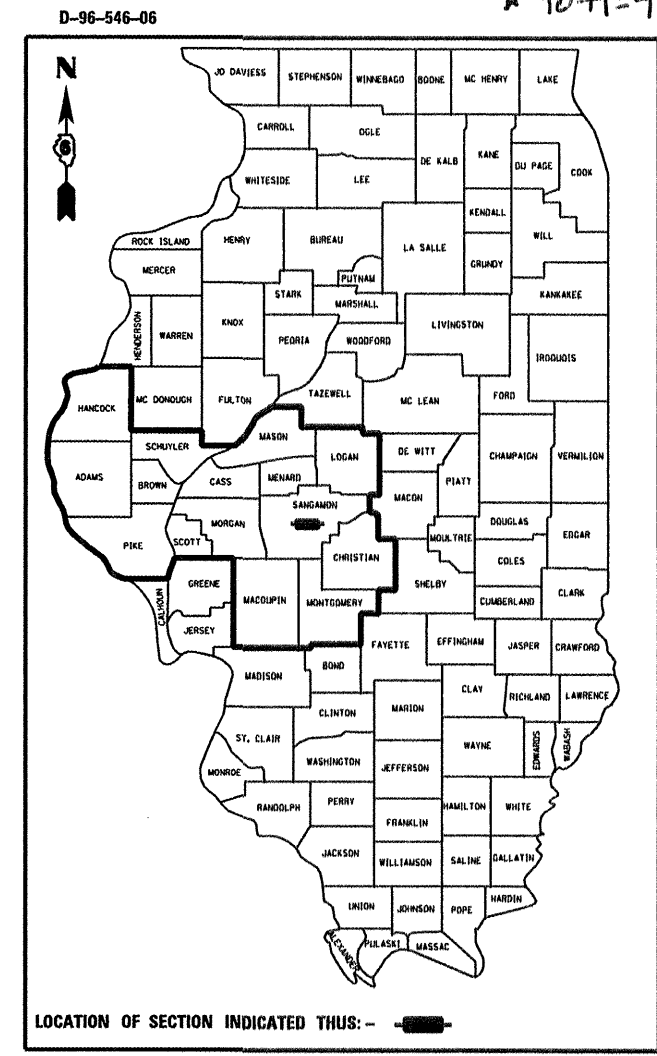


STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
**PROPOSED
 HIGHWAY PLANS**

F.A.I. 55 (I-55) / BL-55
 SECTION (84-3HB-6)BR
 PROJECT: IM-055-3(142) 092
 SANGAMON COUNTY

C-96-570-07

(84-3HB-6)BR: BRIDGE DECK REPLACEMENT BL 55 NB OVER I-55 (SB)
 INTERSTATE RESURFACING



DESIGN DESIGNATION

SECTION (84-3HB-6)BR:
 SPEED LIMIT: 45 MPH
 ADT = 10,765 (2007) 11,210 (2009)
 PV = 95.4%
 SU = 0.9%
 MU = 3.7%

HIGHWAY CLASSIFICATION

SECTION (84-3HB-6)BR: OTHER PRINCIPAL ARTERIAL

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED March 18, 2009
Re: 2008
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 8, 2009
Charles G. Ingervalle
 ENGINEER OF DESIGN AND ENVIRONMENT

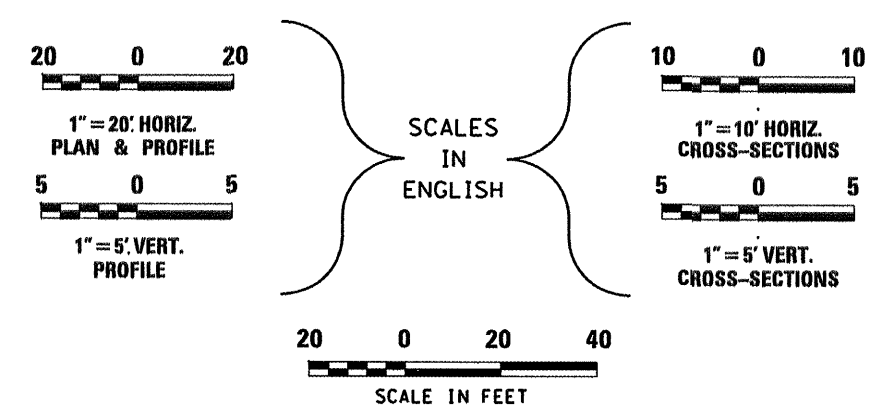
May 8, 2009
Christine M. Reed
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
 OF THE STATE OF ILLINOIS

SHEET NO.	INDEX OF SHEETS
1	COVER SHEET
2	GENERAL NOTES
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5	TYPICAL SECTIONS
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9	ALIGNMENT, TIES AND BENCHMARKS
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29	ALTERNATE ROUTE SIGNING
30	EROSION CONTROL PLANS
31	PAVEMENT MARKING PLANS
* 32-34	REMOVAL PLANS
35-78	BRIDGE PLANS
79	DETAILS
80-86	SIGN PANEL DETAILS
87-90	CROSS-SECTIONS

FOR LIST OF STANDARDS, SEE SHEET NO. 2

* Added 34A. REPAIR DETAILS



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.

MICROFILMED _____
 REEL NUMBER _____
 AWARDED _____
 RESIDENT ENGINEER _____
 AS BUILT CHANGES WERE MADE
 ON THE FOLLOWING SHEETS _____

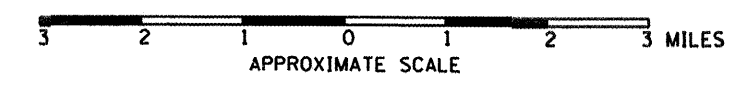
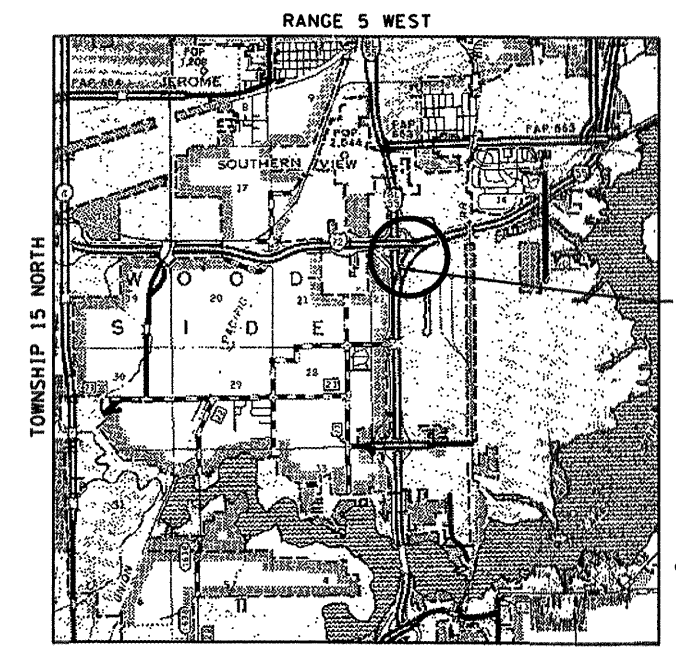
J.U.L.I.E.
 JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
 1-800-892-0123

Farnsworth
 GROUP
 2709 McGraw Drive
 Bloomington, Illinois 61704
 309/863-8435, 309/863-1571 fax



QUIGG ENGINEERING INC
 495 N. WESTGATE AVE.
 JACKSONVILLE, IL 62650
 217-245-5375

PROJECT ENGINEER: SAL MADONIA (217) 782-4761
 SQUAD LEADER: JEFF MYERS (217) 524-7940
 CONTRACT NO. 72A64



GROSS LENGTH (SN 084-0028) = 575.00 FT. = 0.109 MI.
 NET LENGTH (SN 084-0028) = 575.00 FT. = 0.109 MI.



Michael T. Matzke
 SIGNATURE
March 5, 2009
 DATE
 LIC. EXP. DATE: Nov. 30, 2009

ILLINOIS IDOT HIGHWAY STANDARDS

- 000001-05 STANDARD SYMBOL ABBREVIATIONS AND PATTERNS
- 001001-02 AREAS OF REINFORCEMENT BARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 280001-04 TEMPORARY EROSION CONTROL SYSTEMS
- 420401-07 BRIDGE APPROACH PAVEMENT CONNECTOR
- 420701-02 PAVEMENT FABRIC
- 515001-03 NAME PLATE FOR BRIDGES
- 601101-01 CONCRETE HEADWALL FOR PIPE DRAIN
- 630001-08 STEEL PLATE BEAM GUARDRAIL
- 631011-05 TRAFFIC BARRIER TERMINAL, TYPE 2
- 631026-05 TRAFFIC BARRIER TERMINAL, TYPE 5
- 631031-07 TRAFFIC BARRIER TERMINAL, TYPE 6
- 635006-03 REFLECTORS AND TERMINAL MARKER PLACEMENT
- 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS
- 701101-02 OFF - ROAD OPERATIONS, MULTILANE, LESS THAN 4.5M (15') AWAY, FOR SPEEDS > 45 MPH
- 701106-02 OFF - ROAD OPERATIONS, MULTI LANE, MORE THAN 4.5M (15') AWAY, FOR SPEEDS > 45 MPH
- 701400-03 APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701401-05 LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701402-07 LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH BARRIER
- 701406-05 LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
- 701411-05 LANE CLOSURE, MULTILANE AT ENTRANCE OR EXIT RAMP FOR SPEEDS > 45 MPH
- 701426-03 LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≥ 45 MPH
- 701446-01 TWO LANE CLOSURE FREEWAY/EXPRESSWAY
- 701901-01 TRAFFIC CONTROL DEVICES
- 704001-05 TEMPORARY CONCRETE BARRIER
- 720001-01 SIGN PANEL MOUNTING DETAILS
- 720006-02 SIGN PANEL ERECTION DETAILS
- 780001-02 TYPICAL PAVEMENT MARKINGS
- 781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

GENERAL NOTES

1. THESE SECTIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS; THE "STANDARD SPECIFICATIONS FOR THE ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2007; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS"; AND THE SPECIAL PROVISIONS INCLUDED IN THESE PLANS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITY COMPANIES LOCATE THEIR FACILITIES ON THE SITE PRIOR TO ANY CONSTRUCTION AND WILL BE HELD RESPONSIBLE FOR THE MAINTENANCE AND PRESERVATION OF THEIR FACILITIES. THE CONTRACTOR ON SITE, SHALL DETERMINE THE EXACT LOCATIONS OF THE UTILITIES. THE CONTRACTOR SHALL CALL J.U.L.I.E. @ 1-800-892-0123 FOR UTILITY LOCATIONS.
3. 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.
4. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS.
5. THE WORK AREA SHALL BE POSITIVELY DRAINED DURING CONSTRUCTION. FINAL GRADES SHALL BE PROTECTED AGAINST DAMAGE FROM EROSION, SEDIMENTATION, AND TRAFFIC.
6. WHERE PROPOSED CONSTRUCTION ABUTS EXISTING APPURTENANCES, A SAW - CUT SHALL BE MADE TO ACHIEVE A NEAT BUTT JOINT. THE SAW - CUT IS TO BE INCLUDED IN THE COST OF THE BUTT JOINT.
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 PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AND AUTHORIZED SURVEYOR OR AGENT HAS WITNESS OR OTHERWISE REFERENCED THEIR LOCATION.
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. SUCH VARIATIONS SHALL NOT BE 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. THE PROPOSED PARAPET WALLS SHALL NOT BE CONSTRUCTED BY SLIP FORMING.

10. THE PAY ITEM TEMPORARY RAMP HAS BEEN INCLUDED FOR THE CONSTRUCTION OF TEMPORARY RAMPS IN ACCORDANCE WITH ARTICLE 406.08 OF THE STANDARD SPECIFICATIONS. THE COST SHALL INCLUDE BOTH THE INSTALLATION AND THE REMOVAL OF THE TEMPORARY RAMPS.
11. IN THE AREAS OF THE GUARDRAIL STABILIZATION THE EXCAVATION OF THE MATERIALS FOR THE STABILIZATION AREAS ARE INCLUDED IN THE PAY ITEM OF HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50
12. SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE MILLED SURFACE. BITUMINOUS MATERIALS (PRIME COAT), AND HOT -MIX ASPHALT SURFACE COURSE AS SPECIFIED IN SECTION 703 OF THE STANDARD SPECIFICATIONS. TEMPORARY TAPE SHALL BE USED ON THE SURFACE COURSE AND ON THE MILLED SURFACES.
13. TEMPORARY EROSION CONTROL SEEDING AND MULCH, METHOD 1 IS INCLUDED IN THIS CONTRACT TO SEED NEW EARTH SLOPES DURING TIME PERIODS WHEN PERMANENT SEEDING IS NOT ALLOWED. SOME OR ALL OF THE CLASS 7 SEEDING AND MULCH WILL BE DELETED IF IT IS POSSIBLE TO PLACE PERMANENT SEEDING ON EARTH SLOPES AT THE TIME OF THEIR COMPLETION.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RELOCATING SIGNS OR DELIVERING EXISTING SIGNS TO THE IDOT DISTRICT 6 SIGN SHOP AS DIRECTED BY THE ENGINEER. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL ITEMS.
15. THE CONTRACTOR SHALL FIELD VERIFY DIMENSIONS FOR OVERHEAD SIGN PANEL OVERLAYS.

COMMITMENTS

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

SEEDING SHALL BE COMPLETED AS DESIGNATED IN THE STORM WATER POLLUTION PREVENTION PLAN. ALL AREAS OF POTENTIAL FOR EROSION SHALL BE SEED BY OCTOBER 1ST AND SHALL NOT BE REOPENED UNTIL AFTER THE WINTER SHUT DOWN PERIOD, SEE SWPPP.

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 BASE COURSE	0.056	TON/SQ YD/IN
HOT - MIX ASPHALT SURFACE COURSE	0.056	TON/SQ YD/IN
AGGREGATE (SURFACE, BASE & BACK FILL)	2.05	TON/CU YD
PRIME COAT FOR HOT - MIX ASPHALT: ON PAVEMENT	0.00038	TON/SQ YD
FOG COAT ON NEW BINDER	0.00012	TON/SQ YD
AGGREGATE (PRIME COAT): ON EXISTING PAVEMENT	0.002	TON/SQ YD
FOG COAT ON NEW BINDER	0.001	TON/SQ YD

DISTRICT SIX	
EXAMINED <u>Feb 17</u> 20 <u>09</u>	
<i>Ron J Harris</i>	
OPERATIONS ENGINEER	
EXAMINED <u>Feb 10</u> 20 <u>09</u>	
<i>Ron J Harris</i>	
PROGRAM IMPLEMENTATION ENGINEER	
EXAMINED <u>March 18</u> 20 <u>09</u>	
<i>Ron J Harris</i>	
PROGRAM DEVELOPMENT ENGINEER	

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATION(S):	MAINLINE	MAINLINE	MAINLINE-SHOULDERS	MAINLINE	MAINLINE
MIXTURE USE(S):	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E" N105	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N105	HOT-MIX ASPHALT SURFACE COURSE MIX "C", N50	HOT-MIX ASPHALT BASE COURSE WIDENING, 12"	APPROACH PAVEMENT CONNECTOR
AC/PG:	SBS PG 76-22	SBS PG 70-22	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR Voids:	4.0% @ N DESIGN =105	4.0% @ N DESIGN =105	4.0% @ N DESIGN =50	4.0% @ N DESIGN =105	4.0% @ N DESIGN =105
MIXTURE COMPOSITION (GRADATION):	IL 9.5 OR 12.5	IL 19.0	IL 9.5 OR 12.5	IL 19.0	IL 19.0
FRICTION AGGREGATE:	MIX "E"	N/A	MIX "C"	N/A	N/A

URBAN

SUMMARY OF QUANTITIES				90% FEDERAL 10% STATE	
CODE NUMBER	PAY ITEM	UNIT	QUANTITY	ROADWAY 1000	STRUCTURES X271-2A
20200100	EARTH EXCAVATION	CU YD	89	89	
20400800	FURNISHED EXCAVATION	CU YD	140	140	
20700220	POROUS GRANULAR EMBANKMENT	CU YD	330		330
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	399		399
25000210	SEEDING, CLASS 2A	ACRE	1.5	1.5	
25000350	SEEDING, CLASS 7	ACRE	1.5	1.5	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	137	137	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	137	137	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	137	137	
25100105	MULCH, METHOD 1	ACRE	7.5	7.5	
25100630	EROSION CONTROL BLANKET	SQ YD	6831	6831	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	760	760	
28000400	PERIMETER EROSION BARRIER	FOOT	1431	1431	
28100707	STONE DUMPED RIPRAP, CLASS A4	SQ YD	44	44	
28200200	FILTER FABRIC	SQ YD	44	44	
3100100	SUB-BASE GRANULAR MATERIAL, TYPE A	TON	56	56	
35600724	HOT - MIX ASPHALT BASE COURSE WIDENING, 12"	SQ YD	397	397	
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	0.2	0.2	
40600300	AGGREGATE (PRIME COAT)	TON	1.2	1.2	
40600982	HOT - MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	402	402	
40600990	TEMPORARY RAMP	SQ YD	38	38	
40603245	POLYMERIZED HOT - MIX ASPHALT BINDER COURSE, IL-19.0, N105	TON	24	24	
40603310	HOT - MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	33	33	
40603575	POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, MIX "E", N105	TON	47	47	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	91	91	
44000100	PAVEMENT REMOVAL	SQ YD	87	87	
44000700	APPROACH SLAB REMOVAL	SQ YD	228	228	
44004250	PAVED SHOULDER REMOVAL	SQ YD	322	322	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	371	371	
50102400	CONCRETE REMOVAL	CU YD	59.3		59.3

URBAN

SUMMARY OF QUANTITIES				90% FEDERAL 10% STATE	
CODE NUMBER	PAY ITEM	UNIT	QUANTITY	ROADWAY 1000	STRUCTURES X271-2A
50104650	SLOPE WALL REMOVAL	SQ YD	645		645
50104710	REMOVAL OF EXISTING BEARINGS	EACH	24		24
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	1		1
50157300	PROTECTIVE SHIELD	SQ YD	339		339
50200100	STRUCTURE EXCAVATION	CU YD	399		399
50300225	CONCRETE STRUCTURES	CU YD	154.0		154.0
50300255	CONCRETE SUPERSTRUCTURE	CU YD	464.7		464.7
50300260	BRIDGE DECK GROOVING	SQ YD	1191		1191
50300300	PROTECTIVE COAT	SQ YD	1523		1523
50500305	ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	2984		2984
50501120	STRUCTURAL STEEL REMOVAL	L SUM	1		1
50501130	STRUCTURAL STEEL REPAIR	POUND	490		490
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	127,430		127,430
50800515	BAR SPLICERS	EACH	1143		1143
51100100	SLOPE WALL 4 INCH	SQ YD	660		660
51500100	NAME PLATES	EACH	1		1
52000110	PREFORMED JOINT STRIP SEAL	FOOT	70		70
52100210	ERECTING ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	12		12
52100220	ERECTING ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	6		6
52100520	ANCHOR BOLTS, 1"	EACH	24		24
52100540	ANCHOR BOLTS, 1 1/2"	EACH	24		24
58700300	CONCRETE SEALER	SQ FT	341		341
59000200	EPOXY CRACK INJECTION	FOOT	53		53
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	109		109
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	4		4
60100945	PIPE DRAINS 12"	FOOT	270	270	
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	152		152
60500305	FILLING INLETS	EACH	3	3	
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	650	650	

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	PLOT DATE = Mar-19-2009 11:05:58AM	DATE MARCH 5, 2009	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

** SPECIALTY ITEMS*

BL-55 SUMMARY OF QUANTITIES		F.A.I. RTE. 55	SECTION 1B4-3HB-61BR	COUNTY SANGAMON	TOTAL SHEETS 90	SHEET NO. 3
SCALE: N/A	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT						

SUMMARY OF QUANTITIES				90% FEDERAL 10% STATE	
CODE NUMBER	PAY ITEM	UNIT	QUANTITY	ROADWAY 1000	STRUCTURES X271
* 63000003	STEEL PLATE BEAM GUARD RAIL, TYPE A, 9 FOOT POSTS	FOOT	825	825	
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	2	
* 63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	2	2	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2	
63200310	GUARDRAIL REMOVAL	FOOT	1720	1720	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	8	
67100100	MOBILIZATION	L SUM	1	1	
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	1	1	
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	1	1	
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	1	
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1	
70100815	TRAFFIC CONTROL AND PROTECTION, STANDARD 701446	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	15	15	
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	20	20	
70300530	PAVEMENT MARKING TAPE, TYPE III 5"	FOOT	4760	4760	
70300550	PAVEMENT MARKING TAPE, TYPE III 8"	FOOT	5798	5798	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	587.5	587.5	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	587.5	587.5	
* 72000300	SIGN PANEL-TYPE 3	SQ FT	276	276	
* 72100100	SIGN PANEL OVERLAY	SQ FT	278	278	
* 72400330	REMOVE SIGN PANEL-TYPE 3	SQ FT	276	276	
* 73000100	WOOD SIGN SUPPORT	FOOT	115	115	
* 73700100	REMOVE GROUND-MOUNTED SIGN SUPPORT	EACH	5	5	
* 78004220	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 5"	FOOT	370	370	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	11	11	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	23	23	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
78300105	PAVEMENT MARKING REMOVAL	FOOT	370	370	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	10	10	

SUMMARY OF QUANTITIES				90% FEDERAL 10% STATE	
CODE NUMBER	PAY ITEM	UNIT	QUANTITY	ROADWAY 1000	STRUCTURES X271
* 81100600	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	128		128
Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1	1	
Z0030330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	EACH	1	1	
Z0032300	JACKING EXISTING SUPERSTRUCTURE	L SUM	1		1
Z0034390	MODULAR EXPANSION JOINT 6"	FOOT	68		68
X0322752	WORK ZONE PAVEMENT MARKING REMOVAL	FOOT	10,558	10,558	
X0323080	DRAINAGE SCUPPERS, DS-12	EACH	4		4
X0323988	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	335		335
X0325303	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	10		10
X0325305	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	96		96
X0325570	CHANGEABLE MESSAGE SIGN, SPECIAL	CAL DA	50	50	
X0325571	TRAFFIC CONTROL SUPERVISOR	CAL DA	50	50	
X0325702	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1	
* X7800620	URETHANE PAVEMENT MARKING - LINE 5"	FOOT	1150	1150	
E0013798	CONSTRUCTION LAYOUT	L SUM	1	0.5	0.5
X0320887	POLYMER CONCRETE	CY	5.4		5.4

* SPECIALTY ITEMS

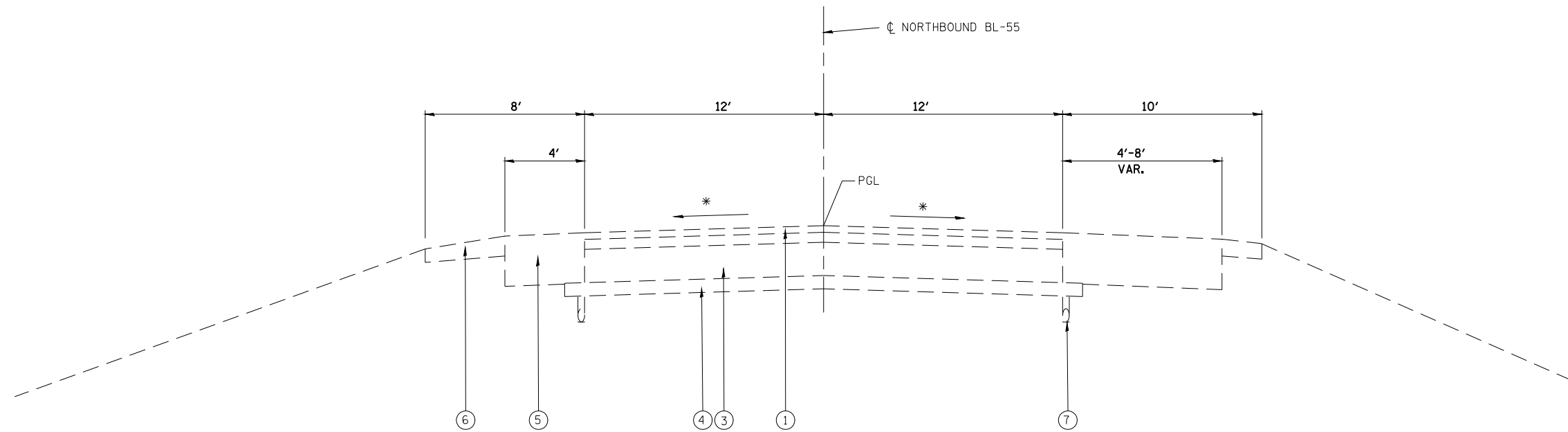
Rev.

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		CHECKED MTM	REVISED -
		DATE MARCH 5, 2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BL-55 SUMMARY OF QUANTITIES
SCALE: N/A SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3HB-6)BR	SANGAMON	90	4
S.N. 084-002B			CONTRACT NO. 72A64	
FED. ROAD DIST. NO. 6 [ILLINOIS] FED. AID PROJECT				



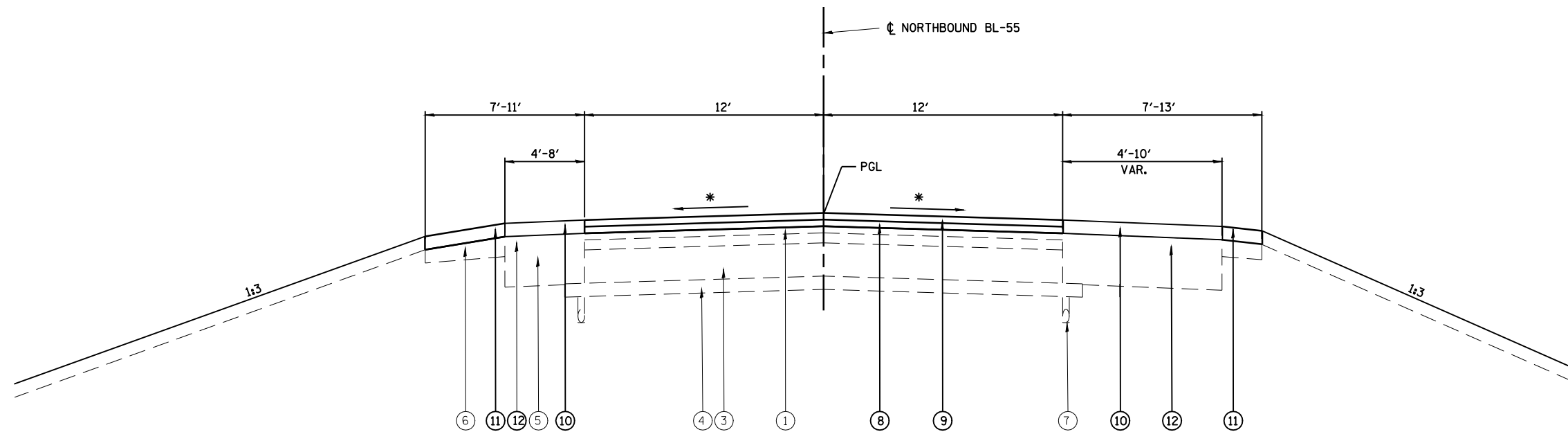
- ① EXISTING HOT-MIX ASPHALT - 5"
- ② EXISTING PCC BASE COURSE - 9"
- ③ EXISTING PCC BASE COURSE - 10"
- ④ EXISTING AGGREGATE SUB-BASE - 4"
- ⑤ EXISTING HOT-MIX ASPHALT SHOULDER
- ⑥ EXISTING AGGREGATE SHOULDER
- ⑦ EXISTING PIPE UNDERDRAIN

NB BL-55 EXISTING TYPICAL SECTION

STA. 38+74.37 TO STA. 44+55.27
 BRIDGE OMISSION STA. 40+24.37 TO STA. 43+06.22
 * VARIABLE RATE FOR SUPERELEVATION

NOTE:

- 1. EXISTING PAVEMENT STRUCTURE AND CROSS SLOPE INFORMATION TAKEN FROM AS-BUILT PLANS, PROJECT: ACIM-ACHSIP-0005(554).



- ① EXISTING HOT-MIX ASPHALT - 5"
- ② EXISTING PCC BASE COURSE - 9"
- ③ EXISTING PCC BASE COURSE - 10"
- ④ EXISTING AGGREGATE SUB-BASE - 4"
- ⑤ EXISTING HOT-MIX ASPHALT SHOULDER
- ⑥ EXISTING AGGREGATE SHOULDER
- ⑦ EXISTING PIPE UNDERDRAIN

NB BLI-55 PROPOSED TYPICAL SECTION

STA. 38+75.00 TO STA. 44+50.00
 BRIDGE OMISSION STA. 40+24.37 TO STA. 43+06.22

* VARIABLE RATE FOR SUPERELEVATION
 NORMAL CROWN ON STRUCTURE
 SEE CROSS-SECTIONS

- ⑧ PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N105 - VARIABLE DEPTH
- ⑨ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E" N105 - 1.5"
- ⑩ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 - 3"
- ⑪ PROPOSED AGGREGATE SHOULDERS, TYPE B - 4"
- ⑫ PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING, 12", SHALL BE USED ON SHOULDERS AT LOCATIONS IDENTIFIED IN STAGE CONSTRUCTION

P:\DOT_06\2008\080237_00-Work Order - 1-5581-72 Bridge Deck Reconstruction\DSG\

FILE NAME =	USER NAME = laughlinr1	DESIGNED - LLO	REVISED -
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PLOT DATE = Mar-19-2009 11:05:55AM		DATE - MARCH 5, 2009	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS

SCALE: 1IN. = 20FT, SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3HB-6)BR	SANGAMON	90	5
S.N. 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

PROPOSED SCHEDULE OF STEEL PLATE BEAM GUARDRAIL									
LOCATION	SPBGR TYPE A 6' POST	SPBGR TYPE A 9' POST	TYPE 6 TERMINAL	TYPE 5 TERMINAL	TYPE 2 TERMINAL	TYPE 1 TERMINAL, SPECIAL (TANGENT)	GUARDRAIL MARKERS, TYPE A	TERMINAL MARKER- DIRECT APPLIED	GUARDRAIL REMOVAL
	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH	EACH	FOOT
RT. STA 33+82.66 TO 35+32.66	150								
RT. STA 35+32.66 TO 40+07.66		475							
LT. STA 37+01.75 TO 38+51.75	150								
LT. STA 38+51.75 TO 39+51.75		100							
RT. STA 43+59.84 TO 44+09.84		50							
LT. STA 43+03.98 TO 45+03.98		200							
LT. STA 45+03.98 TO 45+53.98	350								
LT. STA 39+51.75 TO 39+82.9			1						
RT. STA 40+07.66 TO 40+39.0			1						
LT. STA 42+90.6 TO 43+03.98				1					
RT. STA 43+46.7 TO 43+59.84				1					
LT. STA 48+53.98 TO 48+66.48					1			1	
RT. STA 44+09.84 TO 44+22.39					1			1	
LT. STA 36+51.75 TO 37+01.75						1		1	
RT. STA 33+32.66 TO 33+82.66						1		1	
RT. STA 33+42.49 TO 40+52.5									710
LT. STA 36+64.74 TO 40+02.89									338
RT. STA 43+28.88 TO 44+22.0									93
LT. STA 42+78.33 TO 48+57.46									579
RT. STA 33+46.75 TO 40+39.0							9		
LT. STA 36+64.75 TO 39+82.9							5		
RT. STA 43+46.7 TO 44+22.39							1		
LT. STA 42+90.6 TO 48+66.48							8		
TOTAL	650	825	2	2	2	2	23	4	1720

SCHEDULE OF PAVEMENT REMOVAL			
LOCATION	PAVEMENT REMOVAL SQ YD	APPROACH SLAB REMOVAL SQ YD	PAVED SH. REMOVAL SQ YD
STA 39+88.37 TO 39+94.37	43		
STA 43+36.22 TO 43+42.22	44		
STA 39+94.37 TO 40+24.37		114	
STA 43+06.22 TO 43+36.22		114	
LT. STA 38+75.0 TO 39+74.54			44
RT. STA 38+75.0 TO 40+23.24			129
LT. STA 43+9.97 TO 44+50.0			60
RT. STA 43+55.07 TO 44+50.0			89
TOTAL	87	228	322

FILLING INLETS	
LOCATION	EACH
LT. 39+94	1
LT. 42+80	1
RT. 40+45	1
TOTAL	3

SEEDING SCHEDULE					
LOCATION	SEEDING CLASS 2A	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	EROSION CONTROL BLANKET
LT. STA 39+00.0 TO 41+18.0	0.25	24.3	24.3	24.3	1393
LT. STA 40+84.32 TO 44+44.5	0.50	54.1	54.1	54.1	2106
RT. STA 39+00.0 TO 41+94.18	0.50	37.4	37.4	37.4	2280
RT. STA 42+53.5 TO 44+49.19	0.25	21.3	21.3	21.3	1052
TOTAL	1.50	137	137	137	6831

SCHEDULE OF PIPE DRAINS	
LOCATION	PIPE DRAIN 12" FOOT
LT. 39+94 (TEMPORARY DRAINAGE)	60
LT. 42+80 (TEMPORARY DRAINAGE)	70
RT. 40+50 (TEMPORARY DRAINAGE)	80
RT. 43+54 (TEMPORARY DRAINAGE)	60
TOTAL	270

PAVING SCHEDULE									
LOCATION	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	HOT-MIX ASPHALT BINDER COURSE IL-19.0, N105	HOT-MIX SURFACE COURSE MIX "E" N105	HOT-MIX ASPHALT BASE COURSE WIDENING 12"	AGREGATE SHOULDERS	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	TEMP. RAMP
	TON	SQ YD	TON	TON	SQ YD	TON	TON	TON	SQ YD
LT. STA 38+75.0 TO 39+63.11	6				68				
RT. STA 38+75.0 TO 40+12.48	12				139				
LT. STA 43+27.16 TO 44+50.0	9				105				
RT. STA 43+66.77 TO 44+50.0	7				85				
STA 38+75.0 TO 40+12.48			12	24			0.1	0.6	
STA 43+27.16 TO 44+50.0			12	23			0.1	0.6	
STA 38+75.0 TO 39+06.0		147							
STA 43+96.0 TO 44+50.0		255							
LT. STA 38+75.0 TO 40+39.0						97			
RT. STA 38+75 TO 40+83.0						74			
LT. STA 42+90.5 TO 44+50.0						112			
RT. STA 43+47.0 TO 44+50.0						88			
STA 39+89.37 TO 39+94.37									19
STA 43+36.22 TO 43+41.22									19
TOTAL	33	402	24	47	397	371	0.2	1.2	38

SCHEDULE OF STONE DUMPED RIPRAP		
LOCATION	CLASS A4 SQ. YDS.	FILTER FABRIC SQ. YDS.
LT. 39+94	11	11
LT. 42+80	11	11
RT. 40+45	11	11
RT. 43+54	11	11
TOTAL	44	44

EROSION AND SEDIMENT CONTROL SCHEDULE				
LOCATION	CLASS 7 SEEDING ACRES	MULCH METHOD 1 ACRE	PERIMETER EROSION BARRIER FOOT	TEMPORARY EROSION CONTROL SEEDING POUNDS
LT. STA 39+00.0 TO 41+18.0	0.25	1.25	304	135
LT. STA 40+84.32 TO 44+44.5	0.50	2.5	370	300
RT. STA 39+00.0 TO 41+94.18	0.50	2.5	357	205
RT. STA 42+57.10 TO 44+49.19	0.25	1.25	400	120
TOTAL	1.50	7.5	1431	760

FILE NAME =	USER NAME = laughlinr1	DESIGNED LLQ	REVISED -
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	PLOT DATE = Mar-19-2009 11:05:59AM	DATE MARCH 5, 2009	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES	
SCALE:	SHEET NO. 2 OF 3 SHEETS
STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3HB-6)BR	SANGAMON	90	7
S.N. 084-0028		CONTRACT NO.	72A64	
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

PAVEMENT MARKING SCHEDULE									
LOCATION	PREFORMED PLASTIC PAVEMENT MARKING TYPE B-INLAID-5"	URETHANE PAVEMENT MARKING-LINE 5"	PAVEMENT MARKING REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	WORK ZONE PAVEMENT MARKING REMOVAL	PAVEMENT MARKING TAPE, TY. III 8"	PAVEMENT MARKING TAPE, TY. III 5" (STAGE I)	PAVEMENT MARKING TAPE, TY. III 5" (STAGE II)
	FOOT	FOOT	FOOT	EACH	EACH	FOOT	FOOT	FOOT	FOOT
CL. STA 29+70.0 TO 44+50.0	370		370						
RT. STA 38+75.0 TO 44+50.0		575							
LT. STA 38+75.0 TO 44+50.0		575							
CL. STA 38+75.0 TO 40+24.37				4					
CL. STA 43+06.22 TO 44+50.0				4					
LT. STA 38+75.0 TO 39+94.37				3	3				
CL STA. 40+24.37 TO 43+06.22									
LT. STA 29+70.0 TO 44+50.0 (YELLOW)						1480		1480	
RT. STA 29+70.0 TO 44+50.0 (WHITE)						1480		1480	
LT STA 38+75.0 TO 44+50.0 (YELLOW)						575			575
RT. STA 32+25.0 TO 44+50.0 (WHITE)						1225			1225
STA. 179+66.0 TO 167+19.74						1246	1246		
STA. 0+00.00 TO 14+29.50						1430	1430		
STA 14+29.50 TO 29+70.5 (LEFT GORE STRIPE)						1538	1538		
STA 14+29.50 TO 24+00.0 (RIGHT GORE STRIPE)						967	967		
CHEVRONS (GORE)						617	617		
CL. STA 38+75.0 TO 44+50.0					7				
TOTAL	370	1150	370	11	10	10,558	5798	2960	1800

SCHEDULE OF TEMP. CONC. BARRIER		
LOCATION	TEMP. CONC. BARRIER	RELOCATE TEMP. CONC. BARRIER
	FOOT	FOOT
STA 37+85.0 TO 43+72.5	587.5	587.5
TOTAL	587.5	587.5

SIGN SCHEDULE						
SIGN NUMBER	REMOVE SIGN PANEL TYPE 3	SIGN PANEL OVERLAY	SIGN PANEL TYPE 3	WOOD SIGN SUPPORT	REMOVE GROUND MOUNTED SIGN SUPPORT	NOTES
	SQ FT	SQ FT	SQ FT	FOOT	EACH	
1		35				TEMP. CONSTRUCTION OVERLAY
1		35				PERM. OVERLAY TO REPAIR ORIGINAL LEGEND
2			160			BRIDGE MOUNTED SIGN PANEL
2	160					
3			116			GROUND MOUNTED SIGN PANEL ON WOOD POSTS
3	116					
3				115		
3					5	
4		59				TEMPORARY CONSTRUCTION OVERLAY
4		59				PERMANENT OVERLAY TO REPAIR ORIGINAL LEGEND
5		21				TEMPORARY CONSTRUCTION OVERLAY
5B		21				TEMPORARY CONSTRUCTION OVERLAY
5		21				PERMANENT OVERLAY TO REPAIR ORIGINAL LEGEND
5B		21				PERMANENT OVERLAY TO REPAIR ORIGINAL LEGEND
6		3				TEMPORARY CONSTRUCTION OVERLAY
6		3				PERMANENT OVERLAY TO REPAIR ORIGINAL LEGEND
TOTAL	276	278	276	115	5	

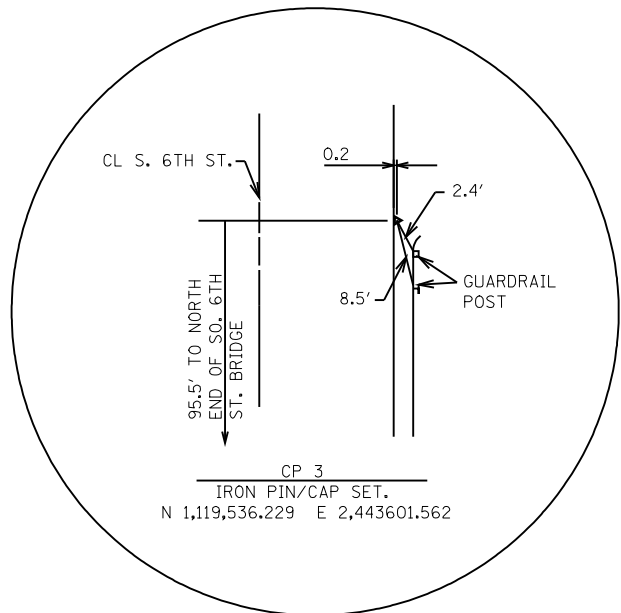
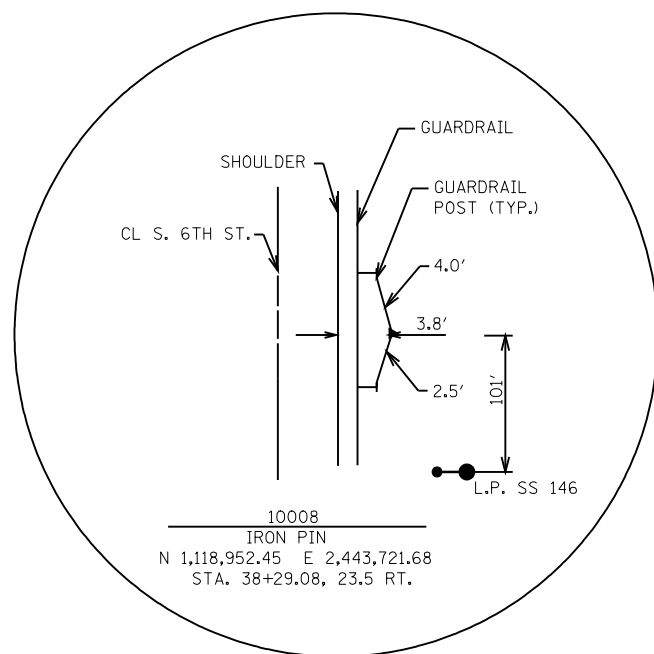
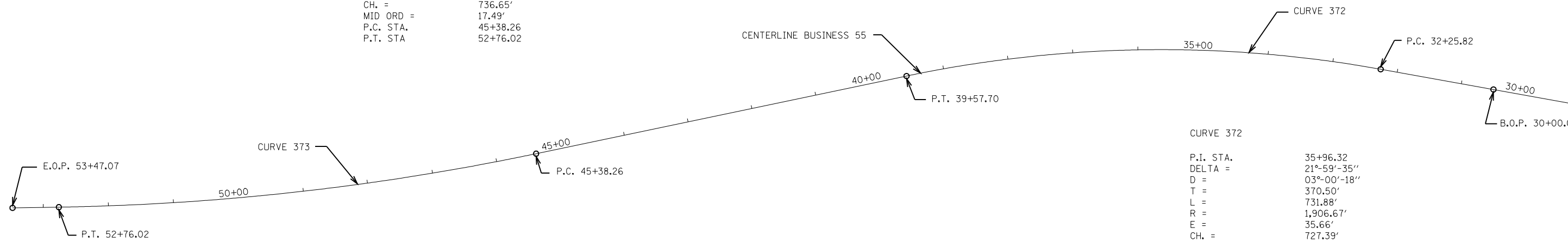
EARTHWORK SCHEDULE				
LOCATION	EARTH EX. (CUT)	EARTH EX. ADJ. FOR SHRINKAGE	EMBANKMENT (FILL)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	CU YD	CU YD	CU YD	CU YD
STA 38+75.0 TO 39+00.0	6	5	9	-4
STA 39+00.0 TO 39+50.0	20	15	36	-21
STA 39+50.0 TO 40+00.0	12	9	20	-11
STA 40+00.0 TO 40+24.37	3	2	1	1
STA 42+50.0 TO 43+00.0	0	0	0	0
STA 43+00.0 TO 43+50.0	4	3	50	-47
STA 43+50.0 TO 44+00.0	15	11	60	-49
STA 44+00.0 TO 44+50.0	20	15	21	-6
STA 44+50.0 TO 45+00.0	9	7	10	-3
TOTAL	89	67	207	-140

USED 25% SHRINKAGE



CURVE 373
 P.I. STA. 49+08.25
 DELTA = 10°-52'-22"
 D = 01°-28'-26"
 T = 369.99'
 L = 737.76'
 R = 3,887.72'
 E = 17.57'
 CH. = 736.65'
 MID ORD = 17.49'
 P.C. STA. 45+38.26
 P.T. STA. 52+76.02

CURVE 372
 P.I. STA. 35+96.32
 DELTA = 21°-59'-35"
 D = 03°-00'-18"
 T = 370.50'
 L = 731.88'
 R = 1,906.67'
 E = 35.66'
 CH. = 727.39'
 MID ORD = 35.01'
 P.C. STA. 32+25.82
 P.T. STA. 39+57.70



B.O.P. STA.	30+00.00	N 1,118,126.29	E 2,443,646.88
CURVE 372			
P.I. STA.	35+96.32	N 1,118,713.24	E 2,443,752.22
P.C. STA.	32+25.82	N 1,118,348.56	E 2,443,686.77
P.T. STA.	39+57.70	N 1,119,075.88	E 2,443,676.33
CURVE 373			
P.I. STA.	49+08.25	N 1,120,006.28	E 2,443,481.65
P.C. STA.	45+38.26	N 1,119,644.13	E 2,443,557.43
P.T. STA.	52+76.02	N 1,120,376.22	E 2,443,475.55
E.O.P. STA.	53+47.07	N 1,120,447.26	E 2,443,474.37

BM TA17 CHISELED SQUARE IN SOUTHWEST WINGWALL OF HUBGUARD OF SOUTH SIXTH STREET. BRIDGE S.N. 084-0028, ST 40+00.06/16.68' RT. ELEV. = 616.53'

BM 102 CHISELED SQUARE ON THE SOUTHWEST CORNER OF THE SOUTH PIER OF BUSINESS 55 BRIDGE OVER S.B. I-55. ELEV. = 594.86'

NOTE: VERT. CONTROL NAVD 88

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	PLOT DATE = Mar-19-2009 11:06:04AM	DATE - MARCH 5, 2009	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

EXISTING ALIGNMENTS, TIES AND BENCHMARKS OF BUSINESS I-55

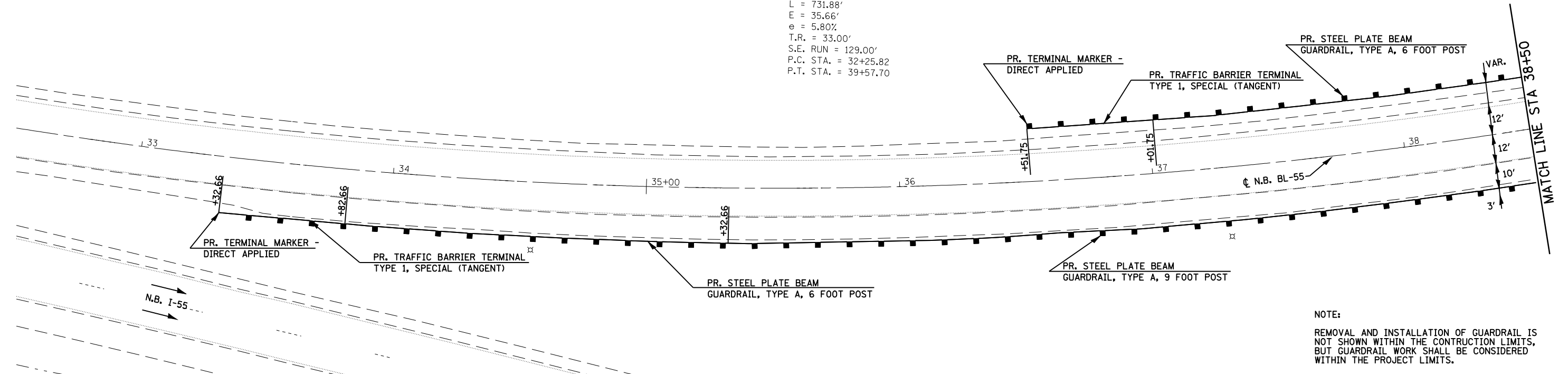
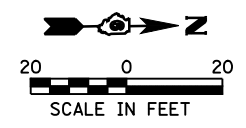
SCALE: 1IN. = 20FT. SHEET NO. 1 OF 1 SHEETS STA. 38+74.37 TO STA. 44+55.27

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3HB-6)BR	SANGAMON	90	9
S.N. 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

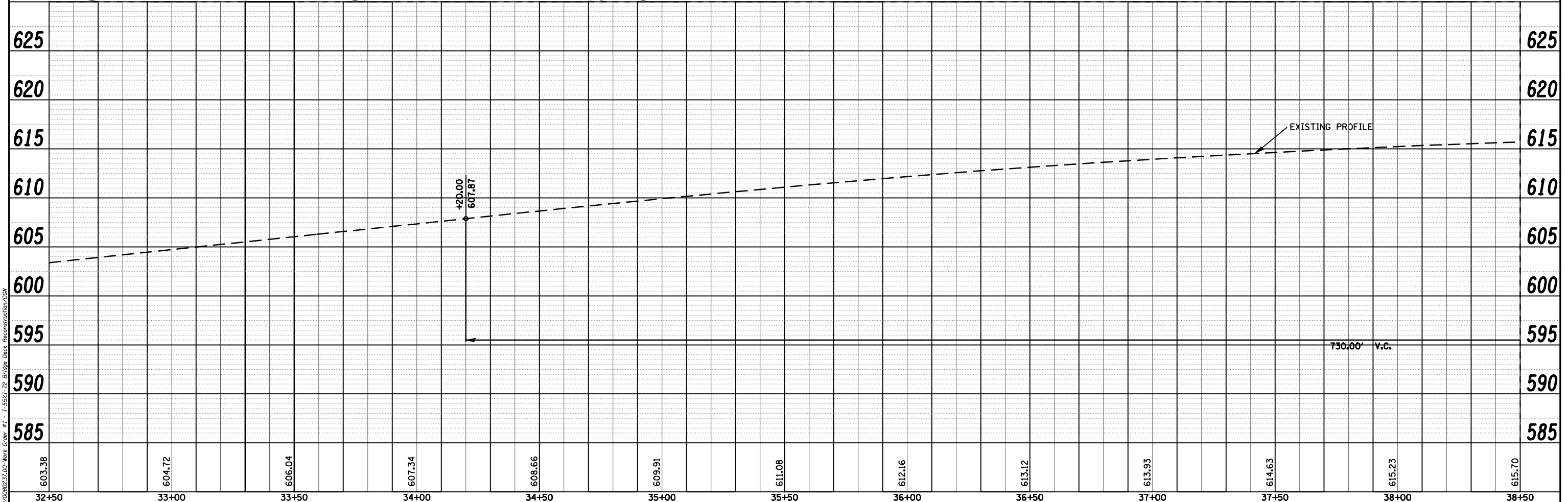
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	ALIGNED		
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	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	GRADES		
	STRUCTURE		
	NOTATIS		
	CHFD		
	NO.		

EXIST. CURVE 372
 PI STA. = 35+96.32
 $\Delta = 21^\circ 59' 35''$ (LT)
 D = 3° 00' 18"
 R = 1,906.67'
 T = 370.50'
 L = 731.88'
 E = 35.66'
 e = 5.80%
 T.R. = 33.00'
 S.E. RUN = 129.00'
 P.C. STA. = 32+25.82
 P.T. STA. = 39+57.70



NOTE:
 REMOVAL AND INSTALLATION OF GUARDRAIL IS NOT SHOWN WITHIN THE CONSTRUCTION LIMITS, BUT GUARDRAIL WORK SHALL BE CONSIDERED WITHIN THE PROJECT LIMITS.

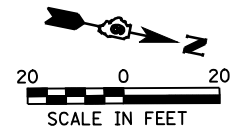


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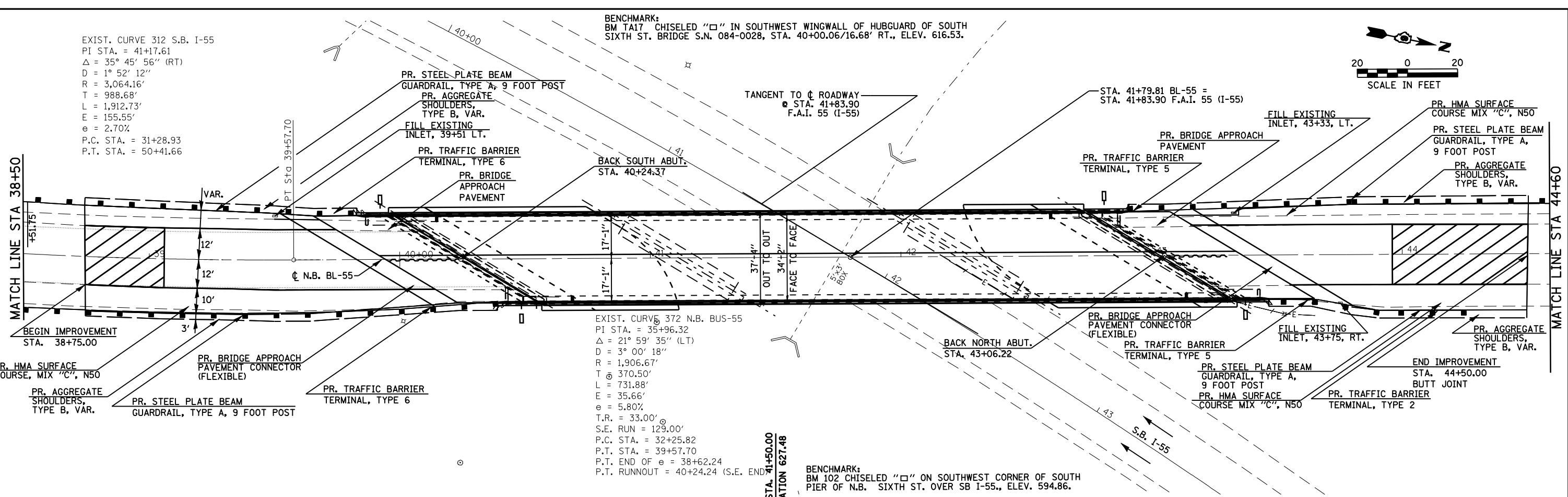
Prj:2007-06-2009\080827.00-Work Order #1 - I-55/1-72 Bridge Deck Reconstruction\DWG

EXIST. CURVE 312 S.B. I-55
 PI STA. = 41+17.61
 $\Delta = 35^\circ 45' 56''$ (RT)
 $D = 1^\circ 52' 12''$
 $R = 3,064.16'$
 $T = 988.68'$
 $L = 1,912.73'$
 $E = 155.55'$
 $e = 2.70\%$
 P.C. STA. = 31+28.93
 P.T. STA. = 50+41.66

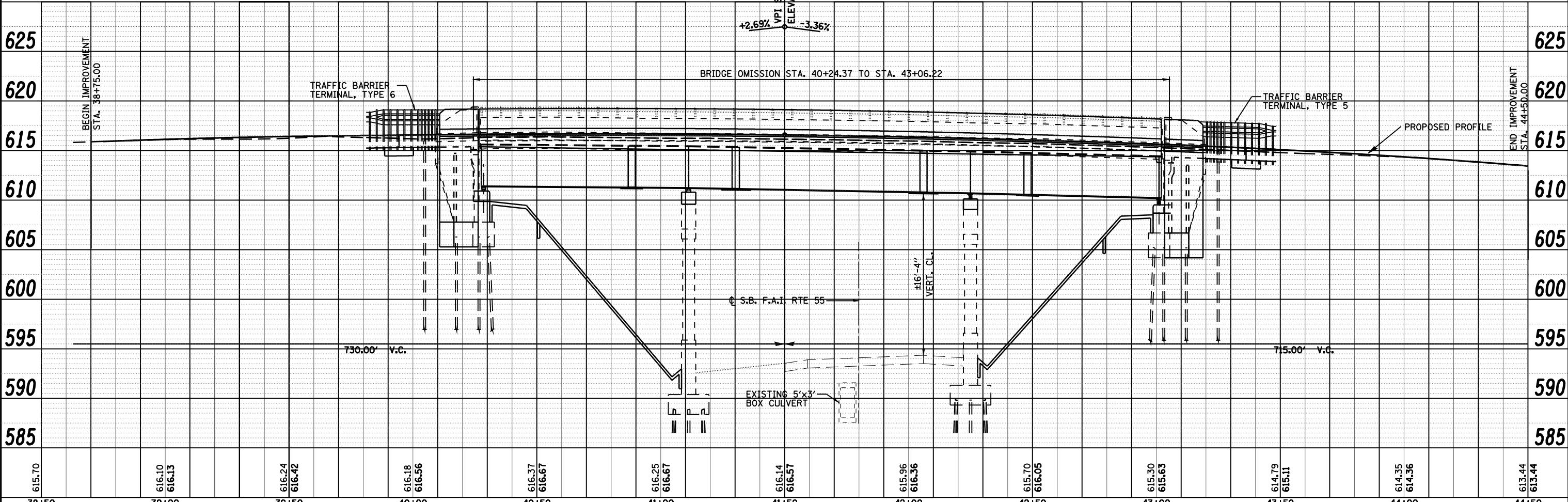
BENCHMARK:
 BM T17 CHISELED "□" IN SOUTHWEST WINGWALL OF HUBGUARD OF SOUTH SIXTH ST. BRIDGE S.N. 084-0028, STA. 40+00.06/16.68' RT., ELEV. 616.53.



DATE	
BY	
PLAN	SURVEYED
	NOTED
	CHECKED
	DATE
	FILE NAME
	NO.



DATE	
BY	
PROFILE	SURVEYED
	GRADES CHECKED
	STRUCTURE
	NOTATIONS
	CHP/D
	NO.



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

BL-55 PLAN AND PROFILE

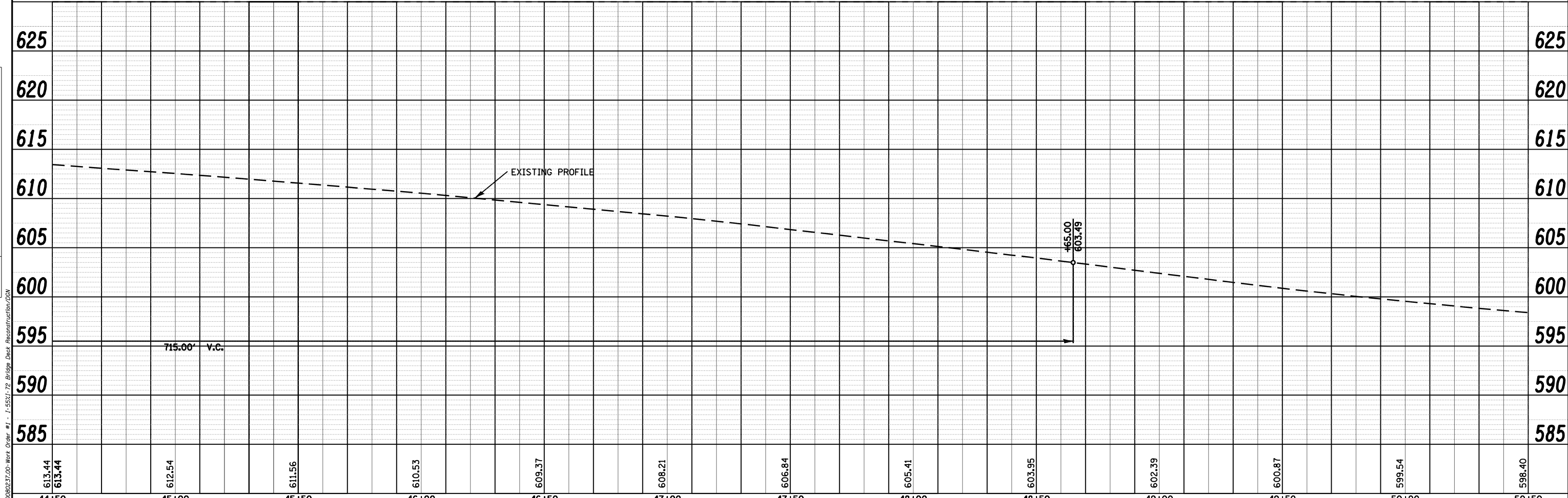
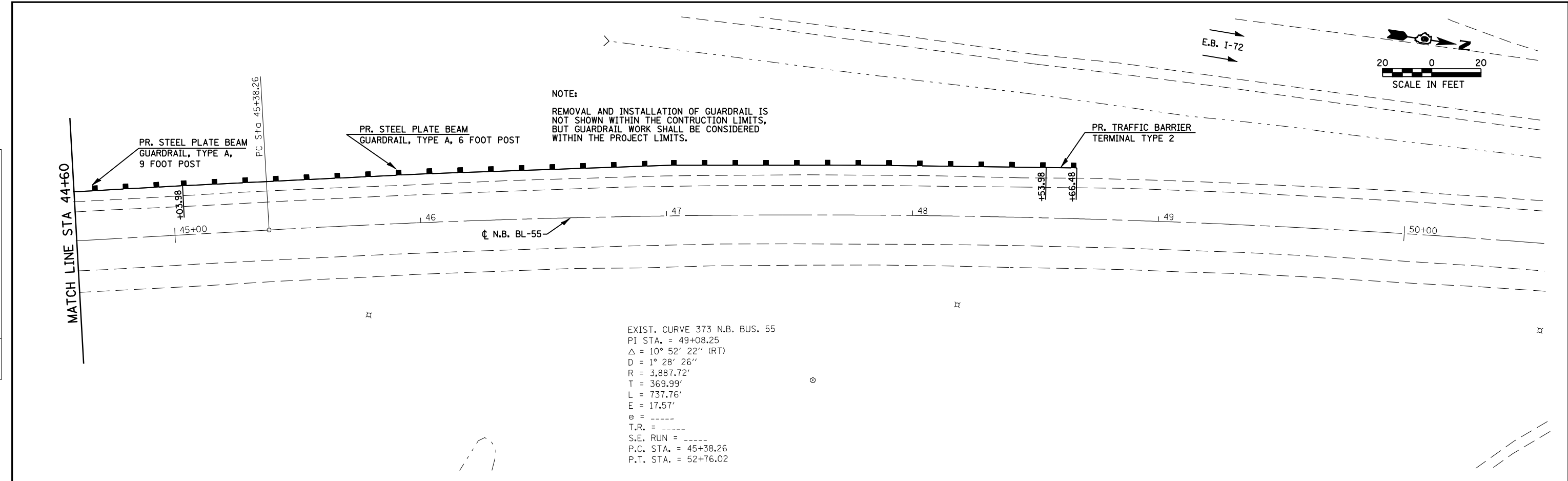
SCALE: H=20 V=5 SHEET NO. 2 OF 3 SHEETS STA. 38 + 50 TO STA. 44 + 50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3HB-6)BR	SANGAMON	90	11
S.N. 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

Pr:2007-06-20 08:27:00: Work Order #1 - I-55/1-72 Bridge Deck Reconstruction/D81

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PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	DATE		
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	NO.		



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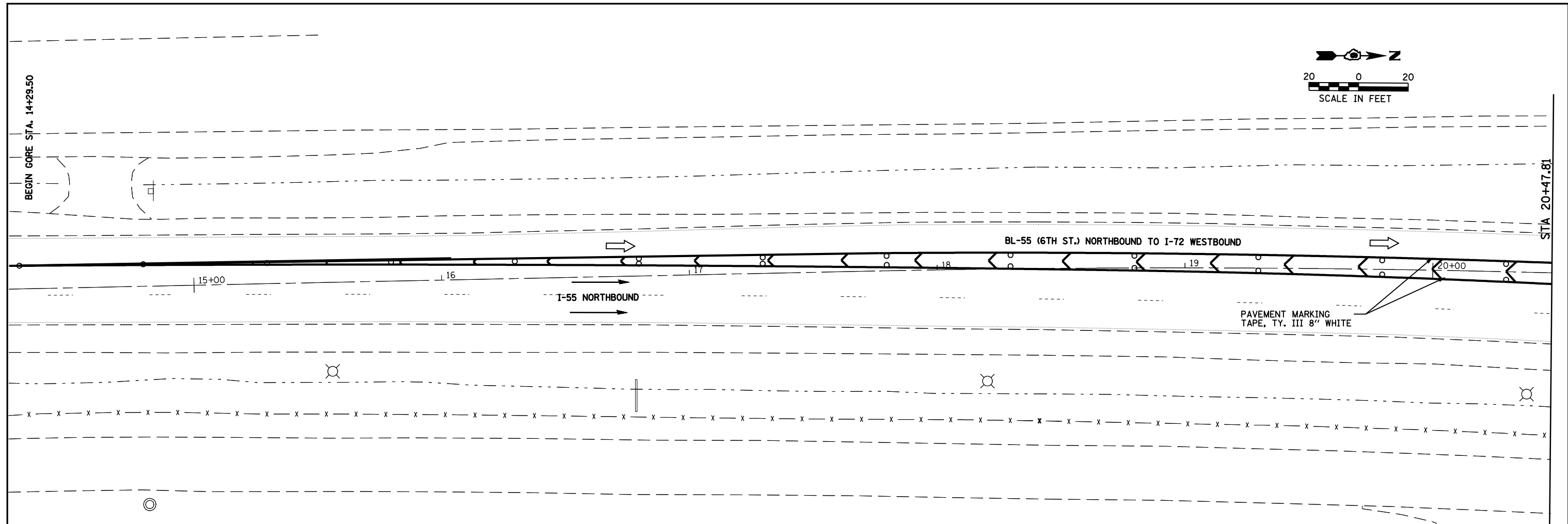
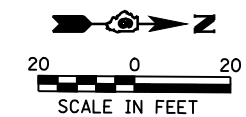
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BL-55 PLAN AND PROFILE

SCALE: H=20 V=5 SHEET NO. 3 OF 3 SHEETS STA. 44 + 50 TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3HB-6)BR	SANGAMON	90	12
S.N. 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

Prj:2007-06-2009020823700-Work Order #1 - I-55/I-72 Bridge Deck Reconstruction/D81



SYMBOLS

- DIRECTION OF TRAFFIC
- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- IMPACT ATTENUATORS, (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
- FLEXIBLE DELINEATOR (50' SPACING)

- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE 3, SHALL BE PLACED THROUGHOUT THE TAPER AND ALONG-SIDE THE WORK AREA. THE RIGHT EDGE LINE SHALL BE TEMPORARY PAVEMENT MARKING TAPE TYPE 3, WHITE AND THE LEFT EDGE LINE SHALL BE YELLOW.
- ② BARRIER WALL/GUARDRAIL MARKERS AT 25'. MARKERS ON RIGHT SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL BE AMBER.

NOTE:
ALL SIGNS AND TRAFFIC CONTROLS NOT SHOWN SHALL BE ACCORDING TO STANDARD 701400.

STAGE CONSTRUCTION TRAFFIC CONTROL NOTES

1. THE ADVISORY SPEED TO BE SHOWN ON THE SIGNS IN THE STAGE CONSTRUCTION TRAFFIC CONTROL SHALL BE DETERMINED AT THE SITE AND APPROVED BY THE ENGINEER.
2. STAGE I PAVEMENT MARKINGS THAT APPLY IN STAGE II WILL BE RESTRIPE AS DIRECTED BY THE ENGINEER.
3. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH STAGE I PAVEMENT MARKING SHALL BE REMOVED.
4. PAVEMENT MARKINGS THAT CONFLICT WITH THE PRESENT STAGE PAVEMENT MARKINGS SHALL BE REMOVED.
5. WITHIN THE PROJECT LIMITS, STA. 38+75 TO STA. 44+50, THE PROPOSED HMA SURFACE COURSE, MIX "C", N30 SHALL BE PLACED AT THE PRESCRIBED THICKNESS AND LEVEL WITH THE EXISTING EDGE OF PAVEMENT.
6. THE PLACEMENT OF THE FINAL LIFT ON THE SHOULDERS WILL BE PLACED DURING STAGE III.

SUGGESTED SEQUENCE FOR STAGE CONSTRUCTION AND TRAFFIC CONTROL

- STAGE I:**
1. REMOVE EXISTING SHOULDERS AND PAVE BASE COURSE WIDENING FROM STA. 38+75 TO STA. 44+50.
 2. PLACE ALL TRAFFIC CONTROL ITEMS AS REQUIRED BY STANDARD 701400 AND AS SHOWN ON THE STAGE I CONSTRUCTION AND TRAFFIC CONTROL SHEET.
 3. COMPLETE STAGE I REMOVAL AND CONSTRUCTION OF THE EXISTING PROPOSED BRIDGE SUPERSTRUCTURE AND APPROACH PAVEMENT AS DESCRIBED IN THE STRUCTURAL PLANS.
 4. COMPLETE ALL STAGE I CONSTRUCTION ACTIVITIES; REMOVE ALL PRESCRIBED BASE COURSE WIDENING AND EXISTING GUARDRAIL; COMPLETE REMAINING EARTHWORK AND TEMPORARY SEEDING; CONSTRUCT THE PROPOSED HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30; AND REMOVE AND INSTALL PROPOSED GUARDRAIL.
 5. CONSTRUCT TEMPORARY BITUMINOUS RAMPS TO CREATE A TRANSITION BETWEEN THE NEW BRIDGE APPROACH PAVEMENT DOWN TO THE EXISTING PAVEMENT.

STAGE II:

1. PLACE ALL TRAFFIC CONTROL ITEMS FOR STAGE II CONSTRUCTION AS REQUIRED BY STANDARD 701400 AND AS SHOWN ON THE STAGE II CONSTRUCTION TRAFFIC CONTROL.
2. COMPLETE STAGE II REMOVAL AND CONSTRUCTION OF EXISTING/PROPOSED BRIDGE SUPERSTRUCTURE AND APPROACH PAVEMENT AS DESCRIBED IN THE STRUCTURE PLANS.
3. COMPLETE ALL STAGE II CONSTRUCTION ACTIVITIES; REMOVE EXISTING GUARDRAIL; COMPLETE EARTHWORK AND TEMPORARY SEEDING; REMOVE AND INSTALL PROPOSED GUARDRAIL.
4. CONSTRUCT THE REMAINING PORTION OF THE TEMPORARY RAMPS TO TRANSITION BETWEEN THE NEW BRIDGE APPROACH PAVEMENT DOWN TO THE EXISTING PAVEMENT.

STAGE III:

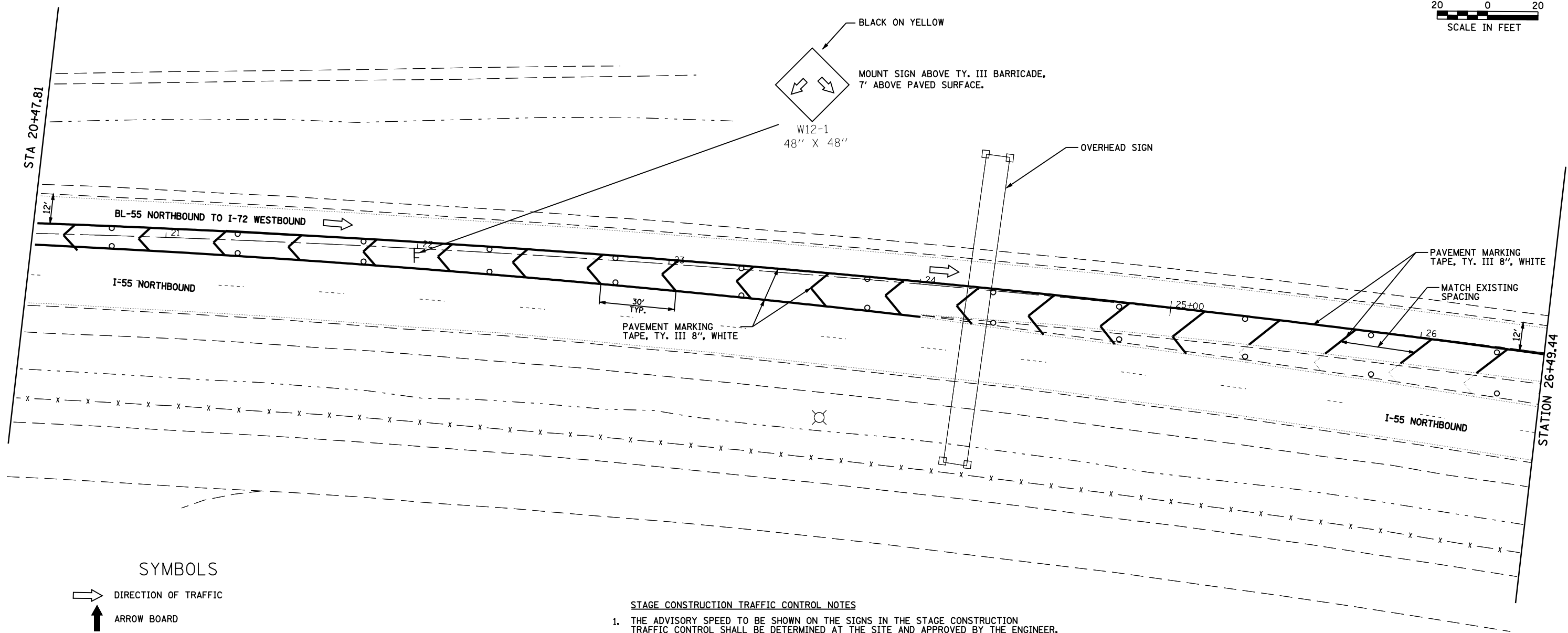
1. REMOVE ALL STAGED TRAFFIC CONTROL ITEMS (CONCRETE BARRIER, IMPACT ATTENUATORS, TRAFFIC SIGNALS, ETC.)
2. CONSTRUCT BUTT JOINTS IN THE EXISTING PAVEMENTS AT STA. 38+75 AND STA. 44+50
3. PLACE PROPOSED BITUMINOUS PRIME COAT, LEVELING BINDER, AND SURFACE COURSE. ALSO PLACE THE FINAL LIFT ON THE HMA SURFACE COURSE, MIX "C", N50. THE EXTRA MATERIAL NEEDED FOR THE FINAL LIFT ON THE HMA SURFACE COURSE, MIX "C", N50 SHALL BE INCLUDED IN THE UNIT PRICE FOR HMA SURFACE COURSE, MIX "C", N50.
4. COMPLETE ALL SEEDING OPERATIONS, SPREAD ALL SOIL AMENITIES, SEED AND MULCH.
5. INSTALL ALL PERMANENT PAVEMENT MARKINGS TO MATCH THE ROADWAY'S ORIGINAL STATE.

FILE NAME =	USER NAME = laughlinr1	DESIGNED - LLO	REVISED -
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PLOT SCALE = 40.0000' / IN.		CHECKED - MTM	REVISED -
PLOT DATE = May-09-2009 11:30:39AM		DATE - MARCH 5, 2009	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BL-55 STAGE 1 CONSTRUCTION (701402)
SCALE: 1" = 20' SHEET NO. 1 OF 11 SHEETS STA. 14+29.50 TO STA. 20+47.81

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3HB-6)BR	SANGAMON	90	13
S.N. 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



SYMBOLS

- DIRECTION OF TRAFFIC
- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- IMPACT ATTENUATORS, (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
- FLEXIBLE DELINEATOR (50' SPACING)
- TYPE III BARRICADE (6' WIDTH)

- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE 3, SHALL BE PLACED THROUGHOUT THE TAPER AND ALONG-SIDE THE WORK AREA. THE RIGHT EDGE LINE SHALL BE TEMPORARY PAVEMENT MARKING TAPE TYPE 3, WHITE AND THE LEFT EDGE LINE SHALL BE YELLOW.
- ② BARRIER WALL/GUARDRAIL MARKERS AT 25'. MARKERS ON RIGHT SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL BE AMBER.

STAGE CONSTRUCTION TRAFFIC CONTROL NOTES

1. THE ADVISORY SPEED TO BE SHOWN ON THE SIGNS IN THE STAGE CONSTRUCTION TRAFFIC CONTROL SHALL BE DETERMINED AT THE SITE AND APPROVED BY THE ENGINEER.
2. STAGE I PAVEMENT MARKINGS THAT APPLY IN STAGE II WILL BE RESTRIPE AS DIRECTED BY THE ENGINEER.
3. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH STAGE I PAVEMENT MARKING SHALL BE REMOVED.
4. PAVEMENT MARKINGS THAT CONFLICT WITH THE PRESENT STAGE PAVEMENT MARKINGS SHALL BE REMOVED.
5. WITHIN THE PROJECT LIMITS, STA. 38+75 TO STA. 44+50, THE PROPOSED HMA SURFACE COURSE, MIX "C", N30 SHALL BE PLACED AT THE PRESCRIBED THICKNESS AND LEVEL WITH THE EXISTING EDGE OF PAVEMENT.
6. THE PLACEMENT OF THE FINAL LIFT ON THE SHOULDERS WILL BE PLACED DURING STAGE III.

SUGGESTED SEQUENCE FOR STAGE CONSTRUCTION AND TRAFFIC CONTROL STAGE I:

1. REMOVE EXISTING SHOULDERS AND PAVE BASE COURSE WIDENING FROM STA. 38+75 TO STA. 44+50.
2. PLACE ALL TRAFFIC CONTROL ITEMS AS REQUIRED BY STANDARD 701400 AND AS SHOWN ON THE STAGE I CONSTRUCTION AND TRAFFIC CONTROL SHEET.
3. COMPLETE STAGE I REMOVAL AND CONSTRUCTION OF THE EXISTING PROPOSED BRIDGE SUPERSTRUCTURE AND APPROACH PAVEMENT AS DESCRIBED IN THE STRUCTURAL PLANS.
4. COMPLETE ALL STAGE I CONSTRUCTION ACTIVITIES; REMOVE ALL PRESCRIBED BASE COURSE WIDENING AND EXISTING GUARDRAIL; COMPLETE REMAINING EARTHWORK AND TEMPORARY SEEDING; CONSTRUCT THE PROPOSED HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30; AND REMOVE AND INSTALL PROPOSED GUARDRAIL.
5. CONSTRUCT TEMPORARY BITUMINOUS RAMPS TO CREATE A TRANSITION BETWEEN THE NEW BRIDGE APPROACH PAVEMENT DOWN TO THE EXISTING PAVEMENT.

STAGE II:

1. PLACE ALL TRAFFIC CONTROL ITEMS FOR STAGE II CONSTRUCTION AS REQUIRED BY STANDARD 701400 AND AS SHOWN ON THE STAGE II CONSTRUCTION TRAFFIC CONTROL.
2. COMPLETE STAGE II REMOVAL AND CONSTRUCTION OF EXISTING/PROPOSED BRIDGE SUPERSTRUCTURE AND APPROACH PAVEMENT AS DESCRIBED IN THE STRUCTURE PLANS.
3. COMPLETE ALL STAGE II CONSTRUCTION ACTIVITIES; REMOVE EXISTING GUARDRAIL; COMPLETE EARTHWORK AND TEMPORARY SEEDING; REMOVE AND INSTALL PROPOSED GUARDRAIL.
4. CONSTRUCT THE REMAINING PORTION OF THE TEMPORARY RAMPS TO TRANSITION BETWEEN THE NEW BRIDGE APPROACH PAVEMENT DOWN TO THE EXISTING PAVEMENT.

STAGE III:

1. REMOVE ALL STAGED TRAFFIC CONTROL ITEMS (CONCRETE BARRIER, IMPACT ATTENUATORS, TRAFFIC SIGNALS, ETC.)
2. CONSTRUCT BUTT JOINTS IN THE EXISTING PAVEMENTS AT STA. 38+75 AND STA. 44+50
3. PLACE PROPOSED BITUMINOUS PRIME COAT, LEVELING BINDER, AND SURFACE COURSE. ALSO PLACE THE FINAL LIFT ON THE HMA SURFACE COURSE, MIX "C", N50. THE EXTRA MATERIAL NEEDED FOR THE FINAL LIFT ON THE HMA SURFACE COURSE, MIX "C", N50 SHALL BE INCLUDED IN THE UNIT PRICE FOR HMA SURFACE COURSE, MIX "C", N50.
4. COMPLETE ALL SEEDING OPERATIONS, SPREAD ALL SOIL AMENITIES, SEED AND MULCH.
5. INSTALL ALL PERMANENT PAVEMENT MARKINGS TO MATCH THE ROADWAY'S ORIGINAL STATE.

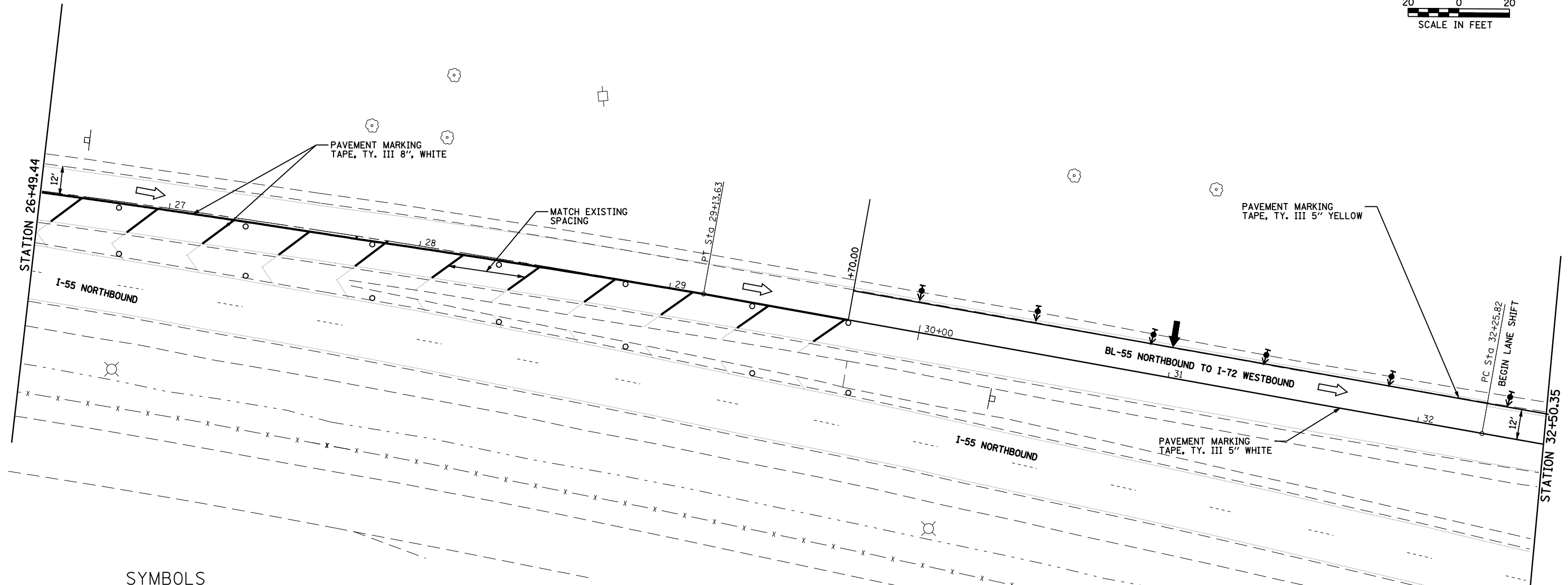
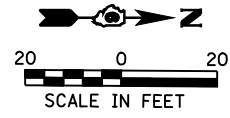
NOTE:
ALL SIGNS AND TRAFFIC CONTROLS NOT SHOWN SHALL BE ACCORDING TO STANDARD 701400.

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PLOT SCALE = 40.0000' / IN.		CHECKED - MTM	REVISED -
PLOT DATE = May-09-2009 11:30:46AM		DATE - MARCH 5, 2009	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BL-55 STAGE I CONSTRUCTION (701402)
SCALE: 1" = 20' SHEET NO. 2 OF 11 SHEETS STA. 20+47.81 TO STA. 26+49.44

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3HB-6)BR	SANGAMON	90	14
S.N. 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



SYMBOLS

- DIRECTION OF TRAFFIC
- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- IMPACT ATTENUATORS, (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
- FLEXIBLE DELINEATOR (50' SPACING)

- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE 3, SHALL BE PLACED THROUGHOUT THE TAPER AND ALONG-SIDE THE WORK AREA. THE RIGHT EDGE LINE SHALL BE TEMPORARY PAVEMENT MARKING TAPE TYPE 3, WHITE AND THE LEFT EDGE LINE SHALL BE YELLOW.
- ② BARRIER WALL/GUARDRAIL MARKERS AT 25'. MARKERS ON RIGHT SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL BE AMBER.

NOTE:
ALL SIGNS AND TRAFFIC CONTROLS NOT SHOWN SHALL BE ACCORDING TO STANDARD 701400.

STAGE CONSTRUCTION TRAFFIC CONTROL NOTES

1. THE ADVISORY SPEED TO BE SHOWN ON THE SIGNS IN THE STAGE CONSTRUCTION TRAFFIC CONTROL SHALL BE DETERMINED AT THE SITE AND APPROVED BY THE ENGINEER.
2. STAGE I PAVEMENT MARKINGS THAT APPLY IN STAGE II WILL BE RESTRIPE AS DIRECTED BY THE ENGINEER.
3. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH STAGE I PAVEMENT MARKING SHALL BE REMOVED.
4. PAVEMENT MARKINGS THAT CONFLICT WITH THE PRESENT STAGE PAVEMENT MARKINGS SHALL BE REMOVED.
5. WITHIN THE PROJECT LIMITS, STA. 38+75 TO STA. 44+50, THE PROPOSED HMA SURFACE COURSE, MIX "C", N50 SHALL BE PLACED AT THE PRESCRIBED THICKNESS AND LEVEL WITH THE EXISTING EDGE OF PAVEMENT.
6. THE PLACEMENT OF THE FINAL LIFT ON THE SHOULDERS WILL BE PLACED DURING STAGE III.

SUGGESTED SEQUENCE FOR STAGE CONSTRUCTION AND TRAFFIC CONTROL

- STAGE I:**
1. REMOVE EXISTING SHOULDERS AND PAVE BASE COURSE WIDENING FROM STA. 38+75 TO STA. 44+50.
 2. PLACE ALL TRAFFIC CONTROL ITEMS AS REQUIRED BY STANDARD 701400 AND AS SHOWN ON THE STAGE I CONSTRUCTION AND TRAFFIC CONTROL SHEET.
 3. COMPLETE STAGE I REMOVAL AND CONSTRUCTION OF THE EXISTING PROPOSED BRIDGE SUPERSTRUCTURE AND APPROACH PAVEMENT AS DESCRIBED IN THE STRUCTURAL PLANS.
 4. COMPLETE ALL STAGE I CONSTRUCTION ACTIVITIES; REMOVE ALL PRESCRIBED BASE COURSE WIDENING AND EXISTING GUARDRAIL; COMPLETE REMAINING EARTHWORK AND TEMPORARY SEEDING; CONSTRUCT THE PROPOSED HOT-MIX ASPHALT SHOULDERS; AND REMOVE AND INSTALL PROPOSED GUARDRAIL.
 5. CONSTRUCT TEMPORARY BITUMINOUS RAMPS TO CREATE A TRANSITION BETWEEN THE NEW BRIDGE APPROACH PAVEMENT DOWN TO THE EXISTING PAVEMENT.

STAGE II:

1. PLACE ALL TRAFFIC CONTROL ITEMS FOR STAGE II CONSTRUCTION AS REQUIRED BY STANDARD 701400 AND AS SHOWN ON THE STAGE II CONSTRUCTION TRAFFIC CONTROL.
2. COMPLETE STAGE II REMOVAL AND CONSTRUCTION OF EXISTING/PROPOSED BRIDGE SUPERSTRUCTURE AND APPROACH PAVEMENT AS DESCRIBED IN THE STRUCTURE PLANS.
3. COMPLETE ALL STAGE II CONSTRUCTION ACTIVITIES; REMOVE EXISTING GUARDRAIL; COMPLETE EARTHWORK AND TEMPORARY SEEDING; REMOVE AND INSTALL PROPOSED GUARDRAIL.
4. CONSTRUCT THE REMAINING PORTION OF THE TEMPORARY RAMPS TO TRANSITION BETWEEN THE NEW BRIDGE APPROACH PAVEMENT DOWN TO THE EXISTING PAVEMENT.

STAGE III:

1. REMOVE ALL STAGED TRAFFIC CONTROL ITEMS (CONCRETE BARRIER, IMPACT ATTENUATORS, TRAFFIC SIGNALS, ETC.)
2. CONSTRUCT BUTT JOINTS IN THE EXISTING PAVEMENTS AT STA. 38+75 AND STA. 44+50
3. PLACE PROPOSED BITUMINOUS PRIME COAT, LEVELING BINDER, AND SURFACE COURSE. ALSO PLACE THE FINAL LIFT ON THE HMA SURFACE COURSE, MIX "C", N50. THE EXTRA MATERIAL NEEDED FOR THE FINAL LIFT ON THE HMA SURFACE COURSE, MIX "C", N50 SHALL BE INCLUDED IN THE UNIT PRICE FOR HMA SURFACE COURSE, MIX "C", N50.
4. COMPLETE ALL SEEDING OPERATIONS, SPREAD ALL SOIL AMENITIES, SEED AND MULCH.
5. INSTALL ALL PERMANENT PAVEMENT MARKINGS TO MATCH THE ROADWAY'S ORIGINAL STATE.

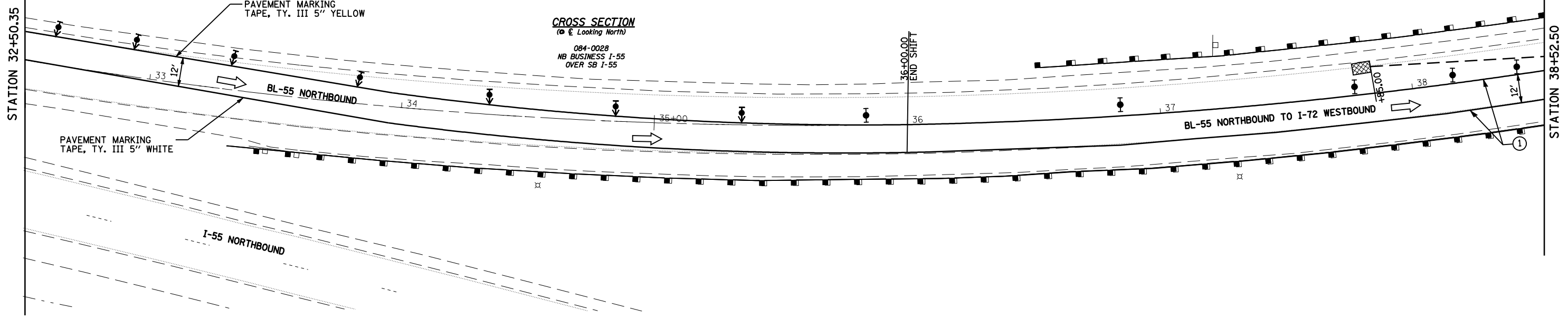
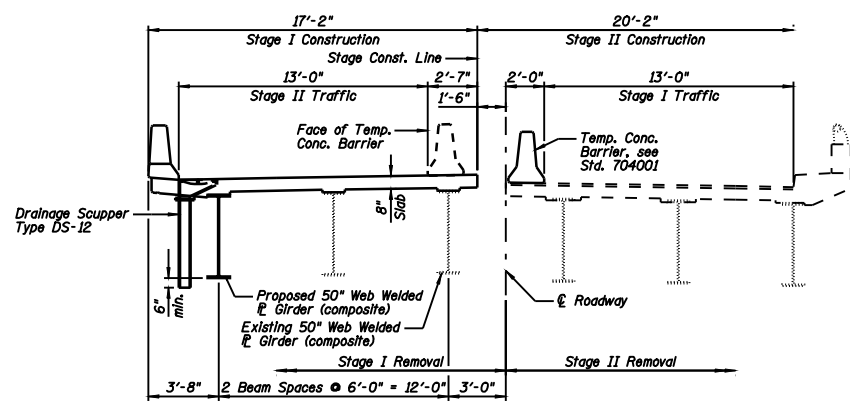
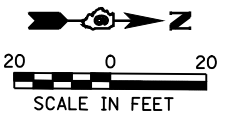
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PLOT SCALE = 40.0000' / IN.		CHECKED - MTM	REVISED -
PLOT DATE = May-12-2009 08:07:14AM		DATE - MARCH 5, 2009	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BL-55 STAGE I CONSTRUCTION (701402)

SCALE: 1" = 20' SHEET NO. 3 OF 11 SHEETS STA. 26+49.44 TO STA. 32+50.35

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3HB-6)BR	SANGAMON	90	15
S.N. 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



CROSS SECTION
(@ Looking North)

084-0028
NB BUSINESS I-55
OVER SB I-55

SYMBOLS

- DIRECTION OF TRAFFIC
- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- IMPACT ATTENUATORS, (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
- FLEXIBLE DELINEATOR (50' SPACING)

- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE 3, SHALL BE PLACED THROUGHOUT THE TAPER AND ALONG-SIDE THE WORK AREA. THE RIGHT EDGE LINE SHALL BE TEMPORARY PAVEMENT MARKING TAPE TYPE 3, WHITE AND THE LEFT EDGE LINE SHALL BE YELLOW.
- ② BARRIER WALL/GUARDRAIL MARKERS AT 25'. MARKERS ON RIGHT SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL BE AMBER.

STAGE CONSTRUCTION TRAFFIC CONTROL NOTES

1. THE ADVISORY SPEED TO BE SHOWN ON THE SIGNS IN THE STAGE CONSTRUCTION TRAFFIC CONTROL SHALL BE DETERMINED AT THE SITE AND APPROVED BY THE ENGINEER.
2. STAGE I PAVEMENT MARKINGS THAT APPLY IN STAGE II WILL BE RESTRIPE AS DIRECTED BY THE ENGINEER.
3. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH STAGE I PAVEMENT MARKING SHALL BE REMOVED.
4. PAVEMENT MARKINGS THAT CONFLICT WITH THE PRESENT STAGE PAVEMENT MARKINGS SHALL BE REMOVED.
5. WITHIN THE PROJECT LIMITS, STA. 38+75 TO STA. 44+50, THE PROPOSED HMA SURFACE COURSE, MIX "C", N30 SHALL BE PLACED AT THE PRESCRIBED THICKNESS AND LEVEL WITH THE EXISTING EDGE OF PAVEMENT.
6. THE PLACEMENT OF THE FINAL LIFT ON THE SHOULDERS WILL BE PLACED DURING STAGE III.

SUGGESTED SEQUENCE FOR STAGE CONSTRUCTION AND TRAFFIC CONTROL STAGE I:

1. REMOVE EXISTING SHOULDERS AND PAVE BASE COURSE WIDENING FROM STA. 38+75 TO STA. 44+50.
2. PLACE ALL TRAFFIC CONTROL ITEMS AS REQUIRED BY STANDARD 701400 AND AS SHOWN ON THE STAGE I CONSTRUCTION AND TRAFFIC CONTROL SHEET.
3. COMPLETE STAGE I REMOVAL AND CONSTRUCTION OF THE EXISTING PROPOSED BRIDGE SUPERSTRUCTURE AND APPROACH PAVEMENT AS DESCRIBED IN THE STRUCTURAL PLANS.
4. COMPLETE ALL STAGE I CONSTRUCTION ACTIVITIES; REMOVE ALL PRESCRIBED BASE COURSE WIDENING AND EXISTING GUARDRAIL; COMPLETE REMAINING EARTHWORK AND TEMPORARY SEEDING; CONSTRUCT THE PROPOSED HOT-MIX ASPHALT SHOULDERS; AND REMOVE AND INSTALL PROPOSED GUARDRAIL.
5. CONSTRUCT TEMPORARY BITUMINOUS RAMPS TO CREATE A TRANSITION BETWEEN THE NEW BRIDGE APPROACH PAVEMENT DOWN TO THE EXISTING PAVEMENT.

STAGE II:

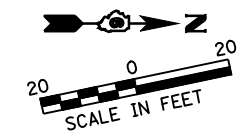
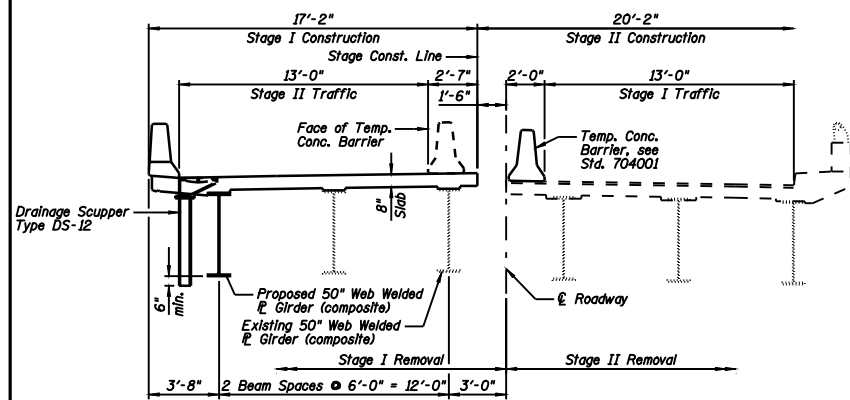
1. PLACE ALL TRAFFIC CONTROL ITEMS FOR STAGE II CONSTRUCTION AS REQUIRED BY STANDARD 701400 AND AS SHOWN ON THE STAGE II CONSTRUCTION TRAFFIC CONTROL.
2. COMPLETE STAGE II REMOVAL AND CONSTRUCTION OF EXISTING/PROPOSED BRIDGE SUPERSTRUCTURE AND APPROACH PAVEMENT AS DESCRIBED IN THE STRUCTURE PLANS.
3. COMPLETE ALL STAGE II CONSTRUCTION ACTIVITIES; REMOVE EXISTING GUARDRAIL; COMPLETE EARTHWORK AND TEMPORARY SEEDING; REMOVE AND INSTALL PROPOSED GUARDRAIL.
4. CONSTRUCT THE REMAINING PORTION OF THE TEMPORARY RAMPS TO TRANSITION BETWEEN THE NEW BRIDGE APPROACH PAVEMENT DOWN TO THE EXISTING PAVEMENT.

STAGE III:

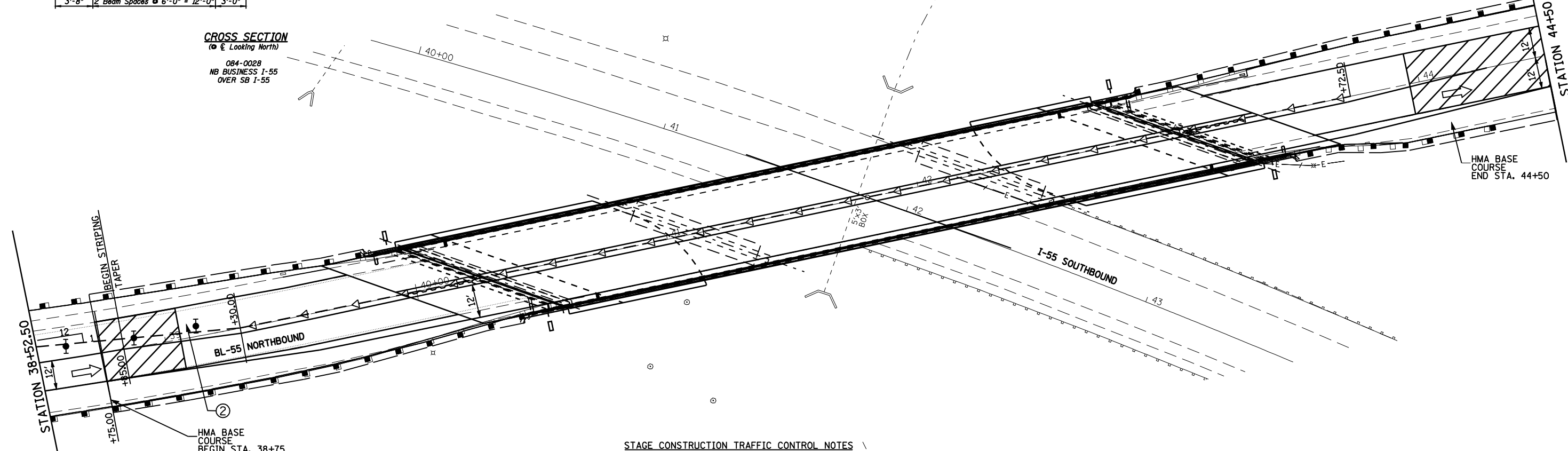
1. REMOVE ALL STAGED TRAFFIC CONTROL ITEMS (CONCRETE BARRIER, IMPACT ATTENUATORS, TRAFFIC SIGNALS, ETC.)
2. CONSTRUCT BUTT JOINTS IN THE EXISTING PAVEMENTS AT STA. 38+75 AND STA. 44+50
3. PLACE PROPOSED BITUMINOUS PRIME COAT, LEVELING BINDER, AND SURFACE COURSE. ALSO PLACE THE FINAL LIFT ON THE HMA SURFACE COURSE, MIX "C", N50. THE EXTRA MATERIAL NEEDED FOR THE FINAL LIFT ON THE HMA SURFACE COURSE, MIX "C", N50 SHALL BE INCLUDED IN THE UNIT PRICE FOR HMA SURFACE COURSE, MIX "C", N50.
4. COMPLETE ALL SEEDING OPERATIONS, SPREAD ALL SOIL AMENITIES, SEED AND MULCH.
5. INSTALL ALL PERMANENT PAVEMENT MARKINGS TO MATCH THE ROADWAY'S ORIGINAL STATE.

NOTE:
ALL SIGNS AND TRAFFIC CONTROLS NOT SHOWN SHALL BE ACCORDING TO STANDARD 701400.

FILE NAME =	USER NAME = laughlinr1	DESIGNED - LLO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BL-55 STAGE I CONSTRUCTION (701402)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\PWIDOT\LAUGHLINRL\0131883\0672464_13-23_STAGES.dgn	DRAWN - JJS	REVISED -	55			(84-3HB-6)BR	SANGAMON	90	16	
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PLOT DATE = May-11-2009 01:45:15PM	DATE - MARCH 5, 2009	REVISED -	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT							
				SCALE: 1" = 20'	SHEET NO. 4 OF 11 SHEETS	STA. 32+50.35 TO STA. 38+52.50				



CROSS SECTION
(Looking North)
084-0028
NB BUSINESS I-55
OVER SB I-55



SYMBOLS

- DIRECTION OF TRAFFIC
- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- IMPACT ATTENUATORS, (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
- FLEXIBLE DELINEATOR (50' SPACING)

- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE 3, SHALL BE PLACED THROUGHOUT THE TAPER AND ALONG-SIDE THE WORK AREA. THE RIGHT EDGE LINE SHALL BE TEMPORARY PAVEMENT MARKING TAPE TYPE 3, WHITE AND THE LEFT EDGE LINE SHALL BE YELLOW.
- ② BARRIER WALL/GUARDRAIL MARKERS AT 25'. MARKERS ON RIGHT SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL BE AMBER.

NOTE:
ALL SIGNS AND TRAFFIC CONTROLS NOT SHOWN SHALL BE ACCORDING TO STANDARD 701400.

STAGE CONSTRUCTION TRAFFIC CONTROL NOTES

1. THE ADVISORY SPEED TO BE SHOWN ON THE SIGNS IN THE STAGE CONSTRUCTION TRAFFIC CONTROL SHALL BE DETERMINED AT THE SITE AND APPROVED BY THE ENGINEER.
2. STAGE I PAVEMENT MARKINGS THAT APPLY IN STAGE II WILL BE RESTRIPE AS DIRECTED BY THE ENGINEER.
3. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH STAGE I PAVEMENT MARKING SHALL BE REMOVED.
4. PAVEMENT MARKINGS THAT CONFLICT WITH THE PRESENT STAGE PAVEMENT MARKINGS SHALL BE REMOVED.
5. WITHIN THE PROJECT LIMITS, STA. 38+75 TO STA. 44+50, THE PROPOSED HMA SURFACE COURSE, MIX "C", N50 SHALL BE PLACED AT THE PRESCRIBED THICKNESS AND LEVEL WITH THE EXISTING EDGE OF PAVEMENT.
6. THE PLACEMENT OF THE FINAL LIFT ON THE SHOULDERS WILL BE PLACED DURING STAGE III.

SUGGESTED SEQUENCE FOR STAGE CONSTRUCTION AND TRAFFIC CONTROL

- STAGE I:**
1. REMOVE EXISTING SHOULDERS AND PAVE BASE COURSE WIDENING FROM STA. 38+75 TO STA. 44+50.
 2. PLACE ALL TRAFFIC CONTROL ITEMS AS REQUIRED BY STANDARD 701400 AND AS SHOWN ON THE STAGE I CONSTRUCTION AND TRAFFIC CONTROL SHEET.
 3. COMPLETE STAGE I REMOVAL AND CONSTRUCTION OF THE EXISTING PROPOSED BRIDGE SUPERSTRUCTURE AND APPROACH PAVEMENT AS DESCRIBED IN THE STRUCTURAL PLANS.
 4. COMPLETE ALL STAGE I CONSTRUCTION ACTIVITIES; REMOVE ALL PRESCRIBED BASE COURSE WIDENING AND EXISTING GUARDRAIL; COMPLETE REMAINING EARTHWORK AND TEMPORARY SEEDING; CONSTRUCT THE PROPOSED HOT-MIX ASPHALT SHOULDERS; AND REMOVE AND INSTALL PROPOSED GUARDRAIL.
 5. CONSTRUCT TEMPORARY BITUMINOUS RAMPS TO CREATE A TRANSITION BETWEEN THE NEW BRIDGE APPROACH PAVEMENT DOWN TO THE EXISTING PAVEMENT.

STAGE II:

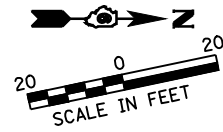
1. PLACE ALL TRAFFIC CONTROL ITEMS FOR STAGE II CONSTRUCTION AS REQUIRED BY STANDARD 701400 AND AS SHOWN ON THE STAGE II CONSTRUCTION TRAFFIC CONTROL.
2. COMPLETE STAGE II REMOVAL AND CONSTRUCTION OF EXISTING/PROPOSED BRIDGE SUPERSTRUCTURE AND APPROACH PAVEMENT AS DESCRIBED IN THE STRUCTURE PLANS.
3. COMPLETE ALL STAGE II CONSTRUCTION ACTIVITIES; REMOVE EXISTING GUARDRAIL; COMPLETE EARTHWORK AND TEMPORARY SEEDING; REMOVE AND INSTALL PROPOSED GUARDRAIL.
4. CONSTRUCT THE REMAINING PORTION OF THE TEMPORARY RAMPS TO TRANSITION BETWEEN THE NEW BRIDGE APPROACH PAVEMENT DOWN TO THE EXISTING PAVEMENT.

STAGE III:

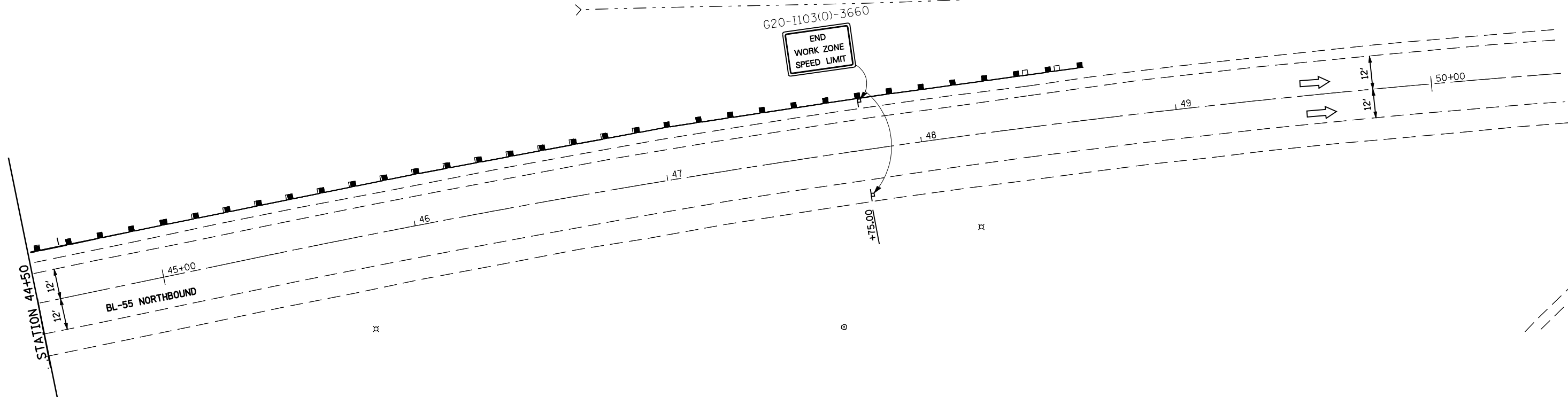
1. REMOVE ALL STAGED TRAFFIC CONTROL ITEMS (CONCRETE BARRIER, IMPACT ATTENUATORS, TRAFFIC SIGNALS, ETC.)
2. CONSTRUCT BUTT JOINTS IN THE EXISTING PAVEMENTS AT STA. 38+75 AND STA. 44+50
3. PLACE PROPOSED BITUMINOUS PRIME COAT, LEVELING BINDER, AND SURFACE COURSE. ALSO PLACE THE FINAL LIFT ON THE HMA SURFACE COURSE, MIX "C", N50. THE EXTRA MATERIAL NEEDED FOR THE FINAL LIFT ON THE HMA SURFACE COURSE, MIX "C", N50 SHALL BE INCLUDED IN THE UNIT PRICE FOR HMA SURFACE COURSE, MIX "C", N50.
4. COMPLETE ALL SEEDING OPERATIONS, SPREAD ALL SOIL AMENITIES, SEED AND MULCH.
5. INSTALL ALL PERMANENT PAVEMENT MARKINGS TO MATCH THE ROADWAY'S ORIGINAL STATE.

FILE NAME =	USER NAME = laughlinr1	DESIGNED - LLO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BL-55 STAGE I CONSTRUCTION (701402)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\PWIDOT\LAUGHLINRL\0131883\072464.13-23_STAGES.dgn	PLOT SCALE = 40.0000' / IN.	DRAWN - JJS	REVISED -			55	(84-3HB-6)BR	SANGAMON	90	17
	PLOT DATE = May-09-2009 11:31:06AM	CHECKED - MTM	REVISED -			S.N. 084-0028		CONTRACT NO. 72A64		
		DATE - MARCH 5, 2009	REVISED -			FED. ROAD DIST. NO. 6 ILLINOIS		FED. AID PROJECT		

SCALE: 1" = 20' SHEET NO. 5 OF 11 SHEETS STA. 38+52.50 TO STA. 44+50



BL-55 SOUTHBOUND



SYMBOLS

- DIRECTION OF TRAFFIC
- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- IMPACT ATTENUATORS, (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
- FLEXIBLE DELINEATOR (50' SPACING)

NOTE:
ALL SIGNS AND TRAFFIC CONTROLS NOT SHOWN SHALL BE ACCORDING TO STANDARD 701400.

- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE 3, SHALL BE PLACED THROUGHOUT THE TAPER AND ALONG-SIDE THE WORK AREA. THE RIGHT EDGE LINE SHALL BE TEMPORARY PAVEMENT MARKING TAPE TYPE 3, WHITE AND THE LEFT EDGE LINE SHALL BE YELLOW.
- ② BARRIER WALL/GUARDRAIL MARKERS AT 25'. MARKERS ON RIGHT SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL BE AMBER.

STAGE CONSTRUCTION TRAFFIC CONTROL NOTES

1. THE ADVISORY SPEED TO BE SHOWN ON THE SIGNS IN THE STAGE CONSTRUCTION TRAFFIC CONTROL SHALL BE DETERMINED AT THE SITE AND APPROVED BY THE ENGINEER.
2. STAGE I PAVEMENT MARKINGS THAT APPLY IN STAGE II WILL BE RESTRIPE AS DIRECTED BY THE ENGINEER.
3. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH STAGE I PAVEMENT MARKING SHALL BE REMOVED.
4. PAVEMENT MARKINGS THAT CONFLICT WITH THE PRESENT STAGE PAVEMENT MARKINGS SHALL BE REMOVED.
5. WITHIN THE PROJECT LIMITS, STA. 38+75 TO STA. 44+50, THE PROPOSED HMA SURFACE COURSE, MIX "C", N30 SHALL BE PLACED AT THE PRESCRIBED THICKNESS AND LEVEL WITH THE EXISTING EDGE OF PAVEMENT.
6. THE PLACEMENT OF THE FINAL LIFT ON THE SHOULDERS WILL BE PLACED DURING STAGE III.

SUGGESTED SEQUENCE FOR STAGE CONSTRUCTION AND TRAFFIC CONTROL STAGE I:

1. REMOVE EXISTING SHOULDERS AND PAVE BASE COURSE WIDENING FROM STA. 38+75 TO STA. 44+50.
2. PLACE ALL TRAFFIC CONTROL ITEMS AS REQUIRED BY STANDARD 701400 AND AS SHOWN ON THE STAGE I CONSTRUCTION AND TRAFFIC CONTROL SHEET.
3. COMPLETE STAGE I REMOVAL AND CONSTRUCTION OF THE EXISTING PROPOSED BRIDGE SUPERSTRUCTURE AND APPROACH PAVEMENT AS DESCRIBED IN THE STRUCTURAL PLANS.
4. COMPLETE ALL STAGE I CONSTRUCTION ACTIVITIES; REMOVE ALL PRESCRIBED BASE COURSE WIDENING AND EXISTING GUARDRAIL; COMPLETE REMAINING EARTHWORK AND TEMPORARY SEEDING; CONSTRUCT THE PROPOSED HOT-MIX ASPHALT SHOULDERS; AND REMOVE AND INSTALL PROPOSED GUARDRAIL.
5. CONSTRUCT TEMPORARY BITUMINOUS RAMPS TO CREATE A TRANSITION BETWEEN THE NEW BRIDGE APPROACH PAVEMENT DOWN TO THE EXISTING PAVEMENT.

STAGE II:

1. PLACE ALL TRAFFIC CONTROL ITEMS FOR STAGE II CONSTRUCTION AS REQUIRED BY STANDARD 701400 AND AS SHOWN ON THE STAGE II CONSTRUCTION TRAFFIC CONTROL.
2. COMPLETE STAGE II REMOVAL AND CONSTRUCTION OF EXISTING/PROPOSED BRIDGE SUPERSTRUCTURE AND APPROACH PAVEMENT AS DESCRIBED IN THE STRUCTURE PLANS.
3. COMPLETE ALL STAGE II CONSTRUCTION ACTIVITIES; REMOVE EXISTING GUARDRAIL; COMPLETE EARTHWORK AND TEMPORARY SEEDING; REMOVE AND INSTALL PROPOSED GUARDRAIL.
4. CONSTRUCT THE REMAINING PORTION OF THE TEMPORARY RAMPS TO TRANSITION BETWEEN THE NEW BRIDGE APPROACH PAVEMENT DOWN TO THE EXISTING PAVEMENT.

STAGE III:

1. REMOVE ALL STAGED TRAFFIC CONTROL ITEMS (CONCRETE BARRIER, IMPACT ATTENUATORS, TRAFFIC SIGNALS, ETC.)
2. CONSTRUCT BUTT JOINTS IN THE EXISTING PAVEMENTS AT STA. 38+75 AND STA. 44+50
3. PLACE PROPOSED BITUMINOUS PRIME COAT, LEVELING BINDER, AND SURFACE COURSE. ALSO PLACE THE FINAL LIFT ON THE HMA SURFACE COURSE, MIX "C", N50. THE EXTRA MATERIAL NEEDED FOR THE FINAL LIFT ON THE HMA SURFACE COURSE, MIX "C", N50 SHALL BE INCLUDED IN THE UNIT PRICE FOR HMA SURFACE COURSE, MIX "C", N50.
4. COMPLETE ALL SEEDING OPERATIONS, SPREAD ALL SOIL AMENITIES, SEED AND MULCH.
5. INSTALL ALL PERMANENT PAVEMENT MARKINGS TO MATCH THE ROADWAY'S ORIGINAL STATE.

FILE NAME =	USER NAME = laughlinr1	DESIGNED - LLO	REVISED -
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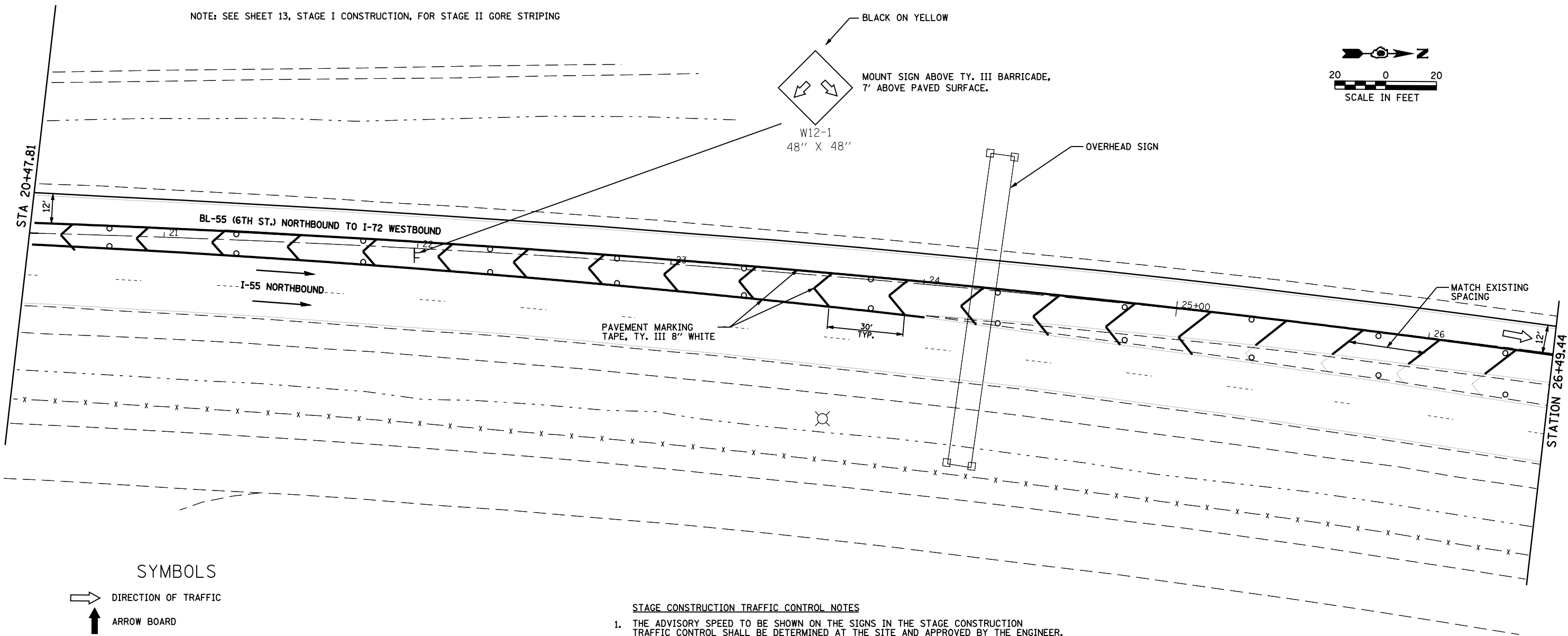
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BL-55 STAGE I CONSTRUCTION (701402)

SCALE: 1" = 20' SHEET NO. 6 OF 11 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3HB-6)BR	SANGAMON	90	18
S.N. 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

NOTE: SEE SHEET 13, STAGE I CONSTRUCTION, FOR STAGE II GORE STRIPING



SYMBOLS

- DIRECTION OF TRAFFIC
- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- IMPACT ATTENUATORS, (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
- FLEXIBLE DELINEATOR (50' SPACING)
- TYPE III BARRICADE (6' WIDTH)

- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE 3, SHALL BE PLACED THROUGHOUT THE TAPER AND ALONG-SIDE THE WORK AREA. THE RIGHT EDGE LINE SHALL BE TEMPORARY PAVEMENT MARKING TAPE TYPE 3, WHITE AND THE LEFT EDGE LINE SHALL BE YELLOW.
- ② BARRIER WALL/GUARDRAIL MARKERS AT 25'. MARKERS ON RIGHT SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL BE AMBER.

STAGE CONSTRUCTION TRAFFIC CONTROL NOTES

1. THE ADVISORY SPEED TO BE SHOWN ON THE SIGNS IN THE STAGE CONSTRUCTION TRAFFIC CONTROL SHALL BE DETERMINED AT THE SITE AND APPROVED BY THE ENGINEER.
2. STAGE I PAVEMENT MARKINGS THAT APPLY IN STAGE II WILL BE RESTRIPE AS DIRECTED BY THE ENGINEER.
3. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH STAGE I PAVEMENT MARKING SHALL BE REMOVED.
4. PAVEMENT MARKINGS THAT CONFLICT WITH THE PRESENT STAGE PAVEMENT MARKINGS SHALL BE REMOVED.
5. WITHIN THE PROJECT LIMITS, STA. 38+75 TO STA. 44+50, THE PROPOSED HMA SURFACE COURSE, MIX "C", N30 SHALL BE PLACED AT THE PRESCRIBED THICKNESS AND LEVEL WITH THE EXISTING EDGE OF PAVEMENT.
6. THE PLACEMENT OF THE FINAL LIFT ON THE SHOULDERS WILL BE PLACED DURING STAGE III.

SUGGESTED SEQUENCE FOR STAGE CONSTRUCTION AND TRAFFIC CONTROL STAGE I:

1. REMOVE EXISTING SHOULDERS AND PAVE BASE COURSE WIDENING FROM STA. 38+75 TO STA. 44+50.
2. PLACE ALL TRAFFIC CONTROL ITEMS AS REQUIRED BY STANDARD 701400 AND AS SHOWN ON THE STAGE I CONSTRUCTION AND TRAFFIC CONTROL SHEET.
3. COMPLETE STAGE I REMOVAL AND CONSTRUCTION OF THE EXISTING PROPOSED BRIDGE SUPERSTRUCTURE AND APPROACH PAVEMENT AS DESCRIBED IN THE STRUCTURAL PLANS.
4. COMPLETE ALL STAGE I CONSTRUCTION ACTIVITIES; REMOVE ALL PRESCRIBED BASE COURSE WIDENING AND EXISTING GUARDRAIL; COMPLETE REMAINING EARTHWORK AND TEMPORARY SEEDING; CONSTRUCT THE PROPOSED HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30; AND REMOVE AND INSTALL PROPOSED GUARDRAIL.
5. CONSTRUCT TEMPORARY BITUMINOUS RAMPS TO CREATE A TRANSITION BETWEEN THE NEW BRIDGE APPROACH PAVEMENT DOWN TO THE EXISTING PAVEMENT.

STAGE II:

1. PLACE ALL TRAFFIC CONTROL ITEMS FOR STAGE II CONSTRUCTION AS REQUIRED BY STANDARD 701400 AND AS SHOWN ON THE STAGE II CONSTRUCTION TRAFFIC CONTROL.
2. COMPLETE STAGE II REMOVAL AND CONSTRUCTION OF EXISTING/PROPOSED BRIDGE SUPERSTRUCTURE AND APPROACH PAVEMENT AS DESCRIBED IN THE STRUCTURE PLANS.
3. COMPLETE ALL STAGE II CONSTRUCTION ACTIVITIES; REMOVE EXISTING GUARDRAIL; COMPLETE EARTHWORK AND TEMPORARY SEEDING; REMOVE AND INSTALL PROPOSED GUARDRAIL.
4. CONSTRUCT THE REMAINING PORTION OF THE TEMPORARY RAMPS TO TRANSITION BETWEEN THE NEW BRIDGE APPROACH PAVEMENT DOWN TO THE EXISTING PAVEMENT.

STAGE III:

1. REMOVE ALL STAGED TRAFFIC CONTROL ITEMS (CONCRETE BARRIER, IMPACT ATTENUATORS, TRAFFIC SIGNALS, ETC.)
2. CONSTRUCT BUTT JOINTS IN THE EXISTING PAVEMENTS AT STA. 38+75 AND STA. 44+50
3. PLACE PROPOSED BITUMINOUS PRIME COAT, LEVELING BINDER, AND SURFACE COURSE. ALSO PLACE THE FINAL LIFT ON THE HMA SURFACE COURSE, MIX "C", N50. THE EXTRA MATERIAL NEEDED FOR THE FINAL LIFT ON THE HMA SURFACE COURSE, MIX "C", N50 SHALL BE INCLUDED IN THE UNIT PRICE FOR HMA SURFACE COURSE, MIX "C", N50.
4. COMPLETE ALL SEEDING OPERATIONS, SPREAD ALL SOIL AMENITIES, SEED AND MULCH.
5. INSTALL ALL PERMANENT PAVEMENT MARKINGS TO MATCH THE ROADWAY'S ORIGINAL STATE.

NOTE: ALL SIGNS AND TRAFFIC CONTROLS NOT SHOWN SHALL BE ACCORDING TO STANDARD 701400.

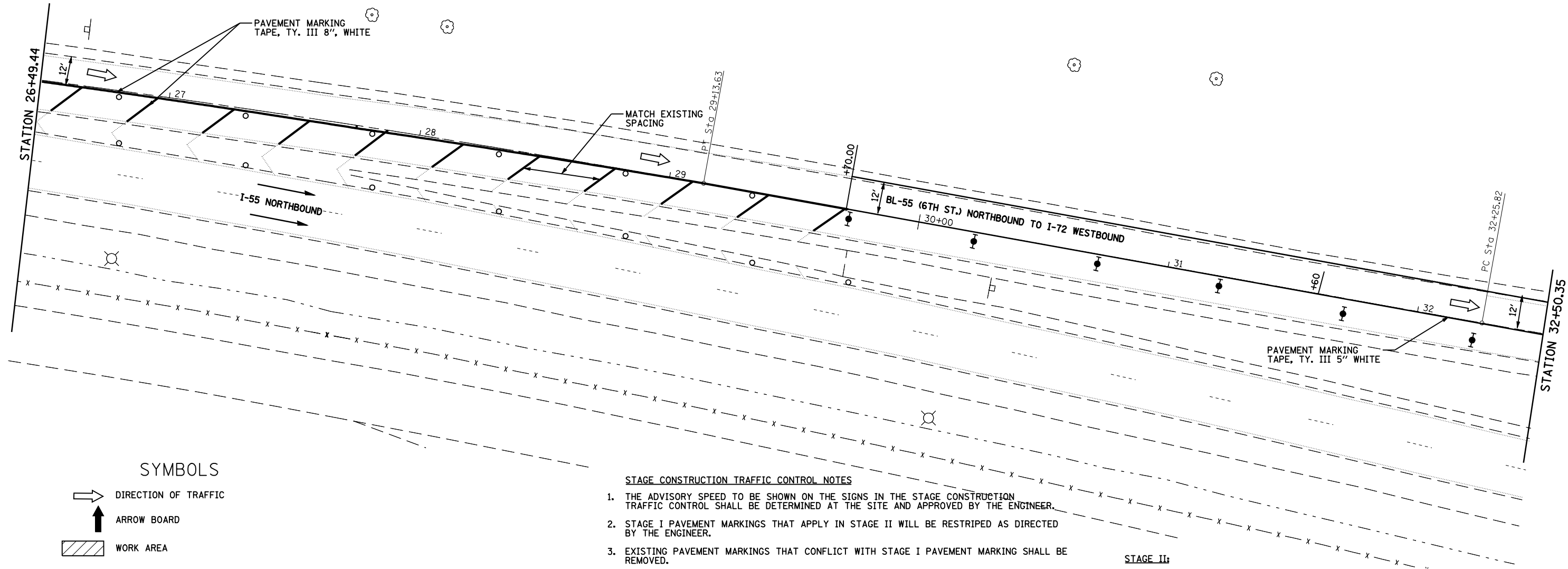
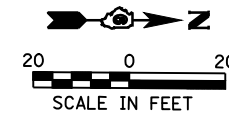
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PLOT SCALE = 40.0000' / IN.		CHECKED - MTM	REVISED -
PLOT DATE = May-09-2009 11:31:19AM		DATE - MARCH 5, 2009	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BL-55 STAGE 2 CONSTRUCTION (701402)

SCALE: 1" = 20' SHEET NO. 7 OF 11 SHEETS STA. TO STA. 26+49.44

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3HB-6)BR	SANGAMON	90	19
S.N. 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



SYMBOLS

- DIRECTION OF TRAFFIC
- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- IMPACT ATTENUATORS, (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
- FLEXIBLE DELINEATOR (50' SPACING)

- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE 3, SHALL BE PLACED THROUGHOUT THE TAPER AND ALONG-SIDE THE WORK AREA. THE RIGHT EDGE LINE SHALL BE TEMPORARY PAVEMENT MARKING TAPE TYPE 3, WHITE AND THE LEFT EDGE LINE SHALL BE YELLOW.
- ② BARRIER WALL/GUARDRAIL MARKERS AT 25'. MARKERS ON RIGHT SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL BE AMBER.

STAGE CONSTRUCTION TRAFFIC CONTROL NOTES

1. THE ADVISORY SPEED TO BE SHOWN ON THE SIGNS IN THE STAGE CONSTRUCTION TRAFFIC CONTROL SHALL BE DETERMINED AT THE SITE AND APPROVED BY THE ENGINEER.
2. STAGE I PAVEMENT MARKINGS THAT APPLY IN STAGE II WILL BE RESTRIPE AS DIRECTED BY THE ENGINEER.
3. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH STAGE I PAVEMENT MARKING SHALL BE REMOVED.
4. PAVEMENT MARKINGS THAT CONFLICT WITH THE PRESENT STAGE PAVEMENT MARKINGS SHALL BE REMOVED.
5. WITHIN THE PROJECT LIMITS, STA. 38+75 TO STA. 44+50, THE PROPOSED HMA SURFACE COURSE, MIX "C", N30 SHALL BE PLACED AT THE PRESCRIBED THICKNESS AND LEVEL WITH THE EXISTING EDGE OF PAVEMENT.
6. THE PLACEMENT OF THE FINAL LIFT ON THE SHOULDERS WILL BE PLACED DURING STAGE III.

SUGGESTED SEQUENCE FOR STAGE CONSTRUCTION AND TRAFFIC CONTROL

- STAGE I:**
1. REMOVE EXISTING SHOULDERS AND PAVE BASE COURSE WIDENING FROM STA. 38+75 TO STA. 44+50.
 2. PLACE ALL TRAFFIC CONTROL ITEMS AS REQUIRED BY STANDARD 701400 AND AS SHOWN ON THE STAGE I CONSTRUCTION AND TRAFFIC CONTROL SHEET.
 3. COMPLETE STAGE I REMOVAL AND CONSTRUCTION OF THE EXISTING PROPOSED BRIDGE SUPERSTRUCTURE AND APPROACH PAVEMENT AS DESCRIBED IN THE STRUCTURAL PLANS.
 4. COMPLETE ALL STAGE I CONSTRUCTION ACTIVITIES; REMOVE ALL PRESCRIBED BASE COURSE WIDENING AND EXISTING GUARDRAIL; COMPLETE REMAINING EARTHWORK AND TEMPORARY SEEDING; CONSTRUCT THE PROPOSED HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30; AND REMOVE AND INSTALL PROPOSED GUARDRAIL.
 5. CONSTRUCT TEMPORARY BITUMINOUS RAMPS TO CREATE A TRANSITION BETWEEN THE NEW BRIDGE APPROACH PAVEMENT DOWN TO THE EXISTING PAVEMENT.

STAGE II:

1. PLACE ALL TRAFFIC CONTROL ITEMS FOR STAGE II CONSTRUCTION AS REQUIRED BY STANDARD 701400 AND AS SHOWN ON THE STAGE II CONSTRUCTION TRAFFIC CONTROL.
2. COMPLETE STAGE II REMOVAL AND CONSTRUCTION OF EXISTING/PROPOSED BRIDGE SUPERSTRUCTURE AND APPROACH PAVEMENT AS DESCRIBED IN THE STRUCTURE PLANS.
3. COMPLETE ALL STAGE II CONSTRUCTION ACTIVITIES; REMOVE EXISTING GUARDRAIL; COMPLETE EARTHWORK AND TEMPORARY SEEDING; REMOVE AND INSTALL PROPOSED GUARDRAIL.
4. CONSTRUCT THE REMAINING PORTION OF THE TEMPORARY RAMPS TO TRANSITION BETWEEN THE NEW BRIDGE APPROACH PAVEMENT DOWN TO THE EXISTING PAVEMENT.

STAGE III:

1. REMOVE ALL STAGED TRAFFIC CONTROL ITEMS (CONCRETE BARRIER, IMPACT ATTENUATORS, TRAFFIC SIGNALS, ETC.)
2. CONSTRUCT BUTT JOINTS IN THE EXISTING PAVEMENTS AT STA. 38+75 AND STA. 44+50
3. PLACE PROPOSED BITUMINOUS PRIME COAT, LEVELING BINDER, AND SURFACE COURSE. ALSO PLACE THE FINAL LIFT ON THE HMA SURFACE COURSE, MIX "C", N50. THE EXTRA MATERIAL NEEDED FOR THE FINAL LIFT ON THE HMA SURFACE COURSE, MIX "C", N50 SHALL BE INCLUDED IN THE UNIT PRICE FOR HMA SURFACE COURSE, MIX "C", N50.
4. COMPLETE ALL SEEDING OPERATIONS, SPREAD ALL SOIL AMENITIES, SEED AND MULCH.
5. INSTALL ALL PERMANENT PAVEMENT MARKINGS TO MATCH THE ROADWAY'S ORIGINAL STATE.

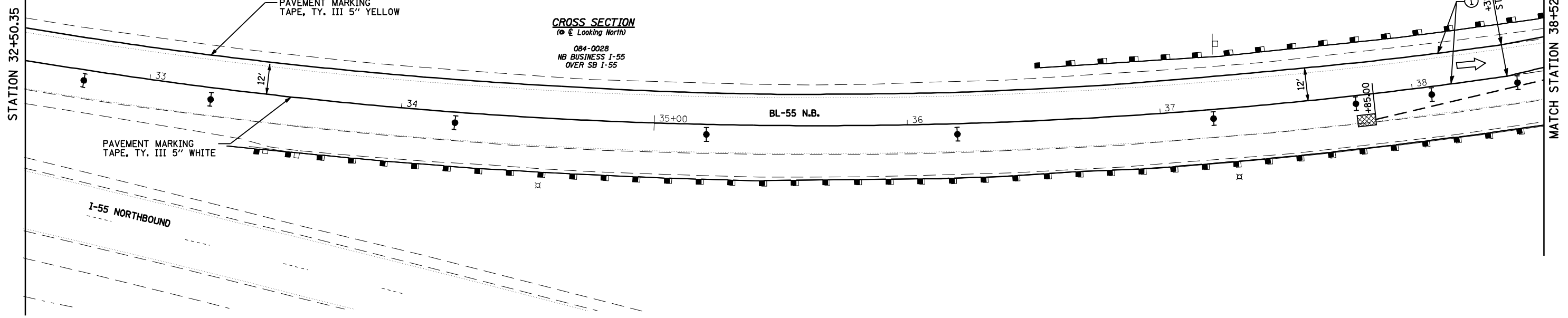
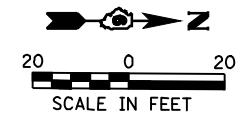
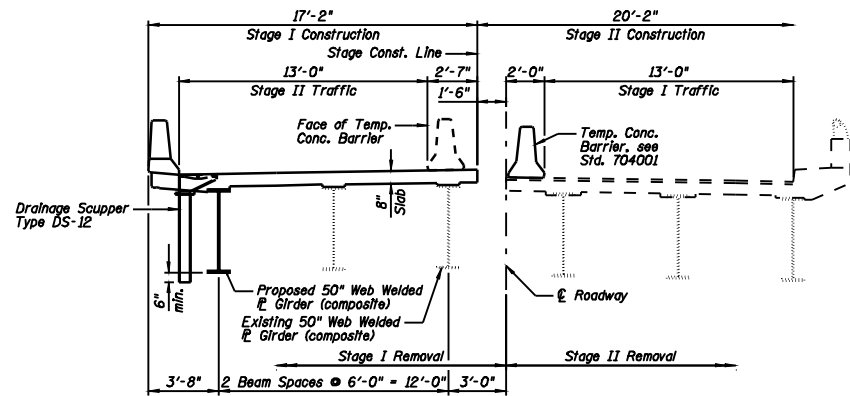
NOTE:
ALL SIGNS AND TRAFFIC CONTROLS NOT SHOWN SHALL BE ACCORDING TO STANDARD 701400.

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	PLOT SCALE = 40.0000' / IN.	CHECKED - MTM	REVISED -
	PLOT DATE = May-09-2009 11:31:26AM	DATE - MARCH 5, 2009	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BL-55 STAGE 2 CONSTRUCTION (701402)
SCALE: 1" = 20' SHEET NO. 8 OF 11 SHEETS STA. 26+49.44 TO STA. 32+50.35

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3HB-6)BR	SANGAMON	90	20
S.N. 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



CROSS SECTION
 (Looking North)
 084-0028
 NB BUSINESS I-55
 OVER SB I-55

SYMBOLS

- DIRECTION OF TRAFFIC
- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- IMPACT ATTENUATORS, (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
- FLEXIBLE DELINEATOR (50' SPACING)

- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE 3, SHALL BE PLACED THROUGHOUT THE TAPER AND ALONG-SIDE THE WORK AREA. THE RIGHT EDGE LINE SHALL BE TEMPORARY PAVEMENT MARKING TAPE TYPE 3, WHITE AND THE LEFT EDGE LINE SHALL BE YELLOW.
- ② BARRIER WALL/GUARDRAIL MARKERS AT 25'. MARKERS ON RIGHT SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL BE AMBER.

STAGE CONSTRUCTION TRAFFIC CONTROL NOTES

1. THE ADVISORY SPEED TO BE SHOWN ON THE SIGNS IN THE STAGE CONSTRUCTION TRAFFIC CONTROL SHALL BE DETERMINED AT THE SITE AND APPROVED BY THE ENGINEER.
2. STAGE I PAVEMENT MARKINGS THAT APPLY IN STAGE II WILL BE RESTRIPE AS DIRECTED BY THE ENGINEER.
3. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH STAGE I PAVEMENT MARKING SHALL BE REMOVED.
4. PAVEMENT MARKINGS THAT CONFLICT WITH THE PRESENT STAGE PAVEMENT MARKINGS SHALL BE REMOVED.
5. WITHIN THE PROJECT LIMITS, STA. 38+75 TO STA. 44+50, THE PROPOSED HMA SURFACE COURSE, MIX "C", N30 SHALL BE PLACED AT THE PRESCRIBED THICKNESS AND LEVEL WITH THE EXISTING EDGE OF PAVEMENT.
6. THE PLACEMENT OF THE FINAL LIFT ON THE SHOULDERS WILL BE PLACED DURING STAGE III.

SUGGESTED SEQUENCE FOR STAGE CONSTRUCTION AND TRAFFIC CONTROL STAGE I:

1. REMOVE EXISTING SHOULDERS AND PAVE BASE COURSE WIDENING FROM STA. 38+75 TO STA. 44+50.
2. PLACE ALL TRAFFIC CONTROL ITEMS AS REQUIRED BY STANDARD 701400 AND AS SHOWN ON THE STAGE I CONSTRUCTION AND TRAFFIC CONTROL SHEET.
3. COMPLETE STAGE I REMOVAL AND CONSTRUCTION OF THE EXISTING PROPOSED BRIDGE SUPERSTRUCTURE AND APPROACH PAVEMENT AS DESCRIBED IN THE STRUCTURAL PLANS.
4. COMPLETE ALL STAGE I CONSTRUCTION ACTIVITIES; REMOVE ALL PRESCRIBED BASE COURSE WIDENING AND EXISTING GUARDRAIL; COMPLETE REMAINING EARTHWORK AND TEMPORARY SEEDING; CONSTRUCT THE PROPOSED HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30; AND REMOVE AND INSTALL PROPOSED GUARDRAIL.
5. CONSTRUCT TEMPORARY BITUMINOUS RAMPS TO CREATE A TRANSITION BETWEEN THE NEW BRIDGE APPROACH PAVEMENT DOWN TO THE EXISTING PAVEMENT.

STAGE II:

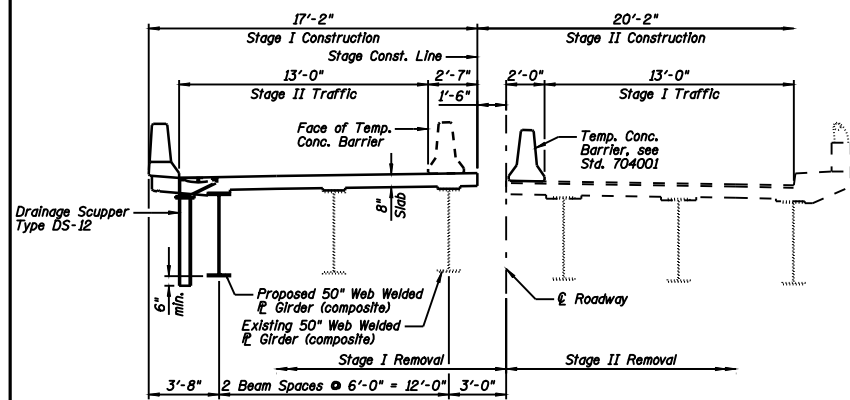
1. PLACE ALL TRAFFIC CONTROL ITEMS FOR STAGE II CONSTRUCTION AS REQUIRED BY STANDARD 701400 AND AS SHOWN ON THE STAGE II CONSTRUCTION TRAFFIC CONTROL.
2. COMPLETE STAGE II REMOVAL AND CONSTRUCTION OF EXISTING/PROPOSED BRIDGE SUPERSTRUCTURE AND APPROACH PAVEMENT AS DESCRIBED IN THE STRUCTURE PLANS.
3. COMPLETE ALL STAGE II CONSTRUCTION ACTIVITIES; REMOVE EXISTING GUARDRAIL; COMPLETE EARTHWORK AND TEMPORARY SEEDING; REMOVE AND INSTALL PROPOSED GUARDRAIL.
4. CONSTRUCT THE REMAINING PORTION OF THE TEMPORARY RAMPS TO TRANSITION BETWEEN THE NEW BRIDGE APPROACH PAVEMENT DOWN TO THE EXISTING PAVEMENT.

STAGE III:

1. REMOVE ALL STAGED TRAFFIC CONTROL ITEMS (CONCRETE BARRIER, IMPACT ATTENUATORS, TRAFFIC SIGNALS, ETC.)
2. CONSTRUCT BUTT JOINTS IN THE EXISTING PAVEMENTS AT STA. 38+75 AND STA. 44+50
3. PLACE PROPOSED BITUMINOUS PRIME COAT, LEVELING BINDER, AND SURFACE COURSE. ALSO PLACE THE FINAL LIFT ON THE HMA SURFACE COURSE, MIX "C", N50. THE EXTRA MATERIAL NEEDED FOR THE FINAL LIFT ON THE HMA SURFACE COURSE, MIX "C", N50 SHALL BE INCLUDED IN THE UNIT PRICE FOR HMA SURFACE COURSE, MIX "C", N50.
4. COMPLETE ALL SEEDING OPERATIONS, SPREAD ALL SOIL AMENITIES, SEED AND MULCH.
5. INSTALL ALL PERMANENT PAVEMENT MARKINGS TO MATCH THE ROADWAY'S ORIGINAL STATE.

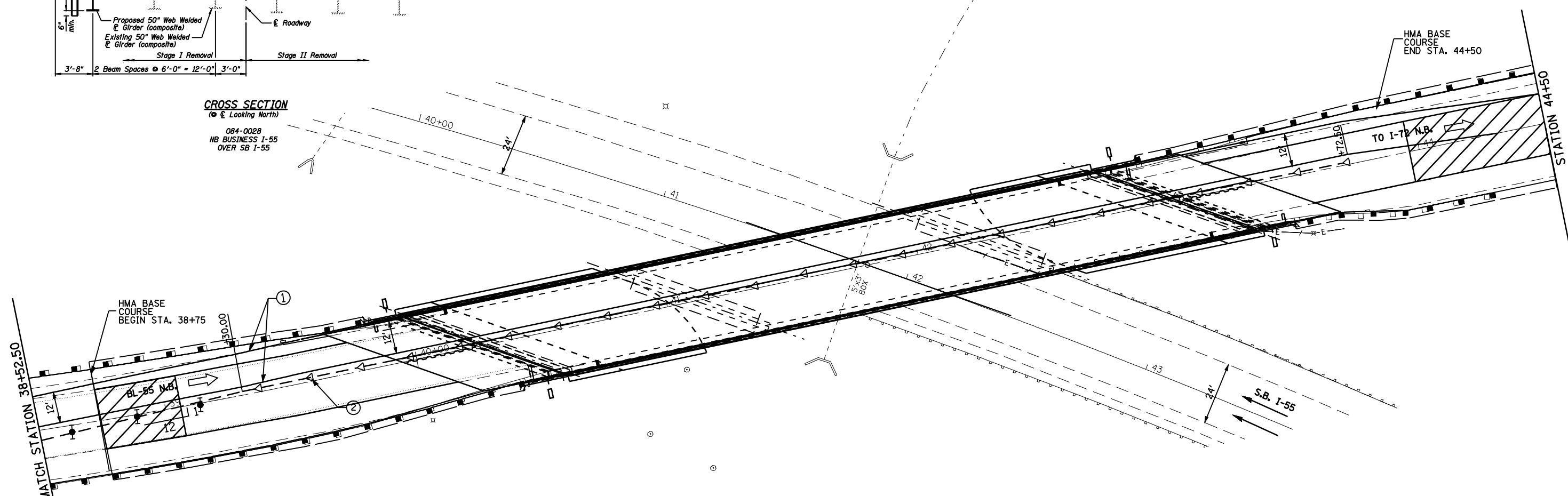
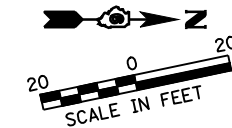
NOTE:
 ALL SIGNS AND TRAFFIC CONTROLS NOT SHOWN SHALL BE ACCORDING TO STANDARD 701400.

FILE NAME =	USER NAME = laughlinr1	DESIGNED - LLO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BL-55 STAGE 2 CONSTRUCTION (701402)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\PWIDOT\LAUGHLINRL\0131883\072264_13-23_STAGES.dgn	DRAWN - JJS	REVISED -	55			(84-3HB-6)BR	SANGAMON	90	21	
PLOT SCALE = 48.0000' / IN.	CHECKED - MTM	REVISED -	S.N. 084-0028			CONTRACT NO. 72A64				
PLOT DATE = May-11-2009 10:40:36AM	DATE - MARCH 5,2009	REVISED -	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT							
				SCALE: 1" = 20'	SHEET NO. 9 OF 11 SHEETS	STA. 32+30.35 TO STA. 38+52.50				



CROSS SECTION
(Looking North)

084-0028
NB BUSINESS I-55
OVER SB I-55



SYMBOLS

- DIRECTION OF TRAFFIC
- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- IMPACT ATTENUATORS, (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
- FLEXIBLE DELINEATOR (50' SPACING)

- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE 3, SHALL BE PLACED THROUGHOUT THE TAPER AND ALONG-SIDE THE WORK AREA. THE RIGHT EDGE LINE SHALL BE TEMPORARY PAVEMENT MARKING TAPE TYPE 3, WHITE AND THE LEFT EDGE LINE SHALL BE YELLOW.
- ② BARRIER WALL/GUARDRAIL MARKERS AT 25' MARKERS ON RIGHT SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL BE AMBER.

NOTE:
ALL SIGNS AND TRAFFIC CONTROLS NOT SHOWN SHALL BE ACCORDING TO STANDARD 701400.

STAGE CONSTRUCTION TRAFFIC CONTROL NOTES

1. THE ADVISORY SPEED TO BE SHOWN ON THE SIGNS IN THE STAGE CONSTRUCTION TRAFFIC CONTROL SHALL BE DETERMINED AT THE SITE AND APPROVED BY THE ENGINEER.
2. STAGE I PAVEMENT MARKINGS THAT APPLY IN STAGE II WILL BE RESTRIPE AS DIRECTED BY THE ENGINEER.
3. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH STAGE I PAVEMENT MARKING SHALL BE REMOVED.
4. PAVEMENT MARKINGS THAT CONFLICT WITH THE PRESENT STAGE PAVEMENT MARKINGS SHALL BE REMOVED.
5. WITHIN THE PROJECT LIMITS, STA. 38+75 TO STA. 44+50, THE PROPOSED HMA SURFACE COURSE, MIX "C", N30 SHALL BE PLACED AT THE PRESCRIBED THICKNESS AND LEVEL WITH THE EXISTING EDGE OF PAVEMENT.
6. THE PLACEMENT OF THE FINAL LIFT ON THE SHOULDERS WILL BE PLACED DURING STAGE III.

SUGGESTED SEQUENCE FOR STAGE CONSTRUCTION AND TRAFFIC CONTROL
STAGE I:

1. REMOVE EXISTING SHOULDERS AND PAVE BASE COURSE WIDENING FROM STA. 38+75 TO STA. 44+50.
2. PLACE ALL TRAFFIC CONTROL ITEMS AS REQUIRED BY STANDARD 701400 AND AS SHOWN ON THE STAGE I CONSTRUCTION AND TRAFFIC CONTROL SHEET.
3. COMPLETE STAGE I REMOVAL AND CONSTRUCTION OF THE EXISTING PROPOSED BRIDGE SUPERSTRUCTURE AND APPROACH PAVEMENT AS DESCRIBED IN THE STRUCTURAL PLANS.
4. COMPLETE ALL STAGE I CONSTRUCTION ACTIVITIES; REMOVE ALL PRESCRIBED BASE COURSE WIDENING AND EXISTING GUARDRAIL; COMPLETE REMAINING EARTHWORK AND TEMPORARY SEEDING; CONSTRUCT THE PROPOSED HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30; AND REMOVE AND INSTALL PROPOSED GUARDRAIL.
5. CONSTRUCT TEMPORARY BITUMINOUS RAMPS TO CREATE A TRANSITION BETWEEN THE NEW BRIDGE APPROACH PAVEMENT DOWN TO THE EXISTING PAVEMENT.

STAGE II:

1. PLACE ALL TRAFFIC CONTROL ITEMS FOR STAGE II CONSTRUCTION AS REQUIRED BY STANDARD 701400 AND AS SHOWN ON THE STAGE II CONSTRUCTION TRAFFIC CONTROL.
2. COMPLETE STAGE II REMOVAL AND CONSTRUCTION OF EXISTING/PROPOSED BRIDGE SUPERSTRUCTURE AND APPROACH PAVEMENT AS DESCRIBED IN THE STRUCTURE PLANS.
3. COMPLETE ALL STAGE II CONSTRUCTION ACTIVITIES; REMOVE EXISTING GUARDRAIL; COMPLETE EARTHWORK AND TEMPORARY SEEDING; REMOVE AND INSTALL PROPOSED GUARDRAIL.
4. CONSTRUCT THE REMAINING PORTION OF THE TEMPORARY RAMPS TO TRANSITION BETWEEN THE NEW BRIDGE APPROACH PAVEMENT DOWN TO THE EXISTING PAVEMENT.

STAGE III:

1. REMOVE ALL STAGED TRAFFIC CONTROL ITEMS (CONCRETE BARRIER, IMPACT ATTENUATORS, TRAFFIC SIGNALS, ETC.)
2. CONSTRUCT BUTT JOINTS IN THE EXISTING PAVEMENTS AT STA. 38+75 AND STA. 44+50
3. PLACE PROPOSED BITUMINOUS PRIME COAT, LEVELING BINDER, AND SURFACE COURSE. ALSO PLACE THE FINAL LIFT ON THE HMA SURFACE COURSE, MIX "C", N50. THE EXTRA MATERIAL NEEDED FOR THE FINAL LIFT ON THE HMA SURFACE COURSE, MIX "C", N50 SHALL BE INCLUDED IN THE UNIT PRICE FOR HMA SURFACE COURSE, MIX "C", N50.
4. COMPLETE ALL SEEDING OPERATIONS, SPREAD ALL SOIL AMENITIES, SEED AND MULCH.
5. INSTALL ALL PERMANENT PAVEMENT MARKINGS TO MATCH THE ROADWAY'S ORIGINAL STATE.

FILE NAME =	USER NAME = laughlinr1	DESIGNED - LLO	REVISED -
et:\pwork\PWIDOT\LAUGHLINRL\0131883\072464.13-23_STAGES.dgn		DRAWN - JJS	REVISED -
PLOT SCALE = 40.0000' / IN.		CHECKED - MTM	REVISED -
PLOT DATE = May-09-2009 11:31:40AM		DATE - MARCH 5, 2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BL-55 STAGE 2 CONSTRUCTION (701402)

SCALE: 1" = 20' SHEET NO. 10 OF 11 SHEETS STA. 38+52.50 TO STA. 44+50

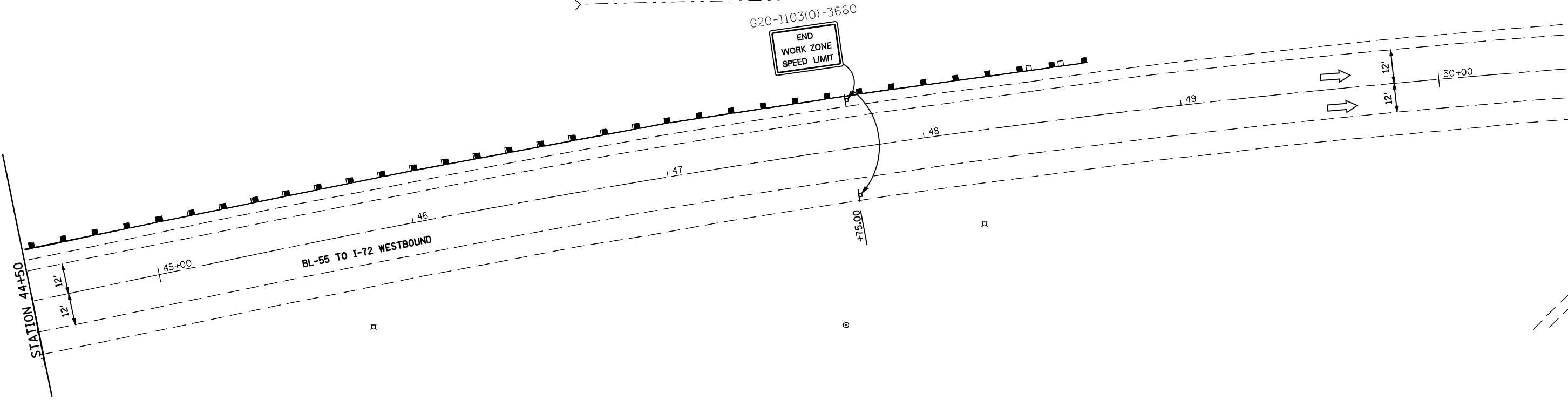
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3HB-6)BR	SANGAMON	90	22
S.N. 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

BL-55 SOUTH BOUND



G20-1103(0)-3660

END WORK ZONE SPEED LIMIT



SYMBOLS

- DIRECTION OF TRAFFIC
- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- IMPACT ATTENUATORS, (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
- FLEXIBLE DELINEATOR (50' SPACING)

- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE 3, SHALL BE PLACED THROUGHOUT THE TAPER AND ALONG-SIDE THE WORK AREA. THE RIGHT EDGE LINE SHALL BE TEMPORARY PAVEMENT MARKING TAPE TYPE 3, WHITE AND THE LEFT EDGE LINE SHALL BE YELLOW.
- ② BARRIER WALL/GUARDRAIL MARKERS AT 25'. MARKERS ON RIGHT SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL BE AMBER.

STAGE CONSTRUCTION TRAFFIC CONTROL NOTES

1. THE ADVISORY SPEED TO BE SHOWN ON THE SIGNS IN THE STAGE CONSTRUCTION TRAFFIC CONTROL SHALL BE DETERMINED AT THE SITE AND APPROVED BY THE ENGINEER.
2. STAGE I PAVEMENT MARKINGS THAT APPLY IN STAGE II WILL BE RESTRIPE AS DIRECTED BY THE ENGINEER.
3. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH STAGE I PAVEMENT MARKING SHALL BE REMOVED.
4. PAVEMENT MARKINGS THAT CONFLICT WITH THE PRESENT STAGE PAVEMENT MARKINGS SHALL BE REMOVED.
5. WITHIN THE PROJECT LIMITS, STA. 38+75 TO STA. 44+50, THE PROPOSED HMA SURFACE COURSE, MIX "C", N30 SHALL BE PLACED AT THE PRESCRIBED THICKNESS AND LEVEL WITH THE EXISTING EDGE OF PAVEMENT.
6. THE PLACEMENT OF THE FINAL LIFT ON THE SHOULDERS WILL BE PLACED DURING STAGE III.

SUGGESTED SEQUENCE FOR STAGE CONSTRUCTION AND TRAFFIC CONTROL STAGE I:

1. REMOVE EXISTING SHOULDERS AND PAVE BASE COURSE WIDENING FROM STA. 38+75 TO STA. 44+50.
2. PLACE ALL TRAFFIC CONTROL ITEMS AS REQUIRED BY STANDARD 701400 AND AS SHOWN ON THE STAGE I CONSTRUCTION AND TRAFFIC CONTROL SHEET.
3. COMPLETE STAGE I REMOVAL AND CONSTRUCTION OF THE EXISTING PROPOSED BRIDGE SUPERSTRUCTURE AND APPROACH PAVEMENT AS DESCRIBED IN THE STRUCTURAL PLANS.
4. COMPLETE ALL STAGE I CONSTRUCTION ACTIVITIES; REMOVE ALL PRESCRIBED BASE COURSE WIDENING AND EXISTING GUARDRAIL; COMPLETE REMAINING EARTHWORK AND TEMPORARY SEEDING; CONSTRUCT THE PROPOSED HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30; AND REMOVE AND INSTALL PROPOSED GUARDRAIL.
5. CONSTRUCT TEMPORARY BITUMINOUS RAMPS TO CREATE A TRANSITION BETWEEN THE NEW BRIDGE APPROACH PAVEMENT DOWN TO THE EXISTING PAVEMENT.

STAGE II:

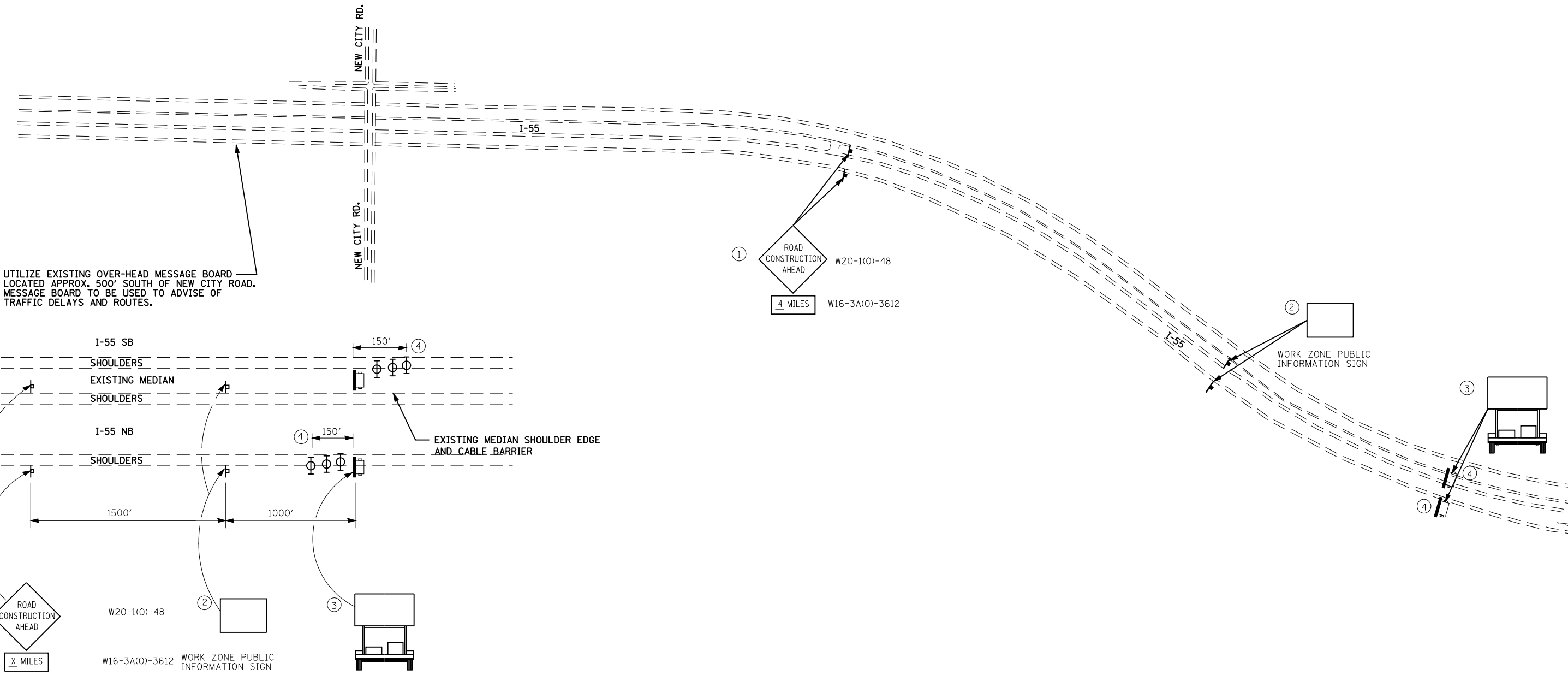
1. PLACE ALL TRAFFIC CONTROL ITEMS FOR STAGE II CONSTRUCTION AS REQUIRED BY STANDARD 701400 AND AS SHOWN ON THE STAGE II CONSTRUCTION TRAFFIC CONTROL.
2. COMPLETE STAGE II REMOVAL AND CONSTRUCTION OF EXISTING/PROPOSED BRIDGE SUPERSTRUCTURE AND APPROACH PAVEMENT AS DESCRIBED IN THE STRUCTURE PLANS.
3. COMPLETE ALL STAGE II CONSTRUCTION ACTIVITIES; REMOVE EXISTING GUARDRAIL; COMPLETE EARTHWORK AND TEMPORARY SEEDING; REMOVE AND INSTALL PROPOSED GUARDRAIL.
4. CONSTRUCT THE REMAINING PORTION OF THE TEMPORARY RAMPS TO TRANSITION BETWEEN THE NEW BRIDGE APPROACH PAVEMENT DOWN TO THE EXISTING PAVEMENT.

STAGE III:

1. REMOVE ALL STAGED TRAFFIC CONTROL ITEMS (CONCRETE BARRIER, IMPACT ATTENUATORS, TRAFFIC SIGNALS, ETC.)
2. CONSTRUCT BUTT JOINTS IN THE EXISTING PAVEMENTS AT STA. 38+75 AND STA. 44+50
3. PLACE PROPOSED BITUMINOUS PRIME COAT, LEVELING BINDER, AND SURFACE COURSE. ALSO PLACE THE FINAL LIFT ON THE HMA SURFACE COURSE, MIX "C", N50. THE EXTRA MATERIAL NEEDED FOR THE FINAL LIFT ON THE HMA SURFACE COURSE, MIX "C", N50 SHALL BE INCLUDED IN THE UNIT PRICE FOR HMA SURFACE COURSE, MIX "C", N50.
4. COMPLETE ALL SEEDING OPERATIONS, SPREAD ALL SOIL AMENITIES, SEED AND MULCH.
5. INSTALL ALL PERMANENT PAVEMENT MARKINGS TO MATCH THE ROADWAY'S ORIGINAL STATE.

NOTE:
ALL SIGNS AND TRAFFIC CONTROLS NOT SHOWN SHALL BE ACCORDING TO STANDARD 701400.

FILE NAME =	USER NAME = laughlinr1	DESIGNED - LLO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BL-55 STAGE 2 CONSTRUCTION (701402)			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\pwork\LAUGHLINRL\0131883\0672464.13-23_STAGES.dgn	DRAWN - JJS	REVISED -	55					(84-3HB-6)BR	SANGAMON	90	23	
PLOT SCALE = 40.0000' / IN.	CHECKED - MTM	REVISED -	S.N. 084-0028		CONTRACT NO. 72A64							
PLOT DATE = May-09-2009 11:31:46AM	DATE - MARCH 5, 2009	REVISED -	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT									
				SCALE: 1 = 20'		SHEET NO. 11 OF 11 SHEETS		STA. 44+50 TO STA.				



UTILIZE EXISTING OVER-HEAD MESSAGE BOARD LOCATED APPROX. 500' SOUTH OF NEW CITY ROAD. MESSAGE BOARD TO BE USED TO ADVISE OF TRAFFIC DELAYS AND ROUTES.

GENERAL NOTES

STANDARD 701400-03 IS USED WHERE AT ANY TIME A LANE IS CLOSED ON A FREEWAY/EXPRESSWAY. WHEN THE LEFT LANE IS CLOSED, LEFT LANE CLOSED SIGNS SHALL BE SUBSTITUTED FOR THE RIGHT LANE CLOSED SIGN.

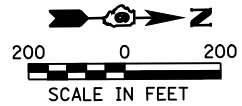
- ① THE ROAD CONSTRUCTION AHEAD SIGN SHALL BE LOCATED 3 TO 5 MILES IN ADVANCE OF THE PROJECT LIMITS.
- ② THE MESSAGE AND SIZE OF THE WORK ZONE PUBLIC INFORMATION SIGN SHALL BE AS SPECIFIED BY THE DEPARTMENT.
- ③ SEE SPECIAL PROVISIONS FOR TRAFFIC WARNING MESSAGES
- ④ THREE, TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES AT 50' CENTERS.

SYMBOLS





- ↑ ARROW BOARD
- ▭ PORTABLE CHANGEABLE MESSAGE SIGN
- ▭ SIGN
- ⊕ TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT

SEE STANDARD 701400-03 FOR COMPLETE SIGN DETAILS

FILE NAME =	USER NAME = laughlinr1	DESIGNED - LLO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-55 ADVANCED WARNING & MAINTENANCE OF TRAFFIC			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\pwork\PIWIDOT\LAUGHLINRL\0131883\072464.24-28_MDT.dgn		DRAWN - JJS	REVISED -		55	(84-3HB-6)BR	SANGAMON	90	24			
PLOT SCALE = 400.0000' / IN.		CHECKED - MTM	REVISED -		S.N. 084-0028			CONTRACT NO. 72A64				
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SYMBOLS

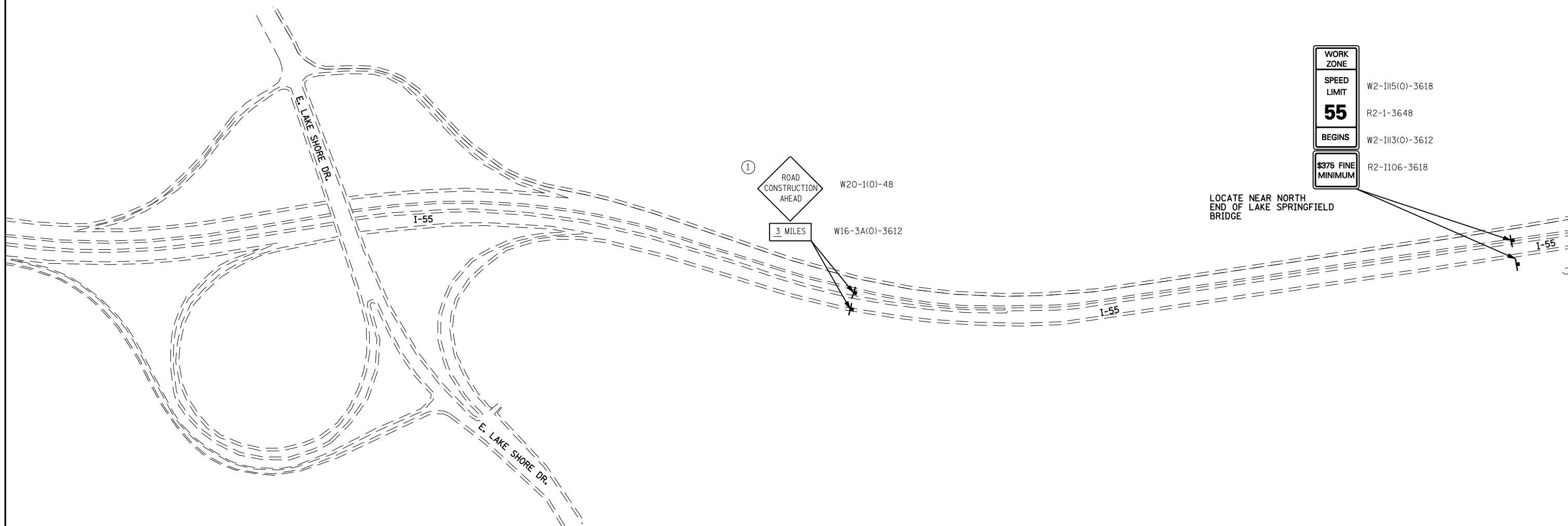
-  ARROW BOARD
-  PORTABLE CHANGEABLE MESSAGE SIGN
-  SIGN
-  TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT

SEE STANDARD 701400-03 FOR COMPLETE SIGN DETAILS

GENERAL NOTES

STANDARD 701400-03 IS USED WHERE AT ANY TIME A LANE IS CLOSED ON A FREEWAY/EXPRESSWAY. WHEN THE LEFT LANE IS CLOSED, LEFT LANE CLOSED SIGNS SHALL BE SUBSTITUTED FOR THE RIGHT LANE CLOSED SIGN.

- ① THE ROAD CONSTRUCTION AHEAD SIGN SHALL BE LOCATED 3 TO 5 MILES IN ADVANCE OF THE PROJECT LIMITS.
- ② THE MESSAGE AND SIZE OF THE WORK ZONE PUBLIC INFORMATION SIGN SHALL BE AS SPECIFIED BY THE DEPARTMENT.
- ③ SEE SPECIAL PROVISIONS FOR TRAFFIC WARNING MESSAGES
- ④ THREE, TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES AT 50' CENTERS.



FILE NAME =	USER NAME = laughlinr1	DESIGNED - LLO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-55 ADVANCED WARNING AND MAINTENANCE OF TRAFFIC			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\PWIDOT\LAUGHLINRL\0131883\072464.24-28_MDT.dgn	DRAWN - JJS	REVISED -	55					(84-3HB-6)BR	SANGAMON	90	25	
PLOT SCALE = 400.0000' / IN.	CHECKED - MTM	REVISED -	S.N. 084-0028		CONTRACT NO. 72A64							
PLOT DATE = May-09-2009 11:31:53AM	DATE - MARCH 5,2009	REVISED -	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT									

SYMBOLS

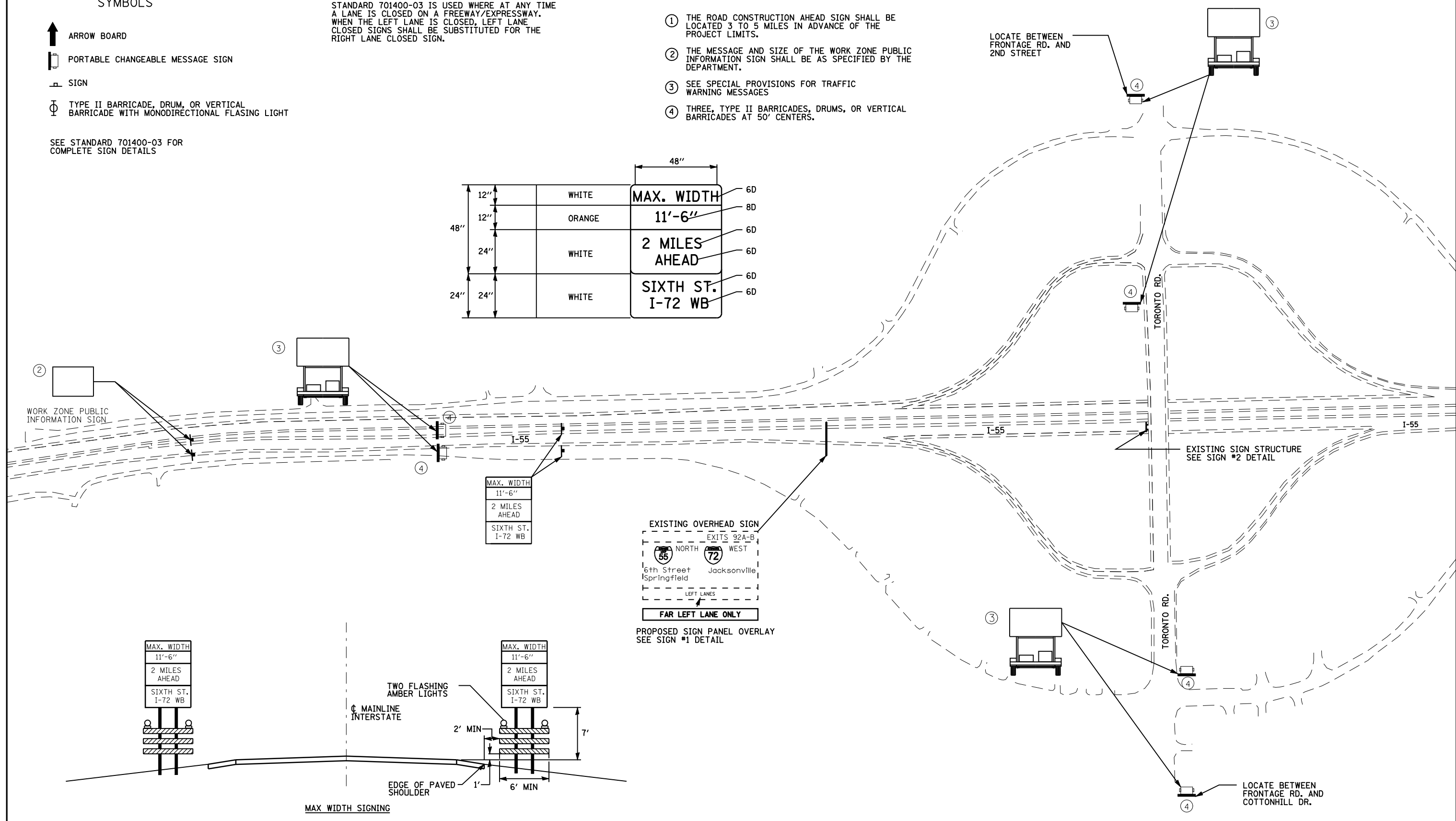
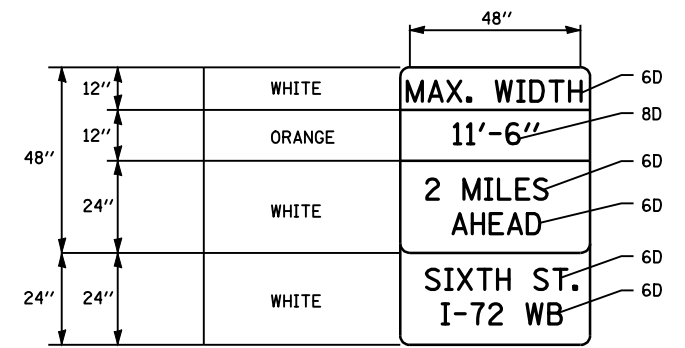
- ↑ ARROW BOARD
- ☐ PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN
- ⊕ TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT

SEE STANDARD 701400-03 FOR COMPLETE SIGN DETAILS

GENERAL NOTES

STANDARD 701400-03 IS USED WHERE AT ANY TIME A LANE IS CLOSED ON A FREEWAY/EXPRESSWAY. WHEN THE LEFT LANE IS CLOSED, LEFT LANE CLOSED SIGNS SHALL BE SUBSTITUTED FOR THE RIGHT LANE CLOSED SIGN.

- ① THE ROAD CONSTRUCTION AHEAD SIGN SHALL BE LOCATED 3 TO 5 MILES IN ADVANCE OF THE PROJECT LIMITS.
- ② THE MESSAGE AND SIZE OF THE WORK ZONE PUBLIC INFORMATION SIGN SHALL BE AS SPECIFIED BY THE DEPARTMENT.
- ③ SEE SPECIAL PROVISIONS FOR TRAFFIC WARNING MESSAGES
- ④ THREE, TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES AT 50' CENTERS.



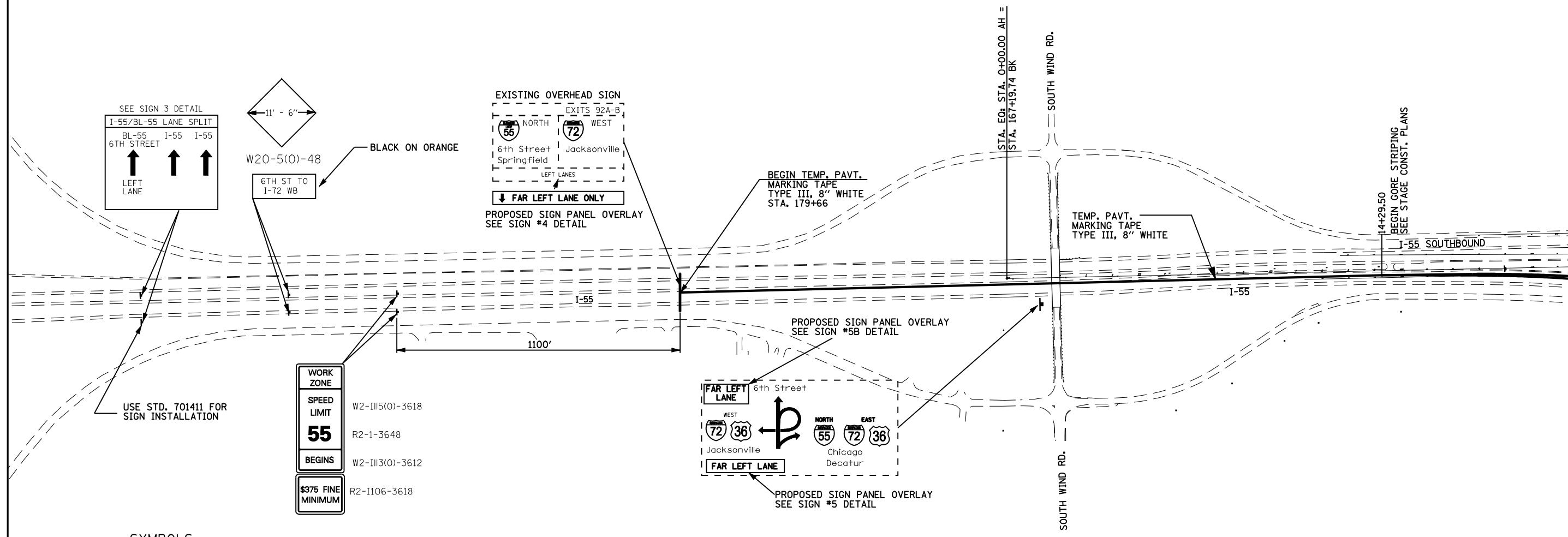
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

I-55 ADVANCED WARNING AND MAINTENANCE OF TRAFFIC

SCALE: SHEET NO. 3 OF 5 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3HB-6)BR	SANGAMON	90	26
S.N. 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



SYMBOLS

- ARROW BOARD
- PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT

SEE STANDARD 701400-03 FOR COMPLETE SIGN DETAILS

GENERAL NOTES

STANDARD 701400-03 IS USED WHERE AT ANY TIME A LANE IS CLOSED ON A FREEWAY/EXPRESSWAY. WHEN THE LEFT LANE IS CLOSED, LEFT LANE CLOSED SIGNS SHALL BE SUBSTITUTED FOR THE RIGHT LANE CLOSED SIGN.

- ① THE ROAD CONSTRUCTION AHEAD SIGN SHALL BE LOCATED 3 TO 5 MILES IN ADVANCE OF THE PROJECT LIMITS.
- ② THE MESSAGE AND SIZE OF THE WORK ZONE PUBLIC INFORMATION SIGN SHALL BE AS SPECIFIED BY THE DEPARTMENT.
- ③ SEE SPECIAL PROVISIONS FOR TRAFFIC WARNING MESSAGES
- ④ THREE, TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES AT 50' CENTERS.

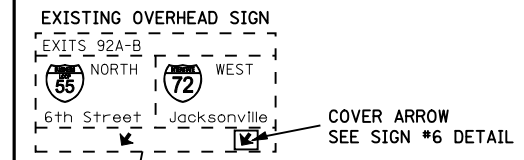
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et:\pw\work\PWIDOT\LAUGHLINRL\0131883\0672464.24-28_MOT.dgn		DRAWN - JJS	REVISED -
	PLOT SCALE = 400.0000' / IN.	CHECKED - MTM	REVISED -
	PLOT DATE = May-09-2009 11:31:58AM	DATE - MARCH 5, 2009	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

I-55 ADVANCED WARNING AND MAINTENANCE OF TRAFFIC

SCALE: SHEET NO. 4 OF 5 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3HB-6)BR	SANGAMON	90	27
S.N. 084-0028			CONTRACT NO. 72A64	
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



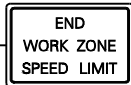
LANE CLOSURE TAPER, SEE STAGE CONSTRUCTION PLANS FOR TRAFFIC CONTROL

TEMP. PAVT. MARKING TAPE TYPE III, WHITE

IMPACT ATTENUATOR, TEMPORARY

TEMP. PAVT. MARKING TAPE TYPE 3, YELLOW

TEMP. PAVT. MARKING TAPE TYPE III, WHITE



G20-I103(O)-3660

GENERAL NOTES

STANDARD 701400-03 IS USED WHERE AT ANY TIME A LANE IS CLOSED ON A FREEWAY/EXPRESSWAY. WHEN THE LEFT LANE IS CLOSED, LEFT LANE CLOSED SIGNS SHALL BE SUBSTITUTED FOR THE RIGHT LANE CLOSED SIGN.

- ① THE ROAD CONSTRUCTION AHEAD SIGN SHALL BE LOCATED 3 TO 5 MILES IN ADVANCE OF THE PROJECT LIMITS.
- ② THE MESSAGE AND SIZE OF THE WORK ZONE PUBLIC INFORMATION SIGN SHALL BE AS SPECIFIED BY THE DEPARTMENT.
- ③ SEE SPECIAL PROVISIONS FOR TRAFFIC WARNING MESSAGES
- ④ THREE, TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES AT 50' CENTERS.

SYMBOLS

- ARROW BOARD
- PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT

SEE STANDARD 701400-03 FOR COMPLETE SIGN DETAILS

FILE NAME =	USER NAME = laughlinr1	DESIGNED - LLO	REVISED -
et:\pwork\pwork\LAUGHLINRL\0131883\072464.24-28_MOT.dgn		DRAWN - JJS	REVISED -
	PLOT SCALE = 400.0000' / IN.	CHECKED - MTM	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

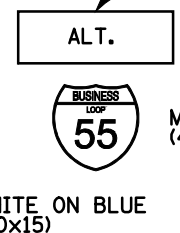
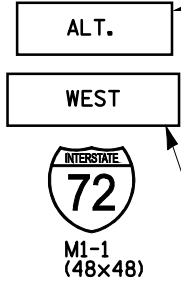
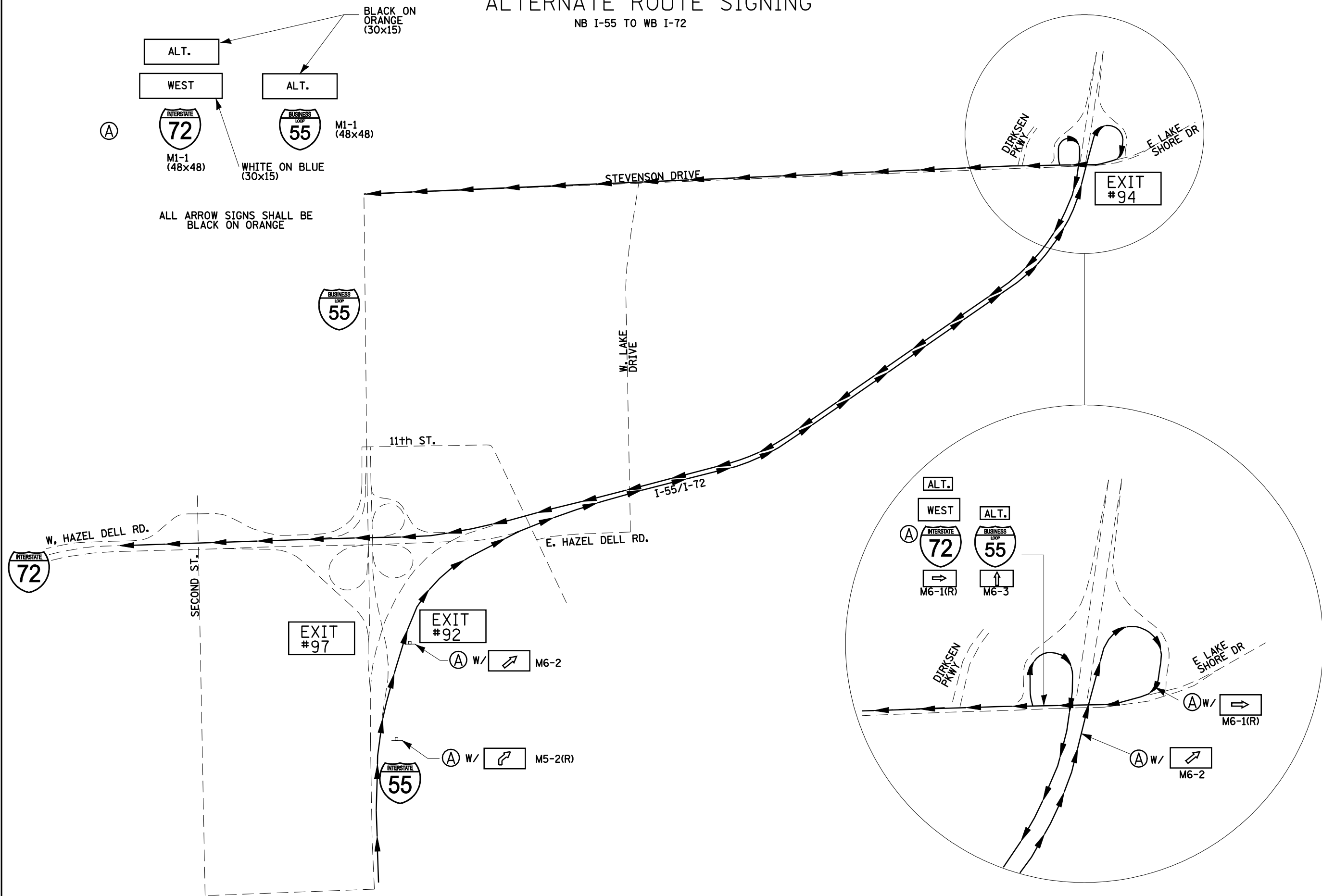
I-55 ADVANCED WARNING AND MAINTENANCE OF TRAFFIC

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

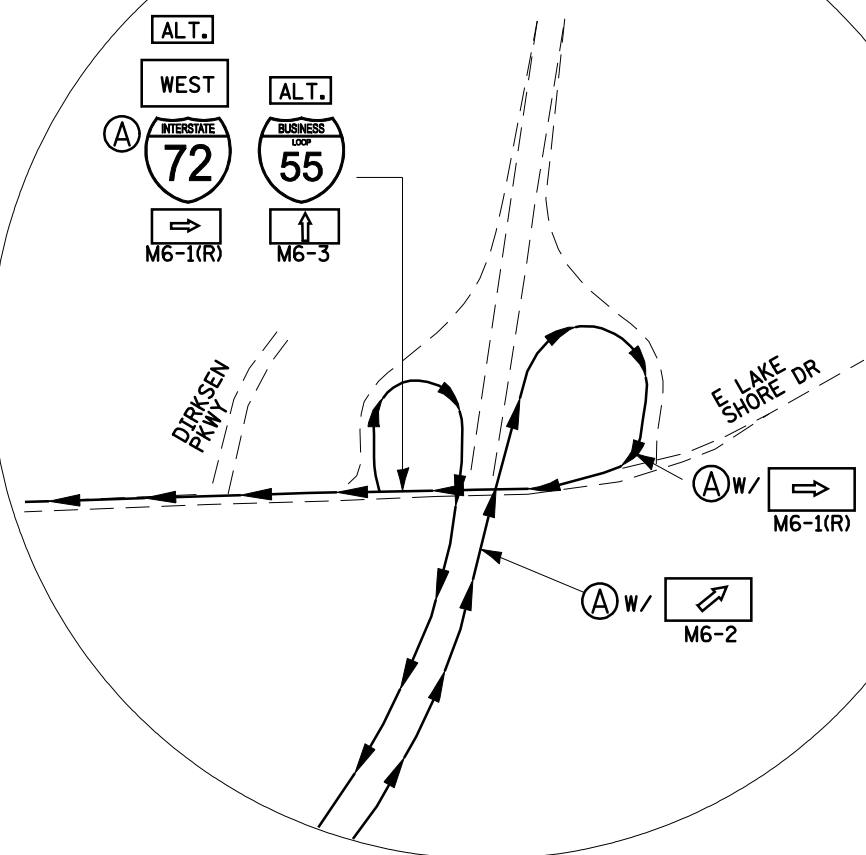
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3HB-6)BR	SANGAMON	90	28
S.N. 084-0028			CONTRACT NO. 72A64	
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

ALTERNATE ROUTE SIGNING

NB I-55 TO WB I-72



ALL ARROW SIGNS SHALL BE BLACK ON ORANGE

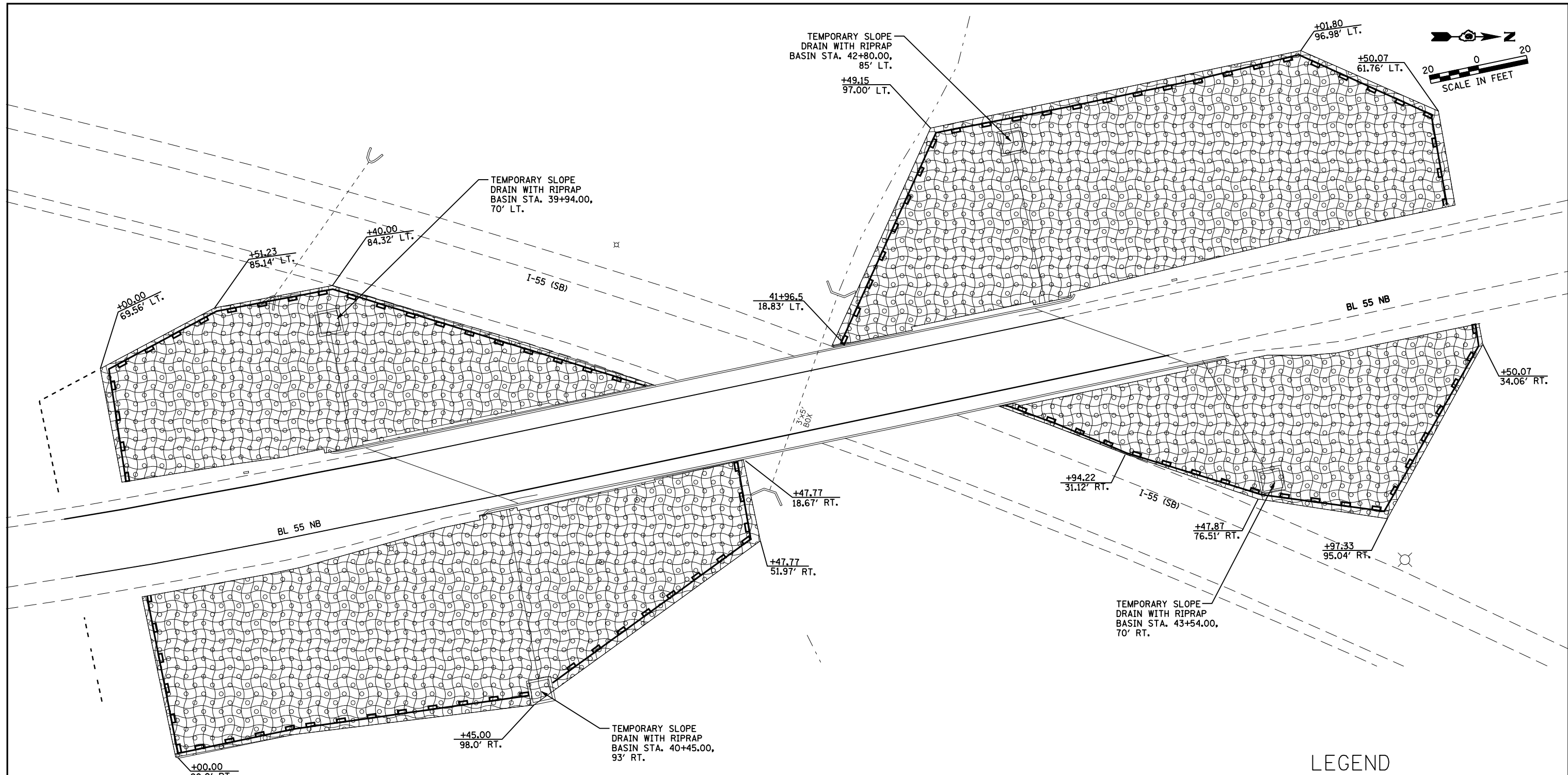


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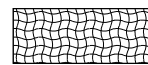
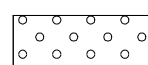

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALTERNATE ROUTE SIGNING			
SCALE: N.T.S.	SHEET NO.	OF SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3HB-6)BR	SANGAMON	90	29
S.N. 084-0028		CONTRACT NO.		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



LEGEND

-  EROSION CONTROL BLANKET
-  SEEDING CLASS 2A
-  EROSION CONTROL PERIMETER BARRIER

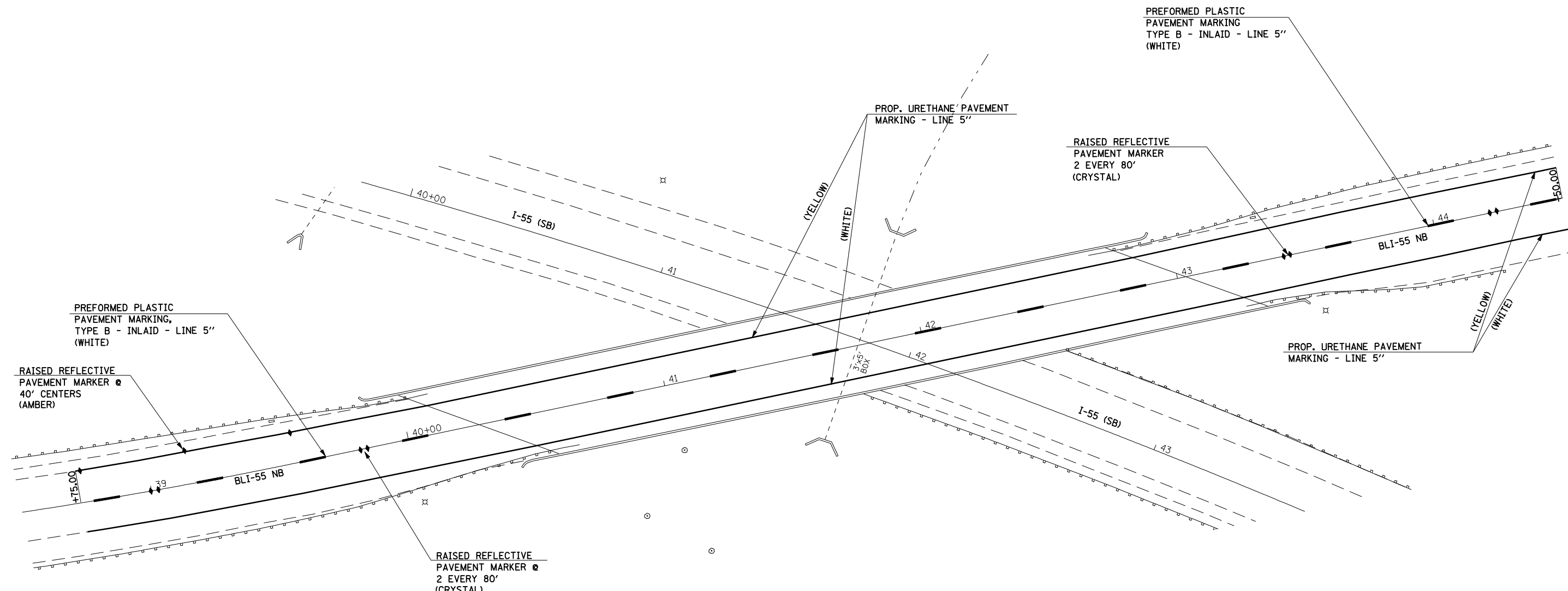
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BL-55 NB EROSION CONTROL

SCALE: 1IN. = 20FT. SHEET NO. 1 OF 1 SHEETS STA. 38+ 52.50 TO STA. 44 +50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3HB-6)BR	SANGAMON	90	30
S.N. 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



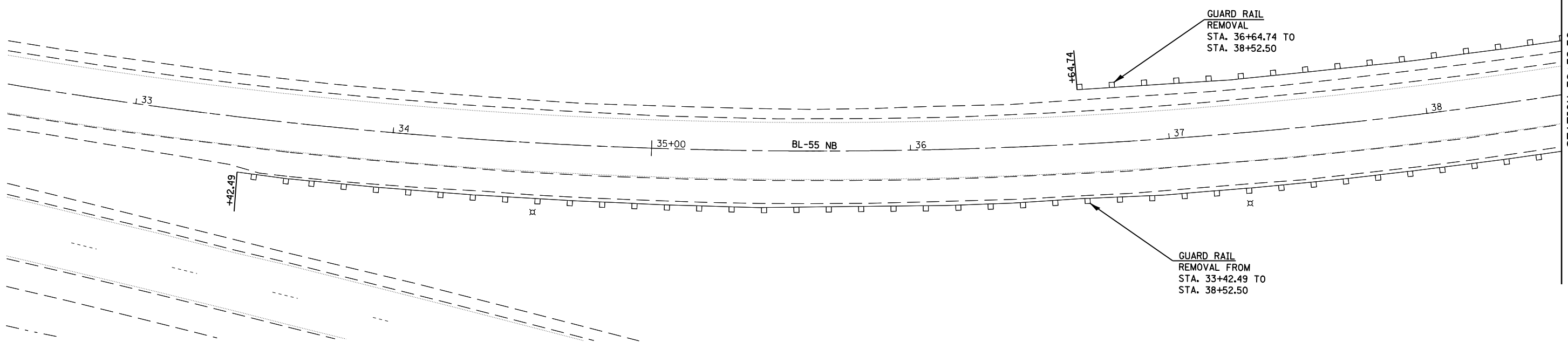
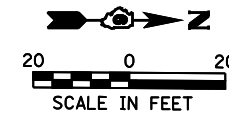
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BL-55 NB PAVEMENT MARKINGS

SCALE: 1IN. = 20FT, SHEET NO. 1 OF 1 SHEETS STA. 38+ 52.50 TO STA. 44 +50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3HB-6)BR	SANGAMON	90	31
S.N. 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



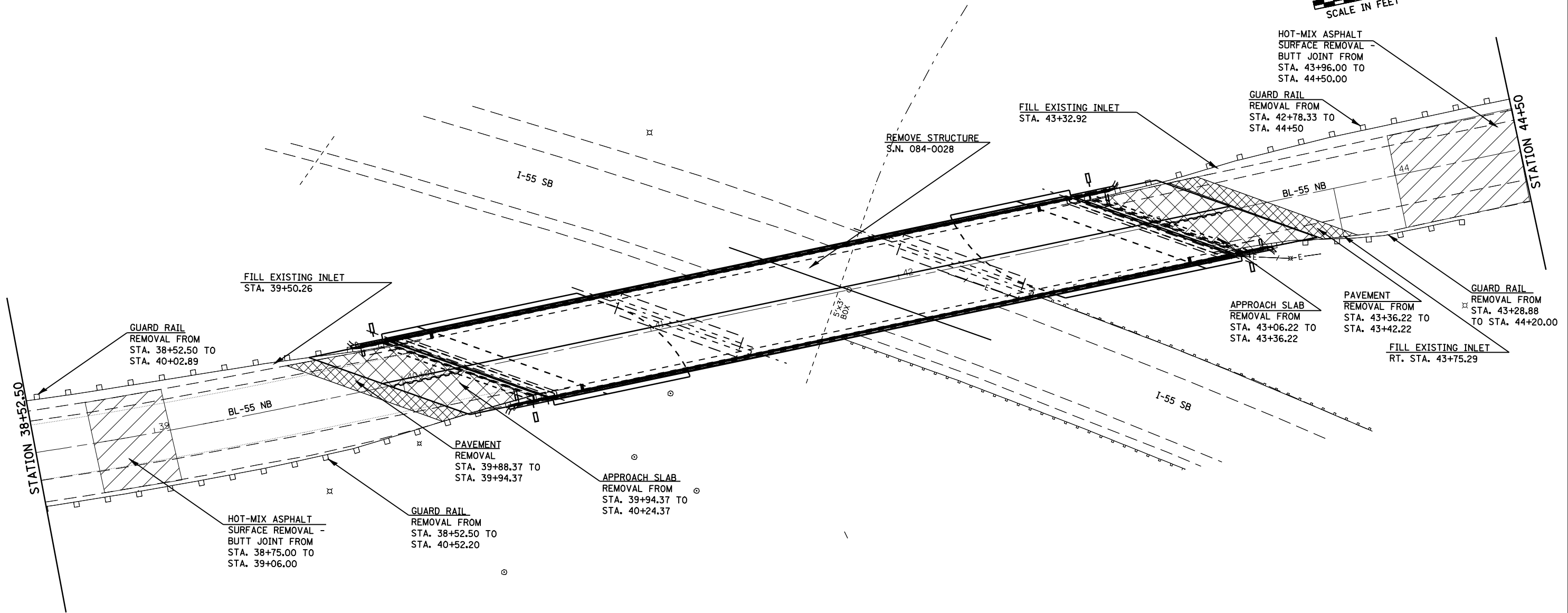
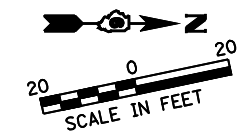
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BL-55 NB REMOVAL PLANS

SCALE: 1IN=20FT SHEET NO. 1 OF 3 SHEETS STA. 33+00 TO STA. 38+52.50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3HB-6)BR	SANGAMON	90	32
S.N. 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



- APPROACH SLAB REMOVAL
- PAVEMENT REMOVAL
- BUTT JOINT REMOVAL

FILE NAME =	USER NAME = laughlinr1	DESIGNED - LLO	REVISED -
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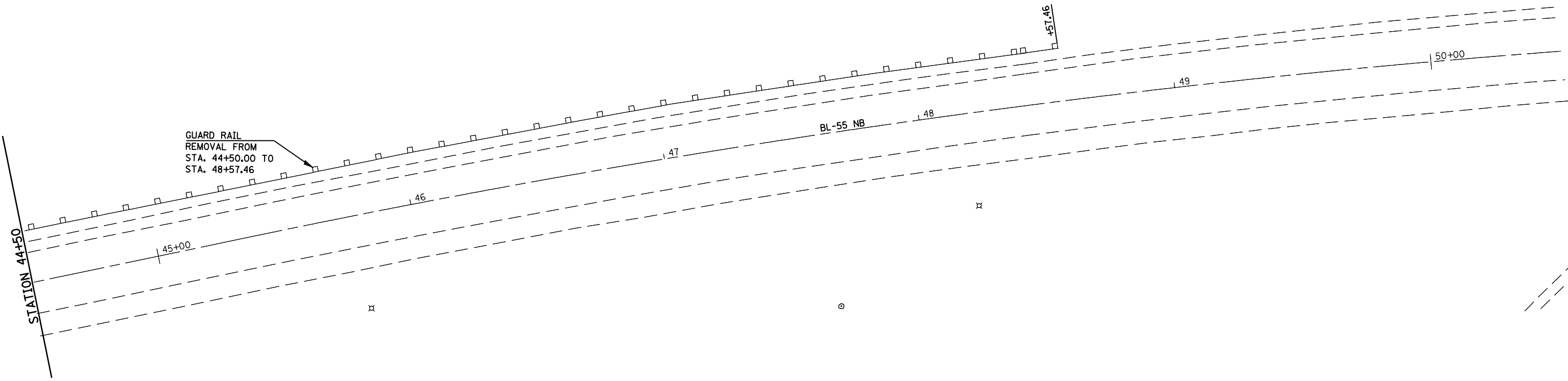
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BL-55 NB REMOVAL PLANS

SCALE: 1IN. = 20FT | SHEET NO. 2 OF 3 SHEETS | STA. 38 +52.50 TO STA. 44+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3HB-6)BR	SANGAMON	90	33
S.N. 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

SB BLI-55



FILE NAME =	USER NAME = laughlinr1	DESIGNED - LLO	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

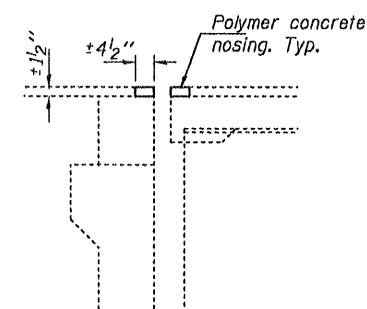
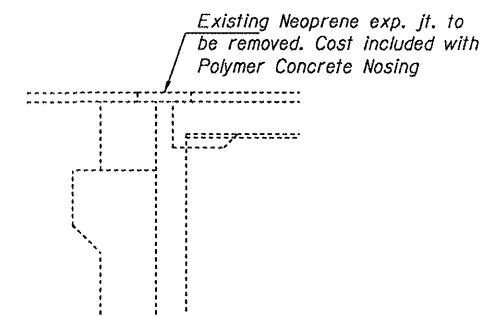
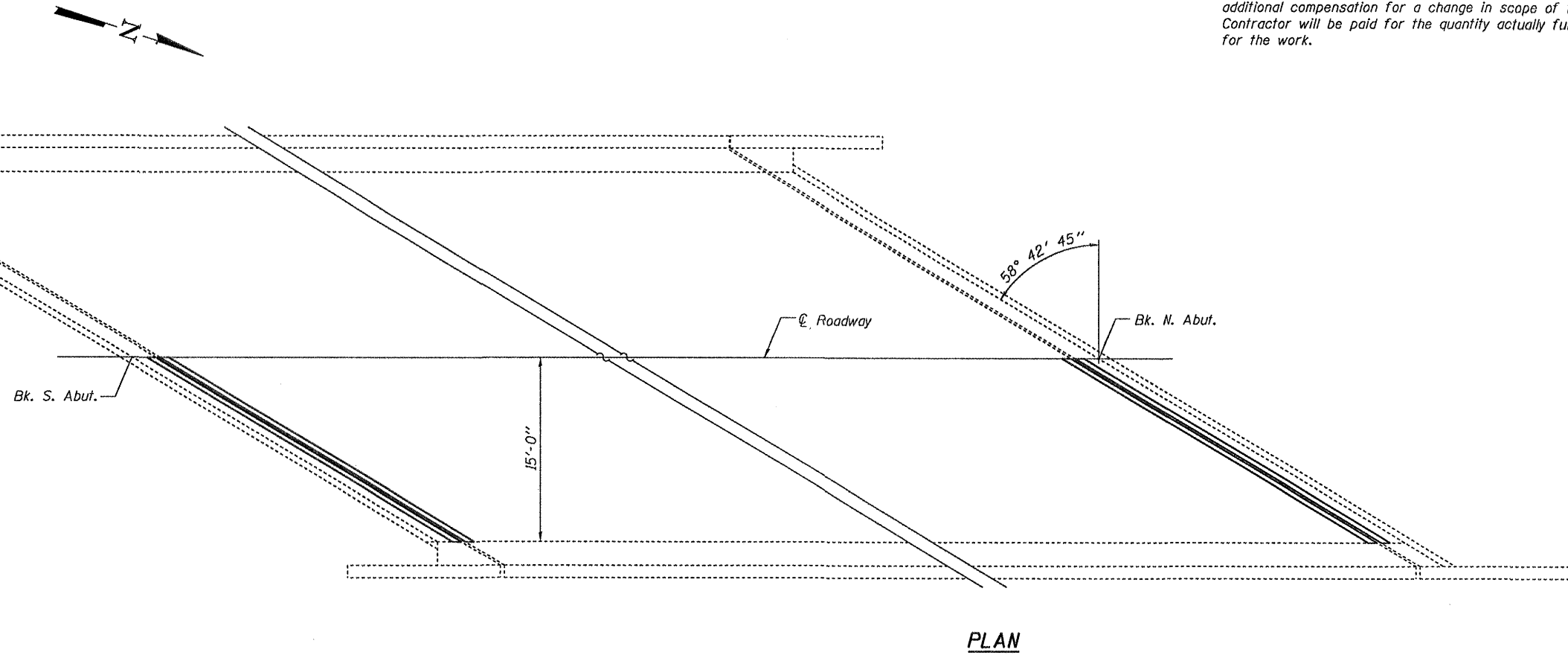
BL-55 NB REMOVAL PLANS

SCALE: 1" = 20' SHEET NO. 3 OF 3 SHEETS STA. 44+50 TO STA. 50+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3HB-6)BR	SANGAMON	90	34
S.N. 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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.



BILL OF MATERIAL

Item	Unit	Quantity
Polymer Concrete Nosing	Cu. Ft.	5.4

REPAIR DETAILS
PRE STAGE I TRAFFIC REPAIRS
BUSINESS LOOP 55 OVER FAI 55
SN 084-0028

DESIGNED	VHV
CHECKED	DAB
DRAWN	baliva
CHECKED	VHV DAB

SHEET NO. 1	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	34A
1 SHEETS	CONTRACT NO. 72A64				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

Benchmarks:
 1.) BM TAI6 Chiseled "□" on Northwest corner of concrete median, where I-55 N.B. and South Sixth St. split, 2.55 miles North of North end to lake bridges, Sta. 29+74.15/15.92' LT., Elev. 599.05.
 2.) BM TAI7 Chiseled "□" in Southwest wingwall of hubguard of South Sixth St. bridge S.N. 084-0028, Sta. 40+00.06/16.68' RT., Elev. 616.53.

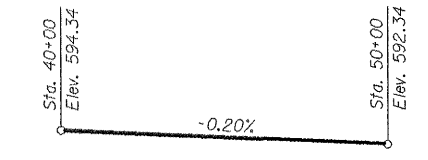
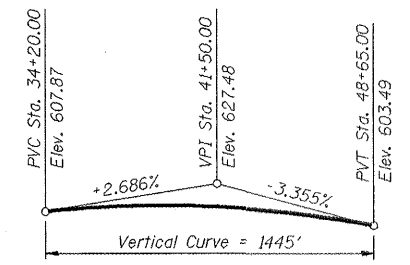
Existing Structure: Structure No. 084-0028, built in 1963 as Section 84-3HB-6. The superstructure consists of a continuous three span non-composite welded plate girder bridge with a 7" concrete slab. The substructure consists of concrete pile bent abutments supported by steel piles and concrete multiple column piers supported by timber piles. The back-to-back of abutments dimension measures 280'-3" and the out-to-out of deck dimension measures 36'-0". The span lengths are 82'-9", 113'-9" and 76'-1" (℄ bearing to ℄ bearing) with a 58°42'45" right forward skew. The existing beams, piers and a portion of the abutments will be reincorporated into the new structure. One lane of traffic will be maintained utilizing stage construction.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCOPE OF WORK

- 1.) Remove and replace the existing reinforced concrete deck utilizing stage construction.
- 2.) Remove and replace the existing concrete approach pavement.
- 3.) Remove and replace exterior girders, all cross frames in exterior bays and all end diaphragms.
- 4.) Raise the remaining existing girders 3" in order to meet the vertical clearance requirement.
- 5.) Remove and replace the existing expansion bearings at the Abutments and Pier #2 with elastomeric bearings.
- 6.) Remove and replace the existing fixed bearings at Pier #1.
- 7.) Install stud shear connectors in the positive moment region in order to make the existing welded plate girders composite with the cast-in-place reinforced concrete deck.
- 8.) Remove and replace the existing abutment backwall and a portion of the wingwalls as shown.
- 9.) Place additional concrete on the abutment and pier caps in order to meet the proposed grade change.
- 10.) Remove and replace North and South Slopewalls.
- 11.) Repair abutments and piers as required.
- 12.) Clean and paint existing structural steel under a separate contract.

STATION 41+64.82
 REBUILT 20... BY
 STATE OF ILLINOIS
 F.A.I. RTE. 55 SEC. (84-3HB-6)BR
 LOADING HS20-44
 STRUCTURE NO. 084-0028



NAME PLATE
 See Std. 515001

PROFILE GRADE
 BL 55 (NB) / 6th St.
 (℄ Roadway)

PROFILE GRADE (EXIST. PLANS)
 SOUTH BOUND F.A.I. RT. 55
 (℄ median edge of pavement)

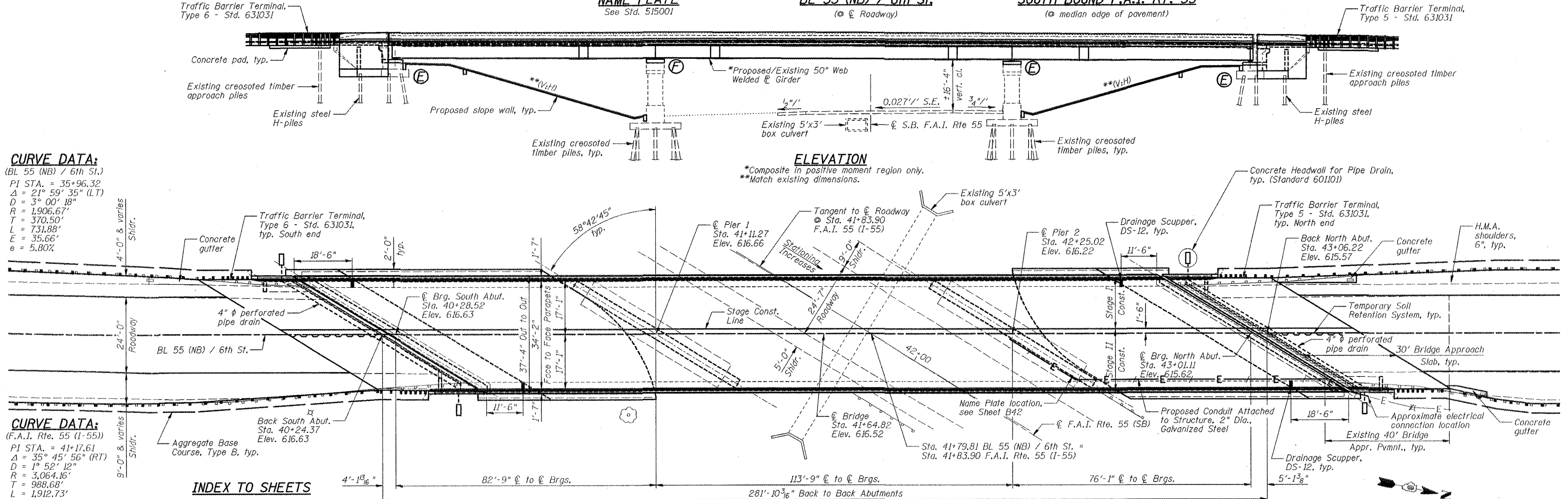
CURVE DATA:
 (BL 55 (NB) / 6th St.)
 PI STA. = 35+96.32
 Δ = 21° 59' 35" (LT)
 D = 3° 00' 18"
 R = 1,906.67'
 T = 370.50'
 L = 731.88'
 E = 35.66'
 e = 5.80%

CURVE DATA:
 (F.A.I. Rte. 55 (I-55))
 PI STA. = 41+17.61
 Δ = 35° 45' 56" (RT)
 D = 1° 52' 12"
 R = 3,064.16'
 T = 988.68'
 L = 1,912.73'
 E = 155.55'
 e = 2.70%

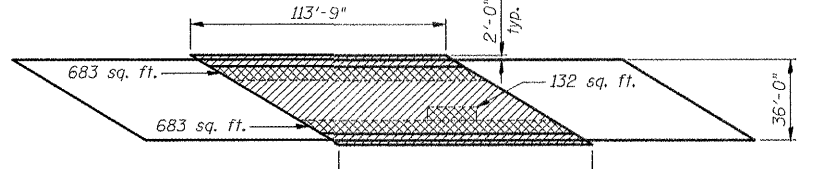
INDEX TO SHEETS

SHEET NO.	TITLE
B1	GENERAL PLAN AND ELEVATION
B2	BILL OF MATERIAL, GENERAL NOTES AND MISCELLANEOUS DETAILS
B3	STAGE CONSTRUCTION
B4	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
B5	TOP OF SLAB ELEVATION LOCATIONS
B6-B8	TOP OF SLAB ELEVATIONS
B9	TOP OF SOUTH APPROACH SLAB ELEVATIONS
B10	TOP OF NORTH APPROACH SLAB ELEVATIONS
B11-B13	SUPERSTRUCTURE DECK
B14	SUPERSTRUCTURE CROSS SECTION
B15-B16	SUPERSTRUCTURE DETAILS
B17	SOUTH BRIDGE APPROACH SLAB DETAILS
B18	NORTH BRIDGE APPROACH SLAB DETAILS
B19	DRAINAGE SCUPPER, DS-12
B20	PREFORMED JOINT STRIP SEAL
B21	MODULAR EXPANSION JOINT DETAILS
B22-B26	STRUCTURAL STEEL
B27	EXISTING/PROPOSED GIRDER FIXED BEARING DETAILS
B28	EXISTING GIRDER TYPE I BEARING DETAILS
B29	PROPOSED GIRDER TYPE I BEARING DETAILS
B30	EXISTING GIRDER TYPE II BEARING DETAILS
B31	PROPOSED GIRDER TYPE II BEARING DETAILS
B32	SOUTH ABUTMENT REMOVAL AND REPAIR
B33-B35	SOUTH ABUTMENT
B36	NORTH ABUTMENT REMOVAL AND REPAIR
B37-B39	NORTH ABUTMENT
B40	PIER NO. 1 REPAIR
B41	PIER NO. 1
B42	PIER NO. 2 REPAIR
B43	PIER NO. 2
B44	BAR SPLICER ASSEMBLY DETAILS

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW
DATE	03/05/09



PLAN



EXISTING DESIGN STRESSES

$f_c = 1,400$ psi
 $f_s = 20,000$ psi (Reinforcement)
 $f_s = 18,000$ psi (Structural Steel)
 $n = 10$

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges

DESIGN STRESSES

FIELD UNITS
 $f'_c = 3,500$ psi (Cast-in-Place)
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 36,000$ psi (Structural Steel - M270 Grade 36)
 $f_y = 50,000$ psi (Structural Steel - M270 Grade 50)

LOADING HS20-44

Allow 50#/sq. ft. for future wearing surface.

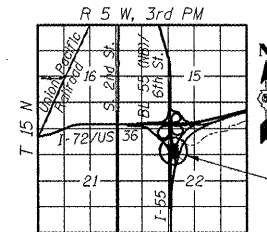
SEISMIC DATA

Seismic Performance Category (SPC) = A
 Bedrock Acceleration Coefficient (A) = 0.048
 Site Coefficient (S) = 2.0

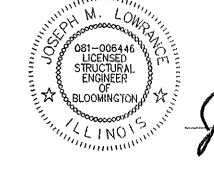
APPROVED
 For Structural Adequacy Only

Ralph E. Anderson
 Engineer of Bridges & Structures

GENERAL PLAN AND ELEVATION
 BUSINESS 55 / 6th STREET OVER
 S.B. F.A.I. ROUTE 55
 SECTION (84-3HB-6)BR
 SANGAMON COUNTY
 STATION 41+64.82
 STRUCTURE NO. 084-0028



LOCATION SKETCH



Joseph M. Lowrance Date 03/05/09
 JOSEPH M. LOWRANCE
 ILLINOIS STRUCTURAL ENGINEER
 NO. 081-006446
 Exp. Date 11/30/10

SHEET NO. B1	F.A.I. RTE. 55	SECTION (84-3HB-6)BR	COUNTY SANGAMON	TOTAL SHEETS 90	SHEET NO. 35
44 SHEETS	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment	Cu Yd		330	330
Porous Granular Embankment, Special	Cu Yd		399	399
Concrete Removal	Cu Yd		59.3	59.3
Slope Wall Removal	Sq Yd		645	645
Removal of Existing Bearings	Each	24		24
Removal of Existing Concrete Deck	Each	1		1
Protective Shield	Sq Yd	339		339
Structure Excavation	Cu Yd		399	399
Concrete Structures	Cu Yd		154.0	154.0
Concrete Superstructure	Cu Yd	464.7		464.7
Bridge Deck Grooving	Sq Yd	1,191		1,191
Protective Coat	Sq Yd	1,523		1,523
Erecting Structural Steel	L Sum	1		1
Stud Shear Connectors	Each	2,984		2,984
Structural Steel Removal	L Sum	1		1
Structural Steel Repair	Pound	490		490
Reinforcement Bars, Epoxy Coated	Pound	114,800	12,630	127,430
Bar Splicers	Each	954	189	1,143
Slope Wall 4 Inch	Sq Yd		660	660
Name Plates	Each		1	1
Preformed Joint Strip Seal	Foot	70		70
Erecting Elastomeric Bearing Assembly, Type I	Each	12		12
Erecting Elastomeric Bearing Assembly, Type II	Each	6		6
Anchor Bolts, 1"	Each	24		24
Anchor Bolts, 1/2"	Each	24		24
Concrete Sealer	Sq Ft		341	341
Epoxy Crack Injection	Foot		53	53
Geocomposite Wall Drain	Sq Yd		109	109
Pipe Underdrains for Structures 4"	Foot		152	152
Conduit Attached to Structure, 2" Dia., Galvanized Steel	Foot		128	128
Jacking Existing Superstructure	L Sum	1		1
Modular Expansion Joint 6"	Foot	68		68
Drainage Scuppers, DS-12	Each	4		4
Temporary Soil Retention System	Sq Ft		335	335
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq Ft		10	10
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq Ft		96	96

GENERAL NOTES:

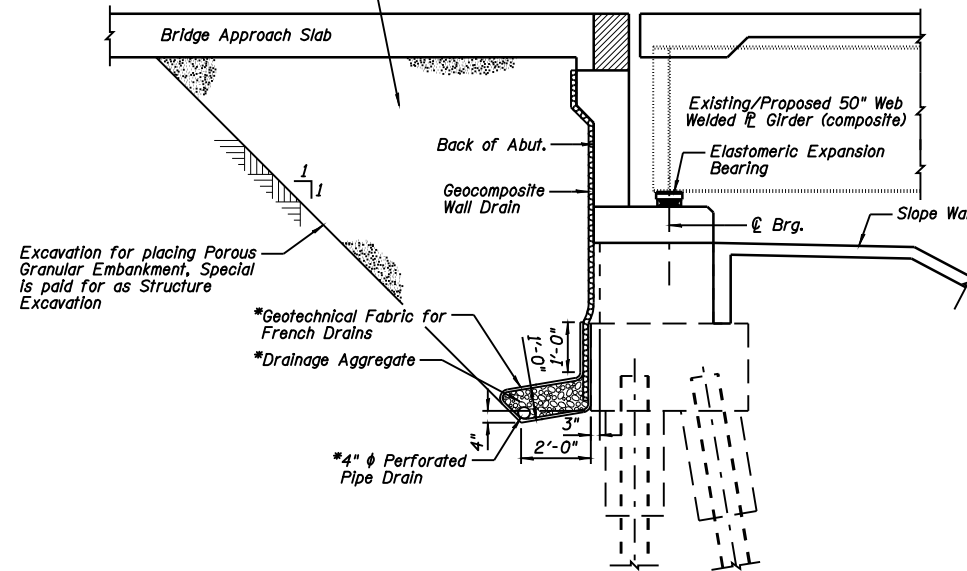
- Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 7/8 in. ϕ , holes 5/8 in. ϕ , unless otherwise noted.
- Calculated weight of Structural Steel = 93,950 Grade 50.
= 17,720 Grade 36.
- No field welding is permitted except as specified in the contract document.
- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
- Reinforcement bars designated (E) shall be epoxy coated.
- Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.
As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding 1/4 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.
- If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
- Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Concrete Sealer shall be applied to the designated areas of the Abutment Seats, Backwall and Abutment Face.
- Cleaning and field painting of existing structural steel shall be done under a separate painting contract.
- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
- The Inorganic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8. See Special Provision for "Cleaning and Painting New Metal Structures".
- The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.
- Slipforming of parapets is not allowed.
- The existing structure plans are available at the District Office.
- Removal of the existing sliding plate expansion devices shall be included with Removal of Existing Concrete Deck.
- All new structural steel furnished under this contract shall be shop painted with the Inorganic Zinc primer per AASHTO M 300, Type 1.
- Existing structural steel shall only be cleaned and painted as required by the Special Provision "Cleaning and Painting Adjacent Areas of Existing Steel Structures".

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 03/05/09

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

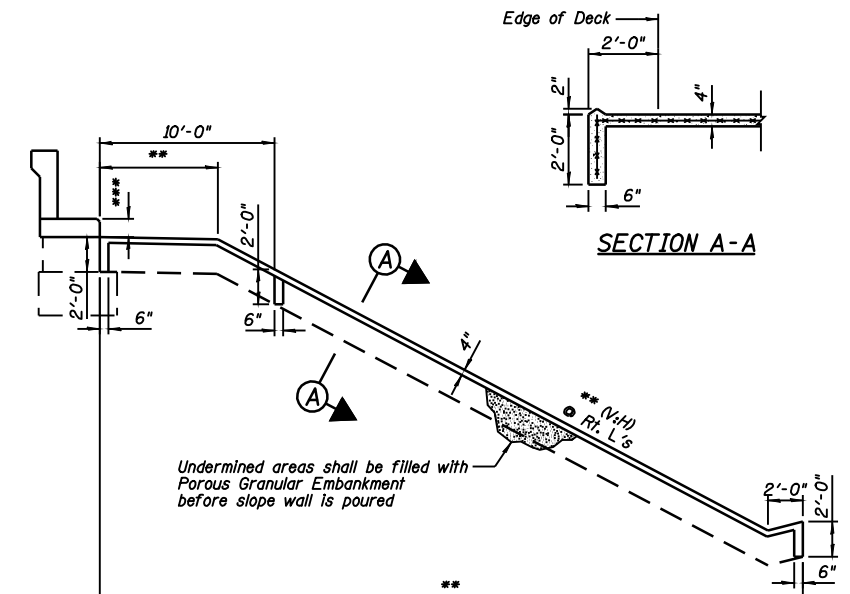
Backfill with Porous Granular Embankment, Special by Bridge Contractor after superstructure is in place. See Sheets B17 & B18 for additional information.



SECTION THRU SOUTH ABUTMENT
(Similar for North Abutment)

NOTES:

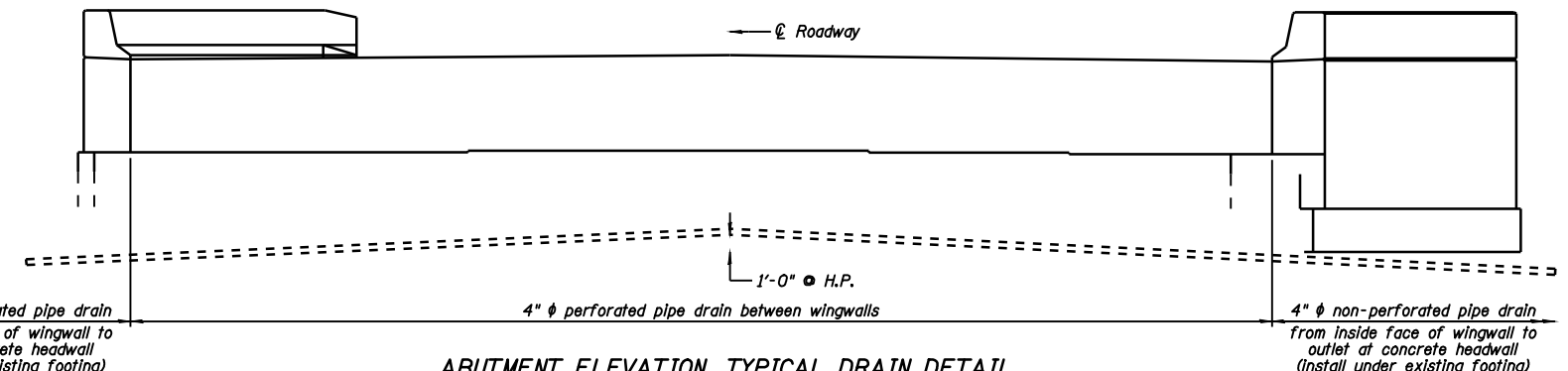
- Dimensions ϕ Rt. L's to Abutment.
- *Included in cost of Pipe Underdrains for Structures.
- All drainage system components shall extend to the inside face of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 60110).



SECTION THRU SLOPE WALL
(Similar for North Abutment)

NOTES:

- **Match existing dimension.
- ***1'-0" min. ϕ low brg. seat.
- Horizontal dimensions ϕ Rt. L's to Roadway. Slope Wall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.
- The actual area of slope undermining is unknown, therefore a 1'-6" thickness of Porous Granular Embankment has been assumed under the entire area of the slope wall. The actual amount shall be measured in the field.

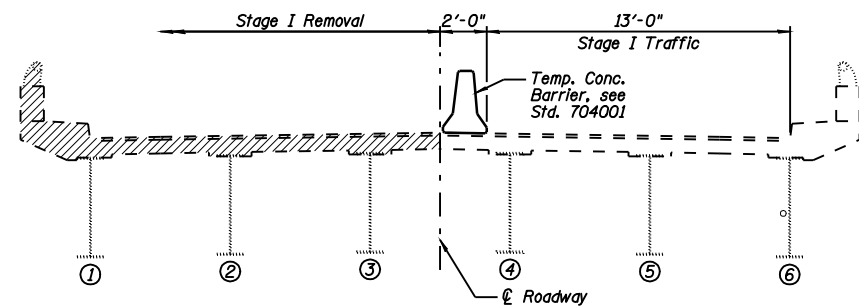


ABUTMENT ELEVATION, TYPICAL DRAIN DETAIL

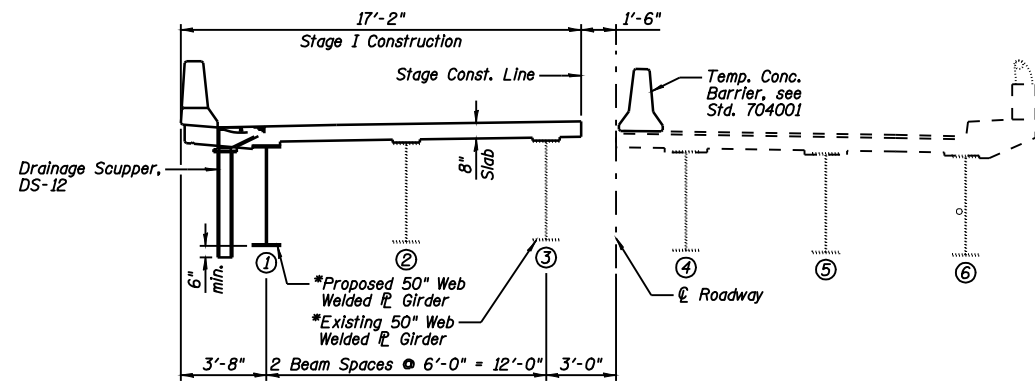
**BILL OF MATERIAL,
GENERAL NOTES AND
MISCELLANEOUS DETAILS
STRUCTURE NO. 084-0028**

SHEET NO. B2	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	36
44 SHEETS	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

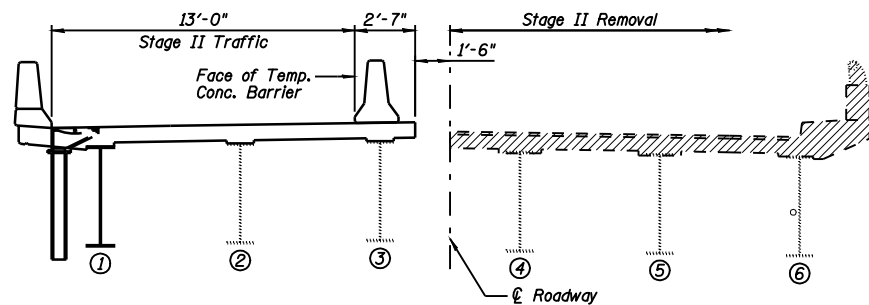
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



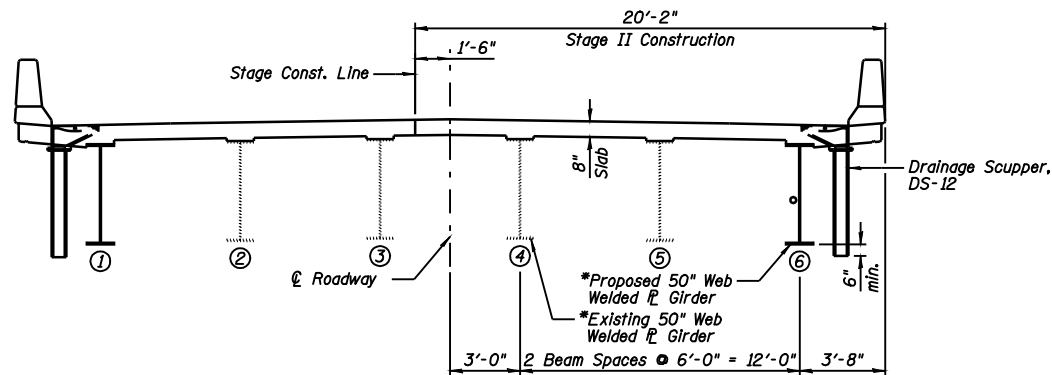
STAGE I REMOVAL
(Looking North)



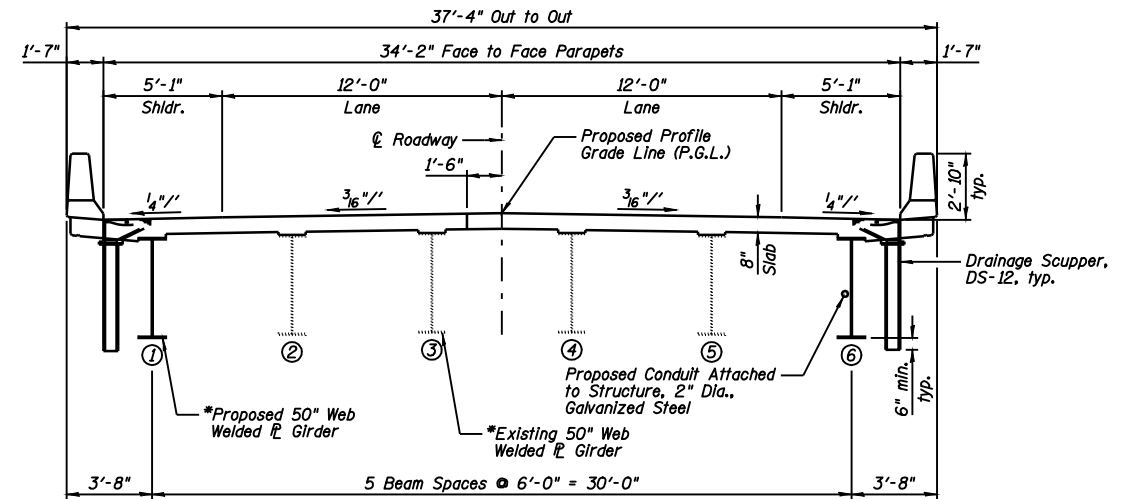
STAGE I CONSTRUCTION
(Looking North)



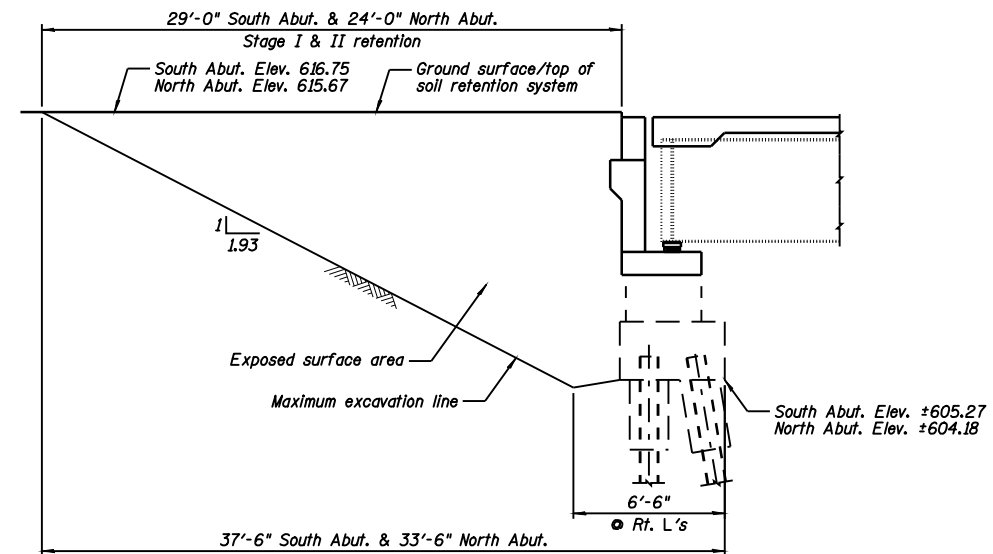
STAGE II REMOVAL
(Looking North)



STAGE II CONSTRUCTION
(Looking North)



CROSS SECTION
(Looking North)



TEMPORARY SOIL RETENTION SYSTEM

NOTES:

- 1.) A cantilever sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.
- 2.) All dimensions are along roadway unless otherwise noted.

BILL OF MATERIAL

Item	Unit	Total
Temporary Soil Retention System	Sq. Ft.	335

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 03/05/09

FARNSWORTH GROUP, INC.

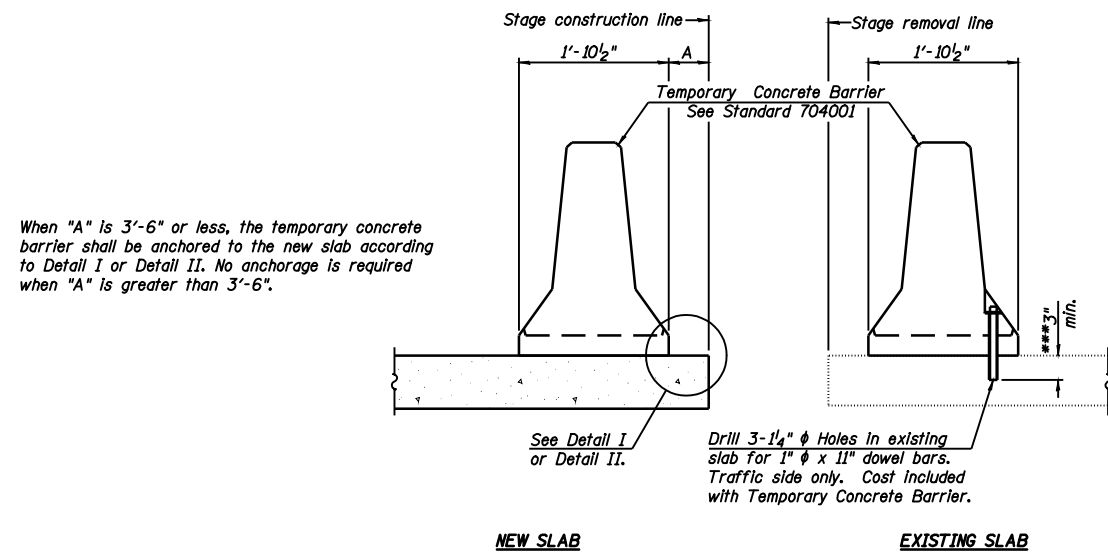
NOTES:

- 1.) Composite in positive moment region only.
- 2.) Hatched area indicates Removal of Existing Concrete Deck. Removal of existing bituminous wearing surface and removal of bridge handrail shall be included with Removal of Existing Concrete Deck.
- 3.) See Sheet B4 for Temporary Concrete Barrier (Standard 704001). See roadway plans for quantities.

**STAGE CONSTRUCTION
STRUCTURE NO. 084-0028**

SHEET NO. B3	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
44 SHEETS	55	(84-3HB-6)BR	SANGAMON	90	37
SN 084-0028			CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".

SECTIONS THRU SLAB

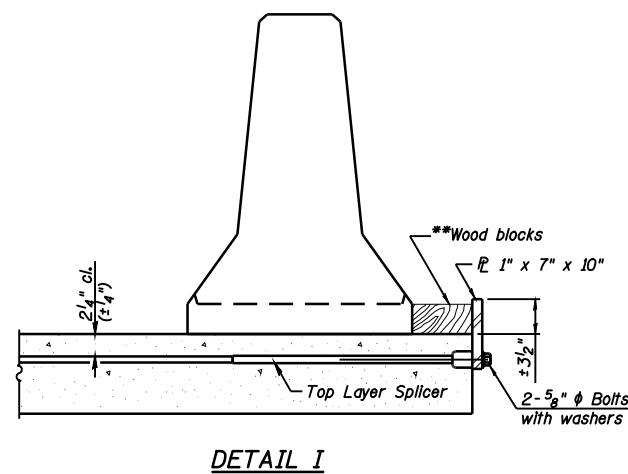
NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{P} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

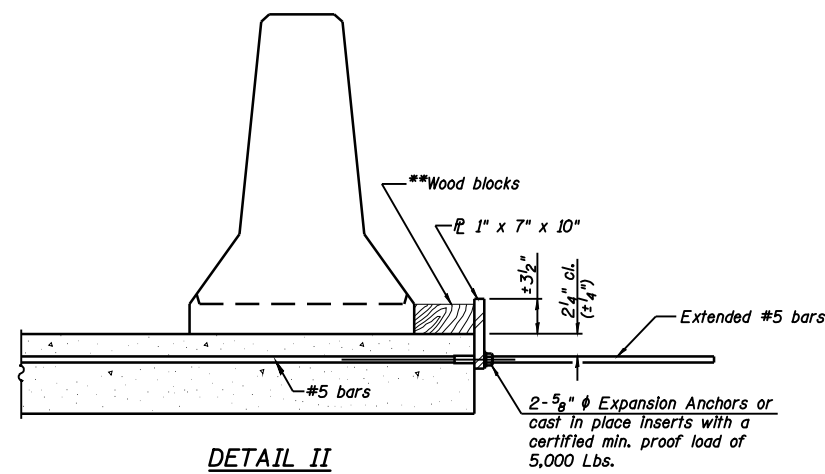
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{P} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place Inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

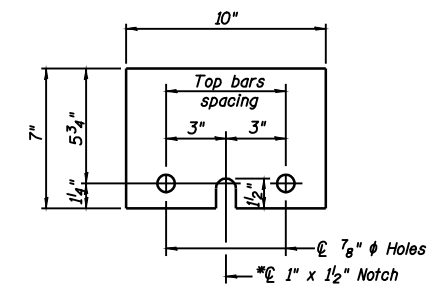


DETAIL I



DETAIL II

**Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.



STEEL RETAINER \bar{P} 1" x 7" x 10"

* Required only with Detail II

DESIGNED JML
CHECKED MSW
DRAWN DJM
CHECKED MGO/MSW

DATE 03/05/09

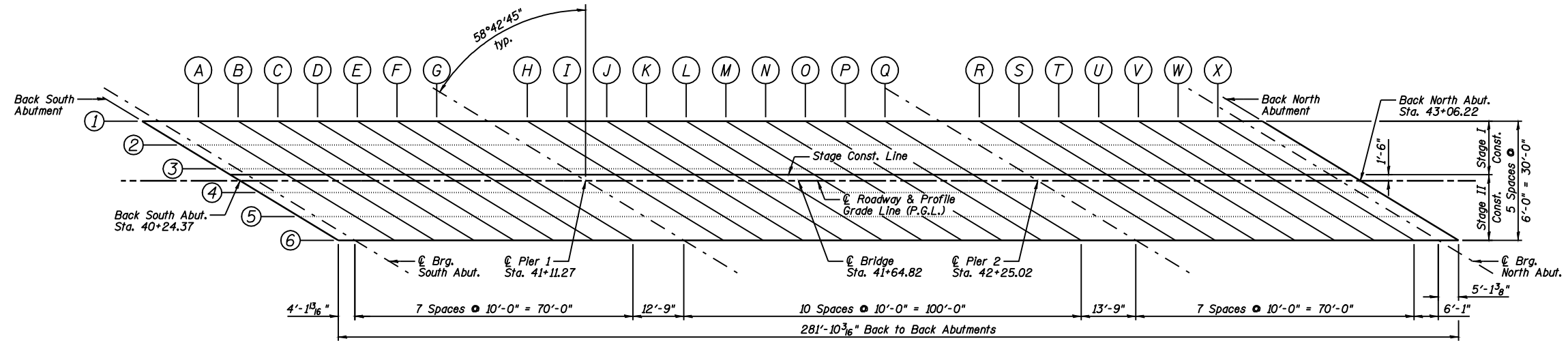
R-27

10-1-08

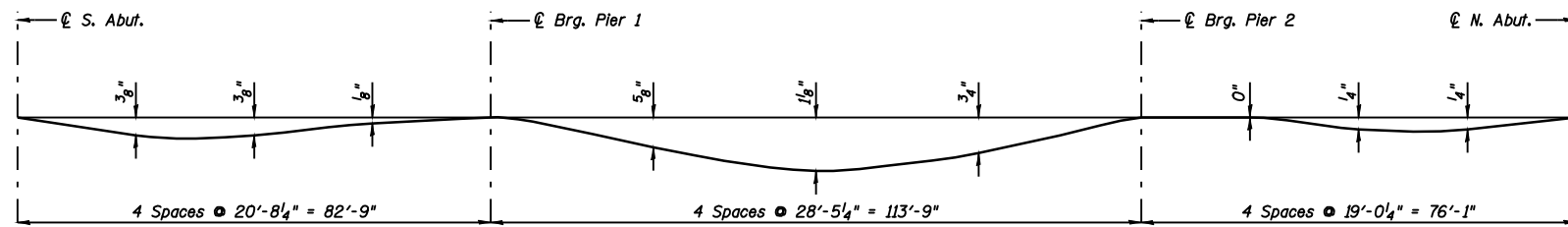
TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
STRUCTURE NO. 084-0028

SHEET NO. B4 44 SHEETS	F.A.I. RTE. 55	SECTION (84-3HB-6)BR	COUNTY SANGAMON	TOTAL SHEETS 90	SHEET NO. 38
	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN

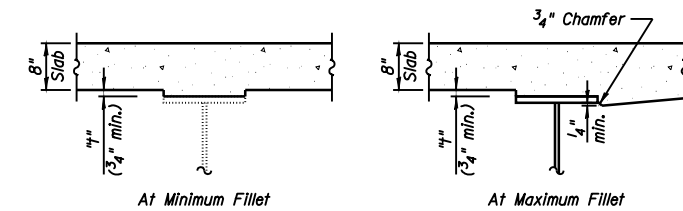


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

The above deflections are not for use in the field if the Engineer is working from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection".



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

FILLET HEIGHTS

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 03/05/09

FARNSWORTH GROUP, INC.

**TOP OF SLAB
ELEVATION LOCATIONS
STRUCTURE NO. 084-0028**

SHEET NO. B5 44 SHEETS	F.A.I. RTE. 55	SECTION (84-3HB-6)BR	COUNTY SANGAMON	TOTAL SHEETS 90	SHEET NO. 39
	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

CONSULTING ENGINEERS - 2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / (309) 663-1571 FAX

24-8181

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of South Abut.	39+99.69	-15.00	616.31	616.31
☉ Brg. South Abut.	40+03.84	-15.00	616.32	616.32
A	40+13.84	-15.00	616.35	616.37
B	40+23.84	-15.00	616.38	616.41
C	40+33.84	-15.00	616.39	616.43
D	40+43.84	-15.00	616.41	616.44
E	40+53.84	-15.00	616.42	616.45
F	40+63.84	-15.00	616.43	616.44
G	40+73.84	-15.00	616.43	616.43
☉ Brg. Pier 1	40+86.59	-15.00	616.43	616.43
H	40+96.59	-15.00	616.42	616.44
I	41+06.59	-15.00	616.41	616.44
J	41+16.59	-15.00	616.40	616.45
K	41+26.59	-15.00	616.38	616.45
L	41+36.59	-15.00	616.36	616.44
M	41+46.59	-15.00	616.33	616.42
N	41+56.59	-15.00	616.30	616.38
O	41+66.59	-15.00	616.26	616.32
P	41+76.59	-15.00	616.22	616.27
Q	41+86.59	-15.00	616.18	616.20
☉ Brg. Pier 2	42+00.34	-15.00	616.11	616.11
R	42+10.34	-15.00	616.06	616.05
S	42+20.34	-15.00	616.00	616.00
T	42+30.34	-15.00	615.94	615.95
U	42+40.34	-15.00	615.87	615.89
V	42+50.34	-15.00	615.80	615.82
W	42+60.34	-15.00	615.72	615.74
X	42+70.34	-15.00	615.64	615.65
☉ Brg. North Abut.	42+76.42	-15.00	615.59	615.59
Bk. of North Abut.	42+81.54	-15.00	615.55	615.55

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of South Abut.	40+09.56	-9.00	616.45	616.45
☉ Brg. South Abut.	40+13.71	-9.00	616.46	616.46
A	40+23.71	-9.00	616.48	616.50
B	40+33.71	-9.00	616.50	616.53
C	40+43.71	-9.00	616.52	616.56
D	40+53.71	-9.00	616.53	616.57
E	40+63.71	-9.00	616.54	616.56
F	40+73.71	-9.00	616.54	616.55
G	40+83.71	-9.00	616.54	616.54
☉ Brg. Pier 1	40+96.46	-9.00	616.53	616.53
H	41+06.46	-9.00	616.52	616.53
I	41+16.46	-9.00	616.51	616.54
J	41+26.46	-9.00	616.49	616.54
K	41+36.46	-9.00	616.47	616.54
L	41+46.46	-9.00	616.44	616.53
M	41+56.46	-9.00	616.41	616.50
N	41+66.46	-9.00	616.37	616.45
O	41+76.46	-9.00	616.33	616.39
P	41+86.46	-9.00	616.29	616.33
Q	41+96.46	-9.00	616.24	616.26
☉ Brg. Pier 2	42+10.21	-9.00	616.17	616.17
R	42+20.21	-9.00	616.11	616.11
S	42+30.21	-9.00	616.05	616.05
T	42+40.21	-9.00	615.98	615.99
U	42+50.21	-9.00	615.91	615.93
V	42+60.21	-9.00	615.83	615.86
W	42+70.21	-9.00	615.75	615.77
X	42+80.21	-9.00	615.67	615.68
☉ Brg. North Abut.	42+86.30	-9.00	615.62	615.62
Bk. of North Abut.	42+91.41	-9.00	615.57	615.57

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of South Abut.	40+19.43	-3.00	616.57	616.57
☉ Brg. South Abut.	40+23.59	-3.00	616.58	616.58
A	40+33.59	-3.00	616.60	616.62
B	40+43.59	-3.00	616.61	616.64
C	40+53.59	-3.00	616.62	616.66
D	40+63.59	-3.00	616.63	616.67
E	40+73.59	-3.00	616.63	616.66
F	40+83.59	-3.00	616.63	616.64
G	40+93.59	-3.00	616.63	616.63
☉ Brg. Pier 1	41+06.34	-3.00	616.62	616.62
H	41+16.34	-3.00	616.60	616.61
I	41+26.34	-3.00	616.58	616.62
J	41+36.34	-3.00	616.56	616.62
K	41+46.34	-3.00	616.53	616.61
L	41+56.34	-3.00	616.50	616.59
M	41+66.34	-3.00	616.47	616.56
N	41+76.34	-3.00	616.43	616.51
O	41+86.34	-3.00	616.38	616.44
P	41+96.34	-3.00	616.34	616.38
Q	42+06.34	-3.00	616.28	616.31
☉ Brg. Pier 2	42+20.09	-3.00	616.20	616.20
R	42+30.09	-3.00	616.14	616.14
S	42+40.09	-3.00	616.08	616.08
T	42+50.09	-3.00	616.00	616.02
U	42+60.09	-3.00	615.93	615.95
V	42+70.09	-3.00	615.85	615.87
W	42+80.09	-3.00	615.77	615.78
X	42+90.09	-3.00	615.68	615.69
☉ Brg. North Abut.	42+96.17	-3.00	615.62	615.62
Bk. of North Abut.	43+01.28	-3.00	615.57	615.57

DESIGNED <i>JML</i>
CHECKED <i>MSW</i>
DRAWN <i>DJM</i>
CHECKED <i>MGO/MSW</i>

DATE 03/05/09

FARNSWORTH GROUP, INC.

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 084-0028**

SHEET NO. B6 44 SHEETS	F.A.I. RTE. 55	SECTION (84-3HB-6)BR	COUNTY SANGAMON	TOTAL SHEETS 90	SHEET NO. 40
	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of South Abut.	40+21.90	-1.50	616.60	616.60
☉ Brg. South Abut.	40+26.05	-1.50	616.61	616.61
A	40+36.05	-1.50	616.62	616.64
B	40+46.05	-1.50	616.64	616.67
C	40+56.05	-1.50	616.65	616.69
D	40+66.05	-1.50	616.66	616.69
E	40+76.05	-1.50	616.66	616.68
F	40+86.05	-1.50	616.66	616.67
G	40+96.05	-1.50	616.65	616.65
☉ Brg. Pier 1	41+08.80	-1.50	616.64	616.64
H	41+18.80	-1.50	616.62	616.63
I	41+28.80	-1.50	616.60	616.63
J	41+38.80	-1.50	616.58	616.63
K	41+48.80	-1.50	616.55	616.62
L	41+58.80	-1.50	616.52	616.60
M	41+68.80	-1.50	616.48	616.57
N	41+78.80	-1.50	616.44	616.52
O	41+88.80	-1.50	616.40	616.45
P	41+98.80	-1.50	616.35	616.39
Q	42+08.80	-1.50	616.29	616.31
☉ Brg. Pier 2	42+22.55	-1.50	616.21	616.21
R	42+32.55	-1.50	616.15	616.15
S	42+42.55	-1.50	616.08	616.08
T	42+52.55	-1.50	616.01	616.02
U	42+62.55	-1.50	615.93	615.95
V	42+72.55	-1.50	615.85	615.87
W	42+82.55	-1.50	615.77	615.79
X	42+92.55	-1.50	615.68	615.69
☉ Brg. North Abut.	42+98.64	-1.50	615.62	615.62
Bk. of North Abut.	43+03.75	-1.50	615.57	615.57

☉ ROADWAY & PROFILE GRADE LINE (P.G.L.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of South Abut.	40+24.37	0.00	616.63	616.63
☉ Brg. South Abut.	40+28.52	0.00	616.63	616.63
A	40+38.52	0.00	616.65	616.67
B	40+48.52	0.00	616.67	616.70
C	40+58.52	0.00	616.67	616.71
D	40+68.52	0.00	616.68	616.71
E	40+78.52	0.00	616.68	616.71
F	40+88.52	0.00	616.68	616.69
G	40+98.52	0.00	616.67	616.67
☉ Brg. Pier 1	41+11.27	0.00	616.66	616.66
H	41+21.27	0.00	616.64	616.65
I	41+31.27	0.00	616.62	616.65
J	41+41.27	0.00	616.59	616.65
K	41+51.27	0.00	616.56	616.64
L	41+61.27	0.00	616.53	616.62
M	41+71.27	0.00	616.49	616.58
N	41+81.27	0.00	616.45	616.53
O	41+91.27	0.00	616.41	616.47
P	42+01.27	0.00	616.36	616.40
Q	42+11.27	0.00	616.30	616.32
☉ Brg. Pier 2	42+25.02	0.00	616.22	616.22
R	42+35.02	0.00	616.16	616.15
S	42+45.02	0.00	616.09	616.09
T	42+55.02	0.00	616.01	616.03
U	42+65.02	0.00	615.94	615.96
V	42+75.02	0.00	615.86	615.88
W	42+85.02	0.00	615.77	615.79
X	42+95.02	0.00	615.68	615.69
☉ Brg. North Abut.	43+01.11	0.00	615.62	615.62
Bk. of North Abut.	43+06.22	0.00	615.57	615.57

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of South Abut.	40+29.31	3.00	616.59	616.59
☉ Brg. South Abut.	40+33.46	3.00	616.60	616.60
A	40+43.46	3.00	616.61	616.63
B	40+53.46	3.00	616.62	616.65
C	40+63.46	3.00	616.63	616.67
D	40+73.46	3.00	616.63	616.67
E	40+83.46	3.00	616.63	616.66
F	40+93.46	3.00	616.63	616.64
G	41+03.46	3.00	616.62	616.62
☉ Brg. Pier 1	41+16.21	3.00	616.60	616.60
H	41+26.21	3.00	616.58	616.60
I	41+36.21	3.00	616.56	616.59
J	41+46.21	3.00	616.53	616.59
K	41+56.21	3.00	616.50	616.58
L	41+66.21	3.00	616.47	616.55
M	41+76.21	3.00	616.43	616.52
N	41+86.21	3.00	616.38	616.47
O	41+96.21	3.00	616.34	616.39
P	42+06.21	3.00	616.28	616.33
Q	42+16.21	3.00	616.23	616.25
☉ Brg. Pier 2	42+29.96	3.00	616.14	616.14
R	42+39.96	3.00	616.08	616.07
S	42+49.96	3.00	616.01	616.01
T	42+59.96	3.00	615.93	615.94
U	42+69.96	3.00	615.85	615.87
V	42+79.96	3.00	615.77	615.79
W	42+89.96	3.00	615.68	615.70
X	42+99.96	3.00	615.59	615.60
☉ Brg. North Abut.	43+06.04	3.00	615.53	615.53
Bk. of North Abut.	43+11.16	3.00	615.48	615.48

DESIGNED JML
CHECKED MSW
DRAWN DJM
CHECKED MGO/MSW

DATE 03/05/09

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 084-0028

SHEET NO. B7 44 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	41
SN 084-0028			CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of South Abut.	40+39.18	9.00	616.51	616.51
⊕ Brg. South Abut.	40+43.33	9.00	616.52	616.52
A	40+53.33	9.00	616.53	616.55
B	40+63.33	9.00	616.54	616.57
C	40+73.33	9.00	616.54	616.58
D	40+83.33	9.00	616.54	616.57
E	40+93.33	9.00	616.53	616.56
F	41+03.33	9.00	616.52	616.54
G	41+13.33	9.00	616.51	616.51
⊕ Brg. Pier 1	41+26.08	9.00	616.49	616.49
H	41+36.08	9.00	616.47	616.48
I	41+46.08	9.00	616.44	616.47
J	41+56.08	9.00	616.41	616.46
K	41+66.08	9.00	616.37	616.45
L	41+76.08	9.00	616.33	616.42
M	41+86.08	9.00	616.29	616.38
N	41+96.08	9.00	616.24	616.32
O	42+06.08	9.00	616.19	616.25
P	42+16.08	9.00	616.13	616.18
Q	42+26.08	9.00	616.07	616.10
⊕ Brg. Pier 2	42+39.83	9.00	615.98	615.98
R	42+49.83	9.00	615.91	615.91
S	42+59.83	9.00	615.84	615.84
T	42+69.83	9.00	615.76	615.77
U	42+79.83	9.00	615.67	615.69
V	42+89.83	9.00	615.59	615.61
W	42+99.83	9.00	615.49	615.51
X	43+09.83	9.00	615.40	615.41
⊕ Brg. North Abut.	43+15.92	9.00	615.34	615.34
Bk. of North Abut.	43+21.03	9.00	615.29	615.29

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of South Abut.	40+49.05	15.00	616.43	616.43
⊕ Brg. South Abut.	40+53.20	15.00	616.43	616.43
A	40+63.20	15.00	616.44	616.46
B	40+73.20	15.00	616.44	616.47
C	40+83.20	15.00	616.44	616.48
D	40+93.20	15.00	616.44	616.47
E	41+03.20	15.00	616.43	616.45
F	41+13.20	15.00	616.42	616.43
G	41+23.20	15.00	616.40	616.40
⊕ Brg. Pier 1	41+35.95	15.00	616.37	616.37
H	41+45.95	15.00	616.34	616.36
I	41+55.95	15.00	616.31	616.35
J	41+65.95	15.00	616.28	616.33
K	41+75.95	15.00	616.24	616.31
L	41+85.95	15.00	616.19	616.28
M	41+95.95	15.00	616.15	616.24
N	42+05.95	15.00	616.09	616.18
O	42+15.95	15.00	616.04	616.10
P	42+25.95	15.00	615.98	616.02
Q	42+35.95	15.00	615.91	615.94
⊕ Brg. Pier 2	42+49.70	15.00	615.82	615.82
R	42+59.70	15.00	615.74	615.74
S	42+69.70	15.00	615.66	615.66
T	42+79.70	15.00	615.58	615.59
U	42+89.70	15.00	615.49	615.51
V	42+99.70	15.00	615.40	615.42
W	43+09.70	15.00	615.30	615.32
X	43+19.70	15.00	615.20	615.21
⊕ Brg. North Abut.	43+25.79	15.00	615.14	615.14
Bk. of North Abut.	43+30.90	15.00	615.08	615.08

DESIGNED JML
CHECKED MSW
DRAWN DJM
CHECKED MGO/MSW

DATE 03/05/09

FARNSWORTH GROUP, INC.

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 084-0028

SHEET NO. B8	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	42
44 SHEETS	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End South Appr. Slab	39+65.57	-17.50	616.13
A	39+75.57	-17.50	616.17
B	39+86.26	-17.08	616.22
Bk. South Abut.	39+96.26	-17.08	616.26

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End South Appr. Slab	39+74.62	-12.00	616.28
A	39+84.62	-12.00	616.32
B	39+94.62	-12.00	616.36
Bk. South Abut.	40+04.62	-12.00	616.39

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
End South Appr. Slab	39+91.90	-1.50	616.51
A	40+01.90	-1.50	616.55
B	40+11.90	-1.50	616.57
Bk. South Abut.	40+21.90	-1.50	616.60

☉ ROADWAY & PROFILE GRADE LINE

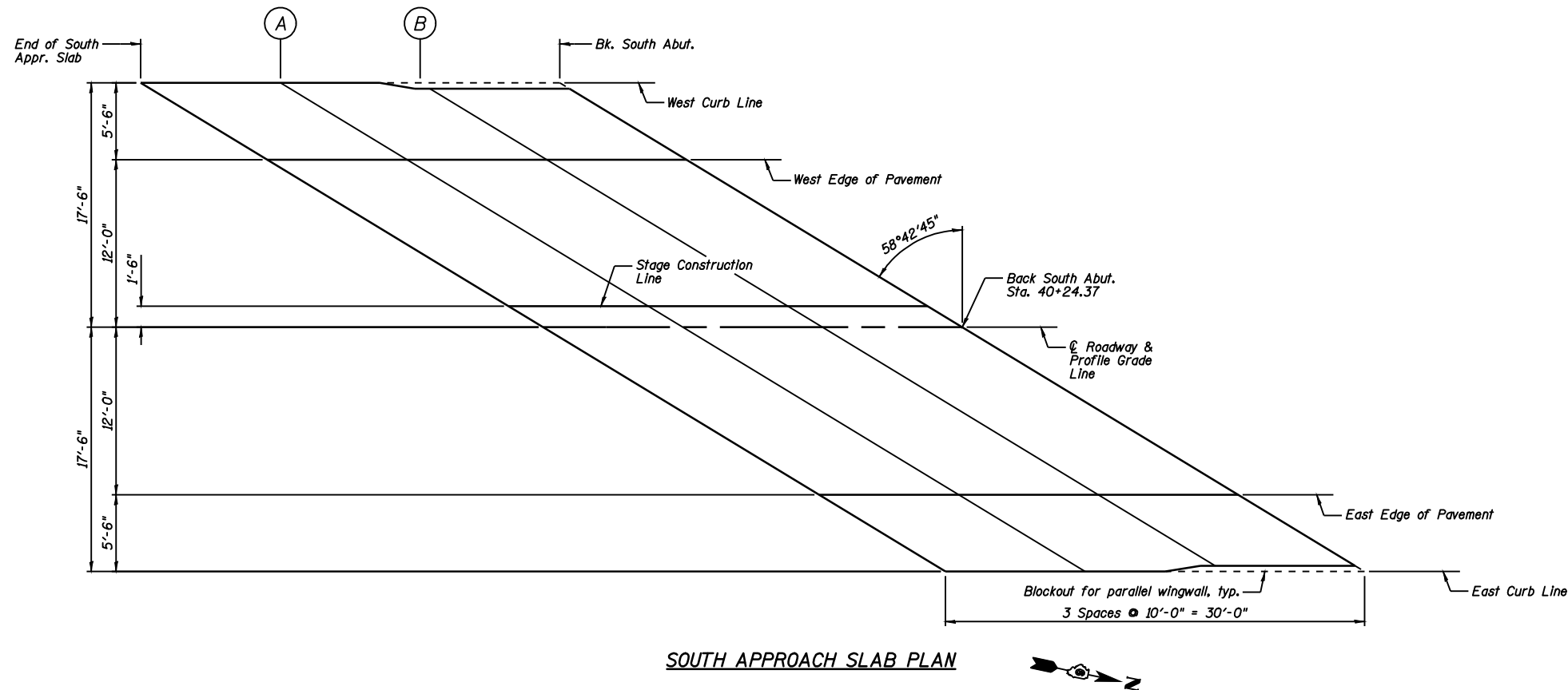
Location	Station	Offset	Theoretical Grade Elevations
End South Appr. Slab	39+94.37	0.00	616.54
A	40+04.37	0.00	616.58
B	40+14.37	0.00	616.60
Bk. South Abut.	40+24.37	0.00	616.63

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End South Appr. Slab	40+14.12	12.00	616.47
A	40+24.12	12.00	616.45
B	40+34.12	12.00	616.46
Bk. South Abut.	40+44.12	12.00	616.47

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End South Appr. Slab	40+23.17	17.50	616.33
A	40+33.17	17.50	616.34
B	40+42.48	17.08	616.36
Bk. South Abut.	40+52.48	17.08	616.38



SOUTH APPROACH SLAB PLAN



TOP OF SOUTH APPROACH
SLAB ELEVATIONS
STRUCTURE NO. 084-0028

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 03/05/09

SHEET NO. B9 44 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	43
SN 084-0028			CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. North Abut.	42+78.11	-17.08	615.54
A	42+88.11	-17.08	615.45
B	42+97.42	-17.50	615.36
End North Appr. Slab	43+07.42	-17.50	615.26

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. North Abut.	42+86.47	-12.00	615.57
A	42+96.47	-12.00	615.48
B	43+06.47	-12.00	615.38
End North Appr. Slab	43+16.47	-12.00	615.28

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. North Abut.	43+03.75	-1.50	615.57
A	43+13.75	-1.50	615.48
B	43+23.75	-1.50	615.37
End North Appr. Slab	43+33.75	-1.50	615.27

☉ ROADWAY & PROFILE GRADE LINE

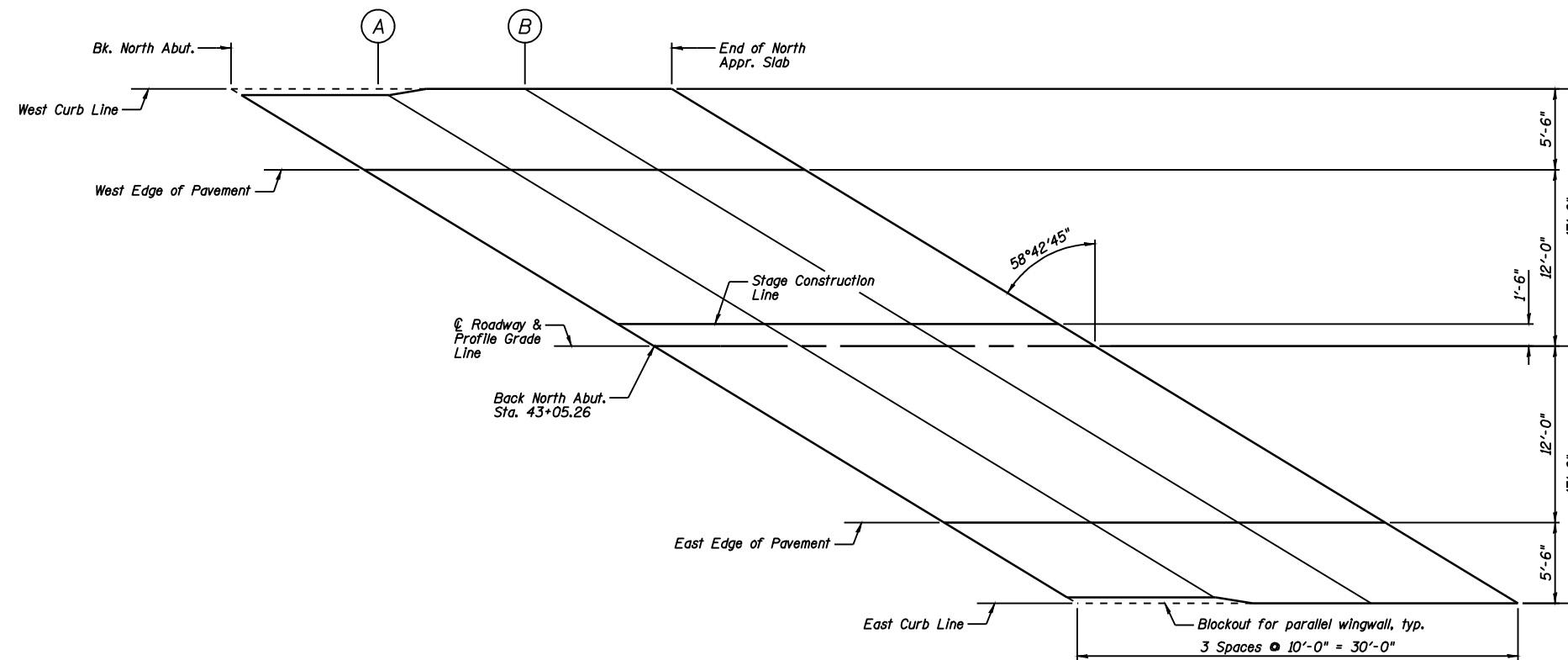
Location	Station	Offset	Theoretical Grade Elevations
Bk. North Abut.	43+06.22	0.00	615.57
A	43+16.22	0.00	615.47
B	43+26.22	0.00	615.37
End North Appr. Slab	43+36.22	0.00	615.26

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. North Abut.	43+25.97	12.00	615.19
A	43+35.97	12.00	615.08
B	43+45.97	12.00	614.97
End North Appr. Slab	43+55.97	12.00	614.85

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. North Abut.	43+34.33	17.08	614.99
A	43+44.33	17.08	614.88
B	43+54.33	17.50	614.75
End North Appr. Slab	43+64.33	17.50	614.63



NORTH APPROACH SLAB PLAN



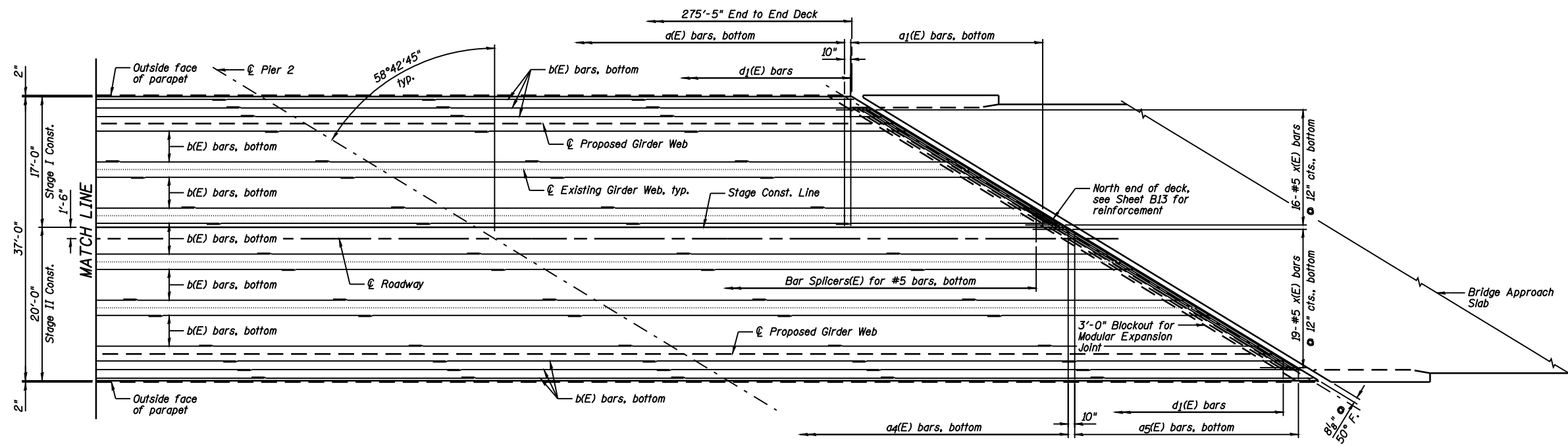
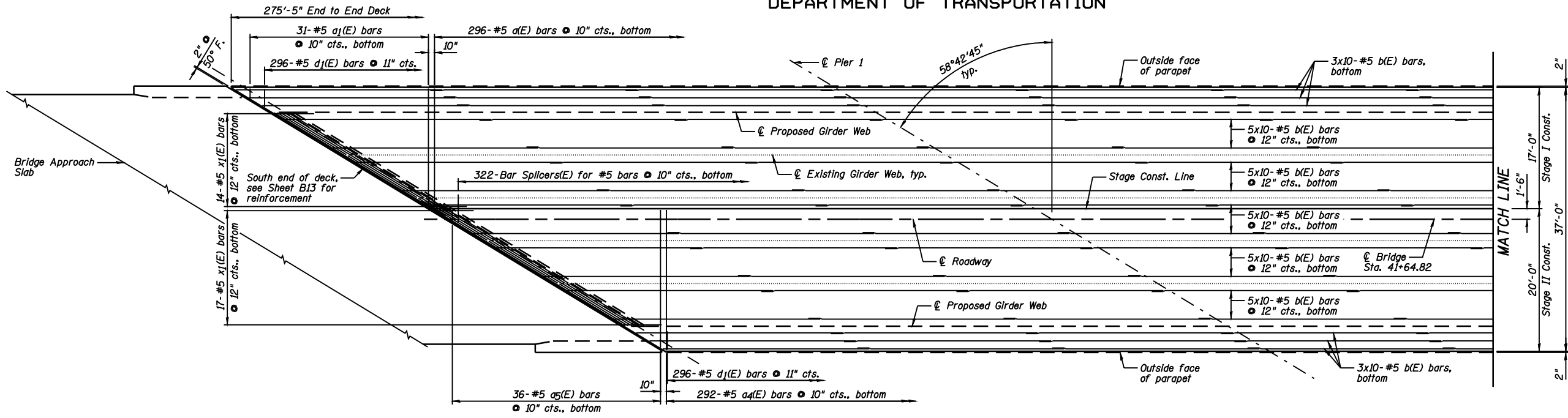
TOP OF NORTH APPROACH
SLAB ELEVATIONS
STRUCTURE NO. 084-0028

DESIGNED JML
CHECKED MSW
DRAWN DJM
CHECKED MGO/MSW

DATE 03/05/09

SHEET NO. B10	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	44
44 SHEETS	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



BOTTOM OF DECK REINFORCEMENT PLAN



NOTE:

- 1.) See Sheet B13 for end of deck reinforcement.
- 2.) See Sheet B14 for Deck Cross Section.
- 3.) See Sheet B16 for Superstructure Details and Bill of Material.
- 4.) Order a1(E) bars and a5(E) bars full length. Cut according to Bar Cutting Diagram on Sheet B16. Use remainder of a1(E) bars and a5(E) bars on North end of deck.
- 5.) Bars indicated thus 5x10-#5 etc. indicates 5 lines of bars with 10 lengths per line.
- 6.) Space drainage scuppers to miss stud shear connectors and transverse reinforcing bars.
- 7.) See Sheet B44 for Bar Splicer Details.

BAR LAP
#5 - 1'-8"

DESIGNED JML
CHECKED MSW
DRAWN DJM
CHECKED MGO/MSW

DATE 03/05/09

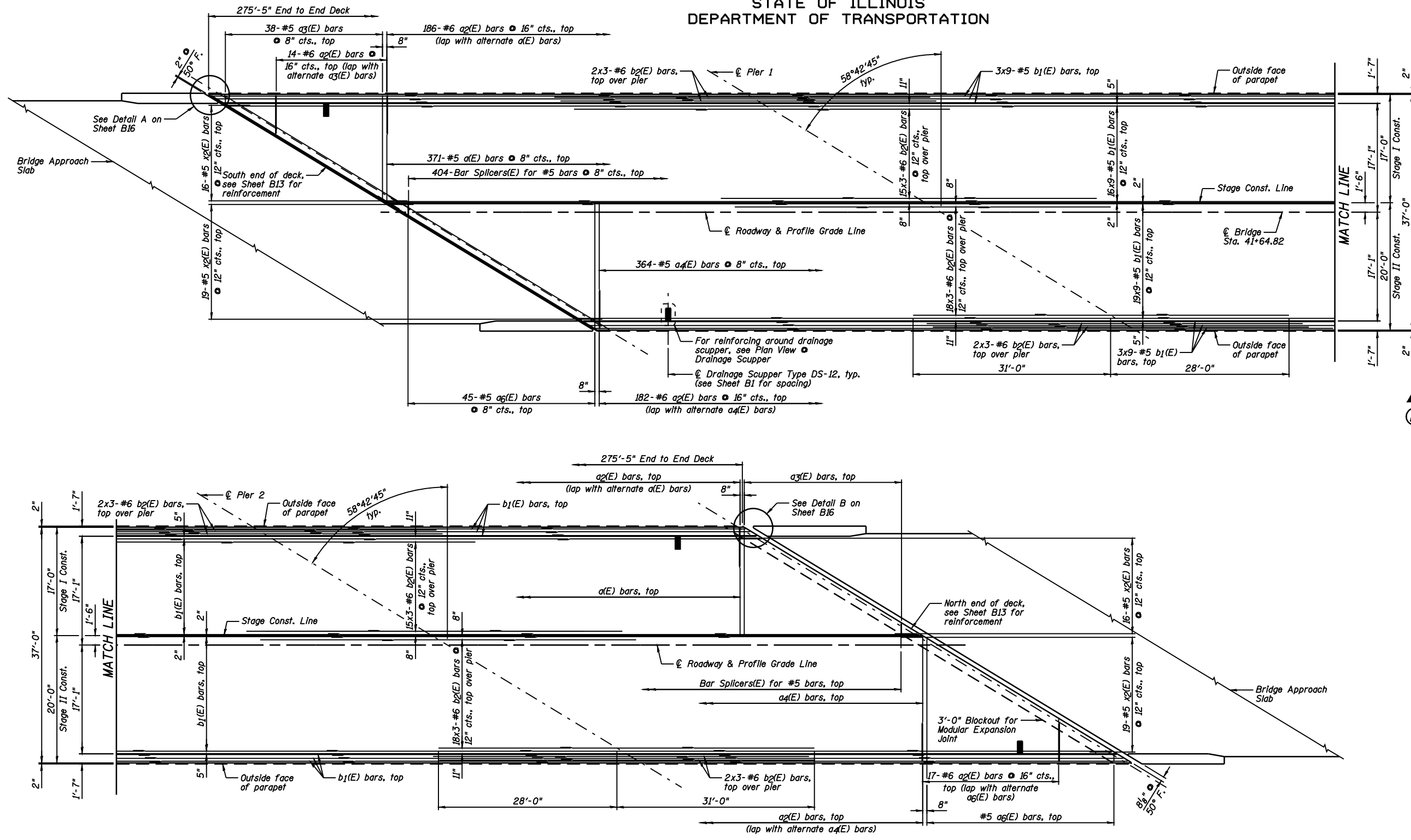
FARNSWORTH GROUP, INC.

CONSULTING ENGINEERS - 2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / (309) 663-1571 FAX

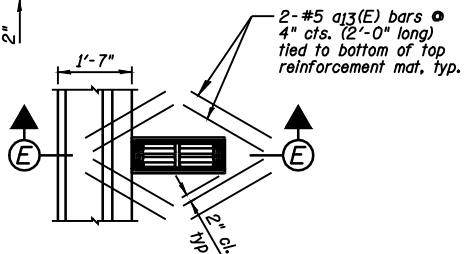
SUPERSTRUCTURE DECK
STRUCTURE NO. 084-0028

SHEET NO. B11 44 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	45
SN 084-0028			CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

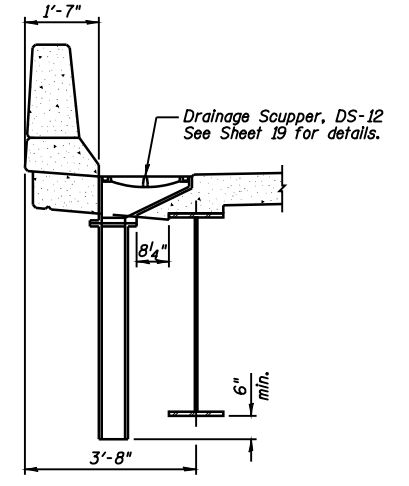


TOP OF DECK REINFORCEMENT PLAN



PLAN VIEW OF DRAINAGE SCUPPER

Note: Cut longitudinal reinforcement to clear drainage scuppers.



SECTION E-E

NOTE:

- See Sheet B13 for end of deck reinforcement.
- See Sheet B14 for Deck Cross Section.
- See Sheet B16 for Superstructure Details and Bill of Material.
- Order a3(E) bars and a4(E) bars full length. Cut according to Bar Cutting Diagram on Sheet B16. Use remainder of a3(E) bars and a4(E) bars on North end of deck.
- Bars indicated thus 16x9-#5 etc. indicates 16 lines of bars with 9 lengths per line.
- Space drainage scuppers to miss stud shear connectors and transverse reinforcing bars.
- See Sheet B44 for Bar Splicer Details.

BAR LAP	
#5	1'-8"
#6	2'-0"

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 03/05/09

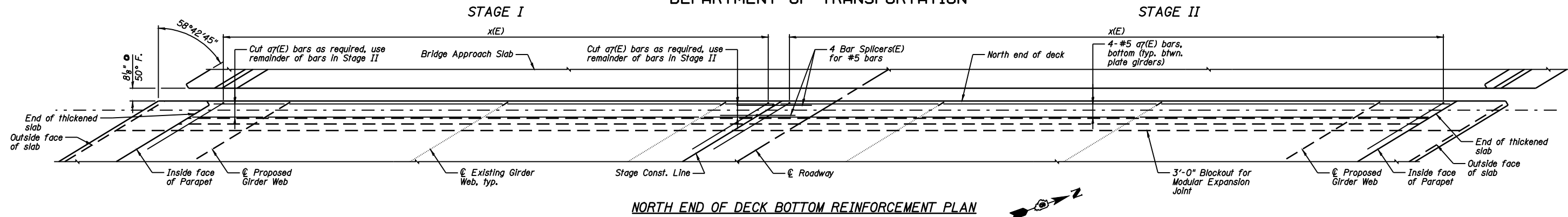
FARNSWORTH GROUP, INC.

CONSULTING ENGINEERS - 2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / (309) 663-1571 FAX

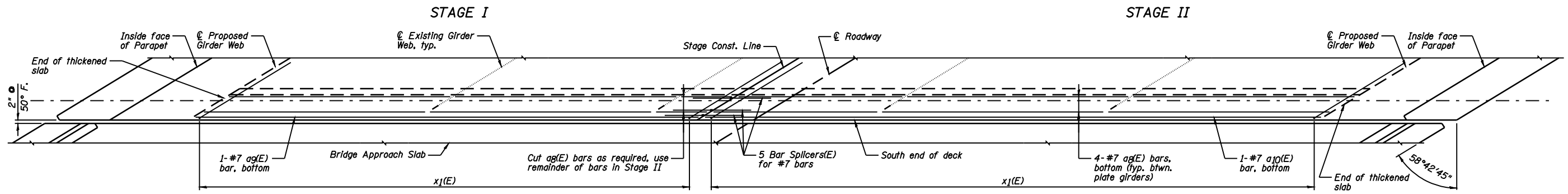
SHEET NO. B12	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SN 084-0028			CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

SUPERSTRUCTURE DECK
STRUCTURE NO. 084-0028

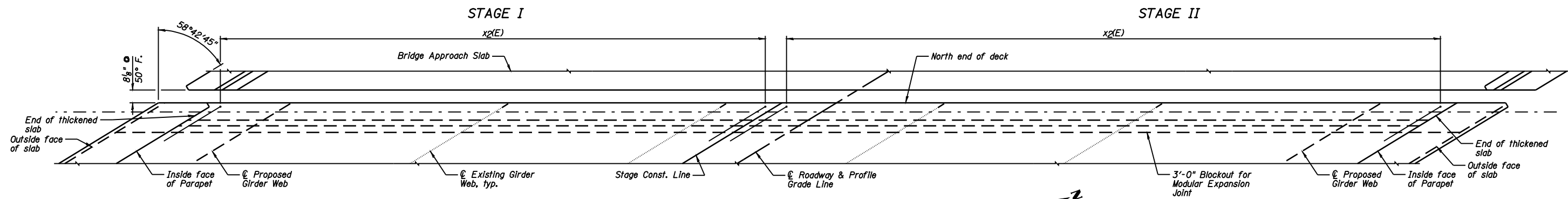
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



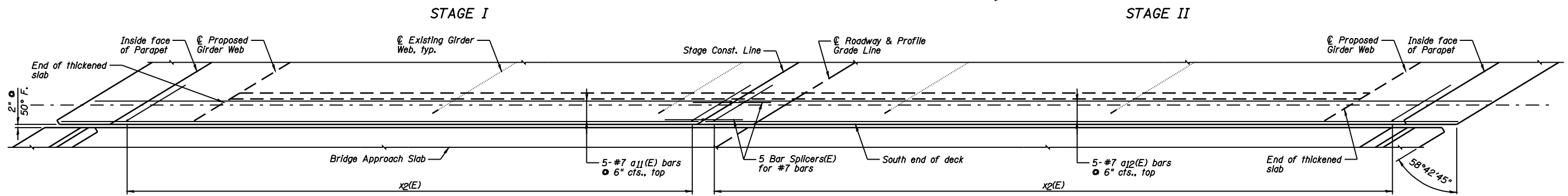
NORTH END OF DECK BOTTOM REINFORCEMENT PLAN



SOUTH END OF DECK BOTTOM REINFORCEMENT PLAN



NORTH END OF DECK TOP REINFORCEMENT PLAN



SOUTH END OF DECK TOP REINFORCEMENT PLAN

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 03/05/09

FARNSWORTH GROUP, INC.

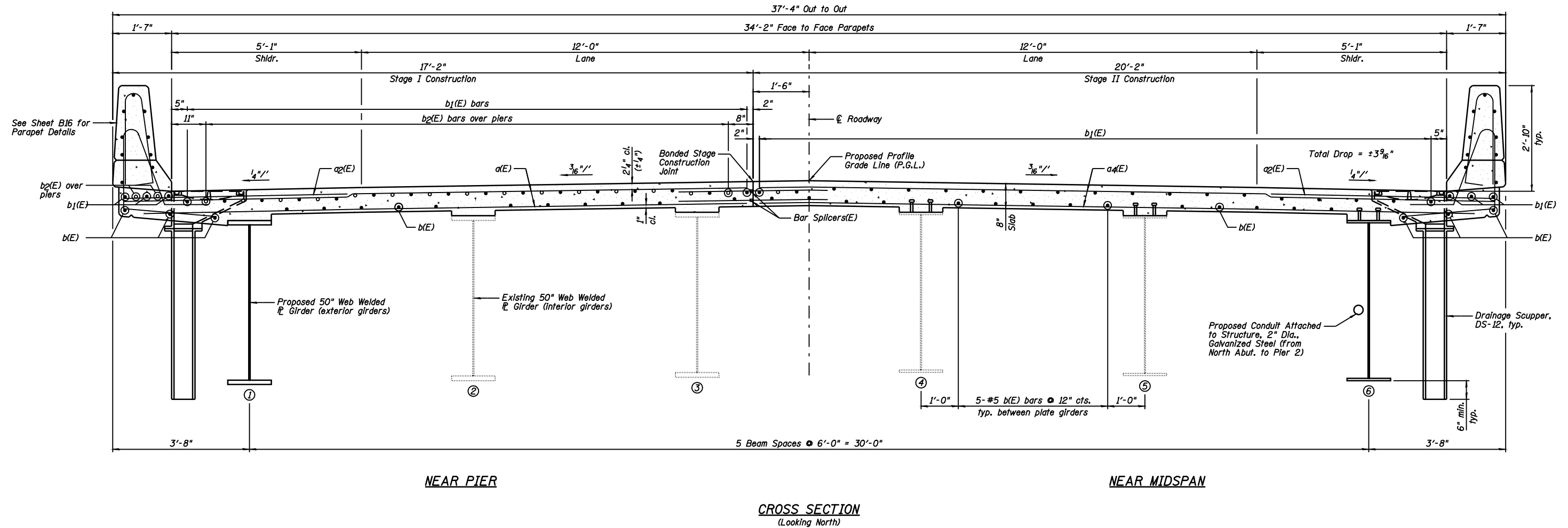
NOTE:

- 1.) See Sheets B11 & B12 for complete Deck Plan.
- 2.) See Sheet B14 for Deck Cross Section.
- 3.) See Sheet B16 for Superstructure Details and Bill of Material.
- 4.) See Sheet B15 for Section Thru Structure At Abutments.
- 5.) See Sheet B44 for Bar Splicer Details.

SHEET NO. B13 44 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	47
SN 084-0028			CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

**SUPERSTRUCTURE DECK
STRUCTURE NO. 084-0028**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 03/05/09

FARNSWORTH GROUP, INC.

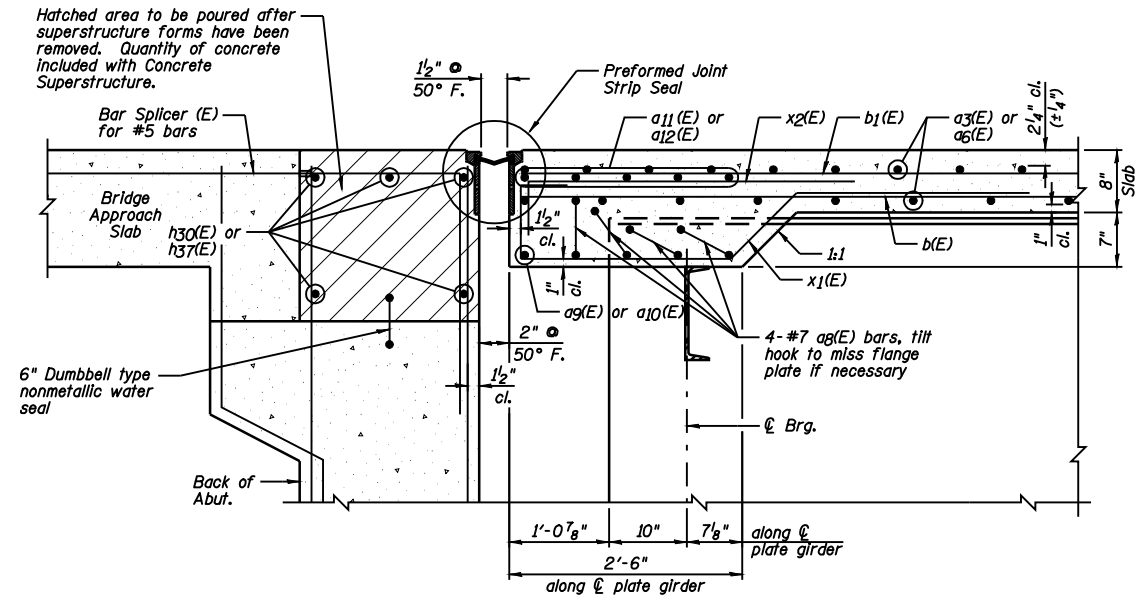
NOTES:

- 1.) See Sheet B16 for Superstructure Details and Bill of Material.
- 2.) Space drainage scuppers to miss stud shear connectors and transverse reinforcing bars.
- 3.) See Sheet B44 for Bar Splicer Details.

**SUPERSTRUCTURE CROSS SECTION
STRUCTURE NO. 084-0028**

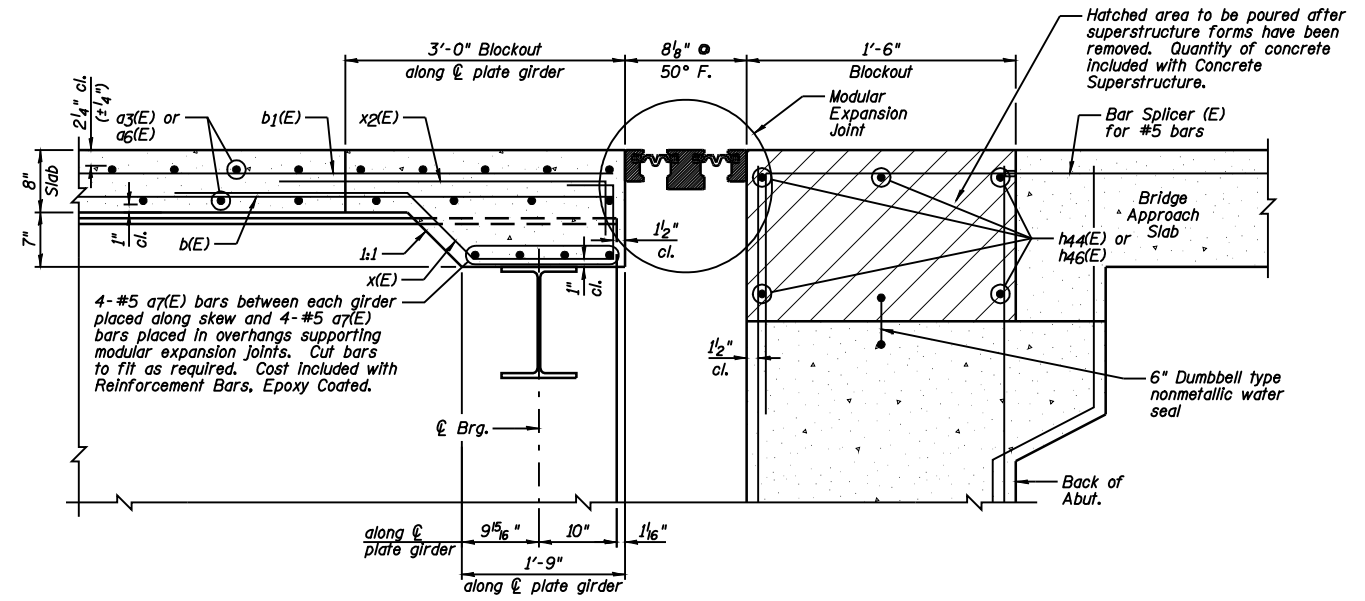
SHEET NO. B14	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	48
44 SHEETS	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



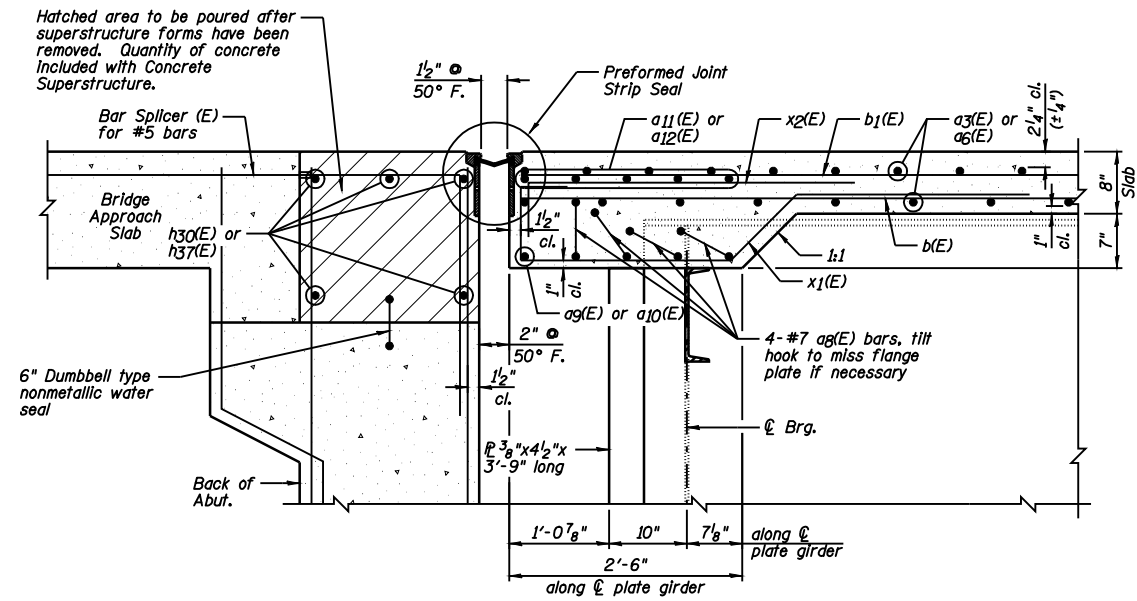
SECTION THRU STRUCTURE AT SOUTH ABUTMENT
• CL PROPOSED PLATE GIRDER

Unless noted otherwise, horizontal dimensions are at right angles.



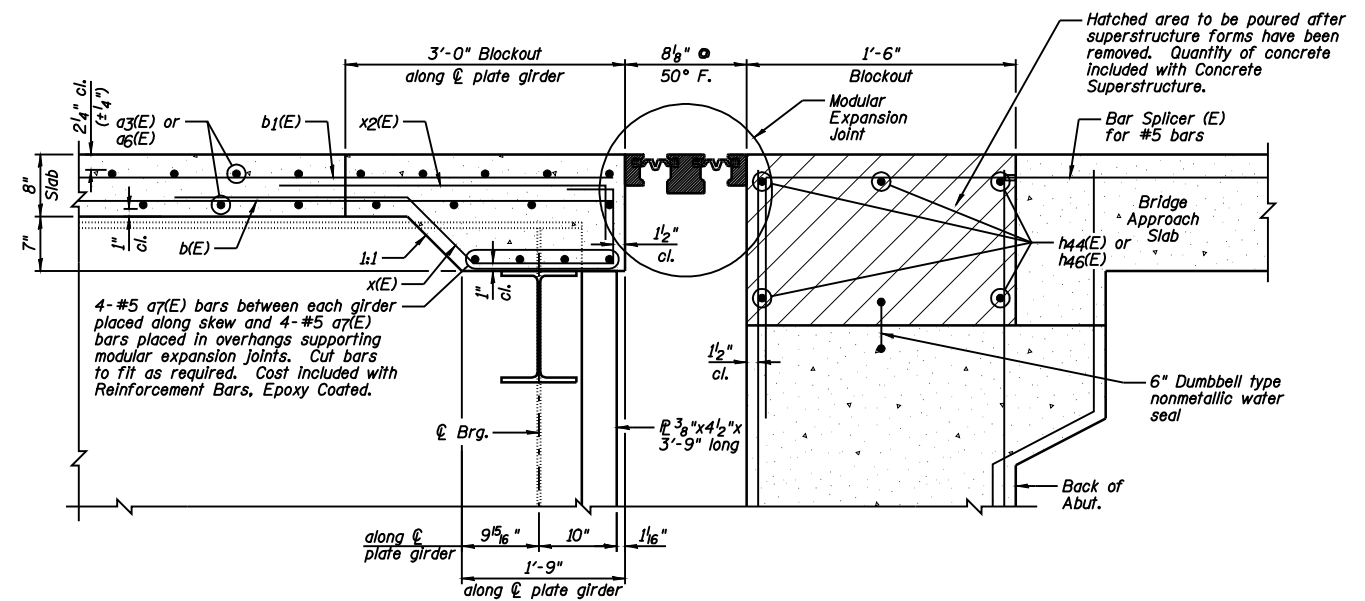
SECTION THRU STRUCTURE AT NORTH ABUTMENT
• CL PROPOSED PLATE GIRDER

Unless noted otherwise, horizontal dimensions are at right angles.



SECTION THRU STRUCTURE AT SOUTH ABUTMENT
• CL EXISTING PLATE GIRDER

Unless noted otherwise, horizontal dimensions are at right angles.



SECTION THRU STRUCTURE AT NORTH ABUTMENT
• CL EXISTING PLATE GIRDER

Unless noted otherwise, horizontal dimensions are at right angles.

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 03/05/09

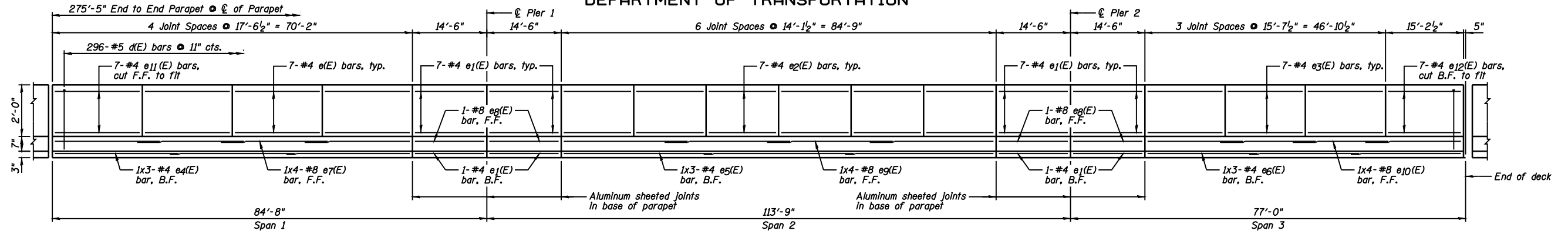
FARNSWORTH GROUP, INC.

NOTES:

- 1.) See Sheet B20 for Preformed Joint Strip Seal details.
- 2.) See Sheet B21 for Modular Expansion Joint details.
- 3.) See Sheets B33 thru B35 for South Abutment details.
- 4.) See Sheets B37 thru B39 for North Abutment details.
- 5.) See Sheet B16 for Superstructure Deck details.
- 6.) See Sheet B44 for Bar Splicer details.

SHEET NO. B15	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	49
44 SHEETS	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

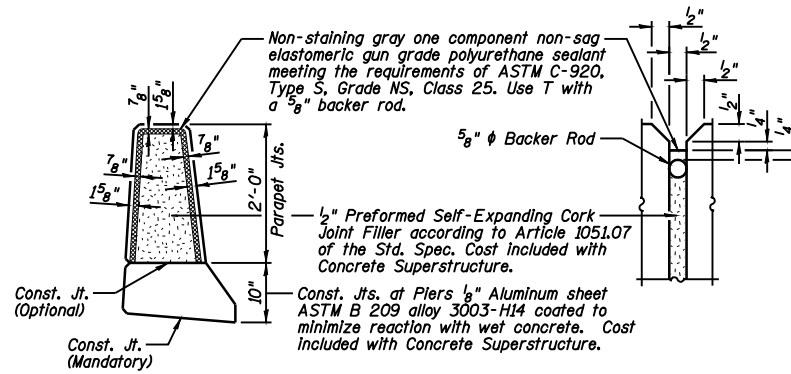
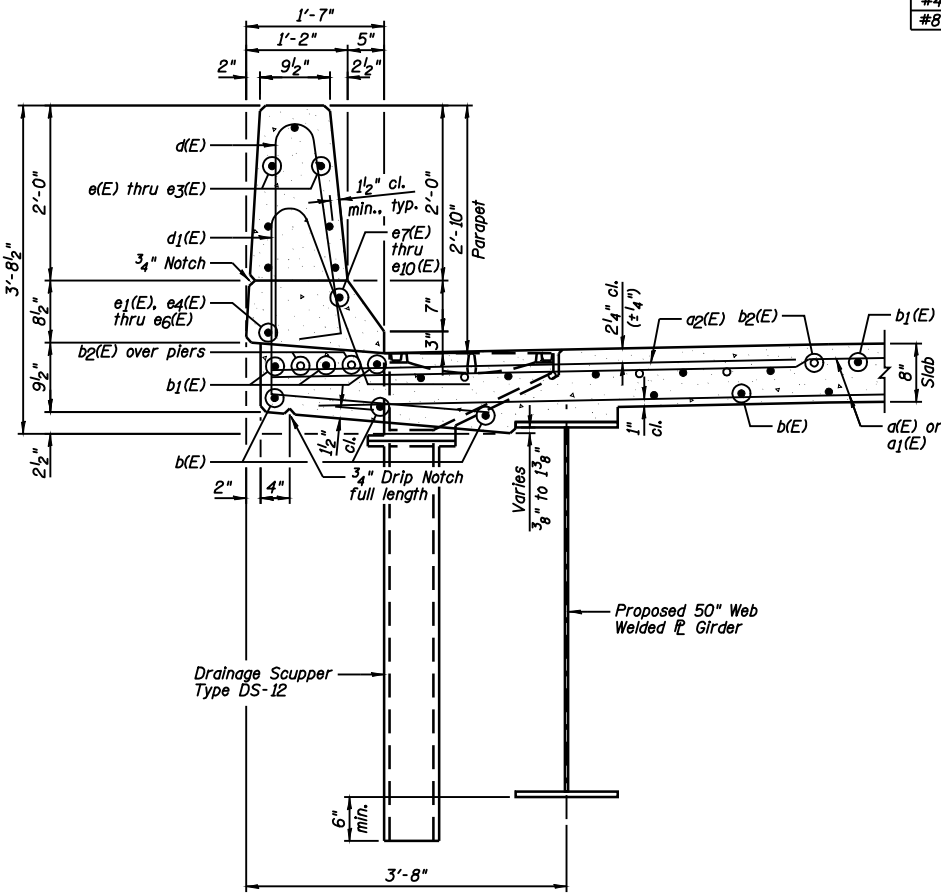


BAR LAP

#4	-	1'-8"
#8	-	4'-6"

INSIDE ELEVATION OF PARAPET

SUPERSTRUCTURE
BILL OF MATERIAL

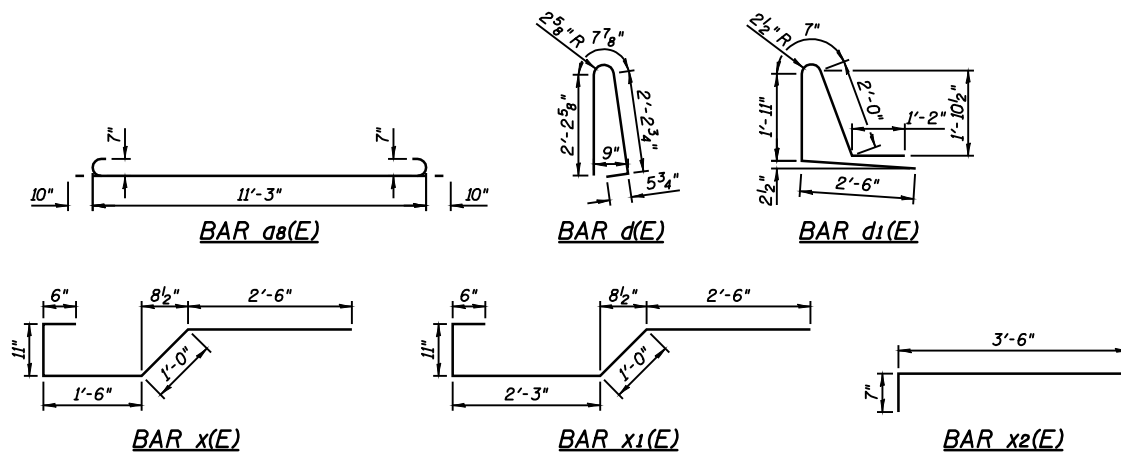


PARAPET JOINT DETAILS

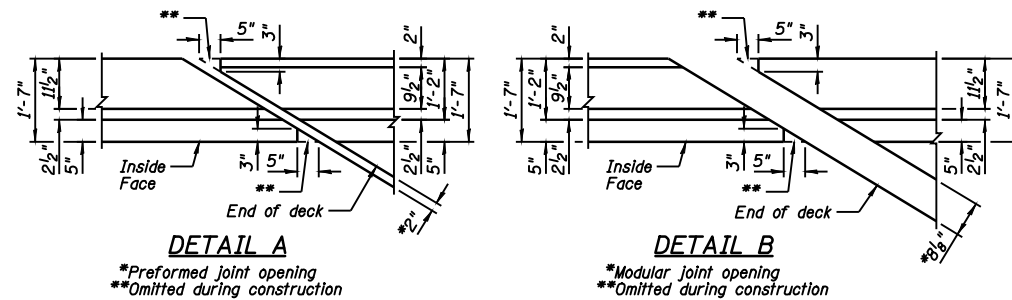
BAR CUTTING DIAGRAM

BAR	A	B	C	D	E	F	L
a1(E)	16'-7"	1'-4"	16'-7"	1'-4"	1	31	17'-11"
a3(E)	16'-5"	1'-5"	16'-5"	1'-5"	1	38	17'-10"
a5(E)	19'-4"	1'-7"	19'-4"	1'-7"	1	36	20'-11"
a6(E)	19'-2"	1'-4"	19'-2"	1'-4"	1	45	20'-6"

Bar	No.	Size	Length	Shape
a(E)	667	#5	16'-8"	—
a1(E)	31	#5	17'-11"	—
a2(E)	399	#6	6'-0"	—
a3(E)	38	#5	17'-10"	—
a4(E)	666	#5	19'-8"	—
a5(E)	36	#5	20'-11"	—
a6(E)	45	#5	20'-6"	—
a7(E)	24	#5	11'-2"	—
a8(E)	20	#7	12'-11"	—
a9(E)	1	#7	25'-4"	—
a10(E)	1	#7	31'-2"	—
a11(E)	5	#7	32'-1"	—
a12(E)	5	#7	37'-10"	—
a13(E)	32	#5	2'-0"	—
b(E)	310	#5	29'-0"	—
b1(E)	369	#5	32'-1"	—
b2(E)	222	#6	20'-9"	—
d(E)	592	#5	5'-7"	—
d1(E)	592	#5	8'-2"	—
e(E)	42	#4	17'-2"	—
e1(E)	64	#4	14'-2"	—
e2(E)	84	#4	13'-9"	—
e3(E)	42	#4	15'-3"	—
e4(E)	6	#4	25'-1"	—
e5(E)	6	#4	29'-3"	—
e6(E)	6	#4	21'-8"	—
e7(E)	8	#8	20'-10"	—
e8(E)	8	#8	14'-2"	—
e9(E)	8	#8	24'-6"	—
e10(E)	8	#8	18'-10"	—
e11(E)	14	#4	19'-5"	—
e12(E)	14	#4	14'-10"	—
x(E)	35	#5	6'-5"	—
x1(E)	31	#5	7'-2"	—
x2(E)	70	#5	4'-1"	—
Item	Unit	Quantity		
Concrete Superstructure	Cu. Yd.	346.4		
Bridge Deck Grooving	Sq. Yd.	1,191		
Protective Coat	Sq. Yd.	1,523		
Reinforcement Bars, Epoxy Coated	Pound	76,080		
Bar Splicers	Each	740		



SECTION THRU PARAPET



DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 03/05/09

FARNSWORTH GROUP, INC.

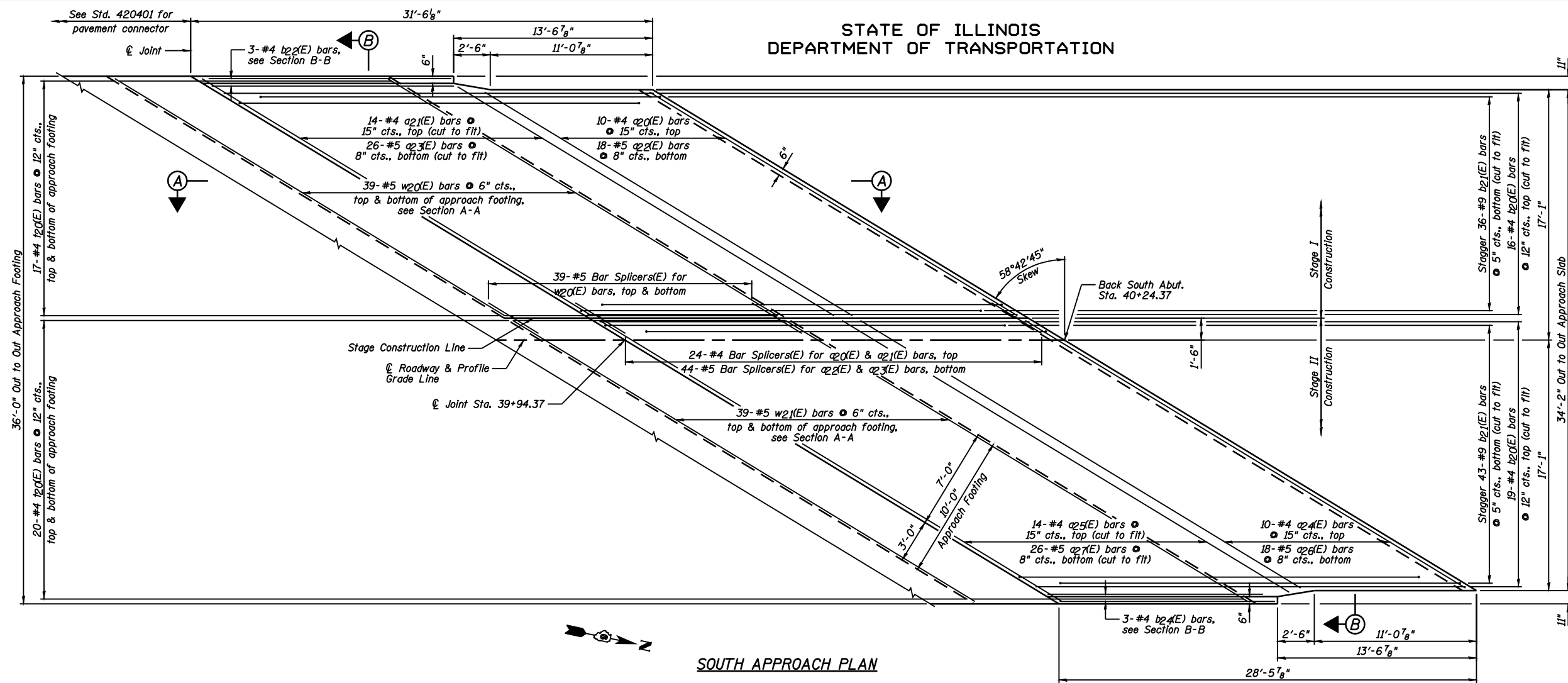
NOTES:

- 1.) B.F. denotes Back Face and F.F. denotes Front Face.
- 2.) For location of Detail A and Detail B, see Sheet B12.
- 3.) Inside Elevation of Parapet view is exaggerated vertically to show reinforcement.
- 4.) Bars indicated thus 1x3-#4 etc. indicates 1 line of bars with 3 lengths per line.
- 5.) Space drainage scuppers to miss stud shear connectors and transverse reinforcing bars.

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 084-0028

SHEET NO. B16	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
44 SHEETS	55	(84-3HB-6)BR	SANGAMON	90	50
SN 084-0028			CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

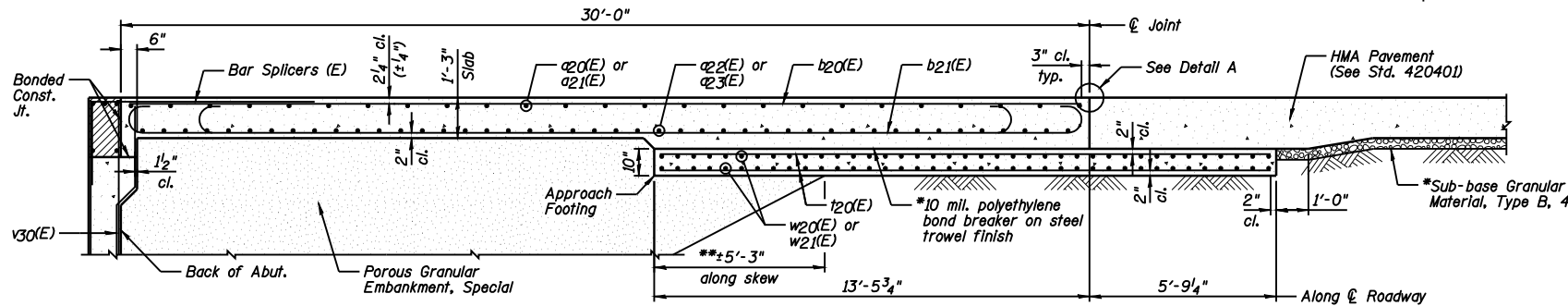
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SOUTH APPROACH PLAN

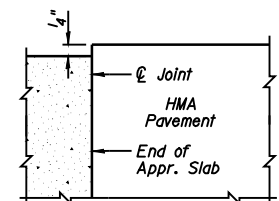
SOUTH APPROACH SLAB
BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
a20(E)	10	#4	29'-4"		
a21(E)	14	#4	31'-5"		
a22(E)	18	#5	29'-4"		
a23(E)	26	#5	31'-1"		
a24(E)	10	#4	35'-2"		
a25(E)	14	#4	37'-3"		
a26(E)	18	#5	35'-2"		
a27(E)	26	#5	36'-11"		
b20(E)	35	#4	30'-10"		
b21(E)	79	#9	29'-9"		
b22(E)	3	#4	17'-7"		
b24(E)	3	#4	14'-7"		
t20(E)	74	#4	18'-7"		
w20(E)	78	#5	31'-1"		
w21(E)	78	#5	36'-11"		
Item				Unit	Quantity
Concrete Superstructure				Cu. Yd.	59.0
Concrete Structures				Cu. Yd.	21.4
Reinforcement Bars, Epoxy Coated				Pound	19,360



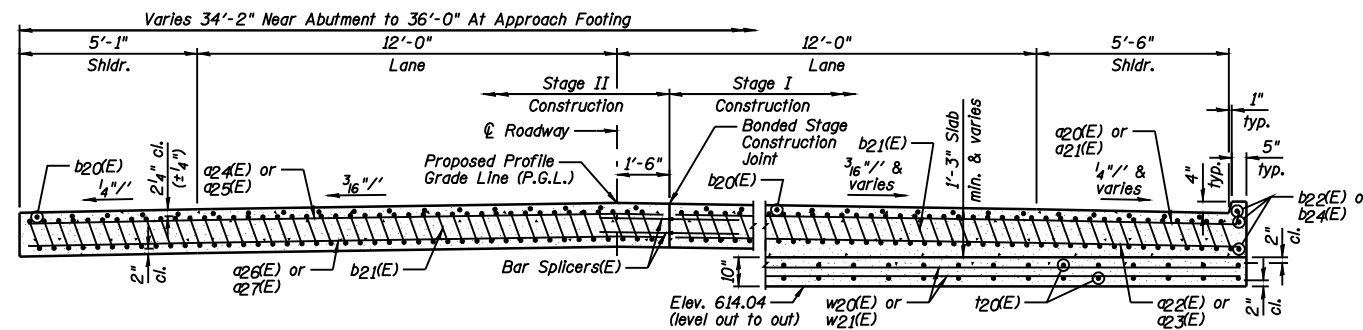
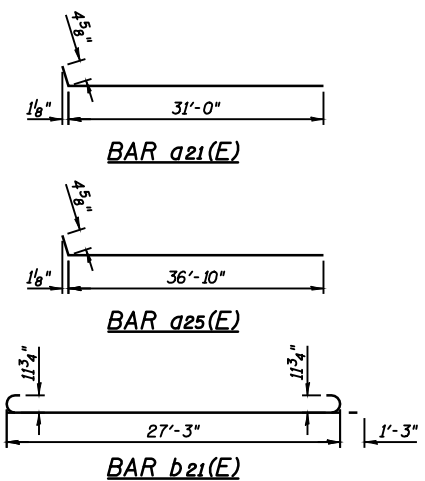
SECTION A-A

*Cost included with Concrete Superstructure.
**Compact Porous Granular Embankment, Special in this area.
Cost included with Porous Granular Embankment, Special.



FLEXIBLE PAVEMENT

DETAIL A



NEAR ABUTMENT

AT APPROACH FOOTING

SECTION B-B

NOTES:

- 1.) a20(E) thru a27(E), w20(E) and w21(E) bar spacings measured perpendicular to \bar{C} Roadway.
- 2.) Till #9 b21(E) bars as required to maintain clearance.
- 3.) Approach Slab shall be paid for as Concrete Superstructure.
- 4.) Approach Footing concrete shall be paid for as Concrete Structures.
- 5.) Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
- 6.) For v30(E) bar details, see Sheet B35.
- 7.) The Approach Footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
- 8.) See Sheet B44 for Bar Splicer Details.
- 9.) Cost of excavation for Approach Footing Included with Concrete Structures.
- 10.) For Porous Granular Embankment, Special and drainage treatment details, see Sheet B2.
- 11.) Hatched area to be poured after superstructure false work has been removed.

SOUTH BRIDGE APPROACH
SLAB DETAILS
STRUCTURE NO. 084-0028

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

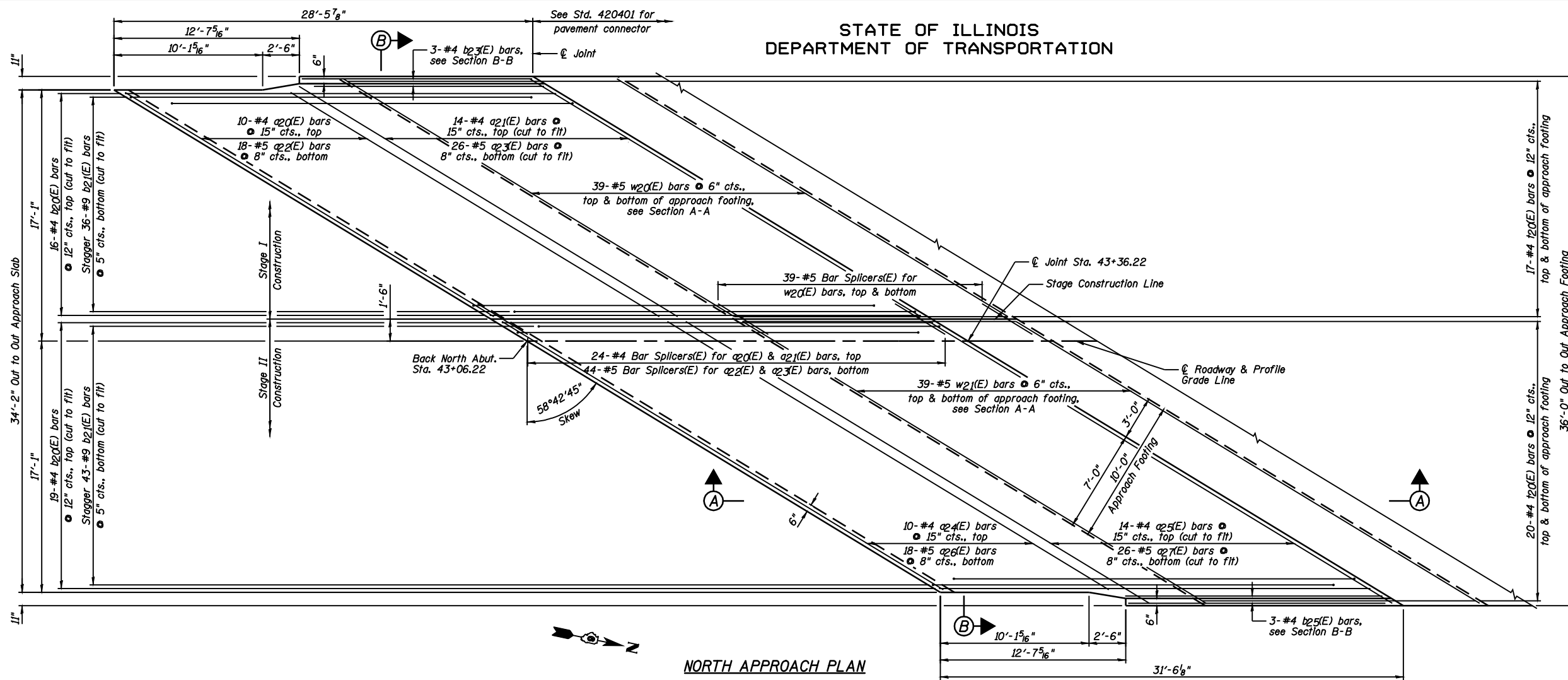
DATE 03/05/09

FARNSWORTH GROUP, INC.

CONSULTING ENGINEERS - 2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / (309) 663-1571 FAX

SHEET NO. B17	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	51
44 SHEETS	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

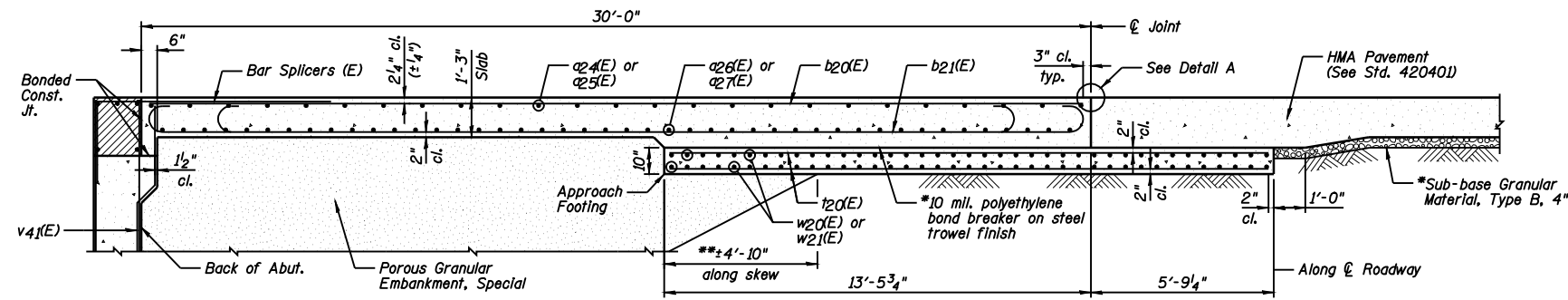
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



**NORTH APPROACH SLAB
BILL OF MATERIAL**

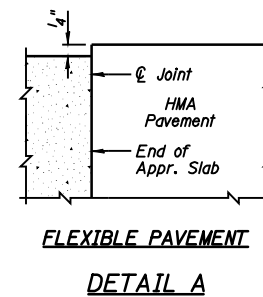
Bar	No.	Size	Length	Shape	
a2(E)	10	#4	29'-4"	—	
a21(E)	14	#4	31'-5"	—	
a23(E)	18	#5	29'-4"	—	
a25(E)	26	#5	31'-1"	—	
a26(E)	10	#4	35'-2"	—	
a27(E)	14	#4	37'-3"	—	
a28(E)	18	#5	35'-2"	—	
a29(E)	26	#5	36'-11"	—	
b2(E)	35	#4	30'-10"	—	
b21(E)	79	#9	29'-9"	—	
b23(E)	3	#4	15'-6"	—	
b25(E)	3	#4	18'-7"	—	
t2(E)	74	#4	18'-7"	—	
w2(E)	78	#5	31'-1"	—	
w21(E)	78	#5	36'-11"	—	
Item				Unit	Quantity
Concrete Superstructure				Cu. Yd.	59.3
Concrete Structures				Cu. Yd.	21.4
Reinforcement Bars, Epoxy Coated				Pound	19,360

NORTH APPROACH PLAN

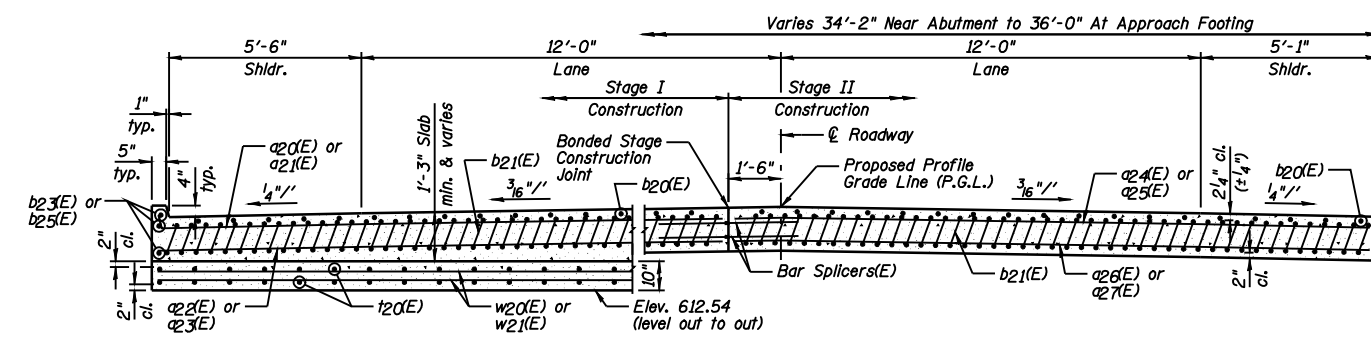
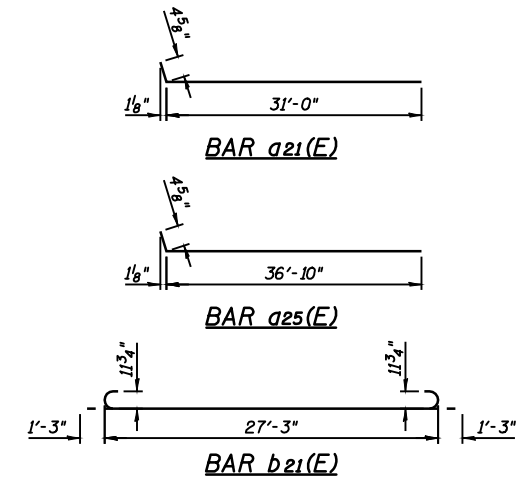


SECTION A-A

*Cost included with Concrete Superstructure.
**Compact Porous Granular Embankment, Special in this area.
Cost included with Porous Granular Embankment, Special.



**FLEXIBLE PAVEMENT
DETAIL A**



AT APPROACH FOOTING

NEAR ABUTMENT

SECTION B-B

NOTES:

- 1.) a2(E) thru a27(E), w2(E) and w21(E) bar spacings measured perpendicular to $\bar{\Delta}$ Roadway.
- 2.) Till #9 b21(E) bars as required to maintain clearance.
- 3.) Approach Slab shall be paid for as Concrete Superstructure.
- 4.) Approach Footing concrete shall be paid for as Concrete Structures.
- 5.) Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
- 6.) For v41(E) bar details, see Sheet B39.
- 7.) The Approach Footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
- 8.) See Sheet B44 for Bar Splicer Details.
- 9.) Cost of excavation for Approach Footing Included with Concrete Structures.
- 10.) For Porous Granular Embankment, Special and drainage treatment details, see Sheet B2.
- 11.) Hatched area to be poured after superstructure false work has been removed.

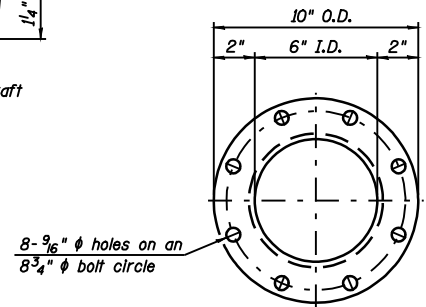
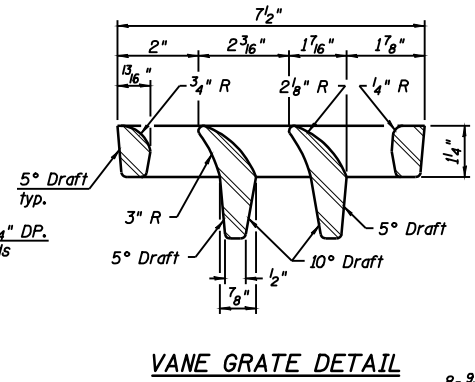
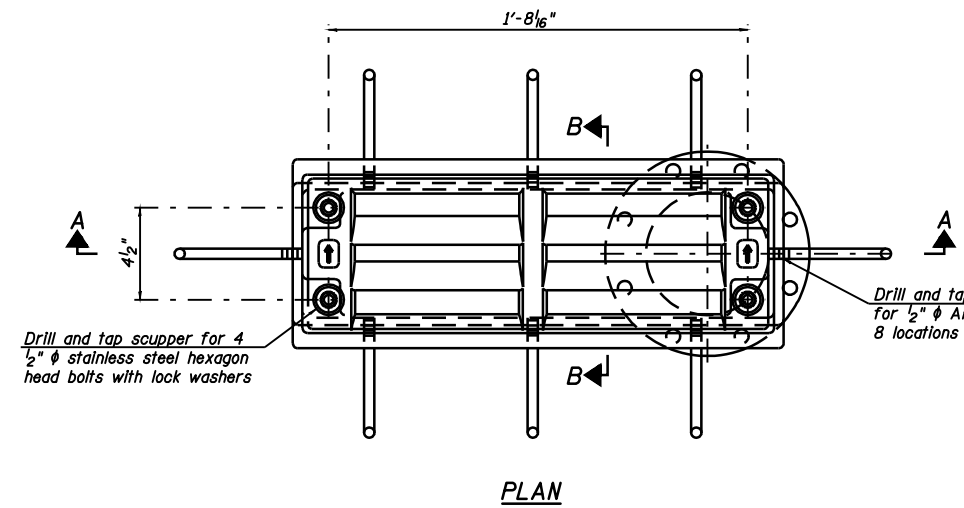
**NORTH BRIDGE APPROACH
SLAB DETAILS
STRUCTURE NO. 084-0028**

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

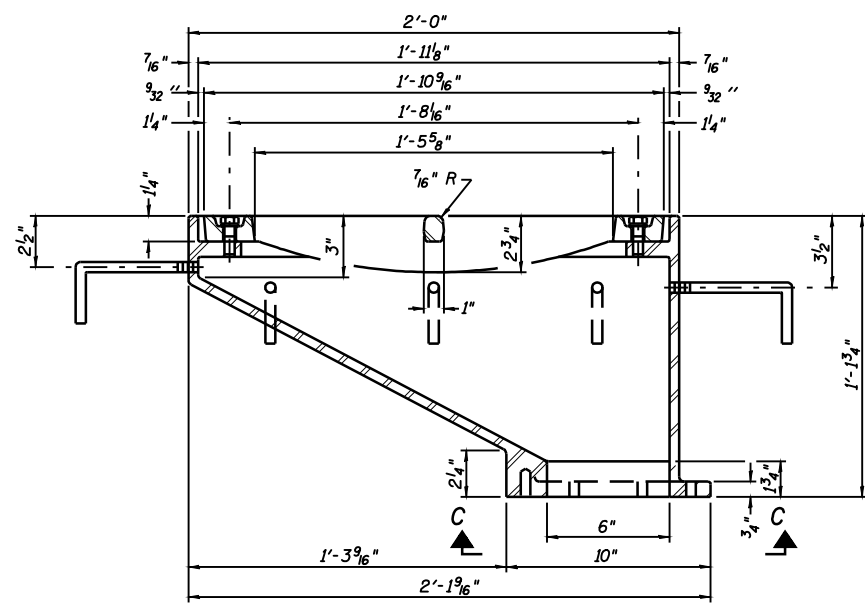
DATE 03/05/09

SHEET NO. B18	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	52
44 SHEETS	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

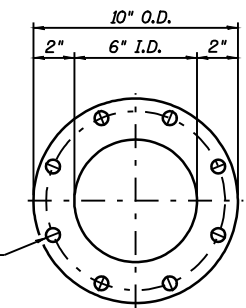
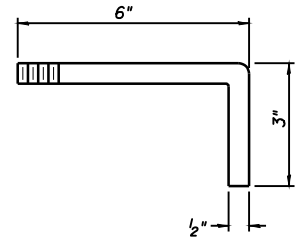
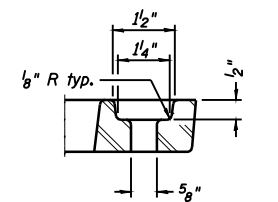
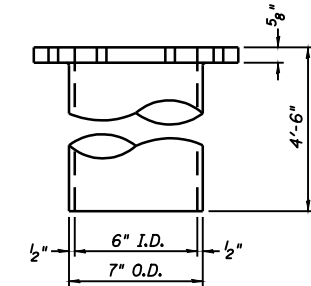
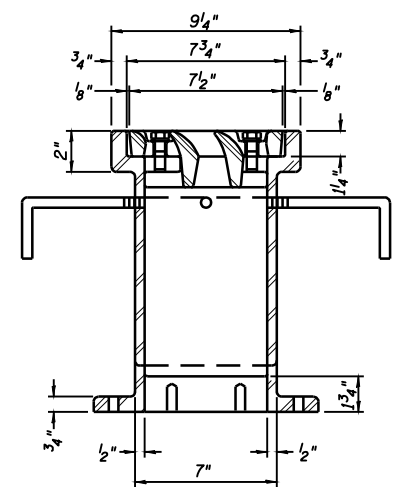
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



Notes:
 All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.
 Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.
 As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.
 Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.
 The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
 Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-12.
 Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



See Sheet B16 for scupper location relative to parapet.



Drill and tap 8 holes for 1/2"-13 bolts on an 8 3/4" ϕ bolt circle. (2 blind holes are 1/4" deep, 6 thru holes)

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-12	Each	4

DESIGNED JML
CHECKED MSW
DRAWN DJM
CHECKED MGO/MSW

DS-12

10-1-08

DATE 03/05/09

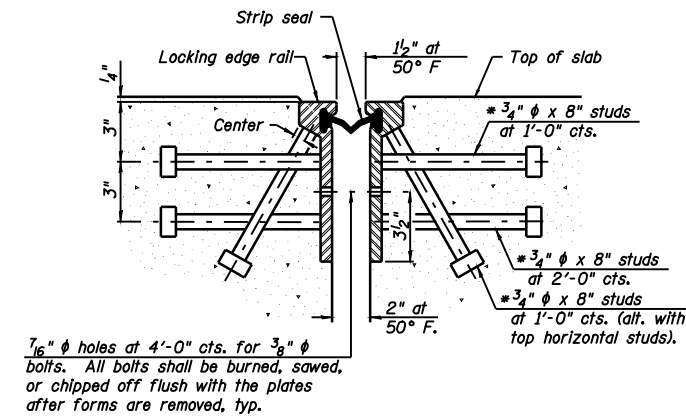
FARNSWORTH GROUP, INC.

DRAINAGE SCUPPER, DS-12
STRUCTURE NO. 084-0028

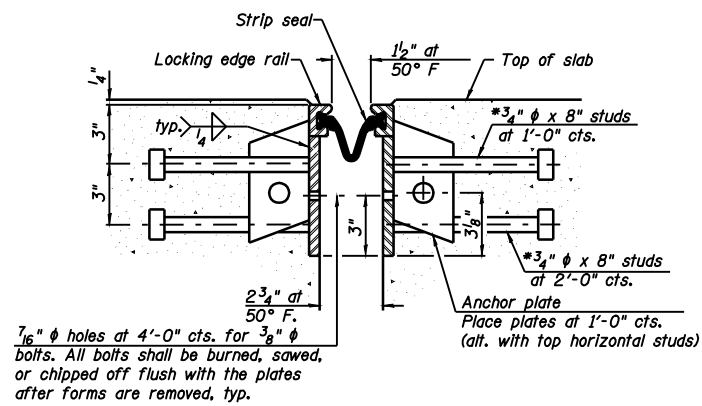
SHEET NO. B19	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	53
44 SHEETS	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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



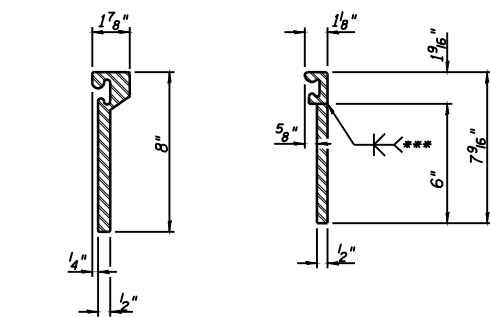
SECTION THRU
ROLLED RAIL JOINT



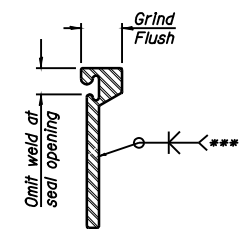
SECTION THRU
WELDED RAIL JOINT

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 height and thickness of the Locking Edge Rails shown are minimum dimensions. 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 and stage construction joints. 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.



ROLLED
EXTRUDED RAIL WELDED RAIL

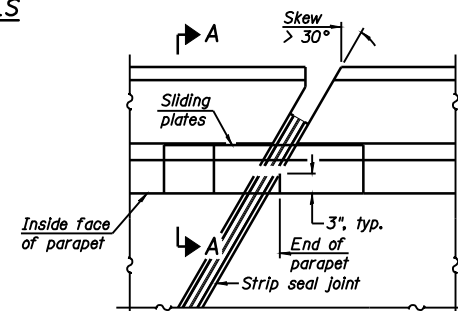


***Back gauge not required if complete joint penetration is verified by mock-up.

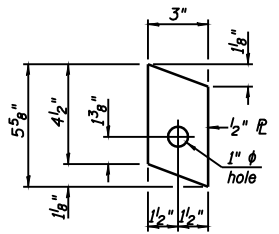
LOCKING EDGE
RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.

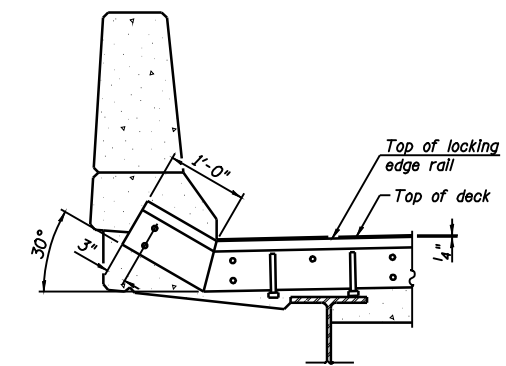
LOCKING EDGE RAILS



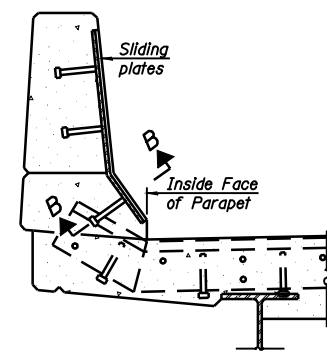
PLAN



ANCHOR PLATE
(for welded rail)

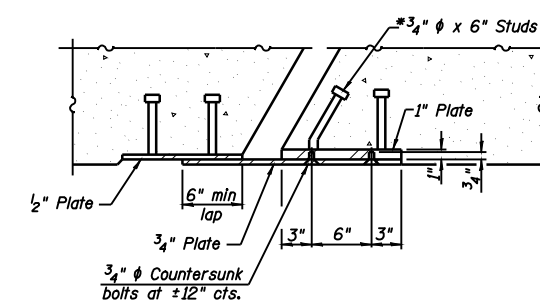


TYPICAL END TREATMENTS



SECTION A-A

POINT BLOCK DETAILS
(for skews > 30°)



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	70

DESIGNED JML
CHECKED MSW
DRAWN DJM
CHECKED MGO/MSW

DATE 03/05/09

EJ-SSJ

10-1-08

FARNSWORTH GROUP, INC.

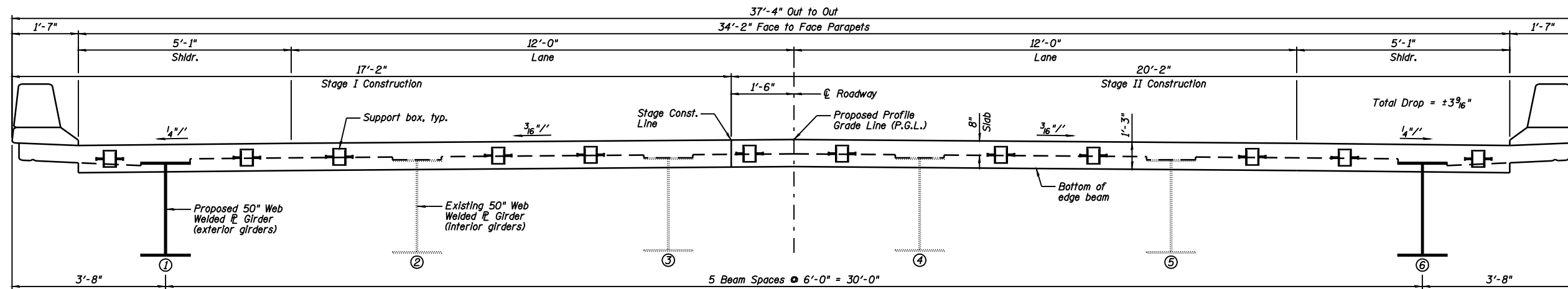
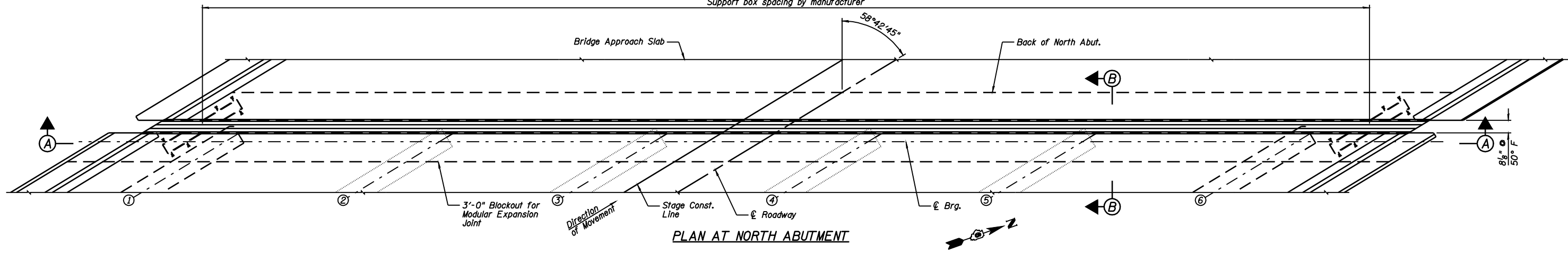
CONSULTING ENGINEERS - 2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / (309) 663-1571 FAX

SHEET NO. B20	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	54
44 SHEETS	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 084-0028

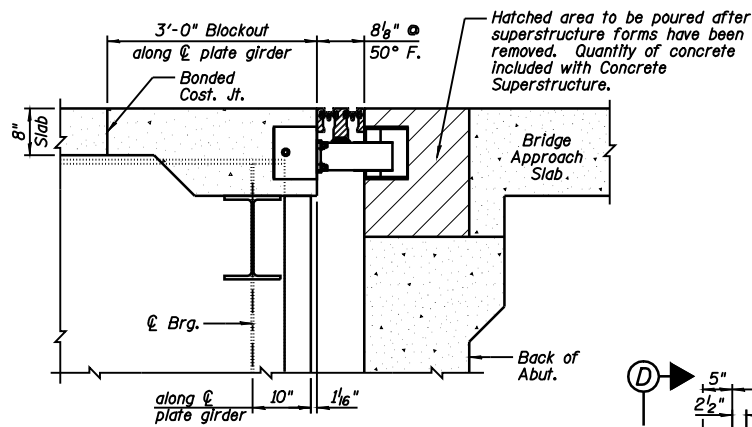
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Support box spacing by manufacturer

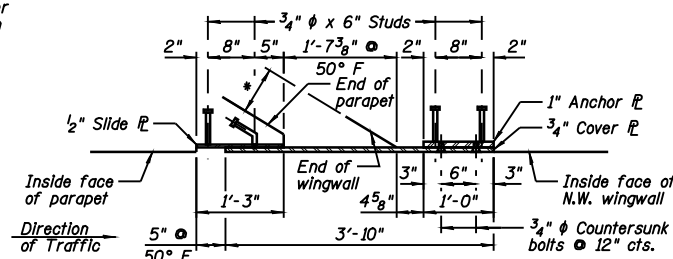


SECTION A-A

Unless noted otherwise, horizontal dimensions are at right angles.

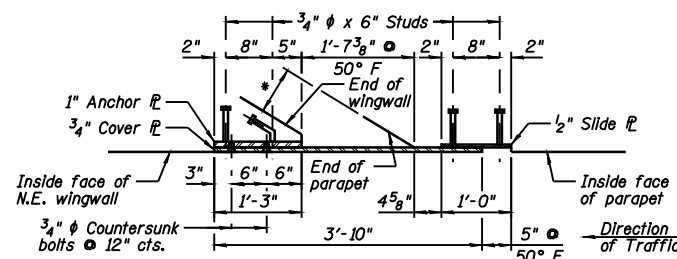


SECTION B-B



SECTION C-C (WEST END)

*8 1/2" @ 50° F



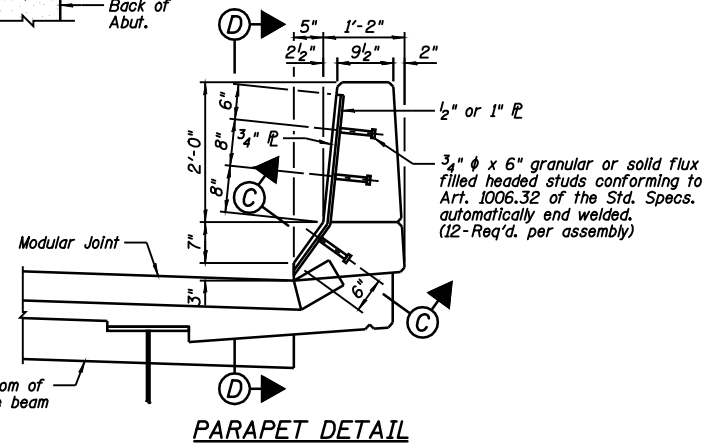
SECTION C-C (EAST END)

*8 1/2" @ 50° F

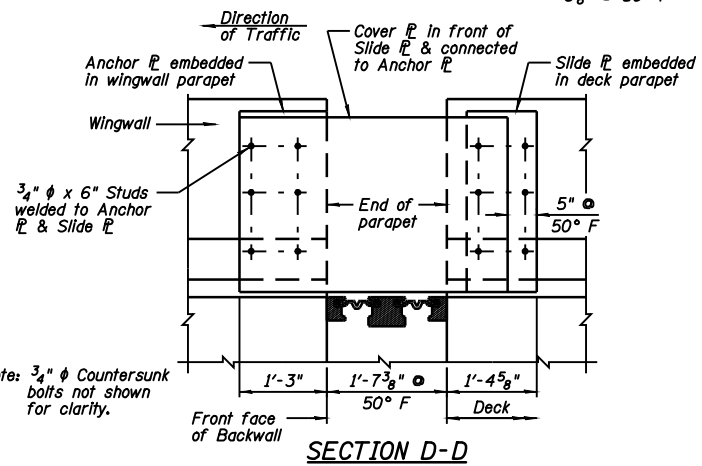
NOTES:

- 1.) The Modular Expansion Joint shall be designed in accordance with the latest AASHTO Specifications for HS20-44 truck loading with impact.
- 2.) The expansion joint device shall be a prefabricated modular assembly with multiple support bars and separator beams, providing a continuous seal across the deck.
- 3.) The joint shall be fabricated and installed according to the manufacturer's recommendations and as described in the GBSP No. 18 for Modular Expansion Joint and as approved by the Engineer.
- 4.) The joint shall be fabricated to conform to the roadway profile and cross slope.
- 5.) All exposed structural steel elements such as separator and edge beam support bars and cover plate shall be fabricated with AASHTO M270, Grade 50 steel unless specified otherwise by the manufacturer.
- 6.) Bolts for the sliding plate assemblies shall be galvanized according to AASHTO M232.
- 7.) The steel plates for the sliding plate assemblies shall be AASHTO M270, Grade 50 and galvanized according to AASHTO M111.
- 8.) All materials, equipment and labor required to install the sliding plate assemblies in the parapets are included in the cost of Modular Expansion Joint of the size specified.
- 9.) No aluminum components shall be allowed.
- 10.) All splices of center beams and edge beams shall be full penetration welds (upturn splices may be partial penetration welds).
- 11.) Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the blockout is cast at an ambient temperature other than 50° F.
- 12.) Modular Expansion Joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.
- 13.) All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
- 14.) The Modular Expansion Joint shall be either the Steelflex System by the D.S. Brown Company, the WABO System by the Watson Bowman Acme Corporation or the LG System by TechStar Incorporated. The joint shall provide the following movement:

Location	Longitudinal Movement (Inch)	Size (Inch)
North Abutment	2 3/8"	6"



PARAPET DETAIL



SECTION D-D

Note: 3/4" φ Countersunk bolts not shown for clarity.

BILL OF MATERIAL

Item	Unit	Total
Modular Expansion Joint 6"	Foot	68

MODULAR EXPANSION JOINT DETAILS
STRUCTURE NO. 084-0028

DESIGNED JML
CHECKED MSW
DRAWN DJM
CHECKED MGO/MSW

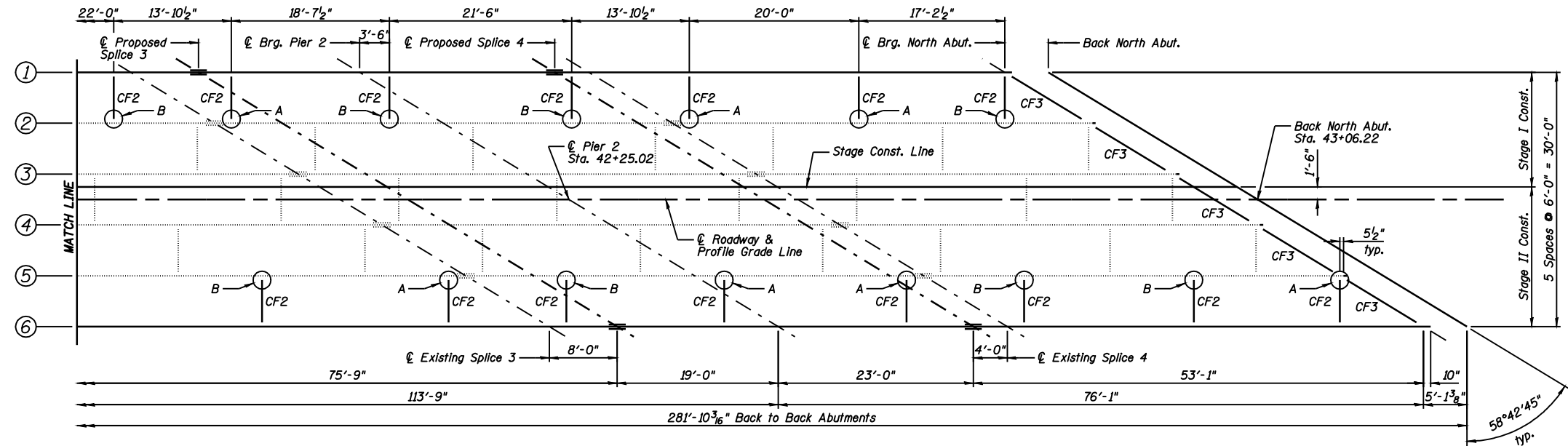
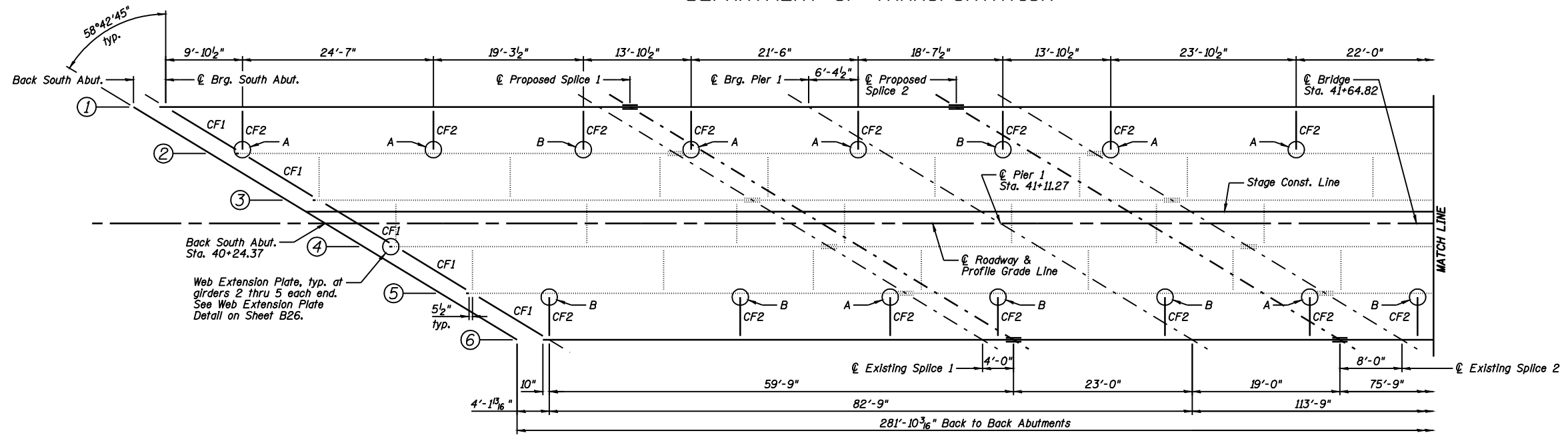
DATE 03/05/09

FARNSWORTH GROUP, INC.

CONSULTING ENGINEERS - 2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / (309) 663-1571 FAX

SHEET NO. B21	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
44 SHEETS	55	(84-3HB-6)BR	SANGAMON	90	55
SN 084-0028			CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



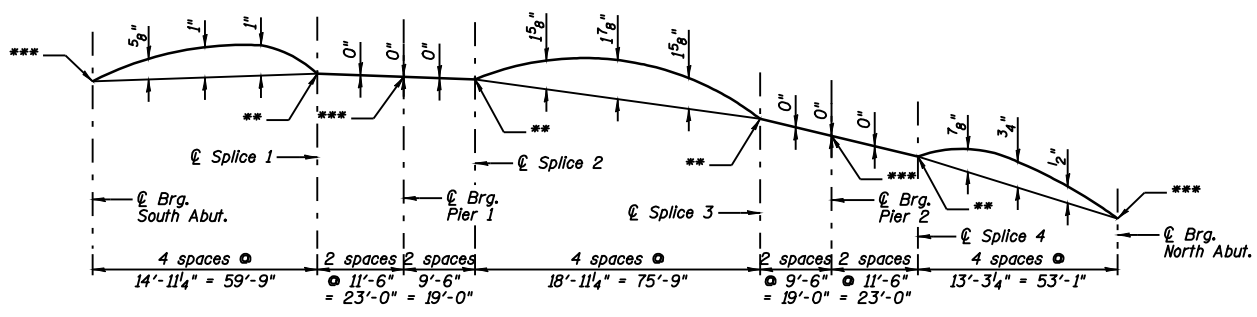
***TOP OF WEB ELEVATIONS**

Location	Girder 1	Girder 6
☉ Brg. S. Abut.	615.53	615.64
☉ Splice 1	615.58	615.57
☉ Brg. Pier 1	615.58	615.52
☉ Splice 2	615.57	615.48
☉ Splice 3	615.36	615.11
☉ Brg. Pier 2	615.26	614.96
☉ Splice 4	615.13	614.79
☉ Brg. N. Abut.	614.80	614.35

*For fabrication use only.
Elevations at splices have been adjusted for Dead Load Deflection.

DESIGNED JML
CHECKED MSW
DRAWN DJM
CHECKED MGO/MSW

DATE 03/05/09



A - Denotes cross frame to transverse stiffener plate connection.
B - Denotes cross frame to tab connection.

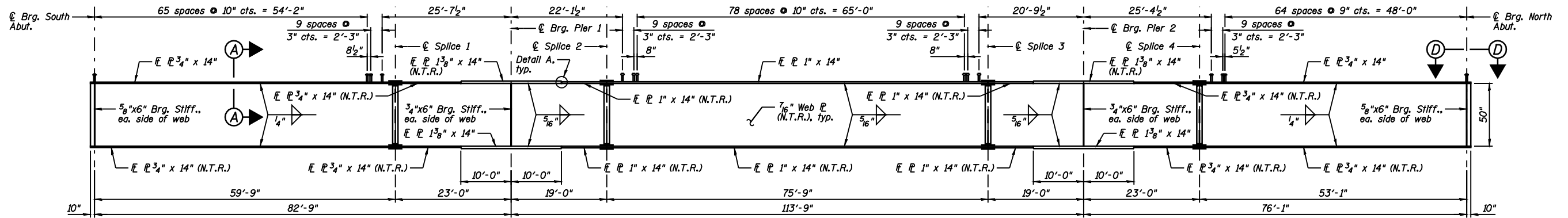
NOTES:

- See Sheet B25 for Cross Frame Connections "A" and "B".
- All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

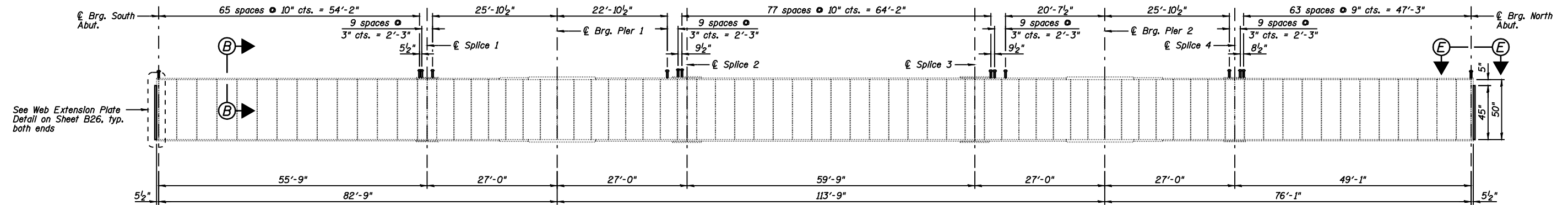
**STRUCTURAL STEEL
STRUCTURE NO. 084-0028**

SHEET NO. B22	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	56
44 SHEETS	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

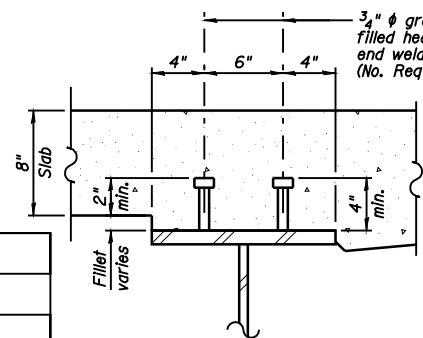
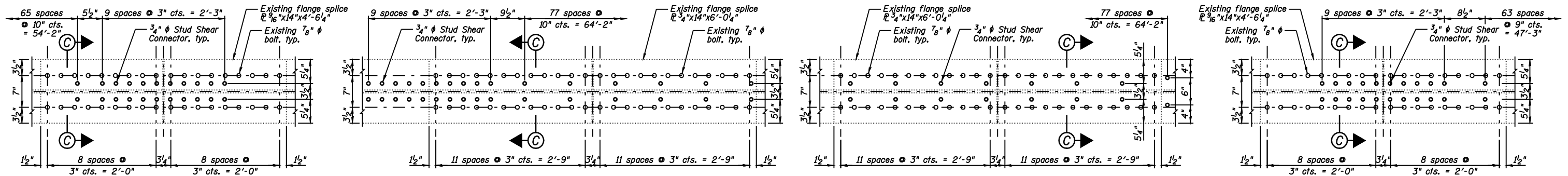
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



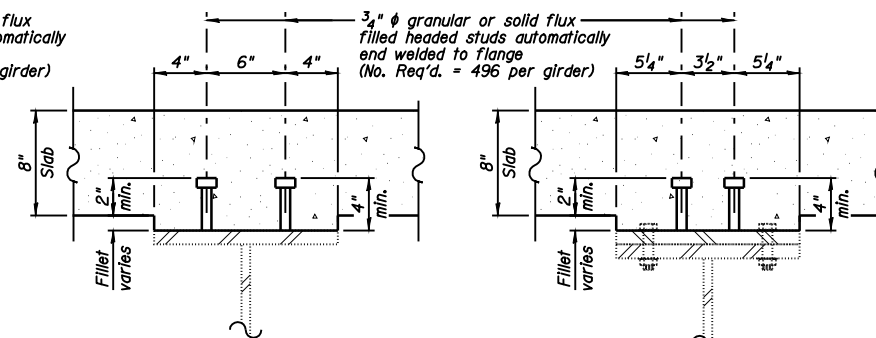
PROPOSED GIRDER ELEVATION



EXISTING GIRDER ELEVATION

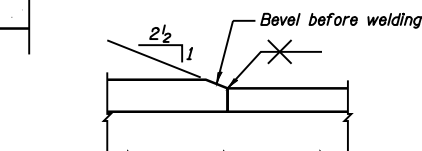


SECTION A-A



SECTION B-B

SECTION C-C



DETAIL A - FLANGE TRANSITION

NOTES:

- 1.) Load carrying components designated N.T.R. shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
- 2.) All girder flange plates, web plates, splice plates and bearing stiffener plates shall be AASHTO M270 Grade 50.
- 3.) See Sheet B24 for Sections D-D and E-E.

STRUCTURAL STEEL
STRUCTURE NO. 084-0028

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 03/05/09

FARNSWORTH GROUP, INC.

CONSULTING ENGINEERS - 2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / (309) 663-1571 FAX

SHEET NO. B23	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	57
44 SHEETS	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERIOR GIRDER MOMENT TABLE						
	0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.6 Sp. 3	
I_s	(in ⁴) 17429	32995	22116	32995	17429	
$I_o(n)$	(in ⁴) 40581	-	48002	-	40581	
$I_o(3n)$	(in ⁴) 30457	-	36081	-	30457	
S_s	(in ³) 677	1242	851	1242	677	
$S_o(n)$	(in ³) 911	-	1097	-	911	
$S_o(3n)$	(in ³) 837	-	1013	-	837	
ρ	(k/')	0.766	1.291	0.794	1.291	0.766
M_D	(k)	288	1288	458	1187	217
s_D	(k/')	0.435	-	0.435	-	0.435
M_{sD}	(k)	189	-	294	-	143
M_L	(k)	552	505	670	481	499
M_I	(k)	132	113	141	109	124
$S_3 [M_L + M_I]$	(k)	1140	1030	1352	983	1038
M_o	(k)	2102	3013	2735	2821	1818
M_u	(k)	3386	-	3871	-	3386
$f_s \rho$ non-comp	(ksi)	5.1	12.4	6.5	11.5	3.8
$f_s \rho$ (comp)	(ksi)	2.7	-	3.5	-	2.1
$f_s S_3 [M_L + M_I]$	(ksi)	15.0	10.0	14.8	9.5	13.7
f_s (Overload)	(ksi)	22.8	22.4	24.7	21.0	19.6
f_s (Total)	(ksi)	-	29.1	-	27.3	-
VR	(k)	47.1	-	42.7	-	48.4

INTERIOR GIRDER REACTION TABLE					
	S. Abut.	Pier 1	Pier 2	N. Abut.	
R_D	(k)	34.2	137.5	131.7	28.6
R_L	(k)	34.8	54.2	53.0	34.5
R_I	(k)	8.4	11.9	12.2	8.6
R_{Total}	(k)	77.4	203.6	196.9	71.7

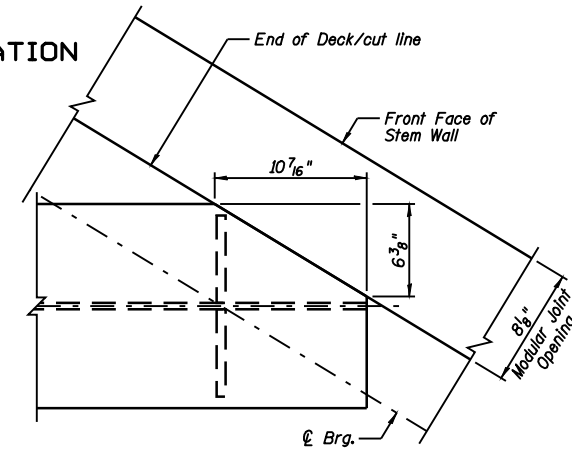
* Compact sections
** Non-Compact and slender sections

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) due to non-composite dead loads (In.4 and In.3).
 $I_o(n), S_o(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total and Overload) due to short-term composite live loads (In.4 and In.3).
 $I_o(3n), S_o(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total and Overload) due to long-term composite (superimposed) dead loads (In.4 and In.3).
 ρ : Un-factored non-composite dead load (kips/ft.).
 M_D : Un-factored moment due to non-composite dead load (kip-ft.).
 s_D : Un-factored long-term composite (superimposed) dead load (kips/ft.).
 M_{sD} : Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
 M_L : Un-factored live load moment (kip-ft.).
 M_I : Un-factored moment due to impact (kip-ft.).
 M_o : Factored design moment (kip-ft.).
 $1.3 [M_D + M_{sD} + \frac{1}{3} (M_L + M_I)]$
 M_u : Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.4B.1 (kip-ft.).
 f_s (Overload): Sum of stresses as computed from the moments below (ksi).
 $M_D + M_{sD} + \frac{1}{3} (M_L + M_I)$
 f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.3 [M_D + M_{sD} + \frac{1}{3} (M_L + M_I)]$
 VR: Maximum $\frac{1}{4}$ + impact horizontal shear range within the composite portion of the span for stud shear connector design (kips).

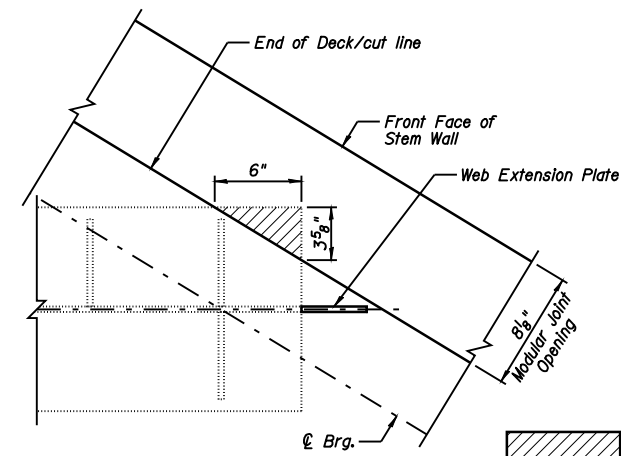
EXTERIOR GIRDER MOMENT TABLE						
	0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.6 Sp. 3	
I_s	(in ⁴) 18080	29968	22767	29968	18080	
$I_o(n)$	(in ⁴) 42305	-	49613	-	42305	
$I_o(3n)$	(in ⁴) 31445	-	37009	-	31445	
S_s	(in ³) 702	1136	876	1136	702	
$S_o(n)$	(in ³) 961	-	1146	-	961	
$S_o(3n)$	(in ³) 876	-	1051	-	876	
ρ	(k/')	0.845	1.348	0.873	1.348	0.845
M_D	(k)	324	1348	520	1244	245
s_D	(k/')	0.435	-	0.435	-	0.435
M_{sD}	(k)	190	-	302	-	146
M_L	(k)	521	464	642	441	471
M_I	(k)	125	104	134	100	117
$S_3 [M_L + M_I]$	(k)	1077	947	1293	902	980
M_o	(k)	2068	2983	2750	2789	1782
M_u	(k)	4983	-	5705	-	4983
$f_s \rho$ non-comp	(ksi)	5.5	14.2	7.1	13.1	4.2
$f_s \rho$ (comp)	(ksi)	2.6	-	3.4	-	2.0
$f_s S_3 [M_L + M_I]$	(ksi)	13.4	10.0	13.5	9.5	12.2
f_s (Overload)	(ksi)	21.6	24.2	24.1	22.7	18.4
f_s (Total)	(ksi)	-	31.5	-	29.5	-
VR	(k)	44.2	-	40.1	-	45.4

EXTERIOR GIRDER REACTION TABLE					
	S. Abut.	Pier 1	Pier 2	N. Abut.	
R_D	(k)	36.7	145.6	139.5	30.8
R_L	(k)	32.8	50.9	49.8	32.5
R_I	(k)	7.9	11.2	11.5	8.1
R_{Total}	(k)	77.4	207.7	200.8	71.4

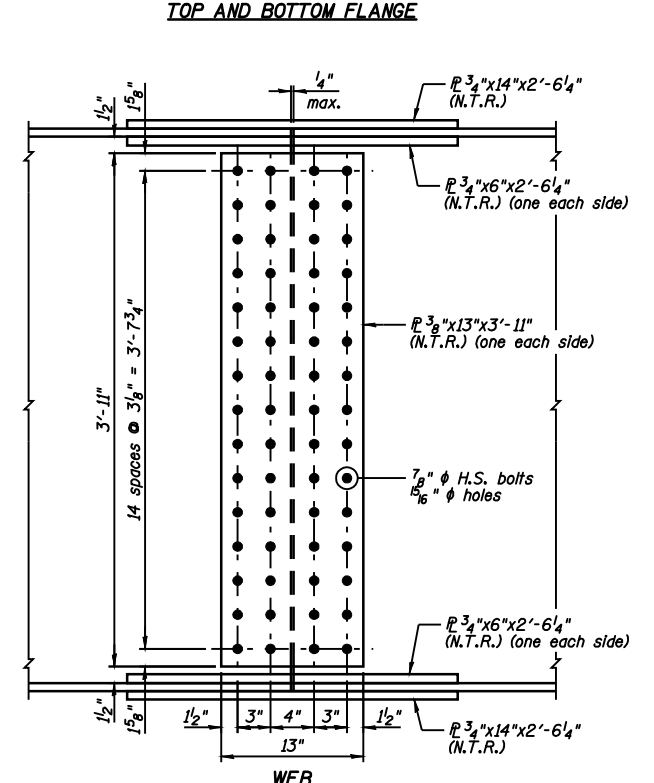
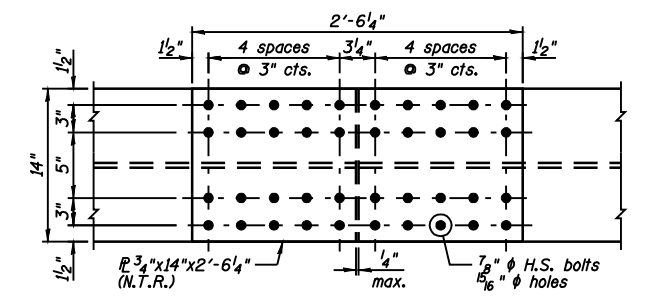
* Compact sections
** Non-Compact and slender sections



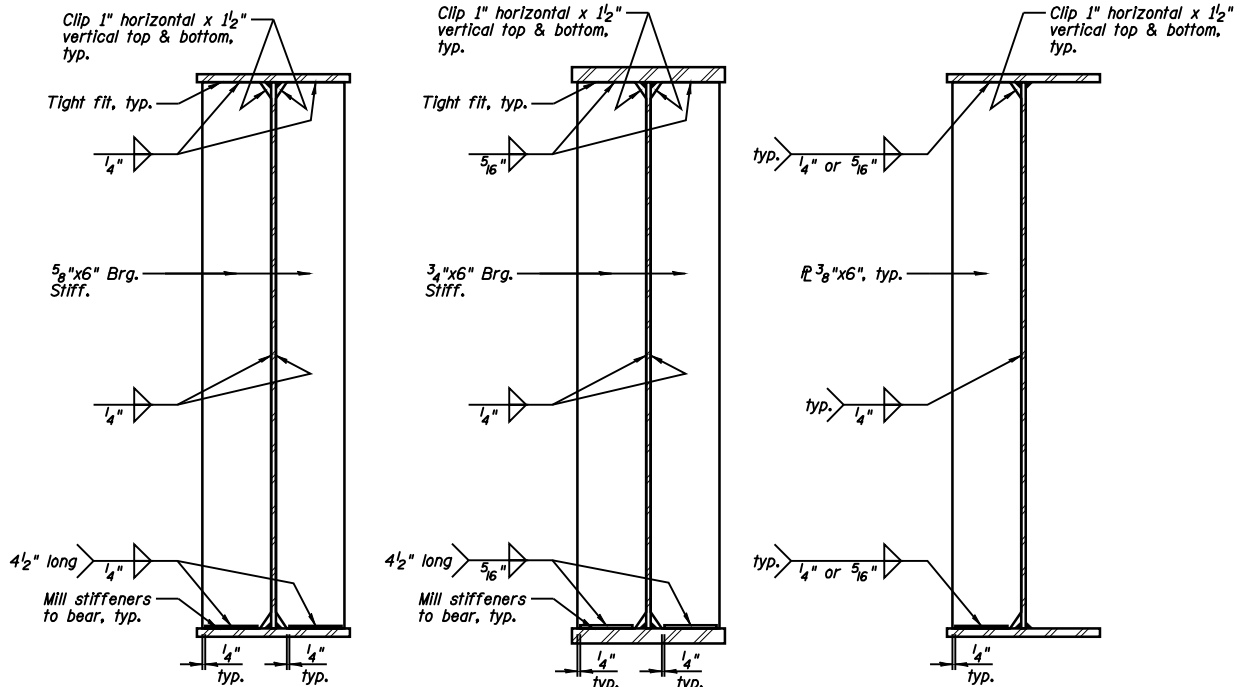
SECTION D-D
Note: Top Flange only.



SECTION E-E
Note: Top Flange only.



SPLICE DETAILS
(8 - Required)



SECTION O ABUTMENTS SECTION O PIERS SECTION O CROSS FRAME CF2

Note: Connecting plate not required on outside face of plate girder.

- NOTES:
- 1.) Load carrying components designated N.T.R. shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
 - 2.) All girder flange plates, web plates, splice plates and bearing stiffener plates shall be AASHTO M270 Grade 50.
 - 3.) See Sheet B23 for Sections D-D and E-E locations.

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

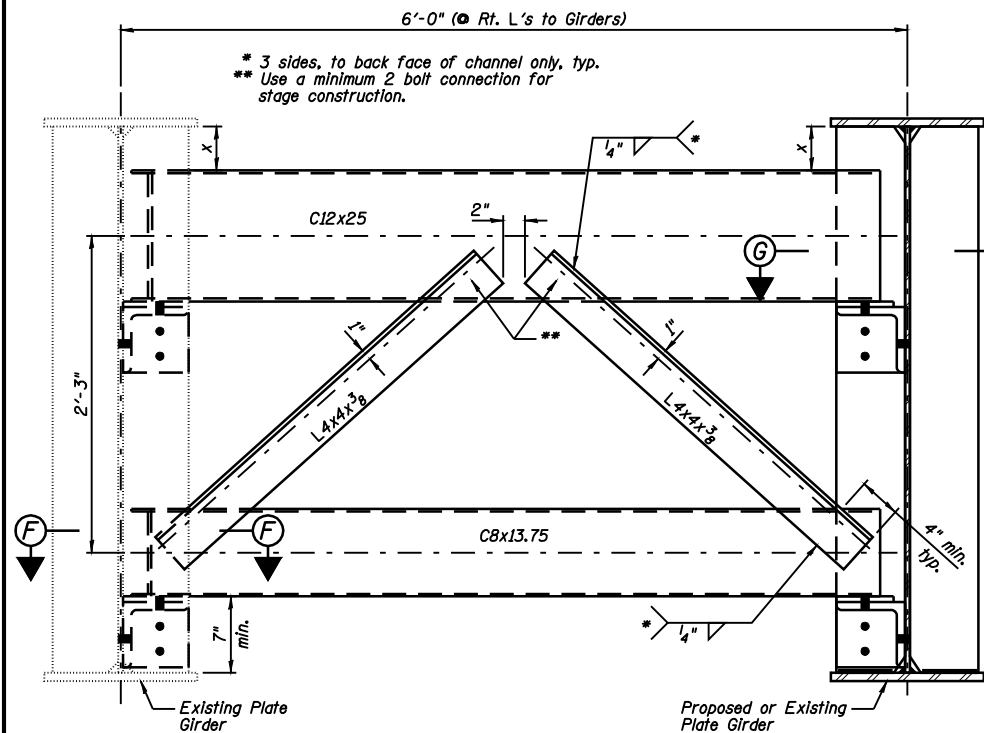
DATE 03/05/09

FARNSWORTH GROUP, INC.

STRUCTURAL STEEL
STRUCTURE NO. 084-0028

SHEET NO. B24	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	58
44 SHEETS	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



TYPICAL END CROSS FRAME AT SOUTH ABUTMENT - CF1
(5 - Required)

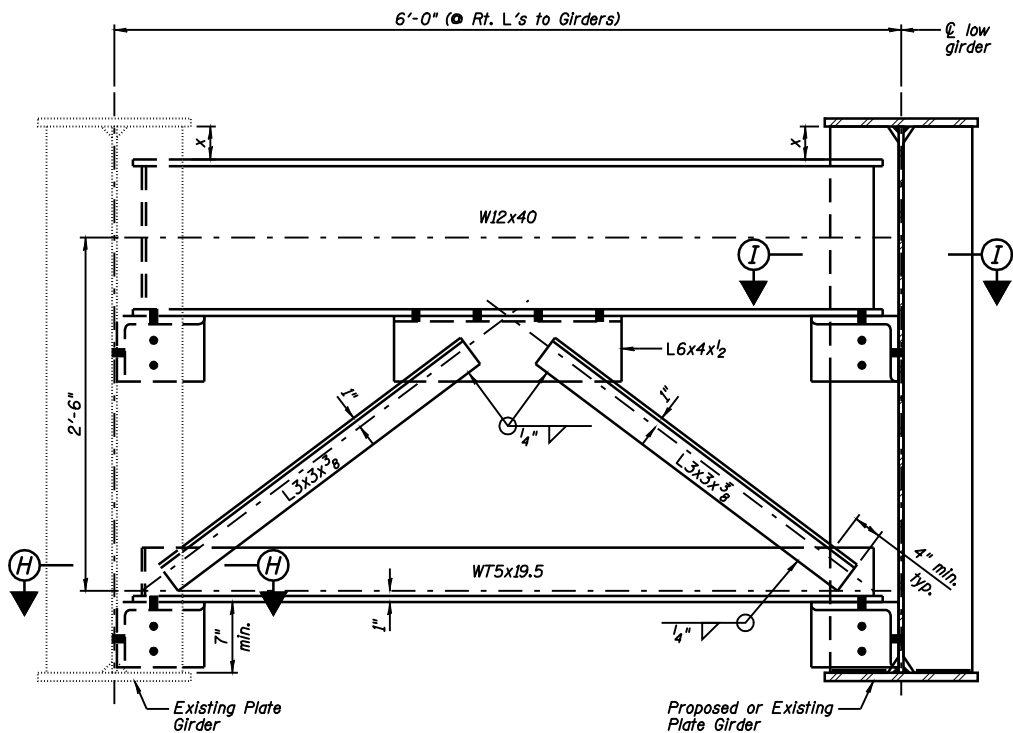
- Notes: 1.) Detail 5/16" ϕ holes for all 3/4" ϕ bolts.
2.) Two hardened washers shall be required for each set of oversized holes.
3.) Place diaphragm with projected legs outward from abutment backwall.
4.) Bearing Stiffeners shall be welded to flanges when used as cross frame Connection Plates.

Girder No.	"x" Dimension
1	5 1/2"
2	5 1/8"
3	5 1/4"
4	4 9/16"
5	4 5/8"
6	5 1/2"

TYPICAL INTERIOR CROSS FRAME - CF2 (CONNECTION "A")
(15 - Required)

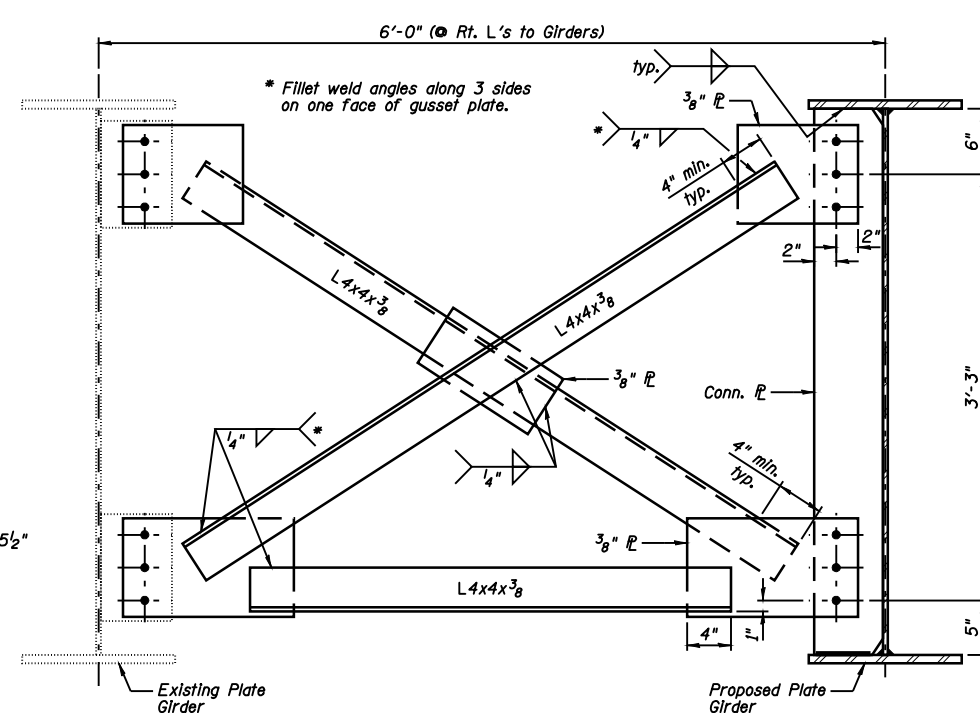
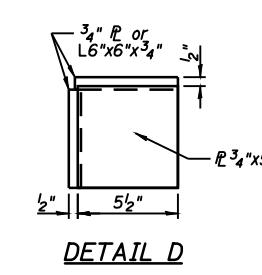
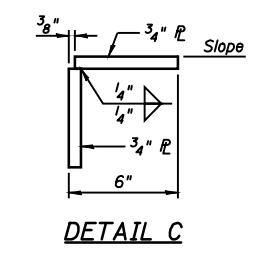
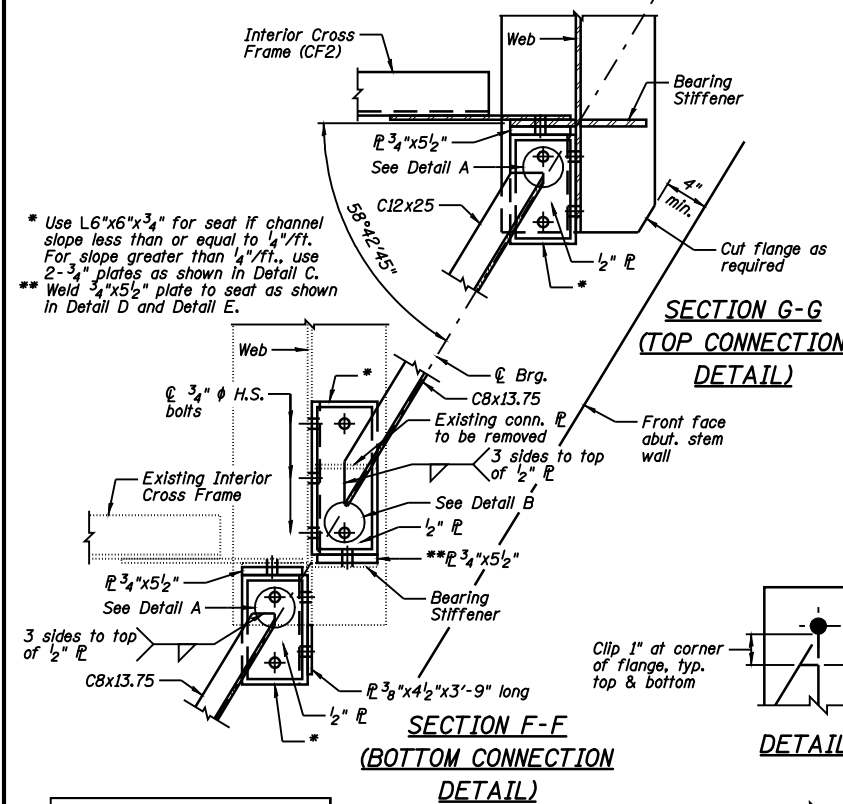
- Notes: 1.) See Sheet B22 for Cross Frame Connection "A" locations.
2.) Detail 5/16" ϕ holes for all 3/4" ϕ bolts.
3.) Two hardened washers shall be required for each set of oversized holes.
4.) For existing to proposed connection, match existing bolt holes. The Fabrication Contractor shall provide connection details for all existing to proposed connections per the existing shop drawings.

Girder No.	"x" Dimension
1	5 1/2"
2	5 1/4"
3	5 3/8"
4	5 1/4"
5	5 1/2"
6	5 1/2"



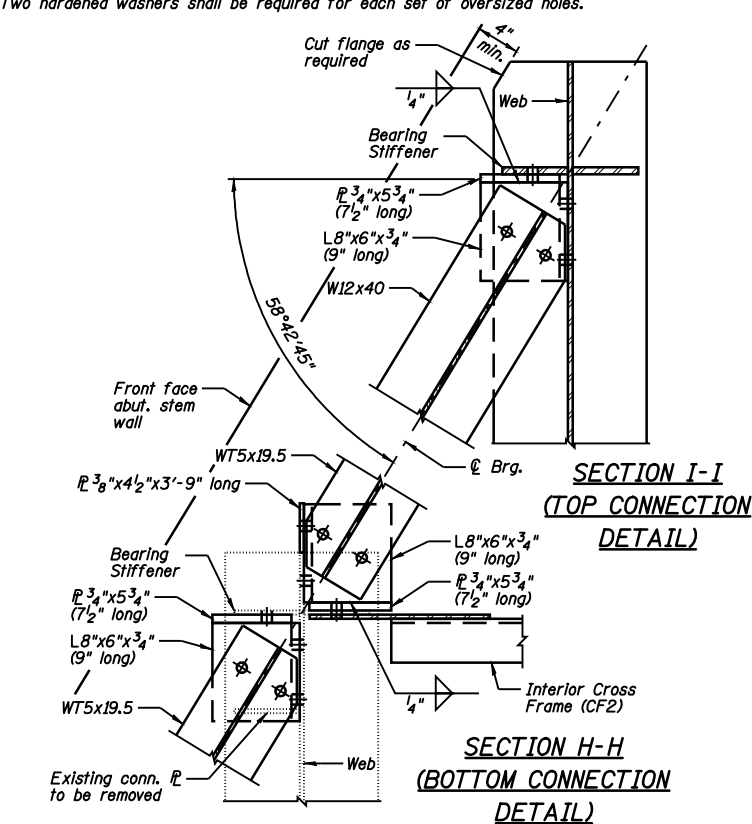
TYPICAL END CROSS FRAME AT NORTH ABUTMENT - CF3
(5 - Required)

- Notes: 1.) Detail 5/16" ϕ holes for all 3/4" ϕ bolts.
2.) Two hardened washers shall be required for each set of oversized holes.



TYPICAL INTERIOR CROSS FRAME - CF2 (CONNECTION "B")
(15 - Required)

- Notes: 1.) See Sheet B22 for Cross Frame Connection "B" locations.
2.) Detail 5/16" ϕ holes for all 3/4" ϕ bolts.
3.) Two hardened washers shall be required for each set of oversized holes.
4.) For existing to proposed connection, match existing bolt holes. The Fabrication Contractor shall provide connection details for all existing to proposed connections per the existing shop drawings.



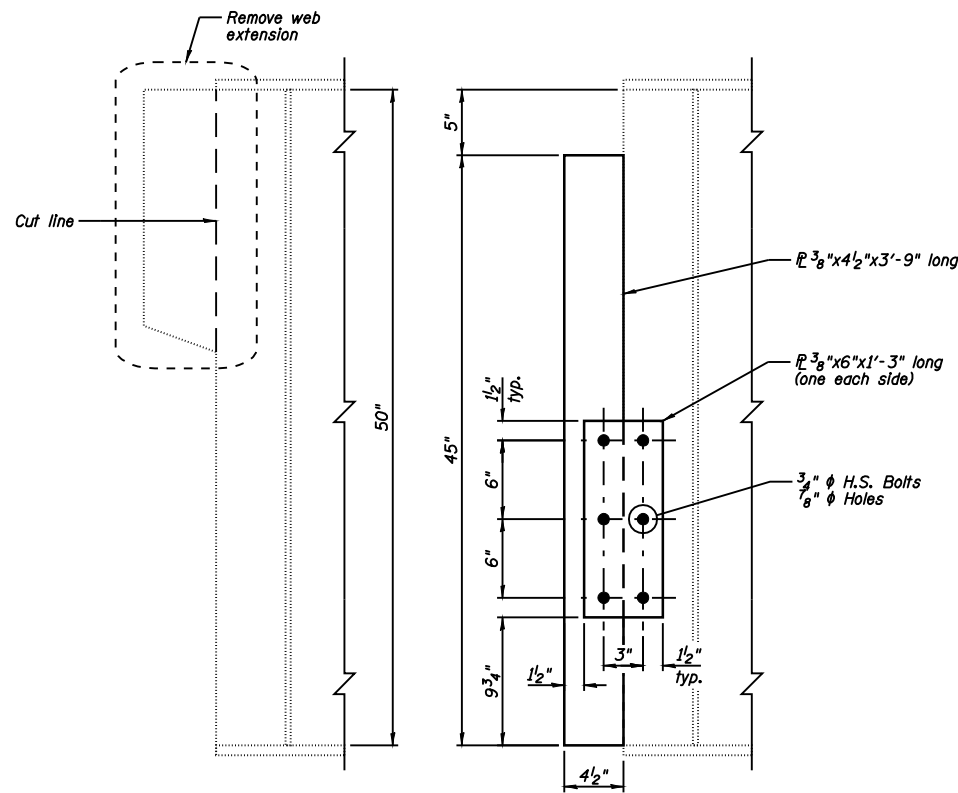
**STRUCTURAL STEEL
STRUCTURE NO. 084-0028**

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

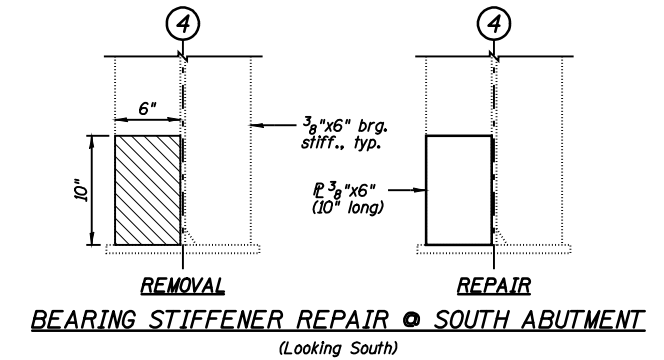
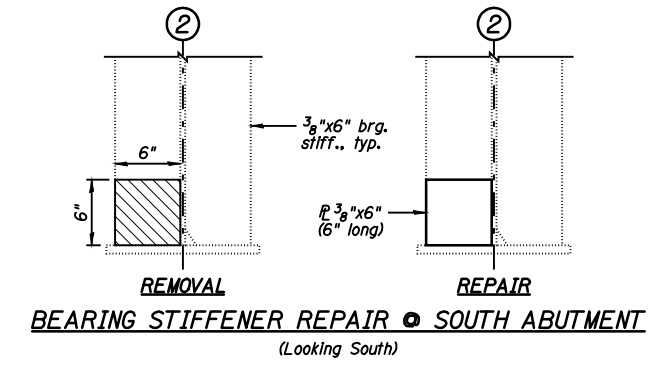
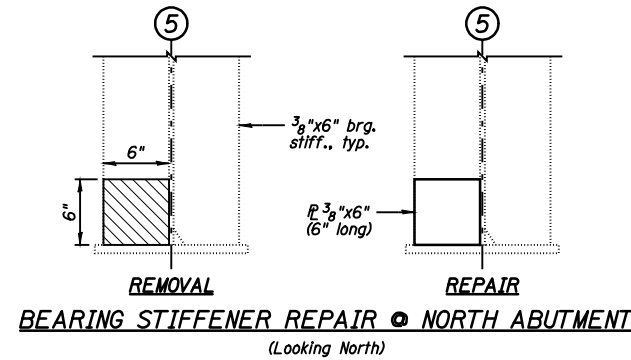
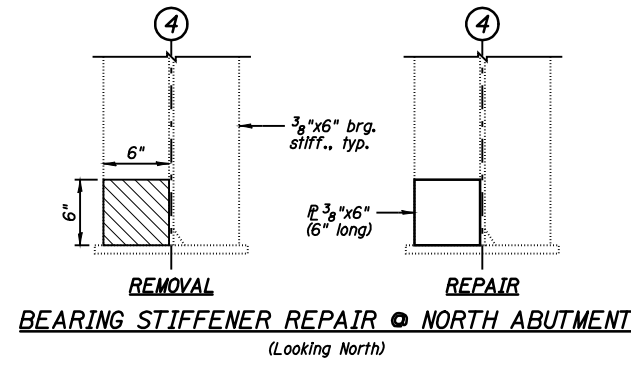
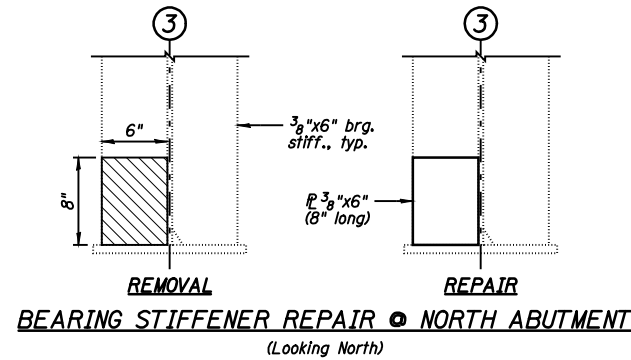
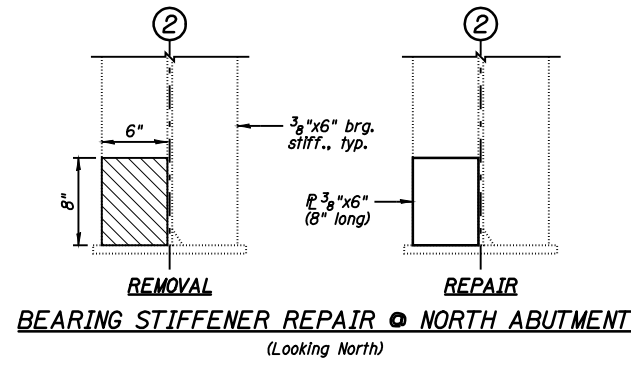
DATE 03/05/09

SHEET NO. B25	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	59
44 SHEETS	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

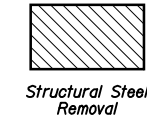


WEB EXTENSION PLATE DETAIL
(8 - Required)

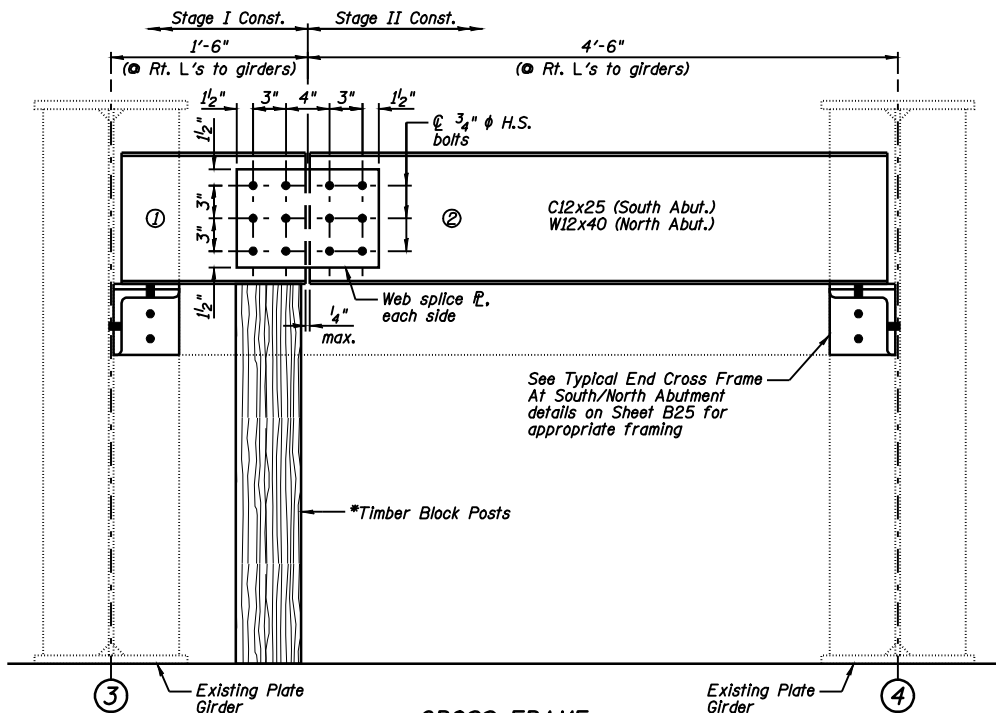


NOTES:

- 1.) All bearing stiffener replacement plate steel shall be M270 Grade 36.
- 2.) All existing structural steel in contact with the repair area shall be cleaned per Section 506 of the Standard Specifications.



Structural Steel Removal

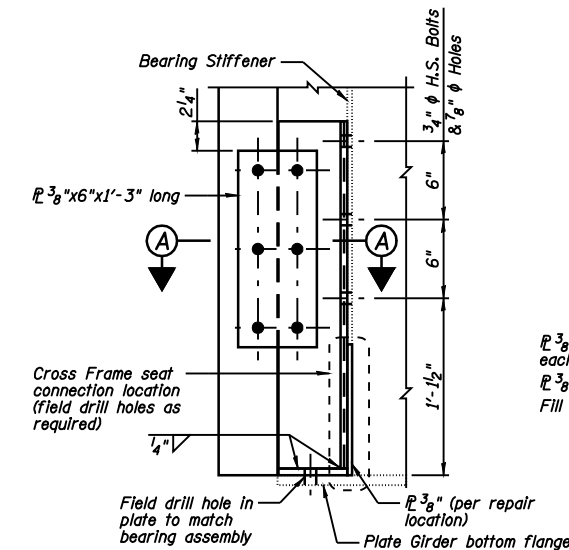


CROSS FRAME

* Cost of Timber Block Posts are included with Erecting Structural Steel.

CROSS FRAME STAGE CONSTRUCTION SEQUENCE

- 1.) Order Cross Frame in two sections.
- 2.) Attach Section ① of Cross Frame to Girder 3.
- 3.) Place Timber Block Posts between Section ① of Cross Frame and Abutment Bearing Section.
- 4.) Attach Section ② of Cross Frame to both Girder 4 and Section ① of Cross Frame during Stage II Construction with splice plates.
- 5.) Remove Timber Block Posts.
- 6.) Install lower portion of Cross Frame during Stage II Construction.



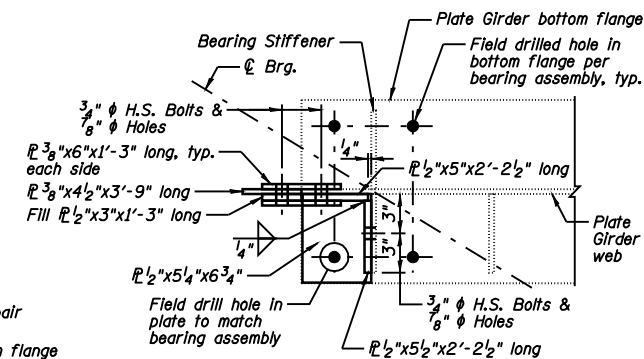
EXISTING BEARING STIFFENER REPAIR DETAIL
(6 - Required)

NOTES:

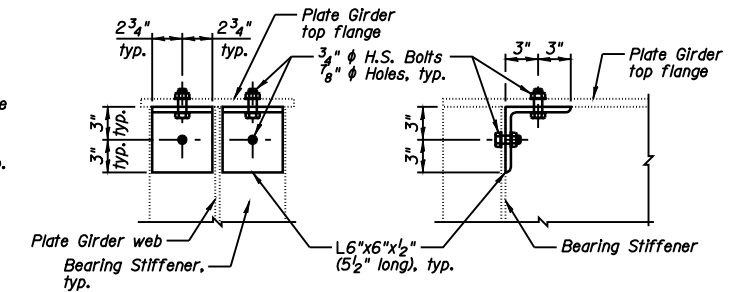
- 1.) See Web Extension Plate Detail for additional information.
- 2.) Grind corners as required to clear existing welds.
- 3.) All new structural steel shall be M270 Grade 36.
- 4.) All existing structural steel in contact with the repair area shall be cleaned per Section 506 of the Standard Specifications.
- 5.) All field drilling shall be done in accordance with Section 505 of the Standard Specifications.

NOTE:

See Sheet B23 for Web Extension Plate locations.



SECTION A-A



EXISTING TOP FLANGE BEARING STIFFENER CONNECTION DETAILS
(16 - Required @ 8 locations)

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	490

**STRUCTURAL STEEL
STRUCTURE NO. 084-0028**

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 03/05/09

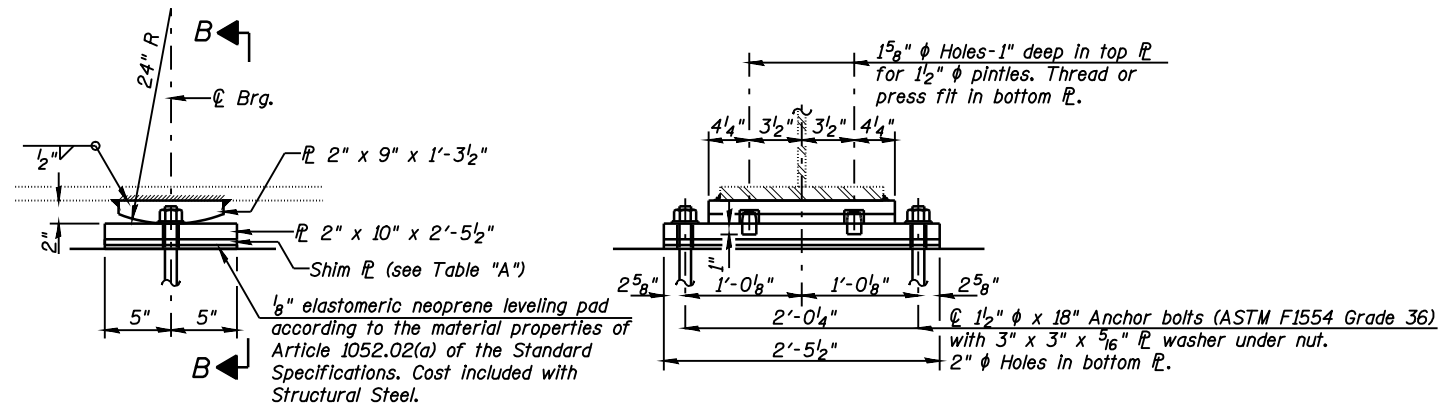
FARNSWORTH GROUP, INC.

CONSULTING ENGINEERS - 2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / (309) 663-1571 FAX

SHEET NO. B26	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
44 SHEETS	55	(84-3HB-6)BR	SANGAMON	90	60
SN 084-0028			CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

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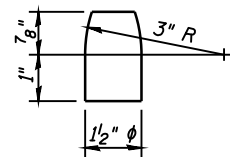
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



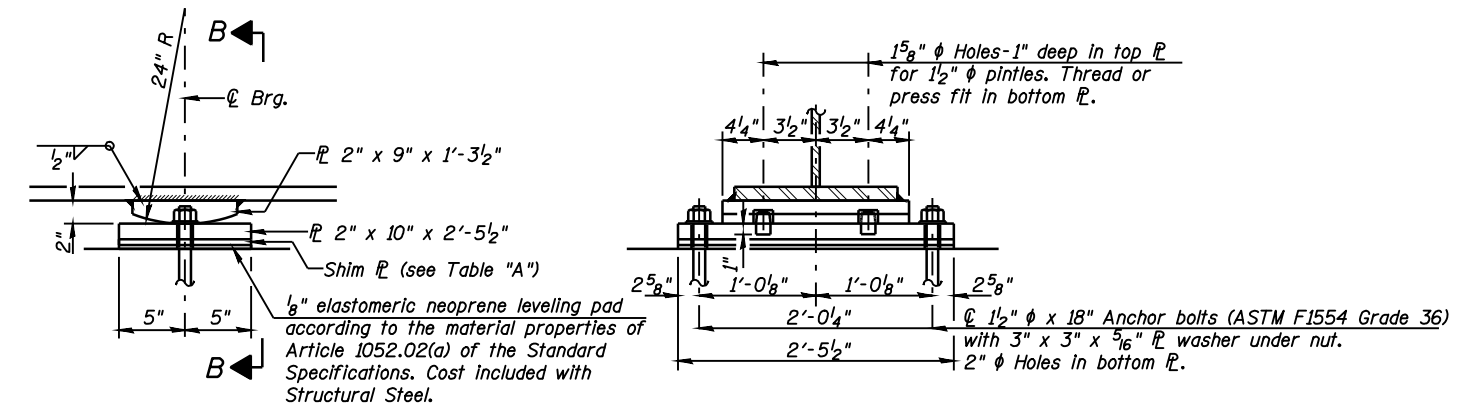
ELEVATION AT PIER NO. 1

SECTION B-B

FIXED BEARING - EXISTING
(At Pier No. 1 - 4 Required)



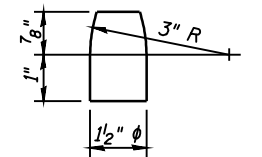
PINTLE



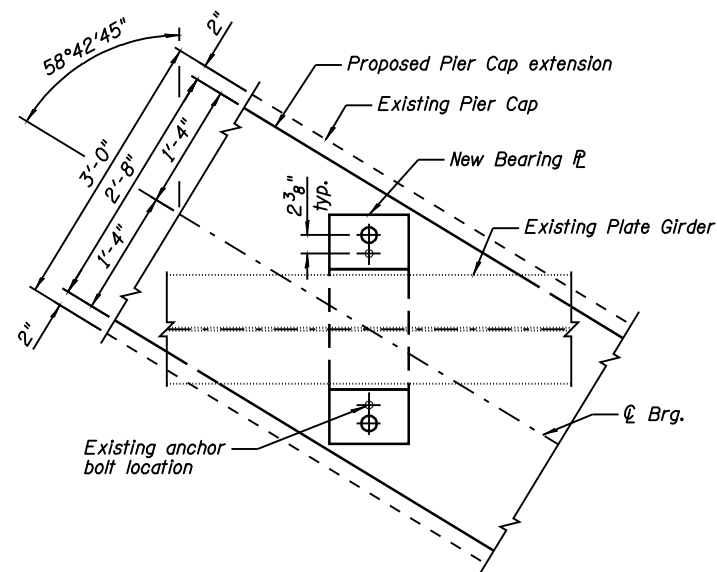
ELEVATION AT PIER NO. 1

SECTION B-B

FIXED BEARING - PROPOSED
(At Pier No. 1 - 2 Required)

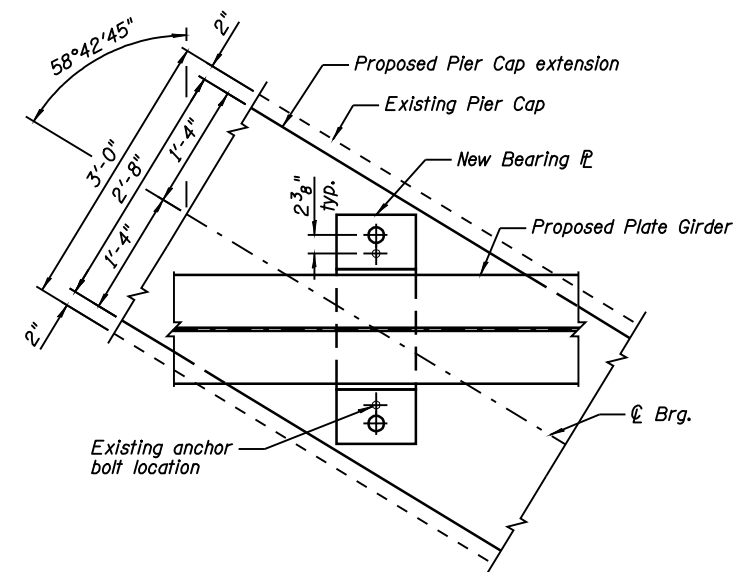


PINTLE



BEARING PLAN AT PIER NO. 1

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.



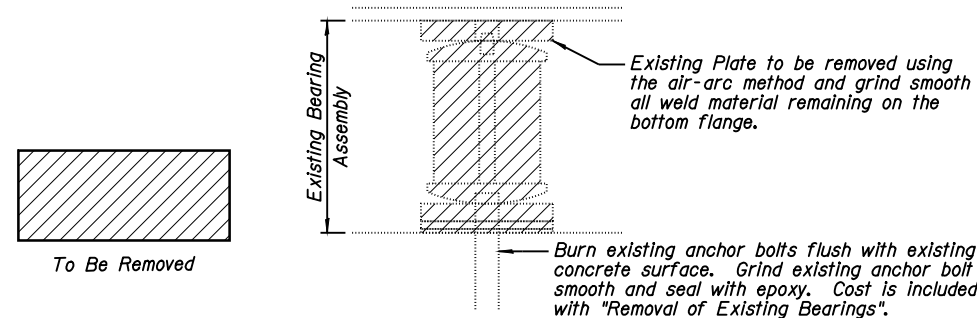
BEARING PLAN AT PIER NO. 1

BILL OF MATERIAL

Item	Unit	Total
Removal of Existing Bearings	Each	24
Anchor Bolts, 1 1/2"	Each	12

TABLE "A"

Girder No.	Shim Thickness
1	1/4"
3	1/2"



EXISTING BEARING REMOVAL DETAIL

NOTE:

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

DESIGNED JML
CHECKED MSW
DRAWN DJM
CHECKED MGO/MSW

DATE 03/05/09

FARNSWORTH GROUP, INC.

CONSULTING ENGINEERS - 2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / (309) 663-1571 FAX

SHEET NO. B27 44 SHEETS	F.A.I. RTE. 55	SECTION (84-3HB-6)BR	COUNTY SANGAMON	TOTAL SHEETS 90	SHEET NO. 61
	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

EXISTING/PROPOSED GIRDER
FIXED BEARING DETAILS
STRUCTURE NO. 084-0028

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

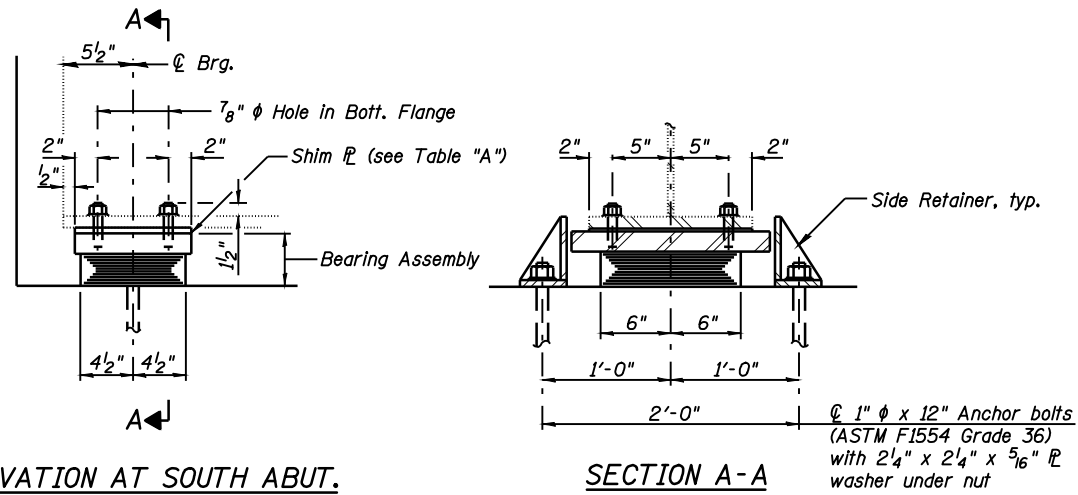
Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.

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

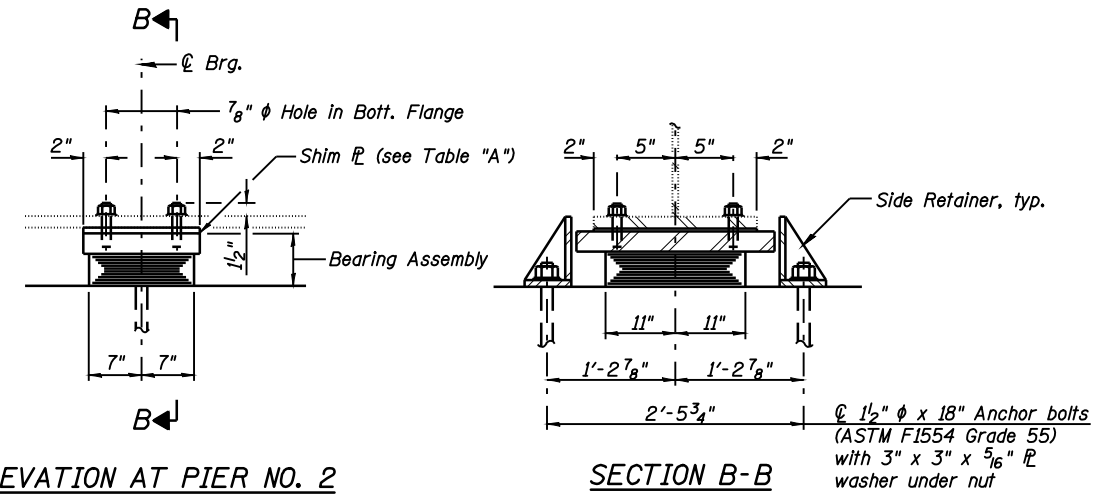
Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.



ELEVATION AT SOUTH ABUT.

SECTION A-A

1" ϕ x 12" Anchor bolts (ASTM F1554 Grade 36) with 2 1/4" x 2 1/4" x 5/16" \bar{P} washer under nut

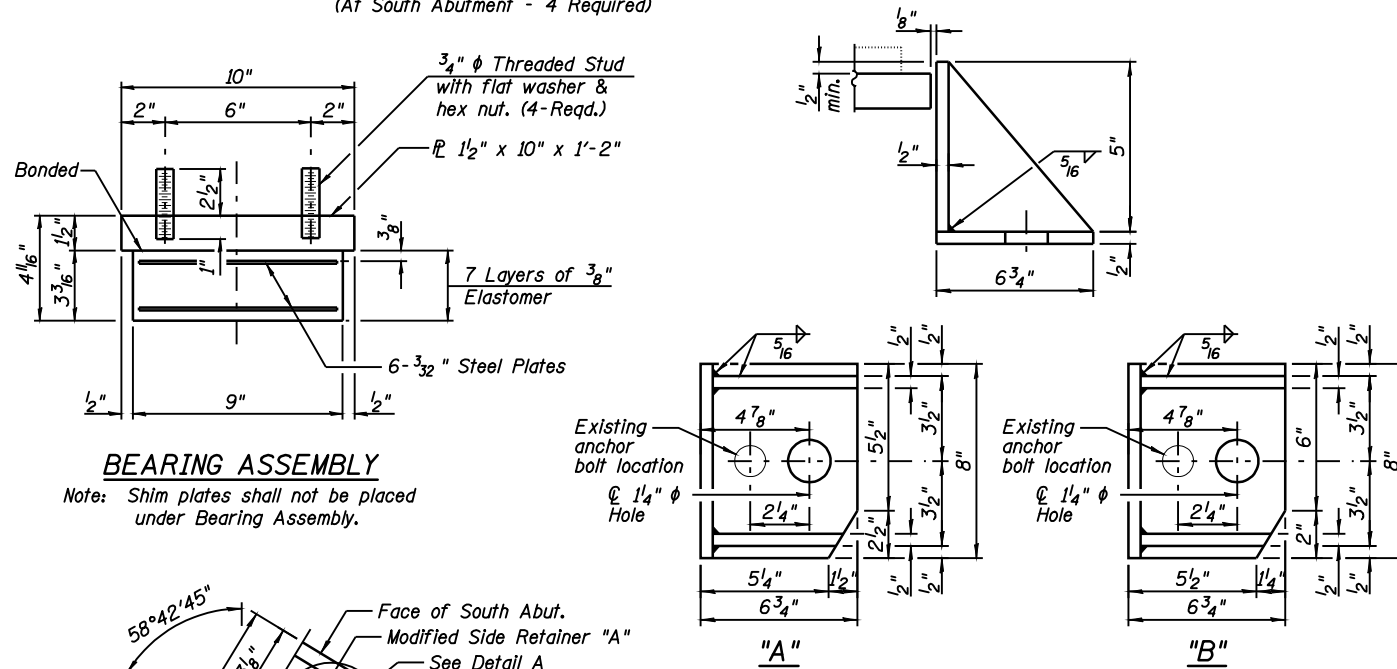


ELEVATION AT PIER NO. 2

SECTION B-B

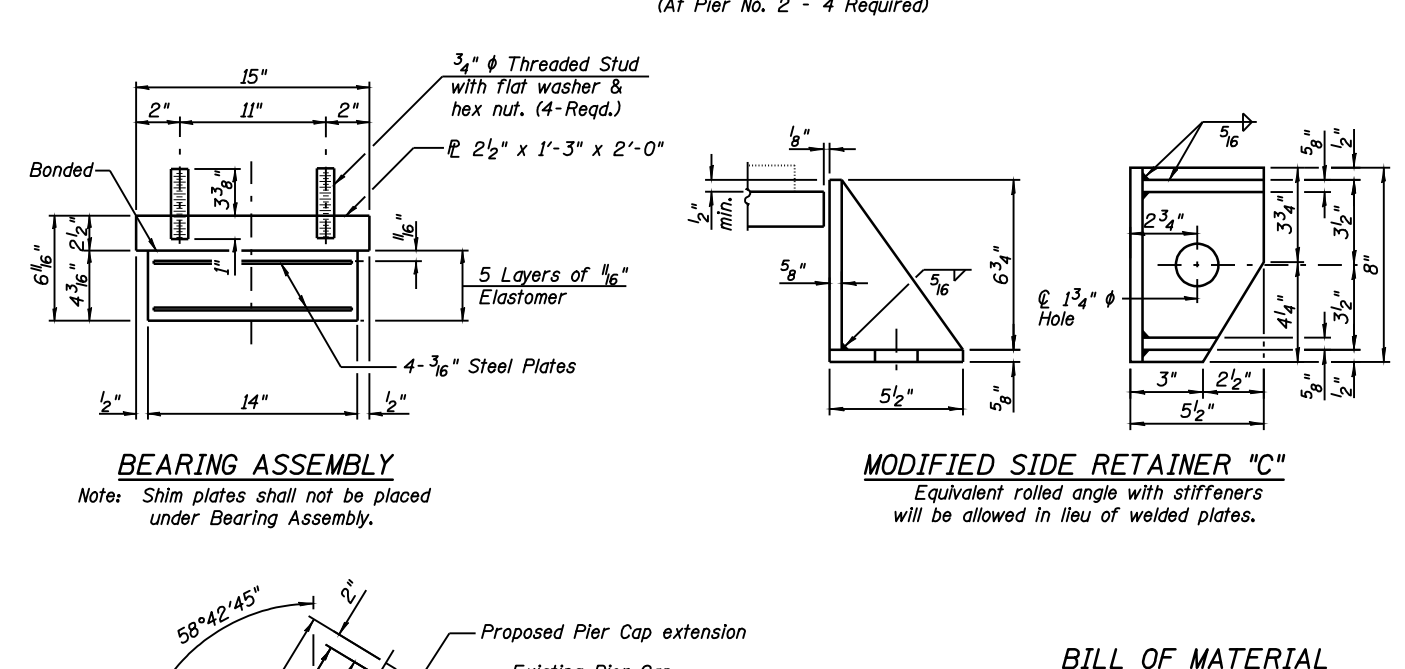
1 1/2" ϕ x 18" Anchor bolts (ASTM F1554 Grade 55) with 3" x 3" x 5/16" \bar{P} washer under nut

TYPE I ELASTOMERIC EXP. BRG.
(At South Abutment - 4 Required)



BEARING ASSEMBLY

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

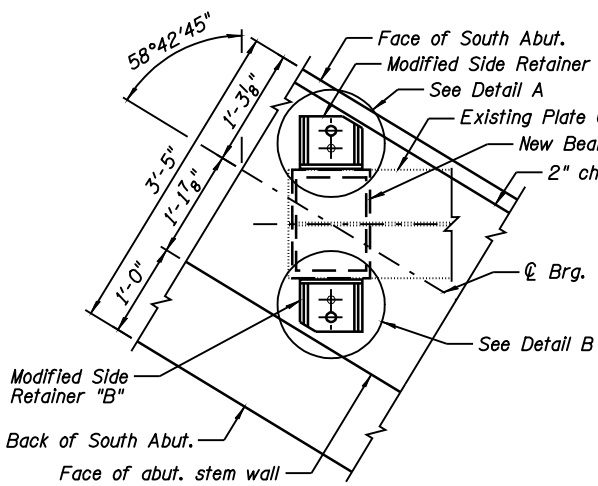


BEARING ASSEMBLY

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

MODIFIED SIDE RETAINER "C"

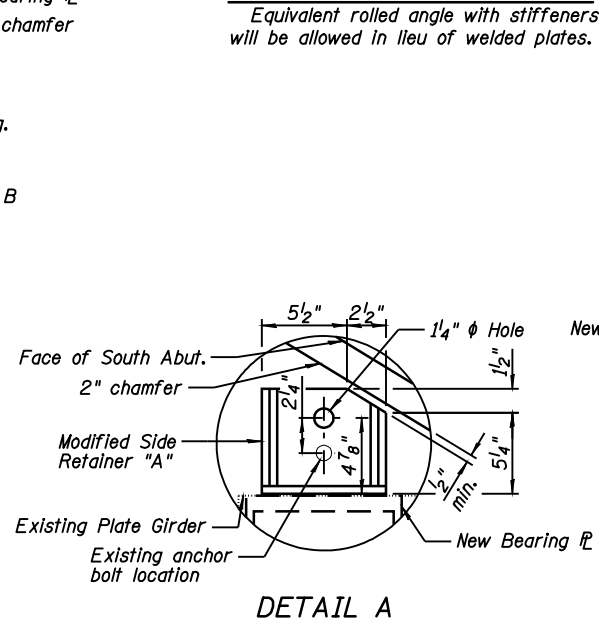
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



BEARING PLAN AT SOUTH ABUTMENT

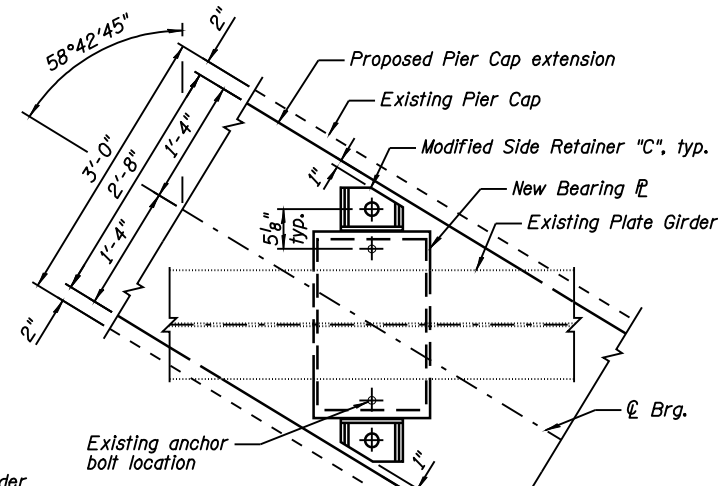
MODIFIED SIDE RETAINER

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



DETAIL A

DETAIL B



BEARING PLAN AT PIER NO. 2

BILL OF MATERIAL

Item	Unit	Total
Erecting Elastomeric Bearing Assembly, Type I	Each	8
Anchor Bolts, 1"	Each	8
Anchor Bolts, 1 1/2"	Each	8

TABLE "A"

Location/Girder No.	Shim Thickness
South Abut./3	1/2"
South Abut./5	3/8"
Pier No. 2/2	1/4"

EXISTING GIRDER TYPE I
BEARING DETAILS
STRUCTURE NO. 084-0028

DESIGNED JML
CHECKED MSW
DRAWN DJM
CHECKED MGO/MSW

DATE 03/05/09

I-2E-1

10-1-08

NOTE:

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

SHEET NO. B28	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
44 SHEETS	55	(84-3HB-6)BR	SANGAMON	90	62
SN 084-0028			CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

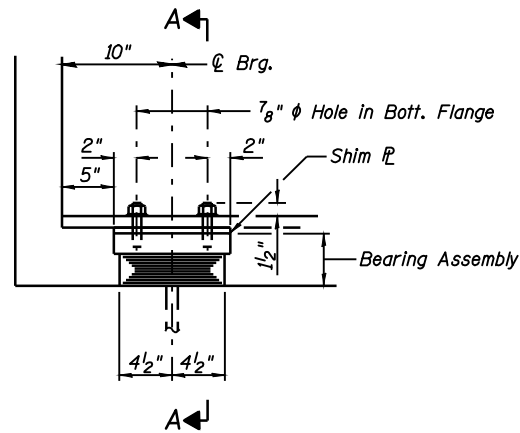
Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

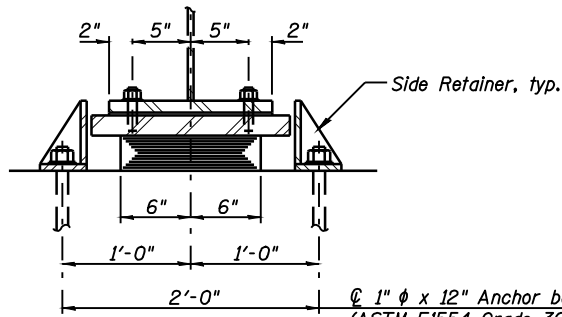
Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.

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

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

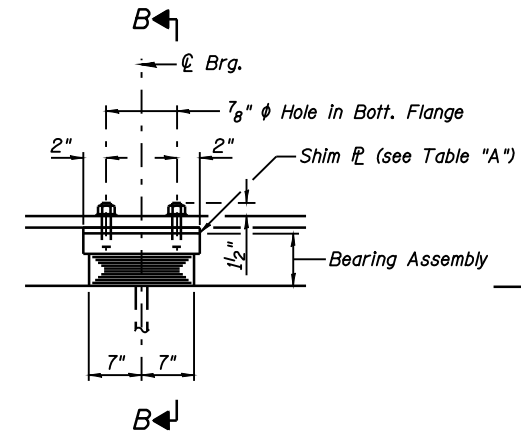


ELEVATION AT SOUTH ABUT.

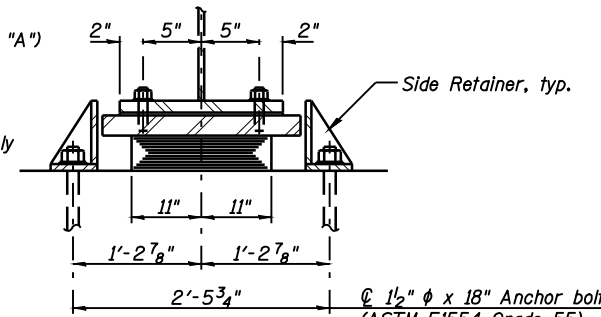


SECTION A-A

1" φ x 12" Anchor bolts (ASTM F1554 Grade 36) with 2 1/4" x 2 1/4" x 5/16" plate washer under nut



ELEVATION AT PIER NO. 2

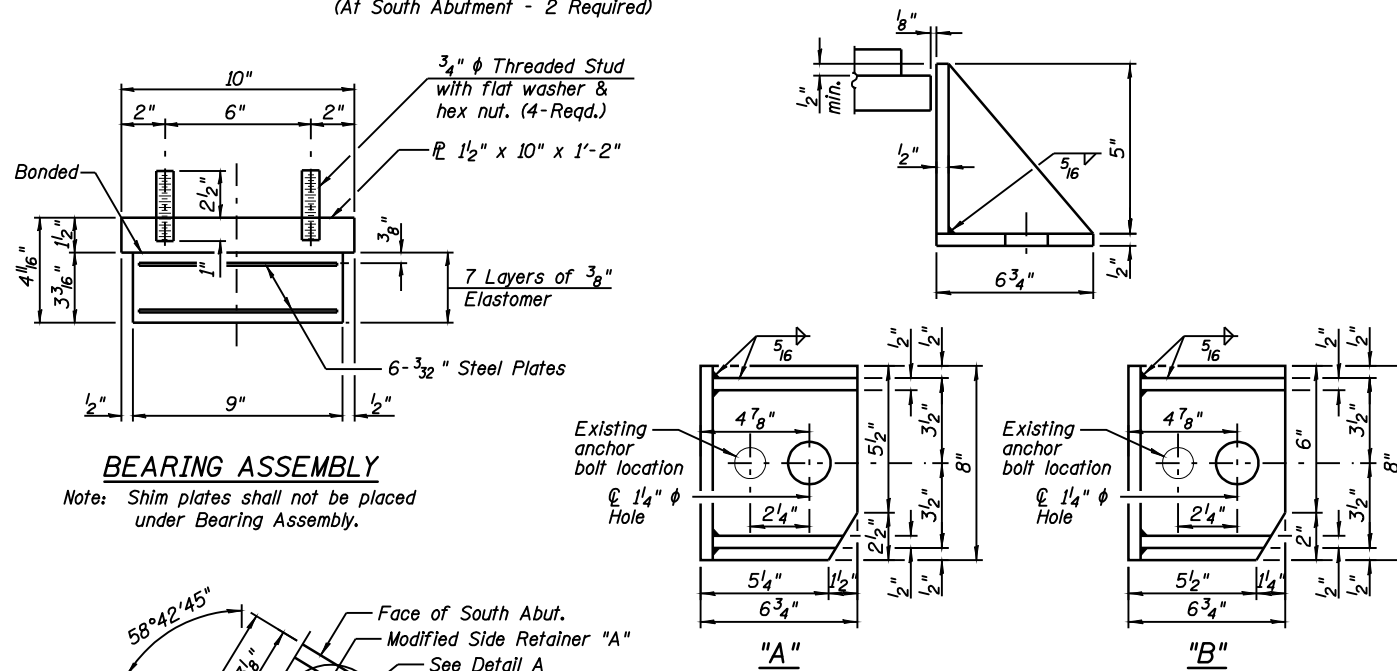


SECTION B-B

1 1/2" φ x 18" Anchor bolts (ASTM F1554 Grade 55) with 3" x 3" x 5/16" plate washer under nut

TYPE I ELASTOMERIC EXP. BRG.

(At South Abutment - 2 Required)



BEARING ASSEMBLY

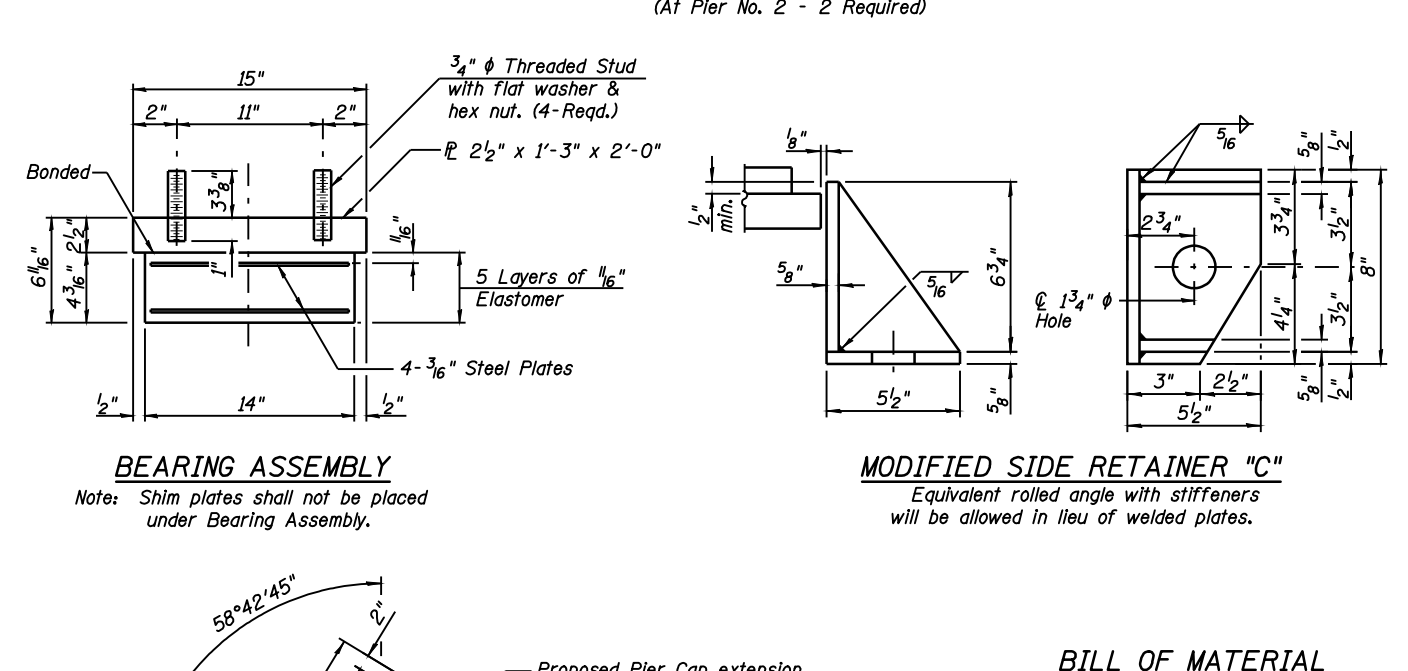
Note: Shim plates shall not be placed under Bearing Assembly.

MODIFIED SIDE RETAINER

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

TYPE I ELASTOMERIC EXP. BRG.

(At Pier No. 2 - 2 Required)

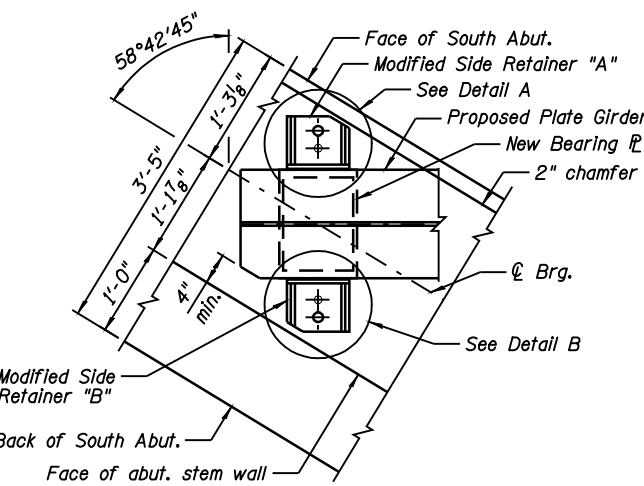


BEARING ASSEMBLY

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

MODIFIED SIDE RETAINER "C"

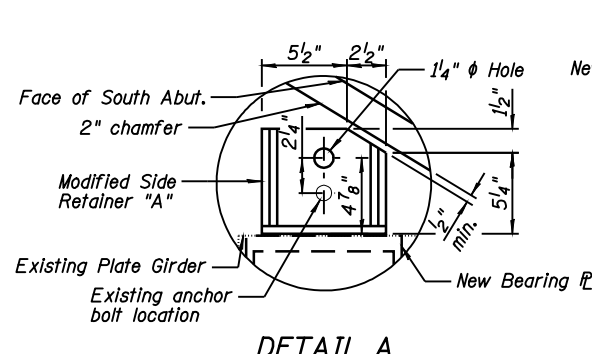
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



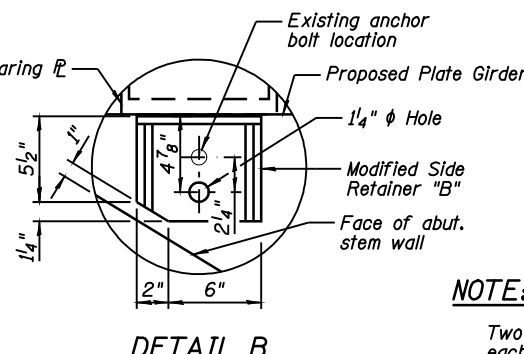
BEARING PLAN AT SOUTH ABUTMENT

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 03/05/09 I-2E-1



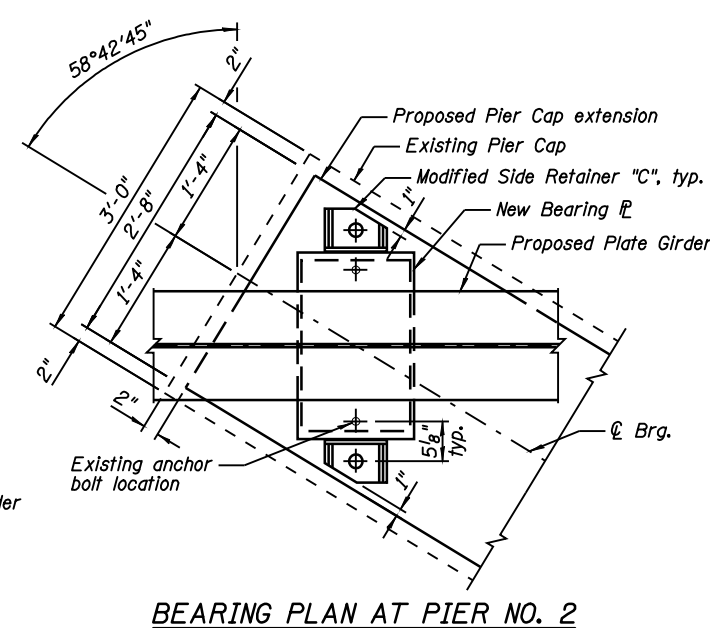
DETAIL A



DETAIL B

NOTE:

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



BEARING PLAN AT PIER NO. 2

BILL OF MATERIAL

Item	Unit	Total
Erecting Elastomeric Bearing Assembly, Type I	Each	4
Anchor Bolts, 1"	Each	4
Anchor Bolts, 1 1/2"	Each	4

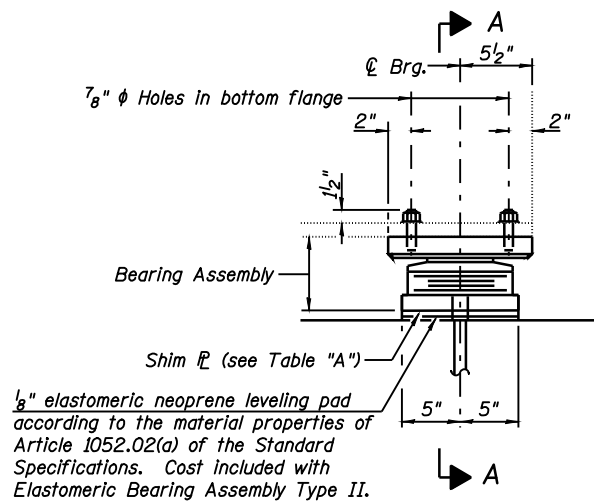
TABLE "A"

Location/Girder No.	Shim Thickness
Pier No. 2/1	1/2"

PROPOSED GIRDER TYPE I
BEARING DETAILS
STRUCTURE NO. 084-0028

SHEET NO.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
B29	55	(84-3HB-6)BR	SANGAMON	90	63
44 SHEETS		SN 084-0028	CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

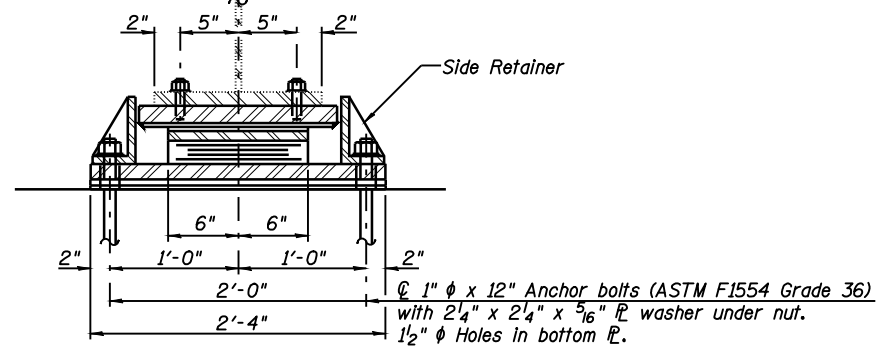
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



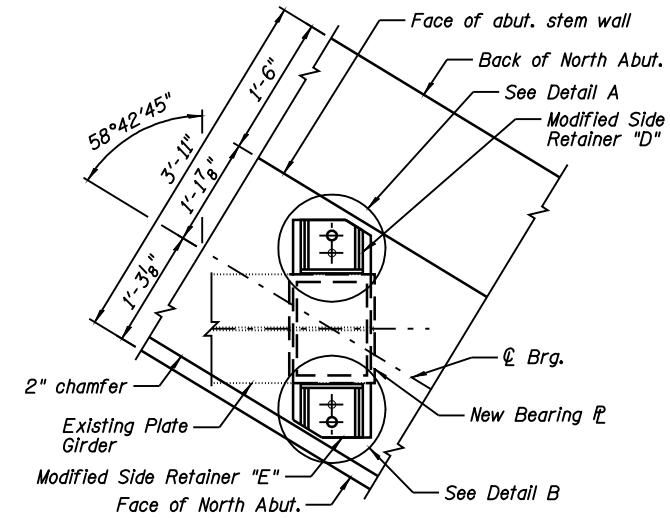
ELEVATION AT NORTH ABUT.

1/8" elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Elastomeric Bearing Assembly Type II.

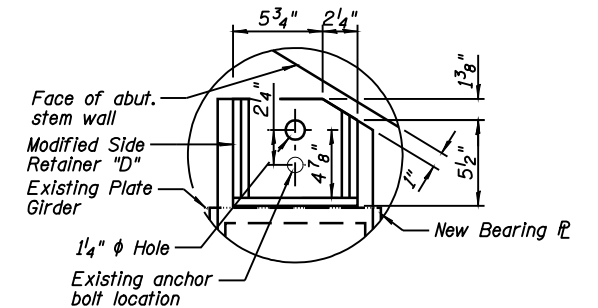
TYPE II ELASTOMERIC EXP. BRG.
(At North Abutment - 4 Required)



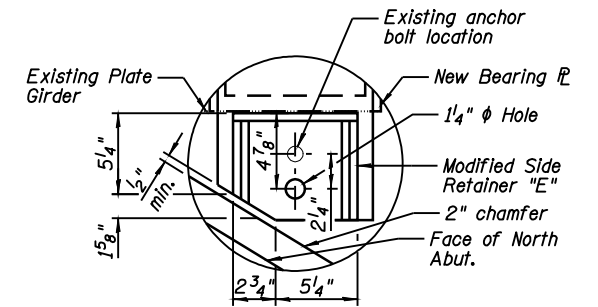
SECTION A-A



BEARING PLAN AT NORTH ABUTMENT



DETAIL A



DETAIL B

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

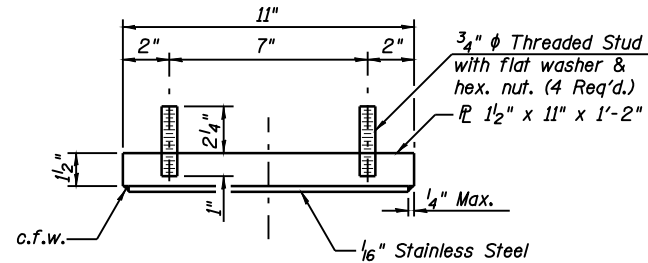
Anchor bolts for Type II bearings shall be placed in holes drilled in the concrete through holes in the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.

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

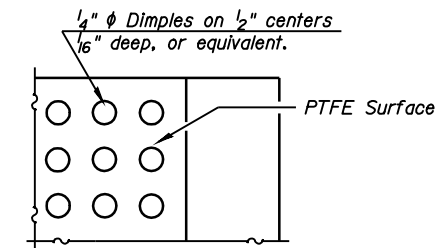
Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.

The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

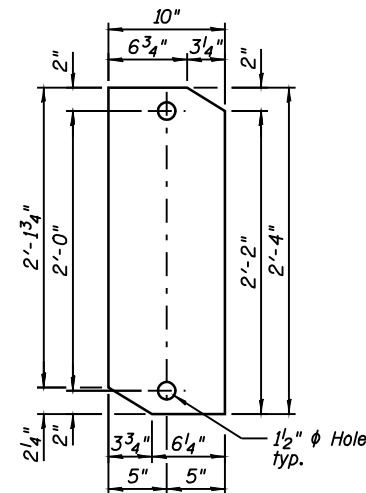
Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.



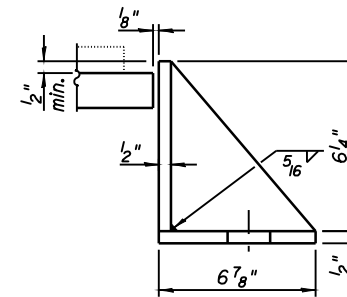
TOP BEARING ASSEMBLY



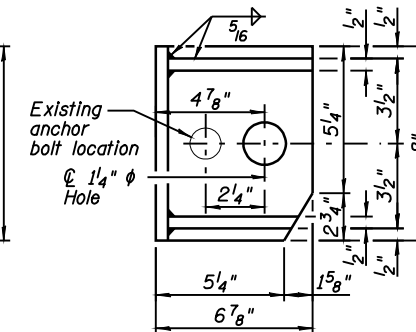
PLAN-PTFE SURFACE



BOTTOM PLATE PLAN



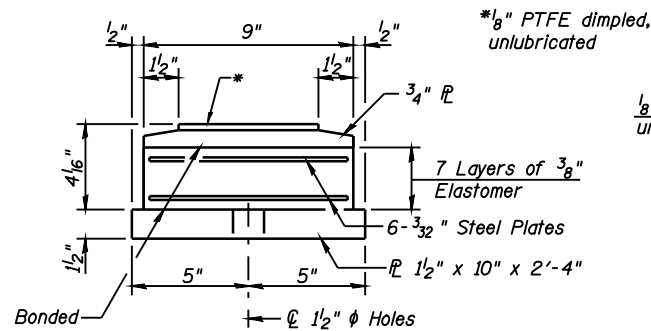
"D"



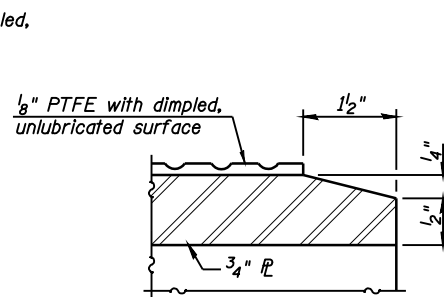
"E"

MODIFIED SIDE RETAINER

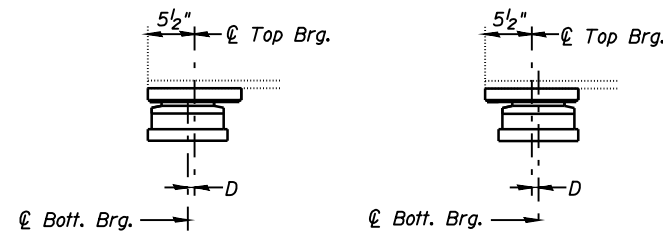
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



BOTTOM BEARING ASSEMBLY



SECTION THRU PTFE



BELOW 50°F.

ABOVE 50°F.

(Move bott. brg. away from fixed brg.) (Move bott. brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.

D=1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

NOTE:

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

BILL OF MATERIAL

Item	Unit	Total
Erecting Elastomeric Bearing Assembly, Type II	Each	4
Anchor Bolts, 1"	Each	8

TABLE "A"

Girder No.	Shim Thickness
2	3/8"
3	1/2"

EXISTING GIRDER TYPE II
BEARING DETAILS
STRUCTURE NO. 084-0028

DESIGNED JML
CHECKED MSW
DRAWN DJM
CHECKED MGO/MSW

DATE 03/05/09

I-2E-2

10-1-08

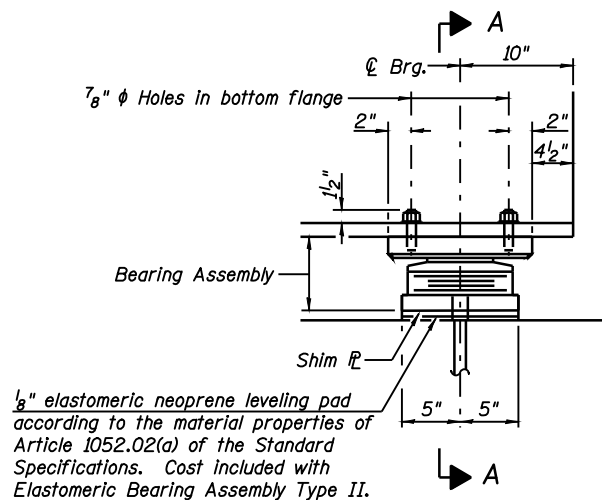
FARNSWORTH GROUP, INC.

CONSULTING ENGINEERS - 2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / (309) 663-1571 FAX

SHEET NO. B30 44 SHEETS	F.A.I. RTE. 55	SECTION (84-3HB-6)BR	COUNTY SANGAMON	TOTAL SHEETS 90	SHEET NO. 64
	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

24-8181

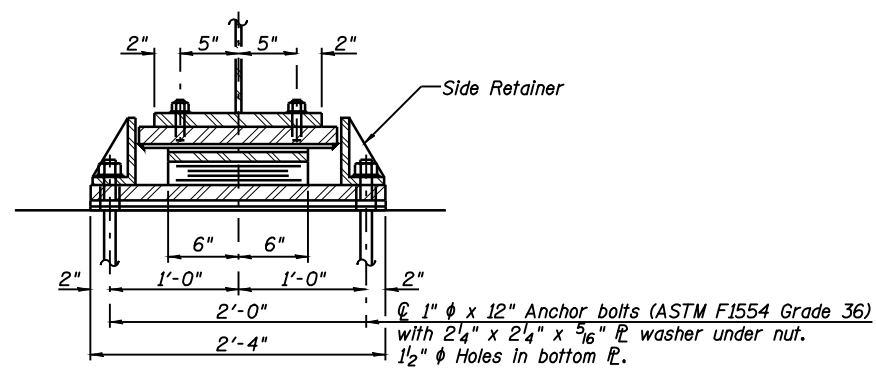
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



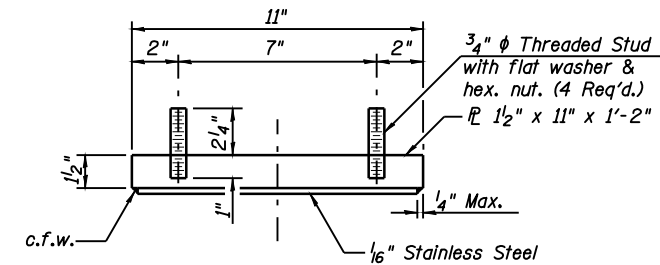
1/8" elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Elastomeric Bearing Assembly Type II.

ELEVATION AT NORTH ABUT.

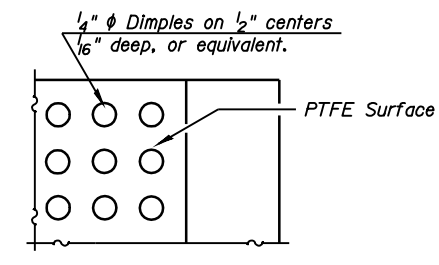
TYPE II ELASTOMERIC EXP. BRG.
(At North Abutment - 2 Required)



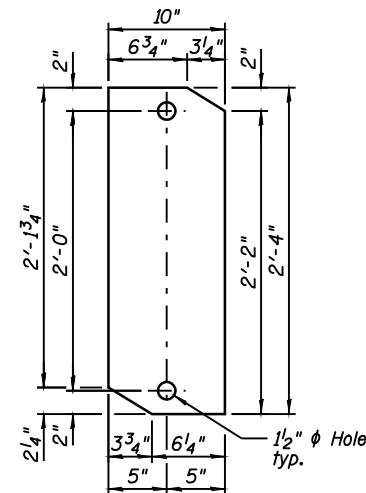
SECTION A-A



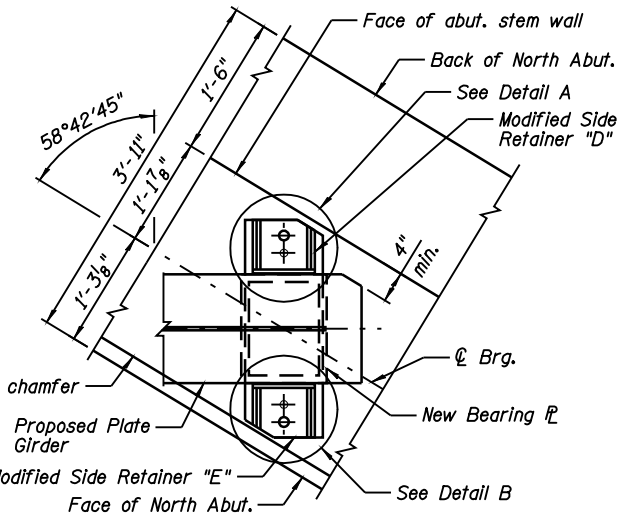
TOP BEARING ASSEMBLY



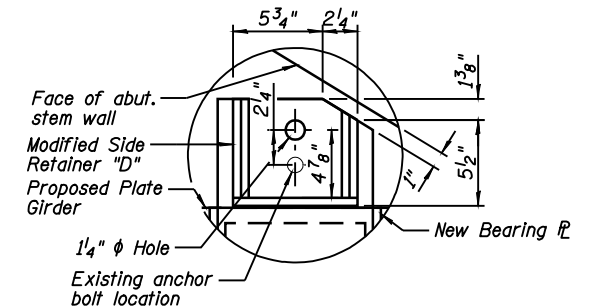
PLAN-PTFE SURFACE



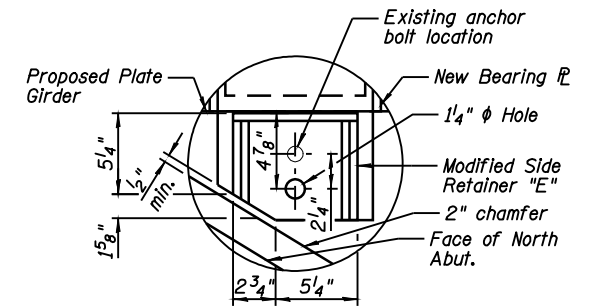
BOTTOM PLATE PLAN



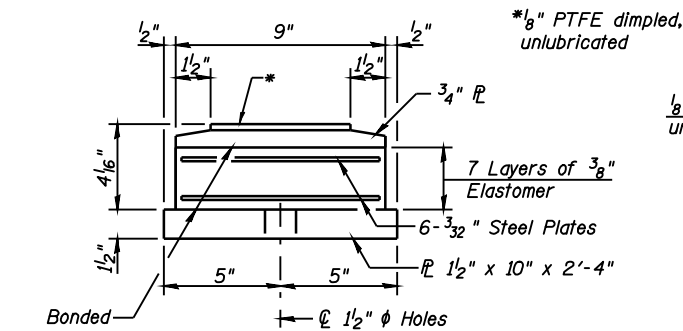
BEARING PLAN AT NORTH ABUTMENT



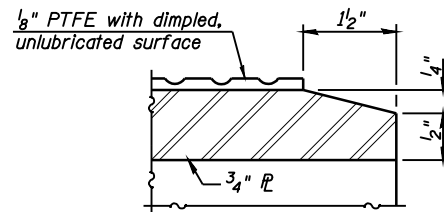
DETAIL A



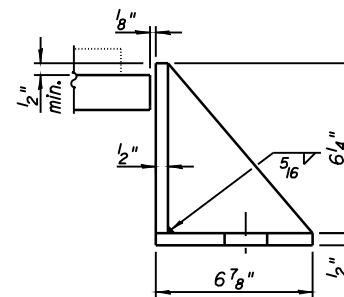
DETAIL B



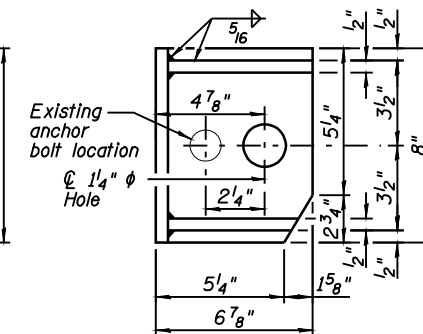
BOTTOM BEARING ASSEMBLY



SECTION THRU PTFE



"D"



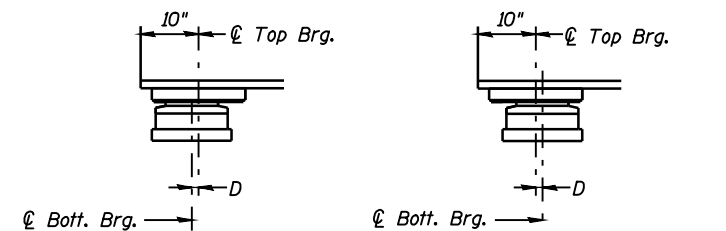
"E"

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

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts for Type II bearings shall be placed in holes drilled in the concrete through holes in the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.
The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.
Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

BILL OF MATERIAL

Item	Unit	Total
Erecting Elastomeric Bearing Assembly, Type II	Each	2
Anchor Bolts, 1"	Each	4



BELOW 50°F. (Move bott. brg. away from fixed brg.)
ABOVE 50°F. (Move bott. brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.

D=1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

NOTE:

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

DESIGNED JML
CHECKED MSW
DRAWN DJM
CHECKED MGO/MSW

DATE 03/05/09

I-2E-2

10-1-08

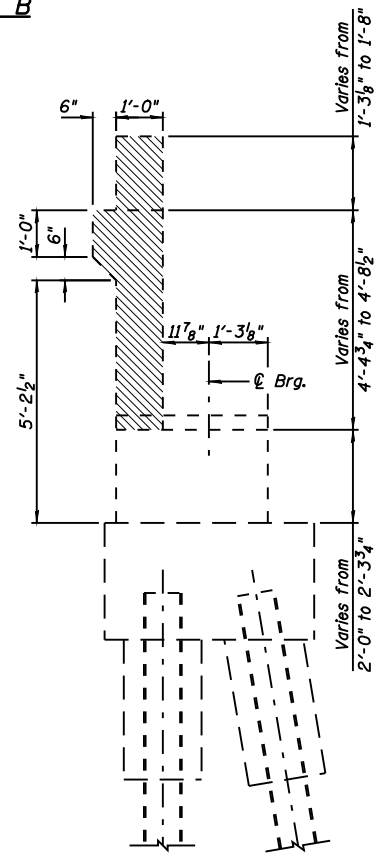
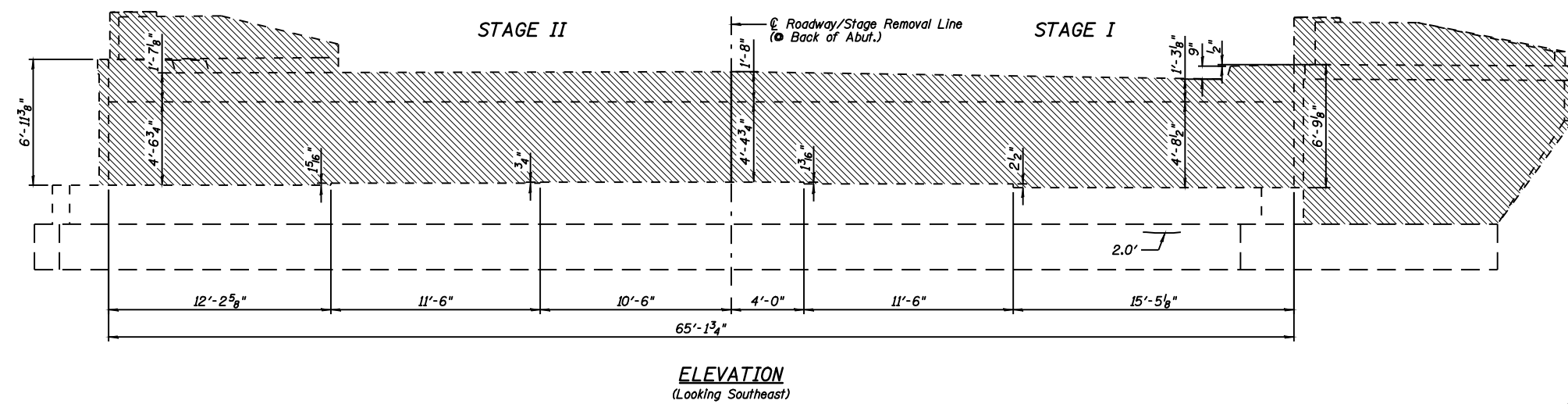
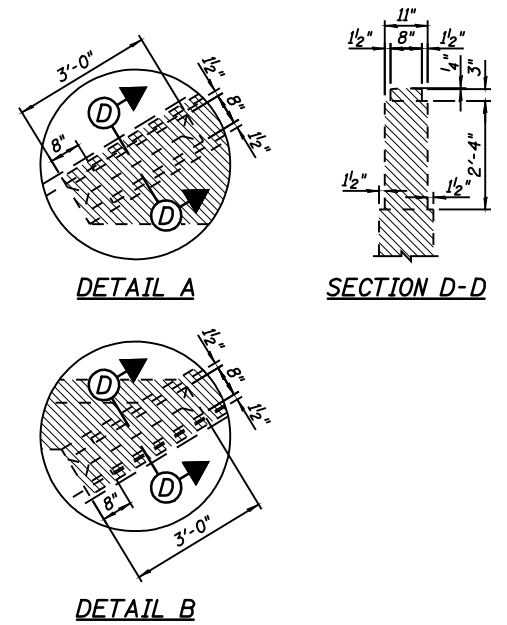
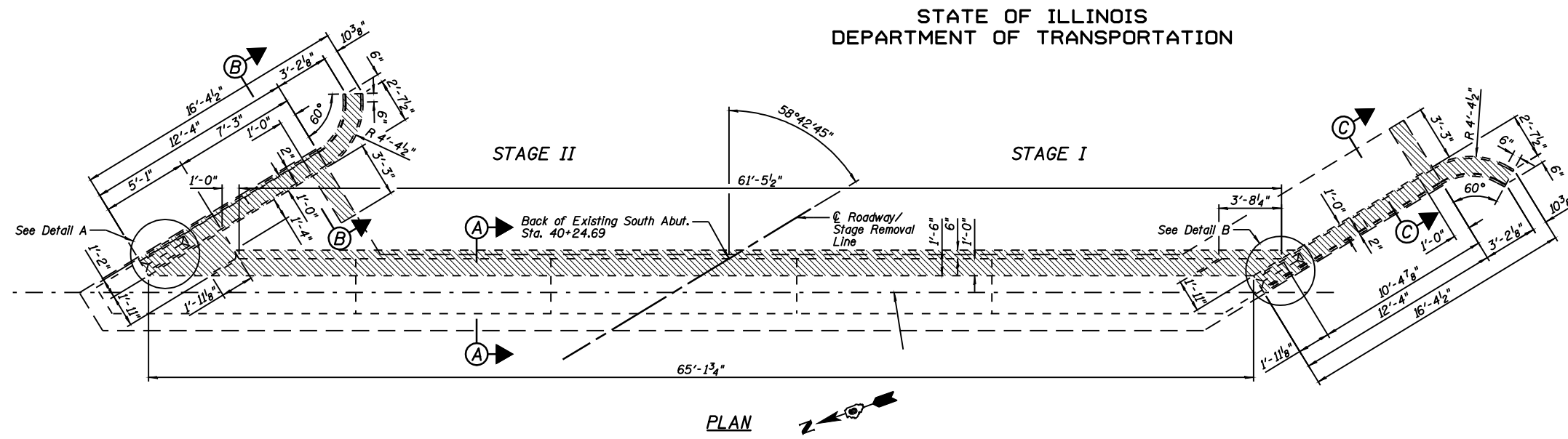
FARNSWORTH GROUP, INC.

CONSULTING ENGINEERS - 2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / (309) 663-1571 FAX

SHEET NO. B31 44 SHEETS	F.A.I. RTE. 55	SECTION (84-3HB-6)BR	COUNTY SANGAMON	TOTAL SHEETS 90	SHEET NO. 65
	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

PROPOSED GIRDER TYPE II
BEARING DETAILS
STRUCTURE NO. 084-0028

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	29.8
Epoxy Crack Injection	Foot	2

NOTE:
Existing reinforcement shall be cut off flush.

LEGEND

Concrete Removal

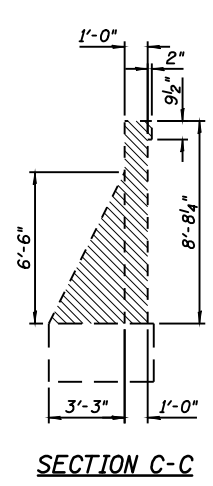
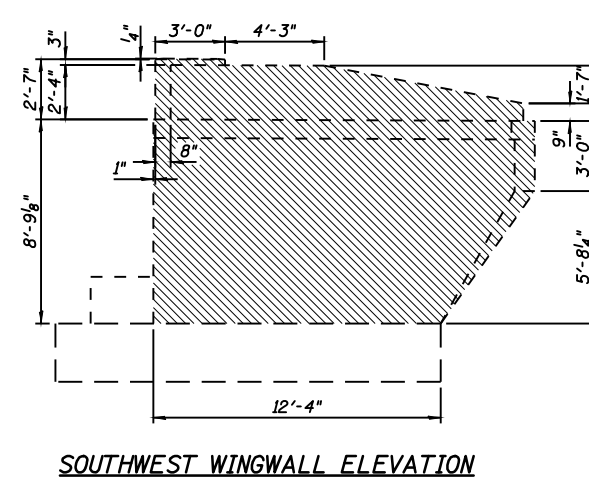
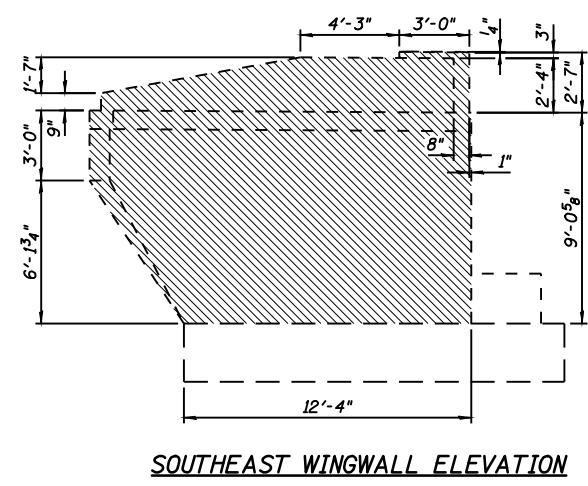
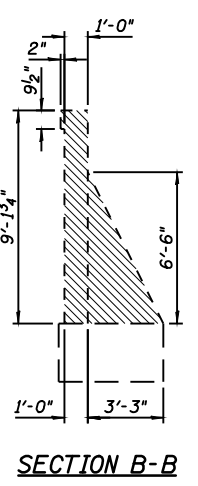
1.0' Epoxy Crack Injection

SECTION A-A
(Rt. L's)

**SOUTH ABUTMENT
REMOVAL AND REPAIR
STRUCTURE NO. 084-0028**

DESIGNED JML
CHECKED MSW
DRAWN DJM
CHECKED MGO/MSW

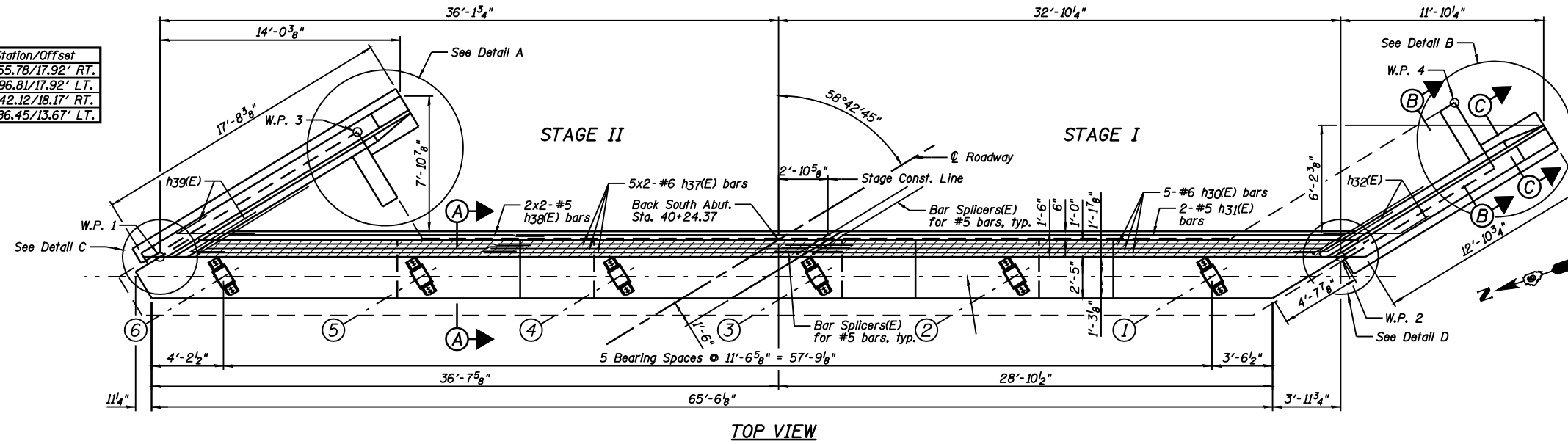
DATE 03/05/09



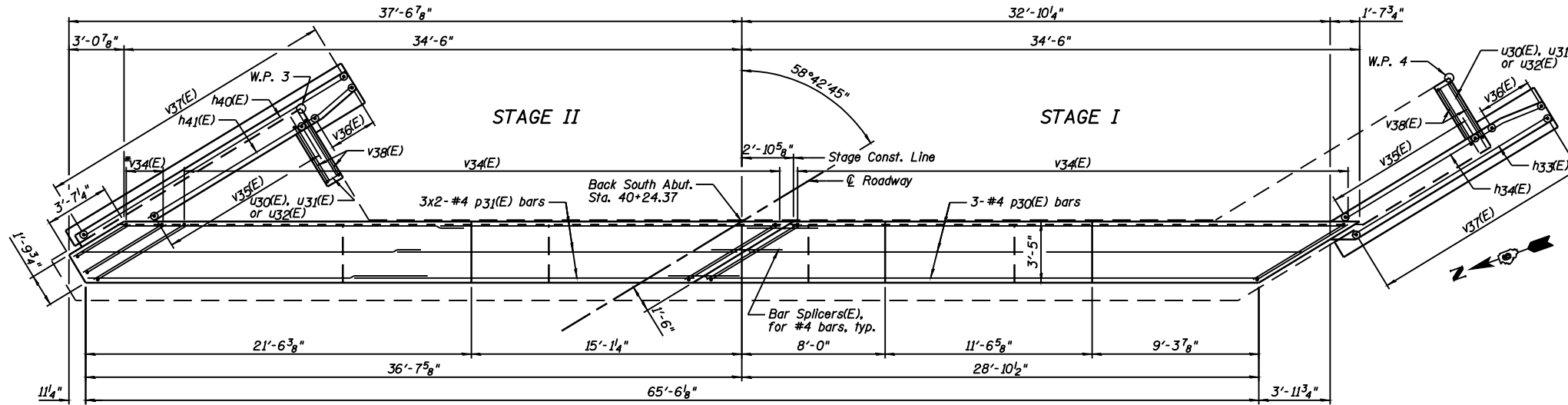
SHEET NO. B32	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	66
44 SHEETS	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

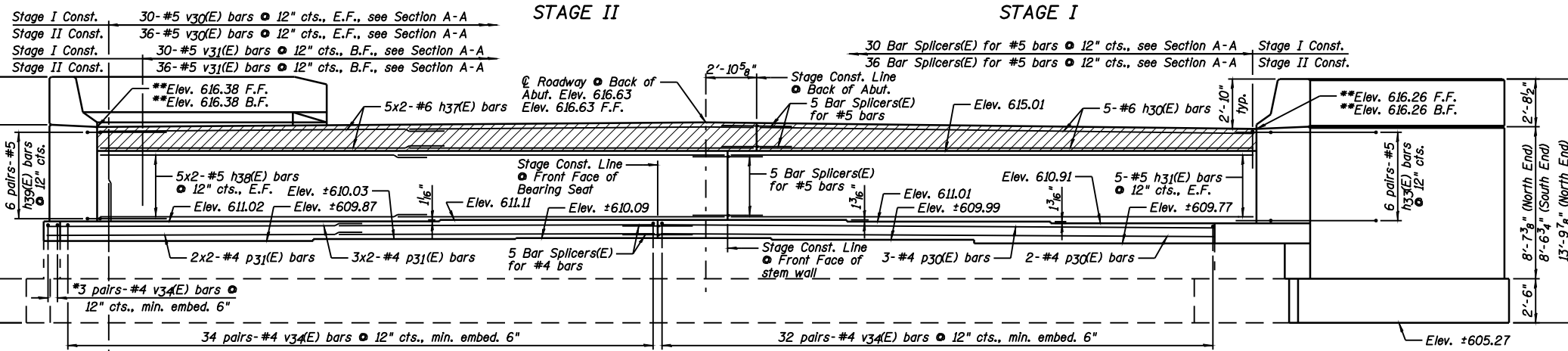
Location	Station/Offset
W.P. 1	40+55.78/17.92' RT.
W.P. 2	39+96.81/17.92' LT.
W.P. 3	40+42.12/18.17' RT.
W.P. 4	39+86.45/13.67' LT.



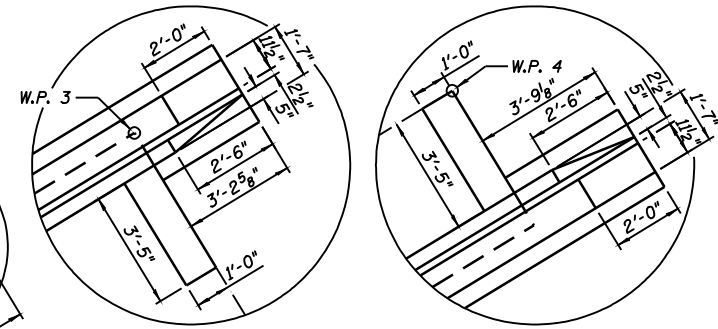
TOP VIEW



PLAN - BEARING SEAT

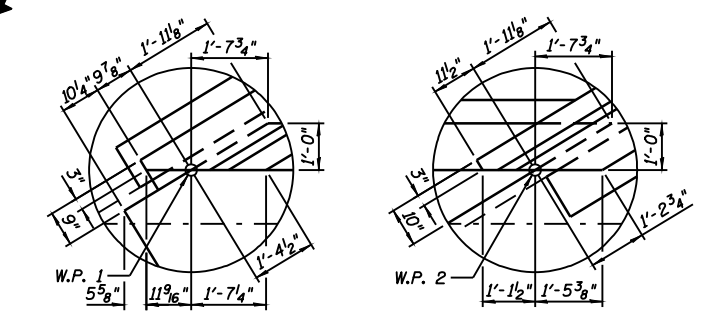


ELEVATION



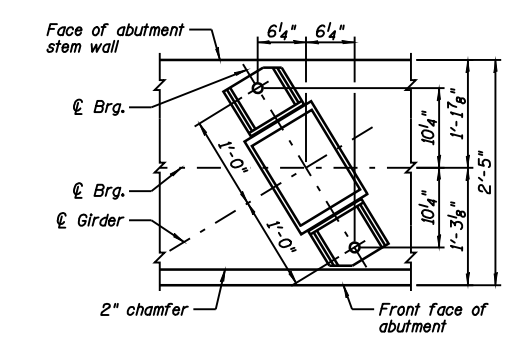
DETAIL A

DETAIL B



DETAIL C

DETAIL D



TYPICAL ANCHOR BOLT PLACEMENT DETAIL

NOTES:

- See Sheet B35 for Section A-A and Sheet B34 for Section B-B & C-C.
- Hatched area to be poured after superstructure false work has been removed. Quantity included with Concrete Superstructure shown on Sheet B16.
- Drill & epoxy grout v32(E), v33(E) & v34(E) bars in appropriate drilled holes according to Section 584 of the Standard Specifications. The type of epoxy shall be approved by the Engineer.
- See Sheet B35 for Bill of Material and Bar Cutting Diagram.
- Space reinforcement in cap to miss anchor bolts.
- F.F. denotes Front Face, B.F. denotes Back Face & E.F. denotes Each Face.
- See Sheet B44 for Bar Splicer Details.
- Bar Splicers extending from the back wall into the approach slab shall be placed parallel to the approach slab reinforcement.

SOUTH ABUTMENT
STRUCTURE NO. 084-0028

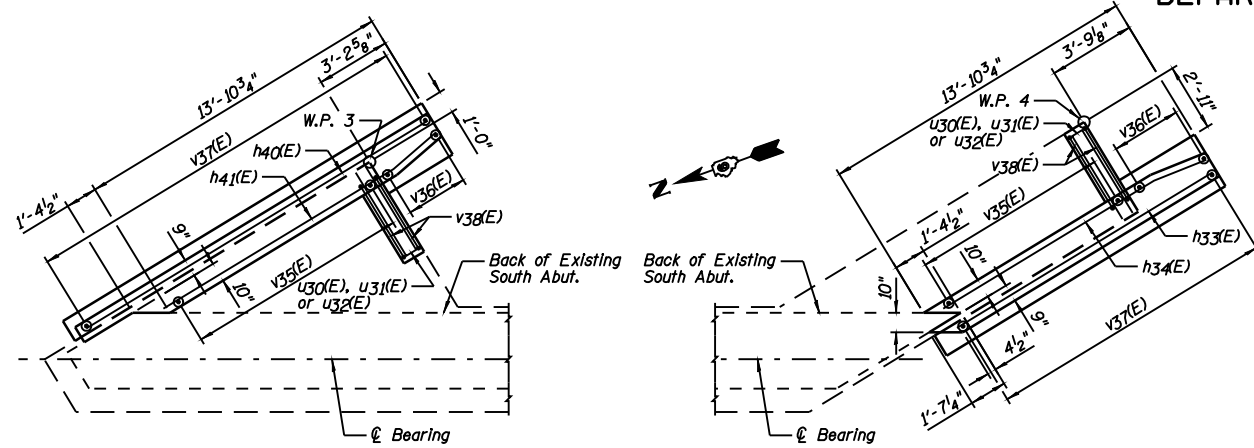
DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

*Field cut #4 v34(E) bars to fit.
**Elevations are located at the front and back face of the hatched area.

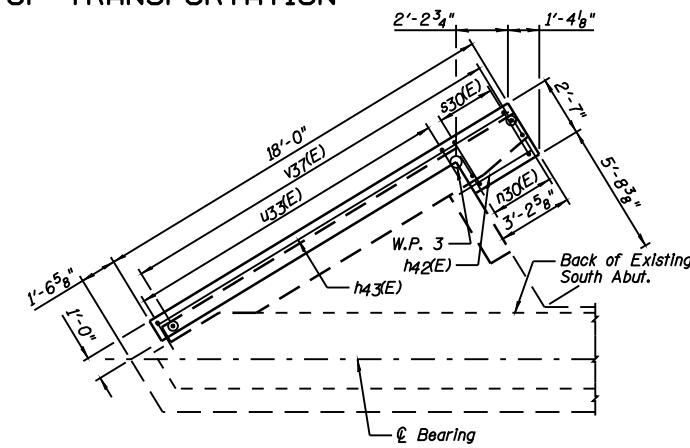
BAR LAP
#4 - 1'-4"
#5 - 1'-8"
#6 - 2'-0"

SHEET NO. B33 44 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	67
SN 084-0028			CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

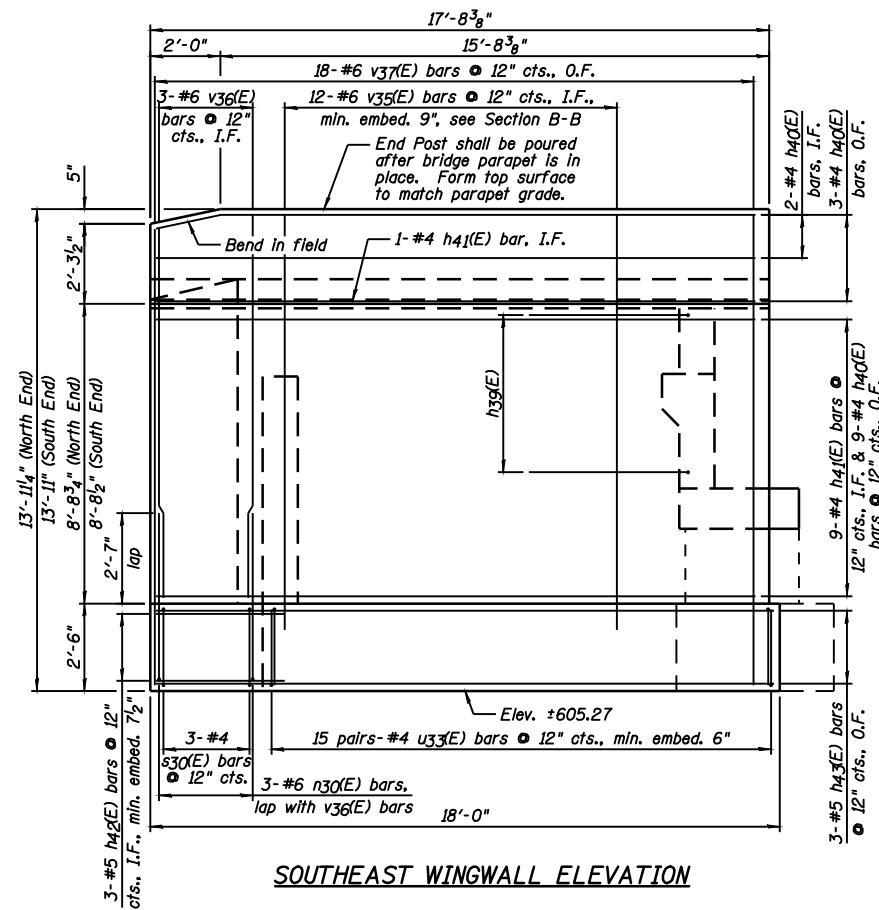
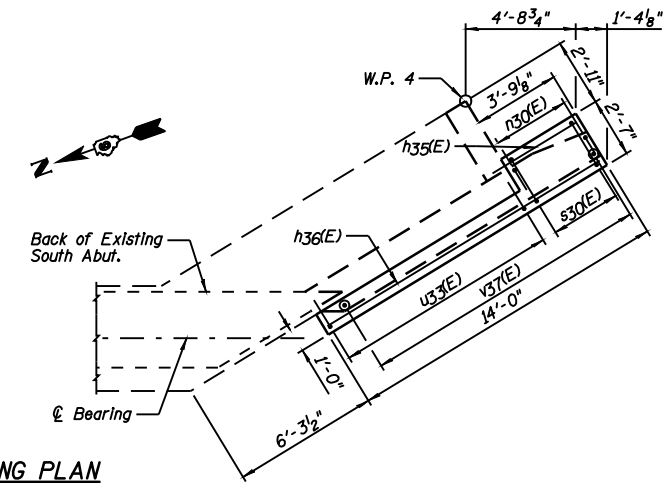
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



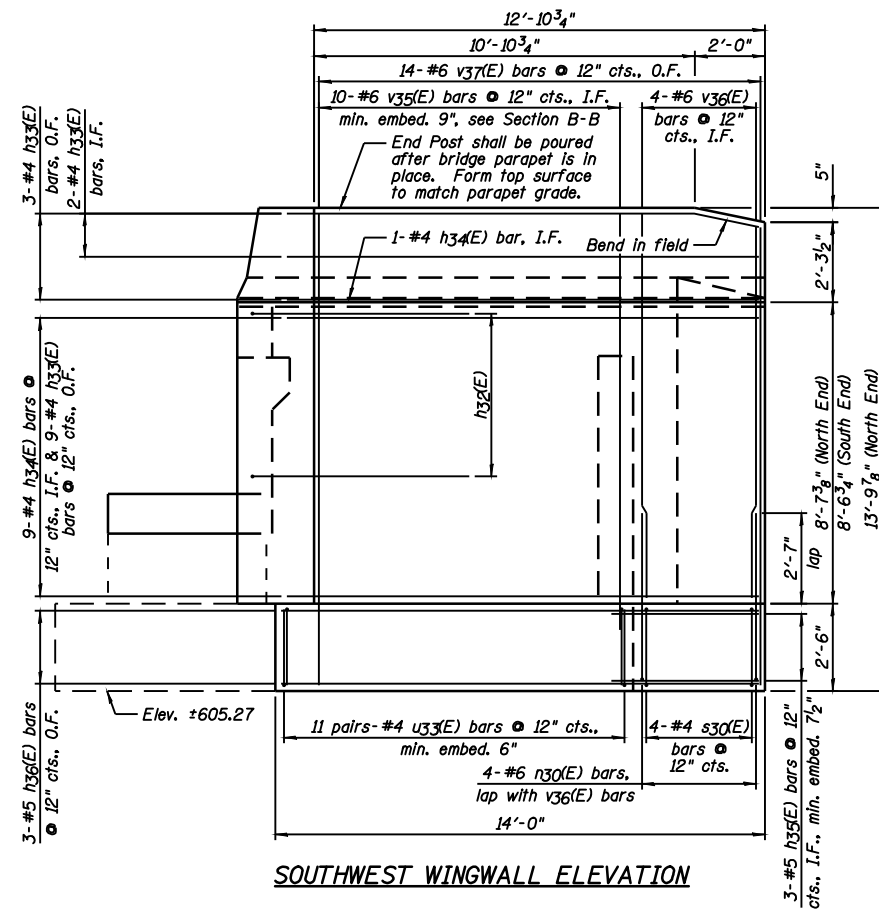
PARTIAL PLAN @ ELEV. 609.70



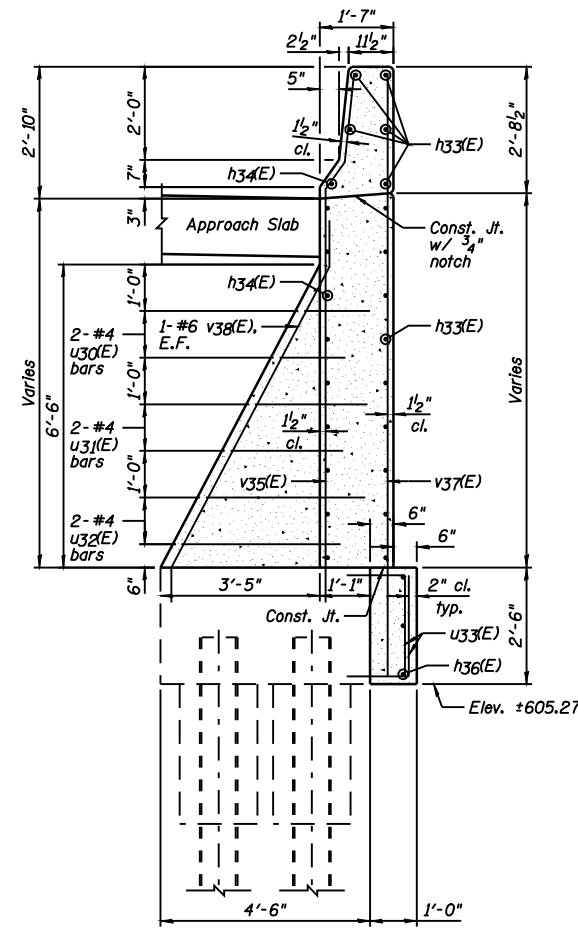
PARTIAL FOOTING PLAN



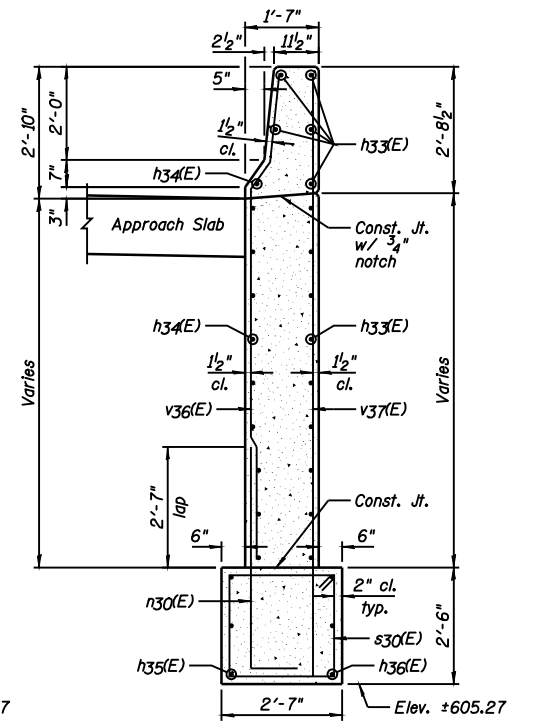
SOUTHEAST WINGWALL ELEVATION



SOUTHWEST WINGWALL ELEVATION



SECTION B-B
(Similar for Southeast Wingwall)



SECTION C-C
(Similar for Southeast Wingwall)

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 03/05/09

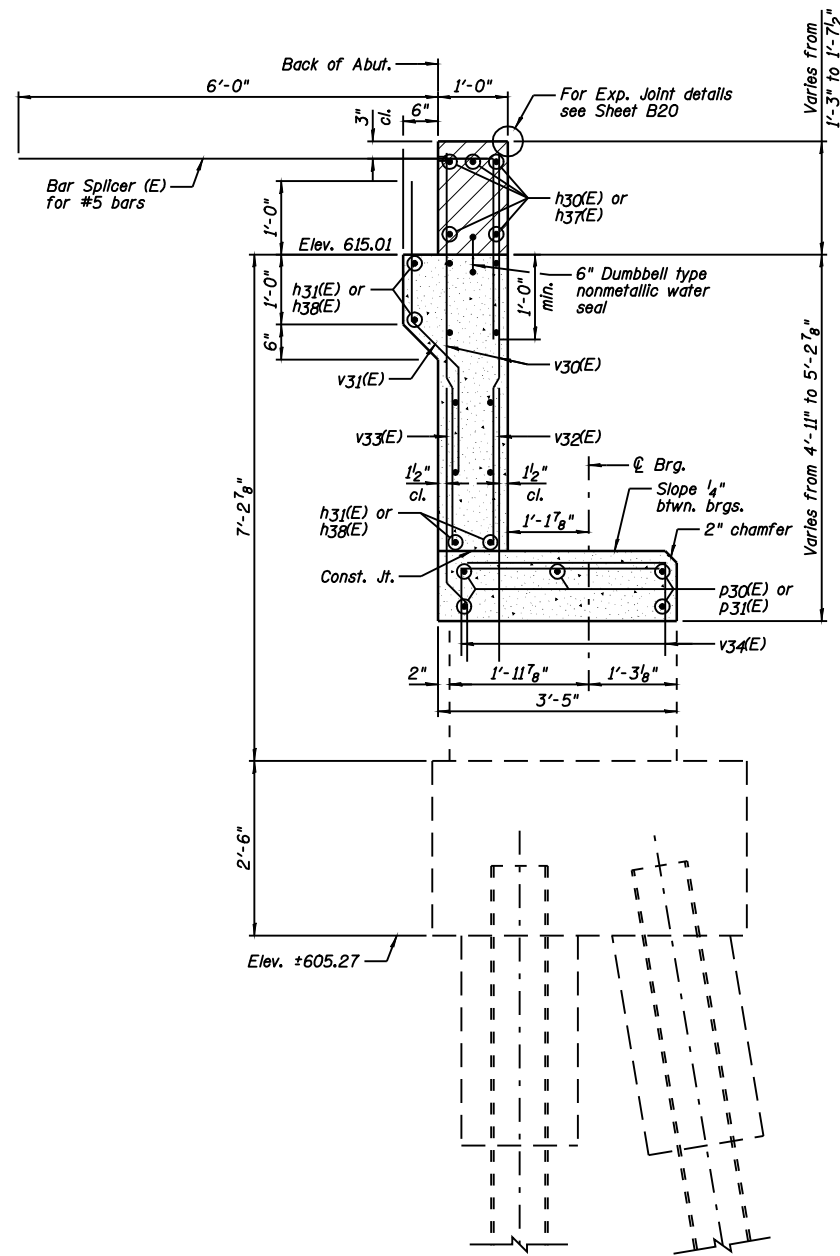
FARNSWORTH GROUP, INC.

NOTES:

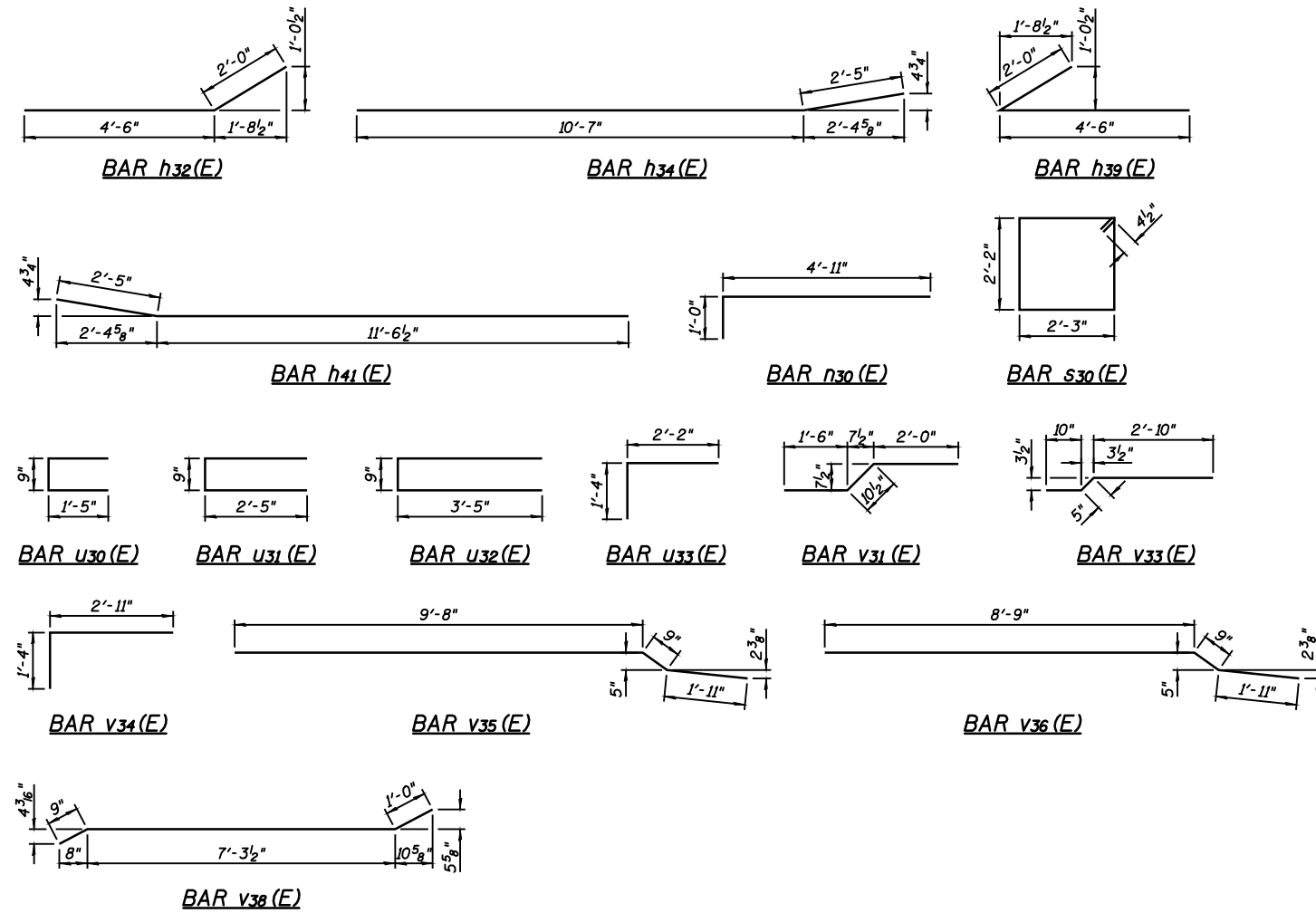
- See Sheet B33 for location of Sections B-B & C-C.
- Drill & epoxy grout h35(E), h42(E), u33(E), v35(E) & v36(E) bars in appropriate drilled holes according to Section 584 of the Standard Specifications. The type of epoxy grout shall be approved by the Engineer.
- See Sheet B35 for Bill of Material.
- I.F. denotes Inside Face & O.F. denotes Outside Face.

SHEET NO. B34	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	68
44 SHEETS	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION A-A



SOUTH ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h30(E)	5	#6	29'-5"	—
h31(E)	12	#5	29'-5"	—
h32(E)	12	#5	6'-6"	—
h33(E)	14	#4	12'-9"	—
h34(E)	10	#4	13'-0"	—
h35(E)	3	#5	4'-3"	—
h36(E)	3	#5	13'-8"	—
h37(E)	10	#6	18'-7"	—
h38(E)	24	#5	18'-5"	—
h39(E)	12	#5	6'-6"	—
h40(E)	14	#4	17'-4"	—
h41(E)	10	#4	14'-0"	—
h42(E)	3	#5	3'-8"	—
h43(E)	3	#5	17'-8"	—
h30(E)	7	#6	5'-11"	—
p30(E)	5	#4	31'-1"	—
p31(E)	10	#4	19'-1"	—
s30(E)	7	#4	9'-7"	□
u30(E)	4	#4	3'-7"	—
u31(E)	4	#4	5'-7"	—
u32(E)	4	#4	7'-7"	—
u33(E)	52	#4	3'-6"	—
v30(E)	132	#5	5'-0"	—
v31(E)	66	#4	4'-5"	—
v32(E)	66	#5	3'-6"	—
v33(E)	66	#5	4'-1"	—
v34(E)	138	#4	4'-3"	—
v35(E)	22	#6	12'-4"	—
v36(E)	7	#6	11'-5"	—
v37(E)	32	#6	13'-5"	—
v38(E)	2	#6	9'-1"	—
Item	Unit	Quantity		
Porous Granular Embankment, Special	Cu. Yd.	199		
Structure Excavation	Cu. Yd.	199		
Concrete Structures	Cu. Yd.	45.1		
Reinforcement Bars, Epoxy Coated	Pound	5,580		
Bar Splicers	Each	88		
Concrete Sealer	Sq. Ft.	170		
Geocomposite Wall Drain	Sq. Yd.	55		
Pipe Underdrain for Structures 4"	Foot	76		

NOTES:

- See Sheet B33 for location of Section A-A.
- Hatched area to be poured after superstructure false work has been removed. Quantity included with Concrete Superstructure shown on Sheet B16.
- Drill & epoxy grout v32(E), v33(E) & v34(E) bars in appropriate drilled holes according to Section 584 of the Standard Specifications. The type of epoxy grout shall be approved by the Engineer.
- Space reinforcement in cap to miss anchor bolts.
- See Sheet B44 for Bar Splicer Details.

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 03/05/09

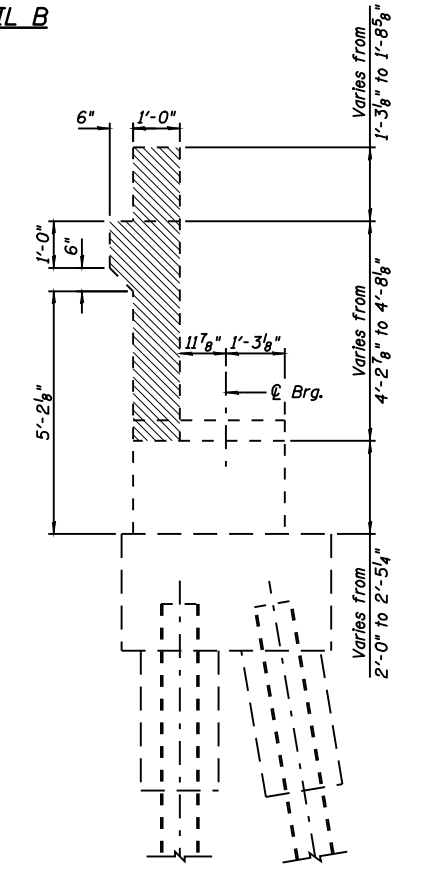
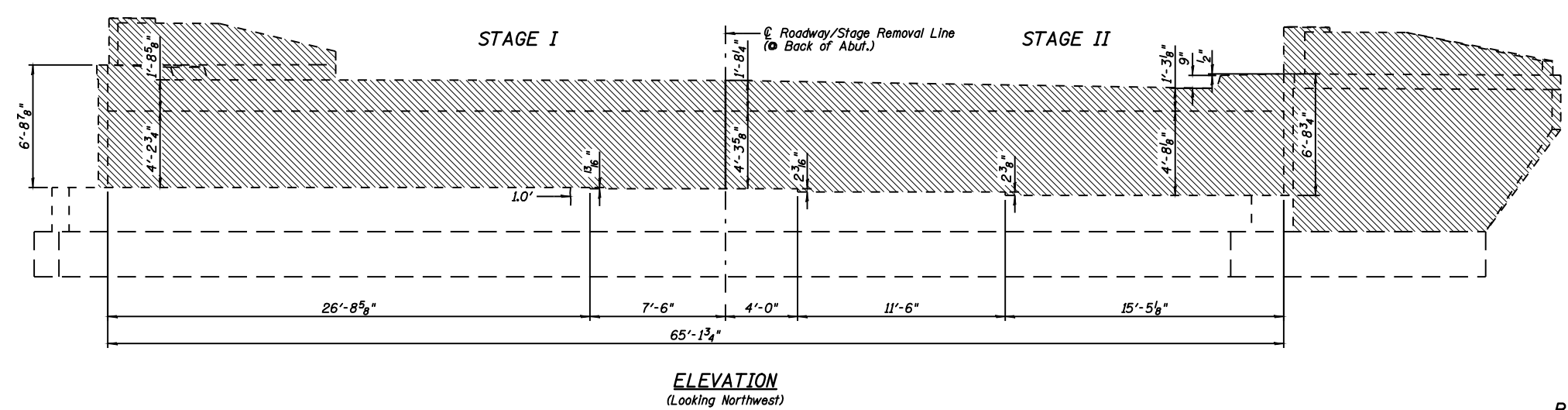
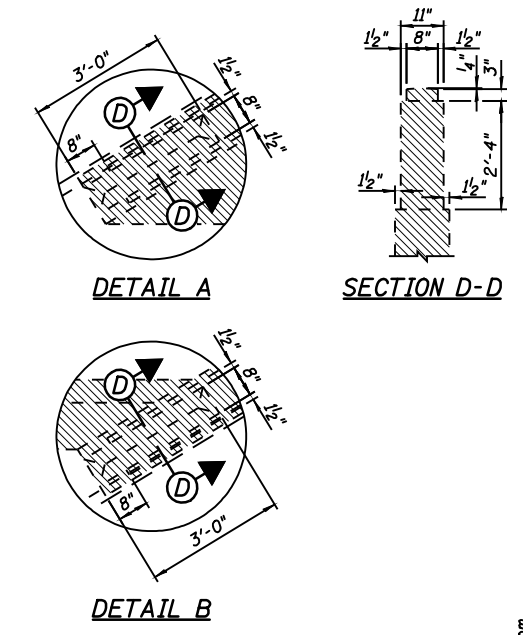
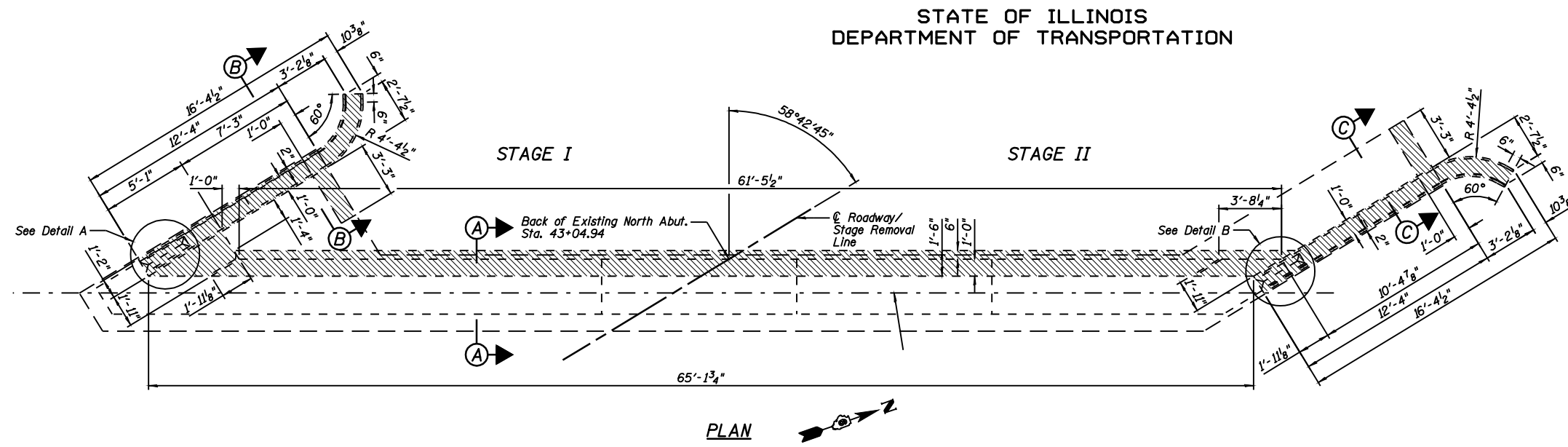
FARNSWORTH GROUP, INC.

CONSULTING ENGINEERS - 2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / (309) 663-1571 FAX

SOUTH ABUTMENT
STRUCTURE NO. 084-0028

SHEET NO. B35	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	69
44 SHEETS	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu Yd	29.5
Epoxy Crack Injection	Foot	1

NOTE:
Existing reinforcement shall be cut off flush.

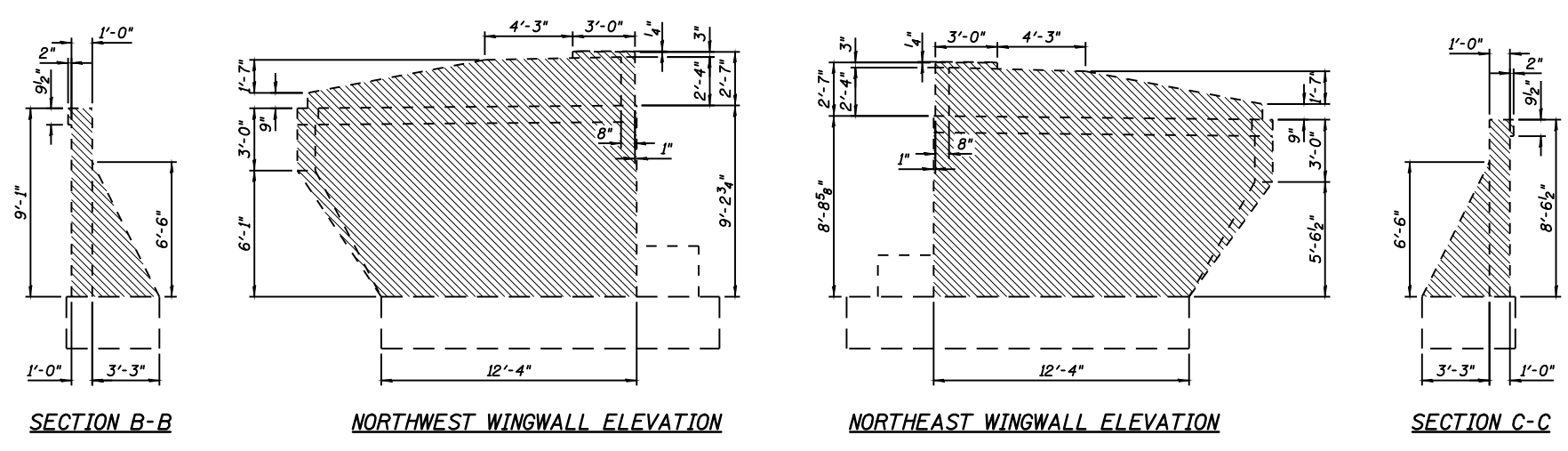
LEGEND

Concrete Removal

1.0' Epoxy Crack Injection

**NORTH ABUTMENT
REMOVAL AND REPAIR
STRUCTURE NO. 084-0028**

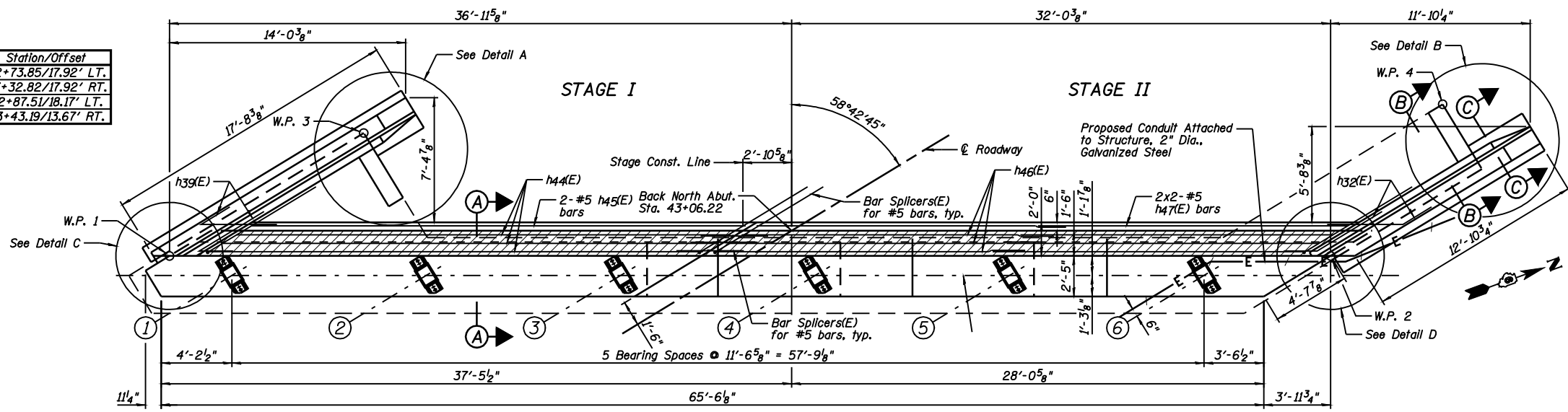
DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW
DATE	03/05/09



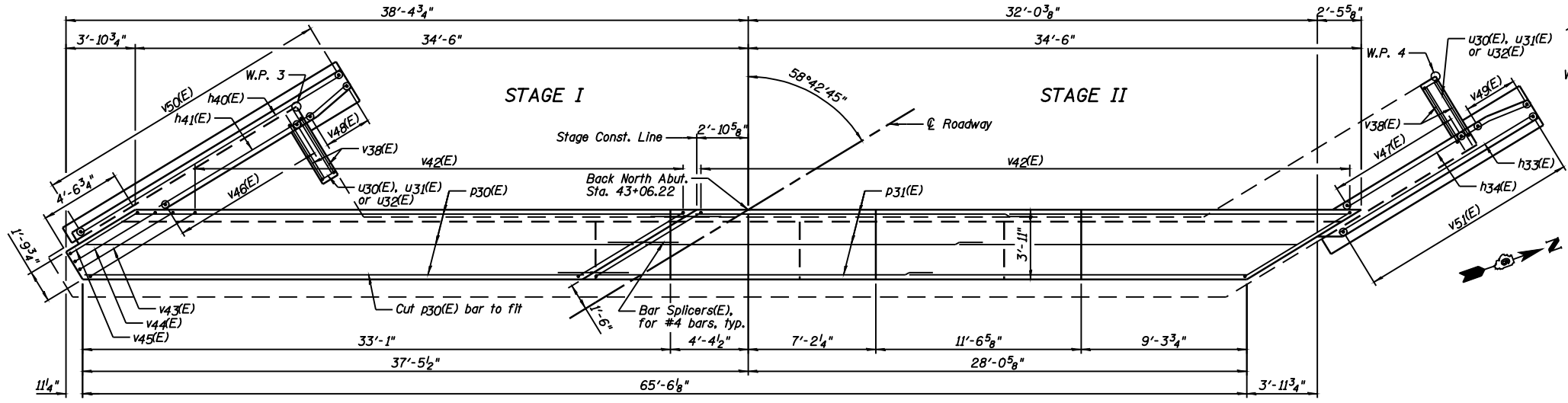
SHEET NO. B36	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	70
44 SHEETS	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

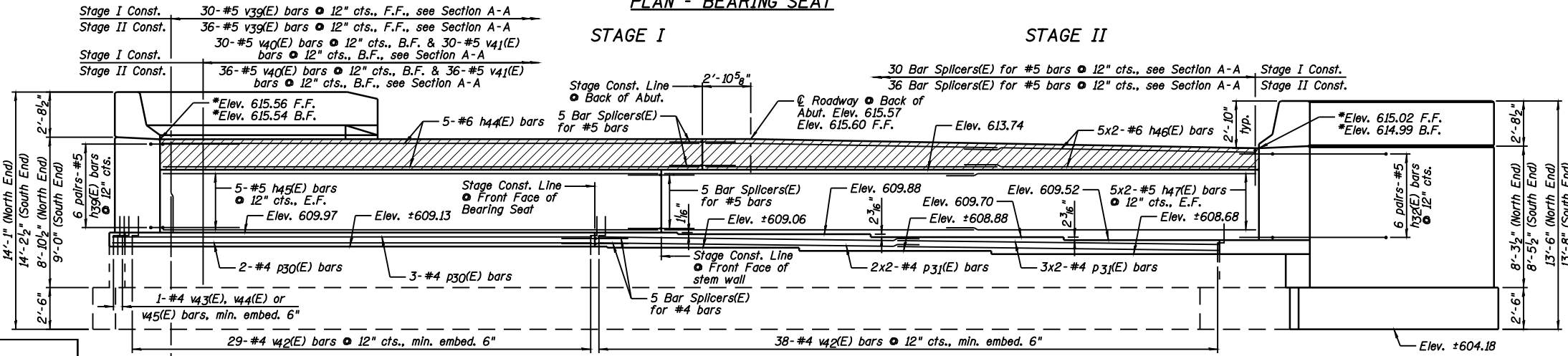
Location	Station/Offset
W.P. 1	42+73.85/17.92' LT.
W.P. 2	43+32.82/17.92' RT.
W.P. 3	42+87.51/18.17' LT.
W.P. 4	43+43.19/13.67' RT.



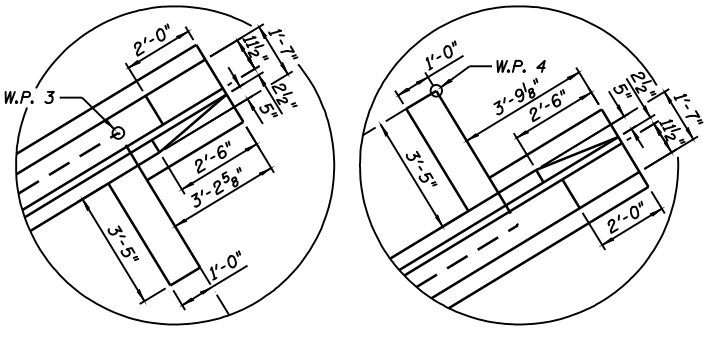
TOP VIEW



PLAN - BEARING SEAT

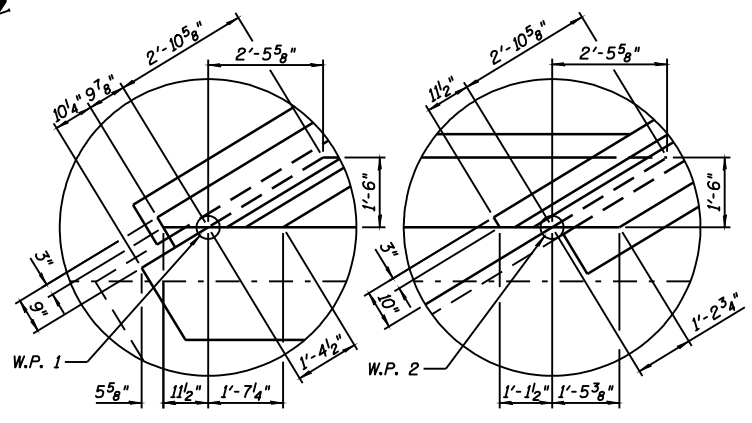


ELEVATION



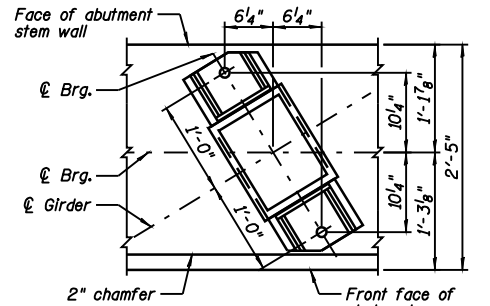
DETAIL A

DETAIL B



DETAIL C

DETAIL D



TYPICAL ANCHOR BOLT
PLACEMENT DETAIL

NOTES:

- 1.) See Sheet B39 for Section A-A and Sheet B38 for Section B-B & C-C.
- 2.) Hatched area to be poured after superstructure false work has been removed. Quantity included with Concrete Superstructure shown on Sheet B16.
- 3.) Drill & epoxy grout v32(E) & v42(E) bars in appropriate drilled holes according to Section 584 of the Standard Specifications. The type of epoxy grout shall be approved by the Engineer.
- 4.) See Sheet B39 for Bill of Material and Bar Cutting Diagram.
- 5.) Space reinforcement in cap to miss anchor bolts.
- 6.) F.F. denotes Front Face, B.F. denotes Back Face & E.F. denotes Each Face.
- 7.) See Sheet B44 for Bar Splicer Details.
- 8.) Bar Splicers extending from the back wall into the approach slab shall be placed parallel to the approach slab reinforcement.

NORTH ABUTMENT
STRUCTURE NO. 084-0028

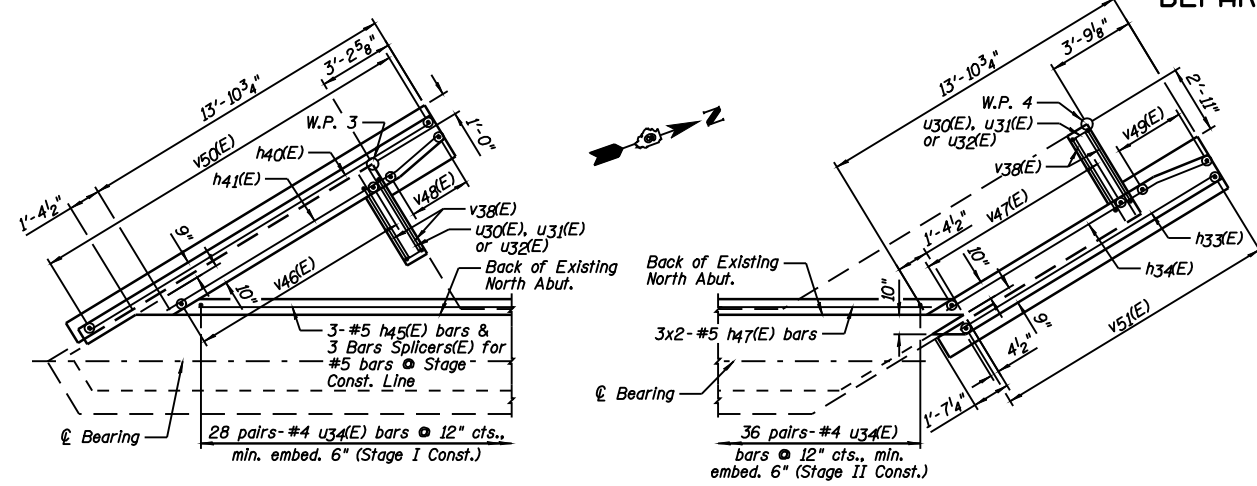
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CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 03/05/09

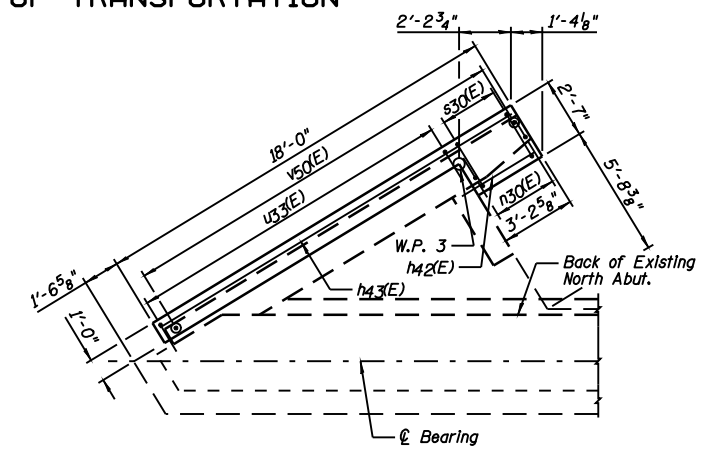
BAR LAP
#4 - 1'-4"
#5 - 1'-8"
#6 - 2'-0"

SHEET NO. B37 44 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	71
SN 084-0028			CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

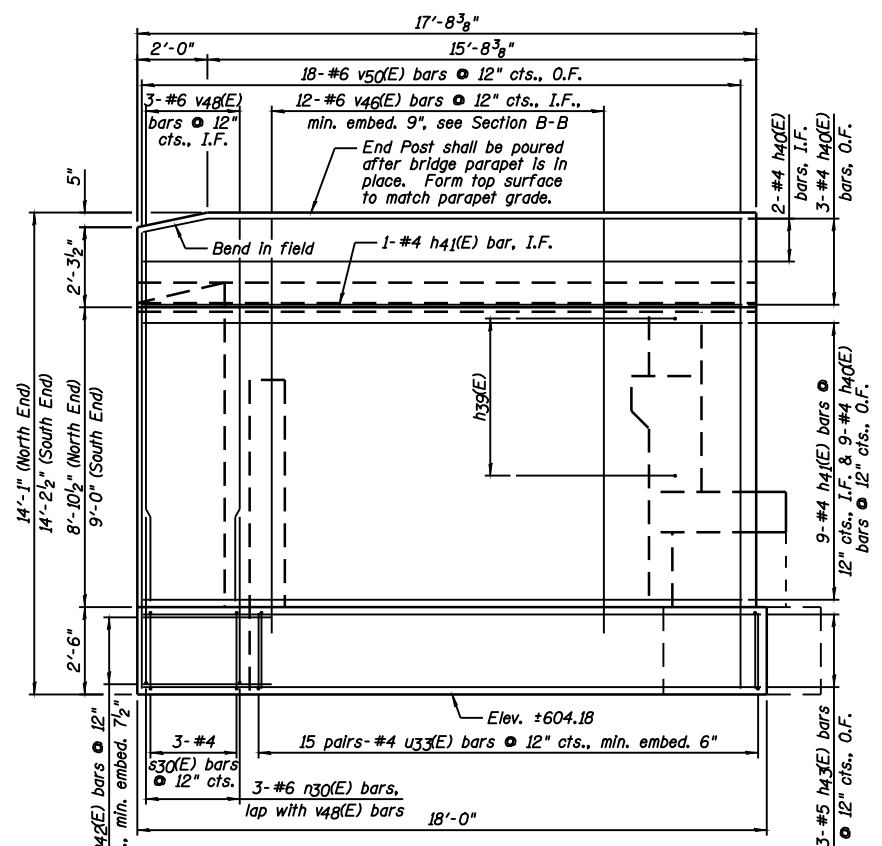
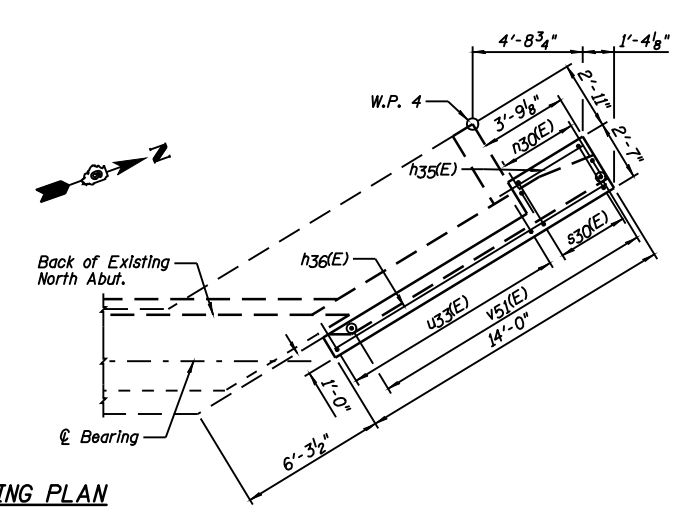
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



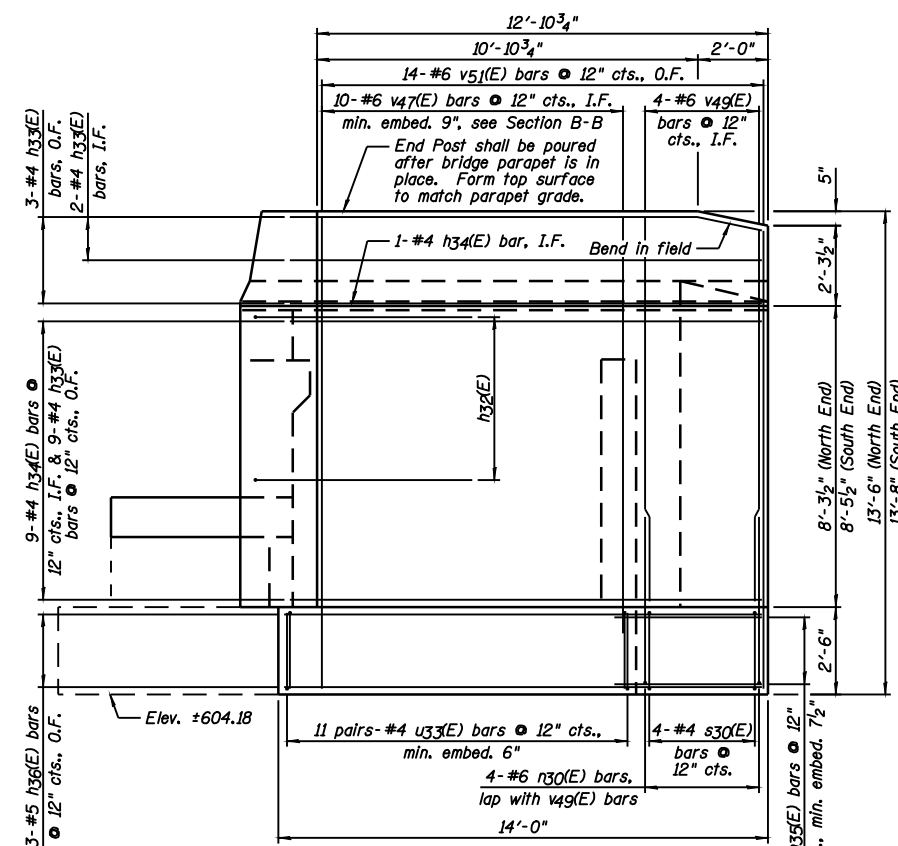
PARTIAL PLAN @ ELEV. 608.60



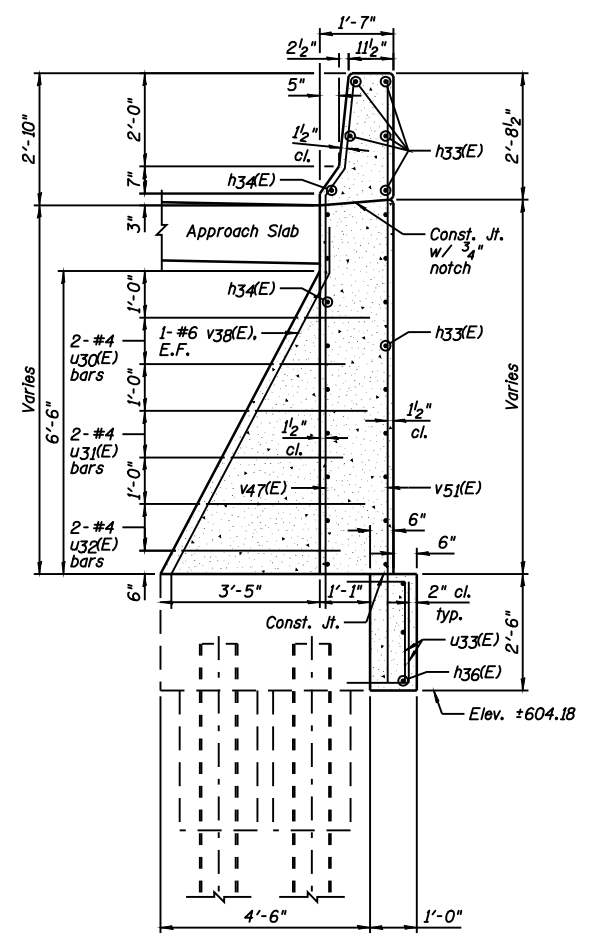
PARTIAL FOOTING PLAN



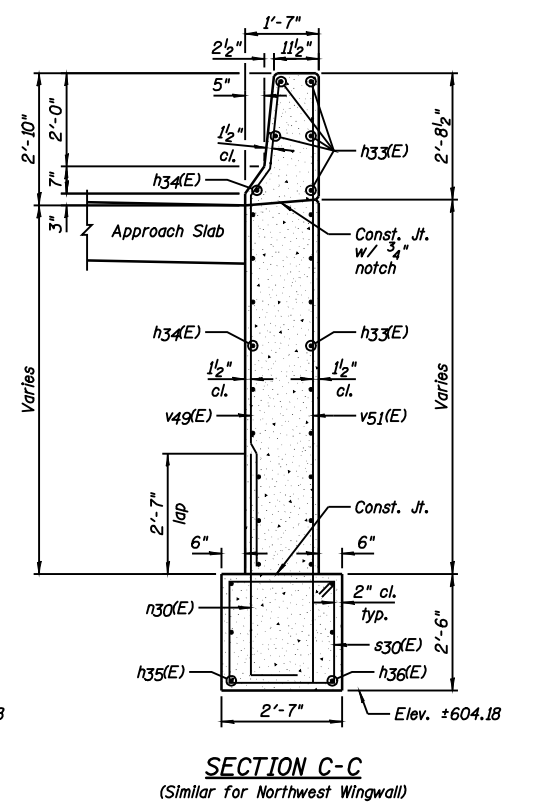
NORTHWEST WINGWALL ELEVATION



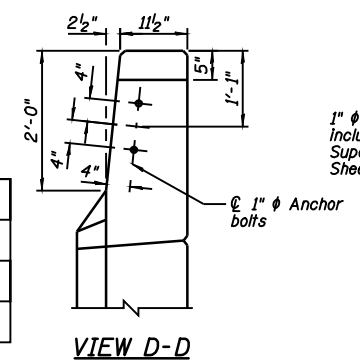
NORTHEAST WINGWALL ELEVATION



SECTION B-B
(Similar for Northwest Wingwall)

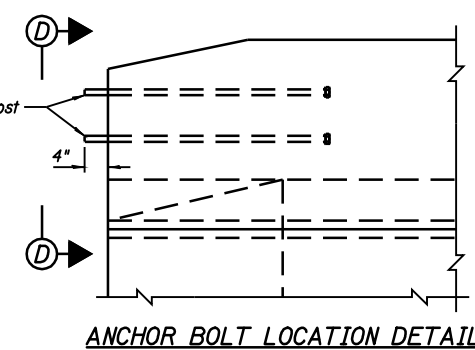


SECTION C-C
(Similar for Northwest Wingwall)

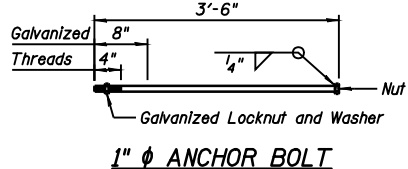


VIEW D-D

1" ϕ Anchor Bolts. Cost included with Concrete Superstructure on Sheet B16.



ANCHOR BOLT LOCATION DETAIL



1" ϕ ANCHOR BOLT

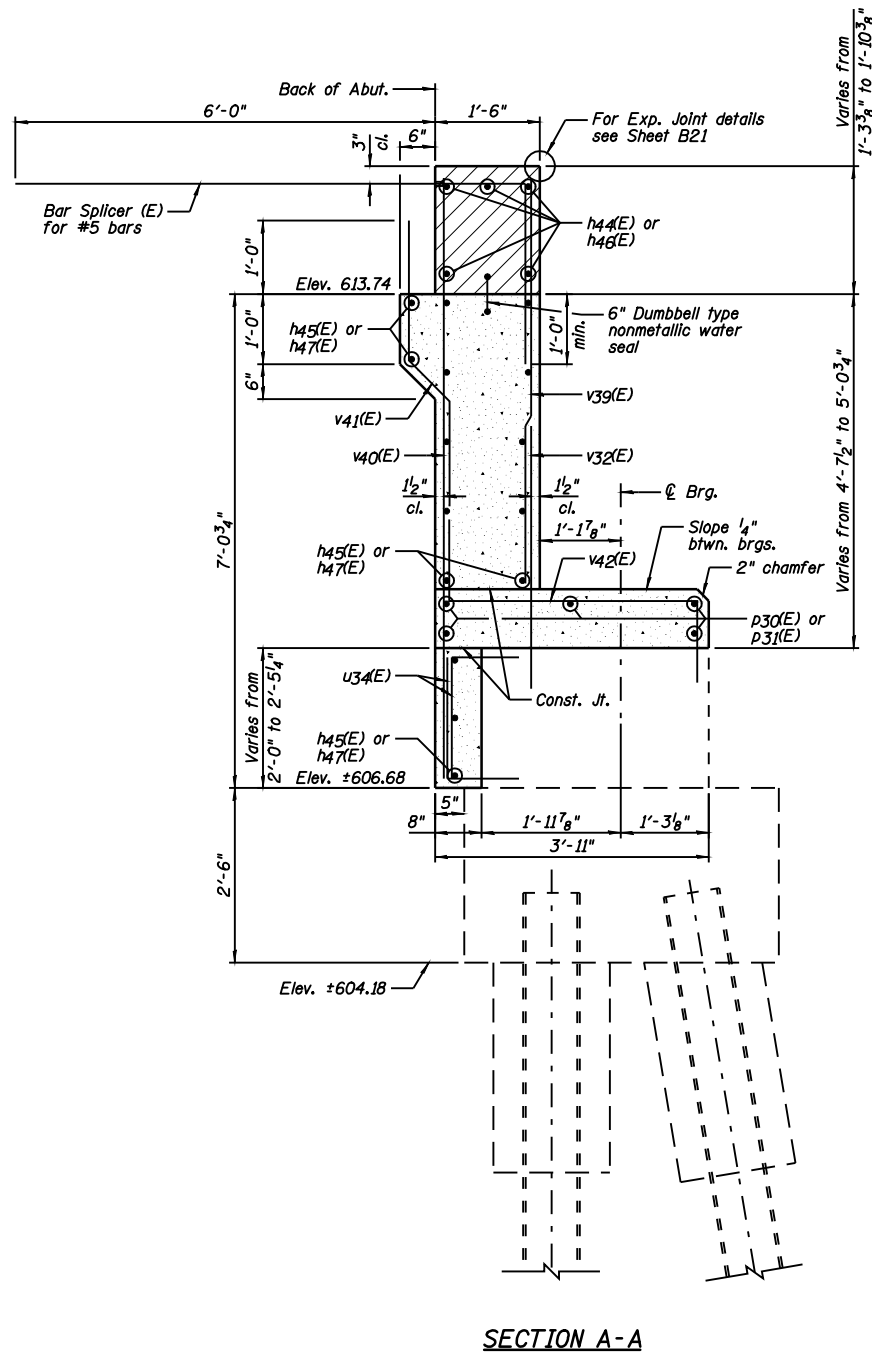
NOTES:

- 1.) See Sheet B37 for location of Sections B-B & C-C.
- 2.) Drill & epoxy grout h35(E), h42(E), u33(E), v35(E), v38(E), v46(E) & v47(E) bars in appropriate drilled holes according to Section 584 of the Standard Specifications. The type of epoxy grout shall be approved by the Engineer.
- 3.) See Sheet B39 for Bill of Material.
- 4.) I.F. denotes Inside Face & O.F. denotes Outside Face.

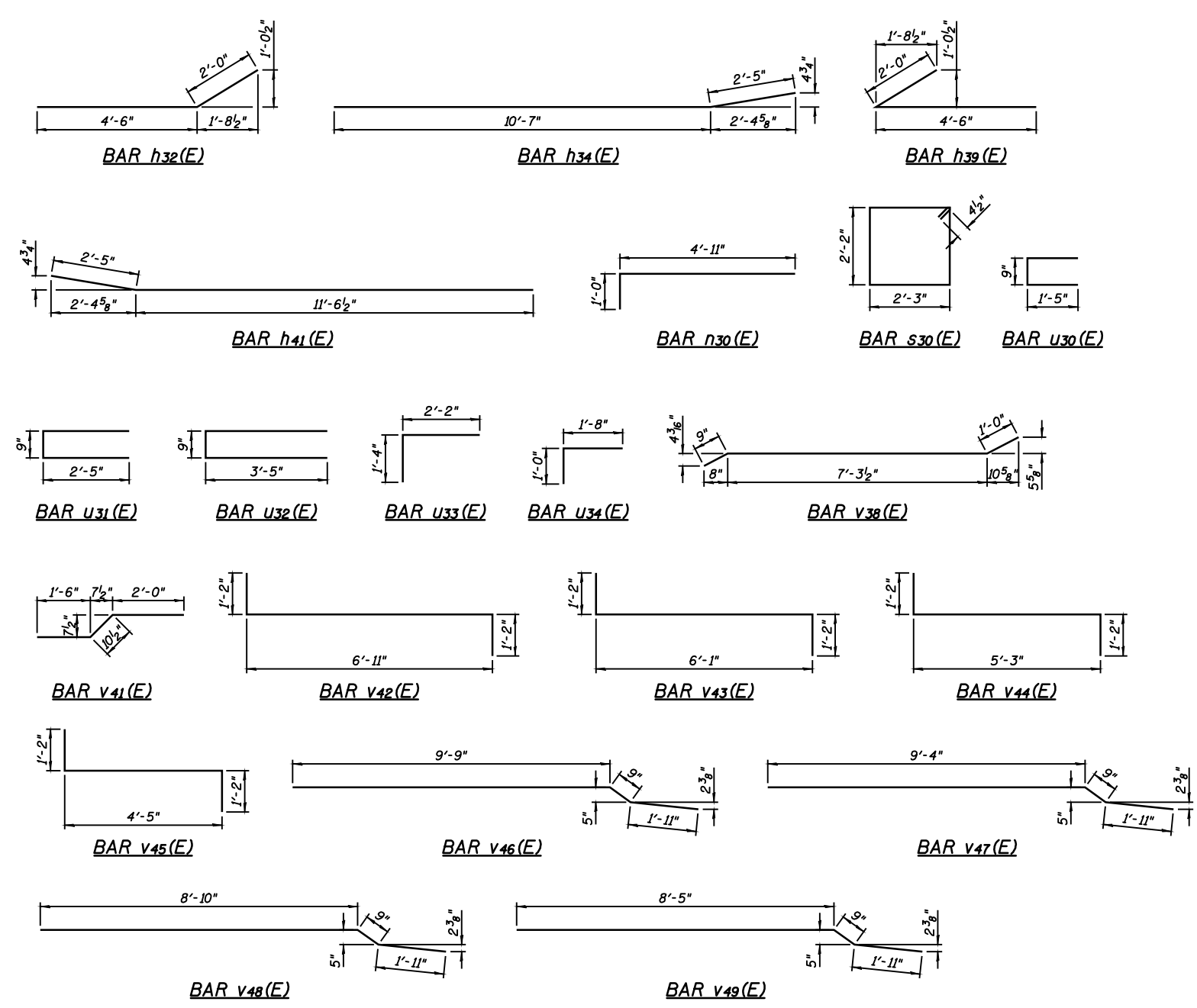
DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW
DATE	03/05/09

SHEET NO. B38	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	72
44 SHEETS	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION A-A



NORTH ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h32(E)	12	#5	6'-6"	
h33(E)	14	#4	12'-10"	
h34(E)	10	#4	13'-0"	
h35(E)	3	#5	4'-3"	
h36(E)	3	#5	13'-8"	
h39(E)	12	#5	6'-6"	
h40(E)	14	#4	17'-4"	
h41(E)	10	#4	14'-0"	
h42(E)	3	#5	3'-8"	
h43(E)	3	#5	17'-8"	
h44(E)	5	#6	29'-6"	
h45(E)	15	#5	29'-6"	
h46(E)	10	#6	18'-8"	
h47(E)	30	#5	18'-6"	
n30(E)	7	#6	5'-11"	
p30(E)	5	#4	31'-1"	
p31(E)	10	#4	19'-1"	
s30(E)	7	#4	9'-7"	
u30(E)	4	#4	3'-7"	
u31(E)	4	#4	5'-7"	
u32(E)	4	#4	7'-7"	
u33(E)	52	#4	3'-6"	
u34(E)	128	#4	2'-8"	
v32(E)	66	#5	3'-6"	
v33(E)	4	#6	9'-1"	
v39(E)	66	#5	5'-3"	
v40(E)	66	#5	8'-0"	
v41(E)	66	#4	4'-5"	
v42(E)	67	#4	9'-3"	
v43(E)	1	#4	8'-5"	
v44(E)	1	#4	7'-7"	
v45(E)	1	#4	6'-9"	
v46(E)	12	#6	12'-5"	
v47(E)	10	#6	12'-0"	
v48(E)	3	#6	11'-6"	
v49(E)	4	#6	11'-1"	
v50(E)	18	#6	13'-9"	
v51(E)	14	#6	13'-2"	
Item	Unit	Quantity		
Porous Granular Embankment, Special	Cu. Yd.	200		
Structure Excavation	Cu. Yd.	200		
Concrete Structures	Cu. Yd.	52.5		
Reinforcement Bars, Epoxy Coated	Pound	6,030		
Bar Splicers	Each	91		
Concrete Sealer	Sq. Ft.	171		
Geocomposite Wall Drain	Sq. Yd.	54		
Pipe Underdrain for Structures 4"	Foot	76		

NOTES:

- See Sheet B37 for location of Section A-A.
- Hatched area to be poured after superstructure false work has been removed. Quantity included with Concrete Superstructure shown on Sheet B16.
- Drill & epoxy grout u34(E), v32(E) & v42(E) bars in appropriate drilled holes according to Section 584 of the Standard Specifications. The type of epoxy grout shall be approved by the Engineer.
- Space reinforcement in cap to miss anchor bolts.
- See Sheet B44 for Bar Splicer Details.

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

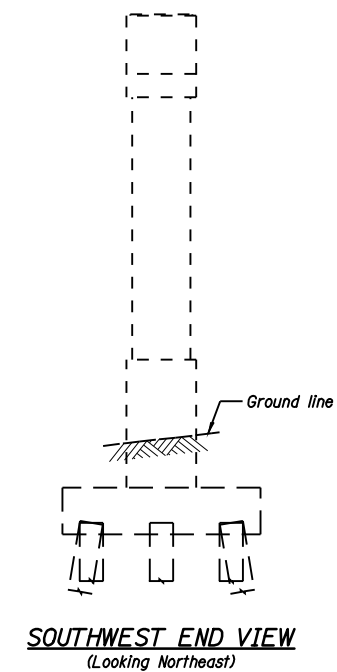
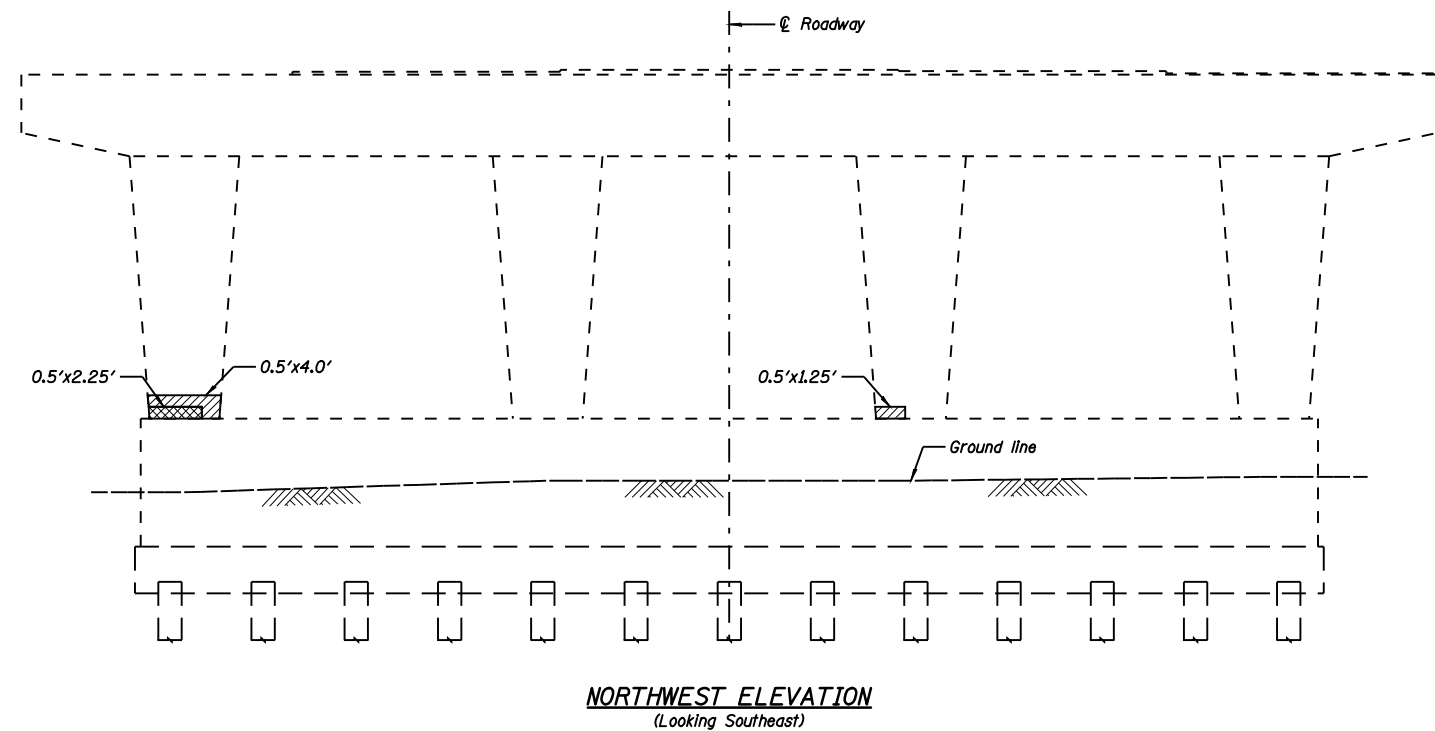
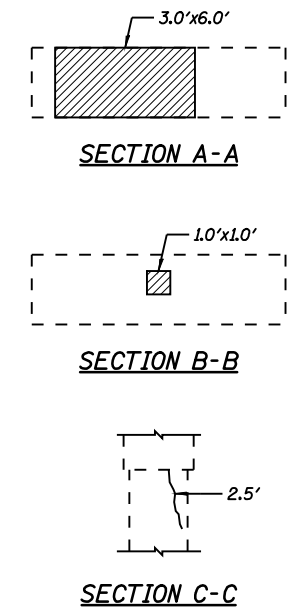
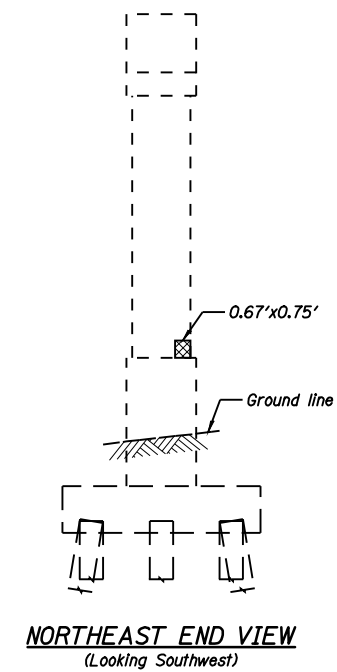
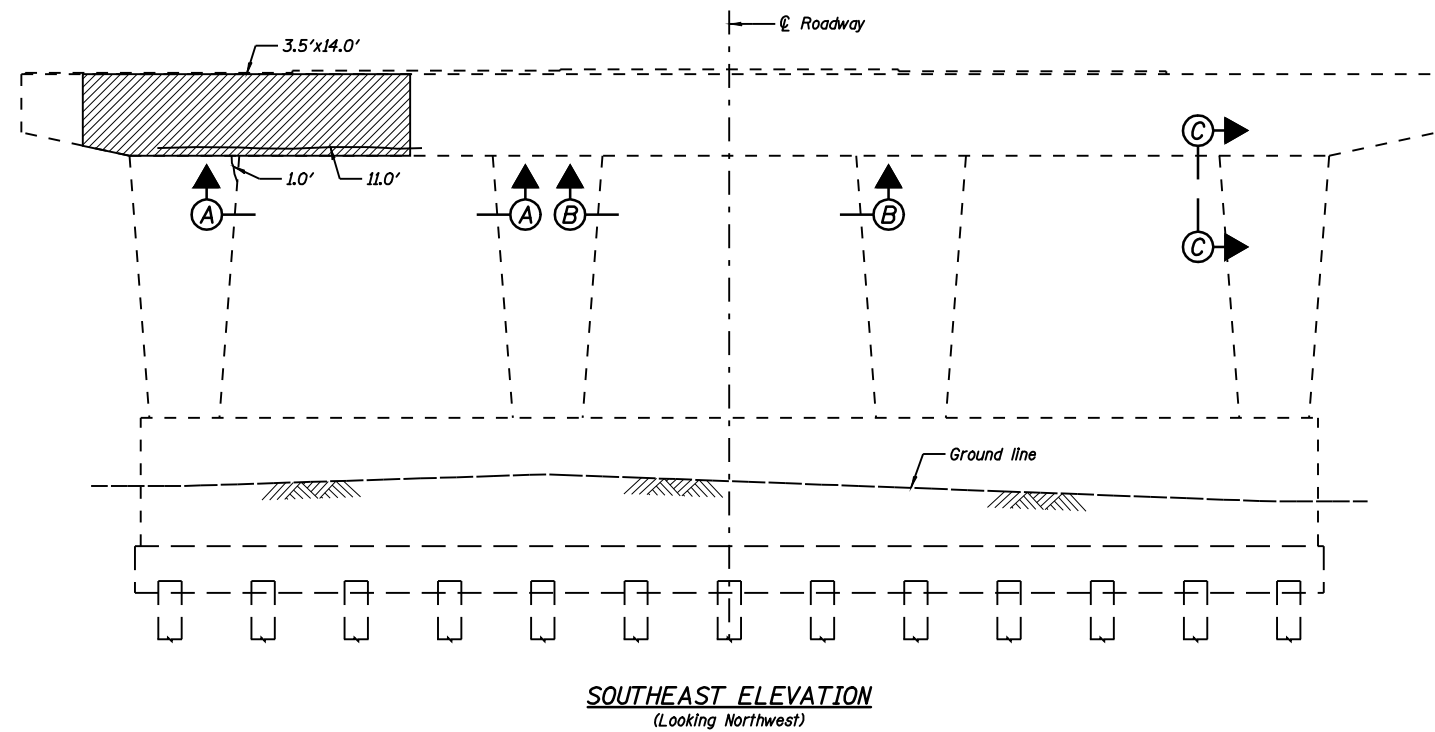
DATE 03/05/09

FARNSWORTH GROUP, INC.

SHEET NO. B39	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	73
44 SHEETS	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

NORTH ABUTMENT
STRUCTURE NO. 084-0028

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



BILL OF MATERIAL

Item	Unit	Total
Epoxy Crack Injection	Foot	15
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.	2
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	71

LEGEND

- Structural Repair of Concrete
(Depth Greater Than 5 Inches)
- Structural Repair of Concrete
(Depth Equal to or Less Than 5 Inches)
- 1.0' Epoxy Crack Injection

DESIGNED <i>JML</i>
CHECKED <i>MSW</i>
DRAWN <i>DJM</i>
CHECKED <i>MGO/MSW</i>

DATE 03/05/09

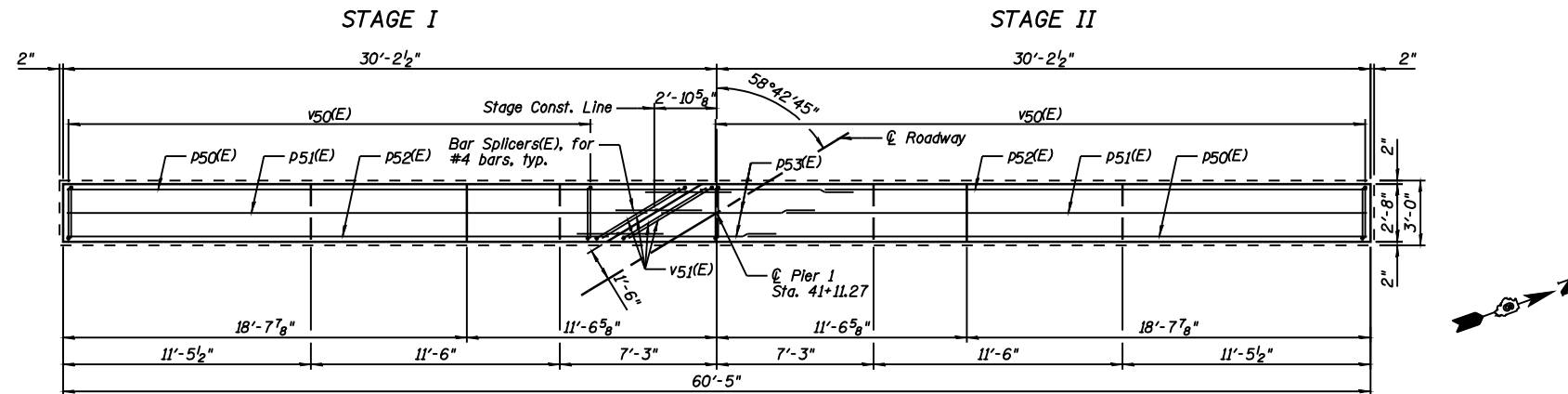
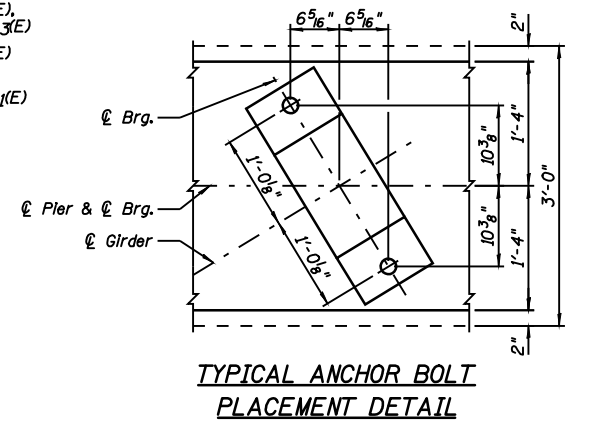
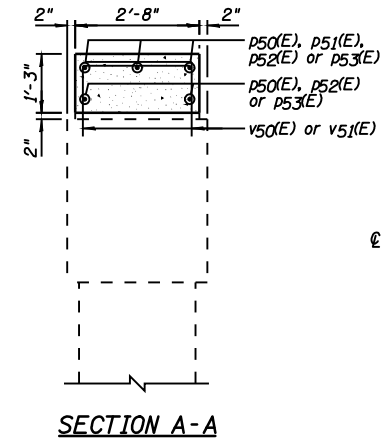
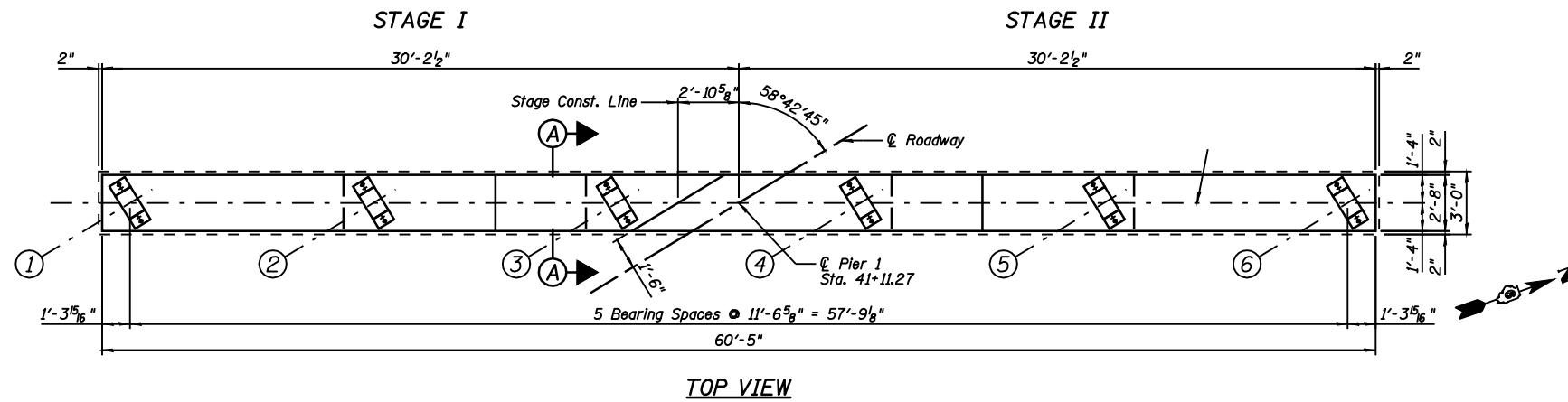
NOTE:

Crack widths are $\frac{1}{8}$ " ($\pm \frac{1}{16}$ ") unless otherwise noted.

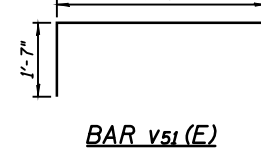
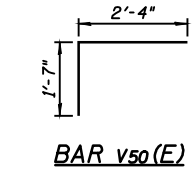
**PIER NO. 1 REPAIR
STRUCTURE NO. 084-0028**

SHEET NO. B40	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	74
44 SHEETS	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

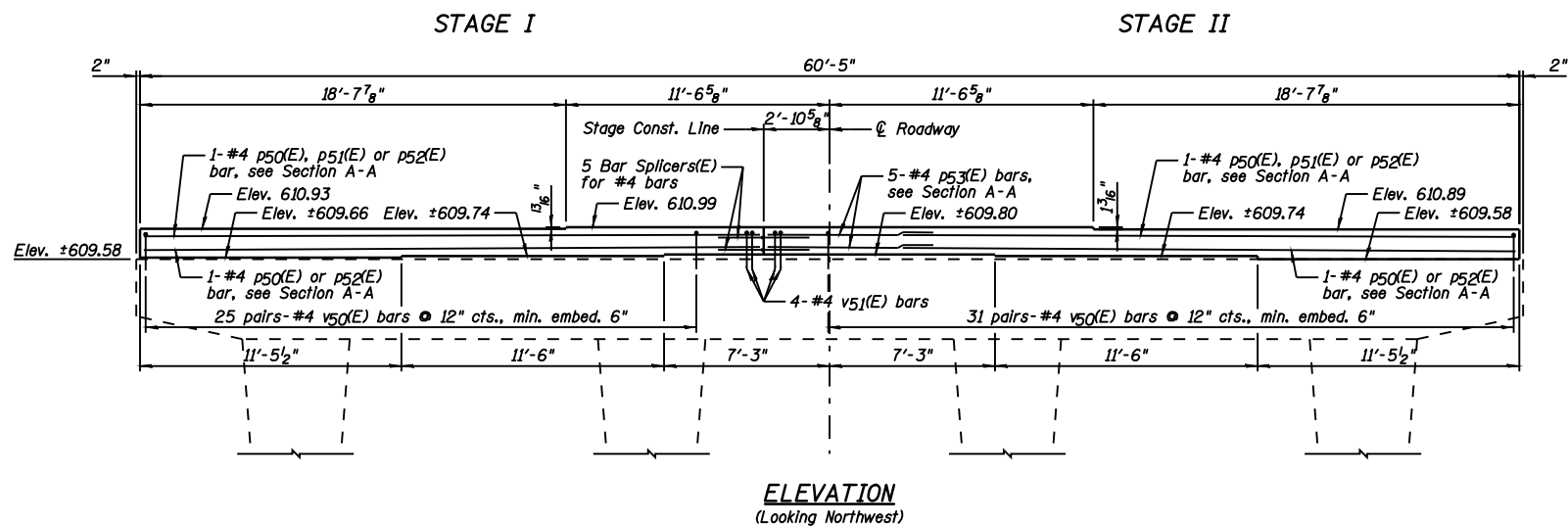


BAR LAP
#4 - 1'-4"



PIER NO. 1
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
p50(E)	4	#4	28'-11"	
p51(E)	2	#4	27'-0"	
p52(E)	4	#4	25'-1"	
p53(E)	5	#4	6'-11"	
v50(E)	112	#4	3'-11"	
v51(E)	4	#4	6'-1"	
Item	Unit	Quantity		
Concrete Structures	Cu. Yd.	7.4		
Reinforcement Bars, Epoxy Coated	Pound	510		
Bar Splicers	Each	5		



DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 03/05/09

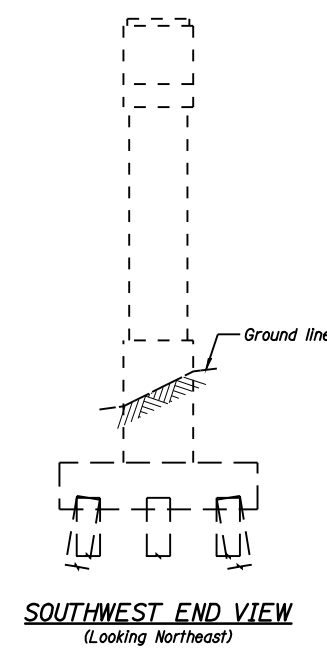
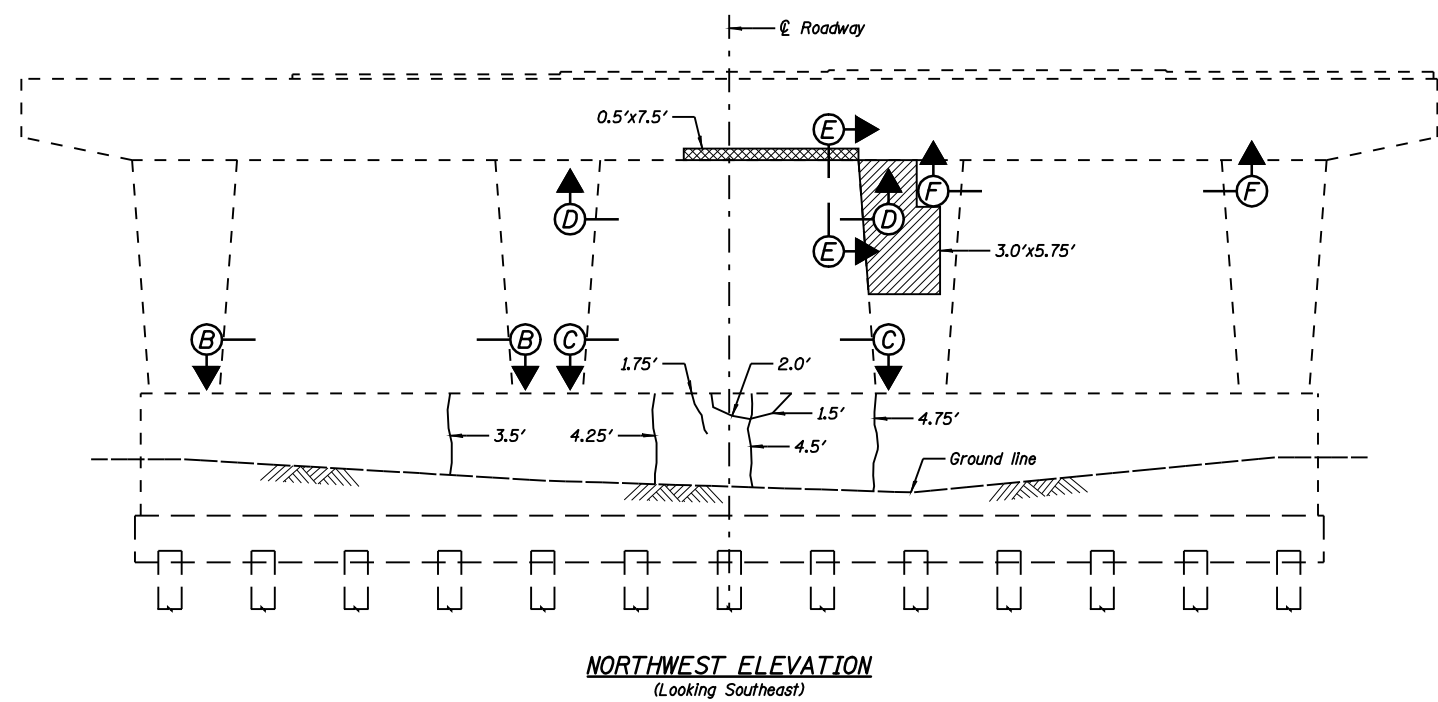
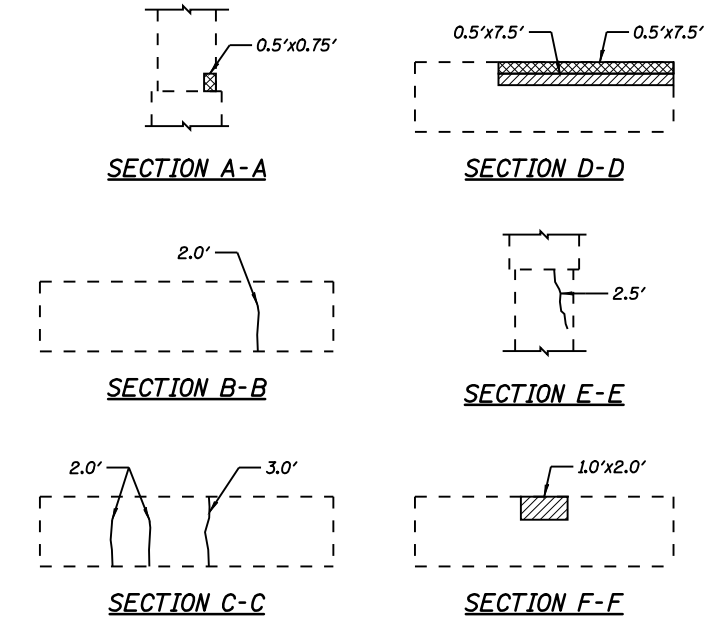
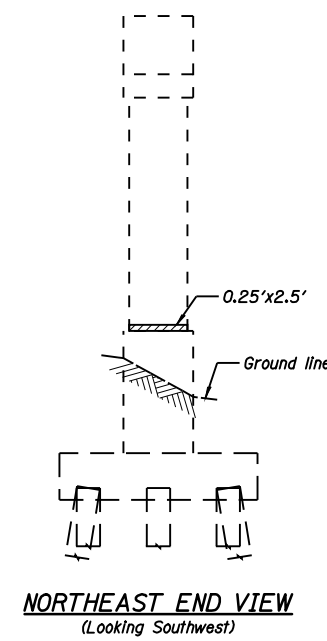
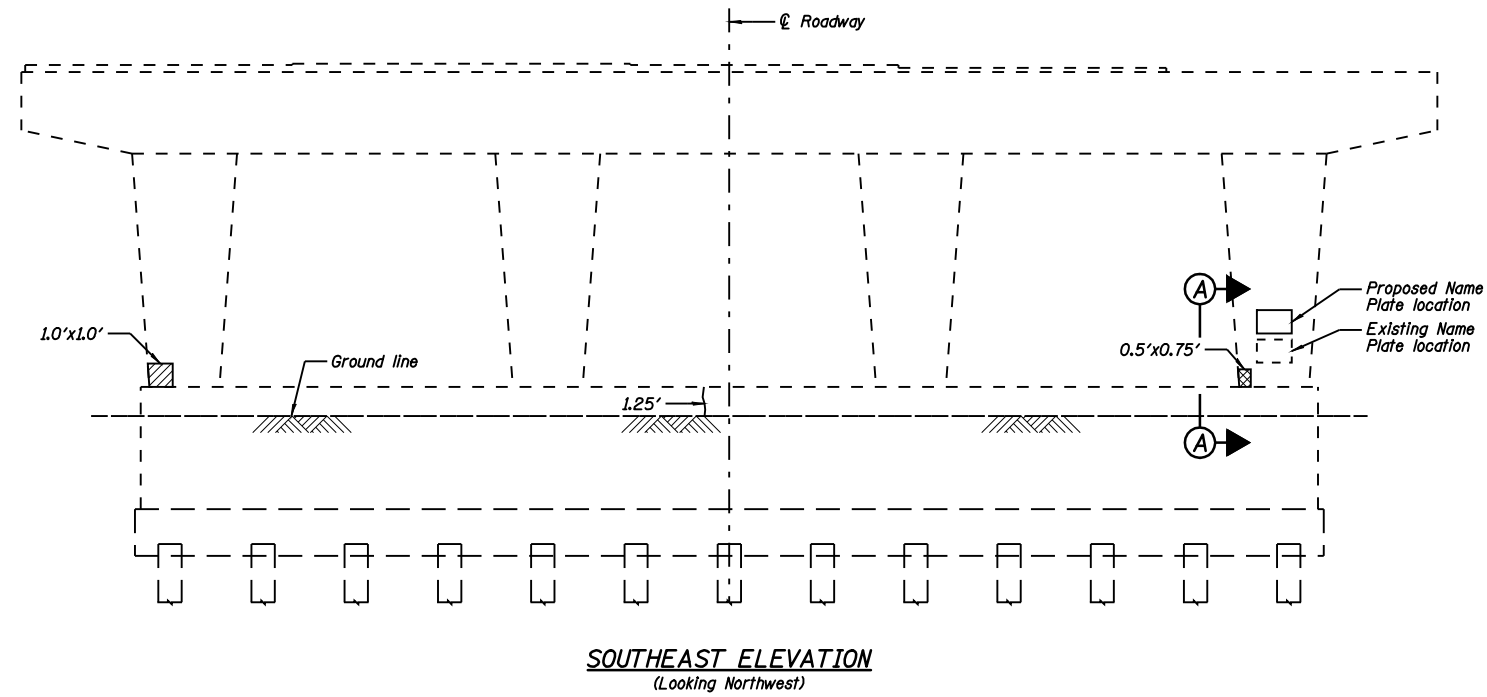
FARNSWORTH GROUP, INC.

NOTES:

- 1.) Drill & epoxy grout v50(E) & v51(E) bars in appropriate drilled holes according to Section 584 of the Standard Specifications. The type of epoxy grout shall be approved by the Engineer.
- 2.) Space reinforcement in cap to miss anchor bolts.
- 3.) See Sheet B44 for Bar Splicer Details.

SHEET NO. B41	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	75
44 SHEETS	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



BILL OF MATERIAL

Item	Unit	Total
Epoxy Crack Injection	Foot	35
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.	8
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	25

LEGEND

	Structural Repair of Concrete (Depth Greater Than 5 Inches)
	Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)
	Epoxy Crack Injection

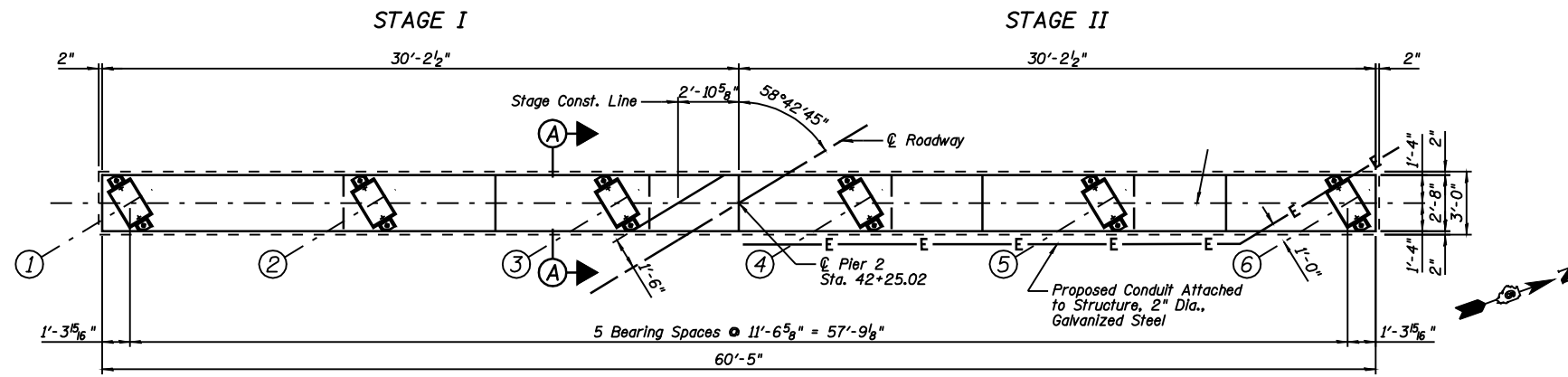
DESIGNED <i>JML</i>
CHECKED <i>MSW</i>
DRAWN <i>DJM</i>
CHECKED <i>MGO/MSW</i>
DATE 03/05/09

NOTE:
Crack widths are $\frac{1}{8}$ " ($\pm \frac{1}{16}$ ") unless otherwise noted.

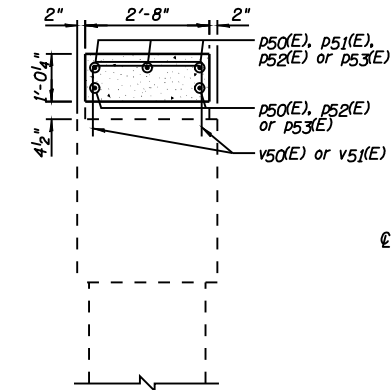
SHEET NO. B42 44 SHEETS	F.A.I. RTE. 55	SECTION (84-3HB-6)BR	COUNTY SANGAMON	TOTAL SHEETS 90	SHEET NO. 76
	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

**PIER NO. 2 REPAIR
STRUCTURE NO. 084-0028**

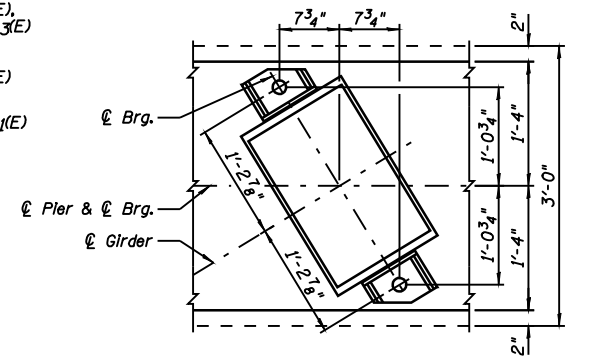
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



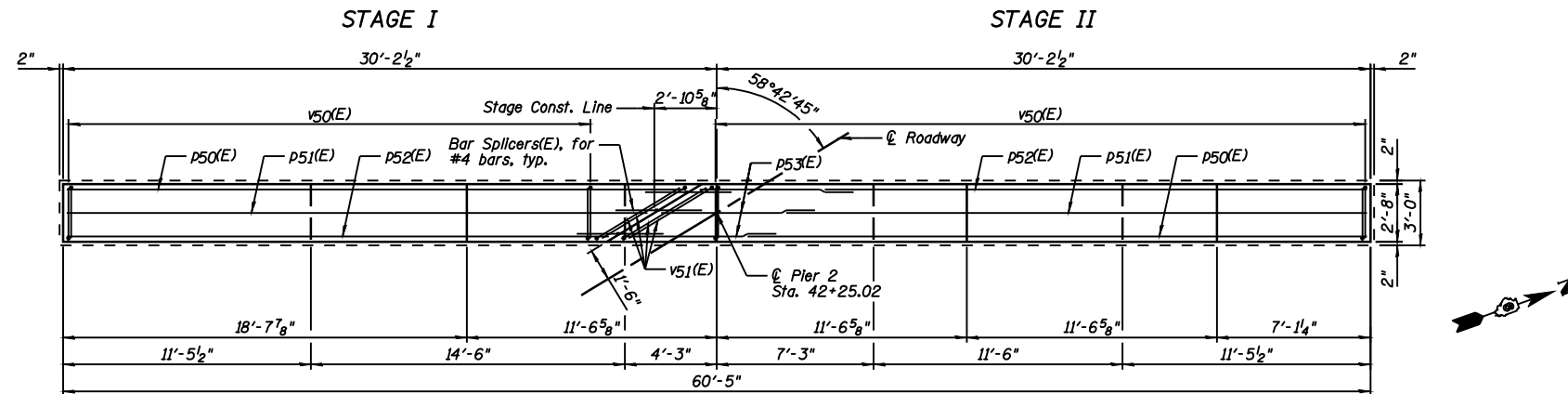
TOP VIEW



SECTION A-A

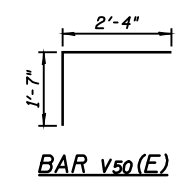


TYPICAL ANCHOR BOLT
PLACEMENT DETAIL

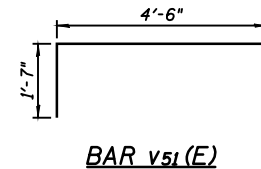


PLAN - BEARING SEAT

BAR LAP
#4 - 1'-4"



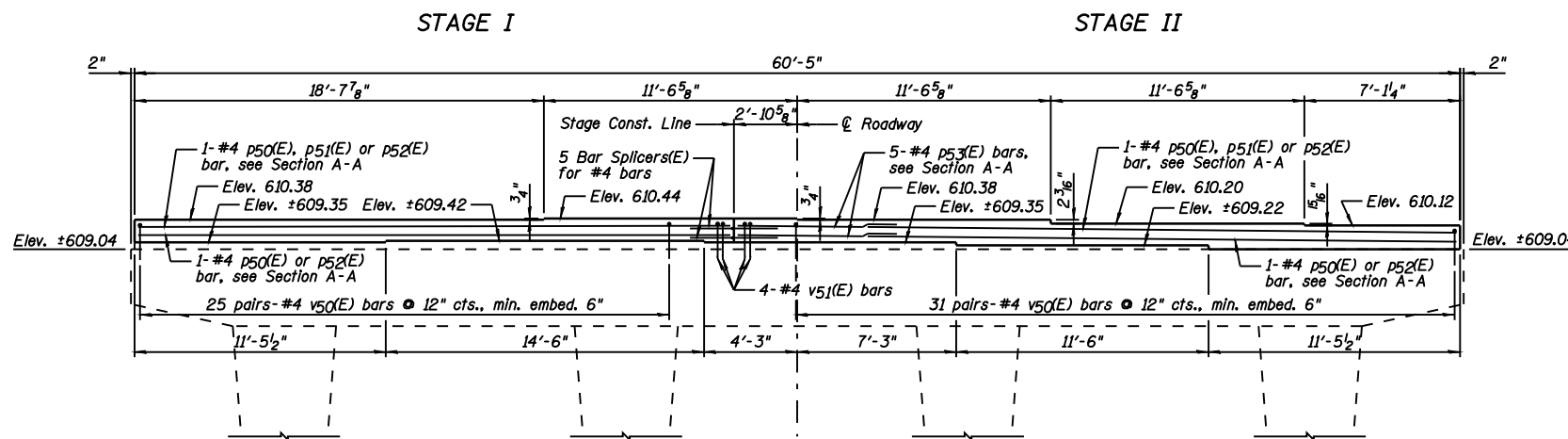
BAR v50(E)



BAR v51(E)

PIER NO. 2
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
p50(E)	4	#4	28'-11"	
p51(E)	2	#4	27'-0"	
p52(E)	4	#4	25'-1"	
p53(E)	5	#4	6'-11"	
v50(E)	112	#4	3'-11"	
v51(E)	4	#4	6'-1"	
Item	Unit	Quantity		
Concrete Structures	Cu. Yd.	6.2		
Reinforcement Bars, Epoxy Coated	Pound	510		
Bar Splacers	Each	5		



ELEVATION
(Looking Northwest)

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 03/05/09

FARNSWORTH GROUP, INC.

NOTES:

- 1.) Drill & epoxy grout v50(E) & v51(E) bars in appropriate drilled holes according to Section 584 of the Standard Specifications. The type of epoxy grout shall be approved by the Engineer.
- 2.) Space reinforcement in cap to miss anchor bolts.
- 3.) See Sheet B44 for Bar Splicer Details.

SHEET NO. B43	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(84-3HB-6)BR	SANGAMON	90	77
44 SHEETS	SN 084-0028		CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

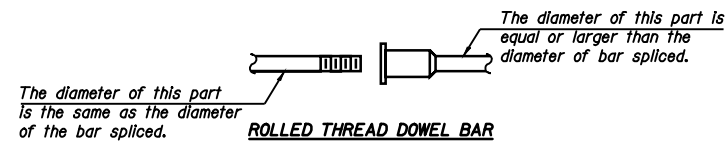
PIER NO. 2
STRUCTURE NO. 084-0028

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- ① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_s$
 - ② Minimum *Pull-out Strength (Tension in kips) = $0.66 \times f_y \times A_s$
- Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_s = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete



ROLLED THREAD DOWEL BAR



** ONE PIECE

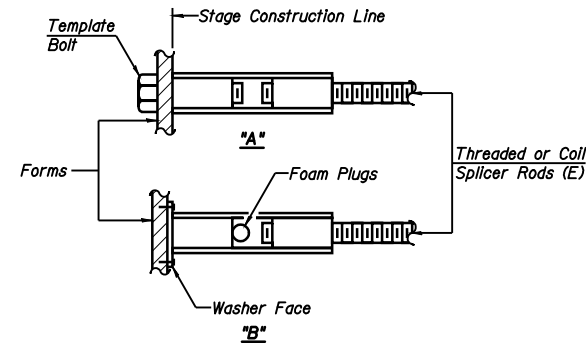
Wire Connector



WELDED SECTIONS

BAR SPLICER ASSEMBLY ALTERNATIVES

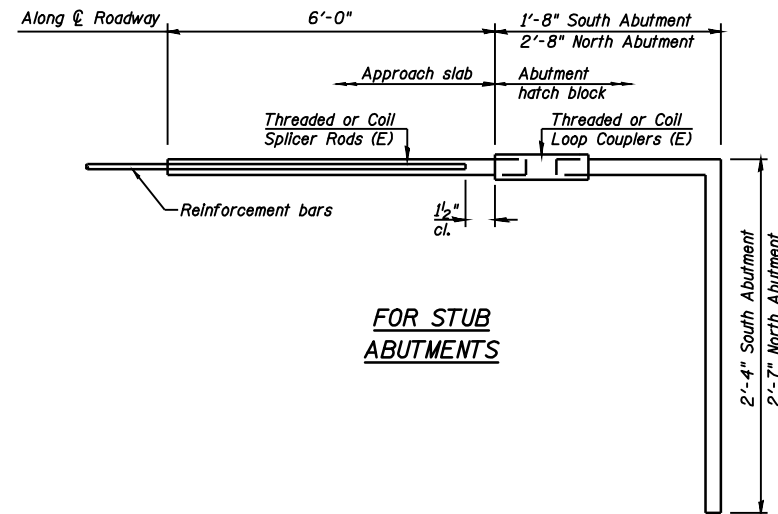
**Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



INSTALLATION AND SETTING METHODS

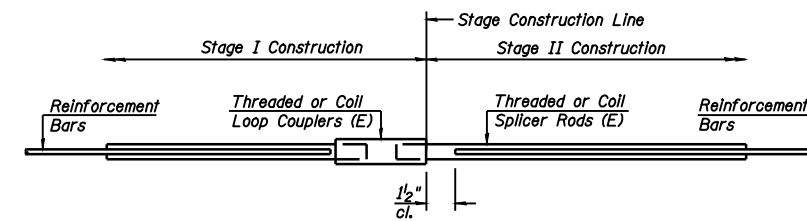
"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-2"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



FOR STUB ABUTMENTS

Bar Splicer for #5 bar	
Min. Capacity =	23.0 kips - tension
Min. Pull-out Strength =	12.3 kips - tension
No. Required =	132



STANDARD

Bar Size	No. Assemblies Required	Location
#5	404	Top of Deck
#7	5	Top of Deck
#5	326	Bottom of Deck
#7	5	Bottom of Deck
#4	24	South Approach
#5	83	South Approach
#4	24	North Approach
#5	83	North Approach
#5	17	South Abutment
#4	5	South Abutment
#5	20	North Abutment
#4	5	North Abutment
#4	5	Pier No. 1
#4	5	Pier No. 2

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

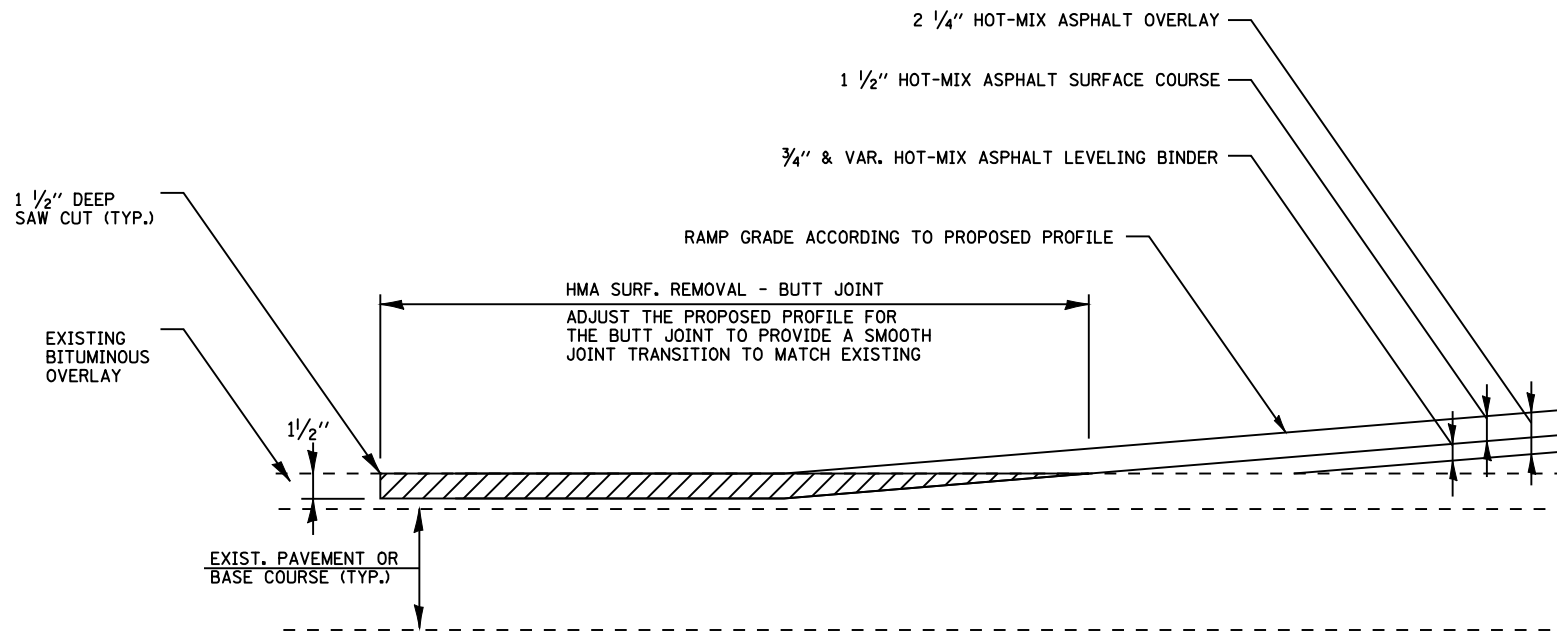
DATE 03/05/09

BSD-1

10-1-08

BAR SPLICER ASSEMBLY DETAILS
STRUCTURE NO. 084-0028

SHEET NO. B44	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
44 SHEETS	55	(84-3HB-6)BR	SANGAMON	90	78
SN 084-0028			CONTRACT NO. 72A64		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

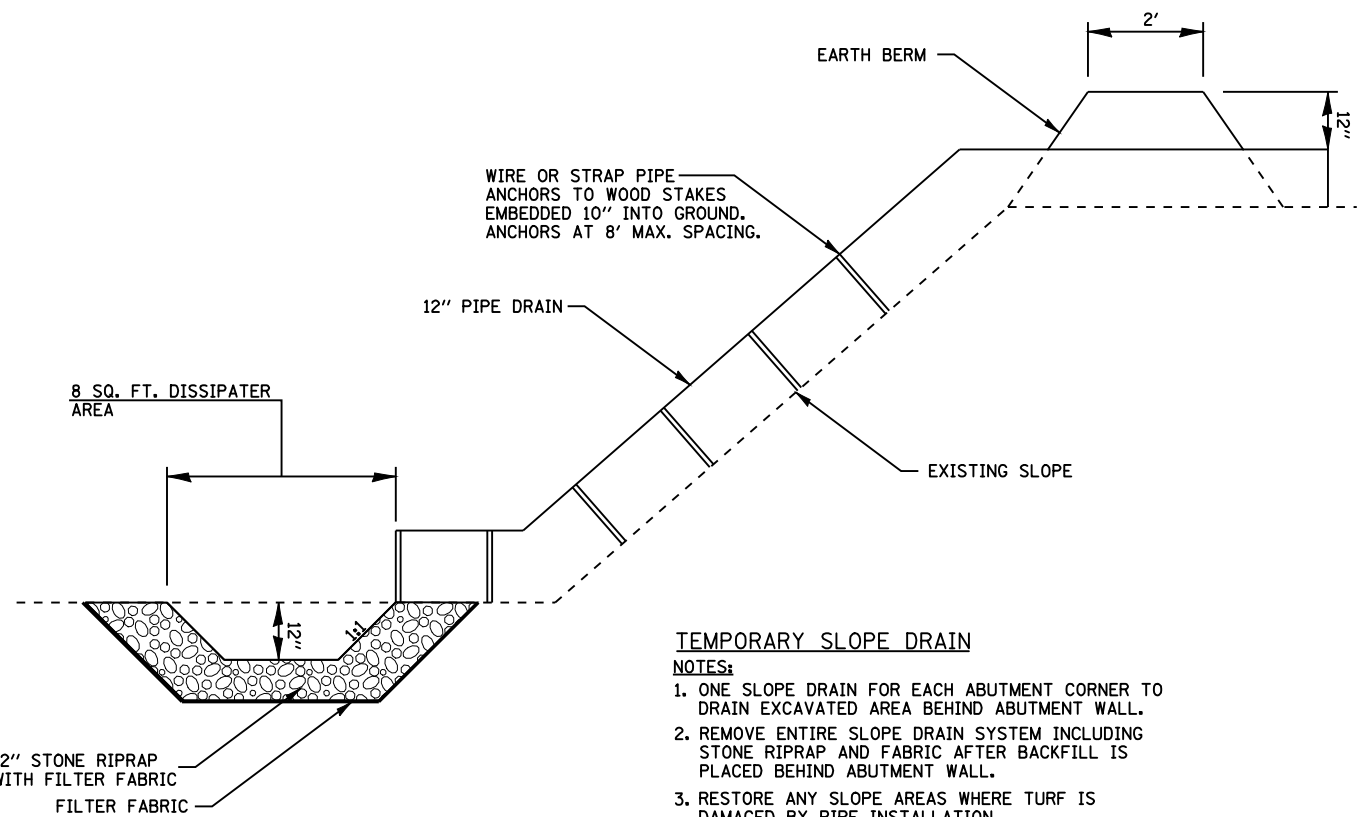


BUTT JOINT DETAIL

NB - BL-55
 STA. 38+75.00 TO STA. 39+06.00
 STA. 43+96.00 TO STA. 44+50.00

NOTE:

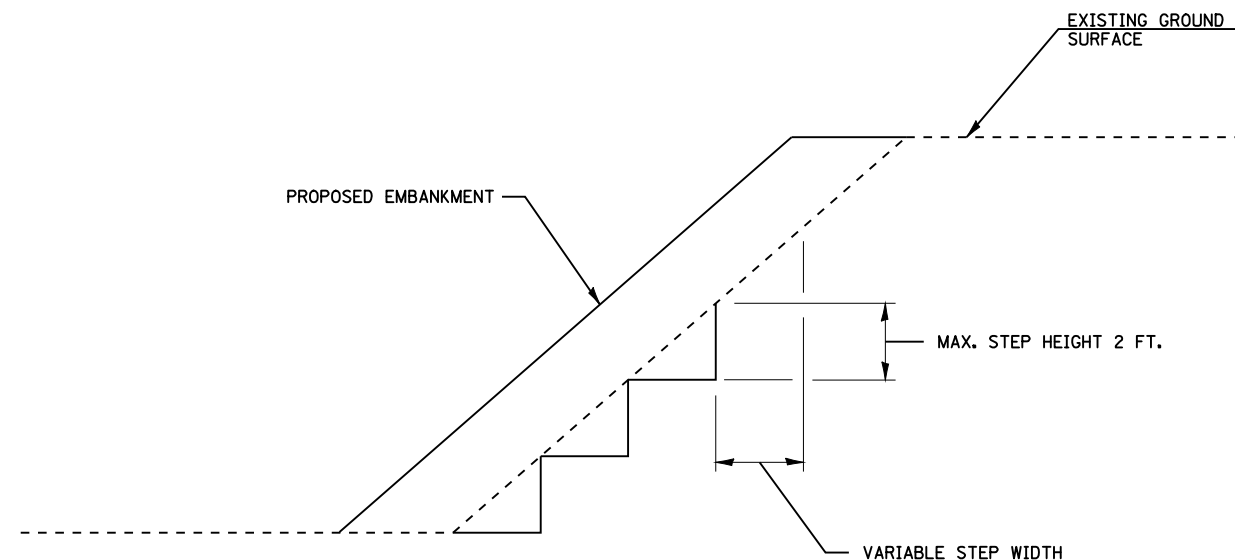
SAW CUT IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT.



TEMPORARY SLOPE DRAIN

NOTES:

1. ONE SLOPE DRAIN FOR EACH ABUTMENT CORNER TO DRAIN EXCAVATED AREA BEHIND ABUTMENT WALL.
2. REMOVE ENTIRE SLOPE DRAIN SYSTEM INCLUDING STONE RIPRAP AND FABRIC AFTER BACKFILL IS PLACED BEHIND ABUTMENT WALL.
3. RESTORE ANY SLOPE AREAS WHERE TURF IS DAMAGED BY PIPE INSTALLATION.
4. SLOPE DRAIN REMOVAL AND SLOPE RESTORATION WORK IS INCIDENTAL TO THE CONTRACT.



TYPICAL SIDEHILL FILL STEPPING DETAIL

NOTE:

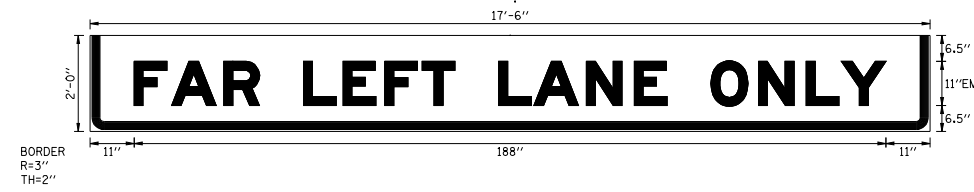
THIS DETAIL APPLIES TO SIDEHILL FILLS WHERE THE EXISTING SLOPE IS GREATER THAN 12 FT HIGH AND / OR STEEPER THAN 1 : 3.

STEPS MAY BE CUT IN CONJUNCTION WITH NEW FILL PLACEMENT.

FILE NAME =	USER NAME = laughlinr1	DESIGNED - LLO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et:\pwork\pwork\LAUGHLINRL\0131883\072464_79_DETAILS.dgn		DRAWN - JJS	REVISED -		SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	55	(84-3HB-6)BR	SANGAMON	90	79
		CHECKED - MTM	REVISED -						S.N. 084-0028		CONTRACT NO. 72A64		
		DATE - MARCH 5, 2009	REVISED -		FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT								

SIGN DETAIL
1:20

SIGN 1 - TEMP OVERLAY



SIGN NUMBER	name
WIDTH x HGHT.	17'-6" x 2'-0"
BORDER WIDTH	2"
CORNER RADIUS	3"
MOUNTING	Overhead
BACKGROUND	TYPE: Reflective COLOR: Orange
LEGEND/BORDER	TYPE: Reflective COLOR: Black/Black

SYMBOL	ROT	X	Y	WID	HT

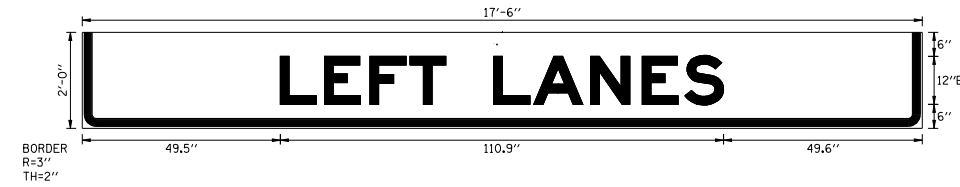
Panel Style: construction_guide.ssi
Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																	LENGTH	SERIESSIZE	
F	A	R		L	E	F	T		L	A	N	E		O	N	L	Y	EM	2000
11	20.4	33.4	42.4	53.4	63.3	73.7	83.1	91.2	102.2	111	124.1	136.1	144.2	155.2	167.1	179.1	187.9	188	11

SIGN DETAIL
1:20

SIGN 1 - PERM OVERLAY



SIGN NUMBER	name
WIDTH x HGHT.	17'-6" x 2'-0"
BORDER WIDTH	2"
CORNER RADIUS	3"
MOUNTING	Overhead
BACKGROUND	TYPE: Reflective COLOR: Yellow
LEGEND/BORDER	TYPE: Reflective COLOR: Black/Black

SYMBOL	ROT	X	Y	WID	HT

Panel Style: Advance Guide Sign - IDOT.ssi
Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																	LENGTH	SERIESSIZE		
L	E	F	T		L	A	N	E	S									E	2000	
49.5	60.5	71.9	81.9	90.9	102.9	112.9	127.1	140	150.7									110.9	12	

FILE NAME =	USER NAME = laughlinr1	DESIGNED - IDOT	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BL-55			
SIGN PANEL DETAIL			
SCALE: 1"=20'	SHEET NO. 1 OF 6 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3HB-6)BR	SANGAMON	90	80
	S.N. 084-0028	CONTRACT NO.	72A64	
ILLINOIS FED. AID PROJECT				

SIGN DETAIL
1:20

SIGN 2 - BRIDGE MOUNTED



SIGN NUMBER	name
WIDTH x HGHT.	20'-0" x 8'-0"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Overhead
BACKGROUND	TYPE: Reflective
	COLOR: Orange/Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: Black/White

SYMBOL	ROT	X	Y	WID	HT
M1_1	0	14	52	36	36
M1_2	0	128.5	52	36	36

Panel Style: guide_exp_interchange.ssi

Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																		LENGTH	SERIES/SIZE	
W	E	S	T																E 2000	
62.5	77.5	86.4	95.6															40.5	12.5,10	
N	O	R	T	H															E 2000	
177	188.8	199.5	208.7	217.9														49	12.5,10	
S	i	x	t	h		S	t												EM 2000	
66.6	84.5	92.6	108.8	122.2	132.8	148.8	165.1											106.9	16/11.7	
L	E	F	T		L	A	N	E		E	X	I	T		O	N	L	Y		EM 2000
16.1	26.9	38.3	48.5	57.4	69.4	79	93.2	106.3	115.2	127.2	137.8	150.7	155.3	164.2	176.2	189.1	202.2	211.8	207.8	12

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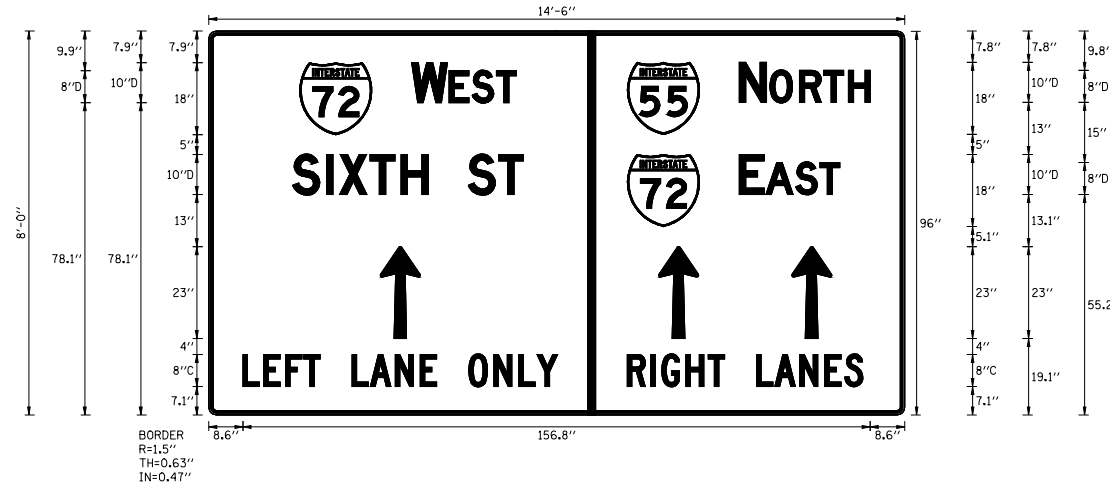
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BL-55 SIGN PANEL DETAIL		SCALE: 1"=20'	SHEET NO. 2 OF 6 SHEETS	STA.	TO STA.
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3HB-6)BR	SANGAMON	90	81
S.N. 084-0028		CONTRACT NO. 72A64		
ILLINOIS FED. AID PROJECT				

SIGN DETAIL
1:20

SIGN 3



SIGN NUMBER	name
WIDTH x HGHT.	14'-6" x 8'-0"
BORDER WIDTH	0.63"
CORNER RADIUS	1.5"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective
	COLOR: Orange
LEGEND/BORDER	TYPE: Reflective
	COLOR: Black/Black

SYMBOL	ROT	X	Y	WID	HT
M1_1	0	22.8	70.1	18	18
M1_1	0	104.7	70.2	18	18
M1_1	0	104.7	47.2	18	18
ARLONG	90	42.9	19.1	10	23
ARLONG	90	112.5	19.1	10	23
ARLONG	90	145.8	19.1	10	23

Panel Style: construction_guide.ssi
Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)													LENGTH	SERIESIZE	
W	E	S	T												D 2000
50.8	60.1	65.8	71.9												26.1
N	O	R	T	H											D 2000
132.7	140.3	147.7	153.8	160											32.7
S	I	X	T	H	S	T									D 2000
21	29.5	32.8	40.4	48.1	54.9	64.9	72.5								57.7
E	A	S	T												D 2000
132.7	139.3	146.7	152.8												25.1
L	E	F	T	L	A	N	E	O	N	L	Y				C 2000
8.6	13.8	19.2	23.8	27.9	35.9	40.4	46.7	52.9	57	65	71.3	77.6	82.1		78.6
R	I	G	H	T	L	A	N	E	S						C 2000
104.7	110.5	113.2	119.3	124.9	129	137	141.6	147.8	154	159.1					58.9

SIGN DETAIL

1:20

SIGN 4 - TEMP OVERLAY



SIGN NUMBER	name
WIDTH x HGHT.	29'-6" x 2'-0"
BORDER WIDTH	2"
CORNER RADIUS	
MOUNTING	Overhead
BACKGROUND	TYPE: Reflective
	COLOR: Orange
LEGEND/BORDER	TYPE: Reflective
	COLOR: Black/Black

SYMBOL	ROT	X	Y	WID	HT
ARDOWN	0	96	3.8	24	16.5

Panel Style: construction_guide.ssi
 Dimensions are in inches.tenths

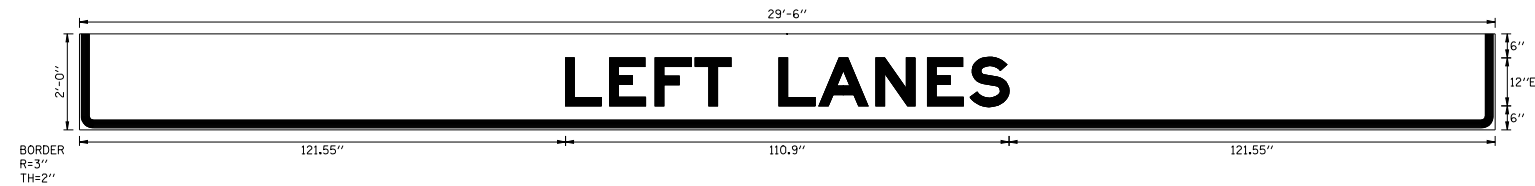
Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																	LENGTH	SERIESSIZE					
F	A	R		L	E	F	T		L	A	N	E		O	N	L	Y				EM 2000		
132	142.2	156.5	166.2	178.2	189	200.4	210.6	219.5	231.5	241.1	255.4	268.4	277.3	289.3	302.3	315.4	325				205.1	12	

SIGN DETAIL

1:20

SIGN 4 - PERM OVERLAY



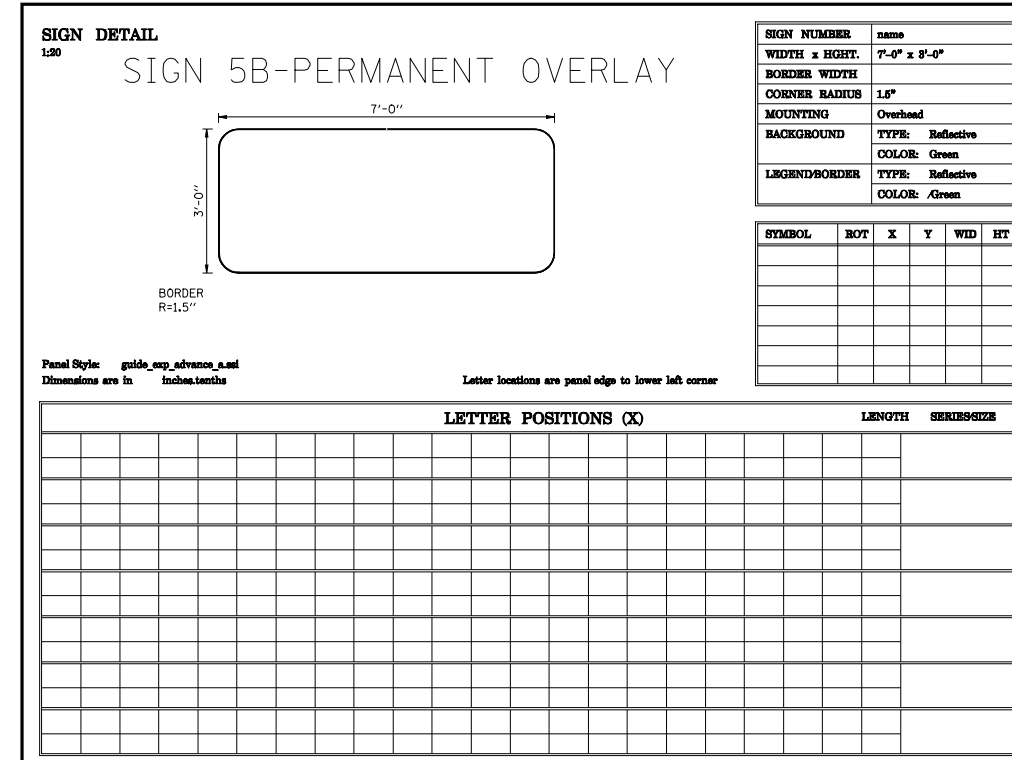
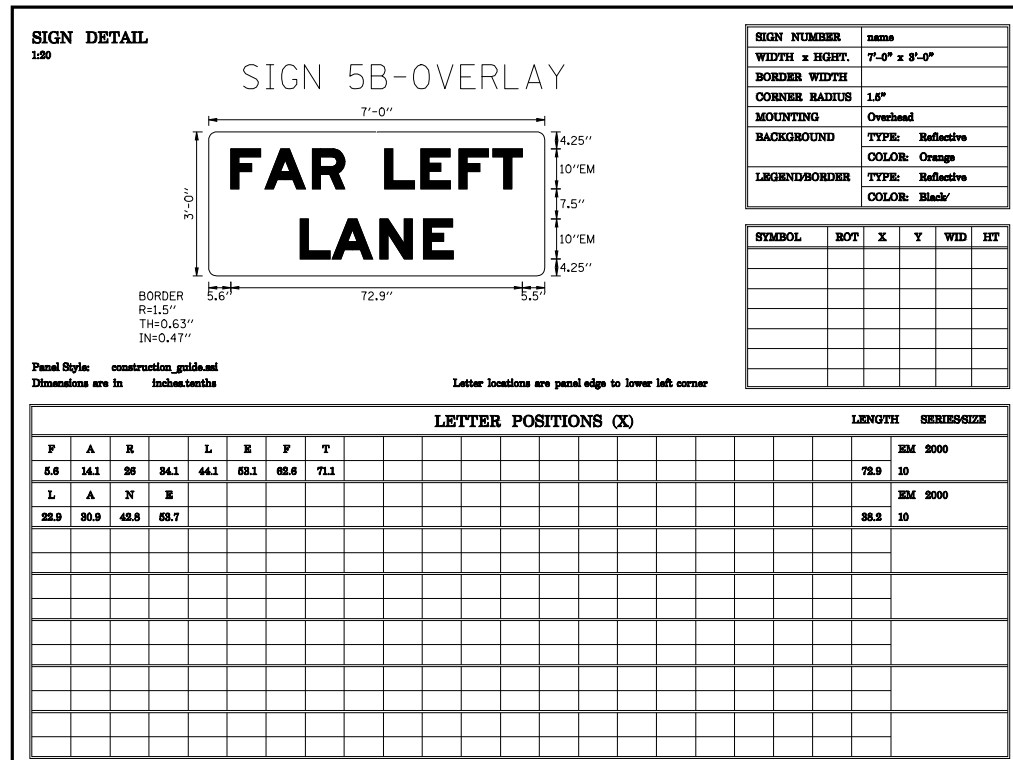
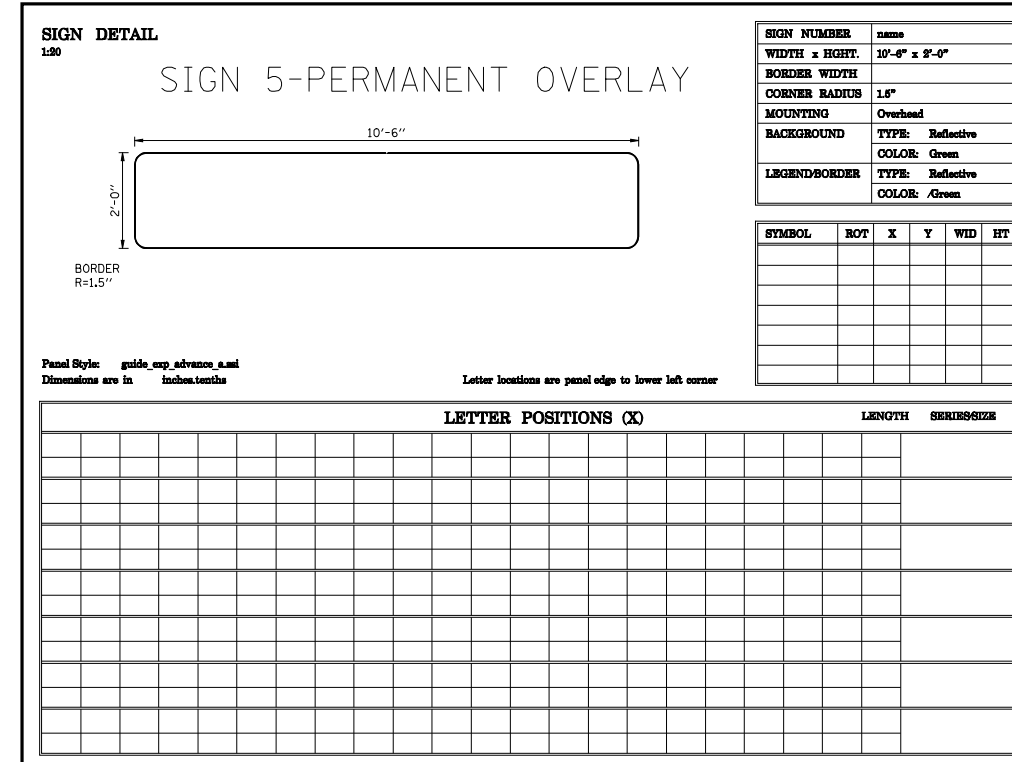
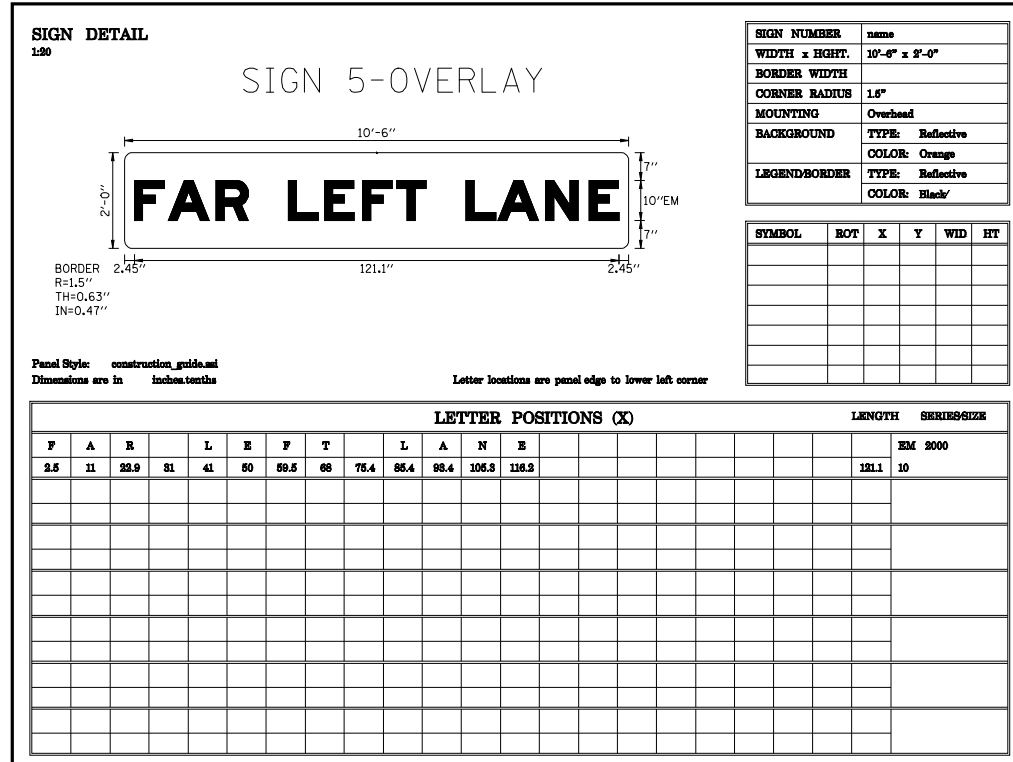
SIGN NUMBER	name
WIDTH x HGHT.	29'-6" x 2'-0"
BORDER WIDTH	2"
CORNER RADIUS	
MOUNTING	Overhead
BACKGROUND	TYPE: Reflective
	COLOR: Yellow
LEGEND/BORDER	TYPE: Reflective
	COLOR: Black/Black

SYMBOL	ROT	X	Y	WID	HT

Panel Style: Advance Guide Sign - IDOT.ssi
 Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)										LENGTH	SERIES/SIZE
L	E	F	T		L	A	N	E	S		E 2000
121.6	132.6	144	154	163	175	184.9	199.2	212	222.7	110.9	12



FILE NAME = USER NAME = laughlinr1
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DESIGNED - IDOT
 DRAWN - CADD
 CHECKED -
 DATE - MARCH 5, 2009

REVISED -
 REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BL-55
SIGN PANEL DETAIL**

SCALE: 1"=20' SHEET NO. 6 OF 6 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3HB-6)BR	SANGAMON	90	85
CONTRACT NO. 72A64				
ILLINOIS FED. AID PROJECT				

SIGN DETAIL
1:20

SIGN 6-TEMP OVERLAY

BORDER
R=3"

SIGN NUMBER	name
WIDTH x HGHT.	2'-0" x 1'-6"
BORDER WIDTH	
CORNER RADIUS	3"
MOUNTING	Overhead
BACKGROUND	TYPE: Reflective COLOR: Yellow
LEGEND/BORDER	TYPE: Reflective COLOR: /Yellow

SYMBOL	ROT	X	Y	WID	HT

Panel Style: Advance Guide Sign - IDOT.dwg
Dimensions are in inches, tenths Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)				LENGTH	SERIES/SIZE

SIGN DETAIL
1:20

SIGN 6-PERM OVERLAY

BORDER 0.4" 23.2" 0.4"
R=3"

SIGN NUMBER	name
WIDTH x HGHT.	2'-0" x 1'-6"
BORDER WIDTH	
CORNER RADIUS	3"
MOUNTING	Overhead
BACKGROUND	TYPE: Reflective COLOR: Yellow
LEGEND/BORDER	TYPE: Reflective COLOR: /Black

SYMBOL	ROT	X	Y	WID	HT
ARROWDOWN	345	0.4	0.6	24	18.5

Panel Style: Advance Guide Sign - IDOT.dwg
Dimensions are in inches, tenths Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)				LENGTH	SERIES/SIZE

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PLOT SCALE = 40.0000 ' / IN.	PLOT DATE = Mar-19-2009 11:14:56AM	DRAWN - CADD	REVISED -
		CHECKED -	REVISED -
		DATE - MARCH 5, 2009	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

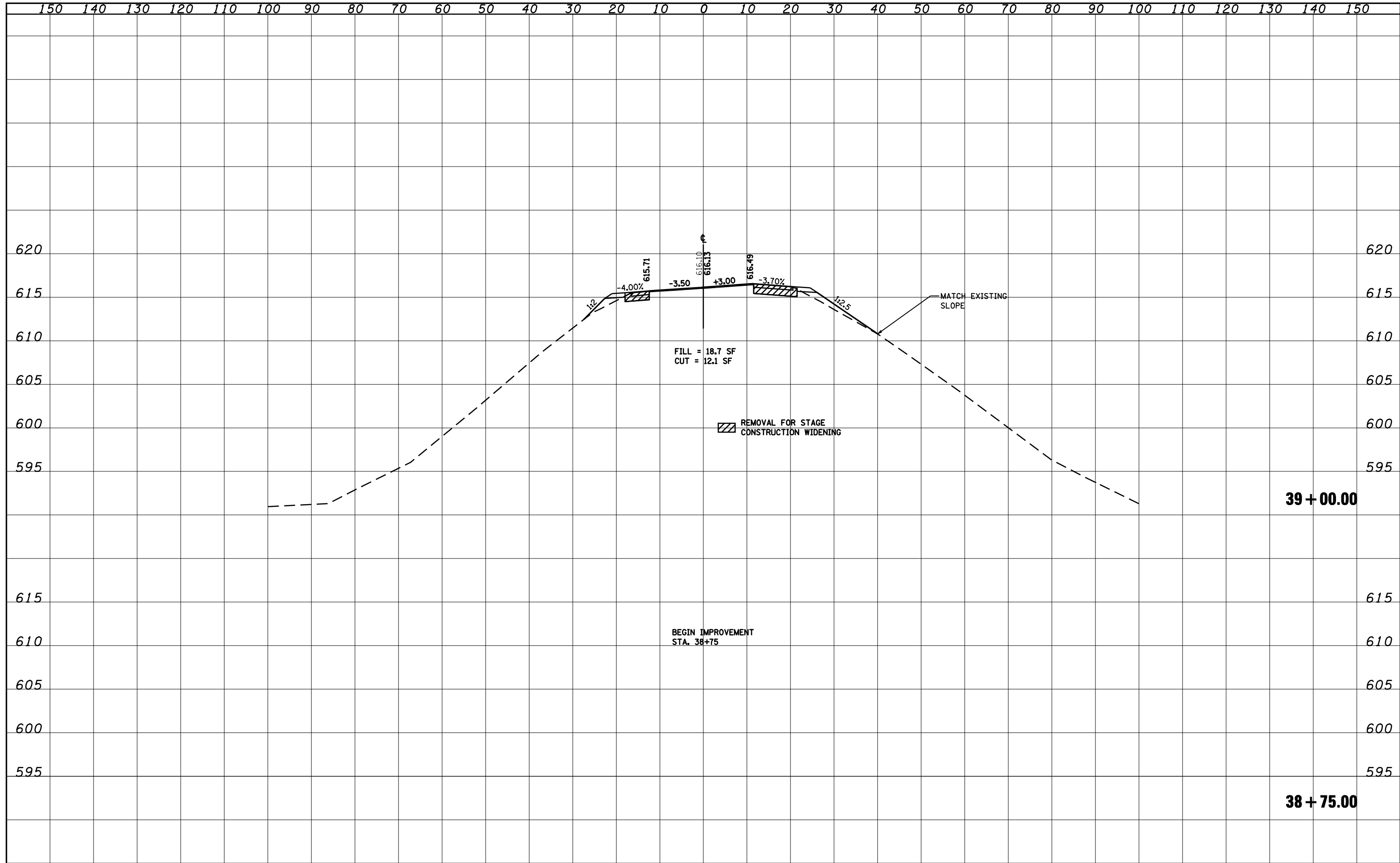
**BL-55
SIGN PANEL DETAIL**

SCALE: 1"=20' SHEET NO. 6 OF 6 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3HB-6)BR	SANGAMON	90	86
CONTRACT NO. 72A64				
ILLINOIS FED. AID PROJECT				

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

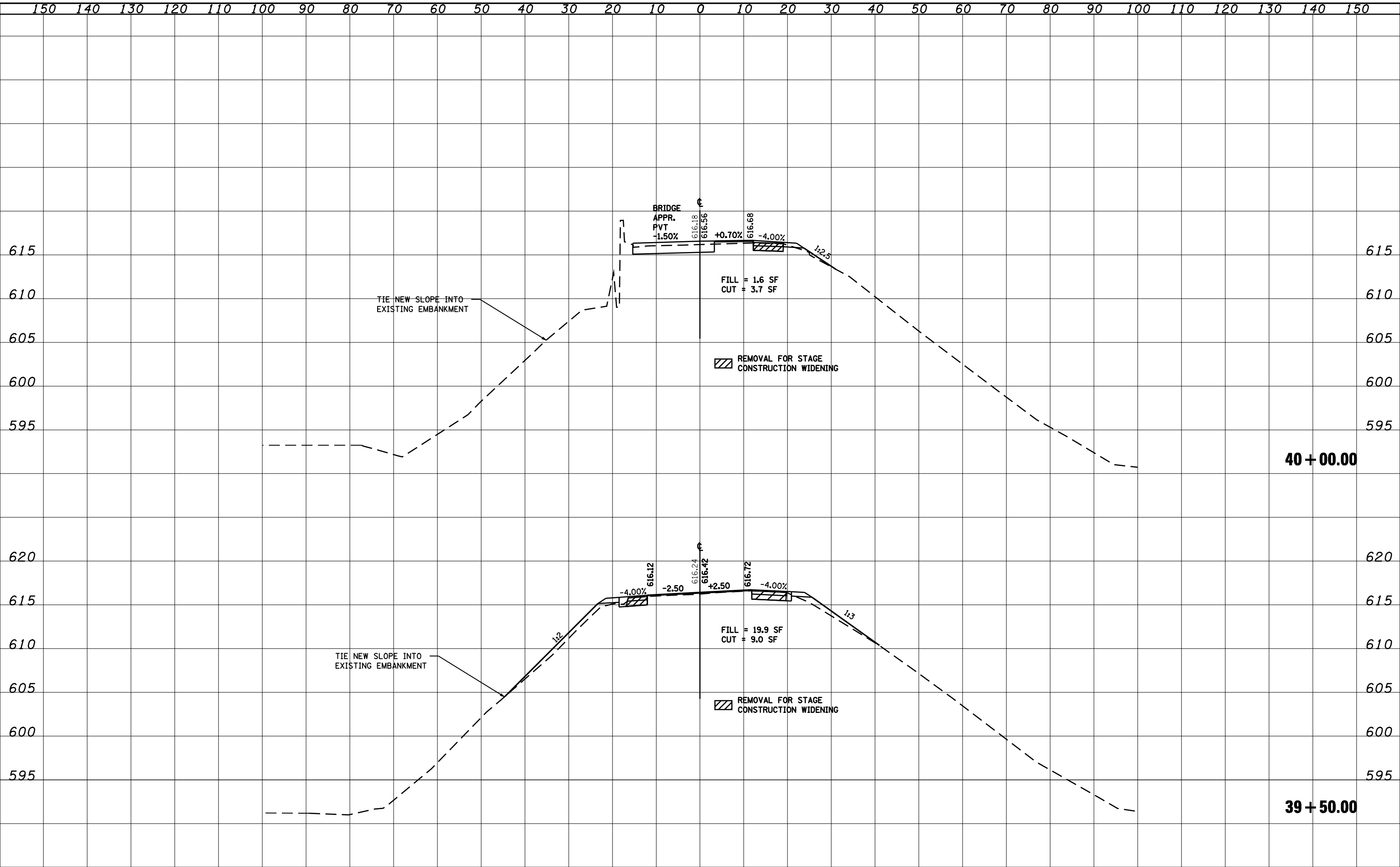
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BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
ORIGINAL SURVEY	
NOTE BOOK	
NO.	



FILE NAME =	USER NAME = laughlinr1	DESIGNED - LLO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BL-55 CROSS SECTIONS			F.A.I. RTE. = 55	SECTION = (84-3HB-6)BR	COUNTY = SANGAMON	TOTAL SHEETS = 90	SHEET NO. = 87	
e:\pwwork\pwidot\LAUGHLINRL\d8131883\0672464\37-90_XSSH.T.dgn					CHECKED - JJS	REVISED -	SCALE:		SHEET NO. 1 OF 4 SHEETS	STA. 38+75.00 TO STA. 39+00.00	CONTRACT NO. 72A64		
PLOT SCALE = 20.0000' / IN.					DRAWN - MTM	REVISED -	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT						
PLOT DATE = May-11-2009 08:13:40AM					CHECKED - MARCH 5, 2009	REVISED -							

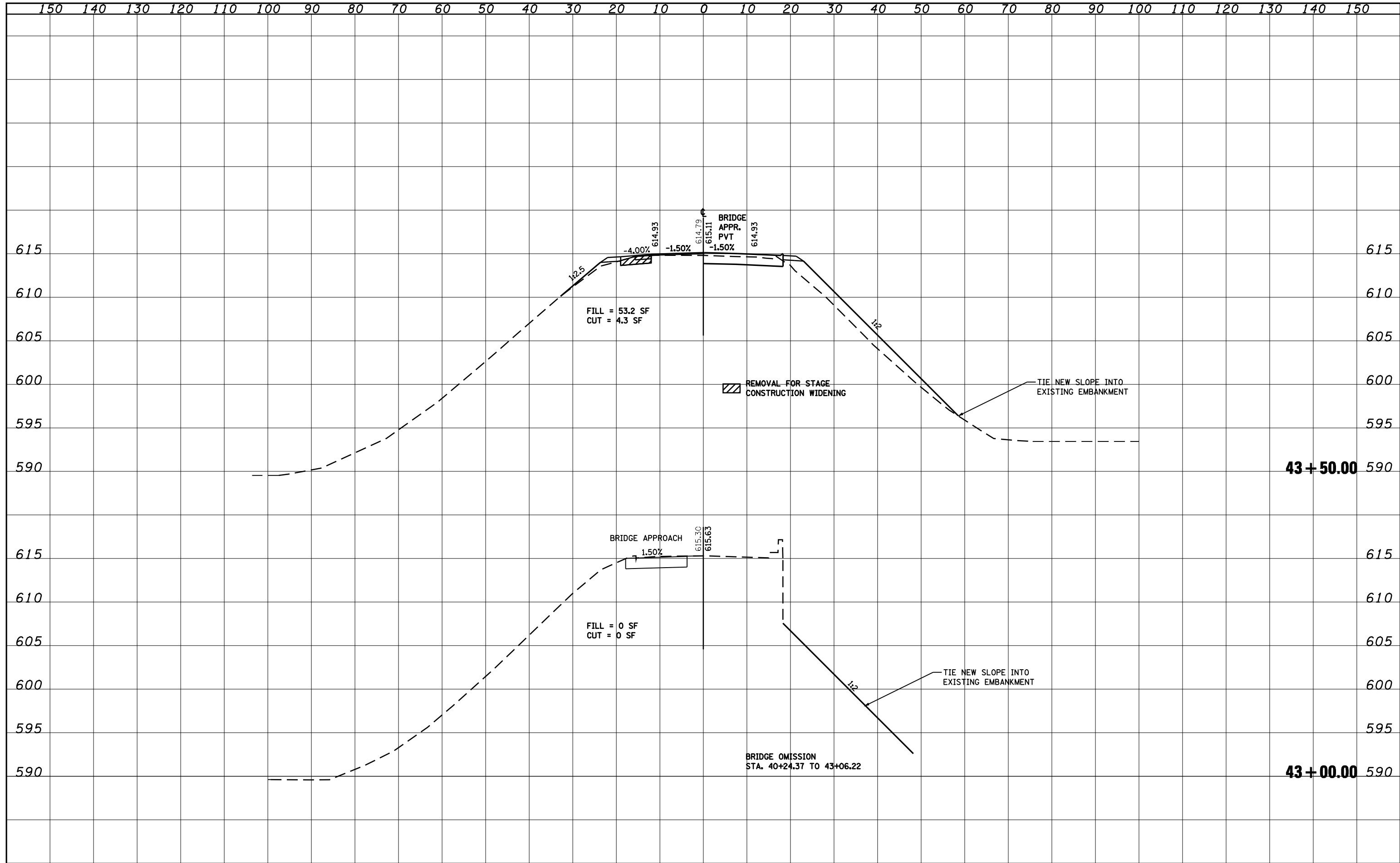
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BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
FINAL SURVEY	
NOTE BOOK	
NO.	

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



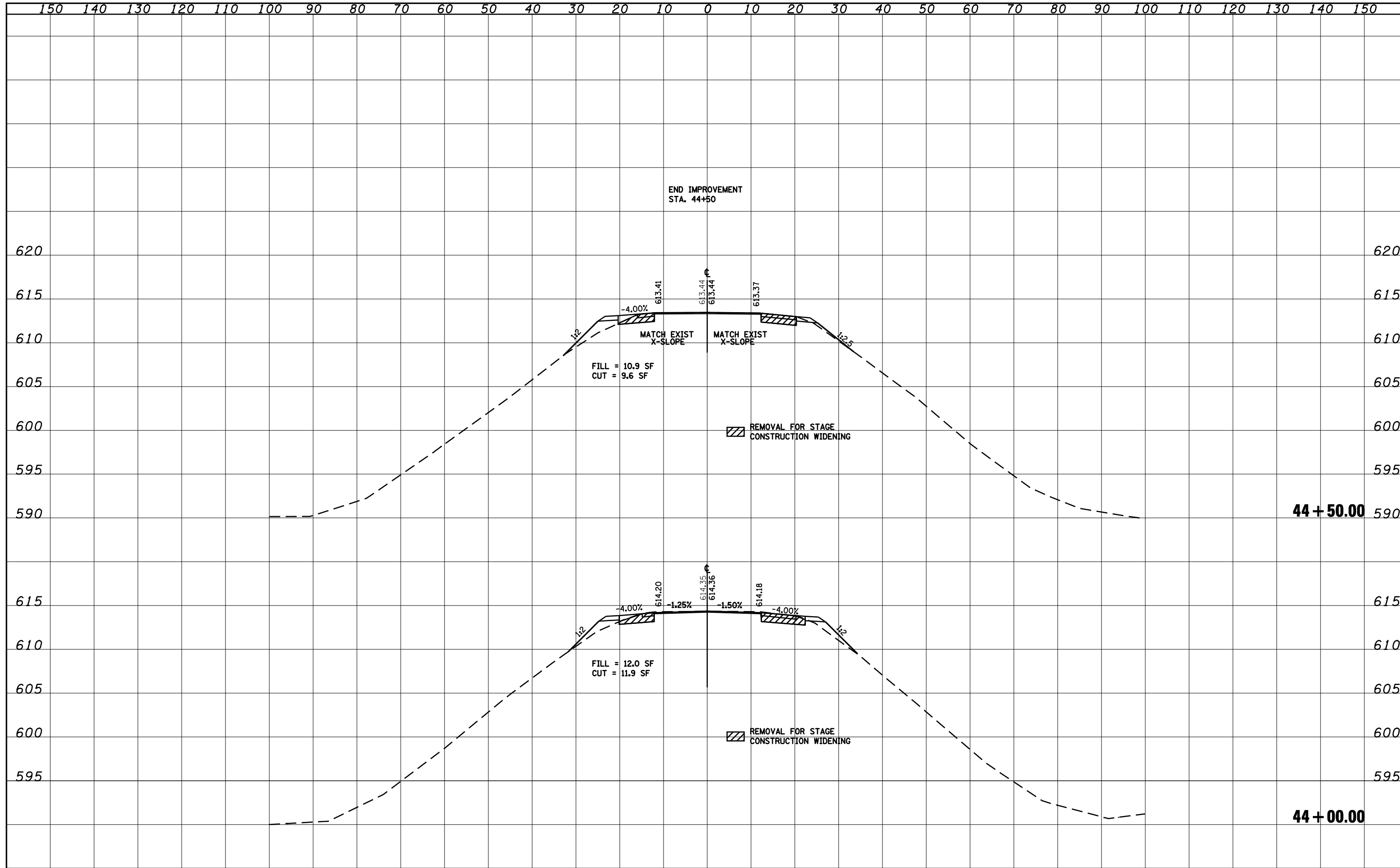
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BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
FINAL SURVEY	
NOTE BOOK	
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DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
ORIGINAL SURVEY	
NOTE BOOK	
NO.	



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

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



FILE NAME =	USER NAME = laughlinr1	DESIGNED - LLO	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BL-55 CROSS SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pwwork\pwwid\LAUGHLINRL\8131883\0672464-87-90_XSSH.dgn	CHECKED - JJS	REVISIED -	55					(84-3HB-6)BR	SANGAMON	90	90	
PLOT SCALE = 20.0000' / IN.	DRAWN - MTM	REVISIED -	CONTRACT NO. 72A64									
PLOT DATE = May-11-2009 08:13:45AM	CHECKED - MARCH 5, 2009	REVISIED -	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT									
				SCALE:	SHEET NO. 4 OF 4 SHEETS	STA. 44+00.00 TO STA. 44+50.00						