

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

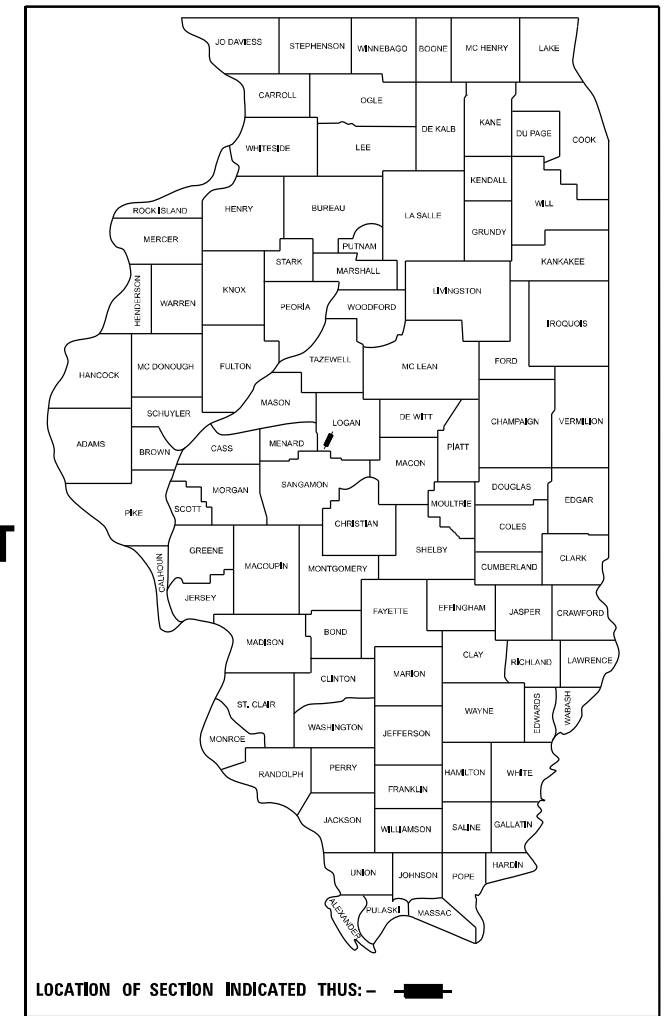
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1)RS-3; (54-1HB)D,BRR	LOGAN	120	1
		ILLINOIS	CONTRACT NO. 72K64	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROPOSED HIGHWAY PLANS

FAI ROUTE 55 (I-55)
SECTION (54-1)RS-3; (54-1HB)D,BRR
PROJECT: NHPP-XA8L(142)
STANDARD OVERLAY, BRIDGE DECK REPLACEMENT
LOGAN COUNTY

D-96-050-18



LOCATION OF SECTION INDICATED THUS: - [Black Box] -

C-96-096-18

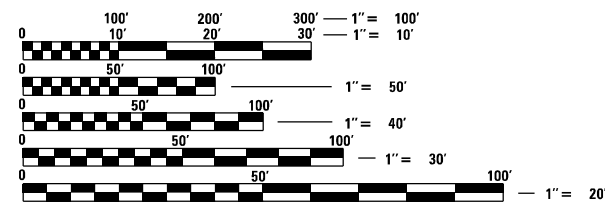
END PROJECT
STA 703 + 00.00

BEGIN PROJECT
STA 585 + 00.00

PROJECT INCLUDES
BRIDGE REHABILITATION
OF CH 10 OVER I-55
STA 611 + 55.32
(SN 054-0038)

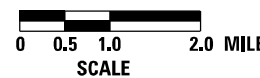
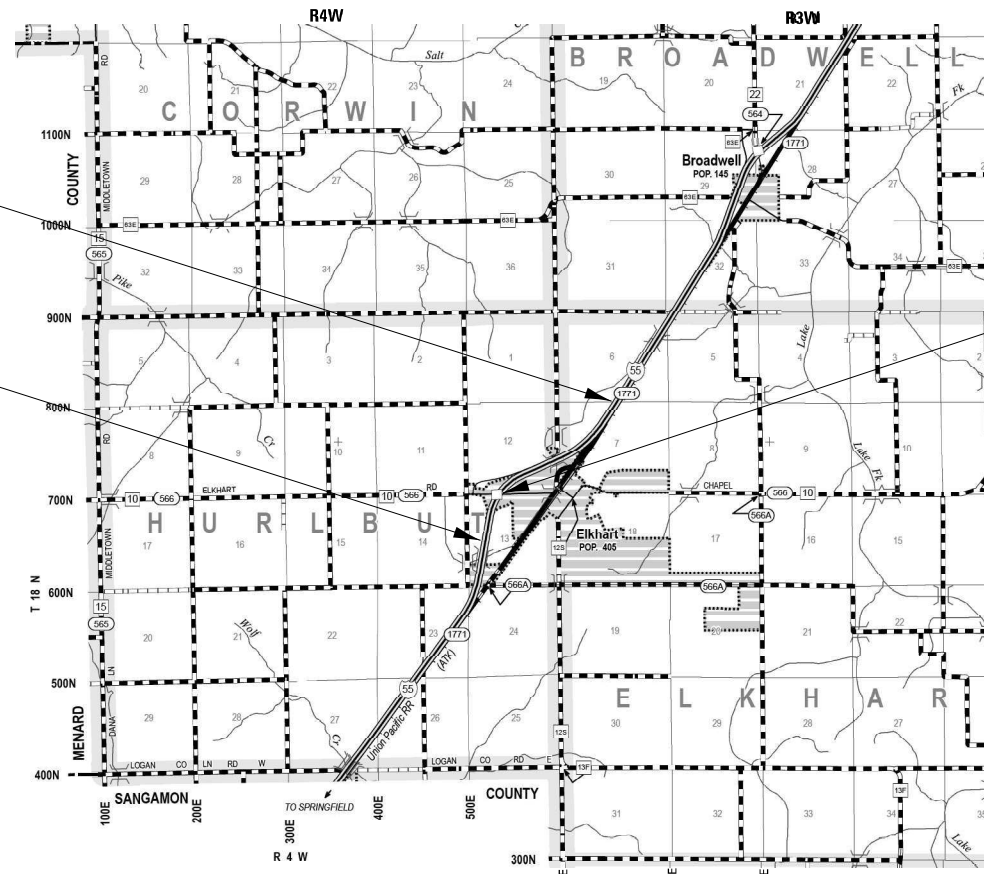
FUNCTIONAL CLASSIFICATION:
INTERSTATE

AVERAGE DAILY TRAFFIC
34,615 (2023); 2.8% SU, 24.4% MU



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



LOCATION MAP

GROSS LENGTH = 11,800.00 FT. = 2.235 MILES
NET LENGTH = 11,800 FT. = 2.235 MILES



PROJECT ENGINEER: JONATHAN KELLEY, P.E. (217)785-2739
Jonathan.Kelley@illinois.gov
TEAM MANAGER: ED KERN (217)524-7547
Earl.Kern@illinois.gov
CONTRACT NO. 72K64



BACON | FARMER | WORKMAN
ENGINEERING & TESTING, INC.

403 NORTH COURT STREET, MAIRSON, IL 62955, PHONE: 618.997.9190
421 S. GRAND AVENUE WEST, SPRINGFIELD, IL 62704, PHONE: 217.279.8254
907 ARROW ROAD, SUITE 2, CHAMPAIGN, IL 61821, PHONE: 217.230.4283

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED October 21, 2022

John P. Meyer
REGIONAL ENGINEER

December 9, 2022
Scott A. Etkin
ENGINEER OF DESIGN AND ENVIRONMENT

December 9, 2022
Stephen M. Smith
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS




INDEX OF SHEETS

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LIST OF STANDARD DRAWINGS

STD NO.	DESCRIPTION
000001-08	Standard Symbols, Abbreviations and Patterns
001001-02	Areas of Reinforcement Bars
001006	Decimal of an Inch and of a Foot
202001-01	Earth Median Ditch Check
280001-07	Temporary Erosion Control Systems
406001-06	Entrance Ramp Terminal
406101-05	Exit Ramp Terminal
420401-13	Pavement Connector (PCC) for Bridge approach Slab
442001-04	Class A Patches
442101-09	Class B Patches
442201-03	Class C & D Patches
515001-04	Name Plate for Bridges
542301-03	Precast RC Flared End Section
542401-04	Metal Flared End Section for Pipe Culverts
542526-03	Inlet Box Type 24 (600) F
602406-11	Precast Manhole - Type A 6' Diameter
602601-06	Precast Reinforced Concrete Flat Slab Top
602701-02	Manhole Steps
604001-05	Frame and Lid - Type 1
604101-01	Median Inlet for 24" (600 mm) Reinforced Concrete Pipe
606001-08	Concrete Curb Type B and Combination Curb and Gutter
606301-04	PC Concrete Islands and Medians
610001-09	Shoulder Inlet with Curb
630001-12	Steel Plate Beam Guardrail
630301-09	Shoulder Widening for Type 1 Traffic Barrier Terminals
631031-18	Traffic Barrier Terminals Type 6
635001-02	Delineators
642001-03	Shoulder Rumble Strips, 16 in.
667101-02	Permanent Survey Markers
701001-02	Off-Road Operations, 2L, 2W, More Than 15' (4.5 m) Away
701006-05	Off-Road Operations, 2L, 2W, 15' (4.5 m) to 24" (600 mm) From Pavement Edge
701011-04	Off-Road Moving Operations, 2L, 2W, Day Only
701101-05	Off-Road Operations, Multilane, 15' (4.5 m) to 24" (600 mm) From Pavement Edge
701106-02	Off-Road Operations, Multilane, More Than 15' (4.5 m) Away
701201-05	Lane Closure, 2L, 2W, Day Only, for Speeds > 45 MPH
701301-04	Lane Closure, 2L, 2W, Short Time Operations
701306-04	Lane Closure, 2L, 2W, Slow Moving Operations, Day Only, For Speeds ≥ 45 mph
701400-11	Approach to Lane Closure, Freeway/Expressway
701401-13	Lane Closure, Freeway/Expressway
701406-13	Lane Closure, Freeway/Expressway, Day Operations Only
701411-09	Lane Closure, Multi-lane, at Entrance and Exit ramp, for Speeds > 45 MPH
701426-09	Lane Closure, Multi-lane, Intermittent or Moving Operations, for Speeds > 45 MPH
701428-01	Traffic Control Setup and Removal Freeway/Expressway
701446-11	Two Lane Closure Freeway/Expressway
701451-05	Ramp Closure, Freeway/Expressway
701456-05	Partial Exit Ramp Closure, Freeway/Expressway
701901-08	Traffic Control Devices
720001-01	Sign Panel Mounting Details
720006-04	Sign Panel Erection Details
720011-01	Metal Posts for Signs, Markers and Delineators
780001-05	Typical Pavement Markings
781001-04	Typical Application of Raised Reflective Pavement Markers
782001-01	Curb Reflectors
782006-01	Guardrail and Barrier Wall Reflector Mounting Details
835001-01	Light Tower
BLR 21-9	Typical Application of Traffic Control Devices for Construction on Rural Local Highways

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
DISTRICT 6**

EXAMINED <u>October 4</u> 20 <u>22</u>  ENGINEER OF OPERATIONS
EXAMINED <u>September 19</u> 20 <u>22</u>  ENGINEER OF PROJECT IMPLEMENTATION
EXAMINED <u>October 3</u> 20 <u>22</u>  ENGINEER OF PROGRAM DEVELOPMENT

REV. - MS

NOTE: Index of Sheets
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 BACON FARMER WORKMAN ENGINEERING & TESTING, INC.	USER NAME = scraven	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS LIST OF STANDARDS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 0.18889833 / in.	DRAWN -	REVISED -			55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	2
PLOT DATE = 10/10/2022	CHECKED -	REVISED -		SCALE: N.T.S.	SHEET 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT NO. 72K64		
	DATE -	REVISED -		ILLINOIS FED. AID PROJECT						

SUMMARY OF QUANTITIES				CONSTRUCTION CODE		
				PPS 6-01474-0000	PPS 6-01474-0100	PPS 6-00315-0100
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	90% FEDERAL 10% STATE	90% FEDERAL 10% LOGAN CO	90% FEDERAL 10% STATE
				ROADWAY 0005 I-55 RURAL LOGAN COUNTY	ROADWAY 0005 CH 10 RURAL LOGAN COUNTY	BRIDGE 0013 SN 054-0038 RURAL LOGAN COUNTY
31101400	SUBBASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	225	225		
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	122337	116309	6028	
40600370	LONGITUDINAL JOINT SEALANT	FOOT	53437	51562	1875	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	3340	3340		
40600990	TEMPORARY RAMP	SQ YD	371	344	27	
40604162	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	2828	1950	878	
40605015	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT 12.5, N80	TON	12995	12995		
40605024	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "E", N80	TON	8079	8079		
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	245	245		
44000153	HOT-MIX ASPHALT SURFACE REMOVAL, 1"	SQ YD	7536	7536		
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	125810	112616	13194	
44200050	WELDED WIRE REINFORCEMENT	SQ YD	245	245		
44200629	CLASS A PATCHES, TYPE I, 15 INCH	SQ YD	49	49		

MODEL: S00 2
 FILE NAME: \\p:\bhamer\work\2022\PROJECTS\22069 - DOT D6 PTB 201-36 WORK EMBART CN 72K64\DOT\CAD_Sheets\72K64-S00

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	PLOT DATE = 10/20/2022	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES			
SCALE: N.T.S.	SHEET 2 OF 11 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	5
			CONTRACT NO. 72K64	
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				CONSTRUCTION CODE		
				PPS 6-01474-0000	PPS 6-01474-0100	PPS 6-00315-0100
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	90% FEDERAL 10% STATE	90% FEDERAL 10% LOGAN CO	90% FEDERAL 10% STATE
				ROADWAY 0005 I-55 RURAL LOGAN COUNTY	ROADWAY 0005 CH 10 RURAL LOGAN COUNTY	BRIDGE 0013 SN 054-0038 RURAL LOGAN COUNTY
44200630	CLASS A PATCHES, TYPE II, 15 INCH	SQ YD	302	302		
44200631	CLASS A PATCHES, TYPE III, 15 INCH	SQ YD	127	127		
44200632	CLASS A PATCHES, TYPE IV, 15 INCH	SQ YD	566	566		
44200994	CLASS B PATCHES, TYPE II, 12 INCH	SQ YD	28	28		
44201298	DOWEL BARS 1 1/4"	EACH	56	56		
44213000	PATCHING REINFORCEMENT	SQ YD	1043	1043		
44213200	SAW CUTS	FOOT	5111	5111		
44213204	TIE BARS 3/4"	EACH	477	477		
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	2165	2025	140	
48203023	HOT-MIX ASPHALT SHOULDERS, 6 1/2"	SQ YD	62	62		
48203100	HOT-MIX ASPHALT SHOULDERS	TON	12565	12270	295	
50102400	CONCRETE REMOVAL	CU YD	64.5			64.5
50104400	CONCRETE HEADWALL REMOVAL	EACH	1	1		

REV. - MS

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PLOT DATE = 10/20/2022	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET 3 OF 11 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	6
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				CONSTRUCTION CODE		
				PPS 6-01474-0000	PPS 6-01474-0100	PPS 6-00315-0100
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	90% FEDERAL 10% STATE	90% FEDERAL 10% LOGAN CO	90% FEDERAL 10% STATE
				ROADWAY 0005 I-55 RURAL LOGAN COUNTY	ROADWAY 0005 CH 10 RURAL LOGAN COUNTY	BRIDGE 0013 SN 054-0038 RURAL LOGAN COUNTY
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	18			18
52100520	ANCHOR BOLTS, 1"	EACH	36			36
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	1	1		
542A0229	PIPE CULVERTS, CLASS A, TYPE 1 24"	FOOT	21	21		
54246205	INLET BOX, STANDARD 542526	EACH	1	1		
54248510	CONCRETE COLLAR	CU YD	0.5	0.5		
54262712	METAL FLARED END SECTIONS 12"	EACH	2	2		
58700300	CONCRETE SEALER	SQ FT	643			643
59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	32.1			32.1
60103500	PIPE DRAINS, CORRUGATED STEEL 12"	FOOT	520	520		
60223700	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1		
60500060	REMOVING INLETS	EACH	4	4		
60604300	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (VARIABLE WIDTH GUTTER FLAG)	FOOT	87	87		
60608600	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.06	FOOT	367	367		

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PLOT DATE = 10/13/2022	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES			
SCALE: N.T.S.	SHEET 5 OF 11 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	8
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				CONSTRUCTION CODE		
				PPS 6-01474-0000	PPS 6-01474-0100	PPS 6-00315-0100
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	90% FEDERAL 10% STATE	90% FEDERAL 10% LOGAN CO	90% FEDERAL 10% STATE
				ROADWAY 0005 I-55 RURAL LOGAN COUNTY	ROADWAY 0005 CH 10 RURAL LOGAN COUNTY	BRIDGE 0013 SN 054-0038 RURAL LOGAN COUNTY
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	2721	2721		
60920018	PIPE CULVERTS TO BE CLEANED 18"	FOOT	36		36	
60920030	PIPE CULVERTS TO BE CLEANED 30"	FOOT	50		50	
61000050	CONCRETE THRUST BLOCKS	EACH	4	4		
61000115	TYPE E INLET BOX, STANDARD 610001	EACH	4	4		
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	375	375		
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1		
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2		
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	3	3		
63200310	GUARDRAIL REMOVAL	FOOT	569	569		
63500105	DELINEATORS	EACH	255	255		
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	44023	44023		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12		
67100100	MOBILIZATION	LSUM	1	0.7		0.3

* SPECIALTY ITEM

MODEL: S00 6
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET 6 OF 11 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	9
			CONTRACT NO. 72K64	
			ILLINOIS FED. AID PROJECT	

SUMMARY OF QUANTITIES				CONSTRUCTION CODE		
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				ROADWAY 0005 I-55 RURAL LOGAN COUNTY	ROADWAY 0005 CH 10 RURAL LOGAN COUNTY	BRIDGE 0013 SN 054-0038 RURAL LOGAN COUNTY
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	4	4		
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	LSUM	1	0.5	0.5	
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	LSUM	1		1	
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	LSUM	1	1		
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	LSUM	1	1		
70100815	TRAFFIC CONTROL AND PROTECTION, STANDARD 701446	LSUM	1	1		
70100820	TRAFFIC CONTROL AND PROTECTION, STANDARD 701451	LSUM	1	1		
70100825	TRAFFIC CONTROL AND PROTECTION, STANDARD 701456	LSUM	1	1		
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	15	15		
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	1284	1284		
70200100	NIGHTTIME WORK ZONE LIGHTING	LSUM	1	1		
70300100	SHORT TERM PAVEMENT MARKING	FOOT	14397	14084	313	
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	2413	2344	69	
70300231	TEMPORARY PAVEMENT MARKING - LINE 5" - PAINT	FOOT	90578	80758	9820	

MODEL: S00 7
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 BACON FARMER WORKMAN ENGINEERING & TESTING, INC.	USER NAME = scraven	DESIGNED -	REVISED -
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		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES			
SCALE: N.T.S.	SHEET 7 OF 11 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	10
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				CONSTRUCTION CODE		
				PPS 6-01474-0000	PPS 6-01474-0100	PPS 6-00315-0100
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				ROADWAY 0005 I-55 RURAL LOGAN COUNTY	ROADWAY 0005 CH 10 RURAL LOGAN COUNTY	BRIDGE 0013 SN 054-0038 RURAL LOGAN COUNTY
* 72400600	RELOCATE SIGN PANEL ASSEMBLY - TYPE B	EACH	2	2		
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	3	3		
* 78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	302	208	94	
* 78009005	MODIFIED URETHANE PAVEMENT MARKING - LINE 5"	FOOT	86210	76850	9360	
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	460		460	
* 78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	3908	3908		
* 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	450	450		
* 78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	72	72		
* 78011000	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS AND SYMBOLS	SQ FT	302	208	94	
* 78011030	GROOVING FOR RECESSED PAVEMENT MARKING 6"	FOOT	86210	76850	9360	
* 78011035	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	460		460	
* 78011045	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	3908	3908		
* 78011065	GROOVING FOR RECESSED PAVEMENT MARKING 13"	FOOT	450	450		
* 78011125	GROOVING FOR RECESSED PAVEMENT MARKING 25"	FOOT	72	72		

* SPECIALTY ITEM

MODEL: S00 8
 FILE NAME: \\p:\bhamer\work\2022\PROJECTS\22069 - IDOT D6 PTB 201-06 WORK EMBART CH 72K64\DOT\CAD_Sheets\72K64-S00



USER NAME = scraven	DESIGNED -	REVISED -
PLOT SCALE = 0.1667" / in.	DRAWN -	REVISED -
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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES			
SCALE: N.T.S.	SHEET 8 OF 11 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	11
CONTRACT NO. 72K64			ILLINOIS FED. AID PROJECT	

SUMMARY OF QUANTITIES				CONSTRUCTION CODE		
				PPS 6-01474-0000	PPS 6-01474-0100	PPS 6-00315-0100
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				ROADWAY 0005 I-55 RURAL LOGAN COUNTY	ROADWAY 0005 CH 10 RURAL LOGAN COUNTY	BRIDGE 0013 SN 054-0038 RURAL LOGAN COUNTY
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1356	1342	14	
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	8	8		
* 78200010	BARRIER WALL REFLECTORS, TYPE B	EACH	28	28		
* 78200020	CURB REFLECTORS	EACH	48	24	24	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1356	1342	14	
* 81028750	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2" DIA.	FOOT	355	355		
* 81603035	UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	1560	1560		
X6010100	CLEANING UNDERDRAIN OUTLETS	EACH	124	124		
X0322279	OUTLET MARKER	EACH	124	124		
X0326387	CURED-IN-PLACE PIPE (CIPP), 36"	FOOT	613	613		
X1700035	CLASS SI CONCRETE	CU YD	5.2	4.1	1.1	
X2503000	MAINTENANCE MOWING	ACRE	53	53		
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	54006	54006		
X4404400	PAVEMENT REMOVAL (SPECIAL)	SQ YD	672	672		

* SPECIALTY ITEM

REV. - MS

MODEL: S00 9
 FILE NAME: p:\bhamm-pw\hordley.com\hama-pw-01\Documents\BFW\PROJECTS\2022 PROJECTS\220669 - DOT DE PTB 201-36\WORK\E\hord CH 72K64\DOT\CAD_Sheets\072K64-41-S00



USER NAME = scraven	DESIGNED -	REVISED -
PLOT SCALE = 0.1667"/in.	DRAWN -	REVISED -
PLOT DATE = 10/13/2022	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET 9 OF 11 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	12
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				CONSTRUCTION CODE		
				PPS 6-01474-0000	PPS 6-01474-0100	PPS 6-00315-0100
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	90% FEDERAL 10% STATE	90% FEDERAL 10% LOGAN CO	90% FEDERAL 10% STATE
				ROADWAY 0005 I-55 RURAL LOGAN COUNTY	ROADWAY 0005 CH 10 RURAL LOGAN COUNTY	BRIDGE 0013 SN 054-0038 RURAL LOGAN COUNTY
X4405040	LONGITUDINAL PARTIAL DEPTH REMOVAL 4"	FOOT	300	300		
X4420900	LONGITUDINAL PARTIAL DEPTH PATCHING	TON	15	15		
X4820110	HOT-MIX ASPHALT SHOULDER REMOVAL AND REPLACEMENT (SPECIAL)	SQ YD	400	400		
X6024505	INLETS TO BE RECONSTRUCTED WITH SALVAGED FRAME AND GRATE	EACH	2	2		
X6050065	REMOVING INLETS, SPECIAL	EACH	1	1		
X7011800	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21	LSUM	1			1
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	18			18
Z0001905	STRUCTURAL STEEL REPAIR	POUND	7510			7510
Z0003615	REMOVAL OF EXISTING CONCRETE I-BEAM	EACH	14			14
Z0012500	CONCRETE CURB REPAIR	FOOT	252		252	
Z0012750	CONCRETE MEDIAN REPAIR	SQ FT	150		150	
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	241			241
Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1		
Z0016702	DETOUR SIGNING	LSUM	1	1		

MODEL: S00 10
 FILE NAME: \\p:\bhamscw\benhdy\com\hamscw-41\Documents\BHV\FR\PROJECTS\2022 PROJECTS\2022-001 DOT D6 PTB 201-06 WOPF E\hamc CH 72K64\DOT\CAD_Sheets\72K64-S00

 BACON FARMER WORKMAN ENGINEERING & TESTING, INC.	USER NAME = scraven	DESIGNED -	REVISED -
	PLOT SCALE = 0.1667"/in.	DRAWN -	REVISED -
	PLOT DATE = 10/13/2022	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES			
SCALE: N.T.S.	SHEET 10 OF 11 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	13
			CONTRACT NO. 72K64	
		ILLINOIS FED. AID PROJECT		

MODEL: Schedule 4
 FILE NAME: I:\bhamer\work\201306\DOT Dg P1B 201306\WORK\Ehbar\CH 72K64\DOT\CAD_Sheets\DOT\72K64-ehbar\chubul.dgn

DITCH GRADING SCHEDULE																			
LOCATI			EST. DEPTH OF SILT REMOVAL	ORIGINAL / EST. GRADE ON PROPOSED DITCH	GRADING AND SHAPING DITCHES	ESTIMATED FORE SLOPE	ESTIMATED BACK SLOPE	ESTIMATED CUT	ESTIMATED EARTH EXCAVATION "FOR BIDDING PURPOSES ONLY"	ESTIMATED DISTURBED WIDTH	TEMPORARY EROSION CONTROL SEEDING	SEEDING, CLASS 2	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	AGRICULTURAL GROUND LIMESTONE	MULCH, METHOD 2		
PAY CODE NUMBER			(FOOT)	(%)	21400100 (FOOT)	(1:"X")	(1:"X")	(SQ FT)	(CU YD)	(FOOT)	28000250 (POUND)	2500200 (ACRE)	25000400 (POUND)	24000500 (POUND)	25000600 (POUND)	25000700 (TON)	25100115 (ACRE)		
LT/RT	STATION	DESCRIPTION																	
I-55 (LOGAN COUNTY)																			
LT	574+00	OUTSIDE (NEAR BOX CULVERT)	0.7			6.0	6.0	4.34		10.5									
LT	601+50	OUTSIDE (PIPE UNDER RAMP "B")	0.7	0.20	2750	6.0	6.0	4.34	442.04	10.5	66.4	0.66	59.7	59.7	59.7	1.33	0.66		
RT	9+00 (RAMP "B")	BRK PT ON DITCH SLOPE; OLD PLANS		0.20															
RT	2+00 (RAMP "B")	BRK PT ON DITCH SLOPE; OLD PLANS		0.30															
RT	41+00 (CH 10)	BRK PT ON DITCH SLOPE; OLD PLANS		0.26															
RT	40+00 (CH 10)	PIPE OUTLETTING MEDIAN DRAIN	0.4	0.35	940	6.0	6.0	1.76	106.19	6.9	18.8	0.19	16.9	16.9	16.9	0.38	0.19		
LT	602+50	INFIELD (PIPE UNDER RAMP "B"-DS)	0.4			6.0	6.0	1.76		6.9									
LT	609+00	INFIELD (PIPE THRU WEST CONE -DS)	0.8	0.24	800	6.0	6.0	5.44	106.67	11.7	17.1	0.17	15.4	15.4	15.4	0.34	0.17		
LT	612+50	INFIELD (PIPE THRU WEST CONE -US)	0.6			6.0	6.0	3.36		9.3									
LT	613+50	INFIELD (US OF 612+50)	0.0	0.30	100	6.0	6.0	0.00	6.22	2.0	1.3	0.01	1.2	1.2	1.2	0.03	0.01		
RT	574+10	CLEAN OUTLET TO ROW	2.0		50	3.0	3.0	16.00	29.63										
RT	575+00	START PAVED DITCH (+/-)	0.4			6.0	6.0	1.76		6.9	0.0	0.00	0.0	0.0	0.0	0.00	0.00		
RT	586+00	OUTSIDE (24" PIPE W/ HEADWALL)	0.7	0.20	1100	6.0	6.0	4.34	124.26	10.5	21.9	0.22	19.8	19.8	19.8	0.44	0.22		
RT	598+00	OUTSIDE (24" PIPE W/ HEADWALL)	0.4	0.20	1200	6.0	6.0	1.76	135.56	6.9	23.9	0.24	21.5	21.5	21.5	0.48	0.24		
RT	10+00 (RAMP "C")	OUTSIDE (PIPE UNDER RAMP "C" - DS)	0.5	0.20	270	6.0	6.0	2.50	21.30	8.1	4.6	0.05	4.2	4.2	4.2	0.09	0.05		
RT	10+80 (RAMP "C")	INFIELD (PIPE UNDER RAMP "C" - US)	0.1			6.0	6.0	0.26		3.2									
RT	610+00	INFIELD (24" PIPE W/ HEADWALL)	0.7	0.30	830	6.0	6.0	4.34	70.70	10.5	13.1	0.13	11.8	11.8	11.8	0.26	0.13		
RT	611+20	INFIELD (PIPE THRU EAST CONE - DS)	0.4	0.30	120	6.0	6.0	1.76	13.56	6.9	2.4	0.02	2.2	2.2	2.2	0.05	0.02		
RT	613+90	INFIELD (PIPE THRU EAST CONE US)	0.4			6.0	6.0	1.76		6.9									
RT	615+90	US OF 613+90	0.0	0.30	200	6.0	6.0	0.00	6.52	2.0	2.0	0.02	1.8	1.8	1.8	0.04	0.02		
CH 10																			
LT	35+73	DS END OF FRONTAGE ROAD CULVERT	1.5			4.0	4.0	12.00		14.4									
LT	36+50	US END OF CH #10 CULVERT	1.0	0.50	80	4.0	4.0	6.00	26.67	10.2	2.3	0.02	2.0	2.0	2.0	0.05	0.02		
RT	35+77	DS END OF FIELD ENTRANCE CULVERT	0.7			4.0	4.0	3.36		7.8									
RT	36+50	DS END OF CH #10 CULVERT	1.5	0.40	80	4.0	4.0	12.00	22.76	14.4	2.0	0.02	1.8	1.8	1.8	0.04	0.02		
RT	40+00	PIPE OUTLETTING MEDIAN DRAIN	0.4	0.35	350	4.0	4.0	1.44	87.11	5.3	7.9	0.08	7.1	7.1	7.1	0.16	0.08		
RT	47+35	PIPE OUTLETTING MEDIAN DRAIN	0.8			6.0	6.0	5.44		11.7									
RT	47+55	SB MAINLINE & RAMP "B" INFIELD DITCH	0.8	3.00	20	6.0	6.0	5.44	4.03	11.7	0.5	0.01	0.5	0.5	0.5	0.01	0.01		
RT	50+70	SOUTH DITCH	1.0			4.0	4.0	6.00		10.2									
RT	52+65	PIPE OUTLETTING MEDIAN DRAIN	1.0	2.00	200	4.0	4.0	6.00	44.44	10.2	4.7	0.05	4.2	4.2	4.2	0.09	0.05		
LT	60+00	PIPE OUTLETTING MEDIAN DRAIN	0.8			4.0	4.0	4.16		8.6									
LT	64+84	US END OF FIELD ENT PIPE	0.4	0.20	490	4.0	4.0	1.44	50.81	5.3	7.8	0.08	7.0	7.0	7.0	0.16	0.08		
LT	65+16	DS END OF FIELD ENT PIPE	0.3	0.20	0	4.0	4.0	0.96		4.5									
LT	66+96	US END OF PIPE	0.4	0.20	180	4.0	4.0	1.44	8.00	5.3	2.0	0.02	1.8	1.8	1.8	0.04	0.02		
WEST FRONTAGE ROAD																			
LT	40+80 (637+00 FAI 55)	W. DITCH (PIPE OUTLET ML STA 637+00)	1.4			3.0	2.0	7.70		9.6									
LT	53+50 (649+70 FAI 55)	W. DITCH (PIPE OUTLET ML STA 637+00)	0.0	0.57	1300	3.0	2.0	0.00	185.37	2.0	17.2	0.17	15.5	15.5	15.5	0.34	0.17		
SUBTOTAL =								11060			1491.8		216.1	2.16	194.5	194.5	194.5	4.32	2.16
ROUNDED TOTAL =								11060			1492		216	2.2	194	194	194	4.3	2.2



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES			
DITCH GRADING			
SCALE: N.T.S.	SHEET 4	OF 12 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	18
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

PAVING SCHEDULE - SHOULDER AREAS

LOCATION	LENGTH	PAVEMENT WIDTH	OUTSIDE SHOULDER WIDTH	MEDIAN / INSIDE SHOULDER WIDTH	COMMENTS	HMA SURF REM - BUTT JOINT	HMA SURF REM, VAR DEPTH (MAINLINE I-55 OUTSIDE & MEDIAN SHLD)	HMA SURF REM, 1.0" & VAR (RAMP OUTSIDE & INSIDE SHLD) - EX 3.25" OVERLAY AREA	HMA SURF REM, 1.5" (CH 10 SHLD) - EX 3.5" OVERLAY AREA	BIT MATLS (TACK COAT) BETWEEN ALL LIFTS	HMA SHLD, 2.25" (BOTTOM LIFT - ML OUT & MED SHLD)	HMA SHLD, 1.5" (TOP LIFT - ML OUT & MED SHLD)	HMA SHLD, 1.5" (RAMP OUTSIDE & INSIDE SHLD)	EARTH EXCAVATION (WIDENING) - (CH 10 SHLD)	HMA SHLD, 6.5" (CH 10 SHLD)	HMA SHLD, 1.5" (CH 10 SHLD)	AGG WEDGE SHLD, TYPE B, VAR. DEPTH (ML OUT & MED SHLD)	AGG WEDGE SHLD, TYPE B, VAR. DEPTH (RAMP OUTSIDE & INSIDE SHLD)	AGG WEDGE SHLD, TYPE B, VAR. DEPTH (CH 10 SHLD)	SHLD RUMBLE STRIPS, 16 INCH (ML OUT & MED SHLDS)
PAY CODE NO.						40600982	X4401198	44000153	44000155	40600290	48203100	48203100	48203100	20200500	48203023	48203100	48102100	48102100	48102100	64200116
LT/RT STATION	TO STATION	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(POUND)	(TON)	(TON)	(TON)	(CU YD)	(SQ YD)	(TON)	(TON)	(TON)	(TON)	(FOOT)
LOGAN COUNTY																				
I-55 NBL - OUTSIDE SHOULDER																				
RT	584+10.00	585+00.00	90.00	36.0	10.0	10.0	100.0	0	0	68	12.6	8.4	0	0	0	0	3.0	0	0	90
RT	585+00.00	590+71.54	571.54	36.0	10.0	10.0	0	635.0	0	429	80.0	53.3	0	0	0	0	19.1	0	0	572
RT	597+34.28	628+50.75	3116.47	36.0	10.0	10.0	0	3462.7	0	2337	436.3	290.9	0	0	0	0	103.9	0	0	3116
RT	641+02.74	703+00.00	6197.26	36.0	10.0	10.0	0	6885.8	0	4648	867.6	578.4	0	0	0	0	206.6	0	0	6197
RT	703+00.00	703+90.00	90.00	36.0	10.0	10.0	100.0	0	0	68	12.6	8.4	0	0	0	0	3.0	0	0	90
I-55 NBL - MEDIAN SHOULDER																				
RT	584+10.00	585+00.00	90.00	36.0	10.0	10.0	100.0	0	0	68	12.6	8.4	0	0	0	0	3.0	0	0	90
RT	585+00.00	703+00.00	11800.00	36.0	10.0	10.0	0	13111.1	0	8850	1652.0	1101.3	0	0	0	0	393.3	0	0	11800
RT	703+00.00	703+90.00	90.00	36.0	10.0	10.0	100.0	0	0	68	12.6	8.4	0	0	0	0	3.0	0	0	90
I-55 SBL - OUTSIDE SHOULDER																				
LT	584+10.00	585+00.00	90.00	36.0	10.0	10.0	100.0	0	0	68	12.6	8.4	0	0	0	0	3.0	0	0	90
LT	585+00.00	586+35.70	135.70	36.0	10.0	10.0	0	150.8	0	102	19.0	12.7	0	0	0	0	4.5	0	0	136
LT	599+55.66	630+00.00	3044.34	36.0	10.0	10.0	0	3382.6	0	2283	426.2	284.1	0	0	0	0	101.5	0	0	3044
LT	630+00.00	630+20.14	20.14	36.0	10.0	10.0	0	22.4	0	15	2.8	1.9	0	0	0	0	0.7	0	0	20
LT	636+82.88	703+00.00	6617.12	36.0	10.0	10.0	0	7352.4	0	4963	926.4	617.6	0	0	0	0	220.6	0	0	6617
LT	703+00.00	703+90.00	90.00	36.0	10.0	10.0	100.0	0	0	68	12.6	8.4	0	0	0	0	3.0	0	0	90
I-55 SBL - MEDIAN SHOULDER																				
LT	584+10.00	585+00.00	90.00	36.0	10.0	10.0	100.0	0	0	68	12.6	8.4	0	0	0	0	3.0	0	0	90
LT	585+00.00	630+00.00	4500.00	36.0	10.0	10.0	0	5000.0	0	3375	630.0	420.0	0	0	0	0	150.0	0	0	4500
LT	630+00.00	703+00.00	7300.00	36.0	10.0	10.0	0	8111.1	0	5475	1022.0	681.3	0	0	0	0	243.3	0	0	7300
LT	703+00.00	703+90.00	90.00	36.0	10.0	10.0	100.0	0	0	68	12.6	8.4	0	0	0	0	3.0	0	0	90
I-55 NB EXIT RAMP - OUTSIDE SHOULDER (RAMP "C" ELKHART INTERCHANGE)																				
	0+00.00	4+04.10	404.10	1.0 TO 22.33	10.0	NONE	0	449.0	0	303	56.6	37.7	0	0	0	0	13.5	0	0	0
	4+04.10	6+62.40	258.30	16.0	10.0	GORE AREA	0	287.0	0	194	36.2	24.1	0	0	0	0	8.6	0	0	0
	6+62.40	7+52.40	90.00	16.0	10.0 TO 6.0	4.0 THICK. RAMP	40.0	0	0	54	10.1	6.7	0	0	0	0	0	2.7	0	0
	7+52.40	24+78.13	1725.73	16.0	6.0	4.0	0	0	1150	518	0	0	96.6	0	0	0	0	51.1	0	0
	24+78.13	25+18.13	40.00	16.0	6.0	4.0 THICK. RAMP	0	0	27	12	0	0	2.2	0	0	0	0	1.2	0	0
	25+18.13	26+30.45	112.32	16.0 & VAR	6.0	4.0	0	0	120	54	0	0	10.1	0	0	0	0	5.3	0	0
I-55 NB EXIT RAMP - INSIDE SHOULDER (RAMP "C" ELKHART INTERCHANGE)																				
	0+00.00	4+04.10	404.10	1.0 TO 22.33	10.0	NONE	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4+04.10	6+62.40	258.30	16.0	10.0	GORE AREA	0	377.8	0	255	47.6	31.7	0	0	0	0	0	0	0	0
	6+62.40	7+52.40	90.00	16.0	10.0 TO 6.0	4.0 THICK. RAMP	80.0	0	0	27	5.0	3.4	0	0	0	0	0	2.7	0	0
	7+52.40	24+78.13	1725.73	16.0	6.0	4.0	0	0	767	345	0	0	64.4	0	0	0	0	51.1	0	0
	24+78.13	25+18.13	40.00	16.0	6.0	4.0 THICK. RAMP	0	0	18	8	0	0	1.5	0	0	0	0	1.2	0	0
	25+18.13	26+30.45	112.32	16.0 & VAR	6.0	4.0	0	0	51	23	0	0	4.3	0	0	0	0	3.4	0	0
I-55 NB ENTRANCE RAMP - OUTSIDE SHOULDER (RAMP "D" ELKHART INTERCHANGE)																				
	0+23.00	1+32.58	109.58	16.0 & VAR	6.0	4.0	0	0	116	52	0	0	9.7	0	0	0	0	5.2	0	0
	1+32.58	1+72.58	40.00	16.0	6.0	4.0 THICK. RAMP	0	0	27	12	0	0	2.2	0	0	0	0	1.2	0	0
	1+72.58	10+90.87	918.29	16.0	6.0	4.0	0	0	612	275	0	0	51.4	0	0	0	0	27.2	0	0
	10+90.87	11+80.87	90.00	16.0	6.0	4.0 THICK. RAMP	80.0	0	0	41	7.6	5.0	0	0	0	0	0	2.7	0	0
	11+80.87	12+10.38	29.51	16.0 TO 14.9	6.0	4.0	0	0	19.7	13	2.5	1.7	0	0	0	0	1.0	0	0	0
	12+10.38	12+35.59	25.21	14.9 TO 14.0	6.0	GORE AREA	0	0	16.8	11	2.1	1.4	0	0	0	0	0.8	0	0	0
	12+35.59	13+90.91	155.32	14.0	6.0 TO 10.0	GORE AREA	0	0	138.1	93	17.4	11.6	0	0	0	0	5.2	0	0	0
	13+90.91	15+06.94	116.03	14.0	10.0	GORE AREA	0	0	128.9	87	16.2	10.8	0	0	0	0	3.9	0	0	0
	15+06.94	24+56.89	949.95	20.0 TO 1.0	10.0	NONE	0	0	1055.5	712	133.0	88.7	0	0	0	0	31.7	0	0	0
SUB-TOTAL =						1000.0	50586.8	2887.9	0.0	36107.1	6497.4	4331.6	242.6	0.0	0.0	0.0	1532.0	154.9	0.0	44022.6

MODEL: Schedule 0
 FILE NAME: \\p01bms001\share\p01\Documents\BFW\PROJECTS\2022\PROJECTS\2022\PROJECTS\2022\DOT Dg P1B 201-06 WOPJ Elkhart CN 72K64\DOT\CAD_Sheets\72K64-Shoulder.dgn

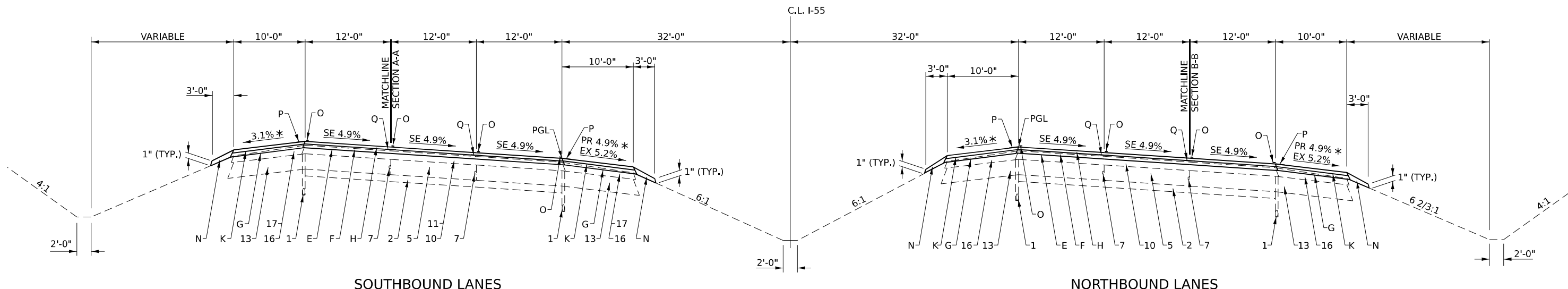


USER NAME = scraven	DESIGNED -	REVISED -
PLOT SCALE = 0.1667" / in.	DRAWN -	REVISED -
PLOT DATE = 10/13/2022	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULES		
I-55 HMA SHOULDER		
SCALE: N.T.S.	SHEET 8 OF 12 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	22
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				



I-55 TYPICAL SECTION
 SB LANES - SE = 4.90%
 LT STA 595+31.87 TO LT STA 598+80.74 - ADJACENT TO RAMP "B" - SEE MATCH-LINE SECTION A-A - SE TRANSITION
 LT STA 598+80.74 TO LT STA 599+55.66 - ADJACENT TO RAMP "B" - SEE MATCH-LINE SECTION A-A - FULL SE = 4.90%
 LT STA 599+55.66 TO LT STA 628+88.77 - FULL SE = 4.90%
 LT STA 628+88.77 TO LT STA 630+00.00 - % SE TRANSITION
 LT STA 630+00.00 TO LT STA 630+20.14 - % SE TRANSITION
 LT STA 630+20.14 TO LT STA 632+37.64 - ADJACENT TO RAMP "A" - SEE MATCH-LINE SECTION A-A - % SE TRANSITION

I-55 TYPICAL SECTION
 NB LANES - SE = 4.90%
 RT STA 595+31.87 TO RT STA 597+34.28 - ADJACENT TO RAMP "C" - SEE MATCH-LINE SECTION B-B - % SE TRANSITION
 RT STA 597+34.28 TO RT STA 598+80.74 - % SE TRANSITION
 RT STA 598+80.74 TO RT STA 628+50.75 - FULL SE = 4.90%
 RT STA 628+50.75 TO RT STA 628+88.77 - ADJACENT TO RAMP "D" - SEE MATCH-LINE SECTION B-B - FULL SE = 4.90%
 RT STA 628+88.77 TO RT STA 632+37.64 - ADJACENT TO RAMP "D" - SEE MATCH-LINE SECTION B-B - % SE TRANSITION

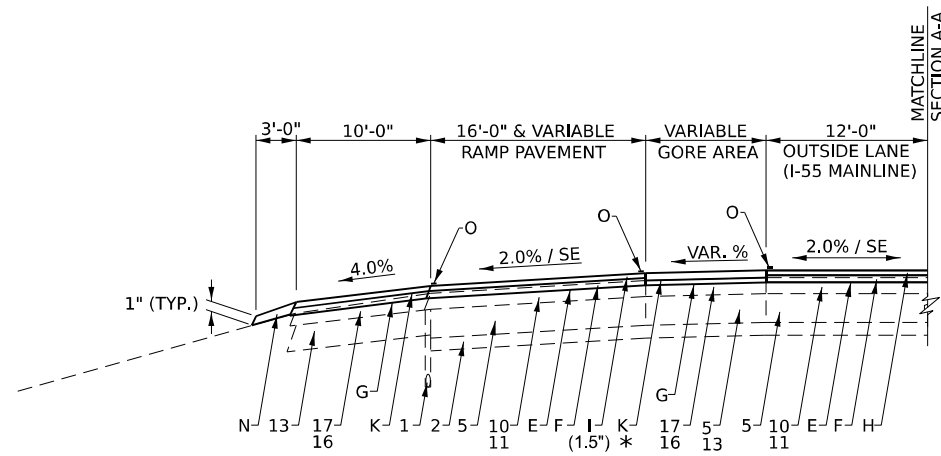
* PROPOSED SHOULDER SLOPES IN SUPERELEVATION SECTIONS:
 LOW SIDE OF S.E. -
 THE SHOULDER SLOPE SHALL BE THE SAME AS THE SE RATE BUT NOT LESS THAN 4.0%
 HIGH SIDE OF S.E. -
 WHEN SE RATE OF PAVEMENT IS BETWEEN 0.0% AND 4.0%, THE SHOULDER SHALL BE SLOPED AT 4.0%. WHEN THE S.E. RATE OF PAVEMENT IS GREATER THAN 4.0%, THE SHOULDER SHALL BE SLOPED SO THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER DOES NOT EXCEED 8.0%.

LEGEND

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| <ul style="list-style-type: none"> 1 EXISTING PIPE UNDERDRAIN, 4" 2 EXISTING STABILIZED SUBBASE, 4" 3 EXISTING SUBBASE GRANULAR MATERIAL, 4" 4 EXISTING STANDARD REINFORCED P.C.C. PAVEMENT, 8" 5 EXISTING CONTINUOUSLY REINFORCED P.C.C. PAVEMENT, 9" 6 EXISTING P.C.C. PAVEMENT, 10" (RTE. 66, SOUTHBOUND PAVEMENT) 7 EXISTING LONGITUDINAL JOINT 8 EXISTING HMA SURFACE, 2" (RTE. 66, SOUTHBOUND PAVEMENT) 9 EXISTING HMA SURFACE, 3 1/4" 10 EXISTING HMA SURFACE, 5" 11 EXISTING HMA SURFACE, 6 1/4" (STA. 520+60 TO STA. 629+40) 12 EXISTING STABILIZED SHOULDER, 8" 13 EXISTING STABILIZED SHOULDER, 9" 14 EXISTING STABILIZED SHOULDER, VARIABLE DEPTH 15 EXISTING HMA SHOULDER, 3 1/4" 16 EXISTING HMA SHOULDER, 5" 17 EXISTING HMA SHOULDER, 6 1/4" (STA 520+60 TO STA. 629+40) 18 EXISTING HMA PAVEMENT, 11.5" 19 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-6.06 20 EXISTING CONCRETE MEDIAN SURFACE, 4" | <ul style="list-style-type: none"> A PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1.0" (AND VARIABLE) - EXISTING 3.25" OVERLAY AREA (RAMP OUTSIDE & INSIDE SHOULDER) B PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1.5" (AND VARIABLE) - EXISTING 3.5" OVERLAY AREA (CH 10 SHOULDER) C PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1.5" - (I-55 RAMP PAVEMENT) D PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1.5" - CH 10 E PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1.5" - (I-55 MAINLINE PAVEMENT) F PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, SMA 12.5, N80, 2.25" - (FIRST LIFT I-55 MAINLINE) G PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (I-55 MAINLINE SHOULDERS; 1.5" @ E.O.P.) H PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA 9.5, MIX "E", N80, 1.5" - (I-55 MAINLINE) I PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 2" - (I-55 RAMP) J PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1.5" - (CH 10) K PROPOSED HOT-MIX SHOULDER, 2.25" BOTTOM LIFT & 1.5" TOP LIFT - (I-55 MAINLINE OUTSIDE AND MEDIAN SHOULDERS) L PROPOSED HOT-MIX ASPHALT SHOULDER, 1.5" - (RAMP OUTSIDE AND INSIDE SHOULDERS) M PROPOSED HOT-MIX ASPHALT SHOULDER, 1.5" - (CH 10) N PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B - (3' WIDE WEDGE, VARIABLE TO 1" THICK) O PROPOSED PAVEMENT MARKING - LINE P PROPOSED RUMBLE STRIPS, 16" Q PROPOSED LONGITUDINAL JOINT SEALANT |
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MODEL: Typical Section Sheet 2
 FILE NAME: P:\bhamms\mch\p\Documents\BFW\PROJECTS\2022\PROJECTS\2020-1001 D8 PTB 2015-36 V02P2 EMBART.CH 72K64\DOT\CAD_Sheets\Typical Cross Sections.dgn

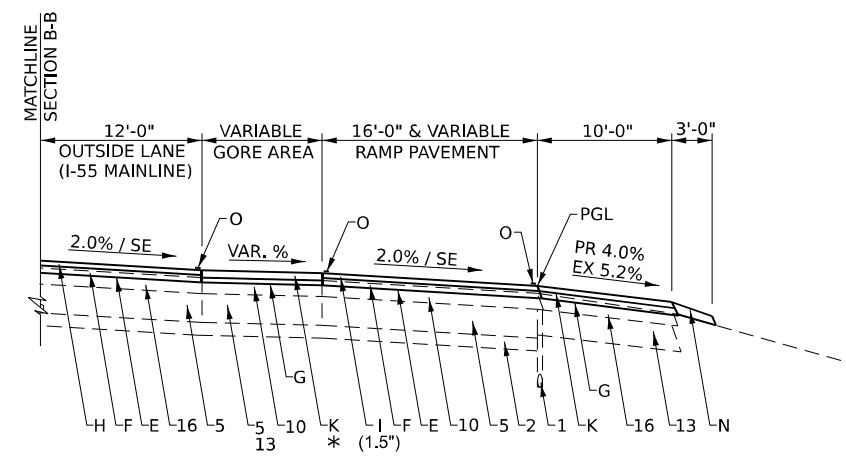
	USER NAME = sgraven	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-55 MAINLINE TYPICAL SECTIONS	F.A.I. RTE. 55	SECTION (54-1) RS-3; (54-1HB)D, BRR	COUNTY LOGAN	TOTAL SHEETS 120	SHEET NO. 28
	PLOT SCALE = 0.16666833' / in.	CHECKED -	REVISIED -			SCALE: N.T.S.	SHEET 2 OF 6 SHEETS	STA. TO STA.	CONTRACT NO. 72K64	
	PLOT DATE = 10/20/2022	DATE -	REVISIED -							



MATCHLINE A-A

I-55 SOUTHBOUND LANES ADJACENT TO RAMPS "A" AND "B"

MATCH-LINE SECTION A-A
 I-55 SOUTHBOUND LANES ADJACENT TO RAMPS "A" & "B"
 SB LANES - NORMAL CROWN
 LT STA 586+34.28 TO LT STA 595+31.87 - ADJACENT TO RAMP "B" (APPROX. STA 24+19 TO STA 15+21)
 LT STA 632+37.64 TO LT STA 636+81.27 - ADJACENT TO RAMP "A" (APPROX. STA 4+46 TO STA 0+00)
 SB LANES - SE = 4.90%
 LT STA 595+31.87 TO LT STA 598+80.74 - ADJACENT TO RAMP "B" (APPROX. STA 15+21 TO STA 11+70) - SE TRANSITION
 LT STA 598+80.74 TO LT STA 599+55.66 - ADJACENT TO RAMP "B" (APPROX. STA 11+70 TO STA 10+95) - FULL SE = 4.90%
 LT STA 630+20.14 TO LT STA 632+37.64 - ADJACENT TO RAMP "A" (APPROX. STA 6+63 TO STA 4+46) - % SE TRANSITION

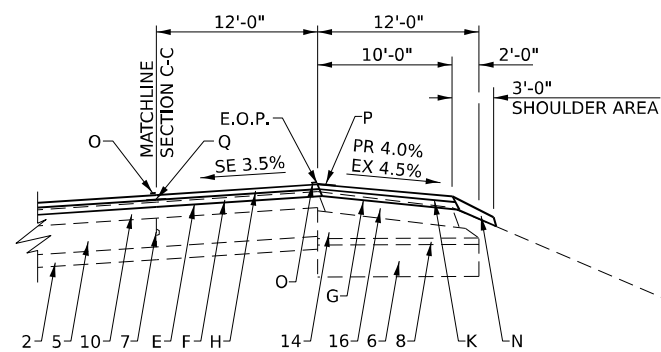


MATCHLINE B-B

I-55 NORTHBOUND LANES ADJACENT TO RAMPS "C" AND "D"

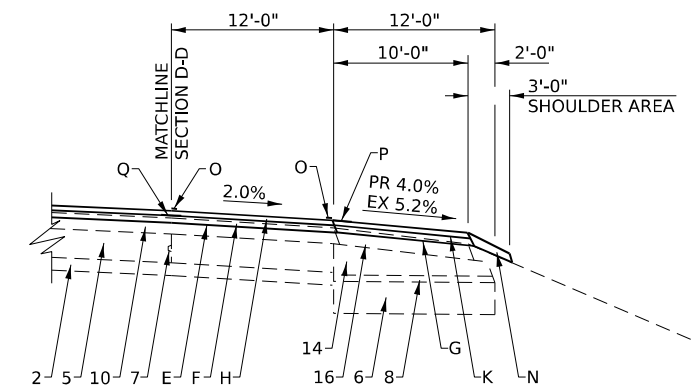
MATCH-LINE SECTION B-B
 I-55 NORTHBOUND LANES ADJACENT TO RAMPS "C" & "D"
 NB LANES - NORMAL CROWN
 RT STA 590+68.01 TO RT STA 595+31.87 - ADJACENT TO RAMP "C" (APPROX. STA 0+00 TO STA 4+61)
 RT STA 632+37.64 TO RT STA 640+99.02 - ADJACENT TO RAMP "D" (APPROX. STA 15+95 TO STA 24+54)
 NB LANES - SE = 4.90%
 RT STA 595+31.87 TO RT STA 597+34.28 - ADJACENT TO RAMP "C" (APPROX. STA 4+61 TO STA 6+63) - % SE TRANSITION
 RT STA 628+50.75 TO RT STA 628+88.77 - ADJACENT TO RAMP "D" (APPROX. STA 12+10 TO STA 12+48) - FULL SE = 4.90%
 RT STA 628+88.77 TO RT STA 632+37.64 - ADJACENT TO RAMP "D" (APPROX. STA 12+48 TO STA 15+95) - % SE TRANSITION

* ONLY WHEN GORE AREA WIDTH IS OVER 6.33' ON EXIT RAMPS AND 4.00' ON ENTRANCE RAMPS. USE LONGITUDINAL JOINT SEALANT AT MAINLINE EOP WHEN GORE AREA WIDTH IS LESS THAN 6.33' ON EXIT RAMPS AND 4.00' ON ENTRANCE RAMPS.



MATCHLINE C-C

MATCH-LINE SECTION C-C
 I-55 NORTHBOUND LANES - OUTSIDE SHOULDER OVER OLD USS 66 PAVT
 NB LANES - SE = 3.50%
 RT STA 680+00.00 TO RT STA 683+74.15 - OLD US 66 PAVT UNDER OUTSIDE SHLD - FULL SE = 3.50%
 RT STA 683+74.15 TO RT STA 686+57.61 - OLD US 66 PAVT UNDER OUTSIDE SHLD - SE TRANSITION



MATCHLINE D-D

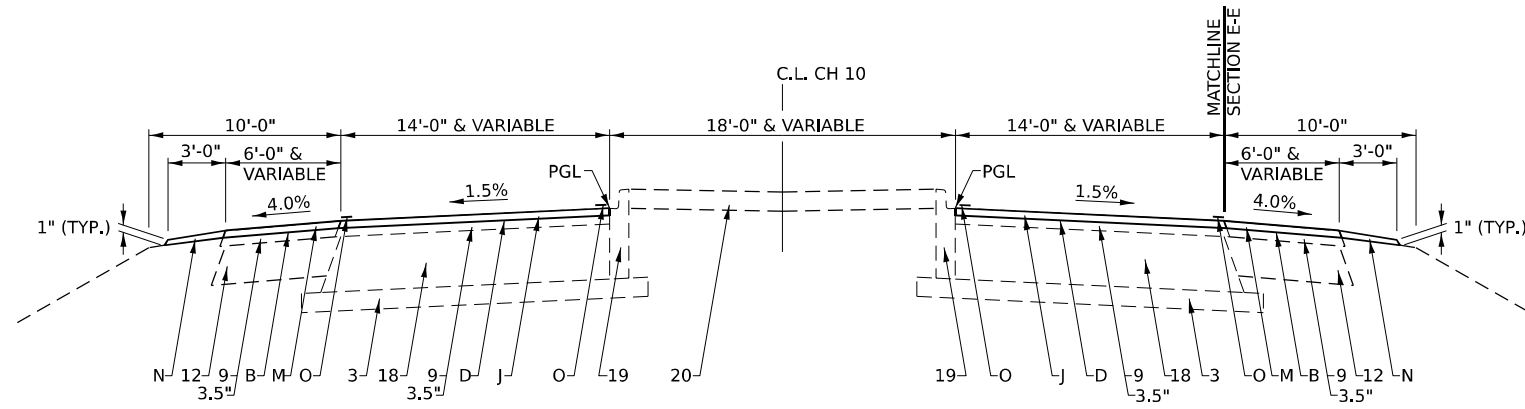
MATCH-LINE SECTION D-D
 I-55 NORTHBOUND LANES - OUTSIDE SHOULDER OVER OLD USS 66 PAVT
 NB LANES - NORMAL CROWN
 RT STA 686+57.61 TO RT STA 703+00.00 - OLD US 66 PAVT UNDER OUTSIDE SHLD
 RT STA 703+00.00 TO RT STA 703+90.00 - OLD US 66 PAVT UNDER OUTSIDE SHLD - HMA RAMP

LEGEND

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| <ul style="list-style-type: none"> 1 EXISTING PIPE UNDERDRAIN, 4" 2 EXISTING STABILIZED SUBBASE, 4" 3 EXISTING SUBBASE GRANULAR MATERIAL, 4" 4 EXISTING STANDARD REINFORCED P.C.C. PAVEMENT, 8" 5 EXISTING CONTINUOUSLY REINFORCED P.C.C. PAVEMENT, 9" 6 EXISTING P.C.C. PAVEMENT, 10" (RTE. 66, SOUTHBOUND PAVEMENT) 7 EXISTING LONGITUDINAL JOINT 8 EXISTING HMA SURFACE, 2" (RTE. 66, SOUTHBOUND PAVEMENT) 9 EXISTING HMA SURFACE, 3 1/4" 10 EXISTING HMA SURFACE, 5" 11 EXISTING HMA SURFACE, 6 1/4" (STA. 520+60 TO STA. 629+40) 12 EXISTING STABILIZED SHOULDER, 8" 13 EXISTING STABILIZED SHOULDER, 9" 14 EXISTING STABILIZED SHOULDER, VARIABLE DEPTH 15 EXISTING HMA SHOULDER, 3 1/4" 16 EXISTING HMA SHOULDER, 5" 17 EXISTING HMA SHOULDER, 6 1/4" (STA 520+60 TO STA. 629+40) 18 EXISTING HMA PAVEMENT, 11.5" 19 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-6.06 20 EXISTING CONCRETE MEDIAN SURFACE, 4" | <ul style="list-style-type: none"> A PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1.0" (AND VARIABLE) - EXISTING 3.25" OVERLAY AREA (RAMP OUTSIDE & INSIDE SHOULDER) B PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1.5" (AND VARIABLE) - EXISTING 3.5" OVERLAY AREA (CH 10 SHOULDER) C PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1.5" - (I-55 RAMP PAVEMENT) D PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1.5" - CH 10 E PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1.5" - (I-55 MAINLINE PAVEMENT) F PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, SMA 12.5, N80, 2.25" - (FIRST LIFT I-55 MAINLINE) G PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (I-55 MAINLINE SHOULDERS; 1.5" @ E.O.P.) H PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA 9.5, MIX "E", N80, 1.5" - (I-55 MAINLINE) | <ul style="list-style-type: none"> I PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 2" - (I-55 RAMPS) J PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1.5" - (CH 10) K PROPOSED HOT-MIX SHOULDER, 2.25" BOTTOM LIFT & 1.5" TOP LIFT - (I-55 MAINLINE OUTSIDE AND MEDIAN SHOULDERS) L PROPOSED HOT-MIX ASPHALT SHOULDER, 1.5" - (RAMP OUTSIDE AND INSIDE SHOULDERS) M PROPOSED HOT-MIX ASPHALT SHOULDER, 1.5" - (CH 10) N PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B - (3' WIDE WEDGE, VARIABLE TO 1" THICK) O PROPOSED PAVEMENT MARKING - LINE P PROPOSED RUMBLE STRIPS, 16" Q PROPOSED LONGITUDINAL JOINT SEALANT |
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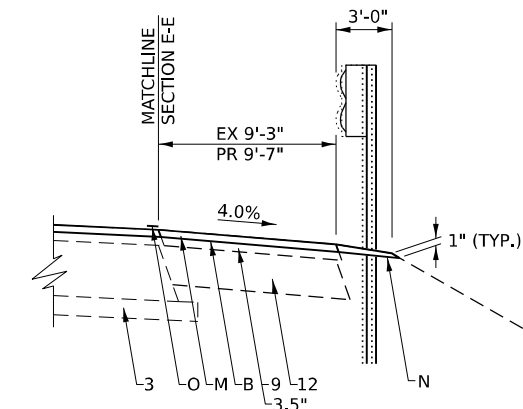
MODEL: Typical Section Sheet F
 FILE NAME: \\bhamms\share\p\Documents\BFW\PROJECTS\2022\PROJECTS\2020- IDOT D8 PTB 2015-36 VOP2\EMHART.CH\72K64\DOT\CAD_Sheets\Typical Cross Sections.dgn

	USER NAME = sgraven	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-55 MAINLINE TYPICAL SECTIONS	F.A.I. RTE. 55	SECTION (54-1) RS-3; (54-1HB)D, BRR	COUNTY LOGAN	TOTAL SHEETS 120	SHEET NO. 31
	PLOT SCALE = 0.16666633" / in.	CHECKED -	REVISIED -			SCALE: N.T.S.	SHEET 5 OF 6 SHEETS	STA. TO STA.	CONTRACT NO. 72K64	
	PLOT DATE = 10/20/2022	DATE -	REVISIED -			ILLINOIS FED. AID PROJECT				



C.H. 10 - TYPICAL CROSS SECTION

CH 10
 STA 35+00.00 TO STA 36+82.80 - NO RAISED MEDIAN; 4.0' WIDE HMA SHLDS - USE "Q" AT CL JOINT BELOW HMA SURF
 STA 36+81.80 TO STA 38+10.80 - EX CONC CORRUGATED MEDIAN
 STA 38+10.80 TO STA 42+63.60 (EX TURF MED; STA 39+88.00 TO STA 42+28.00)
 STA 42+63.60 TO STA 43+15.96 - NO RAISED MEDIAN; INTERCHANGE RAMP INTERSECTION -
 USE "Q" AT BOTH PAVT JOINTS THRU INTERSECTION BELOW HMA SURF
 LT STA 43+15.96 TO LT STA 47+25.00 - WB LT TURN LANE AND TAPER - USE "Q" AT TURN LANE PAVT JOINT BELOW HMA SURF
 LT STA 47+25.00 TO LT STA 48+07.29 - WB LT TURN LANE AND TAPER - USE "Q" AT TURN LANE PAVT JOINT BELOW HMA SURF -
 HMA THICKNESS RAMP - NEW C&G AND CONC MED SURF ON RAISED MEDIAN (EX TURF) - SEE MATCH-LINE SECTION E-E
 RT STA 43+15.96 TO RT STA 47+25.00 - SEE MATCH-LINE SECTION E-E
 RT STA 43+25.00 TO RT STA 47+78.76 - HMA THICKNESS RAMP - NEW C&G AND CONC MED SURF ON RAISED MEDIAN (EX TURF) -
 SEE MATCH-LINE SECTION E-E
 RT STA 47+78.76 TO RT STA 48+16.86 - PCC PAVT CONN - NEW C&G AND CONC MED SURF ON RAISED MEDIAN (EX TURF)
 LT STA 48+07.2 TO LT STA 48+16.86 - PCC PAVT CONN - NEW C&G AND CONC MED SURF ON RAISED MEDIAN (EX TURF)
 STA 48+16.86 TO STA 48+46.86 - BRIDGE APPROACH PAVEMENT
 STA 48+46.86 TO STA 51+60.14 - BRIDGE REHABILITATION/DECK REPLACEMENT
 STA 51+60.14 TO STA 51+90.14 - BRIDGE APPROACH PAVEMENT
 RT STA 51+90.14 TO RT STA 51+99.71 - PCC PAVT CONN - NEW C&G AND CONC MED SURF ON RAISED MEDIAN (EX TURF)
 LT STA 51+90.14 TO LT STA 52+28.28 - PCC PAVT CONN - NEW C&G AND CONC MED SURF ON RAISED MEDIAN (EX TURF)
 RT STA 51+99.71 TO RT STA 52+80.00 - EB LT TURN LANE AND TAPER - USE "Q" AT TURN LANE PAVT JOINT BELOW HMA SURF -
 HMA THICKNESS RAMP - NEW C&G AND CONC MED SURF ON RAISED MEDIAN (EX TURF) - SEE MATCH-LINE SECTION E-E
 RT STA 52+80.00 TO RT STA 56+84.04 - EB LT TURN LANE AND TAPER - USE "Q" AT TURN LANE PAVT JOINT BELOW HMA SURF
 LT STA 52+28.12 TO LT STA 52+80.00 - HMA THICKNESS RAMP - NEW C&G AND CONC MED SURF ON RAISED MEDIAN (EX TURF) -
 SEE MATCH-LINE SECTION E-E
 LT STA 52+80.00 TO LT STA 56+84.04 - SEE MATCH-LINE SECTION E-E
 STA 56+84.04 TO STA 57+36.40 - NO RAISED MEDIAN; INTERCHANGE RAMP INTERSECTION -
 USE "Q" AT BOTH PAVT JOINTS THRU INTERSECTION BELOW HMA SURF
 STA 57+36.40 TO STA 61+39.94 (EX TURF MED; STA 57+60.00 TO STA 60+10.00)
 STA 61+39.94 TO STA 62+49.92 - EX CONC CORRUGATED MEDIAN
 STA 62+49.92 TO STA 66+50.00 - NO RAISED MEDIAN - USE "Q" AT CL JOINT BELOW HMA SURF



MATCHLINE SECTION E-E
 CH 10 GUARDRAIL AREAS

MATCH-LINE SECTION E - E
 RT STA 45+90.00 TO RT STA 46+40.00 -
 WIDEN EX HMA SHLD WITH PR HMA SHLD 6.5" & RESURF 1.5"
 (6.0' TO 9.58' WIDE SHLD; 50' TAPER) - NO GUARDRAIL
 RT STA 46+40.00 TO RT STA 47+78.76 (9.58' WIDE SHLD) -
 GUARDRAIL RT STA 46+54.89 TO RT STA 48+11.76
 RT STA 51+99.71 TO RT STA 52+49.71 -
 WIDEN EX HMA SHLD WITH PR HMA SHLD 6.5" & RESURF 1.5"
 (9.58' TO 6.0' WIDE SHLD; 50' TAPER) - NO GUARDRAIL
 LT STA 47+57.29 TO LT STA 48+07.29 -
 WIDEN EX HMA SHLD WITH PR HMA SHLD 6.5" & RESURF 1.5"
 (6.0' TO 9.58' WIDE SHLD; 50' TAPER) - NO GUARDRAIL
 LT STA 52+28.12 TO LT STA 53+60.00 (9.58' WIDE SHLD) -
 GUARDRAIL LT STA 51+95.24 TO LT STA 53+47.12
 LT STA 53+60.00 TO LT STA 54+10.00 -
 WIDEN EX HMA SHLD WITH PR HMA SHLD 6.5" & RESURF 1.5"
 (6.0' TO 9.58' WIDE SHLD; 50' TAPER) - NO GUARDRAIL

LEGEND

- | | |
|----------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|
| 1 EXISTING PIPE UNDERDRAIN, 4" | A PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1.0" (AND VARIABLE) - EXISTING 3.25" OVERLAY AREA (RAMP OUTSIDE & INSIDE SHOULDER) |
| 2 EXISTING STABILIZED SUBBASE, 4" | B PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1.5" (AND VARIABLE) - EXISTING 3.5" OVERLAY AREA (CH 10 SHOULDER) |
| 3 EXISTING SUBBASE GRANULAR MATERIAL, 4" | C PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1.5" - (I-55 RAMP PAVEMENT) |
| 4 EXISTING STANDARD REINFORCED P.C.C. PAVEMENT, 8" | D PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1.5" - CH 10 |
| 5 EXISTING CONTINUOUSLY REINFORCED P.C.C. PAVEMENT, 9" | E (PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1.5" - (I-55 MAINLINE PAVEMENT) |
| 6 EXISTING P.C.C. PAVEMENT, 10" (RTE. 66, SOUTHBOUND PAVEMENT) | F PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, SMA 12.5, N80, 2.25" - (FIRST LIFT I-55 MAINLINE) |
| 7 EXISTING LONGITUDINAL JOINT | G PROPOSED, NOT USED |
| 8 EXISTING HMA SURFACE, 2" (RTE. 66, SOUTHBOUND PAVEMENT) | H PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA 9.5, MIX "E", N80, 1.5" - (I-55 MAINLINE) |
| 9 EXISTING HMA SURFACE, 3 1/4" | I PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 2" - (I-55 RAMPS) |
| 10 EXISTING HMA SURFACE, 5" | J PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1.5" - (CH 10) |
| 11 EXISTING HMA SURFACE, 6 1/4" (STA. 520+60 TO STA. 629+40) | K PROPOSED HOT-MIX SHOULDER, 2.25" (AND VARIABLE) - (I-55 MAINLINE OUTSIDE AND MEDIAN SHOULDERS) |
| 12 EXISTING STABILIZED SHOULDER, 8" | L PROPOSED HOT-MIX ASPHALT SHOULDER, 1.5" - (RAMP OUTSIDE AND INSIDE SHOULDERS) |
| 13 EXISTING STABILIZED SHOULDER, 9" | M PROPOSED HOT-MIX ASPHALT SHOULDER, 1.5" - (CH 10) |
| 14 EXISTING STABILIZED SHOULDER, VARIABLE DEPTH | N PROPOSE AGGREGATE WEDGE SHOULDER, TYPE B - (3' WIDE WEDGE, VARIABLE TO 1" THICK) |
| 15 EXISTING HMA SHOULDER, 3 1/4" | O PROPOSED PAVEMENT MARKING - LINE |
| 16 EXISTING HMA SHOULDER, 5" | P PROPOSED RUMBLE STRIPS, 16" |
| 17 EXISTING HMA SHOULDER, 6 1/4" (STA 520+60 TO STA. 629+40) | Q PROPOSED LONGITUDINAL JOINT SEALANT |
| 18 EXISTING HMA PAVEMENT, 11.5" | |
| 19 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6,06 | |
| 20 EXISTING CONCRETE MEDIAN SURFACE, 4" | |

NOTE: NOT TO SCALE

MODEL: Typical Section Sheet 6
 FILE NAME: \\p01wms020\share\p01\Documents\BFW\PROJECTS\2022\PROJECTS\22069 - IDOT Dg PTB 201-36 WORK\EMHART.CH.7\66\DOT\CAD_Sheets\Typical Cross Section.dgn



USER NAME = scraven	DESIGNED -	REVISED -
PLOT SCALE = 0.16666833' / in.	DRAWN -	REVISED -
PLOT DATE = 10/20/2022	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CH 10
 TYPICAL SECTIONS

SCALE: N.T.S. SHEET 6 OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	32
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

EX CURVE 608
 PI STA = 29+04.83
 $\Delta = 76^\circ 37' 57''$ (LT)
 $D = 11^\circ 56' 33''$
 $R = 479.76'$
 $T = 379.11'$
 $E = 131.71'$
 $e = 8.0\%$
 PC STA = 25+25.72
 PT STA = 31+67.40

EX CURVE 609
 PI STA = 16+19.40
 $\Delta = 06^\circ 18' 02''$ (RT)
 $D = 00^\circ 23' 50''$
 $R = 14,423.71'$
 $T = 793.87'$
 $E = 21.83'$
 $e = 2.0\%$
 PC STA = 8+25.53
 PT STA = 24+11.67

EX CURVE 606
 PI STA = 10+68.01
 $\Delta = 24^\circ 08' 26''$ (RT)
 $D = 03^\circ 43' 56''$
 $R = 1,535.22'$
 $T = 328.29'$
 $E = 34.71'$
 $e = 8.0\%$
 PC STA = 7+39.72
 PT STA = 13+86.56

EX CURVE 605
 PI STA = 5+05.37
 $\Delta = 36^\circ 53' 21''$ (RT)
 $D = 07^\circ 35' 13''$
 $R = 755.19'$
 $T = 251.87'$
 $E = 40.89'$
 $e = 8.0\%$
 PC STA = 2+53.50
 PT STA = 7+39.72

EX CURVE 610
 PI STA = 3+33.53
 $\Delta = 22^\circ 11' 22''$ (LT)
 $D = 11^\circ 59' 44''$
 $R = 477.64'$
 $T = 93.66'$
 $E = 9.10'$
 $e = 8.0\%$
 PC STA = 2+39.86
 PT STA = 4+24.84

EX CURVE 611
 PI STA = 8+81.58
 $\Delta = 32^\circ 06' 23''$ (RT)
 $D = 07^\circ 32' 06''$
 $R = 760.38'$
 $T = 218.80'$
 $E = 30.85'$
 $e = 8.0\%$
 PC STA = 6+62.78
 PT STA = 10+88.87

EX CURVE 503
 PI STA = 615+25.51
 $\Delta = 55^\circ 59' 02''$ (RT)
 $D = 01^\circ 44' 58''$
 $R = 3,275.09'$
 $T = 1,740.81'$
 $E = 433.90'$
 $e = 4.90\%$
 PC STA = 597+84.70
 PT STA = 629+84.81

EX CURVE 801
 PI STA = 21+47.24
 $\Delta = 77^\circ 55' 40''$ (LT)
 $D = 11^\circ 58' 15''$
 $R = 478.63'$
 $T = 387.09'$
 $E = 136.94'$
 $e = 8.0\%$
 PC STA = 17+60.15
 PT STA = 24+11.13

EX CURVE 800
 PI STA = 11+47.41
 $\Delta = 64^\circ 18' 20''$ (RT)
 $D = 07^\circ 30' 54''$
 $R = 762.41'$
 $T = 479.24'$
 $E = 138.11'$
 $e = 8.0\%$
 PC STA = 6+68.17
 PT STA = 15+23.86

* USING $124^\circ 53' 06''$
 FOR STRUCTURE REHABILITATION
 (MATCHING OLD PLANS)

LIST OF BENCHMARKS

BENCHMARK #	COMMENTS/DESCRIPTIONS	NAVD 88 DATUM
(EXTRACTED FROM MASTER FILE I55LOGAN.XLS DL = 546)		
PSM 629+85.6	Permanent Survey Marker in I-55 CL of Median	595.533
BM TA-9	chslid [] lightpole found. NW side of SBL I-55 before SBL off ramp to Elkhart @ mile marker 115, approx Sta 633+65	597.547
BM TA-8	chslid [] footing of pier CL med I-55 at Elkhart Interchange @ approx Sta 611+25	596.684
PSM 597+85.7	Permanent Survey Marker in I-55 CL of Median	593.326
BM TA-7	chslid [] in lightpole foundation E side of NBL I-55 just before Elkhart exit @ approx Sta 593+62	590.704
BM TA-6	chslid [] NE end hdwl of triple barrel box E side of NBL I-55 @ approx Sta 573+45	586.727
PSM 562+44.6	Permanent Survey Marker in I-55 CL of Median	589.421
BM TA-14	chslid [] in NE corner of SN 054+0038 overpass approach wall @ the I-55 Elkhart Interchange; Sta 51+81.3; 34.4 LT (CL chain CH10)	623.009

MODEL: Sheet 1
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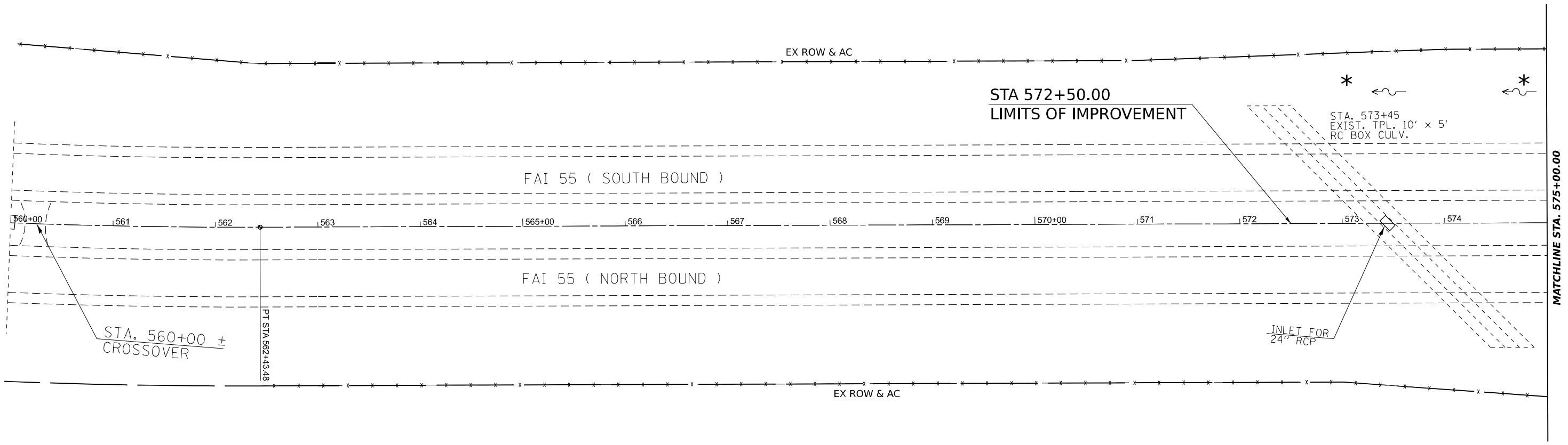
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PLOT DATE =	10/10/2022	CHECKED -	REVISD -
		DATE -	REVISD -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

I-55 ELKHART INTERCHANGE ALIGNMENT
 LIST OF BENCHMARKS

SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	33
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				



* - PROPOSED GRADING AND SHAPING DITCHES
(SEE SCHEDULES)

MODEL: I-55 PLAN 10
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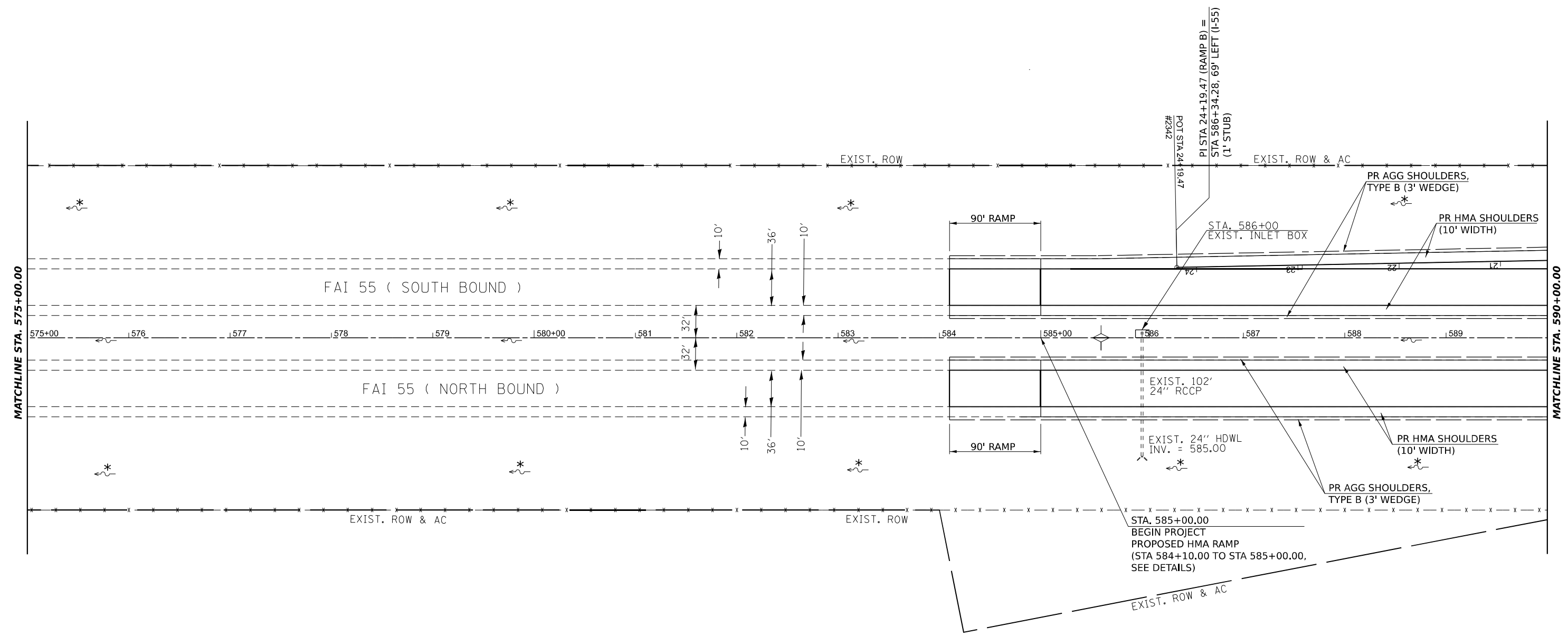
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PLOT DATE =	10/10/2022	DATE -		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-55 PLAN SHEETS			
SCALE: N.T.S.	SHEET 1 OF 10 SHEETS	STA. 560+00	TO STA. 575+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	34
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

MATCHLINE STA. 575+00.00



* - PROPOSED GRADING AND SHAPING DITCHES
(SEE SCHEDULES)

MODEL: I-55 PLAN 1
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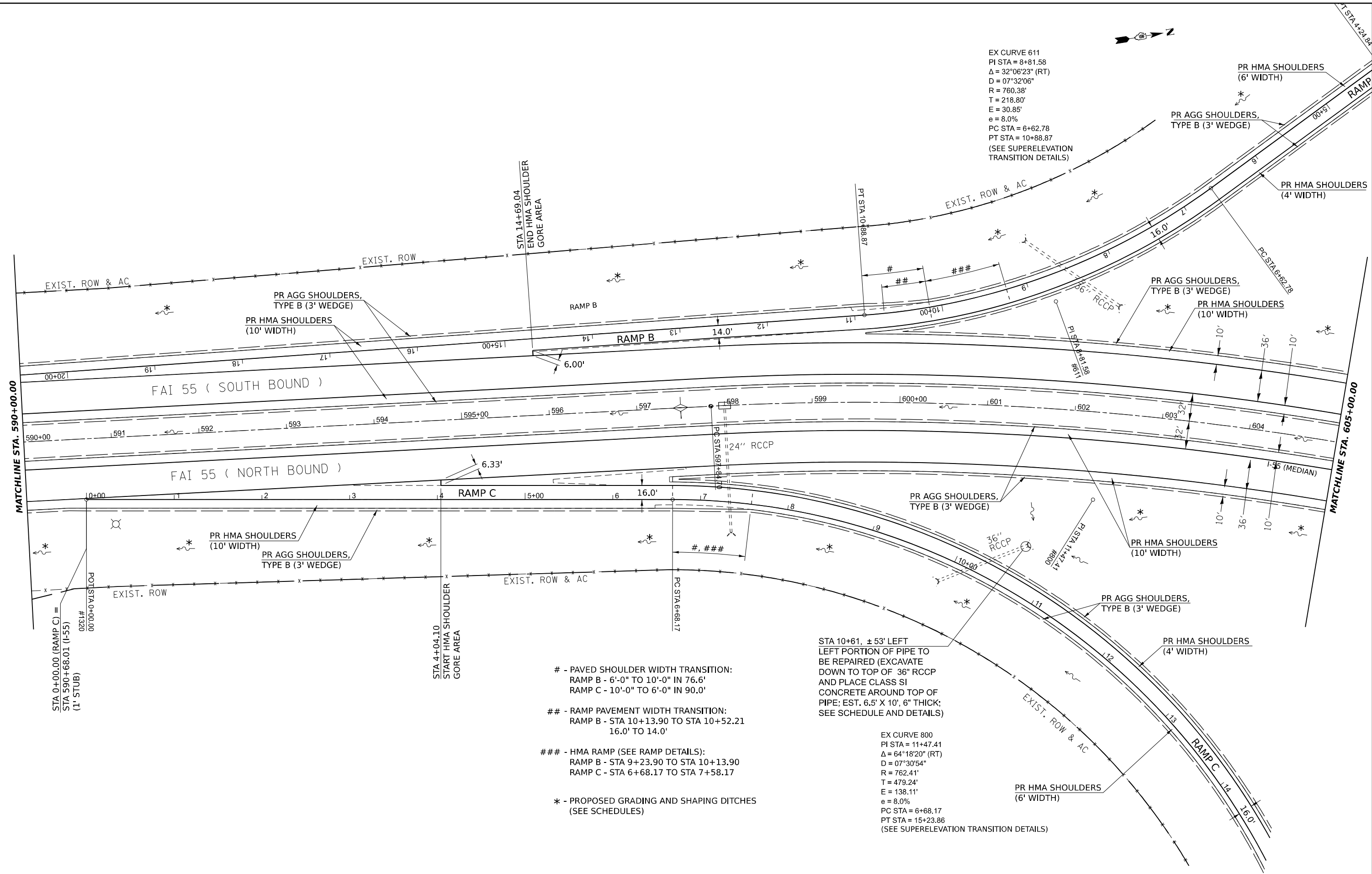
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PLOT DATE = 10/10/2022	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

I-55 PLAN SHEETS		
SCALE: N.T.S.	SHEET 2 OF 10 SHEETS	STA. 575+00 TO STA. 590+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	35
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

MODEL: I-55 PLN 2
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EX CURVE 611
 PI STA = 8+81.58
 $\Delta = 32^{\circ}06'23''$ (RT)
 $D = 07^{\circ}32'06''$
 $R = 760.38'$
 $T = 218.80'$
 $E = 30.85'$
 $e = 8.0\%$
 PC STA = 6+62.78
 PT STA = 10+88.87
 (SEE SUPERELEVATION TRANSITION DETAILS)

STA 10+61, $\pm 53'$ LEFT
 LEFT PORTION OF PIPE TO
 BE REPAIRED (EXCAVATE
 DOWN TO TOP OF 36" RCCP
 AND PLACE CLASS SI
 CONCRETE AROUND TOP OF
 PIPE; EST. 6.5' X 10', 6" THICK;
 SEE SCHEDULE AND DETAILS)

EX CURVE 800
 PI STA = 11+47.41
 $\Delta = 64^{\circ}18'20''$ (RT)
 $D = 07^{\circ}30'54''$
 $R = 762.41'$
 $T = 479.24'$
 $E = 138.11'$
 $e = 8.0\%$
 PC STA = 6+68.17
 PT STA = 15+23.86
 (SEE SUPERELEVATION TRANSITION DETAILS)

- # - PAVED SHOULDER WIDTH TRANSITION:
 RAMP B - 6'-0" TO 10'-0" IN 76.6'
 RAMP C - 10'-0" TO 6'-0" IN 90.0'
- ## - RAMP PAVEMENT WIDTH TRANSITION:
 RAMP B - STA 10+13.90 TO STA 10+52.21
 16.0' TO 14.0'
- ### - HMA RAMP (SEE RAMP DETAILS):
 RAMP B - STA 9+23.90 TO STA 10+13.90
 RAMP C - STA 6+68.17 TO STA 7+58.17
- * - PROPOSED GRADING AND SHAPING DITCHES
 (SEE SCHEDULES)

STA 0+00.00 (RAMP C) =
 STA 590+68.01 (I-55)
 (1' STUB)

STA 4+04.10
 START HMA SHOULDER
 GORE AREA

EXIST. ROW & AC

FAI 55 (SOUTH BOUND)

FAI 55 (NORTH BOUND)

MATCHLINE STA. 590+00.00

MATCHLINE STA. 605+00.00



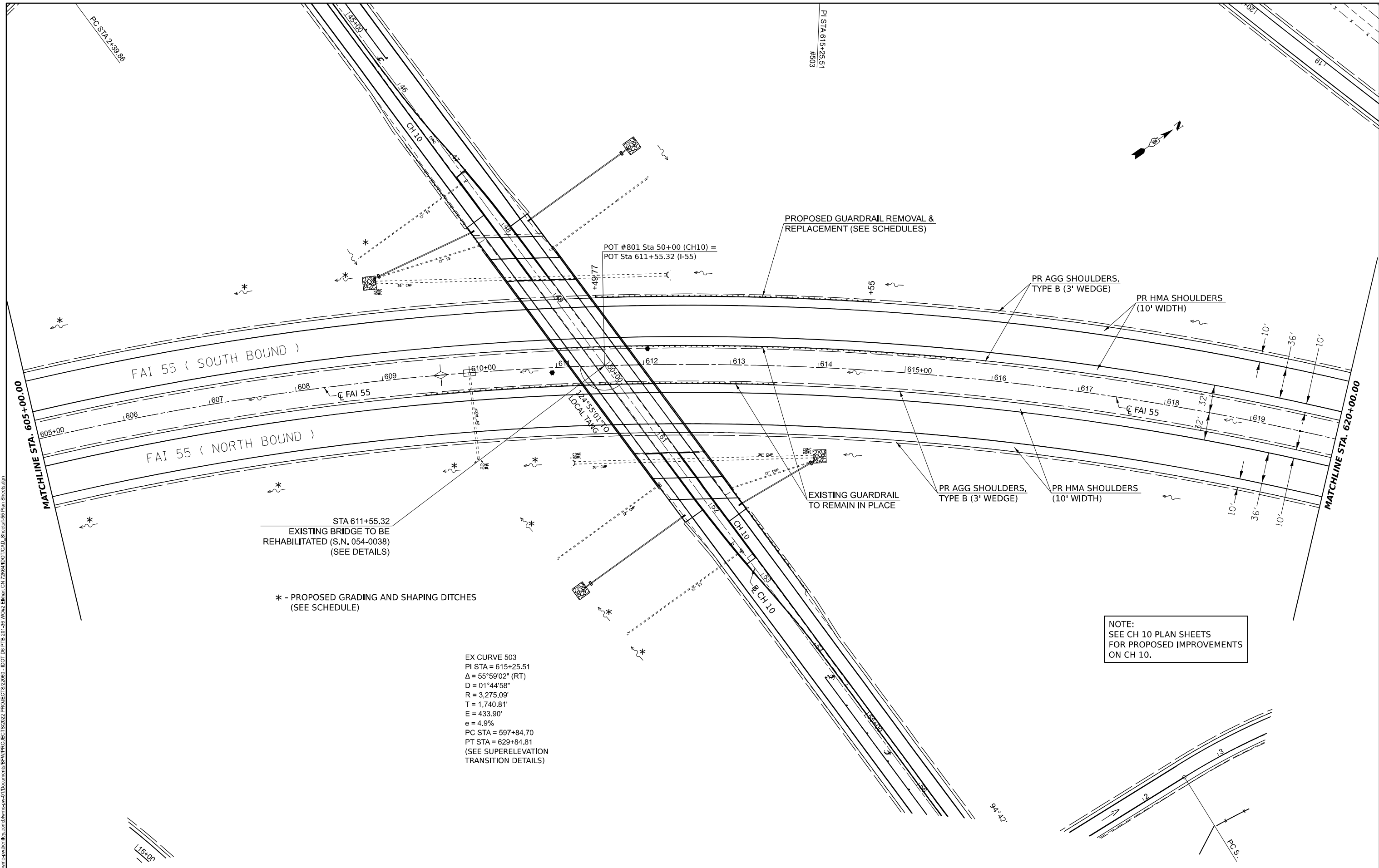
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DRAWN -		REVISIONS -	
CHECKED -		REVISIONS -	
DATE -	10/10/2022	REVISIONS -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

I-55 PLAN SHEETS	
SCALE: N.T.S.	SHEET 3 OF 10 SHEETS
STA. 590+00	TO STA. 605+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	36
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

MODEL: I-55 PL 41 3
 FILE NAME: C:\Users\scra\Documents\BFW\PROJECTS\2022\PROJECTS\22069 - I-55 DOT D6 PTB 201-36 WORK\ENR\CH 726\CH10\CAD_Sheets\I-55 Plan_Sheets.dgn



STA 611+55.32
 EXISTING BRIDGE TO BE
 REHABILITATED (S.N. 054-0038)
 (SEE DETAILS)

* - PROPOSED GRADING AND SHAPING DITCHES
 (SEE SCHEDULE)

EX CURVE 503
 PI STA = 615+25.51
 Δ = 55°59'02" (RT)
 D = 01°44'58"
 R = 3,275.09'
 T = 1,740.81'
 E = 433.90'
 e = 4.9%
 PC STA = 597+84.70
 PT STA = 629+84.81
 (SEE SUPERELEVATION
 TRANSITION DETAILS)

NOTE:
 SEE CH 10 PLAN SHEETS
 FOR PROPOSED IMPROVEMENTS
 ON CH 10.

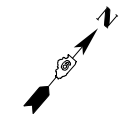


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PLOT DATE = 10/13/2022	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**I-55
 PLAN SHEETS**
 SCALE: N.T.S. SHEET 4 OF 10 SHEETS STA. 605+00 TO STA. 620+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	37
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				



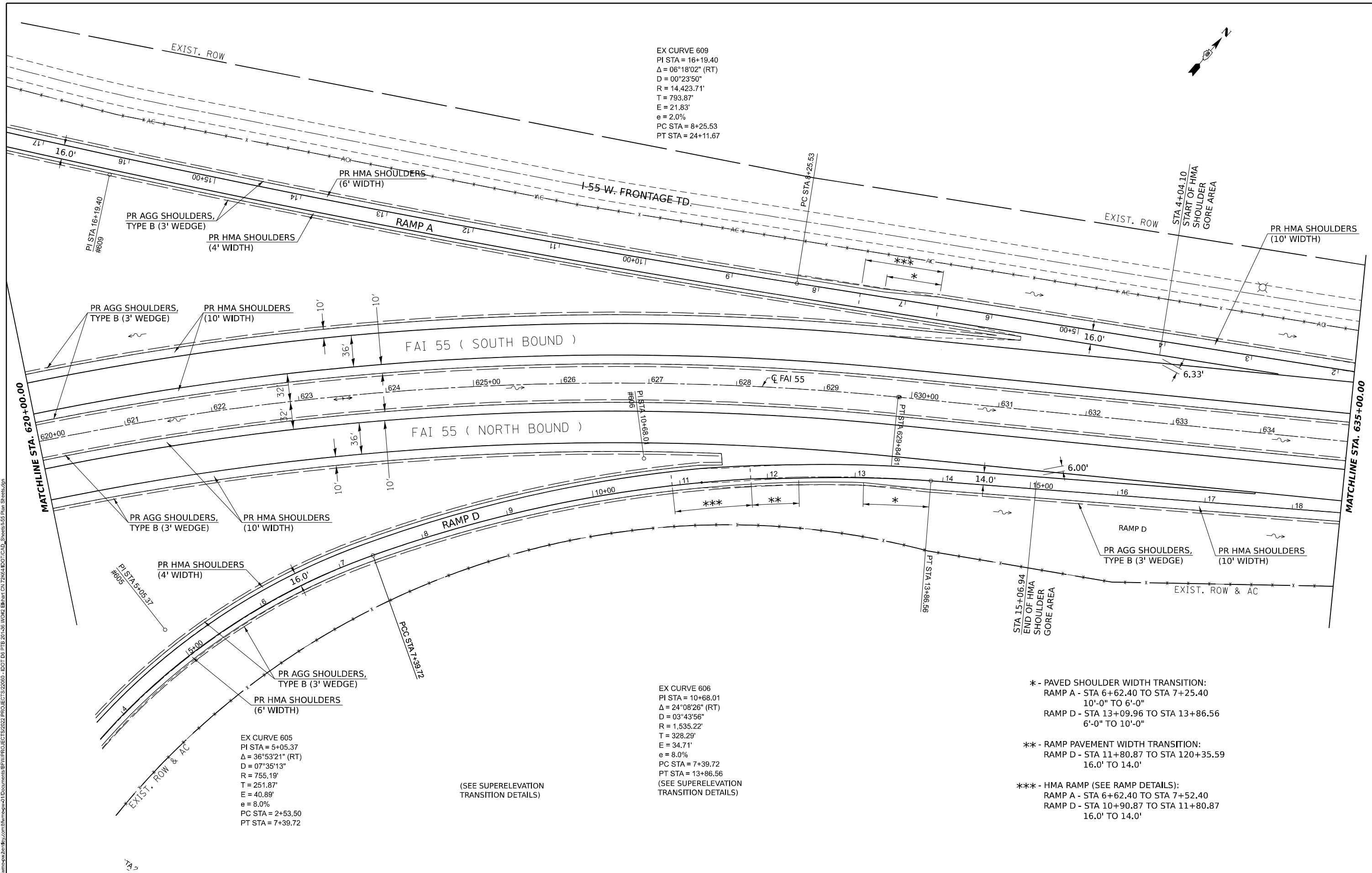
EX CURVE 609
 PI STA = 16+19.40
 $\Delta = 06^{\circ}18'02''$ (RT)
 $D = 00^{\circ}23'50''$
 $R = 14,423.71'$
 $T = 793.87'$
 $E = 21.83'$
 $e = 2.0\%$
 PC STA = 8+25.53
 PT STA = 24+11.67

EX CURVE 606
 PI STA = 10+68.01
 $\Delta = 24^{\circ}08'26''$ (RT)
 $D = 03^{\circ}43'56''$
 $R = 1,535.22'$
 $T = 328.29'$
 $E = 34.71'$
 $e = 8.0\%$
 PC STA = 7+39.72
 PT STA = 13+86.56
 (SEE SUPERELEVATION
 TRANSITION DETAILS)

EX CURVE 605
 PI STA = 5+05.37
 $\Delta = 36^{\circ}53'21''$ (RT)
 $D = 07^{\circ}35'13''$
 $R = 755.19'$
 $T = 251.87'$
 $E = 40.89'$
 $e = 8.0\%$
 PC STA = 2+53.50
 PT STA = 7+39.72

(SEE SUPERELEVATION
 TRANSITION DETAILS)

- * - PAVED SHOULDER WIDTH TRANSITION:
 RAMP A - STA 6+62.40 TO STA 7+25.40
 10'-0" TO 6'-0"
- RAMP D - STA 13+09.96 TO STA 13+86.56
 6'-0" TO 10'-0"
- ** - RAMP PAVEMENT WIDTH TRANSITION:
 RAMP D - STA 11+80.87 TO STA 120+35.59
 16.0' TO 14.0'
- *** - HMA RAMP (SEE RAMP DETAILS):
 RAMP A - STA 6+62.40 TO STA 7+52.40
 RAMP D - STA 10+90.87 TO STA 11+80.87
 16.0' TO 14.0'



MODEL: I-55 PLAN 414
 FILE NAME: \\p01bms001\share\proj\2022\PROJECTS\22069- IDOT\DOT\20136\WORK\ENR\CH\216\DOT\CAD_Sheets\I-55 Plan Sheets.dwg
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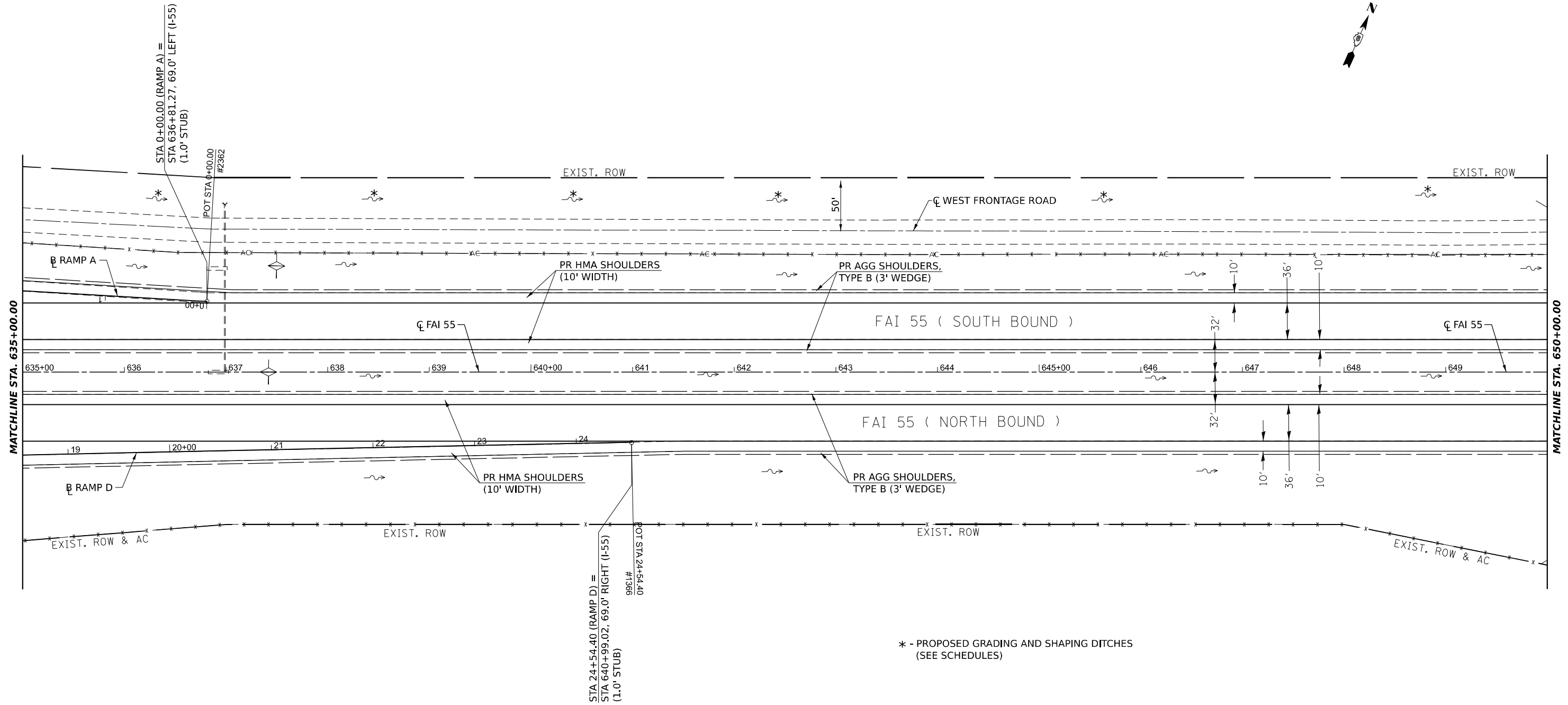


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PLOT DATE = 10/10/2022	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

I-55 PLAN SHEETS	
SCALE: N.T.S.	SHEET 5 OF 10 SHEETS
STA. 620+00	TO STA. 635+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	38
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				



MODEL: I-55 PLAN 6
 FILE NAME: C:\Users\scra\Documents\BFW\PROJECTS\2022\PROJECTS\2022\DOT D6 PTB 201-36 WORK\ENR\CH 72K64\DOT\CAD_Sheets\I-55 Plan Sheets.dgn



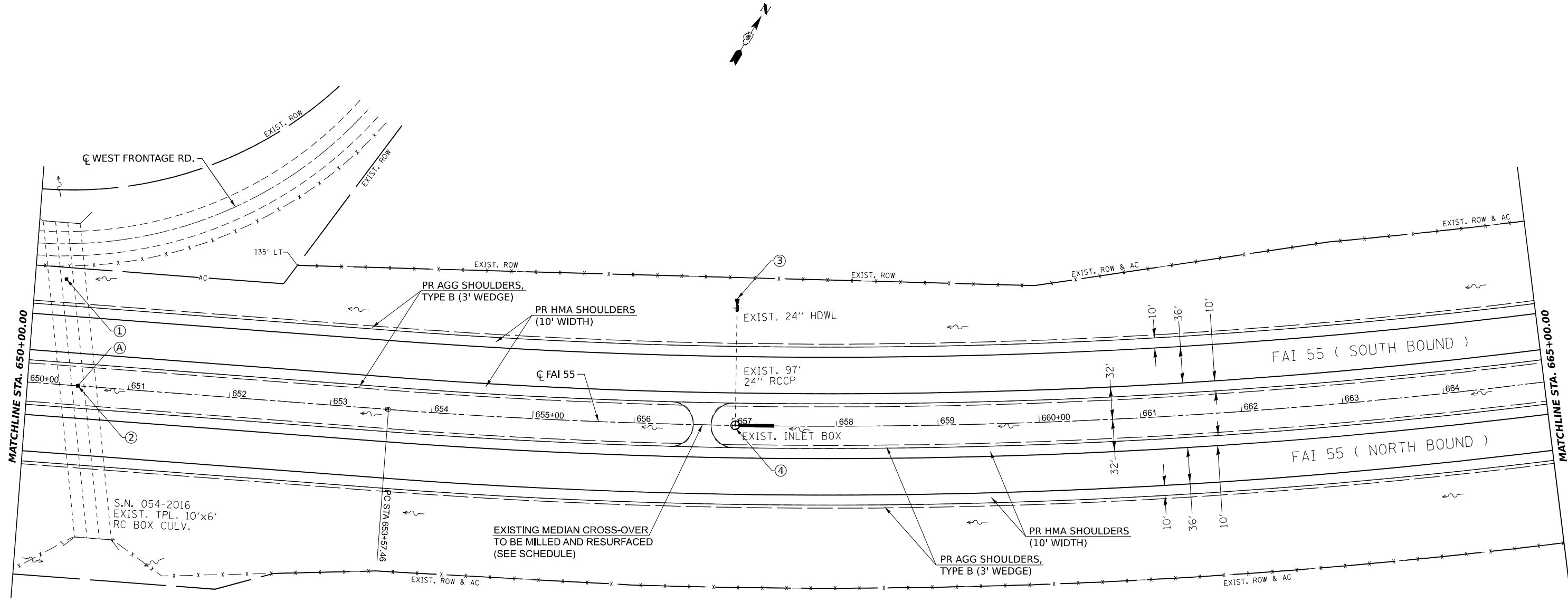
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PLOT DATE = 10/10/2022	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

I-55 PLAN SHEETS		
SCALE: N.T.S.	SHEET 6 OF 10 SHEETS	STA. 635+00 TO STA. 650+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	39
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

MODEL: I-55 PLN 6
 FILE NAME: C:\Users\scra\Documents\BFW\PROJECTS\2022\PROJECTS\22069 - IDOT D6 PTB 201-36 WORK\Enhanc CN 7266\DOT\CAD_Sheets\I-55 Plan Sheets.dgn



- ① STA 650+50.00, 12° SKEW RT FWD EXISTING 10' X 6' TRIPLE BOX CULVERT (S.N. 054-2016)
- ② LT STA 650+26.00 EXISTING MEDIAN INLET STANDARD 604101 TO BE REPAIRED (SEE DETAILS)
- ③ STA 650+50.00 EXISTING MEDIAN INLET STANDARD 604101 TO BE REPAIRED (SEE DETAILS)

- ④ STA 657+00.00 EXISTING CONCRETE HEADWALL TBR EXISTING PIPE CULVERT (RCCP) 24" X 3.0' TBR PROPOSED PIPE CULVERT, CLASS A, TYPE 1, 24" X 6.0' PROPOSED CONCRETE COLLAR (SEE DETAILS) (NOTE: GRADES TO BE DETERMINED IN FIELD)
- ⑤ STA 657+00.00, 0.0' LEFT EXISTING INLET TBR PROPOSED MANHOLE, TYPE A, 6' DIAMETER W/ FLAT SLAB TOP, TYPE 1 FRAME, OPEN LID
 INVERT = **
 TOP OF GRATE = **
 (STDS. 602406, 602601, 602701, 604001)
 PROPOSED PIPE CULVERT, CLASS A, TYPE 1, 24" X 15.0'
 +02.5, 0.0' LEFT DSFL = **
 +17.5, 0.0' LEFT USFL = **
 PROPOSED INLET BOX STD 542526, 1 EACH

* - PROPOSED GRADING AND SHAPING DITCHES (SEE SCHEDULE)

** - PROPOSED GRADES TO BE DETERMINED BY THE ENGINEER.



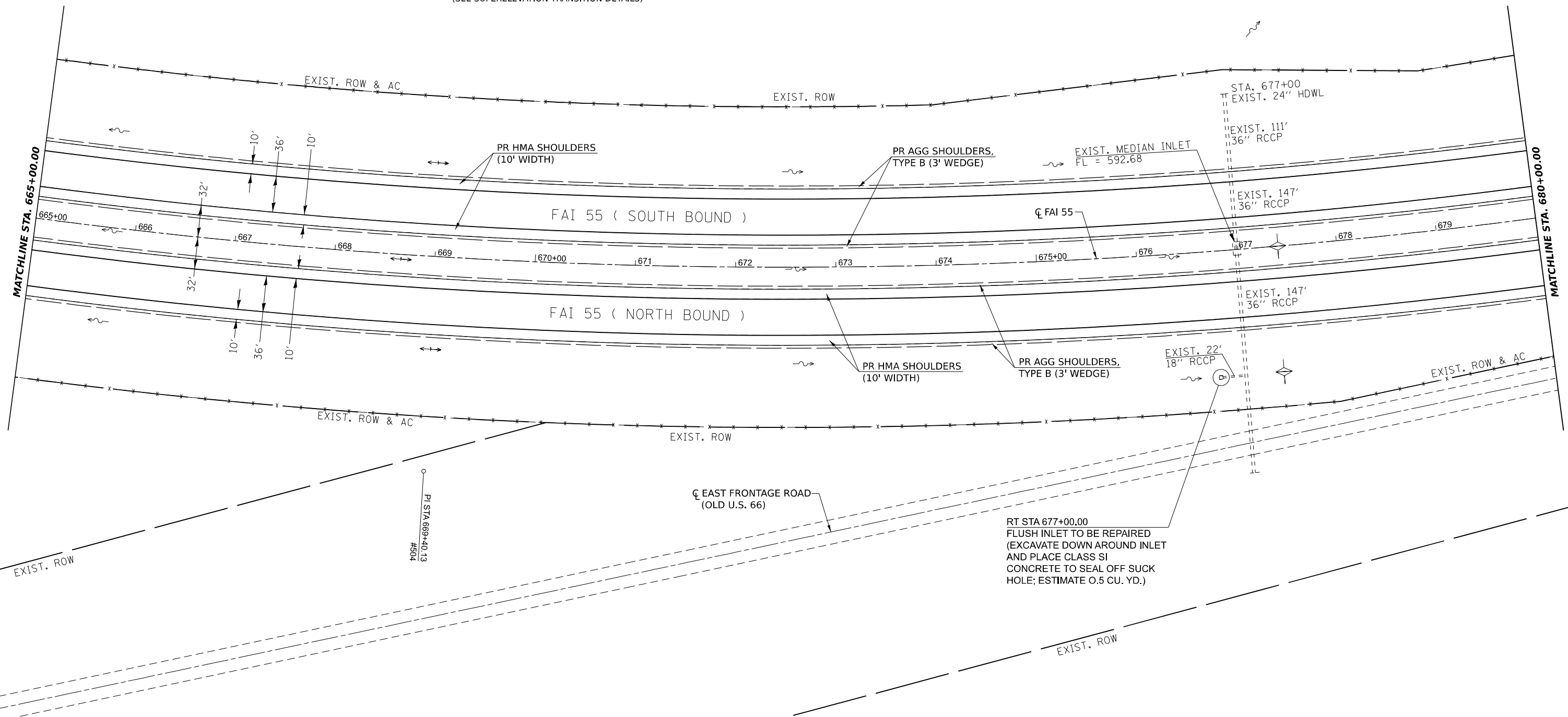
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PLOT DATE = 10/10/2022	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

I-55 PLAN SHEETS		
SCALE: N.T.S.	SHEET 7 OF 10 SHEETS	STA. 650+00 TO STA. 665+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	40
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

EX CURVE 504
 PI STA = 669+40.13
 $\Delta = 30^{\circ}52'31"$ (LT)
 $D = 00^{\circ}59'59"$
 $R = 5,731.14'$
 $T = 1,582.67'$
 $E = 214.51'$
 $e = 3.5\%$
 PC STA = 653+57.46
 PT STA = 684+45.83
 (SEE SUPERELEVATION TRANSITION DETAILS)



RT STA 677+00.00
 FLUSH INLET TO BE REPAIRED
 (EXCAVATE DOWN AROUND INLET
 AND PLACE CLASS SI
 CONCRETE TO SEAL OFF SUCK
 HOLE; ESTIMATE 0.5 CU. YD.)

MODEL: I-55 PL 01 V7
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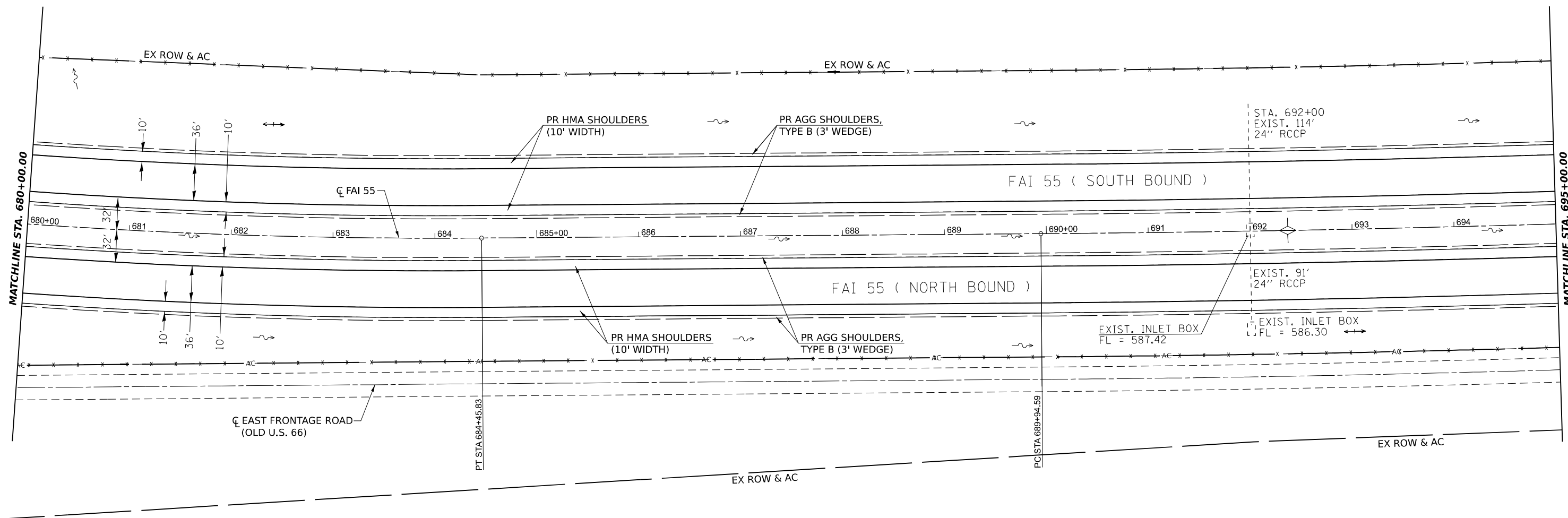
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PLOT DATE = 10/10/2022	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

I-55 PLAN SHEETS		
SCALE: N.T.S.	SHEET 8 OF 10 SHEETS	STA. 665+00 TO STA. 680+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	41
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

MODEL: I-55 PL 9 & 6
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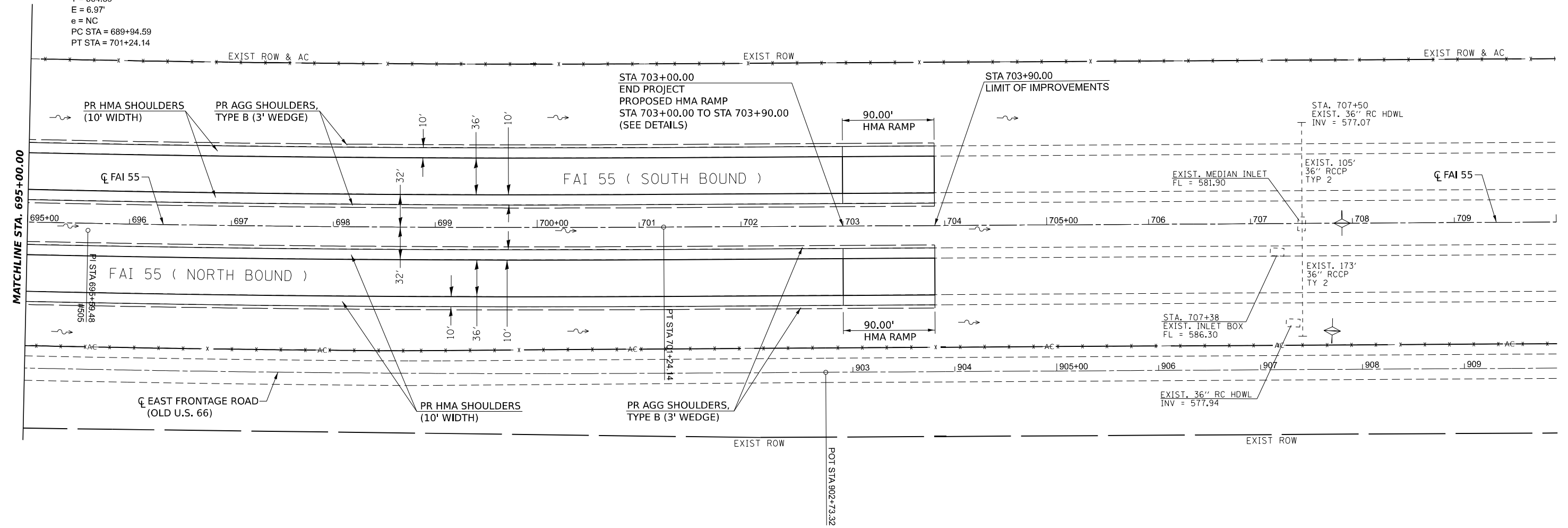
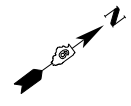
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DRAWN -	REVISED -	
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PLOT DATE = 10/10/2022	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

I-55 PLAN SHEETS		
SCALE: N.T.S.	SHEET 9 OF 10 SHEETS	STA. 680+00 TO STA. 695+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	42
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

EX CURVE 505
 PI STA = 695+59.48
 $\Delta = 02^{\circ}49'42''$ (LT)
 $D = 00^{\circ}15'01''$
 $R = 22,881.87'$
 $T = 564.89'$
 $E = 6.97'$
 $e = NC$
 PC STA = 689+94.59
 PT STA = 701+24.14



MODEL: I-55 PL 34.0
 FILE NAME: p:\bhamscow\benhamscow\41\Documents\BFW\PROJECTS\2022\PROJECTS\22069 - I-55 DOT D6 PTB 201-36 WORK\Enhanc CN 72K64\DOT\CADD_Sheets\I-55 Plan Sheets.dgn



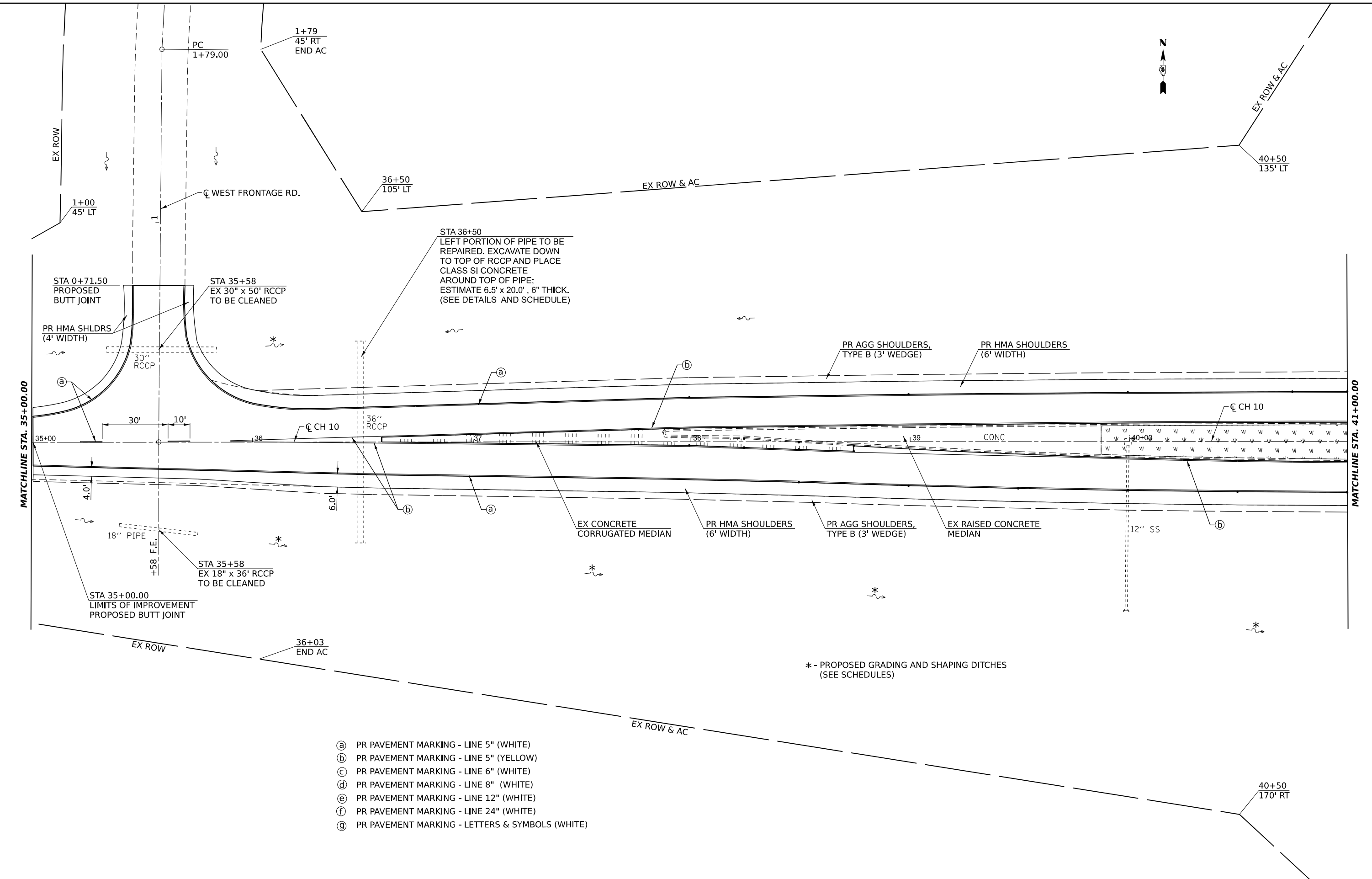
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PLOT DATE = 10/10/2022	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

I-55 PLAN SHEETS			
SCALE: N.T.S.	SHEET 34 OF SHEETS	STA. 695+00	TO STA. 710+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	43
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

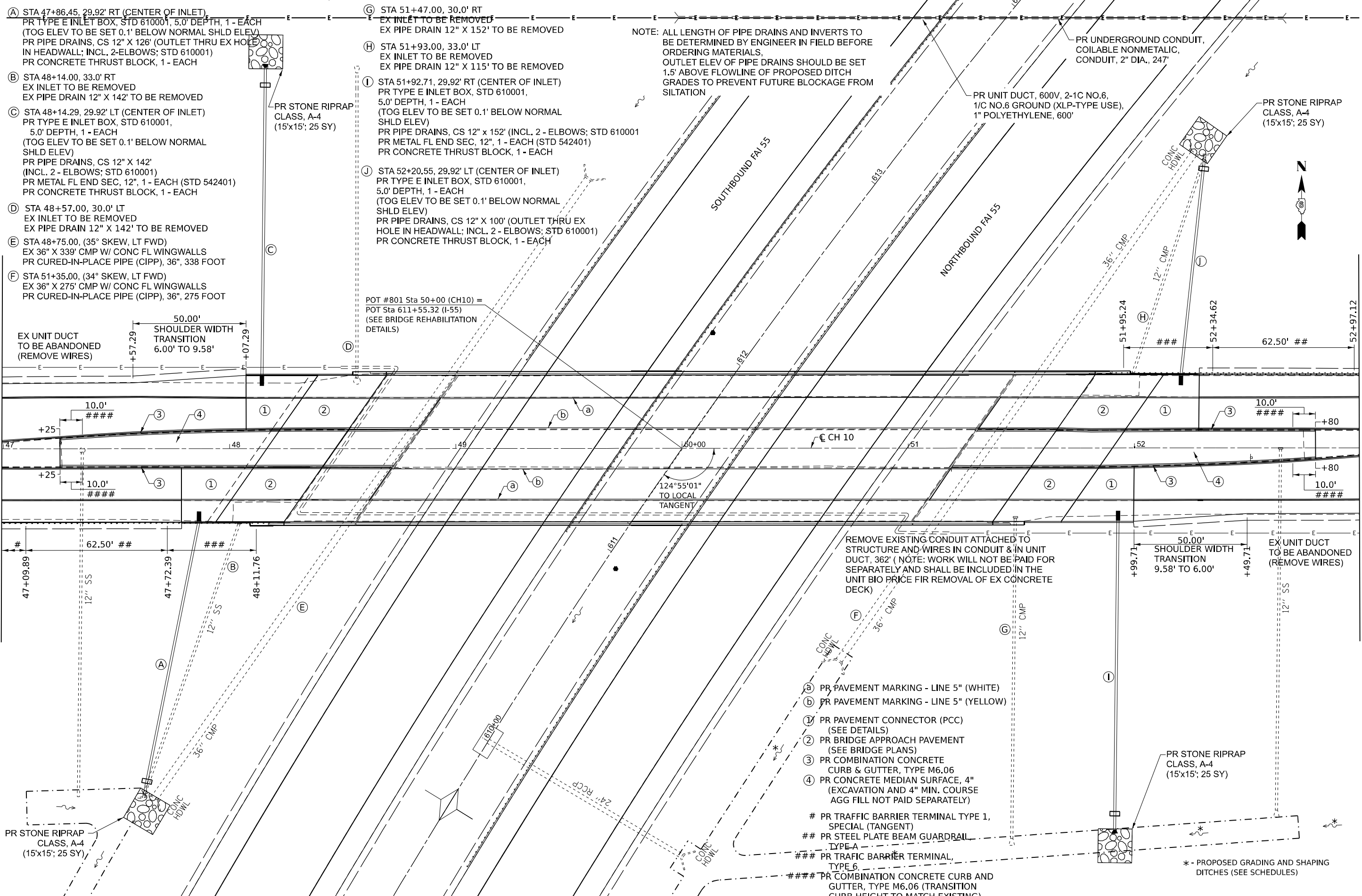
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- (a) PR PAVEMENT MARKING - LINE 5" (WHITE)
- (b) PR PAVEMENT MARKING - LINE 5" (YELLOW)
- (c) PR PAVEMENT MARKING - LINE 6" (WHITE)
- (d) PR PAVEMENT MARKING - LINE 8" (WHITE)
- (e) PR PAVEMENT MARKING - LINE 12" (WHITE)
- (f) PR PAVEMENT MARKING - LINE 24" (WHITE)
- (g) PR PAVEMENT MARKING - LETTERS & SYMBOLS (WHITE)

* - PROPOSED GRADING AND SHAPING DITCHES
(SEE SCHEDULES)

	USER NAME = scraven	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CH 10 PLAN SHEETS		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 0.16666633' / in.	CHECKED -	REVISED -				55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	45
	PLOT DATE = 10/10/2022	DATE -	REVISED -		SCALE: N.T.S.	SHEET 2 OF 7 SHEETS	STA. 35+00	TO STA. 41+00	CONTRACT NO. 72K64		
ILLINOIS FED. AID PROJECT											



- (A) STA 47+86.45, 29.92' RT (CENTER OF INLET)
PR TYPE E INLET BOX, STD 610001, 5.0' DEPTH, 1 - EACH
(TOG ELEV TO BE SET 0.1' BELOW NORMAL SHLD ELEV)
PR PIPE DRAINS, CS 12" X 126' (OUTLET THRU EX HOLE
IN HEADWALL; INCL. 2-ELBOWS; STD 610001)
PR CONCRETE THRUST BLOCK, 1 - EACH
- (B) STA 48+14.00, 33.0' RT
EX INLET TO BE REMOVED
EX PIPE DRAIN 12" X 142' TO BE REMOVED
- (C) STA 48+14.29, 29.92' LT (CENTER OF INLET)
PR TYPE E INLET BOX, STD 610001,
5.0' DEPTH, 1 - EACH
(TOG ELEV TO BE SET 0.1' BELOW NORMAL
SHLD ELEV)
PR PIPE DRAINS, CS 12" X 142'
(INCL. 2 - ELBOWS; STD 610001)
PR METAL FL END SEC, 12", 1 - EACH (STD 542401)
PR CONCRETE THRUST BLOCK, 1 - EACH
- (D) STA 48+57.00, 30.0' LT
EX INLET TO BE REMOVED
EX PIPE DRAIN 12" X 142' TO BE REMOVED
- (E) STA 48+75.00, (35° SKEW, LT FWD)
EX 36" X 339' CMP W/ CONC FL WINGWALLS
PR CURED-IN-PLACE PIPE (CIPP), 36", 338 FOOT
- (F) STA 51+35.00, (34° SKEW, LT FWD)
EX 36" X 275' CMP W/ CONC FL WINGWALLS
PR CURED-IN-PLACE PIPE (CIPP), 36", 275 FOOT

- (G) STA 51+47.00, 30.0' RT
EX INLET TO BE REMOVED
EX PIPE DRAIN 12" X 152' TO BE REMOVED
- (H) STA 51+93.00, 33.0' LT
EX INLET TO BE REMOVED
EX PIPE DRAIN 12" X 115' TO BE REMOVED
- (I) STA 51+92.71, 29.92' RT (CENTER OF INLET)
PR TYPE E INLET BOX, STD 610001,
5.0' DEPTH, 1 - EACH
(TOG ELEV TO BE SET 0.1' BELOW NORMAL
SHLD ELEV)
PR PIPE DRAINS, CS 12" X 152' (INCL. 2 - ELBOWS; STD 610001)
PR METAL FL END SEC, 12", 1 - EACH (STD 542401)
PR CONCRETE THRUST BLOCK, 1 - EACH
- (J) STA 52+20.55, 29.92' LT (CENTER OF INLET)
PR TYPE E INLET BOX, STD 610001,
5.0' DEPTH, 1 - EACH
(TOG ELEV TO BE SET 0.1' BELOW NORMAL
SHLD ELEV)
PR PIPE DRAINS, CS 12" X 100' (OUTLET THRU EX
HOLE IN HEADWALL; INCL. 2 - ELBOWS; STD 610001)
PR CONCRETE THRUST BLOCK, 1 - EACH

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

PR UNDERGROUND CONDUIT,
COILABLE NONMETALLIC,
CONDUIT, 2" DIA., 247'

PR UNIT DUCT, 600V, 2-1C NO.6,
1/C NO.6 GROUND (XLP-TYPE USE),
1" POLYETHYLENE, 600'

PR STONE RIPRAP
CLASS, A-4
(15'x15'; 25 SY)

POT #801 Sta 50+00 (CH10) =
POT Sta 611+55.32 (I-55)
(SEE BRIDGE REHABILITATION
DETAILS)

EX UNIT DUCT
TO BE ABANDONED
(REMOVE WIRES)

SHOULDER WIDTH
TRANSITION
6.00' TO 9.58'

EX UNIT DUCT
TO BE ABANDONED
(REMOVE WIRES)

SHOULDER WIDTH
TRANSITION
9.58' TO 6.00'

REMOVE EXISTING CONDUIT ATTACHED TO
STRUCTURE AND WIRES IN CONDUIT & IN UNIT
DUCT, 362' (NOTE: WORK WILL NOT BE PAID FOR
SEPARATELY AND SHALL BE INCLUDED IN THE
UNIT BID PRICE FOR REMOVAL OF EX CONCRETE
DECK)

- (a) PR PAVEMENT MARKING - LINE 5" (WHITE)
- (b) PR PAVEMENT MARKING - LINE 5" (YELLOW)
- (1) PR PAVEMENT CONNECTOR (PCC)
(SEE DETAILS)
- (2) PR BRIDGE APPROACH PAVEMENT
(SEE BRIDGE PLANS)
- (3) PR COMBINATION CONCRETE
CURB & GUTTER, TYPE M6.06
- (4) PR CONCRETE MEDIAN SURFACE, 4"
(EXCAVATION AND 4" MIN. COURSE
AGG FILL NOT PAID SEPARATELY)
- # PR TRAFFIC BARRIER TERMINAL TYPE 1,
SPECIAL (TANGENT)
- ## PR STEEL PLATE BEAM GUARDRAIL
TYPE A
- ### PR TRAFFIC BARRIER TERMINAL,
TYPE 6
- #### PR COMBINATION CONCRETE CURB AND
GUTTER, TYPE M6.06 (TRANSITION
CURB HEIGHT TO MATCH EXISTING)

PR STONE RIPRAP
CLASS, A-4
(15'x15'; 25 SY)

* - PROPOSED GRADING AND SHAPING
DITCHES (SEE SCHEDULES)

MODEL: CH10 Plan Sheet 4
FILE NAME: \\p01\work\projects\2022\CH10\Drawings\BFW\PROJECTS\2022\PROJECTS\2022\DOT\DOT\PTB\201-36\WORK\ENR\CH 7266\DOT\CAD_Sheets\CH 10_Plan_Sheet.dwg



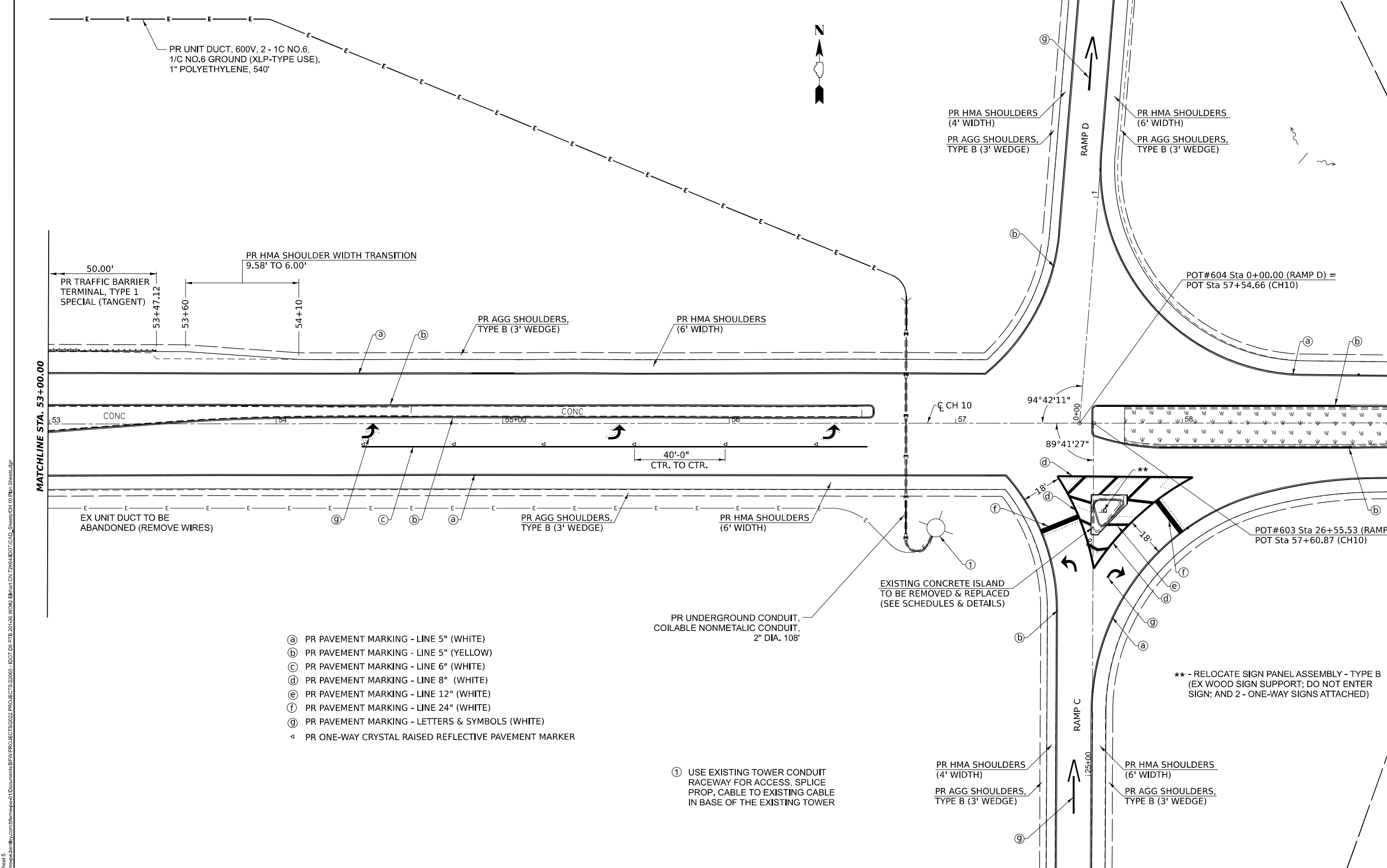
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PLOT DATE = 10/10/2022	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CH 10
PLAN SHEETS**

SCALE: N.T.S. SHEET 4 OF 7 SHEETS STA. 47+00 TO STA. 53+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	47
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				



- (a) PR PAVEMENT MARKING - LINE 5" (WHITE)
- (b) PR PAVEMENT MARKING - LINE 5" (YELLOW)
- (c) PR PAVEMENT MARKING - LINE 6" (WHITE)
- (d) PR PAVEMENT MARKING - LINE 8" (WHITE)
- (e) PR PAVEMENT MARKING - LINE 12" (WHITE)
- (f) PR PAVEMENT MARKING - LINE 24" (WHITE)
- (g) PR PAVEMENT MARKING - LETTERS & SYMBOLS (WHITE)
- ④ PR ONE-WAY CRYSTAL RAISED REFLECTIVE PAVEMENT MARKER

① USE EXISTING TOWER CONDUIT RACEWAY FOR ACCESS, SPLICE PROP. CABLE TO EXISTING CABLE IN BASE OF THE EXISTING TOWER

** - RELOCATE SIGN PANEL ASSEMBLY - TYPE B (EX WOOD SIGN SUPPORT; DO NOT ENTER SIGN; AND 2 - ONE-WAY SIGNS ATTACHED)

MODEL: CH 10 Plan Sheet 5
 FILE NAME: \\p01\work\projects\2022\CH 10\Drawings\BFW\PROJ\CH 10\Drawings\BFW\PROJ\CH 10\Drawings\CH 10 Plan Sheet 5.dwg



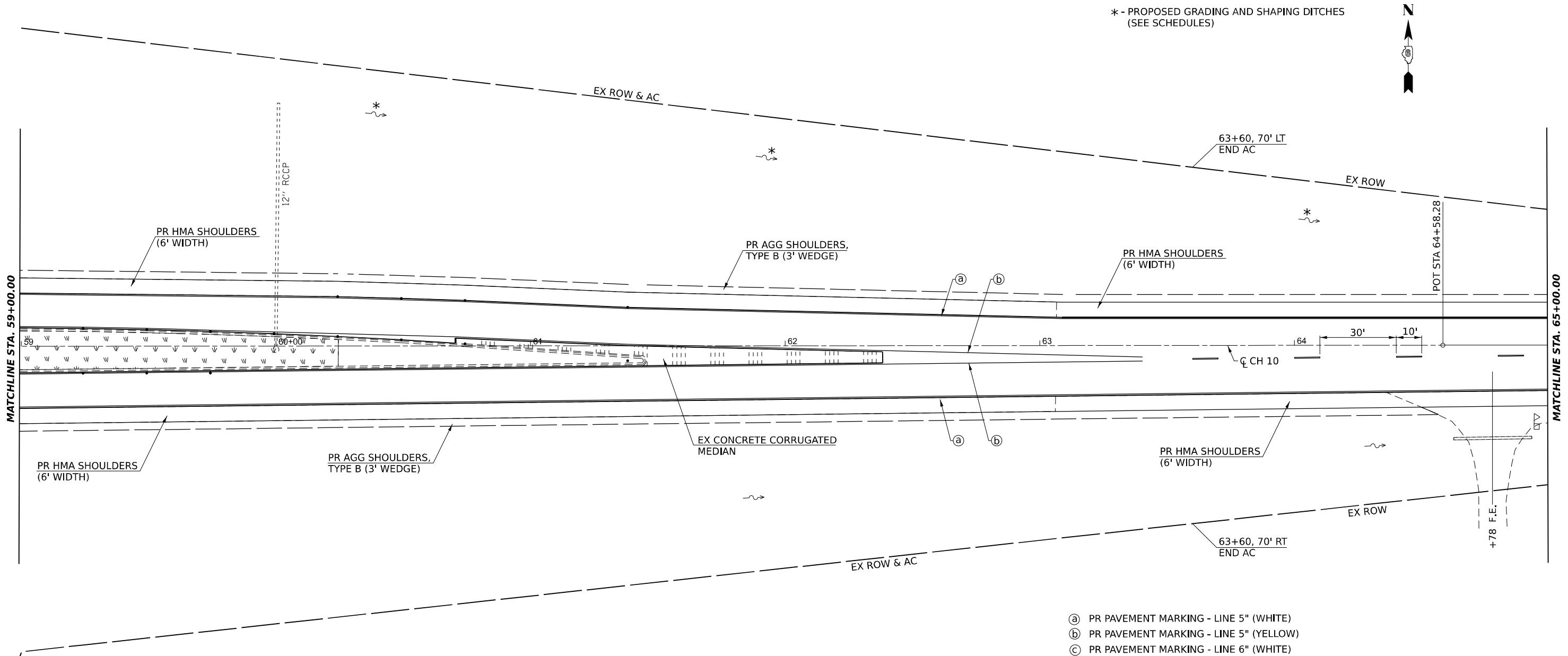
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DRAWN -		REVISOR -		REVISOR -	
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PLOT DATE =	10/10/2022	DATE -		REVISOR -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CH 10 PLAN SHEETS		
SCALE: N.T.S.	SHEET 5 OF 7 SHEETS	STA. 53+00 TO STA. 59+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	48
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

MODEL: CH10 Plan Sheet 6
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- (a) PR PAVEMENT MARKING - LINE 5" (WHITE)
- (b) PR PAVEMENT MARKING - LINE 5" (YELLOW)
- (c) PR PAVEMENT MARKING - LINE 6" (WHITE)
- (d) PR PAVEMENT MARKING - LINE 8" (WHITE)
- (e) PR PAVEMENT MARKING - LINE 12" (WHITE)
- (f) PR PAVEMENT MARKING - LINE 24" (WHITE)
- (g) PR PAVEMENT MARKING - LETTERS & SYMBOLS (WHITE)



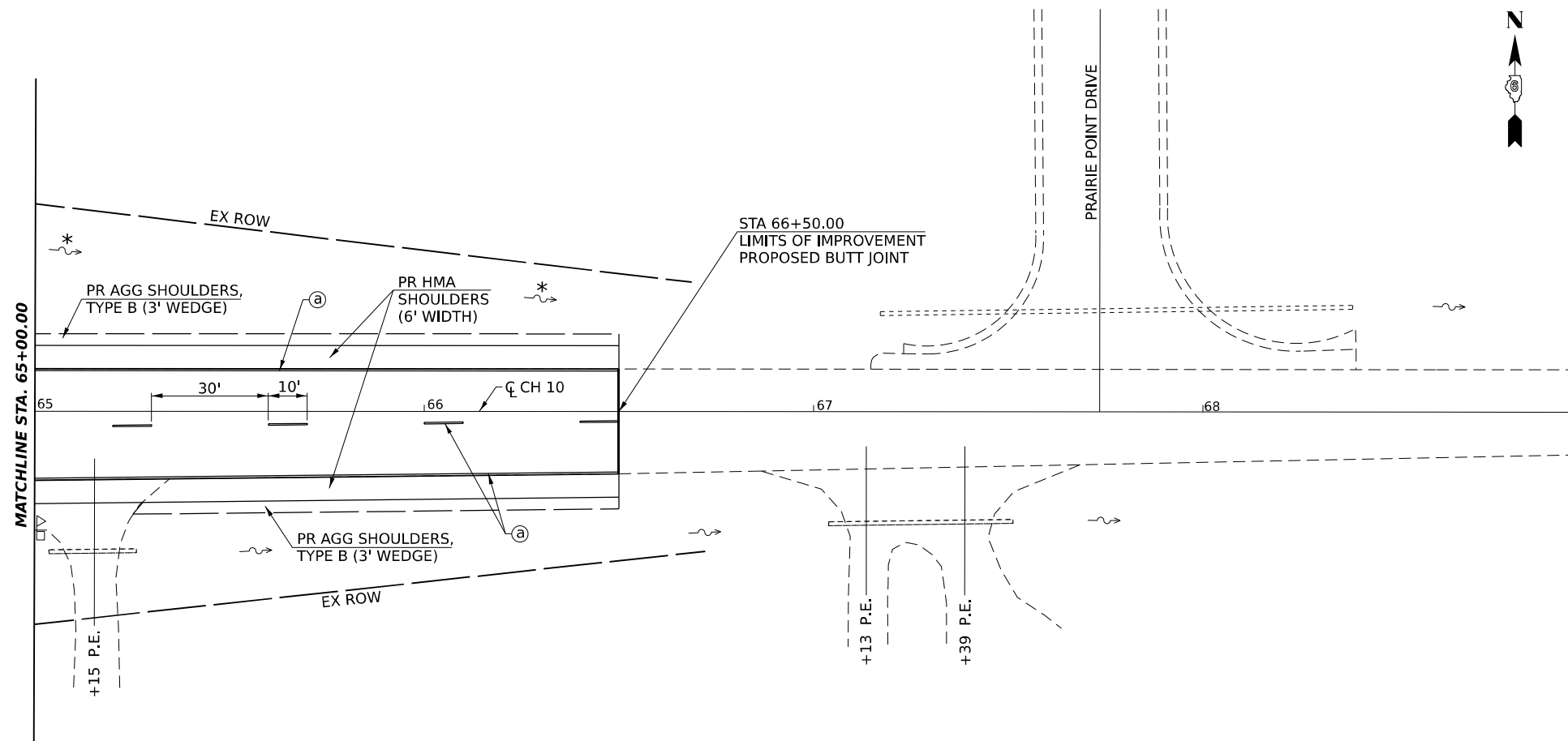
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PLOT DATE =	10/10/2022	DATE -		REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CH 10 PLAN SHEETS			
SCALE: N.T.S.	SHEET 6 OF 7 SHEETS	STA. 59+00	TO STA. 65+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	49
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

MODEL: CH 10 Plan Sheet 7
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- (a) PR PAVEMENT MARKING - LINE 5" (WHITE)
- (b) PR PAVEMENT MARKING - LINE 5" (YELLOW)
- (c) PR PAVEMENT MARKING - LINE 6" (WHITE)
- (d) PR PAVEMENT MARKING - LINE 8" (WHITE)
- (e) PR PAVEMENT MARKING - LINE 12" (WHITE)
- (f) PR PAVEMENT MARKING - LINE 24" (WHITE)
- (g) PR PAVEMENT MARKING - LETTERS & SYMBOLS (WHITE)

* - PROPOSED GRADING AND SHAPING DITCHES
 (SEE SCHEDULES)



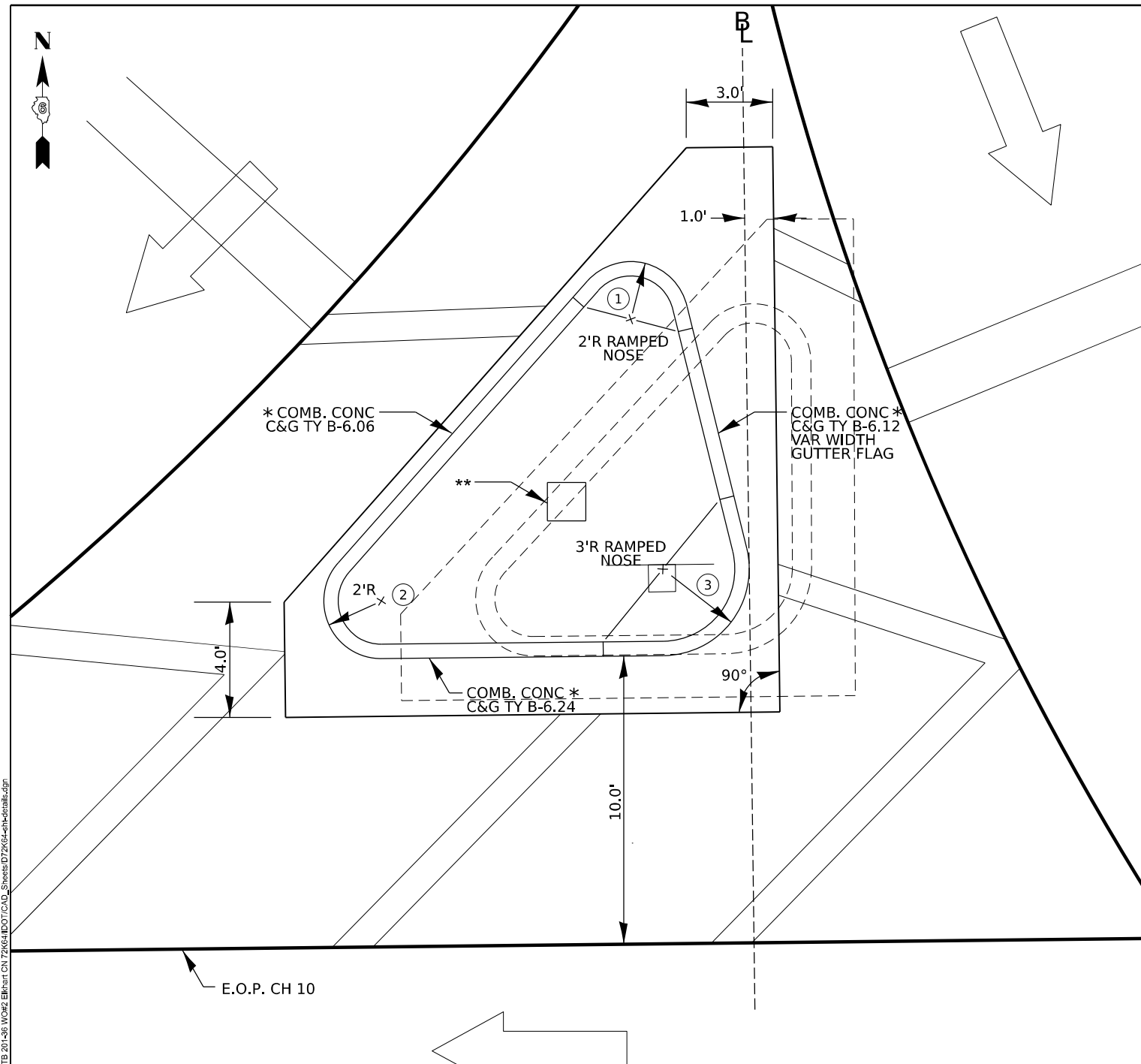
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PLOT DATE =	10/10/2022	DATE -		REVISED -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CH 10 PLAN SHEETS			
SCALE: N.T.S.	SHEET 7 OF 7 SHEETS	STA. 65+00	TO STA. 69+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	50
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

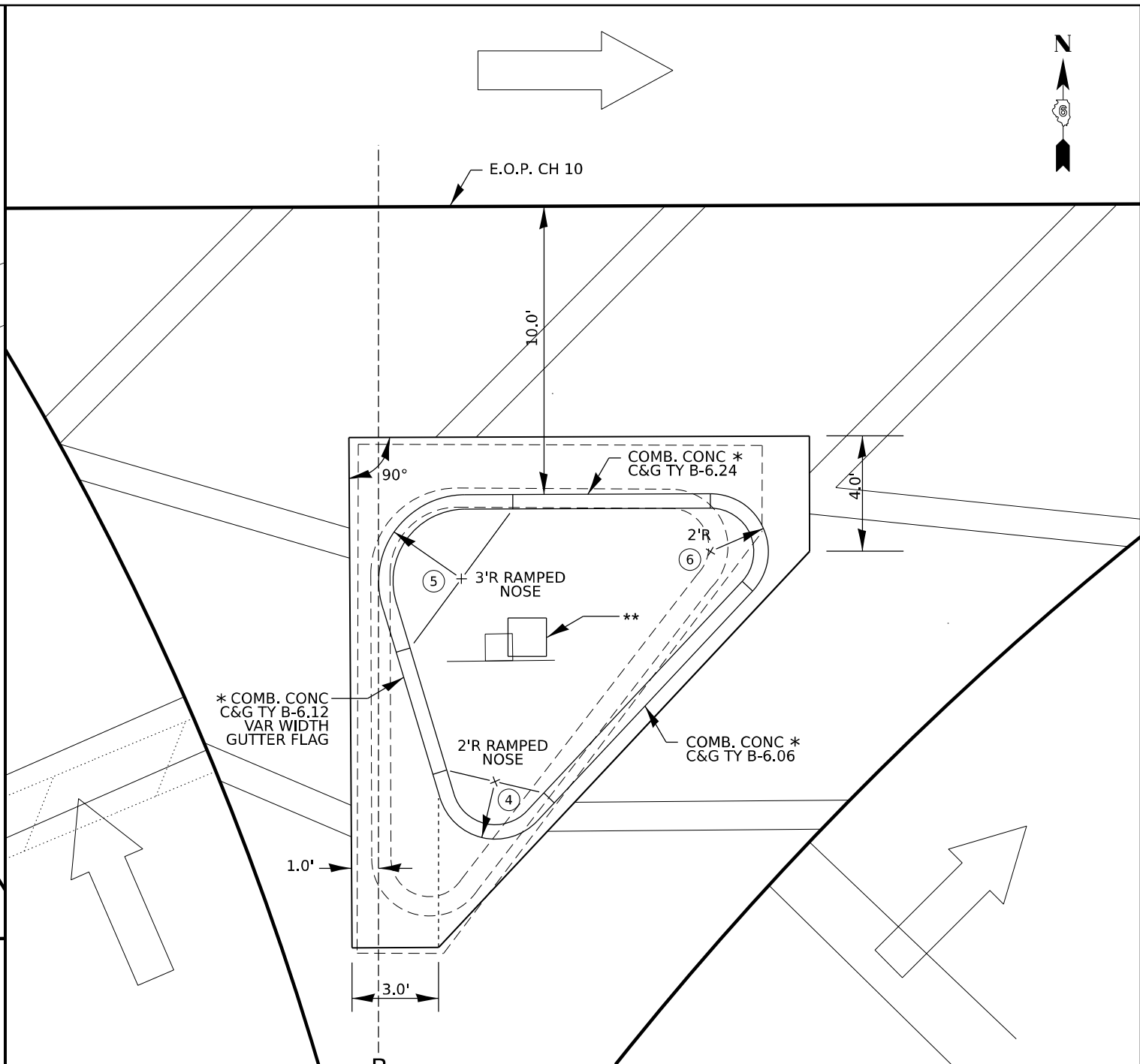
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RAMP A ISLAND

EXISTING RAISED CONCRETE ISLAND REMOVAL ITEMS:
 PAVT REMOVAL = 30.0 SQ YD

PROPOSED RAISED CONCRETE ISLAND ITEMS:
 SUB-BASE GRANULAR MATERIAL, TYPE B (CA07 OR CA11)
 (DEPTH = 8"±) = 5.5 TON (NOT PAID FOR SEPARATELY)
 COMBINATION CONCRETE CURB & GUTTER,
 TYPE B6.12 VAR WIDTH GUTTER FLAG = 45.9' FOOT
 CONCRETE MEDIAN SURFACE 4" = 110 SQ FT
 PRISMATIC CURB REFLECTOR = 12 EACH



RAMP C ISLAND

EXISTING CONCRETE ISLAND REMOVAL ITEMS:
 PAVT REMOVAL = 21.6 SQ YD

PROPOSED RAISED CONCRETE ISLAND ITEMS:
 SUB-BASE GRANULAR MATERIAL, (CA07 OR CA11)
 (DEPTH = 8"±) = 4.5 TON (NOT PAID FOR SEPARATELY)
 COMBINATION CONCRETE CURB & GUTTER,
 TYPE B6.12 VAR WIDTH GUTTER FLAG = 40.8' FOOT
 CONCRETE MEDIAN SURFACE 4" = 88 SQ FT
 PRISMATIC CURB REFLECTOR = 12 EACH

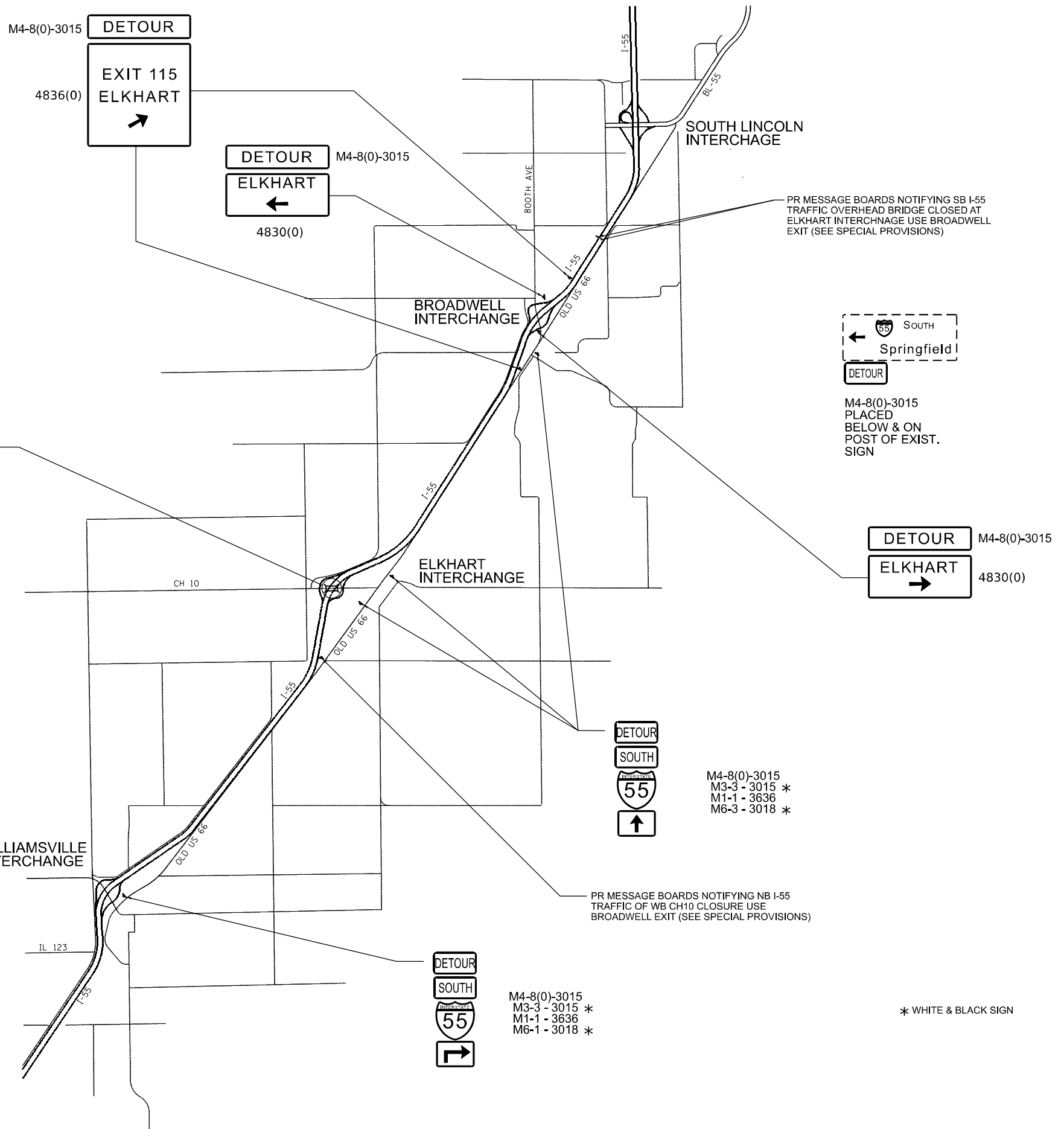
PT	STA	OFFSET
①	42+34.50	LT 40.63'
②	42+27.00	LT 34.59'
③	42+36.78	LT 35.58'
④	57+64.64	RT 43.53'
⑤	57+63.68	RT 36.58'
⑥	57+72.21	RT 35.60'

- * ALL COMB. CONCRETE C&G AND EXTRA CONCRETE TO FILL REMOVAL AREAS OUTSIDE FOOTPRINT OF NEW ISLAND (LEAVING LOW FOR RESURFACING) TO BE PAID FOR AS "COMB. CONCRETE C&G TY B-6.12 VAR. WIDTH GUTTER FLAG"
- ** 16"x16" SQUARE BLOCK OUT FOR WOOD SUPPORT ASSEMBLY (STOP SIGN, ECT...) AS DIRECTED BY ENGINEER (FILL AROUND POSTS W/ AGGREGATE)

	USER NAME = scraven	DESIGNED -	REVISED -
	PLOT SCALE = 0.16666833' / in.	DRAWN -	REVISED -
	PLOT DATE = 10/10/2022	CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CH 10 ISLAND DETAIL INTERSECTIONS WITH RAMPS "A" & "C"		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: N.T.S.	SHEET 1 OF 1 SHEETS	STA.	TO STA.	55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN 120 52
CONTRACT NO. 72K64						ILLINOIS FED. AID PROJECT



MODEL: 03-Data- Signling
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PLOT DATE =	10/10/2022	DATE -		REVISION -	





**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETOUR SIGNING
DETAILS**

SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	53
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

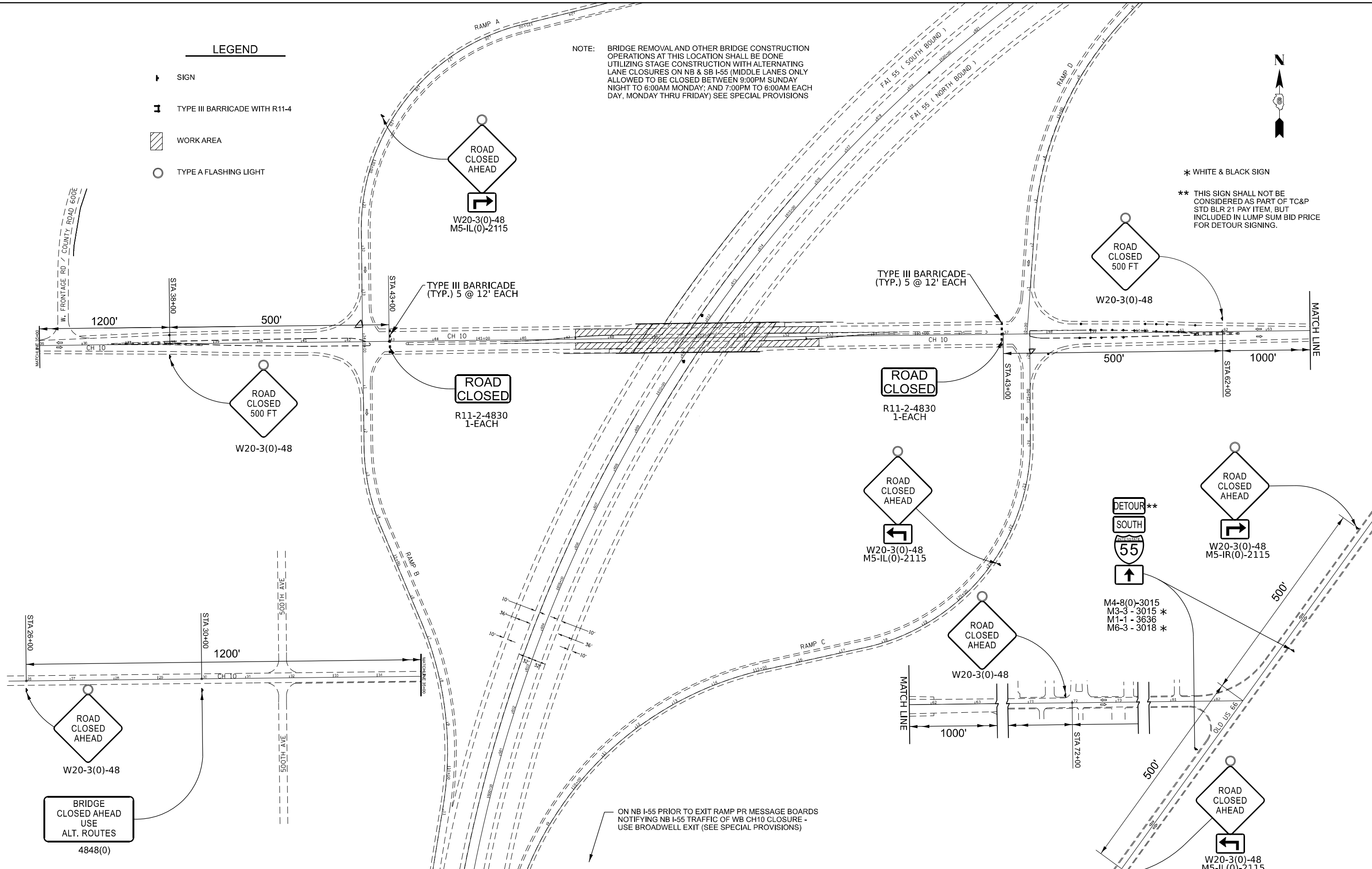
LEGEND

-  SIGN
-  TYPE III BARRICADE WITH R11-4
-  WORK AREA
-  TYPE A FLASHING LIGHT

NOTE: BRIDGE REMOVAL AND OTHER BRIDGE CONSTRUCTION OPERATIONS AT THIS LOCATION SHALL BE DONE UTILIZING STAGE CONSTRUCTION WITH ALTERNATING LANE CLOSURES ON NB & SB I-55 (MIDDLE LANES ONLY ALLOWED TO BE CLOSED BETWEEN 9:00PM SUNDAY NIGHT TO 6:00AM MONDAY; AND 7:00PM TO 6:00AM EACH DAY, MONDAY THRU FRIDAY) SEE SPECIAL PROVISIONS



* WHITE & BLACK SIGN
 ** THIS SIGN SHALL NOT BE CONSIDERED AS PART OF TC&P STD BLR 21 PAY ITEM, BUT INCLUDED IN LUMP SUM BID PRICE FOR DETOUR SIGNING.



MODEL: 09-Traffic Control Layout
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BFW BACON | FARMER | WORKMAN
 ENGINEERING & TESTING, INC.

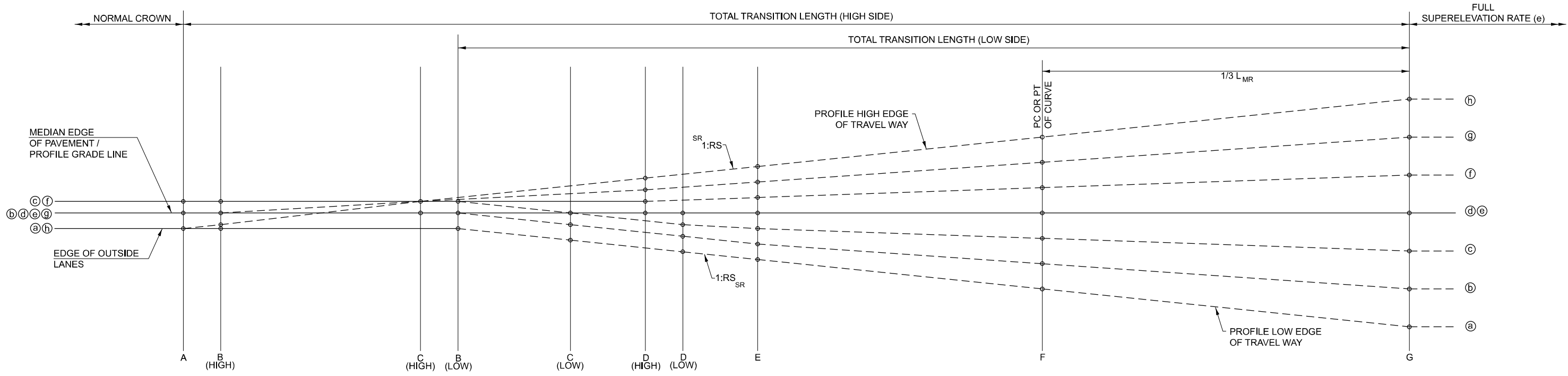
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PLOT DATE = 10/10/2022	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CH 10 ROAD CLOSURE
 TRAFFIC CONTROL LAYOUT**

SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.

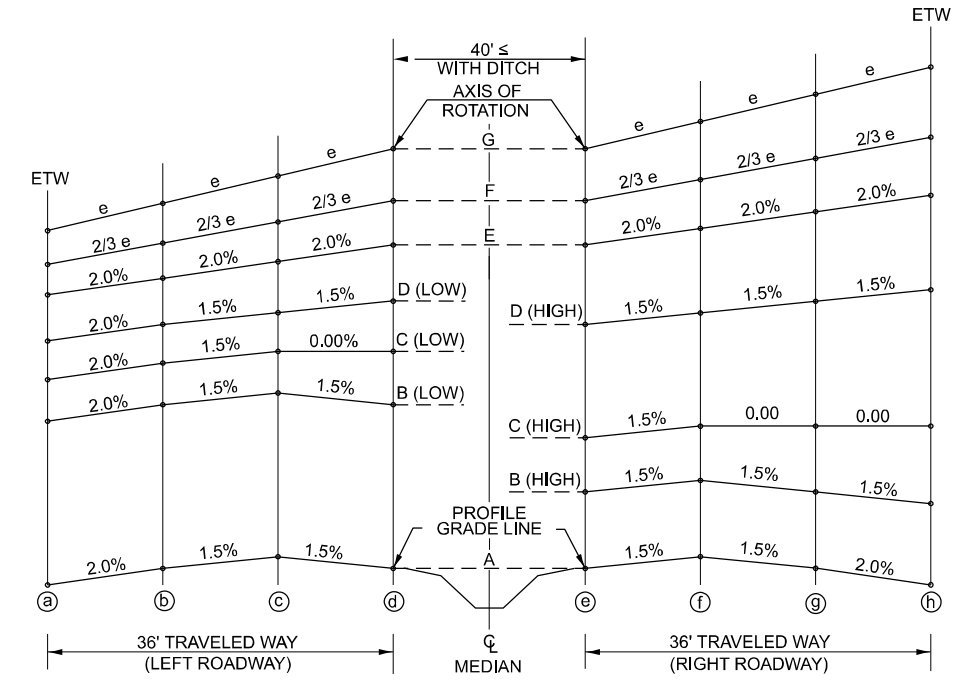
F.A.I. RTE. 55	SECTION (54-1) RS-3; (54-1HB)D, BRR	COUNTY LOGAN	TOTAL SHEETS 120	SHEET NO. 54
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				



MAINLINE - SIX-LANE DIVIDED HIGHWAY
TABLE OF SUPERELEVATION BREAK POINT LOCATIONS

CURVE NO.	e	COMFORTABLE OPERATING SPEED	LML (FOOT)	TOTAL TRANSITION; LOW SIDE (FOOT)	TOTAL TRANSITION; HIGH SIDE (FOOT)	A	B (HIGH)	C (HIGH)	B (LOW)	C (LOW)	D (HIGH)	D (LOW)	E	F (PC/PT)	G	TRANSITION
503 I-55 (PI 615+25.51)	4.90%	> 75 MPH	288.12	248.92	327.32	595+53.42	595+63.22	596+22.02	596+31.82	596+61.22	596+80.82	596+90.62	597+10.22	597+84.70	598+80.74	TRANS IN (NC TO 4.90%)
				248.92	327.32	632+16.09	632+06.29	631+47.49	631+37.69	631+08.29	630+88.69	630+78.89	630+59.29	629+84.81	628+88.77	TRANS OUT (4.90% TO NC)
504 I-55 (PI 669+40.13)	3.50%	> 75 MPH	215.04	174.08	256.00	651+73.14	651+83.38	652+44.82	652+55.06	652+85.78	653+06.26	653+16.50	653+36.98	653+57.46	654+29.14	TRANS IN (NC TO 3.50%)
				174.08	256.00	686+30.15	686+19.91	685+58.47	685+48.23	685+17.51	684+97.03	684+86.79	684+66.31	684+45.83	683+74.15	TRANS OUT (3.50% TO NC)
505 I-55 (PI 695+59.48)	NC	> 75 MPH	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	689+94.59	NA	NA
						NA	NA	NA	NA	NA	NA	NA	NA	NA	701+24.14	NA

Note: LML = 2 x L1 (for 3 Lanes)



MODEL: Sheet1
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PLOT DATE = 10/20/2022	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-55
SUPERELEVATION DETAILS

SCALE: N.T.S. SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	55
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

Benchmark: B.M. # TA-14 - Chiseled "□" in NE approach wall of Structure 054-0038. Sta. 51+81.30, 34.4' LT, Elev. = 623.009

Existing Structure: S.N. 054-0038 was originally built in 1974 as F.A.I. 55, Section 54-1HB. The back-to-back approach bent length is 314'-6" and the out-to-out deck width is 68'-0". The structure is skewed 34°-53'-06" left ahead. The structure consists of a two-span continuous steel plate girder superstructure supported by vaulted abutments founded on concrete piles and a concrete multi-column pier founded on concrete pile-supported footings. Additional work on this structure includes: in 1991, the expansion joints and bearings were replaced; in 2003, deck patching and micro-silica overlay and new joint seals; and in 2018, deck sealing. Concrete deck to be removed and replaced on main span and concrete deck and precast beams to be replaced on vaulted approaches.

Roadway is to be closed to traffic during construction.

No Salvage.

INDEX OF SHEETS

- 1 General Plan & Elevation
- 2 General Data
- 3-8 Top of Slab Elevations
- 9-10 Top of Approach Slab Elevations
- 11 Superstructure
- 12-13 Superstructure Details
- 14 Diaphragm Details
- 15 West Vaulted Abutment Approach Span
- 16 West Vaulted Abutment Approach Span Details
- 17 East Vaulted Abutment Approach Span
- 18 East Vaulted Abutment Approach Span Details
- 19-20 Bridge Approach Slab Details
- 21-22 Preformed Joint Strip Seal
- 23 Drainage Scupper DS-11
- 24 West Vaulted Abutment PPC I-Beam
- 25 West Vaulted Abutment PPC I-Beam Details
- 26 East Vaulted Abutment PPC I-Beam
- 27 East Vaulted Abutment PPC I-Beam Details
- 28 Framing Plan
- 29 Structural Repair Details
- 30 Abutment Bearing Details
- 31 Concrete Removal, Abutments
- 32 Concrete Removal, Approach Bents
- 33 Abutment Repair Details
- 34 Pier Crashwall Extension Detail
- 35 Slope Wall Repair Details
- 36 Concrete Parapet Slipforming Details

DESIGN SPECIFICATIONS (New Const.)

2002 AASHTO Std. Spec. for Highway Bridges, 17th Edition

LOADING HS20-44 (New Const.)

Allow 25 psf for future wearing surface

DESIGN STRESSES

FIELD UNITS (New Construction)

$f'_c = 3,500$ psi
 $f'_c = 4,000$ psi (Superstructure Concrete)
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 36,000$ psi (AASHTO M 270 Grade 36)

FIELD UNITS (Exist. Construction)

$f_c = 1,200$ psi (Superstructure)
 $f_c = 1,400$ psi (Substructure)
 $f_s = 20,000$ psi (Reinforcement)
 $f_s = 20,000$ psi (Structural Steel)

PRECAST PRESTRESSED UNITS (New Construction)

$f'_c = 6,000$ psi
 $f'_ci = 5,000$ psi
 $f_{pu} = 270,000$ psi ($\frac{1}{2}$ " dia. low relax. strands)
 $f_{pbt} = 201,960$ psi ($\frac{1}{2}$ " dia. low relax. strands)

PRECAST PRESTRESSED UNITS (Exist. Construction)

$f'_c = 5,000$ psi
 $f'_ci = 4,000$ psi
 $f'_s = 248,000$ psi ($\frac{7}{16}$ " dia. strands)
 $f'_si = 173,600$ psi ($\frac{7}{16}$ " dia. strands)

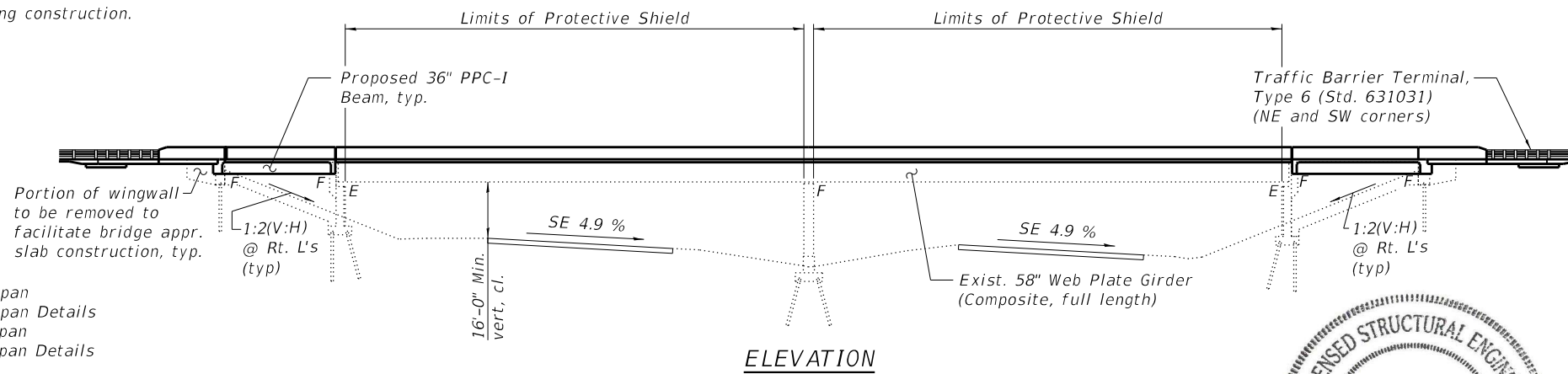
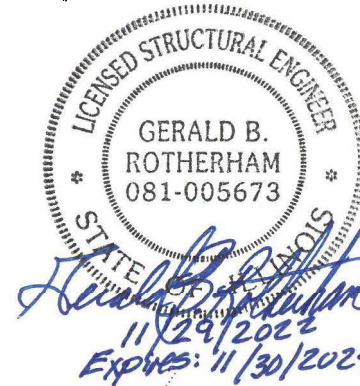
SEISMIC DATA

Seismic Performance Category (SPC) = A
 Horizontal Bedrock Acceleration Coefficient (A) = 0.045g
 Site Coefficient (S) = 1.2

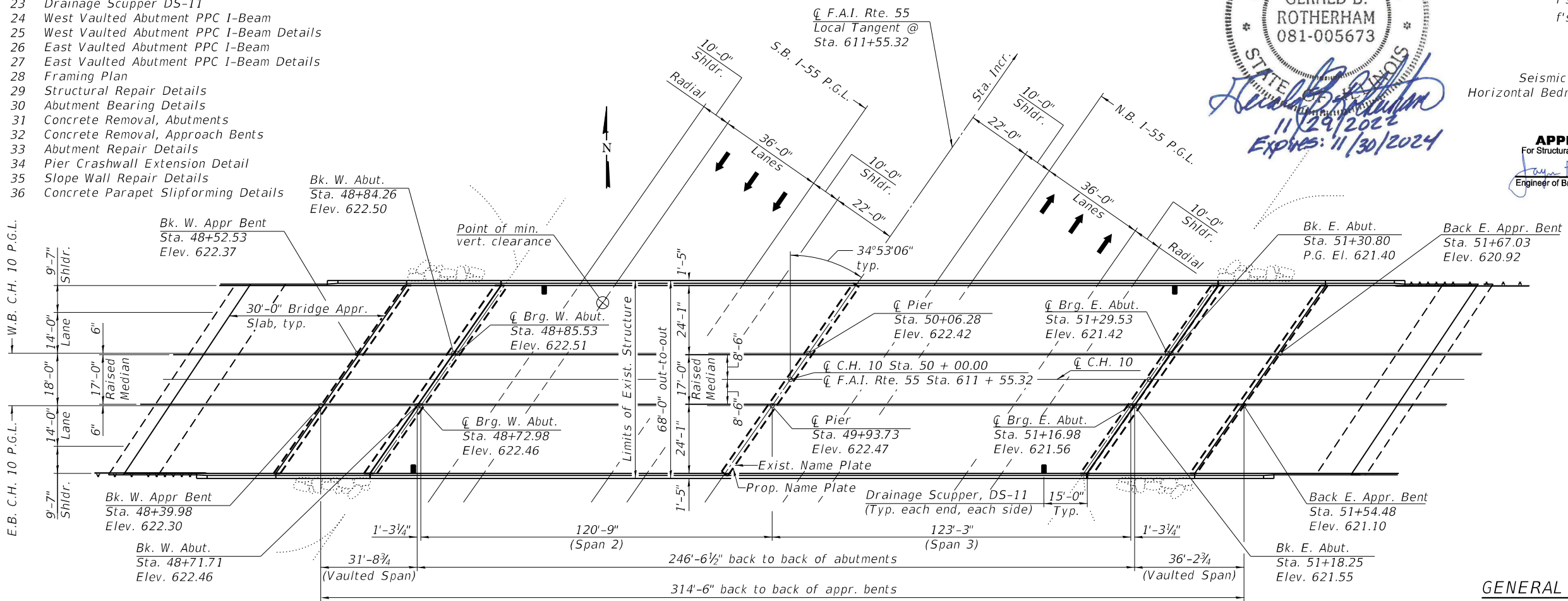
APPROVED

For Structural Adequacy Only

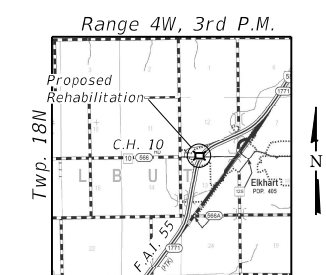
Jan F. Jelliff
 Engineer of Bridges & Structures



ELEVATION



PLAN



LOCATION SKETCH

GENERAL PLAN & ELEVATION
C.H. 10 OVER I-55
F.A.I. RTE. 55 - SECTION (54-1)RS-3; (54-1HB)D, BRR
LOGAN COUNTY
STATION 50+00.00
S.N. 054-0038

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 054-0038
 SHEET 1 OF 36 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1)RS-3; (54-1HB)D, BRR	LOGAN	120	57
CONTRACT NO. 72K64				
		ILLINOIS	FED. AID PROJECT	

GENERAL NOTES

Fasteners shall be ASTM F3125, Grade A325 Type 1, hot dip galvanized bolts. Bolts 3/4 in. Ø, holes 13/16 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.

Concrete Sealer shall be applied to the face of the concrete abutment diaphragms beneath the superstructure preformed joint strip seals.

Existing structural steel shall only be cleaned and painted as required by the Special Provision for "Cleaning and Painting Contact Surface Areas of Existing Steel Structures."

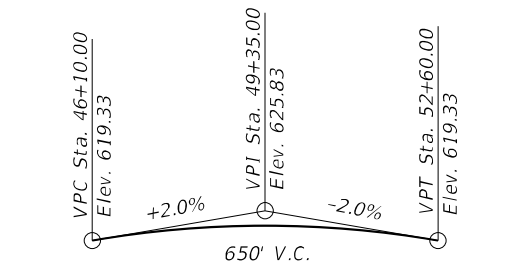
All new Structural Steel and bearing assemblies shall be hot-dip galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel."

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

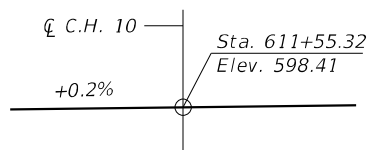
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

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

The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.



PROPOSED PROFILE GRADE C.H. 10
(Along P.G.L.)



PROFILE GRADE ALONG F.A.I. Rte. 55
(Along P.G.L.)

EXIST. CURVE 503 (I-55(MEDIAN))

P.I. Sta. = Sta. 615+25.51
 $\Delta = 55^\circ 59' 02''$ (RT)
 $D = 1^\circ 44' 58''$
 $R = 3,275.09'$
 $T = 1,740.81'$
 $E = 433.90'$
 $e = 5.90\%$
 $S.E. = 4.9\%$
 P.C. Sta. = 597+84.70
 P.T. Sta. = 629+84.81

* The proposed final grade of S.B. I-55 will be ramped down below S.N. 054-0038 to provide a min. vertical clearance of 16'-0" (See roadway plans).

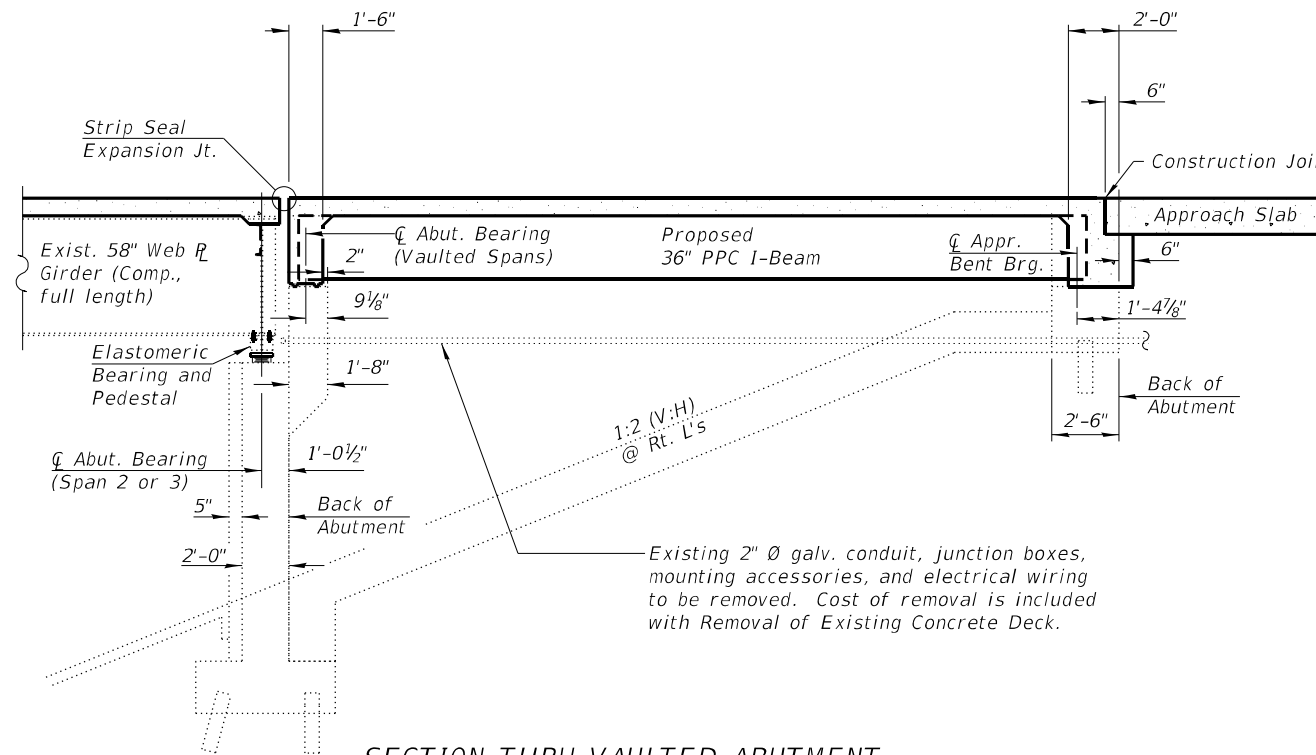
SCOPE OF WORK

1. Remove and replace existing concrete deck.
2. Remove and replace PPC beams in vaulted abutments.
3. Remove and replace existing expansion bearings at abutments.
4. Repair existing end diaphragms.
5. Construct bridge approach slabs.
6. Perform partial depth repairs to the abutments.
7. Extend pier crashwall.
7. Repair broken and undermined portions of concrete slopewall.
8. Remove existing top of wingwalls to allow construction of bridge approach slabs.
9. Clean and paint existing structural steel under separate "Paint Only" contract.

STATION 50+00.00
 RE-BUILT 20__ BY
 STATE OF ILLINOIS
 F.A.I. RT. 55 SEC. (54-1HB)D, BRR
 LOADING HS 20
 STR. NO. 054-0038

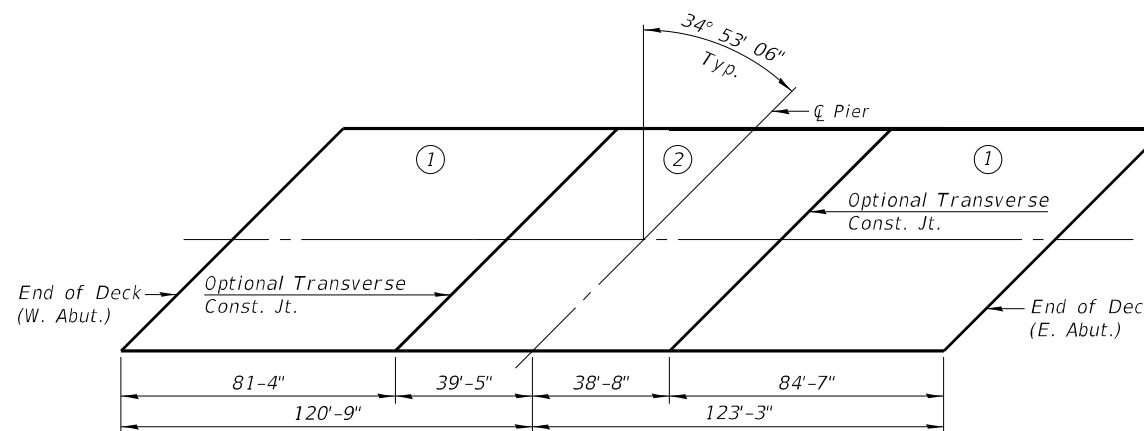
NAME PLATE
 See Std. 515001

New Name Plate shall be located next to existing Name Plate. Cost included with Name Plates.



SECTION THRU VAULTED ABUTMENT

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



DECK POURING 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.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	64.5		64.5
Removal of Existing Concrete Deck	Each	1		1
Protective Shield	Sq. Yd.	1803		1803
Concrete Structures	Cu. Yd.		69.8	69.8
Concrete Superstructure	Cu. Yd.	858.5		858.5
Bridge Deck Grooving	Sq. Yd.	1950		1950
Protective Coat	Sq. Yd.	2362		2362
Concrete Superstructure (Approach Slab)	Cu. Yd.	187		187
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 36 in.	Foot	449		449
Stud Shear Connectors	Each	1107		1107
Reinforcement Bars, Epoxy Coated	Pound	283420	1770	285190
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	163		163
Elastomeric Bearing Assembly, Type I	Each		18	18
Anchor Bolts, 1"	Each		36	36
Concrete Sealer	Sq. Ft.	643		643
Controlled Low Strength Material	Cu. Yd.		32.1	32.1
Jack and Remove Existing Bearings	Each		18	18
Structural Steel Repair	Pound	7510		7510
Removal of Existing Concrete I-Beam	Each	14		14
Structural Repair of Concrete (Depth Equal to or Less Than 5 inches)	Sq. Ft.		241	241
Drainage Scuppers, DS-11	Each	4		4
Slope Wall Repair	Sq. Yd.		94	94

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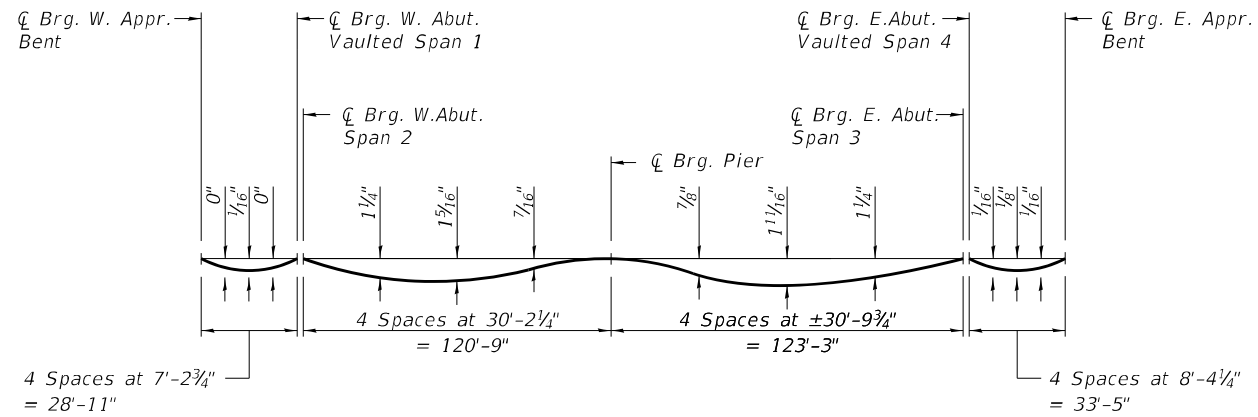
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 054-0038

SHEET 2 OF 36 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1)RS-3; (54-1HB)D, BRR	LOGAN	120	58
CONTRACT NO. 72K64				
		ILLINOIS	FED. AID PROJECT	

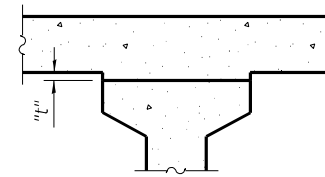


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

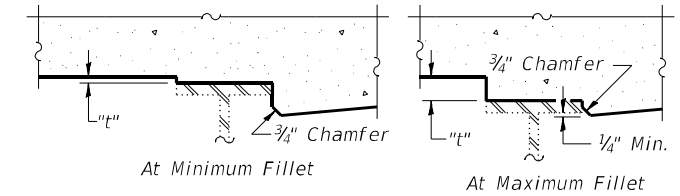
Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets 4 thru 8 of 36.



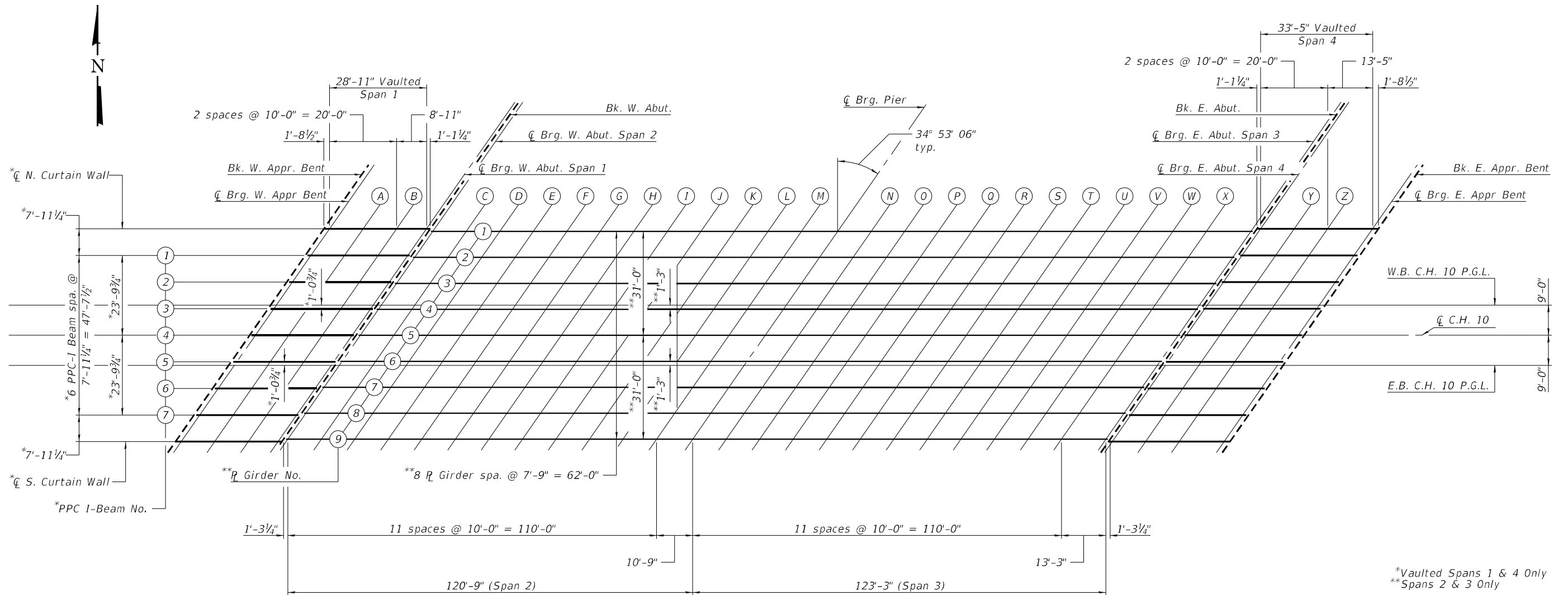
To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown on Sheets 4 and 8 of 36, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

FILLET HEIGHTS



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 5 thru 7 of 36, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS



PLAN

*Vaulted Spans 1 & 4 Only
**Spans 2 & 3 Only

(Sheet 1 of 6)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 054-0038

SHEET 3 OF 36 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1)RS-3; (54-1)HB)D, BRR	LOGAN	120	59
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

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☉ N. CURTAIN WALL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Appr. Bent	48+68.39	-31.75	622.04	622.04
☉ Brg. W. Appr. Bent	48+70.10	-31.75	622.05	622.05
A	48+80.10	-31.75	622.09	622.09
B	48+90.10	-31.75	622.12	622.12
☉ Brg. W. Abut. Span 1	48+99.01	-31.75	622.14	622.14
Bk. W. Abut.	49+00.12	-31.75	622.14	622.14

PPC I-BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Appr. Bent	48+62.85	-23.81	622.18	622.18
☉ Brg. W. Appr. Bent	48+64.56	-23.81	622.19	622.19
A	48+74.56	-23.81	622.23	622.24
B	48+84.56	-23.81	622.27	622.27
☉ Brg. W. Abut. Span 1	48+93.48	-23.81	622.29	622.29
Bk. W. Abut.	48+94.58	-23.81	622.29	622.29

PPC I-BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Appr. Bent	48+57.32	-15.88	622.29	622.29
☉ Brg. W. Appr. Bent	48+59.03	-15.88	622.29	622.29
A	48+69.03	-15.88	622.34	622.34
B	48+79.03	-15.88	622.38	622.38
☉ Brg. W. Abut. Span 1	48+87.94	-15.88	622.40	622.40
Bk. W. Abut.	48+89.05	-15.88	622.41	622.41

W.B. C.H. 10 P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Appr. Bent	48+52.53	-9.00	622.37	622.37
☉ Brg. W. Appr. Bent	48+54.23	-9.00	622.38	622.38
A	48+64.23	-9.00	622.43	622.43
B	48+74.23	-9.00	622.47	622.47
☉ Brg. W. Abut. Span 1	48+83.15	-9.00	622.50	622.50
Bk. W. Abut.	48+84.25	-9.00	622.50	622.50

PPC I-BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Appr. Bent	48+51.78	-7.94	622.38	622.38
☉ Brg. W. Appr. Bent	48+53.49	-7.94	622.39	622.39
A	48+63.49	-7.94	622.44	622.44
B	48+73.49	-7.94	622.48	622.48
☉ Brg. W. Abut. Span 1	48+82.41	-7.94	622.51	622.51
Bk. W. Abut.	48+83.51	-7.94	622.52	622.52

☉ C.H. 10 & PPC I-BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Appr. Bent	48+46.25	0.00	622.48	622.48
☉ Brg. W. Appr. Bent	48+47.96	0.00	622.49	622.49
A	48+57.96	0.00	622.54	622.54
B	48+67.96	0.00	622.58	622.59
☉ Brg. W. Abut. Span 1	48+76.88	0.00	622.62	622.62
Bk. W. Abut.	48+77.98	0.00	622.62	622.62

PPC I-BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Appr. Bent	48+40.72	7.94	622.32	622.32
☉ Brg. W. Appr. Bent	48+42.42	7.94	622.33	622.33
A	48+52.42	7.94	622.39	622.39
B	48+62.42	7.94	622.44	622.44
☉ Brg. W. Abut. Span 1	48+71.34	7.94	622.47	622.47
Bk. W. Abut.	48+72.45	7.94	622.48	622.48

E.B. C.H. 10 P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Appr. Bent	48+39.98	9.00	622.30	622.30
☉ Brg. W. Appr. Bent	48+41.68	9.00	622.31	622.31
A	48+51.68	9.00	622.37	622.37
B	48+61.68	9.00	622.42	622.42
☉ Brg. W. Abut. Span 1	48+70.60	9.00	622.45	622.45
Bk. W. Abut.	48+71.71	9.00	622.46	622.46

PPC I-BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Appr. Bent	48+35.18	15.88	622.17	622.17
☉ Brg. W. Appr. Bent	48+36.89	15.88	622.18	622.18
A	48+46.89	15.88	622.23	622.24
B	48+56.89	15.88	622.29	622.29
☉ Brg. W. Abut. Span 1	48+65.81	15.88	622.33	622.33
Bk. W. Abut.	48+66.91	15.88	622.33	622.33

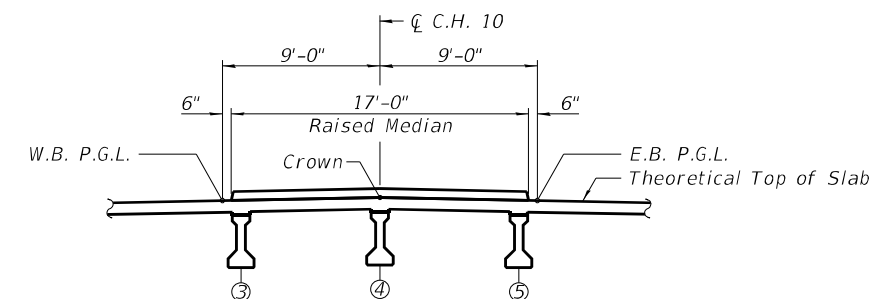
PPC I-BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Appr. Bent	48+29.65	23.81	622.00	622.00
☉ Brg. W. Appr. Bent	48+31.36	23.81	622.01	622.01
A	48+41.36	23.81	622.07	622.08
B	48+51.36	23.81	622.13	622.13
☉ Brg. W. Abut. Span 1	48+60.27	23.81	622.17	622.17
Bk. W. Abut.	48+61.38	23.81	622.18	622.18

☉ S. CURTAIN WALL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Appr. Bent	48+24.11	-31.75	621.80	621.80
☉ Brg. W. Appr. Bent	48+25.82	-31.75	621.81	621.81
A	48+35.82	-31.75	621.88	621.88
B	48+45.82	-31.75	621.93	621.94
☉ Brg. W. Abut. Span 1	48+54.74	-31.75	621.98	621.98
Bk. W. Abut.	48+55.84	-31.75	621.99	621.99

Note:
Stations and Offsets are measured along ☉ C.H. 10



PARTIAL SECTION THRU DECK

(Looking East)
Theoretical Grade Elevations for Beams 3 thru 5 and ☉ C.H. 10 are provided at the Theoretical Top of Slab below the proposed median.

(Sheet 2 of 6)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - VAULTED SPAN 1
STRUCTURE NO. 054-0038

SHEET 4 OF 36 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1)RS-3; (54-1)HB,D, BRR	LOGAN	120	60
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

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GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	48+99.59	-31.00	622.16	622.16
☒ Brg. W. Abut. Span 2	49+00.86	-31.00	622.16	622.16
C	49+10.86	-31.00	622.18	622.22
D	49+20.86	-31.00	622.19	622.27
E	49+30.86	-31.00	622.19	622.30
F	49+40.86	-31.00	622.19	622.31
G	49+50.86	-31.00	622.19	622.31
H	49+60.86	-31.00	622.17	622.29
I	49+70.86	-31.00	622.16	622.25
J	49+80.86	-31.00	622.13	622.20
K	49+90.86	-31.00	622.10	622.14
L	50+00.86	-31.00	622.06	622.08
M	50+10.86	-31.00	622.02	622.02
☒ Brg. Pier	50+21.61	-31.00	621.96	621.96
N	50+31.61	-31.00	621.91	621.93
O	50+41.61	-31.00	621.85	621.89
P	50+51.61	-31.00	621.78	621.85
Q	50+61.61	-31.00	621.70	621.80
R	50+71.61	-31.00	621.62	621.74
S	50+81.61	-31.00	621.53	621.67
T	50+91.61	-31.00	621.44	621.58
U	51+01.61	-31.00	621.34	621.48
V	51+11.61	-31.00	621.24	621.35
W	51+21.61	-31.00	621.12	621.20
X	51+31.61	-31.00	621.01	621.04
☒ Brg. E. Abut. Span 3	51+44.86	-31.00	620.84	620.84
Bk. E. Abut.	51+46.13	-31.00	620.82	620.82

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	48+94.19	-23.25	622.31	622.31
☒ Brg. W. Abut. Span 2	48+95.46	-23.25	622.31	622.31
C	49+05.46	-23.25	622.33	622.37
D	49+15.46	-23.25	622.34	622.42
E	49+25.46	-23.25	622.35	622.46
F	49+35.46	-23.25	622.36	622.48
G	49+45.46	-23.25	622.35	622.47
H	49+55.46	-23.25	622.34	622.46
I	49+65.46	-23.25	622.33	622.42
J	49+75.46	-23.25	622.31	622.37
K	49+85.46	-23.25	622.28	622.32
L	49+95.46	-23.25	622.24	622.26
M	50+05.46	-23.25	622.20	622.21
☒ Brg. Pier	50+16.21	-23.25	622.15	622.15
N	50+26.21	-23.25	622.10	622.12
O	50+36.21	-23.25	622.04	622.08
P	50+46.21	-23.25	621.98	622.04
Q	50+56.21	-23.25	621.90	622.00
R	50+66.21	-23.25	621.83	621.95
S	50+76.21	-23.25	621.74	621.88
T	50+86.21	-23.25	621.65	621.80
U	50+96.21	-23.25	621.56	621.69
V	51+06.21	-23.25	621.45	621.57
W	51+16.21	-23.25	621.35	621.42
X	51+26.21	-23.25	621.23	621.27
☒ Brg. E. Abut. Span 3	51+39.46	-23.25	621.07	621.07
Bk. E. Abut.	51+40.73	-23.25	621.05	621.05

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	48+88.79	-15.50	622.41	622.41
☒ Brg. W. Abut. Span 2	48+90.06	-15.50	622.42	622.42
C	49+00.06	-15.50	622.44	622.48
D	49+10.06	-15.50	622.46	622.54
E	49+20.06	-15.50	622.47	622.58
F	49+30.06	-15.50	622.48	622.60
G	49+40.06	-15.50	622.48	622.60
H	49+50.06	-15.50	622.47	622.58
I	49+60.06	-15.50	622.46	622.55
J	49+70.06	-15.50	622.44	622.51
K	49+80.06	-15.50	622.42	622.46
L	49+90.06	-15.50	622.39	622.40
M	50+00.06	-15.50	622.35	622.35
☒ Brg. Pier	50+10.81	-15.50	622.30	622.30
N	50+20.81	-15.50	622.25	622.27
O	50+30.81	-15.50	622.20	622.24
P	50+40.81	-15.50	622.13	622.20
Q	50+50.81	-15.50	622.07	622.16
R	50+60.81	-15.50	621.99	622.12
S	50+70.81	-15.50	621.91	622.05
T	50+80.81	-15.50	621.82	621.97
U	50+90.81	-15.50	621.73	621.87
V	51+00.81	-15.50	621.63	621.75
W	51+10.81	-15.50	621.53	621.61
X	51+20.81	-15.50	621.42	621.45
☒ Brg. E. Abut. Span 3	51+34.06	-15.50	621.26	621.26
Bk. E. Abut.	51+35.33	-15.50	621.24	621.24

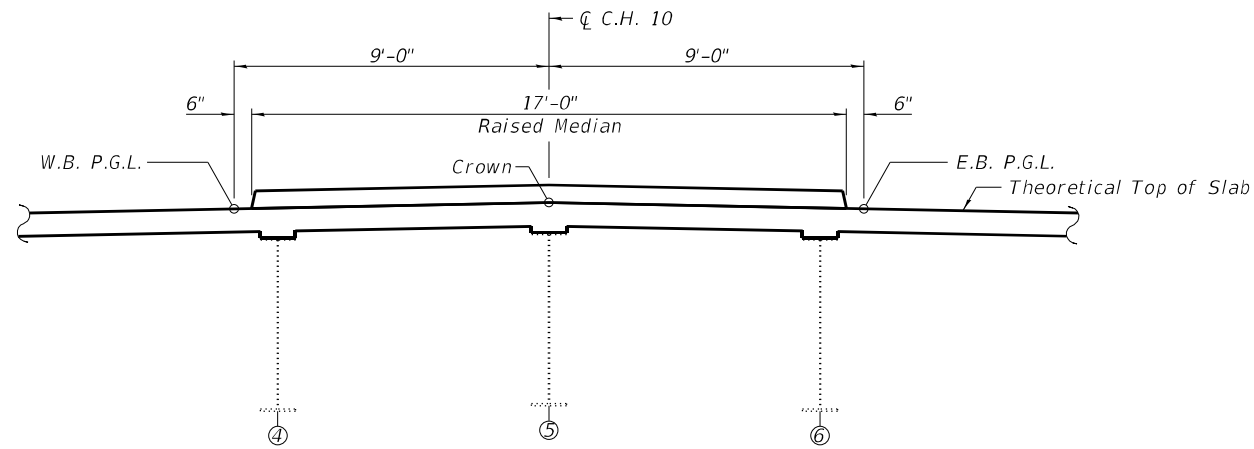
W.B. C.H. 10 P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	48+84.26	-9.00	622.50	622.50
☒ Brg. W. Abut. Span 2	48+85.53	-9.00	622.50	622.50
C	48+95.53	-9.00	622.53	622.57
D	49+05.53	-9.00	622.55	622.63
E	49+15.53	-9.00	622.57	622.67
F	49+25.53	-9.00	622.58	622.70
G	49+35.53	-9.00	622.58	622.70
H	49+45.53	-9.00	622.58	622.69
I	49+55.53	-9.00	622.57	622.66
J	49+65.53	-9.00	622.55	622.62
K	49+75.53	-9.00	622.53	622.57
L	49+85.53	-9.00	622.50	622.52
M	49+95.53	-9.00	622.47	622.47
☒ Brg. Pier	50+06.28	-9.00	622.42	622.42
N	50+16.28	-9.00	622.38	622.39
O	50+26.28	-9.00	622.32	622.36
P	50+36.28	-9.00	622.26	622.33
Q	50+46.28	-9.00	622.20	622.30
R	50+56.28	-9.00	622.13	622.25
S	50+66.28	-9.00	622.05	622.19
T	50+76.28	-9.00	621.97	622.11
U	50+86.28	-9.00	621.88	622.01
V	50+96.28	-9.00	621.78	621.89
W	51+06.28	-9.00	621.68	621.76
X	51+16.28	-9.00	621.57	621.60
☒ Brg. E. Abut. Span 3	51+29.53	-9.00	621.42	621.42
Bk. E. Abut.	51+30.80	-9.00	621.40	621.40

Note:
Stations and Offsets are measured along ☒ C.H. 10

(Sheet 3 of 6)

BACON FARMER WORKMAN ENGINEERING & TESTING, INC. <small>400 NORTH COURT STREET MARIETTA, IL 62450 PHONE - 618.267.9190</small>	USER NAME =	DESIGNED - JMK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS - SPANS 2 & 3 STRUCTURE NO. 054-0038	F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - GBR	REVISED -			55	(54-1)R5-3; (54-1)HB/D, BRR	LOGAN	120	61
	PLOT DATE =	DRAWN - JMK	REVISED -	SHEET 5 OF 36 SHEETS		CONTRACT NO. 72K64				
		CHECKED - GBR	REVISED -			ILLINOIS FED. AID PROJECT				



PARTIAL SECTION THRU DECK
 (Looking East)
 Theoretical Grade Elevations for Girders 4 thru 6 and C.H. 10
 are provided at the Theoretical Top of Slab below the proposed median.

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	48+83.38	-7.75	622.52	622.52
C Brg. W. Abut. Span 2	48+84.65	-7.75	622.52	622.52
C	48+94.65	-7.75	622.55	622.59
D	49+04.65	-7.75	622.57	622.65
E	49+14.65	-7.75	622.59	622.69
F	49+24.65	-7.75	622.60	622.72
G	49+34.65	-7.75	622.60	622.72
H	49+44.65	-7.75	622.60	622.71
I	49+54.65	-7.75	622.59	622.68
J	49+64.65	-7.75	622.57	622.64
K	49+74.65	-7.75	622.55	622.59
L	49+84.65	-7.75	622.52	622.54
M	49+94.65	-7.75	622.49	622.50
C Brg. Pier	50+05.40	-7.75	622.45	622.45
N	50+15.40	-7.75	622.40	622.42
O	50+25.40	-7.75	622.35	622.39
P	50+35.40	-7.75	622.29	622.36
Q	50+45.40	-7.75	622.22	622.32
R	50+55.40	-7.75	622.15	622.28
S	50+65.40	-7.75	622.08	622.22
T	50+75.40	-7.75	621.99	622.14
U	50+85.40	-7.75	621.90	622.04
V	50+95.40	-7.75	621.81	621.92
W	51+05.40	-7.75	621.71	621.78
X	51+15.40	-7.75	621.60	621.63
C Brg. E. Abut. Span 3	51+28.65	-7.75	621.45	621.45
Bk. E. Abut.	51+29.92	-7.75	621.43	621.43

C.H. 10 & GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	48+77.98	0.00	622.62	622.62
C Brg. W. Abut. Span 2	48+79.25	0.00	622.63	622.63
C	48+89.25	0.00	622.66	622.70
D	48+99.25	0.00	622.68	622.76
E	49+09.25	0.00	622.70	622.81
F	49+19.25	0.00	622.71	622.83
G	49+29.25	0.00	622.72	622.84
H	49+39.25	0.00	622.72	622.83
I	49+49.25	0.00	622.71	622.81
J	49+59.25	0.00	622.70	622.77
K	49+69.25	0.00	622.69	622.73
L	49+79.25	0.00	622.66	622.68
M	49+89.25	0.00	622.63	622.64
C Brg. Pier	50+00.00	0.00	622.59	622.59
N	50+10.00	0.00	622.55	622.57
O	50+20.00	0.00	622.50	622.54
P	50+30.00	0.00	622.44	622.51
Q	50+40.00	0.00	622.38	622.48
R	50+50.00	0.00	622.31	622.44
S	50+60.00	0.00	622.24	622.38
T	50+70.00	0.00	622.16	622.30
U	50+80.00	0.00	622.07	622.21
V	50+90.00	0.00	621.98	622.09
W	51+00.00	0.00	621.88	621.96
X	51+10.00	0.00	621.78	621.81
C Brg. E. Abut. Span 3	51+23.25	0.00	621.63	621.63
Bk. E. Abut.	51+24.52	0.00	621.62	621.62

C Girder 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	48+72.58	7.75	622.48	622.48
C Brg. W. Abut. Span 2	48+73.85	7.75	622.48	622.48
C	48+83.85	7.75	622.52	622.56
D	48+93.85	7.75	622.55	622.63
E	49+03.85	7.75	622.57	622.68
F	49+13.85	7.75	622.59	622.71
G	49+23.85	7.75	622.60	622.72
H	49+33.85	7.75	622.60	622.71
I	49+43.85	7.75	622.60	622.69
J	49+53.85	7.75	622.59	622.65
K	49+63.85	7.75	622.57	622.61
L	49+73.85	7.75	622.55	622.57
M	49+83.85	7.75	622.53	622.53
C Brg. Pier	49+94.60	7.75	622.49	622.49
N	50+04.60	7.75	622.45	622.47
O	50+14.60	7.75	622.41	622.45
P	50+24.60	7.75	622.35	622.42
Q	50+34.60	7.75	622.29	622.39
R	50+44.60	7.75	622.23	622.35
S	50+54.60	7.75	622.16	622.30
T	50+64.60	7.75	622.08	622.23
U	50+74.60	7.75	622.00	622.14
V	50+84.60	7.75	621.91	622.02
W	50+94.60	7.75	621.82	621.89
X	51+04.60	7.75	621.72	621.75
C Brg. E. Abut. Span 3	51+17.85	7.75	621.57	621.57
Bk. E. Abut.	51+19.12	7.75	621.56	621.56

Note:
Stations and Offsets are measured along C.H. 10

(Sheet 4 of 6)

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BACON | FARMER | WORKMAN
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 PHONE - 618.267.9190

USER NAME =	DESIGNED - JMK	REVISED -
	CHECKED - GBR	REVISED -
PLOT SCALE =	DRAWN - JMK	REVISED -
PLOT DATE =	CHECKED - GBR	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - SPANS 2 & 3
STRUCTURE NO. 054-0038

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1)RS-3; (54-1)HD, BRR	LOGAN	120	62
CONTRACT NO. 72K64				
		ILLINOIS	FED. AID PROJECT	

E.B. C.H. 10 P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	48+71.71	9.00	622.46	622.46
☒ Brg. W. Abut. Span 2	48+72.98	9.00	622.46	622.46
C	48+82.98	9.00	622.50	622.54
D	48+92.98	9.00	622.53	622.60
E	49+02.98	9.00	622.55	622.65
F	49+12.98	9.00	622.57	622.68
G	49+22.98	9.00	622.58	622.70
H	49+32.98	9.00	622.58	622.69
I	49+42.98	9.00	622.58	622.67
J	49+52.98	9.00	622.57	622.64
K	49+62.98	9.00	622.56	622.60
L	49+72.98	9.00	622.54	622.55
M	49+82.98	9.00	622.51	622.51
☒ Brg. Pier	49+93.73	9.00	622.47	622.47
N	50+03.73	9.00	622.43	622.45
O	50+13.73	9.00	622.39	622.43
P	50+23.73	9.00	622.34	622.41
Q	50+33.73	9.00	622.28	622.38
R	50+43.73	9.00	622.22	622.34
S	50+53.73	9.00	622.15	622.29
T	50+63.73	9.00	622.07	622.21
U	50+73.73	9.00	621.99	622.12
V	50+83.73	9.00	621.90	622.01
W	50+93.73	9.00	621.80	621.88
X	51+03.73	9.00	621.70	621.74
☒ Brg. E. Abut. Span 3	51+16.98	9.00	621.56	621.56
Bk. E. Abut.	51+18.25	9.00	621.55	621.55

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	48+67.17	15.50	622.34	622.34
☒ Brg. W. Abut. Span 2	48+68.44	15.50	622.34	622.34
C	48+78.44	15.50	622.38	622.42
D	48+88.44	15.50	622.41	622.49
E	48+98.44	15.50	622.44	622.54
F	49+08.44	15.50	622.46	622.58
G	49+18.44	15.50	622.47	622.59
H	49+28.44	15.50	622.48	622.59
I	49+38.44	15.50	622.48	622.57
J	49+48.44	15.50	622.47	622.54
K	49+58.44	15.50	622.46	622.50
L	49+68.44	15.50	622.44	622.46
M	49+78.44	15.50	622.42	622.43
☒ Brg. Pier	49+89.19	15.50	622.39	622.39
N	49+99.19	15.50	622.35	622.37
O	50+09.19	15.50	622.31	622.35
P	50+19.19	15.50	622.26	622.33
Q	50+29.19	15.50	622.21	622.30
R	50+39.19	15.50	622.14	622.27
S	50+49.19	15.50	622.08	622.22
T	50+59.19	15.50	622.00	622.15
U	50+69.19	15.50	621.92	622.06
V	50+79.19	15.50	621.84	621.95
W	50+89.19	15.50	621.75	621.82
X	50+99.19	15.50	621.65	621.68
☒ Brg. E. Abut. Span 3	51+12.44	15.50	621.51	621.51
Bk. E. Abut.	51+13.71	15.50	621.50	621.50

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	48+61.77	23.25	622.19	622.19
☒ Brg. W. Abut. Span 2	48+63.04	23.25	622.20	622.20
C	48+73.04	23.25	622.24	622.28
D	48+83.04	23.25	622.27	622.35
E	48+93.04	23.25	622.30	622.41
F	49+03.04	23.25	622.32	622.44
G	49+13.04	23.25	622.34	622.46
H	49+23.04	23.25	622.35	622.46
I	49+33.04	23.25	622.36	622.45
J	49+43.04	23.25	622.35	622.42
K	49+53.04	23.25	622.35	622.39
L	49+63.04	23.25	622.33	622.35
M	49+73.04	23.25	622.31	622.32
☒ Brg. Pier	49+83.79	23.25	622.28	622.28
N	49+93.79	23.25	622.25	622.27
O	50+03.79	23.25	622.21	622.25
P	50+13.79	23.25	622.17	622.23
Q	50+23.79	23.25	622.11	622.21
R	50+33.79	23.25	622.06	622.18
S	50+43.79	23.25	621.99	622.13
T	50+53.79	23.25	621.92	622.07
U	50+63.79	23.25	621.85	621.98
V	50+73.79	23.25	621.76	621.88
W	50+83.79	23.25	621.67	621.75
X	50+93.79	23.25	621.58	621.61
☒ Brg. E. Abut. Span 3	51+07.04	23.25	621.45	621.45
Bk. E. Abut.	51+08.31	23.25	621.43	621.43

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	48+56.37	31.00	622.00	622.00
☒ Brg. W. Abut. Span 2	48+57.64	31.00	622.01	622.01
C	48+67.64	31.00	622.05	622.10
D	48+77.64	31.00	622.09	622.17
E	48+87.64	31.00	622.13	622.23
F	48+97.64	31.00	622.15	622.27
G	49+07.64	31.00	622.17	622.29
H	49+17.64	31.00	622.19	622.30
I	49+27.64	31.00	622.19	622.28
J	49+37.64	31.00	622.19	622.26
K	49+47.64	31.00	622.19	622.23
L	49+57.64	31.00	622.18	622.20
M	49+67.64	31.00	622.16	622.17
☒ Brg. Pier	49+78.39	31.00	622.14	622.14
N	49+88.39	31.00	622.11	622.13
O	49+98.39	31.00	622.07	622.11
P	50+08.39	31.00	622.03	622.10
Q	50+18.39	31.00	621.98	622.08
R	50+28.39	31.00	621.93	622.05
S	50+38.39	31.00	621.87	622.01
T	50+48.39	31.00	621.80	621.94
U	50+58.39	31.00	621.73	621.86
V	50+68.39	31.00	621.65	621.76
W	50+78.39	31.00	621.56	621.64
X	50+88.39	31.00	621.47	621.50
☒ Brg. E. Abut. Span 3	51+01.64	31.00	621.34	621.34
Bk. E. Abut.	51+02.91	31.00	621.33	621.33

Note:
Stations and Offsets are measured along ☒ C.H. 10

(Sheet 5 of 6)

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BACON | FARMER | WORKMAN
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USER NAME =	DESIGNED - JMK	REVISED -
PLOT SCALE =	CHECKED - GBR	REVISED -
PLOT DATE =	DRAWN - JMK	REVISED -
	CHECKED - GBR	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - SPANS 2 & 3
STRUCTURE NO. 054-0038

SHEET 7 OF 36 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1)RS-3; (54-1)HB;D, BRR	LOGAN	120	63
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

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☉ N. CURTAIN WALL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	51+46.66	-31.75	620.80	620.80
☉ Brg. E. Abut. Span 4	51+47.76	-31.75	620.79	620.79
Y	51+57.76	-31.75	620.65	620.66
Z	51+67.76	-31.75	620.51	620.52
☉ Brg. E. Appr. Bent	51+81.18	-31.75	620.31	620.31
Bk. E. Appr. Bent	51+82.89	-31.75	620.29	620.29

PPC I-BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	51+41.12	-23.81	621.04	621.04
☉ Brg. E. Abut. Span 4	51+42.23	-23.81	621.02	621.02
Y	51+52.23	-23.81	620.89	620.90
Z	51+62.23	-23.81	620.76	620.76
☉ Brg. E. Appr. Bent	51+75.64	-23.81	620.56	620.56
Bk. E. Appr. Bent	51+77.35	-23.81	620.54	620.54

PPC I-BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	51+35.59	-15.88	621.24	621.24
☉ Brg. E. Abut. Span 4	51+36.69	-15.88	621.22	621.22
Y	51+46.69	-15.88	621.09	621.10
Z	51+56.69	-15.88	620.96	620.97
☉ Brg. E. Appr. Bent	51+70.11	-15.88	620.77	620.77
Bk. E. Appr. Bent	51+71.82	-15.88	620.75	620.75

W.B. C.H. 10 P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	51+30.80	-9.00	621.40	621.40
☉ Brg. E. Abut. Span 4	51+31.90	-9.00	621.39	621.39
Y	51+41.90	-9.00	621.26	621.27
Z	51+51.90	-9.00	621.13	621.14
☉ Brg. E. Appr. Bent	51+65.32	-9.00	620.95	620.95
Bk. E. Appr. Bent	51+67.03	-9.00	620.92	620.92

PPC I-BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	51+30.05	-7.94	621.43	621.43
☉ Brg. E. Abut. Span 4	51+31.16	-7.94	621.41	621.41
Y	51+41.16	-7.94	621.29	621.30
Z	51+51.16	-7.94	621.16	621.17
☉ Brg. E. Appr. Bent	51+64.58	-7.94	620.97	620.97
Bk. E. Appr. Bent	51+66.28	-7.94	620.95	620.95

☉ C.H. 10 & PPC I-BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	51+24.52	0.00	621.62	621.62
☉ Brg. E. Abut. Span 4	51+25.63	0.00	621.60	621.60
Y	51+35.63	0.00	621.48	621.49
Z	51+45.63	0.00	621.36	621.36
☉ Brg. E. Appr. Bent	51+59.04	0.00	621.18	621.18
Bk. E. Appr. Bent	51+60.75	0.00	621.15	621.15

PPC I-BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	51+18.99	7.94	621.56	621.56
☉ Brg. E. Abut. Span 4	51+20.09	7.94	621.54	621.54
Y	51+30.09	7.94	621.43	621.43
Z	51+40.09	7.94	621.30	621.31
☉ Brg. E. Appr. Bent	51+53.51	7.94	621.13	621.13
Bk. E. Appr. Bent	51+55.22	7.94	621.10	621.10

E.B. C.H. 10 P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	51+18.25	9.00	621.55	621.55
☉ Brg. E. Abut. Span 4	51+19.35	9.00	621.53	621.53
Y	51+29.35	9.00	621.42	621.42
Z	51+39.35	9.00	621.30	621.30
☉ Brg. E. Appr. Bent	51+52.77	9.00	621.12	621.12
Bk. E. Appr. Bent	51+54.48	9.00	621.10	621.10

PPC I-BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	51+13.45	15.88	621.49	621.49
☉ Brg. E. Abut. Span 4	51+14.56	15.88	621.48	621.48
Y	51+24.56	15.88	621.37	621.37
Z	51+34.56	15.88	621.25	621.26
☉ Brg. E. Appr. Bent	51+47.97	15.88	621.08	621.08
Bk. E. Appr. Bent	51+49.68	15.88	621.05	621.05

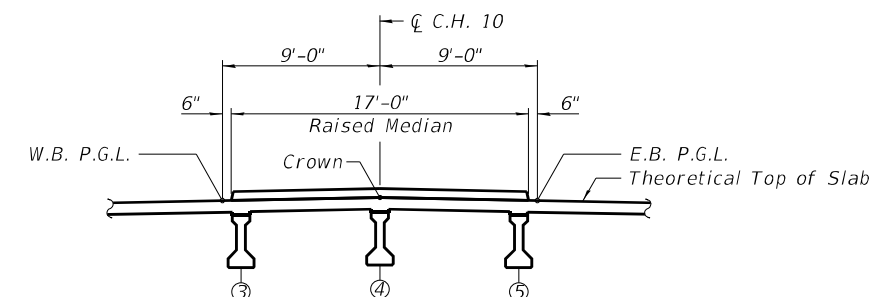
Note:
Stations and Offsets are measured along ☉ C.H. 10

PPC I-BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	51+07.92	23.81	621.42	621.42
☉ Brg. E. Abut. Span 4	51+09.02	23.81	621.41	621.41
Y	51+19.02	23.81	621.30	621.31
Z	51+29.02	23.81	621.19	621.19
☉ Brg. E. Appr. Bent	51+42.44	23.81	621.02	621.02
Bk. E. Appr. Bent	51+44.15	23.81	621.00	621.00

☉ S. CURTAIN WALL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	51+02.38	-31.75	621.32	621.32
☉ Brg. E. Abut. Span 4	51+03.49	-31.75	621.31	621.31
Y	51+13.49	-31.75	621.20	621.20
Z	51+23.49	-31.75	621.09	621.09
☉ Brg. E. Appr. Bent	51+36.91	-31.75	620.92	620.92
Bk. E. Appr. Bent	51+38.61	-31.75	620.90	620.90



PARTIAL SECTION THRU DECK
(Looking East)
Theoretical Grade Elevations for Beams 3 thru 5 and ☉ C.H. 10 are provided at the Theoretical Top of Slab below the proposed median.

(Sheet 6 of 6)

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DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - VAULTED SPAN 4
STRUCTURE NO. 054-0038

SHEET 8 OF 36 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1)RS-3; (54-1)HD, BRR	LOGAN	120	64
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

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NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Pav't	48+39.58	-32.583	621.88
A1	48+49.58	-32.583	621.94
A2	48+59.58	-32.583	621.99
E. End of West Appr. Pav't	48+69.58	-32.583	622.03

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Pav't	48+32.90	-23.000	622.04
A1	48+42.90	-23.000	622.10
A2	48+52.90	-23.000	622.15
E. End of West Appr. Pav't	48+62.90	-23.000	622.20

W.B. P.G.L

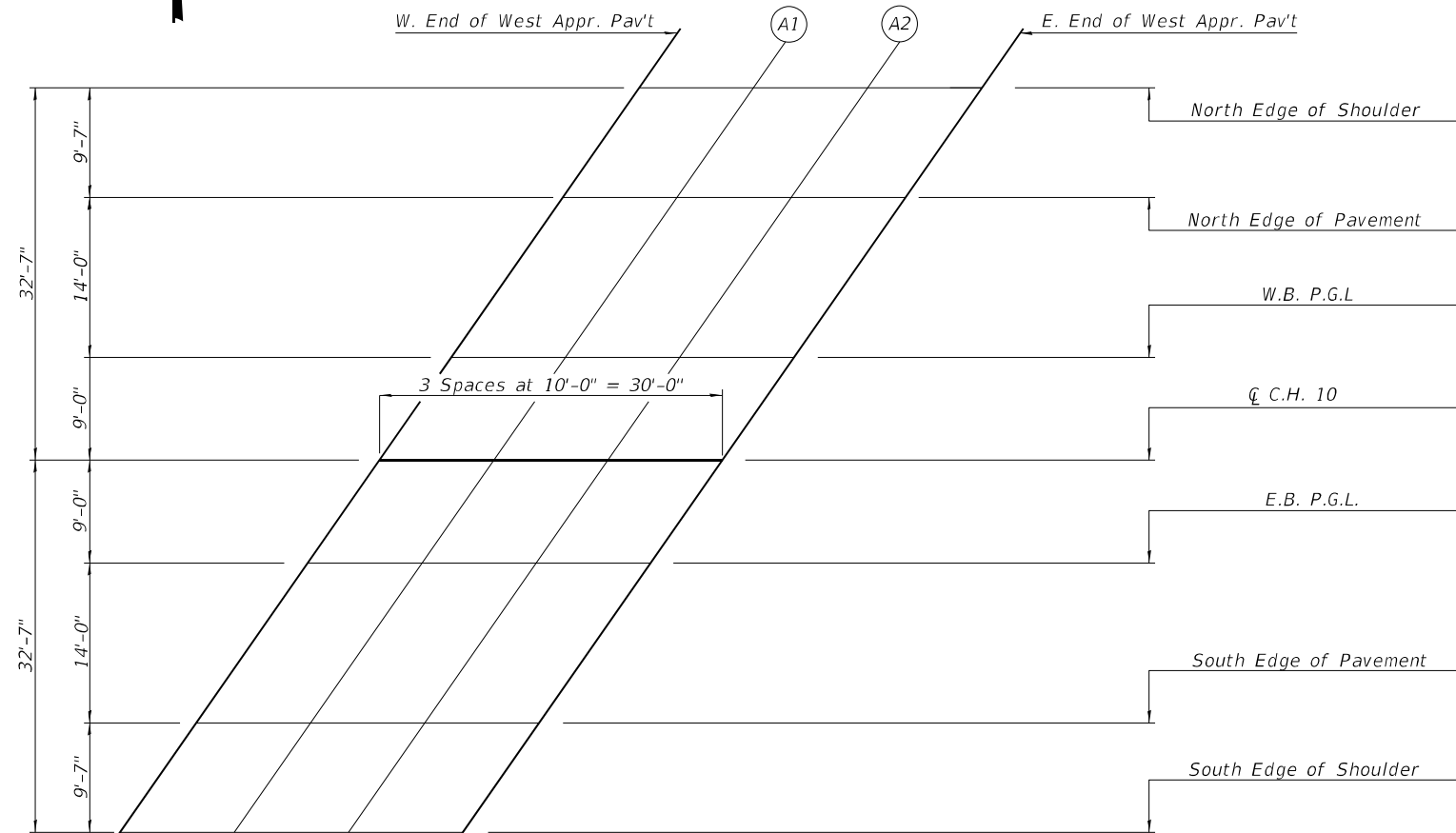
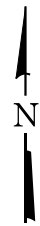
Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Pav't	48+23.13	-9.000	622.19
A1	48+33.13	-9.000	622.26
A2	48+43.13	-9.000	622.32
E. End of West Appr. Pav't	48+53.13	-9.000	622.37

¢ C.H. 10

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Pav't	48+16.86	0.000	622.29
A1	48+26.86	0.000	622.36
A2	48+36.86	0.000	622.42
E. End of West Appr. Pav't	48+46.86	0.000	622.48

E.B. P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Pav't	48+10.58	9.000	622.10
A1	48+20.58	9.000	622.18
A2	48+30.58	9.000	622.24
E. End of West Appr. Pav't	48+40.58	9.000	622.31



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Pav't	48+00.82	23.000	621.81
A1	48+10.82	23.000	621.89
A2	48+20.82	23.000	621.96
E. End of West Appr. Pav't	48+30.82	23.000	622.03

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Pav't	47+94.14	32.583	621.55
A1	48+04.14	32.583	621.63
A2	48+14.14	32.583	621.71
E. End of West Appr. Pav't	48+24.14	32.583	621.78

Note:
 Stations and Offsets are measured along ¢ C.H. 10

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 054-0038

SHEET 9 OF 36 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1)R5-3; (54-1)HB/D, BRR	LOGAN	120	65
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

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NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Pav't	51+82.86	-32.583	620.27
A3	51+92.86	-32.583	620.12
A4	52+02.86	-32.583	619.95
E. End of East Appr. Pav't	52+12.86	-32.583	619.79

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Pav't	51+76.18	-23.000	620.57
A3	51+86.18	-23.000	620.42
A4	51+96.18	-23.000	620.26
E. End of East Appr. Pav't	52+06.18	-23.000	620.10

W.B. P.G.L.

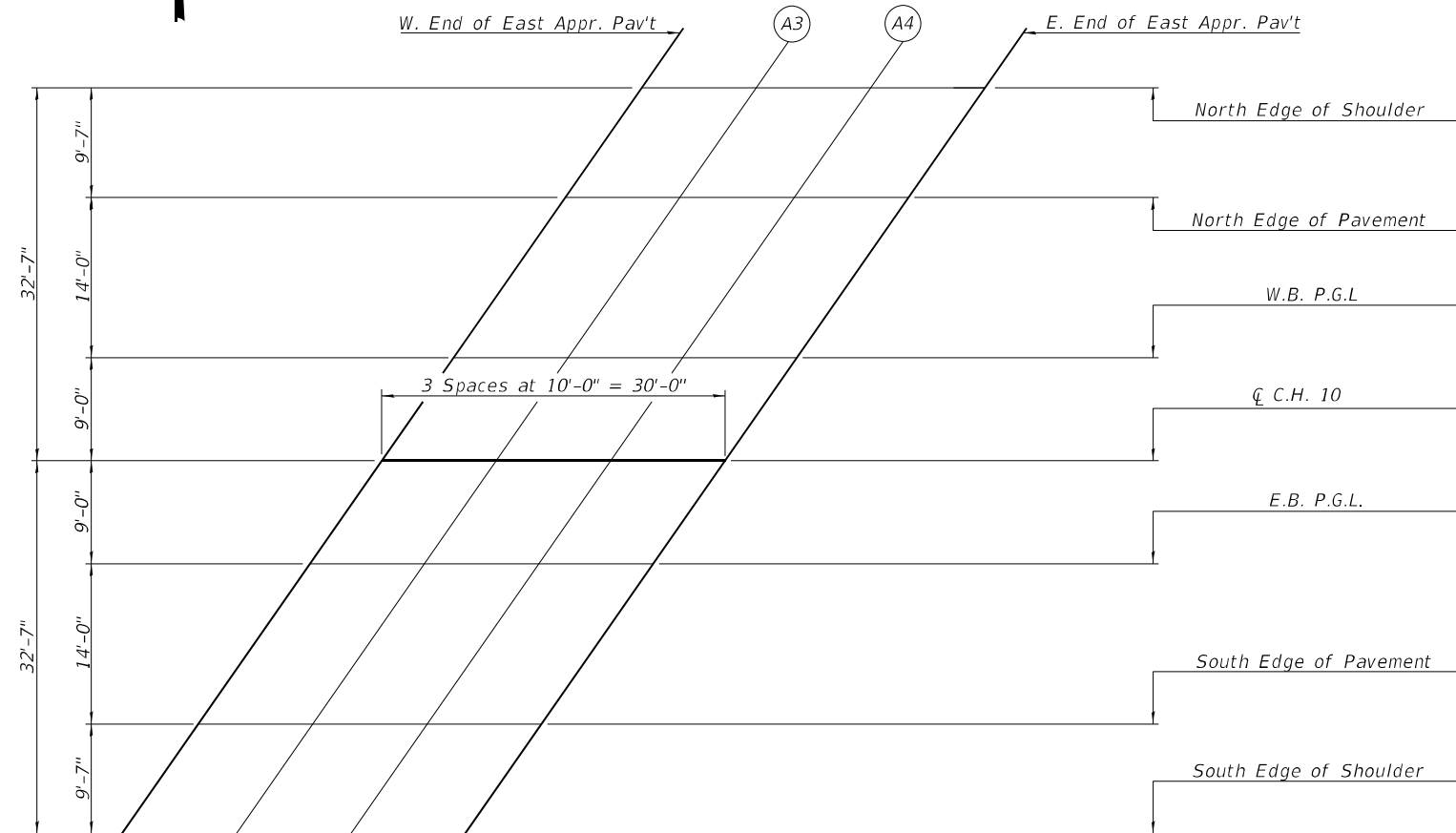
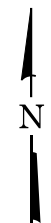
Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Pav't	51+66.42	-9.000	620.93
A3	51+76.42	-9.000	620.79
A4	51+86.42	-9.000	620.64
E. End of East Appr. Pav't	51+96.42	-9.000	620.48

∅ C.H. 10

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Pav't	51+60.14	0.000	621.16
A3	51+70.14	0.000	621.02
A4	51+80.14	0.000	620.87
E. End of East Appr. Pav't	51+90.14	0.000	620.72

E.B. P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Pav't	51+53.87	9.000	621.11
A3	51+63.87	9.000	620.97
A4	51+73.87	9.000	620.82
E. End of East Appr. Pav't	51+83.87	9.000	620.67



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Pav't	51+44.10	23.000	621.02
A3	51+54.10	23.000	620.88
A4	51+64.10	23.000	620.75
E. End of East Appr. Pav't	51+74.10	23.000	620.60

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Pav't	51+37.42	32.583	620.90
A3	51+47.42	32.583	620.77
A4	51+57.42	32.583	620.64
E. End of East Appr. Pav't	51+67.42	32.583	620.50

Note:
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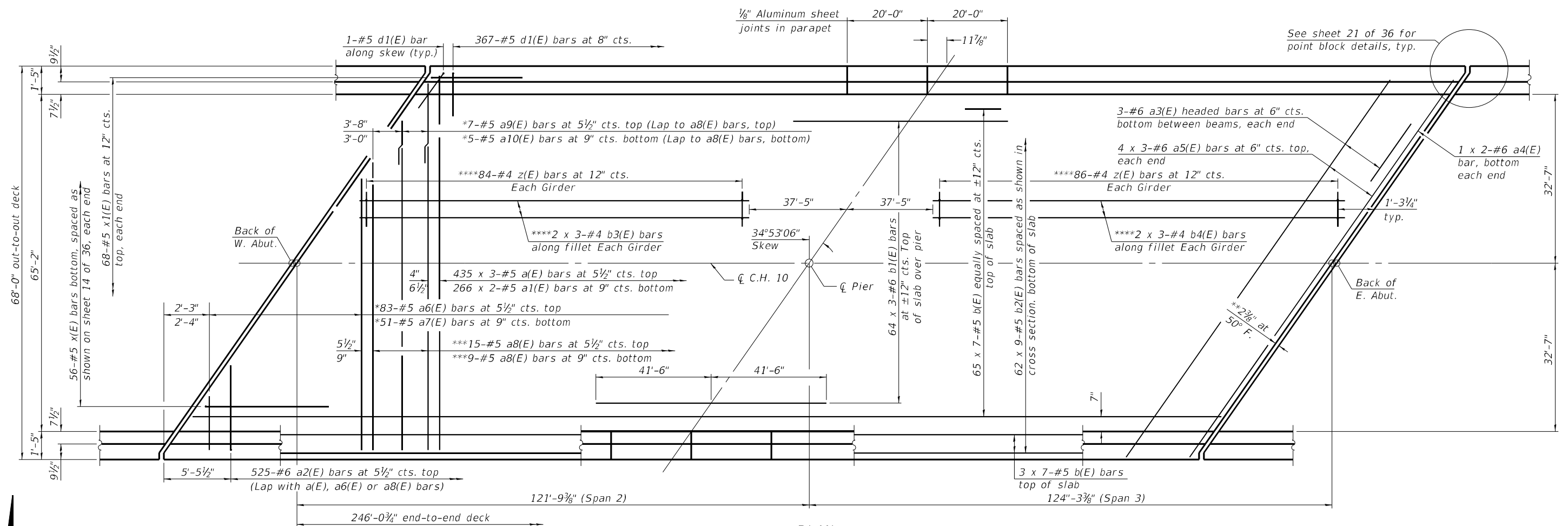
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DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 054-0038

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1)RS-3; (54-1)HB/D, BRR	LOGAN	120	66
CONTRACT NO. 72K64				

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MINIMUM BAR LAP

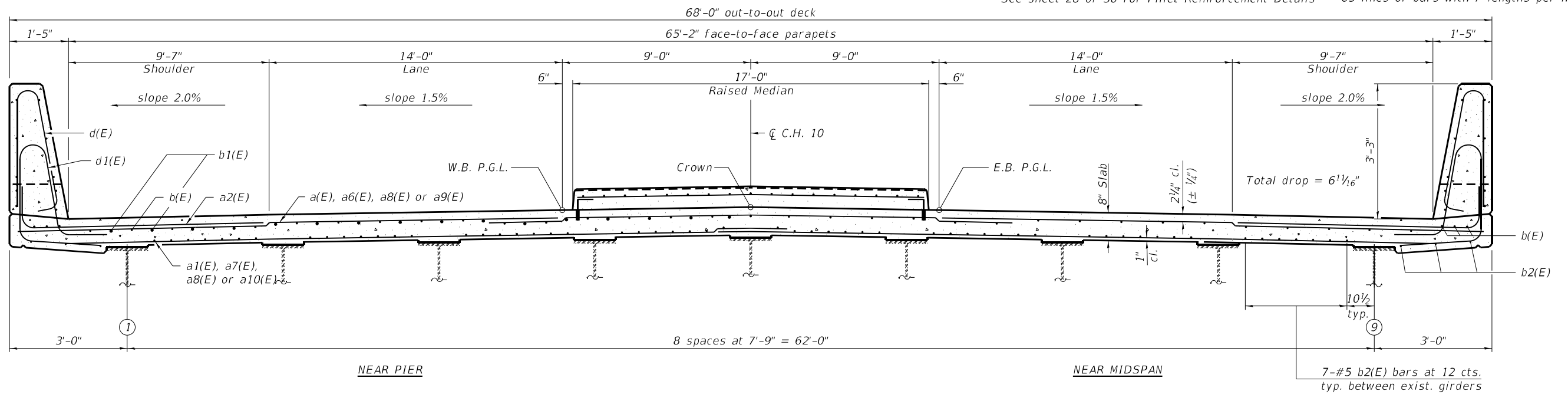
- #4 bar = 2'-5"
- #5 bar = 3'-6"
- #6 bar = 3'-7"

PLAN

(Median not shown for clarity)

- * See Field Cutting Diagram on sheet 13 of 36.
- ** Dimension showing concrete opening. For joint opening see sheet 21 of 36.
- *** Cut to fit
- **** See sheet 28 of 36 for Fillet Reinforcement Details

- Notes:
- See sheet 1 of 36 for scupper locations.
 - See sheets 12 & 13 of 36 for superstructure details, median details and Bill of Material.
 - Bars indicated thus 65 x 7-#5 etc. indicates 65 lines of bars with 7 lengths per line.



CROSS SECTION
(Looking East)

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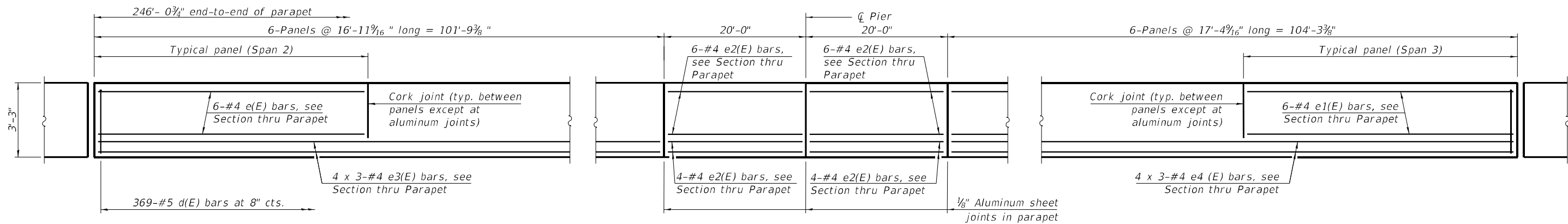
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SUPERSTRUCTURE
STRUCTURE NO. 054-0038

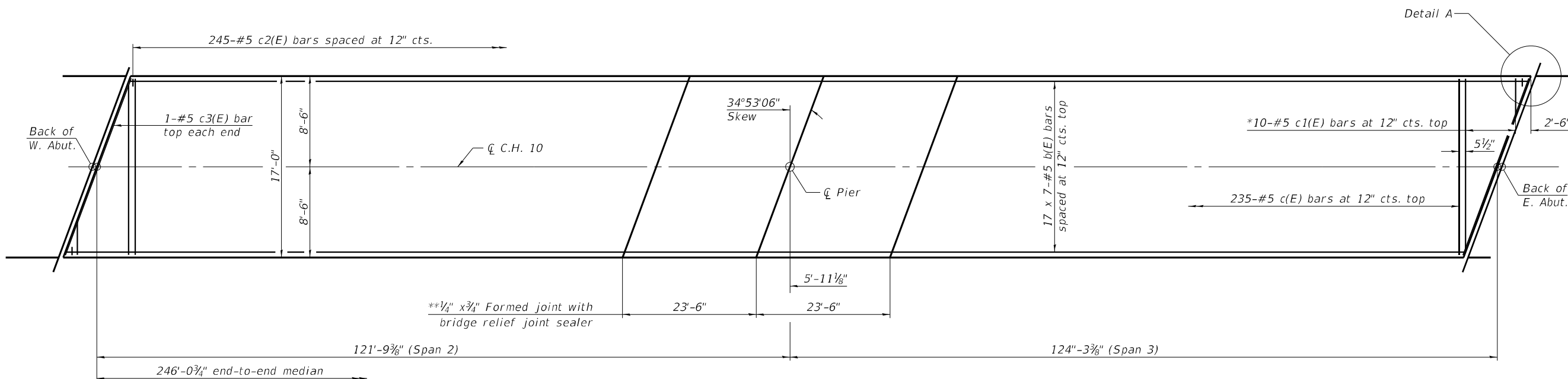
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 72K64				
ILLINOIS		FED. AID PROJECT		

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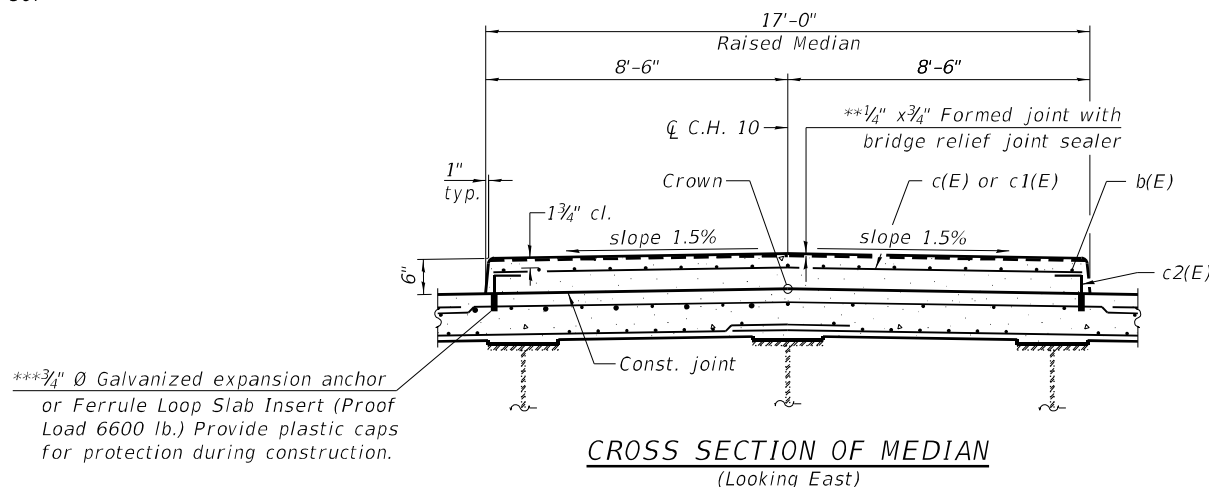
MINIMUM BAR LAP
 #4 bar = 2'-5"

INSIDE ELEVATION OF NORTH PARAPET
 (South parapet mirror image)

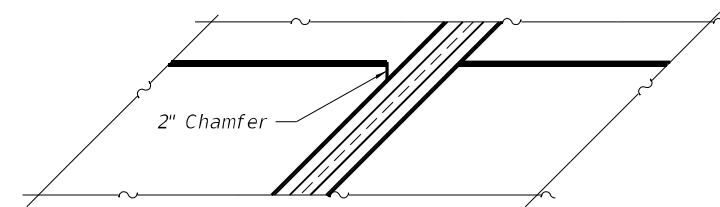


PLAN OF MEDIAN

- * See Field Cutting Diagram on sheet 13 of 36.
- ** Full width along joint - backer rod not required.
- *** The cost of expansion anchors/inserts is included in the cost of Reinforcement Bars, Epoxy Coated.



CROSS SECTION OF MEDIAN
 (Looking East)



DETAIL A
 (Chamfer acute corners of median 2")

(Sheet 1 of 2)

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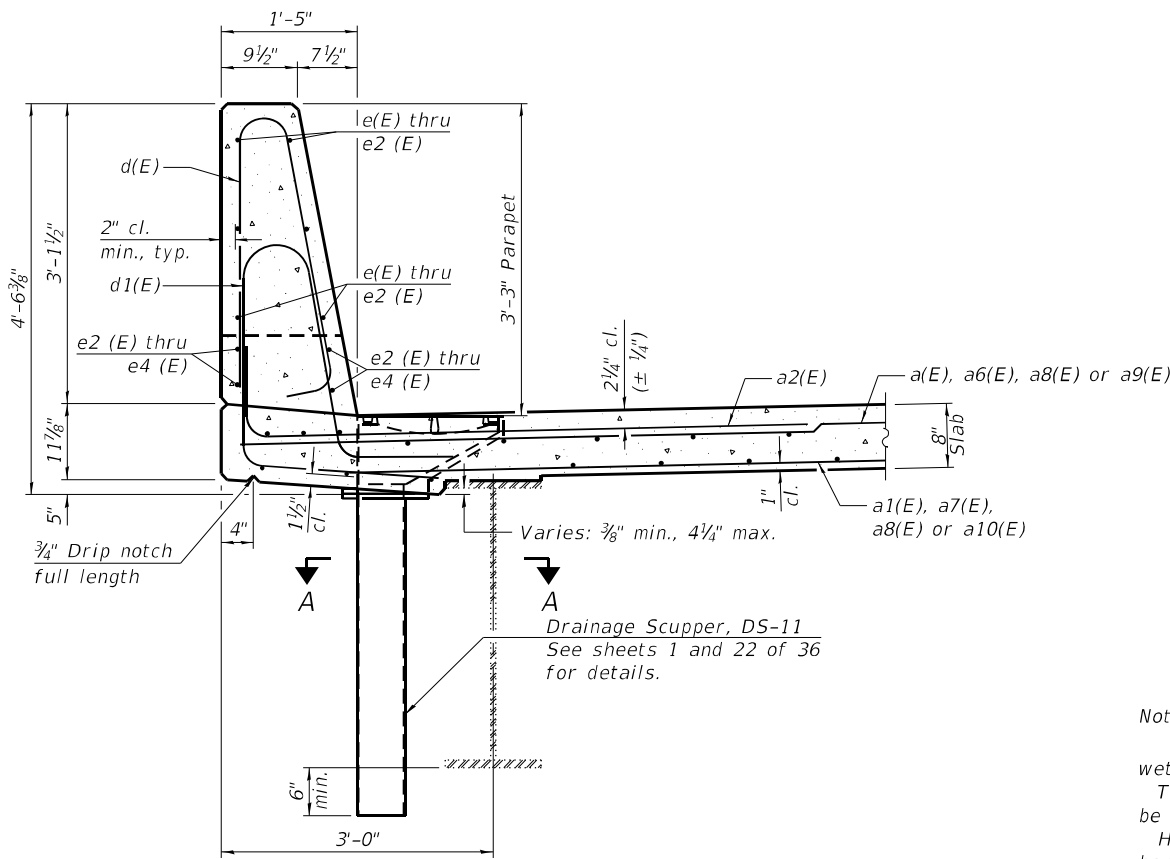
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 054-0038

SHEET 12 OF 36 SHEETS

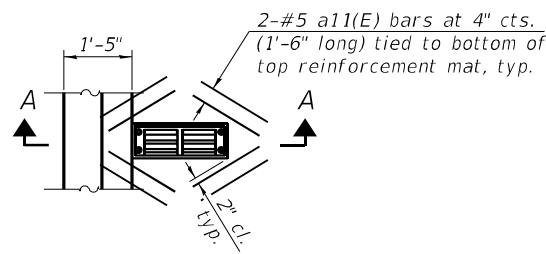
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55	(54-1) RS-3; (54-1)HD; BRR	LOGAN	120	68
CONTRACT NO. 72K64				

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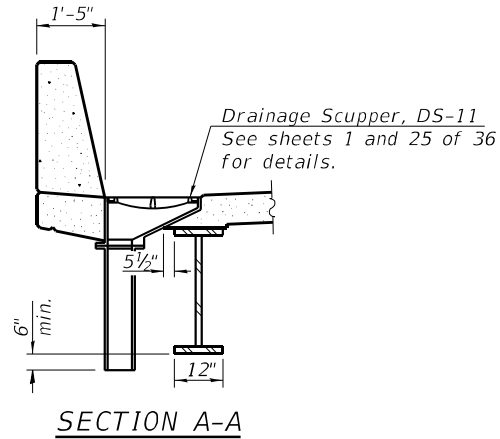


SECTION THRU PARAPET

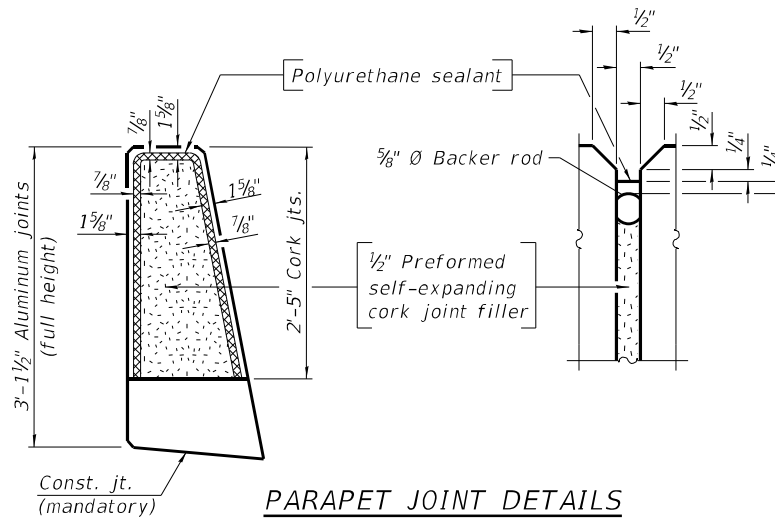


PLAN OF SCUPPER

Note:
 Cut longitudinal reinforcement to clear drainage scuppers.



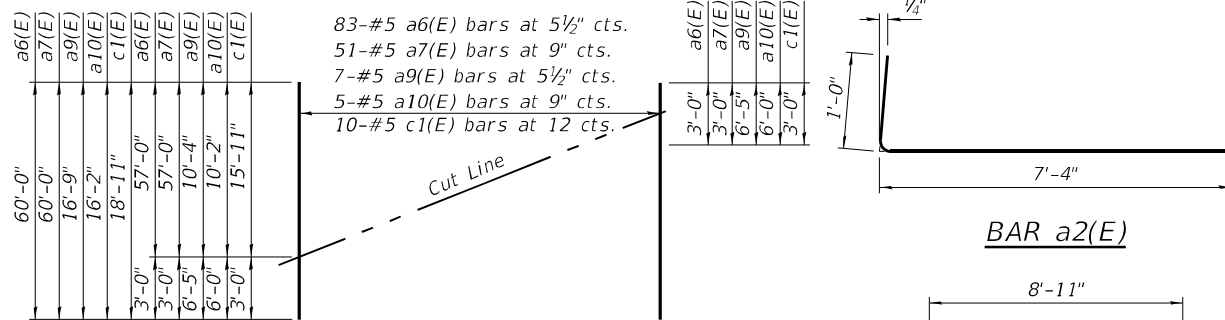
SECTION A-A



PARAPET JOINT DETAILS

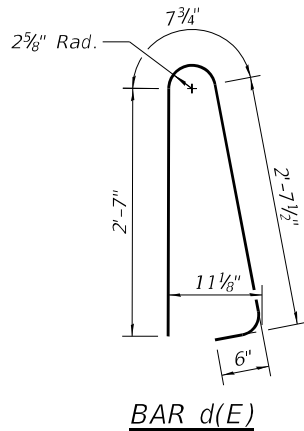
Notes:

The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
 The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
 Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

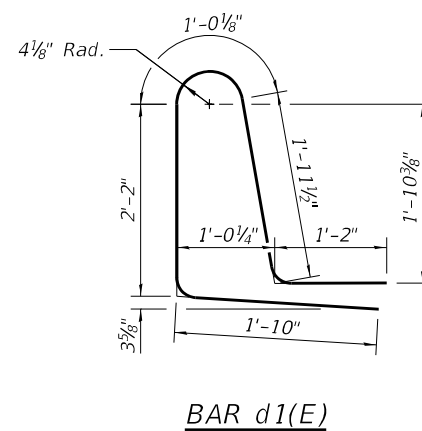


FIELD CUTTING DIAGRAM

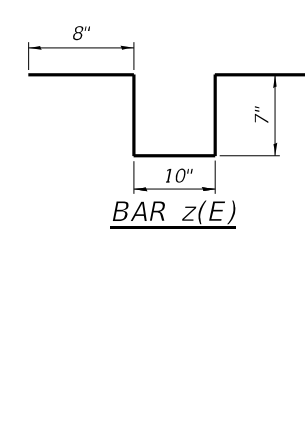
Order a6(E), a7(E), a9(E), a10(E) and c1(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck or median.



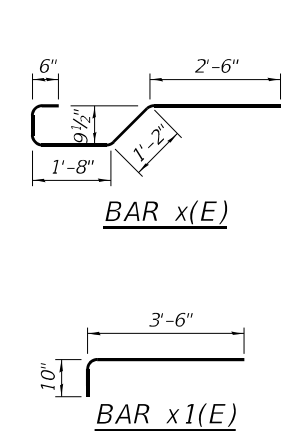
BAR d(E)



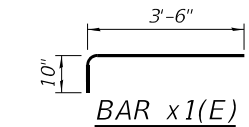
BAR d1(E)



BAR z(E)



BAR x(E)



BAR x1(E)

**SUPERSTRUCTURE
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	1305	#5	25'-0"	—
a1(E)	532	#5	35'-7"	—
a2(E)	1050	#6	8'-4"	—
a3(E)	48	#6	8'-11"	—
a4(E)	4	#6	43'-0"	—
a5(E)	24	#6	30'-0"	—
a6(E)	83	#5	60'-0"	—
a7(E)	51	#5	60'-0"	—
a8(E)	48	#5	60'-0"	—
a9(E)	7	#5	16'-9"	—
a10(E)	5	#5	16'-2"	—
a11(E)	32	#5	1'-6"	—
b(E)	616	#5	38'-2"	—
b1(E)	192	#6	30'-1"	—
b2(E)	558	#5	30'-5"	—
b3(E)	54	#4	29'-6"	—
b4(E)	54	#4	30'-4"	—
c(E)	235	#5	16'-6"	—
c1(E)	10	#5	18'-11"	—
c2(E)	490	#5	1'-4"	—
c3(E)	2	#5	20'-1"	—
d(E)	738	#5	6'-5"	—
d1(E)	738	#5	8'-2"	—
e(E)	72	#4	16'-7"	—
e1(E)	72	#4	17'-0"	—
e2(E)	40	#4	19'-8"	—
e3(E)	24	#4	35'-5"	—
e4(E)	24	#4	36'-3"	—
x(E)	112	#5	6'-8"	—
x1(E)	136	#5	4'-4"	—
z(E)	1530	#4	3'-4"	—
Reinforcement Bars, Epoxy Coated			Lbs.	157890
Concrete Superstructure			Cu. Yds.	605.7

(Sheet 2 of 2)

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	CHECKED - GBR	REVISED -

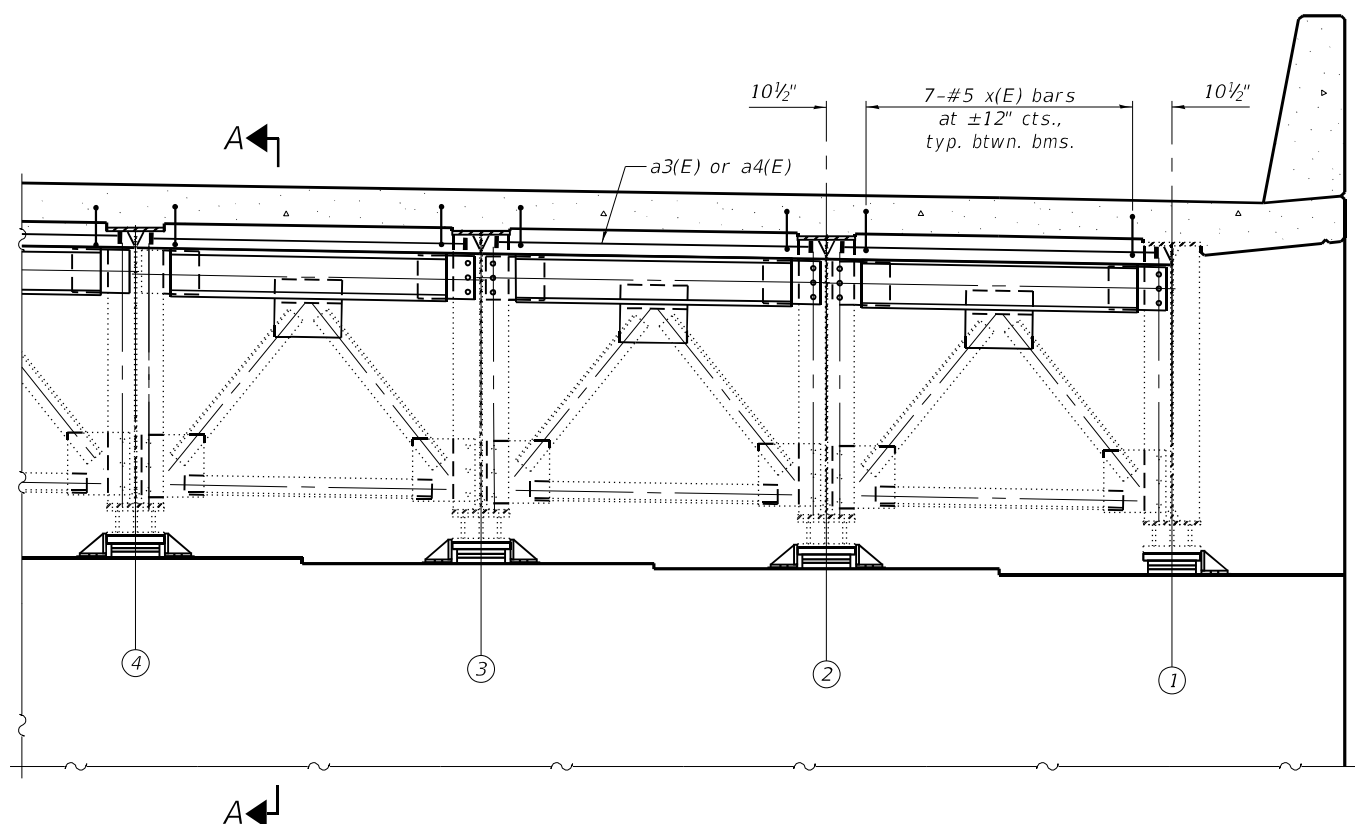
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS
 STRUCTURE NO. 054-0038**

SHEET 13 OF 36 SHEETS

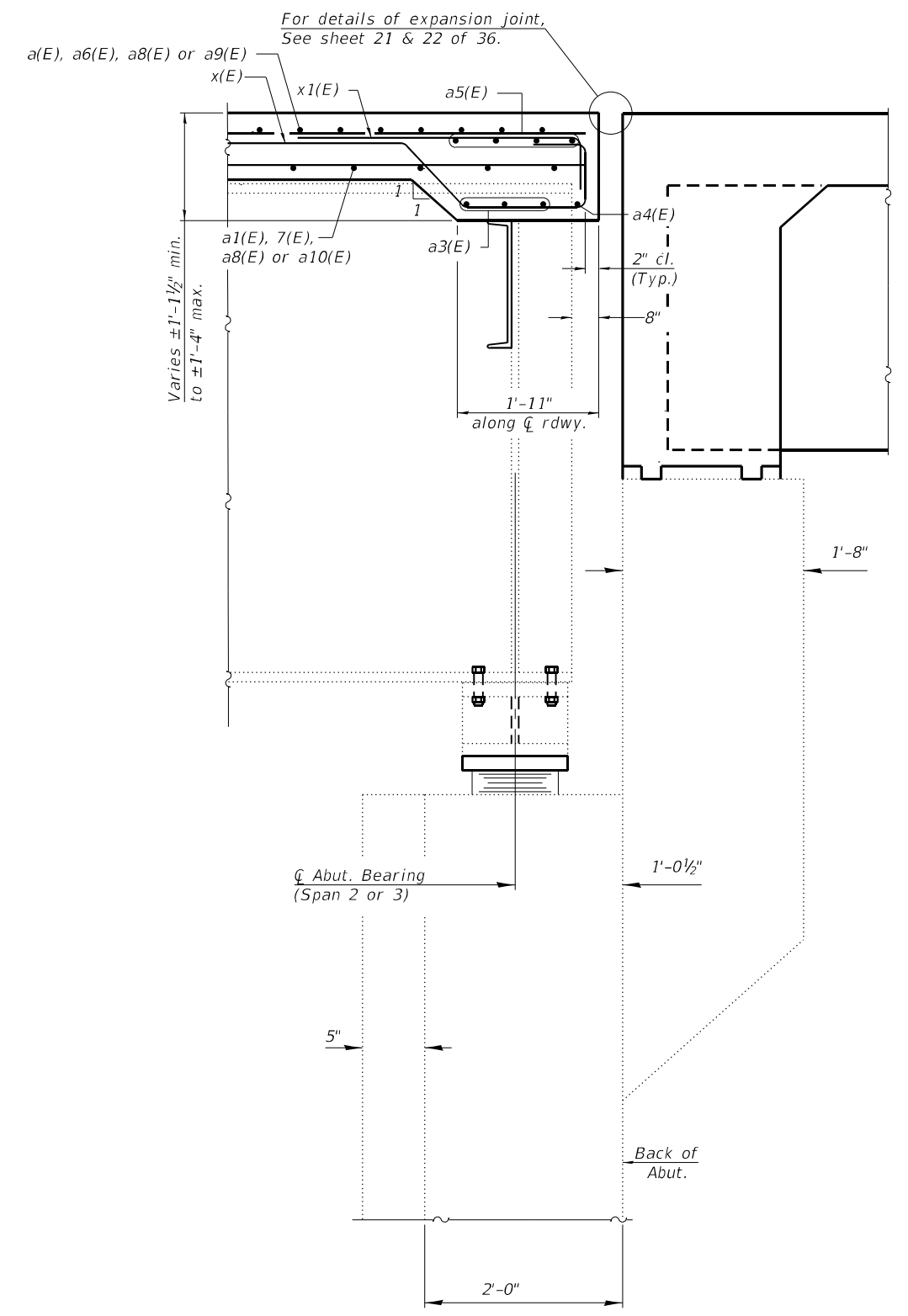
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1)B/D, BRR	LOGAN	120	69
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

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DIAPHRAGM AT WEST ABUTMENT
 (Looking West)
 (East Abutment Similar)

Notes:
 See sheets 12 & 13 of 36 for superstructure details and Bill of Material.
 The x(E) and x1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.



SECTION A-A
 (at Rt. L's)
 (Full cross frame not shown for clarity)

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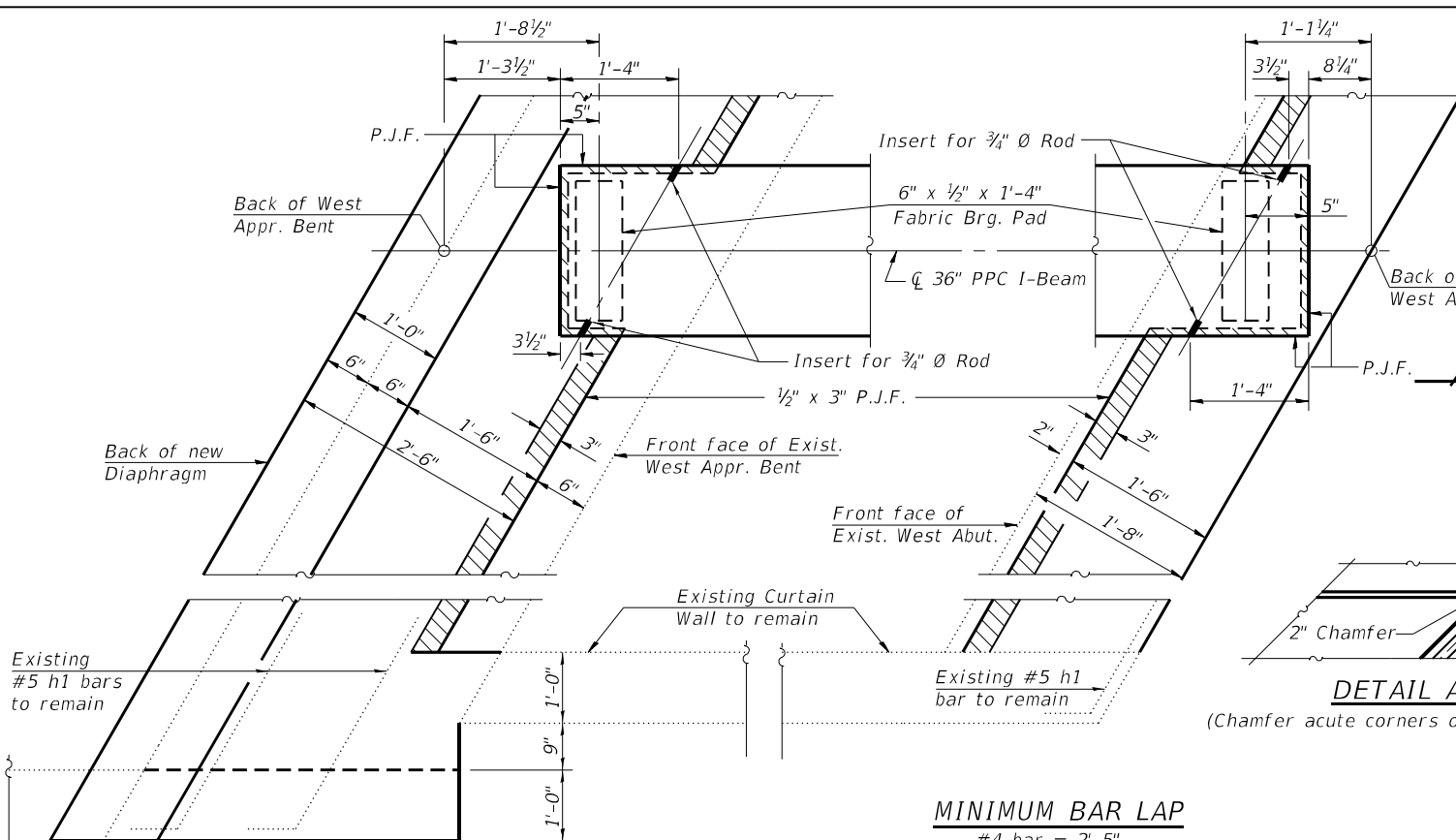
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO. 054-0038

SHEET 14 OF 36 SHEETS

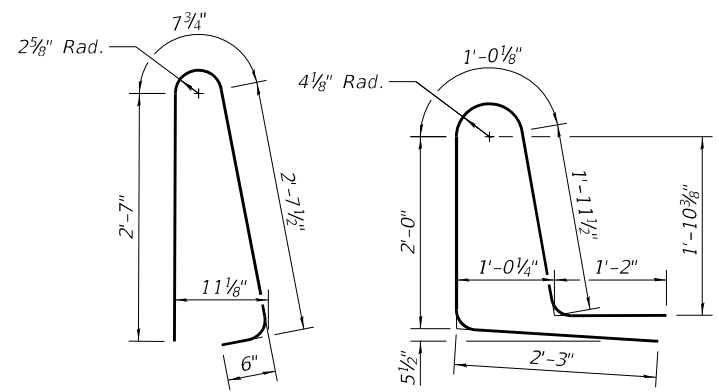
F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1) HBID, BRR	LOGAN	120	70
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

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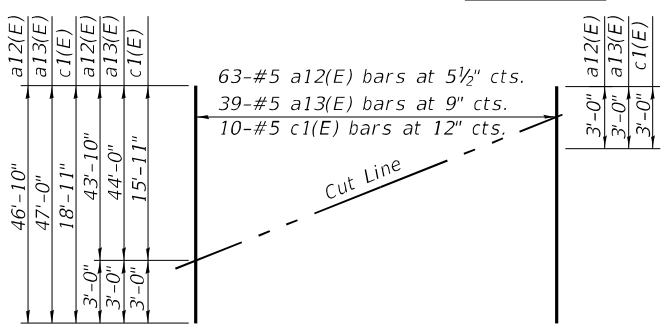


PARTIAL PLAN

Existing wingwall to be partially removed to enable approach slab construction. See sheet 31 of 36 for removal details.

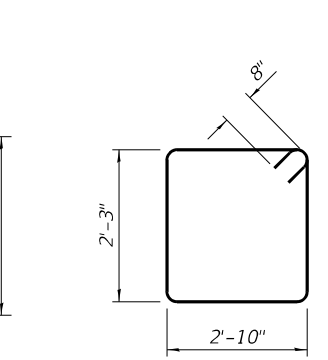


BAR d(E) **BAR d2(E)**

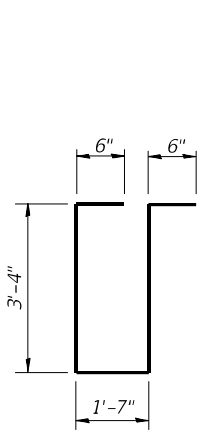


FIELD CUTTING DIAGRAM

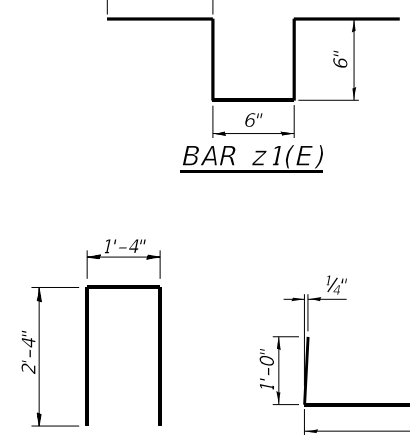
Order a12(E), a13(E), and c1(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck or median.



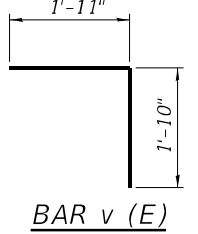
BAR s(E)



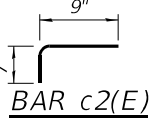
BAR s1(E)



BAR s2(E)



BAR v(E)

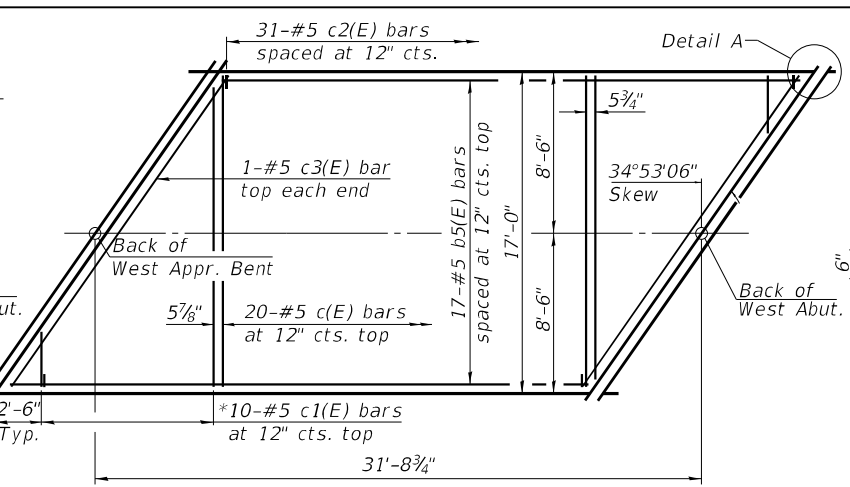


BAR c2(E)

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

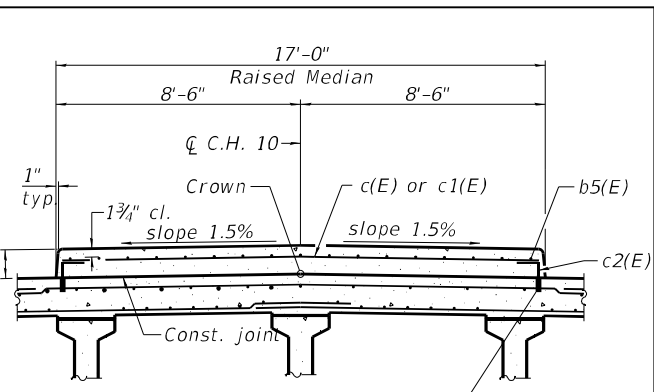


DETAIL A
 (Chamfer acute corners of median 2")



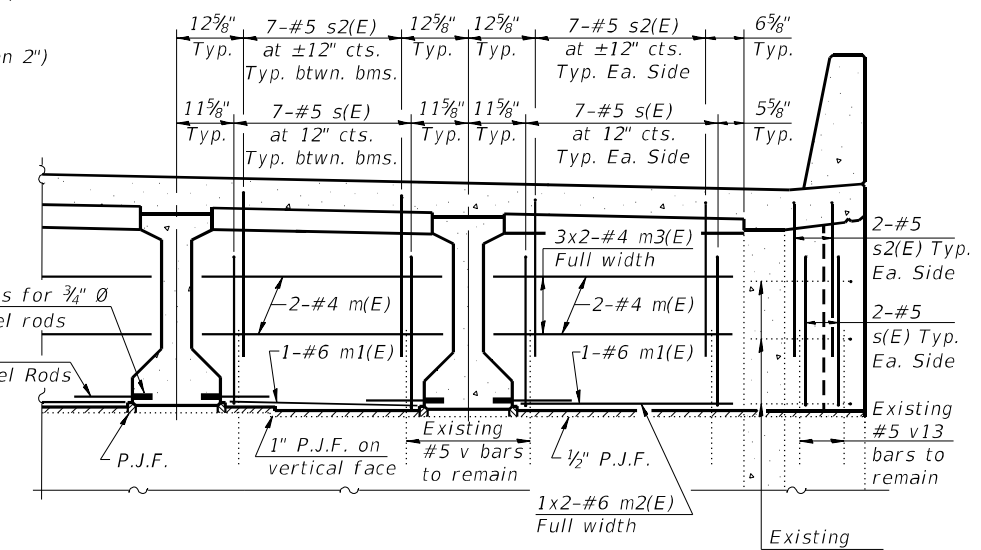
PLAN OF MEDIAN

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



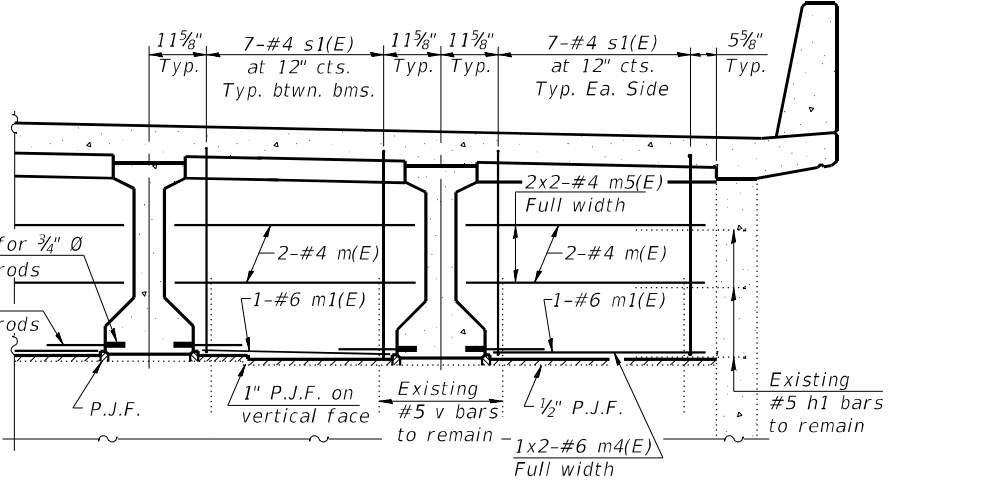
CROSS SECTION OF MEDIAN
 (Looking East)

Notes:
 Existing bars shall be cleaned, straightened and incorporated into new construction. Cost included with Concrete Removal.
 The s(E), s1(E) and s2(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.



DIAPHRAGM AT APPROACH BENT

For location of m(E), m1(E), m2(E), and m3(E) bars see Section A-A on sheet 15 of 36.



DIAPHRAGM AT ABUTMENT

For location of m(E), m1(E), m4(E), and m5(E) bars see Section B-B on sheet 15 of 36.

WEST VAULTED ABUTMENT APPROACH SPAN BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
a12(E)	63	#5	46'-10"	—	
a13(E)	39	#5	47'-0"	—	
a14(E)	57	#5	44'-0"	—	
a15(E)	112	#6	8'-4"	—	
a16(E)	8	#6	43'-1"	—	
b5(E)	150	#5	30'-9"	—	
b6(E)	18	#4	29'-5"	—	
c(E)	20	#5	16'-6"	—	
c1(E)	10	#5	18'-11"	—	
c2(E)	62	#5	1'-4"	—	
c3(E)	2	#5	20'-1"	—	
d(E)	93	#5	6'-5"	—	
d2(E)	93	#5	8'-5"	—	
e5(E)	24	#4	15'-2"	—	
e6(E)	8	#4	30'-9"	—	
m(E)	32	#4	8'-6"	—	
m1(E)	16	#6	7'-4"	—	
m2(E)	2	#6	43'-1"	—	
m3(E)	6	#4	42'-6"	—	
m4(E)	2	#6	39'-9"	—	
m5(E)	4	#4	39'-2"	—	
s(E)	60	#5	11'-6"	□	
s1(E)	56	#4	9'-3"	□	
s2(E)	60	#5	6'-0"	□	
v(E)	68	#5	3'-9"	└	
z1(E)	270	#4	2'-10"	└	
Reinforcement Bars, Epoxy Coated				Pound	20310
Concrete Superstructure				Cu. Yd.	106.7

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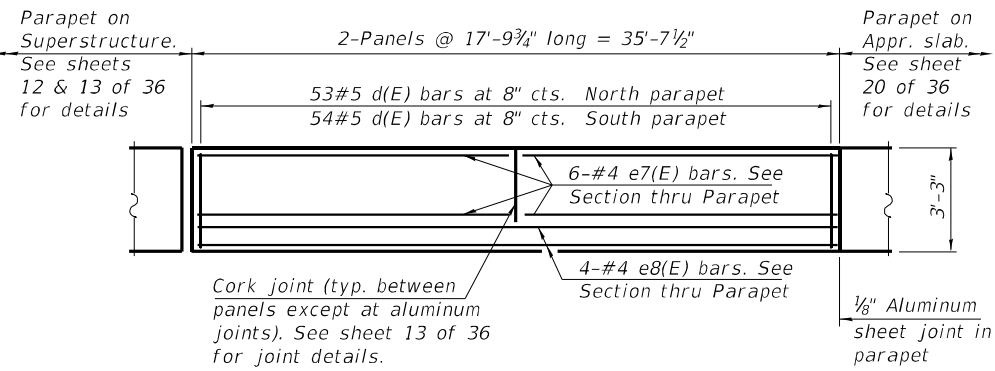
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST VAULTED ABUTMENT APPROACH SPAN DETAILS
STRUCTURE NO. 054-0038

SHEET 16 OF 36 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1)B/D, BRR	LOGAN	120	72
CONTRACT NO. 72K64				
ILLINOIS		FED. AID PROJECT		

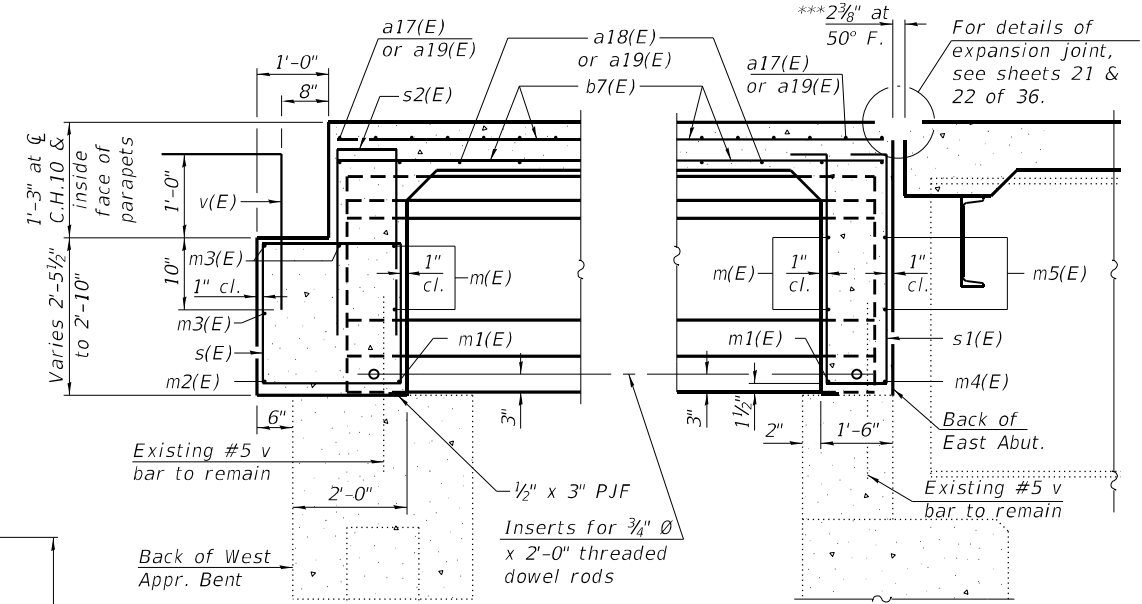
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INSIDE ELEVATION OF NORTH PARAPET
(South Parapet Similar)

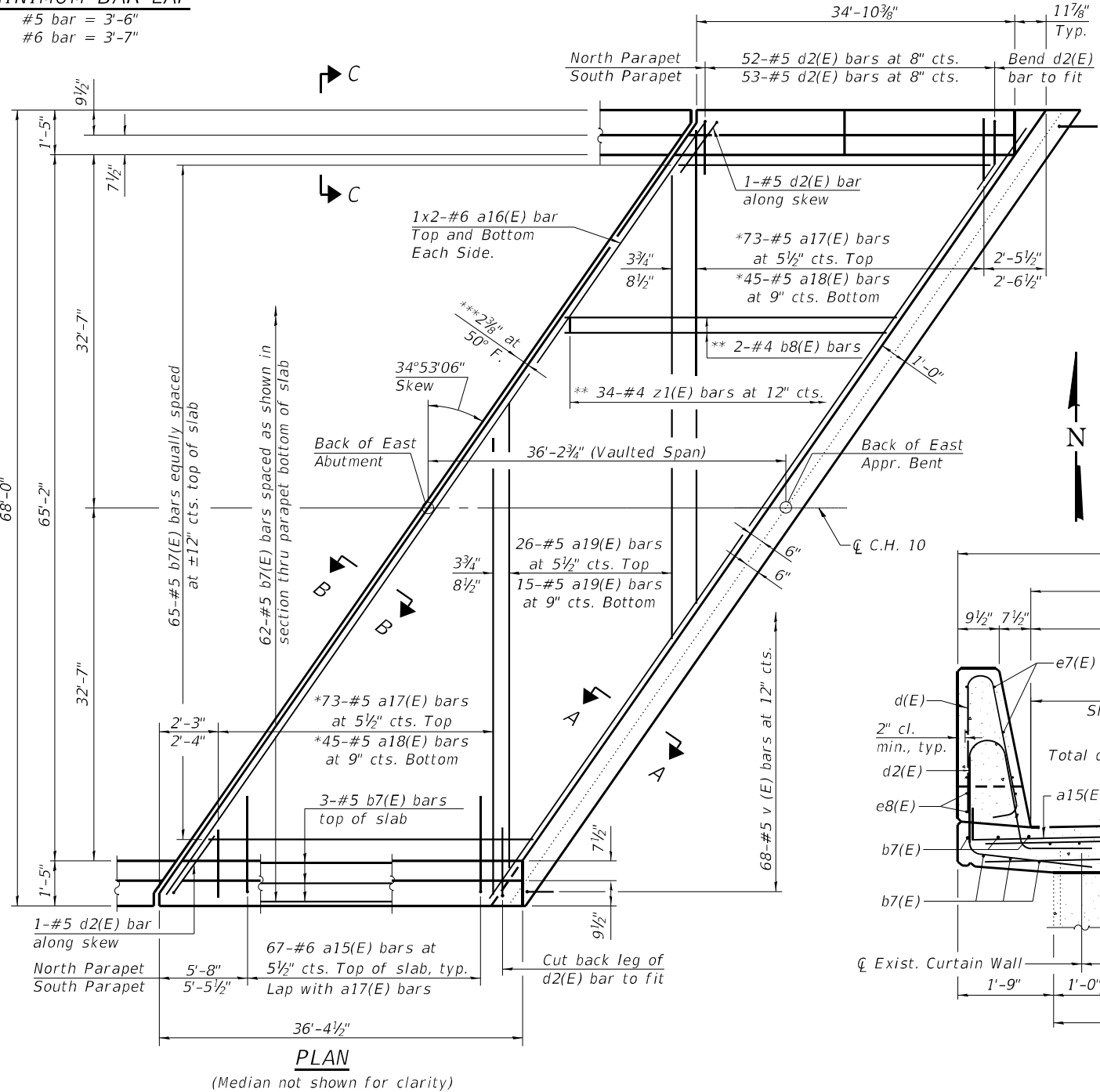
MINIMUM BAR LAP
 #5 bar = 3'-6"
 #6 bar = 3'-7"

Notes:
 See sheet 18 of 36 for Bill of Material, Diaphragms, Median, and bars details.
 Concrete Sealer shall be applied to the back face of abutment. Existing bars shall be cleaned, straightened and incorporated into new construction. Cost included with Concrete Removal.
 The s(E), s1(E) and s2(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
 * See Field Cutting Diagram on sheet 18 of 36.
 ** Typ. over beams and curtain wall as shown in Section thru Parapet
 *** Dimension showing concrete opening. For joint opening see sheet 21 of 36.

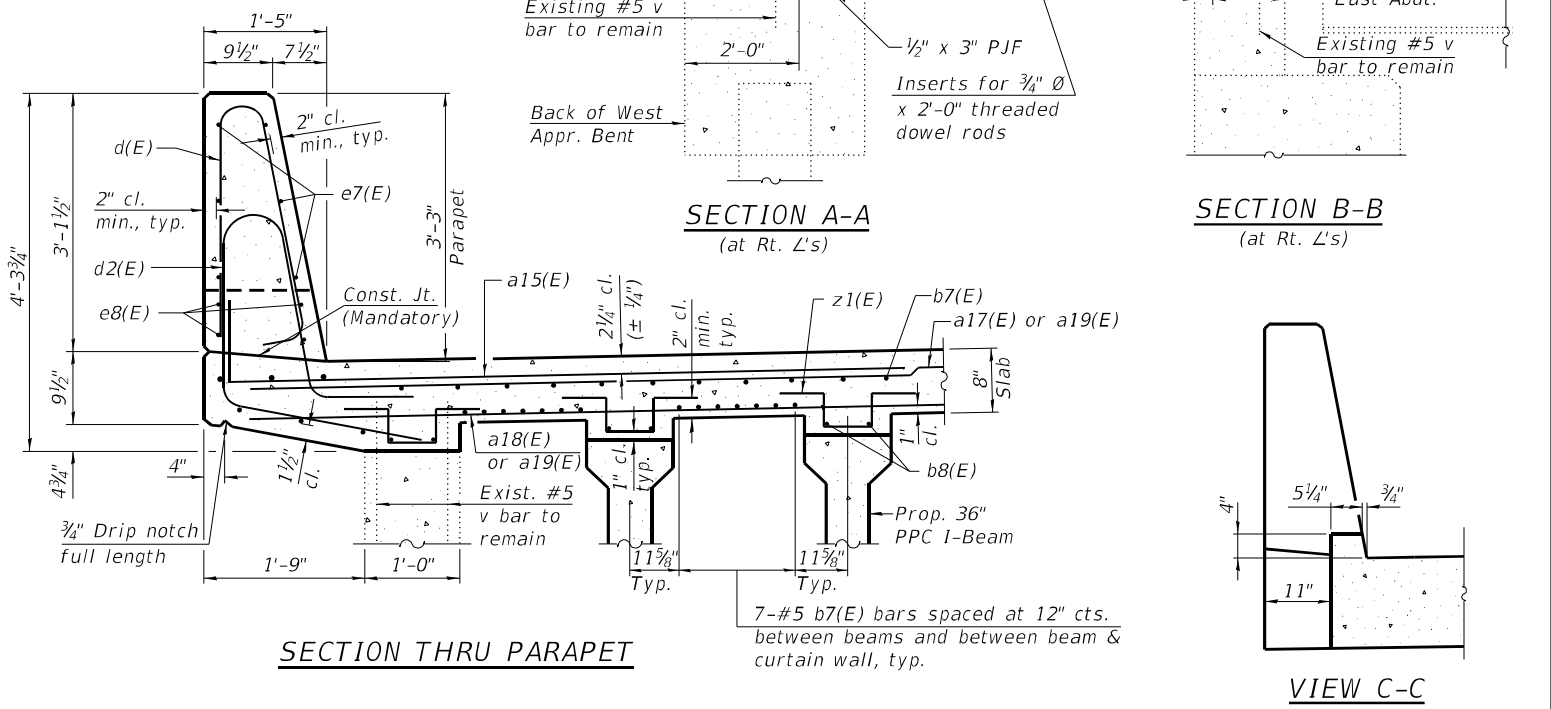


SECTION A-A
(at Rt. L's)

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

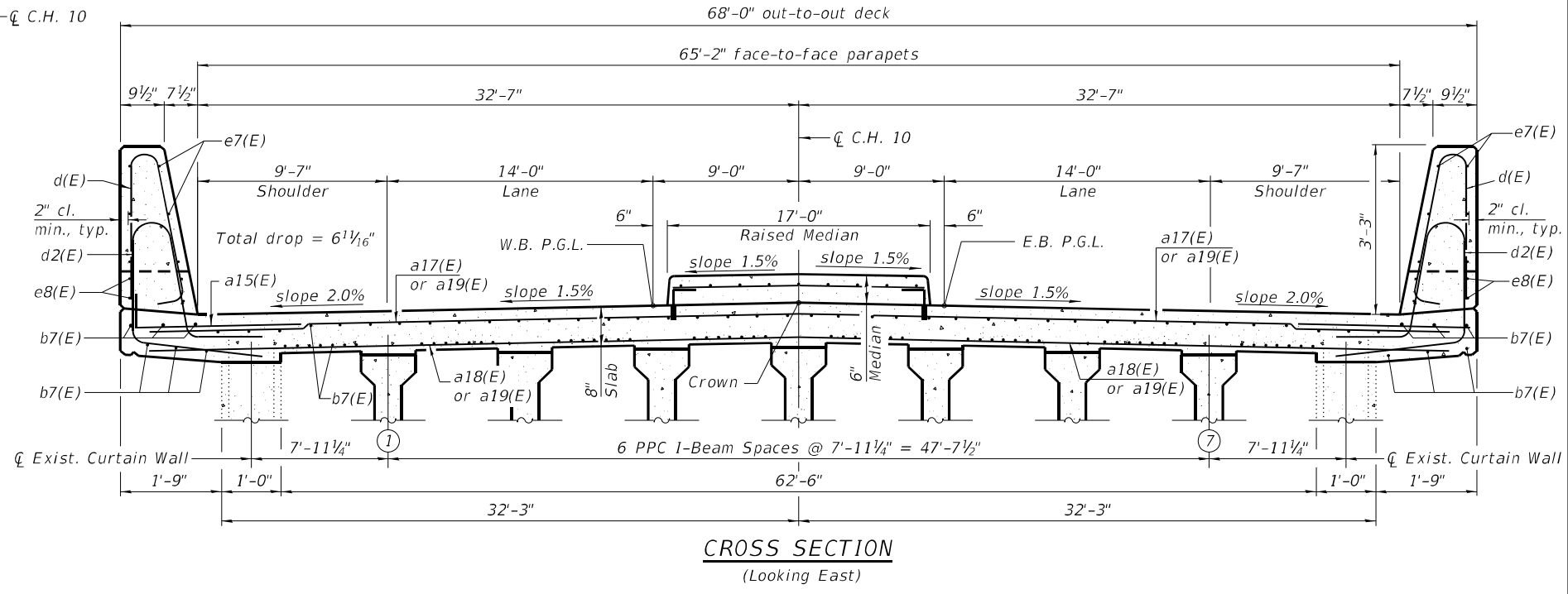


PLAN
(Median not shown for clarity)



SECTION THRU PARAPET

VIEW C-C



CROSS SECTION
(Looking East)

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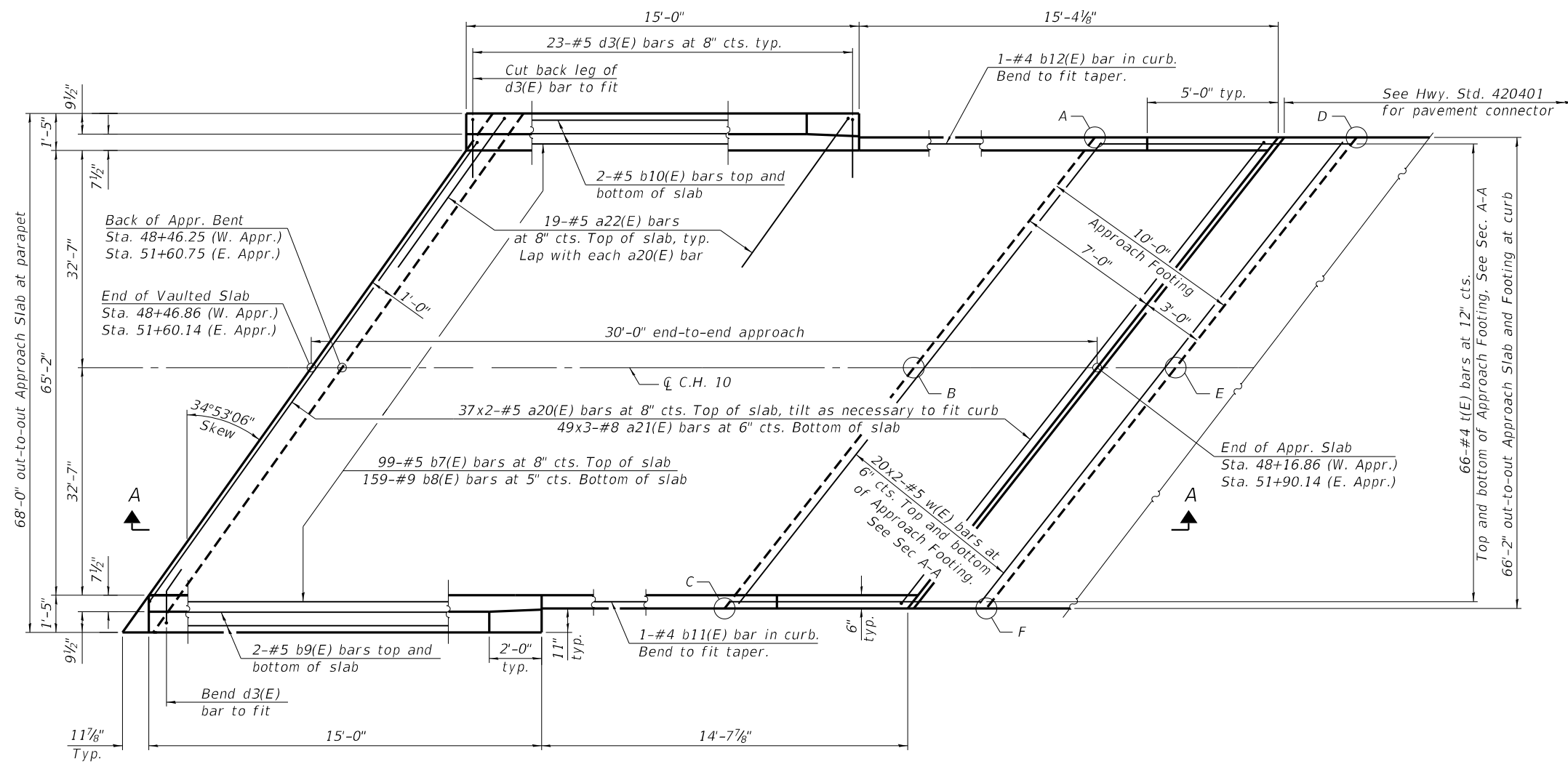
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST VAULTED ABUTMENT APPROACH SPAN
STRUCTURE NO. 054-0038

SHEET 17 OF 36 SHEETS

F.A.I. RTE. = 55	SECTION = (54-1) RS-3; (54-1)HB/D, BRR	COUNTY = LOGAN	TOTAL SHEETS = 120	SHEET NO. = 73
CONTRACT NO. 72K64				
ILLINOIS		FED. AID PROJECT		

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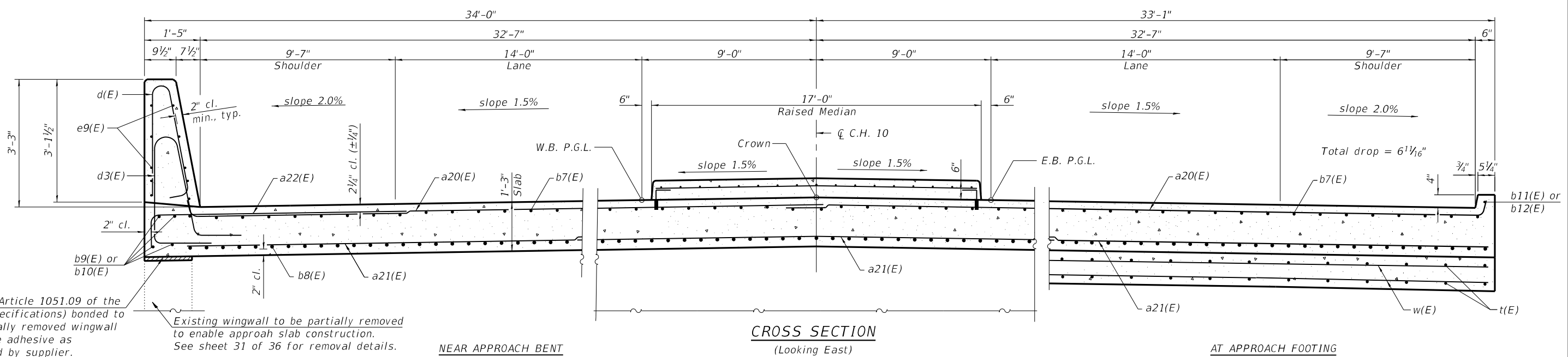
PLAN
 (East Approach Slab shown;
 West Approach Slab similar by mirror image)
 (Median not shown for clarity)

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

	West Approach		East Approach		
Point/Location	Top	Bottom	Point/Location	Top	Bottom
A/NE	620.67	619.84	A/NW	618.66	617.83
B/CL E	621.10	620.27	B/CL W	619.60	618.77
C/SE	620.36	619.53	C/SW	619.36	618.53
D/NW	620.60	619.77	D/NE	618.46	617.62
E/CL W	621.01	620.18	E/CL E	619.41	618.58
F/SW	620.26	619.42	F/SE	619.19	618.36

MINIMUM BAR LAP
 #5 bar = 3'-6"
 #8 bar = 4'-9"

Notes:
 See sheet 20 of 36 for Section A-A, median details, parapet details and Bill of Material.
 Bars indicated thus 49 x 3-#8 etc. indicates 49 lines of bars with 3 lengths per line.



2" PJF (per Article 1051.09 of the Standard Specifications) bonded to top of partially removed wingwall with suitable adhesive as recommended by supplier.
 Existing wingwall to be partially removed to enable approach slab construction. See sheet 31 of 36 for removal details.

NEAR APPROACH BENT

CROSS SECTION
 (Looking East)

AT APPROACH FOOTING

(Sheet 1 of 2)

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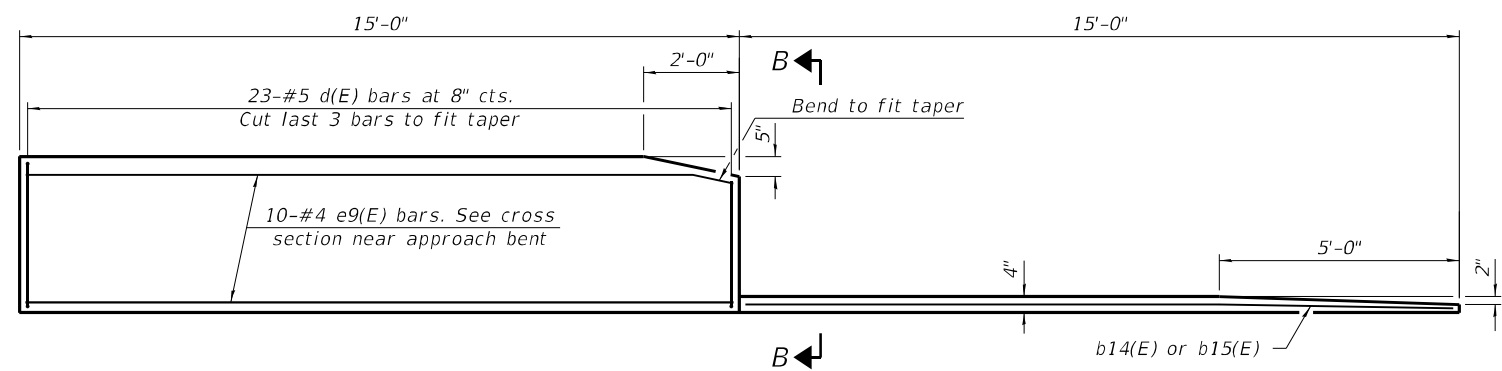
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 054-0038

SHEET 19 OF 36 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1)HD, BRR	LOGAN	120	75
CONTRACT NO. 72K64				

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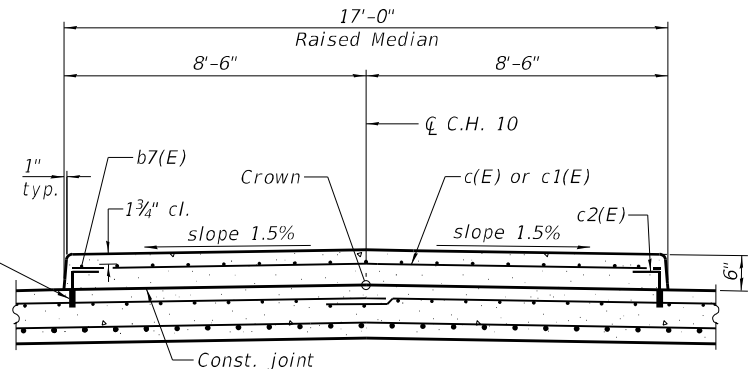
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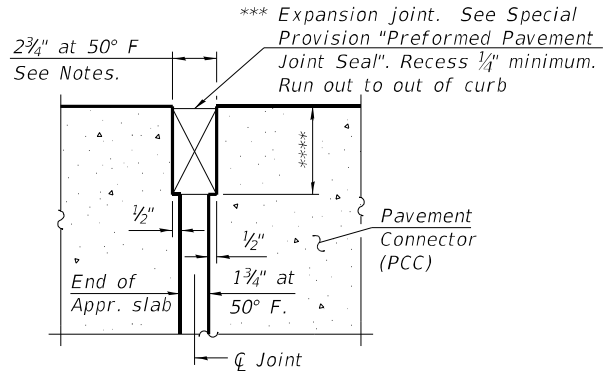
INSIDE ELEVATION OF PARAPET AND CURB

* See Field Cutting Diagram
 ** The cost of expansion anchors/inserts is included in the cost of Reinforcement Bars, Epoxy Coated.
 *** Cost included with Concrete Superstructure (Approach Slab).
 **** Per manufacturer recommendations

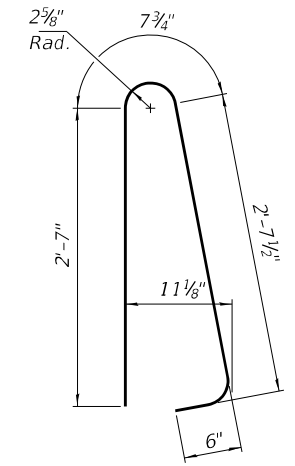
** 3/4" Ø Galvanized expansion anchor or Ferrule Loop Slab Insert (Proof Load 6600 lb.) Provide plastic caps for protection during construction.



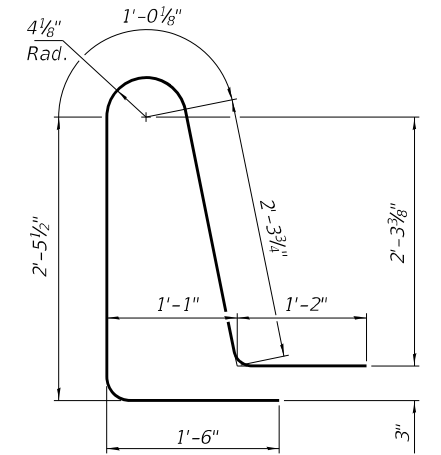
CROSS SECTION OF MEDIAN (Looking East)



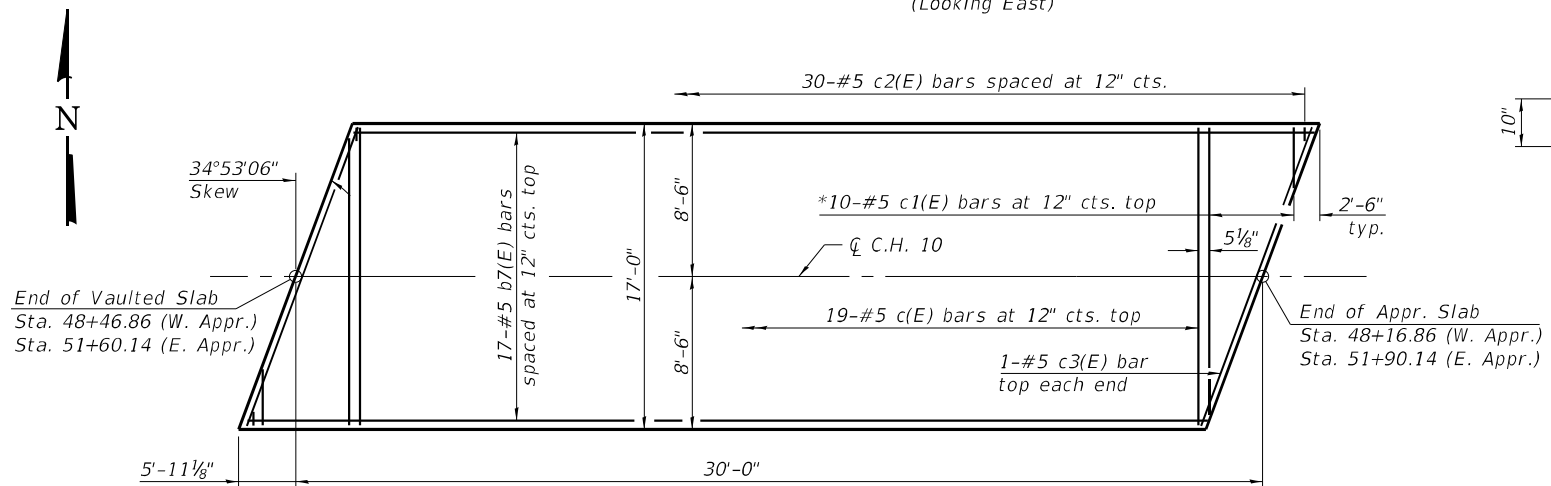
DETAIL A (at Rt. L's)



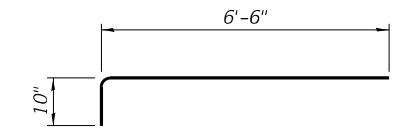
BAR d(E)



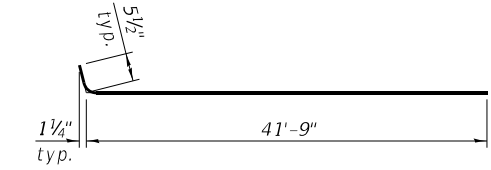
BAR d3(E)



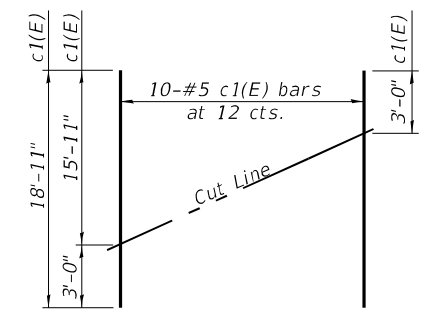
PLAN OF MEDIAN



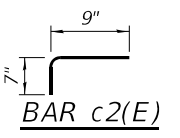
BAR a22(E)



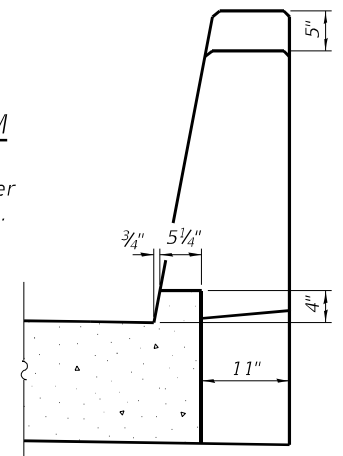
BAR a20(E)



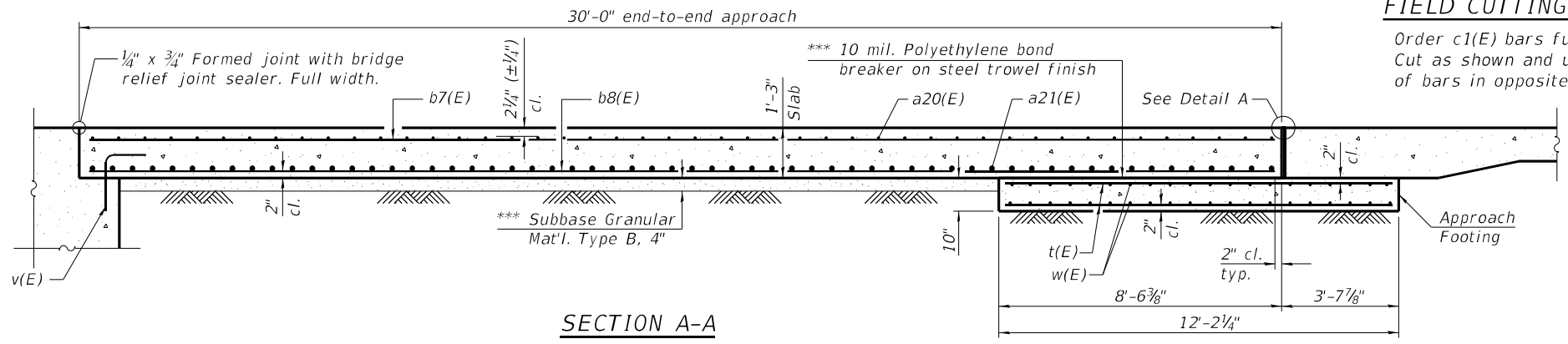
FIELD CUTTING DIAGRAM



BAR c2(E)



VIEW B-B



SECTION A-A

TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a20(E)	148	#5	42'-3"	┌───┐
a21(E)	294	#8	29'-11"	┌───┐
a22(E)	76	#5	7'-4"	┌───┐
b7(E)	232	#5	29'-8"	┌───┐
b8(E)	318	#9	29'-8"	┌───┐
b9(E)	8	#5	15'-0"	┌───┐
b10(E)	8	#5	13'-10"	┌───┐
b11(E)	2	#4	14'-7"	┌───┐
b12(E)	2	#4	14'-9"	┌───┐
c(E)	38	#5	16'-6"	┌───┐
c1(E)	10	#5	18'-11"	┌───┐
c2(E)	120	#5	1'-4"	┌───┐
c3(E)	4	#5	20'-1"	┌───┐
d(E)	92	#5	6'-5"	┌───┐
d3(E)	92	#5	8'-6"	┌───┐
e9(E)	40	#4	14'-8"	┌───┐
t(E)	264	#4	11'-10"	┌───┐
w(E)	160	#5	41'-11"	┌───┐
Concrete Superstructure		Cu. Yd.	26.7	
Concrete Superstructure (Approach Slab)		Cu. Yd.	187.0	
Concrete Structures		Cu. Yd.	49.8	
Reinforcement Bars, Epoxy Coated		Pound	82330	

(Sheet 2 of 2)

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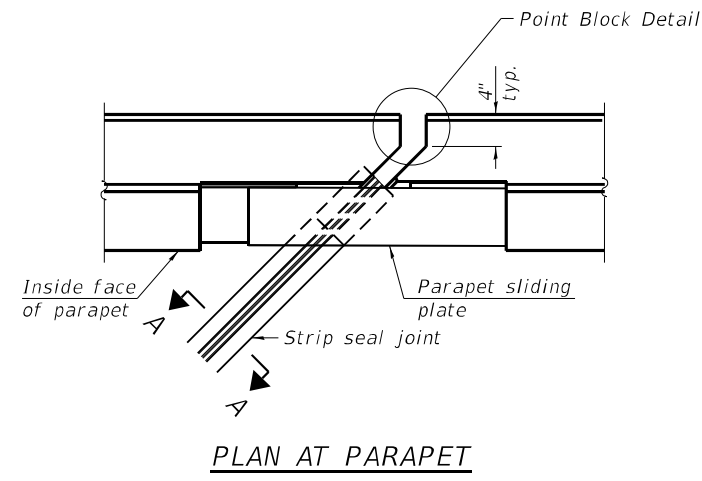
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 054-0038

SHEET 20 OF 36 SHEETS

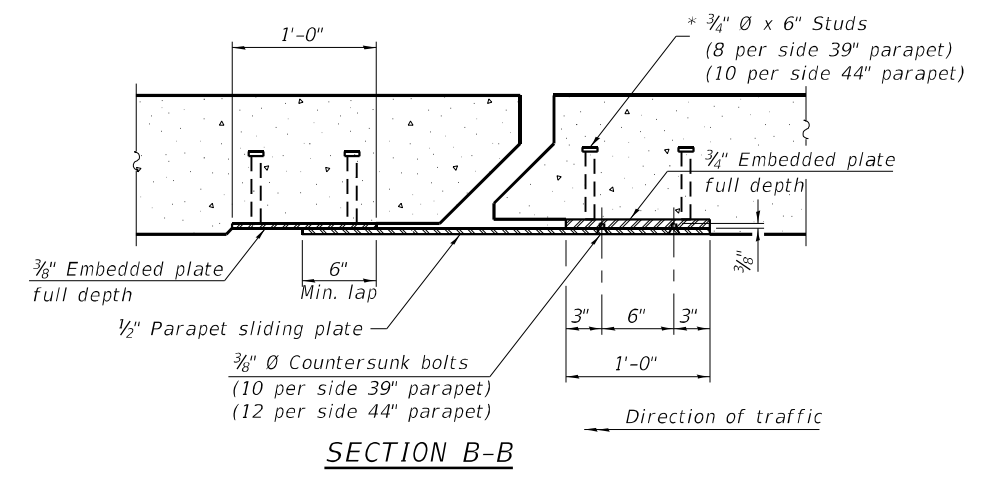
F.A.I. RTE. 55	SECTION (54-1) RS-3; (54-1)HD, BRR	COUNTY LOGAN	TOTAL SHEETS 120	SHEET NO. 76
CONTRACT NO. 72K64				

ILLINOIS FED. AID PROJECT

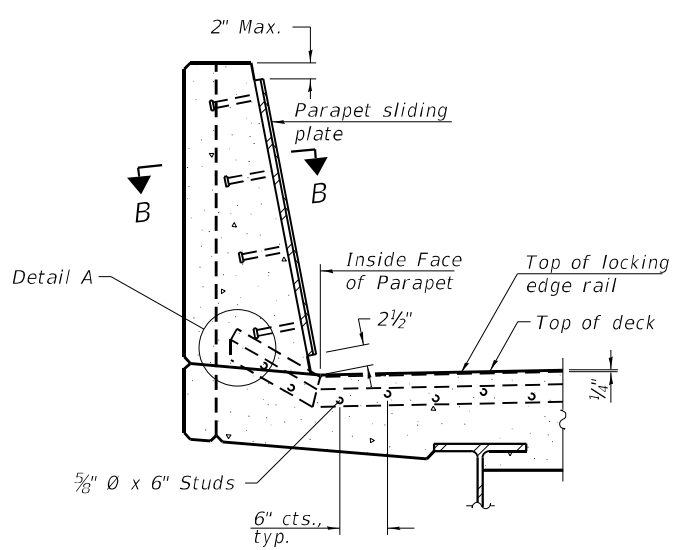
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PLAN AT PARAPET

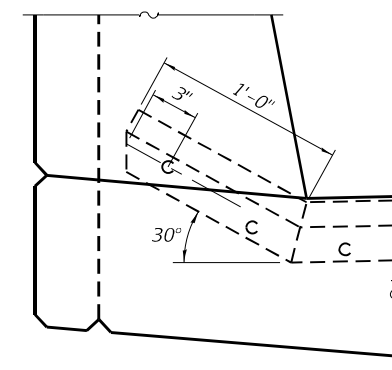


SECTION B-B

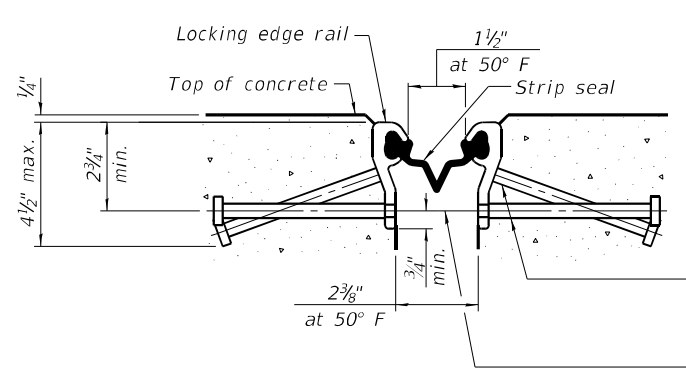


SECTION AT PARAPET

(Skews > 30° shown. Skews ≤ 30° similar except as shown in plan view.)



DETAIL A

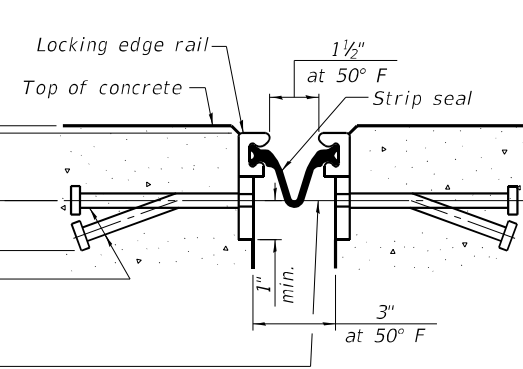


SHOWING ROLLED RAIL JOINT

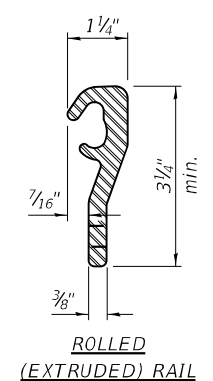
* 5/8" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)
 3/8" Ø threaded rods in 1/16" Ø holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

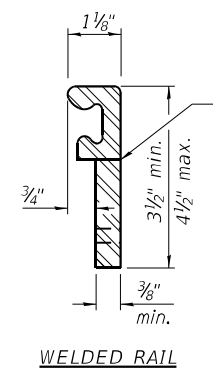
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



SHOWING WELDED RAIL JOINT



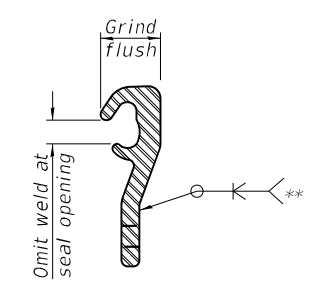
ROLLED (EXTRUDED) RAIL



WELDED RAIL

LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	163

(Sheet 1 of 2)

BACON | FARMER | WORKMAN
 ENGINEERING & TESTING, INC.
 400 NORTH COURT STREET
 MARIETTA, IL 61766-5050
 PHONE - 815.267.3190

USER NAME =	DESIGNED - JMK	REVISED -
PLOT SCALE =	CHECKED - GBR	REVISED -
PLOT DATE =	DRAWN - JMK	REVISED -
	CHECKED - GBR	REVISED -

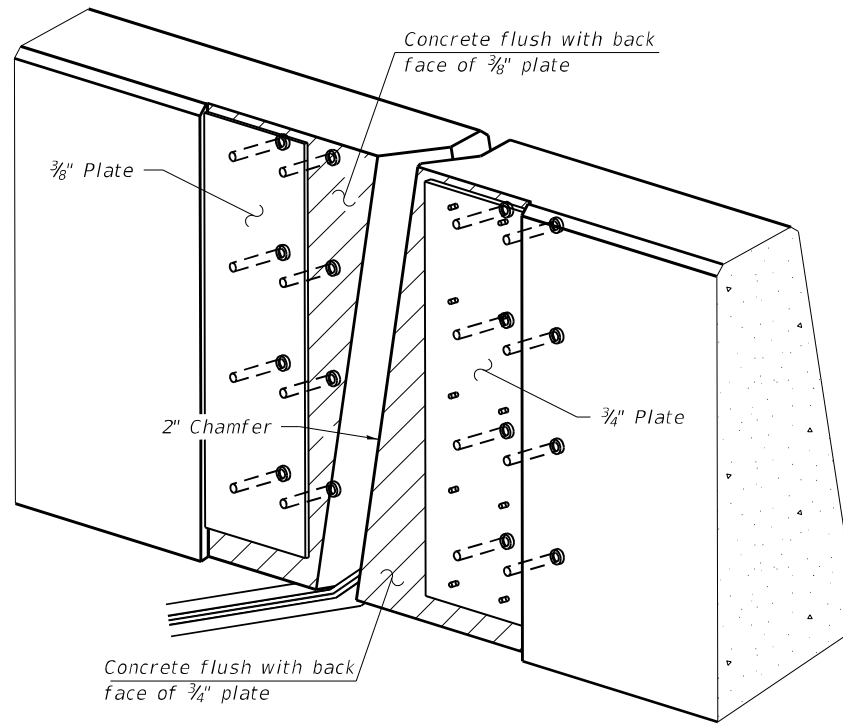
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 054-0038

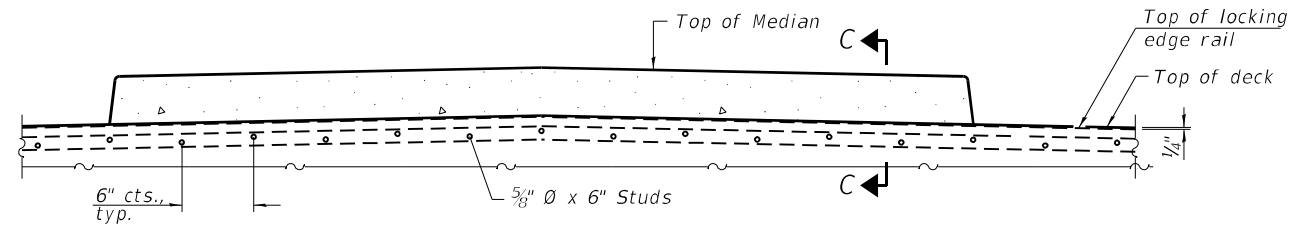
SHEET 21 OF 36 SHEETS

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1)HBID, BRR	LOGAN	120	77
CONTRACT NO. 72K64				
		ILLINOIS	FED. AID PROJECT	

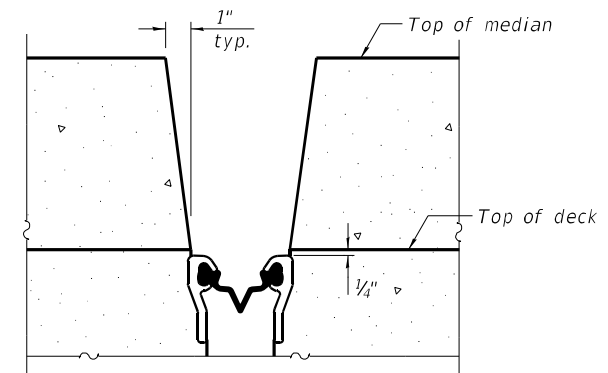
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TRIMETRIC VIEW



SECTION AT MEDIAN
 Chamfer acute corners of median 2"
 (See sheet 12 of 36 for detail).



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

(Sheet 2 of 2)

BACON | FARMER | WORKMAN
 ENGINEERING & TESTING, INC.
 400 NORTH COURT STREET
 MARIETTA, IL 61756-5050
 PHONE - 618.267.9190

USER NAME =	DESIGNED - JMK	REVISED -
	CHECKED - GBR	REVISED -
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PLOT DATE =	CHECKED - GBR	REVISED -

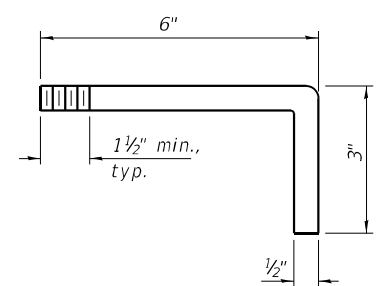
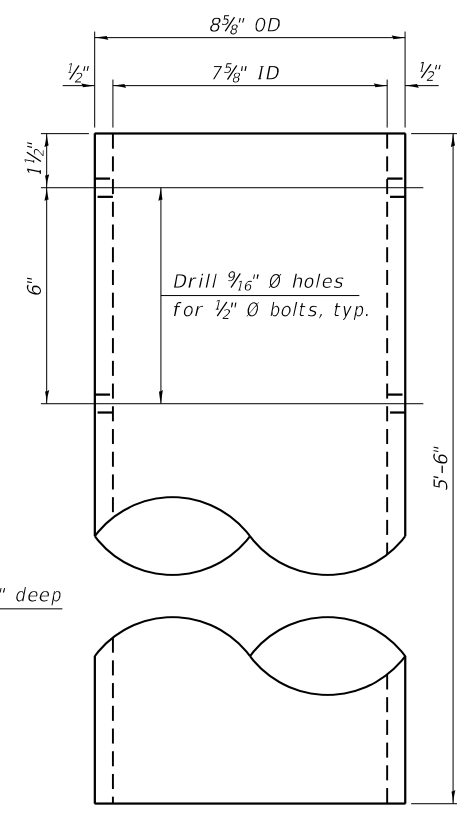
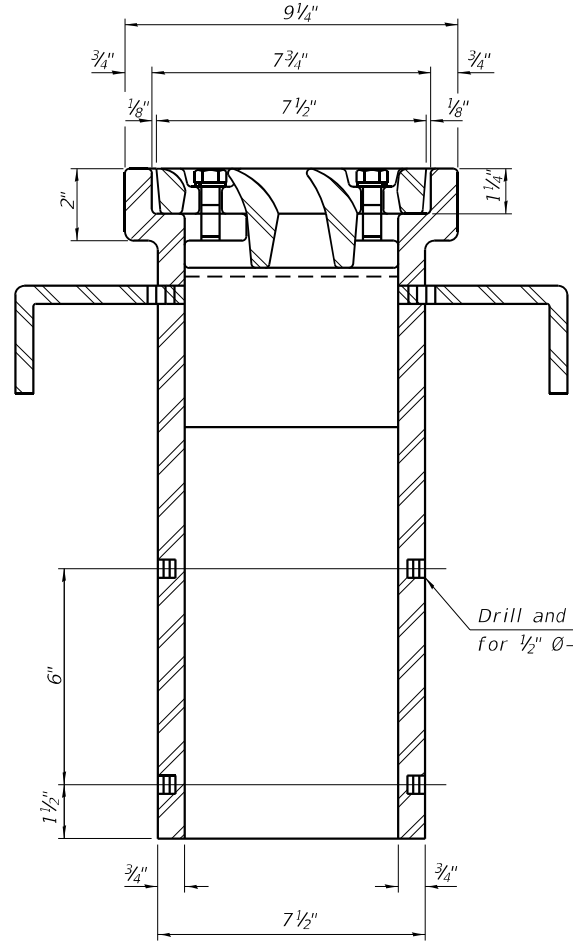
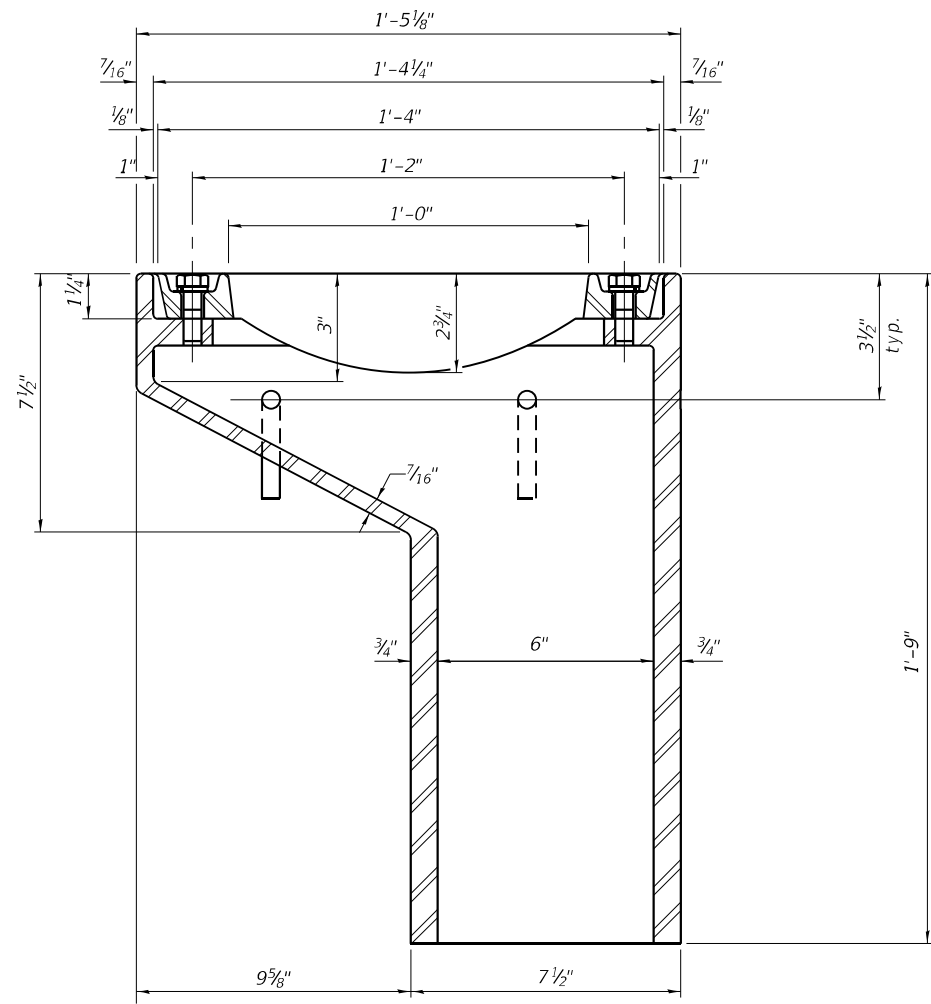
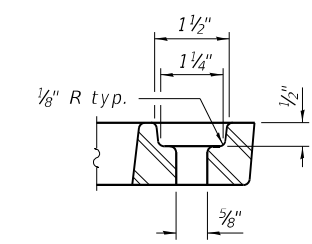
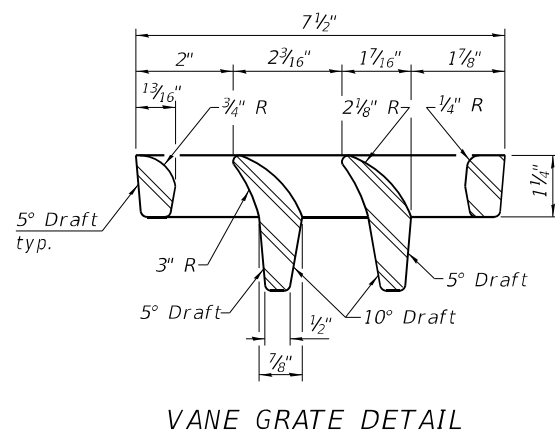
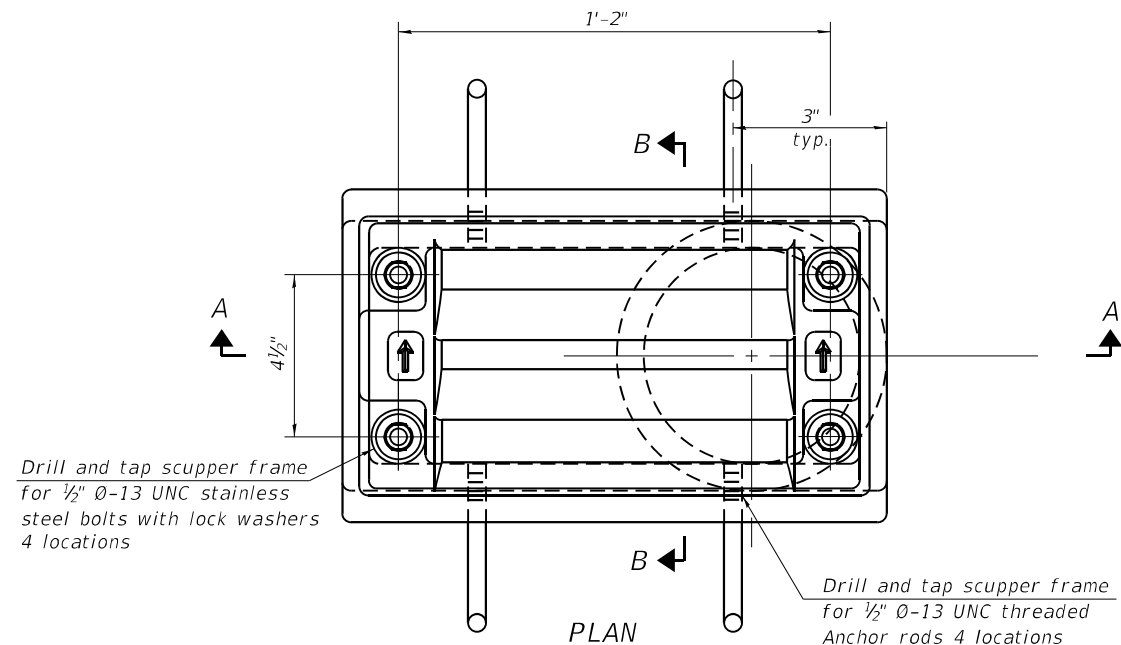
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 054-0038

SHEET 22 OF 36 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1)HBID, BRR	LOGAN	120	78
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

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 11/29/2022 4:07:05 PM



SECTION A-A
 See sheet 13 of 36 for scupper location relative to parapet.

SECTION B-B

DOWNSPOUT

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	4

DS-11

1-1-2020

BACON | FARMER | WORKMAN
 ENGINEERING & TESTING, INC.
 400 NORTH COURT STREET
 MARIETTA, IL 60138-5050
 PHONE - 618.267.3190

USER NAME =	DESIGNED - JMK	REVISED -
PLOT SCALE =	CHECKED - GBR	REVISED -
PLOT DATE =	DRAWN - JMK	REVISED -
	CHECKED - GBR	REVISED -

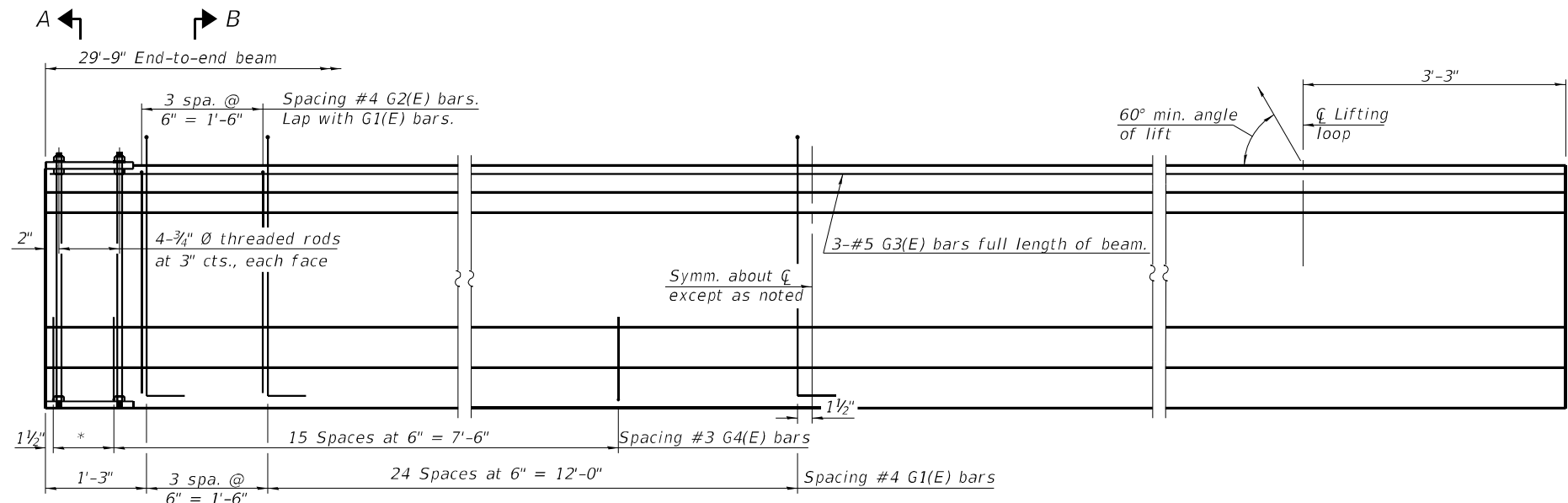
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-11
STRUCTURE NO. 054-0038

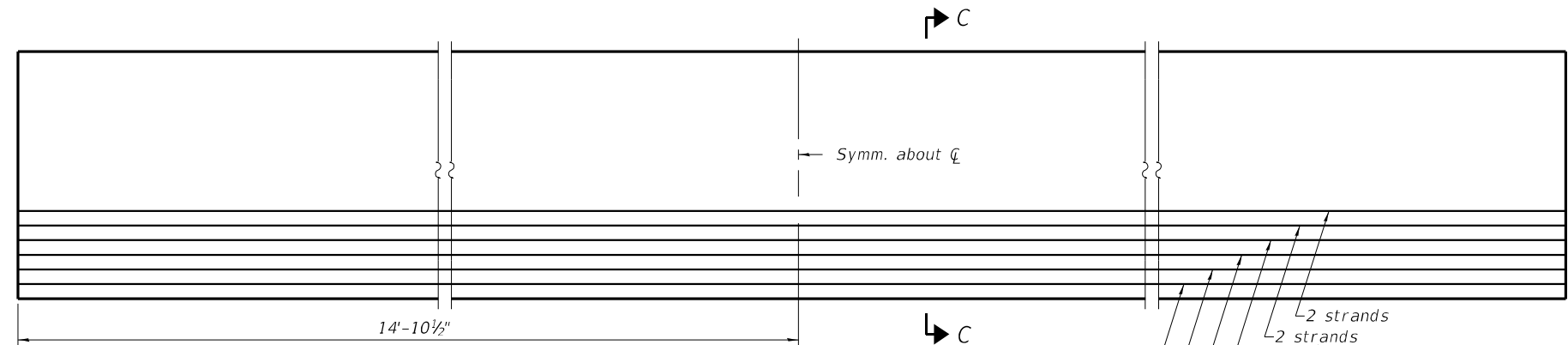
SHEET 23 OF 36 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1)HBID, BRR	LOGAN	120	79
CONTRACT NO. 72K64				
		ILLINOIS	FED. AID PROJECT	

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ELEVATION OF BEAM
(Showing reinforcement & dimensions)



ELEVATION OF BEAM
(Showing prestressing steel)

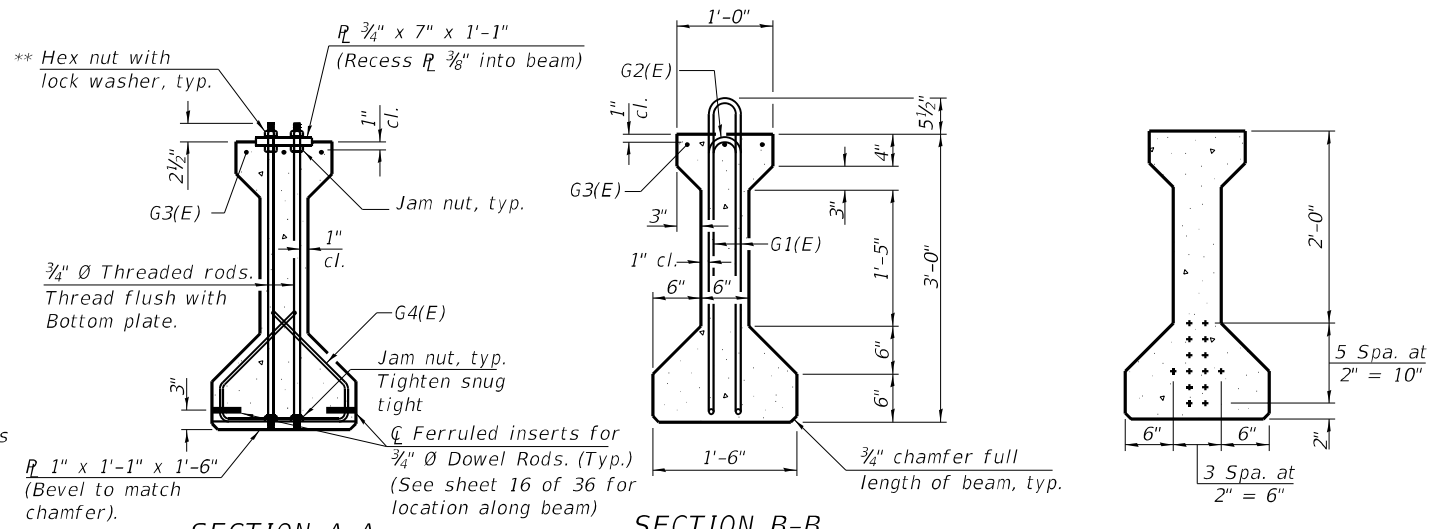
INTERIOR BEAM MOMENT TABLE		
0.5 Sp. 1		
I	(in ⁴)	48,648
I'	(in ⁴)	193,237
S_b	(in ³)	3,165
S_b'	(in ³)	6,152
S_t	(in ³)	2,358
S_t'	(in ³)	15,348
ρ	(k/')	1.208
$M\rho$	(k)	127
$s\rho$	(k/')	0.390
$M_s\rho$	(k)	41
M_t	(k)	192
M_I	(k)	58

INTERIOR BEAM REACTION TABLE		
Abut./Bent		
$R\rho$	(k)	17.5
$R_s\rho$	(k)	5.6
R_t	(k)	35.2
R_I	(k)	10.5
R_{Total}	(k)	68.8

BAR LIST
ONE BEAM ONLY
(For information only)

Bar	No.	Size	Length	Shape
G1(E)	56	#4	7'-7"	⊔
G2(E)	8	#4	5'-8"	⊔
G3(E)	3	#5	29'-6"	—
G4(E)	38	#3	4'-1"	⊔

Notes:
See sheet 25 of 36 for additional details and Bill of Material.



SECTION A-A

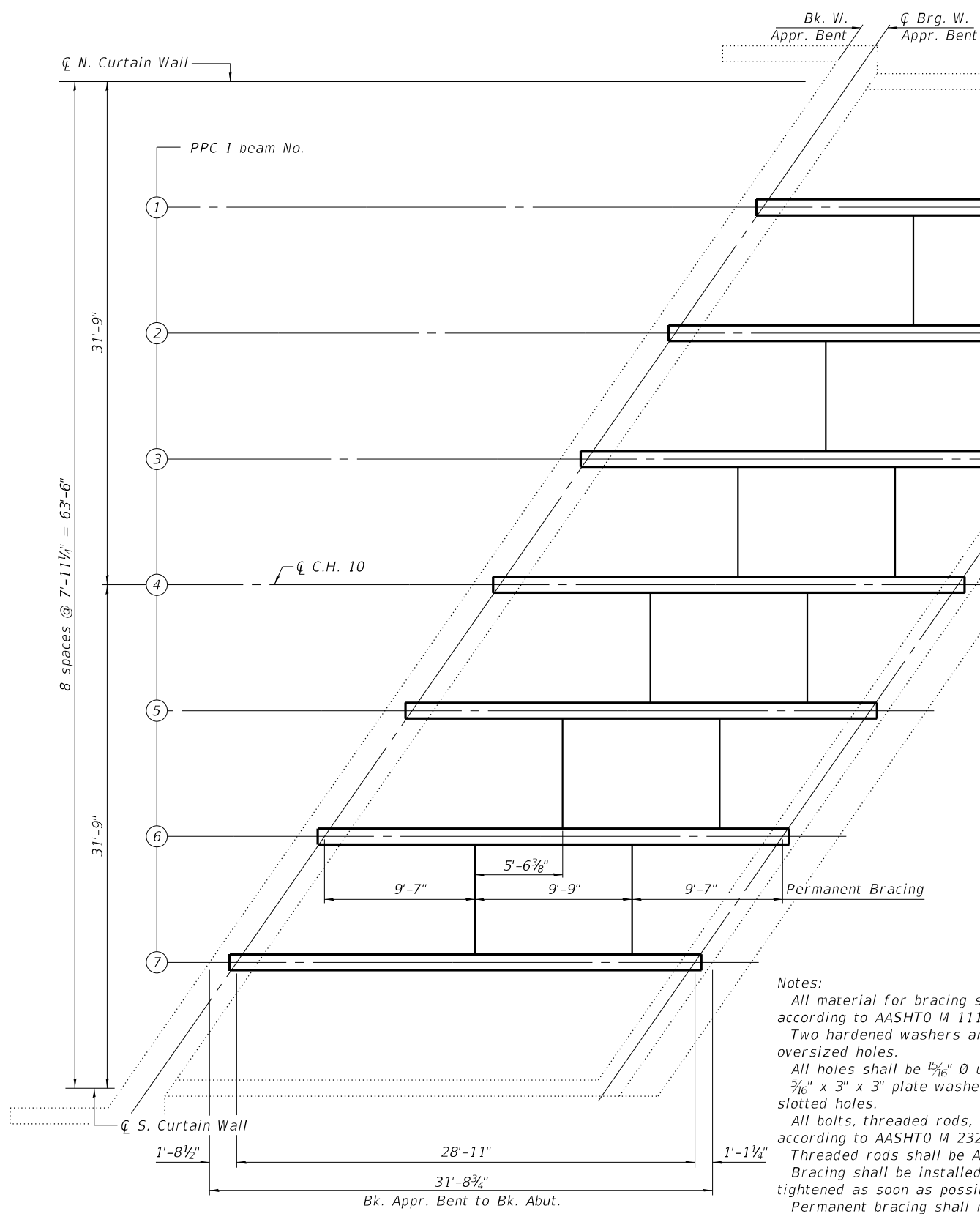
SECTION B-B

SECTION C-C

** Only tighten sufficiently to compress lock washers

I : Non-composite moment of inertia of beam section (in⁴).
 I' : Composite moment of inertia of beam section (in⁴).
 S_b : Non-composite section modulus for the bottom fiber of the prestressed beam (in³).
 S_b' : Composite section modulus for the bottom fiber of the prestressed beam (in³).
 S_t : Non-composite section modulus for the top fiber of the prestressed beam (in³).
 S_t' : Composite section modulus for the top fiber of the prestressed beam (in³).
 ρ : Un-factored non-composite dead load (kips/ft.).
 $M\rho$: Un-factored moment due to non-composite dead load conservatively taken at 0.5 of the span (kip-ft.).
 $s\rho$: Un-factored long-term composite (superimposed) dead load (kips/ft.).
 $M_s\rho$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
 M_t : Un-factored live load moment on the composite section (kip-ft.).
 M_I : Un-factored moment due to impact on the composite section (kip-ft.).

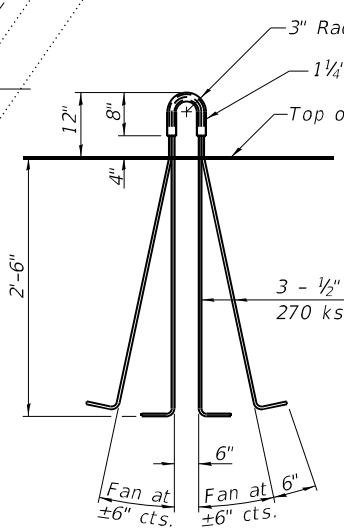
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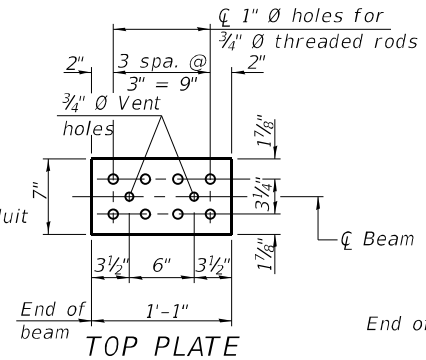
FRAMING PLAN

Notes:
 All material for bracing shall be hot dip galvanized according to AASHTO M 111 unless otherwise noted. Two hardened washers are required for each set of oversized holes.
 All holes shall be 15/16" Ø unless otherwise noted. 5/16" x 3" x 3" plate washers are required over all slotted holes.
 All bolts, threaded rods, and hardware shall be galvanized according to AASHTO M 232.
 Threaded rods shall be ASTM F1554 Grade 55.
 Bracing shall be installed as beams are erected and tightened as soon as possible during erection.
 Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete Beams.

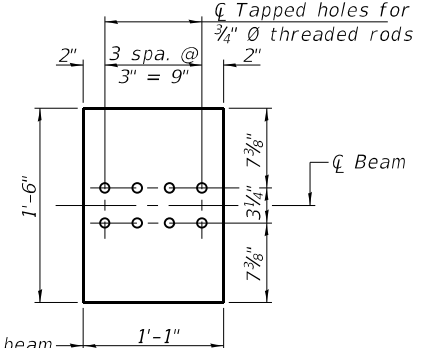
NOTES
 Inserts for 3/4" Ø threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams.
 Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in.
 The beams shall have a final concrete compressive strength, f'c, of 6,000 psi and a release concrete compressive strength, f'ci, of 5,000 psi.
 A minimum 2 1/2" Ø lifting pin shall be used to engage the lifting loops during handling.
 The top and bottom plates shall be AASHTO M 270 Grade 50.
 The top and bottom plates shall be galvanized according to AASHTO M 111. The threaded rods, nuts and washers shall be galvanized according to AASHTO M 232.
 Threaded rods shall be ASTM F1554 Grade 55.



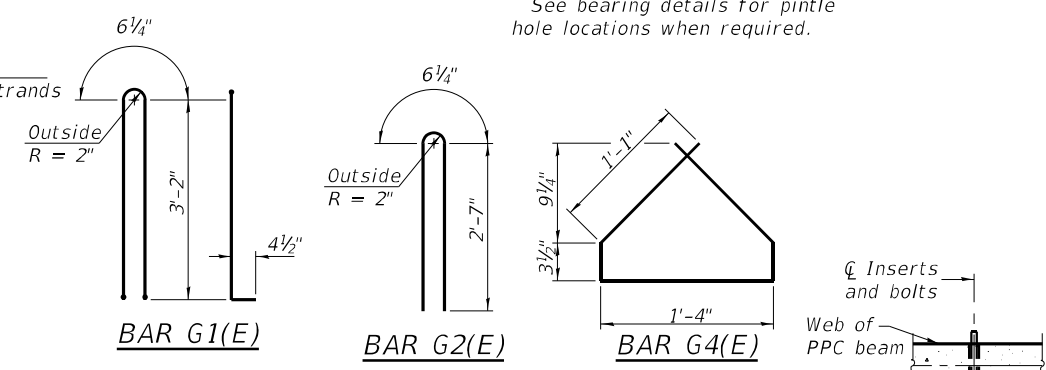
LIFTING LOOP DETAIL



TOP PLATE



BOTTOM PLATE



PERMANENT BRACING DETAILS FOR 36" PPC I-BEAMS

*Fabricator shall locate to miss strands within permissible tolerances.

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

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 36"	Ft.	209

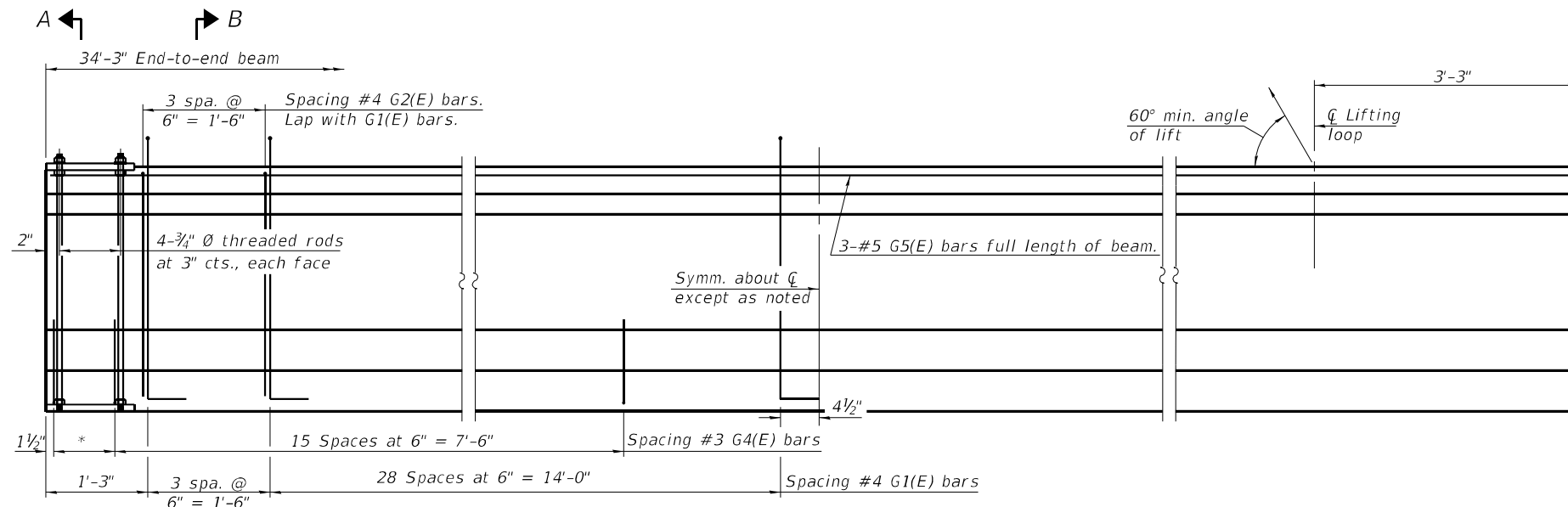
BACON FARMER WORKMAN ENGINEERING & TESTING, INC. 400 NORTH COURT STREET MARIETTA, AL 30066 PHONE - 770.277.9190	USER NAME =	DESIGNED - JGY	REVISED -
	PLOT SCALE =	CHECKED - GBR	REVISED -
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		CHECKED - GBR	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

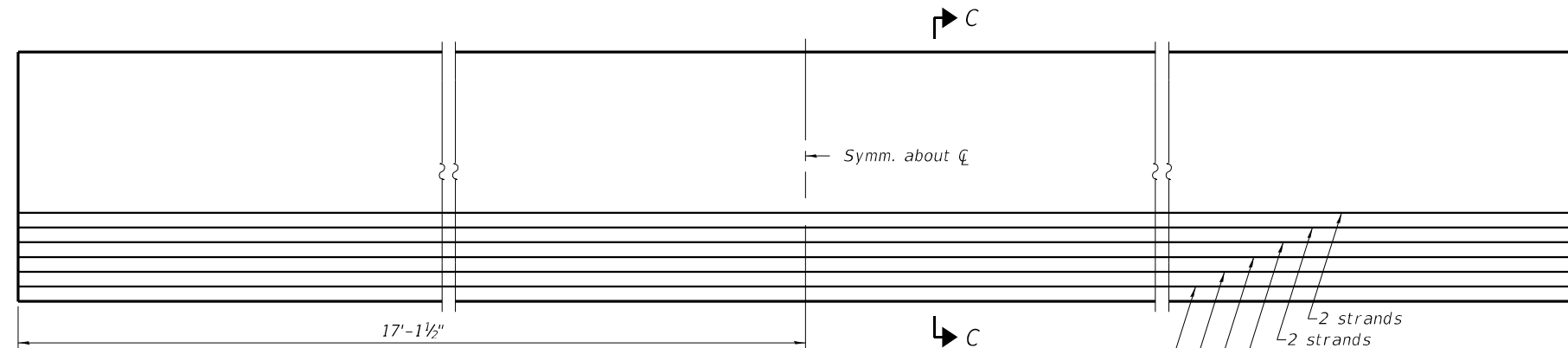
WEST VAULTED ABUTMENT 36" PPC I-BEAM DETAILS
DETAILS & FRAMING PLAN
STRUCTURE NO. 054-0038
 SHEET 25 OF 36 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1)HD, BRR	LOGAN	120	81
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

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 11/29/2022 4:07:27 PM



ELEVATION OF BEAM
(Showing reinforcement & dimensions)



ELEVATION OF BEAM
(Showing prestressing steel)

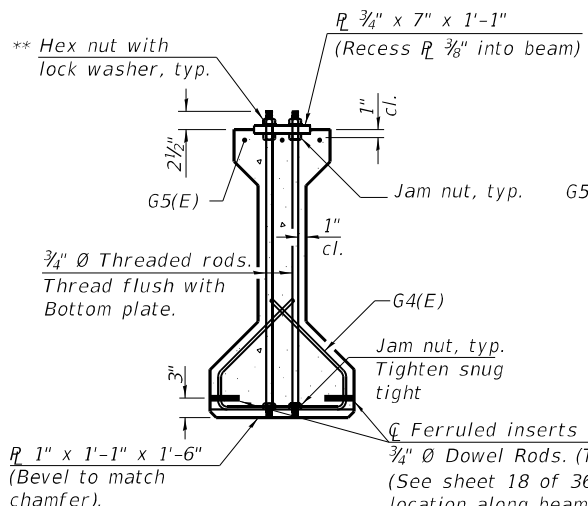
INTERIOR BEAM MOMENT TABLE		
0.5 Sp. 4		
I	(in ⁴)	48,648
I'	(in ⁴)	193,237
S_b	(in ³)	3,165
S_b'	(in ³)	6,152
S_t	(in ³)	2,358
S_t'	(in ³)	15,348
ϱ	(k/ft)	1.207
$M\varrho$	(k)	169
$s\varrho$	(k/ft)	0.390
$M_s\varrho$	(k)	55
M_L	(k)	242
M_I	(k)	72

INTERIOR BEAM REACTION TABLE		
Abut./Bent		
$R\varrho$	(k)	20.2
$R_s\varrho$	(k)	6.5
R_L	(k)	37.4
R_I	(k)	11.2
R_{Total}	(k)	75.3

BAR LIST
ONE BEAM ONLY
(For information only)

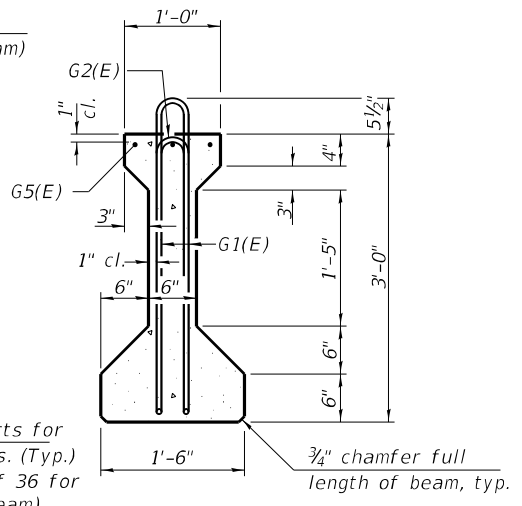
Bar	No.	Size	Length	Shape
G1(E)	64	#4	7'-7"	⊔
G2(E)	8	#4	5'-8"	⊔
G5(E)	3	#5	34'-0"	—
G4(E)	38	#3	4'-1"	⊔

Notes:
See sheet 27 of 36 for additional details and Bill of Material.

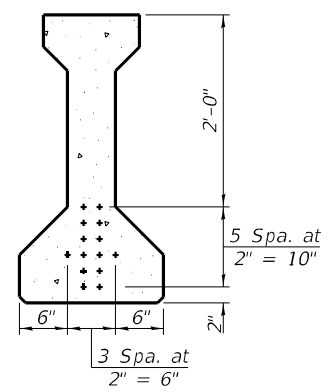


SECTION A-A

** Only tighten sufficiently to compress lock washers



SECTION B-B

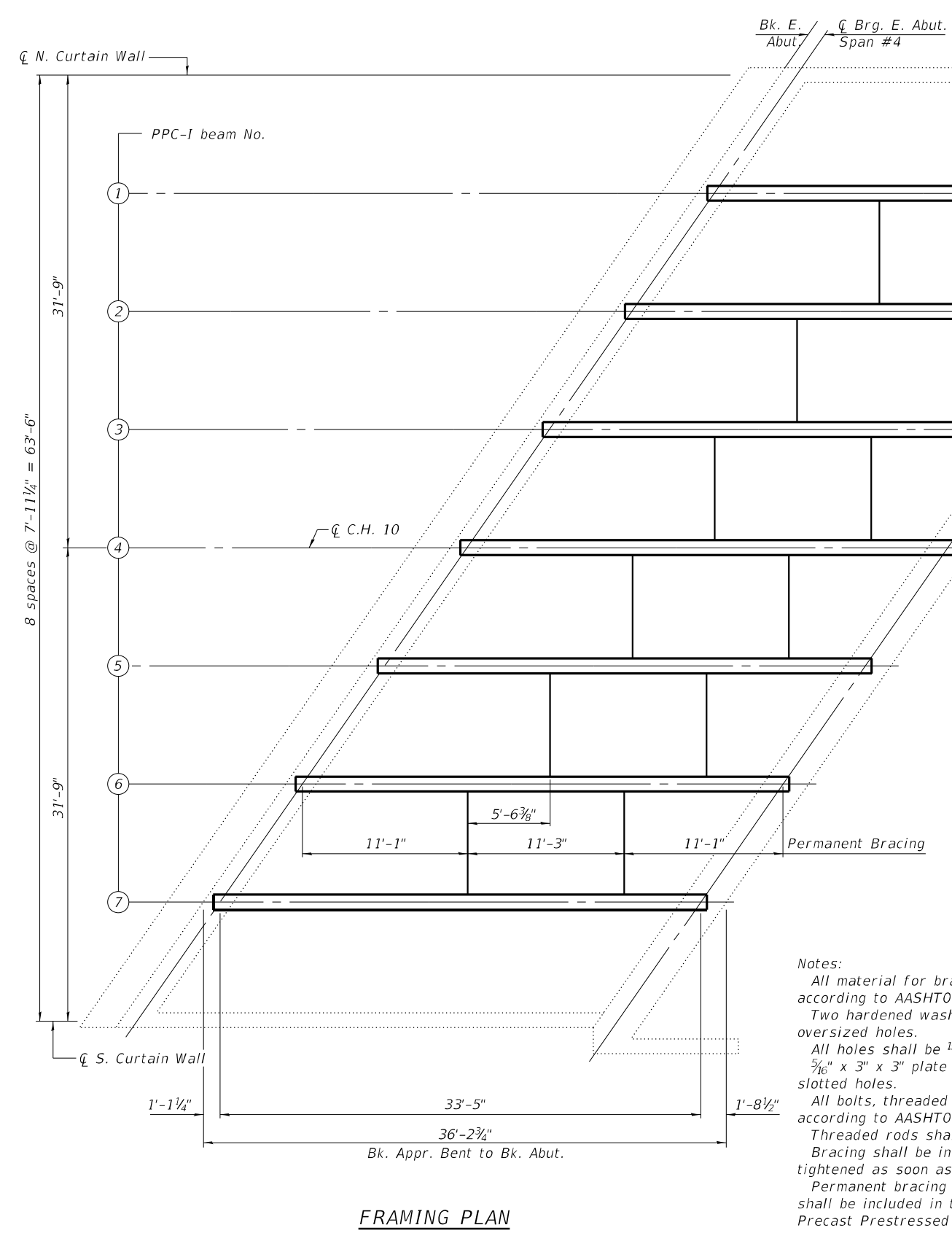


SECTION C-C

(14-1/2" Ø 270 ksi strands)

I : Non-composite moment of inertia of beam section (in.⁴).
 I' : Composite moment of inertia of beam section (in.⁴).
 S_b : Non-composite section modulus for the bottom fiber of the prestressed beam (in.³).
 S_b' : Composite section modulus for the bottom fiber of the prestressed beam (in.³).
 S_t : Non-composite section modulus for the top fiber of the prestressed beam (in.³).
 S_t' : Composite section modulus for the top fiber of the prestressed beam (in.³).
 ϱ : Un-factored non-composite dead load (kips/ft.).
 $M\varrho$: Un-factored moment due to non-composite dead load conservatively taken at 0.5 of the span (kip-ft.).
 $s\varrho$: Un-factored long-term composite (superimposed) dead load (kips/ft.).
 $M_s\varrho$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
 M_L : Un-factored live load moment on the composite section (kip-ft.).
 M_I : Un-factored moment due to impact on the composite section (kip-ft.).

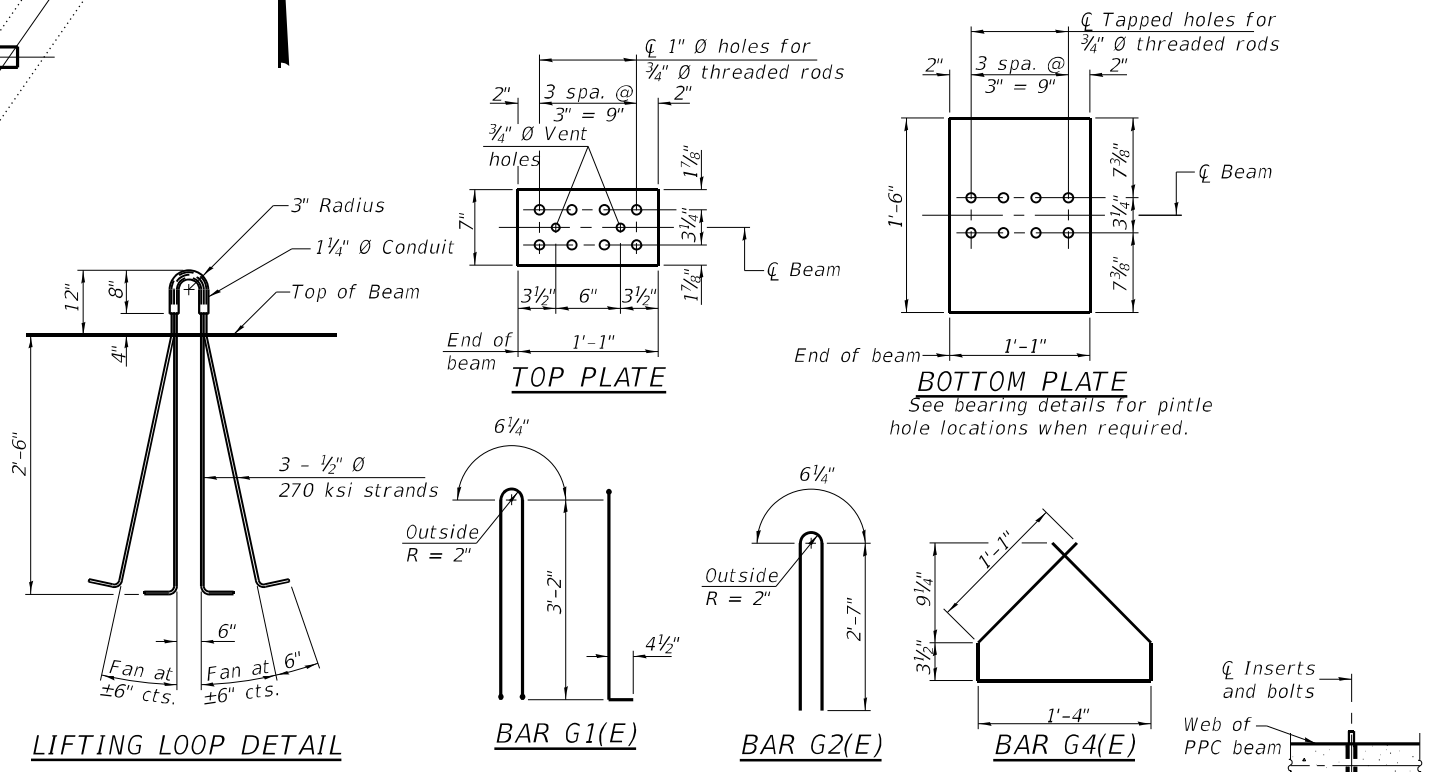
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 11/29/2022 4:07:33 PM



FRAMING PLAN

Notes:
 All material for bracing shall be hot dip galvanized according to AASHTO M 111 unless otherwise noted.
 Two hardened washers are required for each set of oversized holes.
 All holes shall be $\frac{5}{16}$ " \emptyset unless otherwise noted. $\frac{5}{16}$ " x 3" x 3" plate washers are required over all slotted holes.
 All bolts, threaded rods, and hardware shall be galvanized according to AASHTO M 232.
 Threaded rods shall be ASTM F1554 Grade 55.
 Bracing shall be installed as beams are erected and tightened as soon as possible during erection.
 Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete Beams.

NOTES
 Inserts for $\frac{3}{4}$ " \emptyset threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams.
 Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be $\frac{1}{2}$ " and the nominal cross-sectional area shall be 0.153 sq. in.
 The beams shall have a final concrete compressive strength, f'_c , of 6,000 psi and a release concrete compressive strength, f'_{ci} , of 5,000 psi.
 A minimum $2\frac{1}{2}$ " \emptyset lifting pin shall be used to engage the lifting loops during handling.
 The top and bottom plates shall be AASHTO M 270 Grade 50.
 The top and bottom plates shall be galvanized according to AASHTO M 111. The threaded rods, nuts and washers shall be galvanized according to AASHTO M 232.
 Threaded rods shall be ASTM F1554 Grade 55.

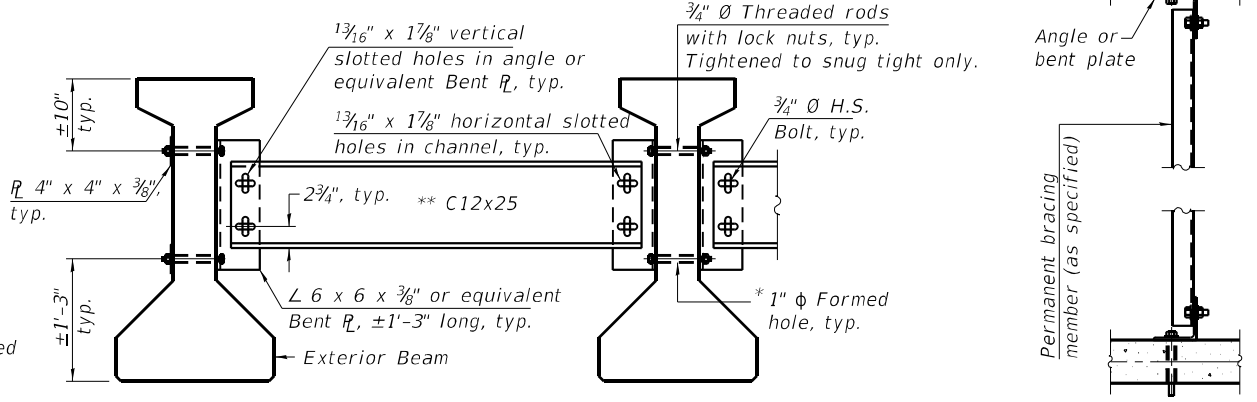


LIFTING LOOP DETAIL

BAR G1(E)

BAR G2(E)

BAR G4(E)



PERMANENT BRACING DETAILS FOR 36" PPC I-BEAMS

*Fabricator shall locate to miss strands within permissible tolerances.
 **Alternate C12x30 channels are permitted to facilitate material acquisition.

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 36"	Ft.	240

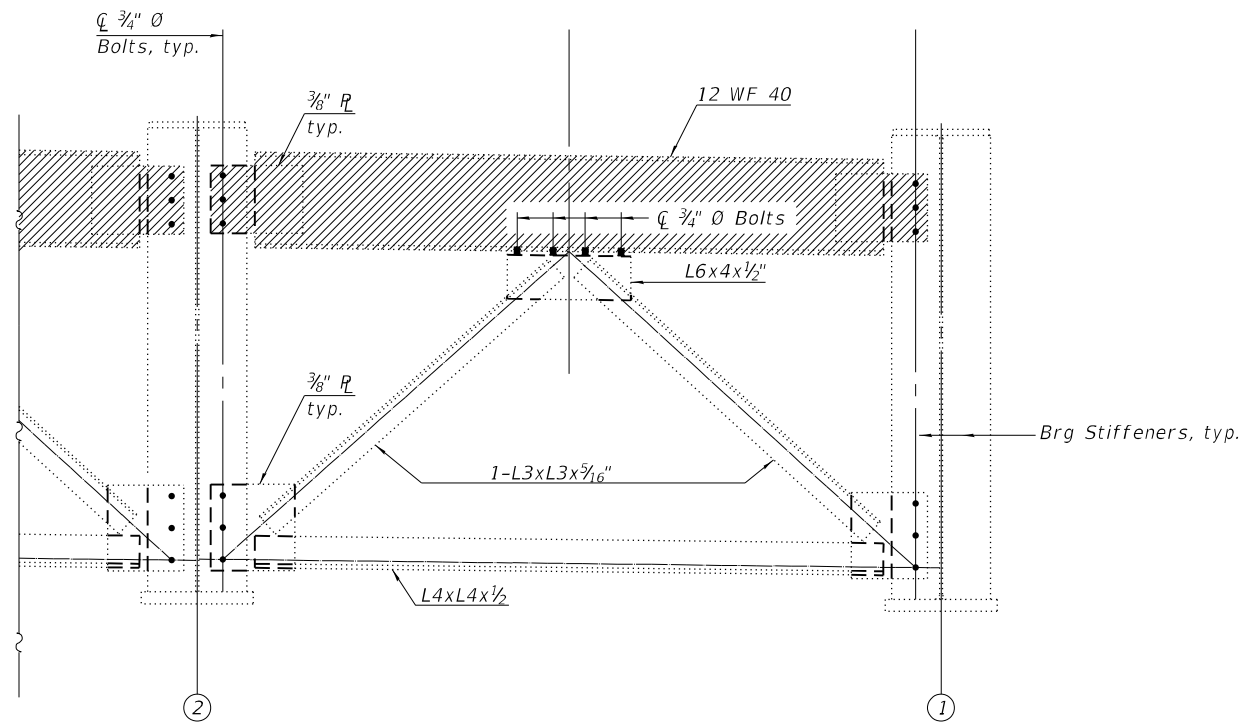
BACON FARMER WORKMAN ENGINEERING & TESTING, INC. 403 NORTH COURT STREET MARIETTA, IL 61758-5059 PHONE - 815.267.9190	USER NAME =	DESIGNED - JGY	REVISED -
	PLOT SCALE =	CHECKED - GBR	REVISED -
	PLOT DATE =	DRAWN - JGY	REVISED -
		CHECKED - GBR	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST VAULTED ABUTMENT 36" PPC I-BEAM DETAILS
DETAILS & FRAMING PLAN
STRUCTURE NO. 054-0038
 SHEET 27 OF 36 SHEETS

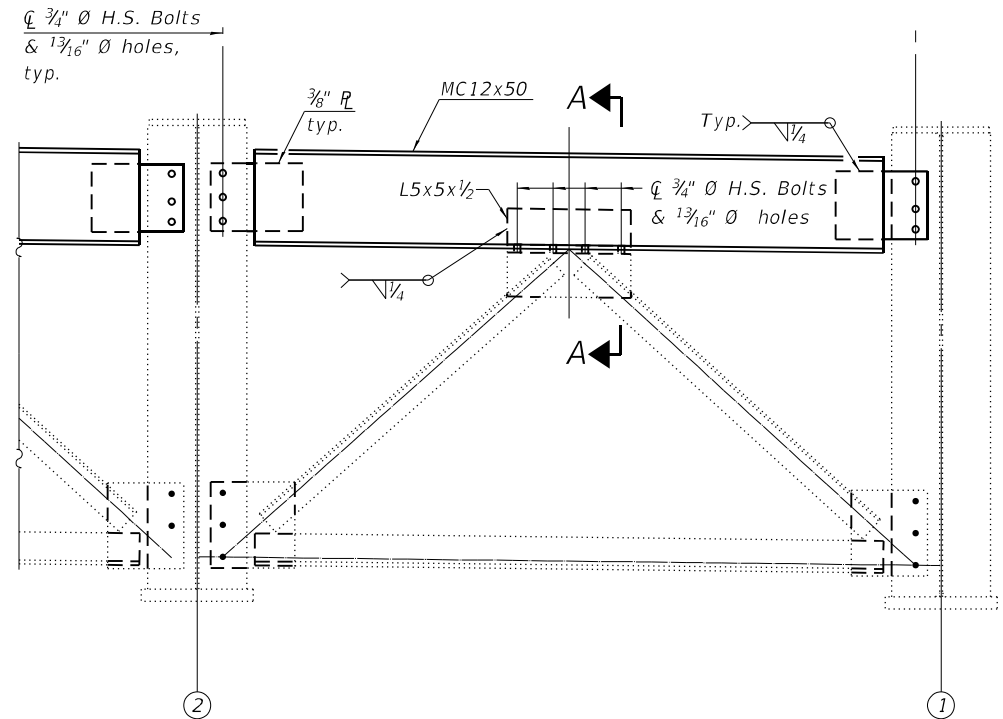
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1) HB/D, BRR	LOGAN	120	83
CONTRACT NO. 72K64				
ILLINOIS		FED. AID PROJECT		

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EXISTING END DIAPHRAGM PARTIAL REMOVAL DETAIL

Remove portion of each end diaphragm at both the W. Abut. and E. Abut. (16 Locations).
 (Cost included with Structural Steel Repair)
 (Looking West)
 (West Abutment Shown - East Abutment Similar)



EXISTING END DIAPHRAGM REPAIR DETAIL

Repair portion of each end diaphragm at both the W. Abut. and E. Abut. (16 Locations).
 (Cost included with Structural Steel Repair)
 (Looking West)
 (West Abutment Shown - East Abutment Similar)

LEGEND

- To be Removed

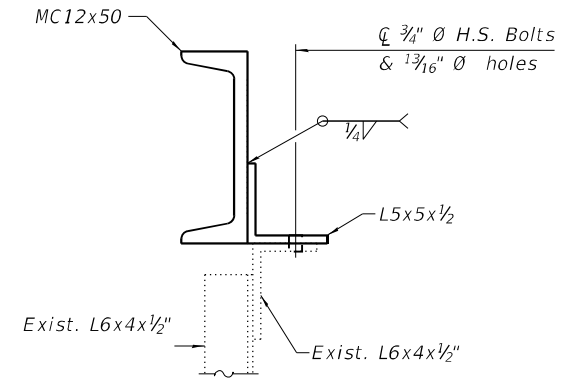
BOLT HOLE LEGEND

○ or □ - Field drill using existing steel as template

Note:
 Two hardened washers required for each diaphragm connection.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	7510



SECTION A-A

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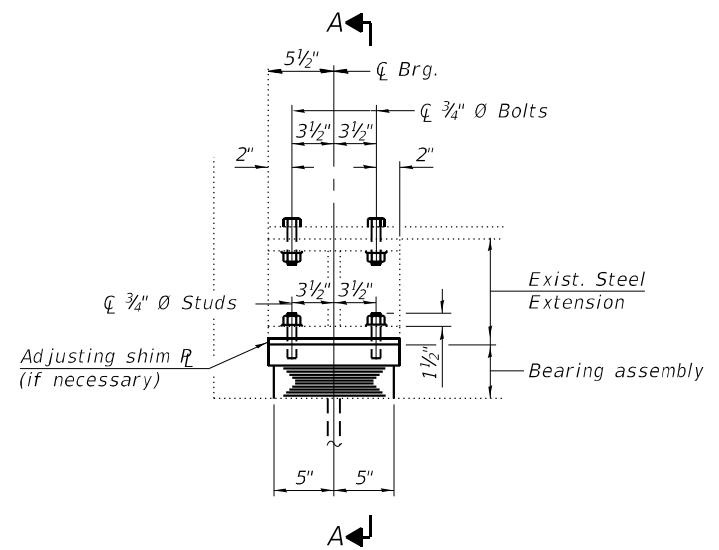
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL REPAIR DETAILS
STRUCTURE NO. 054-0038

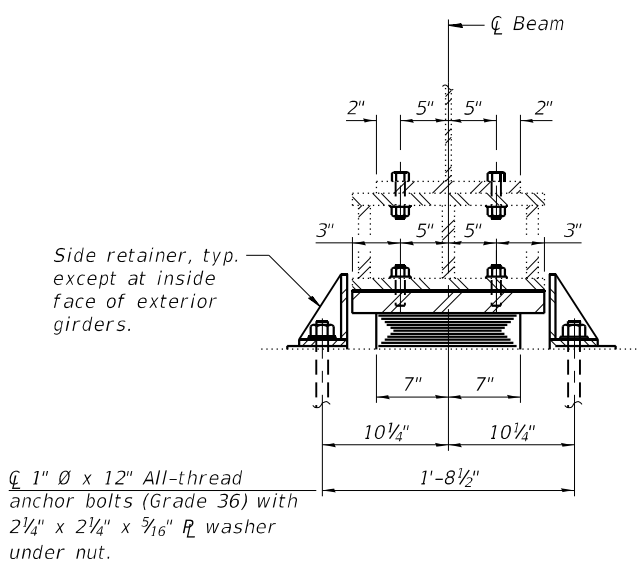
SHEET 29 OF 36 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1)BD, BRR	LOGAN	120	85
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

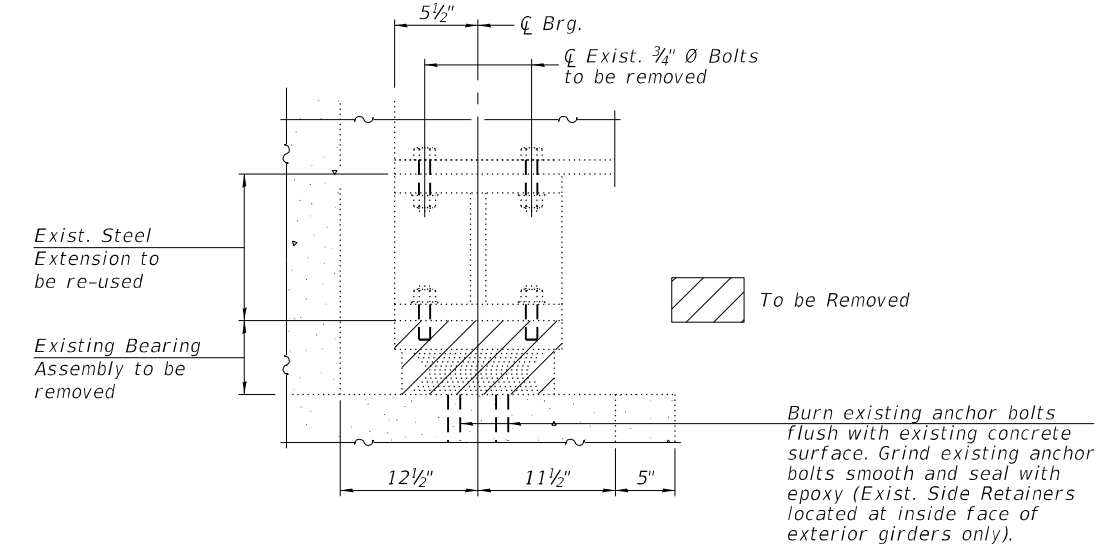
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ELEVATION AT ABUT.



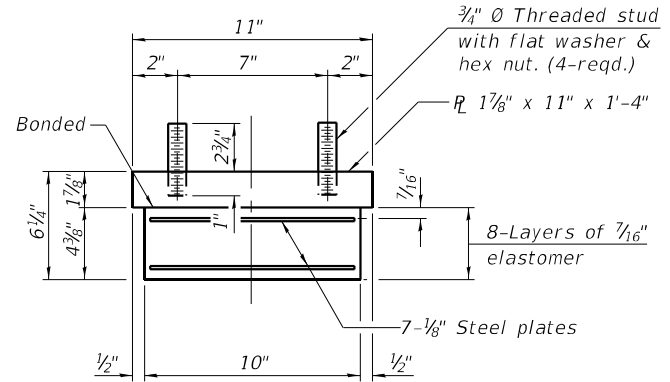
SECTION A-A



EXISTING BEARING REMOVAL DETAIL AT ABUTMENTS

(Cost is included with Jack and Remove Existing Bearings)

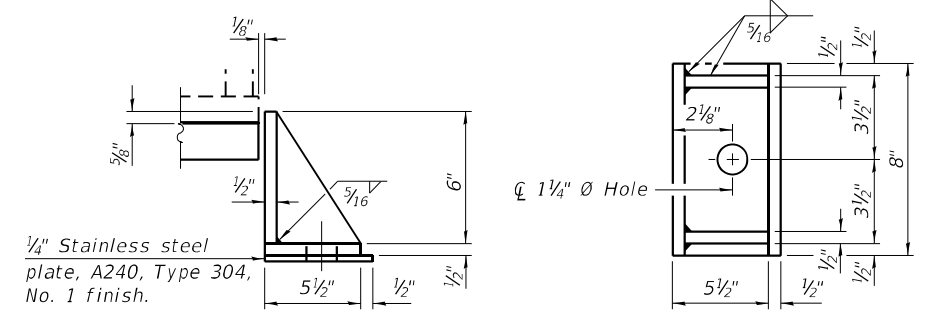
- Notes:**
- Existing bearing stiffener plates not shown for clarity. The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
 - Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
 - Shim plates shall not be placed under bearing assembly.
 - Side retainers, stainless steel plates, 3/4" Ø bolts, nuts, and washer shall be included in the cost of Elastomeric Bearing Assembly, Type I.
 - Anchor bolts and side retainers at all supports shall be installed as each bearing is set unless an equivalent temporary means of lateral restraint is used.
 - End diaphragm removal and reinstallation may be required to facilitate drilling and setting of anchors bolts. Cost shall be included with Structural Steel Repair.
 - Minimum jack capacity per bearing = 10 Tons (weight of steel only).



BEARING ASSEMBLY

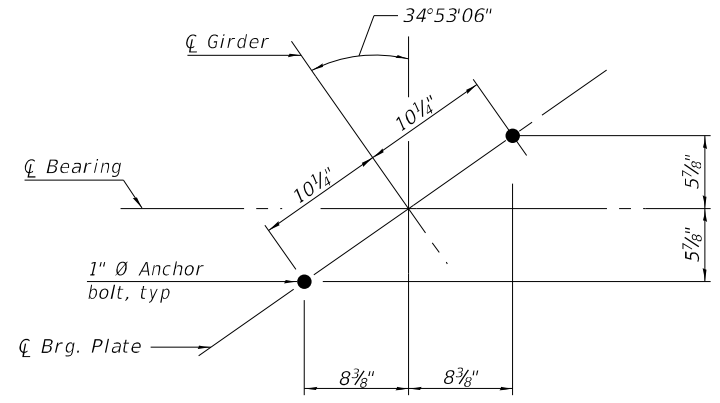
TYPE I ELASTOMERIC EXP. BRG. AT ABUTMENTS

(18 Required)



SIDE RETAINER

(Omit Side Retainer at inside face of exterior girders)
 Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



ANCHOR BOLT DETAIL

BILL OF MATERIAL (TWO ABUTMENTS)

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	18
Anchor Bolts, 1"	Each	36
Jack and Remove Existing Bearings	Each	18

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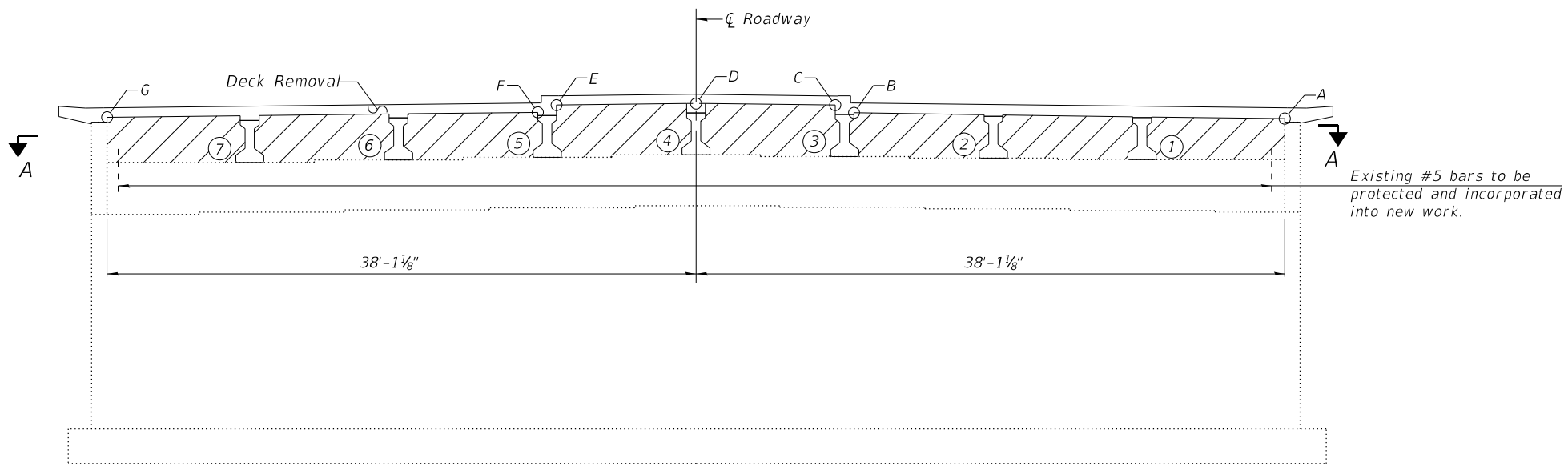
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT BEARING DETAILS
STRUCTURE NO. 054-0038

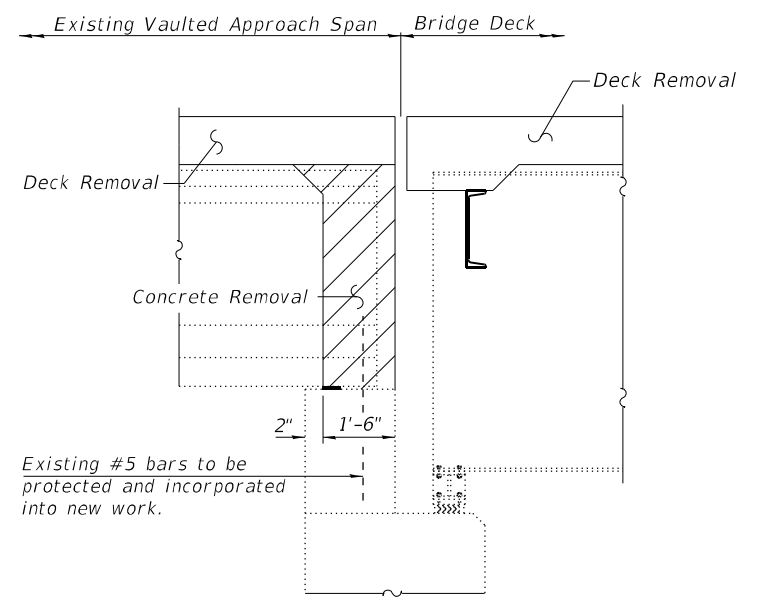
SHEET 30 OF 36 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1)B/D, BRR	LOGAN	120	86
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

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ELEVATION
 (W. Abut. Shown, E. Abut. Similar)
 (Looking West)



SECTION B-B

EXIST. BEARING SEAT ELEVATIONS

Beam No.	W. Abutment	E. Abutment
1	±618.31	±617.05
2	±618.42	±617.24
3	±618.53	±617.43
4	±618.64	±617.62
5	±618.49	±617.56
6	±618.35	±617.50
7	±618.20	±617.44

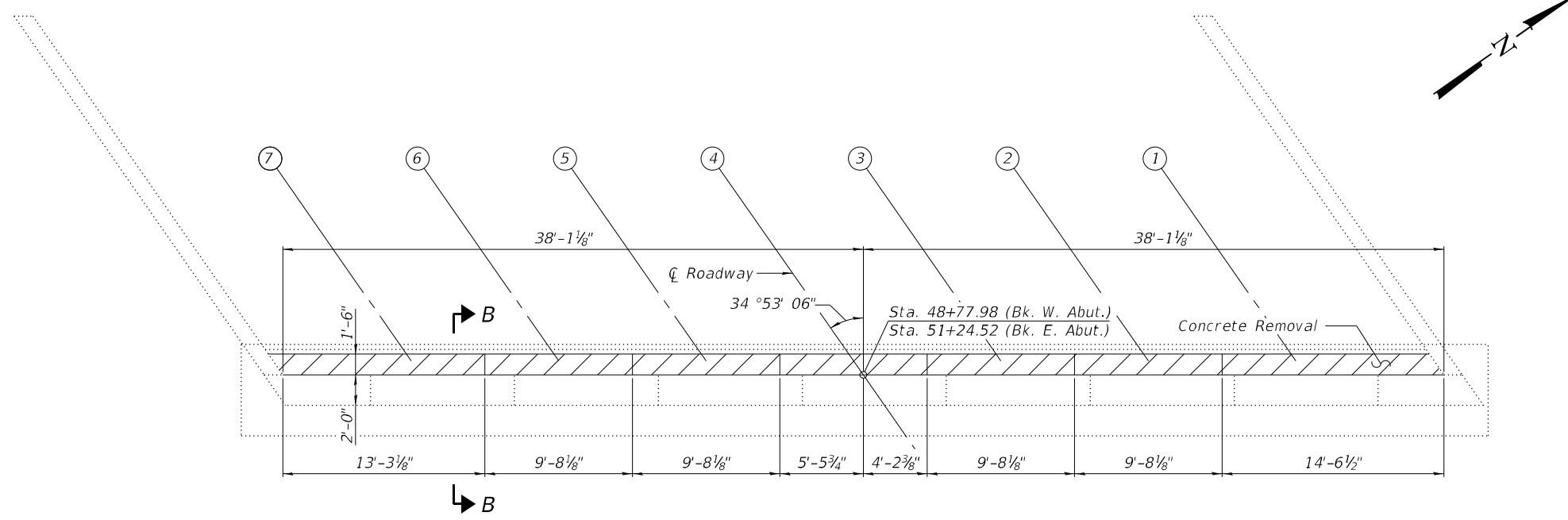
TOP OF EXISTING DIAPHRAGM ELEVATIONS

Point	W. Abutment	E. Abutment
A	±621.30	±619.96
B	±621.61	±620.52
C	±622.13	±621.04
D	±622.22	±621.22
E	±622.09	±621.16
F	±621.57	±620.65
G	±621.14	±620.47

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	25.5

Notes:
 Hatched area indicates Concrete Removal.
 Existing reinforcement bars extending into the new construction shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.
 Elevations based off datum difference of 0.30' from existing plans.



SECTION A-A
 (W. Abut. Shown, E. Abut. Similar)
 (Looking West)

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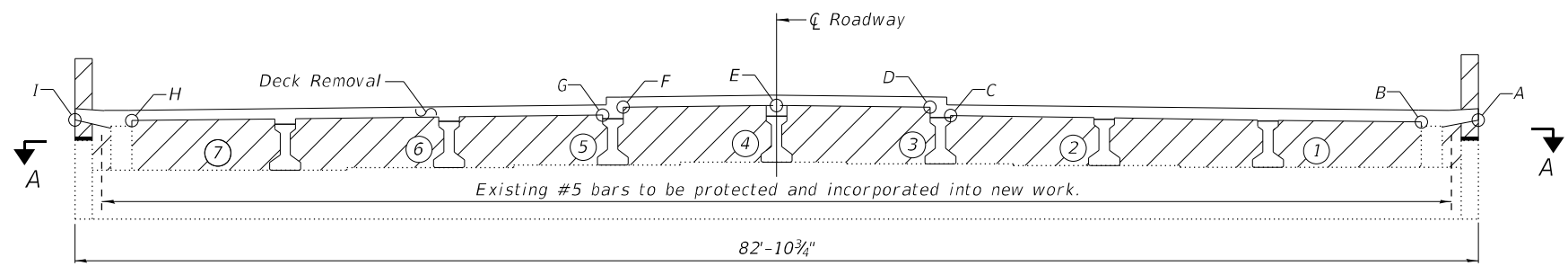
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE REMOVAL, ABUTMENTS
STRUCTURE NO. 054-0038

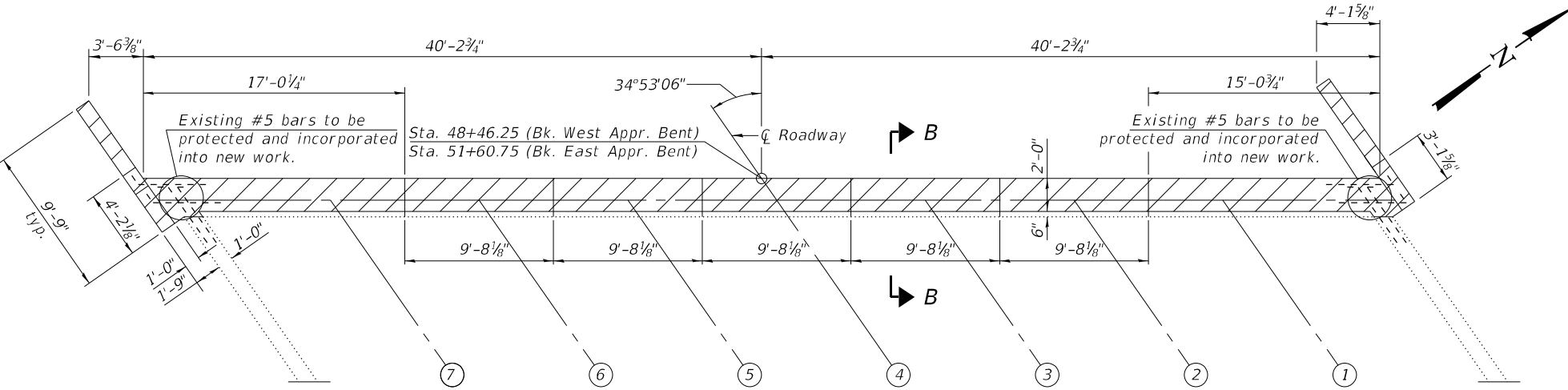
SHEET 31 OF 36 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1)B/D, BRR	LOGAN	120	87
CONTRACT NO. 72K64				
		ILLINOIS	FED. AID PROJECT	

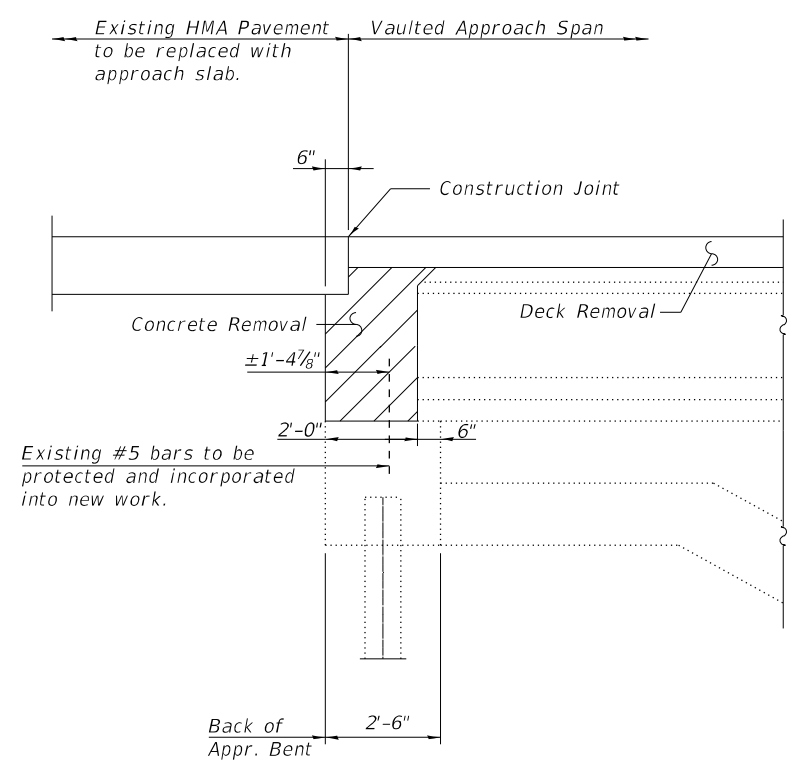
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ELEVATION
 (W. Abut. Shown, E. Abut. Similar)
 (Looking West)



SECTION A-A
 (W. Abut. Shown, E. Abut. Similar)
 (Looking West)



SECTION B-B

BILL OF MATERIAL

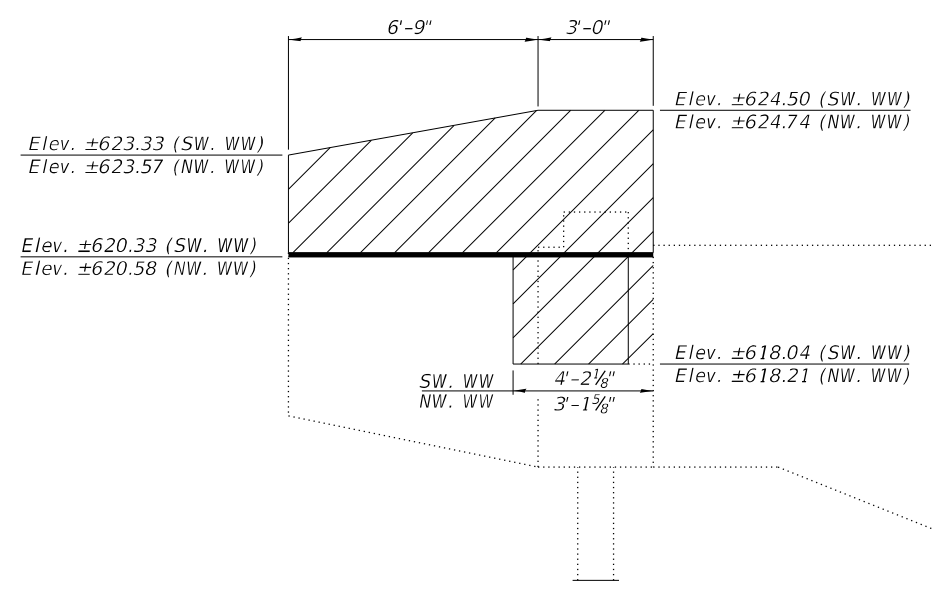
ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	39.0

EXIST. BEARING SEAT ELEVATIONS

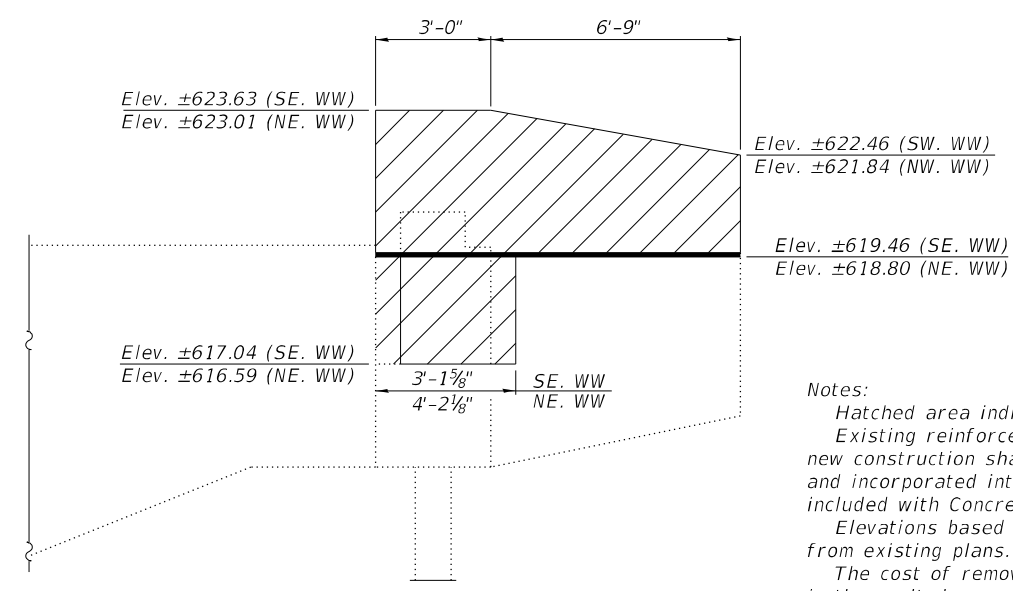
Beam No.	W. Appr. Bent	E. Appr. Bent
1	±618.21	±616.59
2	±618.31	±616.79
3	±618.41	±617.00
4	±618.51	±617.20
5	±618.35	±617.15
6	±618.20	±617.10
7	±618.04	±617.04

TOP OF EXISTING DIAPHRAGM ELEVATIONS

Point	W. Appr. Bent	E. Appr. Bent
A	±621.24	±619.50
B	±621.21	±619.50
C	±621.50	±620.08
D	±622.01	±620.61
E	±622.10	±620.80
F	±621.95	±620.75
G	±621.43	±620.25
H	±620.98	±620.09
I	±620.99	±620.14



WEST WING WALL ELEVATION



EAST WING WALL ELEVATION

Notes:
 Hatched area indicates Concrete Removal.
 Existing reinforcement bars extending into the new construction shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.
 Elevations based off datum difference of 0.30' from existing plans.
 The cost of removal of interior concrete diaphragms in the vaulted spans is included in the cost of Removal of Existing Concrete I-Beams
 NW denotes Northwest, SW denotes Southwest, NE denotes Northeast, SE denotes Southeast and WW denotes Wing Wall.

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DEPARTMENT OF TRANSPORTATION

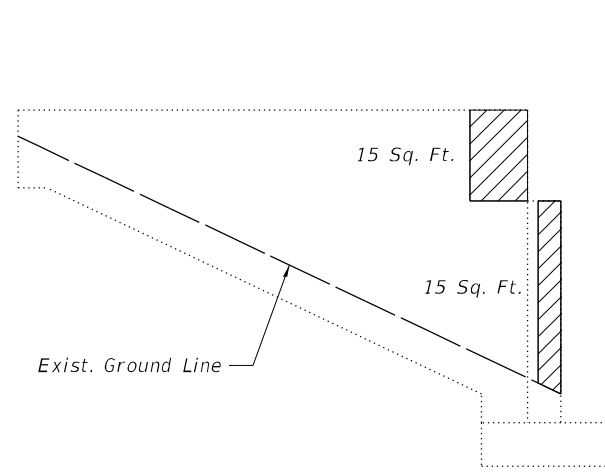
CONCRETE REMOVAL, APPROACH BENTS
STRUCTURE NO. 054-0038

SHEET 32 OF 36 SHEETS

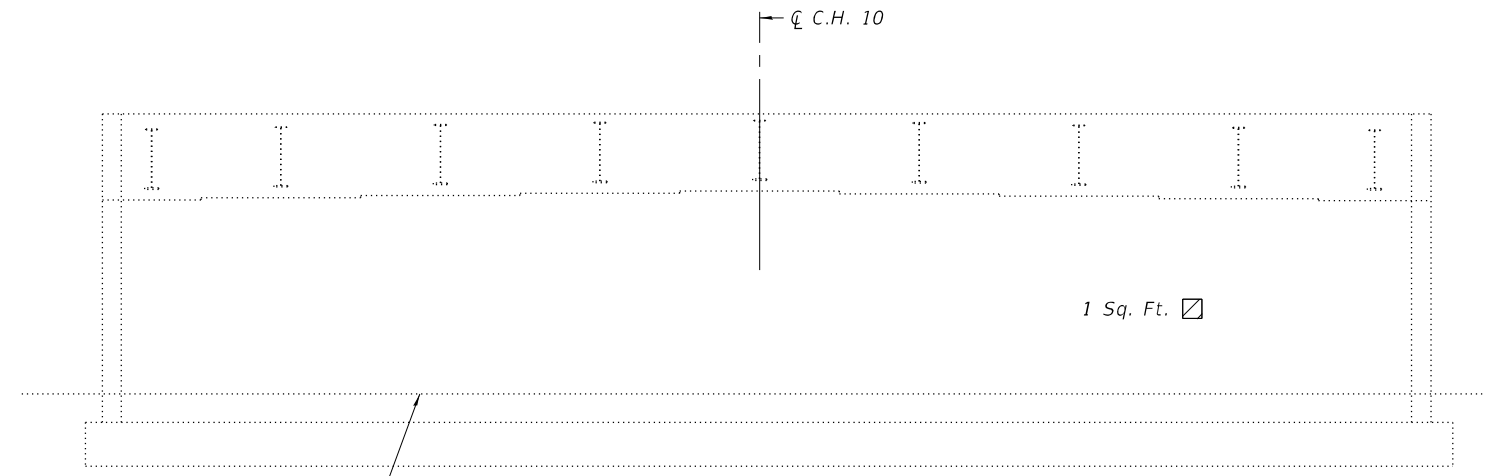
F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1)B/D, BRR	LOGAN	120	88

CONTRACT NO. 72K64
 ILLINOIS FED. AID PROJECT

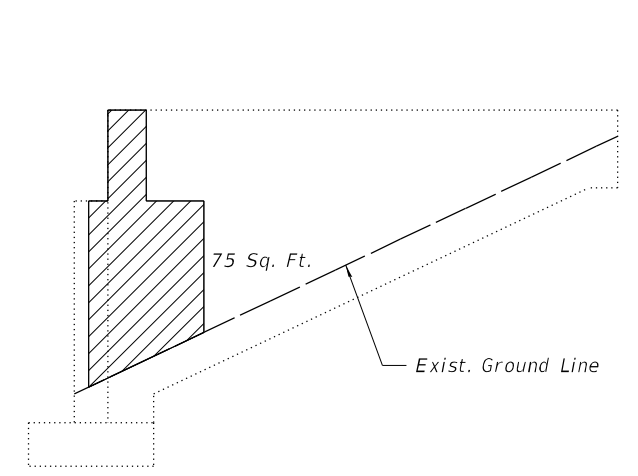
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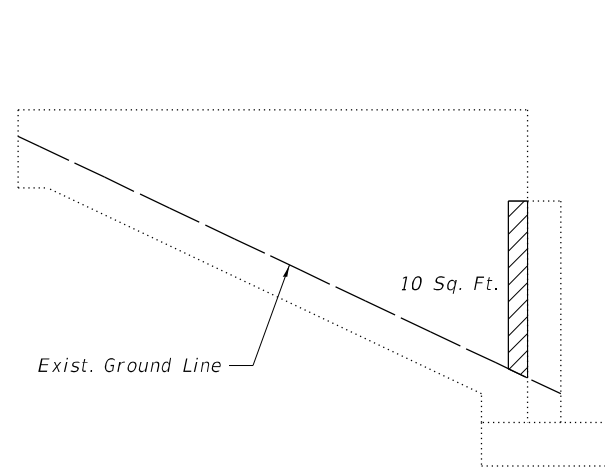
SOUTH CURTAIN WALL
 (Looking North)



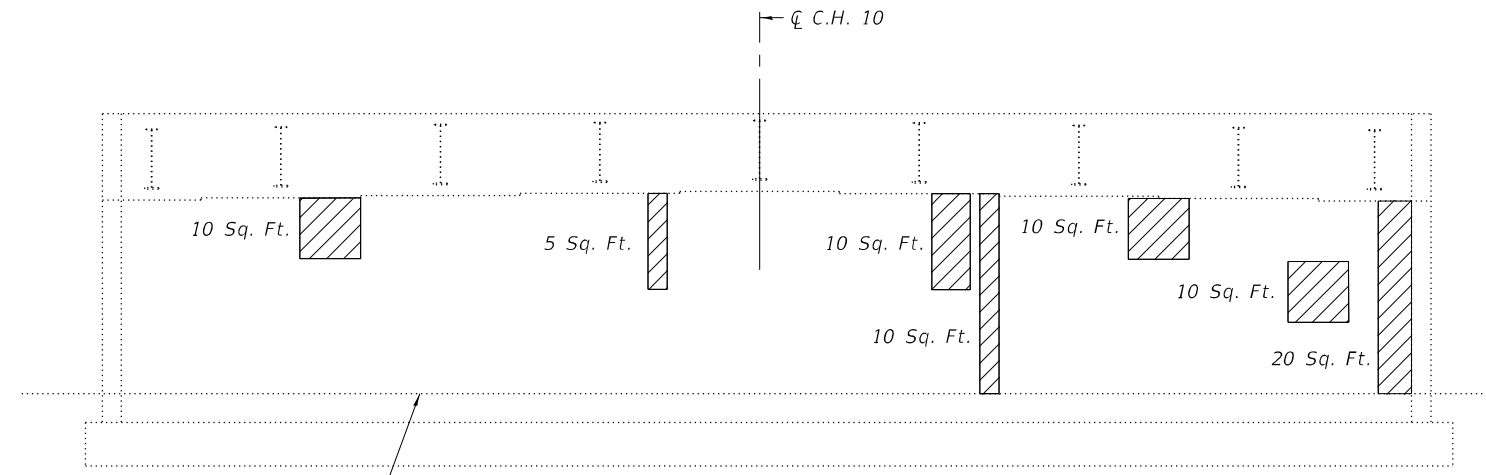
WEST ABUTMENT
 (Looking West)



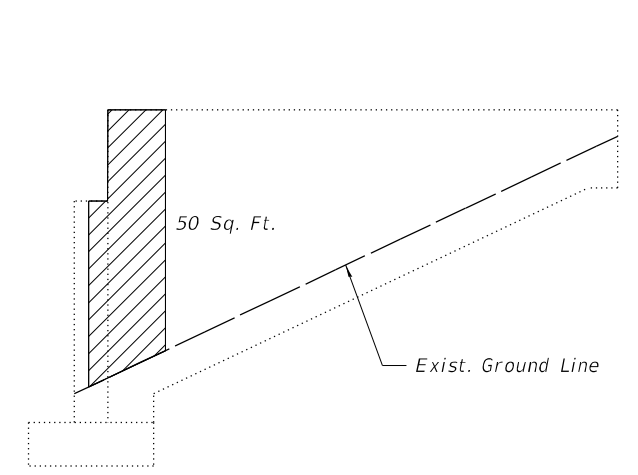
NORTH CURTAIN WALL
 (Looking South)



NORTH CURTAIN WALL
 (Looking South)



EAST ABUTMENT
 (Looking East)



SOUTH CURTAIN WALL
 (Looking North)

 - Structural Repair of Concrete (Depth Equal to or Less Than 5")

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth Equal to or Less Than 5")	Sq. Ft.	241

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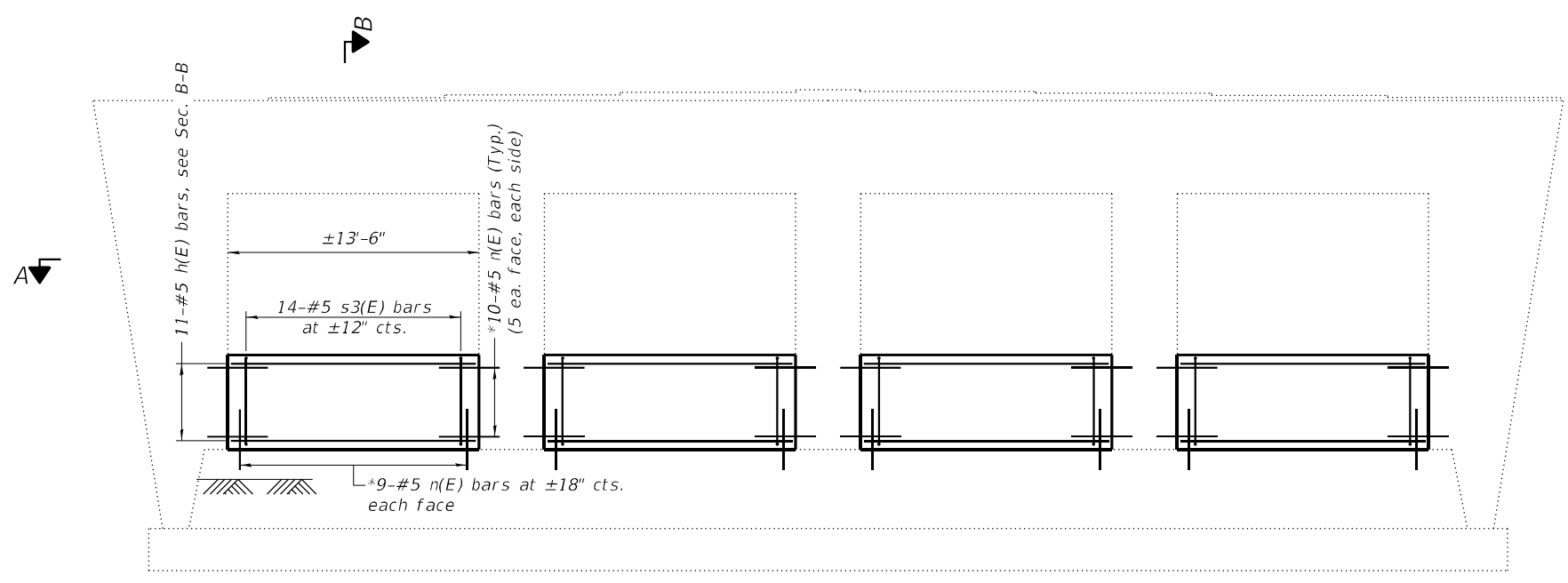
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT REPAIR DETAILS
STRUCTURE NO. 054-0038

SHEET 33 OF 36 SHEETS

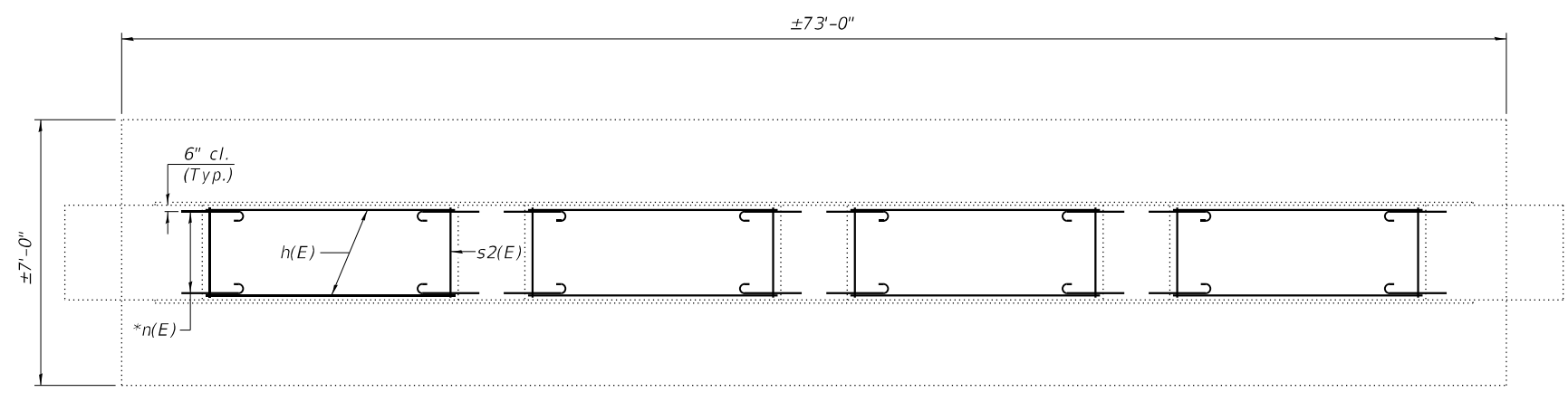
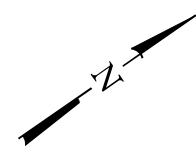
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1)B/D, BRR	LOGAN	120	89
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

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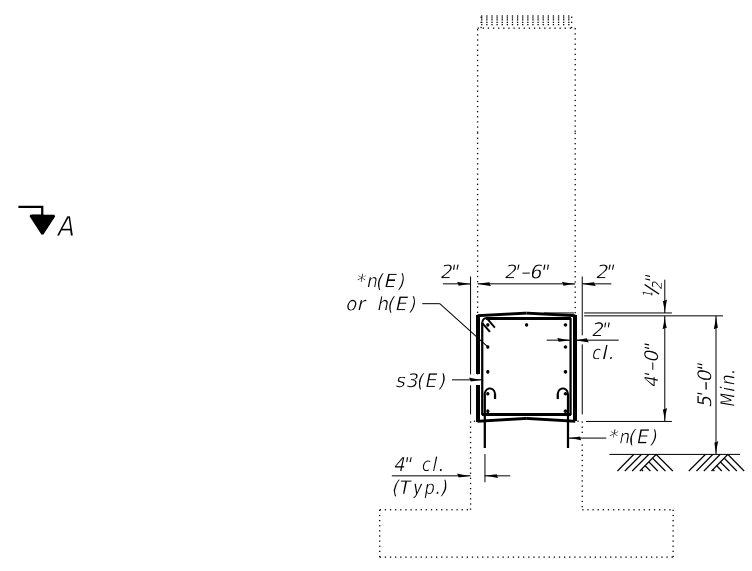


PIER ELEVATION
 (Looking West)

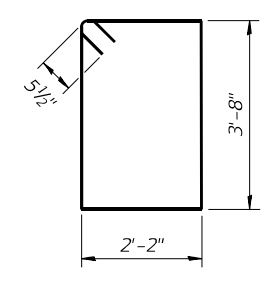
* Epoxy grout n(E) bars in 9" min. holes according to Article 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated.



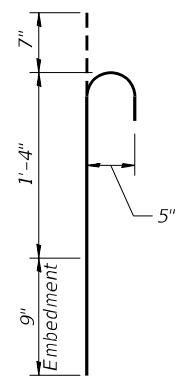
SECTION A-A



SECTION B-B



BAR s3(E)



BAR n(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	44	#5	13'-2"	—
n(E)	152	#5	2'-8"	U
s3(E)	56	#5	12'-7"	□
Concrete Structures		Cu. Yd.	20.0	
Reinforcement Bars, Epoxy Coated		Pound	1770	

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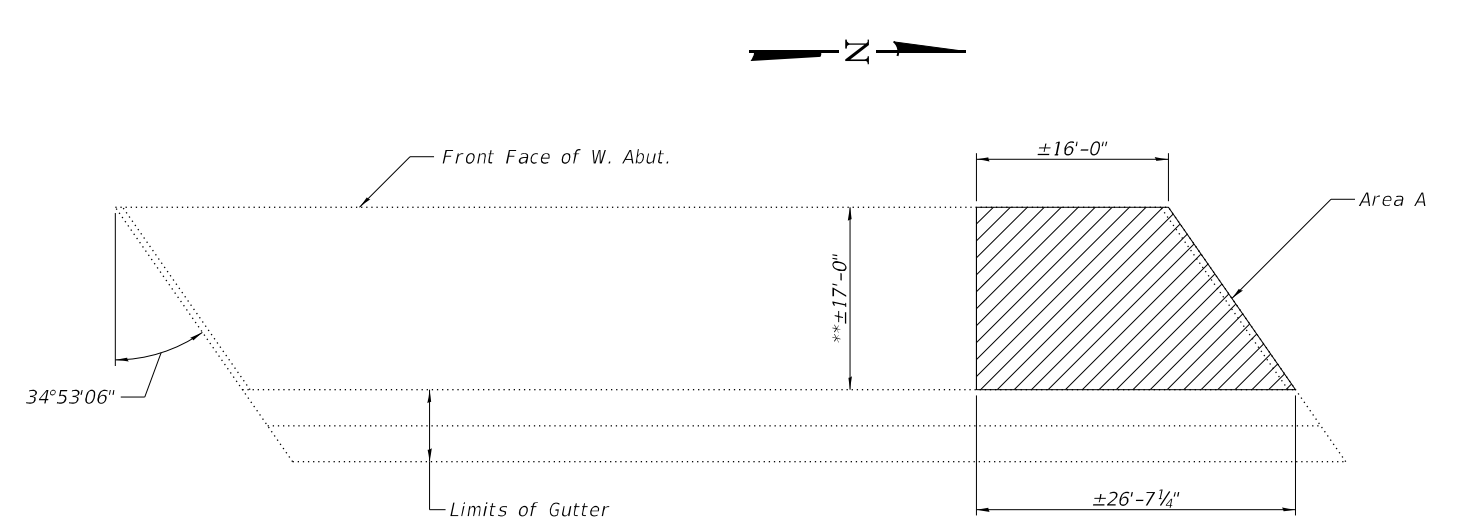
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER CRASHWALL EXTENSION DETAILS
STRUCTURE NO. 054-0038

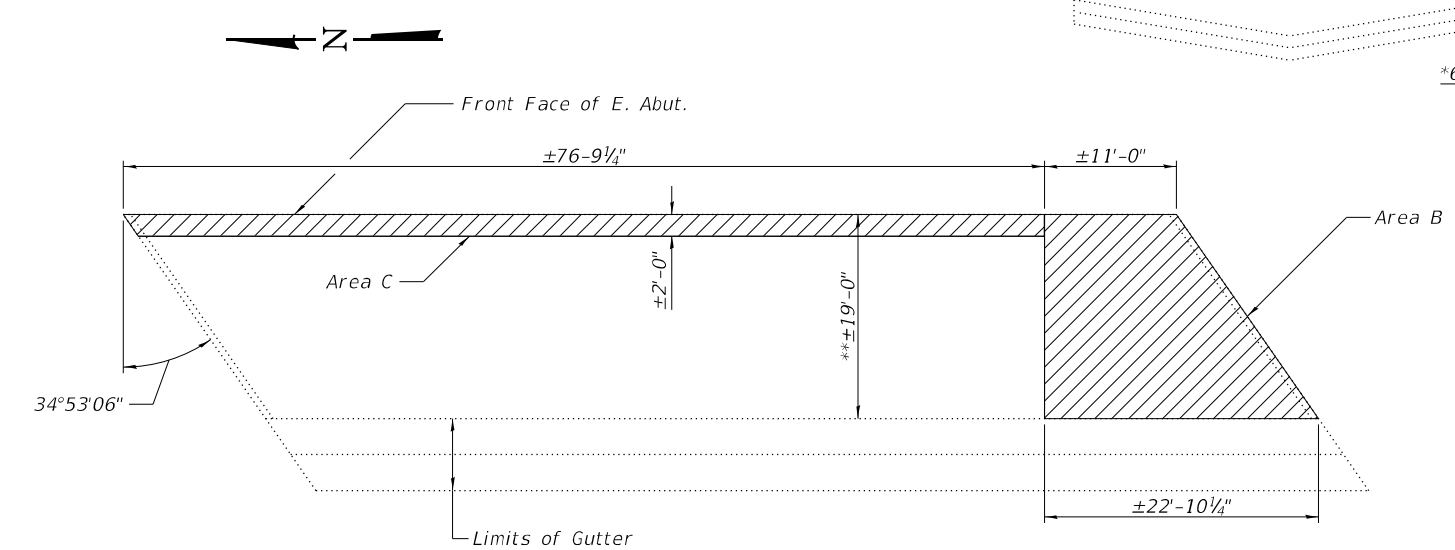
SHEET 34 OF 36 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1)HBJD, BRR	LOGAN	120	90
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				


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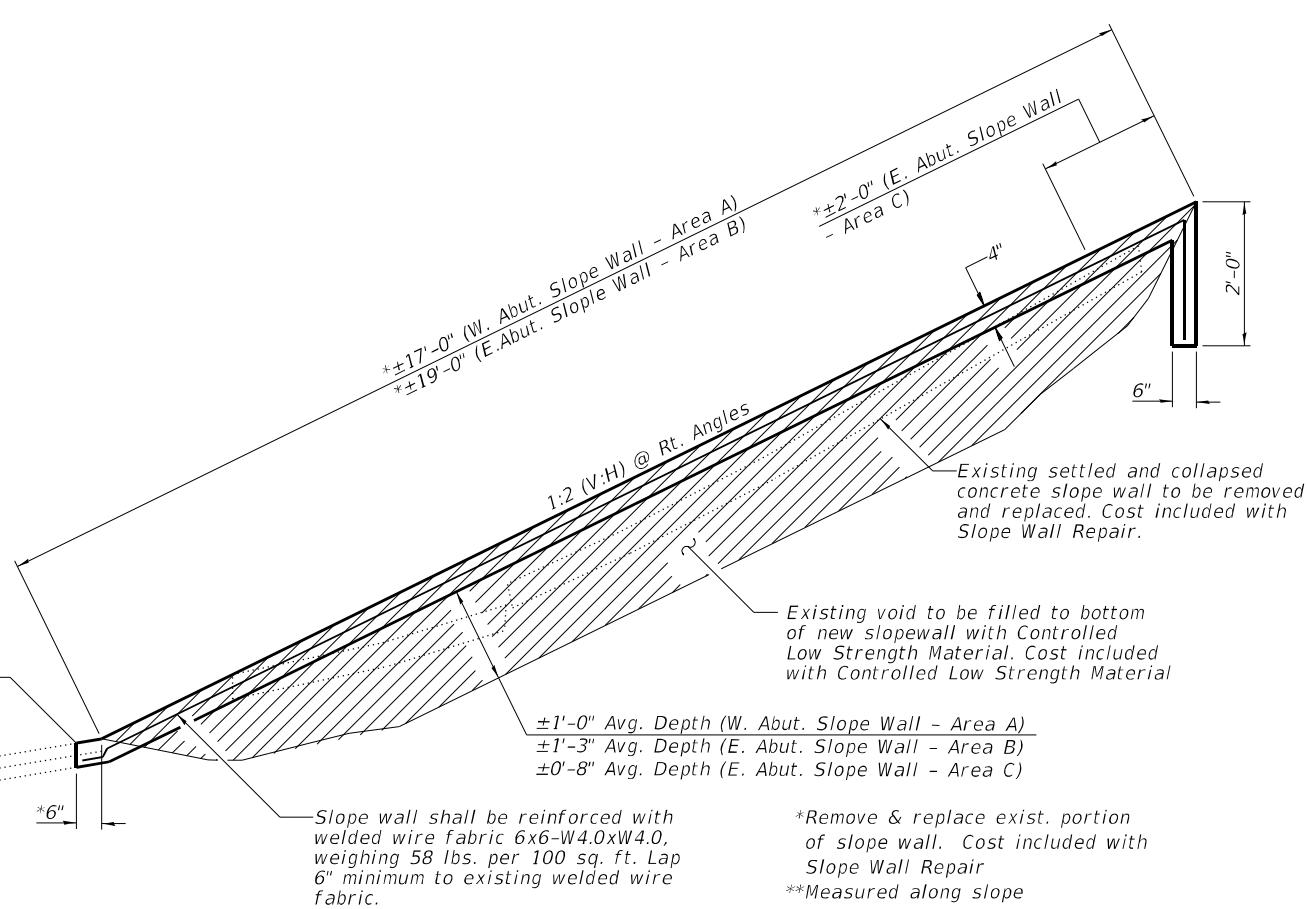


PLAN - WEST SLOPE WALL



PLAN - EAST SLOPE WALL

 - Indicates estimated areas of slope wall to be removed and replaced and voids beneath the slope wall to be filled.



SLOPE WALL REPAIR DETAIL

Note:
 All material and debris in gutter at bottom of slope wall to be removed. Cost included with Slope Wall Repair.

*Remove & replace exist. portion of slope wall. Cost included with Slope Wall Repair
 **Measured along slope

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Slope Wall Repair	Sq. Yd.	94
Controlled Low-Strength Material	Cu. Yd.	32.1

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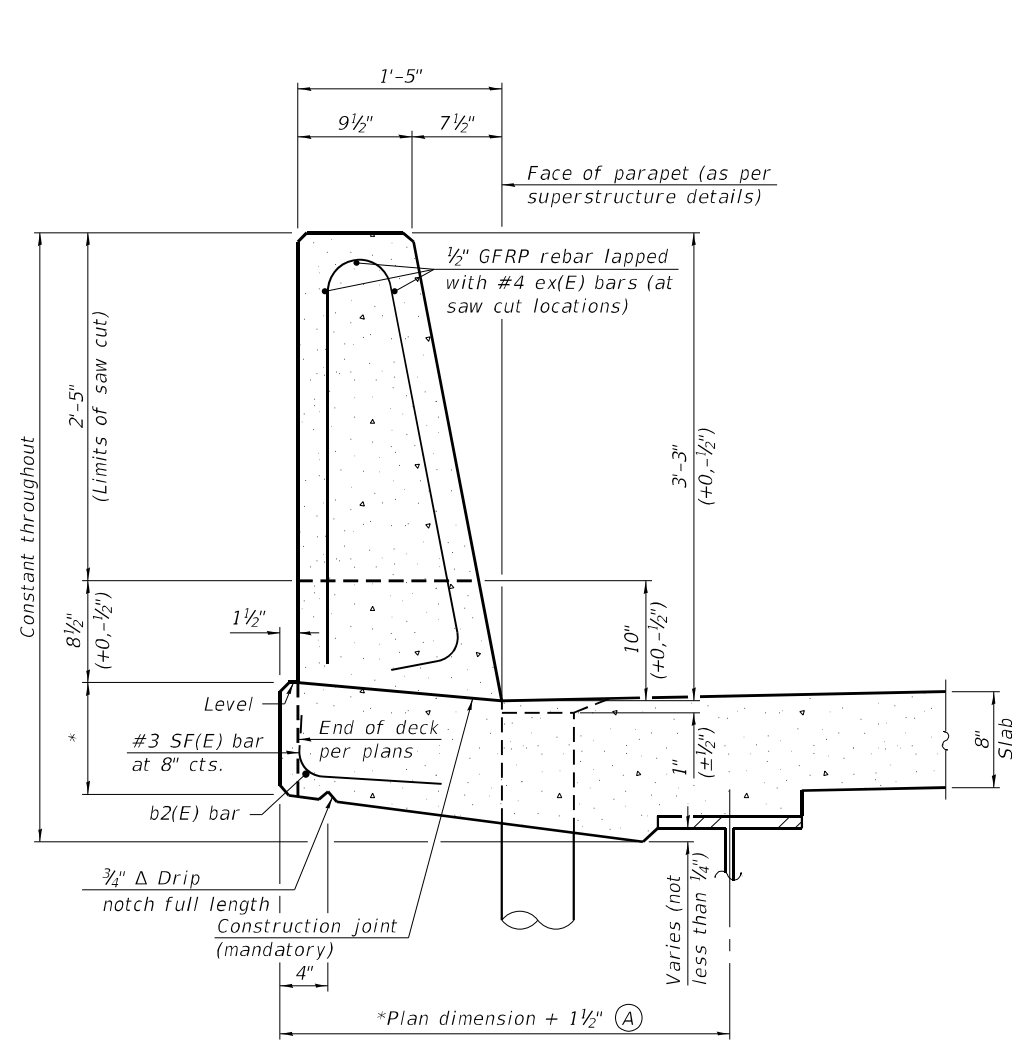
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SLOPE WALL REPAIR DETAILS
STRUCTURE NO. 054-0038

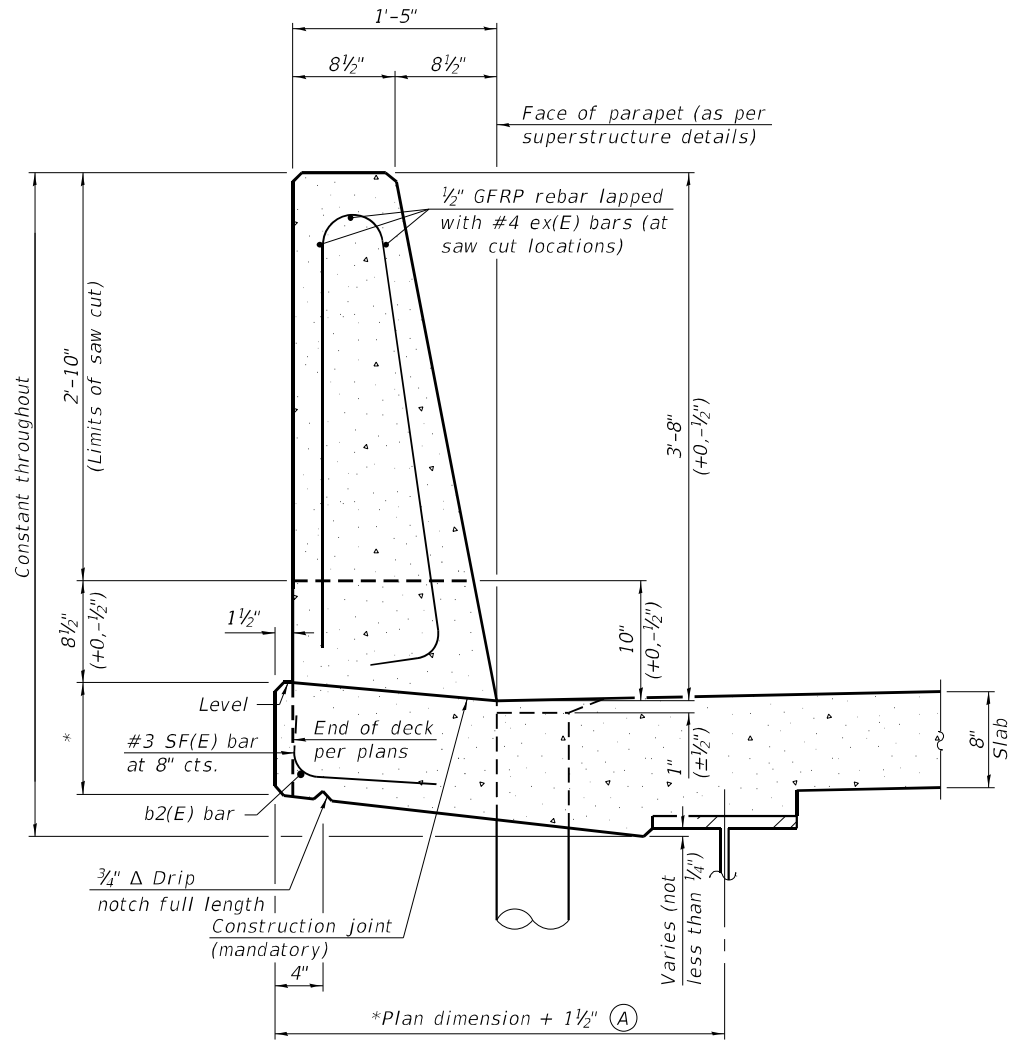
SHEET 35 OF 36 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1)BID, BRR	LOGAN	120	91
CONTRACT NO. 72K64				
		ILLINOIS	FED. AID PROJECT	

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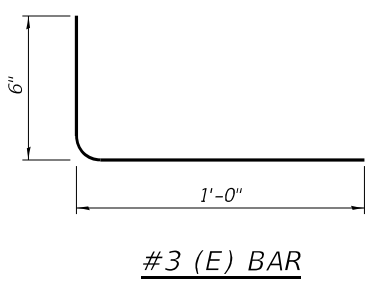


**39" CONSTANT-SLOPE
 PARAPET SECTION**
 (Showing dimensions, d(E), and 1/2" Ø GFRP rebar)

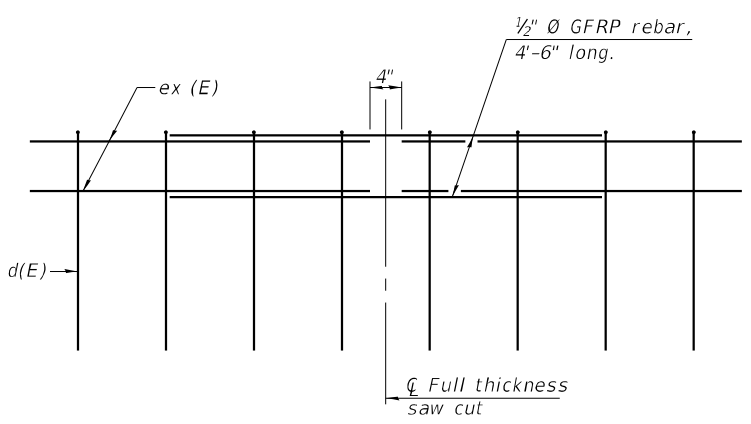


**44" CONSTANT-SLOPE
 PARAPET SECTION**
 (Showing dimensions, d(E), and 1/2" Ø GFRP rebar)

*See Superstructure Details.



#3 (E) BAR



GFRP REBAR STIFFENING DETAIL
 (Place as shown in parapet section at each parapet joint location.)

Notes:
 All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.
 Place full depth aluminum sheets as shown on superstructure details.
 Replace all cork joint filler locations with a full thickness saw cut.
 Steel superstructure shown. Other superstructure types similar.

SFP 39-44 1-1-2020

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PLOT DATE =	DRAWN - JGY	REVISED -
	CHECKED - GBR	REVISED -

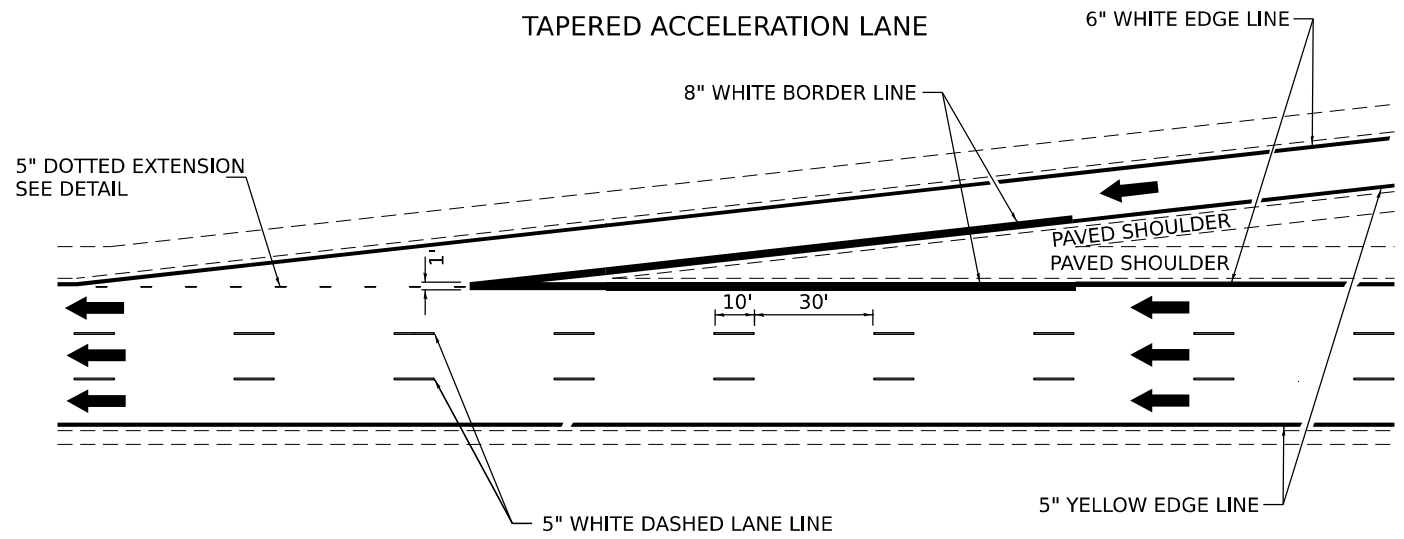
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CONCRETE PARAPET SLIPFORMING OPTION
 STRUCTURE NO. 054-0038**

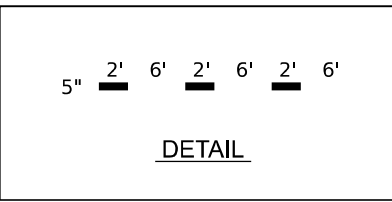
SHEET 36 OF 36 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1) HBID, BRR	LOGAN	120	92
CONTRACT NO. 72K64				

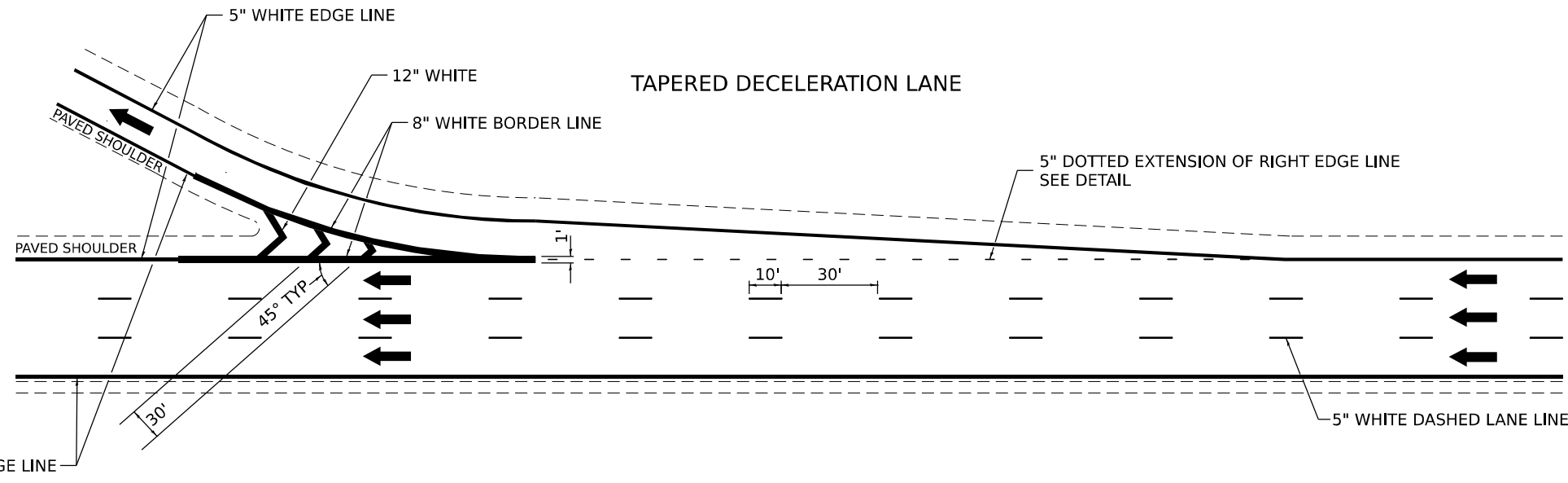
ILLINOIS FED. AID PROJECT



TYPICAL ENTRANCE RAMP MARKING



DETAIL



TYPICAL EXIT RAMP MARKING

MODEL: 04-00 Pavement Marking Standard
 FILE NAME: \\p01\home\scra\p01\2022\BFW\PROJECTS\2022\PROJECTS\22069-DDOT D6 PTB 201-36 WORK EMBARK CH 72K64\DOT\CAD_Sheets\72K64-4-1-2022.dwg



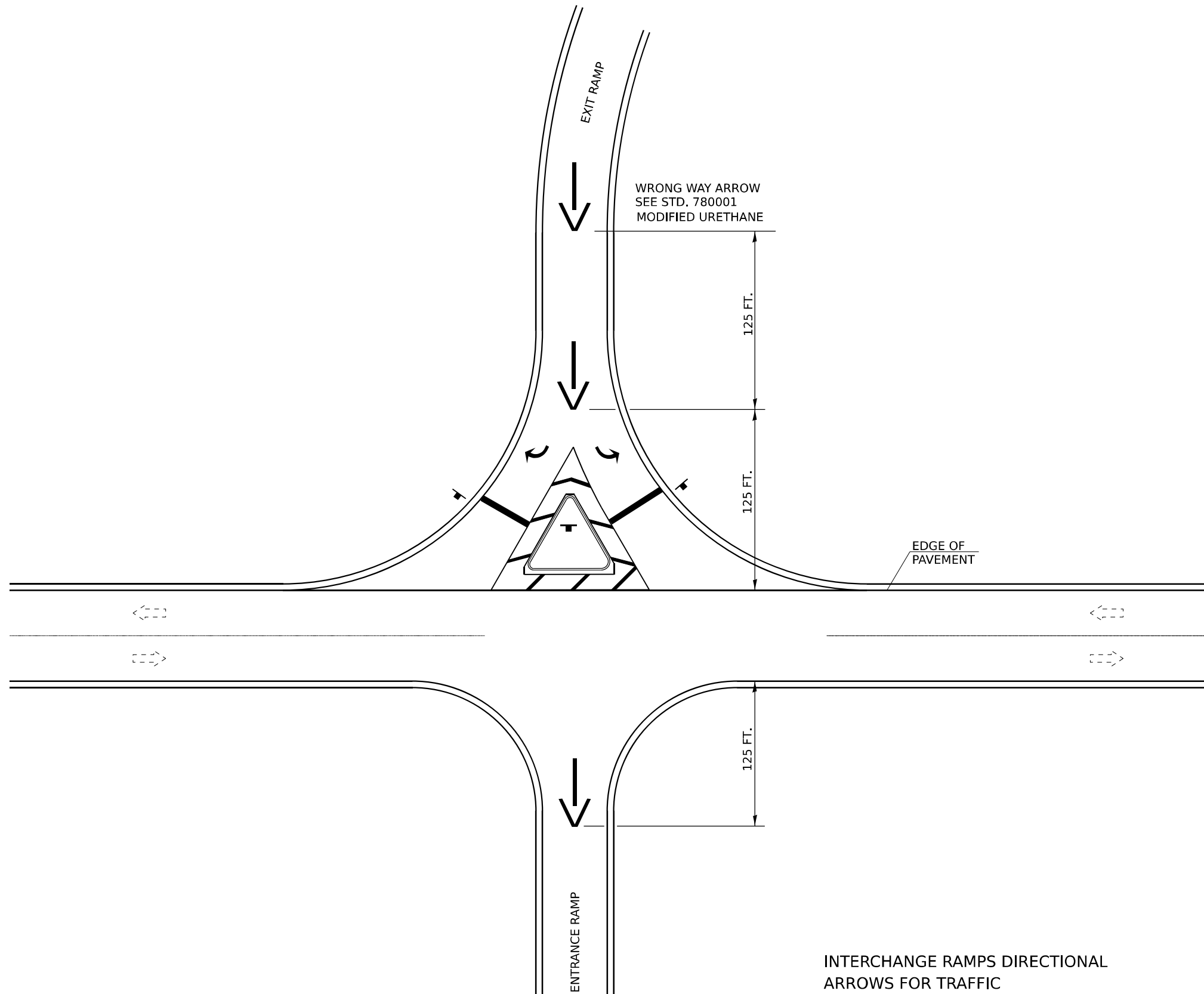
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DRAWN -	REVISED -	
PLOT SCALE = 0.16666833' / in.	CHECKED -	REVISED -
PLOT DATE = 10/10/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

D6 PAVEMENT MARKING STANDARD		
ENTRANCE/EXIT RAMP MARKINGS		
SCALE: N.T.S.	SHEET 1 OF 2 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	93
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

MODEL: C:\Users\scra\Documents\BFW\PROJECTS\2022\PROJECTS\22069 - IDOT D6 PTB 201-36 WORK\ENRANT.CH\21664\DOT\CAD_Sheets\72K64-4-1-2022.dgn
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INTERCHANGE RAMPS DIRECTIONAL
ARROWS FOR TRAFFIC

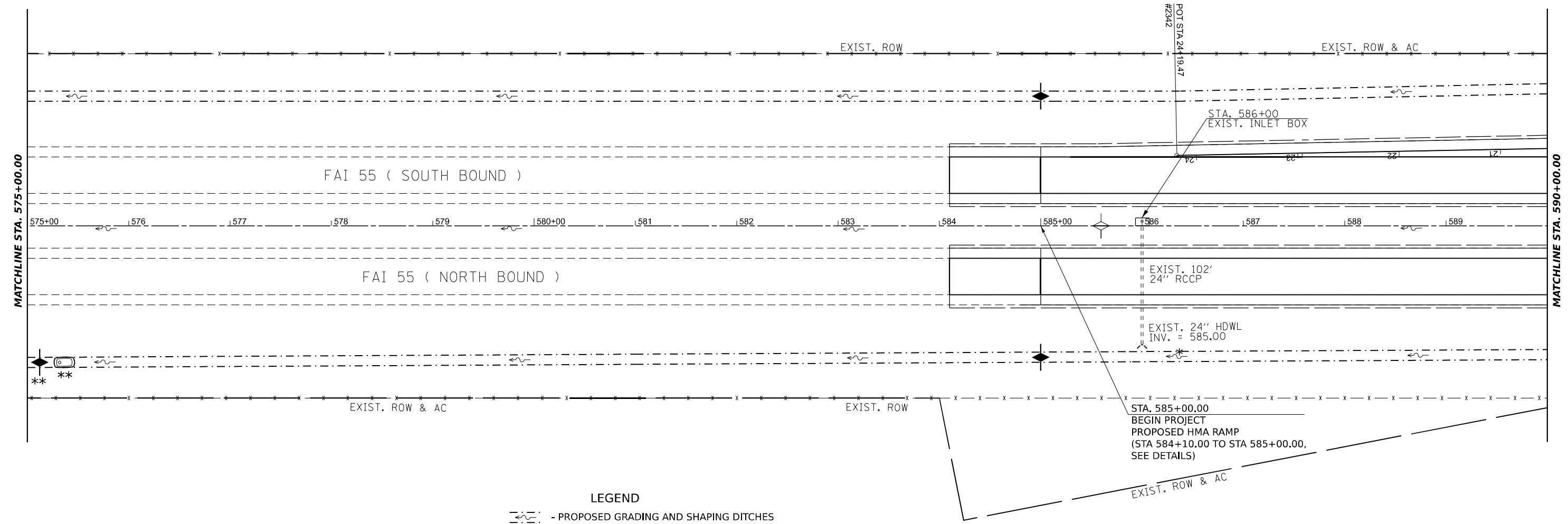


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PLOT DATE = 10/10/2022	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAMP INTERSECTION PAVEMENT MARKING			
WRONG WAY ARROWS			
SCALE: N.T.S.	SHEET 2 OF 2 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	94
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				



- LEGEND**
- PROPOSED GRADING AND SHAPING DITCHES (WITH FLOW DIRECTIONAL ARROW)
 - PROPOSED DITCH CHECK
 - EXISTING DITCH CHECK
 - PROPOSED SEDIMENT BASIN
 - ** - PLACE THESE EROSION CONTROL ITEMS AT THESE LOCATIONS PRIOR TO THE START OF ANY EXCAVATIONS

MODEL: I-55 Erosion Control PLAN 1
 FILE NAME: \\p01mmspc01\share\p01\Documents\BFW\PROJECTS\2022\PROJECTS\22069 - I-55 Erosion Control Plan Sheets.dgn



USER NAME =	scraven	DESIGNED -		REVISED -	
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PLOT DATE =	10/10/2022	DATE -		REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

I-55 EROSION CONTROL PLAN	
SCALE: N.T.S.	SHEET 1 OF 17 SHEETS
STA. 575+00	TO STA. 590+00





F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	95
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

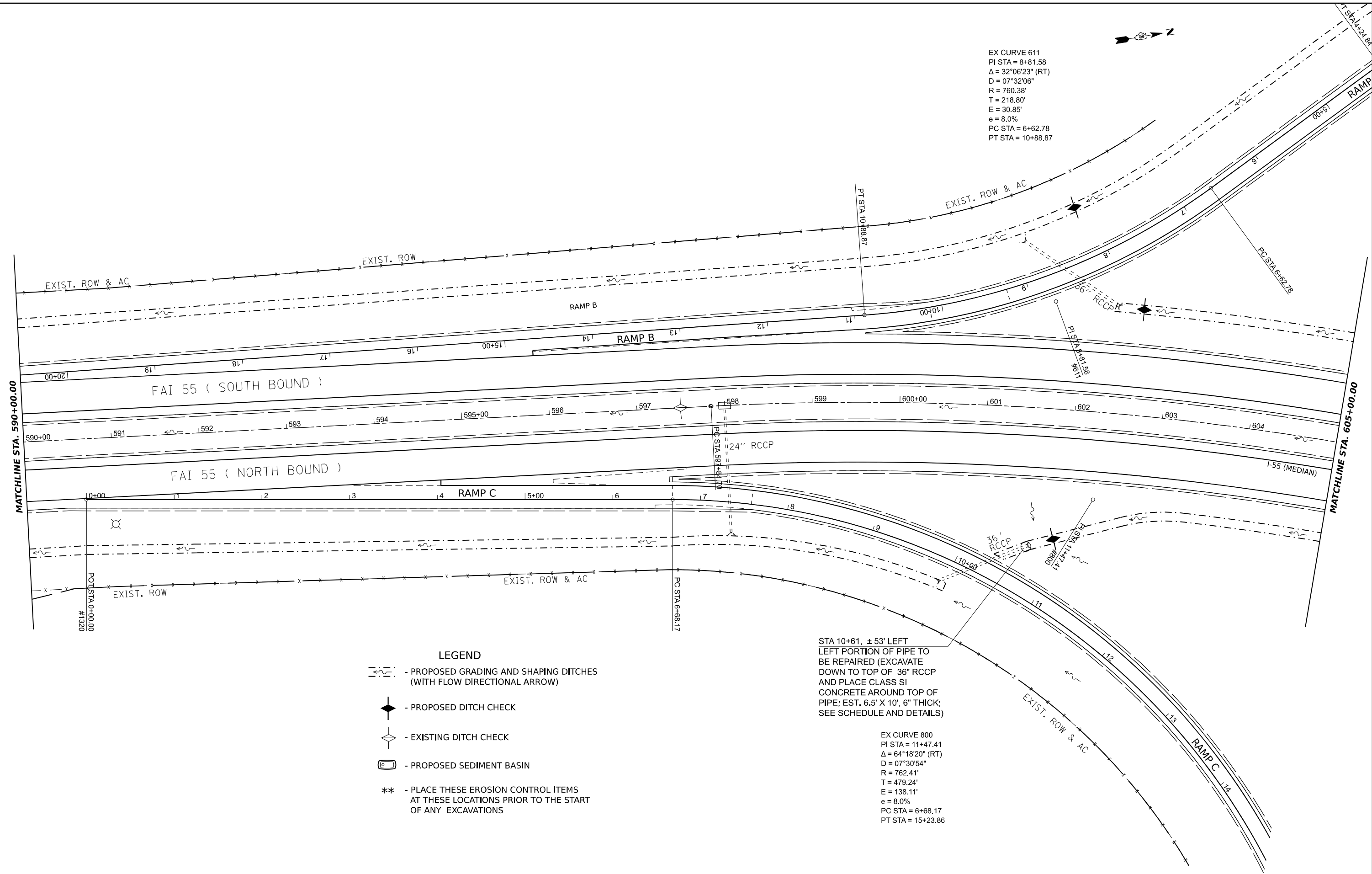
EX CURVE 611
 PI STA = 8+81.58
 $\Delta = 32^{\circ}06'23"$ (RT)
 $D = 07^{\circ}32'06"$
 $R = 760.38'$
 $T = 218.80'$
 $E = 30.85'$
 $e = 8.0\%$
 PC STA = 6+62.78
 PT STA = 10+88.87

STA 10+61, ± 53' LEFT
 LEFT PORTION OF PIPE TO
 BE REPAIRED (EXCAVATE
 DOWN TO TOP OF 36" RCCP
 AND PLACE CLASS SI
 CONCRETE AROUND TOP OF
 PIPE; EST. 6.5' X 10', 6" THICK;
 SEE SCHEDULE AND DETAILS)

EX CURVE 800
 PI STA = 11+47.41
 $\Delta = 64^{\circ}18'20"$ (RT)
 $D = 07^{\circ}30'54"$
 $R = 762.41'$
 $T = 479.24'$
 $E = 138.11'$
 $e = 8.0\%$
 PC STA = 6+68.17
 PT STA = 15+23.86

LEGEND

-  - PROPOSED GRADING AND SHAPING DITCHES (WITH FLOW DIRECTIONAL ARROW)
-  - PROPOSED DITCH CHECK
-  - EXISTING DITCH CHECK
-  - PROPOSED SEDIMENT BASIN
- ** - PLACE THESE EROSION CONTROL ITEMS AT THESE LOCATIONS PRIOR TO THE START OF ANY EXCAVATIONS



MODEL: I-55 Erosion Control PLAN 2
 FILE NAME: I:\Projects\2022\2022-01\Documents\BFW\PROJECTS\2022\PROJECTS\2022\DOT\DOT\DOT\CAD_Sheets\Erosion_Control_Plan_Sheets.dgn



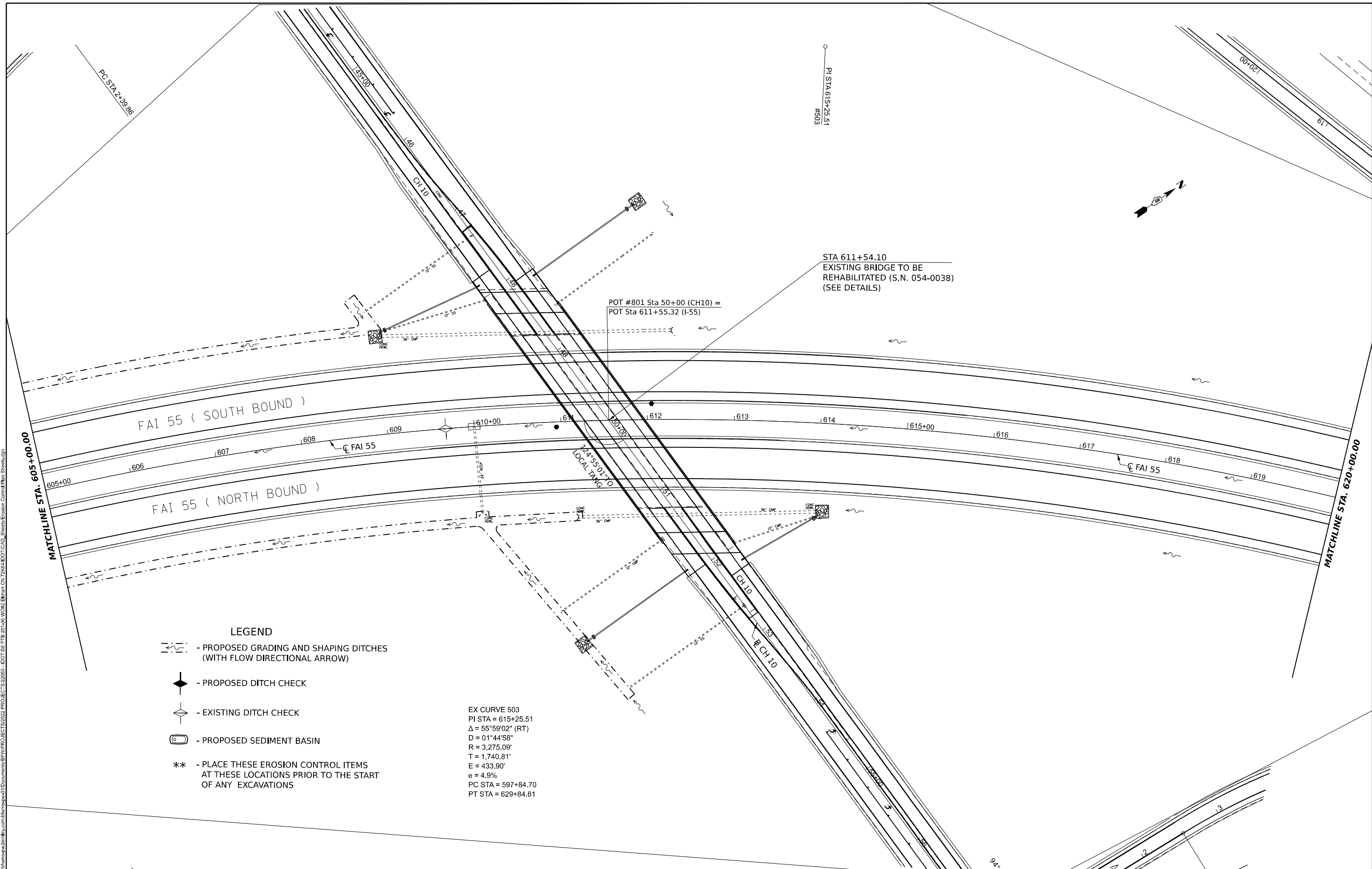
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PLOT SCALE = 0.16666833' / in.	DRAWN -	REVISED -
PLOT DATE = 10/10/2022	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

I-55 EROSION CONTROL PLAN	
SCALE: N.T.S.	SHEET 2 OF 17 SHEETS
STA. 590+00	TO STA. 605+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	96
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

MODEL: I-55 Erosion Control PLAN 3
 FILE NAME: I:\Projects\2022\2022 Projects\I-55\2022\DOT D6 PTB 201-36\WORK\EROSION\DOT\CAD_Sheets\Erosion Control Plan Sheets.dgn



- LEGEND**
- PROPOSED GRADING AND SHAPING DITCHES (WITH FLOW DIRECTIONAL ARROW)
 - PROPOSED DITCH CHECK
 - EXISTING DITCH CHECK
 - PROPOSED SEDIMENT BASIN
 - ** - PLACE THESE EROSION CONTROL ITEMS AT THESE LOCATIONS PRIOR TO THE START OF ANY EXCAVATIONS

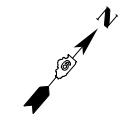
BACON | FARMER | WORKMAN
 ENGINEERING & TESTING, INC.

USER NAME =	scraven	DESIGNED -		REVISED -	
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PLOT DATE =	10/10/2022	DATE -		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-55	
EROSION CONTROL PLAN	
SCALE: N.T.S.	SHEET 3 OF 17 SHEETS
STA. 605+00	TO STA. 620+00

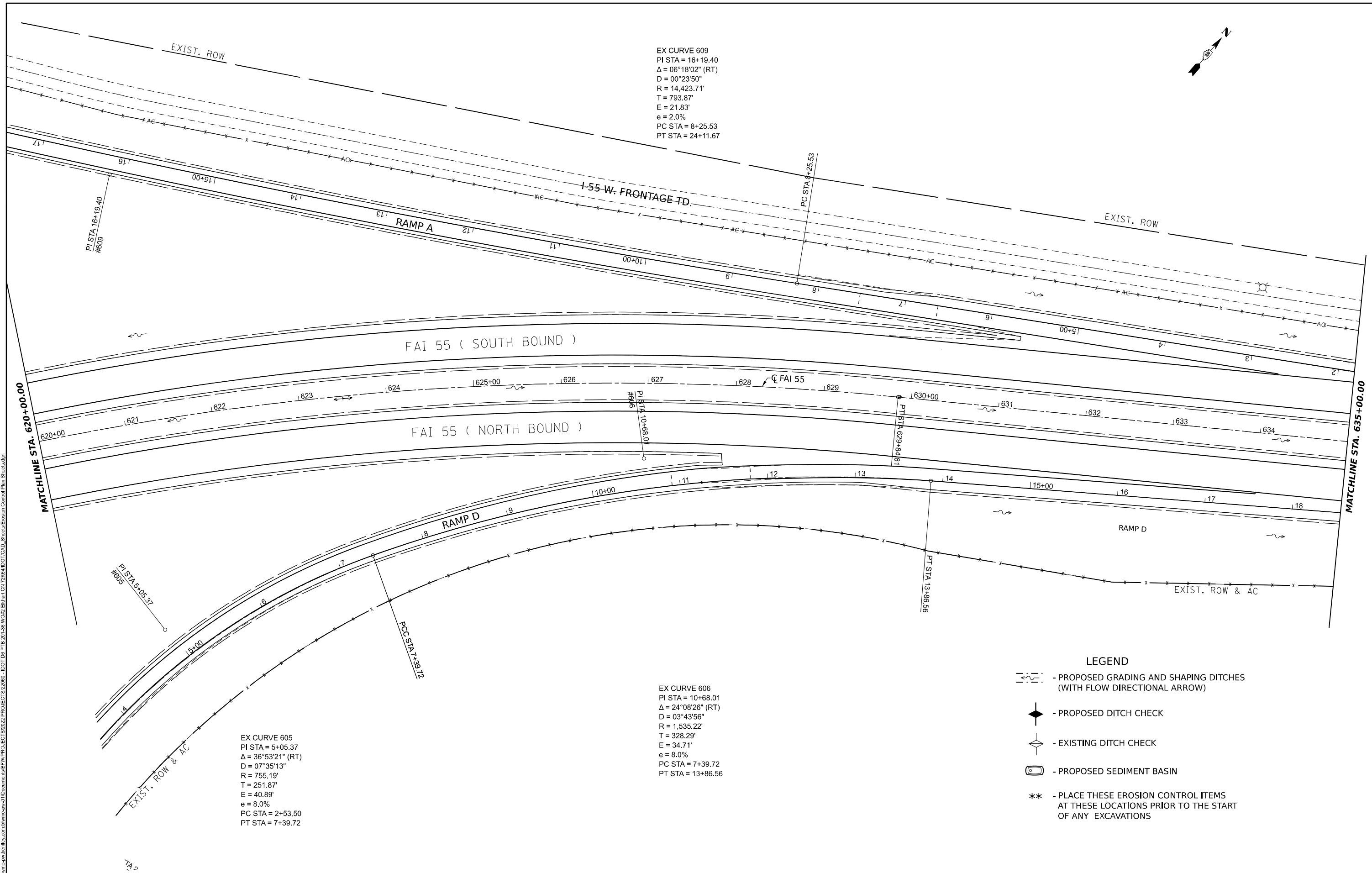
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	97
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				



EX CURVE 609
 PI STA = 16+19.40
 $\Delta = 06^{\circ}18'02''$ (RT)
 $D = 00^{\circ}23'50''$
 $R = 14,423.71'$
 $T = 793.87'$
 $E = 21.83'$
 $e = 2.0\%$
 PC STA = 8+25.53
 PT STA = 24+11.67

EX CURVE 606
 PI STA = 10+68.01
 $\Delta = 24^{\circ}08'26''$ (RT)
 $D = 03^{\circ}43'56''$
 $R = 1,535.22'$
 $T = 328.29'$
 $E = 34.71'$
 $e = 8.0\%$
 PC STA = 7+39.72
 PT STA = 13+86.56

EX CURVE 605
 PI STA = 5+05.37
 $\Delta = 36^{\circ}53'21''$ (RT)
 $D = 07^{\circ}35'13''$
 $R = 755.19'$
 $T = 251.87'$
 $E = 40.89'$
 $e = 8.0\%$
 PC STA = 2+53.50
 PT STA = 7+39.72



- LEGEND**
- PROPOSED GRADING AND SHAPING DITCHES (WITH FLOW DIRECTIONAL ARROW)
 - PROPOSED DITCH CHECK
 - EXISTING DITCH CHECK
 - PROPOSED SEDIMENT BASIN
 - ** - PLACE THESE EROSION CONTROL ITEMS AT THESE LOCATIONS PRIOR TO THE START OF ANY EXCAVATIONS

MODEL: I-55 Erosion Control PLAN 4
 FILE NAME: I:\Projects\2022\220690 - I-55 W. Frontage TD\DOT Dg\PTB 201-36\WOP2\EROSION\I-55 W. Frontage TD_Sheets\Erosion Control Plan_Sheets.dgn



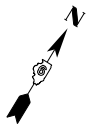
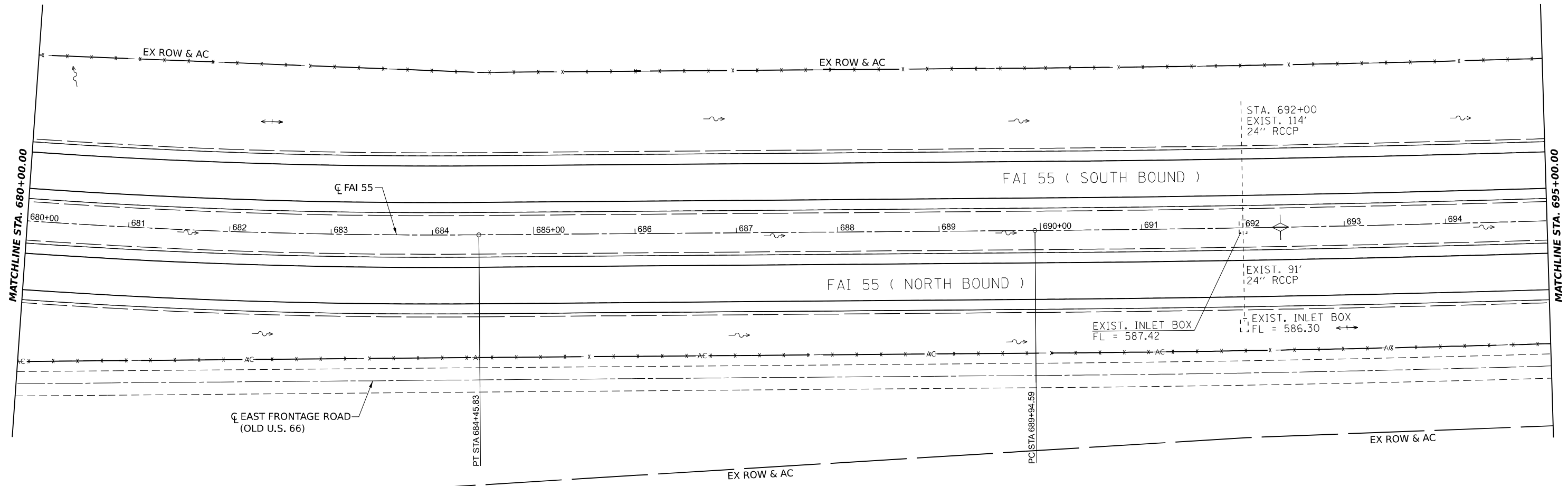
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PLOT DATE = 10/10/2022	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

I-55 EROSION CONTROL PLAN		
SCALE: N.T.S.	SHEET 4 OF 17 SHEETS	STA. 620+00 TO STA. 635+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	98
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

MODEL: I-55 Erosion Control PLAN 8
 FILE NAME: \\p01\mms\projects\2022\2022\PROJECTS\2022\PROJECTS\2022\DOT\DOT\DOT\CAD_Sheets\Erosion Control Plan Sheets.dgn



- LEGEND**
- PROPOSED GRADING AND SHAPING DITCHES (WITH FLOW DIRECTIONAL ARROW)
 - PROPOSED DITCH CHECK
 - EXISTING DITCH CHECK
 - PROPOSED SEDIMENT BASIN
 - ** - PLACE THESE EROSION CONTROL ITEMS AT THESE LOCATIONS PRIOR TO THE START OF ANY EXCAVATIONS



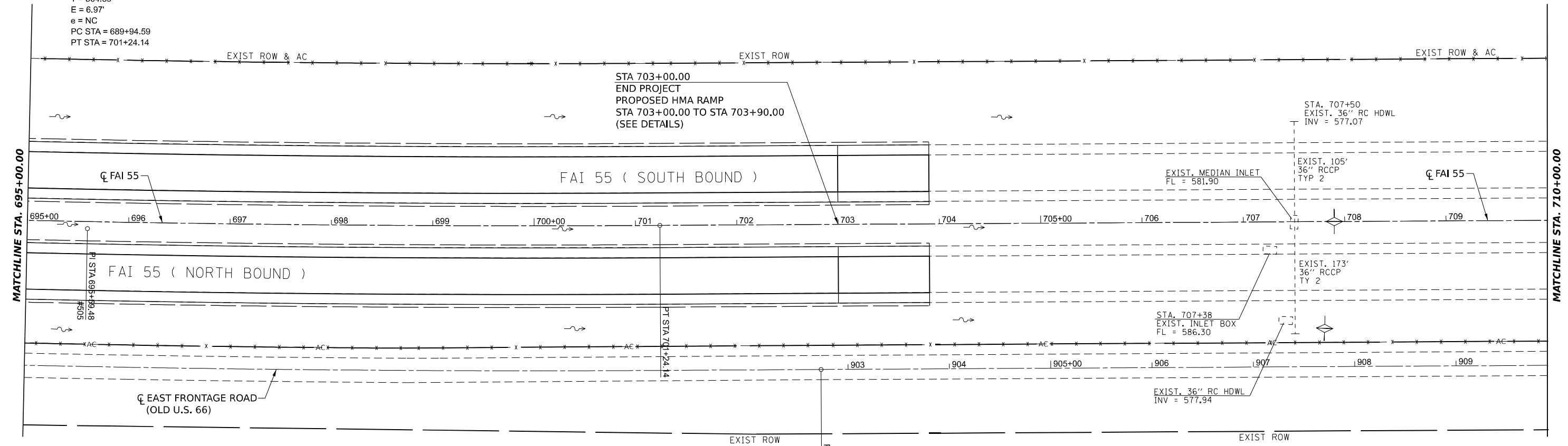
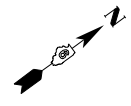
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PLOT DATE = 10/10/2022	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

I-55 EROSION CONTROL PLAN		
SCALE: N.T.S.	SHEET 8 OF 17 SHEETS	TO STA. 695+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	102
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

EX CURVE 505
 PI STA = 695+59.48
 $\Delta = 02^{\circ}49'42''$ (LT)
 $D = 00^{\circ}15'01''$
 $R = 22,881.87'$
 $T = 564.89'$
 $E = 6.97'$
 $e = NC$
 PC STA = 689+94.59
 PT STA = 701+24.14



- LEGEND**
- PROPOSED GRADING AND SHAPING DITCHES (WITH FLOW DIRECTIONAL ARROW)
 - PROPOSED DITCH CHECK
 - EXISTING DITCH CHECK
 - PROPOSED SEDIMENT BASIN
 - ** - PLACE THESE EROSION CONTROL ITEMS AT THESE LOCATIONS PRIOR TO THE START OF ANY EXCAVATIONS

MODEL: I-55 Erosion Control PLAN 9
 FILE NAME: I:\Projects\2022\2022 I-55 Erosion Control\2022 I-55 Erosion Control\2022 I-55 Erosion Control.dwg
 PROJECT: I-55 Erosion Control
 SHEET: Erosion Control Plan
 DATE: 10/10/2022

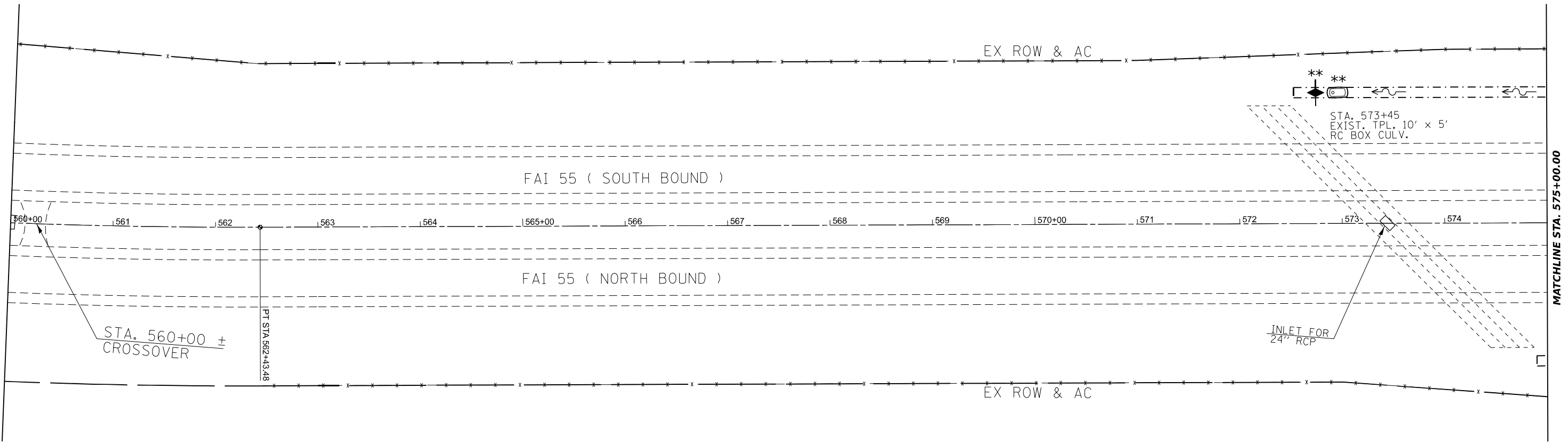


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PLOT DATE = 10/10/2022	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

I-55 EROSION CONTROL PLAN			
SCALE: N.T.S.	SHEET 9 OF 17 SHEETS	STA. 695+00	TO STA. 710+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	103
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				



- LEGEND**
- PROPOSED GRADING AND SHAPING DITCHES (WITH FLOW DIRECTIONAL ARROW)
 - PROPOSED DITCH CHECK
 - EXISTING DITCH CHECK
 - PROPOSED SEDIMENT BASIN
 - ** - PLACE THESE EROSION CONTROL ITEMS AT THESE LOCATIONS PRIOR TO THE START OF ANY EXCAVATIONS

MODEL: I-55 Erosion Control PLAN 10
 FILE NAME: \\p01wms02s01\p01wms02s01\Documents\BFW\PROJECTS\2022\PROJECTS\22069- IDOT D6 PTB 201-36 WORK\ERHART.CH\726K64\DOT\CAD_Sheets\Erosion Control Plan Sheets.dgn



USER NAME =	scraven	DESIGNED -		REVISED -	
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PLOT DATE =	10/10/2022	DATE -		REVISED -	

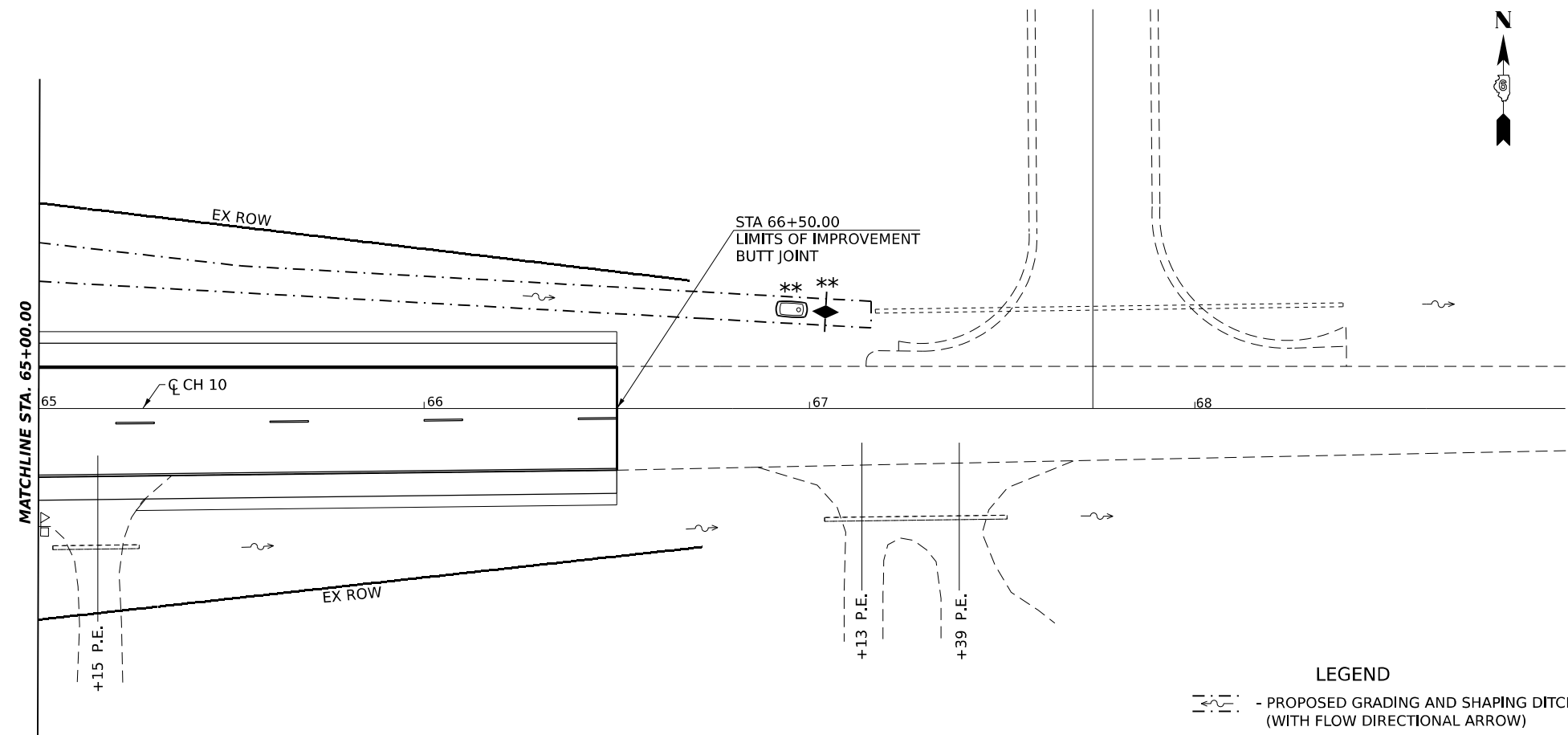
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

I-55 EROSION CONTROL PLAN			
SCALE: N.T.S.	SHEET 10 OF 17 SHEETS	STA. 560+00	TO STA. 575+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	104
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

MATCHLINE STA. 575+00.00

MODEL: C:\10 Erosion Control Plan Sheet 7
 FILE NAME: P:\Bacon\Projects\2022\Projects\22069 - IDOT D6 PTB 201-36 WORK\ERHart.CH\26K64\DOT\CAD_Sheets\Erosion Control Plan_Sheets.dgn



- LEGEND**
- PROPOSED GRADING AND SHAPING DITCHES (WITH FLOW DIRECTIONAL ARROW)
 - PROPOSED DITCH CHECK
 - EXISTING DITCH CHECK
 - PROPOSED SEDIMENT BASIN
 - **** - PLACE THESE EROSION CONTROL ITEMS AT THESE LOCATIONS PRIOR TO THE START OF ANY EXCAVATIONS

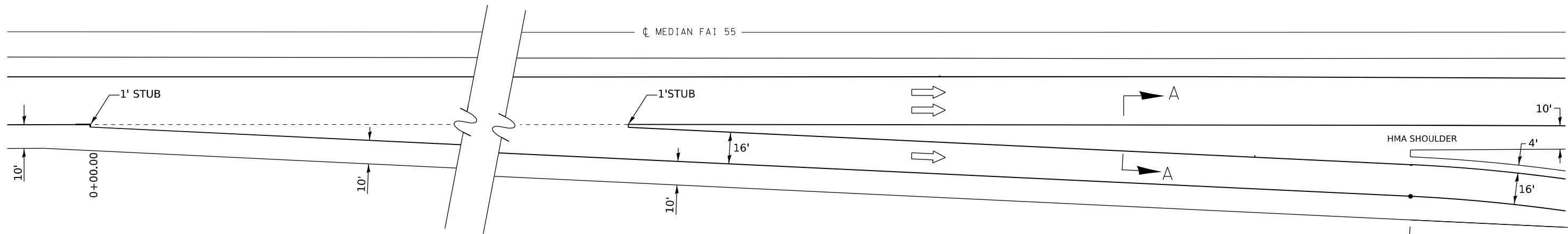


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PLOT DATE =	10/10/2022	DATE -		REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

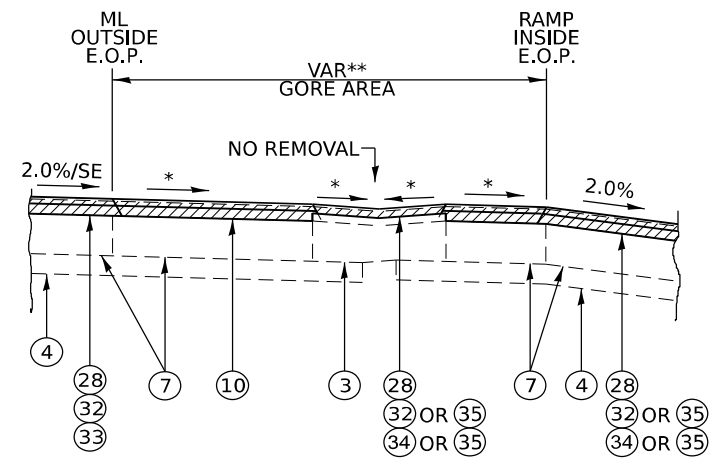
CH 10 EROSION CONTROL PLAN			
SCALE: N.T.S.	SHEET 17 OF 17 SHEETS	STA. 65+00	TO STA. 69+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	111
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				



PLAN - EXIT TERMINAL

OUTSIDE SHLD. WIDTH TRANS. 10.0' TO 6.0'



SECTION A-A
RAMPS A & C, I-55

SEE TYPICAL SECTIONS FOR MORE INFORMATION

*SLOPE TO DRAIN

** FOR WIDTH 1.0' TO 6.33',
USE HMA SURFACE REM. 1½";
HMA SMA BINDER, 2¼";
AND HMA SMA SURFACE, 1½"

FOR WIDTH GREATER THAN 6.33',
USE HMA SYRFACE REM. 1½";
HMA SHOULDERS BOTTOM LIFT
2¼" AND TOP LIFT 1½"

LEGEND

- ④ EX STABILIZED SUB-BASE
- ⑦ EX PCC PAVEMENT
- ③ EX HOT-MIX ASPHALT SHOULDER
- ⑩ EX HOT-MIX ASPHALT
- ⑳ PR HOT-MIX ASPHALT SURFACE REMOVAL 1½"
- ㉓ PR POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, SMA 12.5, N80 (2¼")
- ㉔ PR POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA 9.5, MIX "E", N80 (1½")
- ㉕ PR POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70 (1½")
- ㉖ PR HOT-MIX ASPHALT SHOULDERS BOTTOM LIFT, 2¼"; AND TOP LIFT, 1½"

MODEL: 07-Paving Ramp Exit Terminal Core Area
 FILE NAME: P:\Documents\BFW\PROJECTS\2022\PROJECTS\2022\DOT D6 PTB 201-36 WORK\Enhant CN 72K64\DOT\CAD_Sheets\DOT\K64-ExitTerminal.dgn



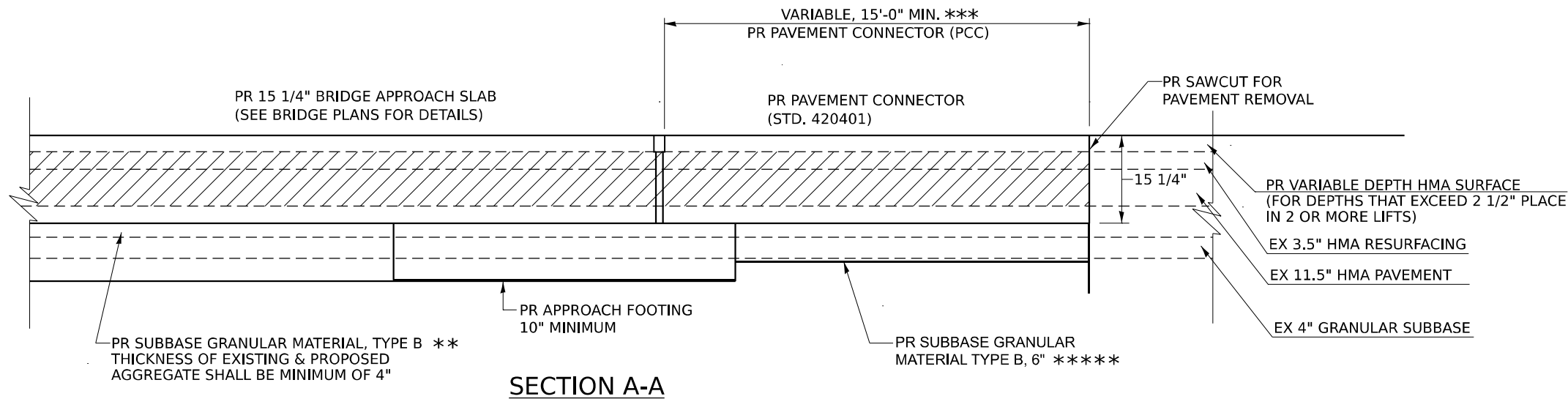
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DRAWN -	REVISED -	
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PLOT DATE = 10/10/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

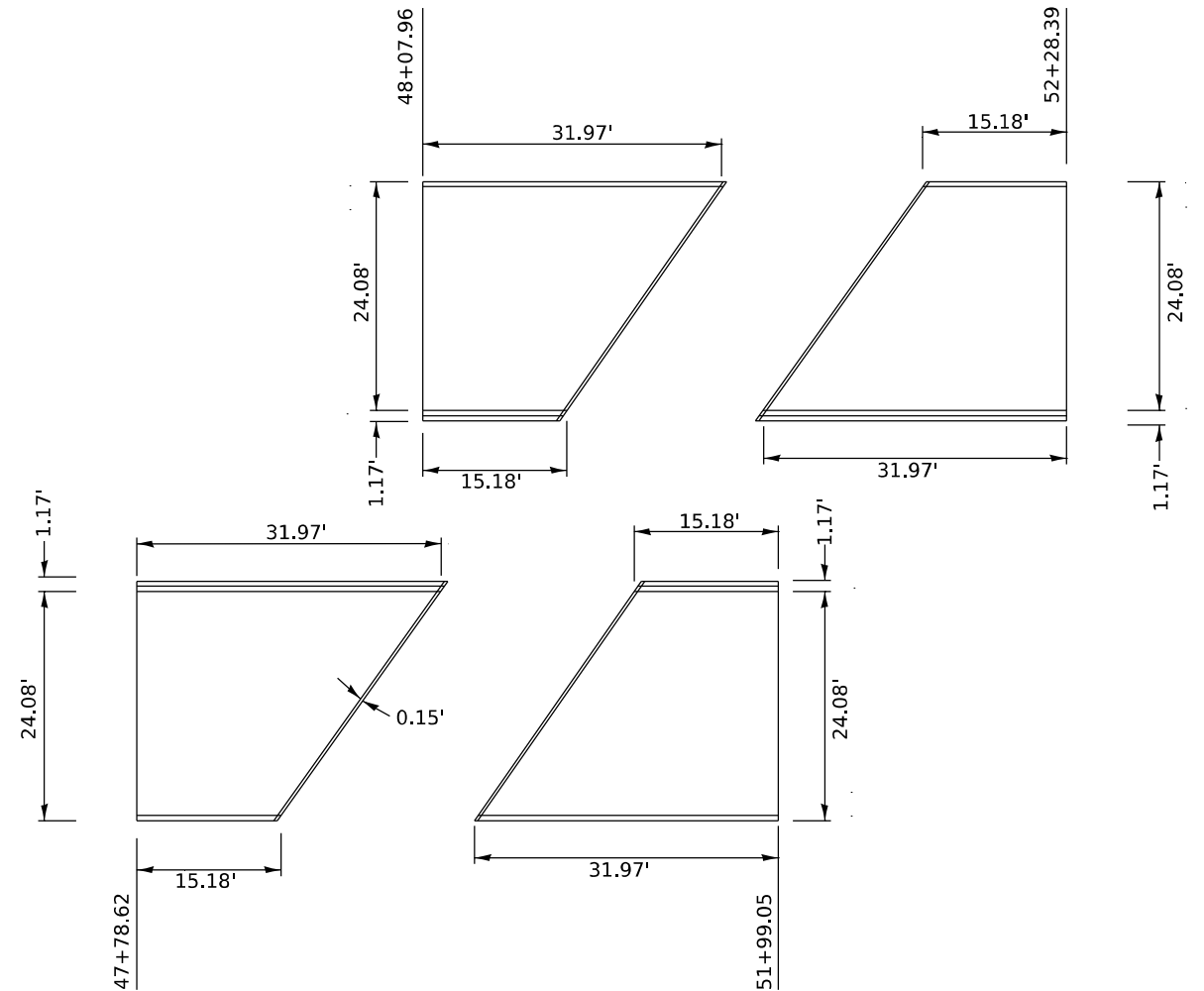
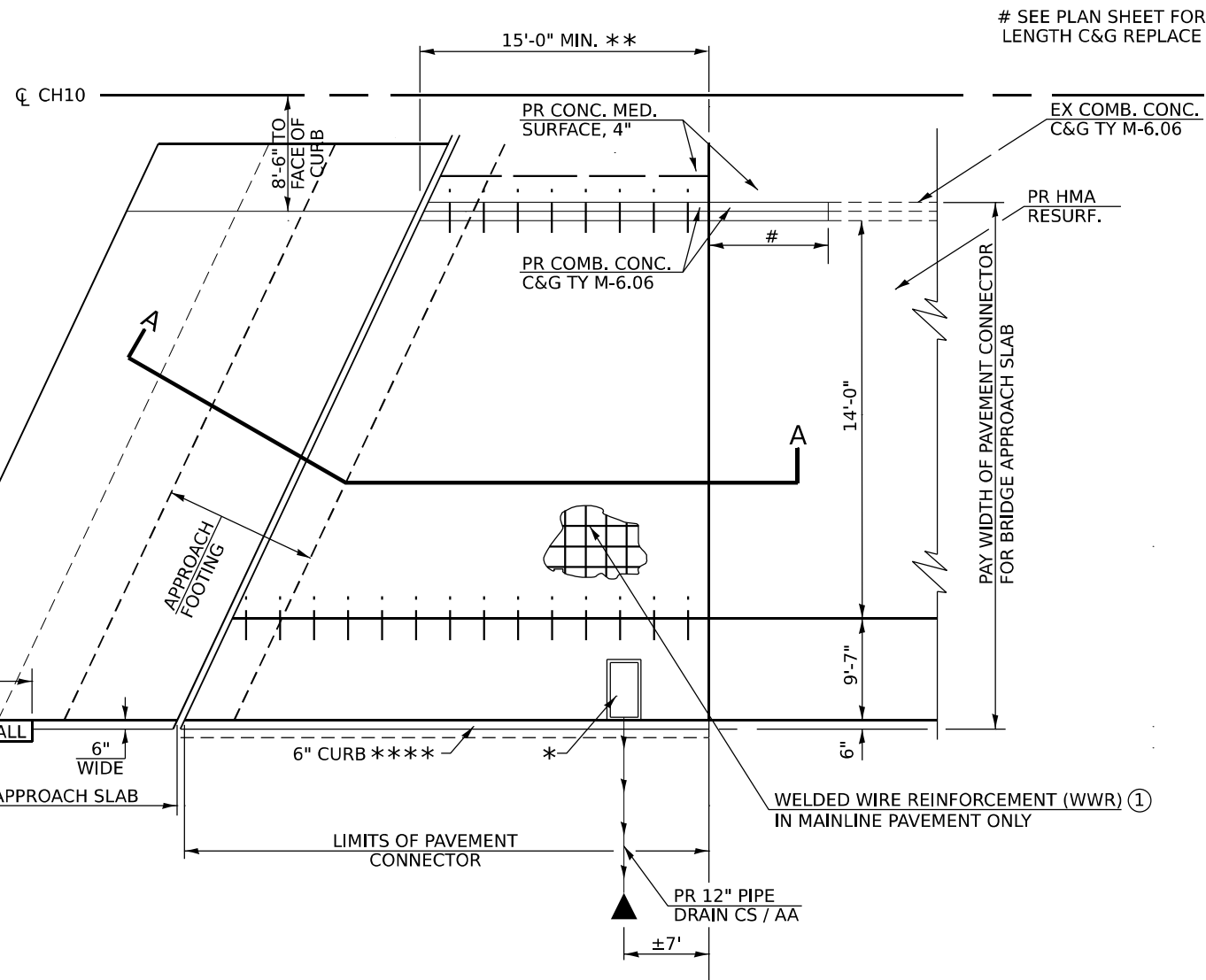
PAVING EXIT TERMINAL
& GORE AREA DETAILS

SCALE: N.T.S. SHEET 2 OF 9 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	113
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				



- ① WWR SHALL BE 0.11 SQ. IN./FT. IN BOTH DIRECTIONS. MAXIMUM WIRE SPACING SHALL BE 6". MINIMUM LAP DISTANCE SHALL BE TWO CROSS WIRES.
- * PR SHOULDER APPROACH INLETS PER STANDARD 610001.
- ** COST INCLUDED IN BID FOR BRIDGE APPROACH SLAB.
- *** SEE PLAN SHEET FOR PAVT CONN. (PCC) LAYOUT
- **** 6" CURB INCLUDED IN SQYD AND COSTS OF PAVT CONNECTOR (PCC) FOR BR APPR. SLAB
- ***** THE MINIMUM AGGREGATE THICKNESS SHALL BE 4" AND CAN INCLUDE UNDISTURBED AGGREGATE SUBBASE BELOW THE EXISTING PAVEMENT. COST INCLUDED IN BID PRICE FOR PCC CONNECTOR



PLAN VIEW

MODEL: 14-PCC Pavement Connector
 FILE NAME: C:\Users\scra\Documents\BFW\PROJECTS\2022\PROJECTS\2022\DOT D6 PTB 201-36 WORE Enhanc CN 72K64\DOT\CAD_Sheets\DOT\72K64-14-PCC.dgn



USER NAME = scraven	DESIGNED -	REVISED -
PLOT SCALE = 0.16666833' / in.	DRAWN -	REVISED -
PLOT DATE = 10/10/2022	CHECKED -	REVISED -
	DATE -	REVISED -

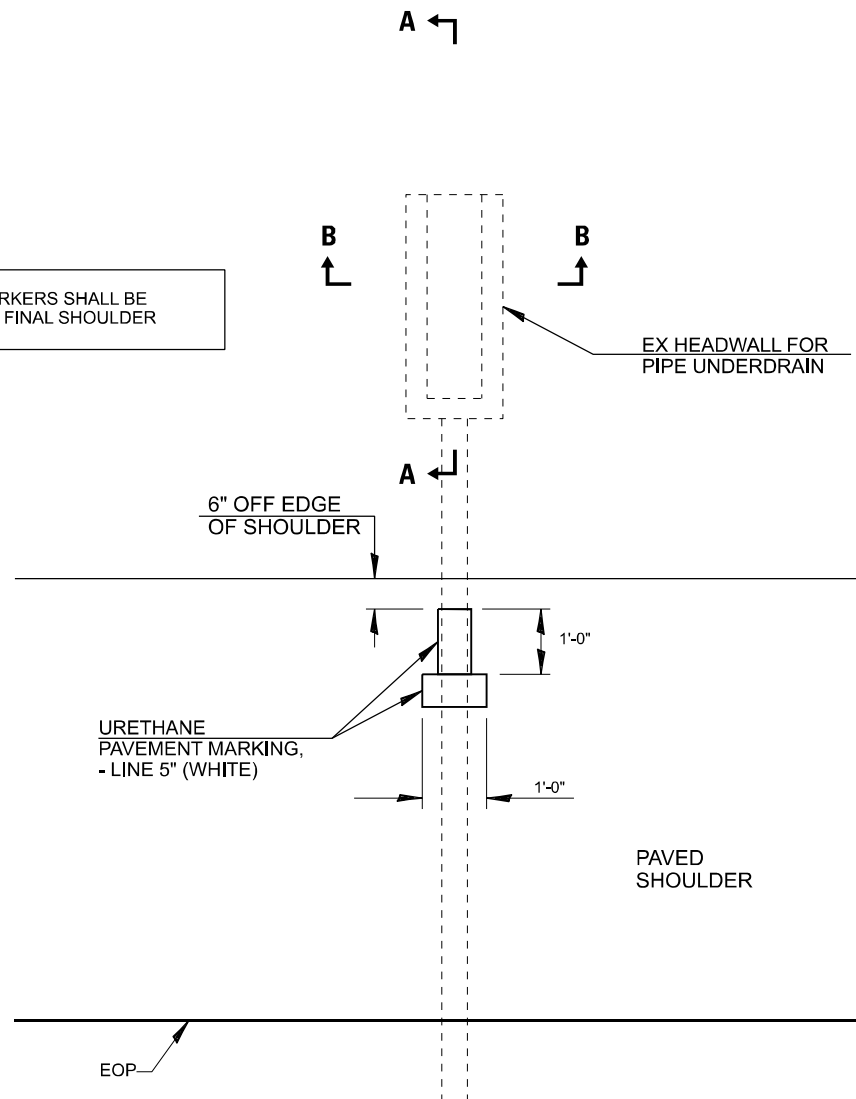
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT CONNECTOR (PCC)
FOR BRIDGE APPROACH SLAB

SCALE: N.T.S. SHEET 6 OF 9 SHEETS STA. TO STA.

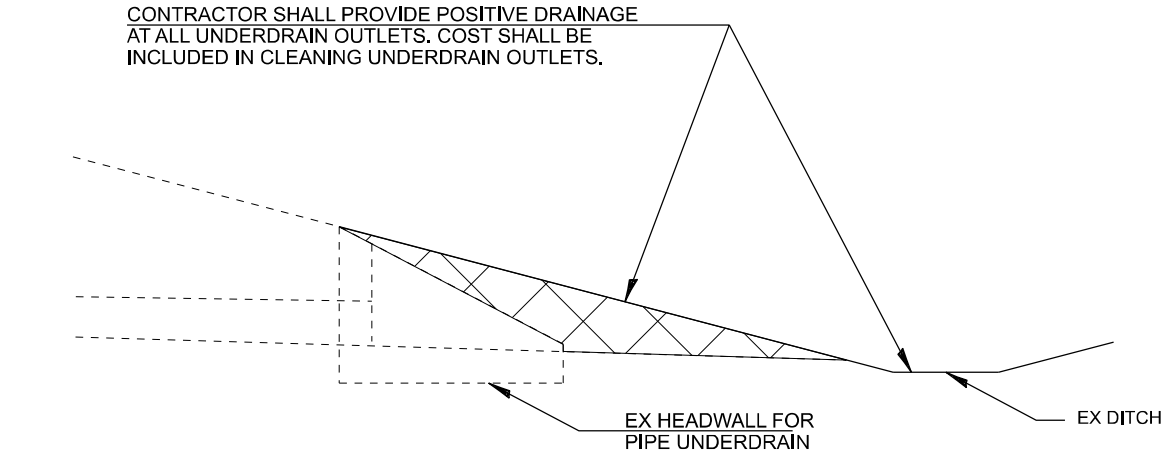
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	117
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				

OUTLET MARKERS SHALL BE PLACED ON FINAL SHOULDER

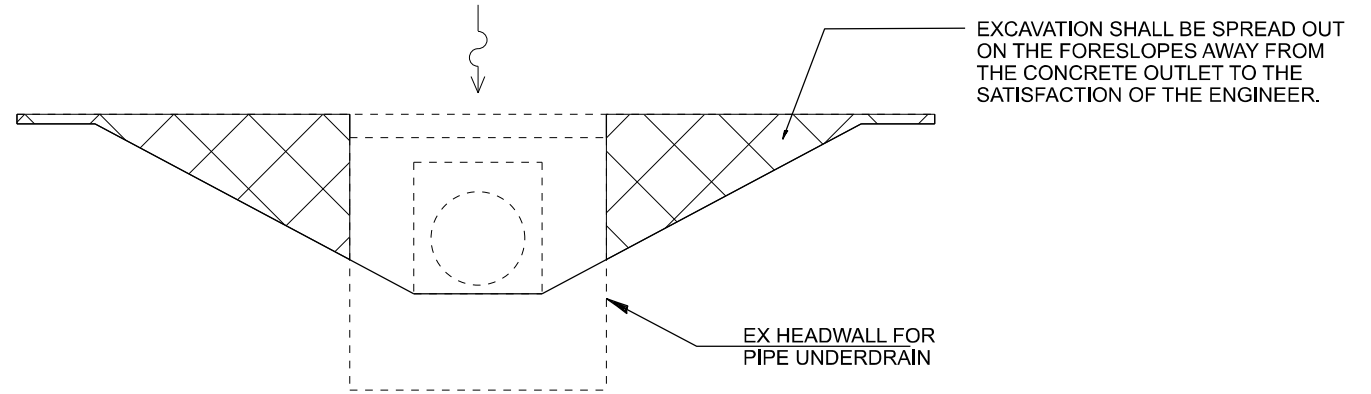


TYPICAL PIPE UNDERDRAIN MARKER DETAIL

CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL UNDERDRAIN OUTLETS. COST SHALL BE INCLUDED IN CLEANING UNDERDRAIN OUTLETS.



SECTION A-A



DITCH FLOW LINE

SECTION B-B

EXCAVATION SHALL BE SPREAD OUT ON THE FORESLOPES AWAY FROM THE CONCRETE OUTLET TO THE SATISFACTION OF THE ENGINEER.

MODEL: 441-Underdrain Outlet Marker
 FILE NAME: I:\BACON\FARMER\WORKMAN\Documents\BFW\PROJECTS\2022\PROJECTS\2022\DOT D6 PTB 201-36 WORK\Enhant CH 72K64\DOT\CAD_Sheets\DOT\72K64-4-1-2022.dgn



USER NAME =	scraven	DESIGNED -		REVISED -	
DRAWN -		DRAWN -		REVISED -	
PLOT SCALE =	0.16666633' / in.	CHECKED -		REVISED -	
PLOT DATE =	10/10/2022	DATE -		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-55 UNDERDRAIN OUTLET MARKER DETAIL			
SCALE: N.T.S.	SHEET 9 OF 9 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(54-1) RS-3; (54-1HB)D, BRR	LOGAN	120	120
CONTRACT NO. 72K64				
ILLINOIS FED. AID PROJECT				