

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

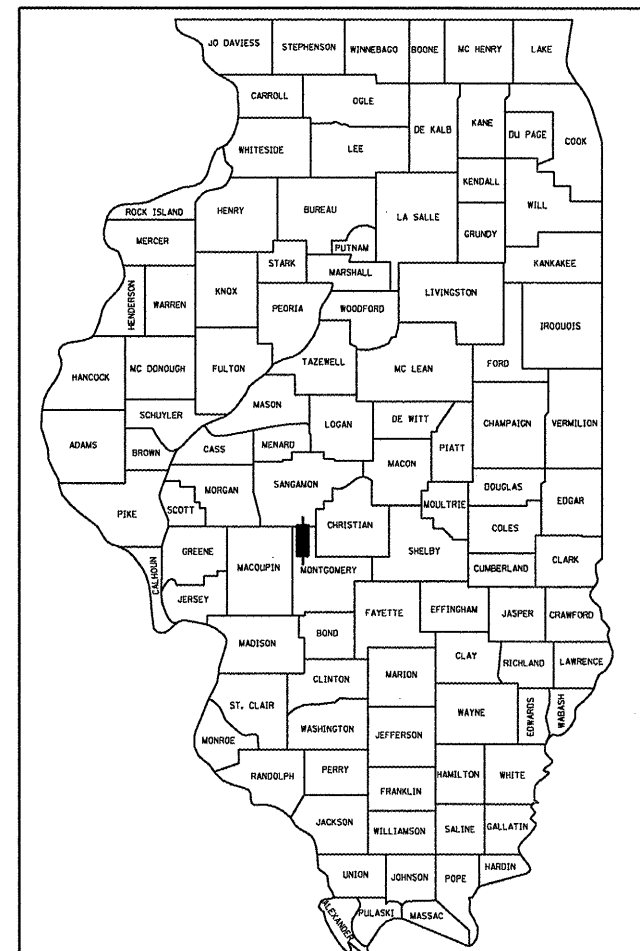
FAI 55 (I-55) & FAS 1769 (FR I-55)
SECTION 68-4B-1 & 111BR
PROJECT: IM-055-2(121)070
MONTGOMERY COUNTY
C-96-072-08

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	68-4B-1 & 111BR	MONTGOMERY	145	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 72A63		

• FAI 55 & FAS 1769

145+4=149

D-96-545-06

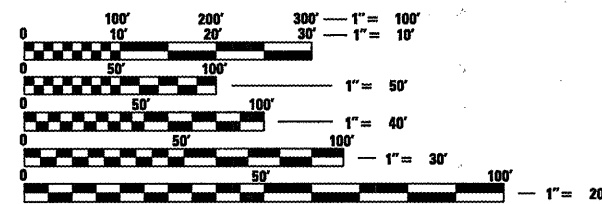


LOCATION OF SECTION INDICATED THUS: --

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN DESIGNATION

FAI 55
INTERSTATE
EXISTING ADT = 24,500 (2005)
PROJECTED ADT = 35,000 (2025)
% PU = 62%
% SU = 6%
% MU = 32%

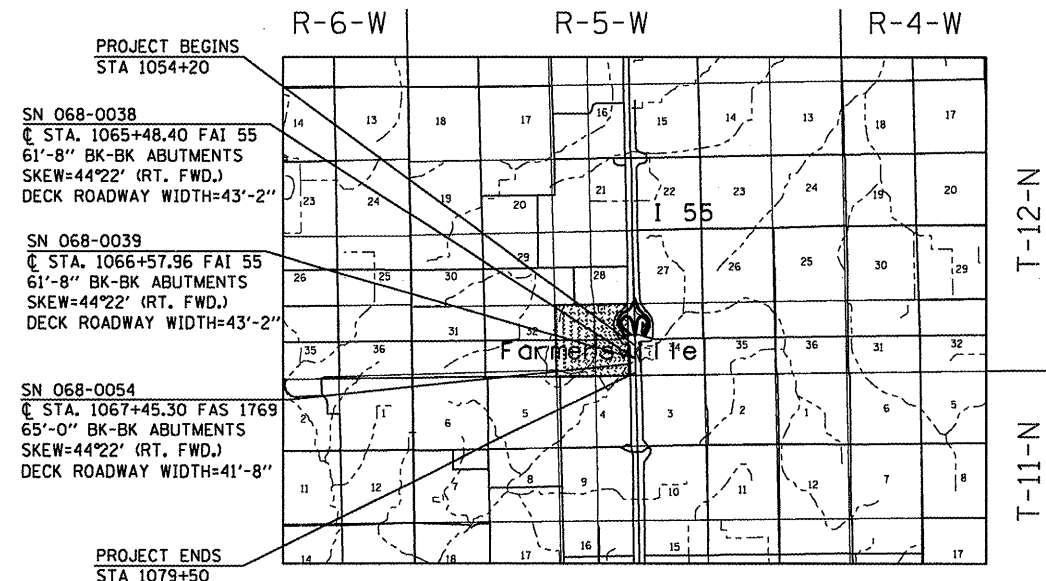


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: SAL MADONIA (217) 782-4761
SQUAD LEADER: JEFF MYERS (217) 524-7940

CONTRACT NO. 72A63



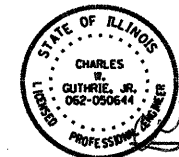
APPROXIMATE SCALE IN MILES

TOTAL LENGTH OF PROJECT = 2530 FEET = 0.479 MILES
NET LENGTH OF PROJECT = 2530 FEET = 0.479 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED December 8, 20 08
Roger Z. Diskell
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
January 30, 20 09
Charles W. Guthrie, Jr.
ENGINEER OF DESIGN AND ENVIRONMENT
January 30, 20 09
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

BLANK, WESSELINK, COOK & ASSOCIATES
ENGINEERS - CONSULTANTS
DECATUR, ILLINOIS



Charles W. Guthrie, Jr.
CHARLES W. GUTHRIE, JR., P.E.
DATE November 25, 20 08

EXPIRES NOVEMBER 30, 2009

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OF THE STATE OF ILLINOIS

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HIGHWAY STANDARDS

000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-04	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
420401-07	BRIDGE APPROACH PAVEMENT
421001-02	BAR REINFORCEMENT FOR CRC PAVEMENT
442201-03	CLASS C & D PATCHES
482011-03	HMA SHOULDER STRIPS/SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
515001-02	NAME PLATE FOR BRIDGES
542301-02	PRECAST REINFORCED CONCRETE FLARED END SECTION
542401-01	METAL END SECTION FOR PIPE CULVERTS
542526-02	INLET BOX TYPE 24 (600) F
542531-03	INLET BOX TYPE 24 (600) G
542601-01	REINFORCED CONCRETE PIPE ELBOW
601001-03	SUB-SURFACE DRAINS
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
602401-02	MANHOLE TYPE A
630001-08	STEEL PLATE BEAM GUARDRAIL
630301-04	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-07	TRAFFIC BARRIER TERMINAL, TYPE 6
631032-04	TRAFFIC BARRIER TERMINAL, TYPE 6A
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
638001-02	GLARE SCREEN BLADES
640001-01	SITE SCREEN CHAIN LINK FENCE
642001-01	SHOULDER RUMBLE STRIPS
665001-02	WOVEN WIRE FENCE
701101-02	OFF-ROAD OPERATIONS, MULTILANE 4.5M (15') TO 600MM (24") FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 4.5M (15') AWAY
701400-03	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-05	LANE CLOSURE, FREEWAY/EXPRESSWAY
701406-05	LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
701411-05	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS > 45 MPH
701901-01	TRAFFIC CONTROL DEVICES
704001-05	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
BLR 21-8	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

701306-02

DISTRICT SIX	
EXAMINED	<u>October 10</u> 20 <u>08</u>
	<i>Roni J. Heane</i>
OPERATIONS ENGINEER	
EXAMINED	<u>December 8,</u> 20 <u>08</u>
	<i>W. R. Frey, P.E.</i>
PROGRAM IMPLEMENTATION ENGINEER	
EXAMINED	<u>December 8,</u> 20 <u>08</u>
	<i>William R. Frey, P.E.</i>
PROGRAM DEVELOPMENT ENGINEER	

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

INDEX OF SHEETS AND HIGHWAY STANDARDS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	
			68-48-1 & 111BR	MONTGOMERY	145	2
			FAI 55 & FAS 1769	CONTRACT NO. 72A63		
			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

Rev.

GENERAL NOTES

- WHERE SECTION OR SUB-SECTION MARKERS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED AGENT OR LAND SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE J.U.L.I.E. NUMBER IS 800-892-0123.

THE LOCATION OF ALL UTILITIES ARE BASED ON INFORMATION PROVIDED BY OTHERS AND ARE INTENDED TO BE APPROXIMATE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE HIS CONSTRUCTION ACTIVITIES WITH THE VARIOUS UTILITY OWNERS. ALL POTENTIAL CONFLICTS SHALL BE INVESTIGATED AND REMEDIAL ACTION TAKEN PRIOR TO INTERRUPTION OF THE CONTRACTOR'S PROGRESS. ALL UTILITIES AND PRIVATELY OWNED STREET LIGHTS AND SIGNS THAT REQUIRE RELOCATION SHALL BE MOVED BY OTHERS.
- WHERE PROPOSED CONSTRUCTION ABUTS EXISTING APPURTENANCES, A SAW CUT SHALL BE MADE TO ACHIEVE A NEAT BUTT JOINT. SAW CUTS WILL NOT BE PAID FOR SEPARATELY. COST OF SAW CUTS SHALL BE INCLUDED IN THE TYPE OF WORK ENCOUNTERED.
- IN ADDITION TO FIELD SURVEYS AND AERIAL SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
- EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION SHALL BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL REPLACE THE SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.
- THE THICKNESS OF HMA MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA MIXTURE IS PLACED.
- ALL ELEVATIONS SHOWN ON THE PLANS ARE BASED ON NAVD 88 DATUM.
- EXISTING ROAD SIGNS THAT CONFLICT WITH STAGE CONSTRUCTION TRAFFIC PATTERNS SHALL BE COVERED OR REMOVED UNTIL NORMAL TRAFFIC PATTERNS ARE RE-ESTABLISHED. COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

COMMITMENTS

THERE ARE NO COMMITMENTS FOR THIS PROJECT

- THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING THE PLAN QUANTITIES:

- A. PRIMING OF CONCRETE AND BITUMINOUS BASES
BITUMINOUS MATERIAL (PRIME COAT) 0.00038 tons/sq yd
- B. PRIMING OF AGGREGATE BASES (SUB-BASE)
BITUMINOUS MATERIAL (PRIME COAT) 0.001425 tons/sq yd
- C. FERTILIZER (SEEDING)
NITROGEN 90 lb/acre
PHOSPHORUS 90 lb/acre
POTASSIUM 90 lb/acre
- D. MULCH METHOD 2 2 tons/acre

- THE FOLLOWING DENSITIES HAVE BEEN USED IN CALCULATING THE PLAN QUANTITIES:

- HMA PAVEMENT 112 lb/lm/sq yd
- GRANULAR MATERIALS 2.05 tons/cu yd
- BITUMINOUS MATERIAL (PRIME COAT) 0.0038 tons/gal
- RIPRAP 1.50 tons/yd³

- FOR INFORMATIONAL PURPOSES ONLY, AN EARTH SHRINKAGE FACTOR OF 1.20 WAS APPLIED TO EARTHWORK COMPUTATIONS.
- ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION, AS INDICATED BY THE SUB-NUMBER LISTED IN THE INDEX OF SHEETS, OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
- ACCESS TO ALL PROPERTIES SHALL BE MAINTAINED DURING CONSTRUCTION ACTIVITIES.
- BEFORE ORDERING PIPE CULVERTS, PIPE DRAINS, AND MANHOLES, THE CONTRACTOR SHALL CONTACT THE ENGINEER AS TO THE EXACT LENGTH AND QUANTITY REQUIRED.

MIXTURE REQUIREMENTS

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT.

LOCATION(S):	INTERSTATE RESURFACING	UPPER LIFT F-D (& I-55 RS)	LOWER LIFT F-D	INTERSTATE SHLD RESURF	WEST FRONTAGE RD	WEST FRONTAGE RD	WEST FRONTAGE RD	WEST FRONTAGE RD
MIXTURE USE(S):	POLYMER HMA SURFACE COURSE	POLYMER HMA BINDER COURSE	HMA BINDER COURSE	HMA SURF CSE	HMA SURF CSE	LEVELING BINDER	HMA SHOULDERS	INCIDENTAL HMA
PG:	SBS PG 70-22	SBS PG 70-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 58-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N DESIGN=105	4.0% @ N DESIGN=105	4.0% @ N DESIGN=105	4.0% @ N DESIGN=30	4.0% @ N DESIGN=50	4.0% @ N DESIGN=50	2.0% @ N DESIGN=30	4.0% @ N DESIGN=50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 9.5 OR 12.5	IL 19.0	IL 19.0	IL 9.5L	IL 9.5 OR 12.5	IL 9.5	BAM	IL 9.5 OR 12.5
FRICTION AGGREGATE:	MIX "E"	N/A	N/A	MIX "C"	MIX "C"	N/A	N/A	MIX "C"

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	68-4B-1 & 111BR	MONTGOMERY	145	3
• FAI 55 & FAS 1769			CONTRACT NO. 72A63	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PAY CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY INTERSTATE MAINTENANCE 90% FEDERAL 10% STATE X031-2A
20200100	EARTH EXCAVATION	CU YD	6395
20300100	CHANNEL EXCAVATION	CU YD	600
20400800	FURNISHED EXCAVATION	CU YD	6770
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	188
20800150	TRENCH BACKFILL	CU YD	66
25000210	SEEDING, CLASS 2A	ACRE	9.25
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	833
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	833
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	833
25100115	MULCH, METHOD 2	ACRE	9.25
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	925
28000300	TEMPORARY DITCH CHECKS	EACH	3
28000400	PERIMETER EROSION BARRIER	FOOT	2450
28000500	INLET AND PIPE PROTECTION	EACH	11
28100107	STONE RIPRAP, CLASS A4	SQ YD	1920
28200200	FILTER FABRIC	SQ YD	1920
31100100	SUB-BASE GRANULAR MATERIAL, TYPE A	TON	2592
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	21.8
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	128.2
40600855	POLYMERIZED LEVELING BINDER (MACHINE METHOD), N105	TON	799.1
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	120
40600990	TEMPORARY RAMP	SQ YD	101
40603245	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N105	TON	1977.6
40603305	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	701.7
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	390.9
40603575	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N105	TON	2078.4
40701901	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), II"	SQ YD	7664
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	216.8
42001300	PROTECTIVE COAT	SQ YD	632
42001400	BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ YD	532
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	108
44000100	PAVEMENT REMOVAL	SQ YD	5081

PAY CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY INTERSTATE MAINTENANCE 90% FEDERAL 10% STATE X031-2A
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	10040
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	6261
44000166	HOT-MIX ASPHALT SURFACE REMOVAL, 4 1/4"	SQ YD	12840
44000700	APPROACH SLAB REMOVAL	SQ YD	560
44004250	PAVED SHOULDER REMOVAL	SQ YD	2298
44201353	CLASS C PATCHES, TYPE II, 10 INCH	SQ YD	540
44201357	CLASS C PATCHES, TYPE III, 10 INCH	SQ YD	80
44201359	CLASS C PATCHES, TYPE IV, 10 INCH	SQ YD	60
44213200	SAW CUTS	FOOT	2000
48101500	AGGREGATE SHOULDERS, TYPE B 6'	SQ YD	1669
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	159.0
48203045	HOT-MIX ASPHALT SHOULDERS, 12"	SQ YD	861
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	2
50102400	CONCRETE REMOVAL	CU YD	123
50200100	STRUCTURE EXCAVATION	CU YD	193
50300100	FLOOR DRAINS	EACH	12
50300225	CONCRETE STRUCTURES	CU YD	135.0
50300255	CONCRETE SUPERSTRUCTURE	CU YD	160.4
50300260	BRIDGE DECK GROOVING	SQ YD	488
50300300	PROTECTIVE COAT	SQ YD	610
50500305	ERECTING STRUCTURAL STEEL	L SUM	1
50500505	STUD SHEAR CONNECTORS	EACH	2940
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	53690
50800515	BAR SPLICERS	EACH	160
50901115	STEEL RAILING (SPECIAL)	FOOT	130
51500100	NAME PLATES	EACH	2
52000110	PREFORMED JOINT STRIP SEAL	FOOT	232
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	14
52100520	ANCHOR BOLTS, 1"	EACH	56
542A0223	PIPE CULVERTS, CLASS A, TYPE 118"	FOOT	60
542A0229	PIPE CULVERTS, CLASS A, TYPE 124"	FOOT	16
542IA018	PIPE CULVERTS, CLASS A, TYPE 118" (TEMPORARY)	FOOT	167

* DENOTES SPECIALTY ITEM

FILE NAME = c:\pwork\p1001\LAUGH\INRL\d0110282\0	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	antitiesSummary.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	68-4B-1 & 111BR	MONTGOMERY	145	4	
	PLOT SCALE = 48.000' / IN.	CHECKED -	REVISED -						CONTRACT NO. 72A63				
	PLOT DATE = Dec-03-2008 07:32:43AM	DATE -	REVISED -						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PAY CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY INTERSTATE MAINTENANCE 90% FEDERAL 10% STATE X031-2A
5421024	PIPE CULVERTS, CLASS C, TYPE 124" (TEMPORARY)	FOOT	828
54213459	END SECTIONS 24"	EACH	4
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	3
54215973	REINFORCED CONCRETE PIPE ELBOW 18"	EACH	1
54246205	INLET BOX, STANDARD 542526	EACH	2
54246405	INLET BOX, STANDARD 542531	EACH	1
54248510	CONCRETE COLLAR	CU YD	0.4
58100200	WATERPROOFING MEMBRANE SYSTEM	SQ YD	289
58700300	CONCRETE SEALER	SQ FT	2315
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	142
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	65
60108200	PIPE UNDERDRAINS 6" (SPECIAL)	FOOT	49
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	511
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE IFRAME, CLOSED LID	EACH	1
63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	825.0
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2
63100087	TRAFFIC BARRIER TERMINAL, TYPE 6A	EACH	4
63100167	TRAFFIC BARRIER TERMINAL, TYPE I(SPECIAL) TANGENT	EACH	4
63100169	TRAFFIC BARRIER TERMINAL, TYPE I(SPECIAL) FLARED	EACH	2
63200310	GUARDRAIL REMOVAL	FOOT	1345
63301210	REMOVE AND RE-ERECT STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	875.0
63302700	REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2
63700159	CONCRETE BARRIER, SINGLE FACE, 32 INCH HEIGHT (SPECIAL)	FOOT	256
63800048	GLARE SCREEN BLADES 48"	EACH	76
64000120	SIGHT SCREEN (CHAIN LINK FENCE) 8'	FOOT	605
64200105	SHOULDER RUMBLE STRIP	FOOT	9633
66502400	WOVEN WIRE FENCE TO BE REMOVED AND RE-ERECTED	FOOT	1200
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	10
67100100	MOBILIZATION	L SUM	1
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	4
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1

PAY CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY INTERSTATE MAINTENANCE 90% FEDERAL 10% STATE X031-2A
70101900	TRAFFIC CONTROL AND PROTECTION (DETOUR 1)	L SUM	1
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	6
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	18
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	1636
70300230	TEMPORARY PAVEMENT MARKING - LINE 5"	FOOT	18704
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	14943
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	28
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	15233
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1112.5
78001120	PAINT PAVEMENT MARKING - LINE 5"	FOOT	7304
78001180	PAINT PAVEMENT MARKING - LINE 24"	FOOT	28
78004220	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 5"	FOOT	1220
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	105
78200405	GUARDRAIL MARKERS	EACH	27
78200500	BARRIER WALL MARKERS	EACH	7
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	8
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	105
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	56
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	4.0
Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ YD	37.4
Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2
Z0054530	ROCK FILL - SUBGRADE	TON	6826
XX005953	TEMPORARY CHAIN LINK FENCE, 8'	FOOT	1341
X0321792	TEMPORARY LIGHTING SYSTEM SPECIAL, LOCATION NO.1	L SUM	1
X0325305	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	407
X0484300	MEDIAN INLET BOX REMOVAL	EACH	2
X2020500	EARTH EXCAVATION (ROCKFILL)	CU YD	3365
X2503000	MAINTENANCE MOWING	ACRE	6.00
X6330103	REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE I(SPECIAL, TANGENT	EACH	1
X6330110	RELOCATE TRAFFIC BARRIER TERMINAL, TYPE I(SPECIAL)	EACH	2
X7800620	URETHANE PAVEMENT MARKING - LINE 5"	FOOT	10180

* DENOTES SPECIALTY ITEM

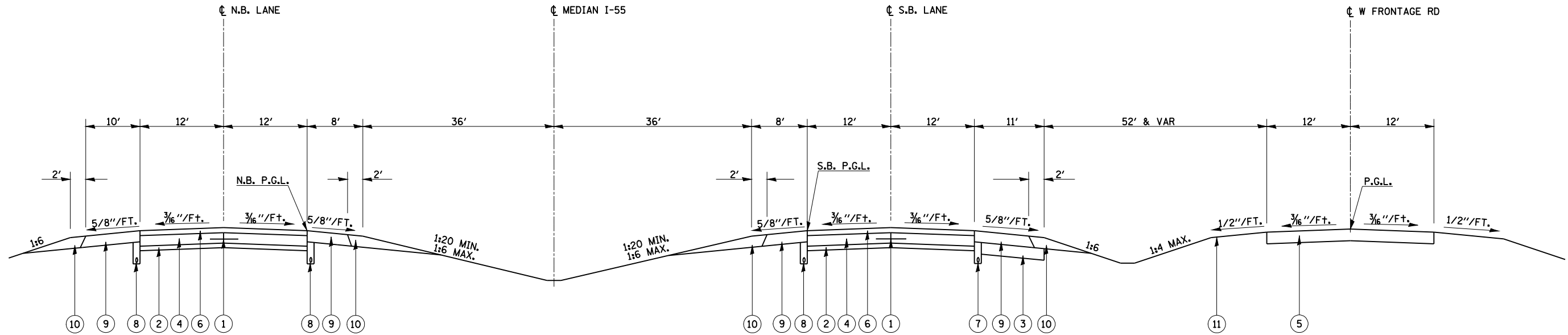
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68-4B-1 & 111BR	MONTGOMERY	145	5	
FAI 55 & FAS 1769	CONTRACT NO. 72A63			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



EXISTING TYPICAL SECTION

STA. 1054+20.00 TO STA. 1079+50.00
 (N.B. BRIDGE OMISSION STA. 1065+17.57 TO STA. 1065+79.23)
 (S.B. BRIDGE OMISSION STA. 1066+27.13 TO STA. 1066+88.79)
 (W. FRONTAGE RD. BRIDGE OMISSION STA. 1067+12.80 TO STA. 1067+77.80)

EXISTING LEGEND

- ① EX LONGITUDINAL JOINT
- ② EX STABILIZED SUB-BASE 4"
- ③ EX BURIED PCC PAVEMENT 10"
- ④ EX CRC PAVEMENT 9"
- ⑤ EX PCC PAVEMENT 10"
- ⑥ EX HOT-MIX ASPHALT 4 1/4"
- ⑦ EX PIPE UNDERDRAINS 4"
- ⑧ EX PIPE UNDERDRAINS 6"
- ⑨ EX HOT-MIX ASPHALT SHOULDERS
- ⑩ EX AGGREGATE SHOULDERS
- ⑪ EX EARTH SHOULDERS

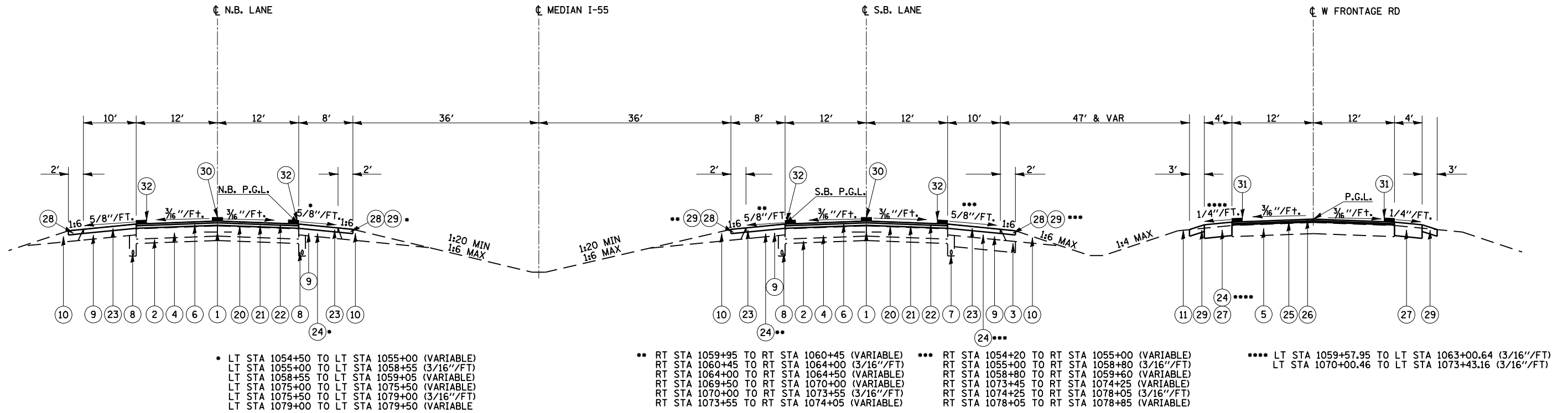
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FAI 55 & FAS 1769

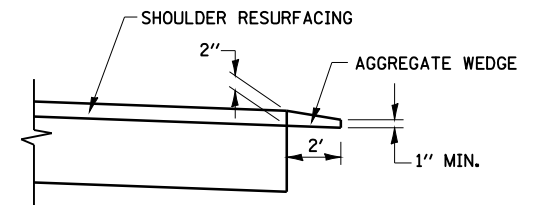
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• FAI 55 & FAS 1769	68-4B-1 & 111BR	MONTGOMERY	145	6
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 72A63	



PROPOSED TYPICAL SECTION

I-55 STA. 1054+20.00 TO STA. 1079+50.00
 W. FRONTAGE RD. STA. 1058+95.00 TO STA. 1075+00.00
 (N.B. BRIDGE OMISSION STA. 1065+17.19 TO STA. 1065+79.61)
 (S.B. BRIDGE OMISSION STA. 1066+26.75 TO STA. 1066+89.17)
 (W. FRONTAGE RD. BRIDGE OMISSION STA. 1067+12.80 TO STA. 1067+77.80)



AGGREGATE WEDGE SHOULDER DETAIL

NOTE 1:
 - PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID TO BE USED FOR SKIP DASHED ON HMA.
 - URETHANE TO BE USED FOR EDGE LINES AND MARKINGS ON CONCRETE (BRIDGE DECKS)

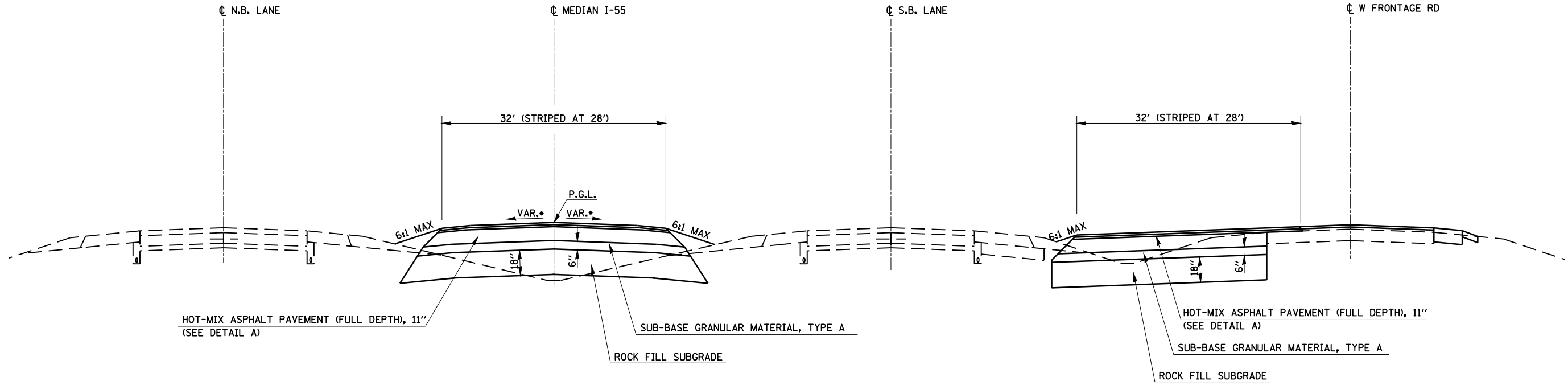
EXISTING LEGEND

- ① EX LONGITUDINAL JOINT
- ② EX STABILIZED SUB-BASE 4"
- ③ EX BURIED PCC PAVEMENT 10"
- ④ EX CRC PAVEMENT 9"
- ⑤ EX PCC PAVEMENT 10"
- ⑥ EX HOT-MIX ASPHALT 4 1/4"
- ⑦ EX PIPE UNDERDRAINS 4"
- ⑧ EX PIPE UNDERDRAINS 6"
- ⑨ EX HOT-MIX ASPHALT SHOULDERS
- ⑩ EX AGGREGATE SHOULDERS
- ⑪ EX EARTH SHOULDERS

PROPOSED LEGEND

- ⑳ PR HOT-MIX ASPHALT SURFACE REMOVAL 4 1/4"
- ㉑ PR POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, 2 3/4"
- ㉒ PR POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, 1 1/2"
- ㉓ PR HOT-MIX ASPHALT SHOULDER, 2"
- ㉔ EX FULL DEPTH PAVEMENT
- ㉕ PR POLYMERIZED LEVELING BINDER (MACHINE METHOD), VARIABLE DEPTH (2 1/4" MIN)
- ㉖ PR POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, 1 1/2"
- ㉗ PR HOT-MIX ASPHALT SHOULDERS 12"
- ㉘ PR AGGREGATE WEDGE SHOULDER, TYPE B (SEE DETAIL)
- ㉙ PR AGGREGATE SHOULDERS, TYPE B, 6"
- ㉚ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID-LINE 5" (SEE NOTE 1)
- ㉛ PR PAINT PAVEMENT MARKING
- ㉜ PR URETHANE PAVEMENT MARKING-LINE 5" (SEE NOTE 1)

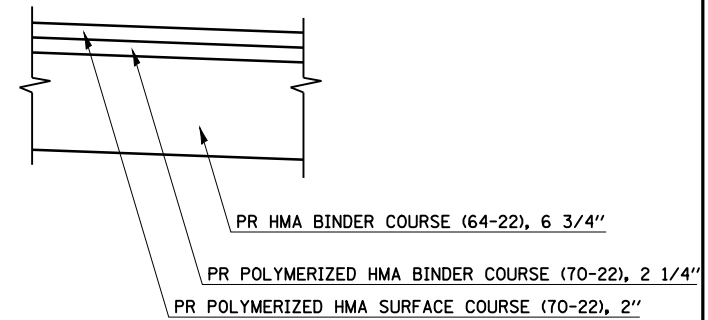
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PLOT DATE = Dec-03-2008 07:32:50AM	DATE -	REVISED -	FED. ROAD DIST. NO.			ILLINOIS	FED. AID PROJECT			



* SEE CROSSOVER PLAN & PROFILE FOR CROSS SLOPE

TEMPORARY CROSSOVERS

N.B. STA. 1055+00.00 TO STA. 1063+99.71 (STA. 10+00.00 TO STA. 19+08.98)
 S.B. STA. 1055+00.00 TO STA. 1063+00.18 (STA. 20+00.00 TO STA. 28+06.68)
 N.B. STA. 1070+00.00 TO STA. 1078+99.74 (STA. 30+00.00 TO STA. 39+09.01)
 S.B. STA. 1070+00.00 TO STA. 1078+02.49 (STA. 40+00.00 TO STA. 48+09.01)



DETAIL A

NOTES:

- CROSSOVER PAVEMENT TO BE PAID FOR AS HOT-MIX-ASPHALT PAVEMENT (FULL-DEPTH), 11".
- THE ENGINEER MAY ADJUST OR ELIMINATE THE ROCKFILL SUBGRADE THICKNESS SHOWN BASED ON ACTUAL FIELD CONDITIONS.

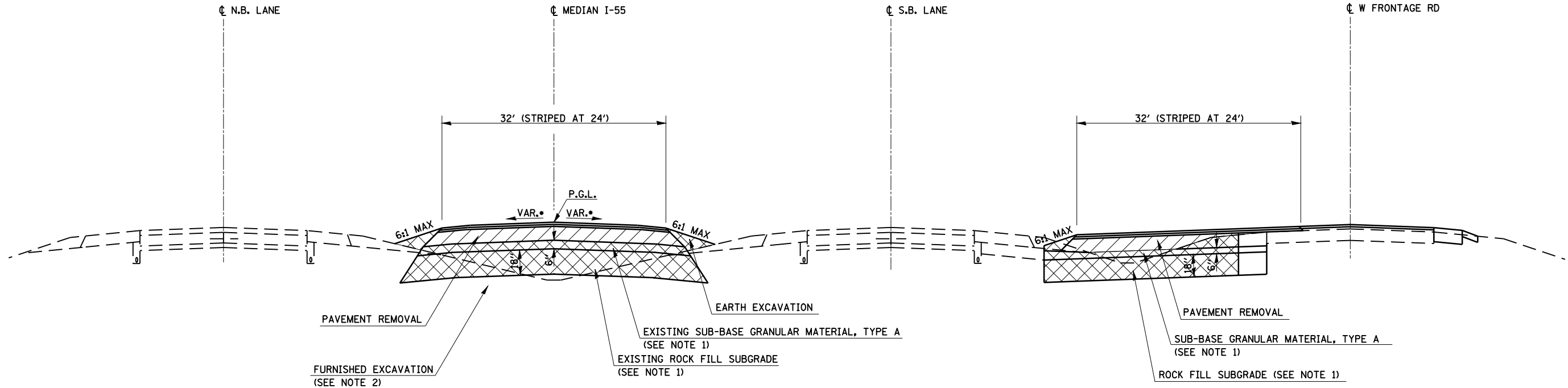
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

FAI 55 & FAS 1769

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	68-4B-1 & 111BR	MONTGOMERY	145	8
• FAI 55 & FAS 1769			CONTRACT NO. 72A63	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



TEMPORARY CROSSOVERS REMOVAL

N.B. STA. 1055+00.00 TO STA. 1063+99.71 (STA. 10+00.00 TO STA. 19+08.98)
 S.B. STA. 1055+00.00 TO STA. 1063+00.18 (STA. 20+00.00 TO STA. 28+06.68)
 N.B. STA. 1070+00.00 TO STA. 1078+99.74 (STA. 30+00.00 TO STA. 39+09.01)
 S.B. STA. 1070+00.00 TO STA. 1078+02.49 (STA. 40+00.00 TO STA. 48+09.01)

NOTES:

- ROCK FILL SUBGRADE AND SUB-BASE GRANULAR MATERIAL, TYPE A REMOVAL SHALL BE PAID FOR AS EARTH EXCAVATION.
- THE AREA OF ROCK & AGGREGATE REMOVAL SHALL BE FILLED TO THE LINES AND GRADES SHOWN ON THE PLANS.

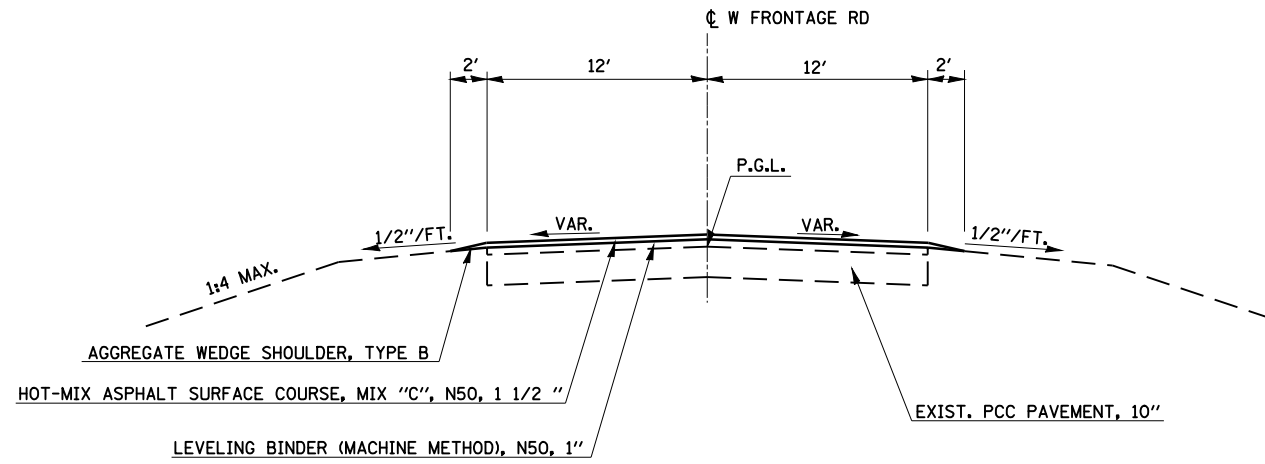
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FAI 55 & FAS 1769

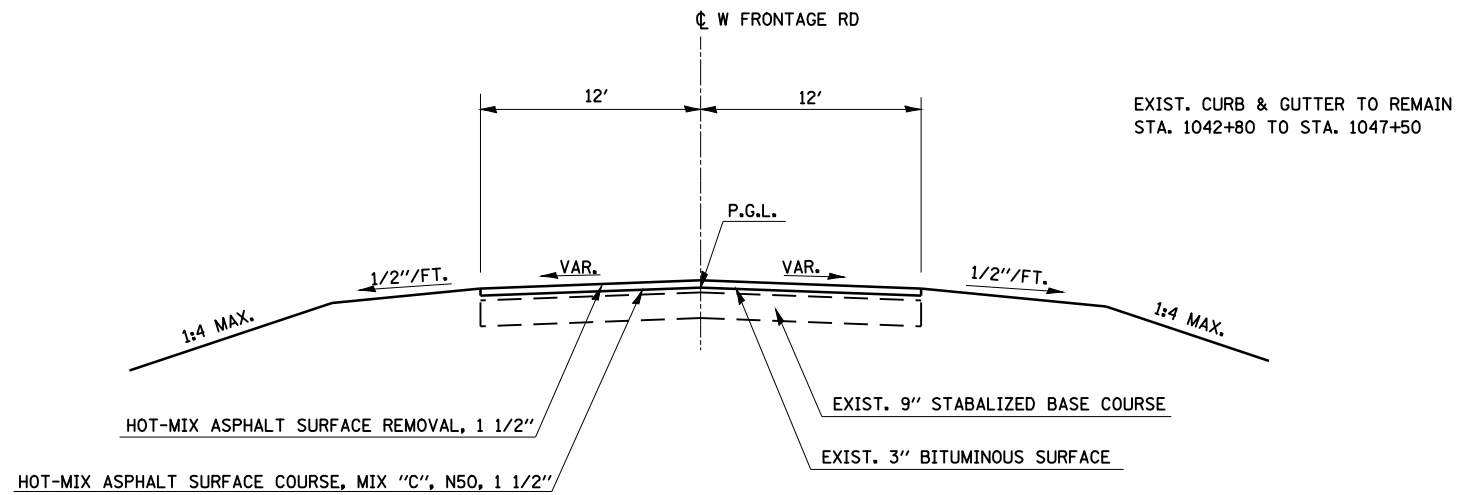
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	68-4B-1 & 111BR	MONTGOMERY	145	9
• FAI 55 & FAS 1769			CONTRACT NO. 72A63	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



PROPOSED TYPICAL SECTION – WEST FRONTAGE RD

STA. 1050+50.00 TO STA. 1059+50.00



PROPOSED TYPICAL SECTION – WEST FRONTAGE RD

STA. 1042+52.58 TO STA. 1050+50.00

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 55 & FAS 1769

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	68-4B-1 & 111BR	MONTGOMERY	145	10
• FAI 55 & FAS 1769			CONTRACT NO. 72A63	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

LEGEND

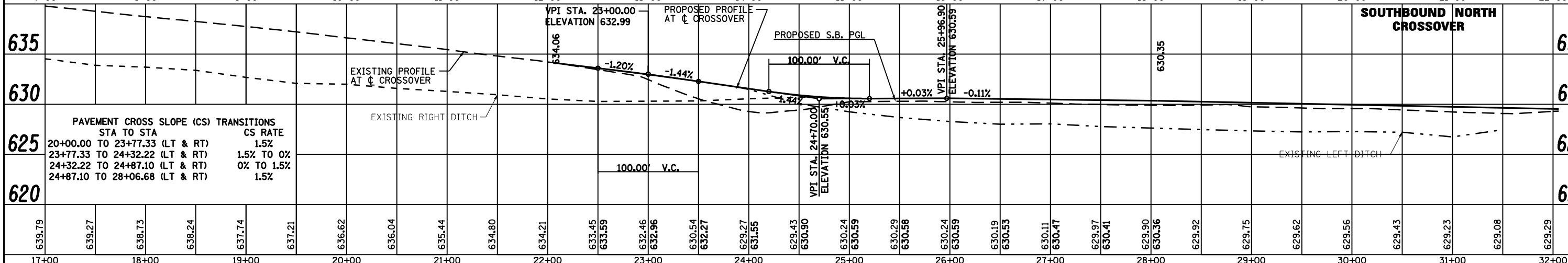
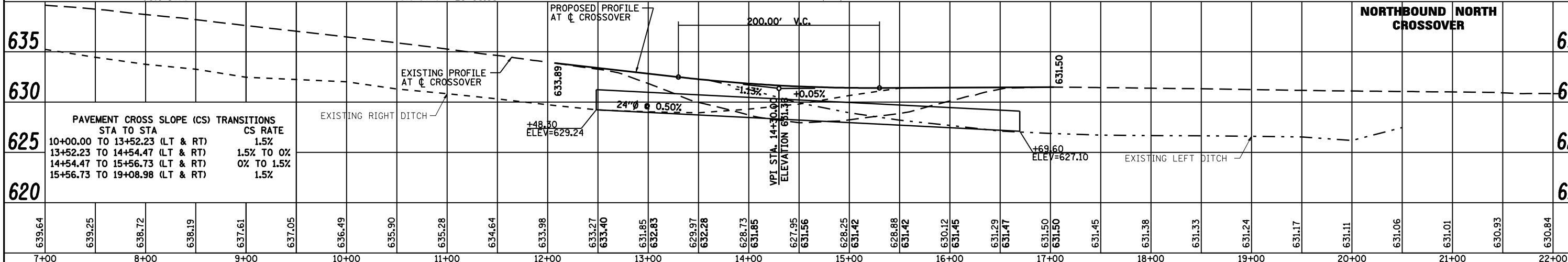
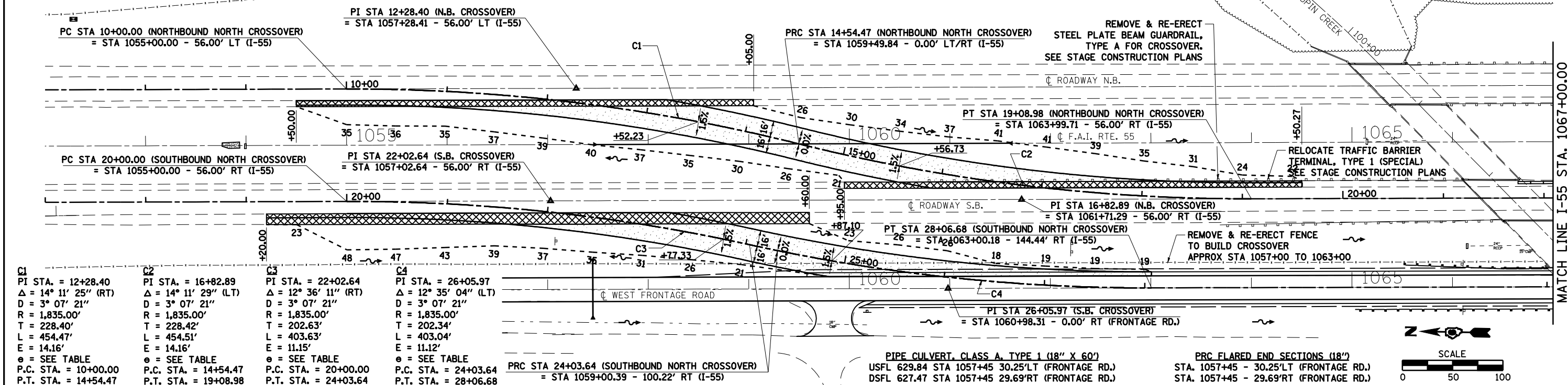
- PAVED SHOULDER REMOVAL
- HMA PAVEMENT (CROSSOVERS)

PIPE CULVERT, CLASS C, TYPE 1 (TEMPORARY) 24" X 424'
 USFL 629.24 STA 1057+42.62 144.25' LT (FRONTAGE RD)
 DSFL 627.10 STA 1061+66.74 144.39' LT (FRONTAGE RD)

END SECTIONS (24")
 STA. 1057+42.62 - 144.25' LT (FRONTAGE RD)
 STA. 1061+66.74 - 144.39' LT (FRONTAGE RD)

DATE	
BY	
PLAN	SURVEYED
	PLOTTED
	CHECKED
	NOTED
	FILE NAME
	NO.

DATE	
BY	
PROFILE	SURVEYED
	PLOTTED
	CHECKED
	NOTED
	STRUCTURE
	NOTATION
	CHPO
	NO.



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SCALE: SHEET NO. 1 OF 2 SHEETS STA. TO STA.

DATE: _____
 BY: _____
 SURVEYED: _____
 PLOTTED: _____
 CHECKED: _____
 PLAN NO.: _____

DATE: _____
 BY: _____
 SURVEYED: _____
 PLOTTED: _____
 CHECKED: _____
 PROFILE NO.: _____

C5
 PI STA. = 42+03.23
 Δ = 12° 38' 22" (LT)
 D = 3° 07' 21"
 R = 1,835.00'
 T = 203.23'
 L = 404.80'
 E = 11.22'
 e = SEE TABLE
 P.C. STA. = 40+00.00
 P.T. STA. = 44+04.81

C6
 PI STA. = 46+07.73
 Δ = 12° 37' 15" (RT)
 D = 3° 07' 21"
 R = 1,835.00'
 T = 202.92'
 L = 404.20'
 E = 11.19'
 e = SEE TABLE
 P.C. STA. = 44+04.81
 P.T. STA. = 48+09.01

C7
 PI STA. = 32+28.42
 Δ = 14° 11' 29" (LT)
 D = 3° 07' 21"
 R = 1,835.00'
 T = 228.42'
 L = 454.50'
 E = 14.16'
 e = SEE TABLE
 P.C. STA. = 30+00.00
 P.T. STA. = 34+54.51

C8
 PI STA. = 36+82.93
 Δ = 14° 11' 29" (RT)
 D = 3° 07' 21"
 R = 1,835.00'
 T = 228.42'
 L = 454.50'
 E = 14.16'
 e = SEE TABLE
 P.C. STA. = 34+54.51
 P.T. STA. = 39+09.01

PIPE CULVERT, CLASS C, TYPE 1
 (TEMPORARY) 24" X 419"
 USFL 625.11 STA 1076+45.67 0.00' LT&RT (I-55)
 USFL 624.51 STA 1072+26.27 0.00' LT&RT (I-55)
 DSFL 622.96 STA 1073+20.64 0.00' LT&RT (I-55)

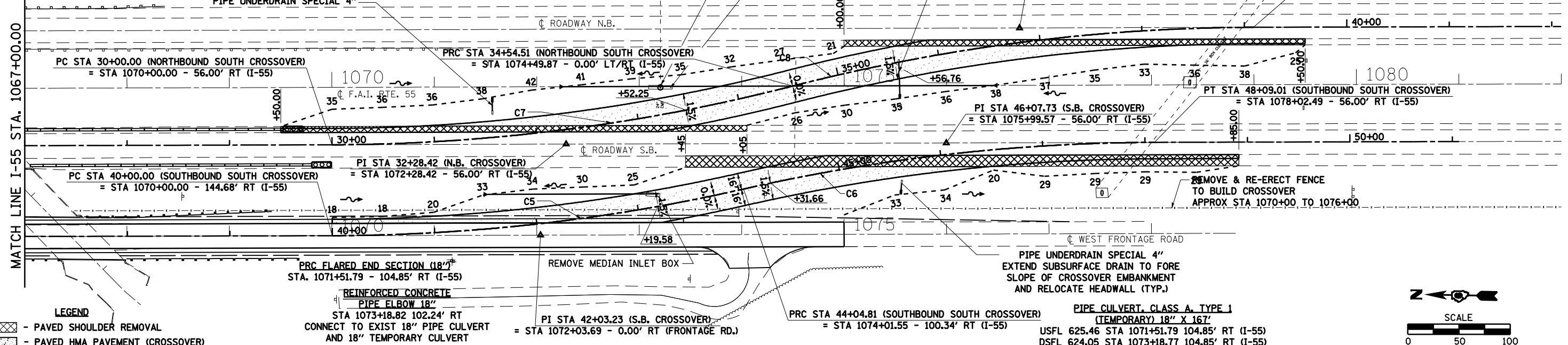
END SECTIONS (24")
 STA. 1076+45.67 - 0.00' LT&RT (I-55)
 STA. 1072+26.27 - 0.00' LT&RT (I-55)

PI STA 36+82.93 (N.B. CROSSOVER)
 = STA 1076+71.32 - 56.00' LT (I-55)

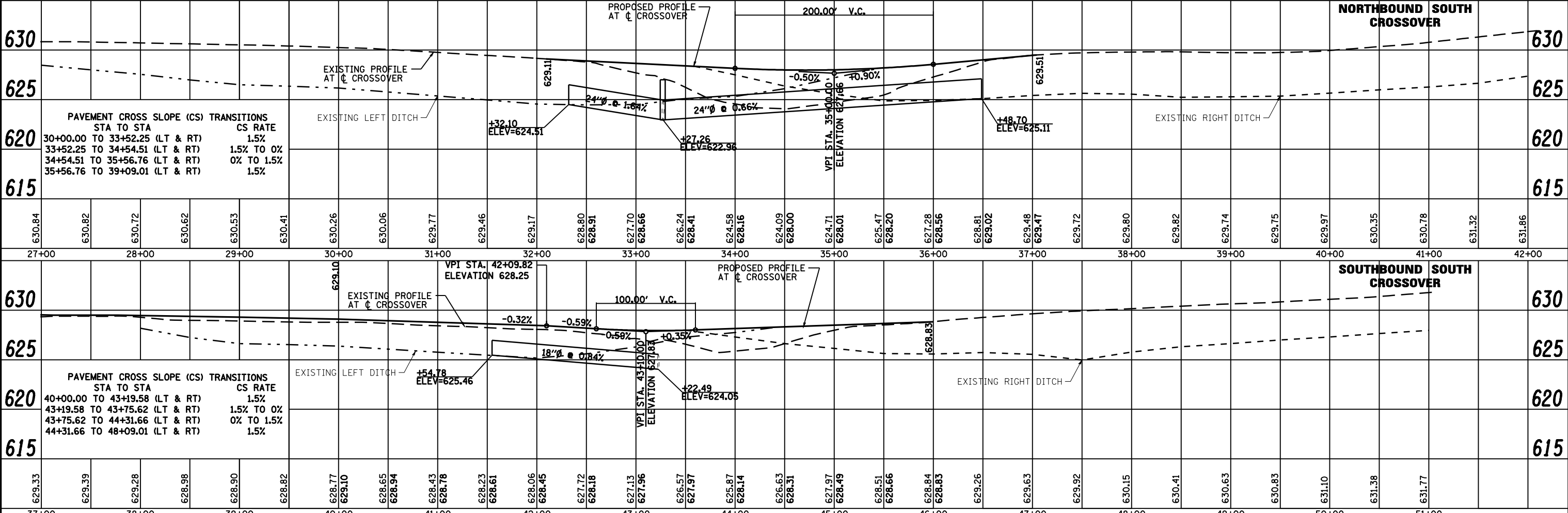
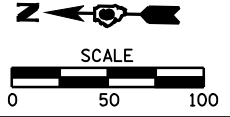
PT STA 39+09.01 (NORTHBOUND SOUTH CROSSOVER)
 = STA 1078+99.74 - 56.00' LT (I-55)

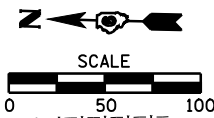
PI STA 46+07.73 (S.B. CROSSOVER)
 = STA 1075+99.57 - 56.00' RT (I-55)

PT STA 48+09.01 (SOUTHBOUND SOUTH CROSSOVER)
 = STA 1078+02.49 - 56.00' RT (I-55)



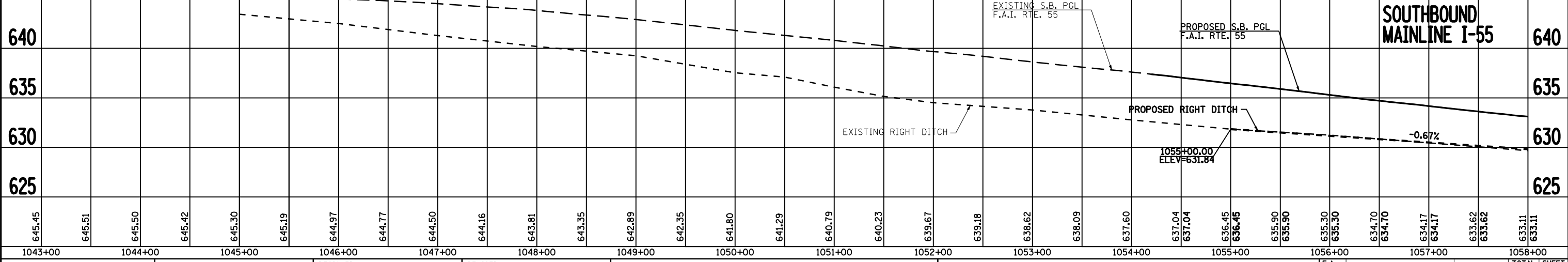
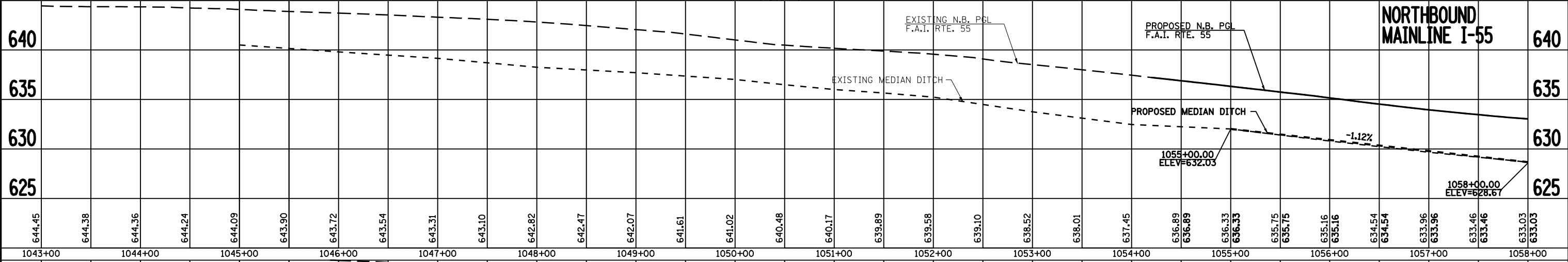
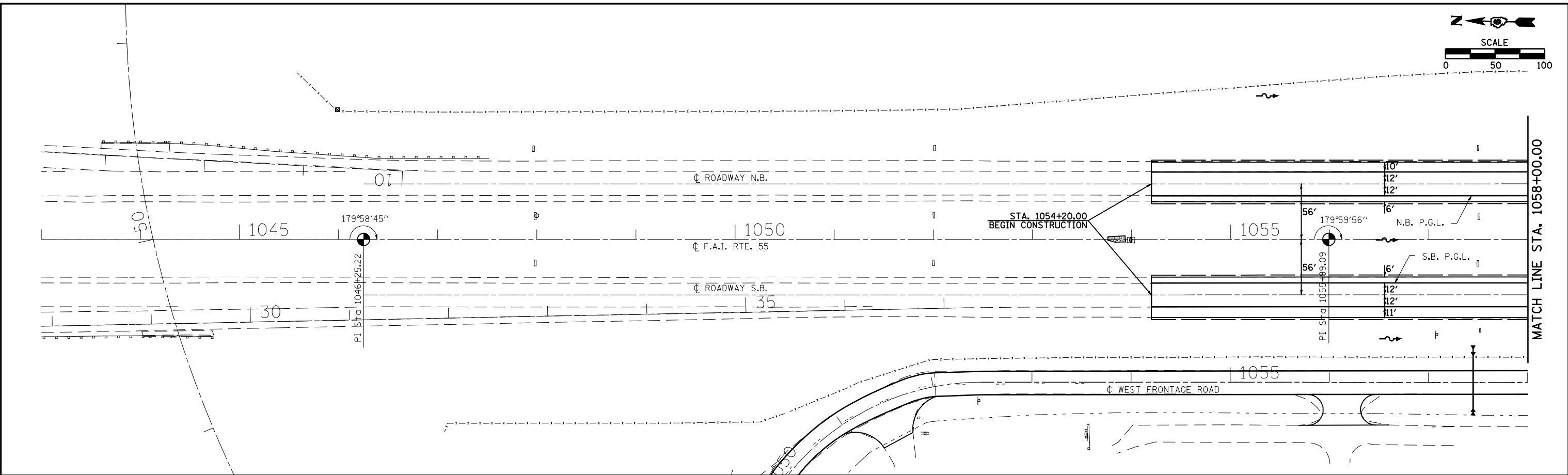
LEGEND
 - PAVED SHOULDER REMOVAL
 - PAVED HMA PAVEMENT (CROSSOVER)





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	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	CADD FILE NAME		

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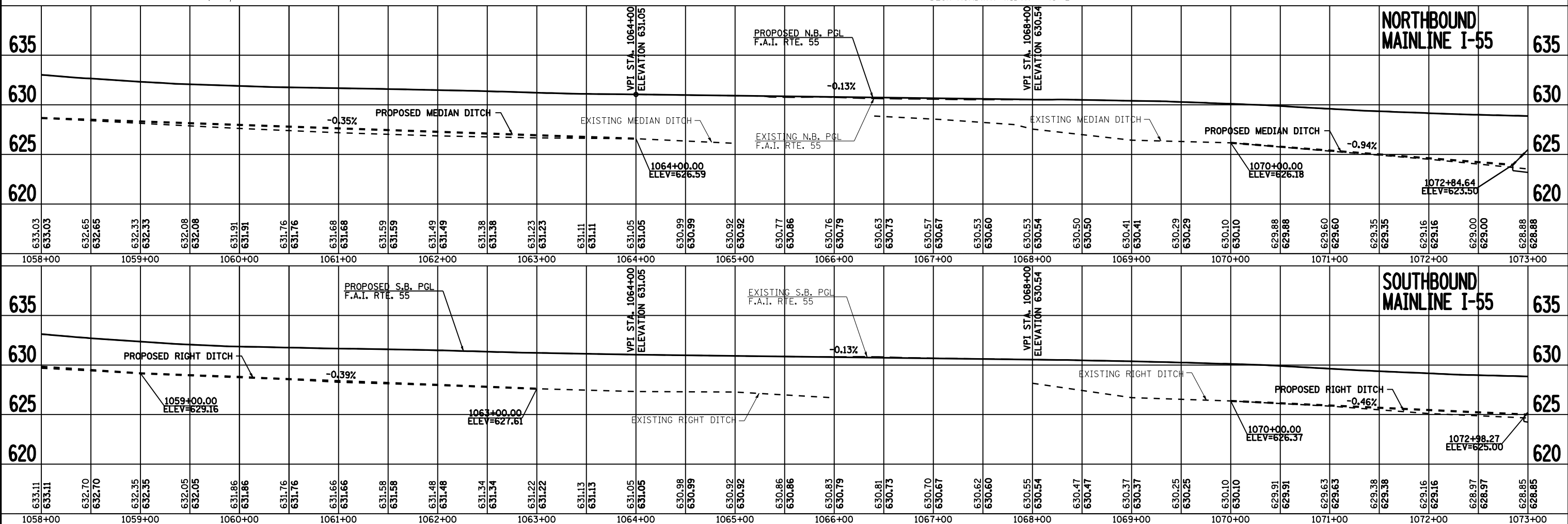
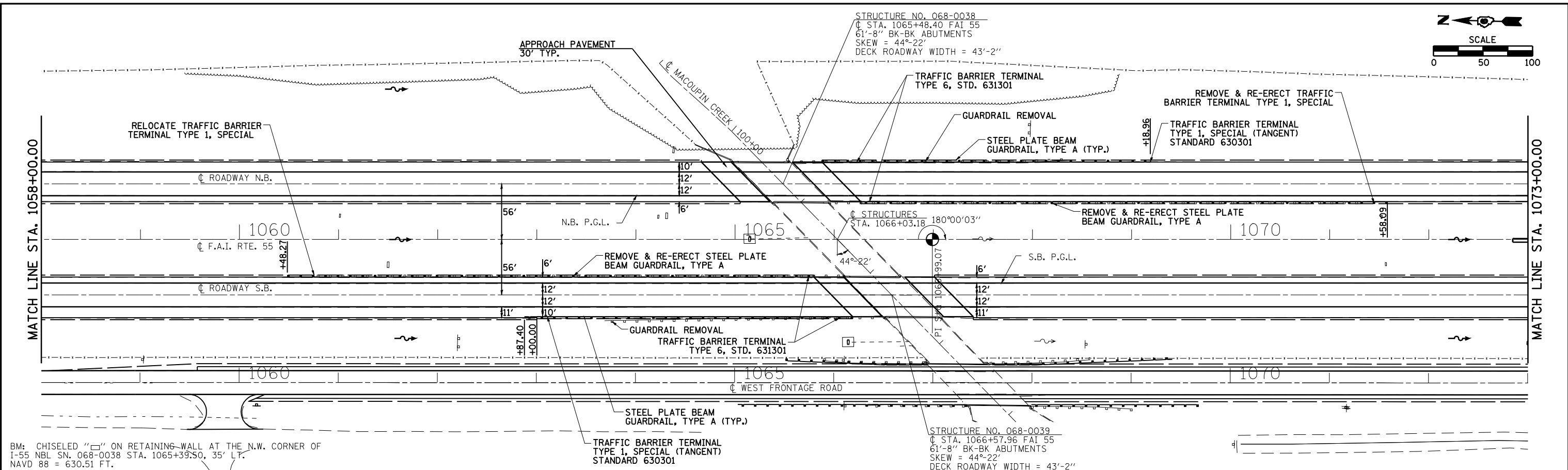


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SCALE: SHEET NO. 1 OF 3 SHEETS STA. 1043+00 TO STA. 1058+00

PLAN	SURVEYED	DATE
	PLOTTED	BY
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	NOTE BOOK NO.	
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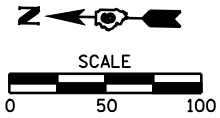
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

I-55 PLAN & PROFILE

SCALE: SHEET NO. 2 OF 3 SHEETS STA. 1058+00 TO STA. 1073+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• FAI 55 & FAS 1769	68-4B-1 & 111BR	MONTGOMERY	145	16
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 72A63



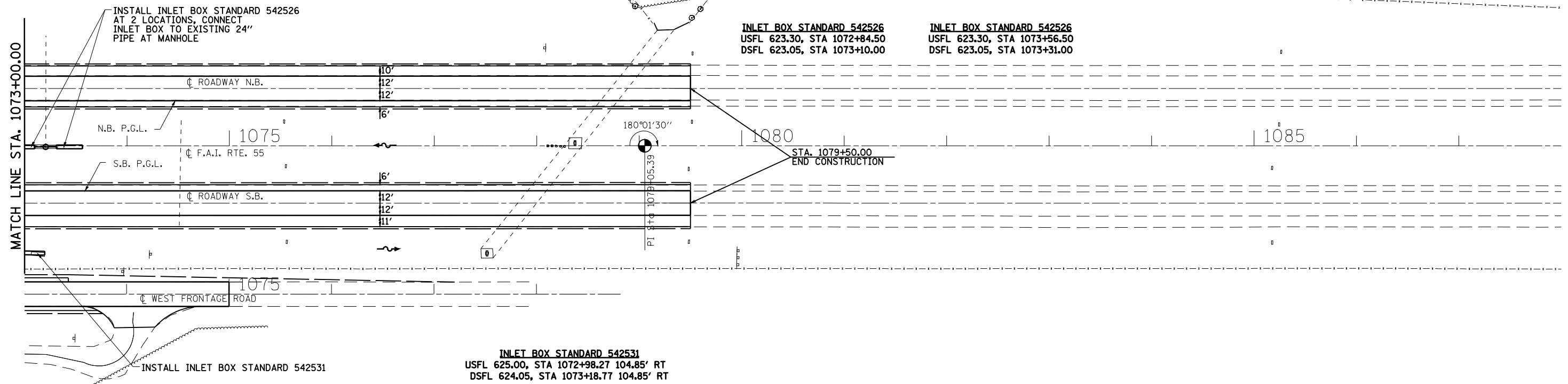
PIPE CULVERT CLASS A, TYPE 1 (24"x16')

USFL 623.05, STA 1073+10.00
 DSFL 622.96, STA 1073+02.50
 USFL 623.05, STA 1073+31.00
 DSFL 622.96, STA 1073+23.50

INLET BOX STANDARD 542526
 USFL 623.30, STA 1072+84.50
 DSFL 623.05, STA 1073+10.00

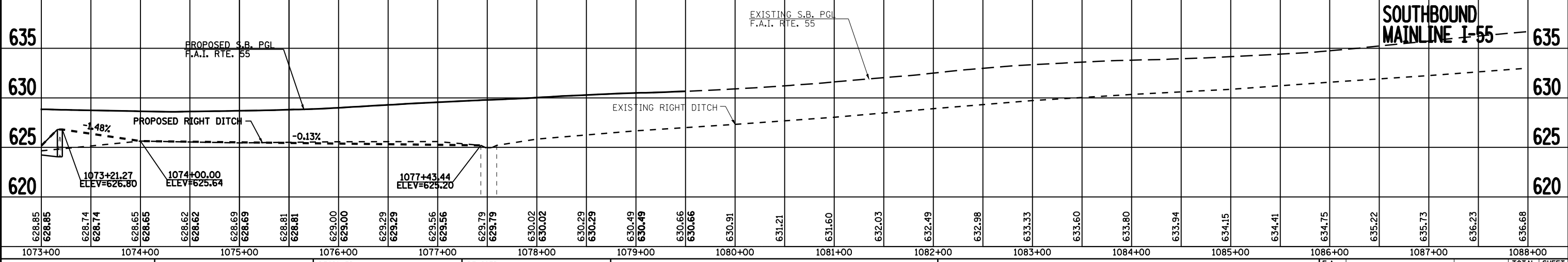
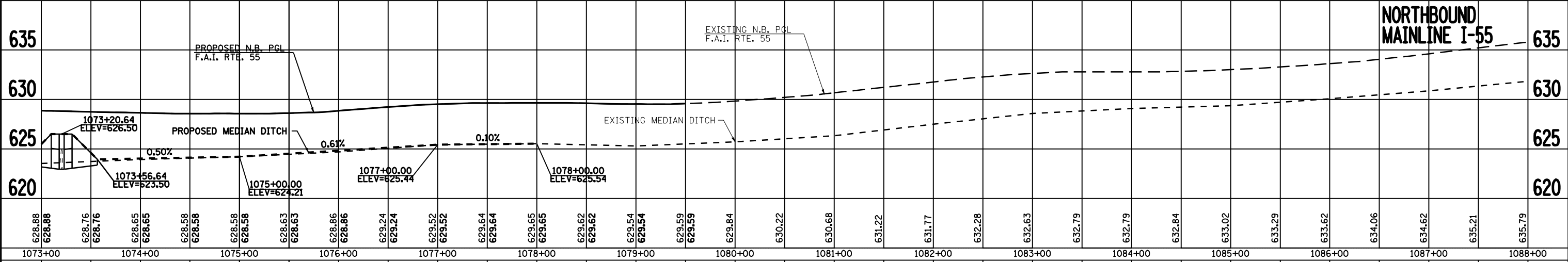
INLET BOX STANDARD 542526
 USFL 623.30, STA 1073+56.50
 DSFL 623.05, STA 1073+31.00

MATCH LINE STA. 1073+00.00



PLAN	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	CHECKED BY	
	DATE	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
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	NOTE BOOK NO.	
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	DATE	



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

I-55 PLAN & PROFILE

SCALE: SHEET NO. 3 OF 3 SHEETS STA. 1073+00 TO STA. 1088+00

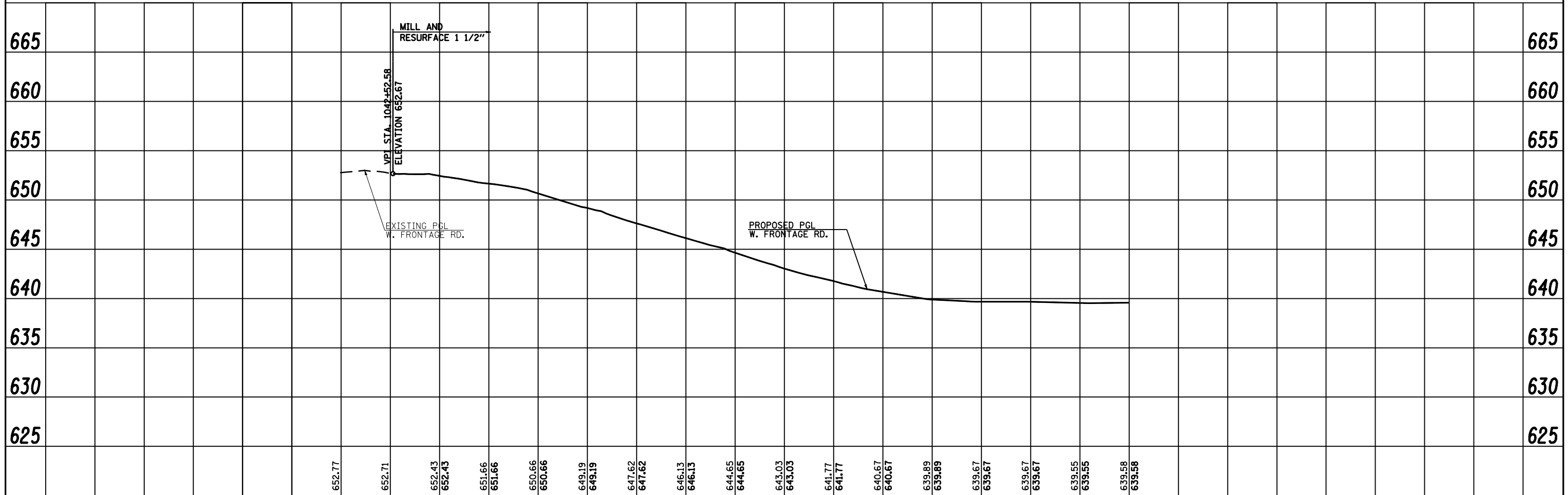
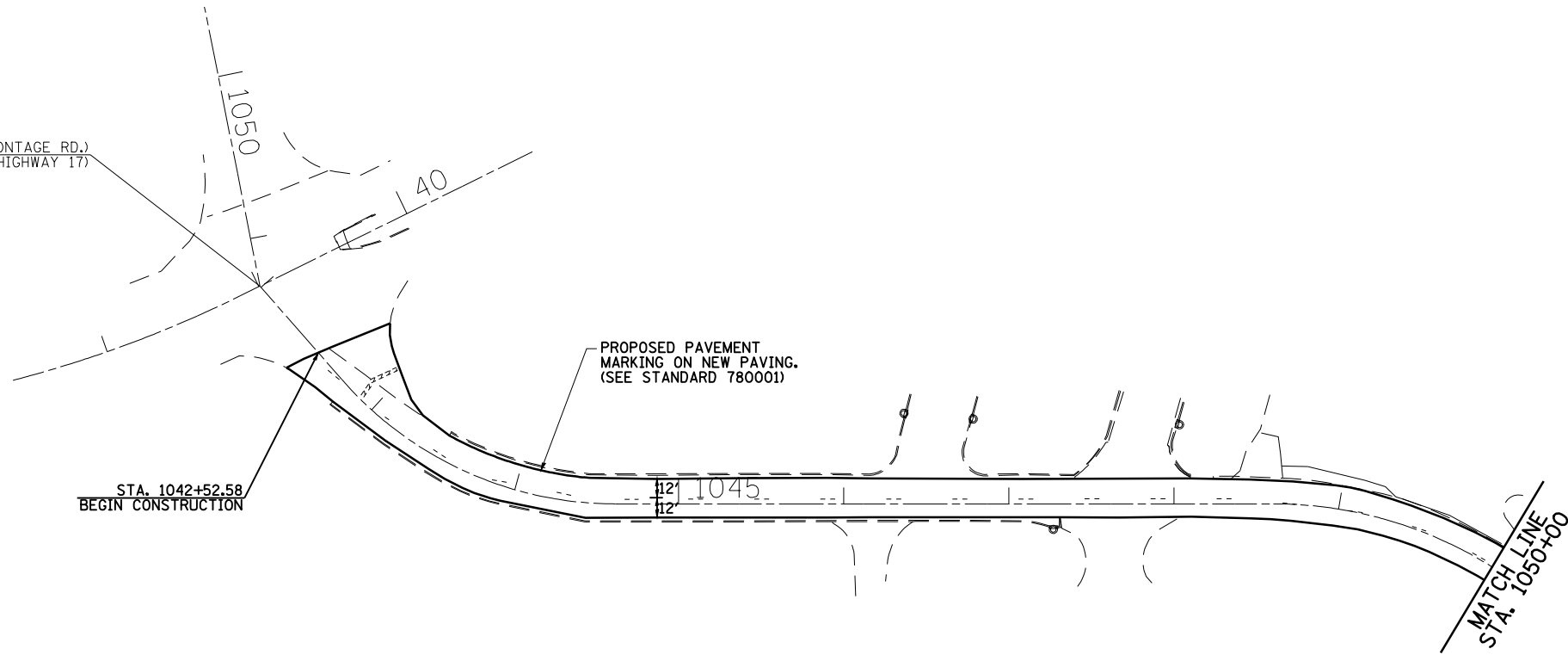
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• FAI 55 & FAS 1769	68-4B-1 & 111BR	MONTGOMERY	145	17
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 72A63

PLAN	SURVEYED	DATE
	PLOTTED	BY
	CHECKED	
	AT	
	FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE	NOT AT THIS OFFICE
	NO.	

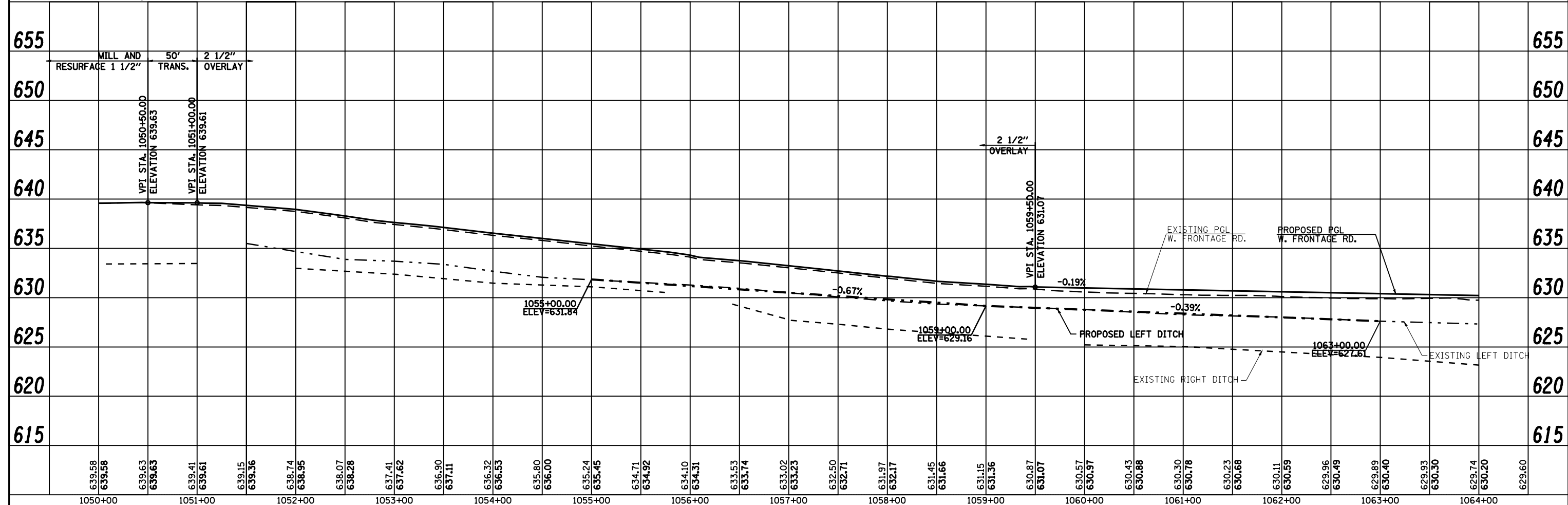
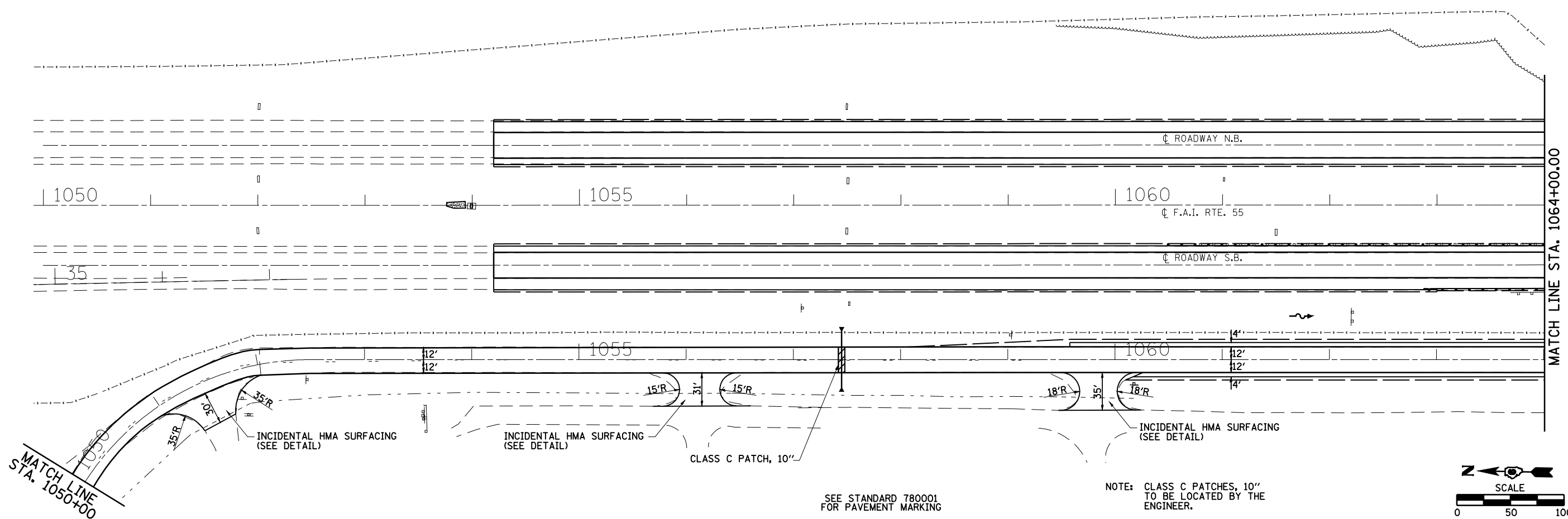
1041+98.97 (W. FRONTAGE RD.)
39+00.74 (COUNTY HIGHWAY 17)



FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FRONTAGE ROAD			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pwork\PWIDOT\LAUGHLINR1\0110282\FrontageRd.dgn		DRAWN -	REVISED -					•	68-4B-1 & 111BR	MONTGOMERY	145	18
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -					•	FAI 55 & FAS 1769	CONTRACT NO. 72A63		
PLOT DATE = Dec-03-2008 07:33:24AM		DATE -	REVISED -					FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	CADD FILE NAME		

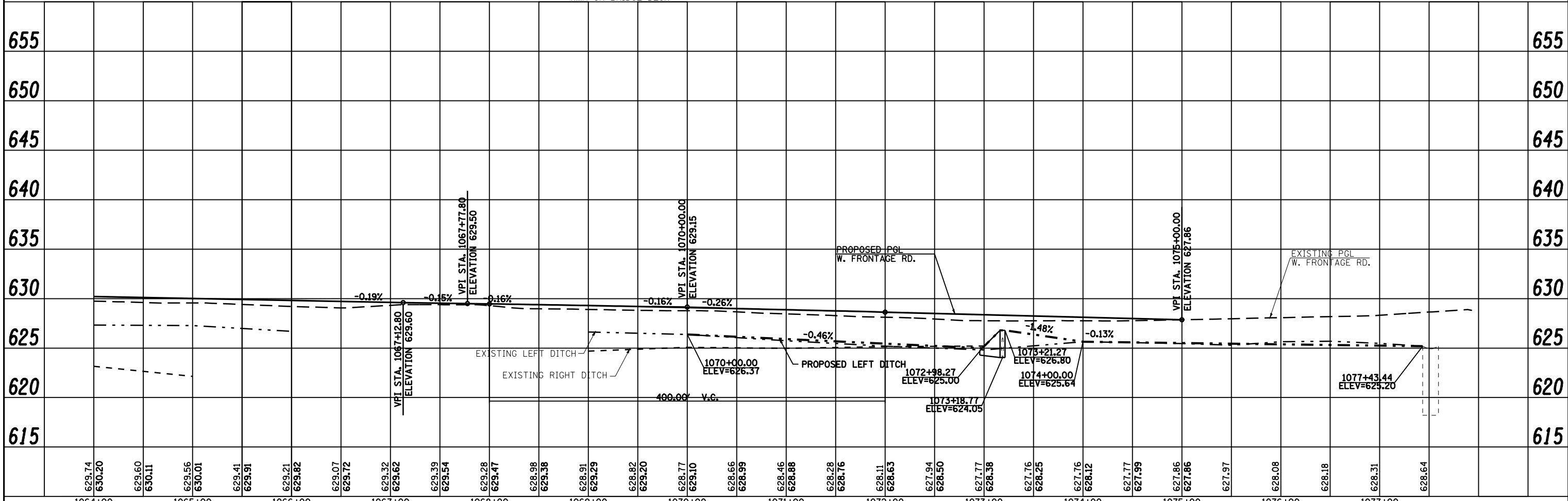
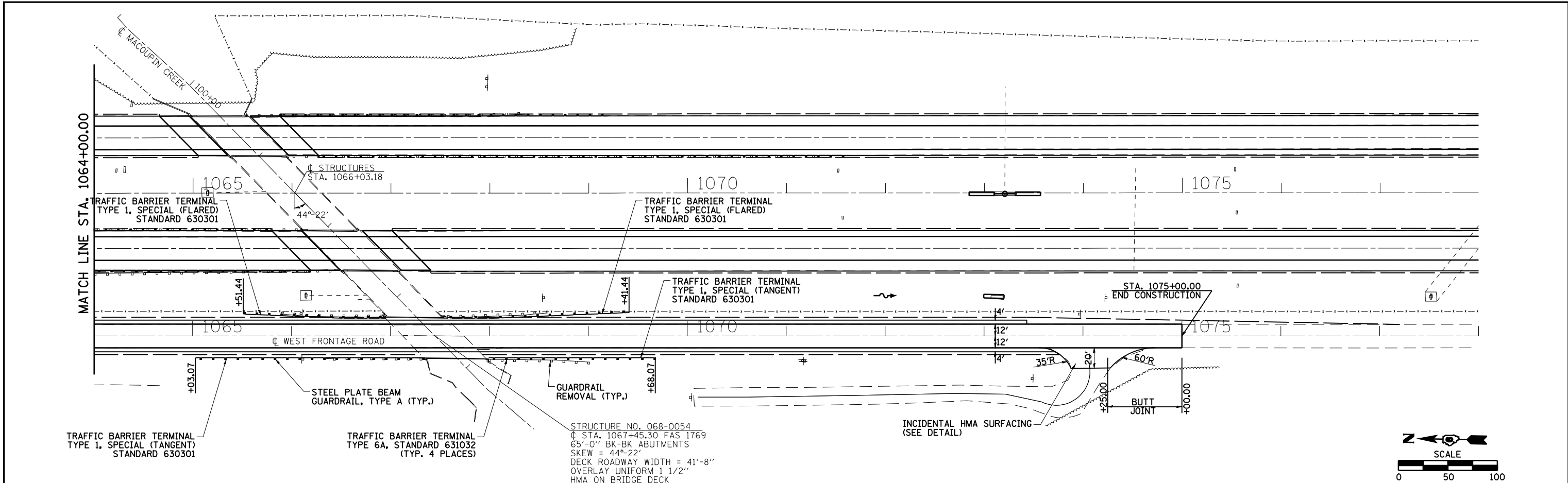
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	PLOTTED		
	GRADES CHECKED		
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	NOTE BOOK NO.		
	CADD FILE NAME		



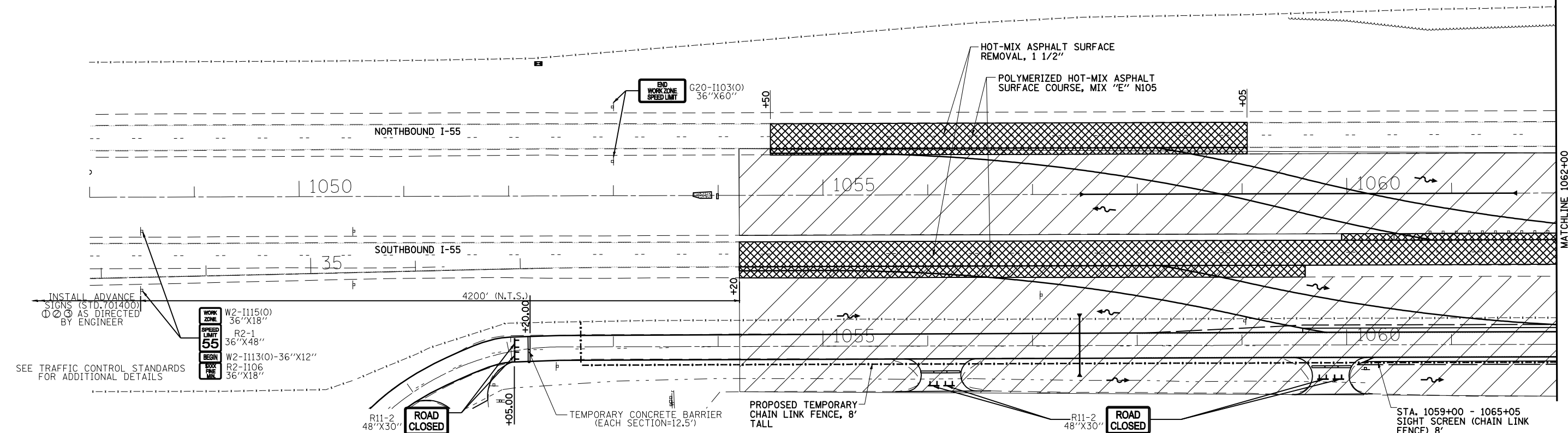
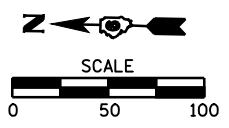
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c:\pwork\pwidot\LAUGHLINR1\d0118282\FrontageRd.dgn		DRAWN -	REVISED -			•	68-4B-1 & 111B	MONTGOMERY	145	19
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PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	AT		
	FILE NAME		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	AT		
	FILE NAME		
	NO.		



FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FRONTAGE ROAD	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pwork\PWIDOT\LAUGHLINR1\d0110282\FrontageRd.dgn		DRAWN -	REVISED -			• 68-4B-1 & 111B	MONTGOMERY	145	20	
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -			• FAI 55 & FAS 1769			CONTRACT NO. 72A63	
PLOT DATE = Dec-03-2008 07:33:29AM		DATE -	REVISED -			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



INSTALL ADVANCE SIGNS (STD. 701400) AS DIRECTED BY ENGINEER

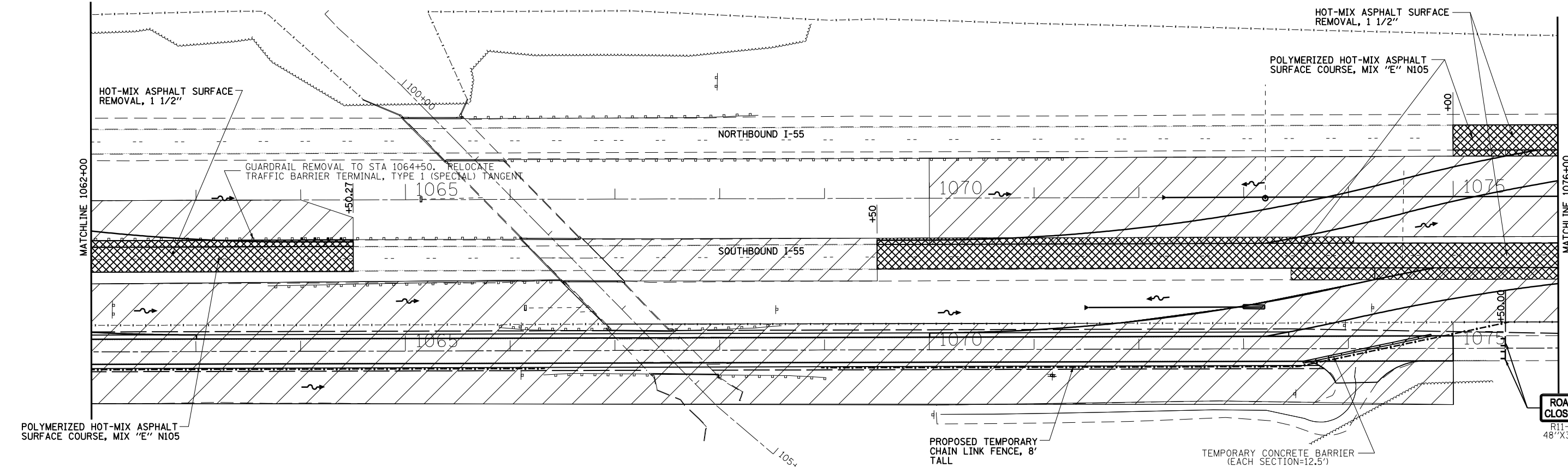
SEE TRAFFIC CONTROL STANDARDS FOR ADDITIONAL DETAILS

WORK ZONE
W2-1115(0)
36"X18"

SPEED LIMIT 55
R2-1
36"X48"

ROAD CLOSED
W2-1113(0)-36"X12"
R2-1106
36"X18"

NOTE: FOR STAGE I NOTES AND LEGEND SEE SHEET 2 OF 8



POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E" N105

ROAD CLOSED
R11-2
48"X30"

FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -
et:\pw\work\PWIDOT\LAUGHLINRL\0110282\StageConstruction.dgn		DRAWN -	REVISED -
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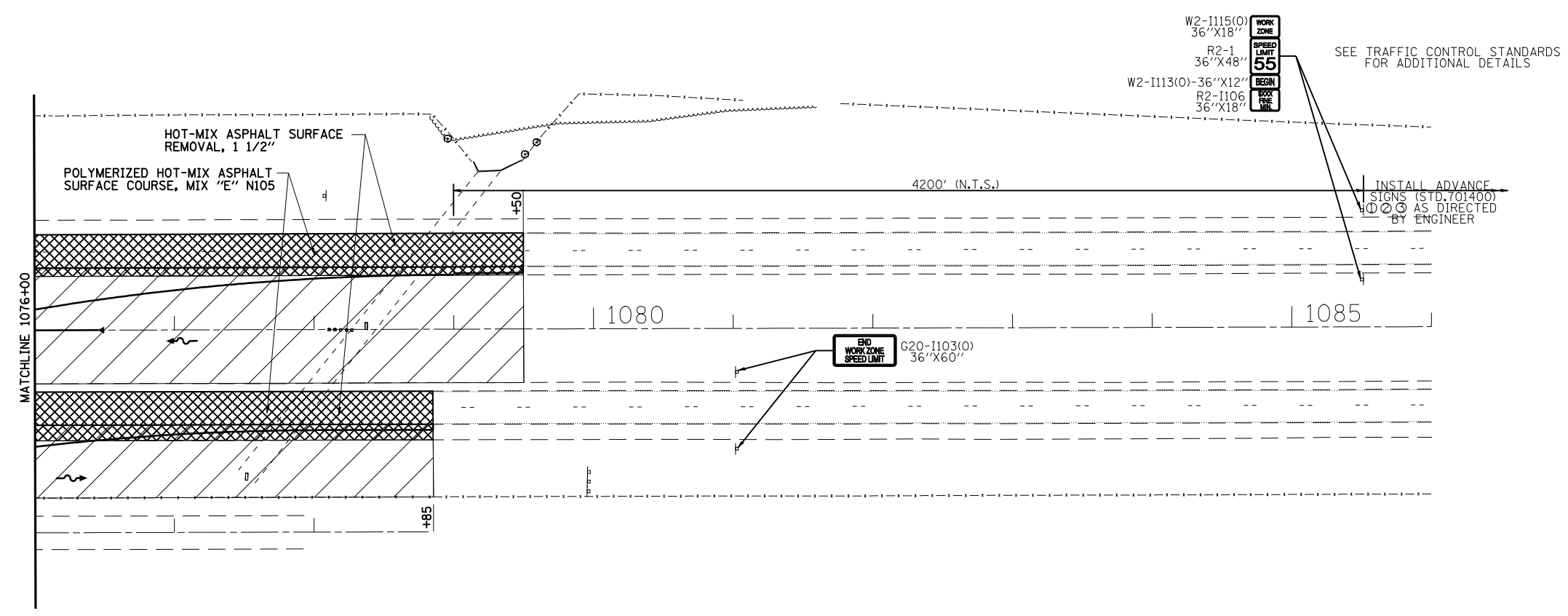
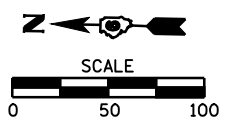
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE I CONSTRUCTION

SCALE: SHEET NO. 1 OF 8 SHEETS STA. 1048+00 TO STA. 1076+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• FAI 55 & FAS 1769	68-4B-1 & 111BR	MONTGOMERY	145	21
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 72A63



STAGE I NOTES:

TRAFFIC
 N.B. & S.B. I-55 WILL USE EXISTING LANES.
 WEST FRONTAGE ROAD WILL BE CLOSED TO TRAFFIC.

- CONSTRUCTION**
1. REPAIR FRONTAGE ROAD BRIDGE AND RESURFACE WEST FRONTAGE ROAD.
 2. INSTALL GUARDRAIL ON WEST FRONTAGE ROAD BRIDGE.
 3. UTILIZING TRAFFIC CONTROL AND PROTECTION STANDARD 701401 CONSTRUCT TEMPORARY CROSSOVERS TO/FROM SB I-55 TO/FROM WEST FRONTAGE ROAD.
 4. MILL AND RESURFACE I-55 LANES AT THE APPROACH AND DEPARTURE ENDS OF CROSSOVERS.
 5. STAGE II SOUTHBOUND I-55 TRAFFIC CONTROL AS SHOWN ON SHEET 3 AND 4 OF 8 AND MOVE SOUTHBOUND I-55 TRAFFIC TO THE TEMPORARY CROSS OVER.
 6. UTILIZING TRAFFIC CONTROL AND PROTECTION STANDARD 701401 FOR NORTH BOUND TRAFFIC AND THE SOUTHBOUND CROSSOVER CONSTRUCT TEMPORARY CROSSOVERS TO/FROM NB I-55 TO/FROM SB I-55.
 7. INSTALL TEMPORARY CONCRETE BARRIER ON SOUTH END OF EXISTING SB I-55 BRIDGE. OVERLAP MINIMUM 2' INSIDE BRIDGE PARAPET.
 8. INSTALL STAGE II NORTHBOUND TRAFFIC CONTROL AS SHOWN ON SHEET 3 AND 4 OF 8 AND MOVE NORTHBOUND I-55 TRAFFIC TO THE TEMPORARY CROSSOVER.
 9. INSTALL FRONTAGE ROAD CLOSED SIGN AT THE NEXT OVERPASS SOUTH OF THE FRONTAGE ROAD CLOSURE. PLACEMENT TO BE AS DIRECTED BY THE ENGINEER.

STANDARDS
 701400
 701401

LEGEND

	REMOVALS
	WORK AREA
	SIGN ON PORTABLE OR PERMANENT SUPPORT
	DRUM WITH MONO DIRECTIONAL LIGHT
	DRUM WITH MONO DIRECTIONAL FLASHING LIGHT
	TYPE III BARRICADE
	DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
	TEMPORARY PAVEMENT MARKING
	PAVEMENT MARKING TO REMAIN
	TRAFFIC FLOW DIRECTION
	VERTICAL PANEL
	TEMPORARY IMPACT ATTENUATORS (FULLY-REDIRECTIVE, NARROW) TEST LEVEL 3

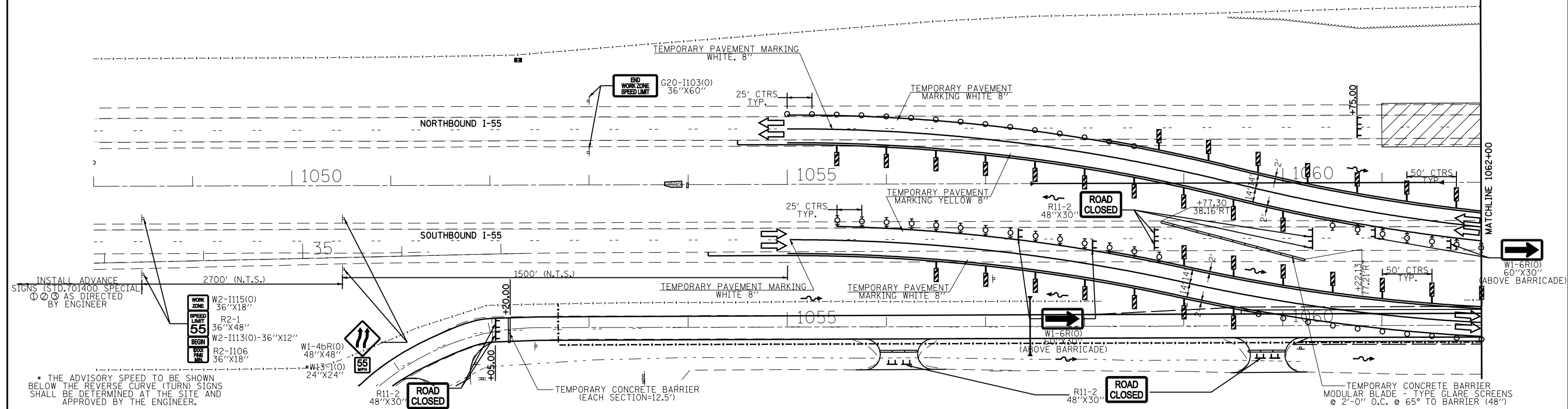
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

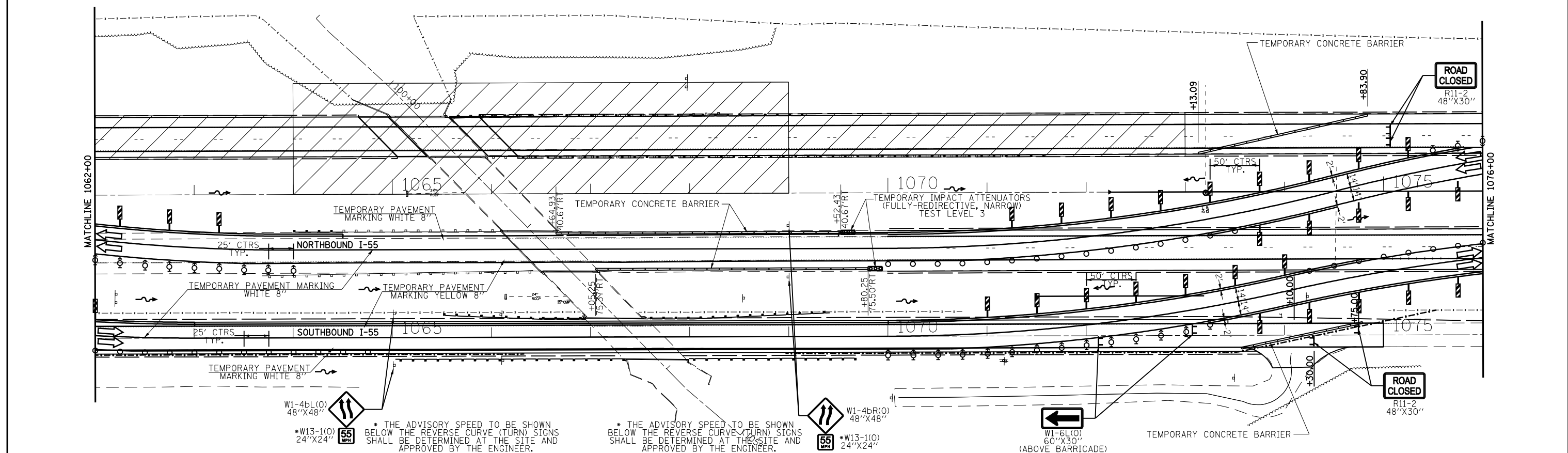
STAGE I CONSTRUCTION

SCALE:	SHEET NO. 2 OF 8 SHEETS	STA. 1076+00 TO STA. 1086+00
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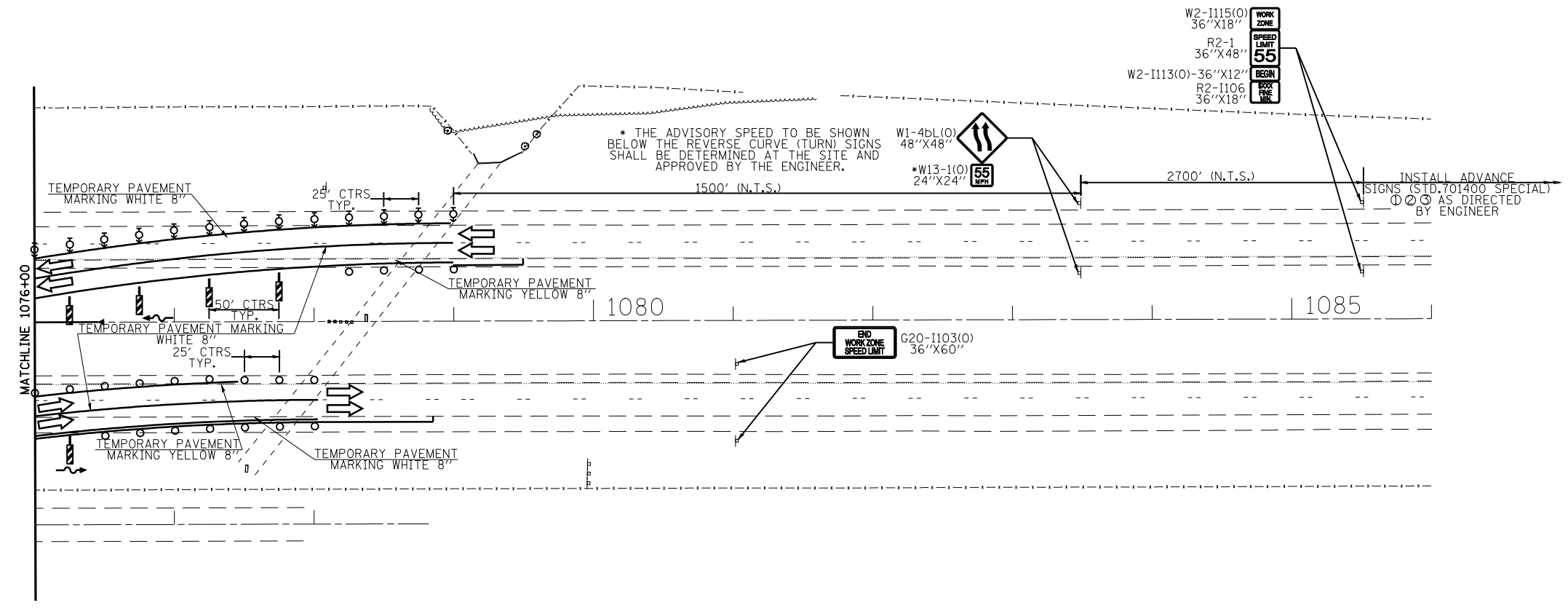
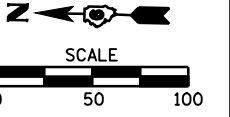
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	68-4B-1 & 111BR	MONTGOMERY	145	22
•	FAI 55 & FAS 1769	CONTRACT NO. 72A63		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



NOTE: FOR STAGE II NOTES AND LEGEND SEE SHEET 4 OF 8



FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE II CONSTRUCTION		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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		CHECKED -	REVISED -					FAI 55 & FAS 1769	MONTGOMERY			CONTRACT NO. 72A63
		DATE -	REVISED -					FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



STAGE II NOTES:

ALL TRAFFIC CONTROL FOR THE CROSSOVERS SHALL BE PAID FOR AS TRAFFIC CONTROL & PROTECTION (DETOUR 1)

TRAFFIC

N.B. I-55: USE TEMPORARY CROSSOVERS TO/FROM EXISTING N.B. I-55 TO/FROM EXISTING S.B. I-55.

S.B. I-55: USE TEMPORARY CROSSOVERS TO/FROM EXISTING S.B. I-55 TO/FROM WEST FRONTAGE ROAD.

CONSTRUCTION

1. CONSTRUCT NEW N.B. I-55 BRIDGE AND RESURFACE PAVEMENT FROM STA. 1061+00 TO STA. 1073+00.
2. INSTALL GUARDRAIL ON N.B. I-55 BRIDGE.
3. APPLY TEMPORARY PAVEMENT MARKING TO NORTHBOUND I-55.

STANDARDS

701400 SPECIAL

LEGEND

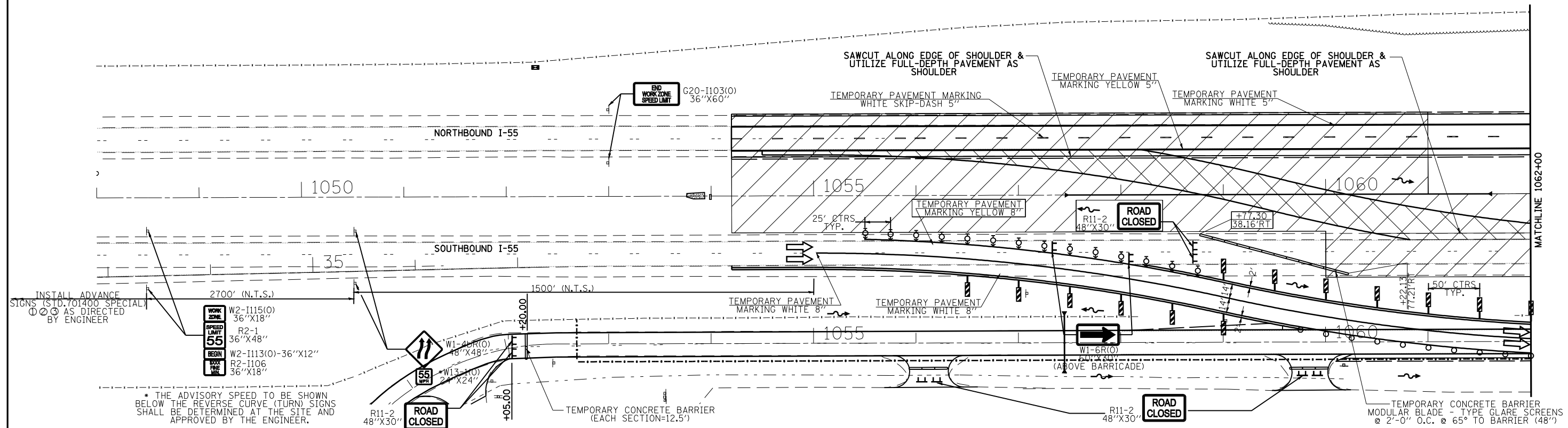
	REMOVALS
	WORK AREA
	SIGN ON PORTABLE OR PERMANENT SUPPORT
	DRUM WITH MONO DIRECTIONAL LIGHT
	DRUM WITH MONO DIRECTIONAL FLASHING LIGHT
	TYPE III BARRICADE
	DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
	TEMPORARY PAVEMENT MARKING
	PAVEMENT MARKING TO REMAIN
	TRAFFIC FLOW DIRECTION
	VERTICAL PANEL
	TEMPORARY IMPACT ATTENUATORS (FULLY-REDIRECTIVE, NARROW) TEST LEVEL 3

FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -
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		DATE -	REVISED -

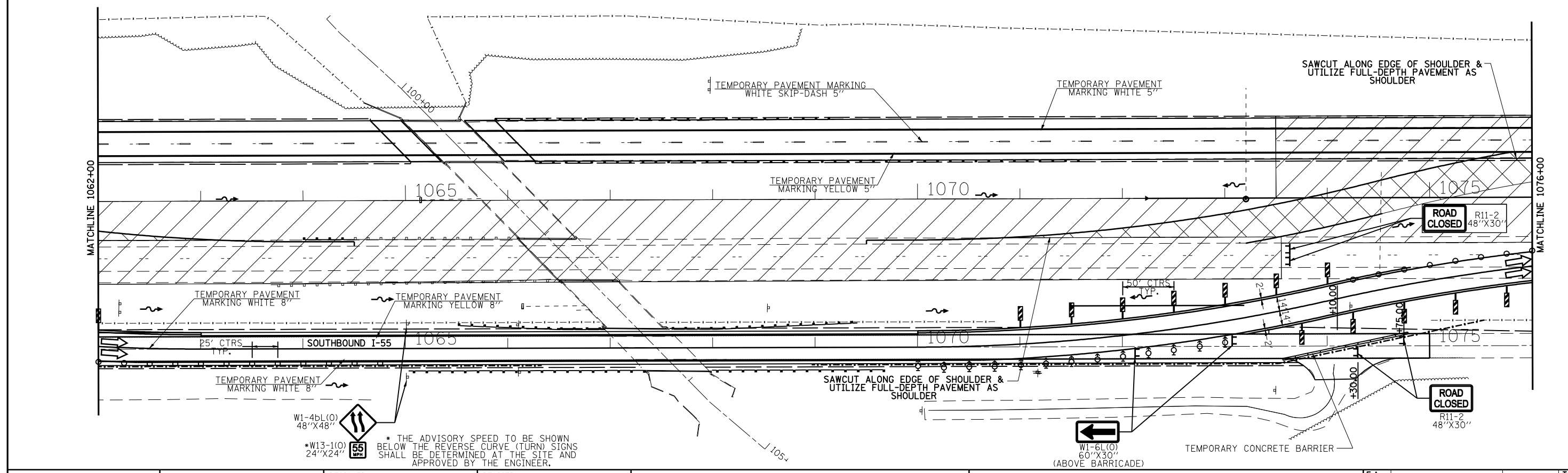
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE II CONSTRUCTION			
SCALE:	SHEET NO. 4 OF 8 SHEETS	STA. 1076+00	TO STA. 1086+00

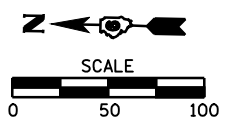
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	68-4B-1 & 111BR	MONTGOMERY	145	24
•	FAI 55 & FAS 1769	CONTRACT NO. 72A63		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



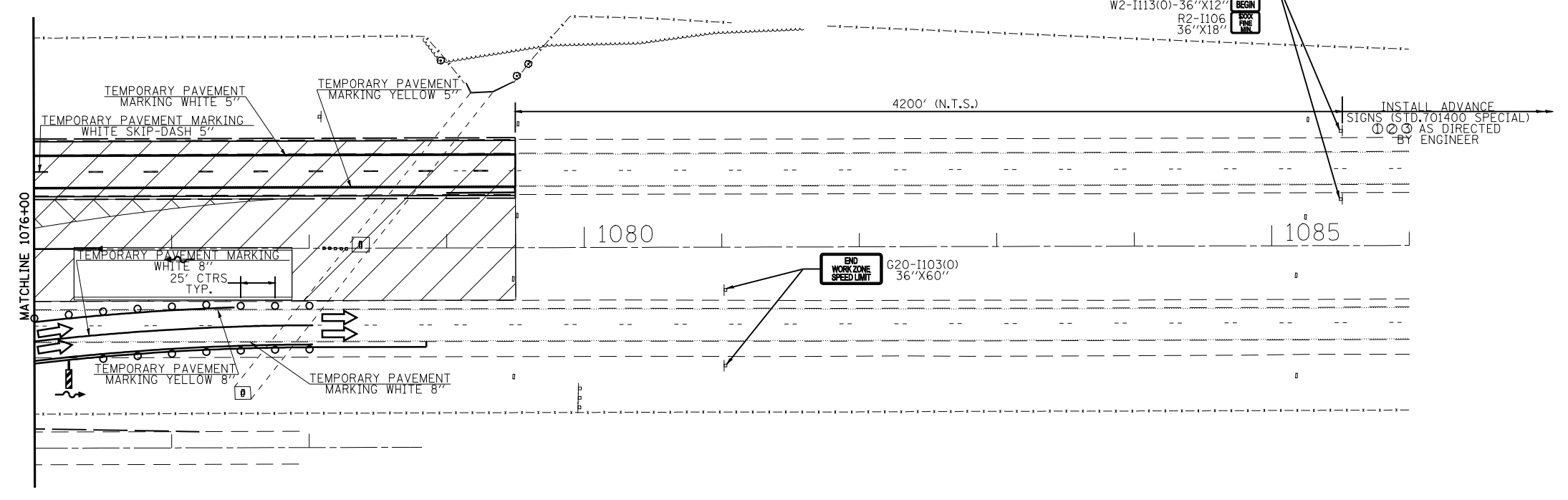
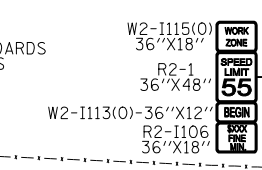
NOTE: FOR STAGE III NOTES AND LEGEND SEE SHEET 6 OF 8



FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE III CONSTRUCTION			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\PWIDOT\LAUGHLINRL\0110282\StageConstruction.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO. 5 OF 8 SHEETS	STA. 1048+00 TO STA. 1076+00	68-4B-1 & 111BR	MONTGOMERY	145	25	
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -					FAI 55 & FAS 1769	MONTGOMERY			
PLOT DATE = Dec-03-2008 07:33:49AM		DATE -	REVISED -					FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



SEE TRAFFIC CONTROL STANDARDS FOR ADDITIONAL DETAILS



MATCHLINE 1076+00

STAGE III NOTES:

TRAFFIC
 N.B. I-55: USE NEW N.B. I-55 BRIDGE AND PAVEMENT.
 S.B. I-55: USE TEMPORARY CROSSOVERS TO/FROM EXISTING S.B. I-55 TO/FROM WEST FRONTAGE ROAD.

CONSTRUCTION

1. UTILIZING TRAFFIC CONTROL AND PROTECTION STANDARD 701400 REMOVE NORTHBOUND CROSSOVER TRAFFIC CONTROL AND SHIFT NORTHBOUND TRAFFIC TO I-55.
2. UTILIZING TRAFFIC CONTROL AND PROTECTION STANDARD 701401 REMOVE NORTHBOUND CROSSOVERS.
3. CONSTRUCT NEW S.B. I-55 BRIDGE AND RESURFACE PAVEMENT FROM STA. 1060+50 TO STA. 1073+50.
4. INSTALL GUARDRAIL ON S.B. I-55 BRIDGE.
5. APPLY TEMPORARY PAVEMENT MARKING TO SOUTHBOUND I-55.
6. UTILIZING TRAFFIC CONTROL AND PROTECTION STANDARD 701400 REMOVE SOUTHBOUND CROSSOVER TRAFFIC CONTROL AND SHIFT SOUTHBOUND TRAFFIC TO I-55.

LEGEND

	REMOVALS
	WORK AREA
	SIGN ON PORTABLE OR PERMANENT SUPPORT
	DRUM WITH MONO DIRECTIONAL LIGHT
	DRUM WITH MONO DIRECTIONAL FLASHING LIGHT
	TYPE III BARRICADE
	DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
	TEMPORARY PAVEMENT MARKING
	PAVEMENT MARKING TO REMAIN
	TRAFFIC FLOW DIRECTION
	VERTICAL PANEL
	TEMPORARY IMPACT ATTENUATORS (NON-REDIRECTIVE, NARROW) TEST LEVEL 3

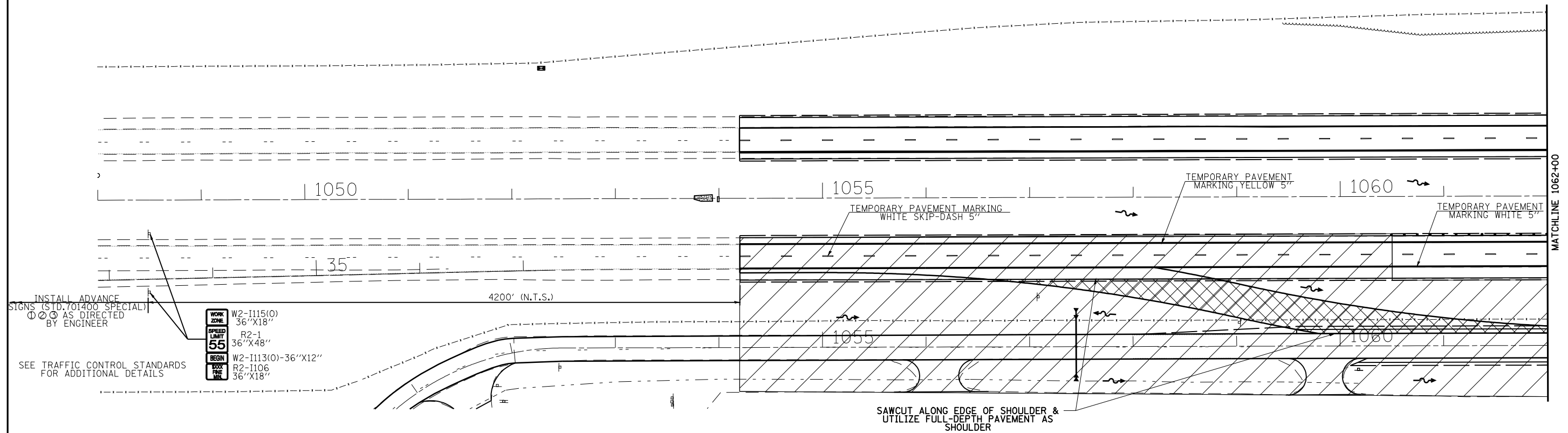
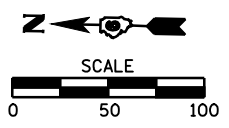
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

STAGE III CONSTRUCTION

SCALE: SHEET NO. 6 OF 8 SHEETS STA. 1076+00 TO STA. 1086+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	68-4B-1 & 111BR	MONTGOMERY	145	26
• FAI 55 & FAS 1769			CONTRACT NO. 72A63	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



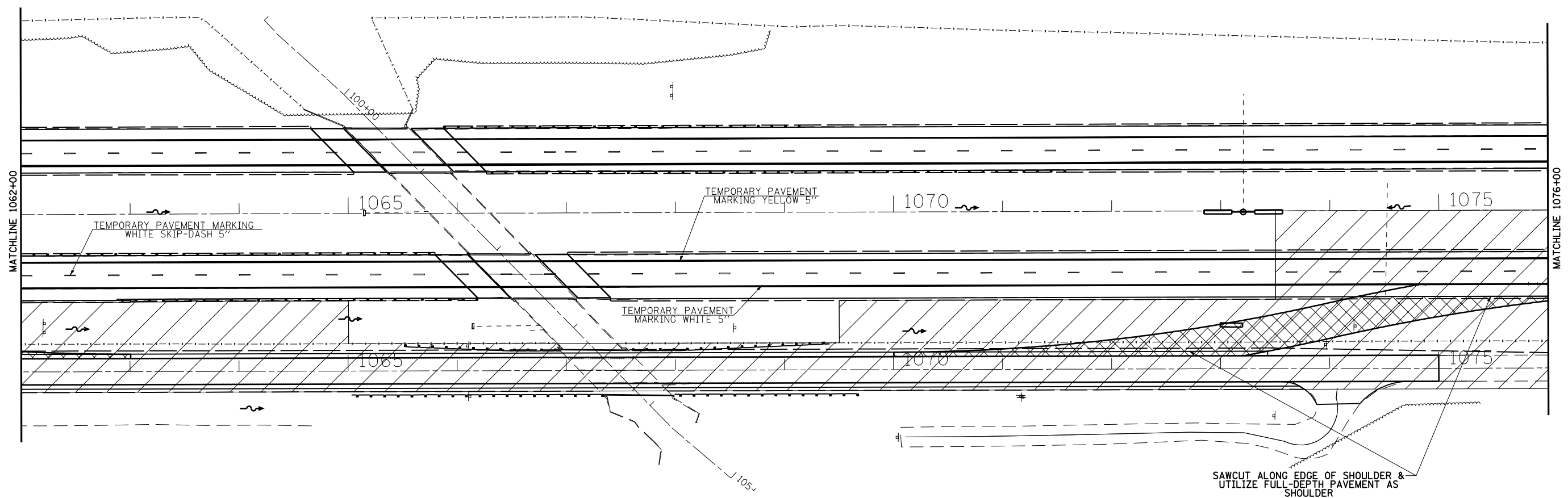
INSTALL ADVANCE SIGNS (STD. 701400 SPECIAL) AS DIRECTED BY ENGINEER

SEE TRAFFIC CONTROL STANDARDS FOR ADDITIONAL DETAILS

WORK ZONE	W2-1115(0)
	36"X18"
SPEED LIMIT	R2-1
	36"X48"
BEGIN	W2-1113(0)-36"X12"
END	R2-1106
	36"X18"

SAWCUT ALONG EDGE OF SHOULDER & UTILIZE FULL-DEPTH PAVEMENT AS SHOULDER

NOTE: FOR STAGE IV NOTES AND LEGEND SEE SHEET 8 OF 8



SAWCUT ALONG EDGE OF SHOULDER & UTILIZE FULL-DEPTH PAVEMENT AS SHOULDER

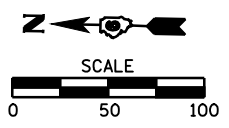
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		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

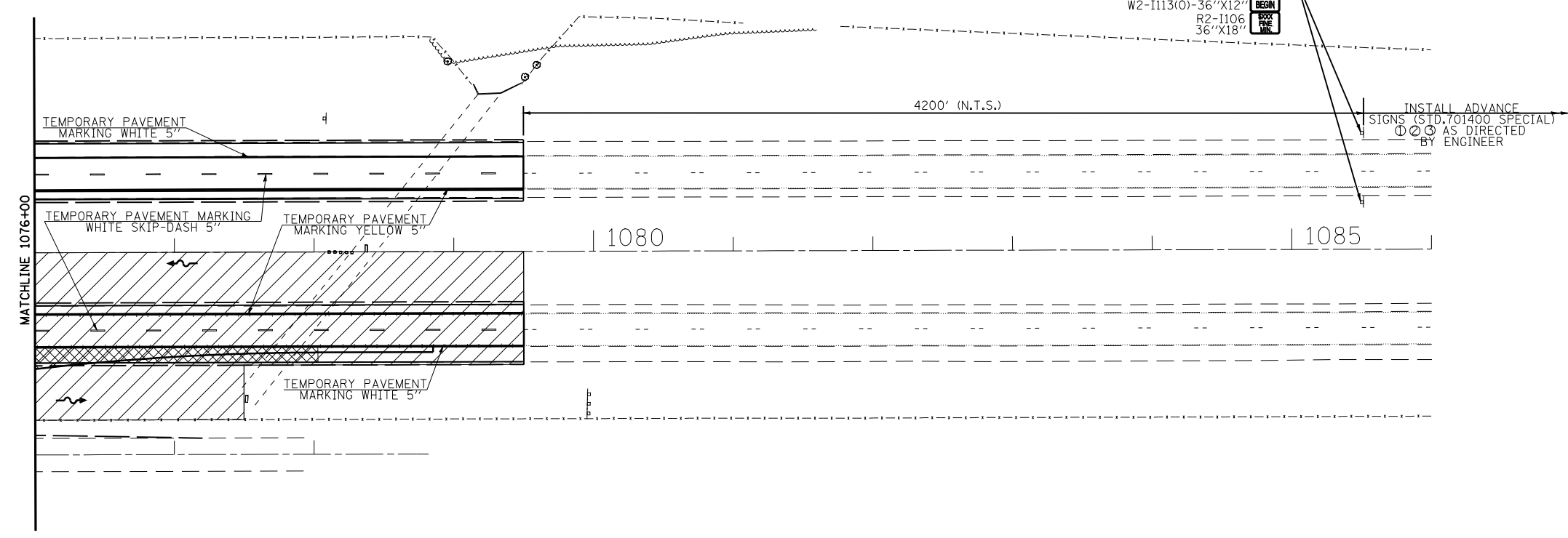
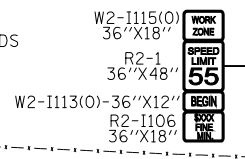
STAGE IV CONSTRUCTION

SCALE: SHEET NO. 7 OF 8 SHEETS STA. 1048+00 TO STA. 1076+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	68-4B-1 & 111BR	MONTGOMERY	145	27
	FAI 55 & FAS 1769	CONTRACT NO. 72A63		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



SEE TRAFFIC CONTROL STANDARDS FOR ADDITIONAL DETAILS



STAGE IV NOTES:

TRAFFIC
 N.B. I-55: USE NEW N.B. I-55 BRIDGE AND PAVEMENT.
 S.B. I-55: USE NEW S.B. I-55 BRIDGE AND PAVEMENT.

CONSTRUCTION

- UTILIZING TRAFFIC CONTROL AND PROTECTION STANDARD 701401 REMOVE TEMPORARY CROSSOVERS TO/FROM FRONTAGE ROAD TO/FROM S.B. I-55 AND SAWCUT TO EDGE OF S.B. I-55 AND FRONTAGE ROAD OUTSIDE SHOULDERS AND UTILIZE THE FULL DEPTH PAVEMENT AS SHOULDER.
- INSTALL TEMPORARY PAVEMENT MARKING ON FRONTAGE RD.
- REMOVE FRONTAGE ROAD TRAFFIC CONTROL AND OPEN FRONTAGE ROAD TO TRAFFIC.

LEGEND

	REMOVALS
	WORK AREA
	SIGN ON PORTABLE OR PERMANENT SUPPORT
	DRUM WITH MONO DIRECTIONAL LIGHT
	DRUM WITH MONO DIRECTIONAL FLASHING LIGHT
	TYPE III BARRICADE
	DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
	TEMPORARY PAVEMENT MARKING
	PAVEMENT MARKING TO REMAIN
	TRAFFIC FLOW DIRECTION
	VERTICAL PANEL
	TEMPORARY IMPACT ATTENUATORS (NON-REDIRECTIVE, NARROW) TEST LEVEL 3

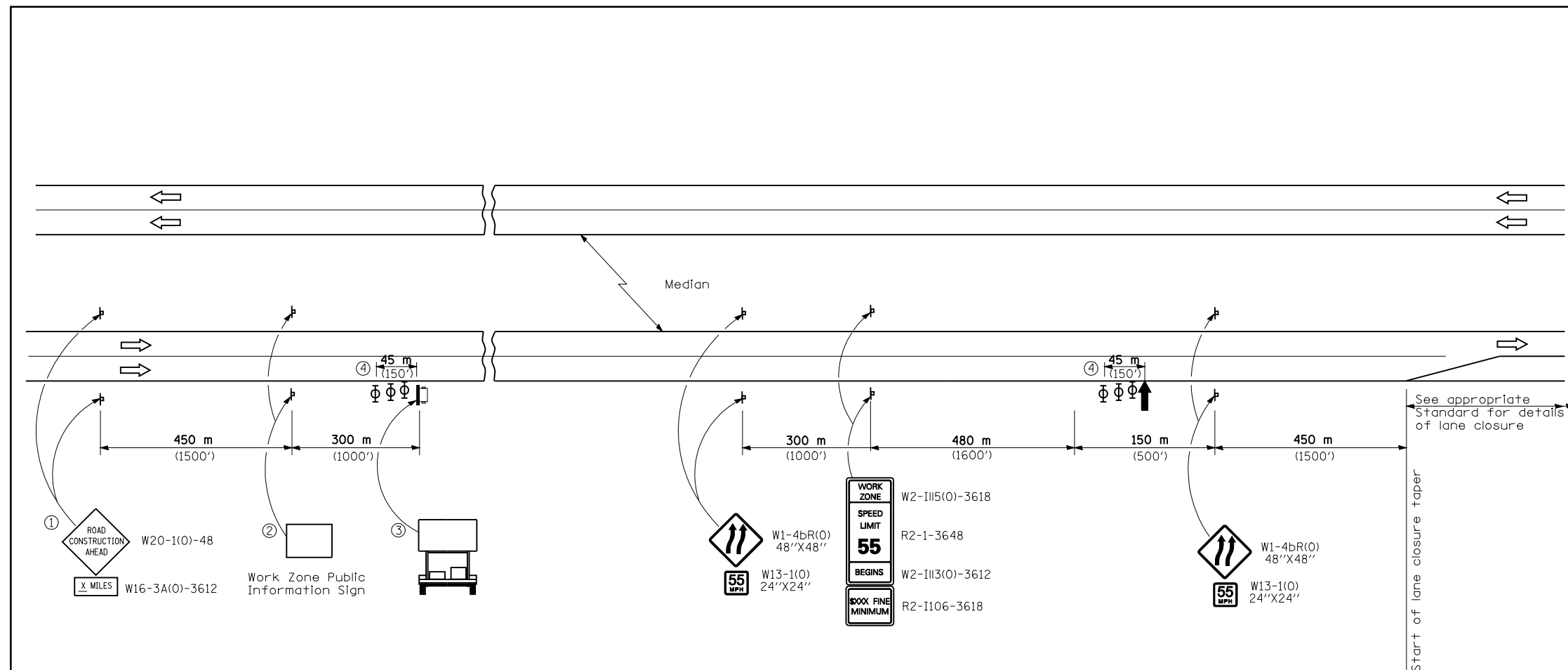
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	PLOT DATE = Dec-03-2008 07:34:01AM	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE IV CONSTRUCTION

SCALE: SHEET NO. 8 OF 8 SHEETS STA. 1076+00 TO STA. 1086+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	68-4B-1 & 111BR	MONTGOMERY	145	28
• FAI 55 & FAS 1769			CONTRACT NO. 72A63	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



SYMBOLS

- ↑ Arrow board
- ☐ Portable changeable message sign
- ▬ Sign
- ⊕ Type II barricade, drum, or vertical barricade with monodirectional flashing light

- ① The Road Construction Ahead sign shall be located 3 to 5 miles in advance of the project limits.
- ② The message and size of the Work Zone Public Information Sign shall be as specified by the Department.
- ③ The message board shall be used to display status of lanes within the project. The primary messages shall be:
 "Lane Shift Ahead" / " x Miles Ahead"
 "Lane Shift Ahead" / " x Miles Ahead"
 "All Lanes Open"
- ④ Three, Type II barricades, drums, or vertical barricades at 15 m (50') centers.
- ⑤ This standard applies to either side of the roadway (left or right).

GENERAL NOTES

This standard is used where at any time a lane is closed on a freeway/expressway. When the left lane is closed, LEFT LANE CLOSED signs shall be substituted for the RIGHT LANE CLOSED signs.

The first two signs and the message board are stationary.

The last four signs and arrowboard shall be moved as necessary to maintain the required distance from the start of the lane closure taper(s).

All dimensions are in millimeters (inches) unless otherwise shown.

**APPROACH TO
LANE CLOSURE,
FREEWAY/EXPRESSWAY**

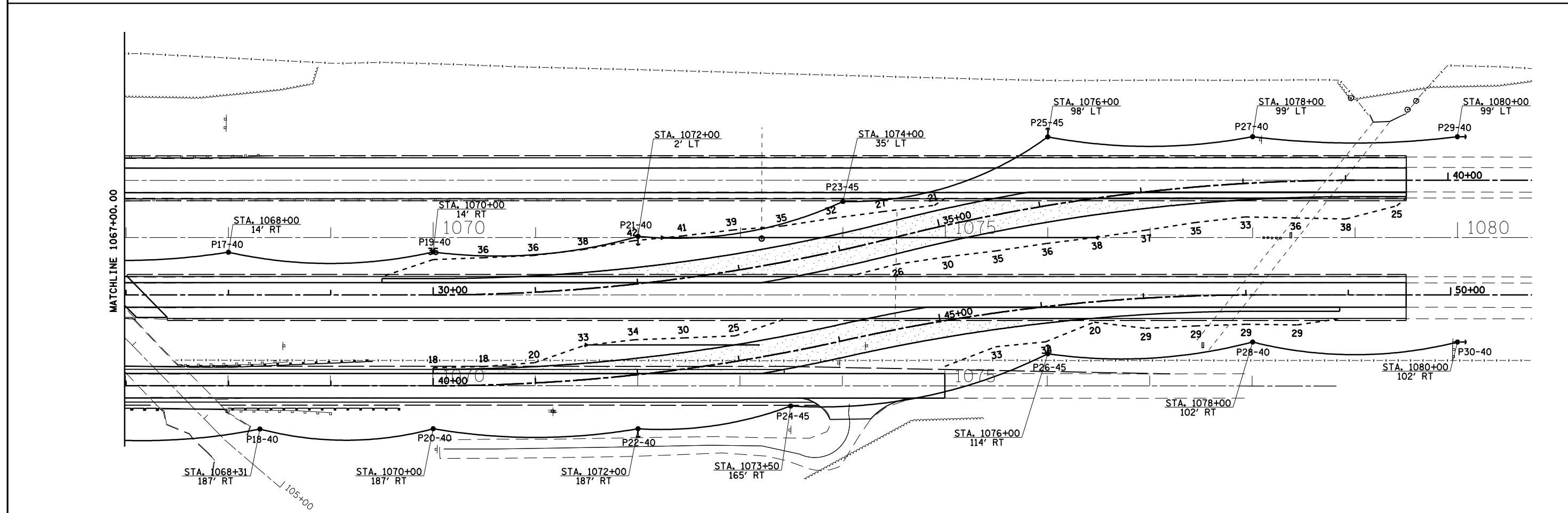
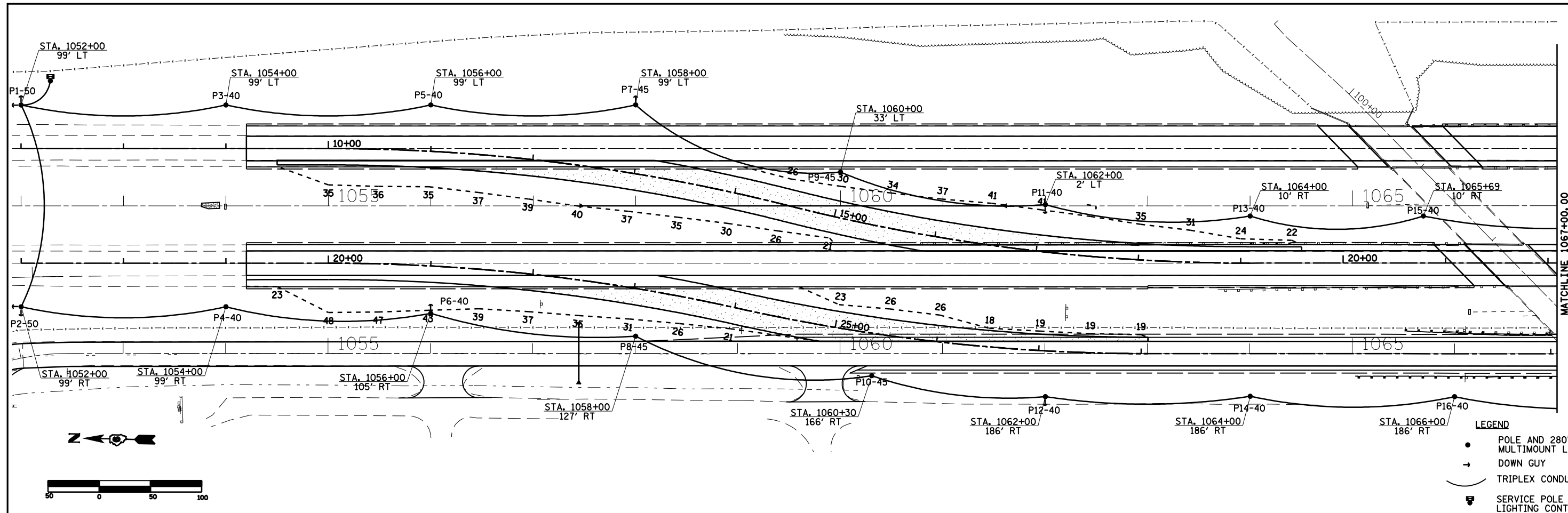
STANDARD 701400-02

(SPECIAL)

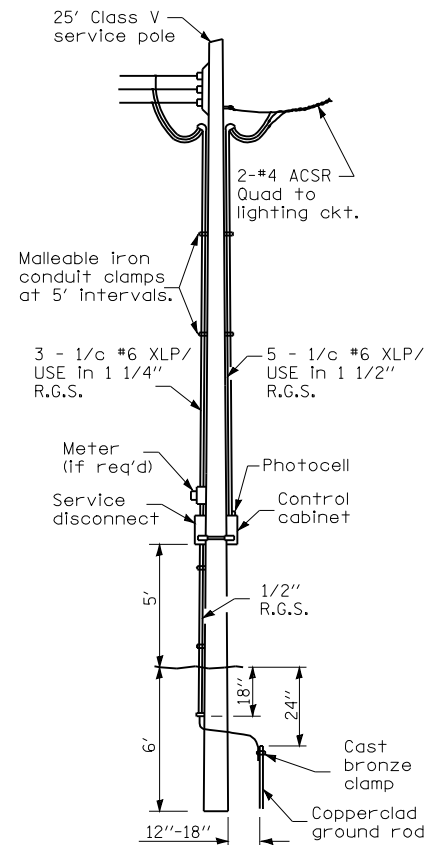
DECATUR, ILLINOIS

ENGINEERS - CONSULTANTS

BLANK, WESSELINK, COOK & ASSOCIATES



FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY LIGHTING PLAN		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et:\pwork\PWIDOT\LAUGHLINRL\0110282\L	ghtang Plan.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO. 5 OF 5 SHEETS	STA.	TO STA.	68-4B-1 & 111BR	MONTCOMERY	145	30
	PLOT SCALE = 100.00' / IN.	CHECKED -	REVISED -						FAI 55 & FAS 1769	CONTRACT NO.	72A63	
	PLOT DATE = Dec-03-2008 07:34:07AM	DATE -	REVISED -						FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	



SERVICE INSTALLATION

NOTE:
 Min. Pole spacing 200'
 Max. Pole spacing 250'

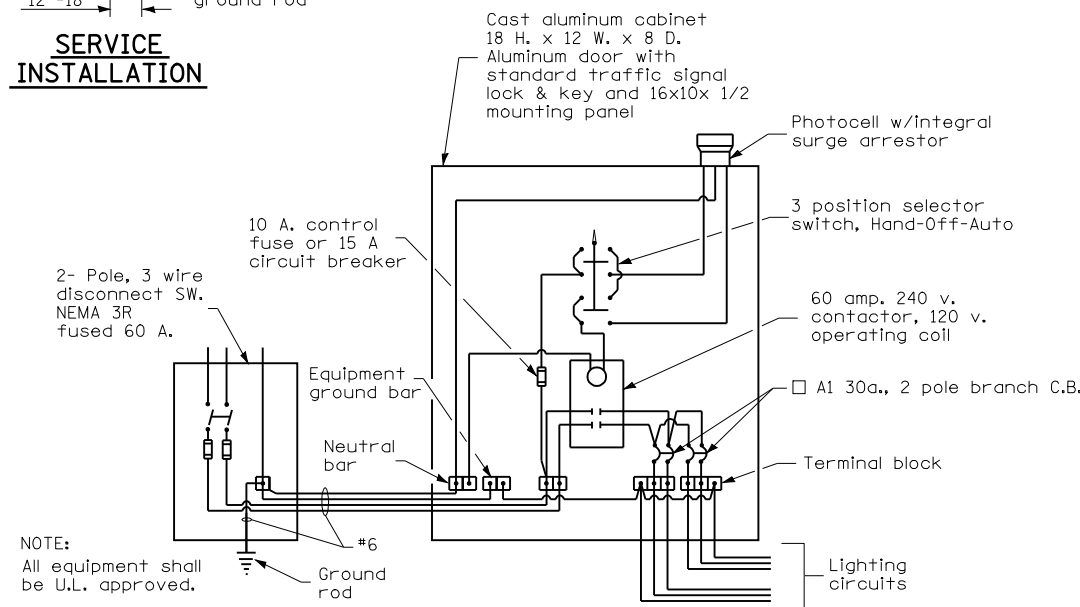
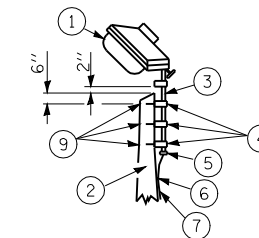
Setback shall be min. 30' or 5' back of ditch, unless breakaway type pole is used.

- ① Luminaire
- ② Wood pole, class 3 or better
- ③ 2 1/2" Galv. steel conduit
- ④ Single offset pole band
- ⑤ Conduit bushing
- ⑥ Cable clamps on 24" centers
- ⑦ 2/c #12 Type USE cable
- ⑧ 1" Galv. steel conduit 10' in length
- ⑨ 5/8" hot dipped galvanized bolt with flat washer & locknut (3 req'd)
- ⑩ Conduit clamps on 36" centers
- ⑪ Unit duct
- ⑫ Threaded reducer
- ⑬ "C" Condulet, threaded
- ⑭ 1 1/2" Galv. steel conduit for 1 unit duct or 3" galv. steel conduit for 2 or 3 unit ducts.

NOTE:
 Luminaire(s) shall have a 2-pole inline weatherproof quick disconnect fuse holder.

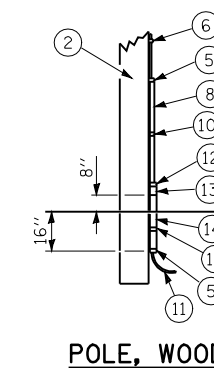
Luminaire(s) shall be oriented and the mounting angle adjusted as recommended by the Engineer.

Connect luminaire equipment ground to ACSR messenger.



NOTE:
 All equipment shall be U.L. approved.

WIRING DIAGRAM



POLE LENGTH	DEPTH IN GROUND
65'	12'
60'	10'
55'	9'
50'	8'
45'	7'
40'	6.5'
35'	6'
30'	5.5'

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	PLOT DATE = Dec-03-2008 07:34:10AM	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ROADWAY LIGHTING DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	68-4B-1 & 111BR	MONTGOMERY	145	31
	• FAI 55 & FAS 1769		CONTRACT NO. 72A63	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STORM WATER POLLUTION PREVENTION PLAN

Route: FAI 55 & FAS 1769

Marked: INTERSTATE 55

Section: 68-4B-1 & 111BR

Project No.: NA

County: MONTGOMERY

Contract No.: 72A63

This plan has been prepared to comply with the provision of the NPDES Permit Number ILR10 _____ Issued by the Illinois Environmental Protection Agency for storm water discharges from construction site activities.

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information submitted, is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Rose Z Dambin
(Signature) 12-8-08
(Date)

Deputy Director / Region 4 Engineer
(Title)

Note: The above boxed in area will be filled out by IDOT - Construction after the award of the contract to obtain the required NPDES permit.

The following plan was established and included in these plans to direct the Contractor in the placement of temporary erosion control systems and to provide a storm water pollution prevention plan for compliance under NPDES. The Contractor shall abide to all requirements within this plan as part of the contract.

The purpose of this plan is to prevent / minimize siltation within the construction zone and to eliminate sediments from entering and leaving the construction zone by utilizing proper temporary erosion control systems and providing ground cover within a reasonable time.

Certain items, as shown in this plan and referenced by the legend, shall be placed by the Contractor at the beginning of construction. Other items shall be placed by the Contractor as directed by the Engineer on a case by case situation resulting from the Contractor's sequence of activities, time of the year, and expected weather conditions.

The Contractor shall place permanent erosion control systems and seeding within a reasonable amount of time; therefore, reducing the amount of area being open to the possibility of erosion and reducing the amount of temporary erosion control systems and temporary seeding. The Resident Engineer will determine if temporary erosion control systems shown in the plan can be deleted, the size of the proposed ditch checks, the proper method of installation, and if any additional temporary erosion control systems shall be added which are not included in this plan. The Contractor shall perform all work as directed by the Engineer and as shown in special details and in Standard 280001 of the plans.

The special provisions Temporary Seeding, Temporary Erosion Control Seeding, and Temporary Erosion Control additionally supplement this plan.

All disturbed areas having high potential for erosion, as determined by the Engineer, shall be temporarily seeded or permanently seeded by October 1, and shall not be reopened until after the winter shutdown period.

SITE DESCRIPTION

Description of Construction Activity:

1. The proposed project consists of replacement of the superstructure of the I-55 bridges over Macoupin Creek, and resurfacing of 0.5 miles of I-55. In addition, the Frontage Road bridge at this location will be repaired and 0.4 miles of roadway resurfaced. The work will be staged by utilizing temporary traffic crossovers.
2. Construction consists of embankment, grading, constructing culverts, resurfacing, placing HMA shoulders and bridge repair and reconstruction.

Description of Intended Sequence of Major Construction Activities Which Will Disturb Earth and Lead to Possible Erosion for Major Portions of the Construction Site:

1. Crossover embankment construction will be completed to provide temporary traffic detour around the bridge construction.
2. Drainage structures will be installed before and/or during the construction of the excavation and embankment to allow proper drainage across the proposed roadways.
3. Placement, maintenance, removal and proper clean-up of temporary erosion control, such as erosion control fence, riprap ditch checks, sediment basins, temporary seeding, etc.
4. Removal of crossover embankment and regrading to original grade lines and removal of temporary drainage structures.
5. Placement of permanent erosion control, excelsior blanket, seeding, etc.
6. Final grading, paving and other miscellaneous items.

Area of Construction Site:

The total drainage area entering and including the construction site is estimated to be 18 acres in which 7.5 acres will be disturbed by excavation, grading or other activities.

Other Reports, Studies and Plans which Aid in the Development of this Storm Water Pollution Prevention Plan as Referenced Documents:

1. Information on the soils within the site was obtained from field reviews which were utilized for proposed placement of the temporary erosion control systems.
2. Site maps indicating drainage patterns and approximate slopes were contained in the project report. USGS drainage maps, and project plan documents were all utilized for proposed placement of the temporary erosion control systems.

Drainage Tributaries Receiving Water from this Construction Site:

1. Macoupin Creek

BLANK, WESSELINK, COOK & ASSOCIATES ENGINEERS - CONSULTANTS DECATUR, ILLINOIS

FILE NAME =	USER NAME = leughlrrr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STORM WATER POLLUTION PREVENTION PLAN	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
of:\pwwork\NPWIDOT\LAUGHLIN\LR108110282\S	PP.dgn	DRAWN -	REVISED -			•	68-4B-1 & 111BR	MONTGOMERY	145	32
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PLOT DATE = Dec-03-2008 07:12:09AM	DATE -	REVISED -	REVISED -			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
					SCALE:	SHEET NO. 1 OF 5 SHEETS	STA.	TO STA.		

CONTROLS - EROSION CONTROLS AND SEDIMENT CONTROLS

Description of Stabilization Practices at the Beginning of Construction:

1. The area between the existing and proposed right-of-way/temporary easement boundaries and limits of the project will be improved and managed for the purposes of controlling erosion within the area, reducing water flow by temporary diversion and minimizing siltation into the construction zone, and establishing vegetative cover which will become permanent vegetation and act as an erosion barrier. Work at the beginning of construction will consist of the following:
 - (a) Areas of existing vegetation (woods and grasslands) outside the proposed construction slope limits shall be identified for preserving and shall be protected from mowing, brush cutting, tree removal and other activities which would be detrimental to their maintenance and development.
 - (b) Dead, diseased, or unsuitable vegetation within the site shall be removed as directed by the Engineer, along with required tree removal.
 - (c) As soon as reasonable access is available (such as trees cleared) to all locations where water drains away from the project, sediment basins, riprap ditch checks, temporary ditch checks, and/or erosion control fence shall be installed as called out in this plan and directed by the Engineer.
 - (d) Bare and sparsely vegetated ground in highly erodible areas as determined by the Engineer shall be temporarily seeded at the beginning of construction where no construction activities are immediately expected as stated in the special provision "Temporary Erosion Control Seeding".
 - (e) Immediately after tree removal is completed in certain areas which are highly erodible areas as determined by the Engineer, the areas shall be temporarily seeded where no construction activities are immediately expected as stated in the special provision "Temporary Erosion Control Seeding".
 - (f) At locations where a significant amount of water drains into the construction zone from outside areas (adjacent landowners), erosion control fence, temporary ditch checks, or riprap ditch checks will be utilized to locally divert water, reduce flow rates, and collect outside siltation inside the right-of-way line. Erosion control items will not be allowed to be installed to cause flooding to upstream private property which could cause crop damages or other undesirable conditions.
2. Establishment of these temporary erosion control measures will have additional benefits to the project. Desirable grass seed will become established in these areas and will spread seeds onto the construction site until permanent seeding/mowing and overseeding can be complete.
3. A third benefit of these filter areas is that they will begin to provide a screen and buffer. They will help protect the construction site from winds and excess sun and mitigate construction noise and dust.

Description of Stabilization Practices During Construction:

1. During roadway construction, areas outside the construction slope limits as outlined previous herein shall be protected from damaging effects of construction. The Contractor shall not use this area for staging (except as designated on the plans or directed by the Engineer), parking of vehicles or construction equipment, storage of materials, or other construction related activities.
 - (a) Within the construction zone, critical areas which have high flows of water as determined by the Engineer shall remain undisturbed until full scale construction is underway to prevent unnecessary soil erosion.
 - (b) Top soil and earth stockpiles shall be temporarily seeded if they are to remain unused for more than fourteen days.
 - (c) As the Contractor constructs a portion of roadway in a fill section, he/she shall follow the following steps as directed by the Engineer:
 - i. Place temporary erosion control systems at locations where water leaves and enters the construction zone
 - ii. Temporary seed highly erodible areas outside the construction slope limits
 - iii. Construct roadside ditches and provide temporary erosion control systems
 - iv. Temporary divert water around proposed culvert locations
 - v. Build necessary embankment at culvert locations and then excavate and place culvert
 - vi. Continue building up the embankment to the proposed grade while at the same time place permanent erosion control such as riprap ditch lining and conduct final shaping to the slopes
 - (d) The Contractor shall immediately follow major earth moving operations with final grading equipment. After the major earth grading operation has moved to a new location, final grading shall be completed within fourteen days. If grading is not completed within fourteen days, all major earth moving operations will be stopped, as directed by the Engineer, until disturbed areas are final graded and seeded.
 - (e) Excavated areas and embankments shall be permanently seeded when final graded. If not, they shall be temporarily seeded as stated in the special provision "Temporary Erosion Control Seeding".

- (f) Construction equipment shall be stored and fueled only at designated locations. All necessary measures shall be taken to contain any fuel or pollution run-off in compliance with EPA water quality regulations. Leaking equipment or supplies shall be immediately repaired or removed from the site.
- (g) The Resident Engineer shall inspect the project daily during activities and weekly or after large rains during the winter shutdown period. The project shall additionally be inspected by the Construction Field Engineer on a bi-weekly basis to determine that erosion control efforts are in place and effective and if other control work is necessary.
- (h) Sediment collected during construction by the various temporary erosion control systems shall be disposed of on the site on a regular basis as directed by the Engineer. The cost of this maintenance will be paid for in accordance with Article 109.04 of the Standard Specifications.
- (i) The temporary erosion control systems shall be removed as directed by the Engineer after use is no longer needed or no longer functioning. The costs of this removal shall be included in the unit bid price for the temporary erosion control system. No additional compensation will be allowed.

Description of Structural Practices After Final Grading:

1. Temporary erosion control systems shall be left in place with proper maintenance until permanent erosion control is in place and working properly and all proposed turf areas seeded and established with a proper stand.
2. Once permanent erosion control systems as proposed in the plans are functional and established, temporary items shall be removed, cleaned up, and disturbed turf reseeded. Temporary riprap ditch checks will be allowed to remain in place where approved by the Engineer.

Maintenance after Construction:

1. Construction is complete after acceptance is received at the final inspection.
2. Areas will be inspected on a regular basis by IDOT District 6 Bureau of Operations.
3. Maintenance crews will perform regular mowings to aid in keeping weeds down and establishing a good roadside seed stand.
4. Maintenance crews will also aid in any ditch lining maintenance or in any drainage problems.
5. All maintenance will be conducted at times when weather conditions will not cause site damage.

DOCUMENTATION

1. A report summarizing the scope of the inspection, name(s) and qualifications of personnel making the inspection, date(s) of the inspection, major observations relating to the implementation of this storm water pollution prevention plan, and actions taken in accordance with Section 4.b. shall be made and retained as part of the plan for at least three years after the date of inspection. The report shall be signed in accordance with part VI.G of the general permit.
2. If any violation of the provisions of this plan is identified during the conduct of the construction work covered by this plan, the Resident Engineer or Resident Technician shall complete and file an "Incident of Noncompliance (ION)" report for the identified violation. The Resident Engineer or Resident Technician shall use forms provided by the Illinois Environmental Protection Agency and shall include specific information on the noncompliance, actions which were taken to prevent any further causes of noncompliance, and a statement detailing any environmental impact which may have resulted from the noncompliance. All reports of noncompliance shall be signed by a responsible authority in accordance with Part VI.G. of the general permit. The report of noncompliance shall be mailed to the following address:

Illinois Environmental Protection Agency
 Division of Water Pollution Control
 2200 Churchill Road, P.O. Box 19276
 Springfield, IL 62794-9276
 Attn: Compliance Assurance Section

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		DRAWN -	REVISED -		•	68-4B-1 & 111BR	MONTGOMERY	145	33			
		CHECKED -	REVISED -		•	FAI 55 & FAS 1769	CONTRACT NO. 72A63					
		DATE -	REVISED -		SCALE:	SHEET NO. 2 OF 5 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

CONTRACTOR CERTIFICATION STATEMENT

This certification statement is part of the Storm Water Pollution Plan for the project described below in accordance with NPDES Permit No. ILR10 _____, issued by the Illinois Environmental Protection Agency on _____.

Route: FAI 55 & FAS 1769 Marked: _____

Section: 68-4B-1 & 111BR Project No.: NA

County: MONTGOMERY Contract No.: 72A63

I certify under penalty of law that I understand the terms of the general National Pollutant Discharge Elimination System (NPDES) permit that authorizes the storm water discharges associated with industrial activity from the construction site identified as part of this certification.

Signature _____ Date _____
 Title _____
 Name of Firm _____
 Street Address _____
 City, State, Zip _____
 Phone Number _____

Note: The above boxed in area shall be filled out by the Contractor after the award of the contract to obtain the required NPDES Permit from IEPA. This is a requirement for this contract.

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	PLOT DATE = Dec-03-2008 07:34:20AM	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STORM WATER POLLUTION PREVENTION PLAN

SCALE: _____ SHEET NO. 3 OF 5 SHEETS STA. _____ TO STA. _____

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	68-4B-1 & 111BR	MONTGOMERY	145	34
• FAI 55 & FAS 1769		CONTRACT NO. 72A63		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

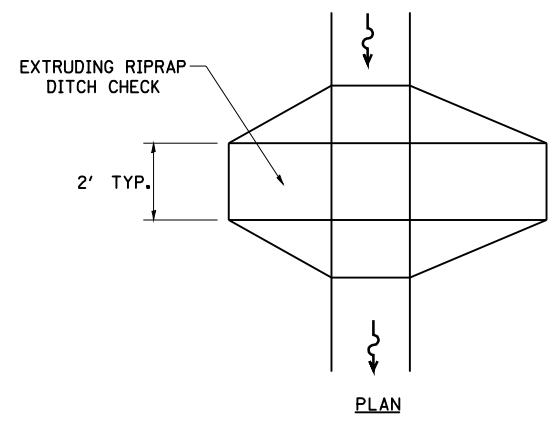
LEGEND FOR STORM WATER POLLUTION PREVENTION PLAN

ITEM	SYMBOL
AGGREGATE (EROSION CONTROL) [STONE DUMPED RIPRAP DITCH CHECKS: Height = 0.6m (2')]	
TEMPORARY DITCH CHECKS (APPROVED SUBSTITUTION)	
INLET PIPE PROTECTION (I&PP) (APPROVED SUBSTITUTION)	
PERIMETER EROSION BARRIER	
EARTH EXCAVATION FOR EROSION CONTROL (SEDIMENT BASINS)	
PRESERVE EXISTING TREES, WOODLANDS, AND UNDERSTORY (OUTSIDE CONSTRUCTION LIMITS)	
ITEM PLACED AT BEGINNING OF CONSTRUCTION (Requirement)	* ITEM *
ITEM PLACED AS DIRECTED BY ENGINEER (When required by situation)	ITEM
DIRECTION OF OVERLAND FLOW	

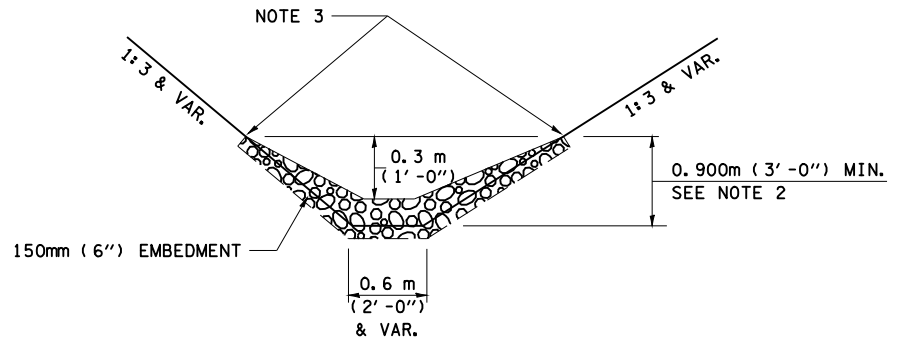
GENERAL NOTES:
 All items shall be constructed as shown on this sheet, on Standard 280001, and as directed by the Engineer.

The symbology on the STORM WATER POLLUTION PREVENTION PLAN sheets does not represent the size or quantity of bales, for number of bales refer to details and notes shown on this sheet and/or as directed by the Engineer.

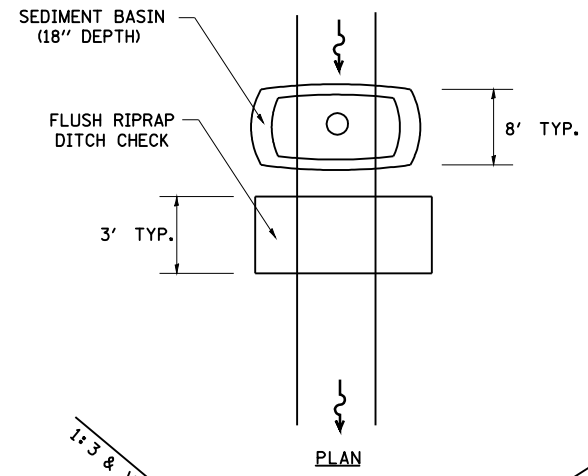
THE CONTRACTOR SHALL INSTALL DITCH CHECKS AS DIRECTED BY THE ENGINEER. IF THE ENGINEER ELECTS TO UTILIZE FLUSH RIPRAP DITCH CHECKS IN LIEU OF TEMPORARY DITCH CHECKS AS SHOWN ON THE FOLLOWING PLAN SHEETS, THE SPACING SHOULD BE DOUBLED.



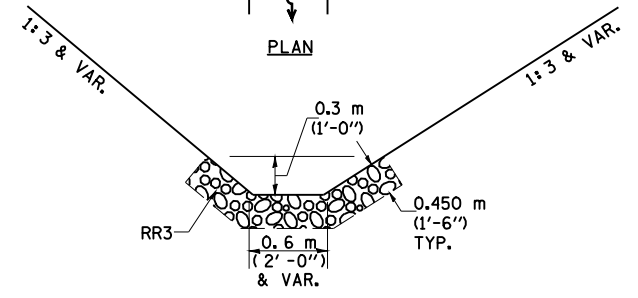
PLAN



**ELEVATION
 OPTION 1**
 (EXTRUDING DITCH CHECK)
 RECOMMENDED FOR AREAS
 W/ RIPRAP DITCH LINING



PLAN



**ELEVATION
 OPTION 2**
 (FLUSH DITCH CHECK)
 RECOMMENDED FOR AREAS
 W/O RIPRAP DITCH LINING

STONE DUMPED RIPRAP DITCH CHECK
 (TYPICAL & OPTIONS 1 & 2
 AS DIRECTED BY THE ENGINEER)

NOTE 1: RIPRAP SHALL EXTEND FAR ENOUGH UP THE SLOPES TO ALLOW 0.3m (1') OVERTOPPING TO AVOID ERODING AROUND THE EDGES OF THE RIPRAP.

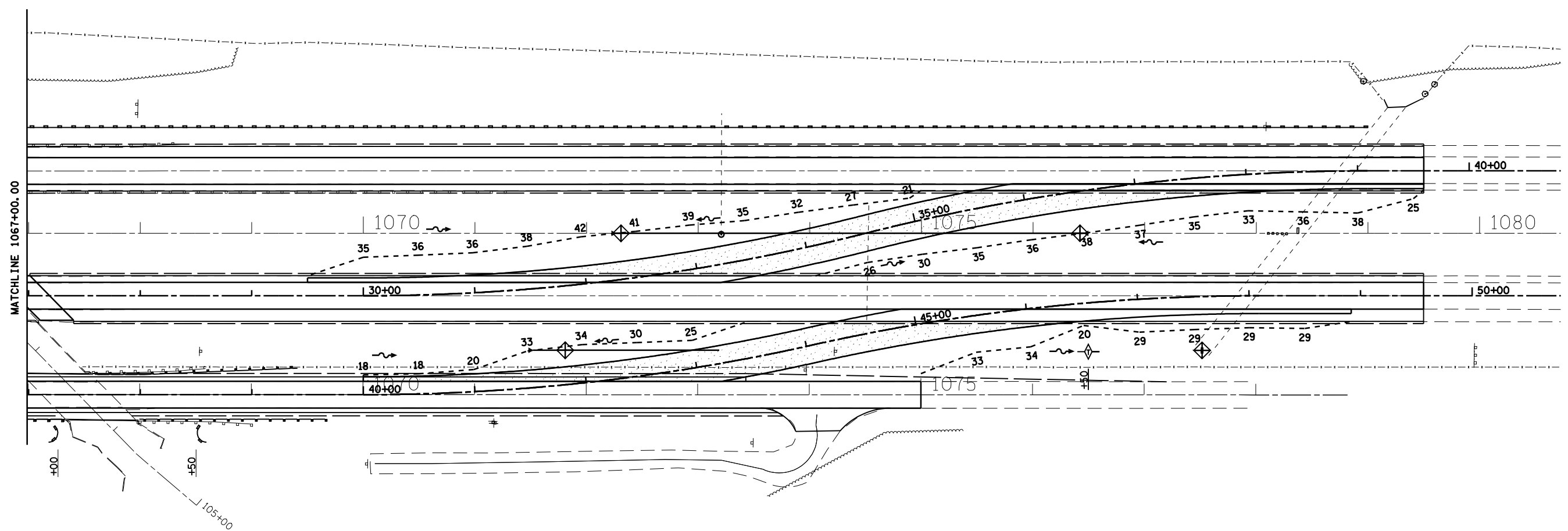
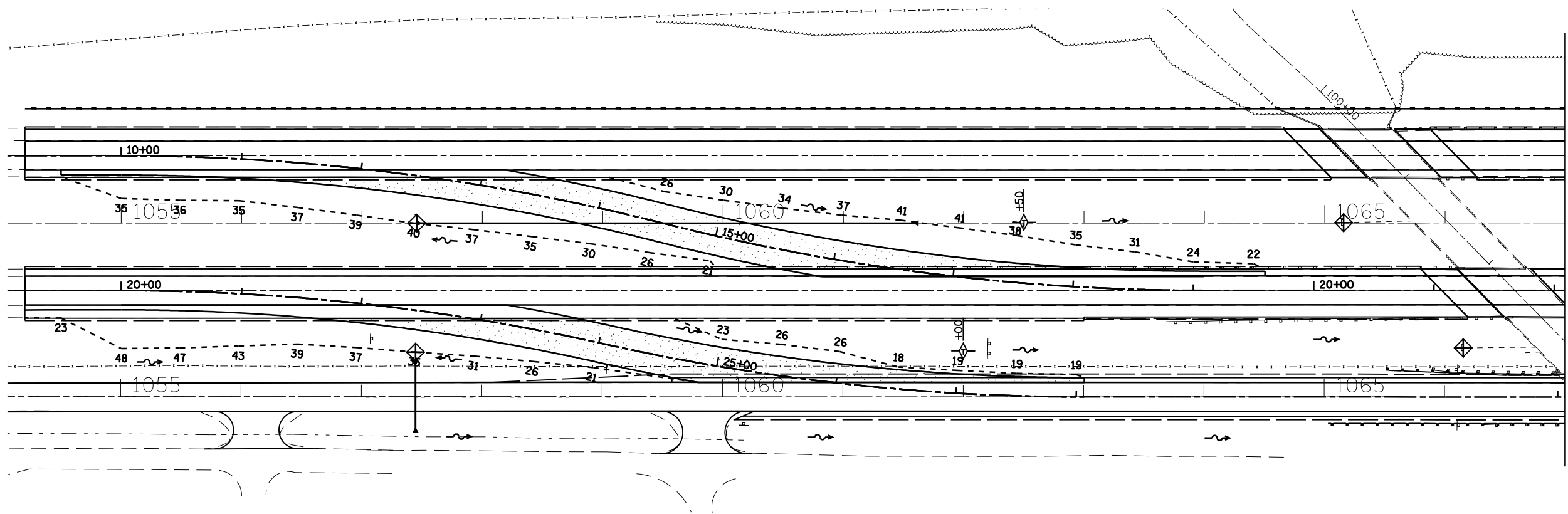
NOTE 2: ENDS SHALL BE TIED INTO SLOPES.

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

STORM WATER POLLUTION PREVENTION PLAN
 SCALE: SHEET NO. 4 OF 5 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	68-4B-1 & 111BR	MONTGOMERY	145	35
	• FAI 55 & FAS 1769	CONTRACT NO. 72A63		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



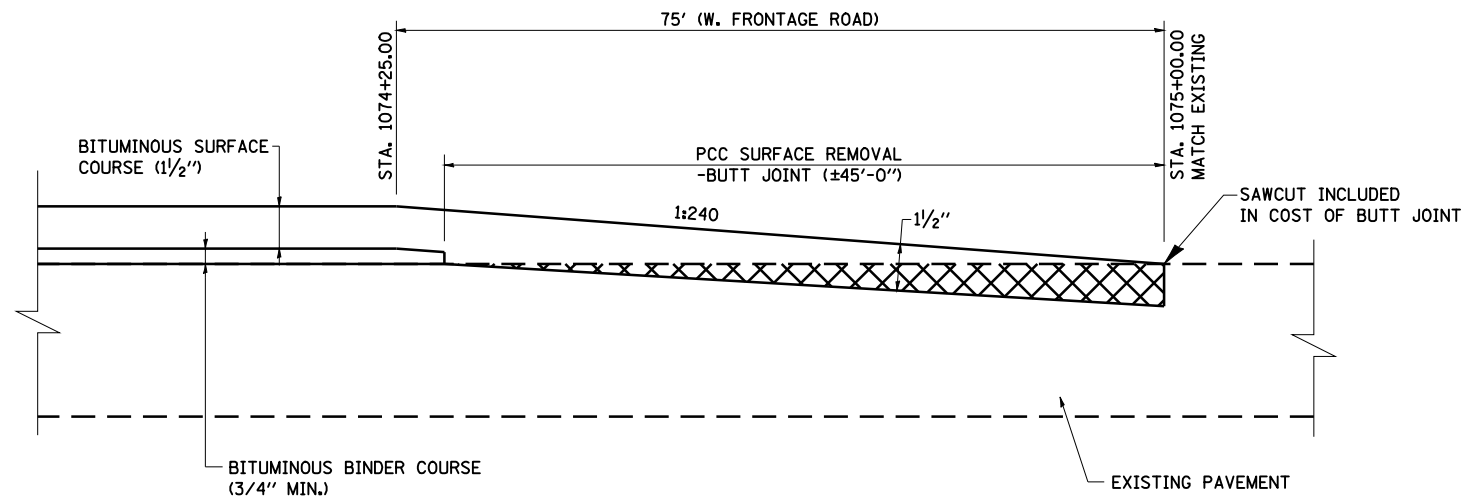
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

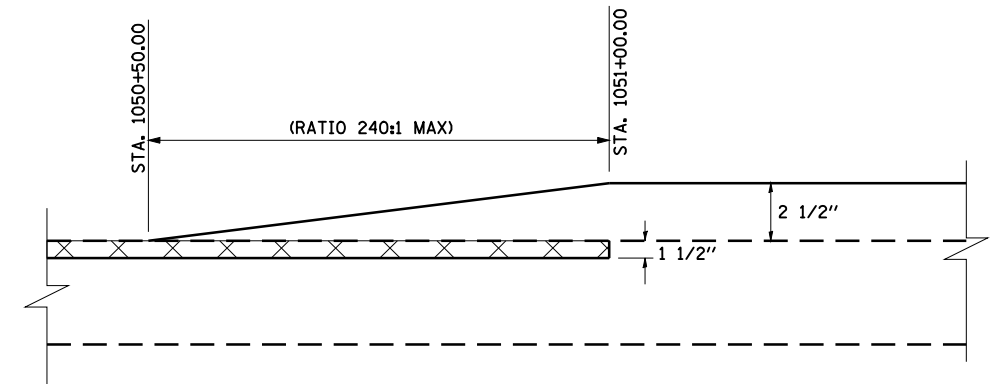
STORM WATER POLLUTION PREVENTION PLAN

SCALE: SHEET NO. 5 OF 5 SHEETS STA. TO STA.

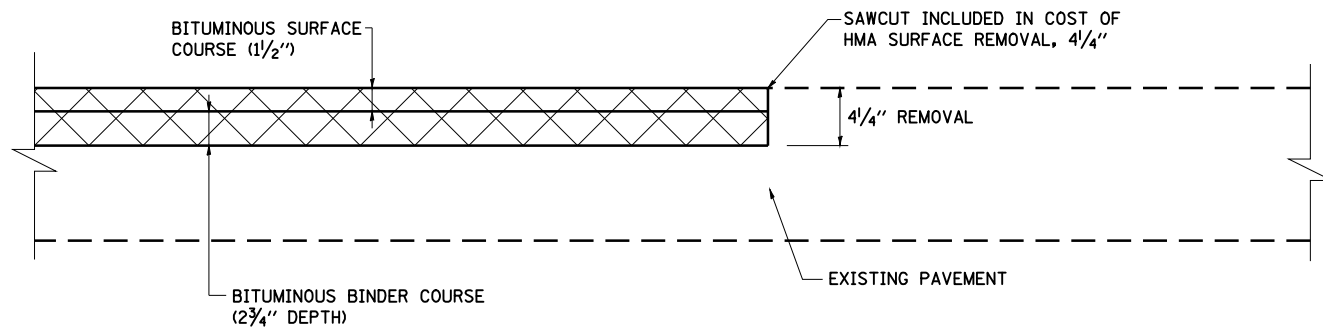
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•	68-4B-1 & 111BR	MONTOGOMERY	145	36
•	FAI 55 & FAS 1769	CONTRACT NO.	72A63	
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



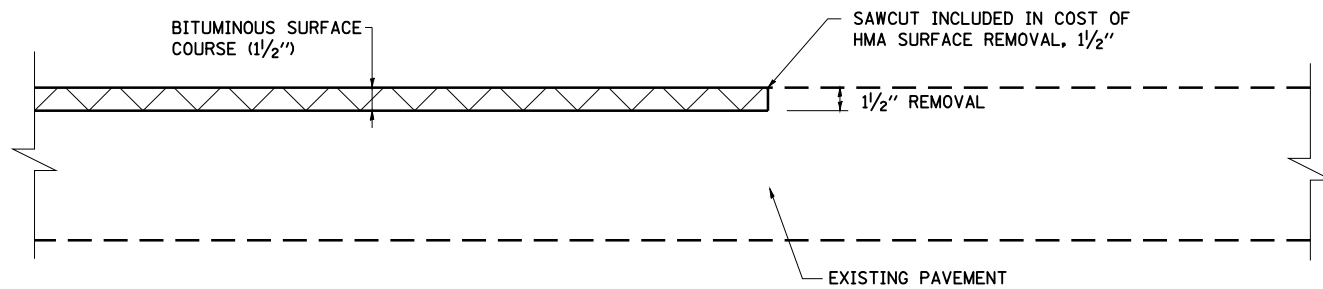
BUTT JOINT DETAIL



WEST FRONTAGE RD. TRANSITION



BUTT JOINT DETAIL - I-55



BUTT JOINT DETAIL - I-55

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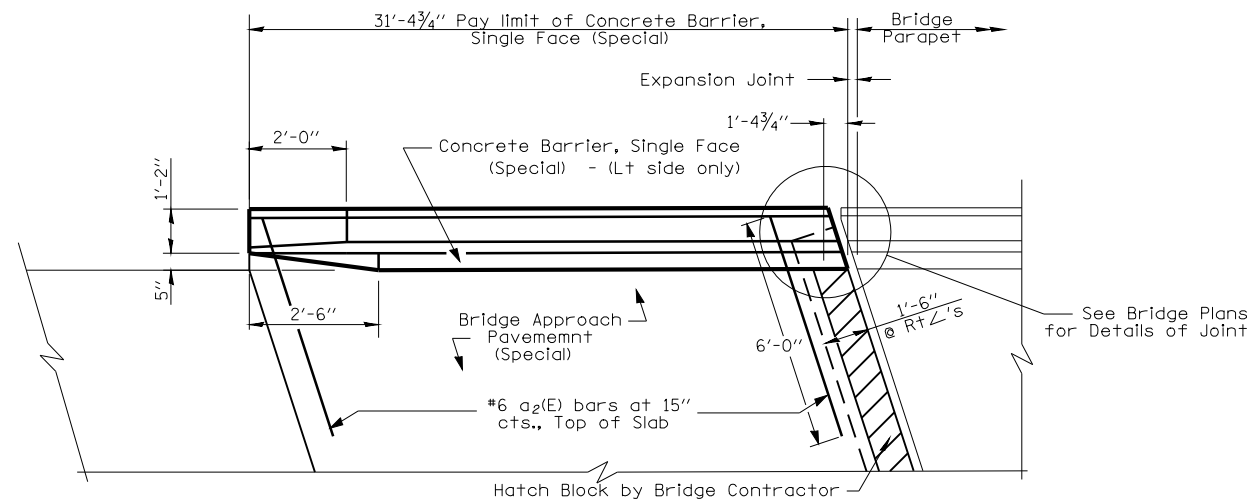
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROADWAY DETAILS

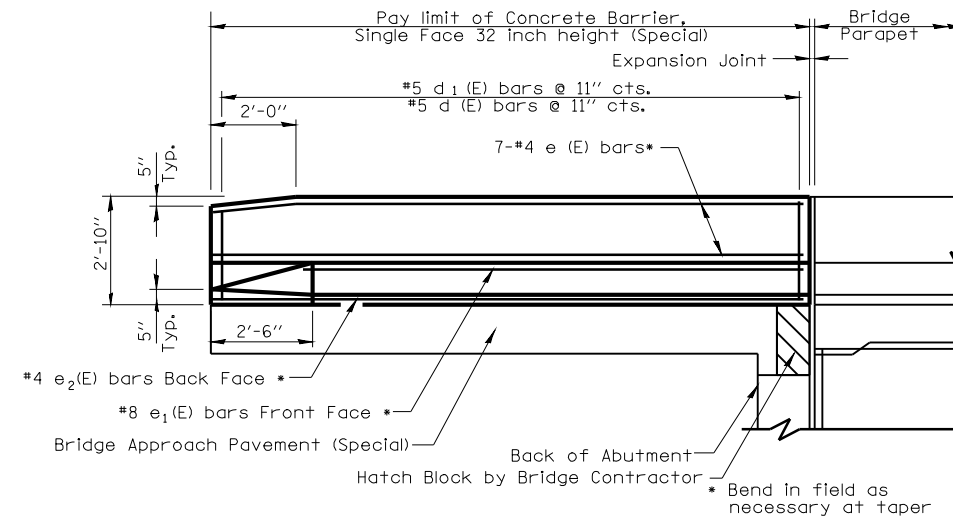
SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	68-4B-1 & 111BR	MONTGOMERY	145	37
•	FAI 55 & FAS 1769	CONTRACT NO. 72A63		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

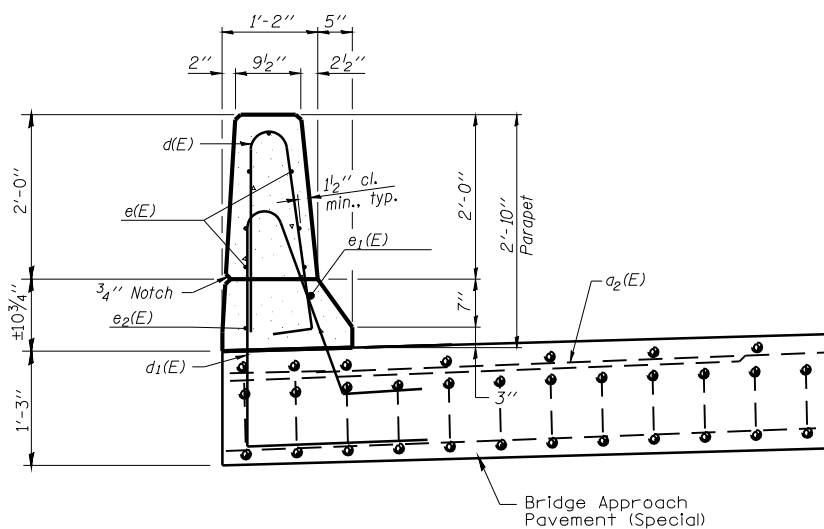
CONCRETE BARRIER, SINGLE FACE, (SPECIAL)



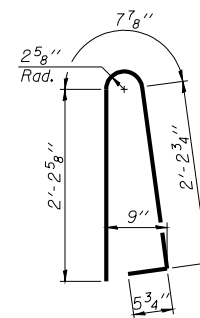
PLAN



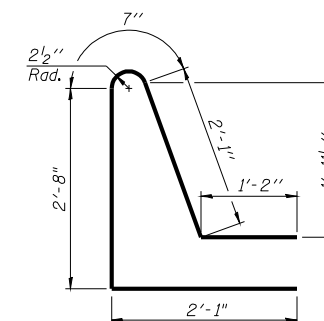
INSIDE ELEVATION



SECTION THRU BARRIER



BAR d(E)

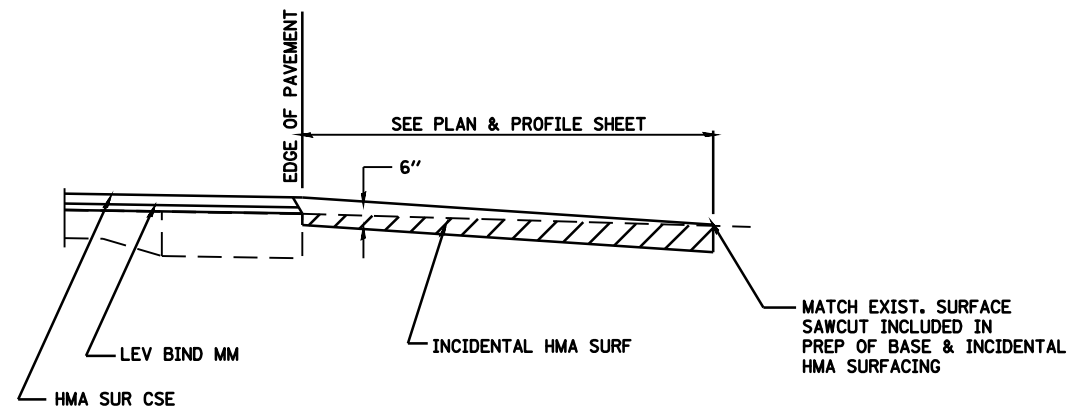
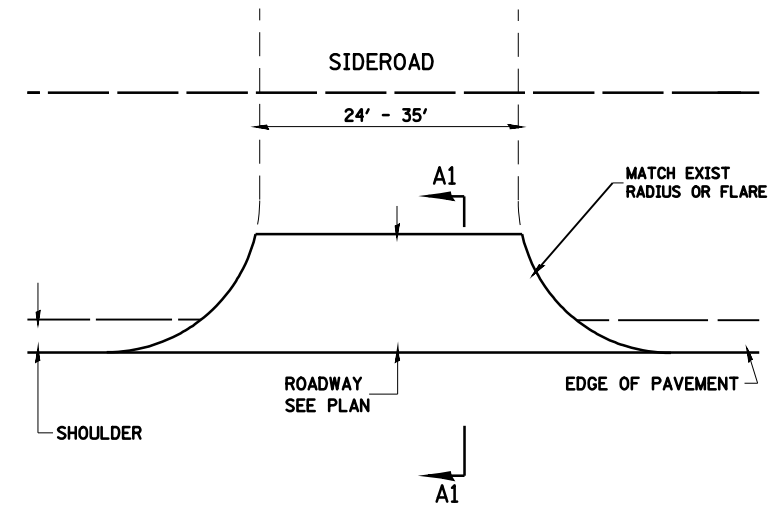


BAR d₁(E)

Notes

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Reinforcement bars shall conform to the requirements of ASTM A706 Grade 60. See Special Provisions.
3. Protective Coat shall be applied to Concrete Barrier in accordance with Section 420 of the Standard Specifications. Cost of Protective Coat is included in Concrete Barrier Single Face (Special).
4. Slipforming of Barrier is not allowed.
5. Concrete shall be in accordance with Concrete Superstructure in Section 503 of the Standard Specifications.

FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SPECIAL CONCRETE BARRIER, SINGLE FACE			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\pwidot\LAUGHLINRL\0110282\roadway details.dgn		DRAWN -	REVISED -					• 68-4B-1 & 11BR	MONTGOMERY	145	38	
	PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -		• FAI 55 & FAS 1769	CONTRACT NO. 72A63						
	PLOT DATE = Jan-22-2009 12:54:18PM	DATE -	REVISED -		FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT					
				SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.					



SECTION A1-A1 FOR SIDEROAD

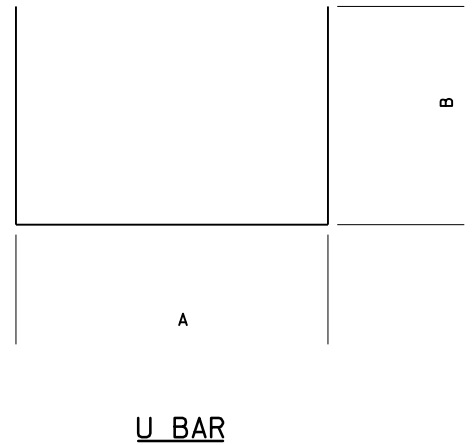
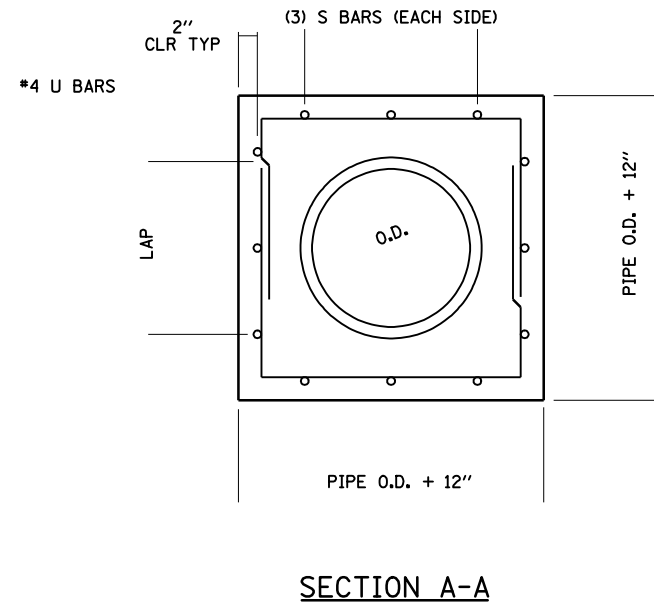
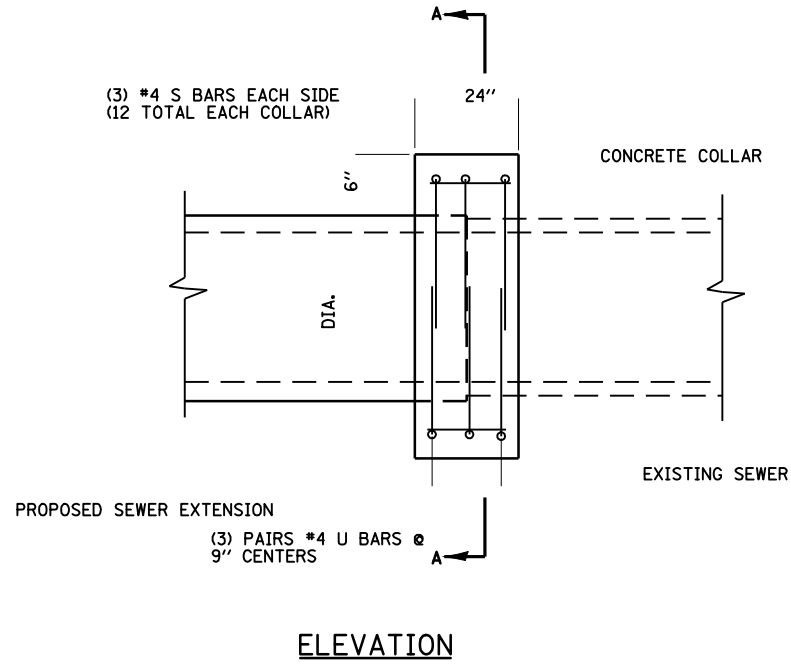
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et:\pw\work\PWIDOT\LAUGHLINRL\0110282\Entrance Details.dgn		DRAWN -	REVISED -
PLOT SCALE = 40.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = Dec-03-2008 07:34:31AM		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEROAD DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	68-4B-1 & 111BR	MONTGOMERY	145	39
• FAI 55 & FAS 1769			CONTRACT NO. 72A63	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



REINFORCED CONCRETE PIPE EXTENSION COLLAR SCHEDULE									
PIPE DIAMETER	S BARS		U BARS DIMENSIONS				REINFORCING BARS *	CONCRETE COLLAR	
	NUMBER BARS	LENGTH (INCHES)	NUMBER BARS	A (INCHES)	B (INCHES)	LAP (INCHES)	A+2B LENGTH (INCHES)	POUND	CU YD
18"	12	20	6	30	23	6	76	39	0.4

* THE COST OF REINFORCING BARS SHALL BE INCLUDED IN THE COST OF THE CONCRETE COLLAR

FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -
et:\pwork\pwork\LAUGHLINRL\0110282\Concrete Collar.dgn		DRAWN -	REVISED -
	PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = Dec-03-2008 07:34:33AM	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CONCRETE COLLAR DETAIL

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	68-4B-1 & 111BR	MONTGOMERY	145	40
	FAI 55 & FAS 1769	CONTRACT NO. 72A63		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

Bench Mark: Chiseled "□" on retaining wall at the N.W. corner of I-55 NBL S.N. 068-0038 Sta. 1065+39.50, 35' Lt. NAVD 88 = 630.51 ft.

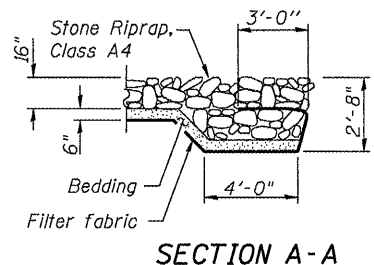
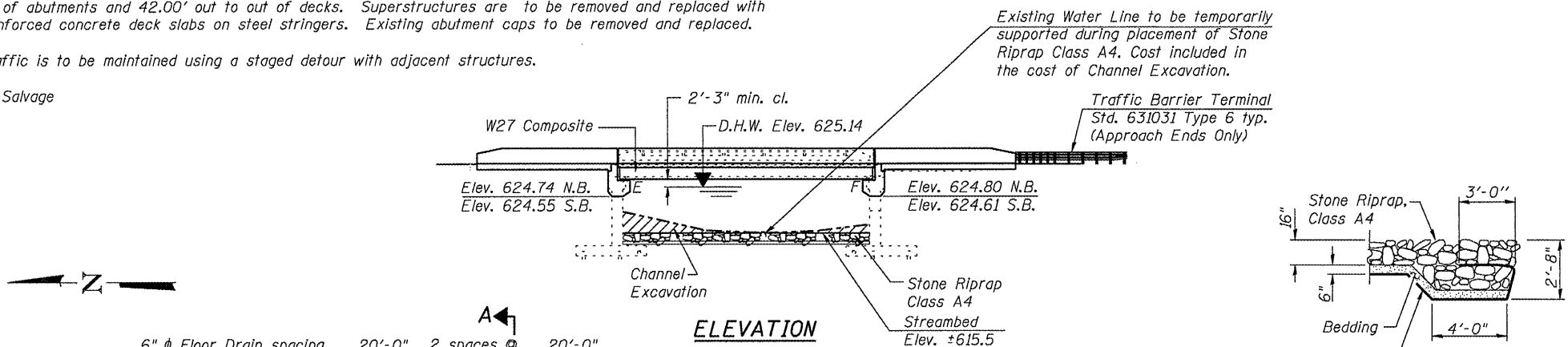
Existing Structure: S.N. 068-0038 N.B. and S.N. 068-0039 S.B. Built in 1970 as F.A.I. Rte. 55. Section 68-4B-1 at Sta. 1066+03.18. Existing dual structures each consist of 1-span precast, prestressed concrete deck beams supported by closed abutments on steel piled footings. 61'-8" Bk to Bk of abutments and 42.00' out to out of decks. Superstructures are to be removed and replaced with reinforced concrete deck slabs on steel stringers. Existing abutment caps to be removed and replaced.

Traffic is to be maintained using a staged detour with adjacent structures.

No Salvage

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 1
F.A.I. 55	(68-4)F	MONTGOMERY	145	41	23 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #72032-72A63



INDEX OF SHEETS

- 1 General Plan
- 2 General Notes and Bill of Material
- 3-5 Top of Slab Elevations
- 6-7 Top of Approach Elevations
- 8 Superstructure Plan
- 9 Superstructure Details
- 10 Expansion Joint Details
- 11 Framing Plan & Steel Details
- 12 Bearing Details
- 13 Bar Splicer Assembly Details
- 14 Concrete Removal Details
- 15-18 Abutment Details
- 19-22 Abutment and Retaining Wall Concrete Repair
- 23 Cantilever Forming Bracket Detail

LOADING HS20-44 & ALT.

Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

2002 AASHTO

DESIGN STRESSES

PROPOSED FIELD UNITS

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50W)

EXISTING FIELD UNITS

$f_c = 1,000$ psi
 $f_s = 20,000$ psi

SEISMIC DATA

Seismic Performance Category (SPC) = A
 Bedrock Acceleration Coefficient (A) = 5.5%g
 Site Coefficient (S) = 1.5

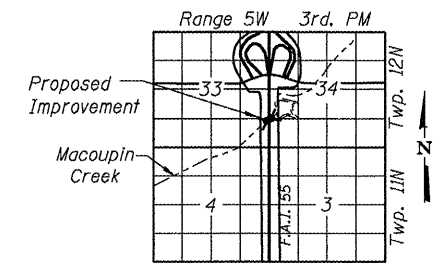
STATION 1066+03.18
 REBUILT 20__ BY
 STATE OF ILLINOIS
 F.A.I. RT. 55 SEC. 68-4B-1
 LOADING HS20 & ALT
 STR. NO. 068-0038

STATION 1066+03.18
 REBUILT 20__ BY
 STATE OF ILLINOIS
 F.A.I. RT. 55 SEC. 68-4B-1
 LOADING HS20 & ALT
 STR. NO. 068-0039

NAME PLATE

See Std. 515001

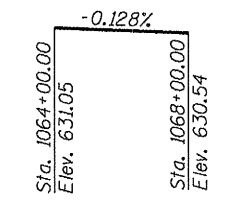
Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost Included with Name Plates



LOCATION SKETCH

PROFILE GRADE

Along inside E.O.P. N.B. & S.B. F.A.I. Rte. 55



DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	N. Abut.	S. Abut.
	612.75	612.65

WATERWAY INFORMATION

Drainage Area = 9.46 mi²
 Exist. Low Grade Elev. 628.84 @ Sta. 1067+05.81
 Prop. Low Grade Elev. 628.84 @ Sta. 1067+05.81

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Head - Ft.		Headwater El.	
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
10	903	300	300	623.73	0.22	623.95	623.95	
Design	50	1377	355	355	625.14	0.51	625.65	
Base	100	1580	375	375	625.66	0.61	626.27	
Overtopping	-	-	-	-	-	-	-	
Max. Calc.	500	2062	410	410	626.57	1.01	627.58	

10 year velocity through existing bridge = 2.88 fps
 10 year velocity through proposed bridge = 2.87 fps

30' Bridge Appr. Pav't. Special typ. See Roadway Plans

30' Bridge Appr. Pav't. Special typ. See Roadway Plans

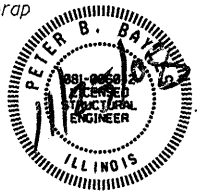
Retaining Walls & Riprap continue to S.N. 068-0054

PLAN

APPROVED

FOR STRUCTURAL ADEQUACY ONLY

Ralph E. Anderson
 ENGINEER OF BRIDGES AND STRUCTURES



Peter B. Bayles
 Peter B. Bayles, P.E., S.E.
 Structural Engineer License No. 081-006042
 Expiration Date: 11/30/2010

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL PLAN
I 55 OVER MACOUPIN CREEK
F.A.I. ROUTE 55 - SEC. (68-4)F
MONTGOMERY COUNTY
STATION 1066+03.18
STRUCTURE NO. 068-0038 N.B.
STRUCTURE NO. 068-0039 S.B.

DATE: 04-08
 REVISIONS:
 DRAWN BY: MLO
 CHECKED BY: PBB

Contract #72C32

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts in painted areas and M164 Type 3 in unpainted areas. Bolts $\frac{3}{4}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.

Calculated weight of structural steel = 102,150 lbs.

All structural steel shall be AASHTO M270 Grade 50W, except expansion joints which shall be AASHTO M270 Grade 36.

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

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

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

Concrete Sealer shall be applied to the designated areas of the Abutment Seats, Backwall and Abutment Face.

Structural steel shall only be painted for a distance of 7 ft. each way from the deck joints. All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".

All exposed structural steel of the bearings shall be cleaned and shop painted as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".

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

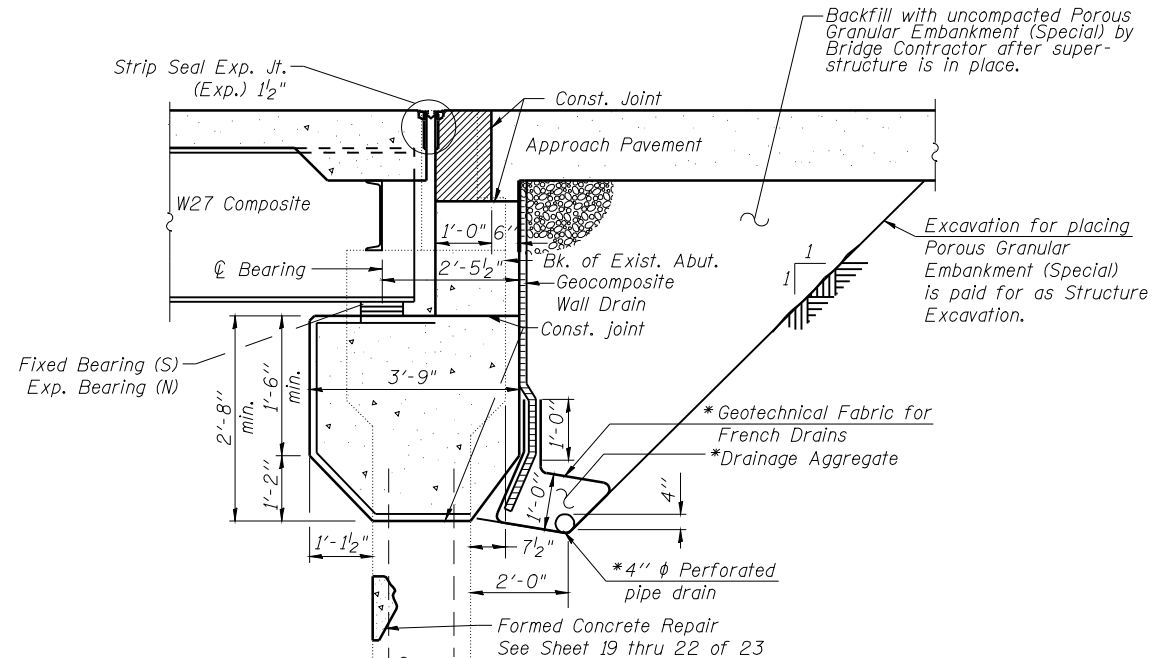
All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

If the Contractor's procedures for existing beam removal or placement of new beams involves placement of heavy equipment on the existing deck beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations sealed by an Illinois Licensed Structural Engineer, verifying the structural adequacy of the beams for the proposed loads. Cost included with Removal of Existing Structures.

Slipforming of the parapets is not allowed.

Existing name plate shall be cleaned and relocated next to new name plate. Cost included with name plates.



SECTION THRU CLOSED ABUTMENT

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

Note:

All drainage system components shall extend to 2'-0" from the end of each abutment wall onto retaining wall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. In the median the outlet pipe shall be capped and sealed. Cost included in Pipe Underdrains for Structures 4". (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.		188	188
Stone Riprap, Class A4	Sq. Yd.		1332	1332
Filter Fabric	Sq. Yd.		1332	1332
Removal of Existing Superstructures	Each	2		2
Concrete Removal	Cu. Yd.		115	115
Structure Excavation	Cu. Yd.		193	193
Floor Drains	Each	12		12
Concrete Structures	Cu. Yd.		135	135
Concrete Superstructure	Cu. Yd.	154.9		154.9
Bridge Deck Grooving	Sq. Yd.		488	488
Protective Coat	Sq. Yd.	610		610
Erecting	L. Sum	1		1
Structural Steel	Each	2940		2940
Stud Shear Connectors	Pound	34290	18160	52450
Reinforcement Bars, Epoxy Coated	Each	160		160
Bar Splicers	Each	2		2
Name Plates	Foot	232		232
Preformed Joint Strip Seal	Each	14		14
Elastomeric Bearing Assembly Type I	Each	56		56
Anchor Bolts, 1"	Sq. Yd.		142	142
Geocomposite Wall Drain	Foot		511	511
Pipe Underdrains for Structures 4"	Sq. Ft.		407	407
Structural Repair of Concrete (Depth Equal to or Less than 5")	Each	56		56
Asbestos Bearing Pad Removal	Sq. Ft.		2315	2315
Concrete Sealer				

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES & BILL OF MATERIAL

I 55 OVER MACOUPIN CREEK

F.A.I. ROUTE 55 - SEC. (68-4)F

MONTGOMERY COUNTY

STATION 1066+03.18

STRUCTURE NO. 068-0038 N.B.

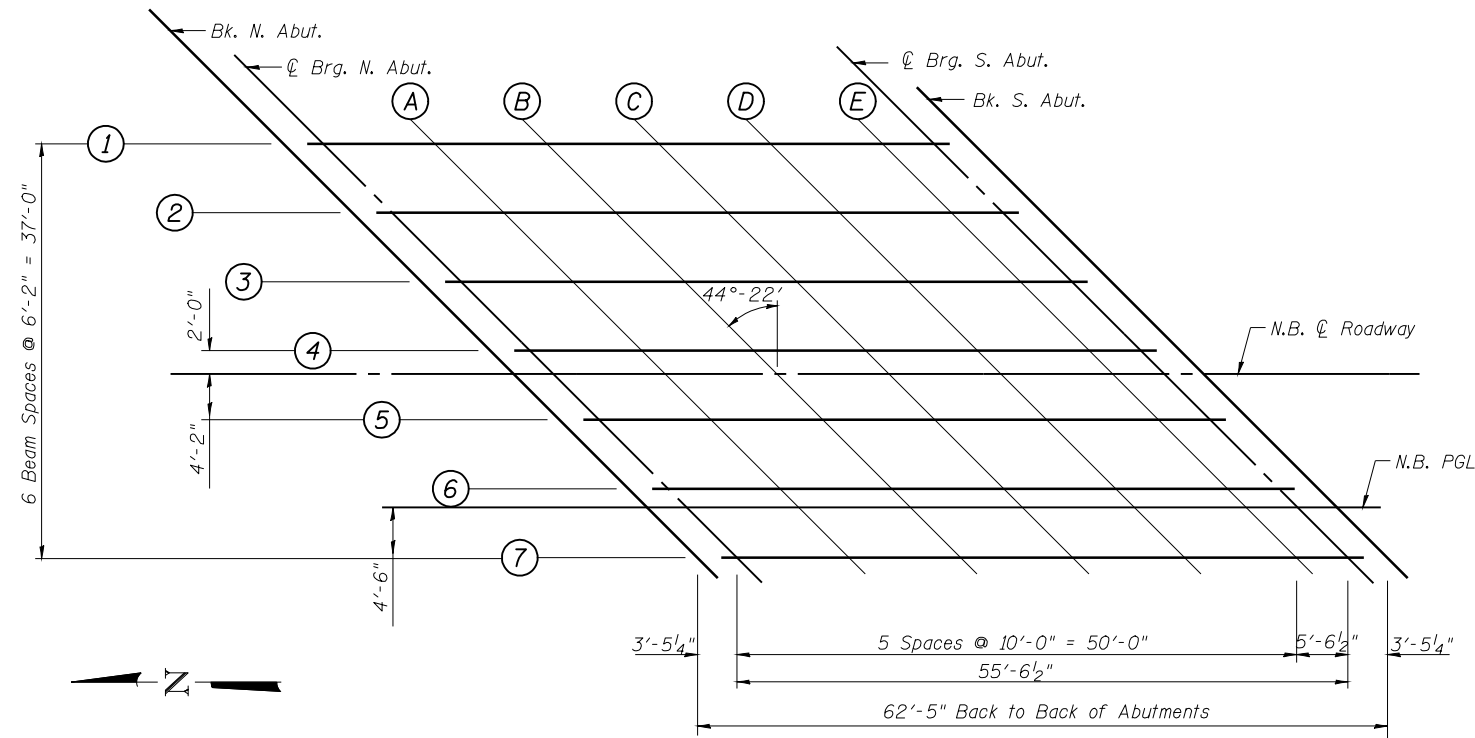
STRUCTURE NO. 068-0039 S.B.

DATE: 04-08
REVISED:

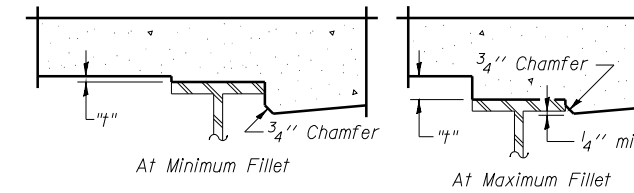
DRAWN BY: MLO
CHECKED BY: PBB

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 3 23 SHEETS
F.A.I. 55	(68-4)F	MONTGOMERY	145	43	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #72C32

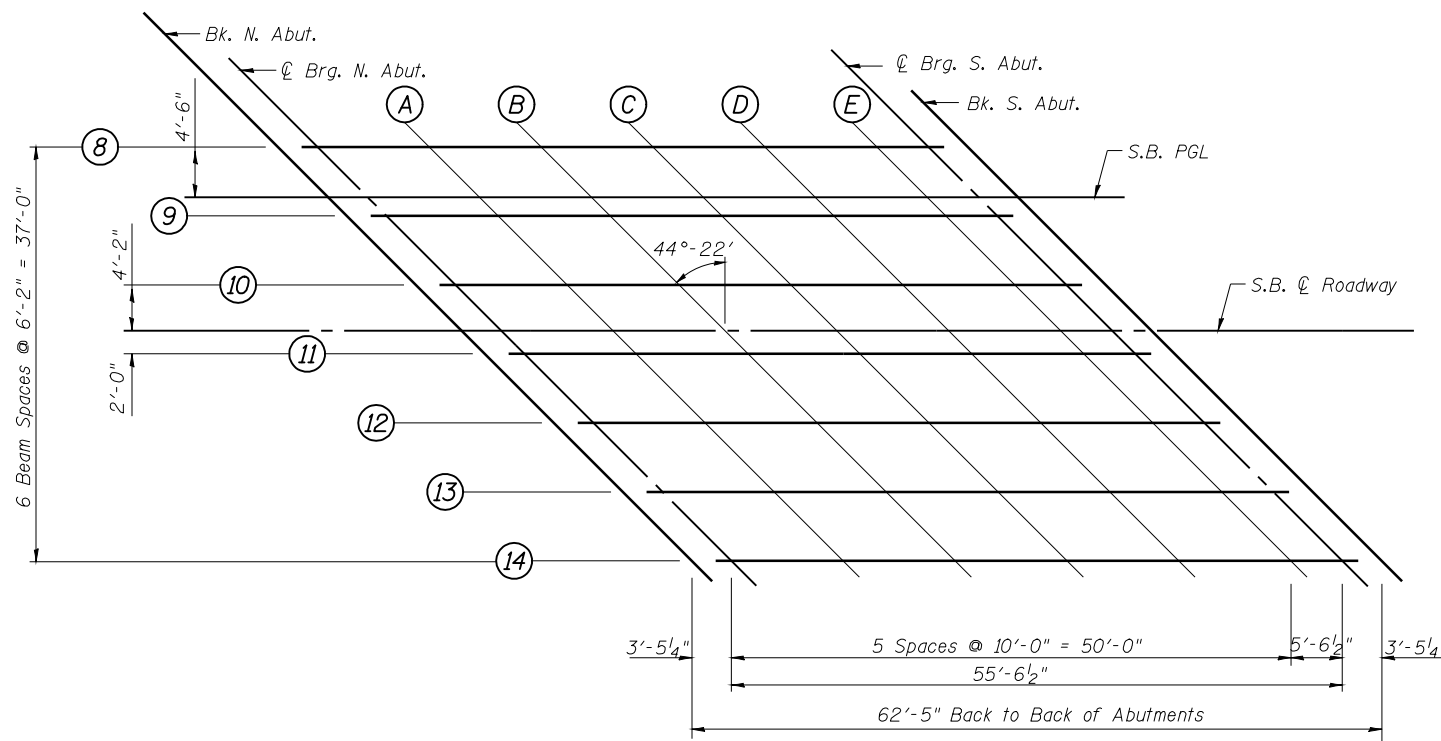


PLAN S.N. 068-0038

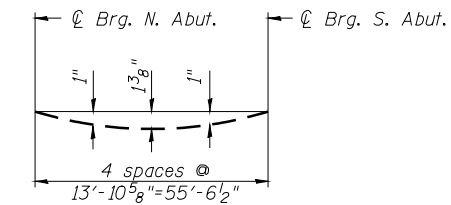


To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 4 and 5 of 23, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN S.N. 068-0039



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 and 5 of 23.

ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (1 OF 3)
I 55 OVER MACOUPIN CREEK
F.A.I. ROUTE 55 - SEC. (68-4)F
MONTGOMERY COUNTY
STATION 1066+03.18
STRUCTURE NO. 068-0038 N.B.
STRUCTURE NO. 068-0039 S.B.

DATE: 04-08
 REVISED:
 DRAWN BY: MLO
 CHECKED BY: PBB

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1064+97.14	-20.50	630.75	630.75
☉ Brg. N. Abut	1065+00.58	-20.50	630.75	630.75
A	1065+10.58	-20.50	630.73	630.81
B	1065+20.58	-20.50	630.72	630.84
C	1065+30.58	-20.50	630.71	630.85
D	1065+40.58	-20.50	630.69	630.80
E	1065+50.58	-20.50	630.68	630.72
☉ Brg. S. Abut.	1065+56.12	-20.50	630.67	630.67
Bk. S. Abut.	1065+59.56	-20.50	630.67	630.67

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1065+03.17	-14.33'	630.87	630.87
☉ Brg. N. Abut	1065+06.61	-14.33'	630.87	630.87
A	1065+16.61	-14.33'	630.85	630.92
B	1065+26.61	-14.33'	630.84	630.96
C	1065+36.61	-14.33'	630.83	630.96
D	1065+46.61	-14.33'	630.81	630.91
E	1065+56.61	-14.33'	630.80	630.84
☉ Brg. S. Abut.	1065+62.15	-14.33'	630.79	630.79
Bk. S. Abut.	1065+65.59	-14.33'	630.79	630.79

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1065+09.20	-8.17'	630.97	630.97
☉ Brg. N. Abut	1065+12.64	-8.17'	630.97	630.97
A	1065+22.64	-8.17'	630.95	631.02
B	1065+32.64	-8.17'	630.94	631.06
C	1065+42.64	-8.17'	630.93	631.06
D	1065+52.64	-8.17'	630.91	631.01
E	1065+62.64	-8.17'	630.90	630.94
☉ Brg. S. Abut.	1065+68.18	-8.17'	630.89	630.89
Bk. S. Abut.	1065+71.62	-8.17'	630.89	630.89

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1065+15.23	-2.00'	631.06	631.06
☉ Brg. N. Abut	1065+18.67	-2.00'	631.06	631.06
A	1065+28.67	-2.00'	631.04	631.11
B	1065+38.67	-2.00'	631.03	631.15
C	1065+48.67	-2.00'	631.02	631.15
D	1065+58.67	-2.00'	631.00	631.10
E	1065+68.67	-2.00'	630.99	631.03
☉ Brg. S. Abut.	1065+74.21	-2.00'	630.98	630.98
Bk. S. Abut.	1065+77.65	-2.00'	630.98	630.98

N.B. ☉ ROADWAY & CROWN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1065+17.19	-	631.09	631.09
☉ Brg. N. Abut	1065+20.63	-	631.09	631.09
A	1065+30.63	-	631.07	631.14
B	1065+40.63	-	631.06	631.18
C	1065+50.63	-	631.05	631.18
D	1065+60.63	-	631.03	631.13
E	1065+70.63	-	631.02	631.06
☉ Brg. S. Abut.	1065+76.17	-	631.01	631.01
Bk. S. Abut.	1065+79.61	-	631.01	631.01

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1065+21.27	4.17'	631.01	631.01
☉ Brg. N. Abut	1065+24.71	4.17'	631.01	631.01
A	1065+34.71	4.17'	630.99	631.06
B	1065+44.71	4.17'	630.98	631.10
C	1065+54.71	4.17'	630.97	631.11
D	1065+64.71	4.17'	630.95	631.06
E	1065+74.71	4.17'	630.94	630.98
☉ Brg. S. Abut.	1065+80.25	4.17'	630.93	630.93
Bk. S. Abut.	1065+83.69	4.17'	630.93	630.93

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1065+27.30	10.33'	630.91	630.91
☉ Brg. N. Abut	1065+30.74	10.33'	630.91	630.91
A	1065+40.74	10.33'	630.89	630.97
B	1065+50.74	10.33'	630.88	631.01
C	1065+60.74	10.33'	630.87	631.01
D	1065+70.74	10.33'	630.85	630.96
E	1065+80.74	10.33'	630.84	630.89
☉ Brg. S. Abut.	1065+86.28	10.33'	630.83	630.83
Bk. S. Abut.	1065+89.72	10.33'	630.83	630.83

N.B. PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1065+28.93	12.00'	630.88	630.88
☉ Brg. N. Abut	1065+32.37	12.00'	630.88	630.88
A	1065+42.37	12.00'	630.86	630.94
B	1065+52.37	12.00'	630.85	630.97
C	1065+62.37	12.00'	630.84	630.98
D	1065+72.37	12.00'	630.82	630.93
E	1065+82.37	12.00'	630.81	630.85
☉ Brg. S. Abut.	1065+87.91	12.00'	630.80	630.80
Bk. S. Abut.	1065+91.35	12.00'	630.80	630.80

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1065+33.33	16.50'	630.79	630.79
☉ Brg. N. Abut	1065+36.77	16.50'	630.79	630.79
A	1065+46.77	16.50'	630.77	630.84
B	1065+56.77	16.50'	630.76	630.88
C	1065+66.77	16.50'	630.75	630.88
D	1065+76.77	16.50'	630.73	630.83
E	1065+86.77	16.50'	630.72	630.76
☉ Brg. S. Abut.	1065+92.31	16.50'	630.71	630.71
Bk. S. Abut.	1065+95.75	16.50'	630.71	630.71

**TOP OF SLAB ELEVATIONS
(S.N. 068-0038 N.B.)**

Note: Offsets Provided from ☉ of Roadway

ILLINOIS DEPARTMENT OF TRANSPORTATION
**TOP OF SLAB ELEVATIONS (2 OF 3)
I 55 OVER MACOUPIN CREEK
F.A.I. ROUTE 55 - SEC. (68-4)F
MONTGOMERY COUNTY
STATION 1066+03.18
STRUCTURE NO. 068-0038 N.B.
STRUCTURE NO. 068-0039 S.B.**

DATE: 04-08
REVISED:
DRAWN BY: MLO
CHECKED BY: PBB

Contract #72C32

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1066+10.61	-16.50'	630.69	630.69
☉ Brg. N. Abut	1066+14.05	-16.50'	630.69	630.69
A	1066+24.05	-16.50'	630.67	630.74
B	1066+34.05	-16.50'	630.66	630.78
C	1066+44.05	-16.50'	630.65	630.78
D	1066+54.05	-16.50'	630.63	630.73
E	1066+64.05	-16.50'	630.62	630.66
☉ Brg. S. Abut.	1066+69.59	-16.50'	630.61	630.61
Bk. S. Abut.	1066+73.03	-16.50'	630.61	630.61

S.B. PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1066+15.01	-12.00'	630.77	630.77
☉ Brg. N. Abut	1066+18.45	-12.00'	630.77	630.77
A	1066+28.45	-12.00'	630.75	630.83
B	1066+38.45	-12.00'	630.74	630.86
C	1066+48.45	-12.00'	630.73	630.87
D	1066+58.45	-12.00'	630.71	630.82
E	1066+68.45	-12.00'	630.70	630.74
☉ Brg. S. Abut.	1066+73.99	-12.00'	630.69	630.69
Bk. S. Abut.	1066+77.43	-12.00'	630.69	630.69

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1066+16.64	-10.33'	630.80	630.80
☉ Brg. N. Abut	1066+20.08	-10.33'	630.80	630.80
A	1066+30.08	-10.33'	630.78	630.85
B	1066+40.08	-10.33'	630.77	630.89
C	1066+50.08	-10.33'	630.76	630.89
D	1066+60.08	-10.33'	630.74	630.84
E	1066+70.08	-10.33'	630.73	630.77
☉ Brg. S. Abut.	1066+75.62	-10.33'	630.72	630.72
Bk. S. Abut.	1066+79.06	-10.33'	630.72	630.72

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1066+22.67	-4.17'	630.88	630.88
☉ Brg. N. Abut	1066+26.11	-4.17'	630.88	630.88
A	1066+36.11	-4.17'	630.86	630.94
B	1066+46.11	-4.17'	630.85	630.97
C	1066+56.11	-4.17'	630.84	630.98
D	1066+66.11	-4.17'	630.82	630.93
E	1066+76.11	-4.17'	630.81	630.85
☉ Brg. S. Abut.	1066+81.65	-4.17'	630.80	630.80
Bk. S. Abut.	1066+85.09	-4.17'	630.80	630.80

S.B. ☉ ROADWAY & CROWN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1066+26.75	-	630.95	630.95
☉ Brg. N. Abut	1066+30.19	-	630.95	630.95
A	1066+40.19	-	630.93	631.00
B	1066+50.19	-	630.92	631.04
C	1066+60.19	-	630.91	631.04
D	1066+70.19	-	630.89	630.99
E	1066+80.19	-	630.88	630.92
☉ Brg. S. Abut.	1066+85.73	-	630.87	630.87
Bk. S. Abut.	1066+89.17	-	630.87	630.87

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1066+28.71	2.00'	630.91	630.91
☉ Brg. N. Abut	1066+32.15	2.00'	630.91	630.91
A	1066+42.15	2.00'	630.89	630.97
B	1066+52.15	2.00'	630.88	631.01
C	1066+62.15	2.00'	630.87	631.01
D	1066+72.15	2.00'	630.85	630.96
E	1066+82.15	2.00'	630.84	630.89
☉ Brg. S. Abut.	1066+87.69	2.00'	630.83	630.83
Bk. S. Abut.	1066+91.13	2.00'	630.83	630.83

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1066+34.74	8.17'	630.81	630.81
☉ Brg. N. Abut	1066+38.18	8.17'	630.81	630.81
A	1066+48.18	8.17'	630.79	630.86
B	1066+58.18	8.17'	630.78	630.90
C	1066+68.18	8.17'	630.77	630.90
D	1066+78.18	8.17'	630.75	630.85
E	1066+88.18	8.17'	630.74	630.78
☉ Brg. S. Abut.	1066+93.72	8.17'	630.73	630.73
Bk. S. Abut.	1066+97.16	8.17'	630.73	630.73

BEAM 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1066+40.77	14.33'	630.69	630.69
☉ Brg. N. Abut	1066+44.21	14.33'	630.69	630.69
A	1066+54.21	14.33'	630.67	630.74
B	1066+64.21	14.33'	630.66	630.78
C	1066+74.21	14.33'	630.65	630.78
D	1066+84.21	14.33'	630.63	630.73
E	1066+94.21	14.33'	630.62	630.66
☉ Brg. S. Abut.	1066+99.75	14.33'	630.61	630.61
Bk. S. Abut.	1067+03.19	14.33'	630.61	630.61

BEAM 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1066+46.80	20.50'	630.56	630.56
☉ Brg. N. Abut	1066+50.24	20.50'	630.56	630.56
A	1066+60.24	20.50'	630.54	630.61
B	1066+70.24	20.50'	630.53	630.65
C	1066+80.24	20.50'	630.52	630.66
D	1066+90.24	20.50'	630.50	630.61
E	1067+00.24	20.50'	630.49	630.53
☉ Brg. S. Abut.	1067+05.78	20.50'	630.48	630.48
Bk. S. Abut.	1067+09.22	20.50'	630.48	630.48

**TOP OF SLAB ELEVATIONS
(S.N. 068-0039 S.B.)**

Note: Offsets Provided from ☉ of Roadway

ILLINOIS DEPARTMENT OF TRANSPORTATION
**TOP OF SLAB ELEVATIONS (3 OF 3)
I 55 OVER MACOUPIN CREEK
F.A.I. ROUTE 55 - SEC. (68-4)F
MONTGOMERY COUNTY
STATION 1066+03.18
STRUCTURE NO. 068-0038 N.B.
STRUCTURE NO. 068-0039 S.B.**

DATE: 04-08
REVISED:
DRAWN BY: MLO
CHECKED BY: PBB

Contract #72C32

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Pav't	1064+66.37	-22.00'	630.75
A	1064+76.37	-22.00'	630.73
B	1064+86.37	-22.00'	630.72
S. End N. Appr. Pav't	1064+96.37	-22.00'	630.71
N. End S. Appr. Pav't	1065+57.39	-22.00'	630.63
C	1065+67.39	-22.00'	630.62
D	1065+77.39	-22.00'	630.61
S. End S. Appr. Pav't	1065+87.39	-22.00'	630.59

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Pav't	1064+76.15	-12.00'	630.95
A	1064+86.15	-12.00'	630.93
B	1064+96.15	-12.00'	630.92
S. End N. Appr. Pav't	1065+06.15	-12.00'	630.91
N. End S. Appr. Pav't	1065+67.17	-12.00'	630.83
C	1065+77.17	-12.00'	630.82
D	1065+87.17	-12.00'	630.81
S. End S. Appr. Pav't	1065+97.17	-12.00'	630.79

☉ ROADWAY

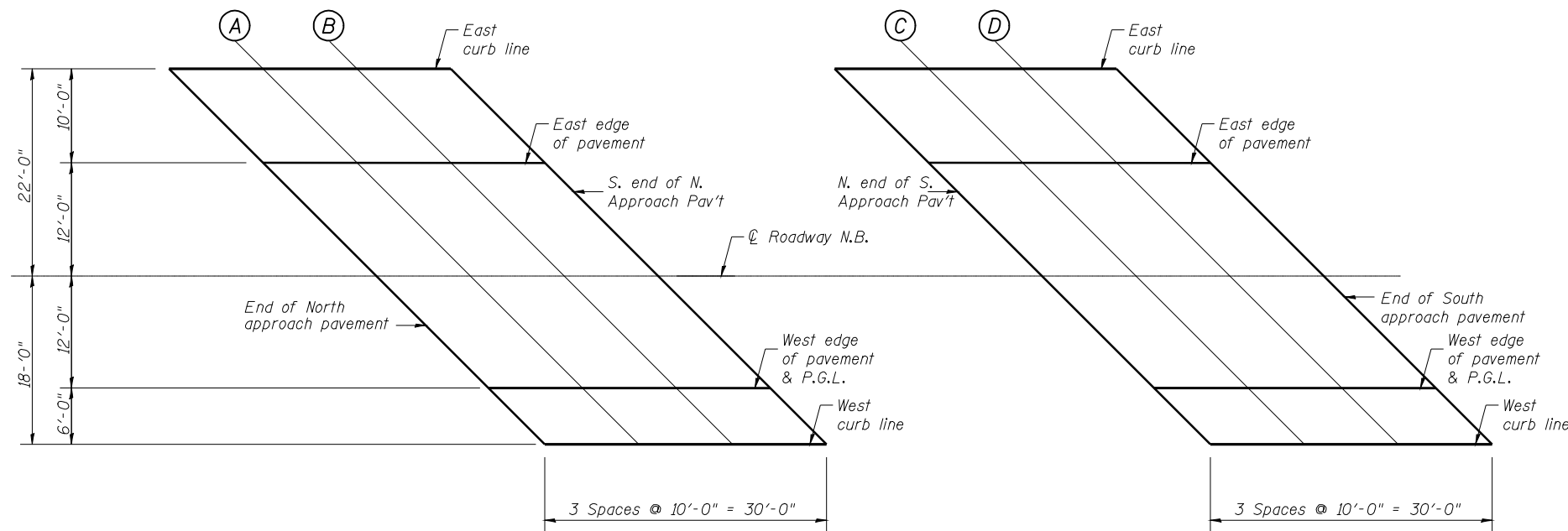
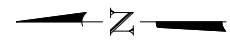
Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Pav't	1064+87.89	-	631.13
A	1064+97.89	-	631.11
B	1065+07.89	-	631.10
S. End N. Appr. Pav't	1065+17.89	-	631.09
N. End S. Appr. Pav't	1065+78.91	-	631.01
C	1065+88.91	-	631.00
D	1065+98.91	-	630.99
S. End S. Appr. Pav't	1066+08.91	-	630.97

WEST EDGE OF PAVEMENT & PGL

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Pav't	1064+99.63	12.00'	630.92
A	1065+09.63	12.00'	630.90
B	1065+19.63	12.00'	630.89
S. End N. Appr. Pav't	1065+29.63	12.00'	630.88
N. End S. Appr. Pav't	1065+90.65	12.00'	630.80
C	1066+00.65	12.00'	630.79
D	1066+10.65	12.00'	630.78
S. End S. Appr. Pav't	1066+20.65	12.00'	630.76

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Pav't	1065+05.50	18.00'	630.79
A	1065+15.50	18.00'	630.77
B	1065+25.50	18.00'	630.76
S. End N. Appr. Pav't	1065+35.50	18.00'	630.75
N. End S. Appr. Pav't	1065+96.52	18.00'	630.67
C	1066+06.52	18.00'	630.66
D	1066+16.52	18.00'	630.65
S. End S. Appr. Pav't	1066+26.52	18.00'	630.63



TOP OF APPROACH SLAB ELEVATIONS
(S.N. 068-0038 N.B.)

Note: Offsets Provided from ☉ of Roadway

ILLINOIS DEPARTMENT OF TRANSPORTATION
TOP OF APPROACH ELEVATIONS (1 OF 2)
I 55 OVER MACOUPIN CREEK
F.A.I. ROUTE 55 - SEC. (68-4)F
MONTGOMERY COUNTY
STATION 1066+03.18
STRUCTURE NO. 068-0038 N.B.
STRUCTURE NO. 068-0039 S.B.

DATE: 04-08
REVISED:
DRAWN BY: MLO
CHECKED BY: PBB

Contract #72C32

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Pav't	1065+79.84	-18.00'	630.70
A	1065+89.84	-18.00'	630.68
B	1065+99.84	-18.00'	630.67
S. End N. Appr. Pav't	1066+09.84	-18.00'	630.66
N. End S. Appr. Pav't	1066+70.86	-18.00'	630.58
C	1066+80.86	-18.00'	630.57
D	1066+90.86	-18.00'	630.56
S. End S. Appr. Pav't	1067+00.86	-18.00'	630.54

EAST EDGE OF PAVEMENT & PGL

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Pav't	1065+85.71	-12.00'	630.81
A	1065+95.71	-12.00'	630.79
B	1066+05.71	-12.00'	630.78
S. End N. Appr. Pav't	1066+15.71	-12.00'	630.77
N. End S. Appr. Pav't	1066+76.73	-12.00'	630.69
C	1066+86.73	-12.00'	630.68
D	1066+96.73	-12.00'	630.67
S. End S. Appr. Pav't	1067+06.73	-12.00'	630.65

☉ ROADWAY

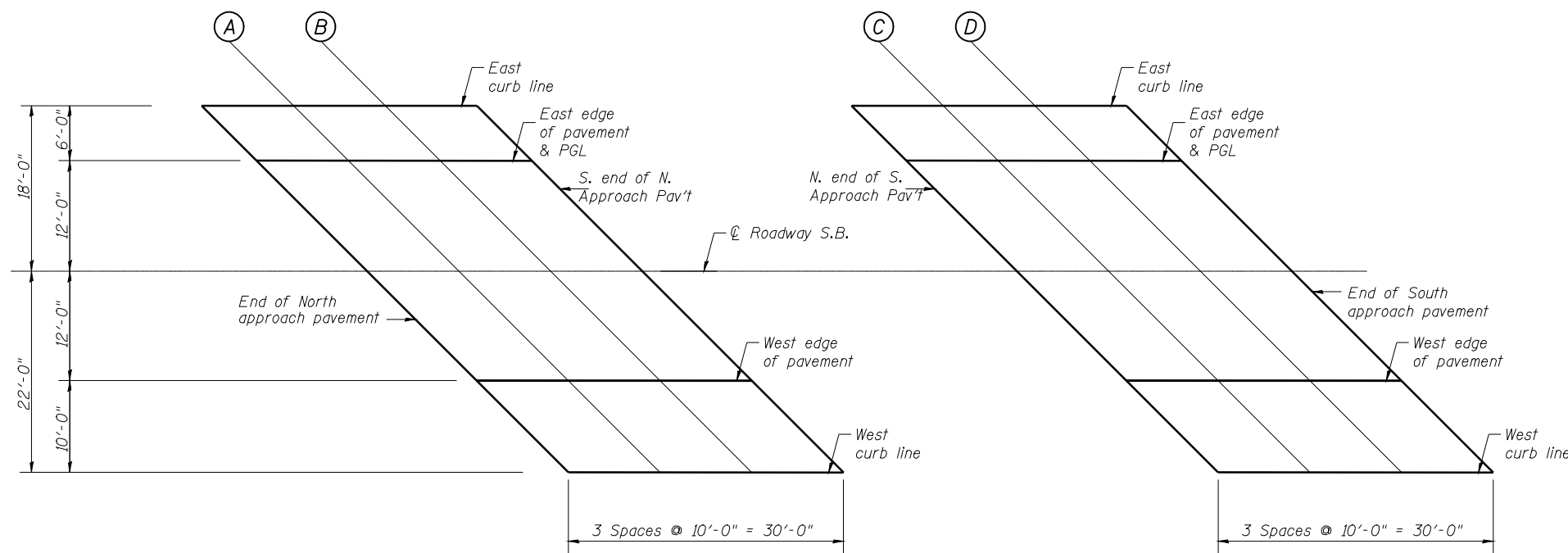
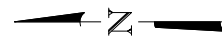
Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Pav't	1065+97.45	-	630.99
A	1066+07.45	-	630.97
B	1066+17.45	-	630.96
S. End N. Appr. Pav't	1066+27.45	-	630.95
N. End S. Appr. Pav't	1066+88.47	-	630.87
C	1066+98.47	-	630.86
D	1067+08.47	-	630.85
S. End S. Appr. Pav't	1067+18.47	-	630.83

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Pav't	1066+09.19	12.00'	630.78
A	1066+19.19	12.00'	630.76
B	1066+29.19	12.00'	630.75
S. End N. Appr. Pav't	1066+39.19	12.00'	630.74
N. End S. Appr. Pav't	1067+00.21	12.00'	630.66
C	1067+10.21	12.00'	630.65
D	1067+20.21	12.00'	630.64
S. End S. Appr. Pav't	1067+30.21	12.00'	630.62

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Pav't	1066+18.97	22.00'	630.56
A	1066+28.97	22.00'	630.54
B	1066+38.97	22.00'	630.53
S. End N. Appr. Pav't	1066+48.97	22.00'	630.52
N. End S. Appr. Pav't	1067+09.99	22.00'	630.44
C	1067+19.99	22.00'	630.43
D	1067+29.99	22.00'	630.42
S. End S. Appr. Pav't	1067+39.99	22.00'	630.40



TOP OF APPROACH SLAB ELEVATIONS
(S.N. 068-0039 S.B.)

Note: Offsets Provided from ☉ of Roadway

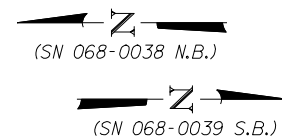
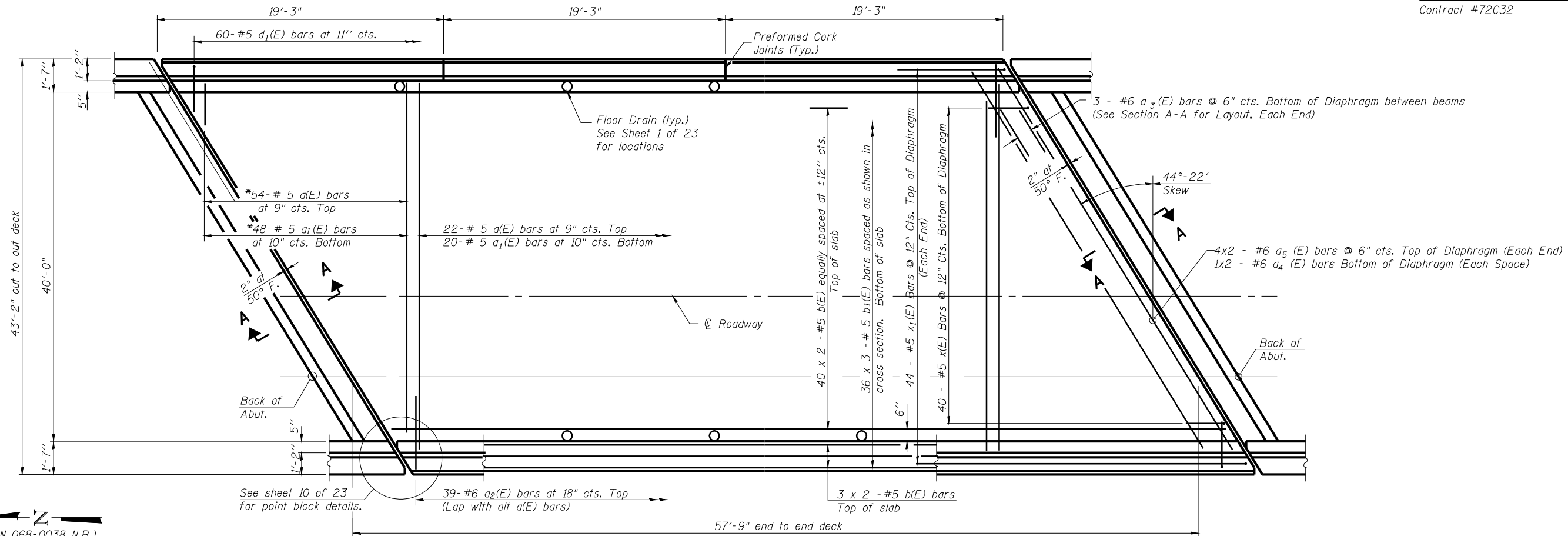
ILLINOIS DEPARTMENT OF TRANSPORTATION
TOP OF APPROACH ELEVATIONS (2 OF 2)
I 55 OVER MACOUPIN CREEK
F.A.I. ROUTE 55 - SEC. (68-4)F
MONTGOMERY COUNTY
STATION 1066+03.18
STRUCTURE NO. 068-0038 N.B.
STRUCTURE NO. 068-0039 S.B.
 DATE: 04-08 DRAWN BY: MLO
 REVISED: CHECKED BY: PBB

* Order a(E) & a₁(E) bars full length.
Cut to fit skew and use remainder
of bars in opposite end.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	(68-4)F	MONTGOMERY	145	48
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 8
23 SHEETS

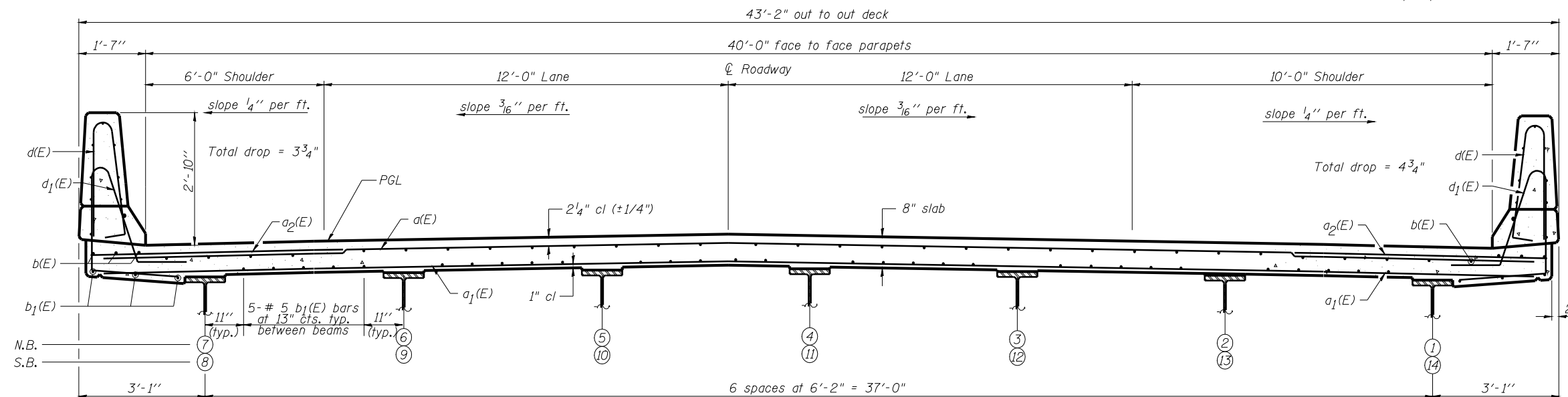
Contract #72C32



PLAN

(SN 068-0038 N.B. shown)
(SN 068-0039 S.B. similar)

Notes:
See Sheet 9 of 23 for superstructure details and Bill of Material.
Bars indicated thus 40 x 2-#5 etc. indicates 40 lines of bars with 2 lengths per line.
See Sheet 9 of 23 for parapet reinforcement.



CROSS SECTION

(SN 068-0038 N.B. Looking North)
(SN 068-0039 S.B. Looking South)

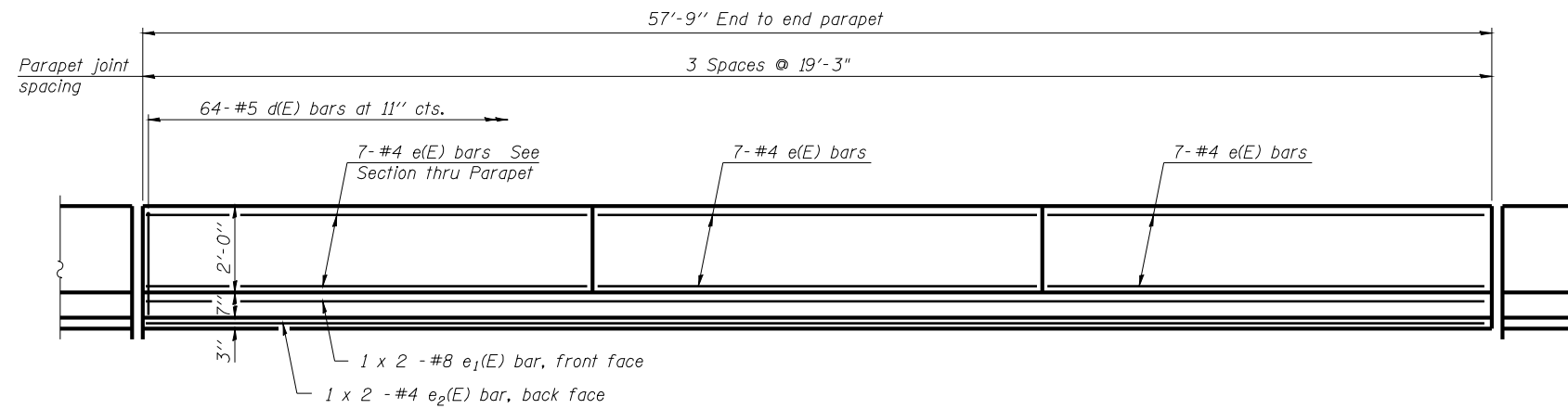
MINIMUM BAR LAP

#5 bar = 1'-8"
#6 bar = 2'-7"

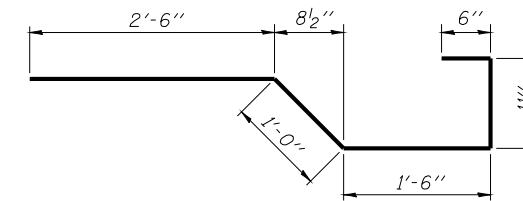
ILLINOIS DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE
I 55 OVER MACOUPIN CREEK
F.A.I. ROUTE 55 - SEC. (68-4)F
MONTGOMERY COUNTY
STATION 1066+03.18
STRUCTURE NO. 068-0038 N.B.
STRUCTURE NO. 068-0039 S.B.

DATE: 04-08
REVISED:
DRAWN BY: MLO
CHECKED BY: PBB

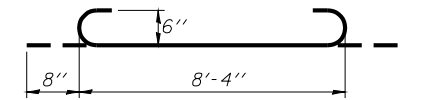
Contract #72C32



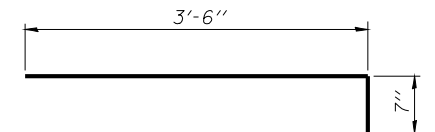
INSIDE ELEVATION OF PARAPET



BAR x(E)



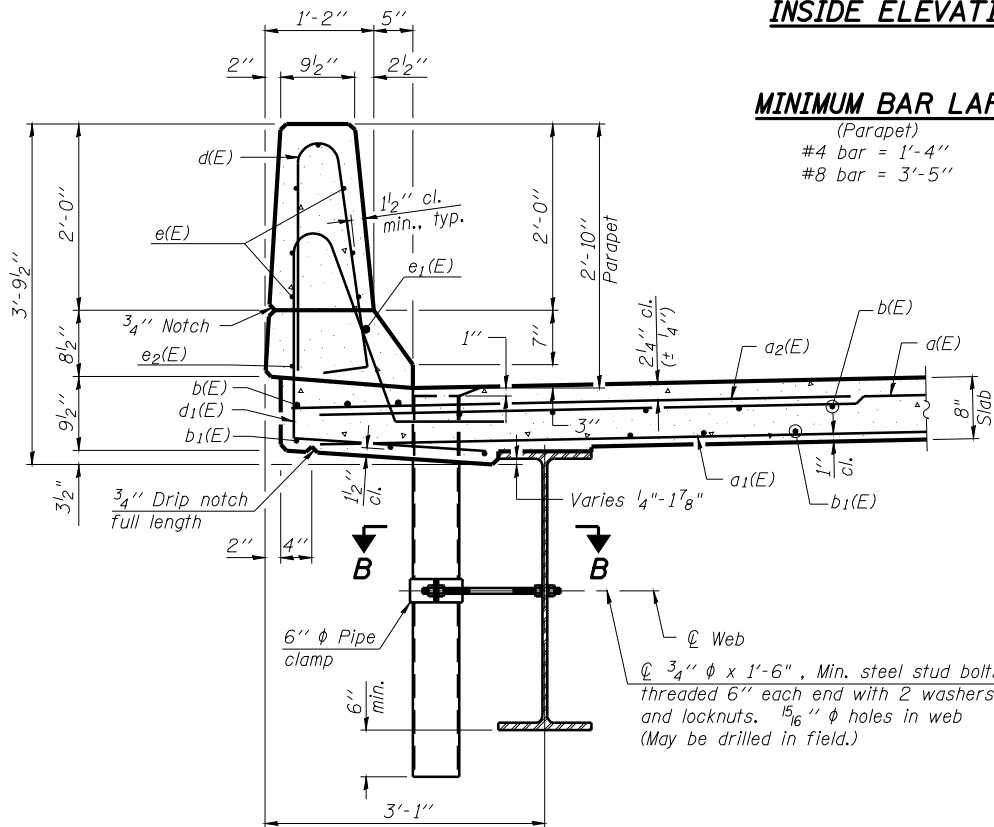
a3(E) BAR



BAR x1(E)

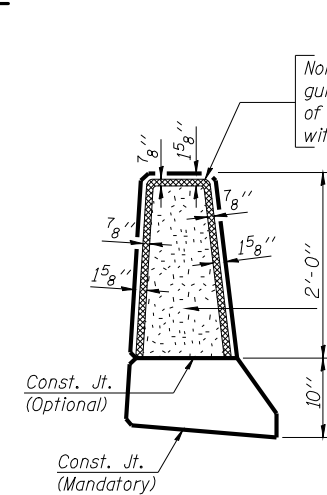
MINIMUM BAR LAP

(Parapet)
#4 bar = 1'-4"
#8 bar = 3'-5"



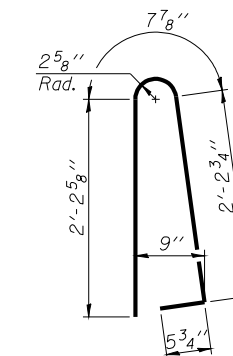
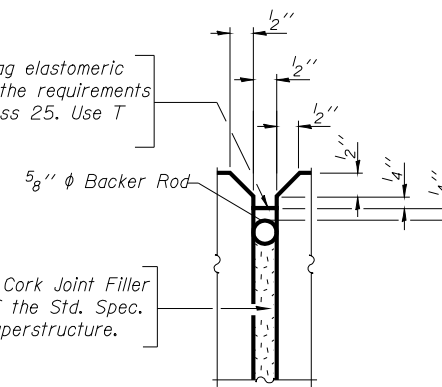
SECTION THRU PARAPET

Non-staining gray one component non-sag elastomeric gun grade polyurethane sealant meeting the requirements of ASTM C-920, Type S, Grade NS, Class 25. Use T with a 5/8" backer rod.

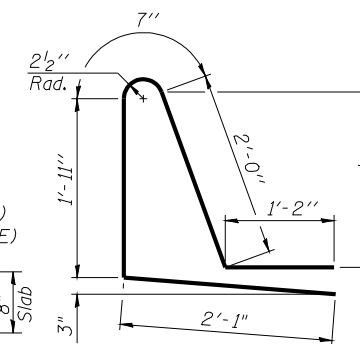


PARAPET JOINT DETAILS

1/2" Preformed Self-Expanding Cork Joint Filler according to Article 1051.07 of the Std. Spec. Cost included with Concrete Superstructure.



BAR d(E)

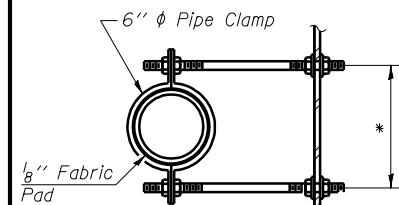


BAR d1(E)

SUPERSTRUCTURE BILL OF MATERIAL (BOTH STRUCTURES)

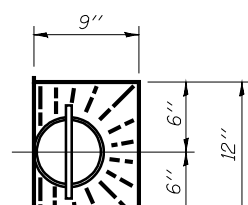
Bar	No.	Size	Length	Shape
a(E)	152	#5	42'-2"	—
a1(E)	136	#5	42'-1"	—
a2(E)	156	#6	6'-0"	—
a3(E)	72	#6	9'-8"	U
a4(E)	8	#6	27'-0"	—
a5(E)	32	#6	31'-0"	—
b(E)	184	#5	29'-7"	—
b1(E)	216	#5	20'-3"	—
d(E)	256	#5	5'-7"	—
d1(E)	240	#5	7'-9"	—
e(E)	84	#4	18'-11"	—
e1(E)	8	#8	30'-6"	—
e2(E)	8	#4	29'-6"	—
x(E)	160	#5	6'-5"	—
x1(E)	176	#5	4'-1"	—
Reinforcement Bars, Epoxy Coated			Pound	34,290
Concrete Superstructure			Cu. Yds.	154.9
Floor Drains			Each	12
Bridge Deck Grooving			Sq. Yd.	488
Protective Coat			Sq. Yd.	610

Bars indicated thus 1 x 2 - #5 etc. indicates 1 line of bars with 2 lengths per line.

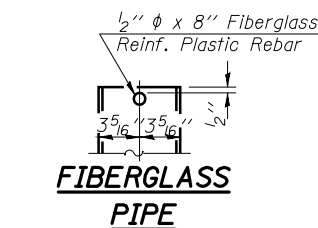


SECTION B-B

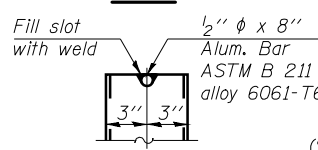
* Dimension as required by Pipe Clamp



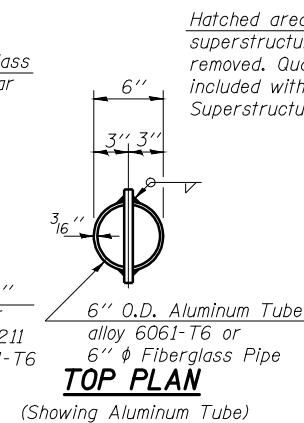
TOP PLAN



FIBERGLASS PIPE



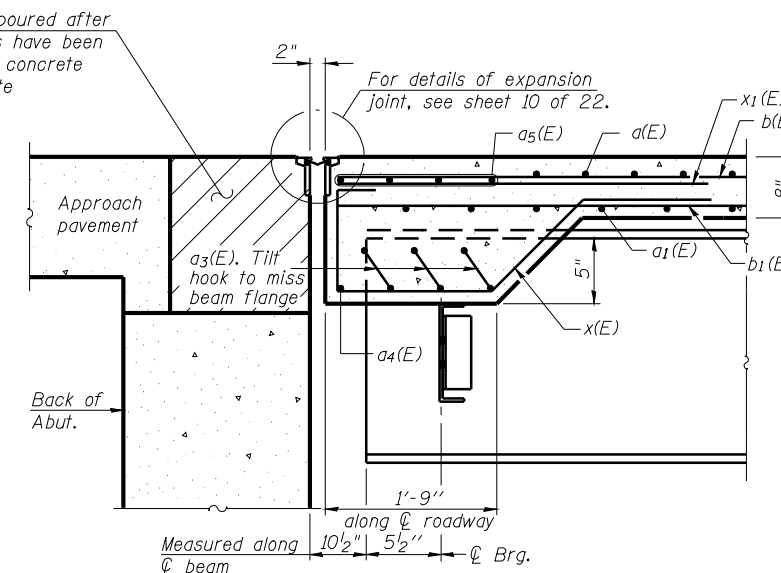
ALUMINUM TUBE



TOP PLAN

(Showing Aluminum Tube)

Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.



SECTION A-A

Notes: Drains shall be located clear of all diaphragms. The floor drains need not be painted. Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.

ILLINOIS DEPARTMENT OF TRANSPORTATION

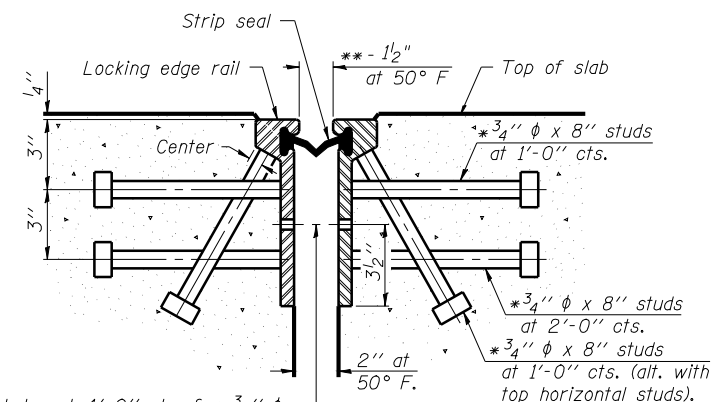
**SUPERSTRUCTURE DETAILS
I 55 OVER MACOUPIN CREEK
F.A.I. ROUTE 55 - SEC. (68-4)F
MONTGOMERY COUNTY
STATION 1066+03.18
STRUCTURE NO. 068-0038 N.B.
STRUCTURE NO. 068-0039 S.B.**

DATE: 04-08
REVISED:
DRAWN BY: MLO
CHECKED BY: PBB

Contract #72C32

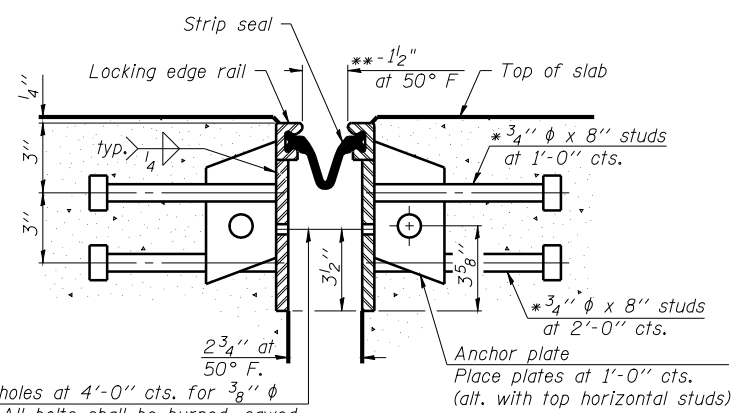
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

** When joint is fixed, dimension is set at 1 1/2".



7/16" φ holes at 4'-0" cts. for 3/8" φ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

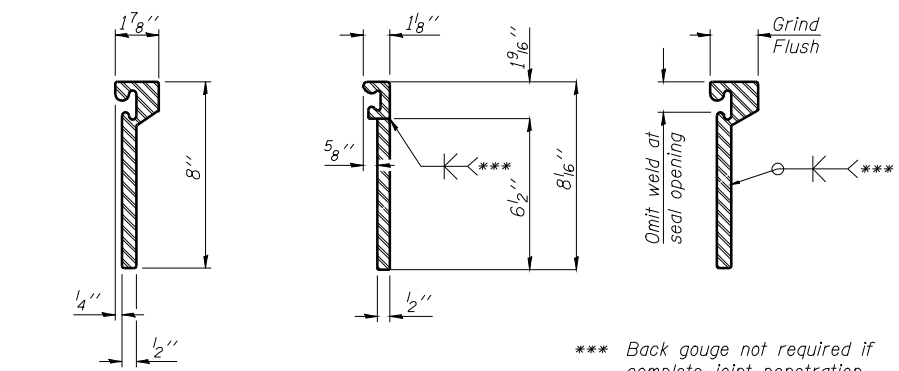
SECTION THRU ROLLED RAIL JOINT



7/16" φ holes at 4'-0" cts. for 3/8" φ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU WELDED RAIL JOINT

Notes:
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches. The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints. The manufacturer's recommended installation methods shall be followed. The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State. All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

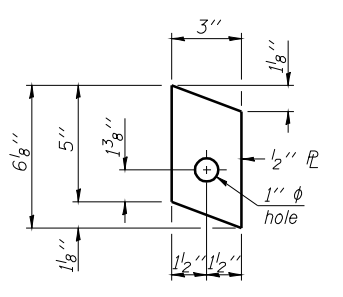


ROLLED (EXTRUDED) RAIL **WELDED RAIL**

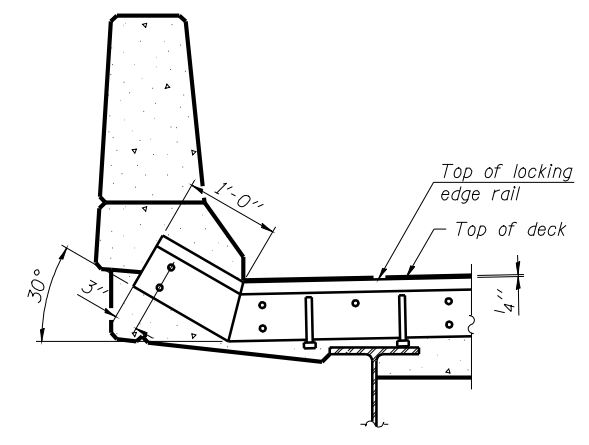
*** Back gouge not required if complete joint penetration is verified by mock-up.

LOCKING EDGE RAIL SPLICE

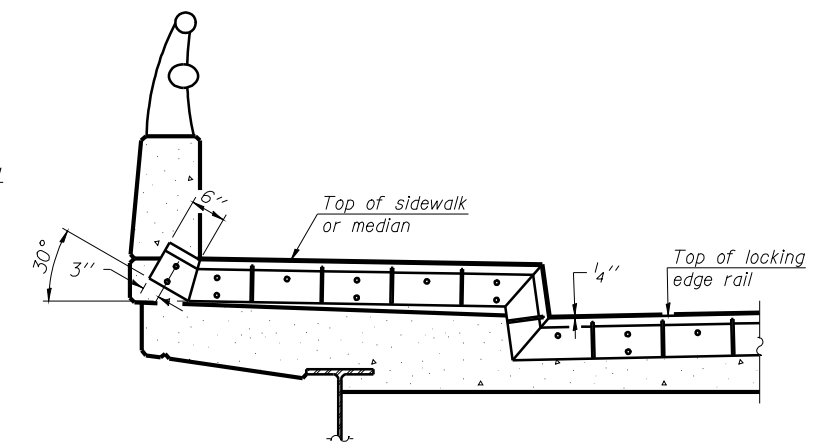
The inside of the locking edge rail groove shall be free of weld residue.



ANCHOR PLATE
(for welded rail)



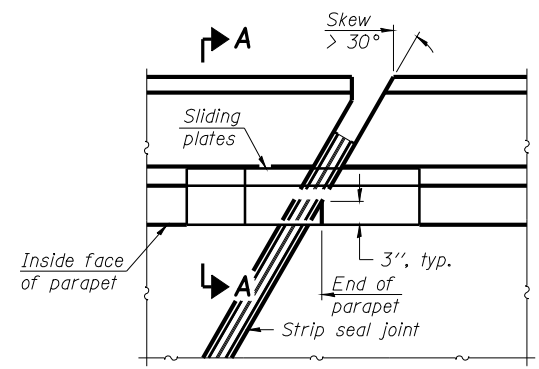
AT PARAPET



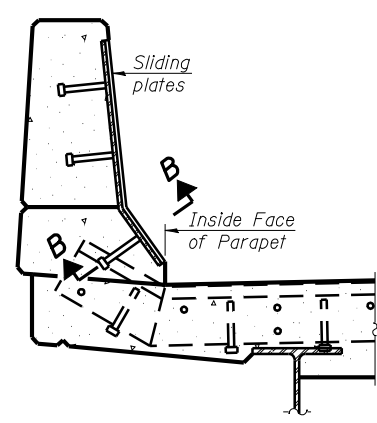
AT SIDEWALK OR MEDIAN

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

LOCKING EDGE RAILS



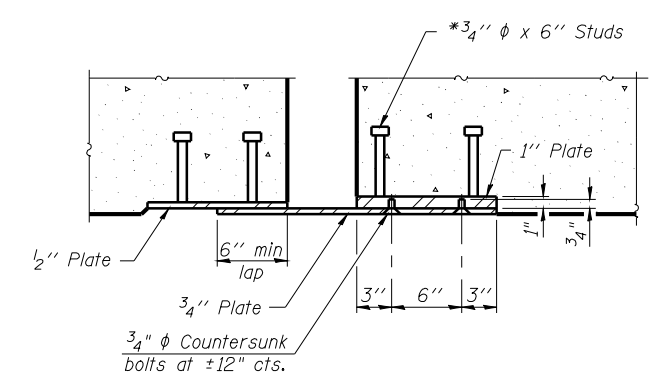
PLAN



SECTION A-A

POINT BLOCK DETAILS
(for skews > 30°)

TYPICAL END TREATMENTS



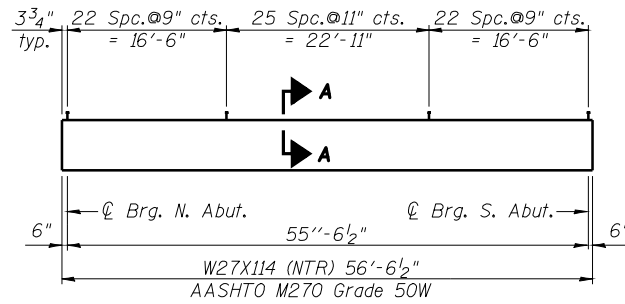
SECTION B-B

BILL OF MATERIAL

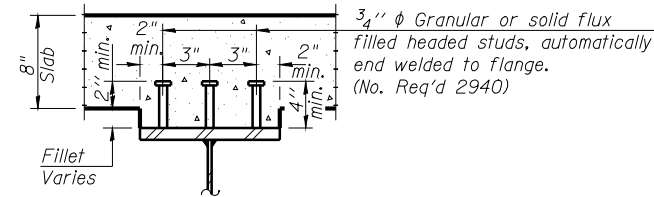
Item	Unit	Total
Preformed Joint Strip Seal	Foot	232

ILLINOIS DEPARTMENT OF TRANSPORTATION
EXPANSION JOINT DETAILS
I 55 OVER MACOUPIN CREEK
F.A.I. ROUTE 55 - SEC. (68-4)F
MONTGOMERY COUNTY
STATION 1066+03.18
STRUCTURE NO. 068-0038 N.B.
STRUCTURE NO. 068-0039 S.B.
DATE: 04-08 DRAWN BY: MLO
REVISED: CHECKED BY: PBB

Contract #72C32



ELEVATION



SECTION A-A

0.5 Sp. 1	
I_s	(in ⁴) 4080
$I_c(n)$	(in ⁴) 11393
$I_c(3n)$	(in ⁴) 8346
S_s	(in ³) 299
$S_c(n)$	(in ³) 450
$S_c(3n)$	(in ³) 404
ϕ	(k/')
M_D	('k)
s_D	(k/')
$M_s D$	('k)
M_L	('k)
M_{Imp}	('k)
$^{5/3} [M_L + M_{Imp}]$	('k)
M_a	('k)
M_u	('k)
$f_s \phi$ non-comp	(ksi)
$f_s \phi$ (comp)	(ksi)
$f_s ^{5/3} [M_L + M_{Imp}]$	(ksi)
f_s (Overload)	(ksi)
VR	(k)

	Abut.
R_D	(k) 32.8
R_L	(k) 33.3
Imp.	(k) 9.2
R_{Total}	(k) 75.3

* Compact section

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

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

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

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

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

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

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

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

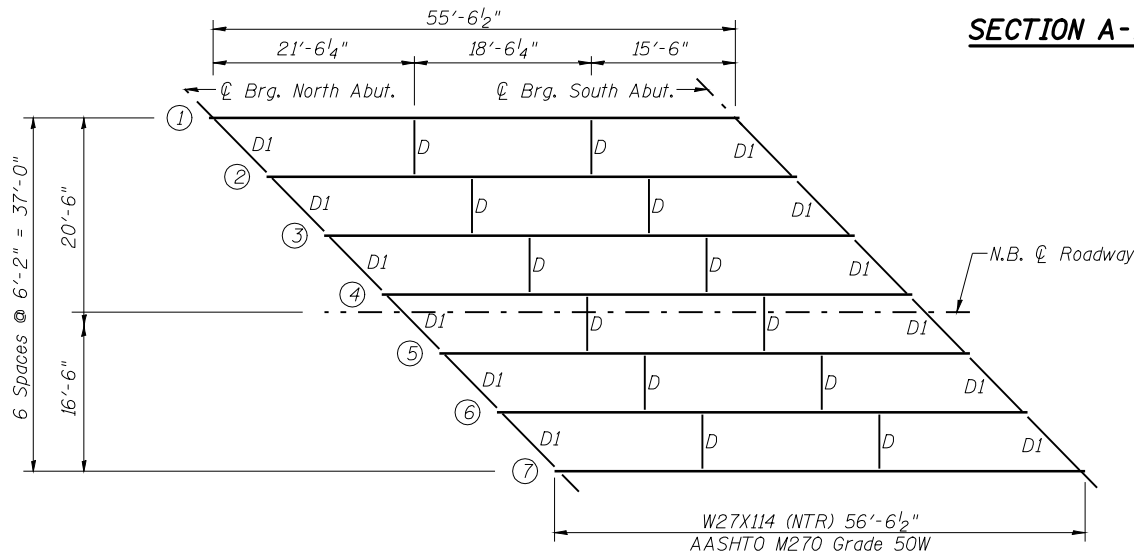
M_{Imp} : Un-factored moment due to impact (kip-ft.).

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

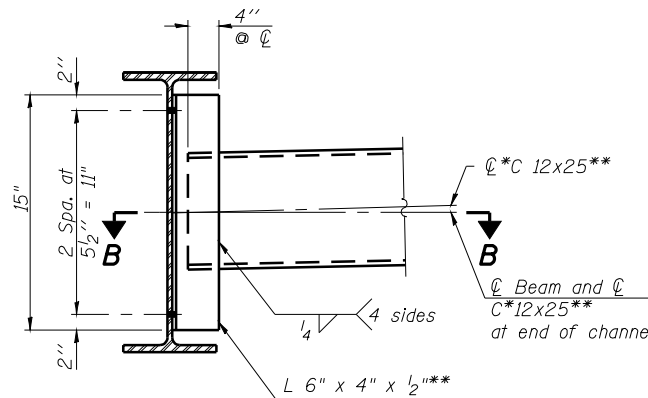
M_u : Compact composite moment capacity according to AASHTO LFD 10.50.1.1.

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

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



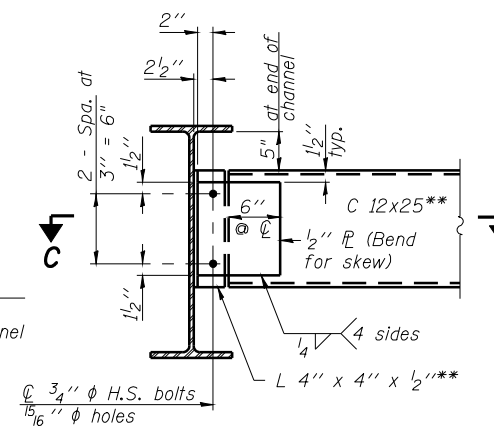
FRAMING PLAN S.N. 068-0038



INTERIOR DIAPHRAGM-D
(24 Required)

Note:
Two hardened washers required for each set of oversized holes.

* Alternate C 12x30 Channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section.
** AASHTO M270 Grade 50W



END DIAPHRAGM-D1
(24 Required)

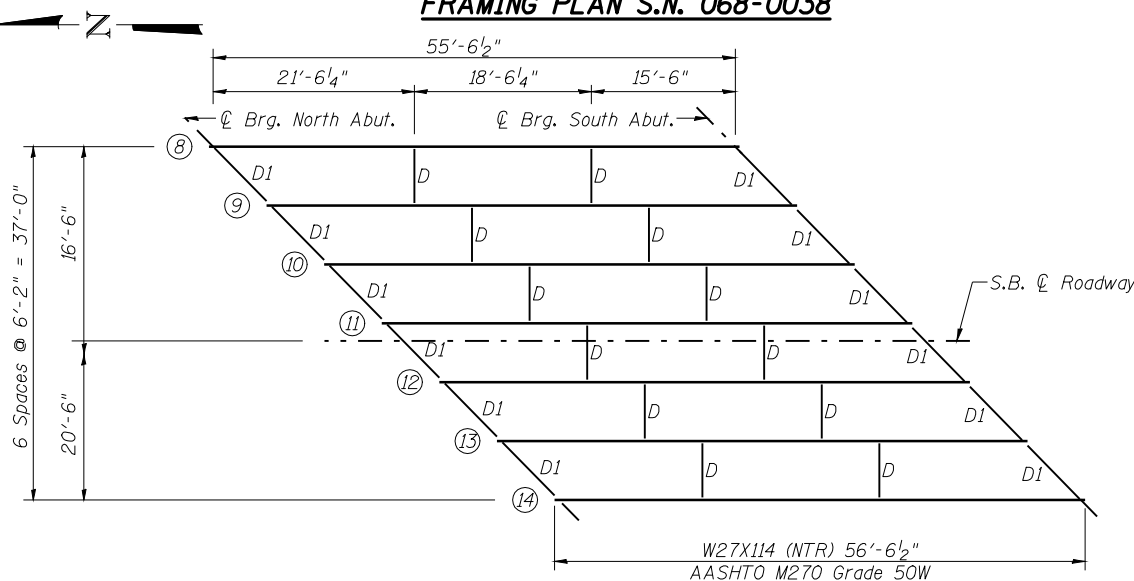
Note:
Two hardened washers required for each set of oversized holes.

** AASHTO M270 Grade 50W

	N. Abut.	S. Abut.
Beam 1	630.00	629.92
Beam 2	630.12	630.04
Beam 3	630.22	630.14
Beam 4	630.31	630.23
Beam 5	630.26	630.18
Beam 6	630.16	630.08
Beam 7	630.04	629.96
Beam 8	629.94	629.86
Beam 9	630.05	629.97
Beam 10	630.13	630.05
Beam 11	630.16	630.08
Beam 12	630.06	629.98
Beam 13	629.94	629.86
Beam 14	629.81	629.73

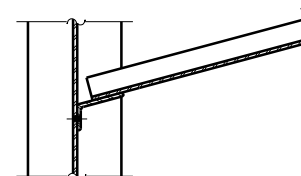
TOP OF BEAM ELEVATIONS

(For Fabrication use Only)

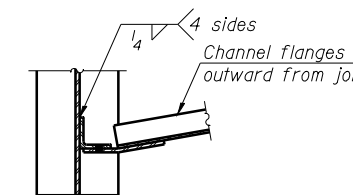


FRAMING PLAN S.N. 068-0039

Note:
All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor bolts.
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.



SECTION B-B



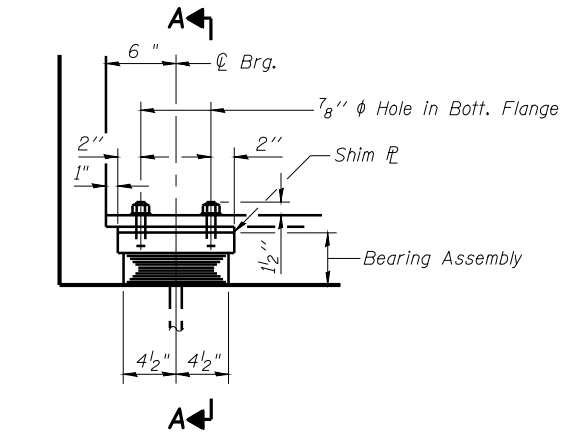
SECTION C-C

ILLINOIS DEPARTMENT OF TRANSPORTATION

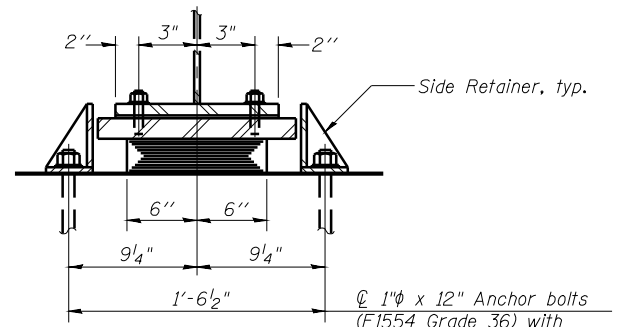
FRAMING PLAN & STEEL DETAILS
I 55 OVER MACOUPIN CREEK
F.A.I. ROUTE 55 - SEC. (68-4)F
MONTGOMERY COUNTY
STATION 1066+03.18
STRUCTURE NO. 068-0038 N.B.
STRUCTURE NO. 068-0039 S.B.

DATE: 04-08
REVISED:
DRAWN BY: MLO
CHECKED BY: PBB

Contract #72C32

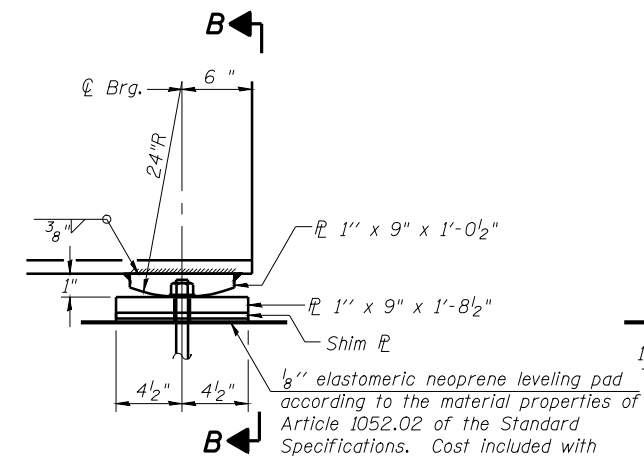


ELEVATION AT N. ABUT.

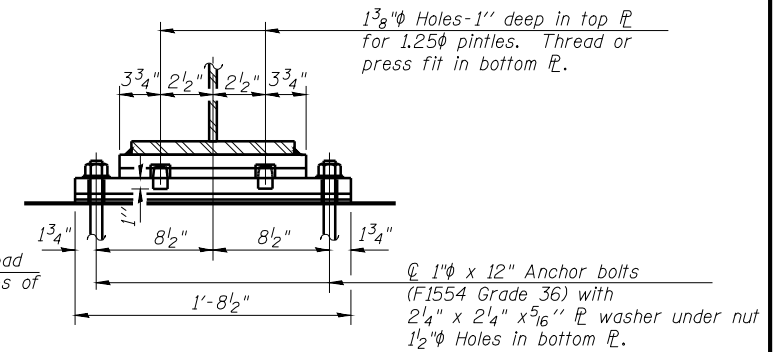


SECTION A-A

1" x 12" Anchor bolts (F1554 Grade 36) with 2 1/4" x 2 1/4" x 5/16" washer under nut



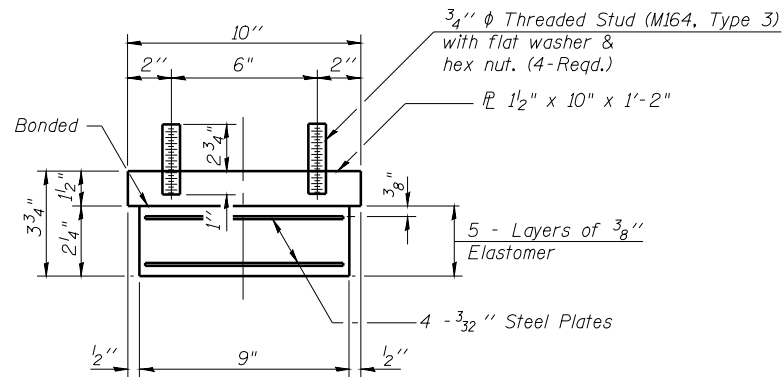
ELEVATION AT S. ABUT.



SECTION B-B

FIXED BEARING

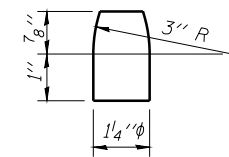
TYPE I ELASTOMERIC EXP. BRG.
(14 Required)



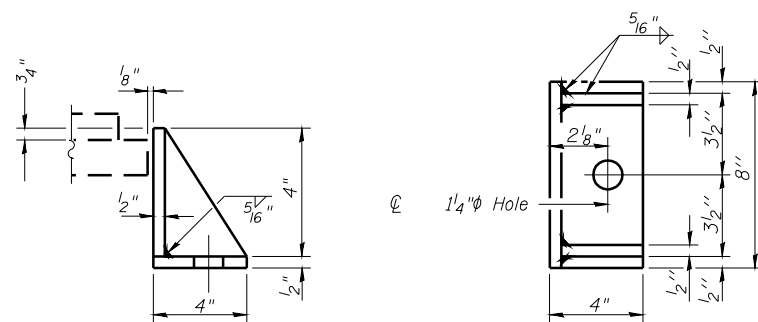
BEARING ASSEMBLY

Note:
Shim plates shall not be placed under Bearing Assembly.

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.
The structural steel plates of the bearing assembly shall conform to the requirements of AASHTO M270 Grade 50W.



PINTLE



SIDE RETAINER

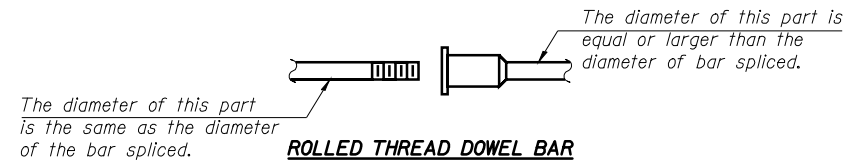
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	14
Anchor Bolts 1"	Each	56

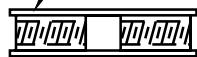
ILLINOIS DEPARTMENT OF TRANSPORTATION
BEARING DETAILS
I 55 OVER MACOUPIN CREEK
F.A.I. ROUTE 55 - SEC. (68-4)F
MONTGOMERY COUNTY
STATION 1066+03.18
STRUCTURE NO. 068-0038 N.B.
STRUCTURE NO. 068-0039 S.B.

DATE: 04-08
REVISED:
DRAWN BY: MLO
CHECKED BY: PBB



**** ONE PIECE**

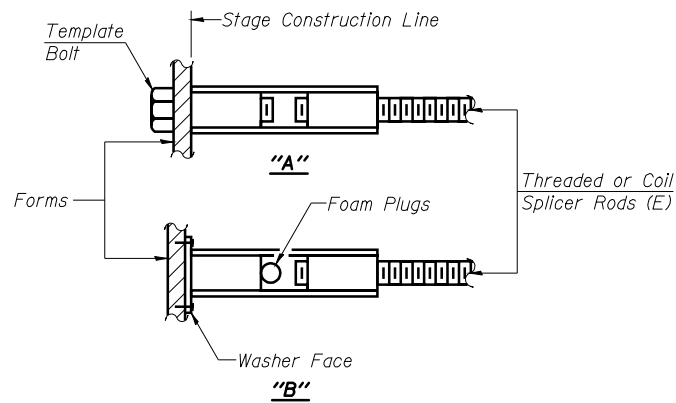
Wire Connector



WELDED SECTIONS

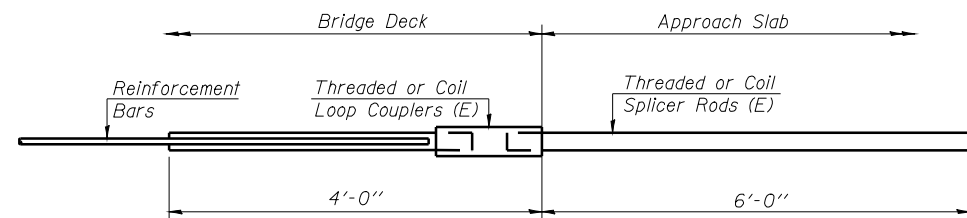
BAR SPLICER ASSEMBLY ALTERNATIVES

**Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



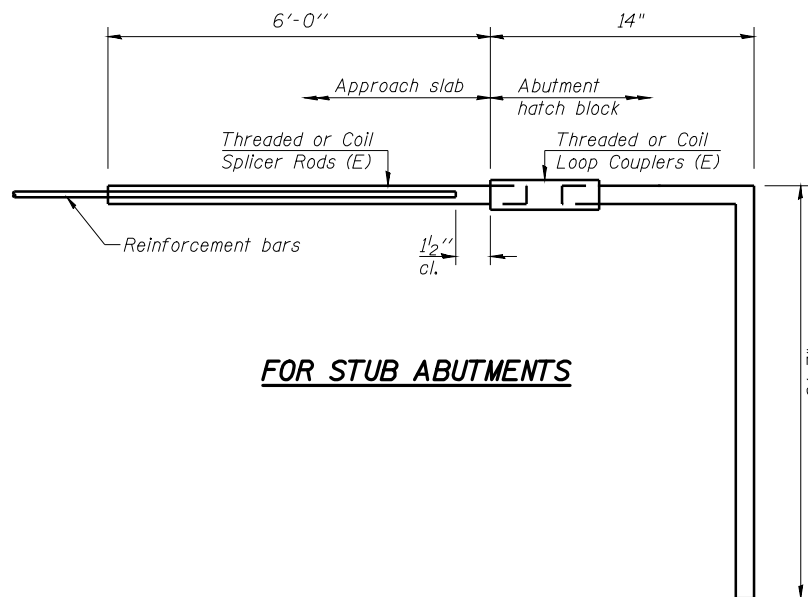
INSTALLATION AND SETTING METHODS

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



FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required =



FOR STUB ABUTMENTS

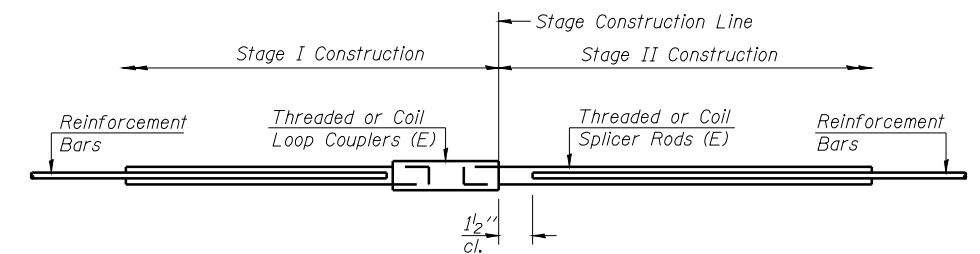
Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 160

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
 Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
 All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
 Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$
 - Minimum *Pull-out Strength (Tension in kips) = $0.66 \times f_y \times A_t$
- Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_t = Tensile stress area of lapped reinforcement bars.
 * = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-2"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



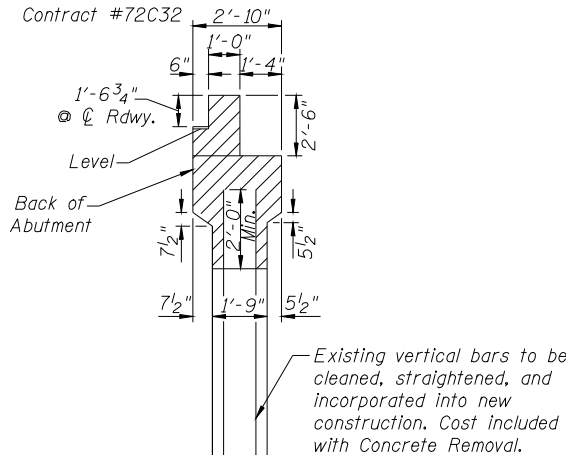
STANDARD

Bar Size	No. Assemblies Required	Location

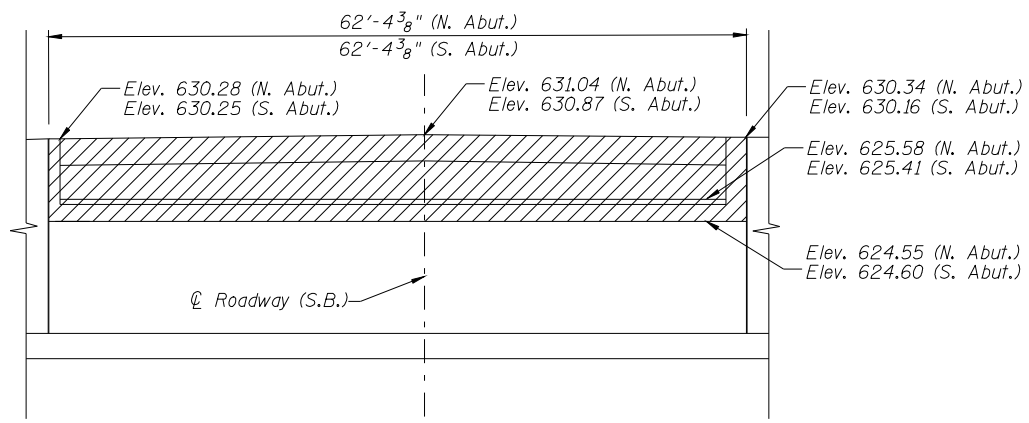
ILLINOIS DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY DETAILS
I 55 OVER MACOUPIN CREEK
F.A.I. ROUTE 55 - SEC. (68-4)F
MONTGOMERY COUNTY
STATION 1066+03.18
STRUCTURE NO. 068-0038 N.B.
STRUCTURE NO. 068-0039 S.B.

DATE: 04-08
 REVISED:
 DRAWN BY: MLO
 CHECKED BY: PBB

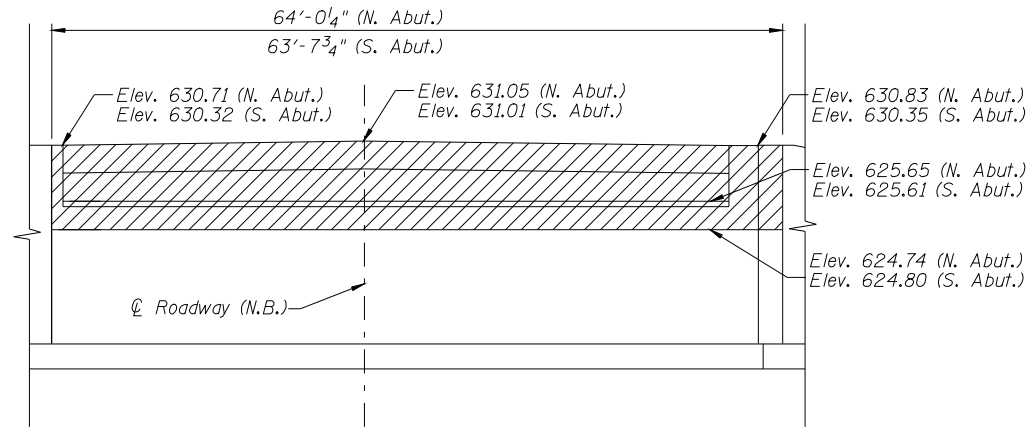


SECTION THRU ABUTMENT
(Horiz. Dim. at right L's)



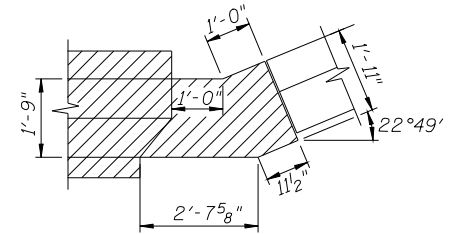
ELEVATION OF ABUTMENT (S.B. LANES)

(North Abument - Looking North, shown)
(South Abument - Looking South, similar/mirrored)

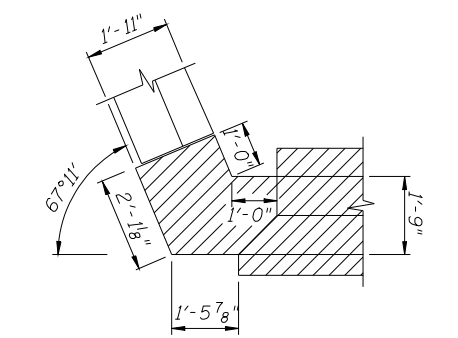


ELEVATION OF ABUTMENT (N.B. LANES)

(North Abument - Looking North, shown)
(South Abument - Looking South, similar/mirrored)

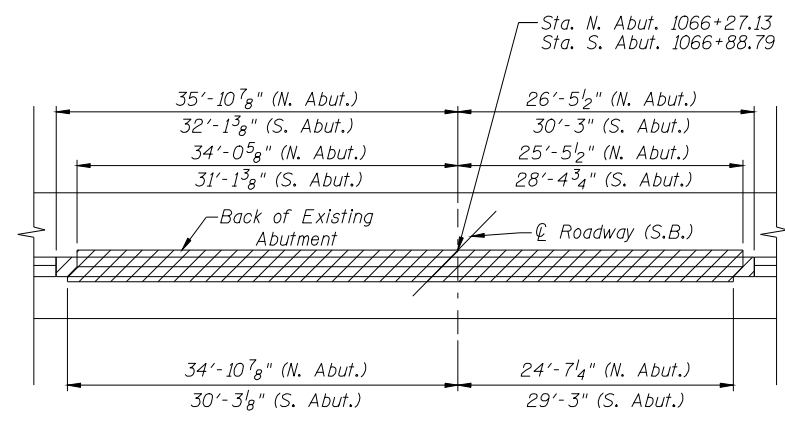


DETAIL A



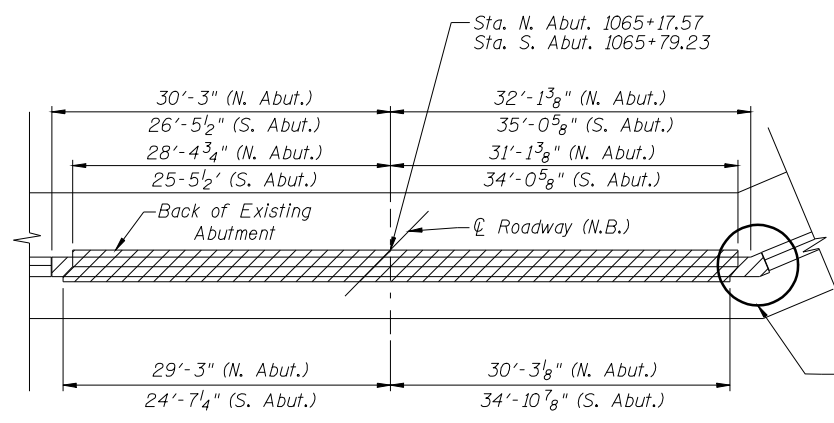
DETAIL B

LEGEND
Concrete Removal



PLAN VIEW (S.B. LANES)

(North Abument, shown)
(South Abument, similar/mirrored)



PLAN VIEW (N.B. LANES)

(North Abument, shown)
(South Abument, similar/mirrored)

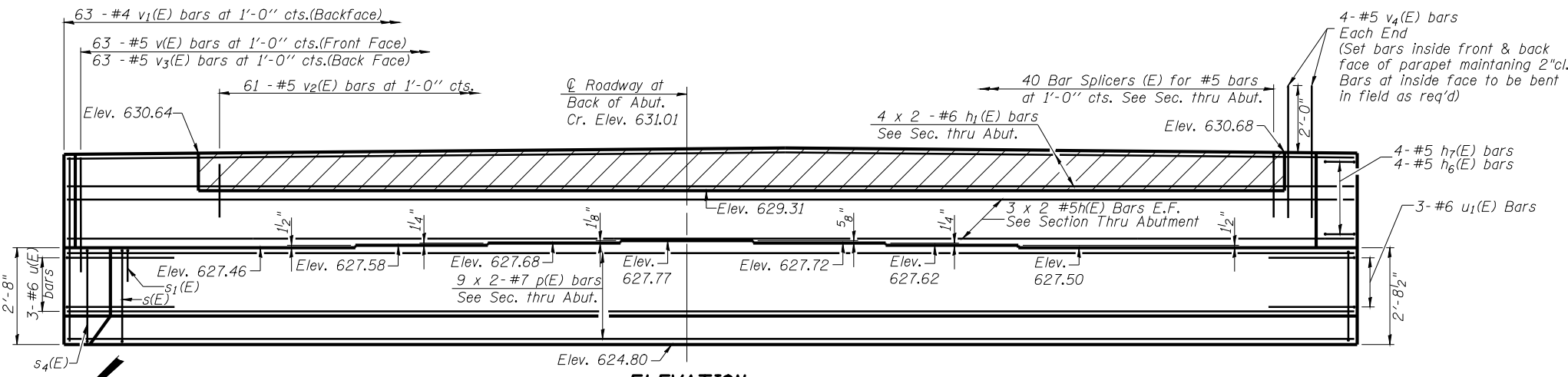
BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	115
Asbestos Bearing Pad Removal	Each	56

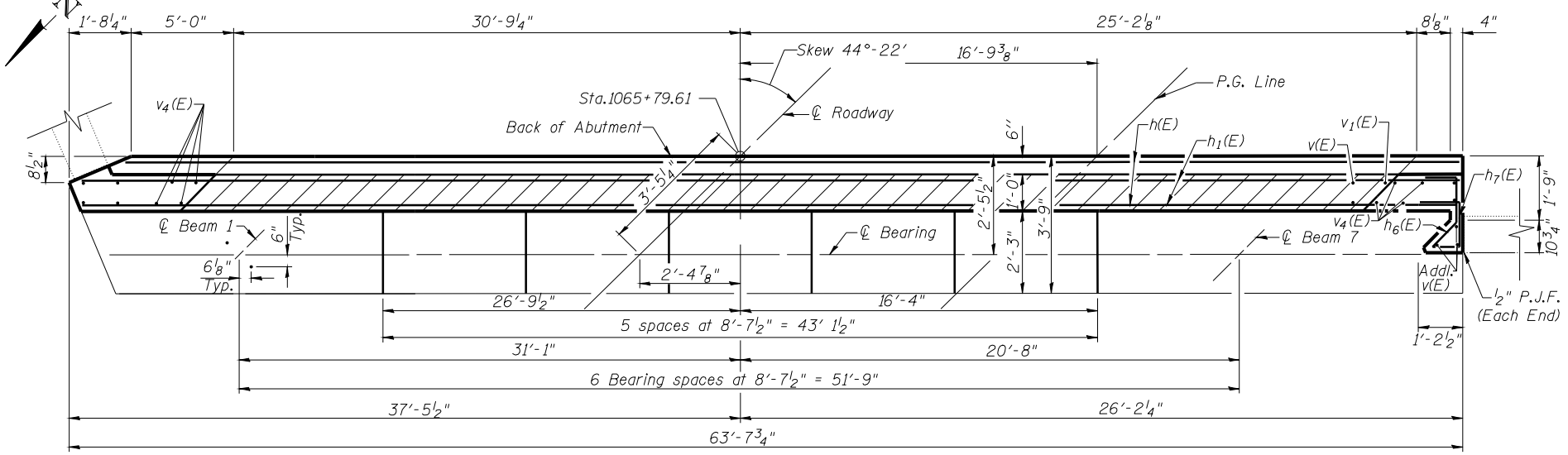
ILLINOIS DEPARTMENT OF TRANSPORTATION
CONCRETE REMOVAL DETAILS
I 55 OVER MACOUPIN CREEK
F.A.I. ROUTE 55 - SEC. (68-4)F
MONTGOMERY COUNTY
STATION 1066+03.18
STRUCTURE NO. 068-0038 N.B.
STRUCTURE NO. 068-0039 S.B.
DATE: 04-08
REVISED:
DRAWN BY: MLO
CHECKED BY: PBB



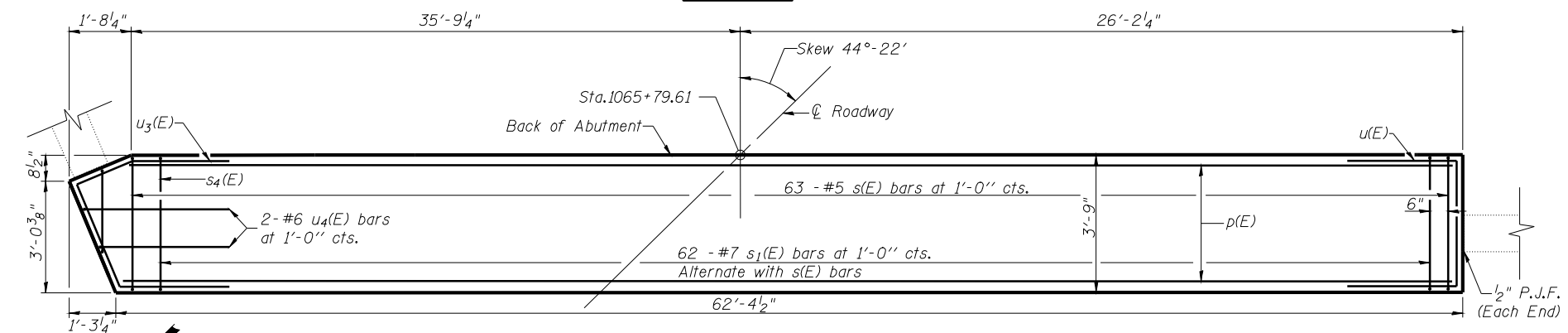
Contract #72C32



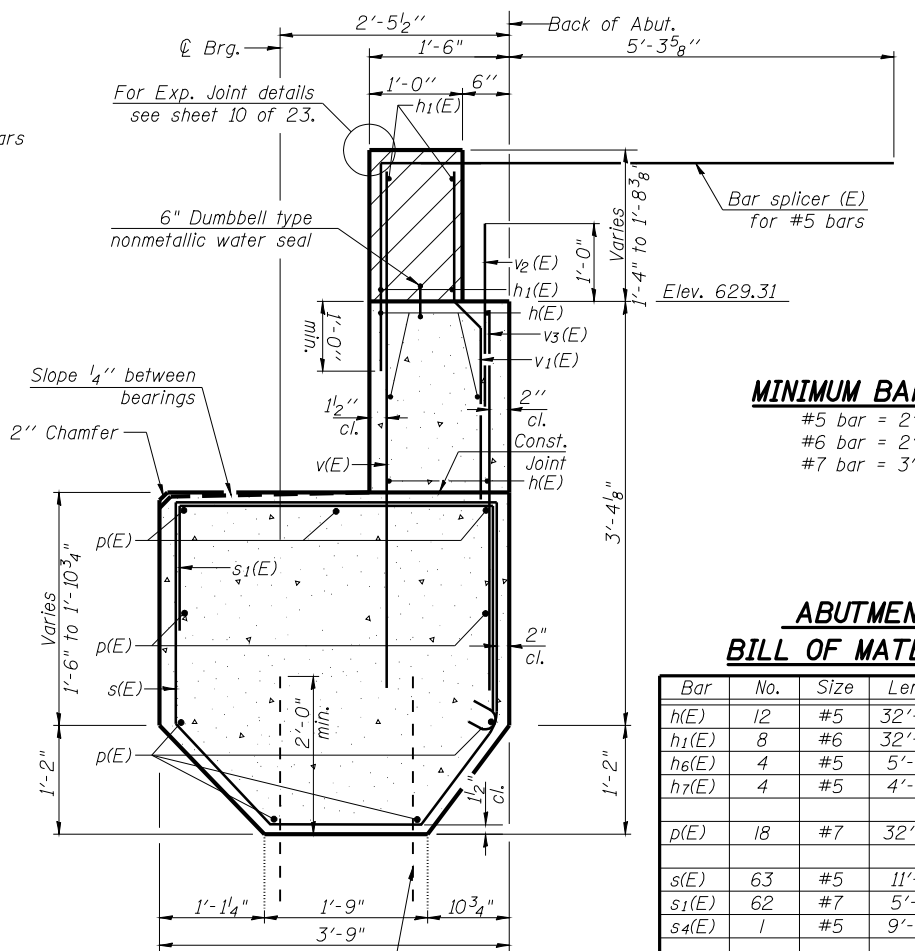
ELEVATION



TOP VIEW



PLAN-CAP



SEC. THRU ABUT.

MINIMUM BAR LAP

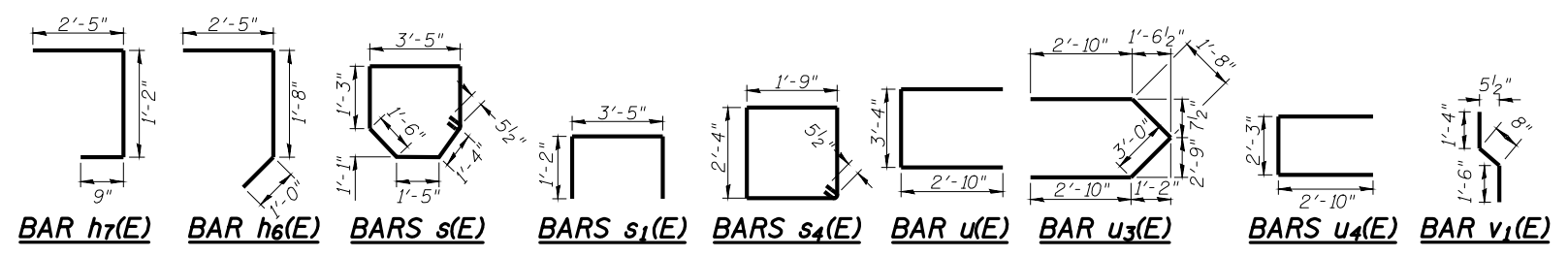
- #5 bar = 2'-5"
- #6 bar = 2'-10"
- #7 bar = 3'-10"

ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	12	#5	32'-7"	
h1(E)	8	#6	32'-10"	
h6(E)	4	#5	5'-1"	
h7(E)	4	#5	4'-4"	
p(E)	18	#7	32'-11"	
s(E)	63	#5	11'-1"	
s1(E)	62	#7	5'-9"	
s4(E)	1	#5	9'-1"	
u(E)	3	#6	9'-0"	
u3(E)	3	#6	10'-4"	
u4(E)	2	#6	7'-11"	
v(E)	66	#5	5'-4"	
v1(E)	63	#4	3'-6"	
v2(E)	61	#5	2'-0"	
v3(E)	63	#5	3'-1"	
v4(E)	8	#5	4'-0"	
Structure Excavation		Cu. Yd.	46	
Concrete Structures		Cu. Yd.	35.0	
Reinforcement Bars, Epoxy Coated		Pound	4530	
Bar Splicers		Each	40	
Concrete Sealer		Sq. Ft.	578	

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

For details of Bar Splicers, see sheet 13 of 23. Bars indicated thus 9x2-#7 etc. indicates 9 lines of bars with 2 lengths per line.



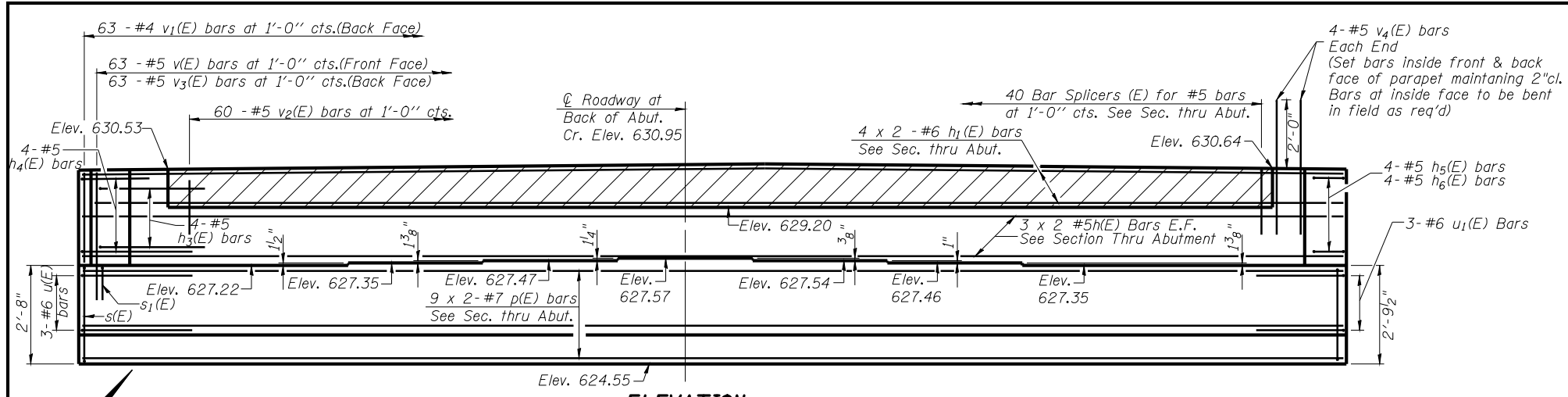
Notes:
 Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
 Space reinforcement in cap to miss anchor bolts. Pour steps monolithically with cap.
 All exposed corners shall have a 3/4" chamfer (typ.).
 The bar splicer is to be placed parallel to the approach pavement reinforcement.

ILLINOIS DEPARTMENT OF TRANSPORTATION

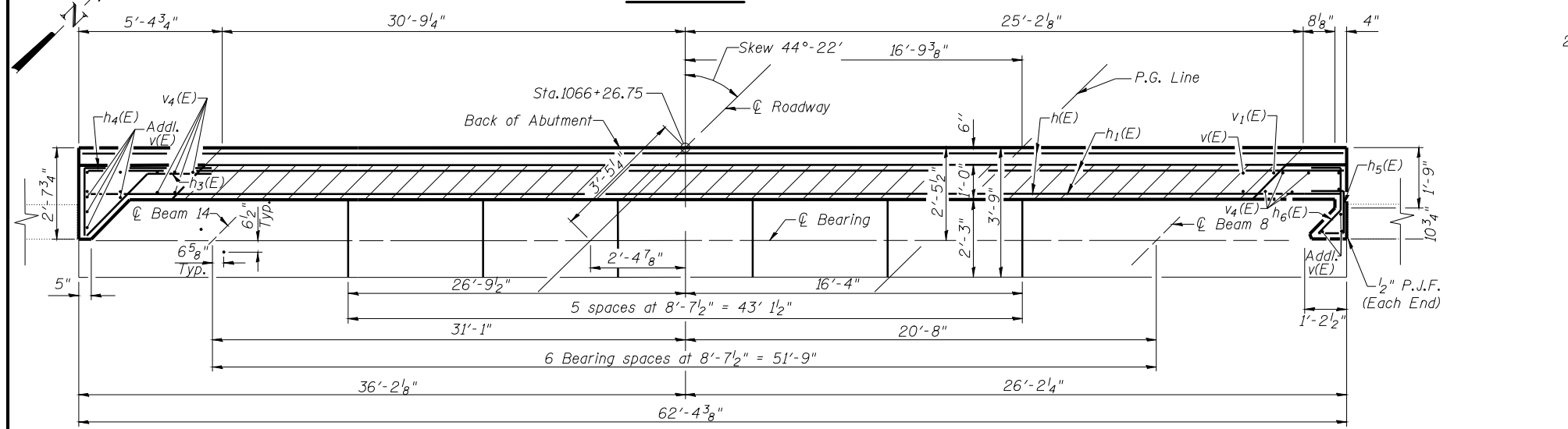
NORTHBOUND SOUTH ABUTMENT DETAILS
I 55 OVER MACOUPIN CREEK
F.A.I. ROUTE 55 - SEC. (68-4)F
MONTGOMERY COUNTY
STATION 1066+03.18
STRUCTURE NO. 068-0038 N.B.
STRUCTURE NO. 068-0039 S.B.

DATE: 04-08
 REVISED:
 DRAWN BY: MLO
 CHECKED BY: PBB

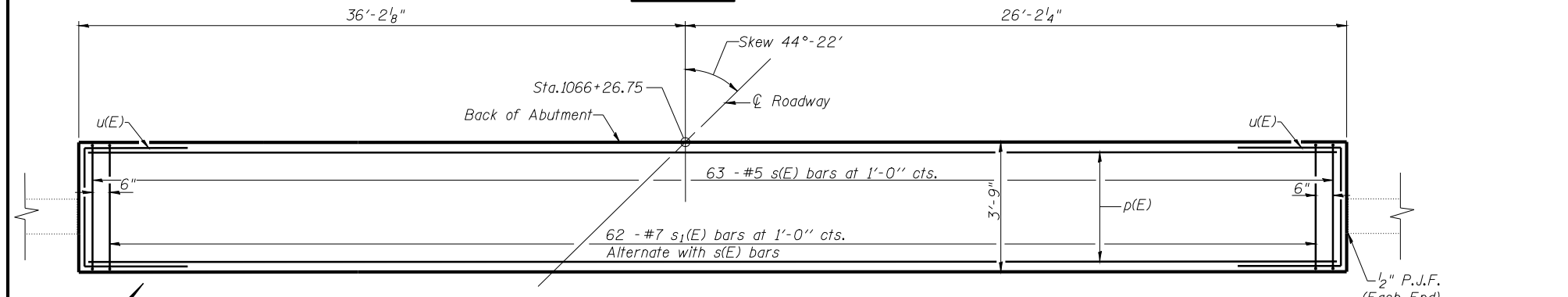
Contract #72C32



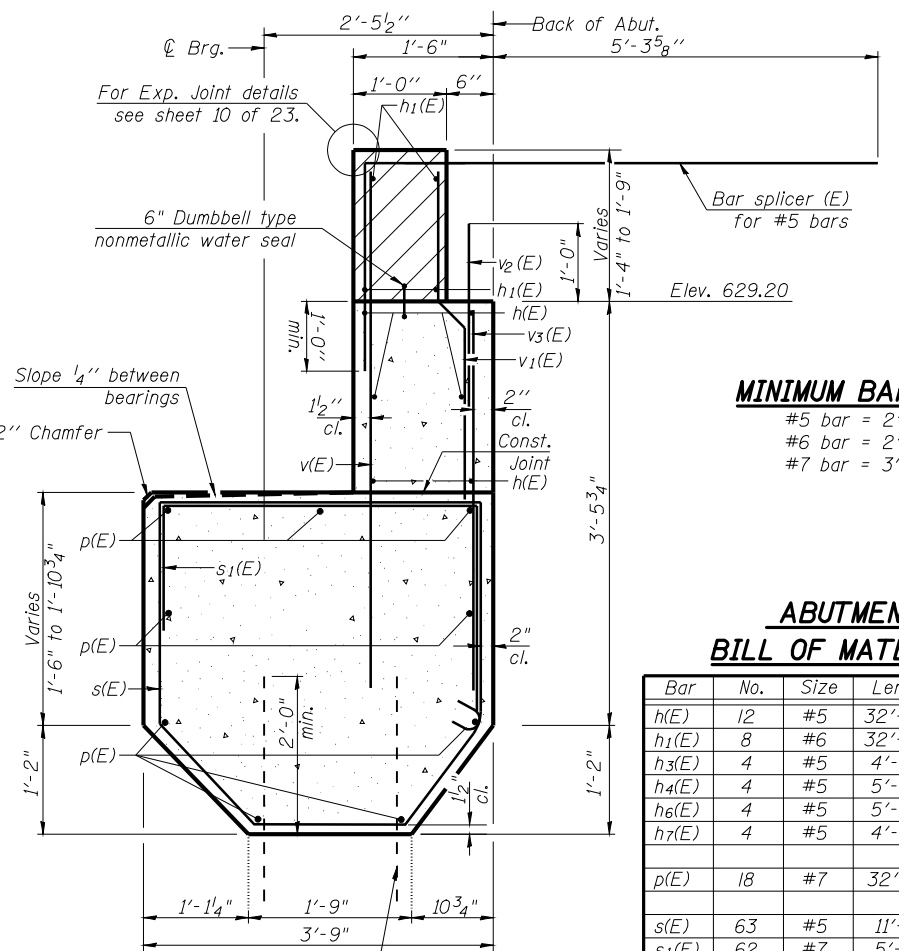
ELEVATION



TOP VIEW



PLAN-CAP



SEC. THRU ABUT.

MINIMUM BAR LAP

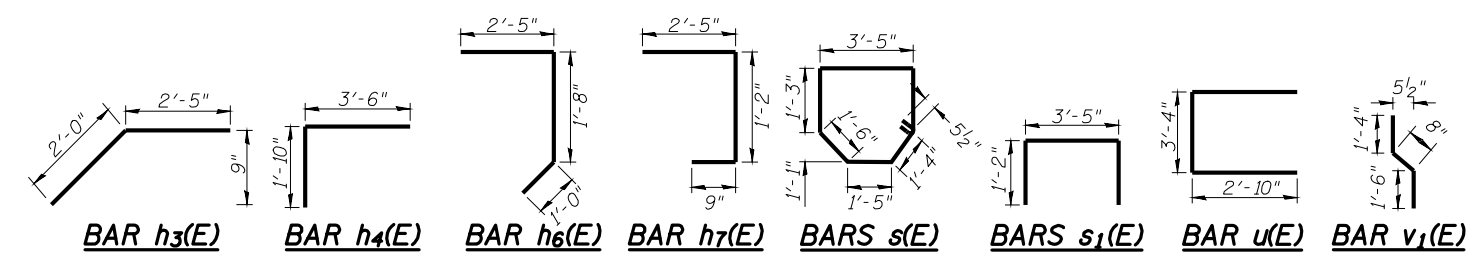
- #5 bar = 2'-5"
- #6 bar = 2'-10"
- #7 bar = 3'-10"

ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	12	#5	32'-7"	—
h1(E)	8	#6	32'-10"	—
h3(E)	4	#5	4'-5"	—
h4(E)	4	#5	5'-4"	—
h6(E)	4	#5	5'-1"	—
h7(E)	4	#5	4'-4"	—
p(E)	18	#7	32'-11"	—
s(E)	63	#5	11'-1"	—
s1(E)	62	#7	5'-9"	—
u(E)	6	#6	9'-0"	—
v(E)	70	#5	5'-4"	—
v1(E)	63	#4	3'-6"	—
v2(E)	60	#5	2'-0"	—
v3(E)	63	#5	3'-1"	—
v4(E)	8	#5	4'-0"	—
Structure Excavation			Cu. Yd.	50
Concrete Structures			Cu. Yd.	32
Reinforcement Bars, Epoxy Coated			Pound	4510
Bar Splicers			Each	40
Concrete Sealer			Sq. Ft.	583

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

For details of Bar Splicers, see sheet 13 of 23. Bars indicated thus 9x2-#7 etc. indicates 9 lines of bars with 2 lengths per line.



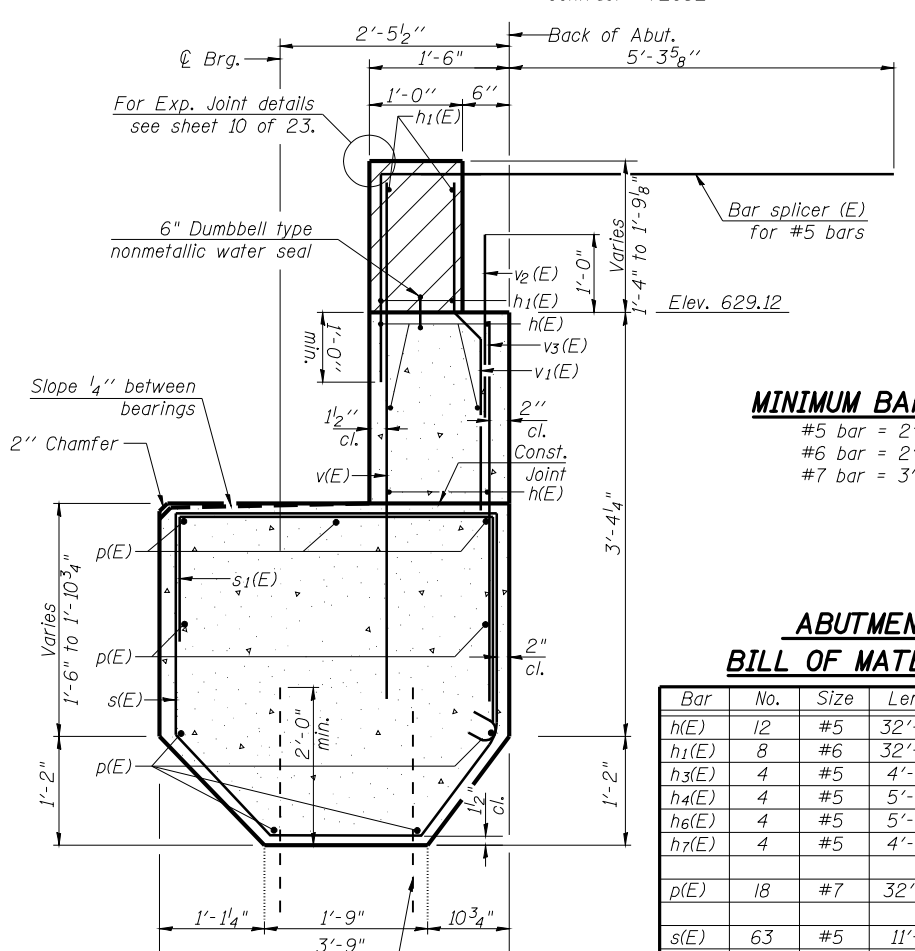
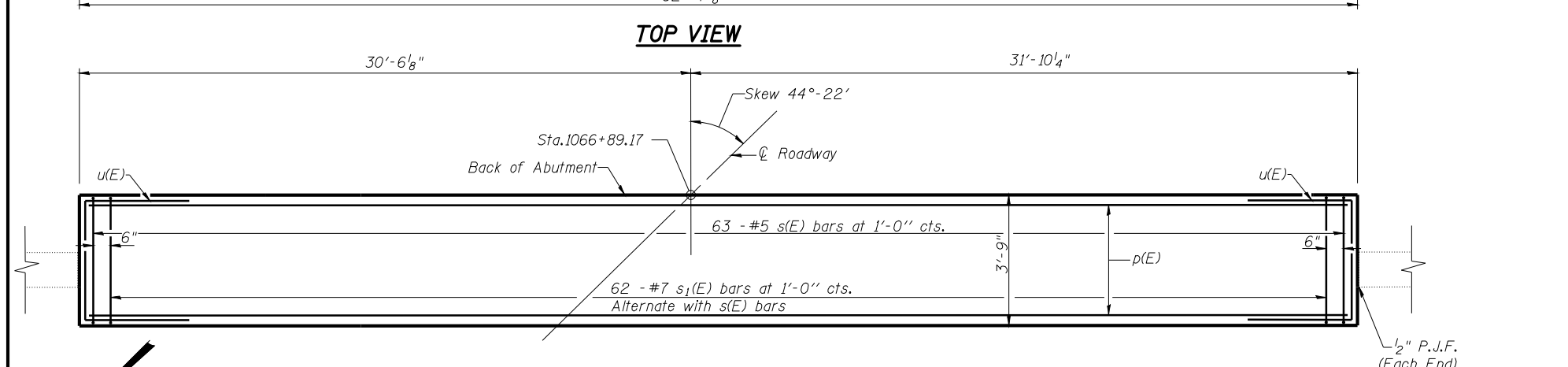
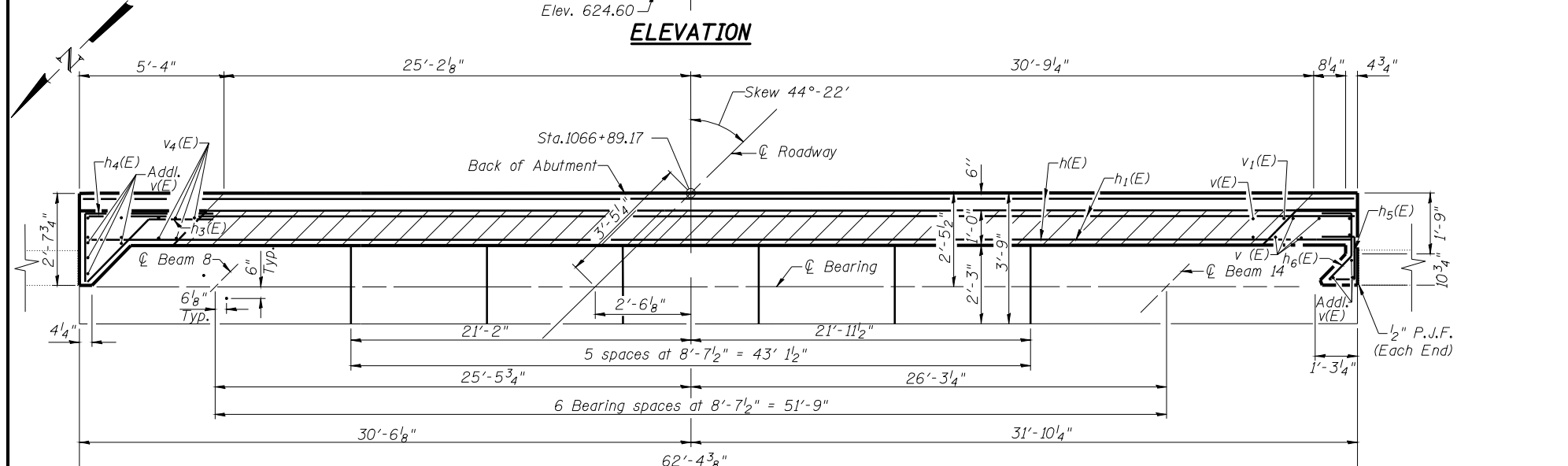
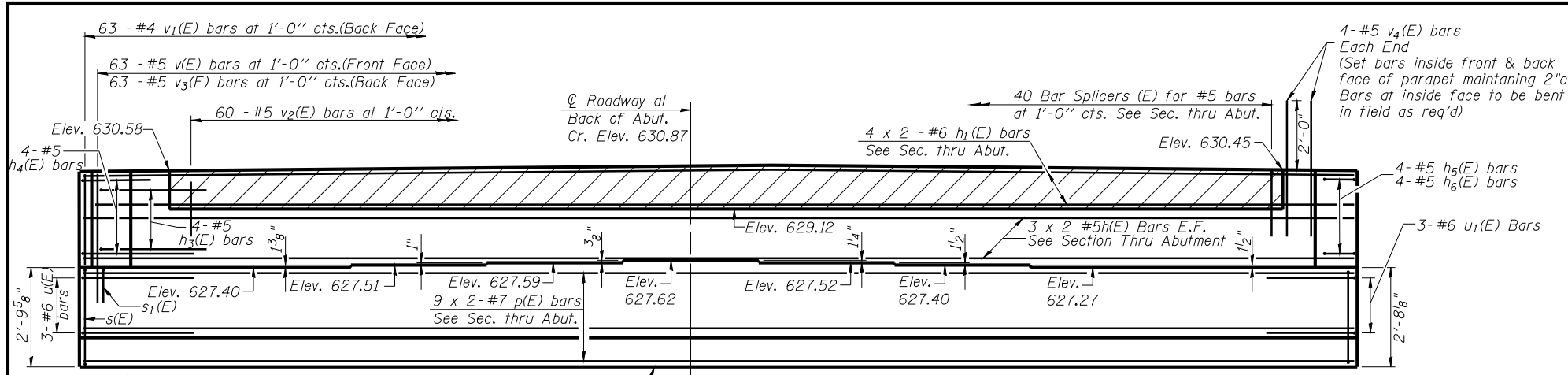
Notes:
 Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
 Space reinforcement in cap to miss anchor bolts. Pour steps monolithically with cap.
 All exposed corners shall have a 3/4" chamfer (typ.)
 The bar splicer is to be placed parallel to the approach pavement reinforcement.

ILLINOIS DEPARTMENT OF TRANSPORTATION

SOUTHBOUND NORTH ABUTMENT DETAILS
I 55 OVER MACOUPIN CREEK
F.A.I. ROUTE 55 - SEC. (68-4)F
MONTGOMERY COUNTY
STATION 1066+03.18
STRUCTURE NO. 068-0038 N.B.
STRUCTURE NO. 068-0039 S.B.

DATE: 04-08
 REVISED:
 DRAWN BY: MLO
 CHECKED BY: PBB

Contract #72C32



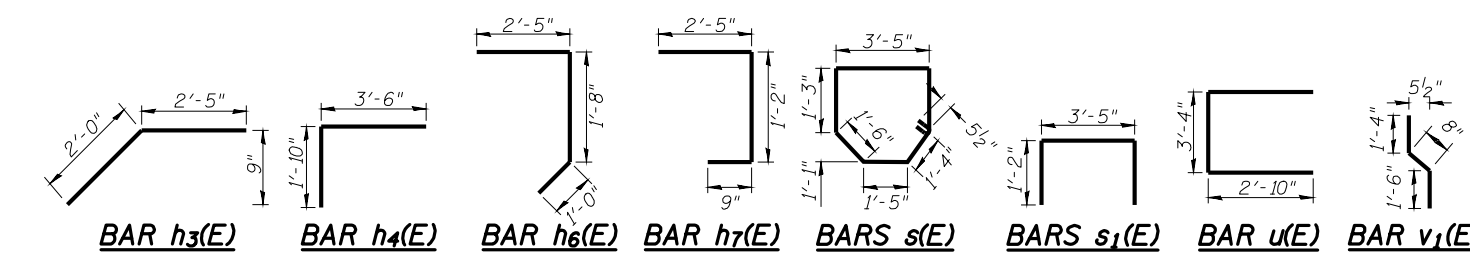
MINIMUM BAR LAP
 #5 bar = 2'-5"
 #6 bar = 2'-10"
 #7 bar = 3'-10"

ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	12	#5	32'-7"	—
h ₁ (E)	8	#6	32'-10"	—
h ₃ (E)	4	#5	4'-5"	—
h ₄ (E)	4	#5	5'-4"	—
h ₆ (E)	4	#5	5'-1"	—
h ₇ (E)	4	#5	4'-4"	—
p(E)	18	#7	32'-11"	—
s(E)	63	#5	11'-1"	—
s ₁ (E)	62	#7	5'-9"	—
u(E)	6	#6	9'-0"	—
v(E)	70	#5	5'-4"	—
v ₁ (E)	63	#4	3'-6"	—
v ₂ (E)	60	#5	2'-0"	—
v ₃ (E)	63	#5	3'-1"	—
v ₄ (E)	8	#5	4'-0"	—
Structure Excavation			Cu. Yd.	47
Concrete Structures			Cu. Yd.	35
Reinforcement Bars, Epoxy Coated			Pound	4530
Bar Splicers			Each	40
Concrete Sealer			Sq. Ft.	570

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

For details of Bar Splicers, see sheet 13 of 23.
 Bars indicated thus 9x2-#7 etc. indicates 9 lines of bars with 2 lengths per line.



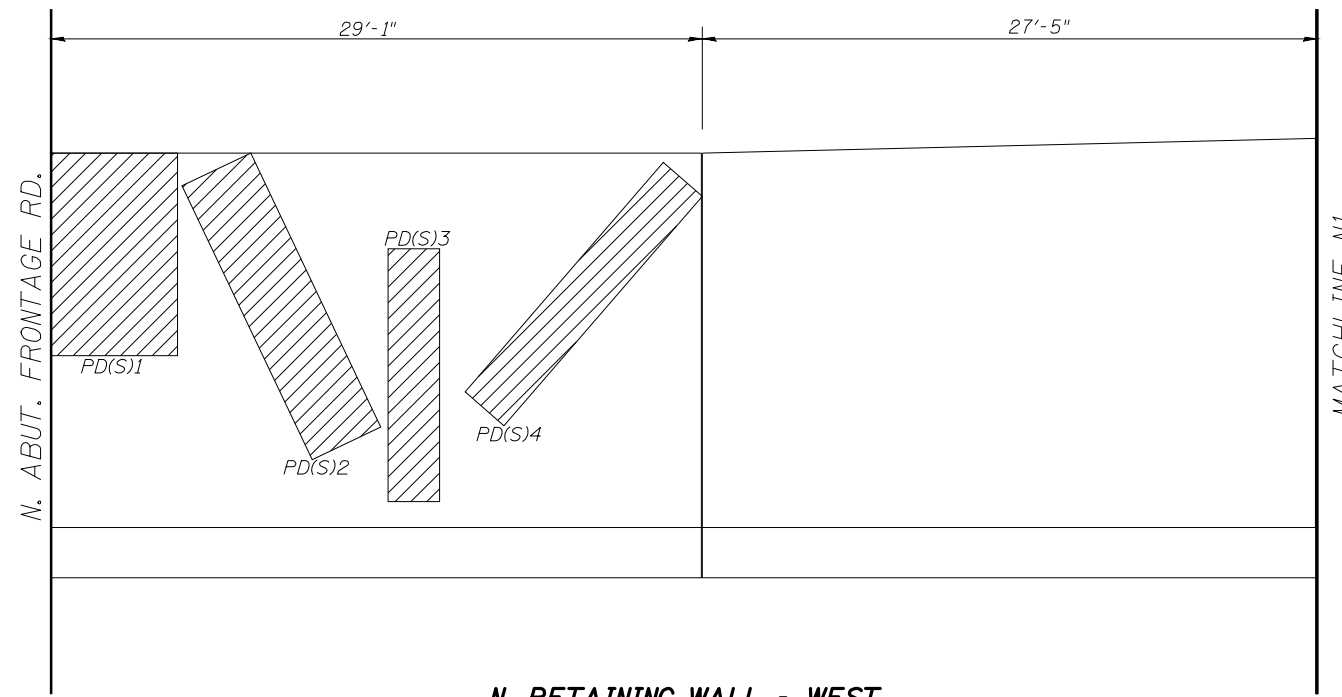
Notes:
 Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
 Space reinforcement in cap to miss anchor bolts. Pour steps monolithically with cap.
 All exposed corners shall have a 3/4" chamfer (typ.).
 The bar splicer is to be placed parallel to the approach pavement reinforcement.

ILLINOIS DEPARTMENT OF TRANSPORTATION

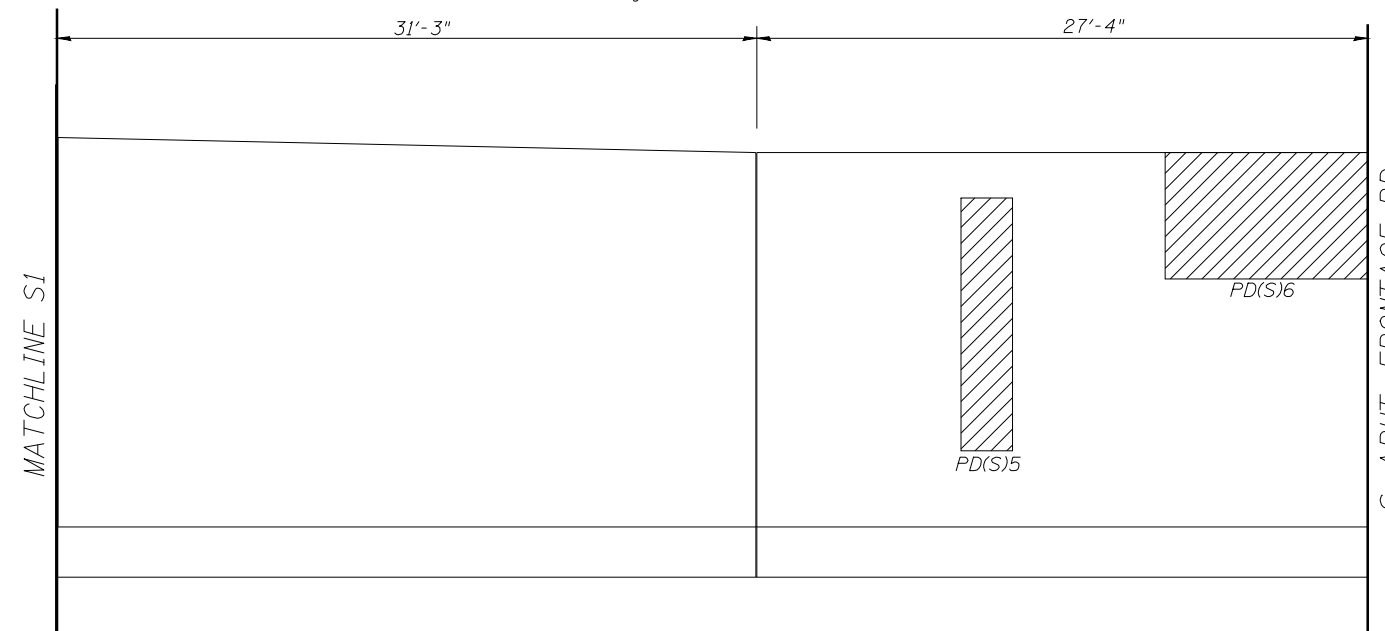
SOUTHBOUND SOUTH ABUTMENT DETAILS
I 55 OVER MACOUPIN CREEK
F.A.I. ROUTE 55 - SEC. (68-4)F
MONTGOMERY COUNTY
STATION 1066+03.18
STRUCTURE NO. 068-0038 N.B.
STRUCTURE NO. 068-0039 S.B.

DATE: 04-08
 REVISED:
 DRAWN BY: MLO
 CHECKED BY: PBB

Contract #72C32



N. RETAINING WALL - WEST
(Looking North)



S. RETAINING WALL - WEST
(Looking South)

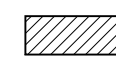
Structural Repair of Concrete
(Depth Equal to or Less than 5")

Patch	Length (Ft)	Width (Ft)	Area (Sq Ft)
PD(S)1	8	5	40
PD(S)2	12	3	36
PD(S)3	10	2	20
PD(S)4	12	2	24
PD(S)5	10	2	20
PD(S)6	5	8	40
PD(S)7	10	2	20
PD(S)8	15	3	45
PD(S)9	10	10	100
PD(S)10	6	2	12
PD(S)11	10	2	20
PD(S)12	10	3	30

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth Equal to or Less Than 5")	Sq. Ft.	407

LEGEND

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

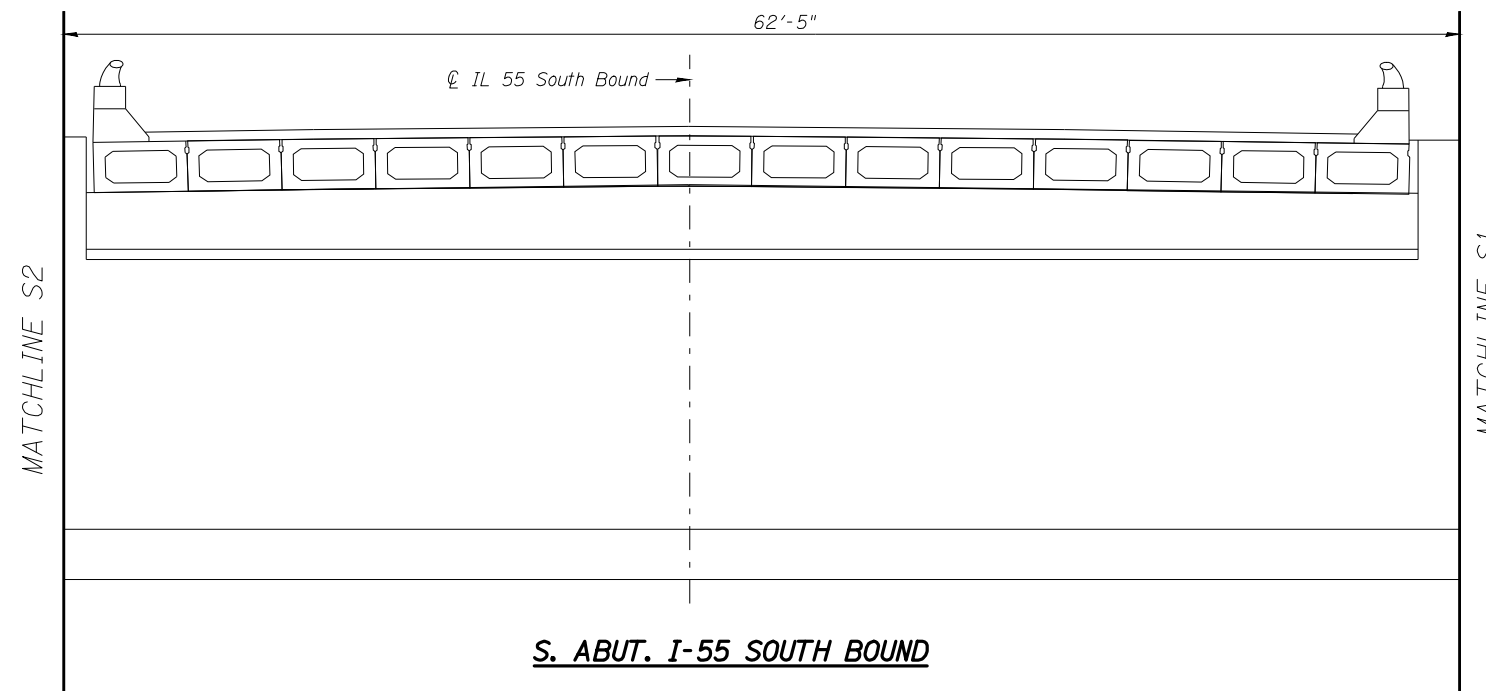
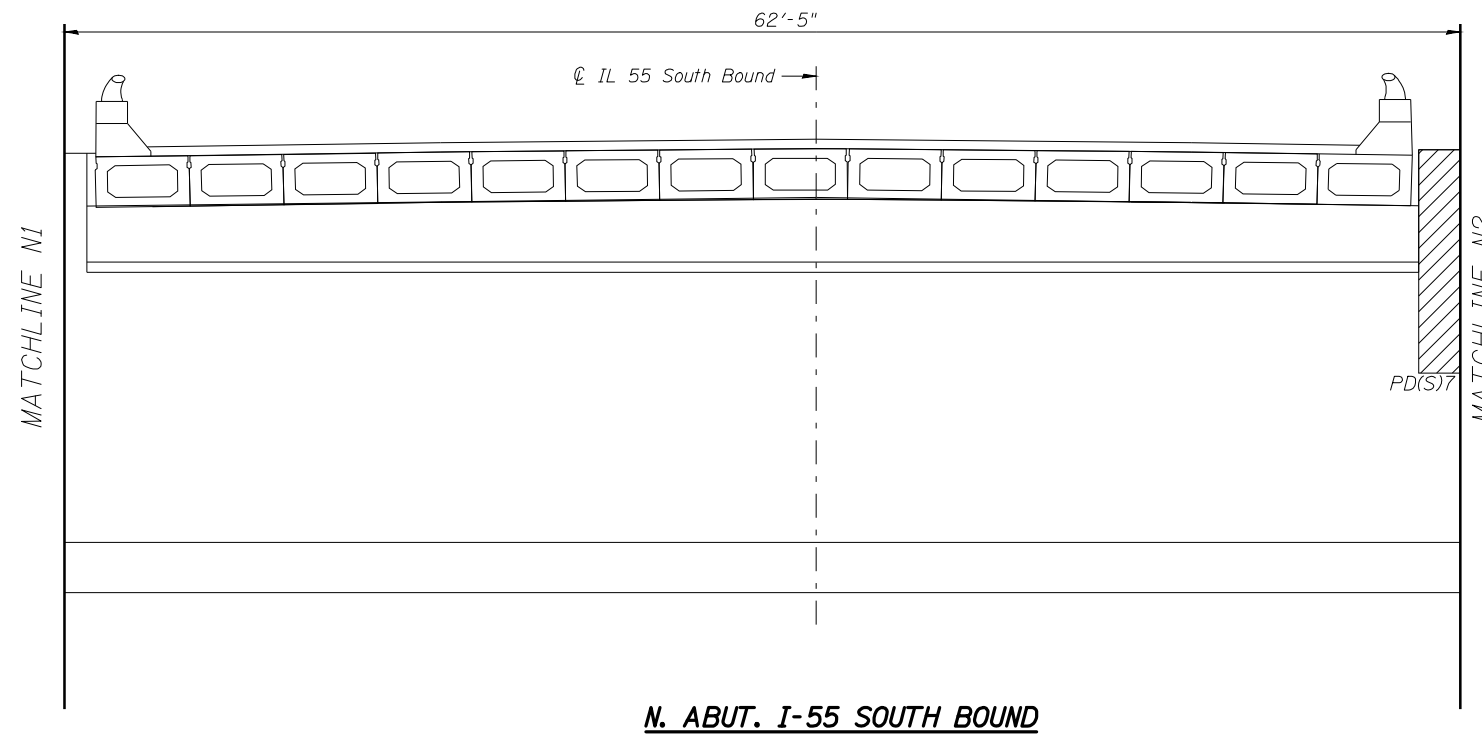
ILLINOIS DEPARTMENT OF TRANSPORTATION
ABUTMENT & RETAINING WALL
CONCRETE REPAIR SHEET 1 OF 4
I 55 OVER MACOUPIN CREEK
F.A.I. ROUTE 55 - SEC. (68-4)F
MONTGOMERY COUNTY
STATION 1066+03.18
STRUCTURE NO. 068-0038 N.B.
STRUCTURE NO. 068-0039 S.B.

DATE: 04-08
REVISED:
DRAWN BY: MLO
CHECKED BY: PBB

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 20
F.A.I. 55	68-4(F)	MONTGOMERY	145	60	23 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

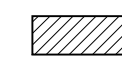
Contract #72083



N. ABUT. I-55 SOUTH BOUND

S. ABUT. I-55 SOUTH BOUND

LEGEND

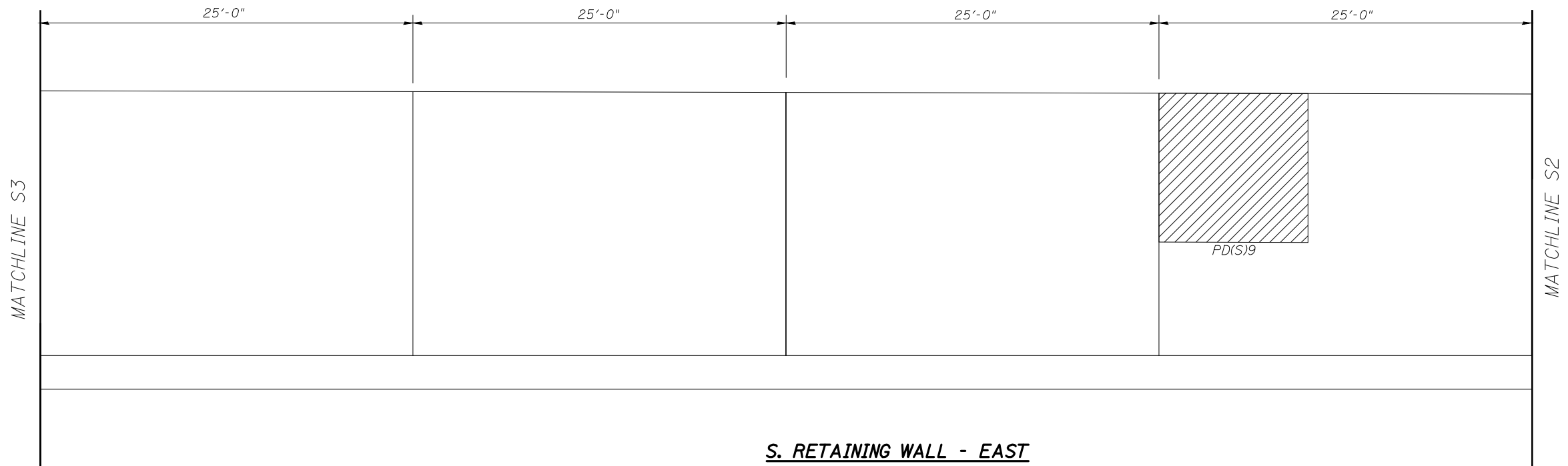
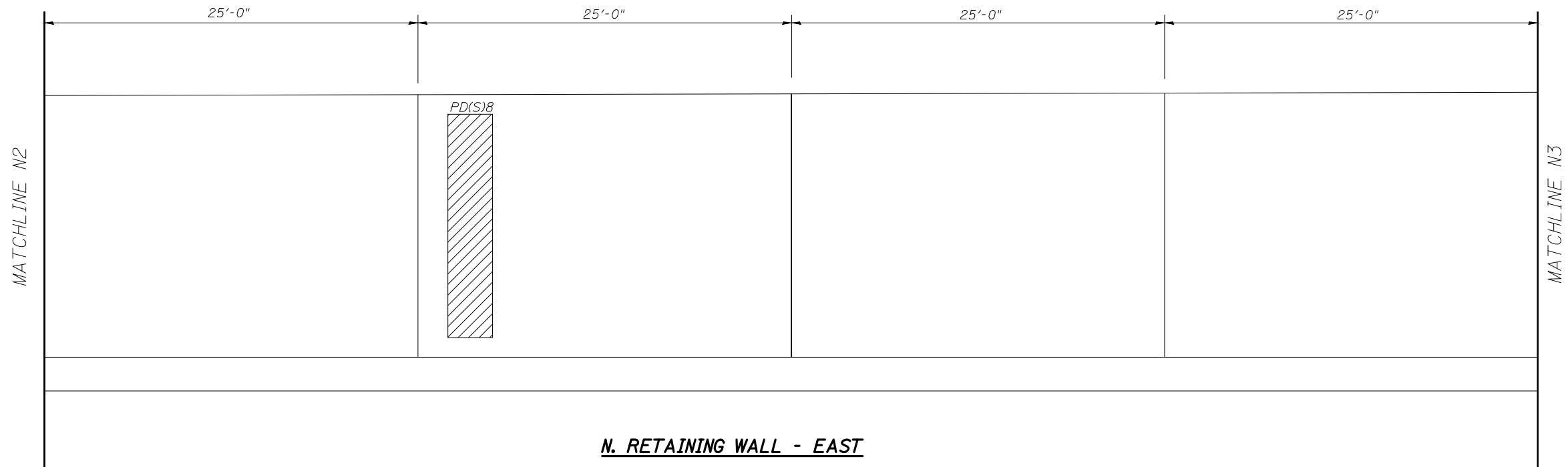
 Structural Repair of Concrete
(Depth Equal To or Less Than 5")

ILLINOIS DEPARTMENT OF TRANSPORTATION
ABUTMENT & RETAINING WALL
CONCRETE REPAIR SHEET 2 OF 4
I 55 OVER MACOUPIN CREEK
F.A.I. ROUTE 55 - SEC. (68-4)F
MONTGOMERY COUNTY
STATION 1066+03.18
STRUCTURE NO. 068-0038 N.B.
STRUCTURE NO. 068-0039 S.B.

DATE: 04-08 DRAWN BY: MLO
REVISED: CHECKED BY: PBB

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 21 23 SHEETS
F.A.I. 55	(68-4)F	MONTGOMERY	145	61	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #72083



LEGEND

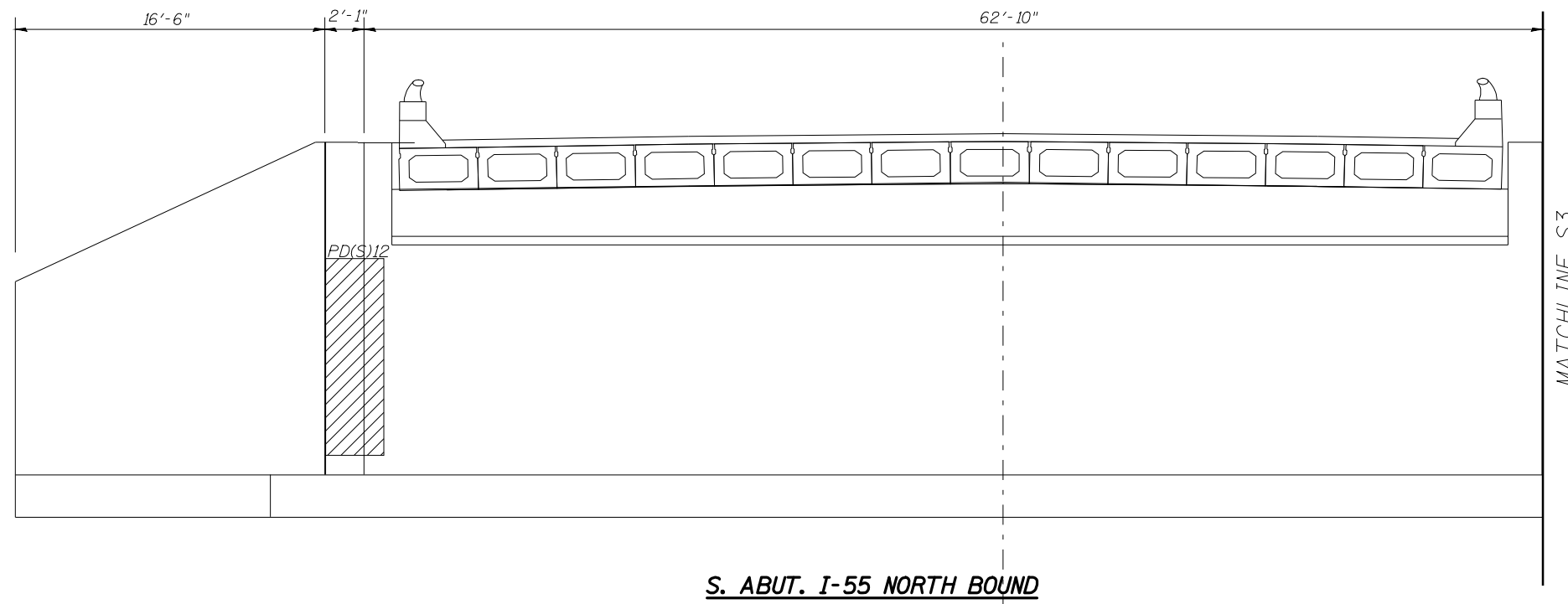
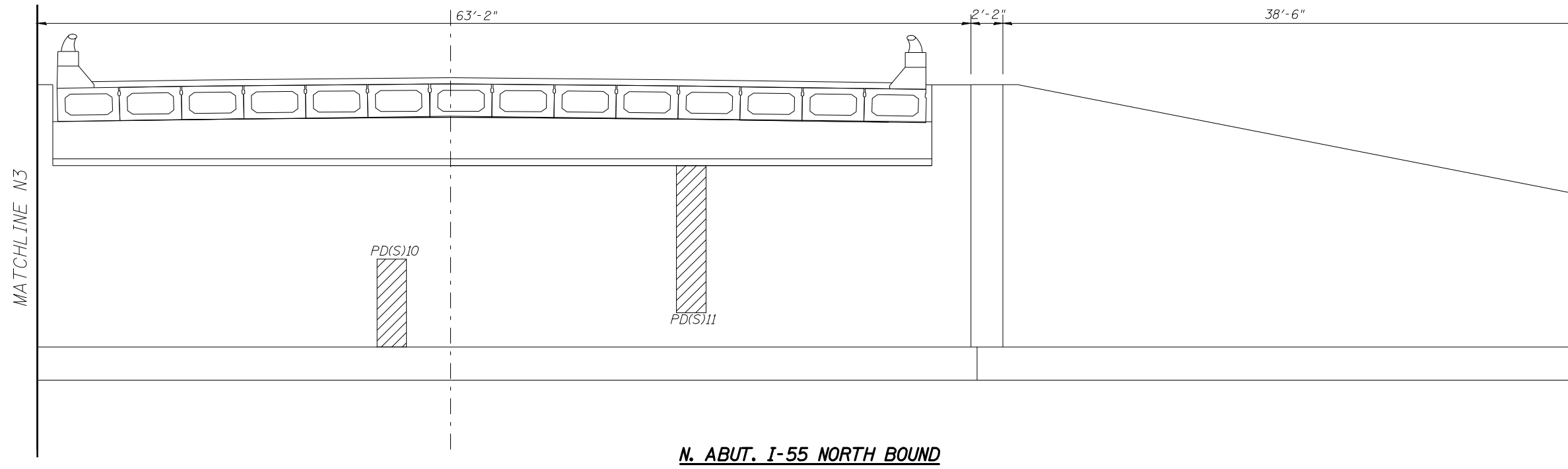
Structural Repair of Concrete
(Depth Equal To or Less Than 5")

ILLINOIS DEPARTMENT OF TRANSPORTATION
ABUTMENT & RETAINING WALL
CONCRETE REPAIR SHEET 3 OF 4
I 55 OVER MACOUPIN CREEK
F.A.I. ROUTE 55 - SEC. (68-4)F
MONTGOMERY COUNTY
STATION 1066+03.18
STRUCTURE NO. 068-0038 N.B.
STRUCTURE NO. 068-0039 S.B.

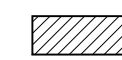
DATE: 04-08 DRAWN BY: MLO
 REVISED: CHECKED BY: PBB

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 22 23 SHEETS
F.A.I. 55	(68-4)F	MONTGOMERY	145	62	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #72C32



LEGEND

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

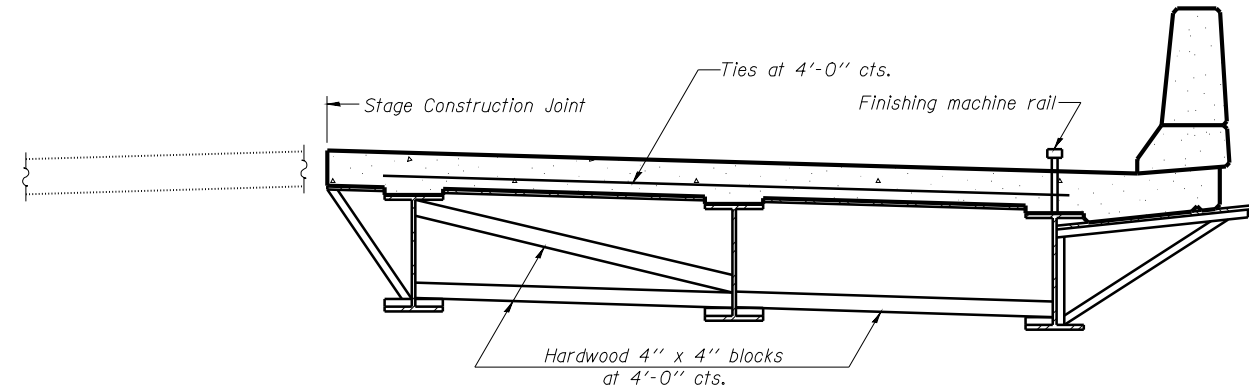
ILLINOIS DEPARTMENT OF TRANSPORTATION
ABUTMENT & RETAINING WALL
CONCRETE REPAIR SHEET 4 OF 4
I 55 OVER MACOUPIN CREEK
F.A.I. ROUTE 55 - SEC. (68-4)F
MONTGOMERY COUNTY
STATION 1066+03.18
STRUCTURE NO. 068-0038 N.B.
STRUCTURE NO. 068-0039 S.B.

DATE: 04-08
 REVISED:
 DRAWN BY: MLO
 CHECKED BY: PBB

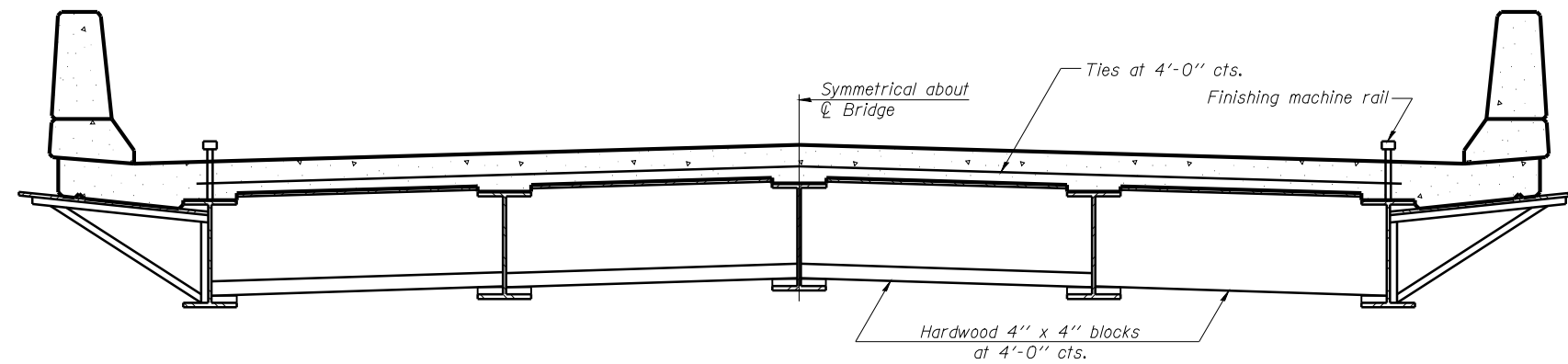
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 23 23 SHEETS
F.A.I. 55	(68-4)F	MONTGOMERY	145	63	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #72C32

When cantilever forming brackets are used, the work shall be done according to Article 503.06(b) of the Standard Specifications, except as modified below and in the details shown on this sheet.
 The finishing machine rails shall be placed on the top flange of the exterior beams.
 The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.
 For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.



FORM BRACES FOR STAGE CONSTRUCTION



FORM BRACES FOR STANDARD CONSTRUCTION

ILLINOIS DEPARTMENT OF TRANSPORTATION
CANTILEVER FORMING BRACKET DETAIL
I 55 OVER MACOUPIN CREEK
F.A.I. ROUTE 55 - SEC. (68-4)F
MONTGOMERY COUNTY
STATION 1066+03.18
STRUCTURE NO. 068-0038 N.B.
STRUCTURE NO. 068-0039 S.B.
 DATE: 04-08 DRAWN BY: MLO
 REVISED: CHECKED BY: PBB

Bench Mark: Chiseled "□" on retaining wall at the N.W. corner of I-55 NBL S.N. 068-0038 Sta. 1065+39.50, 35' Lt.
 Nav'd 88 = 630.51 ft.

Existing Structure: S.N. 068-0054 Built in 1949 as SBI 126, Section III-R-B at Sta. 1067+45.30.
 Existing structure consists of single-span, concrete T-beam structure, with 7" concrete slab and concrete bridge railing. In 2006, the bridge was made integral to the abutments by encasing the beam ends and tying the superstructure to the abutment. The bridge has an overall length of 65'-0" measured back to back of abutments and a width of 43'-4".

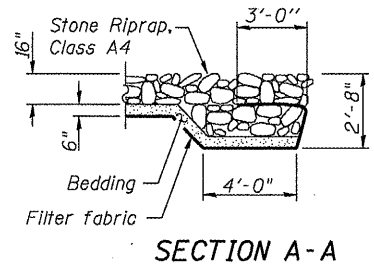
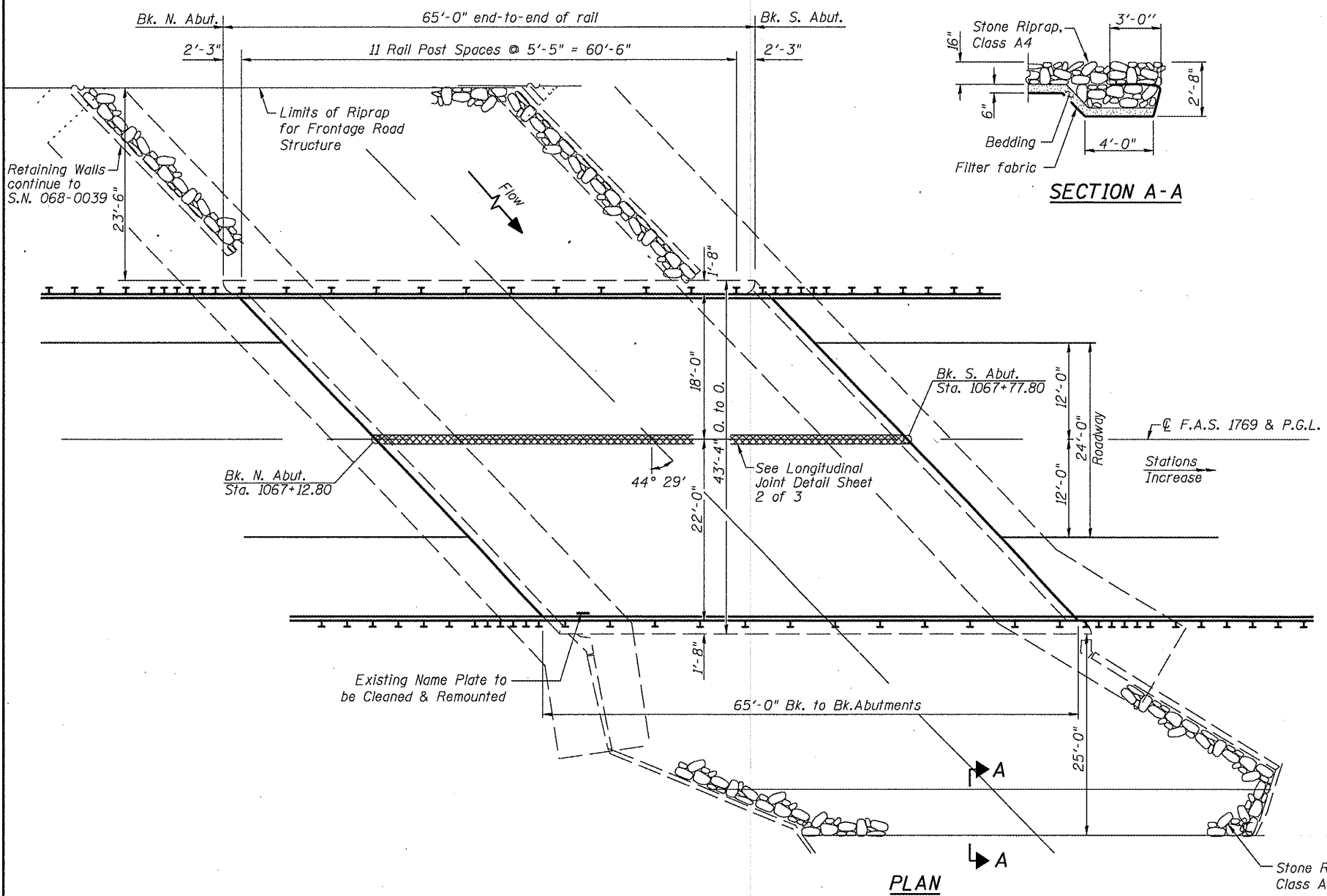
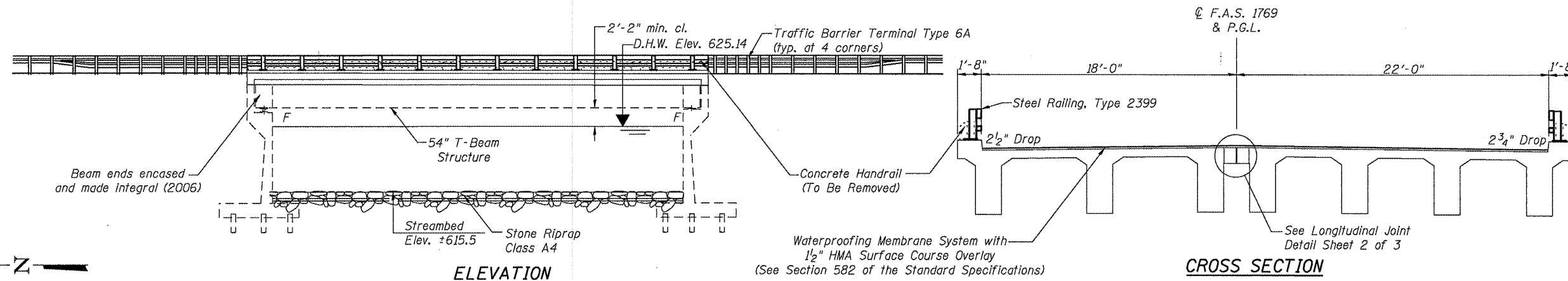
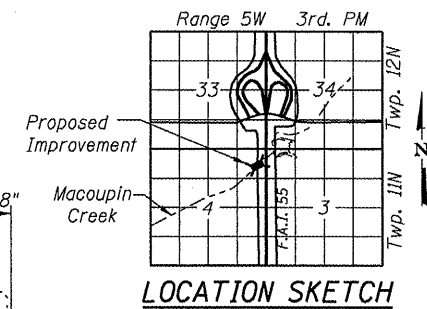
The Roadway will be closed during construction.

No Salvage

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	LISTED SHEETS	SHEET NO.	SHEET NO. 1
F.A.S. 1769	111B-2	MONTGOMERY	145	64	3 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #72A63



GENERAL NOTES

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
 Reinforcement bars designated (E) shall be epoxy coated.
 Plans dimensions and details relative to existing plans are subject to routine 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 based upon the unit bid price for the work.
 Existing Name Plate shall be cleaned and remounted on Steel Rail. Cost Included in Concrete Removal.

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Stone Riprap, Class A4	Sq. Yd.	588
Filter Fabric	Sq. Yd.	588
Concrete Removal	Cu. Yd.	8
Concrete Superstructure	Cu. Yd.	5.5
Reinforcement Bars, Epoxy Coated	Pound	1240
Waterproofing Membrane System	Sq. Yd.	289
Steel Railing, (Special)	Foot	130
Deck Slab Repair (Full Depth Type II)	Sq. Yd.	4.0
Deck Slab Repair (Partial)	Sq. Yd.	37.4
Polymerized HMA Surface Course, Mix E, N105	Ton	24.3

LOADING H20-S16

DESIGN SPECIFICATIONS

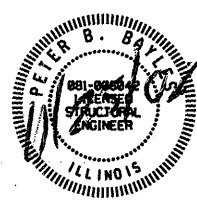
2002 AASHTO
DESIGN STRESSES
PROPOSED FIELD UNITS
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
EXISTING FIELD UNITS
 $f_c = 1,200$ psi (superstructure)
 $f_s = 20,000$ psi
 $f_c = 800$ psi (substructure)
 $n = 10$

INDEX OF SHEETS

- 1 General Plan
- 2 Deck Patching Plan & Details
- 3 Steel Railing Details

APPROVED

FOR STRUCTURAL ADEQUACY ONLY
Ralph E. Anderson
 ENGINEER OF BRIDGES AND STRUCTURES



Peter B. Baylis
 Peter B. Baylis, P.E., S.E.
 Structural Engineer License No. 081-006042
 Expiration Date: 11/30/2008

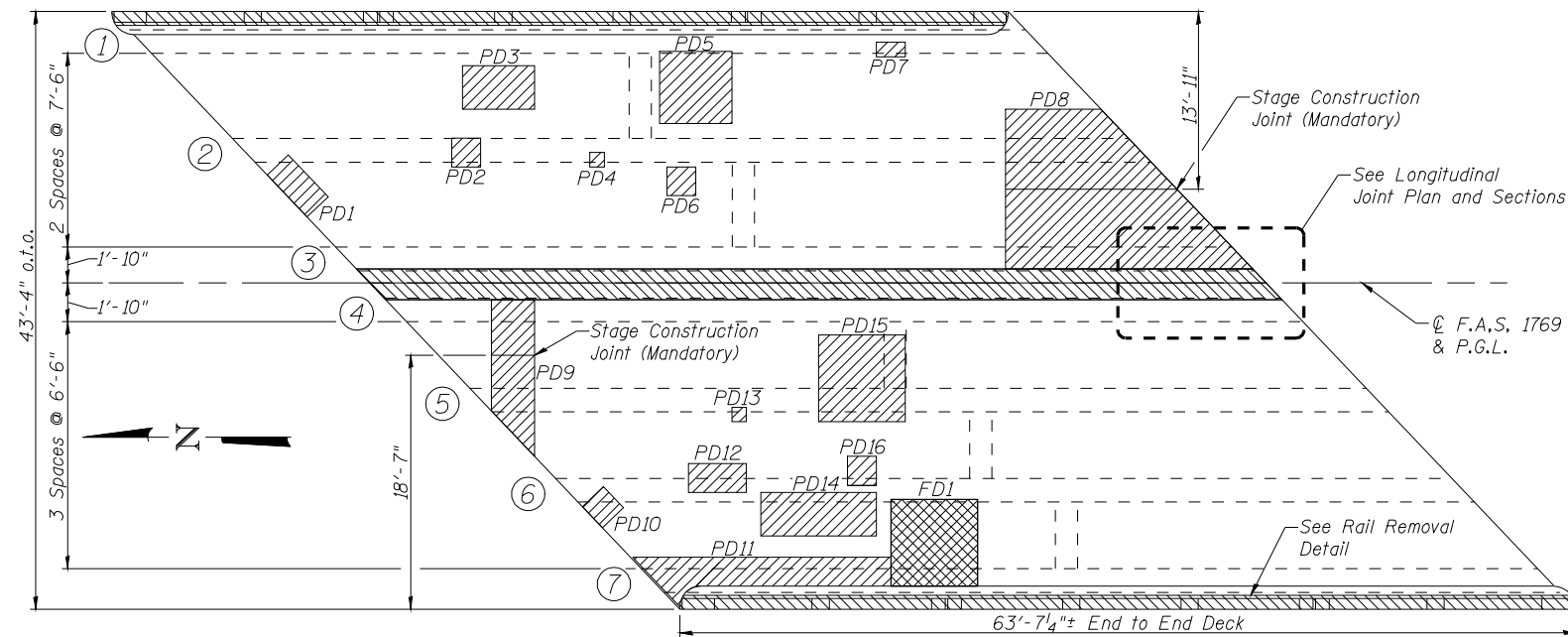
ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL PLAN
W. FR. IL 55 OVER MACOUPIN CREEK
F.A.S. 1769 (FR I-55) - SEC. 111B-2
MONTGOMERY COUNTY
STATION 1067+45.30
STRUCTURE NO. 068-0054

DATE: 02-08
 REVISED:
 DRAWN BY: MLO
 CHECKED BY: PBB

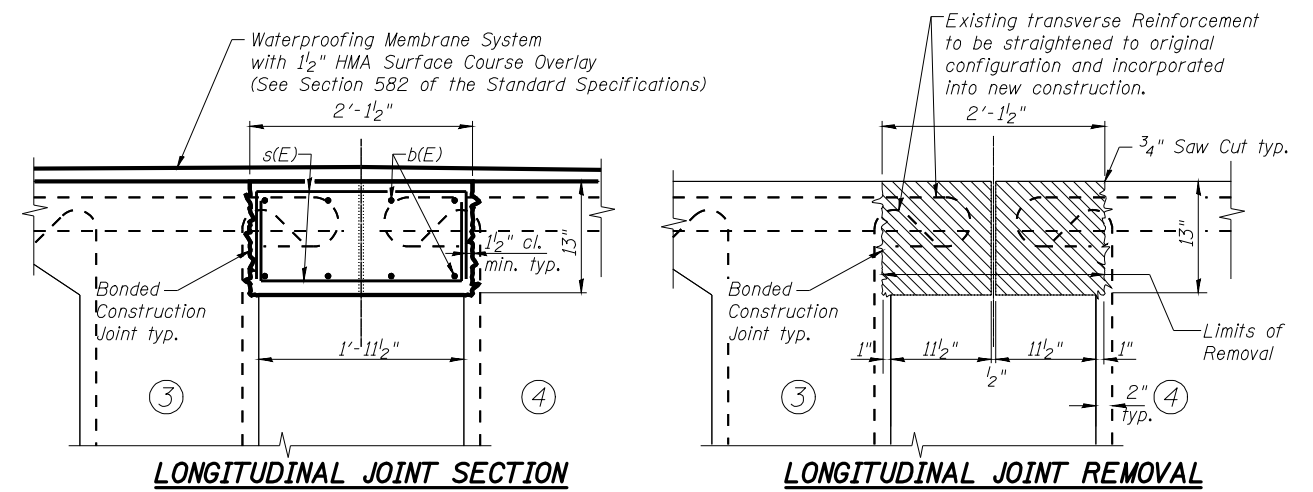
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 2 3 SHEETS
F.A.S. 1769	111B-2	MONTGOMERY	145	65	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #72A63



DECK PATCHING AND REMOVAL PLAN



Deck Slab Repair (Partial Depth)

Patch	Length (Ft)	Width (Ft)	Area (Sq Yd)
PD1	2	4	0.89
PD2	2	2	0.44
PD3	5	3	1.67
PD4	1	1	0.11
PD5	5	5	2.78
PD6	2	2	0.44
PD7	2	1	0.22
PD8	12	11	14.67
PD9	3	11	3.67
PD10	2	2	0.44
PD11	18	2	4.00
PD12	4	2	0.89
PD13	1	1	0.11
PD14	8	3	2.67
PD15	6	6	4.00
PD16	2	2	0.44

MINIMUM BAR LAP

#5 Bar = 1'-8"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
b(E)	16	#5	33'-2"	—
b ₁ (E)	4	#5	2'-7"	—
s(E)	180	#5	3'-6"	—
s ₁ (E)	4	#5	4'-3"	—
Concrete Removal			Cu. Yds.	8.0
Reinforcement Bars, Epoxy Coated			Pound	1240
Concrete Superstructure			Cu. Yds.	5.5
Deck Slab Repair (Partial)			Sq. Yd.	37.4
Deck Slab Repair (Full Depth, Type II)			Sq. Yd.	4.0
Waterproofing Membrane System			Sq. Yd.	289

Bars indicated thus 4 x 2 - #5 etc. indicates 4 lines of bars with 2 lengths per line.

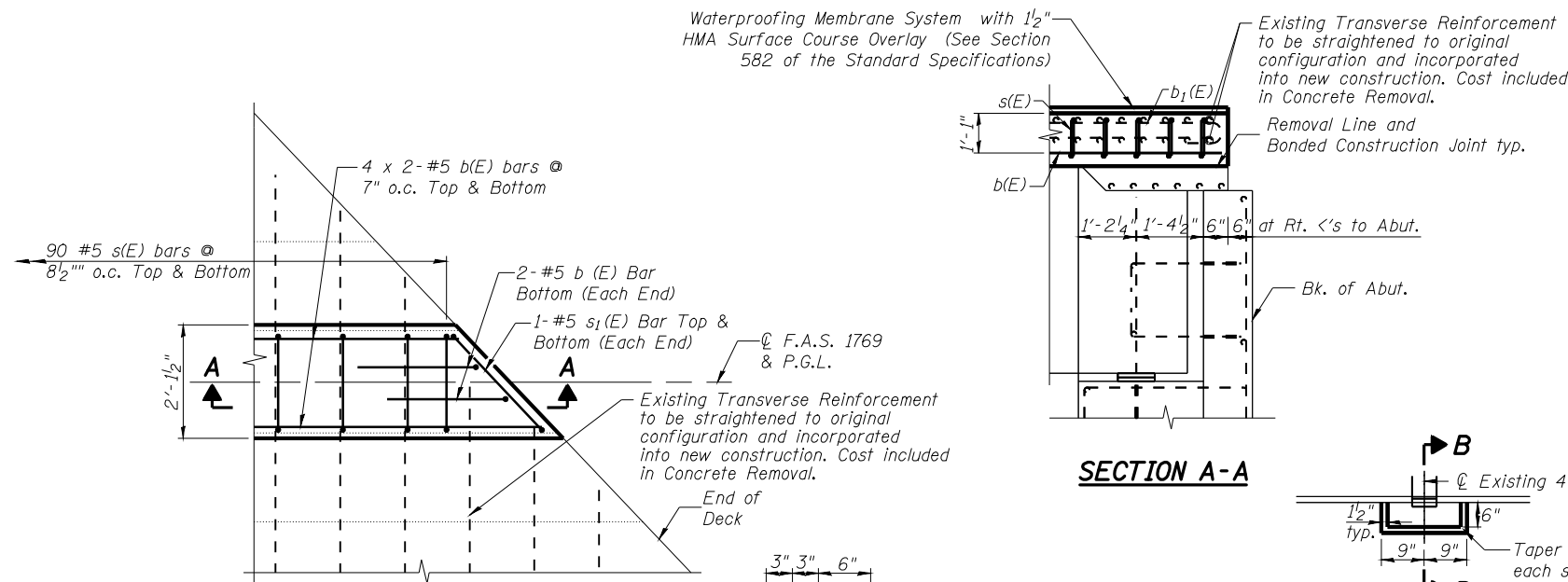
Deck Slab Repair (Full Depth)

Patch	Length (Ft)	Width (Ft)	Area Type I (Sq Yd)	Area Type II (Sq Yd)
FD1	6	6	4.00	

LEGEND

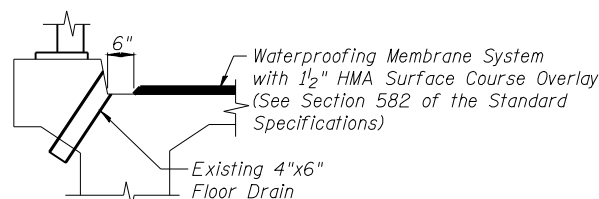
- Deck Slab Repair (Full Depth) - Sq. Yd.
- Deck Slab Repair (Partial Depth) - Sq. Yd.
- Concrete Removal

Note: 1. Areas of deck slab repairs shown are estimated. The engineer shall record the actual deck slab repair areas in the "As Built" plans.



SECTION A-A

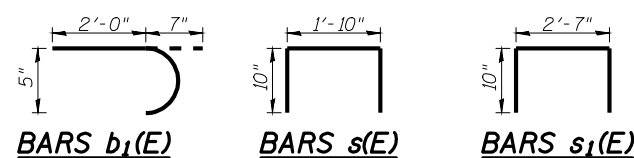
OVERLAY TREATMENT AT FLOOR DRAINS



SECTION B-B

LONGITUDINAL JOINT PLAN

RAIL REMOVAL DETAIL



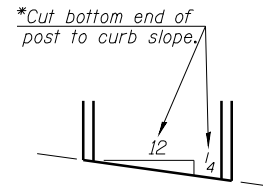
ILLINOIS DEPARTMENT OF TRANSPORTATION
DECK PATCHING PLAN & DETAILS
W. FR. IL 55 OVER MACOUPIN CREEK
F.A.S. 1769 (FR I-55) - SEC. 111B-2
MONTGOMERY COUNTY
STATION 1067+45.30
STRUCTURE NO. 068-0054

DATE: 02-08
REVISED:
DRAWN BY: MLO
CHECKED BY: PBB

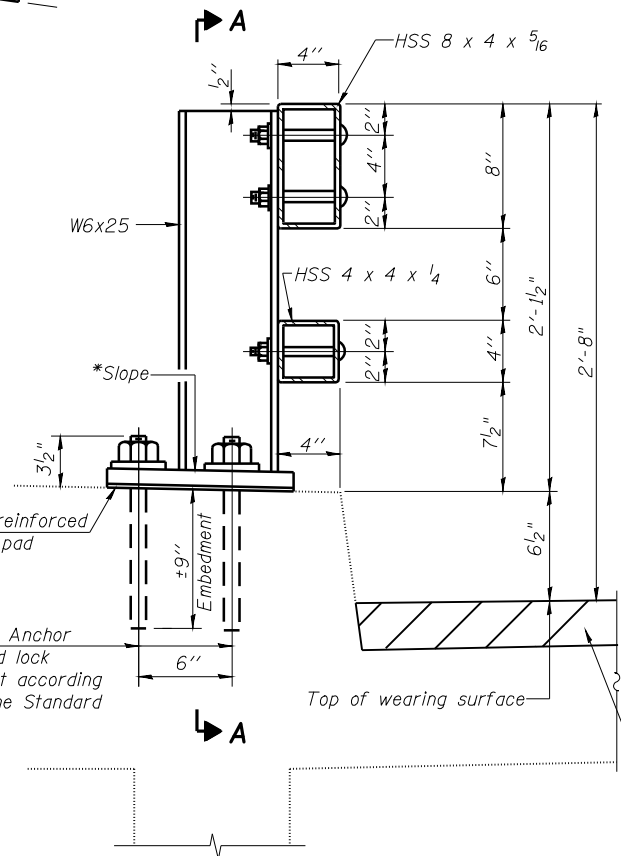
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 3 3 SHEETS
F.A.S. 1769	111B-2	MONTGOMERY	145	66	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

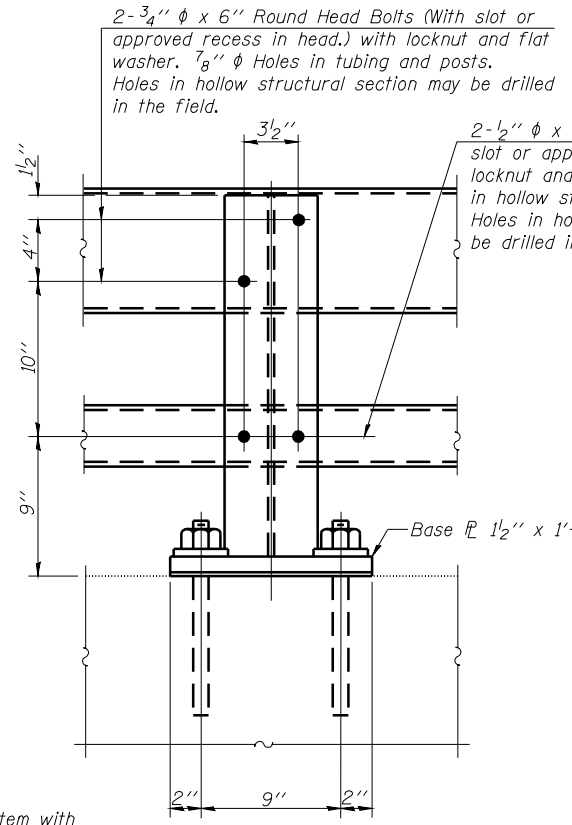
Contract #72A63



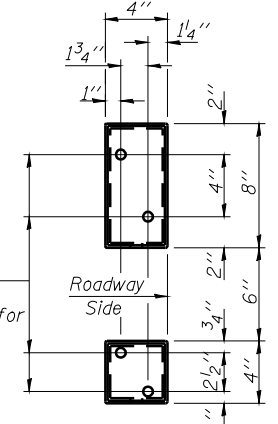
* Field Verify



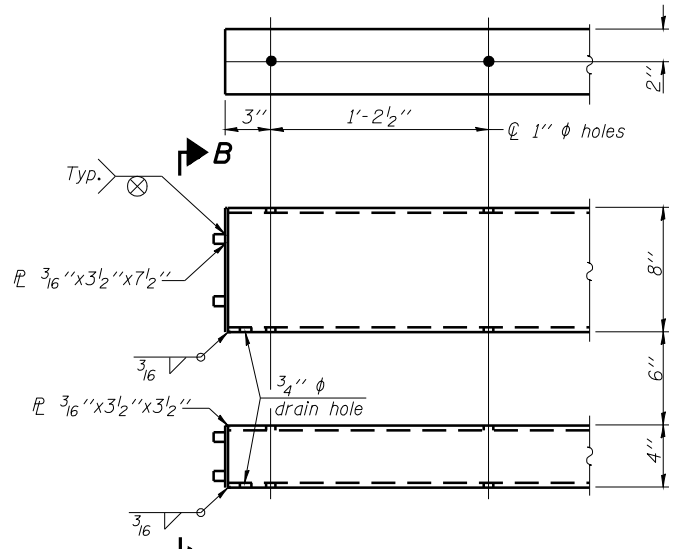
SECTION AT RAIL POST



SECTION A-A



VIEW B-B

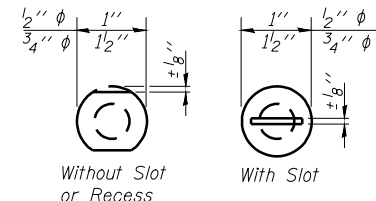


END OF RAIL DETAILS

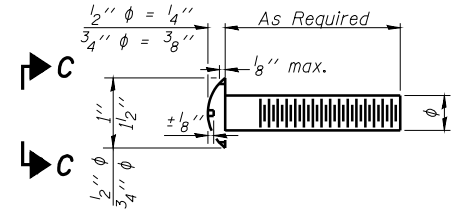
4- 1" ϕ H.S. Threaded Anchor Rods with hex nuts and lock washers, drilled and set according to Article 509.06 of the Standard Specifications.

4- 5/8" reduced base welded studs. Provide 4- 5/8" washers and self-locking nuts or nuts and jam nuts for guardrail connection shown on Std. 631032.

Notes:
All field drilled holes shall be coated with an approved zinc rich paint before erection.
Posts shall not be located closer than 1'-3" to an existing bridge expansion joint or end of bridge.
Steel Bridge Rail expansion joint shall be provided between any two (2) posts which span a bridge expansion joint. Bolts located at expansion joint shall be provided with locknuts and shall be tightened only to a point that will allow railing movement.
Provide one 1/8" and two 1/16" steel shims for 25% of the posts. Shims shall be similar to base plates in size and holes.
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.



VIEW C-C



DETAIL OF 1/2" ϕ & 3/4" ϕ ROUND HEAD BOLTS

SPLICE DIMENSIONS

T	D	A	B	C	E
$\leq 4"$	2 1/2"	1'-8"	2"	4"	2 1/2"
$> 4" \leq 6 1/2"$	3 3/4"	2'-0"	2 1/2"	5 1/2"	3 1/2"
$> 6 1/2" \leq 9"$	5"	2'-4"	3 1/2"	6 1/2"	9"
$> 9" \leq 13"$	7"	2'-10"	4 1/2"	8 1/2"	11"
Rail Splice	1/4"	1'-8"	2"	4"	—

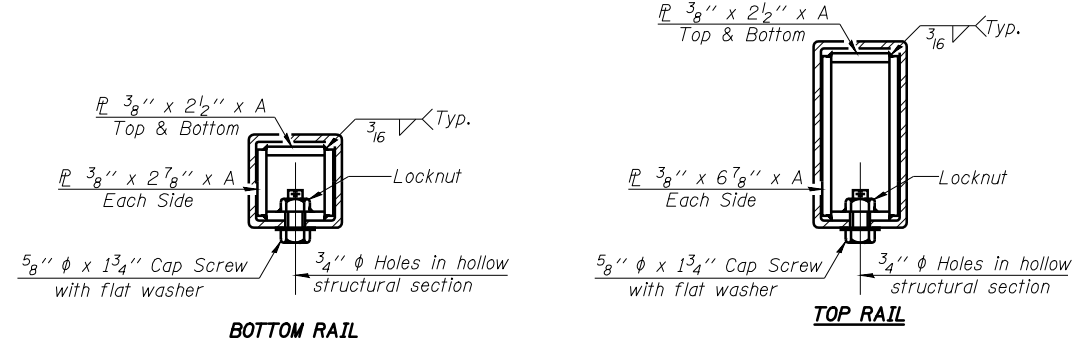
T=Total movement at expansion joint as shown on the design plans.

BILL OF MATERIAL

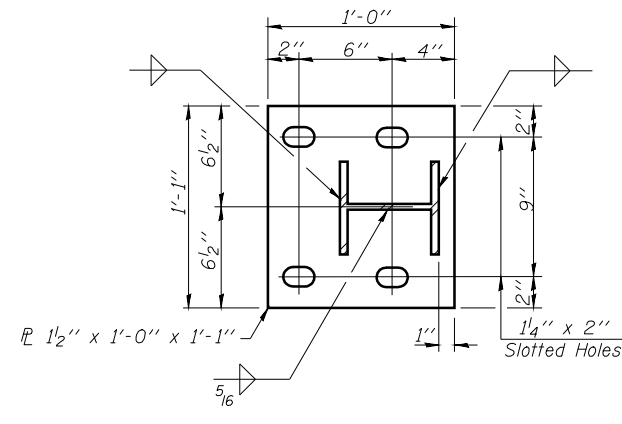
Item	Unit	Quantity
Steel Railing (Special)	Foot	130

ILLINOIS DEPARTMENT OF TRANSPORTATION
STEEL RAILING DETAILS
W. FR. IL 55 OVER MACOUPIN CREEK
F.A.S. 1769 (FR I-55) - SEC. 111B-2
MONTGOMERY COUNTY
STATION 1067+45.30
STRUCTURE NO. 068-0054

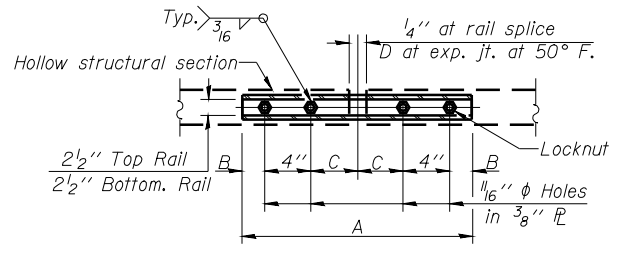
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REVISED:
DRAWN BY: MLO
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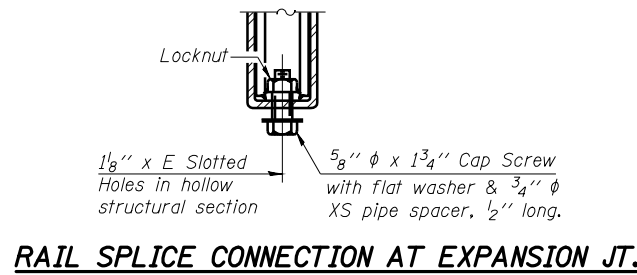
SECTIONS AT RAIL SPLICE



BASE PLATE DETAIL

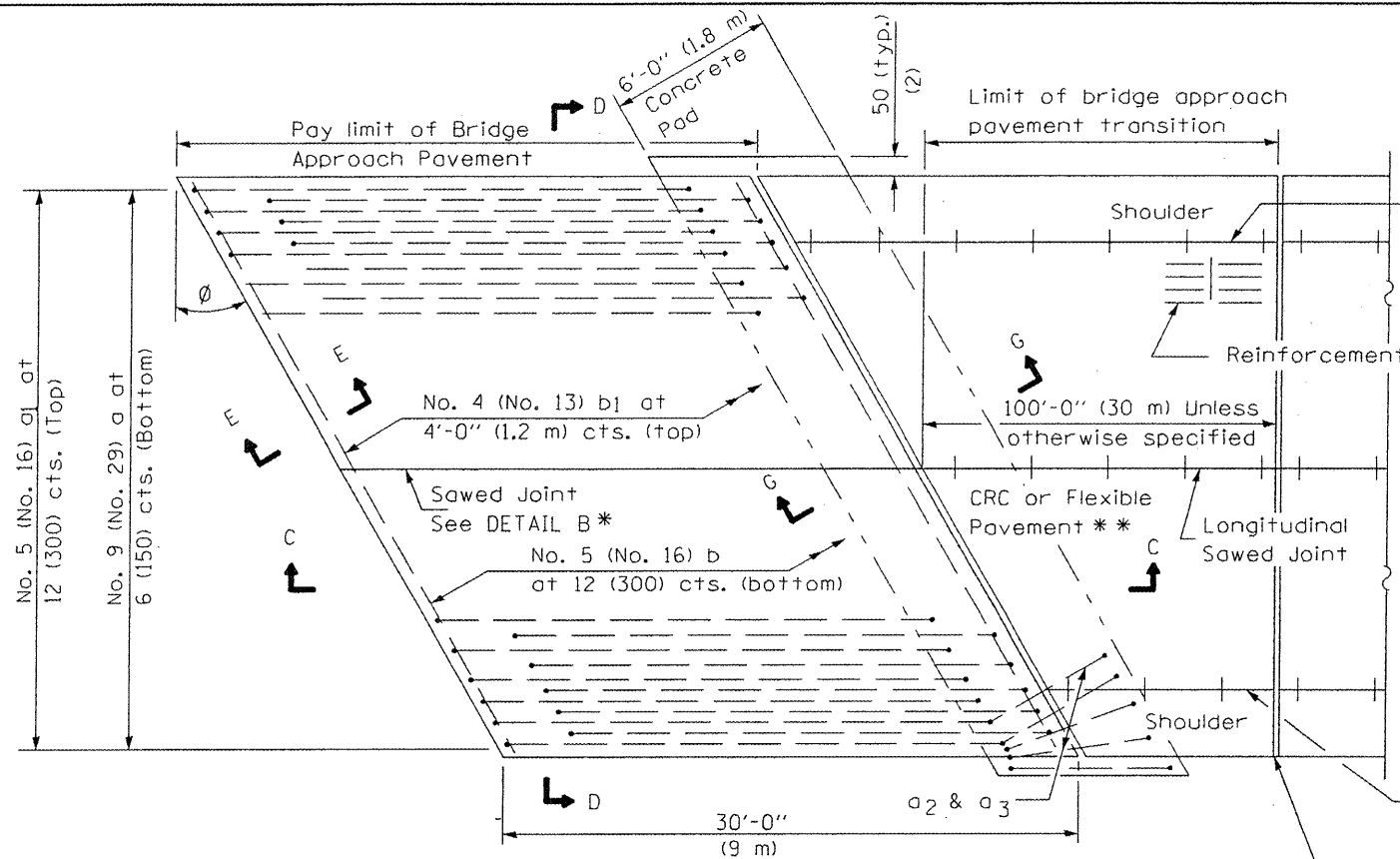


PLAN-BOTTOM SPLICE TYPICAL

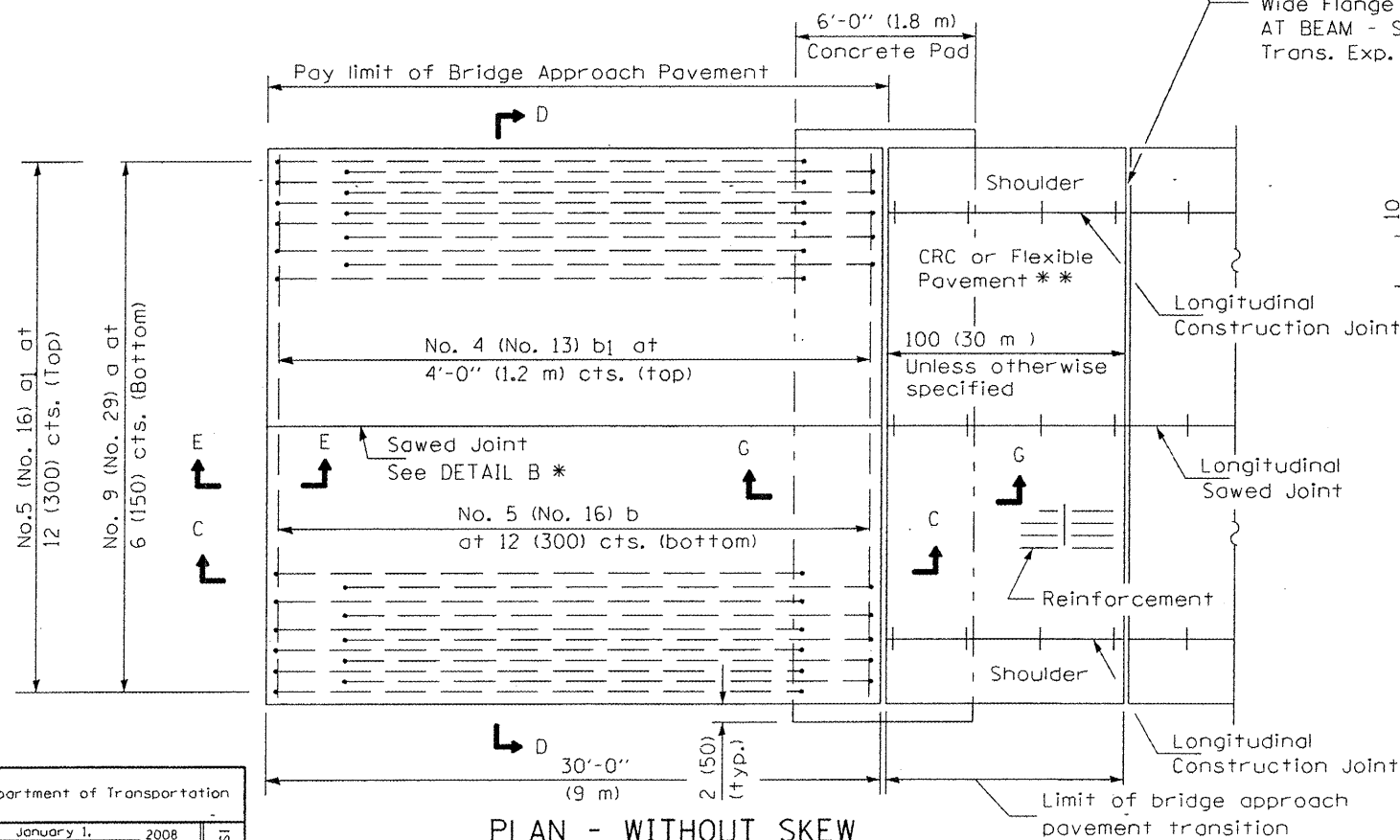


RAIL SPLICE CONNECTION AT EXPANSION JT.

NEW CONSTRUCTION



PLAN - WITH SKEW



PLAN - WITHOUT SKEW

* Saw C or lane edge if poured two or more lane widths at a time.
 ** Omit Reinforcement, tie bars and Long. sawed Jt. for Flexible Pavement.

Longitudinal Construction Joint

Shoulder

Reinforcement

100'-0" (30 m) Unless otherwise specified

CRC or Flexible Pavement **

Longitudinal Construction Joint

Shoulder

Reinforcement

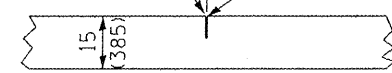
Longitudinal Construction Joint

Shoulder

Longitudinal Construction Joint

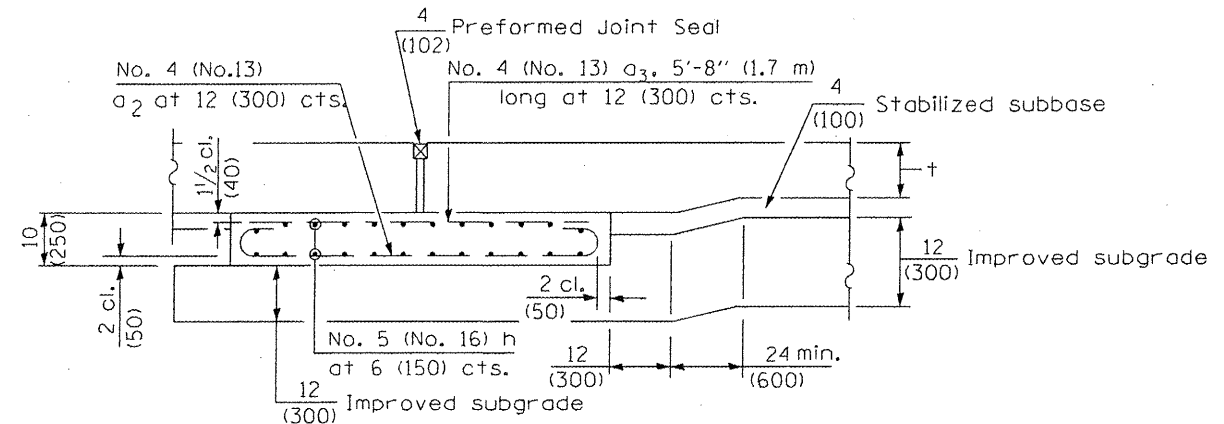
Limit of bridge approach pavement transition

$\frac{1}{8}$ (3) x $\frac{1}{2}$ (40) Sawed groove
 Fill with poured joint sealer



DETAIL B*

(Reinforcement Not Shown)

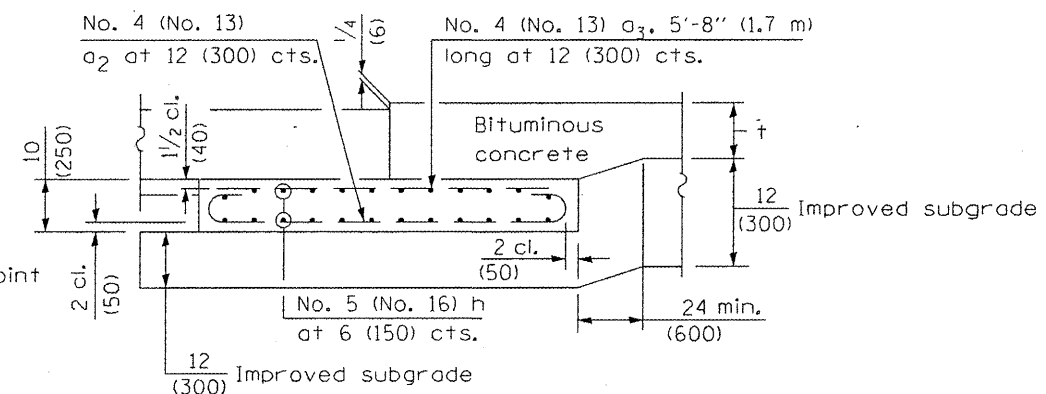


SECTION G-G - RIGID PAVEMENT

(Showing reinforcement)

Rigid Pavement only:

Wide Flange Beam Terminal Joint (See DETAIL AT BEAM - Standard 421101 or 421106) or 2 (50) Trans. Exp. Joint as detailed on Standard 420001.



SECTION G-G - FLEXIBLE PAVEMENT

(Showing reinforcement)

GENERAL NOTES

THICKNESS-"t"=Thickness of Pavement.
 See Standard 421001 for reinforcement details not shown.
 See Standard 420001 for joint details not shown.
 All dimensions are in inches (millimeters) unless otherwise shown.

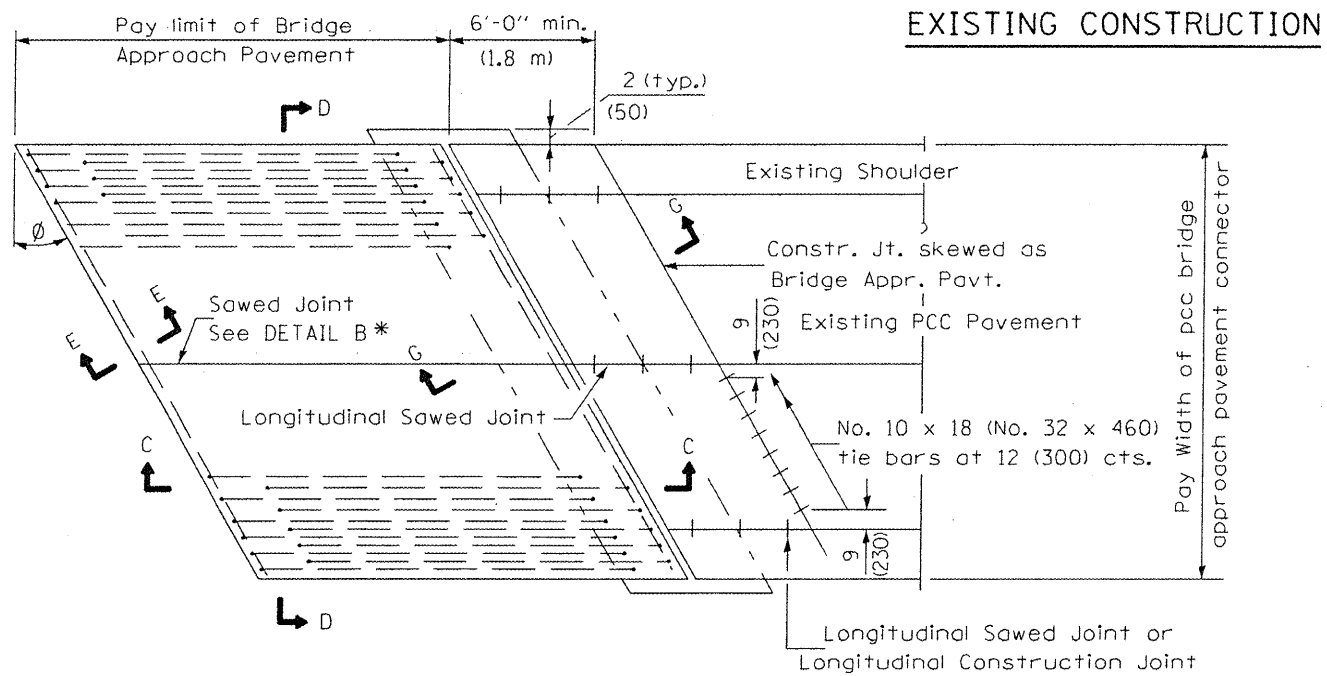
Illinois Department of Transportation
 APPROVED January 1, 2008
 Ralph E. Anderson
 ENGINEER OF BRIDGES AND STRUCTURES
 APPROVED January 1, 2008
 Ken E. Han
 ENGINEER OF DESIGN AND ENVIRONMENT
 ISSUED 1-1-07

DATE	REVISIONS
1-1-08	Switched units to English (metric). Moved rebar epoxy coat note to Standard Spec.
1-1-04	Rev. size of Trans. Exp. Jt. and soft converted metric reinf.

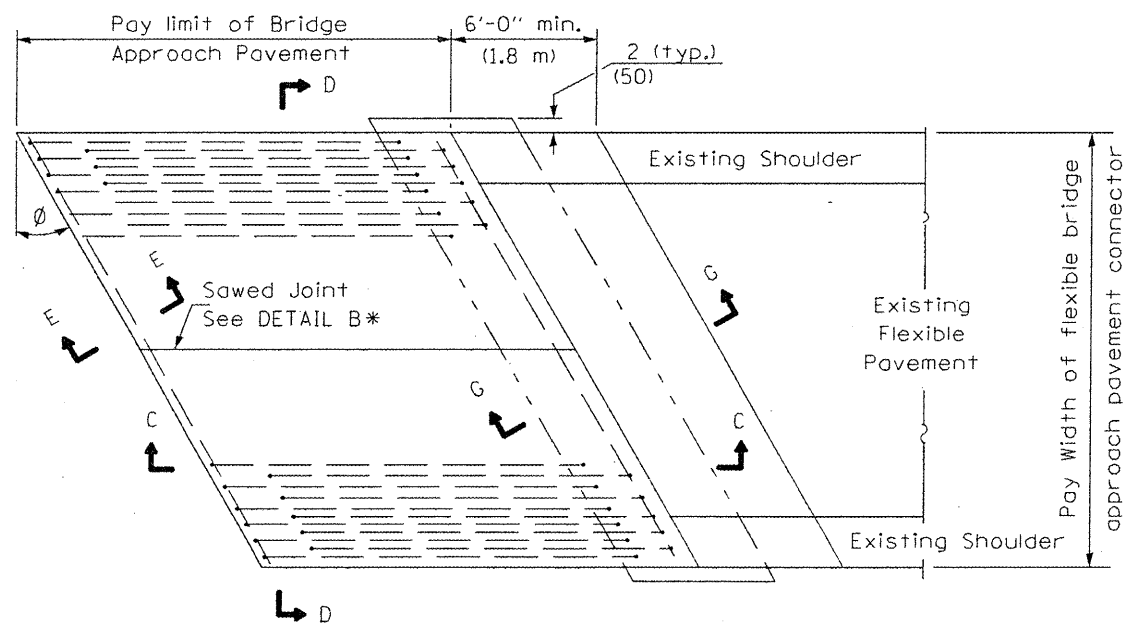
BRIDGE APPROACH PAVEMENT

(Sheet 1 of 4)

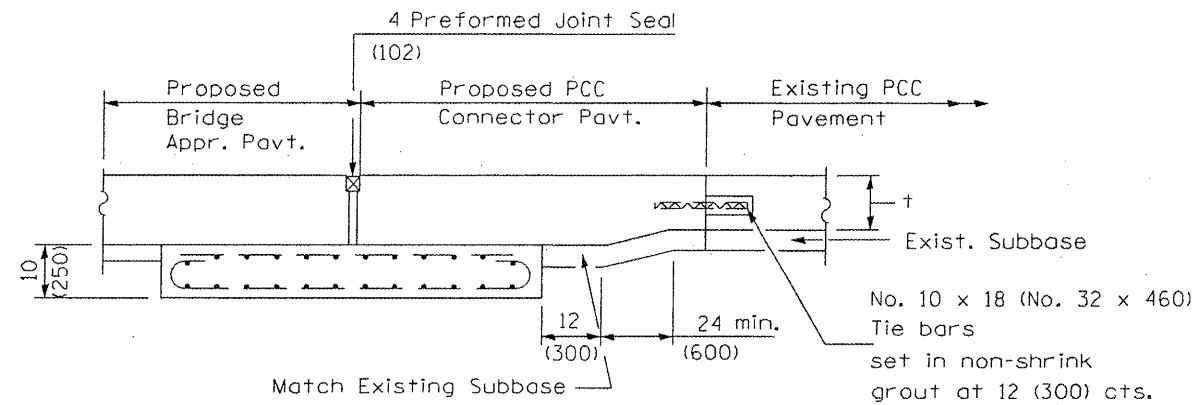
Contract 72A63 Sheet 66a.



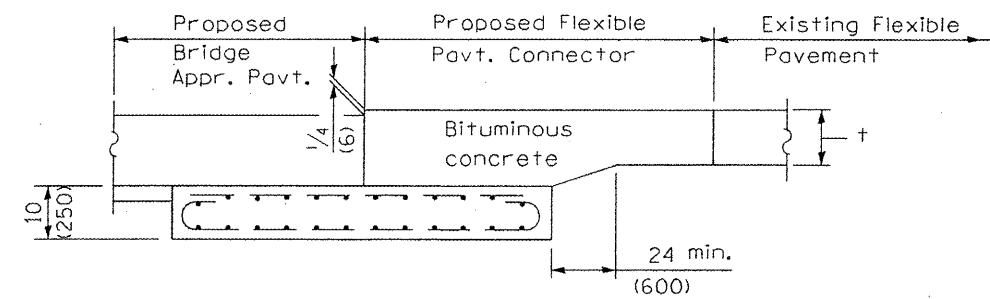
BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)



BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)



SECTION G-G - RIGID PAVEMENT



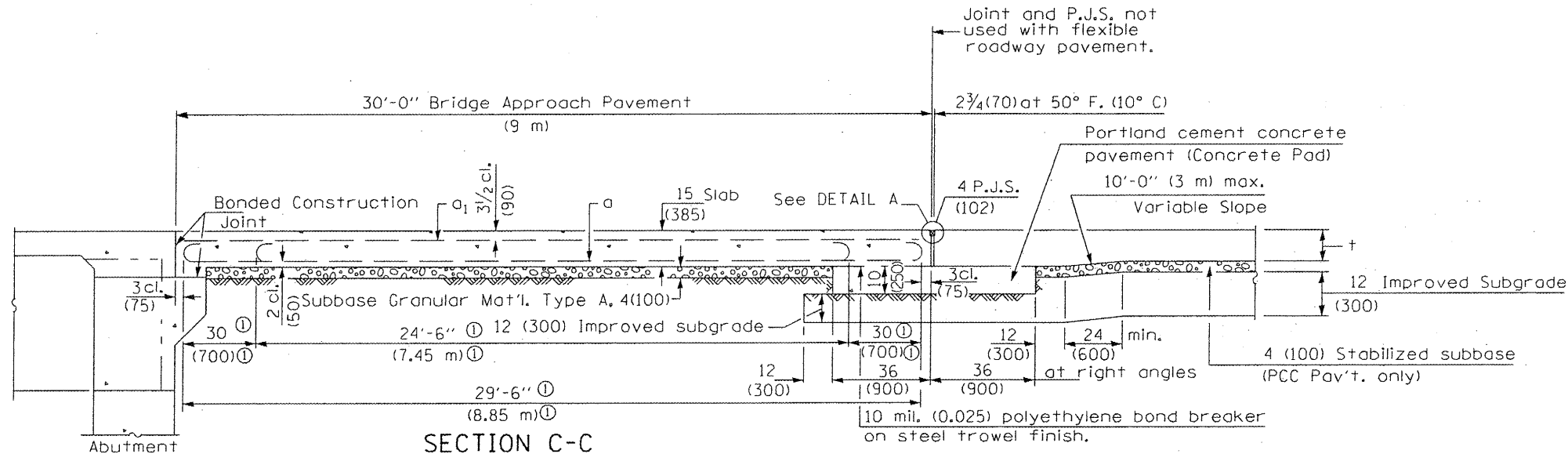
SECTION G-G - FLEXIBLE PAVEMENT

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Ralph E. Anderson
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 ISSUED 1-1-97

BRIDGE APPROACH PAVEMENT

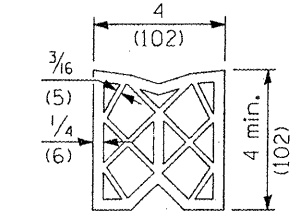
(Sheet 2 of 4)

Contract 72A63 Sheet 66b.

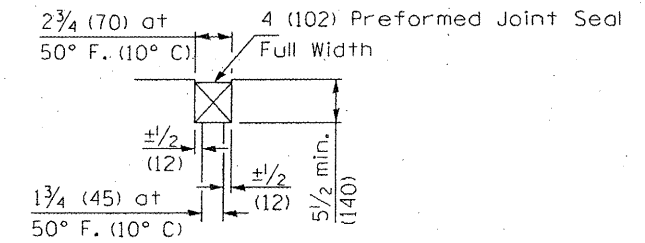


SECTION C-C

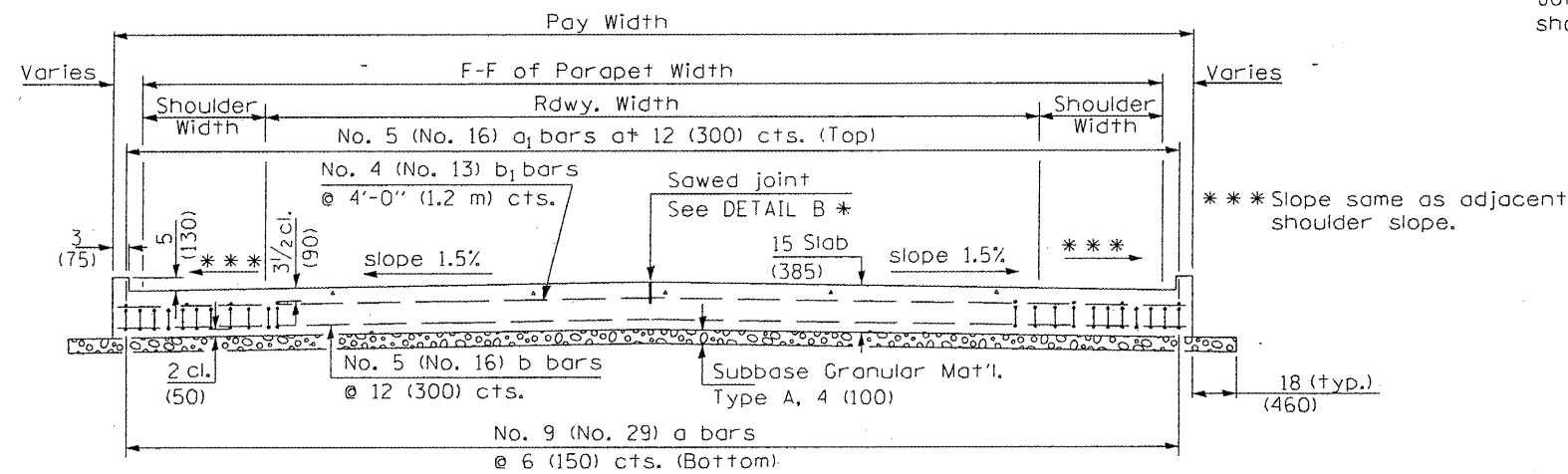
① Stagger No. 9 (No. 29) a bars as shown on plan - full width



PREFORMED JOINT SEAL



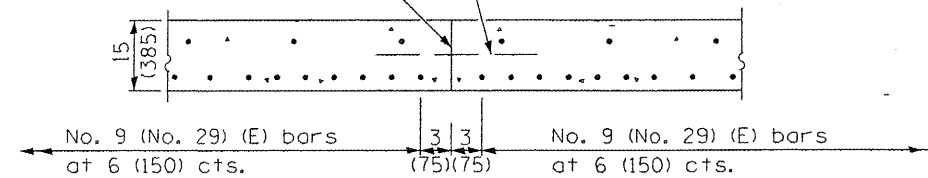
DETAIL A



SECTION D-D

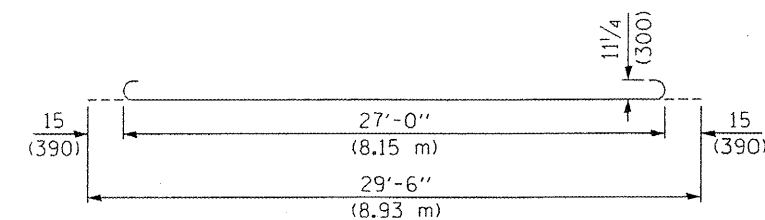
(See Plan for Dimensions not shown)

Longitudinal Construction Joint in accordance with details shown on Standard 420001.

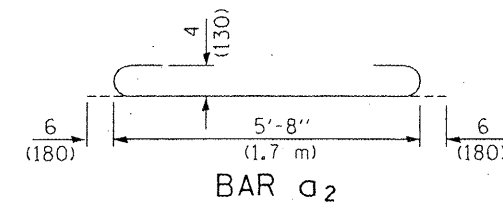


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

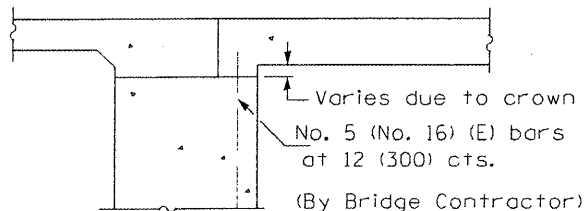
As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a traffic lane.



BAR a

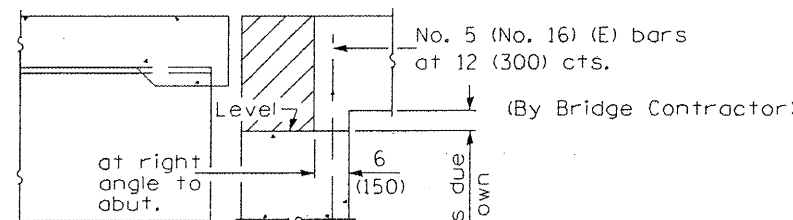


BAR a₂



SECTION E-E

(Integral Abutments)



SECTION E-E

(Jointed Abutments)

DESIGN STRESSES
 f_y = 60,000 p.s.i. (400 MPa)
 f'c = 3,500 p.s.i. (24 MPa)
 n = 8.5

BRIDGE APPROACH PAVEMENT

(Sheet 3 of 4)

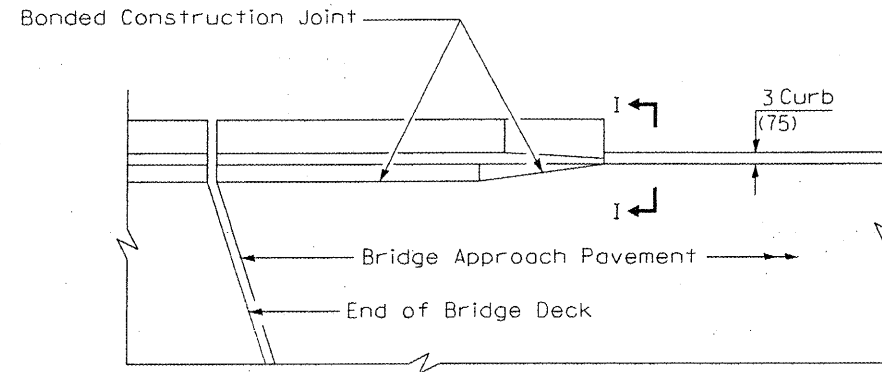
Contract 72A63 Sheet 66c.

Illinois Department of Transportation

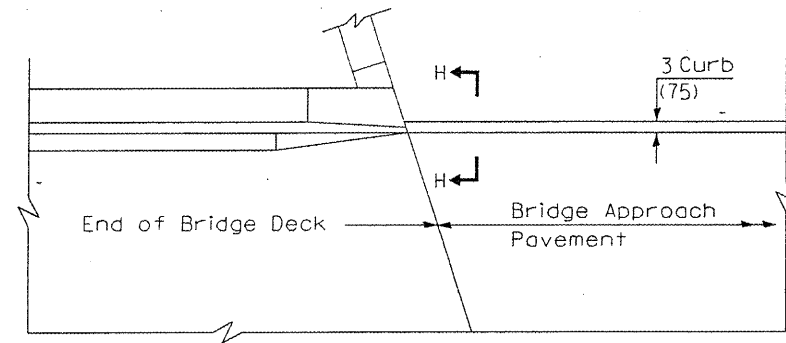
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Ralph E. Anderson
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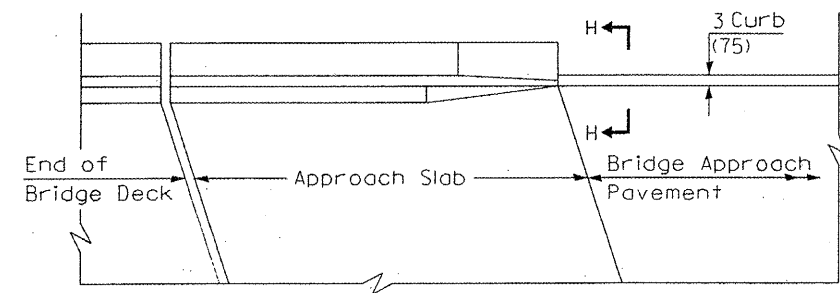
ISSUED 1-1-07



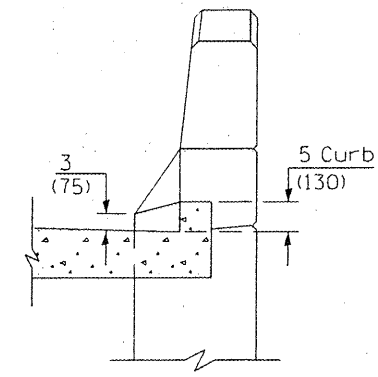
PARAPET TO CURB TRANSITION
PILE BENT ABUTMENT



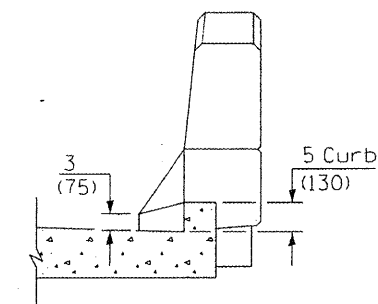
PARAPET TO CURB TRANSITION
INTEGRAL ABUTMENT



PARAPET TO CURB TRANSITION
VAULTED ABUTMENT



SECTION I - I



SECTION H - H

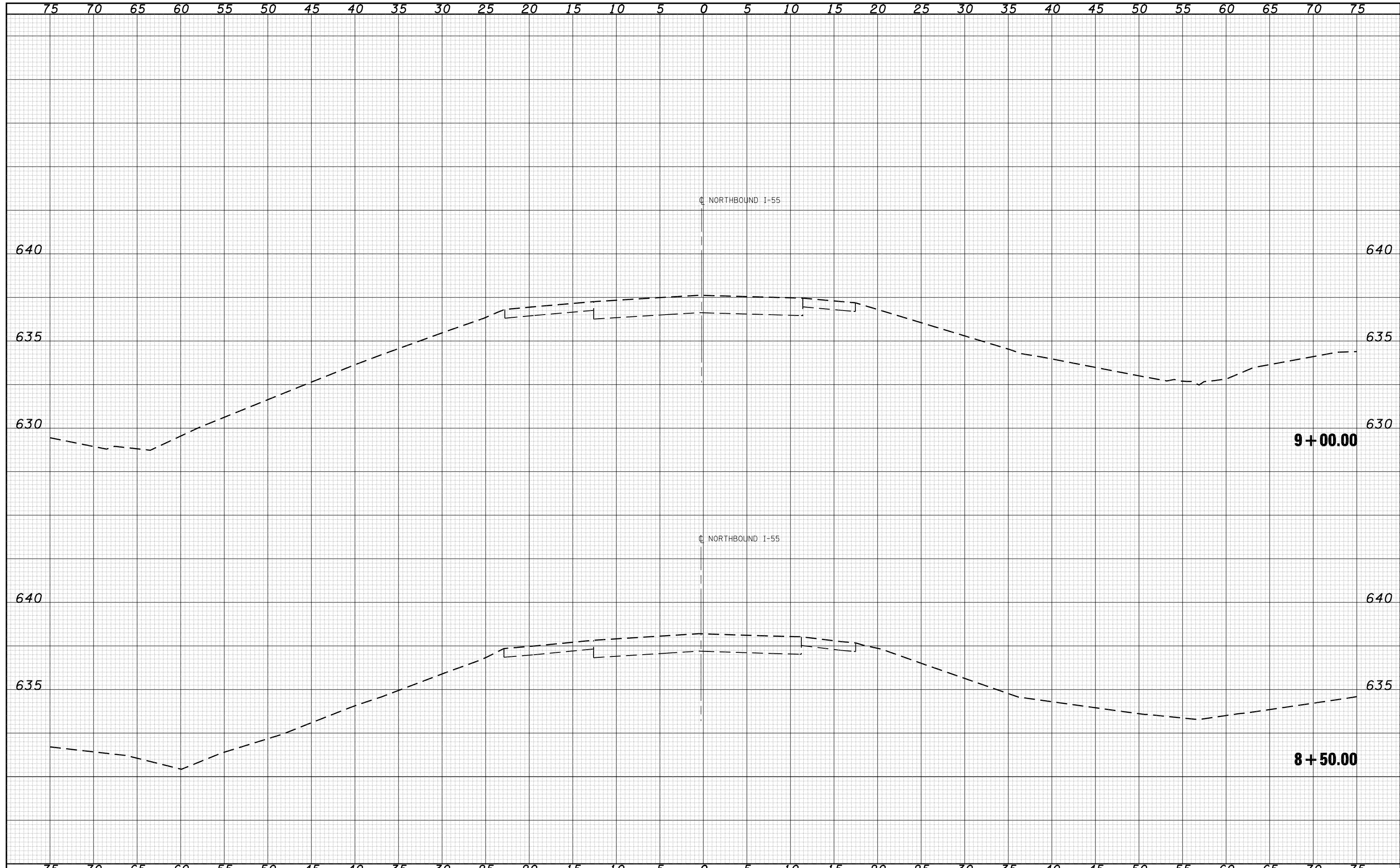
Illinois Department of Transportation
 APPROVED January 1, 2008
Ralph E. Anderson
 ENGINEER OF BRIDGES AND STRUCTURES
 APPROVED January 1, 2008
Ken E. Han
 ENGINEER OF DESIGN AND ENVIRONMENT
 ISSUED 1-1-97

BRIDGE APPROACH PAVEMENT
 (Sheet 4 of 4)

Contract 72A63 Sheet 66d.

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TEMPLATE	
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NOTE BOOK	
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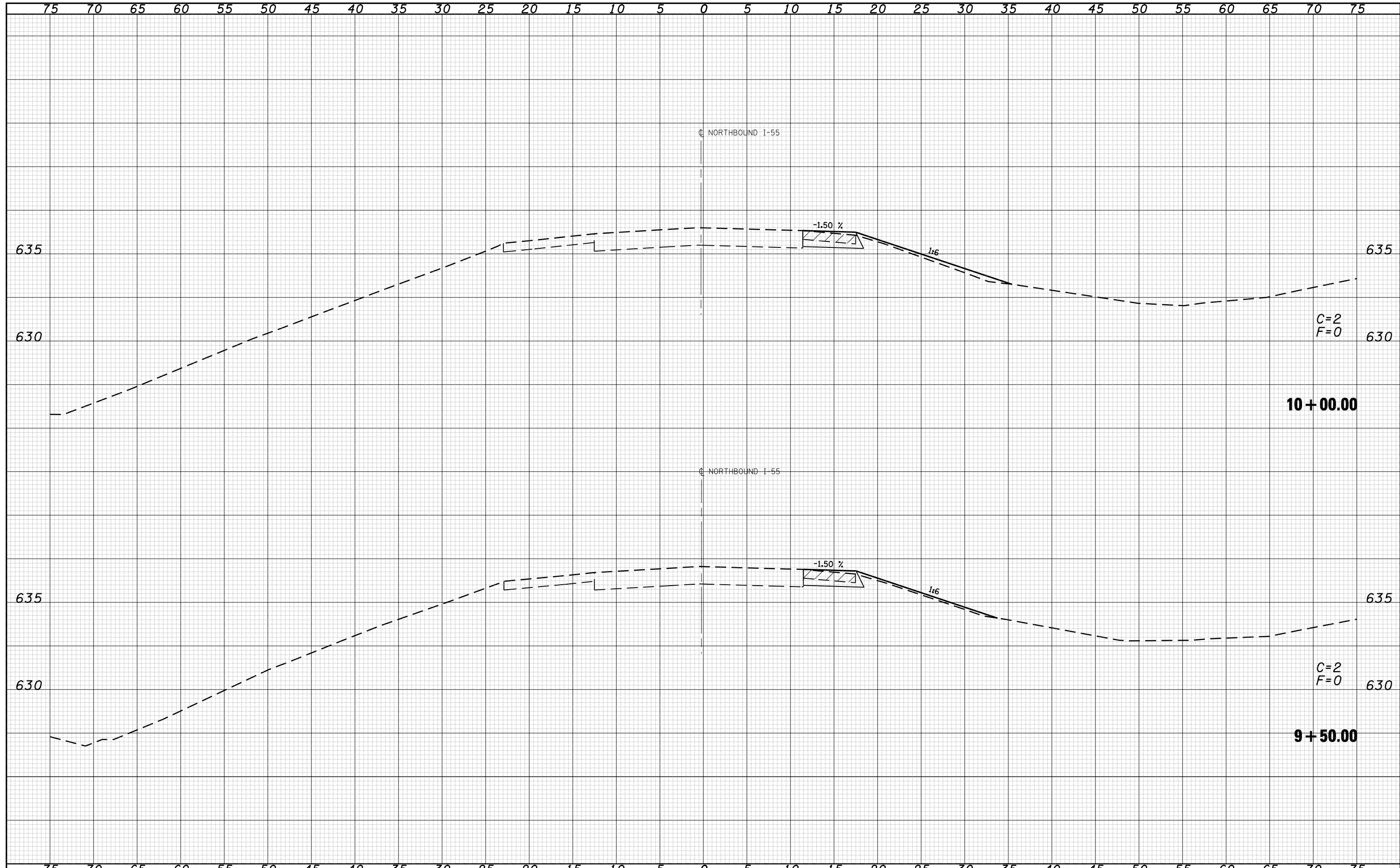
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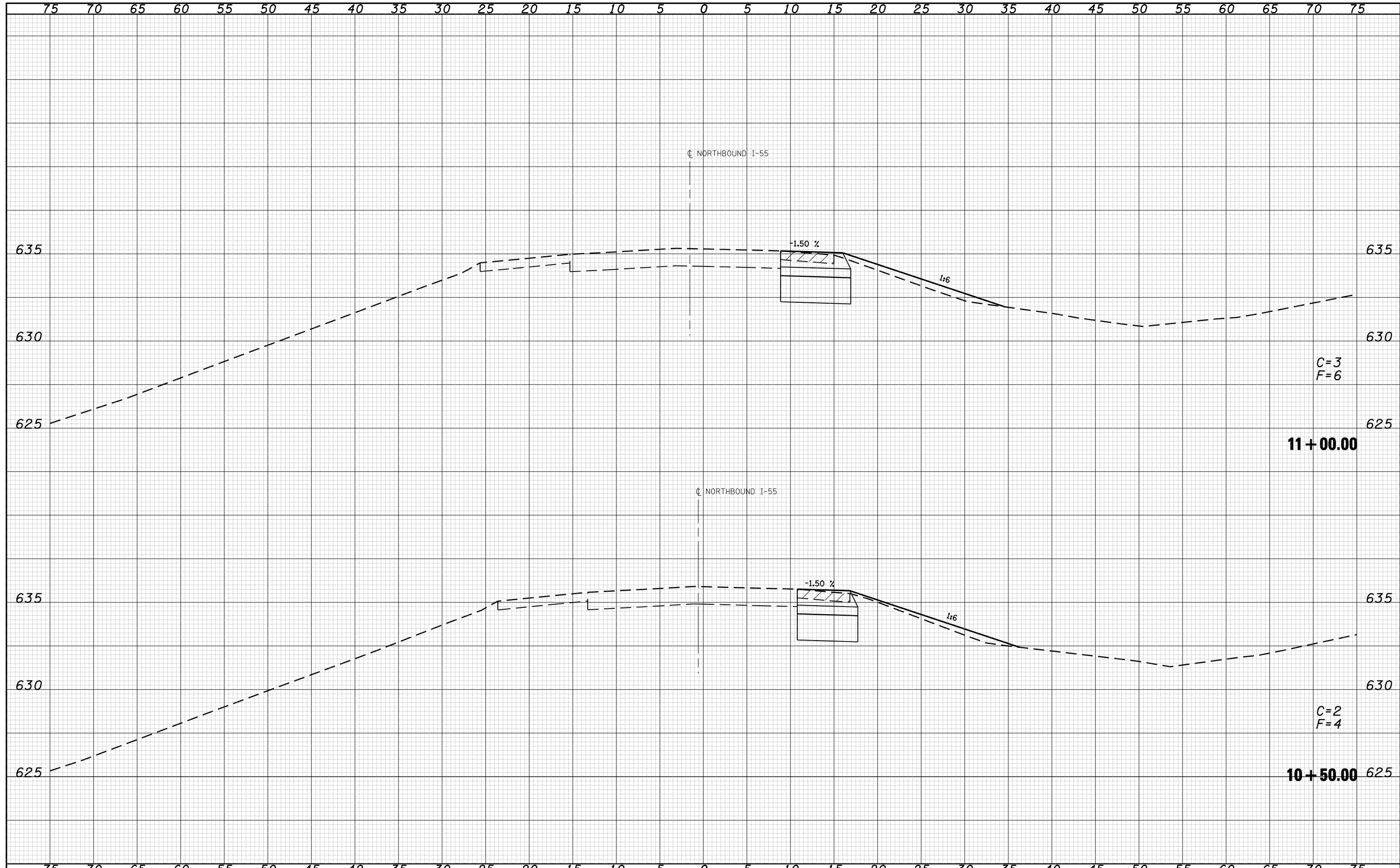
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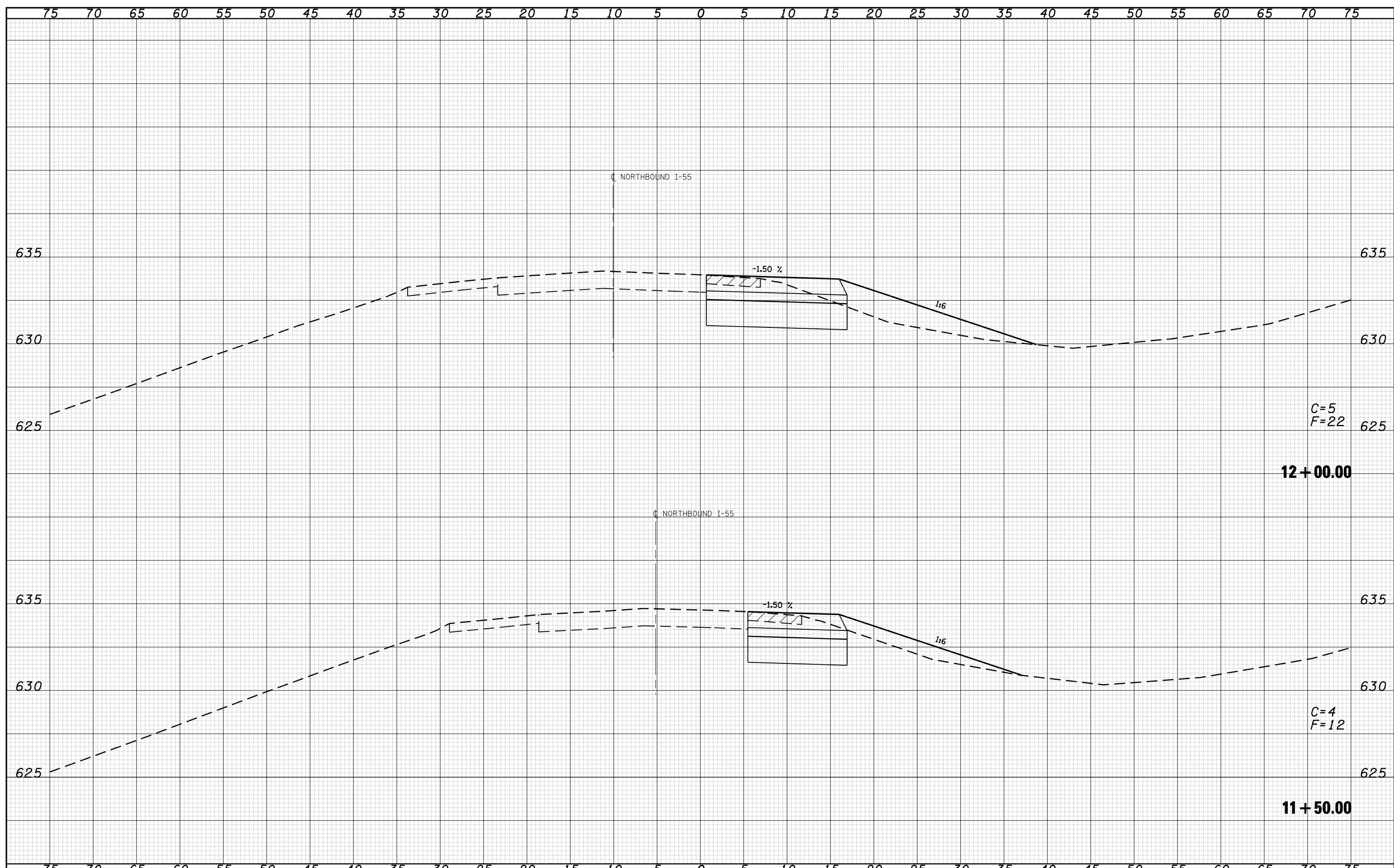
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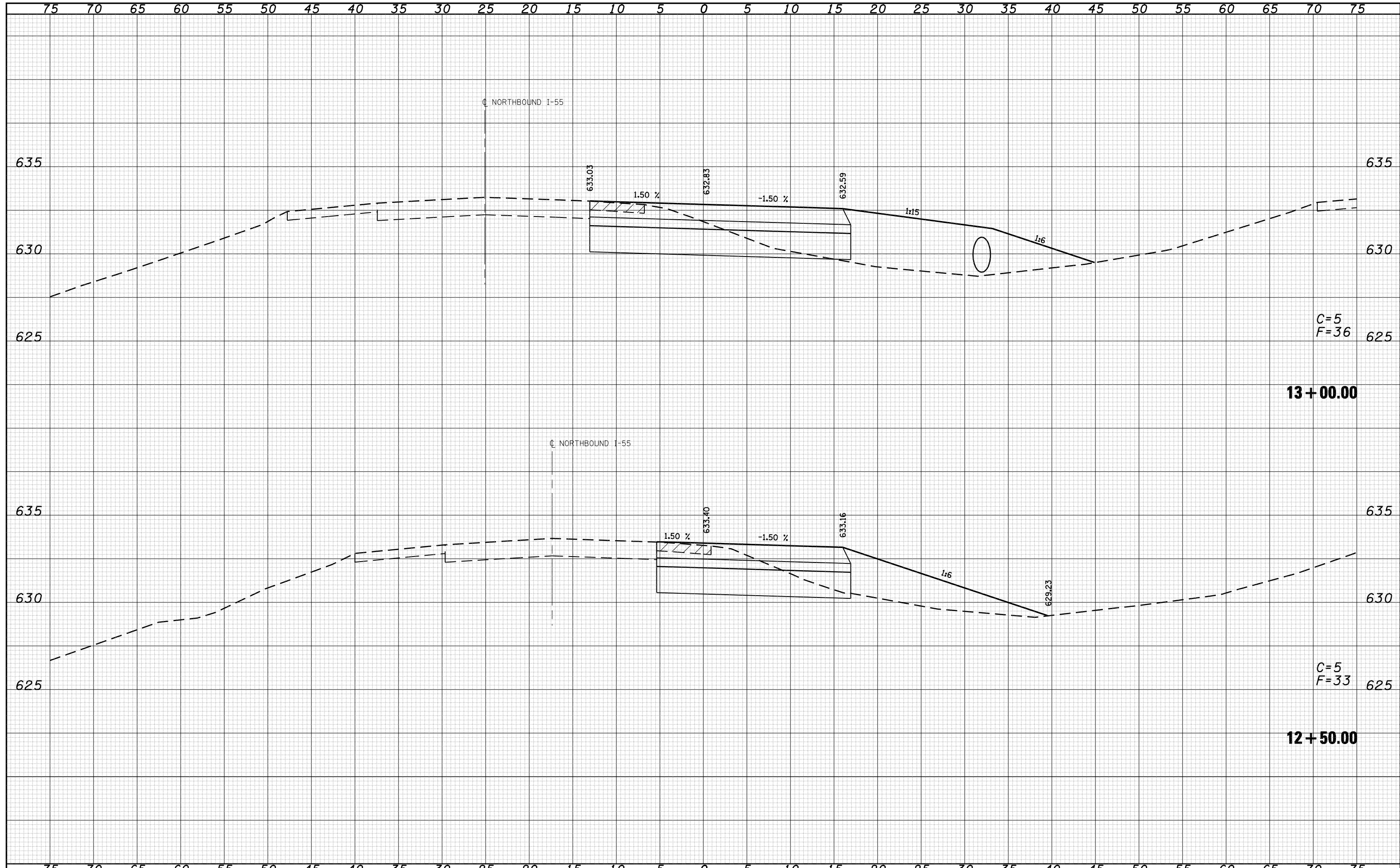
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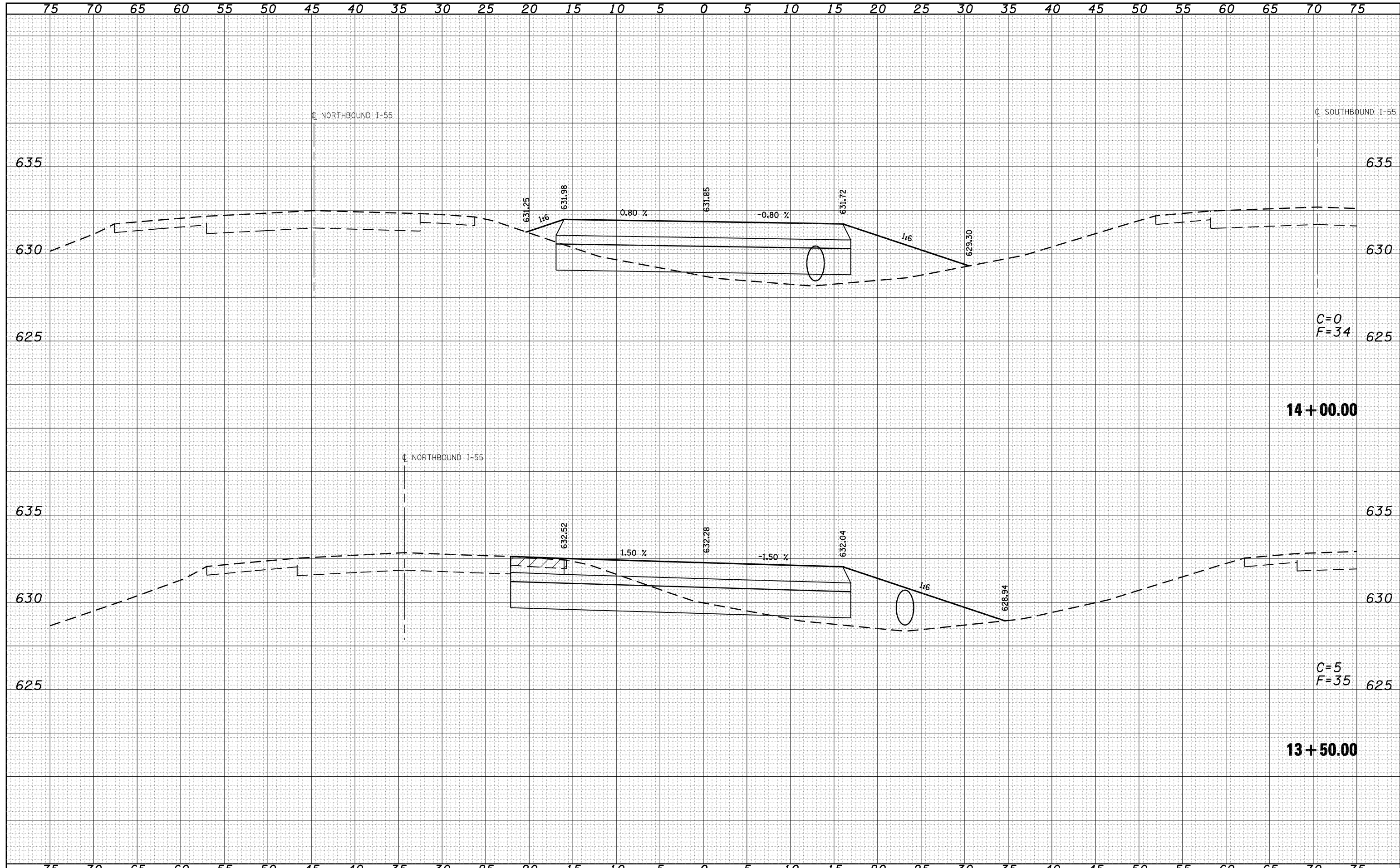
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DATE	
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

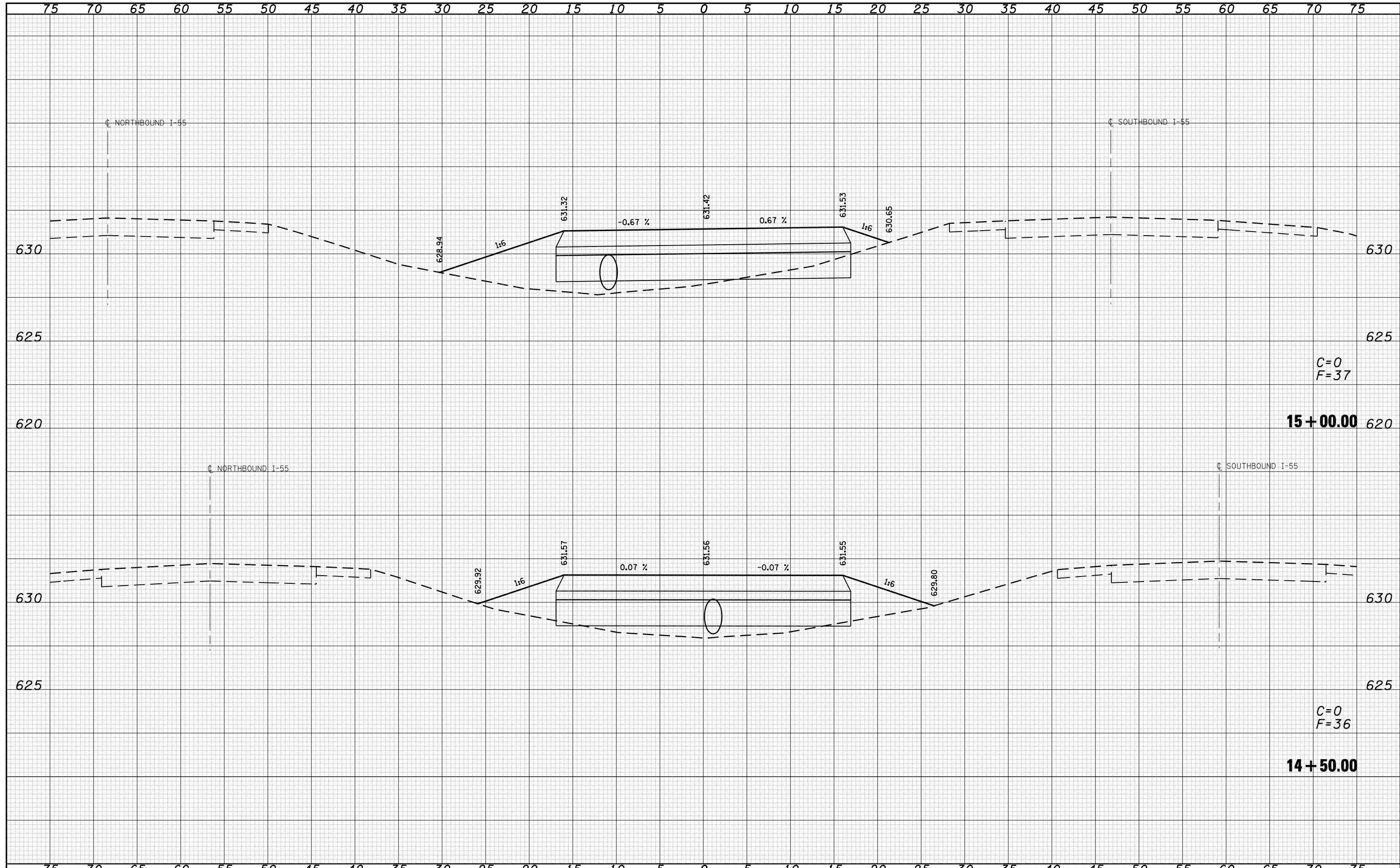
NORTH NORTHBOUND CROSSOVER

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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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•	FAI 55 & FAS 1769			CONTRACT NO. 72A63
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

DATE	
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NOTE BOOK	
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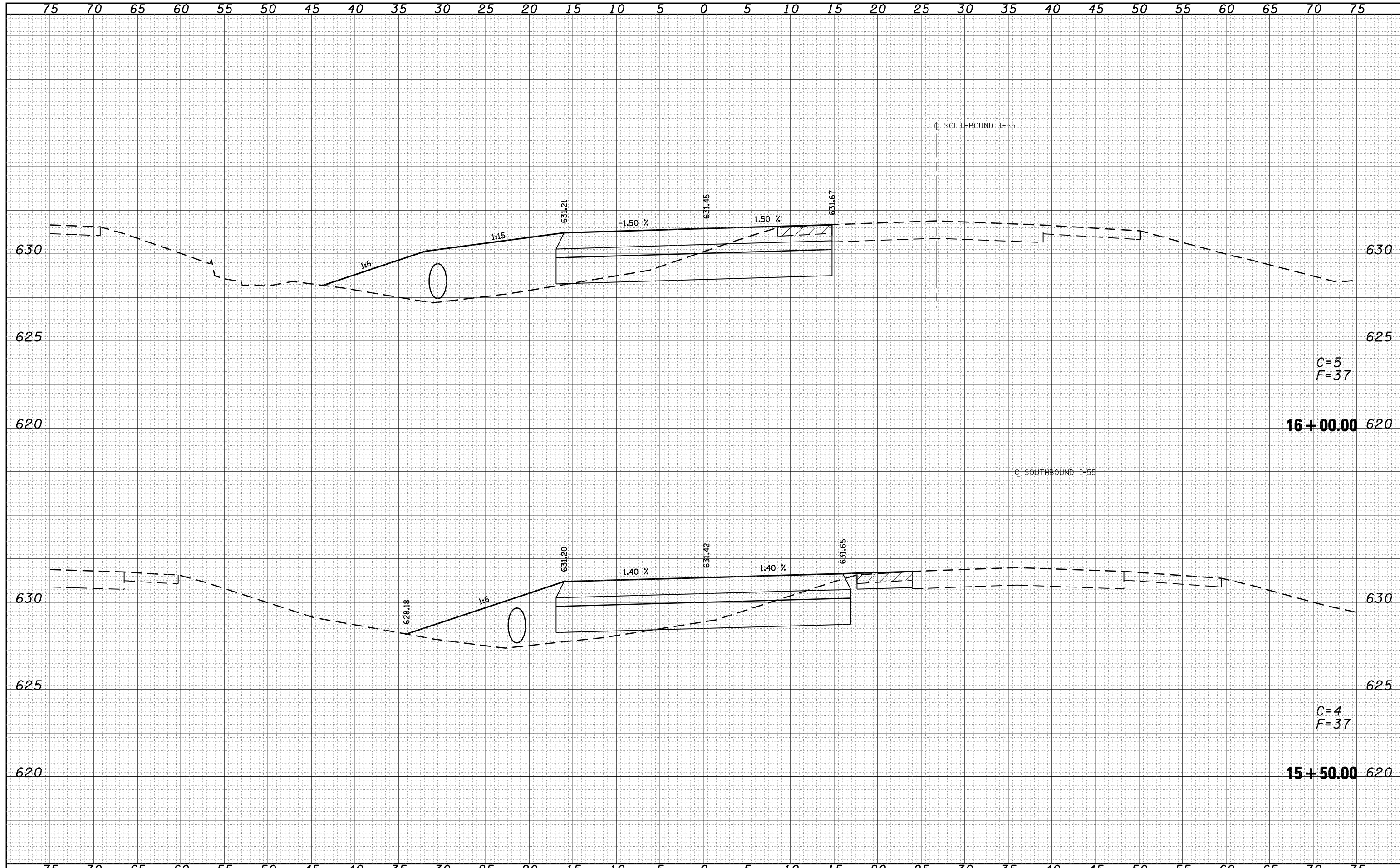
14+50.00

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c:\pwork\pwork\LAUGHLINR1\0110282\vnbn1.xsheet.dgn		DRAWN -	REVISED -		• 68-4B-1 & 111BR	MONTGOMERY	145	73			
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PLOT DATE = Dec-03-2008 07:36:09AM		DATE -	REVISED -		FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT				

SCALE: SHEET NO. 7 OF 40 SHEETS STA. 14+50.00 TO STA. 15+00.00

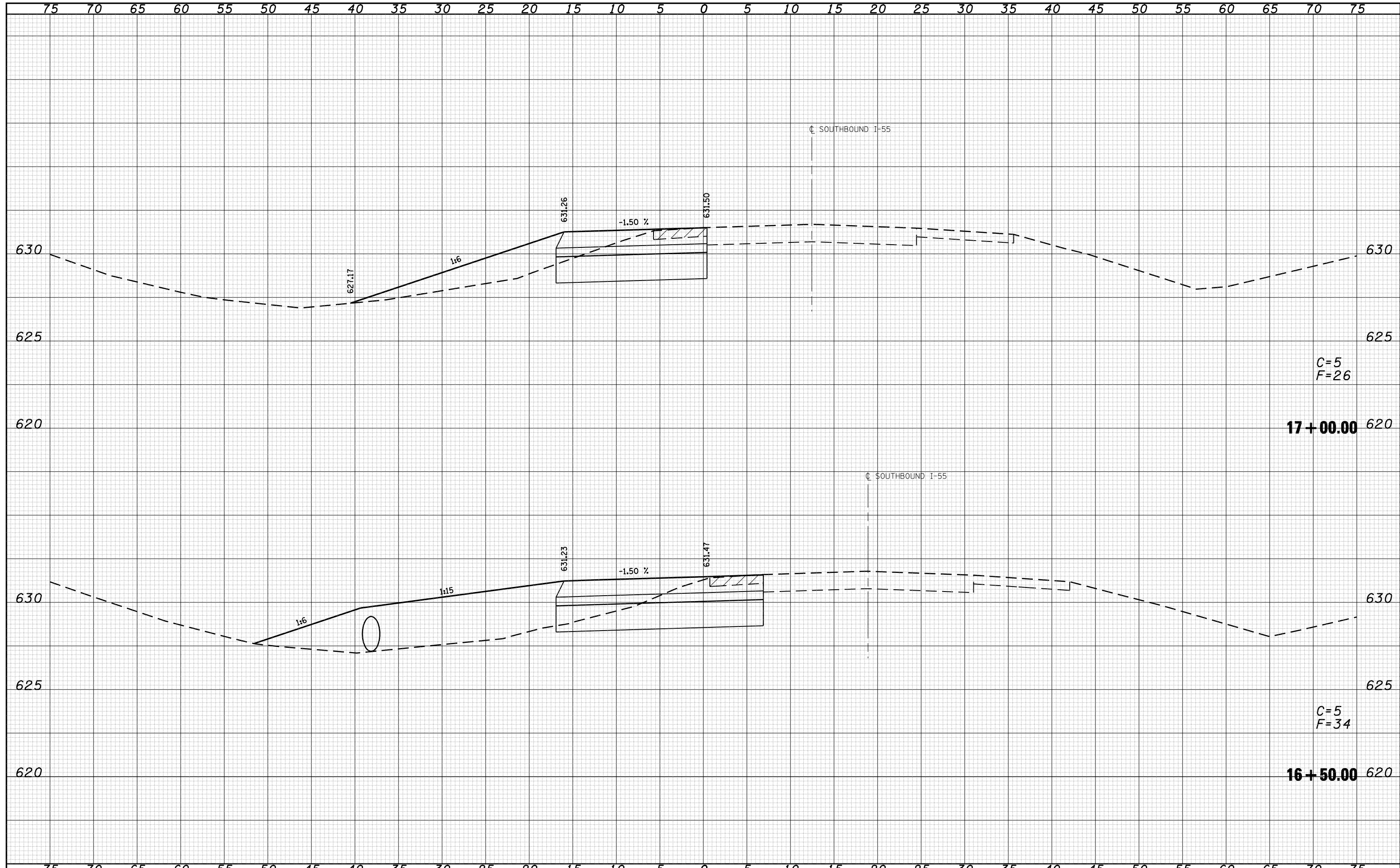
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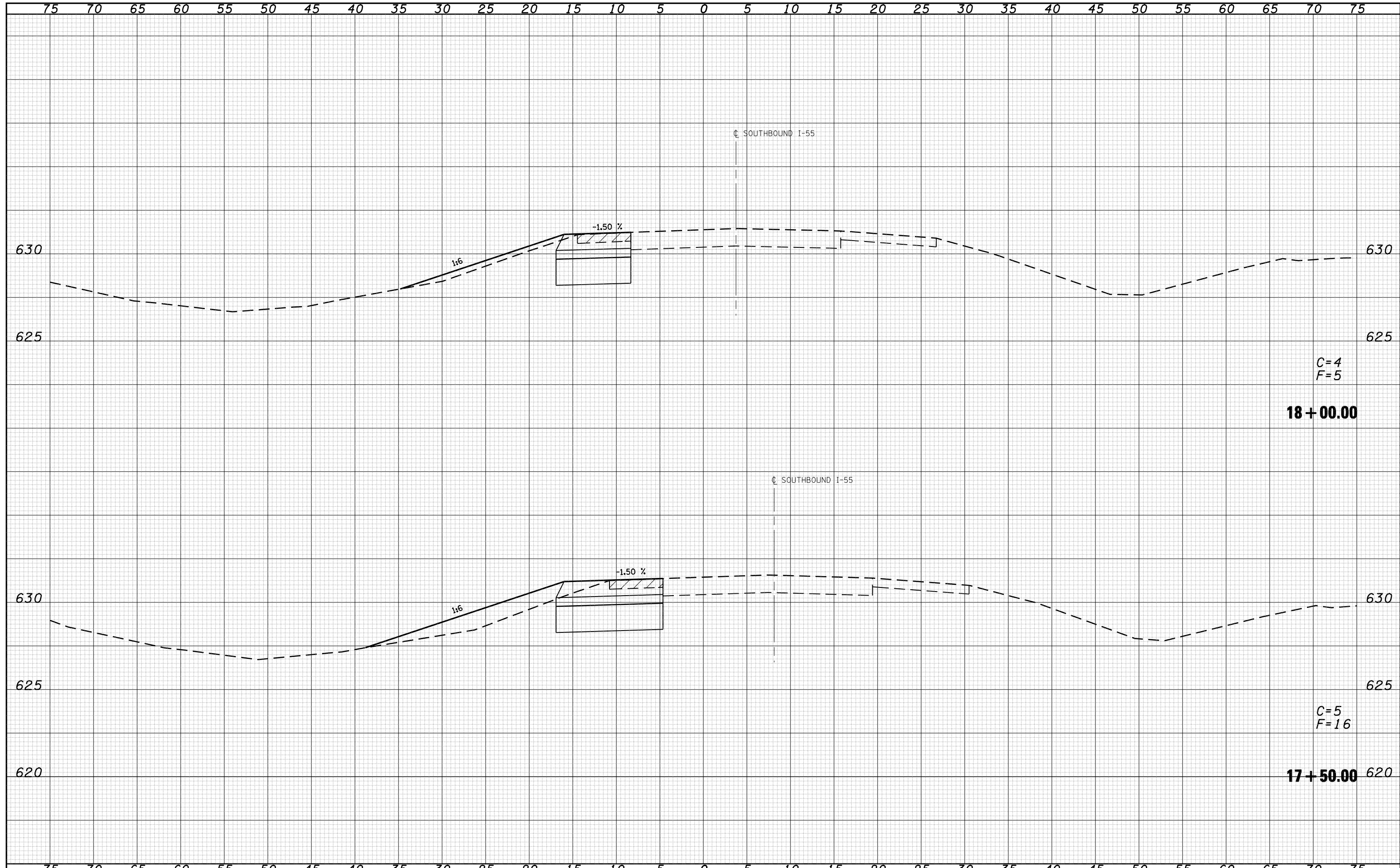
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FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NORTH NORTHBOUND CROSSOVER			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\PWIDOT\LAUGHLINRL\d0110282\vnbn1.xsee\sheets.dgn		DRAWN -	REVISIED -		•	68-4B-1 & 111BR	MONTGOMERY	145	75			
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				SCALE:	SHEET NO. 9 OF 40 SHEETS	STA. 16+50.00	TO STA. 17+00.00					

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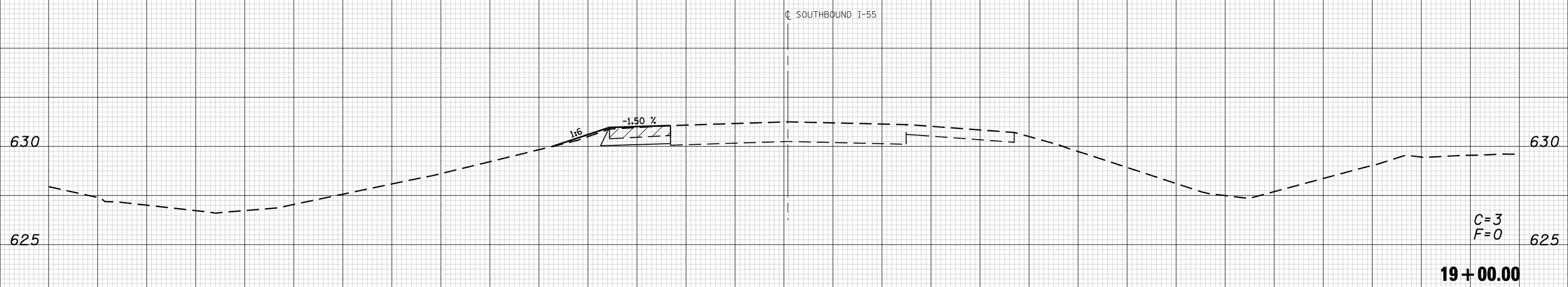


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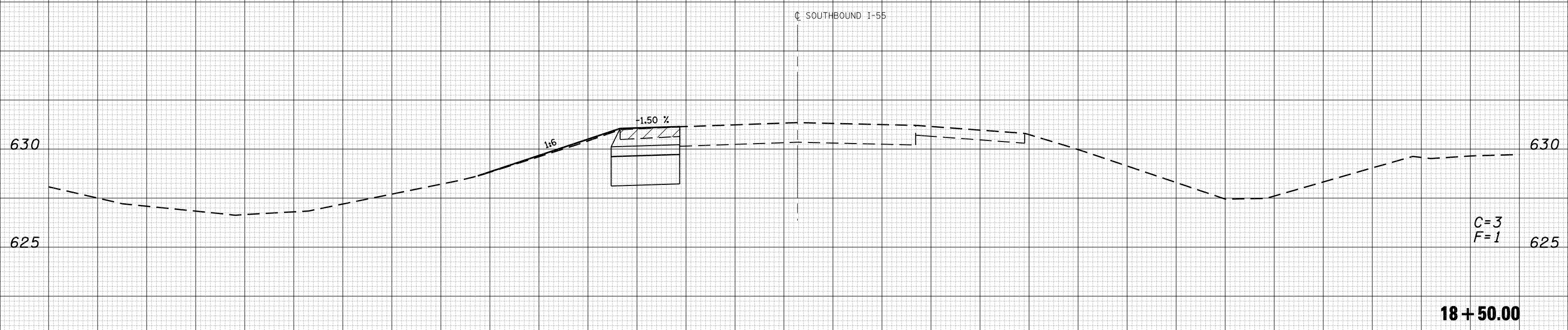
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

NORTH NORTHBOUND CROSSOVER

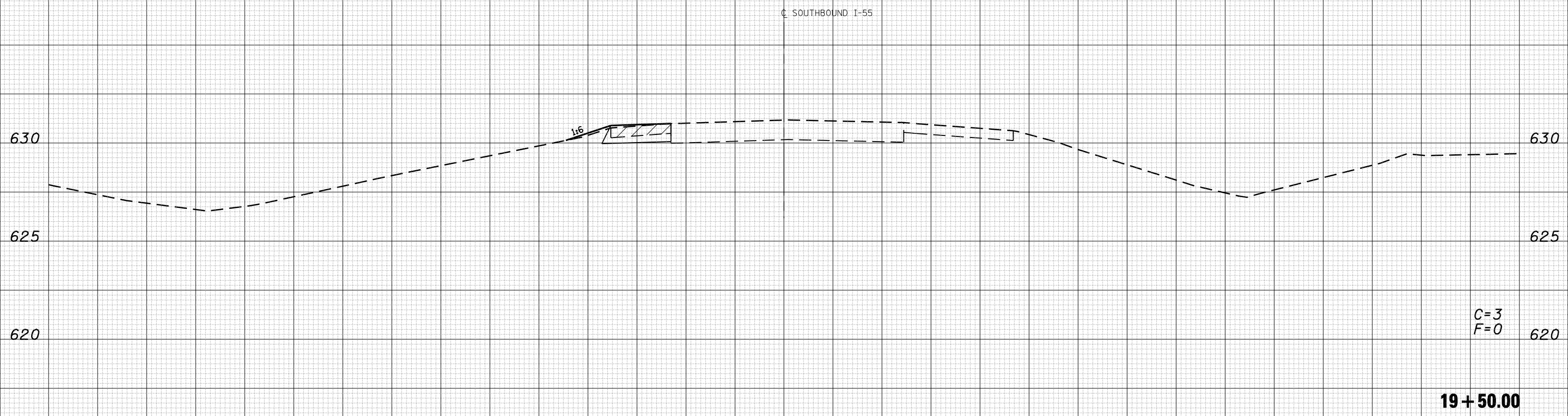
SCALE: SHEET NO. 11 OF 40 SHEETS STA. 18+50.00 TO STA. 19+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	68-4B-1 & 111BR	MONTGOMERY	145	77
•	FAI 55 & FAS 1769			CONTRACT NO. 72A63
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

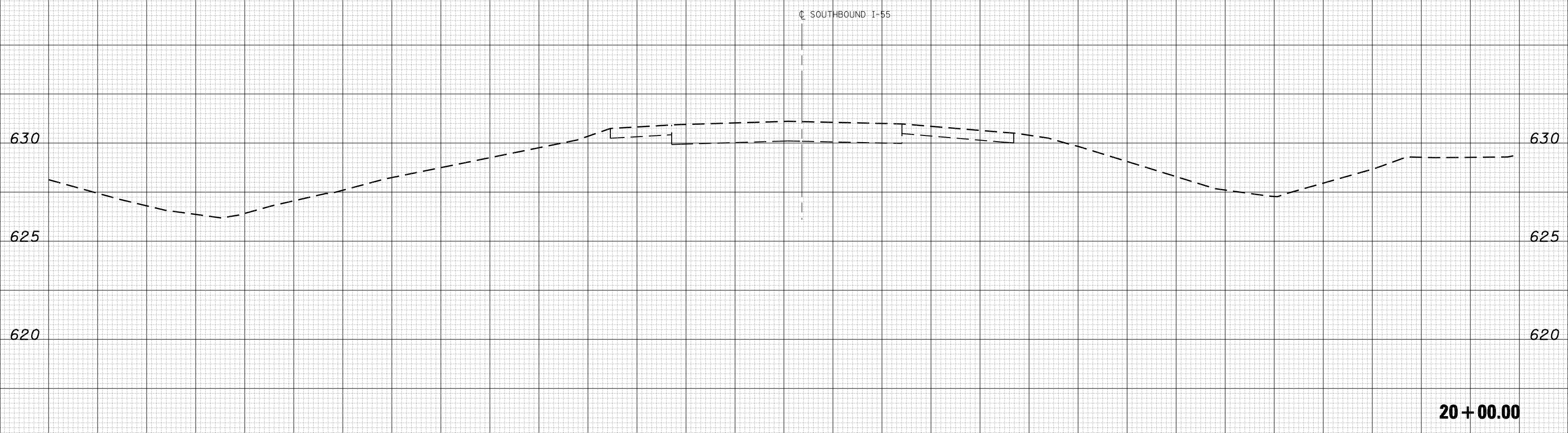
NORTH NORTHBOUND CROSSOVER
 SCALE: SHEET NO. 12 OF 40 SHEETS STA. 19+50.00 TO STA. 19+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	68-4B-1 & 111BR	MONTGOMERY	145	78
•	FAI 55 & FAS 1769	CONTRACT NO. 72A63		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

NORTH NORTHBOUND CROSSOVER

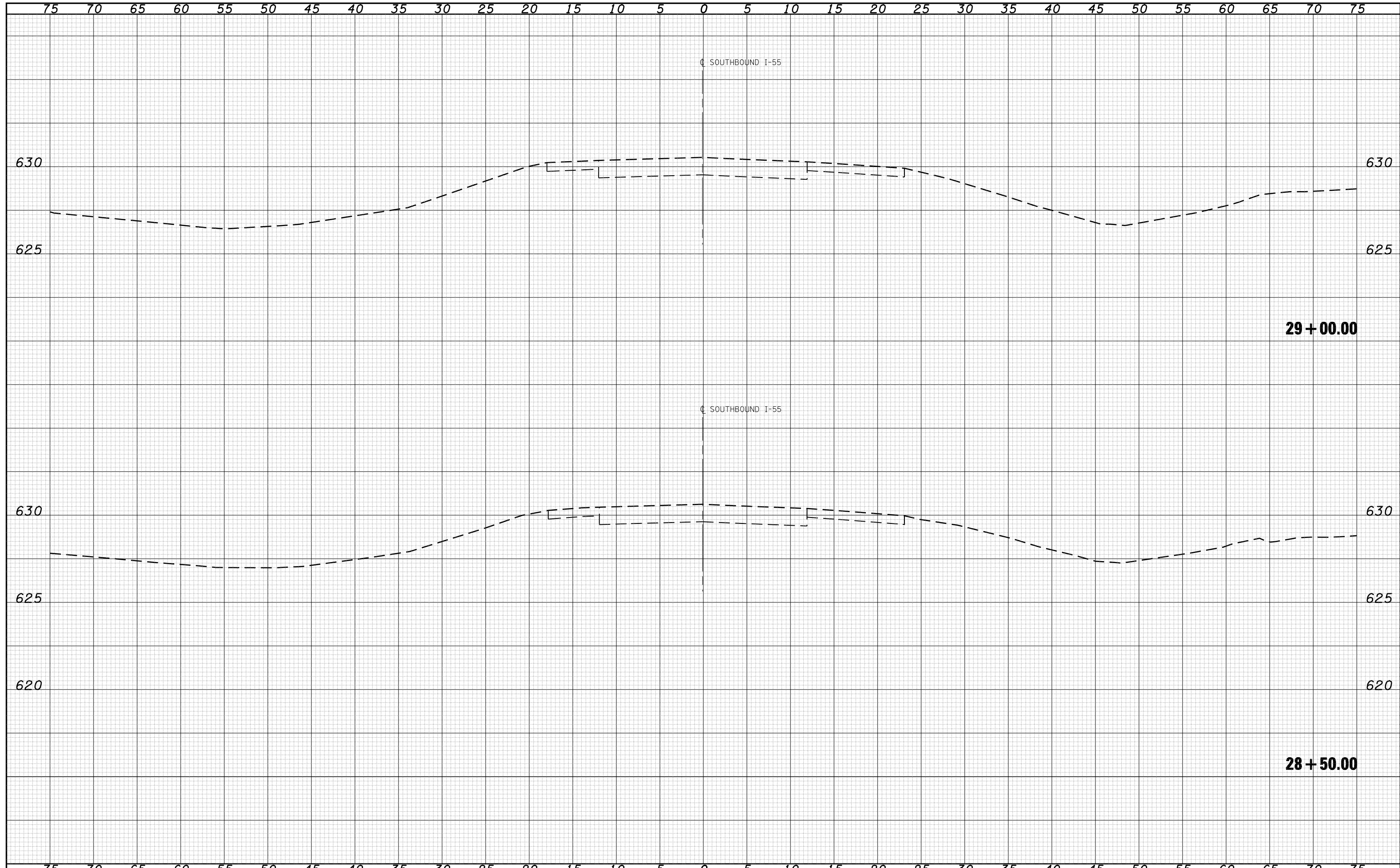
SCALE: SHEET NO. 13 OF 40 SHEETS STA. 20+00.00 TO STA. 20+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	68-4B-1 & 111BR	MONTGOMERY	145	79
•	FAI 55 & FAS 1769			CONTRACT NO. 72A63
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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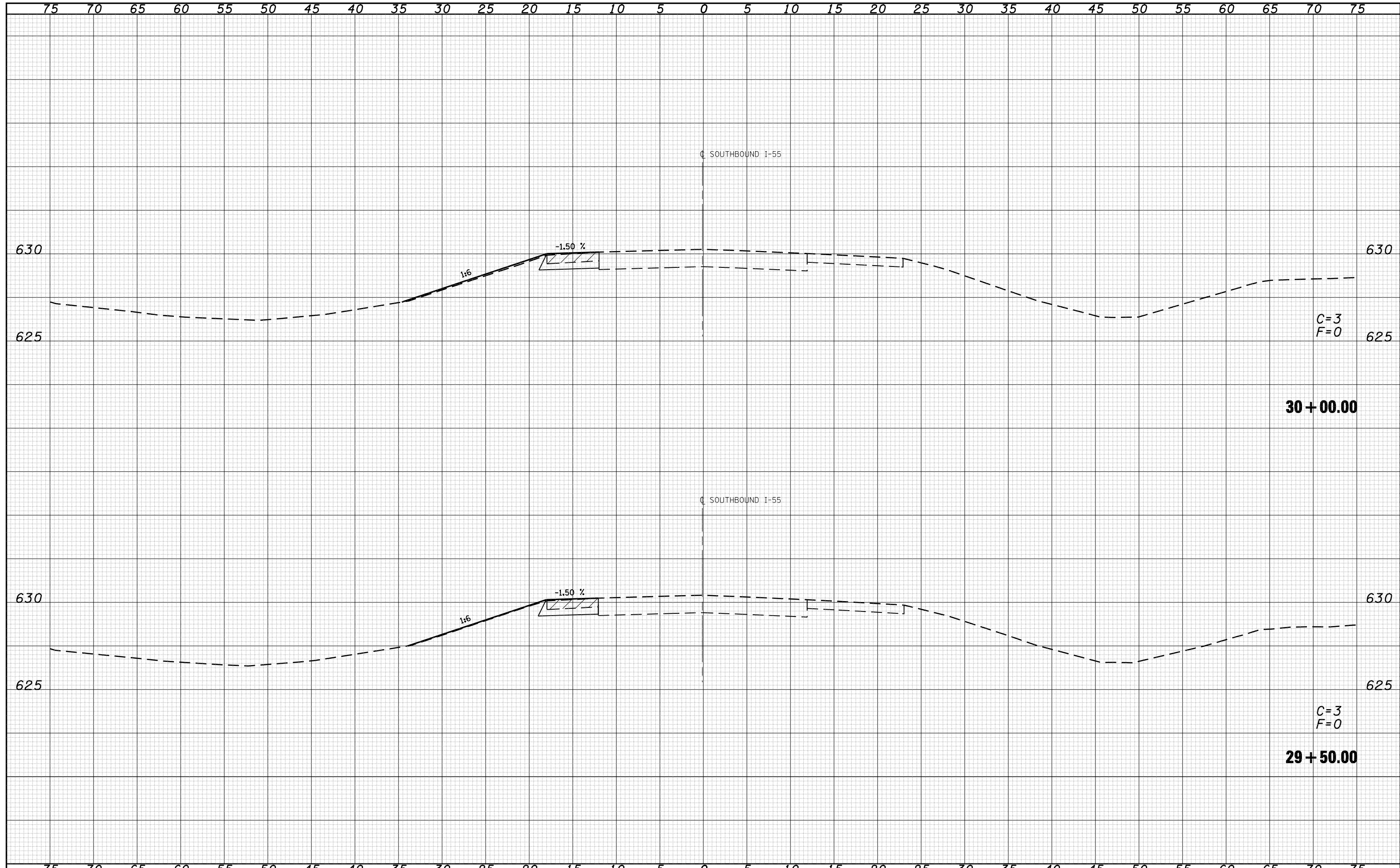
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FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH NORTHBOUND CROSSOVER			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\PWIDOT\LAUGHLINRL\d0110282\vnsl.xse\sheets.dgn		DRAWN -	REVISED -		•	68-4B-1 & 111BR	MONTGOMERY	145	80			
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PLOT DATE = Dec-03-2008 07:36:23AM		DATE -	REVISED -		FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT					
				SCALE:	SHEET NO. 14 OF 40 SHEETS	STA. 28+50.00	TO STA. 29+00.00					

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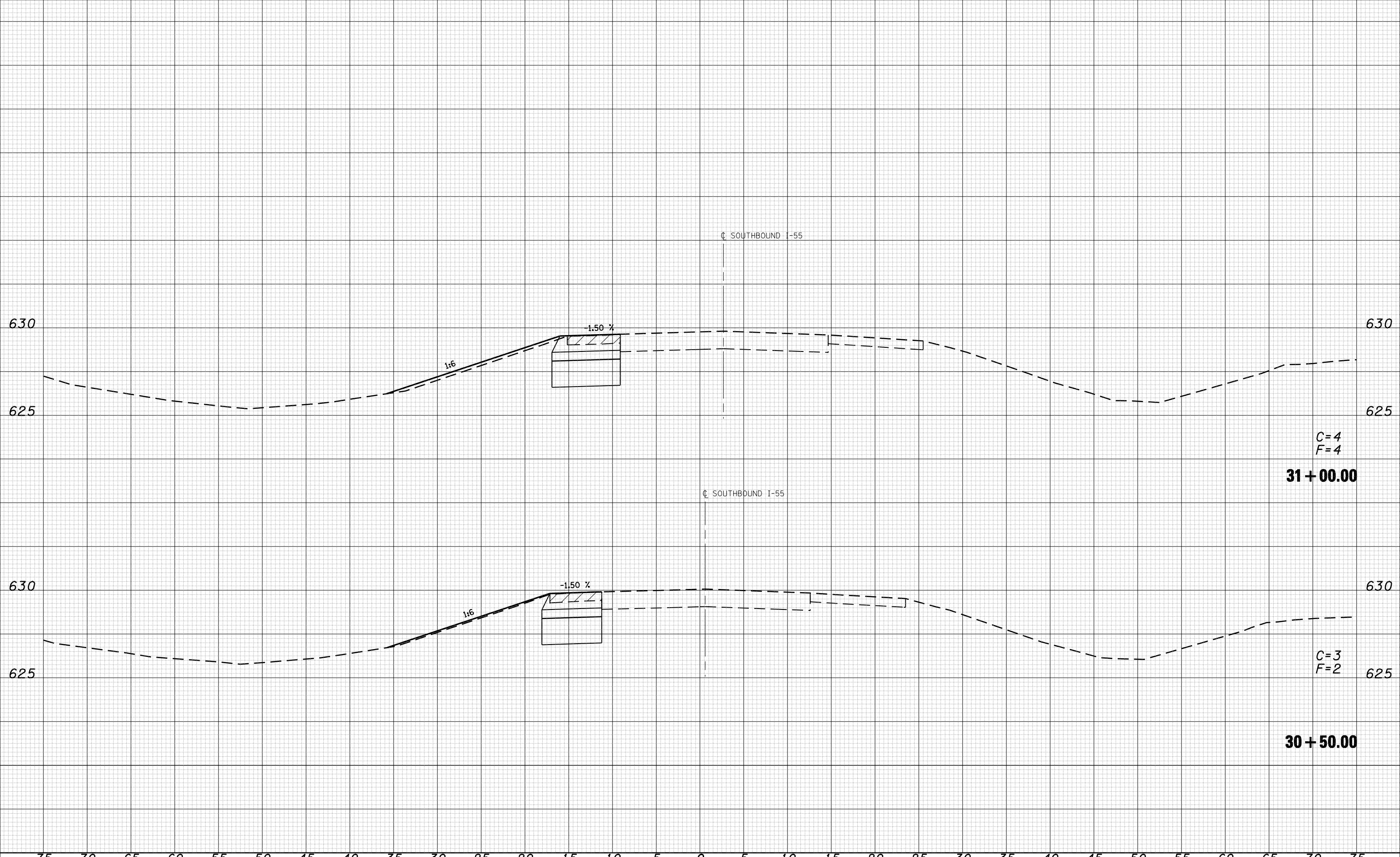
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FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH NORTHBOUND CROSSOVER			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

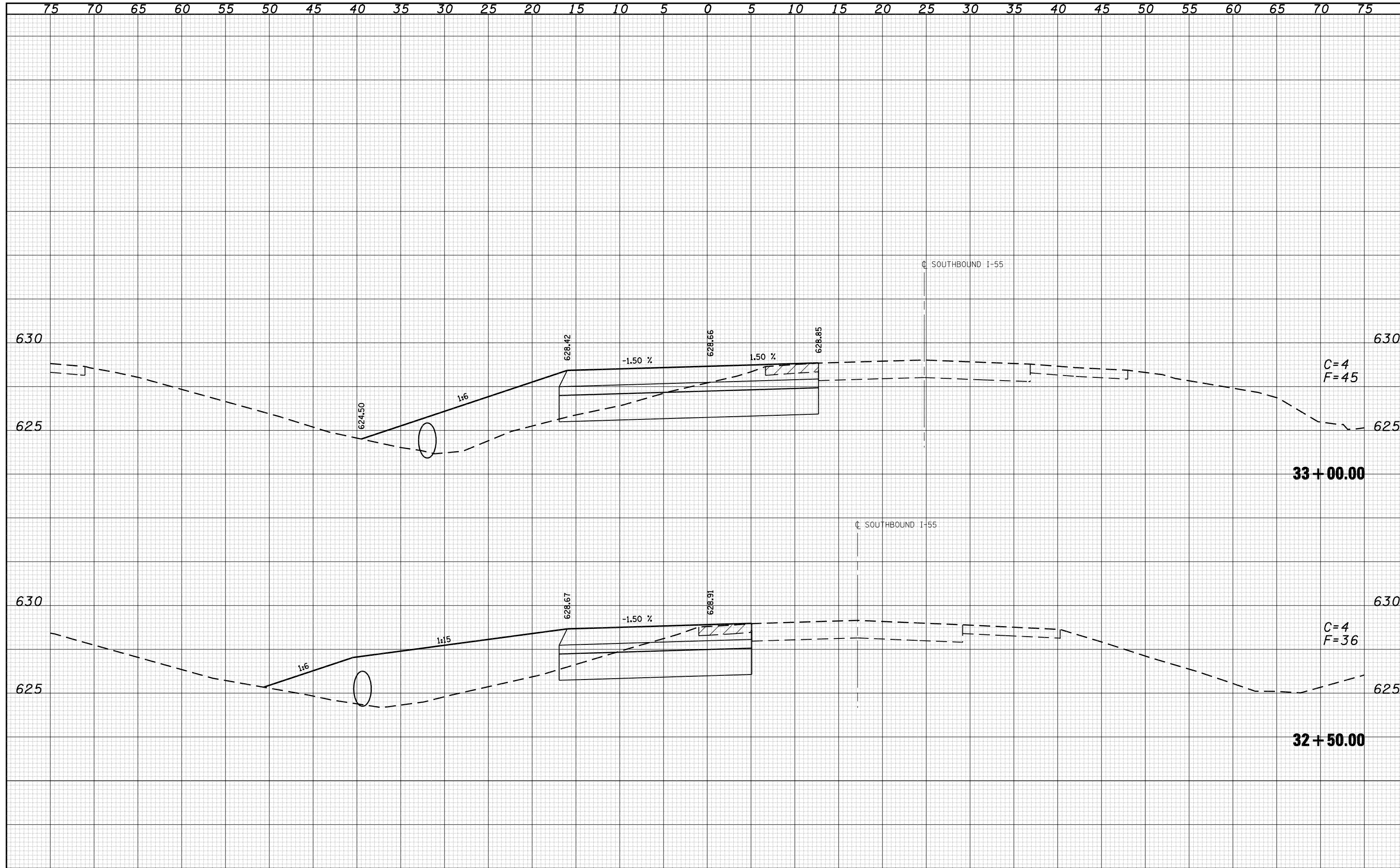
SOUTH NORTHBOUND CROSSOVER

SCALE: SHEET NO. 16 OF 40 SHEETS STA. 30+50.00 TO STA. 31+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	68-4B-1 & 111BR	MONTGOMERY	145	82
•	FAI 55 & FAS 1769			CONTRACT NO. 72A63
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

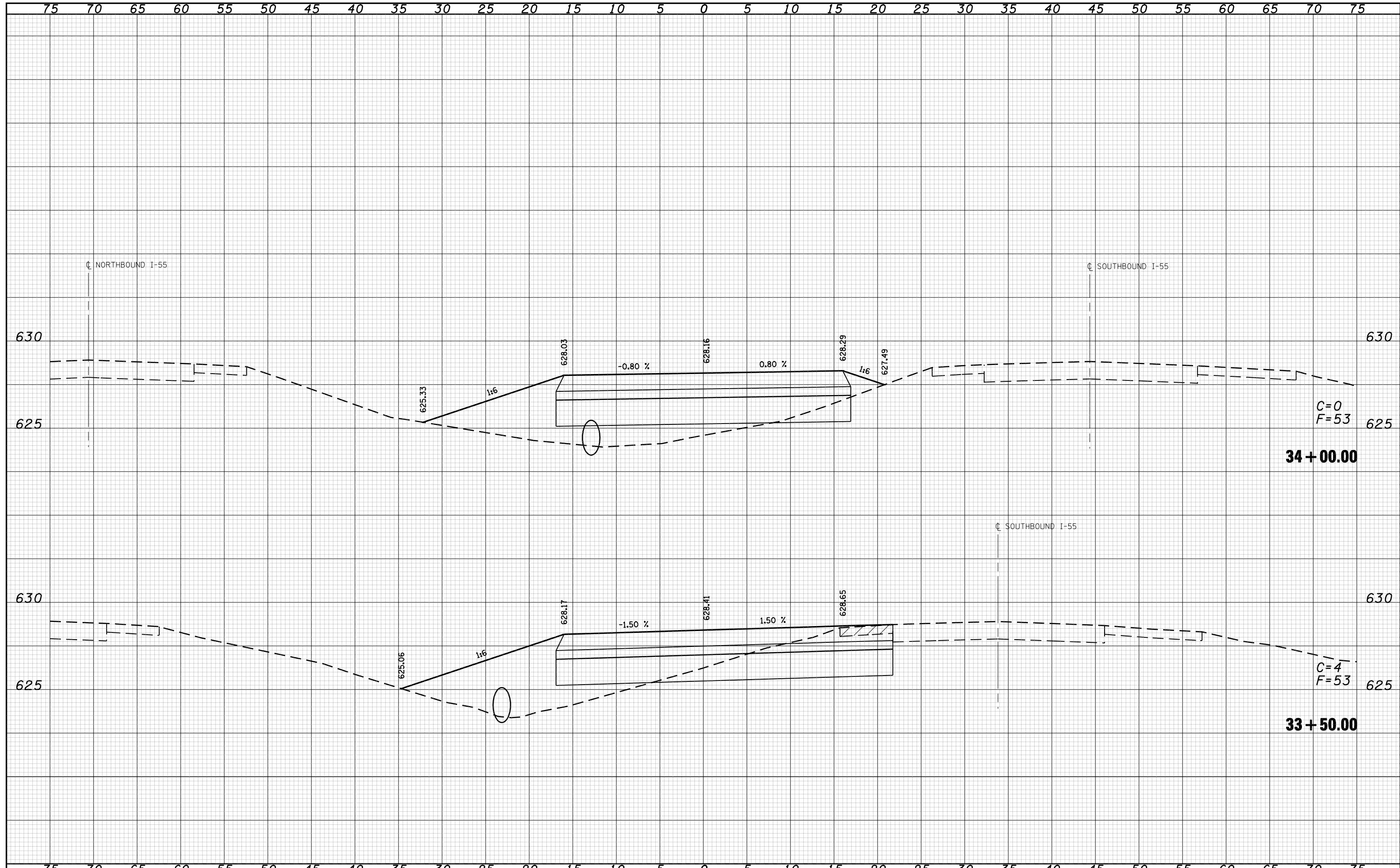
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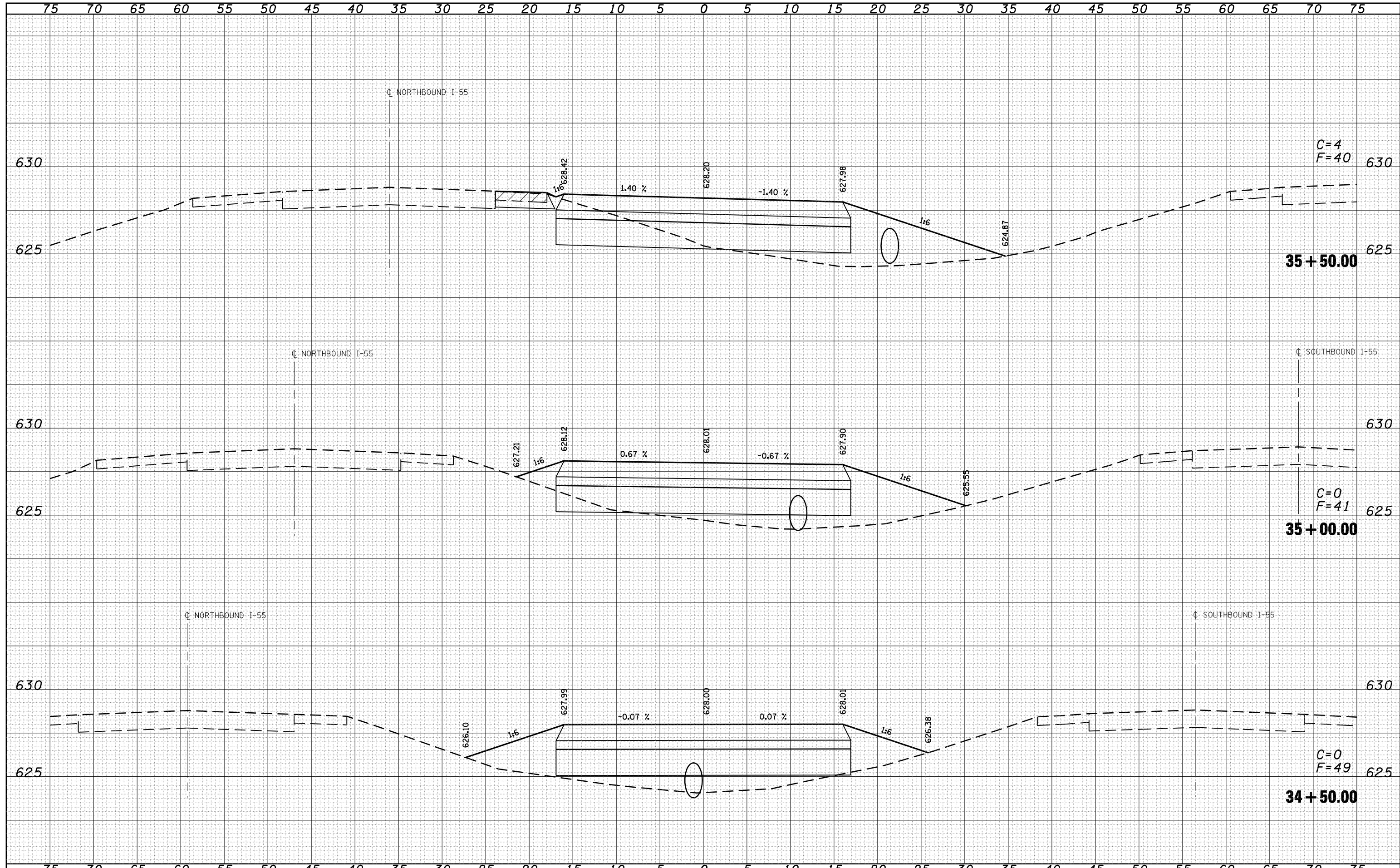
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FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH NORTHBOUND CROSSOVER			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw\work\PWIDOT\LAUGHLINRL\d0110282\vnsl.xse	sheets.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO. 19 OF 40 SHEETS	STA. 33+50.00	TO STA. 34+00.00	68-4B-1 & 111BR	MONTGOMERY	145	85	
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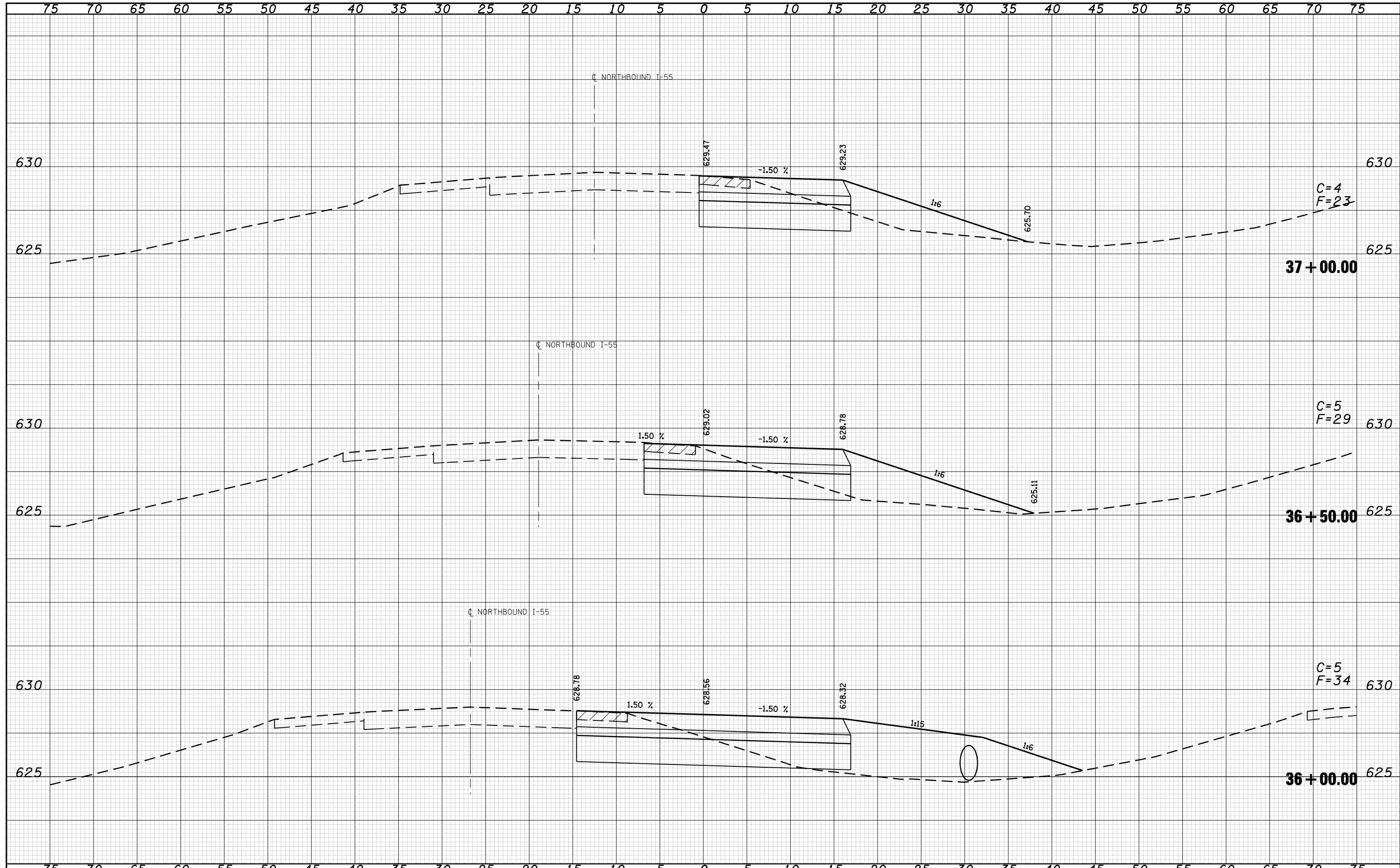
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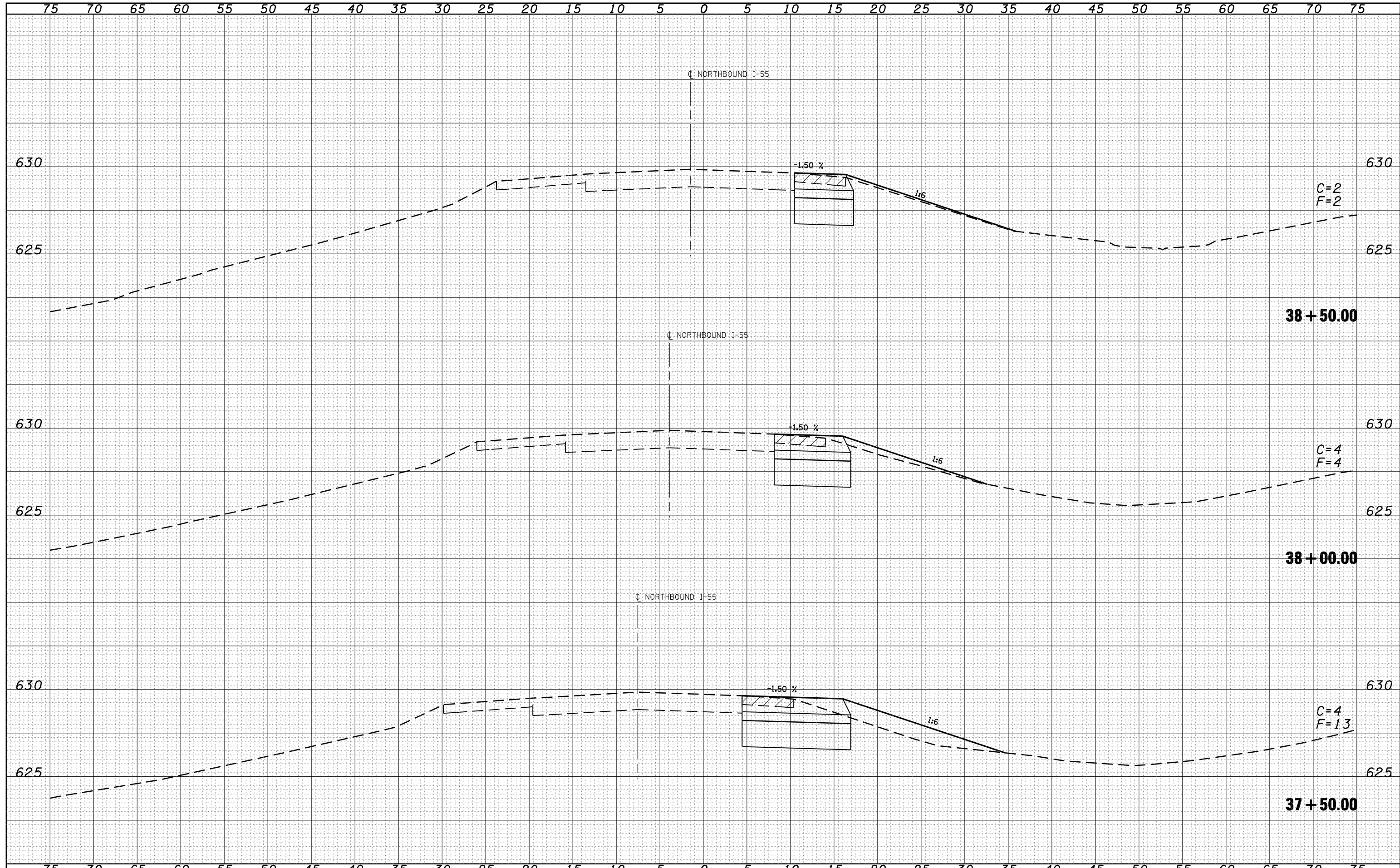


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SCALE: SHEET NO. 21 OF 40 SHEETS STA. 36+00.00 TO STA. 37+00.00

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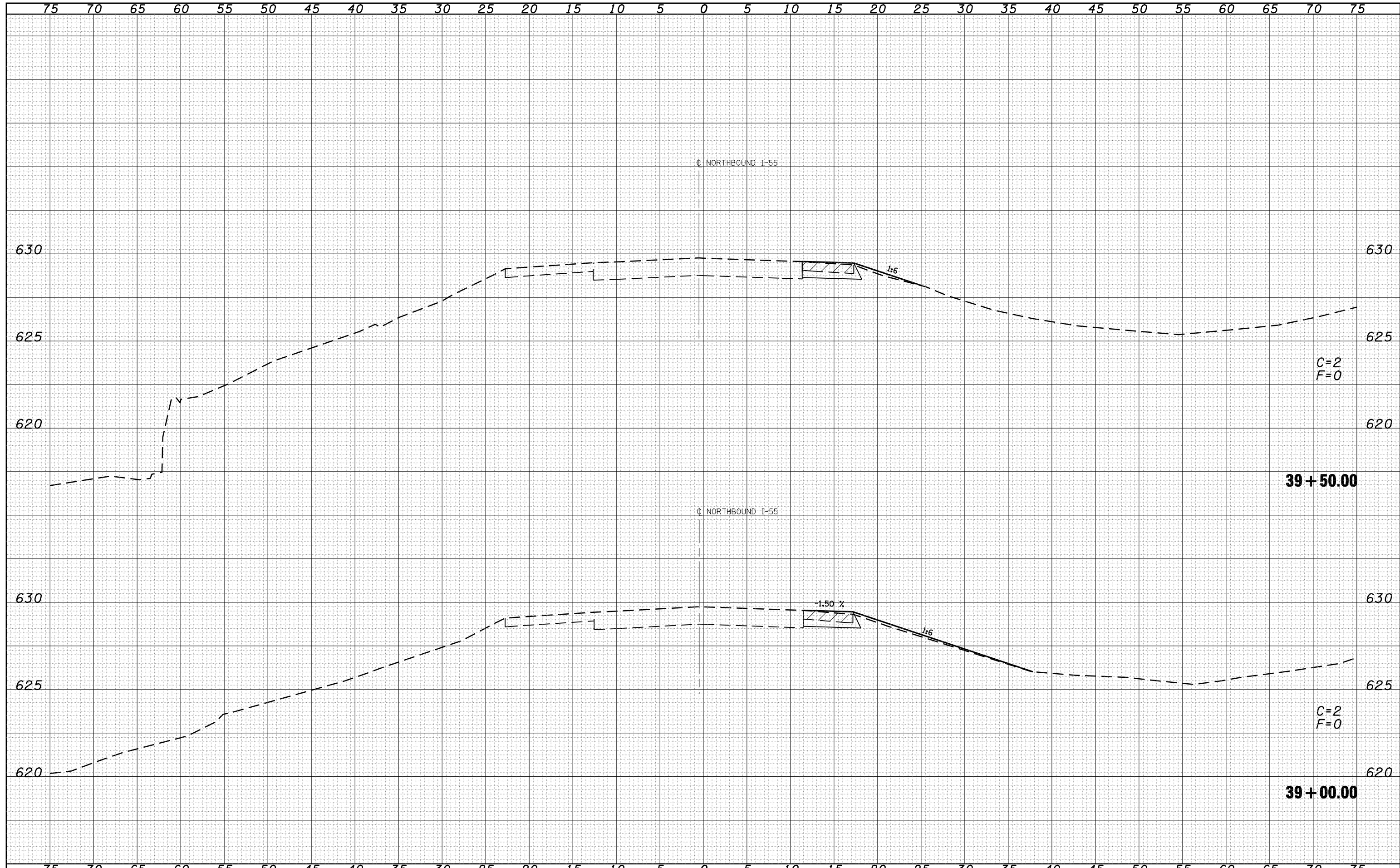
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FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH NORTHBOUND CROSSOVER			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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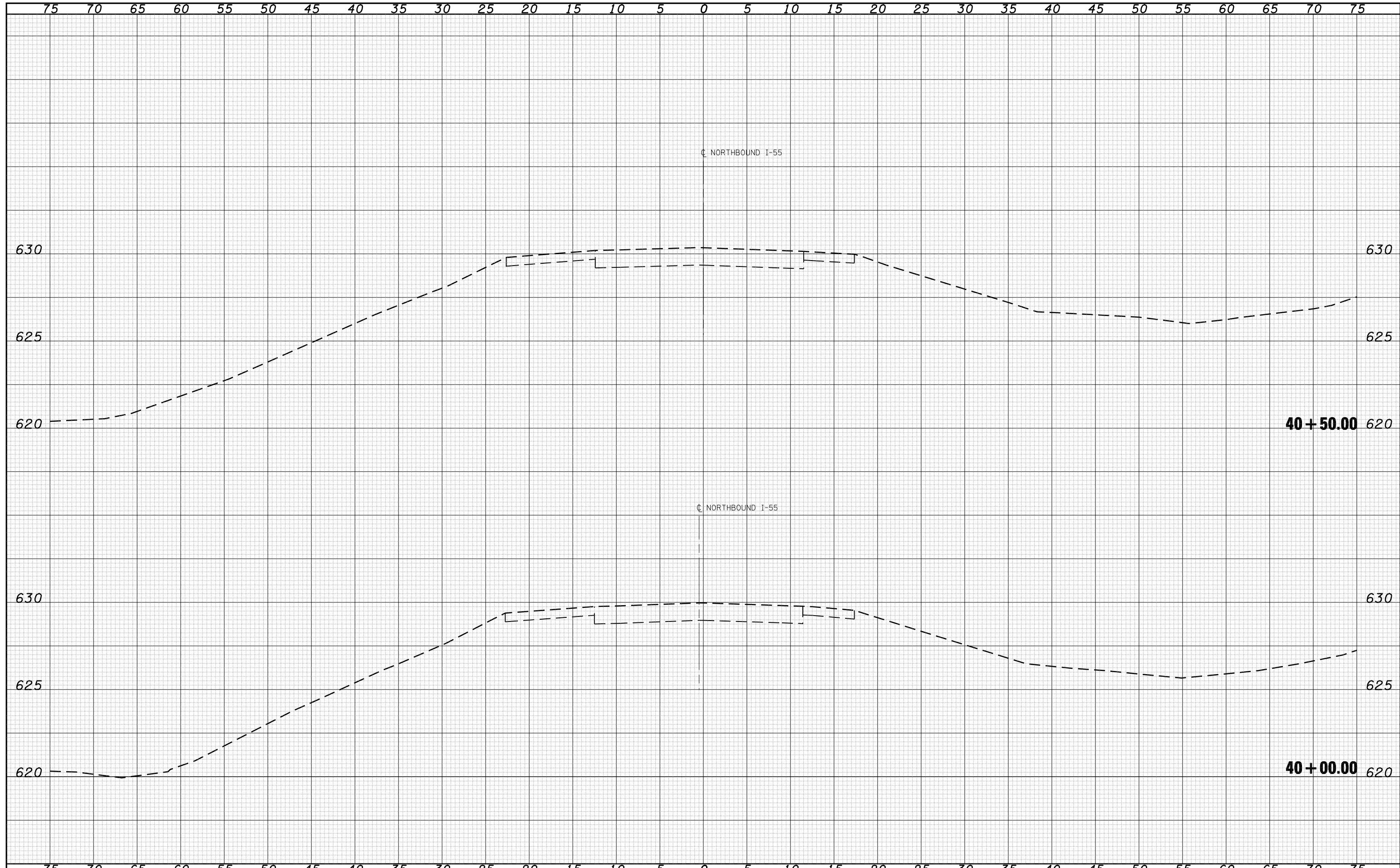
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FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH NORTHBOUND CROSSOVER			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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				SCALE:	SHEET NO. 23 OF 40 SHEETS	STA. 39+00.00	TO STA. 39+50.00					

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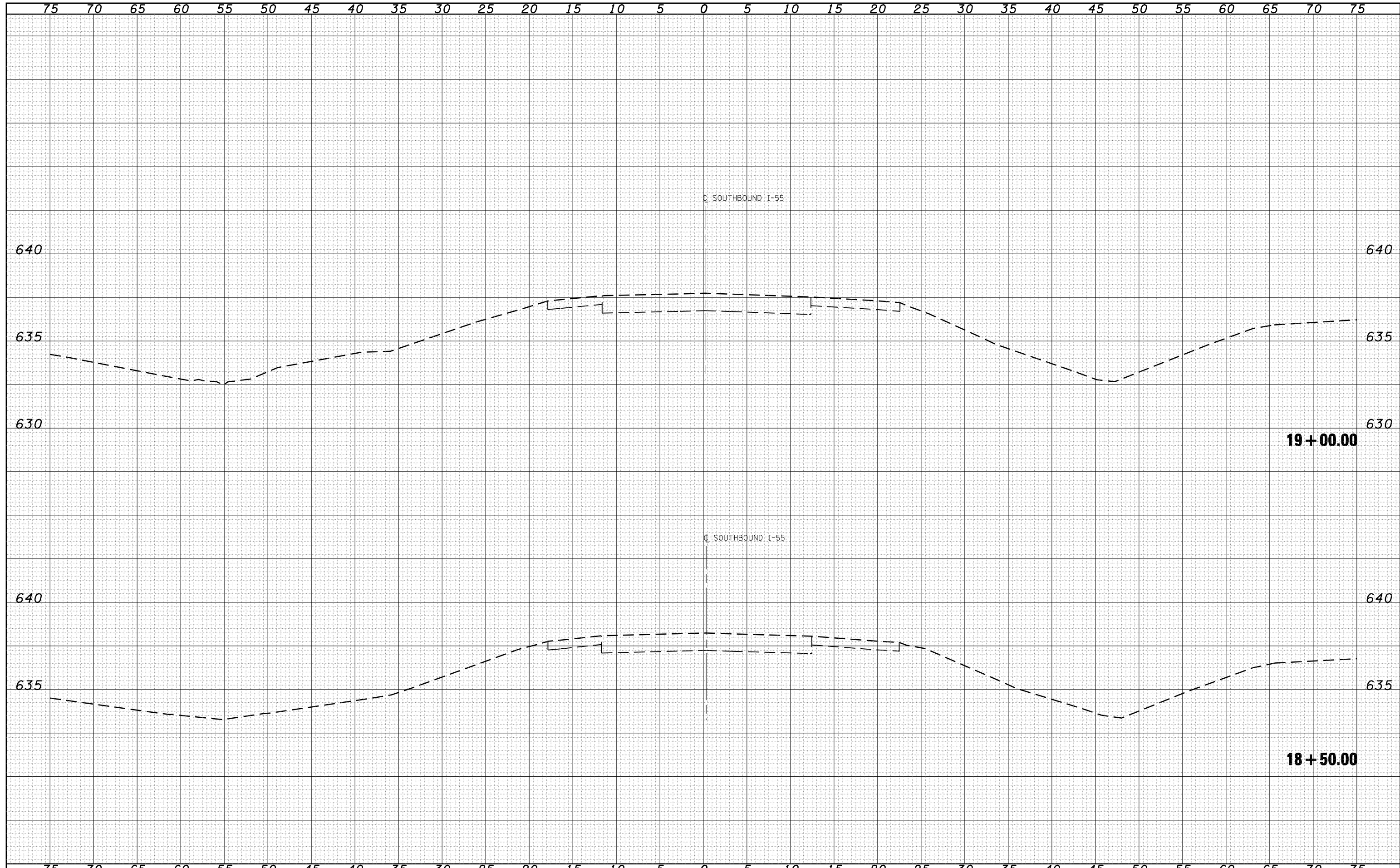
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				SCALE:	SHEET NO. 24 OF 40 SHEETS	STA. 40+00.00	TO STA. 40+50.00					

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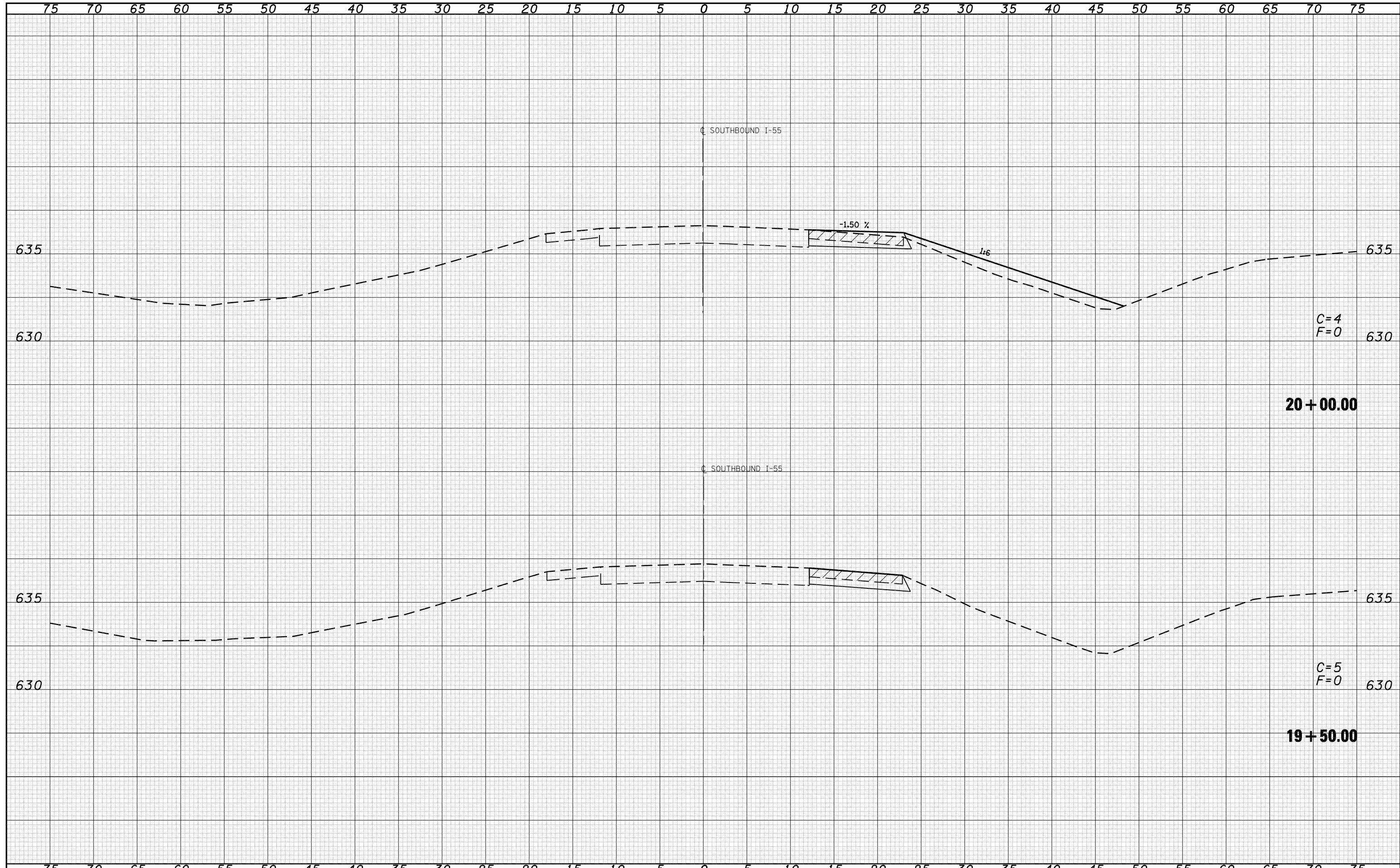
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				SCALE:	SHEET NO. 25 OF 40 SHEETS	STA. 18+50.00	TO STA. 19+00.00					

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

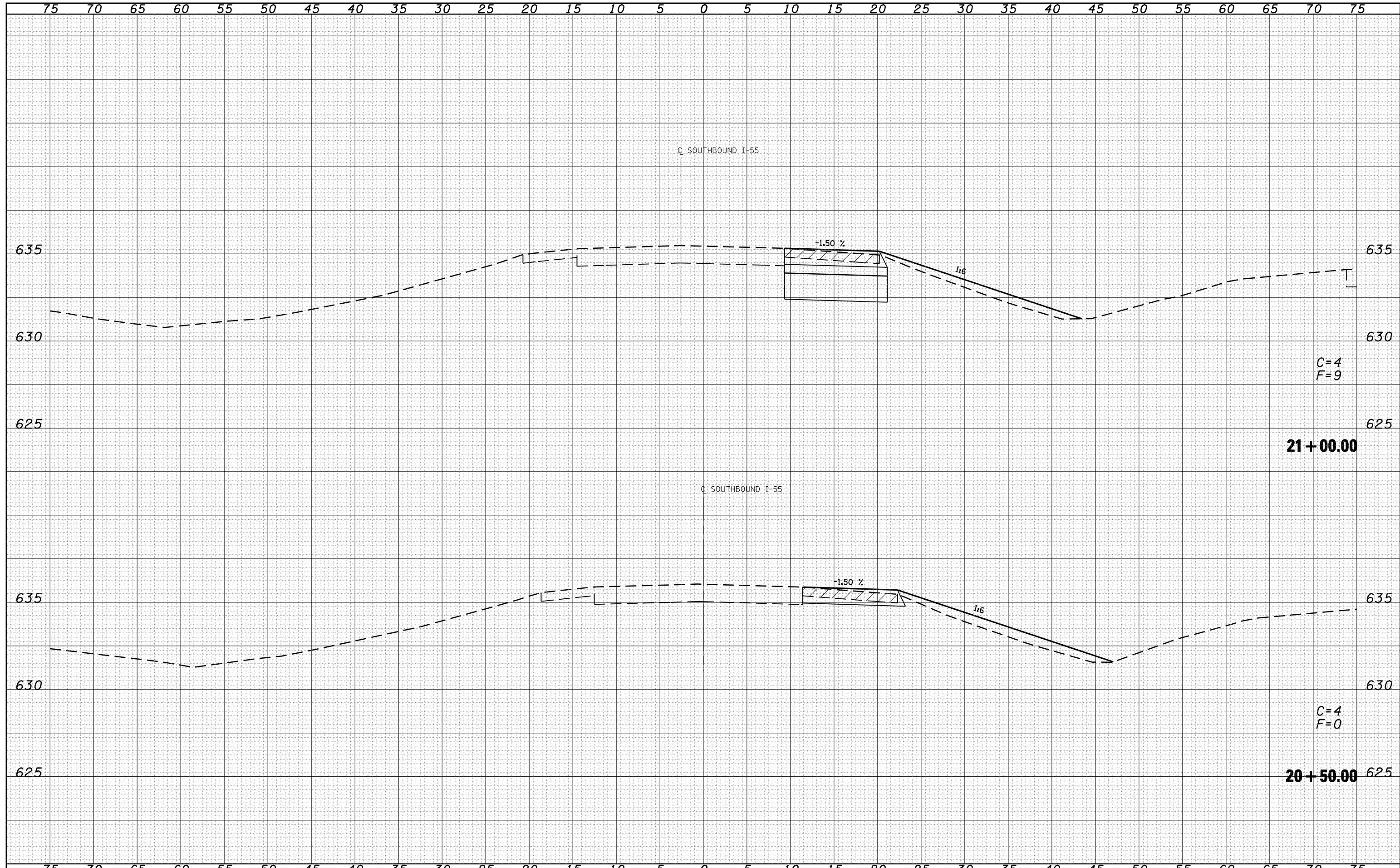
NORTH SOUTHBOUND CROSSOVER

SCALE: SHEET NO. 26 OF 40 SHEETS STA. 19+50.00 TO STA. 20+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	68-4B-1 & 111BR	MONTGOMERY	145	92
•	FAI 55 & FAS 1769		CONTRACT NO. 72A63	
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

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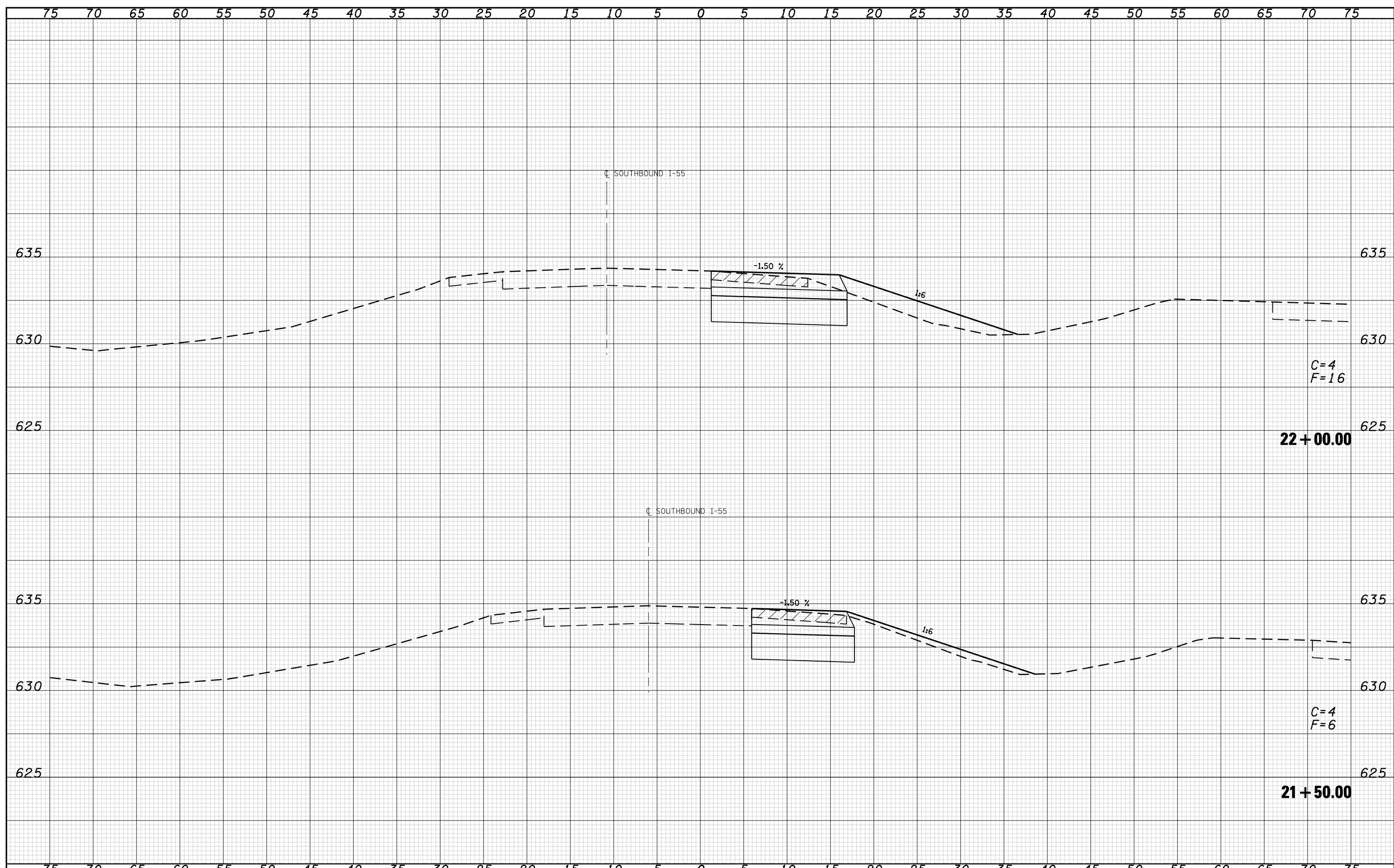
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c:\pwork\pwork\LAUGHLINRL\0110282\sbnl.xsh	sheets.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO. 27 OF 40 SHEETS	STA. 20+50.00	TO STA. 21+00.00	68-4B-1 & 111BR	MONTGOMERY	145	93	
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	PLOT DATE = Dec-03-2008 07:36:48AM	DATE -	REVISED -						FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

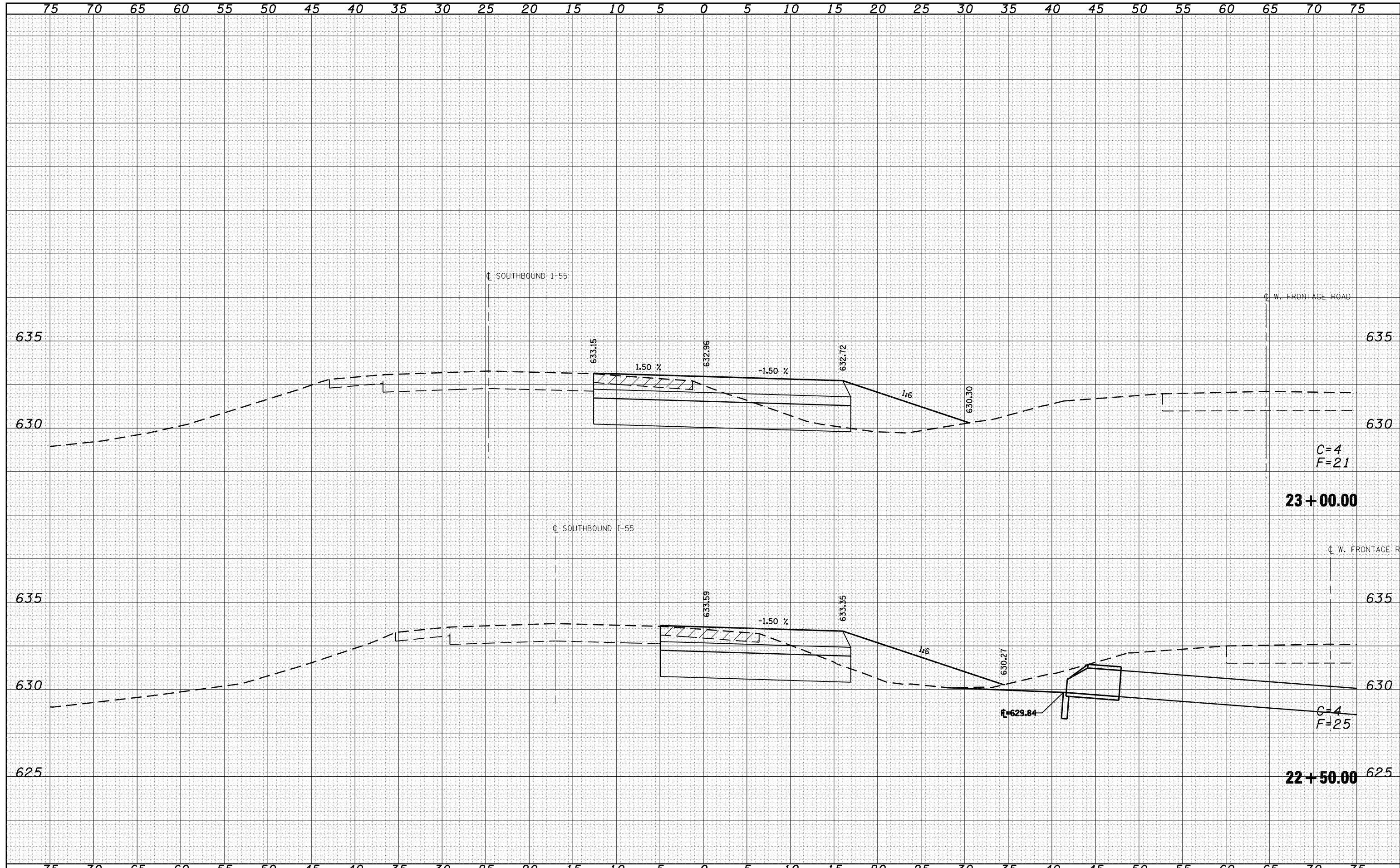
NORTH SOUTHBOUND CROSSOVER

SCALE: SHEET NO. 28 OF 40 SHEETS STA. 21+50.00 TO STA. 22+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	68-4B-1 & 111BR	MONTGOMERY	145	94
•	FAI 55 & FAS 1769			CONTRACT NO. 72A63
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

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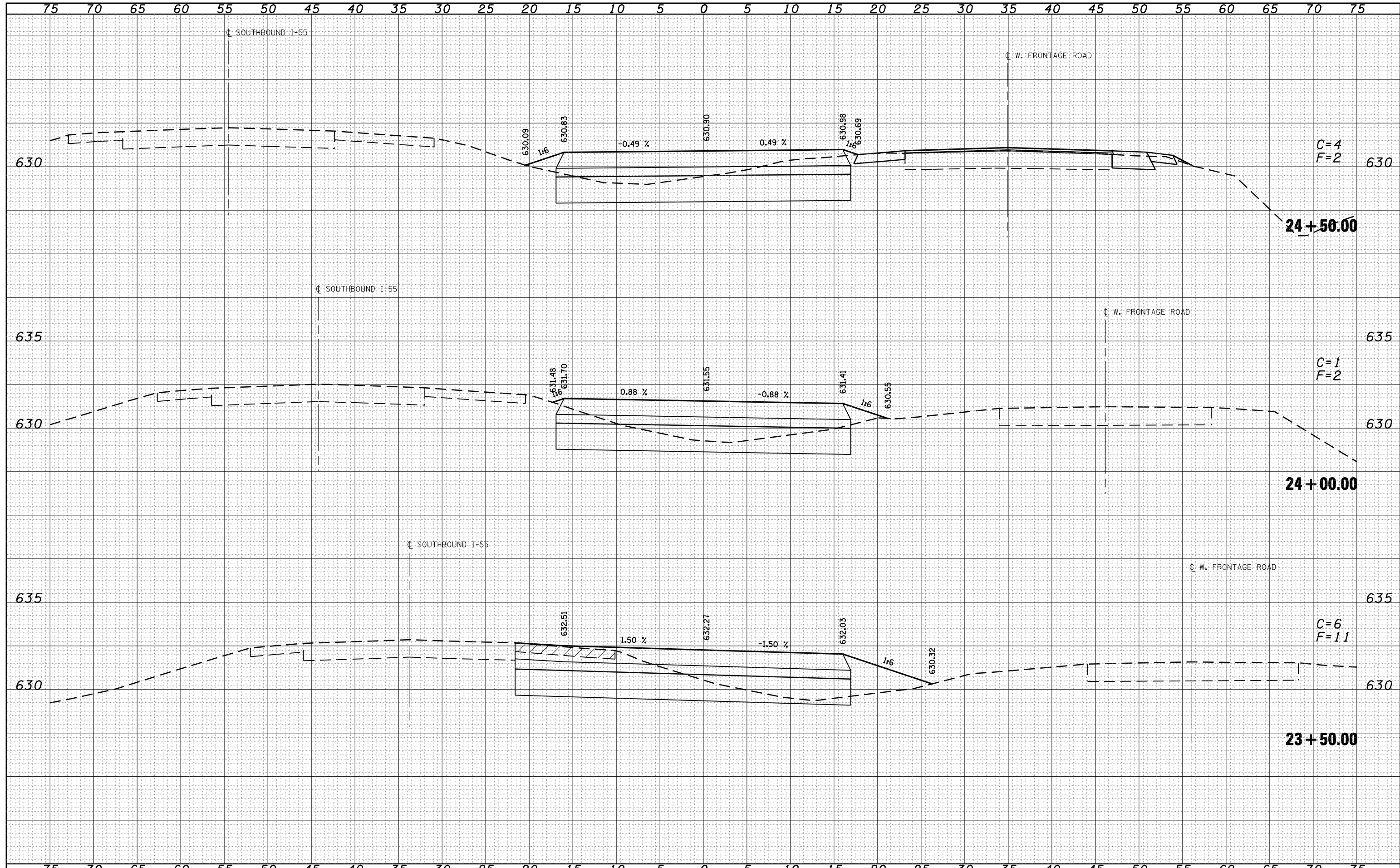
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FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NORTH SOUTHBOUND CROSSOVER			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw\work\PWIDOT\LAUGHLINRL\0110282\sbnl.xsh	sheets.dgn	DRAWN -	REVISIED -		SCALE:	SHEET NO. 29 OF 40 SHEETS	STA. 22+50.00	TO STA. 23+00.00	68-4B-1 & 111BR	MONTGOMERY	145	95	
	PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISIED -						FAI 55 & FAS 1769				
	PLOT DATE = Dec-03-2008 07:36:52AM	DATE -	REVISIED -						ILLINOIS FED. AID PROJECT				

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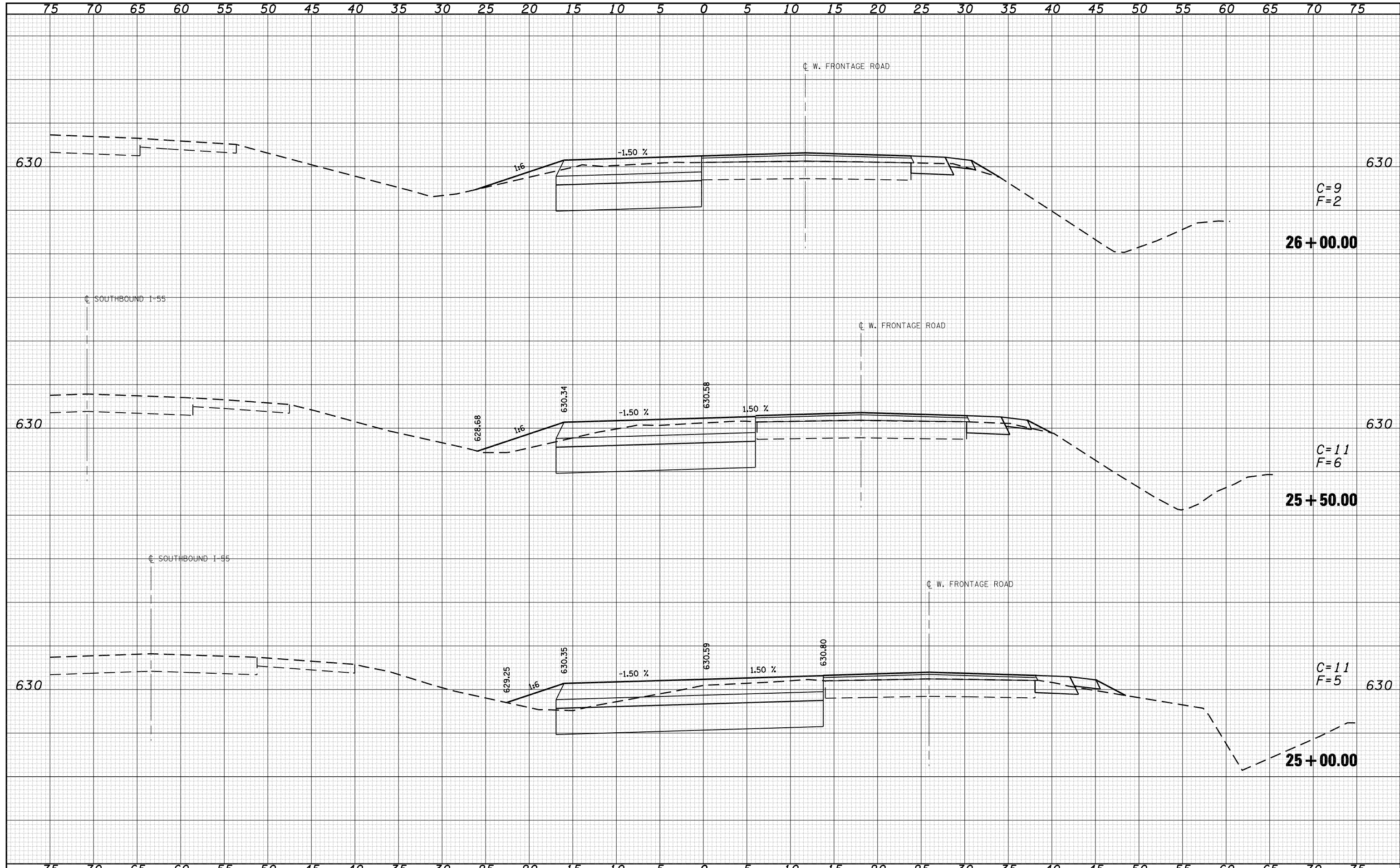
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FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NORTH SOUTHBOUND CROSSOVER			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\PWIDOT\LAUGHLINR1\0110282\sbnl.xsheet.dgn		DRAWN -	REVISED -		• 68-4B-1 & 111BR	MONTGOMERY	145	96				
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PLOT DATE = Dec-03-2008 07:36:54AM		DATE -	REVISED -		FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT					
				SCALE:	SHEET NO. 30 OF 40 SHEETS	STA. 23+50.00	TO STA. 24+50.00					

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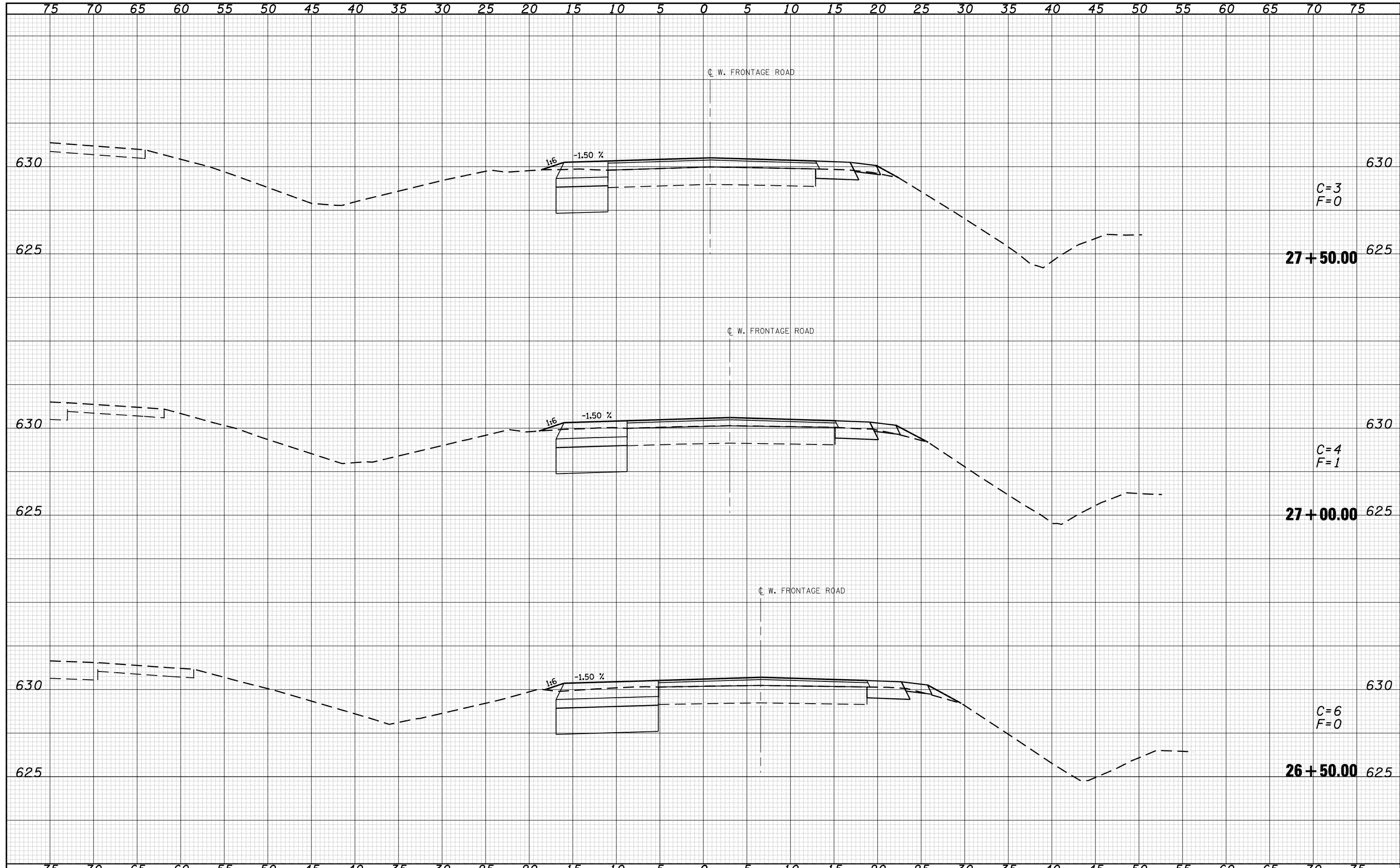
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FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NORTH SOUTHBOUND CROSSOVER		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\PWIDOT\LAUGHLINRL\d0110282\sbnl.xse\sheets.dgn	DRAWN -	REVISD -	•				68-4B-1 & 111BR	MONTGOMERY	145	97	
PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISD -	•		FAI 55 & FAS 1769	CONTRACT NO. 72A63					
PLOT DATE = Dec-03-2008 07:36:56AM	DATE -	REVISD -	FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT					
					SCALE:	SHEET NO. 31 OF 40 SHEETS	STA. 25+00.00	TO STA. 26+00.00			

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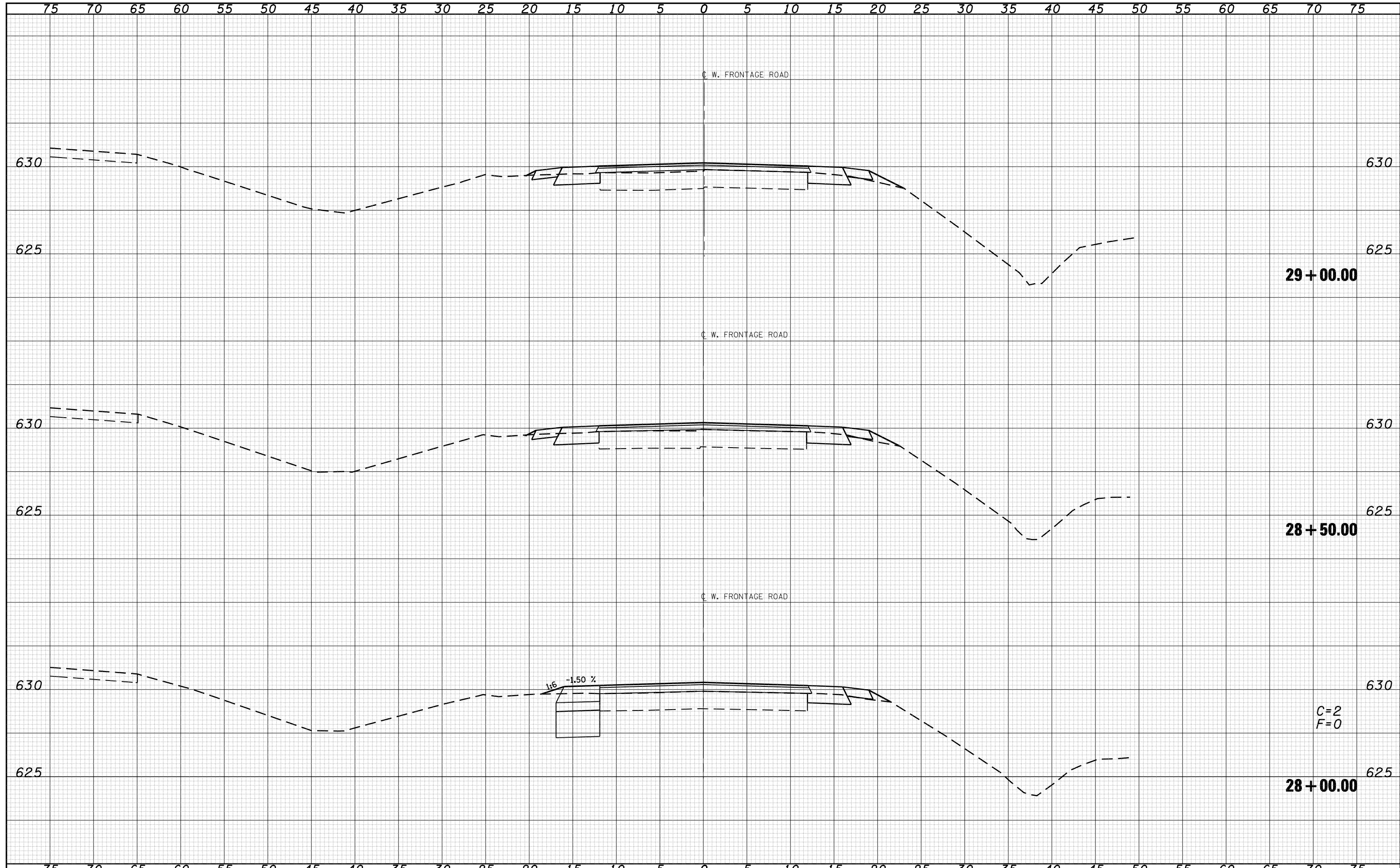
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FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NORTH SOUTHBOUND CROSSOVER			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pw\work\PWIDOT\LAUGHLINRL\d0110282\sbnl.xse	sheets.dgn	DRAWN -	REVISED -		•	68-4B-1 & 111BR	MONTGOMERY	145	98			
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PLOT DATE = Dec-03-2008 07:36:58AM	DATE -	REVISED -	REVISED -		FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT					
				SCALE:	SHEET NO. 32 OF 40 SHEETS	STA. 26+50.00	TO STA. 27+50.00					

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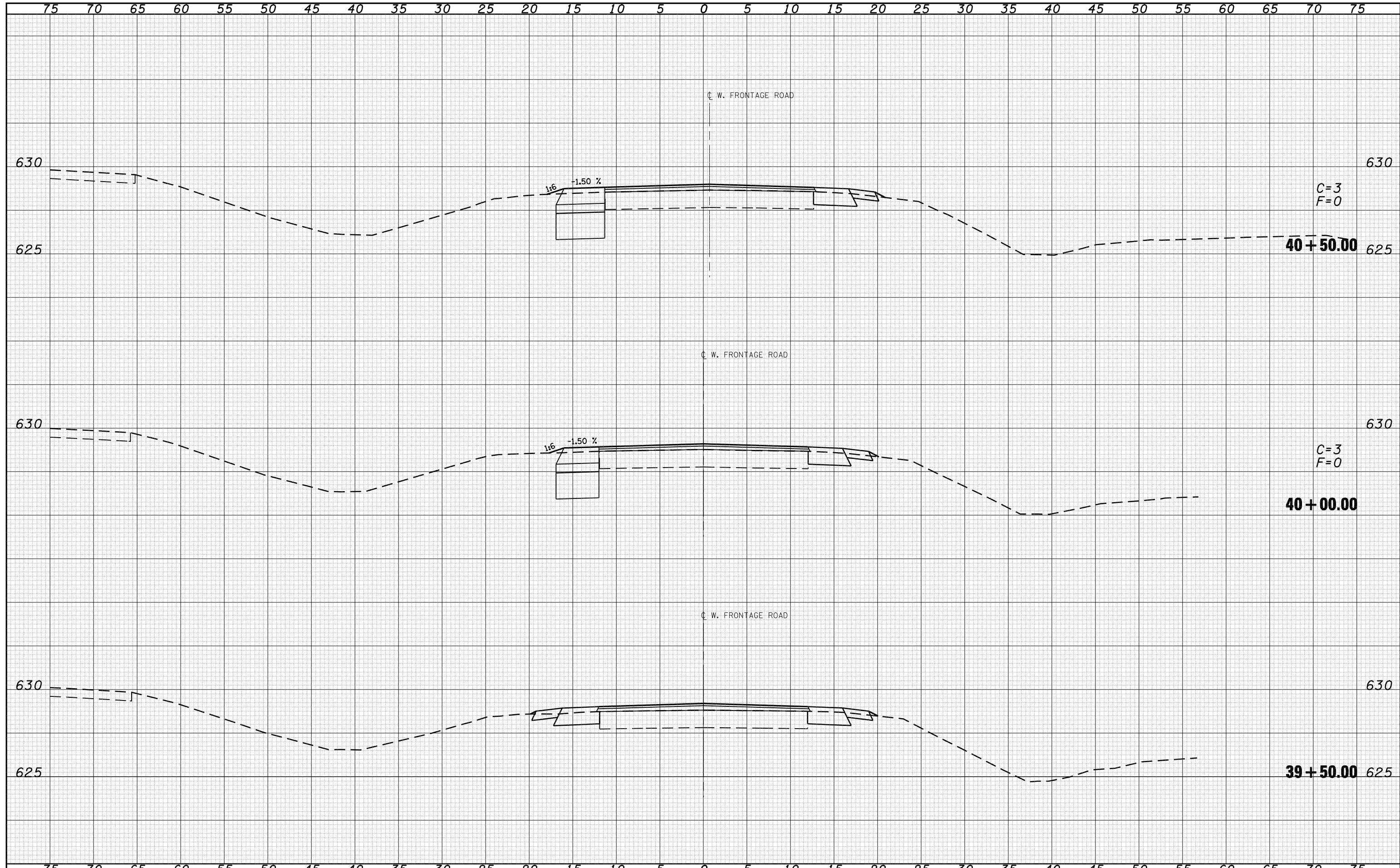
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FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NORTH SOUTHBOUND CROSSOVER			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\PWIDOT\LAUGHLINRL\d0110282\sbnl.xsh	sheets.dgn	DRAWN -	REVISED -		•	68-4B-1 & 111BR	MONTGOMERY	145	99			
PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -	REVISED -		•	FAI 55 & FAS 1769	CONTRACT NO.	72A63				
PLOT DATE = Dec-03-2008 07:37:00AM	DATE -	REVISED -	REVISED -		FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT						
				SCALE:	SHEET NO. 33 OF 40 SHEETS	STA. 28+00.00	TO STA. 29+00.00					

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ORIGINAL SURVEY	SURVEYED
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FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH SOUTHBOUND CROSSOVER			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\PWIDOT\LAUGHLINRL\d0110282\absl.xsec\sheeta.dgn		DRAWN -	REVISED -		•	68-4B-1 & 111BR	MONTGOMERY	145	100			
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PLOT DATE = Dec-03-2008 07:37:02AM		DATE -	REVISED -		FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT					
				SCALE:	SHEET NO. 34 OF 40 SHEETS	STA. 39+50.00	TO STA. 40+50.00					