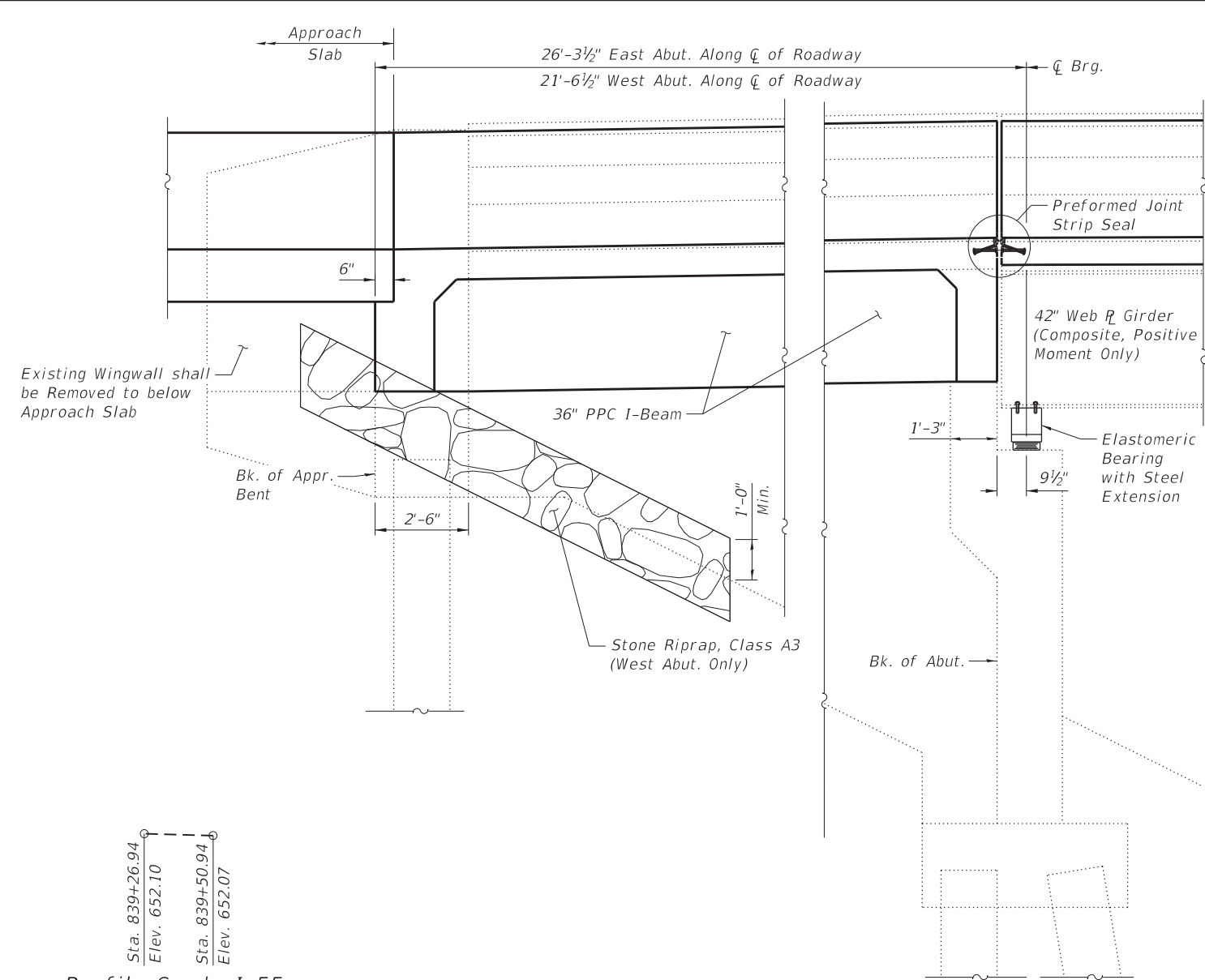
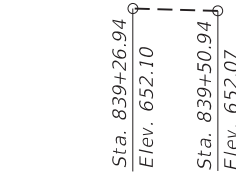


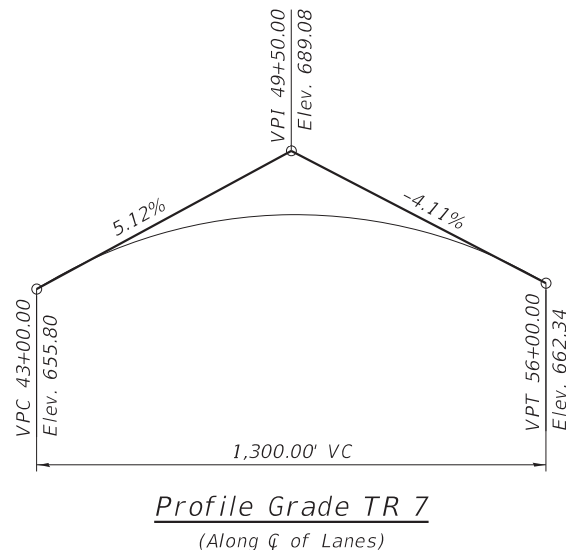
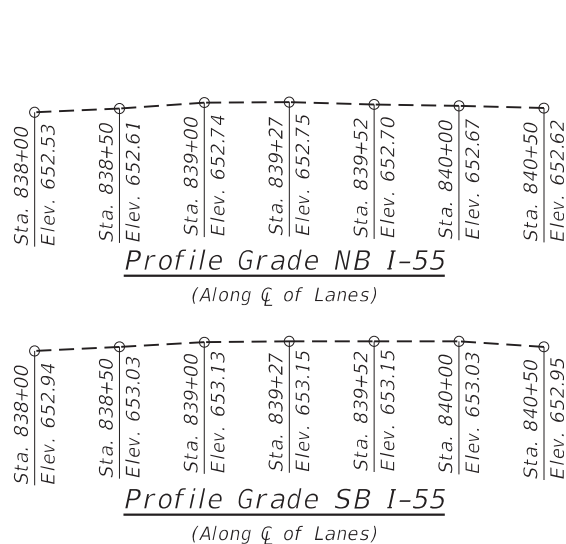
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Profile Grade I-55
Frontage Road
(Along C of Lanes)



SECTION THRU VAULTED ABUTMENT
(West Vaulted Abutment Shown, East Vaulted Abutment Similar, Unless Noted Otherwise)



INDEX OF SHEETS

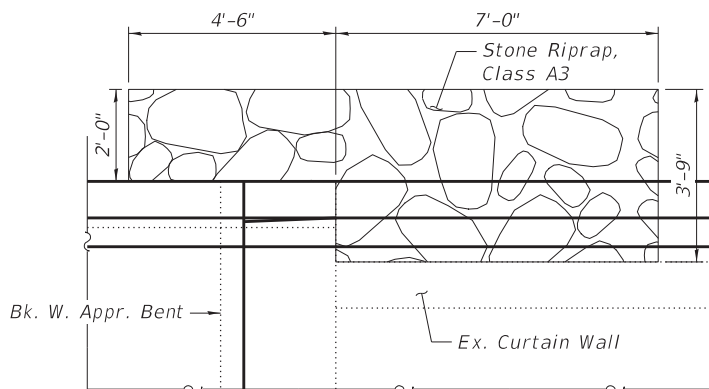
1. General Plan and Elevation
2. General Data
- 3-5. Top of Slab Elevations
- 6-7. Top of Vaulted Approach Span Elevations
8. Top of West Approach Slab Elevations
9. Top of East Approach Slab Elevations
10. Superstructure
11. Superstructure Details
12. Diaphragm Details
13. West Vaulted Approach Span
14. East Vaulted Approach Span
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- 16-17. Bridge Approach Slab Details
18. Drainage Scupper, DS-11
19. Preformed Joint Strip Seal
20. Plate Girder Framing Plan
21. Structural Steel Details
22. Vaulted Approach Spans Framing Plan
23. West Approach Span PPC I-Beam
24. East Approach Span PPC I-Beam
25. Approach Span PPC I-Beam Details
26. Bearing Details
27. West Abutment
28. East Abutment
29. Abutment Repairs
30. Pier 1
31. Pier 2
32. Pier Repairs
33. Concrete Parapet Slipforming Option

STA. 839+39.13
RE-BUILT 202_ BY
STATE OF ILLINOIS
F.A.I. RT. 55 SEC. (68-5HB-1,2)BRR,BY,D
LOADING HS20-44
STR. NO. 068-0035

NAME PLATE

See Std. 515001

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



PARTIAL PLAN OF RIPRAP AT APPROACH BENT AND CURTAIN WALL

GENERAL NOTES

Fasteners shall be ASTM F 3125 Grade A325 Type 1, mechanically galvanized bolts in painted areas. Bolts 3/4 in. diameter, holes 3/4 in. diameter, unless otherwise noted.

All structural steel shall be AASHTO M270 Grade 36 and shall be galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel".

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 detrimental foreign material shall be removed from the surfaces in contact with concrete (SSPC - SP3 standards). 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 paid for according to Article 109.04 of the Standard Specifications.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding 1/4 in. deep shall be identified and reported to the Bureau of Bridges & 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 the existing structure have been taken from existing plans are subject to nominal construction variations. The Contactor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

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

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

The designated areas to be cleaned and painted and all new galvanized structural steel shall be painted according to the requirements of paint system I - 02/E/U. The color of the final finish coat for the outside and bottom of the fascia beams shall be interstate green, Munsell No. 7.5G 4/8. All other surfaces shall be gray, Munsell 5B 7/1.

A film forming Concrete Sealer shall be applied to the front face of the proposed vaulted approach span diaphragms at both abutments.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A3	Sq. Yd.		9	9
Concrete Removal	Cu. Yd.		5.4	5.4
Removal of Existing Concrete Deck No. 1	Each	1		1
Protective Shield	Sq. Yd.	464		464
Concrete Structures	Cu. Yd.		27.4	27.4
Concrete Superstructure	Cu. Yd.	381.9		381.9
Bridge Deck Grooving	Sq. Yd.	1,102		1,102
Protective Coat	Sq. Yd.	1,521		1,521
Concrete Superstructure (Approach Slab)	Cu. Yd.	81.4		81.4
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 36 in.	Foot	132.0		132.0
Furnishing and Erecting Structural Steel	Pound	3,600		3,600
Stud Shear Connectors	Each	240		240
Reinforcement Bars, Epoxy Coated	Pound	137,350	4,480	141,830
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	58.5		58.5
Elastomeric Bearing Assembly, Type I	Each	8		8
Anchor Bolts, 3/4"	Each	32		32
Concrete Sealer	Sq. Ft.	184		184
Jack and Remove Existing Bearings	Each	8		8
Structural Steel Removal	Pound	2,020		2,020
Removal of Existing Concrete I-Beam	Each	6		6
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.		24	24
Drainage Scuppers, DS-11	Each	4		4
Bar Terminators	Each	48		48

REVISED SHEET 10-22-2024

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 068-0035

SHEET 2 OF 33 SHEETS

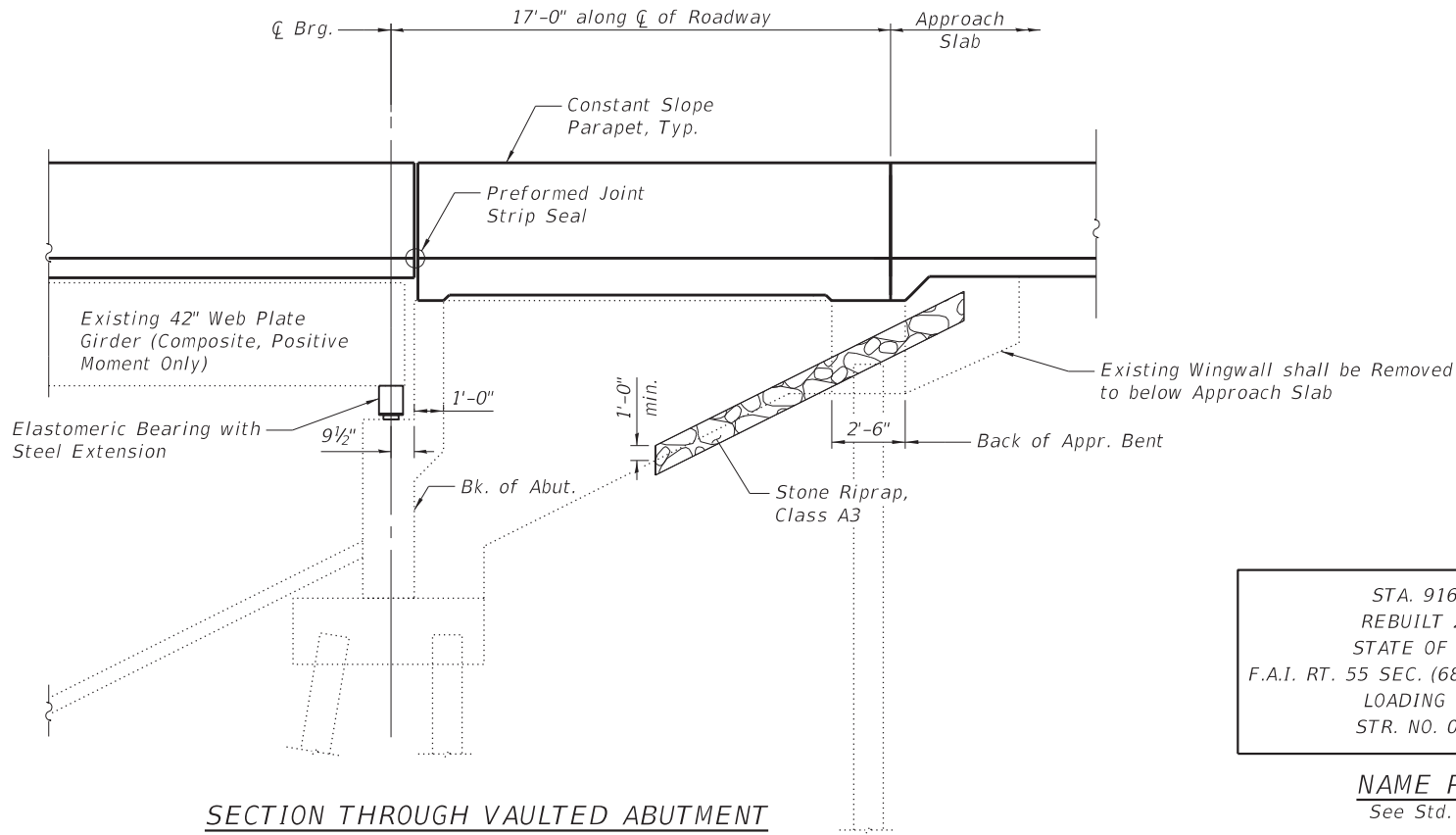
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55	(68-5HB-1,2)BRR,BY,D	MONTGOMERY	122	23
CONTRACT NO. 72A59				
ILLINOIS FED. AID PROJECT				



QUIGG ENGINEERING INC

USER NAME =	DESIGNED - CFS	REVISED -
	CHECKED - RPW	REVISED -
PLOT SCALE =	DRAWN - JDC	REVISED -
PLOT DATE =	CHECKED - MDC	REVISED -

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SECTION THROUGH VAULTED ABUTMENT
(East Vaulted Abutment shown, West Vaulted Abutment similar)

STA. 916+44.59
REBUILT 202_ BY
STATE OF ILLINOIS
F.A.I. RT. 55 SEC. (68-5HB-1,2)BRR,BY,D
LOADING HS20-44
STR. NO. 068-0036

NAME PLATE
See Std. 515001

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

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A3	Sq. Yd.		16	16
Concrete Removal	Cu. Yd.		4.6	4.6
Removal of Existing Concrete Deck No. 2	Each	1		1
Protective Shield	Sq. Yd.	464		464
Concrete Structures	Cu. Yd.		29.2	29.2
Concrete Superstructure	Cu. Yd.	401.1		401.1
Bridge Deck Grooving	Sq. Yd.	1,112		1,112
Protective Coat	Sq. Yd.	1,563		1,563
Concrete Superstructure (Approach Slab)	Cu. Yd.	81.4		81.4
Furnishing and Erecting Structural Steel	Pound	3,740		3,740
Stud Shear Connectors	Each	480		480
Reinforcement Bars, Epoxy Coated	Pound	142,490	4,540	147,030
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	58.5		58.5
Elastomeric Bearing Assembly, Type 1	Each	8		8
Anchor Bolts, 3/4"	Each	16		16
Anchor Bolts, 1"	Each	8		8
Concrete Sealer	Sq. Ft.	102		102
Jack and Remove Existing Bearings	Each	8		8
Structural Steel Removal	Pound	2,000		2,000
Structural Steel Repair	Pound	140		140
Containment and Disposal of Lead Paint Cleaning Residues No. 1	L. Sum	1		1
Cleaning and Painting Steel Bridge No. 1	L. Sum	1		1
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.		118	118
Drainage Scuppers, DS-11	Each	4		4
Bar Terminators	Each	48		48

REVISED SHEET 10-22-2024

GENERAL NOTES

Fasteners shall be ASTM F 3125 Grade A325 Type 1, mechanically galvanized bolts in painted areas. Bolts 3/4 in. diameter, holes 13/16 in. diameter, unless otherwise noted.

Calculated weight of Structural Steel = 140 lbs (M270 Grade 50)
= 3,740 lbs (M270 Grade 36)

All structural steel shall be galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel".

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 detrimental foreign material shall be removed from the surfaces in contact with concrete (SSPC - SP3 standards). 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 paid for according to Article 109.04 of the Standard Specifications.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding 1/4 in. deep shall be identified and reported to the Bureau of Bridges & 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.

A film forming Concrete Sealer shall be applied to the front face of the proposed vaulted approach span at both abutments.

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

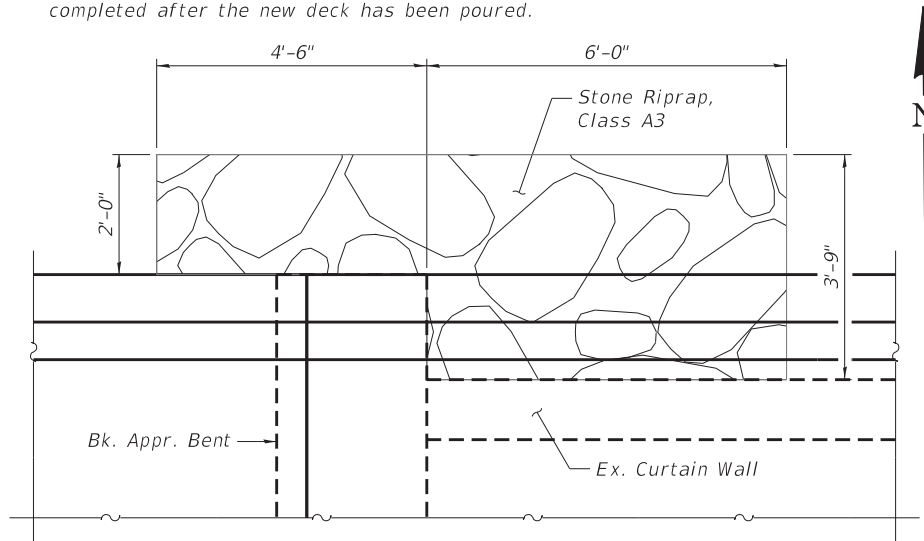
Existing reinforcement shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.

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

Cleaning and painting of the existing structural steel shall be as specified in the Special Provision for "Cleaning and Painting Existing Steel Structures". All beams and other structural steel from the beam end to 10'-0" (measured along the beam) shall be cleaned per near white blast cleaning (SSPC-SP10).

The designated areas to be cleaned and painted and all new galvanized structural steel shall be painted according to the requirements of paint system I-OZ/E/U. The color of the final finish coat for the outside and bottom of the fascia beams shall be interstate green, Munsell No. 7.5G 4/8. All other surfaces shall be gray, Munsell 5B 7/1.

Areas to be cleaned shall be blasted and have the prime coat applied while the bridge deck is removed. Application of the intermediate and topcoats shall be completed after the new deck has been poured.



RIPRAP AT APPROACH BENT AND CURTAIN WALL
(Northwest riprap shown, others similar)



QUIGG ENGINEERING INC

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PLOT SCALE = 32:0.000000" : 1"	DRAWN - JDC	REVISED -
PLOT DATE =	CHECKED - MDC	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
STRUCTURE NO. 068-0036**

SHEET 2 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(68-5HB-1,2)BRR,BY,D	MONTGOMERY	122	56
CONTRACT NO. 72A59				
ILLINOIS FED. AID PROJECT				