

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

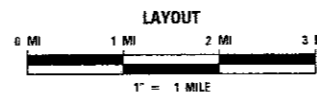
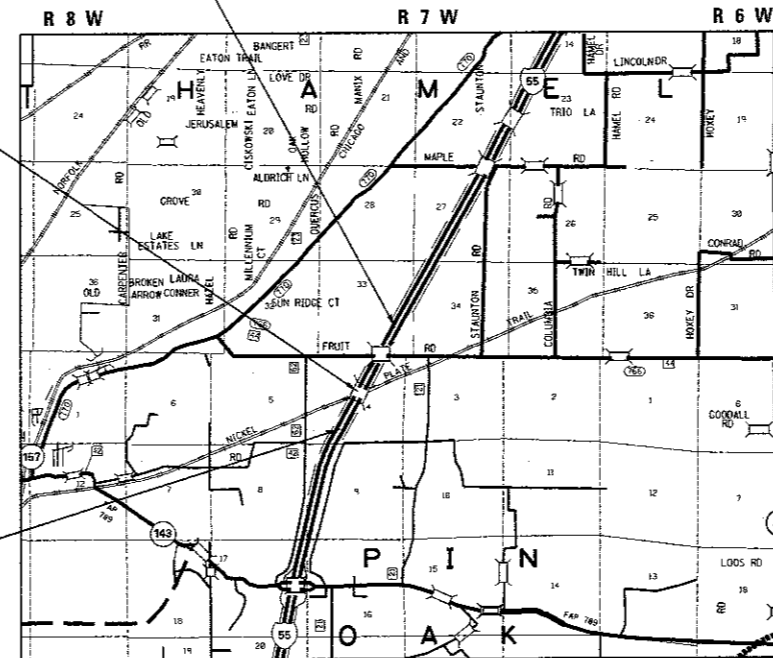
FAI ROUTE 55 (I-55)
SECTION 60-1VB2
PROJECT BR-0055(461)
BRIDGE DECK REPLACEMENT
MADISON COUNTY
C-98-122-18

DESIGN DESIGNATION
FAI ROUTE 55 (I-55)
FEDERAL INTERSTATE
ADT 26,700 (2011)
63.1% PV
4.3% SU
32.6% MU
DESIGN SPEED: 65 MPH

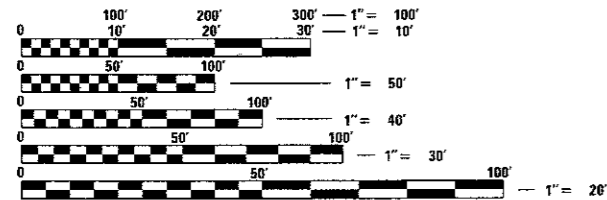
STA. 1002 + 99.01
SN 060-0003 (NB)
SN 060-0002 (SB)
I-55 OVER MCT BIKE TRAIL
231'-11" BK TO BK ABUTMENTS
42"-0" 0-0
IMPROVEMENT INCLUDES
DECK REPLACEMENT

BEGIN SECTION
STA 965 + 80.00

END SECTION
STA 1025 + 00.00



GROSS LENGTH = 5920.00 FT. = 1.121 MILE
NET LENGTH = 5920.00 FT. = 1.121 MILE



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

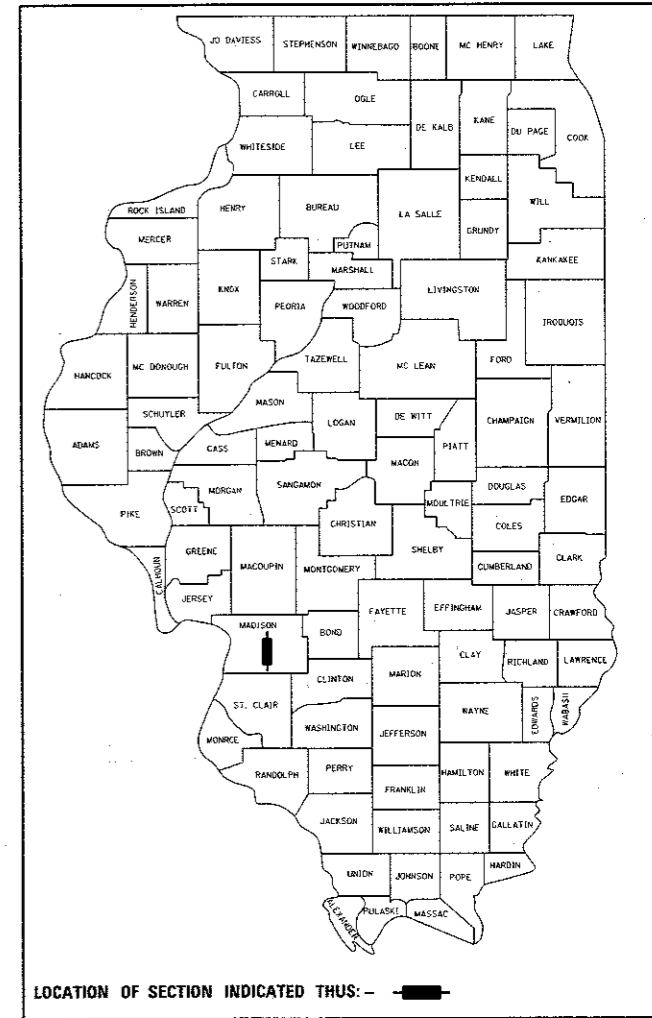
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER: TIM PADGETT 618-346-3325
PROJECT MANAGER: PHIL COPPERNOLL 618-346-3480

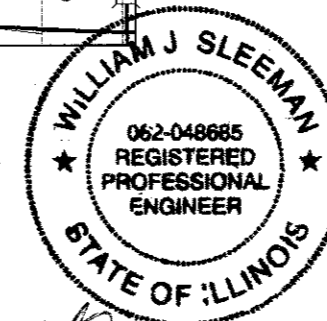
CONTRACT NO. 76E68

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	1
		ILLINOIS	CONTRACT NO. 76E68	

D-98-029-11



LOCATION OF SECTION INDICATED THUS: - [black rectangle]



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *June 21 2017*
Jeffrey L. K...
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Aug 18 2017
Maureen M. Addis, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

Aug 18 2017
David A. ...
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS



William J. Sleeman
EXPIRES 1-30-2017

INDEX OF SHEETS

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28	NORTH CROSSOVER PROFILES
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GENERAL NOTES

- THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS, THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED APRIL 1, 2016, THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", AND THE SPECIAL PROVISIONS INCLUDED IN THE PROPOSAL. THE IDOT HIGHWAY STANDARDS LATEST REVISION NUMBERS SHALL APPLY TO THIS PROJECT.
- THE CONTRACTOR SHALL USE CARE IN ALL REMOVAL ACTIVITIES NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.
- ALL ELEVATIONS SHOWN ON THE PLANS ARE BASED ON NAVD 88 DATUM.
- FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SANDBAGS PER BARRICADE.
- ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES WITHIN THE PROJECT AREA BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:
 - AT&T ILLINOIS - COMMUNICATIONS (AERIAL & BURIED)
 - LEVEL 3 COMMUNICATIONS, LLC - COMMUNICATIONS (AERIAL & BURIED)
 - MARATHON PIPE LINE, LLC - PIPELINE (BURIED)
 - NORTHEAST CENTRAL COUNTY PUBLIC WATER DISTRICT - WATER (BURIED)
 - SOUTHWESTERN ELECTRIC COOPERATIVE, INC. - ELECTRIC (AERIAL)
 - TRANSCANADA KEYSTONE PIPELINE - PIPELINE (BURIED)
- MEMBERS OF J.U.L.I.E. CALL TOLL FREE (800) 892-0123 OR 811 AND ARE INDICATED BY AN •. NON-J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.
- THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
- PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO VARIATIONS FOUND IN THE FIELD. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS. ANY ADJUSTMENTS PROPOSED BY THE CONTRACTOR MUST BE APPROVED BY THE ENGINEER. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED BASED UPON THE UNIT PRICES.
- THE ILLINOIS DEPARTMENT OF TRANSPORTATION STRONGLY ENCOURAGES THE PRIME CONTRACTOR AND THEIR APPROVED SUB-CONTRACTORS TO HIRE MINORITY, WOMEN, AND DISADVANTAGED INDIVIDUALS FROM ITS FEDERALLY FUNDED HIGHWAY CONSTRUCTION CAREERS TRAINING PROGRAM (HCCTP) TO HELP MEET WORKFORCE AND TRAINEE GOALS. THIS PROGRAM IS TRAINING MINORITIES, WOMEN, AND DISADVANTAGED INDIVIDUALS IN HIGHWAY CONSTRUCTION-RELATED SKILLS, E.G., MATH FOR TRADES, JOB READINESS, TECHNICAL SKILLS COURSEWORK (CARPENTRY, CONCRETE FLATWORK, BLUEPRINT READING, SITE PLANS, SITEWORK, TOOLS USE, ETC.), AND OSHA 10 HOUR CERTIFICATION, TO PREPARE THEM FOR A CAREER IN THE HIGHWAY CONSTRUCTION TRADES. GRADUATES ARE WELL-TRAINED AND READY TO BECOME PRODUCTIVE ENTRY-LEVEL CONSTRUCTION WORKERS. PLEASE CONTACT THE DISTRICT 8 EEO OFFICE AT 618-346-3360 AND/OR THE HCCTP COORDINATOR AT 618-874-6528 TO LEARN MORE ABOUT THE PROGRAM AND FOR ASSISTANCE IN MEETING WORKFORCE AND TRAINEE GOALS.
- EXCEPT WHERE DESIGNATED OTHERWISE, THE LOCATIONS AND/OR DEPTHS OF UNDERGROUND UTILITIES SHOWN HAVE BEEN TAKEN FROM OFFICE RECORD INFORMATION FURNISHED BY THE UTILITY OWNERS AND MUST BE CONSIDERED APPROXIMATE.
- THE CONTRACTOR SHALL CONTACT MADISON COUNTY TRANSIT (MCT) AT (618) 797-4600 WHEN ANY WORK AT STRUCTURES IS BEING PERFORMED.
- A QUANTITY OF 10,700 FEET OF TEMPORARY PAVEMENT MARKING LINE 6" YELLOW HAS BEEN INCLUDED IN THE PLANS FOR PAINTING THE BOTTOM VERTICAL 6" OF THE TEMPORARY CONCRETE BARRIER ON BOTH SIDES.

HIGHWAY STANDARDS

- 000001-06 - STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001-02 - AREAS OF REINFORCEMENT BARS
- 001006 - DECIMAL OF AN INCH AND OF A FOOT
- 280001-07 - TEMPORARY EROSION CONTROL SYSTEMS
- 420406 - PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
- 515001-03 - NAME PLATE FOR BRIDGES
- 542306-03 - PRECAST REINFORCED CONCRETE ELLIPTICAL FLARED END SECTION
- 630001-11 - STEEL PLATE BEAM GUARDRAIL
- 630301-07 - SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
- 631031-15 - TRAFFIC BARRIER TERMINAL, TYPE 6
- 642001-02 - SHOULDER RUMBLE STRIPS, 16 IN.
- 701400-09 - APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701401-10 - LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701416-10 - LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH CROSSOVER AND BARRIER
- 701426-09 - LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≥ 45 MPH
- 701428-01 - TRAFFIC CONTROL SETUP AND REMOVAL FREEWAY/EXPRESSWAY
- 701901-06 - TRAFFIC CONTROL DEVICES
- 704001-08 - TEMPORARY CONCRETE BARRIER
- 720001-01 - SIGN PANEL MOUNTING DETAILS
- 720006-04 - SIGN PANEL ERECTION DETAILS
- 725001-01 - OBJECT AND TERMINAL MARKERS
- 780001-05 - TYPICAL PAVEMENT MARKINGS
- 781001-04 - TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
- 782006 - GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

COMMITMENTS

IF AT ANY POINT IN PROJECT IMPLEMENTATION OR OPERATION A COMMITMENT WILL BE AFFECTED BY SUBSEQUENT PROJECT DECISIONS OR COMMITMENTS, THE AFFECTED PARTIES, WHICH INCLUDES ALL DEPARTMENT PERSONNEL, WILL BE NOTIFIED AND THEIR COMMENTS WILL BE CONSIDERED PRIOR TO MAKING A FINAL DECISION ON THE ACTION AFFECTING THE EARLIER COMMITMENT. THE PROCEDURES AND THE RESULTS OF THE COORDINATION WITH AFFECTED PARTIES AND THE ULTIMATE DECISION ON THE PROPOSED CHANGE(S) TO THE COMMITMENT SHALL BE DOCUMENTED IN THE COMMITMENT FILE.

COMMITMENTS FOR THIS PROJECT ARE AS FOLLOWS:

RESIDENT ENGINEER WILL COMMUNICATE WITH THE MADISON COUNTY TRANSIT (MCT) IN ORDER TO MAKE THEM AWARE OF THE CLOSING AND REOPENING DATES OF THE NICKLE PLATE TRAIL AND PROVIDE UPDATES ON THE PROJECT.

MIXTURE REQUIREMENTS

ROUTE	FAI ROUTE 55
SECTION	60-1VB2
COUNTY	MADISON
CONTRACT	76E68

DESCRIPTION:	BRIDGE DECK REPLACEMENT OVER TRANSIT BIKE TRAIL, 5 MILES SOUTH OF IL 140 - SN 060-0002 & 0003
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ADT (CONSTRUCTION YR)	26,700
MU%	33
SU%	4
20 YR ESAL'S	53.16

MIXTURE USE:	PAVEMENT CONNECTOR		HMA PVMT (FULL DEPTH) 12 1/4"	HMA PVMT (FULL DEPTH) 12 1/4"	
	POLY SURFACE	POLY LEVEL BINDER	CROSSOVER SURFACE	SURFACE (STAGE CONST)	CROSSOVER BINDER
AC/PG	SBS PG 76-22	SBS PG 76-22	PG 64-22	PG 64-22	PG 64-22
RAP% (MAX)	SEE SPEC. PROVISION	SEE SPEC. PROVISION	SEE SPEC. PROVISION	SEE SPEC. PROVISION	SEE SPEC. PROVISION
DESIGN AIR VOIDS	4.0% @ Ndes = 90	4.0% @ Ndes = 90	4.0% @ Ndes = 90	4.0% @ Ndes = 90	4.0% @ Ndes = 90
MIX COMPOSITION (GRADATION)	IL 9.5	IL 19.0	IL 9.5	IL 9.5	IL 19.0
FRICTION AGG	MIXTURE "E"	MIXTURE "B"	MIXTURE "E"	MIXTURE "E"	MIXTURE "B"
QUALITY MGMT PROGRAM	QC/OA	QC/OA	QC/OA	QC/OA	QC/OA

MIXTURE USE:	SHOULDERS			
AC/PG	PG 64-22			
RAP% (MAX)	SEE SPEC. PROVISION			
DESIGN AIR VOIDS	4.0% @ Ndes = 90			
MIX COMPOSITION (GRADATION)	IL 19.0			
FRICTION AGG	MIXTURE "B"			
QUALITY MGMT PROGRAM	QC/OA			

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	90% FED / 10% STATE	
				CONSTRUCTION CODE	
				BRIDGE 0014 SN 060-0002	BRIDGE 0014 SN 060-0003
			URBAN		
20200100	EARTH EXCAVATION	CU YD	1480	740	740
20400800	FURNISHED EXCAVATION	CU YD	460	230	230
25000200	SEEDING, CLASS 2	ACRE	1	0.5	0.5
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	90	45	45
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	90	45	45
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	90	45	45
25100105	MULCH, METHOD 1	ACRE	1	0.5	0.5
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	59	29.5	29.5
28000500	INLET AND PIPE PROTECTION	EACH	2	1	1
28100103	STONE RIPRAP, CLASS A2	SQ YD	719	359.5	359.5
28100107	STONE RIPRAP, CLASS A4	SQ YD	108	54	54
28200200	FILTER FABRIC	SQ YD	881	440.5	440.5
31101900	SUBBASE GRANULAR MATERIAL, TYPE C	TON	754	377	377
31200100	STABILIZED SUBBASE 4"	SQ YD	5211	2605.5	2605.5

(S) SEE SPECIAL PROVISIONS * SPECIALITY ITEM

FILE NAME : PA10*2166-17\60-1VB2 76E68 FAI 55\CADD	USER NAME : *USER* Sheets\0875E68-shr-SDD.dgn	DESIGNED - DRAWN - M. MCEVERS	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I. RTE. 55	SECTION 60-1VB2	COUNTY MADISON	TOTAL SHEETS 87	SHEET NO. 3	
PLOT SCALE = 1/80,000 1" = 100'	CHECKED - W. SLEEMAN	REVISED -	SCALE:			SHEET 1 OF 7 SHEETS	STA. TO STA.	CONTRACT NO. 76E68			
PLOT DATE = 6/15/2017	DATE - 6/2017	REVISED -	ILLINOIS FED. AID PROJECT								

REV

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	90% FED / 10% STATE	
				CONSTRUCTION CODE	
				BRIDGE 0014 SN 060-0002	BRIDGE 0014 SN 060-0003
			URBAN		
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	4737	2271.5	2465.5
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	4908	2436.5	2471.5
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	176	87	89
40603370	HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90	TON	1179	565	614
40701926	HOT-MIX ASPHALT PAVEMENT (FULL DEPTH) 12 1/4"	SQ YD	4822	2411	2411
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	641	316.5	324.5
44000100	PAVEMENT REMOVAL	SQ YD	5607	2803.5	2803.5
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	9358	4679	4679
44004250	PAVED SHOULDER REMOVAL	SQ YD	3011	1493.5	1517.5
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	158	78	80
48101200	AGGREGATE SHOULDERS, TYPE B	TON	304	146	158
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	31	31	
48203053	HOT-MIX ASPHALT SHOULDERS, 14"	SQ YD	2544	1272	1272
50102400	CONCRETE REMOVAL	CU YD	60.5	29.6	30.9

(S) SEE SPECIAL PROVISIONS * SPECIALITY ITEM

FILE NAME = P:\1062166-17\60-1V82 76E68 FAI 55\CADD	USER NAME = #USER# sheets\09\76E68-shr-500.dgn	DESIGNED - DRAWN - M. MCEVERS	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	PLOT SCALE = 100.0000' / in.	CHECKED - W. SLEEMAN	REVISED -					55	60-1VB2	MADISON	87	4
	PLOT DATE = 8/15/2017	DATE - 6/2017	REVISED -		SCALE:	SHEET 2 OF 7 SHEETS	STA.	TO STA.	CONTRACT NO. 76E68			
(ILLINOIS) FED. AID PROJECT												

REV

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	90% FED / 10% STATE	
				CONSTRUCTION CODE	
				URBAN	
				BRIDGE 0014 SN 060-0002	BRIDGE 0014 SN 060-0003
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	2	1	1
50200100	STRUCTURE EXCAVATION	CU YD	114	57	57
50300100	FLOOR DRAINS	EACH	13	7	6
50300225	CONCRETE STRUCTURES	CU YD	160.7	79.7	81.0
50300255	CONCRETE SUPERSTRUCTURE	CU YD	674.8	334.3	340.5
50300300	PROTECTIVE COAT	SQ YD	3051	1525	1526
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	241.6	120.8	120.8
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	40,400	20,200	20,200
50500505	STUD SHEAR CONNECTORS	EACH	7984	3992	3992
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	247,760	123,890	123,870
51500100	NAME PLATES	EACH	2	1	1
52000110	PREFORMED JOINT STRIP SEAL	FOOT	272	136	136
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	42	21	21

14

(S) SEE SPECIAL PROVISIONS * SPECIALITY ITEM

FILE NAME = P:\10w2166-17\68-1VB2 76E68 FAI 55\CADD	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Drawn: 087968B-shc-SDD.dgn	DRAWN - M. MCEVERS	REVISED -	55				60-1VB2	MADISON	87	5	
PLOT SCALE = 1/8" = 1'-0"	CHECKED - W. SLEEMAN	REVISED -	CONTRACT NO. 76E68								
Default	DATE - 6/2017	REVISED -	SCALE: SHEET 3 OF 7 SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT						

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				URBAN	
				BRIDGE 001H SN 060-0002	BRIDGE 001H SN 060-0003
52100505	ANCHOR BOLTS, 5/8"	EACH	112	56	56
52100520	ANCHOR BOLTS, 1"	EACH	52	26	26
5421C012	PIPE CULVERTS, CLASS C, TYPE 1 12" (TEMPORARY)	FOOT	110	55	55
5421C018	PIPE CULVERTS, CLASS C, TYPE 1 18" (TEMPORARY)	FOOT	140	70	70
58700300	CONCRETE SEALER	SQ FT	1395	680	715
60500060	REMOVING INLETS	EACH	10	6	4
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	662.5	250	412.5
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	8	4	4
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1	1	
63200310	GUARDRAIL REMOVAL	FOOT	771.5	312.5	459
63800920	MODULAR GLARE SCREEN SYSTEM, TEMPORARY	FOOT	10,400	5200	5200
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	13,707	6853.5	6853.5
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	11	5.5	5.5
67100100	MOBILIZATION	L SUM	1	0.5	0.5

(S) SEE SPECIAL PROVISIONS * SPECIALITY ITEM

FILE NAME = P:\10a2166-17\60-1V82 76E68 FAI 55\CADD	USER NAME = #USER# Sheets\0876E68-shr-500.dgn	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	PLOT SCALE = 100.0000 / 1" = 100'	DRAWN - M. MCEVERS	REVISED -			55	60-1V82	MADISON	87	6	
	PLOT DATE = 6/15/2017	CHECKED - W. SLEEMAN	REVISED -			SCALE: SHEET 4 OF 7 SHEETS STA. TO STA.					
		DATE - 6/2017	REVISED -			ILLINOIS FED. AID PROJECT CONTRACT NO. 76E68					

REV

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	90% FED / 10% STATE	
				CONSTRUCTION CODE	
				BRIDGE 0014 SN 060-0002	BRIDGE 0014 SN 060-0003
70100205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	EACH	1	0.5	0.5
70100410	TRAFFIC CONTROL AND PROTECTION, STANDARD 701416	EACH	2	1	1
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	10	5	5
70107006	PAVEMENT MARKING BLACKOUT TAPE, 6"	FOOT	24,170	12,085	12,085
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	12,085	6042.5	6042.5
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	12,950	6370	6580
70400100	TEMPORARY CONCRETE BARRIER	FOOT	5350	2675	2675
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	5350	2675	2675
70500615	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1	EACH	1		1
70500665	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	1		1
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1	0.5	0.5
70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1	0.5	0.5
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	1	1
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	942	366	576

(S) SEE SPECIAL PROVISIONS * SPECIALITY ITEM

FILE NAME = P:\10a2166-17\60-1VB2 7668 FAI 55\CADD
Default

USER NAME = #USERS
Sheets\087668-sh-500.dgn
PLOT SCALE = 100.0000 1/16"
PLOT DATE = 6/15/2017

DESIGNED -
DRAWN - M. MCEVERS
CHECKED - W. SLEEMAN
DATE - 6/2017

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET 5 OF 7 SHEETS STA. TO STA.

F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	7
ILLINOIS FED. AID PROJECT			CONTRACT NO. 7668	

REV

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	90% FED / 10% STATE		
				CONSTRUCTION CODE		
				URBAN		
				BRIDGE	BRIDGE	
				0014	0014	
				SN 060-0002	SN 060-0003	
(S) *	78004356	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - INLAID - LINE 6"	FOOT	1308	654	654
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	26	13	13
*	78100300	REPLACEMENT REFLECTORS	EACH	76	38	38
*	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	71	35.5	35.5
*	78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	66	33	33
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	86	42	44
(S)	X0325748	ACRYLIC COATING	SQ YD	249	126	123
(S)	X0325749	FIBER WRAP	SQ FT	2240	1130	1110
(S)	X0327622	REMOVE AND REINSTALL HIGH TENSION CABLE MEDIAN BARRIER	FOOT	1600	800	800
(S)	X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	992	282	710
	X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	1559	779	780
(S)	X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	62	31	31
(S)	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	0.5	0.5
(S)	X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	30	15	15
(S)	X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	1125	510	615

(S) SEE SPECIAL PROVISIONS * SPECIALITY ITEM

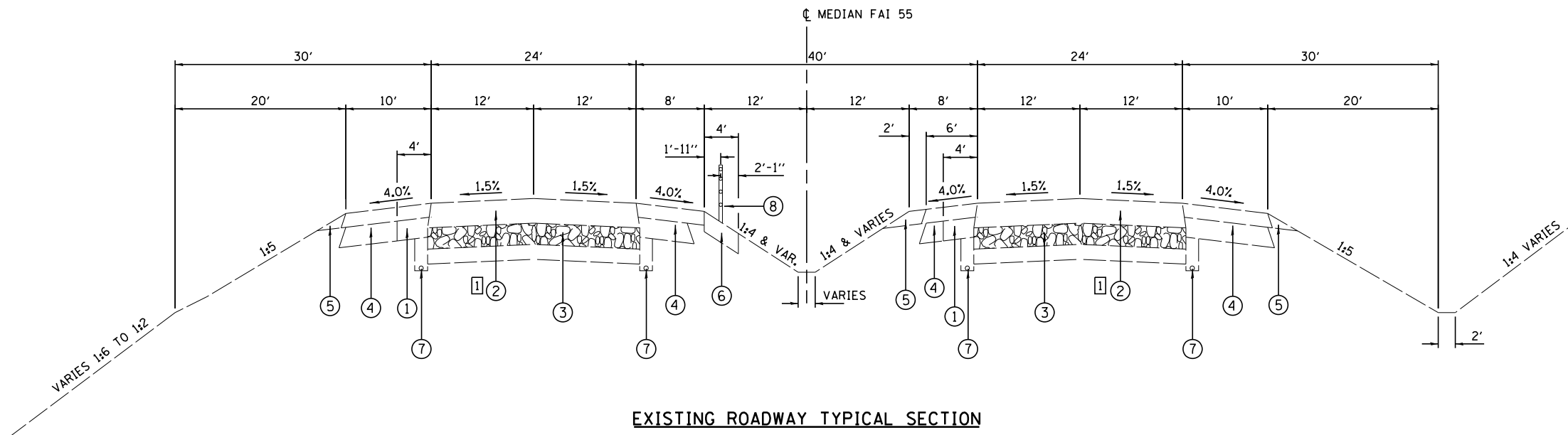
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Default	Sheets\0876E68-sht-500.dgn	DRAWN - M. MCEYERS	REVISED -			55	60-1V82	MADISON	87	8	
	PLOT SCALE = 1/80,0000 1/16"	CHECKED - W. SLEEMAN	REVISED -			CONTRACT NO. 76E68					
	PLOT DATE = 6/15/2017	DATE - 6/2017	REVISED -			ILLINOIS FED. AID PROJECT					

14

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	90% FED / 10% STATE	
				CONSTRUCTION CODE	
				BRIDGE 0014 SN 060-0002	BRIDGE 0014 SN 060-0003
(S) Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	42	21	21
(S) Z0001903	STRUCTURAL STEEL REMOVAL	POUND	8380	4190	4190
(S) Z0007101	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 1	L SUM	1	1	
(S) Z0007102	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 2	L SUM	1		1
(S) Z0010501	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1	1	
(S) Z0010502	CLEANING AND PAINTING STEEL BRIDGE NO. 2	L SUM	1		1
(S) Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	120	50	70
(S) Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.5	0.5
(S) Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	6	4	2
(S) Z0018800	DRAINAGE SYSTEM	L SUM	1	0.5	0.5
(S) Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	2921	1460	1461
(S) Z0033700	LONGITUDINAL JOINT SEALANT	FOOT	292	146	146
(S) Z0034105	MATERIAL TRANSFER DEVICE	TON	494	222	272
(S) Z0065740	SLOTTED DRAIN 12" WITH VARIABLE SLOT	FOOT	230	115	115
(S) Z0065765	SLOTTED DRAIN 18" WITH VARIABLE SLOT	FOOT	230	115	115

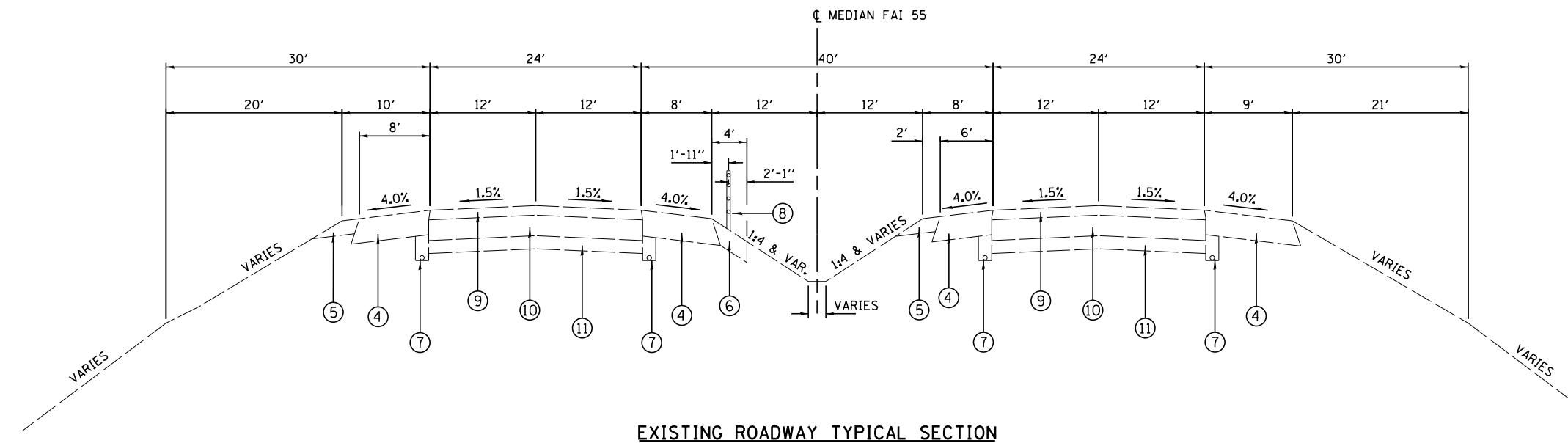
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Default	PLOT DATE = 6/15/2017	DATE - 6/2017	REVISIONS -			SCALE:	SHEET 7 OF 7 SHEETS	STA. TO STA.	(ILLINOIS) FED. AID PROJECT	



NB I-55
 STA. 965+80.00 TO STA. 995+84.30
 STA. 1011+59.95 TO STA. 1025+00.00

SB I-55
 STA. 965+80.00 TO STA. 995+89.42
 STA. 1011+63.06 TO STA. 1025+00.00



NB I-55
 STA. 995+84.30 TO STA. 1001+43.66

BRIDGE OMISSION
 PR APPROACH SLAB: STA. 1001+13.66 TO STA. 1001+43.66
 SN 060-0003: STA. 1001+43.66 TO STA. 1003+75.81
 PR APPROACH SLAB: STA. 1003+75.81 TO STA. 1004+05.81

STA. 1003+75.81 TO STA. 1011+59.95

SB I-55
 STA. 995+89.42 TO STA. 1002+22.35

BRIDGE OMISSION
 PR APPROACH SLAB: STA. 1001+92.35 TO STA. 1002+22.35
 SN 060-0002: STA. 1002+22.35 TO STA. 1004+54.33
 PR APPROACH SLAB: STA. 1004+54.33 TO STA. 1004+84.33

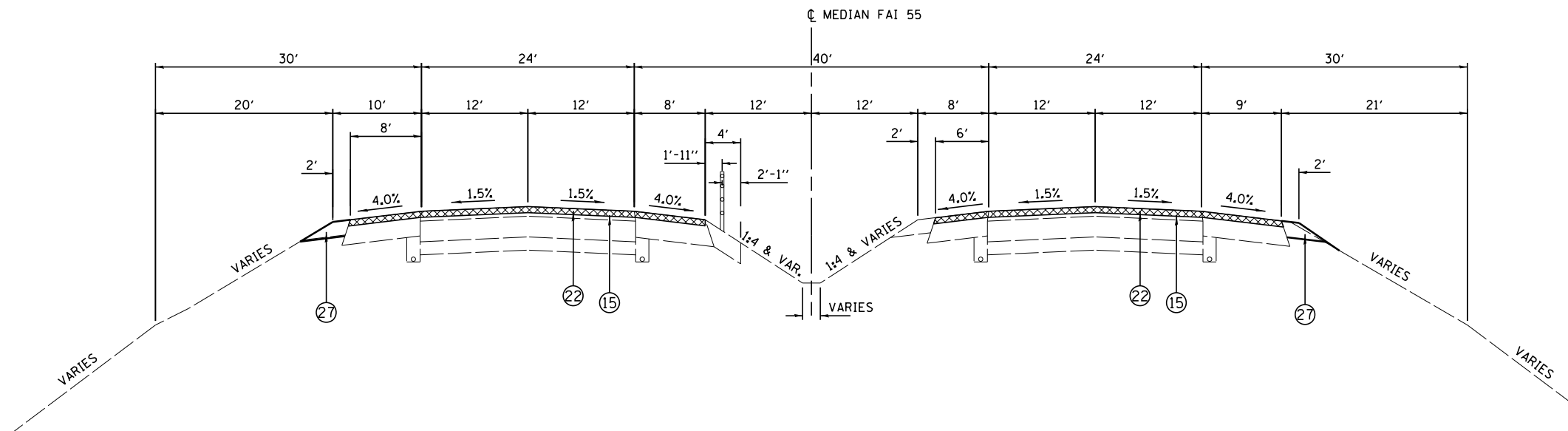
STA. 1004+54.33 TO STA. 1011+63.06

- ① EXISTING HMA BASE COURSE, 12"
- ② EXISTING HMA BINDER COURSE, 9 1/2"
EXISTING HMA SURFACE COURSE, 2"
- ③ EXISTING RUBBLIZED PCC PAVEMENT
- ④ EXISTING HMA SHOULDER (VARIABLE THICKNESS)
- ⑤ EXISTING AGGREGATE SHOULDER, TYPE B
- ⑥ EXISTING RIPRAP, CLASS A2 (6" THICK) W/FILTER FABRIC
- ⑦ EXISTING PIPE UNDERDRAINS 6"
- ⑧ EXISTING HIGH TENSION CABLE MEDIAN BARRIER
- ⑨ EXISTING HMA SURFACE COURSE (VARIABLE THICKNESS)
- ⑩ EXISTING PCC PAVEMENT, 10"
- ⑪ EXISTING GRANULAR SUBBASE, 7"
- ⑫ PROPOSED SUBBASE GRANULAR MATERIAL, TYPE C 4"
- ⑬ PROPOSED HOT-MIX ASPHALT PAVEMENT (FULL DEPTH) 12 1/4"
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 10 1/4"
HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90 2"
- ⑭ PROPOSED STABILIZED SUBBASE, 4"
- ⑮ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- ⑯ PROPOSED PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
POLYMER HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 16"
POLYMER HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90 2"
HOT-MIX ASPHALT SHOULDERS, 18"
- ⑰ PROPOSED LONGITUDINAL JOINT SEALANT
(UNDER SURFACE LIFT AND TOP BINDER LIFT)
- ⑱ PROPOSED FURNISHED EXCAVATION
- ⑲ PROPOSED PAVED SHOULDER REMOVAL (VARIABLE THICKNESS)
- ⑳ PROPOSED RIPRAP REMOVAL (INCLUDED IN COST OF EARTH EXCAVATION)
- ㉑ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- ㉒ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90, 2"
- ㉓ PROPOSED TEMPORARY CONCRETE BARRIER WITH MODULAR
GLARE SCREEN SYSTEM
- ㉔ PROPOSED HIGH TENSION CABLE BARRIER REMOVAL
- ㉕ PROPOSED PAVEMENT REMOVAL
- ㉖ PROPOSED HOT-MIX ASPHALT SHOULDERS, 14"
- ㉗ PROPOSED AGGREGATE SHOULDERS, TYPE B, 8"
- ㉘ PROPOSED RIPRAP, CLASS A2 WITH FILTER FABRIC (6" THICK)
- ㉙ PROPOSED REINSTALLED HIGH TENSION CABLE MEDIAN BARRIER
- ㉚ PROPOSED EMBANKMENT
- ㉛ PROPOSED SLOTTED DRAIN WITH VARIABLE SLOT

NOTE:

- ① RESURFACING THICKNESS VARIES FOR THE FOLLOWING LOCATIONS:
STA. 1011+59.95 TO STA. 1019+16 (N.B.) (11 1/2" TO 16")
STA. 1011+63.06 TO STA. 1019+16 (S.B.) (11 1/2" TO 16")
- ② PROPOSED TEMPORARY CONCRETE BARRIER WITH MODULAR GLARE
SCREEN SYSTEM WILL BE RELOCATED FROM STAGE 1 CONSTRUCTION
FOR STAGE 2 CONSTRUCTION

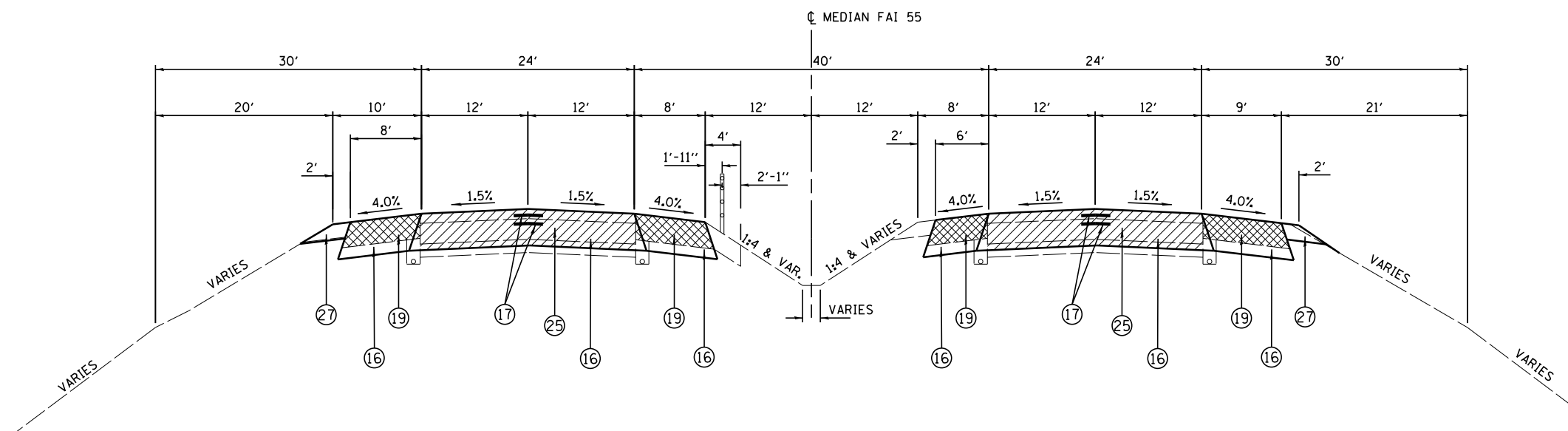
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Default	PLOT SCALE = 100.0000' / 1in.	CHECKED - W. SLEEMAN	REVISED -		CONTRACT NO. 76E68							
	PLOT DATE = 6/14/2017	DATE - 6/2017	REVISED -		SCALE:	SHEET 1	OF 5 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		



PROPOSED ROADWAY TYPICAL SECTION

NB I-55
 STA. 1000+05.00 TO STA. 1000+74.71
 STA. 1004+39.88 TO STA. 1005+50.00

SB I-55
 STA. 1001+00.00 TO STA. 1001+58.30
 STA. 1005+23.30 TO STA. 1005+50.00



PROPOSED ROADWAY TYPICAL SECTION

NB I-55
 STA. 1000+74.71 TO STA. 1001+13.66
 STA. 1004+05.81 TO STA. 1004+39.88

SB I-55
 STA. 1001+58.30 TO STA. 1001+92.35
 STA. 1004+84.33 TO STA. 1005+23.30

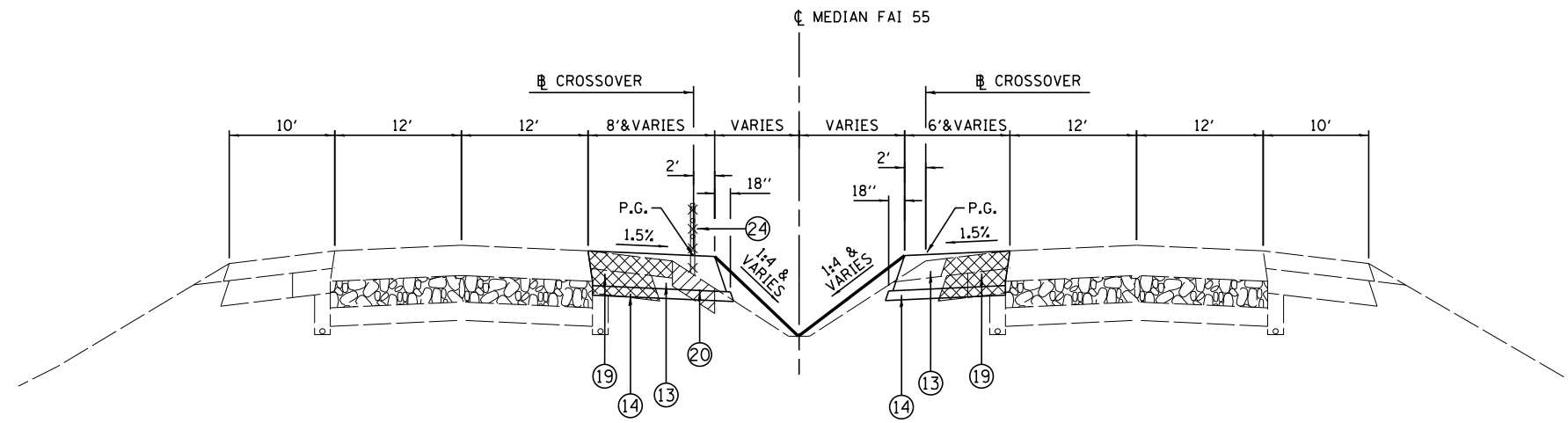
- ① EXISTING HMA BASE COURSE, 12"
- ② EXISTING HMA BINDER COURSE, 9 1/2"
EXISTING HMA SURFACE COURSE, 2"
- ③ EXISTING RUBBLIZED PCC PAVEMENT
- ④ EXISTING HMA SHOULDER (VARIABLE THICKNESS)
- ⑤ EXISTING AGGREGATE SHOULDER, TYPE B
- ⑥ EXISTING RIPRAP, CLASS A2 (6" THICK) W/FILTER FABRIC
- ⑦ EXISTING PIPE UNDERDRAINS 6"
- ⑧ EXISTING HIGH TENSION CABLE MEDIAN BARRIER
- ⑨ EXISTING HMA SURFACE COURSE (VARIABLE THICKNESS)
- ⑩ EXISTING PCC PAVEMENT, 10"
- ⑪ EXISTING GRANULAR SUBBASE, 7"
- ⑫ PROPOSED SUBBASE GRANULAR MATERIAL, TYPE C 4"
- ⑬ PROPOSED HOT-MIX ASPHALT PAVEMENT (FULL DEPTH) 12 1/4"
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 10 1/4"
HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90 2"
- ⑭ PROPOSED STABILIZED SUBBASE, 4"
- ⑮ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- ⑯ PROPOSED PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
POLYMER HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 16"
POLYMER HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90 2"
HOT-MIX ASPHALT SHOULDERS, 18"
- ⑰ PROPOSED LONGITUDINAL JOINT SEALANT
(UNDER SURFACE LIFT AND TOP BINDER LIFT)
- ⑱ PROPOSED FURNISHED EXCAVATION
- ⑲ PROPOSED PAVED SHOULDER REMOVAL (VARIABLE THICKNESS)
- ⑳ PROPOSED RIPRAP REMOVAL (INCLUDED IN COST OF EARTH EXCAVATION)
- ㉑ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- ㉒ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90, 2"
- ㉓ PROPOSED TEMPORARY CONCRETE BARRIER WITH MODULAR
GLARE SCREEN SYSTEM
- ㉔ PROPOSED HIGH TENSION CABLE BARRIER REMOVAL
- ㉕ PROPOSED PAVEMENT REMOVAL
- ㉖ PROPOSED HOT-MIX ASPHALT SHOULDERS, 14"
- ㉗ PROPOSED AGGREGATE SHOULDERS, TYPE B, 8"
- ㉘ PROPOSED RIPRAP, CLASS A2 WITH FILTER FABRIC (6" THICK)
- ㉙ PROPOSED REINSTALLED HIGH TENSION CABLE MEDIAN BARRIER
- ㉚ PROPOSED EMBANKMENT
- ㉛ PROPOSED SLOTTED DRAIN WITH VARIABLE SLOT

NOTE:

- ① RESURFACING THICKNESS VARIES FOR THE FOLLOWING LOCATIONS:
STA. 1011+59.95 TO STA. 1019+16 (N.B.) (11 1/2" TO 16")
STA. 1011+63.06 TO STA. 1019+16 (S.B.) (11 1/2" TO 16")
- ② PROPOSED TEMPORARY CONCRETE BARRIER WITH MODULAR GLARE
SCREEN SYSTEM WILL BE RELOCATED FROM STAGE 1 CONSTRUCTION
FOR STAGE 2 CONSTRUCTION

FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = 6/14/2017	DATE - 6/2017	REVISED -		ILLINOIS FED. AID PROJECT							

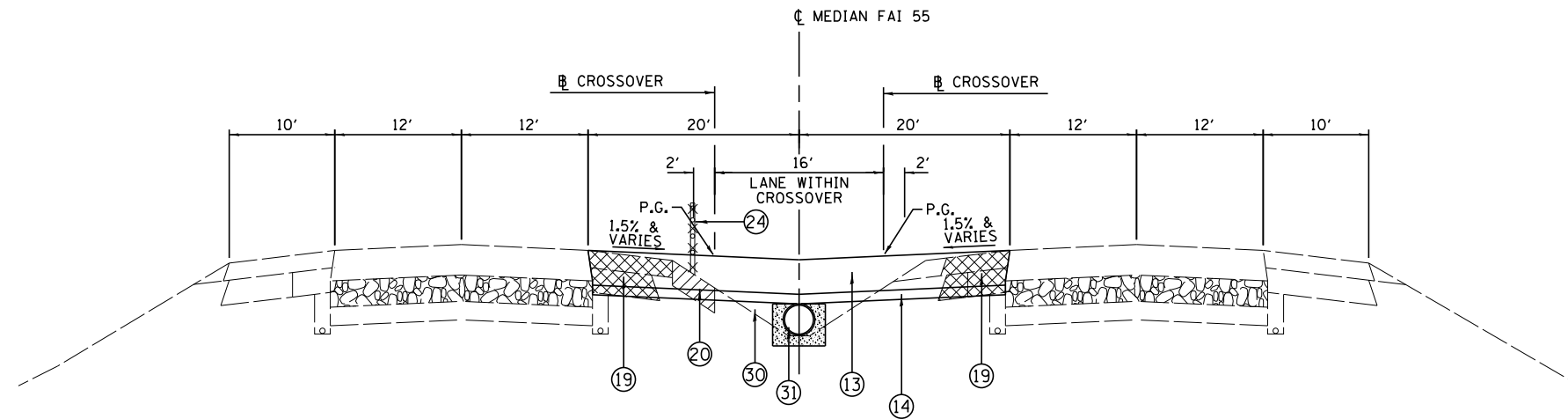
SCALE: SHEET 2 OF 5 SHEETS STA. TO STA.



PROPOSED CROSSOVER TYPICAL SECTION

NB I-55
 STA. 966+00.00 TO STA. 968+79.26
 STA. 971+08.73 TO STA. 974+08.00
 STA. 1017+90.00 TO STA. 1020+63.52
 STA. 1022+92.99 TO STA. 1026+00.00

SB I-55
 STA. 965+80.00 TO STA. 968+79.26
 STA. 971+08.73 TO STA. 974+08.00
 STA. 1017+70.00 TO STA. 1020+63.52
 STA. 1022+92.99 TO STA. 1026+00.00



PROPOSED CROSSOVER TYPICAL SECTION

NB I-55
 STA. 968+79.26 TO STA. 971+08.73
 STA. 1020+63.52 TO STA. 1022+92.99

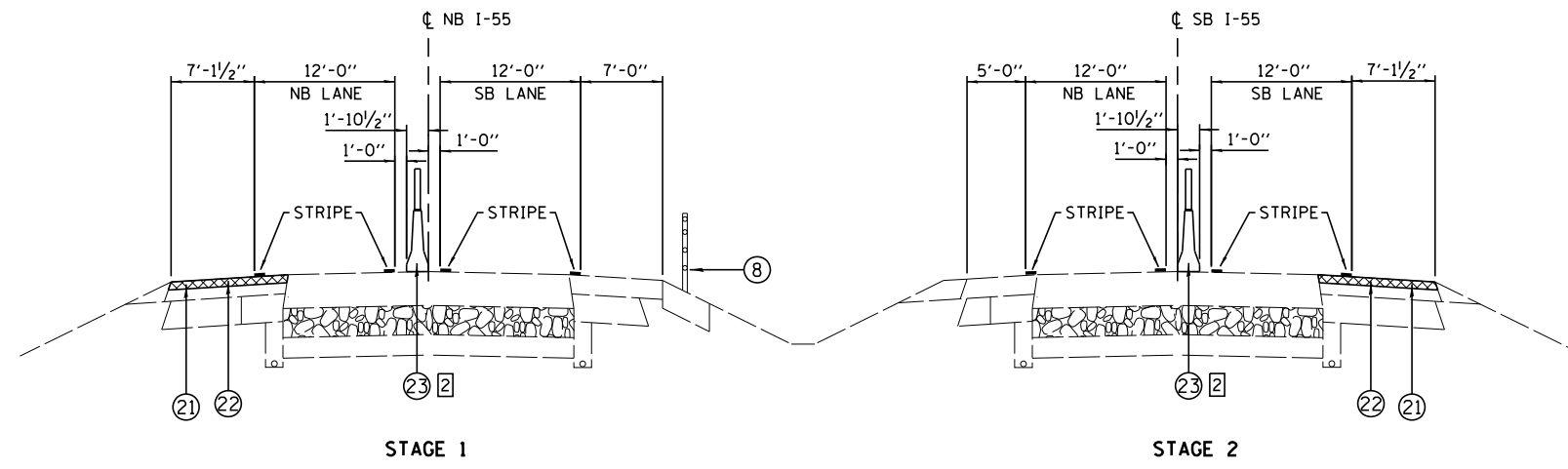
SB I-55
 STA. 968+79.26 TO STA. 971+08.73
 STA. 1020+63.52 TO STA. 1022+92.99

- ① EXISTING HMA BASE COURSE, 12"
- ② EXISTING HMA BINDER COURSE, 9 1/2"
EXISTING HMA SURFACE COURSE, 2"
- ③ EXISTING RUBBLIZED PCC PAVEMENT
- ④ EXISTING HMA SHOULDER (VARIABLE THICKNESS)
- ⑤ EXISTING AGGREGATE SHOULDER, TYPE B
- ⑥ EXISTING RIPRAP, CLASS A2 (6" THICK) W/FILTER FABRIC
- ⑦ EXISTING PIPE UNDERDRAINS 6"
- ⑧ EXISTING HIGH TENSION CABLE MEDIAN BARRIER
- ⑨ EXISTING HMA SURFACE COURSE (VARIABLE THICKNESS)
- ⑩ EXISTING PCC PAVEMENT, 10"
- ⑪ EXISTING GRANULAR SUBBASE, 7"
- ⑫ PROPOSED SUBBASE GRANULAR MATERIAL, TYPE C 4"
- ⑬ PROPOSED HOT-MIX ASPHALT PAVEMENT (FULL DEPTH) 12 1/4"
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 10 1/4"
HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90 2"
- ⑭ PROPOSED STABILIZED SUBBASE, 4"
- ⑮ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- ⑯ PROPOSED PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
POLYMER HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 16"
POLYMER HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90 2"
HOT-MIX ASPHALT SHOULDERS, 18"
- ⑰ PROPOSED LONGITUDINAL JOINT SEALANT
(UNDER SURFACE LIFT AND TOP BINDER LIFT)
- ⑱ PROPOSED FURNISHED EXCAVATION
- ⑲ PROPOSED PAVED SHOULDER REMOVAL (VARIABLE THICKNESS)
- ⑳ PROPOSED RIPRAP REMOVAL (INCLUDED IN COST OF EARTH EXCAVATION)
- ㉑ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- ㉒ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90, 2"
- ㉓ PROPOSED TEMPORARY CONCRETE BARRIER WITH MODULAR
GLARE SCREEN SYSTEM
- ㉔ PROPOSED HIGH TENSION CABLE BARRIER REMOVAL
- ㉕ PROPOSED PAVEMENT REMOVAL
- ㉖ PROPOSED HOT-MIX ASPHALT SHOULDERS, 14"
- ㉗ PROPOSED AGGREGATE SHOULDERS, TYPE B, 8"
- ㉘ PROPOSED RIPRAP, CLASS A2 WITH FILTER FABRIC (6" THICK)
- ㉙ PROPOSED REINSTALLED HIGH TENSION CABLE MEDIAN BARRIER
- ㉚ PROPOSED EMBANKMENT
- ㉛ PROPOSED SLOTTED DRAIN WITH VARIABLE SLOT

NOTE:

- ① RESURFACING THICKNESS VARIES FOR THE FOLLOWING LOCATIONS:
STA. 1011+59.95 TO STA. 1019+16 (N.B.) (11 1/2" TO 16")
STA. 1011+63.06 TO STA. 1019+16 (S.B.) (11 1/2" TO 16")
- ② PROPOSED TEMPORARY CONCRETE BARRIER WITH MODULAR GLARE
SCREEN SYSTEM WILL BE RELOCATED FROM STAGE 1 CONSTRUCTION
FOR STAGE 2 CONSTRUCTION

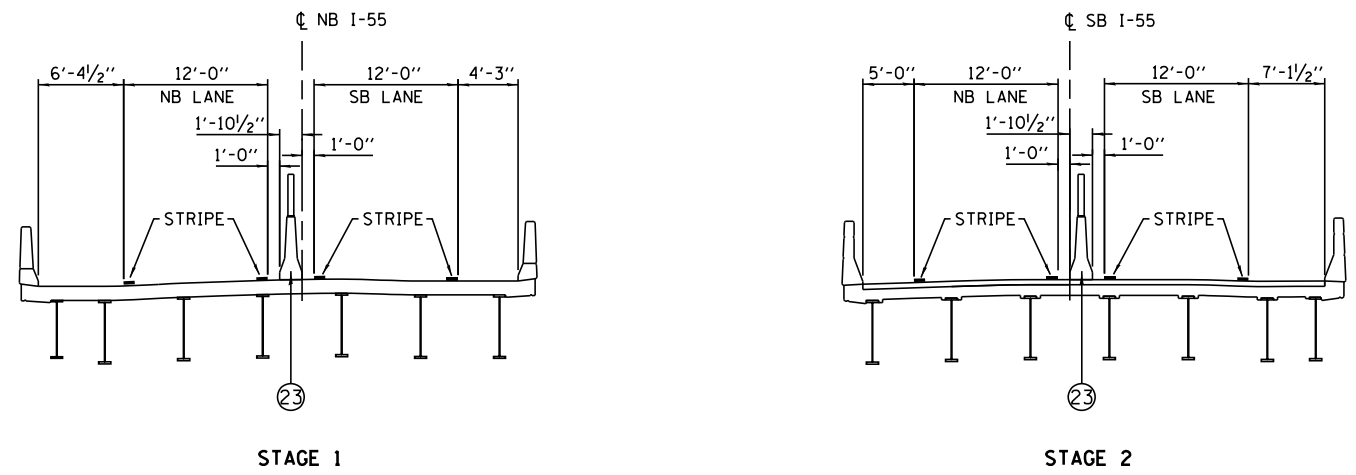
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P:\10e2166-17\60-1VB2 76E68 FAI 55\CADD	Sheets\0876E68-sht-typical sections.dgn	DRAWN - M. MCEVERS	REVISED -					55	60-1VB2	MADISON	87	12
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	PLOT DATE = 6/14/2017	DATE - 6/2017	REVISED -		SCALE:	SHEET 3	OF 5 SHEETS	STA.	TO STA.			



PROPOSED STAGE CONSTRUCTION TYPICAL SECTION
(EXCEPT THROUGH CROSSOVERS AND TRANSITIONS)

NB I-55
STA. 969+50.00 TO STA. 1022+50.00

SB I-55
STA. 969+50.00 TO STA. 1022+50.00



PROPOSED STAGE CONSTRUCTION TYPICAL SECTION

NB I-55
SN 060-0003
STA. 1001+43.66 TO STA. 1003+75.81

SB I-55
SN 060-0002
STA. 1002+22.35 TO STA. 1004+54.33

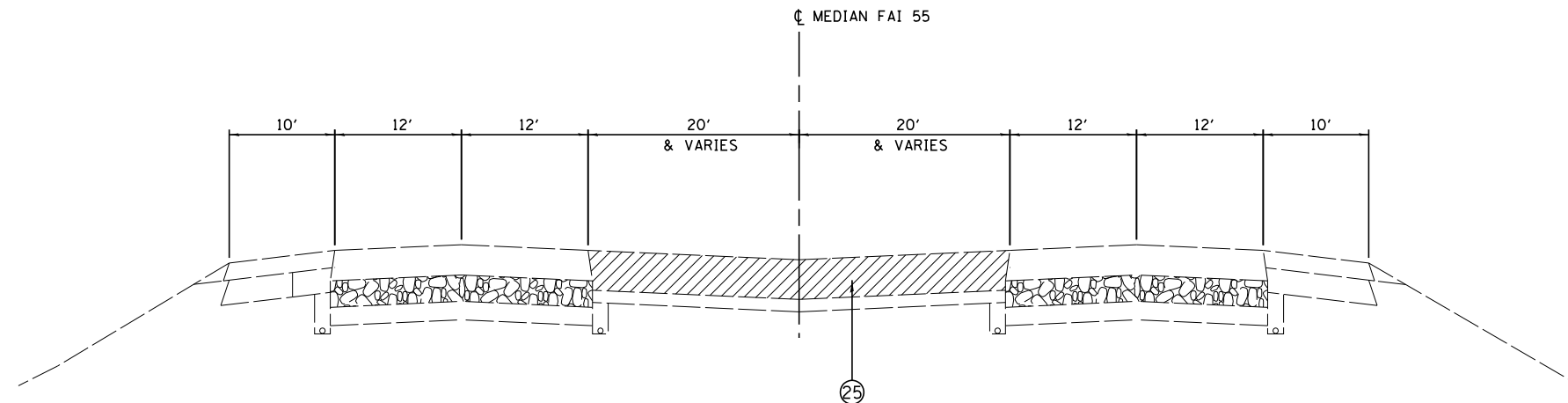
- ① EXISTING HMA BASE COURSE, 12"
- ② EXISTING HMA BINDER COURSE, 9 1/2"
EXISTING HMA SURFACE COURSE, 2"
- ③ EXISTING RUBBLIZED PCC PAVEMENT
- ④ EXISTING HMA SHOULDER (VARIABLE THICKNESS)
- ⑤ EXISTING AGGREGATE SHOULDER, TYPE B
- ⑥ EXISTING RIPRAP, CLASS A2 (6" THICK) W/FILTER FABRIC
- ⑦ EXISTING PIPE UNDERDRAINS 6"
- ⑧ EXISTING HIGH TENSION CABLE MEDIAN BARRIER
- ⑨ EXISTING HMA SURFACE COURSE (VARIABLE THICKNESS)
- ⑩ EXISTING PCC PAVEMENT, 10"
- ⑪ EXISTING GRANULAR SUBBASE, 7"
- ⑫ PROPOSED SUBBASE GRANULAR MATERIAL, TYPE C 4"
- ⑬ PROPOSED HOT-MIX ASPHALT PAVEMENT (FULL DEPTH) 12 1/4"
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 10 1/4"
HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90 2"
- ⑭ PROPOSED STABILIZED SUBBASE, 4"
- ⑮ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- ⑯ PROPOSED PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
POLYMER HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 16"
POLYMER HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90 2"
HOT-MIX ASPHALT SHOULDERS, 18"
- ⑰ PROPOSED LONGITUDINAL JOINT SEALANT
(UNDER SURFACE LIFT AND TOP BINDER LIFT)
- ⑱ PROPOSED FURNISHED EXCAVATION
- ⑲ PROPOSED PAVED SHOULDER REMOVAL (VARIABLE THICKNESS)
- ⑳ PROPOSED RIPRAP REMOVAL (INCLUDED IN COST OF EARTH EXCAVATION)
- ㉑ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- ㉒ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90, 2"
- ㉓ PROPOSED TEMPORARY CONCRETE BARRIER WITH MODULAR
GLARE SCREEN SYSTEM
- ㉔ PROPOSED HIGH TENSION CABLE BARRIER REMOVAL
- ㉕ PROPOSED PAVEMENT REMOVAL
- ㉖ PROPOSED HOT-MIX ASPHALT SHOULDERS, 14"
- ㉗ PROPOSED AGGREGATE SHOULDERS, TYPE B, 8"
- ㉘ PROPOSED RIPRAP, CLASS A2 WITH FILTER FABRIC (6" THICK)
- ㉙ PROPOSED REINSTALLED HIGH TENSION CABLE MEDIAN BARRIER
- ㉚ PROPOSED EMBANKMENT
- ㉛ PROPOSED SLOTTED DRAIN WITH VARIABLE SLOT

NOTE:

① RESURFACING THICKNESS VARIES FOR THE FOLLOWING LOCATIONS:
STA. 1011+59.95 TO STA. 1019+16 (N.B.) (11 1/2" TO 16")
STA. 1011+63.06 TO STA. 1019+16 (S.B.) (11 1/2" TO 16")

② PROPOSED TEMPORARY CONCRETE BARRIER WITH MODULAR GLARE
SCREEN SYSTEM WILL BE RELOCATED FROM STAGE 1 CONSTRUCTION
FOR STAGE 2 CONSTRUCTION

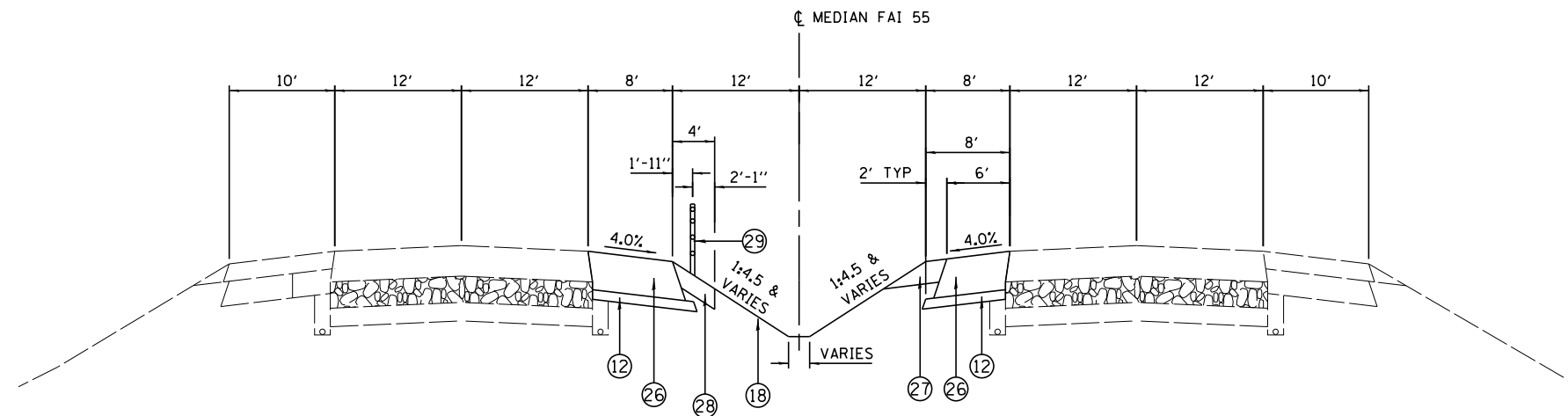
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P:\10e2166-17\60-1VB2 76E68 FAI 55\CADD	Sheets\0676E68-sh1-typical sections.dgn	DRAWN - M. MCEVERS	REVISED -		55	60-1VB2	MADISON	87	13			
Default	PLOT SCALE = 100.0000' / 1in.	CHECKED - W. SLEEMAN	REVISED -		CONTRACT NO. 76E68							
	PLOT DATE = 6/14/2017	DATE - 6/2017	REVISED -		SCALE:	SHEET 4	OF 5 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		



PROPOSED CROSSOVER REMOVAL TYPICAL SECTION

NB I-55
 STA. 966+00.00 TO STA. 974+08.00
 STA. 1017+90.00 TO STA. 1026+00.00

SB I-55
 STA. 965+80.00 TO STA. 974+08.00
 STA. 1017+70.00 TO STA. 1026+00.00



**PROPOSED ROADWAY TYPICAL SECTION
 (AFTER CROSSOVER REMOVAL)**

NB I-55
 STA. 966+00.00 TO STA. 974+08.00
 STA. 1017+90.00 TO STA. 1026+00.00

SB I-55
 STA. 965+80.00 TO STA. 974+08.00
 STA. 1017+70.00 TO STA. 1026+00.00

- ① EXISTING HMA BASE COURSE, 12"
- ② EXISTING HMA BINDER COURSE, 9 1/2"
EXISTING HMA SURFACE COURSE, 2"
- ③ EXISTING RUBBLIZED PCC PAVEMENT
- ④ EXISTING HMA SHOULDER (VARIABLE THICKNESS)
- ⑤ EXISTING AGGREGATE SHOULDER, TYPE B
- ⑥ EXISTING RIPRAP, CLASS A2 (6" THICK) W/FILTER FABRIC
- ⑦ EXISTING PIPE UNDERDRAINS 6"
- ⑧ EXISTING HIGH TENSION CABLE MEDIAN BARRIER
- ⑨ EXISTING HMA SURFACE COURSE (VARIABLE THICKNESS)
- ⑩ EXISTING PCC PAVEMENT, 10"
- ⑪ EXISTING GRANULAR SUBBASE, 7"
- ⑫ PROPOSED SUBBASE GRANULAR MATERIAL, TYPE C 4"
- ⑬ PROPOSED HOT-MIX ASPHALT PAVEMENT (FULL DEPTH) 12 1/4"
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 10 1/4"
HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90 2"
- ⑭ PROPOSED STABILIZED SUBBASE, 4"
- ⑮ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- ⑯ PROPOSED PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
POLYMER HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 16"
POLYMER HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90 2"
HOT-MIX ASPHALT SHOULDERS, 18"
- ⑰ PROPOSED LONGITUDINAL JOINT SEALANT
(UNDER SURFACE LIFT AND TOP BINDER LIFT)
- ⑱ PROPOSED FURNISHED EXCAVATION
- ⑲ PROPOSED PAVED SHOULDER REMOVAL (VARIABLE THICKNESS)
- ⑳ PROPOSED RIPRAP REMOVAL (INCLUDED IN COST OF EARTH EXCAVATION)
- ㉑ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- ㉒ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90, 2"
- ㉓ PROPOSED TEMPORARY CONCRETE BARRIER WITH MODULAR
GLARE SCREEN SYSTEM
- ㉔ PROPOSED HIGH TENSION CABLE BARRIER REMOVAL
- ㉕ PROPOSED PAVEMENT REMOVAL
- ㉖ PROPOSED HOT-MIX ASPHALT SHOULDERS, 14"
- ㉗ PROPOSED AGGREGATE SHOULDERS, TYPE B, 8"
- ㉘ PROPOSED RIPRAP, CLASS A2 WITH FILTER FABRIC (6" THICK)
- ㉙ PROPOSED REINSTALLED HIGH TENSION CABLE MEDIAN BARRIER
- ㉚ PROPOSED EMBANKMENT
- ㉛ PROPOSED SLOTTED DRAIN WITH VARIABLE SLOT

NOTE:

- ① RESURFACING THICKNESS VARIES FOR THE FOLLOWING LOCATIONS:
 STA. 1011+59.95 TO STA. 1019+16 (N.B.) (11 1/2" TO 16")
 STA. 1011+63.06 TO STA. 1019+16 (S.B.) (11 1/2" TO 16")
- ② PROPOSED TEMPORARY CONCRETE BARRIER WITH MODULAR GLARE
 SCREEN SYSTEM WILL BE RELOCATED FROM STAGE 1 CONSTRUCTION
 FOR STAGE 2 CONSTRUCTION

FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P:\10e2166-17\60-1VB2 76E68 FAI 55\CADD	Sheets\0876E68-sht-typical sections.dgn	DRAWN - M. MCEVERS	REVISED -		55	60-1VB2	MADISON	87	14			
Default	PLOT SCALE = 100.0000' / in.	CHECKED - W. SLEEMAN	REVISED -		CONTRACT NO. 76E68							
	PLOT DATE = 6/14/2017	DATE - 6/2017	REVISED -		ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET 5	OF 5 SHEETS	STA.	TO STA.				

EARTHWORK

LOCATION STATION TO STATION	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (1)	EMBANKMENT	EARTHWORK BALANCE (2)	FURNISHED EXCAVATION	WASTE (FOR INFO ONLY)
	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
NORTH CROSSOVER						
STA. 965+80.00 TO 974+08.00	636.0	477.0	106.0	371.0+	234.0	371.0
SN 060-0003						
STA. 1000+05.00 TO 1005+50.00	67.0	50.3	1.0	49.3+		49.3
SN 060-0002						
STA. 1001+00.00 TO 1005+50.00	76.0	57.0	0.0	57.0+		57.0
SOUTH CROSSOVER						
STA. 1017+70.00 TO 1026+00.00	688.0	516.0	93.0	423.0+	225.0	423.0
TOTAL	1467.0	1100.3	200.0	900.3+	459.0	900.3

1-25% SHRINKAGE ASSUMED
 2-WASTE (+) OR SHORTAGE (-)
 3-REMOVAL AND EXCAVATION REQUIRED FOR RIPRAP SHOULDERS, AND
 AGGREGATE SHOULDERS IS MEASURED AND PAID FOR AS EARTH EXCAVATION

PAVEMENT AND SURFACE REMOVAL

LOCATION STATION TO STATION	HOT-MIX ASPHALT SURF REM BUTT JOINT	HOT-MIX ASPHALT SURF REM, VAR. DEPTH	HOT-MIX ASPHALT SURF REM, 2"	PAVEMENT REMOVAL	PAVED SHOULDER REMOVAL	REMARKS
	SO YD	SO YD	SO YD	SO YD	SO YD	
PRE-STAGE 1						
STA. 965+80.00 TO 974+08.00					552.0	SB MEDIAN, N CROSSOVER
STA. 966+00.00 TO 974+08.00					718.2	NB MEDIAN, N CROSSOVER
STA. 969+50.00 TO 1001+24.40			2821.7			NB OUTSIDE SHOULDER
STA. 1003+52.70 TO 1022+50.00			1686.5			NB OUTSIDE SHOULDER
STA. 1017+70.00 TO 1026+00.00					553.4	SB MEDIAN, S CROSSOVER
STA. 1017+90.00 TO 1026+00.00					720.0	NB MEDIAN, S CROSSOVER
STAGE 1						
STA. 969+50.00 TO 1001+00.00			3150.0			SB OUTSIDE SHOULDER
STA. 1001+00.00 TO 1001+10.00	43.3					SB LANES, N SIDE SN 060-0002
STA. 1001+10.00 TO 1001+58.30		209.3				SB LANES, N SIDE SN 060-0002
STA. 1001+58.30 TO 1002+42.60				170.8	114.7	SB LANES, N SIDE SN 060-0002
STA. 1004+35.92 TO 1005+23.30				183.9	107.0	SB LANES, S SIDE SN 060-0002
STA. 1005+23.30 TO 1005+40.00		72.4				SB LANES, S SIDE SN 060-0002
STA. 1005+40.00 TO 1005+50.00	43.3					SB LANES, S SIDE SN 060-0002
STA. 1005+50.00 TO 1022+50.00			1700.0			SB OUTSIDE SHOULDER
STAGE 2						
STA. 1000+05.00 TO 1000+15.00	44.5					NB LANES, N SIDE SN 060-0003
STA. 1000+15.00 TO 1000+74.71		265.4				NB LANES, N SIDE SN 060-0003
STA. 1000+74.71 TO 1001+64.97				183.9	125.5	NB LANES, N SIDE SN 060-0003
STA. 1003+52.68 TO 1004+39.88				170.9	120.2	NB LANES, S SIDE SN 060-0003
STA. 1004+39.88 TO 1005+40.00		445.0				NB LANES, S SIDE SN 060-0003
STA. 1005+40.00 TO 1005+50.00	44.5					NB LANES, S SIDE SN 060-0003
FINAL STAGE						
STA. 965+80.00 TO 974+08.00				2447.6		N CROSSOVER REMOVAL
STA. 1017.70.00 TO 1026+00.00				2449.9		S CROSSOVER REMOVAL
TOTAL	175.6	992.1	9358.2	5607.0	3011.0	

EROSION CONTROL

LOCATION STATION TO STATION	TEMPORARY EROSION CONTROL SEEDING	INLET AND PIPE PROTECTION	REMARKS
	POUND	EACH	
STA. 965+50.00 TO 974+50.00, RT. & LT.	29.4		MEDIAN, N CROSSOVER
STA. 968+09.00, CENTERLINE		1	MEDIAN, N CROSSOVER
STA. 1017+50.00 TO 1026+50.00, RT. & LT.	29.3		MEDIAN, S CROSSOVER
STA. 1023+43.50, 0.50' RT.		1	MEDIAN, S CROSSOVER
TOTAL	58.7	2	

INLET REMOVAL

LOCATION STATION TO STATION	OFFSET FROM C.L.	REMOVING INLETS
	FEET	EACH
STAGE 1		
STA. 1001+89.60	16.5 RT.	1
STA. 1001+93.70	16.5 RT.	1
STA. 1002+32.30	52.5 RT.	1
STA. 1002+36.20	52.5 RT.	1
STA. 1004+48.70	16.7 RT.	1
STA. 1004+84.30	51.1 RT.	1
STAGE 2		
STA. 1001+13.70	49.0 LT.	1
STA. 1001+48.20	15.5 LT.	1
STA. 1001+52.20	15.6 LT.	1
STA. 1004+08.00	15.1 LT.	1
TOTAL		10

GUARDRAIL REMOVAL

LOCATION STATION TO STATION	GUARDRAIL REMOVAL	REMARKS
	FOOT	
STAGE 1		
STA. 1000+71.40 TO 1001+71.40	100.0	SB MEDIAN SHOULDER, N SIDE SN 060-0002
STA. 1000+74.42 TO 1002+11.92	137.5	SB OUTSIDE SHOULDER, N SIDE SN 060-0002
STA. 1005+10.19 TO 1005+85.19	75.0	SB OUTSIDE SHOULDER, S SIDE SN 060-0002
STAGE 2		
STA. 999+62.80 TO 1000+81.80	119.0	NB OUTSIDE SHOULDER, N SIDE SN 060-0003
STA. 1003+84.36 TO 1005+74.36	190.0	NB OUTSIDE SHOULDER, S SIDE SN 060-0003
STA. 1004+26.76 TO 1005+76.76	150.0	NB MEDIAN SHOULDER, S SIDE SN 060-0003
TOTAL	771.5	

NOTE:

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

ALL HOT-MIX ASPHALT..... 112 LB/SO YD/INCH
 BITUMINOUS MATERIALS (PRIME COAT)
 ON MILLED PAVEMENTS..... 0.05 LB/SO FT
 ON AGGREGATE SURFACES..... 0.25 LB/SO FT
 BITUMINOUS MATERIALS (TACK COAT)
 BETWEEN LIFTS..... 0.025 LB/SO FT
 ALL AGGREGATE..... 2.05 TON/CU YD

SHOULDERS

LOCATION STATION TO STATION	SUBBASE GRANULAR MATERIAL, TYPE C	AGGREGATE SHOULDERS, TYPE B	AGGREGATE SHOULDERS, TYPE B 6"	HOT-MIX ASPHALT SHOULDERS, 14"	SHOULDER RUMBLE STRIPS, 16 INCH	STONE RIPRAP, CLASS A2	FILTER FABRIC	REMARKS
	TON	TON	SO YD	SO YD	FOOT	SO YD	SO YD	
STAGE 1								
STA. 1001+00.00 TO 1002+19.40		15.1						SB OUTSIDE SHOULDER, N SIDE SN 060-0002
STA. 1004+82.00 TO 1005+66.00			30.6					SB MEDIAN SHOULDER WIDENING PER HWY STD 630301
STA. 1005+11.30 TO 1005+50.00		4.9						SB OUTSIDE SHOULDER, S SIDE SN 060-0002
STAGE 2								
STA. 1000+05.00 TO 1000+87.98		10.5						NB OUTSIDE SHOULDER, N SIDE SN 060-0003
STA. 1003+80.00 TO 1005+50.00		21.5						NB OUTSIDE SHOULDER, S SIDE SN 060-0003
FINAL STAGE								
STA. 965+80.00 TO 974+08.00	170.1	125.7		552.0	828.0			SB MEDIAN SHOULDER, N CROSSOVER
STA. 966+00.00 TO 974+08.00	206.5			718.2	808.0	359.1	359.1	NB MEDIAN SHOULDER, N CROSSOVER
STA. 969+50.00 TO 1000+99.00					3149.0			NB OUTSIDE SHOULDER
STA. 969+50.00 TO 1002+10.00					3260.0			SB OUTSIDE SHOULDER
STA. 1000+05.00 TO 1001+31.00					126.0			NB MEDIAN SHOULDER
STA. 1001+00.00 TO 1001+74.00					74.0			SB MEDIAN SHOULDER
STA. 1003+88.50 TO 1022+50.00					1861.5			NB OUTSIDE SHOULDER
STA. 1004+24.00 TO 1005+50.00					126.0			NB MEDIAN SHOULDER
STA. 1004+67.00 TO 1005+50.00					83.0			SB MEDIAN SHOULDER
STA. 1004+99.00 TO 1022+50.00					1751.0			SB OUTSIDE SHOULDER
STA. 1017+70.00 TO 1026+00.00	170.5	126.0		553.3	830.0			SB MEDIAN SHOULDER, S CROSSOVER
STA. 1017+90.00 TO 1026+00.00	207.0			720.0	810.0	360.0	360.0	NB MEDIAN SHOULDER, S CROSSOVER
TOTAL	754.1	303.7	30.6	2543.5	13,706.5	719.1	719.1*	

* NOT A TOTAL QUANTITY

CULVERTS

LOCATION STATION TO STATION	PIPE CULV. CLASS C, TYPE 1 12" (TEMPORARY)	PIPE CULV. CLASS C, TYPE 1 18" (TEMPORARY)	SLOTTED DRAIN 12" W/ VARIABLE SLOT	SLOTTED DRAIN 18" W/ VARIABLE SLOT	REMARKS
	FOOT	FOOT	FOOT	FOOT	
PRE-STAGE 1					
STA. 968+09.00 TO 968.79.00		70.0			MEDIAN, N CROSSOVER
STA. 968+79.00 TO 971+09.00				230.0	MEDIAN, N CROSSOVER
STA. 971+09.00 TO 971+79.00		70.0			MEDIAN, N CROSSOVER
STA. 1020+03.50 TO 1020+63.50	60.0				MEDIAN, S CROSSOVER
STA. 1020+63.50 TO 1022+93.50			230.0		MEDIAN, S CROSSOVER
STA. 1022+93.50 TO 1023+43.50	50.0				MEDIAN, S CROSSOVER
TOTAL	110.0	140.0	230.0	230.0	

HOT-MIX ASPHALT PAVEMENT

LOCATION STATION TO STATION	STABILIZED SUBBASE 4"	BITUMINOUS MATERIALS (PRIME COAT)	BITUMINOUS MATERIALS (TACK COAT)	HOT-MIX ASPH SURF CRSE, "MIX E", N90	HOT-MIX ASPH PAVEMENT (FULL DEPTH) 12 1/4"	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH	STRIP REFLECTIVE CRACK CONTROL	LONGITUDINAL JOINT SEALANT	MATERIAL TRANSFER DEVICE	REMARKS
	SO YD	POUND	POUND	TON	SO YD	SO YD	FOOT	FOOT	TON	
PRE-STAGE 1										
STA. 965+80.00 TO 974+08.00	2604.9		1565.1		2403.9					N CROSSOVER
STA. 969+50.00 TO 1001+24.40		1269.8		316.0						NB OUTSIDE SHOULDER
STA. 1003+52.70 TO 1022+50.00		759.0		188.9						NB OUTSIDE SHOULDER
STA. 1017+70.00 TO 1026+00.00	2605.9		2793.6		2417.8					S CROSSOVER
STAGE 1										
STA. 969+50.00 TO 1001+00.00		1417.5		352.8						SB OUTSIDE SHOULDER
STA. 1001+00.00 TO 1001+58.30		113.7		28.3				17.4		SB LANES, N SIDE SN 060-0002
STA. 1001+58.30							39.0			SB LANES AT HMA PVMT CONNECTOR JOINT
STA. 1001+58.30 TO 1001+92.35			132.8			155.5	68.1	91.5		SB LANES, N SIDE SN 060-0002
STA. 1004+84.33 TO 1005+23.30			151.6			160.9	77.9	104.8		SB LANES, S SIDE SN 060-0002
STA. 1005+23.30							39.0			SB LANES AT HMA PVMT CONNECTOR JOINT
STA. 1005+23.30 TO 1005+50.00		52.1		13.0				8.0		SB LANES, S SIDE SN 060-0002
STA. 1005+50.00 TO 1022+50.00		765.0		190.4						SB OUTSIDE SHOULDER
STAGE 2										
STA. 1000+05.00 TO 1000+74.71		139.4		34.7				20.8		NB LANES, N SIDE SN 060-0003
STA. 1001+74.71							40.0			NB LANES AT HMA PVMT CONNECTOR JOINT
STA. 1000+74.71 TO 1001+13.66			155.8			172.0	77.9	104.7		NB LANES, N SIDE SN 060-0003
STA. 1004+05.81 TO 1004+39.88			136.3			152.5	68.1	91.6		NB LANES, S SIDE SN 060-0003
STA. 1004+39.88							40.0			NB LANES AT HMA PVMT CONNECTOR JOINT
STA. 1004+39.88 TO 1005+50.00		220.2		54.8				54.8		NB LANES, S SIDE SN 060-0003
TOTAL	5210.8	4736.7	4935.2	1178.9	4821.7	640.9	158.0	292.0	493.6	

CONCRETE BARRIERS

LOCATION STATION TO STATION	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	MODULAR GLARE SCREEN SYSTEM, TEMPORARY	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3	BARRIER WALL REFLECTORS, TYPE C	GUARDRAIL REFLECTORS, TYPE A	TEMPORARY PAVEMENT MARKING - LINE 6"	REMARKS
	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH	FOOT	
STAGE 1									
STA. 969+00.00 TO 1022+50.00	5350.0					54.0		10,700.0	NB LANES
STA. 970+00.00 TO 1022+00.00			5200.0						NB LANES
STA. 977+64.00 TO 980+64.00							4.0		NB LANES, OUTSIDE SHOULDER
STA. 991+35.00 TO 1013+35.00							23.0		NB LANES, OUTSIDE SHOULDER
STA. 1001+35.00 TO 1007+35.00							7.0		NB LANES, MEDIAN SHOULDER
STA. 1022+50.00				1.0					S CROSSOVER
STAGE 2									
STA. 969+50.00 TO 1023+00.00		5350.0							SB LANES
STA. 969+50.00					1.0				N CROSSOVER
STA. 970+00.00 TO 1022+00.00			5200.0						SB LANES
STA. 975+21.00 TO 978+21.00							4.0		SB LANES, OUTSIDE SHOULDER
STA. 989+70.00 TO 1014+70.00							26.0		SB LANES, OUTSIDE SHOULDER
STA. 999+20.00 TO 1005+20.00							7.0		SB LANES, MEDIAN SHOULDER
TOTAL	5350.0	5350.0	10,400.0	1.0	1.0	54.0 *	71.0	10,700.0 *	

* NOT A TOTAL QUANTITY

GUARDRAIL

LOCATION STATION TO STATION	STEEL PLATE BEAM GUARDRAIL, TYPE A 6 FT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TY 1 (SPECIAL) TANGENT	TEMPORARY TRAFFIC BARRIER TERMINAL, TY 1	TEMPORARY TRAFFIC BARRIER TERMINAL, TY 6	TERMINAL MARKER- DIRECT APPLIED	BARRIER WALL REFLECTORS, TYPE C	REMARKS
	FOOT	EACH	EACH	EACH	EACH	EACH	EACH	
PRE-STAGE 1								
STA. 1000+82.35 TO 1001+32.25				1.0		1.0		NB MEDIAN SHOULDER, N SIDE SN 060-0003
STA. 1001+32.25 TO 1001+71.75					1.0			NB MEDIAN SHOULDER, N SIDE SN 060-0003
STAGE 1								
STA. 1000+71.40 TO 1001+46.40	75.0							SB MEDIAN SHOULDER, N SIDE SN 060-0002
STA. 1000+74.42 TO 1001+99.42	125.0							SB OUTSIDE SHOULDER, N SIDE SN 060-0002
STA. 1001+46.40 TO 1001+85.80		1.0						SB MEDIAN SHOULDER, N SIDE SN 060-0002
STA. 1001+99.42 TO 1002+38.82		1.0						SB OUTSIDE SHOULDER, N SIDE SN 060-0002
STA. 1004+42.77 TO 1004+82.17		1.0						SB MEDIAN SHOULDER, S SIDE SN 060-0002
STA. 1004+82.17 TO 1005+32.17			1.0			1.0		SB MEDIAN SHOULDER, S SIDE SN 060-0002
STA. 1004+95.79 TO 1005+35.19		1.0						SB OUTSIDE SHOULDER, S SIDE SN 060-0002
STA. 1005+35.19 TO 1005+85.19	50.0							SB OUTSIDE SHOULDER, S SIDE SN 060-0002
STAGE 2								
STA. 999+62.80 TO 1000+62.80	100.0							NB OUTSIDE SHOULDER, N SIDE SN 060-0003
STA. 1000+62.80 TO 1001+02.20		1.0						NB OUTSIDE SHOULDER, N SIDE SN 060-0003
STA. 1001+03.32 TO 1001+15.82	12.5							NB MEDIAN SHOULDER, N SIDE SN 060-0003
STA. 1001+15.82 TO 1001+55.22		1.0						NB MEDIAN SHOULDER, N SIDE SN 060-0003
STA. 1003+59.36 TO 1003+99.36		1.0						NB OUTSIDE SHOULDER, S SIDE SN 060-0003
STA. 1003+99.36 TO 1005+74.36	175.0							NB OUTSIDE SHOULDER, S SIDE SN 060-0003
STA. 1004+12.36 TO 1004+51.76		1.0						NB MEDIAN SHOULDER, S SIDE SN 060-0003
STA. 1004+51.76 TO 1005+76.76	125.0							NB MEDIAN SHOULDER, S SIDE SN 060-0003
FINAL STAGE								
STA. 1001+15.00 TO 1003+55.00							3.0	NB OUTSIDE SHOULDER, STRUC. SN 060-0003
STA. 1001+55.00 TO 1003+95.00							3.0	NB INSIDE SHOULDER, STRUC. SN 060-0003
STA. 1001+99.00 TO 1004+39.00							3.0	SB INSIDE SHOULDER, STRUC. SN 060-0002
STA. 1002+43.00 TO 1004+83.00							3.0	SB OUTSIDE SHOULDER, STRUC. SN 060-0002
TOTAL	662.5	8.0	1.0	1.0	1.0	2.0	12.0 *	

* NOT A TOTAL QUANTITY

HIGH TENSION CABLE MEDIAN BARRIER

LOCATION STATION TO STATION	REMOVE AND REINSTALL HTC MEDIAN BARRIER	REMARKS
	FOOT	
PRE-STAGE 1		
STA. 966+00.00 TO 974+00.00	800.0	NB MEDIAN SHOULDER, N CROSSOVER
STA. 1018+00.00 TO 1026+00.00	800.0	NB MEDIAN SHOULDER, S CROSSOVER
FINAL STAGE		
STA. 966+00.00 TO 974+00.00		NB MEDIAN SHOULDER, N CROSSOVER (HTC BARRIER REINSTALLED IN THIS STAGE)
STA. 1018+00.00 TO 1026+00.00		NB MEDIAN SHOULDER, S CROSSOVER (HTC BARRIER REINSTALLED IN THIS STAGE)
TOTAL	1600.0	

SEEDING

LOCATION STATION TO STATION	SEEDING, CLASS 2	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	MULCH, METHOD 2	REMARKS
	ACRE	POUND	POUND	POUND	ACRE	
FINAL STAGE						
STA. 1001+00.00 TO 1002+19.40	0.50	45.0	45.0	45.0	0.50	MEDIAN, N. CROSSOVER
STA. 1004+82.00 TO 1005+66.00	0.50	45.0	45.0	45.0	0.50	MEDIAN, S. CROSSOVER
TOTAL	1.0	90.0	90.0	90.0	1.0	

PAVEMENT MARKING

LOCATION STATION TO STATION	PAVEMENT MARKING BLACKOUT TAPE, 6"	SHORT TERM PAVEMENT MARKING REMOVAL	THERMOPLASTIC PAVEMENT MARKING- LINE 6"	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - INLAID- LINE 6"	TEMPORARY PAVEMENT MARKING- LINE 6"	TEMPORARY PAVEMENT MARKING REMOVAL	REMARKS
	FOOT	SO FT	FOOT	FOOT	FOOT	SO FT	
STAGE 1							
STA. 946+12.00 TO 955+72.00	250.0	125.0					SB LANES, CENTERLINE, SKIP DASH 10-30
STA. 965+50.00 TO 971+00.00	550.0	275.0					SB MEDIAN EDGE LINE
STA. 969+27.00 TO 971+67.00	70.0	35.0					NB LANES, CENTERLINE, SKIP DASH 10-30
STA. 969+50.00 TO 1022+50.00	5300.0	2650.0					NB OUTSIDE EDGE LINE
STA. 971+00.00 TO 1020+50.00	4950.0	2475.0					NB MEDIAN EDGE LINE
STA. 1018+50.00 TO 1026+50.00	800.0	400.0					SB MEDIAN EDGE LINE
STA. 1038+06.00 TO 1047+66.00	250.0	125.0					NB LANES, CENTERLINE, SKIP DASH 10-30
STAGE 2							
STA. 944+12.00 TO 953+72.00	250.0	125.0					SB LANES, CENTERLINE, SKIP DASH 10-30
STA. 965+50.00 TO 971+00.00	550.0	275.0					NB MEDIAN EDGE LINE
STA. 969+50.00 TO 1022+50.00	5300.0	2650.0					SB OUTSIDE EDGE LINE
STA. 971+00.00 TO 1021+00.00	5000.0	2500.0					SB MEDIAN EDGE LINE
STA. 1000+05.00 TO 1000+99.00			94.0		94.0	47.0	NB OUTSIDE EDGE LINE (WHITE)
STA. 1000+05.00 TO 1001+28.00			123.0		123.0	61.5	NB MEDIAN EDGE LINE (YELLOW)
STA. 1000+06.00 TO 1000+86.00			30.0		30.0	15.0	NB LANES, CENTERLINE, SKIP DASH 10-30 (WHITE)
STA. 1000+99.00 TO 1003+91.00				292.0	292.0	146.0	NB OUTSIDE EDGE LINE (WHITE)
STA. 1001+26.00 TO 1003+66.00				70.0	70.0	35.0	NB LANES, CENTERLINE, SKIP DASH 10-30 (WHITE)
STA. 1001+28.00 TO 1004+20.00				292.0	292.0	146.0	NB MEDIAN EDGE LINE (YELLOW)
STA. 1003+91.00 TO 1005+50.00			159.0		159.0	79.5	NB OUTSIDE EDGE LINE (WHITE)
STA. 1004+06.00 TO 1005+26.00			40.0		40.0	20.0	NB LANES, CENTERLINE, SKIP DASH 10-30 (WHITE)
STA. 1004+20.00 TO 1005+50.00			130.0		130.0	65.0	NB MEDIAN EDGE LINE (YELLOW)
STA. 1020+06.00 TO 1022+86.00	80.0	40.0					SB LANES, CENTERLINE, SKIP DASH 10-30
STA. 1020+50.00 TO 1026+20.00	570.0	285.0					NB MEDIAN EDGE LINE
STA. 1036+05.00 TO 1045+65.00	250.0	125.0					NB LANES, CENTERLINE, SKIP DASH 10-30
FINAL STAGE							
STA. 1000+93.00 TO 1001+73.00			30.0		30.0	15.0	SB LANES, CENTERLINE, SKIP DASH 10-30 (WHITE)
STA. 1001+00.00 TO 1001+77.00			77.0		77.0	38.5	SB MEDIAN EDGE LINE (YELLOW)
STA. 1001+00.00 TO 1002+07.00			107.0		107.0	53.5	SB OUTSIDE EDGE LINE (WHITE)
STA. 1001+77.00 TO 1004+69.00				292.0	292.0	146.0	SB MEDIAN EDGE LINE (YELLOW)
STA. 1002+07.00 TO 1004+99.00				292.0	292.0	146.0	SB OUTSIDE EDGE LINE (WHITE)
STA. 1002+13.00 TO 1004+53.00				70.0	70.0	35.0	SB LANES, CENTERLINE, SKIP DASH 10-30 (WHITE)
STA. 1004+69.00 TO 1005+50.00			81.0		81.0	40.5	SB MEDIAN EDGE LINE (YELLOW)
STA. 1004+93.00 TO 1005+33.00			20.0		20.0	10.0	SB LANES, CENTERLINE, SKIP DASH 10-30 (WHITE)
STA. 1004+99.00 TO 1005+50.00			51.0		51.0	25.5	SB OUTSIDE EDGE LINE (WHITE)
TOTAL	24,170.0	12,085.0	942.0	1308.0	2250.0*	1125.0	

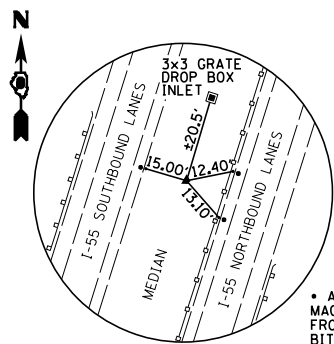
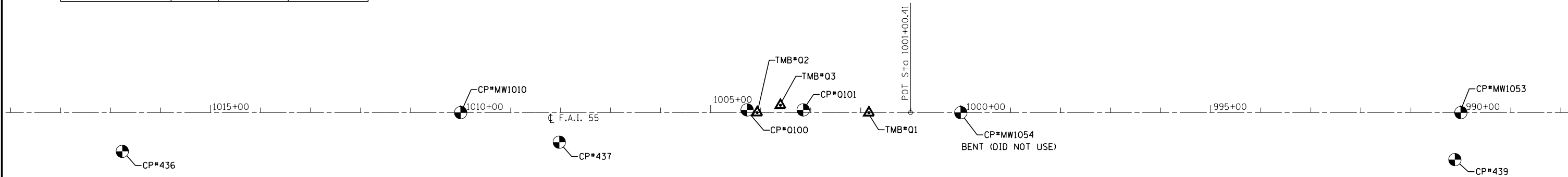
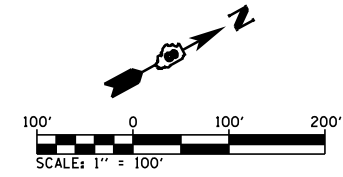
* NOT A TOTAL QUANTITY

REFLECTIVE MARKERS

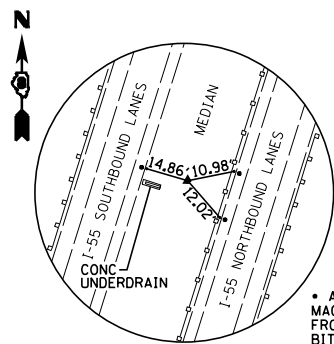
LOCATION STATION TO STATION	RAISED REFLECTIVE PAVEMENT MARKER	REPLACEMENT REFLECTORS	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	REMARKS
	EACH	EACH	EACH	
PRE-STAGE 1				
STA. 943+92.00 TO 955+92.00			32.0	SB LANES, CENTERLINE (REMOVE CRYSTALS ONLY)
STA. 969+47.00 TO 971+87.00			8.0	NB LANES, CENTERLINE (REMOVE CRYSTALS ONLY)
STA. 1020+66.00 TO 1022+26.00			6.0	SB LANES, CENTERLINE (REMOVE CRYSTALS ONLY)
STA. 1036+65.00 TO 1047+85.00			30.0	NB LANES, CENTERLINE (REMOVE CRYSTALS ONLY)
STAGE 1				
STA. 1001+53.00 TO 1001+63.00	2.0		2.0	SB LANES, CENTERLINE, N SIDE SN 060-0002
STA. 1002+33.00 TO 1004+73.00	8.0			SB LANES, CENTERLINE, SN 060-0002
STA. 1005+53.00 TO 1005+63.00	2.0		2.0	SB LANES, CENTERLINE, S SIDE SN 060-0002
STAGE 2				
STA. 1000+66.00 TO 1000+76.00	2.0		2.0	NB LANES, CENTERLINE, N SIDE SN 060-0003
STA. 1001+46.00 TO 1003+86.00	8.0			NB LANES, CENTERLINE, SN 060-0003
STA. 1004+66.00 TO 1005+46.00	4.0		4.0	NB LANES, CENTERLINE, S SIDE SN 060-0003
FINAL STAGE				
STA. 943+92.00 TO 955+92.00		32.0		SB LANES, CENTERLINE (ONE-WAY CRYSTAL ONLY)
STA. 969+47.00 TO 971+87.00		8.0		NB LANES, CENTERLINE (ONE-WAY CRYSTAL ONLY)
STA. 1020+66.00 TO 1022+26.00		6.0		SB LANES, CENTERLINE (ONE-WAY CRYSTAL ONLY)
STA. 1036+65.00 TO 1047+85.00		30.0		NB LANES, CENTERLINE (ONE-WAY CRYSTAL ONLY)
TOTAL	26.0	76.0	86.0	

- RRPMS TO BE FULLY REMOVED AND REPLACED ARE IN THE AREA OF BRIDGE APPROACH SURFACING.
- RRPM REMOVAL OUTSIDE OF BRIDGE APPROACH SURFACING LIMITS SHALL ONLY REMOVE REFLECTORS FROM ROADWAY DURING STAGE CONSTRUCTION.

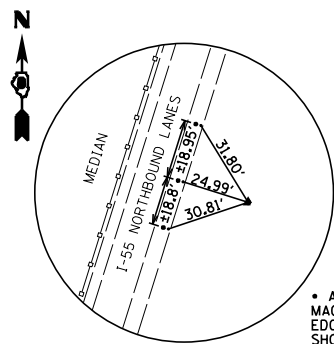
GROUND COORDINATES			
DESCRIPTION	POINT NO.	NORTHING	EASTING
FAI RTE. 55			
POT STA. 990+00.00		787324.5111	378205.3943
POT STA. 1000+00.00		786446.7015	377726.3845
POT STA. 1010+00.00		785568.8920	377247.3748
CONTROL POINTS			
CP*436		784937.8761	376991.3512
CP*437		785713.6293	377393.8216
CP*439		787268.9645	378282.2417
CP*MW1010		785568.8920	377247.3748
CP*MW1053		787324.5111	378205.3943
CP*Q100		786074.3223	377516.9634
CP*Q101		786172.7937	377570.6574



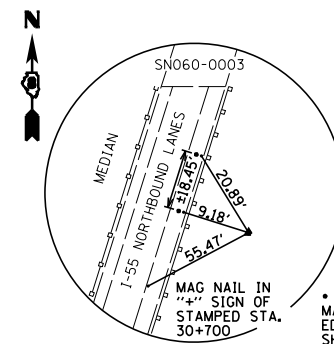
CP*MW1053
 1/2" IRON PIN
 STA. 990+00.00
 ± 0.2 MILE S.W. OF
 FRUIT ROAD OVERPASS



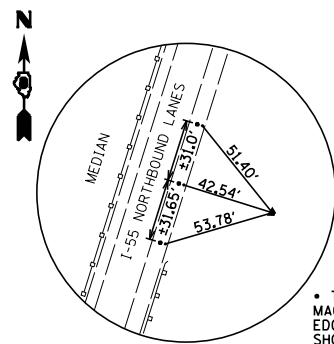
CP*MW1010
 1/2" IRON PIN
 STA. 1010+00.00
 ± 0.6 MILE S.W. OF
 FRUIT ROAD OVERPASS



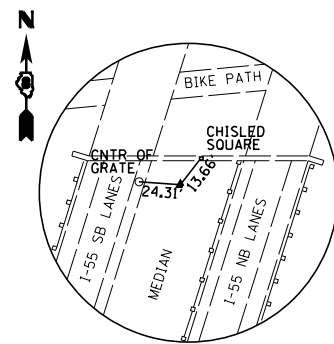
CP*436
 IRON PIN W/IDOT CAP
 APPROX. MM 24.50



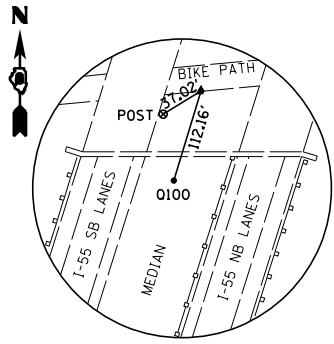
CP*437
 IRON PIN W/IDOT CAP
 APPROX. MM 24.66



CP*439
 IRON PIN W/IDOT CAP
 APPROX. MM 25.00



CP*Q100
 #5 REBAR



CP*Q101
 #5 REBAR

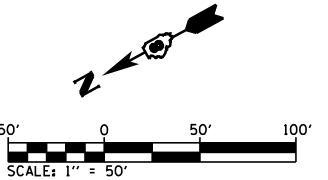
BM-7
 FOUND CUT "□", CENTER OF HEADWALL W/24"
 RCP. E. SIDE OF I-55, ±650' S. OF FRUIT RD.
 @ ±25.12 MILE MARKER (PROVIDED BY IDOT)
 ELEV=535.25

TBM-02
 SET CHISELED "□", TOP CENTER OF RETAINING
 WALL BTWN. BRIDGES (IN MEDIAN), S. END OF
 BRIDGES OVER MCT BIKE TRAIL
 ELEV=571.62

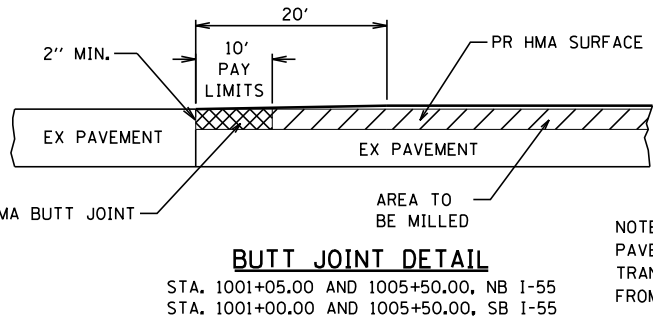
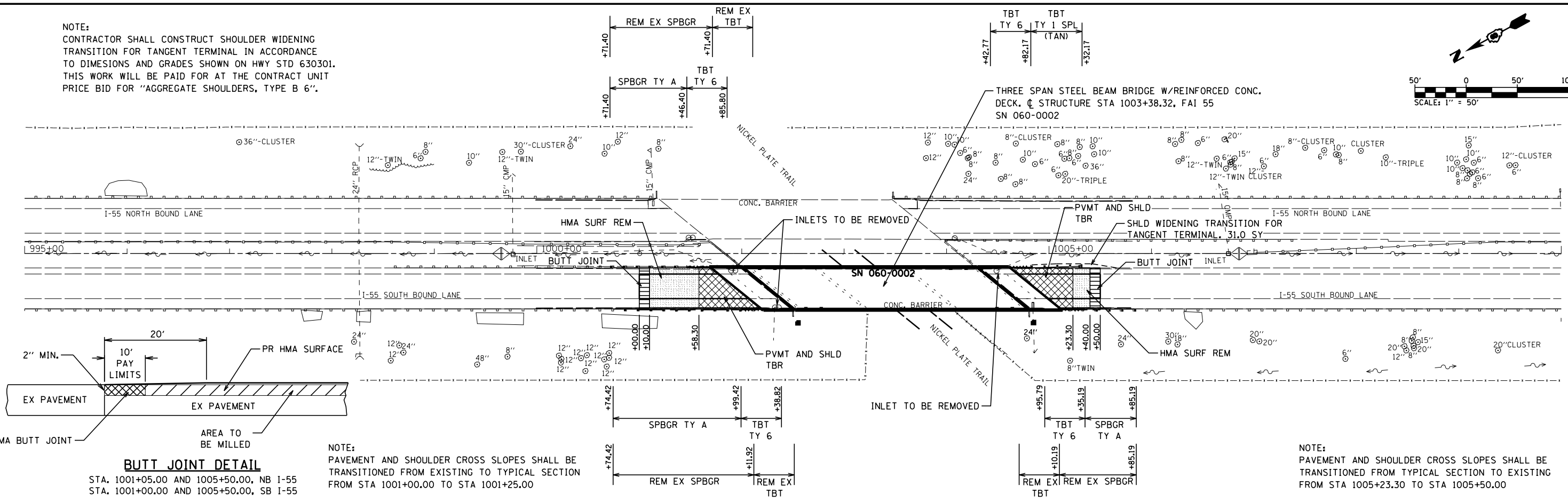
TBM-01
 SET CHISELED "□", TOP CENTER OF RETAINING
 WALL BTWN. BRIDGES (IN MEDIAN), N. END OF
 BRIDGES OVER MCT BIKE TRAIL
 ELEV=570.92

TBM-03
 SET RR SPIKE IN POST ON SOUTH SIDE OF MCT
 BIKE TRAIL BELOW BRIDGES. POST IS ± BTWN.
 THE BRIDGES
 ELEV=545.60

NOTE:
 CONTRACTOR SHALL CONSTRUCT SHOULDER WIDENING
 TRANSITION FOR TANGENT TERMINAL IN ACCORDANCE
 TO DIMENSIONS AND GRADES SHOWN ON HWY STD 630301.
 THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT
 PRICE BID FOR "AGGREGATE SHOULDERS, TYPE B 6".



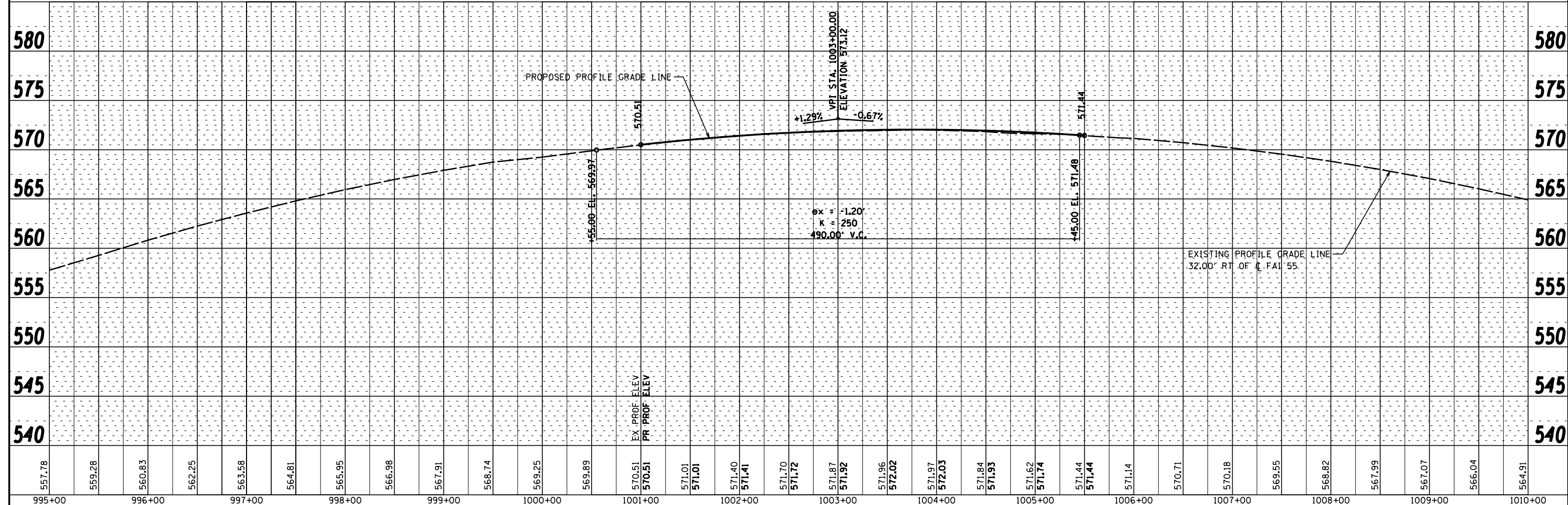
DATE	
BY	
PLAN	
SURVEYED	
PLOTTED	
NOTE BOOK	
ALIGNED	
CHECKED	
FILE NAME	
NO.	



NOTE:
 PAVEMENT AND SHOULDER CROSS SLOPES SHALL BE
 TRANSITIONED FROM EXISTING TO TYPICAL SECTION
 FROM STA 1001+00.00 TO STA 1001+25.00

NOTE:
 PAVEMENT AND SHOULDER CROSS SLOPES SHALL BE
 TRANSITIONED FROM TYPICAL SECTION TO EXISTING
 FROM STA 1005+23.30 TO STA 1005+50.00

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



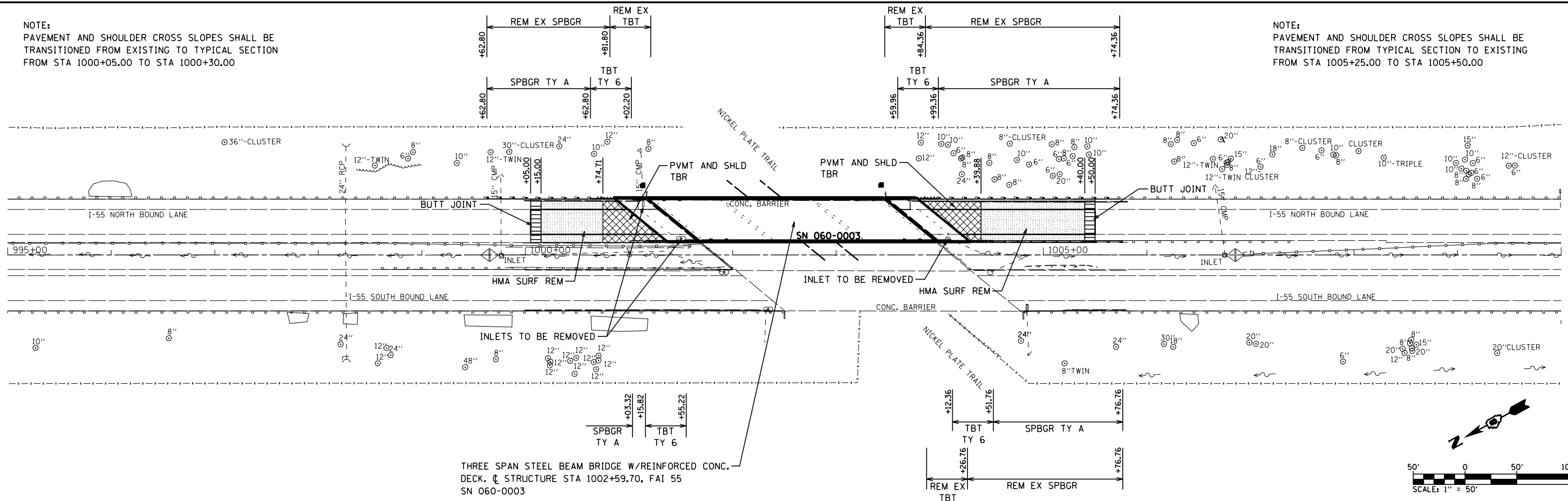
FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE SOUTHBOUND I-55	F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P:\102166-17\60-1VB2 76E68 FAI 55\CADD Sheets\0876E68-sht-sb plnprf.dgn		DRAWN - M. MCEVERS	REVISED -			55	60-1VB2	MADISON	87	20
Default		CHECKED - W. SLEEMAN	REVISED -			CONTRACT NO. 76E68				
		DATE - 6/2017	REVISED -			ILLINOIS FED. AID PROJECT				

NOTE:
PAVEMENT AND SHOULDER CROSS SLOPES SHALL BE
TRANSITIONED FROM EXISTING TO TYPICAL SECTION
FROM STA 1000+05.00 TO STA 1000+30.00

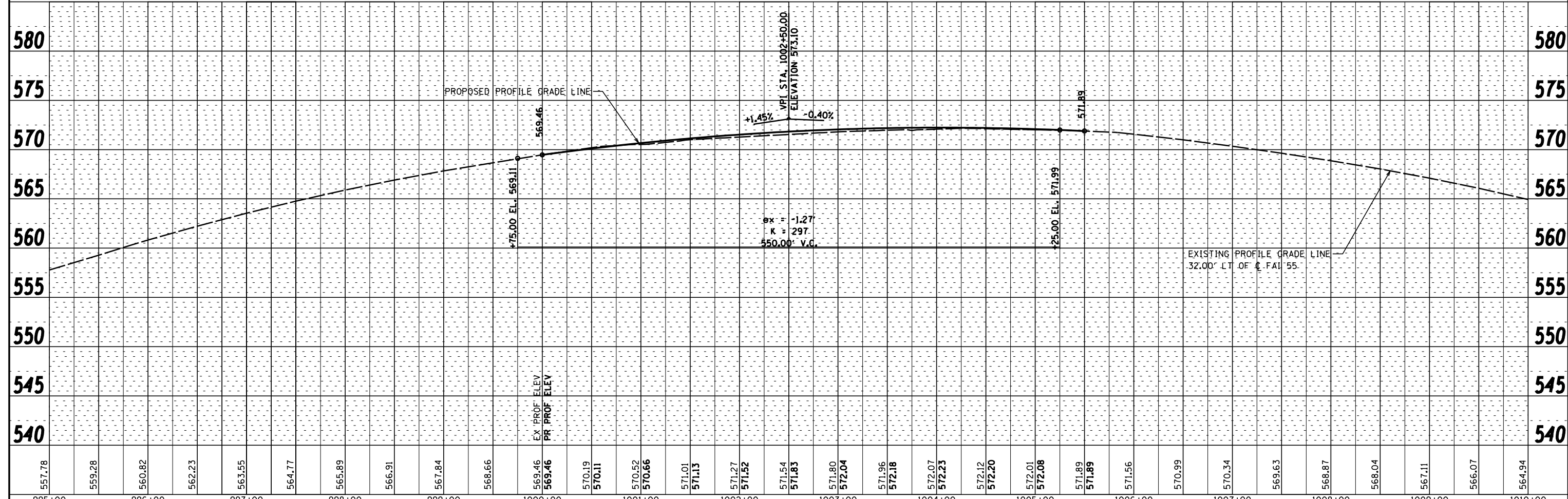
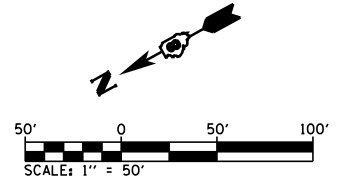
NOTE:
PAVEMENT AND SHOULDER CROSS SLOPES SHALL BE
TRANSITIONED FROM TYPICAL SECTION TO EXISTING
FROM STA 1005+25.00 TO STA 1005+50.00

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	FILE NAME	
	NO.	

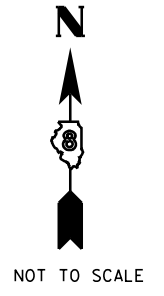
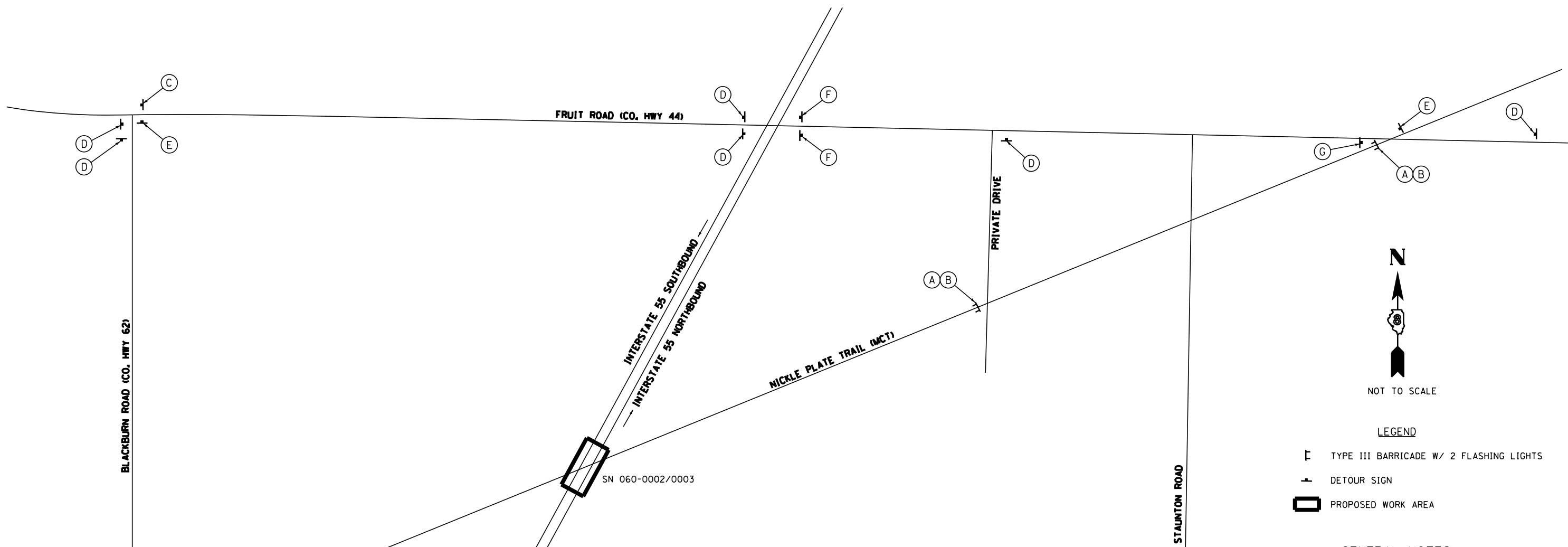
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	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE	
	NOTATIS	
	CHKD	
	NO.	






THREE SPAN STEEL BEAM BRIDGE W/REINFORCED CONC.
DECK, C STRUCTURE STA 1002+59.70, FAI 55
SN 060-0003



FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE NORTHBOUND I-55	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
P:\102166-17\60-1VB2 76E68 FAI 55\CADD Sheets\0876E68-sht-nb-plnprf.dgn	PLLOT SCALE = 100.0000' / in.	DRAWN - M. MCEVERS	REVISED -			55	60-1VB2	MADISON	87	21	
Default	PLLOT DATE = 6/14/2017	CHECKED - W. SLEEMAN	REVISED -			CONTRACT NO. 76E68					
		DATE - 6/2017	REVISED -			ILLINOIS FED. AID PROJECT					





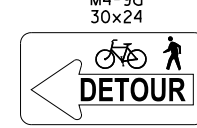
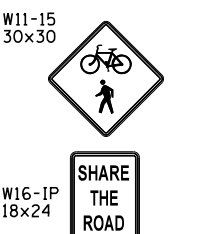
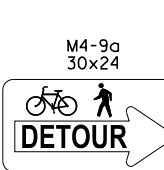
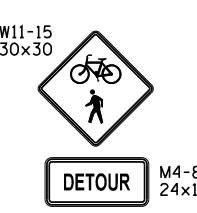
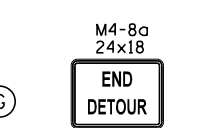
LEGEND

-  TYPE III BARRICADE W/ 2 FLASHING LIGHTS
-  DETOUR SIGN
-  PROPOSED WORK AREA

GENERAL NOTES:

1. THE CONTRACTOR SHALL FURNISH ALL SIGN, POSTS, FLASHING LIGHTS AND ERECT SIGNS AT THE LOCATIONS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
2. ALL SIGNS AND BARRICADES SHALL BE "NEW" OR "LIKE NEW" CONDITION.
3. THE HEIGHT TO THE BOTTOM OF THE LOWEST SIGN SHALL NOT BE LESS THAN 6'.
4. SIGNS SHOULD BE PLACED IN ADVANCE OF THE INTERSECTIONS OR AS DIRECTED BY THE ENGINEER.
5. ALL WORK SHOWN ON THIS SHEET SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LUMP SUM, FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL)

DETOUR SIGNAGE

(A) 	(B) 	(C) 
(D) 	(E) 	(F) 
(G) 	* SPECIAL SIGN TO BE PROVIDED BY CONTRACTOR INCLUDED IN COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL) SIZE AND COLORS TO MATCH R11-2	

FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -
P:\10e2166-17\60-1VB2 76E68 FAI 55\CADD	Sheets\0876E68-shr-nickle plate detour.pln.dwg	DRAWN - M. MCEVERS	REVISED -
Default	PLOT SCALE = 20.0000' / in.	CHECKED - W. SLEEMAN	REVISED -
	PLOT DATE = 6/14/2017	DATE - 6/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

NICKLE PLATE DETOUR PLAN

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

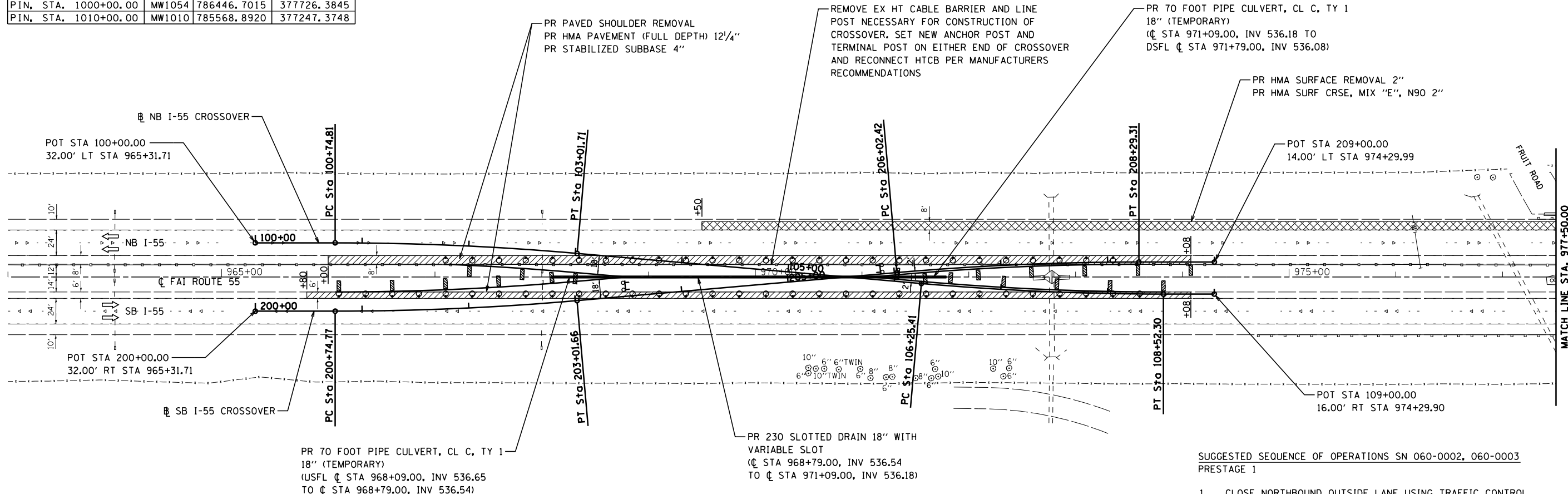
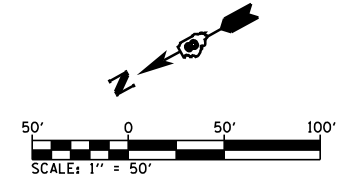
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	22
CONTRACT NO. 76E68				
ILLINOIS FED. AID PROJECT				

NB CROSSOVER GROUND COORDINATES			
DESCRIPTION	POINT NO.	NORTHING	EASTING
POT STA. 100+00.00		789475.8701	379415.8184
PC STA. 100+74.81		789410.1979	379379.9819
PI STA. 101+88.33		789310.5503	379325.6055
PT STA. 103+01.71		789216.0211	379262.7511
PC STA. 106+25.41		788946.4683	379083.5199
PI STA. 107+38.93		788851.9391	379020.6655
PT STA. 108+52.30		788752.2916	378966.2891
POT STA. 109+00.00		788710.4206	378943.4406
PIN W/ IDOT CAP	436	784937.8761	376991.3512
PIN W/ IDOT CAP	437	785713.6293	377393.8216
PIN W/ IDOT CAP	439	787268.9645	378282.2417
PIN, STA. 990+00.00	MW1053	787324.5111	378205.3943
PIN, STA. 1000+00.00	MW1054	786446.7015	377726.3845
PIN, STA. 1010+00.00	MW1010	785568.8920	377247.3748

PROP. CURVE NB_CRSOVER.BL-1
 PI STA. = 101+88.33
 $\Delta = 5^\circ 00' 00''$ (RT)
 $D = 2^\circ 12' 13''$
 $R = 2,600.00'$
 $T = 113.52'$
 $L = 226.89'$
 $E = 2.48'$
 P.C. STA. = 100+74.81
 P.T. STA. = 103+01.71

PROP. CURVE NB_CRSOVER.BL-2
 PI STA. = 107+38.93
 $\Delta = 5^\circ 00' 00''$ (LT)
 $D = 2^\circ 12' 13''$
 $R = 2,600.00'$
 $T = 113.52'$
 $L = 226.89'$
 $E = 2.48'$
 P.C. STA. = 106+25.41
 P.T. STA. = 108+52.30

▨ LIMITS OF PAVED SHOULDER REMOVAL
 ⊞ LIMITS OF HMA SURFACE REMOVAL



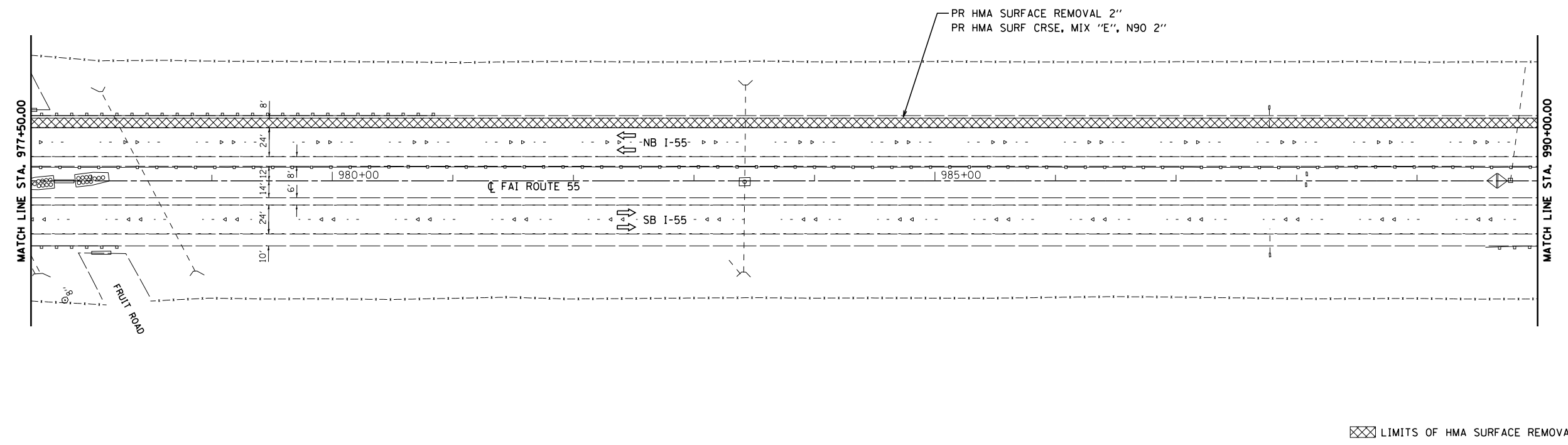
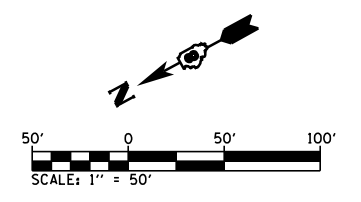
SB CROSSOVER GROUND COORDINATES			
DESCRIPTION	POINT NO.	NORTHING	EASTING
POT STA. 200+00.00		789506.5267	379359.6386
PC STA. 200+74.77		789440.8929	379323.8230
PI STA. 201+88.29		789341.2453	379269.4466
PT STA. 203+01.66		789237.2377	379223.9619
PC STA. 206+02.42		788961.6816	379103.4556
PI STA. 207+15.94		788857.6740	379057.9709
PT STA. 208+29.31		788758.0264	379003.5945
POT STA. 209+00.00		788695.9736	378969.7331
PIN W/ IDOT CAP	436	784937.8761	376991.3512
PIN W/ IDOT CAP	437	785713.6293	377393.8216
PIN W/ IDOT CAP	439	787268.9645	378282.2417
PIN, STA. 990+00.00	MW1053	787324.5111	378205.3943
PIN, STA. 1000+00.00	MW1054	786446.7015	377726.3845
PIN, STA. 1010+00.00	MW1010	785568.8920	377247.3748

PROP. CURVE SB_CRSOVER.BL-1
 PI STA. = 201+88.29
 $\Delta = 5^\circ 00' 00''$ (LT)
 $D = 2^\circ 12' 13''$
 $R = 2,600.00'$
 $T = 113.52'$
 $L = 226.89'$
 $E = 2.48'$
 P.C. STA. = 200+74.77
 P.T. STA. = 203+01.66

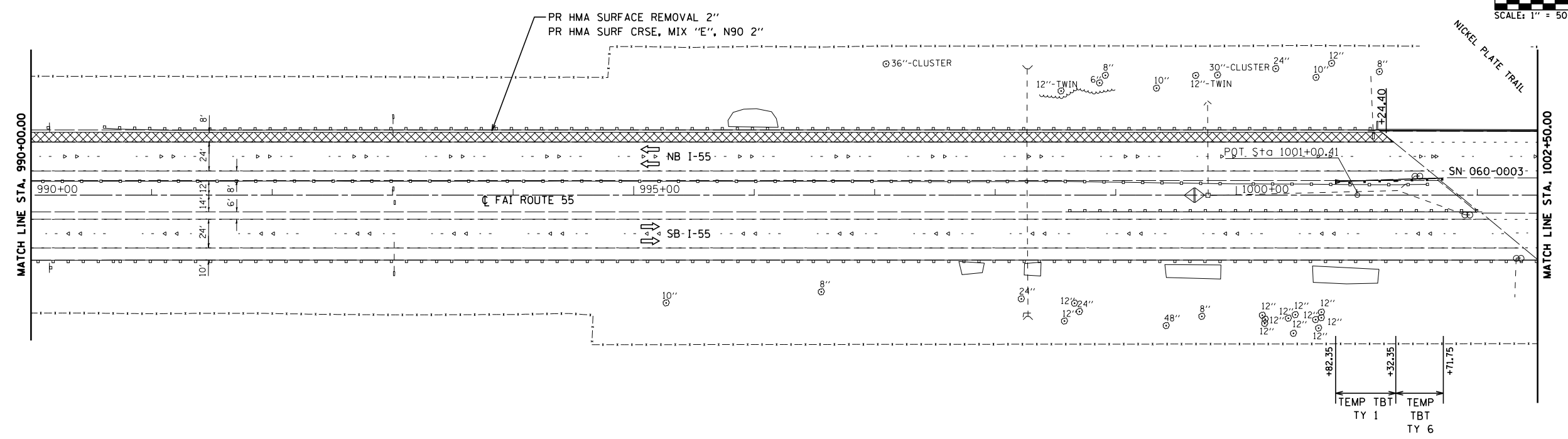
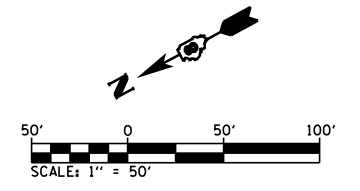
PROP. CURVE SB_CRSOVER.BL-2
 PI STA. = 207+15.94
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 $D = 2^\circ 12' 13''$
 $R = 2,600.00'$
 $T = 113.52'$
 $L = 226.89'$
 $E = 2.48'$
 P.C. STA. = 206+02.42
 P.T. STA. = 208+29.31

SUGGESTED SEQUENCE OF OPERATIONS SN 060-0002, 060-0003
 PRESTAGE 1

1. CLOSE NORTHBOUND OUTSIDE LANE USING TRAFFIC CONTROL AND PROTECTION STANDARDS 701400 AND 701401.
2. MILL NORTHBOUND OUTSIDE SHOULDER AND CONSTRUCT HMA SURFACE COURSE.
3. OPEN NB OUTSIDE LANE. CLOSE SB MEDIAN LANE AND NB MEDIAN LANE USING TRAFFIC CONTROL AND PROTECTION STANDARDS 701400 AND 701401.
4. REMOVE EXISTING HIGH TENSION CABLE BARRIER AND LINE POST THAT CONFLICT WITH CROSSOVER. SET NEW ANCHOR AND TERMINAL POST AT BOTH ENDS OF CROSSOVER AND RECONNECT HTCB PER MANUFACTURERS RECOMMENDATIONS.
5. REMOVE MEDIAN SHOULDERS AND CONSTRUCT TEMPORARY PIPE CULVERT AND CROSSOVER PAVEMENT; INSTALL TEMPORARY EROSION CONTROL MEASURES AND SEED DISTURBED AREA IN MEDIAN.
6. SET VERTICAL PANELS TO BE USED DURING STAGE 1 AND 2 CONSTRUCTION.
7. SET DRUMS WITH STEADY BURN MONODIRECTIONAL LIGHT.
8. SET TYPE III BARRICADES WITH R11-2 "ROAD CLOSED" SIGN ON CROSSOVER PAVEMENT.



▨ LIMITS OF HMA SURFACE REMOVAL

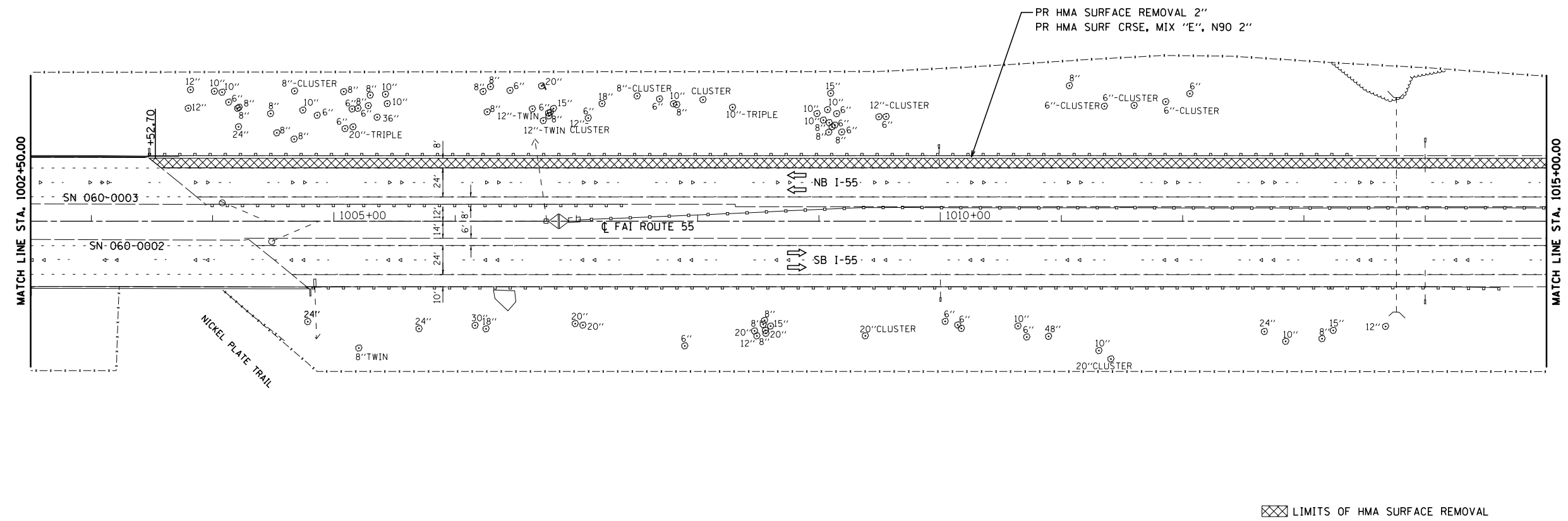
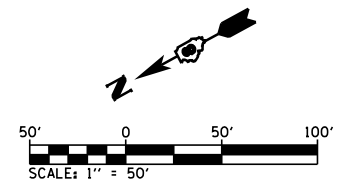


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Default	PLOT SCALE = 100.0000' / in.	CHECKED - W. SLEEMAN	REVISED -
	PLOT DATE = 6/14/2017	DATE - 6/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PRE-STAGE 1 CROSSOVER PLAN	
SCALE:	SHEET 2 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	24
CONTRACT NO. 76E68				
ILLINOIS FED. AID PROJECT				



▣▣▣ LIMITS OF HMA SURFACE REMOVAL

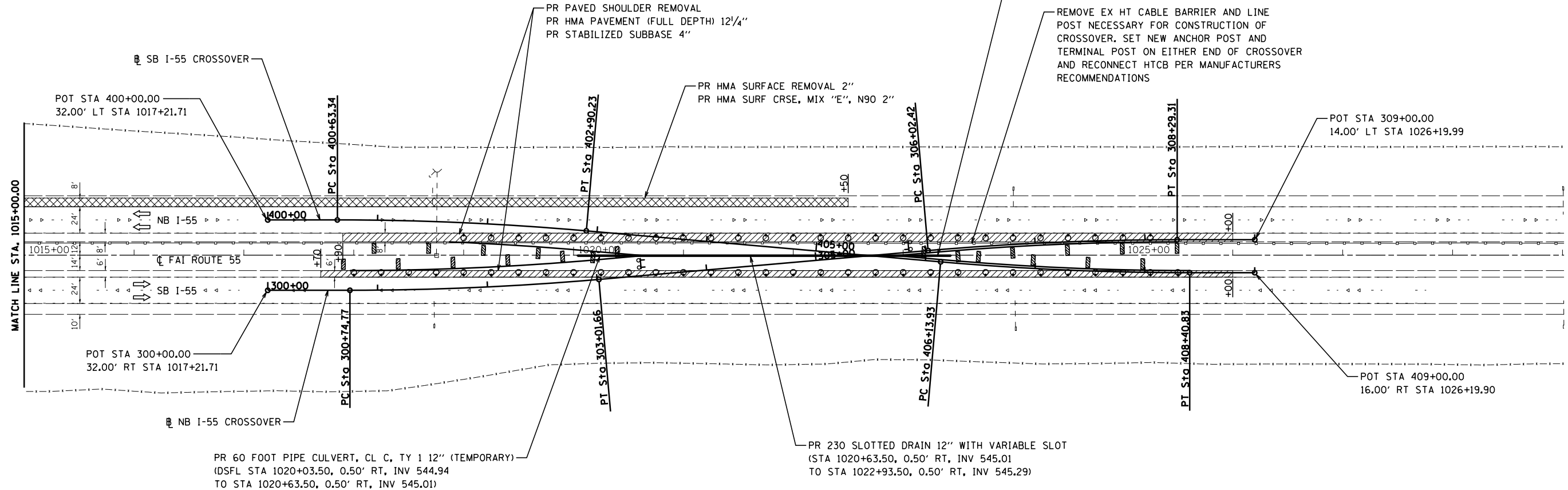
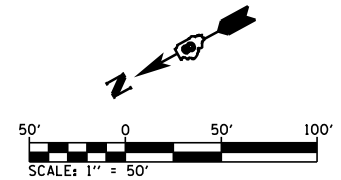
FILE NAME = P:\10e2166-17\60-1VB2 76E68 FAI 55\CADD	USER NAME = \$USER\$	DESIGNED - M. MCEVERS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PRE-STAGE 1 CROSSOVER PLAN			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	Sheets\060-0002-shit-prestage crossover.dgn	DRAWN - M. MCEVERS	REVISED -					55	60-1VB2	MADISON	87	25
Default	PLOT SCALE = 100.0000' / in.	CHECKED - W. SLEEMAN	REVISED -	SCALE: SHEET 3 OF 4 SHEETS STA. TO STA.			CONTRACT NO. 76E68					
	PLOT DATE = 6/14/2017	DATE - 6/2017	REVISED -	ILLINOIS FED. AID PROJECT								

SB CROSSOVER GROUND COORDINATES			
DESCRIPTION	POINT NO.	NORTHING	EASTING
POT STA. 400+00.00		784920.0383	376929.7578
PC STA. 400+63.34		784864.4379	376899.4173
PI STA. 401+76.86		784764.7903	376845.0409
PT STA. 402+90.23		784670.2612	376782.1865
PC STA. 406+13.93		784400.7083	376602.9553
PI STA. 407+27.45		784306.1792	376540.1009
PT STA. 408+40.83		784206.5316	376485.7245
POT STA. 409+00.00		784154.5889	376457.3800
PIN W/IDOT CAP	436	784937.8761	376991.3512
PIN W/IDOT CAP	437	785713.6293	377393.8216
PIN W/IDOT CAP	439	787268.9645	378282.2417
PIN, STA. 990+00.00	MW1053	787324.5111	378205.3943
PIN, STA. 1000+00.00	MW1054	786446.7015	377726.3845
PIN, STA. 1010+00.00	MW1010	785568.8920	377247.3748

PROP. CURVE S.-SB.CRISOVER-1
 PI STA. = 401+76.86
 $\Delta = 5^\circ 00' 00''$ (RT)
 $D = 2^\circ 12' 13''$
 $R = 2,600.00'$
 $T = 113.52'$
 $L = 226.89'$
 $E = 2.48'$
 P.C. STA = 400+63.34
 P.T. STA = 402+90.23

PROP. CURVE S.-SB.CRISOVER-2
 PI STA. = 407+27.45
 $\Delta = 5^\circ 00' 00''$ (LT)
 $D = 2^\circ 12' 13''$
 $R = 2,600.00'$
 $T = 113.52'$
 $L = 226.89'$
 $E = 2.48'$
 P.C. STA = 406+13.93
 P.T. STA = 408+40.83

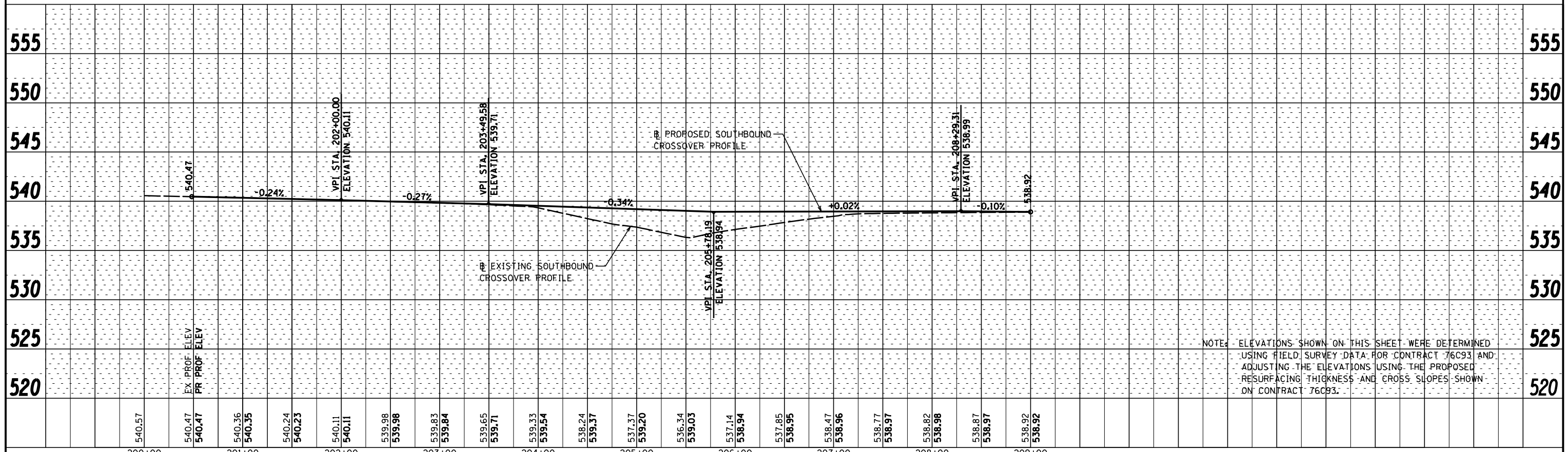
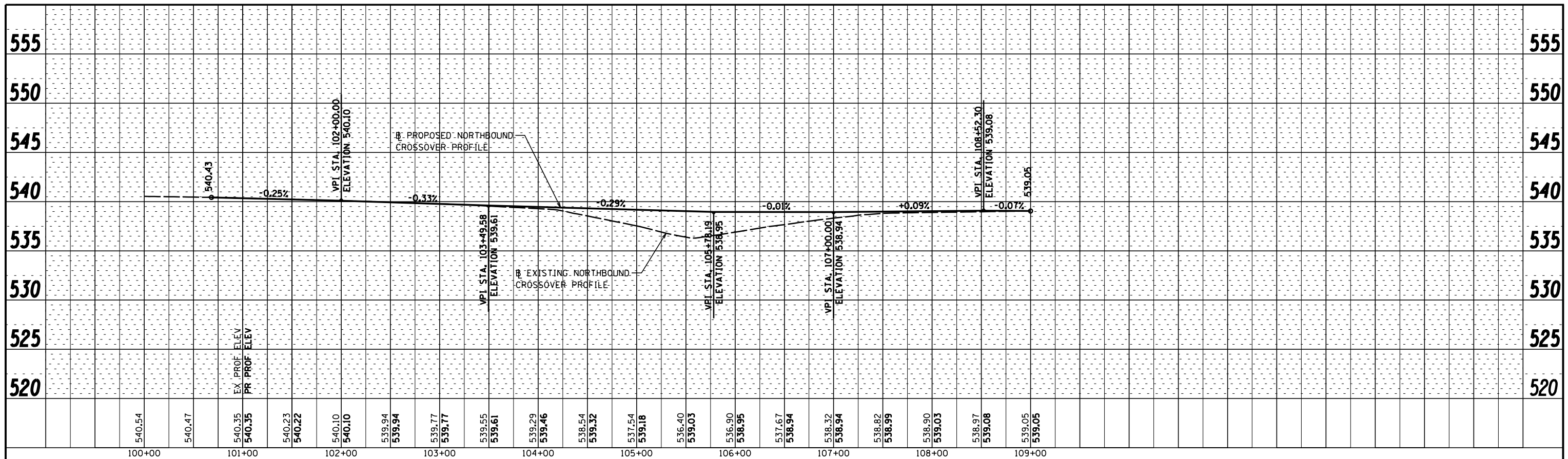
▨ LIMITS OF PAVED SHOULDER REMOVAL
 ⊠ LIMITS OF HMA SURFACE REMOVAL



NB CROSSOVER GROUND COORDINATES			
DESCRIPTION	POINT NO.	NORTHING	EASTING
POT STA. 300+00.00		784950.6950	376873.5780
PC STA. 300+74.77		784885.0611	376837.7624
PI STA. 301+88.29		784785.4136	376783.3860
PT STA. 303+01.66		784681.4059	376737.9013
PC STA. 306+02.42		784405.8499	376617.3950
PI STA. 307+15.94		784301.8423	376571.9103
PT STA. 308+29.31		784202.1947	376517.5339
POT STA. 309+00.00		784140.1419	376483.6724
PIN W/IDOT CAP	436	784937.8761	376991.3512
PIN W/IDOT CAP	437	785713.6293	377393.8216
PIN W/IDOT CAP	439	787268.9645	378282.2417
PIN, STA. 990+00.00	MW1053	787324.5111	378205.3943
PIN, STA. 1000+00.00	MW1054	786446.7015	377726.3845
PIN, STA. 1010+00.00	MW1010	785568.8920	377247.3748

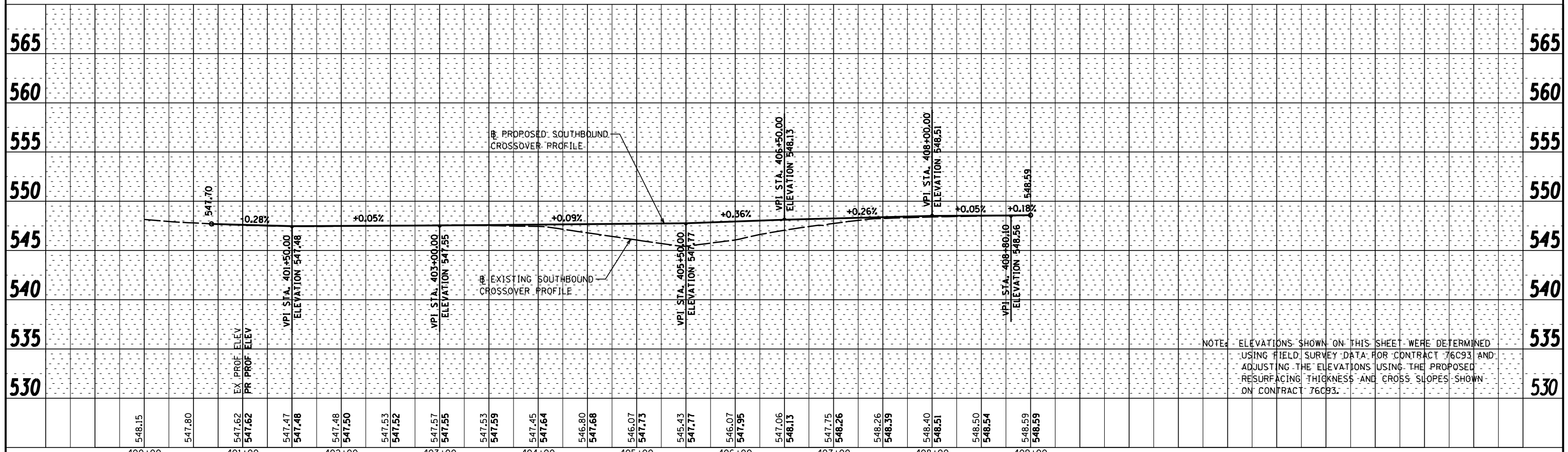
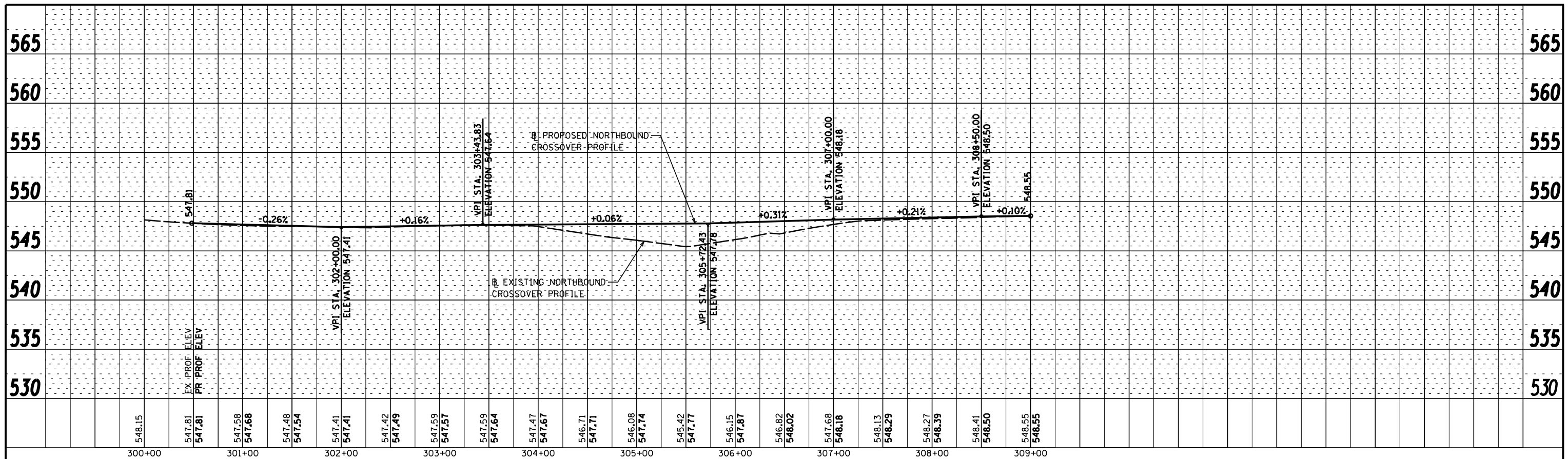
PROP. CURVE S.-NB.CRISOVER-1
 PI STA. = 301+88.29
 $\Delta = 5^\circ 00' 00''$ (LT)
 $D = 2^\circ 12' 13''$
 $R = 2,600.00'$
 $T = 113.52'$
 $L = 226.89'$
 $E = 2.48'$
 P.C. STA = 300+74.77
 P.T. STA = 303+01.66

PROP. CURVE S.-NB.CRISOVER-2
 PI STA. = 307+15.94
 $\Delta = 5^\circ 00' 00''$ (RT)
 $D = 2^\circ 12' 13''$
 $R = 2,600.00'$
 $T = 113.52'$
 $L = 226.89'$
 $E = 2.48'$
 P.C. STA = 306+02.42
 P.T. STA = 308+29.31














NOTE: ELEVATIONS SHOWN ON THIS SHEET WERE DETERMINED USING FIELD SURVEY DATA FOR CONTRACT 76C93 AND ADJUSTING THE ELEVATIONS USING THE PROPOSED RESURFACING THICKNESS AND CROSS SLOPES SHOWN ON CONTRACT 76C93.

FILE NAME = P:\10e2166-17\60-1VB2 76E68 FAI 55\CADD	USER NAME = susers	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NORTH CROSSOVER PROFILES		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Sheets\0876E68-sh-n crossover profiles.dgn	DRAWN - M. MCEVERS	REVISED -	REVISED -				55	60-1VB2	MADISON	87	28
PLOT SCALE = 100.0000' / in.	CHECKED - W. SLEEMAN	REVISED -	REVISED -				CONTRACT NO. 76E68				
Default	PLOT DATE = 6/14/2017	DATE - 6/2017	REVISED -				SCALE:	SHEET 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT



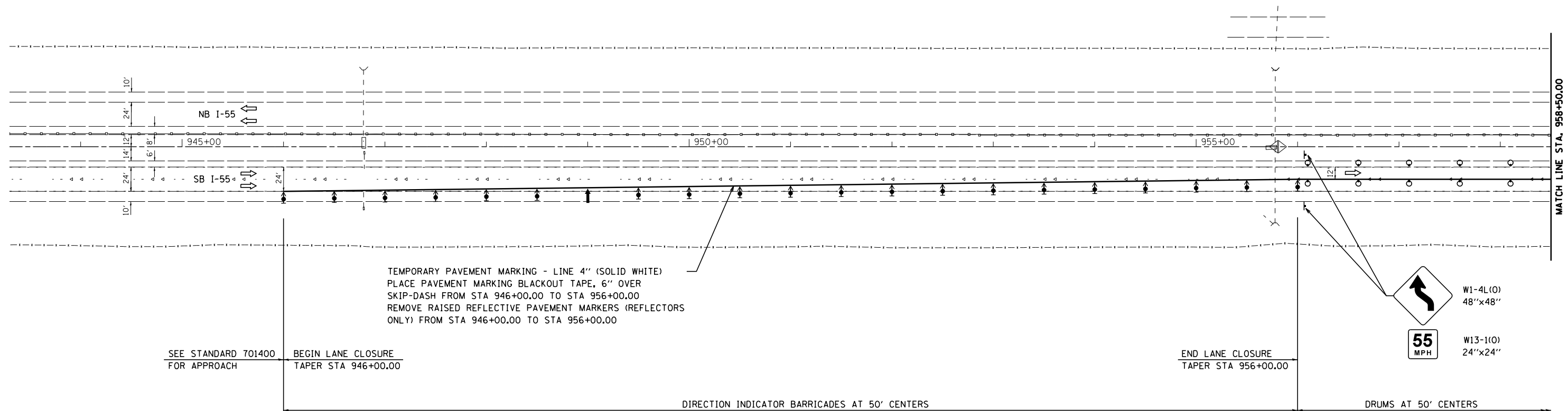
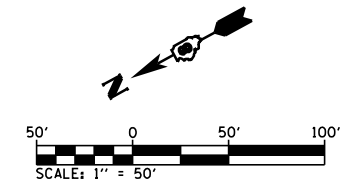
NOTE: ELEVATIONS SHOWN ON THIS SHEET WERE DETERMINED USING FIELD SURVEY DATA FOR CONTRACT 76C93 AND ADJUSTING THE ELEVATIONS USING THE PROPOSED RESURFACING THICKNESS AND CROSS SLOPES SHOWN ON CONTRACT 76C93.

LEGEND

-  ARROW BOARD
-  SIGN
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER WITH MODULAR GLARE SCREEN SYSTEM
-  IMPACT ATTENUATOR, TEMPORARY
-  MONODIRECTIONAL BARRIER MARKER
-  HMA SURFACE REMOVAL 2"

**SUGGESTED SEQUENCE OF OPERATIONS SN 060-0002, 060-0003
STAGE 1**

1. REMOVE CONFLICTING PAVEMENT MARKINGS AND REFLECTIVE MARKERS AND SHIFT TRAFFIC TO THE STAGE 1 LANES; PLACE TRAFFIC CONTROL ITEMS AS SHOWN ON THE STAGE 1 TRAFFIC CONTROL AND PROTECTION DETAILS AND AS REQUIRED BY STANDARDS 701400 AND 701401.
2. REMOVE EXISTING SOUTHBOUND BRIDGE DECK AND APPROACH PAVEMENT FOR SN 060-0002.
3. CONSTRUCT SOUTHBOUND BRIDGE DECK AND APPROACH PAVEMENTS FOR SN 060-0002.
4. MILL SOUTHBOUND OUTSIDE SHOULDER AND CONSTRUCT HMA SURFACE COURSE.
5. INSTALL PERMANENT GUARDRAIL AND TERMINALS.
6. PLACE TRAFFIC IN PERMANENT LANES, CLOSE CROSSOVERS AS SHOWN ON MEDIAN CLOSURE DETAIL, REMOVE STAGE 1 TEMPORARY PAVEMENT MARKINGS ON THE CROSSOVER PAVEMENT, INSTALL TEMPORARY PAVEMENT MARKINGS ON PERMANENT LANES.



NOTES:

SEE STANDARDS 701400 AND 701416 FOR DETAILS NOT SHOWN.

MONODIRECTIONAL BARRIER WALL AND GUARDRAIL MARKERS SHALL BE INSTALLED AT 50' CENTERS ON ALL EXISTING GUARDRAIL AND BRIDGE PARAPETS.

ALL BARRICADES, DRUMS AND VERTICAL PANELS SHALL BE AT 50' CENTERS.

THE BOTTOM VERTICAL 6" OF THE TEMPORARY CONCRETE BARRIER SHALL BE PAINTED YELLOW ON BOTH SIDES OF THE BARRIER.

EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH TEMPORARY MARKINGS SHALL BE COVERED WITH PAVEMENT MARKING BLACKOUT TAPE. IN ADDITION, ONLY THE REFLECTORS IN THE EXISTING RAISED REFLECTIVE MARKERS SHALL BE REMOVED AND PAID FOR AS "RAISED REFLECTIVE PAVEMENT MARKER REMOVAL".

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




**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

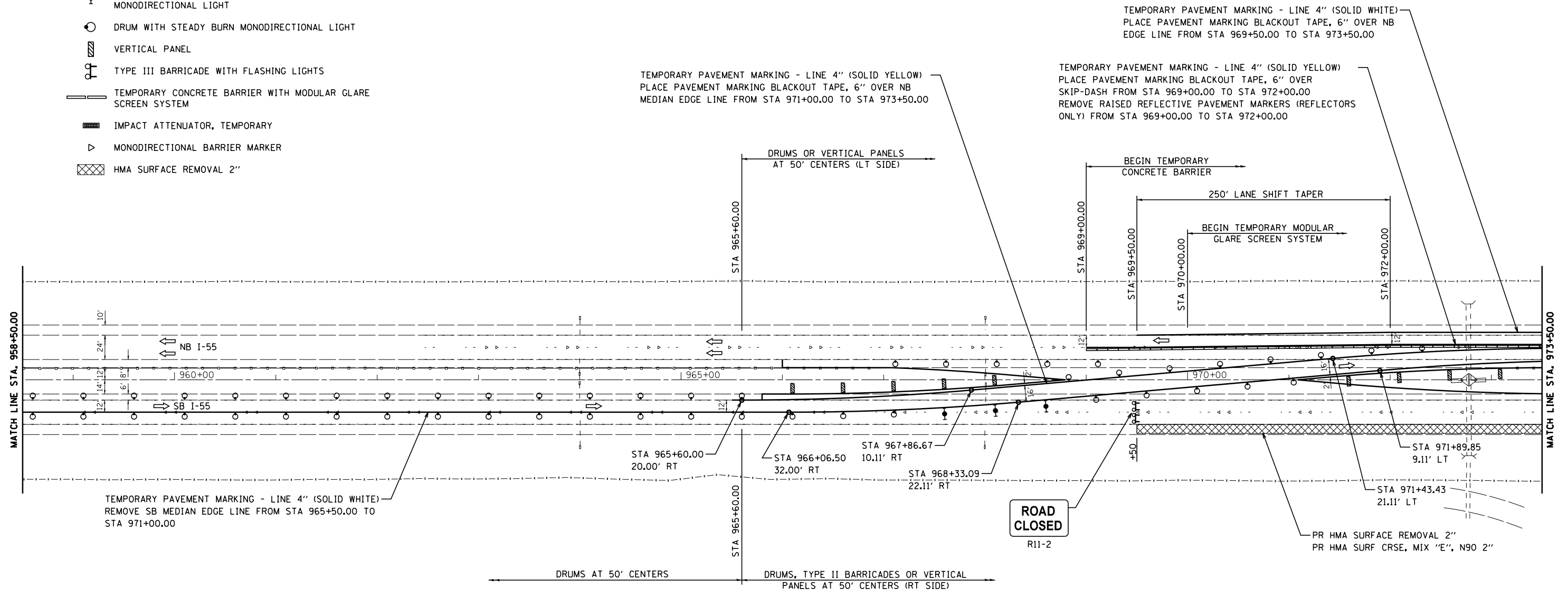
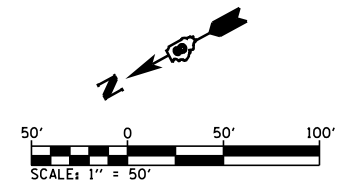
**STAGE 1
CROSSOVER PLAN**

SCALE: SHEET 1 OF 7 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	31
CONTRACT NO. 76E68				
ILLINOIS FED. AID PROJECT				

LEGEND

-  ARROW BOARD
-  SIGN
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER WITH MODULAR GLARE SCREEN SYSTEM
-  IMPACT ATTENUATOR, TEMPORARY
-  MONODIRECTIONAL BARRIER MARKER
-  HMA SURFACE REMOVAL 2"

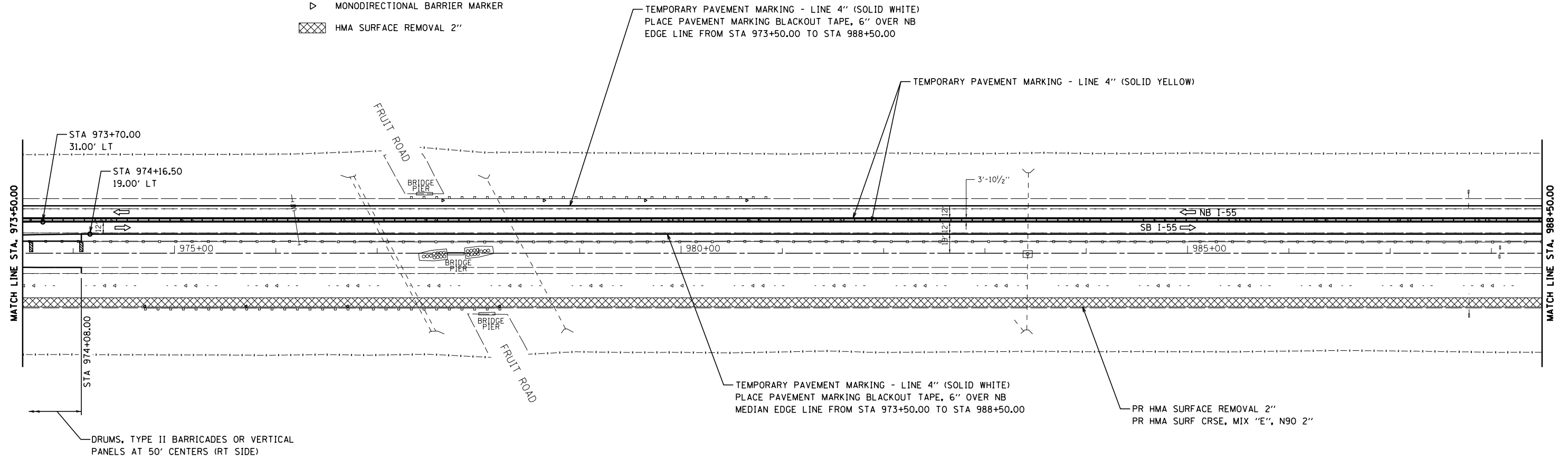
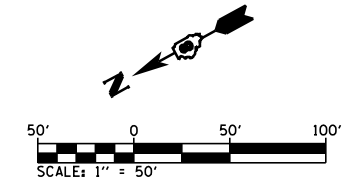


TEMPORARY PAVEMENT MARKING LAYOUT THROUGH CROSSOVER

STATION	OFFSET	STATION	OFFSET
965+60	20.00' RT	966+06.50	32.00' RT
966+00	19.69' RT	966+50	31.64' RT
966+50	18.44' RT	967+00	30.32' RT
967+00	16.23' RT	967.50	28.04' RT
967+50	13.05' RT	968+00	24.79' RT
967+86.67	10.11' RT	968+33.09	22.11' RT
971+43.43	21.11' LT	971+89.85	9.11' LT
971+50	21.67' LT	972+00	9.97' LT
972+00	25.43' LT	972+50	13.67' LT
972+50	28.23' LT	973+00	16.39' LT
973+00	30.06' LT	973+50	18.15' LT
973+50	30.92' LT	974+00	18.95' LT
973+70	31.00' LT	974+16.50	19.00' LT

LEGEND

- ↑ ARROW BOARD
- ⊥ SIGN
- ⬆ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- ⬇ TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- ▨ VERTICAL PANEL
- ⊕ TYPE III BARRICADE WITH FLASHING LIGHTS
- ▬ TEMPORARY CONCRETE BARRIER WITH MODULAR GLARE SCREEN SYSTEM
- ▬ IMPACT ATTENUATOR, TEMPORARY
- ▷ MONODIRECTIONAL BARRIER MARKER
- ▨ HMA SURFACE REMOVAL 2"














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	PLOT DATE = 6/15/2017	DATE - 6/2017	REVISED -

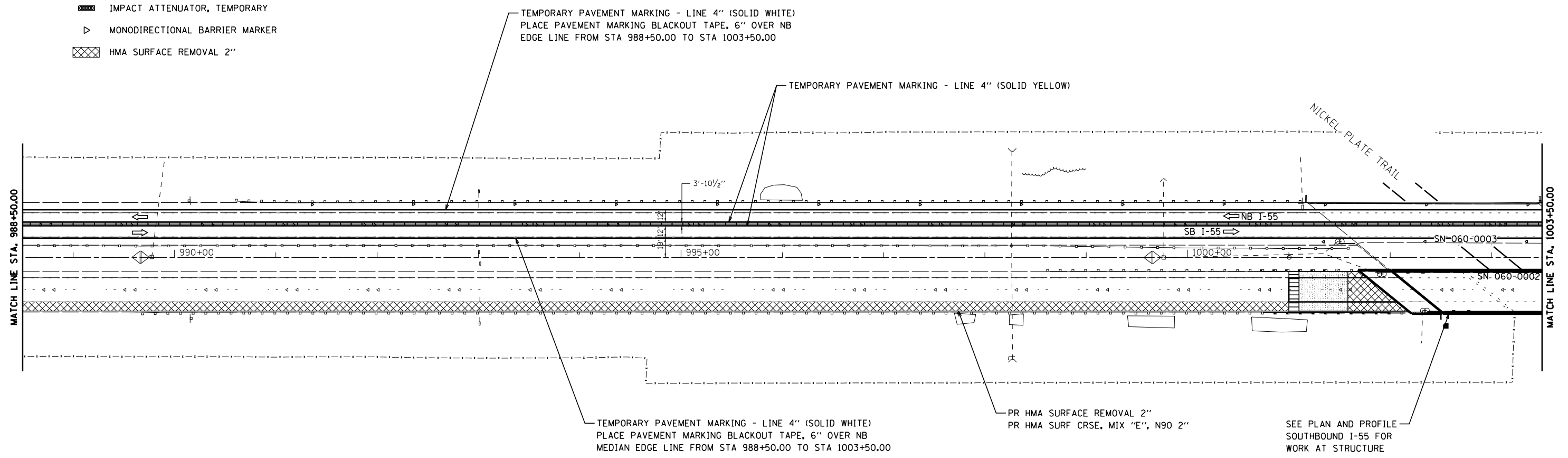
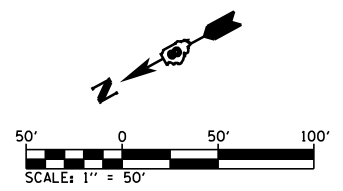
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 1 CROSSOVER PLAN			
SCALE:	SHEET 3	OF 7 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	33
CONTRACT NO. 76E68				
ILLINOIS FED. AID PROJECT				












LEGEND

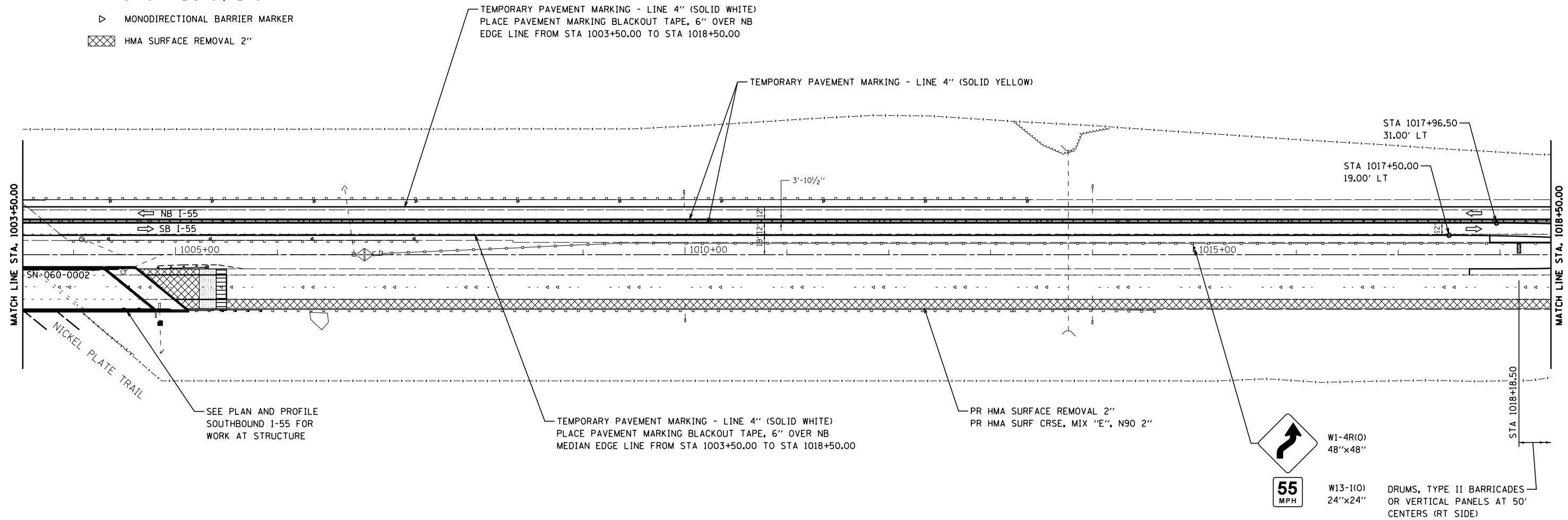
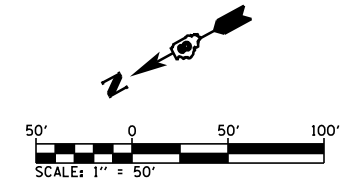
-  ARROW BOARD
-  SIGN
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER WITH MODULAR GLARE SCREEN SYSTEM
-  IMPACT ATTENUATOR, TEMPORARY
-  MONODIRECTIONAL BARRIER MARKER
-  HMA SURFACE REMOVAL 2"



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P:\10e2166-17\60-1VB2 76E68 FAI 55\CADD	Sheets\0876E68-sh1-stage 1 crossover.dgn	DRAWN - M. MCEVERS	REVISED -			55	60-1VB2	MADISON	87	34	
Default	PLOT SCALE = 100.0000' / 1" =	CHECKED - W. SLEEMAN	REVISED -			CONTRACT NO. 76E68					
	PLOT DATE = 6/15/2017	DATE - 6/2017	REVISED -			ILLINOIS FED. AID PROJECT					

LEGEND

-  ARROW BOARD
-  SIGN
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER WITH MODULAR GLARE SCREEN SYSTEM
-  IMPACT ATTENUATOR, TEMPORARY
-  MONODIRECTIONAL BARRIER MARKER
-  HMA SURFACE REMOVAL 2"



- W1-4R(O) 48"x48"
- W13-1(O) 24"x24"
- DRUMS, TYPE II BARRICADES OR VERTICAL PANELS AT 50' CENTERS (RT SIDE)

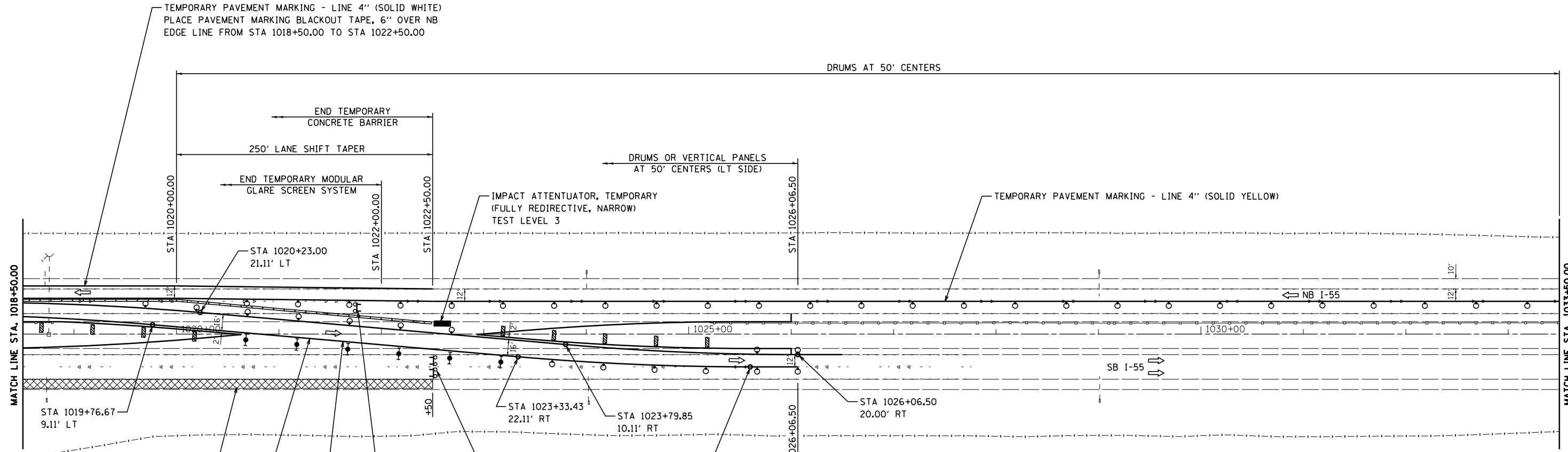
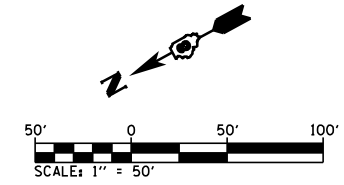
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Default	PLOT SCALE = 100.0000' / in.	CHECKED - W. SLEEMAN	REVISED -
	PLOT DATE = 6/15/2017	DATE - 6/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE 1
CROSSOVER PLAN**

SCALE: SHEET 5 OF 7 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	35
CONTRACT NO. 76E68				
ILLINOIS FED. AID PROJECT				



TEMPORARY PAVEMENT MARKING - LINE 4" (SOLID WHITE)
PLACE PAVEMENT MARKING BLACKOUT TAPE, 6" OVER NB
EDGE LINE FROM STA 1018+50.00 TO STA 1022+50.00

PR HMA SURFACE REMOVAL 2"
PR HMA SURF CRSE, MIX "E", N90 2"

TEMPORARY PAVEMENT MARKING
- LINE 4" (SOLID WHITE) PLACE
PAVEMENT MARKING BLACKOUT TAPE,
6" OVER SB MEDIAN EDGE LINE FROM
STA 1018+50.00 TO STA 1026+50.00

TEMPORARY PAVEMENT MARKING - LINE 4" (SOLID YELLOW)
PLACE PAVEMENT MARKING BLACKOUT TAPE, 6" OVER NB
MEDIAN EDGE LINE FROM STA 1018+50.00 TO STA 1020+50.00

**ROAD
CLOSED**
R11-2

TEMPORARY PAVEMENT MARKING LAYOUT
THROUGH CROSSOVER

STATION	OFFSET	STATION	OFFSET
1017+96.50	31.00' LT	1017+50	19.00' LT
1018+50	30.45' LT	1018+00	18.52' LT
1019+00	28.94' LT	1018+50	17.08' LT
1019+50	26.46' LT	1019+00	14.67' LT
1020+00	23.02' LT	1019+50	11.30' LT
1020+23	21.11' LT	1019+76.67	9.11' LT
1023+79.85	10.11' RT	1023+33.43	22.11' RT
1024+00	11.79' RT	1023+50	23.50' RT
1024+50	15.29' RT	1024+00	27.07' RT
1025+00	17.82' RT	1024+50	29.67' RT
1025+50	19.39' RT	1025+00	31.31' RT
1026+00	19.99' RT	1025+50	31.98' RT
1026+06.50	20.00' RT	1025+60	32.00' RT

LEGEND

- ARROW BOARD
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER WITH MODULAR GLARE SCREEN SYSTEM
- IMPACT ATTENUATOR, TEMPORARY
- MONODIRECTIONAL BARRIER MARKER
- HMA SURFACE REMOVAL 2"












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Default	PLOT SCALE = 100.0000' / in.	CHECKED - W. SLEEMAN	REVISED -
	PLOT DATE = 6/15/2017	DATE - 6/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

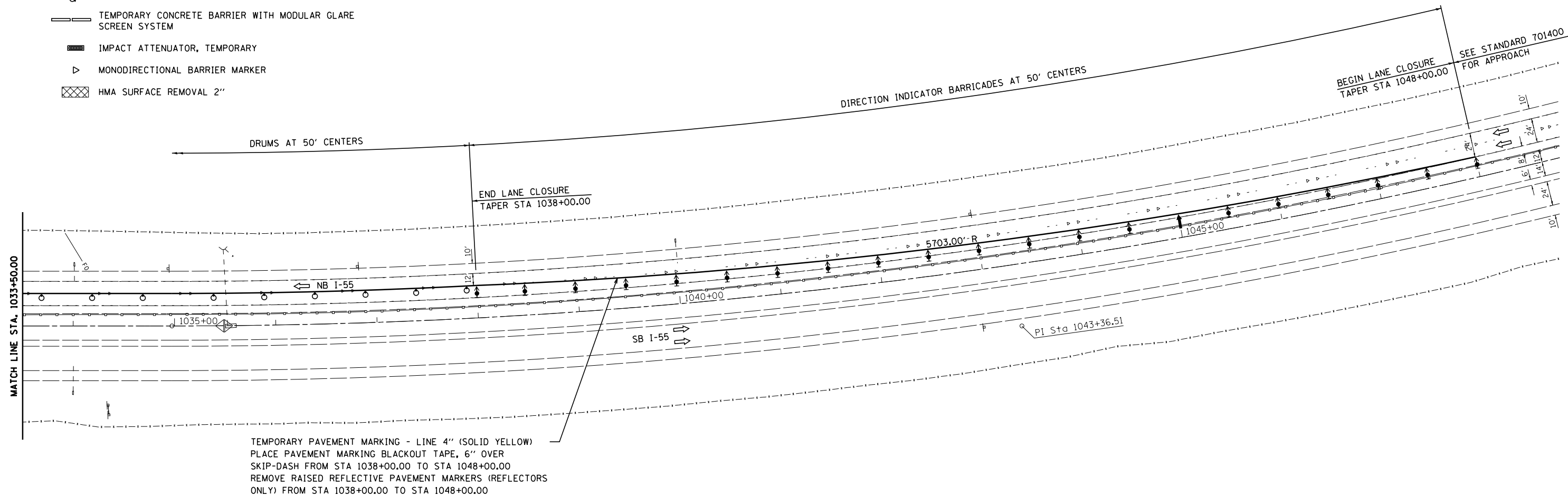
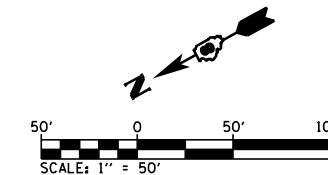
STAGE 1 CROSSOVER PLAN			
SCALE:	SHEET 6	OF 7 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	36
CONTRACT NO. 76E68				
ILLINOIS FED. AID PROJECT				

LEGEND

-  ARROW BOARD
-  SIGN
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER WITH MODULAR GLARE SCREEN SYSTEM
-  IMPACT ATTENUATOR, TEMPORARY
-  MONODIRECTIONAL BARRIER MARKER
-  HMA SURFACE REMOVAL 2"

EXIST. CURVE C20
 PI STA. = 1043+36.51
 $\Delta = 16^\circ 39' 45''$ (LT)
 $D = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 839.05'$
 $L = 1,666.26'$
 $E = 61.11'$
 $e = 0.02$ ft./ft.
 P.C. STA. = 1034+97.46
 P.T. STA. = 1051+63.72
 ATTAINED: STA. 1034+84 TO STA. 1035+84
 REMOVED: STA. 1051+40 TO STA. 1052+40



FILE NAME =	USER NAME = \$USER\$	DESIGNED - M. MCEVERS	REVISED -
P:\10e2166-17\60-1VB2 76E68 FAI 55\CADD	Sheets\DB76E68-sh1-stage 1 crossover.dgn	DRAWN - M. MCEVERS	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED - W. SLEEMAN	REVISED -
	PLOT DATE = 6/15/2017	DATE - 6/2017	REVISED -











STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

STAGE 1
 CROSSOVER PLAN

SCALE: SHEET 7 OF 7 SHEETS STA. TO STA.

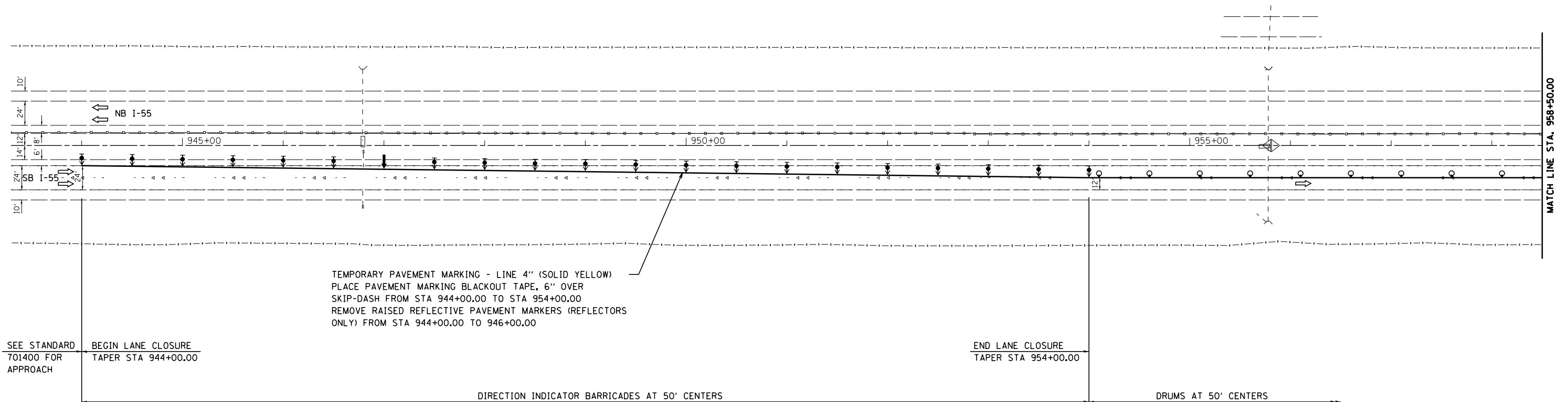
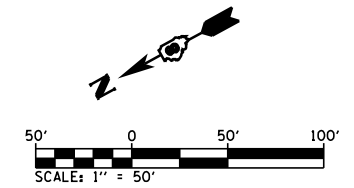
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	37
CONTRACT NO. 76E68				
ILLINOIS FED. AID PROJECT				

LEGEND

-  ARROW BOARD
-  SIGN
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER WITH MODULAR GLARE SCREEN SYSTEM
-  IMPACT ATTENUATOR, TEMPORARY
-  MONODIRECTIONAL BARRIER MARKER

**SUGGESTED SEQUENCE OF OPERATIONS SN 060-0002, 060-0003
STAGE 2**

1. REMOVE CONFLICTING PAVEMENT MARKINGS AND REFLECTIVE MARKERS AND SHIFT TRAFFIC TO THE STAGE 2 LANES; PLACE TRAFFIC CONTROL ITEMS AS SHOWN ON THE STAGE 2 TRAFFIC CONTROL AND PROTECTION DETAILS AND AS REQUIRED BY STANDARDS 701400 AND 701401.
2. REMOVE EXISTING NORTHBOUND BRIDGE DECK AND APPROACH PAVEMENT FOR SN 060-0003.
3. CONSTRUCT NORTHBOUND BRIDGE DECK AND APPROACH PAVEMENTS FOR SN 060-0003.
4. PLACE SHOULDER RUMBLE STRIPS ON NORTHBOUND OUTSIDE SHOULDER WITHIN STAGE 2 CONSTRUCTION AREA.
5. PLACE PAINT PAVEMENT MARKING LINE AND RAISED REFLECTIVE PAVEMENT MARKERS ON NORTHBOUND PERMANENT LANES WITHIN STAGE 2 CONSTRUCTION AREA.
6. REMOVE TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS; INSTALL PERMANENT PAVEMENT MARKINGS AND OPEN ALL LANES TO TRAFFIC.



TEMPORARY PAVEMENT MARKING - LINE 4" (SOLID YELLOW)
PLACE PAVEMENT MARKING BLACKOUT TAPE, 6" OVER
SKIP-DASH FROM STA 944+00.00 TO STA 954+00.00
REMOVE RAISED REFLECTIVE PAVEMENT MARKERS (REFLECTORS ONLY) FROM STA 944+00.00 TO 946+00.00

SEE STANDARD 701400 FOR APPROACH
BEGIN LANE CLOSURE
TAPER STA 944+00.00

END LANE CLOSURE
TAPER STA 954+00.00

DIRECTION INDICATOR BARRICADES AT 50' CENTERS

DRUMS AT 50' CENTERS

NOTES:

SEE STANDARDS 701400 AND 701416 FOR DETAILS NOT SHOWN.

MONODIRECTIONAL BARRIER WALL AND GUARDRAIL MARKERS SHALL BE INSTALLED AT 50' CENTERS ON ALL EXISTING GUARDRAIL AND BRIDGE PARAPETS.

ALL BARRICADES, DRUMS AND VERTICAL PANELS SHALL BE AT 50' CENTERS.

THE BOTTOM VERTICAL 6" OF THE TEMPORARY CONCRETE BARRIER SHALL BE PAINTED YELLOW ON BOTH SIDES OF THE BARRIER.

EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH TEMPORARY MARKINGS SHALL BE COVERED WITH PAVEMENT MARKING BLACKOUT TAPE. IN ADDITION, ONLY THE REFLECTORS IN THE EXISTING RAISED REFLECTIVE MARKERS SHALL BE REMOVED AND PAID FOR AS "RAISED REFLECTIVE PAVEMENT MARKER REMOVAL".











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	PLOT DATE = 6/15/2017	DATE - 6/2017	REVISED -

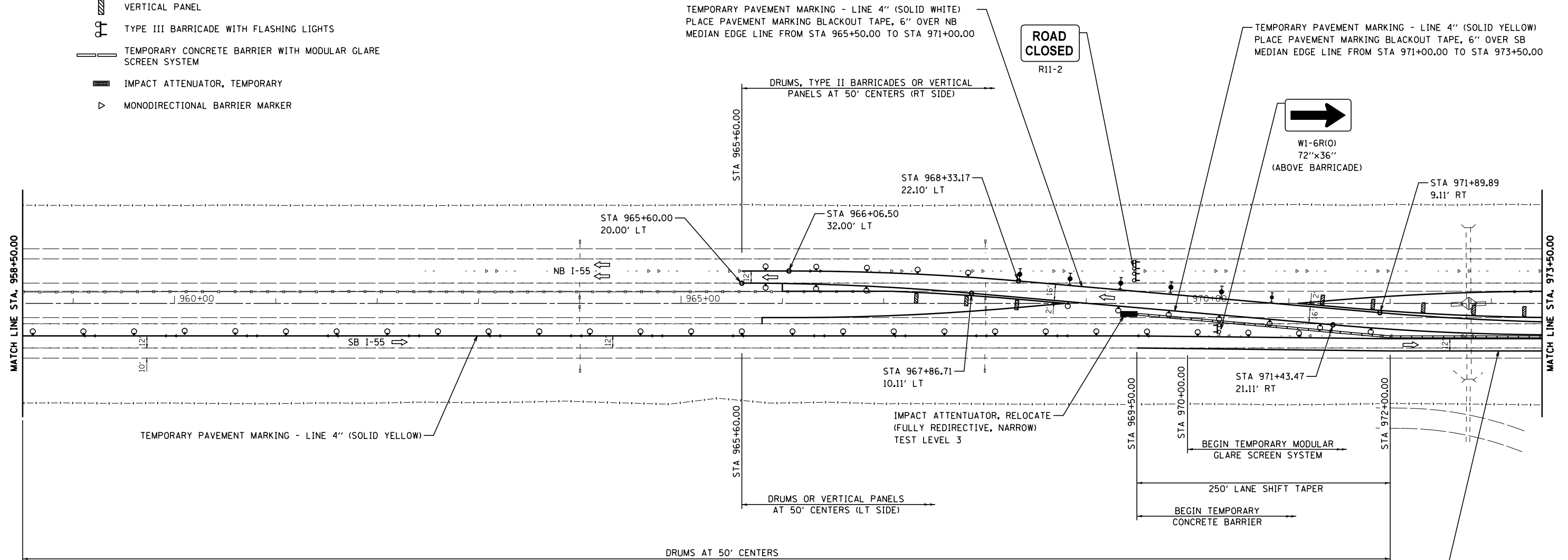
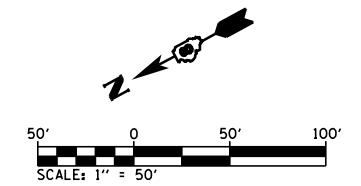
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE 2 CROSSOVER PLAN			
SCALE:	SHEET 1	OF 7 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	38
CONTRACT NO. 76E68				
ILLINOIS FED. AID PROJECT				

LEGEND

-  ARROW BOARD
-  SIGN
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER WITH MODULAR GLARE SCREEN SYSTEM
-  IMPACT ATTENUATOR, TEMPORARY
-  MONODIRECTIONAL BARRIER MARKER



TEMPORARY PAVEMENT MARKING LAYOUT THROUGH CROSSOVER

STATION	OFFSET	STATION	OFFSET
965+60	20.00' LT	966+06.50	32.00' LT
966+00	19.69' LT	966+50	31.64' LT
966+50	18.45' LT	967+00	30.32' LT
967+00	16.23' LT	967.50	28.04' LT
967+50	13.06' LT	968+00	24.79' LT
967+86.71	10.11' LT	968+33.17	22.10' LT
971+43.47	21.11' RT	971+89.89	9.11' RT
971+50	21.67' RT	972+00	9.97' RT
972+00	25.43' RT	972+50	13.66' RT
972+50	28.23' RT	973+00	16.39' RT
973+00	30.06' RT	973+50	18.15' RT
973+50	30.92' RT	974+00	18.95' RT
973+70	31.00' RT	974+16.50	19.00' RT

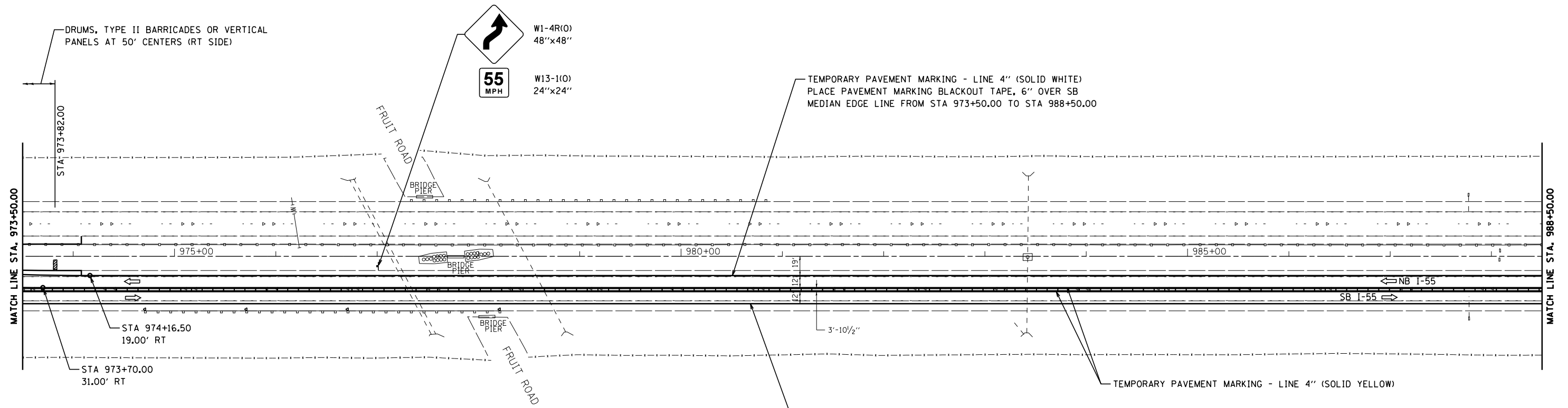
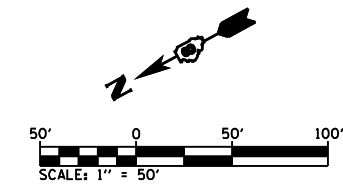
TEMPORARY PAVEMENT MARKING - LINE 4" (SOLID WHITE)
PLACE PAVEMENT MARKING BLACKOUT TAPE, 6" OVER SB
EDGE LINE FROM STA 969+50.00 TO STA 973+50.00

FILE NAME =	USER NAME = \$USER\$	DESIGNED - M. MCEVERS	REVISED -
P:\10e2166-17\60-1VB2 76E68 FA1 55\CADD	Sheets\DB76E68-sh1-stage 2 crossover.dgn	DRAWN - M. MCEVERS	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED - W. SLEEMAN	REVISED -
	PLOT DATE = 6/15/2017	DATE - 6/2017	REVISED -











STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 2 CROSSOVER PLAN			
SCALE:	SHEET 2	OF 7 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	39
CONTRACT NO. 76E68				
ILLINOIS FED. AID PROJECT				



LEGEND

-  ARROW BOARD
-  SIGN
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER WITH MODULAR GLARE SCREEN SYSTEM
-  IMPACT ATTENUATOR, TEMPORARY
-  MONODIRECTIONAL BARRIER MARKER











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	PLOT DATE = 6/15/2017	DATE - 6/2017	REVISED -

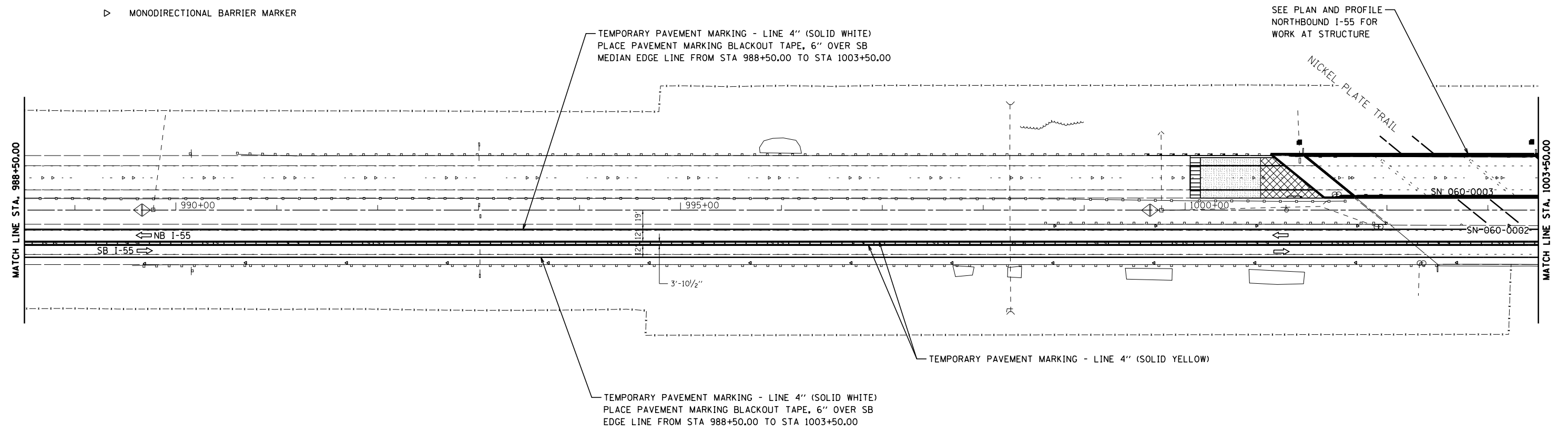
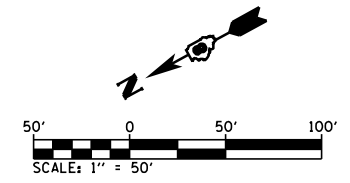
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE 2 CROSSOVER PLAN			
SCALE:	SHEET 3	OF 7 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	40
CONTRACT NO. 76E68				
ILLINOIS FED. AID PROJECT				

LEGEND

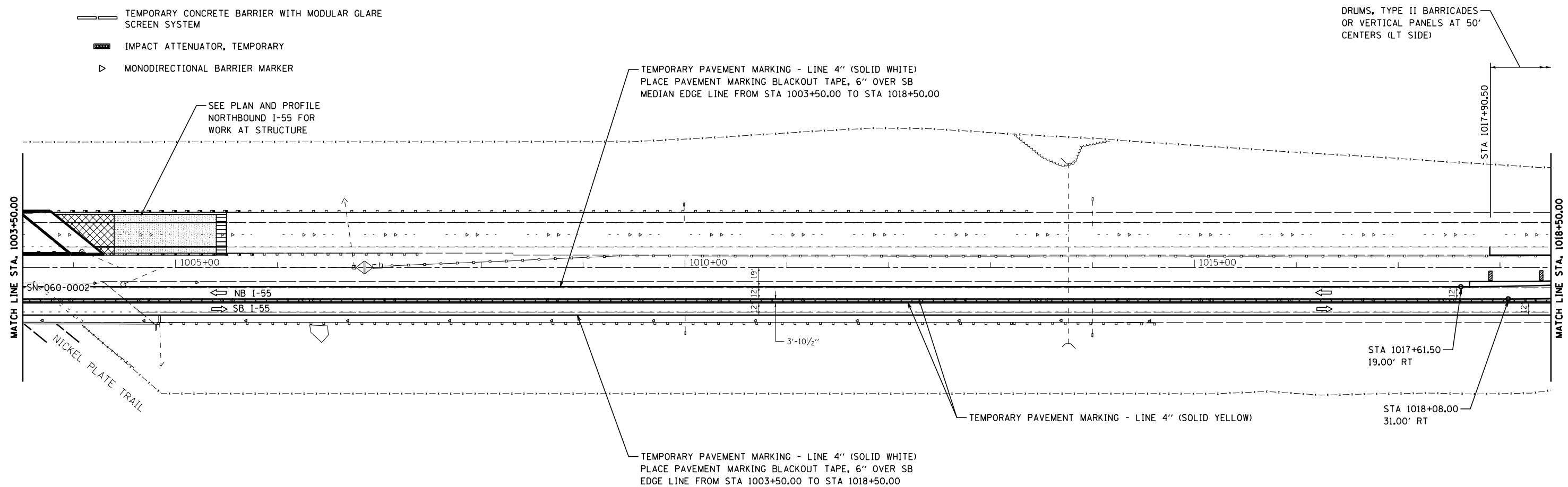
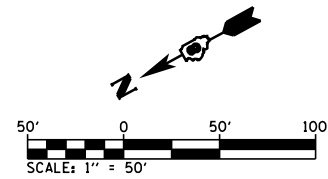
-  ARROW BOARD
-  SIGN
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER WITH MODULAR GLARE SCREEN SYSTEM
-  IMPACT ATTENUATOR, TEMPORARY
-  MONODIRECTIONAL BARRIER MARKER



SCALE: SHEET 4 OF 7 SHEETS STA. TO STA.

LEGEND

- ↑ ARROW BOARD
- ⊥ SIGN
- ⬆ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- ⬇ TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- ⊙ DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- ▨ VERTICAL PANEL
- ⊕ TYPE III BARRICADE WITH FLASHING LIGHTS
- ▬ TEMPORARY CONCRETE BARRIER WITH MODULAR GLARE SCREEN SYSTEM
- ▬ IMPACT ATTENUATOR, TEMPORARY
- ▷ MONODIRECTIONAL BARRIER MARKER

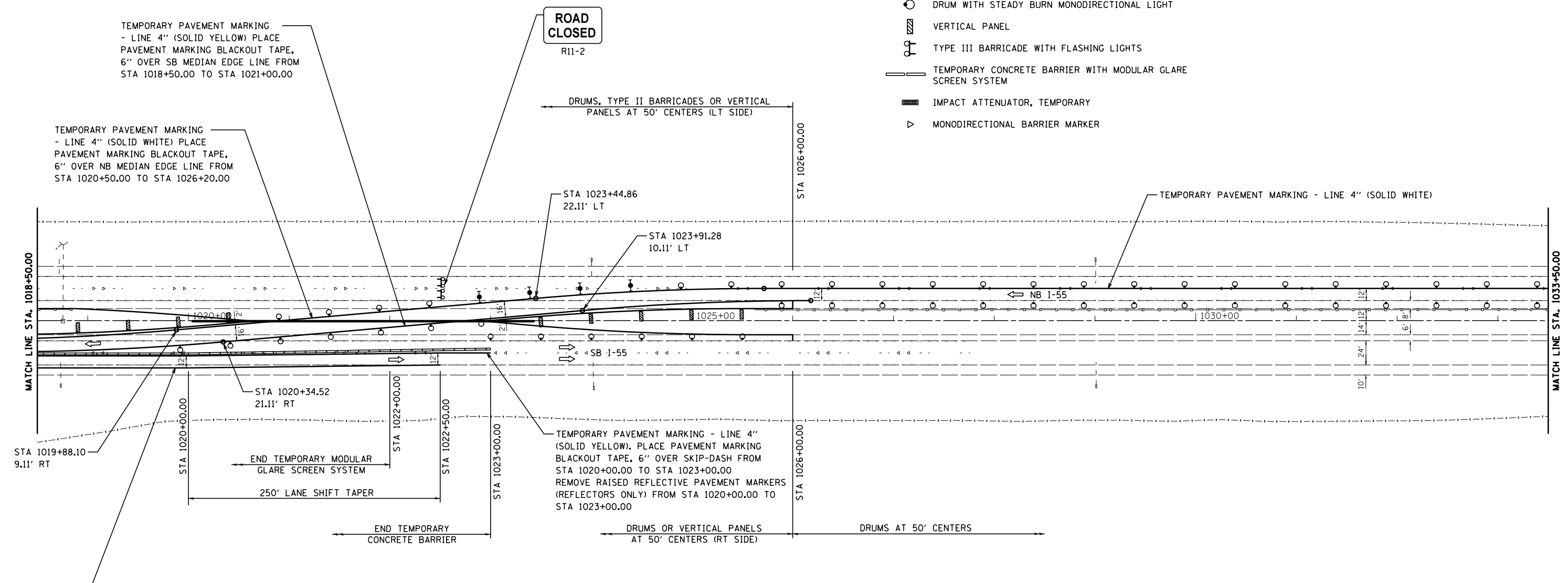
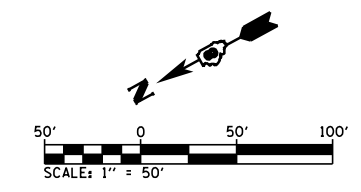


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P:\10e2166-17\60-1VB2 76E68 FA1 55\CADD	Sheets\DB76E68-sh1-stage 2 crossover.dgn	DRAWN - M. MCEVERS	REVISED -			55	60-1VB2	MADISON	87	42	
Default	PLOT SCALE = 100.0000' / 1in.	CHECKED - W. SLEEMAN	REVISED -			CONTRACT NO. 76E68					
	PLOT DATE = 6/15/2017	DATE - 6/2017	REVISED -			ILLINOIS FED. AID PROJECT					

SCALE: SHEET 5 OF 7 SHEETS STA. TO STA.

LEGEND











- ↑ ARROW BOARD
- ⊥ SIGN
- ↕ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- ⊥ TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- ▨ VERTICAL PANEL
- ⊥ TYPE III BARRICADE WITH FLASHING LIGHTS
- ▬ TEMPORARY CONCRETE BARRIER WITH MODULAR GLARE SCREEN SYSTEM
- ▬ IMPACT ATTENUATOR, TEMPORARY
- ▷ MONODIRECTIONAL BARRIER MARKER



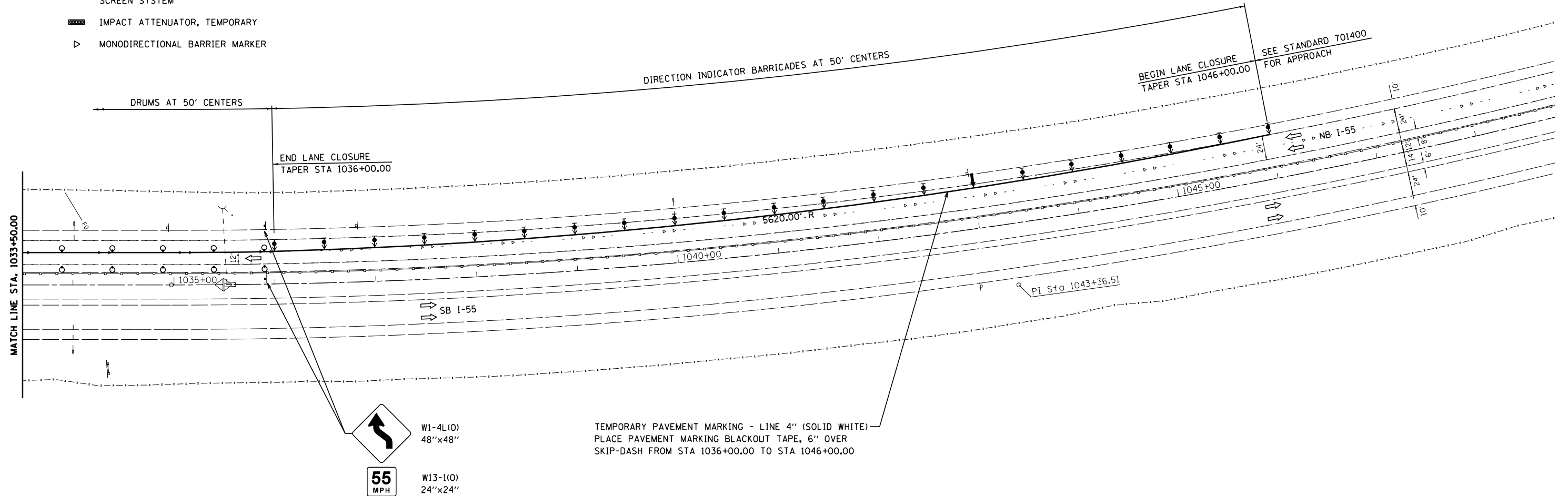
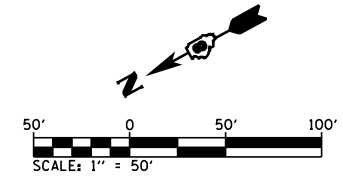
TEMPORARY PAVEMENT MARKING LAYOUT THROUGH CROSSOVER

STATION	OFFSET	STATION	OFFSET
1017+61.50	19.00' RT	1018+08	31.00' RT
1018+00	18.71' RT	1018+50	30.66' RT
1018+50	17.49' RT	1019+00	29.37' RT
1019+00	15.31' RT	1019+50	27.11' RT
1019+50	12.16' RT	1020+00	23.89' RT
1019+88.10	9.11' RT	1020+34.52	21.11' RT
1023+44.86	22.11' LT	1023+91+28	10.11' LT
1023+50	22.55' LT	1024+00	10.85' LT
1024+00	26.34' LT	1024+50	14.57' LT
1024+50	29.16' LT	1025+00	17.33' LT
1025+00	31.02' LT	1025+50	19.11' LT
1025+50	31.91' LT	1026+00	19.94' LT
1025+71.50	32.00' LT	1026+17.90	20.00' LT

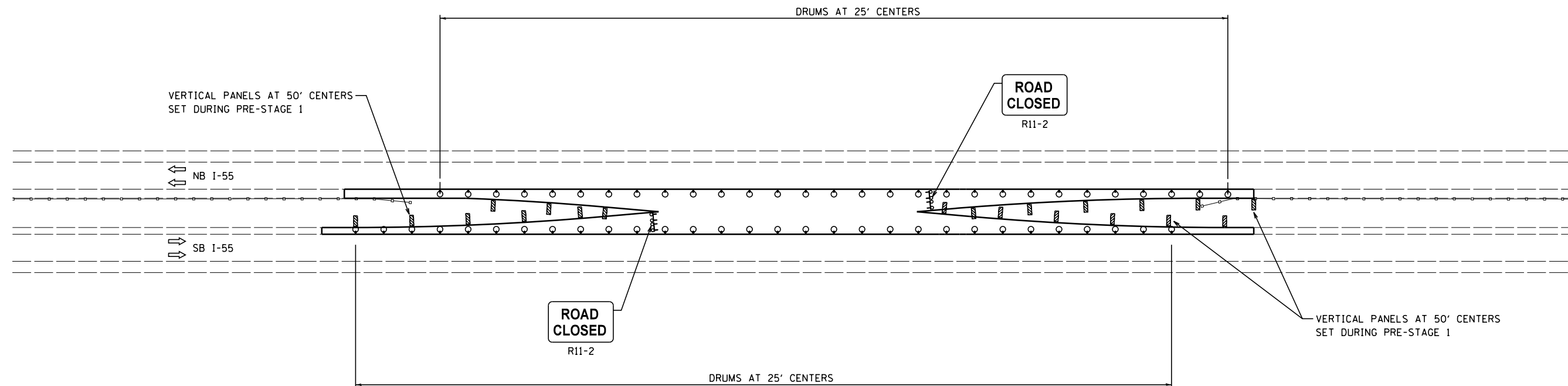
LEGEND

-  ARROW BOARD
-  SIGN
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER WITH MODULAR GLARE SCREEN SYSTEM
-  IMPACT ATTENUATOR, TEMPORARY
-  MONODIRECTIONAL BARRIER MARKER




EXIST. CURVE C20
 PI STA. = 1043+36.51
 $\Delta = 16^\circ 39' 45''$ (LT)
 $D = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 839.05'$
 $L = 1,666.26'$
 $E = 61.11'$
 $e = 0.02$ ft./ft.
 P.C. STA. = 1034+97.46
 P.T. STA. = 1051+63.72
 ATTAINED: STA. 1034+84 TO STA. 1035+84
 REMOVED: STA. 1051+40 TO STA. 1052+40



FILE NAME = P:\10e2166-17\60-1VB2 76E68 FAI 55\CADD	USER NAME = \$USER\$ Sheets\0876E68-sh2-stage 2 crossover.dgn	DESIGNED - M. MCEVERS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE 2 CROSSOVER PLAN	F.A.I. RTE. 55	SECTION 60-1VB2	COUNTY MADISON	TOTAL SHEETS 87	SHEET NO. 44
		PLOT SCALE = 100.0000' / 1" /	CHECKED - W. SLEEMAN			REVISED -	CONTRACT NO. 76E68			
Default	PLOT DATE = 6/15/2017	DATE - 6/2017	REVISED -	SCALE: SHEET 7 OF 7 SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT				



LEGEND

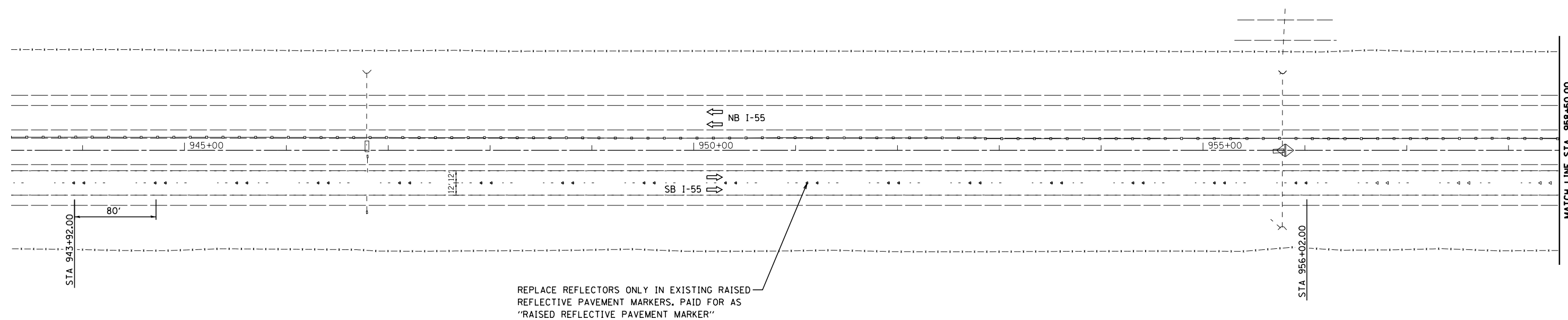
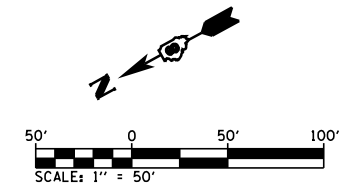
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS

NOTES:

TRAFFIC CONTROL DEVICES SHALL BE INSTALLED DURING PRE-STAGE 1 CONSTRUCTION AND SHALL REMAIN IN PLACE THROUGHOUT CONSTRUCTION OF THE PROJECT. TRAFFIC CONTROL DEVICES SHALL BE REMOVED AS REQUIRED TO OPEN THE STAGE 1 AND STAGE 2 CROSSOVER LANES.

NOT TO SCALE

FILE NAME = P:\10e2166-17\60-1VB2 76E68 FAI 55\CADD	USER NAME = \$USER\$ Sheets\0876E68-sh1-median closure.dgn	DESIGNED - M. MCEVERS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSSOVER MEDIAN CLOSURE DETAIL	F.A.I. RTE. 55	SECTION 60-1VB2	COUNTY MADISON	TOTAL SHEETS 87	SHEET NO. 45		
Default	PLOT SCALE = 100.0000' / 1in.	DRAWN - M. MCEVERS	REVISED -			SCALE:	SHEET 1 OF 1 SHEETS	STA. TO STA.	CONTRACT NO. 76E68			
	PLOT DATE = 6/15/2017	CHECKED - W. SLEEMAN	REVISED -			ILLINOIS FED. AID PROJECT						
		DATE - 6/2017	REVISED -									



REPLACE REFLECTORS ONLY IN EXISTING RAISED REFLECTIVE PAVEMENT MARKERS. PAID FOR AS "RAISED REFLECTIVE PAVEMENT MARKER"

SUGGESTED SEQUENCE OF OPERATIONS SN 060-0002, 060-0003
FINAL PHASE

1. CLOSE MEDIAN LANES USING STANDARDS 701400 AND 701401.
2. REMOVE CROSSOVER PAVEMENT AND TEMPORARY PAVEMENT MARKINGS.
3. REMOVE TEMPORARY PIPE CULVERTS.
4. CONSTRUCT MEDIAN SHOULDERS AND REINSTALL HIGH TENSION CABLE MEDIAN BARRIER.
5. GRADE MEDIAN TO DRAIN AND SEED.
6. REMOVE ALL TEMPORARY PAVEMENT MARKINGS AND PAVEMENT MARKING BLACKOUT TAPE. PLACE PERMANENT PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS.

LEGEND

- LIMITS OF PAVEMENT REMOVAL
- LIMITS OF SEEDING, CLASS 2

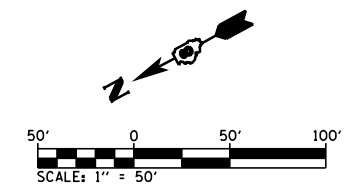
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P:\10e2166-17\60-1VB2 76E68 FAI 55\CADD	Sheets\0876E68-shf-final crossover pln.dgn	DRAWN - M. MCEVERS	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED - W. SLEEMAN	REVISED -
	PLOT DATE = 6/15/2017	DATE - 6/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FINAL
CROSSOVER PLAN**

SCALE: SHEET 1 OF 7 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	46
CONTRACT NO. 76E68				
ILLINOIS FED. AID PROJECT				

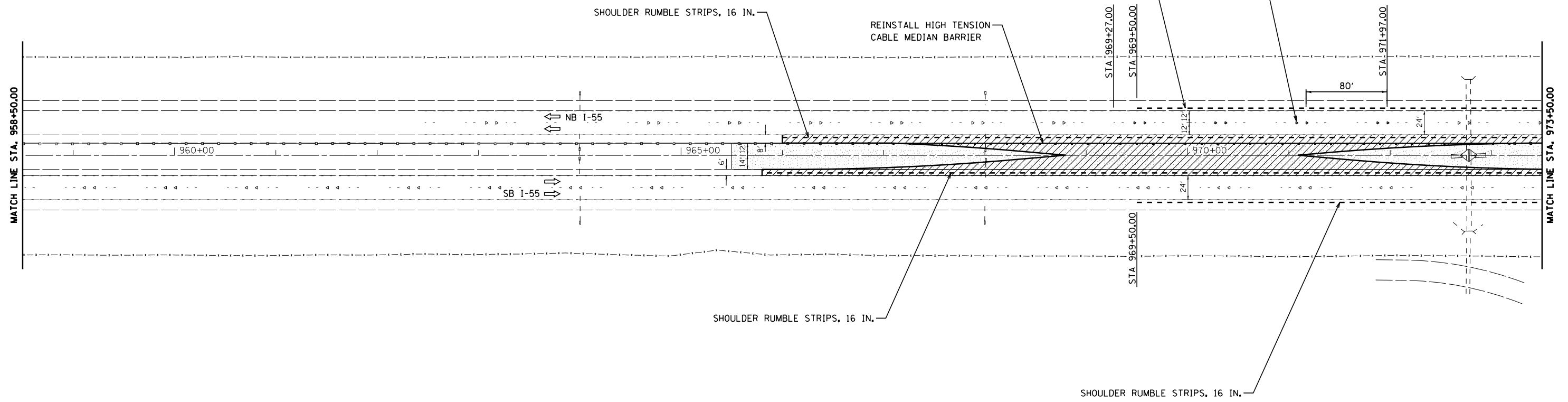


REPLACE REFLECTORS ONLY IN EXISTING RAISED REFLECTIVE PAVEMENT MARKERS (PLACED BEFORE REMOVAL OF STAGE 2 TRAFFIC CONTROL). PAID FOR AS "RAISED REFLECTIVE PAVEMENT MARKER"

SHOULDER RUMBLE STRIPS, 16 IN. (PLACED BEFORE REMOVAL OF STAGE 2 TRAFFIC CONTROL)

SHOULDER RUMBLE STRIPS, 16 IN.

REINSTALL HIGH TENSION CABLE MEDIAN BARRIER



LEGEND

- LIMITS OF PAVEMENT REMOVAL
- LIMITS OF SEEDING, CLASS 2

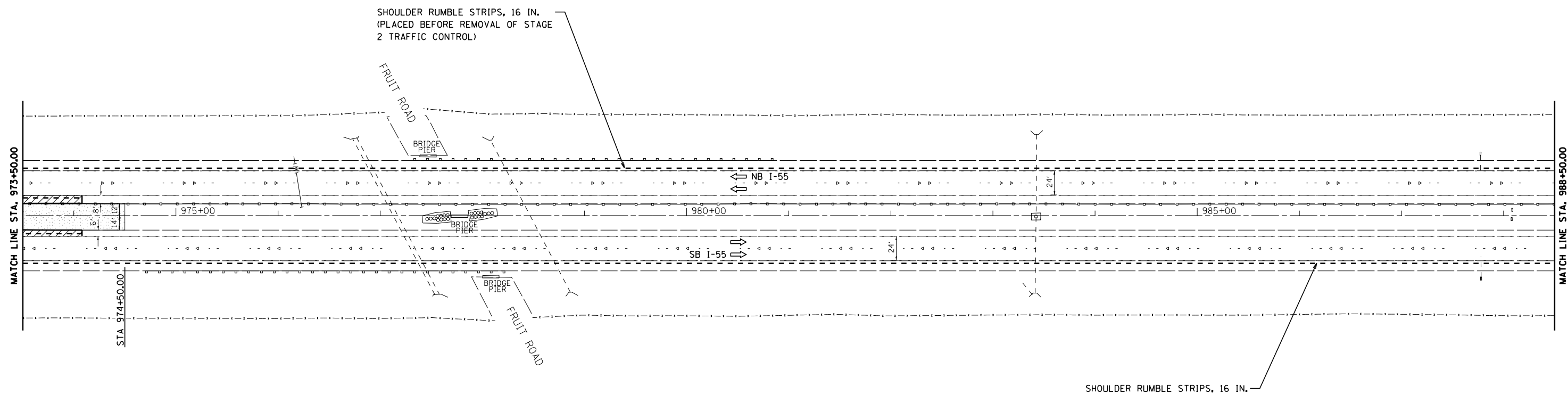
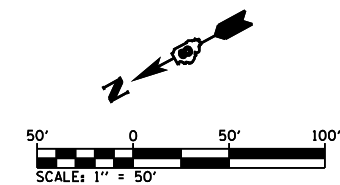
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Default	PLOT SCALE = 100.0000' / in.	CHECKED - W. SLEEMAN	REVISED -
	PLOT DATE = 6/15/2017	DATE - 6/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FINAL
CROSSOVER PLAN

SCALE: SHEET 2 OF 7 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	47
CONTRACT NO. 76E68				
ILLINOIS FED. AID PROJECT				



LEGEND

- LIMITS OF PAVEMENT REMOVAL
- LIMITS OF SEEDING, CLASS 2

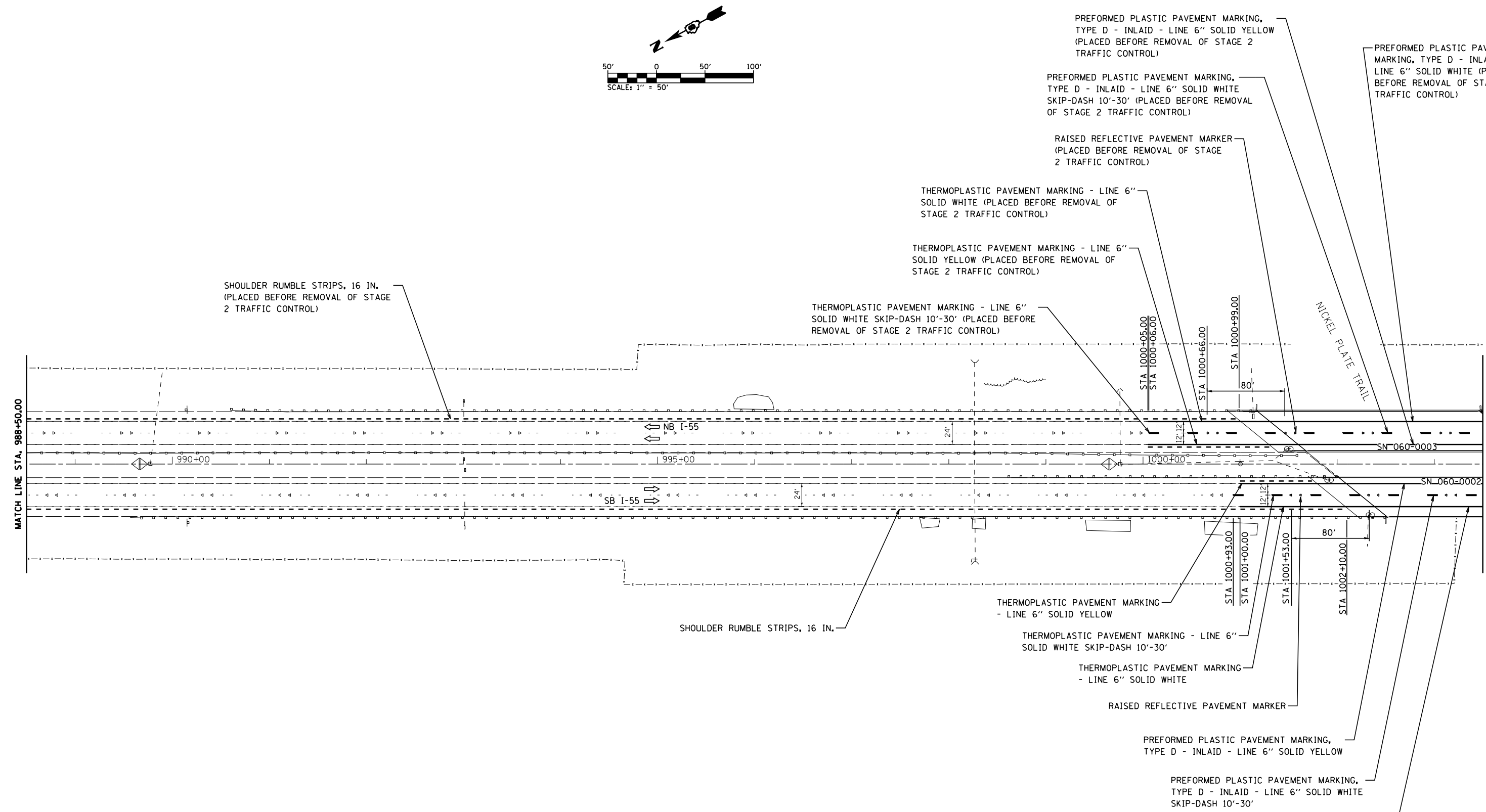
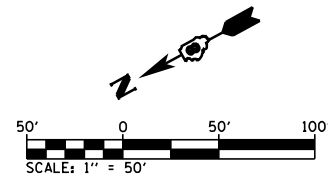
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Default	PLOT SCALE = 100.0000' / in.	CHECKED - W. SLEEMAN	REVISED -
	PLOT DATE = 6/15/2017	DATE - 6/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FINAL
CROSSOVER PLAN**

SCALE: SHEET 3 OF 7 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	48
CONTRACT NO. 76E68				
ILLINOIS FED. AID PROJECT				



LEGEND

- LIMITS OF PAVEMENT REMOVAL
- LIMITS OF SEEDING, CLASS 2

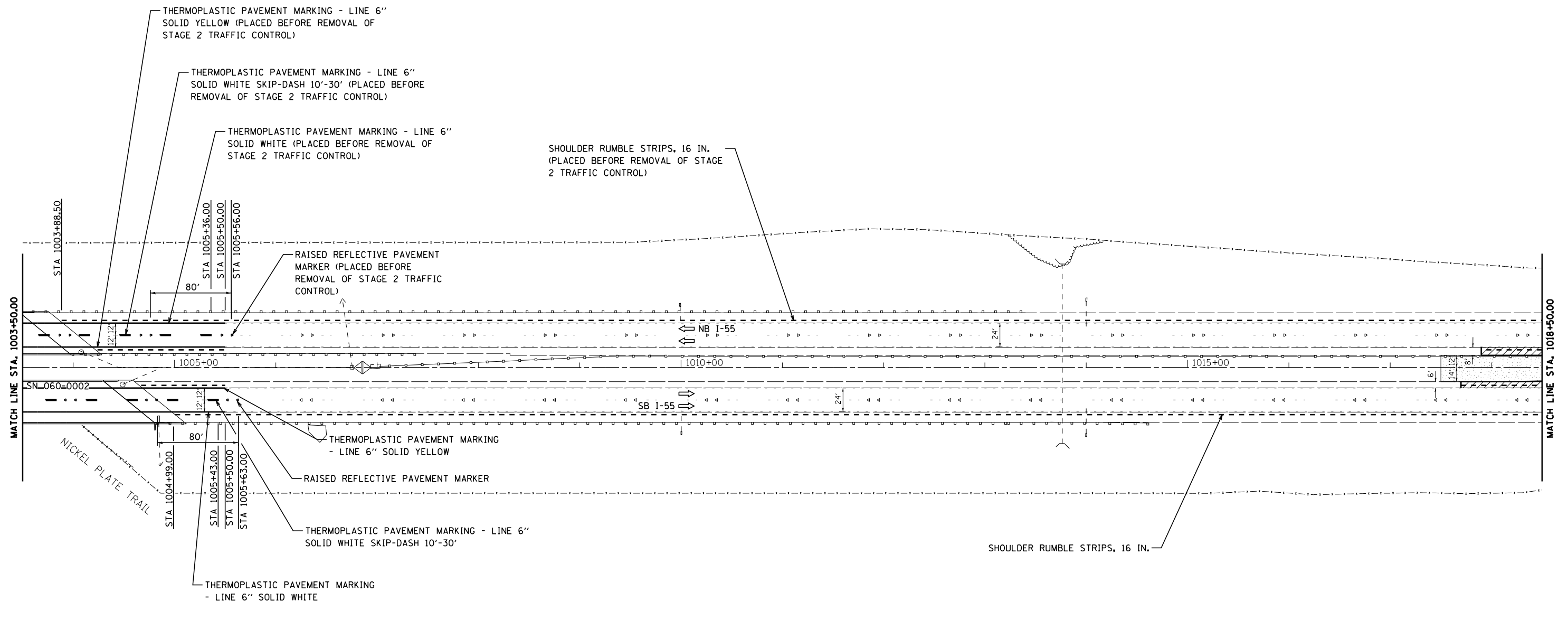
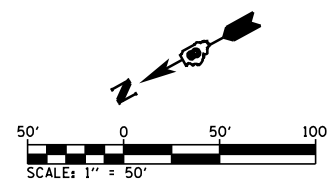
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Default	PLOT SCALE = 100.0000' / in.	CHECKED - W. SLEEMAN	REVISED -
	PLOT DATE = 6/15/2017	DATE - 6/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FINAL
CROSSOVER PLAN**

SCALE: SHEET 4 OF 7 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	49
CONTRACT NO. 76E68				
ILLINOIS FED. AID PROJECT				



LEGEND

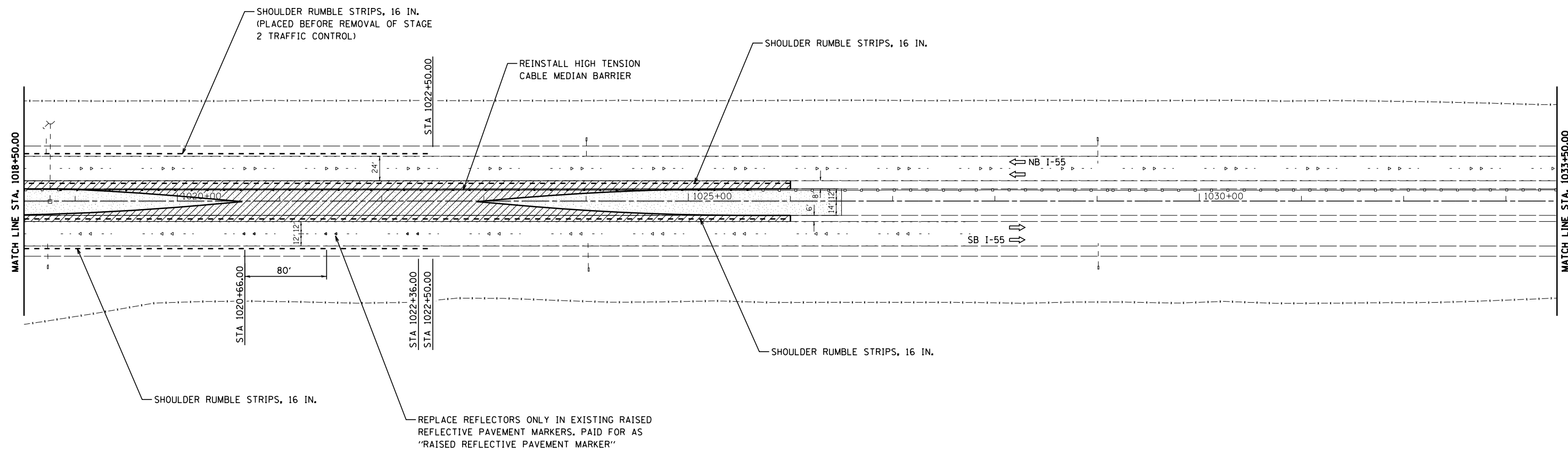
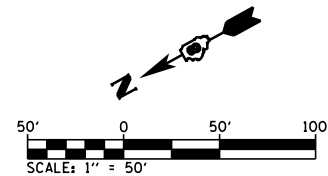
- LIMITS OF PAVEMENT REMOVAL
- LIMITS OF SEEDING, CLASS 2

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Default	PLOT SCALE = 100.0000' / 1in.	CHECKED - W. SLEEMAN	REVISED -
	PLOT DATE = 6/15/2017	DATE - 6/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

FINAL CROSSOVER PLAN			
SCALE:	SHEET 5	OF 7 SHEETS	STA. TO STA.

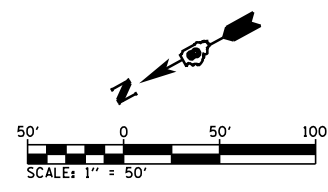
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	50
CONTRACT NO. 76E68				
ILLINOIS FED. AID PROJECT				



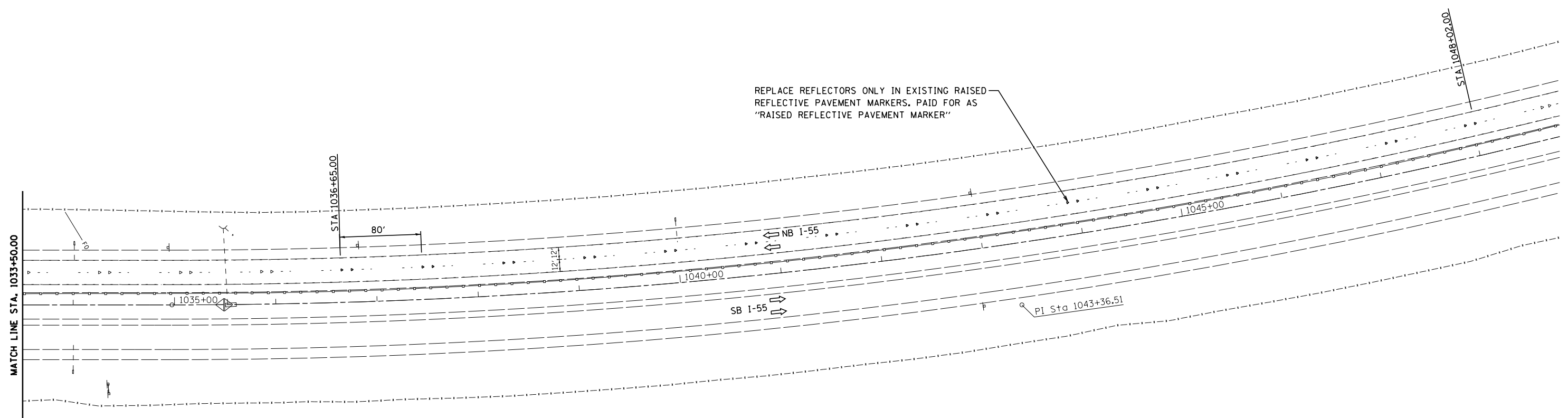
LEGEND

- LIMITS OF PAVEMENT REMOVAL
- LIMITS OF SEEDING, CLASS 2

FILE NAME =	USER NAME = \$USER\$	DESIGNED - M. MCEVERS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FINAL CROSSOVER PLAN	F.A.I. RTE. 55	SECTION 60-1VB2	COUNTY MADISON	TOTAL SHEETS 87	SHEET NO. 51	
P:\10e2166-17\60-1VB2 76E68 FAI 55\CADD	Sheets\0876E68-shf-final crossover plan.dgn	DRAWN - M. MCEVERS	REVISED -			CONTRACT NO. 76E68					
Default	PLOT SCALE = 100.0000' / in.	CHECKED - W. SLEEMAN	REVISED -			ILLINOIS FED. AID PROJECT					
	PLOT DATE = 6/15/2017	DATE - 6/2017	REVISED -			SCALE:	SHEET 6	OF 7 SHEETS	STA.	TO STA.	



EXIST. CURVE C20
 PI STA. = 1043+36.51
 $\Delta = 16^\circ 39' 45''$ (LT)
 $D = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 839.05'$
 $L = 1,666.26'$
 $E = 61.11'$
 $e = 0.02$ ft./ft.
 P.C. STA. = 1034+97.46
 P.T. STA. = 1051+63.72
 ATTAINED: STA. 1034+84 TO STA. 1035+84
 REMOVED: STA. 1051+40 TO STA. 1052+40



LEGEND

- LIMITS OF PAVEMENT REMOVAL
- LIMITS OF SEEDING, CLASS 2

FILE NAME =	USER NAME = \$USER\$	DESIGNED - M. MCEVERS	REVISED -
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Default	PLOT SCALE = 100.0000' / in.	CHECKED - W. SLEEMAN	REVISED -
	PLOT DATE = 6/15/2017	DATE - 6/2017	REVISED -

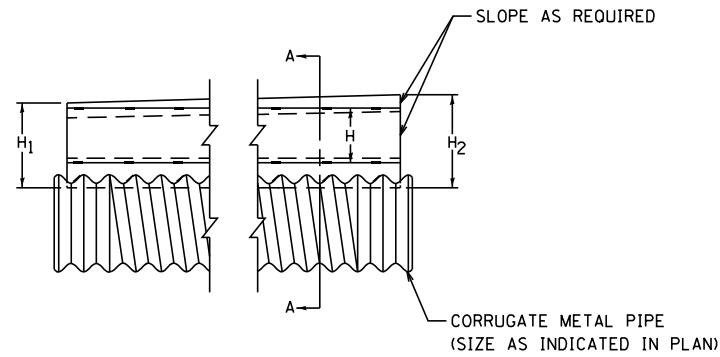
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FINAL
CROSSOVER PLAN**

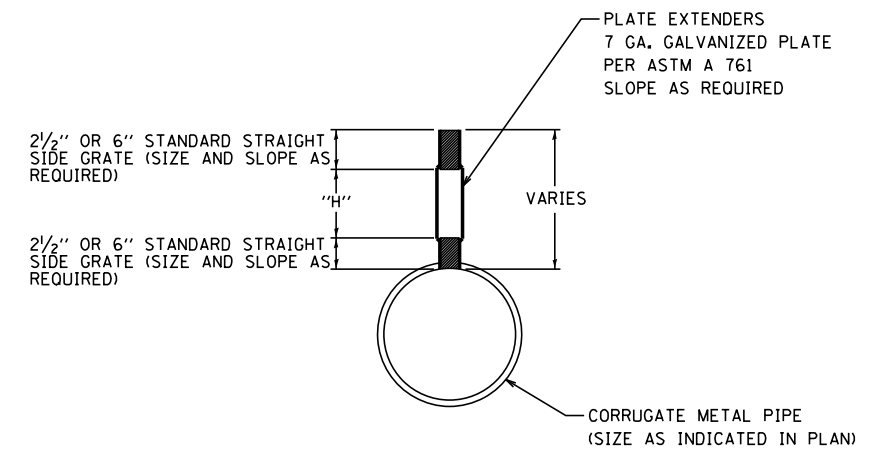
SCALE: SHEET 7 OF 7 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	52
CONTRACT NO. 76E68				
ILLINOIS FED. AID PROJECT				

LOADING CONDITION	MAX. EXTENDER HEIGHT - "H"
H20/H25 • 750 PSI CONCRETE • 125 PSI TIRE PRESSURE	19"



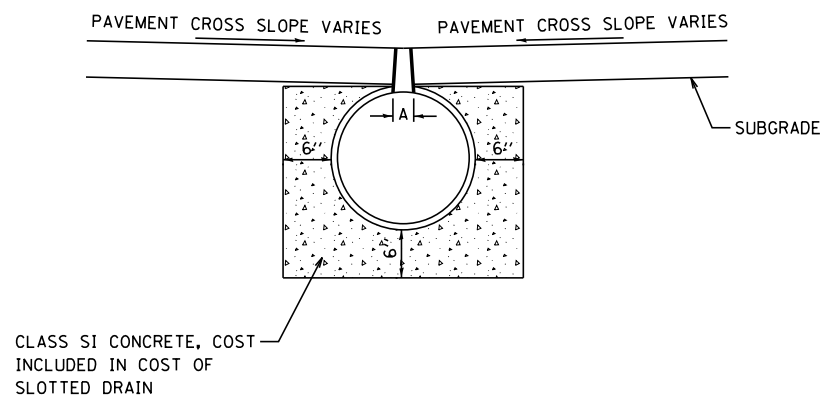
SIDE VIEW VARIABLE HEIGHT GRATE



SECTION A-A

GRATE TYPE	"A"
VERT	2 1/2"
TRAP	6"

VERT = VERTICAL
TRAP = TRAPEZOIDAL



NOTES:

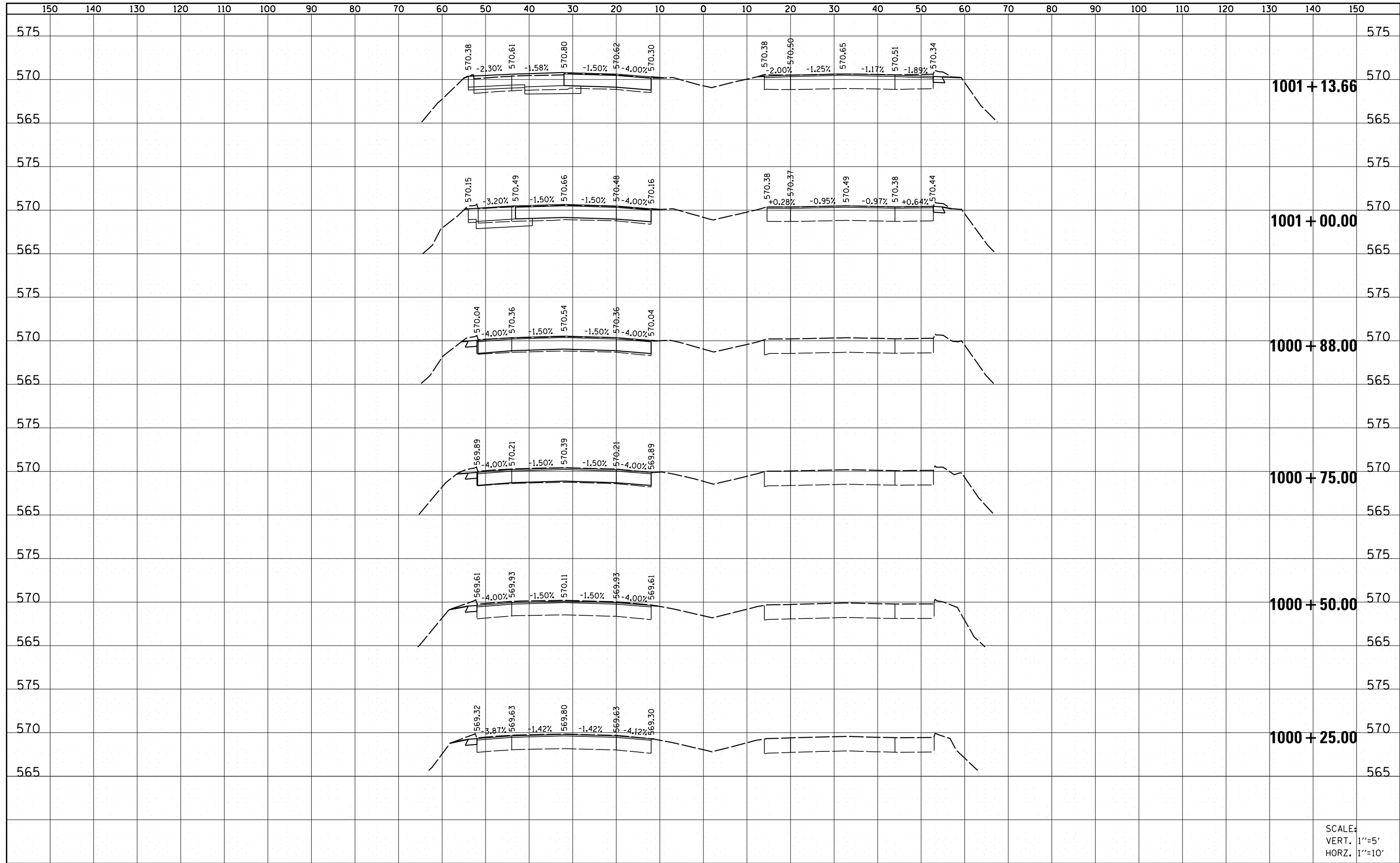
1. DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES.
2. DIMENSIONS FOR H₁ AND H₂ AS REQUIRED.
3. H₁ AND H₂ MEASURED FROM TOP OF GRATE TO BOTTOM OF GRATE.

NOT TO SCALE

FILE NAME =	USER NAME = \$USER\$	DESIGNED - M. MCEVERS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SLOTTED DRAIN DETAIL			F.A.I. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P:\10e2166-17\60-1VB2 76E68 FAI 55\CADD	Sheets\DB76E68-shl-slotted drain detail.dgn	DRAWN - M. MCEVERS	REVISED -		55	60-1VB2	MADISON	87	53			
Default	PLOT SCALE = 100.0000' / in.	CHECKED - W. SLEEMAN	REVISED -		CONTRACT NO. 76E68							
	PLOT DATE = 6/15/2017	DATE - 6/2017	REVISED -		ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET 1	OF 1	SHEETS	STA.	TO STA.			

DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

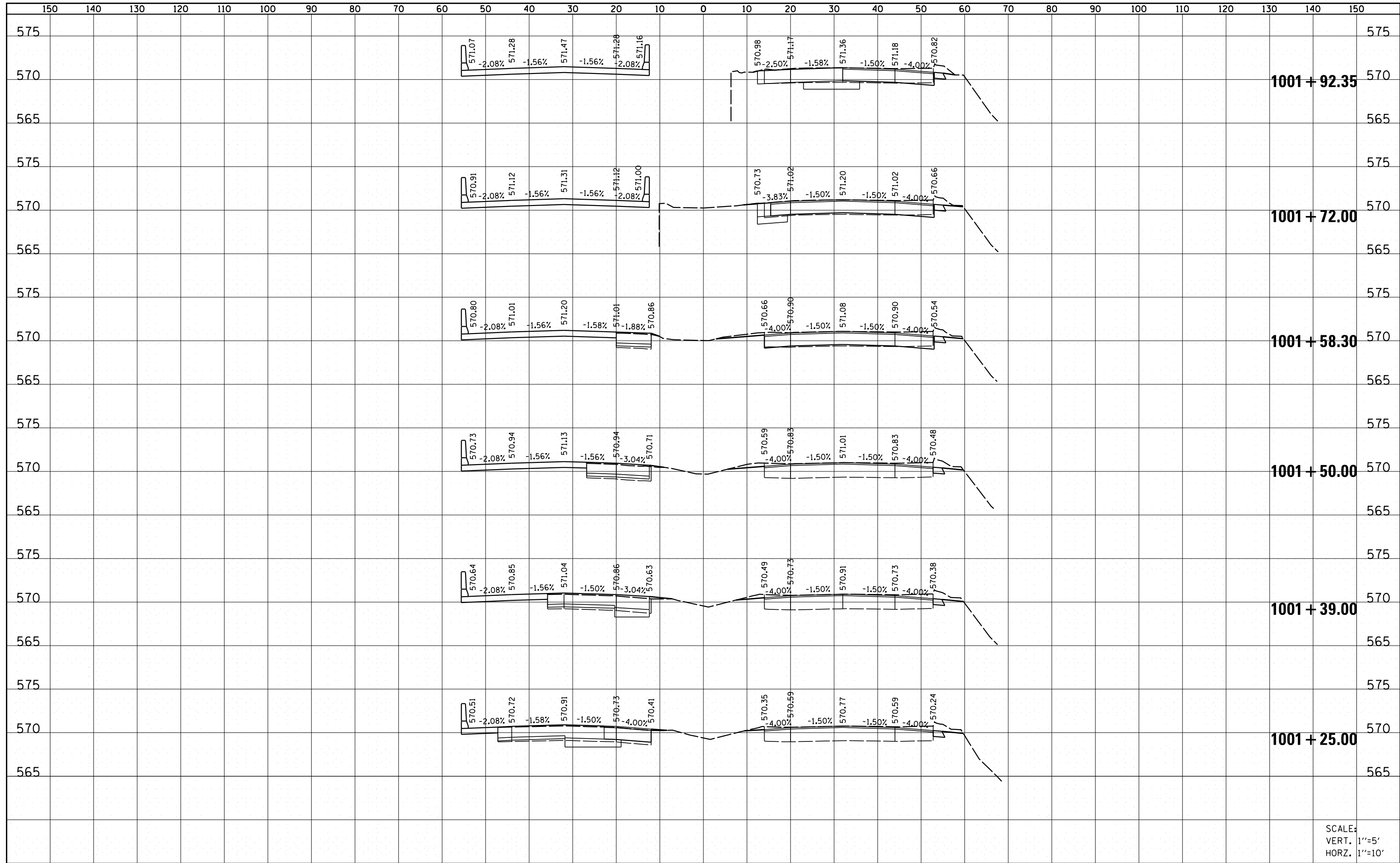


SCALE:
VERT. 1"=5'
HORIZ. 1"=10'

FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS FAI ROUTE 55			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P:\10e2166-17\60-1VB2 76E68 FAI 55\CADD Sheets\0876E68-shr-ssht-155 .dgn		DRAWN - M. MCEVERS	REVISED -		55	60-1VB2	MADISON	87	54			
Default		CHECKED - W. SLEEMAN	REVISED -		SCALE: SHEET 1 OF 5 SHEETS STA. 1000+03.00 TO STA. 1001+13.66			CONTRACT NO. 76E68				
		DATE - 6/2017	REVISED -		ILLINOIS FED. AID PROJECT							

DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

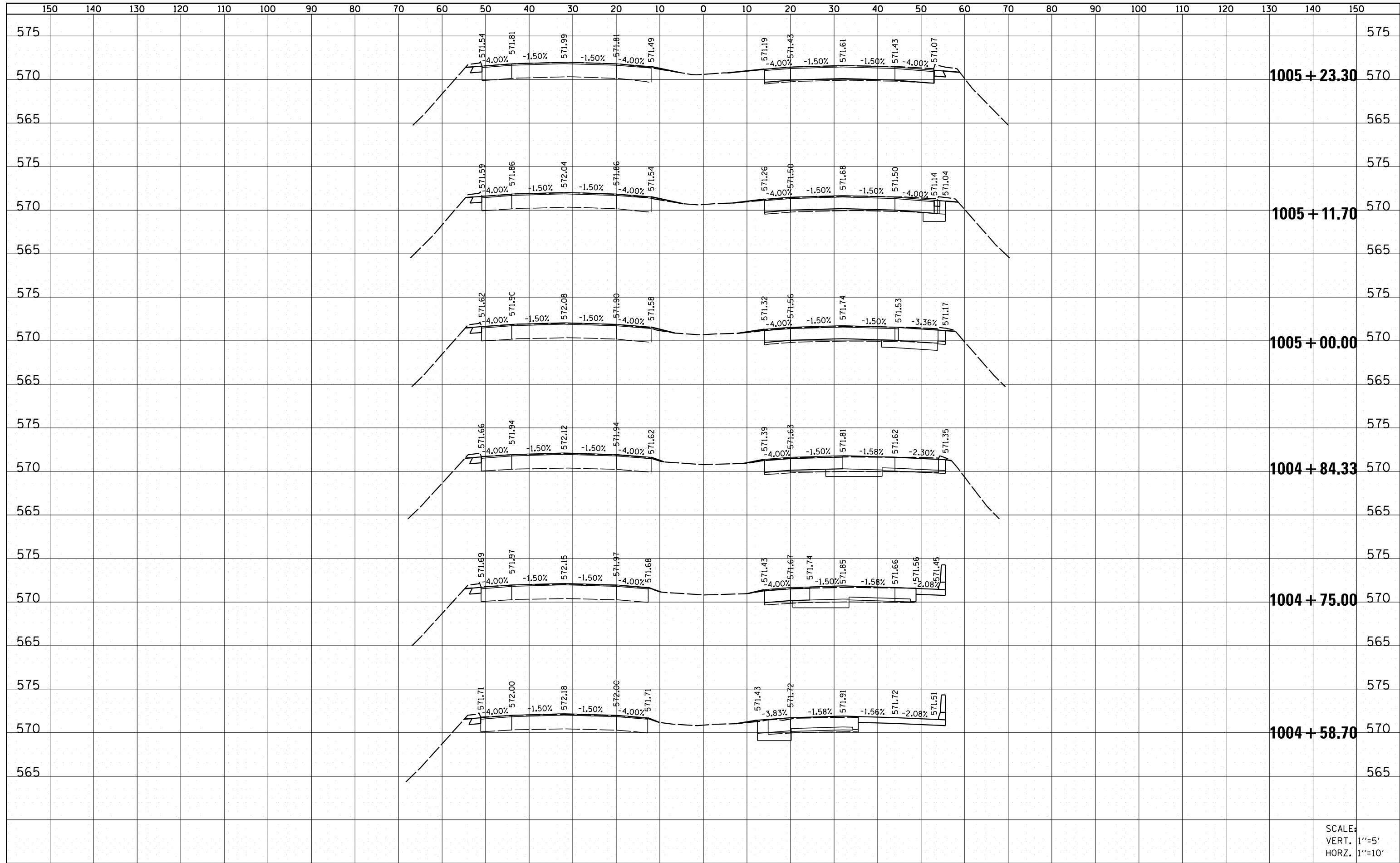


SCALE:
VERT. 1"=5'
HORIZ. 1"=10'

FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS FAI ROUTE 55			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P:\10e2166-17\60-1VB2 76E68 FAI 55\CADD Sheets\0876E68-shr-ssht-155 .dgn		DRAWN - M. MCEVERS	REVISED -		55	60-1VB2	MADISON	87	55			
Default		CHECKED - W. SLEEMAN	REVISED -		SCALE: SHEET 2 OF 5 SHEETS STA. 1001+25.00 TO STA.1001+92.35			CONTRACT NO. 76E68				
		DATE - 6/2017	REVISED -		ILLINOIS FED. AID PROJECT							

DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

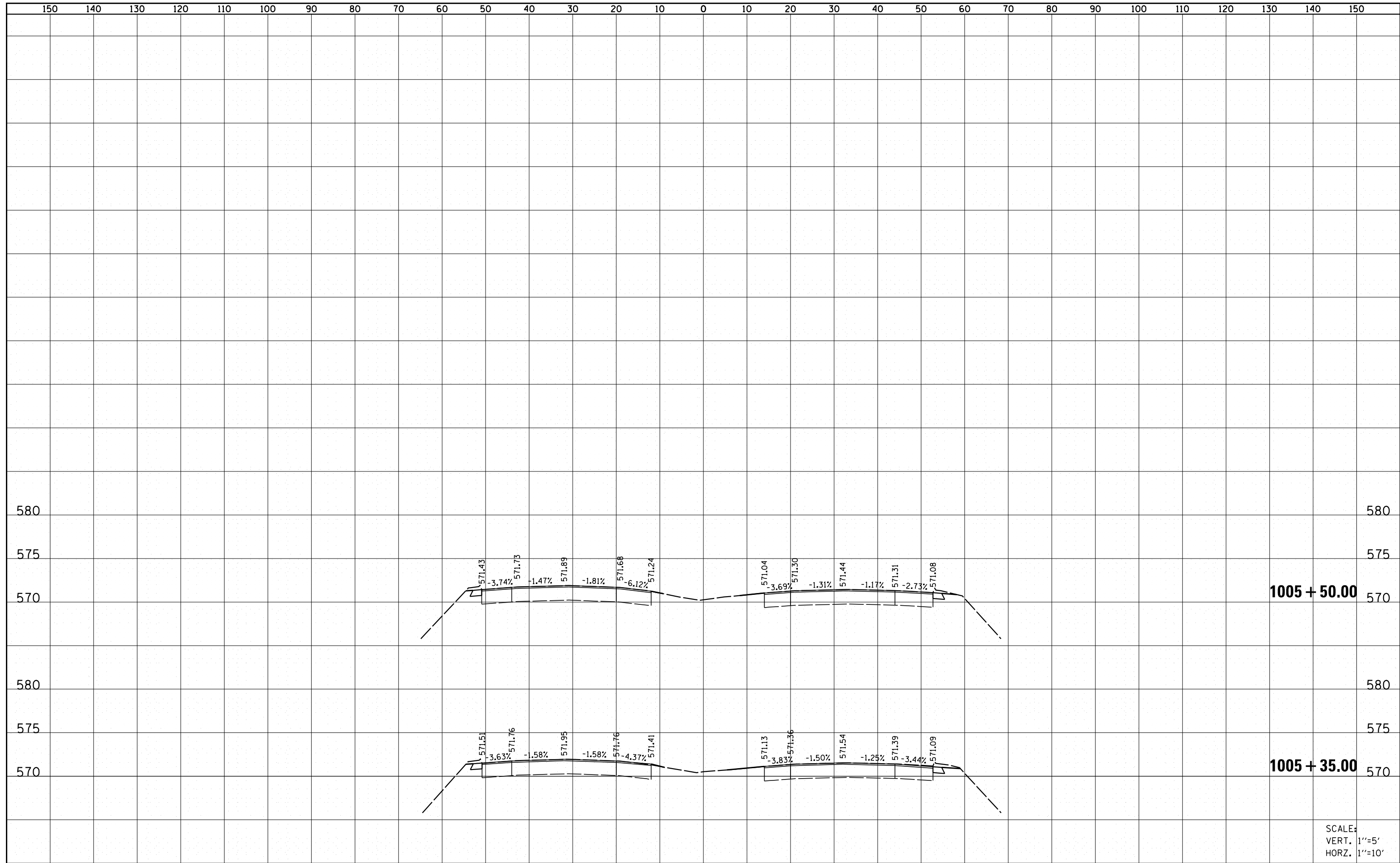


SCALE:
VERT. 1"=5'
HORIZ. 1"=10'

FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS FAI ROUTE 55			F.A.I. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default	PLOT SCALE = 20.0000' / in.	CHECKED - W. SLEEMAN	REVISED -		SCALE: SHEET 4 OF 5 SHEETS STA. 1004+58.70 TO STA. 1005+23.30			CONTRACT NO. 76E68				
	PLOT DATE = 6/15/2017	DATE - 6/2017	REVISED -		ILLINOIS FED. AID PROJECT							

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
FINAL SURVEY	
NOTE BOOK	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
ORIGINAL SURVEY	
NOTE BOOK	
NO.	



SCALE:
VERT. 1"=5'
HORZ. 1"=10'

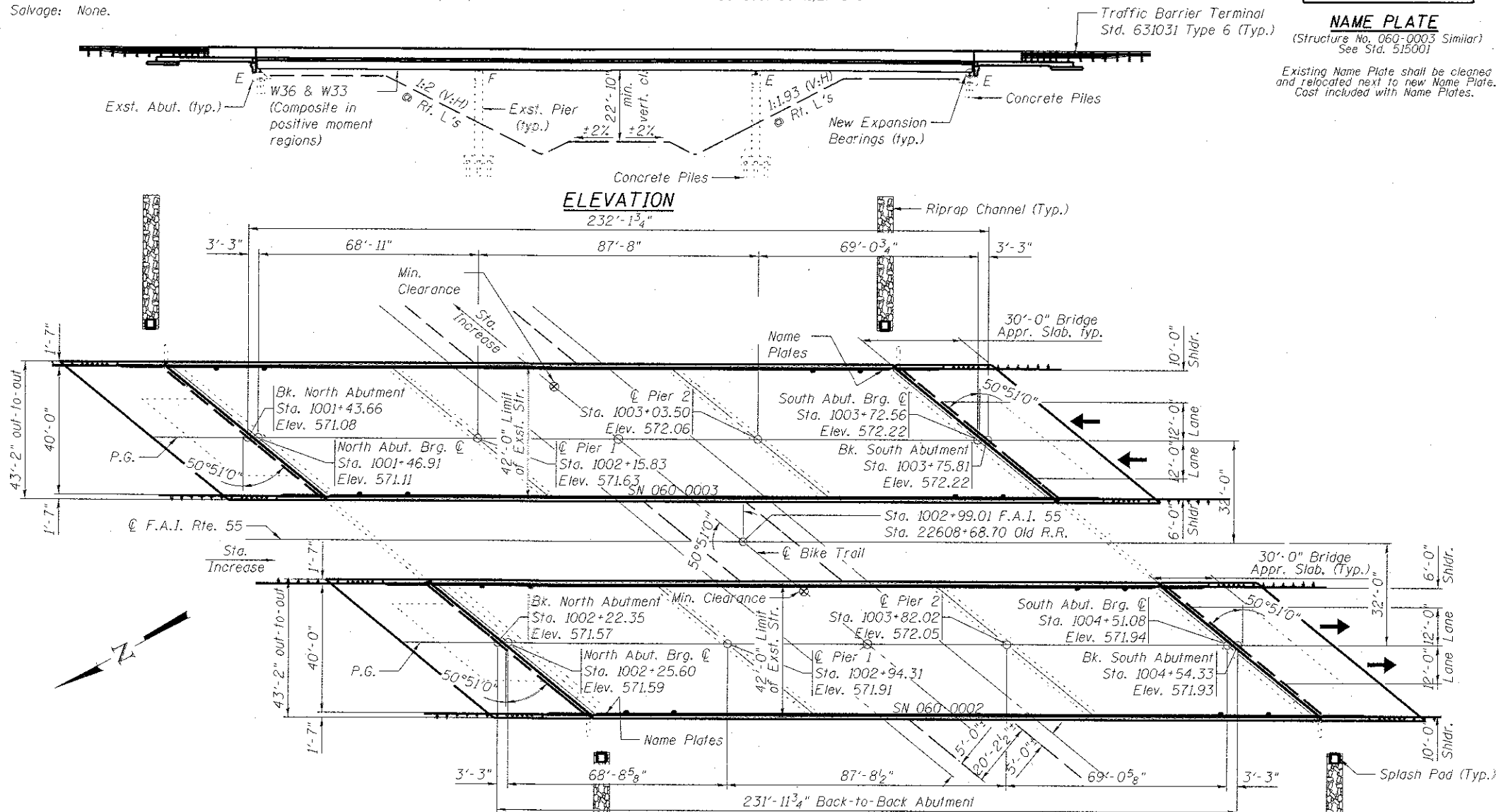
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Default		CHECKED - W. SLEEMAN	REVISED -		SCALE: SHEET 5 OF 5 SHEETS STA. 1005+35.00 TO STA. 1005+50.00			CONTRACT NO. 76E68				
		DATE - 6/2017	REVISED -		ILLINOIS FED. AID PROJECT							

B.M.: TBM#01; Set Chiseled Square centered on top of retaining wall between bridges on north end of bridges over Bike Trail, Elev. 570.92
 TBM#02; Set Chiseled Square centered on top of retaining wall between bridges on south end of bridges over Bike Trail, Elev. 571.62

Traffic: Staged Construction using crossovers with one lane of traffic in each direction will be used to maintain traffic.

Existing Structure: Dual structures, 3 span Reinforced concrete slab on wide flange steel beams, Reinforced concrete multicolumn piers, Reinforced concrete abutments, Built as F.A.Rt. 190 Sec. 521-VB-F Sta. 1003+22.2 in 1955, Widened in 1972 as F.A.I. Rt. 55 Sec. 60-IVB-Y with additional beam each structure and pier column, Resurfaced in 1985 as F.A.I Rt. 55 Sec 60-1-IRS & 60-IVB1, Resurfaced and parapet retrofitted in 1998 as F.A.I Rt. 55 Sec. 60-(1,2)RS-1

Salvage: None.



DESIGN SPECIFICATIONS
 2002 AASHTO Standard Specifications for Highway Bridges
 1995 FHWA Seismic Retro Fitting Manual for Highway Bridges
LOADING HS20-44 & ALT.
 Allow 50#/sq. ft. for future wearing surface.

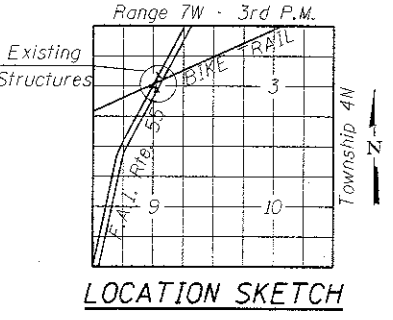
SEISMIC DATA
 Seismic Performance Category (SPC) = B
 Bedrock Acceleration Coefficient (A) = .095
 Site Coefficient (S) = 1.0

B&A
BENTON & ASSOCIATES, INC.
 Consulting Engineers / Land Surveyors
 1970 West Lafayette Ave. Jacksonville, IL 62650
 Phone: 217-245-4146 Fax: 217-245-4149
 IL Design Firm Registration No. 184-000852

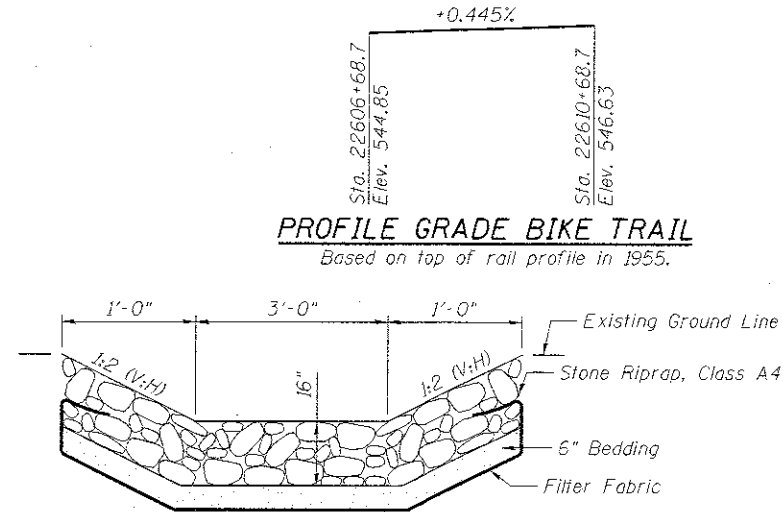
DESIGN STRESSES
FIELD UNITS
 $f'_c = 4,000$ psi (Superstructure Concrete)
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 36,000$ psi (M270 Grade 36)
FIELD UNITS (Exist. Const. 1955)
 f'_c substructure = 2,000 psi
 f_y substructure = 40,000 psi (Reinforcement)
 $f_y = 33,000$ psi (A7)
FIELD UNITS (Exist. Const. 1972)
 f'_c substructure = 3,000 psi
 f_y substructure = 40,000 psi (Reinforcement)
 $f_y = 36,000$ psi (A36)

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Reginald H. Benton
ENGINEER OF BRIDGES AND STRUCTURES



REGINALD H. BENTON
 081-004623
 LICENSED
 STRUCTURAL
 ENGINEER
 OF
 JACKSONVILLE
 ILLINOIS
 EXP 11/30/18
 8/3/2017



SECTION A-A THRU RIPRAP CHANNEL
 (Horiz. dim. @ Rt. L's)

GENERAL PLAN & ELEVATION
INTERSTATE 55 OVER
MADISON CO. TRANSIT BIKE TRAIL
F.A.I. RTE. 55 - SECTION 60-IVB2
MADISON COUNTY
F.A.I. RTE. 55 STA. 1002+99.01
OLD RAILROAD STA. 22608+68.7
STRUCTURE NO. 060-0002(SB) / 060-0003(NB)

STATION 1002+99.01
 RE-BUILT 20__ BY
 STATE OF ILLINOIS
 F.A.I. RT. 55 SEC. 60-IVB2
 LOADING HS20
 STRUCTURE NO. 060-0002

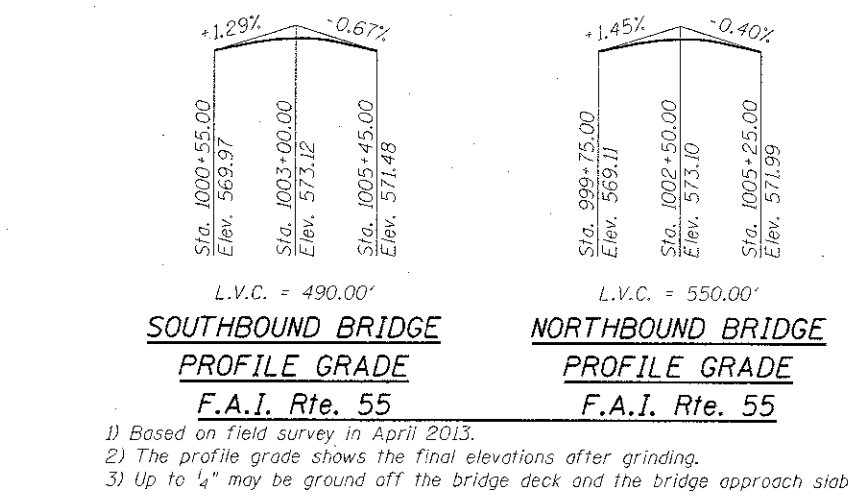
NAME PLATE
 (Structure No. 060-0003 Similar)
 See Std. 515001
 Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.

SCOPE OF WORK

- 1) Remove and replace deck and parapet.
- 2) Install shear studs in composite beams.
- 3) Remove and replace backwalls.
- 4) Remove and replace all expansion joints.
- 5) Remove and replace expansion bearings with new steel bolsters & elastomeric bearings.
- 6) Paint steel beams.
- 7) Add deck drains with closed drainage system.
- 8) Top cover plate extension
- 9) End diaphragm replacement
- 9) Fiber wrap pier columns
- 10) Add bumpers at the abutments
- 11) Add new approach slabs

SHEET INDEX

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General Data	2
Staging	3
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Superstructure Details	13
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Drainage Plan	15
Parapet Slipforming Option	16
Preformed Joint Strip Seal	17
Backwall Replacement	18
Approach Slab Details	19-20
Abutment Repairs	21
Pier Repairs	22
Structural Steel	23-24
Bearing Removal	25
Bearing Details	26-29



FILE NAME: F:\18-2166-9\	USER NAME:	DESIGNED - MGH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN STRUCTURE NO. 060-0002(SB) / 060-0003(NB)	SHEET NO. 1 OF 29 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
60-IVB2 76E68 FAI 55\		CHECKED - RHB	REVISED -				55	60-IVB2	MADISON	87	59
CADD Sheets\ Structure Plans	PLOT SCALE =	DRAWN - MBH	REVISED -				CONTRACT NO. 76E68				
0600002-76E68-001-GPE.dwg	PLOT DATE =	CHECKED - RHB	REVISED -				FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				

GENERAL NOTES

1. Calculated weight of structural steel:
SN 060-0002: Gr. 50: 13,530, Gr. 36: 6670
SN 060-0003: Gr. 50: 13,530, Gr. 36: 6670
2. Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts 7/8"φ, holes 15/16"φ, unless otherwise noted.
3. No field welding is permitted except as specified in the contract documents.
4. The Contractor shall test the existing welds by non-destructive methods within 2 ft. of the end of the existing cover plates for cracks after removal of the existing concrete deck. Dye penetrant (PT), magnetic particle (MT), or other approved testing method shall be performed by qualified personnel approved by the Engineer. If cracks are found, report them to the Bureau of Bridges and Structures for disposition. The cost of testing is included in the Removal of Existing Concrete Deck. The cost of crack repair, if necessary, will be paid for according to Article 109.04 of the Standard Specifications.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete. As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that can not be removed by grinding 1/4 in. deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.
7. If the Contractor elects to use cantilever forming brackets on Beams 1 and 14, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
8. 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.
9. Concrete Sealer shall be applied to the designated areas of the Abutments.
10. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
11. The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.
12. Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All existing steel shall be cleaned per Near White Blast Cleaning - SSPC-SP10. All existing steel shall be painted according to the requirements of Paint System 1 - OZ/E/U. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8.
13. "The Organic Zinc Rich Primer/Epoxy/Urethane" paint system shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that the exterior surfaces and bottom of the bottom flange of the fascia beams, masked off connection surfaces, and field installed fasteners, all of which shall be touched up and finish coated in the field. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No 7.5G 4/8.

**SN 060-0003
NORTHBOUND
TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		54	54
Filter Fabric	Sq. Yd.		81	81
Concrete Removal	Cu. Yd.		30.9	30.9
Removal of Existing Concrete Deck	Each	1		1
Structure Excavation	Cu. Yd.		57	57
Concrete Structures	Cu. Yd.		81.0	81.0
Concrete Superstructure	Cu. Yd.	340.5		340.5
Concrete Superstructure (Approach Slab)	Cu. Yd.	120.8		120.8
Floor Drains	Each	6		6
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	780		780
Protective Coat	Sq. Yd.	1526		1526
Furnishing and Erecting Structural Steel	Pound	20,200		20,200
Stud Shear Connectors	Each	3992		3992
Reinforcement Bars, Epoxy Coated	Pound	120,810	3060	123,870
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	136		136
Elastomeric Bearing Assembly, Type I	Each	21		21
Anchor Bolts, 5/8"	Each		56	56
Anchor Bolts, 1"	Each		26	26
Concrete Sealer	Sq. Ft.		715	715
Acrylic Coating	Sq. Yd.		123	123
Fiber Wrap	Sq. Ft.		1110	1110
Granular Backfill for Structures	Cu. Yd.		31	31
Jack and Remove Existing Bearings	Each		21	21
Structural Steel Removal	Pound	4190		4190
Containment and Disposal of Lead Paint Cleaning Residues No. 2	L. Sum	1		1
Cleaning and Painting Steel Bridge No. 2	L. Sum	1		1
Structural Repair of Concrete (Depth <= 5")	Sq. Ft.		70	70
Drainage Scuppers, DS-11	Each		2	2
Drainage System	L. Sum		0.5	0.5
Diamond Grinding (Bridge Section)	Sq. Yd.		1461	1461

**SN 060-0002
SOUTHBOUND
TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		54	54
Filter Fabric	Sq. Yd.		81	81
Concrete Removal	Cu. Yd.		29.6	29.6
Removal of Existing Concrete Deck	Each	1		1
Structure Excavation	Cu. Yd.		57	57
Concrete Structures	Cu. Yd.		79.7	79.7
Concrete Superstructure	Cu. Yd.	334.3		334.3
Concrete Superstructure (Approach Slab)	Cu. Yd.	120.8		120.8
Floor Drains	Each	7		7
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	779		779
Protective Coat	Sq. Yd.	1525		1525
Furnishing and Erecting Structural Steel	Pound	20,200		20,200
Stud Shear Connectors	Each	3992		3992
Reinforcement Bars, Epoxy Coated	Pound	120,830	3060	123,890
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	136		136
Elastomeric Bearing Assembly, Type I	Each	21		21
Anchor Bolts, 5/8"	Each		56	56
Anchor Bolts, 1"	Each		26	26
Concrete Sealer	Sq. Ft.		680	680
Acrylic Coating	Sq. Yd.		126	126
Fiber Wrap	Sq. Ft.		1130	1130
Granular Backfill for Structures	Cu. Yd.		31	31
Jack and Remove Existing Bearings	Each		21	21
Structural Steel Removal	Pound	4190		4190
Containment and Disposal of Lead Paint Cleaning Residues No. 1	L. Sum	1		1
Cleaning and Painting Steel Bridge No. 1	L. Sum	1		1
Structural Repair of Concrete (Depth <= 5")	Sq. Ft.		50	50
Drainage Scuppers, DS-11	Each		4	4
Drainage System	L. Sum		0.5	0.5
Diamond Grinding (Bridge Section)	Sq. Yd.		1460	1460

BENTON & ASSOCIATES, INC.

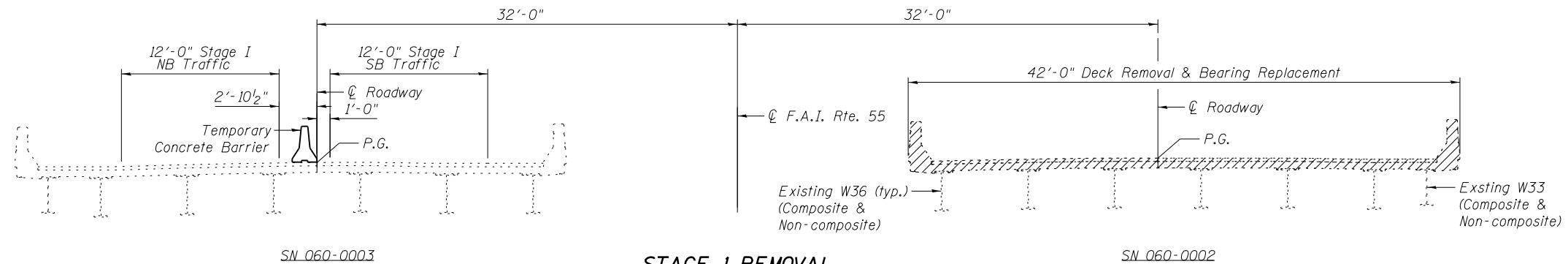
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

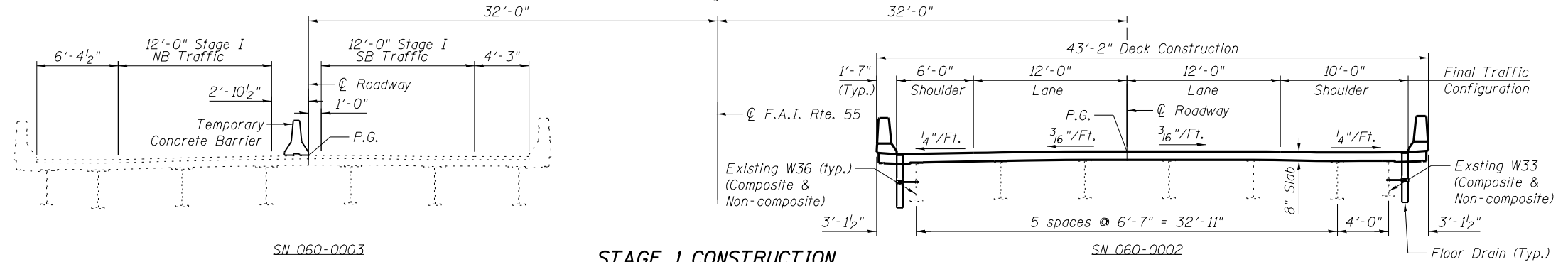
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STRUCTURE NO. 060-0002(SB) / 060-0003(NB)**

SHEET NO. 2 OF 29 SHEETS

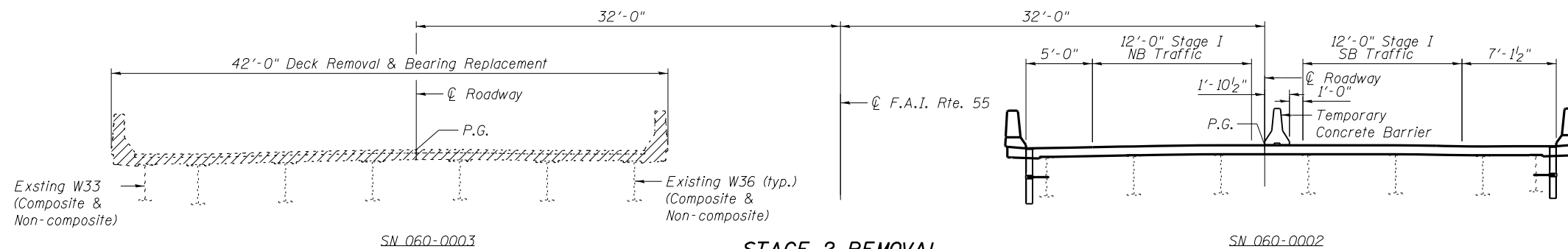
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FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT			CONTRACT NO. 76E68	



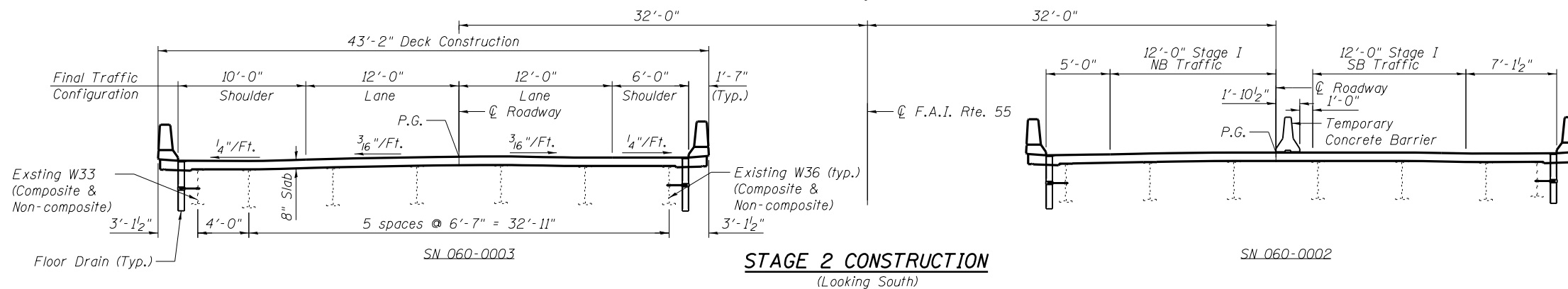
STAGE 1 REMOVAL
(Looking South)



STAGE 1 CONSTRUCTION
(Looking South)



STAGE 2 REMOVAL
(Looking South)



STAGE 2 CONSTRUCTION
(Looking South)

- Notes:
1. See Standard 704001 for details of Temporary Concrete Barrier.
2. See Roadway Plans for quantity of Temporary Concrete Barrier.

BENTON & ASSOCIATES, INC.

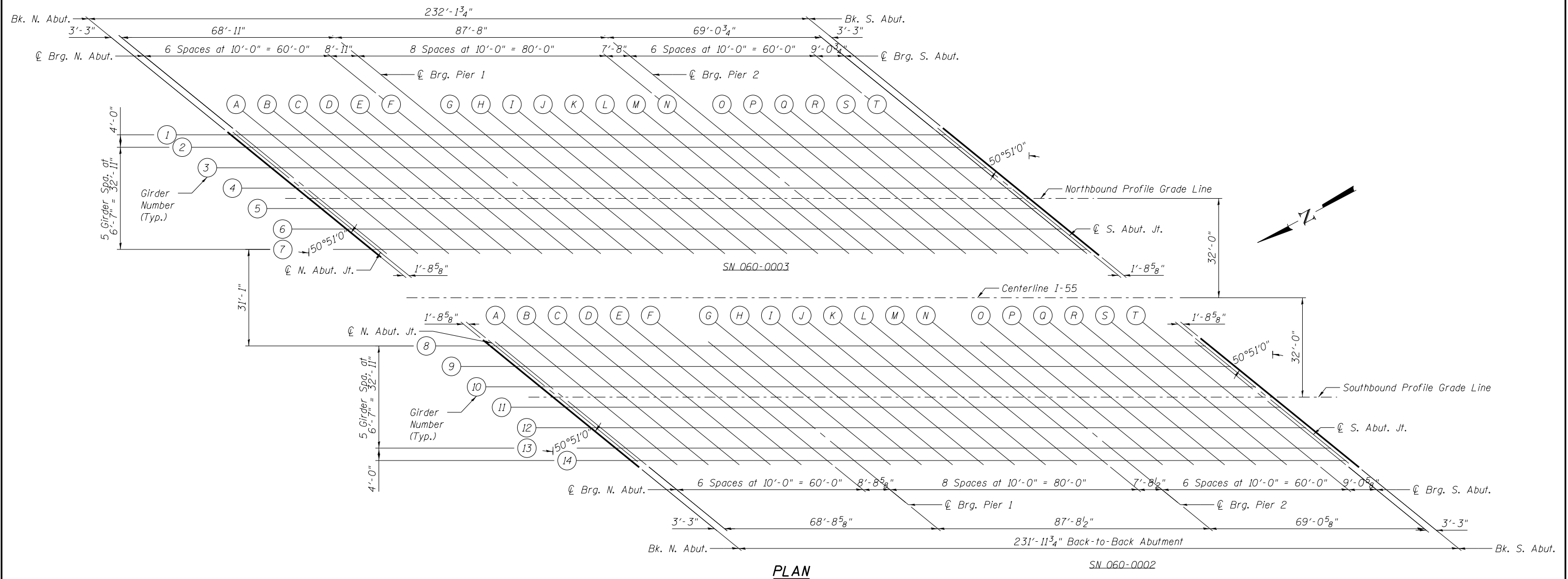
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGING
STRUCTURE NO. 060-0002(SB) / 060-0003(NB)**

SHEET NO. 3 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	61
CONTRACT NO. 76E68				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				



PLAN

BENTON & ASSOCIATES, INC.

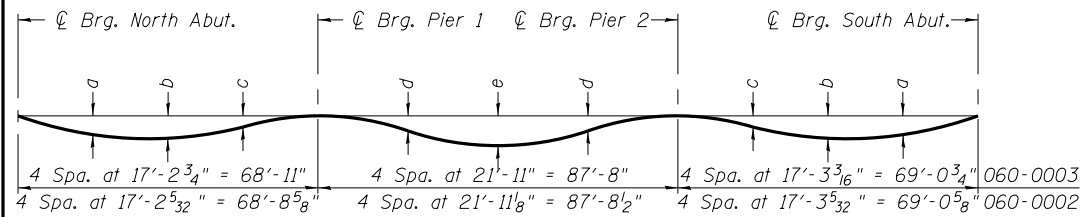
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 060-0002(SB) / 060-0003(NB)**

SHEET NO. 4 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	62
CONTRACT NO. 76E68				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on Sheets 5 thru 7.

Location	BMS 2 thru 13	BMS 1 & 14
a	5/16"	5/16"
b	3/8"	3/8"
c	1/8"	3/16"
d	1/4"	1/4"
e	1/2"	1/2"

BEAM 1

Location	Station	Offset from NB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	1001+18.54	-20.46'	570.48'	570.50'
☉ N. Abut. Jt.	1001+20.25	-20.46'	570.50'	570.52'
☉ Brg. N. Abut.	1001+21.79	-20.46'	570.51'	570.53'
A	1001+31.79	-20.46'	570.61'	570.64'
B	1001+41.79	-20.46'	570.70'	570.75'
C	1001+51.79	-20.46'	570.78'	570.84'
D	1001+61.79	-20.46'	570.87'	570.92'
E	1001+71.79	-20.46'	570.95'	570.98'
F	1001+81.79	-20.46'	571.03'	571.05'
☉ Brg. PIER 1	1001+90.70	-20.46'	571.09'	571.11'
G	1002+00.70	-20.46'	571.16'	571.19'
H	1002+10.70	-20.46'	571.23'	571.27'
I	1002+20.70	-20.46'	571.29'	571.35'
J	1002+30.70	-20.46'	571.35'	571.42'
K	1002+40.70	-20.46'	571.41'	571.47'
L	1002+50.70	-20.46'	571.47'	571.52'
M	1002+60.70	-20.46'	571.52'	571.55'
N	1002+70.70	-20.46'	571.56'	571.59'
☉ Brg. PIER 2	1002+78.37	-20.46'	571.60'	571.62'
O	1002+88.37	-20.46'	571.64'	571.66'
P	1002+98.37	-20.46'	571.68'	571.71'
Q	1003+08.37	-20.46'	571.71'	571.76'
R	1003+18.37	-20.46'	571.74'	571.80'
S	1003+28.37	-20.46'	571.77'	571.82'
T	1003+38.37	-20.46'	571.79'	571.83'
☉ Brg. S. Abut.	1003+47.43	-20.46'	571.81'	571.83'
☉ S. Abut. Jt.	1003+48.97	-20.46'	571.82'	571.84'
Bk. S. Abut.	1003+50.68	-20.46'	571.82'	571.84'

BEAM 2

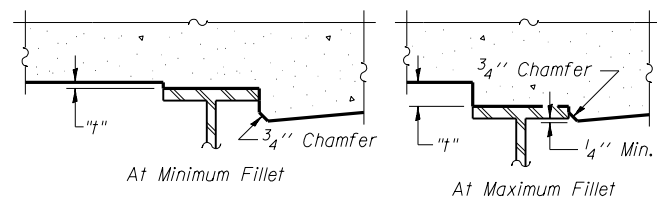
Location	Station	Offset from NB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	1001+23.45	-16.46'	570.61'	570.63'
☉ N. Abut. Jt.	1001+25.16	-16.46'	570.63'	570.65'
☉ Brg. N. Abut.	1001+26.70	-16.46'	570.64'	570.66'
A	1001+36.70	-16.46'	570.73'	570.77'
B	1001+46.70	-16.46'	570.82'	570.87'
C	1001+56.70	-16.46'	570.91'	570.96'
D	1001+66.70	-16.46'	570.99'	571.04'
E	1001+76.70	-16.46'	571.07'	571.11'
F	1001+86.70	-16.46'	571.15'	571.17'
☉ Brg. PIER 1	1001+95.61	-16.46'	571.21'	571.23'
G	1002+05.61	-16.46'	571.28'	571.31'
H	1002+15.61	-16.46'	571.34'	571.39'
I	1002+25.61	-16.46'	571.41'	571.46'
J	1002+35.61	-16.46'	571.47'	571.53'
K	1002+45.61	-16.46'	571.52'	571.58'
L	1002+55.61	-16.46'	571.57'	571.63'
M	1002+65.61	-16.46'	571.62'	571.66'
N	1002+75.61	-16.46'	571.67'	571.69'
☉ Brg. PIER 2	1002+83.28	-16.46'	571.70'	571.72'
O	1002+93.28	-16.46'	571.74'	571.77'
P	1003+03.28	-16.46'	571.78'	571.81'
Q	1003+13.28	-16.46'	571.81'	571.86'
R	1003+23.28	-16.46'	571.84'	571.89'
S	1003+33.28	-16.46'	571.87'	571.91'
T	1003+43.28	-16.46'	571.89'	571.93'
☉ Brg. S. Abut.	1003+52.34	-16.46'	571.91'	571.93'
☉ S. Abut. Jt.	1003+53.88	-16.46'	571.91'	571.93'
Bk. S. Abut.	1003+55.59	-16.46'	571.91'	571.93'

BEAM 3

Location	Station	Offset from NB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	1001+31.53	-9.88'	570.81'	570.83'
☉ N. Abut. Jt.	1001+33.25	-9.88'	570.83'	570.85'
☉ Brg. N. Abut.	1001+34.78	-9.88'	570.84'	570.86'
A	1001+44.78	-9.88'	570.93'	570.97'
B	1001+54.78	-9.88'	571.02'	571.07'
C	1001+64.78	-9.88'	571.10'	571.15'
D	1001+74.78	-9.88'	571.18'	571.23'
E	1001+84.78	-9.88'	571.26'	571.29'
F	1001+94.78	-9.88'	571.33'	571.35'
☉ Brg. PIER 1	1002+03.70	-9.88'	571.39'	571.41'
G	1002+13.70	-9.88'	571.46'	571.49'
H	1002+23.70	-9.88'	571.52'	571.56'
I	1002+33.70	-9.88'	571.58'	571.64'
J	1002+43.70	-9.88'	571.64'	571.70'
K	1002+53.70	-9.88'	571.69'	571.75'
L	1002+63.70	-9.88'	571.74'	571.79'
M	1002+73.70	-9.88'	571.79'	571.82'
N	1002+83.70	-9.88'	571.83'	571.85'
☉ Brg. PIER 2	1002+91.37	-9.88'	571.86'	571.88'
O	1003+01.37	-9.88'	571.90'	571.92'
P	1003+11.37	-9.88'	571.93'	571.97'
Q	1003+21.37	-9.88'	571.96'	572.01'
R	1003+31.37	-9.88'	571.99'	572.04'
S	1003+41.37	-9.88'	572.01'	572.06'
T	1003+51.37	-9.88'	572.03'	572.07'
☉ Brg. S. Abut.	1003+60.43	-9.88'	572.05'	572.07'
☉ S. Abut. Jt.	1003+61.96	-9.88'	572.05'	572.07'
Bk. S. Abut.	1003+63.68	-9.88'	572.05'	572.07'

BEAM 4

Location	Station	Offset from NB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	1001+39.62	-3.29'	570.99'	571.01'
☉ N. Abut. Jt.	1001+41.34	-3.29'	571.01'	571.03'
☉ Brg. N. Abut.	1001+42.87	-3.29'	571.02'	571.04'
A	1001+52.87	-3.29'	571.11'	571.14'
B	1001+62.87	-3.29'	571.19'	571.24'
C	1001+72.87	-3.29'	571.27'	571.32'
D	1001+82.87	-3.29'	571.35'	571.39'
E	1001+92.87	-3.29'	571.42'	571.46'
F	1002+02.87	-3.29'	571.49'	571.51'
☉ Brg. PIER 1	1002+11.79	-3.29'	571.55'	571.57'
G	1002+21.79	-3.29'	571.61'	571.64'
H	1002+31.79	-3.29'	571.67'	571.71'
I	1002+41.79	-3.29'	571.73'	571.78'
J	1002+51.79	-3.29'	571.78'	571.85'
K	1002+61.79	-3.29'	571.83'	571.90'
L	1002+71.79	-3.29'	571.88'	571.93'
M	1002+81.79	-3.29'	571.92'	571.96'
N	1002+91.79	-3.29'	571.96'	571.99'
☉ Brg. PIER 2	1002+99.45	-3.29'	571.99'	572.01'
O	1003+09.45	-3.29'	572.03'	572.05'
P	1003+19.45	-3.29'	572.06'	572.09'
Q	1003+29.45	-3.29'	572.09'	572.13'
R	1003+39.45	-3.29'	572.11'	572.16'
S	1003+49.45	-3.29'	572.13'	572.18'
T	1003+59.45	-3.29'	572.15'	572.18'
☉ Brg. S. Abut.	1003+68.52	-3.29'	572.16'	572.18'
☉ S. Abut. Jt.	1003+70.05	-3.29'	572.16'	572.18'
Bk. S. Abut.	1003+71.77	-3.29'	572.16'	572.18'



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on Sheet 4. These elevations are subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on Sheets 5 thru 7, minus the initial slab thickness before grinding, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on Sheets 5 thru 7. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

BENTON & ASSOCIATES, INC.

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0600002-76E68-005-E1ev2.dgn	PLOT DATE	CHECKED - RHB	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 060-0002(SB) / 060-0003(NB)**

SHEET NO. 5 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	63
CONTRACT NO. 76E68				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				

NORTHBOUND PROFILE GRADE LINE

Location	Station	Offset from NB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	1001+43.66	0.00'	571.08'	571.10'
☉ N. Abut. Jt.	1001+45.38	0.00'	571.09'	571.11'
☉ Brg. N. Abut.	1001+46.91	0.00'	571.11'	571.13'
A	1001+56.91	0.00'	571.19'	571.23'
B	1001+66.91	0.00'	571.27'	571.32'
C	1001+76.91	0.00'	571.35'	571.40'
D	1001+86.91	0.00'	571.43'	571.47'
E	1001+96.91	0.00'	571.50'	571.54'
F	1002+06.91	0.00'	571.57'	571.59'
☉ Brg. PIER 1	1002+15.83	0.00'	571.63'	571.65'
G	1002+25.83	0.00'	571.69'	571.72'
H	1002+35.83	0.00'	571.75'	571.79'
I	1002+45.83	0.00'	571.80'	571.86'
J	1002+55.83	0.00'	571.86'	571.92'
K	1002+65.83	0.00'	571.90'	571.97'
L	1002+75.83	0.00'	571.95'	572.00'
M	1002+85.83	0.00'	571.99'	572.03'
N	1002+95.83	0.00'	572.03'	572.06'
☉ Brg. PIER 2	1003+03.50	0.00'	572.06'	572.08'
O	1003+13.50	0.00'	572.09'	572.12'
P	1003+23.50	0.00'	572.12'	572.16'
Q	1003+33.50	0.00'	572.15'	572.19'
R	1003+43.50	0.00'	572.17'	572.22'
S	1003+53.50	0.00'	572.19'	572.24'
T	1003+63.50	0.00'	572.20'	572.24'
☉ Brg. S. Abut.	1003+72.56	0.00'	572.22'	572.24'
☉ S. Abut. Jt.	1003+74.09	0.00'	572.22'	572.24'
Bk. S. Abut.	1003+75.81	0.00'	572.22'	572.24'

BEAM 7

Location	Station	Offset from NB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	1001+63.88	16.46'	570.97'	570.99'
☉ N. Abut. Jt.	1001+65.60	16.46'	570.98'	571.00'
☉ Brg. N. Abut.	1001+67.13	16.46'	570.99'	571.02'
A	1001+77.13	16.46'	571.07'	571.11'
B	1001+87.13	16.46'	571.15'	571.20'
C	1001+97.13	16.46'	571.22'	571.27'
D	1002+07.13	16.46'	571.29'	571.34'
E	1002+17.13	16.46'	571.35'	571.39'
F	1002+27.13	16.46'	571.42'	571.44'
☉ Brg. PIER 1	1002+36.05	16.46'	571.47'	571.49'
G	1002+46.05	16.46'	571.52'	571.55'
H	1002+56.05	16.46'	571.58'	571.62'
I	1002+66.05	16.46'	571.63'	571.68'
J	1002+76.05	16.46'	571.67'	571.73'
K	1002+86.05	16.46'	571.71'	571.77'
L	1002+96.05	16.46'	571.75'	571.80'
M	1003+06.05	16.46'	571.79'	571.82'
N	1003+16.05	16.46'	571.82'	571.84'
☉ Brg. PIER 2	1003+23.71	16.46'	571.84'	571.86'
O	1003+33.71	16.46'	571.87'	571.89'
P	1003+43.71	16.46'	571.89'	571.93'
Q	1003+53.71	16.46'	571.91'	571.96'
R	1003+63.71	16.46'	571.92'	571.98'
S	1003+73.71	16.46'	571.94'	571.99'
T	1003+83.71	16.46'	571.95'	571.98'
☉ Brg. S. Abut.	1003+92.78	16.46'	571.95'	571.97'
☉ S. Abut. Jt.	1003+94.31	16.46'	571.95'	571.97'
Bk. S. Abut.	1003+96.03	16.46'	571.95'	571.97'

BEAM 5

Location	Station	Offset from NB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	1001+47.71	3.29'	571.06'	571.08'
☉ N. Abut. Jt.	1001+49.42	3.29'	571.08'	571.10'
☉ Brg. N. Abut.	1001+50.96	3.29'	571.09'	571.11'
A	1001+60.96	3.29'	571.17'	571.21'
B	1001+70.96	3.29'	571.25'	571.30'
C	1001+80.96	3.29'	571.33'	571.38'
D	1001+90.96	3.29'	571.41'	571.45'
E	1002+00.96	3.29'	571.48'	571.51'
F	1002+10.96	3.29'	571.54'	571.57'
☉ Brg. PIER 1	1002+19.87	3.29'	571.60'	571.62'
G	1002+29.87	3.29'	571.66'	571.69'
H	1002+39.87	3.29'	571.72'	571.76'
I	1002+49.87	3.29'	571.77'	571.83'
J	1002+59.87	3.29'	571.82'	571.89'
K	1002+69.87	3.29'	571.87'	571.93'
L	1002+79.87	3.29'	571.92'	571.97'
M	1002+89.87	3.29'	571.96'	572.00'
N	1002+99.87	3.29'	571.99'	572.02'
☉ Brg. PIER 2	1003+07.54	3.29'	572.02'	572.04'
O	1003+17.54	3.29'	572.05'	572.08'
P	1003+27.54	3.29'	572.08'	572.12'
Q	1003+37.54	3.29'	572.10'	572.15'
R	1003+47.54	3.29'	572.13'	572.18'
S	1003+57.54	3.29'	572.14'	572.19'
T	1003+67.54	3.29'	572.16'	572.20'
☉ Brg. S. Abut.	1003+76.60	3.29'	572.17'	572.19'
☉ S. Abut. Jt.	1003+78.14	3.29'	572.17'	572.19'
Bk. S. Abut.	1003+79.85	3.29'	572.17'	572.19'

BEAM 8

Location	Station	Offset from SB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	1002+02.13	-16.46'	571.15'	571.18'
☉ N. Abut. Jt.	1002+03.85	-16.46'	571.17'	571.19'
☉ Brg. N. Abut.	1002+05.38	-16.46'	571.18'	571.20'
A	1002+15.38	-16.46'	571.24'	571.28'
B	1002+25.38	-16.46'	571.31'	571.36'
C	1002+35.38	-16.46'	571.37'	571.42'
D	1002+45.38	-16.46'	571.42'	571.47'
E	1002+55.38	-16.46'	571.47'	571.51'
F	1002+65.38	-16.46'	571.52'	571.54'
☉ Brg. PIER 1	1002+74.10	-16.46'	571.56'	571.58'
G	1002+84.10	-16.46'	571.60'	571.62'
H	1002+94.10	-16.46'	571.63'	571.67'
I	1003+04.10	-16.46'	571.66'	571.72'
J	1003+14.10	-16.46'	571.69'	571.75'
K	1003+24.10	-16.46'	571.71'	571.77'
L	1003+34.10	-16.46'	571.73'	571.78'
M	1003+44.10	-16.46'	571.75'	571.79'
N	1003+54.10	-16.46'	571.76'	571.78'
☉ Brg. PIER 2	1003+61.81	-16.46'	571.76'	571.79'
O	1003+71.81	-16.46'	571.77'	571.79'
P	1003+81.81	-16.46'	571.77'	571.81'
Q	1003+91.81	-16.46'	571.77'	571.81'
R	1004+01.81	-16.46'	571.76'	571.81'
S	1004+11.81	-16.46'	571.75'	571.80'
T	1004+21.81	-16.46'	571.73'	571.77'
☉ Brg. S. Abut.	1004+30.86	-16.46'	571.71'	571.73'
☉ S. Abut. Jt.	1004+32.39	-16.46'	571.71'	571.73'
Bk. S. Abut.	1004+34.11	-16.46'	571.71'	571.73'

BEAM 6

Location	Station	Offset from NB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	1001+55.79	9.88'	571.03'	571.05'
☉ N. Abut. Jt.	1001+57.51	9.88'	571.04'	571.06'
☉ Brg. N. Abut.	1001+59.04	9.88'	571.05'	571.08'
A	1001+69.04	9.88'	571.14'	571.17'
B	1001+79.04	9.88'	571.21'	571.26'
C	1001+89.04	9.88'	571.29'	571.34'
D	1001+99.04	9.88'	571.36'	571.41'
E	1002+09.04	9.88'	571.43'	571.46'
F	1002+19.04	9.88'	571.49'	571.52'
☉ Brg. PIER 1	1002+27.96	9.88'	571.55'	571.57'
G	1002+37.96	9.88'	571.61'	571.63'
H	1002+47.96	9.88'	571.66'	571.70'
I	1002+57.96	9.88'	571.71'	571.77'
J	1002+67.96	9.88'	571.76'	571.82'
K	1002+77.96	9.88'	571.80'	571.87'
L	1002+87.96	9.88'	571.85'	571.90'
M	1002+97.96	9.88'	571.88'	571.92'
N	1003+07.96	9.88'	571.92'	571.94'
☉ Brg. PIER 2	1003+15.63	9.88'	571.94'	571.96'
O	1003+25.63	9.88'	571.97'	572.00'
P	1003+35.63	9.88'	572.00'	572.03'
Q	1003+45.63	9.88'	572.02'	572.07'
R	1003+55.63	9.88'	572.04'	572.09'
S	1003+65.63	9.88'	572.05'	572.10'
T	1003+75.63	9.88'	572.07'	572.10'
☉ Brg. S. Abut.	1003+84.69	9.88'	572.07'	572.09'
☉ S. Abut. Jt.	1003+86.22	9.88'	572.07'	572.10'
Bk. S. Abut.	1003+87.94	9.88'	572.08'	572.10'

BEAM 9

Location	Station	Offset from SB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	1002+10.22	-9.88'	571.34'	571.36'
☉ N. Abut. Jt.	1002+11.93	-9.88'	571.35'	571.37'
☉ Brg. N. Abut.	1002+13.47	-9.88'	571.36'	571.38'
A	1002+23.47	-9.88'	571.42'	571.46'
B	1002+33.47	-9.88'	571.48'	571.53'
C	1002+43.47	-9.88'	571.54'	571.59'
D	1002+53.47	-9.88'	571.59'	571.64'
E	1002+63.47	-9.88'	571.64'	571.67'
F	1002+73.47	-9.88'	571.68'	571.70'
☉ Brg. PIER 1	1002+82.19	-9.88'	571.71'	571.73'
G	1002+92.19	-9.88'	571.75'	571.78'
H	1003+02.19	-9.88'	571.78'	571.82'
I	1003+12.19	-9.88'	571.81'	571.87'
J	1003+22.19	-9.88'	571.83'	571.90'
K	1003+32.19	-9.88'	571.85'	571.92'
L	1003+42.19	-9.88'	571.87'	571.92'
M	1003+52.19	-9.88'	571.88'	571.92'
N	1003+62.19	-9.88'	571.89'	571.92'
☉ Brg. PIER 2	1003+69.89	-9.88'	571.89'	571.92'
O	1003+79.89	-9.88'	571.90'	571.92'
P	1003+89.89	-9.88'	571.89'	571.93'
Q	1004+99.89	-9.88'	571.89'	571.93'
R	1004+09.89	-9.88'	571.87'	571.93'
S	1004+19.89	-9.88'	571.86'	571.91'
T	1004+29.89	-9.88'	571.84'	571.88'
☉ Brg. S. Abut.	1004+38.95	-9.88'	571.82'	571.84'
☉ S. Abut. Jt.	1004+40.48	-9.88'	571.82'	571.84'
Bk. S. Abut.	1004+42.20	-9.88'	571.81'	571.83'

BENTON & ASSOCIATES, INC.

FILE NAME = P:\10e2166-9\	USER NAME =	DESIGNED - MBH	REVISED -
60-1VB2 76E68 FAI 55\		CHECKED - RHB	REVISED -
CADD Sheets\ Structure Plans\	PLOT SCALE =	DRAWN - MBH	REVISED -
0600002-76E68-006-Elev3.dgn	PLOT DATE	CHECKED - RHB	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 060-0002(SB) / 060-0003(NB)**

SHEET NO. 6 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	64
CONTRACT NO. 76E68				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				

BEAM 10

Location	Station	Offset from SB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	1002+18.30	-3.29'	571.49'	571.51'
☉ N. Abut. Jt.	1002+20.02	-3.29'	571.50'	571.52'
☉ Brg. N. Abut.	1002+21.55	-3.29'	571.51'	571.53'
A	1002+31.55	-3.29'	571.57'	571.61'
B	1002+41.55	-3.29'	571.63'	571.68'
C	1002+51.55	-3.29'	571.68'	571.73'
D	1002+61.55	-3.29'	571.73'	571.78'
E	1002+71.55	-3.29'	571.77'	571.81'
F	1002+81.55	-3.29'	571.81'	571.84'
☉ Brg. PIER 1	1002+90.27	-3.29'	571.85'	571.87'
G	1003+00.27	-3.29'	571.88'	571.91'
H	1003+10.27	-3.29'	571.91'	571.95'
I	1003+20.27	-3.29'	571.93'	571.99'
J	1003+30.27	-3.29'	571.95'	572.02'
K	1003+40.27	-3.29'	571.97'	572.03'
L	1003+50.27	-3.29'	571.98'	572.04'
M	1003+60.27	-3.29'	571.99'	572.03'
N	1003+70.27	-3.29'	572.00'	572.02'
☉ Brg. PIER 2	1003+77.98	-3.29'	572.00'	572.02'
O	1003+87.98	-3.29'	572.00'	572.02'
P	1003+97.98	-3.29'	571.99'	572.03'
Q	1004+07.98	-3.29'	571.98'	572.03'
R	1004+17.98	-3.29'	571.97'	572.02'
S	1004+27.98	-3.29'	571.95'	572.00'
T	1004+37.98	-3.29'	571.93'	571.96'
☉ Brg. S. Abut.	1004+47.03	-3.29'	571.90'	571.92'
☉ S. Abut. Jt.	1004+48.57	-3.29'	571.90'	571.92'
Bk. S. Abut.	1004+50.28	-3.29'	571.89'	571.91'

SOUTHBOUND PROFILE GRADE LINE

Location	Station	Offset from SB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	1002+22.35	0.00'	571.57'	571.59'
☉ N. Abut. Jt.	1002+24.06	0.00'	571.58'	571.60'
☉ Brg. N. Abut.	1002+25.60	0.00'	571.59'	571.61'
A	1002+35.60	0.00'	571.65'	571.69'
B	1002+45.60	0.00'	571.70'	571.75'
C	1002+55.60	0.00'	571.75'	571.81'
D	1002+65.60	0.00'	571.80'	571.85'
E	1002+75.60	0.00'	571.84'	571.88'
F	1002+85.60	0.00'	571.88'	571.91'
☉ Brg. PIER 1	1002+94.31	0.00'	571.91'	571.93'
G	1003+04.31	0.00'	571.94'	571.97'
H	1003+14.31	0.00'	571.97'	572.01'
I	1003+24.31	0.00'	571.99'	572.05'
J	1003+34.31	0.00'	572.01'	572.08'
K	1003+44.31	0.00'	572.03'	572.09'
L	1003+54.31	0.00'	572.04'	572.09'
M	1003+64.31	0.00'	572.05'	572.08'
N	1003+74.31	0.00'	572.05'	572.08'
☉ Brg. PIER 2	1003+82.02	0.00'	572.05'	572.07'
O	1003+92.02	0.00'	572.05'	572.07'
P	1004+02.02	0.00'	572.04'	572.07'
Q	1004+12.02	0.00'	572.03'	572.07'
R	1004+22.02	0.00'	572.01'	572.06'
S	1004+32.02	0.00'	571.99'	572.04'
T	1004+42.02	0.00'	571.97'	572.00'
☉ Brg. S. Abut.	1004+51.08	0.00'	571.94'	571.96'
☉ S. Abut. Jt.	1004+52.61	0.00'	571.94'	571.96'
Bk. S. Abut.	1004+54.33	0.00'	571.93'	571.95'

BEAM 11

Location	Station	Offset from SB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	1002+26.39	3.29'	571.54'	571.56'
☉ N. Abut. Jt.	1002+28.10	3.29'	571.55'	571.57'
☉ Brg. N. Abut.	1002+29.64	3.29'	571.56'	571.58'
A	1002+39.64	3.29'	571.62'	571.66'
B	1002+49.64	3.29'	571.67'	571.72'
C	1002+59.64	3.29'	571.72'	571.77'
D	1002+69.64	3.29'	571.77'	571.81'
E	1002+79.64	3.29'	571.81'	571.84'
F	1002+89.64	3.29'	571.84'	571.87'
☉ Brg. PIER 1	1002+98.36	3.29'	571.87'	571.89'
G	1003+08.36	3.29'	571.90'	571.93'
H	1003+18.36	3.29'	571.93'	571.97'
I	1003+28.36	3.29'	571.95'	572.01'
J	1003+38.36	3.29'	571.97'	572.03'
K	1003+48.36	3.29'	571.98'	572.04'
L	1003+58.36	3.29'	571.99'	572.04'
M	1003+68.36	3.29'	572.00'	572.04'
N	1003+78.36	3.29'	572.00'	572.02'
☉ Brg. PIER 2	1003+86.07	3.29'	572.00'	572.02'
O	1003+96.07	3.29'	571.99'	572.02'
P	1004+06.07	3.29'	571.98'	572.02'
Q	1004+16.07	3.29'	571.97'	572.02'
R	1004+26.07	3.29'	571.95'	572.00'
S	1004+36.07	3.29'	571.93'	571.98'
T	1004+46.07	3.29'	571.90'	571.94'
☉ Brg. S. Abut.	1004+55.12	3.29'	571.88'	571.90'
☉ S. Abut. Jt.	1004+56.65	3.29'	571.87'	571.89'
Bk. S. Abut.	1004+58.37	3.29'	571.87'	571.89'

BEAM 12

Location	Station	Offset from SB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	1002+34.48	9.88'	571.49'	571.51'
☉ N. Abut. Jt.	1002+36.19	9.88'	571.50'	571.52'
☉ Brg. N. Abut.	1002+37.73	9.88'	571.51'	571.53'
A	1002+47.73	9.88'	571.56'	571.60'
B	1002+57.73	9.88'	571.61'	571.66'
C	1002+67.73	9.88'	571.65'	571.71'
D	1002+77.73	9.88'	571.70'	571.74'
E	1002+87.73	9.88'	571.73'	571.77'
F	1002+97.73	9.88'	571.77'	571.79'
☉ Brg. PIER 1	1003+06.44	9.88'	571.79'	571.82'
G	1003+16.44	9.88'	571.82'	571.85'
H	1003+26.44	9.88'	571.84'	571.89'
I	1003+36.44	9.88'	571.86'	571.92'
J	1003+46.44	9.88'	571.88'	571.94'
K	1003+56.44	9.88'	571.89'	571.95'
L	1003+66.44	9.88'	571.89'	571.95'
M	1003+76.44	9.88'	571.90'	571.93'
N	1003+86.44	9.88'	571.89'	571.92'
☉ Brg. PIER 2	1003+94.15	9.88'	571.89'	571.91'
O	1004+04.15	9.88'	571.88'	571.91'
P	1004+14.15	9.88'	571.87'	571.91'
Q	1004+24.15	9.88'	571.85'	571.90'
R	1004+34.15	9.88'	571.83'	571.88'
S	1004+44.15	9.88'	571.81'	571.86'
T	1004+54.15	9.88'	571.78'	571.82'
☉ Brg. S. Abut.	1004+63.20	9.88'	571.75'	571.77'
☉ S. Abut. Jt.	1004+64.74	9.88'	571.74'	571.76'
Bk. S. Abut.	1004+66.45	9.88'	571.74'	571.76'

BEAM 13

Location	Station	Offset from SB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	1002+42.56	16.46'	571.41'	571.43'
☉ N. Abut. Jt.	1002+44.28	16.46'	571.41'	571.44'
☉ Brg. N. Abut.	1002+45.81	16.46'	571.42'	571.44'
A	1002+55.81	16.46'	571.47'	571.51'
B	1002+65.81	16.46'	571.52'	571.57'
C	1002+75.81	16.46'	571.56'	571.62'
D	1002+85.81	16.46'	571.60'	571.65'
E	1002+95.81	16.46'	571.64'	571.67'
F	1003+05.81	16.46'	571.67'	571.69'
☉ Brg. PIER 1	1003+14.53	16.46'	571.69'	571.71'
G	1003+24.53	16.46'	571.71'	571.74'
H	1003+34.53	16.46'	571.73'	571.77'
I	1003+44.53	16.46'	571.75'	571.80'
J	1003+54.53	16.46'	571.76'	571.82'
K	1003+64.53	16.46'	571.77'	571.83'
L	1003+74.53	16.46'	571.77'	571.82'
M	1003+84.53	16.46'	571.77'	571.81'
N	1003+94.53	16.46'	571.76'	571.79'
☉ Brg. PIER 2	1004+02.24	16.46'	571.76'	571.78'
O	1004+12.24	16.46'	571.75'	571.77'
P	1004+22.24	16.46'	571.73'	571.77'
Q	1004+32.24	16.46'	571.71'	571.76'
R	1004+42.24	16.46'	571.69'	571.74'
S	1004+52.24	16.46'	571.66'	571.71'
T	1004+62.24	16.46'	571.63'	571.66'
☉ Brg. S. Abut.	1004+71.29	16.46'	571.59'	571.61'
☉ S. Abut. Jt.	1004+72.83	16.46'	571.59'	571.61'
Bk. S. Abut.	1004+74.54	16.46'	571.58'	571.60'

BEAM 14

Location	Station	Offset from SB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	1002+47.47	20.46'	571.35'	571.37'
☉ N. Abut. Jt.	1002+49.19	20.46'	571.36'	571.38'
☉ Brg. N. Abut.	1002+50.72	20.46'	571.36'	571.39'
A	1002+60.72	20.46'	571.41'	571.45'
B	1002+70.72	20.46'	571.46'	571.51'
C	1002+80.72	20.46'	571.50'	571.55'
D	1002+90.72	20.46'	571.54'	571.58'
E	1003+00.72	20.46'	571.57'	571.60'
F	1003+10.72	20.46'	571.60'	571.62'
☉ Brg. PIER 1	1003+19.44	20.46'	571.62'	571.64'
G	1003+29.44	20.46'	571.64'	571.67'
H	1003+39.44	20.46'	571.66'	571.70'
I	1003+49.44	20.46'	571.67'	571.73'
J	1003+59.44	20.46'	571.68'	571.74'
K	1003+69.44	20.46'	571.69'	571.75'
L	1003+79.44	20.46'	571.69'	571.74'
M	1003+89.44	20.46'	571.68'	571.72'
N	1003+99.44	20.46'	571.68'	571.70'
☉ Brg. PIER 2	1004+07.15	20.46'	571.67'	571.69'
O	1004+17.15	20.46'	571.65'	571.68'
P	1004+27.15	20.46'	571.64'	571.67'
Q	1004+37.15	20.46'	571.62'	571.66'
R	1004+47.15	20.46'	571.59'	571.64'
S	1004+57.15	20.46'	571.56'	571.61'
T	1004+67.15	20.46'	571.53'	571.56'
☉ Brg. S. Abut.	1004+76.20	20.46'	571.49'	571.51'
☉ S. Abut. Jt.	1004+77.74	20.46'	571.49'	571.51'
Bk. S. Abut.	1004+79.45	20.46'	571.48'	571.50'

BENTON & ASSOCIATES, INC.

FILE NAME = P:\10e2166-9\	USER NAME =	DESIGNED - MBH	REVISED -
60-1VB2 76E68 FAI 55\		CHECKED - RHB	REVISED -
CADD Sheets\ Structure Plans\	PLOT SCALE =	DRAWN - MBH	REVISED -
0600002-76E68-007-Elev4.dgn	PLOT DATE	CHECKED - RHB	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 060-0002(SB) / 060-0003(NB)**

SHEET NO. 7 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	65
CONTRACT NO. 76E68				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				

**NORTH APPROACH PAVEMENT
EAST CURB LINE**

Location	Station	Offset from SB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
End of N. Appr. Pvmt.	1001+70.24	-18.00'	570.79'	570.81'
A1	1001+80.24	-18.00'	570.91'	570.93'
A2	1001+90.24	-18.00'	571.02'	571.04'
Bk. N. Abut.	1002+00.24	-18.00'	571.13'	571.15'

**NORTH APPROACH PAVEMENT
EAST LANE LINE**

Location	Station	Offset from SB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
End of N. Appr. Pvmt.	1001+77.61	-12.00'	571.09'	571.11'
A1	1001+87.61	-12.00'	571.17'	571.19'
A2	1001+97.61	-12.00'	571.24'	571.26'
Bk. N. Abut.	1002+07.61	-12.00'	571.31'	571.33'

**NORTH APPROACH PAVEMENT
SOUTHBOUND PROFILE GRADE LINE**

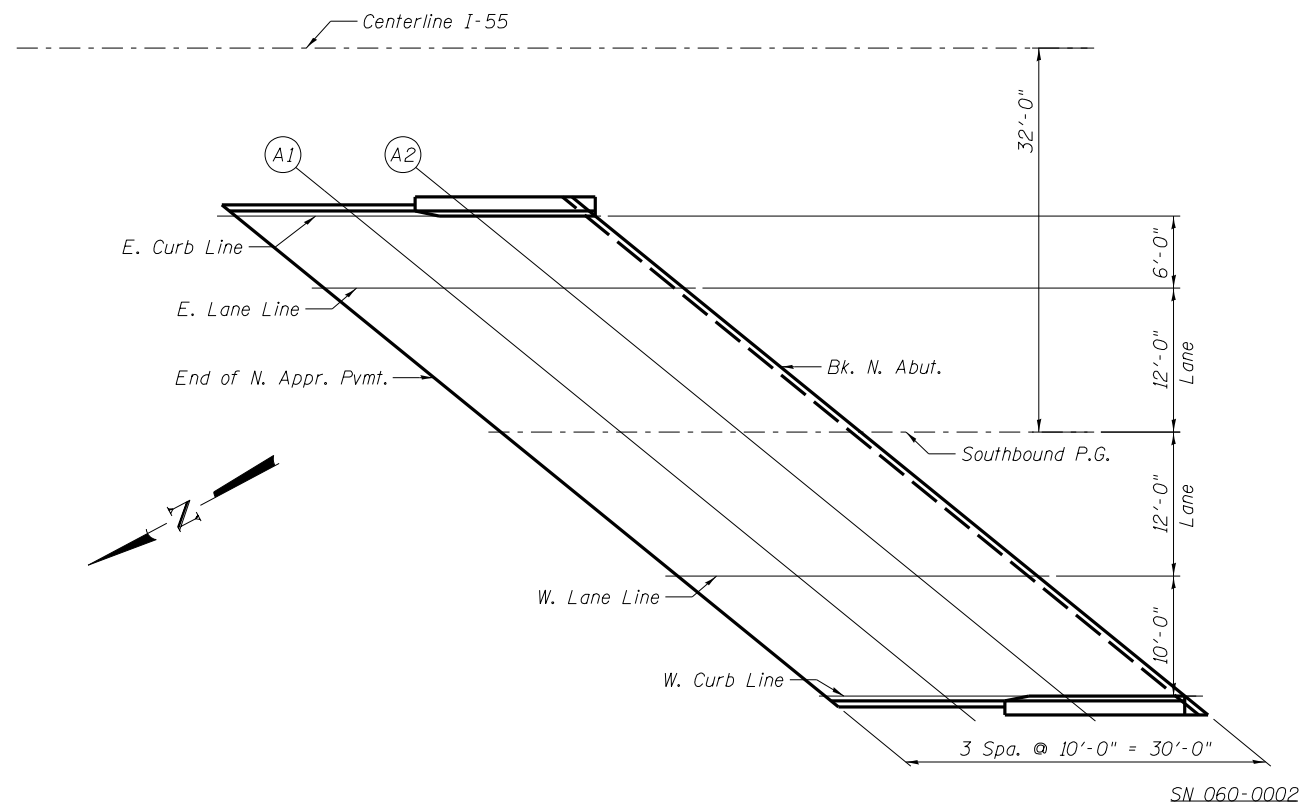
Location	Station	Offset from SB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
End of N. Appr. Pvmt.	1001+92.35	0.00'	571.39'	571.41'
A1	1002+02.35	0.00'	571.46'	571.48'
A2	1002+12.35	0.00'	571.53'	571.55'
Bk. N. Abut.	1002+22.35	0.00'	571.59'	571.61'

**NORTH APPROACH PAVEMENT
WEST LANE LINE**

Location	Station	Offset from SB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
End of N. Appr. Pvmt.	1002+07.09	12.00'	571.31'	571.33'
A1	1002+17.09	12.00'	571.37'	571.39'
A2	1002+27.09	12.00'	571.43'	571.45'
Bk. N. Abut.	1002+37.09	12.00'	571.49'	571.51'

**NORTH APPROACH PAVEMENT
WEST CURB LINE**

Location	Station	Offset from SB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
End of N. Appr. Pvmt.	1002+19.37	22.00'	570.99'	571.01'
A1	1002+29.37	22.00'	571.11'	571.13'
A2	1002+39.37	22.00'	571.23'	571.25'
Bk. N. Abut.	1002+49.37	22.00'	571.35'	571.37'



PLAN

BENTON & ASSOCIATES, INC.

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68-1VB2 76E68 FAI 55\		CHECKED - RHB	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 060-0002(SB)**

SHEET NO. 8 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	66
CONTRACT NO. 76E68				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				

**SOUTH APPROACH PAVEMENT
EAST CURB LINE**

Location	Station	Offset from SB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
Bk. S. Abut.	1004+32.22	-18.00'	571.70'	571.72'
A3	1004+42.22	-18.00'	571.64'	571.66'
A4	1004+52.22	-18.00'	571.58'	571.60'
End of S. Appr. Pvmt.	1004+62.22	-18.00'	571.51'	571.53'

**SOUTH APPROACH PAVEMENT
EAST LANE LINE**

Location	Station	Offset from SB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
Bk. S. Abut.	1004+39.59'	-12.00'	571.81'	571.83'
A3	1004+49.59'	-12.00'	571.78'	571.80'
A4	1004+59.59'	-12.00'	571.75'	571.77'
End of S. Appr. Pvmt.	1004+69.59'	-12.00'	571.72'	571.74'

**SOUTH APPROACH PAVEMENT
SOUTHBOUND PROFILE GRADE LINE**

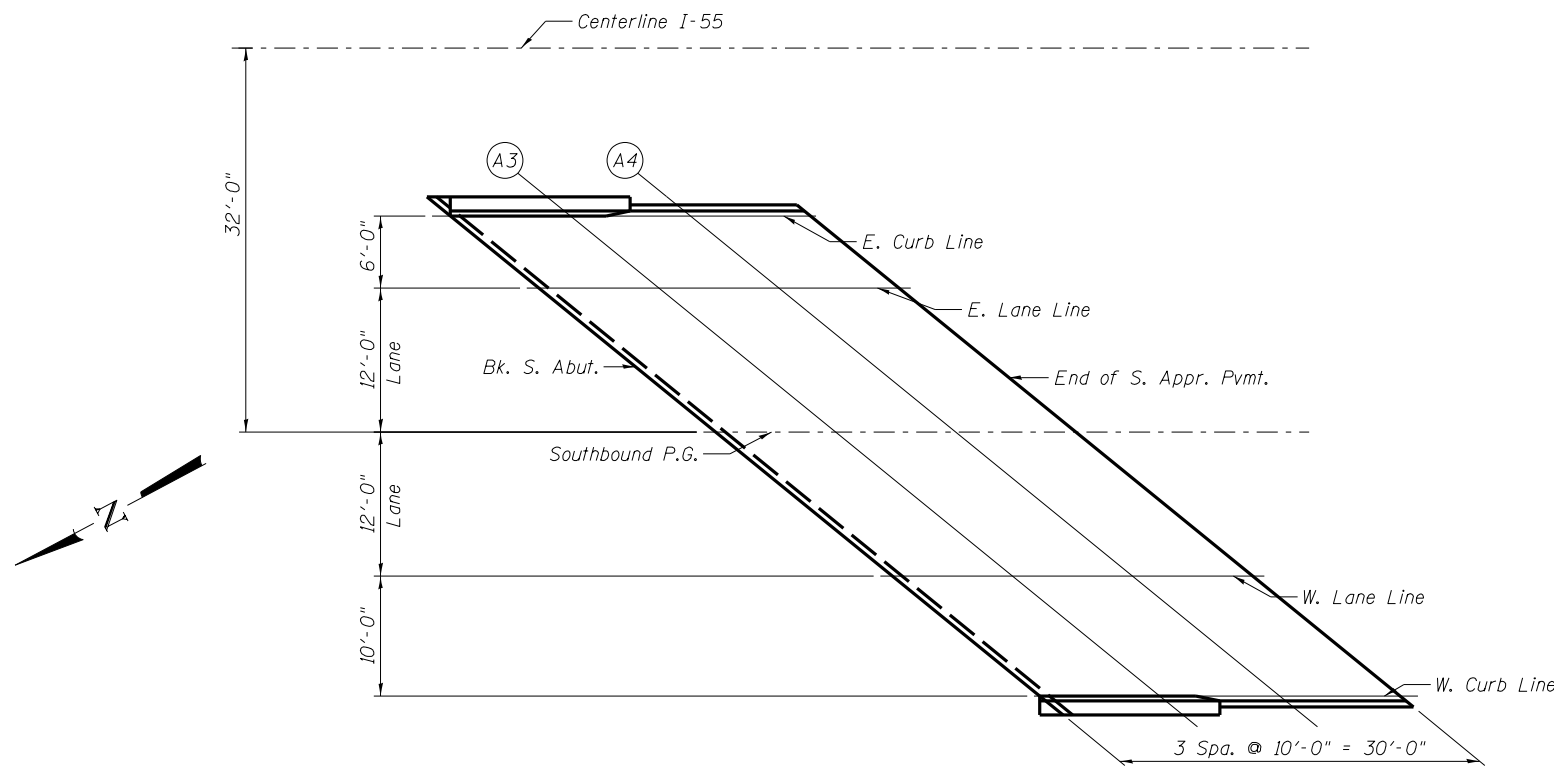
Location	Station	Offset from SB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
Bk. S. Abut.	1004+54.33	0.00'	571.95'	571.97'
A3	1004+64.33	0.00'	571.92'	571.94'
A4	1004+74.33	0.00'	571.88'	571.90'
End of S. Appr. Pvmt.	1004+84.33	0.00'	571.84'	571.86'

**SOUTH APPROACH PAVEMENT
WEST LANE LINE**

Location	Station	Offset from SB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
Bk. S. Abut.	1004+69.07	12.00'	571.72'	571.74'
A3	1004+79.07	12.00'	571.68'	571.70'
A4	1004+89.07	12.00'	571.64'	571.66'
End of S. Appr. Pvmt.	1004+99.07	12.00'	571.60'	571.62'

**SOUTH APPROACH PAVEMENT
WEST CURB LINE**

Location	Station	Offset from SB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
Bk. S. Abut.	1004+81.35	22.00'	571.46'	571.48'
A3	1004+91.35	22.00'	571.35'	571.38'
A4	1005+01.35	22.00'	571.25'	571.27'
End of S. Appr. Pvmt.	1005+11.35	22.00'	571.13'	571.15'



SN 060-0002

PLAN

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CADD Sheets\ Structure Plans\	PLOT SCALE =	DRAWN - MBH	REVISED -
0600002-76E68-009-Elev.dgn	PLOT DATE =	CHECKED - RHB	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 060-0002(SB)**

SHEET NO. 9 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	67
CONTRACT NO. 76E68				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				

**NORTH APPROACH PAVEMENT
EAST CURB LINE**

Location	Station	Offset from NB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
End of N. Appr. Pvmt.	1000+86.64	-22.00'	569.96'	569.98'
A1	1000+96.64	-22.00'	570.13'	570.15'
A2	1001+06.64	-22.00'	570.29'	570.31'
Bk. N. Abut.	1001+16.64	-22.00'	570.45'	570.47'

**NORTH APPROACH PAVEMENT
EAST LANE LINE**

Location	Station	Offset from NB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
End of N. Appr. Pvmt.	1000+98.92	-12.00'	570.49'	570.51'
A1	1001+08.92	-12.00'	570.59'	570.61'
A2	1001+18.92	-12.00'	570.68'	570.71'
Bk. N. Abut.	1001+28.92	-12.00'	570.78'	570.80'

**NORTH APPROACH PAVEMENT
NORTHBOUND PROFILE GRADE LINE**

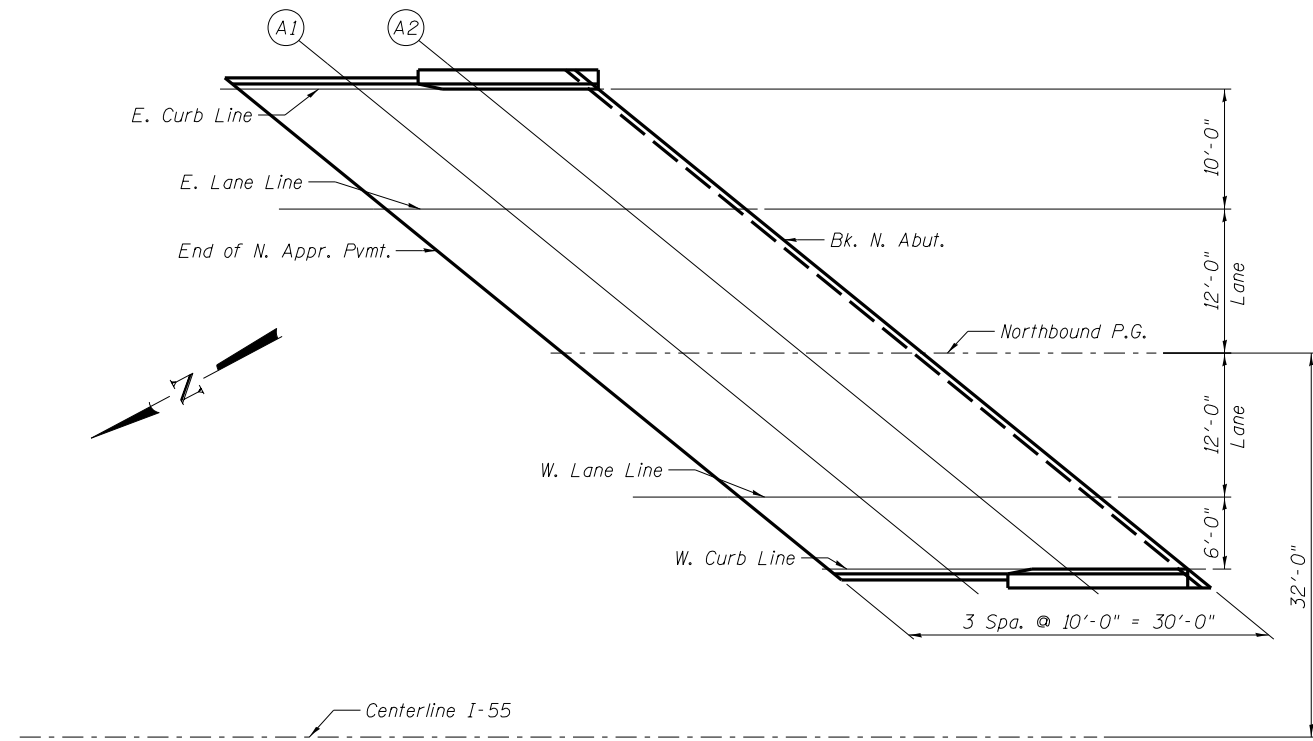
Location	Station	Offset from NB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
End of N. Appr. Pvmt.	1001+13.66	0.00'	570.82'	570.84'
A1	1001+23.66	0.00'	570.91'	570.94'
A2	1001+33.66	0.00'	571.01'	571.03'
Bk. N. Abut.	1001+43.66	0.00'	571.10'	571.12'

**NORTH APPROACH PAVEMENT
WEST LANE LINE**

Location	Station	Offset from NB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
End of N. Appr. Pvmt.	1001+28.40	12.00'	570.78'	570.80'
A1	1001+38.40	12.00'	570.87'	570.89'
A2	1001+48.40	12.00'	570.95'	570.98'
Bk. N. Abut.	1001+58.40	12.00'	571.04'	571.06'

**NORTH APPROACH PAVEMENT
WEST CURB LINE**

Location	Station	Offset from NB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
End of N. Appr. Pvmt.	1001+35.77	18.00'	570.61'	570.63'
A1	1001+45.77	18.00'	570.73'	570.75'
A2	1001+55.77	18.00'	570.85'	570.87'
Bk. N. Abut.	1001+65.77	18.00'	570.97'	570.99'



SN 060-0003

PLAN

BENTON & ASSOCIATES, INC.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 060-0003(NB)**

SHEET NO. 10 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	68
CONTRACT NO. 76E68				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				

**SOUTH APPROACH PAVEMENT
EAST CURB LINE**

Location	Station	Offset from NB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
Bk. S. Abut.	1003+48.79	-22.00'	571.81'	571.83'
A3	1003+58.79	-22.00'	571.76'	571.78'
A4	1003+68.79	-22.00'	571.71'	571.74'
End of S. Appr. Pvmt.	1003+78.79	-22.00'	571.66'	571.68'

**SOUTH APPROACH PAVEMENT
EAST LANE LINE**

Location	Station	Offset from NB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
Bk. S. Abut.	1003+61.07	-12.00'	572.03'	572.05'
A3	1003+71.07	-12.00'	572.05'	572.07'
A4	1003+81.07	-12.00'	572.06'	572.08'
End of S. Appr. Pvmt.	1003+91.07	-12.00'	572.07'	572.09'

**SOUTH APPROACH PAVEMENT
NORTHBOUND PROFILE GRADE LINE**

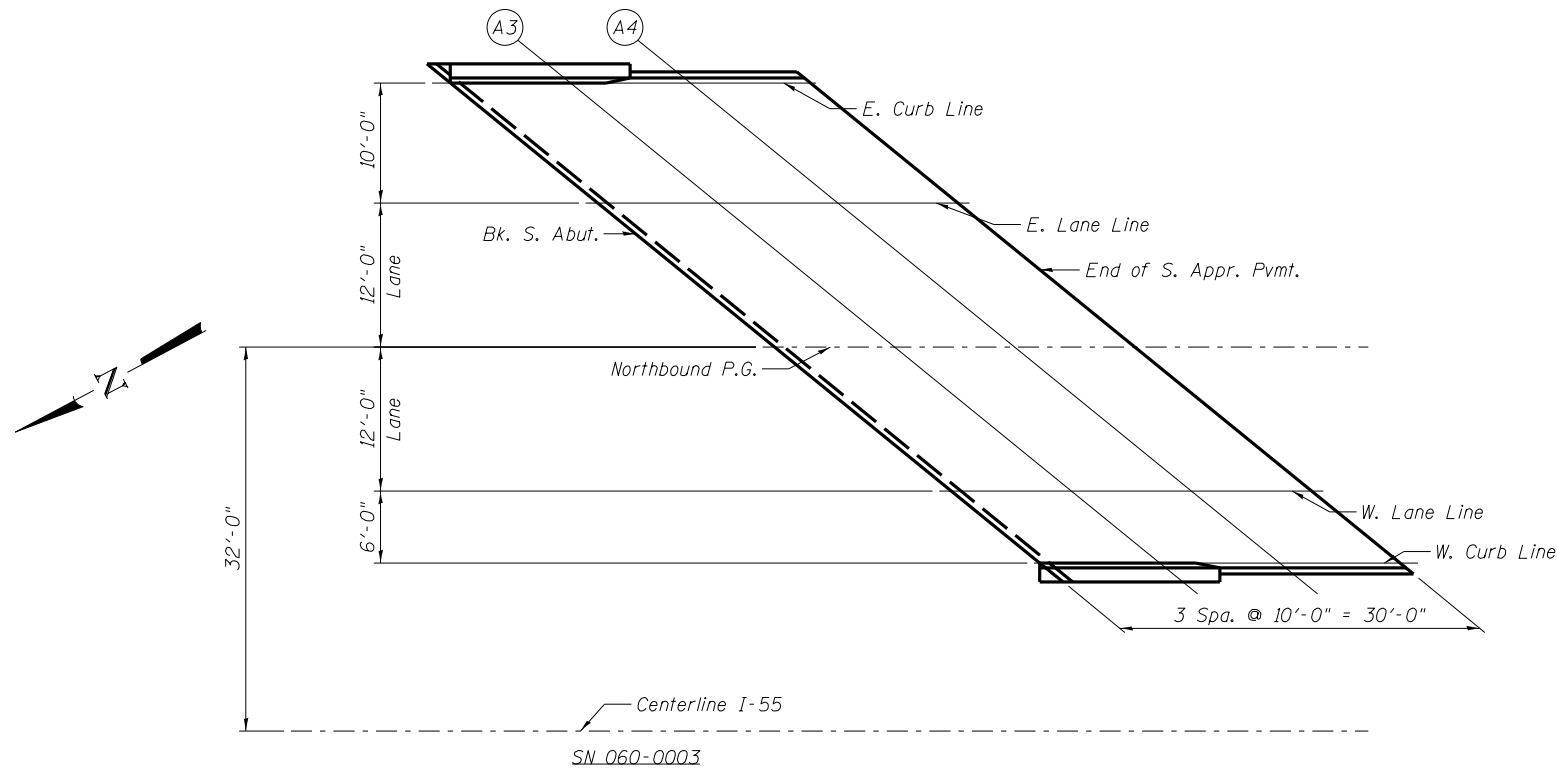
Location	Station	Offset from NB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
Bk. S. Abut.	1003+75.81	0.00'	572.24'	572.26'
A3	1003+85.81	0.00'	572.25'	572.27'
A4	1003+95.81	0.00'	572.25'	572.28'
End of S. Appr. Pvmt.	1004+05.81	0.00'	572.26'	572.28'

**SOUTH APPROACH PAVEMENT
WEST LANE LINE**

Location	Station	Offset from NB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
Bk. S. Abut.	1003+90.55	12.00'	572.06'	572.09'
A3	1004+00.55	12.00'	572.07'	572.09'
A4	1004+10.55	12.00'	572.07'	572.09'
End of S. Appr. Pvmt.	1004+20.55	12.00'	572.07'	572.09'

**SOUTH APPROACH PAVEMENT
WEST CURB LINE**

Location	Station	Offset from NB Profile Grade Line	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
Bk. S. Abut.	1003+97.92	18.00'	571.94'	571.96'
A3	1004+07.92	18.00'	571.91'	571.93'
A4	1004+17.92	18.00'	571.87'	571.89'
End of S. Appr. Pvmt.	1004+27.92	18.00'	571.83'	571.85'



PLAN

BENTON & ASSOCIATES, INC.

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0600002-76E68-011-Elev8.dgn	PLOT DATE =	CHECKED - RHB	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 060-0003(NB)**

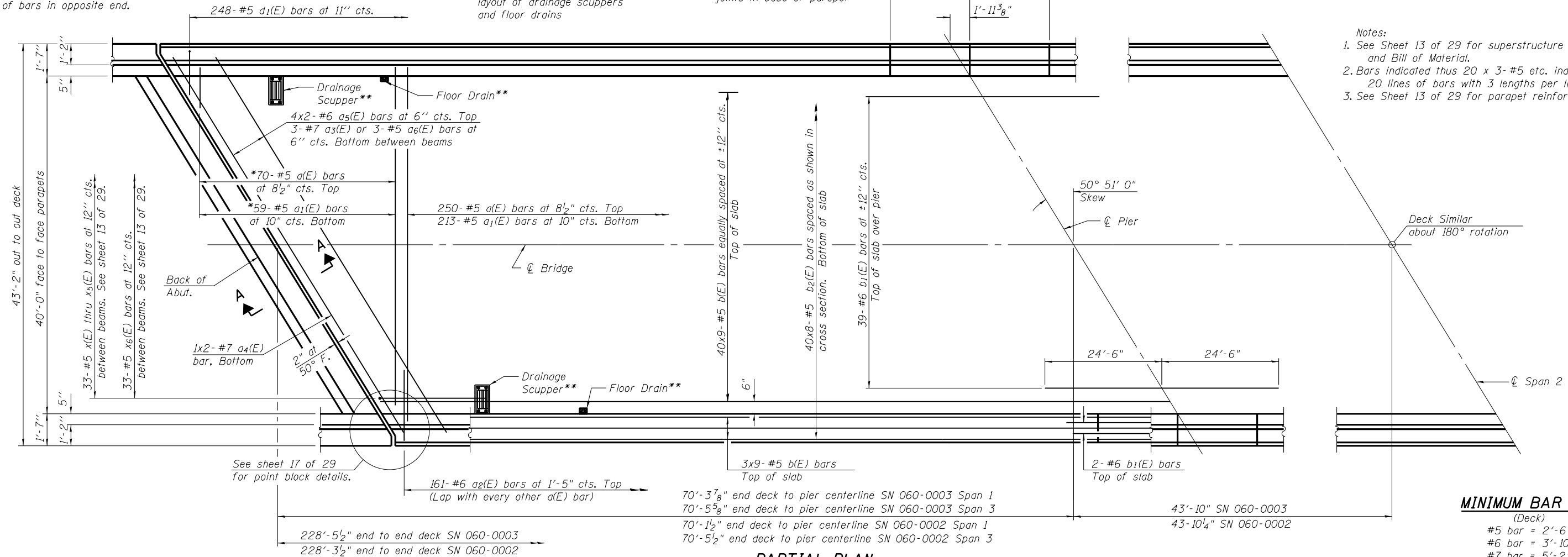
SHEET NO. 11 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	69
CONTRACT NO. 76E68				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				

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

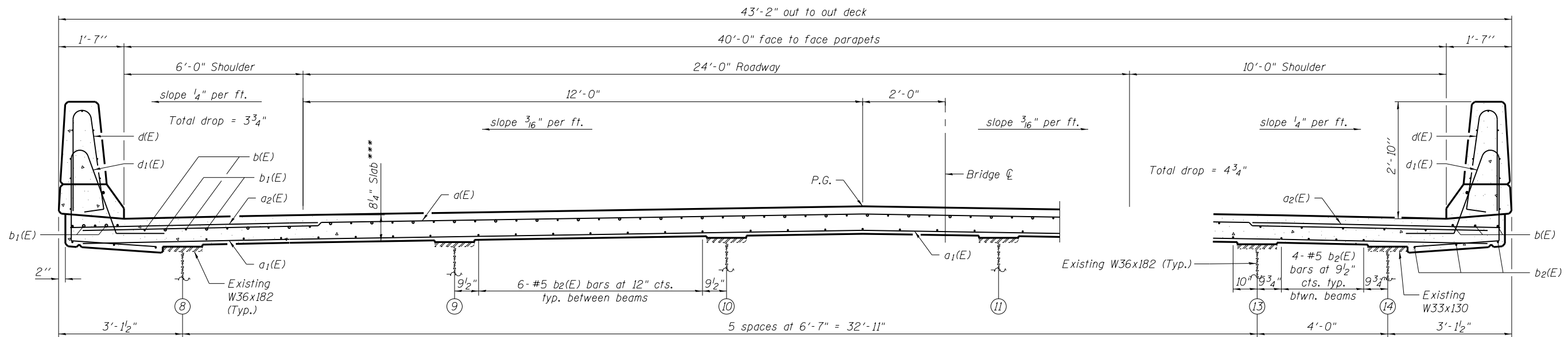
** See sheet 15 of 29 for
layout of drainage scuppers
and floor drains

Aluminum sheeted construction
joints in base of parapet



PARTIAL PLAN

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



NEAR PIER

NEAR MIDSPAN

CROSS SECTION

(Looking South SN 060-0002)
(SN 060-0003 Similar)

SUPERSTRUCTURE
STRUCTURE NO. 060-0003
STRUCTURE NO. 060-0002

S-2-R(>30°)
BENTON & ASSOCIATES, INC.

1-27-12

*** Prior to grinding

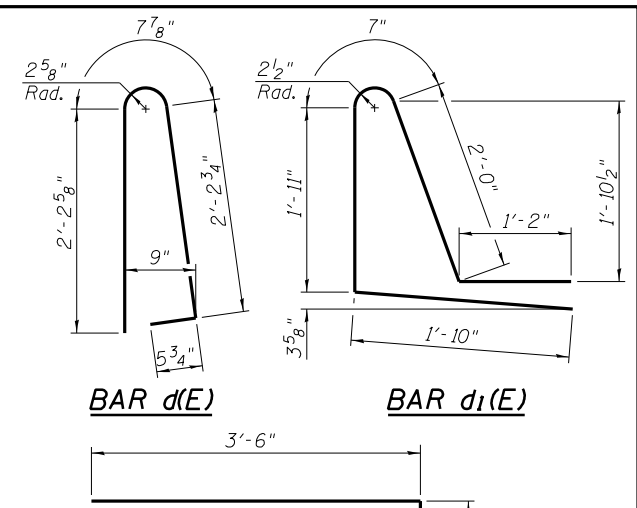
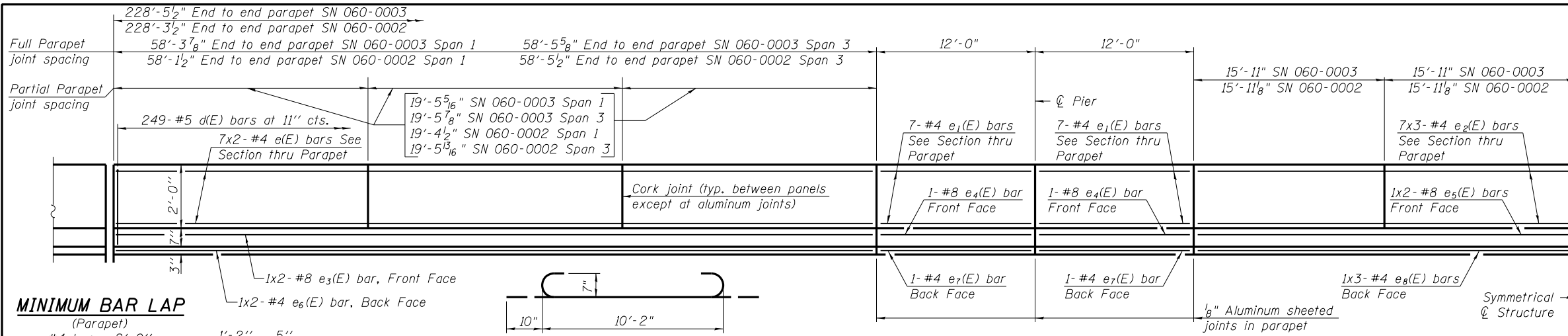
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

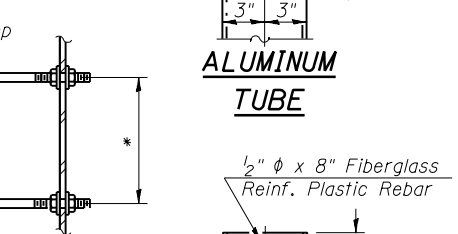
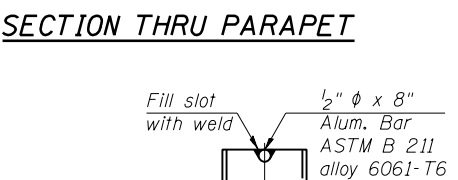
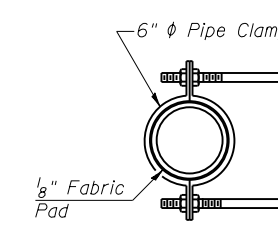
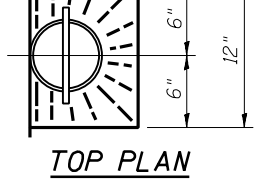
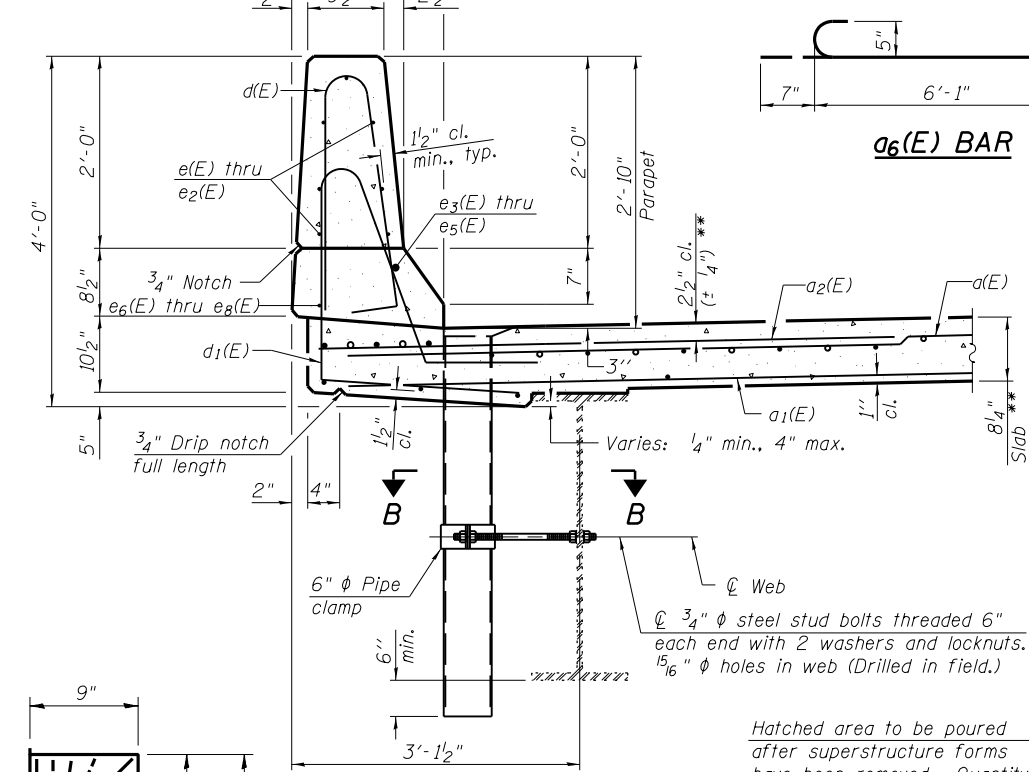
SUPERSTRUCTURE
STRUCTURE NO. 060-0002(SB) / 060-0003(NB)

SHEET NO. 12 OF 29 SHEETS

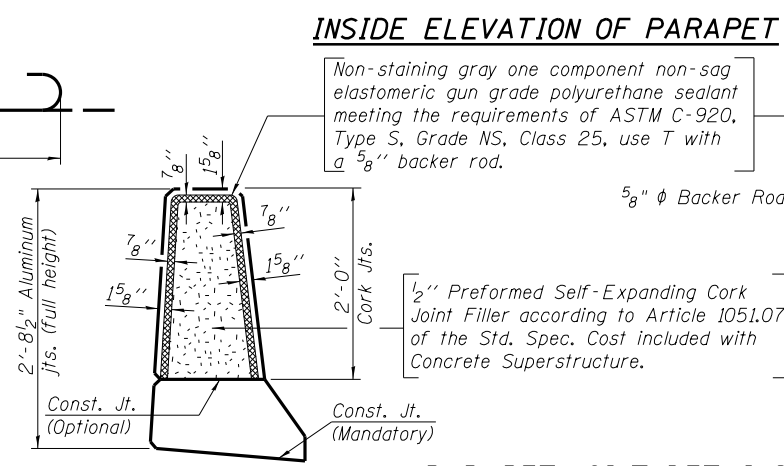
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	70
CONTRACT NO. 76E68				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				



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



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



PARAPET JOINT DETAILS

Notes:
Drains shall be located clear of all diaphragms.
The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to the Society of Protective Coatings Spec. SSPC-SP1 prior to painting. Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.

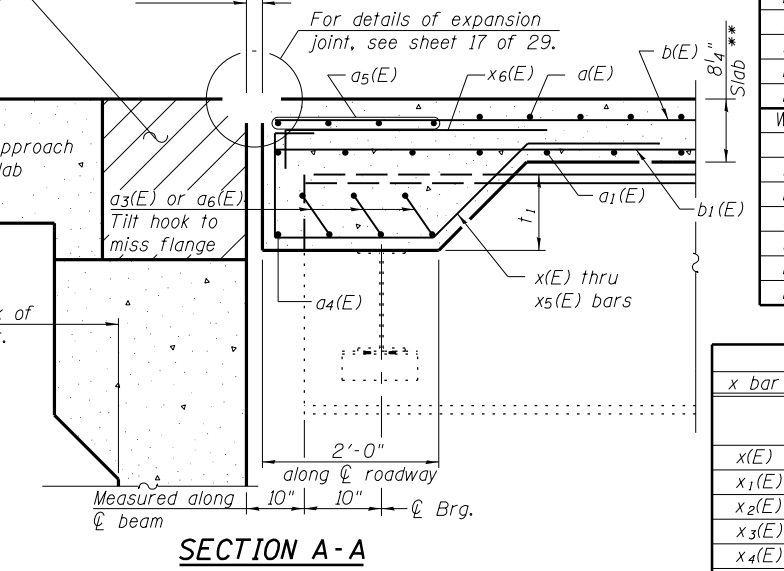


Table of t_1 Dimensions

Beam	N. Abut.	S. Abut.
Beam 1	3"	3"
Beam 2	3"	3"
Beam 3	5 3/8"	4 3/8"
Beam 4	7 1/8"	5 1/4"
Beam 5	8"	5 1/4"
Beam 6	7 7/8"	4 3/8"
Beam 7	7 3/8"	3 3/8"
W. Bridge	N. Abut.	S. Abut.
Beam 8	3"	3"
Beam 9	3"	4 1/2"
Beam 10	4 3/4"	5 3/8"
Beam 11	6 1/2"	6 1/8"
Beam 12	7"	5 1/8"
Beam 13	6 3/8"	4 1/2"
Beam 14	5 1/8"	3"

Table of $x(E)$ thru $x_5(E)$ Dimensions

x bar	Dimensions				Total No. of Bars		
	W	X	Y	Z	3 on either side of Beam No.:	3 on either side of Beam No.:	
x(E)	6 1/2"	6"	3 3/4"	7"	2, 8, 9	2, 7, 8	27
x1(E)	8"	8 1/4"	5 1/4"	10"	--	3, 6, 9, 13	24
x2(E)	8 3/4"	9 1/2"	6"	11 1/4"	3, 10	4, 5, 10	30
x3(E)	9 3/4"	11"	7"	13"	13	11, 12	18
x4(E)	10 1/2"	12 1/4"	7 3/4"	14 1/2"	4, 11, 12	--	18
x5(E)	11 1/4"	13 1/2"	8 1/2"	16"	5, 6, 7	--	15

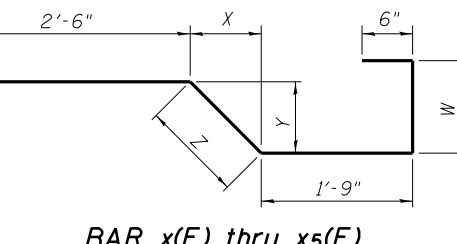
SN 060-0002 SOUTHBOUND SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	320	#5	42'-6"	—
a1(E)	272	#5	41'-9"	—
a2(E)	322	#6	6'-6"	—
a3(E)	30	#7	11'-10"	—
a4(E)	4	#7	36'-3"	—
a5(E)	16	#6	35'-7"	—
a6(E)	6	#5	7'-3"	—
a10(E)	32	#5	1'-6"	—
b(E)	414	#5	27'-9"	—
b1(E)	86	#6	49'-0"	—
b2(E)	320	#5	30'-10"	—
d(E)	498	#5	5'-7"	—
d1(E)	496	#5	7'-6"	—
e(E)	56	#4	30'-2"	—
e1(E)	56	#4	11'-8"	—
e2(E)	42	#4	22'-3"	—
e3(E)	8	#8	31'-9"	—
e4(E)	8	#8	11'-8"	—
e5(E)	4	#8	34'-3"	—
e6(E)	8	#4	30'-2"	—
e7(E)	8	#4	11'-8"	—
e8(E)	6	#4	22'-3"	—
x(E)	15	#5	5'-11"	—
x1(E)	12	#5	6'-3"	—
x2(E)	18	#5	6'-5"	—
x4(E)	6	#5	6'-10"	—
x5(E)	15	#5	7'-1"	—
x6(E)	66	#5	4'-1"	—
Reinforcement Bars, Epoxy Coated		Pound	71,050	
Concrete Superstructure		Cu. Yds.	327.6	

SN 060-0003 NORTHBOUND SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	320	#5	42'-6"	—
a1(E)	272	#5	41'-9"	—
a2(E)	322	#6	6'-6"	—
a3(E)	30	#7	11'-10"	—
a4(E)	4	#7	36'-3"	—
a5(E)	16	#6	35'-7"	—
a6(E)	6	#5	7'-3"	—
a10(E)	16	#5	1'-6"	—
b(E)	414	#5	27'-9"	—
b1(E)	86	#6	49'-0"	—
b2(E)	320	#5	30'-10"	—
d(E)	498	#5	5'-7"	—
d1(E)	496	#5	7'-6"	—
e(E)	56	#4	30'-2"	—
e1(E)	56	#4	11'-8"	—
e2(E)	42	#4	22'-3"	—
e3(E)	8	#8	31'-9"	—
e4(E)	8	#8	11'-8"	—
e5(E)	4	#8	34'-3"	—
e6(E)	8	#4	30'-2"	—
e7(E)	8	#4	11'-8"	—
e8(E)	6	#4	22'-3"	—
x(E)	12	#5	5'-11"	—
x1(E)	12	#5	6'-3"	—
x2(E)	12	#5	6'-5"	—
x3(E)	18	#5	6'-8"	—
x4(E)	12	#5	6'-10"	—
x6(E)	66	#5	4'-1"	—
Reinforcement Bars, Epoxy Coated		Pound	71,030	
Concrete Superstructure		Cu. Yds.	333.8	

Bars indicated thus 1x2 - #8 etc. indicates 1 line of bars with 2 lengths per line.



S-D2 BENTON & ASSOCIATES, INC. 8-31-12

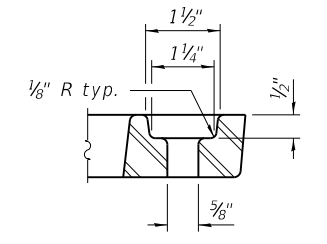
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68-1VB2 76E68 FAI 55\		CHECKED - RHB	REVISED -
CADD Sheets\ Structure Plans\	PLOT SCALE =	DRAWN - MBH	REVISED -
0600002-76E68-013-Super2.dgn	PLOT DATE	CHECKED - RHB	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

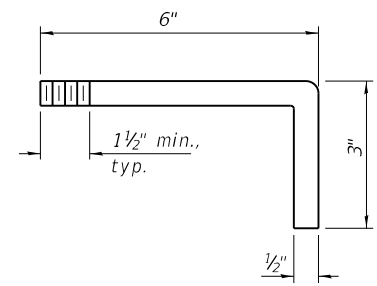
SUPERSTRUCTURE DETAILS STRUCTURE NO. 060-0002(SB) / 060-0003(NB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	71
CONTRACT NO. 76E68				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				

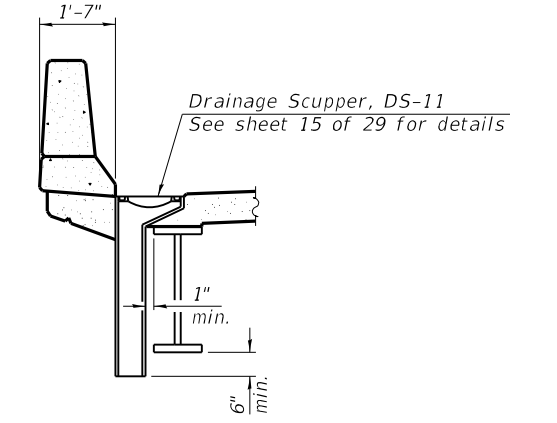
Notes:
 All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.
 Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.
 Downspouts located on the exterior side of a painted steel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



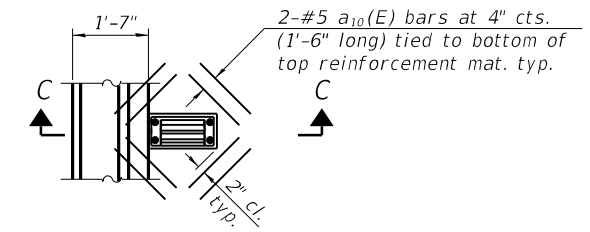
BOLT HOLE DETAIL



ANCHOR STUD DETAIL



SECTION C-C



PLAN

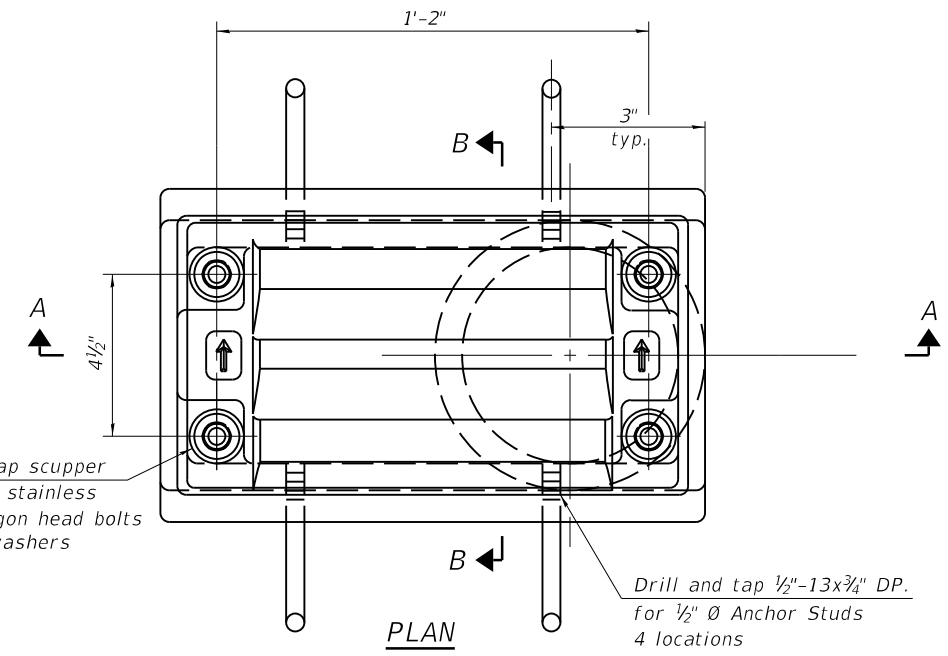
Note:
 Cut longitudinal reinforcement to clear drainage scuppers.

SN 060-0003
 NORTHBOUND
 BILL OF MATERIAL

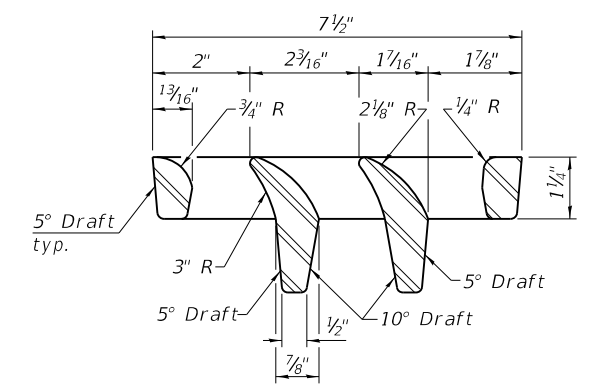
ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	2

SN 060-0002
 SOUTHBOUND
 BILL OF MATERIAL

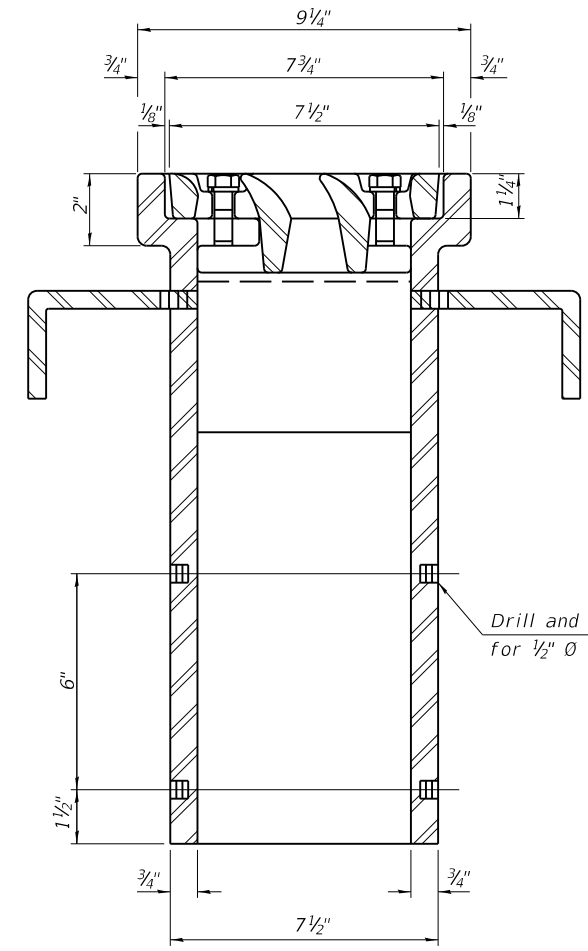
ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	4



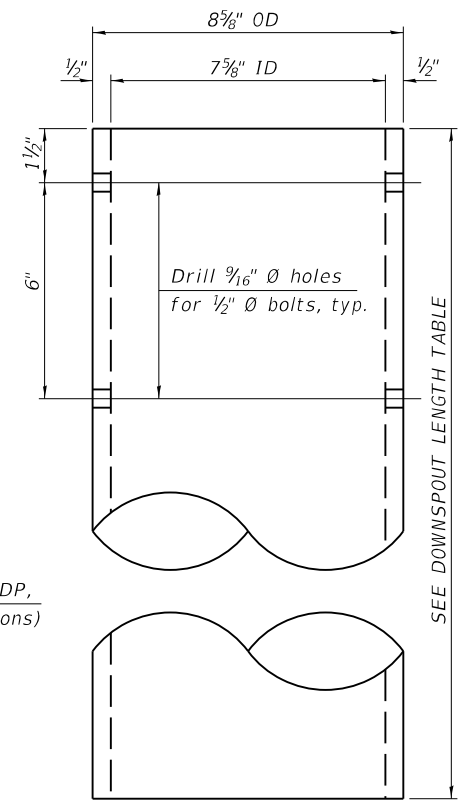
PLAN



VANE GRATE DETAIL



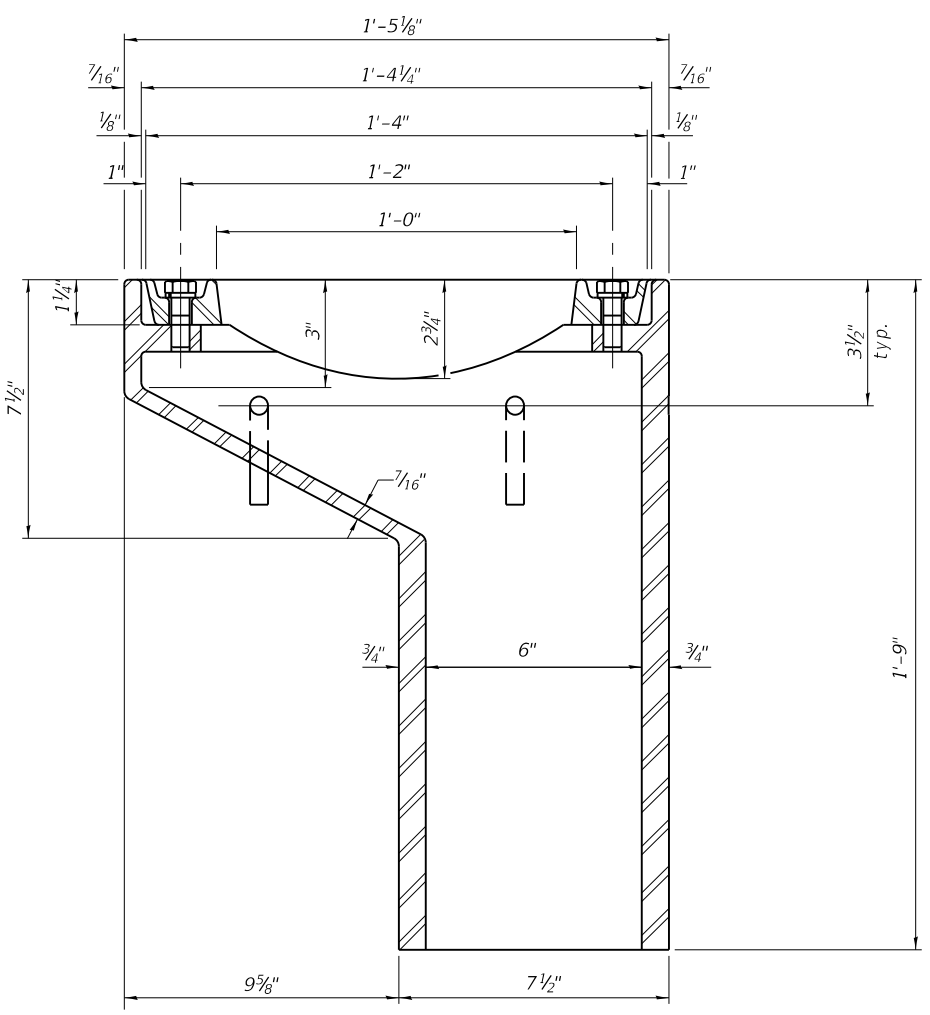
SECTION B-B



DOWNSPOUT

DOWNSPOUT LENGTH TABLE

STRUCTURE NO.	ADJACENT BEAM LENGTH	QUANTITY
060-0003	1 2'-9"	1
	7 3'-0"	1
060-0002	8 3'-0"	2
	14 2'-9"	2



SECTION A-A

BENTON & ASSOCIATES, INC.

FILE NAME = P:\1062166-9\	USER NAME =	DESIGNED - MBH	REVISED -
68-1VB2 76E68 FAI 55\		CHECKED - RHB	REVISED -
CADD Sheets\ Structure Plans\	PLOT SCALE =	DRAWN - MBH	REVISED -
0600002-76E68-014-DScup.dgn	PLOT DATE =	CHECKED - RHB	REVISED -

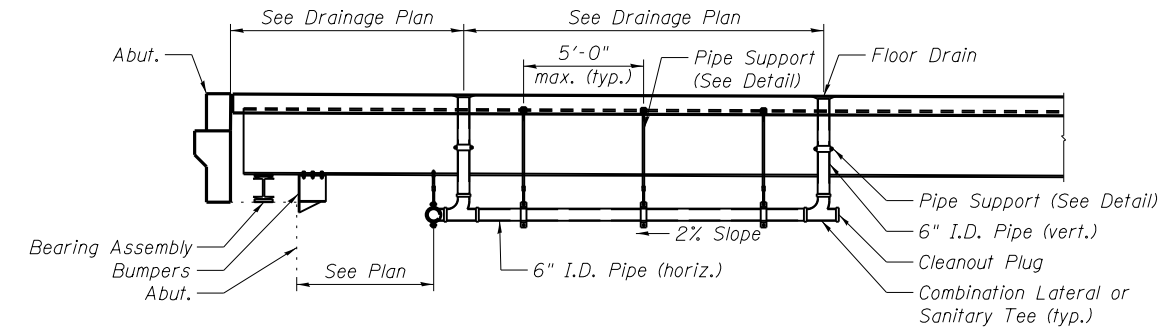
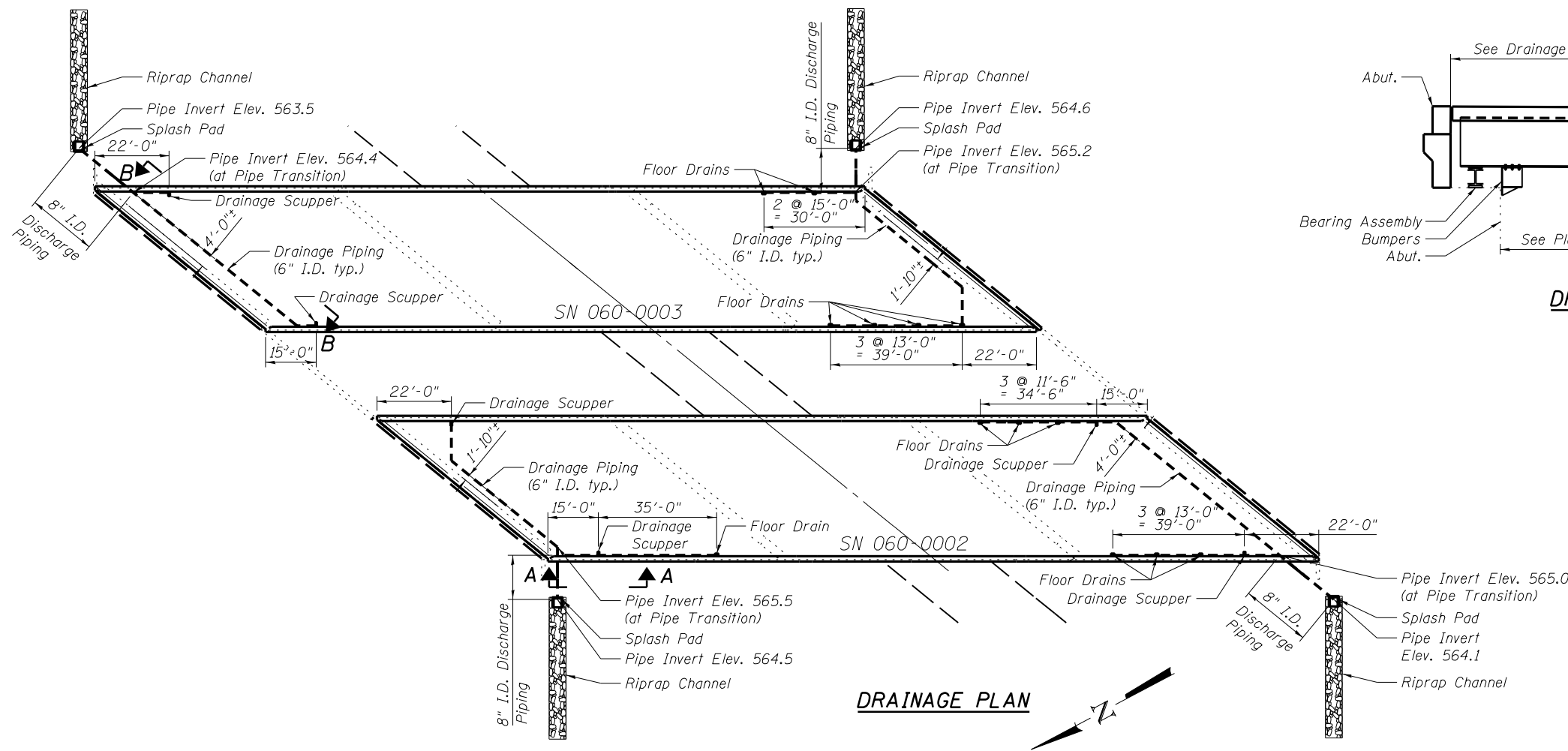
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER
 STRUCTURE NO. 060-0002(SB) / 060-0003(NB)

SHEET NO. 14 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	72

CONTRACT NO. 76E68
 FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT



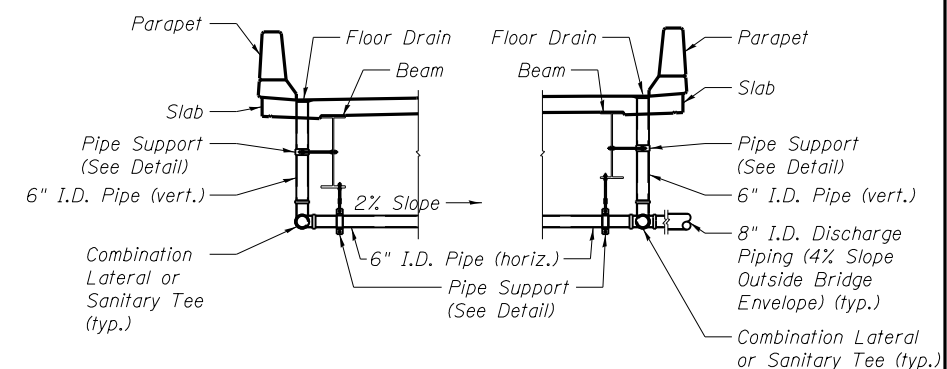
DRAINAGE SYSTEM SECTION A-A

**SN 060-0003
NORTHBOUND PIERS
BILL OF MATERIAL**

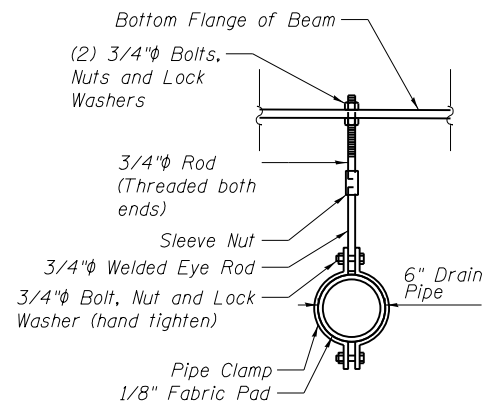
Item	Unit	Total
Drainage System	L. Sum	0.5
Floor Drains	Each	6
Stone Riprap, Class A4	Sq. Yd.	54
Filter Fabric	Sq. Yd.	81
Structure Excavation	Cu. Yd.	33

**SN 060-0002
SOUTHBOUND PIERS
BILL OF MATERIAL**

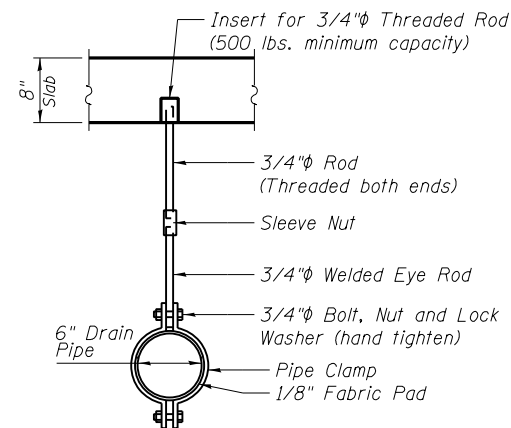
Item	Unit	Total
Drainage System	L. Sum	0.5
Floor Drains	Each	7
Stone Riprap, Class A4	Sq. Yd.	54
Filter Fabric	Sq. Yd.	81
Structure Excavation	Cu. Yd.	33



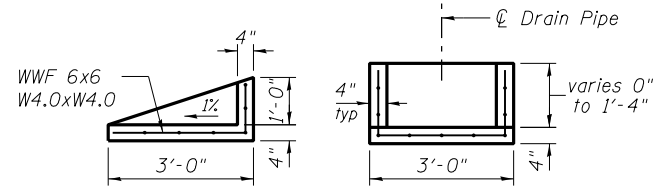
DRAINAGE SYSTEM SECTION B-B



PIPE HANGER DETAILS



SPLASH PAD DETAIL



Drainage System Notes:
1. Cost of Splash Pads shall be included in Drainage System. Splash Pad may be precast or cast-in-place.

BENTON & ASSOCIATES, INC.

FILE NAME = P:\1062166-9\	USER NAME =	DESIGNED - MBH	REVISED -
60-1VB2 76E68 FAI 55\		CHECKED - RHB	REVISED -
CADD Sheets\ Structure Plans\	PLOT SCALE =	DRAWN - MBH	REVISED -
0600002-76E68-015-Drainage.dwg	PLOT DATE =	CHECKED - RHB	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

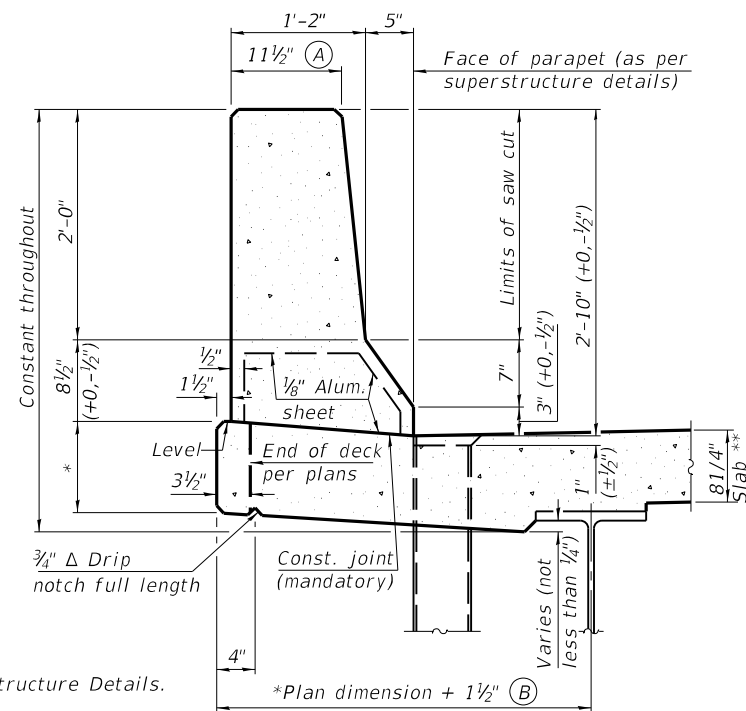
**DRAINAGE DETAILS
STRUCTURE NO. 060-0002(SB) / 060-0003(NB)**

SHEET NO. 15 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	73
CONTRACT NO. 76E68				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				

GENERAL NOTES

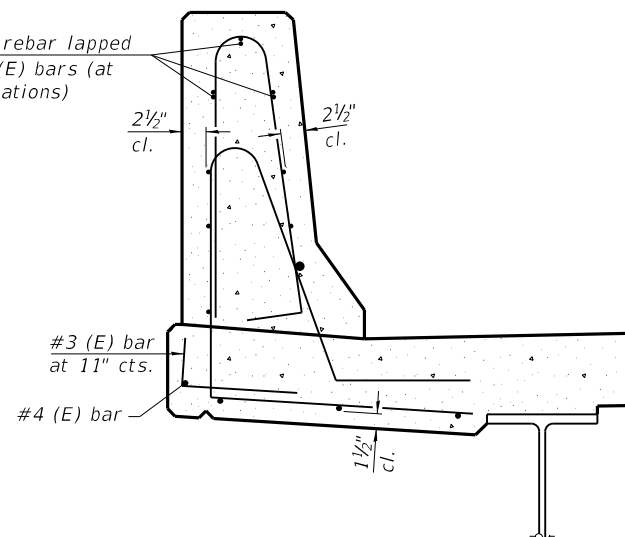
All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. for 34" parapet or = 0.0223 cu. yds./ft. for 42" parapet.
Place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



34" F SHAPE PARAPET SECTION
(Showing dimensions)

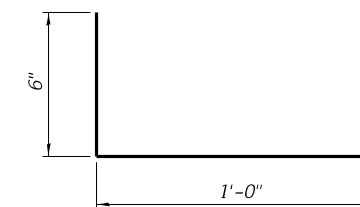
*See Superstructure Details.

1/2" Ø GFRP rebar lapped with #4 ex(E) bars (at saw cut locations)

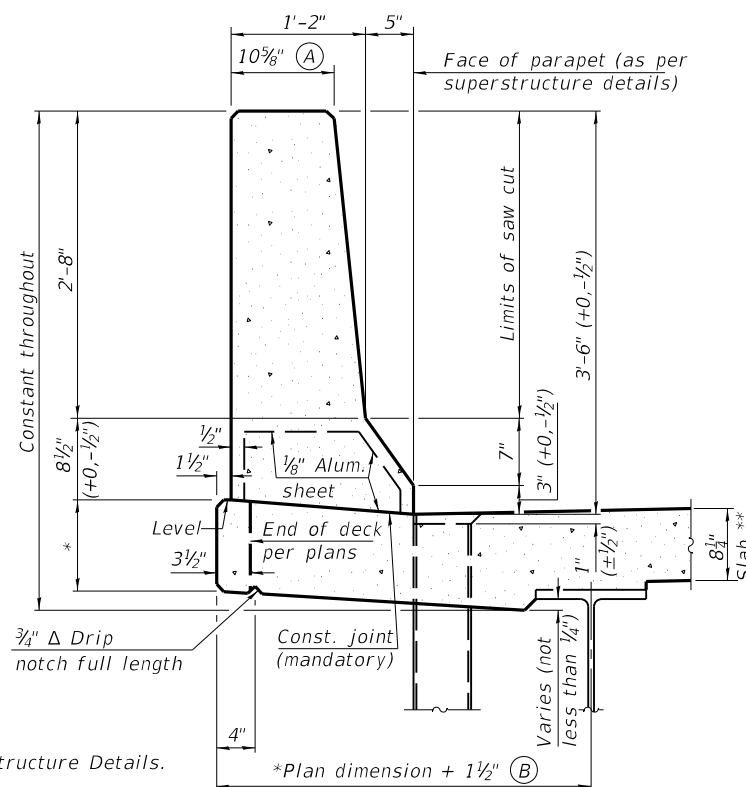


SECTION

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



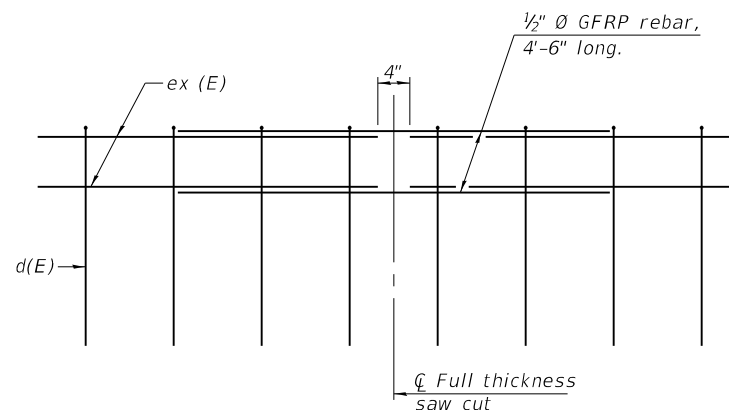
#3 (E) BAR



42" F SHAPE PARAPET SECTION
(Showing dimensions)

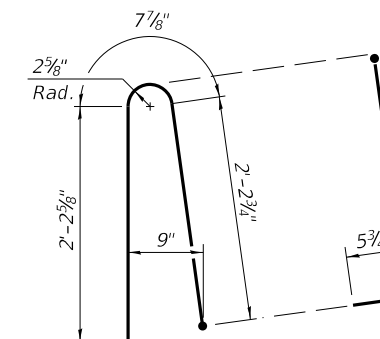
*See Superstructure Details.

1/2" Ø GFRP rebar, 4'-6" long.

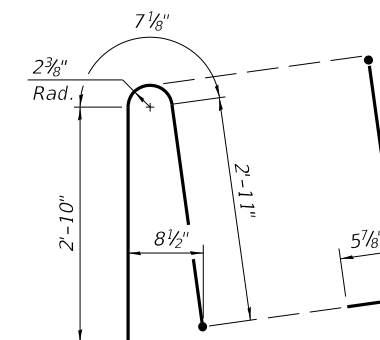


GFRP REBAR STIFFENING DETAIL

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



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



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

SFP 34-42 2-17-2017
BENTON & ASSOCIATES, INC.

FILE NAME = P:\10e2166-9\	USER NAME =	DESIGNED - MBH	REVISED -
68-1VB2 76E68 FAI 55\		CHECKED - RHB	REVISED -
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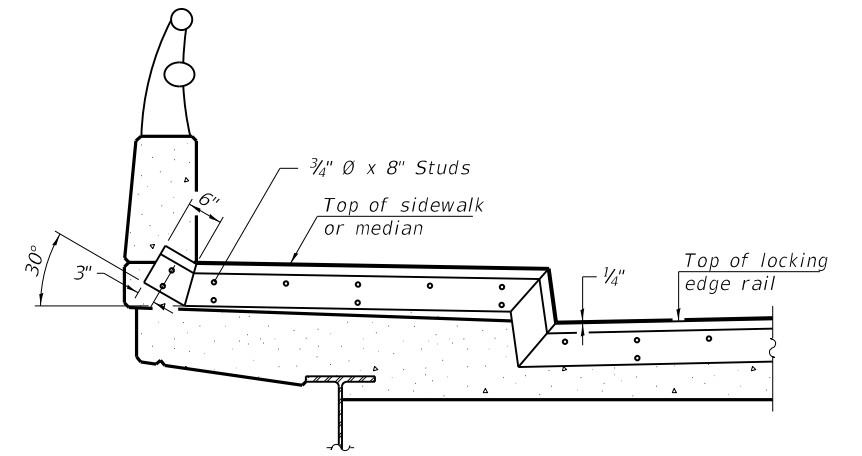
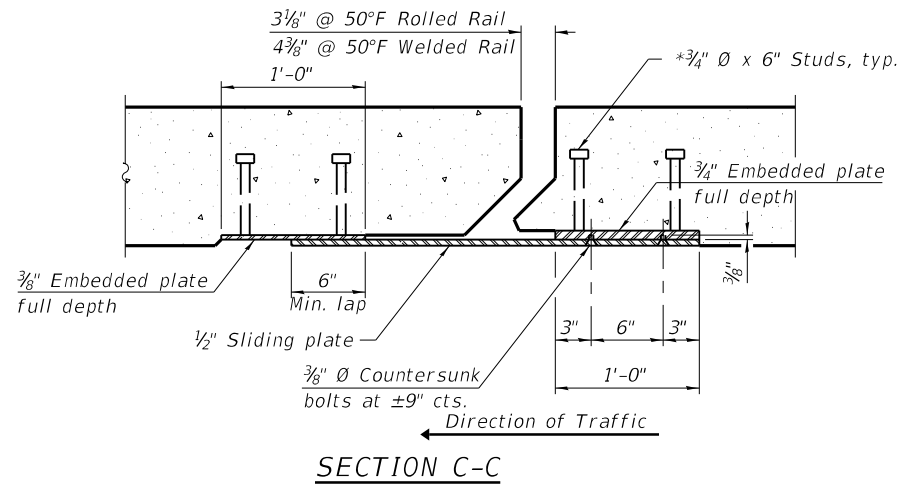
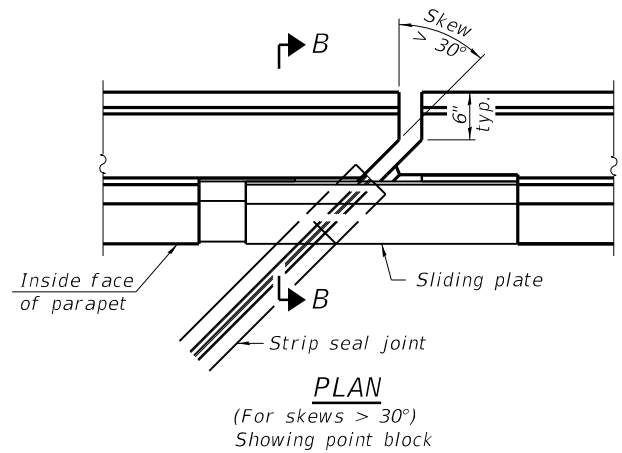
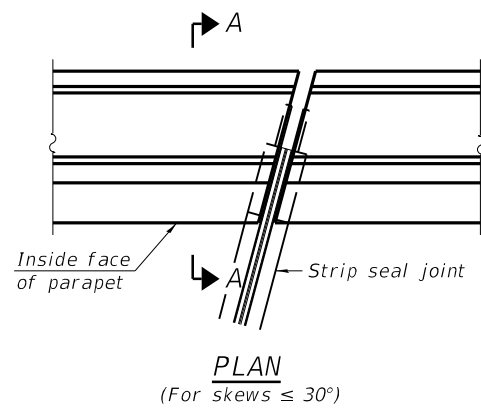
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 060-0002(SB) / 060-0003(NB)

SHEET NO. 16 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	74
CONTRACT NO. 76E68				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				

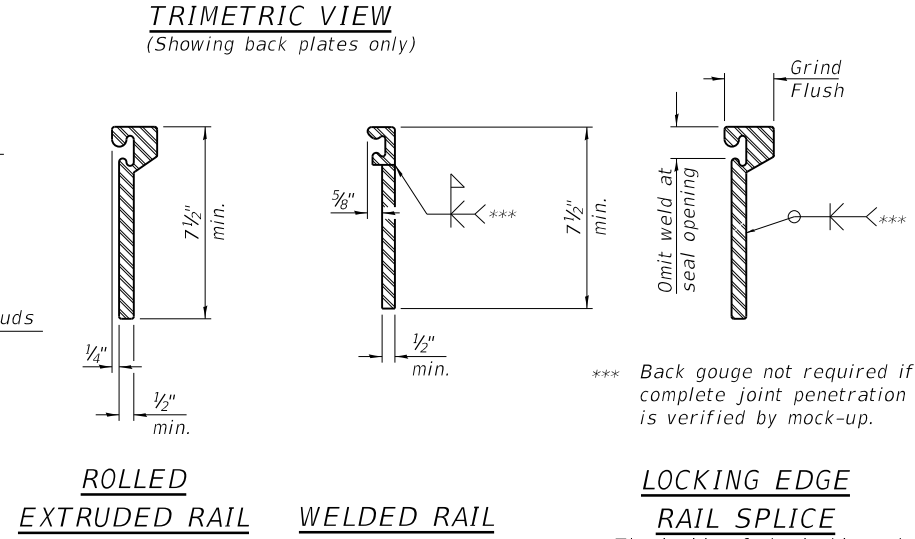
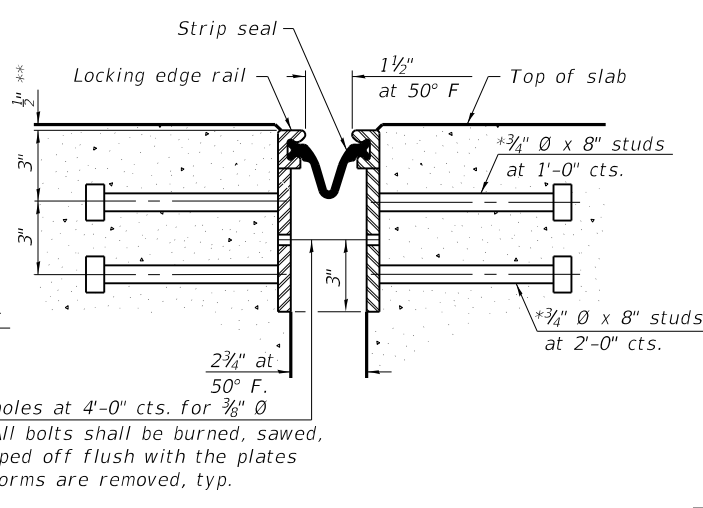
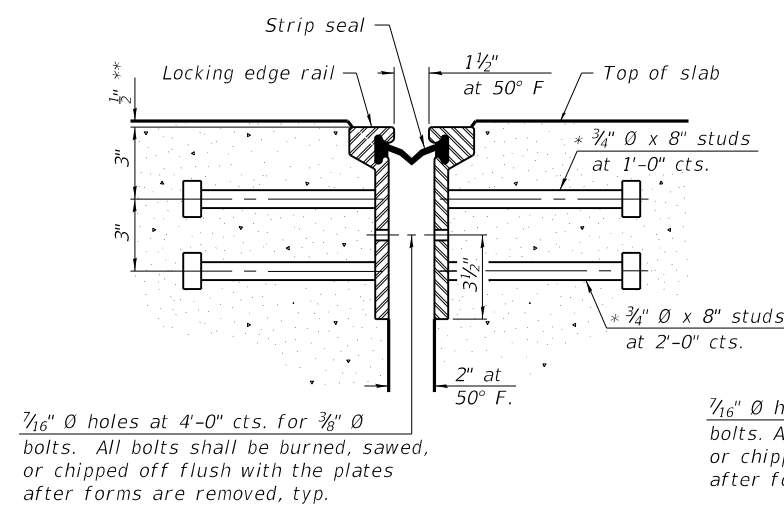
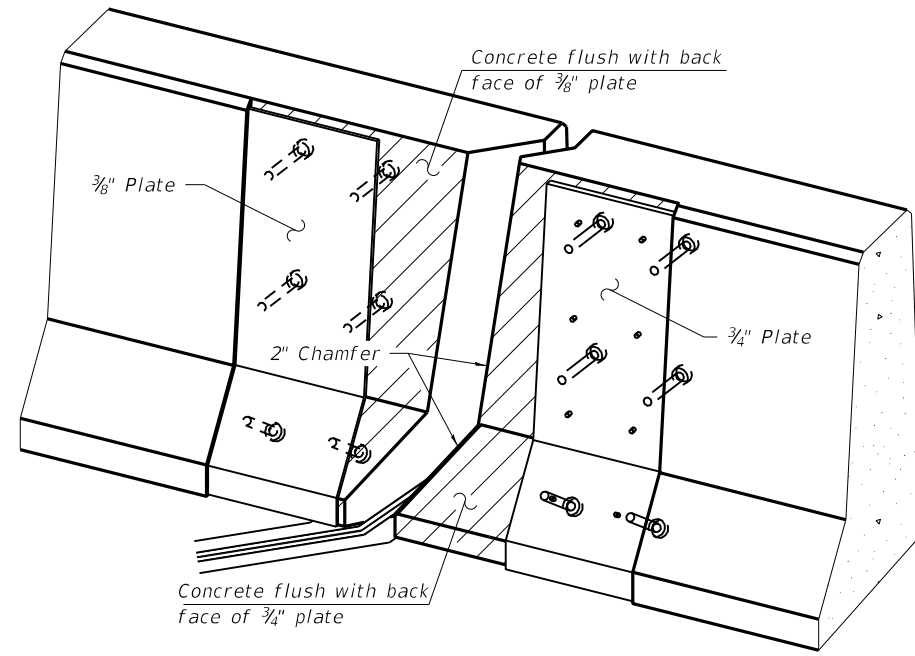
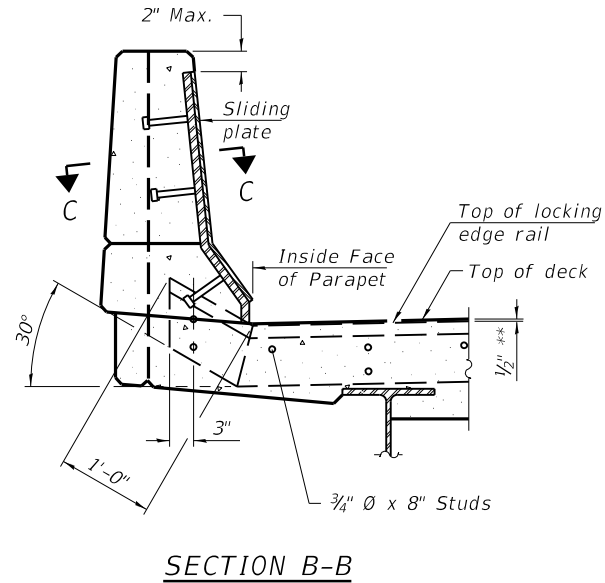
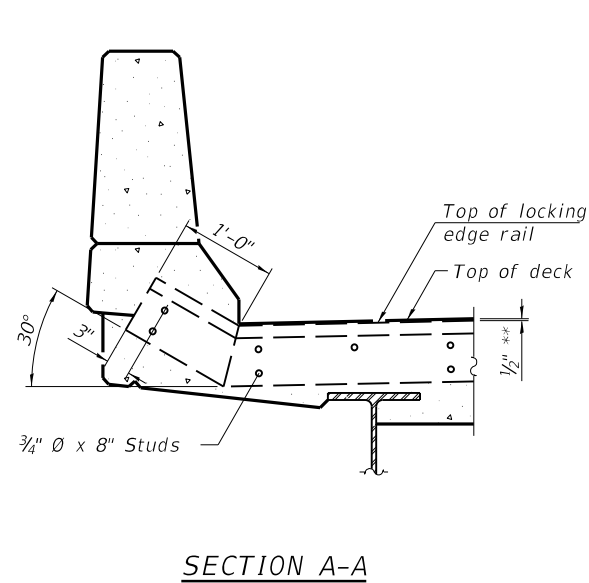
** Prior to grinding



TYPICAL END TREATMENT 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.

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 conceptual only, except for the minimum dimensions shown. 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.
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.
Maximum space between rail segments shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.
Parapet plates and anchorage studs for skews $> 30^\circ$ included in the cost of Preformed Joint Strip Seal.



*** 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.

LOCKING EDGE RAILS

SN 060-0003 NORTHBOUND BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	136

SN 060-0002 SOUTHBOUND BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	136

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

** Prior to grinding

BENTON & ASSOCIATES, INC.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

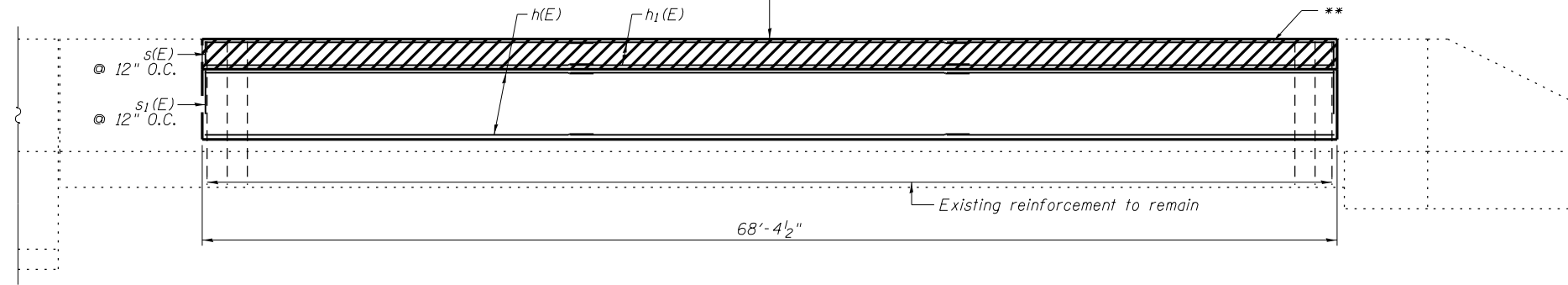
MODIFIED PREFORMED JOINT STRIP SEAL STRUCTURE NO. 060-0002(SB) / 060-0003(NB)

SHEET NO. 17 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	75
CONTRACT NO. 76E68				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				

FILE NAME = P:\10e2166-9\	USER NAME =	DESIGNED - MBH	REVISED -
60-1VB2 76E68 FAI 55\		CHECKED - RHB	REVISED -
CADD Sheets\ Structure Plans\	PLOT SCALE =	DRAWN - MBH	REVISED -
0600002-76E68-017-Joint.dgn	PLOT DATE	CHECKED - RHB	REVISED -

@ Roadway
 Elev 571.10' SN 060-0003 N. Abutment Station 1001+43.66 *
 Elev 572.24' SN 060-0003 S. Abutment Station 1003+75.81 *
 Elev 571.59' SN 060-0002 N. Abutment Station 1002+22.35 *
 Elev 571.95' SN 060-0002 S. Abutment Station 1004+54.33 *



SN 060-0003 NORTH ABUTMENT ELEVATION

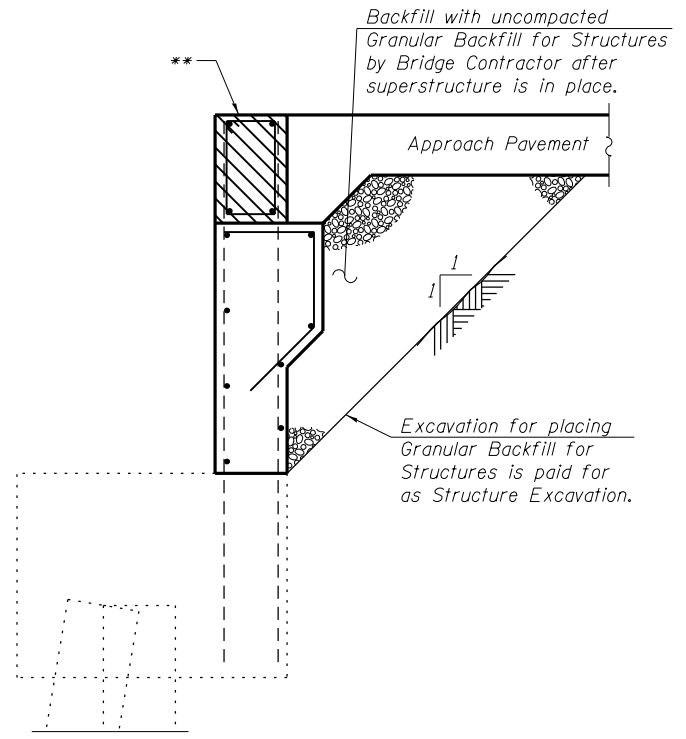
(Looking North)

(SN 060-0002 North and South Abut., SN 060-0003 South Abut. Similar)

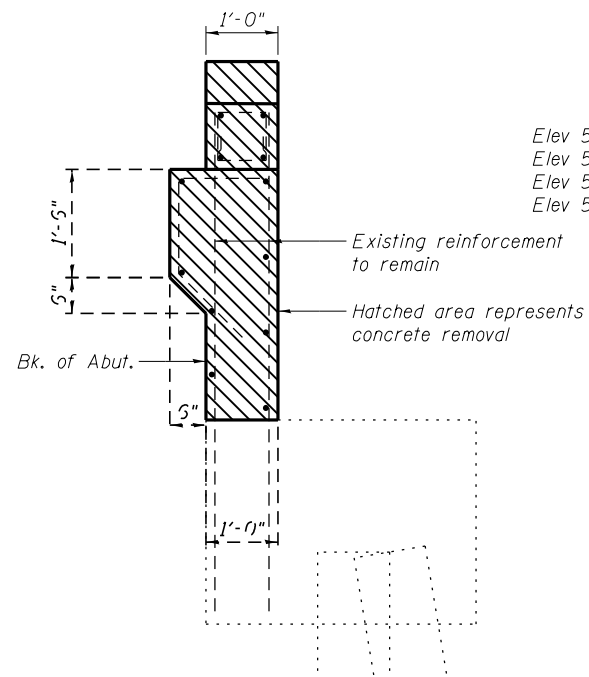
MINIMUM BAR LAP

(Abut.)

#5 bar = 2'-6\"

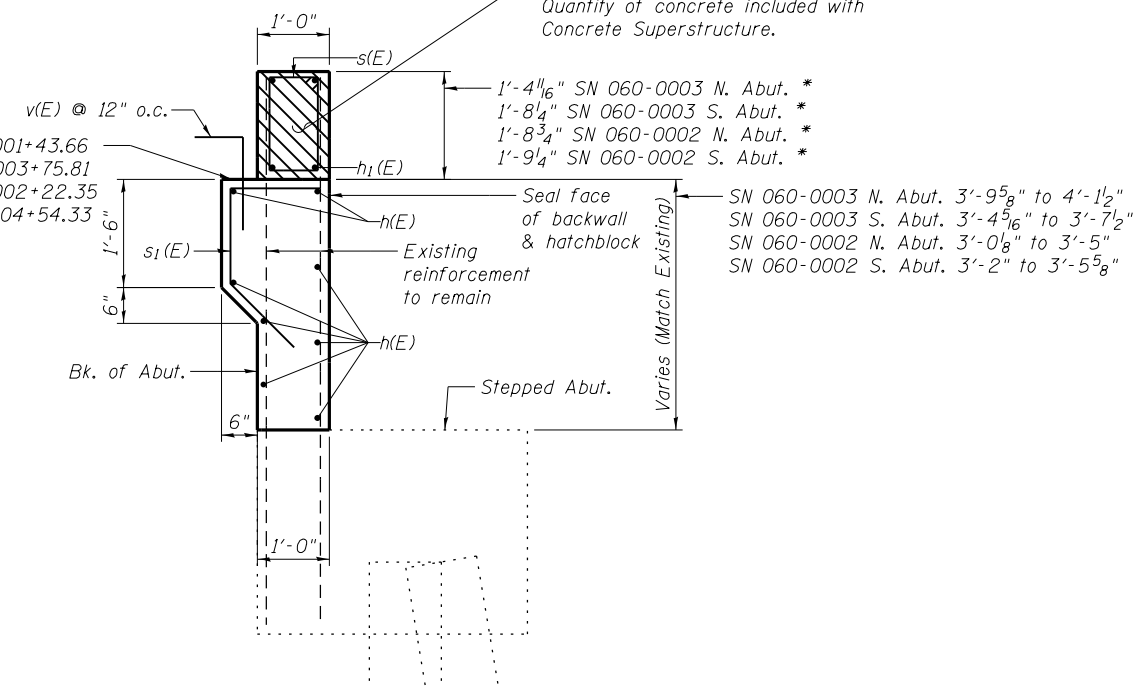


BACKFILL DETAIL



SECTION THRU ABUTMENT

(Existing)



SECTION THRU ABUTMENT

(Proposed)

Elev 569.72' SN 060-0003 N. Abut. Station 1001+43.66
 Elev 570.55' SN 060-0003 S. Abut. Station 1003+75.81
 Elev 569.86' SN 060-0002 N. Abut. Station 1002+22.35
 Elev 570.18' SN 060-0002 S. Abut. Station 1004+54.33

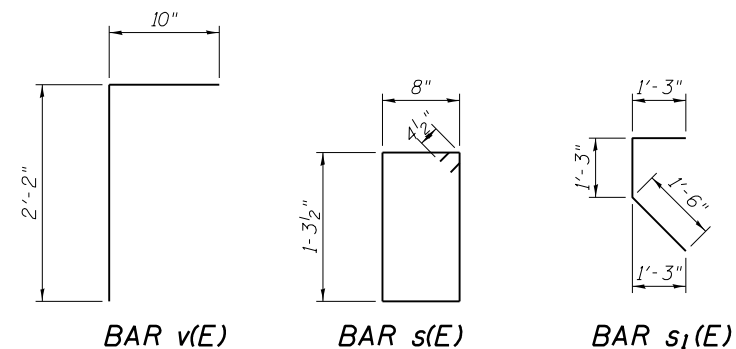
** Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.

1'-4 1/16" SN 060-0003 N. Abut. *
 1'-8 1/4" SN 060-0003 S. Abut. *
 1'-8 3/4" SN 060-0002 N. Abut. *
 1'-9 1/4" SN 060-0002 S. Abut. *

SN 060-0003 N. Abut. 3'-9 5/8" to 4'-1 1/2"
 SN 060-0003 S. Abut. 3'-4 5/16" to 3'-7 1/2"
 SN 060-0002 N. Abut. 3'-0 8/8" to 3'-5"
 SN 060-0002 S. Abut. 3'-2" to 3'-5 5/8"

GENERAL NOTES

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



SN 060-0002 SOUTHBOUND SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	48	#5	24'-4"	—
h ₁ (E)	24	#5	24'-4"	—
s(E)	138	#4	4'-8"	□
s ₁ (E)	138	#4	4'-0"	□
v(E)	138	#5	3'-0"	└
Reinforcement Bars, Epoxy Coated			Pound	3060
Concrete Structures			Cu. Yds.	29.6
Concrete Removal			Cu. Yds.	29.6
Structure Excavation			Cu. Yds.	24.0
Concrete Sealer			Sq. Ft.	680

SN 060-0003 NORTHBOUND SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	48	#5	24'-4"	—
h ₁ (E)	24	#5	24'-4"	—
s(E)	138	#4	4'-8"	□
s ₁ (E)	138	#4	4'-0"	□
v(E)	138	#5	3'-0"	└
Reinforcement Bars, Epoxy Coated			Pound	3060
Concrete Structures			Cu. Yds.	30.9
Concrete Removal			Cu. Yds.	30.9
Structure Excavation			Cu. Yds.	24.0
Concrete Sealer			Sq. Ft.	715

BENTON & ASSOCIATES, INC.

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68-1VB2 76E68 FAI 55\	CHECKED - RHB	REVISIONS -	
CADD Sheets\ Structure Plans\	PLOT SCALE =	DRAWN - MBH	REVISIONS -
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

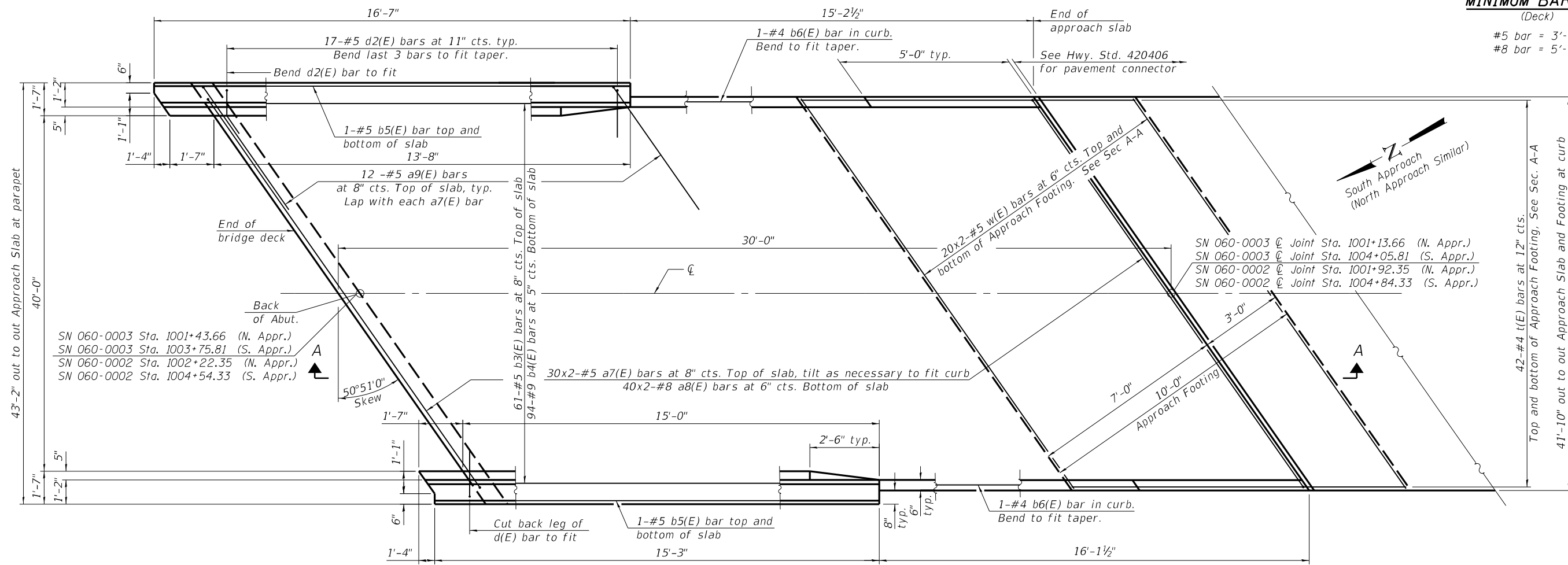
ABUTMENT BACKWALL REMOVAL AND REPLACEMENT STRUCTURE NO. 060-0002(SB) / 060-0003(NB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	76
CONTRACT NO. 76E68				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				

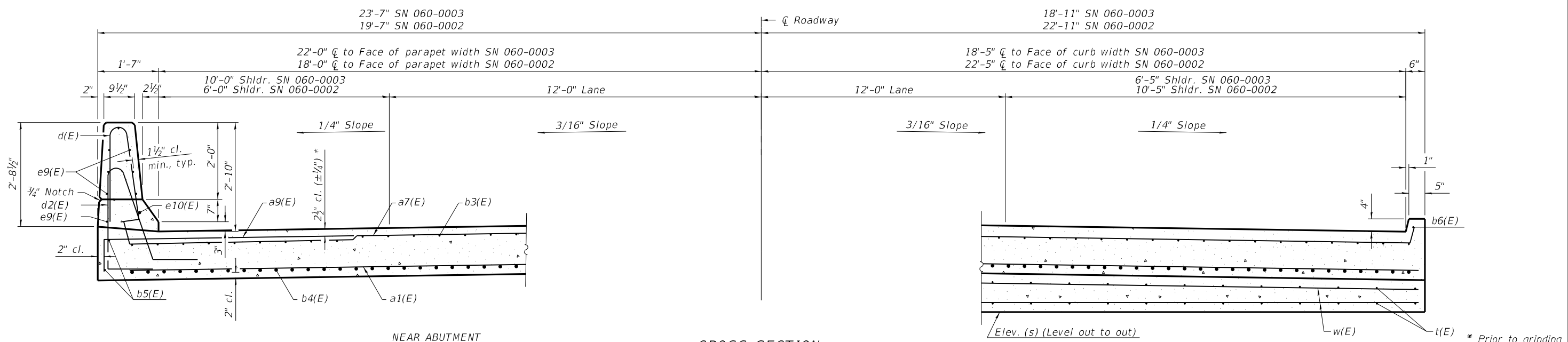
* Prior to grinding

MINIMUM BAR LAP
(Deck)

#5 bar = 3'-0"
#8 bar = 5'-2"



PLAN



CROSS SECTION
(Looking South)

Bottom of Approach Footing Elevation Table (s)	
SN 060-0003 N. Appr. Pvmt.	567.82
SN 060-0003 S. Appr. Pvmt.	569.58
SN 060-0002 N. Appr. Pvmt.	568.87
SN 060-0002 S. Appr. Pvmt.	569.02

BENTON & ASSOCIATES, INC.

FILE NAME = P:\10e2166-9\	USER NAME =	DESIGNED - MBH	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

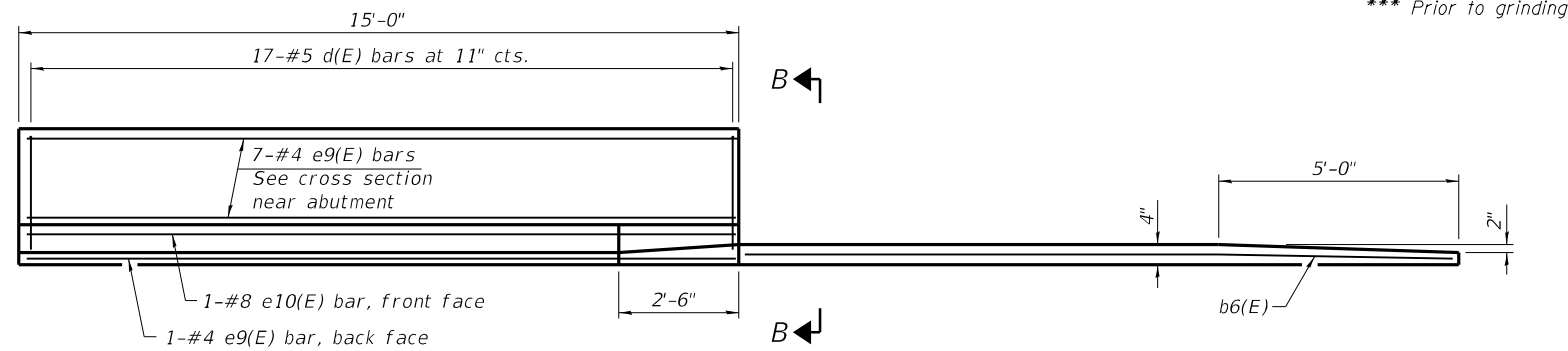
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 060-0002(SB) / 060-0003(NB)

(Sheet 1 of 2)

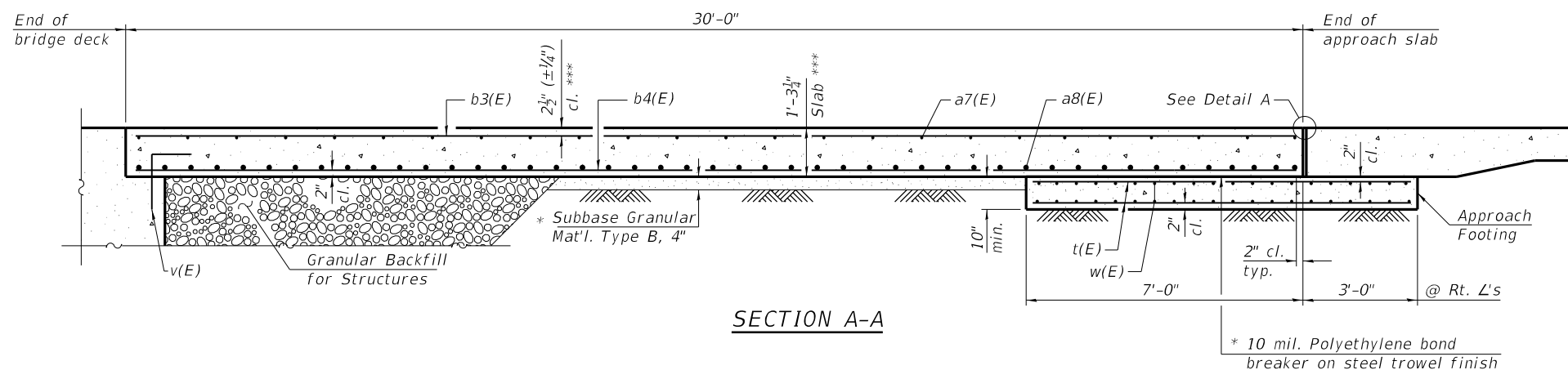
SHEET NO. 19 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	77

CONTRACT NO. 76E68
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT

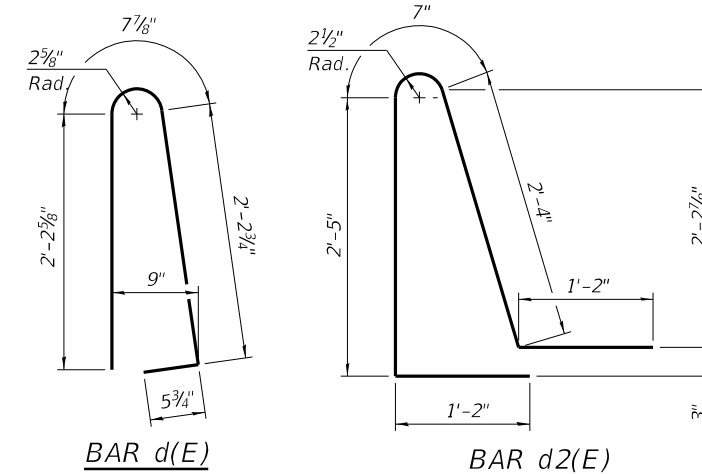


INSIDE ELEVATION OF PARAPET AND CURB



SECTION A-A

Notes:
 Parapet concrete shall be paid for as Concrete Superstructure.
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures, see sheet 18 of 29.
 For v(E) bar details, see sheet 18 of 29.
 For additional parapet details, see sheet 13 of 29.

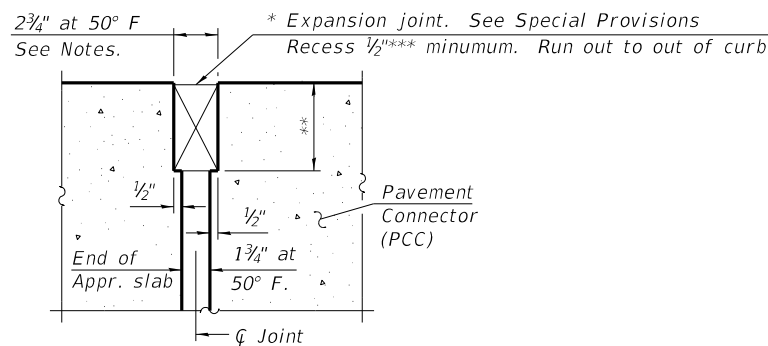


SN 060-0002
 SOUTHBOUND
 TWO APPROACHES
 BILL OF MATERIAL

SN 060-0003
 NORTHBOUND
 TWO APPROACHES
 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a7(E)	120	#5	35'-0"	┌───┐
a8(E)	160	#8	35'-7"	┌───┐
a9(E)	48	#5	7'-4"	┌───┐
b3(E)	122	#5	29'-8"	┌───┐
b4(E)	188	#9	29'-8"	┌───┐
b5(E)	4	#4	14'-8"	┌───┐
b6(E)	4	#4	15'-2"	┌───┐
d(E)	68	#5	5'-7"	┌───┐
d2(E)	68	#5	7'-8"	┌───┐
e9(E)	32	#4	14'-8"	┌───┐
e10(E)	4	#8	14'-8"	┌───┐
t(E)	168	#4	15'-4"	┌───┐
w(E)	160	#5	34'-3"	┌───┐
Concrete Superstructure		Cu. Yd.	6.7	
Concrete Superstructure (Approach Slab)		Cu. Yd.	120.8	
Concrete Structures		Cu. Yd.	50.1	
Reinforcement Bars, Epoxy Coated		Pound	49,780	

Bar	No.	Size	Length	Shape
a7(E)	120	#5	35'-0"	┌───┐
a8(E)	160	#8	35'-7"	┌───┐
a9(E)	48	#5	7'-4"	┌───┐
b3(E)	122	#5	29'-8"	┌───┐
b4(E)	188	#9	29'-8"	┌───┐
b5(E)	4	#4	14'-8"	┌───┐
b6(E)	4	#4	15'-2"	┌───┐
d(E)	68	#5	5'-7"	┌───┐
d2(E)	68	#5	7'-8"	┌───┐
e9(E)	32	#4	14'-8"	┌───┐
e10(E)	4	#8	14'-8"	┌───┐
t(E)	168	#4	15'-4"	┌───┐
w(E)	160	#5	34'-3"	┌───┐
Concrete Superstructure		Cu. Yd.	6.7	
Concrete Superstructure (Approach Slab)		Cu. Yd.	120.8	
Concrete Structures		Cu. Yd.	50.1	
Reinforcement Bars, Epoxy Coated		Pound	49,780	

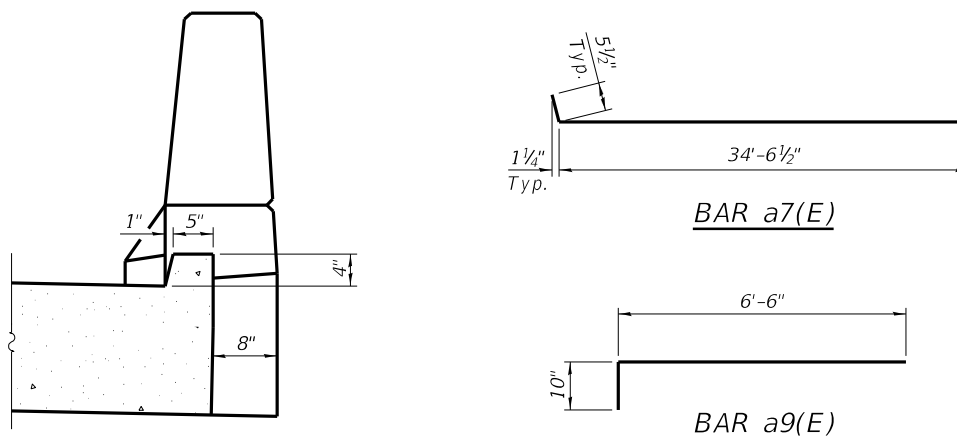


DETAIL A
 (@ Rt. L's)

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

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations



VIEW B-B

BAIA-CIP-34FS-R(>30°) 2-17-2017
 BENTON & ASSOCIATES, INC.

(Sheet 2 of 2)

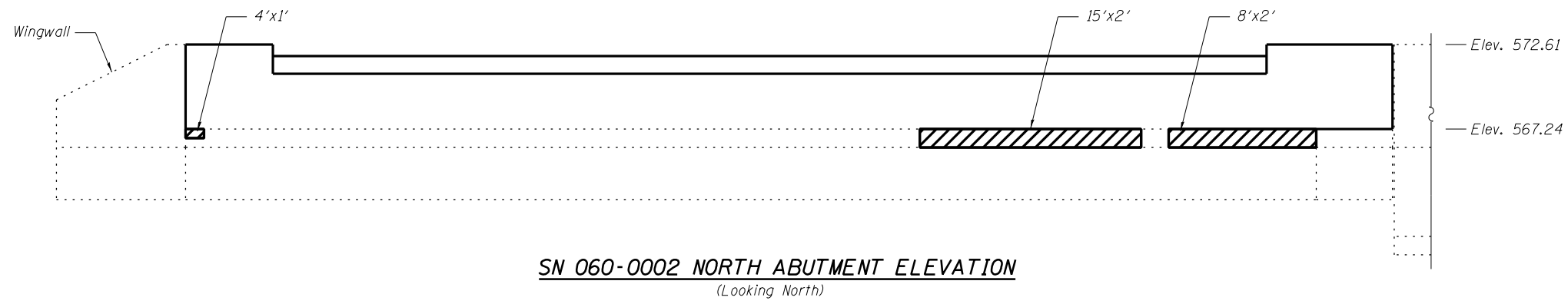
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0600002-76E68-020-Appr2.dgn	PLOT DATE =	CHECKED - RHB	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

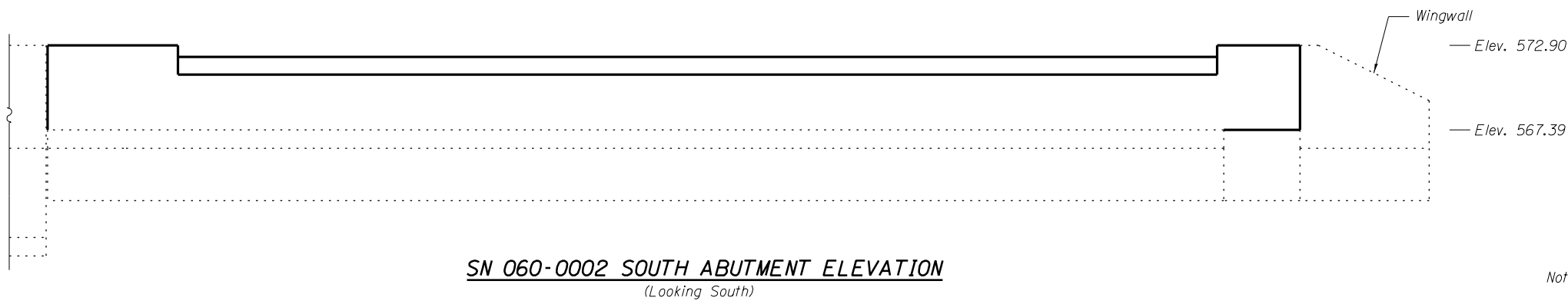
BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 060-0002(SB) / 060-0003(NB)

SHEET NO. 20 OF 29 SHEETS

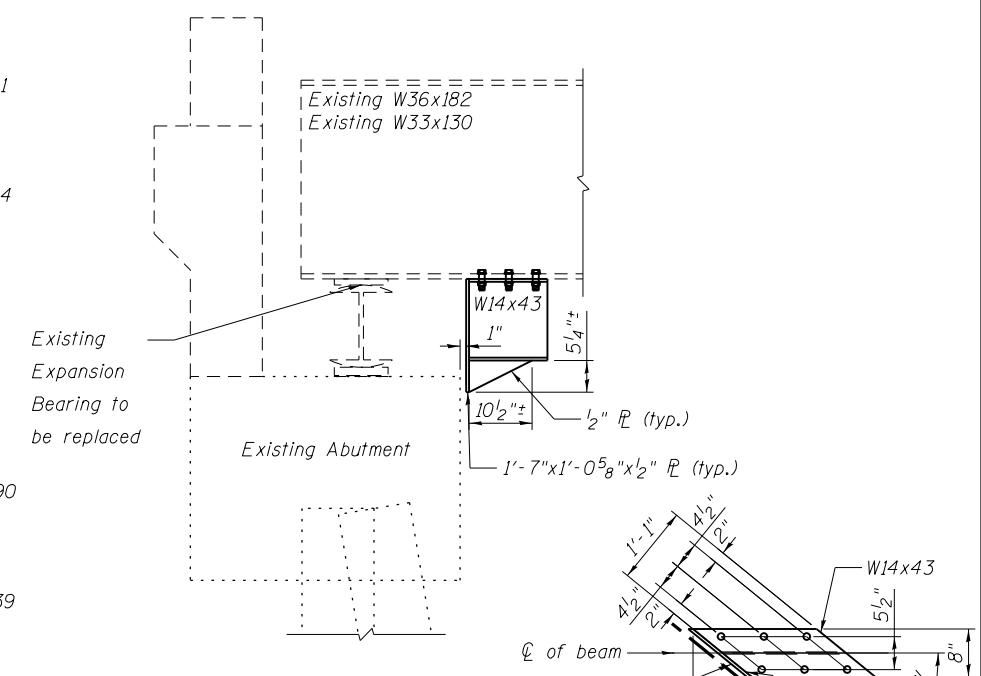
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	78
CONTRACT NO. 76E68				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				



SN 060-0002 NORTH ABUTMENT ELEVATION
(Looking North)

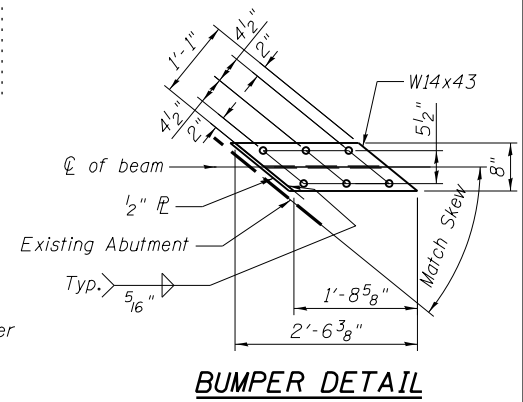


SN 060-0002 SOUTH ABUTMENT ELEVATION
(Looking South)



NEW BUMPERS
(At Existing Expansion Bearings at each Abutment on both structures)

Note: The structural steel shall be galvanized after shop fabrication according to AASHTO M 232.

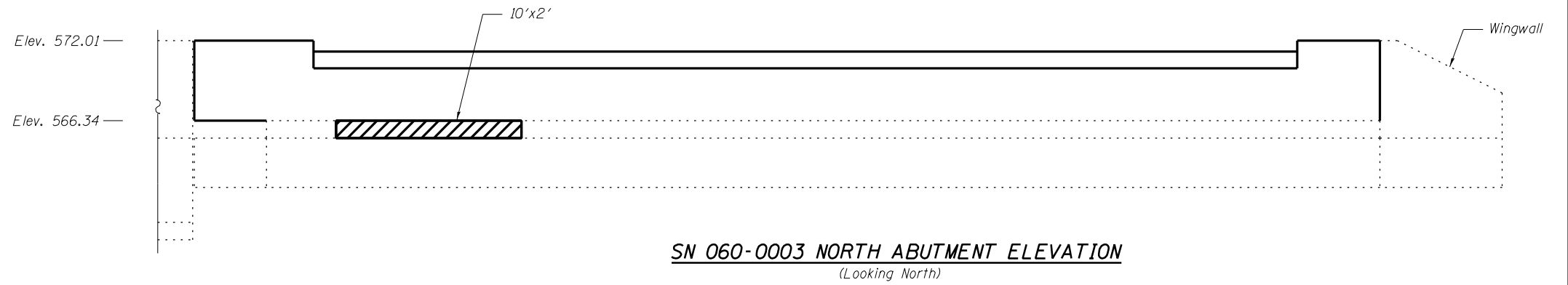


BUMPER DETAIL

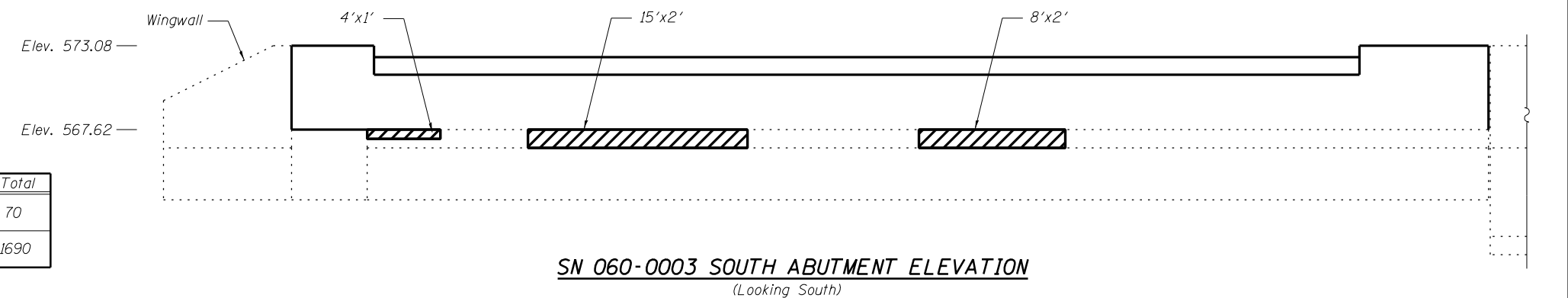
Notes:
Additional damage to the substructure may exist. Contractor to field verify amount of damage and repair what is needed. Contractor to confirm all related quantities.

LEGEND

▨ Area of Structural Concrete Repair



SN 060-0003 NORTH ABUTMENT ELEVATION
(Looking North)



SN 060-0003 SOUTH ABUTMENT ELEVATION
(Looking South)

SN 060-0002 SOUTHBOUND BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth <= 5")	Sq. Ft.	50
Furnishing and Erecting Structural Steel	Pound	1690

SN 060-0003 NORTHBOUND BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth <= 5")	Sq. Ft.	70
Furnishing and Erecting Structural Steel	Pound	1690

BENTON & ASSOCIATES, INC.

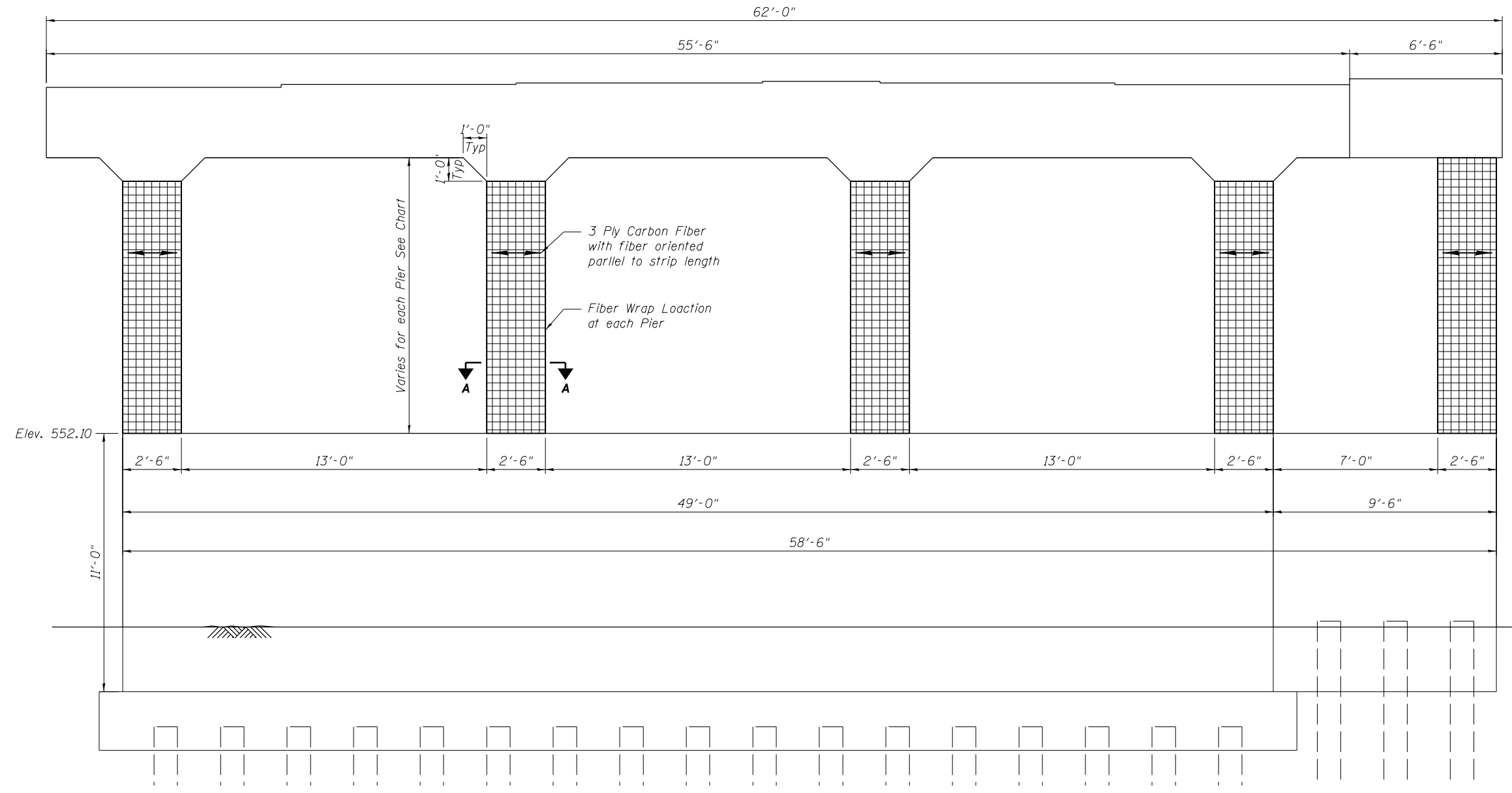
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0600002-76E68-021-Repair1.dgn	PLOT DATE =	CHECKED - RHB	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUBSTRUCTURE CONCRETE REPAIR
STRUCTURE NO. 060-0002(SB) / 060-0003(NB)**

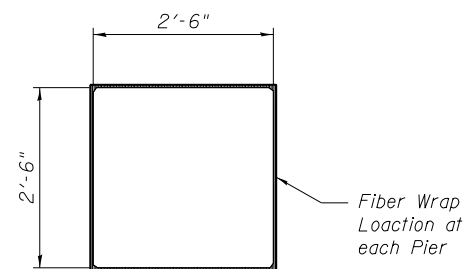
SHEET NO. 21 OF 29 SHEETS

F.A.I. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	79
CONTRACT NO. 76E68				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				



EXISTING SN 060-0003 PIER 2 ELEVATION

(Looking North)
(All Piers Similar)



SECTION A-A

Structure Number	Pier	Column Height
SN 060-0002	Pier 1	±12'-5 7/8"
	Pier 2	±11'-8 7/8"
SN 060-0003	Pier 1	±12'-0 1/2"
	Pier 2	±11'-7"

MINIMUM CURED LAMINATE PROPERTIES

CARBON FIBER
Tensile Strength f_u = 550ksi
Tensile Modulus E_t = 33,000 ksi
Ply Thickness = 0.013 in.

Notes:

The existing concrete surface shall be cleaned and prepared in accordance with the Special Provision.
Fiber Wrap work shall be performed after the existing deck has been removed and after erection of the concrete deck.
See Fiber Wrap Special Provision.

**SN 060-0003
NORTHBOUND PIERS
BILL OF MATERIAL**

Item	Unit	Total
Fiber Wrap	Sq. Ft.	1110
Acrylic Coating	Sq. Yd.	123

**SN 060-0002
SOUTHBOUND PIERS
BILL OF MATERIAL**

Item	Unit	Total
Fiber Wrap	Sq. Ft.	1130
Acrylic Coating	Sq. Yd.	126

BENTON & ASSOCIATES, INC.

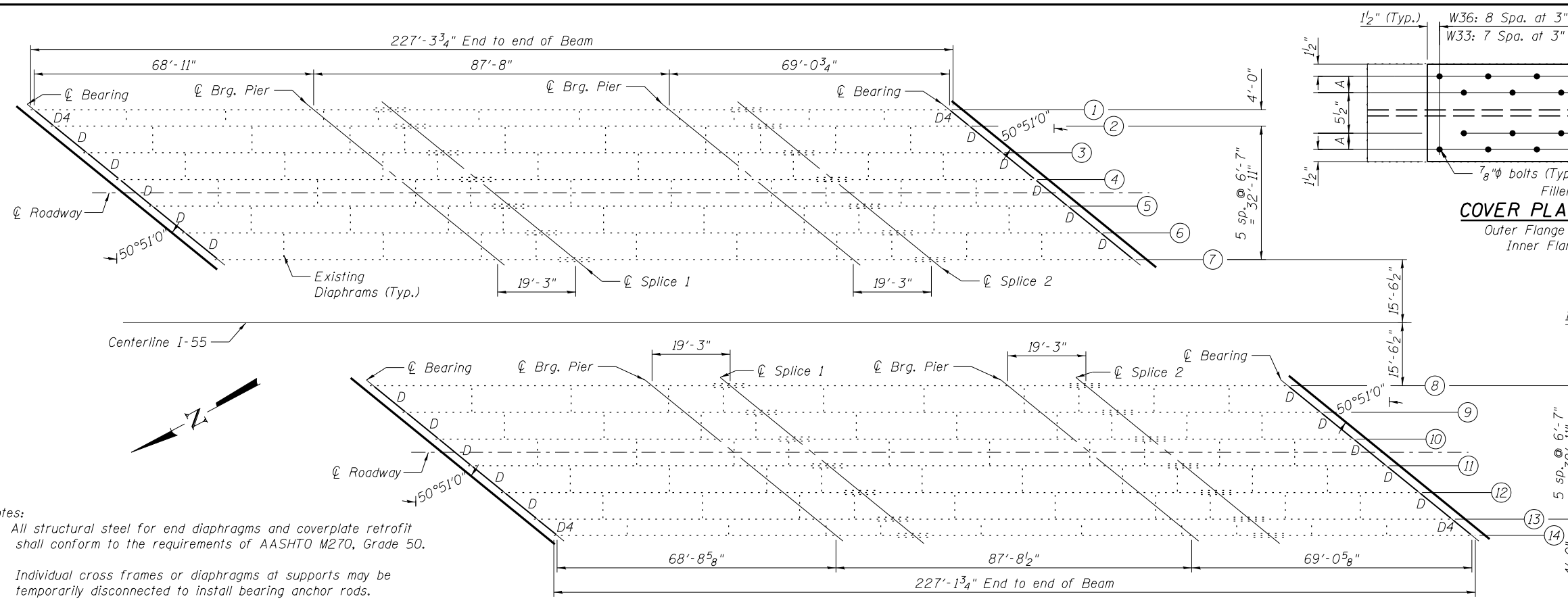
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

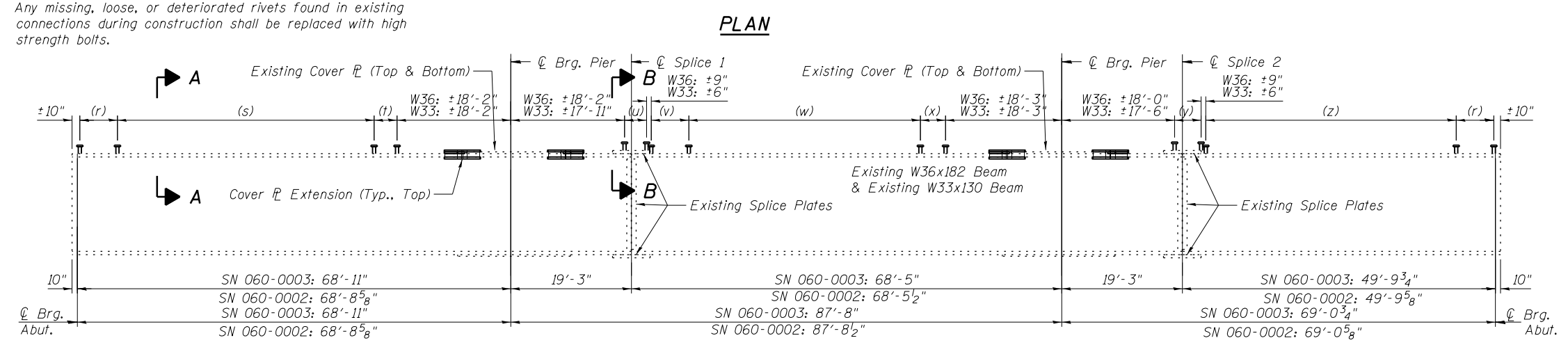
**STRUCTURE CONCRETE REPAIR
STRUCTURE NO. 060-0002(SB) / 060-0003(NB)**

SHEET NO. 22 OF 29 SHEETS

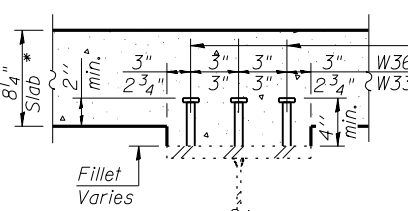
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	80
CONTRACT NO. 76E68				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				



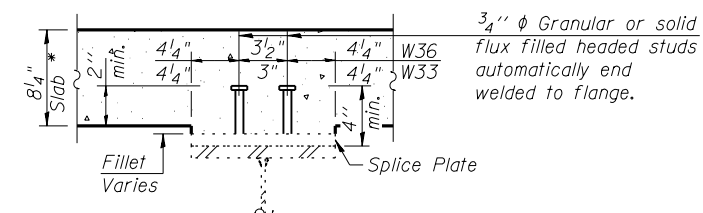
- Notes:
- All structural steel for end diaphragms and coverplate retrofit shall conform to the requirements of AASHTO M270, Grade 50.
 - Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
 - Any missing, loose, or deteriorated rivets found in existing connections during construction shall be replaced with high strength bolts.



GIRDER ELEVATION
 "NTR" denotes plates to which notch toughness requirements are applicable.



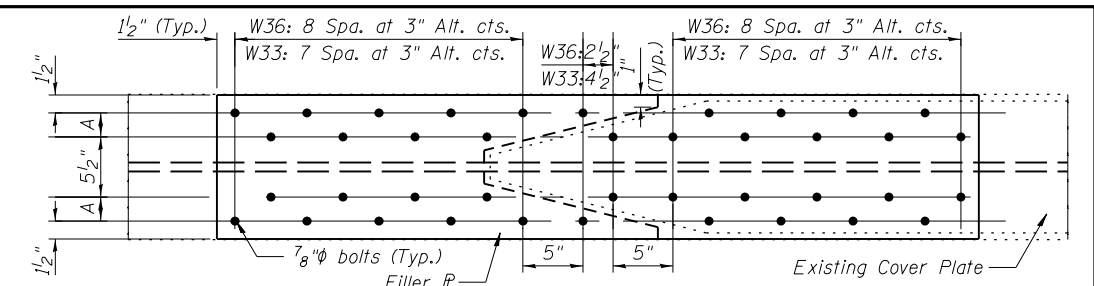
SECTION A-A



SECTION B-B

Beam	r	s	t	u	v	w	x	y	z
W36x182	8 Spa. at 9" = 6'-0"	41 Spa. at 1'-0" = 41'-0"	11 Spa. at 4" = 3'-8"	14 Spa. at 3" = 3'-6"	8 Spa. at 9" = 6'-0"	37 Spa. at 1'-0" = 37'-0"	12 Spa. at 4" = 4'-0"	17 Spa. at 3" = 4'-3"	40 Spa. at 1'-0" = 40'-0"
W33x130	8 Spa. at 9" = 6'-0"	41 Spa. at 1'-0" = 41'-0"	11 Spa. at 4" = 3'-8"	13 Spa. at 3" = 3'-3"	9 Spa. at 9" = 6'-9"	37 Spa. at 1'-0" = 37'-0"	12 Spa. at 4" = 4'-0"	16 Spa. at 3" = 4'-0"	41 Spa. at 1'-0" = 41'-0"

** 2 rows on splice plate. See section B-B on this sheet.

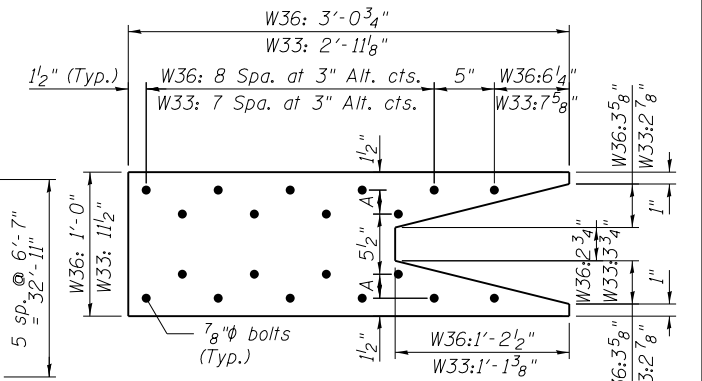


COVER PLATE REPAIR DETAIL

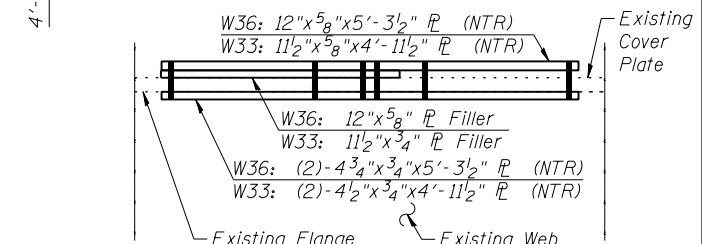
SPLICE DIMENSIONS

Location	W36	W33
A	1'-3"	1'-2"

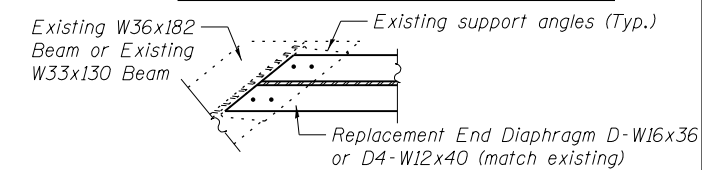
Outer Flange \bar{r} and Filler \bar{r} shown
 Inner Flange \bar{r} s not shown



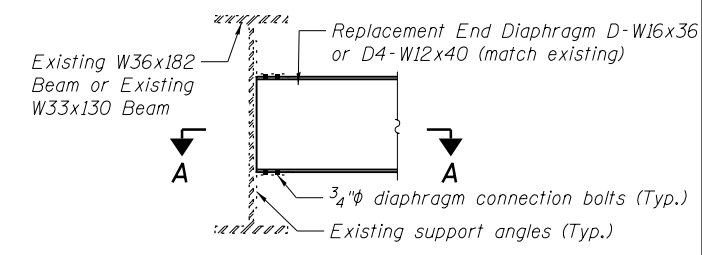
FILLER PLATE DETAIL



COVER PLATE REPAIR DETAIL



SECTION A-A



END DIAPHRAGM REPLACEMENT

Note:
 The structural steel shall be galvanized after shop fabrication according to AASHTO M 232.
 (20) 'D' Diaphragms.
 (4) 'D4' Diaphragms.

**SN 060-0003 NORTHBOUND
 BILL OF MATERIAL**

Item	Unit	Total
Furnishing and Erecting Structural Steel	Pound	14,170
Shear Stud Connectors	Each	3992

**SN 060-0002 SOUTHBOUND
 BILL OF MATERIAL**

Item	Unit	Total
Furnishing and Erecting Structural Steel	Pound	14,170
Shear Stud Connectors	Each	3992

G-1 BENTON & ASSOCIATES, INC.

FILE NAME	USER NAME	DESIGNED	REVISIONS
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CADD Sheets\ Structure Plans	PLOT SCALE	RHB	
0600002-76E68-023-Frame.dgn	PLOT DATE	MBH	
		RHB	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STRUCTURAL STEEL
 STRUCTURE NO. 060-0002(SB) / 060-0003(NB)**

SHEET NO. 23 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	81

CONTRACT NO. 76E68
 FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT

W33x130 EXTERIOR GIRDER MOMENT TABLE				
		0.4 Span 1 & 0.6 Span 3	Pier 1 & Pier 2	0.5 Span 2
I_s	(in ⁴)	6710	11222	6710
$I_c(n)$	(in ⁴)	16441	-	16441
$I_c(3n)$	(in ⁴)	11707	-	11707
S_s	(in ³)	406	649	406
$S_c(n)$	(in ³)	586	-	586
$S_c(3n)$	(in ³)	520	-	520
ρ	(k/')	0.57	0.90	0.57
$M \rho$	('k)	175.6	601.6	170.7
$s \rho$	(k/')	0.33	-	0.33
$M_s \rho$	('k)	111.7	-	124.1
M_L	('k)	362.4	265.7	388.3
M_I	('k)	93.3	62.4	102.8
$^5_3 [M_L + I]$	('k)	759.5	546.8	836.8
M_a	('k)	1360.8	1492.9	1471.1
$f_s \rho$ non-comp	(ksi)	5.19	11.13	5.05
$f_s \rho$ (comp)	(ksi)	2.58	-	2.86
$f_s ^5_3 [M_L + M_I]$	(ksi)	15.56	10.12	17.14
f_s (Overload)	(ksi)	23.32	21.24	25.05
f_s (Total)	(ksi)	30.32	27.62	32.57
VR	(k)	37	-	32

**

W33x130 EXTERIOR GIRDER REACTION TABLE			
		N. Abut. & S. Abut.	Pier 1 & Pier 2
$R \rho$	(k)	22.5	79.5
R_L	(k)	26.9	37.2
R_I	(k)	6.9	9.6
R_{Total}	(k)	56.3	126.3

** Braced non-compact and partially braced section

W36x182 INTERIOR GIRDER MOMENT TABLE				
		0.4 Span 1 & 0.6 Span 3	Pier 1 & Pier 2	0.5 Span 2
I_s	(in ⁴)	11300	15987	11300
$I_c(n)$	(in ⁴)	28099	-	28099
$I_c(3n)$	(in ⁴)	20272	-	20272
S_s	(in ³)	623	852	623
$S_c(n)$	(in ³)	895	-	895
$S_c(3n)$	(in ³)	802	-	802
ρ	(k/')	0.89	1.37	0.89
$M \rho$	('k)	276.5	906.7	272.3
$s \rho$	(k/')	0.48	-	0.48
$M_s \rho$	('k)	164.7	-	186.0
M_L	('k)	491.7	351.7	544.9
M_I	('k)	126.6	90.5	127.9
$^5_3 [M_L + I]$	('k)	1030.5	737.0	1121.3
M_a	('k)	1913.2	2136.8	2053.5
$f_s \rho$ non-comp	(ksi)	5.33	12.78	5.24
$f_s \rho$ (comp)	(ksi)	2.46	-	2.78
$f_s ^5_3 [M_L + M_I]$	(ksi)	13.81	10.39	15.03
f_s (Overload)	(ksi)	21.60	23.16	23.06
f_s (Total)	(ksi)	28.08	30.11	29.97
VR	(k)	51	-	43

**

W36x182 INTERIOR GIRDER REACTION TABLE			
		N. Abut. & S. Abut.	Pier 1 & Pier 2
$R \rho$	(k)	34.3	120.8
R_L	(k)	36.3	50.3
R_I	(k)	9.4	12.9
R_{Total}	(k)	80.0	184.0

** Braced non-compact and partially braced section

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

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

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

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

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

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

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

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

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

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

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

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

$M \rho + M_s \rho + \frac{5}{3} (M_L + M_I)$

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

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

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

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0600002-76E68-024-Steel.dgn	PLOT DATE =	CHECKED - RHB	REVISED - _____

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STEEL DETAILS
STRUCTURE NO. 060-0002(SB) / 060-0003(NB)**

SHEET NO. 24 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	82
CONTRACT NO. 76E68				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				

BEAM REACTION TABLE

Expansion Bearing Reactions	N. Abut. (kips)	Pier 2 (kips)	S. Abut. (kips)
W36 Dead Load*	5.01	17.64	5.01
W33 Dead Load*	3.55	12.47	3.55

* Reactions for Dead Load are for dead load of steel only

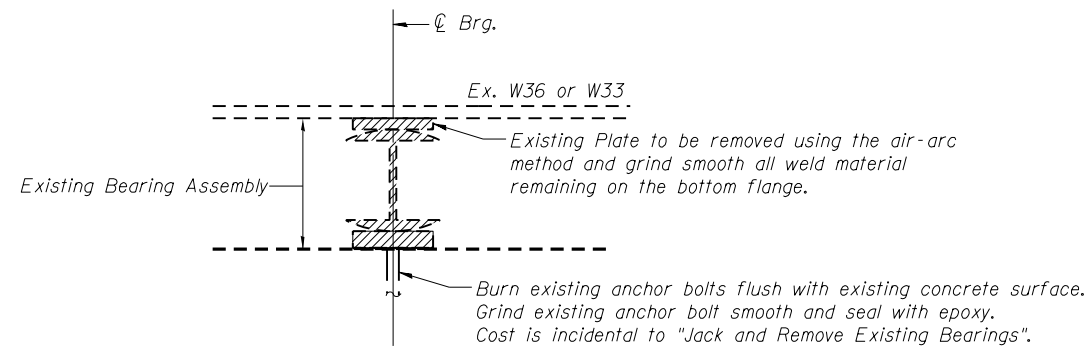
JACK & REMOVE EXISTING BEARING PROCEDURE

1. Removal of existing deck.
2. Jacking existing superstructure. Jack capacity provided should be between 50% and 100% greater than maximum expected loading. For reaction table see above.
3. Remove bearings.
4. Jack existing beams to proposed position and complete construction.

JACKING EXISTING SUPERSTRUCTURE & REMOVING BEARING NOTES

1. Jacking existing superstructure should be done after the existing deck is removed.
2. The Contractor shall submit plans for jacking the existing superstructure for approval by the Engineer prior to commencing any work with the bearings. The submittal shall be prepared and sealed by a Licensed Structural Engineer in Illinois.
3. It shall be the Contractor's responsibility to verify beam elevations before and after the beams are jacked.
4. The lifting of the structure should be controlled so that the relative elevation between adjacent beams does not vary more than 1/4 inch from their original elevation differential.
5. The relative elevations at adjacent substructure units should not vary more than 3/4 inch from the original relative elevations.
6. A synchronous lifting system should be used to control and equalize individual jack pressures to insure that the superstructure is lifted uniformly without exceeding the above stated relative elevation differentials.
7. The jack capacity provided should be between 50% and 100% greater than the maximum expected loading. For reaction table see above.
8. The diaphragms should not be used as load carrying members in the jacking and cribbing system.
9. When jacks are placed directly under a beam, the jack should be centered under the web and a steel plate should be placed between the top of the jack and the bottom flange of the beam. When web stiffeners bearing on the bottom flange do not exist directly over the location of the jack under a steel beam, hardwood timbers should be installed tightly between the top and bottom flange to prevent flange rotation. Steel stiffening angles should be attached to the web of the beam when the beam web thickness is not adequate to carry the jacking load. Steel plates should be placed under jacks bearing directly on the existing substructure to distribute the jacking load and prevent damage to the existing concrete.
10. Jacks should be placed in a manner and in locations that will ensure that the jacks will be equally loaded and the load will be uniformly distributed to the foundation of the jacking system.
11. The following maximum allowable pressures should be used to determine the area of the timber mats supporting jacking systems.

Supporting Material	Max. Allowable Pressure
Natural Ground (Unsaturated).....	0.5 tons/sq. ft.
Conc. Slopewalls & Bit. Shoulders.....	1.0 tons/sq. ft.
Bituminous Pavements.....	2.0 tons/sq. ft.
Concrete Pavements.....	4.0 tons/sq. ft.



EXISTING BEARING REMOVAL DETAIL

Note:
Prior to ordering any material the Contractor shall verify in the field all bearing height and shim thickness dimensions.

**SN 060-0003
NORTHBOUND PIERS
BILL OF MATERIAL**

Item	Unit	Total
Jack and Remove Existing Bearings	Each	21

**SN 060-0002
SOUTHBOUND PIERS
BILL OF MATERIAL**

Item	Unit	Total
Jack and Remove Existing Bearings	Each	21

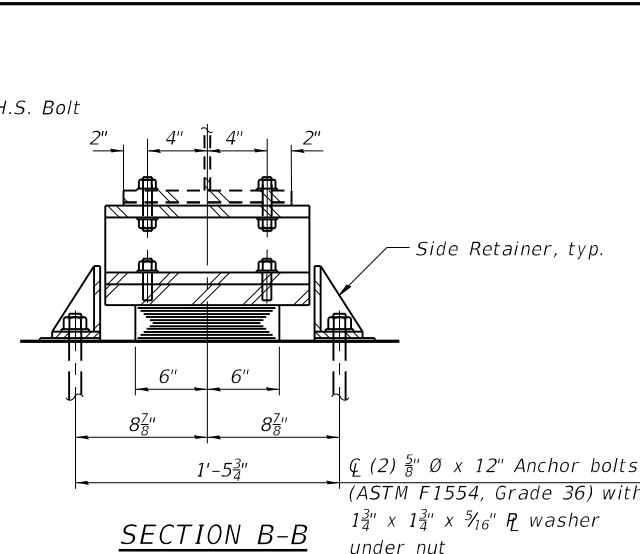
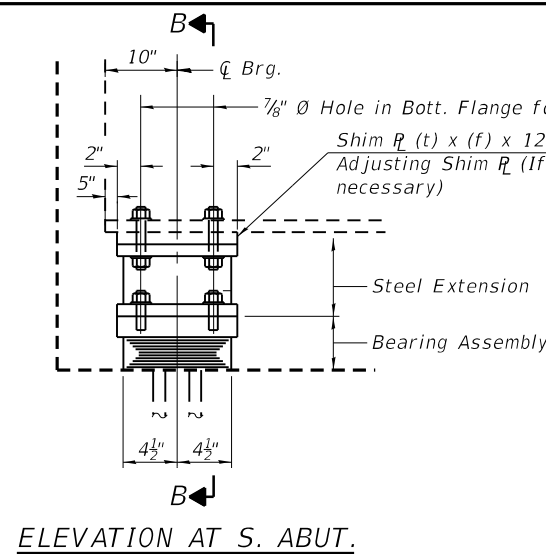
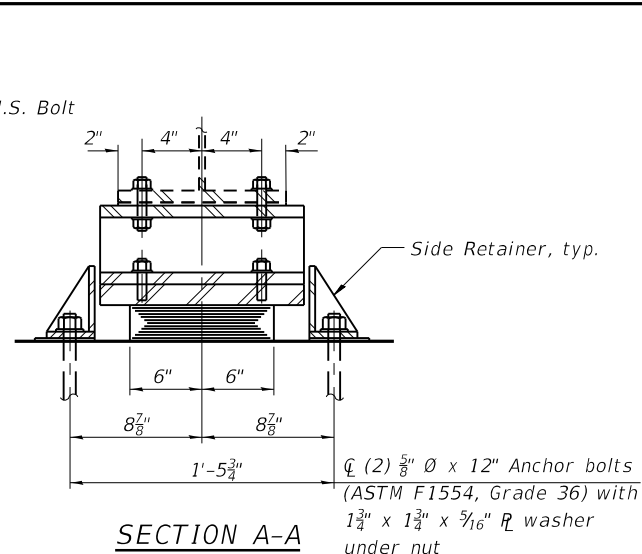
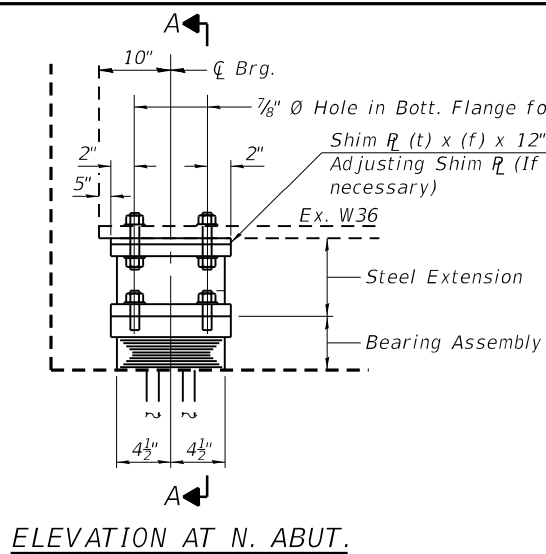
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BEARING REMOVAL DETAILS
STRUCTURE NO. 060-0002(SB) / 060-0003(NB)**

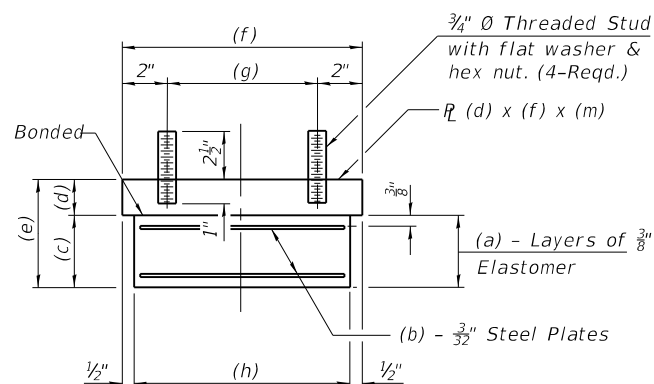
SHEET NO. 25 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 76E68				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				



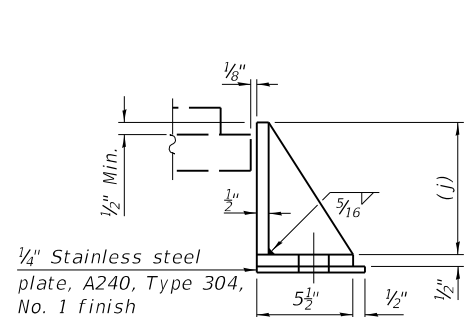
TYPE I ELASTOMERIC EXP. BRG.

TYPE I ELASTOMERIC EXP. BRG.



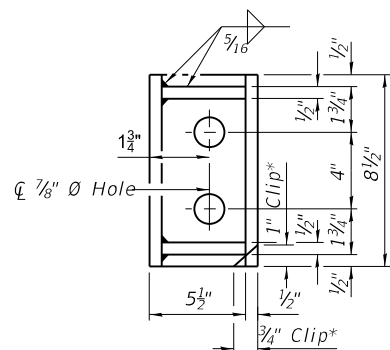
BEARING ASSEMBLY

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

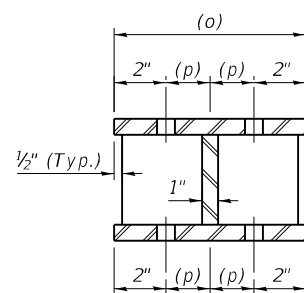


SIDE RETAINER

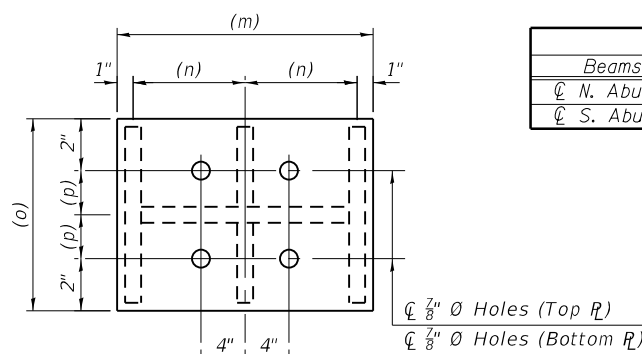
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



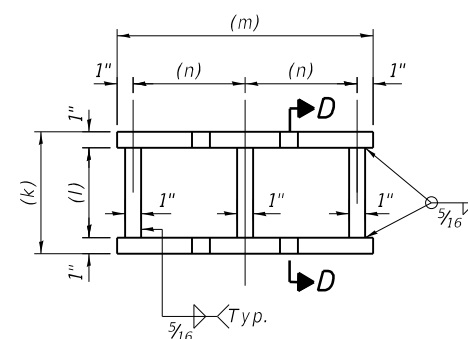
* Clip adjacent to backwall at Northwest corner of West retainer at North Abut. and Southeast corner of East retainer at South Abut.



SECTION D-D



PLAN TOP AND BOTTOM PLATE



STEEL EXTENSION DETAIL

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

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

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

Prior to ordering any material the Contractor shall verify in the field all bearing height and shim thickness dimensions.

The anchor bolt sizes and grades shown constitute a calculated seismic structural fuse. Substitution of higher diameter and/or grade anchor bolts will not be allowed.

Bearing Properties															
Dimensions	a	b	c	d	e	f	g	h	j	k	l	m	n	o	p
∅ N. Abut. Brg.	5	4	2 1/4"	1 1/2"	3 3/4"	10"	6"	9"	3 1/2"	11 1/4"	9 1/4"	14"	6"	10"	3"
∅ S. Abut. Brg.	8	7	3 5/8"	1 1/2"	5 1/8"	10"	6"	9"	5"	9 3/4"	7 3/4"	14"	6"	10"	3"

Bearing Shim R Thickness - t (inches)													
Beams	2	3	4	5	6	7	8	9	10	11	12	13	
∅ N. Abut. Brg.	3/4"	3/8"	3/4"	1/2"	1/8"	1/8"	1/8"	0	1/2"	1"	5/8"	7/8"	
∅ S. Abut. Brg.	3/4"	0"	0"	3/8"	1/8"	5/8"	7/8"	3/8"	1 3/8"	7/8"	5/8"	7/8"	

Existing Bearing Seat Elevation Table													
Beams	2	3	4	5	6	7	8	9	10	11	12	13	
∅ N. Abut. Brg.	565.48	565.67	565.82	565.92	565.84	565.80	566.17	566.33	566.47	566.47	566.46	566.36	
∅ S. Abut. Brg.	566.74	566.86	566.94	566.93	566.84	566.71	566.64	566.74	566.71	566.71	566.60	566.43	

**SN 060-0003 NORTHBOUND
BILL OF MATERIAL**

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	12
Anchor Bolts, 3/8"	Each	48
Furnishing and Erecting Structural Steel	Pound	1910

**SN 060-0002 SOUTHBOUND
BILL OF MATERIAL**

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	12
Anchor Bolts, 3/8"	Each	48
Furnishing and Erecting Structural Steel	Pound	1910

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BENTON & ASSOCIATES, INC.

2-17-2017

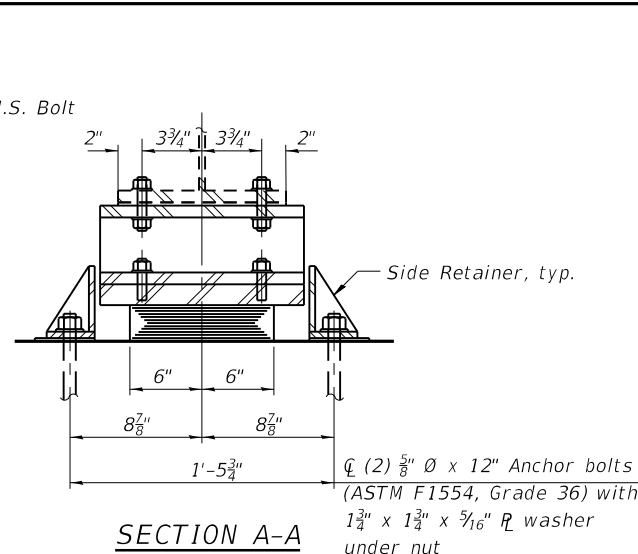
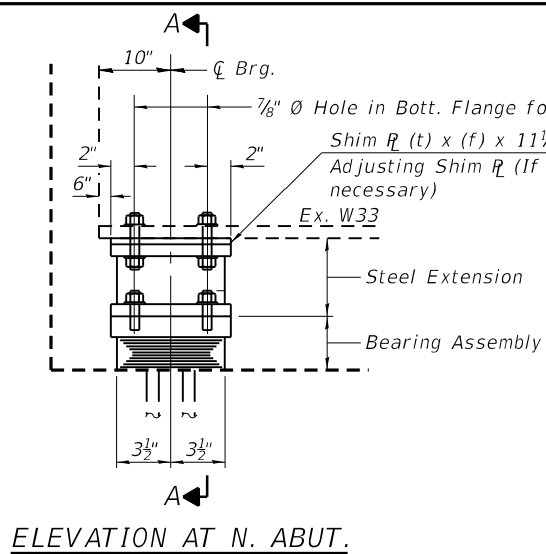
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DEPARTMENT OF TRANSPORTATION**

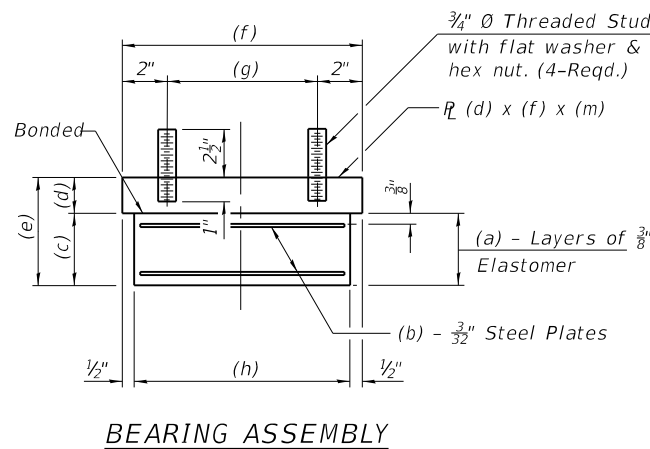
**W36x182 BEARING DETAILS
STRUCTURE NO. 060-0002(SB) / 060-0003(NB)**

SHEET NO. 26 OF 29 SHEETS

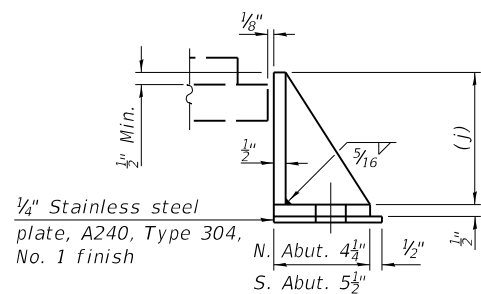
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	84
CONTRACT NO. 76E68				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				



TYPE I ELASTOMERIC EXP. BRG.

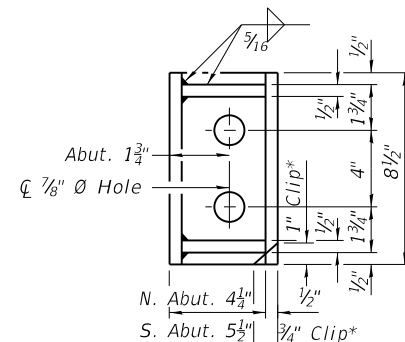


Note:
Shim plates shall not be placed under Bearing Assembly.

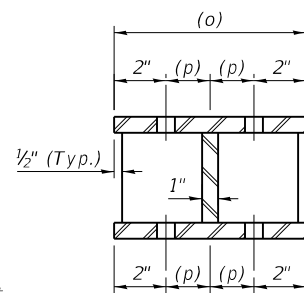


SIDE RETAINER

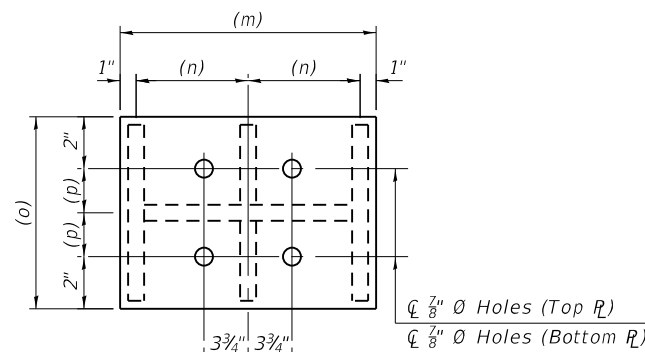
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



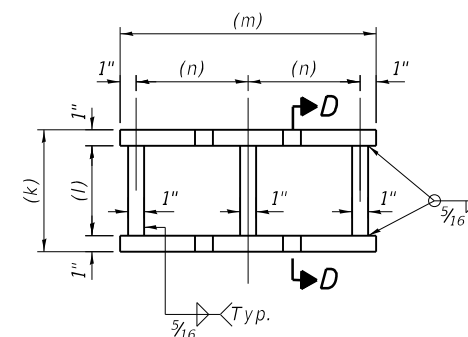
* Clip adjacent to backwall at Northwest corner of West retainer at North Abut. and Southeast corner of East retainer at South Abut.



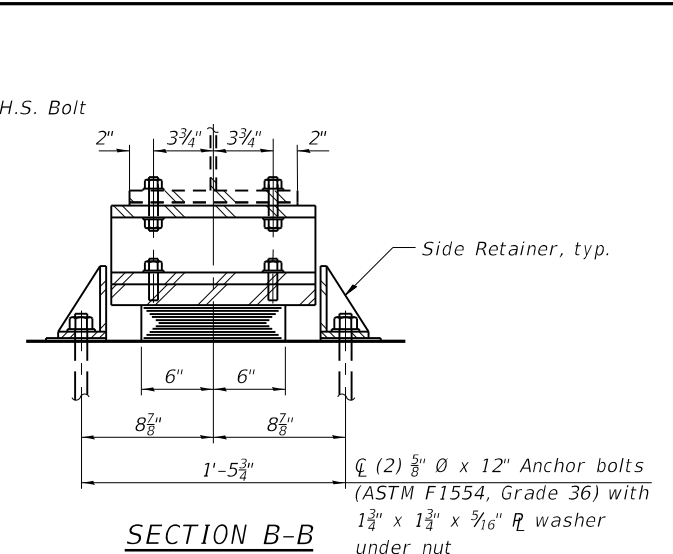
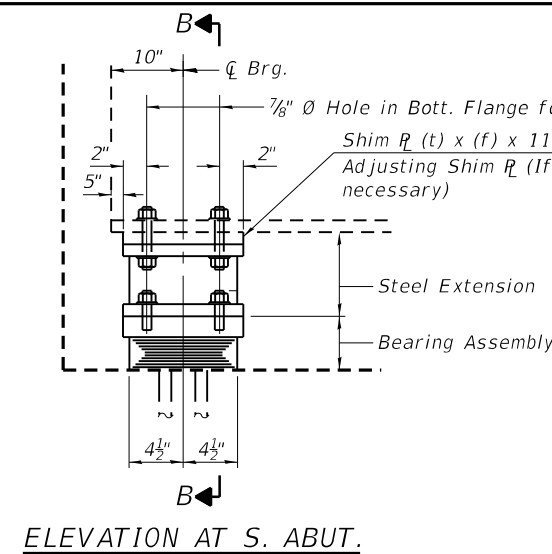
SECTION D-D



PLAN TOP AND BOTTOM PLATE



STEEL EXTENSION DETAIL



TYPE I ELASTOMERIC EXP. BRG.

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

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

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

Prior to ordering any material the Contractor shall verify in the field all bearing height and shim thickness dimensions.

The anchor bolt sizes and grades shown constitute a calculated seismic structural fuse. Substitution of higher diameter and/or grade anchor bolts will not be allowed.

Bearing Properties																
Dimensions	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p
ϕ N. Abut. Brg.	4	3	$1 3/4"$	$1 1/2"$	$3 1/4"$	8"	4"	7"	3"	$11 1/4"$	$9 1/4"$	14"	6"	8"	2"	
ϕ S. Abut. Brg.	8	7	$3 5/8"$	$1 1/2"$	$5 1/8"$	10"	6"	9"	5"	$8 1/2"$	$6 1/2"$	14"	6"	10"	3"	

Bearing Shim R Thickness - t (inches)		
Beams	1	14
ϕ N. Abut. Brg.	0	$1/8"$
ϕ S. Abut. Brg.	$1/2"$	0"

Existing Bearing Seat Elevation Table		
Beams	1	14
ϕ N. Abut. Brg.	565.74	566.57
ϕ S. Abut. Brg.	567.02	566.72

**SN 060-0003 NORTHBOUND
BILL OF MATERIAL**

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	2
Anchor Bolts, $5/8"$	Each	8
Furnishing and Erecting Structural Steel	Pound	300

**SN 060-0002 SOUTHBOUND
BILL OF MATERIAL**

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	2
Anchor Bolts, $5/8"$	Each	8
Furnishing and Erecting Structural Steel	Pound	300

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2-17-2017

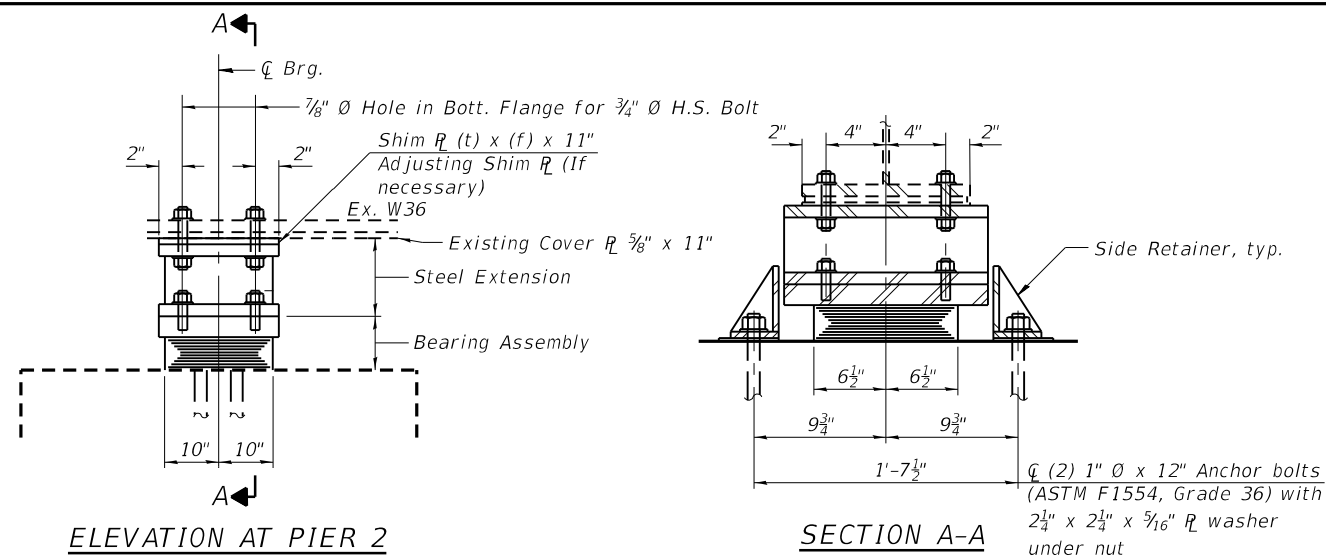
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

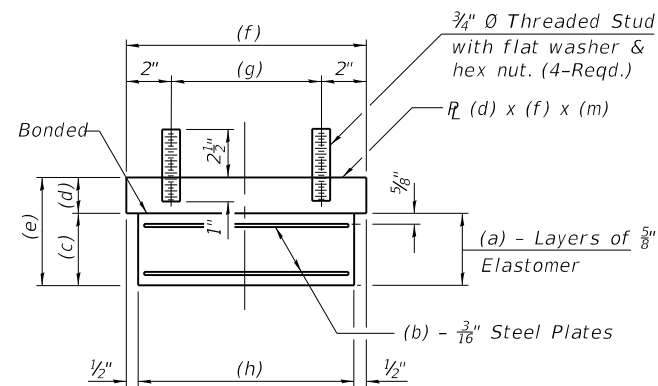
**W33x130 BEARING DETAILS
STRUCTURE NO. 060-0002(SB) / 060-0003(NB)**

SHEET NO. 27 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 76E68				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				

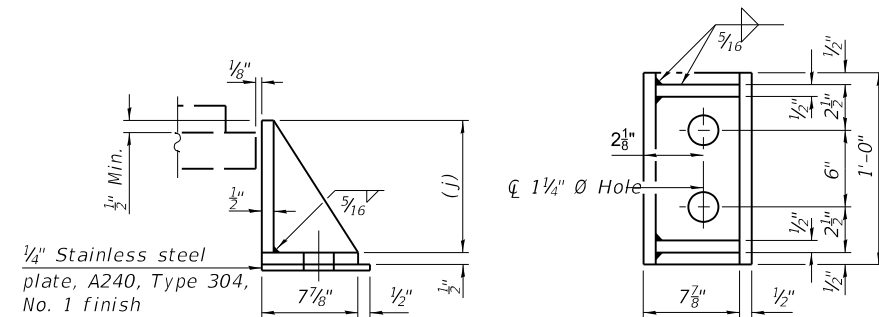


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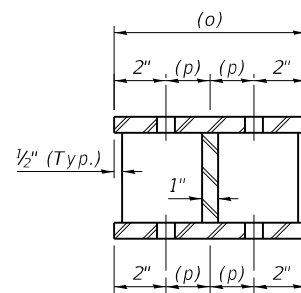


BEARING ASSEMBLY

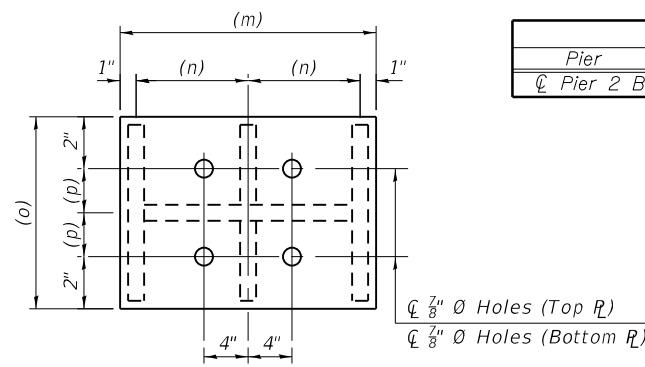
Note:
 Shim plates shall not be placed under Bearing Assembly.



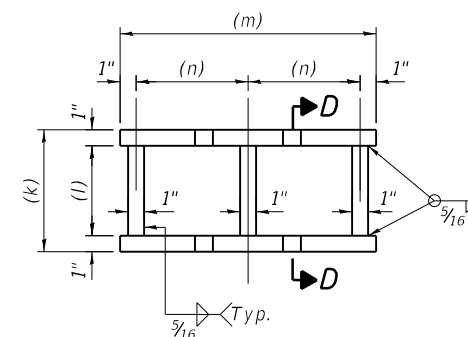
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



SECTION D-D



PLAN TOP AND BOTTOM PLATE



STEEL EXTENSION DETAIL

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

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

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

Prior to ordering any material the Contractor shall verify in the field all bearing height and shim thickness dimensions.

The anchor bolt sizes and grades shown constitute a calculated seismic structural fuse. Substitution of higher diameter and/or grade anchor bolts will not be allowed.

Bearing Properties															
Dimensions	a	b	c	d	e	f	g	h	j	k	l	m	n	o	p
ϕ Pier Brg.	3	2	2 1/4"	1 1/2"	3 3/4"	21"	17"	20"	3 1/2"	11 5/8"	9 5/8"	15"	6 1/2"	21"	8 1/2"

Bearing Shim R Thickness - t (inches)													
Beams	2	3	4	5	6	7	8	9	10	11	12	13	
ϕ Pier Brg.	0	1/8"	3/4"	1/8"	1/4"	1/8"	1/8"	1/8"	1/8"	1/4"	1/4"	1/8"	

Existing Bearing Seat Elevation Table													
Pier	2	3	4	5	6	7	8	9	10	11	12	13	
ϕ Pier 2 Brg.	566.45	566.55	566.64	566.70	566.61	566.53	566.59	566.68	566.76	566.73	566.65	566.54	

**SN 060-0003 NORTHBOUND
BILL OF MATERIAL**

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	6
Anchor Bolts, 1"	Each	24
Furnishing and Erecting Structural Steel	Pound	1900

**SN 060-0002 SOUTHBOUND
BILL OF MATERIAL**

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	6
Anchor Bolts, 1"	Each	24
Furnishing and Erecting Structural Steel	Pound	1900

I-2E-1
 BENTON & ASSOCIATES, INC.

2-17-2017

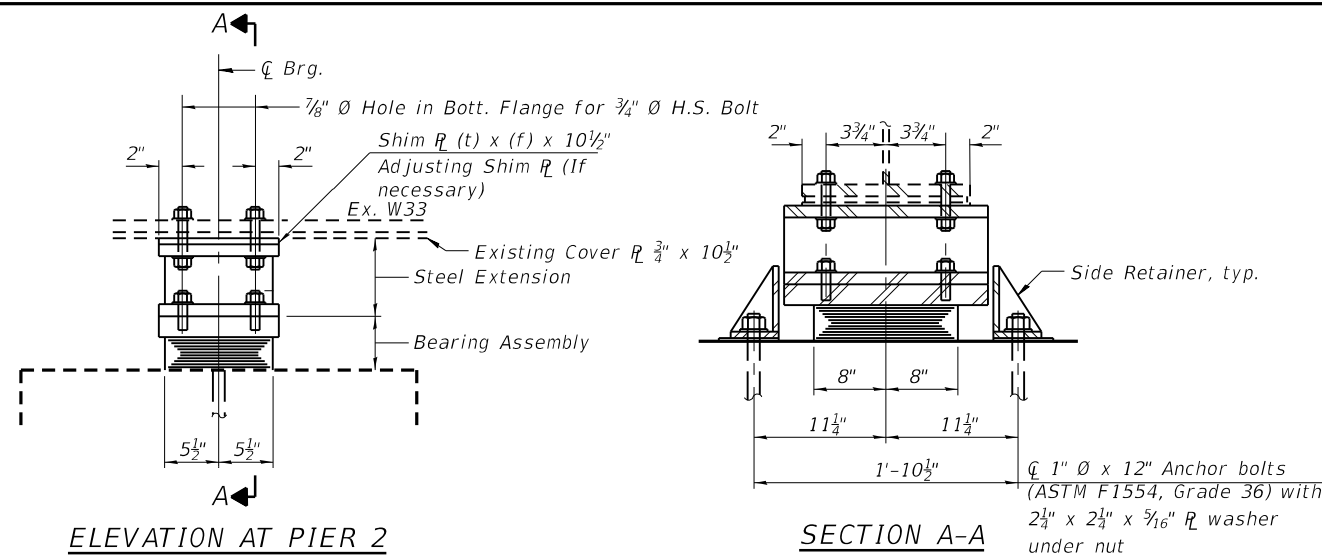
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 DEPARTMENT OF TRANSPORTATION

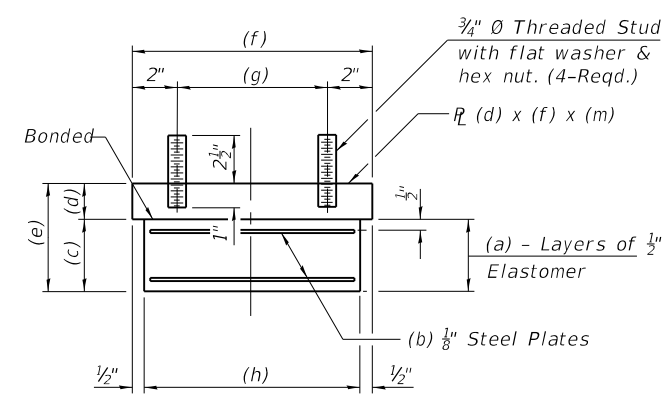
W36x182 BEARING DETAILS
 STRUCTURE NO. 060-0002(SB) / 060-0003(NB)

SHEET NO. 28 OF 29 SHEETS

F.A.I. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	86
CONTRACT NO. 76E68				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				

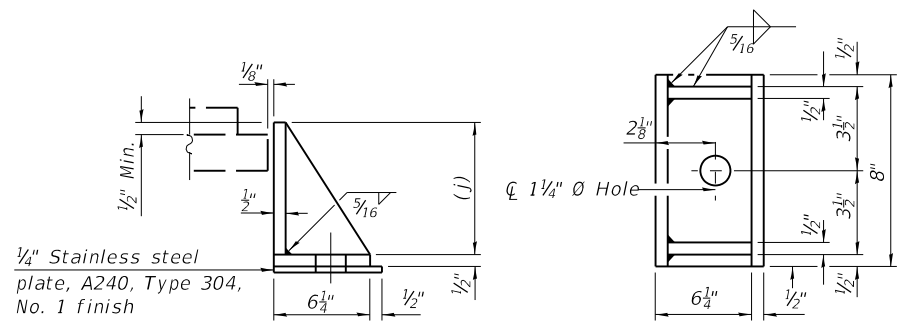


TYPE I ELASTOMERIC EXP. BRG.

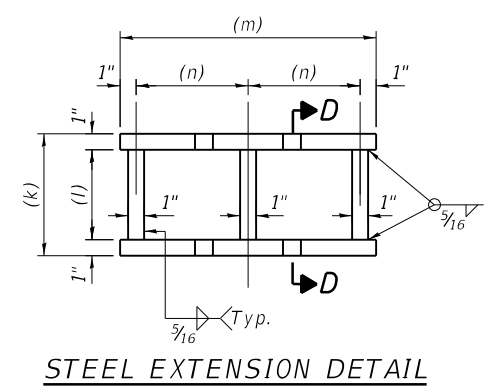
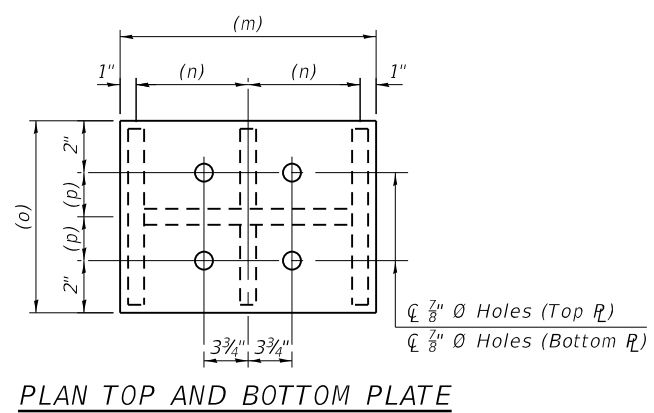
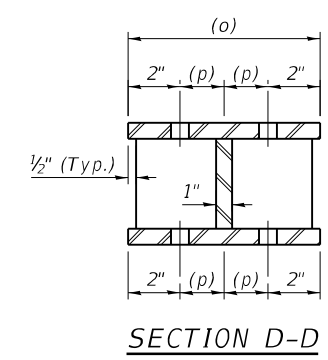


BEARING ASSEMBLY

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



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



Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
Two $1/8$ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
Prior to ordering any material the Contractor shall verify in the field all bearing height and shim thickness dimensions.
The anchor bolt sizes and grades shown constitute a calculated seismic structural fuse. Substitution of higher diameter and/or grade anchor bolts will not be allowed.

Bearing Properties															
Dimensions	a	b	c	d	e	f	g	h	j	k	l	m	n	o	p
Pier 2	4	3	$2 3/8"$	$1 1/2"$	$3 1/8"$	$12"$	$8"$	$11"$	$3 3/4"$	$10 3/8"$	$8 3/8"$	$18"$	$8"$	$12"$	$4"$

Bearing Shim R Thickness - t (inches)		
Beams	1	14
Pier	0	4

Existing Bearing Seat Elevation Table		
	1	14
Pier	566.60	566.72

**SN 060-0003 NORTHBOUND
BILL OF MATERIAL**

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	1
Anchor Bolts, 1"	Each	2
Furnishing and Erecting Structural Steel	Pound	230

**SN 060-0002 SOUTHBOUND
BILL OF MATERIAL**

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	1
Anchor Bolts, 1"	Each	2
Furnishing and Erecting Structural Steel	Pound	230

I-2E-1
BENTON & ASSOCIATES, INC.

2-17-2017

FILE NAME = P:\10e2166-9\	USER NAME =	DESIGNED - MBH	REVISED -
60-1VB2 76E68 FAI 55\		CHECKED - RHB	REVISED -
CADD Sheets\ Structure Plans\	PLOT SCALE =	DRAWN - MBH	REVISED -
0600002-76E68-029-Bearing4.dgn	PLOT DATE =	CHECKED - RHB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

W33x130 BEARING DETAILS
STRUCTURE NO. 060-0002(SB) / 060-0003(NB)

SHEET NO. 29 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1VB2	MADISON	87	87
CONTRACT NO. 76E68				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				