

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

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| | DRAWN - | REVISED - |
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| PLOT DATE = 10/18/2019 | DATE - | REVISED - |

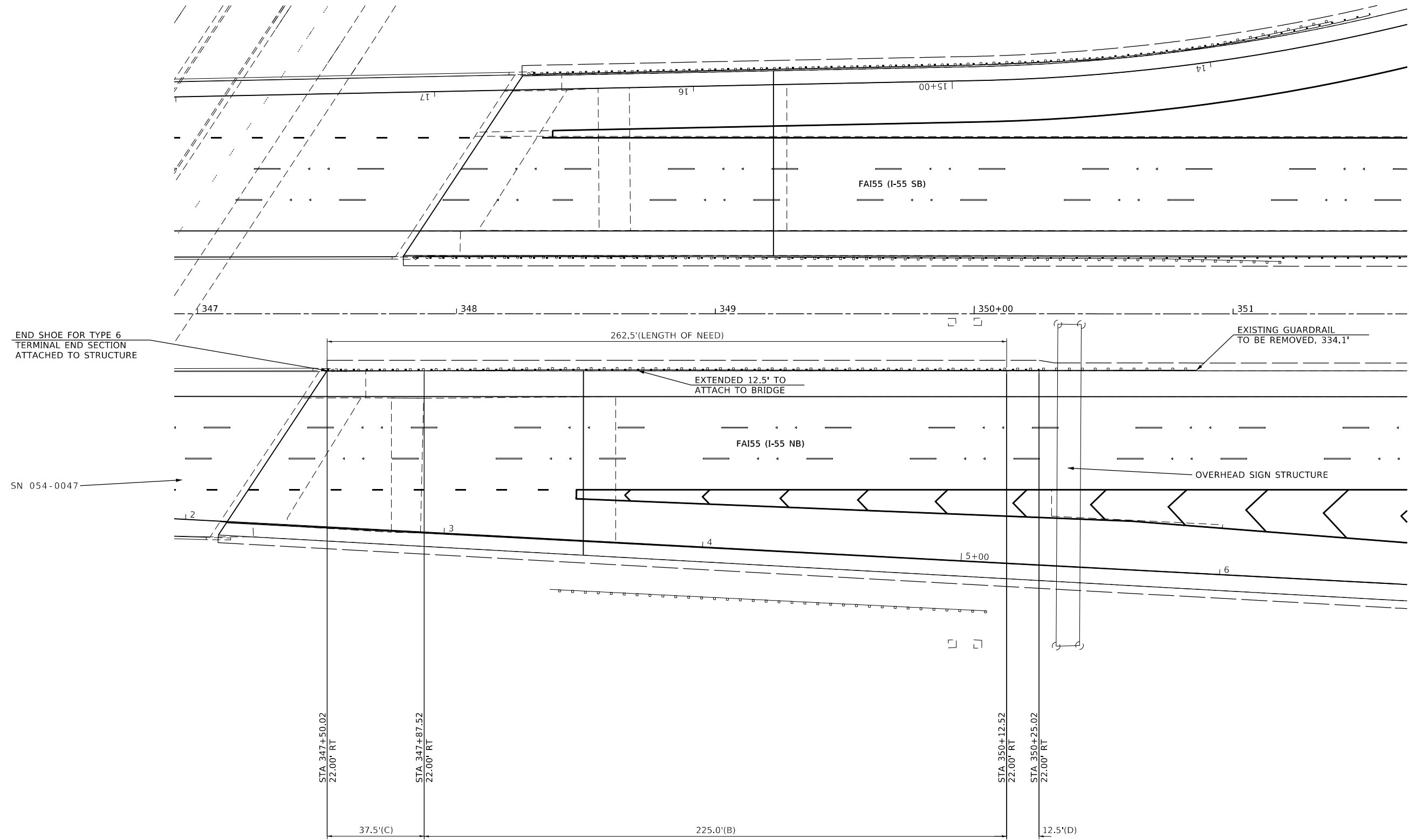
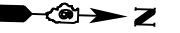
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

GUARDRAIL DETAILS

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

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|---------------------------|---------|--------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | * | LOGAN | 146 | 101 |
| CONTRACT NO. 72G57 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

* (54-3 RS-2, 23 RS-5) BR



(A)=PAY LIMITS FOR TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL), TANGENT
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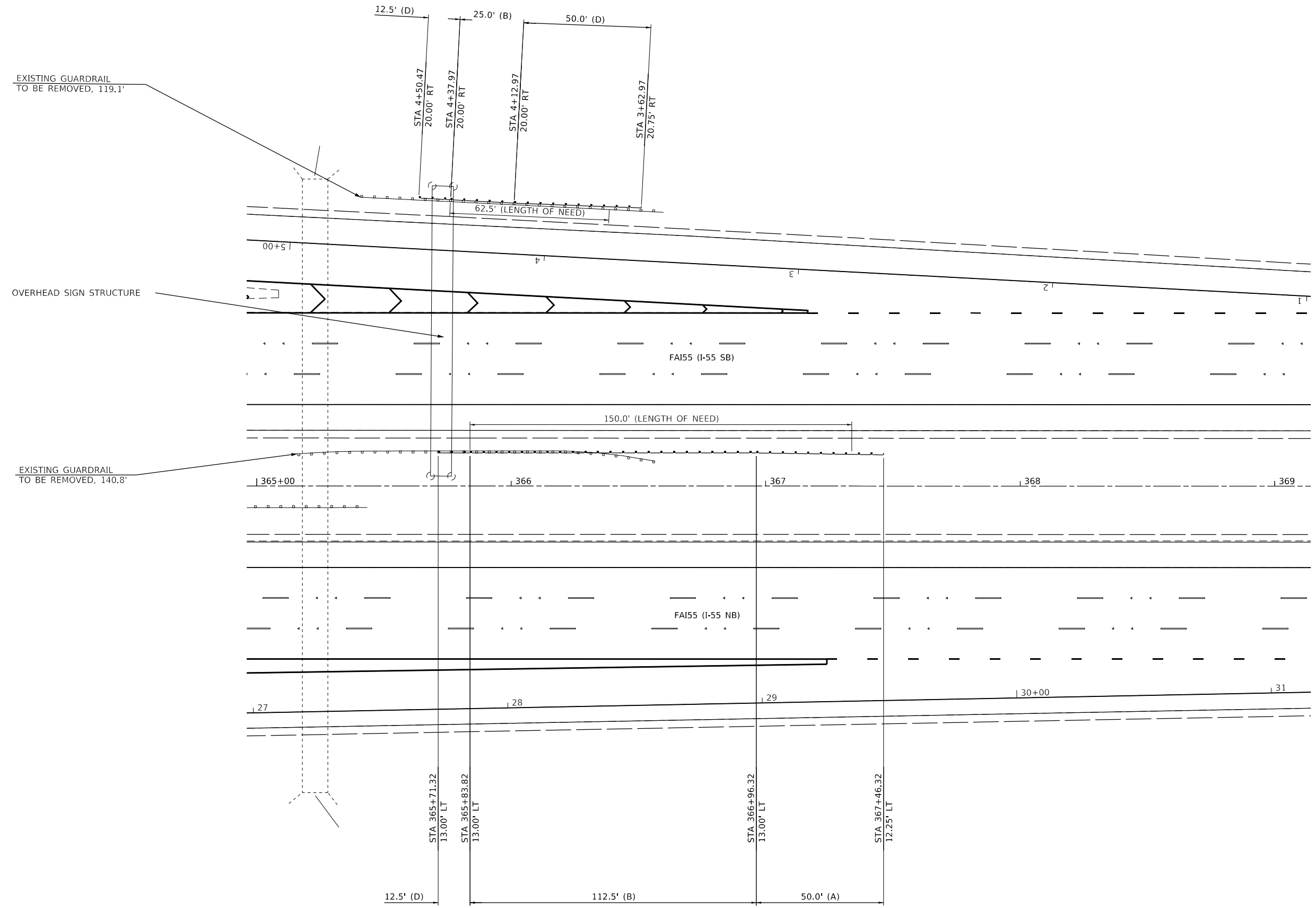
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

| | | | | | | | |
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| SCALE: | | SHEET | | OF SHEETS | | STA. | TO STA. |
| | | 55 | | * | | | |

GUARDRAIL DETAILS

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | * | LOGAN | 146 | 106 |
| CONTRACT NO. 72G57 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

* (54-3 RS-2, 23 RS-5) BR



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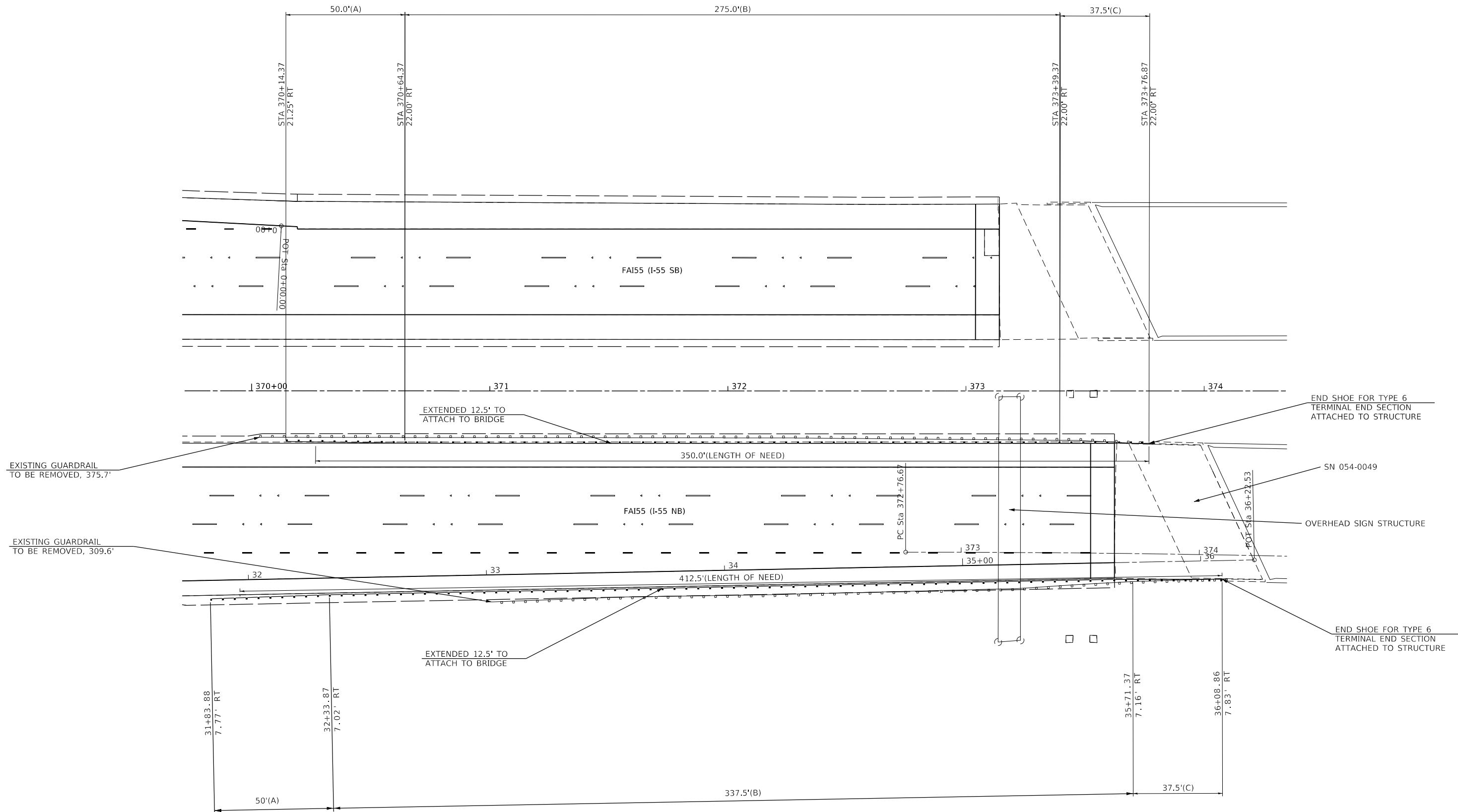
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| PLOT SCALE = 40.0000' / in. | CHECKED - | REVISED - |
| PLOT DATE = 10/18/2019 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | |
|--------------------------|------------------------------|
| GUARDRAIL DETAILS | |
| SCALE: | SHEET OF SHEETS STA. TO STA. |

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|---------------------------|---------|--------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
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| CONTRACT NO. 72G57 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

* (54-3 RS-2, 23 RS-5) BR



(A)=PAY LIMITS FOR TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL), TANGENT
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 (C)=PAY LIMITS FOR TRAFFIC BARRIER TERMINAL, TYPE 6
 (D)=PAY LIMITS FOR TRAFFIC BARRIER TERMINAL, TYPE 2

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 OFFICE: I-55 SB NB
 DATE: 10/18/2019

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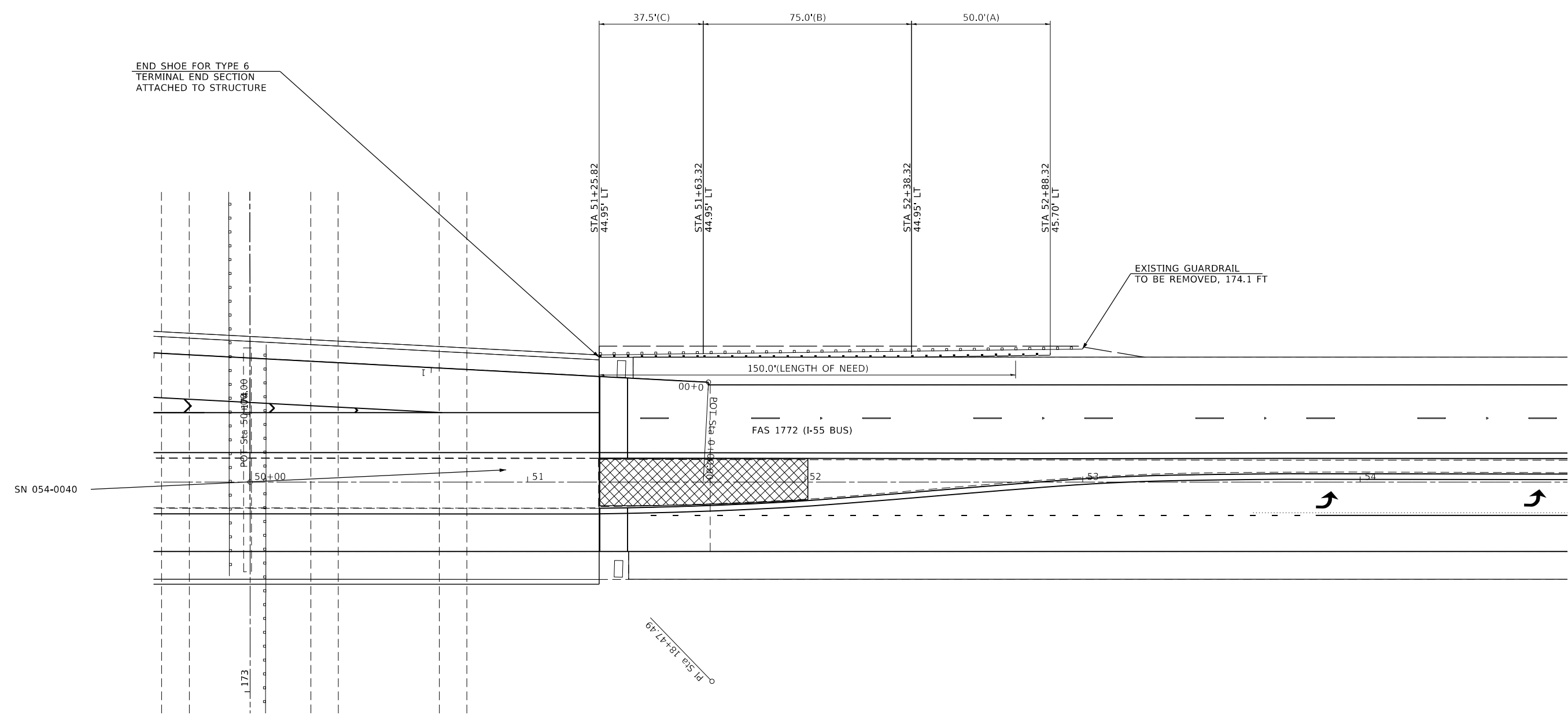
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

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| CONTRACT NO. 72G57 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

* (54-3 RS-2, 23 RS-5) BR



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 ILLINOIS STATE ROADWAY DESIGN CENTER
 PROJECT: I-55 BUS
 SHEET: 173

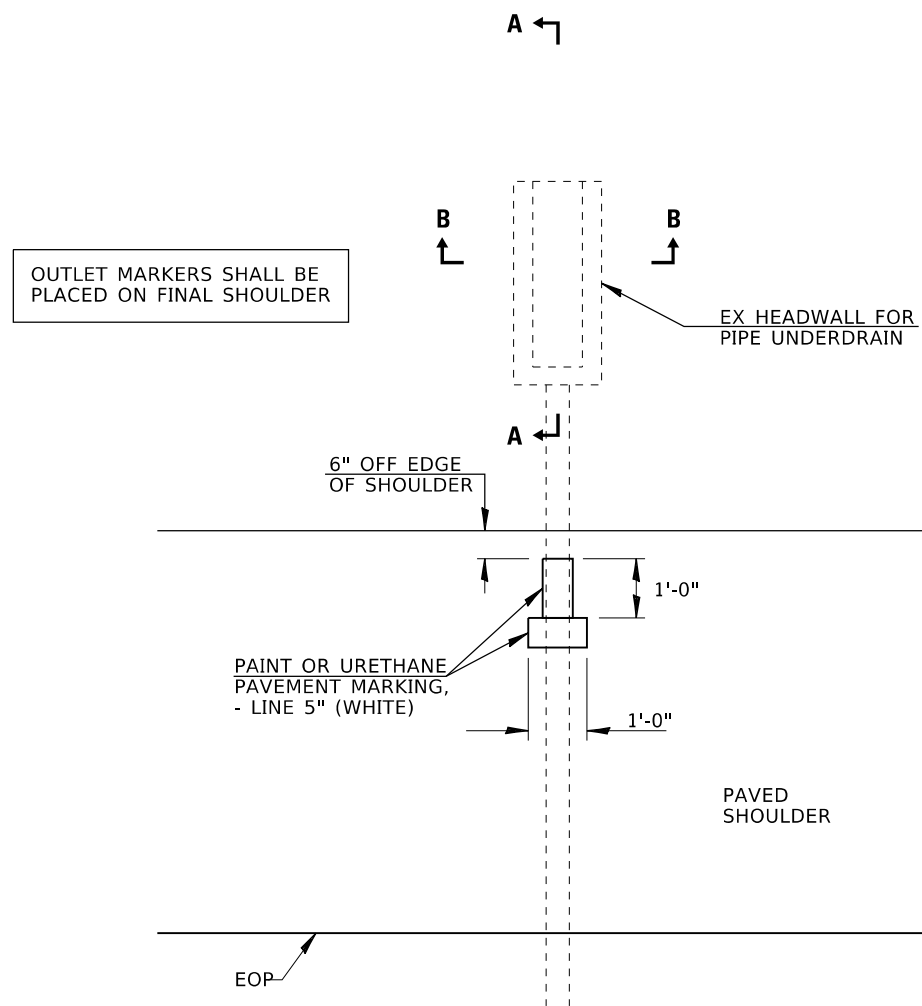
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| | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

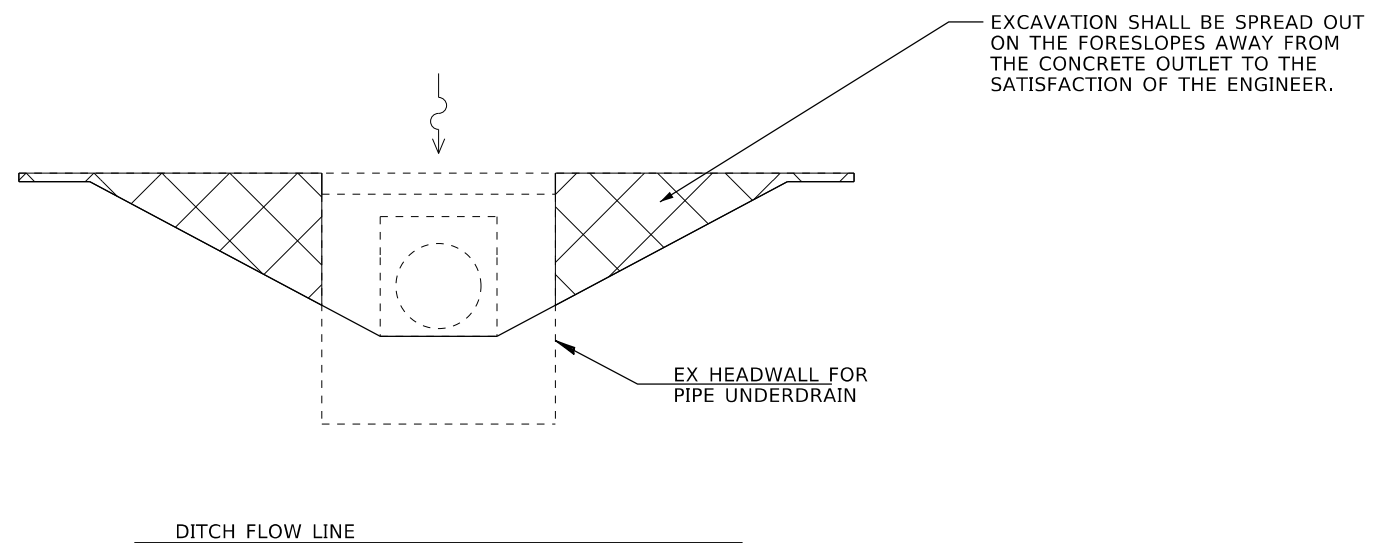
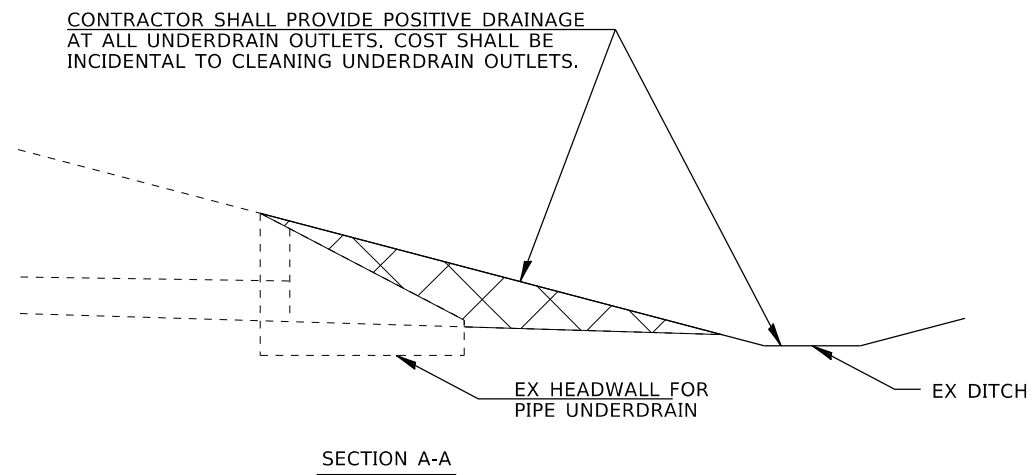
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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | * | LOGAN | 146 | 110 |
| CONTRACT NO. 72G57 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

* (54-3 RS-2, 23 RS-5) BR



TYPICAL PIPE UNDERDRAIN MARKER DETAIL



SECTION B-B

MODEL: Default
 FILE: Model: PipeUnderdrain.dwg
 PROJECT: 72G57
 SHEET: 112
 DATE: 10/18/2019

| | | |
|------------------------------|------------|-----------|
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| | DRAWN - | REVISED - |
| PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - |
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

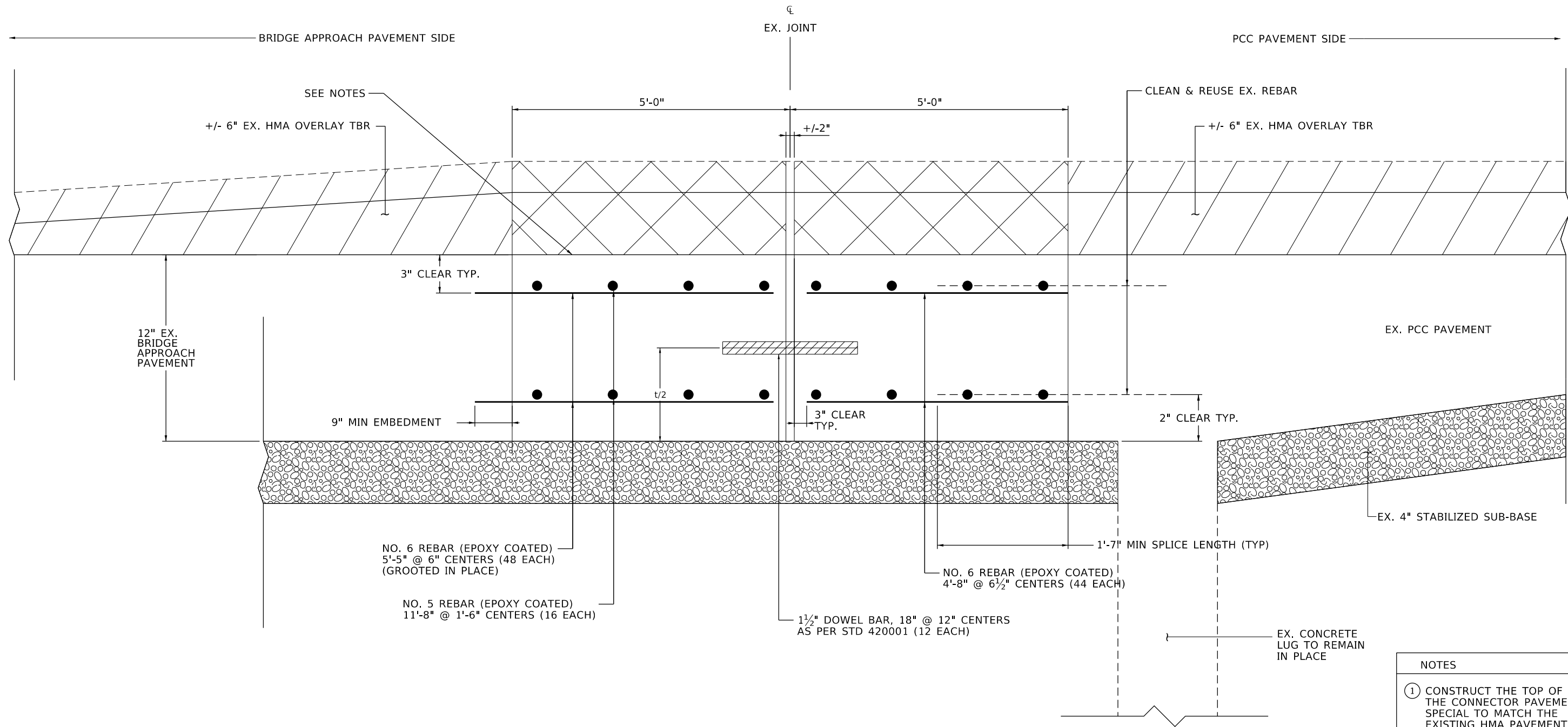
DISTRICT DETAILS
PIPE UNDERDRAIN MARKER

SCALE: SHEET OF SHEETS STA. TO STA.

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|--------|---------------------------|-----------|
| 55 | * | LOGAN | 146 | 112 |
| CONTRACT NO. 72G57 | | | ILLINOIS FED. AID PROJECT | |

* (54-3 RS-2, 23 RS-5) BR

BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL)



NO. 6 REBAR (EPOXY COATED)
5'-5" @ 6" CENTERS (48 EACH)
(GROOTED IN PLACE)

NO. 5 REBAR (EPOXY COATED)
11'-8" @ 1'-6" CENTERS (16 EACH)

NO. 6 REBAR (EPOXY COATED)
4'-8" @ 6 1/2" CENTERS (44 EACH)

1 1/2" DOWEL BAR, 18" @ 12" CENTERS
AS PER STD 420001 (12 EACH)

- NOTES
- 1 CONSTRUCT THE TOP OF THE CONNECTOR PAVEMENT SPECIAL TO MATCH THE EXISTING HMA PAVEMENT ELEVATION
 - 2 THE CROSS HATCHED AREA DESIGNATES THE PORTION OF THE PCC CONNECTOR PAVEMENT SPECIAL PATCH THAT WILL BE REMOVED DURING HMA SURFACE REMOVAL OPERATIONS
 - 3 SEE "POLYMER CONCRETE NOSING" FOR THE FINAL JOINT DETAIL WITH THE SMA OVERLAY IN PLACE.
 - 4 SEE THE PLAN SCHEDULES FOR THE PROPOSED IMPROVEMENT LOCATIONS.

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| PLOT DATE = 10/18/2019 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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|---------------------------|---------|--------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
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| CONTRACT NO. 72G57 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

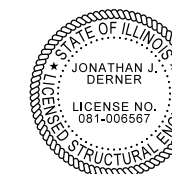
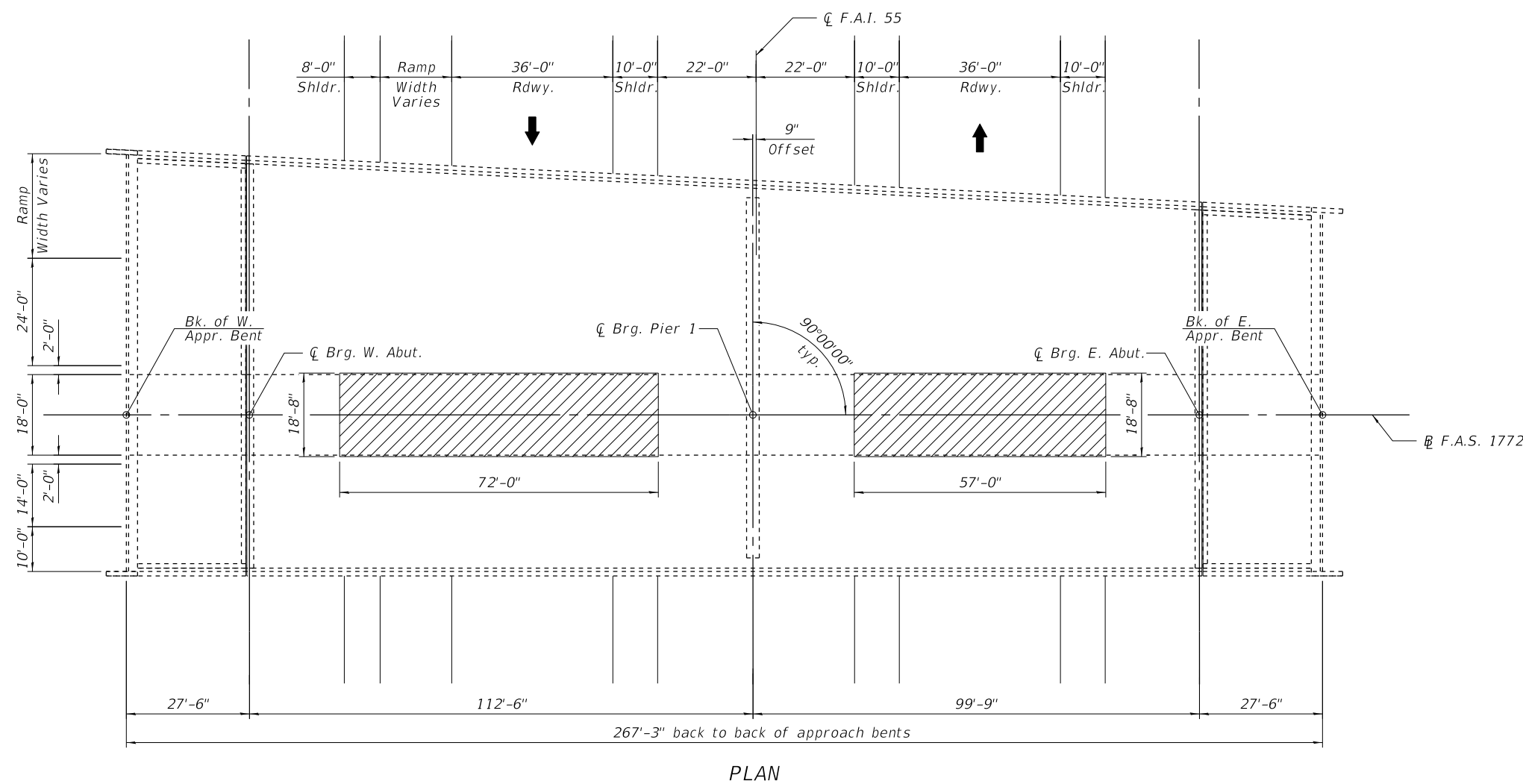
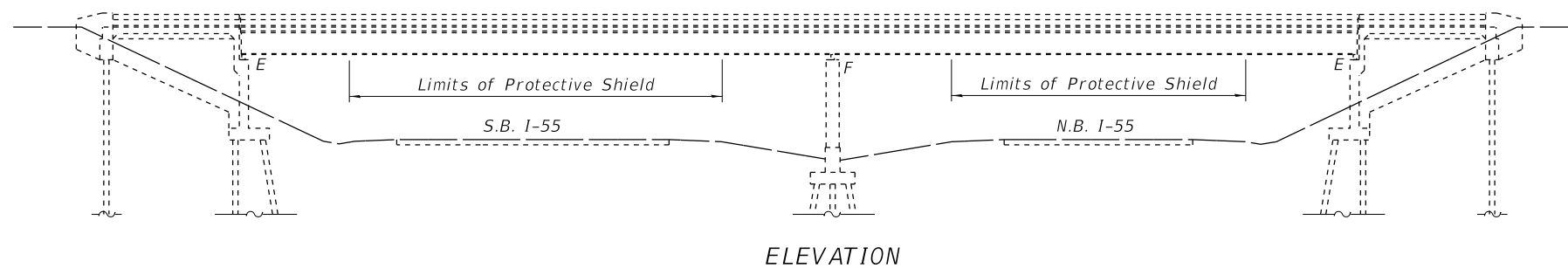
* (54-3 RS-2, 23 RS-5) BR

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Partial Depth Median Repairs
4. West Abutment Repair Details
5. East Abutment Repair Details
6. Pier Repair Details

SCOPE OF WORK

1. Replace preformed joint seals
2. Structural repair of concrete on abutments, pier and raised median.
3. Install a protective coat on parapets.
4. Raise pier crash wall.
5. Remove and replace a portion of slopewall.



Jon Derner 11-27-2019
Expires 11/30/2020

LEGEND:

Indicates location of Protective Shield

GENERAL PLAN AND ELEVATION
BL-55 OVER I-55
F.A.S. 1772
SECTION (54-3 RS-2, 23 RS-5) BR
LOGAN COUNTY
STRUCTURE NO. 054-0040

MODEL: Default
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 6 SHEETS

| F.A.J. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------------------|--------|--------------------|-----------|
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| ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 72G57 | |

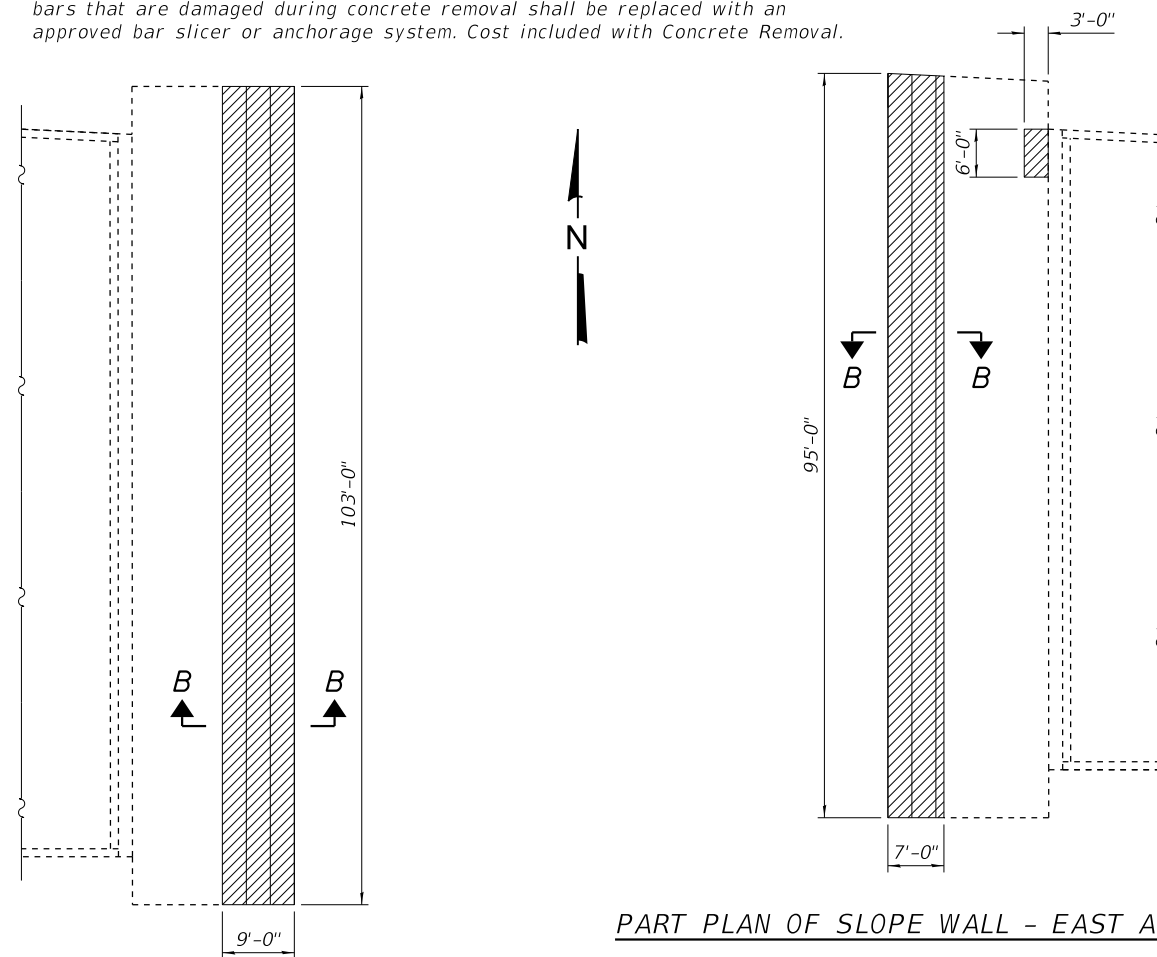
GENERAL NOTES

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.

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

TOTAL BILL OF MATERIAL

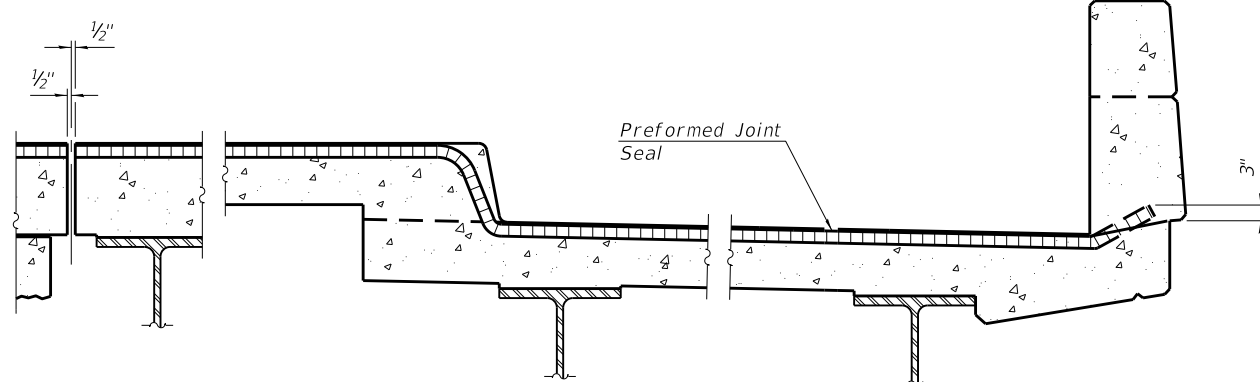
| ITEM | UNIT | SUPER | SUB | TOTAL |
|--|---------|-------|-------|-------|
| Slope Wall Removal | Sq. Yd. | | 179 | 179 |
| Protective Shield | Sq. Yd. | 268 | | 268 |
| Concrete Structures | Cu. Yd. | | 16.5 | 16.5 |
| Reinforcement Bars, Epoxy Coated | Pound | | 1,590 | 1,590 |
| Slope Wall 4 Inch | Sq. Yd. | | 179 | 179 |
| Preformed Joint Seal, 2 3/4" | Foot | 177.5 | | 177.5 |
| Surface Filler (Special) | Gallon | 5 | | 5 |
| Protective Coat (Special) | Sq. Yd. | 396 | | 396 |
| Structural Repair of Concrete (Depth Equal to or Less than 5 Inches) | Sq. Ft. | | 262 | 262 |
| Deck Slab Repair (Partial) | Sq. Yd. | 85.9 | | 85.9 |



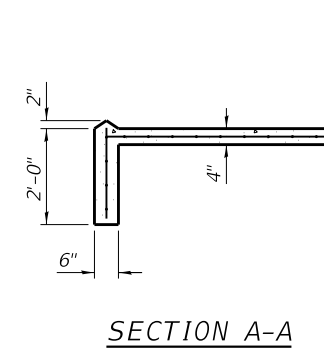
PART PLAN OF SLOPE WALL - EAST ABUTMENT

PART PLAN OF SLOPE WALL - WEST ABUTMENT

Notes:
 Slopewall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.
 Match existing grades at limits of removal.



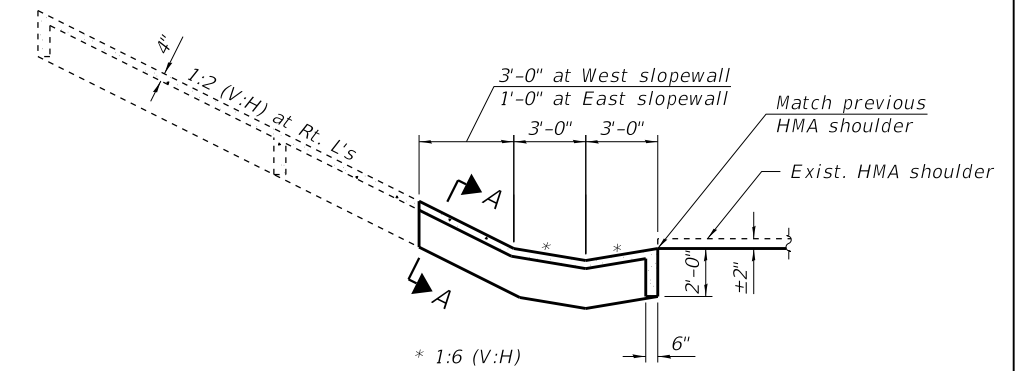
TYPICAL END OF SEALER TREATMENT



SECTION A-A

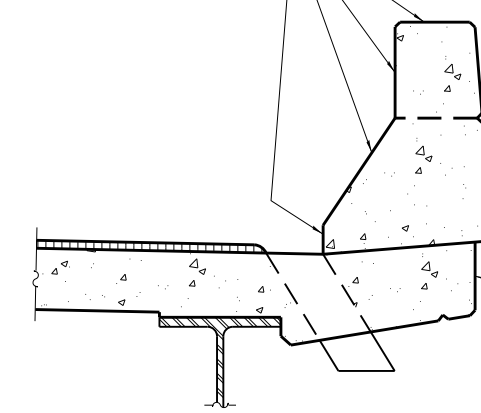
LEGEND:

Indicates area of Slope Wall Removal and Slope Wall 4 inch.



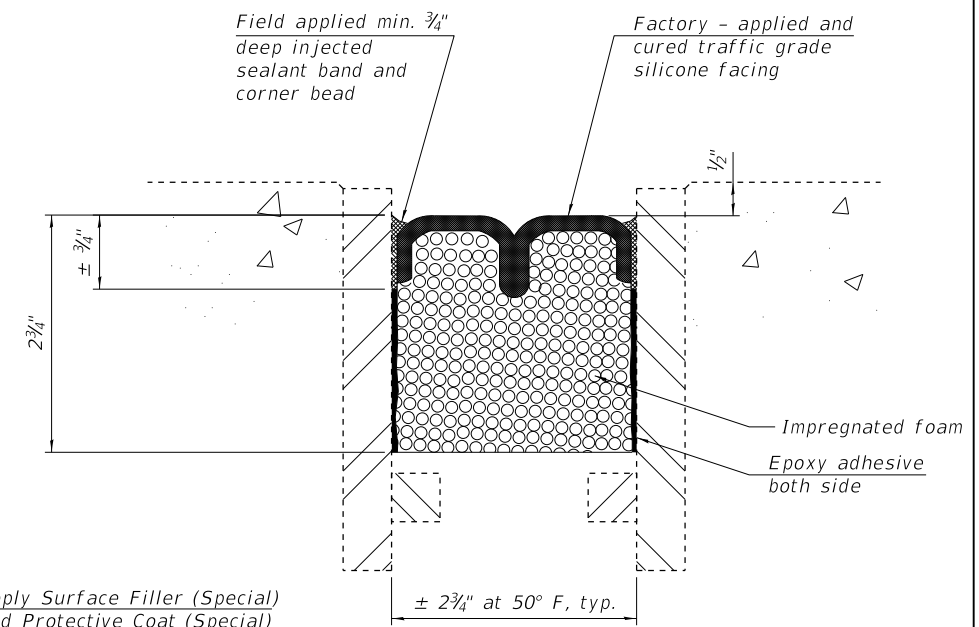
SECTION B-B

Apply Surface Filler (Special) and Protective Coat (Special) on bridge parapets and approach slab parapets



CURB SECTION

Note: Parapet on bridge shown, approach slab parapets similar.



PREFORMED JOINT SEAL DETAILS

Notes:
 Joint seals shall be preformed pre-compressed silicone coated self-expanding sealant system.
 The removal of the existing joint is included in the cost of the preformed joint seal.

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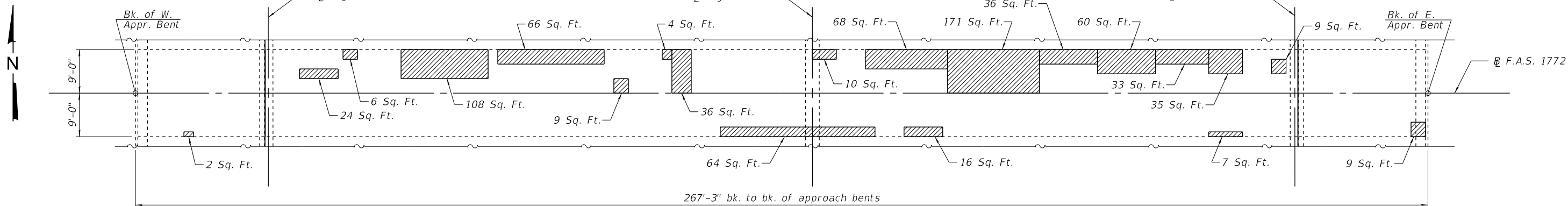
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| | CHECKED - MAC | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
 STRUCTURE NO. 054-0040**

SHEET 2 OF 6 SHEETS

| | | | | |
|---------------------------|-------------------------|--------|--------------|-----------|
| F.AJ RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | (54-3 RS-2, 23 RS-5) BR | LOGAN | 146 | 116 |
| CONTRACT NO. 72G57 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



PLAN OF MEDIAN

LEGEND:

Deck Slab Repair (Partial) 85.9 Sq. Yd.

Notes:
 The areas of Deck Slab Repairs are estimated.
 The actual size and location is to be determined by the Engineer. The depth of any partial depth patch shall not be deeper than 5".
 The Engineer will show actual patch locations on as-built plans.
 Deck survey September 16, 2019.

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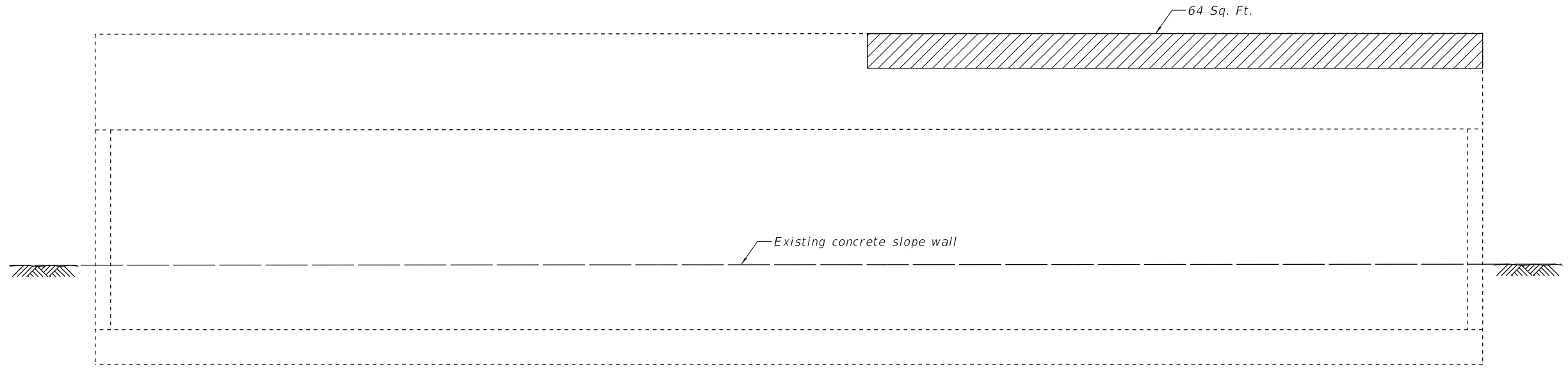
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

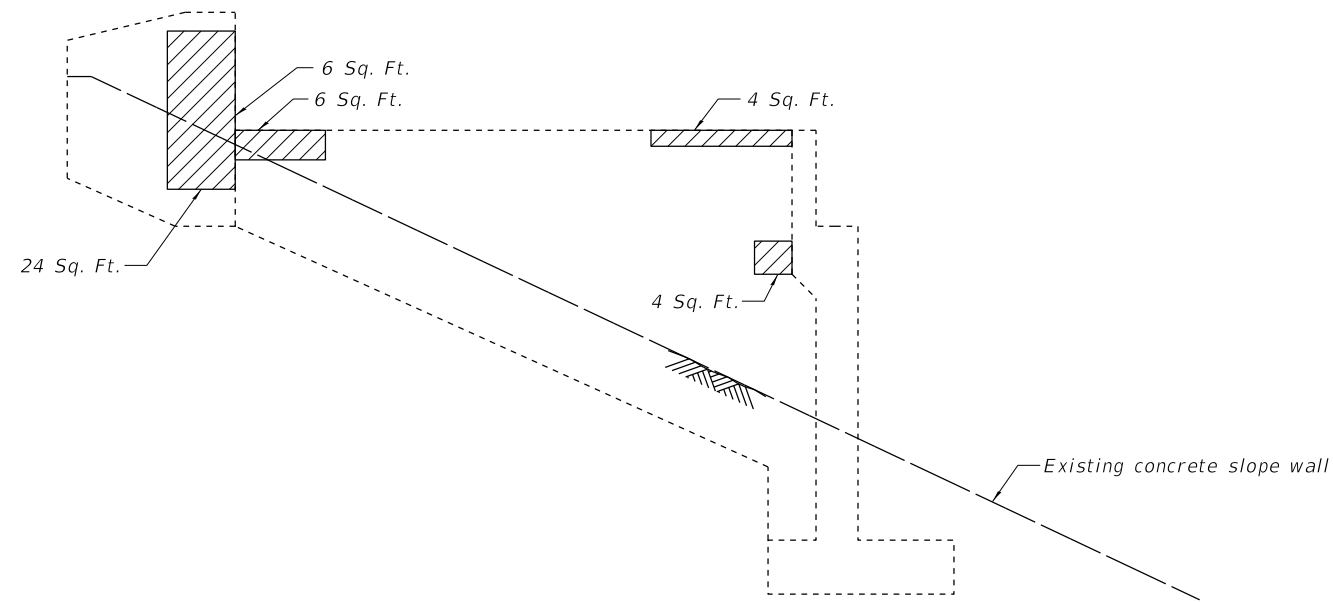
**PARTIAL DEPTH MEDIAN REPAIRS
 STRUCTURE NO. 054-0040**

SHEET 3 OF 6 SHEETS

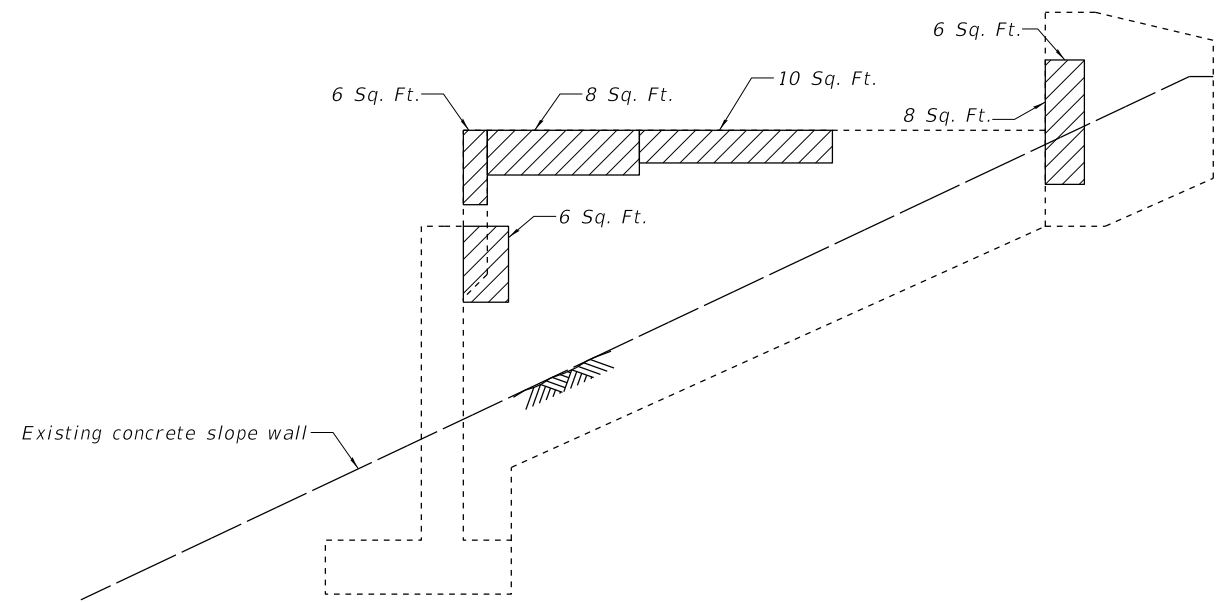
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| 55 | (54-3 RS-2, 23 RS-5) BR | LOGAN | 146 | 117 |
| CONTRACT NO. 72G57 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



FRONT ELEVATION
(Looking West)




SIDE ELEVATION
(Looking North)



SIDE ELEVATION
(Looking South)

LEGEND

 Structural Repair of Concrete
(Depth equal to less than 5 inches)

Note:
Cost for excavation and backfill areas projected below the existing grade is included in Structural Repair of Concrete (Depth Equal to or Less than 5 inches).

BILL OF MATERIAL

| ITEM | UNIT | TOTAL |
|--|---------|-------|
| Structural Repair of Concrete (Depth Equal to or Less than 5 inches) | Sq. Ft. | 152 |

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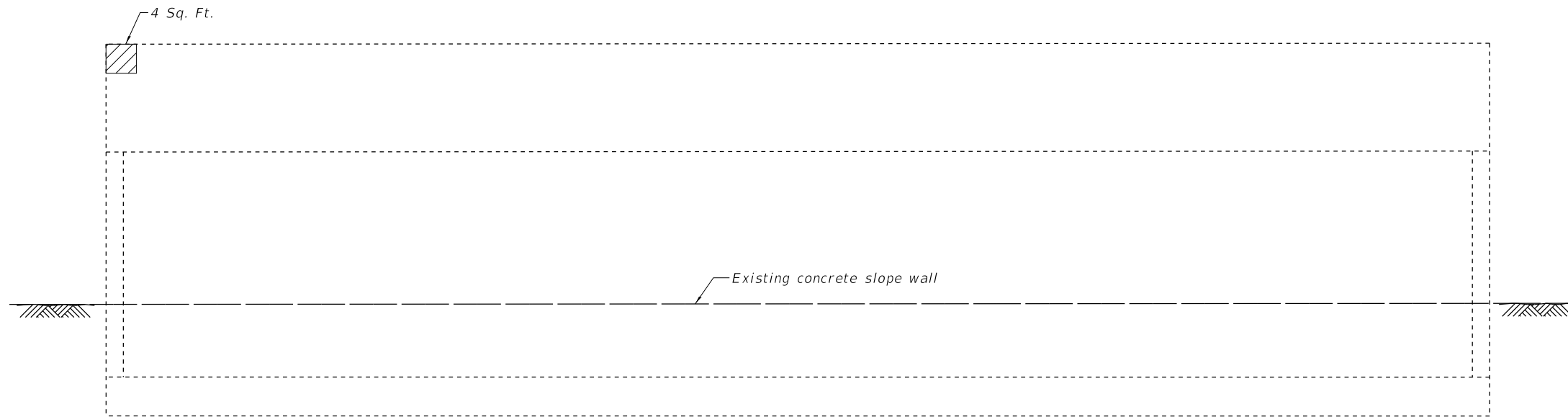
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

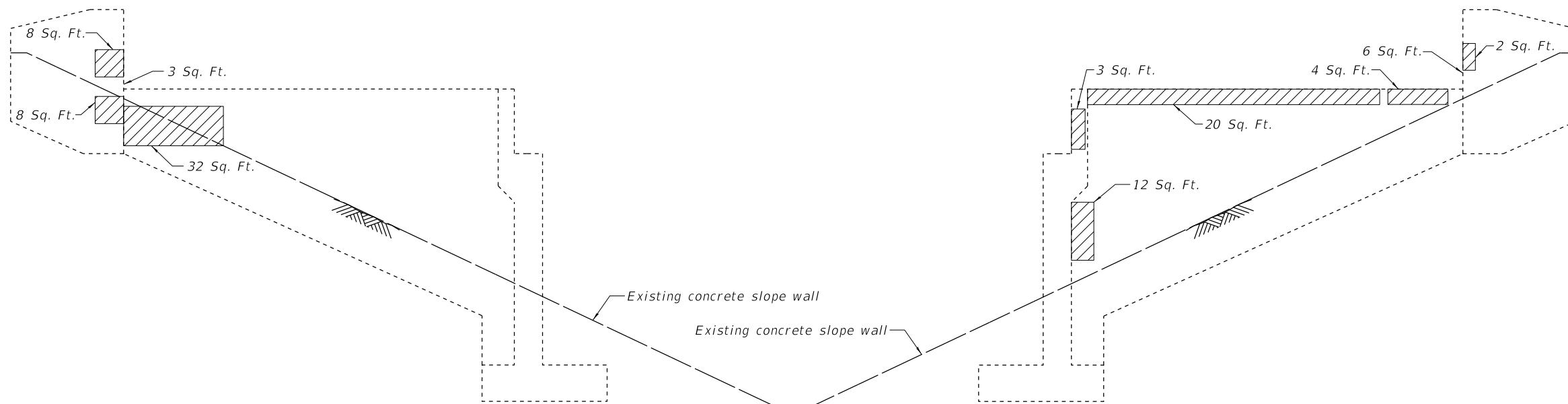
WEST ABUTMENT REPAIR DETAILS
STRUCTURE NO. 054-0040

SHEET 4 OF 6 SHEETS

| F.AJ RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
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| 55 | (54-3 RS-2, 23 RS-5) BR | LOGAN | 146 | 118 |
| CONTRACT NO. 72G57 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



FRONT ELEVATION
(Looking East)



SIDE ELEVATION
(Looking South)

SIDE ELEVATION
(Looking North)

LEGEND

 Structural Repair of Concrete
(Depth equal to less than 5 inches)

Note:
Cost for excavation and backfill areas projected below the existing grade is included in Structural Repair of Concrete (Depth Equal to or Less than 5 inches).

BILL OF MATERIAL

| ITEM | UNIT | TOTAL |
|--|---------|-------|
| Structural Repair of Concrete (Depth Equal to or Less than 5 inches) | Sq. Ft. | 102 |

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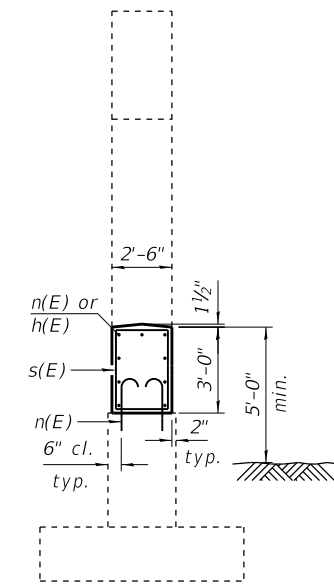
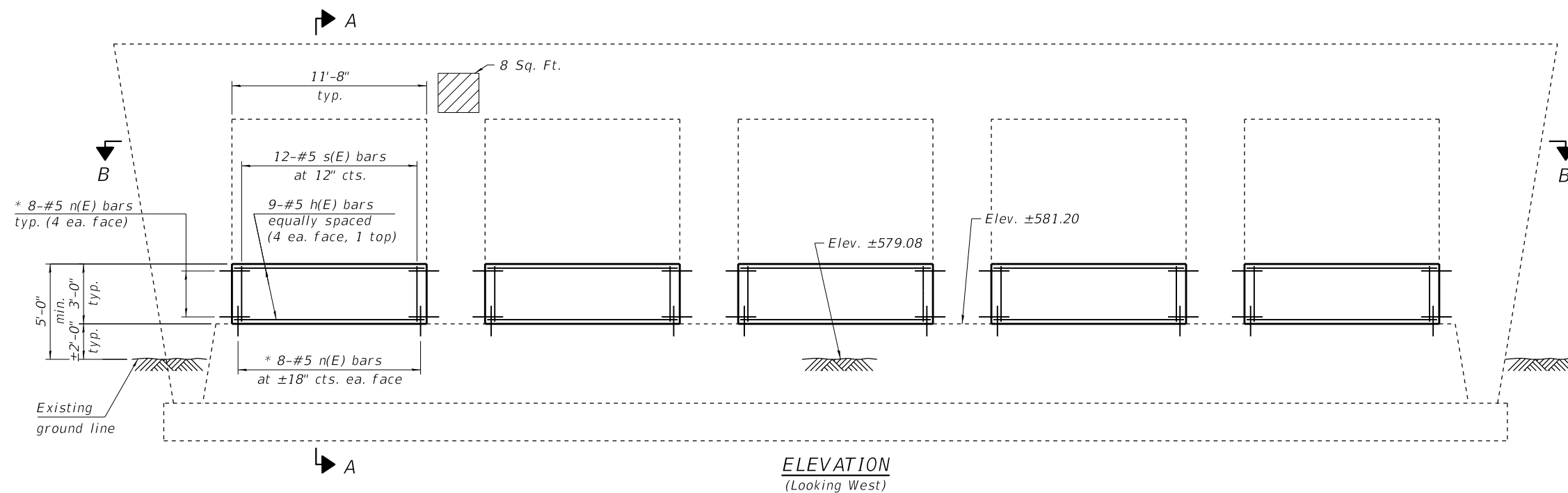
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

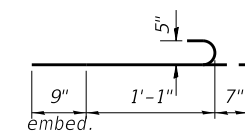
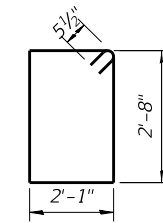
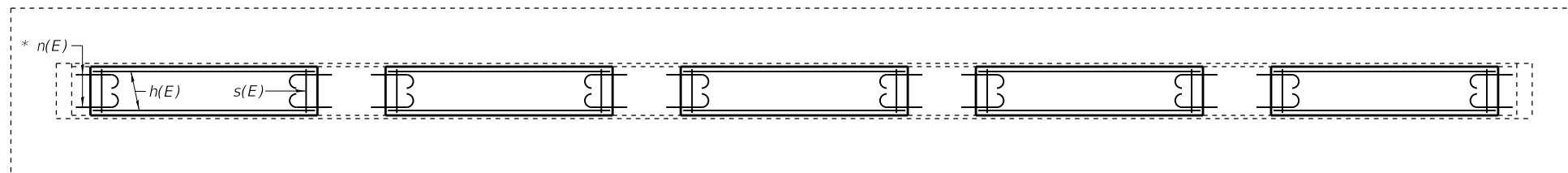
**EAST ABUTMENT REPAIR DETAILS
STRUCTURE NO. 054-0040**

SHEET 5 OF 6 SHEETS

| F.AJ RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------------------|--------|--------------|-----------|
| 55 | (54-3 RS-2, 23 RS-5) BR | LOGAN | 146 | 119 |
| CONTRACT NO. 72G57 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



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



BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|--|-----|---------|--------|-------|
| h(E) | 45 | #5 | 11'-5" | — |
| n(E) | 160 | #5 | 2'-5" | ⌋ |
| s(E) | 60 | #5 | 10'-5" | ⌈ |
| Concrete Structures | | Cu. Yd. | 16.5 | |
| Reinforcement Bars, Epoxy Coated | | Pound | 1,590 | |
| Structural Repair of Concrete (Depth Equal to or Less than 5 inches) | | Sq. Ft. | 8 | |

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

LEGEND

Structural Repair of Concrete (Depth equal to less than 5 inches)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

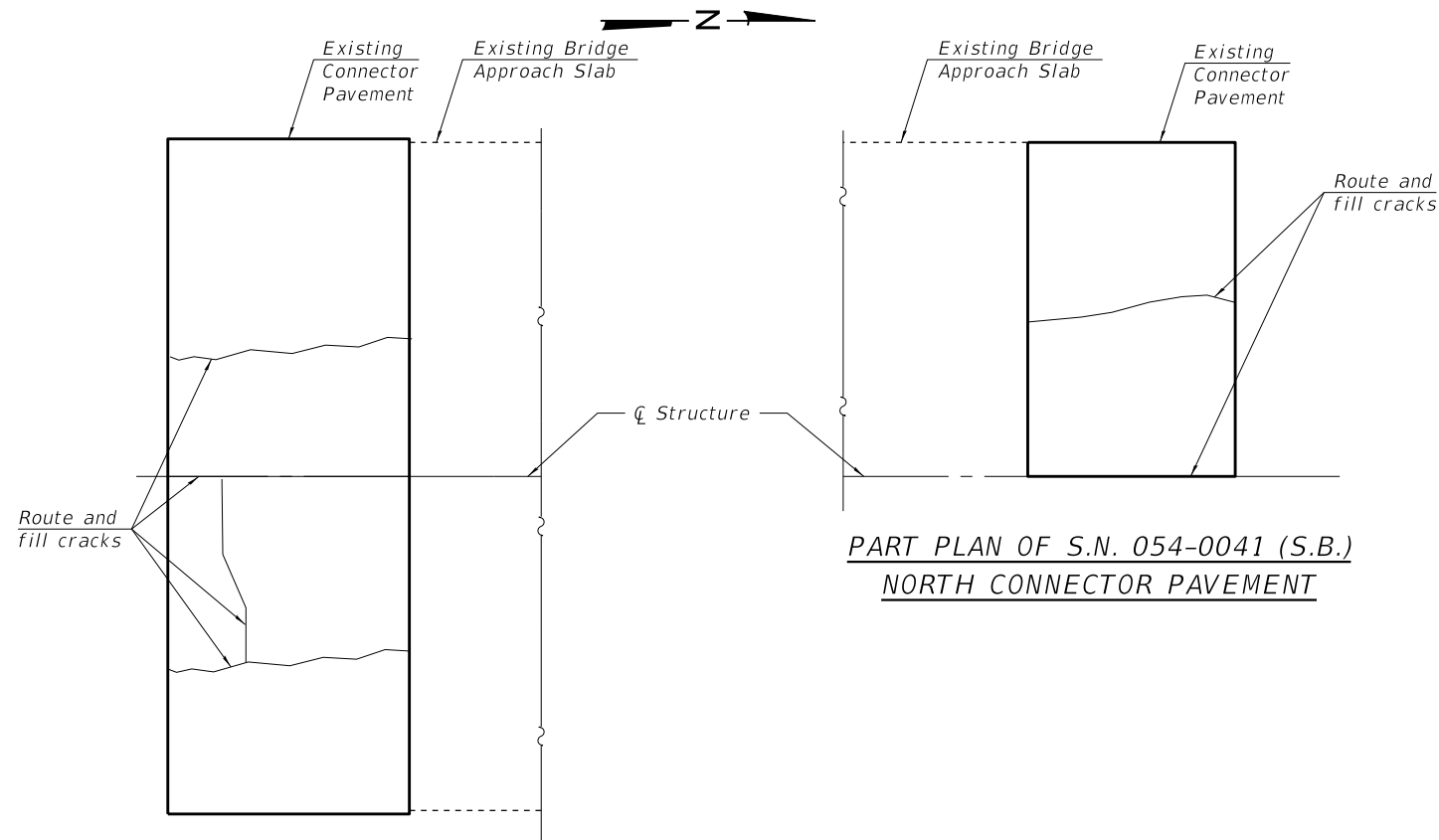
PIER REPAIR DETAILS
STRUCTURE NO. 054-0040

SHEET 6 OF 6 SHEETS

| F.AJ RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------------------|--------|--------------|-----------|
| 55 | (54-3 RS-2, 23 RS-5) BR | LOGAN | 146 | 120 |
| CONTRACT NO. 72G57 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

GENERAL NOTES

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.
 Existing reinforcement extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with Concrete Removal.
 Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50°F.
 The deck surface shall have its final finish tined according to Article 420.09 (e) (1) of the Standard Specification. Cost is included with Concrete Superstructure.
 Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign materials shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.



**PLAN OF S.N. 054-0041 (S.B.)
SOUTH CONNECTOR PAVEMENT**

**PART PLAN OF S.N. 054-0041 (S.B.)
NORTH CONNECTOR PAVEMENT**

**TOTAL BILL OF MATERIAL
S.N. 054-0041 (S.B.)**

| ITEM | UNIT | SUPER | SUB | TOTAL |
|--|---------|-------|-----|-------|
| Joint or Crack Routing (PC Concrete Pavement and Shoulder) | Foot | 115 | | 115 |
| Joint or Crack Filling | Pound | 40 | | 40 |
| Concrete Removal | Cu. Yd. | 9.8 | | 9.8 |
| Concrete Superstructure | Cu. Yd. | 9.8 | | 9.8 |
| * Protective Coat | Sq. Yd. | 26 | | 26 |
| Reinforcement Bars, Epoxy Coated | Pound | 1,130 | | 1,130 |
| Bar Splicers | Each | 12 | | 12 |
| Preformed Joint Strip Seal | Foot | 116.0 | | 116.0 |
| Strip Seal Gland Replacement | Foot | 116.0 | | 116.0 |
| Structural Repair of Concrete (Depth Equal to or Less than 5 Inches) | Sq. Ft. | | 90 | 90 |

**TOTAL BILL OF MATERIAL
S.N. 054-0042 (N.B.)**

| ITEM | UNIT | SUPER | SUB | TOTAL |
|--|---------|-------|-----|-------|
| Concrete Removal | Cu. Yd. | 9.8 | | 9.8 |
| Concrete Superstructure | Cu. Yd. | 9.8 | | 9.8 |
| Concrete Superstructure (Approach Slab) | Cu. Yd. | 42.7 | | 42.7 |
| * Protective Coat | Sq. Yd. | 146 | | 146 |
| Reinforcement Bars, Epoxy Coated | Pound | 9,970 | | 9,970 |
| Bar Splicers | Each | 12 | | 12 |
| Preformed Joint Strip Seal | Foot | 116.0 | | 116.0 |
| Strip Seal Gland Replacement | Foot | 116.0 | | 116.0 |
| Structural Repair of Concrete (Depth Equal to or Less than 5 Inches) | Sq. Ft. | | 53 | 53 |

* New concrete areas only
 Note:
 See roadway plans for Approach Slab Removal quantity.

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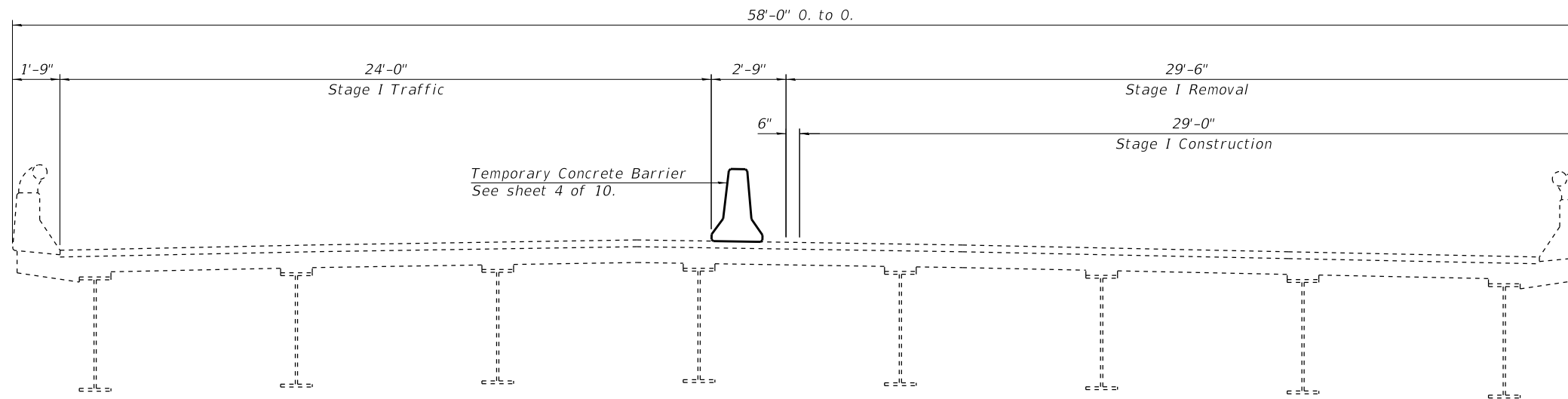
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
STRUCTURE NO. 054-0041 (S.B.) & 054-0042 (N.B.)**

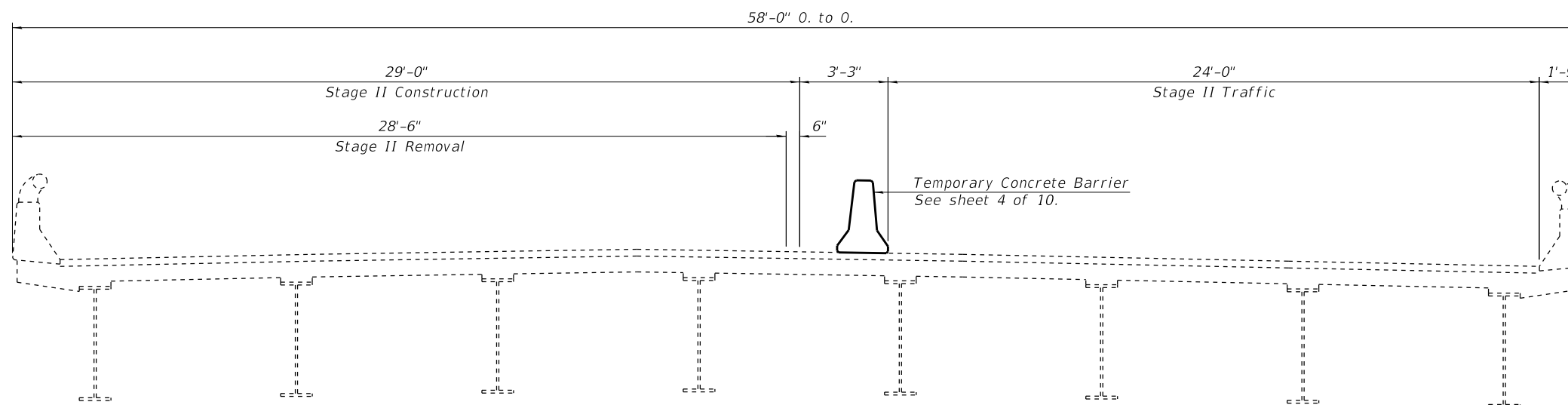
SHEET 2 OF 10 SHEETS

| F.AJ RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------------------|--------|--------------|-----------|
| 55 | (54-3 RS-2, 23 RS-5) BR | LOGAN | 146 | 122 |
| CONTRACT NO. 72G57 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



**STAGE I
CROSS SECTION**

Looking North (N.B.)
Looking South (S.B.)



**STAGE II
CROSS SECTION**

Looking North (N.B.)
Looking South (S.B.)

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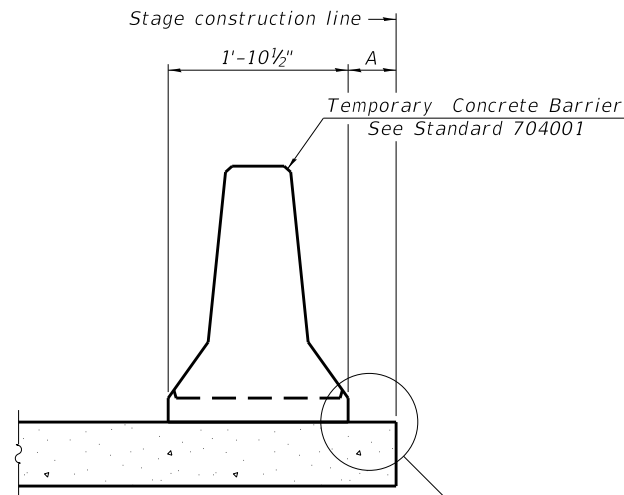
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 054-0041 (S.B.) & 054-0042 (N.B.)**

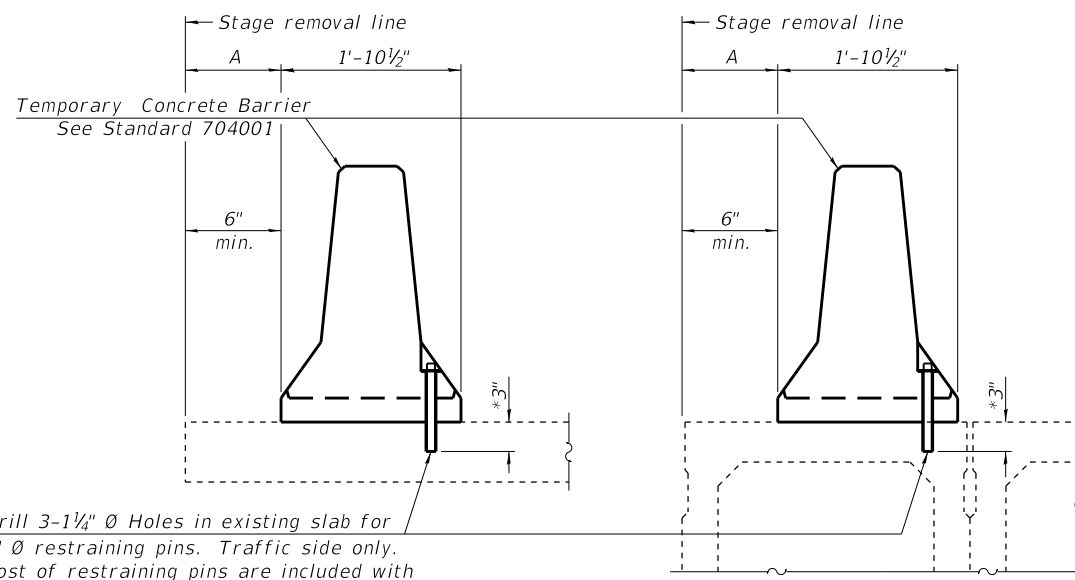
SHEET 3 OF 10 SHEETS

| F.AJ RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
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| 55 | (54-3 RS-2, 23 RS-5) BR | LOGAN | 146 | 123 |
| | | | | CONTRACT NO. 72G57 |
| ILLINOIS FED. AID PROJECT | | | | |



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM

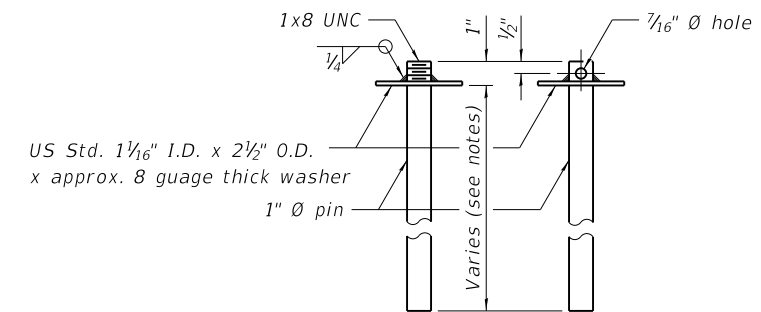


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

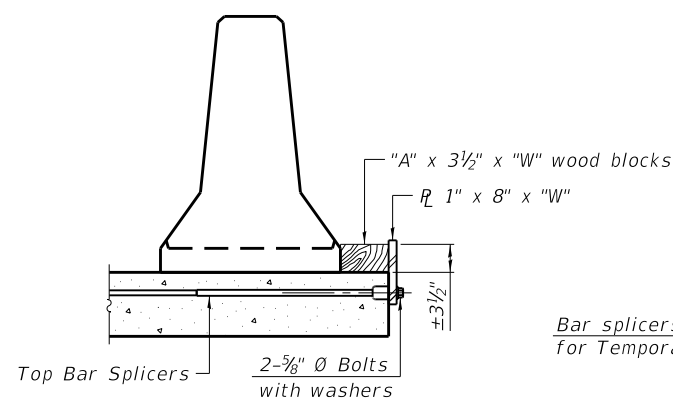
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM



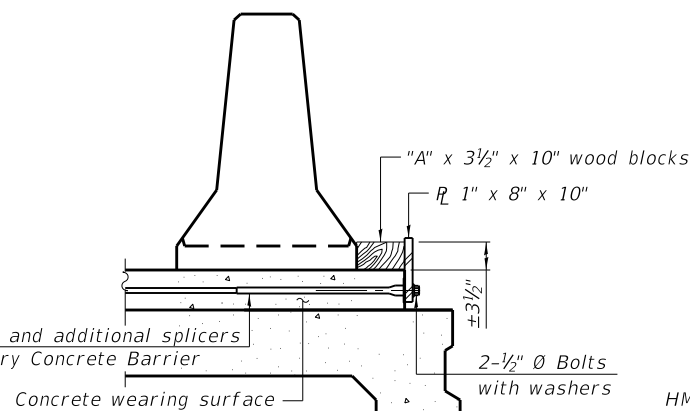
RESTRAINING PIN

SECTIONS THRU SLAB OR DECK BEAM

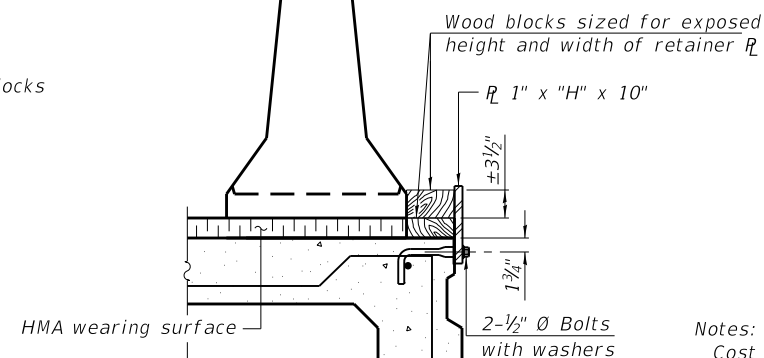


DETAIL I

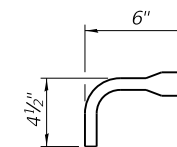
Bar splicers and additional splicers for Temporary Concrete Barrier



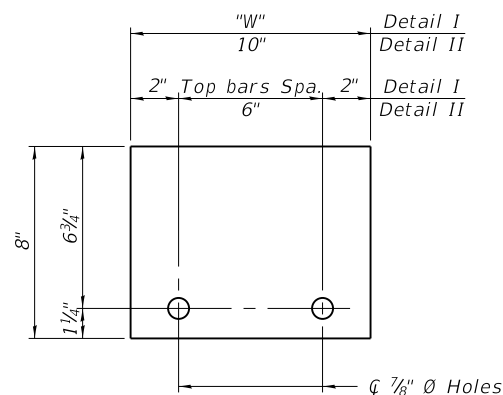
DETAIL II



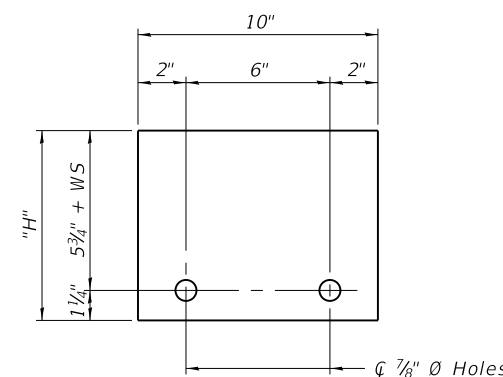
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER R 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER R 1" x "H" x 10"
(Detail III)

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate \bar{C} of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2', the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.
 Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.
 Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

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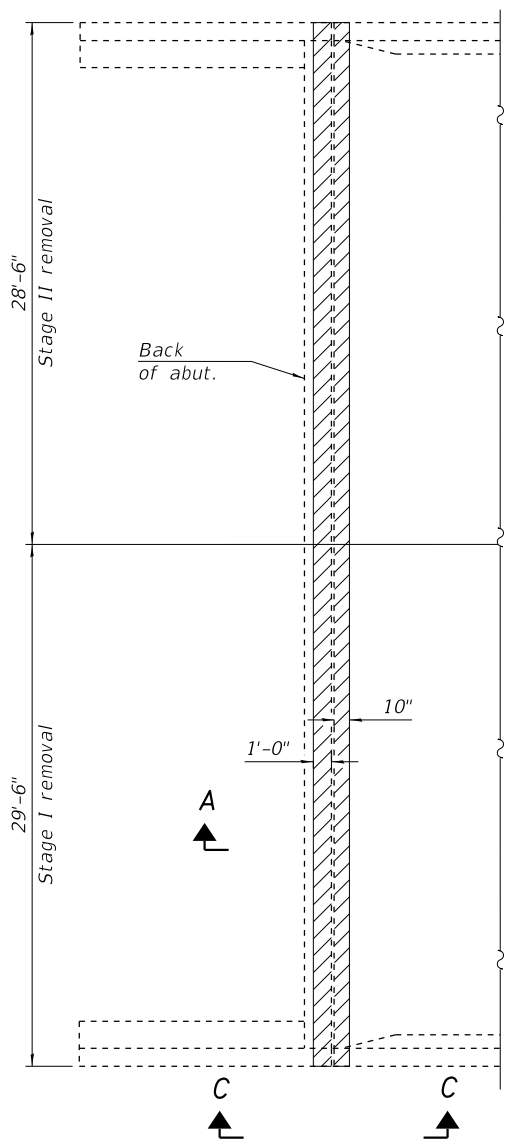
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
 STRUCTURE NO. 054-0041 (S.B.) & 054-0042 (N.B.)

SHEET 4 OF 10 SHEETS

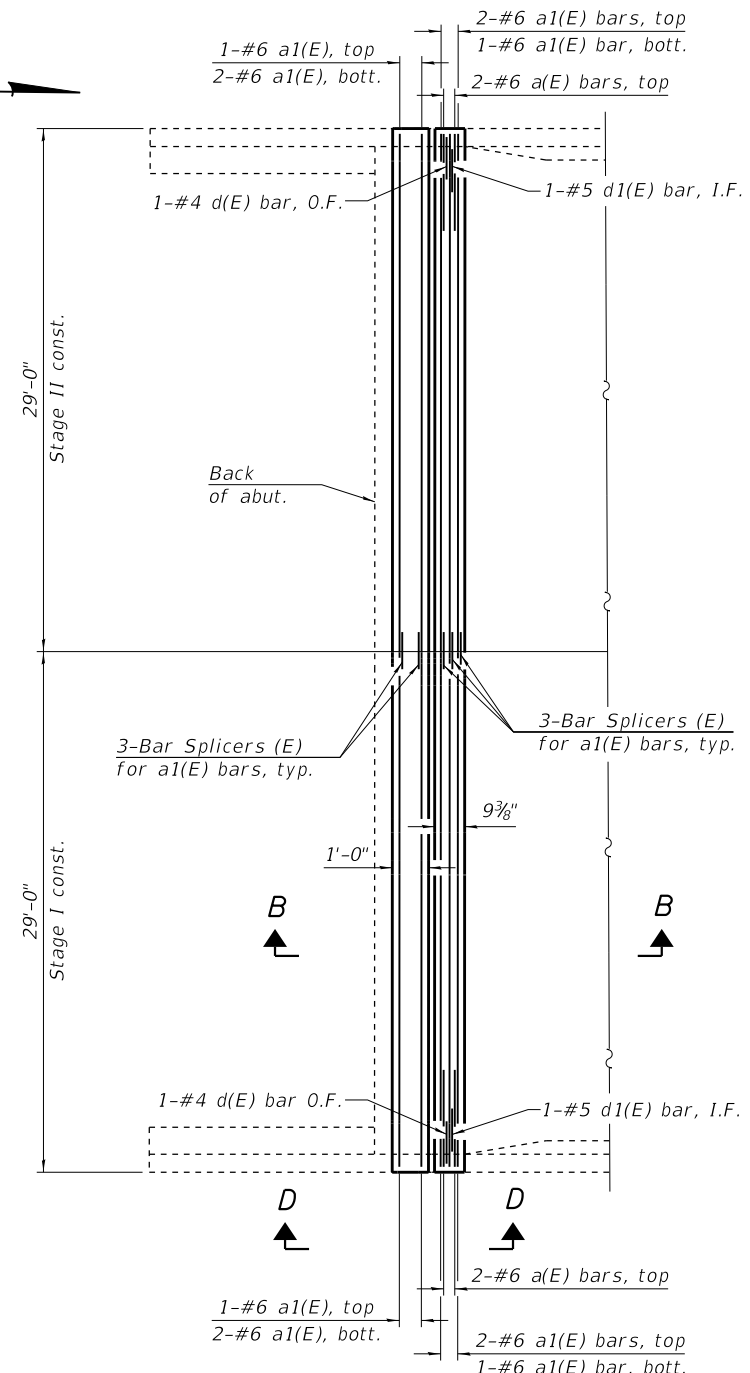
| F.AJ RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------------------|--------|--------------|-----------|
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| CONTRACT NO. 72G57 | | | | |

ILLINOIS FED. AID PROJECT



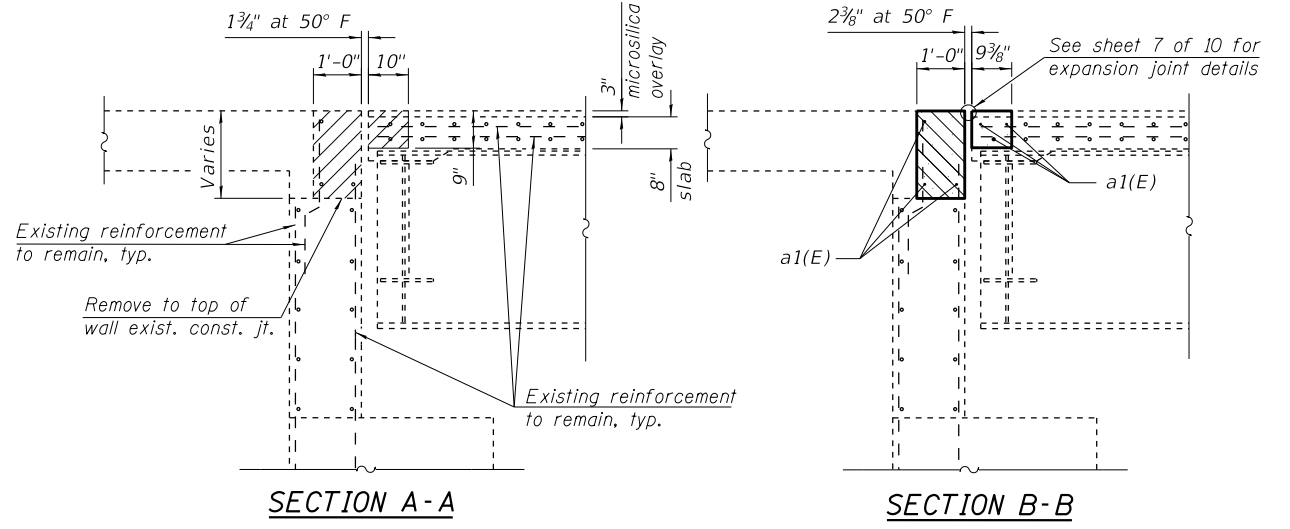
REMOVAL PLAN

(South Abutment of N.B. Roadway shown)
(S.B. Roadway and North Abutments are similar)



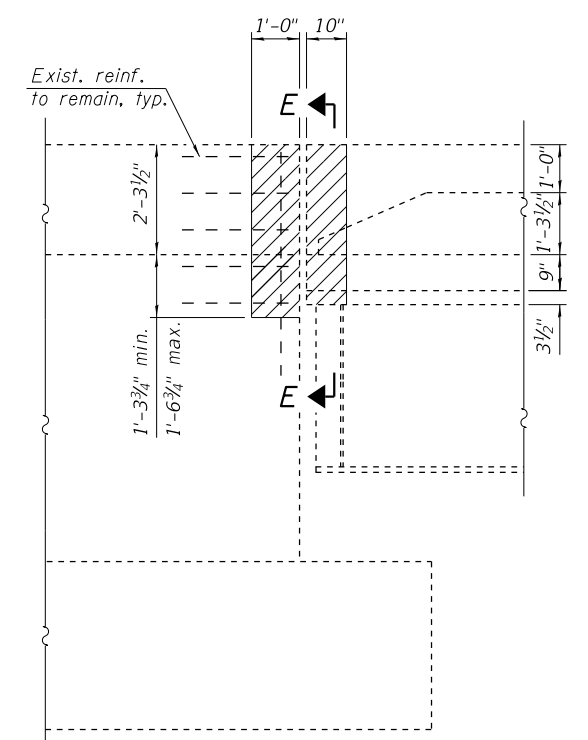
REPLACEMENT PLAN

(South Abutment of N.B. Roadway shown)
(S.B. Roadway and North Abutments are similar)

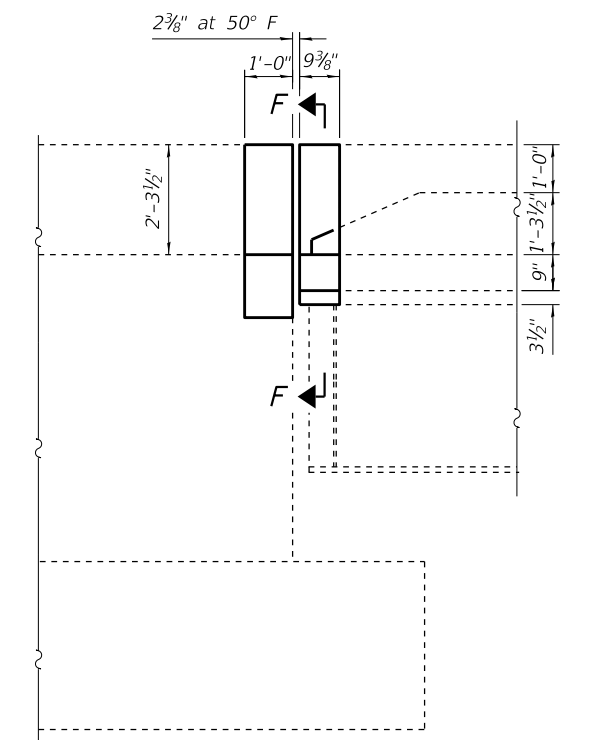


SECTION A-A

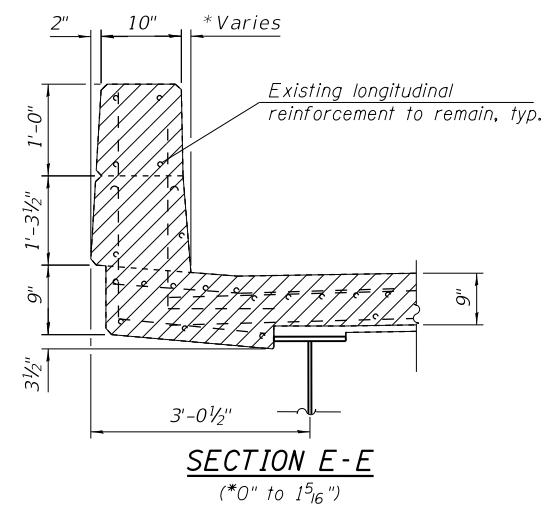
SECTION B-B



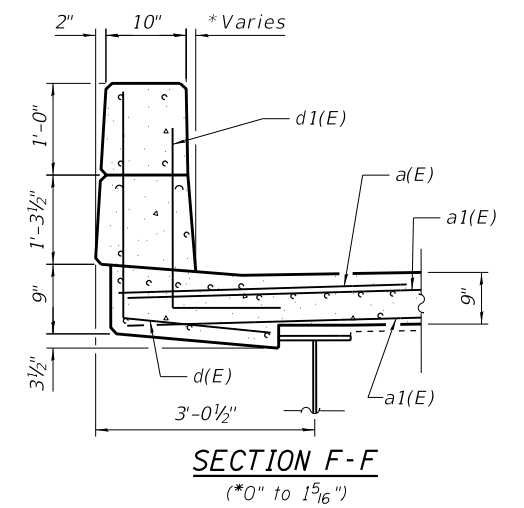
VIEW C-C



VIEW D-D



SECTION E-E
(*0" to 1 5/16")



SECTION F-F
(*0" to 1 5/16")

LEGEND:

- Area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.
- Denotes concrete removal

Notes:
See sheet 6 of 10 for Bill of Material.
Cut ends of longitudinal reinforcement bars extending into the new construction to maintain 1 1/2" minimum clearance.
Dimensions are based on a Rolled Rail Strip Seal Joint.
If the Contractor elects to use the Welded Strip Seal Joint, deck dimensions may require adjustments to satisfy details on sheet 7 of 10.

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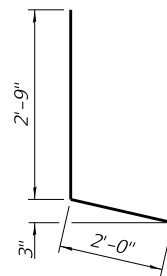
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE REPAIR DETAILS
STRUCTURE NO. 054-0041 (S.B.) & 054-0042 (N.B.)**

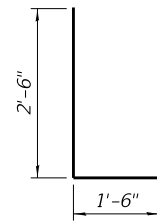
SHEET 5 OF 10 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------------------|--------|--------------|-----------|
| 55 | (54-3 RS-2, 23 RS-5) BR | LOGAN | 146 | 125 |
| CONTRACT NO. 72G57 | | | | |

ILLINOIS FED. AID PROJECT



BAR d(E)



BAR d1(E)

SUPERSTRUCTURE
BILL OF MATERIAL
S.N. 054-0041 (S.B.)

| Bar | No. | Size | Length | Shape |
|----------------------------------|-----|------|---------|-------|
| a(E) | 8 | #6 | 6'-0" | ———— |
| a1(E) | 24 | #6 | 28'-6" | ———— |
| d(E) | 4 | #4 | 4'-9" | L |
| d1(E) | 4 | #5 | 4'-0" | L |
| Concrete Removal | | | Cu. Yd. | 9.8 |
| Concrete Superstructure | | | Cu. Yd. | 9.8 |
| Reinforcement Bars, Epoxy Coated | | | Pound | 1,130 |

SUPERSTRUCTURE
BILL OF MATERIAL
S.N. 054-0042 (N.B.)

| Bar | No. | Size | Length | Shape |
|----------------------------------|-----|------|---------|-------|
| a(E) | 8 | #6 | 6'-0" | ———— |
| a1(E) | 24 | #6 | 28'-6" | ———— |
| d(E) | 4 | #4 | 4'-9" | L |
| d1(E) | 4 | #5 | 4'-0" | L |
| Concrete Removal | | | Cu. Yd. | 9.8 |
| Concrete Superstructure | | | Cu. Yd. | 9.8 |
| Reinforcement Bars, Epoxy Coated | | | Pound | 1,130 |

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE REPAIR DETAILS
STRUCTURE NO. 054-0041 (S.B.) & 054-0042 (N.B.)

SHEET 6 OF 10 SHEETS

| F.AJ RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------------------|--------|---------------------------|-----------|
| 55 | (54-3 RS-2, 23 RS-5) BR | LOGAN | 146 | 126 |
| CONTRACT NO. 72G57 | | | ILLINOIS FED. AID PROJECT | |

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 for abutments and Pier 2, and 4 1/2 inches at Pier 5.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4 1/2" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

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

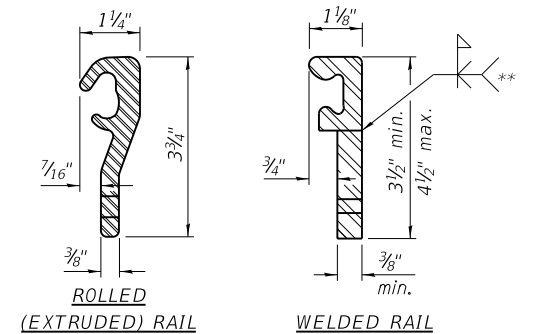
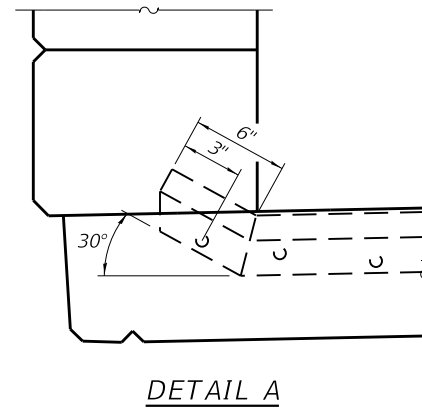
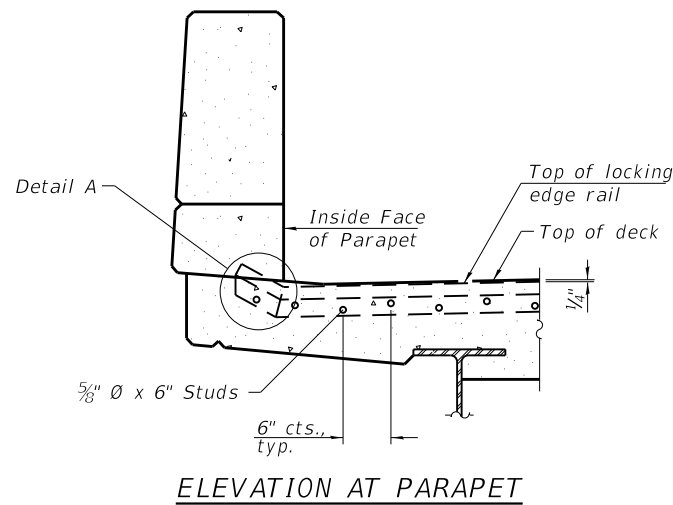
The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

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

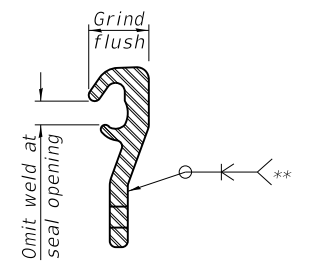
34" F-shape barrier shown, 42" F-shape similar as noted.

The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

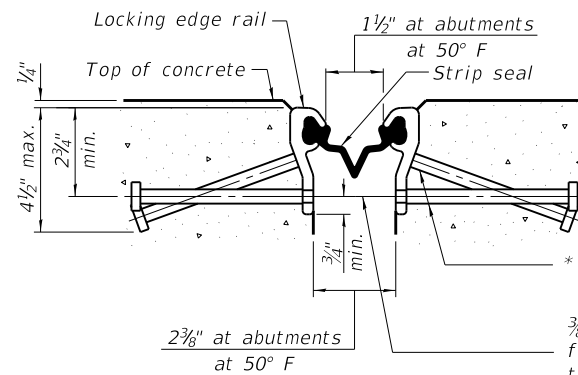
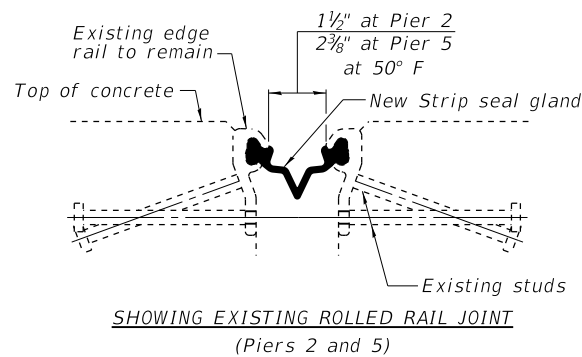
Cost of removing existing Preformed Joint Strip Seal gland and installing new Preformed Joint Strip Seal gland at Pier 2 and Pier 5 is included with Strip Seal Gland Replacement cost.



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



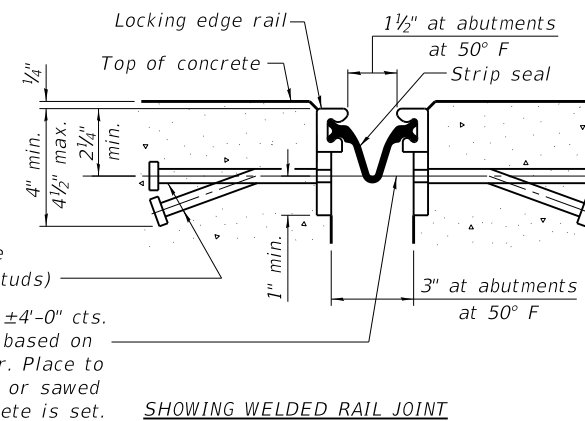
The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.



* 5/8" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)
 3/8" Ø threaded rods in 7/16" Ø holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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



BILL OF MATERIAL S.N. 054-0041 (S.B.)

| Item | Unit | Total |
|------------------------------|------|-------|
| Preformed Joint Strip Seal | Foot | 116.0 |
| Strip Seal Gland Replacement | Foot | 116.0 |

BILL OF MATERIAL S.N. 054-0042 (N.B.)

| Item | Unit | Total |
|------------------------------|------|-------|
| Preformed Joint Strip Seal | Foot | 116.0 |
| Strip Seal Gland Replacement | Foot | 116.0 |

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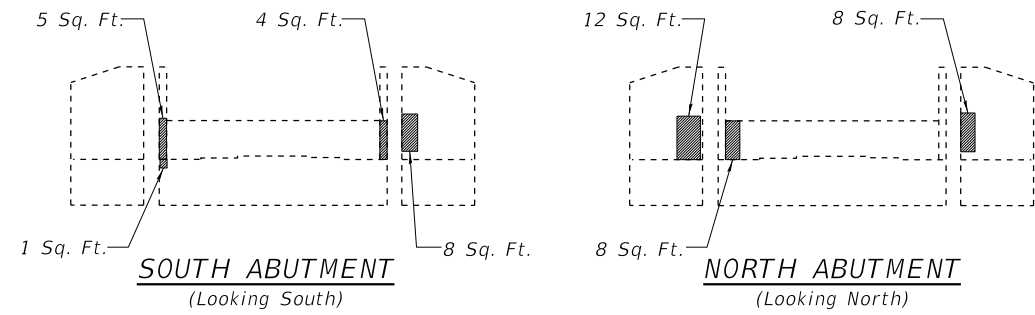
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

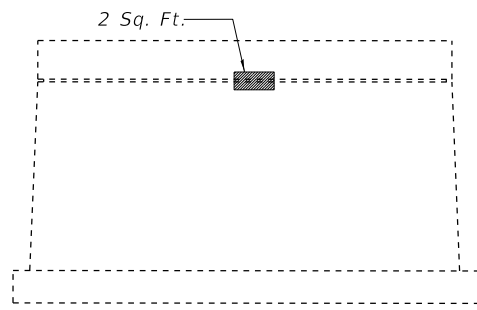
MODIFIED PREFORMED JOINT STRIP SEAL DETAILS STRUCTURE NO. 054-0041 (S.B.) & 054-0042 (N.B.)

SHEET 7 OF 10 SHEETS

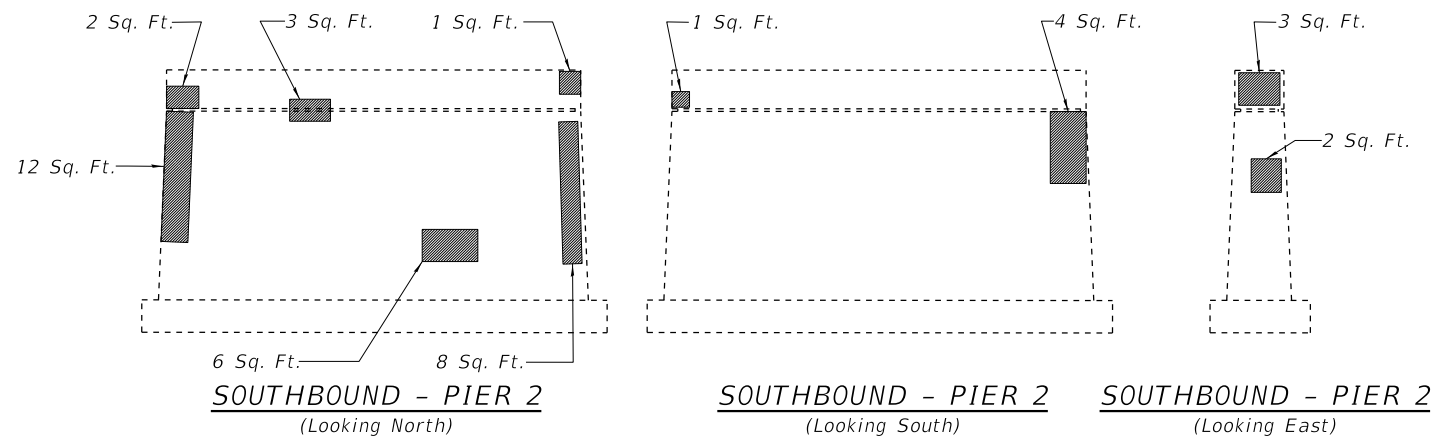
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| 55 | (54-3 RS-2, 23 RS-5) BR | LOGAN | 146 | 127 |
| CONTRACT NO. 72G57 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



SOUTHBOUND ABUTMENTS



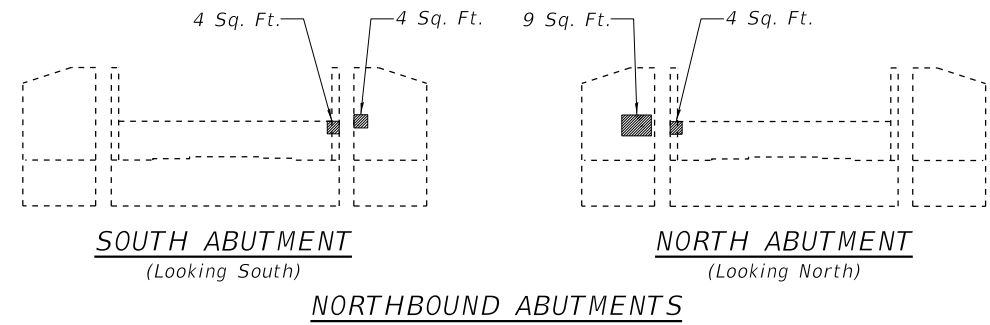
SOUTHBOUND - PIER 1
(Looking North)



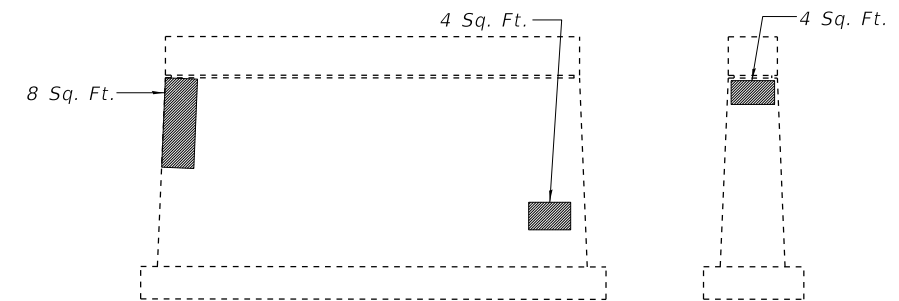
SOUTHBOUND - PIER 2
(Looking North)

SOUTHBOUND - PIER 2
(Looking South)

SOUTHBOUND - PIER 2
(Looking East)

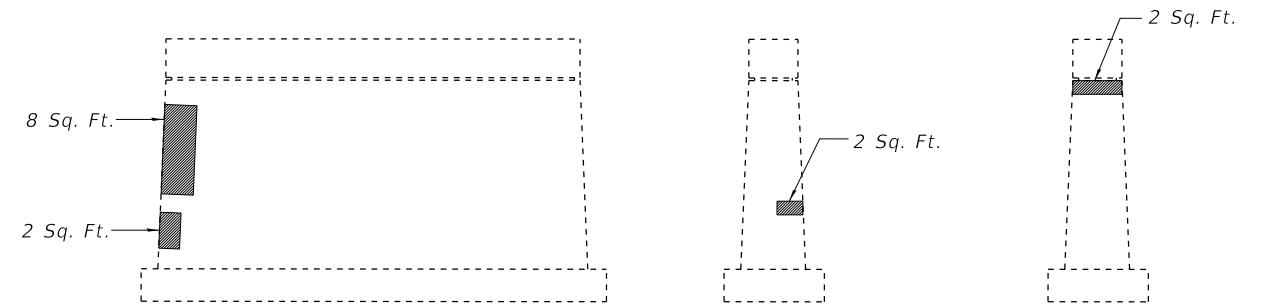


NORTHBOUND ABUTMENTS



NORTHBOUND - PIER 1
(Looking South)

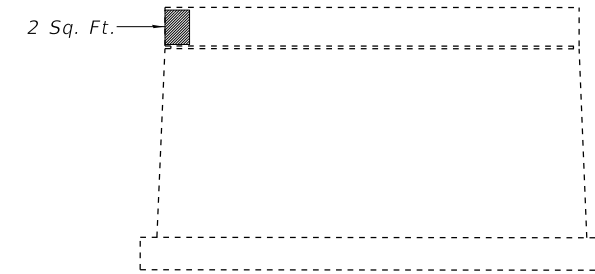
NORTHBOUND - PIER 1
(Looking East)



NORTHBOUND - PIER 2
(Looking North)

NORTHBOUND - PIER 2
(Looking East)

NORTHBOUND - PIER 2
(Looking West)



NORTHBOUND - PIER 3
(Looking North)

LEGEND

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

BILL OF MATERIAL
S.N. 054-0041 (S.B.)

| ITEM | UNIT | TOTAL |
|--|---------|-------|
| Structural Repair of Concrete (Depth Equal to or Less than 5 inches) | Sq. Ft. | 90 |

BILL OF MATERIAL
S.N. 054-0042 (N.B.)

| ITEM | UNIT | TOTAL |
|--|---------|-------|
| Structural Repair of Concrete (Depth Equal to or Less than 5 inches) | Sq. Ft. | 53 |

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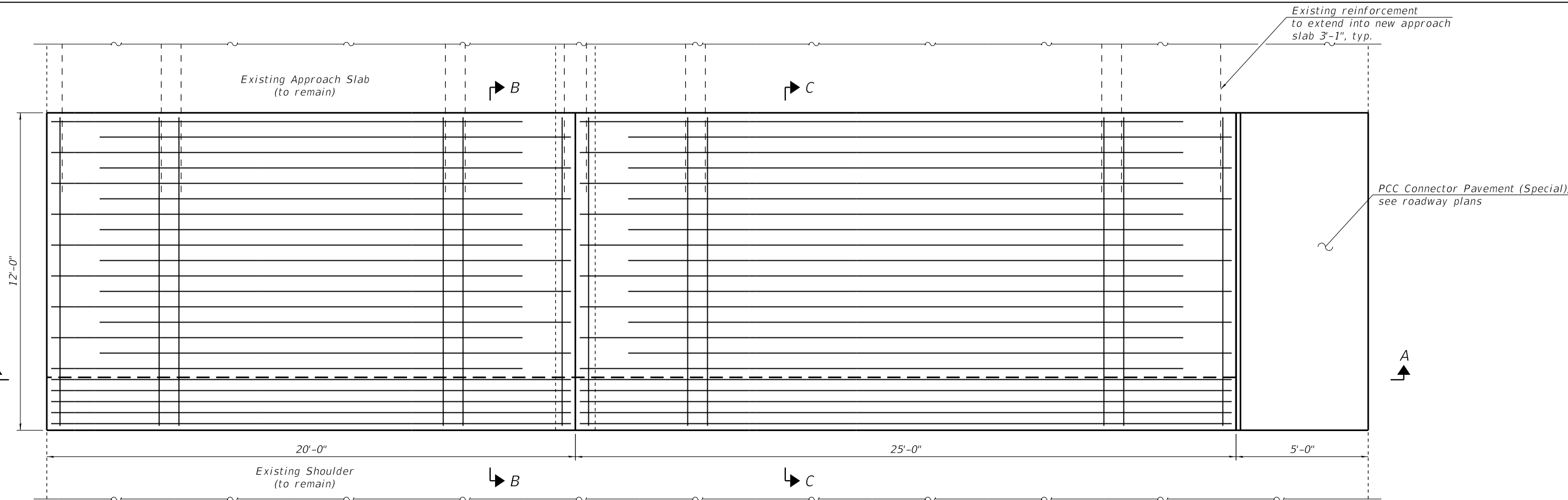
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL CONCRETE REPAIR DETAILS
STRUCTURE NO. 054-0041 (S.B.) & 054-0042 (N.B.)

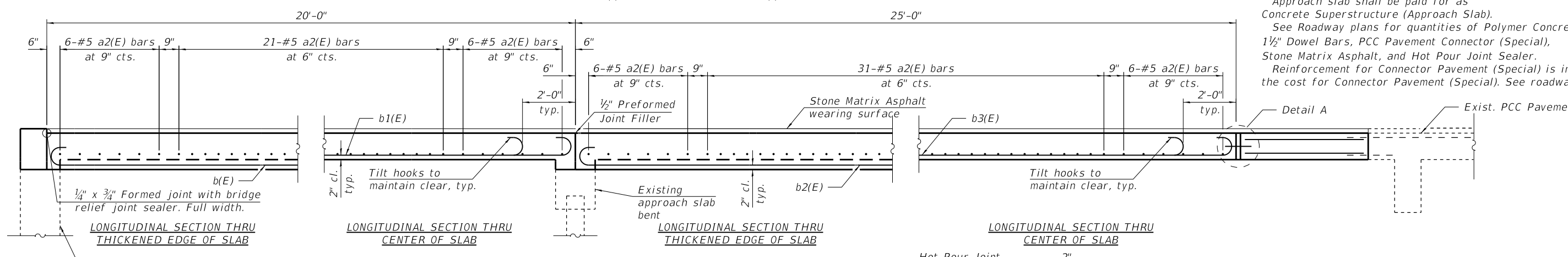
SHEET 8 OF 10 SHEETS

| F.A.J. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
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| CONTRACT NO. 72G57 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

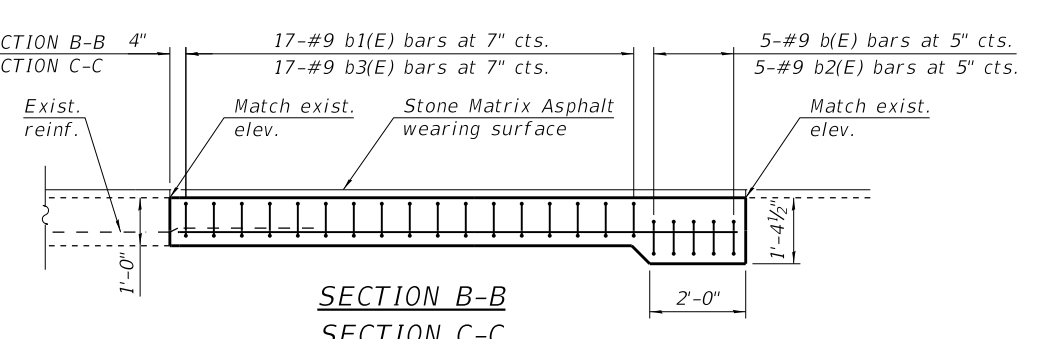


PLAN

(North approach slab shown, south approach slab similar.)



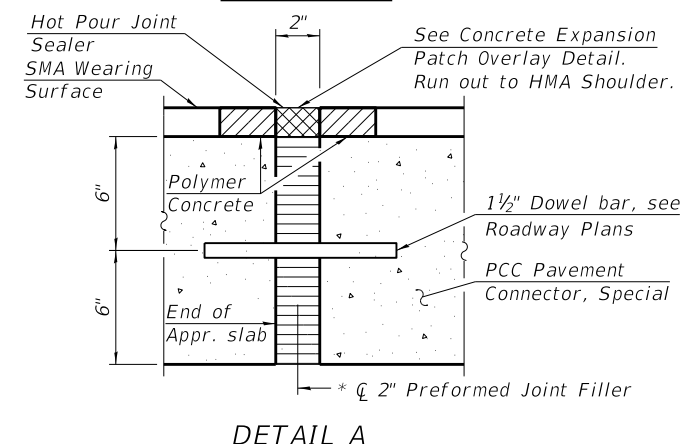
SECTION A-A



SECTION B-B
SECTION C-C

BAR b(E), b1(E), b2(E), AND b3(E)

| | | |
|-------|--------|-------------|
| 1'-3" | 19'-8" | 1'-3" b(E) |
| 1'-3" | 18'-0" | 1'-3" b1(E) |
| 1'-3" | 24'-8" | 1'-3" b2(E) |
| 1'-3" | 23'-0" | 1'-3" b3(E) |



DETAIL A

* Cost included with Concrete Superstructure (Approach Slab).

Notes:
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
See Roadway plans for quantities of Polymer Concrete, 1 1/2" Dowel Bars, PCC Pavement Connector (Special), Stone Matrix Asphalt, and Hot Pour Joint Sealer.
Reinforcement for Connector Pavement (Special) is included in the cost for Connector Pavement (Special). See roadway plans.

TWO APPROACHES
BILL OF MATERIAL
S.N. 054-0042 (N.B.)

| Bar | No. | Size | Length | Shape | |
|---|-----|------|--------|---------|-------|
| a2(E) | 152 | #5 | 11'-8" | — | |
| b(E) | 10 | #9 | 22'-2" | U | |
| b1(E) | 34 | #9 | 20'-6" | U | |
| b2(E) | 10 | #9 | 27'-2" | U | |
| b3(E) | 34 | #9 | 25'-6" | U | |
| Concrete Superstructure (Approach Slab) | | | | Cu. Yd. | 42.7 |
| Reinforcement Bars, Epoxy Coated | | | | Pound | 8,840 |

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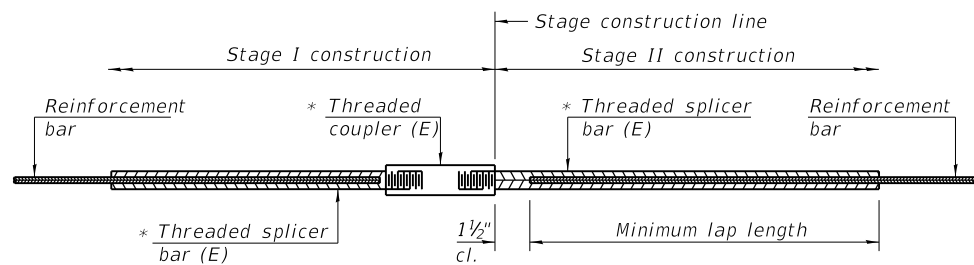


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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB DETAILS
STRUCTURE NO. 054-0042 (N.B.)
SHEET 9 OF 10 SHEETS

| | | | | |
|---------------------------|-------------------------|--------|--------------|-----------|
| F.AJ RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | (54-3 RS-2, 23 RS-5) BR | LOGAN | 146 | 129 |
| CONTRACT NO. 72G57 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



STANDARD BAR SPLICER ASSEMBLY

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

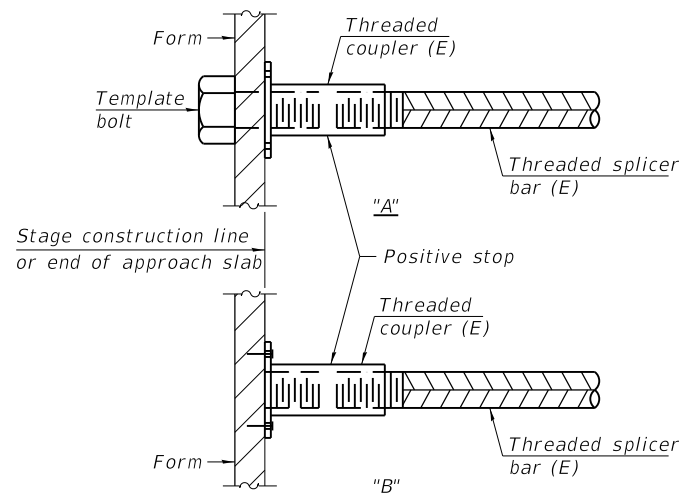
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

S.N. 054-0041 (S.B.)

| Location | Bar size | No. assemblies required | Minimum lap length |
|----------|----------|-------------------------|--------------------|
| Abutment | #6 | 6 | 5'-6" |
| Deck | #6 | 6 | 4'-5" |
| | | | |
| | | | |

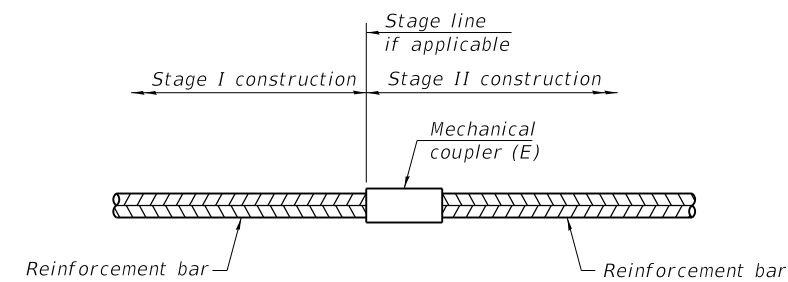
S.N. 054-0042 (N.B.)

| Location | Bar size | No. assemblies required | Minimum lap length |
|----------|----------|-------------------------|--------------------|
| Abutment | #6 | 6 | 5'-6" |
| Deck | #6 | 6 | 4'-5" |
| | | | |
| | | | |



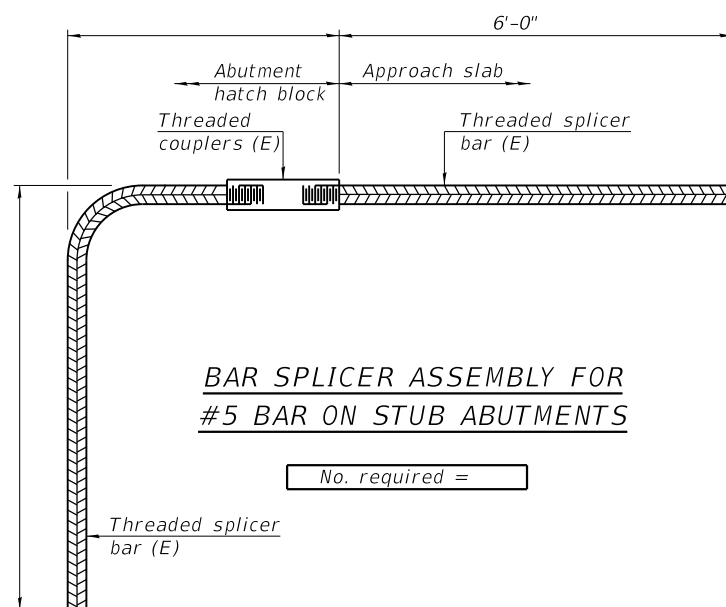
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

| Location | Bar size | No. assemblies required |
|----------|----------|-------------------------|
| | | |
| | | |
| | | |
| | | |



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 054-0041 (S.B.) & 054-0042 (N.B.)

SHEET 10 OF 10 SHEETS

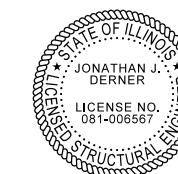
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| 55 | (54-3 RS-2, 23 RS-5) BR | LOGAN | 146 | 130 |
| CONTRACT NO. 72G57 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Stage Construction Details
4. Temporary Concrete Barrier For Stage Construction
5. Superstructure Repair Details
6. Modified Preformed Joint Strip Seal Details
7. Structural Concrete Repair Details
8. Bar Splicer Assembly and Mechanical Splicer Details

SCOPE OF WORK

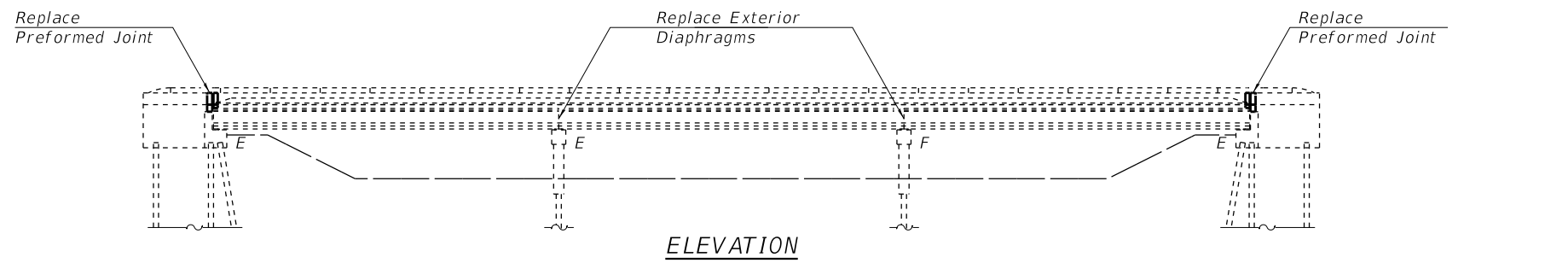
1. Perform joint reconstruction at abutments.
2. Structural repair of concrete on abutments and piers.
3. Replace damaged or missing drain extensions.
4. Fill voids under slopewalls with CLSM.
5. Repair exterior diaphragms at piers.



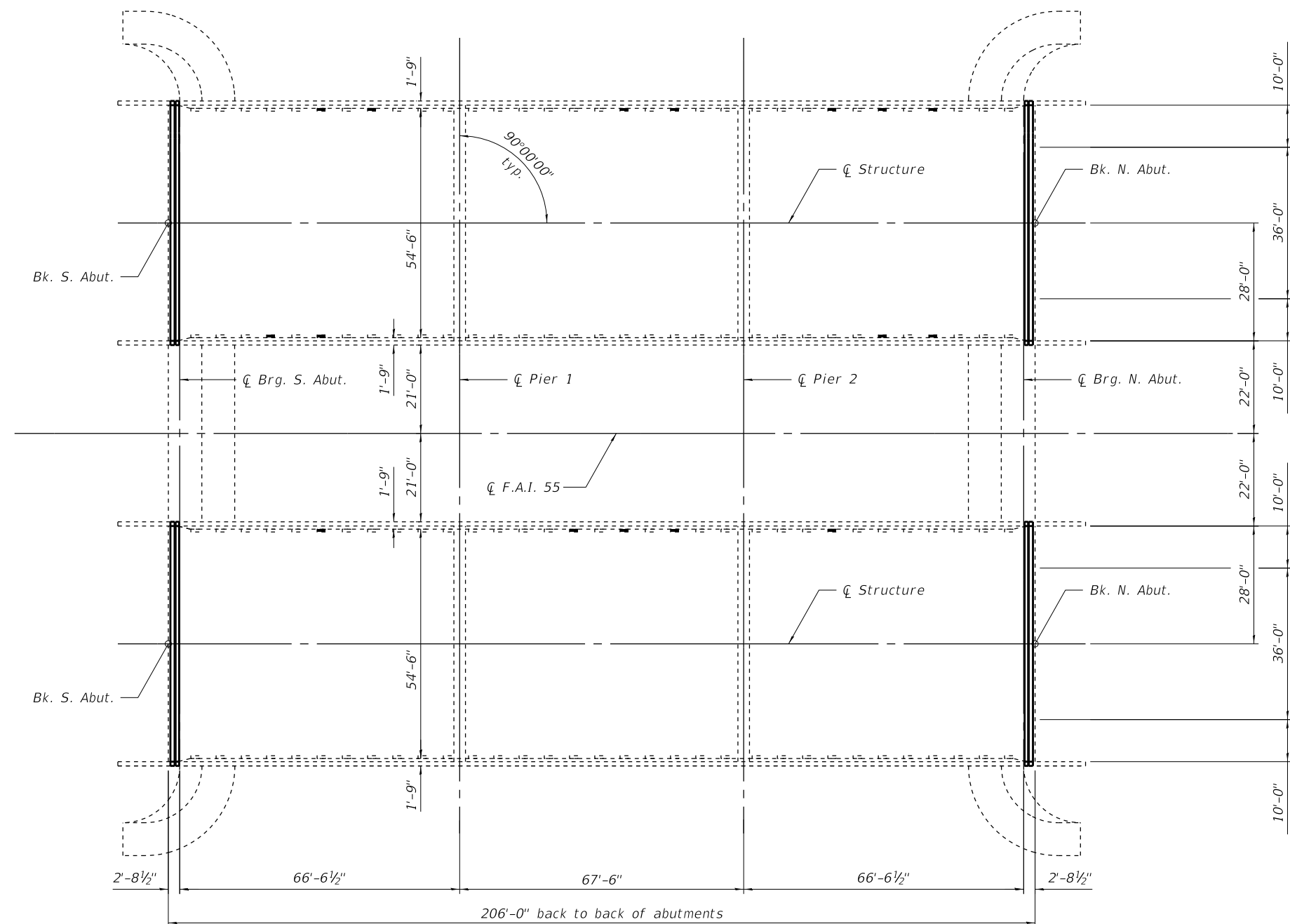
Jon Derner 11-27-2019
 Expires 11/30/2020

LEGEND:

- Location of plugged or drains not requiring a deck drain extension.
- Location of deck drain requiring a Deck Drain Extension.



ELEVATION



PLAN

DESIGN STRESSES

FIELD UNITS (NEW CONSTRUCTION)

$f'_c = 4,000$ psi (Superstructure)
 $f_y = 60,000$ psi (Reinforcement)

GENERAL PLAN AND ELEVATION

I-55 OVER SALT CREEK OVERFLOW

F.A.I. ROUTE 55

SECTION (54-3 RS-2, 23 RS-5) BR

LOGAN COUNTY

STRUCTURE NO. 054-0043 (N.B.)

STRUCTURE NO. 054-0044 (S.B.)

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------------------|--------|---------------------------|-----------|
| 55 | (54-3 RS-2, 23 RS-5) BR | LOGAN | 146 | 131 |
| CONTRACT NO. 72G57 | | | ILLINOIS FED. AID PROJECT | |

GENERAL NOTES

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.

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

Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50°F.

The deck surface shall have its final finish tined according to Article 420.09(e)(1) of the Standard Specification. Cost is included with Concrete Superstructure.

The Contractor shall use extreme care during the concrete removal so as not to damage the PPC I-Beams.

TOTAL BILL OF MATERIAL

S.N. 054-0043 (N.B.)

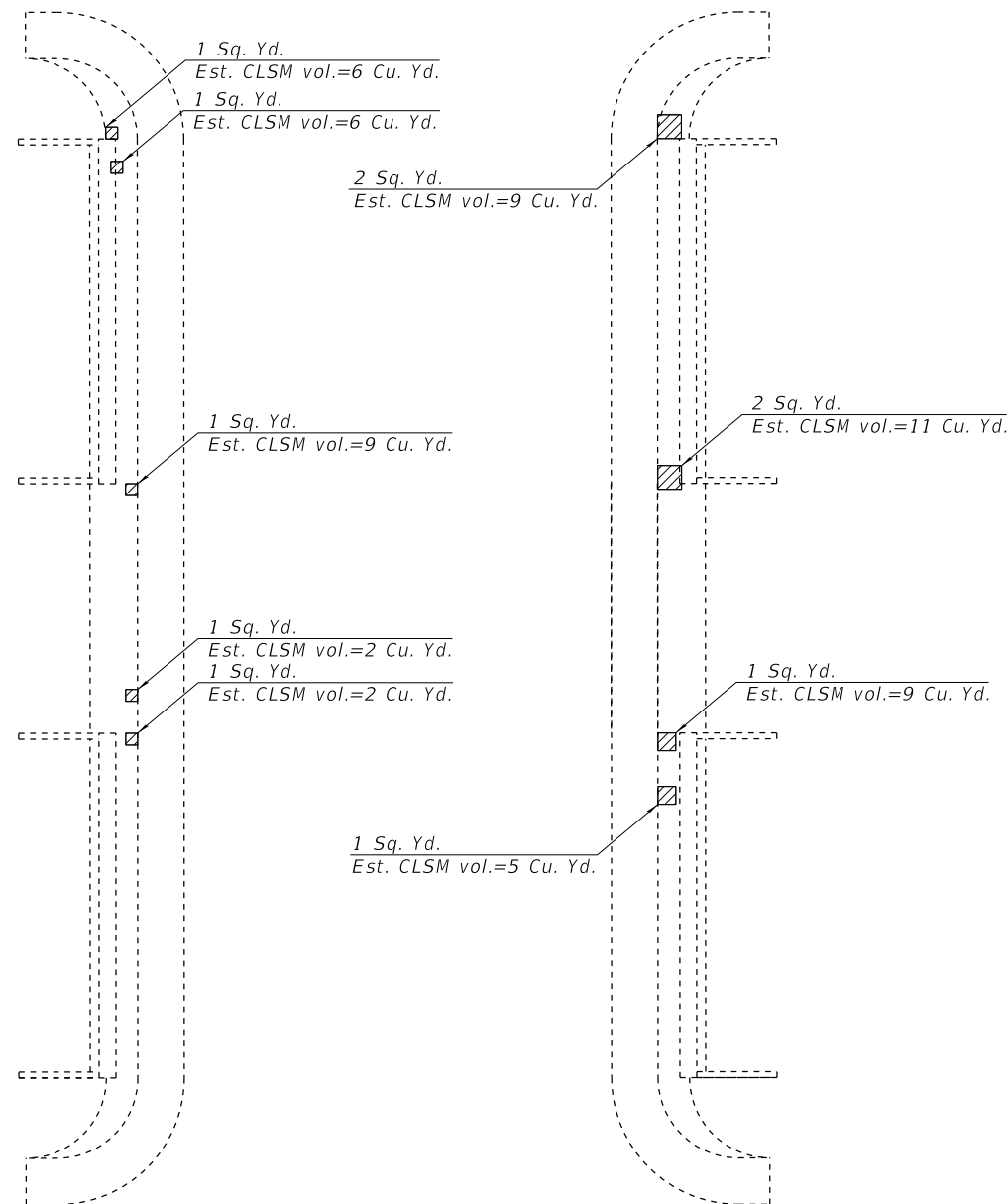
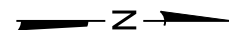
| ITEM | UNIT | SUPER | SUB | TOTAL |
|--|---------|-------|-----|-------|
| Concrete Removal | Cu. Yd. | 7.9 | | 7.9 |
| Slope Wall Removal | Sq. Yd. | | 4 | 4 |
| Concrete Superstructure | Cu. Yd. | 7.9 | | 7.9 |
| * Protective Coat | Sq. Yd. | 26 | | 26 |
| Reinforcement Bars, Epoxy Coated | Pound | 1,160 | | 1,160 |
| Bar Splicers | Each | 12 | | 12 |
| Slope Wall 6 Inch | Sq. Yd. | | 4 | 4 |
| Preformed Joint Strip Seal | Foot | 116.0 | | 116.0 |
| Controlled Low Strength Material | Cu. Yd. | | 18 | 18 |
| Pumpable Concrete Mix | Cu. Ft. | 2.7 | | 2.7 |
| Structural Repair of Concrete (Depth Equal to or Less than 5 Inches) | Sq. Ft. | | 28 | 28 |
| Deck Drain Extensions | Each | 5 | | 5 |

TOTAL BILL OF MATERIAL

S.N. 054-0044 (S.B.)

| ITEM | UNIT | SUPER | SUB | TOTAL |
|--|---------|-------|-----|-------|
| Concrete Removal | Cu. Yd. | 7.9 | | 7.9 |
| Slope Wall Removal | Sq. Yd. | | 7 | 7 |
| Concrete Superstructure | Cu. Yd. | 7.9 | | 7.9 |
| * Protective Coat | Sq. Yd. | 26 | | 26 |
| Reinforcement Bars, Epoxy Coated | Pound | 1,160 | | 1,160 |
| Bar Splicers | Each | 12 | | 12 |
| Slope Wall 6 Inch | Sq. Yd. | | 7 | 7 |
| Preformed Joint Strip Seal | Foot | 116.0 | | 116.0 |
| Controlled Low Strength Material | Cu. Yd. | | 41 | 41 |
| Pumpable Concrete Mix | Cu. Ft. | 2.7 | | 2.7 |
| Structural Repair of Concrete (Depth Equal to or Less than 5 Inches) | Sq. Ft. | | 131 | 131 |
| Deck Drain Extensions | Each | 11 | | 11 |

* New concrete areas only.

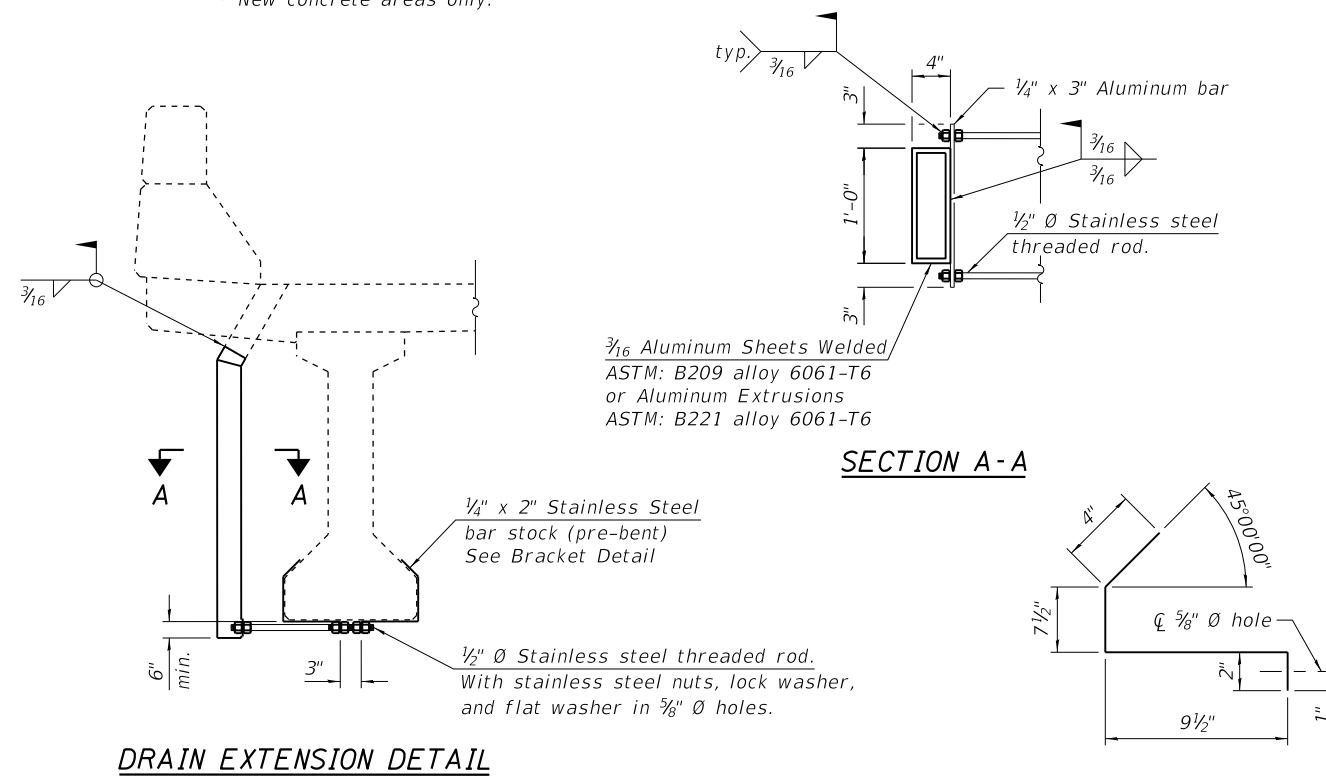


LEGEND



Denotes limits of Slope Wall Removal and Slope Wall 6 Inch.

PLAN OF SLOPEWALLS



DRAIN EXTENSION DETAIL

SECTION A-A

BRACKET DETAIL

Notes:
 Welding shall be used to attach drain extension to existing floor drain.
 Cost of bracket is included with Deck Drain Extensions.

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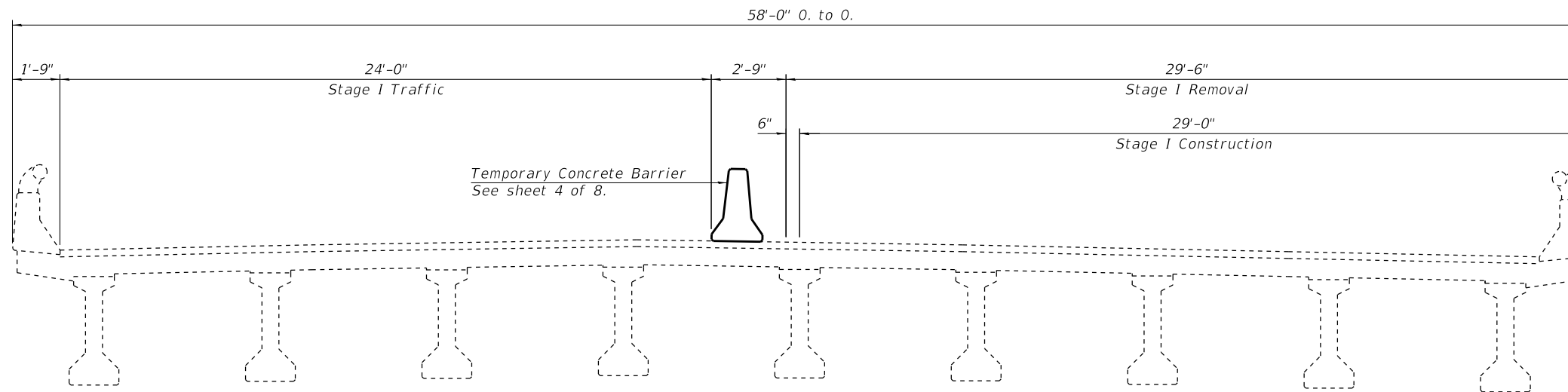
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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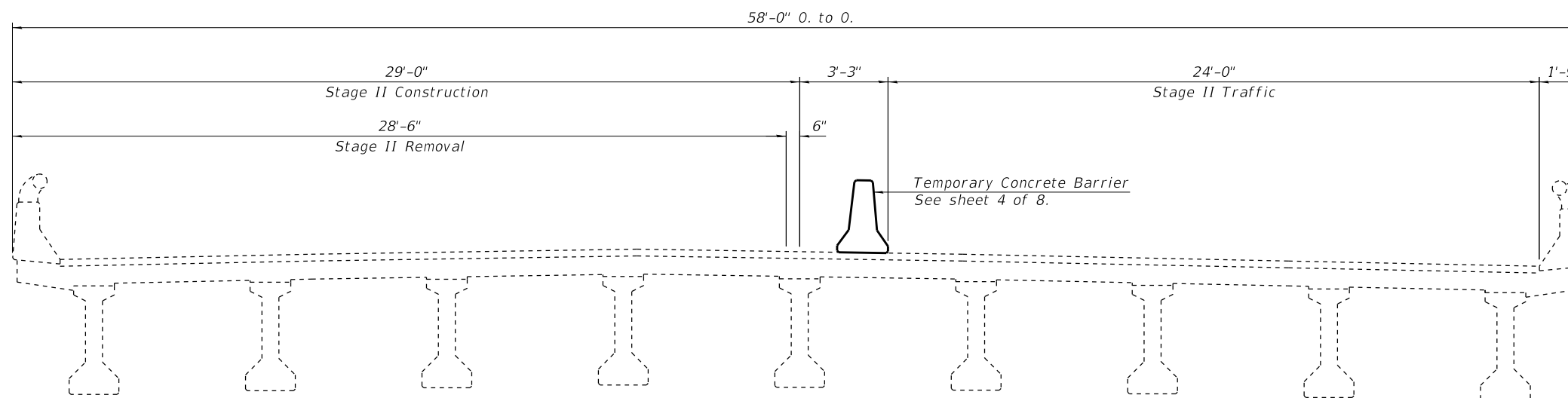
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| CONTRACT NO. 72G57 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



**STAGE I
CROSS SECTION**

Looking North (N.B.)
Looking South (S.B.)



**STAGE II
CROSS SECTION**

Looking North (N.B.)
Looking South (S.B.)

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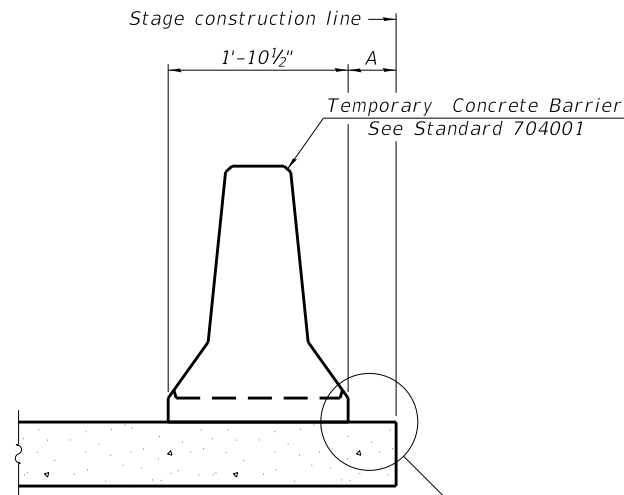
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 054-0043 (N.B.) & 054-0044 (S.B.)**

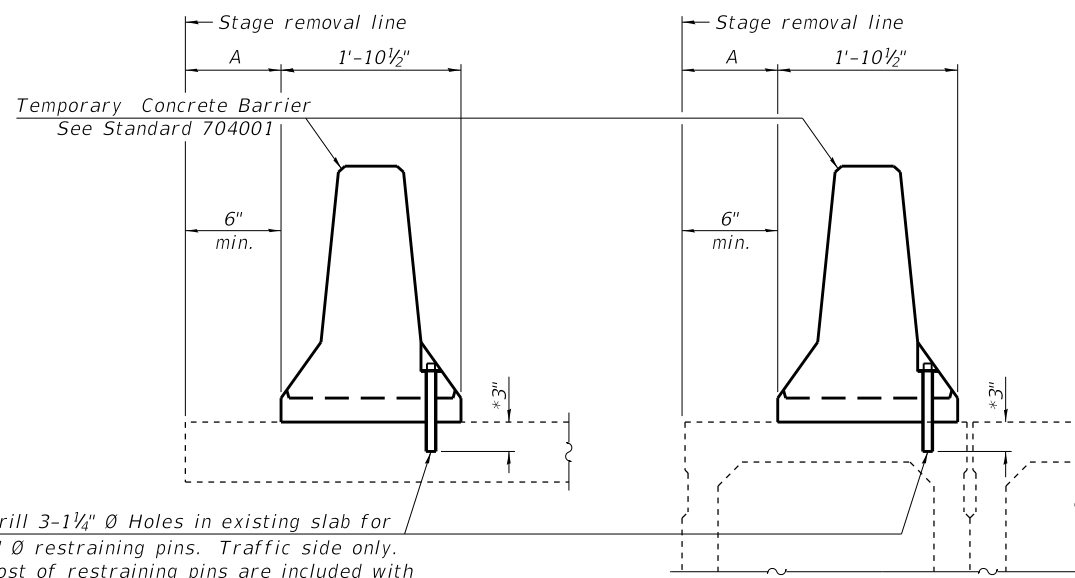
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| CONTRACT NO. 72G57 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM

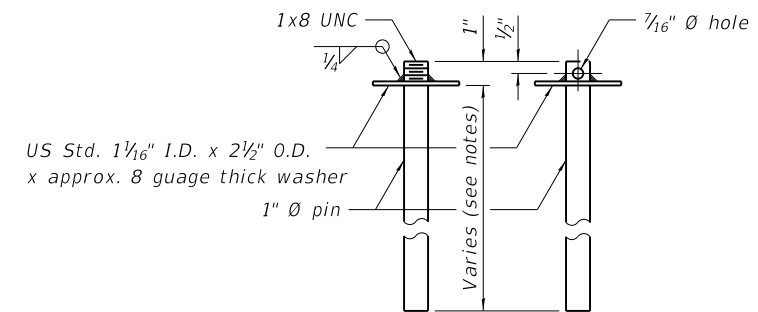


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

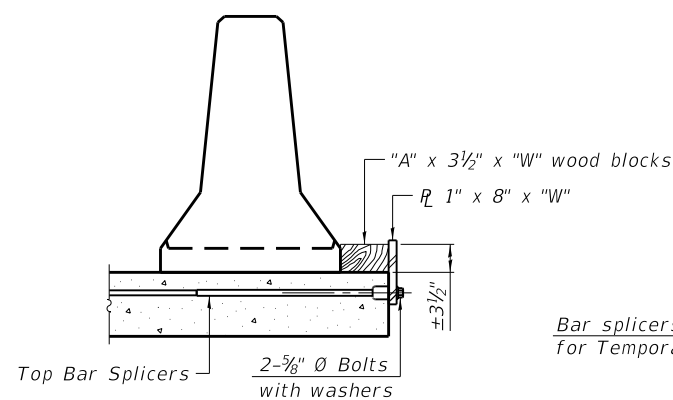
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

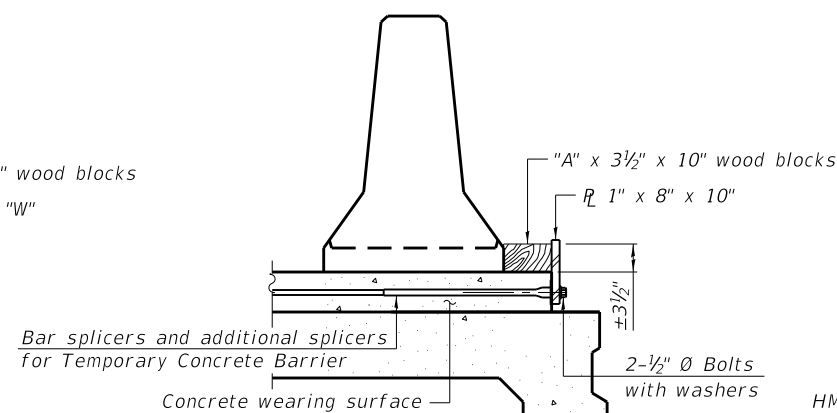


RESTRAINING PIN

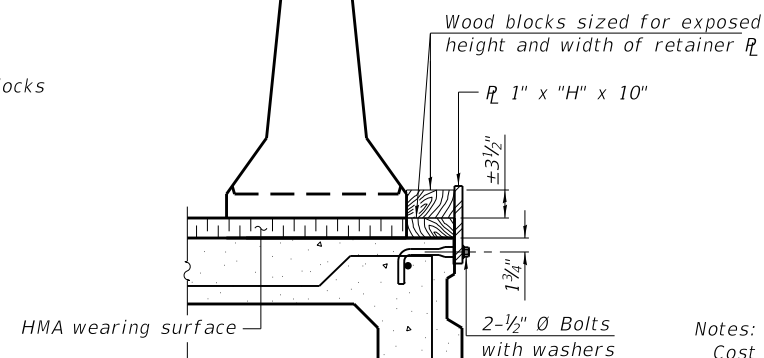
SECTIONS THRU SLAB OR DECK BEAM



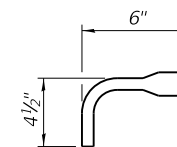
DETAIL I



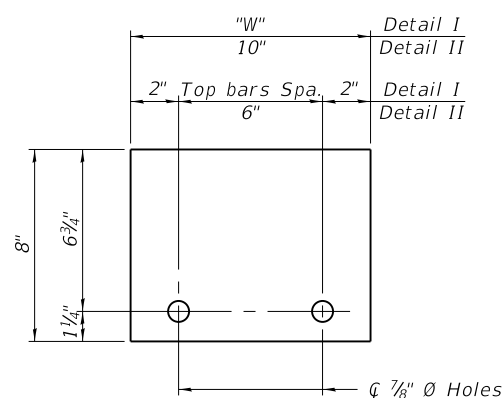
DETAIL II



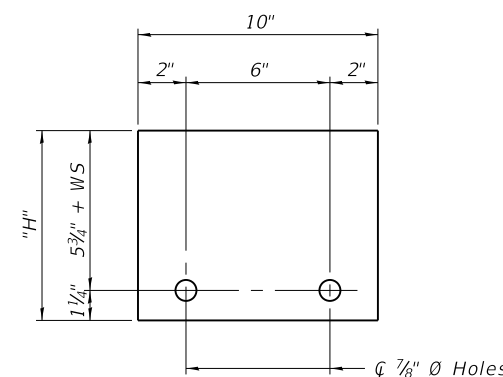
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER 1" x "H" x 10"
(Detail III)

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier. A retainer assembly shall be located at the approximate center of each temporary concrete barrier.

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1 1/2', the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6' to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

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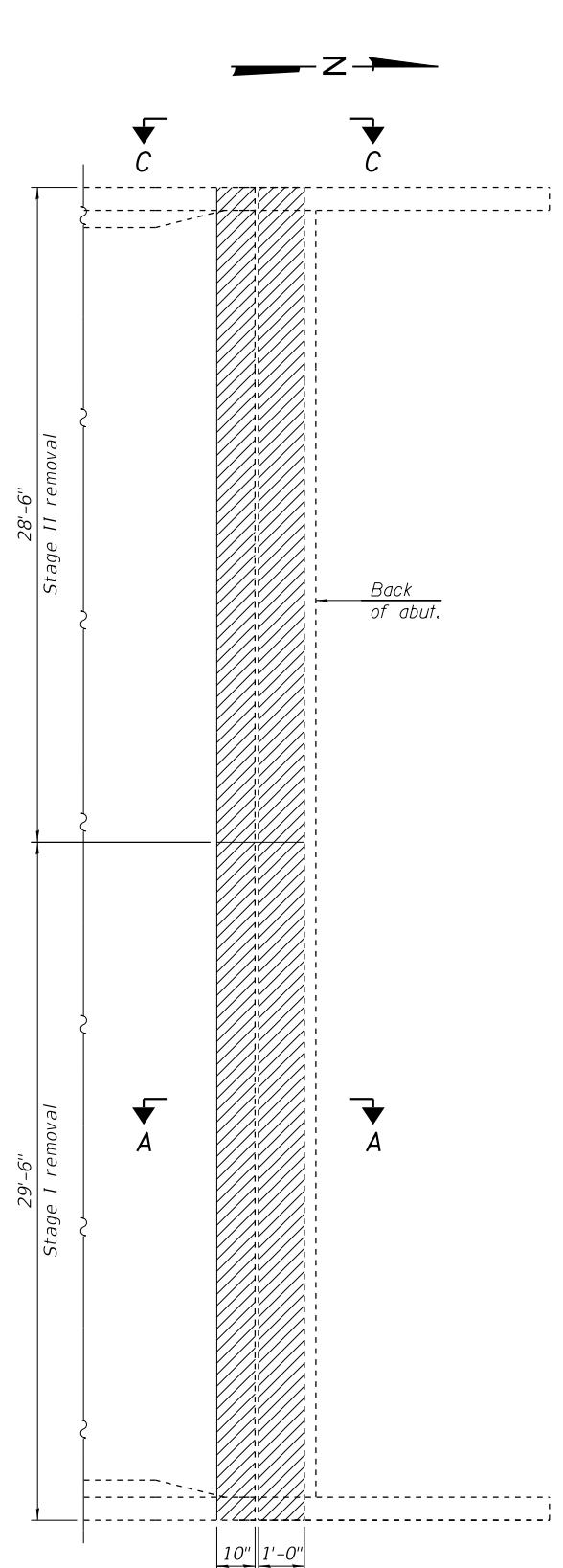
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 054-0043 (N.B.) & 054-0044 (S.B.)

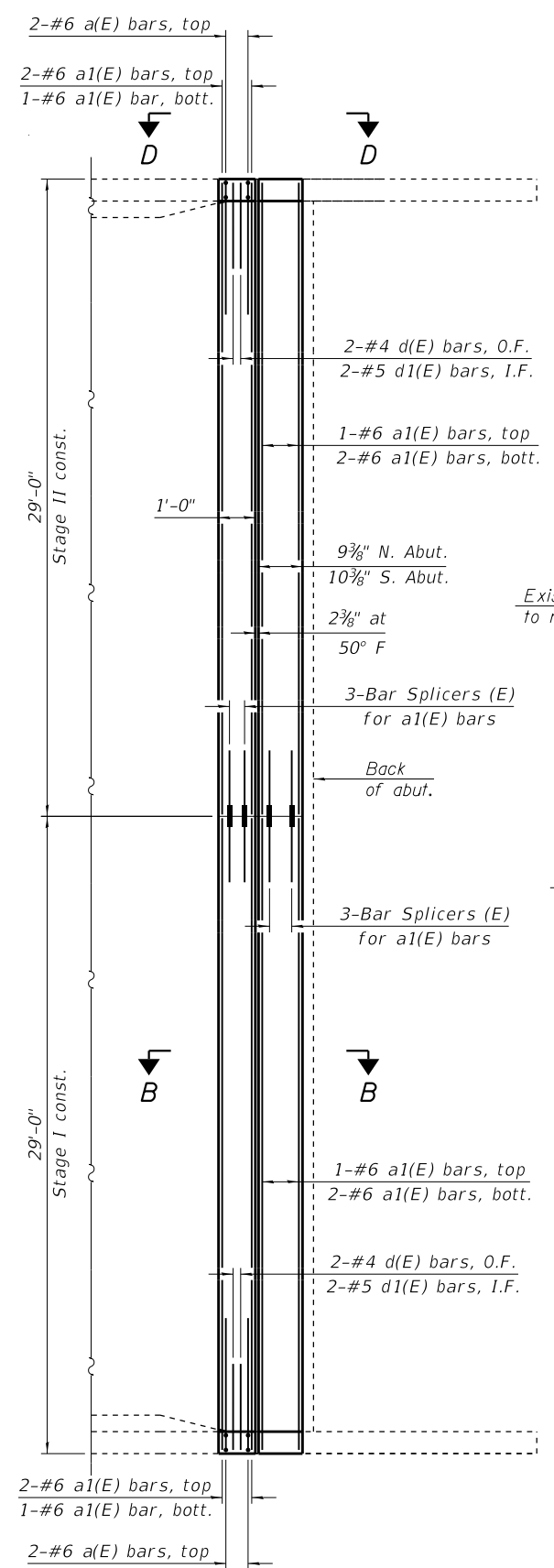
SHEET 4 OF 8 SHEETS

| F.A.J. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------------------|--------|--------------|--------------------|
| 55 | (54-3 RS-2, 23 RS-5) BR | LOGAN | 146 | 134 |
| | | | | CONTRACT NO. 72G57 |
| ILLINOIS FED. AID PROJECT | | | | |



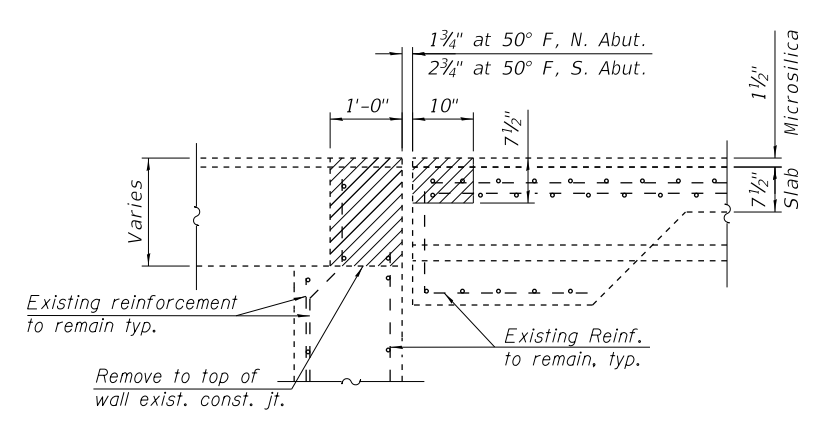
REMOVAL PLAN

(N. Abut. of N.B. roadway shown)
(S. Abut. and S.B. roadway similar)

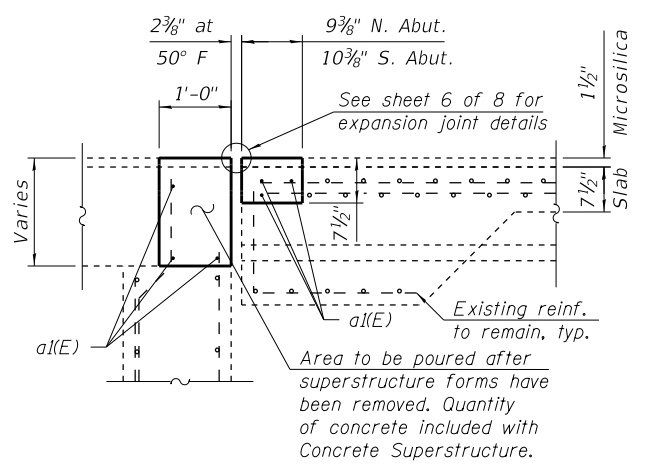


REPLACEMENT PLAN

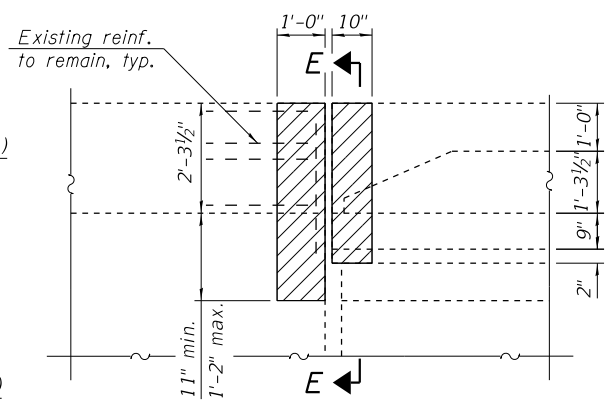
(N. Abut. of N.B. roadway shown)
(S. Abut. and S.B. roadway similar)



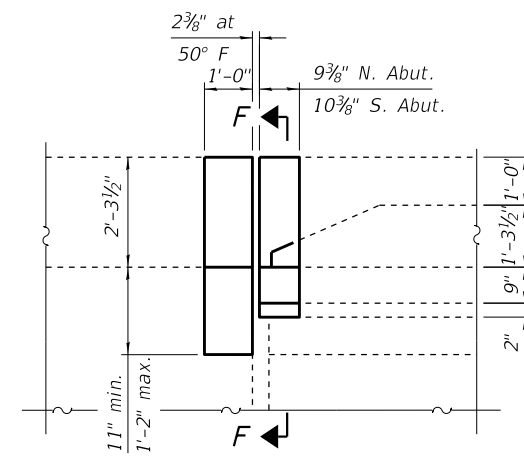
SECTION A-A



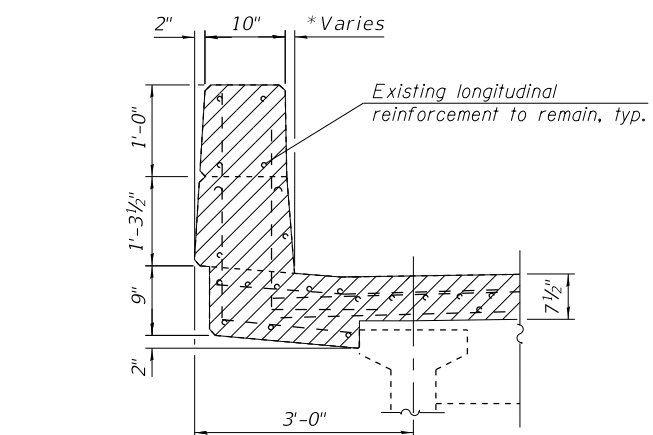
SECTION B-B



SECTION C-C

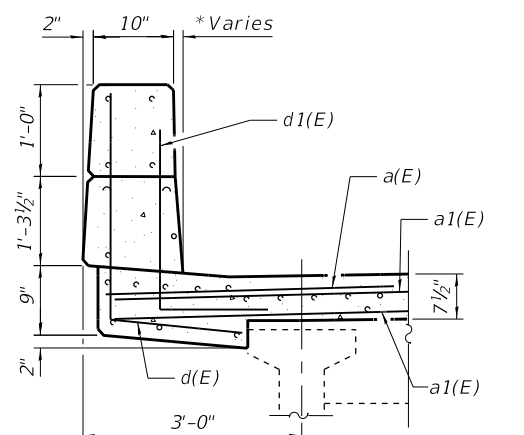


SECTION D-D



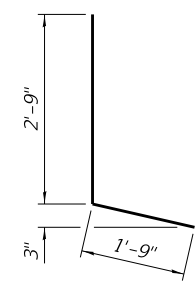
SECTION E-E

(*0" to 1 5/16")

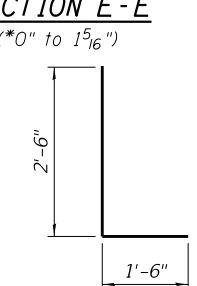


SECTION F-F

(*0" to 1 5/16")



BAR d(E)



BAR d1(E)

**SUPERSTRUCTURE
BILL OF MATERIAL
S.N. 054-0043 (N.B.)**

| Bar | No. | Size | Length | Shape |
|----------------------------------|-----|---------|--------|-------|
| a(E) | 8 | #6 | 6'-0" | — |
| a1(E) | 24 | #6 | 28'-6" | — |
| d(E) | 8 | #4 | 4'-6" | L |
| d1(E) | 8 | #5 | 4'-0" | L |
| Concrete Removal | | Cu. Yd. | 7.9 | |
| Concrete Superstructure | | Cu. Yd. | 7.9 | |
| Reinforcement Bars, Epoxy Coated | | Pound | 1,160 | |

**SUPERSTRUCTURE
BILL OF MATERIAL
S.N. 054-0044 (S.B.)**

| Bar | No. | Size | Length | Shape |
|----------------------------------|-----|---------|--------|-------|
| a(E) | 8 | #6 | 6'-0" | — |
| a1(E) | 24 | #6 | 28'-6" | — |
| d(E) | 8 | #4 | 4'-6" | L |
| d1(E) | 8 | #5 | 4'-0" | L |
| Concrete Removal | | Cu. Yd. | 7.9 | |
| Concrete Superstructure | | Cu. Yd. | 7.9 | |
| Reinforcement Bars, Epoxy Coated | | Pound | 1,160 | |

Notes:
Cut ends of longitudinal reinforcement bars extending into the new construction to maintain 1 1/2" minimum clearance.
Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on sheet 6 of 8.

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LEGEND:

Denotes concrete removal



| | | |
|--------------|----------------|-----------|
| USER NAME = | DESIGNED - JDH | REVISED - |
| PLOT SCALE = | CHECKED - JJD | REVISED - |
| PLOT DATE = | DRAWN - JDH | REVISED - |
| | CHECKED - MAC | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

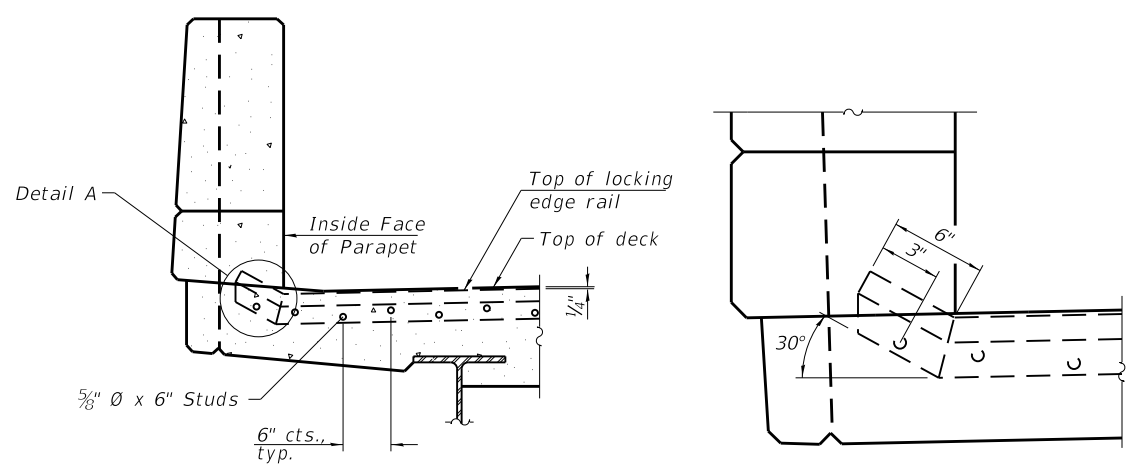
**SUPERSTRUCTURE REPAIR DETAILS
STRUCTURE NO. 054-0043 (N.B.) & 054-0044 (S.B.)**

SHEET 5 OF 8 SHEETS

| | | | | |
|---------------------------|-------------------------|--------|--------------|-----------|
| F.AJ RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | (54-3 RS-2, 23 RS-5) BR | LOGAN | 146 | 135 |
| CONTRACT NO. 72G57 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

Notes:
 The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
 The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4 1/2" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.
 The manufacturer's recommended installation methods shall be followed.

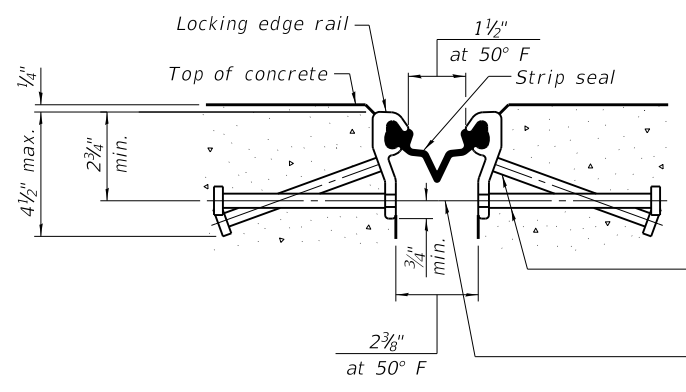
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
 The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.
 Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.
 34" F-shape barrier shown, 42" F-shape similar as noted.
 The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.



ELEVATION AT PARAPET

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

DETAIL A



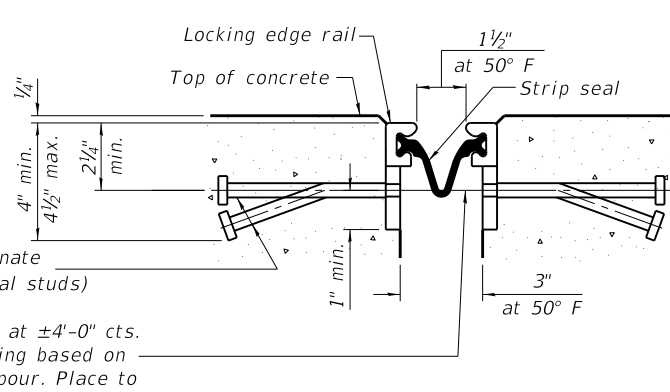
SHOWING ROLLED RAIL JOINT

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

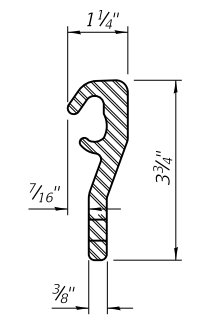
3/8" φ threaded rods in 7/16" φ holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

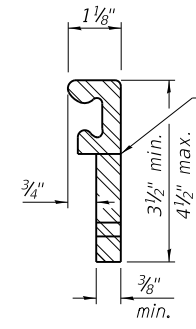
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



SHOWING WELDED RAIL JOINT



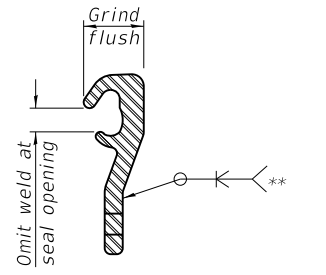
ROLLED (EXTRUDED) RAIL



WELDED RAIL

LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL S.N. 054-0043 (N.B.)

| Item | Unit | Total |
|----------------------------|------|-------|
| Preformed Joint Strip Seal | Foot | 116.0 |

BILL OF MATERIAL S.N. 054-0044 (S.B.)

| Item | Unit | Total |
|----------------------------|------|-------|
| Preformed Joint Strip Seal | Foot | 116.0 |

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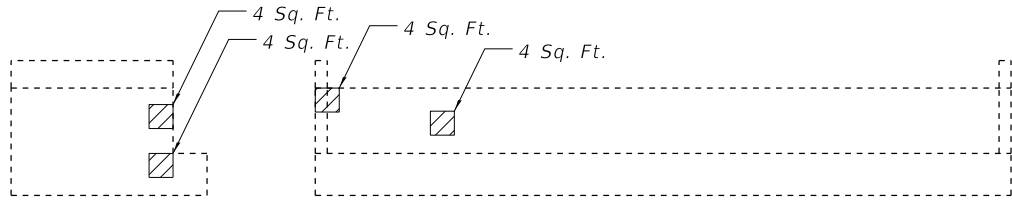
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| PLOT DATE = | DRAWN - JDH | REVISED - |
| | CHECKED - MAC | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**MODIFIED PREFORMED JOINT STRIP SEAL DETAILS
 STRUCTURE NO. 054-0043 (N.B.) & 054-0044 (S.B.)**

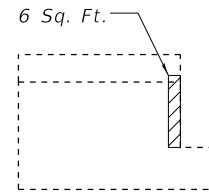
SHEET 6 OF 8 SHEETS

| | | | | |
|---------------------------|-------------------------|--------|--------------|-----------|
| F.AJ RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | (54-3 RS-2, 23 RS-5) BR | LOGAN | 146 | 136 |
| CONTRACT NO. 72G57 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



NORTHBOUND NORTH ABUTMENT
(Looking East)

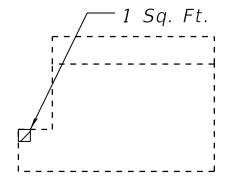
NORTHBOUND NORTH ABUTMENT
(Looking North)



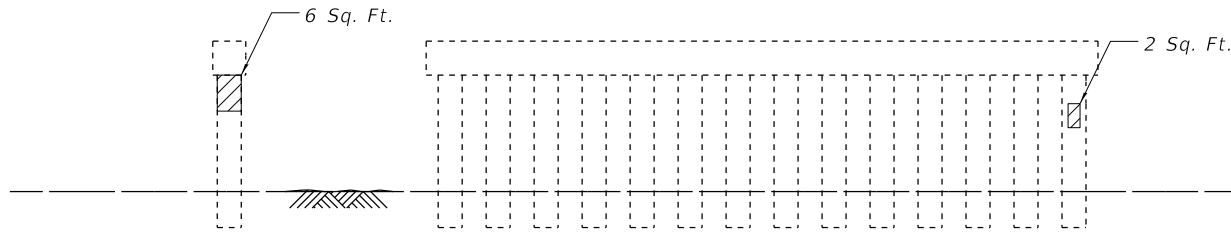
SOUTHBOUND NORTH ABUTMENT
(Looking East)



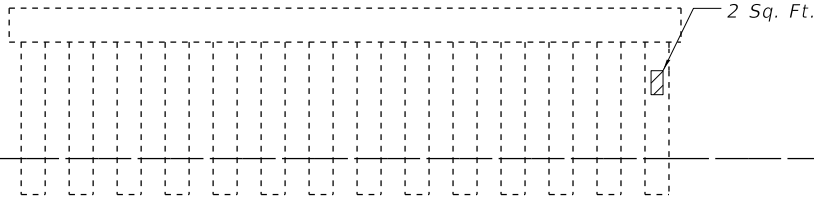
SOUTHBOUND NORTH ABUTMENT
(Looking North)



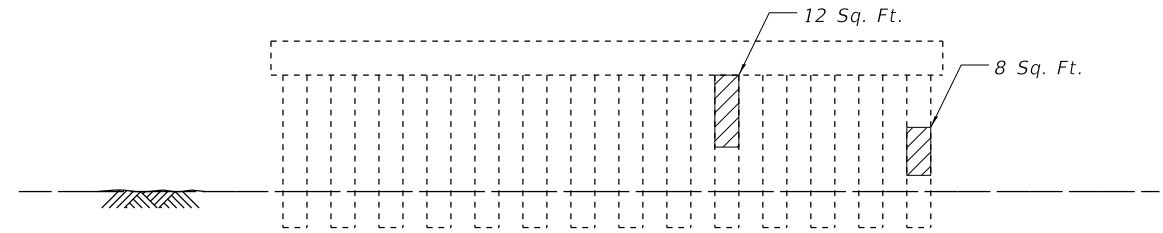
SOUTHBOUND NORTH ABUTMENT
(Looking West)



NORTHBOUND PIER 2
(Looking East)



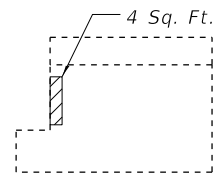
NORTHBOUND PIER 2
(Looking South)



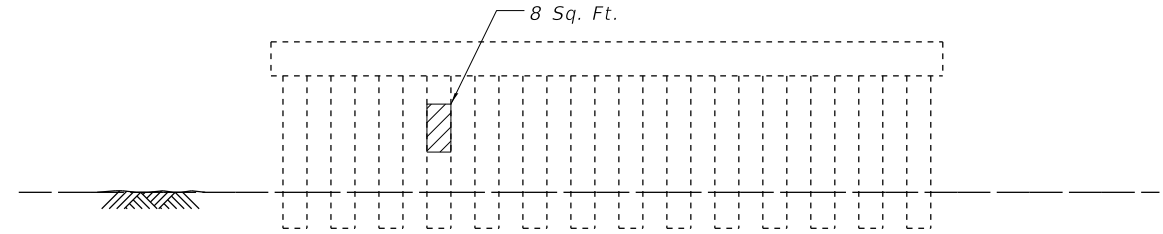
SOUTHBOUND PIER 2
(Looking North)



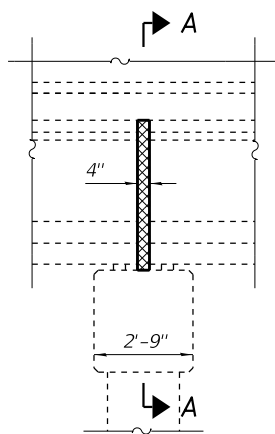
NORTHBOUND SOUTH ABUTMENT
(Looking South)



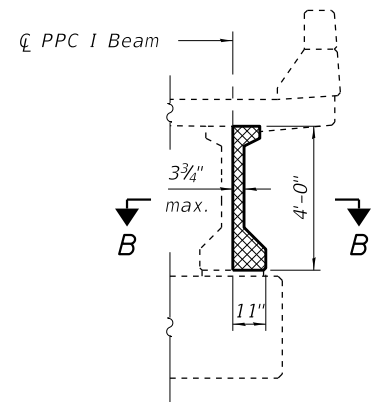
NORTHBOUND SOUTH ABUTMENT
(Looking East)



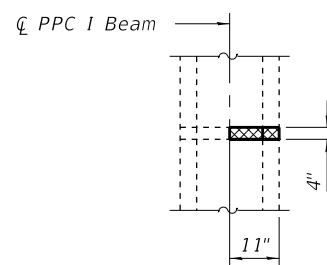
SOUTHBOUND PIER 1
(Looking South)



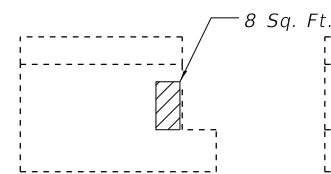
TYPICAL EXTERIOR DIAPHRAGM REPAIR AT PIER



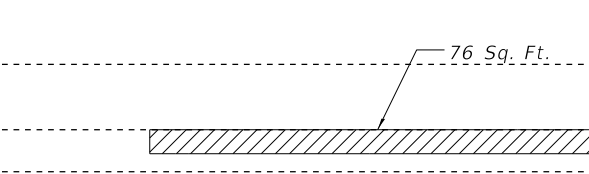
SECTION A-A



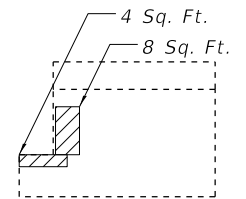
SECTION B-B



SOUTHBOUND SOUTH ABUTMENT
(Looking West)



SOUTHBOUND SOUTH ABUTMENT
(Looking South)



SOUTHBOUND SOUTH ABUTMENT
(Looking East)

LEGEND:

- Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)
- Indicates area of diaphragm removal and Pumpable Concrete Mix

Notes:
 Traffic shall be staged such that no traffic is allowed over the exterior diaphragm repair until the Pumpable Concrete Mix is placed and has cured according to the manufacturer's recommendations.
 Removal of concrete diaphragm shall not extend beyond ϕ of existing exterior PPC I Beam.

BILL OF MATERIAL
S.N. 054-0043 (N.B.)

| ITEM | UNIT | TOTAL |
|--|---------|-------|
| Structural Repair of Concrete (Depth Equal to or Less than 5 inches) | Sq. Ft. | 28 |
| Pumpable Concrete Mix | Cu. Ft. | 2.7 |

BILL OF MATERIAL
S.N. 054-0044 (S.B.)

| ITEM | UNIT | TOTAL |
|--|---------|-------|
| Structural Repair of Concrete (Depth Equal to or Less than 5 inches) | Sq. Ft. | 131 |
| Pumpable Concrete Mix | Cu. Ft. | 2.7 |

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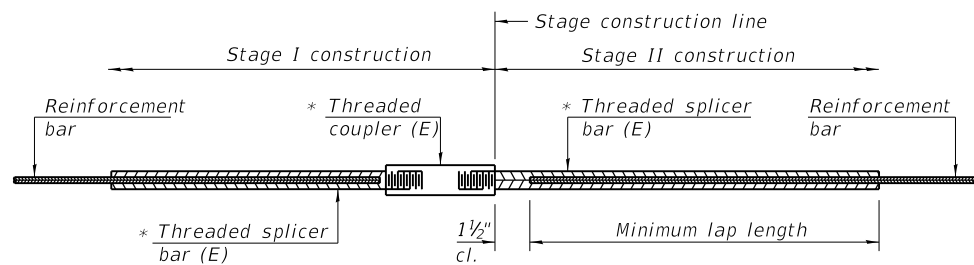
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| PLOT SCALE = | CHECKED - JJD | REVISED - |
| PLOT DATE = | DRAWN - JDH | REVISED - |
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL CONCRETE REPAIR DETAILS
STRUCTURE NO. 054-0043 (N.B.) & 054-0044 (S.B.)

SHEET 7 OF 8 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------------------|--------|--------------|-----------|
| 55 | (54-3 RS-2, 23 RS-5) BR | LOGAN | 146 | 137 |
| CONTRACT NO. 72G57 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



STANDARD BAR SPLICER ASSEMBLY

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

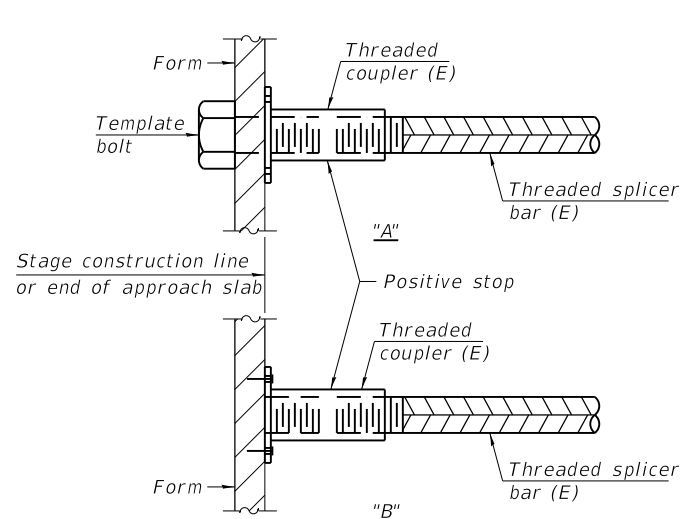
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

S.N. 054-0043 (N.B.)

| Location | Bar size | No. assemblies required | Minimum lap length |
|----------|----------|-------------------------|--------------------|
| Abutment | #6 | 6 | 5'-6" |
| Deck | #6 | 6 | 4'-5" |
| | | | |
| | | | |

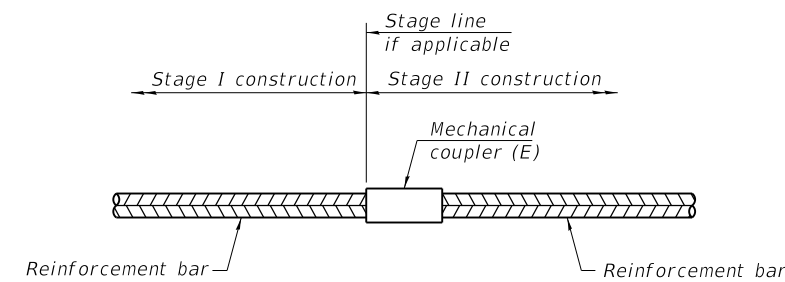
S.N. 054-0044 (S.B.)

| Location | Bar size | No. assemblies required | Minimum lap length |
|----------|----------|-------------------------|--------------------|
| Abutment | #6 | 6 | 5'-6" |
| Deck | #6 | 6 | 4'-5" |
| | | | |
| | | | |



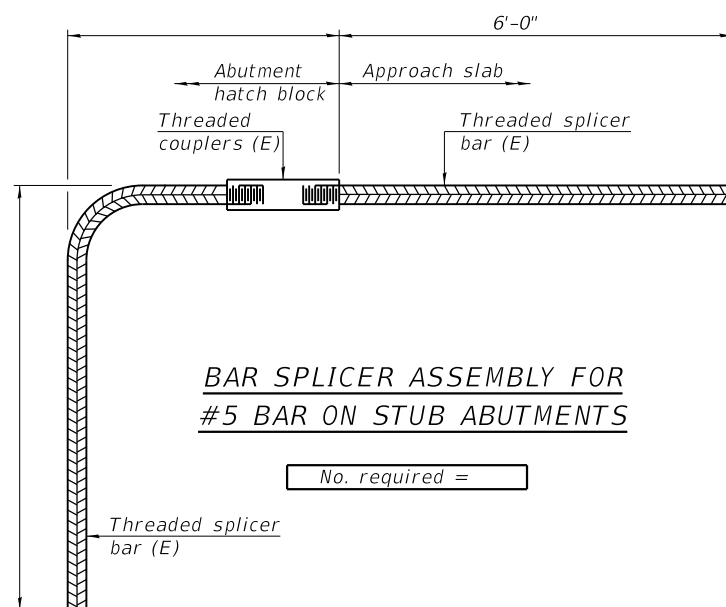
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

| Location | Bar size | No. assemblies required |
|----------|----------|-------------------------|
| | | |
| | | |
| | | |



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

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BSD-1

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| PLOT SCALE = | CHECKED - JJD | REVISED - |
| PLOT DATE = | DRAWN - JDH | REVISED - |
| | CHECKED - MAC | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 054-0043 (N.B.) & 054-0044 (S.B.)

SHEET 8 OF 8 SHEETS

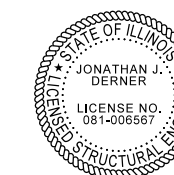
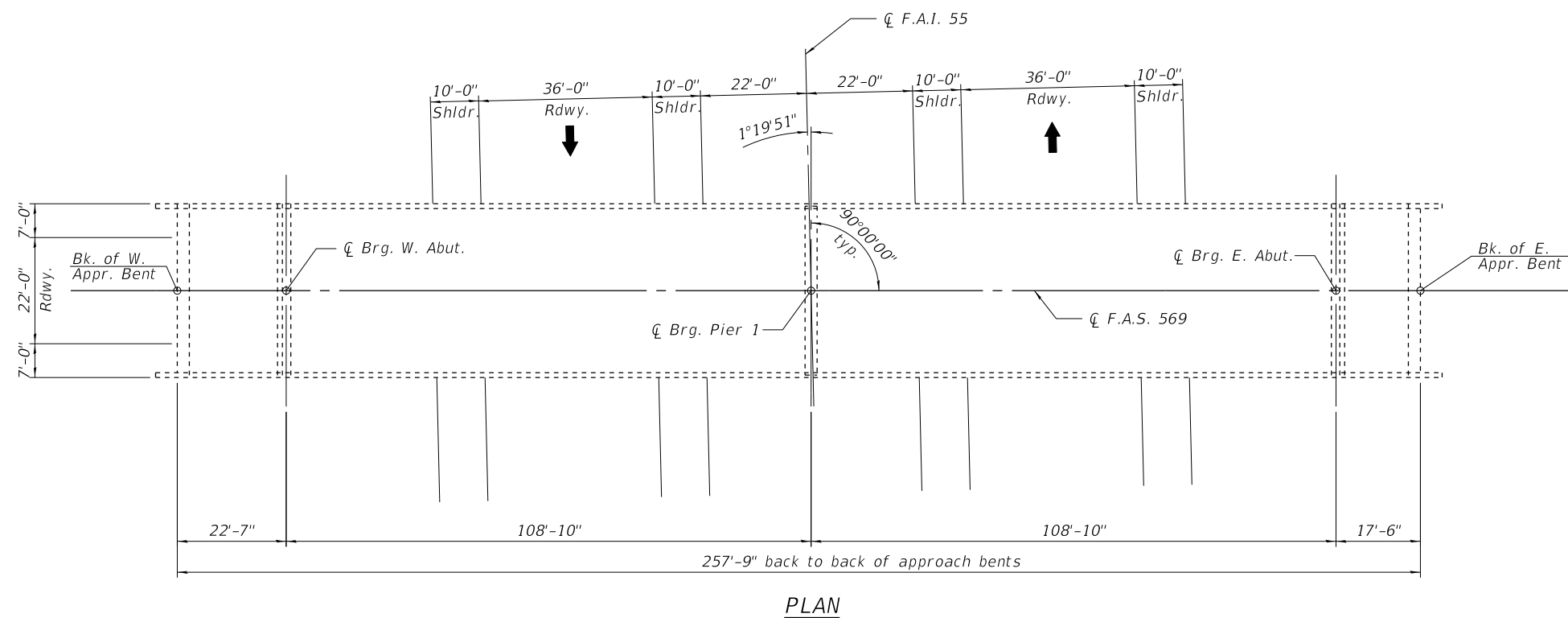
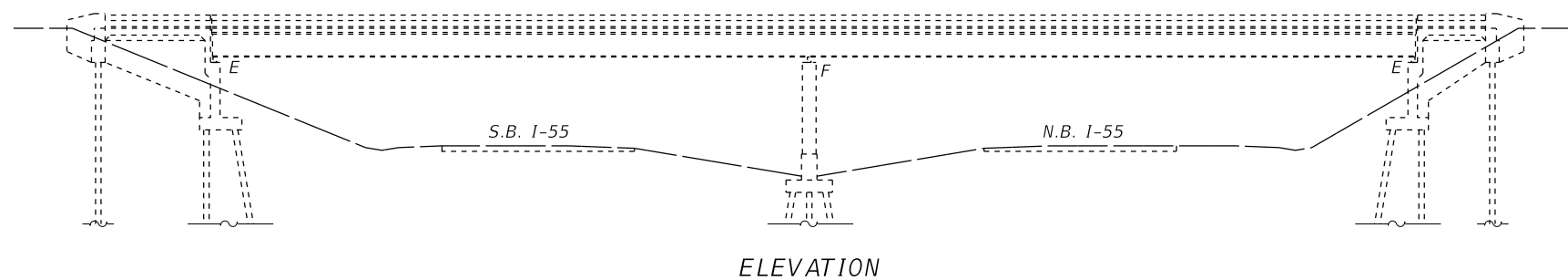
| F.AJ RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------------------|--------|--------------|-----------|
| 55 | (54-3 RS-2, 23 RS-5) BR | LOGAN | 146 | 138 |
| CONTRACT NO. 72G57 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Pier Repair Details

SCOPE OF WORK

1. Replace preformed joint seals
2. Raise pier crash wall.



Jon Derner 11-27-2019
Expires 11/30/2020

GENERAL PLAN AND ELEVATION
CH E52 OVER I-55
F.A.S. 569
SECTION (54-3 RS-2, 23 RS-5) BR
LOGAN COUNTY
STRUCTURE NO. 054-0045

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| PLOT DATE = | CHECKED - JJD | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | | |
|--------------------|-------------------------|--------|--------------|-----------|
| F.A.J. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | (54-3 RS-2, 23 RS-5) BR | LOGAN | 146 | 139 |
| CONTRACT NO. 72G57 | | | | |

SHEET 1 OF 3 SHEETS

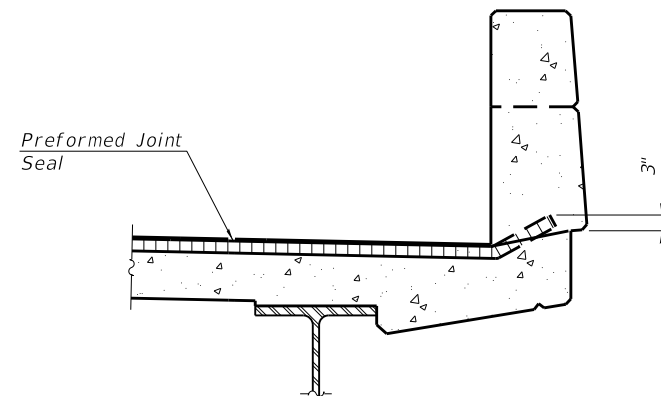
ILLINOIS FED. AID PROJECT

GENERAL NOTES

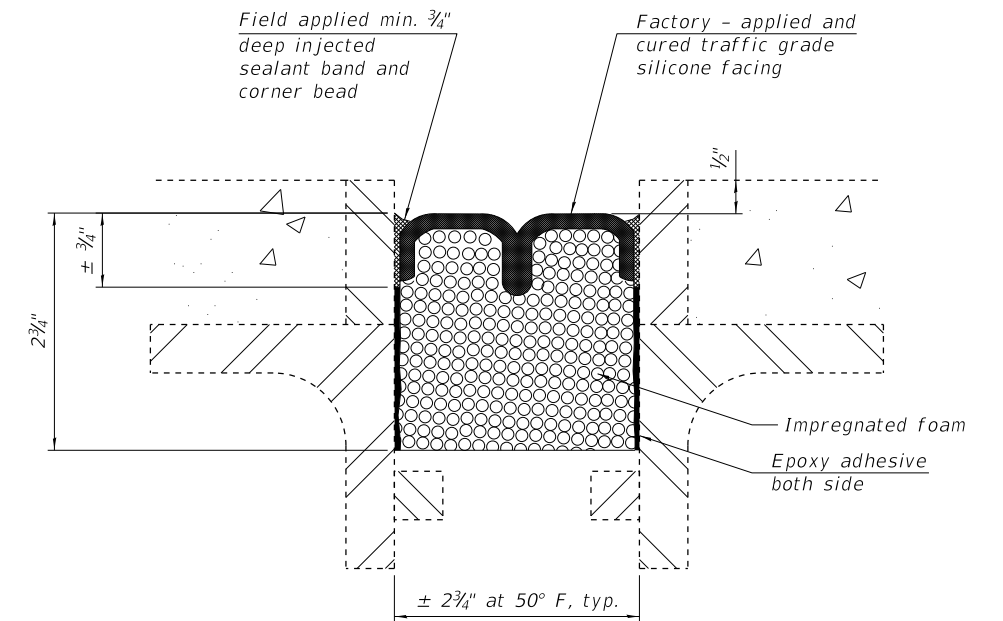
Reinforcement bars designated (E) shall be epoxy coated.
 Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to 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.

TOTAL BILL OF MATERIAL

| ITEM | UNIT | SUPER | SUB | TOTAL |
|----------------------------------|---------|-------|-----|-------|
| Concrete Structures | Cu. Yd. | | 5.8 | 5.8 |
| Reinforcement Bars, Epoxy Coated | Pound | | 520 | 520 |
| Preformed Joint Seal, 2 3/4" | Foot | 72.0 | | 72.0 |
| | | | | |
| | | | | |



TYPICAL END OF SEALER TREATMENT



PREFORMED JOINT SEAL DETAILS

Notes:
 Joint seals shall be preformed pre-compressed silicone coated self-expanding sealant system.
 The removal of the existing joint is included in the cost of the preformed joint seal.

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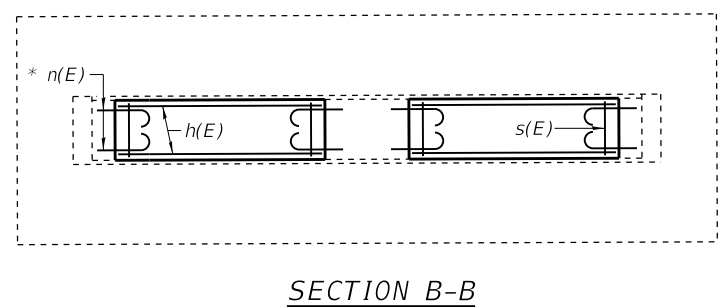
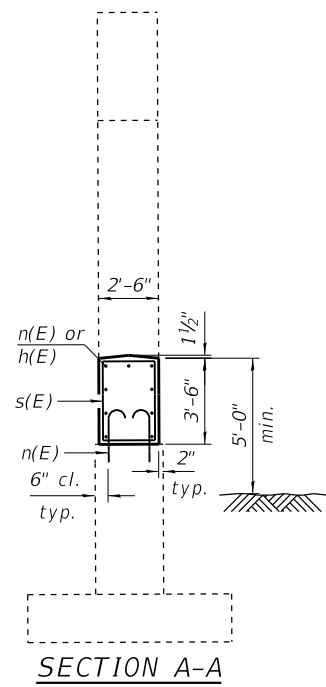
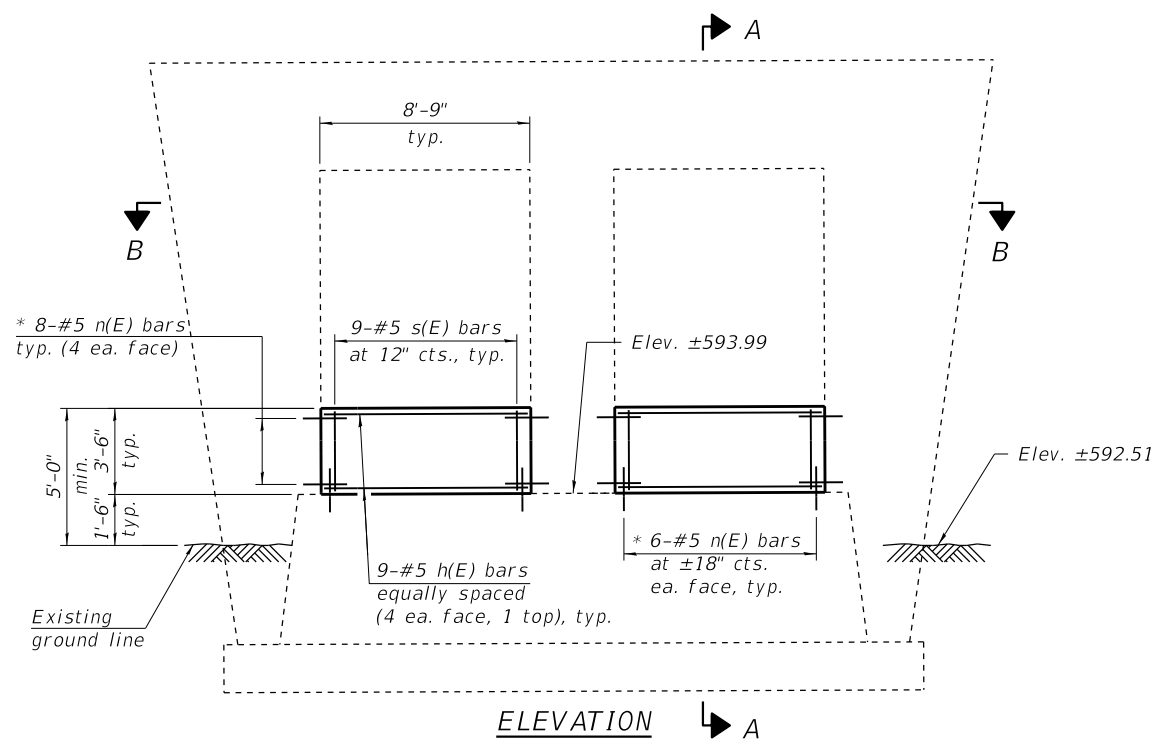
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| PLOT DATE = | CHECKED - JJD | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

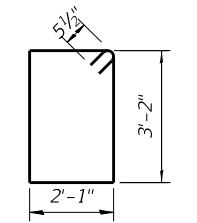
**GENERAL DATA
 STRUCTURE NO. 054-0045**

SHEET 2 OF 3 SHEETS

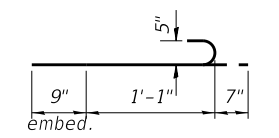
| F.AJ RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------------------|--------|--------------|-----------|
| 55 | (54-3 RS-2, 23 RS-5) BR | LOGAN | 146 | 140 |
| CONTRACT NO. 72G57 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



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



BAR s(E)



BAR n(E)

BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|----------------------------------|-----|------|---------|-------|
| h(E) | 18 | #5 | 8'-6" | — |
| n(E) | 56 | #5 | 2'-5" | ⌋ |
| s(E) | 18 | #5 | 11'-5" | ⌈ |
| Concrete Structures | | | Cu. Yd. | 5.8 |
| Reinforcement Bars, Epoxy Coated | | | Pound | 520 |

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER REPAIR DETAILS
STRUCTURE NO. 054-0045

| | | | | |
|---------------------------|-------------------------|--------|--------------|-----------|
| F.AJ RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | (54-3 RS-2, 23 RS-5) BR | LOGAN | 146 | 141 |
| CONTRACT NO. 72G57 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

SHEET 3 OF 3 SHEETS

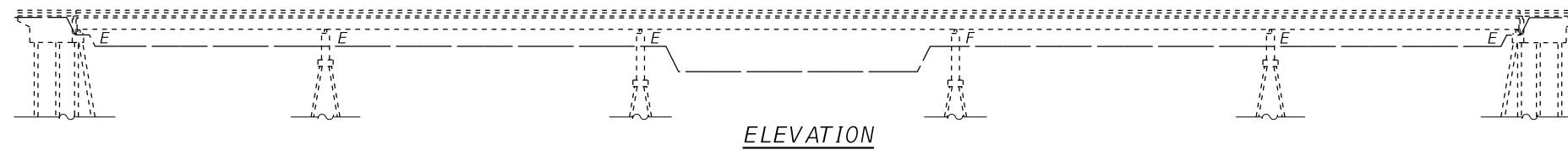
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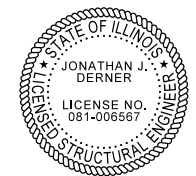
INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Stage Construction Details
4. Temporary Concrete Barrier For Stage Construction
5. Deck Slab Repairs

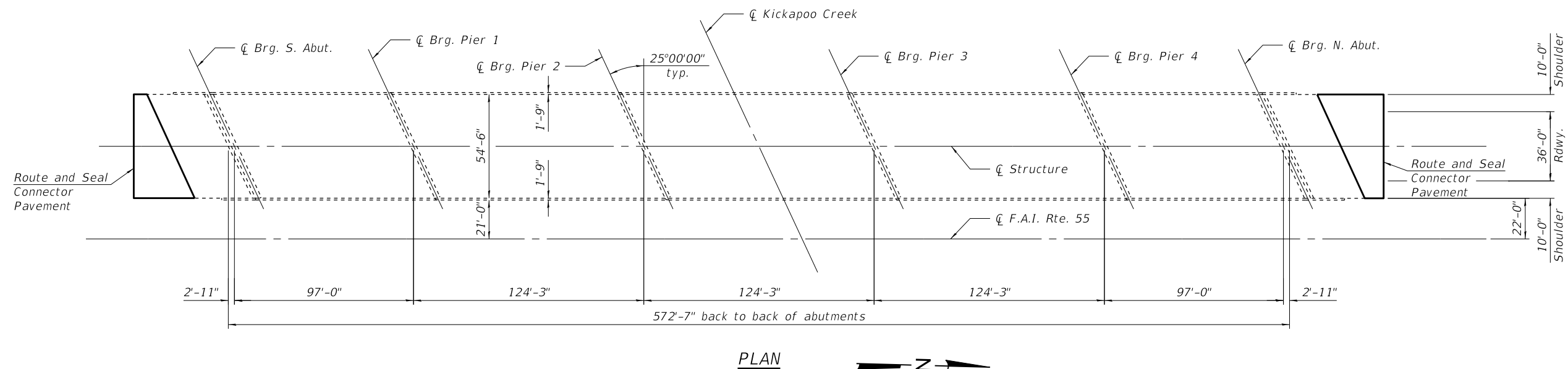


SCOPE OF WORK

1. Repair deck.
2. Route and seal connector pavements.



Jon Derner 11-27-2019
Expires 11/30/2020



GENERAL PLAN AND ELEVATION
I-55 OVER KICKAPOO CREEK
F.A.I. ROUTE 55
SECTION (54-3 RS-2, 23 RS-5) BR
LOGAN COUNTY
STRUCTURE NO. 054-0048 (S.B.)

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| PLOT DATE = | CHECKED - MAC | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | | |
|---------------------------|-------------------------|--------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | (54-3 RS-2, 23 RS-5) BR | LOGAN | 146 | 142 |
| CONTRACT NO. 72G57 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

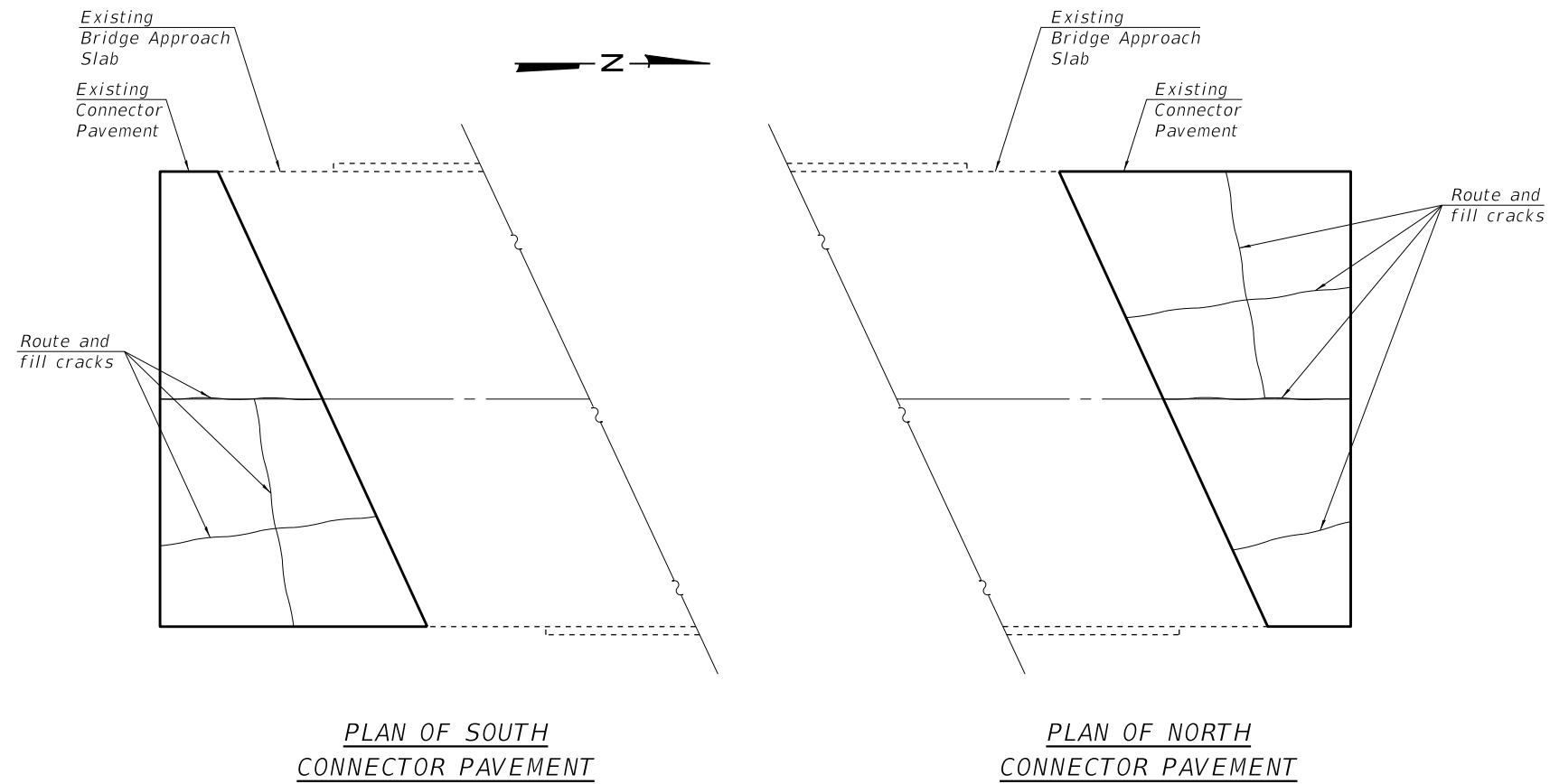
SHEET 1 OF 5 SHEETS

GENERAL NOTES

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.

TOTAL BILL OF MATERIAL

| ITEM | UNIT | SUPER | SUB | TOTAL |
|--|---------|-------|-----|-------|
| Joint or Crack Routing (PC Concrete Pavement and Shoulder) | Foot | 170 | | 170 |
| Joint or Crack Filling | Pound | 50 | | 50 |
| Deck Slab Repair (Partial) | Sq. Yd. | 34.6 | | 34.6 |
| | | | | |



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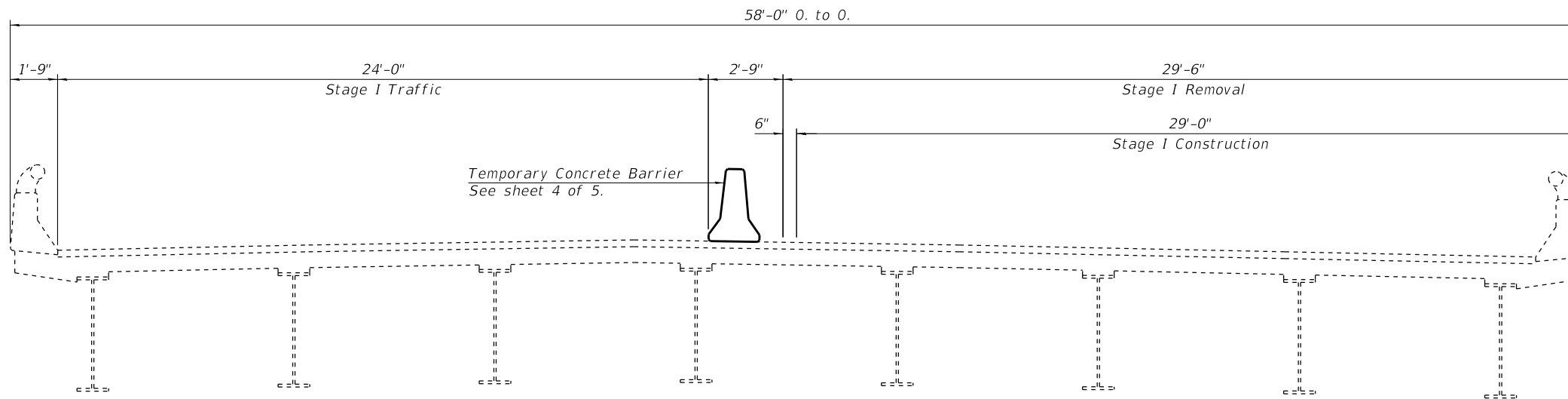
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

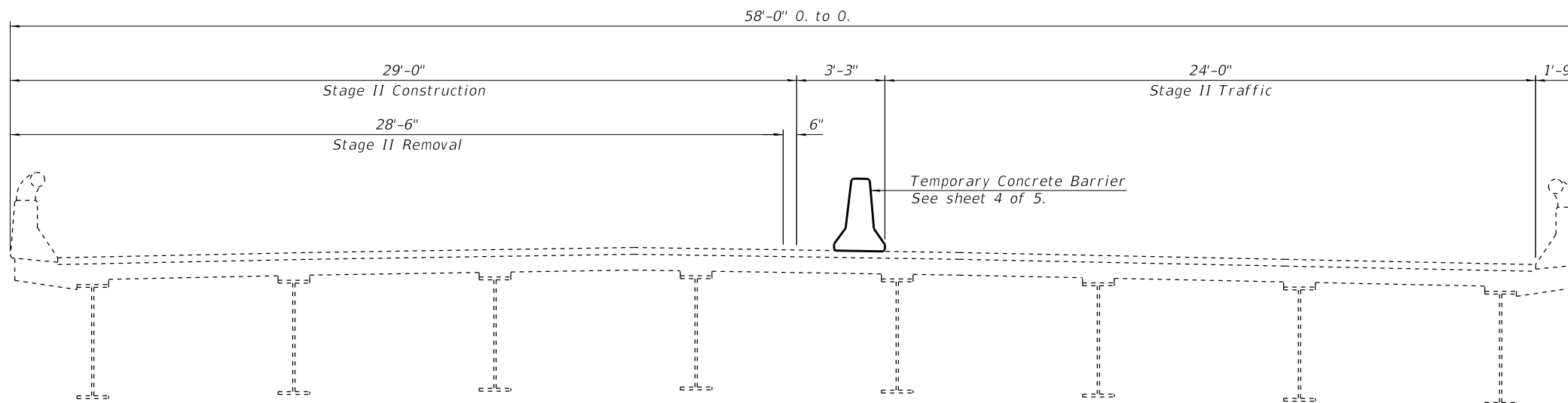
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STRUCTURE NO. 054-0048 (S.B.)**

SHEET 2 OF 5 SHEETS

| F.AJ RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------------------|------------------|--------------|-----------|
| 55 | (54-3 RS-2, 23 RS-5) BR | LOGAN | 146 | 143 |
| CONTRACT NO. 72G57 | | | | |
| ILLINOIS | | FED. AID PROJECT | | |



STAGE I
CROSS SECTION
(Looking South)



STAGE II
CROSS SECTION
(Looking South)

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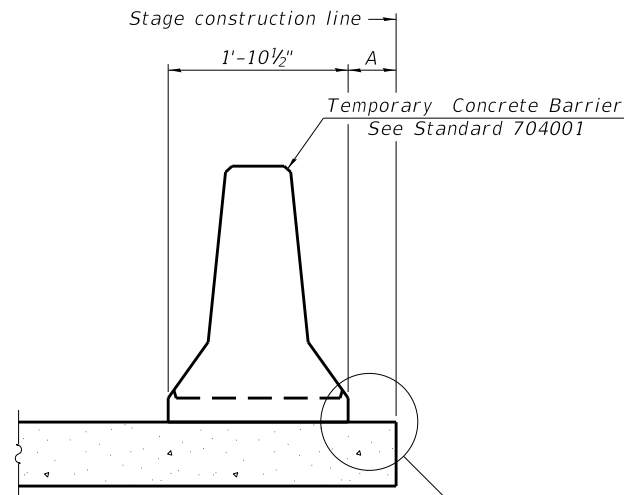
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 054-0048 (S.B.)

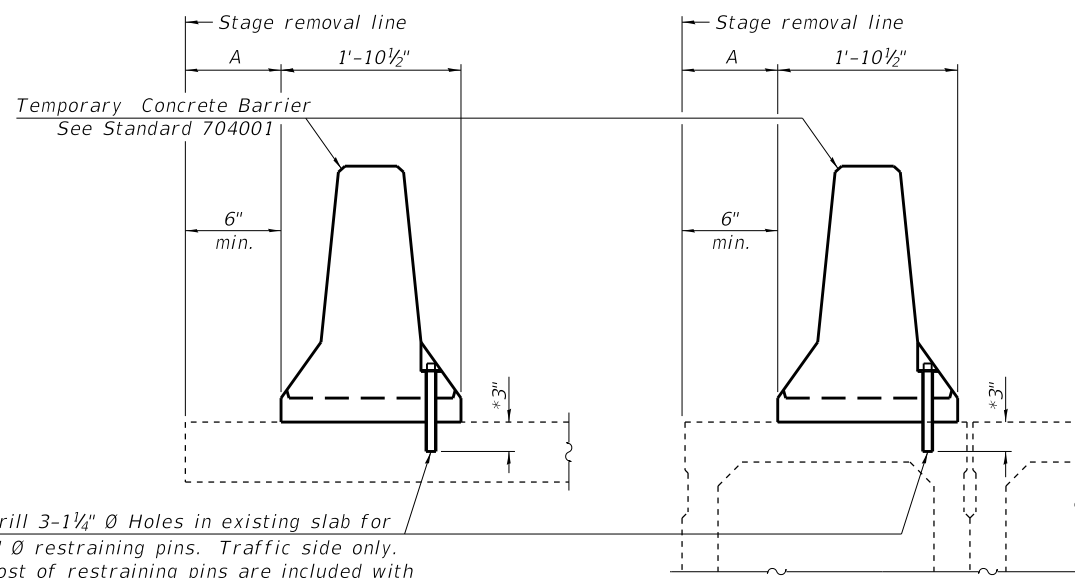
SHEET 3 OF 5 SHEETS

| F.AJ RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------------------|--------|--------------------|-----------|
| 55 | (54-3 RS-2, 23 RS-5) BR | LOGAN | 146 | 144 |
| ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 72G57 | |



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM

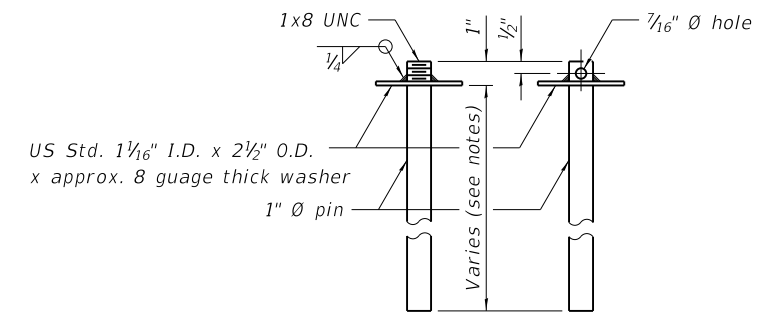


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

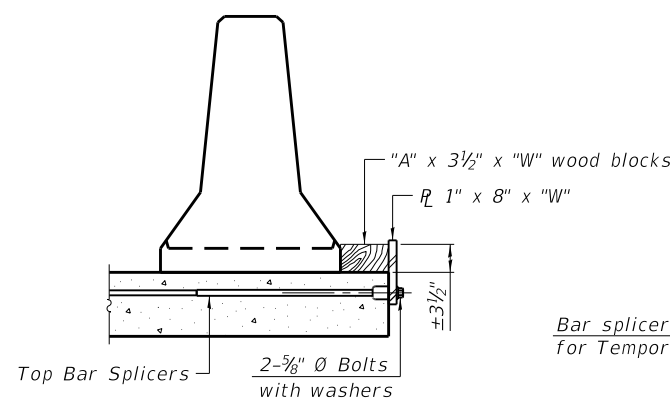
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM



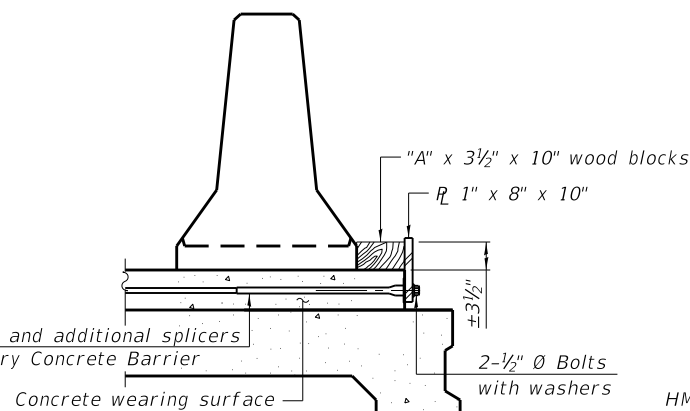
RESTRAINING PIN

SECTIONS THRU SLAB OR DECK BEAM

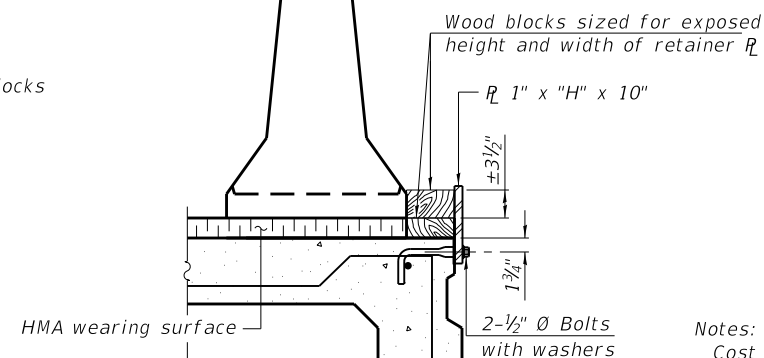


DETAIL I

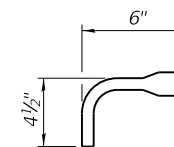
Bar splicers and additional splicers for Temporary Concrete Barrier



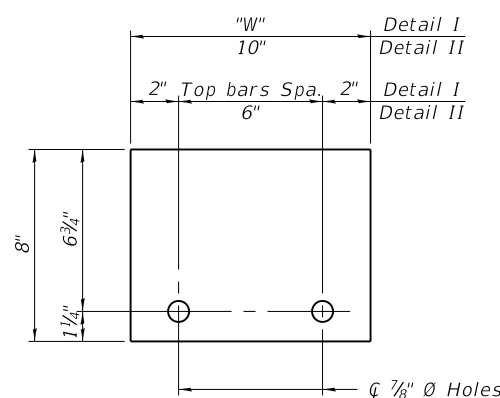
DETAIL II



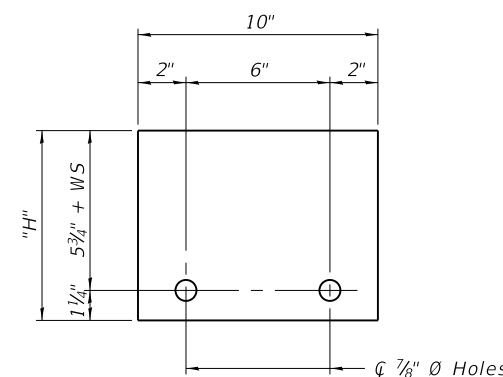
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER R 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER R 1" x "H" x 10"
(Detail III)

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier. A retainer assembly shall be located at the approximate center of each temporary concrete barrier.

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1 1/2', the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6' to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

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R-27

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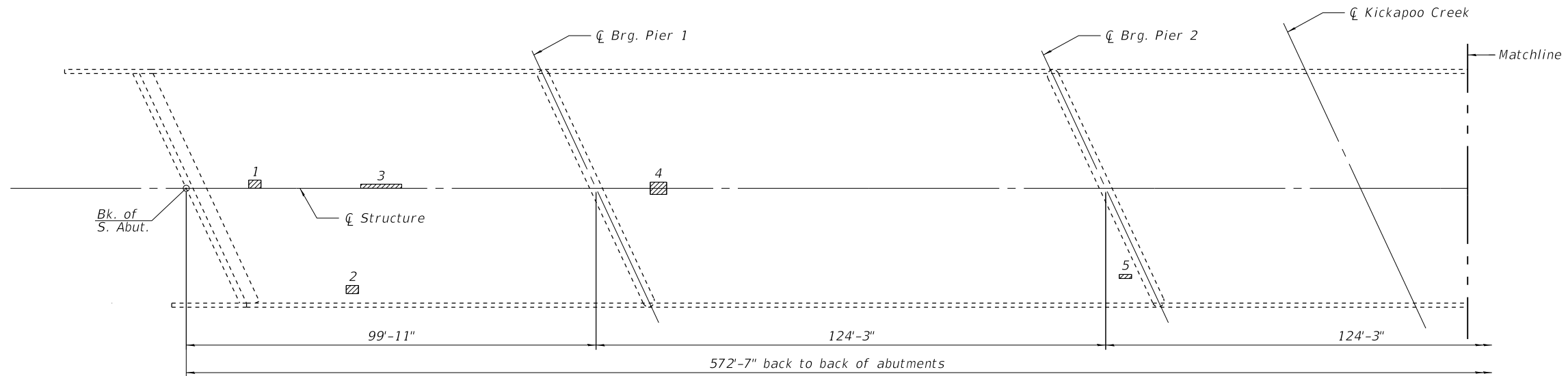
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

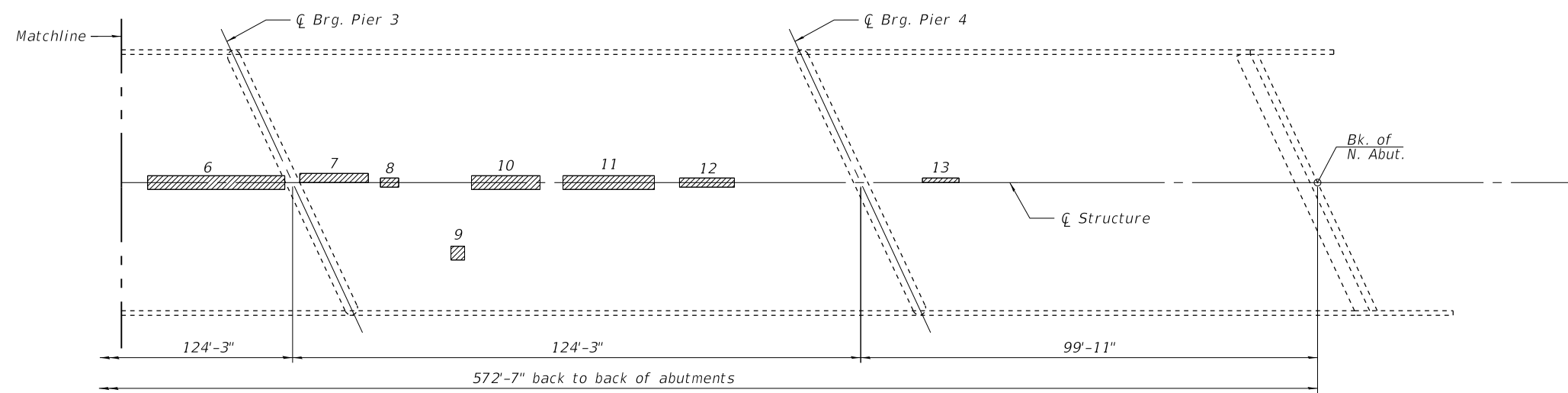
TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 054-0048 (S.B.)

SHEET 4 OF 5 SHEETS

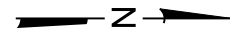
| F.AJ RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------------------|--------|--------------|--------------------|
| 55 | (54-3 RS-2, 23 RS-5) BR | LOGAN | 146 | 145 |
| | | | | CONTRACT NO. 72G57 |
| ILLINOIS FED. AID PROJECT | | | | |



PART PLAN



PART PLAN



ANTICIPATED DECK SLAB REPAIR (PARTIAL DEPTH)

| Patch # | Width (ft.) | Length (ft.) | Quantity (Sq. Yd.) |
|---------|-------------|--------------|--------------------|
| 1 | 2 | 3 | 0.7 |
| 2 | 2 | 3 | 0.7 |
| 3 | 1 | 10 | 1.1 |
| 4 | 3 | 4 | 1.3 |
| 5 | 1 | 3 | 0.3 |
| 6 | 3 | 30 | 10 |
| 7 | 2 | 15 | 3.3 |
| 8 | 2 | 4 | 0.9 |
| 9 | 3 | 3 | 1.0 |
| 10 | 3 | 15 | 5.0 |
| 11 | 3 | 20 | 6.7 |
| 12 | 2 | 12 | 2.7 |
| 13 | 1 | 8 | 0.9 |

LEGEND:

Deck Slab Repair (Partial Depth)

Note:
Quantities and repair areas shown are estimated. Actual areas to be determined by the Resident Engineer and recorded on the As-Built Plans.

BILL OF MATERIAL

| Item | Unit | Quantity |
|----------------------------------|---------|----------|
| Deck Slab Repair (Partial Depth) | Sq. Yd. | 34.6 |

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| PLOT DATE = | CHECKED - MAC | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK SLAB REPAIRS
STRUCTURE NO. 054-0048 (S.B.)**

SHEET 5 OF 5 SHEETS

| | | | | |
|---------------------------|-------------------------|--------|--------------|-----------|
| F.AJ RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | (54-3 RS-2, 23 RS-5) BR | LOGAN | 146 | 146 |
| CONTRACT NO. 72G57 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |