

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3) I-5, BJR	SANGAMON	46	1
		ILLINOIS	CONTRACT NO. 72H49	

D-96-022-15

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR LIST OF ILLINOIS DOT HIGHWAY STANDARDS, SEE SHEET NO. 2

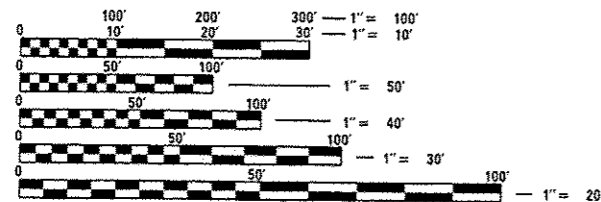
PROPOSED HIGHWAY PLANS

FAI ROUTE 55 (I-55)
OVER S. GRAND AVE/IL 29
SECTION (84-3) I-5, BJR
PROJECT ACNHPP-0055 (476)
BRIDGE JOINT REPLACEMENT
& MICROSILICA OVERLAY
SANGAMON COUNTY

C-96-022-15



DESIGN DESIGNATION
FAI ROUTE 55 (I-55)
FEDERAL INTERSTATE
ADT 53,100 (2013)
79.8% PV
3.1% SU
17.1% MU
DESIGN SPEED: 70 MPH

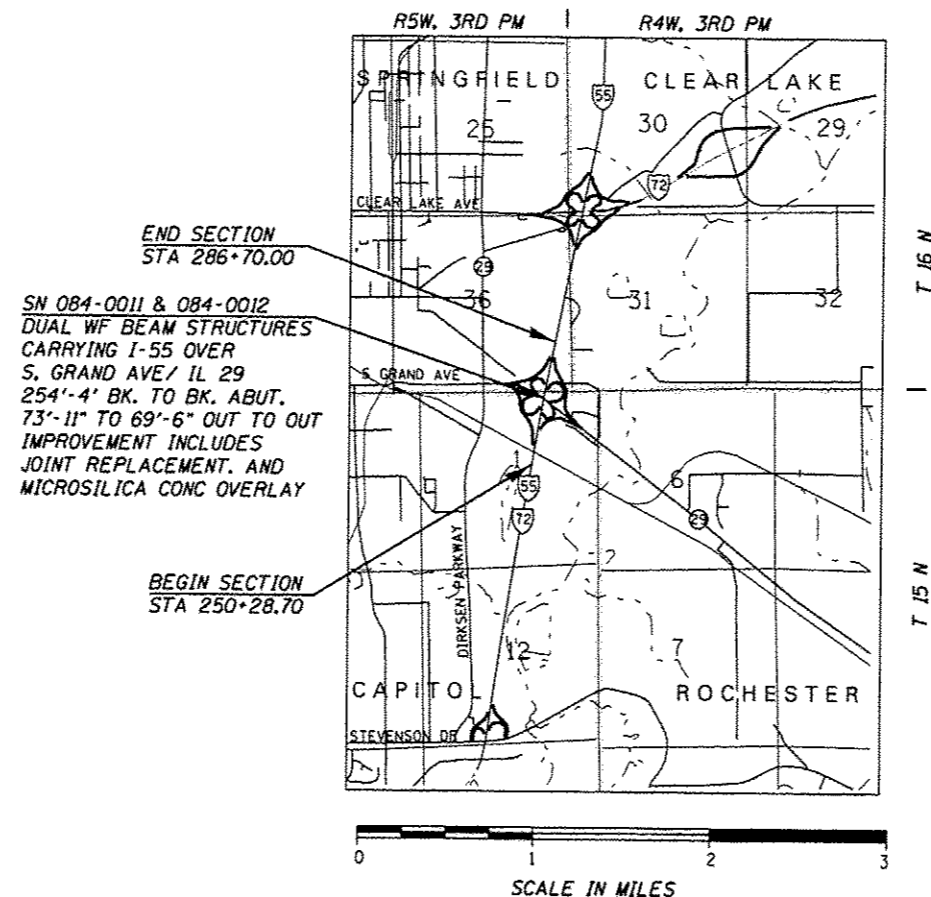


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER KEITH DONOVAN (217) 782-4761
PROJECT MANAGER ED KERN (217) 524-7547

CONTRACT NO. 72H49



SN 084-0011 & 084-0012
DUAL WF BEAM STRUCTURES
CARRYING I-55 OVER
S. GRAND AVE / IL 29
254'-4" BK. TO BK. ABUT.
73'-11" TO 69'-6" OUT TO OUT
IMPROVEMENT INCLUDES
JOINT REPLACEMENT, AND
MICROSILICA CONC OVERLAY

GROSS LENGTH = 3,641.30 FT. = 0.690 MILE
NET LENGTH = 3,641.30 FT. = 0.690 MILE



Keith Donovan 10/13/15
ILLINOIS PROFESSIONAL NO. 56816
(Expires 11/30/15)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *October 15, 2015*

Roger T. Quirkell, Jr.
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Dec 4 2015
John D. Baranzoli, PE
ENGINEER OF DESIGN AND ENVIRONMENT

Dec 4 2015
Keith Donovan, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

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LIST OF ILLINOIS DOT HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
542401-01	METAL END SECTION FOR PIER CULVERTS
610001-06	SHOULDER INLET WITH CURB
630001-10	STEEL PLATE BEAM GUARDRAIL
630301-06	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-09	TRAFFIC BARRIER TERMINAL, TYPE 2
631026-06	TRAFFIC BARRIER TERMINAL TYPE 5
631031-13	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
701400-08	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-09	LANE CLOSURE, FREEWAY/EXPRESSWAY
701402-10	LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH BARRIER
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS > 45 MPH
701421-07	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY FOR SPEEDS > 45 MPH TO 55 MPH
701426-07	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS > 45 MPH
701428	TRAFFIC CONTROL, SETUP AND REMOVAL, FREEWAY/EXPRESSWAY
701451-03	RAMP CLOSURE FREEWAY/EXPRESSWAY
701901-04	TRAFFIC CONTROL DEVICES
704001-07	TEMPORARY CONCRETE BARRIER
780001-05	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

COMMITMENTS

THE FIELD/RESIDENT ENGINEER SHALL CONTACT STUDIES & PLANS CONCERNING ANY MAJOR PLAN CHANGES AND TO MAKE SURE NO PREVIOUS COMMITMENTS (NOT LISTED) WERE MADE AFFECTING THE DESIGN, AND TO ALLOW IMPROVEMENTS IN THE DESIGN FOR FUTURE PROJECTS.

RATES OF APPLICATION

THE FOLLOWING FACTORS WERE USED FOR ESTIMATING PLAN QUANTITIES AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES.

HOT MIX ASPHALT	0.056 TONS/SQ. YD./INCH
BITUMINOUS MATERIALS (PRIME COAT)	0.05 POUND/SQ FT
AGGREGATE	2.05 TON/CU. YD.

CEC Cummins Engineering Corporation <small>Civil and Structural Engineering</small>	JOB = 2276.13	DESIGNED - NAK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS AND HIGHWAY STANDARDS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	FILE NAME = 0672H49-shs-gen.dgn	DRAWN - SJS	REVISED -			55	(84-3) I-5, BJR	SANGAMON	46	2
	PLOT SCALE = 10.0000 "/ in.	CHECKED - NAK	REVISED -			CONTRACT NO. 72H49				
	PLOT DATE = 10/13/2015	DATE - 6/29/2015	REVISED -			FED. ROAD DIST. NO. ILLINOIS/FED. AID PROJECT				
SCALE:		SHEET NO. OF SHEETS		STA.	TO STA.					

GENERAL NOTES

1. THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS, THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2012, THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, AND THE SPECIAL PROVISIONS INCLUDED IN THESE PLANS.
2. ANY REFERENCE TO THE STANDARDS THROUGHOUT THE PLANS SHALL BE INTERPRETED TO BE THE EDITION, AS INDICATED BY THE SUB-NUMBER, LISTED IN THE INDEX OF SHEETS, OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
3. THE THICKNESS OF HOT-MIX ASPHALT MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT-MIX ASPHALT MIXTURE IS PLACED.
4. THE LOCATION OF THOSE BURIED AND ABOVE GROUND UTILITIES SHOWN ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.26 OF THE STANDARD SPECIFICATIONS. THE J.U.L.I.E NUMBER IS 1 (800) 892-0123. A MINIMUM 48 HOURS ADVANCE NOTICE IS REQUIRED. SEE SPECIAL PROVISIONS FOR STATUS OF UTILITIES WITH UTILITY COMPANIES LISTED.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRS TO ANY UTILITY LINES AND EXISTING IMPROVEMENTS TO REMAIN THAT ARE DAMAGED AS A RESULT OF THE WORK.
6. WHERE PROPOSED CONSTRUCTION ABUTS EXISTING APPURTENANCES, A SAW CUT SHALL BE MADE TO ACHIEVE A NEAT BUTT JOINT. SAW CUTS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE TYPE OF WORK ENCOUNTERED.
7. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR REESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.
8. IN ADDITION TO SURVEYS, SOME OF THE PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING CONDITIONS HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY SUCH DIMENSIONS IN THE FIELD. VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK. THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
9. ANY EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER. AFTER CONSTRUCTION IS COMPLETE, THE CONTRACTOR SHALL REPLACE SIGNS AS DIRECTED BY THE ENGINEER. THE COST FOR THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL ITEMS.
10. COPIES OF EXISTING BRIDGE PLANS ARE AVAILABLE AT THE DISTRICT OFFICE.
11. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS BITUMINOUS LIFTS.
12. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SANDBAGS PER BARRICADE.
13. EXISTING RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE REMOVED PRIOR TO RESURFACING.
14. THE CONTRACTOR SHALL REMOVE REFLECTORS FROM EXISTING RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH REVISED TRAFFIC PATTERNS. THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE VARIOUS TRAFFIC CONTROL AND PROTECTION ITEMS.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USES:	POLYMER HMA SURFACE	HMA BASE COURSE
PG:	SBS PG 70-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @NDDESIGN=90	4.0% @NDDESIGN=70
MIXTURE COMPOSITION:	IL 9.5	IL 19.0
FRICION AGGREGATE:	MIX "E"	N/A
QUALITY MANAGEMENT:	QC/QA	QC/QA
SUBLOT SIZE:	N/A	N/A

EXAMINED <u>October 7</u> 20 <u>15</u> <i>Ron Duchambeau</i> PROJECT IMPLEMENTATION ENGINEER
DISTRICT SIX
EXAMINED <u>October 15th</u> 20 <u>15</u> <i>John C. Wynn</i> OPERATIONS ENGINEER
EXAMINED <u>October 6</u> 20 <u>15</u> <i>Jeff P. Myer</i> PROGRAM DEVELOPMENT ENGINEER



JOB = 2276.13	DESIGNED - NAK	REVISED -
FILE NAME = 0672449-ahc-ign.dgn	DRAWN - SJS	REVISED -
PLOT SCALE = 10.0000' / 1"	CHECKED - NAK	REVISED -
PLOT DATE = 10/13/2015	DATE - 6/29/2015	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(04-3) I-5, BJR	SANGAMON	46	3
CONTRACT NO. 72H49				
ILLINOIS FED. AID PROJECT				

PPS # 6-00281-0000			
CONSTRUCTION CODE			
RURAL 90% FEDERAL 10% STATE			
NB I-55 SN 084-0011	SB I-55 SN 084-0012		
0014	0014	0014	

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY				
				NB I-55 SN 084-0011	SB I-55 SN 084-0012		
20400800	FURNISHED EXCAVATION	CU YD	90	45	45		
25000200	SEEDING, CLASS 2	ACRE	0.2	0.1	0.1		
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	18	9	9		
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	18	9	9		
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	18	9	9		
25000700	AGRICULTURAL GROUND LIMESTONE	TON	0.4	0.2	0.2		
25100115	MULCH, METHOD 2	ACRE	0.2	0.1	0.1		
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	18	9	9		
28000305	TEMPORARY DITCH CHECKS	FOOT	16	8	8		
28000500	INLET AND PIPE PROTECTION	EACH	2	1	1		
28100105	STONE RIPRAP, CLASS A3	SQ YD	24	12	12		
28200200	FILTER FABRIC	SQ YD	24	12	12		
35501324	HOT-MIX ASPHALT BASE COURSE, 10"	SQ YD	3,760	1,908	1,852		
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	1,741	877	864		

PPS # 6-00281-0000					
CONSTRUCTION CODE					
RURAL 90% FEDERAL 10% STATE					
NB I-55 SN 084-0011	SB I-55 SN 084-0012				
0014	0014				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	843	421	422				
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	1,041	522	519				
40603570	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90	TON	379	191	188				
44004250	PAVED SHOULDER REMOVAL	SQ YD	3,760	1,908	1,852				
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	24	12	12				
50102400	CONCRETE REMOVAL	CU YD	52.8	26.4	26.4				
50157300	PROTECTIVE SHIELD	SQ YD	2,147	1,080	1,067				
50300225	CONCRETE STRUCTURES	CU YD	1.2	0.6	0.6				
50300255	CONCRETE SUPERSTRUCTURE	CU YD	52.6	26.3	26.3				
50300300	PROTECTIVE COAT	SQ YD	122	61	61				
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	7,370	3,680	3,690				
50800515	BAR SPLICERS	EACH	48	24	24				
52000110	PREFORMED JOINT STRIP SEAL	FOOT	337	168	169				
54213450	END SECTIONS 15"	EACH	4	2	2				



JOB # 2276.13	DESIGNED - NAK	REVISED -
FILE NAME # 0672H49-shr-rsq.dgn	DRAWN - SJS	REVISED -
PLOT SCALE # 20.2000 / 1 in.	CHECKED - NAK	REVISED -
PLOT DATE # 12/14/2015	DATE - 8/4/15	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE:	SHEET NO. 2 OF 6 SHEETS	STA.	TO STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3) I-5, BUR	SANGAMON	46	5
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 72H49	

PPS # 6-00281-0000					
CONSTRUCTION CODE					
RURAL 90% FEDERAL 10% STATE					
NB I-55 SN 084-0011	SB I-55 SN 084-0012				
0014	0014				

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY						
				NB I-55 SN 084-0011	SB I-55 SN 084-0012				
542D0220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	64	32	32				
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	250	125	125				
* 63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	450	225	225				
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	1	1				
* 63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	2	1	1				
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	2	2				
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	2	2				
63200310	GUARDRAIL REMOVAL	FOOT	520	260	260				
64300260	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	1	1				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	4	2	2				
67100100	MOBILIZATION	LSUM	1	0.5	0.5				
70100310	TRAFFIC CONTROL AND PROTECTION, STANDARD 701421	LSUM	1	0.5	0.5				
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	6	3	3				
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	LSUM	1	0.5	0.5				

* SPECIALTY ITEM



JOB # 2276.13	DESIGNED - NAK	REVISED -
FILE NAME # d672H49-shr-req.dgn	DRAWN - SJS	REVISED -
PLOT SCALE # 28,2800' / 1"	CHECKED - NAK	REVISED -
PLOT DATE # 10/14/2015	DATE - 8/4/15	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE:	SHEET NO. 3 OF 6 SHEETS	STA.	TO STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3) I-5, BJR	SANGAMON	46	6
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 72H49	

PPS # 6-00281-0000

CONSTRUCTION CODE

RURAL 90% FEDERAL 10% STATE

NB I-55 SN 084-0011 SB I-55 SN 084-0012

0014 0014

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN					
70100820	TRAFFIC CONTROL AND PROTECTION, STANDARD 701451	LSUM	1	0.5	0.5				
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	4	2	2				
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	14	7	7				
70200100	NIGHTTIME WORK ZONE LIGHTING	LSUM	1	0.5	0.5				
70300100	SHORT TERM PAVEMENT MARKING	FOOT	772	392	380				
70300230	TEMPORARY PAVEMENT MARKING - LINE 5"	FOOT	25,174	10,571	14,603				
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	10,746	5,393	5,353				
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	3,012.5	1,500.0	1,512.5				
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	1	1				
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	1	1				
* 78009005	MODIFIED URETHANE PAVEMENT MARKING - LINE 5"	FOOT	9,370	4,717	4,653				
* 78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	1,222	600	622				
* 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	155	106	49				
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	10	6	4				

* SPECIALTY ITEM



Cummins Engineering Corporation
Civil and Structural Engineering

JOB # 2276.13
FILE NAME # d672h49-eh1-100.dgn
PLOT SCALE # 20,000 / 1" = 100'
PLOT DATE # 08/14/2015

DESIGNED - NAK
DRAWN - SJS
CHECKED - NAK
DATE - 8/4/15

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET NO. 4 OF 6 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3) I-5, BJR	SANGAMON	46	7
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	

CONTRACT NO. 72H49

PPS # 6-00281-0000

CONSTRUCTION CODE

RURAL 90% FEDERAL 10% STATE

NB I-55 SN 084-0011 SB I-55 SN 084-0012

0014 0014

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN					
				NB I-55 SN 084-0011	SB I-55 SN 084-0012				
* 78100300	REPLACEMENT REFLECTOR	EACH	82	40	42				
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	8	4	4				
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	2	2				
78300100	PAVEMENT MARKING REMOVAL	SQ FT	4,212	2,077	2,135				
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	10	6	4				
X0325349	TEMPORARY CONCRETE BARRIER (TO REMAIN PERMANENTLY)	FOOT	7,050	3,525	3,525				
X0931400	INLET BOXES TO BE ADJUSTED (SPECIAL)	EACH	4	2	2				
X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	1,859	1,859	0				
X6430120	REMOVE IMPACT ATTENUATORS, NO SALVAGE	EACH	2	1	1				
X7010208	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402 (SPECIAL)	EACH	2	1	1				
X7010410	SPEED DISPLAY TRAILER	CAL MO	8	4	4				
X7040650	REMOVE TEMPORARY CONCRETE BARRIER	FOOT	7,060	3,530	3,530				
Z0012130	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	3,770	1,881	1,889				
Z0012166	BRIDGE DECK MICROSILICA CONCRETE OVERLAY 2 3/4"	SQ YD	3,770	1,881	1,889				

* SPECIALTY ITEM



Cummins Engineering Corporation
Civil and Structural Engineering

JOB # 2276.13
FILE NAME # 0672H49-ent-000.dgn
PLOT SCALE # 20:3000 1/2 in.
PLOT DATE # 12/14/2015

DESIGNED - NAK
DRAWN - SJS
CHECKED - NAK
DATE - 8/4/15

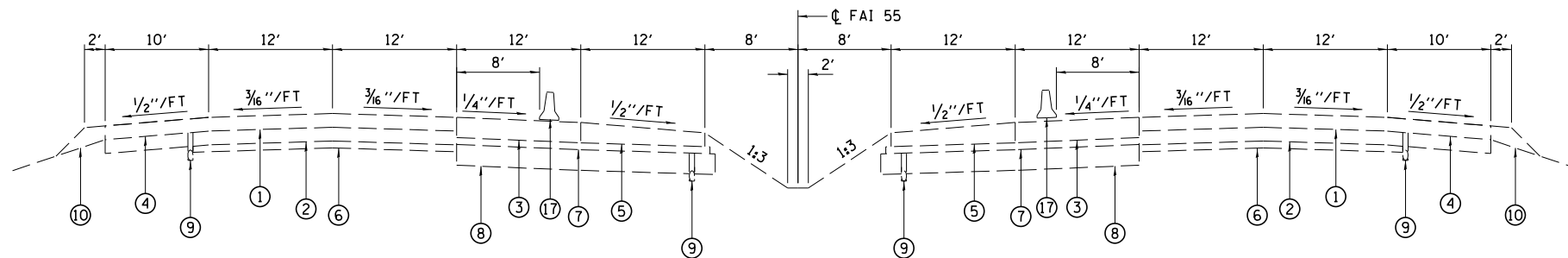
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

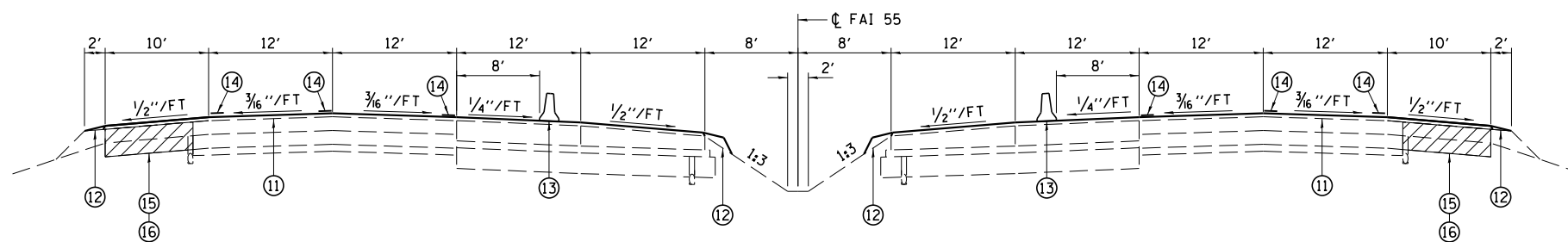
SCALE: SHEET NO. 5 OF 6 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3) I-5, BJR	SANGAMON	46	8
CONTRACT NO. 72H49			ILLINOIS FED. AID PROJECT	



EXISTING I-55 TYPICAL CROSS SECTION

- EX PCC CONNECTOR PAVEMENT
 - NB I-55
 - STA 273+13.72 TO STA 273+64.06
 - STA 276+77.53 TO STA 277+53.72
 - SB I-55
 - STA 273+43.72 TO STA 273+94.95
 - STA 277+08.43 TO STA 277+78.72
- EX BRIDGE APPROACH PAVEMENT
 - NB I-55
 - STA 273+64.06 TO STA 273+93.86
 - STA 276+47.61 TO STA 276+77.53
 - SB I-55
 - STA 273+94.95 TO STA 274+24.61
 - STA 276+77.53 TO STA 277+08.43
- EX BRIDGE
 - NB I-55
 - STA 273+93.86 TO STA 276+47.61
 - SB I-55
 - STA 274+24.61 TO STA 276+78.61



PROPOSED I-55 TYPICAL CROSS SECTION

REMOVE PAVED SHOULDERS AND CONSTRUCT
HMA BASE COURSE 10" AS FOLLOWS:

SB
LT STA 264+70 TO STA 272+36.85
LT STA 277+78.72 TO STA 286+00

NB
RT STA 264+80 TO STA 273+10.00
RT STA 278+50.69 TO STA 287+70

NB I-55
STA 272+70 TO STA 273+93.86
STA 276+47.61 TO STA 277+80

SB I-55
STA 273+00 TO STA 274+24.61
STA 276+78.61 TO STA 278+05.40

LEGEND

- ① EXISTING HOT-MIX ASPHALT VARIABLE THICKNESS
- ② EXISTING 10" CONCRETE PAVEMENT
- ③ EXISTING CONTINUOUSLY REINFORCED CONCRETE PAVEMENT 11 3/4"
- ④ EXISTING HOT-MIX ASPHALT SHOULDER VARIABLE THICKNESS
- ⑤ EXISTING PCC SHOULDER 11 3/4"
- ⑥ EXISTING 4" SUBBASE
- ⑦ EXISTING 4" OPEN GRADED DRAINAGE LAYER
- ⑧ EXISTING 12" AGGREGATE SUBBASE
- ⑨ EXISTING 4" SUB-SURFACE DRAIN
- ⑩ EXISTING AGGREGATE SHOULDER
- ⑪ PROPOSED HMA SURFACE COURSE MIX "E" N90 1 3/4"
- ⑫ PROPOSED AGGREGATE WEDGE SHOULDER TYPE B
- ⑬ PROPOSED TEMPORARY CONCRETE BARRIER (TO REMAIN PERMANENTLY)
- ⑭ PROPOSED MODIFIED URETHANE PAVEMENT MARKING-LINE 5"
- ⑮ PAVED SHOULDER REMOVAL
- ⑯ HMA BASE COURSE 10"
- ⑰ REMOVE EXISTING TEMPORARY CONCRETE BARRIER

EARTHWORK

LOCATION	EXCAVATION	EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	CU YD	CU YD	CU YD	CU YD
STA 270+42 TO STA 273+94	0	0	45	-45
STA 276+14 TO STA 280+30	0	0	45	-45
TOTAL	0	0	90	-90

SHRINKAGE FACTOR: 1.25
FURNISHED EXCAVATION:

-90 CU YD

PAVED SHOULDER REMOVAL

LOCATION	SQ YD
PRE-STAGE 1	
SB I-55 OUTSIDE SHOULDER	
LT STA. 264+70.00 TO STA. 272+36.85	960.46
LT STA. 277+78.72 TO STA. 286+00.00	891.97
NB I-55 OUTSIDE SHOULDER	
RT STA. 264+80.00 TO STA. 273+10.00	862.58
RT STA. 278+50.69 TO STA. 286+70.00	1,044.97
TOTAL	3,759.98

RESURFACING

LOCATION	BITUMINOUS MATERIALS (PRIME COAT)	POLYMERIZED HMA SURFACE COURSE, MIX "E", N90
STAGE 1		
SB I-55		
LT STA. 273+00.00 TO STA. 274+26.43	179.99	39.20
LT STA. 276+68.15 TO STA. 278+05.40	195.70	42.62
NB I-55		
RT STA. 272+70.00 TO STA. 274+03.92	190.02	41.38
RT STA. 276+45.76 TO STA. 277+80.00	191.67	41.74
STAGE 2		
SB I-55		
LT STA. 273+00.00 TO STA. 274+43.78	248.93	54.21
LT STA. 276+82.67 TO STA. 278+05.40	240.02	52.27
NB I-55		
RT STA. 272+70.00 TO STA. 273+89.81	233.21	50.79
RT STA. 276+28.53 TO STA. 277+80.00	261.64	56.98
TOTAL	1,741.18	379.19

SEEDING

LOCATION	SEEDING, CLASS 2	FERTILIZER NUTRIENT			AGRICULTURAL GROUND LIME	MULCH, METHOD 2
		NITROGEN	PHOSPHORUS	POTASSIUM		
		ACRE	POUND	POUND		
STA. 270+42.00 TO STA. 273+94.00	0.09	9	9	9	0.18	0.09
STA. 276+14.00 TO STA. 280+30.00	0.09	9	9	9	0.18	0.09
TOTAL	0.18	18	18	18	0.36	0.18

TEMPORARY EROSION CONTROL SEEDING

LOCATION	POUND
STA. 270+42.00 TO STA. 273+94.00	9
STA. 276+14.00 TO STA. 280+30.00	9
TOTAL	18

TEMPORARY DITCH CHECKS

LOCATION	FOOT
STA. 269+90.00	8
STA. 276+75.00	8
TOTAL	16

INLET AND PIPE PROTECTION

LOCATION	EACH
STA. 270+98.00	1
STA. 280+28.00	1
TOTAL	2

HMA BASE COURSE 10"

LOCATION	SQ YD
PRE-STAGE 1	
SB I-55 OUTSIDE SHOULDER	
LT STA. 264+70.00 TO STA. 272+36.85	960.46
LT STA. 277+78.72 TO STA. 286+00.00	891.97
NB I-55 OUTSIDE SHOULDER	
RT STA. 264+80.00 TO STA. 273+10.00	862.58
RT STA. 278+50.69 TO STA. 286+70.00	1,044.97
TOTAL	3,759.98

RIPRAP

LOCATION	STONE RIPRAP, CLASS A3	FILTER FABRIC
	SQ YD	SQ YD
LT STA. 274+14.00	3	3
LT STA. 274+42.00	3	3
LT STA. 276+70.00	3	3
LT STA. 277+04.00	3	3
RT STA. 273+74.00	3	3
RT STA. 274+03.00	3	3
RT STA. 276+30.00	3	3
RT STA. 276+62.00	3	3
TOTAL	24	24

INLET BOXES TO BE ADJUSTED (SPECIAL)

LOCATION	EACH
STAGE 1	
LT STA. 273+97.50	1
RT STA. 273+87.50	1
STAGE 2	
LT STA. 274+29.40	1
RT STA. 273+52.80	1
TOTAL	4

BUTT JOINTS

LOCATION	HMA SURFACE REMOVAL - BUTT JOINT	PCC SURFACE REMOVAL - BUTT JOINT
	SQ YD	SQ YD
STAGE 1		
SB I-55		
LT STA. 273+00.00 TO STA. 273+60.00	26.57	171.68
LT STA. 277+45.40 TO STA. 278+05.40	25.94	169.77
NB I-55		
RT STA. 272+70.00 TO STA. 273+30.00	28.23	172.13
LT STA. 277+20.00 TO STA. 277+80.00	27.48	172.21
STAGE 2		
SB I-55		
LT STA. 273+00.00 TO STA. 273+60.00	168.13	82.85
LT STA. 277+45.40 TO STA. 278+05.40	201.86	94.42
NB I-55		
RT STA. 272+70.00 TO STA. 273+30.00	195.76	95.75
LT STA. 277+20.00 TO STA. 277+80.00	169.85	82.16
TOTAL	843.82	1,040.97



JOB = 2276.13
 FILE NAME = 0672H49-sht-sched.dgn
 PLOT SCALE = 2.0000' / in.
 PLOT DATE = 10/13/2015

DESIGNED - NAK
 DRAWN - SJS
 CHECKED - NAK
 DATE - 6/29/2015

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3) I-5, BJR	SANGAMON	46	11
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 72H49	

AGGREGATE WEDGE SHOULDER, TYPE B

LOCATION	SQ YD
STAGE 1	
SB I-55 MEDIAN SHOULDER	
LT STA. 273+00.00 TO STA. 274+01.90	2.58
LT STA. 276+78.10 TO STA. 278+05.40	3.22
NB I-55 MEDIAN SHOULDER	
RT STA. 272+70.00 TO STA. 273+94.00	3.14
RT STA. 276+70.50 TO STA. 277+80.00	2.77
STAGE 2	
SB I-55 OUTSIDE SHOULDER	
LT STA. 273+00.00 TO STA. 274+32.45	3.35
LT STA. 277+12.40 TO STA. 278+05.40	2.35
NB I-55 OUTSIDE SHOULDER	
RT STA. 272+70.00 TO STA. 273+59.85	2.27
RT STA. 276+38.20 TO STA. 277+80.00	3.59
TOTAL	23.27

PIPE CULVERTS, CLASS D, TYPE 1 15"

LOCATION	FOOT
STAGE 1	
STA. 270+54.80 TO STA. 270+86.80	32
STA. 279+85.30 TO STA. 280+17.30	32
TOTAL	64

END SECTIONS 15"

LOCATION	EACH
STAGE 1	
STA. 270+54.80	1
STA. 270+86.80	1
STA. 279+85.30	1
STA. 280+17.30	1
TOTAL	4

STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS

LOCATION	FOOT
STAGE 2	
NB OUTSIDE	
RT STA. 271+91.94 TO STA. 273+16.62	125
SB OUTSIDE	
LT STA. 277+55.46 TO STA. 278+79.38	125
TOTAL	250

STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS

LOCATION	FOOT
STAGE 1	
NB MEDIAN	
RT STA. 271+25.85 TO STA. 273+50.85	225
SB MEDIAN	
LT STA. 277+21.30 TO STA. 279+46.30	225
TOTAL	450

TRAFFIC BARRIER TERMINAL, TYPE 2

LOCATION	EACH
STAGE 2	
SB OUTSIDE	
LT STA. 274+07.70 TO STA. 274+20.20	1
NB OUTSIDE	
RT STA. 276+51.40 TO STA. 276+63.90	1
TOTAL	2

TRAFFIC BARRIER TERMINAL, TYPE 5

LOCATION	EACH
STAGE 2	
SB OUTSIDE	
LT STA. 274+20.20 TO STA. 274+33.47	1
NB OUTSIDE	
RT STA. 276+38.13 TO STA. 276+51.40	1
TOTAL	2

TRAFFIC BARRIER TERMINAL, TYPE 6

LOCATION	EACH
STAGE 1	
NB MEDIAN	
RT STA. 273+50.85 TO STA. 273+94.00	1
SB MEDIAN	
LT STA. 276+78.15 TO STA. 277+21.30	1
STAGE 2	
NB OUTSIDE	
RT STA. 273+16.62 TO STA. 273+59.77	1
SB OUTSIDE	
LT STA. 277+12.31 TO STA. 277+55.46	1
TOTAL	4

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT

LOCATION	EACH
STAGE 1	
NB MEDIAN	
RT STA. 270+75.85 TO STA. 271+25.85	1
SB MEDIAN	
LT STA. 279+46.30 TO STA. 279+96.30	1
STAGE 2	
NB OUTSIDE	
RT STA. 271+41.94 TO STA. 271+91.94	1
SB OUTSIDE	
LT STA. 278+79.38 TO STA. 279+29.38	1
TOTAL	4

GUARDRAIL REMOVAL

LOCATION	FOOT
STAGE 2	
NB OUTSIDE	
RT STA. 271+31.35 TO STA. 273+59.85	232
RT STA. 276+38.16 TO STA. 276+66.74	28
SB OUTSIDE	
LT STA. 274+05.45 TO STA. 274+33.45	28
LT STA. 277+12.38 TO STA. 279+36.89	232
TOTAL	520

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

LOCATION	EACH
FINAL PHASE	
NB OUTSIDE	
RT STA. 250+71.20	1
SB OUTSIDE	
LT STA. 285+36.60	1
TOTAL	2

GUARDRAIL MARKERS, TYPE A

LOCATION	EACH
STAGE 2	
NB OUTSIDE	
RT STA. 271+91.94 TO STA. 273+59.77	4
SB OUTSIDE	
LT STA. 277+12.31 TO STA. 278+79.38	4
TOTAL	8

TERMINAL MARKER - DIRECT APPLIED

LOCATION	EACH
STAGE 1	
NB MEDIAN	
RT STA. 270+75.85	1
SB MEDIAN	
LT STA. 279+96.30	1
STAGE 2	
NB OUTSIDE	
RT STA. 271+41.94	1
SB OUTSIDE	
LT STA. 279+29.38	1
TOTAL	4

RELOCATE TEMPORARY CONCRETE BARRIER

LOCATION	FOOT
STAGE 2	
NB I-55	
STA. 269+91.23 TO STA. 276+78.02	687.5
SB I-55	
STA. 273+82.03 TO STA. 280+93.82	712.5
FINAL PHASE	
NB I-55	
STA. 250+70.96 TO STA. 258+83.38	812.5
SB I-55	
STA. 277+36.77 TO STA. 285+36.69	800.0
TOTAL	3,012.5

IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3

LOCATION	EACH
STAGE 1	
NB I-55	
STA. 271+28.30	1
SB I-55	
STA. 279+56.75	1
TOTAL	2

IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3

LOCATION	EACH
STAGE 2	
NB I-55	
STA. 269+91.23	1
SB I-55	
STA. 280+93.82	1
TOTAL	2

TEMPORARY CONCRETE BARRIER (TO REMAIN PERMANENTLY)

LOCATION	FOOT
STAGE 1	
NB I-55	
STA. 271+28.30 TO STA. 278+15.52	687.5
SB I-55	
STA. 272+44.53 TO STA. 279+56.75	712.5
STAGE 2	
NB I-55	
STA. 276+78.02 TO STA. 278+03.02	125.0
SB I-55	
STA. 272+94.53 TO STA. 273+82.03	87.5
FINAL PHASE	
NB I-55	
STA. 258+83.38 TO STA. 285+95.88	2,712.5
SB I-55	
STA. 250+11.75 TO STA. 277+36.77	2,725.0
TOTAL	7,050.0

REMOVE IMPACT ATTENUATORS, NO SALVAGE

LOCATION	EACH
PRE-STAGE 1	
NB I-55	
STA. 250+70.96	1
SB I-55	
STA. 285+36.69	1
TOTAL	2

REPLACEMENT REFLECTOR

LOCATION	EACH
SB I-55	
LT STA. 265+00.00 TO STA. 273+00.00	20
LT STA. 278+05.40 TO STA. 286+50.00	22
NB I-55	
RT STA. 264+90.00 TO STA. 272+70.00	20
RT STA. 277+80.00 TO STA. 285+80.00	20
TOTAL	82

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

LOCATION	EACH
STAGE 2	
SB I-55	
LT STA. 273+40.00 TO STA. 274+29.33	2
LT STA. 276+85.50 TO STA. 278+05.40	2
NB I-55	
RT STA. 272+70.00 TO STA. 273+86.99	4
RT STA. 276+42.93 TO STA. 277+80.00	2
TOTAL	10

RAISED REFLECTIVE PAVEMENT MARKER

LOCATION	EACH
FINAL PHASE	
SB I-55	
LT STA. 273+40.00 TO STA. 274+29.33	2
LT STA. 276+85.50 TO STA. 278+05.40	2
NB I-55	
RT STA. 272+70.00 TO STA. 273+86.99	4
RT STA. 276+42.93 TO STA. 277+80.00	2
TOTAL	10

MODIFIED URETHANE PAVEMENT MARKING - LINE 12"

LOCATION	FOOT
WHITE DIAGONALS	
NB	
RT STA. 278+52.00 TO STA. 279+84.00	106.07
SB	
LT STA. 271+30.00 TO STA. 272+39.00	49.13
TOTAL	155.20

MODIFIED URETHANE PAVEMENT MARKING - LINE 5"

LOCATION	FOOT
SOLID WHITE EDGE LINE	
NB	
RT STA. 265+00.00 TO STA. 271+56.00	656.00
RT STA. 279+84.00 TO STA. 286+50.00	666.00
SB	
LT STA. 264+90.00 TO STA. 271+30.00	640.00
LT STA. 278+86.00 TO STA. 285+80.00	694.00
RAMP E	
STA. 10+00.00 TO STA. 13+69.06	369.06
RAMP G	
STA. 0+00.00 TO STA. 5+00.00	500.00
RAMP C	
STA. 0+00.00 TO STA. 4+65.15	465.15
RAMP A	
STA. 10+86.72 TO STA. 14+13.53	326.81
SOLID YELLOW EDGE LINE	
NB	
RT STA. 265+00.00 TO STA. 286+50.00	2,150.00
SB	
LT STA. 264+90.00 TO STA. 285+80.00	2,090.00
RAMP E	
STA. 10+00.00 TO STA. 10+28.56	28.56
RAMP C	
STA. 4+37.33 TO STA. 4+65.15	27.82
RAMP A	
STA. 10+86.72 TO STA. 11+02.60	15.88
WHITE SKIP DASH	
NB	
RT STA. 265+00.00 TO STA. 286+50.00	270.00
SB	
LT STA. 264+90.00 TO STA. 285+80.00	270.00
WHITE DOTTED LINE	
NB	
RT STA. 273+10.00 TO STA. 278+52.00	111.00
SB	
LT STA. 272+39.00 TO STA. 276+75.00	90.00
TOTAL	9,370.28

MODIFIED URETHANE PAVEMENT MARKING - LINE 8"

LOCATION	FOOT
SOLID WHITE EDGE LINE	
NB	
RT STA. 271+56.00 TO STA. 273+10.00	154.00
RT STA. 278+52.00 TO STA. 279+84.00	132.00
SB	
LT STA. 271+30.00 TO STA. 272+39.00	109.00
LT STA. 276+75.00 TO STA. 278+86.00	211.00
RAMP E	
STA. 10+28.56 TO STA. 11+78.00	149.44
RAMP G	
STA. 3+47.63 TO STA. 5+00.00	152.37
RAMP C	
STA. 3+30.23 TO STA. 4+37.33	107.10
RAMP A	
STA. 11+02.60 TO STA. 13+09.36	206.76
TOTAL	1,221.67

TEMPORARY PAVEMENT MARKING - LINE 5"

LOCATION	FOOT
STAGE 1	
SOLID WHITE EDGE LINE	
NB	
STA. 10+00.00 TO STA. 31+50.20	2,150.20
SB	
STA. 30+00.00 TO STA. 50+90.20	2,090.20
SOLID WHITE LANE LINE	
NB	
STA. 10+00.00 TO STA. 31+50.20	2,150.20
SB	
STA. 30+00.00 TO STA. 50+90.20	2,090.20
SOLID YELLOW EDGE LINE	
NB	
STA. 10+00.00 TO STA. 31+50.20	2,150.20
SB	
STA. 30+00.00 TO STA. 50+90.20	2,090.20
STAGE 2	
SOLID WHITE EDGE LINE	
NB	
STA. 30+00.00 TO STA. 50+60.08	2,060.08
SB	
STA. 10+00.00 TO STA. 30+90.81	2,090.81
SOLID WHITE LANE LINE	
NB	
STA. 30+00.00 TO STA. 50+60.08	2,060.08
SB	
STA. 10+00.00 TO STA. 30+90.81	2,090.81
SOLID YELLOW EDGE LINE	
NB	
STA. 30+00.00 TO STA. 50+60.08	2,060.08
SB	
STA. 10+00.00 TO STA. 30+90.81	2,090.81
TOTAL	25,173.87

SHORT TERM PAVEMENT MARKING

LOCATION	FOOT
FINAL PHASE	
WHITE SKIP DASH	
NB	
STA. 265+00.00 TO STA. 286+50.00	216
SB	
STA. 264+90.00 TO STA. 285+80.00	212
WHITE OUTSIDE SHOULDER	
NB	
STA. 265+00.00 TO STA. 286+50.00	88
SB	
STA. 264+90.00 TO STA. 285+80.00	84
YELLOW MEDIAN SHOULDER	
NB	
STA. 265+00.00 TO STA. 286+50.00	88
SB	
STA. 264+90.00 TO STA. 285+80.00	84
TOTAL	772

WORK ZONE PAVEMENT MARKING REMOVAL

LOCATION	FOOT		
STAGE 1 PAVEMENT MARKINGS			
SOLID WHITE EDGE LINE			
NB			
STA. 10+00.00 TO STA. 31+50.20	2,150.20	895.92	
SB			
STA. 30+00.00 TO STA. 50+90.20	2,090.20	870.92	
SOLID WHITE LANE LINE			
NB			
STA. 10+00.00 TO STA. 31+50.20	2,150.20	895.92	
SB			
STA. 30+00.00 TO STA. 50+90.20	2,090.20	870.92	
SOLID YELLOW EDGE LINE			
NB			
STA. 10+00.00 TO STA. 31+50.20	2,150.20	895.92	
SB			
STA. 30+00.00 TO STA. 50+90.20	2,090.20	870.92	
STAGE 2 PAVEMENT MARKINGS			
SOLID WHITE EDGE LINE			
NB			
STA. 30+00.00 TO STA. 50+60.08	2,060.08	858.37	
SB			
STA. 10+00.00 TO STA. 30+90.81	2,090.81	871.17	
SOLID WHITE LANE LINE			
NB			
STA. 30+00.00 TO STA. 50+60.08	2,060.08	858.37	
SB			
STA. 10+00.00 TO STA. 30+90.81	2,090.81	871.17	
SOLID YELLOW EDGE LINE			
NB			
STA. 30+00.00 TO STA. 50+60.08	2,060.08	858.37	
SB			
STA. 10+00.00 TO STA. 30+90.81	2,090.81	871.17	
SHORT TERM PAVEMENT MARKINGS			
WHITE SKIP DASH			
NB			
STA. 265+00.00 TO STA. 286+50.00	216	72.00	
SB			
STA. 264+90.00 TO STA. 285+80.00	212	70.67	
WHITE OUTSIDE SHOULDER			
NB			
STA. 265+00.00 TO STA. 286+50.00	88	29.33	
SB			
STA. 264+90.00 TO STA. 285+80.00	84	28.00	
YELLOW MEDIAN SHOULDER			
NB			
STA. 265+00.00 TO STA. 286+50.00	88	29.33	
SB			
STA. 264+90.00 TO STA. 285+80.00	84	28.00	
TOTAL		10,746.47	

PAVEMENT MARKING REMOVAL

LOCATION	5" LINE	8" LINE	SQ FT
	FOOT	FOOT	
SOLID WHITE EDGE LINE			
NB			
RT STA. 265+00.00 TO STA. 271+56.00	656.00		273.33
RT STA. 279+84.00 TO STA. 286+50.00	666.00		277.50
SB			
LT STA. 264+90.00 TO STA. 271+30.00	640.00		266.67
LT STA. 278+86.00 TO STA. 285+80.00	694.00		289.17
RAMP E			
STA. 10+00.00 TO STA. 13+69.06	369.06		153.78
RAMP G			
STA. 0+00.00 TO STA. 5+00.00	500.00		208.33
RAMP C			
STA. 0+00.00 TO STA. 4+65.15	465.15		193.81
RAMP A			
STA. 10+86.72 TO STA. 14+13.53	326.81		136.17
SOLID YELLOW EDGE LINE			
NB			
RT STA. 265+00.00 TO STA. 272+70.00	770.00		320.83
RT STA. 277+80.00 TO STA. 286+50.00	870.00		362.50
SB			
LT STA. 264+90.00 TO STA. 273+00.00	810.00		337.50
LT STA. 278+05.40 TO STA. 285+80.00	774.60		322.75
RAMP E			
STA. 10+00.00 TO STA. 10+28.56	28.56		11.90
RAMP C			
STA. 4+37.33 TO STA. 4+65.15	27.82		11.59
RAMP A			
STA. 10+86.72 TO STA. 11+02.60	15.88		6.62
WHITE SKIP DASH			
NB			
RT STA. 265+00.00 TO STA. 286+50.00	270.00		112.50
SB			
LT STA. 264+90.00 TO STA. 285+80.00	270.00		112.50
SOLID WHITE EDGE LINE			
NB			
RT STA. 271+56.00 TO STA. 273+10.00		154	102.67
RT STA. 278+52.00 TO STA. 279+84.00		132	88.00
SB			
LT STA. 271+30.00 TO STA. 272+39.00		109	72.67
LT STA. 276+75.00 TO STA. 278+86.00		211	140.67
RAMP E			
STA. 10+28.56 TO STA. 11+78.00		149	99.63
RAMP G			
STA. 3+47.63 TO STA. 5+00.00		152	101.58
RAMP C			
STA. 3+30.23 TO STA. 4+37.33		107	71.40
RAMP A			
STA. 11+02.60 TO STA. 13+09.36		207	137.84
TOTAL			4,211.91

REMOVE TEMPORARY CONCRETE BARRIER

LOCATION	FOOT
PRE-STAGE 1	
NB I-55	
STA. 250+71.19 TO STA. 285+94.45	3,530
SB I-55	
STA. 250+71.19 TO STA. 285+94.45	3,530
TOTAL	7,060



JOB = 2276.13
 FILE NAME = D672H49-sht-sched.dgn
 PLOT SCALE = 2.0000' / in.
 PLOT DATE = 10/13/2015

DESIGNED - NAK
 DRAWN - SJS
 CHECKED - NAK
 DATE - 6/29/2015

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3) I-5, BJR	SANGAMON	46	14
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 72H49	

EXIST. CURVE 4018
 PI STA. = 1+51.29
 $\Delta = 7^\circ 20' 23''$ (RT)
 D = 2° 25' 45"
 R = 2,358.78'
 T = 151.29'
 L = 302.17'
 E = 4.85'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 0+00.00
 P.T. STA. = 3+02.17

EXIST. CURVE 4016
 PI STA. = 6+24.26
 $\Delta = 73^\circ 40' 12''$ (RT)
 D = 13° 19' 29"
 R = 430.00'
 T = 322.09'
 L = 552.89'
 E = 107.25'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 3+02.17
 P.T. STA. = 8+55.05

RAMP D
 EXIST. CURVE 4015
 PI STA. = 12+24.93
 $\Delta = 39^\circ 43' 31''$ (LT)
 D = 14° 56' 03"
 R = 383.66'
 T = 138.60'
 L = 266.01'
 E = 24.27'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 10+86.33
 P.T. STA. = 13+52.34

EXIST. CURVE 4012
 PI STA. = 19+99.40
 $\Delta = 20^\circ 31' 14''$ (RT)
 D = 7° 52' 00"
 R = 728.34'
 T = 131.84'
 L = 260.86'
 E = 11.84'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 18+67.56
 P.T. STA. = 21+28.42

EXIST. CURVE 4014
 PI STA. = 17+31.01
 $\Delta = 32^\circ 12' 18''$ (RT)
 D = 11° 28' 19"
 R = 499.44'
 T = 144.18'
 L = 280.73'
 E = 20.39'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 15+86.83
 P.T. STA. = 18+67.56

RAMP B
 EXIST. CURVE 4001
 PI STA. = 8+41.95
 $\Delta = 29^\circ 30' 15''$ (RT)
 D = 8° 24' 10"
 R = 681.88'
 T = 179.55'
 L = 351.13'
 E = 23.24'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 6+62.40
 P.T. STA. = 10+13.53

EXIST. CURVE 4003
 PI STA. = 13+13.17
 $\Delta = 24^\circ 11' 59''$ (RT)
 D = 4° 05' 57"
 R = 1,397.71'
 T = 299.64'
 L = 590.34'
 E = 31.76'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 10+13.53
 P.T. STA. = 16+03.87

EXIST. CURVE 4005
 PI STA. = 17+93.75
 $\Delta = 31^\circ 19' 13''$ (RT)
 D = 8° 27' 33"
 R = 677.33'
 T = 189.88'
 L = 370.26'
 E = 26.11'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 16+03.87
 P.T. STA. = 19+74.13

EXIST. CURVE 4007
 PI STA. = 21+34.49
 $\Delta = 10^\circ 32' 17''$ (LT)
 D = 3° 17' 42"
 R = 1,738.84'
 T = 160.36'
 L = 319.82'
 E = 7.38'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 19+74.13
 P.T. STA. = 22+93.95

EXIST. CURVE 4061
 PI STA. = 3+41.90
 $\Delta = 15^\circ 32' 34''$ (RT)
 D = 8° 18' 13"
 R = 690.02'
 T = 94.17'
 L = 187.18'
 E = 6.40'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 2+47.73
 P.T. STA. = 4+34.91

RAMP C
 EXIST. CURVE 4062
 PI STA. = 8+82.61
 $\Delta = 124^\circ 43' 26''$ (RT)
 D = 24° 26' 25"
 R = 234.43'
 T = 447.70'
 L = 510.32'
 E = 270.93'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 4+34.91
 P.T. STA. = 9+45.23

EXIST. CURVE 4064
 PI STA. = 23+71.89
 $\Delta = 155^\circ 25' 51''$ (RT)
 D = 18° 26' 36"
 R = 310.66'
 T = 1,426.66'
 L = 842.75'
 E = 1,149.43'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 9+45.23
 P.T. STA. = 17+87.98

EXIST. CURVE 4066
 PI STA. = 8+48.66
 $\Delta = 93^\circ 15' 17''$ (RT)
 D = 35° 46' 01"
 R = 160.19'
 T = 169.56'
 L = 260.73'
 E = 73.07'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 6+79.10
 P.T. STA. = 9+39.83

EXIST. CURVE 4058
 PI STA. = 10+66.65
 $\Delta = 44^\circ 29' 15''$ (RT)
 D = 18° 28' 39"
 R = 310.09'
 T = 126.82'
 L = 240.77'
 E = 24.93'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 9+39.83
 P.T. STA. = 11+80.60

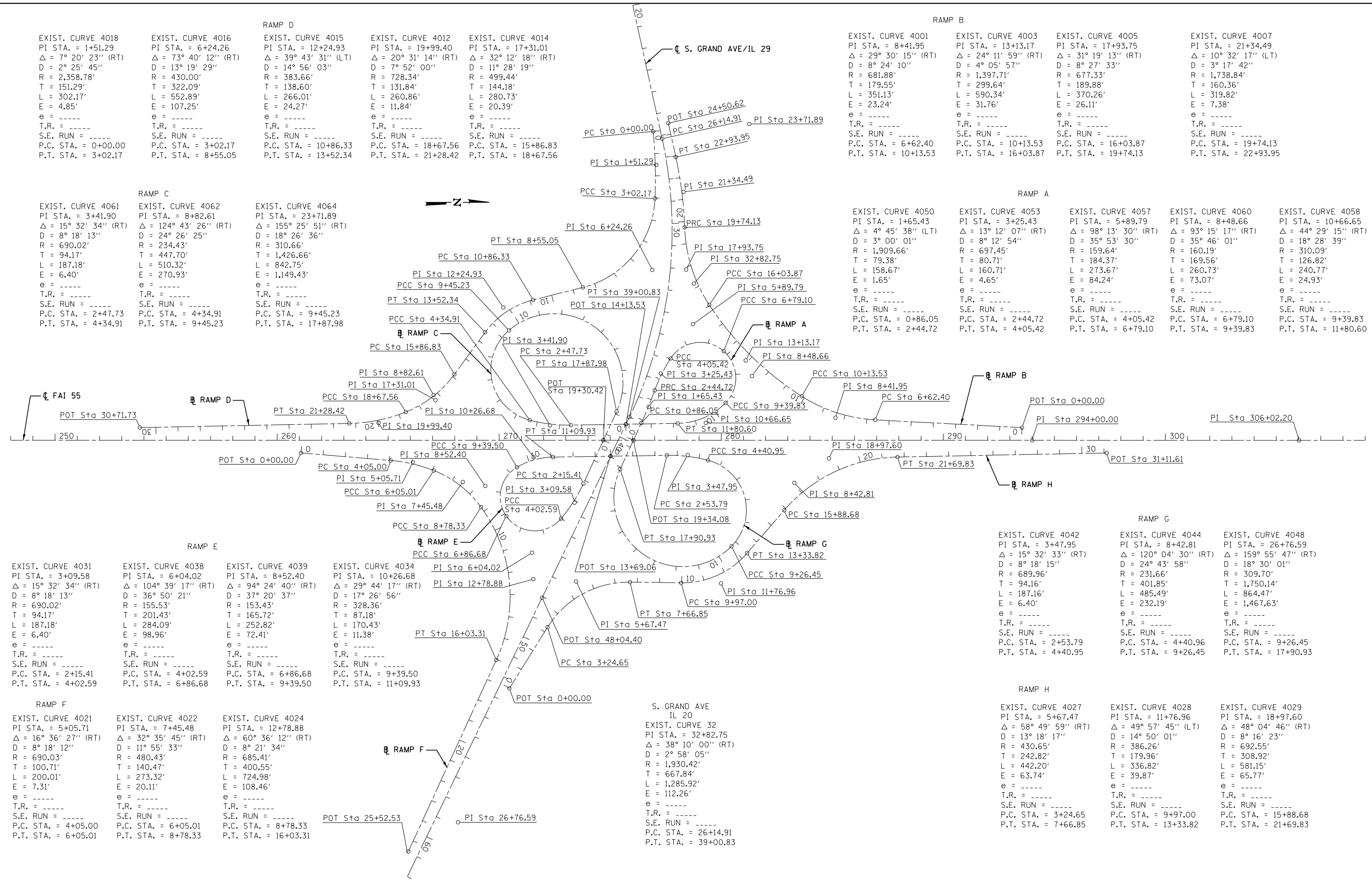
EXIST. CURVE 4050
 PI STA. = 1+65.43
 $\Delta = 4^\circ 45' 38''$ (LT)
 D = 3° 00' 01"
 R = 1,909.66'
 T = 79.38'
 L = 158.67'
 E = 1.65'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 0+86.05
 P.T. STA. = 2+44.72

EXIST. CURVE 4053
 PI STA. = 3+25.43
 $\Delta = 13^\circ 12' 07''$ (RT)
 D = 8° 12' 54"
 R = 697.45'
 T = 80.71'
 L = 160.71'
 E = 4.65'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 2+44.72
 P.T. STA. = 4+05.42

EXIST. CURVE 4057
 PI STA. = 5+89.79
 $\Delta = 98^\circ 13' 30''$ (RT)
 D = 35° 53' 30"
 R = 159.64'
 T = 184.37'
 L = 273.67'
 E = 84.24'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 4+05.42
 P.T. STA. = 6+79.10

EXIST. CURVE 4060
 PI STA. = 8+48.66
 $\Delta = 93^\circ 15' 17''$ (RT)
 D = 35° 46' 01"
 R = 160.19'
 T = 169.56'
 L = 260.73'
 E = 73.07'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 6+79.10
 P.T. STA. = 9+39.83

EXIST. CURVE 4058
 PI STA. = 10+66.65
 $\Delta = 44^\circ 29' 15''$ (RT)
 D = 18° 28' 39"
 R = 310.09'
 T = 126.82'
 L = 240.77'
 E = 24.93'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 9+39.83
 P.T. STA. = 11+80.60



EXIST. CURVE 4031
 PI STA. = 3+09.58
 $\Delta = 15^\circ 32' 34''$ (RT)
 D = 8° 18' 13"
 R = 690.02'
 T = 94.17'
 L = 187.18'
 E = 6.40'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 2+15.41
 P.T. STA. = 4+02.59

EXIST. CURVE 4038
 PI STA. = 6+04.02
 $\Delta = 104^\circ 39' 17''$ (RT)
 D = 36° 50' 21"
 R = 155.53'
 T = 201.43'
 L = 284.09'
 E = 98.96'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 4+02.59
 P.T. STA. = 6+86.68

EXIST. CURVE 4039
 PI STA. = 8+52.40
 $\Delta = 94^\circ 24' 40''$ (RT)
 D = 37° 20' 37"
 R = 153.43'
 T = 165.72'
 L = 252.82'
 E = 72.41'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 6+86.68
 P.T. STA. = 9+39.50

EXIST. CURVE 4034
 PI STA. = 10+26.68
 $\Delta = 29^\circ 44' 17''$ (RT)
 D = 17° 26' 56"
 R = 328.36'
 T = 87.18'
 L = 170.43'
 E = 11.38'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 9+39.50
 P.T. STA. = 11+09.93

EXIST. CURVE 4036
 PI STA. = 12+78.88
 $\Delta = 60^\circ 36' 12''$ (RT)
 D = 8° 21' 34"
 R = 685.41'
 T = 400.55'
 L = 724.98'
 E = 108.46'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 8+78.33
 P.T. STA. = 16+03.31

EXIST. CURVE 4042
 PI STA. = 3+47.95
 $\Delta = 15^\circ 32' 33''$ (RT)
 D = 8° 18' 15"
 R = 689.96'
 T = 94.16'
 L = 187.16'
 E = 6.40'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 2+53.79
 P.T. STA. = 4+40.95

EXIST. CURVE 4044
 PI STA. = 8+42.81
 $\Delta = 120^\circ 04' 30''$ (RT)
 D = 24° 43' 58"
 R = 231.66'
 T = 401.85'
 L = 485.49'
 E = 232.19'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 4+40.96
 P.T. STA. = 9+26.45

EXIST. CURVE 4048
 PI STA. = 26+76.59
 $\Delta = 159^\circ 55' 47''$ (RT)
 D = 18° 30' 01"
 R = 309.70'
 T = 1,750.14'
 L = 864.47'
 E = 1,467.63'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 9+26.45
 P.T. STA. = 17+90.93

RAMP F
 EXIST. CURVE 4021
 PI STA. = 5+05.71
 $\Delta = 16^\circ 36' 27''$ (RT)
 D = 8° 18' 12"
 R = 690.03'
 T = 100.71'
 L = 200.01'
 E = 7.31'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 4+05.00
 P.T. STA. = 6+05.01

EXIST. CURVE 4022
 PI STA. = 7+45.48
 $\Delta = 11^\circ 55' 33''$
 D = 11° 55' 33"
 R = 480.43'
 T = 140.47'
 L = 273.32'
 E = 20.11'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 6+05.01
 P.T. STA. = 8+78.33

EXIST. CURVE 4024
 PI STA. = 12+78.88
 $\Delta = 60^\circ 36' 12''$ (RT)
 D = 8° 21' 34"
 R = 685.41'
 T = 400.55'
 L = 724.98'
 E = 108.46'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 8+78.33
 P.T. STA. = 16+03.31

EXIST. CURVE 4032
 PI STA. = 32+82.75
 $\Delta = 38^\circ 10' 00''$ (RT)
 D = 2° 58' 05"
 R = 1,930.42'
 T = 667.84'
 L = 1,285.92'
 E = 112.26'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 26+14.91
 P.T. STA. = 39+00.83

EXIST. CURVE 4027
 PI STA. = 5+67.47
 $\Delta = 58^\circ 49' 59''$ (RT)
 D = 13° 18' 17"
 R = 430.65'
 T = 242.82'
 L = 442.20'
 E = 63.74'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 3+24.65
 P.T. STA. = 7+66.85

EXIST. CURVE 4028
 PI STA. = 11+76.96
 $\Delta = 49^\circ 57' 45''$ (LT)
 D = 14° 50' 01"
 R = 386.26'
 T = 179.96'
 L = 336.82'
 E = 39.87'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 9+97.00
 P.T. STA. = 13+33.82

EXIST. CURVE 4029
 PI STA. = 18+97.60
 $\Delta = 48^\circ 04' 46''$ (RT)
 D = 8° 16' 23"
 R = 692.55'
 T = 308.92'
 L = 581.15'
 E = 65.77'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 15+88.68
 P.T. STA. = 21+69.83



JOB = 2276.13	DESIGNED - NAK	REVISED -
FILE NAME = d672H49-sht-align.dgn	DRAWN - SJS	REVISED -
PLOT SCALE = 400.0000' / in.	CHECKED - NAK	REVISED -
PLOT DATE = 10/13/2015	DATE - 6/29/2015	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE:	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3) I-5, BJR	SANGAMON	46	15
CONTRACT NO. 72H49				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

FAI 55			
CONTROL POINT	STATION	COORDINATES	
		NORTHING	EASTING
P.O.T	233+52.70	1132408.21	2455179.59
P.O.T	294+00.00	1138338.14	2456365.21
P.O.T	306+02.20	1139516.98	2456601.01
P.O.T	330+51.68	1141919.01	2457080.83
P.O.T	355+49.48	1144368.42	2457570.11

S GRAND AVE/IL 29			
CONTROL POINT	STATION	COORDINATES	
		NORTHING	EASTING
P.O.T	13+62.08	1136946.92	2453453.94
T.C.	26+14.91	1136970.52	2454706.54
P.I.	32+82.75	1136983.11	2455374.27
C.T.	39+00.83	1136580.38	2455907.01
P.O.T	48+04.40	1136035.50	2456627.81
P.O.T	66+49.84	1134922.65	2458099.95

RAMP A			
CONTROL POINT	STATION	COORDINATES	
		NORTHING	EASTING
P.O.T	0.00	1136577.53	2456013.19
T.C.	86.05	1136628.06	2455943.54
P.I.	1+65.43	1136674.67	2455879.29
P.C.C.	2+44.72	1136715.79	2455811.39
P.I.	3+25.43	1136757.60	2455742.35
P.C.C.	4+05.42	1136814.07	2455684.69
P.I.	5+89.79	1136943.07	2455552.96
P.C.C.	6+79.10	1137054.99	2455699.48
P.I.	8+48.66	1137157.91	2455834.23
P.C.C.	9+39.83	1137017.54	2455929.34
P.I.	10+66.65	1136912.55	2456000.47
C.T.	11+80.60	1136787.80	2455977.65
P.O.T	14+13.53	1136558.67	2455935.73

RAMP B			
CONTROL POINT	STATION	COORDINATES	
		NORTHING	EASTING
P.O.T	0.00	1138305.16	2456300.48
P.C.	6+62.40	1137663.42	2456136.33
P.I.	8+41.95	1137489.47	2456091.84
P.C.C.	10+13.53	1137359.99	2455967.45
P.I.	13+13.17	1137143.92	2455759.86
P.C.C.	16+03.87	1137031.92	2455481.93
P.I.	17+93.75	1136960.95	2455305.82
P.C.C.	19+74.13	1136991.87	2455118.47
P.I.	21+34.49	1137017.99	2454960.25
P.T.	22+93.95	1137014.72	2454799.93
P.O.T	24+50.62	1137011.54	2454643.29

RAMP C			
CONTROL POINT	STATION	COORDINATES	
		NORTHING	EASTING
P.O.T	0.00	1136558.67	2455935.73
P.C.	2+47.73	1136314.99	2455891.14
P.I.	3+41.90	1136222.36	2455874.20
P.C.C.	4+34.91	1136137.65	2455833.05
P.I.	8+82.61	1135734.96	2455637.41
P.C.C.	9+45.23	1136125.13	2455417.87
P.I.	23+71.89	1137368.48	2454718.28
P.T.	17+87.98	1136528.59	2455871.51
P.O.T	19+30.42	1136444.74	2455986.64

RAMP D			
CONTROL POINT	STATION	COORDINATES	
		NORTHING	EASTING
P.C.	0.00	1136937.77	2454666.66
P.I.	1+51.29	1136921.56	2454817.08
P.C.C.	3+02.17	1136886.26	2454964.20
P.I.	6+24.26	1136811.12	2455277.40
P.T.	8+55.05	1136489.43	2455293.35
P.C.	10+86.33	1136258.43	2455304.81
P.I.	12+24.93	1136120.00	2455311.67
P.T.	13+52.34	1136017.92	2455405.42
P.C.	15+86.83	1135845.21	2455564.04
P.I.	17+31.01	1135739.02	2455661.57
P.C.C.	18+67.56	1135597.19	2455687.49
P.I.	19+99.40	1135467.50	2455711.20
P.T.	21+28.42	1135337.72	2455687.95
P.O.T	30+71.73	1134409.21	2455521.53

RAMP E			
CONTROL POINT	STATION	COORDINATES	
		NORTHING	EASTING
P.O.T	0.00	1136444.74	2455986.64
P.C.	2+15.41	1136317.92	2456160.77
P.I.	3+09.58	1136262.48	2456236.89
P.C.C.	4+02.59	1136188.67	2456295.37
P.I.	6+04.02	1136030.80	2456420.47
P.C.C.	6+86.68	1135949.71	2456236.08
P.I.	8+52.40	1135883.00	2456084.37
P.C.C.	9+39.50	1136039.39	2456029.53
P.I.	10+26.68	1136121.65	2456000.68
P.T.	11+09.93	1136207.40	2456016.44
P.O.T	13+69.06	1136462.26	2456063.27

RAMP F			
CONTROL POINT	STATION	COORDINATES	
		NORTHING	EASTING
P.O.T	0.00	1135098.51	2455775.61
P.C.	4+05.00	1135487.56	2455888.15
P.I.	5+05.71	1135584.31	2455916.13
P.C.C.	6+05.01	1135669.02	2455970.60
P.I.	7+45.48	1135787.17	2456046.57
P.C.C.	8+78.33	1135845.79	2456174.23
P.I.	12+78.88	1136012.93	2456538.23
P.T.	16+03.31	1135777.83	2456862.53
P.O.T	25+52.53	1135220.70	2457631.05

RAMP G			
CONTROL POINT	STATION	COORDINATES	
		NORTHING	EASTING
P.O.T	0.00	1136462.26	2456063.27
P.C.	2+53.79	1136711.87	2456109.14
P.I.	3+47.95	1136804.48	2456126.15
P.C.C.	4+40.95	1136889.14	2456167.36
P.I.	8+42.81	1137250.46	2456343.24
P.C.C.	9+26.45	1136917.20	2456567.78
P.I.	26+76.59	1135465.76	2457545.69
P.T.	17+90.93	1136493.46	2456129.07
P.O.T	19+34.08	1136577.53	2456013.19

RAMP H			
CONTROL POINT	STATION	COORDINATES	
		NORTHING	EASTING
P.O.T	0.00	1135811.01	2456999.40
P.C.	3+24.65	1136033.40	2456762.89
P.I.	5+67.47	1136199.74	2456585.99
P.T.	7+66.85	1136437.19	2456636.77
P.C.	9+97.00	1136662.25	2456684.90
P.I.	11+76.96	1136838.23	2456722.53
P.T.	13+33.82	1136980.25	2456612.00
T.C.	15+88.68	1137181.38	2456455.47
P.I.	18+97.60	1137425.17	2456265.74
P.T.	21+69.83	1137729.22	2456320.38
P.O.T	31+11.61	1138656.15	2456486.95

BM TJM 140 CHISELED SQUARE ON N END OF NE CONCRETE HANDRAIL NB BRIDGE OVER SOUTH GRAND AVE (IL 29) IN SN 084-0011 ELEV 595.663

BM TJM 116A CHISELED SQUARE ON W EDGE OF S BRACE FOUNDATION TO OVERHEAD SIGN FOR NBL AT C MEDIAN 0.23 MILES SOUTH OF SOUTH GRAND AVE (IL 29) ELEV 542.799

PSM STA 228+31 ELEV 547.218

BM TJM 141 CHISELED + ON SE BOLT TO S BRACE POST TO OVERHEAD SIGN (SBL) AT C MEDIAN 0.83 MILES S OF CLEARLAKE AVE (I-72) ELEV 589.781



JOB = 2276.13
 FILE NAME = d672H49-sht-align.dgn
 PLOT SCALE = 400.0000' / in.
 PLOT DATE = 10/13/2015

DESIGNED - NAK
 DRAWN - SJS
 CHECKED - NAK
 DATE - 6/29/2015

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ALIGNMENT AND BENCHMARKS

SCALE: SHEET NO. 2 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3) I-5, BJR	SANGAMON	46	16
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 72H49	

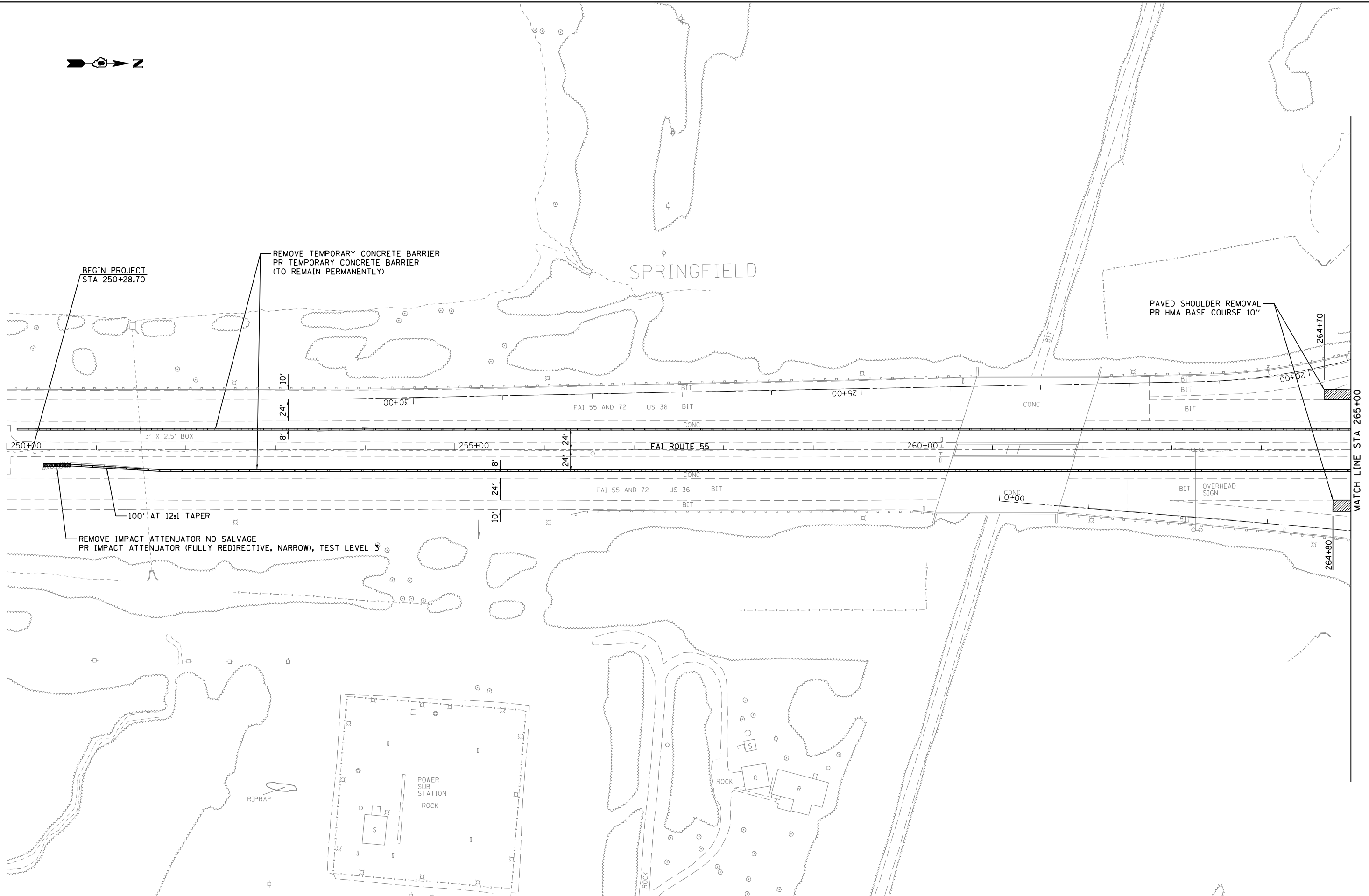


SPRINGFIELD

BEGIN PROJECT
STA 250+28.70

REMOVE TEMPORARY CONCRETE BARRIER
PR TEMPORARY CONCRETE BARRIER
(TO REMAIN PERMANENTLY)

PAVED SHOULDER REMOVAL
PR HMA BASE COURSE 10"



CEC Cummins
Engineering
Corporation
Civil and Structural Engineering

JOB = 2276.13
FILE NAME = d672H49-sht-plan.dgn
PLOT SCALE = 100.0000' / in.
PLOT DATE = 10/13/2015

DESIGNED - NAK
DRAWN - SJS
CHECKED - NAK
DATE - 6/29/2015

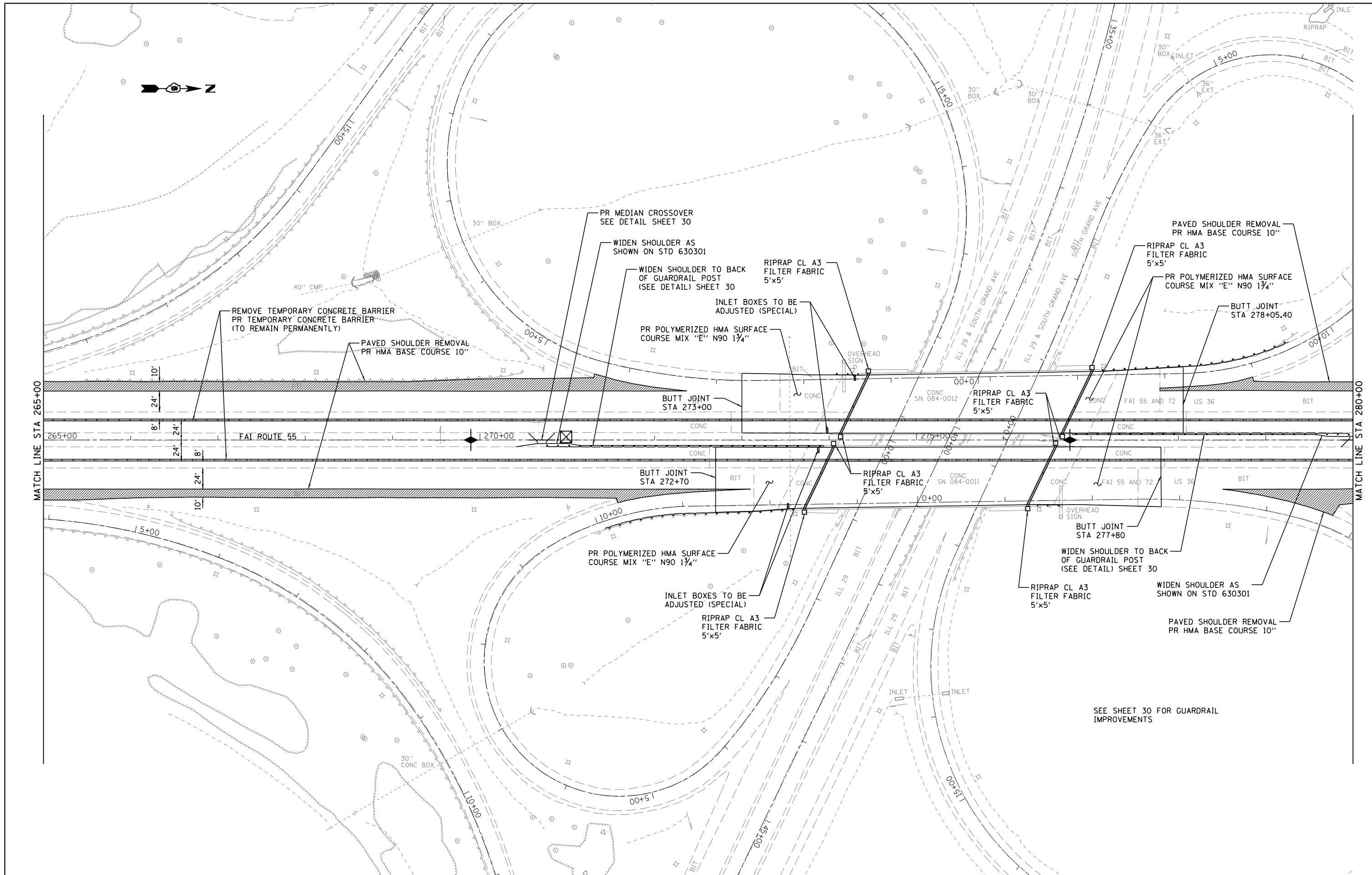
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DEPARTMENT OF TRANSPORTATION

SCALE: SHEET NO. 1 OF 3 SHEETS STA. 250+00 TO STA. 265+00

I-55 PLAN

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3) 1-5, BJR	SANGAMON	46	17
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 72H49	



JOB = 2276.13
 FILE NAME = d672H49-sht-plan.dgn
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 PLOT DATE = 10/13/2015

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 CHECKED - NAK
 DATE - 6/29/2015

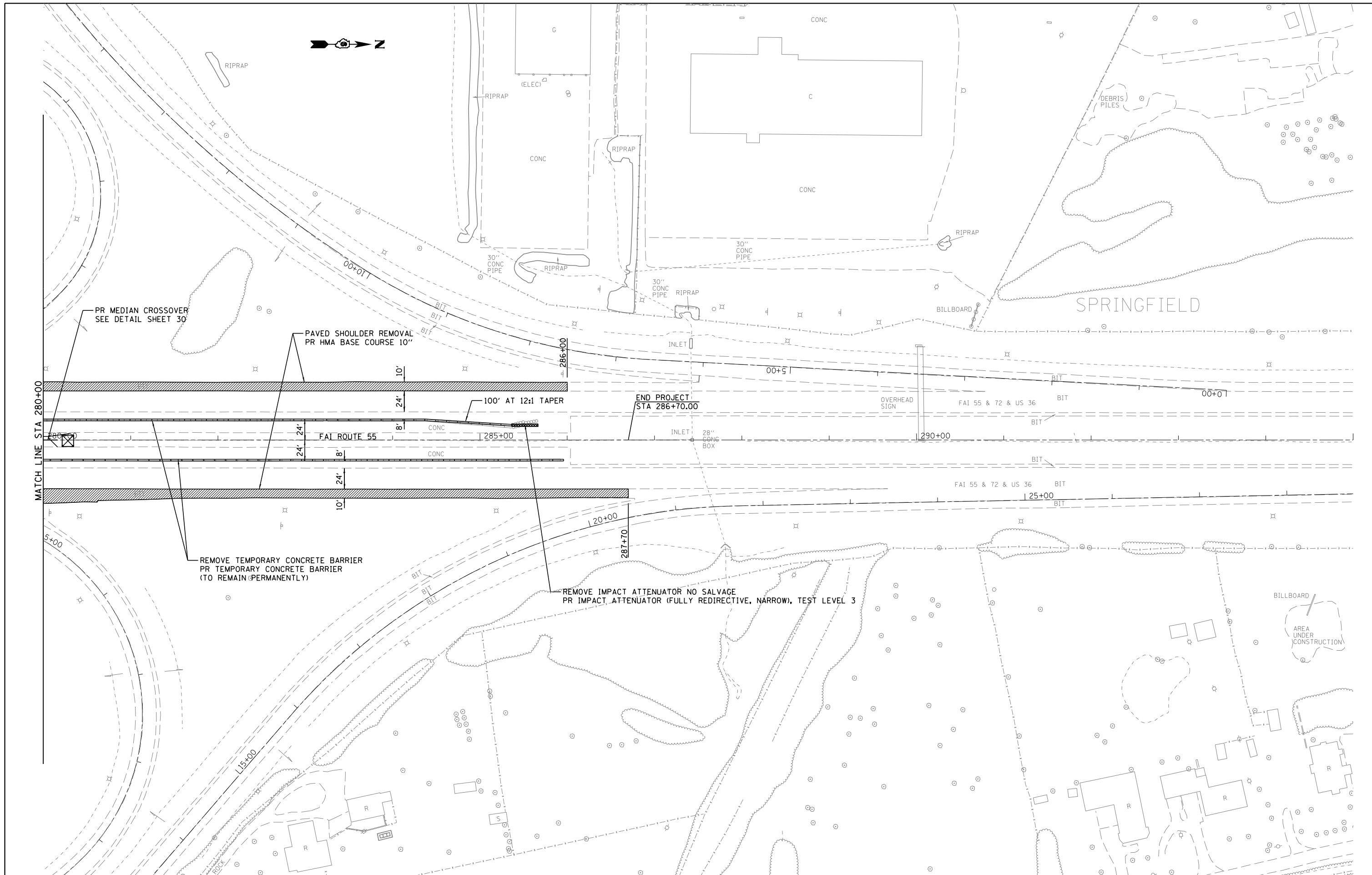
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**STATE OF ILLINOIS
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I-55 PLAN

SCALE: SHEET NO. 2 OF 3 SHEETS STA. 265+00 TO STA. 280+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3) 1-5, BJR	SANGAMON	46	18
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 72H49	



JOB = 2276.13
 FILE NAME = d672H49-sht-plan.dgn
 PLOT SCALE = 100.0000' / in.
 PLOT DATE = 10/13/2015

DESIGNED - NAK
 DRAWN - SJS
 CHECKED - NAK
 DATE - 6/29/2015

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**STATE OF ILLINOIS
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I-55 PLAN
 SCALE: SHEET NO. 3 OF 3 SHEETS STA. 280+00 TO STA. 295+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3) I-5, BJR	SANGAMON	46	19
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 72H49		



SPRINGFIELD

TYPE 2 BARRICADE, DRUM OR VERTICAL
BARRICADE WITH STEADY BURN
MONO DIRECTIONAL LIGHT AT 100' CTS.

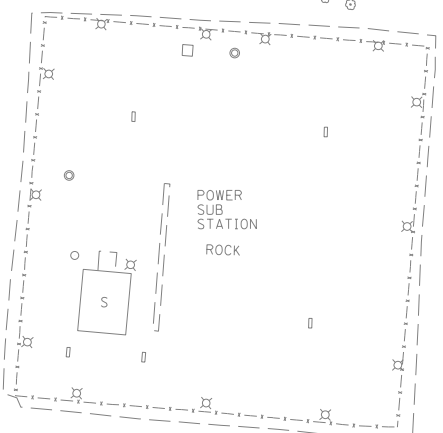
REMOVE TEMPORARY
CONCRETE BARRIER

PAVED SHOULDER REMOVAL
PR HMA BASE COURSE 10"



TYPE 2 BARRICADE, DRUM OR VERTICAL
BARRICADE WITH STEADY BURN
MONO DIRECTIONAL LIGHT AT 100' CTS.

- PRE-STAGE 1 CONSTRUCTION CONSISTS OF THE FOLLOWING:
1. REMOVE PAVED SHOULDERS AND CONSTRUCT HMA BASE COURSE
 2. REMOVE TEMPORARY CONCRETE BARRIER AND IMPACT ATTENUATORS AND INSTALL TYPE 2 BARRICADES, DRUMS, OR VERTICAL BARRICADES WITH STEADY BURN LIGHT
- TRAFFIC CONTROL AND PROTECTION SHALL BE ACCORDING TO STANDARDS 701400, 701401, AND 701411



JOB = 2276.13
FILE NAME = d672H49-sht-prestage1.dgn
PLOT SCALE = 100.0000 ' / in.
PLOT DATE = 10/13/2015

DESIGNED - NAK
DRAWN - SJS
CHECKED - NAK
DATE - 6/29/2015

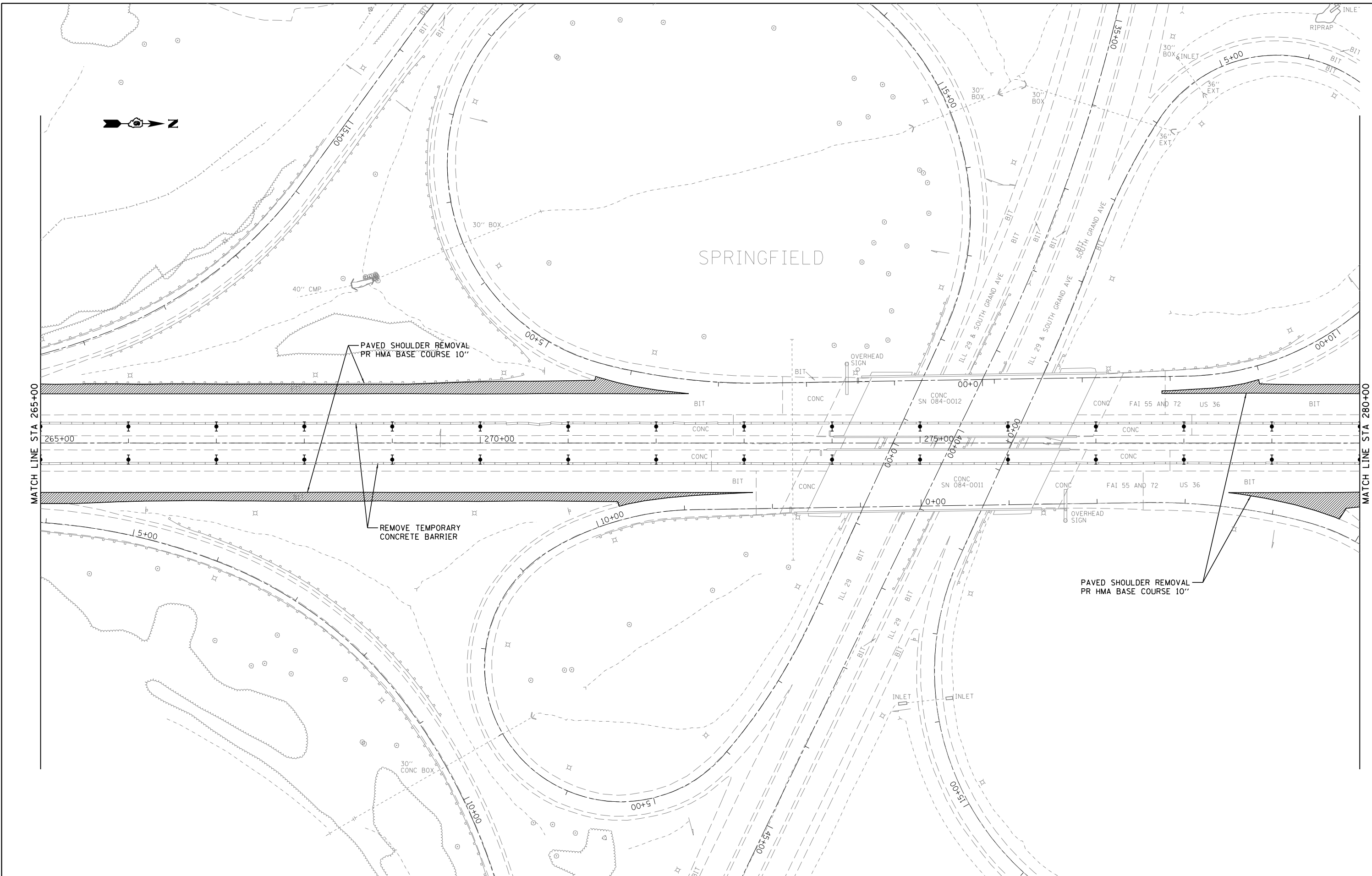
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DEPARTMENT OF TRANSPORTATION

PRE-STAGE 1 MAINTENANCE OF TRAFFIC

SCALE: SHEET NO. 1 OF 3 SHEETS STA. 250+00 TO STA. 265+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3) 1-5, BJR	SANGAMON	46	20
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 72H49	



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Corporation
Civil and Structural Engineering

JOB = 2276.13
FILE NAME = d672h49-sht-prestage1.dgn
PLOT SCALE = 100.0000 ' / in.
PLOT DATE = 10/13/2015

DESIGNED - NAK
DRAWN - SJS
CHECKED - NAK
DATE - 6/29/2015

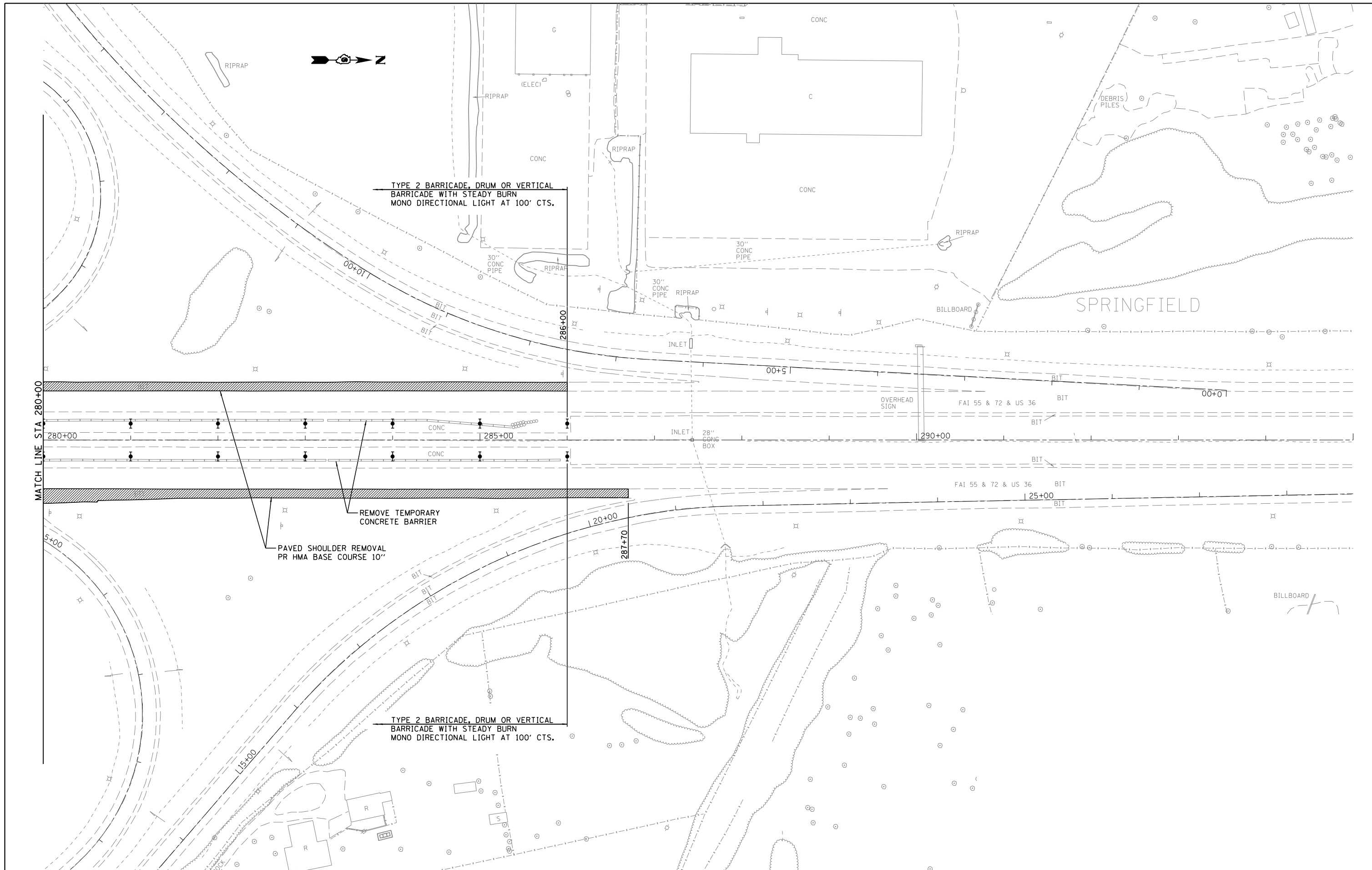
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DEPARTMENT OF TRANSPORTATION**

PRE-STAGE 1 MAINTENANCE OF TRAFFIC

SCALE: SHEET NO. 2 OF 3 SHEETS STA. 265+00 TO STA. 280+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3) 1-5, BJR	SANGAMON	46	21
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 72H49	



JOB = 2276.13
 FILE NAME = d672h49-sht-prestage1.dgn
 PLOT SCALE = 100.0000' / in.
 PLOT DATE = 10/13/2015

DESIGNED - NAK
 DRAWN - SJS
 CHECKED - NAK
 DATE - 6/29/2015

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

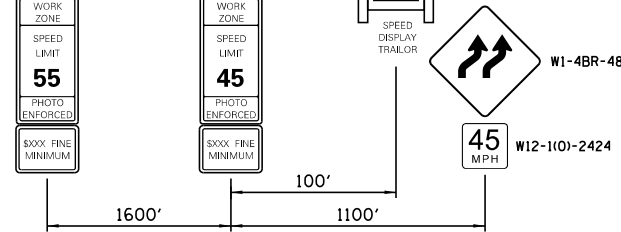
PRE-STAGE 1 MAINTENANCE OF TRAFFIC

SCALE: SHEET NO. 3 OF 3 SHEETS STA. 280+00 TO STA. 295+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3) 1-5, BJR	SANGAMON	46	22
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 72H49	

W21-1115(O)-3618
R2-1-3648
R10-19aP-3618
W2-1106-3618

W21-1115(O)-3618
R2-1-3648
R10-19aP-3618
W2-1106-3618

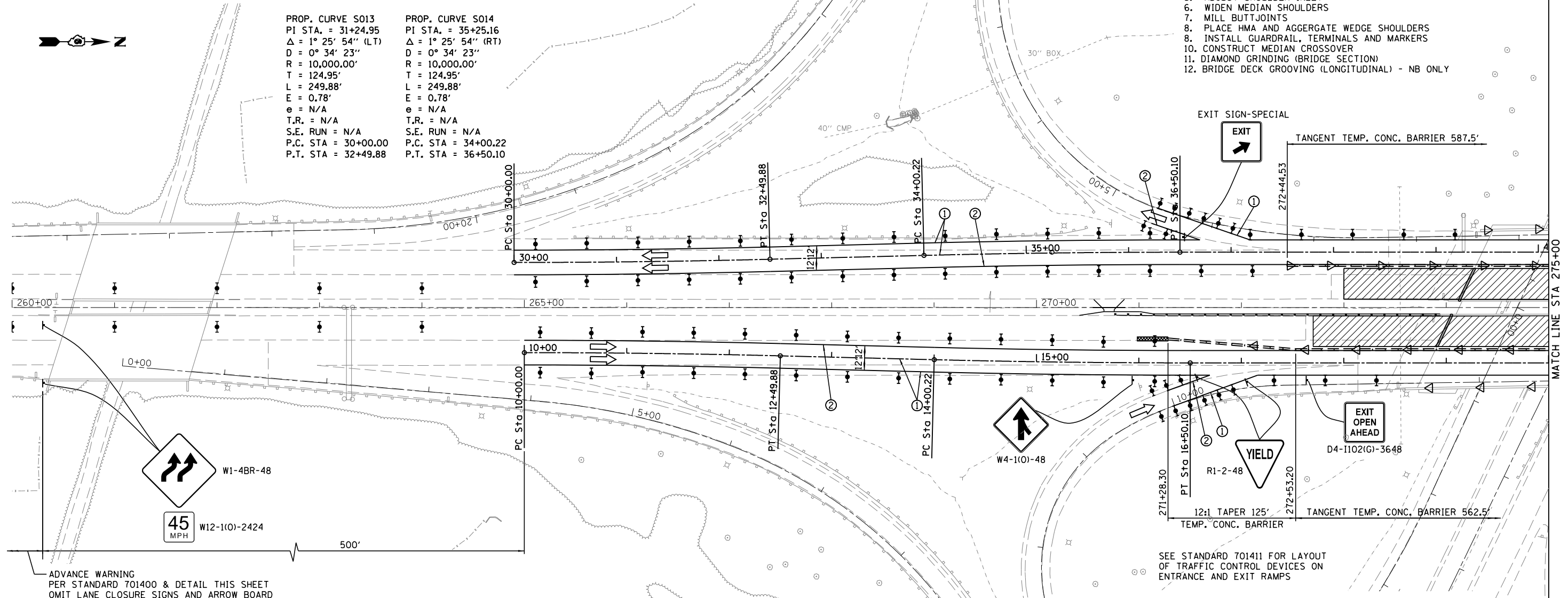


CENTERLINE SB I-55 LANE SHIFT				
CONTROL POINT	C.L. LANE SHIFT STATION	C.L. I-55 MEDIAN STATION/OFFSET	COORDINATES	
			NORTH	EAST
P.C.	30+00.00	44.00 LT 264+90.00	1,135,493.24	2,455,751.53
P.I.	31+24.95	44.00 LT 266+14.95	1,135,615.77	2,455,776.03
P.T.	32+49.88	47.12 LT 267+39.86	1,135,738.86	2,455,797.46
P.C.	34+00.22	50.88 LT 268+90.14	1,135,886.97	2,455,823.24
P.I.	35+25.16	54.00 LT 270+15.05	1,136,010.07	2,455,844.67
P.T.	36+50.10	54.00 LT 271+40.00	1,136,132.59	2,455,869.16
P.C.	44+40.10	54.00 LT 279+30.00	1,136,907.26	2,456,024.05
P.I.	45+65.05	54.00 LT 280+54.95	1,137,029.78	2,456,048.55
P.T.	46+89.98	50.88 LT 281+79.86	1,137,151.65	2,456,076.10
P.C.	48+40.31	50.88 LT 281+79.86	1,137,298.29	2,456,109.24
P.I.	49+65.26	44.00 LT 284+55.05	1,137,420.16	2,456,136.80
P.T.	50+90.20	44.00 LT 285+80.00	1,137,542.68	2,456,161.29

PROP. CURVE S013
PI STA. = 31+24.95
Δ = 1° 25' 54" (LT)
D = 0° 34' 23"
R = 10,000.00'
T = 124.95'
L = 249.88'
E = 0.78'
e = N/A
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 30+00.00
P.T. STA = 32+49.88

PROP. CURVE S014
PI STA. = 35+25.16
Δ = 1° 25' 54" (RT)
D = 0° 34' 23"
R = 10,000.00'
T = 124.95'
L = 249.88'
E = 0.78'
e = N/A
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 34+00.22
P.T. STA = 36+50.10

- GENERAL NOTES**
- ADVANCE TRAFFIC CONTROL AND PROTECTION SHALL BE AS SHOWN ON STANDARD 701400 AND AS DETAILED IN THE PLANS EXCEPT THE LANE CLOSURE SIGNS AND ARROW BOARD SHALL BE OMITTED. THE CONSTRUCTION ZONE SPEED LIMIT SHALL BE 45 MPH.
 - TRAFFIC CONTROL DEVICES THRU LANE SHIFTS SHALL BE PLACED AT 50' CENTERS.
 - SEE STANDARDS 701402 AND 701411 FOR DETAILS NOT SHOWN.
- SEQUENCE OF OPERATIONS - STAGE 1**
- SHIFT TRAFFIC TO OUTSIDE LANE AND SHOULDER
 - RECONSTRUCT EXPANSION JOINTS
 - MILL DECK AND CONSTRUCT FULL DEPTH PATCHES
 - CONSTRUCT MICROSILICA CONCRETE OVERLAY
 - ADJUST SHOULDER INLET
 - WIDEN MEDIAN SHOULDERS
 - MILL BUTTJOINTS
 - PLACE HMA AND AGGREGATE WEDGE SHOULDERS
 - INSTALL GUARDRAIL, TERMINALS AND MARKERS
 - CONSTRUCT MEDIAN CROSSOVER
 - DIAMOND GRINDING (BRIDGE SECTION)
 - BRIDGE DECK GROOVING (LONGITUDINAL) - NB ONLY



CENTERLINE NB I-55 LANE SHIFT				
CONTROL POINT	C.L. LANE SHIFT STATION	C.L. I-55 MEDIAN STATION/OFFSET	COORDINATES	
			NORTH	EAST
P.C.	10+00.00	44.00 RT 265+00.00	1,135,485.80	2,455,839.78
P.I.	11+24.95	44.00 RT 266+24.95	1,135,608.32	2,455,864.28
P.T.	12+49.88	47.12 RT 267+49.86	1,135,730.19	2,455,891.83
P.C.	14+00.22	50.88 RT 269+00.14	1,135,876.83	2,455,924.98
P.I.	15+25.16	54.00 RT 270+25.05	1,135,998.70	2,455,952.53
P.T.	16+50.10	54.00 RT 271+50.00	1,136,121.22	2,455,977.03
P.C.	25+00.10	54.00 RT 280+00.00	1,136,954.72	2,456,143.68
P.I.	26+25.05	54.00 RT 281+24.95	1,137,077.25	2,456,168.17
P.T.	27+49.98	50.88 RT 282+49.86	1,137,200.34	2,456,189.60
P.C.	29+00.31	47.12 RT 284+00.14	1,137,348.45	2,456,215.38
P.I.	30+25.26	44.00 RT 285+25.05	1,137,471.55	2,456,236.81
P.T.	31+50.20	44.00 RT 286+50.00	1,137,594.07	2,456,261.31

PROP. CURVE S009
PI STA. = 11+24.95
Δ = 1° 25' 54" (RT)
D = 0° 34' 23"
R = 10,000.00'
T = 124.95'
L = 249.88'
E = 0.78'
e = N/A
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 10+00.00
P.T. STA = 12+49.88

PROP. CURVE S010
PI STA. = 15+25.16
Δ = 1° 25' 54" (LT)
D = 0° 34' 23"
R = 10,000.00'
T = 124.95'
L = 249.88'
E = 0.78'
e = N/A
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 14+00.22
P.T. STA = 16+50.10

- SYMBOLS**
- Work area
 - Sign
 - Type II barricade, drum, or vertical barricade with steady burn monodirectional light
 - Temporary concrete barrier
 - Monodirectional barrier wall/guardrail marker
 - Impact attenuator
 - Temporary Pavement Marking - Line 5" Solid White
 - Temporary Pavement Marking - Line 5" Solid Yellow



JOB = 2276.13
FILE NAME = d672h49-sht-stage1-01.tdgn
PLOT SCALE = 100.0000' / in.
PLOT DATE = 10/13/2015

DESIGNED - NAK
DRAWN - SJS
CHECKED - NAK
DATE - 6/29/2015

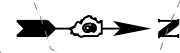
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 1 MAINTENANCE OF TRAFFIC

SCALE: SHEET NO. 1 OF 2 SHEETS STA. 260+00 TO STA. 275+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3) I-5, BJR	SANGAMON	46	23
CONTRACT NO. 72H49				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

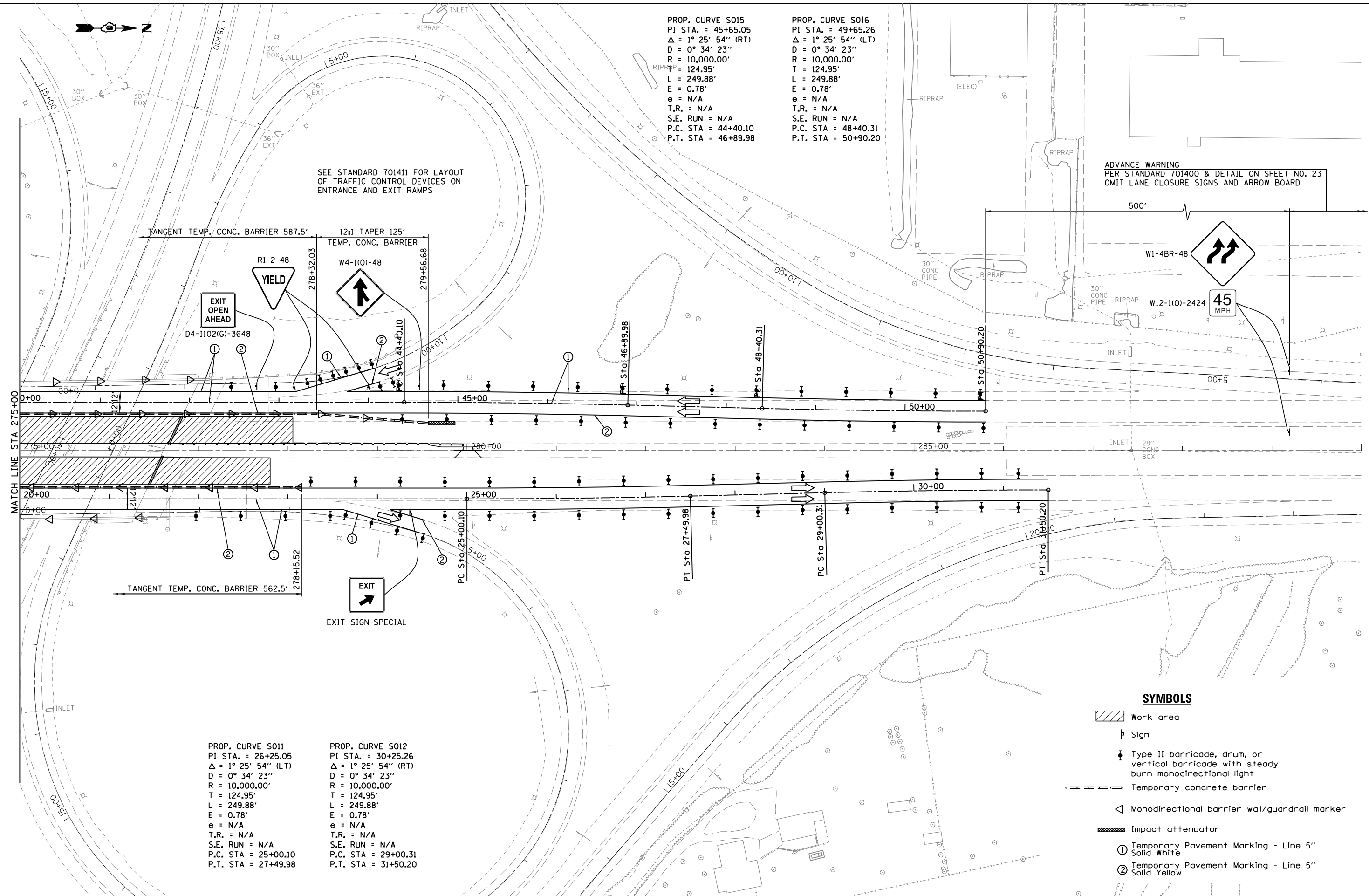


PROP. CURVE S015
 PI STA. = 45+65.05
 $\Delta = 1^\circ 25' 54''$ (RT)
 $D = 0^\circ 34' 23''$
 $R = 10,000.00'$
 $T = 124.95'$
 $L = 249.88'$
 $E = 0.78'$
 $e = N/A$
 $T.R. = N/A$
 $S.E. RUN = N/A$
 P.C. STA = 44+40.10
 P.T. STA = 46+89.98

PROP. CURVE S016
 PI STA. = 49+65.26
 $\Delta = 1^\circ 25' 54''$ (LT)
 $D = 0^\circ 34' 23''$
 $R = 10,000.00'$
 $T = 124.95'$
 $L = 249.88'$
 $E = 0.78'$
 $e = N/A$
 $T.R. = N/A$
 $S.E. RUN = N/A$
 P.C. STA = 48+40.31
 P.T. STA = 50+90.20

SEE STANDARD 701411 FOR LAYOUT
 OF TRAFFIC CONTROL DEVICES ON
 ENTRANCE AND EXIT RAMP

ADVANCE WARNING
 PER STANDARD 701400 & DETAIL ON SHEET NO. 23
 OMIT LANE CLOSURE SIGNS AND ARROW BOARD



TANGENT TEMP. CONC. BARRIER 587.5'

12:1 TAPER 125'

TEMP. CONC. BARRIER

EXIT
OPEN
AHEAD

YIELD

W4-1(0)-48

W1-4BR-48

W12-1(0)-2424

45
MPH

TANGENT TEMP. CONC. BARRIER 562.5'

EXIT

EXIT SIGN-SPECIAL

PROP. CURVE S011
 PI STA. = 26+25.05
 $\Delta = 1^\circ 25' 54''$ (LT)
 $D = 0^\circ 34' 23''$
 $R = 10,000.00'$
 $T = 124.95'$
 $L = 249.88'$
 $E = 0.78'$
 $e = N/A$
 $T.R. = N/A$
 $S.E. RUN = N/A$
 P.C. STA = 25+00.10
 P.T. STA = 27+49.98

PROP. CURVE S012
 PI STA. = 30+25.26
 $\Delta = 1^\circ 25' 54''$ (RT)
 $D = 0^\circ 34' 23''$
 $R = 10,000.00'$
 $T = 124.95'$
 $L = 249.88'$
 $E = 0.78'$
 $e = N/A$
 $T.R. = N/A$
 $S.E. RUN = N/A$
 P.C. STA = 29+00.31
 P.T. STA = 31+50.20

- SYMBOLS**
- Work area
 - Sign
 - Type II barricade, drum, or vertical barricade with steady burn monodirectional light
 - Temporary concrete barrier
 - Monodirectional barrier wall/guardrail marker
 - Impact attenuator
 - Temporary Pavement Marking - Line 5" Solid White
 - Temporary Pavement Marking - Line 5" Solid Yellow



JOB = 2276.13
 FILE NAME = d672H49-sht-stage1-01.dgn
 PLOT SCALE = 100.0000' / in.
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 CHECKED - NAK
 DATE - 6/29/2015

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

STAGE 1 MAINTENANCE OF TRAFFIC

SCALE: SHEET NO. 2 OF 2 SHEETS STA. 275+00 TO STA. 290+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3) I-5, BJR	SANGAMON	46	24
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 72H49	

CENTERLINE SB I-55 LANE SHIFT				
CONTROL POINT	C.L. LANE SHIFT STATION	C.L. I-55 MEDIAN STATION/OFFSET	COORDINATES	
			NORTH	EAST
P.C.	10+00.00	44.00 LT 26435.00	1,135,439.31	2,455,740.75
P.I.	11+18.22	44.00 LT 26553.22	1,135,555.23	2,455,763.93
P.T.	12+36.39	38.41 LT 26671.30	1,135,669.93	2,455,792.56
P.C.	14+39.01	28.84 LT 26873.70	1,135,866.52	2,455,841.63
P.I.	15+57.23	23.25 LT 26991.78	1,135,981.22	2,455,870.26
P.T.	16+75.40	23.25 LT 27110.00	1,136,097.14	2,455,893.43
P.C.	24+15.40	23.25 LT 27850.00	1,136,822.78	2,456,038.52
P.I.	25+33.62	23.25 LT 27968.22	1,136,938.70	2,456,061.69
P.T.	26+51.79	28.84 LT 28086.30	1,137,055.59	2,456,079.37
P.C.	28+54.41	38.41 LT 28288.70	1,137,255.94	2,456,109.66
P.I.	29+72.63	44.00 LT 28406.78	1,137,372.83	2,456,127.33
P.T.	30+90.81	44.00 LT 28525.00	1,137,488.75	2,456,150.51

SEQUENCE OF OPERATIONS - STAGE 2

1. PLACE TRAFFIC ON MEDIAN LANE AND SHOULDER
2. RECONSTRUCT EXPANSION JOINTS
3. MILL DECK AND CONSTRUCT FULL DEPTH PATCHES
4. CONSTRUCT MICROSILICA CONCRETE OVERLAY
5. REMOVE GUARDRAIL
6. MILL BUTT JOINTS
7. PLACE HMA AND AGGREGATE WEDGE SHOULDERS
8. INSTALL GUARDRAIL, TERMINALS AND MARKERS
11. DIAMOND GRINDING (BRIDGE SECTION)
12. BRIDGE DECK GROOVING (LONGITUDINAL) - NB ONLY

SEQUENCE OF OPERATIONS - FINAL PHASE

1. RELOCATE TEMPORARY CONCRETE BARRIER TO PERMANENT POSITION
2. PLACE TRAFFIC IN PERMANENT LANES AND INSTALL PAVEMENT MARKINGS
3. INSTALL TEMPORARY CONCRETE BARRIER & IMPACT ATTENUATORS

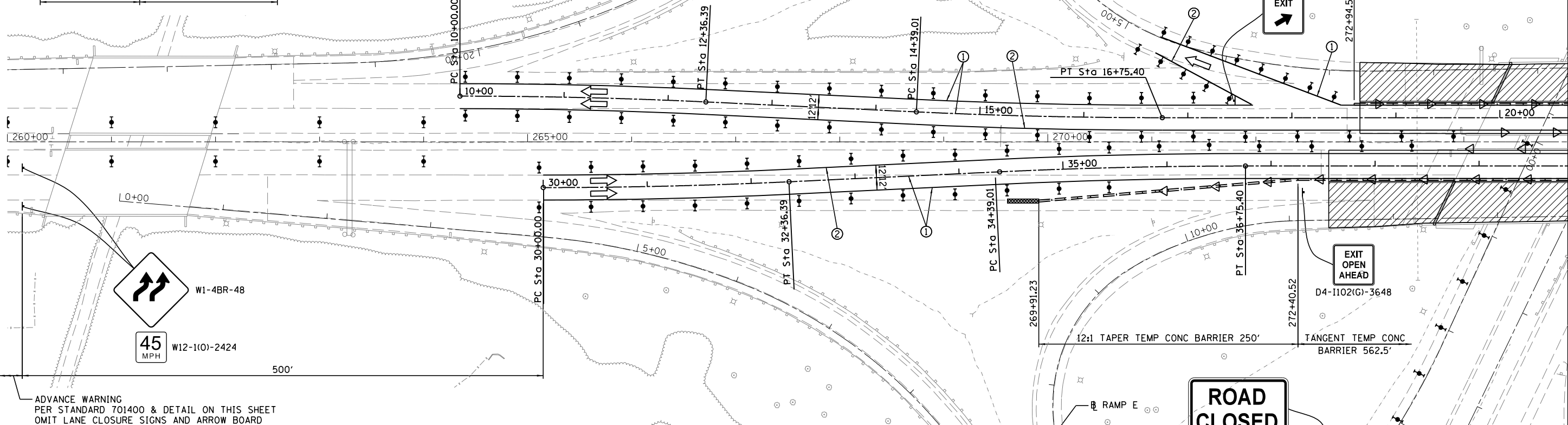
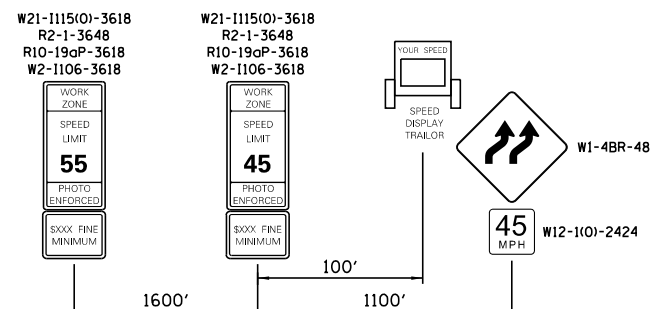
TRAFFIC CONTROL AND PROTECTION IN THE FINAL PHASE SHALL BE ACCORDING TO STANDARDS 701400, 701401 AND 701411

PROP. CURVE S005
 PI STA. = 11+18.22
 $\Delta = 2^\circ 42' 32''$ (RT)
 $D = 1^\circ 08' 45''$
 $R = 5,000.00'$
 $T = 118.22'$
 $L = 236.39'$
 $E = 1.40'$
 $e = NA$
 T.R. = NA
 S.E. RUN = NA
 P.C. STA. = 10+00.00
 P.T. STA. = 12+36.39

PROP. CURVE S006
 PI STA. = 15+57.23
 $\Delta = 2^\circ 42' 32''$ (LT)
 $D = 1^\circ 08' 45''$
 $R = 5,000.00'$
 $T = 118.22'$
 $L = 236.39'$
 $E = 1.40'$
 $e = NA$
 T.R. = NA
 S.E. RUN = NA
 P.C. STA. = 14+39.01
 P.T. STA. = 16+75.40

GENERAL NOTES

1. ADVANCE TRAFFIC CONTROL AND PROTECTION SHALL BE AS SHOWN ON STANDARD 701400 AND THE DETAILS IN THE PLANS EXCEPT THE LANE CLOSURE SIGNS AND ARROW BOARD SHALL BE OMITTED. THE CONSTRUCTION ZONE SPEED LIMIT SHALL BE 45 MPH.
2. TRAFFIC CONTROL DEVICES THRU LANE SHIFTS SHALL BE PLACED AT 50' CENTERS.
3. SEE STANDARDS 701402 AND 701411 FOR DETAILS NOT SHOWN.
4. RAMP A AND RAMP E SHALL BE CLOSED DURING STAGE 2 CONSTRUCTION. SEE STANDARD 701451.
5. SHOULDER INLETS IN THE SOUTH APPROACH SLABS SHALL BE FILLED WITH AGGREGATE AND 12" OF HOT-MIX ASPHALT PRIOR TO PLACING TRAFFIC IN THE STAGE 2 LANES. INLETS SHALL BE CLEANED AND GRATES INSTALLED IN THE FINAL PHASE. COST INCLUDED IN TRAFFIC CONTROL AND PROTECTION STD 701402 (SPECIAL)
6. DRUMS OR TYPE II BARRICADES WITH STEADY BURN MONODIRECTIONAL LIGHTS SHALL BE USED TO CLOSE THE MEDIAN LANE IN THE FINAL PHASE UNTIL THE TEMPORARY CONCRETE BARRIER HAS BEEN INSTALLED



ADVANCE WARNING PER STANDARD 701400 & DETAIL ON THIS SHEET OMIT LANE CLOSURE SIGNS AND ARROW BOARD

CENTERLINE NB I-55 LANE SHIFT				
CONTROL POINT	C.L. LANE SHIFT STATION	C.L. I-55 MEDIAN STATION/OFFSET	COORDINATES	
			NORTH	EAST
P.C.	30+00.00	44.00 RT 265+15.00	1,135,500.51	2,455,842.73
P.I.	31+18.22	44.00 RT 266+33.22	1,135,616.43	2,455,865.90
P.T.	32+36.39	38.41 RT 267+51.30	1,135,733.32	2,455,883.58
P.C.	34+39.01	28.84 RT 269+53.70	1,135,933.66	2,455,913.87
P.I.	35+57.23	23.25 RT 270+71.78	1,136,050.55	2,455,931.54
P.T.	36+75.40	23.25 RT 271+90.00	1,136,166.47	2,455,954.72
P.C.	43+84.68	23.25 RT 278+99.28	1,136,861.99	2,456,093.78
P.I.	45+02.90	23.25 RT 280+17.50	1,136,977.91	2,456,116.95
P.T.	46+21.07	28.84 RT 281+35.58	1,137,092.61	2,456,145.58
P.C.	48+23.69	38.41 RT 283+37.98	1,137,289.20	2,456,194.66
P.I.	49+41.91	44.00 RT 284+56.06	1,137,403.90	2,456,223.29
P.T.	50+60.08	44.00 RT 285+74.28	1,137,519.82	2,456,246.46

PROP. CURVE S001
 PI STA. = 31+18.22
 $\Delta = 2^\circ 42' 32''$ (LT)
 $D = 1^\circ 08' 45''$
 $R = 5,000.00'$
 $T = 118.22'$
 $L = 236.39'$
 $E = 1.40'$
 $e = NA$
 T.R. = NA
 S.E. RUN = NA
 P.C. STA. = 30+00.00
 P.T. STA. = 32+36.39

PROP. CURVE S002
 PI STA. = 35+57.23
 $\Delta = 2^\circ 42' 32''$ (RT)
 $D = 1^\circ 08' 45''$
 $R = 5,000.00'$
 $T = 118.22'$
 $L = 236.39'$
 $E = 1.40'$
 $e = NA$
 T.R. = NA
 S.E. RUN = NA
 P.C. STA. = 34+39.01
 P.T. STA. = 36+75.40

- SYMBOLS**
- Work area
 - Sign
 - Type II barricade, drum, or vertical barricade with steady burn monodirectional light
 - Temporary concrete barrier
 - Monodirectional barrier wall/guardrail marker
 - Impact attenuator
 - Temporary Pavement Marking - Line 5" Solid White
 - Temporary Pavement Marking - Line 5" Solid Yellow



JOB = 2276.13
 FILE NAME = d672H49-sht-stage2-alt.dgn
 PLOT SCALE = 1/8" = 100.0000' / in.
 PLOT DATE = 10/13/2015

DESIGNED - NAK
 DRAWN - SJS
 CHECKED - NAK
 DATE - 6/29/2015

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

STAGE 2 MAINTENANCE OF TRAFFIC
 SCALE: SHEET NO. 1 OF 2 SHEETS STA. 260+00 TO STA. 275+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3) I-5, BJR	SANGAMON	46	25
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 72H49	

PROP. CURVE S007
 PI STA. = 25+33.62
 $\Delta = 2^\circ 42' 32''$ (LT)
 $D = 1^\circ 08' 45''$
 $R = 5,000.00'$
 $T = 118.22'$
 $L = 236.39'$
 $E = 1.40'$
 $e = NA$
 $T.R. = NA$
 $S.E. RUN = NA$
 $P.C. STA. = 24+15.40$
 $P.T. STA. = 26+51.79$

PROP. CURVE S008
 PI STA. = 29+72.63
 $\Delta = 2^\circ 42' 32''$ (RT)
 $D = 1^\circ 08' 45''$
 $R = 5,000.00'$
 $T = 118.22'$
 $L = 236.39'$
 $E = 1.40'$
 $e = NA$
 $T.R. = NA$
 $S.E. RUN = NA$
 $P.C. STA. = 28+54.41$
 $P.T. STA. = 30+90.81$

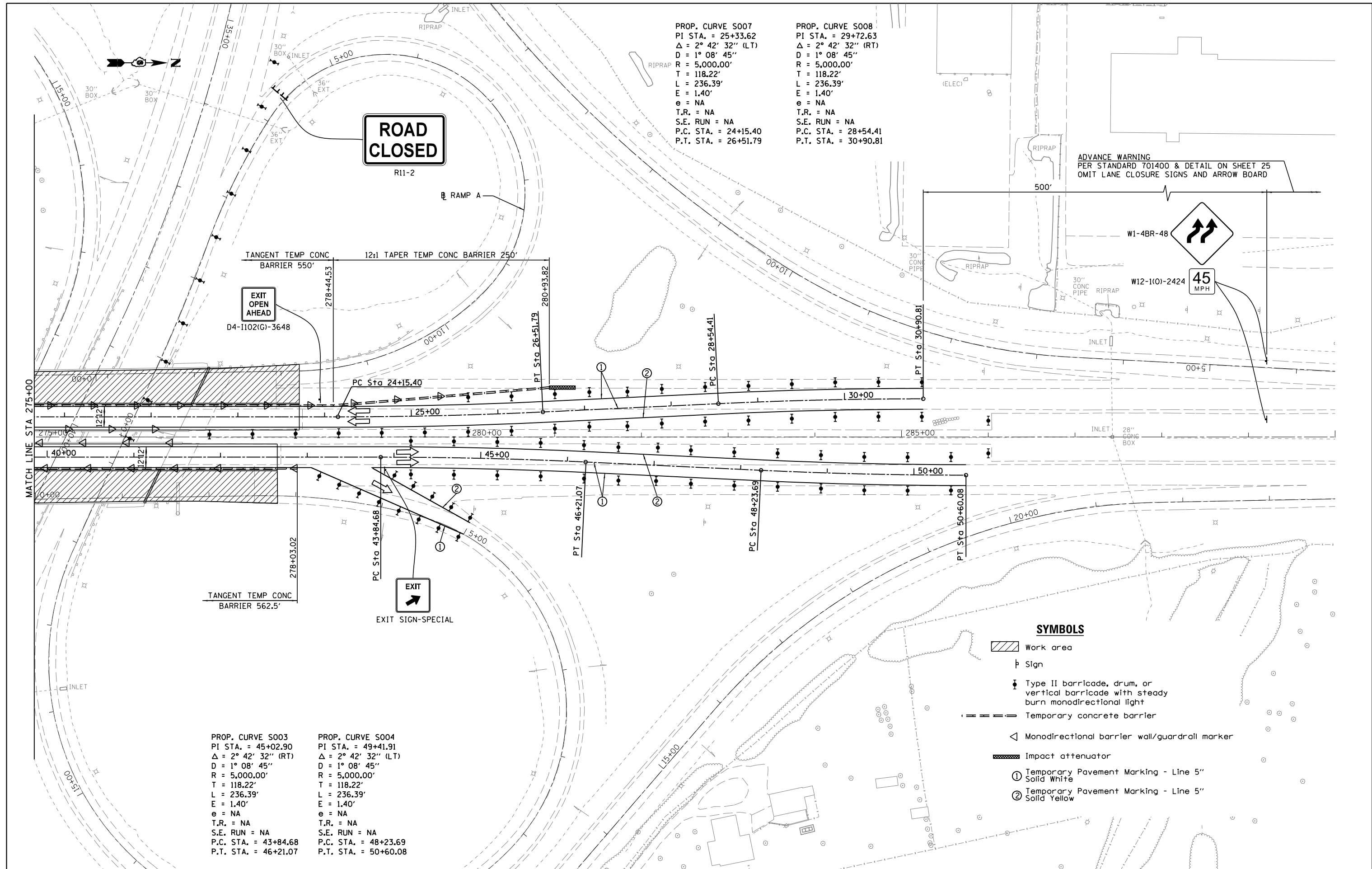
PROP. CURVE S003
 PI STA. = 45+02.90
 $\Delta = 2^\circ 42' 32''$ (RT)
 $D = 1^\circ 08' 45''$
 $R = 5,000.00'$
 $T = 118.22'$
 $L = 236.39'$
 $E = 1.40'$
 $e = NA$
 $T.R. = NA$
 $S.E. RUN = NA$
 $P.C. STA. = 43+84.68$
 $P.T. STA. = 46+21.07$

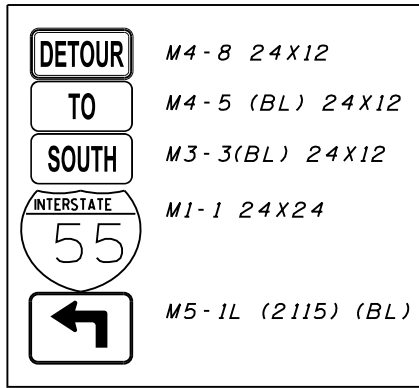
PROP. CURVE S004
 PI STA. = 49+41.91
 $\Delta = 2^\circ 42' 32''$ (LT)
 $D = 1^\circ 08' 45''$
 $R = 5,000.00'$
 $T = 118.22'$
 $L = 236.39'$
 $E = 1.40'$
 $e = NA$
 $T.R. = NA$
 $S.E. RUN = NA$
 $P.C. STA. = 48+23.69$
 $P.T. STA. = 50+60.08$

ADVANCE WARNING
 PER STANDARD 701400 & DETAIL ON SHEET 25
 OMIT LANE CLOSURE SIGNS AND ARROW BOARD

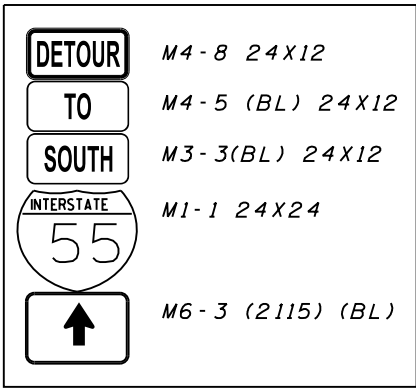
SYMBOLS

- Work area
- Sign
- Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- Temporary concrete barrier
- Monodirectional barrier wall/guardrail marker
- Impact attenuator
- ① Temporary Pavement Marking - Line 5' Solid White
- ② Temporary Pavement Marking - Line 5' Solid Yellow

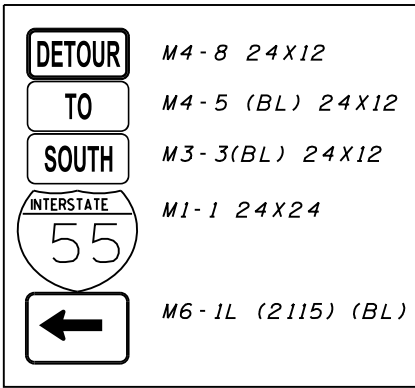




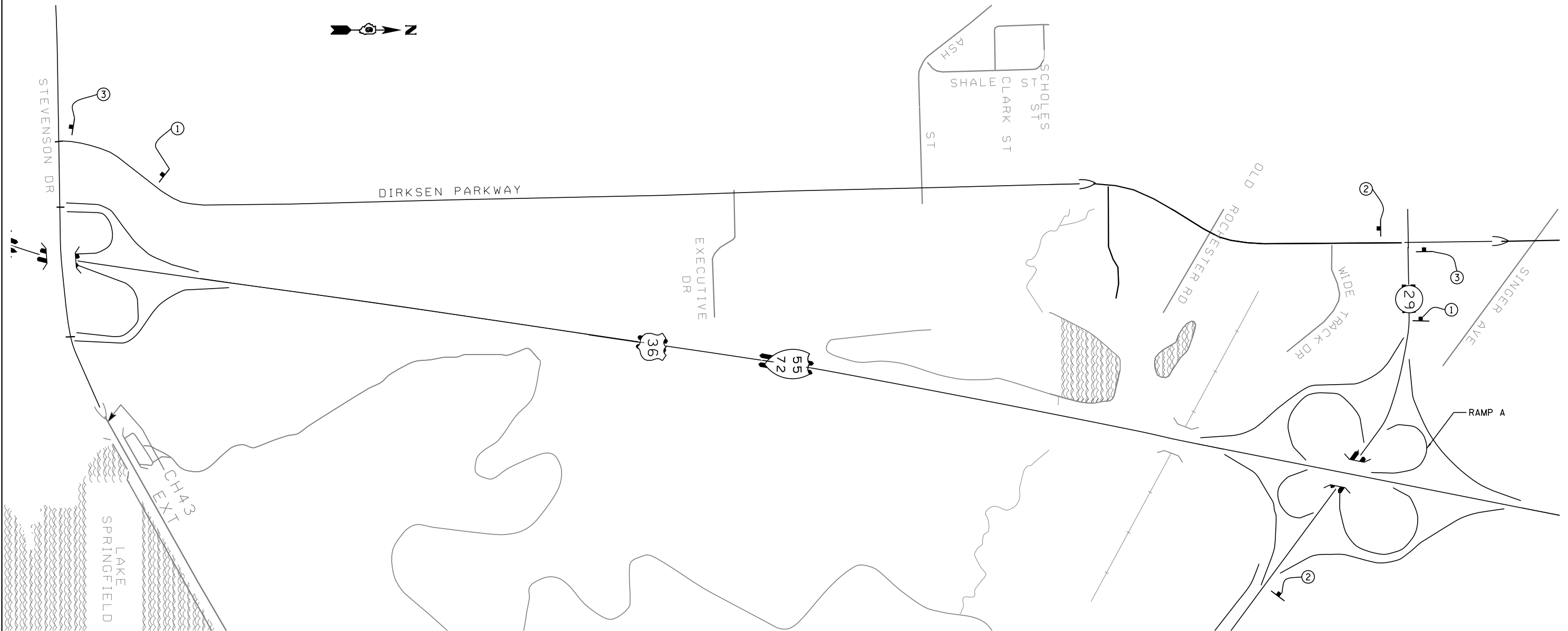
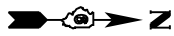
SIGN PANEL ASSEMBLY ①

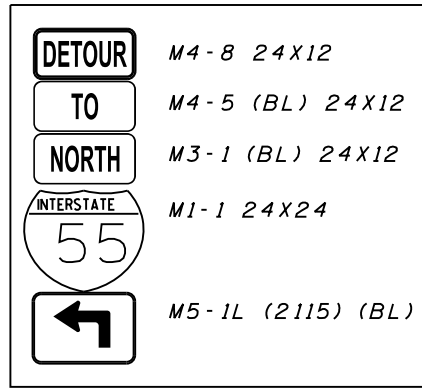


SIGN PANEL ASSEMBLY ②

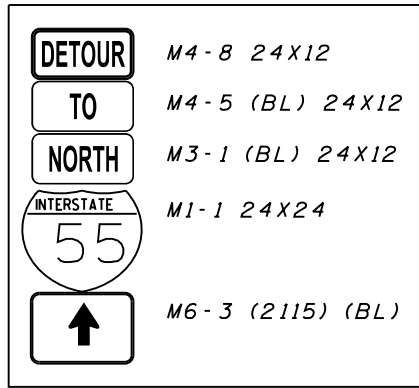


SIGN PANEL ASSEMBLY ③

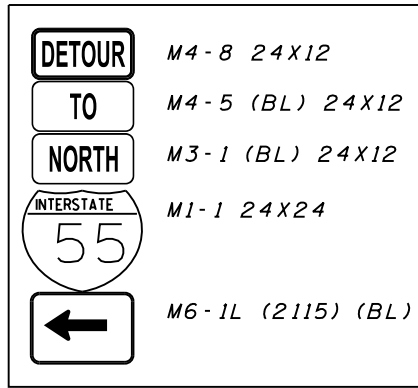




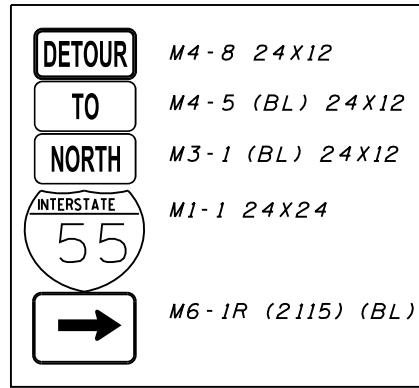
SIGN PANEL ASSEMBLY ①



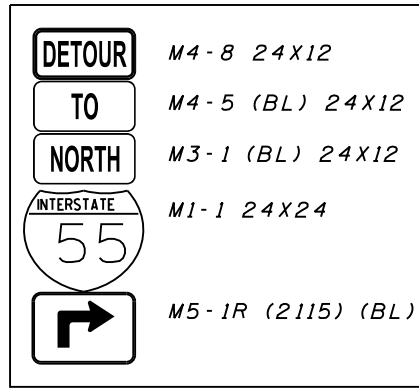
SIGN PANEL ASSEMBLY ②



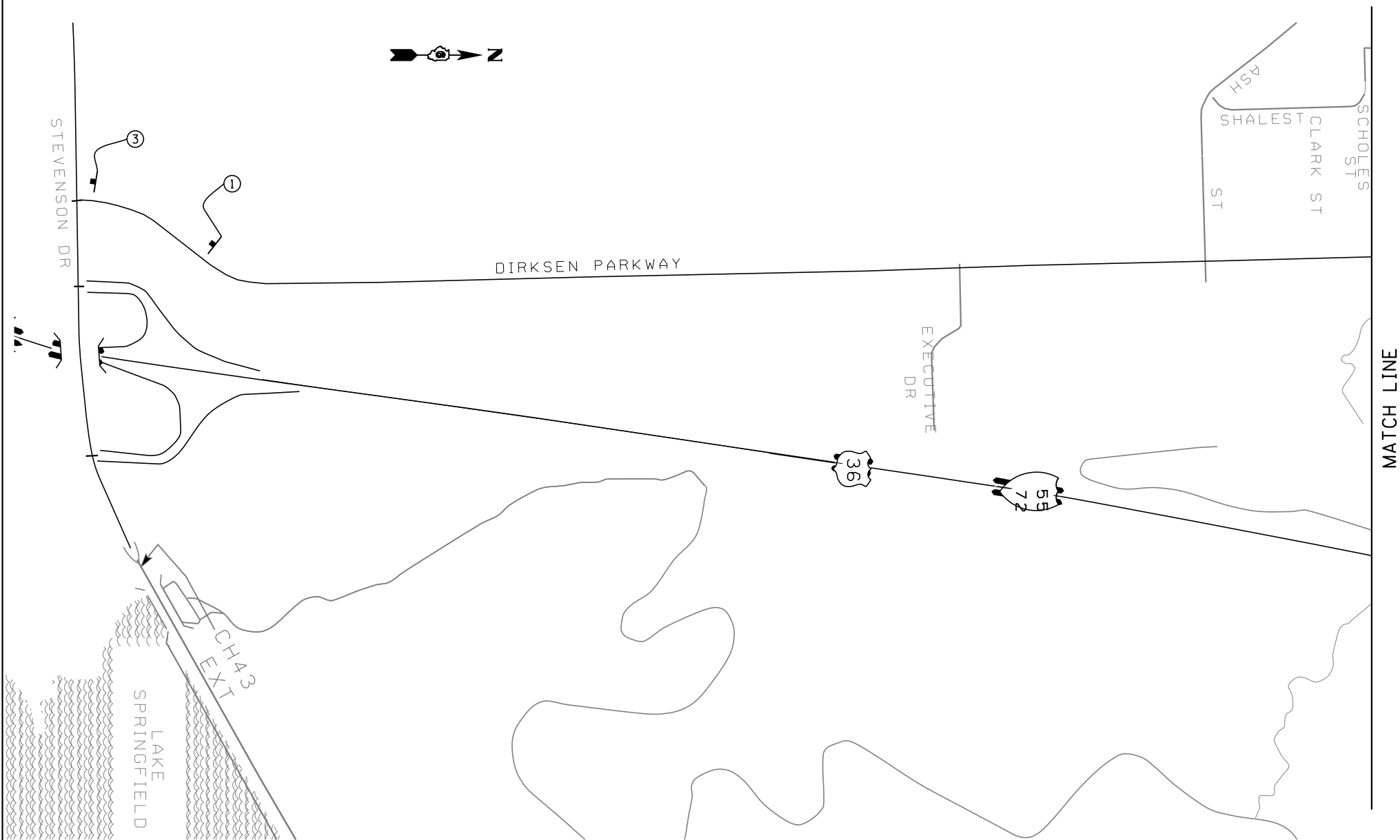
SIGN PANEL ASSEMBLY ③

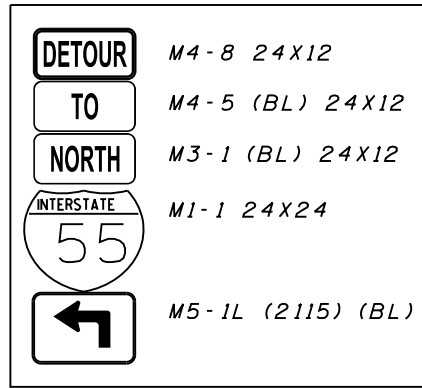


SIGN PANEL ASSEMBLY ④

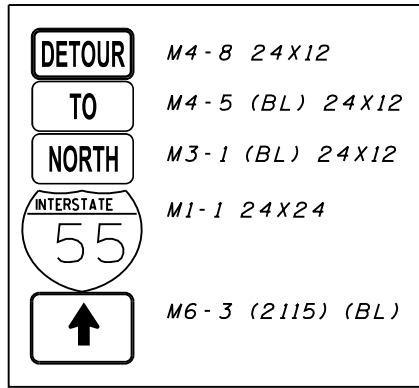


SIGN PANEL ASSEMBLY ⑤

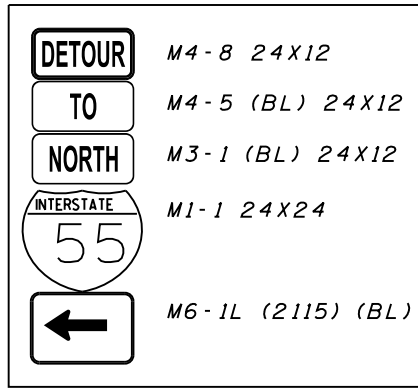




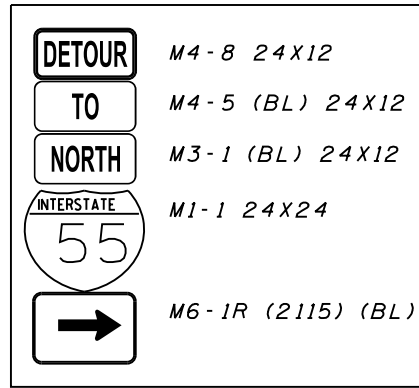
SIGN PANEL ASSEMBLY ①



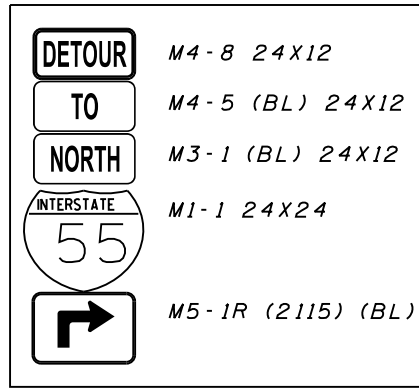
SIGN PANEL ASSEMBLY ②



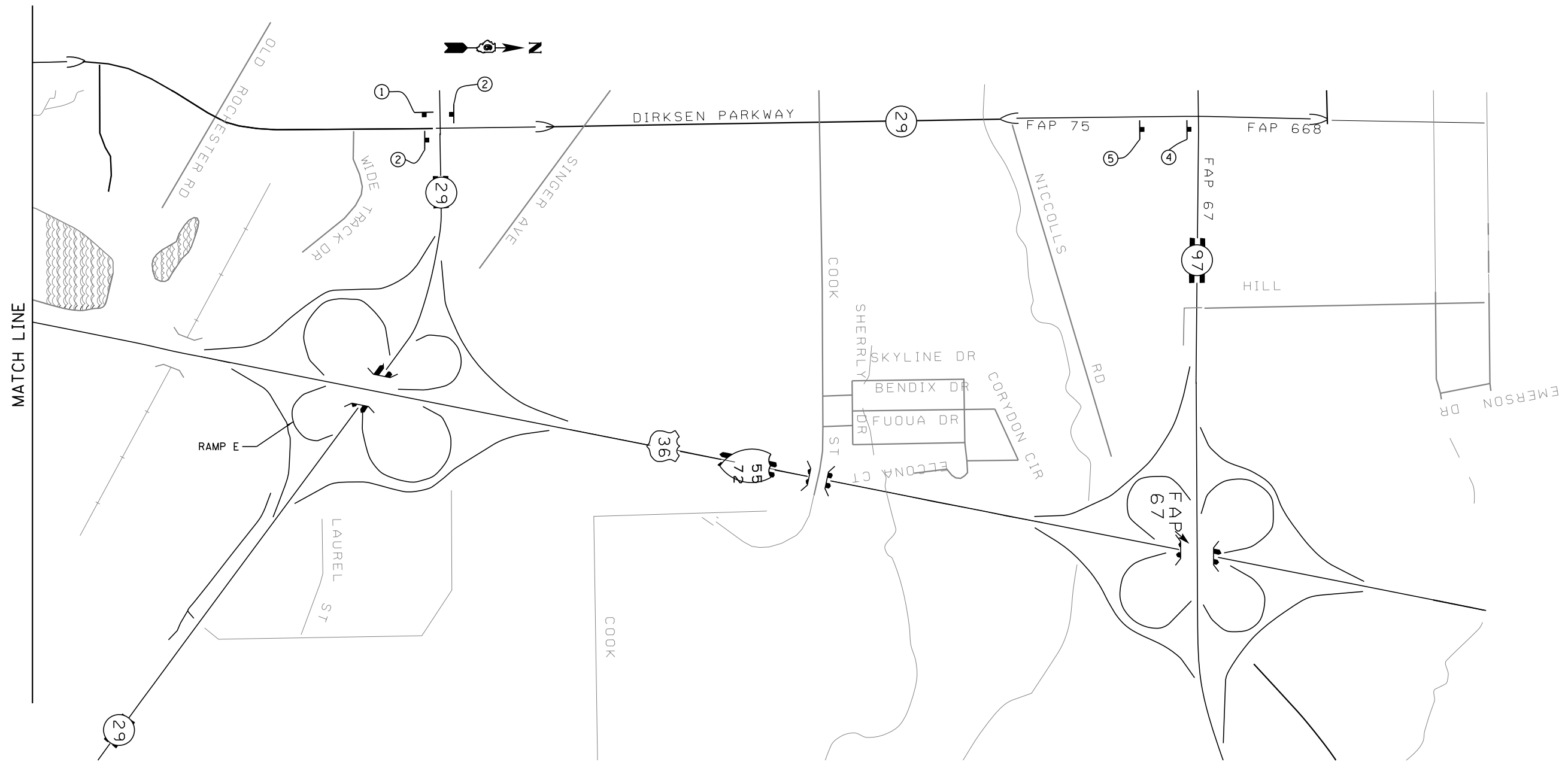
SIGN PANEL ASSEMBLY ③

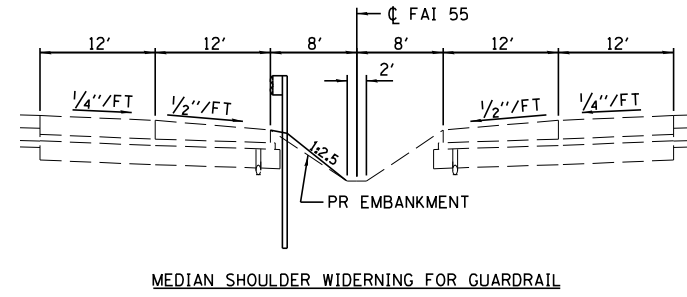
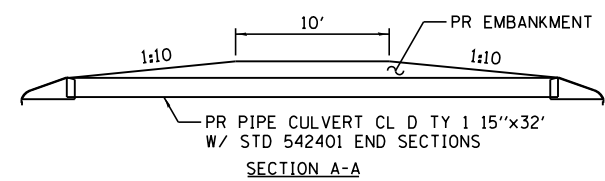
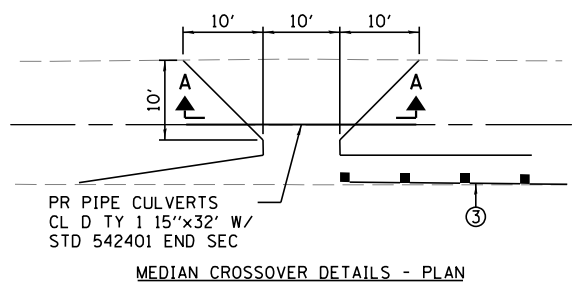
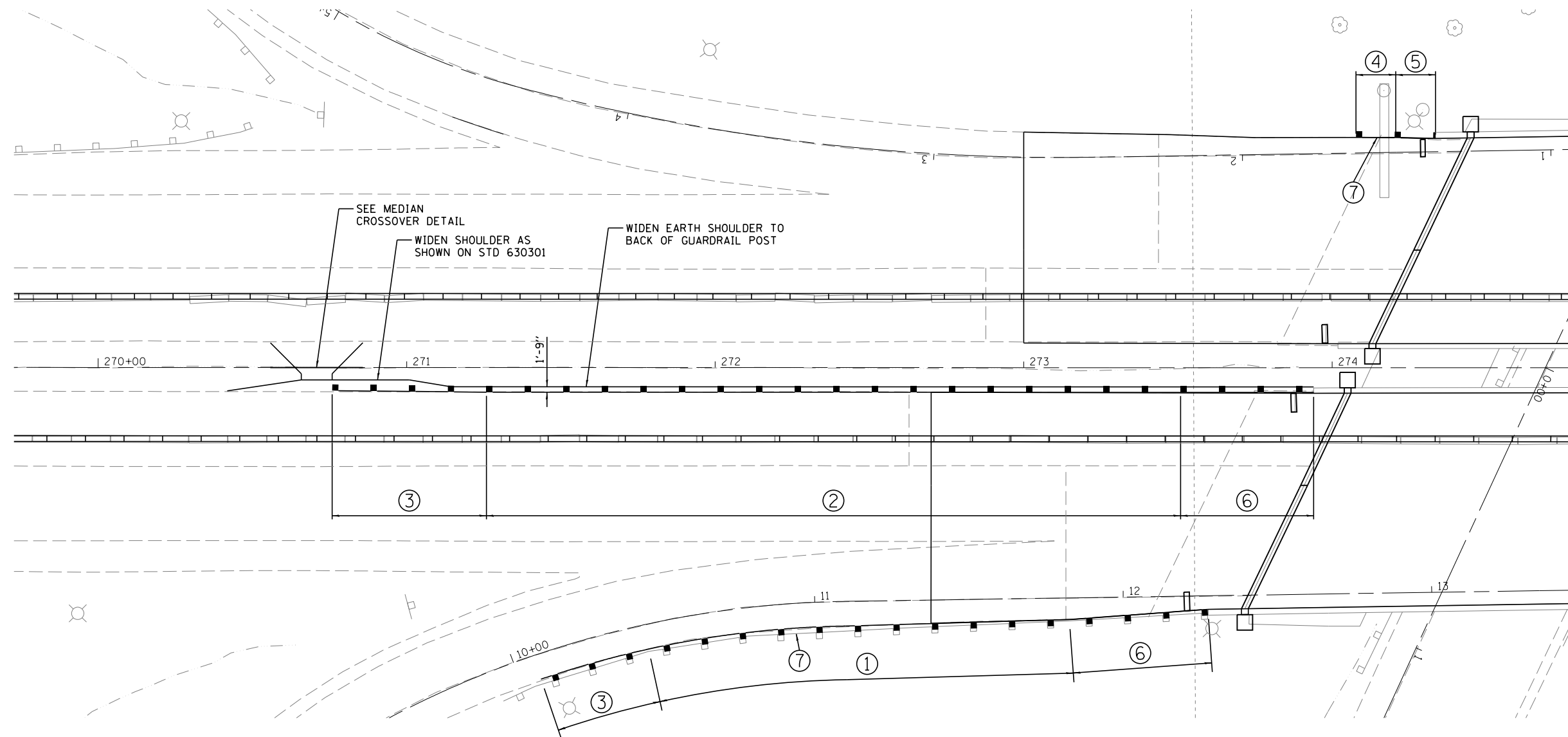


SIGN PANEL ASSEMBLY ④



SIGN PANEL ASSEMBLY ⑤





- GUARDRAIL LEGEND**
- ① STEEL PLATE BEAM GUARDRAIL TYPE A 6' POSTS
 - ② STEEL PLATE BEAM GUARDRAIL TYPE A 9' POSTS
 - ③ TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL (TANGENT)
 - ④ TRAFFIC BARRIER TERMINAL TYPE 2
 - ⑤ TRAFFIC BARRIER TERMINAL TYPE 5
 - ⑥ TRAFFIC BARRIER TERMINAL TYPE 6
 - ⑦ GUARDRAIL REMOVAL



JOB = 2276.13
 FILE NAME = 0672H49-shr-rail.dgn
 PLOT SCALE = 40.0000' / in.
 PLOT DATE = 10/13/2015

DESIGNED - NAK
 DRAWN - SJS
 CHECKED - NAK
 DATE - 6/29/2015

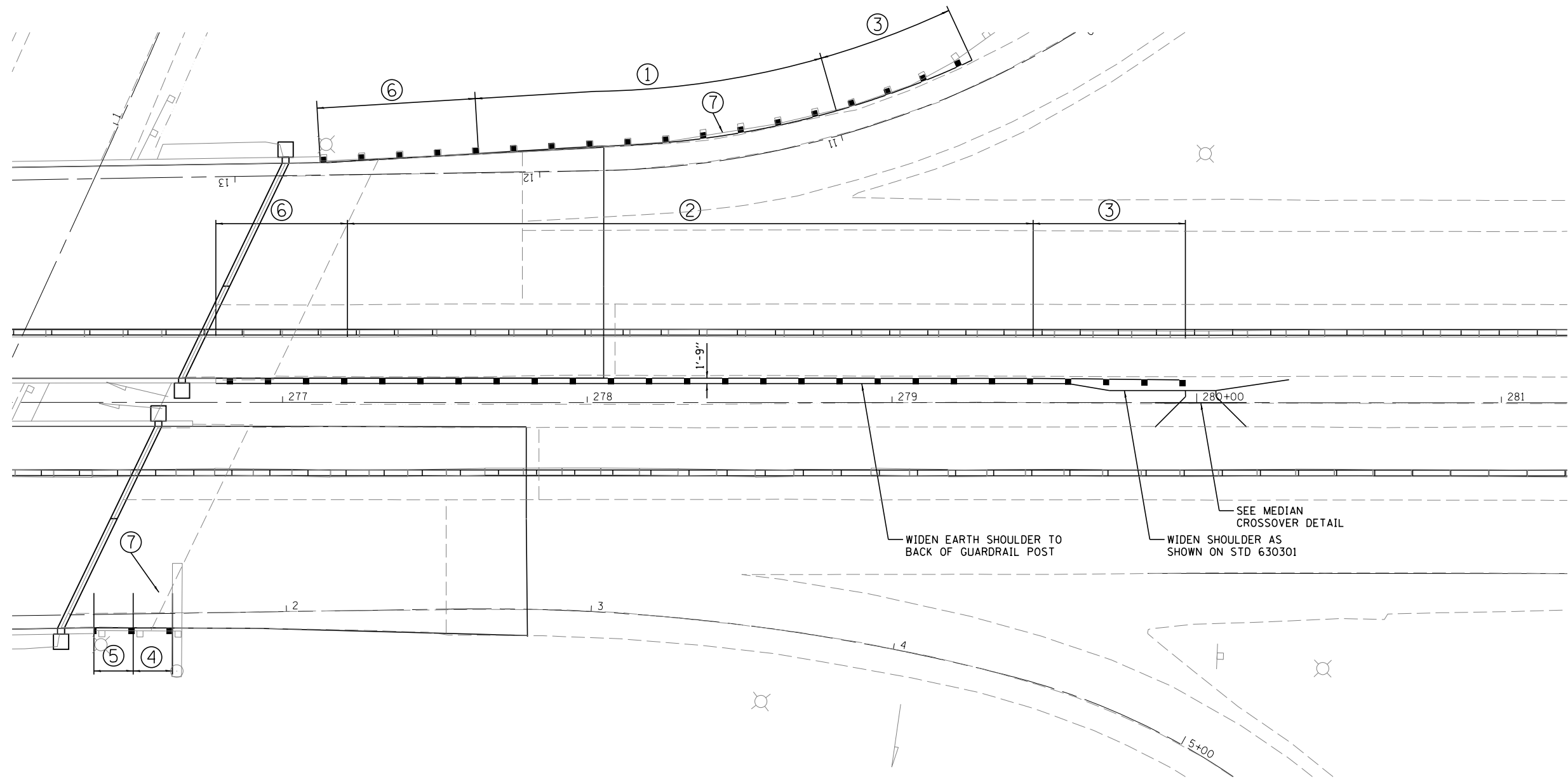
REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

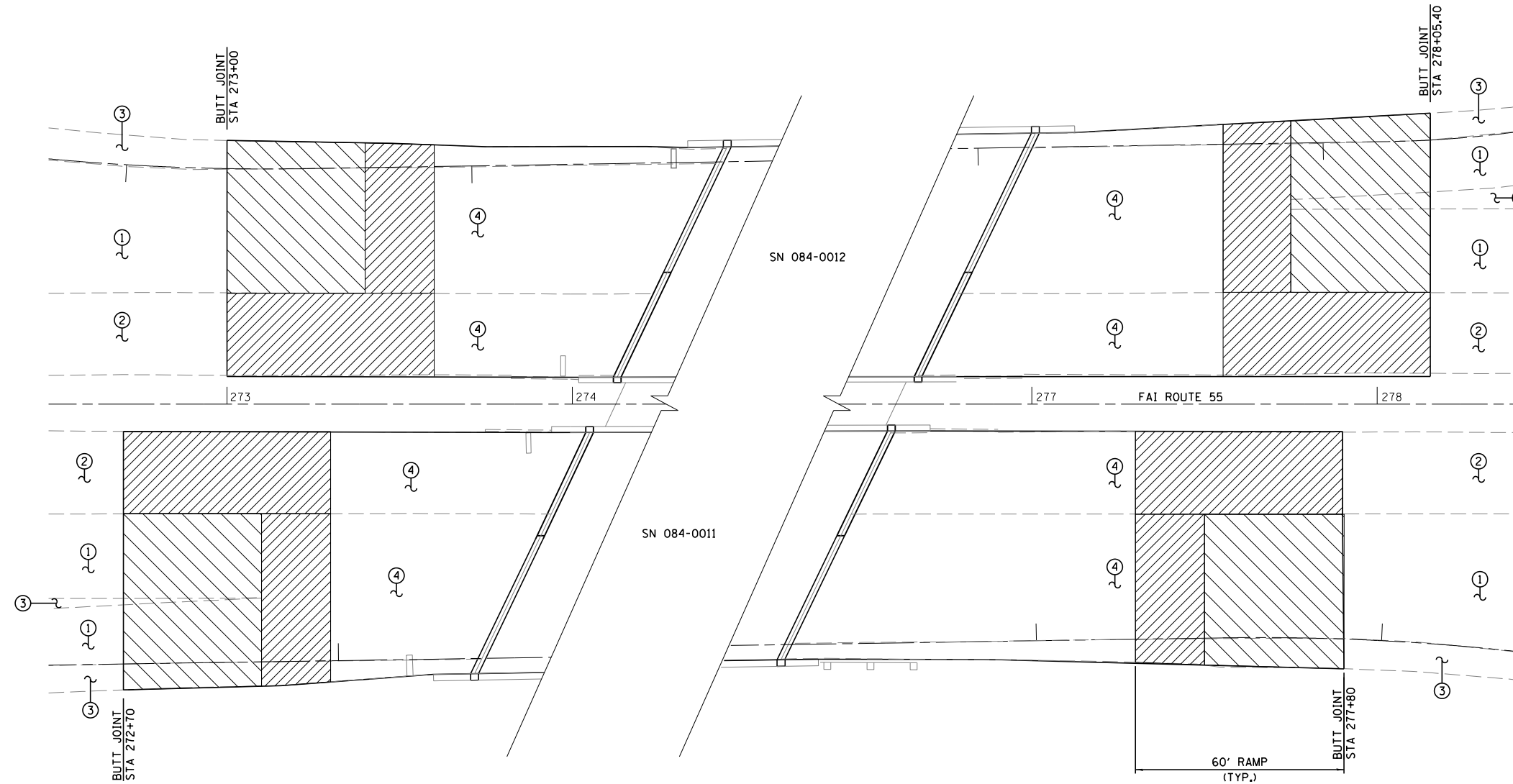
GUARDRAIL DETAILS



SCALE: SHEET NO. 1 OF 2 SHEETS STA. 260+00 TO STA. 275+00

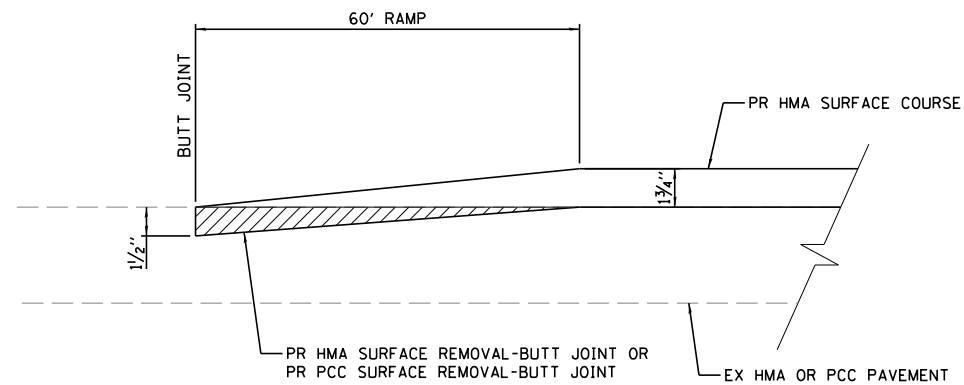
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3) 1-5, BJR	SANGAMON	46	30
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 72H49	

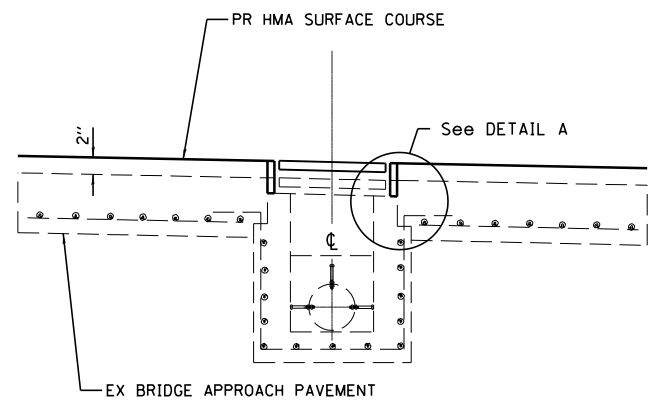


- GUARDRAIL LEGEND**
- ① STEEL PLATE BEAM GUARDRAIL TYPE A 6' POSTS
 - ② STEEL PLATE BEAM GUARDRAIL TYPE A 9' POSTS
 - ③ TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL (TANGENT)
 - ④ TRAFFIC BARRIER TERMINAL TYPE 2
 - ⑤ TRAFFIC BARRIER TERMINAL TYPE 5
 - ⑥ TRAFFIC BARRIER TERMINAL TYPE 6
 - ⑦ GUARDRAIL REMOVAL

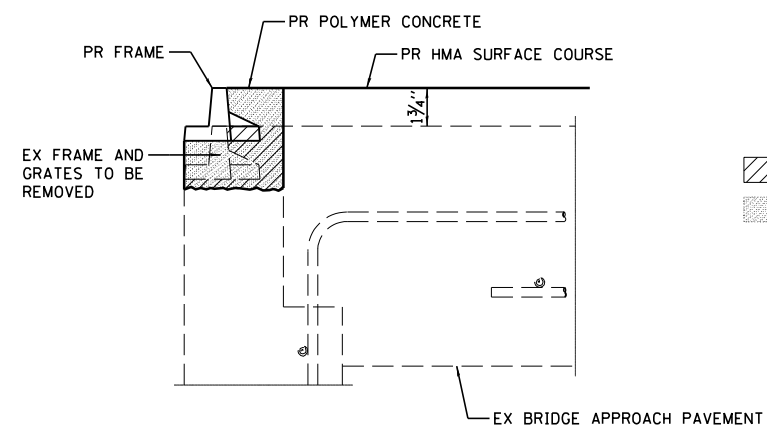


- LEGEND**
- ① EX HMA PAVEMENT
 - ② EX PCC PAVEMENT & PCC SHOULDER
 - ③ EX HMA SHOULDER
 - ④ EX PCC BRIDGE APPROACH PAVEMENT AND PCC CONNECTOR PAVEMENT
-  PR HMA SURFACE REMOVAL-BUTT JOINT
 PR PCC SURFACE REMOVAL-BUTT JOINT







SEC. A-A

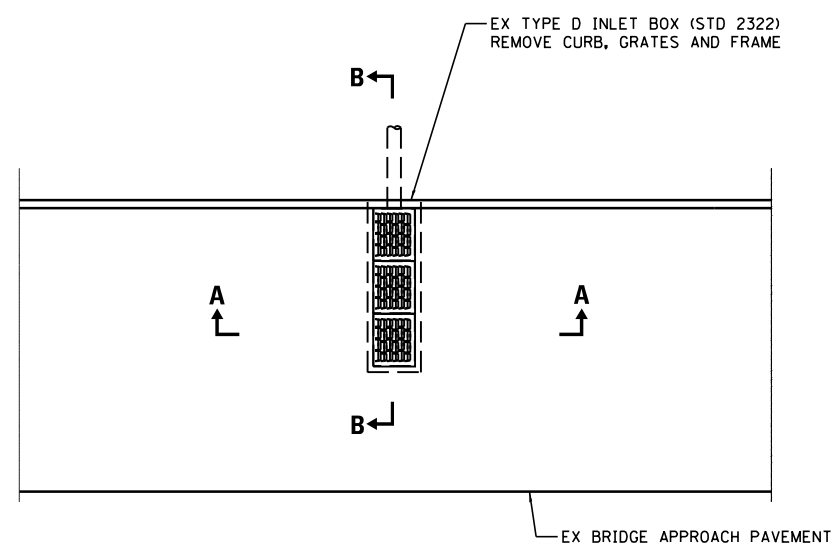


DETAIL A

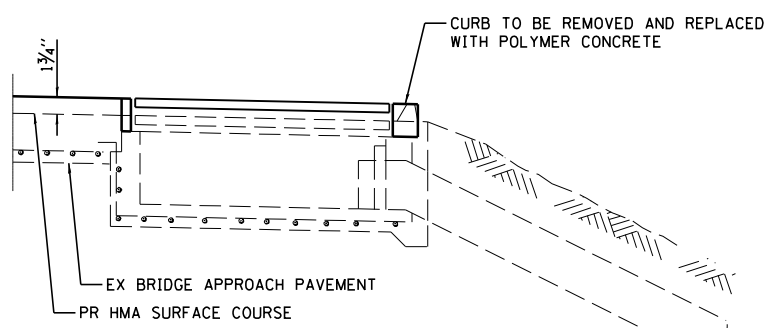
 CONCRETE REMOVAL
 POLYMER CONCRETE

GENERAL NOTES

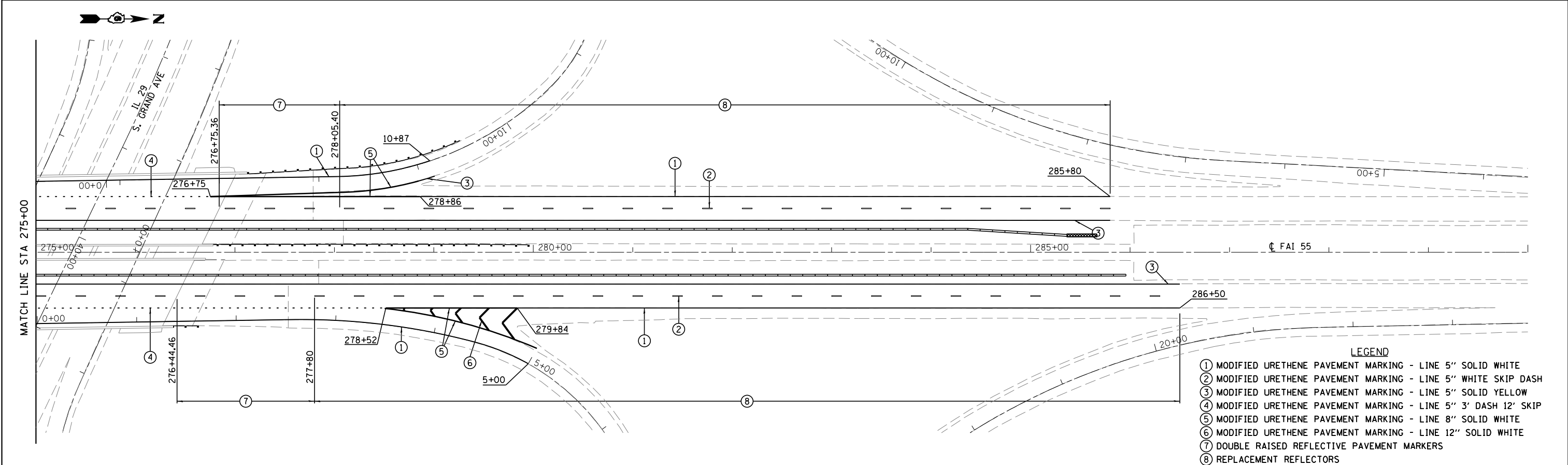
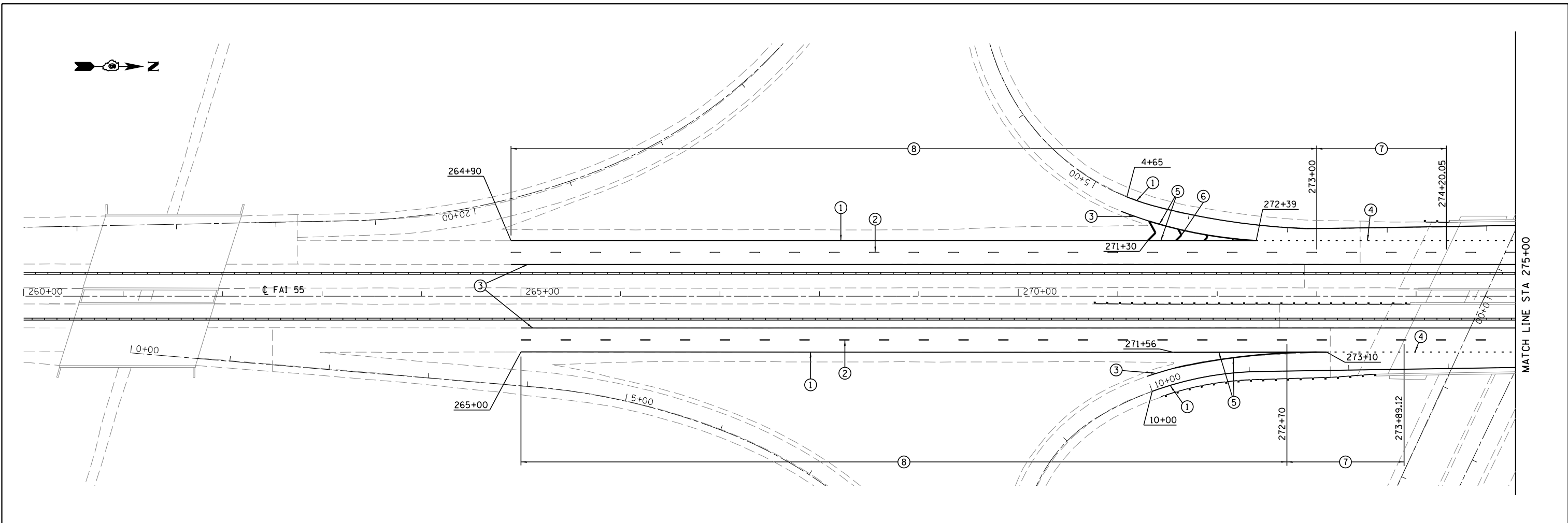
THE CONTRACTOR SHALL FURNISH AND INSTALL A NEW CAST FRAME AND CAST GRATES AS SPECIFIED ON STANDARD 610001 FOR THE TYPE F INLET BOX



PLAN



SEC. B-B



- LEGEND**
- ① MODIFIED URETHENE PAVEMENT MARKING - LINE 5" SOLID WHITE
 - ② MODIFIED URETHENE PAVEMENT MARKING - LINE 5" WHITE SKIP DASH
 - ③ MODIFIED URETHENE PAVEMENT MARKING - LINE 5" SOLID YELLOW
 - ④ MODIFIED URETHENE PAVEMENT MARKING - LINE 5" 3' DASH 12' SKIP
 - ⑤ MODIFIED URETHENE PAVEMENT MARKING - LINE 8" SOLID WHITE
 - ⑥ MODIFIED URETHENE PAVEMENT MARKING - LINE 12" SOLID WHITE
 - ⑦ DOUBLE RAISED REFLECTIVE PAVEMENT MARKERS
 - ⑧ REPLACEMENT REFLECTORS

CEC Cummins
Engineering
Corporation
Civil and Structural Engineering

JOB = 2276.13
FILE NAME = d672H49-shr-pvtrmk.dgn
PLOT SCALE = 100.0000' / in.
PLOT DATE = 10/13/2015

DESIGNED - NAK
DRAWN - SJS
CHECKED - NAK
DATE - 6/29/2015

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING DETAILS

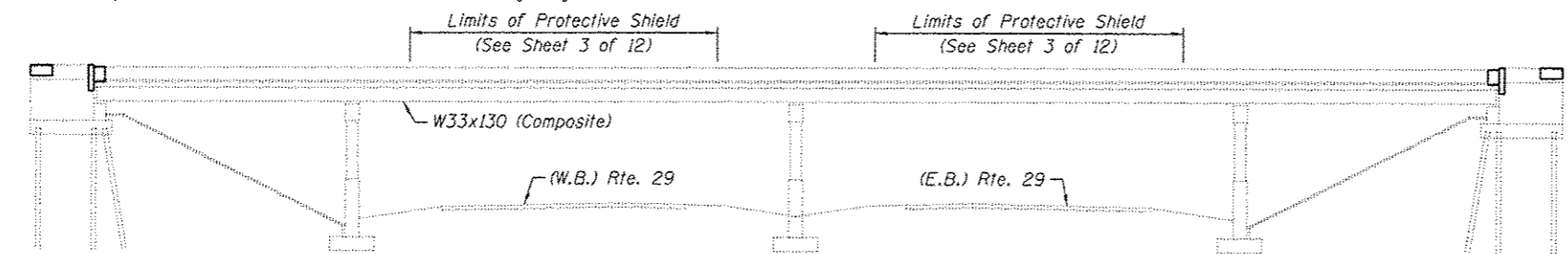
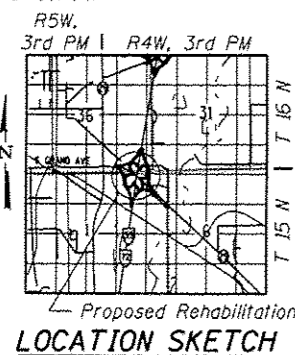
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3) I-5, BJR	SANGAMON	46	34
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 72H49	

Existing Structures: S.N. 084-0011 and S.N. 084-0012 were originally constructed in 1963 as F.A.I. Rte. 55, Section 84-3HB-1. The structures were reconstructed in 1995. The existing structures are four span continuous steel girder bridges. The total bridge length is 255'-4" Bk. to Bk. of abutments. The deck width varies from 69'-6" to 73'-6" O. to O. The bridges are skewed 25°46'00" left ahead. The abutments are the open type and are founded on steel H-piles. The piers are multi-column hammerheads founded on spread footings. There is an electric utility attached to the superstructure. The neoprene expansion joints will be replaced with strip seal joints and a microsilica overlay will be added, along with additional work specified in the scope of work. Traffic will be maintained utilizing stage construction.

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.
 Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
 Joint opening 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. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.



SCOPE OF WORK

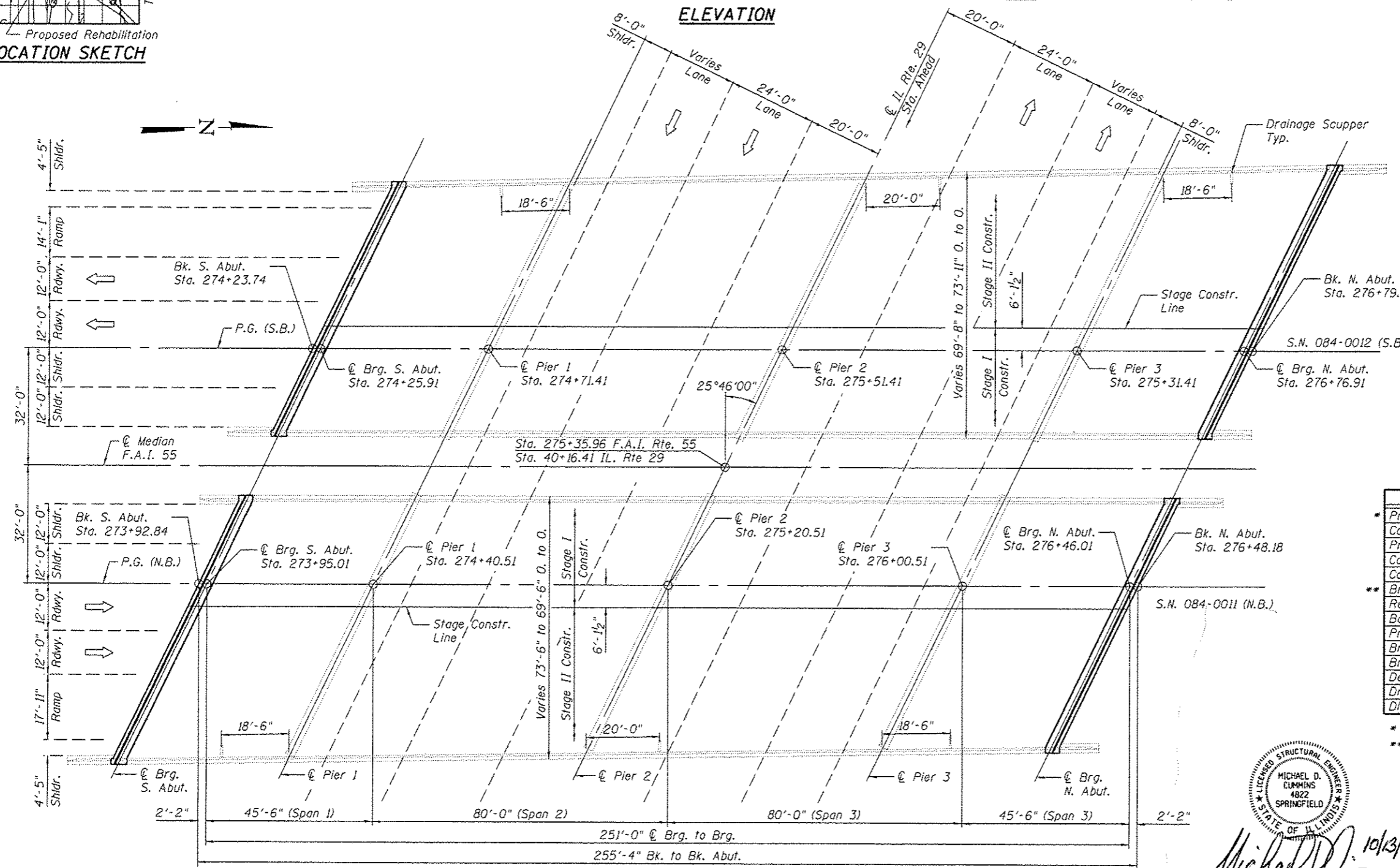
1. Remove existing strip seal joints.
2. Remove concrete near expansion joints.
3. Perform bridge deck scarification.
4. Complete deck slab repairs.
5. Adjust drainage scuppers.
6. Install new concrete and strip seal expansion joints at both abutments.
7. Pour new microsilica overlay.
8. Perform Diamond Grinding.
9. Remove concrete and install new anchors in end post.

Note: Up to 1/4" will be ground off the bridge slab.

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
* Protective Coat	Sq. Yd.	122
Concrete Removal	Cu. Yd.	52.8
Protective Shield	Sq. Yd.	2,147
Concrete Structures	Cu. Yd.	1.2
Concrete Superstructure	Cu. Yd.	52.6
** Bridge Deck Grooving (Longitudinal)	Sq. Yd.	1,859
Reinforcement Bars, Epoxy Coated	Pound	7,370
Bar Splicers	Each	48
Preformed Joint Strip Seal	Foot	337
Bridge Deck Scarification 3/4"	Sq. Yd.	3,773
Bridge Deck Microsilica Concrete Overlay 2-3/4"	Sq. Yd.	3,773
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	35.3
Drainage Scupper to be Adjusted	Each	6
Diamond Grinding (Bridge Section)	Sq. Yd.	3,652

* New concrete adjacent to joints only.
 ** N.B. Bridge only.



MICHAEL D. CLUMMINS
 LICENSED STRUCTURAL ENGINEER
 STATE OF ILLINOIS
 4822 SPRINGFIELD
 10/13/15
 (Expires 11/30/16)

GENERAL PLAN AND ELEVATION
F.A.I. 55 OVER IL RTE. 29
F.A.I. 55 SECTION (84-3) I-5, BUR
SANGAMON COUNTY
STRUCTURE NO. 084-0011 (NB) & 0012 (SB)

CEC Cummins Engineering Corporation
 Civil and Structural Engineering

JOB: 2276.13
 FILE: 8848011-8812-7249-35-CP&E.dgn
 DATE: 10/13/2015

DESIGNED: R.K.
 CHECKED: A.A.N.
 DRAWN: S.J.S.
 CHECKED: M.D.C.

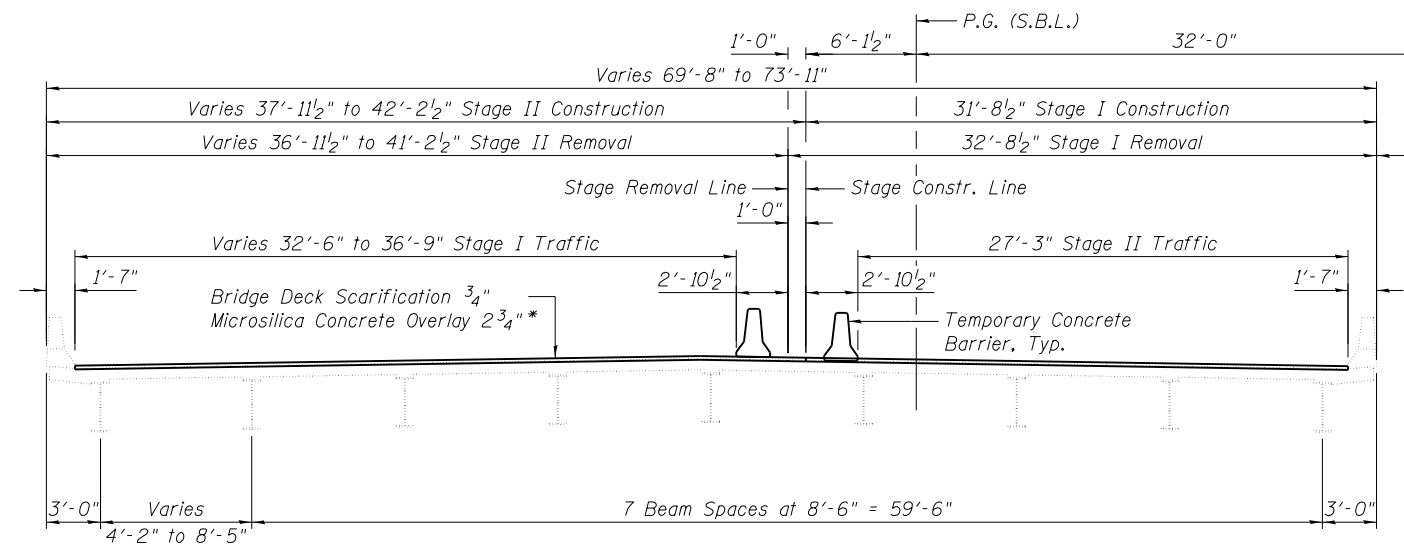
REVISED: -
 REVISED: -
 REVISED: -
 REVISED: -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

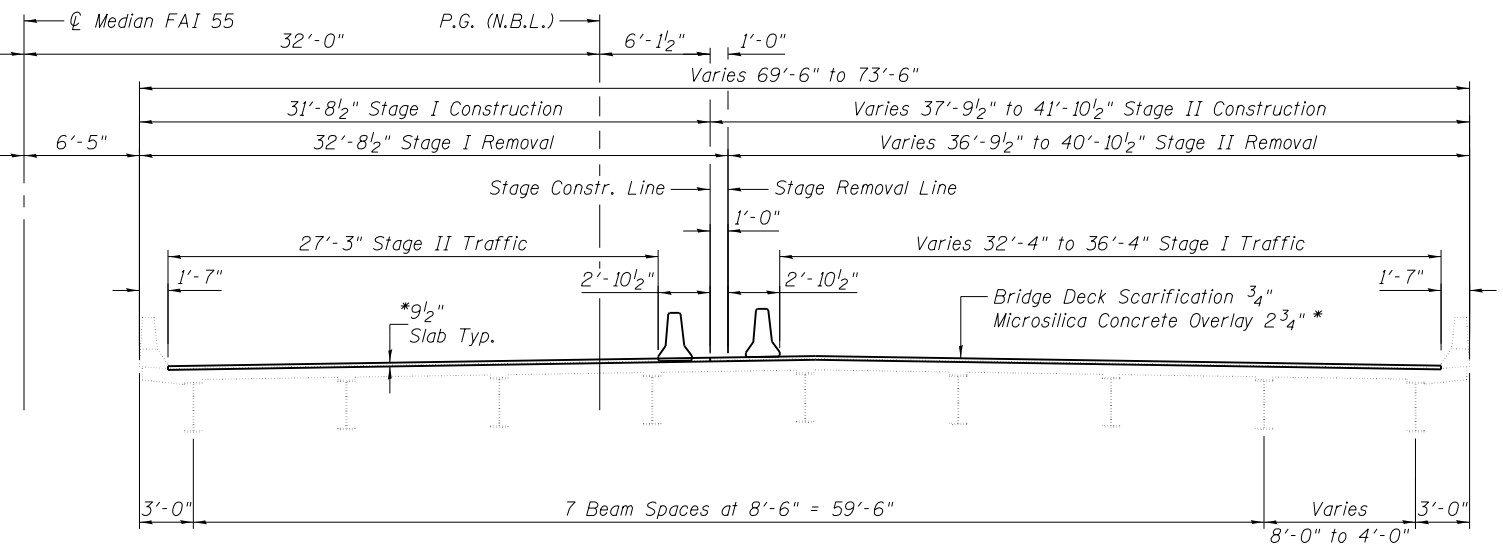
SHEET NO. 1 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3) I-5, BUR	SANGAMON	46	35
			CONTRACT NO. 72H49	

ILLINOIS FED. AID PROJECT



STAGE I & STAGE II CONSTRUCTION
(Southbound Lanes)
(Looking North)



STAGE I & STAGE II CONSTRUCTION
(Northbound Lanes)
(Looking North)

* Prior to Grinding

**ANTICIPATED DECK SLAB REPAIR
(SOUTH BOUND)**

PATCH NO.	LENGTH (FT.)	WIDTH (FT.)	AREA (SQ. YD.)
1	2	2	0.4
2	2	2	0.4
3	2	2	0.4
4	2	2	0.4
5	2	3	0.7
6	1	6	0.7
7	6	6	4.0
8	16	16	28.4
9	5	5	2.8
10	3	3	1.0
11	8	2	1.8
12	1	6	0.7
13	3	3	1.0
14	8	2	1.8
15	6	6	4.0
16	12	3	4.0
			Total= 52.3

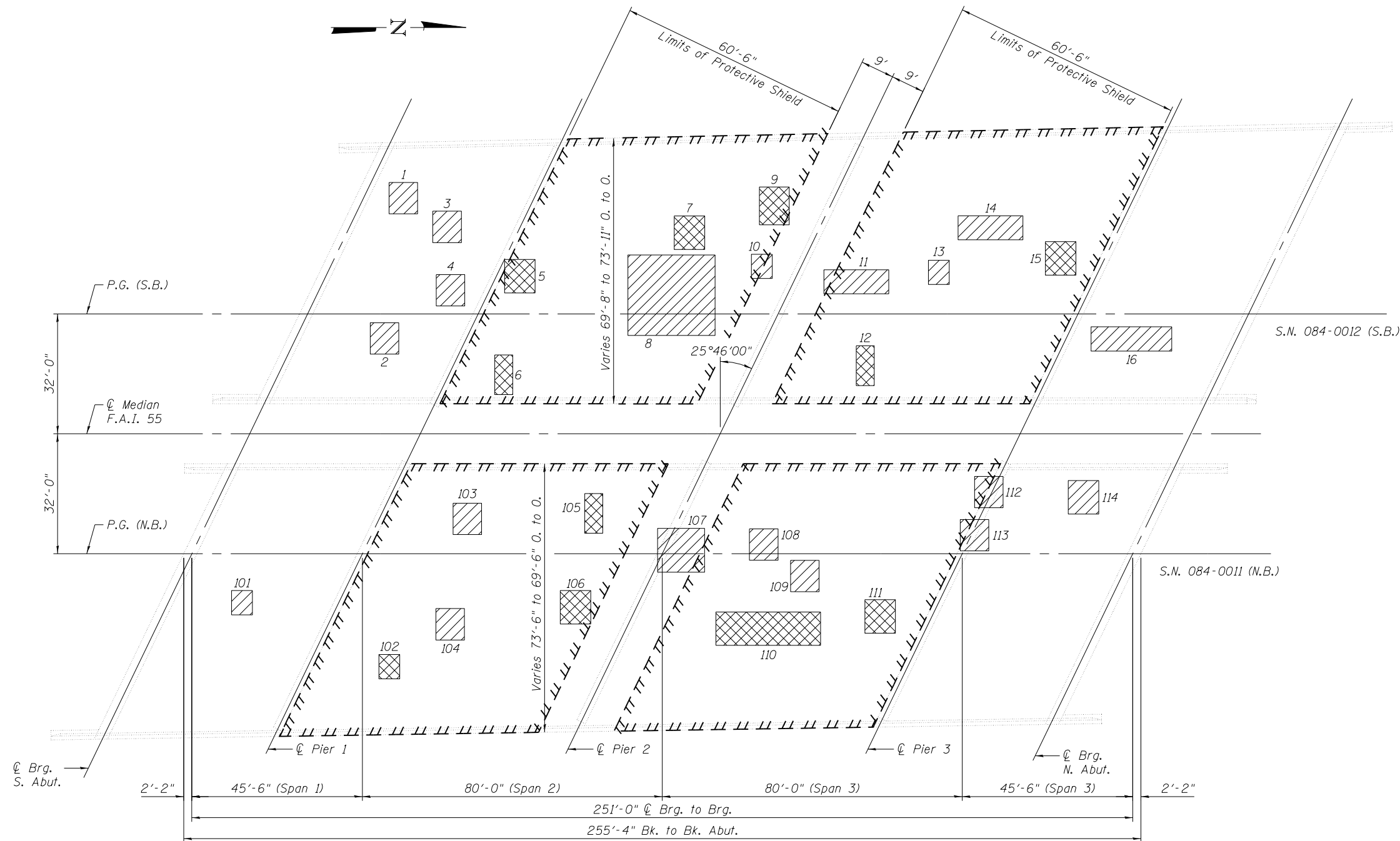
**ANTICIPATED DECK SLAB REPAIR
(NORTH BOUND)**

PATCH NO.	LENGTH (FT.)	WIDTH (FT.)	AREA (SQ. YD.)
101	3	3	1.0
102	3	5	1.7
103	2	2	0.4
104	2	2	0.4
105	1	6	0.7
106	6	6	4.0
107	4	4	1.8
108	2	2	0.4
109	2	2	0.4
110	18	6	12.0
111	6	6	4.0
112	2	2	0.4
113	2	2	0.4
114	6	6	4.0
			Total= 31.1

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




TOTAL BILL OF MATERIAL

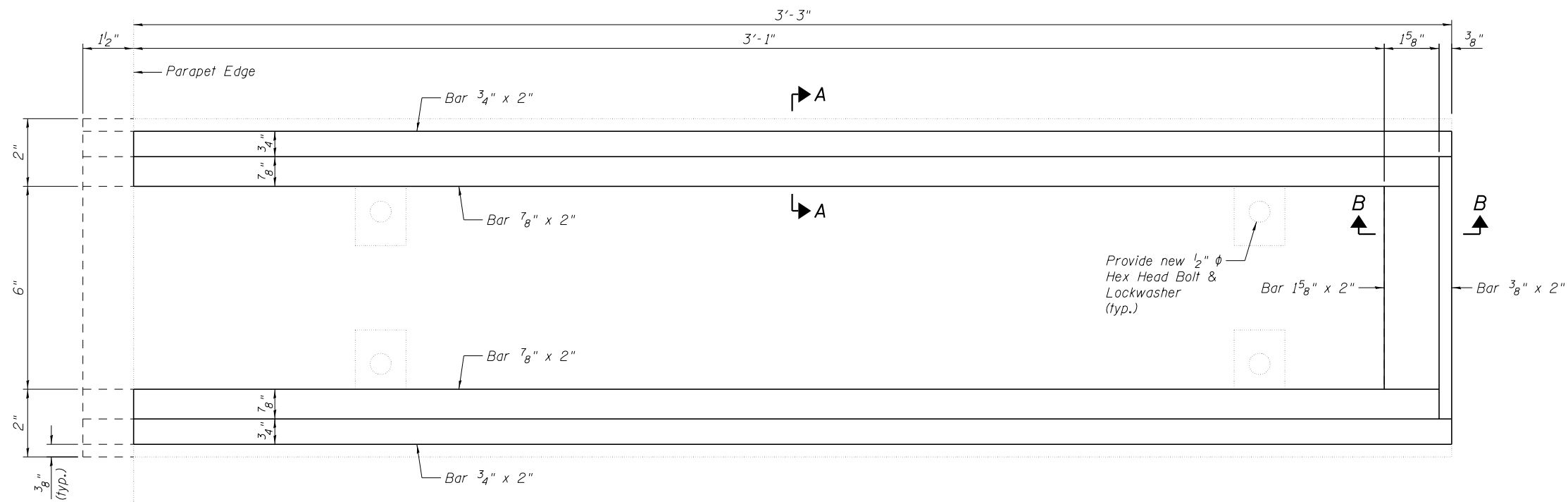
ITEM	UNIT	TOTAL
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	35.3
Protective Shield	Sq. Yd.	2,147



DECK REPAIR PLAN

LEGEND

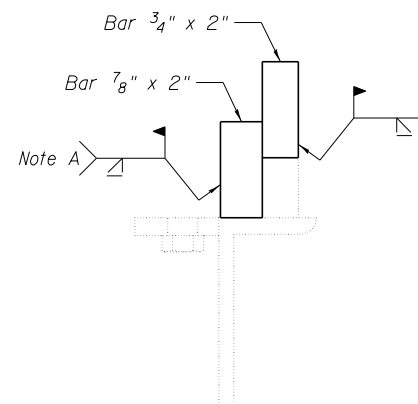
-  - Deck Slab Repair (Full Depth, Type II)
-  - Deck Slab Repair (Partial) (For Information Only)
-  - Protective Shield



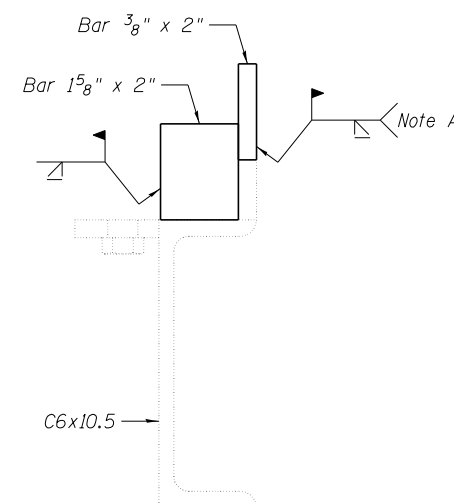
**ADJUSTING SCUPPER RING
PLAN**

NOTES:

1. The adjusting scupper ring shall be galvanized.
2. Bolts shall be 1/2" ϕ , AASHTO M164 Type I, mechanically galvanized.
3. The contractor shall ensure that no damage is done to existing grates to be reused.
4. Shop plans for proposed adjusting scupper ring shall be submitted for approval prior to fabrication.
5. Cost of all labor and materials necessary to remove existing grates, clean existing scuppers, install adjusting scupper rings and reinstalling grates is included in the cost per unit each for Drainage Scupper to be Adjusted.



SECTION A-A

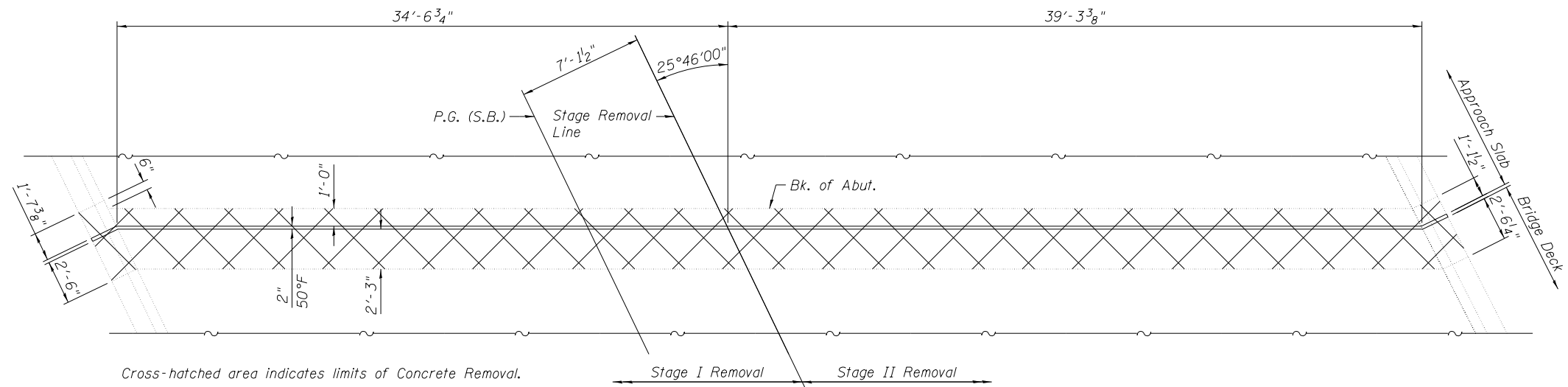


SECTION B-B

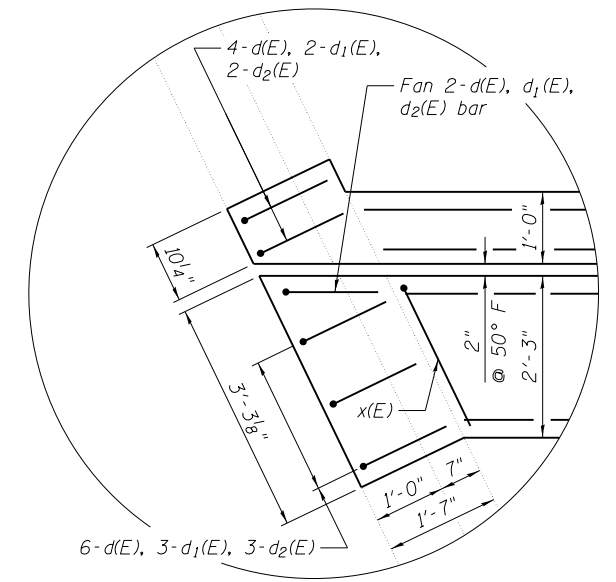
BILL OF MATERIAL

ITEM	UNIT	TOTAL
Drainage Scupper to be Adjusted	Each	6

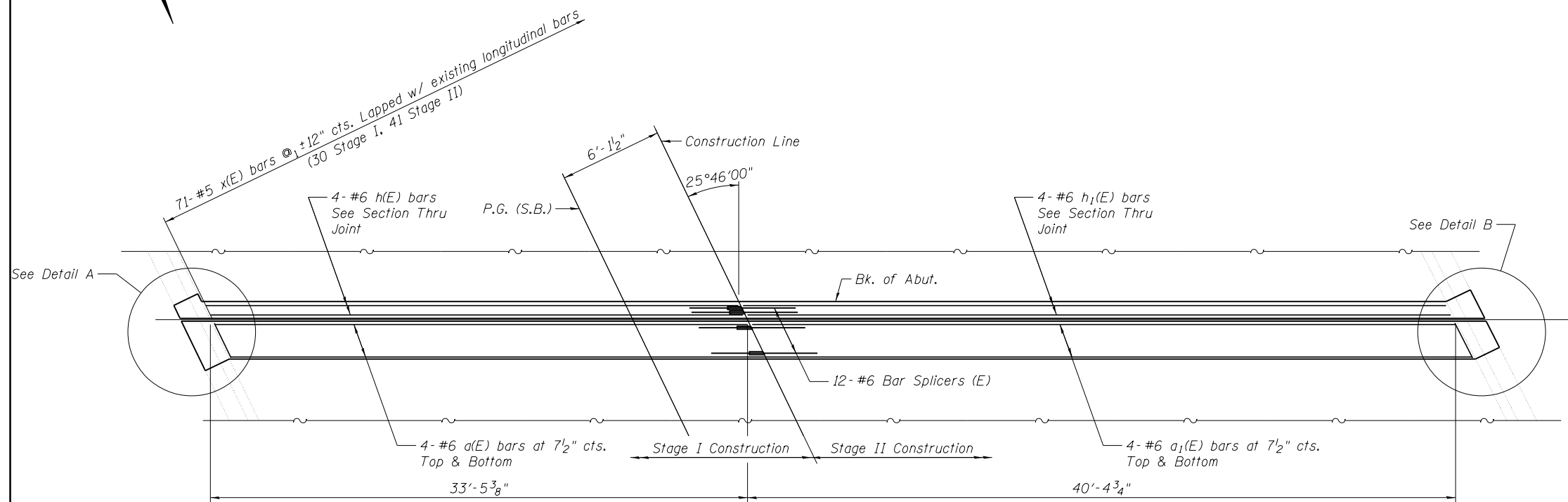
Note A: Surface of weld shall be recessed 1/6" Max. or placed flush with inside face of bars to provide clearance for Grate.



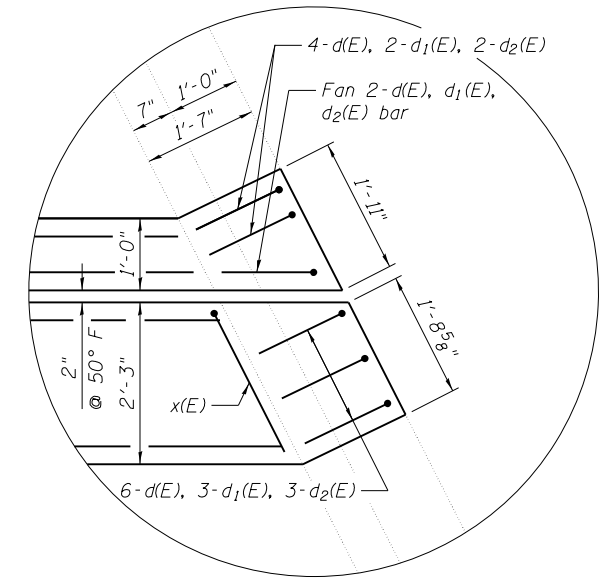
EXISTING PLAN AT EXPANSION JOINT



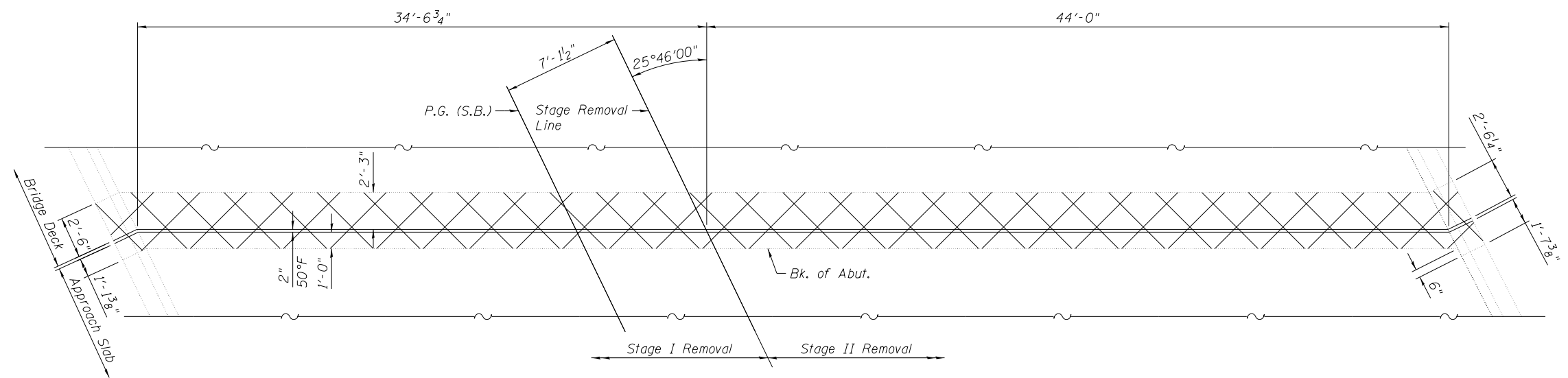
DETAIL A



PROPOSED PLAN AT EXPANSION JOINT

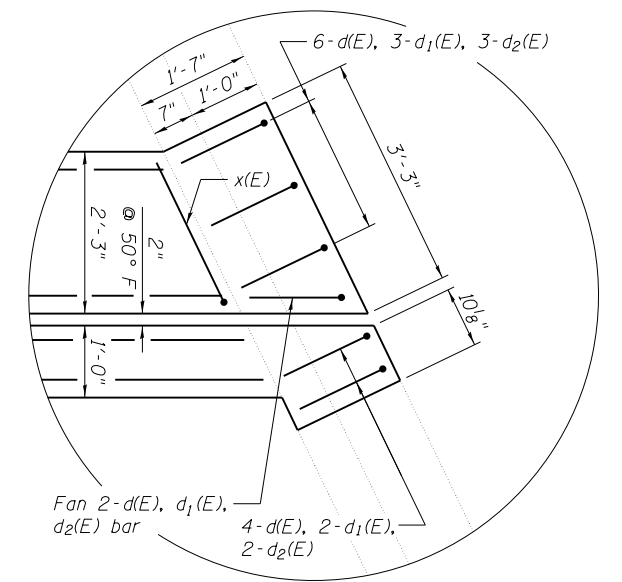


DETAIL B

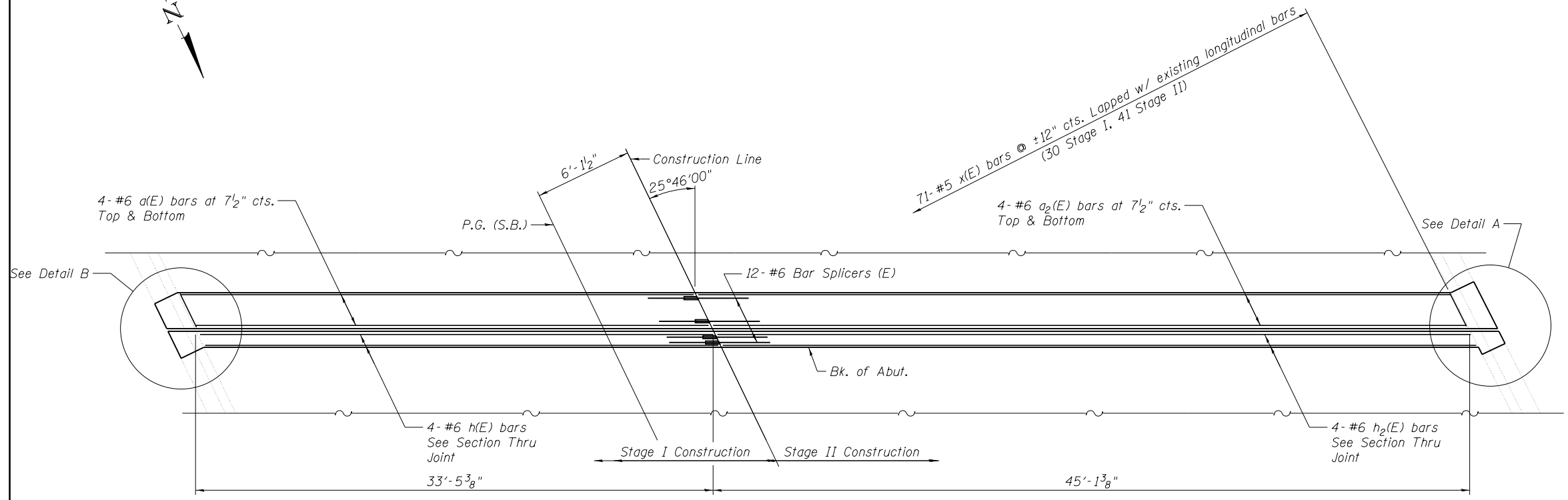


Cross-hatched area indicates limits of Concrete Removal.

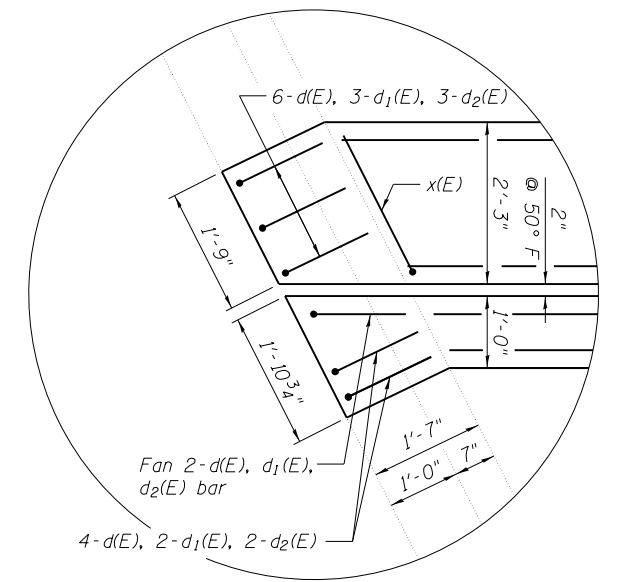
EXISTING PLAN AT EXPANSION JOINT



DETAIL A



PROPOSED PLAN AT EXPANSION JOINT



DETAIL B



JOB = 2276.13	DESIGNED R.K.	REVISED -
FILE = 0840011-0012-72H49-39.43-JointRep.dgn	CHECKED A.A.N.	REVISED -
DATE = 10/13/2015	DRAWN S.J.S.	REVISED -
	CHECKED M.D.C.	REVISED -

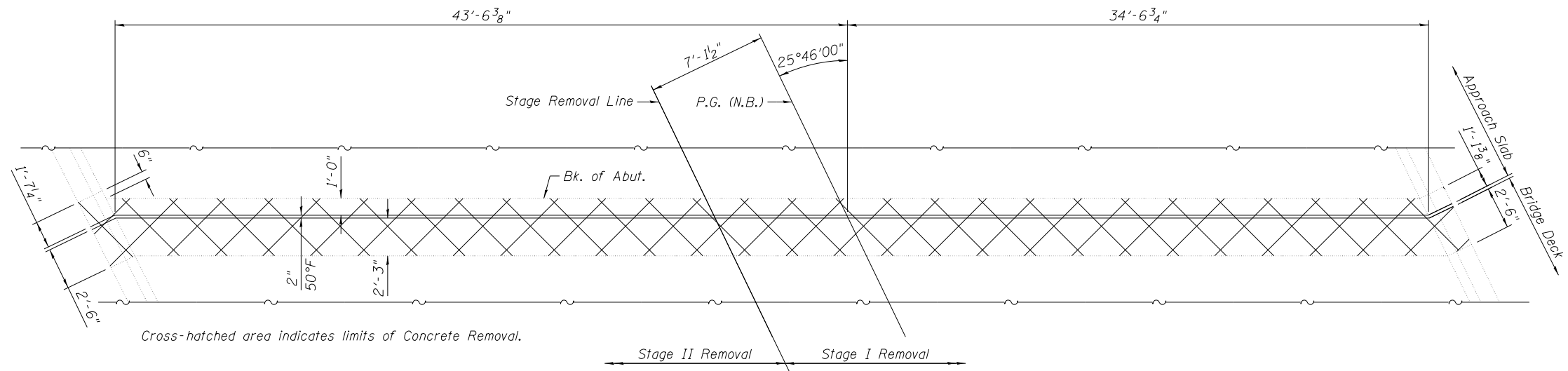
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT REPLACEMENT DETAILS - NORTH ABUTMENT
STRUCTURE NO. 084-0012 (SB)

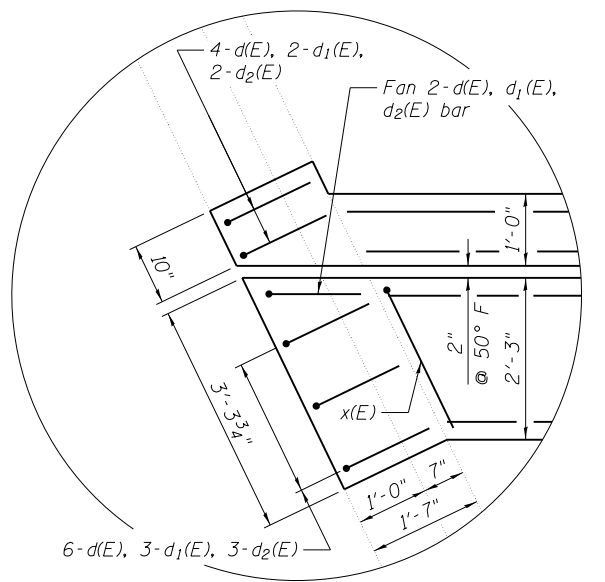
SHEET NO. 6 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3) I-5, BJR	SANGAMON	46	40
CONTRACT NO. 72H49				

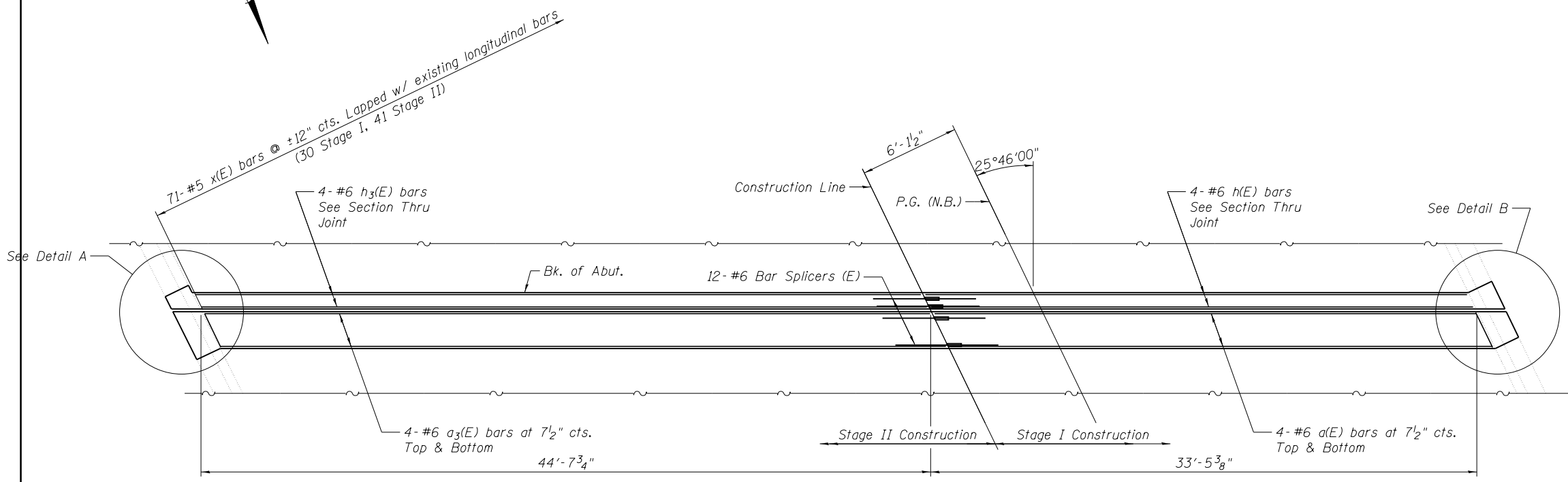
ILLINOIS FED. AID PROJECT



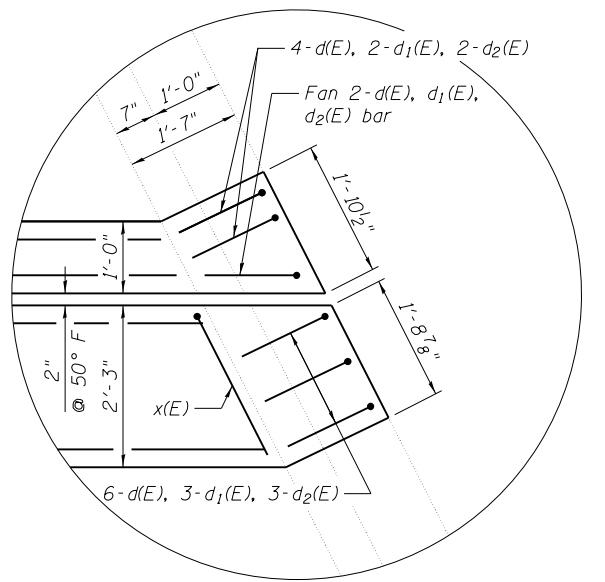
EXISTING PLAN AT EXPANSION JOINT



DETAIL A



PROPOSED PLAN AT EXPANSION JOINT



DETAIL B



JOB	= 2276.13	DESIGNED	R.K.	REVISED	-
FILE	= 0840011-0012-72H49-39.43-JointRep.dgn	CHECKED	A.A.N.	REVISED	-
DATE	= 10/13/2015	DRAWN	S.J.S.	REVISED	-
		CHECKED	M.D.C.	REVISED	-

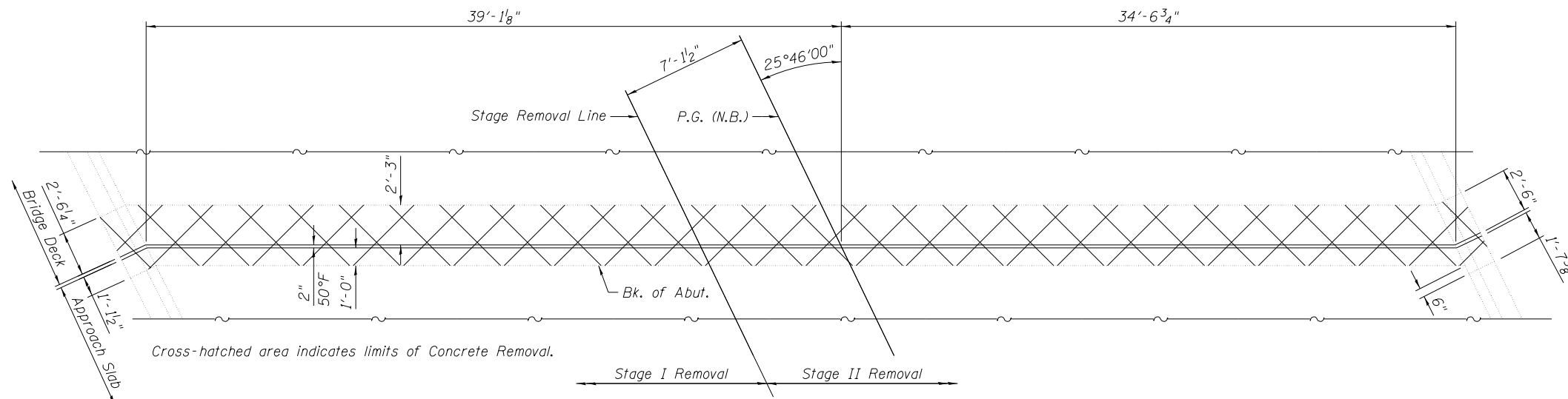
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXPANSION JOINT REPLACEMENT DETAILS - SOUTH ABUTMENT
STRUCTURE NO. 084-0011 (NB)**

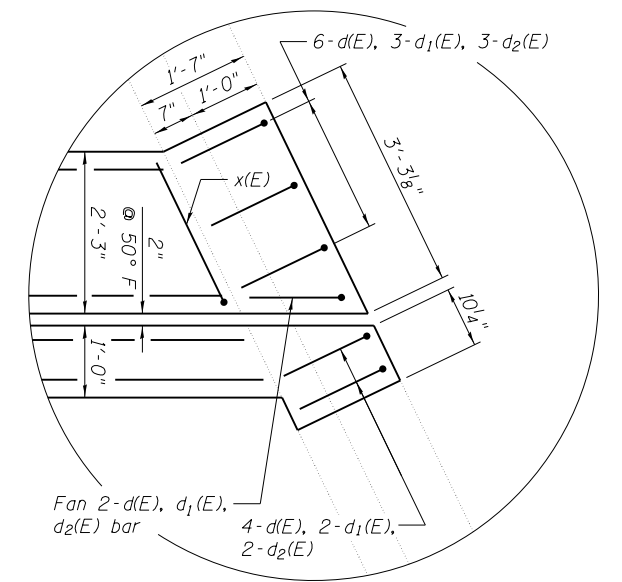
SHEET NO. 7 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3) I-5, BJR	SANGAMON	46	41
CONTRACT NO. 72H49				

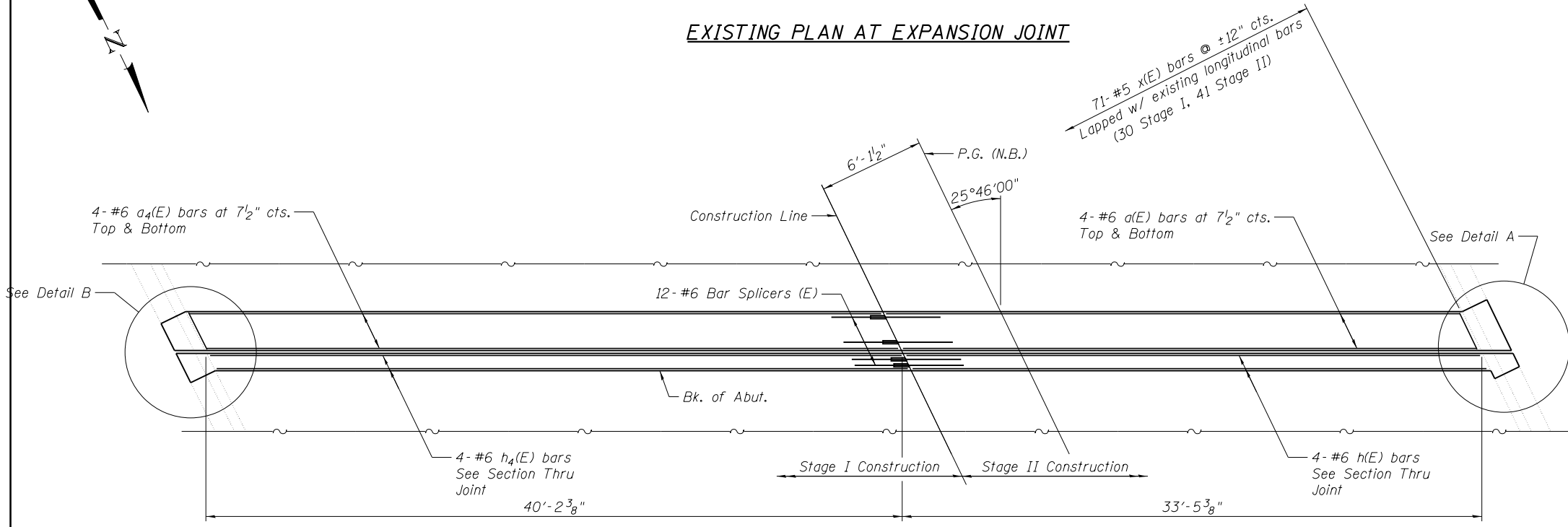
ILLINOIS FED. AID PROJECT



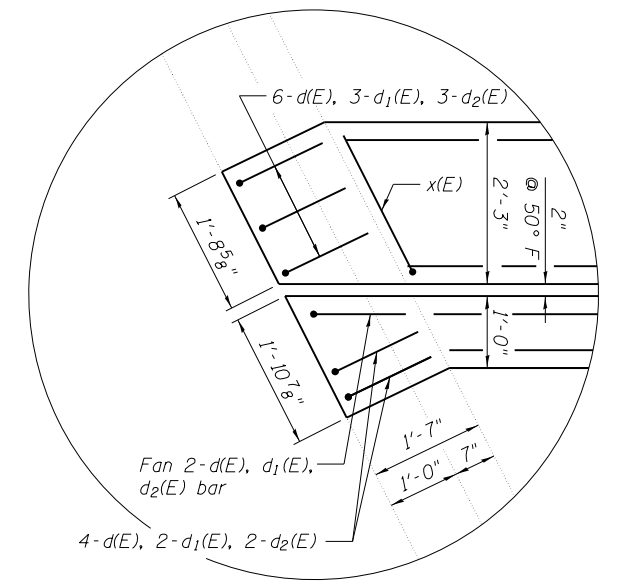
EXISTING PLAN AT EXPANSION JOINT



DETAIL A

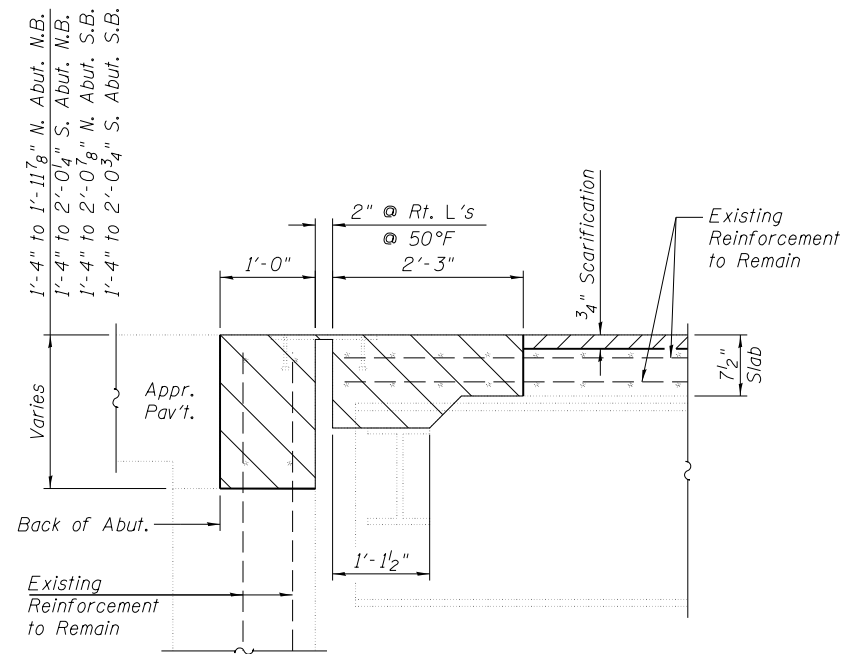


PROPOSED PLAN AT EXPANSION JOINT



DETAIL B

CEC Cummins Engineering Corporation Civil and Structural Engineering	JOB = 2276.13	DESIGNED R.K.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXPANSION JOINT REPLACEMENT DETAILS - NORTH ABUTMENT STRUCTURE NO. 084-0011 (NB)	F.A.I. RT.E. = 55	SECTION (84-3) I-5, BJR	COUNTY SANGAMON	TOTAL SHEETS 46	SHEET NO. 42
	FILE = 0840011-0012-72H49-39.43-JointRep.dgn	CHECKED A.A.N.	REVISED -			CONTRACT NO. 72H49				
	DATE = 10/13/2015	DRAWN S.J.S.	REVISED -			ILLINOIS FED. AID PROJECT				
		CHECKED M.D.C.	REVISED -			SHEET NO. 8 OF 12 SHEETS				

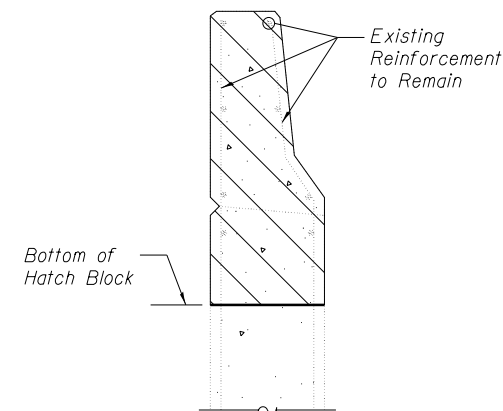


SECTION THRU JOINT
(Showing Removal)

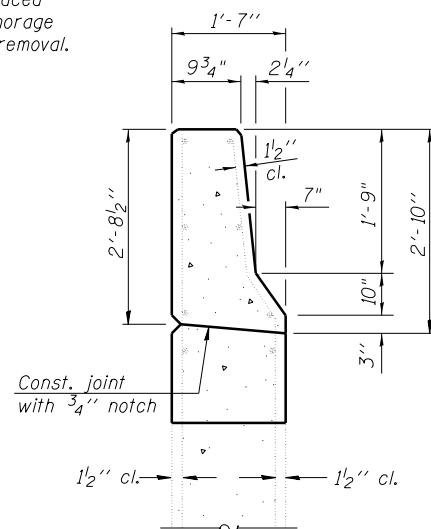
Hatched areas indicate limits of Concrete Removal.

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

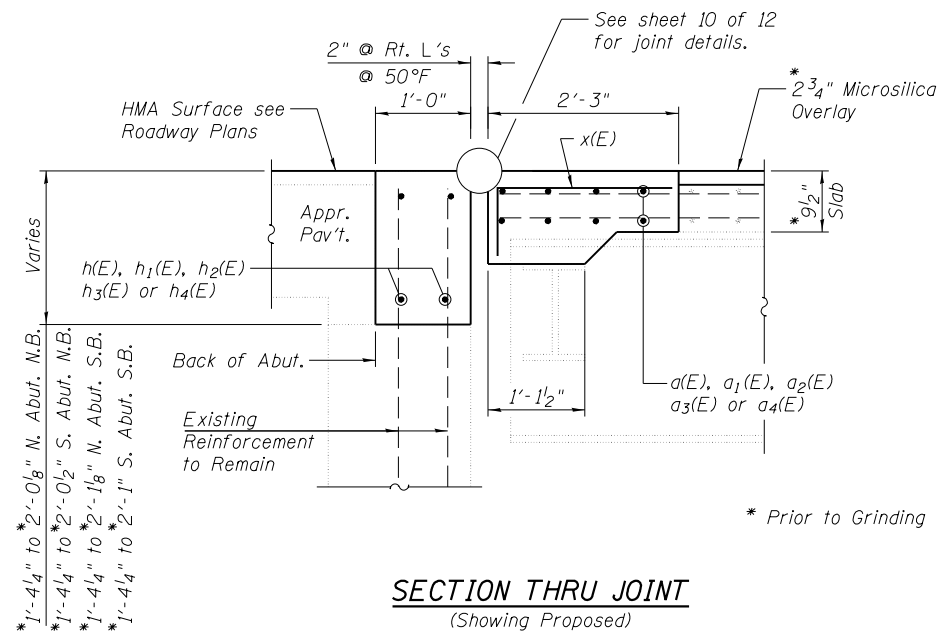
Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete removal.



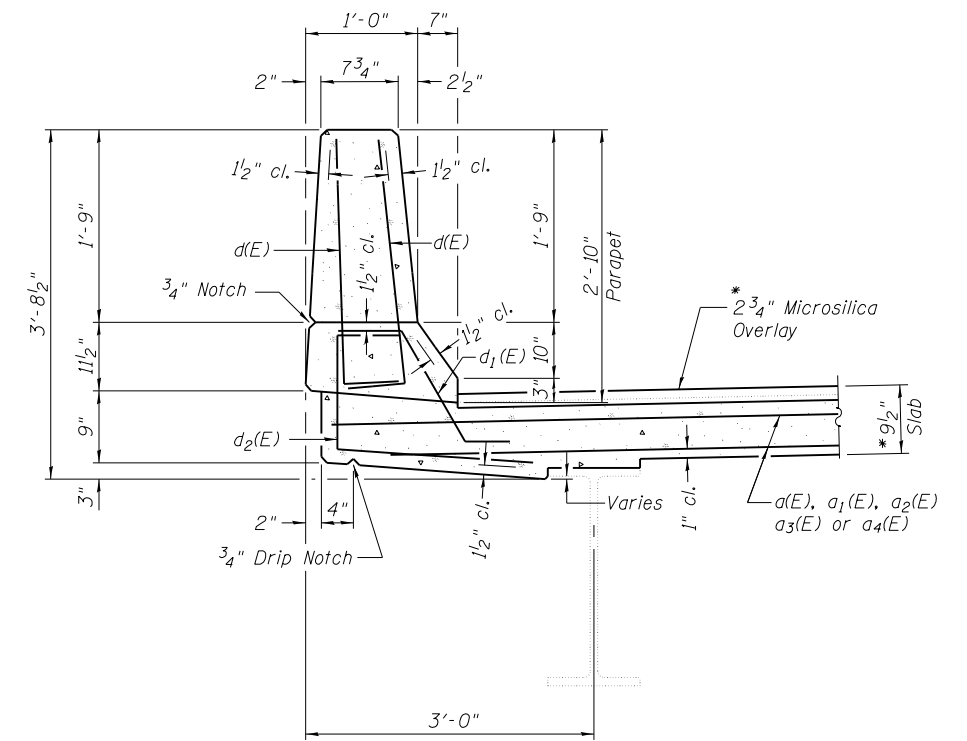
SECTION THRU APPROACH PARAPET
(Showing Removal)



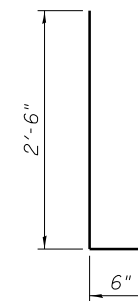
SECTION THRU APPROACH PARAPET
(Showing Proposed)



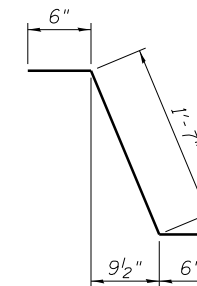
SECTION THRU JOINT
(Showing Proposed)



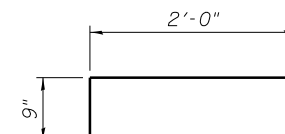
SECTION THRU PARAPET



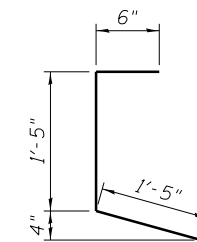
BAR d(E)



BAR d1(E)



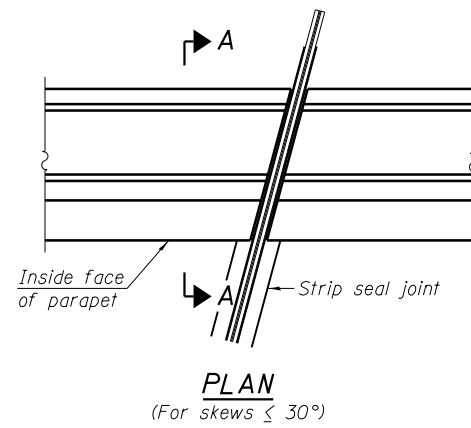
BAR x(E)



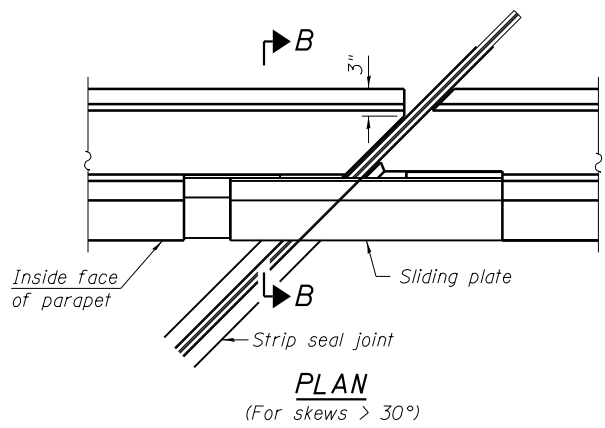
BAR d2(E)

SUPERSTRUCTURE BILL OF MATERIAL

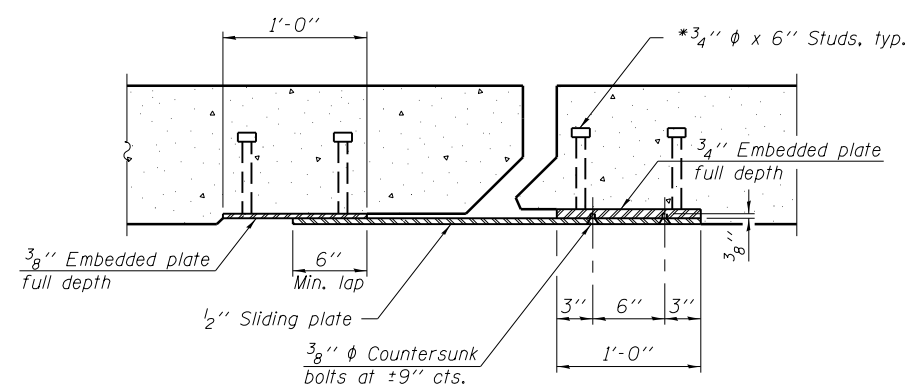
Bar	No.	Size	Length	Shape
a(E)	32	#6	34'-7"	—
a1(E)	8	#6	41'-7"	—
a2(E)	8	#6	46'-4"	—
a3(E)	8	#6	45'-10"	—
a4(E)	8	#6	41'-5"	—
d(E)	96	#5	3'-0"	┌
d1(E)	48	#5	2'-7"	└
d2(E)	48	#4	3'-4"	└
h(E)	16	#6	34'-7"	—
h1(E)	4	#6	41'-7"	—
h2(E)	4	#6	46'-4"	—
h3(E)	4	#6	45'-10"	—
h4(E)	4	#6	41'-5"	—
x(E)	284	#5	2'-9"	┌
Reinforcement Bars, Epoxy Coated			Pound	7,370
Concrete Superstructure			Cu. Yds.	52.6
Concrete Removal			Cu. Yds.	51.8



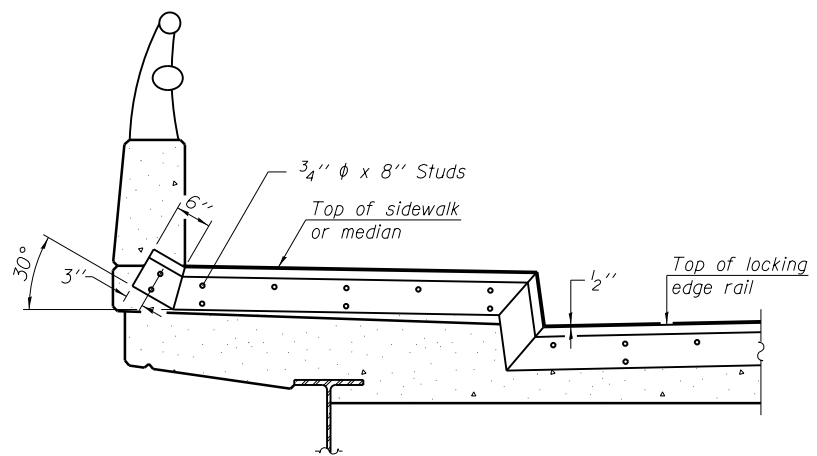
PLAN
(For skews $\leq 30^\circ$)



PLAN
(For skews $> 30^\circ$)
Showing point block

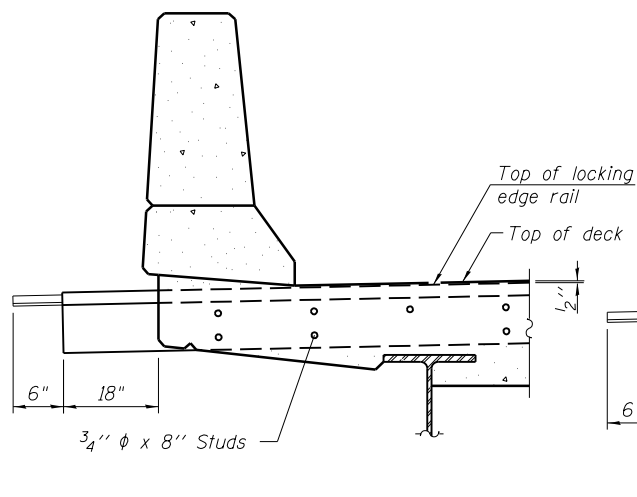


SECTION C-C

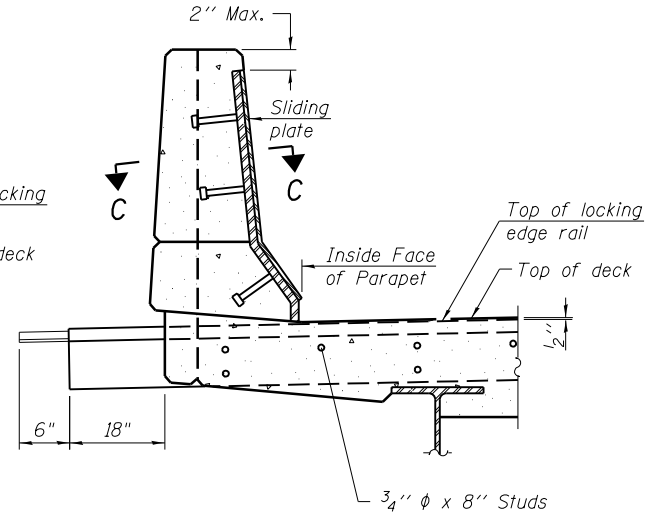


TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN

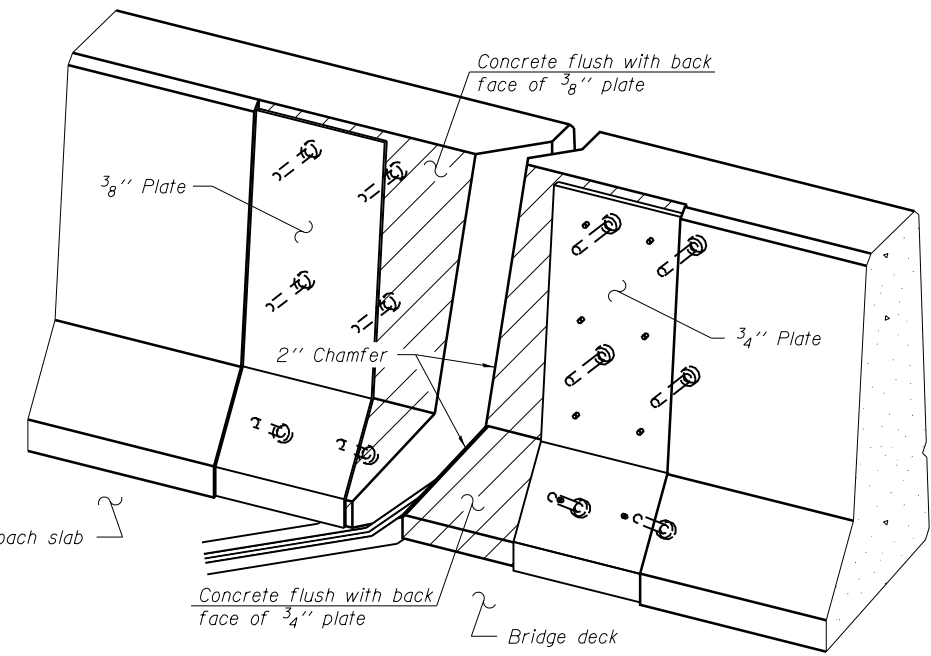
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



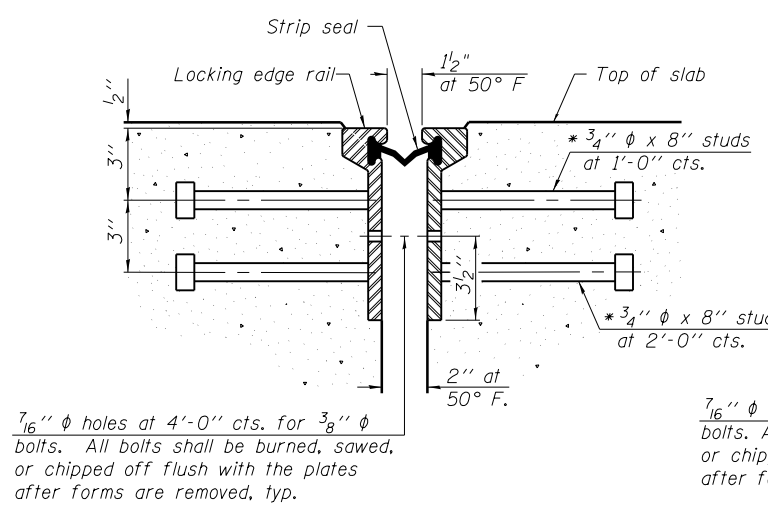
SECTION A-A



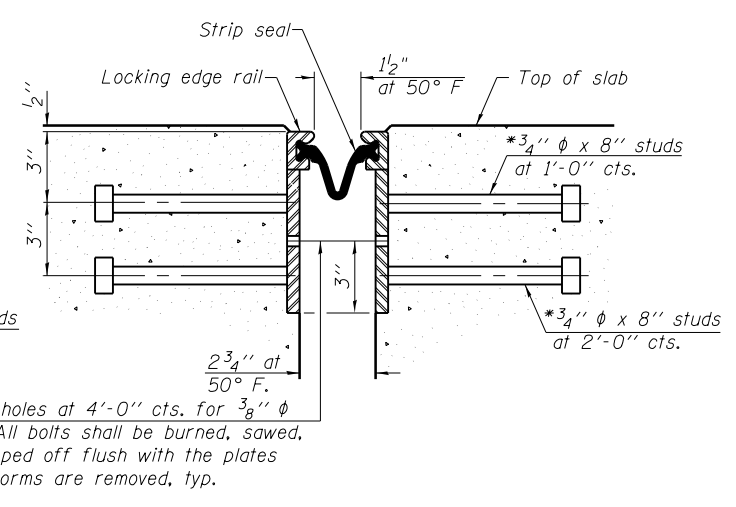
SECTION B-B



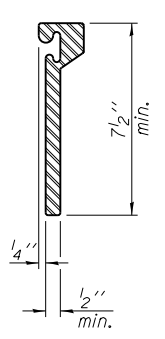
TRIMETRIC VIEW
(Showing back plates only)



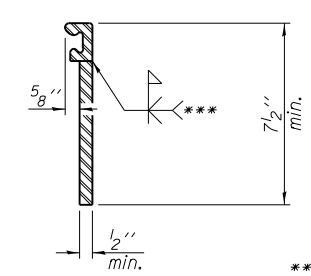
SECTION THRU ROLLED RAIL JOINT



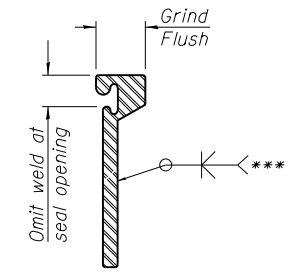
SECTION THRU WELDED RAIL JOINT



ROLLED EXTRUDED RAIL



WELDED RAIL



LOCKING EDGE RAIL SPLICE

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

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

Notes:
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.
The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications. Maximum space between rail segments shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.
Parapet plates and anchorage studs for skews > 30 degrees included in the cost of Preformed Joint Strip Seal.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	337

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



JOB = 2276.13
FILE = 0840011-0012-72H49-44-JointLdgn
DATE = 10/13/2015

DESIGNED R.K.
CHECKED A.A.N.
DRAWN S.J.S.
CHECKED M.D.C.

REVISED -
REVISED -
REVISED -
REVISED -

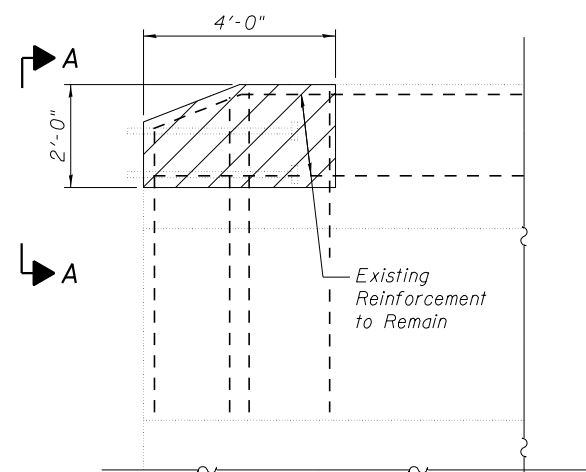
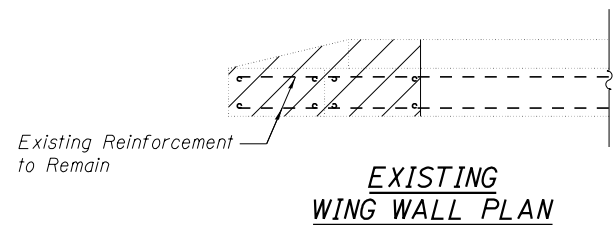
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MODIFIED PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 084-0011 (NB) & 0012 (SB)

SHEET NO. 10 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3) I-5, BJR	SANGAMON	46	44

CONTRACT NO. 72H49
ILLINOIS FED. AID PROJECT

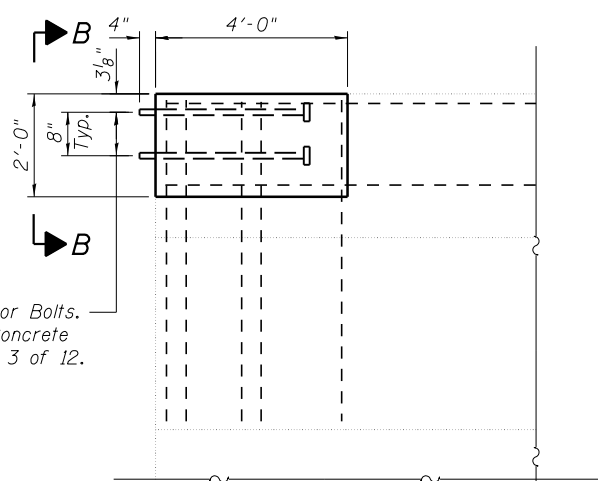
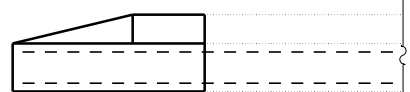


EXISTING WING WALL ELEVATION

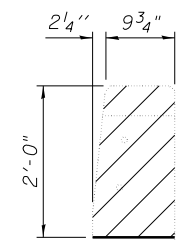
Hatched areas indicates limits of Concrete Removal.

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

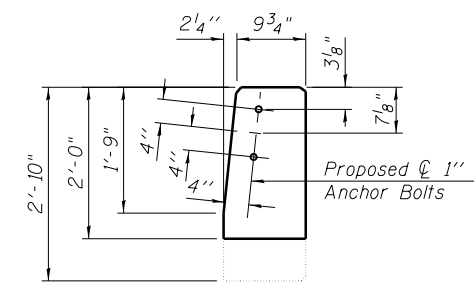
Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete removal.



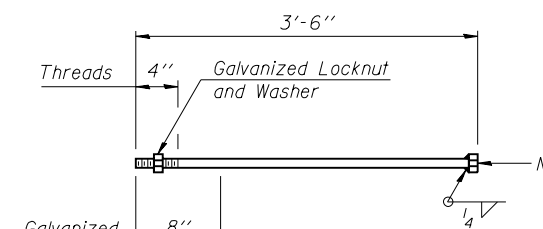
PROPOSED WING WALL ELEVATION



VIEW A-A



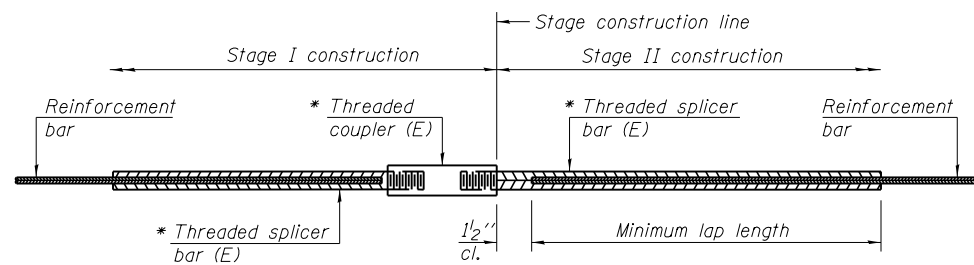
VIEW B-B



1" φ ANCHOR BOLT

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	1.0
Concrete Structures	Cu. Yd.	1.2

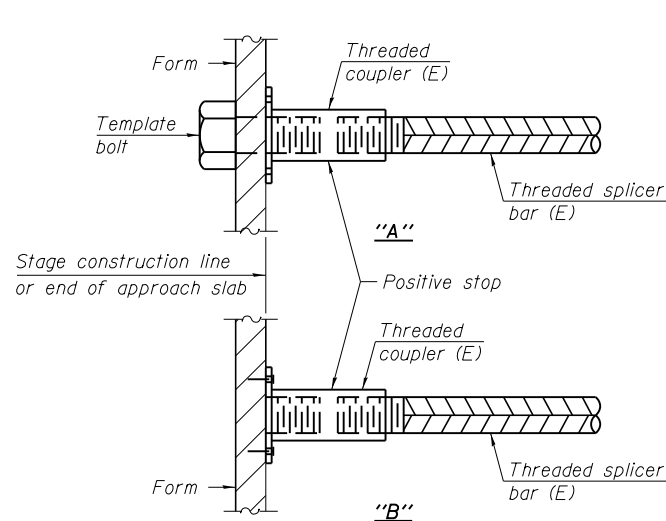


STANDARD BAR SPLICER ASSEMBLY

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

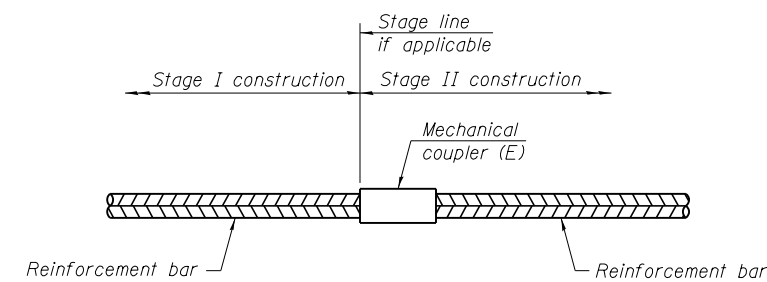
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
S.B.L North Abutment	#6	12	4'-0"
S.B.L South Abutment	#6	12	4'-0"
N.B.L North Abutment	#6	12	4'-0"
N.B.L South Abutment	#6	12	4'-0"



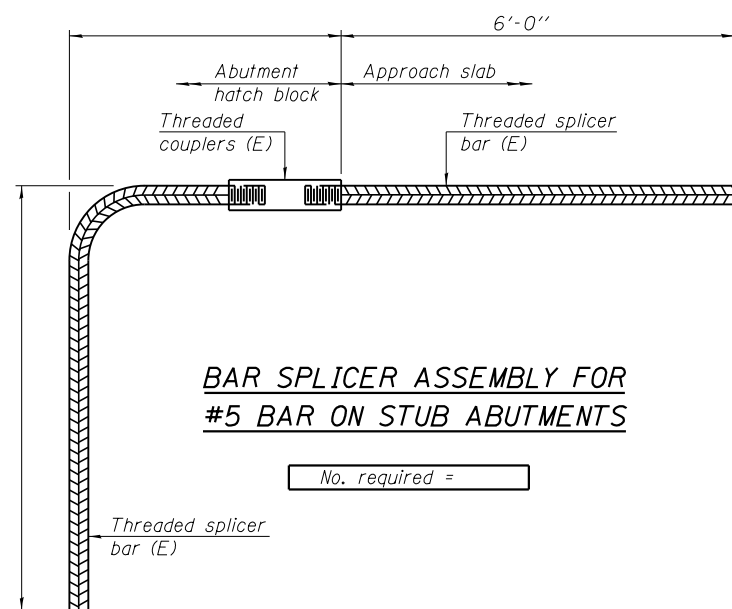
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

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

6-8-15



JOB	= 2276.13	DESIGNED	R.K.	REVISED	-
FILE	= 0840011-0012-72H49-46-Splicer.dgn	CHECKED	A.A.N.	REVISED	-
DATE	= 10/13/2015	DRAWN	S.J.S.	REVISED	-
		CHECKED	M.D.C.	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 084-0011 (NB) & 0012 (SB)

SHEET NO. 12 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3) 1-5, BJR	SANGAMON	46	46
CONTRACT NO. 72H49				

ILLINOIS FED. AID PROJECT