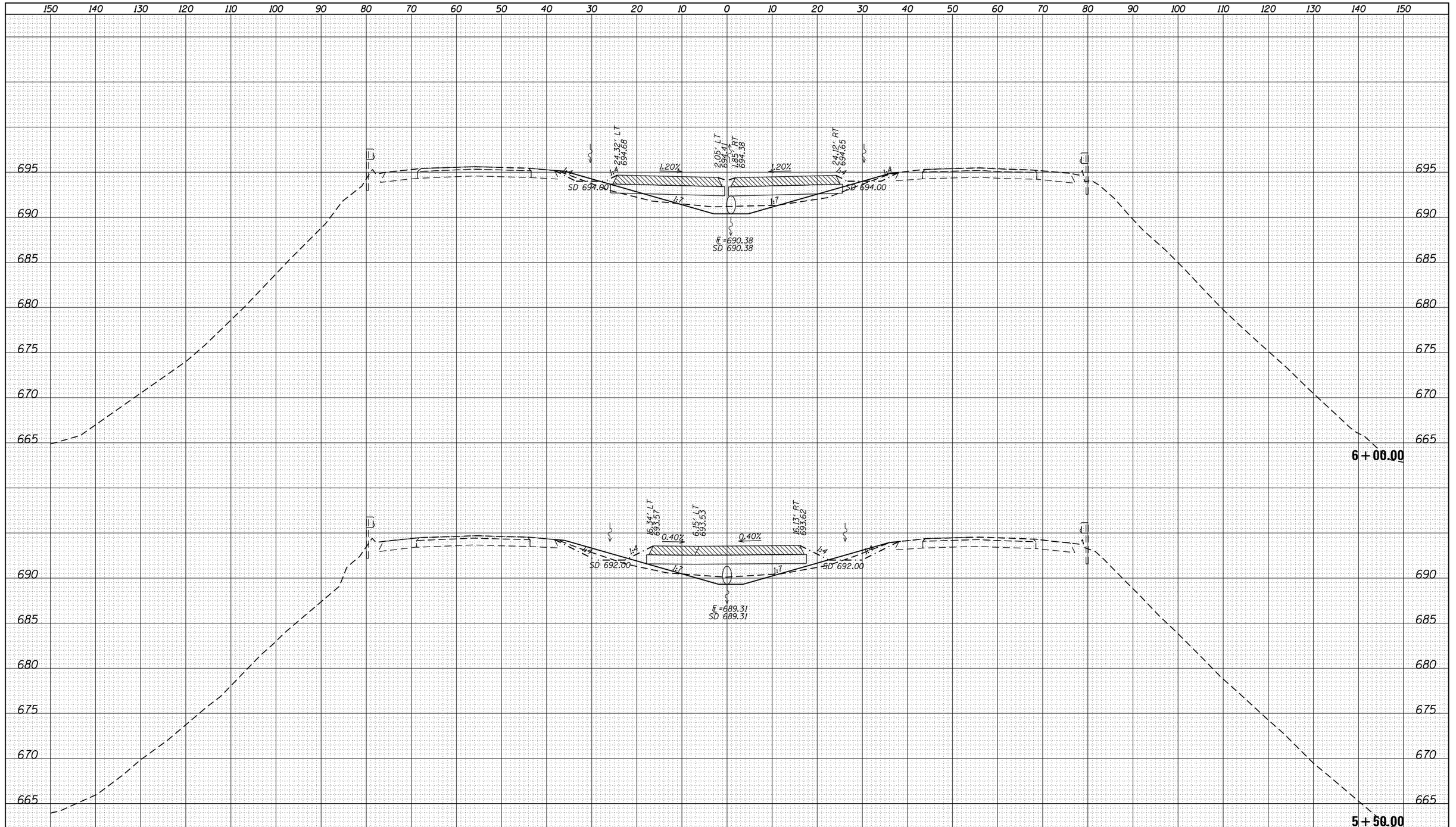
FINAL SURVEY	NOTE BOOK	NO.
SURVEYED	BY	
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		DATE



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

FILE NAME = ...\D672D31-sht-xsc-crossover.dgn	USER NAME = kcrider	DESIGNED -	REVISED -
		DRAWN -	REVISED -
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Default	PLOT DATE = 12/11/2019 - 4:44:54 PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

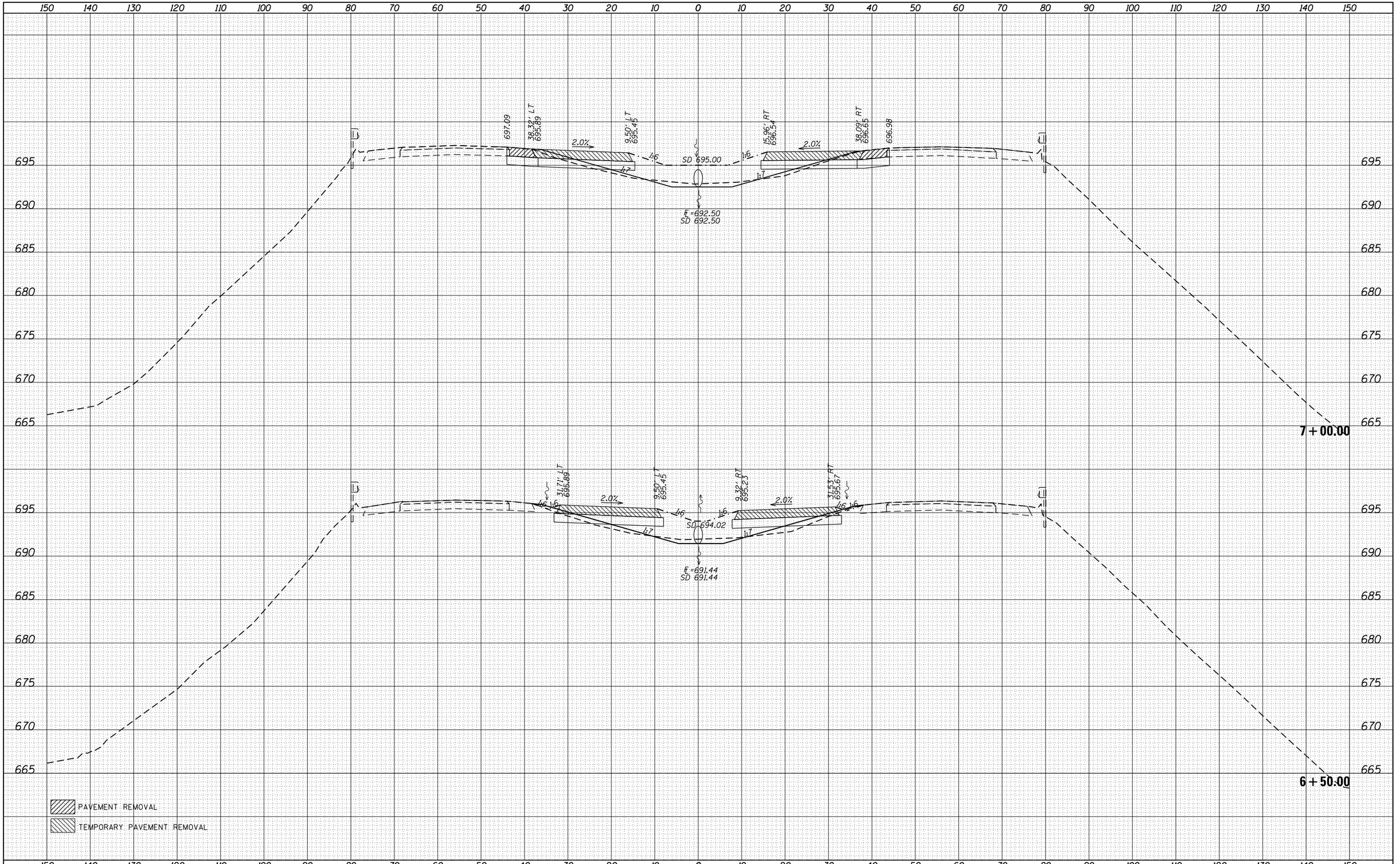
CROSS OVERS 1 & 2
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 5+50.00 | TO STA. 6+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3.68-2 RS5)BR	MONTGOMERY	307	101
		CONTRACT NO. 72D31		
		ILLINOIS FED. AID PROJECT		

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

BY	DATE



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

BY	DATE

FILE NAME =	USER NAME = kcrider	DESIGNED -	REVISED -
...\D672D31-sht-xsc-crossover.dgn		DRAWN -	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 12/11/2019 - 4:44:54 PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

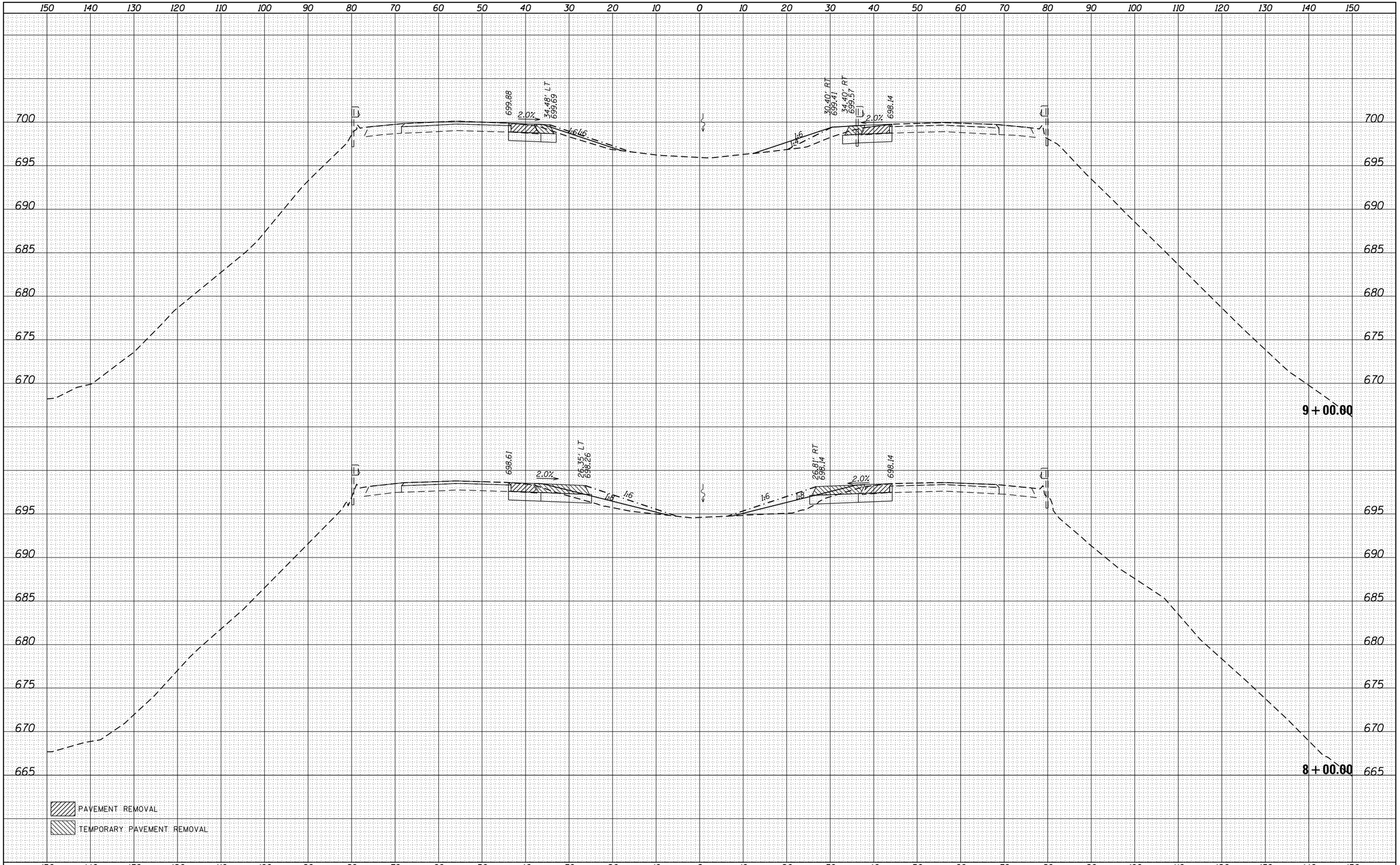
CROSS OVERS 1 & 2
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 6+50.00 | TO STA. 7+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3.68-2 RS5)BR	MONTGOMERY	307	102
		CONTRACT NO. 72D31		
		ILLINOIS FED. AID PROJECT		

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

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



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Default	PLOT DATE = 12/11/2019 - 4:44:55 PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS OVERS 1 & 2
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 8+00.00 TO STA. 9+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3.68-2 RS5)BR	MONTGOMERY	307	103
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			

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

BY	DATE

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

BY	DATE

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

700 695 690 685 680 675 670

701.02
38.06' LT
700.90
2.0%
4.6
1:6
1:6

11 + 00.00

10 + 00.00

PAVEMENT REMOVAL

TEMPORARY PAVEMENT REMOVAL

FILE NAME = ...\D672D31-sht-xsc-crossover.dgn	USER NAME = kcrider	DESIGNED -	REVISED -
		DRAWN -	REVISED -
Default	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/11/2019 - 4:44:55 PM	DATE -	REVISED -

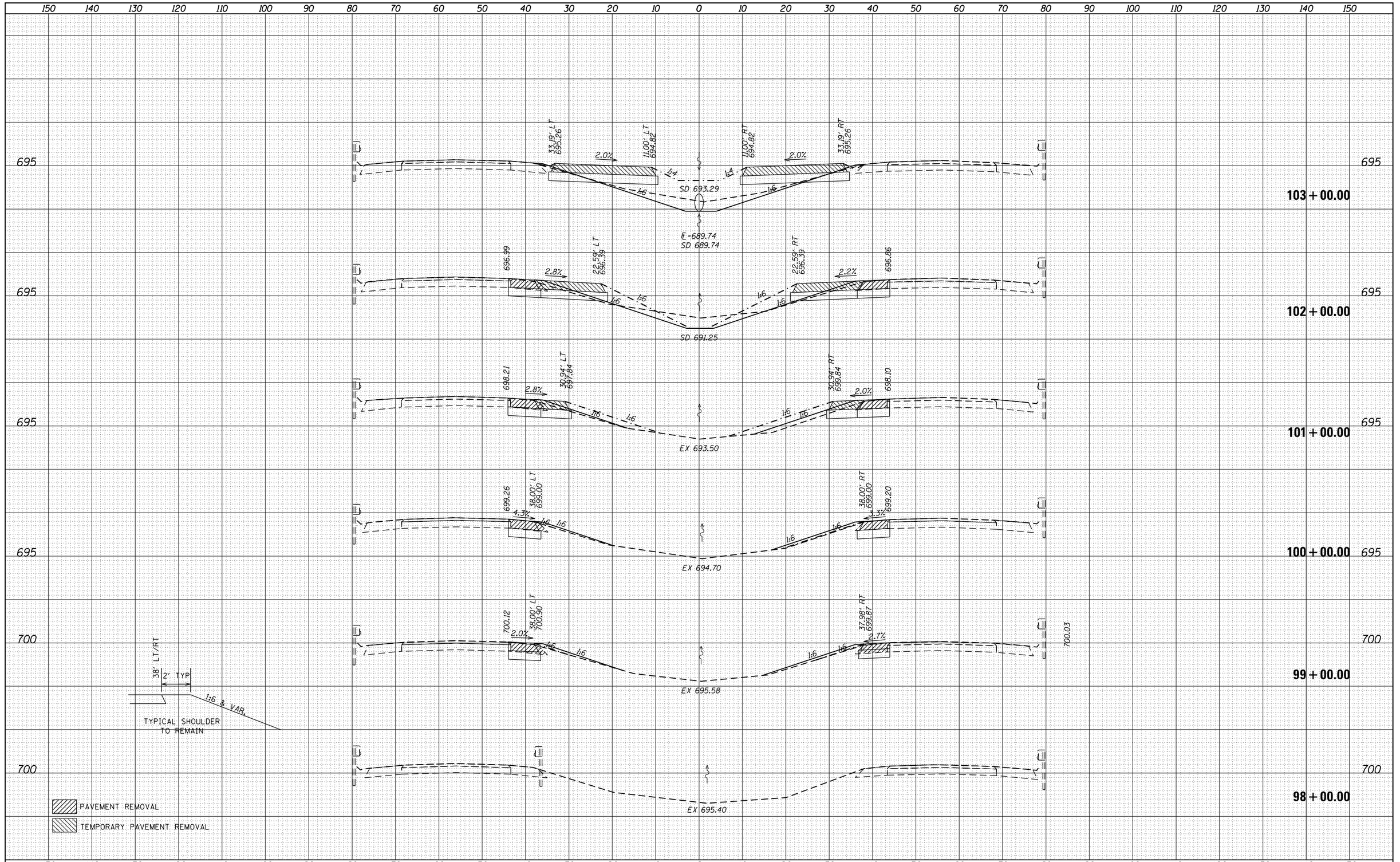
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS OVERS 1 & 2
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 10+00.00 | TO STA. 11+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3.68-2 RS5)BR	MONTGOMERY	307	104
		CONTRACT NO. 72D31		
		ILLINOIS FED. AID PROJECT		

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



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

FILE NAME = ...\D672D31-sht-xsc-crossover.dgn	USER NAME = kcrider	DESIGNED -	REVISED -
		DRAWN -	REVISED -
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	PLOT DATE = 12/11/2019 - 4:44:56 PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS OVERS 3 & 4
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 98+00.00 | TO STA. 103+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3.68-2 RS5)BR	MONTGOMERY	307	105
		CONTRACT NO. 72D31		
		ILLINOIS FED. AID PROJECT		

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

BY	DATE

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

BY	DATE

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

690

104 + 50.00

690

11.39' LT
692.51

10.83' LT
692.51

0.0%

0.4%

11.39' RT
692.42

1:4

1:4

1:6

1:6

SD 690.35

SD 690.35

E =687.48
SD 687.48

690

104 + 00.00

690

8.80' LT
693.49

2.96' LT
693.30

0.4%

0.4%

18.80' RT
693.39

1:4

1:4

1:5

1:6

SD 691.90

SD 691.90

E =688.23
SD 688.23

690

26.21' LT
694.32

3.97' LT
694.05

1.2%

3.97' RT
694.05

1.2%

26.21' RT
694.32

1:4

1:4

1:4

1:4

1:4

1:4

1:5

1:6

SD 693.45

SD 693.50

SD 693.45

E =688.90
SD 688.90

690

103 + 50.00

PAVEMENT REMOVAL

TEMPORARY PAVEMENT REMOVAL

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

FILE NAME = ...\D672D31-sht-xsc-crossover.dgn	USER NAME = kcrider	DESIGNED -	REVISED -
		DRAWN -	REVISED -
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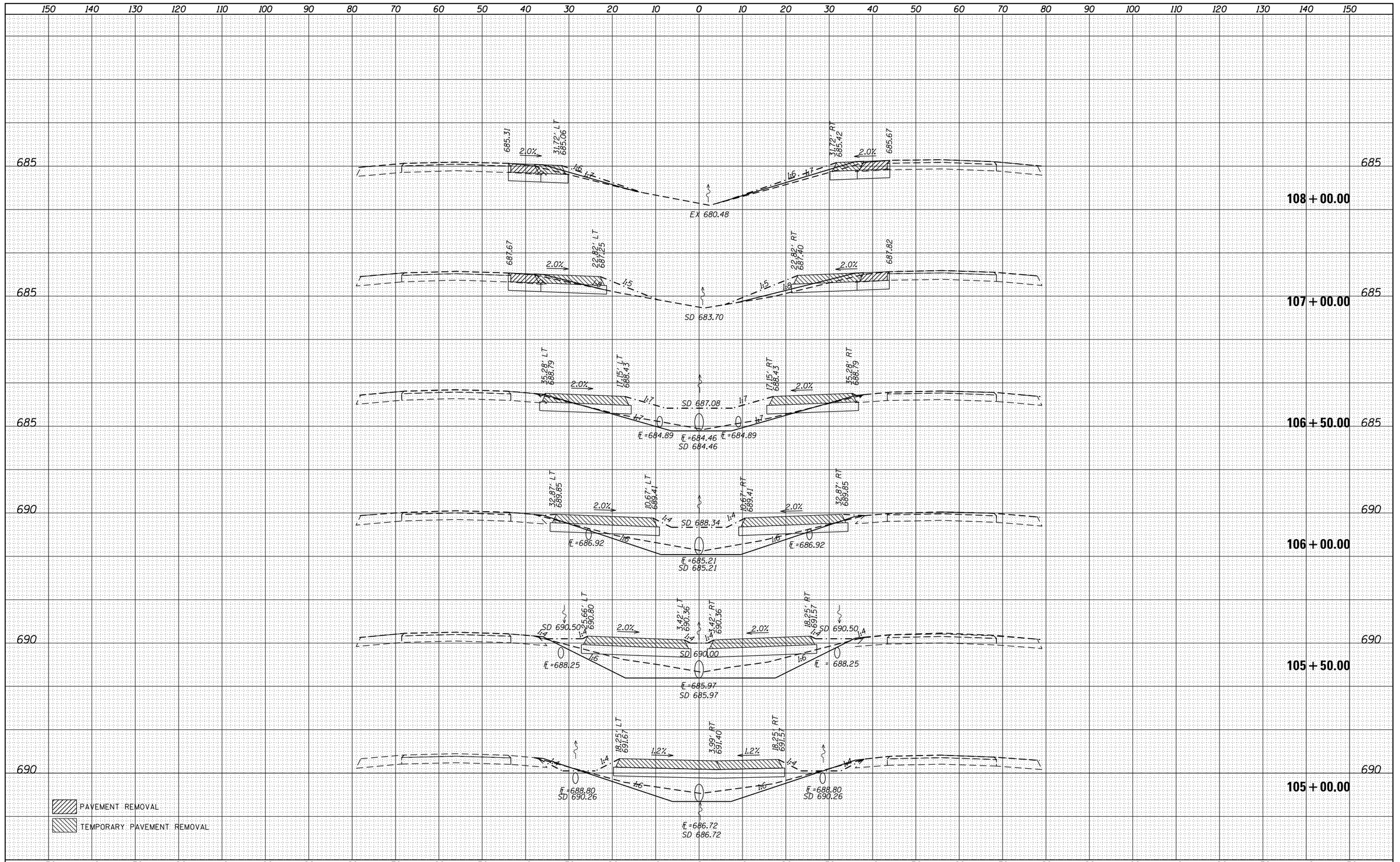
Default	PLOT DATE = 12/11/2019 - 4:44:56 PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS OVERS 3 & 4
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 103+50.00 | TO STA. 104+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3.68-2 RS5)BR	MONTGOMERY	307	106
		CONTRACT NO. 72D31		
		ILLINOIS FED. AID PROJECT		



FINAL SURVEY

NO.	NOTE BOOK	BY	DATE
	AREAS		
	AREAS CHECKED		

SURVEYED
PLOTTED
TEMPLATE

ORIGINAL SURVEY

NO.	NOTE BOOK	BY	DATE
	AREAS		
	AREAS CHECKED		

SURVEYED
PLOTTED
TEMPLATE

FILE NAME = ...\D672D31-sht-xsc-crossover.dgn	USER NAME = kcrider	DESIGNED -	REVISED -
		DRAWN -	REVISED -
Default	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/11/2019 - 4:44:57 PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS OVERS 3 & 4
CROSS SECTIONS

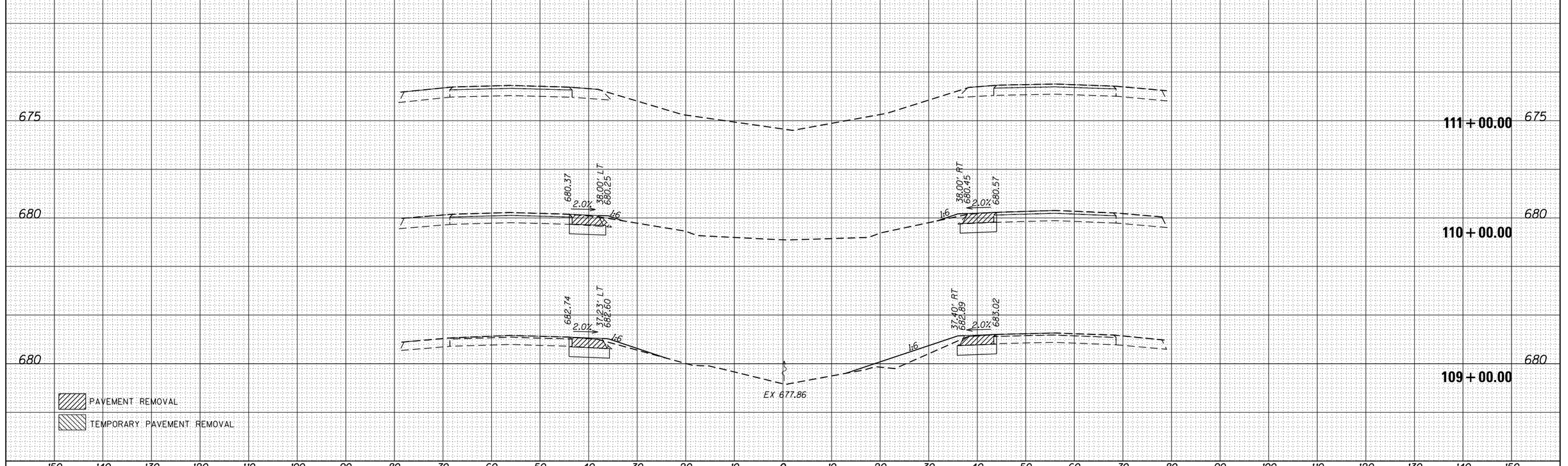
SCALE: | SHEET OF SHEETS | STA. 105+00.00 TO STA. 108+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3.68-2 RS5)BR	MONTGOMERY	307	107
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			

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

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

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

FILE NAME = ...\D672D31-sht-xsc-crossover.dgn	USER NAME = kcrider	DESIGNED -	REVISED -
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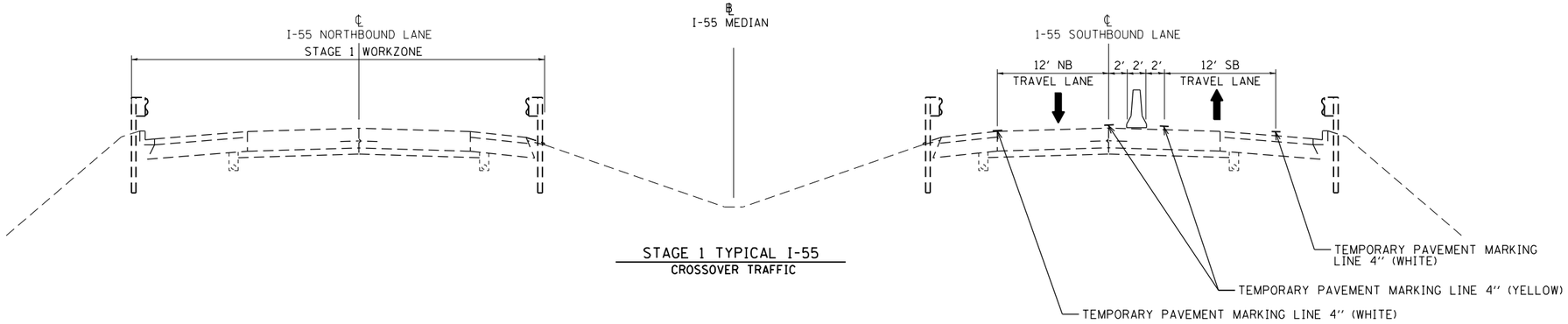
Default	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/11/2019 - 4:44:57 PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS OVERS 3 & 4
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 109+00.00 TO STA. 111+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3.68-2 RS5)BR	MONTGOMERY	307	108
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			



STAGE 1 TYPICAL I-55
CROSSOVER TRAFFIC

STAGE 1

TRAFFIC

I-55 PRIOR TO CROSSOVER - MAINTAIN ONE LANE OF TRAFFIC IN BOTH NB AND SB DIRECTIONS.

I-55 CROSSOVER - MAINTAIN ONE LANE OF TRAFFIC IN BOTH NB AND SB DIRECTIONS. CROSS NB TRAFFIC OVER ONTO I-55 SB.

WEIGH STATION - MAINTAIN ACCESS (BOTH ENTERING AND EXITING) AT ALL TIMES.

ROADWAY CONSTRUCTION

I-55 PRIOR TO CROSSOVER - CONSTRUCT NB OUTSIDE LANE AND SHOULDER AND SB INSIDE LANE AND SHOULDER.

I-55 CROSSOVER SEGMENT - CONSTRUCT NB I-55 PAVEMENT AND SHOULDERS.

SEE PROPOSED TYPICAL SECTION SHEETS FOR DETAILED INFORMATION.

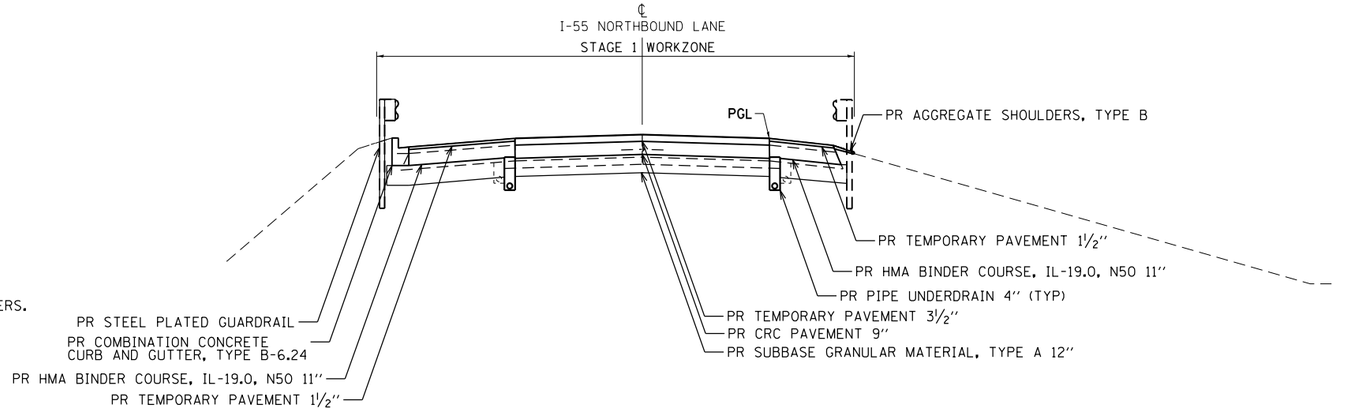
STAGE GENERAL NOTES

SEE STRUCTURE PLANS FOR BRIDGE STAGING.

SEE CROSS ROAD STAGING PLANS AND DETOURS.

PRIMARY IDOT STANDARDS THIS STAGE
(SEE SPECIAL PROVISIONS FOR ADDITIONAL APPLICABLE STANDARDS)

701101, 701106, 701101, 701106, 701400, 701401, 701406, 701411, 701416, 701426, 701428, 701451, 701456, 701901



STAGE 1 TYPICAL I-55
FULL DEPTH PAVEMENT
STA. 12+75.00 TO STA. 17+60.00
STA. 92+00.00 TO STA. 96+30.00
BRIDGE (SN 068-0049) OMISSION STA 93+02.01 TO 95+28.84

FILE NAME = D672D31-sht-MOT-155-Stage1.dgn	USER NAME = kcrider	DESIGNED -	REVISED -
		DRAWN -	REVISED -
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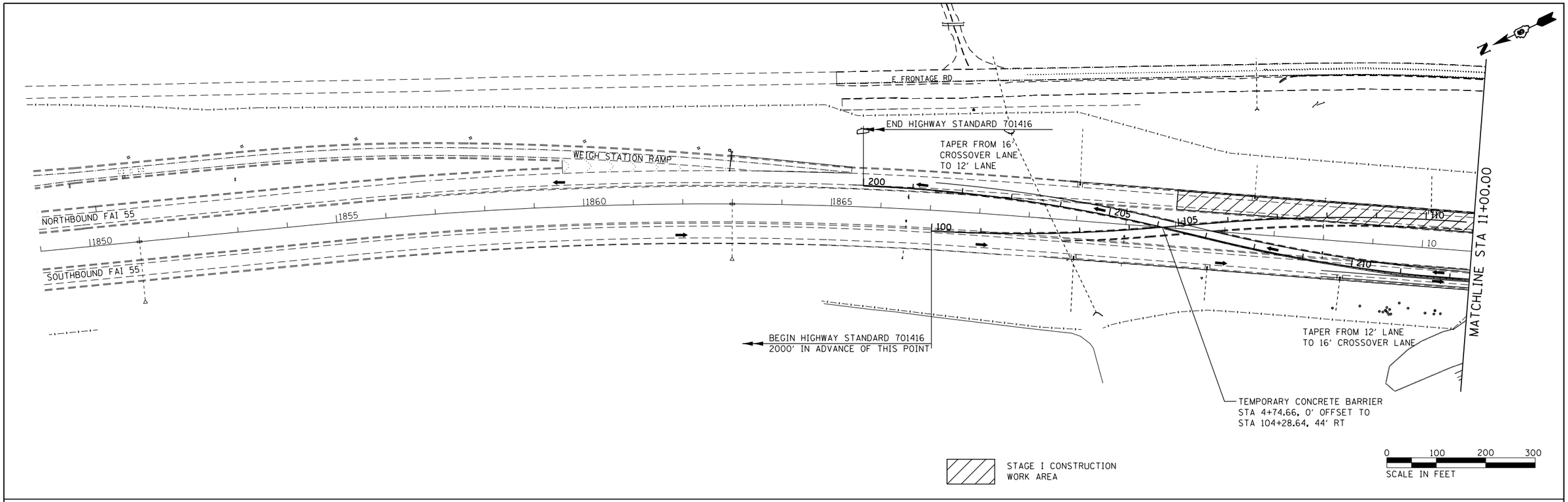
	PLOT DATE = 12/11/2019 - 4:45:14 PM	DATE -	REVISED -

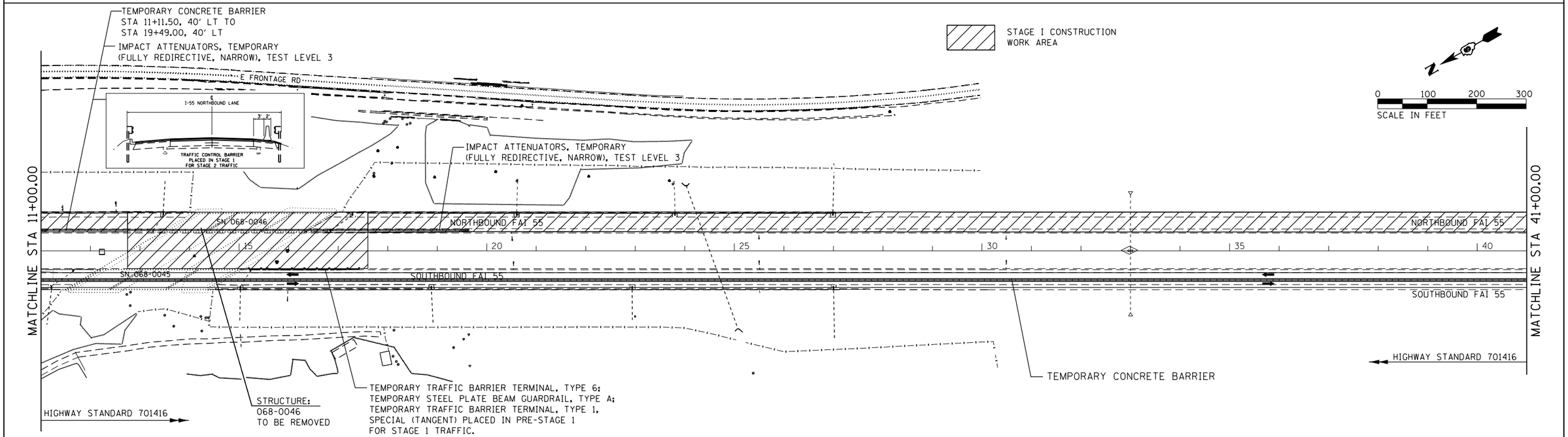
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
I-55 STAGE 1

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	109
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			





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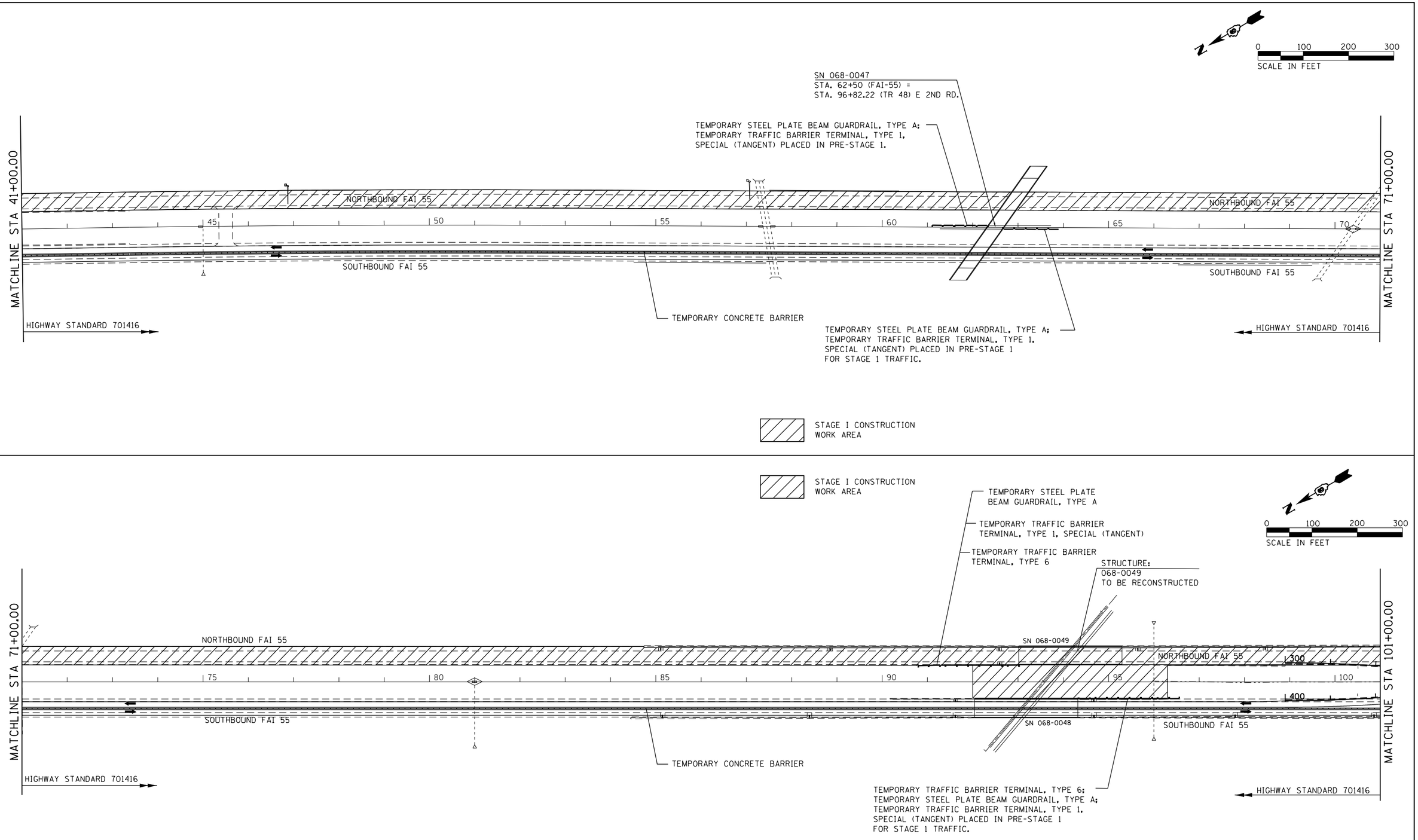
	PLOT DATE = 12/11/2019 - 4:45:15 PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
I-55 STAGE 1

SCALE: 1" = 100' | SHEET NO. OF SHEETS | STA. 1849+00.00 TO STA. 41+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	110
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			



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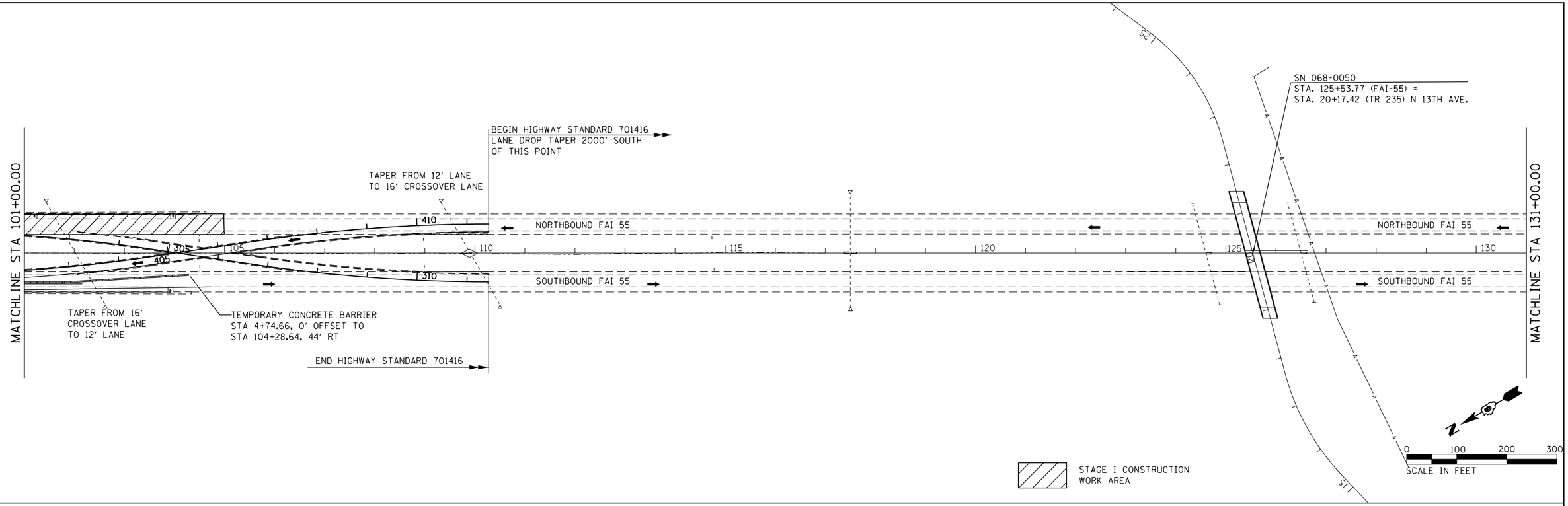
	PLOT DATE = 12/11/2019 - 4:45:15 PM	DATE -	REVISED -

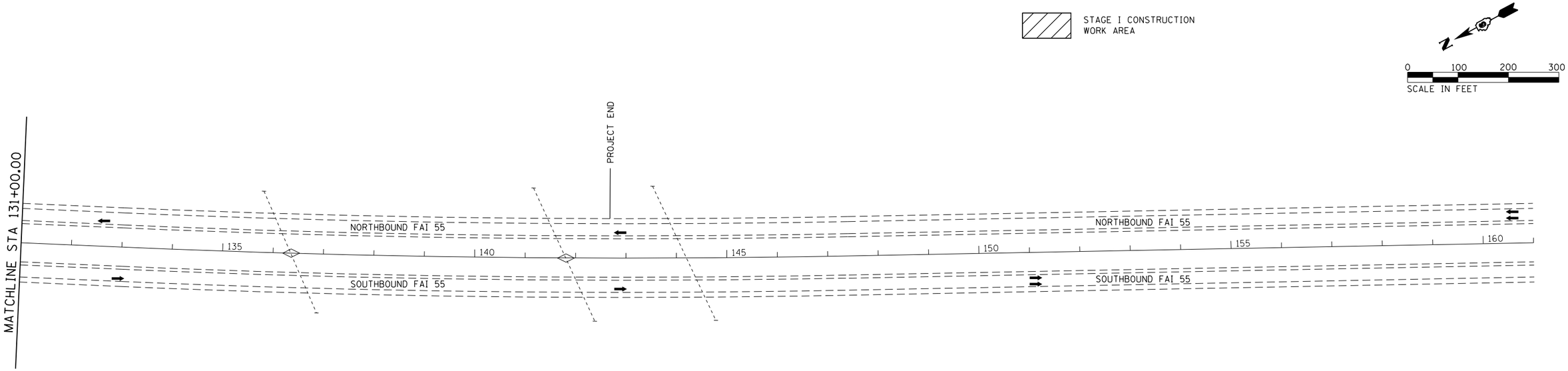
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
I-55 STAGE 1

SCALE: 1" = 100' | SHEET NO. OF SHEETS | STA. 41+00.00 TO STA. 101+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	111
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			





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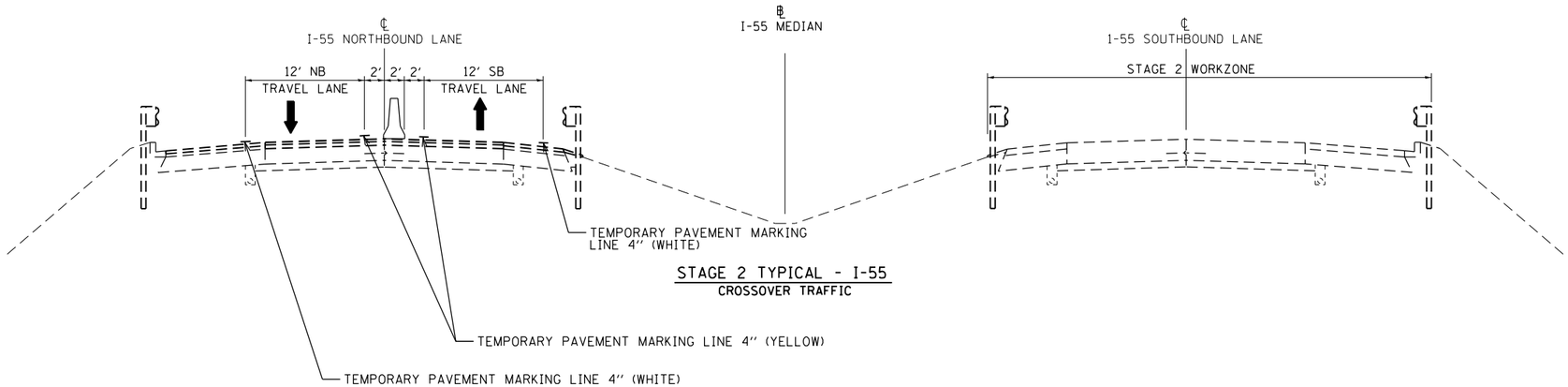
	PLOT DATE = 12/11/2019 - 4:45:15 PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
I-55 STAGE 1

SCALE: 1" = 100' | SHEET NO. OF SHEETS | STA. 101+00.00 TO STA. 161+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	112
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			



STAGE 2 TYPICAL - I-55
CROSSOVER TRAFFIC

STAGE 2

TRAFFIC

I-55 PRIOR TO CROSSOVER - MAINTAIN ONE LANE OF TRAFFIC IN BOTH NB AND SB DIRECTIONS.

I-55 CROSSOVER - MAINTAIN ONE LANE OF TRAFFIC IN BOTH NB AND SB DIRECTIONS. CROSS SB TRAFFIC OVER ONTO I-55 NB.

WEIGH STATION - MAINTAIN ACCESS (BOTH ENTERING AND EXITING) AT ALL TIMES.

ROADWAY CONSTRUCTION

I-55 PRIOR TO CROSSOVER - CONSTRUCT NB INSIDE LANE AND SHOULDER AND SB OUTSIDE LANE AND SHOULDER.

I-55 CROSSOVER SEGMENT - CONSTRUCT SB I-55 PAVEMENT AND SHOULDERS.

SEE PROPOSED TYPICAL SECTION SHEETS FOR DETAILED INFORMATION.

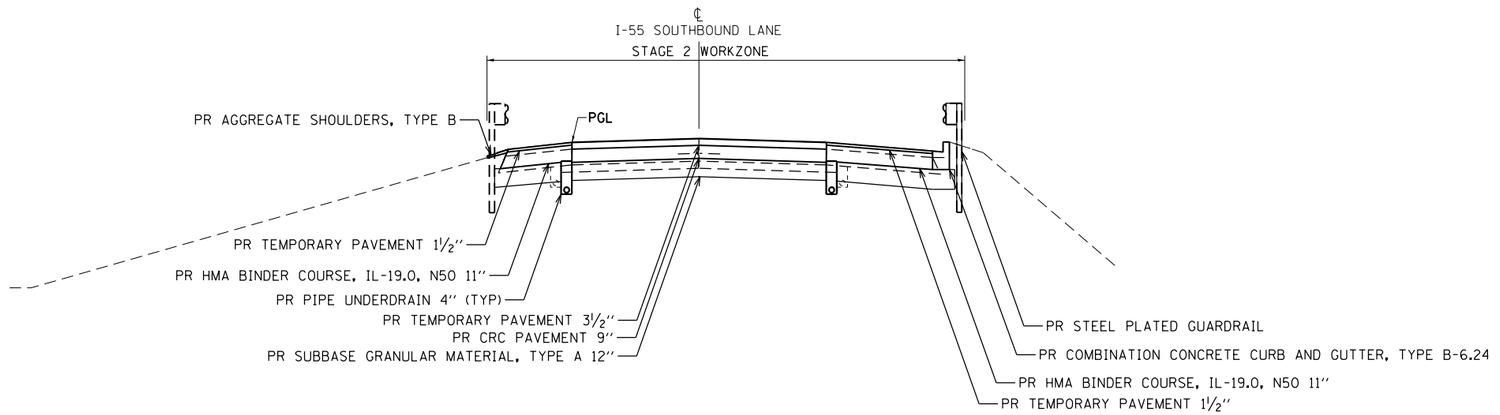
STAGE GENERAL NOTES

SEE STRUCTURE PLANS FOR BRIDGE STAGING.

SEE CROSS ROAD STAGING PLANS AND DETOURS.

PRIMARY IDOT STANDARDS THIS STAGE
(SEE SPECIAL PROVISIONS FOR ADDITIONAL APPLICABLE STANDARDS)

701101, 701106, 701101, 701106, 701400, 701401, 701406, 701411, 701416, 701426, 701428, 701451, 701456, 701901



STAGE 2 TYPICAL I-55
FULL DEPTH PAVEMENT
STA. 10+80.00 TO STA. 15+75.00
STA. 91+05.00 TO STA. 95+30.00
BRIDGE (SN 068-0048) OMISSION STA. 92+04.58 TO 94+31.41

FILE NAME = D672031-sht-MOT-155-Stage2.dgn	USER NAME = kcrider	DESIGNED -	REVISED -
		DRAWN -	REVISED -
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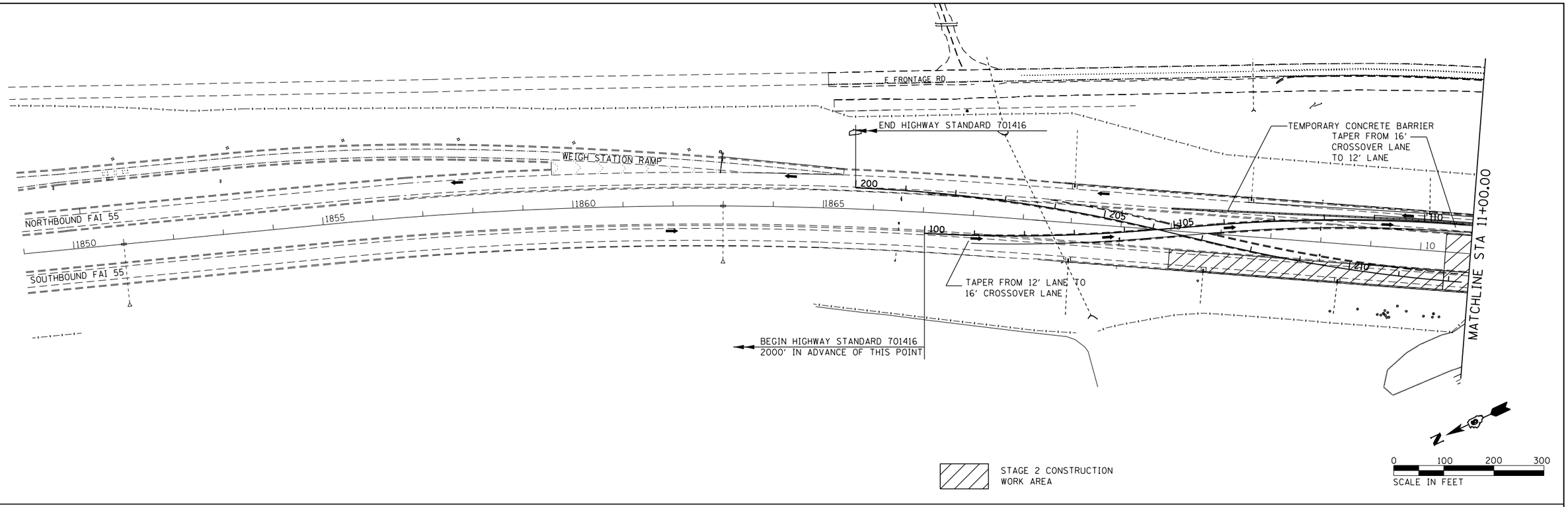
	PLOT DATE = 12/11/2019 - 4:45:33 PM	DATE -	REVISED -

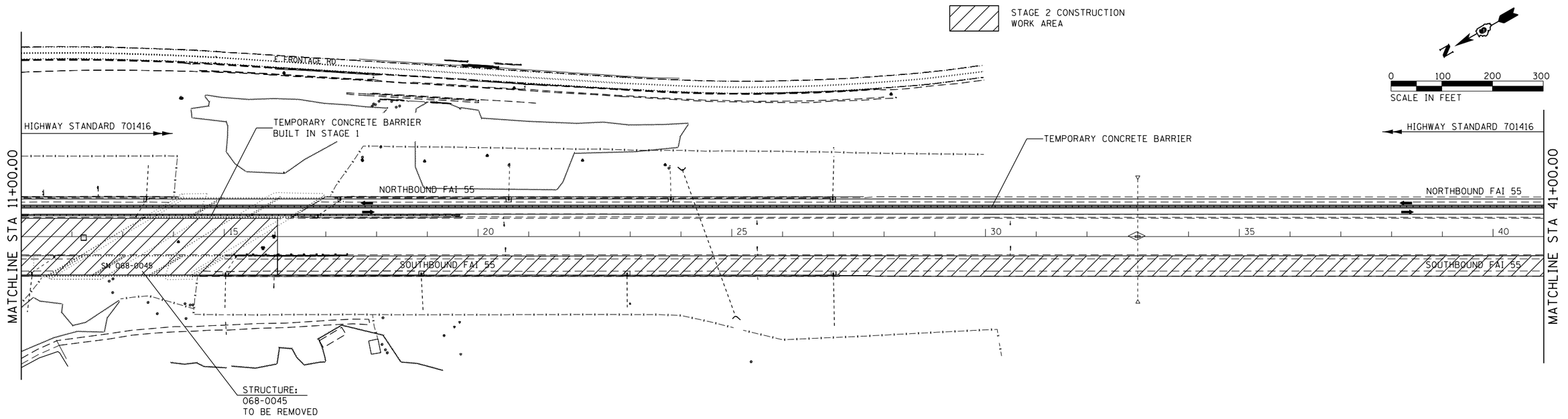
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
I-55 STAGE 2

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	113
		CONTRACT NO. 72D31		
		ILLINOIS FED. AID PROJECT		





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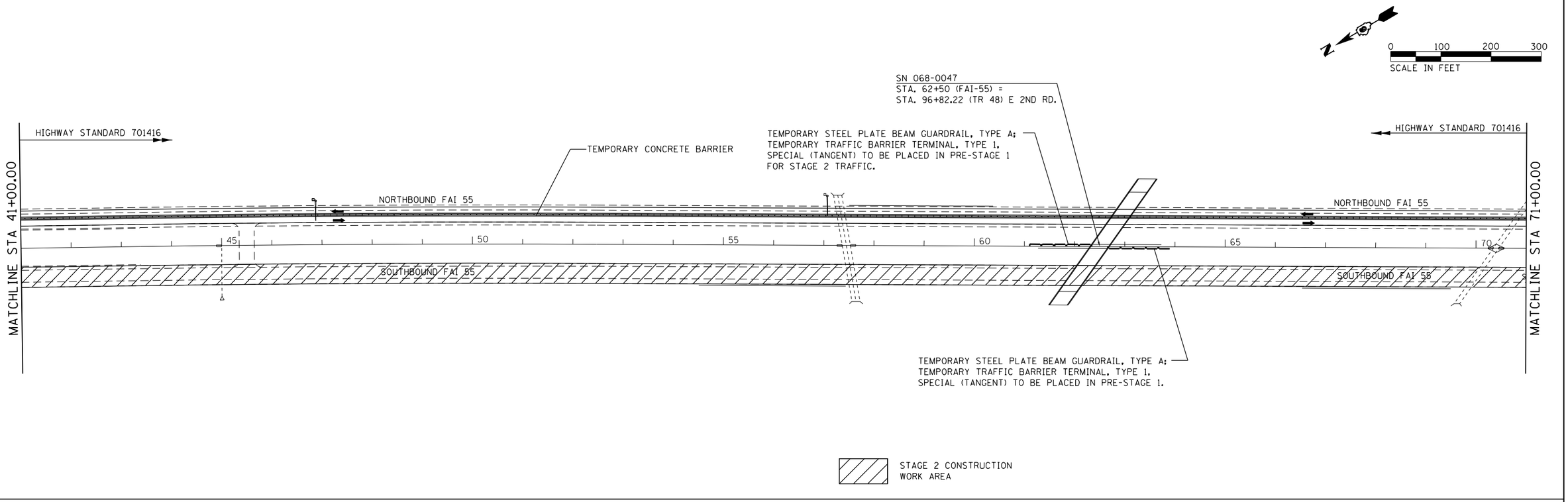
	PLOT DATE = 12/11/2019 - 4:45:33 PM	DATE -	REVISED -

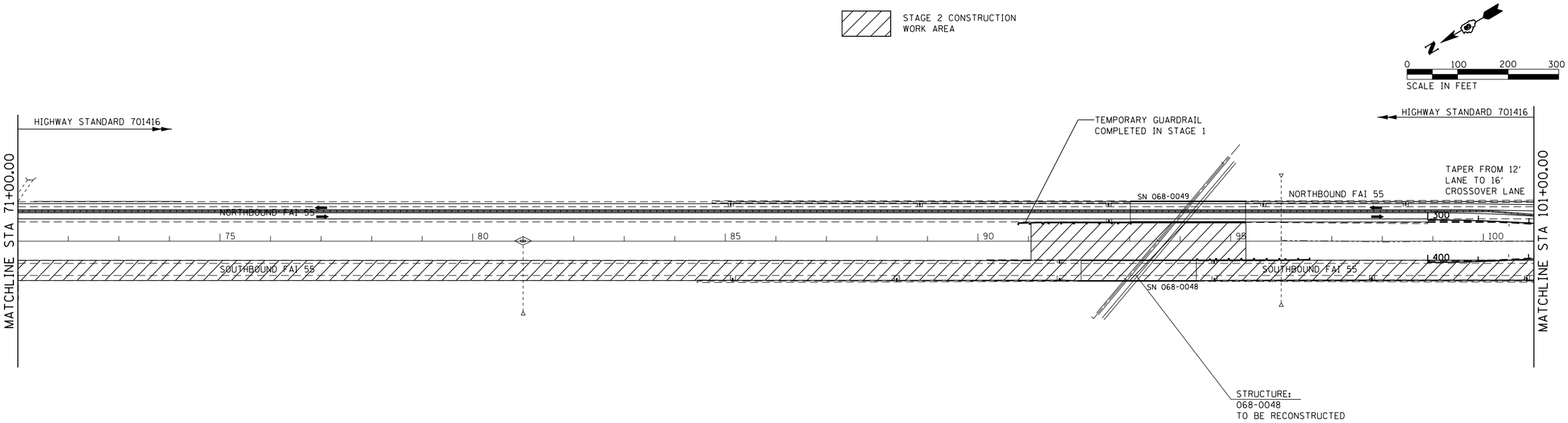
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
I-55 STAGE 2

SCALE: 1" = 100' | SHEET NO. OF SHEETS | STA. 1849+00.00 TO STA. 41+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	114
		CONTRACT NO. 72D31		
		ILLINOIS FED. AID PROJECT		





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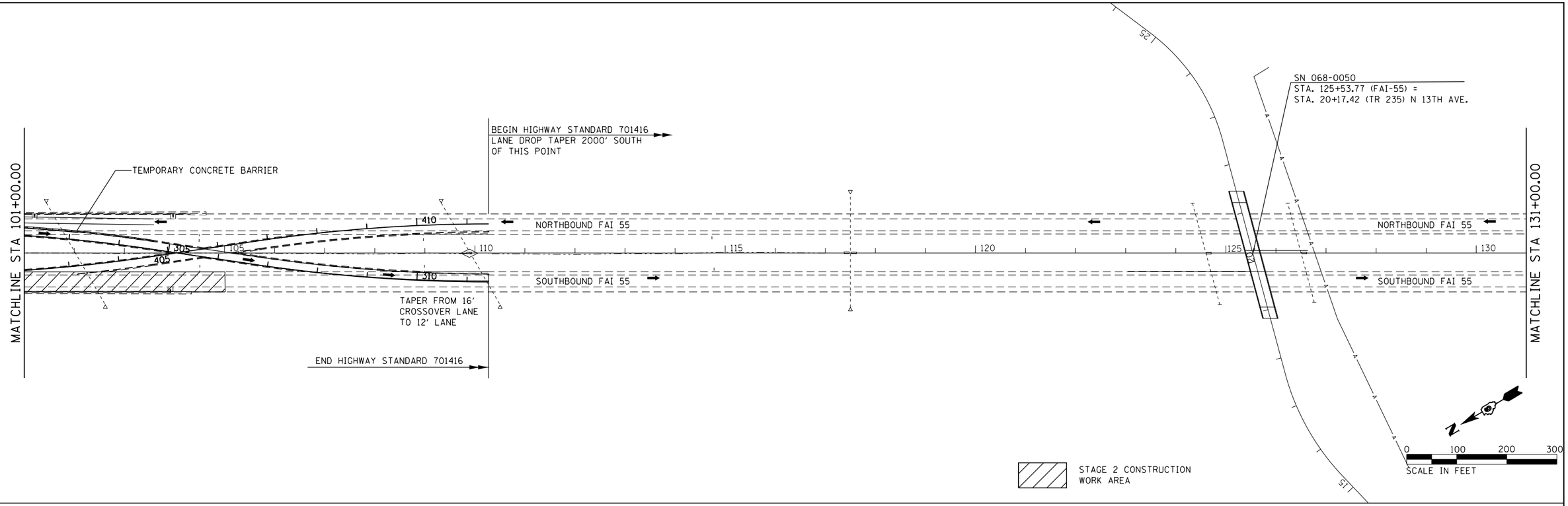
		DRAWN -	REVISED -
	PLOT SCALE = 200.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/11/2019 - 4:45:34 PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
I-55 STAGE 2

SCALE: 1" = 100' | SHEET NO. OF SHEETS | STA. 41+00.00 TO STA. 101+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	115
		CONTRACT NO. 72D31		
		ILLINOIS FED. AID PROJECT		



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		DRAWN -	REVISED -
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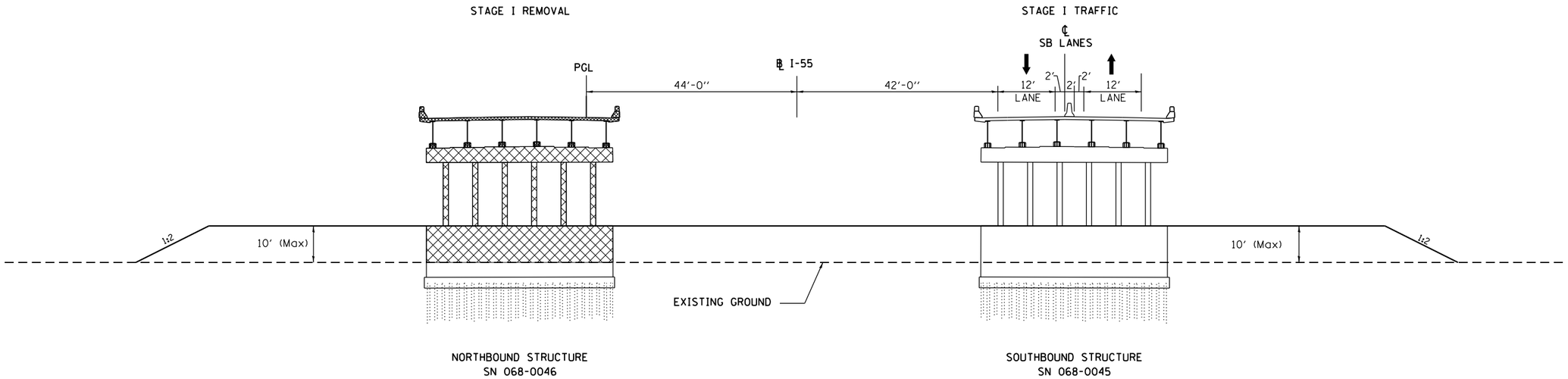
	PLOT DATE = 12/11/2019 - 4:45:34 PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

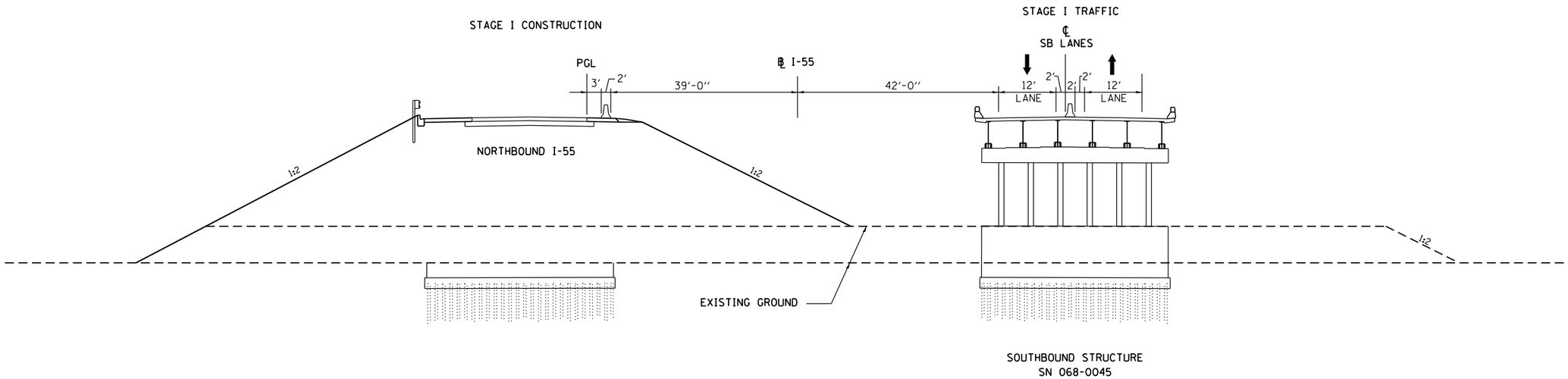
MAINTENANCE OF TRAFFIC
I-55 STAGE 2

SCALE: 1" = 100' | SHEET NO. OF SHEETS | STA. 101+00.00 TO STA. 161+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	116
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			



LOOKING SOUTH



LOOKING SOUTH

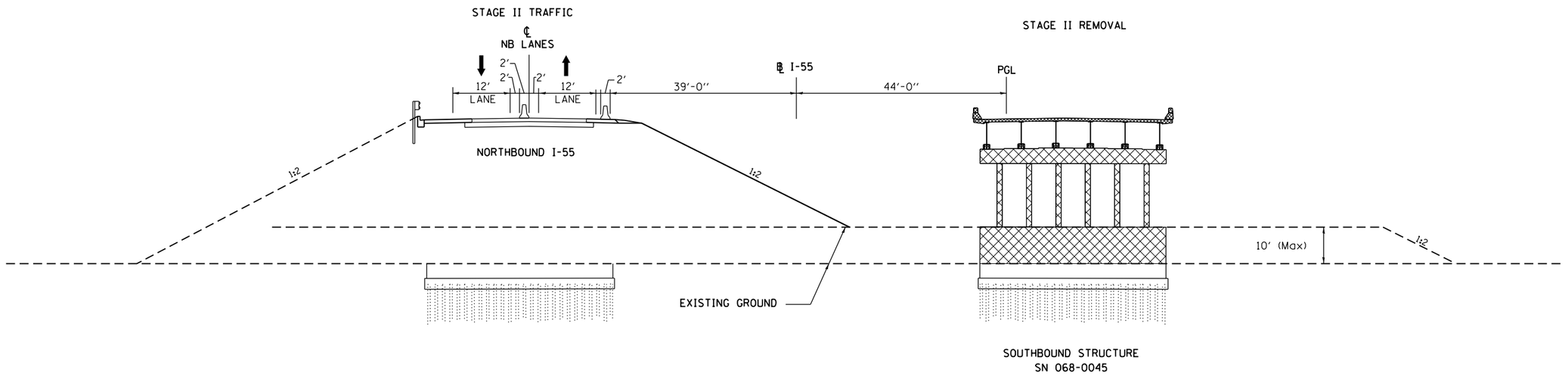
FILE NAME = D672E49-sht-MOT-Geotechnial Staging.dgn	USER NAME = kcrider	DESIGNED -	REVISED -
		DRAWN -	REVISED -
Default	PLOT SCALE = 24.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/11/2019 - 4:45:52 PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

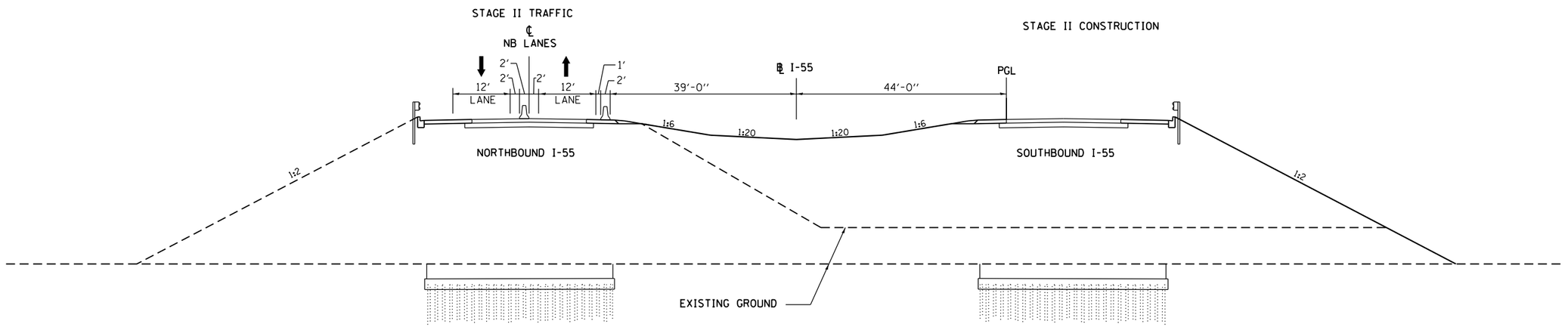
STAGING STRUCTURE REMOVAL – GRADING PLAN

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	117
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			



LOOKING SOUTH



LOOKING SOUTH

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		DRAWN -	REVISED -
Default	PLOT SCALE = 24.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/11/2019 - 4:45:52 PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING STRUCTURE REMOVAL – GRADING PLAN

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	118
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			

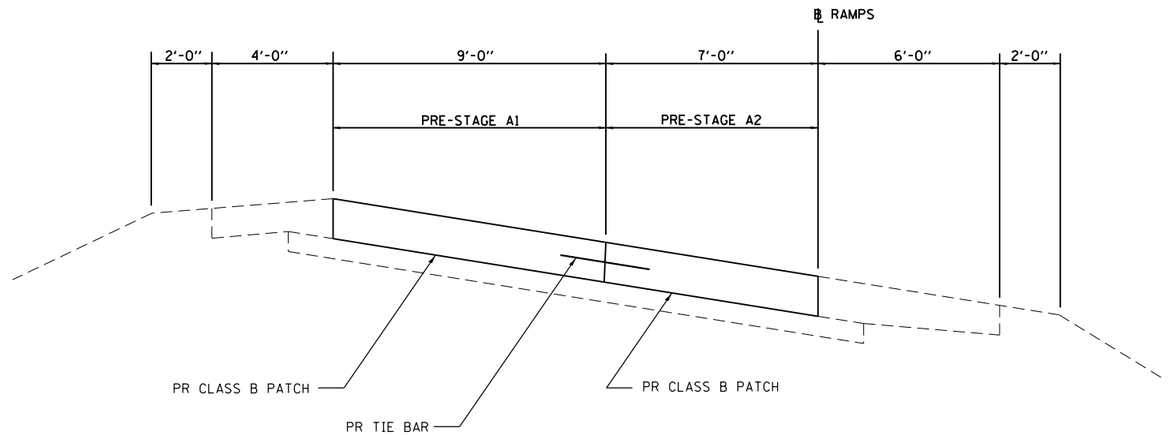
PRE-STAGE A

TRAFFIC
IL 108 RAMPS - KEEP RAMP TRAFFIC OPEN DURING PATCHING OPERATIONS.
SHALL FOLLOW HIGHWAY STANDARD 701456.

ROADWAY CONSTRUCTION
IL 108 RAMPS - CONSTRUCT CLASS B PATCHES PER PAVEMENT PATCHING SCHEDULE.

STAGE GENERAL NOTES
SEE CLASS B PATCHING RAMP DETAIL SHEET.

PRIMARY IDOT STANDARDS THIS STAGE
(SEE SPECIAL PROVISIONS FOR ADDITIONAL APPLICABLE STANDARDS)
701456, 701901



PRE-STAGE A TYPICAL #1 - IL 108 RAMPS PATCHING

FILE NAME = D672D31-sht-MOT-PreStage-SN0680043.dgn	USER NAME = kcrider	DESIGNED -	REVISED -
		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/11/2019 - 4:46:09 PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

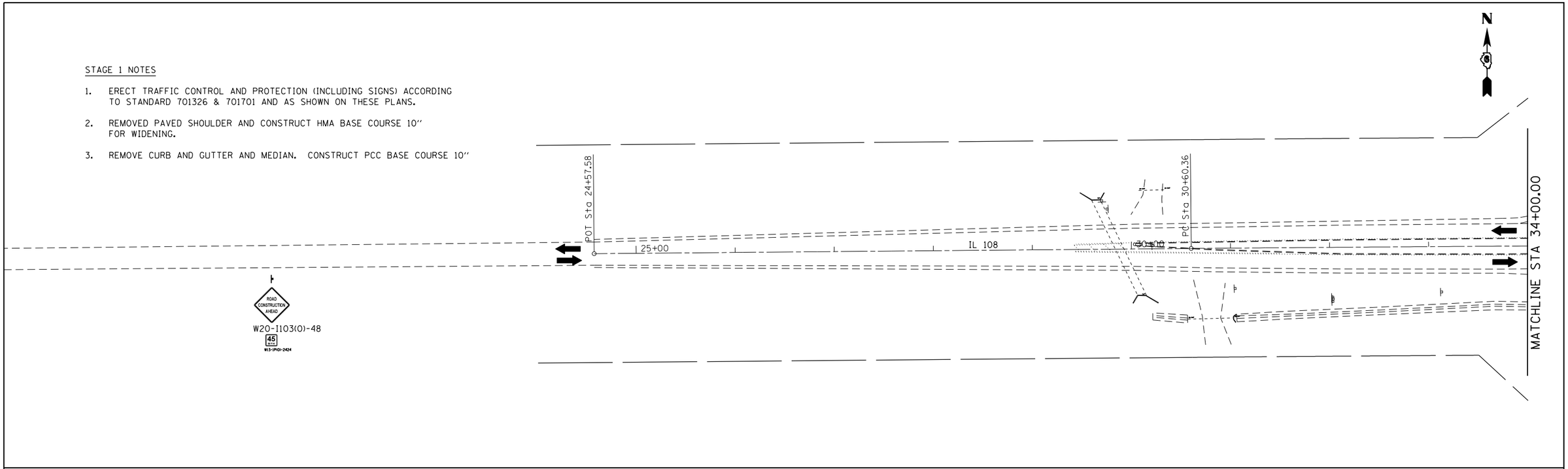
MAINTENANCE OF TRAFFIC PLAN – PRESTAGE A
S.N. 068–0043 IL 108

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	119
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			

STAGE 1 NOTES

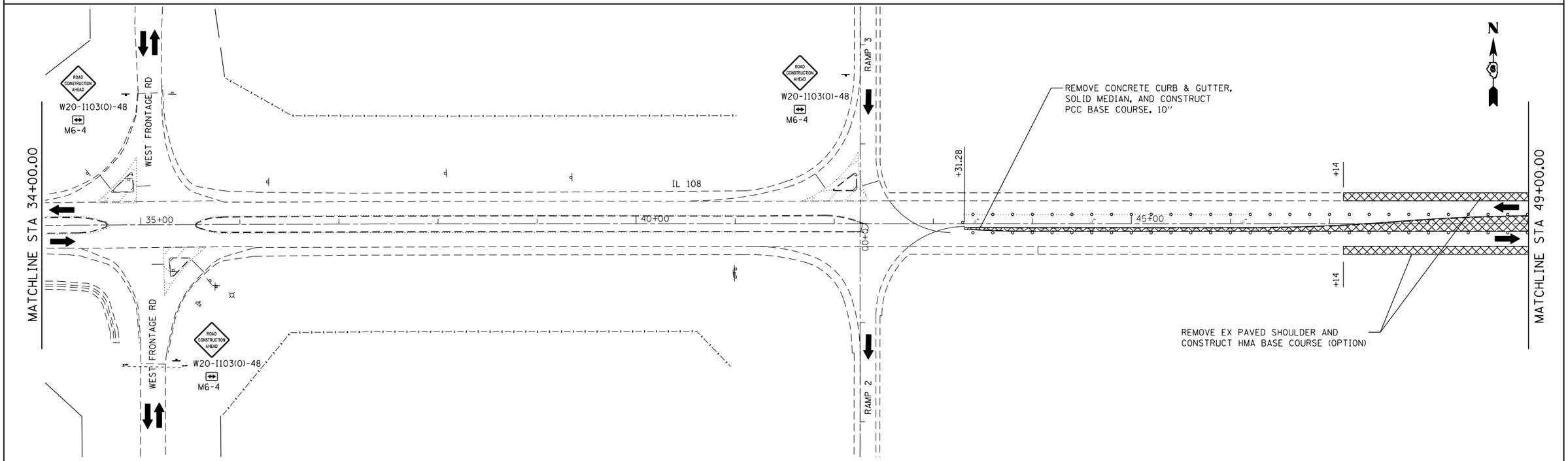
1. ERECT TRAFFIC CONTROL AND PROTECTION (INCLUDING SIGNS) ACCORDING TO STANDARD 701326 & 701701 AND AS SHOWN ON THESE PLANS.
2. REMOVED PAVED SHOULDER AND CONSTRUCT HMA BASE COURSE 10" FOR WIDENING.
3. REMOVE CURB AND GUTTER AND MEDIAN. CONSTRUCT PCC BASE COURSE 10"



LEGEND

WORK AREA | REMOVAL ITEMS | DIRECTION OF TRAFFIC | DRUM WITH MONO DIRECTIONAL LIGHT | TRAFFIC SIGN | TYPE III BARRICADE WITH FLASHING LIGHTS

0 50 100 150
SCALE IN FEET



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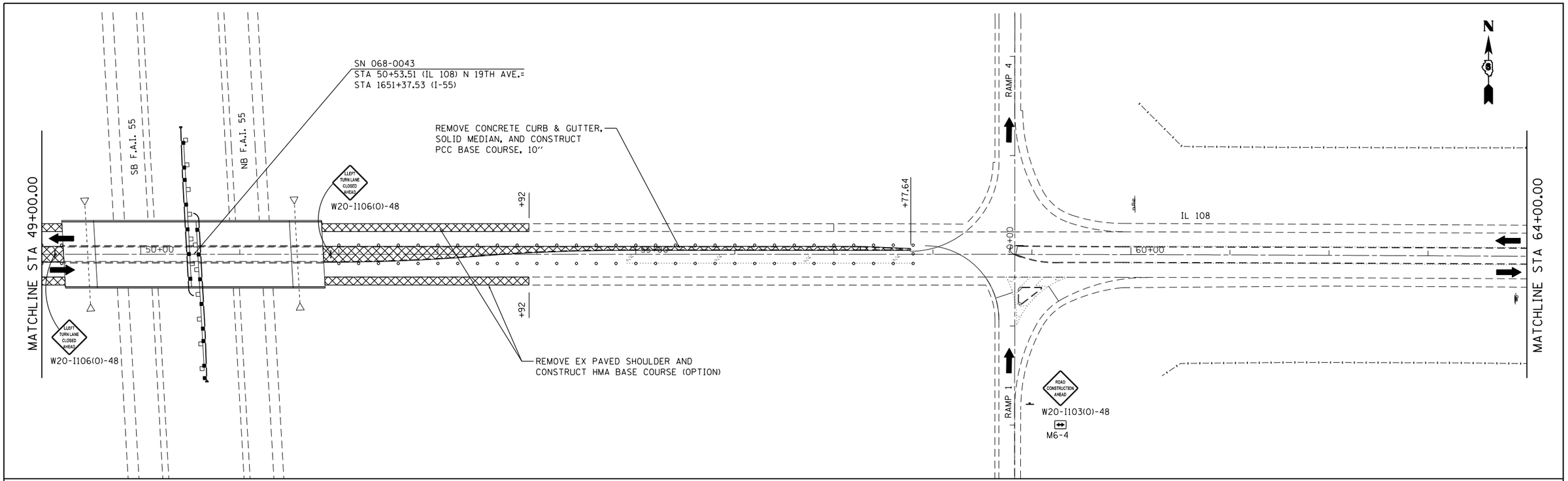
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN – STAGE 1
S.N. 068–0043 IL 108

SCALE: 1" = 50' | SHEET OF SHEETS | STA. 24+57.58 | TO STA. 49+00.00

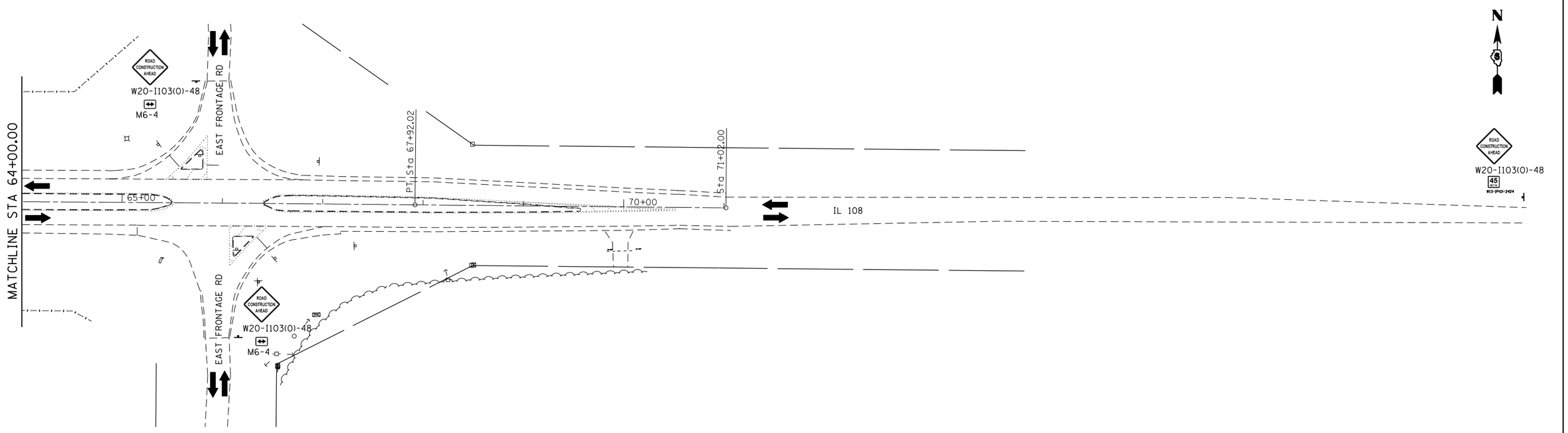
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	120
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			



LEGEND

WORK AREA | REMOVAL ITEMS | DIRECTION OF TRAFFIC | DRUM WITH MONO DIRECTIONAL LIGHT | TRAFFIC SIGN | TYPE III BARRICADE WITH FLASHING LIGHTS

0 50 100 150
SCALE IN FEET



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	PLOT DATE = 12/11/2019 - 4:46:34 PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN – STAGE 1
S.N. 068–0043 IL 108

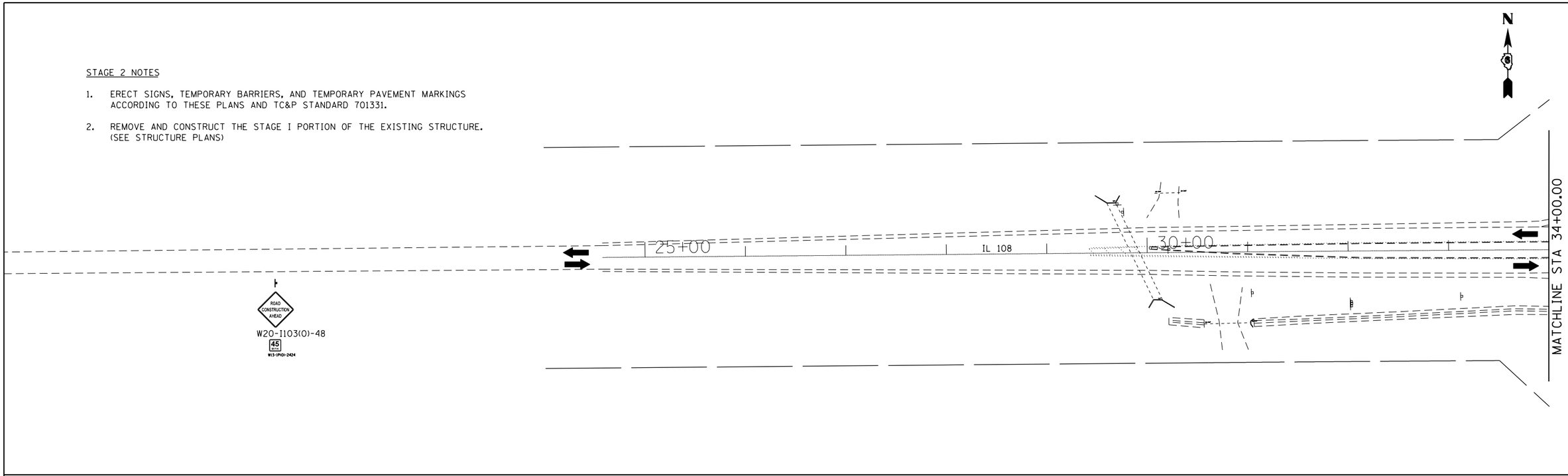
SCALE: 1" = 50' | SHEET OF SHEETS | STA. 49+00.00 TO STA. 71+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	121
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			

STAGE 2 NOTES

1. ERECT SIGNS, TEMPORARY BARRIERS, AND TEMPORARY PAVEMENT MARKINGS ACCORDING TO THESE PLANS AND TC&P STANDARD 701331.

2. REMOVE AND CONSTRUCT THE STAGE I PORTION OF THE EXISTING STRUCTURE. (SEE STRUCTURE PLANS)



LEGEND

WORK AREA

REMOVAL ITEMS

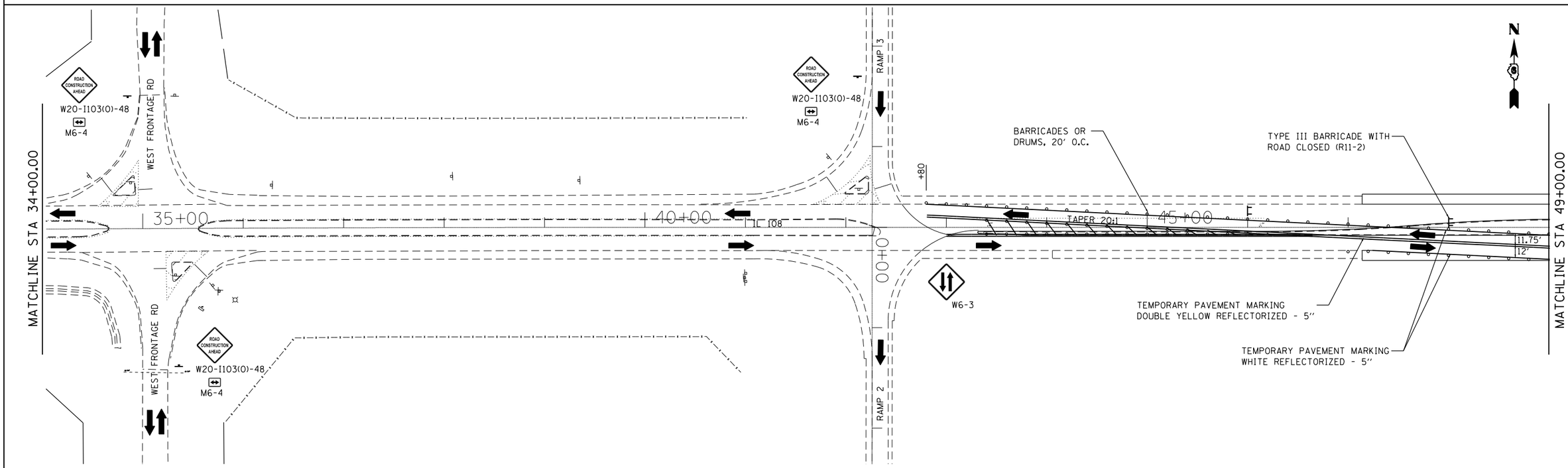
DIRECTION OF TRAFFIC

DRUM WITH MONO DIRECTIONAL LIGHT

TRAFFIC SIGN

TYPE III BARRICADE WITH FLASHING LIGHTS

0 50 100 150
SCALE IN FEET



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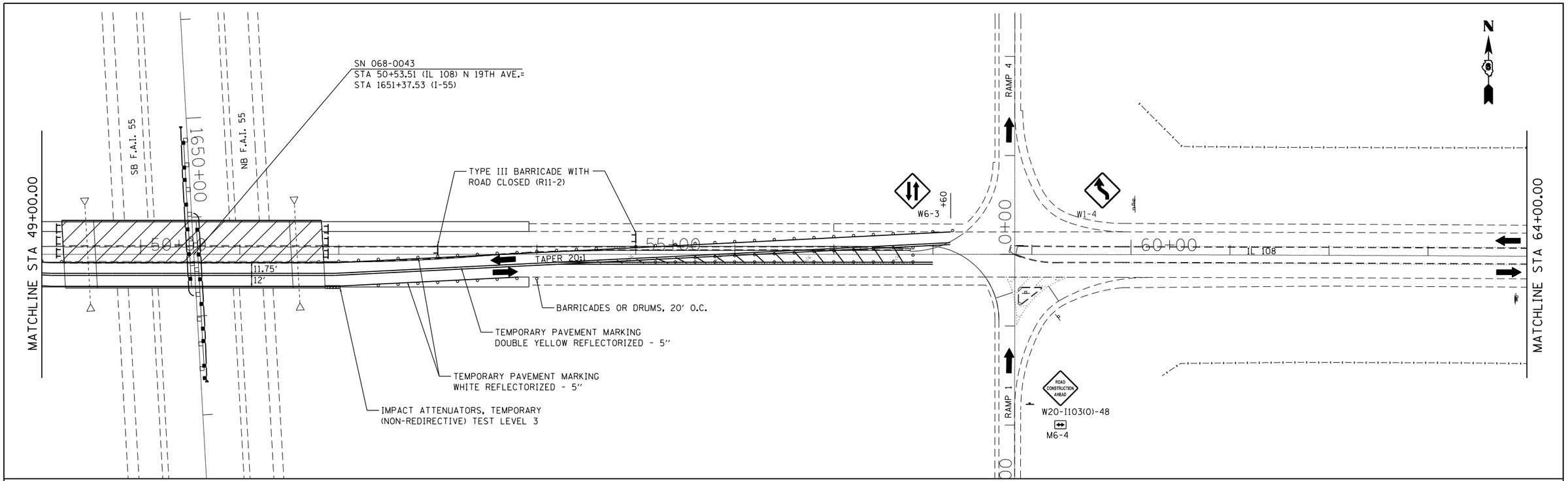
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN – STAGE 2
S.N. 068–0043 IL 108

SCALE: 1" = 50' | SHEET OF SHEETS | STA. 24+57.58 TO STA. 49+00.00

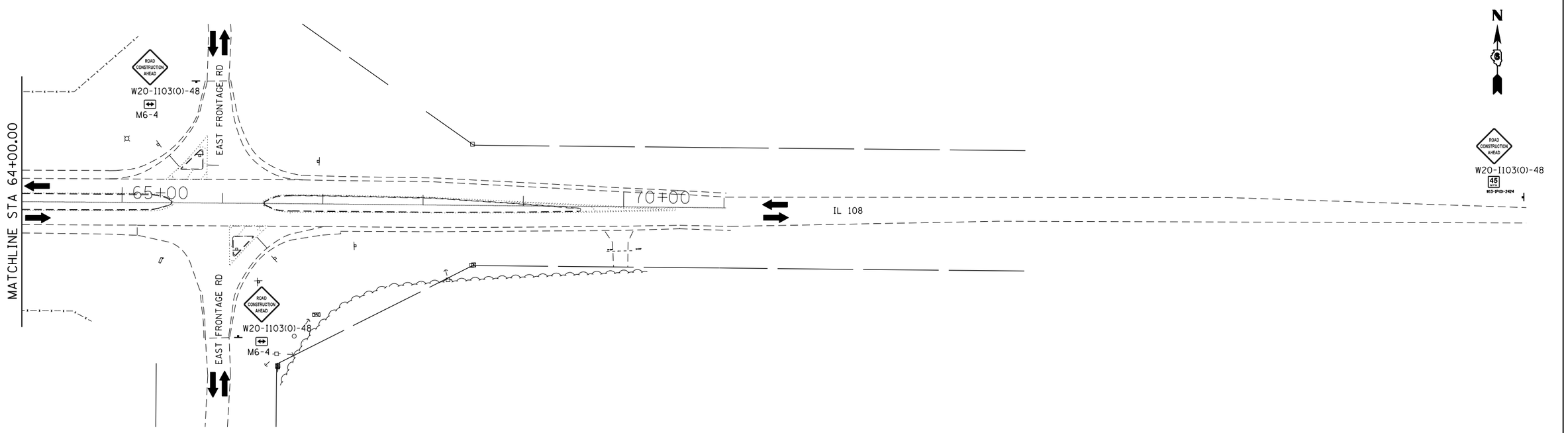
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	122
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			



LEGEND

WORK AREA | REMOVAL ITEMS | DIRECTION OF TRAFFIC | DRUM WITH MONO DIRECTIONAL LIGHT | TRAFFIC SIGN | TYPE III BARRICADE WITH FLASHING LIGHTS

0 50 100 150
SCALE IN FEET



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	PLOT DATE = 12/11/2019 - 4:46:52 PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN – STAGE 2
S.N. 068–0043 IL 108

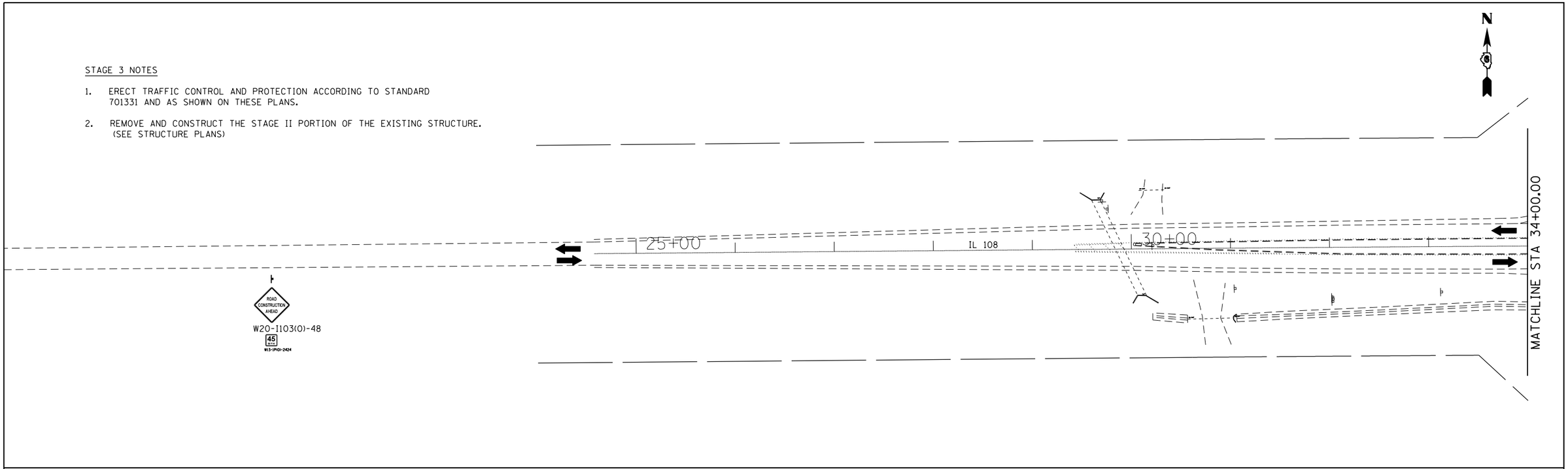
SCALE: 1" = 50' | SHEET OF SHEETS | STA. 49+00.00 TO STA. 71+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	123
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			

STAGE 3 NOTES

1. ERECT TRAFFIC CONTROL AND PROTECTION ACCORDING TO STANDARD 701331 AND AS SHOWN ON THESE PLANS.

2. REMOVE AND CONSTRUCT THE STAGE II PORTION OF THE EXISTING STRUCTURE. (SEE STRUCTURE PLANS)



LEGEND

WORK AREA

REMOVAL ITEMS

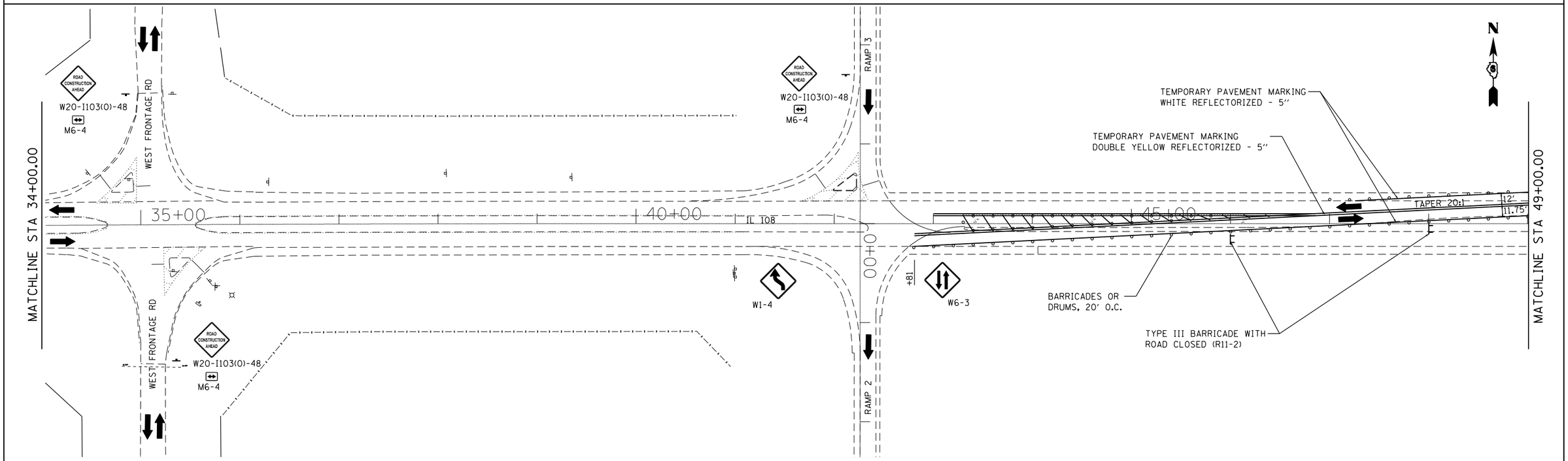
DIRECTION OF TRAFFIC

DRUM WITH MONO DIRECTIONAL LIGHT

TRAFFIC SIGN

TYPE III BARRICADE WITH FLASHING LIGHTS

0 50 100 150
SCALE IN FEET



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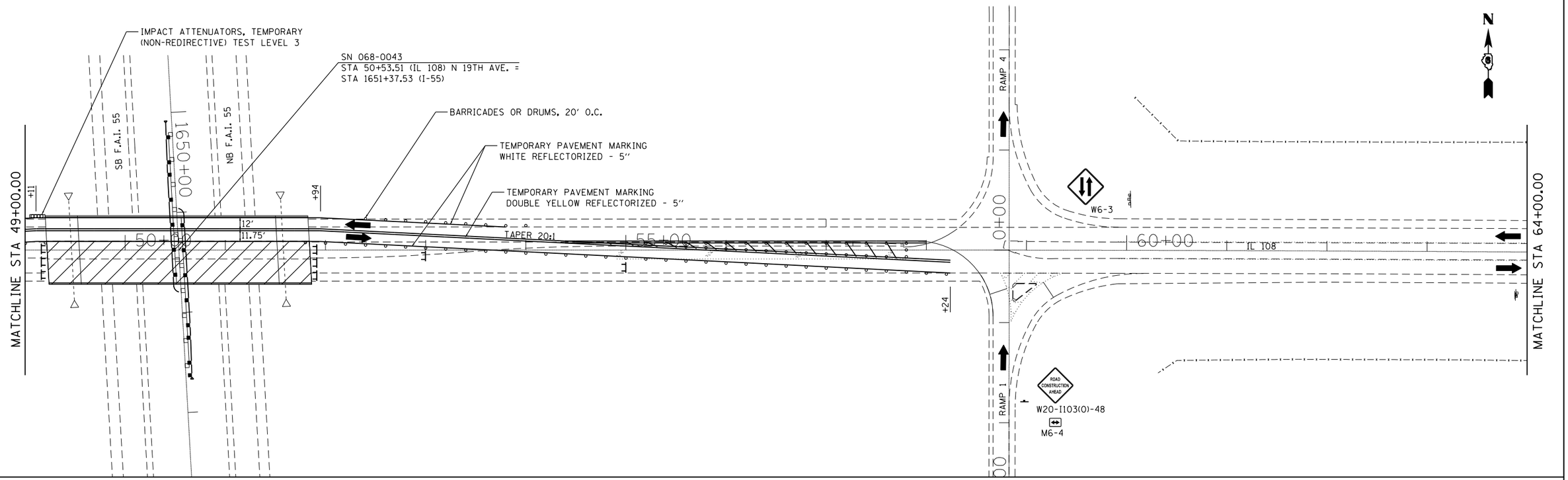
	PLOT DATE = 12/11/2019 - 4:47:10 PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN – STAGE 3
S.N. 068–0043 IL 108

SCALE: 1" = 50' | SHEET OF SHEETS | STA. 24+57.58 TO STA. 49+00.00

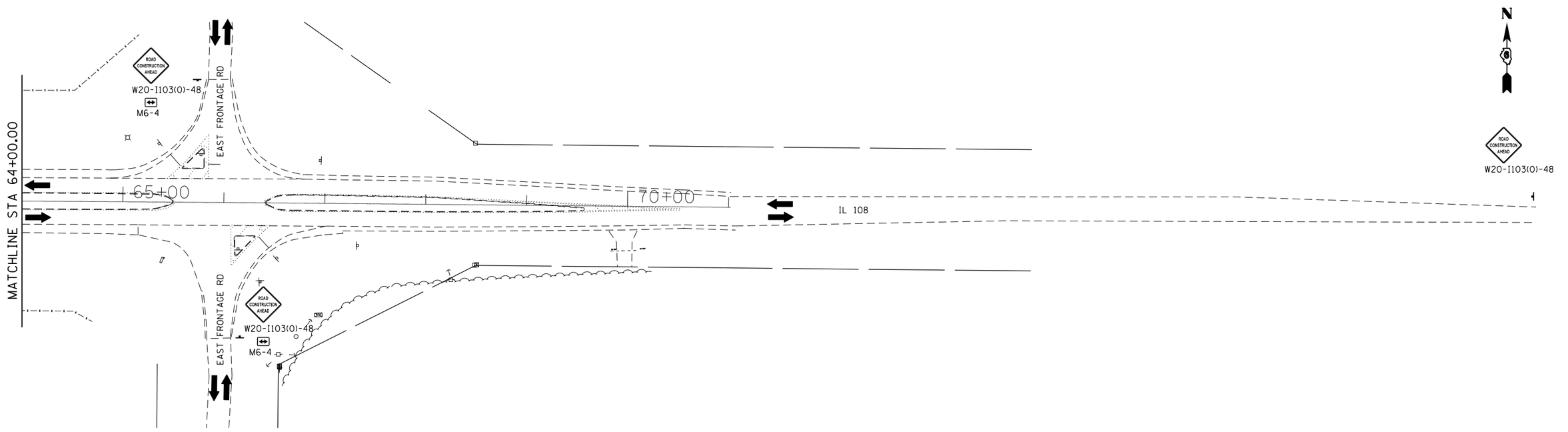
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	124
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			



LEGEND

- WORK AREA
- REMOVAL ITEMS
- DIRECTION OF TRAFFIC
- DRUM WITH MONO DIRECTIONAL LIGHT
- TRAFFIC SIGN
- TYPE III BARRICADE WITH FLASHING LIGHTS

0 50 100 150
SCALE IN FEET



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN – STAGE 3
S.N. 068–0043 IL 108

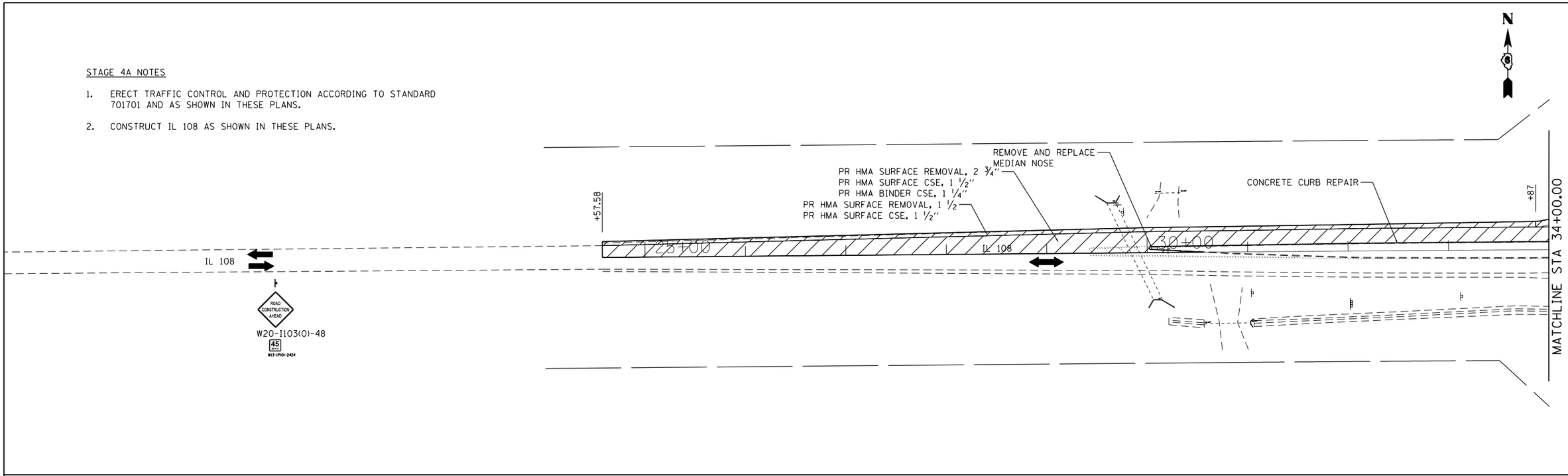
SCALE: 1" = 50' | SHEET OF SHEETS | STA. 49+00.00 TO STA. 71+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	125
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			

STAGE 4A NOTES

1. ERECT TRAFFIC CONTROL AND PROTECTION ACCORDING TO STANDARD 701701 AND AS SHOWN IN THESE PLANS.

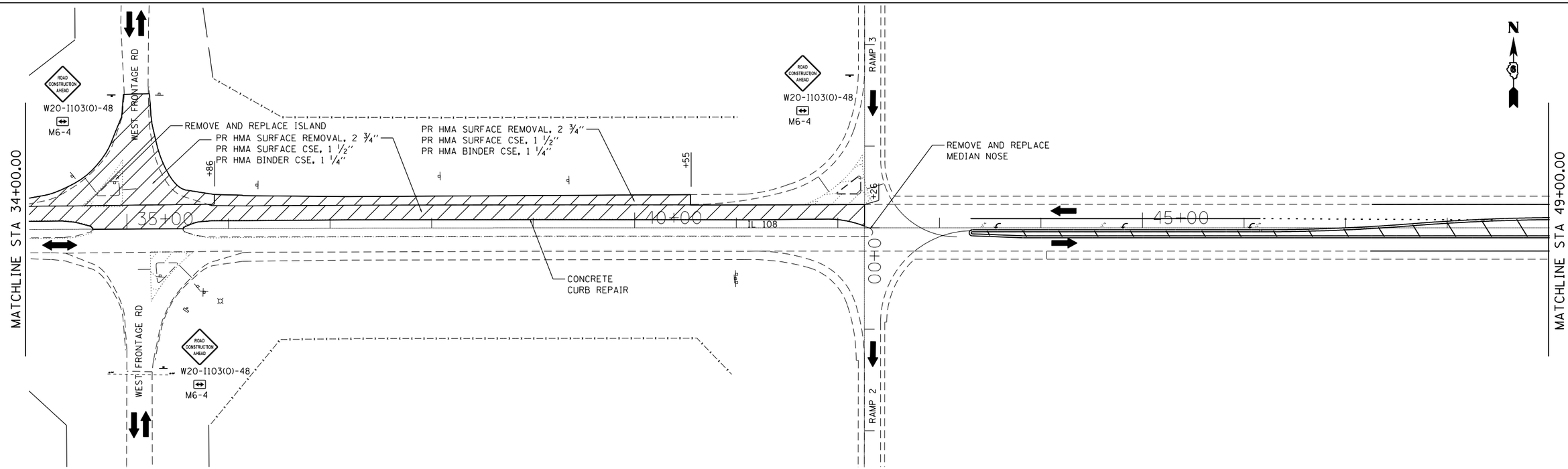
2. CONSTRUCT IL 108 AS SHOWN IN THESE PLANS.



LEGEND

WORK AREA | REMOVAL ITEMS | DIRECTION OF TRAFFIC | DRUM WITH MONO DIRECTIONAL LIGHT | TRAFFIC SIGN | TYPE III BARRICADE WITH FLASHING LIGHTS

0 50 100 150
SCALE IN FEET



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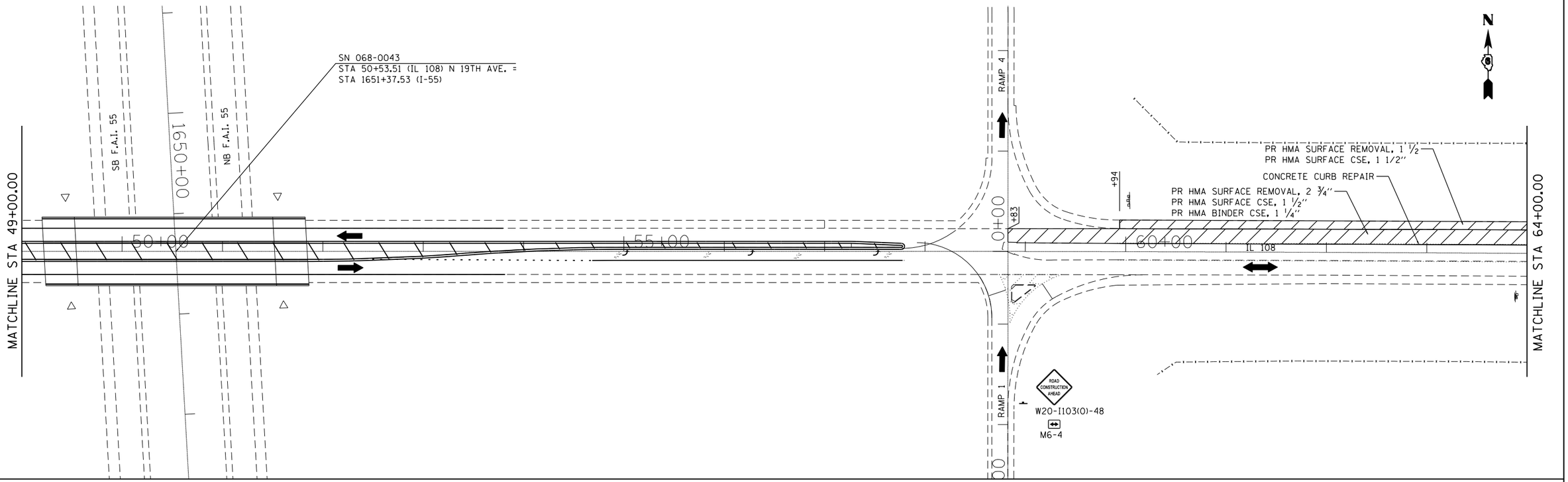
	PLOT DATE = 12/11/2019 - 4:47:28 PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN – STAGE 4A
S.N. 068–0043 IL 108

SCALE: 1" = 50' | SHEET OF SHEETS | STA. 24+57.58 | TO STA. 49+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	126
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			



LEGEND

WORK AREA

REMOVAL ITEMS

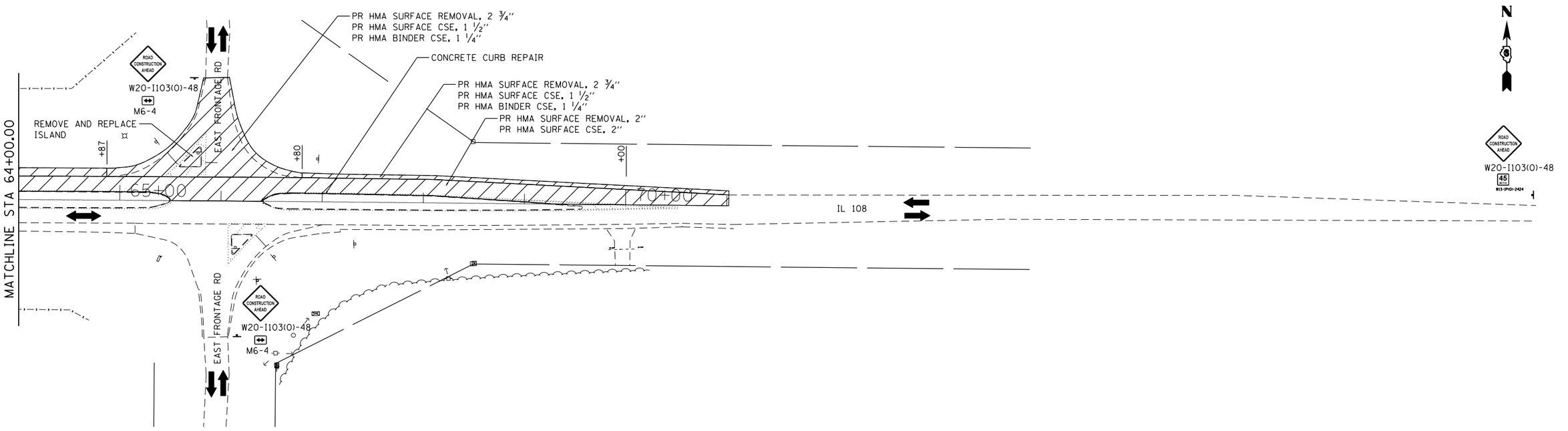
DIRECTION OF TRAFFIC

DRUM WITH MONO DIRECTIONAL LIGHT

TRAFFIC SIGN

TYPE III BARRICADE WITH FLASHING LIGHTS

0 50 100 150
SCALE IN FEET



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Default	PLOT DATE = 12/11/2019 - 4:47:28 PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN – STAGE 4A
IL 108

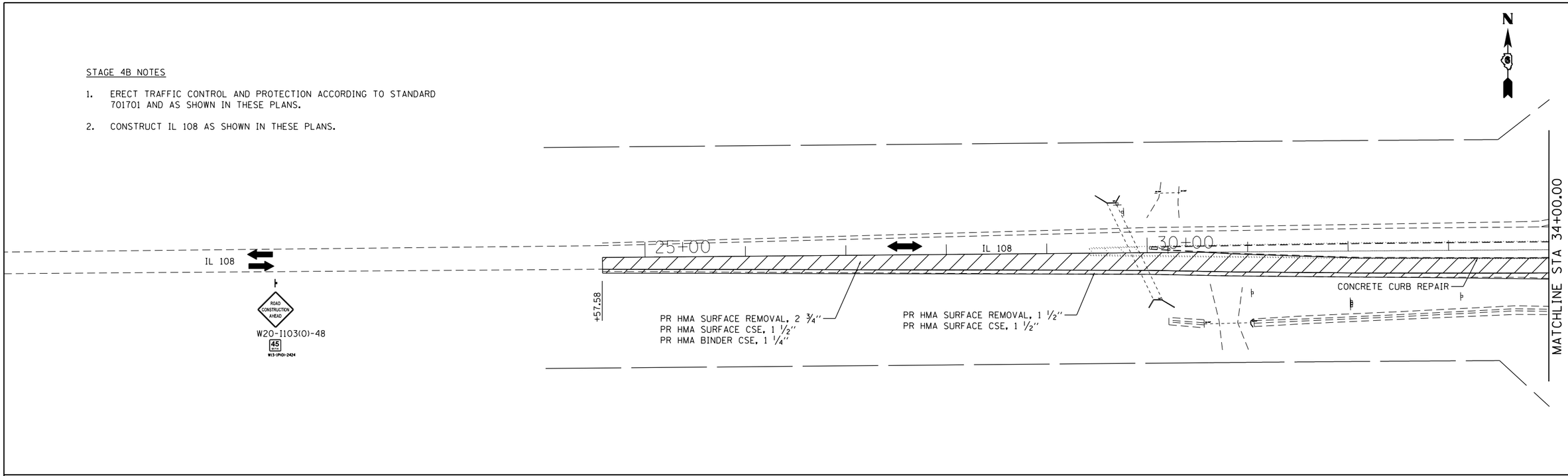
SCALE: 1" = 50' | SHEET OF SHEETS | STA. 49+00.00 TO STA. 71+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	127
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			

STAGE 4B NOTES

1. ERECT TRAFFIC CONTROL AND PROTECTION ACCORDING TO STANDARD 701701 AND AS SHOWN IN THESE PLANS.

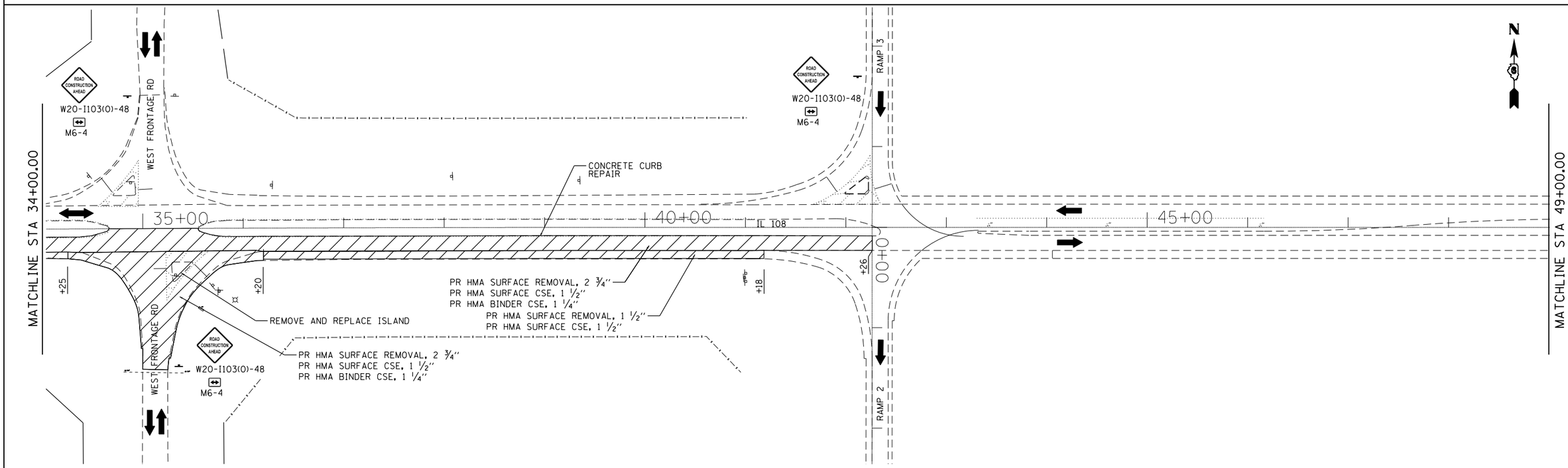
2. CONSTRUCT IL 108 AS SHOWN IN THESE PLANS.



LEGEND

WORK AREA | REMOVAL ITEMS | DIRECTION OF TRAFFIC | DRUM WITH MONO DIRECTIONAL LIGHT | TRAFFIC SIGN | TYPE III BARRICADE WITH FLASHING LIGHTS

0 50 100 150
SCALE IN FEET



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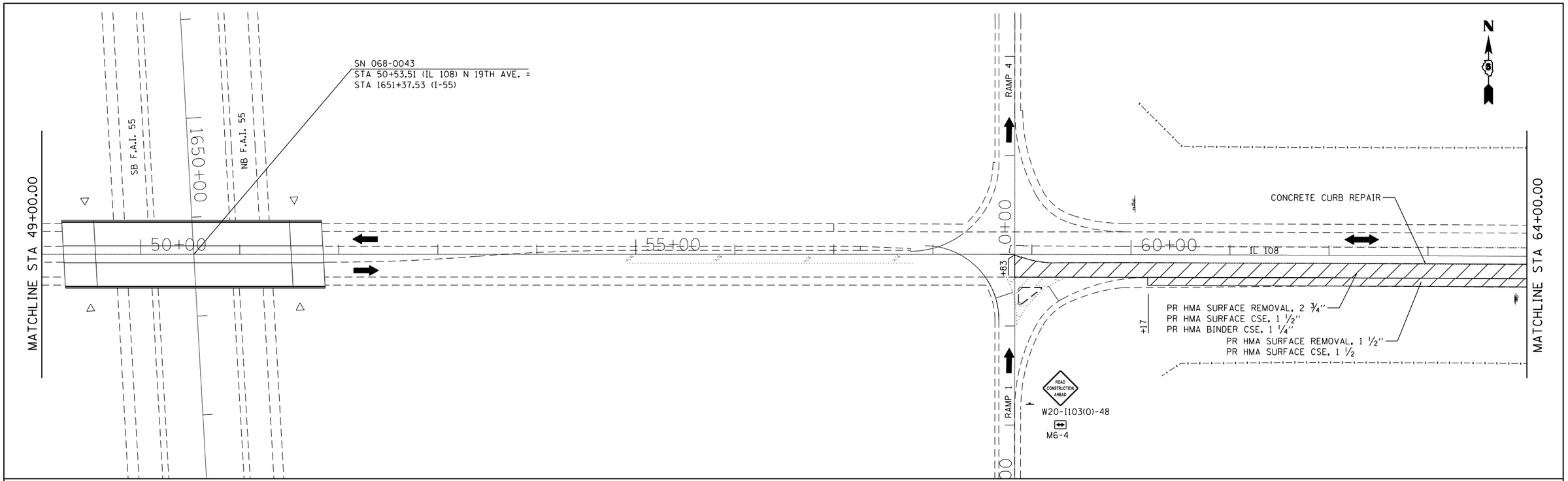
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN – STAGE 4B
S.N. 068–0043 IL 108

SCALE: 1" = 50' | SHEET OF SHEETS | STA. 24+57.58 | TO STA. 49+00.00

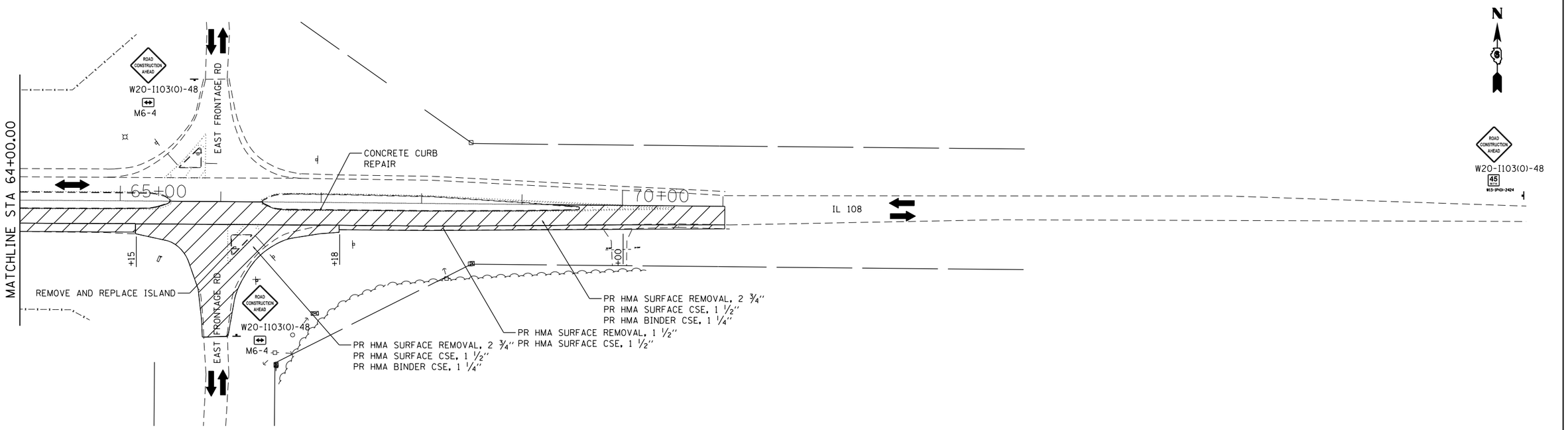
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	128
		CONTRACT NO. 72D31		
	ILLINOIS	FED. AID PROJECT		



LEGEND

WORK AREA | REMOVAL ITEMS | DIRECTION OF TRAFFIC | DRUM WITH MONO DIRECTIONAL LIGHT | TRAFFIC SIGN | TYPE III BARRICADE WITH FLASHING LIGHTS

0 50 100 150
SCALE IN FEET



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

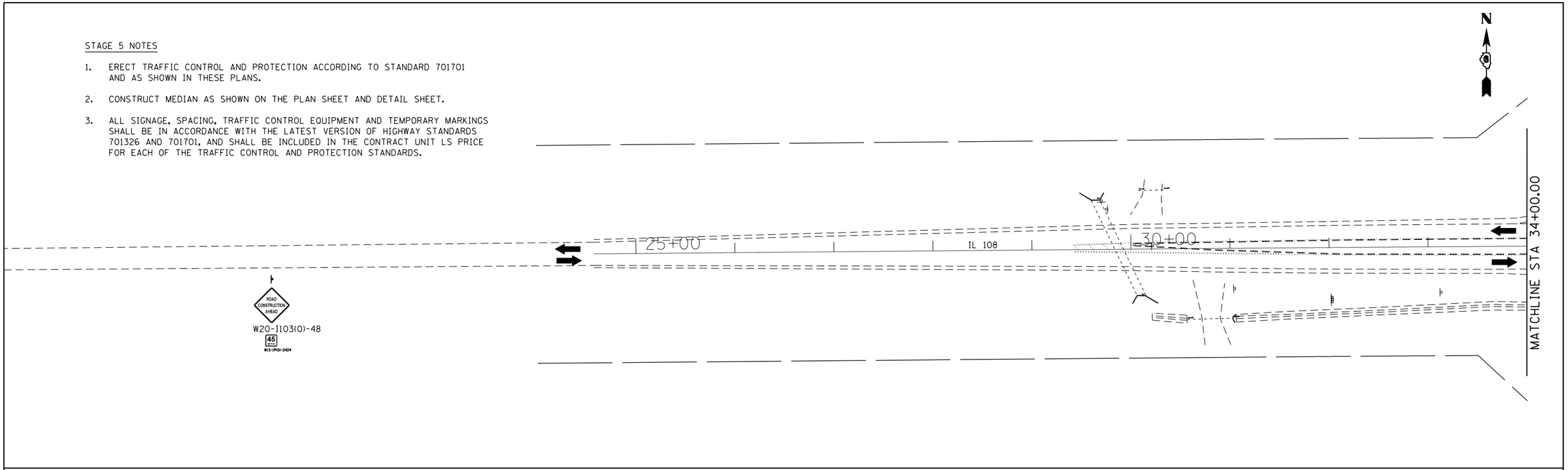
MAINTENANCE OF TRAFFIC PLAN – STAGE 4B
S.N. 068–0043 IL 108

SCALE: 1" = 50' | SHEET OF SHEETS | STA. 49+00.00 TO STA. 71+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	129
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			

STAGE 5 NOTES

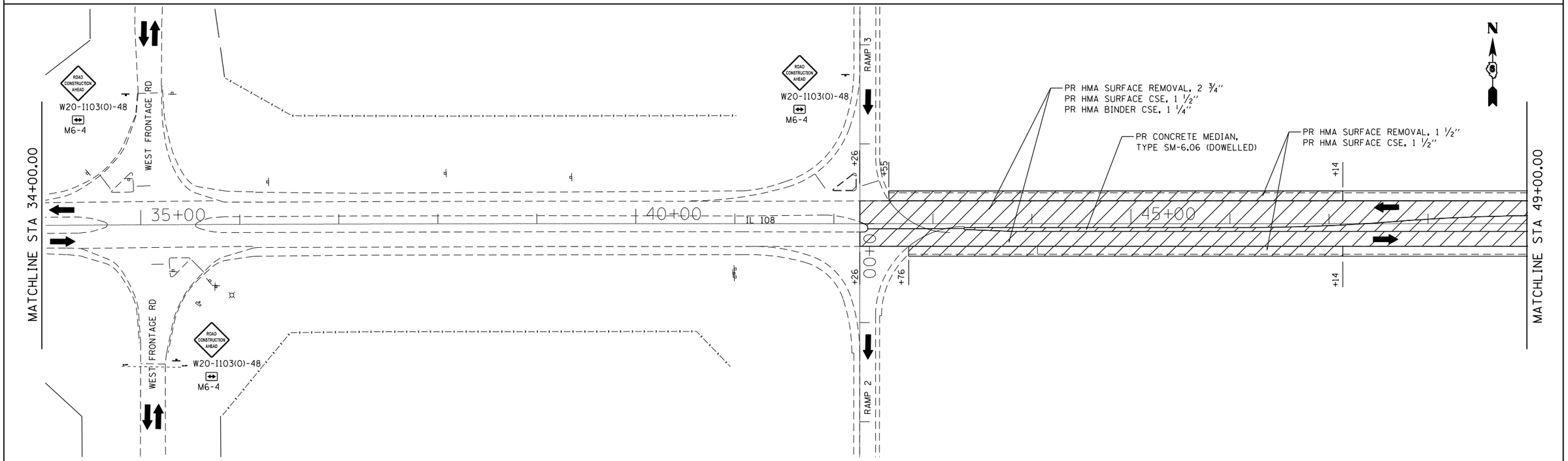
1. ERECT TRAFFIC CONTROL AND PROTECTION ACCORDING TO STANDARD 701701 AND AS SHOWN IN THESE PLANS.
2. CONSTRUCT MEDIAN AS SHOWN ON THE PLAN SHEET AND DETAIL SHEET.
3. ALL SIGNAGE, SPACING, TRAFFIC CONTROL EQUIPMENT AND TEMPORARY MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF HIGHWAY STANDARDS 701326 AND 701701, AND SHALL BE INCLUDED IN THE CONTRACT UNIT LS PRICE FOR EACH OF THE TRAFFIC CONTROL AND PROTECTION STANDARDS.



LEGEND

WORK AREA | REMOVAL ITEMS | DIRECTION OF TRAFFIC | DRUM WITH MONO DIRECTIONAL LIGHT | TRAFFIC SIGN | TYPE III BARRICADE WITH FLASHING LIGHTS

0 50 100 150
SCALE IN FEET



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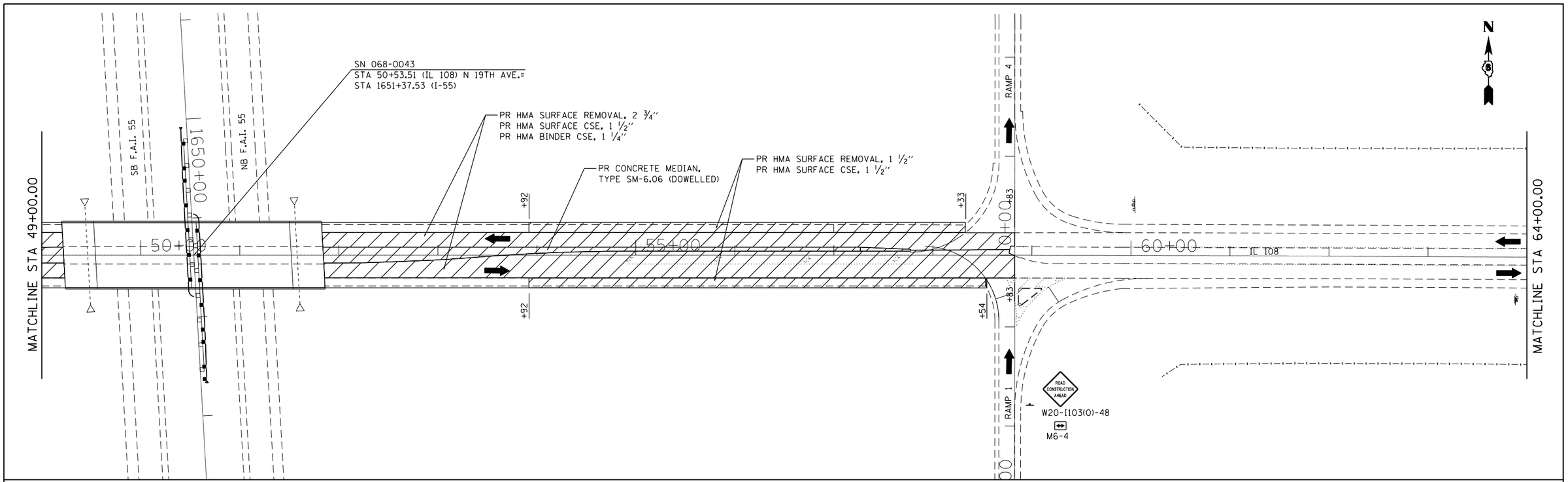
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN – STAGE 5
S.N. 068–0043 IL 108

SCALE: 1" = 50' | SHEET OF SHEETS | STA. 24+57.58 | TO STA. 49+00.00

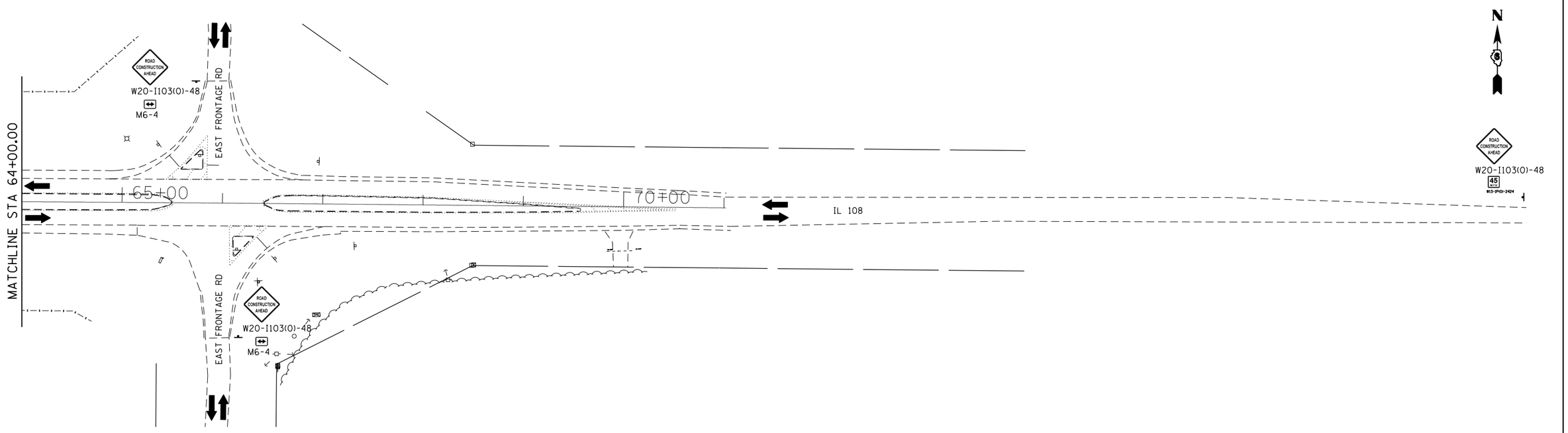
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	130
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			



LEGEND

WORK AREA | REMOVAL ITEMS | DIRECTION OF TRAFFIC | DRUM WITH MONO DIRECTIONAL LIGHT | TRAFFIC SIGN | TYPE III BARRICADE WITH FLASHING LIGHTS

0 50 100 150
SCALE IN FEET



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

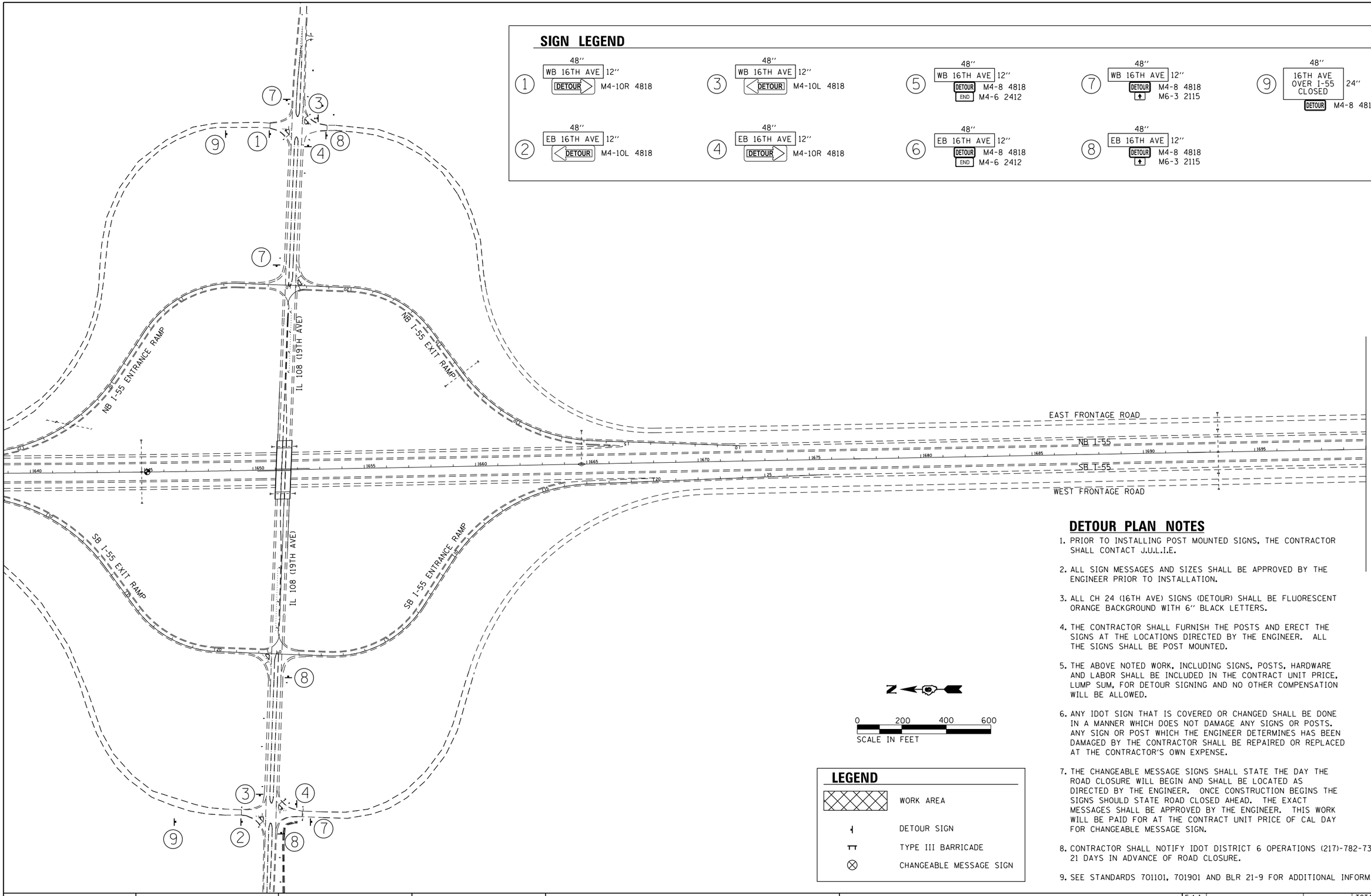
MAINTENANCE OF TRAFFIC PLAN – STAGE 5
S.N. 068–0043 IL 108

SCALE: 1" = 50' | SHEET OF SHEETS | STA. 49+00.00 TO STA. 71+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	131
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			

SIGN LEGEND

①	48'' WB 16TH AVE 12'' DETOUR M4-10R 4818	③ 48'' WB 16TH AVE 12'' DETOUR M4-10L 4818
②	48'' EB 16TH AVE 12'' DETOUR M4-10L 4818	④ 48'' EB 16TH AVE 12'' DETOUR M4-10R 4818
⑤	48'' WB 16TH AVE 12'' DETOUR M4-8 4818 END M4-6 2412	⑦ 48'' WB 16TH AVE 12'' DETOUR M4-8 4818 M6-3 2115
⑥	48'' EB 16TH AVE 12'' DETOUR M4-8 4818 END M4-6 2412	⑧ 48'' EB 16TH AVE 12'' DETOUR M4-8 4818 M6-3 2115
⑨	48'' 16TH AVE OVER I-55 CLOSED 24'' DETOUR M4-8 4818	



LEGEND

- WORK AREA
- DETOUR SIGN
- TYPE III BARRICADE
- CHANGEABLE MESSAGE SIGN

DETOUR PLAN NOTES

1. PRIOR TO INSTALLING POST MOUNTED SIGNS, THE CONTRACTOR SHALL CONTACT J.U.L.I.E.
2. ALL SIGN MESSAGES AND SIZES SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
3. ALL CH 24 (16TH AVE) SIGNS (DETOUR) SHALL BE FLUORESCENT ORANGE BACKGROUND WITH 6'' BLACK LETTERS.
4. THE CONTRACTOR SHALL FURNISH THE POSTS AND ERECT THE SIGNS AT THE LOCATIONS DIRECTED BY THE ENGINEER. ALL THE SIGNS SHALL BE POST MOUNTED.
5. THE ABOVE NOTED WORK, INCLUDING SIGNS, POSTS, HARDWARE AND LABOR SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE, LUMP SUM, FOR DETOUR SIGNING AND NO OTHER COMPENSATION WILL BE ALLOWED.
6. ANY IDOT SIGN THAT IS COVERED OR CHANGED SHALL BE DONE IN A MANNER WHICH DOES NOT DAMAGE ANY SIGNS OR POSTS. ANY SIGN OR POST WHICH THE ENGINEER DETERMINES HAS BEEN DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S OWN EXPENSE.
7. THE CHANGEABLE MESSAGE SIGNS SHALL STATE THE DAY THE ROAD CLOSURE WILL BEGIN AND SHALL BE LOCATED AS DIRECTED BY THE ENGINEER. ONCE CONSTRUCTION BEGINS THE SIGNS SHOULD STATE ROAD CLOSED AHEAD. THE EXACT MESSAGES SHALL BE APPROVED BY THE ENGINEER. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE OF CAL DAY FOR CHANGEABLE MESSAGE SIGN.
8. CONTRACTOR SHALL NOTIFY IDOT DISTRICT 6 OPERATIONS (217)-782-7314 21 DAYS IN ADVANCE OF ROAD CLOSURE.
9. SEE STANDARDS 701101, 701901 AND BLR 21-9 FOR ADDITIONAL INFORMATION.

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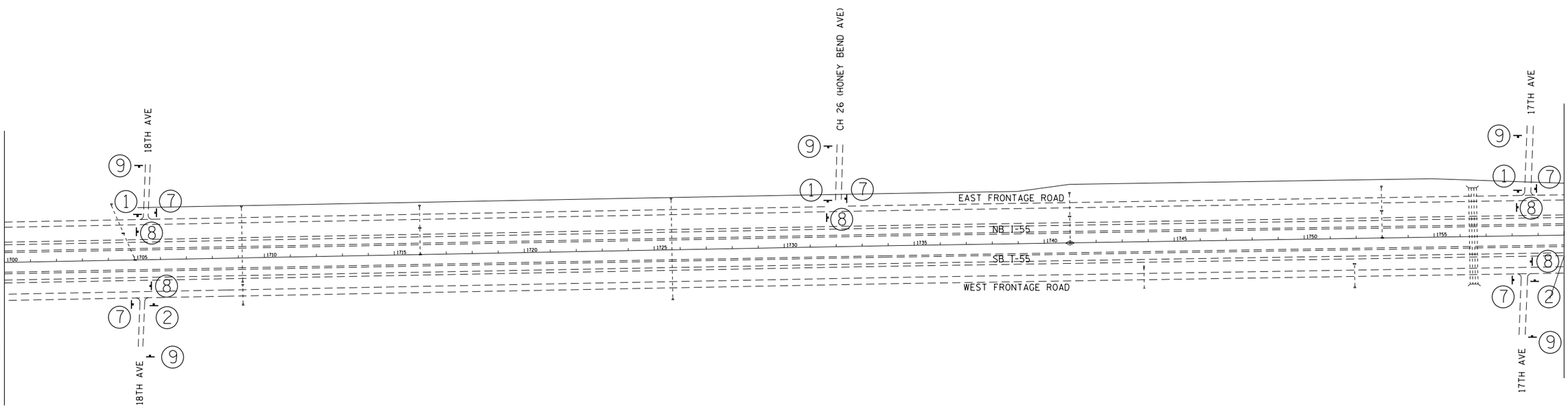
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC – DETOUR PLAN
S.N. 068–0044 CH 24 (16TH AVE) OVER I–55

SCALE: 1'' = 200' | SHEET OF SHEETS | STA. 1640+00.00 TO STA. 1700+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	132
		CONTRACT NO. 72D31		
		ILLINOIS FED. AID PROJECT		



SIGN LEGEND

①	48″ WB 16TH AVE 12″ DETOUR	M4-10R 4818
②	48″ EB 16TH AVE 12″ DETOUR	M4-10L 4818
③	48″ WB 16TH AVE 12″ DETOUR	M4-10L 4818
④	48″ EB 16TH AVE 12″ DETOUR	M4-10R 4818
⑤	48″ WB 16TH AVE 12″ DETOUR / END	M4-8 4818 / M4-6 2412
⑥	48″ EB 16TH AVE 12″ DETOUR / END	M4-8 4818 / M4-6 2412
⑦	48″ WB 16TH AVE 12″ DETOUR	M4-8 4818 / M6-3 2115
⑧	48″ EB 16TH AVE 12″ DETOUR	M4-8 4818 / M6-3 2115
⑨	48″ 16TH AVE OVER I-55 CLOSED 24″ DETOUR	M4-8 4818

0 200 400 600
SCALE IN FEET

LEGEND

- WORK AREA
- DETOUR SIGN
- TYPE III BARRICADE
- CHANGEABLE MESSAGE SIGN

FILE NAME = D672D31-sht-MOTplan-SN0680044.dgn	USER NAME = kcrider	DESIGNED -	REVISED -
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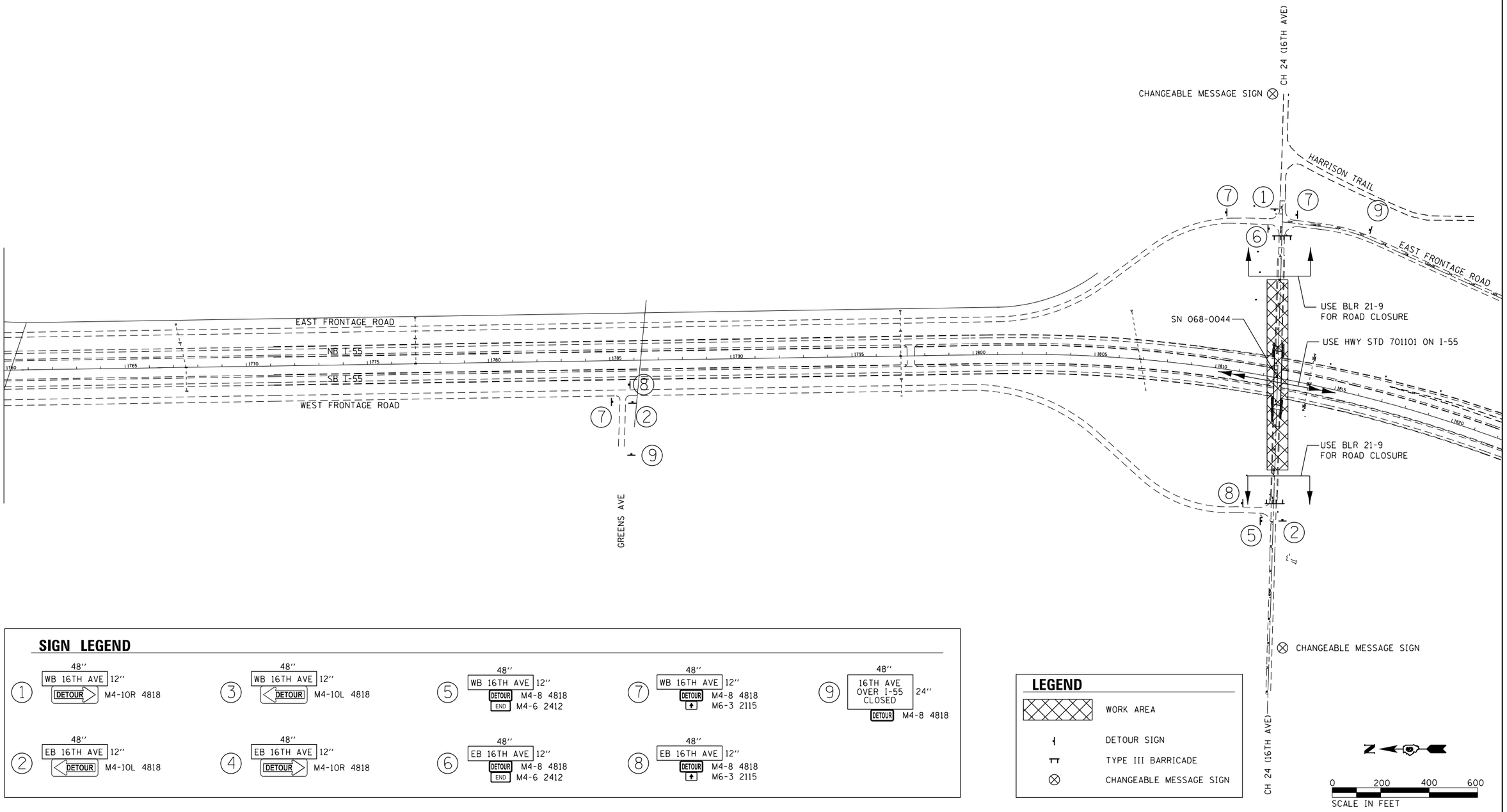
	PLOT DATE = 12/11/2019 - 4:48:23 PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC – DETOUR PLAN
S.N. 068–0044 CH 24 (16TH AVE) OVER I–55

SCALE: 1″ = 200′ | SHEET OF SHEETS | STA. 1700+00.00 TO STA. 1760+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	133
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			



SIGN LEGEND

	Sign	Size	Code
①	WB 16TH AVE DETOUR →	48'' × 12''	M4-10R 4818
②	EB 16TH AVE ← DETOUR	48'' × 12''	M4-10L 4818
③	WB 16TH AVE ← DETOUR	48'' × 12''	M4-10L 4818
④	EB 16TH AVE DETOUR →	48'' × 12''	M4-10R 4818
⑤	WB 16TH AVE DETOUR END	48'' × 12''	M4-8 4818 M4-6 2412
⑥	EB 16TH AVE DETOUR END	48'' × 12''	M4-8 4818 M4-6 2412
⑦	WB 16TH AVE DETOUR ↑	48'' × 12''	M4-8 4818 M6-3 2115
⑧	EB 16TH AVE DETOUR ↑	48'' × 12''	M4-8 4818 M6-3 2115
⑨	16TH AVE OVER I-55 CLOSED DETOUR	48'' × 24''	M4-8 4818

LEGEND

▨	WORK AREA
┤	DETOUR SIGN
╥	TYPE III BARRICADE
⊗	CHANGEABLE MESSAGE SIGN

FILE NAME = D672D31-sht-MOTplan-SN0680044.dgn	USER NAME = kcrider	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
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MAINTENANCE OF TRAFFIC – DETOUR PLAN
S.N. 068–0044 CH 24 (16TH AVE) OVER I–55

SCALE: 1'' = 200'	SHEET	OF	SHEETS	STA. 1760+00.00	TO STA. 1820+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	134
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			

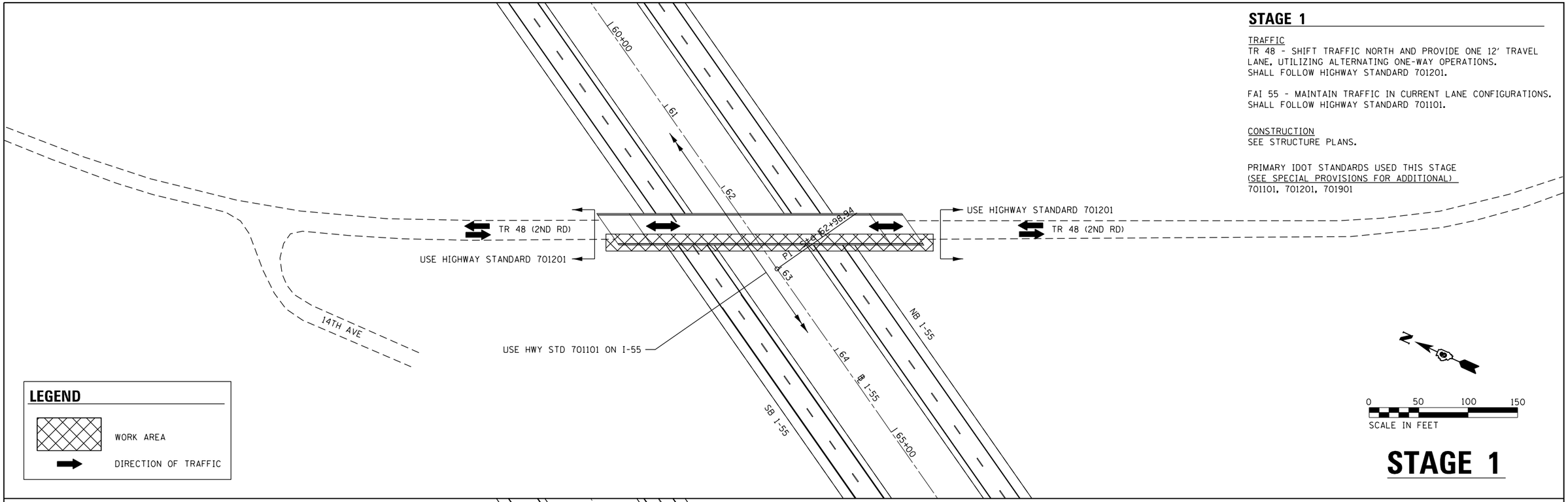
STAGE 1

TRAFFIC
TR 48 - SHIFT TRAFFIC NORTH AND PROVIDE ONE 12' TRAVEL LANE, UTILIZING ALTERNATING ONE-WAY OPERATIONS. SHALL FOLLOW HIGHWAY STANDARD 701201.

FAI 55 - MAINTAIN TRAFFIC IN CURRENT LANE CONFIGURATIONS. SHALL FOLLOW HIGHWAY STANDARD 701101.

CONSTRUCTION
SEE STRUCTURE PLANS.

PRIMARY IDOT STANDARDS USED THIS STAGE
(SEE SPECIAL PROVISIONS FOR ADDITIONAL)
701101, 701201, 701901



LEGEND

WORK AREA

DIRECTION OF TRAFFIC

STAGE 1

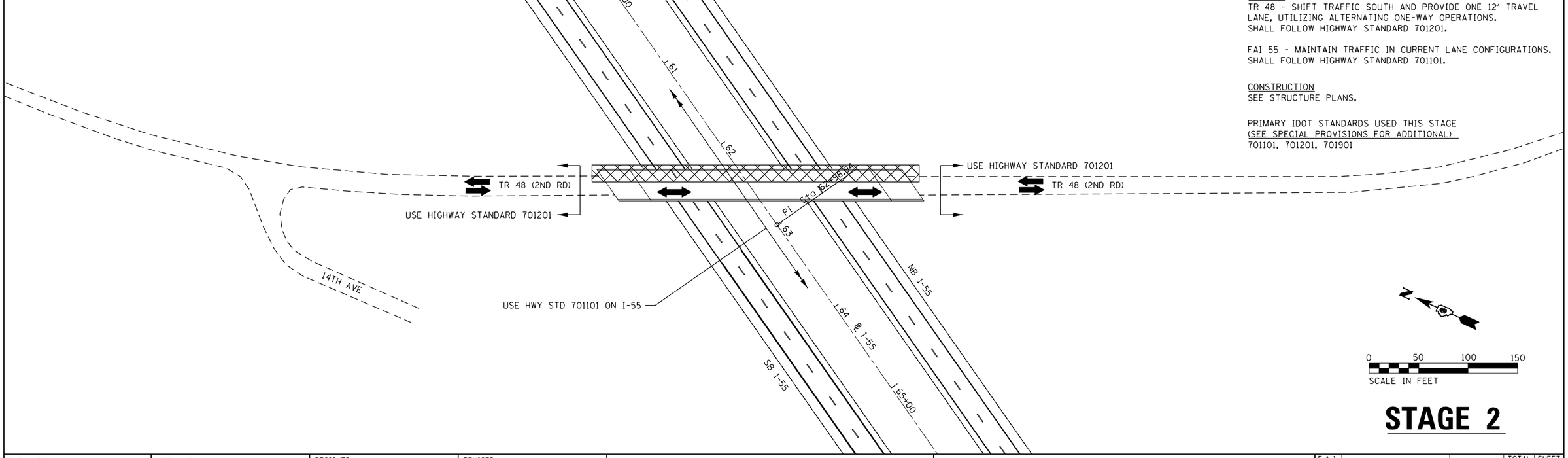
STAGE 2

TRAFFIC
TR 48 - SHIFT TRAFFIC SOUTH AND PROVIDE ONE 12' TRAVEL LANE, UTILIZING ALTERNATING ONE-WAY OPERATIONS. SHALL FOLLOW HIGHWAY STANDARD 701201.

FAI 55 - MAINTAIN TRAFFIC IN CURRENT LANE CONFIGURATIONS. SHALL FOLLOW HIGHWAY STANDARD 701101.

CONSTRUCTION
SEE STRUCTURE PLANS.

PRIMARY IDOT STANDARDS USED THIS STAGE
(SEE SPECIAL PROVISIONS FOR ADDITIONAL)
701101, 701201, 701901



STAGE 2

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
S.N. 068-0047 TR 48 (2ND RD) OVER I-55

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	135
		CONTRACT NO. 72D31		
		ILLINOIS	FED. AID PROJECT	

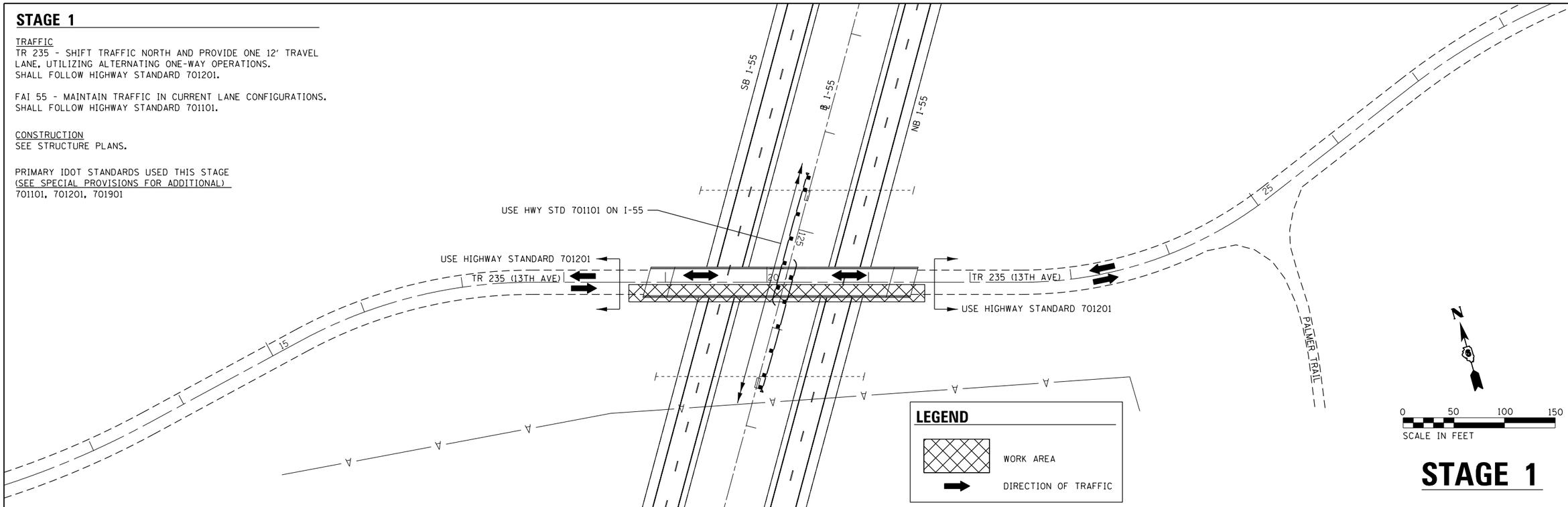
STAGE 1

TRAFFIC
TR 235 - SHIFT TRAFFIC NORTH AND PROVIDE ONE 12' TRAVEL LANE, UTILIZING ALTERNATING ONE-WAY OPERATIONS. SHALL FOLLOW HIGHWAY STANDARD 701201.

FAI 55 - MAINTAIN TRAFFIC IN CURRENT LANE CONFIGURATIONS. SHALL FOLLOW HIGHWAY STANDARD 701101.

CONSTRUCTION
SEE STRUCTURE PLANS.

PRIMARY IDOT STANDARDS USED THIS STAGE
(SEE SPECIAL PROVISIONS FOR ADDITIONAL)
701101, 701201, 701901



STAGE 1

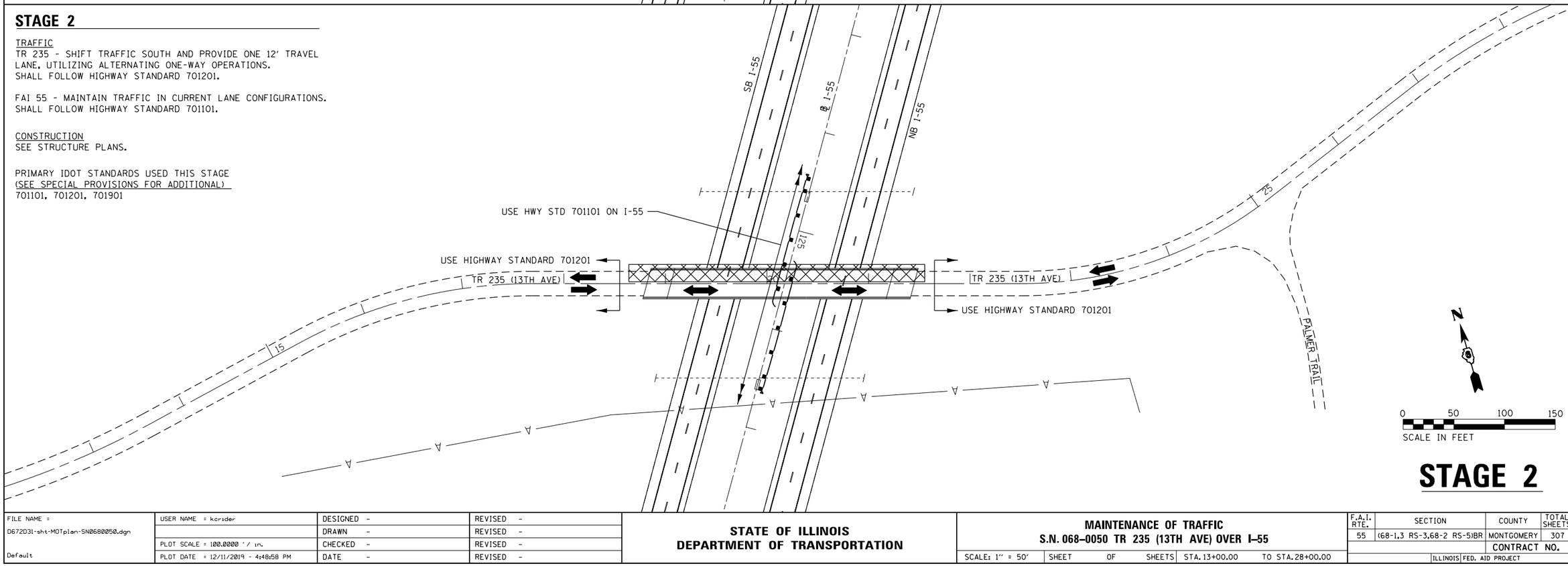
STAGE 2

TRAFFIC
TR 235 - SHIFT TRAFFIC SOUTH AND PROVIDE ONE 12' TRAVEL LANE, UTILIZING ALTERNATING ONE-WAY OPERATIONS. SHALL FOLLOW HIGHWAY STANDARD 701201.

FAI 55 - MAINTAIN TRAFFIC IN CURRENT LANE CONFIGURATIONS. SHALL FOLLOW HIGHWAY STANDARD 701101.

CONSTRUCTION
SEE STRUCTURE PLANS.

PRIMARY IDOT STANDARDS USED THIS STAGE
(SEE SPECIAL PROVISIONS FOR ADDITIONAL)
701101, 701201, 701901



STAGE 2

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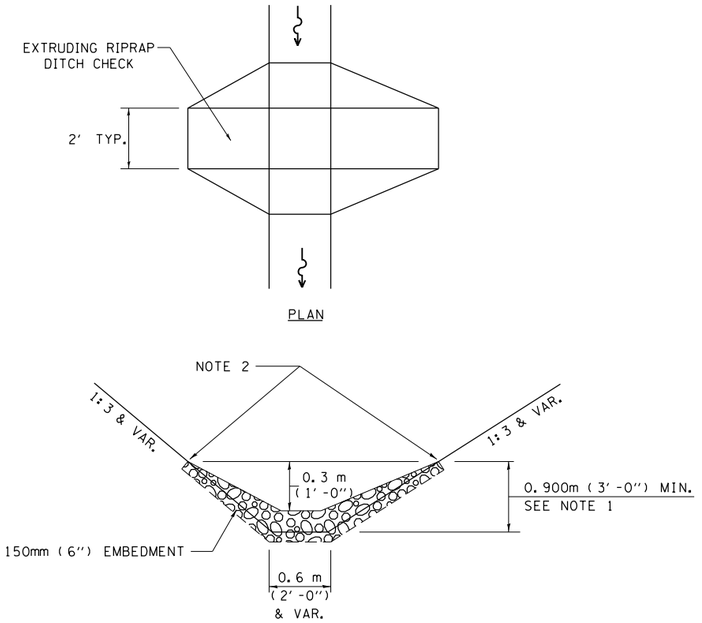
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
S.N. 068-0050 TR 235 (13TH AVE) OVER I-55

SCALE: 1" = 50' | SHEET OF SHEETS | STA. 13+00.00 | TO STA. 28+00.00

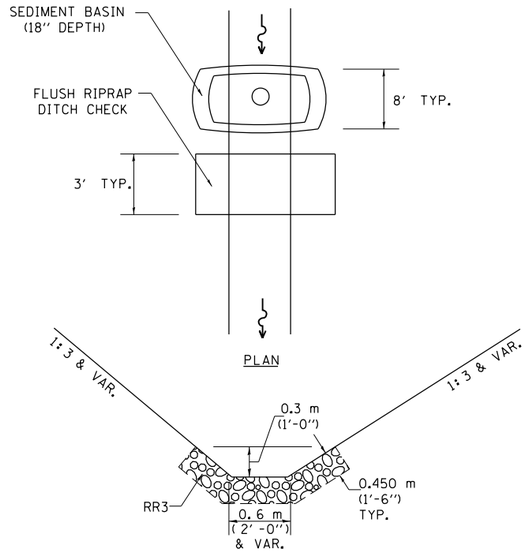
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	136
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			



ELEVATION

OPTION 1

(EXTRUDING DITCH CHECK)
RECOMMENDED FOR AREAS
W/ RIPRAP DITCH LINING



ELEVATION

OPTION 2

(FLUSH DITCH CHECK)
RECOMMENDED FOR AREAS
W/O RIPRAP DITCH LINING

AGGREGATE DITCH CHECK

OPTIONS 1 & 2 OR
AS DIRECTED BY THE ENGINEER

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

NOTE 2: ENDS SHALL BE TIED INTO SLOPES.

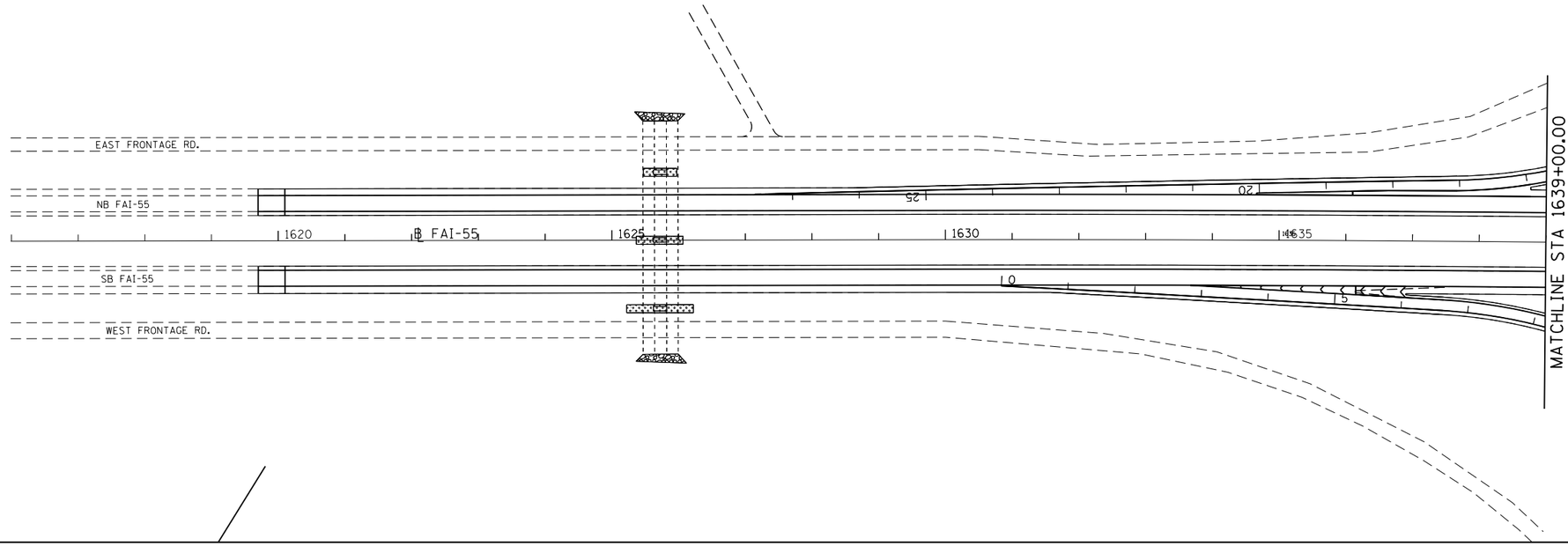
LEGEND FOR EROSION CONTROL PLAN

ITEM	SYMBOL
AGGREGATE DITCH CHECKS	
INLET PIPE PROTECTION	
PERIMETER EROSION BARRIER	
SEDIMENT BASINS EARTH EXCAVATION FOR EROSION CONTROL AGGREGATE (EROSION CONTROL)	
PRESERVE EXISTING TREES, WOODLANDS, AND UNDERSTORY (OUTSIDE CONSTRUCTION LIMITS)	
ITEM PLACED AT BEGINNING OF CONSTRUCTION (Requirement)	* ITEM *
ITEM PLACED AS DIRECTED BY ENGINEER (When required by situation)	ITEM
DIRECTION OF OVERLAND FLOW	

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

FILE NAME = D672E49-sht-swpplan.dgn	USER NAME = kcrider	DESIGNED -	REVISED - AUG 2007 (JCN)	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-55 EROSION CONTROL PLAN
		DRAWN - CADD	REVISED - OCT 2010 (JCN)		
	PLOT SCALE = 40.000 '/ in.	CHECKED - JCN	REVISED - MAY 2012 (JPM)		
Default	PLOT DATE = 12/10/2019 - 7:17:09 PM	DATE - APRIL 5, 1999	REVISED -		SCALE: N.T.S. SHEET OF SHEETS STA. TO STA.

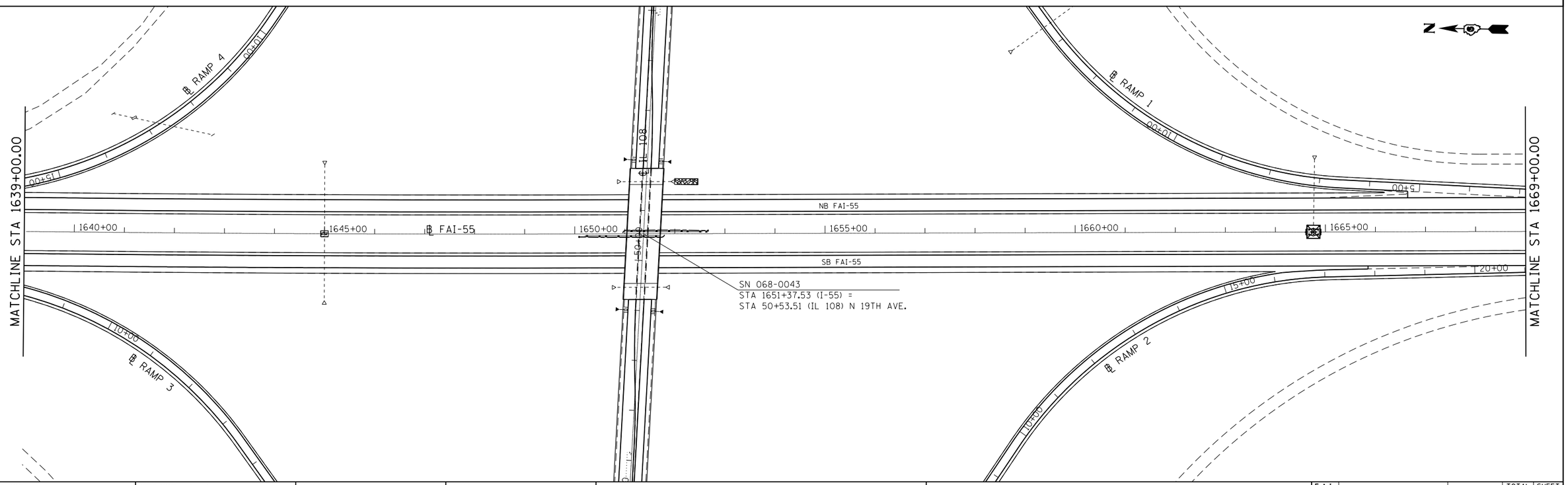
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	137
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			



LEGEND

PERIMETER EROSION BARRIER
INLET PROTECTION
AGGREGATE DITCH CHECK
SEEDING CLASS 2 & MULCH METHOD 2
TEMPORARY EROSION CONTROL SEEDING & MULCH METHOD 2
HEAVY DUTY EROSION CONTROL BLANKET & SEEDING CLASS 2
RIPRAP

0 100 200 300
SCALE IN FEET



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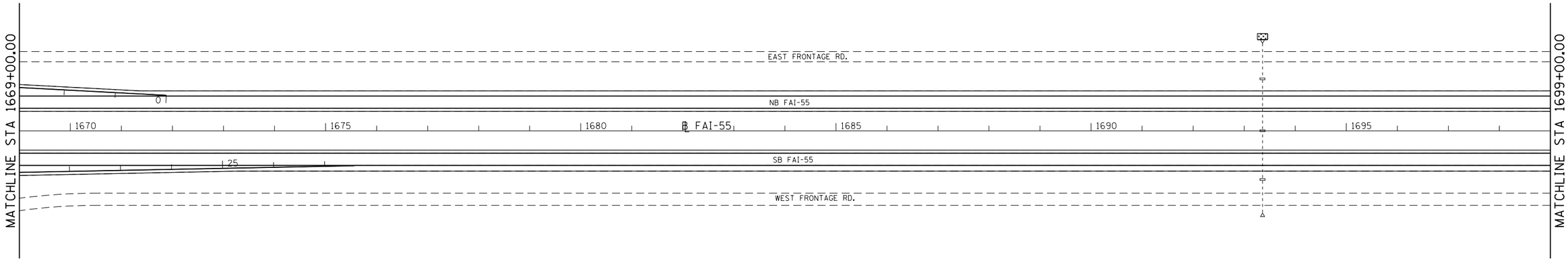
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-55
EROSION CONTROL PLAN

SCALE: 1" = 100' | SHEET OF SHEETS | STA. 1616+00.00 TO STA. 1669+00.00

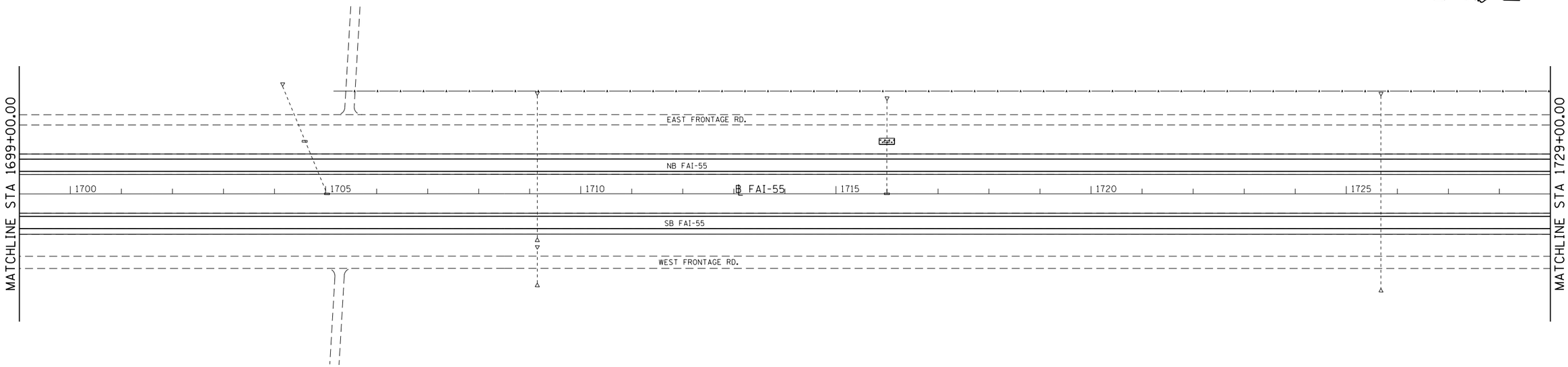
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	138
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			



LEGEND

PERIMETER EROSION BARRIER
INLET PROTECTION
AGGREGATE DITCH CHECK
SEEDING CLASS 2 & MULCH METHOD 2
TEMPORARY EROSION CONTROL SEEDING & MULCH METHOD 2
HEAVY DUTY EROSION CONTROL BLANKET & SEEDING CLASS 2
RIPRAP

0 100 200 300
SCALE IN FEET



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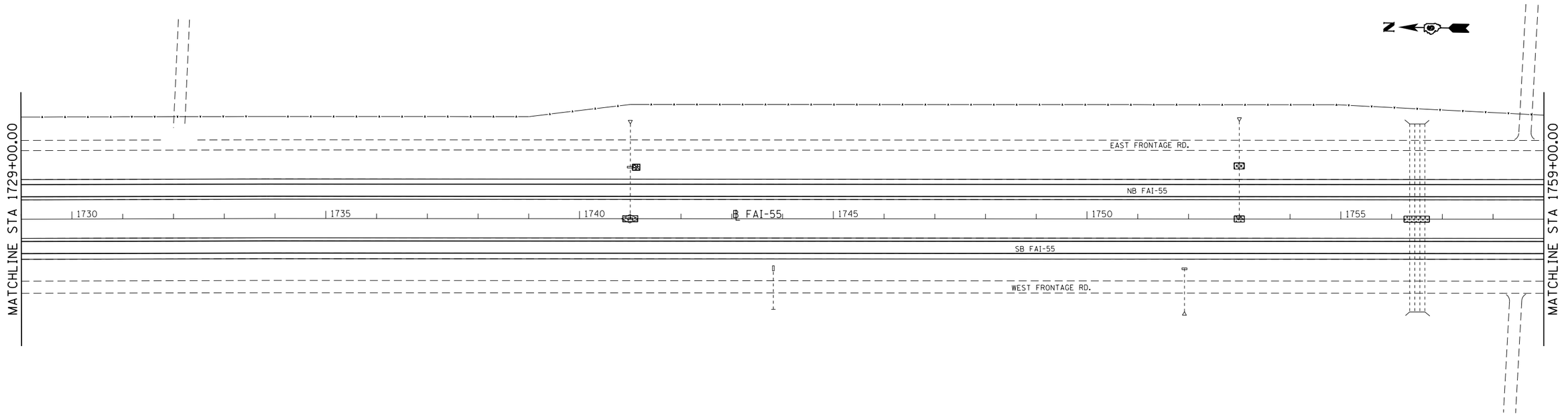
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-55
EROSION CONTROL PLAN

SCALE: 1" = 100' | SHEET OF SHEETS | STA. 1669+00.00 TO STA. 1729+00.00

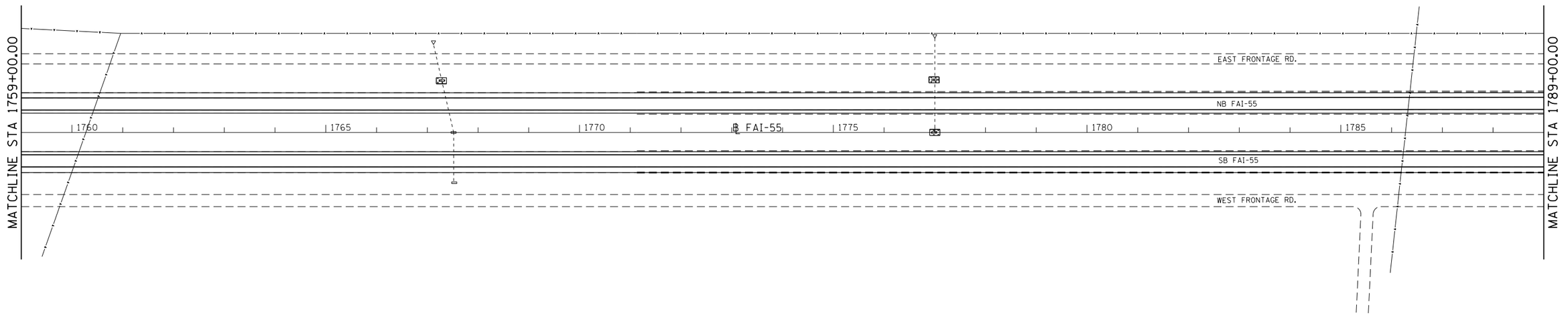
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	139
		CONTRACT NO. 72D31		
		ILLINOIS FED. AID PROJECT		



LEGEND

PERIMETER EROSION BARRIER
INLET PROTECTION
AGGREGATE DITCH CHECK
SEEDING CLASS 2 & MULCH METHOD 2
TEMPORARY EROSION CONTROL SEEDING & MULCH METHOD 2
HEAVY DUTY EROSION CONTROL BLANKET & SEEDING CLASS 2
RIPRAP

0 100 200 300
SCALE IN FEET



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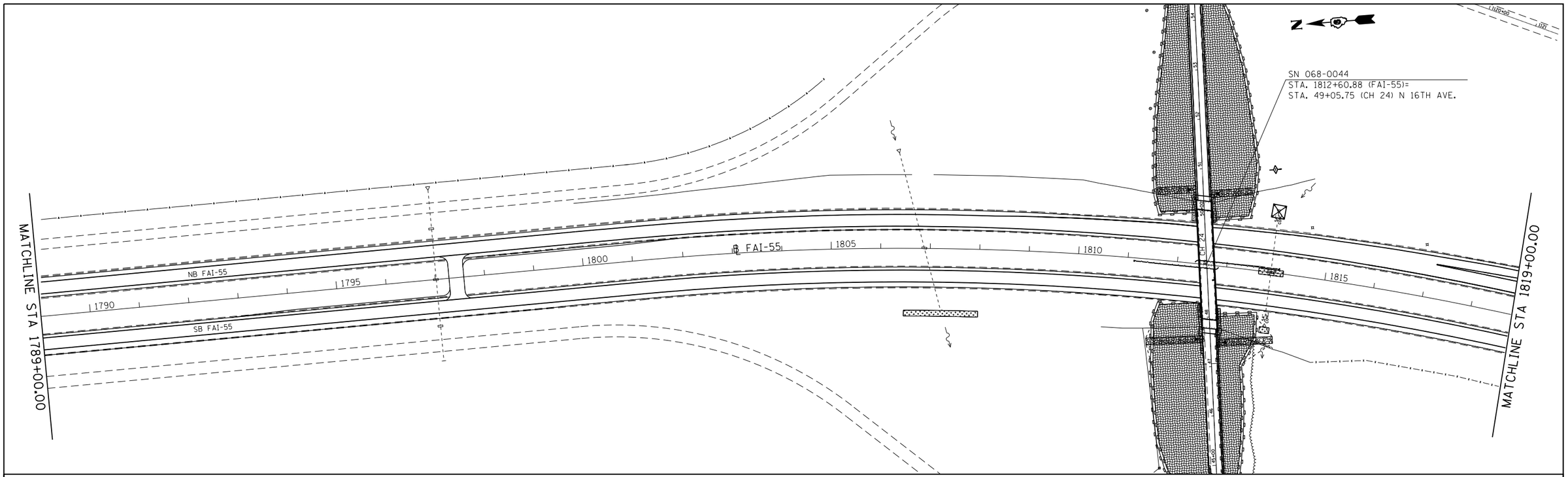
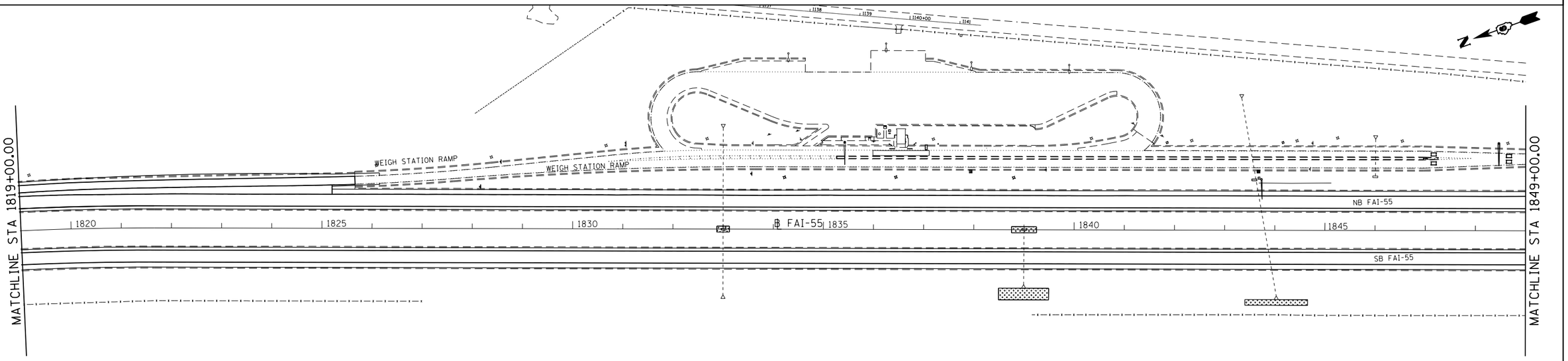
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-55
EROSION CONTROL PLAN

SCALE: 1" = 100' | SHEET OF SHEETS | STA. 1729+00.00 TO STA. 1789+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	140
		CONTRACT NO. 72D31		
		ILLINOIS FED. AID PROJECT		





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		DRAWN -	REVISED -
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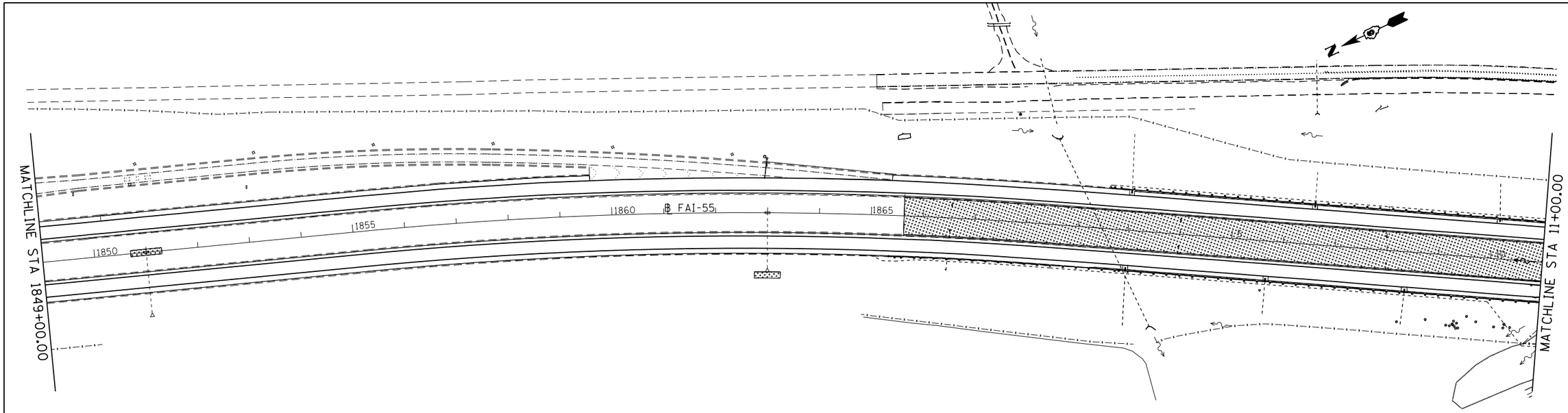
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-55
EROSION CONTROL PLAN

SCALE: 1" = 100' | SHEET OF SHEETS | STA. 1789+00.00 TO STA. 1849+00.00

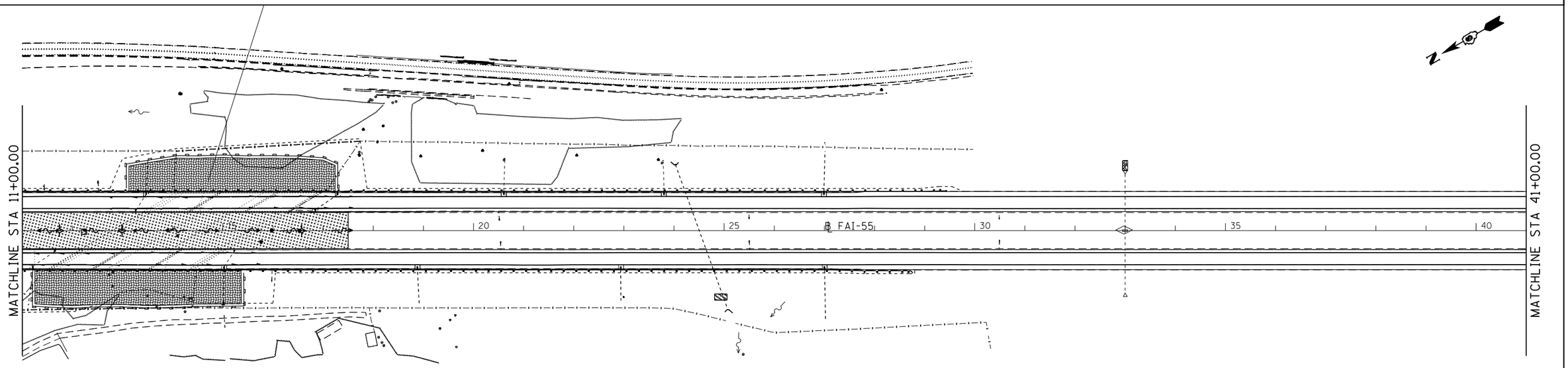
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	141
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			



LEGEND

- PERIMETER EROSION BARRIER
- INLET PROTECTION
- AGGREGATE DITCH CHECK
- SEEDING CLASS 2 & MULCH METHOD 2
- TEMPORARY EROSION CONTROL SEEDING & MULCH METHOD 2
- HEAVY DUTY EROSION CONTROL BLANKET & SEEDING CLASS 2
- RIPRAP

0 100 200 300
SCALE IN FEET



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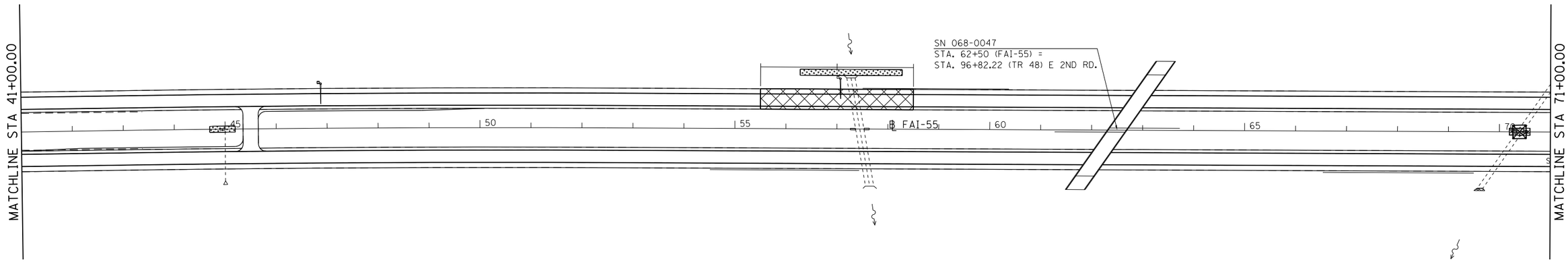
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-55
EROSION CONTROL PLAN

SCALE: 1" = 100' | SHEET OF SHEETS | STA. 1849+00.00 TO STA. 41+00.00

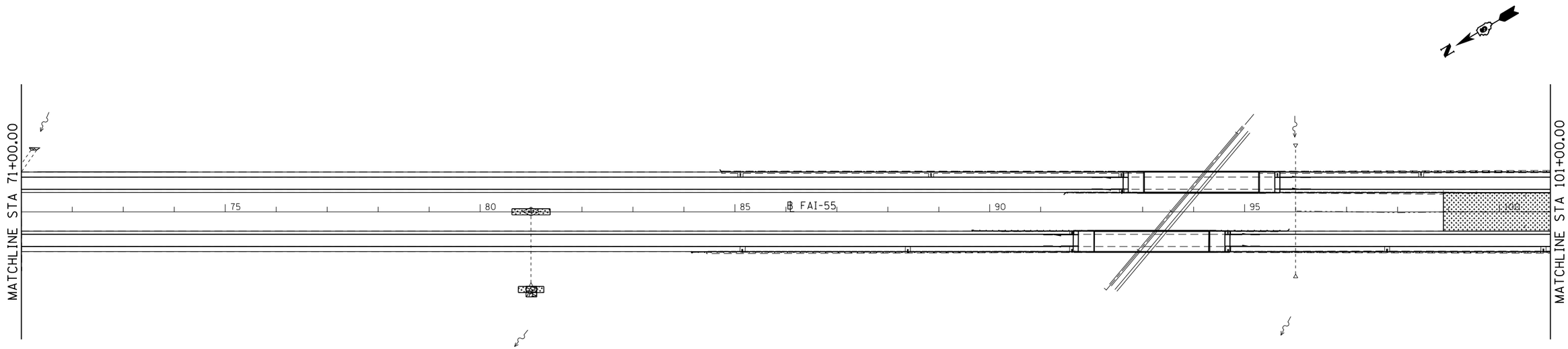
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	142
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			



LEGEND

- PERIMETER EROSION BARRIER
- INLET PROTECTION
- AGGREGATE DITCH CHECK
- SEEDING CLASS 2 & MULCH METHOD 2
- TEMPORARY EROSION CONTROL SEEDING & MULCH METHOD 2
- HEAVY DUTY EROSION CONTROL BLANKET & SEEDING CLASS 2
- RIPRAP

0 100 200 300
SCALE IN FEET



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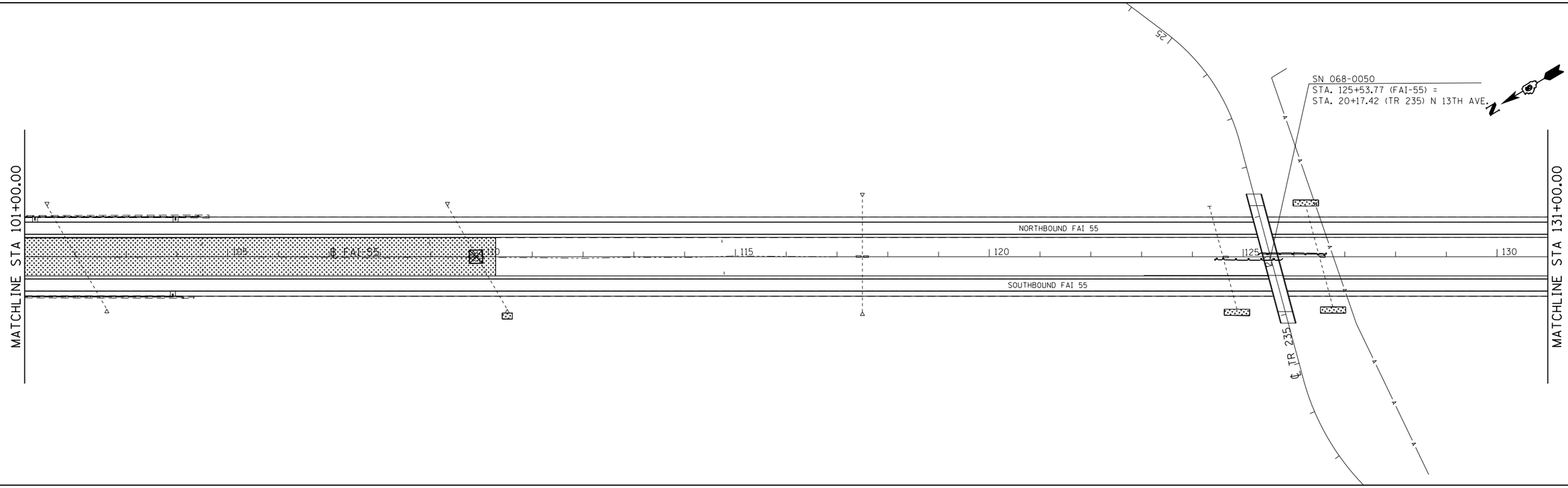
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-55
EROSION CONTROL PLAN

SCALE: 1" = 100' | SHEET OF SHEETS | STA. 41+00.00 TO STA. 101+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	143
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			



LEGEND

PERIMETER EROSION BARRIER

INLET PROTECTION

AGGREGATE DITCH CHECK

SEEDING CLASS 2 & MULCH METHOD 2

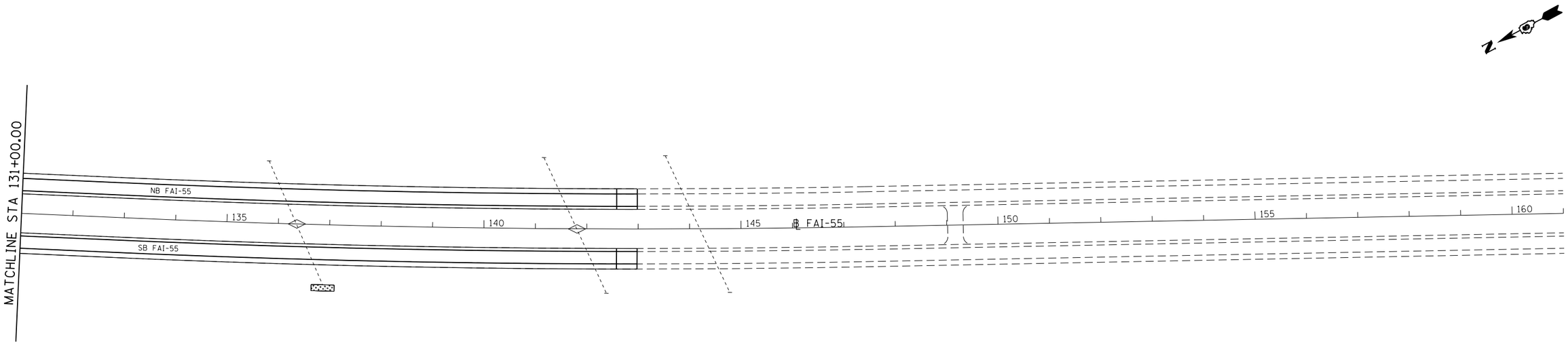
TEMPORARY EROSION CONTROL SEEDING & MULCH METHOD 2

HEAVY DUTY EROSION CONTROL BLANKET & SEEDING CLASS 2

RIPRAP

0 100 200 300

SCALE IN FEET



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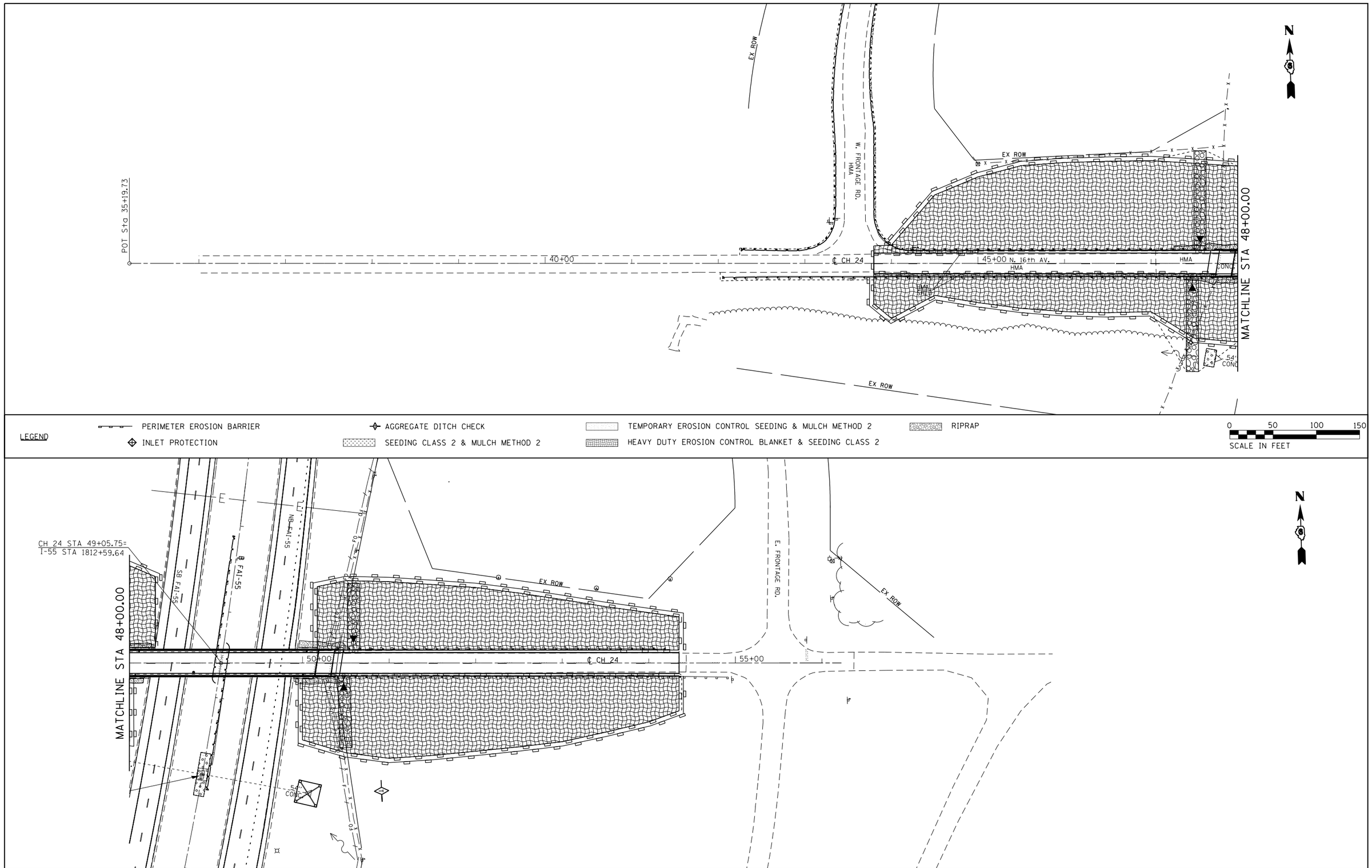
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-55
EROSION CONTROL PLAN

SCALE: 1" = 100' | SHEET OF SHEETS | STA. 101+00.00 TO STA. 161+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	144
		CONTRACT NO. 72D31		
		ILLINOIS FED. AID PROJECT		



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

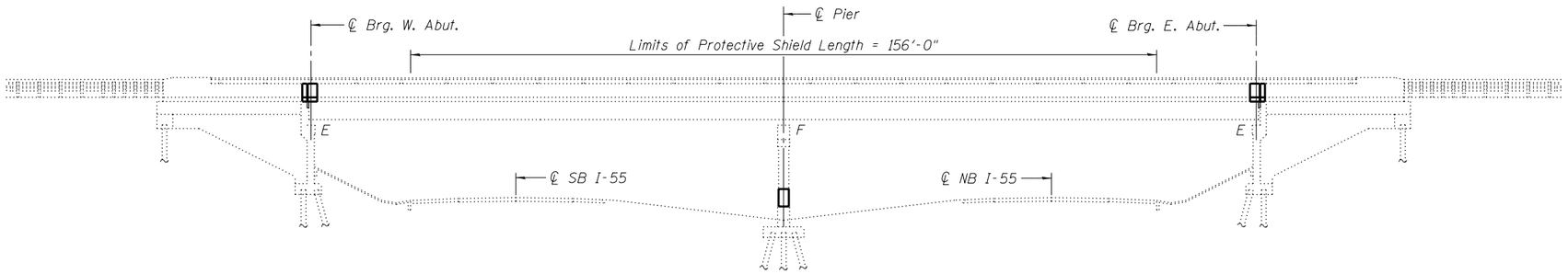
CH 24
EROSION CONTROL PLAN

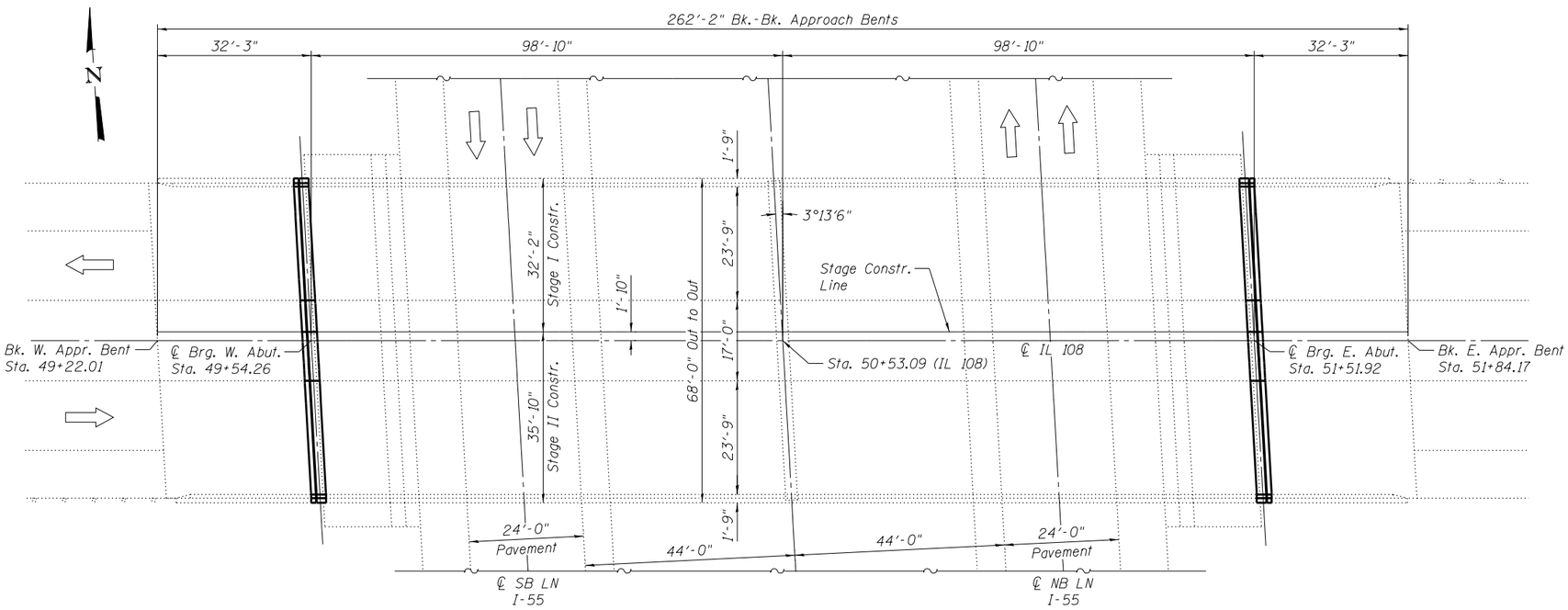
SCALE: 1" = 50' | SHEET OF SHEETS | STA. 35+19.73 | TO STA. 56+22.51

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3,68-2 RS-5)BR	MONTGOMERY	307	145
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			

Existing Structure: S.N. 068-0043, orginally built in 1973, is a two-span continuous steel girder bridge with vaulted abutments and a multicoulmn pier. A 2¼" min. microsilica conc. overlay was placed on the deck in 2003. Structure is to be repaired as detailed in these plans. One lane of traffic will be maintained in each direction using staged construction.

No Salvage





TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	14.3	-	14.3
Protective Shield	Sq. Yd.	1179	-	1179
Concrete Structures	Cu. Yd.	-	10.6	10.6
Concrete Superstructure	Cu. Yd.	14.3	-	14.3
Bridge Deck Grooving	Sq. Yd.	1263	-	1263
Protective Coat	Sq. Yd.	1395	-	1395
Reinforcement Bars, Epoxy Coated	Pound	3150	1040	4190
Bar Splicers	Each	30	-	30
Preformed Joint Strip Seal	Foot	135	-	135
Concrete Bridge Deck Scarification 2¼"	Sq. Yd.	1345	-	1345
Bridge Deck Microsilica Concrete Overlay 2¼"	Sq. Yd.	1345	-	1345
Structural Repair of Concrete (Depth Equal to or Less than 5")	Sq. Ft.	-	461	461
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	23	-	23

GENERAL NOTES

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

Reinforcement bars designated (E) shall be epoxy coated.

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

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

The protective coat shall be applied to the front and inside faces of the new parapets and to the top face of the new concrete deck sections.

STATE OF ILLINOIS
MICHAEL D. CIMA
081-005984
SPRINGFIELD, ILL.
LICENSED STRUCTURAL ENGINEER

Michael D. Cima 12/10/2019

Michael D. Cima, Illinois S.E. 081-005984 Date
Expires 11/30/2020

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges (Proposed)

LOADING HS20-44

Existing and Proposed

DESIGN STRESSES

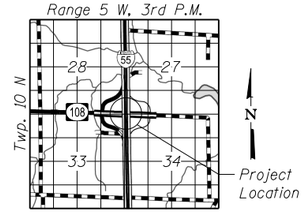
FIELD UNITS (EXIST. CONSTR.)

f'c = 3,500 psi
fy = 40,000 psi (Reinforcement)
fy = 36,000 psi

FIELD UNITS (NEW CONSTR.)

f'c = 4,000 psi (Superstructure)
f'c = 3,500 psi (Substructure)
fy = 60,000 psi (Reinforcement)
fy = 36,000 psi (M270 Grade 36)

INDEX OF SHEETS



LOCATION SKETCH

GENERAL PLAN & ELEVATION
ILLINOIS ROUTE 108 OVER
F.A.I. RTE. 55
SECT. (68-1,3 RS-3, 68-2 RS-5) BR
MONTGOMERY COUNTY
STATION 50+53.09
STRUCTURE NO. 068-0043

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PLOT DATE = 12/10/2019	CHECKED - MDC	REVISED	

QUIGG ENGINEERING INC

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 068-0043
SHEET NO. 1 OF 9 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3, 68-2 RS-5) BR	MONTGOMERY	307	146
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			

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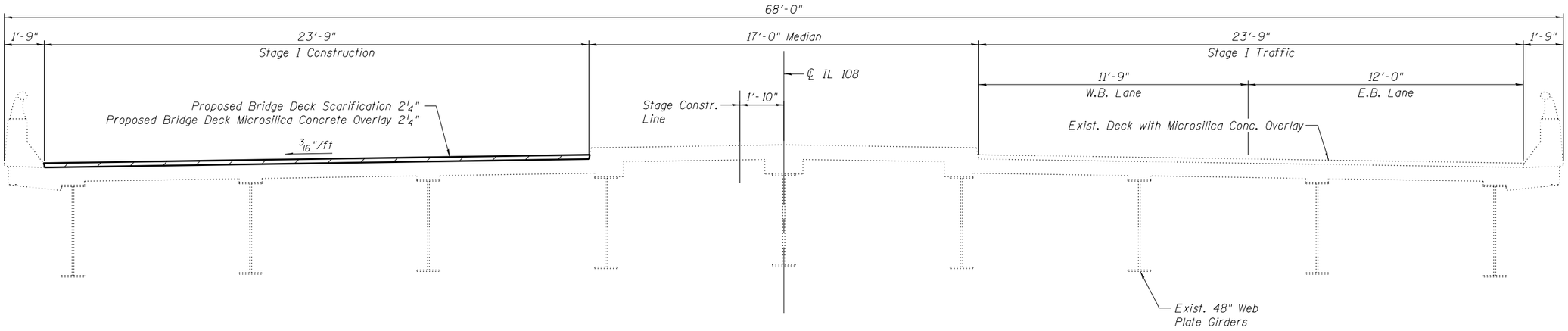
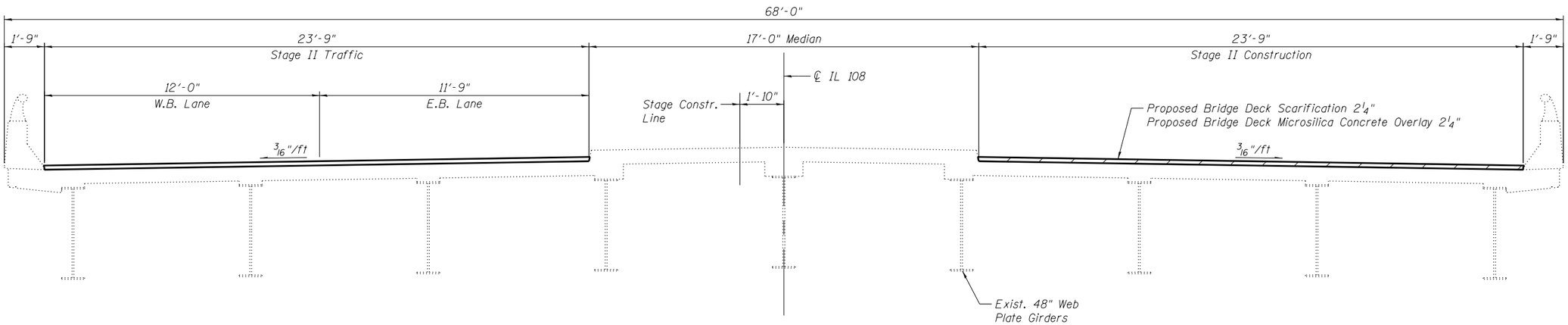


Stage I Construction

(Looking East)



Stage II Construction

(Looking East)

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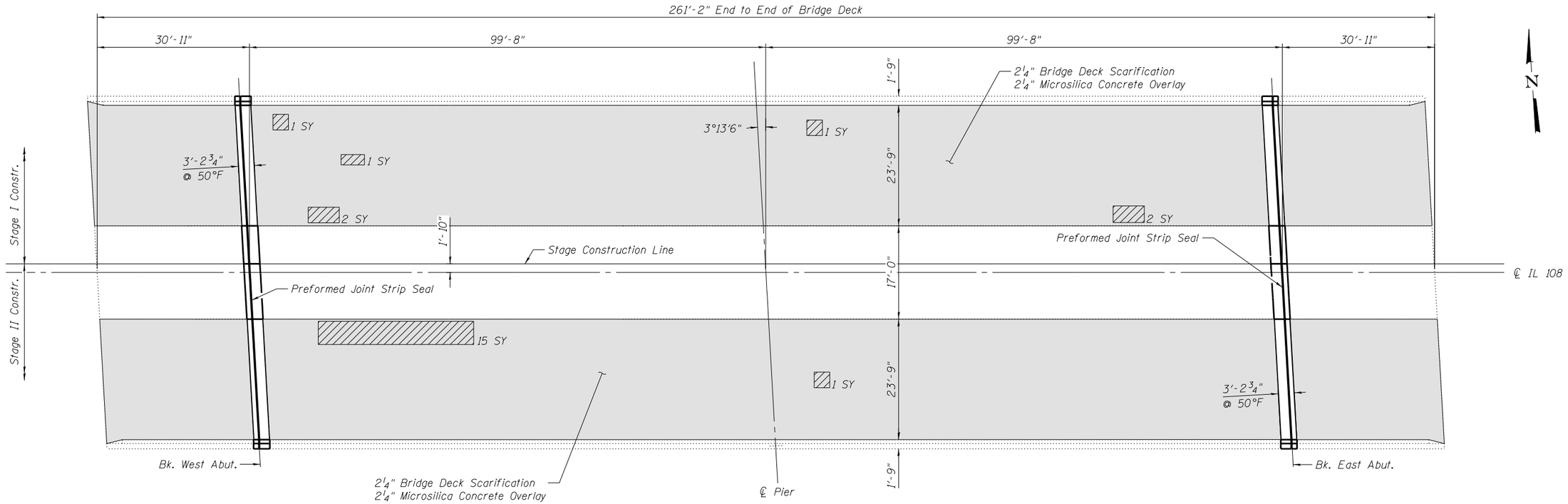
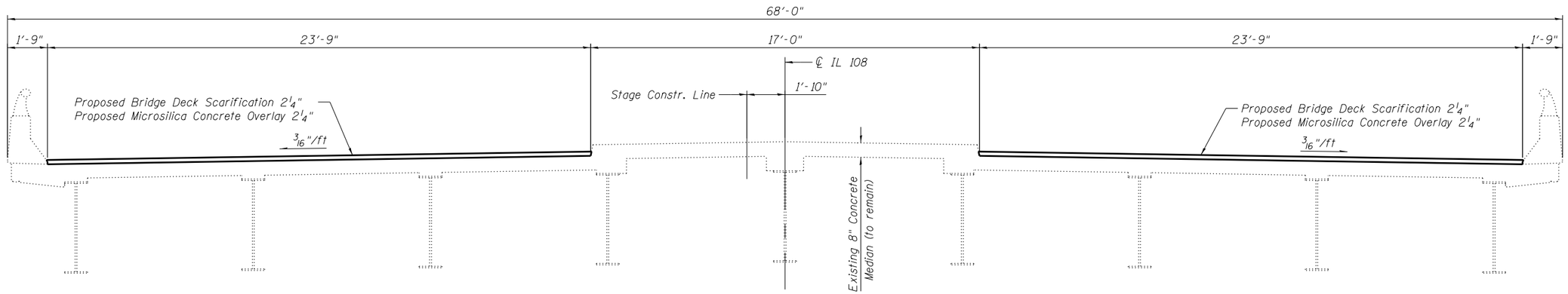
	PLOT SCALE = 0:2.0000 '' / in.	DRAWN - CFS	REVISED					CONTRACT NO. 72D31		
	PLOT DATE = 12/10/2019	CHECKED - MDC	REVISED		SHEET NO. 2 OF 9 SHEETS			ILLINOIS FED. AID PROJECT		



PLAN



CROSS SECTION

(Looking East)

LEGEND

Deck Slab Repair (Full Depth, Type II)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Bridge Deck Microsilica Concrete Overlay 2¼"	Sq. Yd.	1345
Concrete Bridge Deck Scarification 2¼"	Sq. Yd.	1345
Bridge Deck Grooving	Sq. Yd.	1263
Protective Coat	Sq. Yd.	1395
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	23

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QUIGG ENGINEERING INC

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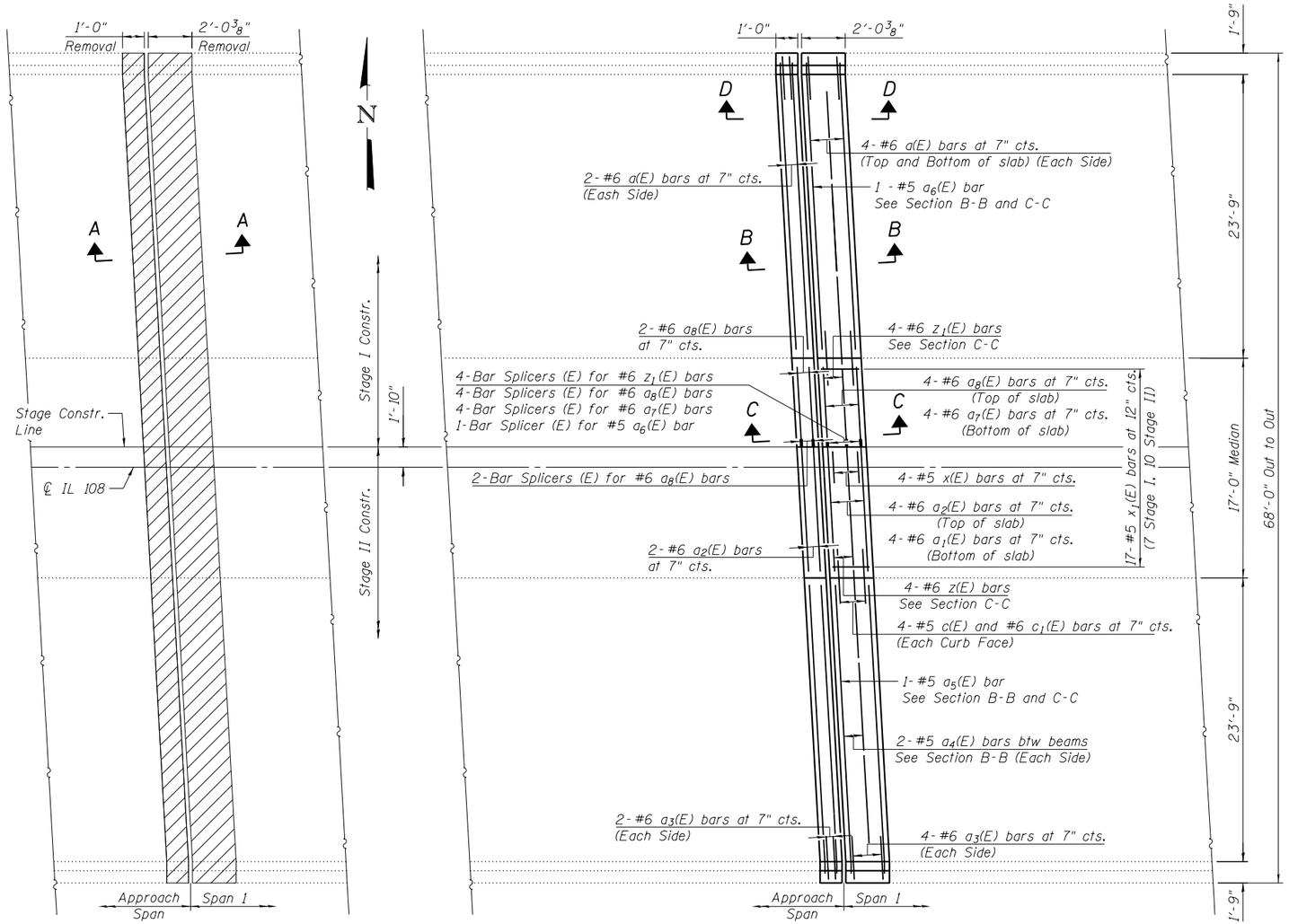
PLOT DATE = 12/10/2019	CHECKED - MDC	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK OVERLAY PLAN
STRUCTURE NO. 068-0043
SHEET NO. 3 OF 9 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3, 68-2 RS-5) BR	MONTGOMERY	307	148
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			

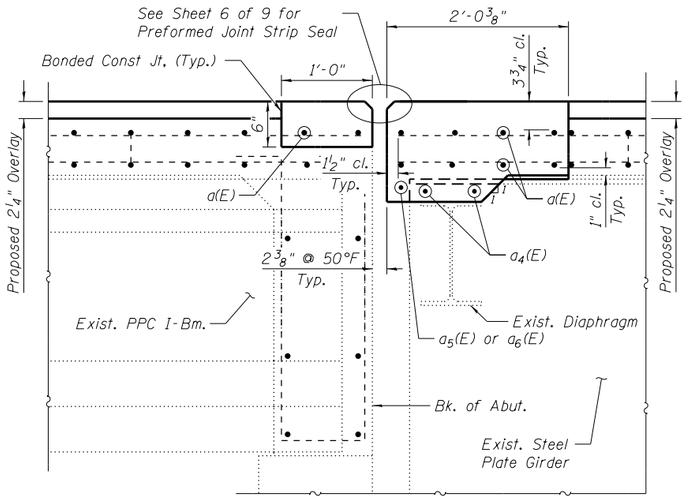


CONCRETE REMOVAL PLAN

(West Abut. Shown, East Abut. Similar)

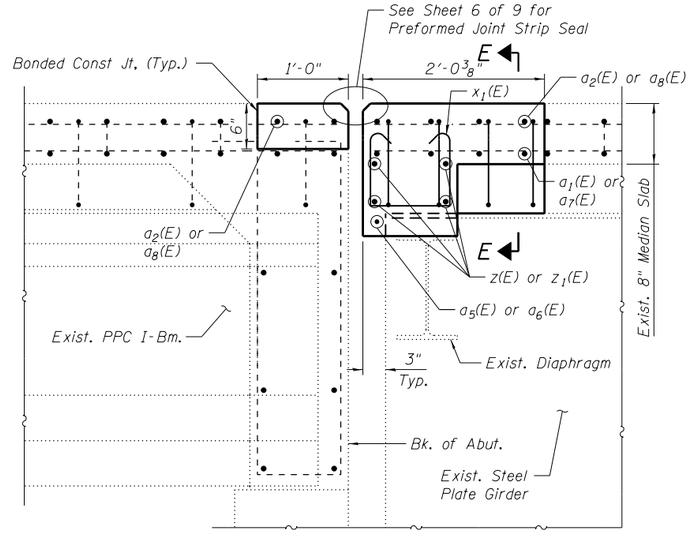
CONCRETE REPLACEMENT PLAN

(West Abut. Shown, East Abut. Similar)



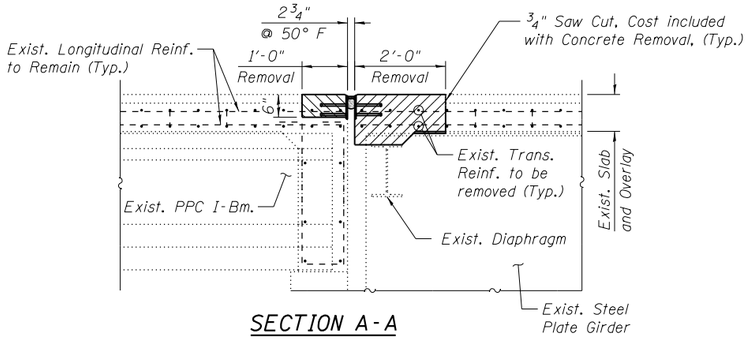
SECTION B-B

(Showing Proposed Section at Deck)



SECTION C-C

(Showing Proposed Section at Median)



SECTION A-A

(Showing Removal at Deck, Removal at Median Similar)

Notes:

1. *Existing longitudinal reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.*
2. *Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with Concrete Removal.*
3. *See Sheet 5 of 9 for Bar Details, Bill of Material, Parapet Reinforcement, Section D-D, and Section E-E.*

QUIGG ENGINEERING INC

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0680043-72031-004-Exp. Joint Details.dgn	CHECKED - MDC	REVISED
PLOT SCALE = 2.0000 '' / in.	DRAWN - CFS	REVISED
PLOT DATE = 12/10/2019	CHECKED - MDC	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT DETAILS
STRUCTURE NO. 068-0043
SHEET NO. 4 OF 9 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3, 68-2 RS-5) BR	MONTGOMERY	307	149
		CONTRACT NO. 72D31		
		ILLINOIS FED. AID PROJECT		

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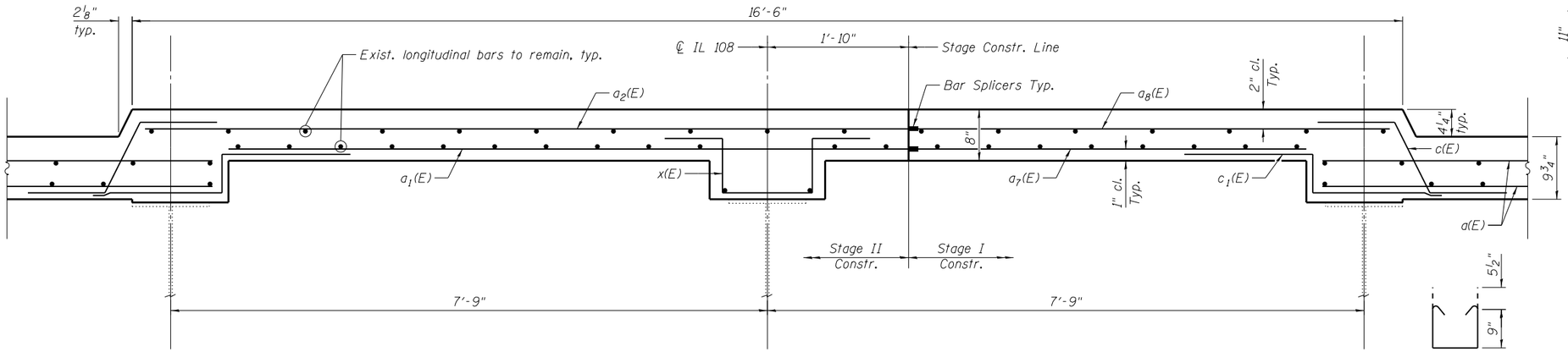
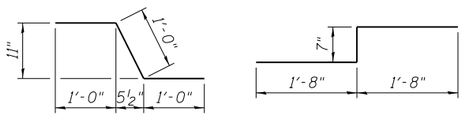


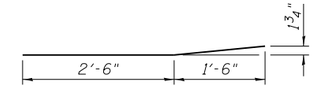
Section E-E

(Showing Median Section)
(Looking West)

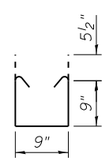


c(E) Bar

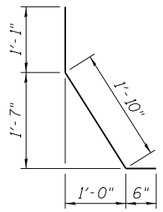
c_1(E) Bar



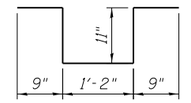
a_3(E) Bar



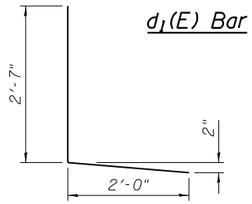
x_1(E) Bar



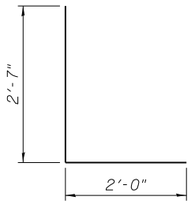
d_1(E) Bar



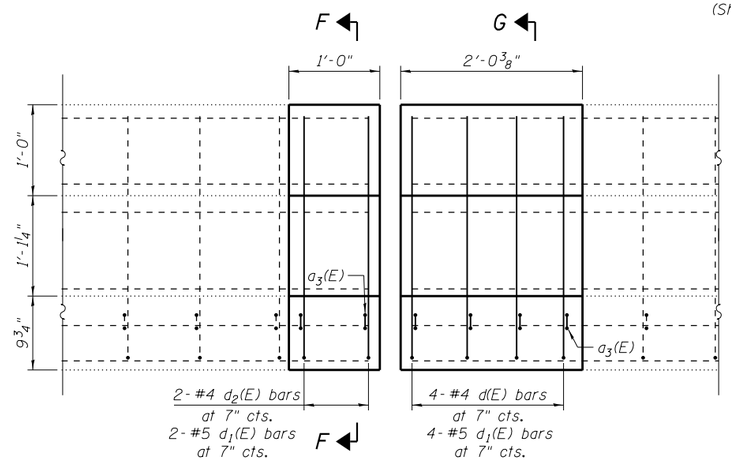
x(E) Bar



d(E) Bar

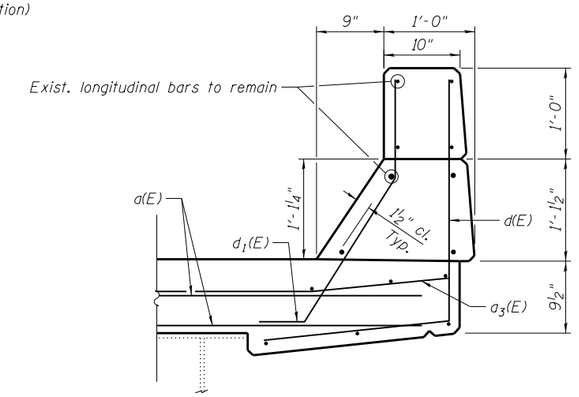


d_2(E) Bar



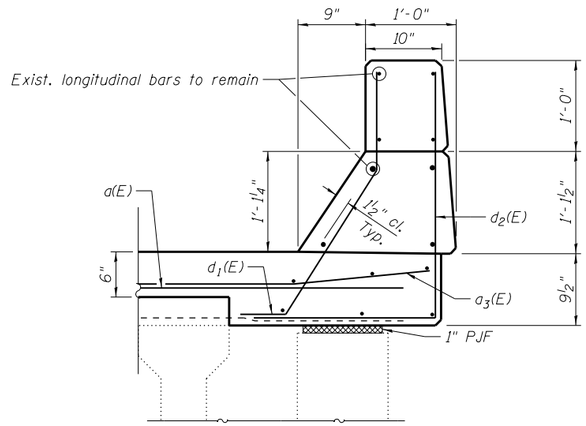
Section D-D

(Showing Inside Parapet Face)



Section G-G

(Showing proposed section at parapet)



Section F-F

(Showing proposed section at parapet)

Notes:

1. *See sheet 4 of 9 for the location of Section D-D and Section E-E.*
2. *Parapet metal rail shall be removed and reused. Cost included with Concrete Removal.*

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	40	#6	26'-3"	———
a_1(E)	8	#6	8'-10"	———
a_2(E)	12	#6	9'-10"	———
a_3(E)	24	#6	4'-0"	———
a_4(E)	24	#5	7'-5"	———
a_5(E)	2	#5	35'-4"	———
a_6(E)	2	#5	31'-8"	———
a_7(E)	8	#6	5'-2"	———
a_8(E)	12	#6	6'-1"	———
c(E)	16	#5	3'-0"	⌐¬
c_1(E)	16	#6	3'-11"	⌐¬
d(E)	16	#4	4'-7"	L
d_1(E)	24	#5	3'-5"	⌐
d_2(E)	8	#4	4'-7"	L
x(E)	8	#5	4'-6"	⊓
x_1(E)	34	#5	3'-2"	⊔
z(E)	8	#6	9'-11"	———
z_1(E)	8	#6	6'-3"	———

Item	Unit	Total
Concrete Removal	Cu. Yd.	14.3
Reinforcement Bars, Epoxy Coated	Pound	3150
Concrete Superstructure	Cu. Yd.	14.3
Bar Splicers	Each	30

FILE NAME = \\Quigg\Projects\2013 JOBS\13-60 BFW PTB 169 ITEM 30 D6 V-V PH I-ILWD 4\SN 068-0043\CADD\CADD Sheets\0680043-72D31-005-Exp. Joint Details.dgn
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QUIGG ENGINEERING INC

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0680043-72D31-005-Exp. Joint Details.dgn	CHECKED - MDC	REVISED
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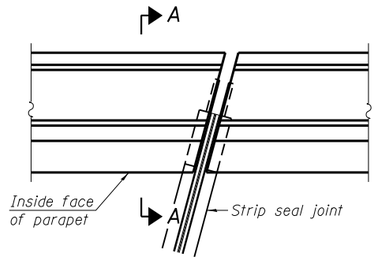
PLOT DATE = 12/10/2019	CHECKED - MDC	REVISED

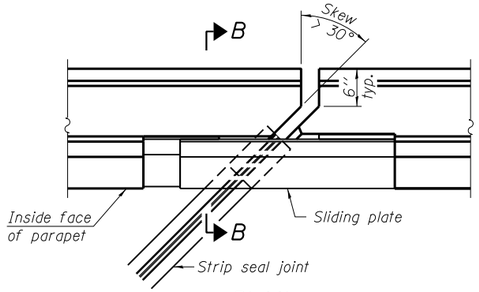
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT DETAILS
STRUCTURE NO. 068-0043
SHEET NO. 5 OF 9 SHEETS

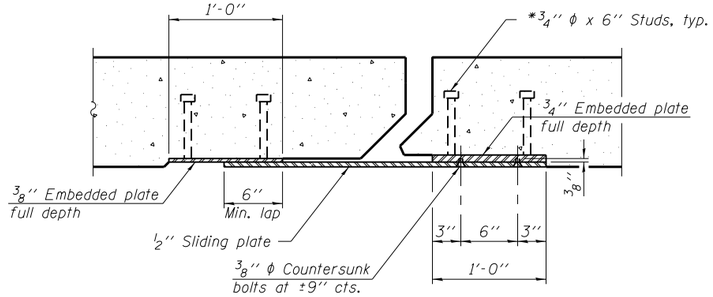
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3, 68-2 RS-5) BR	MONTGOMERY	307	150
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			



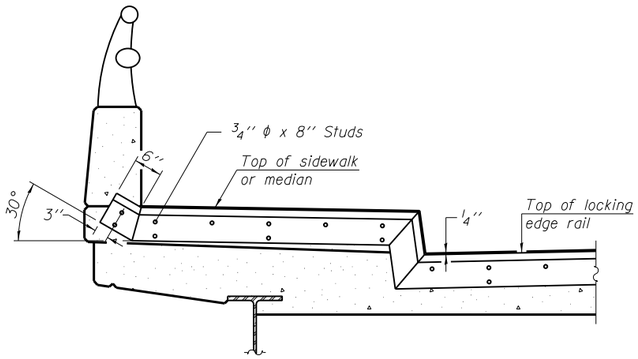
PLAN
(For skews ≤ 30°)



PLAN
(For skews > 30°)
Showing point block

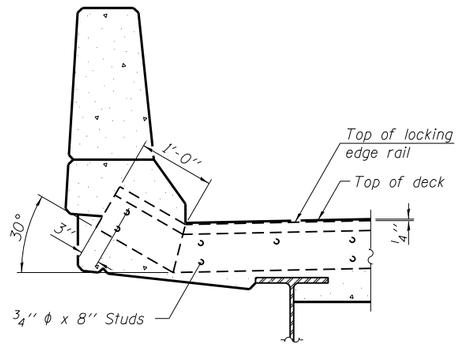


SECTION C-C

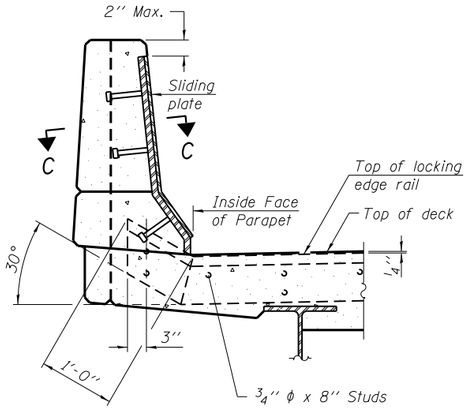


TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN

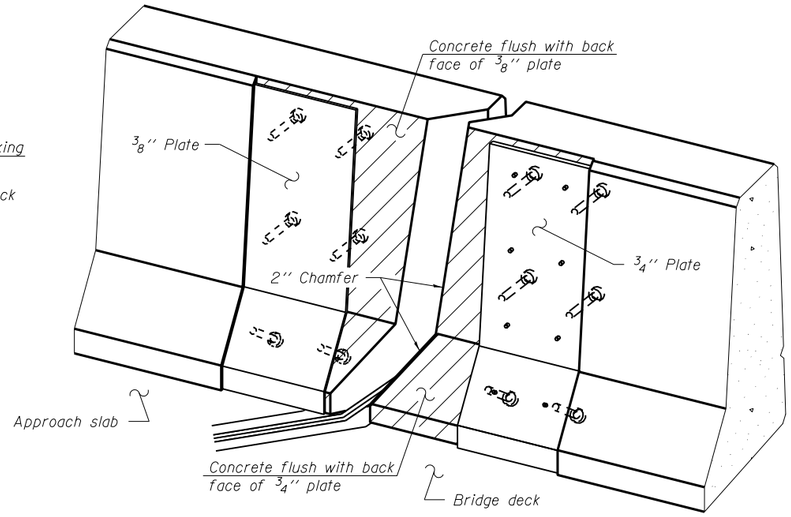
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



SECTION A-A



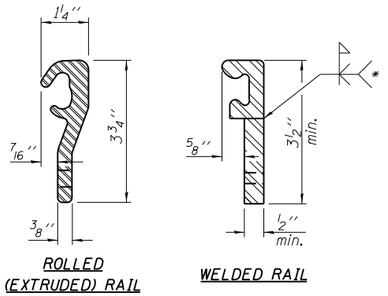
SECTION B-B



TRIMETRIC VIEW
(Showing back plates only)

Notes:

1. 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.
2. 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.
3. The manufacturer's recommended installation methods shall be followed.
4. 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.
5. All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
6. Maximum space between rail segments shall be 13/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.
7. Parapet plates and anchorage studs for skews > 30° included in the cost of Preformed Joint Strip Seal.

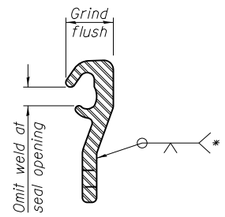


ROLLED (EXTRUDED) RAIL

WELDED RAIL

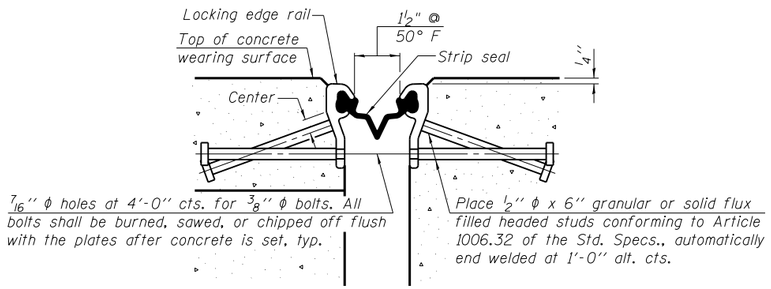
LOCKING EDGE RAIL

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



LOCKING EDGE RAIL SPLICE

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



SECTION THRU STRIP SEAL JOINT

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	135

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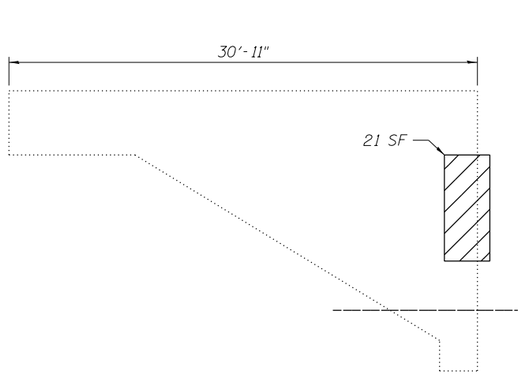
PLOT DATE = 1/28/2020	CHECKED - MDC	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

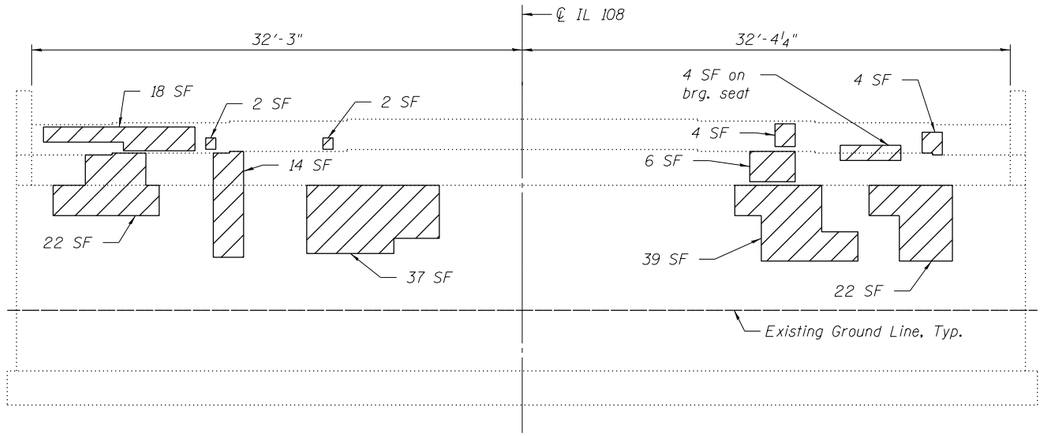
PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 068-0043
SHEET NO. 6 OF 9 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3, 68-2 RS-5) BR	MONTGOMERY	307	151
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			



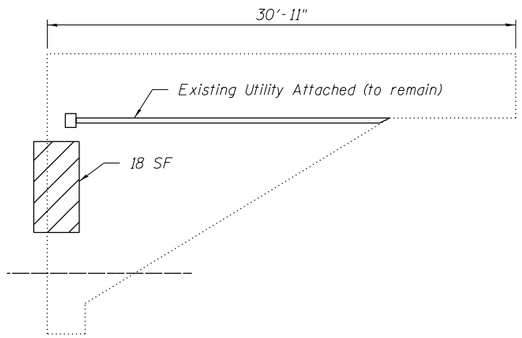
ELEVATION

(South Wingwall, Looking North)



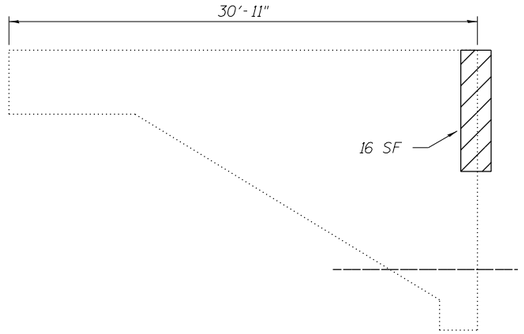
ELEVATION

(West Abut. Looking West)



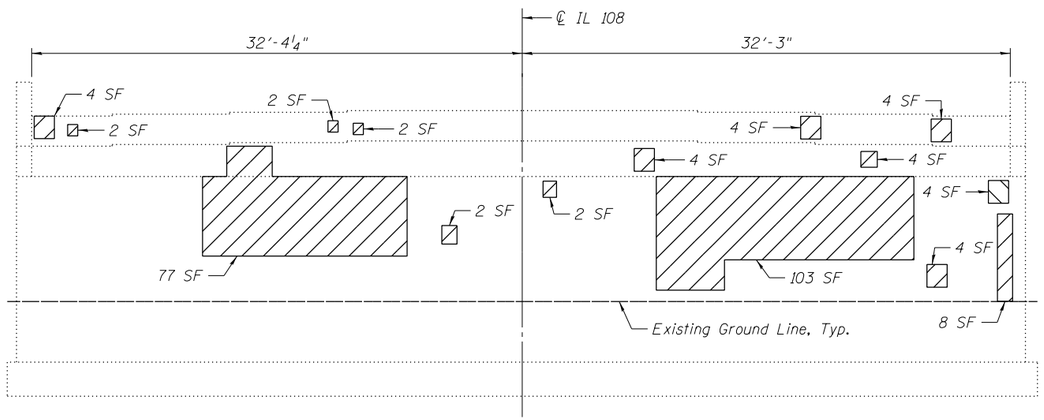
ELEVATION

(North Wingwall, Looking South)



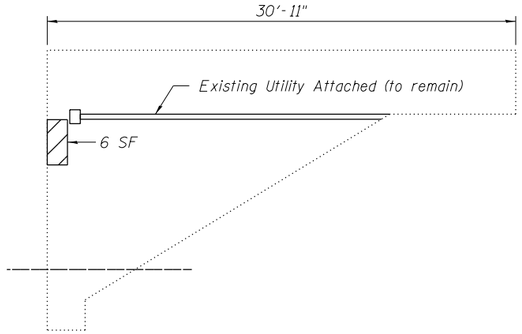
ELEVATION

(North Wingwall, Looking South)



ELEVATION

(East Abut. Looking East)



ELEVATION

(South Wingwall, Looking North)

LEGEND

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

BILL OF MATERIAL

ITEM	UNIT	Total
Structural Repair of Concrete (Depth Equal to or Less than 5")	Sq. Ft.	461

FILE NAME = \\Quigg\Projects\Projects\2013 JOBS\13-68 BFW PTB 169 ITEM 30 06 V-V PH I-IIWO 4\SN 068-0043\CADD\CADD Sheets\0680043-72D31-007-Abut. Repair.dgn
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QUIGG ENGINEERING INC

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0680043-72D31-007-Abut. Repair.dgn	CHECKED - MDC	REVISED
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PLOT DATE = 12/10/2019	CHECKED - MDC	REVISED

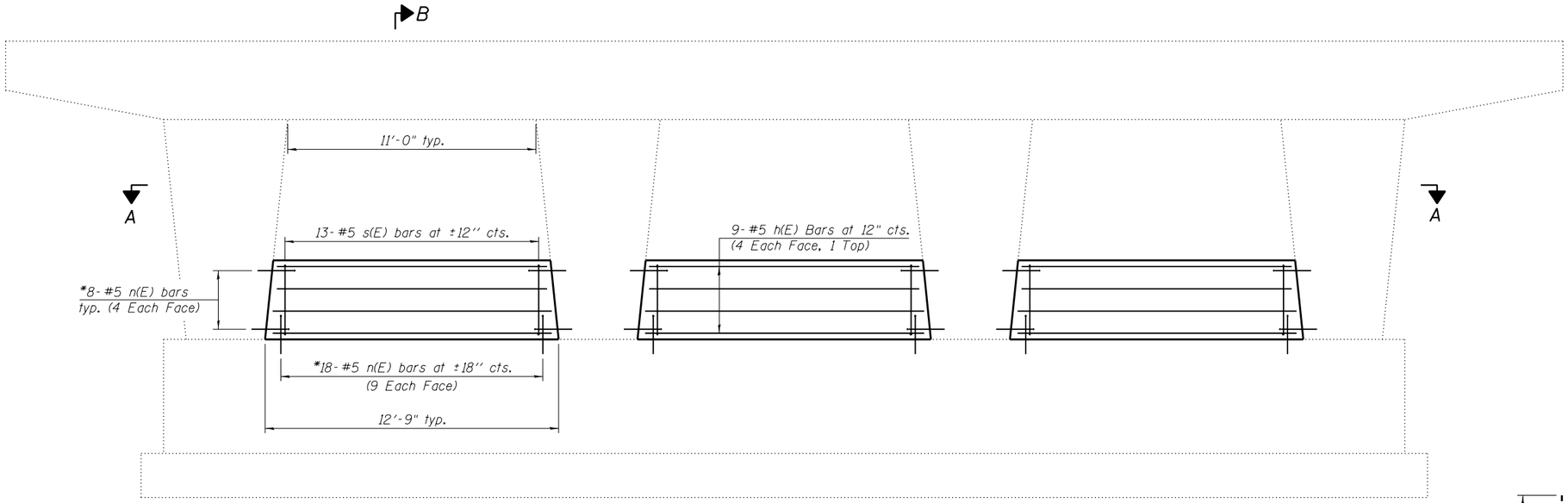
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT REPAIR PLAN
STRUCTURE NO. 068-0043
SHEET NO. 7 OF 9 SHEETS

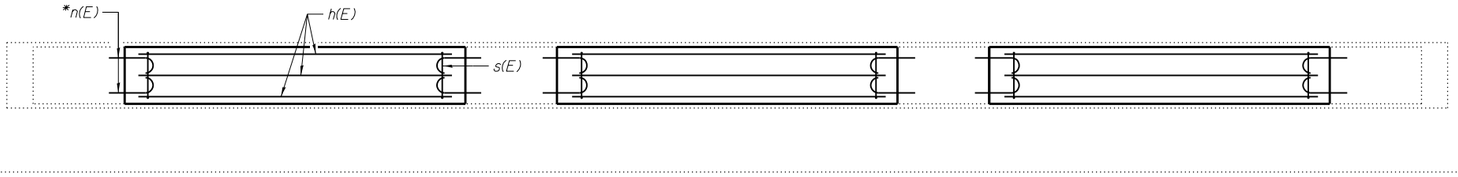
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3, 68-2 RS-5) BR	MONTGOMERY	307	152
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			

Note:

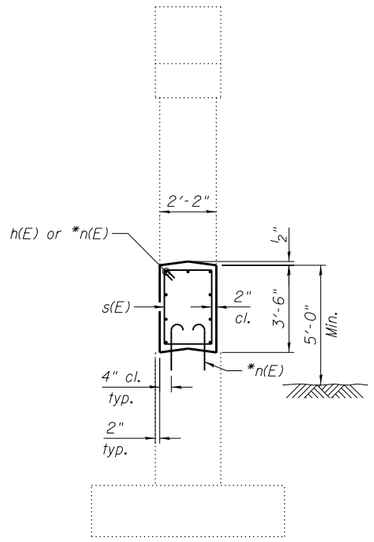
1. The cost of drilling and epoxy grouting threaded rods shall be included with Reinforcement Bars, Epoxy Coated.



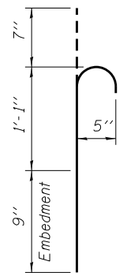
ELEVATION
(Looking East)



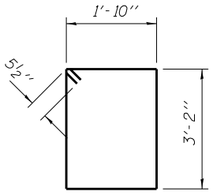
SECTION A-A



SECTION B-B



BAR n(E)



BAR s(E)

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

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h(E)	27	#5	12'-0"	
n(E)	102	#5	2'-5"	
s(E)	39	#5	10'-11"	
ITEM			UNIT	TOTAL
Concrete Structures			Cu. Yd.	10.6
Reinforcement Bars, Epoxy Coated			Pound	1040

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QUIGG ENGINEERING INC

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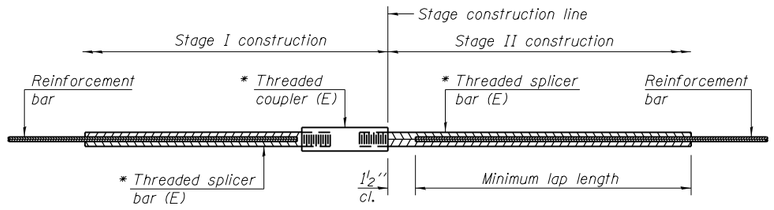
PLOT DATE = 12/10/2019	CHECKED - MDC	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER CRASHWALL EXTENSION
STRUCTURE NO. 068-0043
SHEET NO. 8 OF 9 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3, 68-2 RS-5) BR	MONTGOMERY	307	153
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			

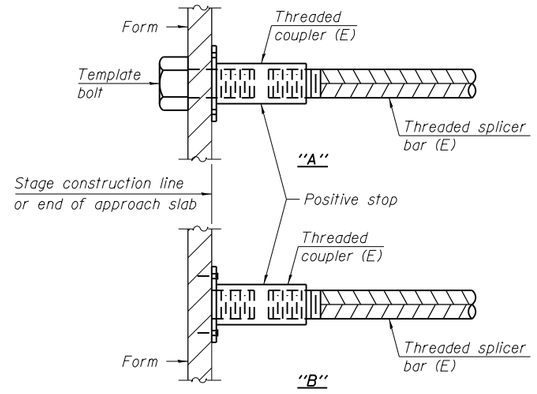


STANDARD BAR SPLICER ASSEMBLY

Threaded splicer bar length = min. lap length + 1½" + thread length

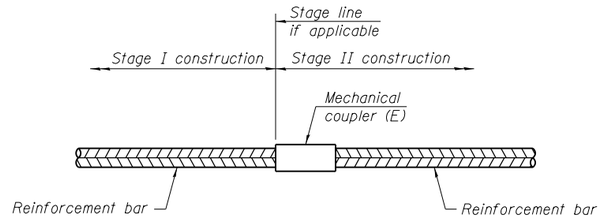
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Median	#6	20	3'-7"
Diaphragm	#6	8	3'-7"
Diaphragm	#5	2	3'-0"



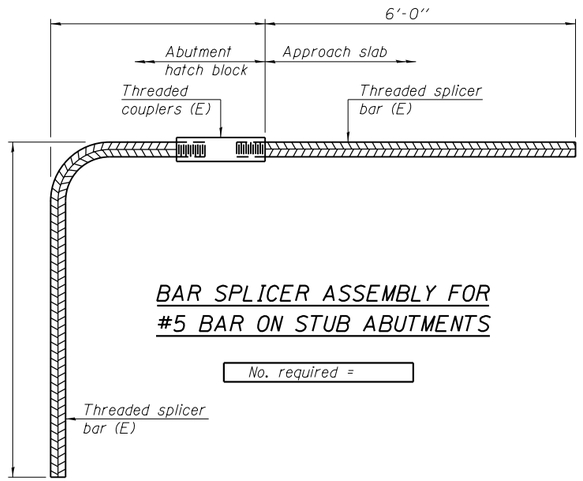
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



Notes:

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

BSD-1

6-8-15

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USER NAME = cstokes	DESIGNED - CFS	REVISED
0680043-72D31-009-Bar Splicer Details.dgn	CHECKED - MDC	REVISED
PLOT SCALE = 0:2.0000 '' / in.	DRAWN - CFS	REVISED
PLOT DATE = 12/10/2019	CHECKED - MDC	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 068-0043
SHEET NO. 9 OF 9 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3, 68-2 RS-5) BR	MONTGOMERY	307	154
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			

FILE NAME = \\Quigg\Projects\Projects\2013 JOBS\13-68 BFW PTB 169 ITEM 30 06 V-V PH I-IIWO 4\SN 068-0043\CADD\CADD Sheets\0680043-72D31-009-Bar Splicer Details.dgn
MODEL = Default
PLOT DRIVER = IDOT.PDF.pltcfg

Bench Mark: B.M. #84 Chiseled square on center opening of pier crashwall at Sta. 1812+80.8, Elev. 658.35

Existing Structure: S.N. 068-0044 built in 1972 as FAI Route 55, section 68-2HB at station 1812+60.08 (FAI-55). Structure consists of 2 span composite steel plate girder supported on vaulted abutments and a 2 column pier. It is 259'-0" bk.-bk. approach bents and 32'-0" out-out deck. Bridge to be rehabilitated as shown using road closure with detoured traffic.

No Salvage

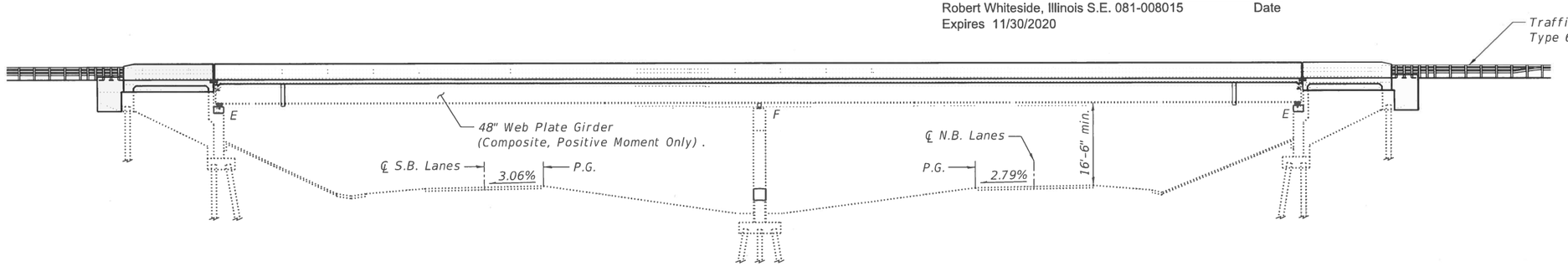
APPROVED
FOR STRUCTURAL ADEQUACY ONLY
ENGINEER OF BRIDGES AND STRUCTURES

LICENSED STRUCTURAL ENGINEER
ROBERT WHITESIDE
081-008015
STATE OF ILLINOIS

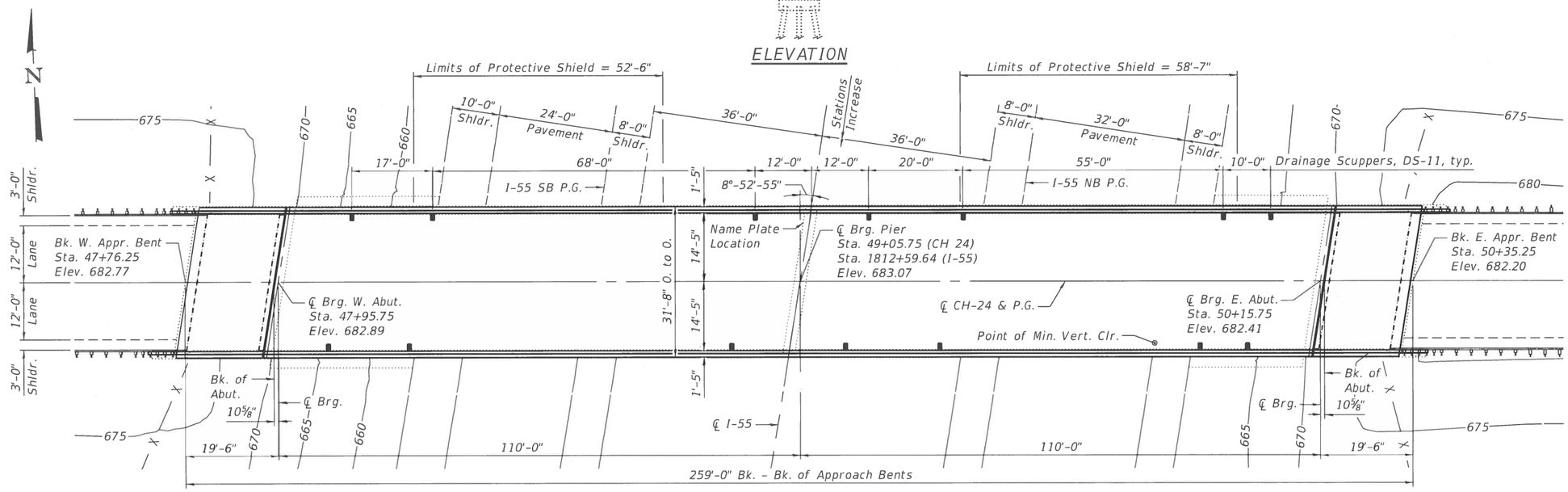
Robert Whiteside 12/10/2019
Robert Whiteside, Illinois S.E. 081-008015 Date
Expires 11/30/2020

SCOPE OF WORK

1. Remove and replace existing concrete deck
2. Raise superstructure to achieve 16'-6" min. vertical clearance over I-55.
3. Replace existing bearings with new fixed and elastomeric bearings.
4. Raise pier crashwall height to 5'-0" min.
5. Modify the substructure to account for the grade raise.
6. Repair the abutments.



ELEVATION



PLAN

LOADING HS20-44 (New Constr.)

Allow 25#/sq. ft. for future wearing surface.

DESIGN STRESSES

FIELD UNITS (New Construction)

f'c = 3,500 psi
f'c = 4,000 psi (superstructure concrete)
fy = 60,000 psi (reinforcement)

FIELD UNITS (Exist. Construction)

f'c = 3,500 psi
fy = 40,000 psi (reinforcement)
fy = 36,000 psi (structural steel)

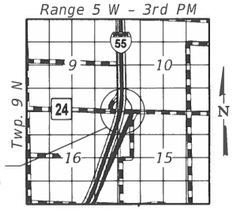
SEISMIC DATA

Seismic Performance Category (SPC) = A
Horizontal Bedrock Acceleration Coefficient (A) = 0.065g
Site Coefficient (S) = 1.0

DESIGN SPECIFICATIONS (New Constr.)

2002 AASHTO Standard Specifications

Proposed Rehabilitation



LOCATION SKETCH

GENERAL PLAN & ELEVATION
CH 24 OVER I-55
F.A.S. RTE. 1768
SECT. (68-1,3 RS-3, 68-2 RS-5) BR
MONTGOMERY COUNTY
STATION 49+05.75 (CH-24)
STRUCTURE NO. 068-0044

QUIGG ENGINEERING INC	USER NAME = cstokes	DESIGNED - RPW	REVISED -
	0680044-72D31-001-GPE Signed.dgn	CHECKED - CFS	REVISED -
	PLOT SCALE = 0:2.0000 ':" / in.	DRAWN - RPW	REVISED -
	PLOT DATE = 12/10/2019	CHECKED - KWB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 068-0044
SHEET 1 OF 21 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1768	(68-1,3 RS-3, 68-2 RS-5) BR	MONTGOMERY	307	155
		CONTRACT NO. 72D31		
	ILLINOIS	FED. AID PROJECT		

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GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts ¾" Ø, holes ⅞" Ø, unless otherwise noted.

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

Reinforcement bars designated (E) shall be epoxy coated.

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

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that can not be removed by grinding ¼" 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.

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

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of ⅛ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

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

The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. 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 the fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8.

Concrete Sealer shall be applied to the backwall and bearing seats of the abutments.

BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Concrete Removal	Cu. Yd.	–	7.4	7.4
Removal of Existing Concrete Deck	Each	1	–	1
Protective Shield	Sq. Yd.	441	–	441
Structure Excavation	Cu. Yd.	–	24	24
Concrete Structures	Cu. Yd.	–	14.4	14.4
Concrete Superstructure	Cu. Yd.	294.1	–	294.1
Bridge Deck Grooving	Sq. Yd.	767	–	767
Protective Coat	Sq. Yd.	1,062	–	1,062
Furnishing and Erecting Structural Steel	Pound	2,550	–	2,550
Stud Shear Connectors	Each	90	–	90
Reinforcement Bars, Epoxy Coated	Pound	77,640	2,840	80,480
Name Plates	Each	1	–	1
Preformed Joint Strip Seal	Foot	62.5	–	62.5
Elastomeric Bearing Assembly, Type I	Each	10	–	10
Anchor Bolts, ⅞"	Each	40	–	40
Anchor Bolts, 1¼"	Each	10	–	10
Sand Backfill	Cu. Yd.	–	41	41
Concrete Sealer	Sq. Ft.	–	609	609
Structural Repair of Concrete (≤ 5 inches)	Sq. Ft.	–	54	54
Drainage Scuppers, DS-11	Each	14	–	14
Jacking Existing Superstructure	L. Sum	1	–	1

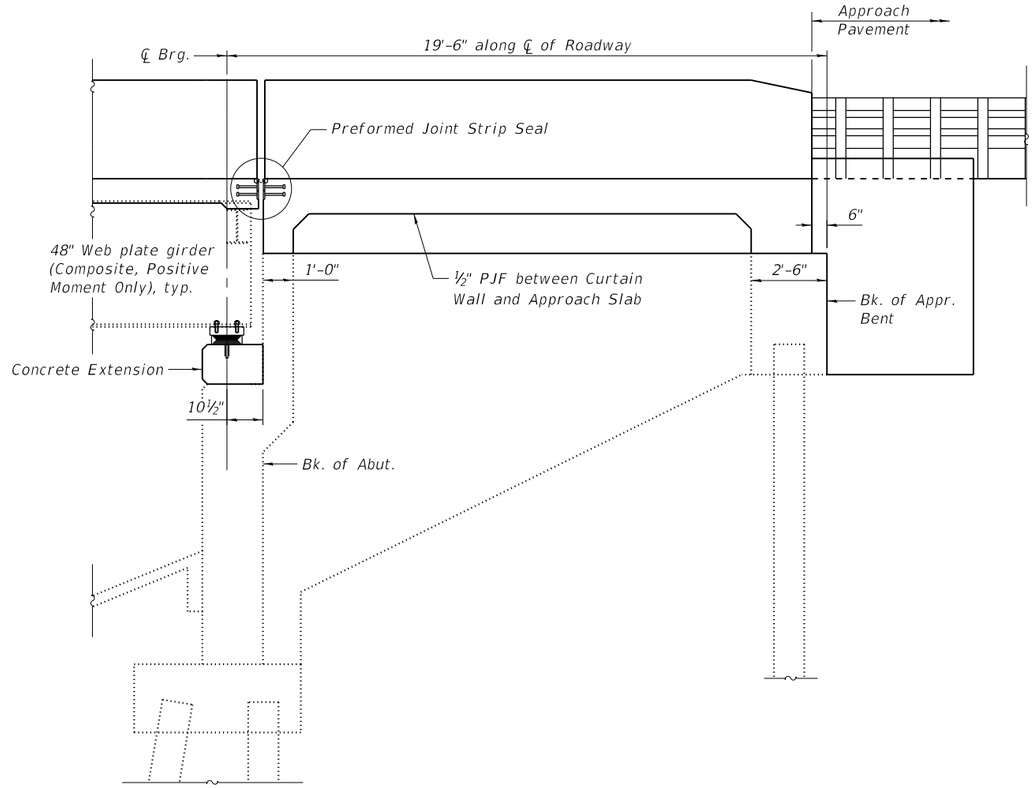
INDEX OF SHEETS

STATION 49+05.75
REBUILT BY
STATE OF ILLINOIS
F.A.S. RT. 1768 SEC. (68-1,3)RS-3,(68-2)RS-5
LOADING HS20-44
STRUCTURE NO. 068-0044

NAME PLATE

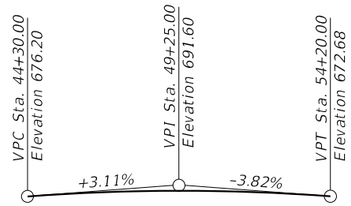
See Std. 515001

Place the Proposed Name Plate next to the Existing Name Plate. Cost included with Name Plates.



SECTION THRU VAULTED ABUTMENT

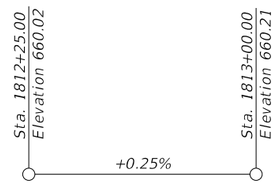
(Horizontal dimensions are shown at right angles, unless otherwise noted)



LVC = 990'

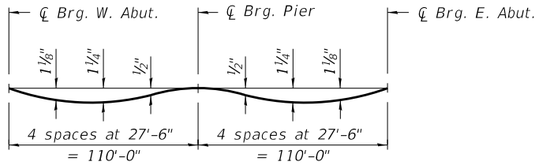
PROFILE GRADE CH-24

(along ℄ roadway)



PROFILE GRADE I-55

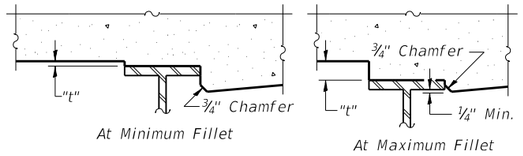
(along NB & SB P.G.)



DEAD LOAD DEFLECTION DIAGRAM

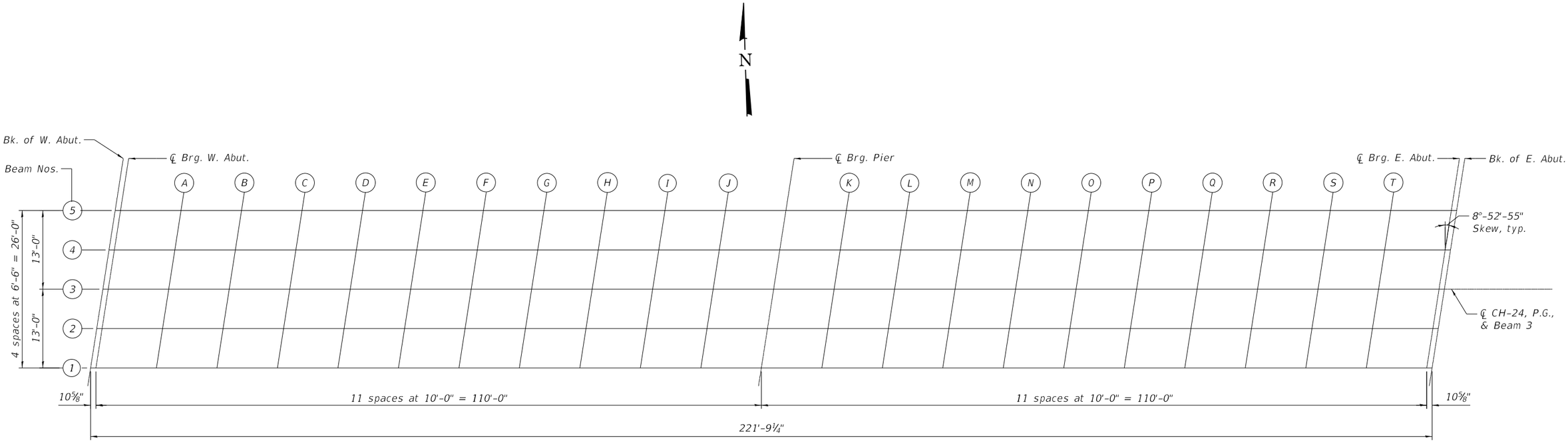
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheet 4 of 21.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheet 4 of 21, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

QUIGG ENGINEERING INC

USER NAME = cstokes	DESIGNED - RPW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS STRUCTURE NO. 068-0044	
0680044-72D31-003-Top Slab Elev.dgn	CHECKED - CFS	REVISED -			
PLOT SCALE = 0:2.0000 ':" / in.	DRAWN - RPW	REVISED -			
PLOT DATE = 12/10/2019	CHECKED - KWB	REVISED -		SHEET 3 OF 21 SHEETS	

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1768	(68-1,3 RS-3, 68-2 RS-5) BR	MONTGOMERY	307	157
		CONTRACT NO. 72D31		
	ILLINOIS	FED. AID PROJECT		

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	47+96.90	-13.00	682.70	682.70
℄ Brg. W. Abut.	47+97.78	-13.00	682.70	682.70
A	48+07.78	-13.00	682.75	682.79
B	48+17.78	-13.00	682.80	682.87
C	48+27.78	-13.00	682.83	682.93
D	48+37.78	-13.00	682.86	682.97
E	48+47.78	-13.00	682.88	682.99
F	48+57.78	-13.00	682.90	683.00
G	48+67.78	-13.00	682.91	682.98
H	48+77.78	-13.00	682.91	682.96
I	48+87.78	-13.00	682.90	682.93
J	48+97.78	-13.00	682.89	682.90
℄ Brg. Pier	49+07.78	-13.00	682.87	682.87
K	49+17.78	-13.00	682.84	682.85
L	49+27.78	-13.00	682.81	682.83
M	49+37.78	-13.00	682.77	682.82
N	49+47.78	-13.00	682.72	682.80
O	49+57.78	-13.00	682.66	682.76
P	49+67.78	-13.00	682.60	682.71
Q	49+77.78	-13.00	682.53	682.65
R	49+87.78	-13.00	682.46	682.56
S	49+97.78	-13.00	682.37	682.45
T	50+07.78	-13.00	682.28	682.33
℄ Brg. E. Abut.	50+17.78	-13.00	682.19	682.19
Bk. of E. Abut.	50+18.67	-13.00	682.18	682.18

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	47+95.88	-6.50	682.80	682.80
℄ Brg. W. Abut.	47+96.77	-6.50	682.80	682.80
A	48+06.77	-6.50	682.85	682.89
B	48+16.77	-6.50	682.90	682.97
C	48+26.77	-6.50	682.93	683.03
D	48+36.77	-6.50	682.96	683.07
E	48+46.77	-6.50	682.98	683.10
F	48+56.77	-6.50	683.00	683.10
G	48+66.77	-6.50	683.01	683.09
H	48+76.77	-6.50	683.01	683.06
I	48+86.77	-6.50	683.01	683.03
J	48+96.77	-6.50	682.99	683.00
℄ Brg. Pier	49+06.77	-6.50	682.97	682.97
K	49+16.77	-6.50	682.95	682.95
L	49+26.77	-6.50	682.91	682.94
M	49+36.77	-6.50	682.87	682.92
N	49+46.77	-6.50	682.83	682.90
O	49+56.77	-6.50	682.77	682.87
P	49+66.77	-6.50	682.71	682.82
Q	49+76.77	-6.50	682.64	682.76
R	49+86.77	-6.50	682.57	682.67
S	49+96.77	-6.50	682.49	682.56
T	50+06.77	-6.50	682.40	682.44
℄ Brg. E. Abut.	50+16.77	-6.50	682.30	682.30
Bk. of E. Abut.	50+17.65	-6.50	682.29	682.29

℄ CH-24, P.G., & BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	47+94.86	0.00	682.89	682.89
℄ Brg. W. Abut.	47+95.75	0.00	682.89	682.89
A	48+05.75	0.00	682.94	682.98
B	48+15.75	0.00	682.99	683.06
C	48+25.75	0.00	683.03	683.13
D	48+35.75	0.00	683.06	683.17
E	48+45.75	0.00	683.08	683.19
F	48+55.75	0.00	683.10	683.19
G	48+65.75	0.00	683.11	683.18
H	48+75.75	0.00	683.11	683.16
I	48+85.75	0.00	683.10	683.13
J	48+95.75	0.00	683.09	683.10
℄ Brg. Pier	49+05.75	0.00	683.07	683.07
K	49+15.75	0.00	683.05	683.05
L	49+25.75	0.00	683.02	683.04
M	49+35.75	0.00	682.98	683.03
N	49+45.75	0.00	682.93	683.01
O	49+55.75	0.00	682.88	682.97
P	49+65.75	0.00	682.82	682.93
Q	49+75.75	0.00	682.75	682.86
R	49+85.75	0.00	682.67	682.77
S	49+95.75	0.00	682.59	682.67
T	50+05.75	0.00	682.50	682.54
℄ Brg. E. Abut.	50+15.75	0.00	682.41	682.41
Bk. of E. Abut.	50+16.64	0.00	682.40	682.40

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	47+93.85	6.50	682.78	682.78
℄ Brg. W. Abut.	47+94.73	6.50	682.79	682.79
A	48+04.73	6.50	682.84	682.88
B	48+14.73	6.50	682.89	682.96
C	48+24.73	6.50	682.93	683.02
D	48+34.73	6.50	682.96	683.07
E	48+44.73	6.50	682.98	683.09
F	48+54.73	6.50	683.00	683.10
G	48+64.73	6.50	683.01	683.08
H	48+74.73	6.50	683.01	683.06
I	48+84.73	6.50	683.01	683.03
J	48+94.73	6.50	683.00	683.00
℄ Brg. Pier	49+04.73	6.50	682.98	682.98
K	49+14.73	6.50	682.95	682.96
L	49+24.73	6.50	682.92	682.95
M	49+34.73	6.50	682.88	682.93
N	49+44.73	6.50	682.84	682.91
O	49+54.73	6.50	682.78	682.88
P	49+64.73	6.50	682.72	682.84
Q	49+74.73	6.50	682.66	682.77
R	49+84.73	6.50	682.58	682.68
S	49+94.73	6.50	682.50	682.58
T	50+04.73	6.50	682.42	682.46
℄ Brg. E. Abut.	50+14.73	6.50	682.32	682.32
Bk. of E. Abut.	50+15.62	6.50	682.31	682.31

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	47+92.83	13.00	682.68	682.68
℄ Brg. W. Abut.	47+93.72	13.00	682.68	682.68
A	48+03.72	13.00	682.73	682.77
B	48+13.72	13.00	682.78	682.86
C	48+23.72	13.00	682.82	682.92
D	48+33.72	13.00	682.85	682.96
E	48+43.72	13.00	682.88	682.99
F	48+53.72	13.00	682.89	682.99
G	48+63.72	13.00	682.90	682.98
H	48+73.72	13.00	682.91	682.96
I	48+83.72	13.00	682.91	682.93
J	48+93.72	13.00	682.90	682.90
℄ Brg. Pier	49+03.72	13.00	682.88	682.88
K	49+13.72	13.00	682.85	682.86
L	49+23.72	13.00	682.82	682.85
M	49+33.72	13.00	682.79	682.83
N	49+43.72	13.00	682.74	682.82
O	49+53.72	13.00	682.69	682.79
P	49+63.72	13.00	682.63	682.74
Q	49+73.72	13.00	682.56	682.67
R	49+83.72	13.00	682.49	682.59
S	49+93.72	13.00	682.41	682.48
T	50+03.72	13.00	682.32	682.36
℄ Brg. E. Abut.	50+13.72	13.00	682.23	682.23
Bk. of E. Abut.	50+14.60	13.00	682.22	682.22

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QUIGG ENGINEERING INC

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PLOT DATE = 12/10/2019	CHECKED - KWB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 068-0044
SHEET 4 OF 21 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1768	(68-1,3 RS-3, 68-2 RS-5) BR	MONTGOMERY	307	158
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			

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NORTH EDGE OF SHOULDER

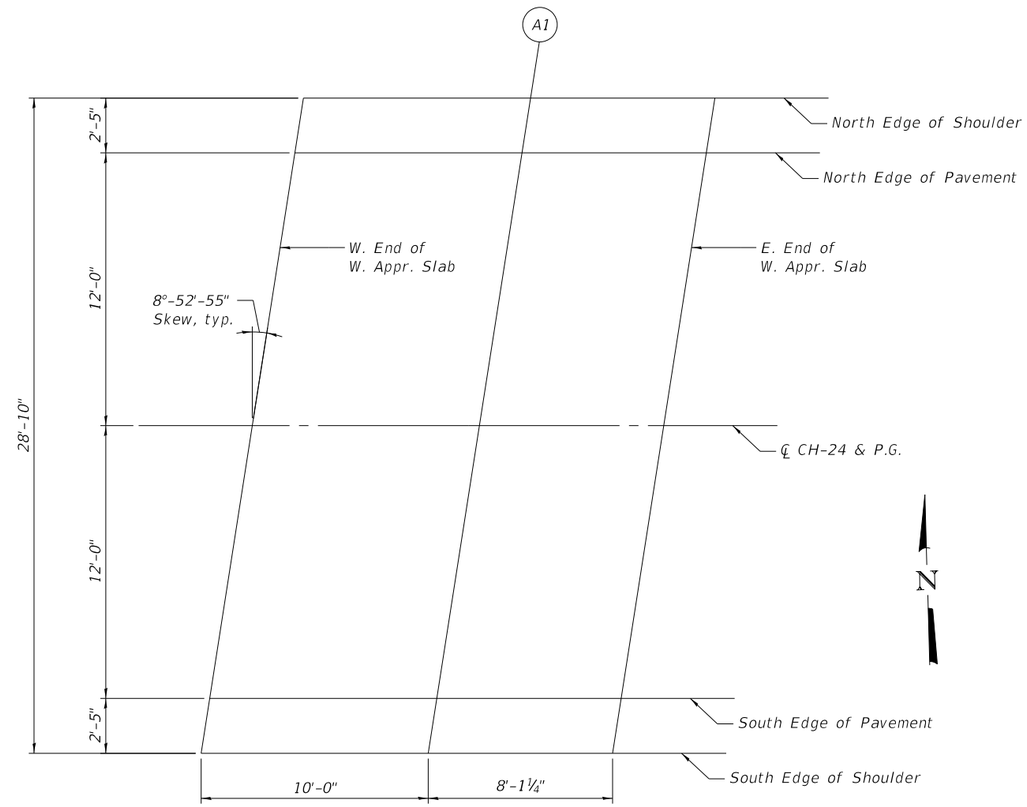
Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Slab	47+79.01	-14.42	682.56
A1	47+89.01	-14.42	682.63
E. End of W. Appr. Slab	47+97.12	-14.42	682.67

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Slab	47+78.63	-12.00	682.61
A1	47+88.63	-12.00	682.67
E. End of W. Appr. Slab	47+96.74	-12.00	682.72

℄ CH-24 & P.G.

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Slab	47+76.76	0.00	682.78
A1	47+86.76	0.00	682.84
E. End of W. Appr. Slab	47+94.86	0.00	682.89



PLAN
(West Approach)

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Slab	47+74.88	12.00	682.58
A1	47+84.88	12.00	682.65
E. End of W. Appr. Slab	47+92.99	12.00	682.70

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Slab	47+74.50	14.42	682.53
A1	47+84.50	14.42	682.60
E. End of W. Appr. Slab	47+92.61	14.42	682.65

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QUIGG ENGINEERING INC

USER NAME = cstokes	DESIGNED - RPW	REVISED -
0680044-72D31-005-Top W Appr Slab Elev.dgn	CHECKED - CFS	REVISED -
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PLOT DATE = 12/10/2019	CHECKED - KWB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 068-0044

SHEET 5 OF 21 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1768	(68-1,3 RS-3, 68-2 RS-5) BR	MONTGOMERY	307	159
		CONTRACT NO. 72D31		
		ILLINOIS	FED. AID PROJECT	

NORTH EDGE OF SHOULDER

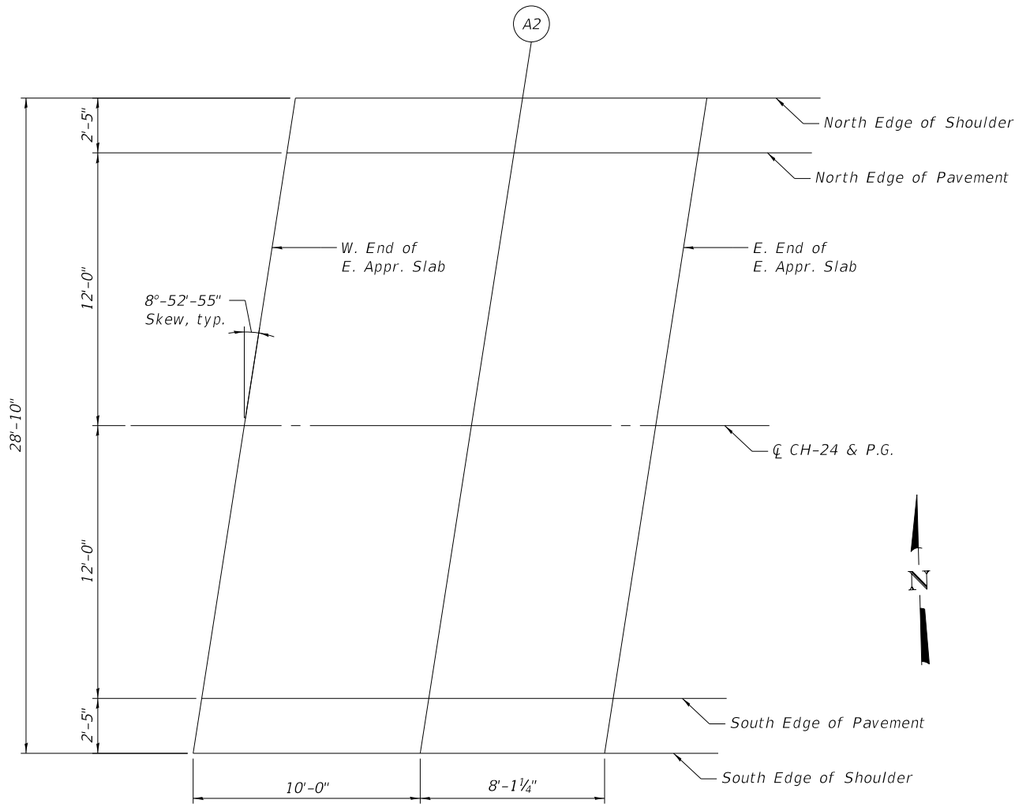
Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	50+18.89	-14.42	682.15
A2	50+28.89	-14.42	682.04
E. End of E. Appr. Slab	50+37.00	-14.42	681.95

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	50+18.51	-12.00	682.20
A2	50+28.51	-12.00	682.10
E. End of E. Appr. Slab	50+36.62	-12.00	682.01

℄ CH-24 & P.G.

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	50+16.64	0.00	682.40
A2	50+26.64	0.00	682.30
E. End of E. Appr. Slab	50+34.74	0.00	682.21



PLAN
(East Approach)

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	50+14.76	12.00	682.24
A2	50+24.76	12.00	682.14
E. End of E. Appr. Slab	50+32.87	12.00	682.05

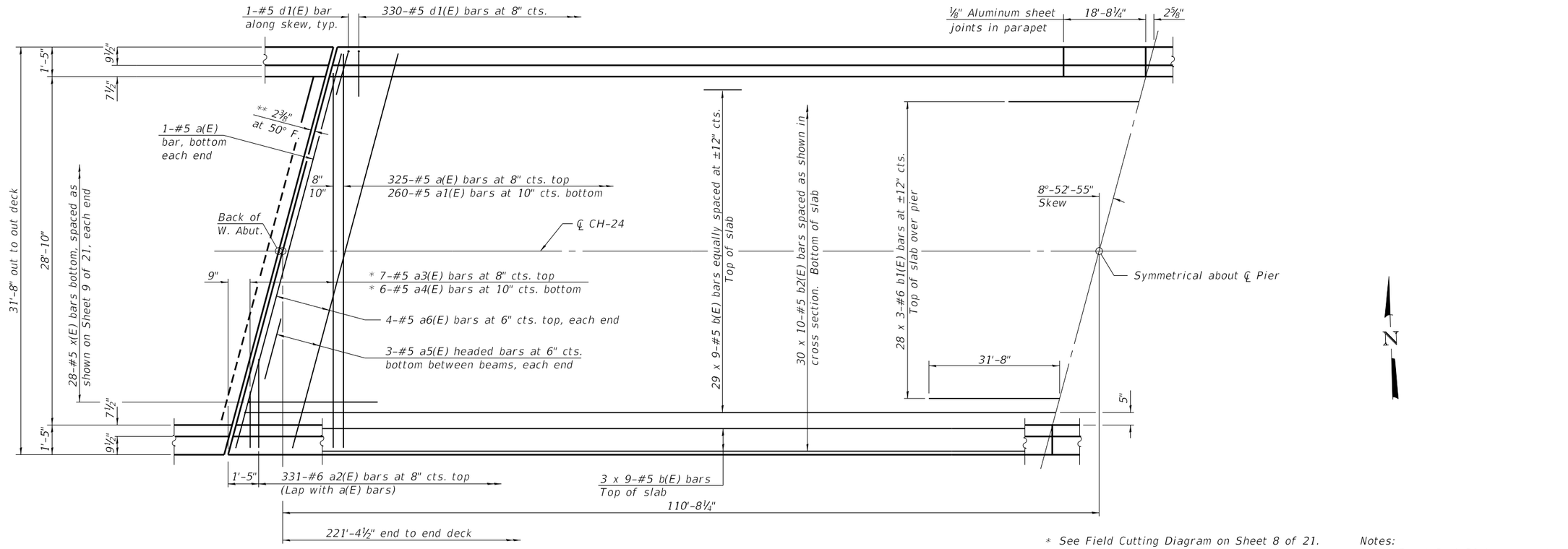
SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	50+14.38	14.42	682.19
A2	50+24.38	14.42	682.09
E. End of E. Appr. Slab	50+32.49	14.42	682.00

QUIGG ENGINEERING INC

USER NAME = cstokes	DESIGNED - RPW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF EAST APPROACH SLAB ELEVATIONS STRUCTURE NO. 068-0044	
0680044-72D31-006-Top E Appr Slab Elev.dgn	CHECKED - CFS	REVISED -			
PLOT SCALE = 0:2.0000 ':" / in.	DRAWN - RPW	REVISED -			
PLOT DATE = 12/10/2019	CHECKED - KWB	REVISED -		SHEET 6 OF 21 SHEETS	

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1768	(68-1,3 RS-3, 68-2 RS-5) BR	MONTGOMERY	307	160
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			



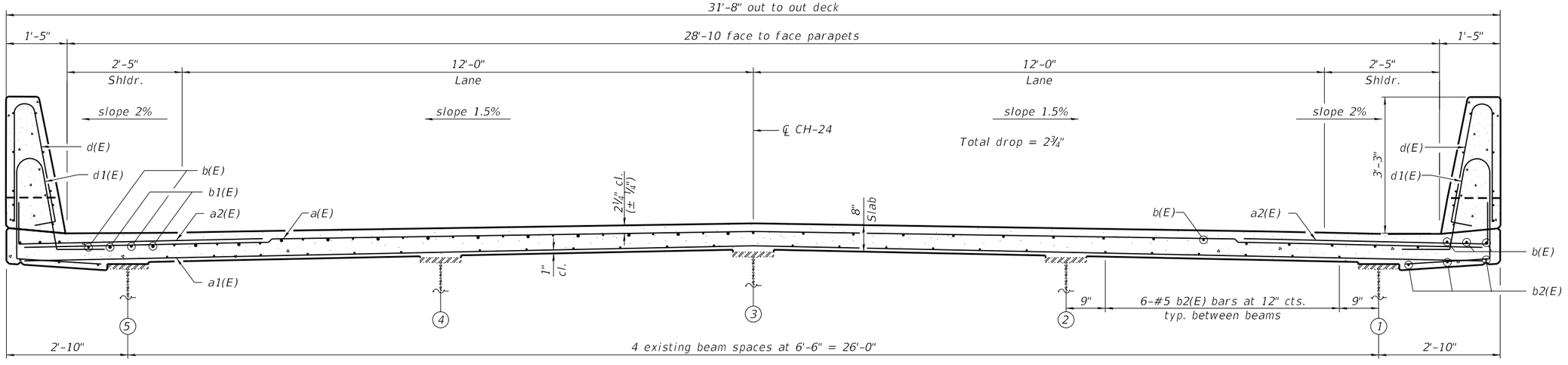
MINIMUM BAR LAP

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

PARTIAL PLAN

* See Field Cutting Diagram on Sheet 8 of 21.
** Dimension showing concrete opening. For joint opening see Sheet 13 of 21.

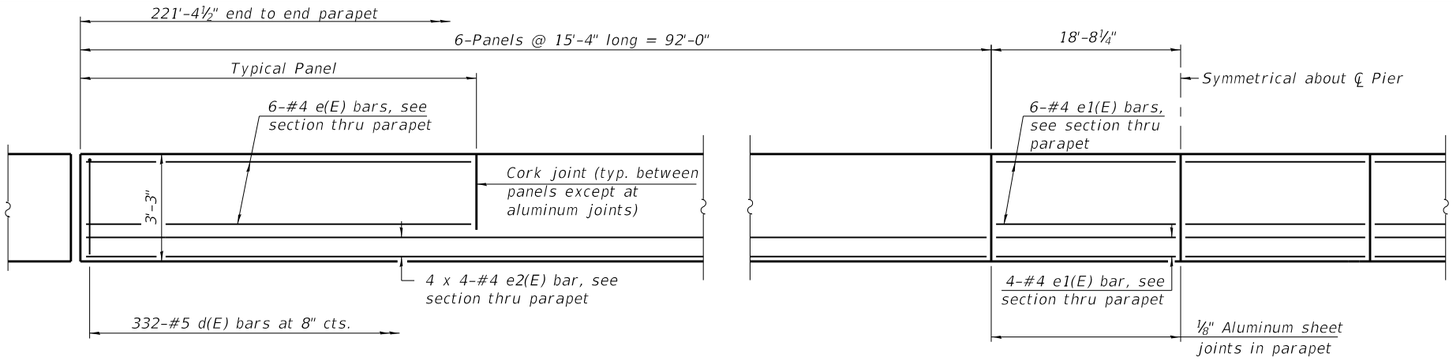
Notes:
See Sheet 8 of 21 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



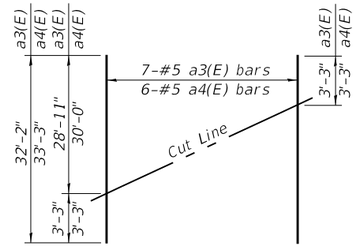
NEAR PIER NEAR MIDSPAN

CROSS SECTION

(Looking East)

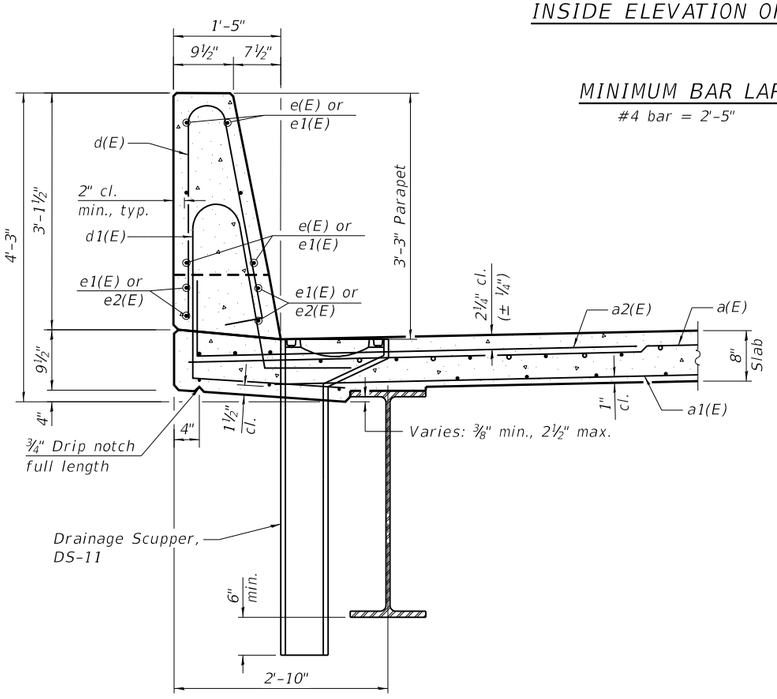


INSIDE ELEVATION OF PARAPET



FIELD CUTTING DIAGRAM

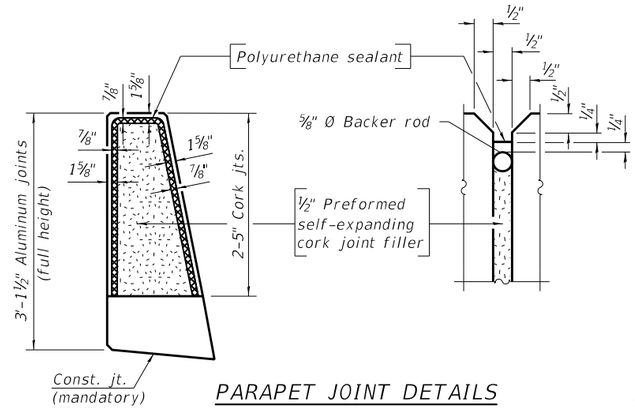
Order a3(E) and a4(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.



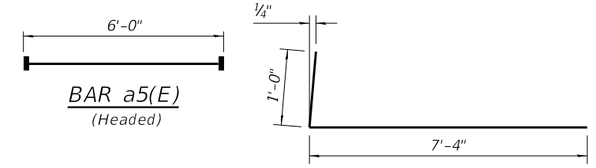
MINIMUM BAR LAP

#4 bar = 2'-5"

SECTION THRU PARAPET



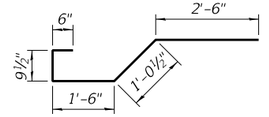
PARAPET JOINT DETAILS



BAR a5(E)

(Headed)

BAR a2(E)



BAR x(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	327	#5	31'-0"	
a1(E)	260	#5	30'-8"	
a2(E)	662	#6	8'-4"	
a3(E)	7	#5	32'-2"	
a4(E)	6	#5	33'-3"	
a5(E)	24	#5	6'-0"	
a6(E)	8	#5	31'-4"	
a7(E)	112	#5	1'-6"	
b(E)	315	#5	27'-11"	
b1(E)	84	#6	24'-4"	
b2(E)	300	#5	25'-5"	
d(E)	664	#5	6'-5"	
d1(E)	664	#5	8'-2"	
e(E)	144	#4	15'-0"	
e1(E)	40	#4	18'-4"	
e2(E)	64	#4	24'-11"	
x(E)	56	#5	6'-4"	
Reinforcement Bars, Epoxy Coated		Lbs.	61,870	
Concrete Superstructure		Cu. Yds.	238.5	

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

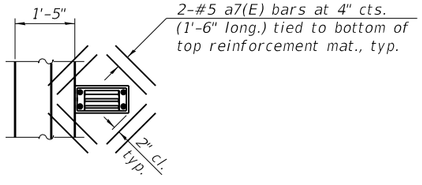
Notes:

The ⅛" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

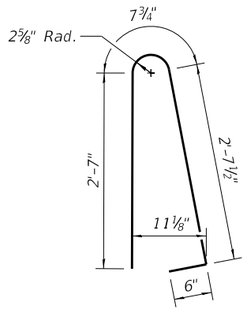
The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

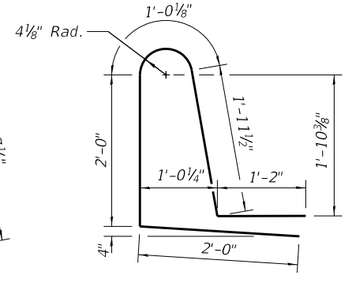
Cut longitudinal reinforcement to clear drainage scuppers.



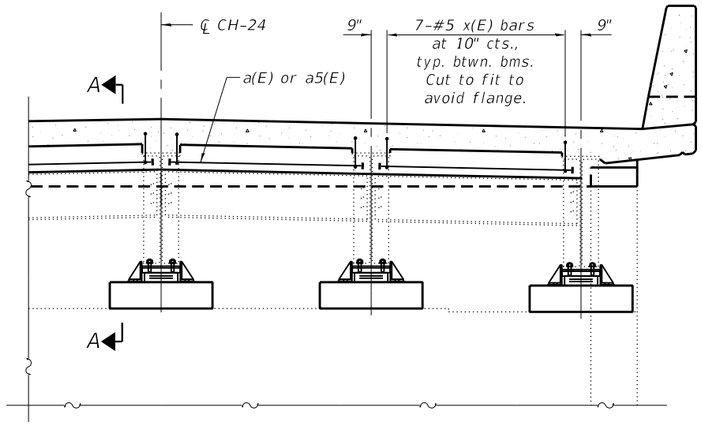
PLAN AT SCUPPER



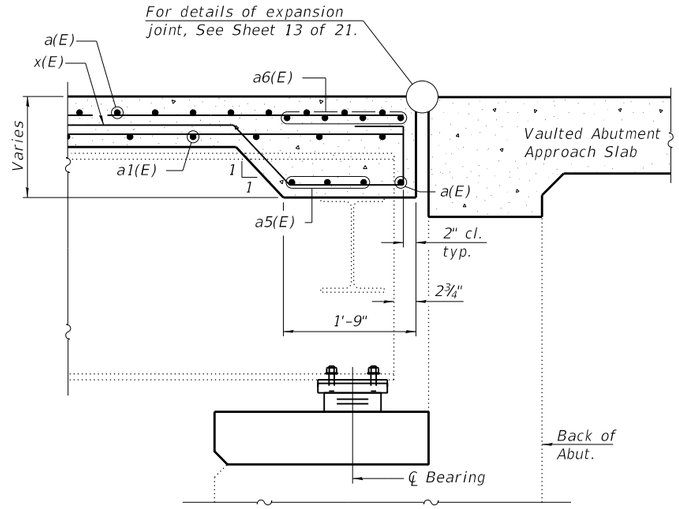
BAR d(E)



BAR d1(E)



DIAPHRAGM AT ABUTMENT



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

Notes:
See Sheet 8 of 21 for superstructure details and Bill of Material.
The x(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

MODEL: Default
FILE NAME: S:\Projects\2013 JOBS\13-60 BFW PTB 169 ITEM 30 D6 V-V PH II\WO 4\SN 068-0044\CADD\CADD Sheets\0680044-72D31-009-Diaphragm Details.dgn
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QUIGG ENGINEERING INC

USER NAME = cstokes	DESIGNED - RPW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DIAPHRAGM DETAILS STRUCTURE NO. 068-0044
0680044-72D31-009-Diaphragm Details.dgn	CHECKED - CFS	REVISED -		
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PLOT DATE = 12/10/2019	CHECKED - KWB	REVISED -		

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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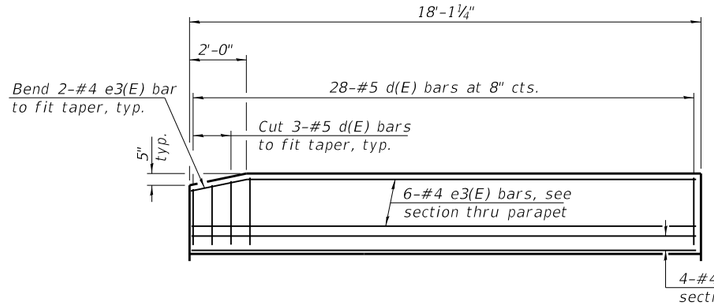
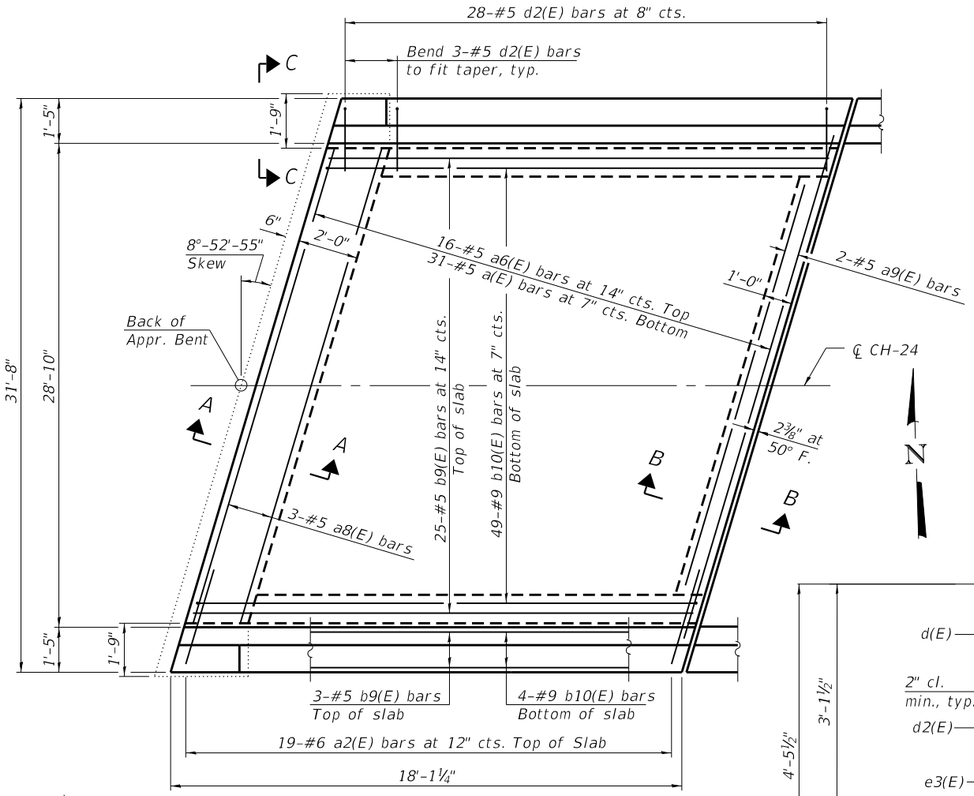
		CONTRACT NO. 72D31		
	ILLINOIS	FED. AID PROJECT		

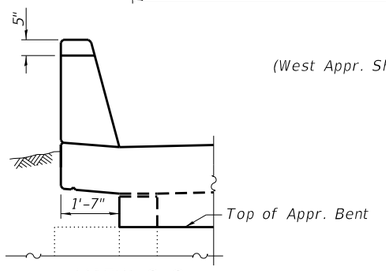


INSIDE ELEVATION OF PARAPET

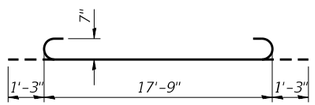


PLAN

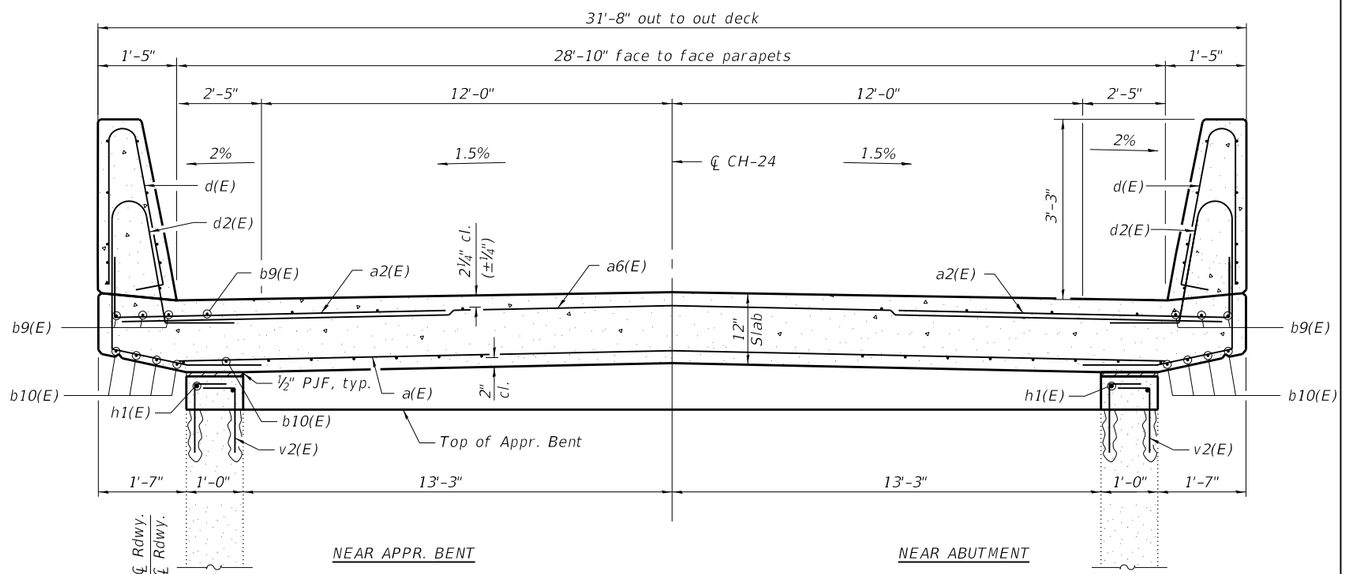
(West Appr. Shown, East Appr. Similar)



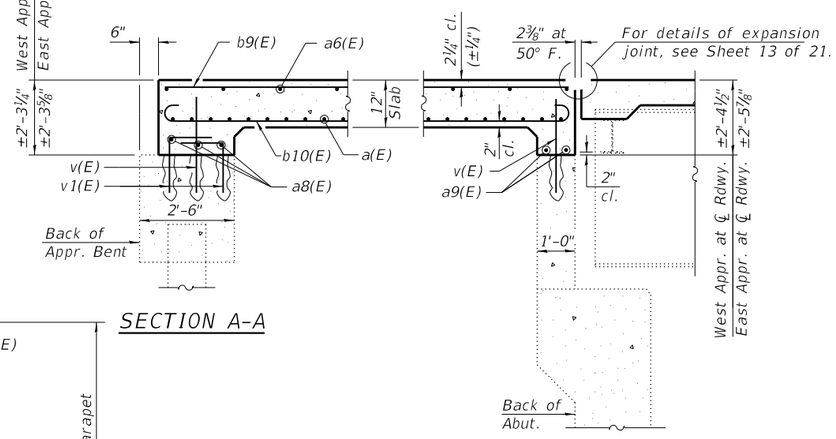
VIEW C-C



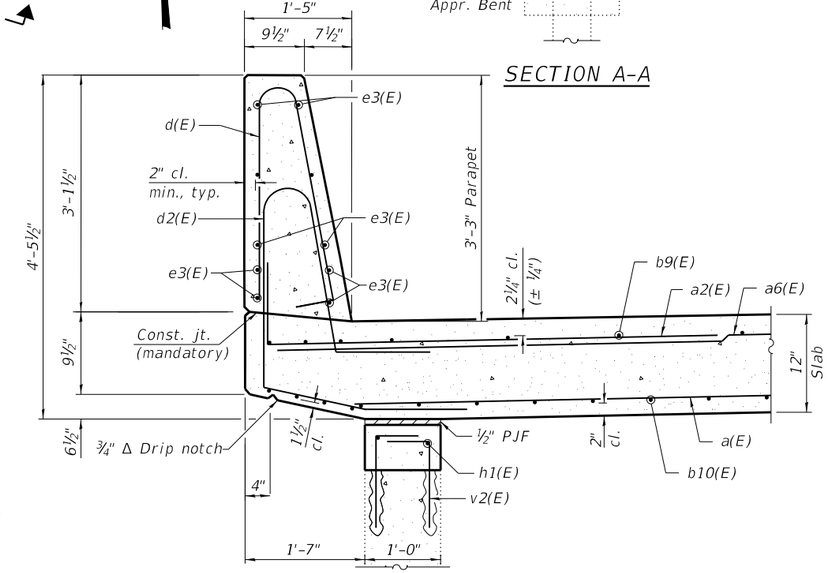
BAR b10(E)



CROSS SECTION

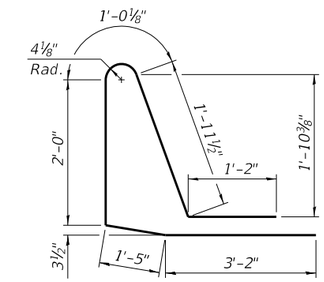


SECTION A-A



SECTION THRU PARAPET

SECTION B-B



BAR d2(E)

Notes:
For details of bars a2(E) and d(E) see Sheet 8 of 21.
For location and quantity of v and h bars see abutment sheets.

TWO APPROACH SLABS BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	62	#5	31'-0"	
a2(E)	76	#6	8'-4"	
a6(E)	32	#5	31'-4"	
a8(E)	6	#5	28'-6"	
a9(E)	4	#5	26'-5"	
b9(E)	62	#5	17'-9"	
b10(E)	114	#9	20'-3"	
d(E)	112	#5	6'-5"	
d2(E)	112	#5	10'-9"	
e3(E)	40	#4	17'-9"	
Reinforcement Bars, Epoxy Coated		Pound	15,770	
Concrete Superstructure		Cu. Yd.	55.6	

MODEL: Default
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QUIGG ENGINEERING INC

USER NAME = cstokes	DESIGNED - RPW	REVISED -
0680044-72D31-010-Vault Abut Appr Span.dgn	CHECKED - CFS	REVISED -
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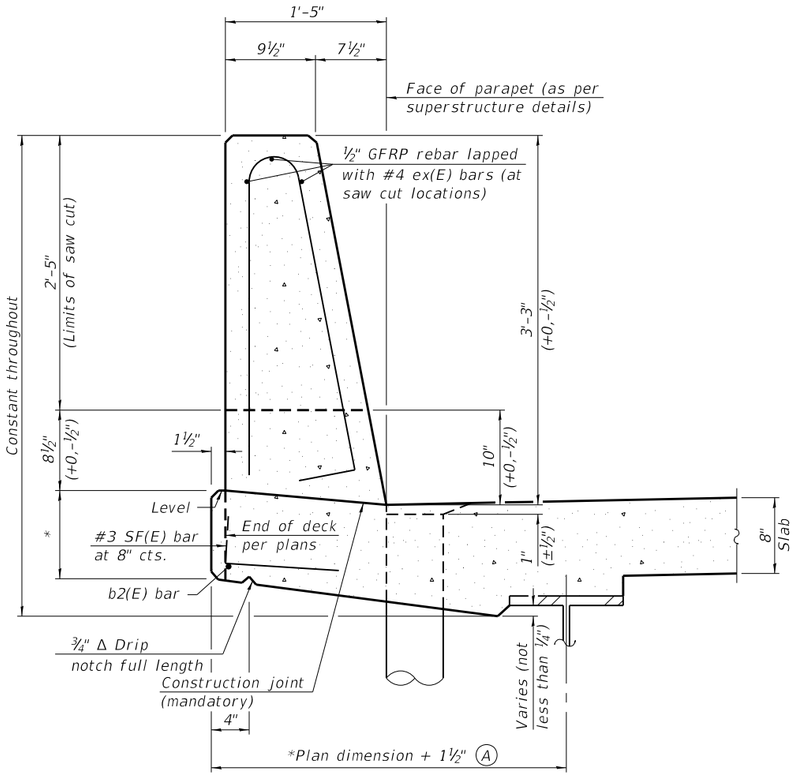
PLOT DATE = 12/10/2019	CHECKED - KWB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

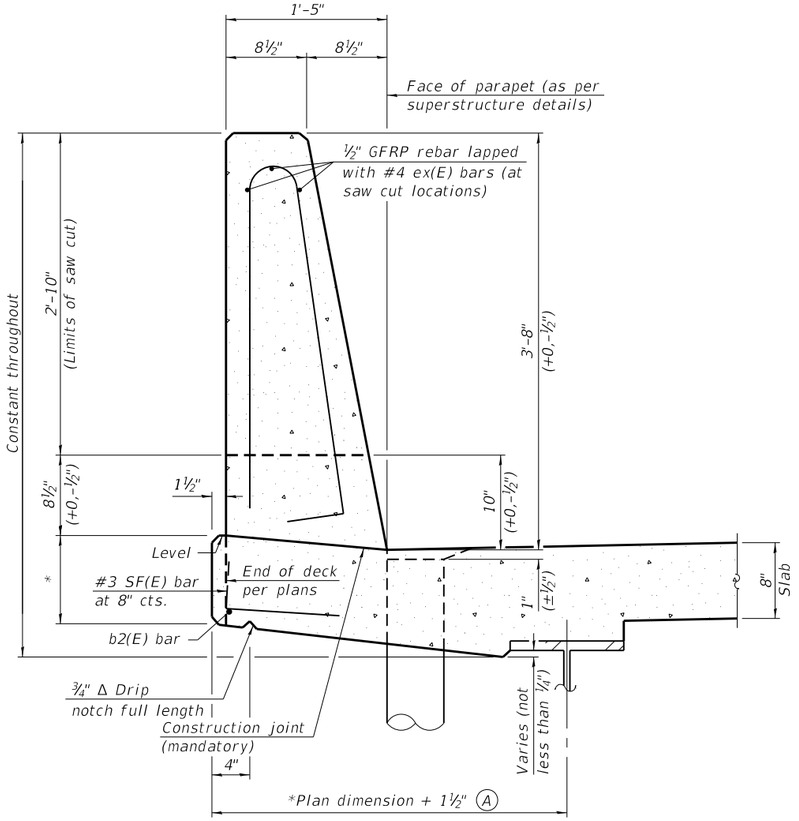
VAULTED ABUTMENT APPROACH SPAN
STRUCTURE NO. 068-0044
SHEET 10 OF 21 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1768	(68-1,3 RS-3, 68-2 RS-5) BR	MONTGOMERY	307	164
		CONTRACT NO. 72D31		
		ILLINOIS	FED. AID PROJECT	



39" CONSTANT-SLOPE PARAPET SECTION

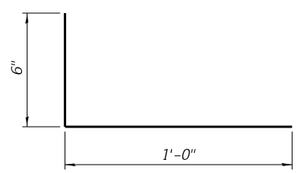
(Showing dimensions, d(E), and ½" Ø GFRP rebar)



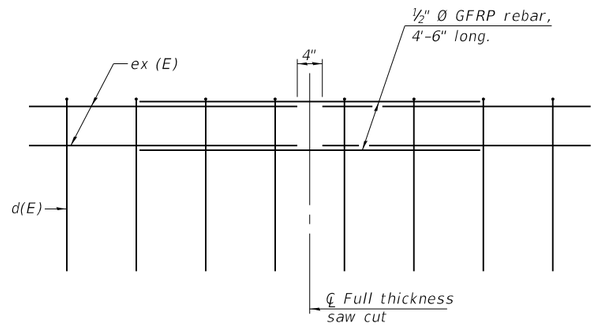
44" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(E), and ½" Ø GFRP rebar)

*See Superstructure Details.



#3 (E) BAR



GFRP REBAR STIFFENING DETAIL

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

GENERAL NOTES

All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.

Place full depth aluminum sheets as shown on superstructure details.

Replace all cork joint filler locations with a full thickness saw cut.

Steel superstructure shown. Other superstructure types similar.

SFP 39-44 1-14-2019

QUIGG ENGINEERING INC

USER NAME = cstokes	DESIGNED - RPW	REVISED -	
0680044-72D31-011-Parapet Slipforming.dgn	CHECKED - CFS	REVISED -	
PLOT SCALE = 0:2.0000 '' / in.	DRAWN - RPW	REVISED -	
PLOT DATE = 12/10/2019	CHECKED - KWB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 068-0044
SHEET 11 OF 21 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1768	(68-1,3 RS-3, 68-2 RS-5) BR	MONTGOMERY	307	165
		CONTRACT NO. 72D31		
	ILLINOIS	FED. AID PROJECT		

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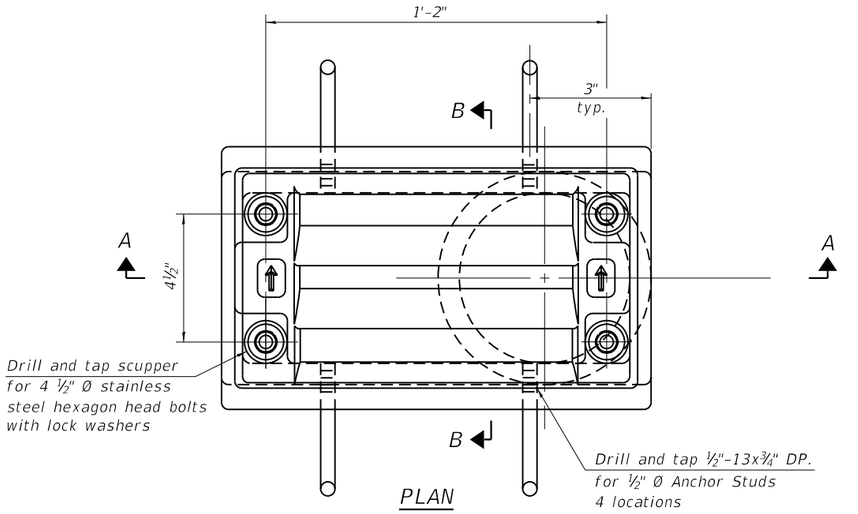

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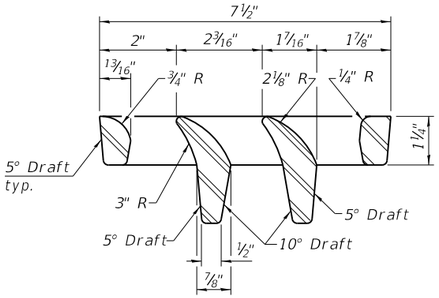
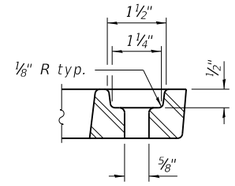


VANE GRATE DETAIL



BOLT HOLE DETAIL

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.

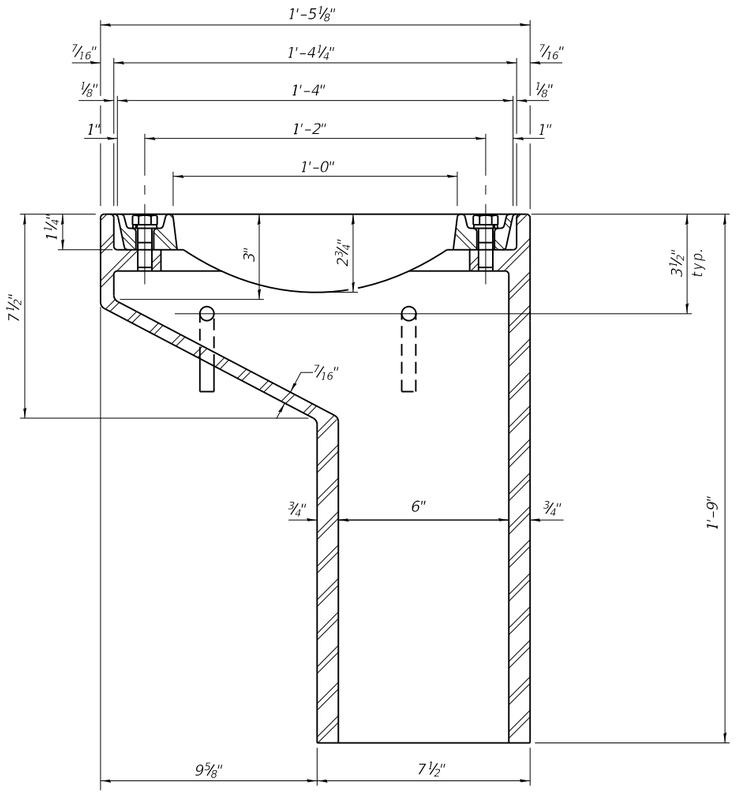
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

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.

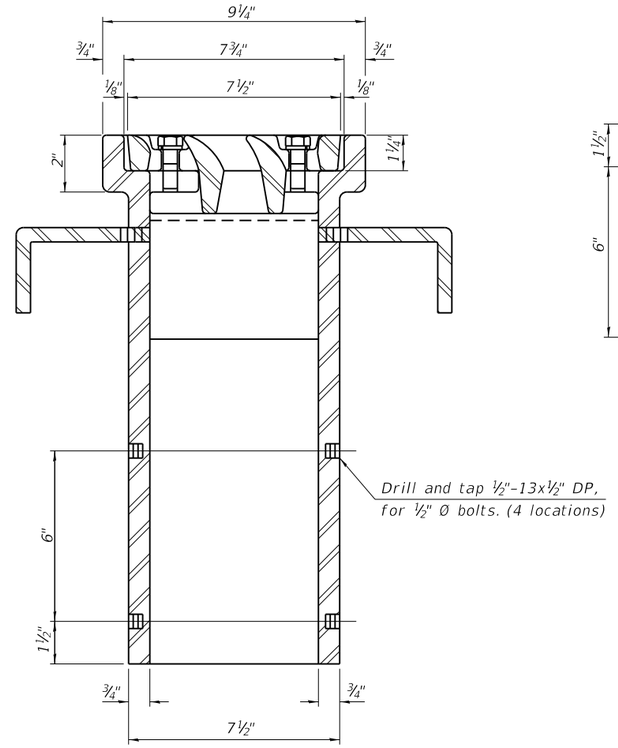
Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.

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.

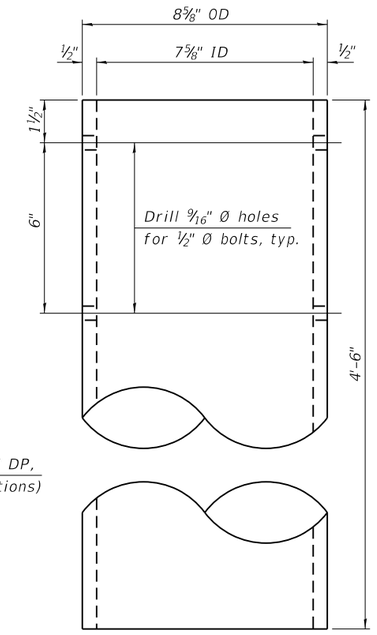


SECTION A-A

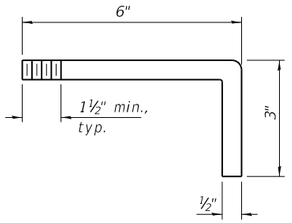
See Sheet 8 of 21 for scupper location relative to parapet.



SECTION B-B



DOWNSPOUT



ANCHOR STUD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	14

DS-11

2-17-2017

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USER NAME = cstokes	DESIGNED - RPW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE SCUPPER, DS-11 STRUCTURE NO. 068-0044	
0680044-72D31-012-Drainage Scupper.dgn	CHECKED - CFS	REVISED -			
PLOT SCALE = 0:2.0000 ':" / in.	DRAWN - RPW	REVISED -		SHEET 12 OF 21 SHEETS	
PLOT DATE = 12/10/2019	CHECKED - KWB	REVISED -			

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1768	(68-1,3 RS-3, 68-2 RS-5) BR	MONTGOMERY	307	166
		CONTRACT NO. 72D31		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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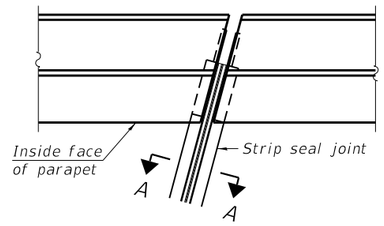
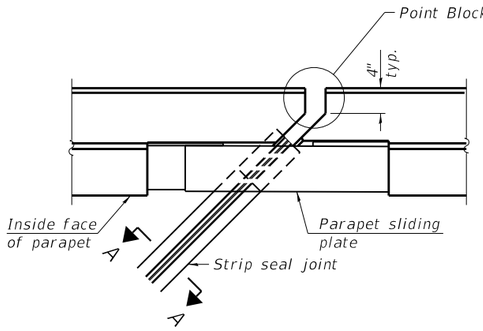
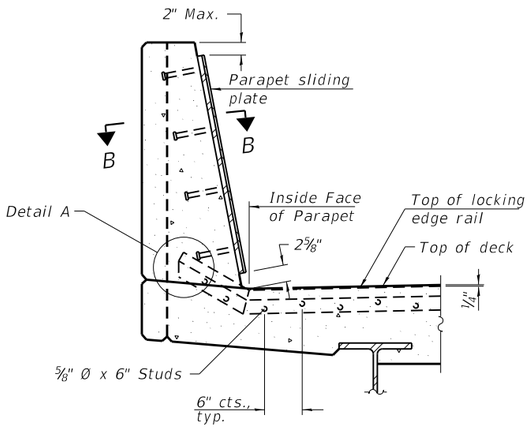


FOR SKEWS ≤ 30°



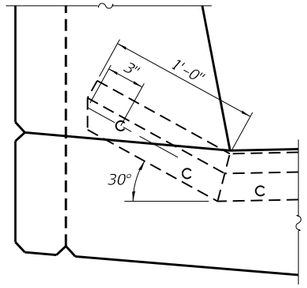
FOR SKEWS > 30°

PLAN AT PARAPET

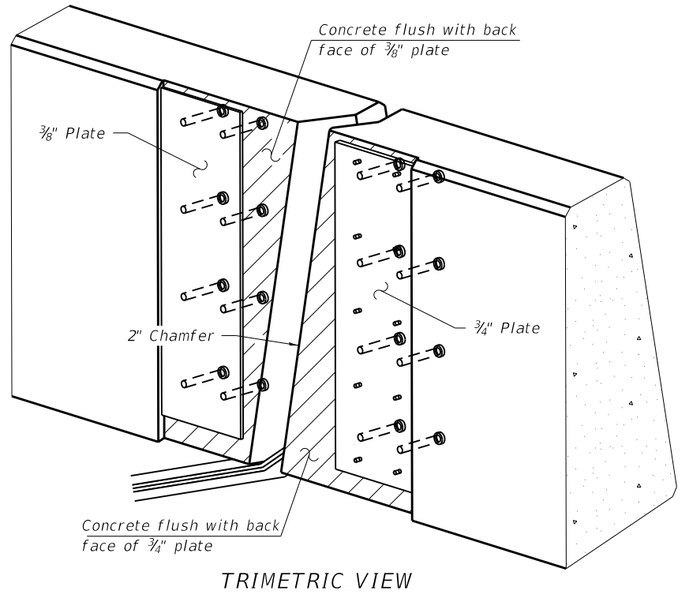


SECTION AT PARAPET

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

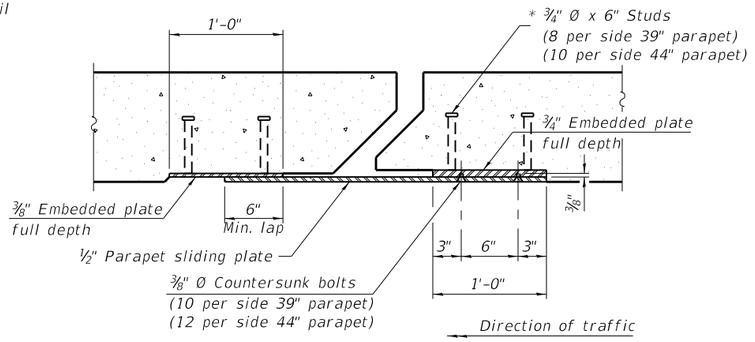


DETAIL A

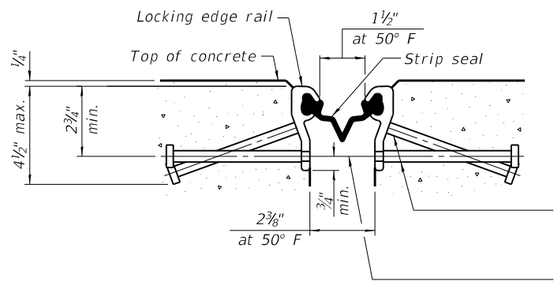


TRIMETRIC VIEW

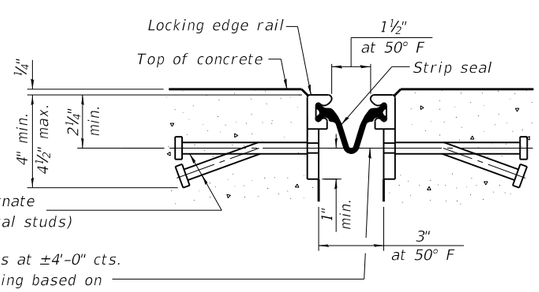
(Showing embedded plates only)



SECTION B-B



SHOWING ROLLED RAIL JOINT



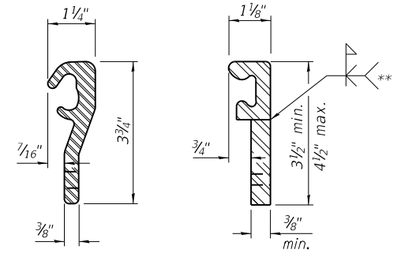
SHOWING WELDED RAIL JOINT

* ⅝" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

⅜" Ø threaded rods in 7/16" Ø holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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

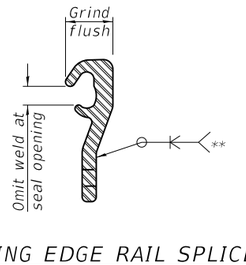


ROLLED (EXTRUDED) RAIL

WELDED RAIL

LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of ¼". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4½" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

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

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

The top surface of sidewalk sliding plates shall have a raised pattern according to ASTM A786.

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

39" constant slope barrier shown, 44" constant slope barrier similar as noted.

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	62.5

QUIGG ENGINEERING INC

USER NAME = cstokes	DESIGNED - RPW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PREFORMED JOINT STRIP SEAL STRUCTURE NO. 068-0044
0680044-72D31-013-Pref Jt Strip Seal.dgn	CHECKED - CFS	REVISED -		SHEET 13 OF 21 SHEETS
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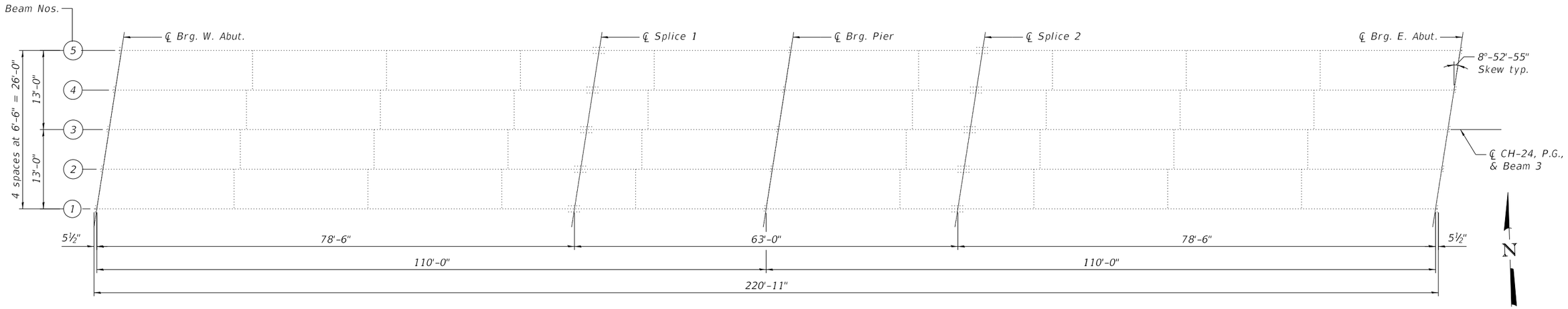
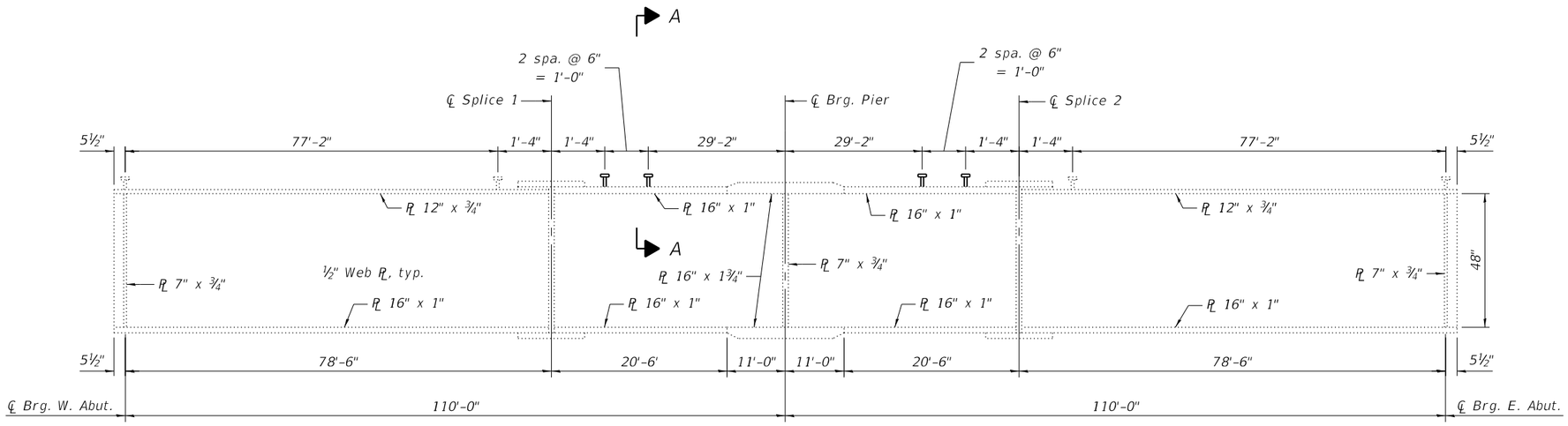
PLOT DATE = 12/10/2019	CHECKED - KWB	REVISED -		

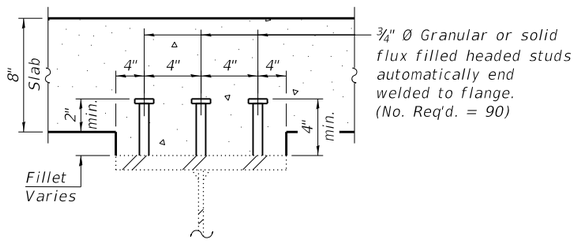
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1768	(68-1,3 RS-3, 68-2 RS-5) BR	MONTGOMERY	307	167
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			



EXISTING FRAMING PLAN



EXISTING BEAM ELEVATION



SECTION A-A

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QUIGG ENGINEERING INC	USER NAME = cstokes	DESIGNED - RPW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FRAMING PLAN STRUCTURE NO. 068-0044
	0680044-72D31-014-Framing Plan.dgn	CHECKED - CFS	REVISED -		SHEET 14 OF 21 SHEETS
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	PLOT DATE = 12/10/2019	CHECKED - KWB	REVISED -		

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1768	(68-1,3 RS-3, 68-2 RS-5) BR	MONTGOMERY	307	168
		CONTRACT NO. 72D31		
		ILLINOIS	FED. AID PROJECT	

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INTERIOR GIRDER MOMENT TABLE			
		0.4 Sp. 1 or 0.6 Sp. 2	Pier
Is	(in^4)	18,953	39,273
Ic(n)	(in^4)	52,686	39,273
Ic(3n)	(in^4)	37,897	39,273
Ss	(in^3)	882	1,525
Sc(n)	(in^3)	1,257	1,525
Sc(3n)	(in^3)	1,148	1,525
Z	(in^3)	–	1,681
w_D	(k/')	0.91	1.02
M_D	('k)	665	1,506
s_D	(k/')	0.35	0.35
M_{sD}	('k)	311	507
M_L	('k)	859	612
MI	('k)	183	130
$\frac{5}{3}$ [$M_L + I$]	('k)	1,737	1,237
Ma	('k)	3,527	4,225
* Mu	('k)	4,990	5,043
fs M_D non-comp	(ksi)	9.0	11.9
fs M_D (comp)	(ksi)	3.3	4.0
fs $\frac{5}{3}$ [$M_L + M_I$]	(ksi)	16.6	9.8
fs (Overload)	(ksi)	28.9	25.7
** fs (Total)	(ksi)	–	–
VR	(k)	56.2	–

INTERIOR GIRDER REACTION TABLE			
		Abut.	Pier
R_D	(k)	49.9	173.4
R_L	(k)	42.8	64.9
R_I	(k)	9.1	9.4
R_{Total}	(k)	101.8	247.7

* Compact section

** Braced non-compact and partially braced section

Is, Ss: Non-composite moment of inertia and section modulus of the steel section used for computing fs(Total and Overload) due to non-composite dead loads ($in.^4$ and $in.^3$).

Ic(n), Sc(n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing fs(Total and Overload) due to short-term composite live loads ($in.^4$ and $in.^3$).

Ic(3n), Sc(3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing fs(Total and Overload) due to long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).

Z: Plastic Section Modulus of the steel section in non-composite areas ($in.^3$).

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

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

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

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

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

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

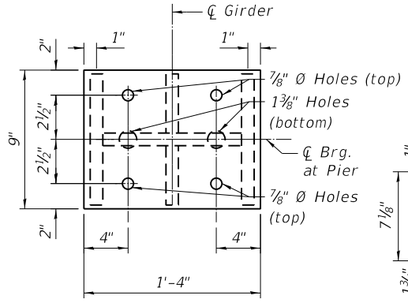
Ma: Factored design moment (kip-ft.).
$1.3\ [M_D + M_{sD} + \frac{5}{3}(M_L + MI)]$

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

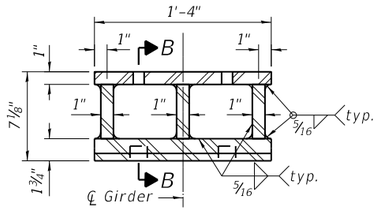
fs (Overload): Sum of stresses as computed from the moments below (ksi).
$M_D + M_{sD} + \frac{5}{3}(M_L + MI)$

fs (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
$1.3\ [M_D + M_{sD} + \frac{5}{3}(M_L + MI)]$

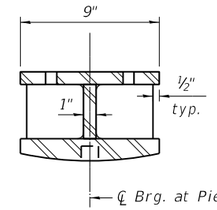
VR: Maximum M_L + impact shear range within the composite portion of the span for stud shear connector design (kips).



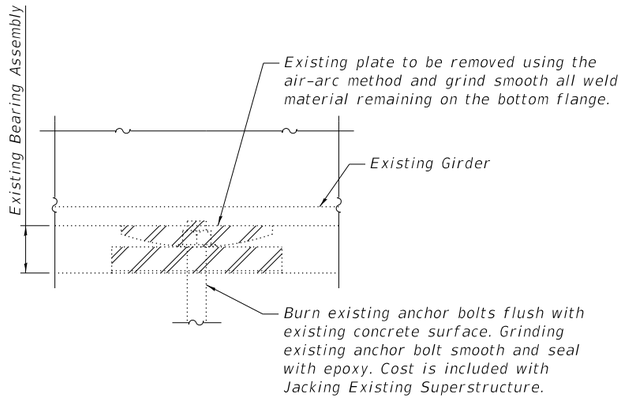
PLAN STEEL EXTENSION AT PIER



ELEVATION STEEL EXTENSION AT PIER

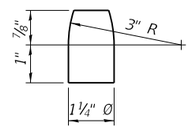


SECTION B-B

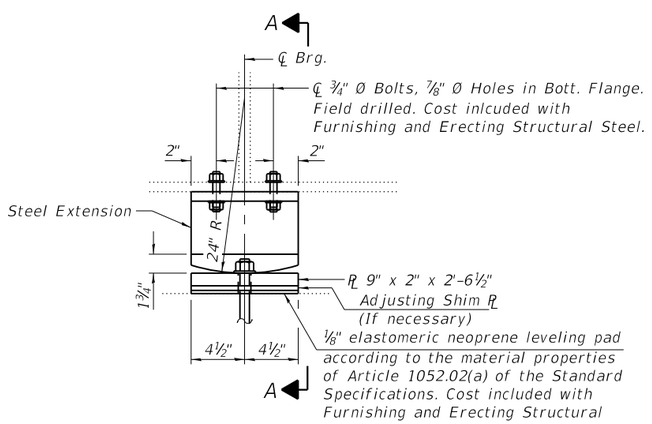


EXISTING BEARING REMOVAL DETAIL (PIER)

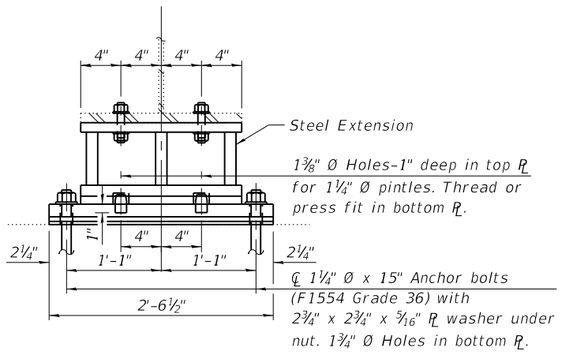
(Cost of bearing removal is included with Jacking Existing Superstructure)



PINTLE



ELEVATION AT PIER



SECTION A-A

FIXED BEARING

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.

Anchor bolts at all supports shall be installed as each existing bearing assembly is replaced unless an equivalent temporary means of lateral restraint is used.

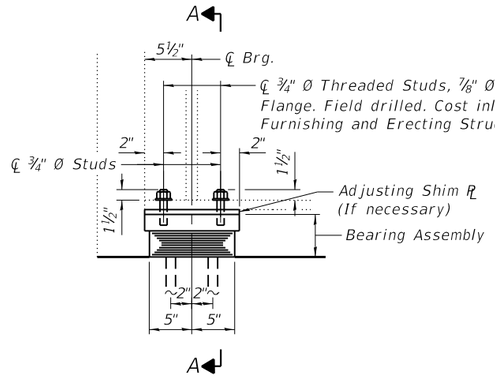
Plates and fasteners required for steel extensions and other steel members required for the fixed bearing assmebly shall be paid for with Furnishing and Erecting Structural Steel.

Prior to ordering any material, the Contractor shall verify steel extension height needed to accomplish minimum vertical clearance.

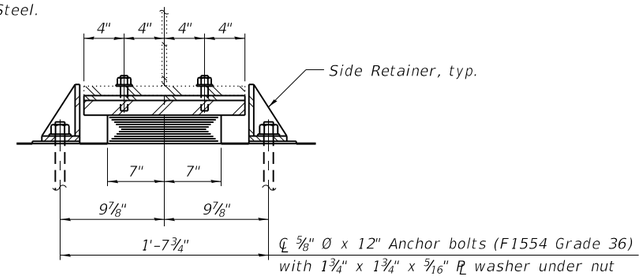
Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details. Cost included with Furnishing and Erecting Structural Steel.

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1¼"	Each	10



ELEVATION AT ABUT.



SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

Notes:

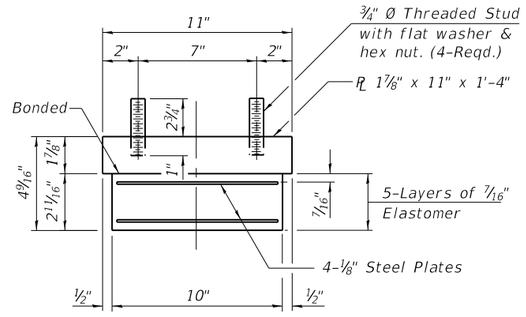
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

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

Side retainers shall be paid for with Furnishing and Erecting Structural Steel.

Prior to ordering any material, the contractor shall verify steel extension height needed to accomplish minimum vertical clearance.

Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details. Cost included with Furnishing and Erecting Structural Steel.

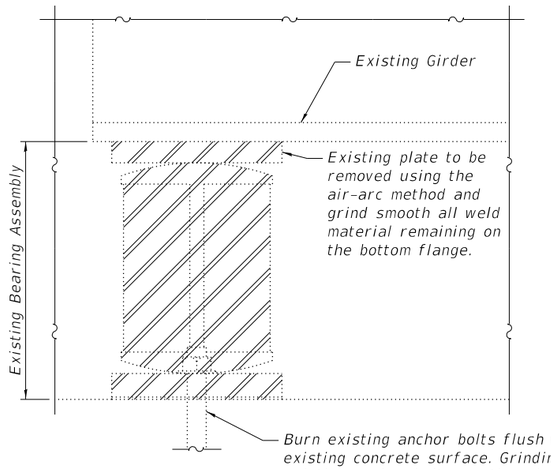


BEARING ASSEMBLY

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

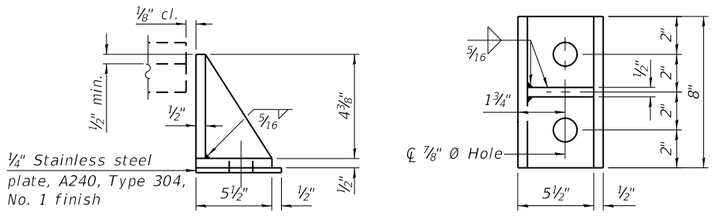
SHIM PLATE THICKNESS TABLE

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5
W. Abut.	¼"	¼"	¾"	⅜"	⅜"
Pier	¼"	⅝"	1⅛"	⅝"	⅛"
E. Abut.	⅝"	½"	⅞"	¼"	⅛"



EXISTING BEARING REMOVAL DETAIL (BOTH ABUTMENTS)

(Cost of bearing removal is included with Jacking Existing Superstructure)

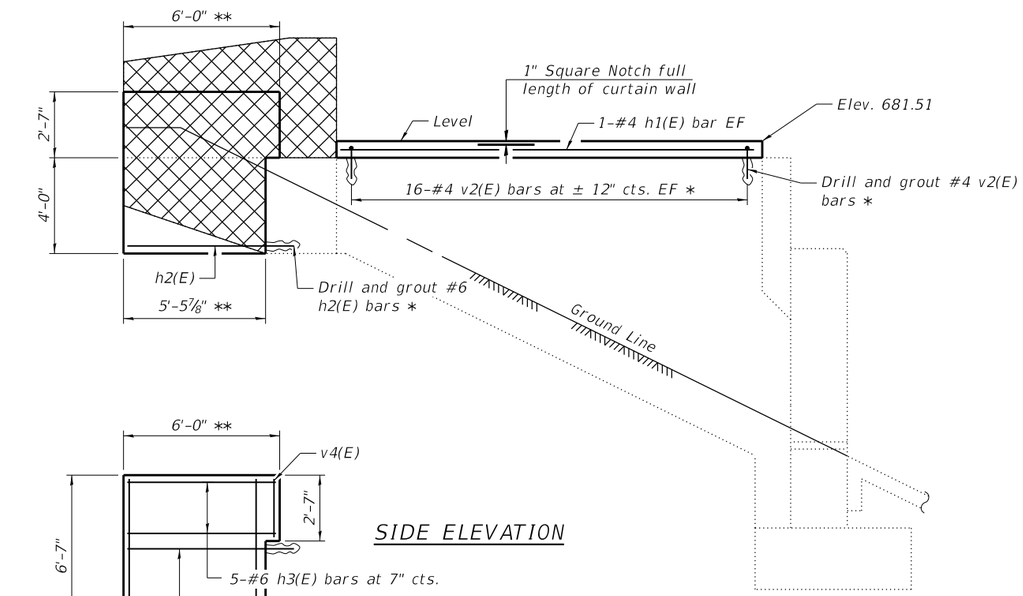


SIDE RETAINER

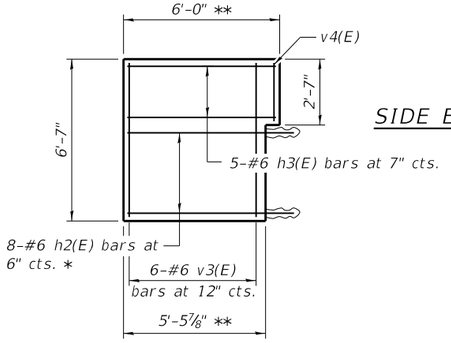
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

BILL OF MATERIAL

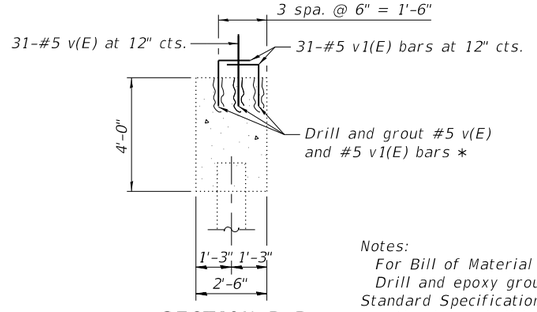
Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	10
Anchor Bolts, ⅝"	Each	40



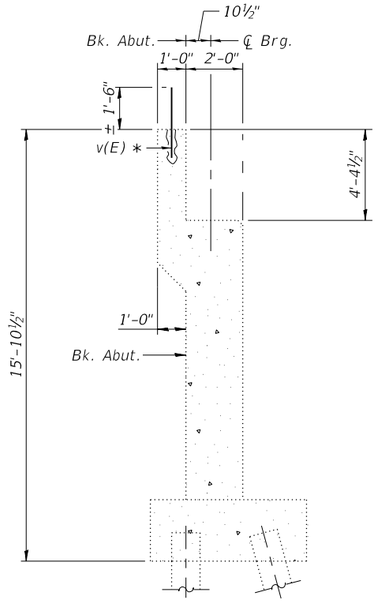
SIDE ELEVATION



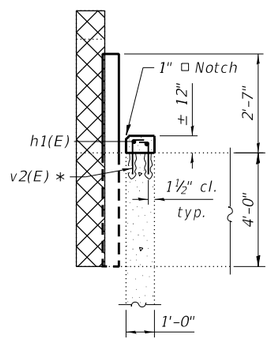
WINGWALL REINFORCEMENT



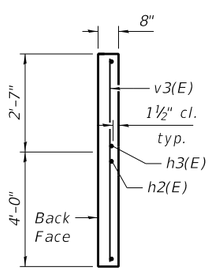
SECTION B-B



SECTION A-A



SECTION C-C



SECTION E-E

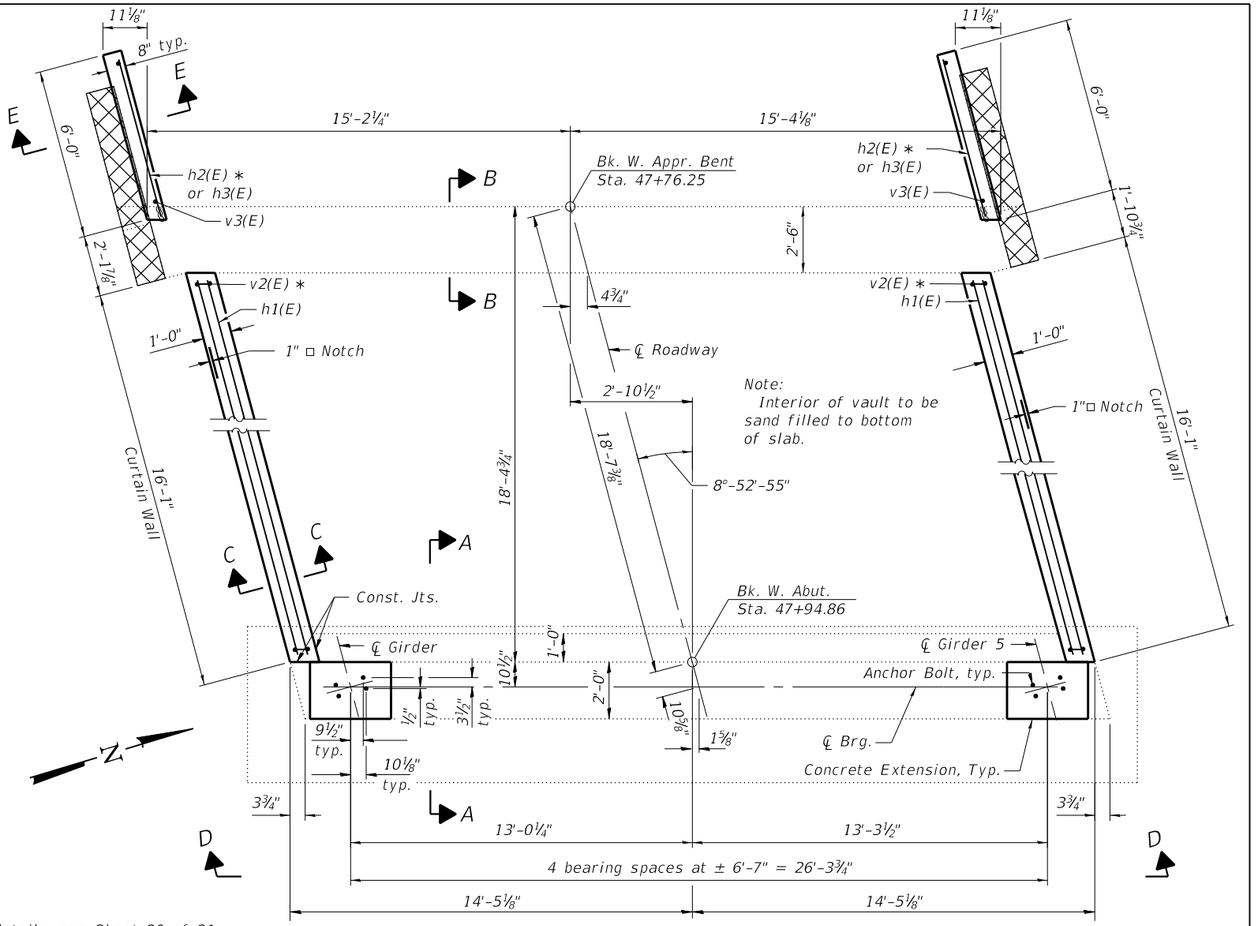
Notes:

For Bill of Material and bar details, see Sheet 20 of 21.

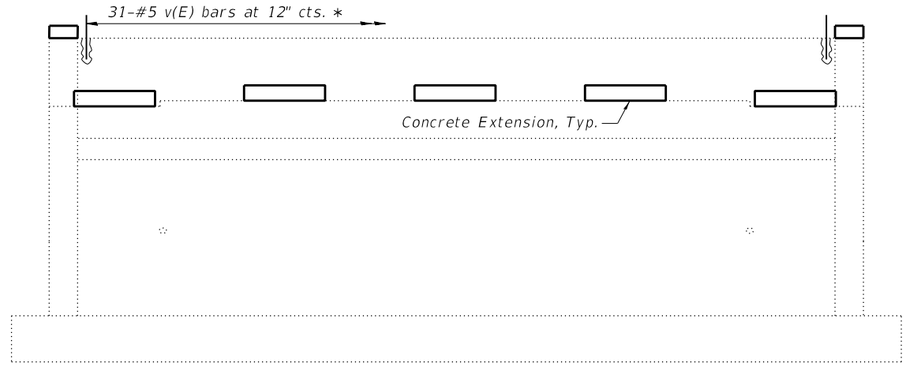
Drill and epoxy grout bars according to Article 584 of the Standard Specifications. The cost of drilling and epoxy grouting bars shall be included with Reinforcement Bars, Epoxy Coated.

Existing reinforcement shall be cut flush with existing concrete surface. Cost included with Concrete Removal.

For Concrete Extension details see Sheet 20 of 21.



PLAN



VIEW D-D

* Drill and epoxy grout bars. 9" min. embedment. Space to miss existing bars.

** Measured along back face.

LEGEND

Existing Concrete Removal

MODEL: Default
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QUIGG ENGINEERING INC

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0680044-72D31-017-West Abutment.dgn	CHECKED - CFS	REVISED -
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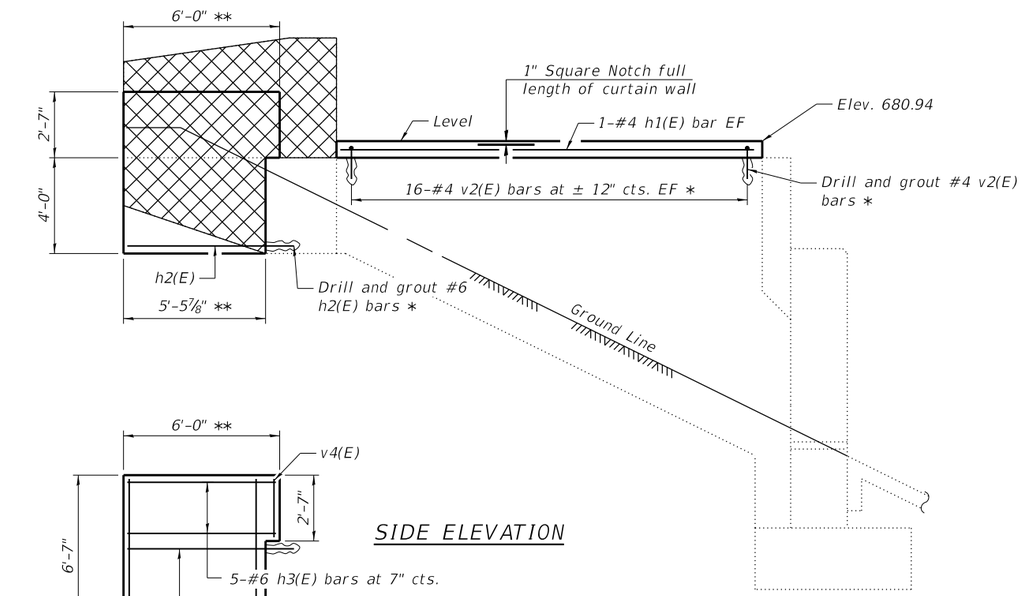
PLOT DATE = 12/10/2019	CHECKED - KWB	REVISED -

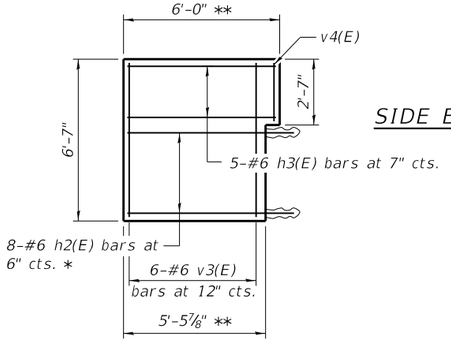
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT
STRUCTURE NO. 068-0044
SHEET 17 OF 21 SHEETS

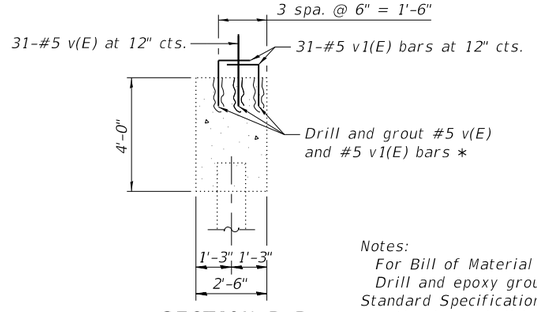
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1768	(68-1,3 RS-3, 68-2 RS-5) BR	MONTGOMERY	307	171
		CONTRACT NO. 72D31		
		ILLINOIS	FED. AID PROJECT	



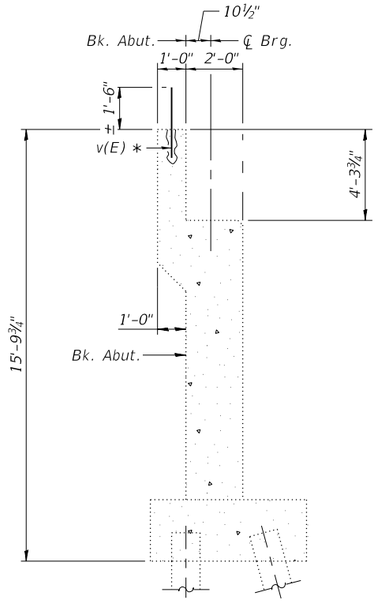
SIDE ELEVATION



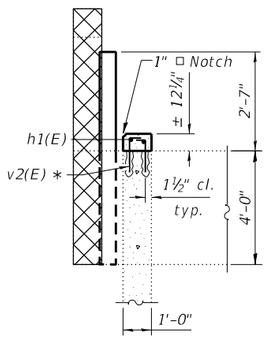
WINGWALL REINFORCEMENT



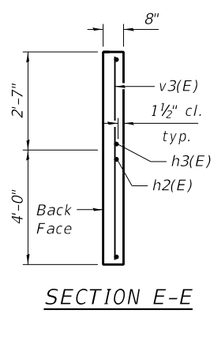
SECTION B-B



SECTION A-A



SECTION C-C



SECTION E-E

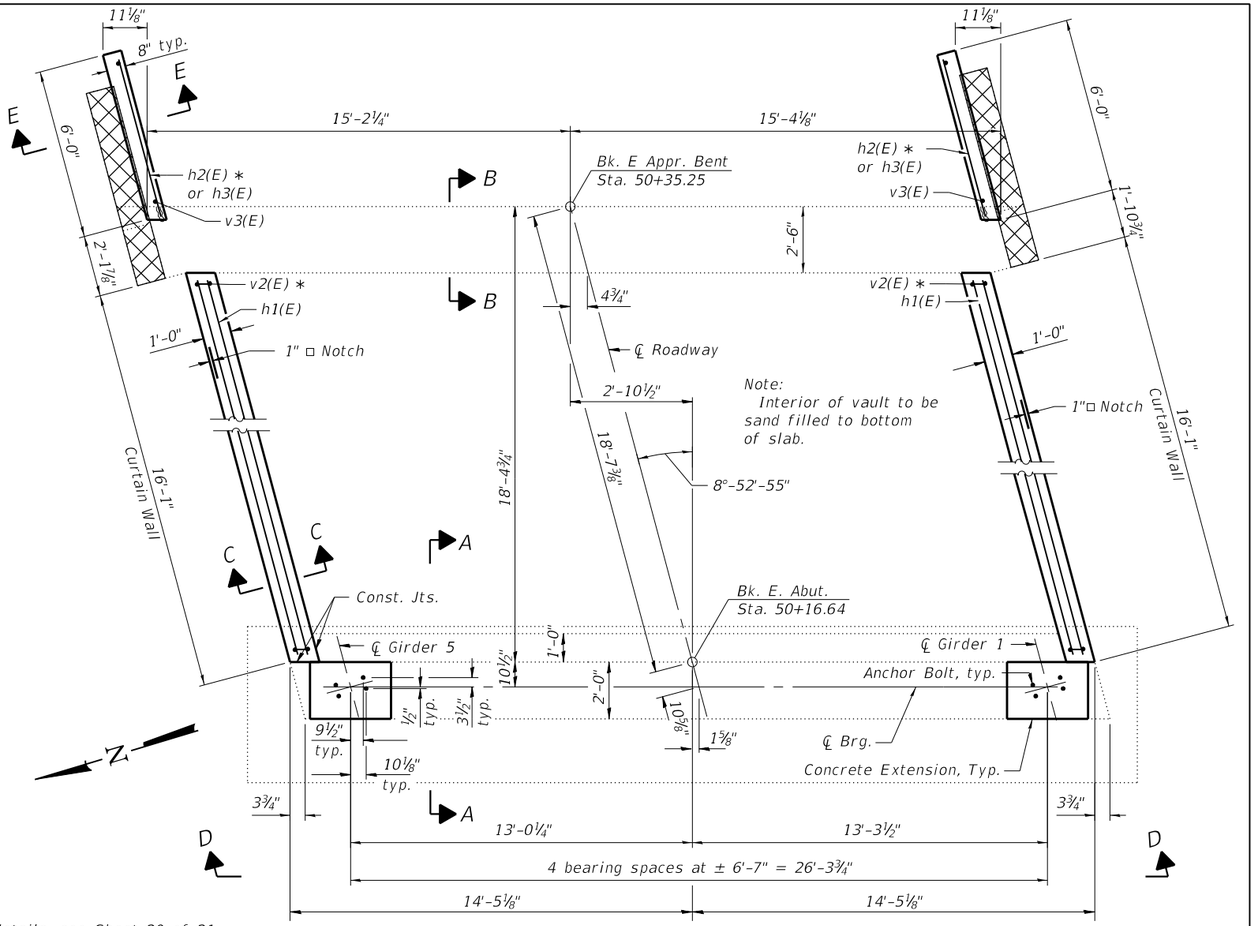
Notes:

For Bill of Material and bar details, see Sheet 20 of 21.

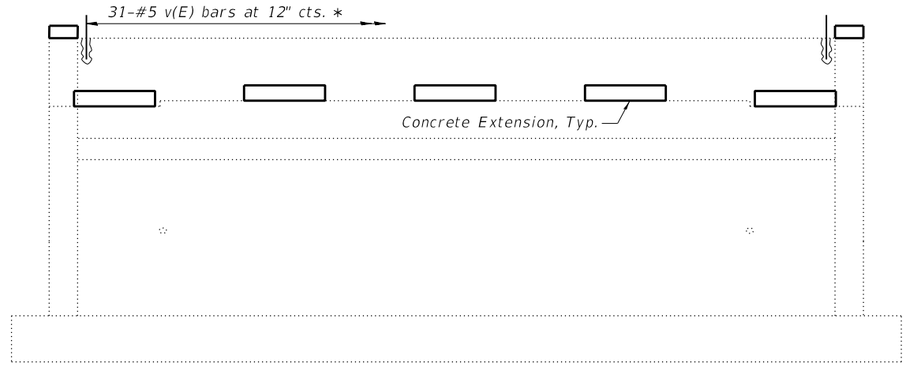
Drill and epoxy grout bars according to Article 584 of the Standard Specifications. The cost of drilling and epoxy grouting bars shall be included with Reinforcement Bars, Epoxy Coated.

Existing reinforcement shall be cut flush with existing concrete surface. Cost included with Concrete Removal.

For Concrete Extension details see Sheet 20 of 21.



PLAN



VIEW D-D

* Drill and epoxy grout bars. 9" min. embedment. Space to miss existing bars.

** Measured along back face.

LEGEND

Existing Concrete Removal

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QUIGG ENGINEERING INC

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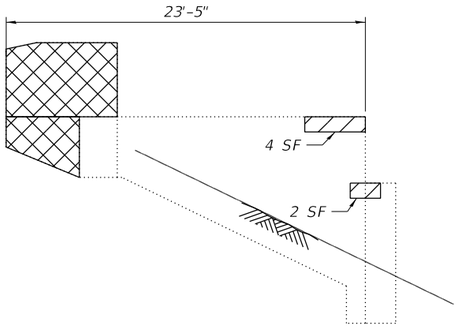
PLOT DATE = 12/10/2019	CHECKED - KWB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

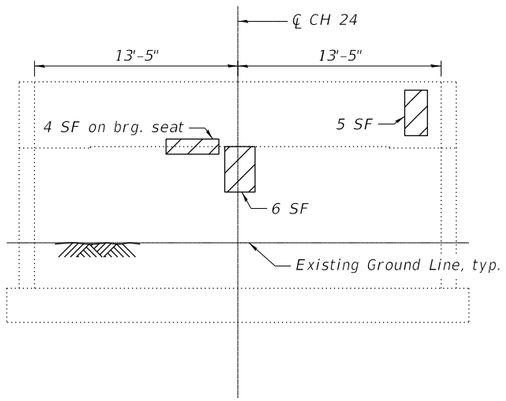
EAST ABUTMENT
STRUCTURE NO. 068-0044
SHEET 18 OF 21 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1768	(68-1,3 RS-3, 68-2 RS-5) BR	MONTGOMERY	307	172
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			



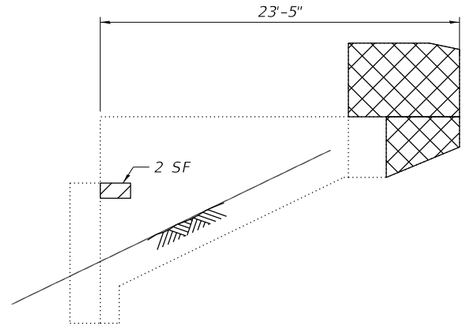
ELEVATION

(South Wingwall, Looking North)



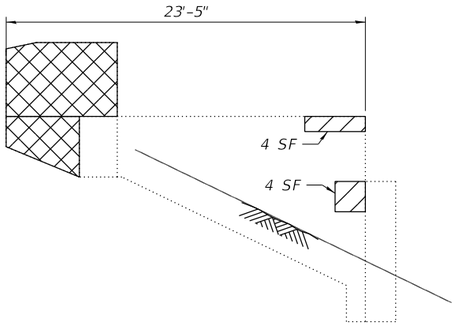
ELEVATION

(West Abut. Looking West)



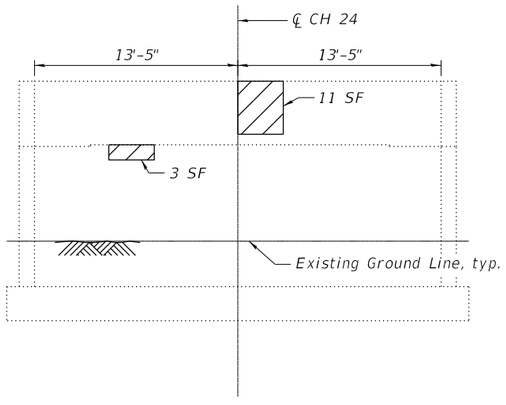
ELEVATION

(North Wingwall, Looking South)



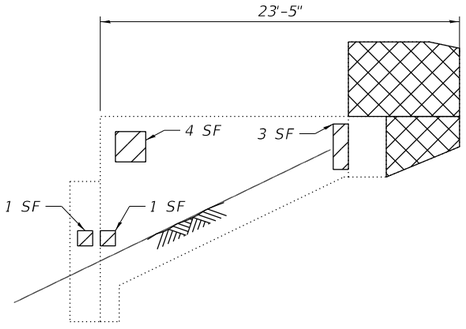
ELEVATION

(North Wingwall, Looking South)



ELEVATION

(East Abut. Looking East)



ELEVATION

(South Wingwall, Looking North)

LEGEND

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

Existing Concrete Removal

Note:
Existing reinforcement shall be cut flush with existing concrete surface. Cost inlcuded with Concrete Removal.

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth Equal to or Less than 5")	Sq. Ft.	54

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12/10/2019 4:18:29 PM

QUIGG ENGINEERING INC

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PLOT DATE = 12/10/2019	CHECKED - KWB	REVISED -		SHEET 19 OF 21 SHEETS	

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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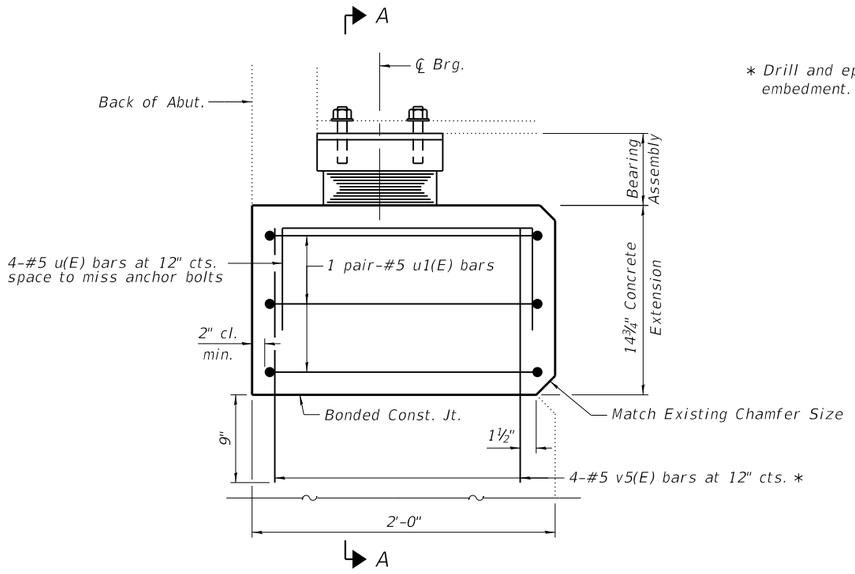
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			

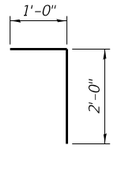


CONCRETE EXTENSION ELEVATION

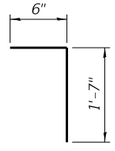
(Dimensions at right angles to abutment)

* Drill and epoxy grout bars. 9" min. embedment. Space to miss existing bars.

Note:
Prior to ordering any material, the contractor shall verify in the field all bearing height and shim thickness dimensions.
For location of concrete extensions, see Sheets 17 and 18 of 21.
Drill and epoxy grout bars according to Article 584 of the Standard Specification. The cost of drilling and epoxy grouting bars shall be included with Reinforcement Bars, Epoxy Coated.



BAR v1(E)



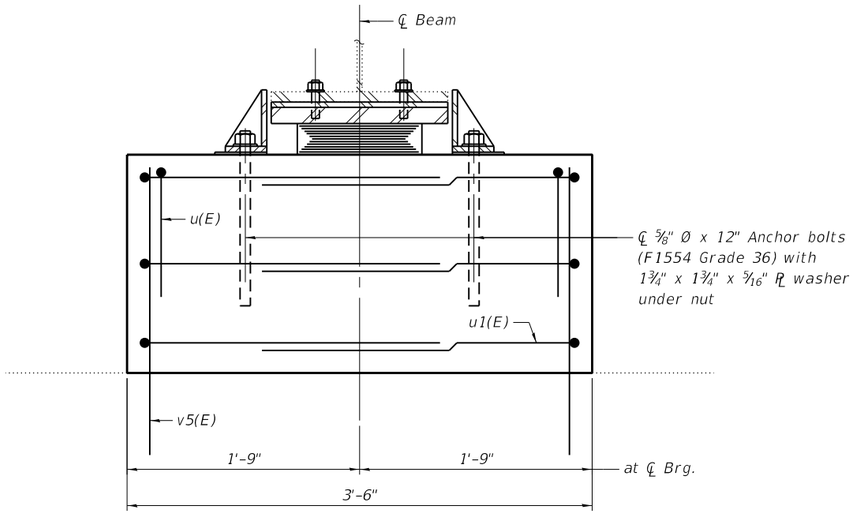
BAR v2(E)

WEST ABUTMENT BILL OF MATERIAL

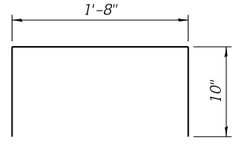
Bar	No.	Size	Length	Shape
h1(E)	4	#4	15'-9"	——
h2(E)	16	#6	6'-2"	——
h3(E)	10	#6	5'-7"	——
v(E)	31	#5	2'-3"	——
v1(E)	62	#5	3'-0"	┐
v2(E)	64	#4	2'-1"	┐
v3(E)	12	#6	6'-3"	——
v4(E)	2	#6	2'-4"	——
v5(E)	40	#5	1'-10"	——
u(E)	20	#5	3'-4"	⊓
u1(E)	30	#5	7'-4"	⊓
Concrete Structures		Cu. Yd.	4.7	
Reinforcement Bars, Epoxy Coated		Pound	1,200	
Sand Backfill		Cu. Yd.	20	
Concrete Sealer		Sq. Ft.	304	
Concrete Removal		Cu. Yd.	3.7	
Structure Excavation		Cu. Yd.	12	

EAST ABUTMENT BILL OF MATERIAL

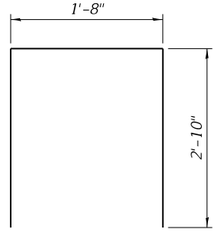
Bar	No.	Size	Length	Shape
h1(E)	4	#4	15'-9"	——
h2(E)	16	#6	6'-2"	——
h3(E)	10	#6	5'-7"	——
v(E)	31	#5	2'-3"	——
v1(E)	62	#5	3'-0"	┐
v2(E)	64	#4	2'-1"	┐
v3(E)	12	#6	6'-3"	——
v4(E)	2	#6	2'-4"	——
v5(E)	40	#5	1'-10"	——
u(E)	20	#5	3'-4"	⊓
u1(E)	30	#5	7'-4"	⊓
Concrete Structures		Cu. Yd.	4.7	
Reinforcement Bars, Epoxy Coated		Pound	1,200	
Sand Backfill		Cu. Yd.	21	
Concrete Sealer		Sq. Ft.	305	
Concrete Removal		Cu. Yd.	3.7	
Structure Excavation		Cu. Yd.	12	



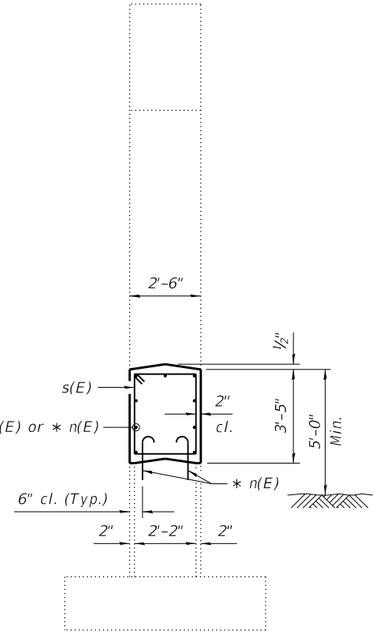
SECTION A-A



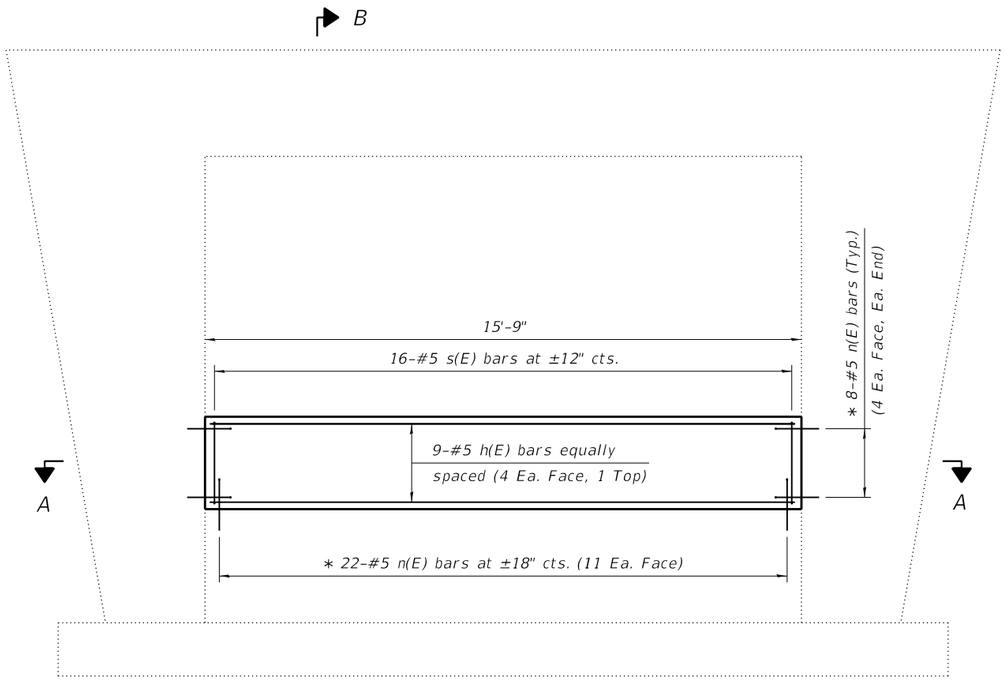
BAR u(E)



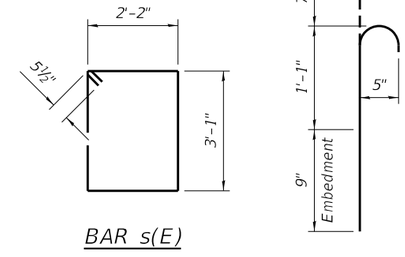
BAR u1(E)



SECTION B-B



ELEVATION

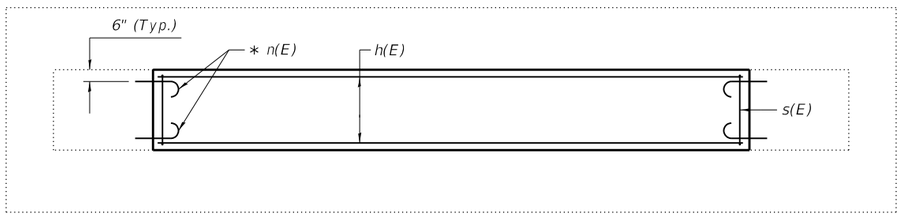


BAR s(E)

BAR n(E)

∗ Drill and epoxy grout bars. 9" min. embedment. Space to miss existing bars.

Note:
Drill and epoxy grout bars according to Article 584 of the Standard Specifications. The cost of drilling and epoxy grouting bars shall be included with Reinforcement Bars, Epoxy Coated.



SECTION A-A

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	9	#5	15'-6"	
n(E)	38	#5	2'-5"	
s(E)	16	#5	11'-5"	
Concrete Structures			Cu. Yd.	5.0
Reinforcement Bars, Epoxy Coated			Pound	440

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QUIGG ENGINEERING INC

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PLOT DATE = 12/10/2019	CHECKED - KWB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER CRASHWALL EXTENSION
STRUCTURE NO. 068-0044
SHEET 21 OF 21 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1768	(68-1,3 RS-3, 68-2 RS-5) BR	MONTGOMERY	307	175
		CONTRACT NO. 72D31		
		ILLINOIS	FED. AID PROJECT	

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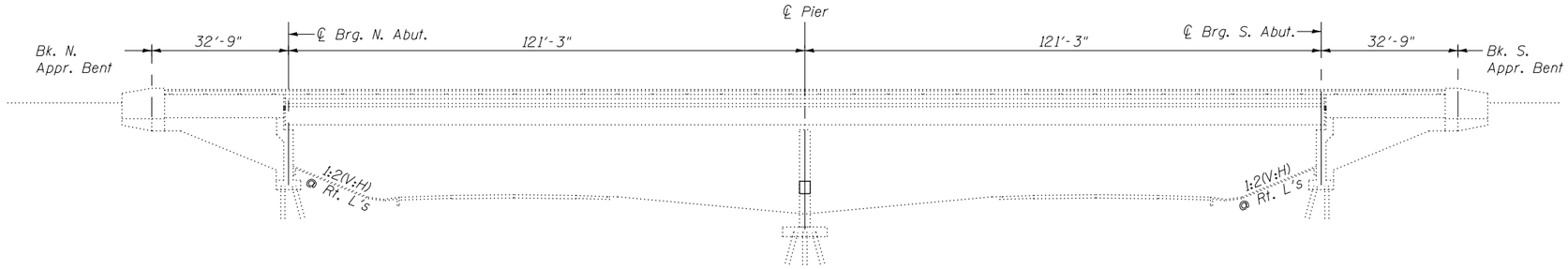
EXISTING STRUCTURE - S.N. 068-0047, originally built in 1971, is a two-span, continuous steel, multi-girder structure with vaulted abutments and a 3-columned pier.

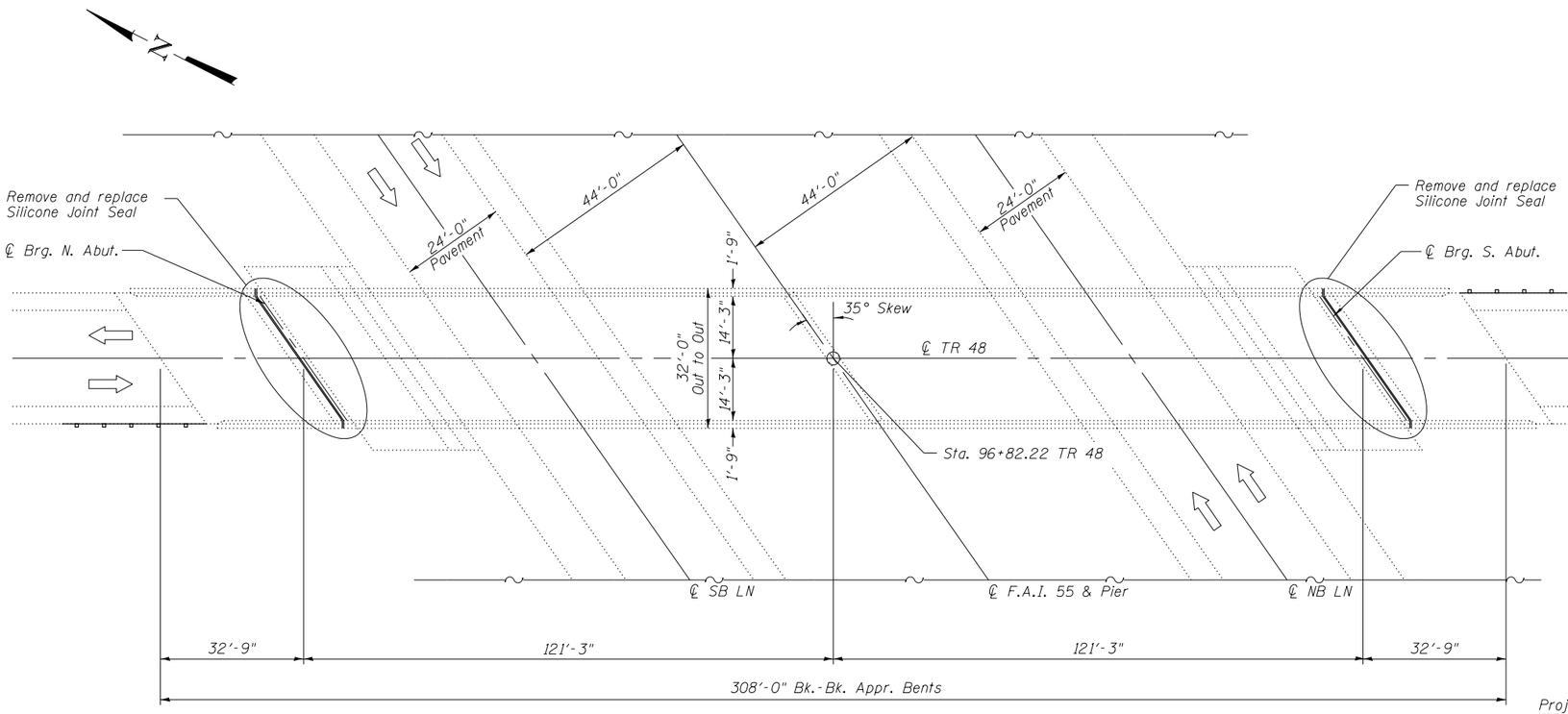
Structure is to be repaired as detailed in these plans using stage construction. One lane of traffic to be maintained at all times.

No Salvage

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Structures	Cu. Yd.		5.0	5.0
Reinforcement Bars, Epoxy Coated	Pound		500	500
Silicone Joint Sealer, 2.75"	Feet	74		74





GENERAL NOTES

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and detail 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 quantitiy actually furnished that the unit price bid for the work.

The Contractor shall provide, erect and maintain all the necessary barricades, cones, drums and lights for the warning and protection of traffic along I-55, as required by IDOT Standard 701101, for any actvities that require workers, equipment or materials to be within fifteen feet of the existing edge of pavement. All other actvivites on I-55 that are beyond these limits shall be completed in accordance with IDOT Standard 701106

The Contractor shall provide traffic control along TR 48 in accordance with IDOT Standard 701316, when temporary lane closures are required to remove and replace the existing preformed joint seals. Flaggers will be utilized instead of installing temporary signals and no nighttime lane closures will be allowed. Flaggers will be used in accordance with IDOT Standard 701201 during temporary daytime closures.

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

Reinforcement bars designated (E) shall be epoxy coated.

Michael D. Cima 12/10/2019

Michael D. Cima, Illinois S.E. 081-005984 Date

Expires 11/30/2020

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges

DESIGN STRESSES

FIELD UNITS (NEW CONSTR.)

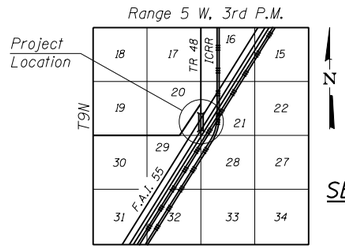
f'c = 3,500 psi

fy = 60,000 psi (Reinforcement)

SCOPE OF WORK

1. Replacement of expansion joint seals at each abutment
2. Raise pier crash wall

INDEX OF SHEETS



LOCATION SKETCH

GENERAL PLAN & ELEVATION
TR 48 OVER F.A.I. RTE. 55
SECT. (68-1,3 RS-3, 68-2 RS-5) BR
MONTGOMERY COUNTY
STATION 96+82.22
STRUCTURE NO. 068-0047

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	PLOT DATE = 12/10/2019	CHECKED - MDC	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 068-0047
SHEET NO. 1 OF 4 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3, 68-2 RS-5) BR	MONTGOMERY	307	176
		CONTRACT NO. 72D31		
		ILLINOIS	FED. AID PROJECT	

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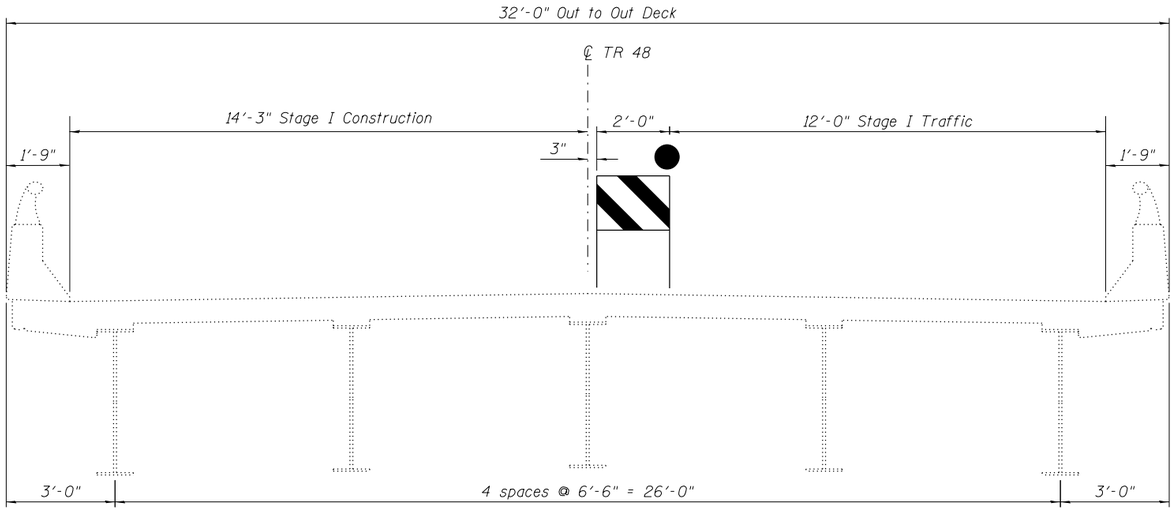
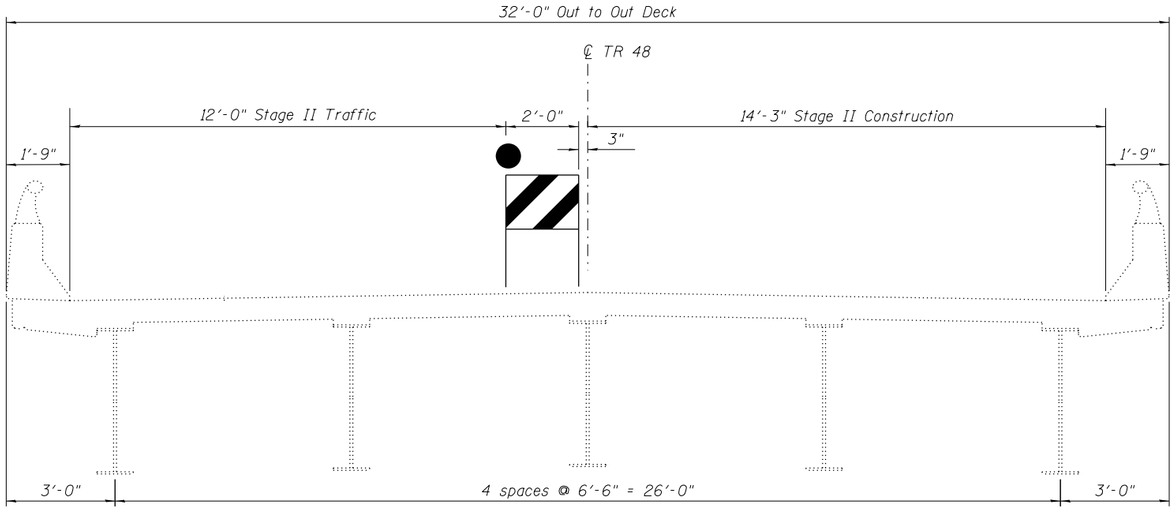


Stage I Construction

(Looking South)



Stage II Construction

(Looking South)

QUIGG ENGINEERING INC

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 068-0047
SHEET NO. 2 OF 4 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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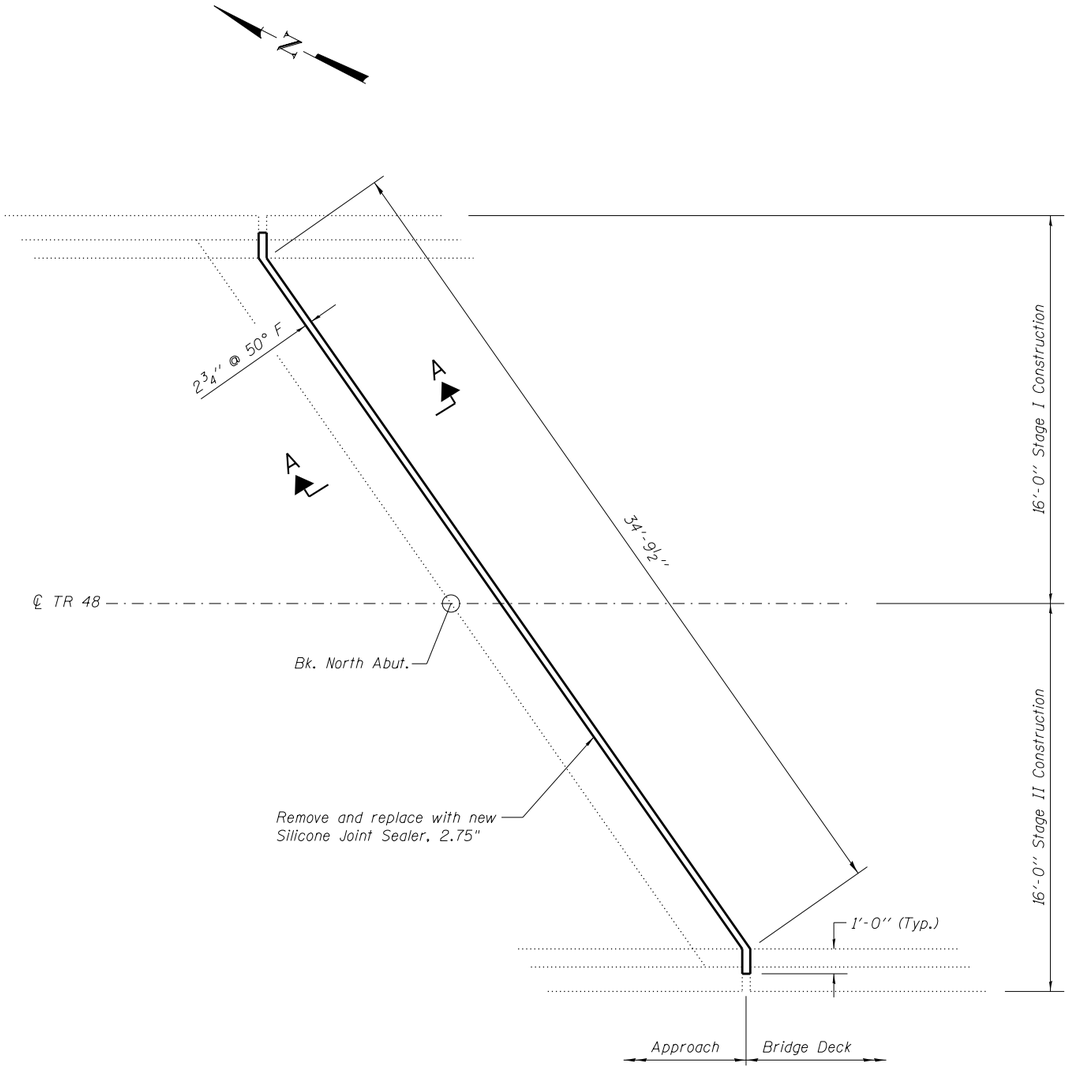
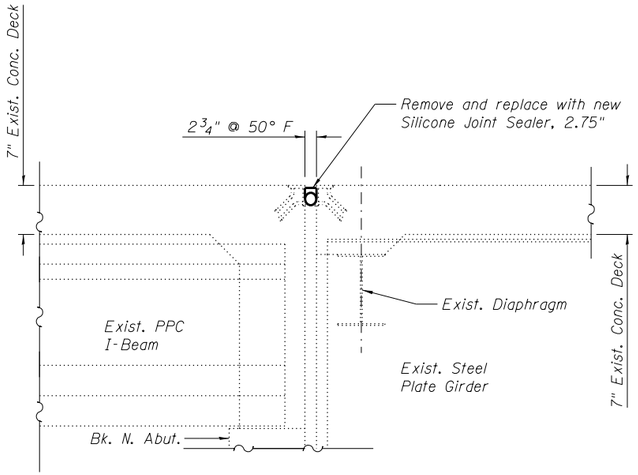
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			

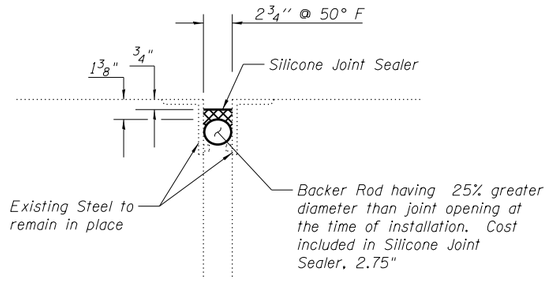


PLAN

(North Abut. Shown, South Abut. Similar)

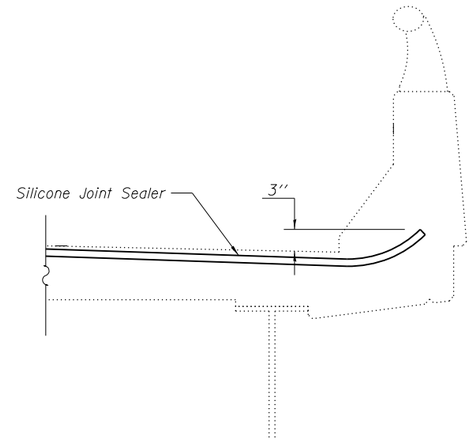


SECTION A-A



SILICONE JOINT SEALER DETAIL

(Proposed)



TYPICAL END OF SEAL TREATMENT

BILL OF MATERIAL

Item	Unit	Total
Silicone Joint Sealer, 2.75"	Foot	74

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PLOT DATE = 12/10/2019	CHECKED - MDC	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINT SEALER DETAILS
STRUCTURE NO. 068-0047
SHEET NO. 3 OF 4 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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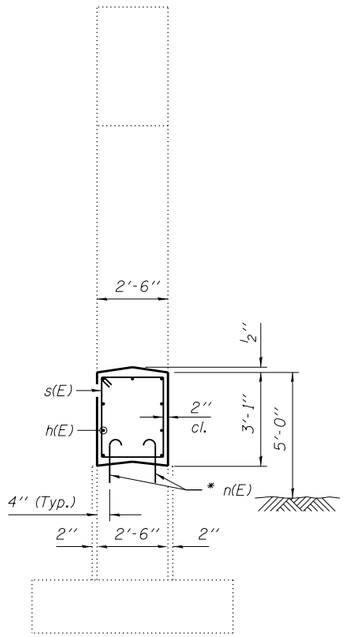
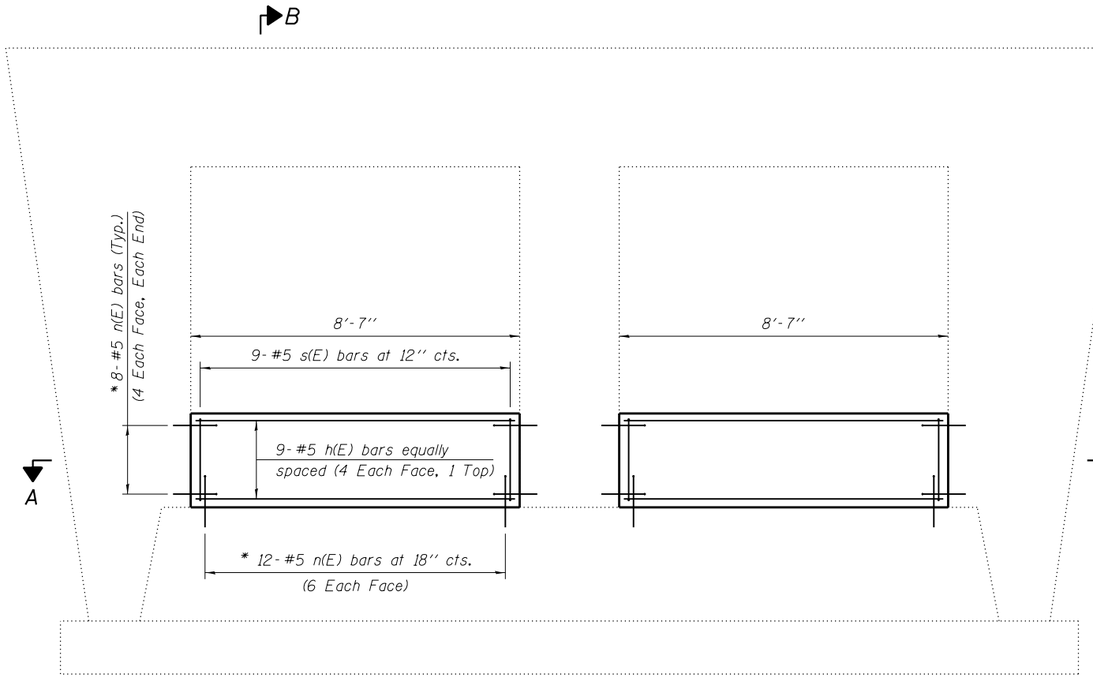
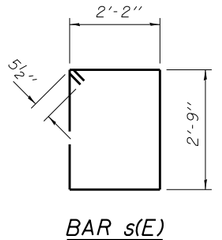
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			



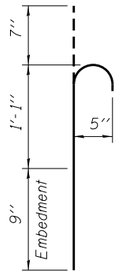
SECTION B-B



ELEVATION

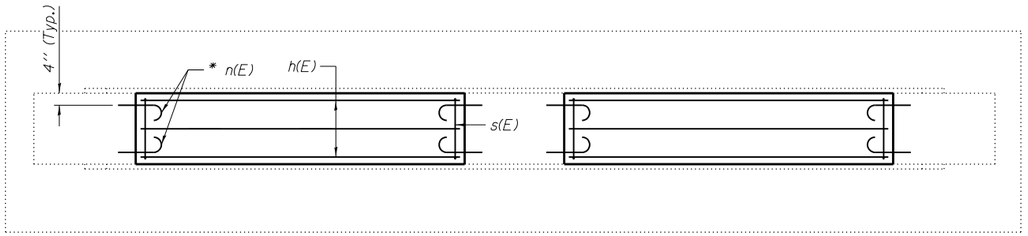


BAR s(E)



BAR n(E)

* Epoxy grout n(E) bars in 9" min. holes according to Article 584 of the Standard Specifications. The cost of epoxy grouting threaded rods shall be included with Reinforcement Bars, Epoxy Coated.



SECTION A-A

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	18	#5	8'-3"	
n(E)	56	#5	2'-5"	
s(E)	18	#5	10'-9"	
Item			Unit	Total
Concrete Structures			Cu. Yd.	5.0
Reinforcement Bars, Epoxy Coated			Pound	500

FILE NAME = S:\Projects\2013 JOBS\13-68 BFW PTB 169 ITEM 38 DG V-V PH I-11WO 4\SN 068-0047\CADD\CADD Sheets\0680047-72D31-004-PierCWExtension.dgn
MODEL = Default
PLOT DRIVER = IDOT_PDF.plotcfg

QUIGG ENGINEERING INC

USER NAME = cstokes	DESIGNED - SDM	REVISED
0680047-72D31-004-PierCWExtension.dgn	CHECKED - RPW	REVISED
PLOT SCALE = 2.0000 '' / in.	DRAWN - SDM	REVISED
PLOT DATE = 12/10/2019	CHECKED - MDC	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER CRASHWALL EXTENSION
STRUCTURE NO. 068-0047
SHEET NO. 4 OF 4 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3, 68-2 RS-5) BR	MONTGOMERY	307	179
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			

Benchmark: B.M. #91 Chiseled "□" on NW approach wall to S.B. bridge, Sta. 92+03.90, 78.6' RT, Elev. = 704.52
B.M. #92 Chiseled "□" on SW approach wall to N.B. bridge, Sta. 95+27.70, 37.5' LT, Elev. = 705.30

Existing Structures: S.N. 068-0048 (S.B.) and S.N. 068-0049 (N.B.) were originally built in 1973 as F.A.I. 55, Section 68-1VB-1. The back-to-back abutment length is 227'-10" and the out-to-out deck width is 42'-0". Each structure consists of a three span, welded plate girder superstructure supported by concrete stub abutments founded on concrete piles and concrete hammerhead piers founded on concrete pile supported footings. In 2002, the expansion joints were replaced and a new overlay was provided. Concrete deck to be removed and replaced.

Traffic to be maintained using temporary median crossover.

No Salvage.

Note:
Up to ¼ inch may be ground off the bridge deck and the bridge approach slabs.

DESIGN SPECIFICATIONS (New Const.)

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

DESIGN STRESSES

FIELD UNITS (New Construction)
f'c = 4,000 psi (Superstructure)
f'c = 3,500 psi (Substructure)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M 270 Grade 50)

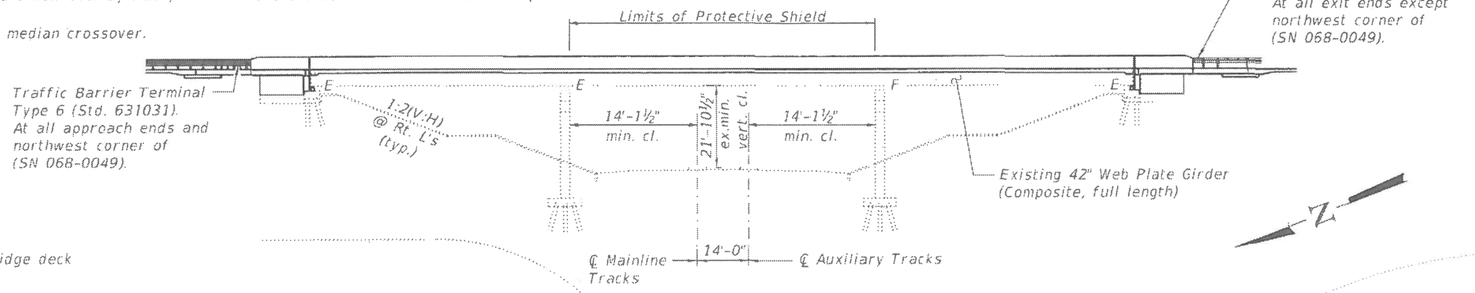
FIELD UNITS (Exist. Construction)
f'c = 3,000 psi (deck slab)
f'c = 3,500 psi (parapets, sub)
fy = 40,000 psi (Reinforcement)
fy = 36,000 psi (Structural Steel)

SEISMIC DATA

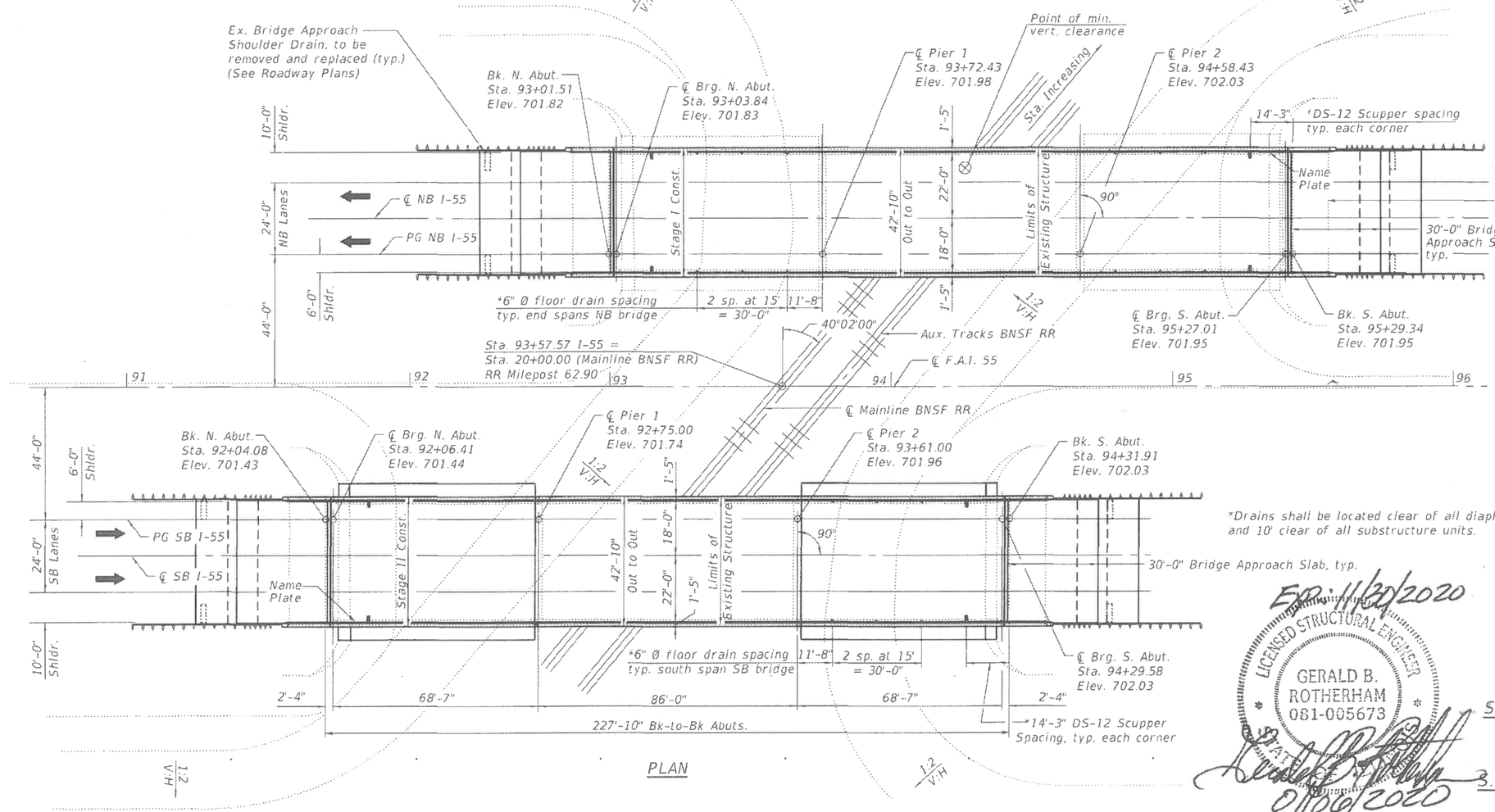
Seismic Performance Category (SPC) = A
Horizontal Bedrock Acceleration Coefficient (A) = 0.068g
Site Coefficient (S) = 1.2

LOADING HS20-44 & ALT (New Const.)

Allow 25 psf for future wearing surface



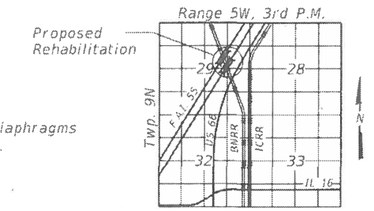
ELEVATION



PLAN

*Drains shall be located clear of all diaphragms and 10' clear of all substructure units.

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
ENGINEER OF BRIDGES AND STRUCTURES



LOCATION SKETCH

EXP: 11/30/2020
LICENSED STRUCTURAL ENGINEER
GERALD B. ROTHERHAM
081-005673
STATE OF ILLINOIS
1/6/2020

GENERAL PLAN & ELEVATION
F.A.I RTE. 55 OVER B.N.S.F. R.R.
SECTION (68-1,3 RS-3, 68-2 RS-5)BR
MONTGOMERY COUNTY
STATION 93+57.57
S.N. 068-0048 (S.B.) & 068-0049 (N.B.)

FILE NAME = 881-GP&E	USER NAME =	DESIGNED - CMV	REVISED -	
BFW BACON | FARMER | WORKMAN ENGINEERING & TESTING, INC.		CHECKED - GBR	REVISED -	
	PLOT SCALE =	DRAWN - BJV	REVISED -	
	PLOT DATE = 1/6/2020	CHECKED - CMV	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 068-0048(SB) & 068-0049(NB)
SHEET NO. 1 OF 40 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3, 68-2 RS-5)BR	MONTGOMERY	307	180
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			

SCOPE OF WORK

1. Remove and replace existing concrete deck.
2. Make new deck composite by installing shear studs.
3. Replace existing expansion bearings at abutments with elastomeric bearings.
4. Remove and replace abutment backwalls.
5. Remove and replace expansion joints with strip seal expansion joint.
6. Repair broken and undermined portions of concrete slopewall.
7. Remove and reconstruct existing wingwalls to clear the underside of the proposed approach slabs.
8. Repair steel beams and diaphragms as necessary.
9. Clean and paint existing structural steel under separate "Paint Only" contract.

GENERAL NOTES

Fasteners shall be high strength bolts. Bolts ¾ in. Ø, holes $^{13}/_{16}$ in. Ø, unless otherwise noted.

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

Reinforcement bars designated (E) shall be epoxy coated.

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

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

Any cracks that cannot be removed by grinding ¼ inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

If the Contractor elects to use cantilever forming brackets on the exterior beams, 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.

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

Concrete Sealer shall be applied to the front faces of the backwall.

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

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

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

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

Cost of removal and re-installation of all members necessary to complete the work as detailed on the plans and as specified in the Special Provisions shall be included with Furnishing and Erecting Structural Steel.

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

STATION 93+57.57
RE-BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. RT. 55 SEC. (68-1,3 RS-3, 68-2 RS-5)BR
LOADING HS 20-44 & ALT.
STR. NO. 068-0048

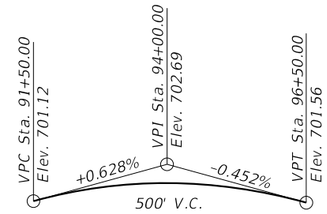
NAME PLATE
See Std. 515001

STATION 93+57.57
RE-BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. RT. 55 SEC. (68-1,3 RS-3, 68-2 RS-5)BR
LOADING HS 20-44 & ALT.
STR. NO. 068-0049

NAME PLATE
See Std. 515001

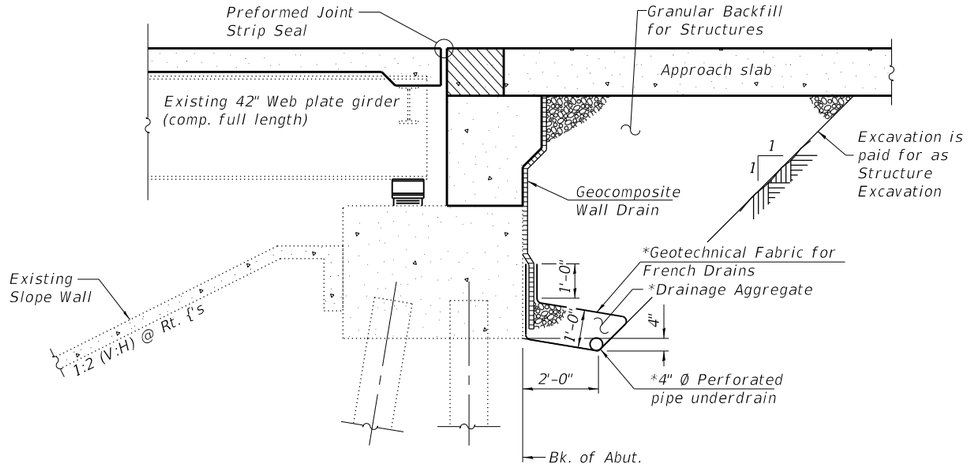
Existing Name Plates shall be cleaned and relocated next to new Name Plates. Cost included with Name Plates.

EXISTING PROFILE GRADE-TRACK
(Along Top of West Mainline Rail)



PROPOSED PROFILE GRADE FAI-55
(Along Roadway median edge of pavement)

The profile grade shows the final elevations after grinding.



SECTION THRU ABUTMENT
(Horiz. dim. @ Rt. {'s)

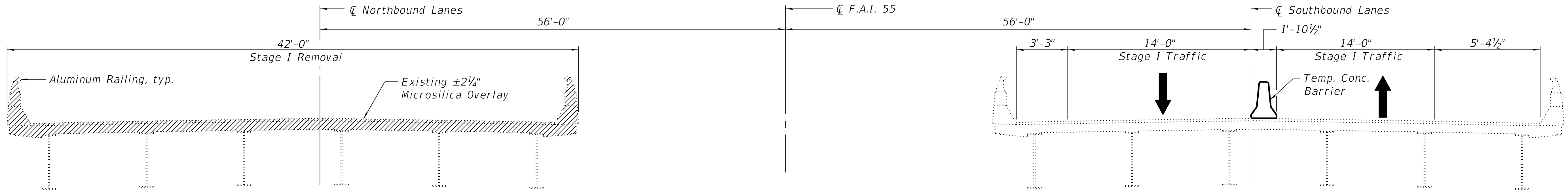
*Included in the cost of Pipe Underdrains for Structures (See Special Provisions)

Note:
All drainage system components shall extend from inside face to inside face of existing wingwalls except outlet pipes shall extend until intersecting with the side or front slopes. The outlet pipes shall be connected to the 4" perforated pipe drain and placed under the existing wingwalls The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

TOTAL BILL OF MATERIAL (BOTH STRUCTURES)

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Concrete Deck	Each	2		2
Concrete Removal	Cu. Yd.		84.4	84.4
Slope Wall Repair	Sq. Yd.		265	265
Protective Shield	Sq. Yd.	780		780
Structure Excavation	Cu. Yd.		384.0	384.0
Floor Drains	Each	24		24
Concrete Structures	Cu. Yd.		116.0	116.0
Concrete Superstructure	Cu. Yd.	724.8		724.8
Protective Coat	Sq. Yd.	3064		3064
Concrete Superstructure (Approach Slab)	Cu. Yd.	237.6		237.6
Furnishing and Erecting Structural Steel	Pound	7020		7020
Stud Shear Connectors	Each	9240		9240
Reinforcement Bars, Epoxy Coated	Pound	256950	7110	264060
Controlled Low Strength Material	Cu. Yd.		176.7	176.7
Name Plates	Each	2		2
Preformed Joint Strip Seal	Foot	168		168
Elastomeric Bearing Assembly, Type 1	Each	24		24
Anchor Bolts, ¾"	Each	48		48
Geocomposite Wall Drain	Sq. Yd.		146	146
Concrete Sealer	Sq. Ft.		761	761
Structural Steel Removal	Pound	2120		2120
Structural Steel Repair	Pound	1460		1460
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	1528		1528
Granular Backfill for Structures	Cu. Yd.		299.8	299.8
Drainage Scuppers, DS-12	Each	8		8
Diamond Grinding (Bridge Section)	Sq. Yd.	2532		2532
Jack and Remove Existing Bearings	Each	24		24
Structural Repair of Concrete (Depth Equal to or Less Than 5")	Sq. Ft.		34.3	34.3
Pipe Underdrains for Structures 4"	Foot		248	248

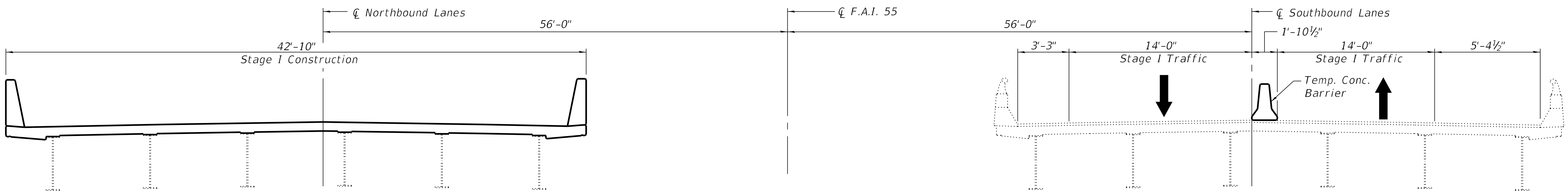
INDEX OF SHEETS



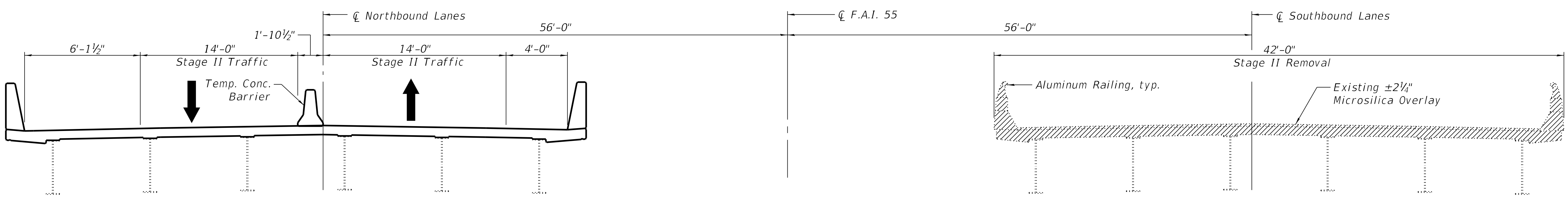
STAGE I REMOVAL & STAGE I TRAFFIC
(Looking South)

– Indicates Limits of Removal of Existing Concrete Deck

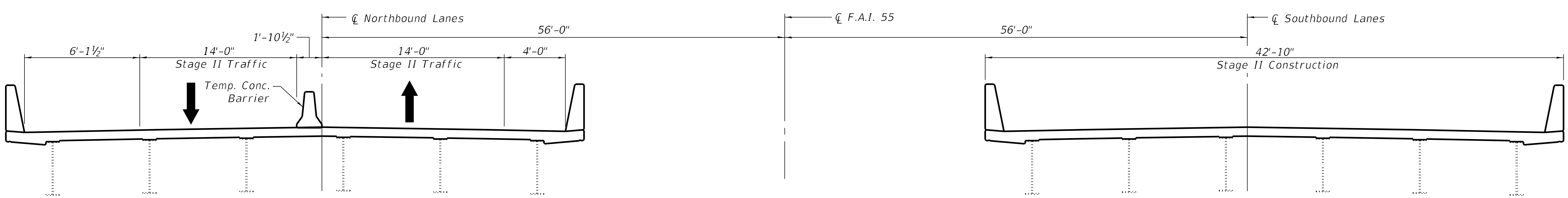
Notes:
Cost of removing existing Aluminum Railing and Microsilica Overlay is included in the Cost of Removal of Existing Concrete Deck.
See Roadway Plans for Quantity of Temporary Concrete Barrier.



STAGE I CONSTRUCTION & STAGE I TRAFFIC
(Looking South)



STAGE II REMOVAL & STAGE II TRAFFIC
(Looking South)



STAGE II CONSTRUCTION & STAGE II TRAFFIC
(Looking South)

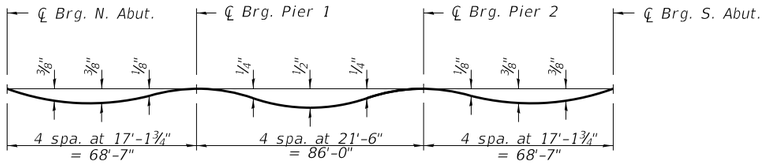
FILE NAME = 003-Stage Const Details	USER NAME =	DESIGNED - CMV	REVISED -
BFW BACON | FARMER | WORKMAN ENGINEERING & TESTING, INC.		CHECKED - GBR	REVISED -
	PLOT SCALE =	DRAWN - BJV	REVISED -
	PLOT DATE = 1/6/2020	CHECKED - CMV	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCITON DETAILS
STRUCTURE NO. 068-0048 (SB) & 068-0049 (NB)

SHEET NO. 3 OF 40 SHEETS

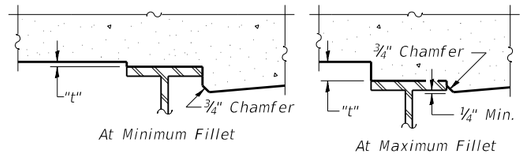
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3, 68-2 RS-5)BR	MONTGOMERY	307	182
		CONTRACT NO. 72D31		
	ILLINOIS	FED. AID PROJECT		



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

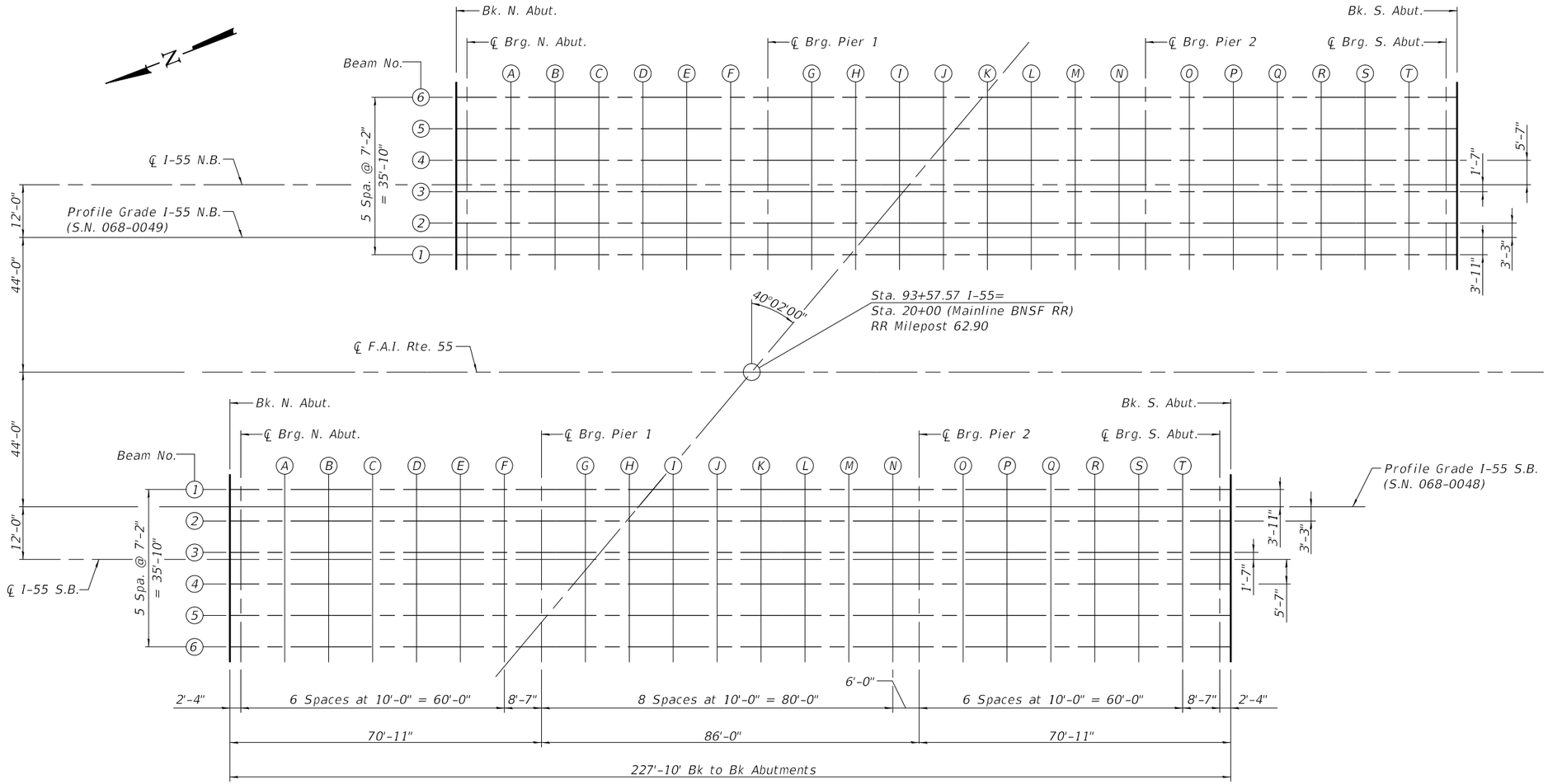
Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets 5 thru 8 of 40 sheets.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets 5 thru 8 of 40 sheets, minus the initial slab thickness prior to 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 8 of 40 sheets . For grinding the deck, see Special Provisions.

FILLET HEIGHTS



PLAN

FILE NAME = 004-Top of Slab Elevations	USER NAME =	DESIGNED - CMV	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS STRUCTURE NO. 068-0048 (S.B.) & 068-0049 (N.B.)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
BACON | FARMER | WORKMAN ENGINEERING & TESTING, INC. 401 NORTH COURT STREET MARION, ILLINOIS 62959 PHONE: (618)-997-3190		CHECKED - GBR	REVISED -			55	(68-1,3 RS-3, 68-2 RS-5)BR	MONTGOMERY	307	183
	PLOT SCALE =	DRAWN - BJV	REVISED -						CONTRACT NO. 72D31	
	PLOT DATE = 1/6/2020	CHECKED - GBR	REVISED -		SHEET NO. 4 OF 40 SHEETS			ILLINOIS	FED. AID PROJECT	

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. N. ABUT.	93+01.51	3.92	701.75	701.77
℄ BRG. N. ABUT.	93+03.84	3.92	701.75	701.77
A	93+13.84	3.92	701.78	701.82
B	93+23.84	3.92	701.81	701.86
C	93+33.84	3.92	701.83	701.89
D	93+43.84	3.92	701.85	701.90
E	93+53.84	3.92	701.87	701.91
F	93+63.84	3.92	701.89	701.92
℄ BRG. PIER 1	93+72.43	3.92	701.90	701.93
G	93+82.43	3.92	701.92	701.94
H	93+92.43	3.92	701.93	701.97
I	94+02.43	3.92	701.94	701.99
J	94+12.43	3.92	701.95	702.01
K	94+22.43	3.92	701.95	702.01
L	94+32.43	3.92	701.95	702.00
M	94+42.43	3.92	701.95	701.99
N	94+52.43	3.92	701.95	701.98
℄ BRG. PIER 2	94+58.43	3.92	701.95	701.97
O	94+68.43	3.92	701.95	701.97
P	94+78.43	3.92	701.94	701.98
Q	94+88.43	3.92	701.93	701.98
R	94+98.43	3.92	701.92	701.97
S	95+08.43	3.92	701.91	701.95
T	95+18.43	3.92	701.89	701.93
℄ BRG. S. ABUT.	95+27.01	3.92	701.87	701.90
BK. S. ABUT.	95+29.34	3.92	701.87	701.89

PROFILE GRADE I-55 N.B. (S.N. 068-0049)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. N. ABUT.	93+01.51	0.00	701.82	701.84
℄ BRG. N. ABUT.	93+03.84	0.00	701.83	701.85
A	93+13.84	0.00	701.86	701.90
B	93+23.84	0.00	701.89	701.94
C	93+33.84	0.00	701.91	701.96
D	93+43.84	0.00	701.93	701.98
E	93+53.84	0.00	701.95	701.99
F	93+63.84	0.00	701.97	701.99
℄ BRG. PIER 1	93+72.43	0.00	701.98	702.00
G	93+82.43	0.00	702.00	702.02
H	93+92.43	0.00	702.01	702.05
I	94+02.43	0.00	702.02	702.07
J	94+12.43	0.00	702.02	702.08
K	94+22.43	0.00	702.03	702.09
L	94+32.43	0.00	702.03	702.08
M	94+42.43	0.00	702.03	702.07
N	94+52.43	0.00	702.03	702.05
℄ BRG. PIER 2	94+58.43	0.00	702.03	702.05
O	94+68.43	0.00	702.02	702.05
P	94+78.43	0.00	702.02	702.06
Q	94+88.43	0.00	702.01	702.06
R	94+98.43	0.00	702.00	702.05
S	95+08.43	0.00	701.98	702.03
T	95+18.43	0.00	701.97	702.00
℄ BRG. S. ABUT.	95+27.01	0.00	701.95	701.97
BK. S. ABUT.	95+29.34	0.00	701.95	701.97

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. N. ABUT.	93+01.51	-3.25	701.87	701.89
℄ BRG. N. ABUT.	93+03.84	-3.25	701.88	701.90
A	93+13.84	-3.25	701.91	701.95
B	93+23.84	-3.25	701.93	701.99
C	93+33.84	-3.25	701.96	702.01
D	93+43.84	-3.25	701.98	702.03
E	93+53.84	-3.25	702.00	702.04
F	93+63.84	-3.25	702.02	702.04
℄ BRG. PIER 1	93+72.43	-3.25	702.03	702.05
G	93+82.43	-3.25	702.04	702.07
H	93+92.43	-3.25	702.06	702.10
I	94+02.43	-3.25	702.07	702.12
J	94+12.43	-3.25	702.07	702.13
K	94+22.43	-3.25	702.08	702.14
L	94+32.43	-3.25	702.08	702.13
M	94+42.43	-3.25	702.08	702.12
N	94+52.43	-3.25	702.08	702.10
℄ BRG. PIER 2	94+58.43	-3.25	702.08	702.10
O	94+68.43	-3.25	702.07	702.10
P	94+78.43	-3.25	702.07	702.11
Q	94+88.43	-3.25	702.06	702.11
R	94+98.43	-3.25	702.05	702.10
S	95+08.43	-3.25	702.03	702.08
T	95+18.43	-3.25	702.02	702.05
℄ BRG. S. ABUT.	95+27.01	-3.25	702.00	702.02
BK. S. ABUT.	95+29.34	-3.25	702.00	702.02

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. N. ABUT.	93+01.51	-10.42	701.98	702.00
℄ BRG. N. ABUT.	93+03.84	-10.42	701.99	702.01
A	93+13.84	-10.42	702.02	702.05
B	93+23.84	-10.42	702.04	702.09
C	93+33.84	-10.42	702.07	702.12
D	93+43.84	-10.42	702.09	702.14
E	93+53.84	-10.42	702.11	702.14
F	93+63.84	-10.42	702.13	702.15
℄ BRG. PIER 1	93+72.43	-10.42	702.14	702.16
G	93+82.43	-10.42	702.15	702.18
H	93+92.43	-10.42	702.16	702.20
I	94+02.43	-10.42	702.17	702.23
J	94+12.43	-10.42	702.18	702.24
K	94+22.43	-10.42	702.19	702.24
L	94+32.43	-10.42	702.19	702.24
M	94+42.43	-10.42	702.19	702.22
N	94+52.43	-10.42	702.19	702.21
℄ BRG. PIER 2	94+58.43	-10.42	702.19	702.21
O	94+68.43	-10.42	702.18	702.21
P	94+78.43	-10.42	702.17	702.21
Q	94+88.43	-10.42	702.16	702.21
R	94+98.43	-10.42	702.15	702.21
S	95+08.43	-10.42	702.14	702.19
T	95+18.43	-10.42	702.12	702.16
℄ BRG. S. ABUT.	95+27.01	-10.42	702.11	702.13
BK. S. ABUT.	95+29.34	-10.42	702.10	702.13

℄ I-55 N.B.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. N. ABUT.	93+01.51	-12.00	702.00	702.02
℄ BRG. N. ABUT.	93+03.84	-12.00	702.01	702.03
A	93+13.84	-12.00	702.04	702.08
B	93+23.84	-12.00	702.07	702.12
C	93+33.84	-12.00	702.09	702.14
D	93+43.84	-12.00	702.11	702.16
E	93+53.84	-12.00	702.13	702.17
F	93+63.84	-12.00	702.15	702.17
℄ BRG. PIER 1	93+72.43	-12.00	702.16	702.18
G	93+82.43	-12.00	702.18	702.20
H	93+92.43	-12.00	702.19	702.23
I	94+02.43	-12.00	702.20	702.25
J	94+12.43	-12.00	702.20	702.26
K	94+22.43	-12.00	702.21	702.27
L	94+32.43	-12.00	702.21	702.26
M	94+42.43	-12.00	702.21	702.25
N	94+52.43	-12.00	702.21	702.23
℄ BRG. PIER 2	94+58.43	-12.00	702.21	702.23
O	94+68.43	-12.00	702.20	702.23
P	94+78.43	-12.00	702.20	702.24
Q	94+88.43	-12.00	702.19	702.24
R	94+98.43	-12.00	702.18	702.23
S	95+08.43	-12.00	702.16	702.21
T	95+18.43	-12.00	702.15	702.18
℄ BRG. S. ABUT.	95+27.01	-12.00	702.13	702.15
BK. S. ABUT.	95+29.34	-12.00	702.13	702.15

Note:
Offsets are from Profile Grade I-55 N.B. (S.N. 068-0049).
Looking Upstation: Left is "-"; Right is "+"

FILE NAME = 005-Top of Slab Elev SN 068-0049 (N.B.)
USER NAME =
PLOT SCALE =
PLOT DATE = 1/6/2020

DESIGNED - CMV | CHECKED - GBR | DRAWN - BJV | CHECKED - GBR
REVISED - | REVISED - | REVISED - | REVISED -

BFW
BACON | FARMER | WORKMAN
ENGINEERING & TESTING, INC.
451 NORTH COURT STREET
MARION, ILLINOIS 62959
PHONE: (618) 997-9160

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 068-0049 (N.B.)
SHEET NO. 5 OF 40 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3, 68-2 RS-5)BR	MONTGOMERY	307	184
		CONTRACT NO. 72D31		
	ILLINOIS	FED. AID PROJECT		

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. N. ABUT.	93+01.51	-17.58	701.92	701.94
℄ BRG. N. ABUT.	93+03.84	-17.58	701.93	701.95
A	93+13.84	-17.58	701.96	701.99
B	93+23.84	-17.58	701.98	702.03
C	93+33.84	-17.58	702.01	702.06
D	93+43.84	-17.58	702.03	702.08
E	93+53.84	-17.58	702.05	702.08
F	93+63.84	-17.58	702.07	702.09
℄ BRG. PIER 1	93+72.43	-17.58	702.08	702.10
G	93+82.43	-17.58	702.09	702.12
H	93+92.43	-17.58	702.10	702.14
I	94+02.43	-17.58	702.11	702.17
J	94+12.43	-17.58	702.12	702.18
K	94+22.43	-17.58	702.13	702.18
L	94+32.43	-17.58	702.13	702.18
M	94+42.43	-17.58	702.13	702.16
N	94+52.43	-17.58	702.13	702.15
℄ BRG. PIER 2	94+58.43	-17.58	702.13	702.15
O	94+68.43	-17.58	702.12	702.15
P	94+78.43	-17.58	702.11	702.15
Q	94+88.43	-17.58	702.10	702.15
R	94+98.43	-17.58	702.09	702.15
S	95+08.43	-17.58	702.08	702.13
T	95+18.43	-17.58	702.06	702.10
℄ BRG. S. ABUT.	95+27.01	-17.58	702.05	702.07
BK. S. ABUT.	95+29.34	-17.58	702.04	702.07

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. N. ABUT.	93+01.51	-24.75	701.81	701.83
℄ BRG. N. ABUT.	93+03.84	-24.75	701.82	701.84
A	93+13.84	-24.75	701.84	701.88
B	93+23.84	-24.75	701.87	701.92
C	93+33.84	-24.75	701.89	701.95
D	93+43.84	-24.75	701.92	701.97
E	93+53.84	-24.75	701.94	701.97
F	93+63.84	-24.75	701.95	701.98
℄ BRG. PIER 1	93+72.43	-24.75	701.97	701.99
G	93+82.43	-24.75	701.98	702.01
H	93+92.43	-24.75	701.99	702.03
I	94+02.43	-24.75	702.00	702.06
J	94+12.43	-24.75	702.01	702.07
K	94+22.43	-24.75	702.01	702.07
L	94+32.43	-24.75	702.02	702.07
M	94+42.43	-24.75	702.02	702.05
N	94+52.43	-24.75	702.02	702.04
℄ BRG. PIER 2	94+58.43	-24.75	702.01	702.04
O	94+68.43	-24.75	702.01	702.04
P	94+78.43	-24.75	702.00	702.04
Q	94+88.43	-24.75	701.99	702.04
R	94+98.43	-24.75	701.98	702.04
S	95+08.43	-24.75	701.97	702.02
T	95+18.43	-24.75	701.95	701.99
℄ BRG. S. ABUT.	95+27.01	-24.75	701.94	701.96
BK. S. ABUT.	95+29.34	-24.75	701.93	701.95

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. N. ABUT.	93+01.51	-31.92	701.67	701.69
℄ BRG. N. ABUT.	93+03.84	-31.92	701.67	701.69
A	93+13.84	-31.92	701.70	701.74
B	93+23.84	-31.92	701.73	701.78
C	93+33.84	-31.92	701.75	701.81
D	93+43.84	-31.92	701.77	701.82
E	93+53.84	-31.92	701.79	701.83
F	93+63.84	-31.92	701.81	701.84
℄ BRG. PIER 1	93+72.43	-31.92	701.82	701.85
G	93+82.43	-31.92	701.84	701.86
H	93+92.43	-31.92	701.85	701.89
I	94+02.43	-31.92	701.86	701.91
J	94+12.43	-31.92	701.87	701.93
K	94+22.43	-31.92	701.87	701.93
L	94+32.43	-31.92	701.87	701.92
M	94+42.43	-31.92	701.87	701.91
N	94+52.43	-31.92	701.87	701.90
℄ BRG. PIER 2	94+58.43	-31.92	701.87	701.89
O	94+68.43	-31.92	701.87	701.89
P	94+78.43	-31.92	701.86	701.90
Q	94+88.43	-31.92	701.85	701.90
R	94+98.43	-31.92	701.84	701.89
S	95+08.43	-31.92	701.83	701.88
T	95+18.43	-31.92	701.81	701.85
℄ BRG. S. ABUT.	95+27.01	-31.92	701.79	701.82
BK. S. ABUT.	95+29.34	-31.92	701.79	701.81

Note:
Offsets are from Profile Grade I-55 N.B. (S.N. 068-0049).
Looking Upstation: Left is "-"; Right is "+"

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. N. ABUT.	92+04.08	-3.92	701.35	701.37
℄ BRG. N. ABUT.	92+06.41	-3.92	701.36	701.38
A	92+16.41	-3.92	701.41	701.45
B	92+26.41	-3.92	701.46	701.51
C	92+36.41	-3.92	701.50	701.56
D	92+46.41	-3.92	701.55	701.60
E	92+56.41	-3.92	701.59	701.62
F	92+66.41	-3.92	701.63	701.65
℄ BRG. PIER 1	92+75.00	-3.92	701.66	701.68
G	92+85.00	-3.92	701.69	701.72
H	92+95.00	-3.92	701.73	701.77
I	93+05.00	-3.92	701.76	701.81
J	93+15.00	-3.92	701.78	701.84
K	93+25.00	-3.92	701.81	701.87
L	93+35.00	-3.92	701.83	701.88
M	93+45.00	-3.92	701.86	701.89
N	93+55.00	-3.92	701.88	701.90
℄ BRG. PIER 2	93+61.00	-3.92	701.89	701.91
O	93+71.00	-3.92	701.90	701.93
P	93+81.00	-3.92	701.92	701.96
Q	93+91.00	-3.92	701.93	701.98
R	94+01.00	-3.92	701.94	701.99
S	94+11.00	-3.92	701.95	702.00
T	94+21.00	-3.92	701.95	701.99
℄ BRG. S. ABUT.	94+29.58	-3.92	701.95	701.97
BK. S. ABUT.	94+31.91	-3.92	701.95	701.97

PROFILE GRADE I-55 S.B. (S.N. 068-0048)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. N. ABUT.	92+04.08	0.00	701.43	701.45
℄ BRG. N. ABUT.	92+06.41	0.00	701.44	701.46
A	92+16.41	0.00	701.49	701.53
B	92+26.41	0.00	701.54	701.59
C	92+36.41	0.00	701.58	701.64
D	92+46.41	0.00	701.63	701.67
E	92+56.41	0.00	701.67	701.70
F	92+66.41	0.00	701.70	701.73
℄ BRG. PIER 1	92+75.00	0.00	701.74	701.76
G	92+85.00	0.00	701.77	701.80
H	92+95.00	0.00	701.80	701.84
I	93+05.00	0.00	701.83	701.89
J	93+15.00	0.00	701.86	701.92
K	93+25.00	0.00	701.89	701.95
L	93+35.00	0.00	701.91	701.96
M	93+45.00	0.00	701.93	701.97
N	93+55.00	0.00	701.95	701.98
℄ BRG. PIER 2	93+61.00	0.00	701.96	701.99
O	93+71.00	0.00	701.98	702.01
P	93+81.00	0.00	701.99	702.03
Q	93+91.00	0.00	702.01	702.06
R	94+01.00	0.00	702.02	702.07
S	94+11.00	0.00	702.02	702.07
T	94+21.00	0.00	702.03	702.07
℄ BRG. S. ABUT.	94+29.58	0.00	702.03	702.05
BK. S. ABUT.	94+31.91	0.00	702.03	702.05

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. N. ABUT.	92+04.08	3.25	701.48	701.50
℄ BRG. N. ABUT.	92+06.41	3.25	701.49	701.51
A	92+16.41	3.25	701.54	701.58
B	92+26.41	3.25	701.59	701.64
C	92+36.41	3.25	701.63	701.69
D	92+46.41	3.25	701.67	701.72
E	92+56.41	3.25	701.71	701.75
F	92+66.41	3.25	701.75	701.78
℄ BRG. PIER 1	92+75.00	3.25	701.79	701.81
G	92+85.00	3.25	701.82	701.85
H	92+95.00	3.25	701.85	701.89
I	93+05.00	3.25	701.88	701.94
J	93+15.00	3.25	701.91	701.97
K	93+25.00	3.25	701.94	702.00
L	93+35.00	3.25	701.96	702.01
M	93+45.00	3.25	701.98	702.02
N	93+55.00	3.25	702.00	702.03
℄ BRG. PIER 2	93+61.00	3.25	702.01	702.03
O	93+71.00	3.25	702.03	702.06
P	93+81.00	3.25	702.04	702.08
Q	93+91.00	3.25	702.05	702.11
R	94+01.00	3.25	702.06	702.12
S	94+11.00	3.25	702.07	702.12
T	94+21.00	3.25	702.08	702.11
℄ BRG. S. ABUT.	94+29.58	3.25	702.08	702.10
BK. S. ABUT.	94+31.91	3.25	702.08	702.10

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. N. ABUT.	92+04.08	10.42	701.58	701.61
℄ BRG. N. ABUT.	92+06.41	10.42	701.60	701.62
A	92+16.41	10.42	701.65	701.69
B	92+26.41	10.42	701.69	701.74
C	92+36.41	10.42	701.74	701.79
D	92+46.41	10.42	701.78	701.83
E	92+56.41	10.42	701.82	701.86
F	92+66.41	10.42	701.86	701.89
℄ BRG. PIER 1	92+75.00	10.42	701.89	701.91
G	92+85.00	10.42	701.93	701.95
H	92+95.00	10.42	701.96	702.00
I	93+05.00	10.42	701.99	702.04
J	93+15.00	10.42	702.02	702.08
K	93+25.00	10.42	702.04	702.10
L	93+35.00	10.42	702.07	702.12
M	93+45.00	10.42	702.09	702.12
N	93+55.00	10.42	702.11	702.13
℄ BRG. PIER 2	93+61.00	10.42	702.12	702.14
O	93+71.00	10.42	702.14	702.16
P	93+81.00	10.42	702.15	702.19
Q	93+91.00	10.42	702.16	702.21
R	94+01.00	10.42	702.17	702.23
S	94+11.00	10.42	702.18	702.23
T	94+21.00	10.42	702.18	702.22
℄ BRG. S. ABUT.	94+29.58	10.42	702.19	702.21
BK. S. ABUT.	94+31.91	10.42	702.19	702.21

℄ I-55 S.B.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. N. ABUT.	92+04.08	12.00	701.61	701.63
℄ BRG. N. ABUT.	92+06.41	12.00	701.62	701.64
A	92+16.41	12.00	701.67	701.71
B	92+26.41	12.00	701.72	701.77
C	92+36.41	12.00	701.76	701.82
D	92+46.41	12.00	701.81	701.85
E	92+56.41	12.00	701.85	701.88
F	92+66.41	12.00	701.89	701.91
℄ BRG. PIER 1	92+75.00	12.00	701.92	701.94
G	92+85.00	12.00	701.95	701.98
H	92+95.00	12.00	701.98	702.02
I	93+05.00	12.00	702.01	702.07
J	93+15.00	12.00	702.04	702.10
K	93+25.00	12.00	702.07	702.13
L	93+35.00	12.00	702.09	702.14
M	93+45.00	12.00	702.11	702.15
N	93+55.00	12.00	702.13	702.16
℄ BRG. PIER 2	93+61.00	12.00	702.14	702.17
O	93+71.00	12.00	702.16	702.19
P	93+81.00	12.00	702.17	702.21
Q	93+91.00	12.00	702.19	702.24
R	94+01.00	12.00	702.20	702.25
S	94+11.00	12.00	702.20	702.25
T	94+21.00	12.00	702.21	702.25
℄ BRG. S. ABUT.	94+29.58	12.00	702.21	702.23
BK. S. ABUT.	94+31.91	12.00	702.21	702.23

Note:
Offsets are from Profile Grade I-55 S.B. (S.N. 068-0048).
Looking Upstation: Left is "-"; Right is "+"

BACON | FARMER | WORKMAN
ENGINEERING & TESTING, INC.
453 NORTH COURT STREET
MARION, ILLINOIS 62959
PHONE: (618) 997-9160

FILE NAME = $FILES$ | USER NAME = | PLOT SCALE = | PLOT DATE = $DATE$
DESIGNED - CMV | CHECKED - GBR | DRAWN - BJV | CHECKED - GBR
REVISED - | REVISED - | REVISED - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 068-0048 (S.B.)
SHEET NO. 7 OF 40 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3, 68-2 RS-5)BR	MONTGOMERY	307	186
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. N. ABUT.	92+04.08	17.58	701.52	701.55
℄ BRG. N. ABUT.	92+06.41	17.58	701.54	701.56
A	92+16.41	17.58	701.59	701.63
B	92+26.41	17.58	701.63	701.68
C	92+36.41	17.58	701.68	701.73
D	92+46.41	17.58	701.72	701.77
E	92+56.41	17.58	701.76	701.80
F	92+66.41	17.58	701.80	701.83
℄ BRG. PIER 1	92+75.00	17.58	701.83	701.85
G	92+85.00	17.58	701.87	701.89
H	92+95.00	17.58	701.90	701.94
I	93+05.00	17.58	701.93	701.98
J	93+15.00	17.58	701.96	702.02
K	93+25.00	17.58	701.98	702.04
L	93+35.00	17.58	702.01	702.06
M	93+45.00	17.58	702.03	702.06
N	93+55.00	17.58	702.05	702.07
℄ BRG. PIER 2	93+61.00	17.58	702.06	702.08
O	93+71.00	17.58	702.08	702.10
P	93+81.00	17.58	702.09	702.13
Q	93+91.00	17.58	702.10	702.15
R	94+01.00	17.58	702.11	702.17
S	94+11.00	17.58	702.12	702.17
T	94+21.00	17.58	702.12	702.16
℄ BRG. S. ABUT.	94+29.58	17.58	702.13	702.15
BK. S. ABUT.	94+31.91	17.58	702.13	702.15

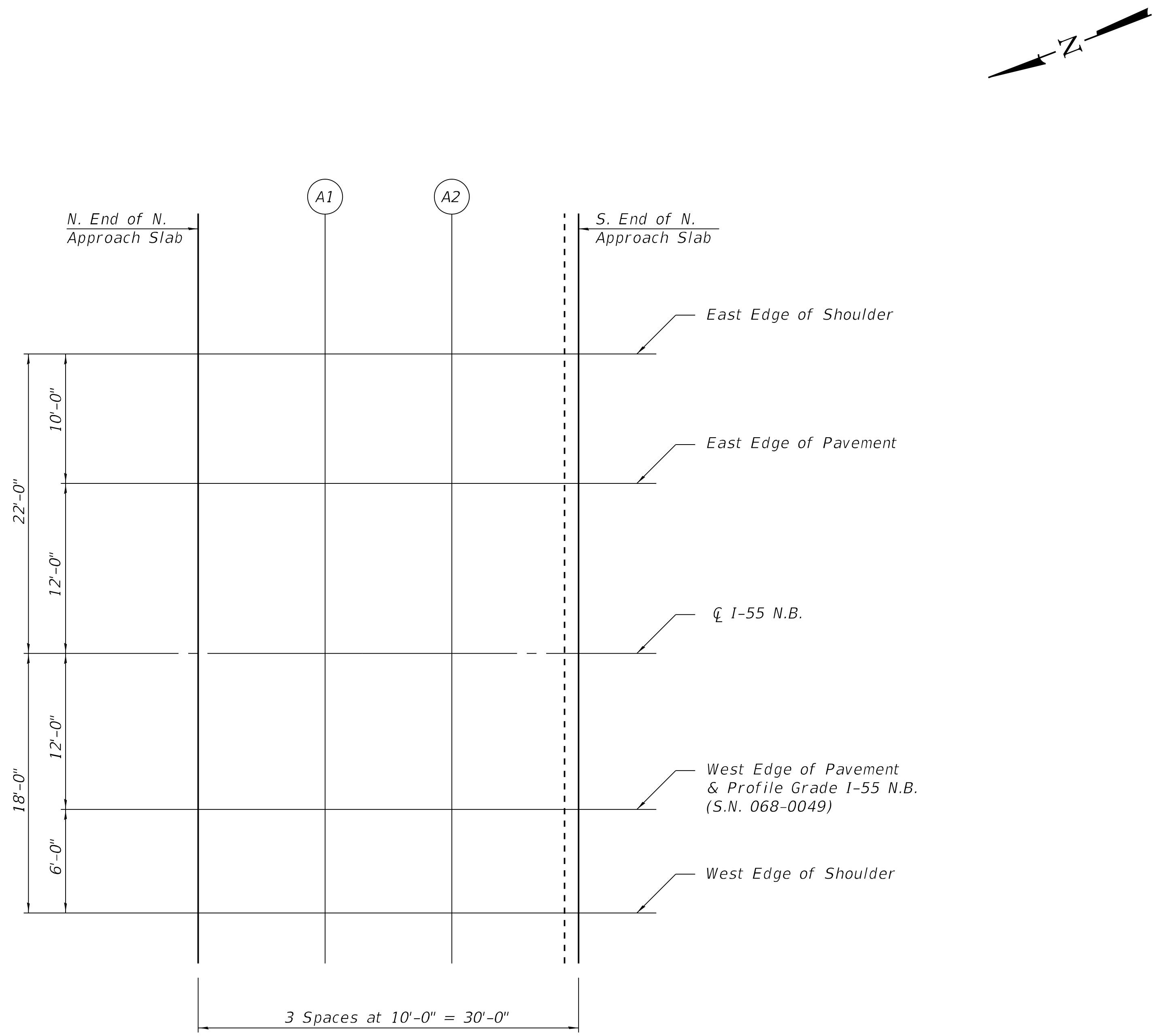
BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. N. ABUT.	92+04.08	24.75	701.41	701.43
℄ BRG. N. ABUT.	92+06.41	24.75	701.42	701.45
A	92+16.41	24.75	701.47	701.51
B	92+26.41	24.75	701.52	701.57
C	92+36.41	24.75	701.57	701.62
D	92+46.41	24.75	701.61	701.66
E	92+56.41	24.75	701.65	701.69
F	92+66.41	24.75	701.69	701.72
℄ BRG. PIER 1	92+75.00	24.75	701.72	701.74
G	92+85.00	24.75	701.76	701.78
H	92+95.00	24.75	701.79	701.83
I	93+05.00	24.75	701.82	701.87
J	93+15.00	24.75	701.85	701.91
K	93+25.00	24.75	701.87	701.93
L	93+35.00	24.75	701.90	701.95
M	93+45.00	24.75	701.92	701.95
N	93+55.00	24.75	701.94	701.96
℄ BRG. PIER 2	93+61.00	24.75	701.95	701.97
O	93+71.00	24.75	701.97	701.99
P	93+81.00	24.75	701.98	702.02
Q	93+91.00	24.75	701.99	702.04
R	94+01.00	24.75	702.00	702.06
S	94+11.00	24.75	702.01	702.06
T	94+21.00	24.75	702.01	702.05
℄ BRG. S. ABUT.	94+29.58	24.75	702.02	702.04
BK. S. ABUT.	94+31.91	24.75	702.02	702.04

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. N. ABUT.	92+04.08	31.92	701.27	701.29
℄ BRG. N. ABUT.	92+06.41	31.92	701.28	701.30
A	92+16.41	31.92	701.33	701.37
B	92+26.41	31.92	701.38	701.43
C	92+36.41	31.92	701.42	701.48
D	92+46.41	31.92	701.47	701.52
E	92+56.41	31.92	701.51	701.54
F	92+66.41	31.92	701.55	701.57
℄ BRG. PIER 1	92+75.00	31.92	701.58	701.60
G	92+85.00	31.92	701.61	701.64
H	92+95.00	31.92	701.65	701.69
I	93+05.00	31.92	701.68	701.73
J	93+15.00	31.92	701.70	701.76
K	93+25.00	31.92	701.73	701.79
L	93+35.00	31.92	701.75	701.80
M	93+45.00	31.92	701.78	701.81
N	93+55.00	31.92	701.80	701.82
℄ BRG. PIER 2	93+61.00	31.92	701.81	701.83
O	93+71.00	31.92	701.82	701.85
P	93+81.00	31.92	701.84	701.88
Q	93+91.00	31.92	701.85	701.90
R	94+01.00	31.92	701.86	701.91
S	94+11.00	31.92	701.87	701.92
T	94+21.00	31.92	701.87	701.91
℄ BRG. S. ABUT.	94+29.58	31.92	701.87	701.89
BK. S. ABUT.	94+31.91	31.92	701.87	701.89

Note:
Offsets are from Profile Grade I-55 S.B. (S.N. 068-0048).
Looking Upstation: Left is "–"; Right is "+"



PLAN

Note:
Offsets are from West Edge of Pavement & Profile Grade I-55 N.B. (S.N. 068-0049).
Looking Upstation: Left is "-"; Right is "+"

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
N. End of North Appr. Slab	92+72.01	-34.00	701.53	701.55
A1	92+82.01	-34.00	701.56	701.58
A2	92+92.01	-34.00	701.59	701.61
S. End of North Appr. Slab	93+02.01	-34.00	701.63	701.65

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
N. End of North Appr. Slab	92+72.01	-24.00	701.73	701.75
A1	92+82.01	-24.00	701.76	701.78
A2	92+92.01	-24.00	701.79	701.81
S. End of North Appr. Slab	93+02.01	-24.00	701.83	701.85

℄ I-55 N.B.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
N. End of North Appr. Slab	92+72.01	-12.00	701.91	701.93
A1	92+82.01	-12.00	701.94	701.96
A2	92+92.01	-12.00	701.97	701.99
S. End of North Appr. Slab	93+02.01	-12.00	702.01	702.03

WEST EDGE OF PAVEMENT & PROFILE GRADE I-55 N.B.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
N. End of North Appr. Slab	92+72.01	0.00	701.73	701.75
A1	92+82.01	0.00	701.76	701.78
A2	92+92.01	0.00	701.79	701.81
S. End of North Appr. Slab	93+02.01	0.00	701.83	701.85

WEST EGDE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
N. End of North Appr. Slab	92+72.01	6.00	701.61	701.63
A1	92+82.01	6.00	701.64	701.66
A2	92+92.01	6.00	701.67	701.69
S. End of North Appr. Slab	93+02.01	6.00	701.71	701.73

FILE NAME = 009-N. Appr Slab Elev SN 068-0049 (N.B.)

BFW BACON | FARMER | WORKMAN ENGINEERING & TESTING, INC.

USER NAME =	DESIGNED - CMV	REVISED -
	CHECKED - GBR	REVISED -
PLOT SCALE =	DRAWN - BJV	REVISED -
PLOT DATE = 1/6/2020	CHECKED - GBR	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

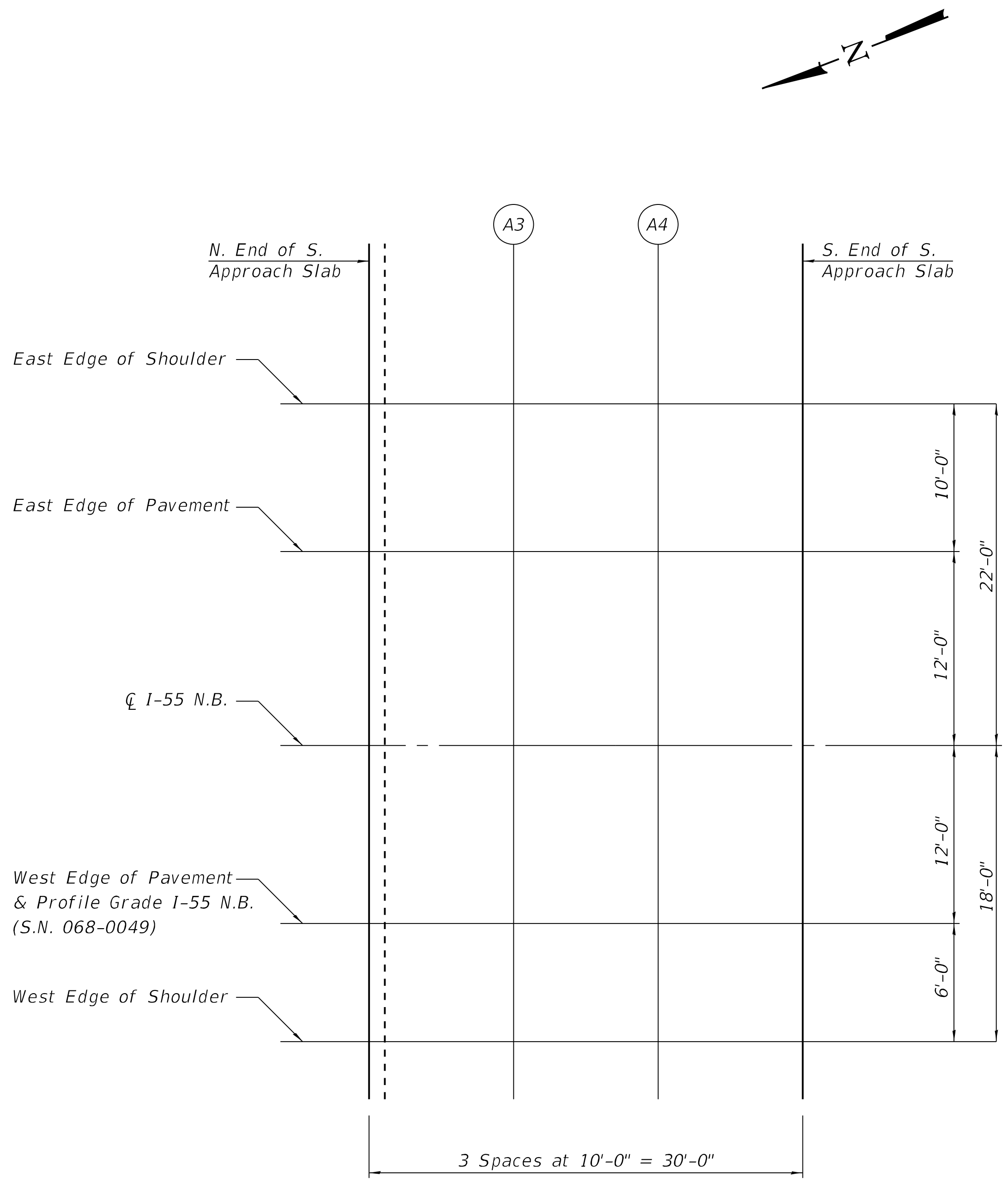
TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 068-0049 (N.B.)

SHEET NO. 9 OF 40 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3, 68-2 RS-5)BR	MONTGOMERY	307	188

CONTRACT NO. 72D31

ILLINOIS FED. AID PROJECT



PLAN

Note:
Offsets are from West Edge of Pavement & Profile Grade I-55 N.B. (S.N. 068-0049).
Looking Upstation: Left is "-"; Right is "+"

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
N. End of South Appr. Slab	95+28.84	-34.00	701.75	701.77
A3	95+38.84	-34.00	701.73	701.75
A4	95+48.84	-34.00	701.71	701.73
S. End of South Appr. Slab	95+58.84	-34.00	701.68	701.70

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
N. End of South Appr. Slab	95+28.84	-24.00	701.95	701.97
A3	95+38.84	-24.00	701.93	701.95
A4	95+48.84	-24.00	701.91	701.93
S. End of South Appr. Slab	95+58.84	-24.00	701.88	701.90

℄ I-55 N.B.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
N. End of South Appr. Slab	95+28.84	-12.00	702.13	702.15
A3	95+38.84	-12.00	702.11	702.13
A4	95+48.84	-12.00	702.09	702.11
S. End of South Appr. Slab	95+58.84	-12.00	702.06	702.08

WEST EDGE OF PAVEMENT & PROFILE GRADE I-55 N.B.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
N. End of South Appr. Slab	95+28.84	0.00	701.95	701.97
A3	95+38.84	0.00	701.93	701.95
A4	95+48.84	0.00	701.91	701.93
S. End of South Appr. Slab	95+58.84	0.00	701.88	701.90

WEST EGDE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
N. End of South Appr. Slab	95+28.84	6.00	701.83	701.85
A3	95+38.84	6.00	701.81	701.83
A4	95+48.84	6.00	701.79	701.81
S. End of South Appr. Slab	95+58.84	6.00	701.76	701.78

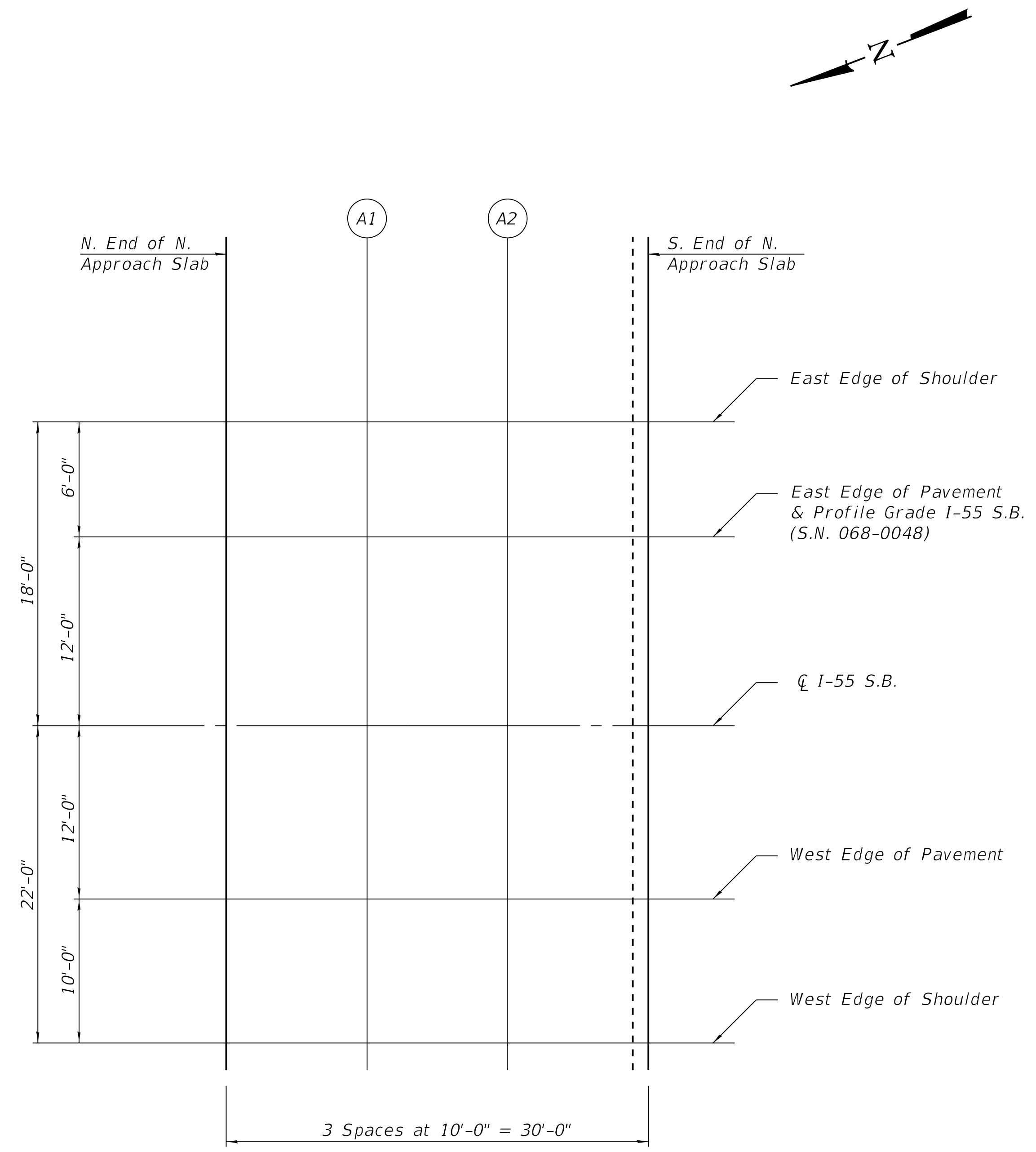
FILE NAME = 010-S. Appr Slab Elev SN 068-0049 (N.B.)	USER NAME =	DESIGNED - CMV	REVISED -
BFW BACON | FARMER | WORKMAN ENGINEERING & TESTING, INC.		CHECKED - GBR	REVISED -
	PLOT SCALE =	DRAWN - BJV	REVISED -
	PLOT DATE = 1/6/2020	CHECKED - GBR	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 068-0049 (N.B.)

SHEET NO. 10 OF 40 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3, 68-2 RS-5)BR	MONTGOMERY	307	189
		CONTRACT NO. 72D31		
	ILLINOIS	FED. AID PROJECT		



PLAN

Note:
Offsets are from East Edge of Pavement & Profile Grade I-55 S.B. (S.N. 068-0048).
Looking Upstation: Left is "-"; Right is "+"

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
N. End of North Appr. Slab	91+74.58	-6.00	701.15	701.17
A1	91+84.58	-6.00	701.20	701.22
A2	91+94.58	-6.00	701.26	701.28
S. End of North Appr. Slab	92+04.58	-6.00	701.31	701.33

EAST EDGE OF PAVEMENT & PROFILE GRADE I-55 S.B.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
N. End of North Appr. Slab	91+74.58	0.00	701.27	701.29
A1	91+84.58	0.00	701.32	701.34
A2	91+94.58	0.00	701.38	701.40
S. End of North Appr. Slab	92+04.58	0.00	701.43	701.45

℄ I-55 S.B.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
N. End of North Appr. Slab	91+74.58	12.00	701.45	701.47
A1	91+84.58	12.00	701.50	701.52
A2	91+94.58	12.00	701.56	701.58
S. End of North Appr. Slab	92+04.58	12.00	701.61	701.63

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
N. End of North Appr. Slab	91+74.58	24.00	701.27	701.29
A1	91+84.58	24.00	701.32	701.34
A2	91+94.58	24.00	701.38	701.40
S. End of North Appr. Slab	92+04.58	24.00	701.43	701.45

WEST EGDE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
N. End of North Appr. Slab	91+74.58	34.00	701.07	701.09
A1	91+84.58	34.00	701.12	701.14
A2	91+94.58	34.00	701.18	701.20
S. End of North Appr. Slab	92+04.58	34.00	701.23	701.25

FILE NAME = 011-N.Appr Slab Elev SN 068-0048 (S.B.)
BFW BACON | FARMER | WORKMAN ENGINEERING & TESTING, INC.

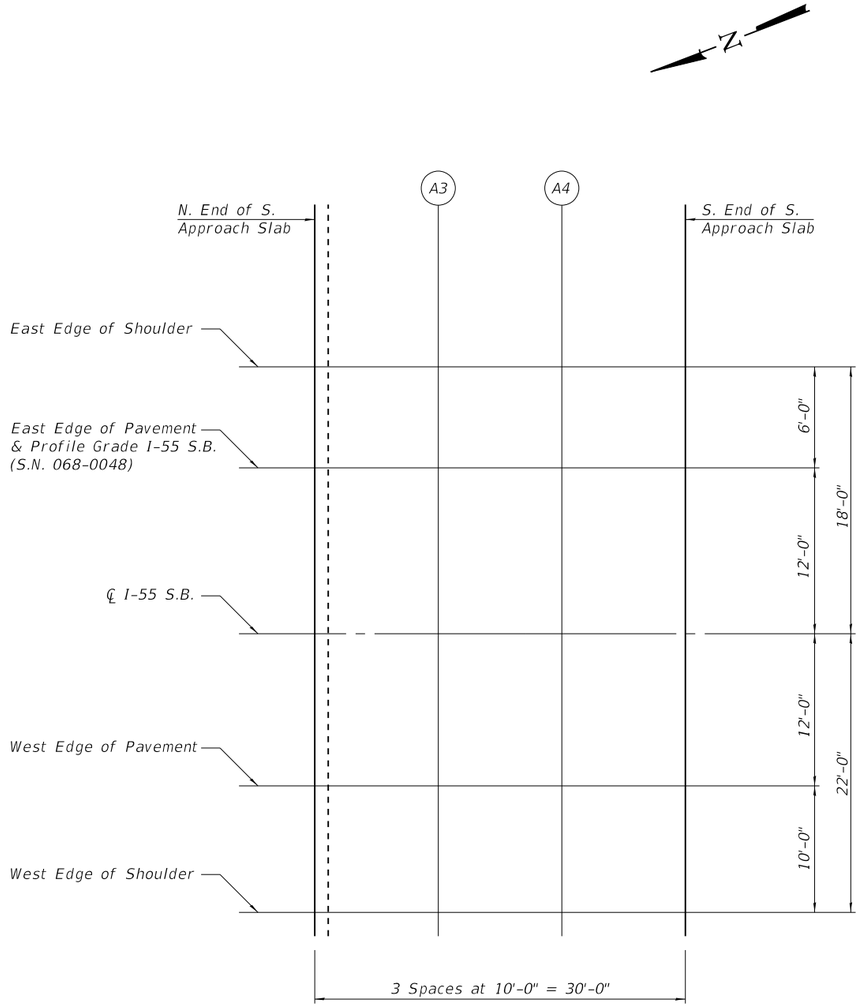
USER NAME =	DESIGNED - CMV	REVISED -
	CHECKED - GBR	REVISED -
PLOT SCALE =	DRAWN - BJV	REVISED -
PLOT DATE = 1/6/2020	CHECKED - GBR	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 068-0048 (S.B)
SHEET NO. 11 OF 40 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3, 68-2 RS-5)BR	MONTGOMERY	307	190

CONTRACT NO. 72D31
ILLINOIS FED. AID PROJECT



PLAN

Note:
Offsets are from East Edge of Pavement & Profile Grade I-55 S.B. (S.N. 068-0048).
Looking Upstation: Left is "-"; Right is "+"

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
N. End of South Appr. Slab	94+31.41	-6.00	701.91	701.93
A3	94+41.41	-6.00	701.91	701.93
A4	94+51.41	-6.00	701.91	701.93
S. End of South Appr. Slab	94+61.41	-6.00	701.91	701.93

EAST EDGE OF PAVEMENT & PROFILE GRADE I-55 S.B.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
N. End of South Appr. Slab	94+31.41	0.00	702.03	702.05
A3	94+41.41	0.00	702.03	702.05
A4	94+51.41	0.00	702.03	702.05
S. End of South Appr. Slab	94+61.41	0.00	702.03	702.05

℄ I-55 S.B.

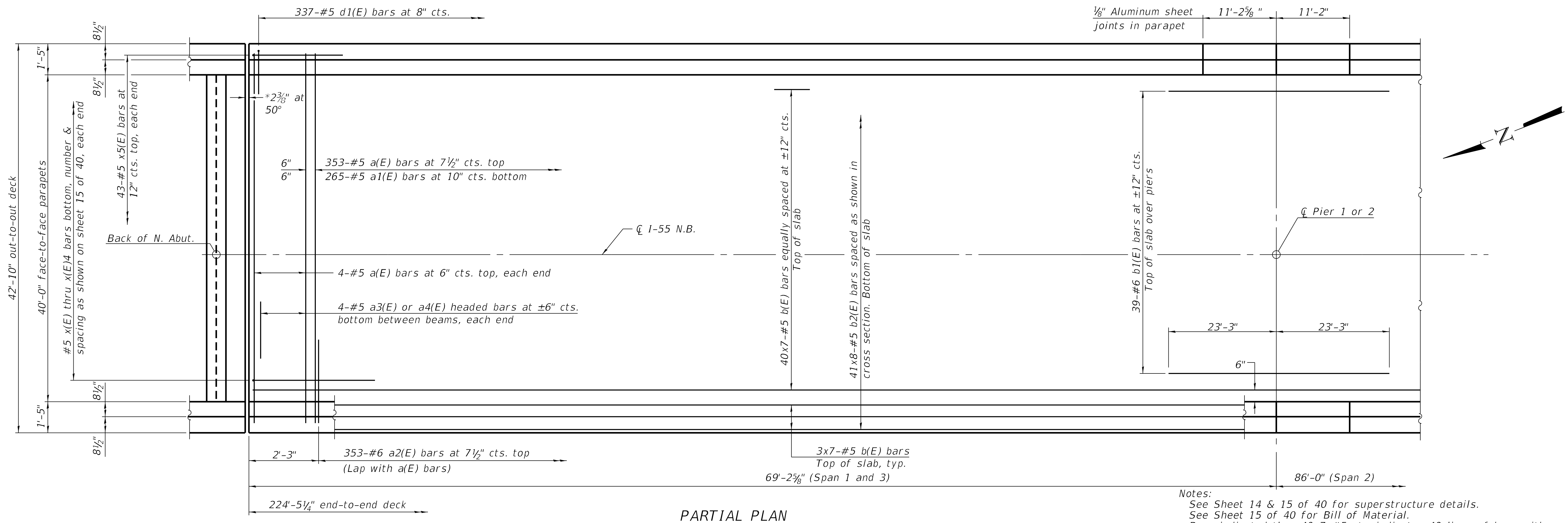
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
N. End of South Appr. Slab	94+31.41	12.00	702.21	702.23
A3	94+41.41	12.00	702.21	702.23
A4	94+51.41	12.00	702.21	702.23
S. End of South Appr. Slab	94+61.41	12.00	702.21	702.23

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
N. End of South Appr. Slab	94+31.41	24.00	702.03	702.05
A3	94+41.41	24.00	702.03	702.05
A4	94+51.41	24.00	702.03	702.05
S. End of South Appr. Slab	94+61.41	24.00	702.03	702.05

WEST EGDE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
N. End of South Appr. Slab	94+31.41	34.00	701.83	701.85
A3	94+41.41	34.00	701.83	701.85
A4	94+51.41	34.00	701.83	701.85
S. End of South Appr. Slab	94+61.41	34.00	701.83	701.85

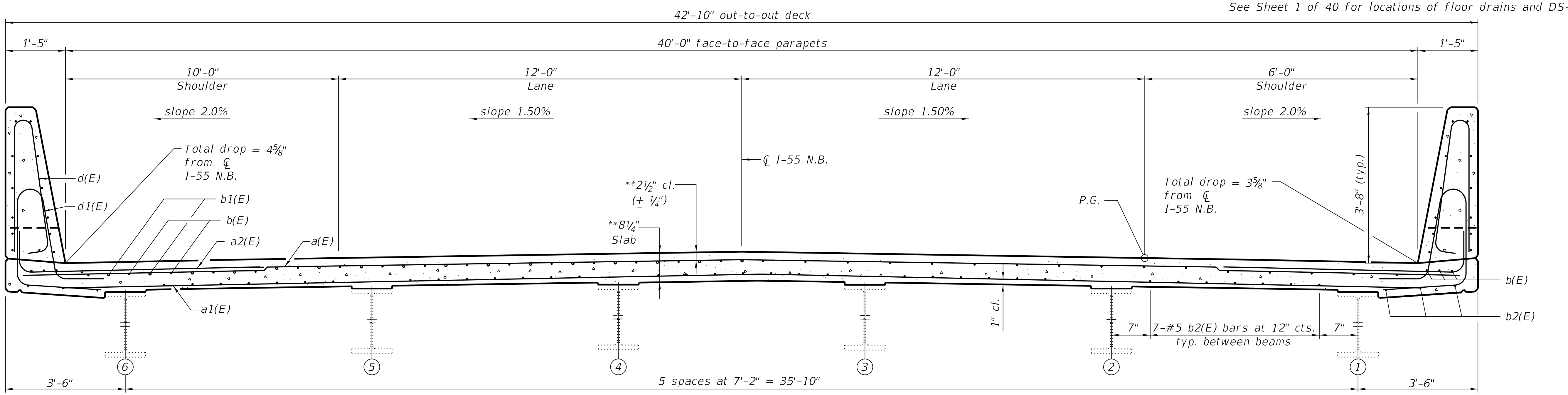


PARTIAL PLAN
(Symmetric about the center of Span 2)

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

* Dimension showing concrete opening. For joint opening see sheet 19 of 40.

Notes:
See Sheet 14 & 15 of 40 for superstructure details.
See Sheet 15 of 40 for Bill of Material.
Bars indicated thus 40x7-#5 etc. indicates 40 lines of bars with 7 lengths per line.
Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint, the deck dimensions may require adjustments to satisfy the details on Sheet 19 of 40.
See Sheet 1 of 40 for locations of floor drains and DS-12 Scuppers.



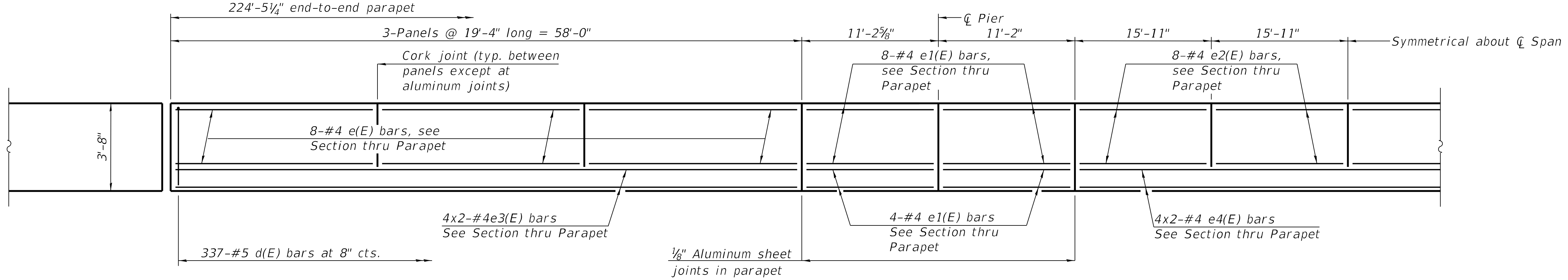
** Prior to grinding

NEAR PIER — NEAR MIDSPAN

CROSS SECTION
(Looking South)

FILE NAME = 013-Superstructure NB	USER NAME =	DESIGNED - CMV	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE STRUCTURE NO. 068-0049 (NB)
BFW BACON | FARMER | WORKMAN ENGINEERING & TESTING, INC.		CHECKED - GBR	REVISED -		
	PLOT SCALE =	DRAWN - BJV	REVISED -		
	PLOT DATE = 1/6/2020	CHECKED - CMV	REVISED -		SHEET NO. 13 OF 40 SHEETS

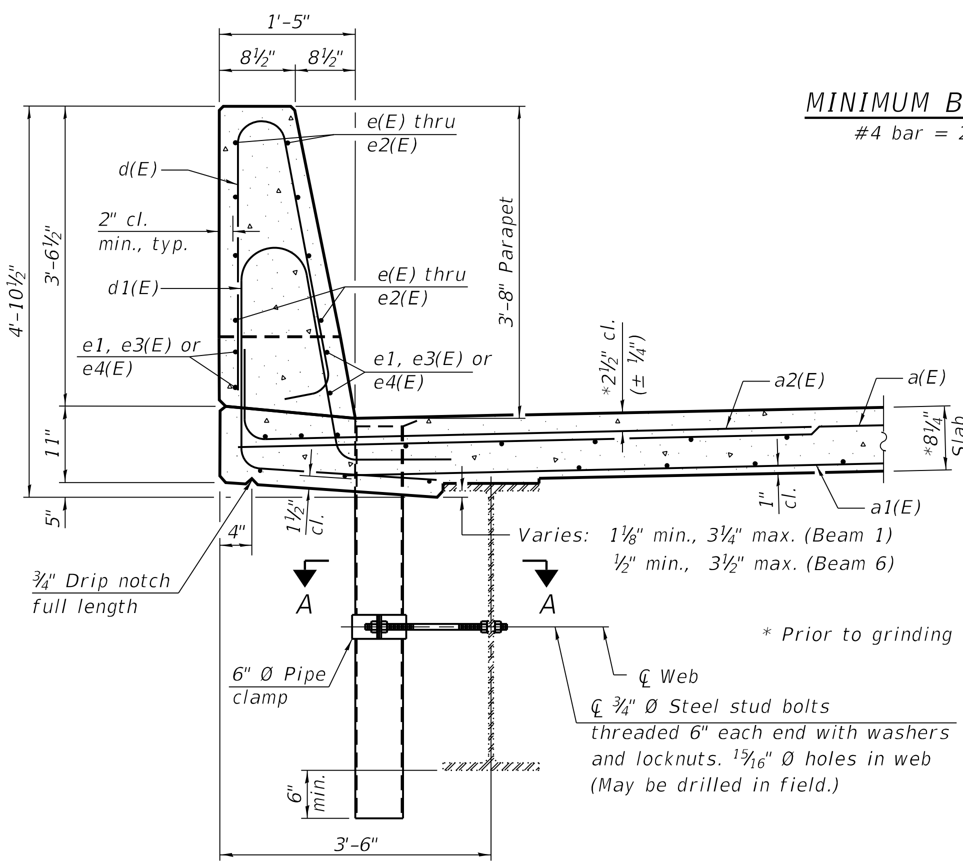
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3, 68-2 RS-5)BR	MONTGOMERY	307	192
		CONTRACT NO. 72D31		
	ILLINOIS	FED. AID PROJECT		



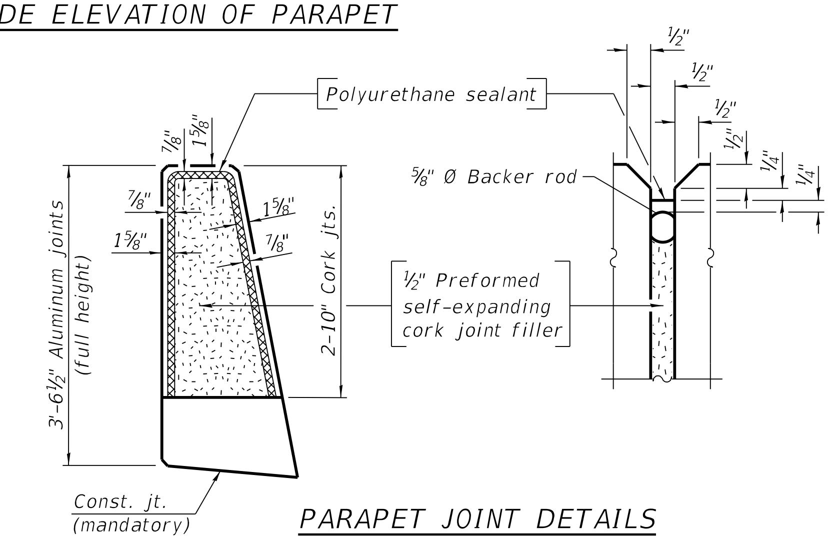
INSIDE ELEVATION OF PARAPET

MINIMUM BAR LAP

#4 bar = 2'-5"



SECTION THRU PARAPET



PARAPET JOINT DETAILS

Notes:

Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.

Floor drains need not be painted.

The top portion of aluminum floor drains shall be coated to minimize reaction with wet concrete.

The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.

The ⅛" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

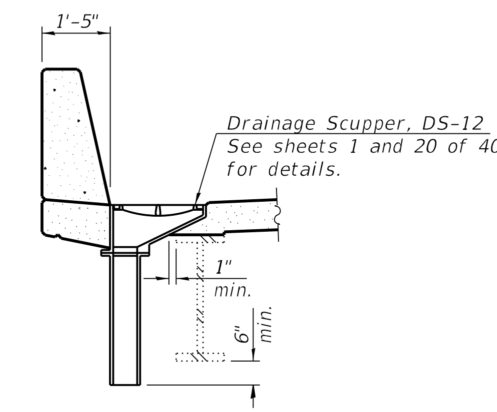
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

Bars indicated thus 4x2-#4 etc. indicates 4 lines of bars with 2 lengths per line.

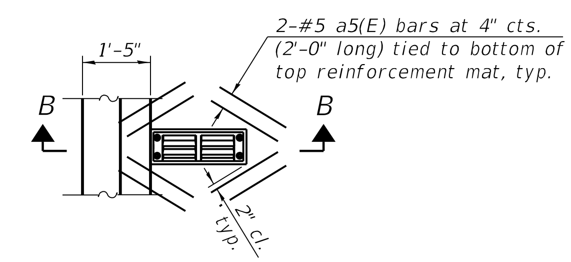
Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint, the deck dimensions may require adjustments to satisfy the details on Sheet 19 of 40.

See Sheet 15 of 40 for additional superstructure details and Bill of Material.

Drains shall be located clear of all cross frames.



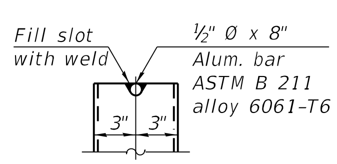
SECTION B-B



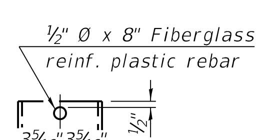
PLAN

Note:

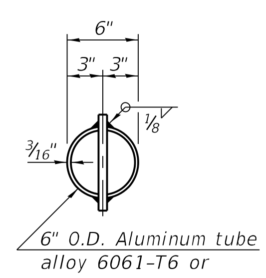
Cut longitudinal reinforcement to clear drainage scuppers.



ALUMINUM TUBE

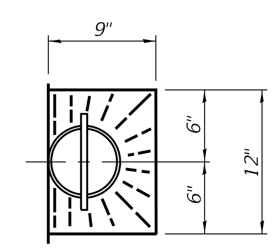


FIBERGLASS PIPE

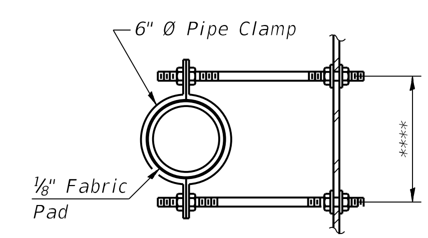


TOP PLAN

(Showing aluminum tube)



TOP PLAN



SECTION A-A

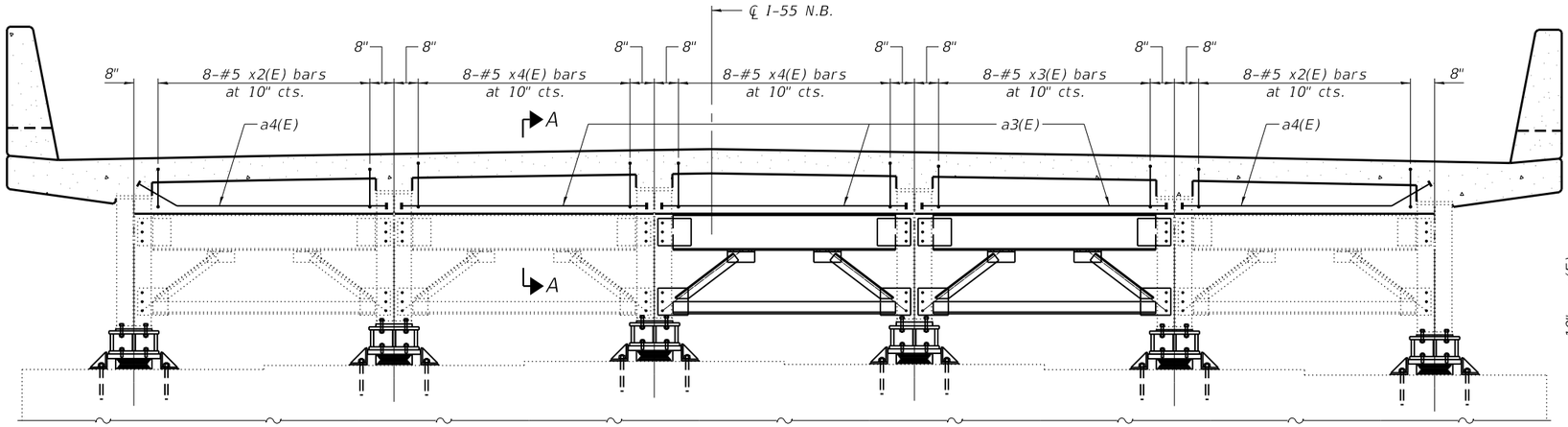
****Dimension as required by Pipe Clamp

FILE NAME = 014-Superstructure Details NB	USER NAME =	DESIGNED - CMV	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
BACON | FARMER | WORKMAN ENGINEERING & TESTING, INC.		CHECKED - GBR	REVISED -	
	PLOT SCALE =	DRAWN - BJV	REVISED -	
	PLOT DATE = 1/6/2020	CHECKED - GBR	REVISED -	

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 068-0049 (NB)

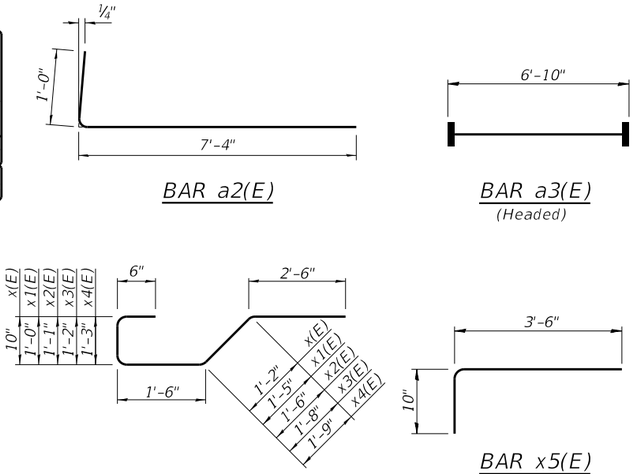
SHEET NO. 14 OF 40 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3, 68-2 RS-5)BR	MONTGOMERY	307	193
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			



DIAPHRAGM AT NORTH ABUTMENT

(Looking North)

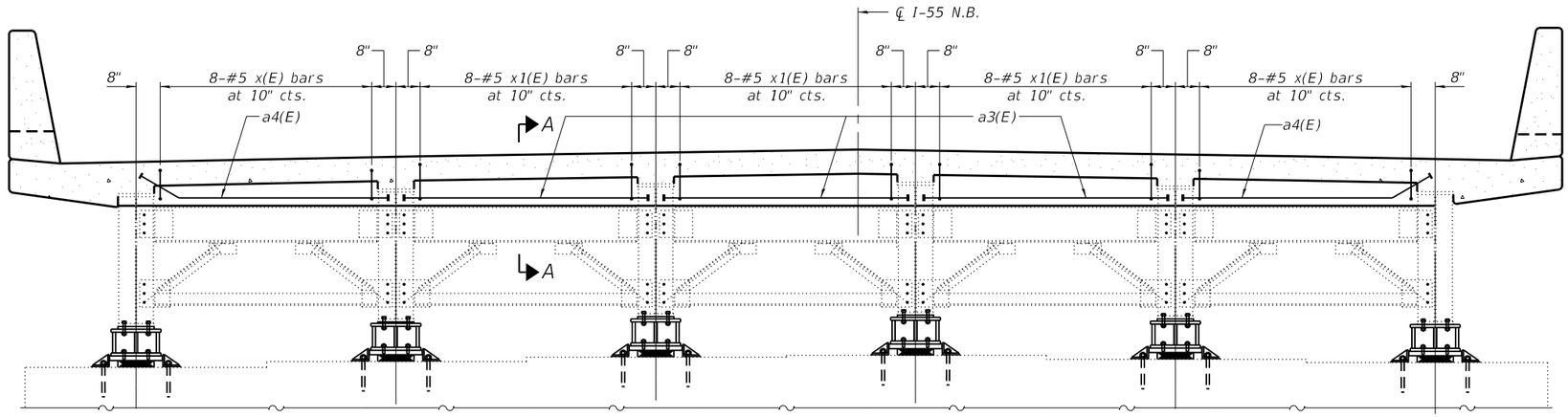


BAR a2(E)

BAR a3(E)
(Headed)

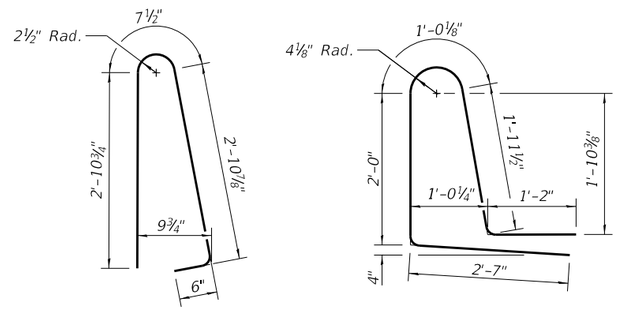
BARS x(E) thru x4(E)

BAR x5(E)



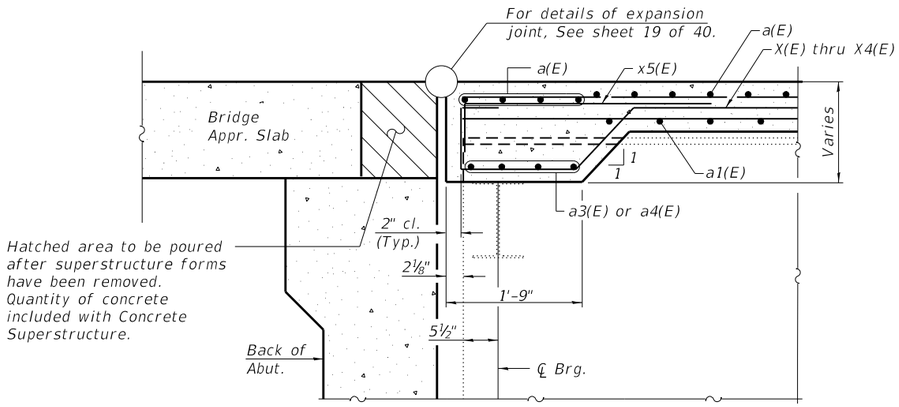
DIAPHRAGM AT SOUTH ABUTMENT

(Looking South)

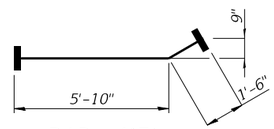


BAR d(E)

BAR d1(E)



SECTION A-A

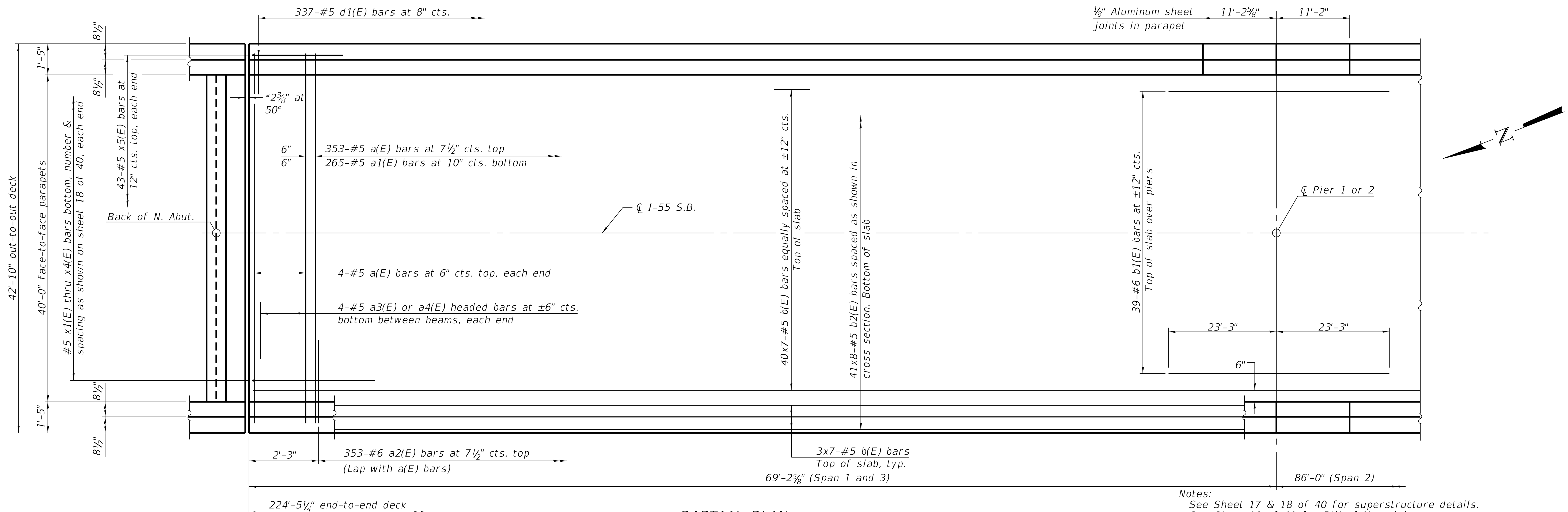


BAR a4(E)
(Headed)

Notes:
Tilt and/or Bend x(E) thru x4(E) bars in field to fit.
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
See sheet 14 of 40 for additional superstructure details.

SUPERSTRUCTURE: I-55 N.B.
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	361	#5	42'-6"	
a1(E)	265	#5	42'-0"	
a2(E)	706	#6	8'-4"	
a3(E)	24	#5	6'-10"	
a4(E)	16	#5	7'-4"	
a5(E)	64	#5	2'-0"	
b(E)	322	#5	35'-1"	
b1(E)	78	#6	46'-6"	
b2(E)	328	#5	31'-1"	
d(E)	674	#5	7'-0"	
d1(E)	674	#5	8'-9"	
e(E)	96	#4	19'-0"	
e1(E)	96	#4	10'-10"	
e2(E)	64	#4	15'-7"	
e3(E)	32	#4	30'-0"	
e4(E)	16	#4	33'-0"	
x(E)	16	#5	6'-6"	
x1(E)	24	#5	6'-11"	
x2(E)	16	#5	7'-1"	
x3(E)	8	#5	7'-4"	
x4(E)	16	#5	7'-6"	
x5(E)	86	#5	4'-4"	
Reinforcement Bars, Epoxy Coated			Lbs.	80360
Concrete Superstructure			Cu. Yds.	352.4



PARTIAL PLAN

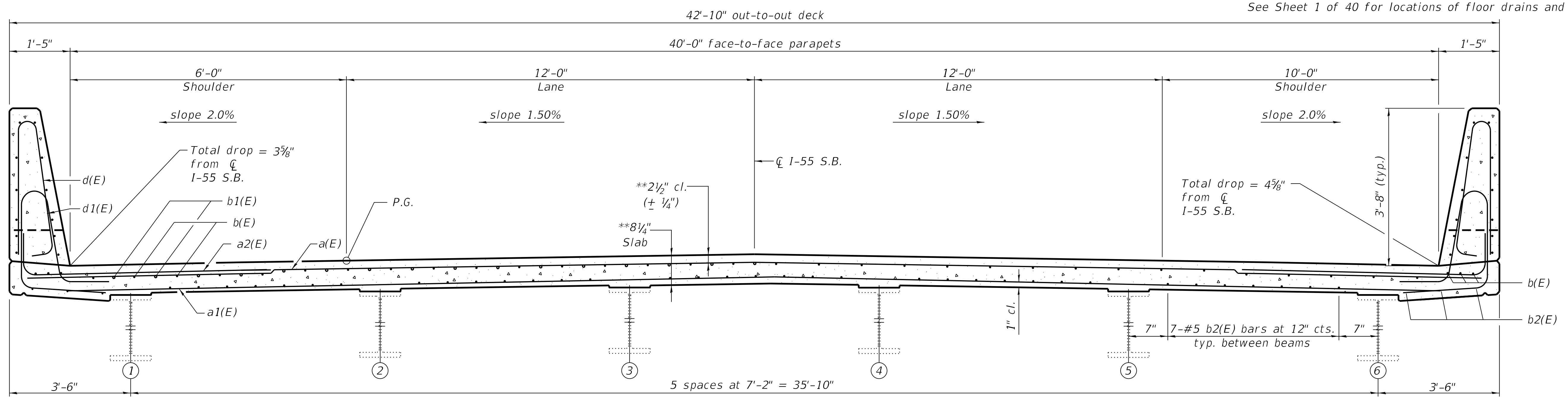
(Symmetric about the center of Span 2)

MINIMUM BAR LAP

#5 bar = 3'-6"

* Dimension showing concrete opening. For joint opening see sheet 19 of 40.

Notes:
See Sheet 17 & 18 of 40 for superstructure details.
See Sheet 18 of 40 for Bill of Material.
Bars indicated thus 40x7-#5 etc. indicates 40 lines of bars with 7 lengths per line.
Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint, the deck dimensions may require adjustments to satisfy the details on Sheet 19 of 40.
See Sheet 1 of 40 for locations of floor drains and DS-12 Scuppers.



** Prior to grinding

NEAR PIER

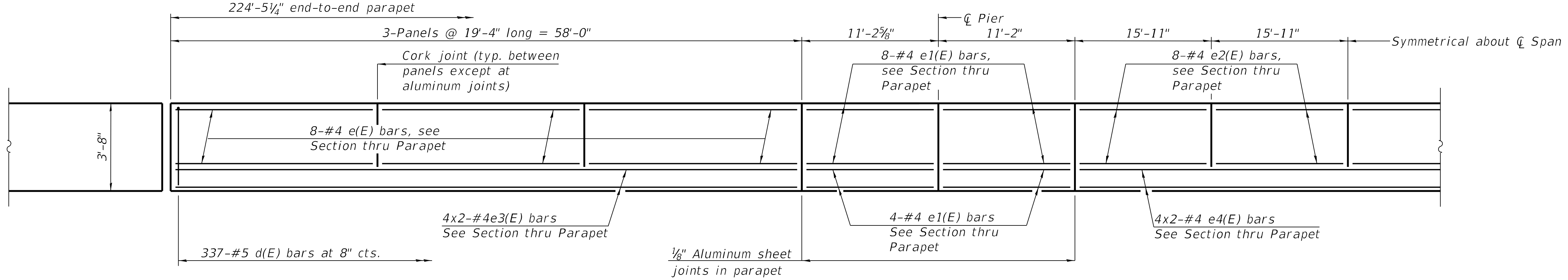
NEAR MIDSPAN

CROSS SECTION

(Looking South)

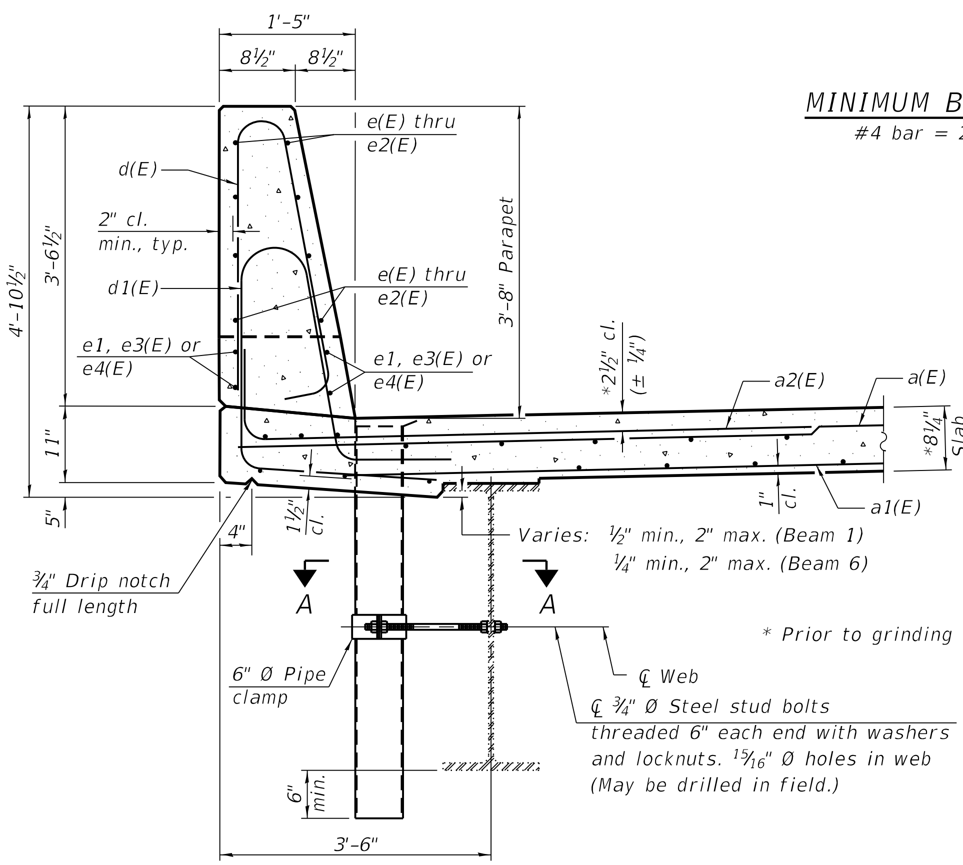
FILE NAME = 016-Superstructure SB	USER NAME =	DESIGNED - CMV	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE STRUCTURE NO. 068-0048 (SB)
BACON | FARMER | WORKMAN ENGINEERING & TESTING, INC.		CHECKED - GBR	REVISED -		
	PLOT SCALE =	DRAWN - BJV	REVISED -		
	PLOT DATE = 1/6/2020	CHECKED - CMV	REVISED -		SHEET NO. 16 OF 40 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3, 68-2 RS-5)BR	MONTGOMERY	307	195
		CONTRACT NO. 72D31		
		ILLINOIS FED. AID PROJECT		

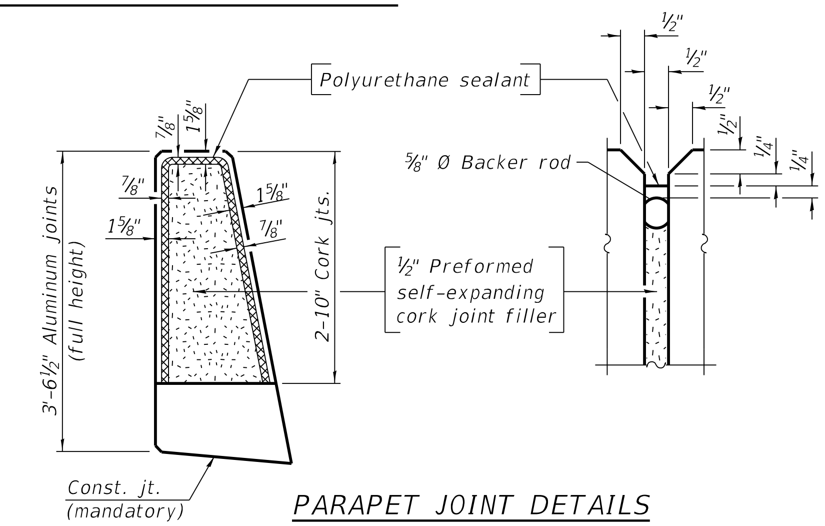


INSIDE ELEVATION OF PARAPET

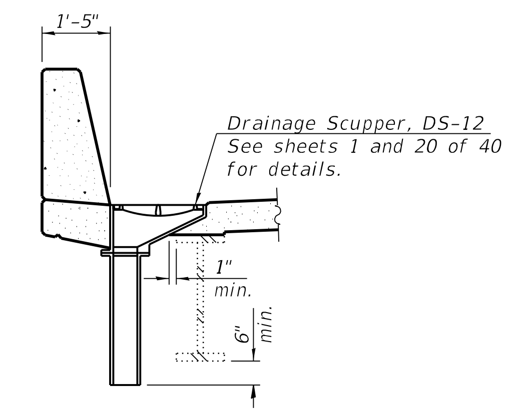
MINIMUM BAR LAP
#4 bar = 2'-5"



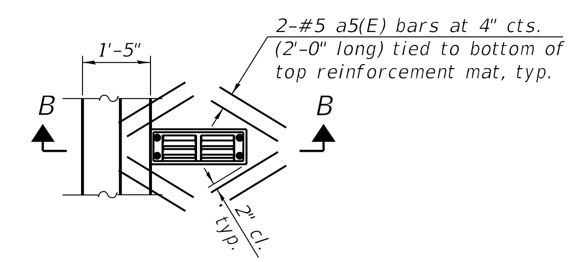
SECTION THRU PARAPET



PARAPET JOINT DETAILS



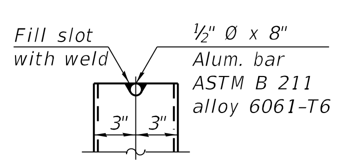
SECTION B-B



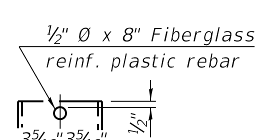
PLAN

Note:
Cut longitudinal reinforcement to clear drainage scuppers.

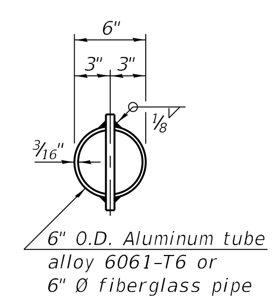
Notes:
Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
Floor drains need not be painted.
The top portion of aluminum floor drains shall be coated to minimize reaction with wet concrete.
The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.
The ⅛" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
Bars indicated thus 4x2-#4 etc. indicates 4 lines of bars with 2 lengths per line.
Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint, the deck dimensions may require adjustments to satisfy the details on Sheet 19 of 40.
See Sheet 18 of 40 for additional superstructure details and Bill of Material.
Drains shall be located clear of all cross frames.



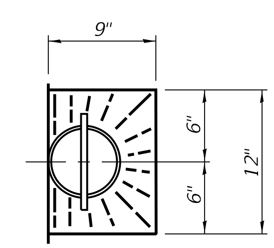
ALUMINUM TUBE



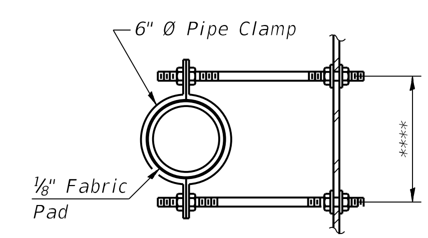
FIBERGLASS PIPE



TOP PLAN
(Showing aluminum tube)



TOP PLAN



SECTION A-A
****Dimension as required by Pipe Clamp

FILE NAME = 017-Superstructure Details SB	USER NAME =	DESIGNED - CMV	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE DETAILS STRUCTURE NO. 068-0048 (SB)
BFW BACON FARMER WORKMAN ENGINEERING & TESTING, INC.		CHECKED - GBR	REVISED -		
	PLOT SCALE =	DRAWN - BJV	REVISED -		
	PLOT DATE = 1/6/2020	CHECKED - CMV	REVISED -		SHEET NO. 17 OF 40 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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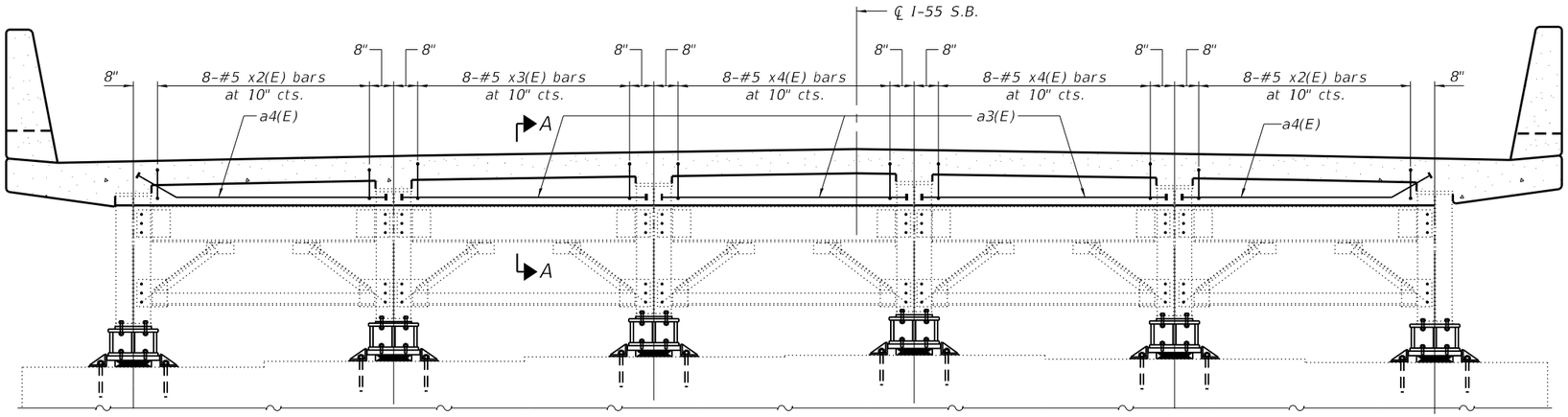
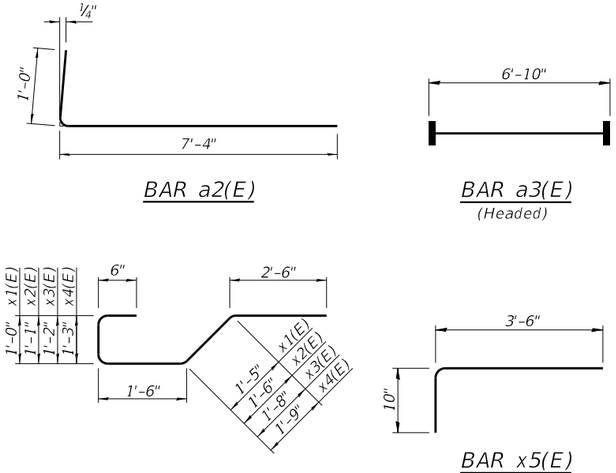
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			



DIAPHRAGM AT NORTH ABUTMENT

(Looking North)

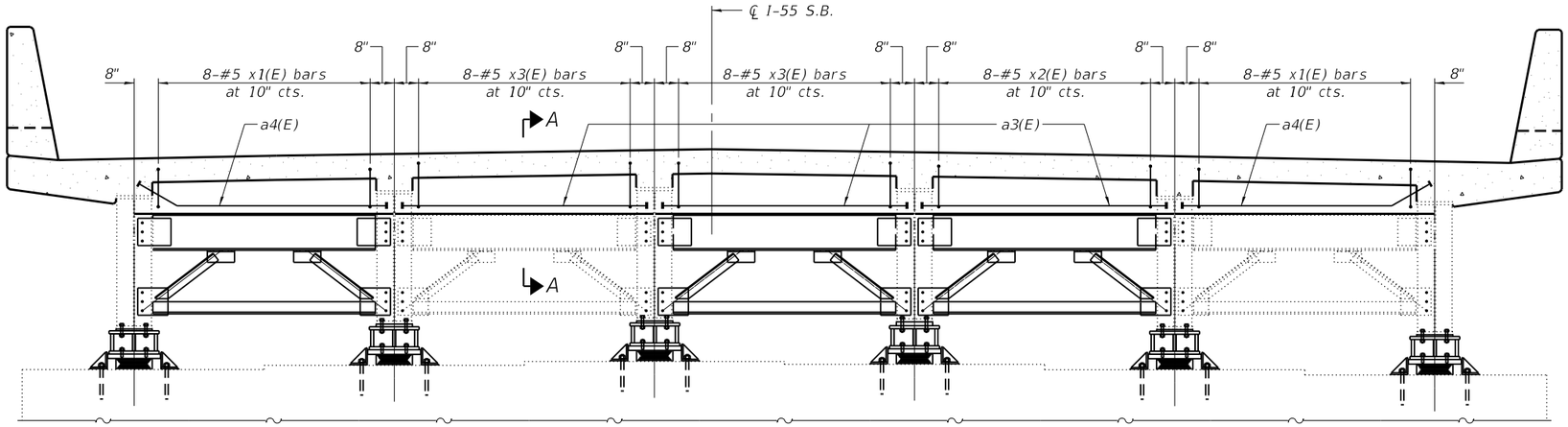


BAR a2(E)

BAR a3(E)
(Headed)

BARS x1(E) thru x4(E)

BAR x5(E)

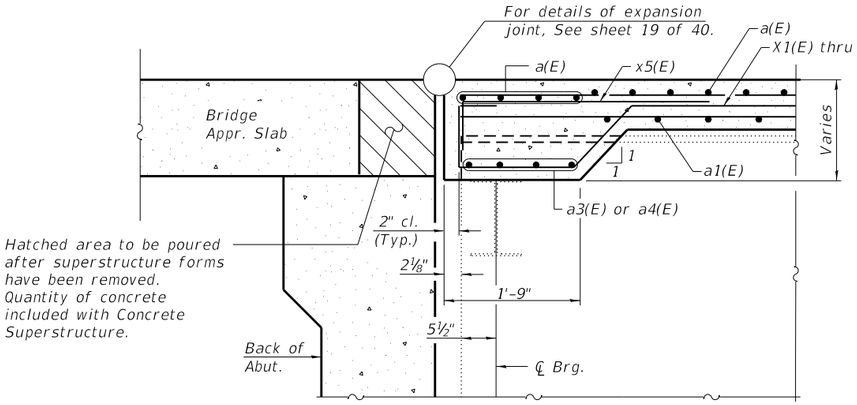


DIAPHRAGM AT SOUTH ABUTMENT

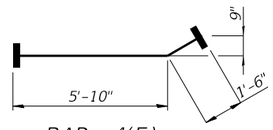
(Looking South)

BAR d(E)

BAR d1(E)



SECTION A-A



BAR a4(E)
(Headed)

Notes:

Tilt and/or Bend x1(E) thru x4(E) bars in field to fit.

Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

See sheet 17 of 40 for additional superstructure details.

SUPERSTRUCTURE: I-55 S.B.
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	361	#5	42'-6"	
a1(E)	265	#5	42'-0"	
a2(E)	706	#6	8'-4"	
a3(E)	24	#5	6'-10"	
a4(E)	16	#5	7'-4"	
a5(E)	64	#5	2'-0"	
b(E)	322	#5	35'-1"	
b1(E)	78	#6	46'-6"	
b2(E)	328	#5	31'-1"	
d(E)	674	#5	7'-0"	
d1(E)	674	#5	8'-9"	
e(E)	96	#4	19'-0"	
e1(E)	96	#4	10'-10"	
e2(E)	64	#4	15'-7"	
e3(E)	32	#4	30'-0"	
e4(E)	16	#4	33'-0"	
x1(E)	16	#5	6'-11"	
x2(E)	24	#5	7'-1"	
x3(E)	24	#5	7'-4"	
x4(E)	16	#5	7'-6"	
x5(E)	86	#5	4'-4"	
Reinforcement Bars, Epoxy Coated		Lbs.	80370	
Concrete Superstructure		Cu. Yds.	354.4	

FILE NAME = 018-Superstructure Details SB
USER NAME =
PLOT SCALE =
PLOT DATE = 1/6/2020

DESIGNED - CMV
CHECKED - GBR
DRAWN - BJV
CHECKED - CMV

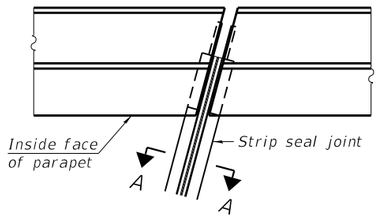
REVISED -

BFW
BACON | FARMER | WORKMAN
ENGINEERING & TESTING, INC.
401 NORTH COURT STREET
MARION, ILLINOIS 62959
PHONE: 618/997-3190

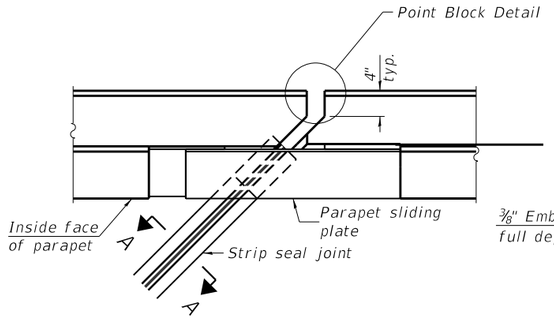
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 068-0048 (SB)
SHEET NO. 18 OF 40 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3, 68-2 RS-5)BR	MONTGOMERY	307	197
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			

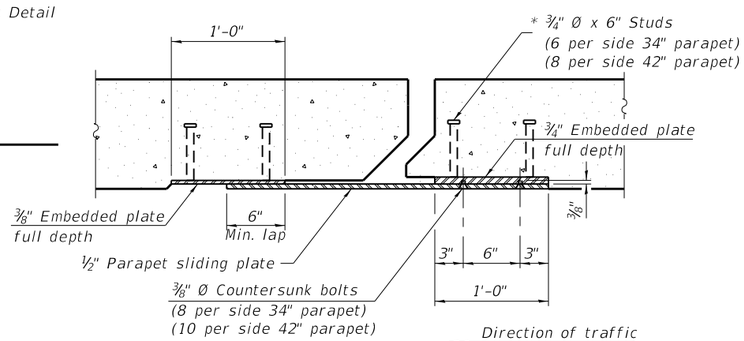


FOR SKEWS ≤ 30°

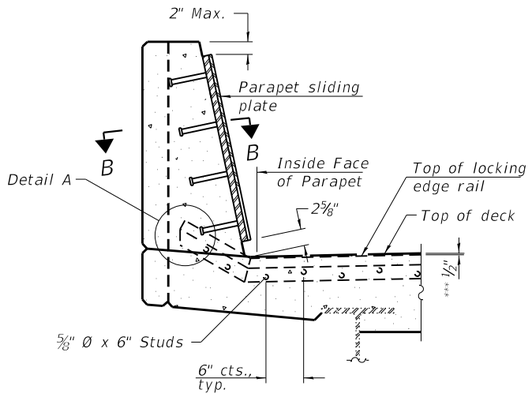


FOR SKEWS > 30°

PLAN AT PARAPET



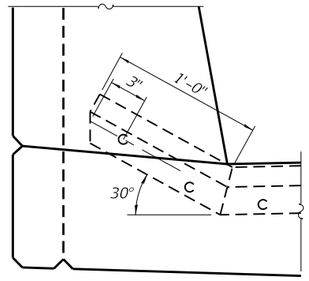
SECTION B-B



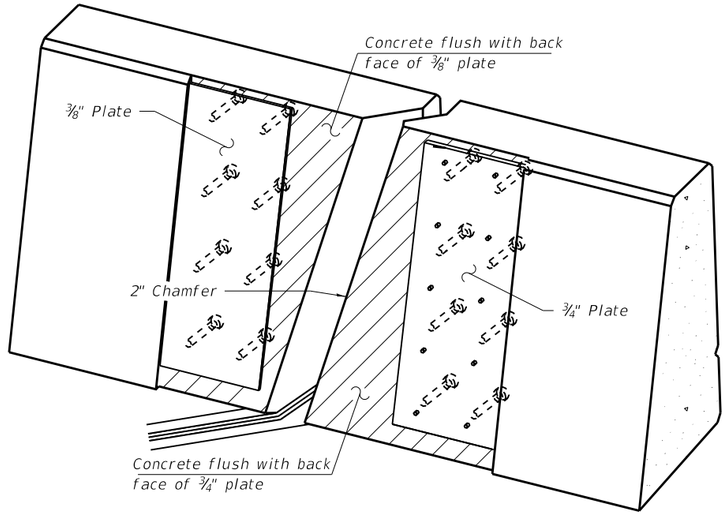
ELEVATION AT PARAPET

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

*** Prior to grinding

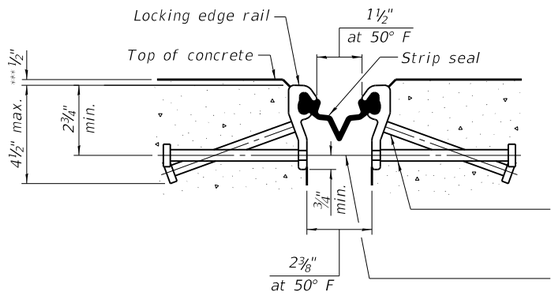


DETAIL A



TRIMETRIC VIEW

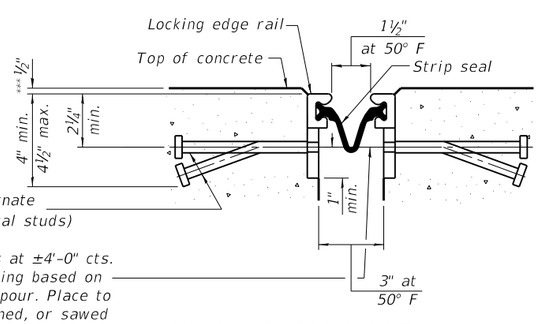
(Showing embedded plates only)



SHOWING ROLLED RAIL JOINT

* ⅝" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

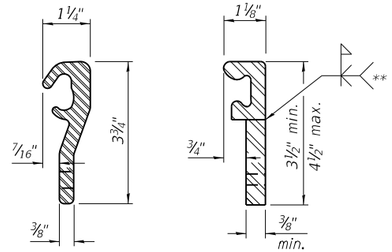
⅜" ϕ threaded rods in 7/16" ϕ holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.



SHOWING WELDED RAIL JOINT

SECTION A-A

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

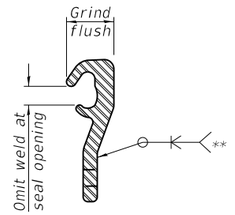


ROLLED (EXTRUDED) RAIL

WELDED RAIL

LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of ¼". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4½" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

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

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

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

39" constant slope barrier shown, 44" constant slope barier similar as noted.

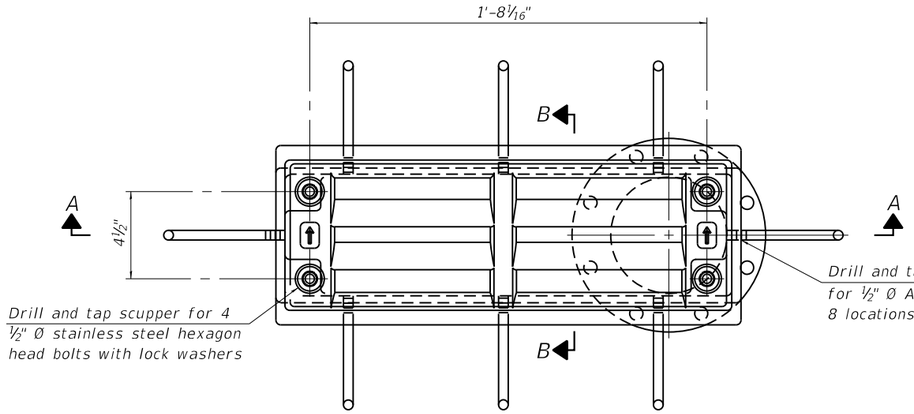
The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to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

BILL OF MATERIAL (BOTH STRUCTURES)

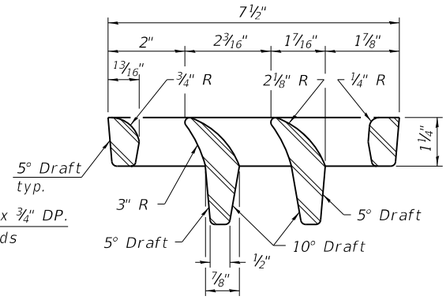
Item	Unit	Total
Preformed Joint Strip Seal	Foot	168

FILE NAME = 019-Preformed Joint Strip Seal	USER NAME =	DESIGNED - CMV	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MODIFIED PREFORMED JOINT STRIP SEAL STRUCTURE NO. 068-0048 (SB) & 068-0049 (NB) SHEET NO. 19 OF 40 SHEETS
BFW BACON | FARMER | WORKMAN ENGINEERING & TESTING, INC. 401 NORTH COURT STREET MARION, ILLINOIS 62959 PHONE: (618)997-8190		CHECKED - GBR	REVISED -		
	PLOT SCALE =	DRAWN - BJV	REVISED -		
	PLOT DATE = 1/6/2020	CHECKED - CMV	REVISED -		

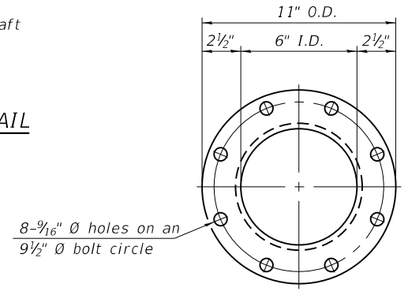
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3, 68-2 RS-5)BR	MONTGOMERY	307	198
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			



PLAN



VANE GRATE DETAIL



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 need not be painted.

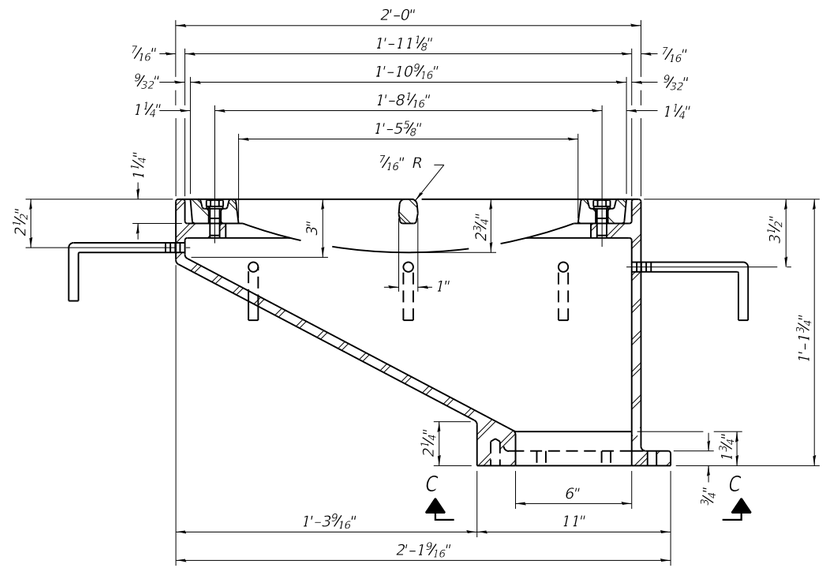
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

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.

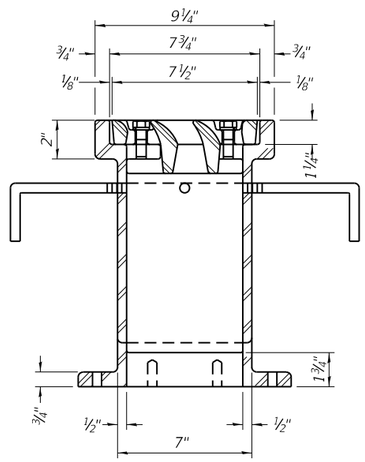
Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-12.

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.

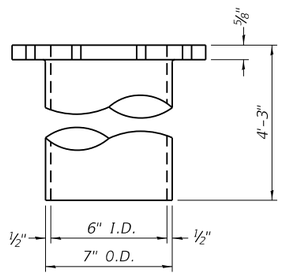


SECTION A-A

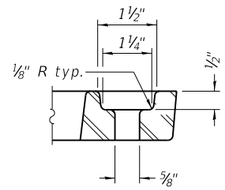
See sheet 14 & 17 of 40 for scupper location relative to parapet.



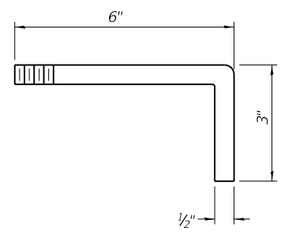
SECTION B-B



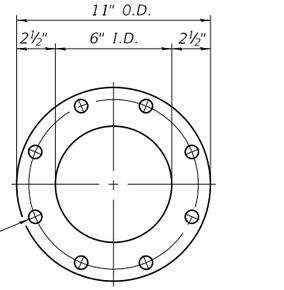
DOWNSPOUT



BOLT HOLE DETAIL



ANCHOR STUD DETAIL



VIEW C-C

BILL OF MATERIAL (BOTH STRUCTURES)

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-12	Each	8

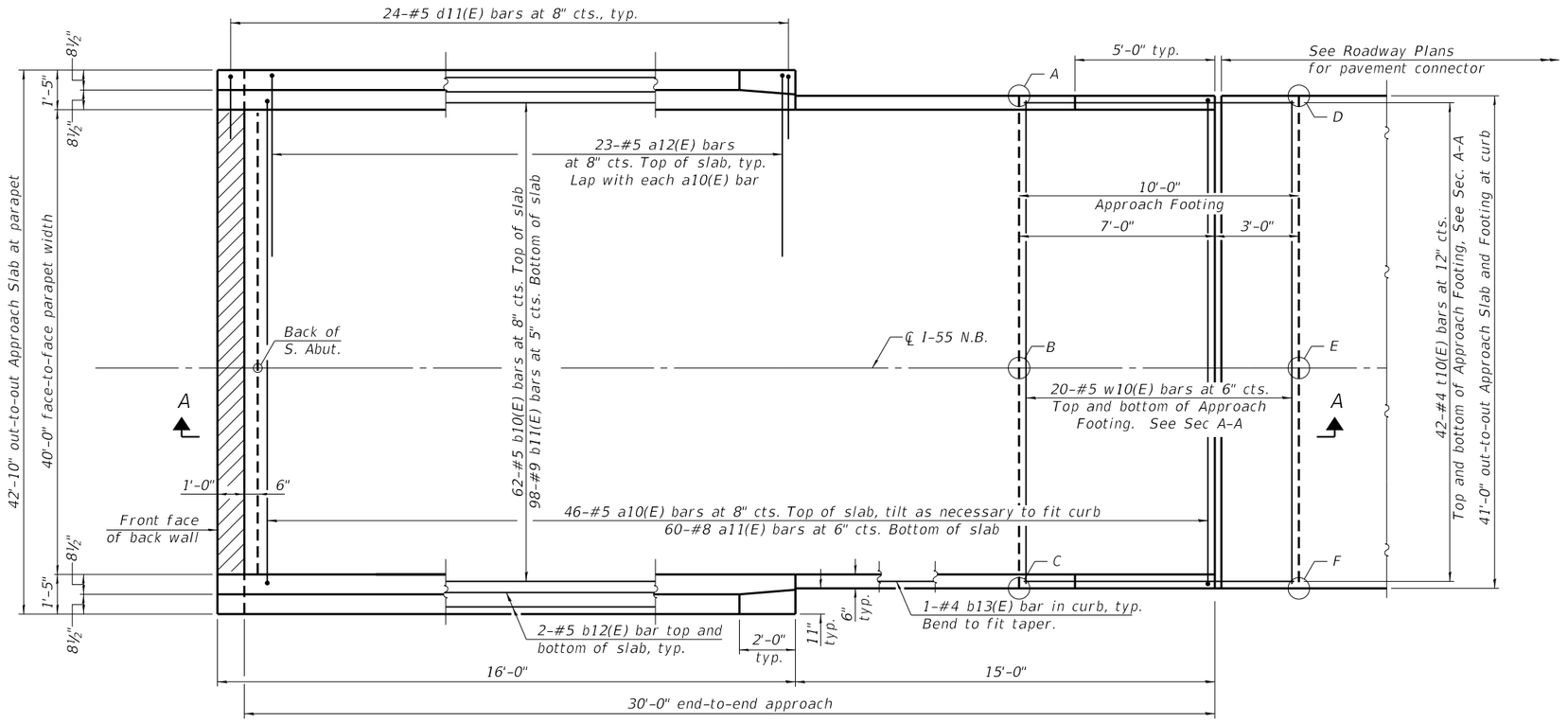
DS-12 2-17-2017

FILE NAME = 020-Drainage Scupper	USER NAME =	DESIGNED - CMV	REVISED -
BACON | FARMER | WORKMAN ENGINEERING & TESTING, INC. 451 NORTH COURT STREET MARION, ILLINOIS 62959 PHONE: (618) 997-8180		CHECKED - GBR	REVISED -
	PLOT SCALE =	DRAWN - BJV	REVISED -
	PLOT DATE = 1/6/2020	CHECKED - GBR	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-12
STRUCTURE NO. 068-0048 (SB) & 068-0049 (NB)
SHEET NO. 20 OF 40 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3, 68-2 RS-5)BR	MONTGOMERY	307	199
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			

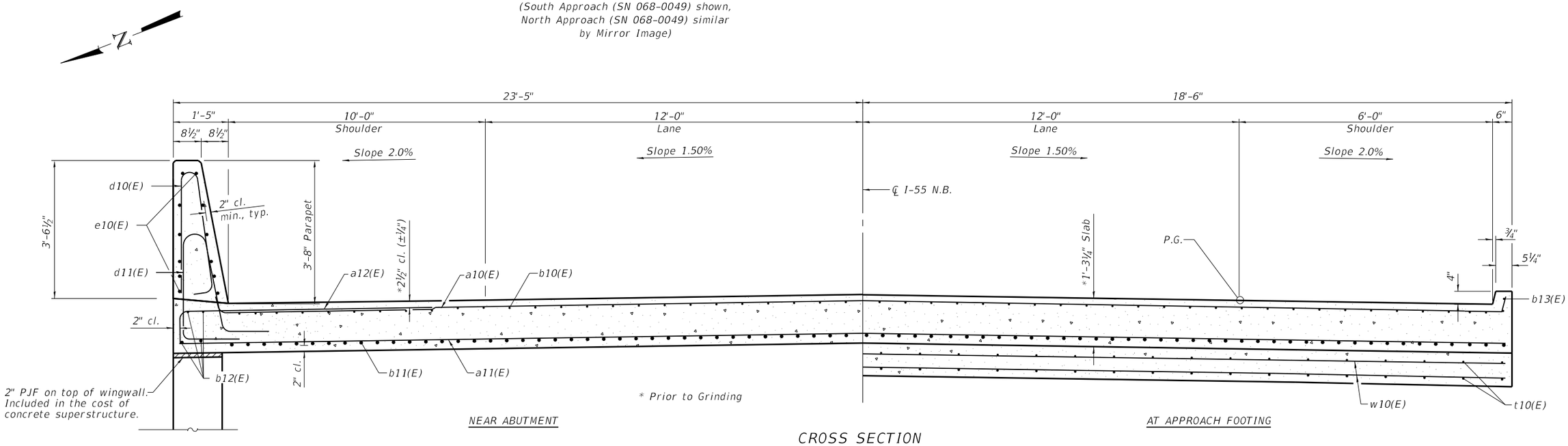


PLAN

(South Approach (SN 068–0049) shown,
North Approach (SN 068–0049) similar
by Mirror Image)

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING SN 068–0049 (I–55 N.B.)

	North Approach		South Approach	
Point	Top	Bottom	Top	Bottom
A	700.29	699.46	700.44	699.61
B	700.68	699.85	700.83	700.00
C	700.37	699.54	700.52	699.69
D	700.25	699.42	700.41	699.58
E	700.64	699.81	700.80	699.97
F	700.33	699.50	700.49	699.66



NEAR ABUTMENT

AT APPROACH FOOTING

CROSS SECTION

(Looking South)

FILE NAME = 021-App Slab Details NB	USER NAME =	DESIGNED - CMV	REVISED -
BACON | FARMER | WORKMAN ENGINEERING & TESTING, INC. 401 NORTH COURT STREET MARION, ILLINOIS 62959 PHONE: (618)993-8150		CHECKED - GBR	REVISED -
	PLOT SCALE =	DRAWN - BJV	REVISED -
	PLOT DATE = 1/6/2020	CHECKED - CMV	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 068–0049 (NB)
SHEET NO. 21 OF 40 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-1,3 RS-3, 68-2 RS-5)BR	MONTGOMERY	307	200
		CONTRACT NO. 72D31		
	ILLINOIS FED. AID PROJECT			