

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-2B-3,4)BR	MCLEAN	79	1
FED. AID PROJECT ILLINOIS			CONTRACT NO. 70F93	

P-95-013-22

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR SUMMARY OF QUANTITIES, SEE SHEET NO. 3-8

TRAFFIC INFORMATION

FUNCTIONAL CLASSIFICATION: INTERSTATE
2023 ADT = 23,800
P.V. = 68% S.U. = 4% M.U. = 28%

PROPOSED HIGHWAY PLANS

FAI ROUTE 55 (I-55)
SECTION (57-2B-3,4)BR
PROJECT BR-L5J2(959)
BRIDGE DECK OVERLAY
MCLEAN COUNTY

S.N. 057-0169 (SB) AND S.N. 057-0170 (NB) (STA. 588+38)
INTERSTATE 55 OVER TURKEY CREEK,
256'-4" B-B ABUTMENTS, THREE-SPAN STEEL
PLATE GIRDER BRIDGE.

S.N. 057-0167 (SB) AND S.N. 057-0168 (NB) (STA. 608+35)
INTERSTATE 55 OVER MACKINAW RIVER,
333'-0" B-B APPROACH BENTS, THREE-SPAN
P.P.C. I-BEAM MAIN SPANS WITH REINFORCED
CONCRETE SLAB APPROACH SPANS.



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

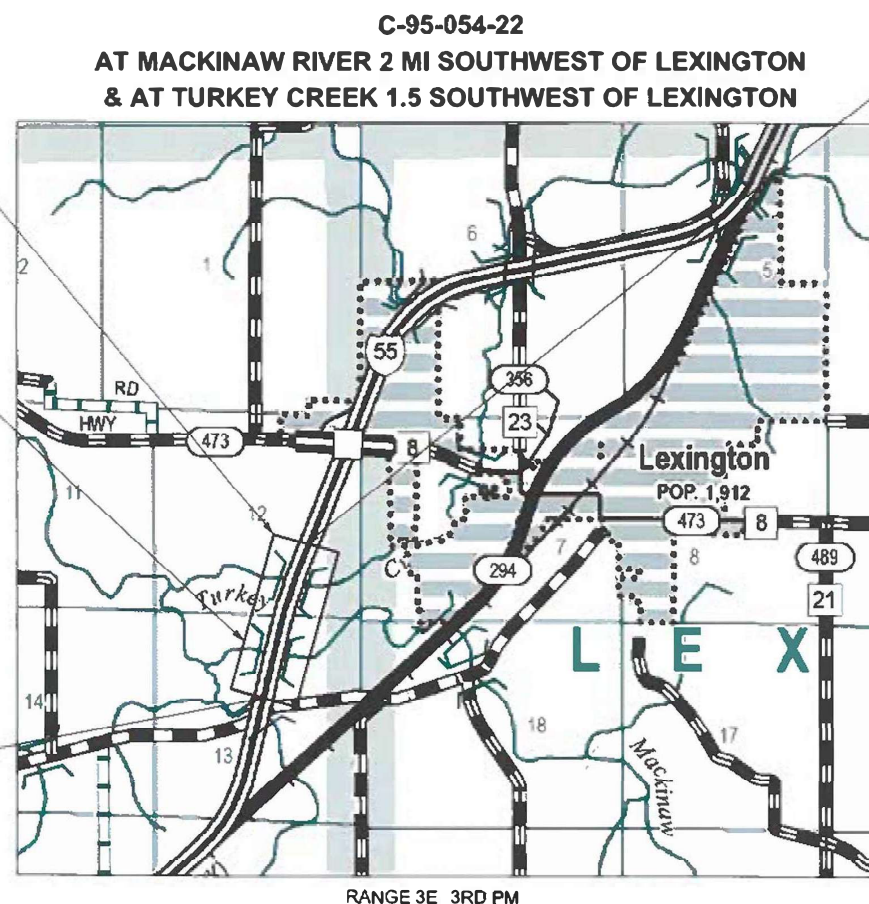
J.U.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

MONEY CREEK TOWNSHIP
MCLEAN COUNTY
PROJECT ENGINEER: RYAN T. CARROLL, P.E.
PROJECT MANAGER: HANS KNOEPFEL
CONTRACT NO. 70F93

MAURER-STUTZ
ENGINEERS SURVEYORS

3116 DRIES LN STE 100
PEORIA, ILLINOIS 61604
PH. (309) 693-7615
FAX (309) 693-7616
PROFESSIONAL DESIGN FIRM #184-005754

PROJECT BEGINS
STA. 582+21.95



RANGE 3E 3RD PM

GROSS LENGTH = 3350.82 FT. = 0.63 MILE
NET LENGTH = 589.33 FT. = 0.11 MILE

PROJECT ENDS
STA. 615+72.77

ENGINEER'S SIGNATURE BOX

JEFFREY D. SPILLER
062-057630
LICENSED
PROFESSIONAL
ENGINEER
OF
ILLINOIS
SIGNED: 11/10/2025
LIC. EXP. DATE: 11/30/25



LOCATION OF SECTION INDICATED THUS: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED November 14, 2025
Steve A. Spiller REGIONAL ENGINEER
December 5, 2025
Steve A. Spiller ENGINEER OF DESIGN AND ENVIRONMENT
December 5, 2025
Steve A. Spiller DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

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GENERAL NOTES

G.N.-100B
MICROSTATION AND GEOPAK FILES OF THIS PROJECT WILL BE MADE AVAILABLE TO THE CONTRACTOR AFTER CONTRACT AWARD. IF THERE IS A CONFLICT BETWEEN THE ELECTRONIC FILES AND THE PRINTED CONTRACT PLANS AND DOCUMENTS, THE PRINTED CONTRACT PLANS AND DOCUMENTS SHALL TAKE PRECEDENCE OVER THE ELECTRONIC FILES. THE CONTRACTOR SHALL ACCEPT ALL RISK ASSOCIATED WITH USING THE ELECTRONIC FILES AND SHALL HOLD THE DEPARTMENT HARMLESS FOR ANY ERRORS OR OMISSIONS IN THE ELECTRONIC FILES AND THE DATA CONTAINED THEREIN. ERRORS OR DELAYS RESULTING FROM THE USE OF THE ELECTRONIC FILES BY THE CONTRACTOR SHALL NOT RESULT IN AN EXTENSION OF TIME FOR ANY INTERIM OR FINAL COMPLETION DATE OR SHALL NOT BE CONSIDERED CAUSE FOR ADDITIONAL COMPENSATION. THE CONTRACTOR SHALL NOT USE, SHARE, OR DISTRIBUTE THESE ELECTRONIC FILES EXCEPT FOR THE PURPOSE OF CONSTRUCTING THIS CONTRACT. ANY CLAIMS BY THIRD PARTIES DUE TO USE OR ERRORS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL INCLUDE THIS DISCLAIMER WITH THE TRANSFER OF THESE ELECTRONIC FILES TO ANY OTHER PARTIES AND SHALL INCLUDE APPROPRIATE LANGUAGE BINDING THEM TO SIMILAR RESPONSIBILITIES.

G.N.-105.09A
ALL ELEVATIONS SHOWN IN THE PLANS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988. (NAVD 88)

G.N. 406H
MIXTURE REQUIREMENTS 70F93

Location	I - 55	I - 55
Mixture Use	Surface Mainline & Shoulder	Binder Shoulder
AC/PG	SBS PG 70-22	SBS PG 70-22
Design Air Voids	4.0% @ Ndes=90	4.0% @ Ndes=90
Mix Comp(Gradation)	IL 9.5	IL 9.5FG
Friction Aggregate	Mix D	N.A.
Mixture Weight	112	112
Quality Management Program	QC/QA	QC/QA
Sublot Size	3000	3000
Material Transfer Device (Required ?)	NO	NO

COMMITMENTS

NONE.

HIGHWAY STANDARDS

000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF INCH & FOOT
420401-13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
420701-03	PAVEMENT WELDED WIRE REINFORCEMENT
642001-03	SHOULDER RUMBLE STRIPS, 16 in.
665001-02	WOVEN WIRE FENCE
701400-12	APPROACH TO LANE CLOSURE, FREEWAY / EXPRESSWAY
701401-13	LANE CLOSURE, FREEWAY / EXPRESSWAY
701402-12	LANE CLOSURE, FREEWAY / EXPRESSWAY, WITH BARRIER
701406-13	LANE CLOSURE, FREEWAY / EXPRESSWAY, DAY OPERATIONS ONLY
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS ≥ 45 MPH
701426-09	LANE CLOSURE, MULTIANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≥ 45 MPH
701428-01	TRAFFIC CONTROL SETUP AND REMOVAL FREEWAY / EXPRESSWAY
701901-11	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSTATE 55 BRIDGE DECK OVERLAY
INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-2B-3,4)BR	MCLEAN	79	2
CONTRACT NO. 70F93				
		ILLINOIS	FED. AID PROJECT	

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	DRAWN -	REVISED -
PLOT SCALE = 0.083 ' / in.	CHECKED -	REVISED -
PLOT DATE = 11/10/2025	DATE -	REVISED -

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				INTERSTATE	INTERSTATE
				RURAL	RURAL
				STRUCTURE	STRUCTURE
				STA. 582+21.95 TO STA. 594+58.0	STA. 601+23.43 TO STA. 615+72.77
				S.N. 057-0167 AND 057-0168	S.N. 057-0169 AND 057-0170
			COUNTY:	MCLEAN	MCLEAN
			FUNDING BREAKOUT:	90% FED/10% STATE	90% FED/10% STATE
			CONSTRUCTION CODE:	0059	0059
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	QUANTITY	QUANTITY
35101400	AGGREGATE BASE COURSE, TYPE B	TON	95	41	54
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	1,900	815	1,085
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	3,240	1,541	1,699
40604164	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N90	TON	973	466	507
42000060	WELDED WIRE REINFORCEMENT	SQ YD	404	204	200
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	404	204	200
44000100	PAVEMENT REMOVAL	SQ YD	394	201	193
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	1,299	651	648
44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	5,146	2,451	2,695
44004250	PAVED SHOULDER REMOVAL	SQ YD	767	326	441
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	73	33	40
48203037	HOT-MIX ASPHALT SHOULDERS, 10"	SQ YD	757	323	434
50102400	CONCRETE REMOVAL	CU YD	78.0	44.2	33.8
50300100	FLOOR DRAINS	EACH	114	80	34

* SPECIALTY ITEMS

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			LOCATION OF WORK:	FAI 55	FAI 55
				INTERSTATE	INTERSTATE
				RURAL	RURAL
				STRUCTURE	STRUCTURE
				STA. 582+21.95 TO STA. 594+58.02	STA. 601+23.43 TO STA. 615+72.77
				S.N. 057-0167 AND 057-0168	S.N. 057-0169 AND 057-0170
			COUNTY:	MCLEAN	MCLEAN
			FUNDING BREAKOUT:	90% FED/10% STATE	90% FED/10% STATE
			CONSTRUCTION CODE:	0059	0059
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	QUANTITY	QUANTITY
50300255	CONCRETE SUPERSTRUCTURE	CU YD	78.0	44.2	33.8
50300300	PROTECTIVE COAT	SQ YD	6,719	3,626	3,093
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	6,160	0	6,160
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	13,640	8,400	5,240
50800515	BAR SPLICERS	EACH	140	76	64
52000110	PREFORMED JOINT STRIP SEAL	FOOT	328	162	166
52100400	STEEL BEARING ASSEMBLY	EACH	2	2	0
52100520	ANCHOR BOLTS, 1"	EACH	8	8	0
53004556	HOT-MIX ASPHALT SURFACE REMOVAL (DECK)	SQ YD	133	0	133
53016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	58	40	18
53016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	141	24	117
53101002	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	133	0	133
53101008	BRIDGE DECK SCARIFICATION 2 1/4"	SQ YD	667	534	133
53101013	BRIDGE DECK SCARIFICATION 3 1/2"	SQ YD	3,810	2,760	1,050

* SPECIALTY ITEMS

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			LOCATION OF WORK:	FAI 55	FAI 55
				INTERSTATE	INTERSTATE
				RURAL	RURAL
				STRUCTURE	STRUCTURE
				STA. 582+21.95 TO STA. 594+58.02	STA. 601+23.43 TO STA. 615+72.77
				S.N. 057-0167 AND 057-0168	S.N. 057-0169 AND 057-0170
			COUNTY:	MCLEAN	MCLEAN
			FUNDING BREAKOUT:	90% FED/10% STATE	90% FED/10% STATE
			CONSTRUCTION CODE:	0059	0059
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	QUANTITY	QUANTITY
53101017	BRIDGE DECK SCARIFICATION 4"	SQ YD	1,050	0	1,050
53101409	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/2"	SQ YD	1,068	534	534
53101414	BRIDGE DECK LATEX CONCRETE OVERLAY, 3 3/4"	SQ YD	4,860	2,760	2,100
53212754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	807	463	344
53212755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	56	36	20
63300575	REMOVE AND REERECT RAIL ELEMENT OF EXISTING GUARDRAIL	FOOT	2,584	1,291	1,293
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	6,695	3,180	3,515
66500105	WOVEN WIRE FENCE, 4'	FOOT	286	142	144
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	7	3.5	3.5
67100100	MOBILIZATION	L SUM	1	0.5	0.5
70106700	TEMPORARY RUMBLE STRIPS	EACH	8	4	4
70107007	PAVEMENT MARKING BLACKOUT TAPE, 7"	FOOT	6,012	2,898	3,114
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	432	216	216
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	3,506	1,690	1,816

* SPECIALTY ITEMS

MODEL: Default
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			LOCATION OF WORK:		
			FAI 55		FAI 55
			INTERSTATE		INTERSTATE
			RURAL		RURAL
			STRUCTURE		STRUCTURE
			STA. 582+21.95 TO STA. 594+58.02		STA. 601+23.43 TO STA. 615+72.77
			S.N. 057-0167 AND 057-0168		S.N. 057-0169 AND 057-0170
			COUNTY:		MCLEAN
			FUNDING BREAKOUT:		90% FED/10% STATE
			CONSTRUCTION CODE:		0059
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	QUANTITY	QUANTITY
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	26,834	10,933	15,901
70400100	TEMPORARY CONCRETE BARRIER	FOOT	2,988	1,513	1,475
70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	78	0	78
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	2,938	1,550	1,388
70600305	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, RESETTABLE), TEST LEVEL 3	EACH	4	2	2
70600330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	EACH	4	2	2
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,440	720	720
* 78008330	POLYUREA PAVEMENT MARKING TYPE II - LINE 6"	FOOT	4,503	2,484	2,019
* 78011035	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	5,943	3,204	2,739
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	16	8	8
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	16	8	8
X0325748	ACRYLIC COATING	SQ YD	347	347	0
X0325749	FIBER WRAP	SQ FT	3,044	3,044	0
X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	3,772	2,090	1,682

* SPECIALTY ITEMS

MODEL: Default
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			LOCATION OF WORK:	FAI 55	FAI 55
				INTERSTATE	INTERSTATE
				RURAL	RURAL
				STRUCTURE	STRUCTURE
				STA. 582+21.95 TO STA. 594+58.02	STA. 601+23.43 TO STA. 615+72.77
				S.N. 057-0167 AND 057-0168	S.N. 057-0169 AND 057-0170
			COUNTY:	MCLEAN	MCLEAN
			FUNDING BREAKOUT:	90% FED/10% STATE	90% FED/10% STATE
			CONSTRUCTION CODE:	0059	0059
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	QUANTITY	QUANTITY
X5051204	STRUCTURAL STEEL REMOVAL	POUND	6,020	0	6,020
X5060700	CLEANING AND PAINTING BEARINGS	EACH	26	26	0
X5080530	BAR TERMINATORS	EACH	240	240	0
X5091732	REPAIR BRIDGE RAIL	FOOT	25	16	9
X6640104	FENCE REMOVAL	FOOT	286	142	144
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	0.5	0.5
* X7011854	REAL-TIME TRAFFIC CONTROL CENTRAL BASE UNIT	CAL MO	7	3.5	3.5
* X7011856	REAL-TIME TRAFFIC CONTROL SENSOR UNIT	CAL MO	112	56	56
* X7011860	REAL-TIME TRAFFIC CONTROL WARNING SIGN	CAL MO	56	28	28
X7200201	WIDTH RESTRICTION SIGNING	L SUM	1	0.5	0.5
Z0001700	APPROACH SLAB REPAIR (FULL DEPTH)	SQ YD	12	6	6
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	2	2	0
Z0012800	CONCRETE PAVEMENT SCARIFICATION	SQ YD	267	0	267
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.5	0.5

* SPECIALTY ITEMS

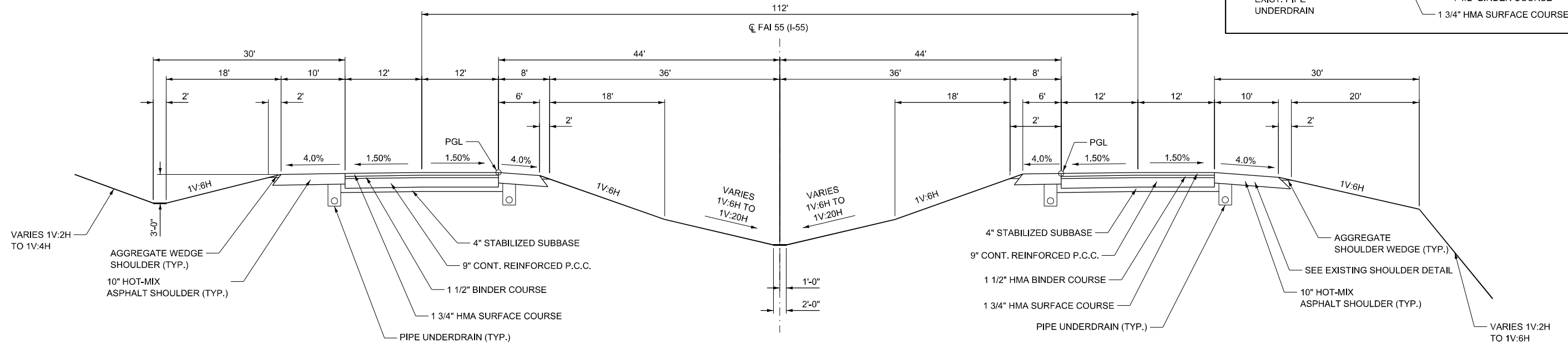
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STRUCTURE OMISSIONS

S.N. 057-0167: STA. 586+32.05 TO STA. 590+43.79
S.N. 057-0168: STA. 586+31.95 TO STA. 590+46.67

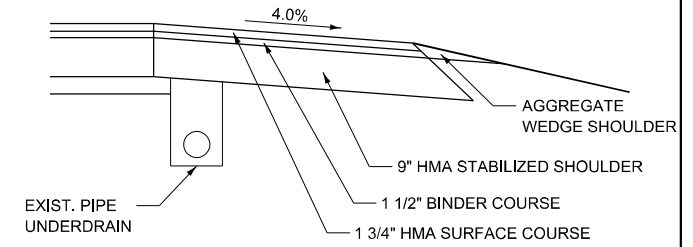
EXISTING TYPICAL SECTION 1

FAI 55		
STATION	TO	STATION
582+21.95	TO	594+58.02



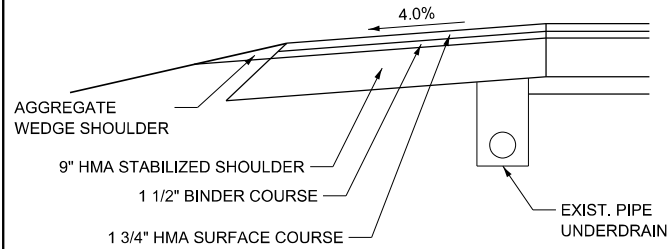
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STA. 593+37.00 TO STA. 594+58.02



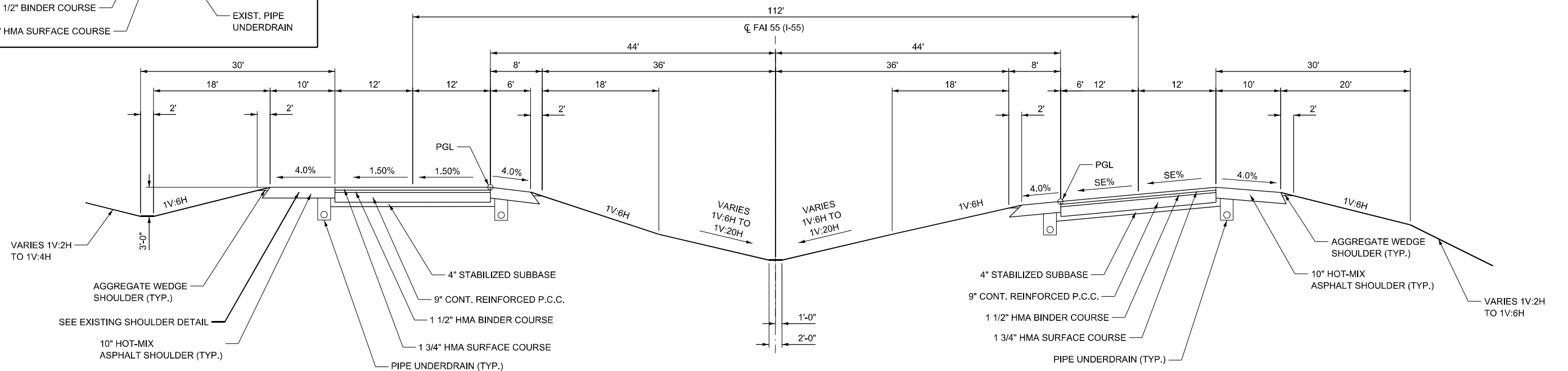
EXISTING SHOULDER DETAIL

STA. 601+23.43 TO STA. 603+50.00



EXISTING TYPICAL SECTION 2

FAI 55		
STATION	TO	STATION
601+23.43	TO	615+72.77



STRUCTURE OMISSIONS

S.N. 057-0169: STA. 606+80.94 TO STA. 610+15.15
S.N. 057-0170: STA. 606+77.73 TO STA. 610+16.92

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSTATE 55 BRIDGE DECK OVERLAY
TYPICAL SECTIONS

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-2B-3,4)BR	MCLEAN	79	9
CONTRACT NO. 70F93				
ILLINOIS FED. AID PROJECT				

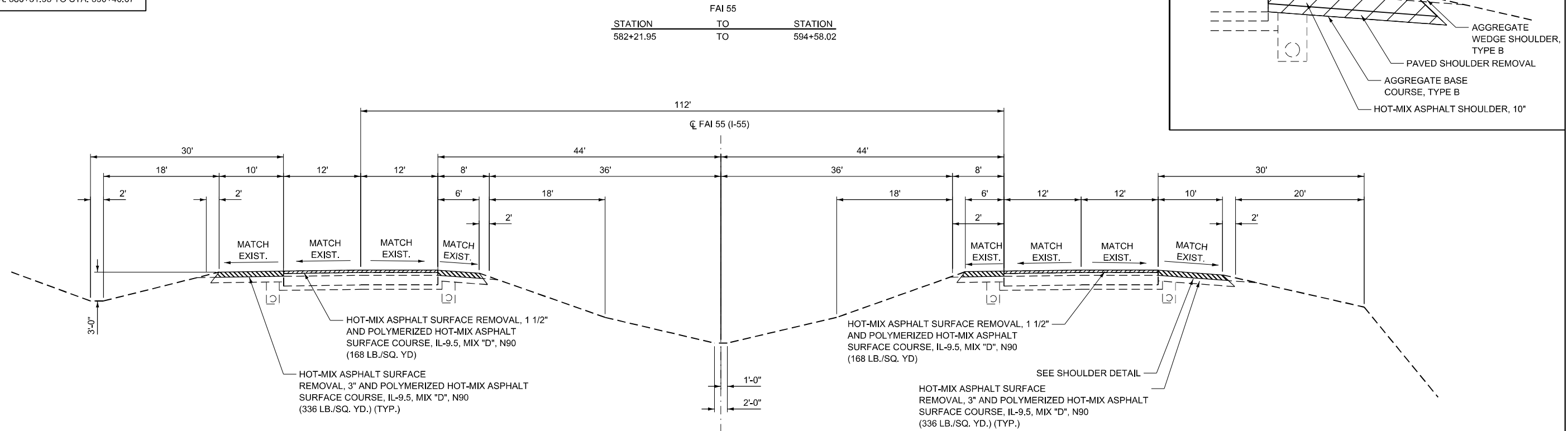
MAURER-STUTZ
ENGINEERS SURVEYORS

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PLOT DATE = 11/10/2025	CHECKED -	REVISED -
	DATE -	REVISED -

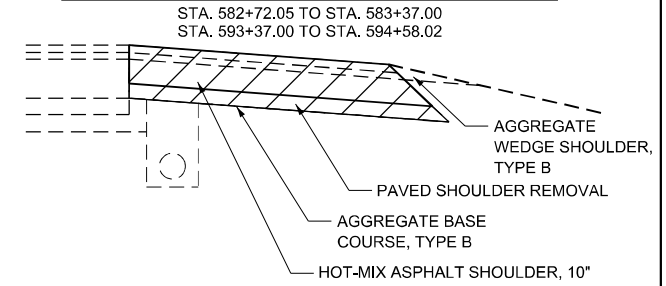
STRUCTURE OMISSIONS

S.N. 057-0167: STA. 586+32.05 TO STA. 590+43.79
S.N. 057-0168: STA. 586+31.95 TO STA. 590+46.67

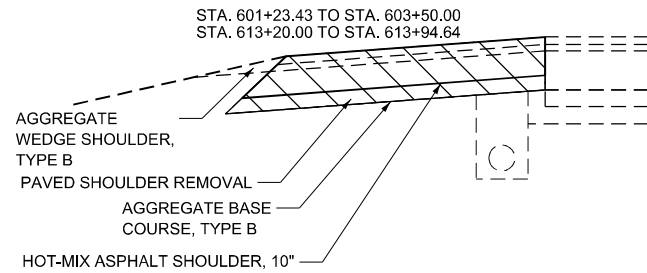
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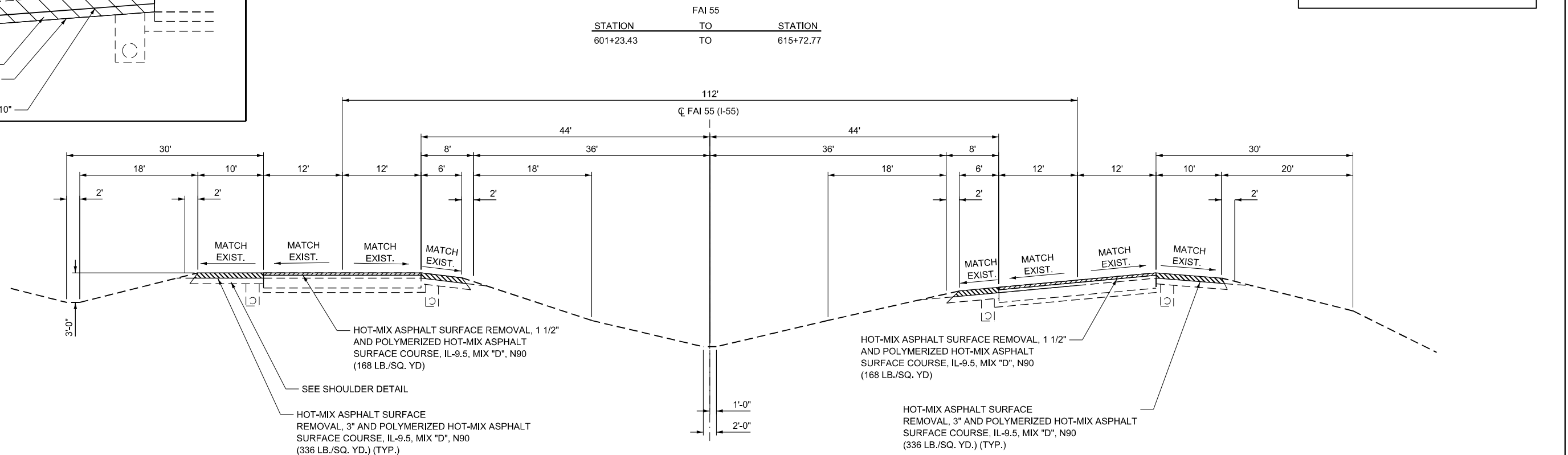
PROPOSED SHOULDER DETAIL



PROPOSED SHOULDER DETAIL



PROPOSED TYPICAL SECTION 2



STRUCTURE OMISSIONS

S.N. 057-0169: STA. 606+80.94 TO STA. 610+15.15
S.N. 057-0170: STA. 606+77.73 TO STA. 610+16.92

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSTATE 55 BRIDGE DECK OVERLAY
TYPICAL SECTIONS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-2B-3,4)BR	MCLEAN	79	10
CONTRACT NO. 70F93				
ILLINOIS FED. AID PROJECT				

MAURER-STUTZ
ENGINEERS SURVEYORS

USER NAME = ldwhitney	DESIGNED -	REVISED -
PLOT SCALE = 50,000' / in.	DRAWN -	REVISED -
PLOT DATE = 11/10/2025	CHECKED -	REVISED -
	DATE -	REVISED -

35101400						AGGREGATE BASE COURSE, TYPE B					
LOCATION					TON		REMARKS				
S.N. 057-0167 & 057-0168											
582+72.05	TO	583+37.00	LT	5.4	SB PL SHOULDER						
582+72.05	TO	583+37.00	LT	8.8	SB DL SHOULDER						
593+37.00	TO	594+58.02	RT	10.0	NB PL SHOULDER						
593+37.00	TO	594+58.02	RT	16.6	NB DL SHOULDER						
S.N. 057-0167 & 057-0168 SUBTOTAL				40.8							
S.N. 057-0169 & 057-0170											
601+23.43	TO	603+50.00	LT	30.7	SB DL SHOULDER						
602+69.26	TO	603+50.00	RT	6.5	SB PL SHOULDER						
613+20.00	TO	613+94.64	RT	6.6	NB DL SHOULDER						
613+20.00	TO	613+94.64	RT	10.5	NB PL SHOULDER						
S.N. 057-0169 & 057-0170 SUBTOTAL				54.3							
TOTAL				95.1							

40600275		BITUMINOUS MATERIALS (PRIME COAT)				
LOCATION				POUND	REMARKS	
S.N. 057-0167 & 057-0168						
582+72.05	TO	583+37.00	LT	107.1	SB PL SHOULDER	
582+72.05	TO	583+37.00	LT	176.7	SB DL SHOULDER	
593+37.00	TO	594+58.02	RT	199.7	NB PL SHOULDER	
593+37.00	TO	594+58.02	RT	331.3	NB DL SHOULDER	
S.N. 057-0167 & 057-0168 SUBTOTAL				814.9		
S.N. 057-0169 & 057-0170						
601+23.43	TO	603+50.00	LT	613.5	SB DL SHOULDER	
602+69.26	TO	603+50.00	LT	129.8	SB PL SHOULDER	
613+20.00	TO	613+94.64	RT	132.4	NB DL SHOULDER	
613+20.00	TO	613+94.64	RT	209.1	NB PL SHOULDER	
S.N. 057-0169 & 057-0170 SUBTOTAL				1084.9		
TOTAL				1899.8		

40600290BITUMINOUS MATERIALS (TACK COAT)					
LOCATION				POUND	REMARKS
S.N. 057-0167 & 057-0168					
582+21.95	TO	586+31.95	RT	116.5	NB PL SHOULDER
582+21.95	TO	586+31.95	RT	207.3	NB DL SHOULDER
582+72.05	TO	586+32.05	LT	101.7	SB PL SHOULDER
582+72.05	TO	586+32.05	LT	177.7	SB DL SHOULDER
585+71.95	TO	586+31.95	RT	72.6	NB DL/PL
585+72.05	TO	586+32.05	LT	74.0	SB DL/PL
590+43.87	TO	594+53.87	LT	205.9	SB DL SHOULDER
590+43.87	TO	591+03.87	LT	72.9	SB DL/PL
590+43.87	TO	594+53.87	LT	115.1	SB PL SHOULDER
590+48.02	TO	591+08.02	RT	73.4	NB DL/PL
590+48.02	TO	594+58.02	RT	119.4	NB PL SHOULDER
590+48.02	TO	594+58.02	LT	204.8	SB DL SHOULDER
S.N. 057-0167 & 057-0168 SUBTOTAL				1541.2	
S.N. 057-0169 & 057-0170					
602+50.23	TO	606+81.69	RT	115.3	NB PL SHOULDER
602+50.23	TO	606+81.69	RT	212.6	NB DL SHOULDER
601+23.43	TO	606+79.26	LT	278.6	SB DL SHOULDER
602+69.26	TO	606+79.26	LT	115.2	SB PL SHOULDER
606+19.26	TO	606+79.26	LT	73.2	SB DL/PL
606+21.69	TO	606+81.69	RT	72.1	NB DL/PL
610+16.96	TO	613+91.94	LT	104.9	SB PL SHOULDER
610+16.96	TO	610+76.94	LT	73.2	SB DL/PL
610+16.96	TO	615+72.77	LT	275.8	SB DL SHOULDER
610+17.14	TO	613+94.64	RT	116.5	NB PL SHOULDER
610+17.14	TO	610+77.14	RT	73.1	NB DL/PL
610+17.14	TO	613+94.64	RT	188.9	NB DL SHOULDER
S.N. 057-0169 & 057-0170 SUBTOTAL				1699.4	
TOTAL				3240.6	

MODEL: Default
FILE NAME: S:\337\2024\2372\4010\01_ (21)-023 MOI CNT\F93 St Repair\ CADD\CADD Sheets\0570\F93-LeftShoulder.dgn

MODEL: Default
FILE NAME: S:\337\2024\2372\4010\01_ (21)-023.W01 CNT0F93 St Repair\3\CADD\CADD Sheets\0570F93-LeftShoulder.dgn

40604164POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N90					
LOCATION				TON	REMARKS
S.N. 057-0167 & 057-0168					
582+21.95	TO	586+31.95	RT	43.5	NB PL SHOULDER
582+21.95	TO	586+31.95	RT	77.4	NB DL SHOULDER
583+37.00	TO	586+32.05	LT	31.2	SB PL SHOULDER
583+37.00	TO	586+32.05	LT	54.4	SB DL SHOULDER
585+71.95	TO	586+31.95	RT	13.6	NB DL/PL
585+72.05	TO	586+32.05	LT	13.8	SB DL/PL
590+43.87	TO	594+53.87	LT	76.8	SB DL SHOULDER
590+43.87	TO	594+53.87	LT	42.9	SB PL SHOULDER
590+43.87	TO	591+03.87	LT	13.6	SB DL/PL
590+48.02	TO	593+37.00	RT	53.8	NB DL SHOULDER
590+48.02	TO	593+37.00	RT	31.7	NB PL SHOULDER
590+48.02	TO	591+08.02	RT	13.7	NB DL/PL
S.N. 057-0167 & 057-0168 SUBTOTAL				466.4	
S.N. 057-0169 & 057-0170					
602+50.23	TO	606+81.69	RT	43.1	NB PL SHOULDER
602+50.23	TO	606+81.69	RT	79.4	NB DL SHOULDER
603+50.00	TO	606+79.26	LT	34.7	SB PL SHOULDER
603+50.00	TO	606+79.26	LT	62.1	SB DL SHOULDER
606+19.26	TO	606+79.26	LT	13.7	SB DL/PL
606+21.69	TO	606+81.69	RT	13.5	NB DL/PL
610+16.94	TO	610+76.94	LT	13.6	SB DL/PL
610+16.94	TO	615+72.77	LT	102.9	SB DL SHOULDER
610+17.14	TO	610+77.14	RT	13.6	NB DL/PL
610+17.14	TO	613+20.00	RT	35.0	NB PL SHOULDER
610+17.14	TO	613+20.00	RT	56.3	NB DL SHOULDER
610+16.94	TO	613+91.94	LT	39.2	SB PL SHOULDER
S.N. 057-0169 & 057-0170 SUBTOTAL				507.1	
TOTAL				973.5	

42000060					WELDED WIRE REINFORCEMENT				
LOCATION					SQ YD		REMARKS		
S.N. 057-0167 & 057-0168									
586+31.95		TO	586+42.22		RT	46.7			
586+32.05		TO	586+42.20		LT	45.2			
590+33.07		TO	590+43.87		LT	48.5			
590+33.89		TO	590+48.02		RT	63.4			
S.N. 057-0167 & 057-0168 SUBTOTAL						203.8			
S.N. 057-0169 & 057-0170									
606+79.26		TO	606+91.29		LT	54.0			
606+81.69		TO	606+91.76		RT	45.1			
610+04.96		TO	610+16.96		LT	53.7			
610+06.40		TO	610+17.14		RT	46.8			
S.N. 057-0169 & 057-0170 SUBTOTAL						199.6			
TOTAL						403.4			

42000080 PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB					
LOCATION				SQ YD	REMARKS
S.N. 057-0167 & 057-0168					
586+31.95	TO	586+42.22	RT	46.7	
586+32.05	TO	586+42.20	LT	45.2	
590+33.07	TO	590+43.87	LT	48.5	
590+33.89	TO	590+48.02	RT	63.4	
S.N. 057-0167 & 057-0168 SUBTOTAL				203.8	
S.N. 057-0169 & 057-0170					
606+79.26	TO	606+91.29	LT	54.0	
606+81.69	TO	606+91.76	RT	45.1	
610+04.96	TO	610+16.96	LT	53.7	
610+06.40	TO	610+17.14	RT	46.8	
S.N. 057-0169 & 057-0170 SUBTOTAL				199.6	
TOTAL				403.4	

44000100 PAVEMENT REMOVAL					
LOCATION				SQ YD	REMARKS
S.N. 057-0167 & 057-0168					
586+31.95	TO	586+42.38	RT	46.6	
586+32.05	TO	586+42.20	LT	45.1	
590+32.98	TO	590+43.87	LT	48.4	
590+33.89	TO	590+48.02	RT	60.6	
S.N. 057-0167 & 057-0168 SUBTOTAL				200.7	
S.N. 057-0169 & 057-0170					
606+79.26	TO	606+91.42	LT	50.9	
606+81.69	TO	606+91.76	RT	44.8	
610+04.96	TO	610+16.96	LT	50.5	
610+07.01	TO	610+20.60	RT	46.3	
S.N. 057-0169 & 057-0170 SUBTOTAL				192.5	
TOTAL				393.2	

44000155HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"					
LOCATION				SQ YD	REMARKS
S.N. 057-0167 & 057-0168					
585+71.95	TO	586+31.95	RT	161.4	
585+72.05	TO	586+32.05	LT	164.4	
590+43.87	TO	591+03.87	LT	161.9	
590+48.02	TO	591+08.02	RT	163.0	
S.N. 057-0167 & 057-0168 SUBTOTAL				650.7	
S.N. 057-0169 & 057-0170					
606+19.26	TO	606+79.26	LT	162.8	
606+21.69	TO	606+81.69	RT	160.1	
610+16.94	TO	610+76.94	LT	162.7	
610+17.14	TO	610+77.14	RT	162.5	
S.N. 057-0169 & 057-0170 SUBTOTAL				648.1	
TOTAL				1298.8	



USER NAME = Idwhitney	DESIGNED - CAD	REVISED -
	DRAWN - CAD	REVISED -
PLOT SCALE = 0.063 ' / in.	CHECKED - JDS	REVISED -
PLOT DATE = 11/10/2025	DATE - 11/1/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSTATE 55 BRIDGE DECK OVERLAY
SCHEDULE OF QUANTITIES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-2B-3,4)BR	MCLEAN	79	12
CONTRACT NO. 70F93				
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: S:\3377\2024\2372\4010\01_ (21)-023.W01 CNT0F93 St Repair\3\CADD\CADD Sheets\05707693-ehls-Schedule.dgn

44000161HOT-MIX ASPHALT SURFACE REMOVAL, 3"					
LOCATION				SQ YD	REMARKS
S.N. 057-0167 & 057-0168					
582+21.95	TO	586+31.95	RT	258.9	NB PL SHOULDER
582+21.95	TO	586+31.95	RT	460.6	NB DL SHOULDER
583+37.00	TO	586+32.05	LT	185.6	SB PL SHOULDER
583+37.00	TO	586+32.05	LT	323.6	SB DL SHOULDER
590+43.87	TO	594+53.87	LT	457.5	SB DL SHOULDER
590+43.87	TO	594+53.87	LT	255.7	SB PL SHOULDER
590+48.02	TO	593+37.00	RT	320.3	NB DL SHOULDER
590+48.02	TO	593+37.00	RT	189.0	NB PL SHOULDER
S.N. 057-0167 & 057-0168 SUBTOTAL				2451.2	
S.N. 057-0169 & 057-0170					
602+50.23	TO	606+81.69	RT	256.3	NB PL SHOULDER
602+50.23	TO	606+81.69	RT	472.4	NB DL SHOULDER
603+50.00	TO	606+79.26	LT	206.6	SB PL SHOULDER
603+50.00	TO	606+79.26	LT	369.9	SB DL SHOULDER
610+16.94	TO	610+72.77	LT	612.9	SB DL SHOULDER
610+16.94	TO	613+91.94	LT	233.2	SB PL SHOULDER
610+17.14	TO	613+20.00	RT	208.3	NB PL SHOULDER
610+17.14	TO	613+20.00	RT	335.1	NB DL SHOULDER
S.N. 057-0169 & 057-0170 SUBTOTAL				2694.7	
TOTAL				5145.9	

44004250						PAVED SHOULDER REMOVAL					
LOCATION				SQ YD		REMARKS					
S.N. 057-0167 & 057-0168											
582+72.05	TO	583+37.00	LT	40.4	SB PL SHOULDER						
582+72.05	TO	583+37.00	LT	71.3	SB DL SHOULDER						
586+32.05	TO	586+32.15	LT	0.1	SB PL SHOULDER						
586+32.05	TO	586+32.23	LT	0.1	SB DL SHOULDER						
586+31.95	TO	586+32.08	RT	0.1	NB PL SHOULDER						
586+31.95	TO	586+32.11	RT	0.1	NB DL SHOULDER						
590+43.77	TO	590+43.87	LT	0.1	SB DL SHOULDER						
590+43.77	TO	590+43.87	LT	0.1	SB PL SHOULDER						
590+46.28	TO	590+48.02	RT	1.1	NB PL SHOULDER						
590+46.47	TO	590+48.02	RT	1.6	NB DL SHOULDER						
593+37.00	TO	594+58.02	RT	76.3	NB PL SHOULDER						
593+37.00	TO	594+58.00	RT	134.8	NB DL SHOULDER						
S.N. 057-0167 & 057-0168 SUBTOTAL				326.1							
S.N. 057-0169 & 057-0170											
601+23.43	TO	603+50.00	LT	249.1	SB DL SHOULDER						
602+69.26	TO	603+50.00	LT	49.3	SB PL SHOULDER						
606+79.26	TO	606+81.19	LT	2.1	SB DL SHOULDER						
606+79.26	TO	606+81.16	LT	1.2	SB PL SHOULDER						
606+81.69	TO	606+81.81	RT	0.1	NB DL SHOULDER						
606+81.69	TO	606+82.18	RT	0.3	NB PL SHOULDER						
610+15.01	TO	610+16.94	LT	1.2	SB PL SHOULDER						
610+15.15	TO	610+16.96	LT	2.0	SB DL SHOULDER						
610+16.53	TO	610+17.14	RT	0.1	NB PL SHOULDER						
610+16.92	TO	610+17.14	RT	0.4	NB DL SHOULDER						
613+20.00	TO	613+94.64	RT	50.5	NB PL SHOULDER						
613+20.00	TO	613+94.64	RT	84.6	NB DL SHOULDER						
S.N. 057-0169 & 057-0170 SUBTOTAL				440.9							
TOTAL				767.0							

48102100 AGGREGATE WEDGE SHOULDER, TYPE B						
LOCATION				TON	REMARKS	
S.N. 057-0167 & 057-0168						
582+72.05	TO	583+37.00	LT	5.7	SB PL SHOULDER	
582+72.05	TO	583+37.00	LT	5.7	SB DL SHOULDER	
593+37.00	TO	594+58.02	RT	10.6	NB PL SHOULDER	
593+37.00	TO	594+58.02	RT	10.5	NB DL SHOULDER	
S.N. 057-0167 & 057-0168 SUBTOTAL				32.5		
S.N. 057-0169 & 057-0170						
601+23.43	TO	603+50.00	LT	19.9	SB DL SHOULDER	
602+69.26	TO	603+50.00	LT	7.1	SB PL SHOULDER	
613+20.00	TO	613+94.64	RT	6.5	NB DL SHOULDER	
613+20.00	TO	613+94.64	RT	6.5	NB PL SHOULDER	
S.N. 057-0169 & 057-0170 SUBTOTAL				40.0		
TOTAL				72.5		

48203037HOT-MIX ASPHALT SHOULDERS, 10"						
LOCATION				SQ YD	REMARKS	
S.N. 057-0167 & 057-0168						
582+72.05	TO	583+37.00	LT	40.4	SB PL SHOULDER	
582+72.05	TO	583+37.00	LT	71.3	SB DL SHOULDER	
593+37.00	TO	594+58.02	RT	76.3	NB PL SHOULDER	
593+37.00	TO	594+58.02	RT	134.8	NB DL SHOULDER	
S.N. 057-0167 & 057-0168 SUBTOTAL				322.8		
S.N. 057-0169 & 057-0170						
601+23.43	TO	603+50.00	LT	249.2	SB DL SHOULDER	
602+69.26	TO	603+50.00	RT	49.4	SB PL SHOULDER	
613+20.00	TO	613+94.64	RT	50.5	NB PL SHOULDER	
613+20.00	TO	613+94.64	RT	84.7	NB DL SHOULDER	
S.N. 057-0169 & 057-0170 SUBTOTAL				433.8		
TOTAL				756.6		

63300575 REMOVE AND REERECT RAIL ELEMENT OF EXISTING GUARDRAIL						
LOCATION				FOOT	REMARKS	
S.N. 057-0167 & 057-0168						
583+14.85	TO	586+69.33	RT	354.7	NB PL SHOULDER	
583+77.86	TO	586+68.46	RT	290.8	NB DL SHOULDER	
590+07.84	TO	592+98.77	LT	291.2	SB DL SHOULDER	
590+07.75	TO	593+62.00	LT	354.5	SB PL SHOULDER	
S.N. 057-0167 & 057-0168 SUBTOTAL				1291.1		
S.N. 057-0169 & 057-0170						
603+53.50	TO	607+09.90	RT	355.3	NB PL SHOULDER	
604+14.74	TO	607+08.37	RT	291.9	NB DL SHOULDER	
609+86.25	TO	612+77.90	LT	292.0	SB DL SHOULDER	
609+86.69	TO	613+39.90	LT	353.5	SB PL SHOULDER	
S.N. 057-0169 & 057-0170 SUBTOTAL				1292.7		
TOTAL				2583.8		



USER NAME = Idwhitney	DESIGNED - CAD	REVISED -
DRAWN - CAD	REVISED -	
PLOT SCALE = 0.063 ' / in.	CHECKED - JDS	REVISED -
PLOT DATE = 11/10/2025	DATE - 11/1/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSTATE 55 BRIDGE DECK OVERLAY
SCHEDULE OF QUANTITIES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-2B-3.4)BR	MCLEAN	79	13
		CONTRACT NO. 70F93		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: S:\3377\2024\2372\74010101_ (21)-023 MOI1 CNT0F93 St Repair\0\CADD\CADD Sheets\0570769-ehls-Schedule.kogn

64200116 SHOULDER RUMBLE STRIPS, 16 INCH						
LOCATION				FOOT	REMARKS	
S.N. 057-0167 & 057-0168						
582+21.95	TO	586+31.95	RT	410.0	NB PL SHOULDER	
582+21.95	TO	586+31.95	RT	410.0	NB DL SHOULDER	
582+72.05	TO	586+32.05	LT	360.0	SB DL SHOULDER	
582+72.05	TO	586+32.05	LT	360.0	SB PL SHOULDER	
590+43.87	TO	594+53.87	LT	410.2	SB DL SHOULDER	
590+43.87	TO	594+53.87	LT	410.2	SB PL SHOULDER	
590+48.02	TO	594+58.02	RT	409.8	NB PL SHOULDER	
590+48.02	TO	594+58.02	RT	409.8	NB DL SHOULDER	
S.N. 057-0167 & 057-0168 SUBTOTAL				3180.0		
S.N. 057-0169 & 057-0170						
601+23.43	TO	606+79.26	LT	559.2	SB DL SHOULDER	
602+50.23	TO	606+81.69	RT	428.9	NB DL SHOULDER	
602+50.23	TO	606+81.69	RT	429.9	NB PL SHOULDER	
602+69.26	TO	606+79.27	LT	411.5	SB PL SHOULDER	
610+16.94	TO	613+91.94	LT	375.0	SB PL SHOULDER	
610+16.96	TO	615+72.77	LT	555.9	SB DL SHOULDER	
610+17.14	TO	613+94.64	RT	377.5	NB PL SHOULDER	
610+17.14	TO	613+94.64	RT	377.5	NB DL SHOULDER	
S.N. 057-0169 & 057-0170 SUBTOTAL				3515.4		
TOTAL				6695.4		

66500105		WOVEN WIRE FENCE, 4'		
LOCATION		FOOT		REMARKS
S.N. 057-0167 & 057-0168				
586+72.77	TO	586+72.83	71.1	
590+02.97	TO	590+03.37	71.0	
00+00.00	S.N. 057-0167 & 057-0168 SUBTOTAL		142.1	
S.N. 057-0169 & 057-0170				
607+08.44	TO	607+09.70	70.5	
609+87.93	TO	609+88.91	73.5	
S.N. 057-0169 & 057-0170 SUBTOTAL			144.0	
TOTAL			286.1	

70106700		TEMPORARY RUMBLE STRIPS	
LOCATION		EACH	REMARKS
S.N. 057-0167 & 057-0168			
NB I-55	RT	4.0	STG I/II APPROACH
S.N. 057-0167 & 057-0168 SUBTOTAL		4.0	
S.N. 057-0169 & 057-0170			
SB I-55	LT	4.0	STG I/II APPROACH
S.N. 057-0169 & 057-0170 SUBTOTAL		4.0	
TOTAL		8.0	

70107007 PAVEMENT MARKING BLACKOUT TAPE, 7"						
LOCATION				FOOT	REMARKS	
S.N. 057-0167 & 057-0168						
583+39.43	TO	593+40.53	RT	1001.1	STAGE I EOP	
583+21.95	TO	585+71.95	RT	250.0	STAGE II EOP	
583+89.55	TO	593+36.36	LT	946.9	STAGE I EOP	
583+72.05	TO	585+72.05	LT	200.0	STAGE II EOP	
591+03.87	TO	593+53.87	LT	250.0	STAGE II EOP	
591+08.02	TO	593+58.02	RT	250.0	STAGE II EOP	
S.N. 057-0167 & 057-0168 SUBTOTAL				2898.0		
S.N. 057-0169 & 057-0170						
602+23.43	TO	614+72.77	LT	1254.6	STAGE I EOP	
603+69.26	TO	606+19.26	LT	251.0	STAGE II EOP	
603+50.23	TO	612+94.64	RT	940.4	STAGE I EOP	
603+67.47	TO	606+21.69	RT	253.2	STAGE II EOP	
610+76.94	TO	612+91.94	LT	215.0	STAGE II EOP	
610+77.14	TO	612+77.14	RT	200.0	STAGE II EOP	
S.N. 057-0169 & 057-0170 SUBTOTAL				3114.2		
TOTAL				6012.2		

70107025 CHANGEABLE MESSAGE SIGN			
LOCATION		CAL DA	REMARKS
S.N. 057-0167 & 057-0168			
NB I-55		216.0	
S.N. 057-0167 & 057-0168 SUBTOTAL		216.0	
S.N. 057-0169 & 057-0170			
SB I-55		216.0	
S.N. 057-0169 & 057-0170 SUBTOTAL		216.0	
TOTAL		432.0	

70300150 SHORT TERM PAVEMENT MARKING REMOVAL						
LOCATION				SQ FT	REMARKS	
S.N. 057-0167 & 057-0168						
583+39.43	TO	593+40.53	RT	584.0	STAGE I EOP	
583+21.95	TO	585+71.95	RT	145.8	STAGE II EOP	
583+89.55	TO	593+36.36	LT	552.3	STAGE I EOP	
583+72.05	TO	585+72.05	LT	116.7	STAGE II EOP	
591+03.87	TO	593+53.87	LT	145.8	STAGE II EOP	
591+08.02	TO	593+58.02	RT	145.8	STAGE II EOP	
S.N. 057-0167 & 057-0168 SUBTOTAL				1690.4		
S.N. 057-0169 & 057-0170						
602+23.43	TO	614+72.77	LT	728.8	STAGE I EOP	
603+69.26	TO	606+19.26	LT	145.8	STAGE II EOP	
603+50.23	TO	612+94.64	RT	550.9	STAGE I EOP	
603+67.47	TO	606+21.69	RT	148.3	STAGE II EOP	
610+76.94	TO	612+91.94	LT	125.4	STAGE II EOP	
610+77.14	TO	612+77.14	RT	116.7	STAGE II EOP	
S.N. 057-0169 & 057-0170 SUBTOTAL				1815.9		
TOTAL				3506.3		



USER NAME = Idwhitney	DESIGNED - CAD	REVISED -
	DRAWN - CAD	REVISED -
PLOT SCALE = 0.083 ' / in.	CHECKED - JDS	REVISED -
PLOT DATE = 11/10/2025	DATE - 11/1/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSTATE 55 BRIDGE DECK OVERLAY
SCHEDULE OF QUANTITIES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-2B-3.4)BR	MCLEAN	79	14
CONTRACT NO. 70F93				
ILLINOIS		FED. AID PROJECT		

MODEL: Default
FILE NAME: S:\337\2024\2372\7010101_1 (21-04-23 MOI CNT0F93 St Repair)\CADD\CADD Sheets\0570F93-55-55-Subroad.k dgn

70307120							TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE						
LOCATION				FOOT		REMARKS							
S.N. 057-0167 & 057-0168													
568+39.44	TO	593+40.54	RT	2501.3	STAGE I - YELLOW								
583+39.43	TO	593+40.53	RT	1001.2	STAGE I - WHITE								
583+89.55	TO	593+36.37	LT	947.0	STAGE I - YELLOW								
583+89.55	TO	593+36.37	LT	946.9	STAGE I - WHITE								
568+21.95	TO	593+58.01	RT	2536.3	STAGE II - WHITE								
583+81.97	TO	593+58.02	RT	1036.2	STAGE II - YELLOW								
583+72.05	TO	593+53.87	LT	982.0	STAGE II - YELLOW								
583+72.05	TO	593+53.87	LT	981.9	STAGE II - WHITE								
S.N. 057-0167 & 057-0168 SUBTOTAL				10932.8									
S.N. 057-0169 & 057-0170													
602+23.43	TO	614+72.77	LT	1254.8	STAGE I - WHITE								
603+50.23	TO	612+94.64	RT	941.1	STAGE I - YELLOW								
603+50.23	TO	912+94.64	RT	940.3	STAGE I - WHITE								
602+23.41	TO	643+56.45	LT	4137.9	STAGE I - YELLOW								
110+65.48	TO	112+59.47	LT	196.4	STAGE I - YELLOW - RAMP A								
111+44.27	TO	122+26.27	RT	1082.3	STAGE I - WHITE - RAMP A								
603+67.53	TO	612+77.14	RT	907.5	STAGE II - YELLOW								
603+67.47	TO	612+77.14	RT	906.9	STAGE II - WHITE								
603+69.26	TO	612+91.94	LT	925.1	STAGE II - YELLOW								
603+69.26	TO	632+19.41	LT	2854.5	STAGE II - WHITE								
629+51.62	TO	642+19.77	LT	1268.2	STAGE II - WHITE								
110+65.48	TO	115+48.72	LT	485.7	STAGE II - YELLOW - RAMP A								
S.N. 057-0169 & 057-0170 SUBTOTAL				15900.7									
TOTAL				26833.5									

70400100 TEMPORARY CONCRETE BARRIER						
LOCATION				FOOT	REMARKS	
S.N. 057-0167 & 057-0168						
583+81.51	TO	591+33.10	RT	762.5	STAGE I	
585+47.05	TO	592+92.25	LT	750.0	STAGE I	
S.N. 057-0167 & 057-0168 SUBTOTAL				1512.5		
S.N. 057-0169 & 057-0170						
603+68.70	TO	604+32.60		50.0	STAGE II	
604+32.57	TO	611+02.14	RT	675.0	STAGE I	
605+94.26	TO	613+40.03	LT	750.0	STAGE I	
S.N. 057-0169 & 057-0170 SUBTOTAL				1475.0		
TOTAL				2987.5		

70400125 PINNING TEMPORARY CONCRETE BARRIER						
LOCATION				EACH	REMARKS	
S.N. 057-0169 & 057-0170						
606+54.26	TO	609+73.96	LT	78.0	S.N. 057-0169 - STAGE I	
S.N. 057-0169 & 057-0170 SUBTOTAL				78.0		
TOTAL				78.0		

70400200							RELOCATE TEMPORARY CONCRETE BARRIER				
LOCATION					FOOT		REMARKS				
S.N. 057-0167 & 057-0168											
583+62.24		TO		591+33.02		RT		775.0			
585+47.05		TO		59316+00.00		LT		775.0			
S.N. 057-0167 & 057-0168 SUBTOTAL							1550.0				
S.N. 057-0169 & 057-0170											
604+32.60		TO		611+02.14		RT		687.5			
605+94.26		TO		612+80.45		LT		700.0			
S.N. 057-0169 & 057-0170 SUBTOTAL							1387.5				
TOTAL							2937.5				

70600305 IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, RESETTABLE), TEST LEVEL 3				
LOCATION			EACH	REMARKS
S.N. 057-0167 & 057-0168				
583+73.51	47.7'	RT	1.0	
593+00.24	48.0'	LT	1.0	
S.N. 057-0167 & 057-0168 SUBTOTAL			2.0	
S.N. 057-0169 & 057-0170				
604+24.54	47.3'	RT	1.0	
613+48.04	48.0'	LT	1.0	
S.N. 057-0169 & 057-0170 SUBTOTAL			2.0	
TOTAL			4.0	

70600330 IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3						
LOCATION				EACH	REMARKS	
S.N. 057-0167 & 057-0168						
583+54.24	64.2'	RT	1.0			
593+24.00	64.2'	LT	1.0			
S.N. 057-0167 & 057-0168 SUBTOTAL				2.0		
S.N. 057-0169 & 057-0170						
603+60.66	64.0'	RT	1.0			
612+88.45	64.8'	LT	1.0			
S.N. 057-0169 & 057-0170 SUBTOTAL				2.0		
TOTAL				4.0		

MODEL: Default
FILE NAME: S:\337\2024\2372\4010\01_ (21)-0423\MO1 CNT0F93 St Repair\CAD\CADD\CADD Sheets\0570167-0570168-Sched.dgn

78000400 THERMOPLASTIC PAVEMENT MARKING - LINE 6"						
LOCATION				FOOT	REMARKS	
S.N. 057-0167 & 057-0168						
585+71.95	TO	586+31.95	RT	60.0	SOLID - WHITE	
585+71.95	TO	586+31.95	RT	60.0	SKIP-DASH - WHITE	
585+71.95	TO	586+31.95	RT	60.0	SOLID - YELLOW	
585+72.05	TO	586+32.05	LT	60.0	SOLID - WHITE	
585+72.05	TO	586+32.05	LT	60.0	SKIP-DASH - WHITE	
585+72.05	TO	586+32.05	LT	60.0	SOLID - YELLOW	
590+48.02	TO	591+08.02	RT	60.0	SOLID - WHITE	
590+48.02	TO	591+08.02	RT	60.0	SKIP-DASH - WHITE	
590+48.02	TO	591+08.02	RT	60.0	SOLID - YELLOW	
590+43.87	TO	591+03.87	LT	60.0	SOLID - WHITE	
590+43.87	TO	591+03.87	LT	60.0	SKIP-DASH - WHITE	
590+43.87	TO	591+03.87	LT	60.0	SOLID - YELLOW	
S.N. 057-0167 & 057-0168 SUBTOTAL				720.0		
S.N. 057-0169 & 057-0170						
606+19.26	TO	606+79.26	LT	60.0	SOLID - WHITE	
606+19.26	TO	606+79.26	LT	60.0	SKIP-DASH - WHITE	
606+19.26	TO	606+79.26	LT	60.0	SOLID - YELLOW	
606+21.69	TO	606+81.69	RT	60.0	SOLID - WHITE	
606+21.69	TO	606+81.69	RT	60.0	SKIP-DASH - WHITE	
606+21.69	TO	606+81.69	RT	60.0	SOLID - YELLOW	
610+16.94	TO	610+76.94	LT	60.0	SOLID - WHITE	
610+16.94	TO	610+76.94	LT	60.0	SKIP-DASH - WHITE	
610+16.94	TO	610+76.94	LT	60.0	SOLID - YELLOW	
610+17.14	TO	610+77.14	RT	60.0	SOLID - WHITE	
610+17.14	TO	610+77.14	RT	60.0	SKIP-DASH - WHITE	
610+17.14	TO	610+77.14	RT	60.0	SOLID - YELLOW	
S.N. 057-0169 & 057-0170 SUBTOTAL				720.0		
TOTAL				1440.0		

78008330 POLYUREA PAVEMENT MARKING TYPE II - LINE 6"						
LOCATION				FOOT	REMARKS	
S.N. 057-0167 & 057-0168						
586+31.95	TO	590+48.02	RT	416.1	SOLID - WHITE	
586+31.95	TO	590+48.02	RT	416.1	SKIP-DASH - WHITE	
586+31.95	TO	590+48.02	RT	416.1	SOLID - YELLOW	
586+32.05	TO	590+43.87	LT	411.8	SOLID - WHITE	
586+32.05	TO	590+43.87	LT	411.8	SKIP-DASH - WHITE	
586+32.05	TO	590+43.87	LT	411.8	SOLID - YELLOW	
S.N. 057-0167 & 057-0168 SUBTOTAL				2483.7		
S.N. 057-0169 & 057-0170						
606+79.26	TO	610+16.94	LT	337.7	SOLID - WHITE	
606+79.26	TO	610+16.94	LT	337.7	SKIP-DASH - WHITE	
606+79.26	TO	610+16.94	LT	337.7	SOLID - YELLOW	
606+81.69	TO	610+17.14	RT	335.4	SOLID - WHITE	
606+81.69	TO	610+17.14	RT	335.4	SKIP-DASH - WHITE	
606+81.69	TO	610+17.14	RT	335.4	SOLID - YELLOW	
S.N. 057-0169 & 057-0170 SUBTOTAL				2019.3		
TOTAL				4503.0		

78011035 GROOVING FOR RECESSED PAVEMENT MARKING 7"						
LOCATION				FOOT	REMARKS	
S.N. 057-0167 & 057-0168						
585+71.95	TO	591+08.02	RT	536.1	SOLID - WHITE	
585+71.95	TO	591+08.02	RT	536.1	SKIP-DASH - WHITE	
585+71.95	TO	591+08.02	RT	536.1	SOLID - YELLOW	
585+72.05	TO	591+03.87	LT	531.8	SOLID - WHITE	
585+72.05	TO	591+03.87	LT	531.8	SKIP-DASH - WHITE	
585+72.05	TO	591+03.87	LT	531.8	SOLID - YELLOW	
S.N. 057-0167 & 057-0168 SUBTOTAL				3203.7		
S.N. 057-0169 & 057-0170						
606+19.26	TO	610+76.94	RT	457.7	SOLID - WHITE	
606+19.26	TO	610+76.94	RT	457.7	SKIP-DASH - WHITE	
606+19.26	TO	610+76.94	RT	457.7	SOLID - YELLOW	
606+21.69	TO	610+77.14	LT	455.4	SOLID - WHITE	
606+21.69	TO	610+77.14	LT	455.4	SKIP-DASH - WHITE	
606+21.69	TO	610+77.14	LT	455.4	SOLID - YELLOW	
S.N. 057-0169 & 057-0170 SUBTOTAL				2739.3		
TOTAL				5943.0		

78100100 RAISED REFLECTIVE PAVEMENT MARKER						
LOCATION				EACH	REMARKS	
S.N. 057-0167 & 057-0168						
585+71.95	TO	586+31.95	RT	2.0	NB DL/PL	
585+72.05	TO	586+32.05	LT	2.0	SB DL/PL	
590+43.87	TO	591+03.87	LT	2.0	SB DL/PL	
590+48.02	TO	591+08.02	RT	2.0	NB DL/PL	
S.N. 057-0167 & 057-0168 SUBTOTAL				8.0		
S.N. 057-0169 & 057-0170						
606+19.26	TO	606+79.26	LT	2.0	SB DL/PL	
606+21.69	TO	606+81.69	RT	2.0	NB DL/PL	
610+16.95	TO	610+76.94	LT	2.0	SB DL/PL	
610+17.14	TO	610+77.14	RT	2.0	NB DL/PL	
S.N. 057-0169 & 057-0170 SUBTOTAL				8.0		
TOTAL				16.0		

78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL						
LOCATION				EACH	REMARKS	
S.N. 057-0167 & 057-0168						
585+71.95	TO	586+31.95	RT	2.0	NB DL/PL	
585+72.05	TO	586+32.05	LT	2.0	SB DL/PL	
590+43.87	TO	591+03.87	LT	2.0	SB DL/PL	
590+48.02	TO	591+08.02	RT	2.0	NB DL/PL	
S.N. 057-0167 & 057-0168 SUBTOTAL				8.0		
S.N. 057-0169 & 057-0170						
606+19.26	TO	606+79.26	LT	2.0	SB DL/PL	
606+21.69	TO	606+81.69	RT	2.0	NB DL/PL	
610+16.95	TO	610+76.94	LT	2.0	SB DL/PL	
610+17.14	TO	610+77.14	RT	2.0	NB DL/PL	
S.N. 057-0169 & 057-0170 SUBTOTAL				8.0		
TOTAL				16.0		



USER NAME = Idwhitney	DESIGNED - CAD	REVISED -
DRAWN - CAD	REVISED -	
PLOT SCALE = 0.083 ' / in.	CHECKED - JDS	REVISED -
PLOT DATE = 11/10/2025	DATE - 11/1/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSTATE 55 BRIDGE DECK OVERLAY
SCHEDULE OF QUANTITIES

SCALE: SHEET 6 OF 7 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-2B-3,4)BR	MCLEAN	79	16
CONTRACT NO. 70F93				
		ILLINOIS	FED. AID PROJECT	

X6640104 FENCE REMOVAL			
LOCATION		FOOT	REMARKS
S.N. 057-0167 & 057-0168			
586+72.77	TO	586+72.83	71.1
590+02.97	TO	590+03.37	71.0
S.N. 057-0167 & 057-0168 SUBTOTAL		142.1	
S.N. 057-0169 & 057-0170			
607+08.44	TO	607+09.70	70.5
609+87.93	TO	609+88.91	73.5
S.N. 057-0169 & 057-0170 SUBTOTAL		144.0	
TOTAL		286.1	

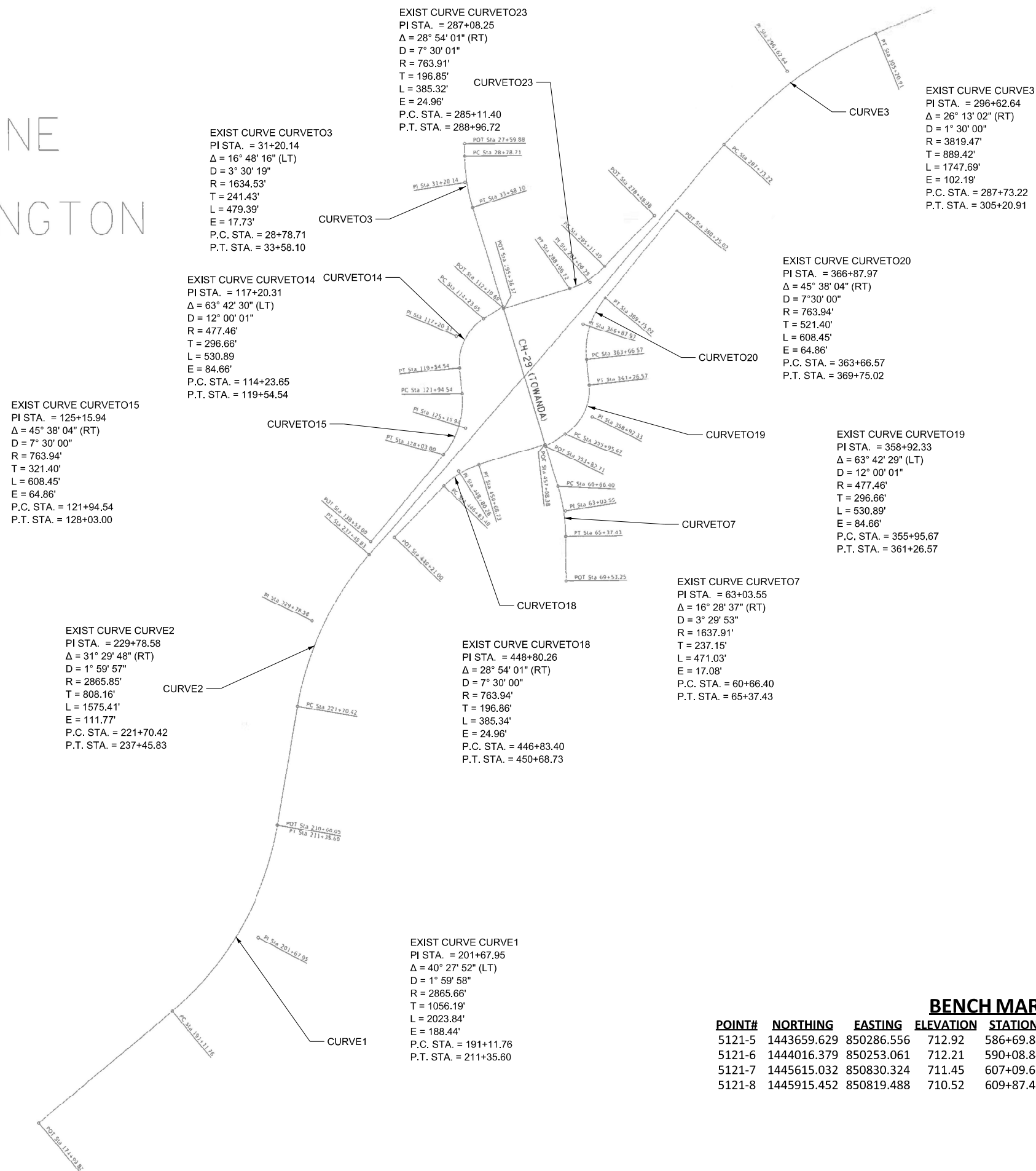
X7011854 REAL-TIME TRAFFIC CONTROL CENTRAL BASE UNIT			
LOCATION		CAL MO	REMARKS
S.N. 057-0167 & 057-0168			
I-55		3.5	
S.N. 057-0167 & 057-0168 SUBTOTAL		3.5	
S.N. 057-0169 & 057-0170			
I-55		3.5	
S.N. 057-0169 & 057-0170 SUBTOTAL		3.5	
TOTAL		7.0	

X7011856 REAL-TIME TRAFFIC CONTROL SENSOR UNIT			
LOCATION		CAL MO	REMARKS
S.N. 057-0167 & 057-0168			
NB I-55		56.0	
S.N. 057-0167 & 057-0168 SUBTOTAL		56.0	
S.N. 057-0169 & 057-0170			
SB I-55		56.0	
S.N. 057-0169 & 057-0170 SUBTOTAL		56.0	
TOTAL		112.0	

X7011860 REAL-TIME TRAFFIC CONTROL WARNING SIGN			
LOCATION		CAL MO	REMARKS
S.N. 057-0167 & 057-0168			
NB I-55		28.0	
S.N. 057-0167 & 057-0168 SUBTOTAL		28.0	
S.N. 057-0169 & 057-0170			
SB I-55		28.0	
S.N. 057-0169 & 057-0170 SUBTOTAL		28.0	
TOTAL		56.0	

MODEL: Default
FILE NAME: S:\337\2024\2372\240101_1 (21-0423 MOI CNT)\F93 St Repair\3 CADD\CADD Sheets\0570169-0170-Schedule.dgn

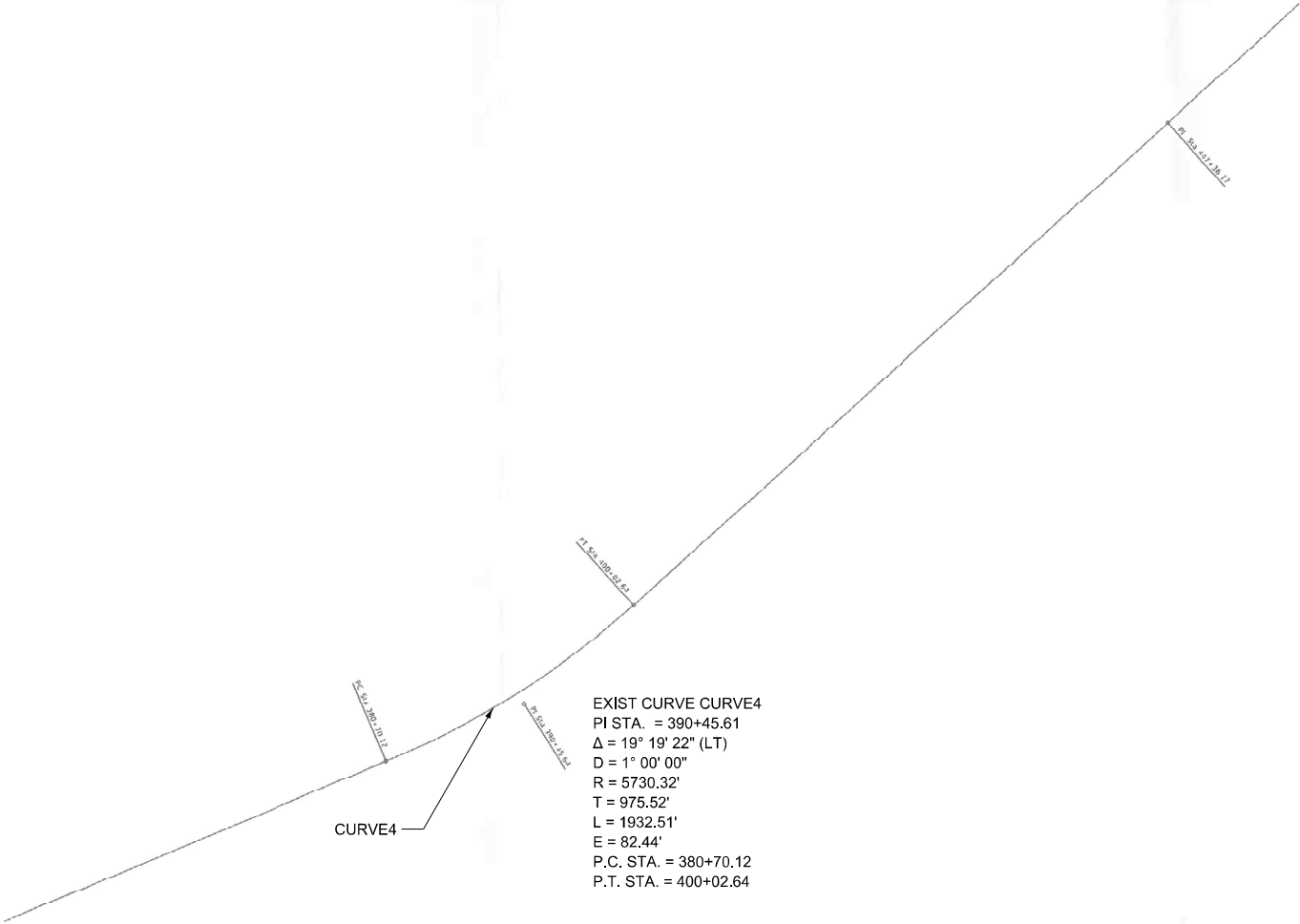
I-55 CENTERLINE
TOWANDA-LEXINGTON



BENCH MARK REPORT

POINT#	NORTHING	EASTING	ELEVATION	STATION	OFFSET	DESCRIPTION
5121-5	1443659.629	850286.556	712.92	586+69.83	78.89 RT	Chiseled Square SE wing of Str # 057-0168
5121-6	1444016.379	850253.061	712.21	590+08.84	37.15 LT	Chiseled Square NE wing of Str # 057-0167
5121-7	1445615.032	850830.324	711.45	607+09.66	78.40 RT	Chiseled Square SE wing of Str # 057-0170
5121-8	1445915.452	850819.488	710.52	609+87.45	37.71 LT	Chiseled Square NE wing of Str # 057-0169

I-55 CENTERLINE
TOWANDA-LEXINGTON



EXIST CURVE CURVE4
PI STA. = 390+45.61
Δ = 19° 19' 22" (LT)
D = 1° 00' 00"
R = 5730.32'
T = 975.52'
L = 1932.51'
E = 82.44'
P.C. STA. = 380+70.12
P.T. STA. = 400+02.64

CURVE4

MODEL: D:\dwt\I-55 Bridge Deck Overlay\I-55 Bridge Deck Overlay.dgn
FILE NAME: S:\37\2024\2724\01\01 (21-023) MOI CNT\F93 St Repair\I-55 Bridge Deck Overlay.dgn

	USER NAME = Idwhitney	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTERSTATE 55 BRIDGE DECK OVERLAY ALIGNMENT DIAGRAM		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 0.063 1/16 in.	DRAWN -	REVISED -				55	(57-2B-3.4)BR	MCLEAN	79	19
	PLOT DATE = 11/10/2025	CHECKED -	REVISED -		SCALE: SHEET 2 OF 4 SHEETS STA. TO STA.		CONTRACT NO. 70F93				
		DATE -	REVISED -				ILLINOIS FED. AID PROJECT				

I-55 CENTERLINE
TOWANDA-LEXINGTON



EXIST CURVE CURVELX13
PI STA. = 280+58.77
 $\Delta = 48^\circ 15' 51''$ (LT)
D = 11° 59' 50"
R = 477.57'
T = 213.95'
L = 402.29'
E = 45.73'
P.C. STA. = 278+44.82
P.T. STA. = 282+47.17

EXIST CURVE CURVELX14
PI STA. = 109+69.79
 $\Delta = 31^\circ 50' 06''$ (RT)
D = 7° 29' 44"
R = 764.41'
T = 218.00'
L = 424.73'
E = 30.48'
P.C. STA. = 107+51.79
P.T. STA. = 111+76.52

EXIST CURVE CURVE6
PI STA. = 602+23.95
 $\Delta = 7^\circ 59' 26''$ (RT)
D = 0° 29' 58"
R = 11472.83'
T = 801.30'
L = 1600.00'
E = 27.95'
P.C. STA. = 594+22.65
P.T. STA. = 610+22.65

EXIST CURVE CURVELX12
PI STA. = 273+36.86
 $\Delta = 42^\circ 14' 45''$ (RT)
D = 7° 29' 58"
R = 763.99'
T = 295.15'
L = 563.31'
E = 55.03'
P.C. STA. = 270+41.71
P.T. STA. = 276+05.02

EXIST CURVE CURVELX19
PI STA. = 356+12.26
 $\Delta = 31^\circ 51' 08''$ (RT)
D = 7° 29' 59"
R = 763.97'
T = 218.00'
L = 424.71'
E = 30.49'
P.C. STA. = 353+94.26
P.T. STA. = 358+18.98

EXIST CURVE CURVELX18
PI STA. = 445+01.03
 $\Delta = 48^\circ 14' 04''$ (LT)
D = 11° 59' 20"
R = 477.91'
T = 213.95'
L = 402.33'
E = 45.71'
P.C. STA. = 442+87.08
P.T. STA. = 446+89.41

EXIST CURVE CURVELX17
PI STA. = 437+78.77
 $\Delta = 42^\circ 15' 10''$ (RT)
D = 7° 30' 03"
R = 763.85'
T = 295.15'
L = 563.30'
E = 55.04'
P.C. STA. = 434+83.62
P.T. STA. = 440+46.92

CURVE6

CURVELX12

CURVELX13

CURVELX14

CURVELX19

CURVELX18

CURVELX17

USER NAME	= Idwhitney	DESIGNED	-	REVISED	-
DRAWN	-	DRAWN	-	REVISED	-
PLOT SCALE	= 0.063 1/in.	CHECKED	-	REVISED	-
PLOT DATE	= 11/10/2025	DATE	-	REVISED	-

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-2B-3.4)BR	MCLEAN	79	20
CONTRACT NO. 70F93				
ILLINOIS FED. AID PROJECT				



I-55 CENTERLINE TOWANDA-LEXINGTON

EXIST CURVE CURVE7
PI STA. = 687+85.90
 $\Delta = 56^\circ 30' 04''$ (RT)
D = $1^\circ 45' 00''$
R = 3273.98'
T = 1759.21'
L = 3228.56'
E = 442.71'
P.C. STA. = 670+26.69
P.T. STA. = 702+55.26

CURVE7

PI STA 687+85.90

PT STA 702+55.26

PC STA 755+69.47

PT STA 781+99.27

POT STA 785+00.27

PI STA 769+85.18

CURVE8

EXIST CURVE CURVE8
PI STA. = 769+85.18
 $\Delta = 52^\circ 35' 20''$ (LT)
D = $1^\circ 59' 59''$
R = 2865.17'
T = 1415.71'
L = 2629.80'
E = 330.68'
P.C. STA. = 755+69.47
P.T. STA. = 781+99.27

MODEL: D:\dwt\I-55 BRIDGE DECK OVERLAY\I-55 BRIDGE DECK OVERLAY.dgn
FILE NAME: S:\327\2024\27240101_1\21-0423\MOI_CMT093_Sr_Repairs\CADD\CADD_Sheets\0570F93-wl-hk-1B.dgn



USER NAME = ldwhitney	DESIGNED -	REVISED -
DRAWN -	REVISED -	
PLOT SCALE = 0.063 1/16"	CHECKED -	REVISED -
PLOT DATE = 11/10/2025	DATE -	REVISED -

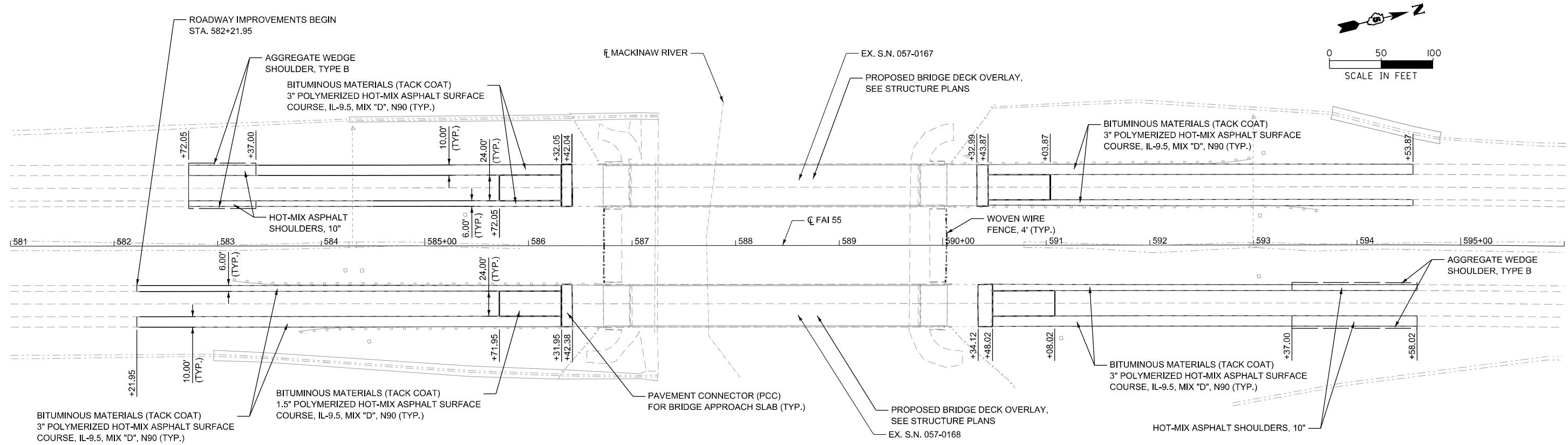
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSTATE 55 BRIDGE DECK OVERLAY
ALIGNMENT DIAGRAM

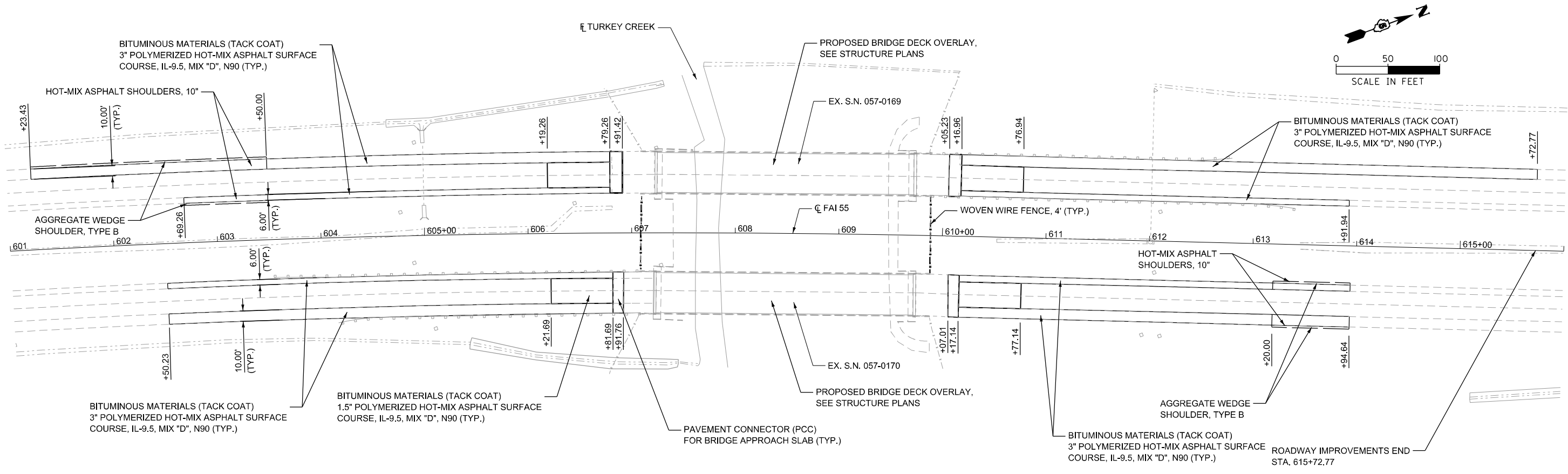
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-2B-3.4)BR	MCLEAN	79	21
CONTRACT NO. 70F93				
ILLINOIS FED. AID PROJECT				

MODEL: SHEET 155, ALL - Plan 1
FILE NAME: S:\2024\2024\2010\01 (210423 W01 CN70F93 St Repair)\CADD\CADD Sheets\0570F93-Sub-DWG-155.dgn



SEC 13, T25N, R3E, 3RD PM



SEC 12, T25N, R3E, 3RD PM

	USER NAME = BWhitney	DESIGNED - CAD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTERSTATE 55 BRIDGE DECK OVERLAY PLAN SHEET					F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 0.06333333' / in.	DRAWN - SAS	REVISED -		55	(57-2B-3.4)BR	MCLEAN	79	23					
	PLOT DATE = 11/10/2025	CHECKED - JDS	REVISED -		CONTRACT NO. 70F93									
		DATE - 11/1/2025	REVISED -		ILLINOIS FED. AID PROJECT									
					SCALE: 1" = 50'	SHEET 1	OF 1	SHEETS	STA. 581+00.00	TO STA. 616+00.00				

MODEL: Default
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	USER NAME = Idwhitney	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTERSTATE 55 BRIDGE DECK OVERLAY STAGING OVERVIEW			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50,000' / 1 in.	DRAWN -	REVISED -					55	(57-2B-3,4)BR	MCLEAN	79	24
	PLOT DATE = 11/10/2025	CHECKED -	REVISED -					CONTRACT NO. 70F93				
		DATE -	REVISED -		SCALE:	SHEET 1	OF 9	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	

I-55 PRE-STAGE OVERVIEW

CLOSE THE DRIVING LANE OF I-55 NB AND I-55 SB THROUGH THE PROPOSED SHOULDER LIMITS AS SHOWN IN THE PLANS. MILL AND INLAY OR REMOVE AND REPLACE THE DRIVING LANE SHOULDER IN EACH DIRECTION AS INDICATED IN THE PLANS.

CLOSE THE PASSING LANE OF I-55 NB AND I-55 SB THROUGH THE PROPOSED SHOULDER LIMITS AS SHOWN IN THE PLANS. MILL AND INLAY OR REMOVE AND REPLACE THE PASSING LANE SHOULDER IN EACH DIRECTION AS INDICATED IN THE PLANS.

TC&P STANDARDS 701400-12, 701406-13, 701428-01

I-55 STAGE I OVERVIEW

CLOSE THE PASSING LANE OF I-55 NB AND I-55 SB THROUGH THE PROPOSED LIMITS AS SHOWN IN THE STAGING PLANS. TEMPORARY CONCRETE BARRIER SHALL BE USED IN THE WORK AREA OF THE STRUCTURES PER THE STAGING PLANS AND HIGHWAY STANDARDS LISTED BELOW. CONSTRUCTION BARRELS SHALL BE USED TO MAINTAIN THE LANE CLOSURE BETWEEN THE STRUCTURES. COMPLETE FULL-DEPTH PATCHING ON SN 057-0169; MAINLINE HMA RUNDOWN; PCC PAVEMENT CONNECTOR REPLACEMENT; AND BRIDGE DECK SCARIFICATION, PARTIAL-DEPTH PATCHING, AND OVERLAY IN THE PASSING LANE OF ALL STRUCTURES.

TC&P STANDARDS 701400-12, 701401-13, 701402-12, 701411-09, 701428-01

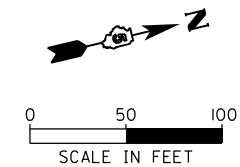
I-55 STAGE II OVERVIEW

CLOSE THE DRIVING LANE OF I-55 NB AND I-55 SB THROUGH THE PROPOSED LIMITS AS SHOWN IN THE STAGING PLANS. TEMPORARY CONCRETE BARRIER SHALL BE USED IN THE WORK AREA OF THE STRUCTURES PER THE STAGING PLANS AND HIGHWAY STANDARDS LISTED BELOW. CONSTRUCTION BARRELS SHALL BE USED TO MAINTAIN THE LANE CLOSURE BETWEEN THE STRUCTURES. COMPLETE MAINLINE HMA PAVEMENT RUNDOWN; PCC PAVEMENT CONNECTOR REPLACEMENT; AND BRIDGE DECK SCARIFICATION, PARTIAL-DEPTH PATCHING, AND OVERLAY IN THE DRIVING LANE OF ALL STRUCTURES.

TC&P STANDARDS 701400-12, 701401-13, 701402-12, 701411-09, 701428-01

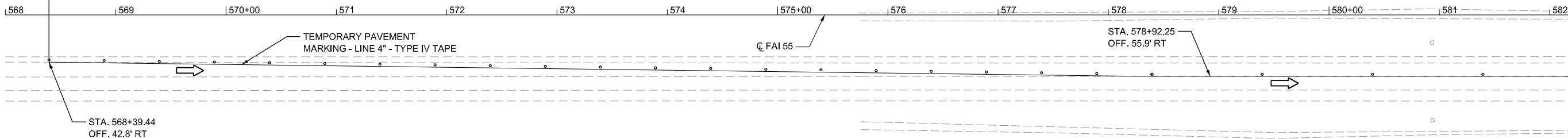
NOTES:

1. THIS IS A SUGGESTED STAGING PLAN. THE CONTRACTOR SHALL SUBMIT IN WRITING ANY PROPOSED CHANGES TO THIS PLAN TO THE ENGINEER FOR CONSIDERATION.
2. ALL TEMPORARY AND PERMANENT SIGNAGE SHALL BE POSITIONED IN ACCORDANCE WITH THE GUIDELINES IN THE MOST RECENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL AND DEVICES UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
3. ONLY DAYTIME CONSTRUCTION SHALL BE ALLOWED THROUGHOUT THE ENTIRETY OF THE PROJECT.



SEE STANDARD 701400-12
FOR SIGNAGE SPACING
AND ADDITIONAL DETAILS

STANDARDS 701401-13
& 701402-12

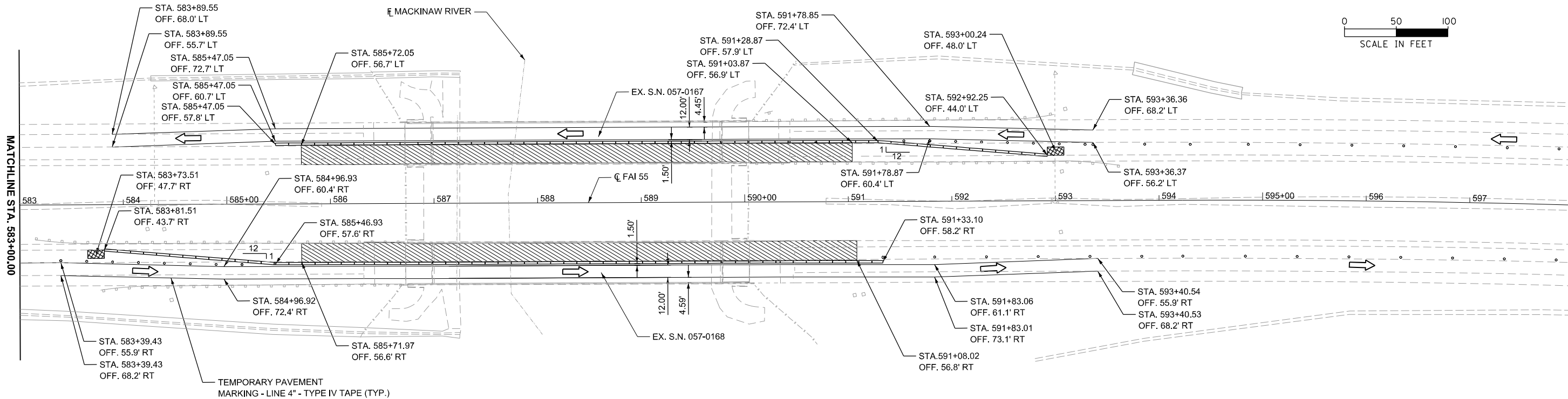
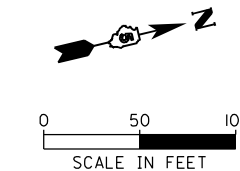


MATCHLINE STA. 583+00.00

LEGEND

	WORK AREA		IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, RESETTABLE), TEST LEVEL 3
	SIGN		DRUM WITH STEADY BURNING MONODIRECTIONAL LIGHT
	TEMPORARY CONCRETE BARRIER		

SEC 13, T25N, R3E, 3RD PM



MATCHLINE STA. 583+00.00

MATCHLINE STA. 598+00.00

SEC 13, T25N, R3E, 3RD PM

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	DRAWN -	REVISED -
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PLOT DATE = 11/10/2025	DATE -	REVISED -

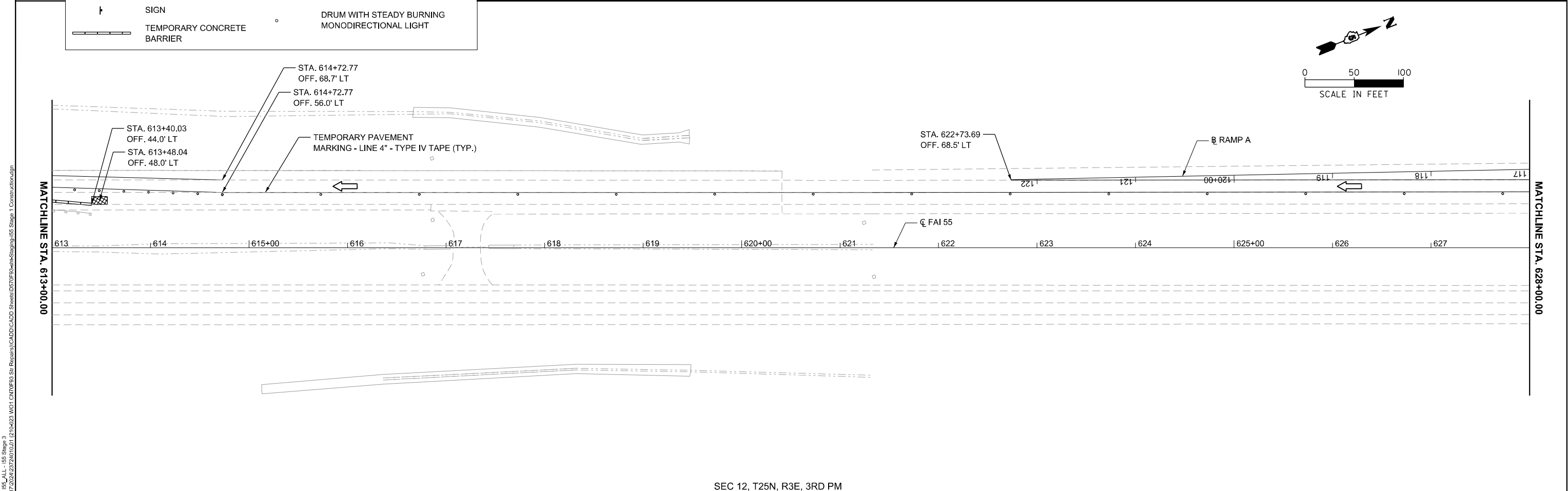
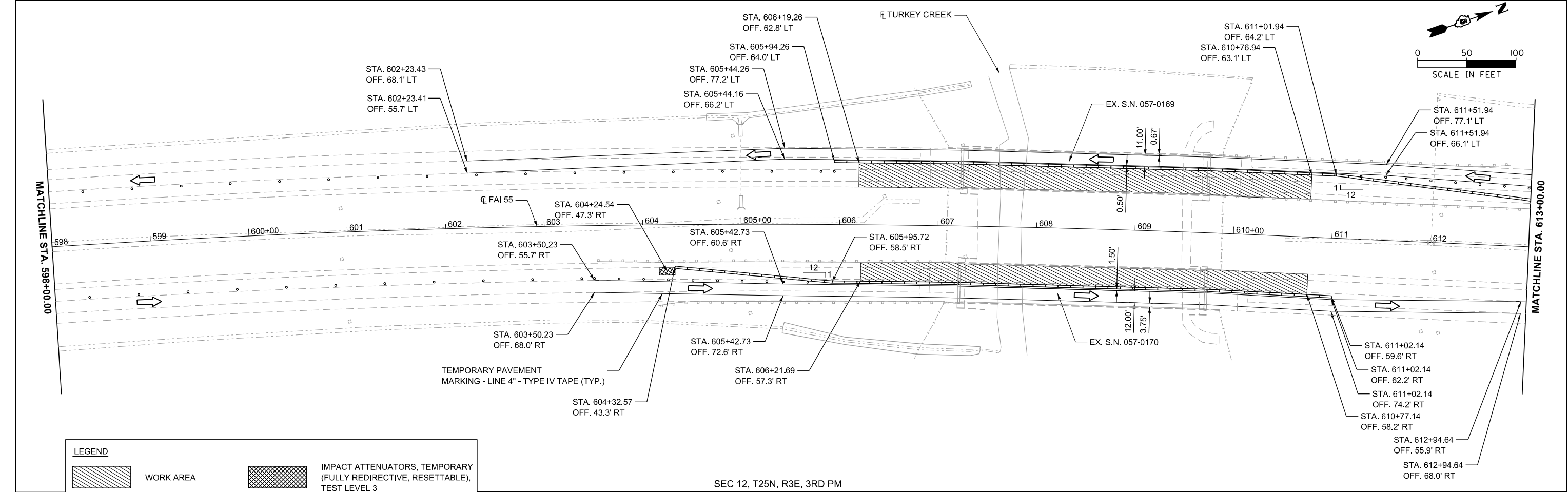
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSTATE 55 BRIDGE DECK OVERLAYS
STAGE I: INTERSTATE 55

SCALE: 1" = 50' SHEET 3 OF 9 SHEETS STA. 568+00.00 TO STA. 598+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-2B-3.4)BR	MCLEAN	79	26
CONTRACT NO. 70F93				
ILLINOIS FED. AID PROJECT				

MODEL: SHEET: ISE, ALL, ISE Step 3
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MODEL SHEET FILE NAME: S22020101.DWG MAURER-STUTZ ENGINEERS SURVEYORS	USER NAME = Idwhitney	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTERSTATE 55 BRIDGE DECK OVERLAYS				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 0.06333333' / in.	DRAWN -	REVISED -		STAGE I: INTERSTATE 55				55	(57-2B-3,4)BR	MCLEAN	79	27
	PLOT DATE = 11/10/2025	CHECKED -	REVISED -						CONTRACT NO. 70F93				
		DATE -	REVISED -		SCALE: 1" = 50'				SHEET 4	OF 9	SHEETS	STA. 598+00.00	TO STA. 628+00.00

MODEL: SHEET: IES: ALL - IES: Step 5
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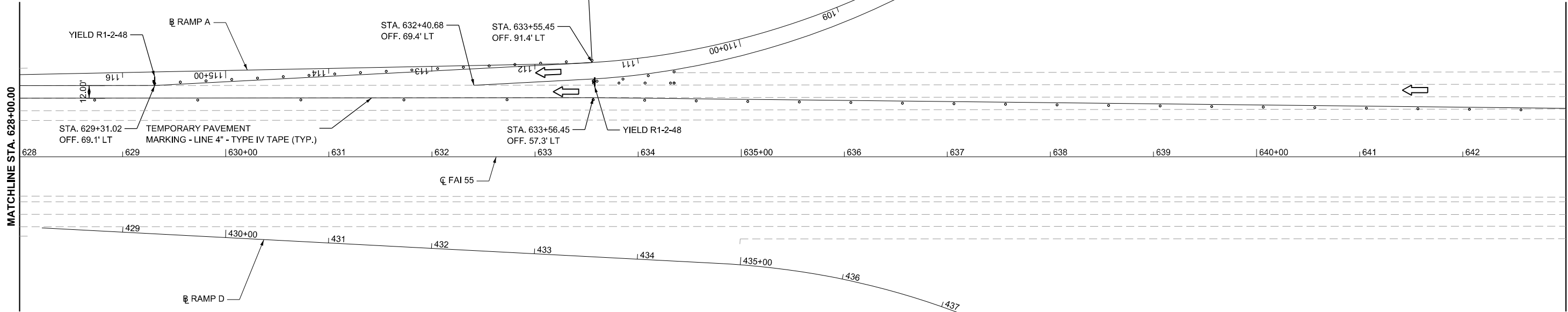


USER NAME = Idwhitney	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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PLOT DATE = 11/10/2025	DATE -	REVISED -

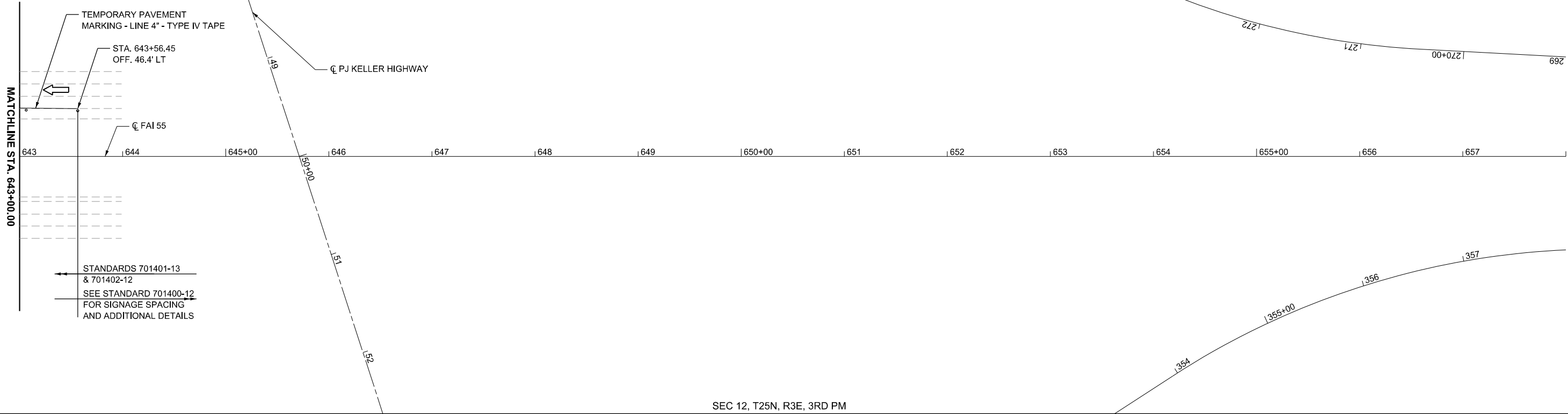
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSTATE 55 BRIDGE DECK OVERLAYS STAGE I: INTERSTATE 55			
SCALE: 1" = 50'	SHEET 5	OF 9 SHEETS	STA. 628+00.00 TO STA. 658+00.00

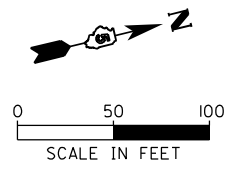
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55	(57-2B-3.4)BR	MCLEAN	79	28
CONTRACT NO. 70F93				
		ILLINOIS	FED. AID PROJECT	



SEC 12, T25N, R3E, 3RD PM

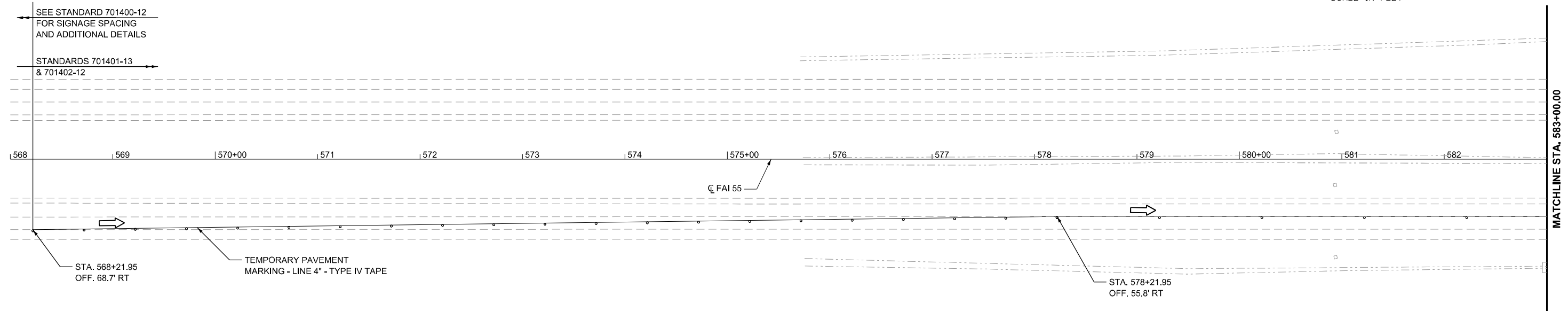


SEC 12, T25N, R3E, 3RD PM



SEE STANDARD 701400-12
FOR SIGNAGE SPACING
AND ADDITIONAL DETAILS

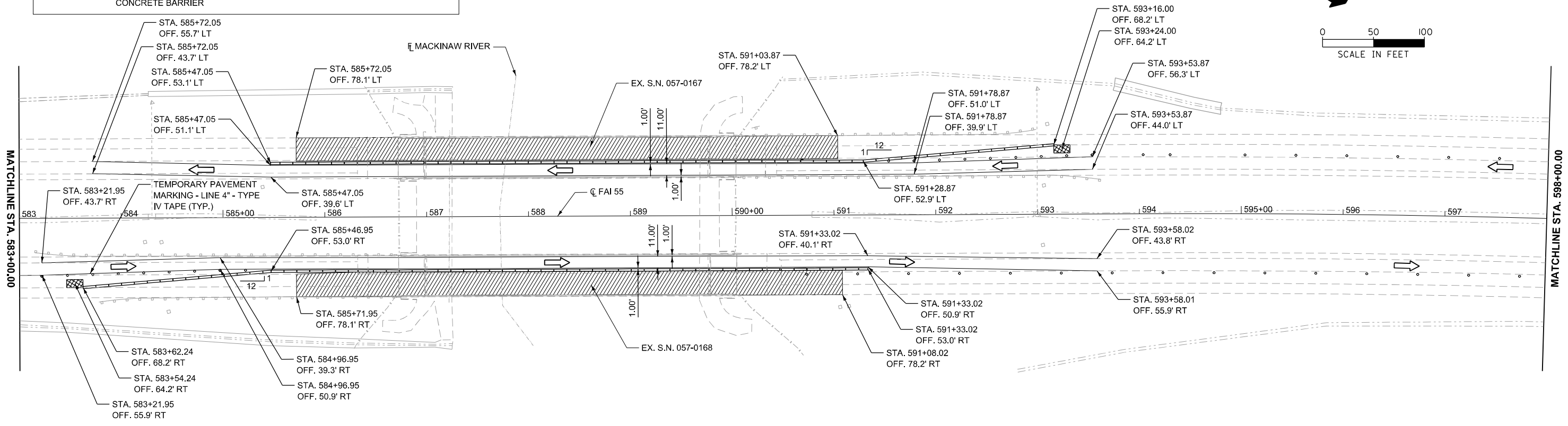
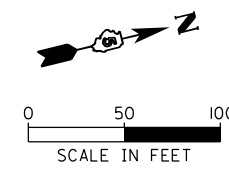
STANDARDS 701401-13
& 701402-12



LEGEND

	WORK AREA		IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3
	SIGN		DRUM WITH STEADY BURNING MONODIRECTIONAL LIGHT
	RELOCATE TEMPORARY CONCRETE BARRIER		

SEC 13, T25N, R3E, 3RD PM

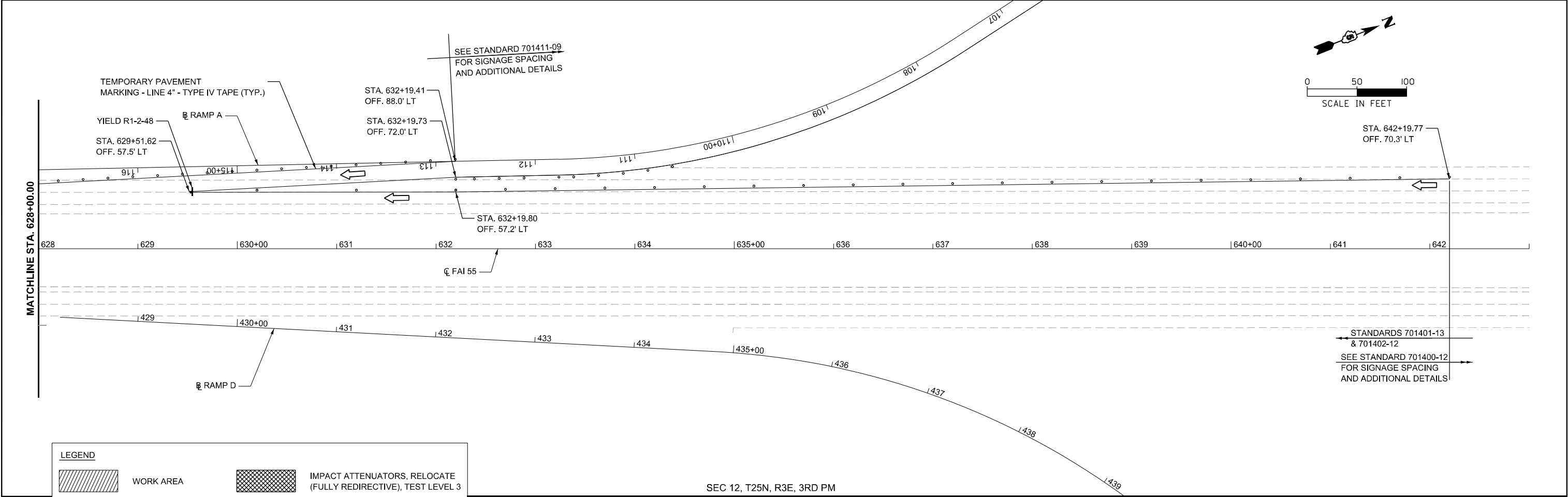


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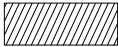
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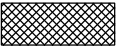
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	PLOT SCALE = 0.06333333' / in.	DRAWN -	REVISED -						55	(57-2B-3.4)BR	MCLEAN	79	30
	PLOT DATE = 11/10/2025	CHECKED -	REVISED -		CONTRACT NO. 70F93								
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								
	SCALE: 1" = 50'	SHEET 7	OF 9 SHEETS		STA. 568+00.00	TO STA. 598+00.00							

MODEL: SHEET I55_A11 - Stage 2-5
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LEGEND

 WORK AREA

 IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3

 SIGN

 DRUM WITH STEADY BURNING MONODIRECTIONAL LIGHT

 RELOCATE TEMPORARY CONCRETE BARRIER

	USER NAME = Idwhitney		DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTERSTATE 55 BRIDGE DECK OVERLAYS STAGE II: INTERSTATE 55		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 0.06333333' / in.		DRAWN -	REVISED -				55	(57-2B-3,4)BR	MCLEAN	79	32
	PLOT DATE = 11/10/2025		CHECKED -	REVISED -		SCALE: 1" = 50'		CONTRACT NO. 70F93				
			DATE -	REVISED -		SHEET 9	OF 9 SHEETS	STA. 628+00.00	TO STA. 643+00.00	ILLINOIS FED. AID PROJECT		

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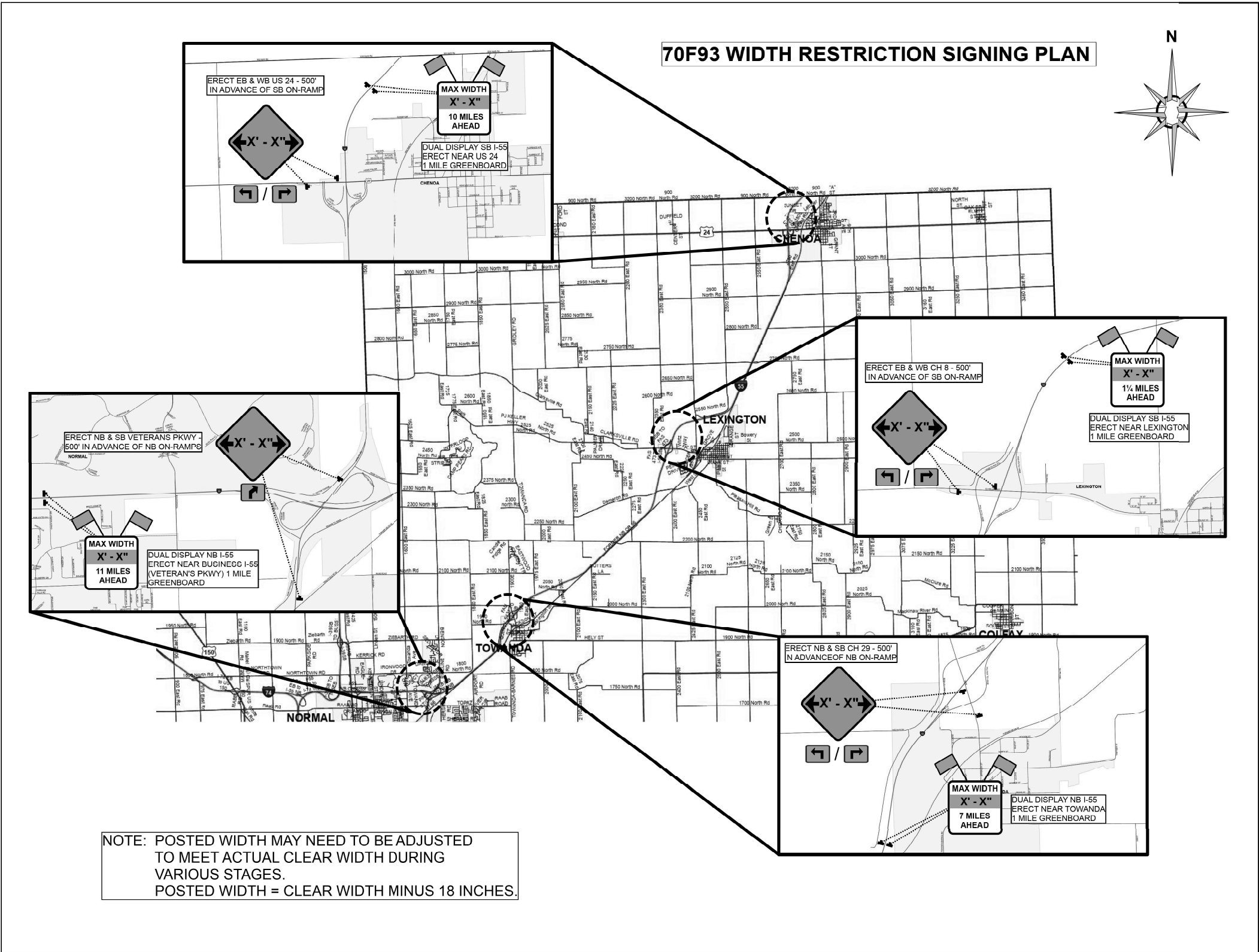
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DRAWN -		REVISED -	
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PLOT DATE =	11/10/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSTATE 55 BRIDGE DECK OVERLAY
WIDTH RESTRICTION SIGNING PLAN

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

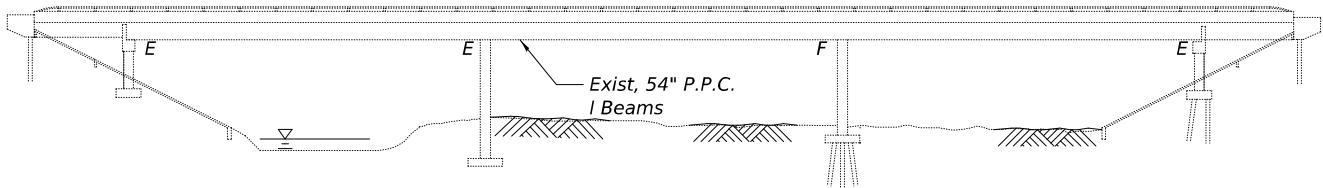
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55	(57-2B-3.4)BR	MCLEAN	79	33
CONTRACT NO. 70F93				
ILLINOIS FED. AID PROJECT				



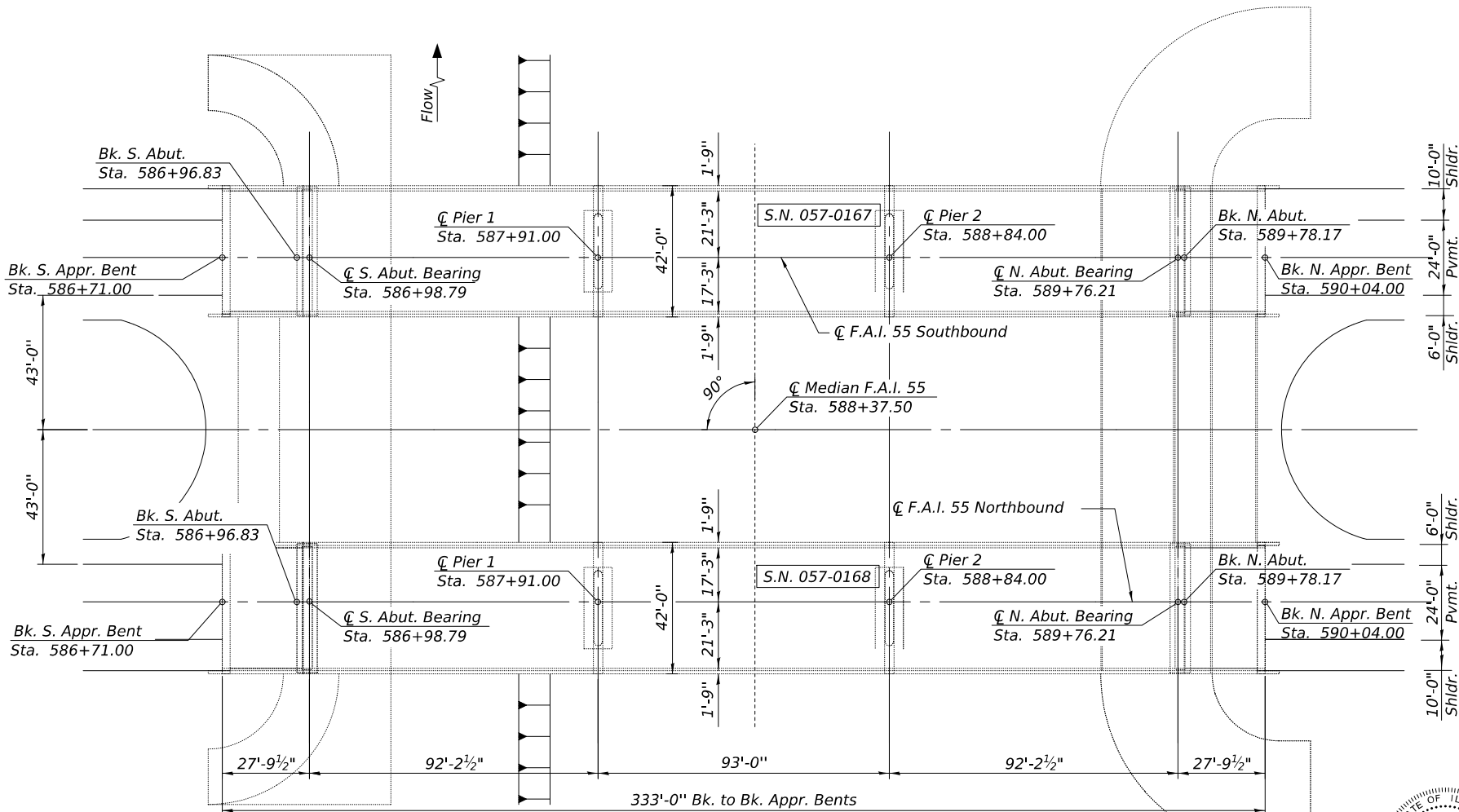
Benchmarks - Chisled square NE wing of Str. No. 057-0167 (Sta. 590+08.84, Elev. 712.21) and chiseled square SE wing of Str. No. 057-0168 (Sta. 586+69.83, Elev. 712.92).

Existing Structures - Str. No. 057-0167 and 057-0168 were built in 1973 as F.A.I. 55, Section 57-2B-4 at Sta. 588+37.50. A bridge deck overlay was completed on each structure in 2001 with Contract 86963. Each structure consists of three spans of seven PPC I-Beams and reinforced concrete deck superstructure on concrete piers and vaulted abutments with a concrete slab approach span. Overall length of the bridge is 279'-8¾" bk.-bk. of abutments and 333'-0" bk.-bk. of approach bents, with a bridge width of 42'-0" out - out of parapets. One lane of traffic in each direction is to be maintained using staged construction.

Salvage - None.



ELEVATION



PLAN

PROPOSED SCOPE OF WORK

1. Scarification of existing microsilica concrete overlay and installation of new latex concrete overlay across deck and approaches.
2. Remove and replace abutment deck joints.
3. Remove and replace or eliminate existing deck floor drains.
4. Repair concrete delaminations on abutment walls, piers, and parapets.
5. Repair concrete defects on P.P.C. I-Beams.
6. Remove and replace two abutment bearings for P.P.C. I-Beams.
7. Clean and paint remaining abutment bearing assemblies.
8. Repair damaged ends of aluminum railing on parapets.

LOADING HS20-44

DESIGN SPECIFICATIONS
2002 AASHTO Standard Specifications for
Highway Bridges, 17th Edition (LFD)

DESIGN STRESSES

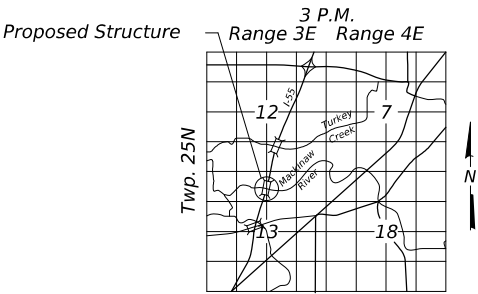
FIELD UNITS

New Construction:
 $f_c = 4,000$ psi (deck)
 $f_y = 60,000$ psi (Reinforcement)

Exist. Structure:
 $f_c = 3,500$ psi
 $f_y = 60,000$ psi (deck reinf.)
 $f_y = 40,000$ psi (orig. substr. reinf.)

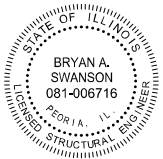
PRECAST PRESTRESSED UNITS

Exist. Structure:
 $f_c = 6,000$ psi
 $f_{ci} = 5,000$ psi
 $f_s = 270,000$ psi (½"Ø Strands)
 $f_{si} = 189,000$ psi (½"Ø Strands)



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
I-55 OVER MACKINAW RIVER
F.A.I. 55 - SEC. (57-2B-3,4) BR
MCLEAN COUNTY
STATION 588+37.50
STR. NO. 057-0167 & 057-0168



Bryan Swanson
Date Signed: 11-06-25
Exp. Date: 11/30/2026

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 23 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-2B-3,4)BR	MCLEAN	79	34
CONTRACT NO. 70F93				
ILLINOIS FED. AID PROJECT				

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11/6/2025 4:24:27 PM

MAURER-STUTZ
ENGINEERS SURVEYORS

USER NAME = kjaho	DESIGNED - KJA	REVISED -
	CHECKED - BAS	REVISED -
PLOT SCALE =	DRAWN - KJA	REVISED -
PLOT DATE = 11/6/2025	CHECKED - LVM	REVISED -

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.

Plan dimensions and details relative to existing structures have been taken from existing plans and 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.

Synthetic Fibers shall be included in the bridge deck concrete overlay specified. See Special Provisions.

All new structural steel in bearing assemblies shall be hot dip galvanized unless noted otherwise. See special provision for "Hot Dip Galvanizing for Structural Steel".

Expansion joints shall be fabricated to conform to the existing cross slopes of the bridge.

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

Protective coat shall be applied to all new concrete superstructure, PCC pavement connectors, and all new concrete overlays as specified in Article 503.19 of the Standard Specifications

Contractor shall use extreme care during concrete removal to avoid damage to the PPC I-Beams.

All structural steel shall conform to AASHTO Classifications M-270 Gr 36 unless otherwise noted.

Areas of deck repairs shown are estimates. The Engineer shall show actual locations and size of deck repairs on As Built Plans.

TOTAL BILL OF MATERIAL

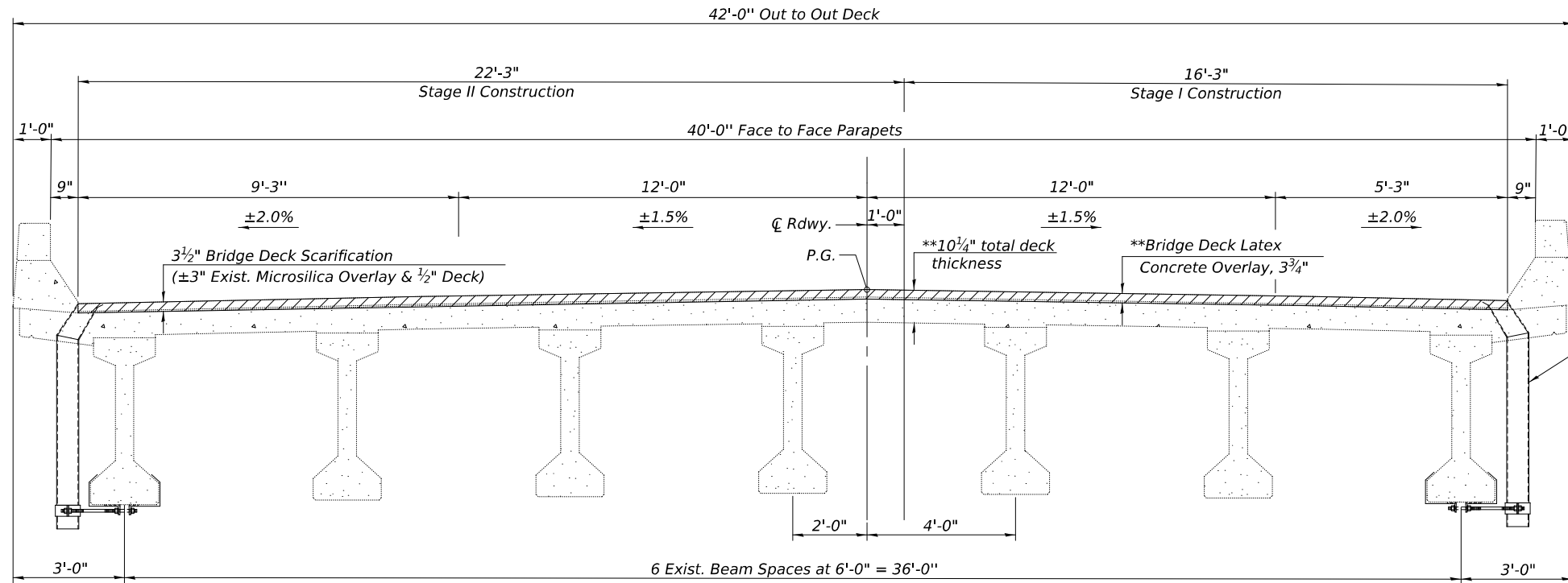
ITEM	UNIT	-0167	-0168	TOTAL
Concrete Removal	Cu. Yd.	22.1	22.1	44.2
Floor Drains	Each	40	40	80
Concrete Superstructure	Cu. Yd.	22.1	22.1	44.2
Protective Coat	Sq. Yd.	1799	1827	3626
Reinforcement Bars, Epoxy Coated	Pound	4200	4200	8400
Bar Splicers	Each	38	38	76
Preformed Joint Strip Seal	Foot	81	81	162
Steel Bearing Assembly	Each	2		2
Anchor Bolts, 1"	Each	8		8
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	20	20	40
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	12	12	24
Bridge Deck Scarification 2 1/4"	Sq. Yd.	267	267	534
Bridge Deck Scarification 3 1/2"	Sq. Yd.	1380	1380	2760
Bridge Deck Latex Concrete Overlay 2 1/2 Inches	Sq. Yd.	267	267	534
Bridge Deck Latex Concrete Overlay 3 3/4 Inches	Sq. Yd.	1380	1380	2760
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	172	291	463
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.	34	2	36
Acrylic Coating	Sq. Yd.	190	157	347
Fiber Wrap	Sq. Ft.	1668	1376	3044
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	1045	1045	2090
Cleaning and Painting Bearings	Each	12	14	26
Bar Terminators	Each	120	120	240
Repair Bridge Rail	Foot		16	16
Approach Slab Repair (Full Depth)	Sq. Yd.	3	3	6
Jack and Remove Existing Bearings	Each	2		2
Diamond Grinding (Bridge Section)	Sq. Yd.	1583	1596	3179
Precast Prestressed Concrete I-Beam Repair	Sq. Ft.	288	171	459
Temporary Shoring and Cribbing	Each	2		2

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Staging Plan
4. Deck Slab Repair Plan (SB)
5. Supererstructure (SB)
6. Joint Replacement Details (SB)
7. Parapet Repair Details (SB)
8. Deck Slab Repair Plan (NB)
9. Superstructure (NB)
10. Joint Replacement Details (NB)
11. Parapet Repair Details (NB)
12. Preformed Joint Strip Seal
13. Bar Splicer Assembly Details
14. Beam Repair Plan (SB)
15. Beam Repair Plan (NB)
16. Beam Repair Details
17. Bearing Replacement Details
18. Pier Repairs (SB)
19. Pier Repairs (NB)
20. South Abutment Repairs (SB)
21. North Abutment Repairs (SB)
22. South Abutment Repairs (NB)
23. North Abutment Repairs (NB)

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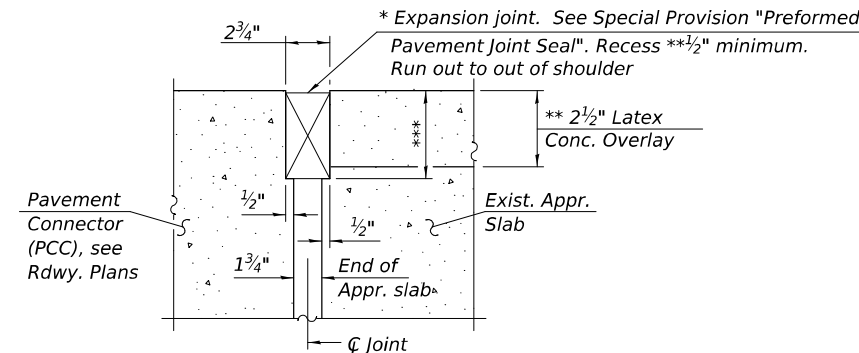
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**Prior to Diamond Grinding

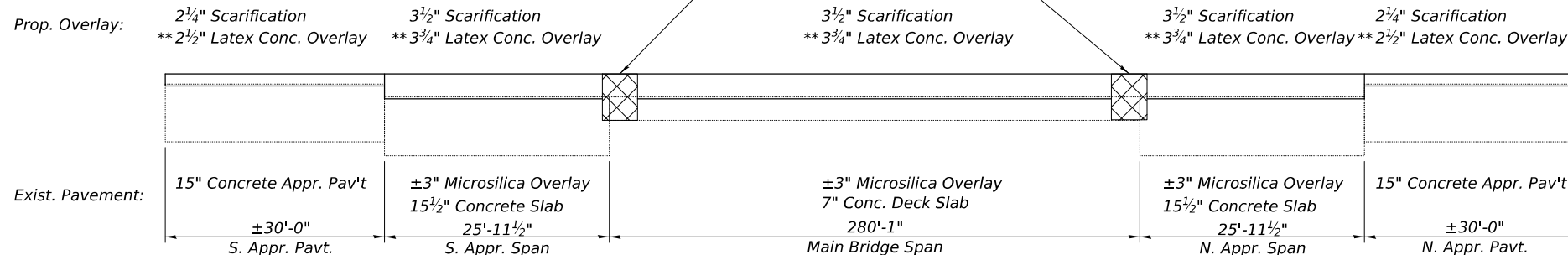
Notes:
Actual bridge cross slopes shall be measured and documented in the field prior to scarification.
See sheet 4 of 23 for Bill of Material for bridge deck overlay.
See sheet 7 of 23 for parapet elevations and replacement details at the expansion joints.

New 6"Ø Floor Drains, see Sheet 4 of 23 for locations



CROSS SECTION - S.N. 057-0167

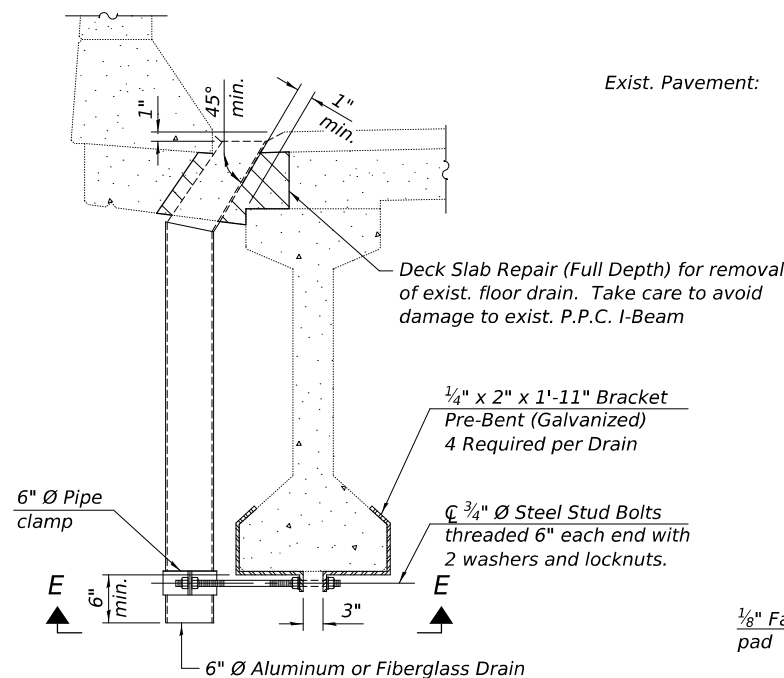
(South Bound Lanes Looking North)



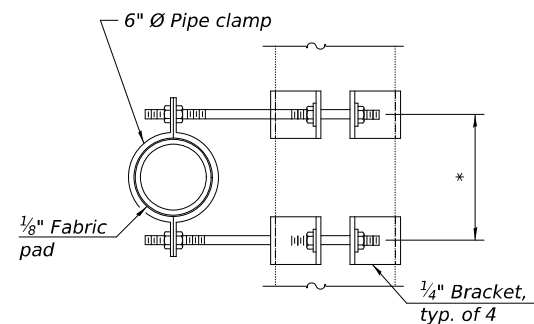
* Cost included with Pavement Connector (PCC) for Bridge Approach Slab

*** Per manufacturer recommendations

SECTION A-A



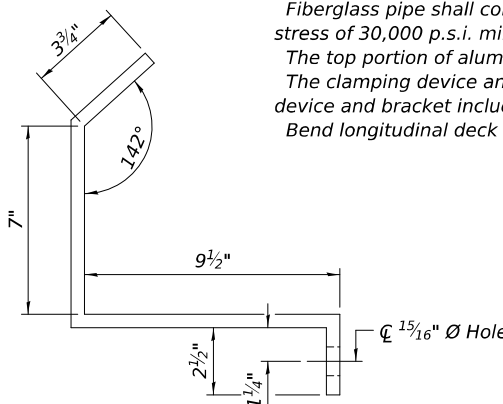
SECTION THRU PARAPET



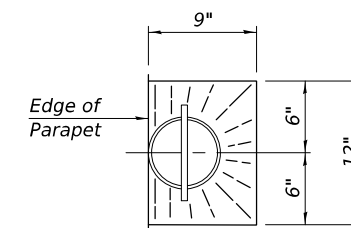
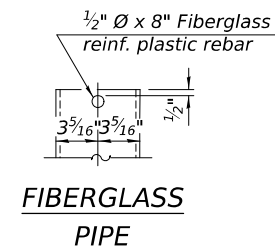
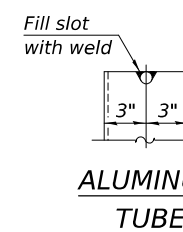
*Dimension as required by pipe clamp

SECTION E-E

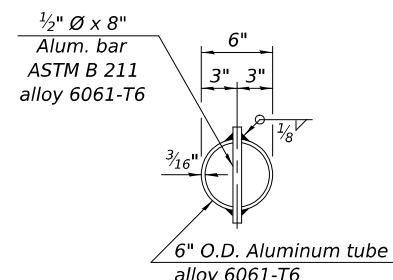
Notes:
Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
The top portion of aluminum floor drains shall be coated to minimize reaction with wet concrete.
The clamping device and bracket shall be galvanized according to AASHTO M 232. Cost of clamping device and bracket included with Floor Drains.
Bend longitudinal deck reinforcement as needed to fit drain thru deck.



BRACKET DETAIL



TOP PLAN



TOP PLAN (Showing aluminum tube)

(Sheet 2 of 4)

MAURER-STUTZ
ENGINEERS SURVEYORS

USER NAME =	kjaho	DESIGNED -	KJA	REVISED -	
		CHECKED -	BAS	REVISED -	
PLOT SCALE =		DRAWN -	KJA	REVISED -	
PLOT DATE =	11/6/2025	CHECKED -	LVM	REVISED -	

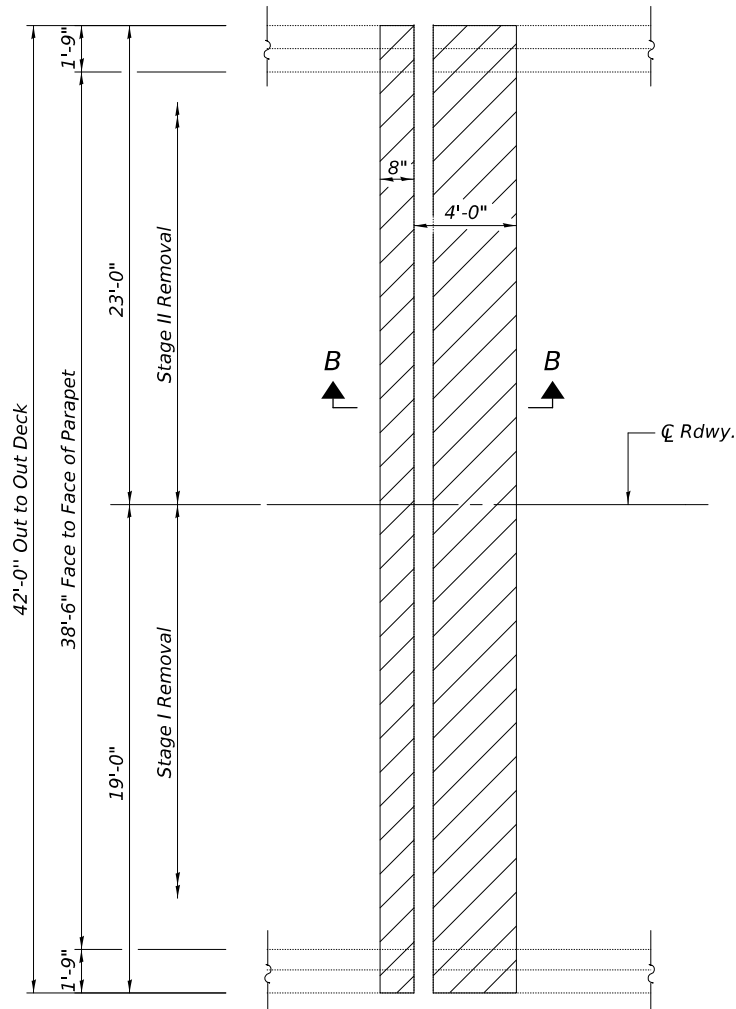
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE (SB)
STRUCTURE NO. 057-0167

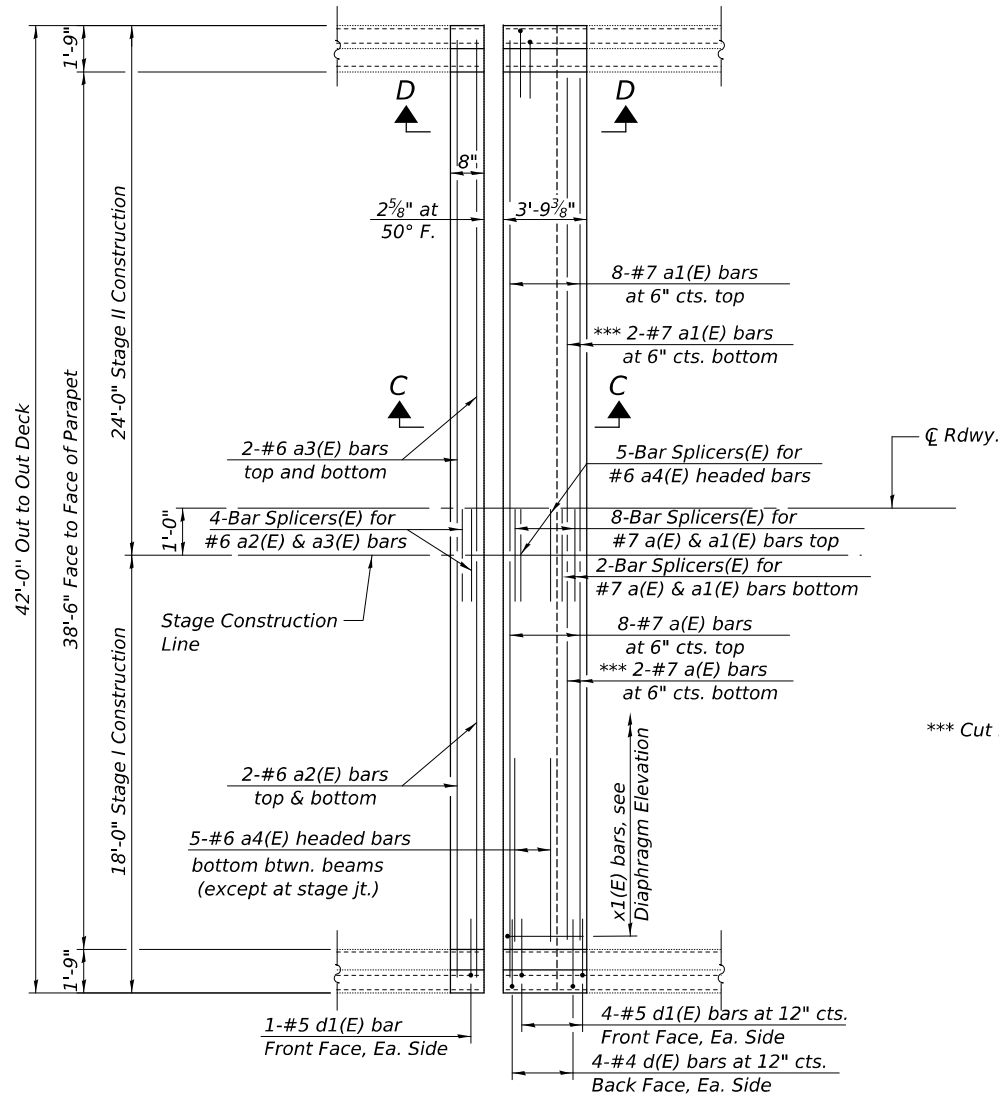
SHEET 5 OF 23 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 70F93				
ILLINOIS FED. AID PROJECT				

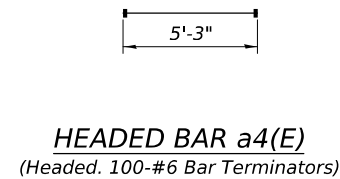
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CONCRETE REMOVAL AT ABUTMENT - S.N. 057-0167
(South End Shown, North End Opposite)

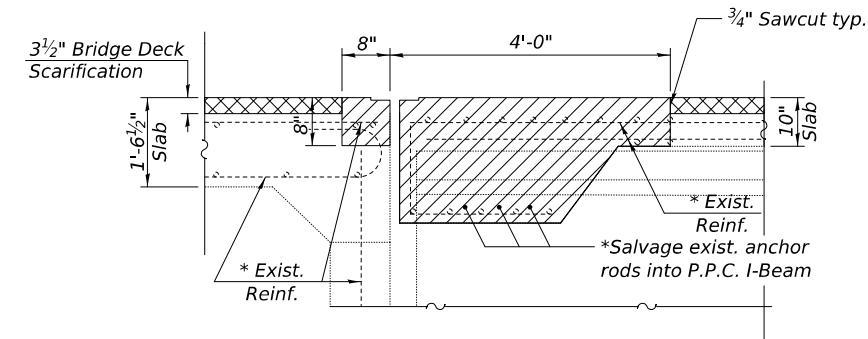


CONCRETE REPLACEMENT AT ABUTMENT - S.N. 057-0167
(South End Shown, North End Opposite)

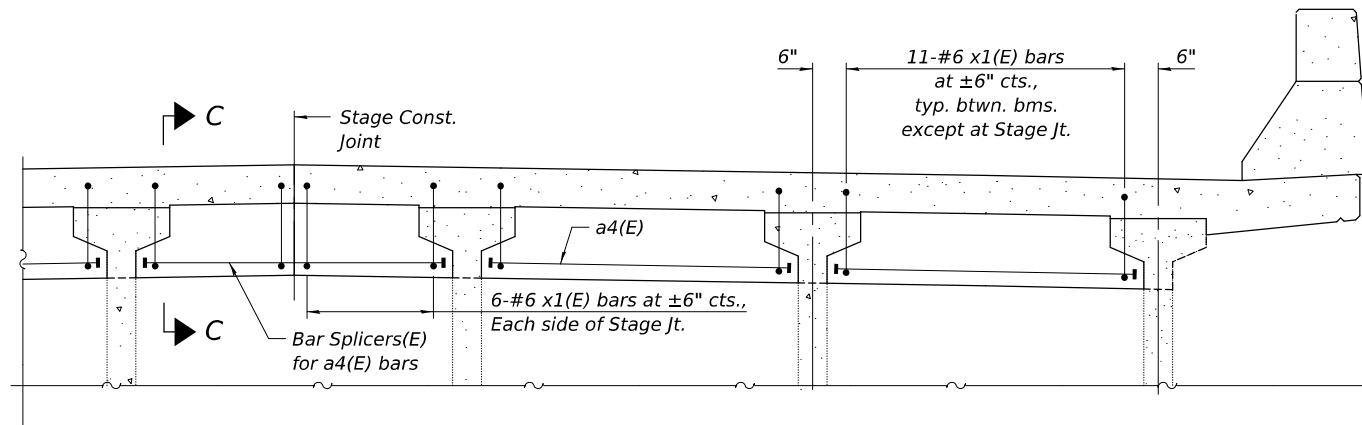


BAR x1(E)

*** Cut bars to fit in deck overhang



SECTION B-B



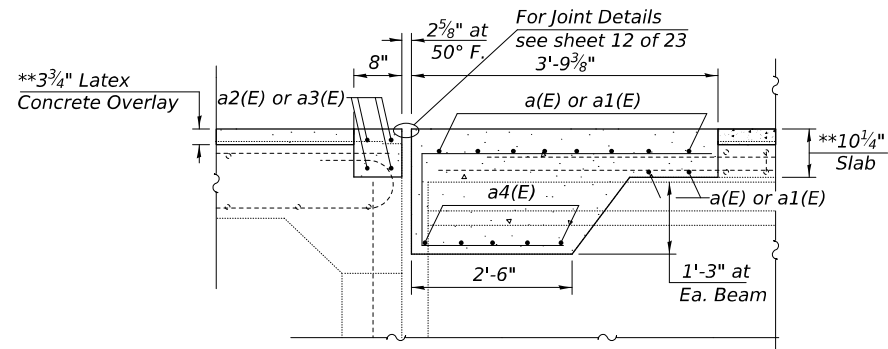
DIAPHRAGM AT ABUTMENT JOINT

Notes:

Hatched areas indicate Concrete Removal.
For parapet dimensions and details and View D-D, see sheet 7 of 23.
Deck joint dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on sheet 12 of 23.
For details of Bar Splicers, see sheet 13 of 23.

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

** Prior to 1/4" Diamond Grinding



SECTION C-C

(Sheet 3 of 4)



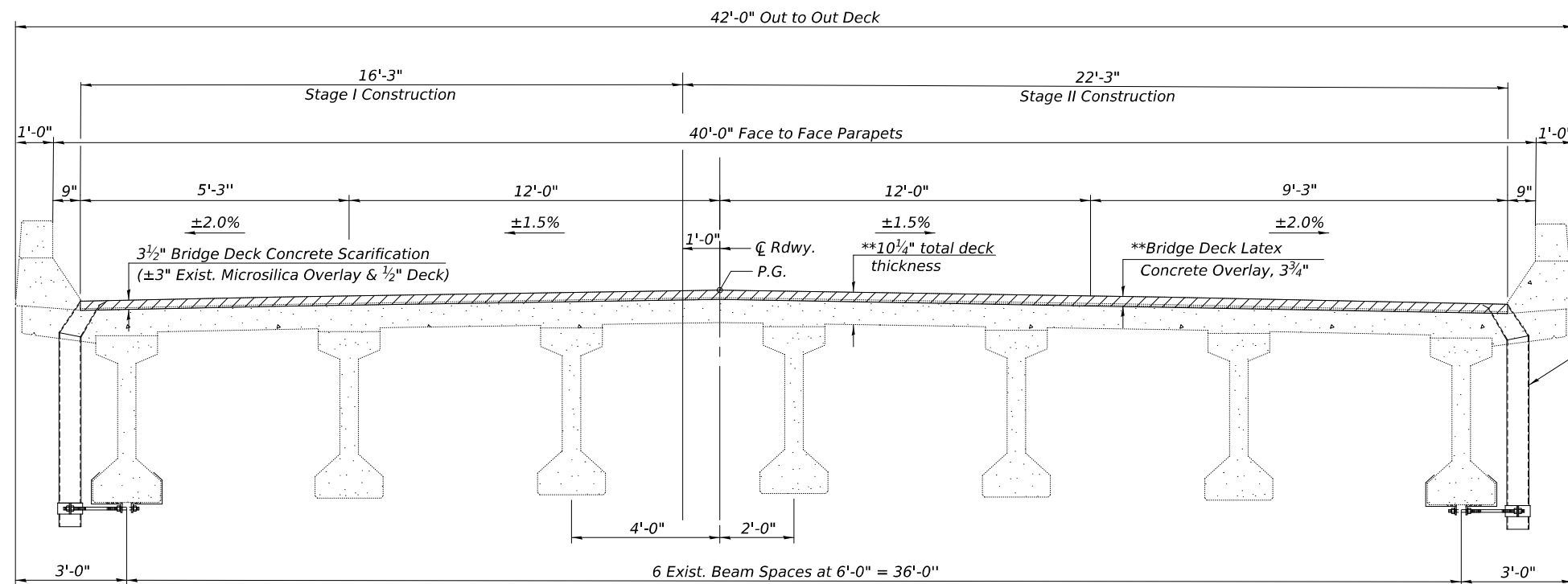
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		CHECKED -	BAS	REVISED -	
PLOT SCALE =		DRAWN -	KJA	REVISED -	
PLOT DATE =	11/6/2025	CHECKED -	LVM	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**JOINT REPLACEMENT DETAILS (SB)
STRUCTURE NO. 057-0167**

SHEET 6 OF 23 SHEETS

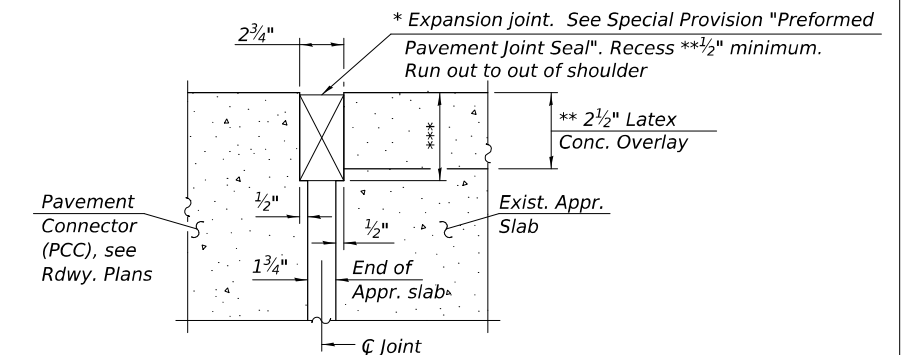
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-2B-3.4)BR	MCLEAN	79	39
CONTRACT NO. 70F93				
ILLINOIS FED. AID PROJECT				



****Prior to Diamond Grinding**

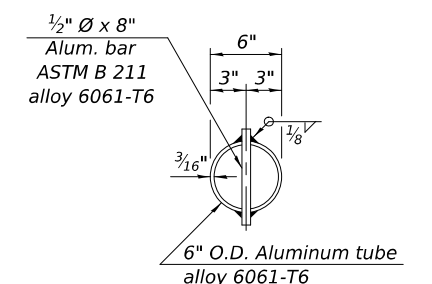
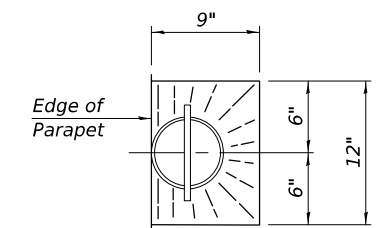
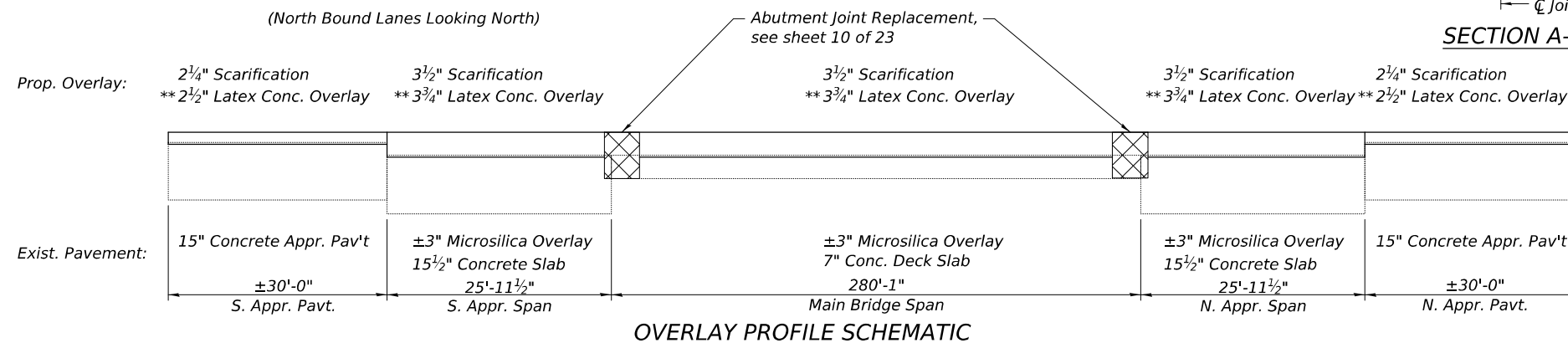
Notes:

Actual bridge cross slopes shall be measured and documented in the field prior to scarification.
See sheet 8 of 23 for Bill of Material for bridge deck overlay.
See sheet 11 of 23 for parapet elevations and replacement details at the expansion joint.

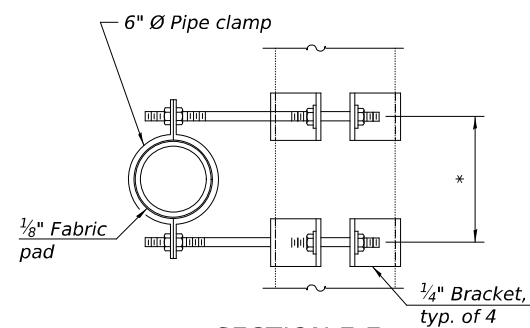
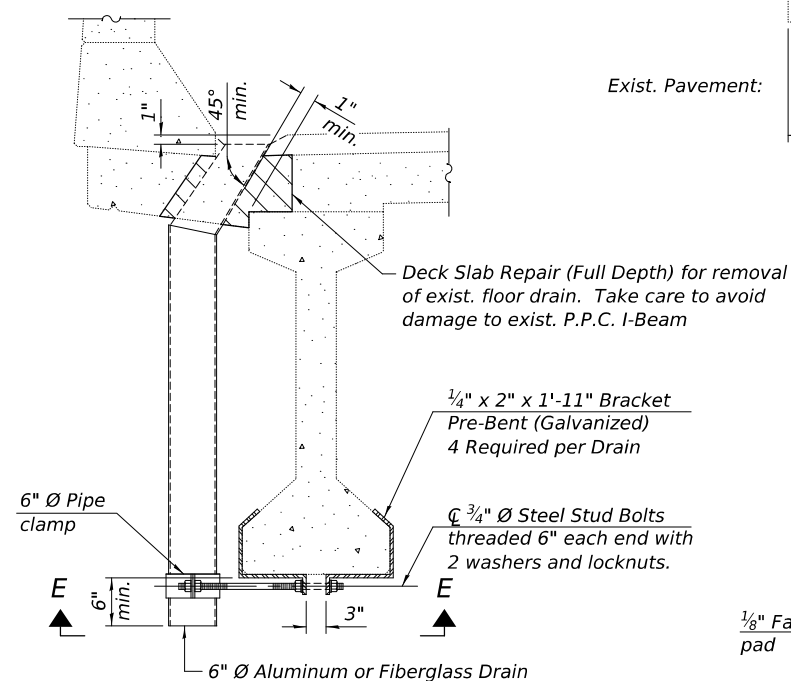


* Cost included with Pavement Connector (PCC) for Bridge Approach Slab

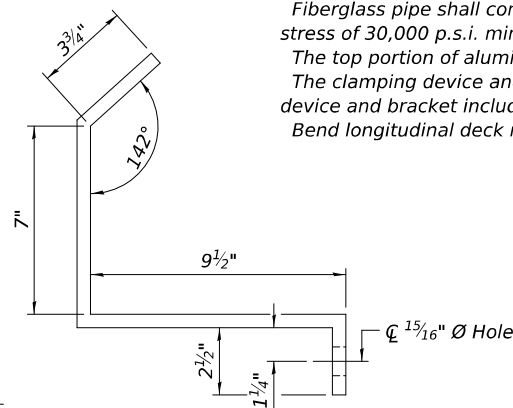
*** Per manufacturer recommendations



TOP PLAN
(Showing aluminum tube)



*Dimension as required by pipe clamp



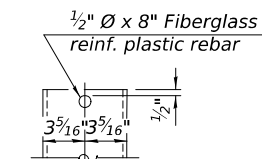
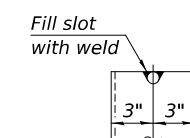
Notes:

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

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

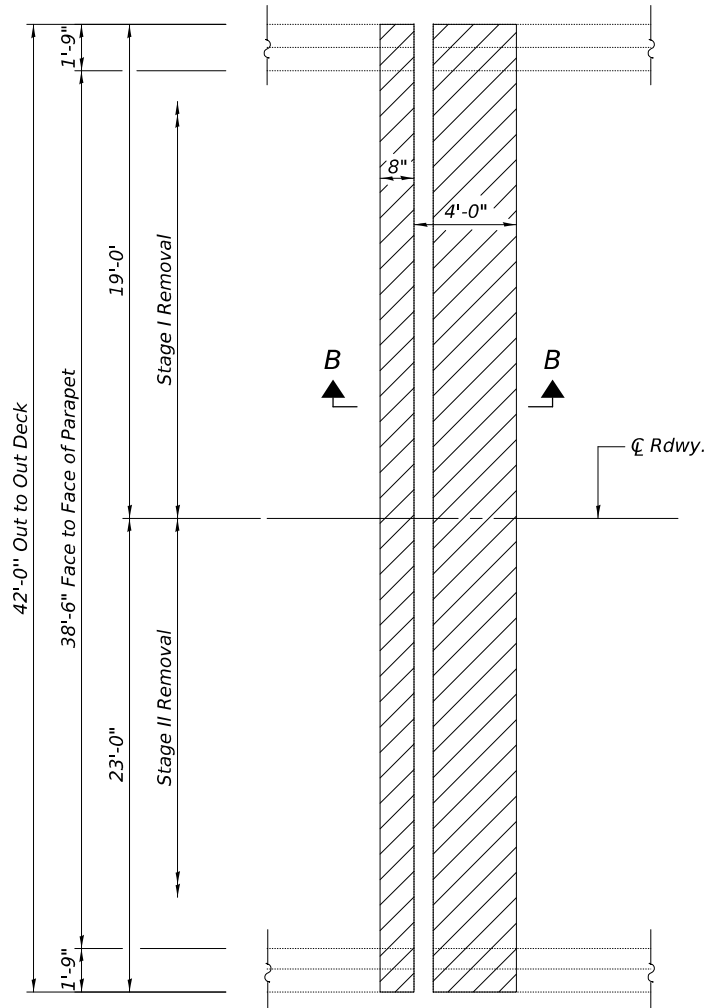
The clamping device and bracket shall be galvanized according to AASHTO M 232. Cost of clamping device and bracket included with Floor Drains.

Bend longitudinal deck reinforcement as needed to fit drain thru deck.

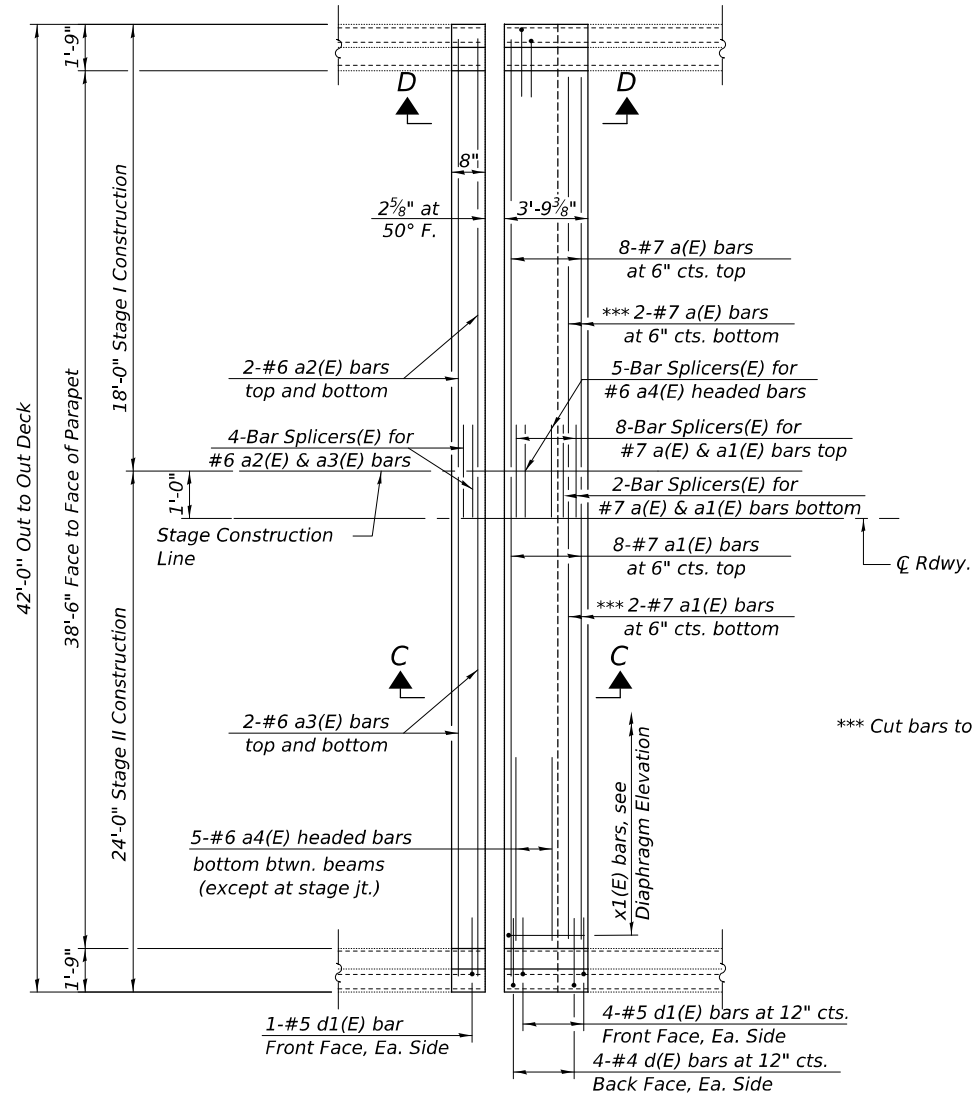


(Sheet 2 of 4)

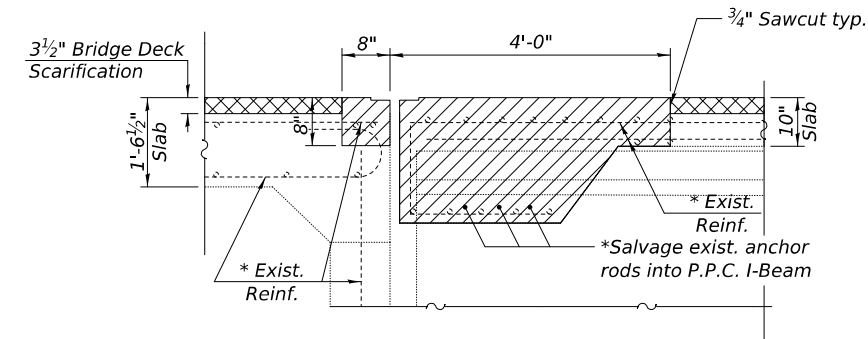
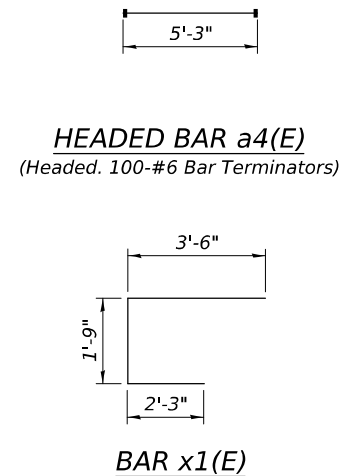
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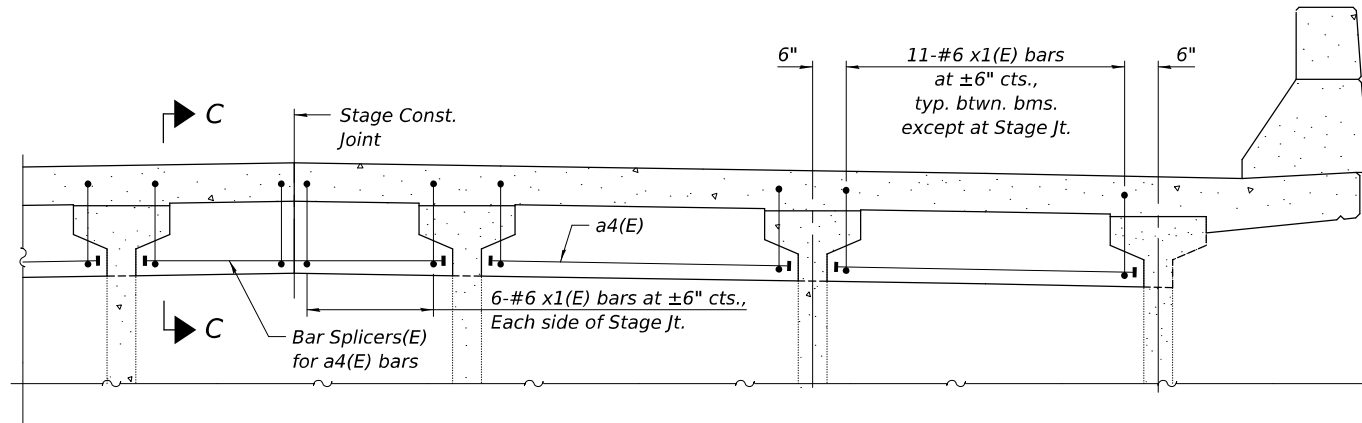
CONCRETE REMOVAL AT ABUTMENT - S.N. 057-0168
(South End Shown, North End Opposite)



CONCRETE REPLACEMENT AT ABUTMENT - S.N. 057-0168
(South End Shown, North End Opposite)

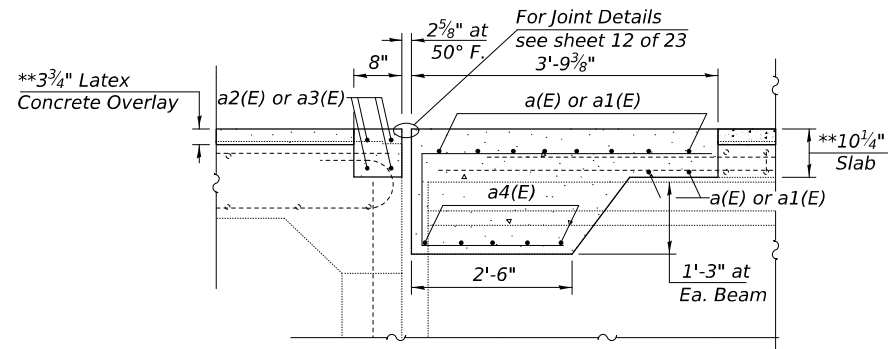


SECTION B-B



DIAPHRAGM AT ABUTMENT JOINT

Notes:
Hatched areas indicate Concrete Removal.
For parapet dimensions and details and View D-D, see sheet 11 of 23.
Deck joint dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on sheet 12 of 23.
For details of Bar Splicers, see sheet 13 of 23.



SECTION C-C

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

** Prior to 1/4" Diamond Grinding

(Sheet 3 of 4)



USER NAME =	kjaho	DESIGNED -	KJA	REVISED -	
		CHECKED -	BAS	REVISED -	
PLOT SCALE =		DRAWN -	KJA	REVISED -	
PLOT DATE =	11/6/2025	CHECKED -	LVM	REVISED -	

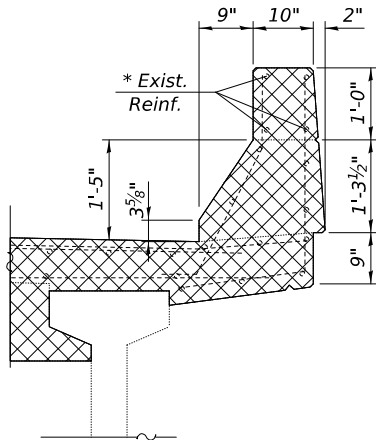
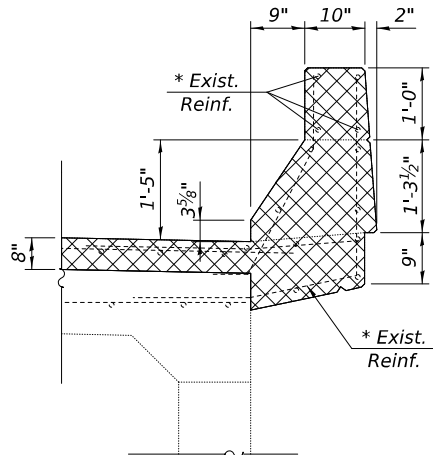
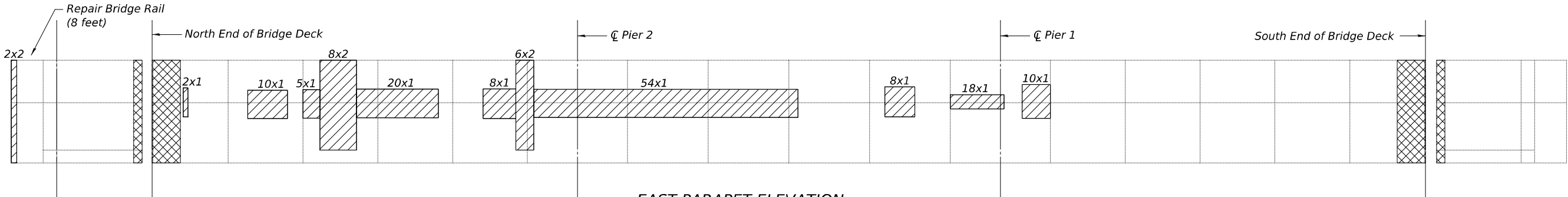
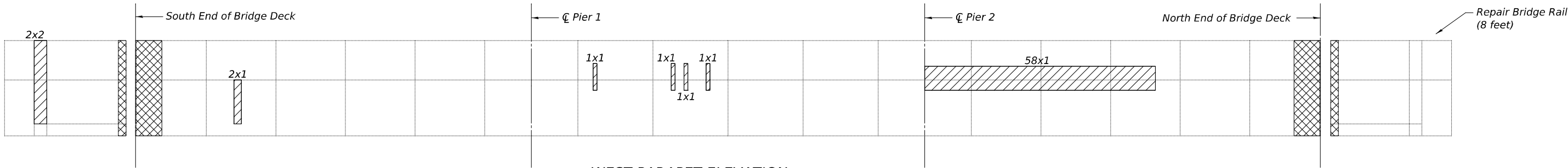
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**JOINT REMOVAL AND CONSTRUCTION DETAILS
STRUCTURE NO. 057-0168**

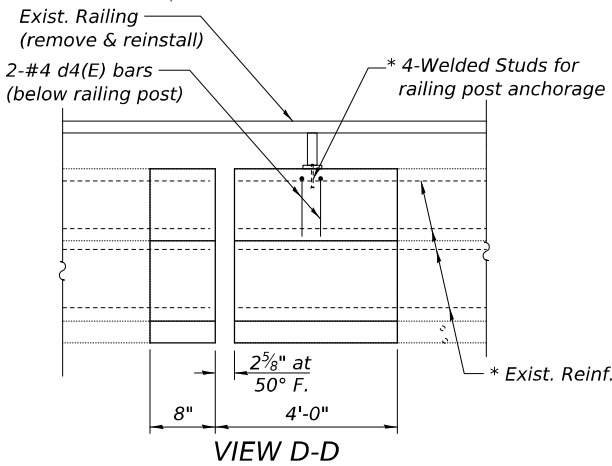
SHEET 10 OF 23 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-2B-3,4)BR	MCLEAN	79	43
CONTRACT NO. 70F93				
ILLINOIS FED. AID PROJECT				

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	Structural Repair of Concrete (Depth ≤ 5") (Parapets Only)
	Concrete Removal and Concrete Superstructure



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

** Prior to 1/4" Diamond Grinding

Notes:

See sheet 10 of 23 for Bill of Material for parapet removal and replacement at the abutment joint.

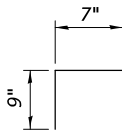
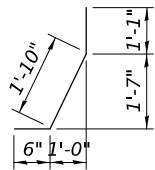
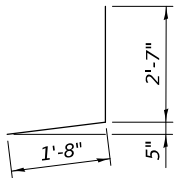
At any drain hole locations exposed at the face of parapet by the scarification, remove ±2" depth of concrete around the hole, clean and fill the hole with polyurethane sealant, and fill the removed concrete with fresh concrete prior to placement of the latex concrete overlay. Cost included with Bridge Deck Scarification.

Existing guardrail or railing shall be temporarily removed and re-erected where needed to allow for replacement or repair of the parapet ends. Any railing damaged during construction shall be replaced at the Contractor's expense. Cost included with Structural Repair of Concrete.

If necessary, the Contractor has the option of post-installing stainless steel anchor rods of the same diameter and grade as the specified cap screws according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

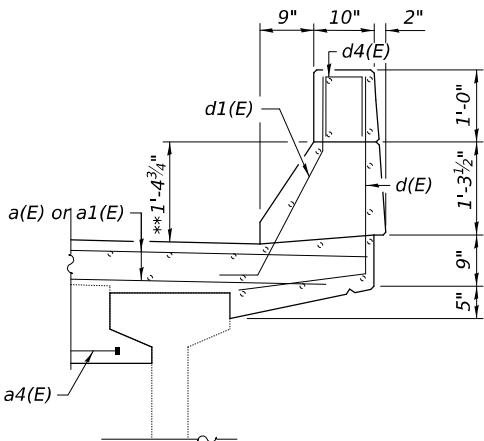
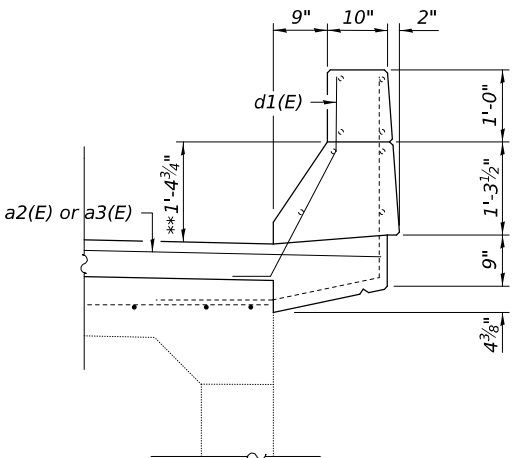
PARAPET REPAIR (S.N. 057-0168)
BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth Less Than or Equal to 5")	Sq. Ft.	235
Repair Bridge Rail	Foot	16



SECTION THRU APPROACH PARAPET

SECTION THRU BRIDGE DECK PARAPET



(Sheet 4 of 4)



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PLOT SCALE =
PLOT DATE = 11/6/2025

DESIGNED - KJA
CHECKED - BAS
DRAWN - KJA
CHECKED - LVM

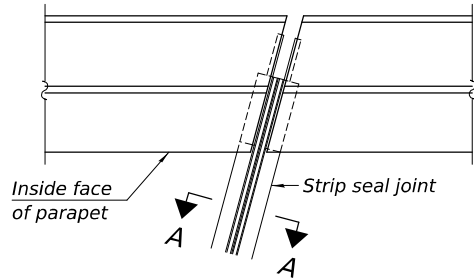
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET REPAIR DETAILS (NB)
STRUCTURE NO. 057-0168

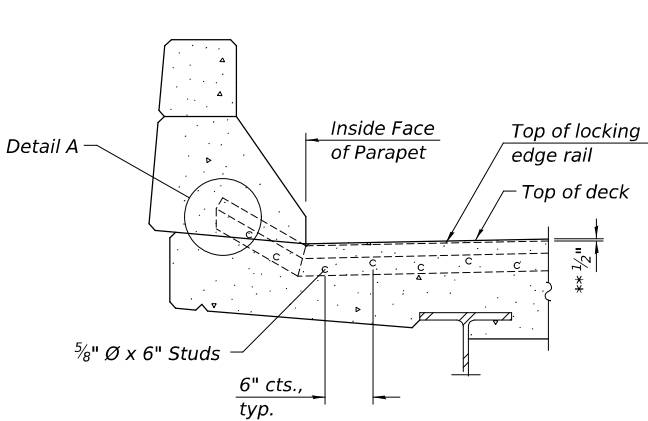
SHEET 11 OF 23 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 70F93				
ILLINOIS FED. AID PROJECT				



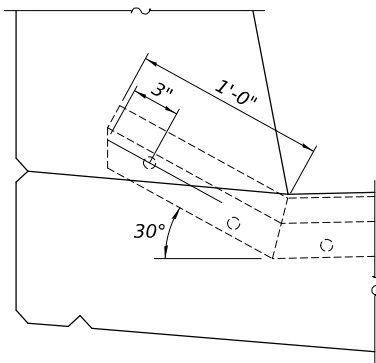
FOR SKEWS $\leq 30^\circ$

PLAN AT PARAPET



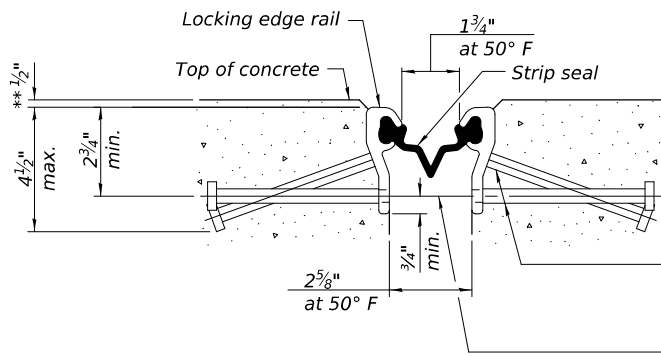
SECTION AT PARAPET

(Skews $> 30^\circ$ shown. Skews $\leq 30^\circ$ similar except as shown in plan view.)



DETAIL A

**Prior to Diamond Grinding



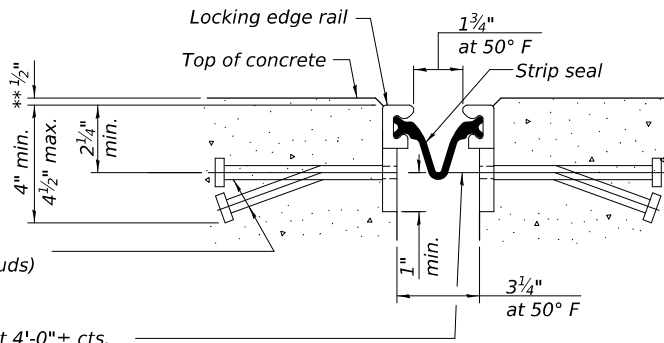
SHOWING ROLLED RAIL JOINT

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

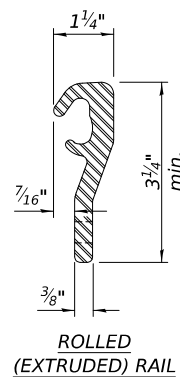
3/8" $\varnothing$ threaded rods in 7/16" $\varnothing$ holes at 4'-0" $\pm$ cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

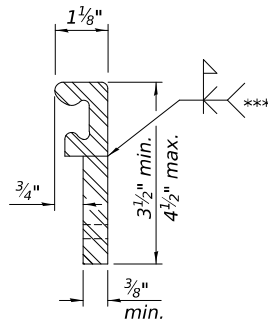
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



SHOWING WELDED RAIL JOINT



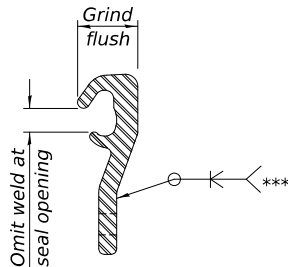
ROLLED (EXTRUDED) RAIL



WELDED RAIL

LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL (S.N. 057-0167)

Item	Unit	Total
Preformed Joint Strip Seal	Foot	81

BILL OF MATERIAL (S.N. 057-0168)

Item	Unit	Total
Preformed Joint Strip Seal	Foot	81

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

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

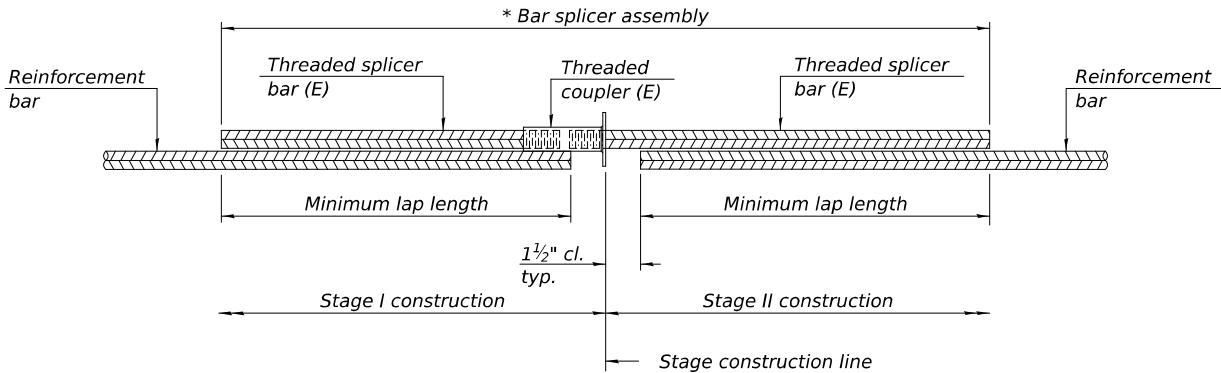
The manufacturer's recommended installation methods shall be followed.

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

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

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.

MODEL: Default
FILE NAME: S:\237\2024\23724010.01 (210-023 WO1 CN70F93 Str Repairs)\CADD\CADD Sheets\70F93-0570167-013-Bar Splicer Assembly Details.dgn



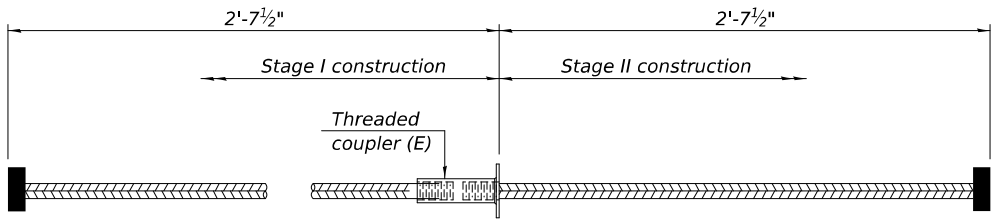
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

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

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

Location	Bar size	No. assemblies required	Minimum lap length
Exp. Jt. (S.N. 057-0167)	#7	20	4'-7"
	#6	8	4'-10"
Exp. Jt. (S.N. 057-0168)	#7	20	4'-7"
	#6	8	4'-10"



#6 a4(E) BAR SPLICER ASSEMBLY FOR EDGE BEAMS AT STAGE CONSTRUCTION JOINT

(S.N. 057-0167)

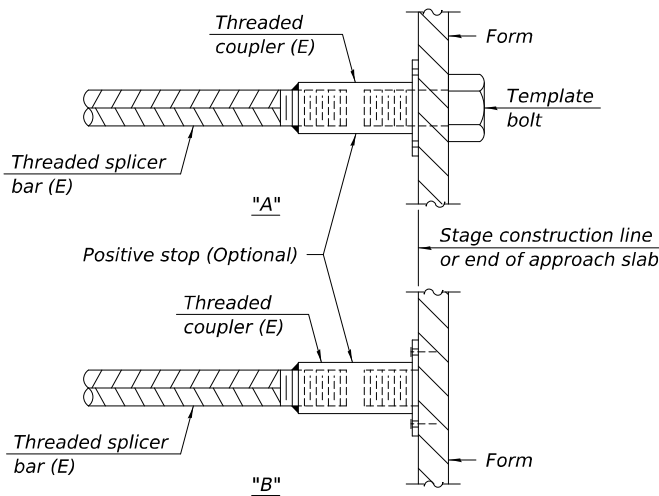
(S.N. 057-0168)

No. required = 10

No. required = 10

(Headed. 20-#6 Bar Terminators)

(Headed. 20-#6 Bar Terminators)

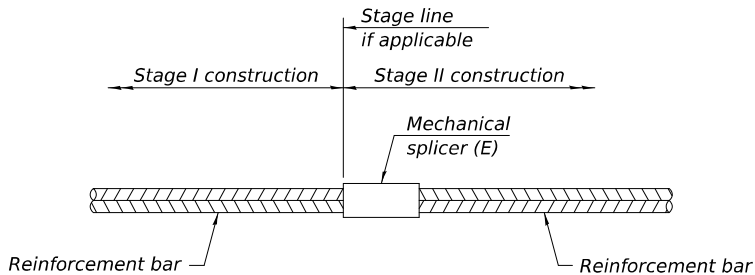


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

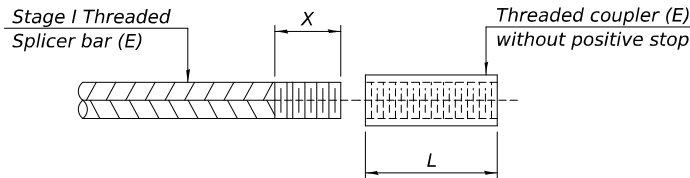
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



THREADING OF ASSEMBLIES

The threaded length "X" shall be no more than L/2. The bar should be tightened until 0-1 thread(s) is/are exposed.

Notes:

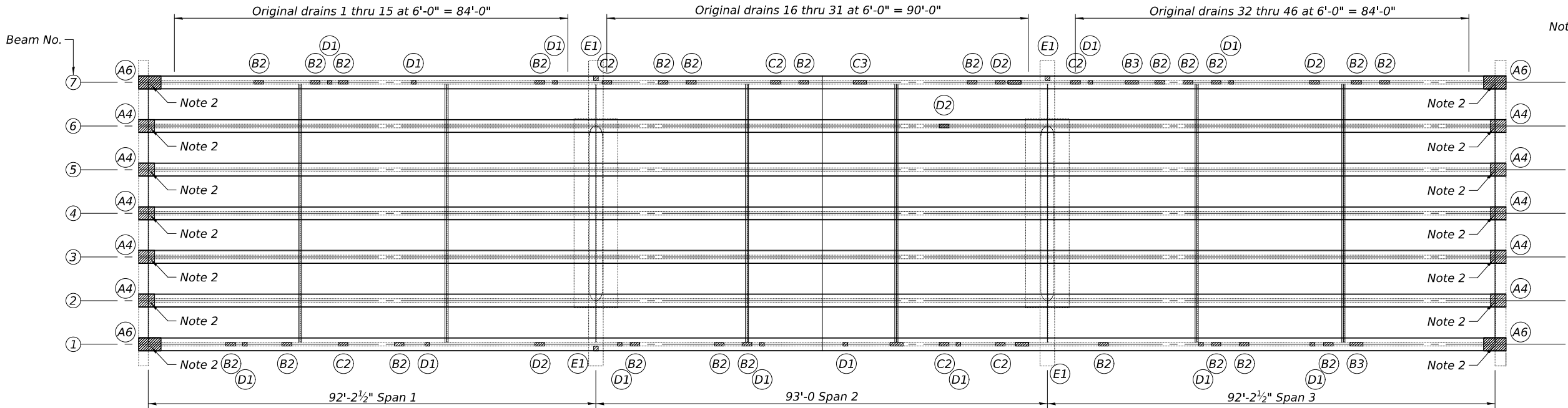
Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

Bar terminators paid for separately. See Total Bill of Material.



Note 2: Clean and paint existing bearing, see special provision for Cleaning and Painting Bearings.

REFLECTED DECK AND FRAMING PLAN (S.N. 057-0168)

BEAM REPAIR TABLE - S.N. 057-0168

Beam	Location	Detail	FRP Qty. (Sq. Ft.)	Acrylic Qty. (Sq. Yd.)	PPC I-Bm Repair (Sq. Ft.)	SRC >5" (Sq. Ft.)
1	S. End & Drain 1	A6	74.3	8.0	8.8	
2	S. End	A4	41.5	4.6	3.8	
3	S. End	A4	41.5	4.6	6.5	
4	S. End	A4	41.5	4.6	6.5	
5	S. End	A4	41.5	4.6	6.5	
6	S. End	A4	41.5	4.6	11.8	
7	S. End & Drain 1	A6	74.3	8.0	11.0	
1	N. End & Drain 46	A6	74.3	8.0	11.5	
2	N. End	A4	41.5	4.6	10.5	
3	N. End	A4	41.5	4.6	4.5	
4	N. End	A4	41.5	4.6	4.5	
5	N. End	A4	41.5	4.6	0.5	
6	N. End	A4	41.5	4.6	3.5	
7	N. End & Drain 46	A6	74.3	8.0	11.8	
1	Drain 3	B2	9.7	1.2	2.0	
1	Btwn. Drain 3 & 4	D1	9.3	1.2	0.3	
1	Drain 5	B2	9.7	1.2	1.5	
1	Drain 7	C2	24.8	2.8	1.3	
1	Drain 9	B2	9.7	1.2	1.0	
1	Drain 10	D1	9.3	1.2	0.3	
1	Drain 15	D2	17.1	1.9	0.8	
1	Btwn. Drain 17 & 18	D1	9.3	1.2	0.5	
1	Drain 18	B2	9.7	1.2	1.0	
1	Drain 21	B2	9.7	1.2	1.0	
1	Drain 22	B2	9.7	1.2	1.0	
1	Btwn. Drain 22 & 23	D1	9.3	1.2	0.3	
1	Btwn. Drain 25 & 26	D1	9.3	1.2	0.3	
1	Drain 29	C2	24.8	2.8	3.5	
1	Btwn. Drain 29 & 30	D1	9.3	1.2	0.3	
1	Drain 31	C2	24.8	2.8	1.8	
1	Drain 34	B2	9.7	1.2	1.0	
1	Btwn. Drain 37 & 38	D1	9.3	1.2	0.3	
1	Drain 38	B2	9.7	1.2	1.0	
1	Drain 39	B2	9.7	1.2	1.0	
1	Btwn. Drain 40 & 41	D1	9.3	1.2	0.3	
1	Drain 42	B2	9.7	1.2	4.0	
1	Drain 43	B3	14.2	1.6	2.8	

BEAM REPAIR TABLE - S.N. 057-0168 (CONT.)

Beam	Location	Detail	FRP Qty. (Sq. Ft.)	Acrylic Qty. (Sq. Yd.)	PPC I-Bm Repair (Sq. Ft.)	SRC >5" (Sq. Ft.)
7	Drain 4	B2	9.7	1.2	1.0	
7	Drain 6	B2	9.7	1.2	3.3	
7	Btwn. Drain 6 & 7	D1	9.3	1.2	0.3	
7	Drain 7	B2	9.7	1.2	2.0	
7	Btwn. Drain 9 & 10	D1	9.3	1.2	0.3	
7	Drain 14	C2	24.8	2.8	3.0	
7	Btwn. Drain 14 & 15	D2	17.1	1.9	0.3	
7	Drain 16	C2	24.8	2.8	0.8	
7	Drain 18	B2	9.7	1.2	1.5	
7	Drain 19	B2	9.7	1.2	2.3	
7	Drain 22	C2	24.8	2.8	1.8	
7	Drain 23	B2	9.7	1.2	1.5	
7	Drain 25	C3	36.2	3.9	1.5	
7	Drain 29	B2	9.7	1.2	2.5	
7	Drain 30	D2	17.1	1.9	0.5	
6	BF - Span 2	D2	17.1	1.9	1.3	
7	Drain 32	C2	24.8	2.8	0.5	
7	Btwn. Drain 32 & 33	D1	9.3	1.2	0.3	
7	Drain 34	B3	14.2	1.6	6.5	
7	Drain 35	B2	9.7	1.2	1.0	
7	Drain 36	B2	9.7	1.2	1.0	
7	Drain 37	B2	9.7	1.2	3.0	
7	Btwn. Drain 37 & 38	D1	9.3	1.2	0.3	
7	Btwn. Drain 40 & 41	D2	17.1	1.9	0.5	
7	Drain 42	B2	9.7	1.2	2.5	
7	Drain 43	B2	9.7	1.2	2.0	
1	Pier 1	E1	3.7	0.4		0.5
1	Pier 2	E1	3.7	0.4		0.5
7	Pier 1	E1	3.7	0.4		0.5
7	Pier 2	E1	3.7	0.4		0.5
Totals			1375.7	156.6	170.5	2.0

BEAM REPAIRS (S.N. 057-0168)

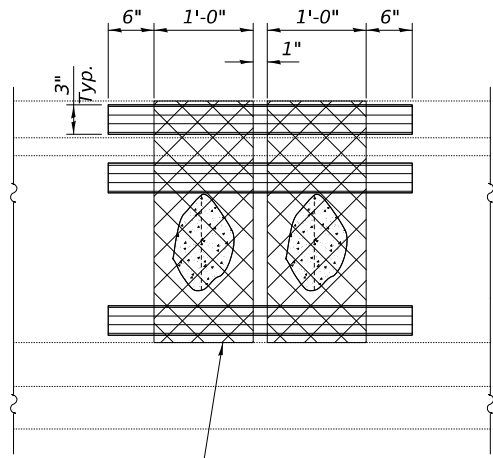
BILL OF MATERIAL

ITEM	UNIT	TOTAL
Prestressed Precast I-Beam Repair	Sq. Ft.	171
Fiber Wrap	Sq. Ft.	1376
Acrylic Coating	Sq. Yd.	157
Structural Repair of Concrete >5"	Sq. Ft.	2
Cleaning and Painting Bearings	Each	14

Notes:
FRP and PPC I-Beam repair sizes and locations are estimated based on April 2024 hands-on sounding of the beams. Final locations and limits of repairs to be determined by Engineer.
See sheet 16 of 23 for detail views of beam repairs.

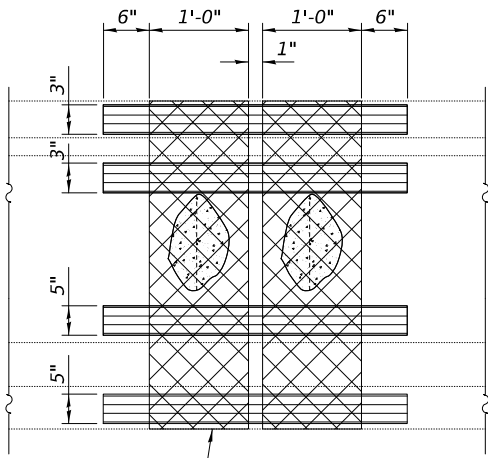
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FILE NAME: S:\237\2024\23724010.01 (210-023 WO1 CN70F93 Str Repairs)\CADD\CADD Sheets\70F93-0570167-015-Beam Repair Plan (NB).dgn
11/6/2025 4:24:46 PM

MODEL: Default
FILE NAME: S:\237\2024\23724010.01 (210-023 WO1 CN70F93 Str Repairs)\CADD\CADD Sheets\70F93-0570167-016-Beam Repair Details.dgn
11/6/2025 4:24:47 PM



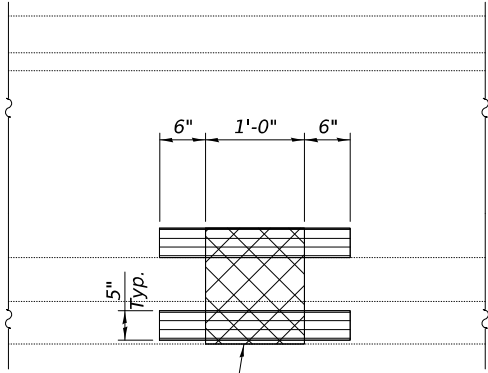
Use (2) 1'-0" vertical strips for repair B2
Use (3) 1'-0" vertical strips for repair B3
Use (4) 1'-0" vertical strips for repair B4

BEAM REPAIR B2,B3,B4 ELEVATION



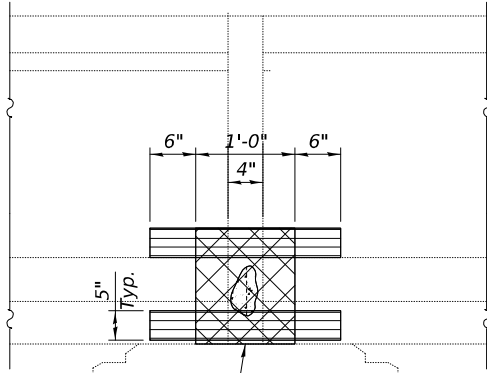
Use (2) 1'-0" vertical strip for repair C2
Use (3) 1'-0" vertical strips for repair C3
Use (4) 1'-0" vertical strips for repair C4

BEAM REPAIR C2,C3,C4 ELEVATION



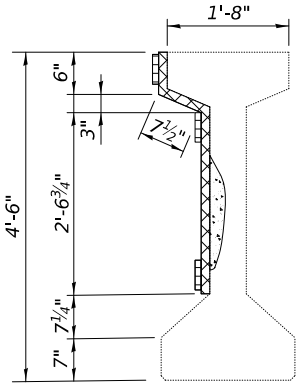
Use (1) 1'-0" vertical strip for repair D1
Use (2) 1'-0" vertical strips for repair D2
Use (9) 1'-0" vertical strips for repair D9

BEAM REPAIR D1,D2,D9 ELEVATION

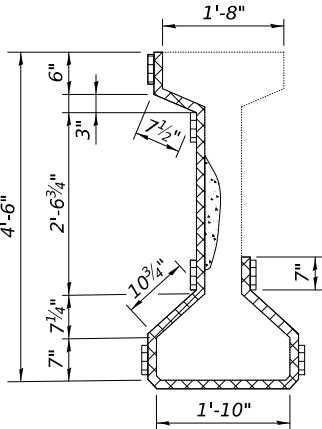


Use (1) 1'-0" vertical strip for repair E1

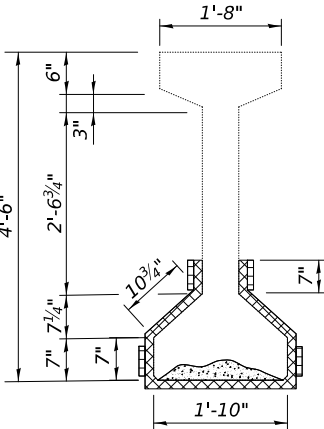
COMPRESSION BLOCK REPAIR E1 ELEVATION



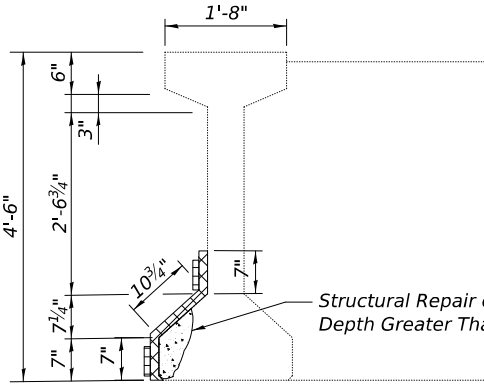
BEAM REPAIR B2,B3,B4 SECTION



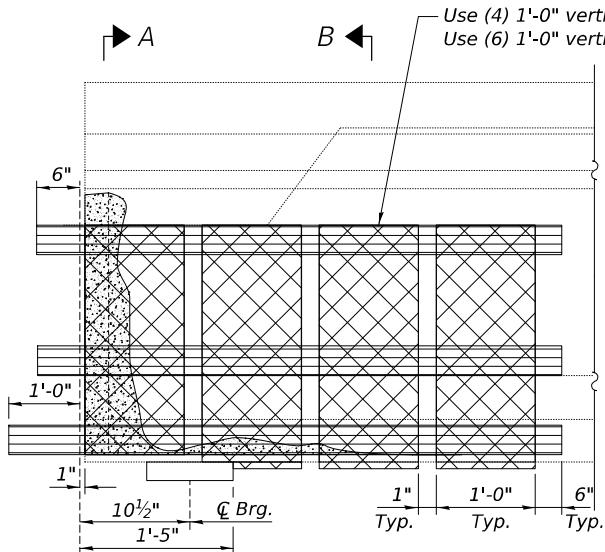
BEAM REPAIR C2,C3,C4 SECTION



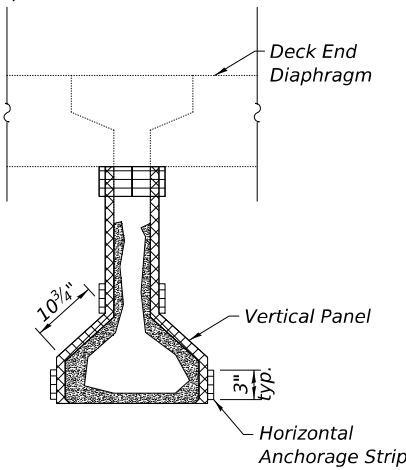
BEAM REPAIR D1,D2,D9 SECTION



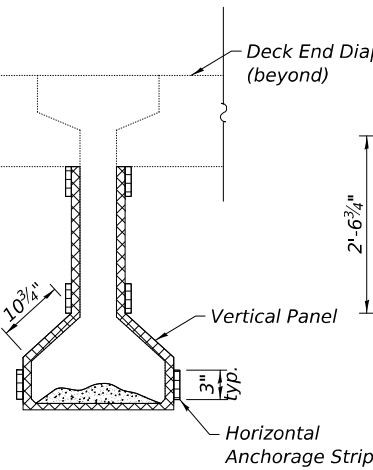
COMPRESSION BLOCK REPAIR E1 SECTION
(For cast-in-place concrete pier diaphragm concrete btwn. beam ends)



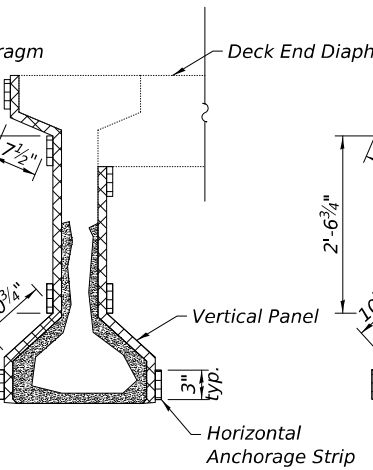
BEAM END REPAIR A4,A6 ELEVATION



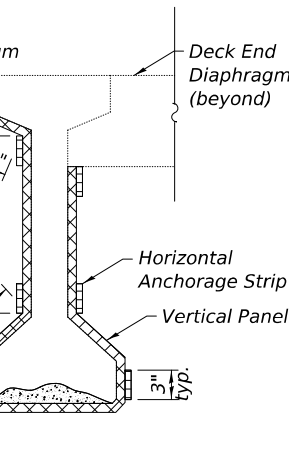
INTERIOR BEAM REPAIR
SECTION A-A



INTERIOR BEAM REPAIR
SECTION B-B



FASCIA BEAM REPAIR
SECTION A-A



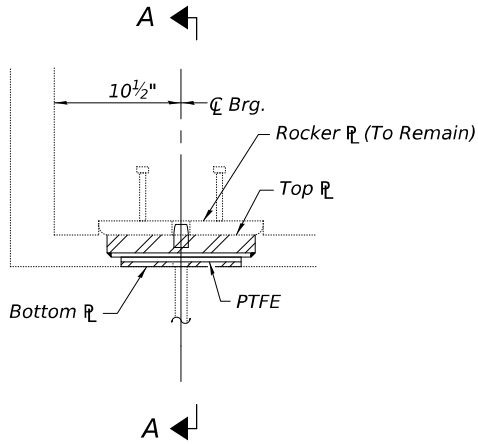
FASCIA BEAM REPAIR
SECTION B-B

Notes:
See Sheet 14 thru 15 of 23 for locations of beam repairs.
See Special Provisions for "FRP Strengthening" and "Precast Prestressed Concrete I-Beam Repair".
The existing concrete surface shall be cleaned and prepared in accordance with the special provisions.
Acrylic coating shall be placed over the fiber wrap repairs. Two coats shall be applied. See Special Provisions for "FRP Strengthening".
Removal of existing concrete at the compression block repair locations shall consist of any loose or delaminated concrete between the beam ends or within the ends of the beam itself. The Contractor shall use extreme care during the removal process to prevent any damage to remaining portions of the precast beams or the prestressing strands. The Contractor shall use a pumpable concrete mix for the repair. Cost for this repair shall be paid for as Structural Repair of Concrete.

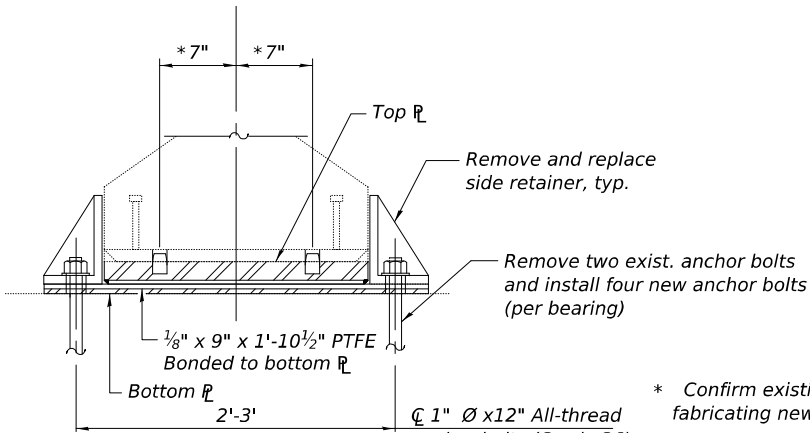
LEGEND

	Precast Prestressed Concrete I-Beam Repair (Areas to be determined by the Engineer)
	Horizontal Anchorage Strip (Wrap onto end of beam, where applicable)
	FRP with fibers oriented vertically. Fiber wrap shall bend to follow beam contours

MODEL: Default: FILE NAME: S:\237\2024\23724010.01 (210-023 WO1 CN70F93 Str Repairs)\CADD\CADD Sheets\70F93-0570167-017-Bearing Details.dgn 11/6/2025 4:24:49 PM



ELEVATION AT ABUT.

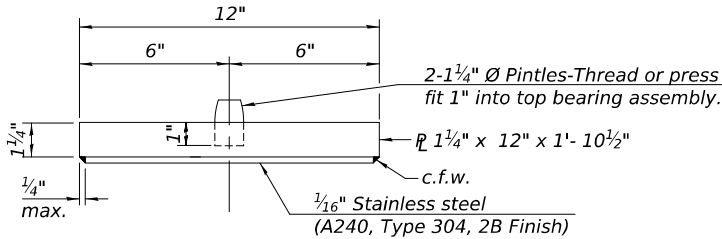


SECTION A-A

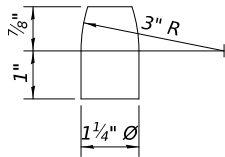
* Confirm existing dimensions prior to fabricating new steel bearing assembly

1" x 9" x 1'-10 1/2" PTFE Bonded to bottom plate
1" x 12" All-thread anchor bolts (Grade 36) with 2 1/4" x 2 1/4" x 5/16" washer under nut. (Galvanized)

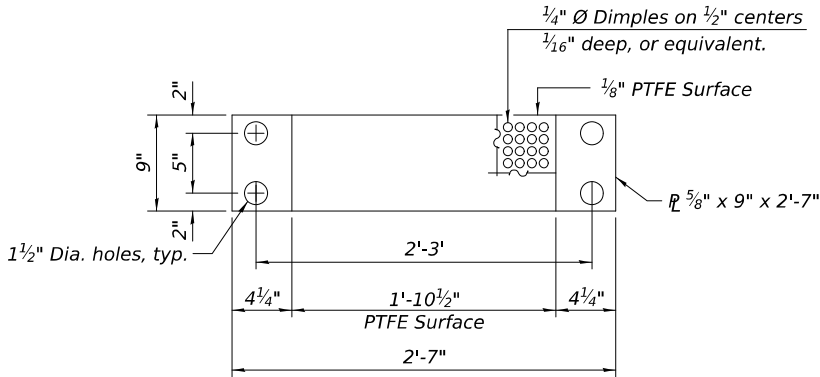
STEEL BEARING ASSEMBLY
(S.N. 057-0167, South Abut., Beams 1 & 7)



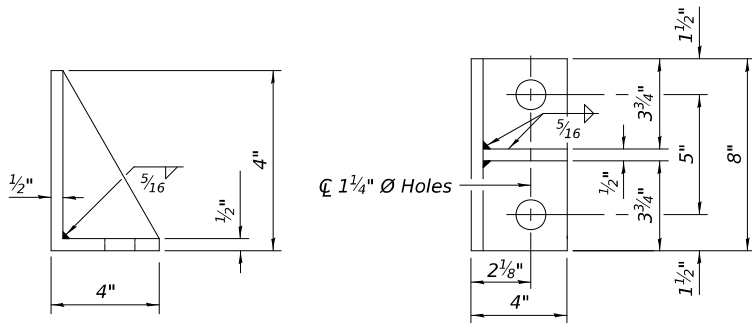
TOP PLATE



PINTLE



BOTTOM PLATE



SIDE RETAINER

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

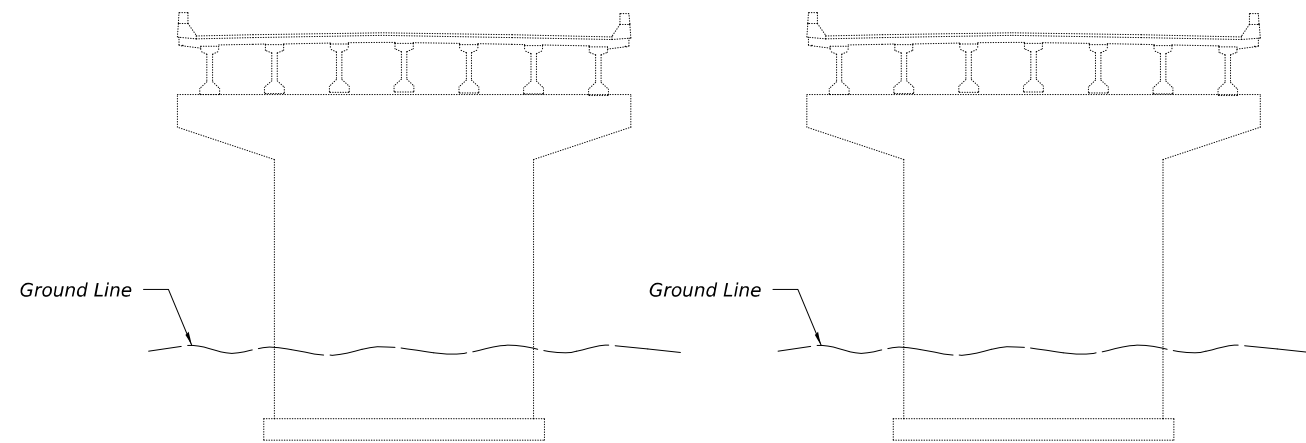
Notes:
Removal of concrete from the top of the abutment bearing seat may be necessary to accommodate removal of the existing bearing assembly. Coordinate with structural repair of concrete at the abutments.
Burn existing anchor bolts flush with existing concrete surface. Grind existing anchor bolts smooth and seal with epoxy.
The bottom plate of the existing bearing assembly may be cut to facilitate removal of the bearing assembly. Cost of removing the existing bottom plate, TFE, anchor bolts, and top plate shall be included in the cost of Jack and Remove Existing Bearings.
Structural repair of concrete shall be completed prior to the installation of new steel bearing assemblies.
Prior to installation of new bearing assembly, all heavy or loose rust, loose mill scale, and other loose detrimental foreign material shall be removed from the exposed surfaces of the existing steel rocker plate embedded in the PPC I-Beam Cleaning of rocker plate shall be included in the cost of Steel Bearing Assembly.
Minimum jack capacity shall be 80 tons.
Side retainers shall be included in the cost of Steel Bearing Assembly.
The 1/8 inch PTFE sheet shall be bonded directly to the bottom steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.
Bonding of 1/8 inch PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.
All exposed bearing plates and side retainers shall be hot dipped galvanized according to AASHTO M111.

GIRDER REACTION TABLE (EXIST.)			
		S.N. 057-0167	
		S. Abut., Ext. Bm.	
R	(k)	88.5	
R	(k)	28.7	
R	(k)	6.6	
R Total	(k)	123.8	

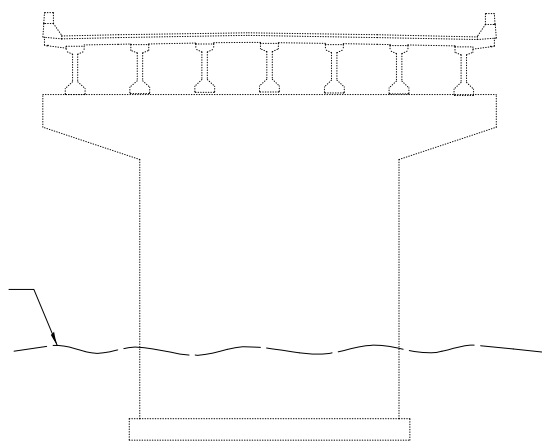
BILL OF MATERIAL

Item	Unit	Total
Steel Bearing Assembly	Each	2
Jack and Remove Existing Bearings	Each	2
Anchor Bolts, 1"	Each	8

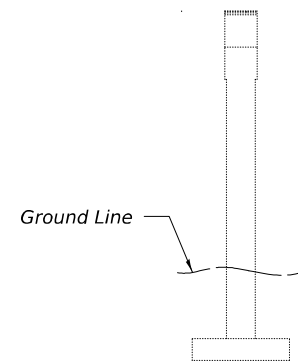
	USER NAME = kjaho	DESIGNED - KJA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BEARING REPLACEMENT DETAILS STRUCTURE NO. 057-0167	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - BAS	REVISED -			55	(57-2B-3,4)BR	MCLEAN	79	50
	PLOT SCALE =	DRAWN - KJA	REVISED -			CONTRACT NO. 70F93				
	PLOT DATE = 11/6/2025	CHECKED - LVM	REVISED -			ILLINOIS FED. AID PROJECT				
SHEET 17 OF 23 SHEETS										



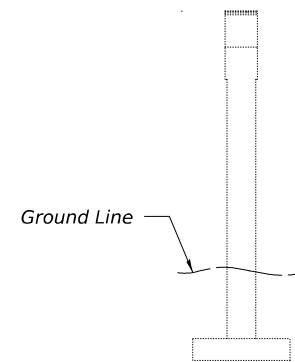
PIER 1 (SOUTH FACE)



PIER 1 (NORTH FACE)



PIER 1 (WEST FACE)



PIER 1 (EAST FACE)

Notes:

Repair areas shown are estimated from observational on October 30, 2024.

As of the above date, no needed repairs were noted. Sheet is provided to note any areas of concern that potentially arise between site visit and construction date.

Actual size and locations of completed repairs shall be shown on this sheet and documented in the provide tables under "As Built".

LEGEND

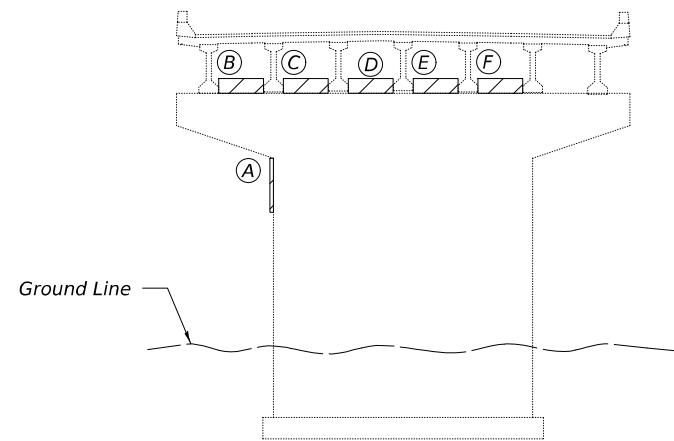
	Structural Repair of Concrete (Depth Equal to or Less than 5 inches)
	Structural Repair of Concrete (Depth Greater than 5 inches)

STRUCTURAL REPAIR OF CONCRETE TABLE

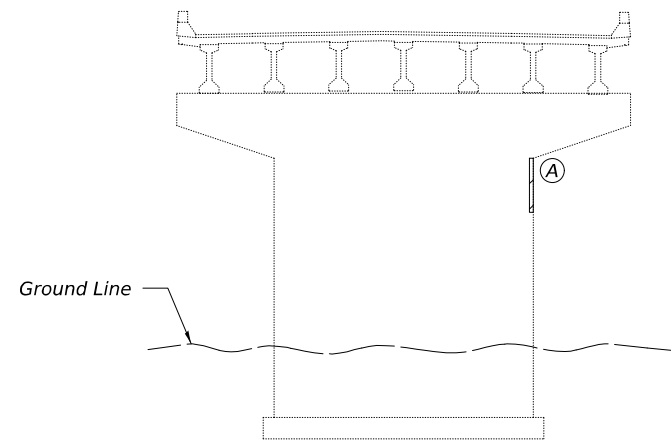
[illegible]

BILL OF MATERIAL

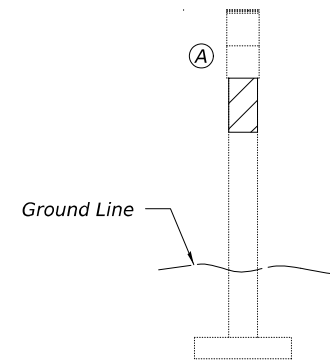
Item	Unit	Quantity
Structural Repair of Concrete (Depth $\leq$ 5 in.)	Sq. Ft.	0



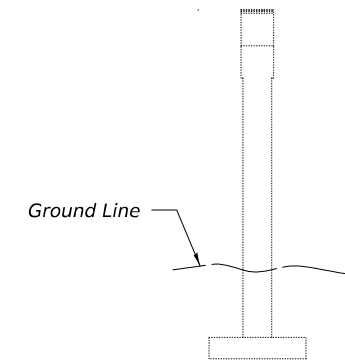
PIER 1 (SOUTH FACE)



PIER 1 (NORTH FACE)



PIER 1 (WEST FACE)



PIER 1 (EAST FACE)

Notes:
Repair areas shown are estimated from soundings on October 30, 2024.
Actual size and locations of completed repairs shall be shown on this sheet and documented in the provide tables under "As Built".

LEGEND

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

STRUCTURAL REPAIR OF CONCRETE TABLE

<i>Label</i>	<i>Size</i>	<i>Plan Qty.</i>		<i>As Built</i>	
		<i>SRC ≤5"</i>	<i>SRC >5"</i>	<i>SRC ≤5"</i>	<i>SRC >5"</i>
		<i>Sq. Ft.</i>	<i>Sq. Ft.</i>	<i>Sq. Ft.</i>	<i>Sq. Ft.</i>
A	2' x 4'	8			
B	4' x 1'	4			
C	4' x 1'	4			
D	4' x 1'	4			
E	4' x 1'	4			
F	4' x 1'	4			
G	4' x 1'	4			
<i>Totals</i>		32			

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth $\leq$ 5 in.)	Sq. Ft.	32



Notes:

Repair areas shown are estimated from soundings on October 30, 2024.

Actual size and locations of completed repairs shall be shown on this sheet and documented in the provide tables under "As Built".

Top of cap beam concrete removal shall be completed prior to jacking and removal of the existing bearings.

See sheet 17 of 23 for the Girder Reaction Table and bearing replacement details above the structural concrete repair.

The minimum jack capacity shall be 80 tons.

LEGEND

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

STRUCTURAL REPAIR OF CONCRETE TABLE

<i>Label</i>	<i>Size</i>	<i>Plan Qty.</i>		<i>As Built</i>	
		<i>SRC ≤5"</i>	<i>SRC >5"</i>	<i>SRC ≤5"</i>	<i>SRC >5"</i>
		<i>Sq. Ft.</i>	<i>Sq. Ft.</i>	<i>Sq. Ft.</i>	<i>Sq. Ft.</i>
A	2' x 1'	2			
B	3' x 2'	6			
C	4' x 1'	4			
D	3' x 2'	6			
E	22' x 2'	44			
F	2' x 1'	2			
<i>Totals</i>		64			

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth $\leq$ 5 in.)	Sq. Ft.	64
Temporary Shoring and Cribbing	Each	2





Notes:
Repair areas shown are estimated from soundings on October 30, 2024.
Actual size and locations of completed repairs shall be shown on this sheet and documented in the provide tables under "As Built".

LEGEND

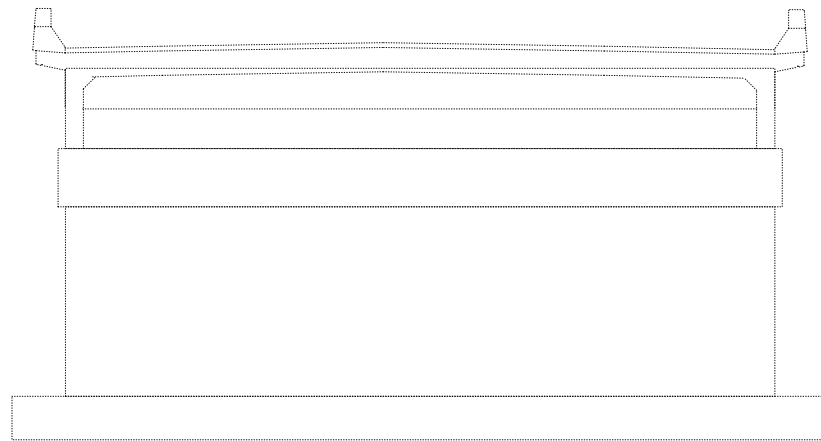
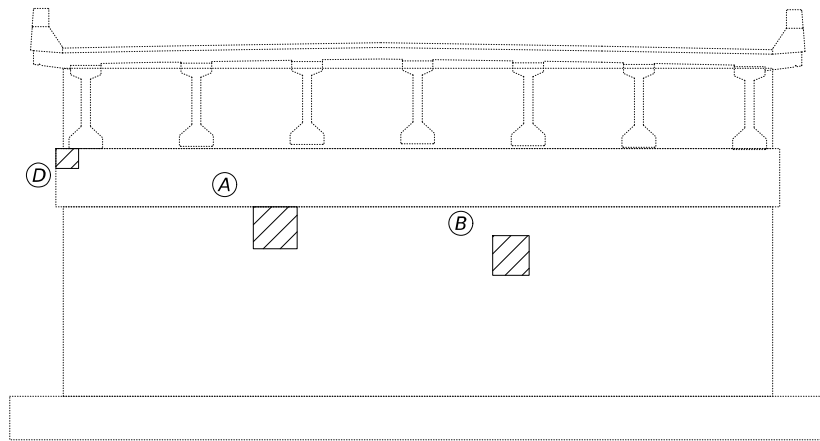
	<i>Structural Repair of Concrete (Depth Equal to or Less than 5 inches)</i>
	<i>Structural Repair of Concrete (Depth Greater than 5 inches)</i>

STRUCTURAL REPAIR OF CONCRETE TABLE

<i>Label</i>	<i>Size</i>	<i>Plan Qty.</i>		<i>As Built</i>	
		<i>SRC ≤5"</i>	<i>SRC >5"</i>	<i>SRC ≤5"</i>	<i>SRC >5"</i>
		<i>Sq. Ft.</i>	<i>Sq. Ft.</i>	<i>Sq. Ft.</i>	<i>Sq. Ft.</i>
A	4' x 3'	12			
B	1' x 1'	1			
Totals		13			

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth ≤ 5 in.)	Sq. Ft.	13



Notes:
Repair areas shown are estimated from soundings on October 30, 2024.
Actual size and locations of completed repairs shall be shown on this sheet and documented in the provide tables under "As Built".

LEGEND

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

STRUCTURAL REPAIR OF CONCRETE TABLE

<i>Label</i>	<i>Size</i>	<i>Plan Qty.</i>		<i>As Built</i>	
		<i>SRC ≤5"</i>	<i>SRC >5"</i>	<i>SRC ≤5"</i>	<i>SRC >5"</i>
		<i>Sq. Ft.</i>	<i>Sq. Ft.</i>	<i>Sq. Ft.</i>	<i>Sq. Ft.</i>
A	3' x 3'	9			
B	2' x 2'	4			
C	3' x 1'	3			
D	1' x 1'	1			
E	1' x 1'	1			
Totals		18			

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth $\leq$ 5 in.)	Sq. Ft.	18



LEGEND

	<i>Structural Repair of Concrete (Depth Equal to or Less than 5 inches)</i>
	<i>Structural Repair of Concrete (Depth Greater Than 5 inches)</i>

STRUCTURAL REPAIR OF CONCRETE TABLE

<i>Label</i>	<i>Size</i>	<i>Plan Qty.</i>		<i>As Built</i>	
		<i>SRC ≤5"</i>	<i>SRC >5"</i>	<i>SRC ≤5"</i>	<i>SRC >5"</i>
		<i>Sq. Ft.</i>	<i>Sq. Ft.</i>	<i>Sq. Ft.</i>	<i>Sq. Ft.</i>
A	3' x 1'	3			
B	3' x 1'	3			
<i>Totals</i>		6			

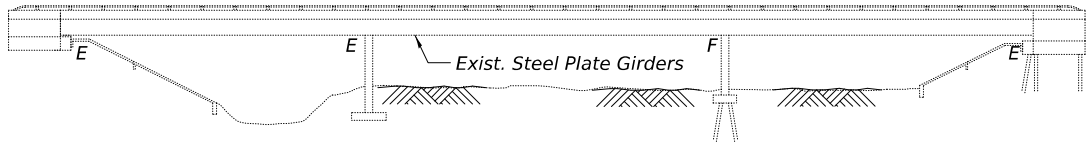
BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth ≤ 5 in.)	Sq. Ft.	6

Benchmarks - Chiseled square NE wing of Str. No. 057-0169 (Sta. 609+87.45, Elev. 710.52) and chiseled square SE wing of Str. No. 057-0170 (Sta. 607+09.66, Elev. 711.45).
Existing Structures - Str. No. 057-0169 & 057-0170 were built in 1973 as F.A.I. 55, Section 57-2B-3 at Sta. 608+35.40. A bridge deck overaly was completed on both structures in 2001 with contract 86963. Each structure consists of three continuous spans of six steel plate girders and reinforced concrete deck superstructure on concrete piers and abutment bents. Each bridge measures 256'-4" back to back of abutments and 42'-0" out to out of parapets. One lane of traffic in each direction is to be maintained using staged construction.
Salvage - None.

PROPOSED SCOPE OF WORK

1. Scarification of existing microsilica concrete overlay and installation of new latex concrete overlay across deck and approaches.
2. Full depth repairs of bridge deck and/or approach slabs.
3. Remove and replace abutment deck joints.
4. Replace existing steel end diaphragms.
5. Remove and replace or eliminate existing deck floor drains.
6. Repair concrete delaminations on abutment walls, piers, and parapets.
7. Repair damaged end of aluminum railing on parapet.



ELEVATION

LOADING HS20-44

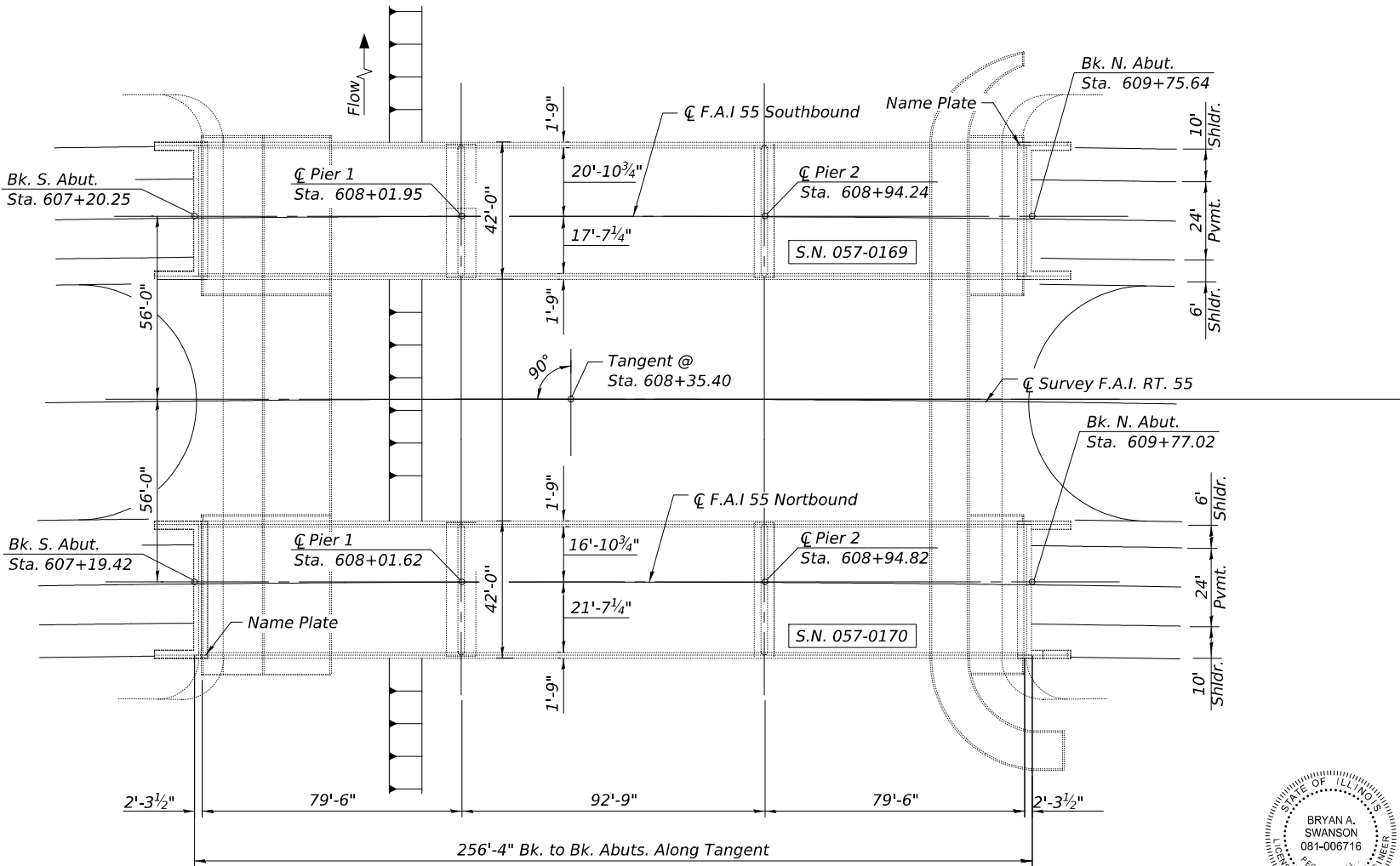
DESIGN SPECIFICATIONS
2002 AASHTO Standard Specifications for
Highway Bridges, 17th Edition (LFD)

DESIGN STRESSES

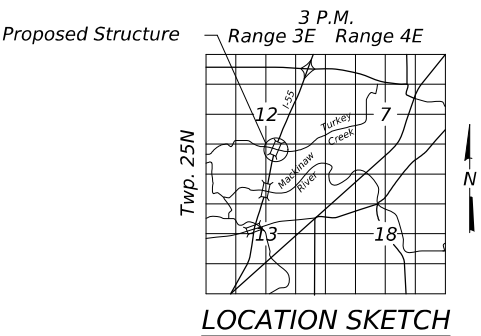
FIELD UNITS

New Construction:
f_c = 4,000 psi (deck)
f_y = 60,000 psi (Reinforcement)
f_y = 36,000 psi (Str. Steel)

Exist. Structure:
f_c = 3,500 psi
f_y = 60,000 psi (deck reinf.)
f_y = 40,000 psi (orig. substr. reinf.)
f_y = 36,000 (structural steel)
f_y = 50,000 (plate girder flanges)

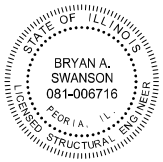


PLAN



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
I-55 OVER TURKEY CREEK
F.A.I. 55- SEC. (57-2B-3,4) BR
MCLEAN COUNTY
STATION 608+35.40
STR. NO. 057-0169 & 057-0170



Bryan Swanson
Date Signed: 11-06-25
Exp. Date: 11/30/2026

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-2B-3,4)BR	MCLEAN	79	57
CONTRACT NO. 70F93				
ILLINOIS FED. AID PROJECT				

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		CHECKED - BAS	REVISED -
	PLOT SCALE =	DRAWN - KJA	REVISED -
	PLOT DATE = 11/6/2025	CHECKED - LVM	REVISED -

GENERAL NOTES

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

Existing Name Plates shall be removed, cleaned and incorporated into the new construction. Cost included with Relocating Name Plates.

Synthetic Fibers shall be included in the bridge deck concrete overlay specified. See Special Provisions.

Care shall be taken not to damage rubber bearing or joint components during blasting and cleaning operations. Any damage to these components shall be repaired at the Contractor's expense.

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

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

Expansion joints shall be fabricated to conform to the existing cross slopes of the bridge.

Protective coat shall be applied to all new concrete superstructure, PCC pavement connectors, and all new concrete overlays as specified in Article 503.19 of the Standard Specifications

TOTAL BILL OF MATERIAL

ITEM	UNIT	-0169	-0170	TOTAL
Concrete Removal	Cu. Yd.	16.9	16.9	33.8
Floor Drains	Each	17	17	34
Concrete Superstructure	Cu. Yd.	16.9	16.9	33.8
Protective Coat	Sq. Yd.	1550	1543	3093
Furnishing and Erecting Structural Steel	Pound	3080	3080	6160
Reinforcement Bars, Epoxy Coated	Pound	2620	2620	5240
Bar Splicers	Each	32	32	64
Preformed Joint Strip Seal	Foot	83	83	166
Hot-Mix Asphalt Surface Removal (Deck)	Sq. Yd.		133	133
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	9	9	18
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	117		117
Bridge Deck Scarification 3/4"	Sq. Yd.		133	133
Bridge Deck Scarification 2 1/4"	Sq. Yd.		133	133
Bridge Deck Scarification 3 1/2"	Sq. Yd.		1050	1050
Bridge Deck Scarification 4"	Sq. Yd.	1050		1050
Bridge Deck Latex Concrete Overlay, 2 1/2 Inches	Sq. Yd.	267	267	534
Bridge Deck Latex Concrete Overlay 3 3/4 Inches	Sq. Yd.	1050	1050	2100
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	120	224	344
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.	12	8	20
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	841	841	1682
Structural Steel Removal	Pound	3010	3010	6020
Repair Bridge Rail	Foot		9	9
Approach Slab Repair (Full Depth)	Sq. Yd.	3	3	6
Concrete Pavement Scarification	Sq. Yd.	267		267
Diamond Grinding (Bridge Section)	Sq. Yd.	1301	1288	2589
Relocating Name Plates	Each	1	1	2

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Staging Plan
4. Deck Slab Repair Plan (SB)
5. Superstructure (SB)
6. Joint Replacement Details (SB)
7. Parapet Repair Details (SB)
8. Deck Slab Repair Plan (NB)
9. Superstructure (NB)
10. Joint Replacement Details (NB)
11. Parapet Repair Details (NB)
12. Preformed Joint Strip Seal
13. Bar Splicer Assembly Details
14. Structural Steel Framing Plan (SB)
15. Structural Steel Framing Plan (NB)
16. Pier Repairs (SB)
17. Pier Repairs (NB)
18. Abutment Repairs (SB)
19. Abutment Repairs (NB)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

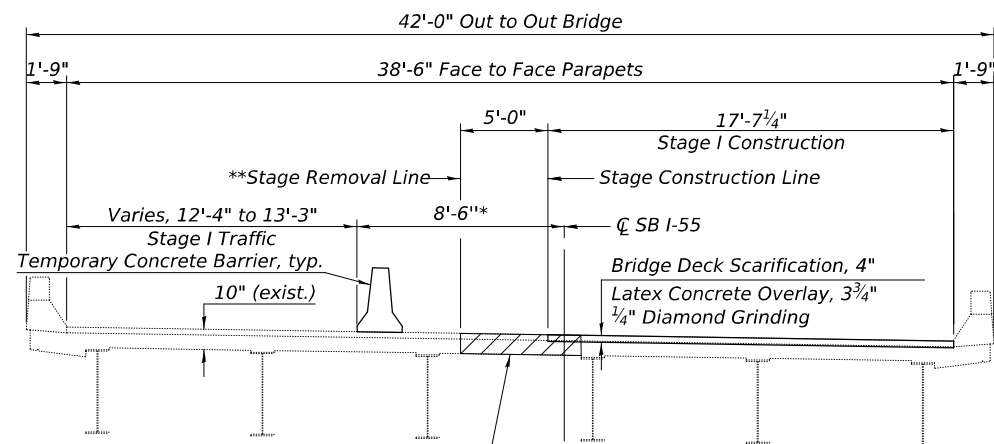
GENERAL DATA
STRUCTURE NO. 057-0169 & 057-0170

SHEET 2 OF 19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 70F93				
ILLINOIS		FED. AID PROJECT		

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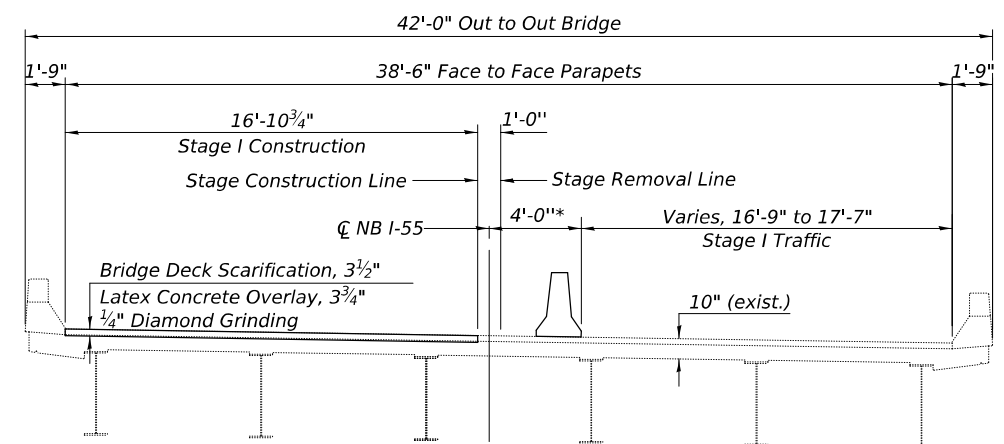
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			CHECKED -	BAS	REVISED -	
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	PLOT DATE =	11/6/2025	CHECKED -	LVM	REVISED -	



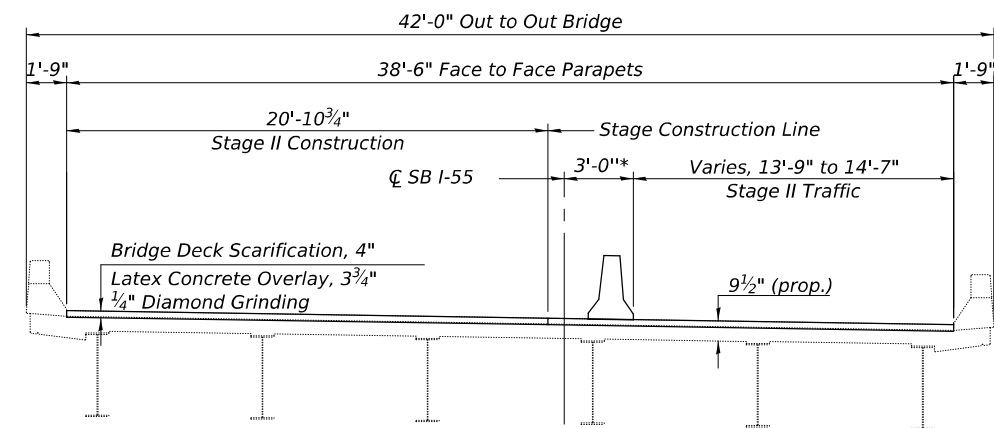
Deck Slab Repair
(Full Depth) see
sheet 4 of 19

S.N. 057-0169

STAGE I CONSTRUCTION
(Looking North)

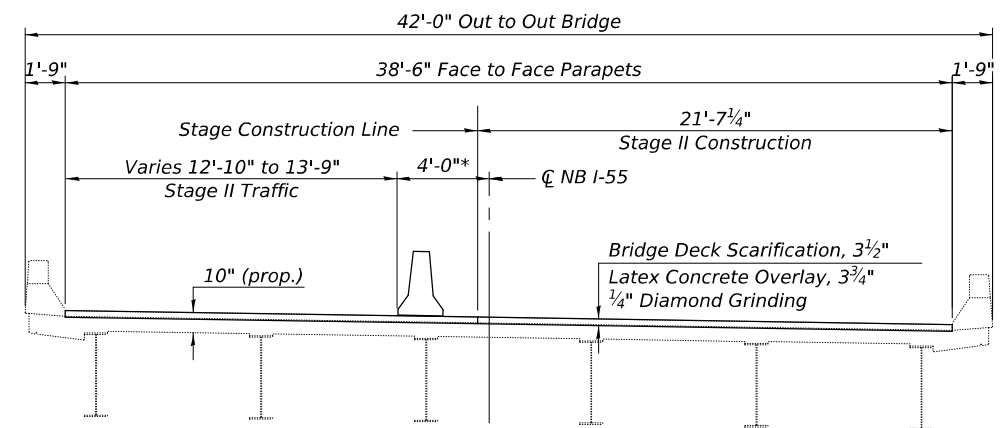


S.N. 057-0170



S.N. 057-0169

STAGE II CONSTRUCTION
(Looking North)



S.N. 057-0170

* Dimension is perpendicular to the $\mathbb{C}$ of the roadway.

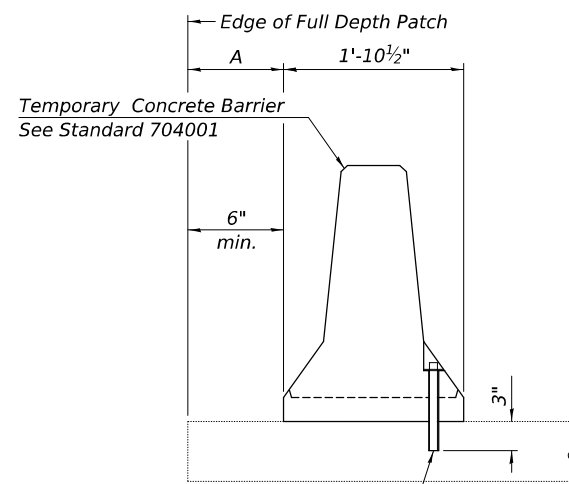
**** Stage Removal Line may shift to within 6" away from the face of the temporary concrete barrier to accomodate needed limits of full depth patch.**

Notes:

1-55 alignment is within a horizontal curve across these structures. The temporary concrete barrier shall be placed along the curved alignment, but the stage construction and removal lines will run parallel to the local tangent and bridge parapets.

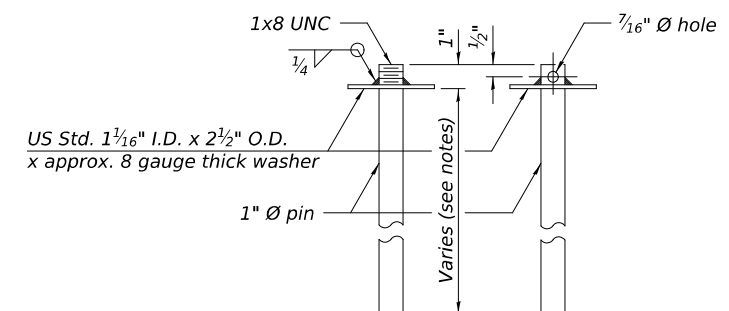
See roadway sheets for additional Temporary Concrete Barrier details and location.

For S.N. 057-0169 the temporary concrete barrier shall be restrained to the deck slab with 1" Ø restraining pins at locations of full depth deck patching. This should only be required during Stage I.

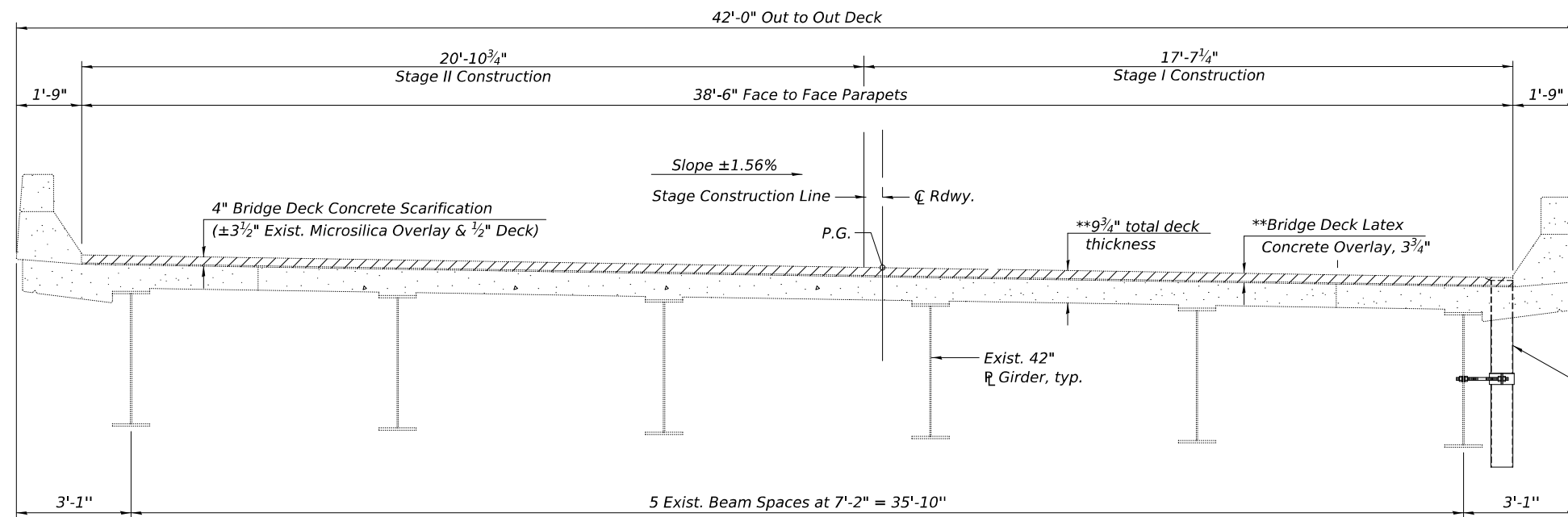


Drill 3-1 $\frac{1}{4}$ " Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

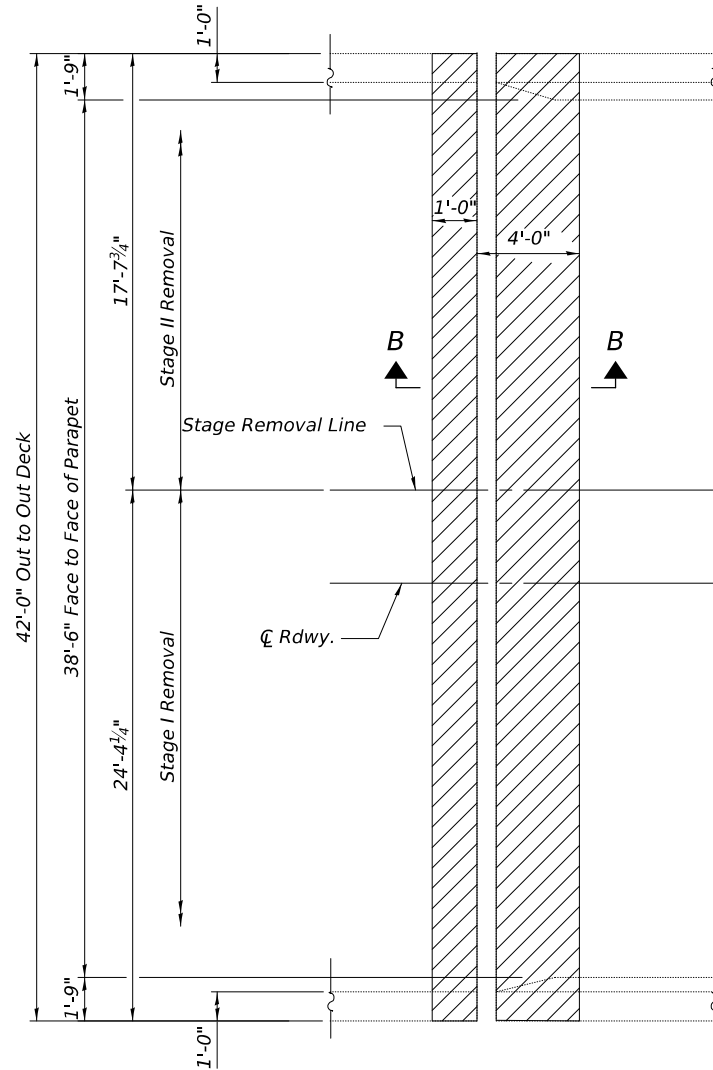
SECTION THRU TEMPORARY CONCRETE BARRIER (PINNED)



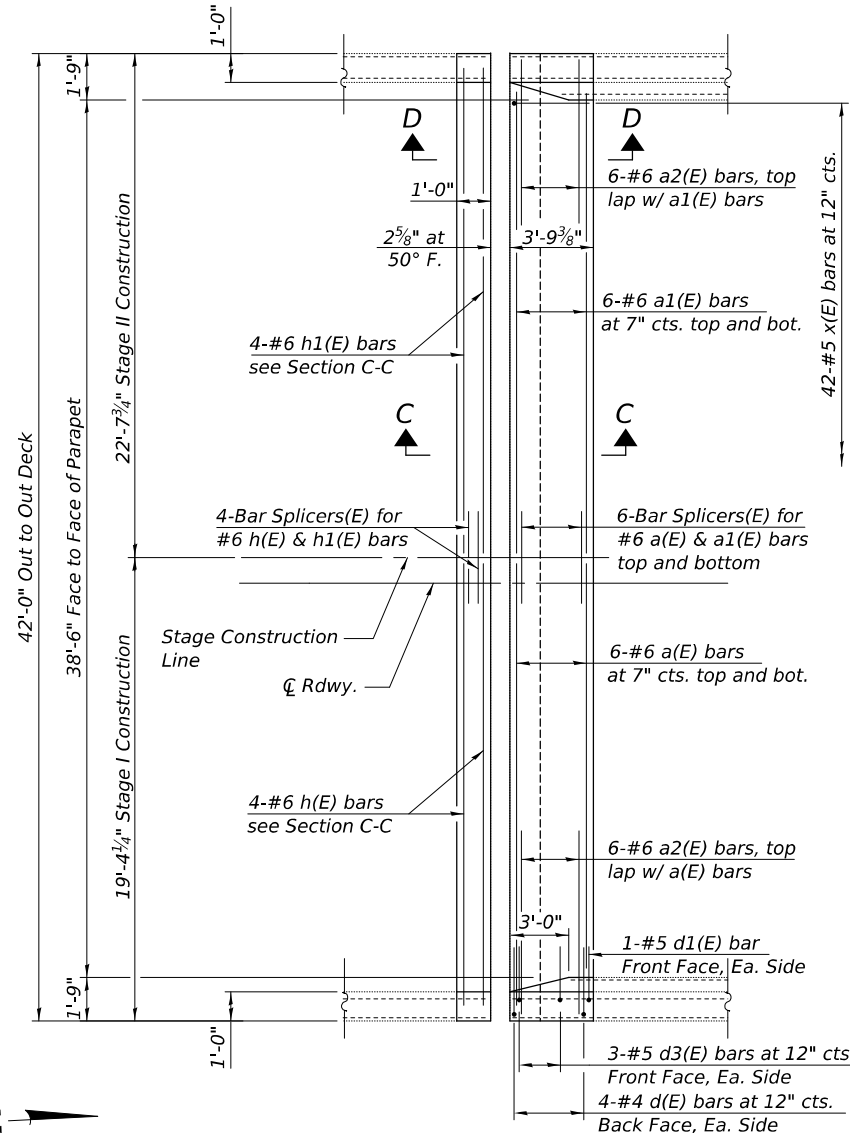
RESTRAINING PIN



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CONCRETE REMOVAL AT ABUTMENT - S.N. 057-0169
(South End Shown, North End Opposite)



CONCRETE REPLACEMENT AT ABUTMENT - S.N. 057-0169
(South End Shown, North End Opposite)

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

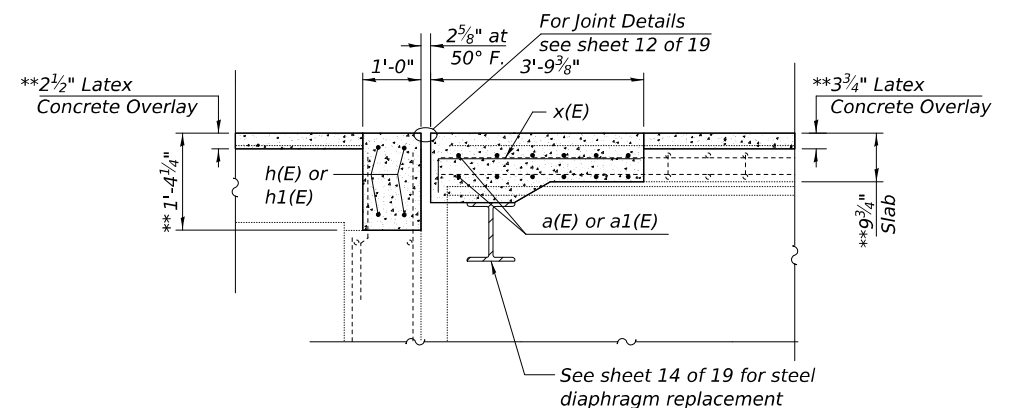
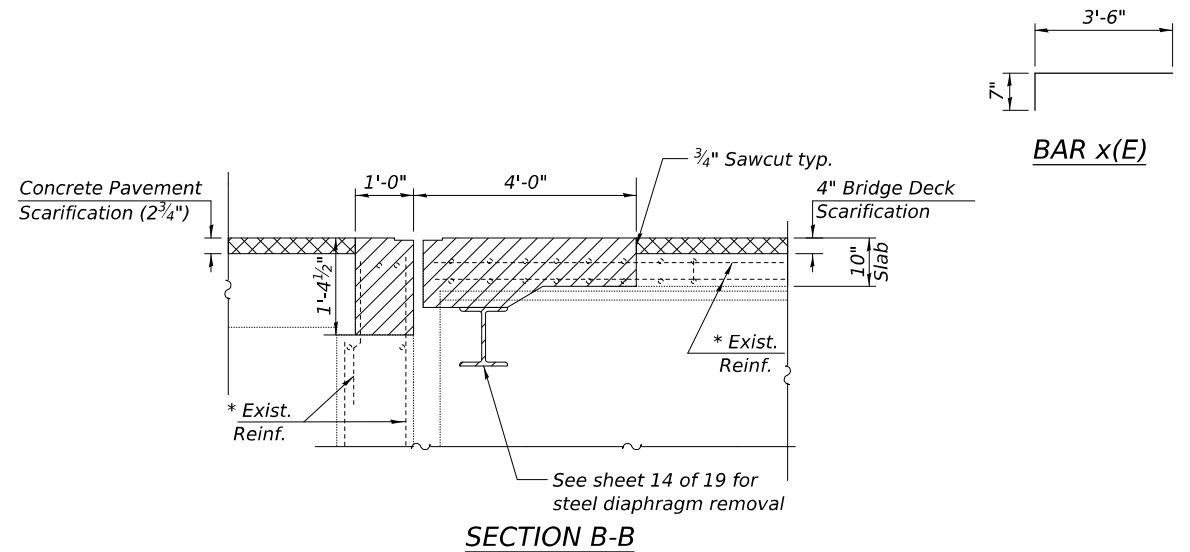
** Prior to 1/4" Diamond Grinding

Notes:
Hatched areas indicate Concrete Removal.
For parapet dimensions and details and View D-D, see sheet 7 of 19.
Deck joint dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on sheet 12 of 19.
For details of Bar Splicers, see sheet 13 of 19.

SUPERSTRUCTURE (STR. NO. 057-0169)

BILL OF MATERIAL

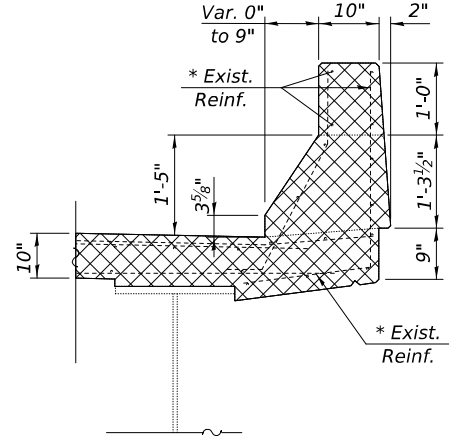
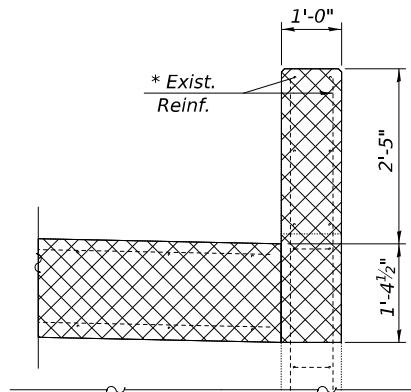
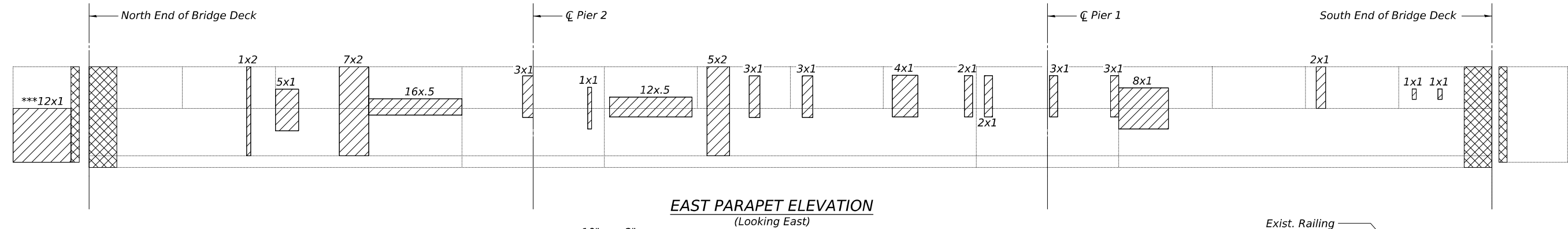
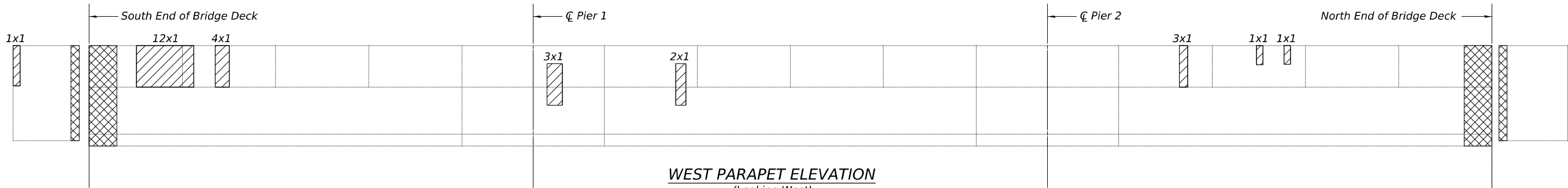
Bar	No.	Size	Length	Shape
a(E)	24	#6	18'-2"	—
a1(E)	24	#6	21'-6"	—
a2(E)	24	#6	6'-0"	—
d(E)	16	#4	4'-9"	┘
d1(E)	4	#5	3'-7"	┘
d2(E)	8	#4	2'-1"	┘
d3(E)	12	#5	3'-7"	┘
h(E)	8	#6	19'-0"	—
h1(E)	8	#6	22'-4"	—
x(E)	84	#5	4'-1"	┘
Concrete Removal			Cu. Yd.	16.9
Concrete Superstructure			Cu. Yd.	16.9
Reinforcement Bars, Epoxy Coated			Pound	2620
Bar Splicers			Each	32



(Sheet 3 of 4)

MAURER-STUTZ ENGINEERS SURVEYORS	USER NAME = kjaho	DESIGNED - KJA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	JOINT REPLACEMENT DETAILS (SB) STRUCTURE NO. 057-0169	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - BAS	REVISED -			55	(57-2B-3,4)BR	MCLEAN	79	62
	PLOT DATE = 11/6/2025	DRAWN - KJA	REVISED -			CONTRACT NO. 70F93				
		CHECKED - LVM	REVISED -			ILLINOIS FED. AID PROJECT				

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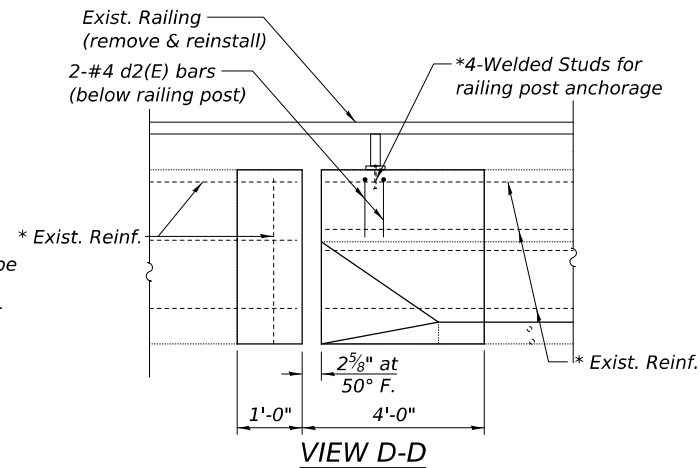


LEGEND	
	Structural Repair of Concrete (Depth ≤ 5") (Parapets Only)
	Concrete Removal and Concrete Superstructure

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

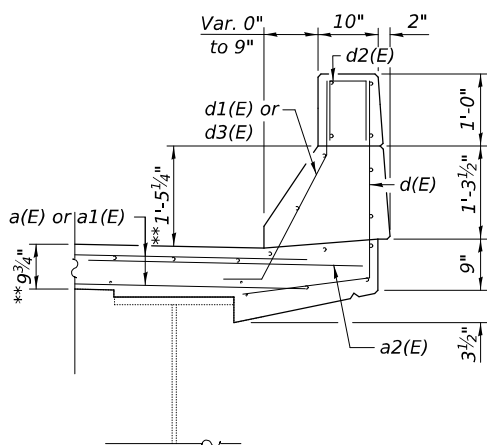
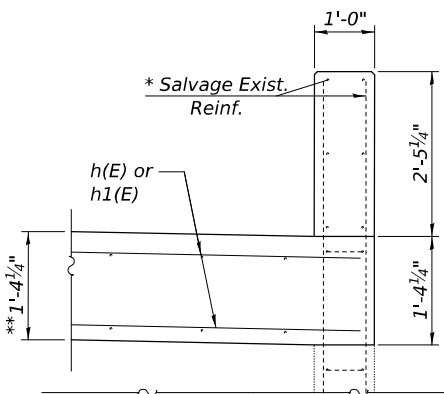
** Prior to 1/4" Diamond Grinding

*** Depth of concrete repair likely to exceed 5 inches.



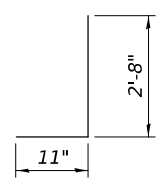
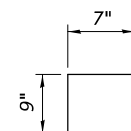
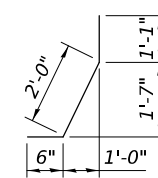
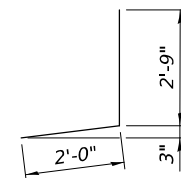
SECTION APPROACH PARAPET

SECTION THRU BRIDGE DECK PARAPET



PARAPET REPAIR (S.N. 057-0169)
BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth Less Than or Equal to 5")	Sq. Ft.	108
Structural Repair of Concrete (Depth Greater Than 5")	Sq. Ft.	12



Notes:

See sheet 6 of 19 for Bill of Material for parapet removal and replacement at the abutment joint.

At any drain hole locations exposed at the face of parapet by the scarification, remove ±2" depth of concrete around the hole, clean and fill the hole with polyurethane sealant, and fill the removed concrete with fresh concrete prior to placement of the latex concrete overlay. Cost included with Bridge Deck Scarification.

Existing guardrail or railing shall be temporarily removed and re-erected where needed to allow for replacement or repair of the parapet ends. Any railing damaged during construction shall be replaced at the Contractor's expense. Cost included with Structural Repair of Concrete.

(Sheet 4 of 4)

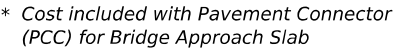
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PLOT DATE =	11/6/2025	CHECKED -	LVM	REVISED -	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-2B-3.4)BR	MCLEAN	79	63
CONTRACT NO. 70F93				
ILLINOIS FED. AID PROJECT				



PLAN - DECK SLAB REPAIRS - S.N. 057-0170
(South End)

Notes:
 See sheet 9 of 19 for typical bridge cross section and Section A-A.
 See sheet 10 of 19 for abutment joint replacement details.
 See special provision for Deck Slab Repair for requirements pertaining to
 HMA Surface Removal (Deck).



*** Per manufacturer recommendations



Label	Size	Notes	Plan Qty.			As Built		
			Deck Slab Repair (FD Type I)	Deck Slab Repair (FD Type II)	Appr. Slab Repair (Full Depth)	Deck Slab Repair (FD Type I)	Deck Slab Repair (FD Type II)	Appr. Slab Repair (Full Depth)
			Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.
A	1' x 2' x 17 Loc.	See Note 1	34					
B	1' x 2' x 24 Loc.	See Note 2	48					
	Contingency Area	See Note 4			24			
Totals			82		24			

Table Notes:

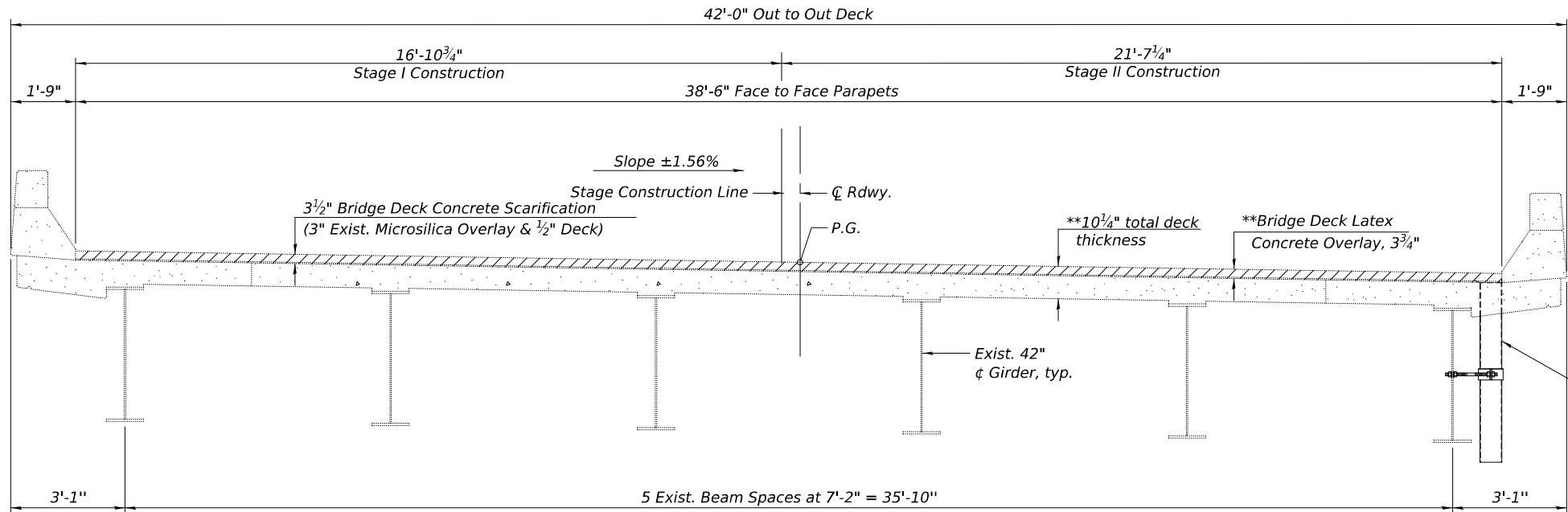
Note 1 - Remove and replace existing 4"x12" aluminum drain with 6" diameter floor drains. See Sheet 9 of 19 for drain details. Cost of removal of existing drains included with Deck Slab Repair (Full Depth, Type I).

Note 2 - Remove existing 4"x12" aluminum drain. Cost included with Deck Slab Repair (Full Depth, Type I)

Note 4 - A contingency value of 1% of the approach pavement area is provided for potential Approach Slab Repair (Full Depth). Pavement surface shall be evaluated following completion of the Bridge Deck Scarification.

Item	Unit	Total
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	9
Approach Slab Repair (Full Depth)	Sq. Yd.	3
Bridge Deck Scarification 3/4"	Sq. Yd.	133
Bridge Deck Scarification 2 1/4"	Sq. Yd.	133
Bridge Deck Scarification 3 1/2"	Sq. Yd.	1050
Hot Mix Asphalt Surface Removal (Deck)	Sq. Yd.	133
Bridge Deck Latex Concrete Overlay, 2 1/2 Inches	Sq. Yd.	267
Bridge Deck Latex Concrete Overlay, 3 3/4 Inches	Sq. Yd.	1050
Floor Drains	Each	17

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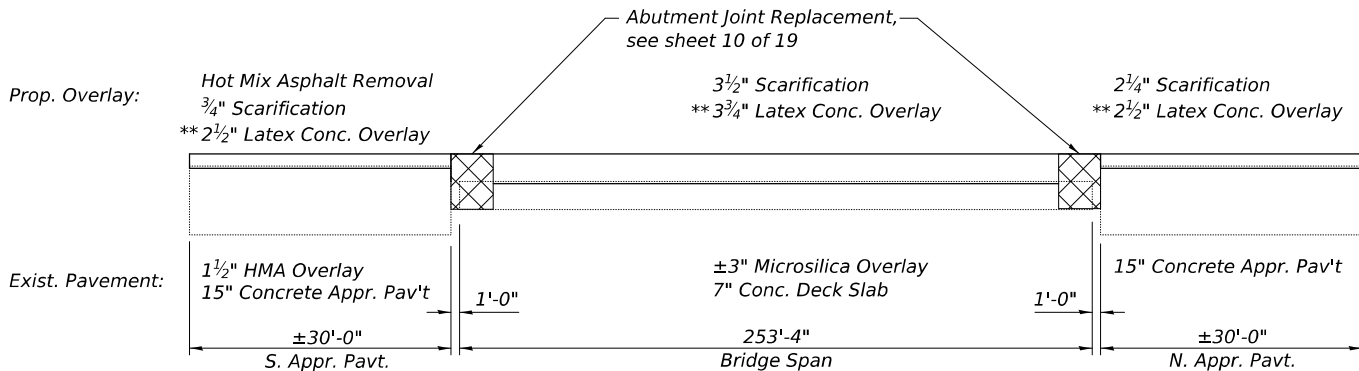


CROSS SECTION - S.N. 057-0170
(Looking North)

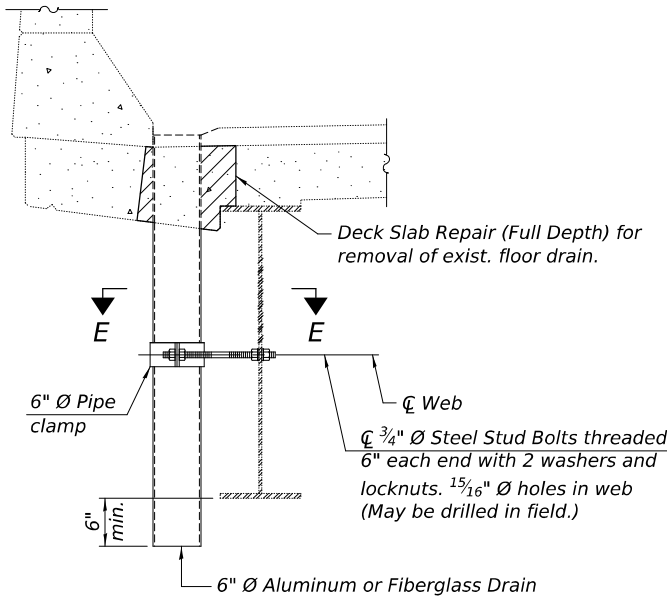
**Prior to Diamond Grinding

Notes:
Actual bridge cross slopes shall be measured and documented in the field prior to scarification.
See sheet 8 of 19 for Bill of Material for bridge deck overlay.
See sheet 11 of 19 for parapet elevations and replacement details at the expansion joints.

New 6"Ø Floor Drains, see Sheet 8 of 19 for locations

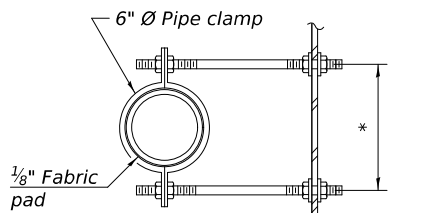


OVERLAY PROFILE SCHEMATIC



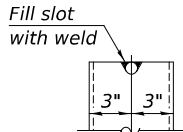
SECTION THRU PARAPET

Notes:
Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
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.
Bend longitudinal deck reinforcement as needed to fit drain thru deck.



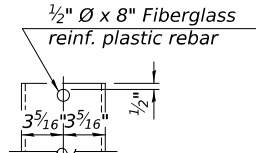
SECTION E-E

*Dimension as required by pipe clamp

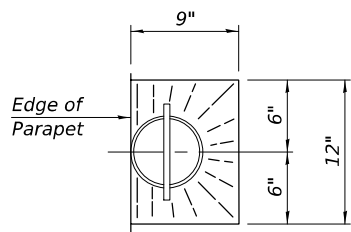


ALUMINUM TUBE

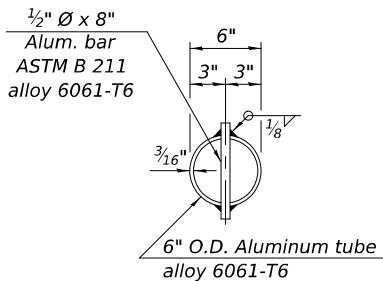
(Looking East)



FIBERGLASS PIPE



TOP PLAN



TOP PLAN
(Showing aluminum tube)

(Sheet 2 of 4)

MAURER-STUTZ
ENGINEERS SURVEYORS

USER NAME =	kjaho	DESIGNED -	KJA	REVISED -	
		CHECKED -	BAS	REVISED -	
PLOT SCALE =		DRAWN -	KJA	REVISED -	
PLOT DATE =	11/6/2025	CHECKED -	LVM	REVISED -	

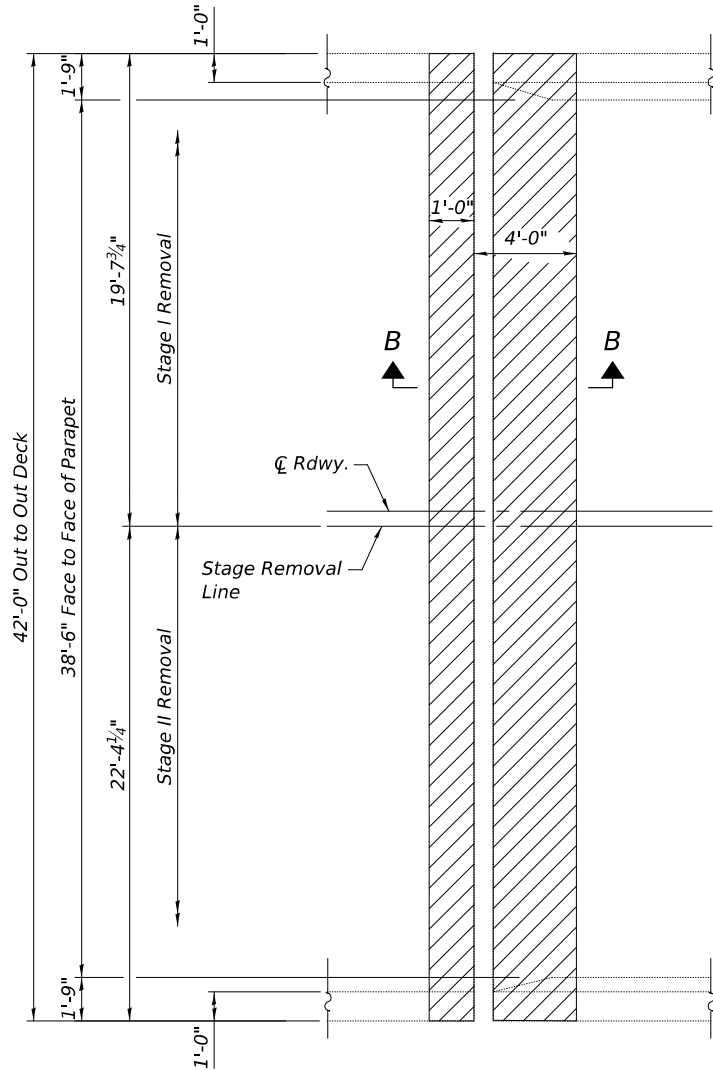
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE (NB)
STRUCTURE NO. 057-0170

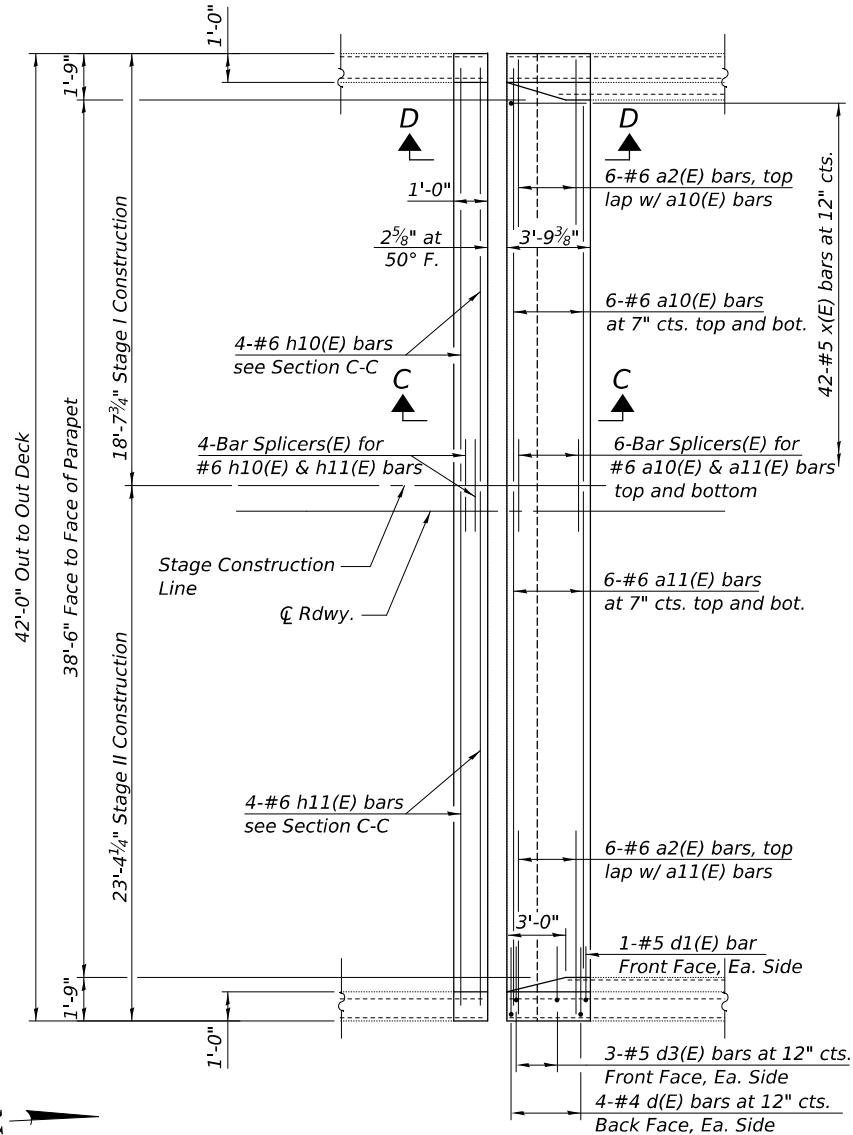
SHEET 9 OF 19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-2B-3.4)BR	MCLEAN	79	65
CONTRACT NO. 70F93				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: S:\237\2024\2372401010.01 (210-023 WO1 CN70F93 Str Repairs)\CADD\CADD Sheets\70F93-0570169-010-Joint Removal and Const. (NB).dgn
11/6/2025 4:24:15 PM



CONCRETE REMOVAL AT ABUTMENT - S.N. 057-0170
(South End Shown, North End Opposite)

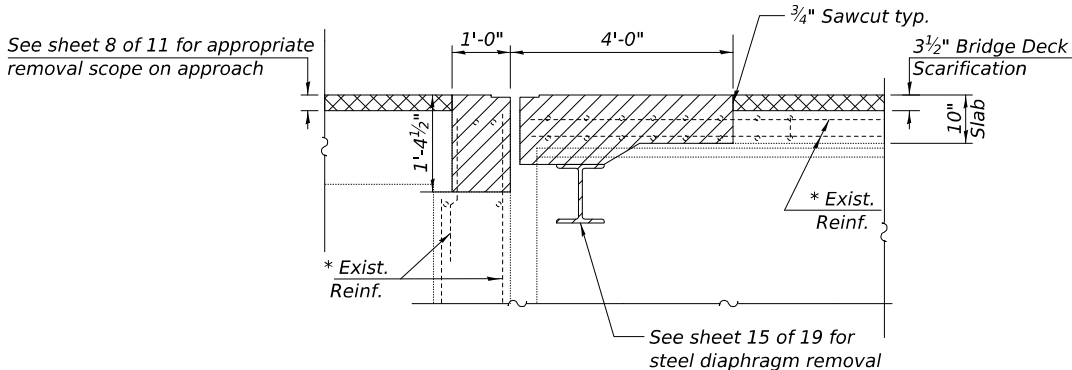
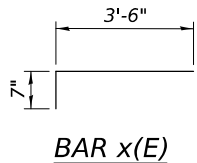


CONCRETE REPLACEMENT AT ABUTMENT - S.N. 057-0170
(South End Shown, North End Opposite)

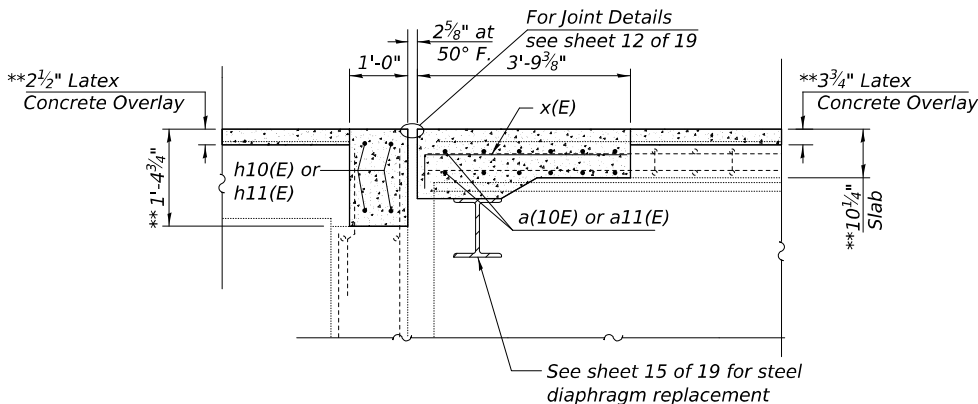
* Existing reinforcement bars or other steel extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any elements that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete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

** Prior to 1/4" Diamond Grinding

Notes:
Hatched areas indicate Concrete Removal.
For parapet dimensions and details and View D-D, see sheet 11 of 19.
Deck joint dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on sheet 12 of 19.
For details of Bar Splicers, see sheet 13 of 19.



SECTION B-B



SECTION C-C

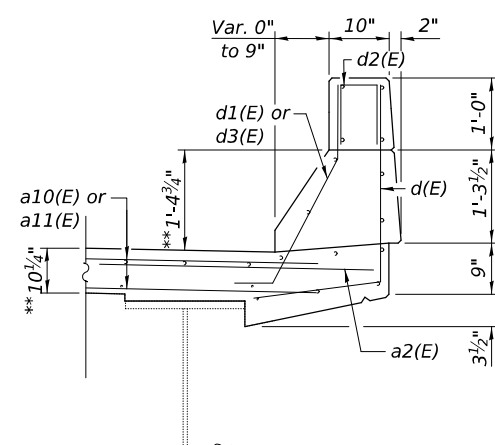
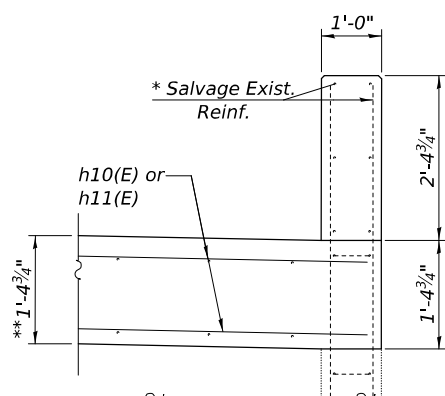
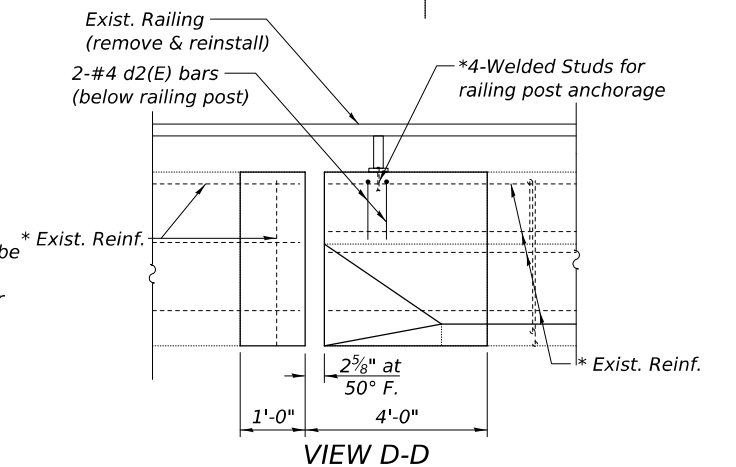
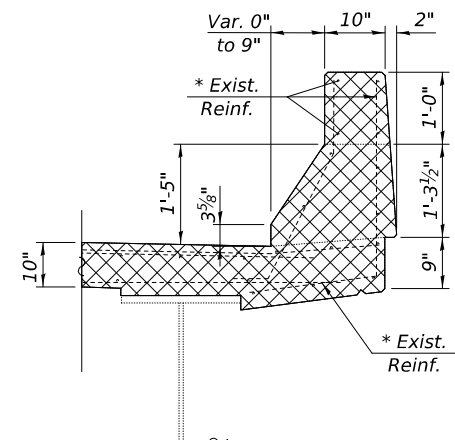
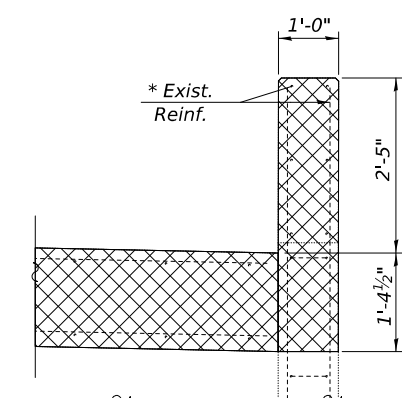
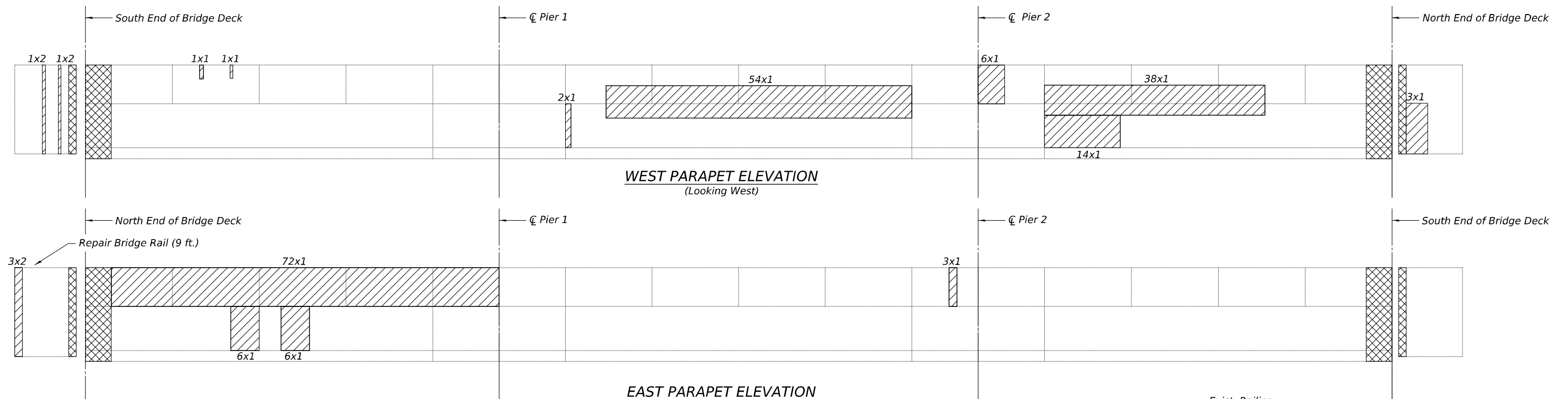
SUPERSTRUCTURE (STR. NO. 057-0170)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	24	#6	17'-6"	—
a11(E)	24	#6	22'-2"	—
a2(E)	24	#6	6'-0"	—
d(E)	16	#4	4'-9"	┘
d1(E)	4	#5	3'-7"	┘
d2(E)	8	#4	2'-1"	┘
d3(E)	12	#5	3'-7"	┘
h10(E)	8	#6	18'-4"	—
h11(E)	8	#6	23'-0"	—
x(E)	84	#5	4'-1"	┘
Concrete Removal			Cu. Yd.	16.9
Concrete Superstructure			Cu. Yd.	16.9
Reinforcement Bars, Epoxy Coated			Pound	2620
Bar Splicers			Each	32

(Sheet 3 of 4)

	USER NAME = kjaho	DESIGNED - KJA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	JOINT REPLACEMENT DETAILS (NB) STRUCTURE NO. 057-0170	F.A.I. RTE. 55	SECTION (57-2B-3,4)BR	COUNTY MCLEAN	TOTAL SHEETS 79	SHEET NO. 66
	PLOT SCALE =	DRAWN - KJA	REVISED -			CONTRACT NO. 70F93				
	PLOT DATE = 11/6/2025	CHECKED - LVM	REVISED -			ILLINOIS FED. AID PROJECT				



	<i>Structural Repair of Concrete (Depth ≤ 5") (Parapets Only)</i>
	<i>Concrete Removal and Concrete Superstructure</i>

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

**** Prior to 1/4" Diamond Grinding**

Notes:

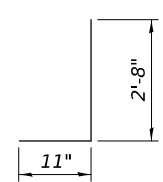
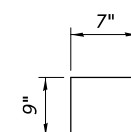
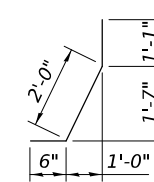
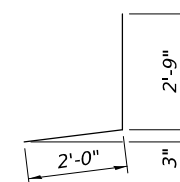
See sheet 10 of 19 for Bill of Material for parapet removal and replacement at the abutment joint.

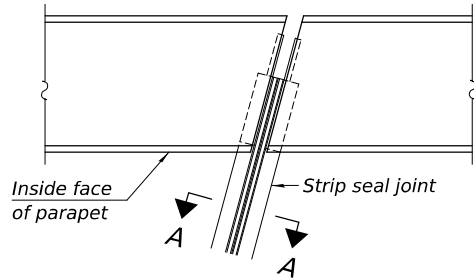
At any drain hole locations exposed at the face of parapet by the scarification, remove $\pm 2"$ depth of concrete around the hole, clean and fill the hole with polyurethane sealant, and fill the removed concrete with fresh concrete prior to placement of the latex concrete overlay. Cost included with Bridge Deck Scarification.

Existing guardrail or railing shall be temporarily removed and re-erected where needed to allow for replacement or repair of the parapet ends. Any railing damaged during construction shall be replaced at the Contractor's expense. Cost included with Structural Repair of Concrete.

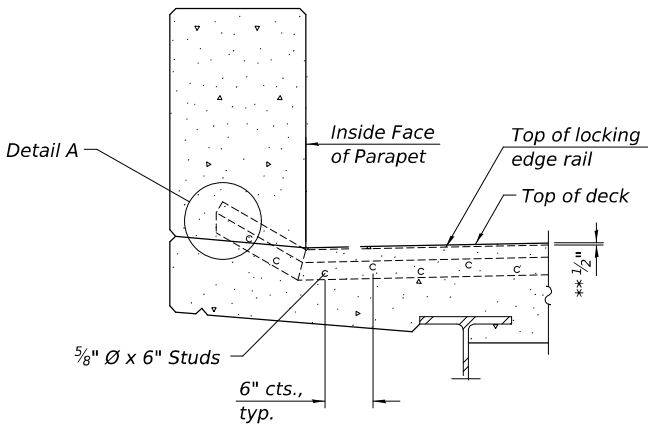
PARAPET REPAIR (S.N. 057-0170)
BILL OF MATERIAL

<i>Item</i>	<i>Unit</i>	<i>Total</i>
Structural Repair of Concrete (Depth Less Than or Equal to 5")	Sq. Ft.	216
Repair Bridge Rail	Foot	9

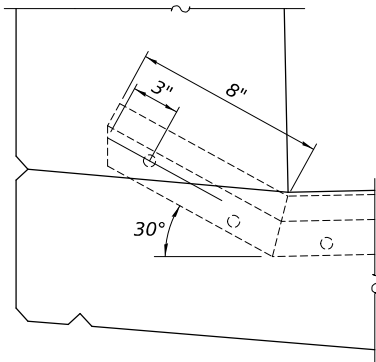




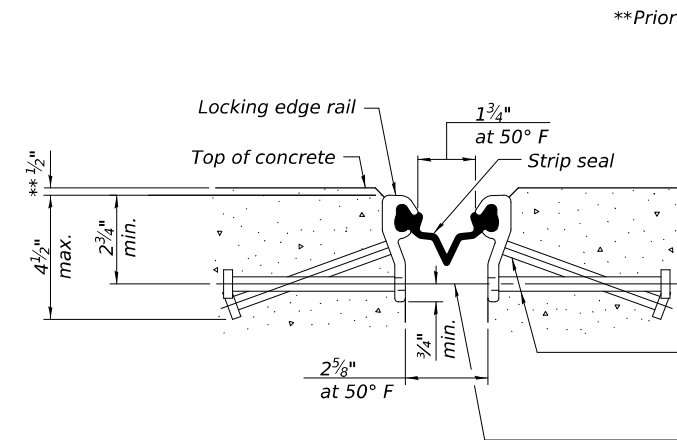
FOR SKEWS $\leq 30^\circ$
PLAN AT PARAPET



SECTION AT PARAPET
(Skews $> 30^\circ$ shown. Skews $\leq 30^\circ$ similar except as shown in plan view.)



DETAIL A



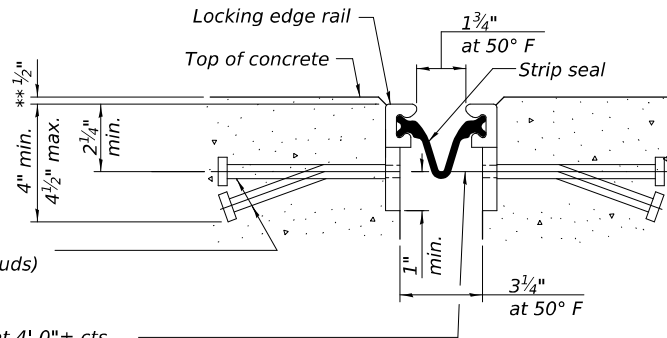
SHOWING ROLLED RAIL JOINT

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

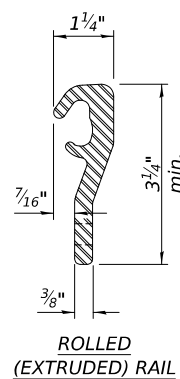
3/8" $\varnothing$ threaded rods in 7/16" $\varnothing$ holes at 4'-0" $\pm$ cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

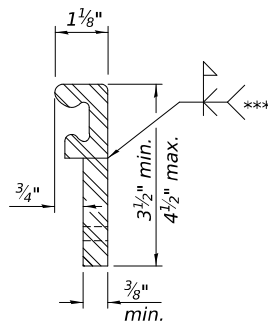
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



SHOWING WELDED RAIL JOINT



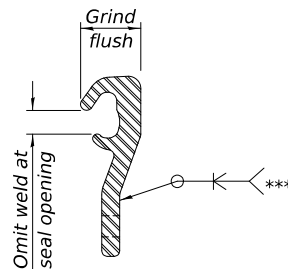
ROLLED (EXTRUDED) RAIL



WELDED RAIL

LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL (S.N. 057-0169)

Item	Unit	Total
Preformed Joint Strip Seal	Foot	83

BILL OF MATERIAL (S.N. 057-0170)

Item	Unit	Total
Preformed Joint Strip Seal	Foot	83

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

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

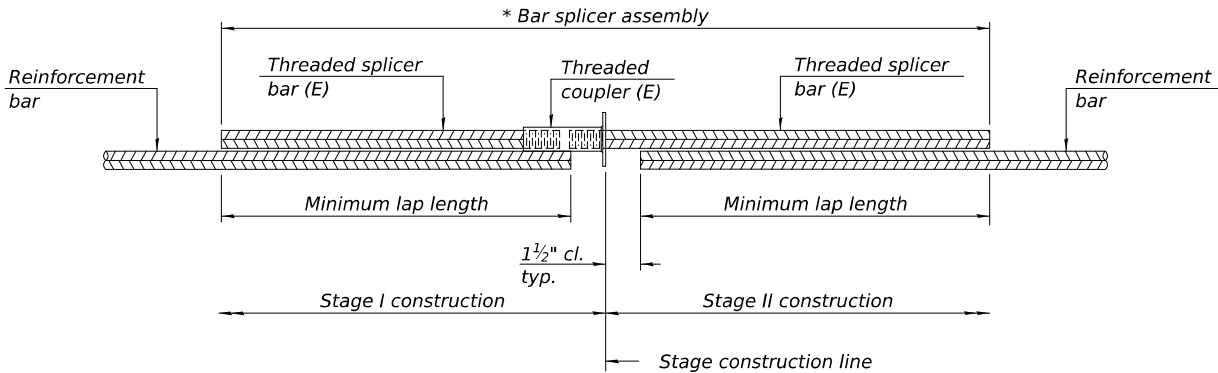
The manufacturer's recommended installation methods shall be followed.

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

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

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.

MODEL: Default
FILE NAME: S:\237\2024\2724010.01 (210-023 W01 CN70F93 Sir Repairs)\CADD\CADD Sheets\70F93-0570169-013-Bar Splicer Assembly Details.dgn



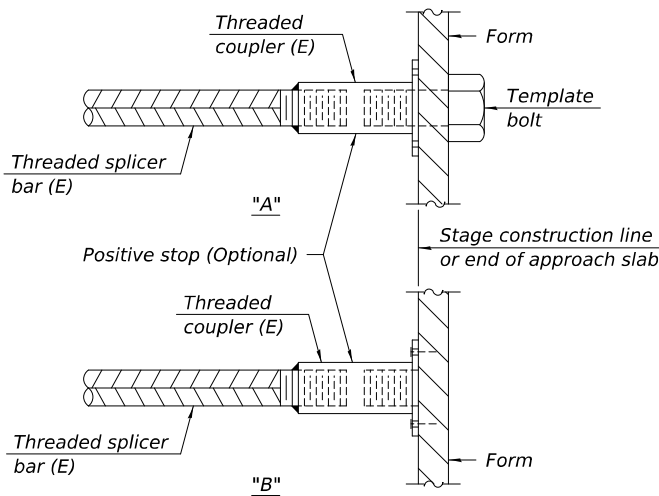
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

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

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

Location	Bar size	No. assemblies required	Minimum lap length
Exp. Jt. (S.N. 057-0169)			
Ends of Deck	#6	24	3'-1"
Back Walls	#6	8	3'-6"
Exp. Jt. (S.N. 057-0170)			
Ends of Deck	#6	24	3'-1"
Back Walls	#6	8	3'-6"

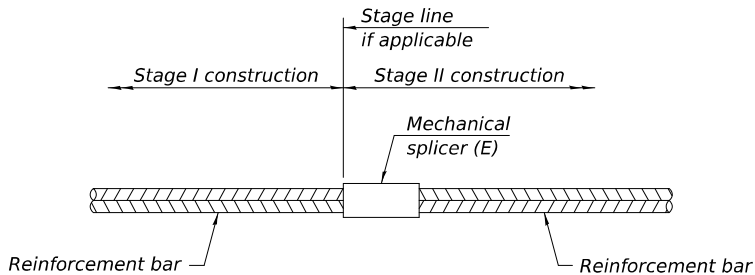


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

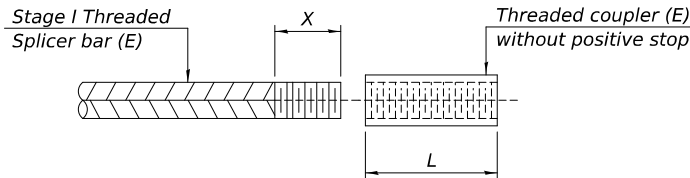
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



THREADING OF ASSEMBLIES

The threaded length "X" shall be no more than L/2. The bar should be tightened until 0-1 thread(s) is/are exposed.

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

BSD-1

4-4-2025



USER NAME =	kjaho	DESIGNED -	KJA	REVISED -	
		CHECKED -	BAS	REVISED -	
PLOT SCALE =		DRAWN -	KJA	REVISED -	
PLOT DATE =	11/6/2025	CHECKED -	LVM	REVISED -	

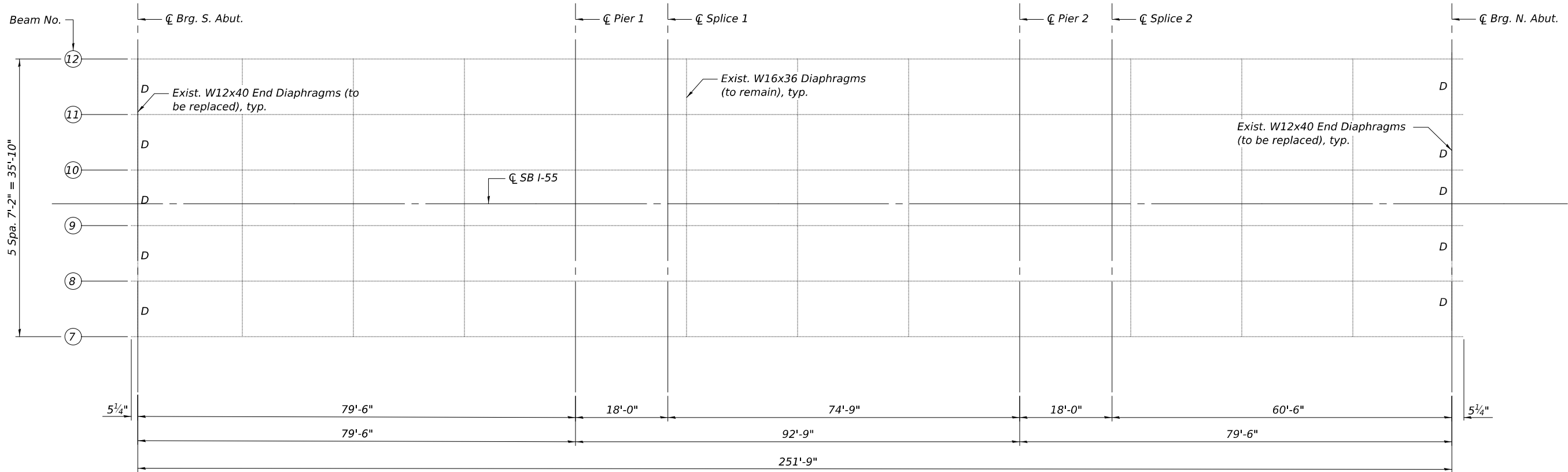
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY DETAILS
STRUCTURE NO. 057-0169 & 057-0170

SHEET 13 OF 19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-2B-3,4)BR	MCLEAN	79	69
CONTRACT NO. 70F93				
ILLINOIS FED. AID PROJECT				

MODEL: Default
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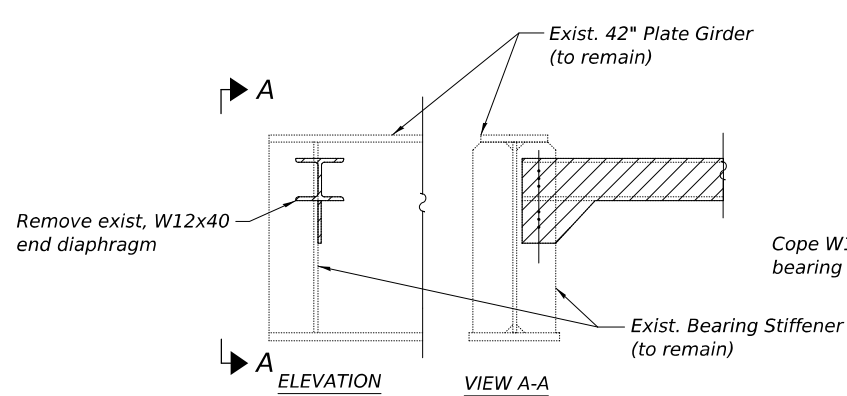


Callouts:

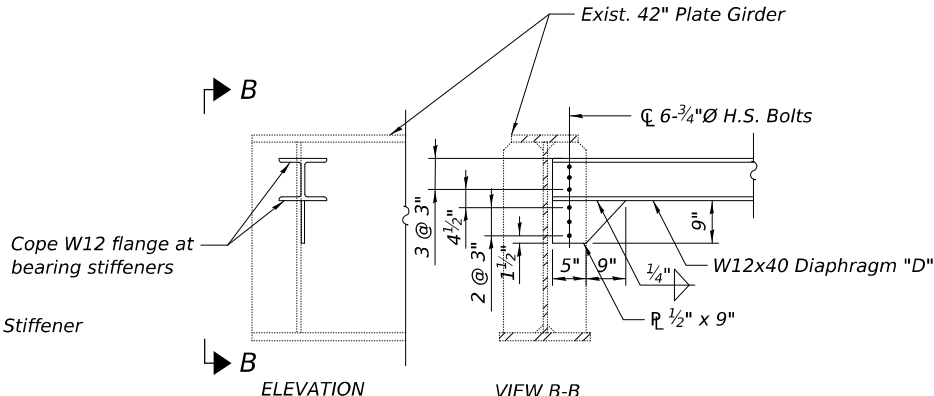
"D" - Remove and Replace W12x40 end diaphragms, see details this sheet

FRAMING PLAN - S.N. 057-0169

Notes:
Field measurements of the existing diaphragms shall confirm geometry of member lengths and connector locations prior to fabrication of new steel diaphragms.
Fasteners shall be ASTM F 3125 Grade A325 Type 1, mechanically galvanized bolts.
Diaphragm connection holes shall be $\frac{15}{16}$ " $\varnothing$ for $\frac{3}{4}$ " $\varnothing$ bolts. Two hardened washers shall be required at diaphragm connections.
Removal of existing diaphragms shall be paid for as Structural Steel Removal.
New diaphragms shall be paid for as Furnishing and Erecting Structural Steel.
Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".



END DIAPHRAGM REMOVAL

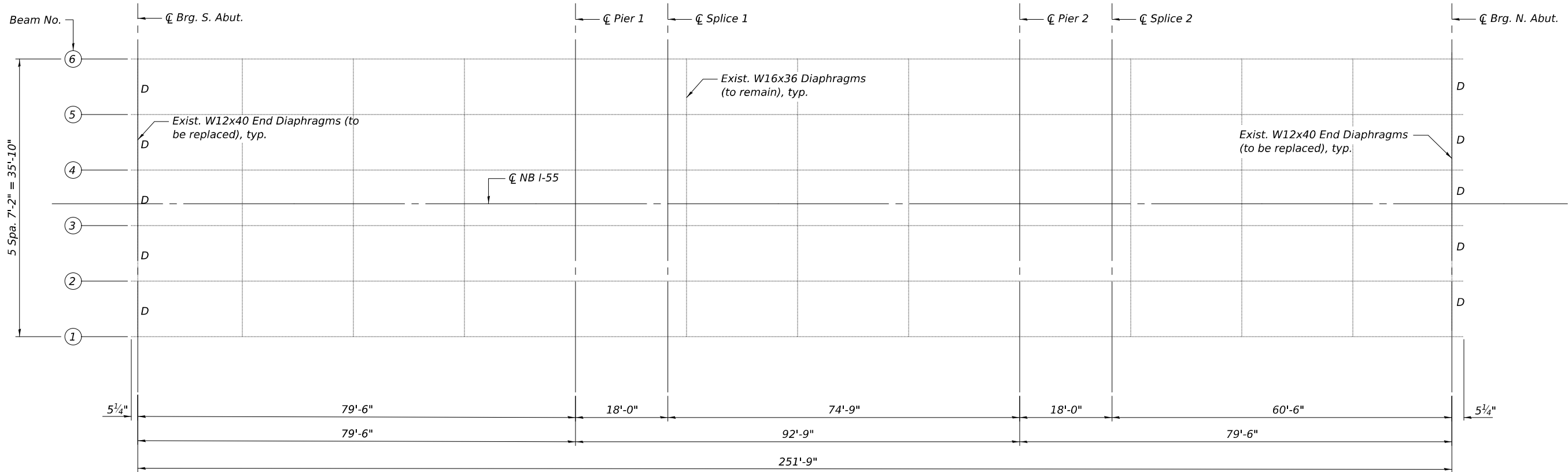


NEW DIAPHRAGM D

BILL OF MATERIAL
STR. NO. 057-0169

ITEM	UNIT	TOTAL
Furnishing and Erecting Structural Steel	Pound	3080
Structural Steel Removal	Pound	3010

MODEL: Default
FILE NAME: S:\237\2024\2724010.01 (210-023 WO1 CN70F93 Str Repairs)\CADD\CADD Sheets\70F93-0570169-015-Framing Plan (NB).dgn
11/6/2025 4:24:21 PM

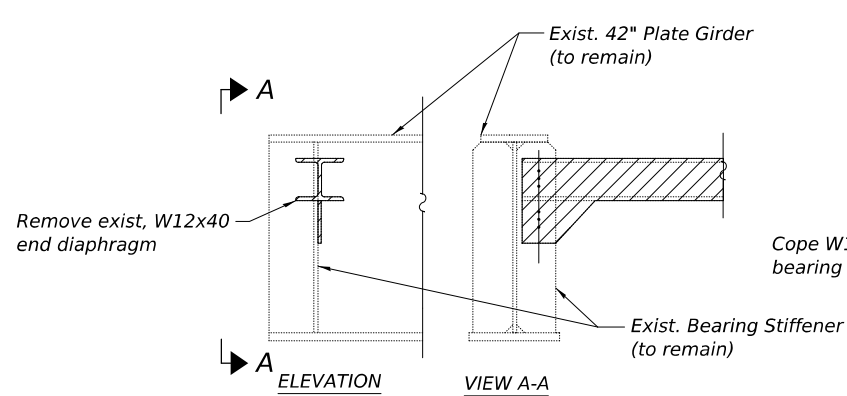


Callouts:

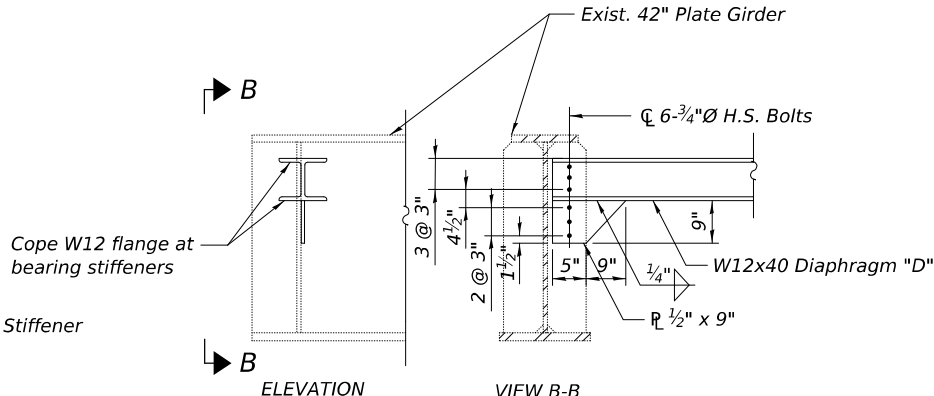
"D" - Remove and Replace W12x40 end diaphragms, see details this sheet

FRAMING PLAN - S.N. 057-0170

Notes:
Field measurements of the existing diaphragms shall confirm geometry of member lengths and connector locations prior to fabrication of new steel diaphragms.
Fasteners shall be ASTM F 3125 Grade A325 Type 1, mechanically galvanized bolts.
Diaphragm connection holes shall be 1 5/16" Ø for 3/4" Ø bolts. Two hardened washers shall be required at diaphragm connections.
Removal of existing diaphragms shall be paid for as Structural Steel Removal.
New diaphragms shall be paid for as Furnishing and Erecting Structural Steel.
Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".



END DIAPHRAGM REMOVAL



NEW DIAPHRAGM D

BILL OF MATERIAL
STR. NO. 057-0170

ITEM	UNIT	TOTAL
Furnishing and Erecting Structural Steel	Pound	3080
Structural Steel Removal	Pound	3010

USER NAME =	kjaho	DESIGNED -	KJA	REVISED -	
		CHECKED -	BAS	REVISED -	
PLOT SCALE =		DRAWN -	KJA	REVISED -	
PLOT DATE =	11/6/2025	CHECKED -	LVM	REVISED -	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-2B-3.4)BR	MCLEAN	79	71
CONTRACT NO. 70F93				
ILLINOIS FED. AID PROJECT				

PIER 1 (SOUTH FACE)

PIER 1 (NORTH FACE)

Pier 1
(WEST FACE)

Pier 1
(EAST FACE)

Notes:
Repair areas shown are estimated from soundings on October 30, 2024.
Actual size and locations of completed repairs shall be shown on this sheet and documented in the provide tables under "As Built".

LEGEND

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

PIER 2 (SOUTH FACE)

PIER 2 (NORTH FACE)

Pier 2
(WEST FACE)

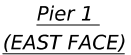
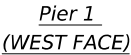
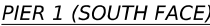
Pier 2
(EAST FACE)

STRUCTURAL REPAIR OF CONCRETE TABLE

[illegible]

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth $\leq$ 5 in.)	Sq. Ft.	8



Notes:
Repair areas shown are estimated from soundings on October 30, 2024.
Actual size and locations of completed repairs shall be shown on this sheet and documented in the provide tables under "As Built".

LEGEND

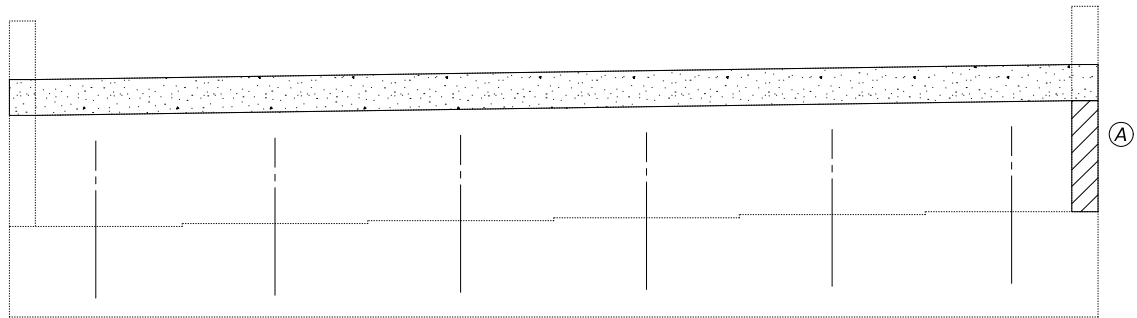
	Structural Repair of Concrete (Depth Equal to or Less than 5 inches)
	Structural Repair of Concrete (Depth Greater than 5 inches)

STRUCTURAL REPAIR OF CONCRETE TABLE

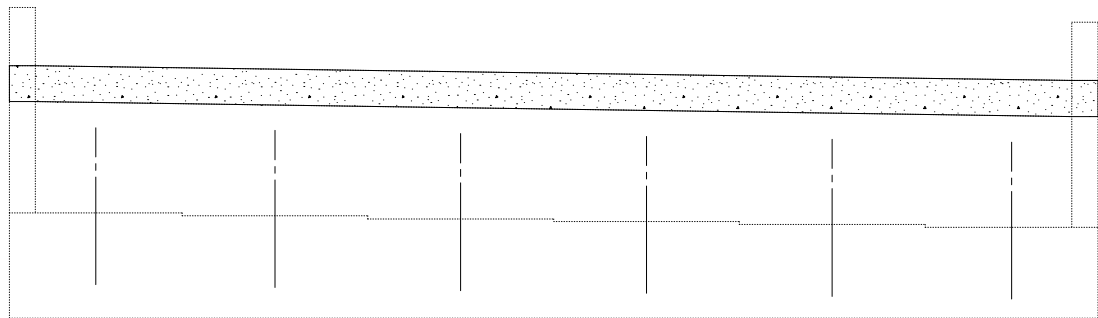
<i>Label</i>	<i>Size</i>	<i>Plan Qty.</i>		<i>As Built</i>	
		<i>SRC ≤5"</i>	<i>SRC >5"</i>	<i>SRC ≤5"</i>	<i>SRC >5"</i>
		<i>Sq. Ft.</i>	<i>Sq. Ft.</i>	<i>Sq. Ft.</i>	<i>Sq. Ft.</i>
A	2' x 2'	4			
B	2' x 2'	4			
<i>Totals</i>		8			

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth $\leq$ 5 in.)	Sq. Ft.	8



NORTH ABUTMENT
(Looking North)



SOUTH ABUTMENT
(Looking South)

LEGEND

	<i>Structural Repair of Concrete (Depth Equal to or Less than 5 inches)</i>
	<i>Structural Repair of Concrete (Depth Greater than 5 inches)</i>
	<i>Concrete Removal</i>

Notes:

Repair areas shown are estimated from soundings on October 30, 2024.

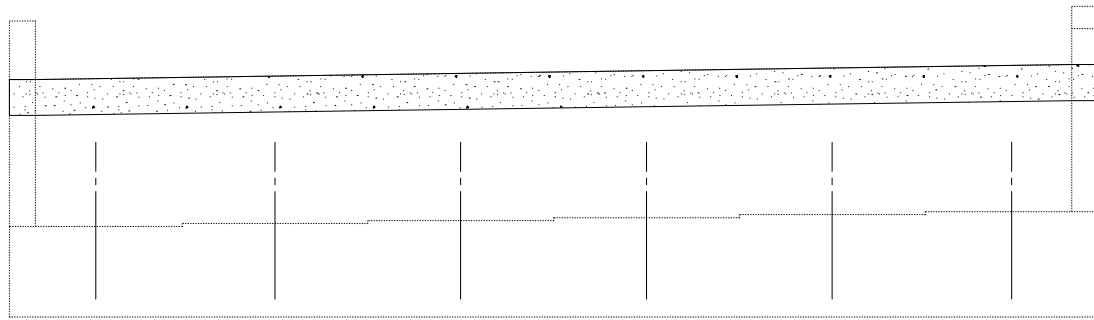
Actual size and locations of completed repairs shall be shown on this sheet and documented in the provide tables under "As Built".

STRUCTURAL REPAIR OF CONCRETE TABLE

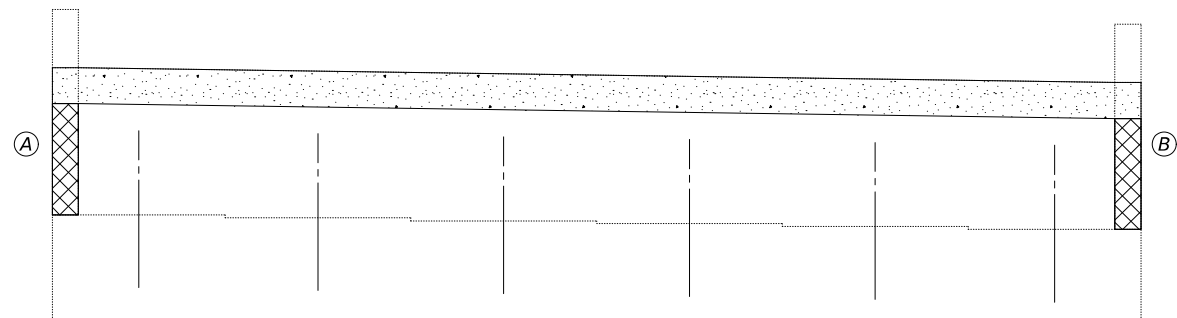
<i>Label</i>	<i>Size</i>	<i>Plan Qty.</i>		<i>As Built</i>	
		<i>SRC ≤5"</i> <i>Sq. Ft.</i>	<i>SRC >5"</i> <i>Sq. Ft.</i>	<i>SRC ≤5"</i> <i>Sq. Ft.</i>	<i>SRC >5"</i> <i>Sq. Ft.</i>
A	1' x 4'	4			
<i>Totals</i>					

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth $\leq$ 5 in.)	Sq. Ft.	4



ELEVATION - NORTH ABUTMENT
(Looking North)



ELEVATION - SOUTH ABUTMENT
(Looking South)

LEGEND

	<i>Structural Repair of Concrete (Depth Equal to or Less than 5 inches)</i>
	<i>Structural Repair of Concrete (Depth Greater than 5 inches)</i>
	<i>Concrete Removal</i>

Notes:

Repair areas shown are estimated from soundings on October 30, 2024.

Actual size and locations of completed repairs shall be shown on this sheet and documented in the provide tables under "As Built".

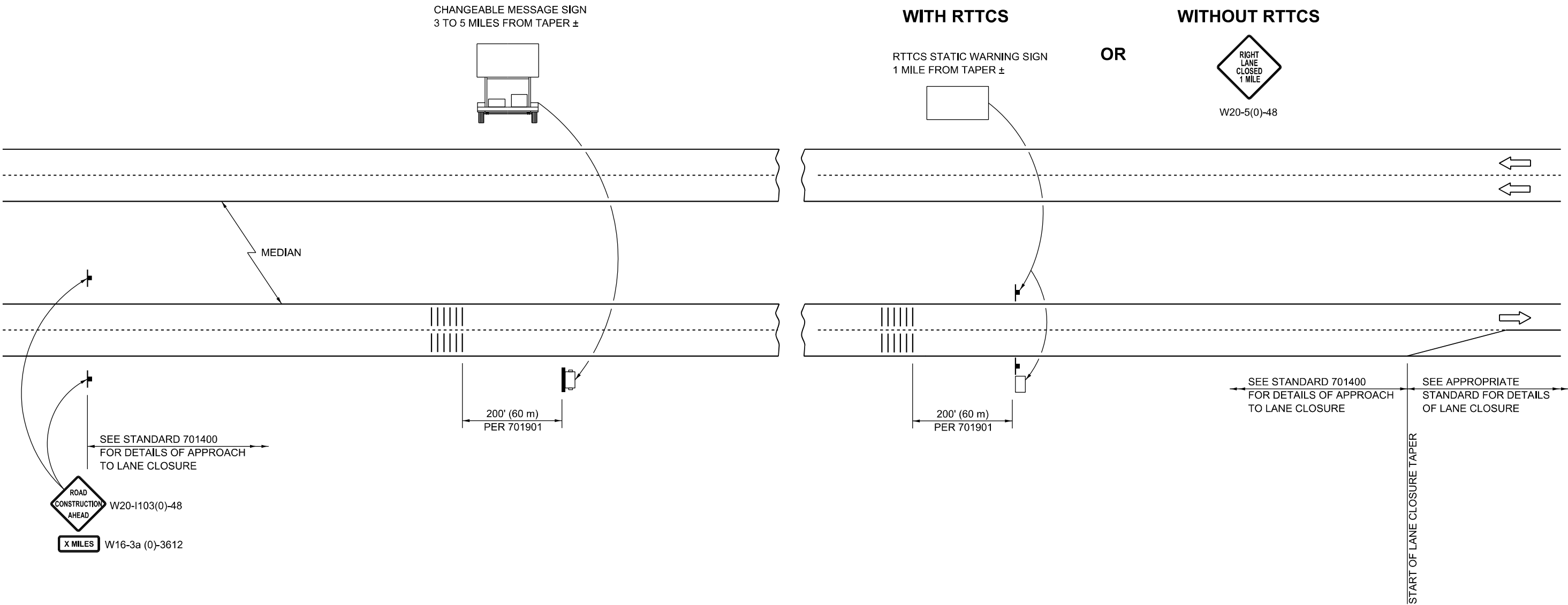
STRUCTURAL REPAIR OF CONCRETE TABLE

<i>Label</i>	<i>Size</i>	<i>Plan Qty.</i>		<i>As Built</i>	
		<i>SRC ≤5"</i>	<i>SRC >5"</i>	<i>SRC ≤5"</i>	<i>SRC >5"</i>
		<i>Sq. Ft.</i>	<i>Sq. Ft.</i>	<i>Sq. Ft.</i>	<i>Sq. Ft.</i>
A	1' x 4'		4		
B	1' x 4'		4		
<i>Totals</i>			8		

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth > 5 in.)	Sq. Ft.	8

DETAIL FOR TEMPORARY RUMBLE STRIPS



SYMBOLS

- SIGN
- TEMPORARY RUMBLE STRIPS
- CHANGEABLE MESSAGE SIGN
- RTTCS STATIC WARNING SIGN

GENERAL NOTES

REMOVE THE TEMPORARY RUMBLE STRIPS
PRIOR TO THE REMOVAL OF THE ADVANCED
WARNING SIGNS.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN.

SEE HIGHWAY STANDARD 701901 FOR TEMPORARY
RUMBLE STRIP INSTALLATION.

MODEL: 70106700 (Sheet)
FILE NAME: S:\23\2024\2327240101_1 (21-0-23) MOI CNT0F93 Str Repair\01 CADD\CADD Sheets\0570769-LeftDetail_70106700.dgn



USER NAME = Idwhitney	DESIGNED -	REVISED -
DRAWN -	DRAWN -	REVISED -
PLOT SCALE = 0.06333333 ' / in.	CHECKED -	REVISED -
PLOT DATE = 11/10/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

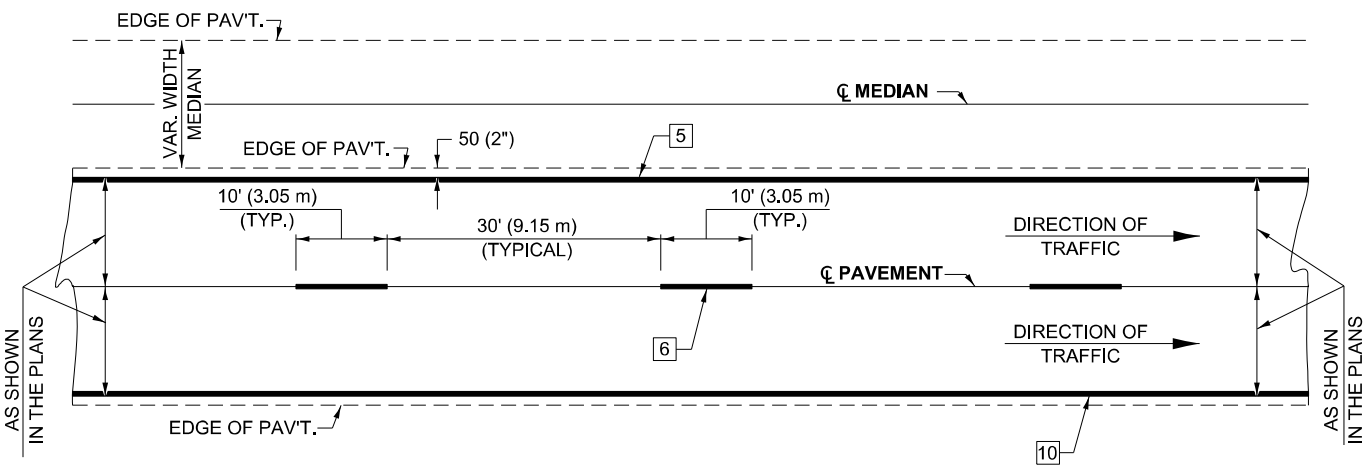
INTERSTATE 55 BRIDGE DECK OVERLAY
DETAIL FOR TEMPORARY RUMBLE STRIPS

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

DISTRICT 5 DETAIL NO. 70106700

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-2B-3.4)BR	MCLEAN	79	76
CONTRACT NO. 70F93				
ILLINOIS FED. AID PROJECT				

CENTERLINE INTERSTATE OR MULTI-LANE TWO WAY DIVIDED HIGHWAY

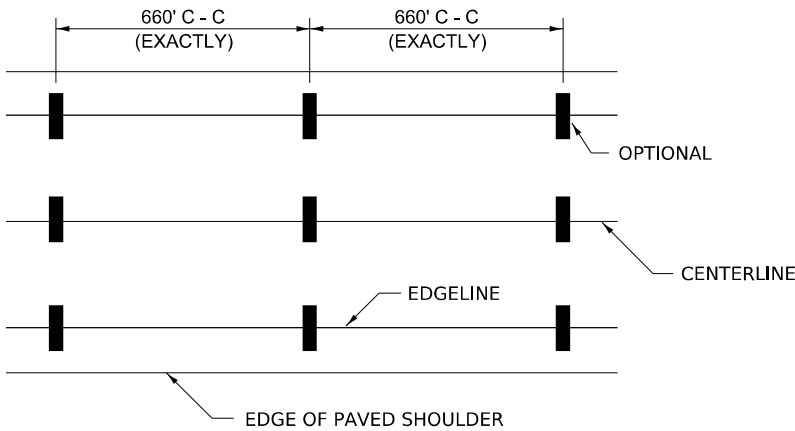


NOTE: PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.

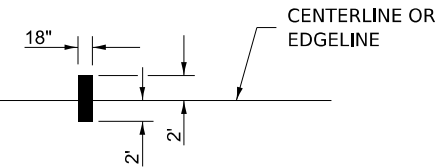
NOTE: SEE ARTICLES 780.04 & 781.03 FOR LOCATION OF STRIPES AND MARKERS RELATIVE TO EDGES OR JOINTS.

FOR RAISED REFLECTIVE PAVEMENT MARKERS, REFER TO STANDARD 781001.

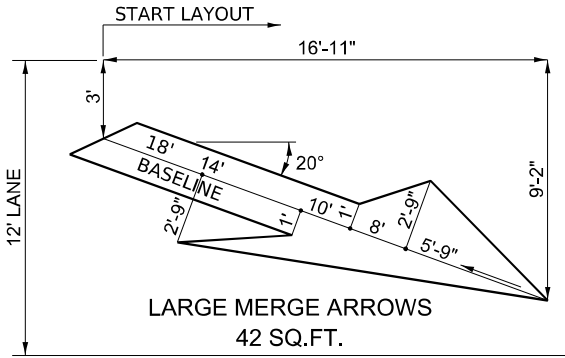
TYPICAL PAVEMENT MARKING LEGEND



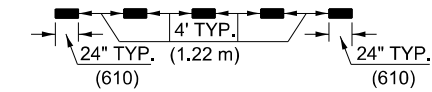
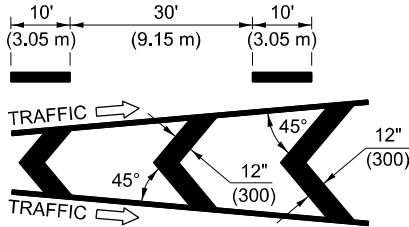
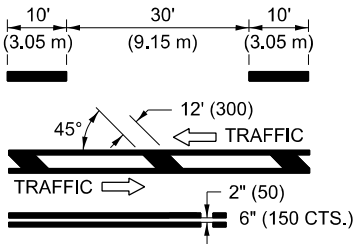
IT WILL BE NECESSARY TO HAVE A REPRESENTATIVE OF THE STATE POLICE PRESENT SO THAT THE ACCURACY OF MEASUREMENT CAN BE ATTESTED TO IN COURT.



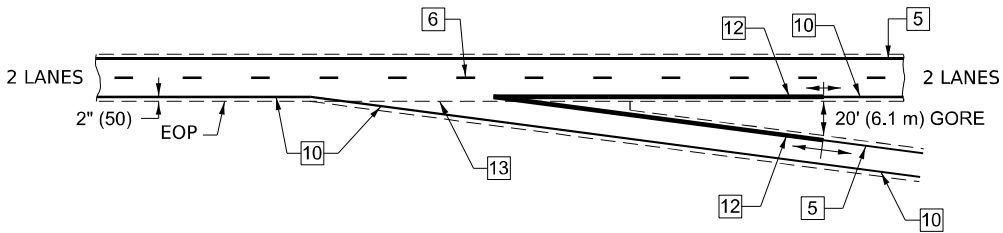
AERIAL SPEED CHECK ZONES



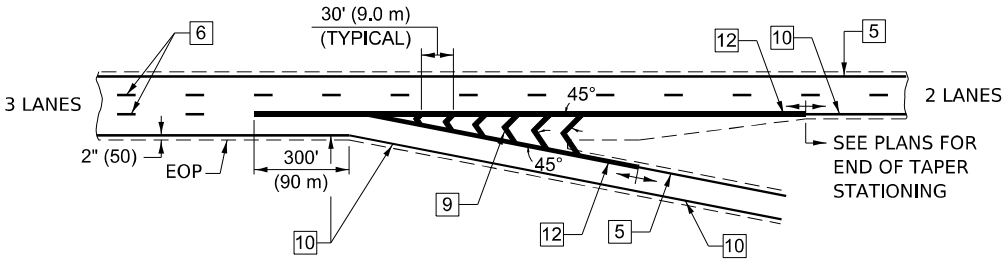
- 1 4" (100) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 5 6" (150) SOLID (YELLOW)
- 6 6" (150) SKIP-DASH (WHITE)
- 7 4" (100) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP BAR (WHITE)
- 12 8" (200) SOLID (WHITE)
- 13 6" (150) LANE LINE EXTENSIONS (WHITE)



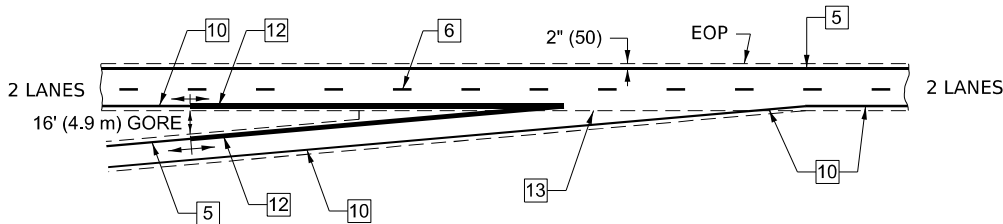
TYPICAL EXIT RAMP TERMINAL



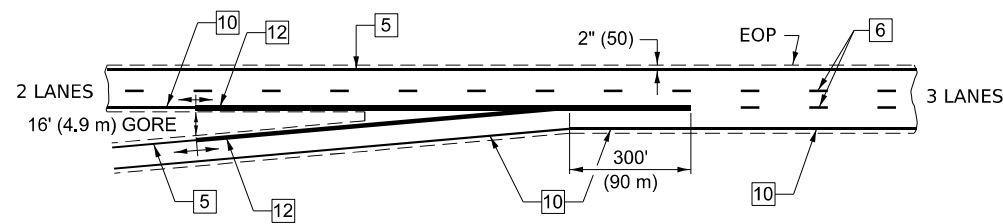
EXIT RAMP TERMINAL with EXCLUSIVE (auxiliary) LANE



TYPICAL ENTRANCE RAMP TERMINAL



ENTRANCE RAMP TERMINAL with EXCLUSIVE LANE



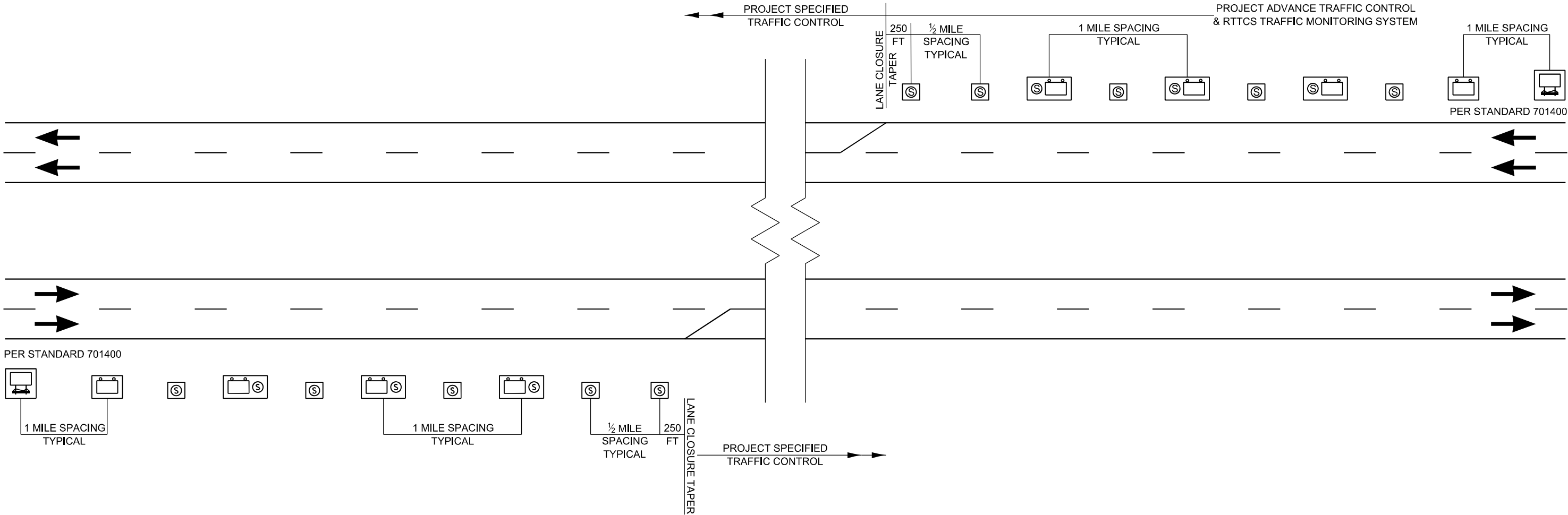
Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 5 DETAIL NO. 7800BBBB

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-2B-3.4)BR	MCLEAN	79	77
CONTRACT NO. 70F93				
ILLINOIS FED. AID PROJECT				

USER NAME = Idwhitney	DESIGNED -	REVISED -
PLOT SCALE = 0.06333333' / in.	DRAWN -	REVISED -
PLOT DATE = 11/10/2025	CHECKED -	REVISED -
	DATE -	REVISED -

MODEL: X032AAAA (Sheet)
FILE NAME: S:\032\2024\27272010101 (21-0423 MO1 CNT0F93 St Repair)\CADD\CADD Sheets\0570F93-Left-Detail_X032AAAA.dgn



LEGEND



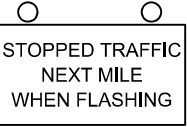
REAL-TIME TRAFFIC CONTROL WARNING SIGN
PROJECT SIGN SHALL BE A 48" X 96" (1200MM X 2400MM)
SIGN THAT SAYS:
"STOPPED TRAFFIC NEXT MILE WHEN FLASHING".



SINGLE PORTABLE CHANGEABLE MESSAGE SIGN PLACED 1 MILE
IN ADVANCE OF THE REAL-TIME TRAFFIC CONTROL WARNING SIGN.
IT SHALL READ: "RIGHT/LEFT LANE CLOSED // X MILES AHEAD"
THIS PORTABLE CHANGEABLE MESSAGE SIGN IS INCLUDED IN STANDARD 701400



REAL-TIME TRAFFIC MONITORING SENSOR UNIT



STOPPED TRAFFIC
NEXT MILE
WHEN FLASHING

NOTES:

1. THE NUMBER OF REAL-TIME TRAFFIC CONTROL WARNINGS SIGNS MAY BE CHANGED AS DIRECTED BY THE ENGINEER. RELOCATION OF REAL-TIME TRAFFIC CONTROL STATIC WARNING SIGNS IS INCLUDED IN THE REAL-TIME TRAFFIC CONTROL PAY ITEMS.
2. REAL-TIME TRAFFIC CONTROL MONITORING SENSOR UNITS SPACED APPROXIMATELY EVERY 1/2 MILE AND REAL-TIME TRAFFIC CONTROL WARNING SIGNS SPACED EVERY 1 MILE OR AS DIRECTED BY THE ENGINEER.
3. THE FIRST REAL-TIME TRAFFIC MONITORING SENSORS UNIT IS TO BE PLACED 250 FOOT UPSTREAM OF THE TAPER.
4. THE SECOND REAL-TIME SPEED TRAFFIC MONITORING SENSOR UNIT IS TO BE PLACED 250 FOOT IN ADVANCE OF THE RIGHT LANE/LEFT LANE CLOSED 1/2 MILE SIGN (STD. 701400).
5. THE FIRST REAL-TIME TRAFFIC CONTROL WARNINGS SIGN SHOULD BE PLACED 500 FOOT IN ADVANCE OF THE RIGHT/LEFT LANE CLOSED 1 MILE SIGN (STD. 701400)
6. THE NUMBER OF RTTCS DEVICES MAY BE REDUCED BASED ON THE LOCATION OF THE PORTABLE CHANGEABLE MESSAGE SIGN PER (STD. 701400) AS DIRECTED BY THE ENGINEER.

Note: All dimensions are in INCHES
(millimeters) unless otherwise shown.



USER NAME = Idwhitney	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.06333333' / in.	CHECKED -	REVISED -
PLOT DATE = 11/10/2025	DATE -	REVISED -

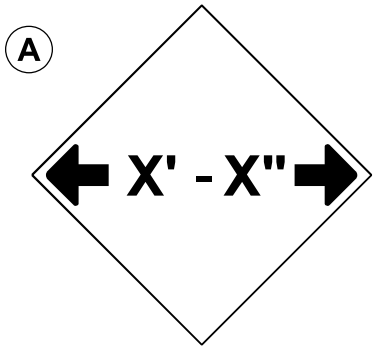
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSTATE 55 BRIDGE DECK OVERLAY
REAL-TIME TRAFFIC CONTROL SYSTEM

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

DISTRICT 5 DETAIL NO. X032AAAA

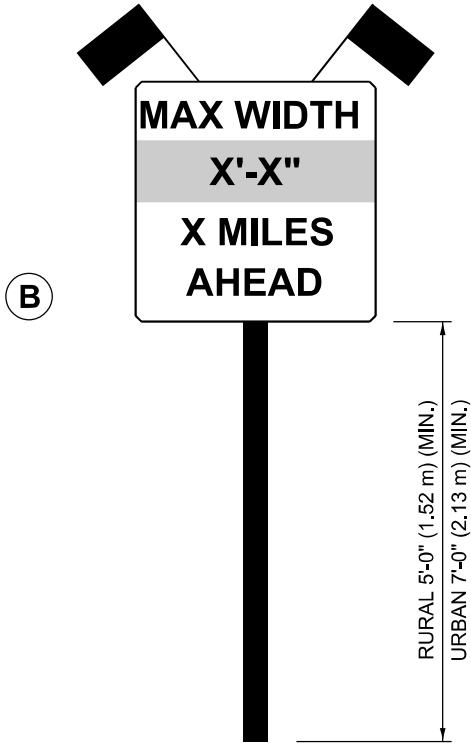
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-2B-3.4)BR	MCLEAN	79	78
CONTRACT NO. 70F93				
		ILLINOIS	FED. AID PROJECT	



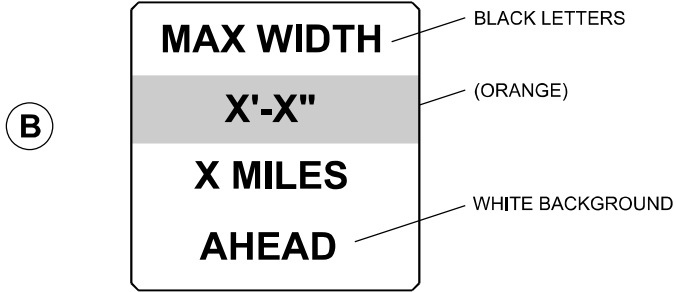
W12-2(O)-48"x48"(1200x1200)

SIGN (A) 2 SIGNS - W12-2(O)-48"x48"(1200x1200) ARE TO BE PLACED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

SIGN (B) 2 SIGNS - (SIGN PANEL, TYPE II) AS SHOWN ARE TO BE PLACED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.



SIGN PANEL, TYPE II



W12-I103(O)-48"x48"(1200x1200)
"D" LETTERS/NUMBERS

GENERAL NOTES

1. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED AND MAINTAINED BY THE CONTRACTOR.
2. ALL (B) SIGNS SHALL HAVE FLAGS INSTALLED UNLESS OTHERWISE DIRECTED.
3. LOCATIONS OF TRAFFIC CONTROL DEVICES MAY BE ADJUSTED BY THE ENGINEER.
4. ALL TRAFFIC CONTROL SHOWN ON THIS SHEET SHALL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR WIDTH RESTRICTION SIGNING.
5. ALL SIGNS SHALL BE POST MOUNTED UNLESS OTHERWISE DIRECTED.
6. ALL SIGNS SHOWN ORANGE (O) SHALL BE FLUORESCENT ORANGE.
7. ALL SIGNS SHOWN SHALL CONSIST OF THE CURRENT RETROREFLECTIVE SHEETING REQUIREMENTS AS OUTLINED IN SECTION 1106.01 OF THE STANDARD SPECIFICATIONS BOOK.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

MODEL: X7200201 (Sheet)
FILE NAME: S0270242372A0101 (21-0423 MO1 CNT0F93 St Repair) [CADD/CADD Sheets] 0570F93-eth-Detail_X7200201.dgn

	USER NAME = Idwhitney	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTERSTATE 55 BRIDGE DECK OVERLAY WIDTH RESTRICTION SIGNING				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -						55	(57-2B-3,4)BR	MCLEAN	79	79
	PLOT SCALE = 0.06333333' / in.	CHECKED -	REVISED -		CONTRACT NO. 70F93								
	PLOT DATE = 11/10/2025	DATE -	REVISED -										
					SCALE:	SHEET 1	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			