36.0	16.5						

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USER NAME = abebawa	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 12/13/2018	CHECKED -	REVISED -
	DATE -	REVISED -

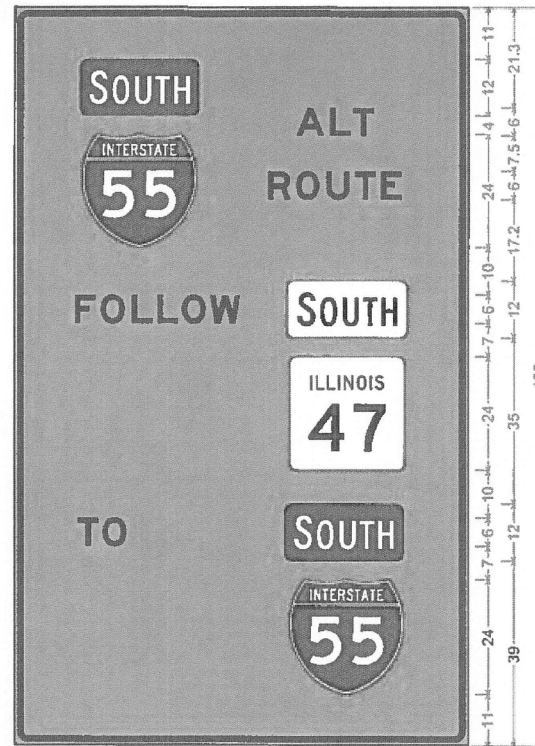
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY INFORMATION SIGN 1 & 2 ALTERNATE ROUTE

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	152
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

TEMP INFO #3

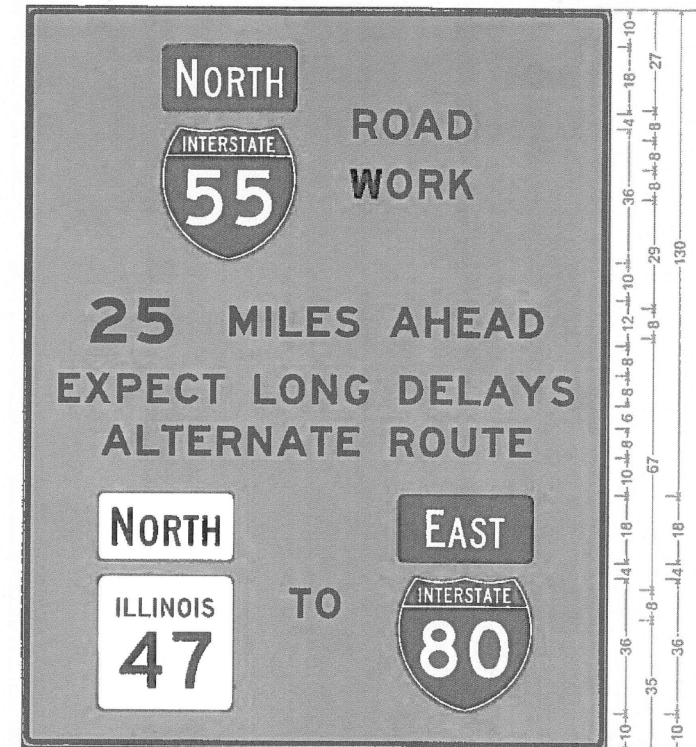


14.1	25.1	20.4	16.4	20
14.6	24	15	28.3	14.1
13.1	34.7	10	25.1	13.1
13.7	58.4	24	13.6	
13.7	10.3	33.2	25.1	13.7
	58.3	24	13.7	
96				

3.0" Radius, 1.3" Border, 0.8" Indent, Black on Orange;
 Rounded Rectangle 1.5" Radius Blue;
 "ALT" E Mod 2K; "ROUTE" E Mod 2K; "FOLLOW" E Mod 2K;
 Rounded Rectangle 1.5" Radius White;
 "TO" E Mod 2K; Rounded Rectangle 1.5" Radius Blue;
 Table of distances between letter and object lefts.

14.1	45.5	7.1	4.8	4.5	20.0			
14.6	39.0	5.9	6.5	5.9	5.6	4.4	14.1	
13.1	5.4	6.5	5.4	5.2	5.9	16.3	25.1	13.1
58.4	24.0	13.6						
13.7	5.3	38.2	25.1	13.7				
58.3	24.0	13.7						

TEMP INFO #4



36.3	36	15	31.7	37		
	86.7		33	36.3		
17.7	22	15	34.6	8	41	17.7
9.2	44.3	8	30.4	8	46.9	9.2
20.7	68.9	8	37.7	20.7		
20.1	36	15	13.8	15	36	20.1
156						

3.0" Radius, 1.3" Border, 0.8" Indent, Black on Orange;
 Rounded Rectangle 1.5" Radius Blue;
 "ROAD" E Mod 2K; "WORK" E Mod 2K; "25" E Mod 2K;
 "MILES AHEAD" E Mod 2K; "EXPECT LONG DELAYS" E Mod 2K;
 "ALTERNATE ROUTE" E Mod 2K; Rounded Rectangle 1.5" Radius White;
 "TO" E Mod 2K; Rounded Rectangle 1.5" Radius Blue;
 Table of distances between letter and object lefts.

36.3	51.0	7.9	7.8	9.5	6.5	37.0											
36.3	50.4	9.6	8.6	8.2	6.6	36.3											
17.7	12.3	24.7	9.7	3.9	7.2	7.3	14.5	9.5	8.7	6.8	9.8	6.4	17.7				
9.2	7.1	8.6	7.9	7.3	7.5	13.9	6.9	8.6	8.4	14.5	8.4	7.6	6.4	8.7	9.3	6.5	9.2
20.7	9.5	6.4	7.4	7.6	8.1	7.9	8.8	7.3	13.9	7.9	8.6	7.9	7.4	5.9	20.7		
20.1	51.0	7.1	21.7	36.0	20.1												
20.1	79.8	36.0	20.1														

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USER NAME = abebawa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/13/2018	DATE -	REVISED -

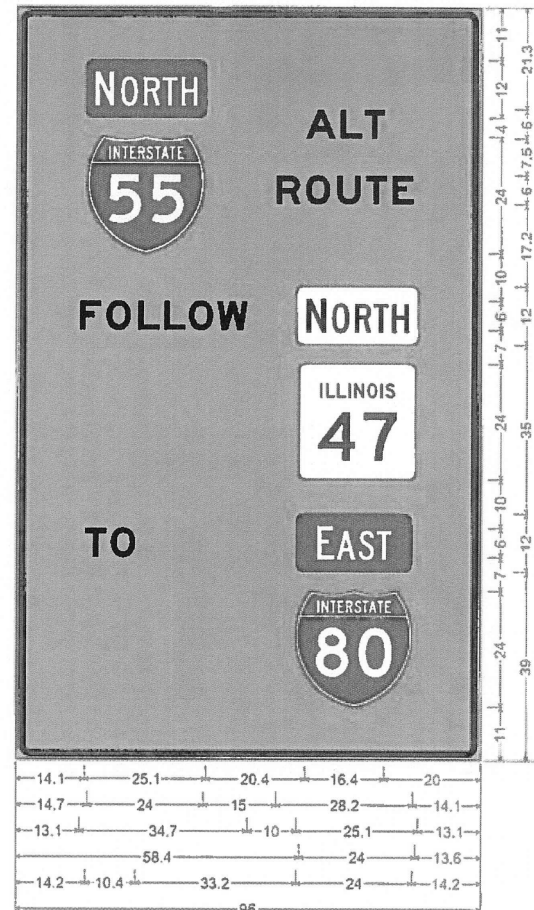
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TEMPORARY INFORMATION SIGN 3 & 4
 ALTERNATE ROUTE

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	153
				CONTRACT NO. 62G98
		ILLINOIS	FED. AID PROJECT	

TEMP INFO #5



3.0" Radius, 1.3" Border, 0.8" Indent, Black on Orange.
 Rounded Rectangle 1.5" Radius Blue;
 "ALT" E Mod 2K; "ROUTE" E Mod 2K; "FOLLOW" E Mod 2K;
 Rounded Rectangle 1.5" Radius White,
 "TO" E Mod 2K; Rounded Rectangle 1.5" Radius Blue;
 Table of distances between letter and object lefts.

14.1	45.5	7.1	4.8	4.5	20.0			
14.7	39.0	5.8	6.5	6.0	5.5	4.4	14.1	
13.1	5.4	6.5	5.4	5.2	5.9	16.3	25.1	13.1
58.4	24.0	13.6						
14.2	5.3	38.3	24.0	14.2				
57.8	24.0	14.2						

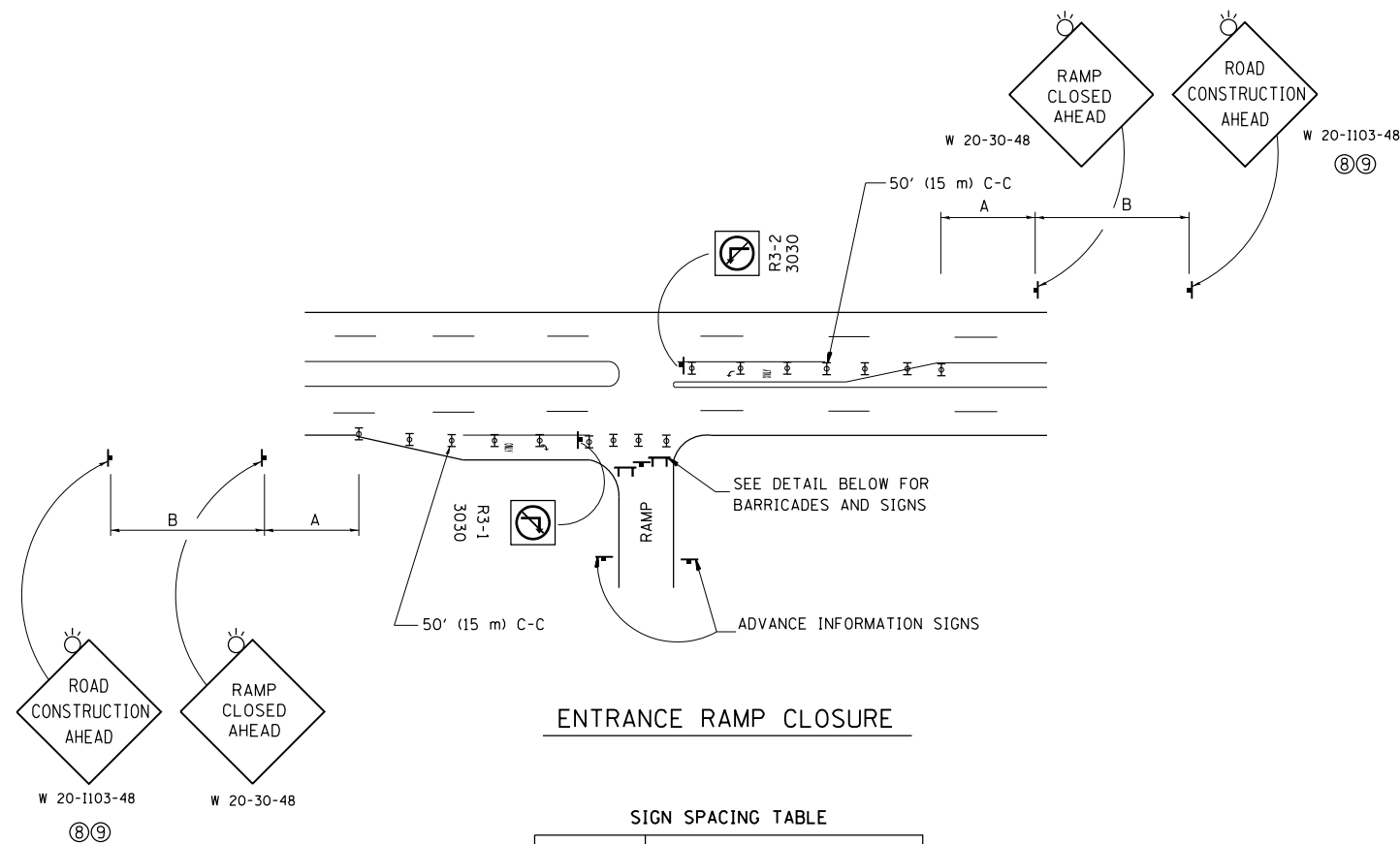
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USER NAME = abebawa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/13/2018	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TEMPORARY INFORMATION SIGN 5			
ALTERNATE ROUTE			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	154
CONTRACT NO. 62G98				
ILLINOIS FED. AID PROJECT				

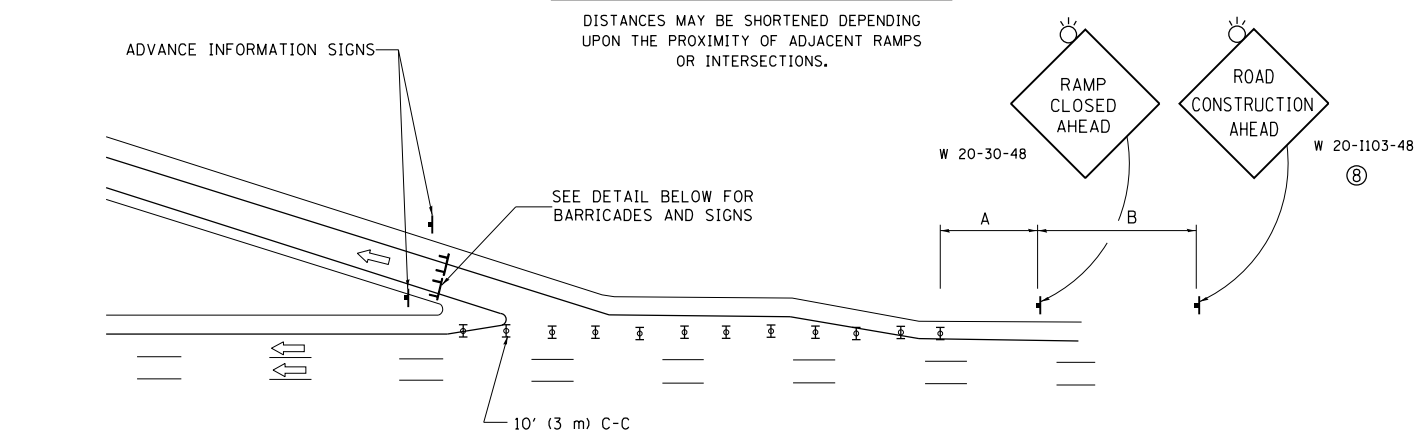


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

FACILITY	DISTANCE BETWEEN SIGNS	
	A	B
EXPRESSWAY >24 HOURS	1000' (300 m)	1500' (450 m)
EXPRESSWAY <24 HOURS	500' (150 m)	500' (150 m)
ARTERIAL 55 MPH	500' (150 m)	500' (150 m)
ARTERIAL 50-45 MPH	350' (100 m)	350' (100 m)
ARTERIAL <45 MPH	200' (60 m)	200' (60 m)

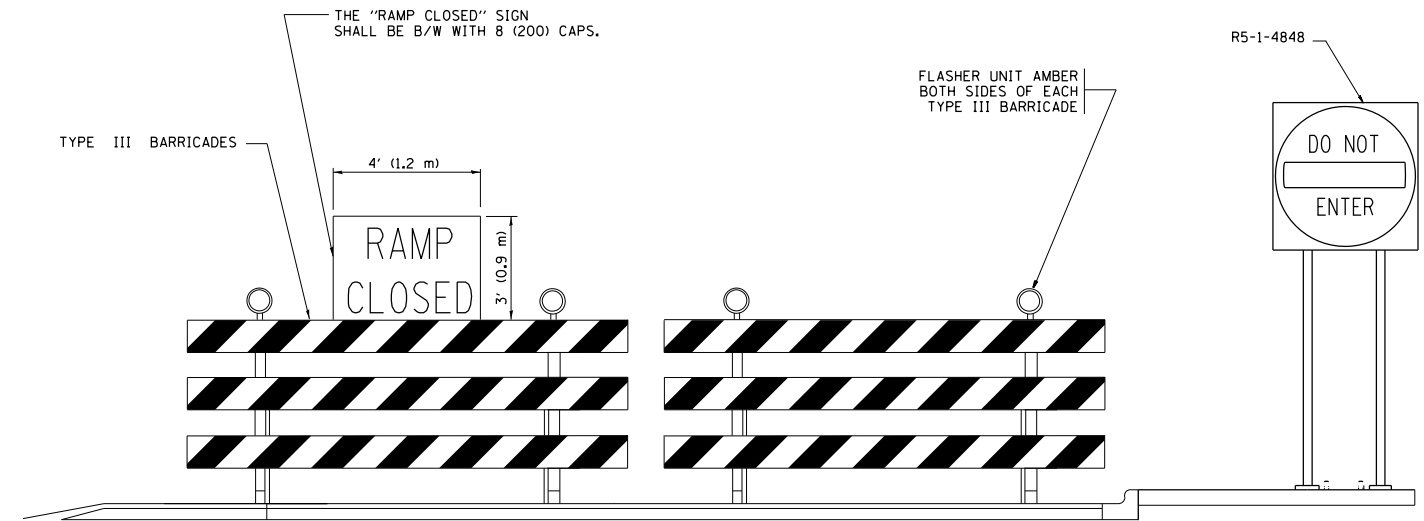
DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.



EXIT RAMP CLOSURE

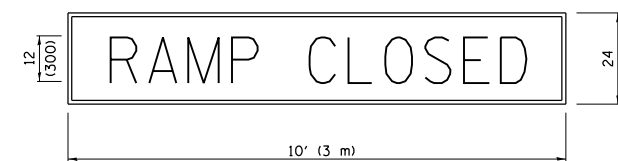
SYMBOLS

- ⊥ TYPE II BARRICADE OR DRUM
- ⊔ TYPE III BARRICADE WITH 2 FLASHING LIGHTS



DETAIL FOR REQUIRED BARRICADES & SIGNS

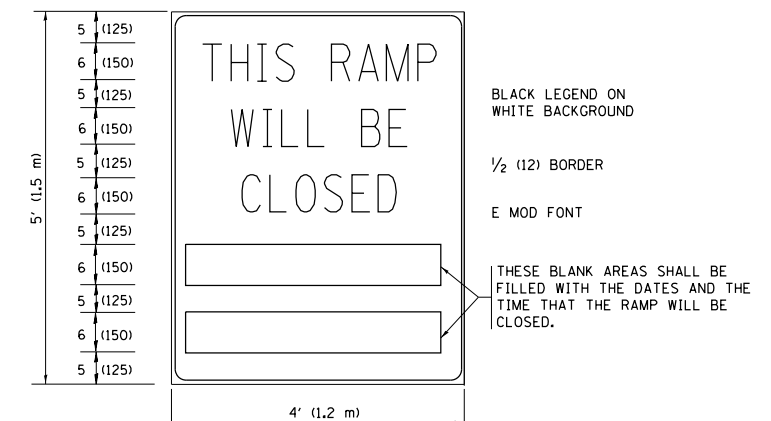
RAMP CLOSURE ADVANCE WARNING SIGN



BLACK LEGEND ON ORANGE BACKGROUND MOUNTED DIAGONALLY
E MOD FONT
1 (25) BORDER

THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR EXIT RAMPS THAT WILL BE CLOSED FOR MORE THAN FOUR (4) CONSECUTIVE DAYS.

RAMP CLOSURE ADVANCE INFORMATION SIGN



BLACK LEGEND ON WHITE BACKGROUND
1/2 (12) BORDER
E MOD FONT

THESE BLANK AREAS SHALL BE FILLED WITH THE DATES AND THE TIME THAT THE RAMP WILL BE CLOSED.

THESE SIGNS ARE REQUIRED ON BOTH SIDES OF THE RAMP, MINIMUM OF 1 WEEK IN ADVANCE OF THE CLOSURE.

THESE SIGNS SHALL BE FABRICATED AND PAID FOR ACCORDING TO THE TEMPORARY INFORMATION SIGNING SPECIAL PROVISION

GENERAL NOTES:

- ① CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (700) HIGH.
- ② VERTICAL BARRICADES SHALL NOT BE USED FOR RAMP CLOSURES.
- ③ A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES, PRECEDED BY A W20-7 FLAGGER WARNING SIGN.
- ④ ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED WHEN THE RAMP IS CLOSED FOR MORE THAN FOUR (4) DAYS.
- ⑤ THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
- ⑥ AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.
- ⑦ THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS. ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED FOUR (4) DAYS IN LENGTH.
- ⑧ ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED WHEN THIS DETAIL IS USED IN CONJUNCTION WITH OTHER TRAFFIC CONTROL THAT ALREADY INCLUDES A ROAD CONSTRUCTION AHEAD SIGN.
- ⑨ ARTERIAL ROAD CONSTRUCTION AHEAD SIGNS SHALL BE INSTALLED ON THE LEFT SIDE OF TRAFFIC IF THE MEDIAN IS MORE THAN 10 FT WIDE.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = abebawa	DESIGNED - D.W.S.	REVISED - S.P.B. 01-07
p:\1\084EBID\INTEG\illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\1300\BROWNS\Design\DistStd.dgn		CHECKED -	REVISED - S.P.B. 12-09
Default	PLOT SCALE = 100.0000' / 1in.	DATE - 02-83	REVISED - M.D. 06-13
	PLOT DATE = 12/27/2018		REVISED - M.D. 01-18

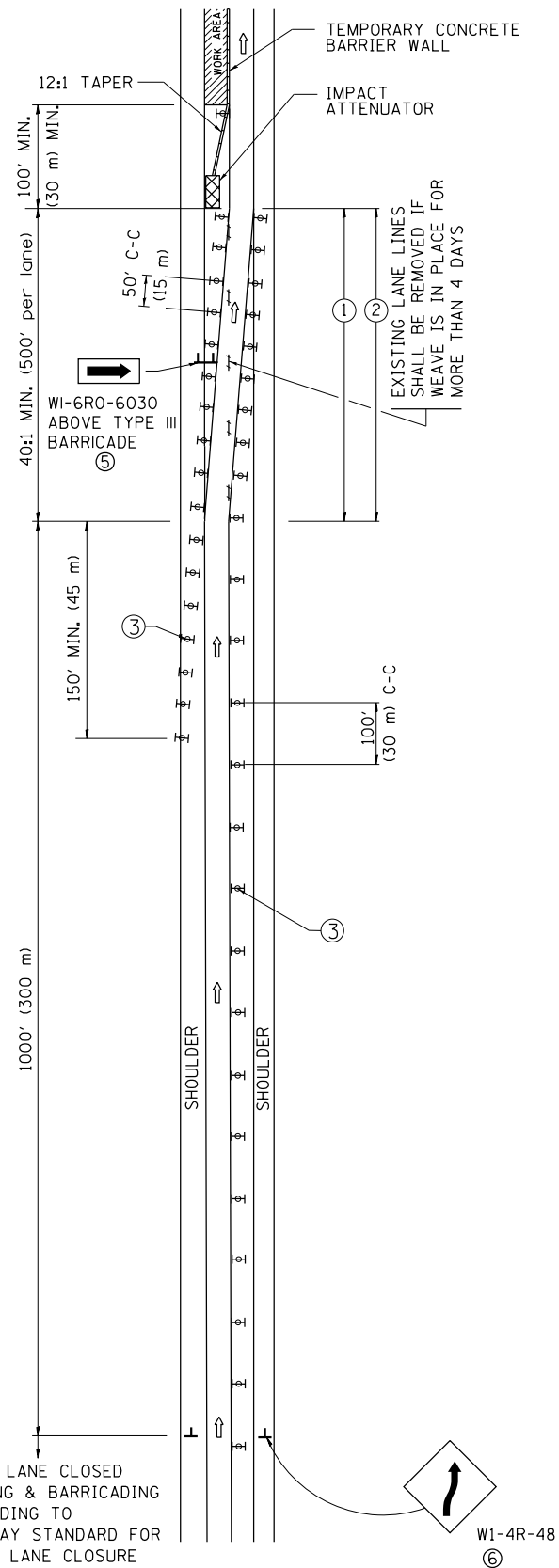
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ENTRANCE AND EXIT RAMP
CLOSURE DETAILS**

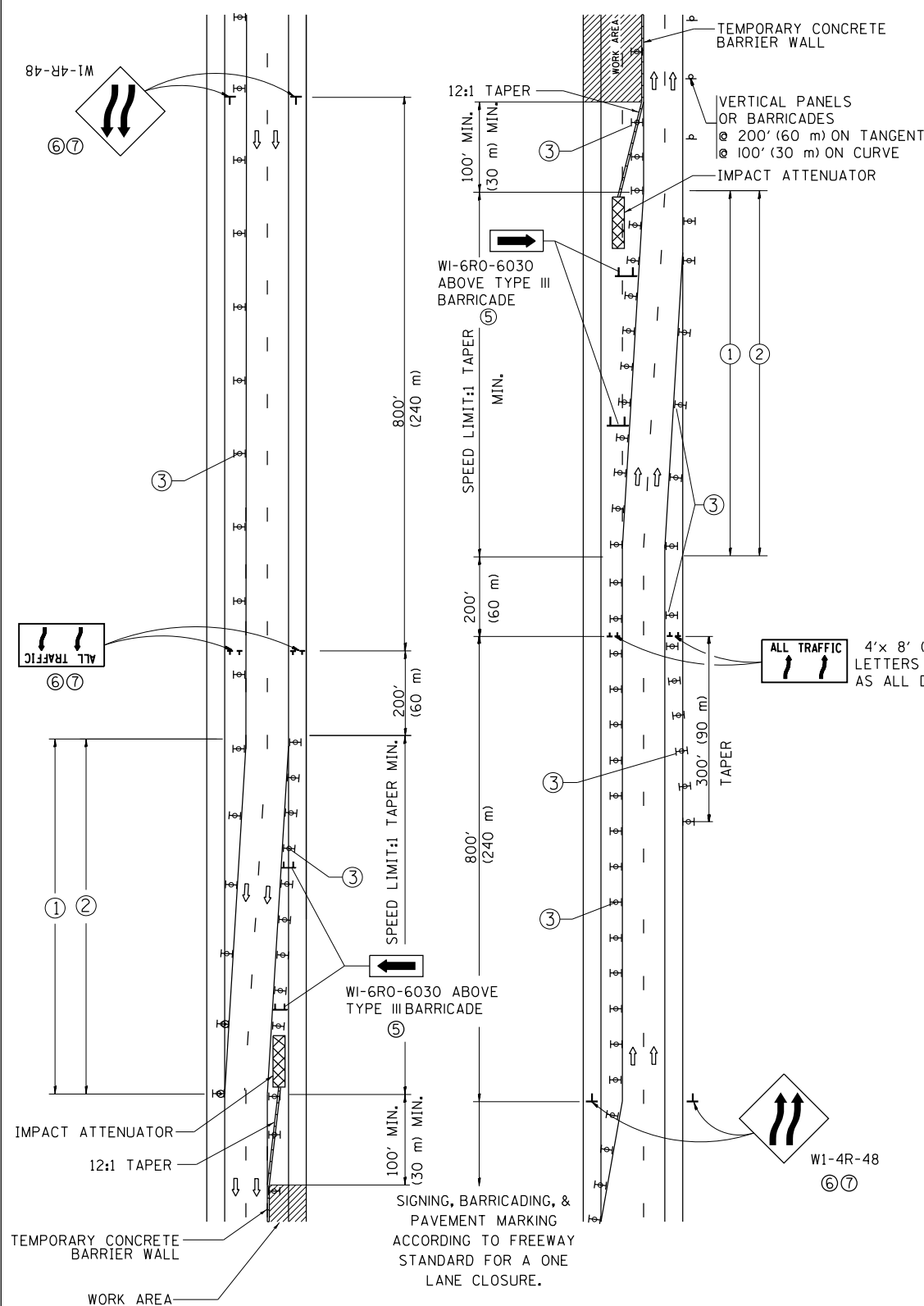
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A. I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	154A
TC-08		CONTRACT NO. 62698		
ILLINOIS FED. AID PROJECT				

SINGLE LANE WEAVE



MULTI-LANE WEAVE

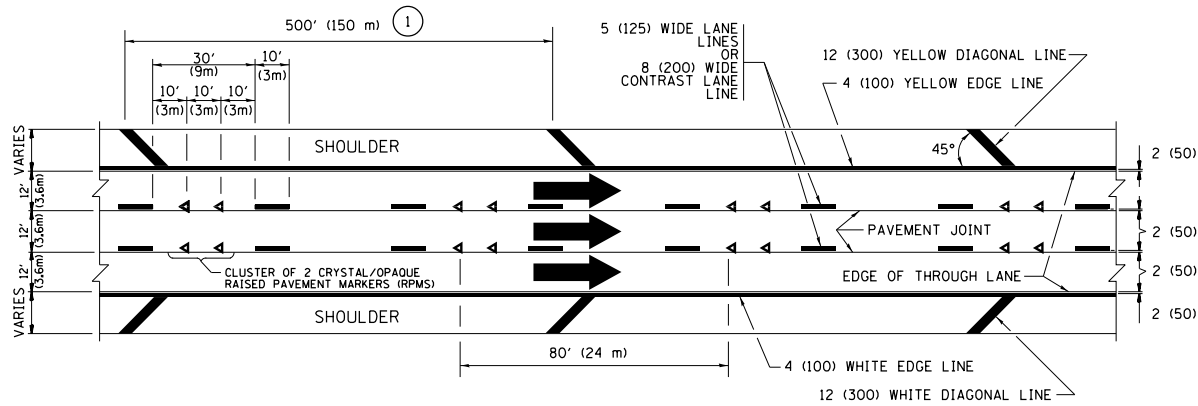


- ### GENERAL NOTES
- EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 4 DAYS IN DURATION.
 - CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVES LANE LINES SHALL BE 5 INCH, 10'-30' (3 m-9 m) SKIP DASH, WHITE.
 - PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
 - ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
 - TYPE III BARRICADES MAY BE OMITTED FOR SINGLE-LANE WEAVES UNDER 24-HOURS IN DURATION. WI-6 SIGNS WILL STILL BE REQUIRED. IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.
 - WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'X8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE.
 - THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.

- ### SYMBOLS
- DIRECTION OF TRAFFIC
 - WORK AREA
 - SIGN ON PORTABLE OR PERMANENT SUPPORT
 - TYPE II BARRICADE OR DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
 - TEMPORARY CONCRETE BARRIER WALL
 - IMPACT ATTENUATOR
 - W1-4R-48
 - W24-1-48

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

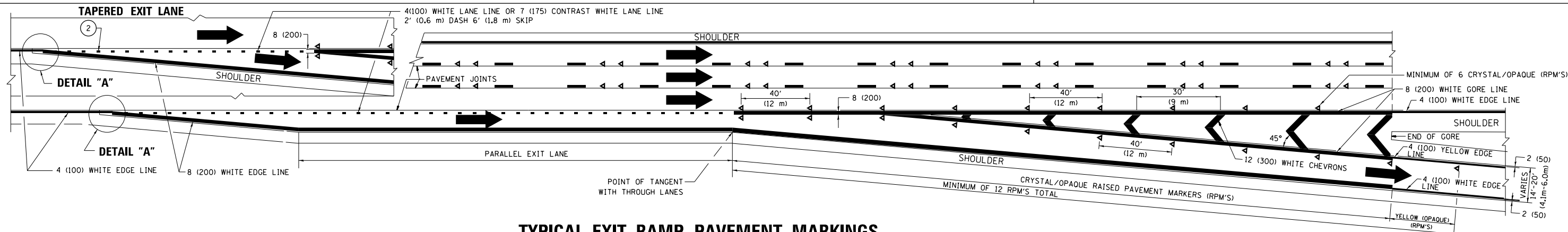
FILE NAME =	USER NAME = abebawa	DESIGNED - DWS	REVISED - JAF 02-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE	F.A.I. RTE. = 55	SECTION = 2018-049-B	COUNTY = WILL	TOTAL SHEETS = 159	SHEET NO. = 155	
pw:\11\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI380\Drawings\Design\DistStd.dgn	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - SPB 01-07			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	TC-09		CONTRACT NO. 62G98
	PLOT DATE = 12/13/2018	DATE - 02-87	REVISED - SPB 12-09								
			REVISED - MD 06-13			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					



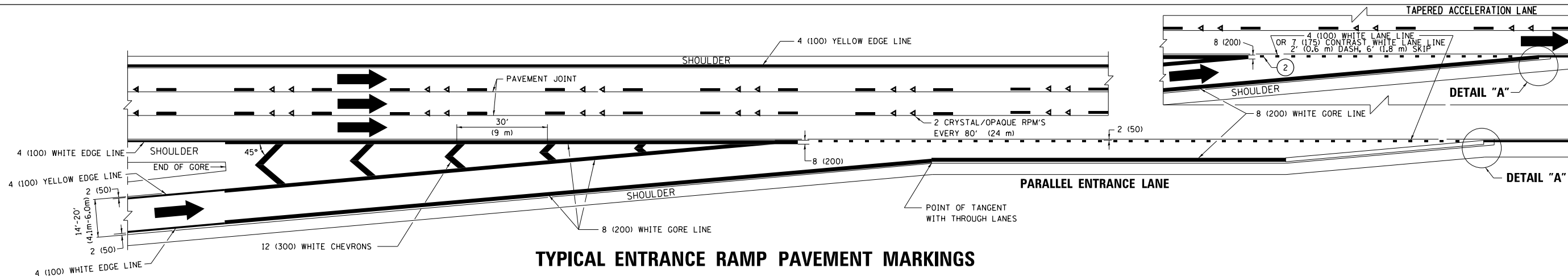
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

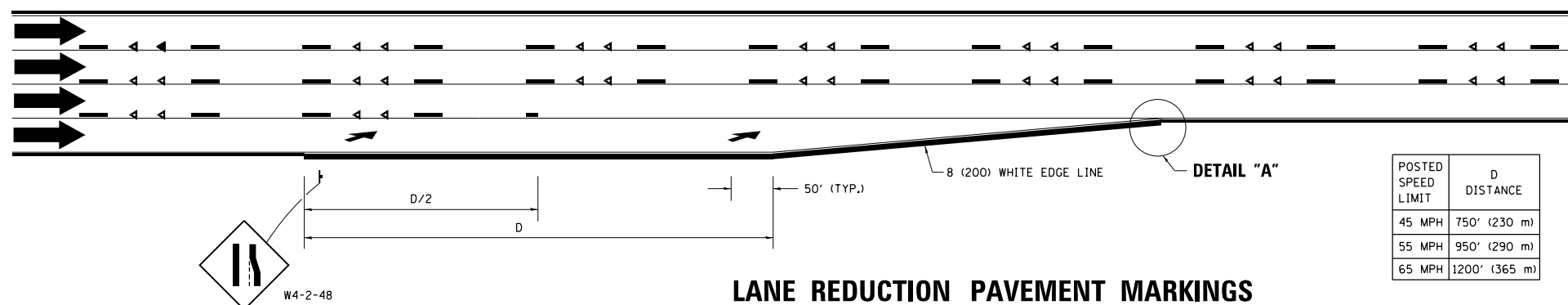
1. THERMOPLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON HMA PAVEMENTS.
2. POLYUREA OR MODIFIED URETHANE PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON PCC PAVEMENTS.
3. PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE B, INLAID OR GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON HMA PAVEMENTS.
4. CONTRAST PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE B, GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON PCC PAVEMENT.



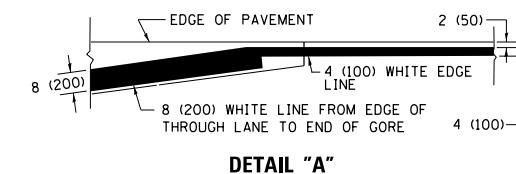
TYPICAL EXIT RAMP PAVEMENT MARKINGS



TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



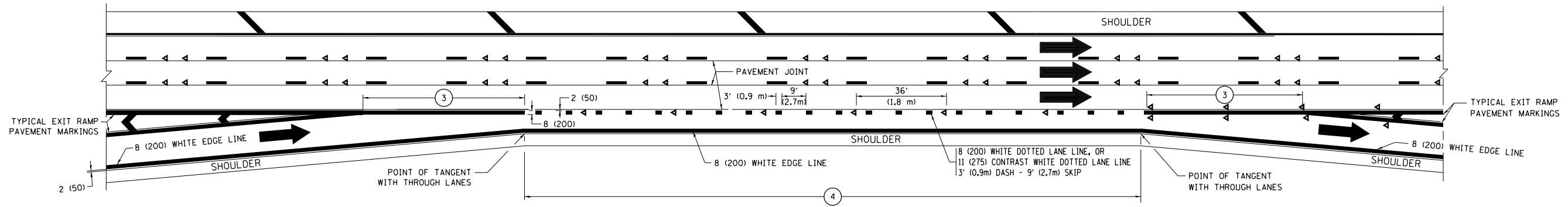
LANE REDUCTION PAVEMENT MARKINGS



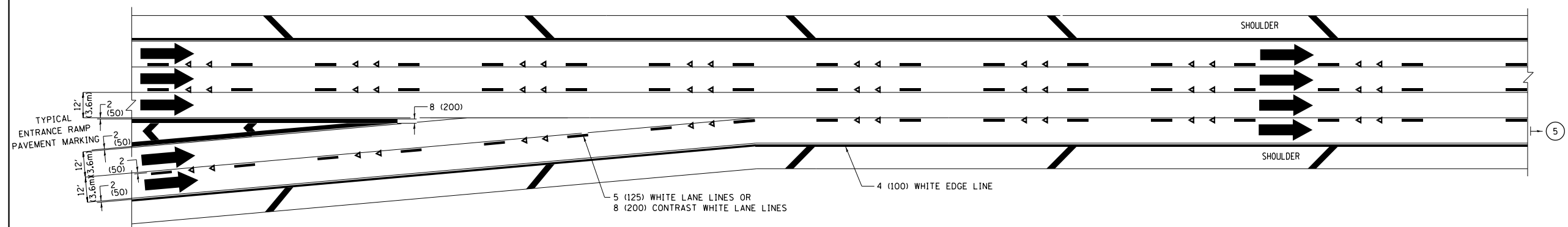
NOTES:

- 1 THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.
- 2 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT SECTIONS.

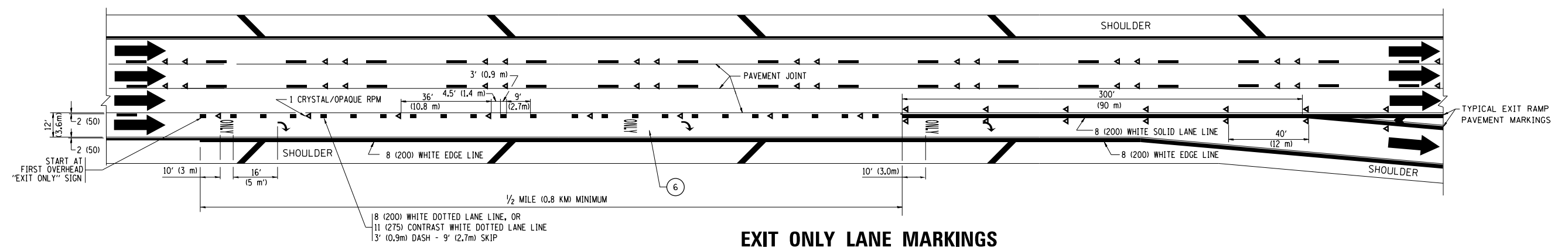
POSTED SPEED LIMIT	D DISTANCE
45 MPH	750' (230 m)
55 MPH	950' (290 m)
65 MPH	1200' (365 m)



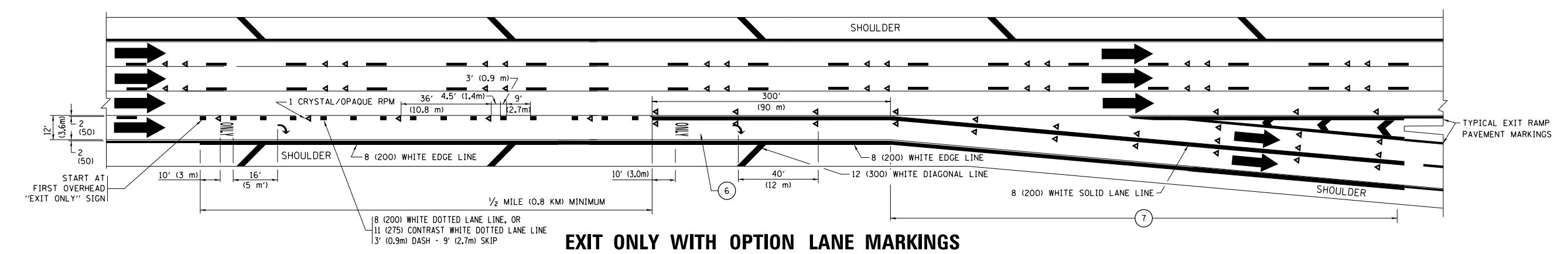
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



EXIT ONLY LANE MARKINGS

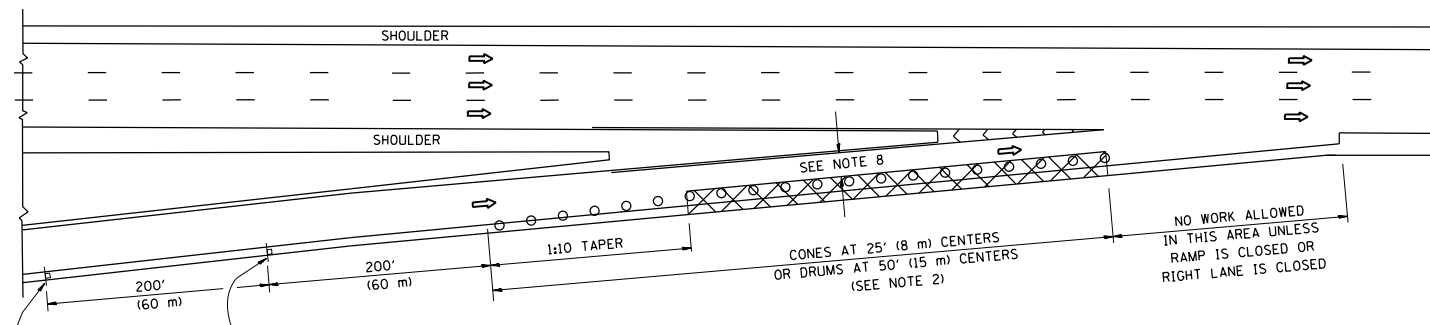


EXIT ONLY WITH OPTION LANE MARKINGS

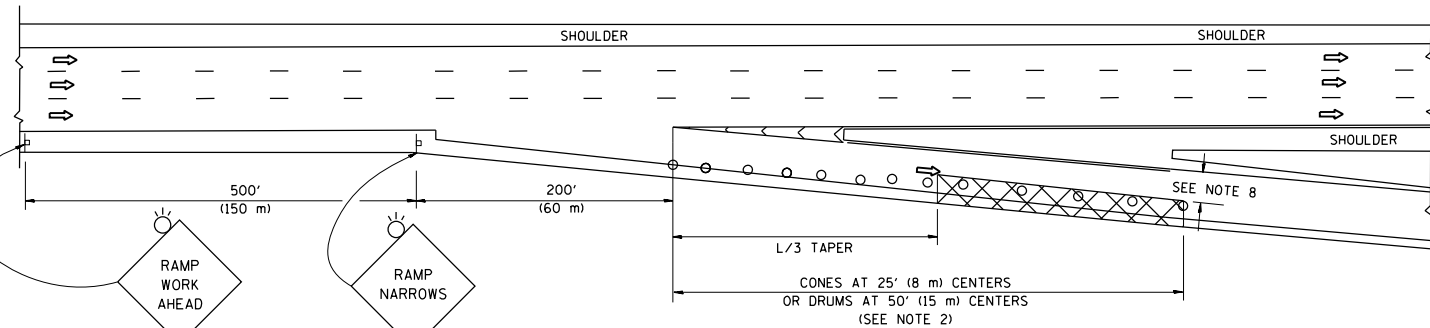
- NOTES:**
- ③ OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).
 - ④ 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.
 - ⑤ FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.
 - ⑥ ONLY AND ARROWS EQUALLY SPACED, 500' (150 m) MAXIMUM SPACING. FULL SIZE LETTERS AND ARROW SHALL BE USED.
 - ⑦ CONTINUE 8" SOLID LANE LINE THROUGH EXIT TO END OF PAVED GORE.

PARTIAL RAMP CLOSURE DETAILS

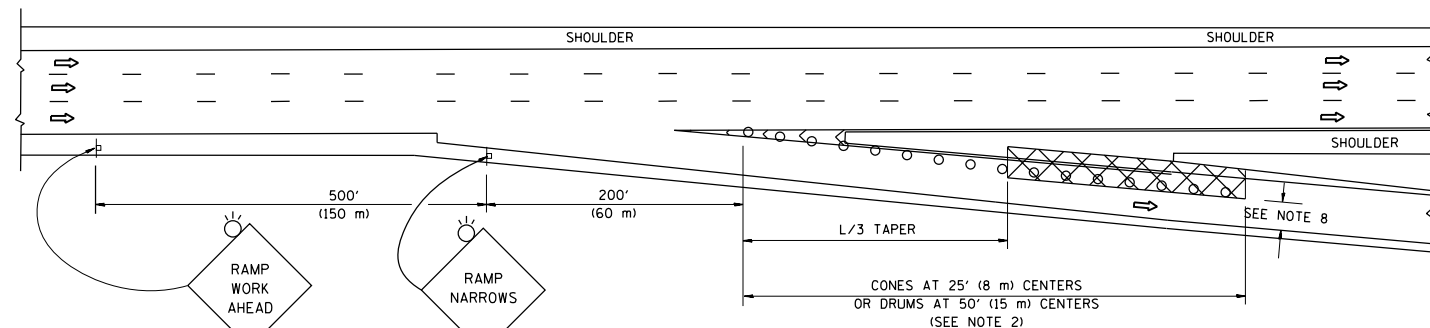
SHOULDER CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

SYMBOLS

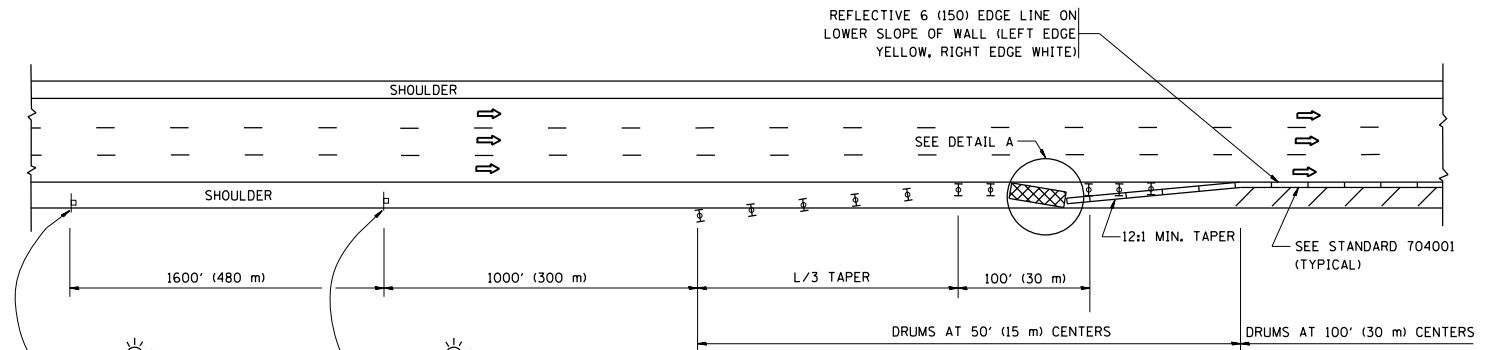
- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE OR DRUM
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

GENERAL NOTES

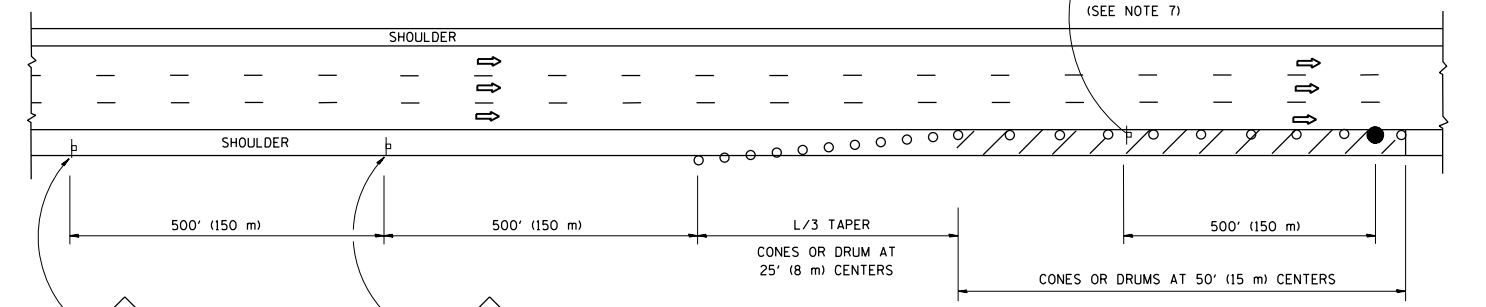
1. THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS
45 mph (80 km/h)	METRIC ENGLISH
OR GREATER:	$L=0.65(W)(S)$ $L=(W)(S)$

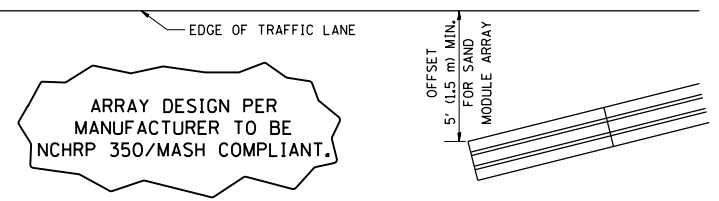
W = WIDTH OF OFFSET IN FEET (METERS)
 S = NORMAL POSTED SPEED MPH (KM/H)
2. TYPE II BARRICADES OR DRUMS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES. TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY BURN LIGHTS ARE REQUIRED FOR DELINEATING OBSTACLES, EXCAVATIONS, OR HAZARDS EXCEEDING 100 FT (30m) IN LENGTH AT NIGHT.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.
5. THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
 - a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
 - b. THE WORK ACTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
8. 12' MIN. WIDTH TANGENT SECTION
 16' MIN. WIDTH CURVE SECTION.



PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE



DETAIL "A"
IMPACT ATTENUATOR, TEMPORARY
(SEE NOTE 5)

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = abebawa	DESIGNED -	REVISED - S.P.B. 01-07
pw:\IL\084EBID\INTEG\illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\DI300\Drawings\Design\DWG\Std.dgn		DESIGNED -	REVISED - S.P.B. 12-09
Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - M.D. 06-13
	PLOT DATE = 12/13/2018	DATE -	REVISED - M.D. 01-18

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

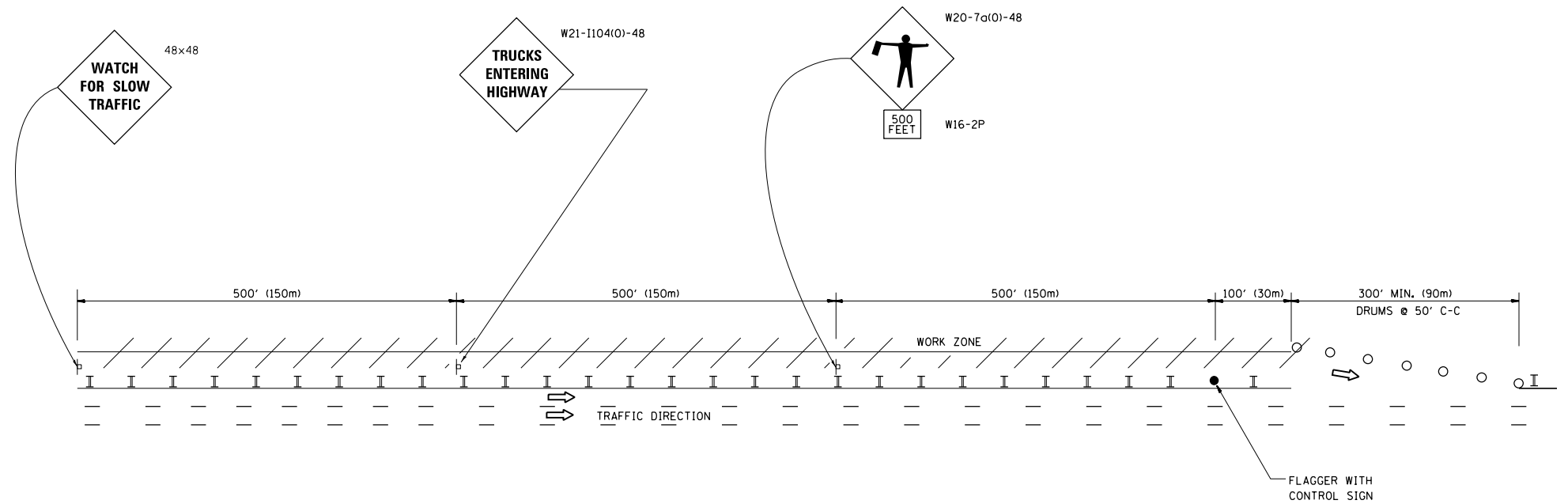
TRAFFIC CONTROL DETAILS FOR FREEWAY
SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

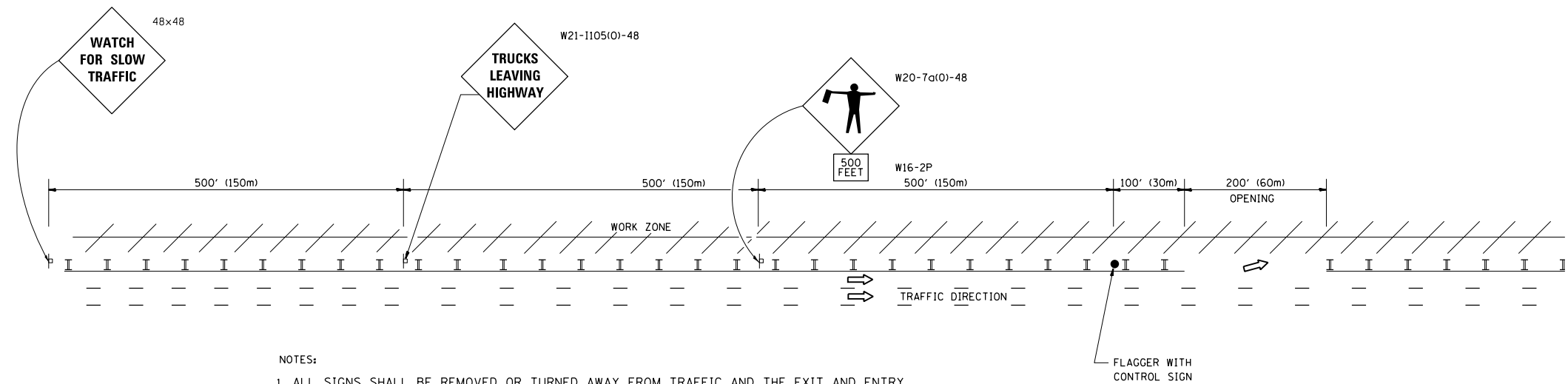
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-049-B	WILL	159	158
TC-17			CONTRACT NO. 62C98	
ILLINOIS FED. AID PROJECT				

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. ALL SIGNS SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE OPENINGS SHALL BE A MINIMUM OF ONE HALF MILE APART AND A MINIMUM OF ONE QUARTER MILE FROM ALL ENTRANCE AND EXIT RAMP.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS
5. FLAGGERS SHALL NOT STOP TRAFFIC OR DIRECT TRAFFIC INTO AN ADJACENT LANE.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = abebawa	DESIGNED -	REVISED - J.A.F. 02-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FREEWAY/EXPRESSWAY SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS ON FREEWAYS/EXPRESSWAYS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw:\IL\084EBIDINTEG.illinois.gov\PWIDOT\Documents\IDOT Offices\District 1\Projects\DI380\Drawings\Design\DistStd.dgn		REVISED - S.P.B. 01-07	REVISED - S.P.B. 12-09			55	2018-049-B	WILL	159	159	
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - M.D. 06-13				TC-18		CONTRACT NO. 62G98			
PLOT DATE = 12/13/2018	DATE -					SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.	