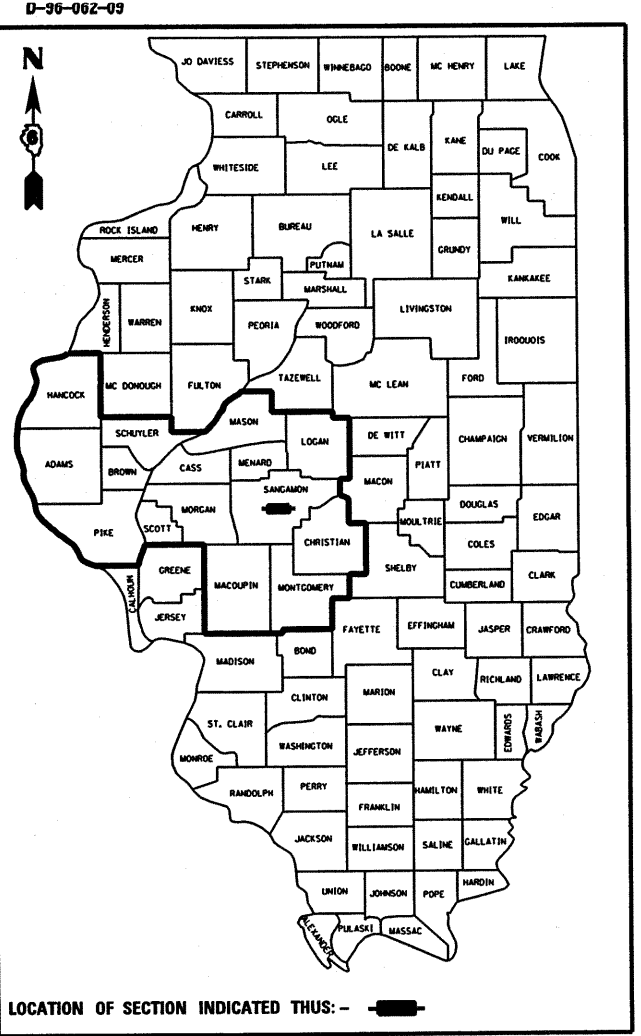


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-3HB-5)BR	SANGAMON	84	1



**DESIGN DESIGNATION**

<b>SECTION (84-3HB-5)BR I-72 EB;</b>	<b>SECTION (84-3HB-5)BR I-55 SB;</b>
SPEED LIMIT: 65 MPH ADT = 15,600 (2009) PV = 90% SU = 2.4% MU = 7.6%	SPEED LIMIT: 65 MPH ADT = 24,450 (2009) PV = 85.3% SU = 3.6% MU = 11.1%

**HIGHWAY CLASSIFICATION**  
SECTION (84-3HB-5)BR: INTERSTATE

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED August 13 2010  
Roger Z Smiley  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 1 2010  
Scott E. Stitt, P.E.  
acting ENGINEER OF DESIGN AND ENVIRONMENT

October 1 2010  
Christine M. Rosler  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

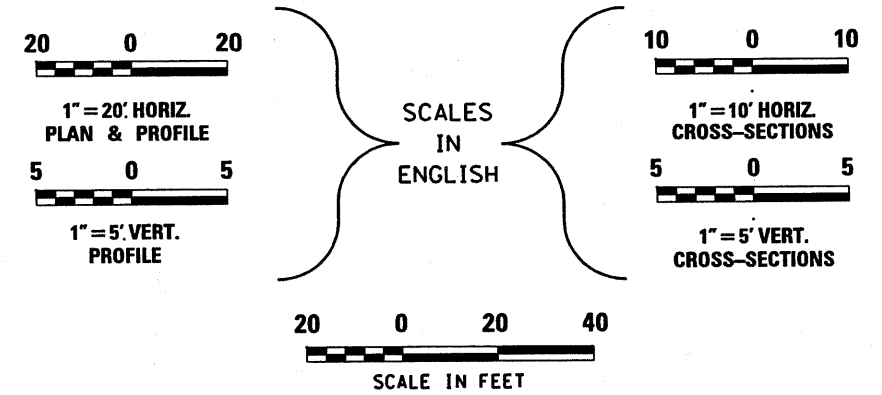
F.A.I. 72 (I-72)  
SECTION (84-3HB-5)BR  
PROJECT : ACIM-072-3(007)098  
SANGAMON COUNTY

C-96-062-09

(84-3HB-5)BR: BRIDGE DECK REPLACEMENT I-72 EB OVER I-55 (SB)  
INTERSTATE RESURFACING

INDEX OF SHEETS	TOTAL SHEETS
1	COVER SHEET
2	GENERAL NOTES
3-4	SUMMARY OF QUANTITIES
5	TYPICAL SECTIONS
6-7	SCHEDULE OF QUANTITIES
8	ALIGNMENT, TIES AND BENCHMARKS
9-11	PLAN & PROFILE SHEETS
12-21	STAGES OF CONSTRUCTION
22-25	ADVANCED WARNING & MAINTENANCE OF TRAFFIC
26-27	DETOUR ROUTE SIGNING
28-30	EROSION CONTROL PLANS
31-33	PAVEMENT MARKING PLANS
34-36	REMOVAL PLANS
37-78	BRIDGE PLANS
79-79A	DETAILS
80-84	CROSS-SECTIONS

FOR LIST OF STANDARDS, SEE SHEET NO. 2



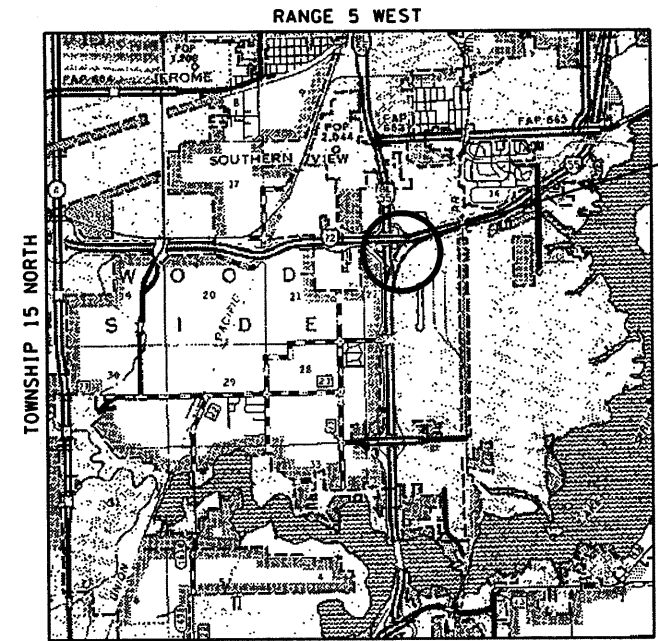
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES, REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES, IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

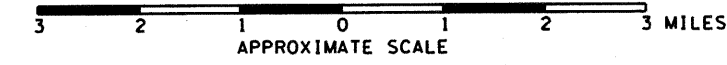
J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-892-0123

DISTRICT 6 NO. (217) 782-7301  
PROJECT ENGINEER: SAL MADONIA (217) 782-4761  
TEAM ENGINEER: JEFF MYERS (217) 524-7940  
CONTRACT NO. 72C70

**Farnsworth  
GROUP**  
2709 McGraw Drive  
Bloomington, Illinois 61704  
309/663-8435, 309/663-1571 fax



LOCATION MAP



GROSS LENGTH (SN 084-0078) = 972.00 FT. = 0.184 MI.  
NET LENGTH (SN 084-0078) = 972.00 FT. = 0.184 MI.

LICENSED PROFESSIONAL ENGINEER  
MICHAEL T. MATZKE  
062-038471  
STATE OF ILLINOIS

Michael T. Matzke  
SIGNATURE  
8/10/2010  
DATE  
LIC. EXP. DATE : 11/30/2011

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
- 280001-05 TEMPORARY EROSION CONTROL SYSTEMS
- 420401-08 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
- 631026-05 TRAFFIC BARRIER TERMINAL, TYPE 5
- 631031-08 TRAFFIC BARRIER TERMINAL, TYPE 6
- 635001-01 DELINEATORS
- 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
- 701400-04 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
- 701411-06 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
- 701451-01 RAMP CLOSURE, FREEWAY/EXPRESSWAY
- 701901-01 TRAFFIC CONTROL DEVICES
- 704001-06 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. CONTACT IDOT DISTRICT 6 OPERATIONS, TRAFFIC SIGNAL SECTION AT (217)524-9161 AT LEAST 72 HOURS BEFORE CONSTRUCTION STARTS TO LOCATE UNDERGROUND WIRING FOR HIGHWAY LIGHTING AND ANY I.D.O.T. I.T.S CABLES.
4. 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.
5. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS.
6. THE WORK AREA SHALL BE POSITIVELY DRAINED DURING CONSTRUCTION. FINAL GRADES SHALL BE PROTECTED AGAINST DAMAGE FROM EROSION, SEDIMENTATION, AND TRAFFIC.
7. 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.
8. 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.
9. 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.
10. THE PROPOSED PARAPET WALLS MAY BE CONSTRUCTED BY SLIP FORMING.

11. 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.
12. 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
13. 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.
14. 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.
15. AN ALUMINUM TABLET OF THE TYPE SHOWN ON STANDARD 667101 SHALL BE PLACED ON THE PROPOSED STRUCTURE AS DIRECTED BY THE ENGINEER. THE BENCH MARK ELEVATION WILL BE ESTABLISHED AND MARKED BY THE DEPARTMENT. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR PERMANENT BENCH MARKS
16. 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.
17. A COPY OF EXISTING BRIDGE PLANS ARE AVAILABLE AT THE DISTRICT OFFICE.

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>July 28</u> 20 <u>10</u> <i>Neil Walker</i>	
OPERATIONS ENGINEER	
EXAMINED <u>July 21</u> 20 <u>10</u> <i>Tom F...</i>	
PROJECT IMPLEMENTATION ENGINEER	
EXAMINED <u>August 12</u> 20 <u>10</u> <i>2RML</i>	
PROGRAM DEVELOPMENT ENGINEER	

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATION(S):	MAINLINE	MAINLINE	MAINLINE-SHOULDERS	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"
AC/PG:	SBS PG 76-22	SBS PG 70-22	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
MIXTURE COMPOSITION (GRADATION):	IL 9.5 OR 12.5	IL 19.0	IL 9.5 OR 12.5	IL 19.0
FRICTION AGGREGATE:	MIX "E"	N/A	MIX "C"	N/A

FILE NAME =	USER NAME = laughtinr1	DESIGNED - LLO	REVISED -
cr:\pwork\pvidot\laughtinr1\08231206\0672464.sht:gennote.dgn		DRAWN - JJS	REVISED -
	PLOT SCALE = 1/8"=1'-0"	CHECKED - MTM	REVISED -
	PLOT DATE = Aug-11-2010 01:04:29PM	DATE - JANUARY 2010	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES

SCALE: N/A SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(B4-3HB-5)BR	SANGAMON	84	2
S.N. 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6 [ILLINOIS] FED. AID PROJECT				

SUMMARY OF QUANTITIES

URBAN 90% FED / 10% STATE

CODE NUMBER	PAY ITEM	UNIT	QUANTITY	ROADWAY 0005	STRUCTURES 0014
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	18	18	
20200100	EARTH EXCAVATION	CU YD	550	550	
20400800	FURNISHED EXCAVATION	CU YD	110	110	
20700220	POROUS GRANULAR EMBANKMENT	CU YD	370		370
25000200	SEEDING, CLASS 2	ACRE	2.6	2.6	
25000350	SEEDING, CLASS 7	ACRE	2.6	2.6	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	172	172	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	172	172	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	172	172	
25100115	MULCH, METHOD 2	ACRE	5.2	5.2	
25100630	EROSION CONTROL BLANKET	SQ YD	9171	9171	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	500	500	
28000400	PERIMETER EROSION BARRIER	FOOT	2116	2116	
28100107	STONE DUMPED RIPRAP, CLASS A4	SQ YD	293	293	
28200200	FILTER FABRIC	SQ YD	293	293	
35600724	HOT - MIX ASPHALT BASE COURSE WIDENING, 12"	SQ YD	654	654	
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	0.4	0.4	
40600300	AGGREGATE (PRIME COAT)	TON	2.0	2.0	
40600982	HOT - MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	450	450	
40600990	TEMPORARY RAMP	SQ YD	38	38	
40603245	POLYMERIZED HOT - MIX ASPHALT BINDER COURSE, IL-19.0, N105	TON	98	98	
40603310	HOT - MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	111	111	
40603575	POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, MIX "E", N105	TON	65	65	
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	400	400	
44000100	PAVEMENT REMOVAL	SQ YD	393	393	
44004250	PAVED SHOULDER REMOVAL	SQ YD	787	787	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	89	89	
50102400	CONCRETE REMOVAL	CU YD	71.5		71.5
50104650	SLOPE WALL REMOVAL	SQ YD	840		840
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	1		1

SUMMARY OF QUANTITIES

90% FED / 10% STATE

URBAN

CODE NUMBER	PAY ITEM	UNIT	QUANTITY	ROADWAY 0005	STRUCTURES 0014
50105220	PIPE CULVERT REMOVAL	FOOT	64	64	
50157300	PROTECTIVE SHIELD	SO YD	680		680
50200100	STRUCTURE EXCAVATION	CU YD	677		677
50300225	CONCRETE STRUCTURES	CU YD	196.9		196.9
50300255	CONCRETE SUPERSTRUCTURE	CU YD	574.1		574.1
50300260	BRIDGE DECK GROOVING	SO YD	1449		1449
50300300	PROTECTIVE COAT	SO YD	1869		1869
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	20,750		20,750
50500505	STUD SHEAR CONNECTORS	EACH	4,374		4,374
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	159,240		159,240
50800515	BAR SPLICERS	EACH	1,433		1,433
51100100	SLOPE WALL 4 INCH	SO YD	742		742
51500100	NAME PLATES	EACH	1		1
52000110	PREFORMED JOINT STRIP SEAL	FOOT	79		79
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	12		12
52100520	ANCHOR BOLTS, 1"	EACH	36		36
52100530	ANCHOR BOLTS, 1 1/4"	EACH	12		12
52100540	ANCHOR BOLTS, 1 1/2"	EACH	12		12
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	14	14	
58700300	CONCRETE SEALER	SO FT	2,398		2,398
59000200	EPOXY CRACK INJECTION	FOOT	68		68
59100100	GEOCOMPOSITE WALL DRAIN	SO YD	185		185
60100945	PIPE DRAINS 12"	FOOT	326	326	
<del>20046304</del>	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	190		190
60240225	INLETS, TYPE B, TYPE 4 FRAME AND GRATE	EACH	1	1	
60500060	REMOVING INLETS	EACH	1	1	
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	345	345	
* 63000003	STEEL PLATE BEAM GUARD RAIL, TYPE A, 9 FOOT POSTS	FOOT	386	386	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2	

\*Specialty Items

FILE NAME *	USER NAME *	DESIGNED LLO	REVISED -
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	PLOT DATE * Aug-11-2010 01:02:38PM	DATE JANUARY 2010	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

I-72 SUMMARY OF QUANTITIES

SCALE: N/A SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-3HB-5)BR	SANGAMON	84	3
S.N. 084-007B		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

URBAN  
90% FED./10% STATE

SUMMARY OF QUANTITIES					
CODE NUMBER	PAY ITEM	UNIT	QUANTITY	ROADWAY 0005	STRUCTURES 0014
63200310	GUARDRAIL REMOVAL	FOOT	966	966	
66700095	PERMANENT SURVEY MARKERS	EACH	1	1	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6	
67100100	MOBILIZATION	L SUM	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	
70100805	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	L SUM	1	1	
70100820	TRAFFIC CONTROL AND PROTECTION, STANDARD 701451	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	20	20	
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	6	6	
70300550	PAVEMENT MARKING TAPE, TYPE III 8"	FOOT	615	615	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	4,548	4,548	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	778	778	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	778	778	
* 78004220	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID <sup>LINE</sup> 5"	FOOT	90	90	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	10	10	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	14	14	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2	
78300100	PAVEMENT MARKING REMOVAL	SO FT	911	911	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	10	10	
* 81100600	CONDUIT ATTACHED TO STRUCTURE, 2" DIA, GALVANIZED STEEL	FOOT	180		180
Z0001904	STRUCTURAL STEEL REMOVAL	L SUM	1		1
Z0003802	REMOVAL OF EXISTING BEARINGS	EACH	24		24
Z0004552	APPROACH SLAB REMOVAL	SO YD	228	228	
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SO FT	9		9
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SO FT	24		24
Z0018004	DRAINAGE SCUPPERS, DS-12	EACH	4		4
Z0026346	NIGHT TIME WORK ZONE LIGHTING	L SUM	1		1
Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1	1	

URBAN  
90% FED./10% STATE

SUMMARY OF QUANTITIES					
CODE NUMBER	PAY ITEM	UNIT	QUANTITY	ROADWAY 0005	STRUCTURES 0014
Z0030330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	EACH	1	1	
Z0032300	JACKING EXISTING SUPERSTRUCTURE	L SUM	1		1
Z0034806	MODULAR EXPANSION JOINT - SWIVEL 6"	FOOT	77		77
Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SO FT	500		500
X0325642	HIGH LOAD MULTI-ROTATION <sup>CAL</sup> BEARINGS, GUIDED EXPANSION, 300K	EACH	6		6
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	507		507
X7200201	WIDTH RESTRICTION SIGNING	L SUM	1		1
* X7800620	URETHANE PAVEMENT MARKING - LINE 5"	FOOT	2,054	2,054	
<b>Z0016702 DETOUR SIGNING</b>			<b>L SUM</b>	<b>1</b>	<b>1</b>

\* SPECIALTY ITEMS

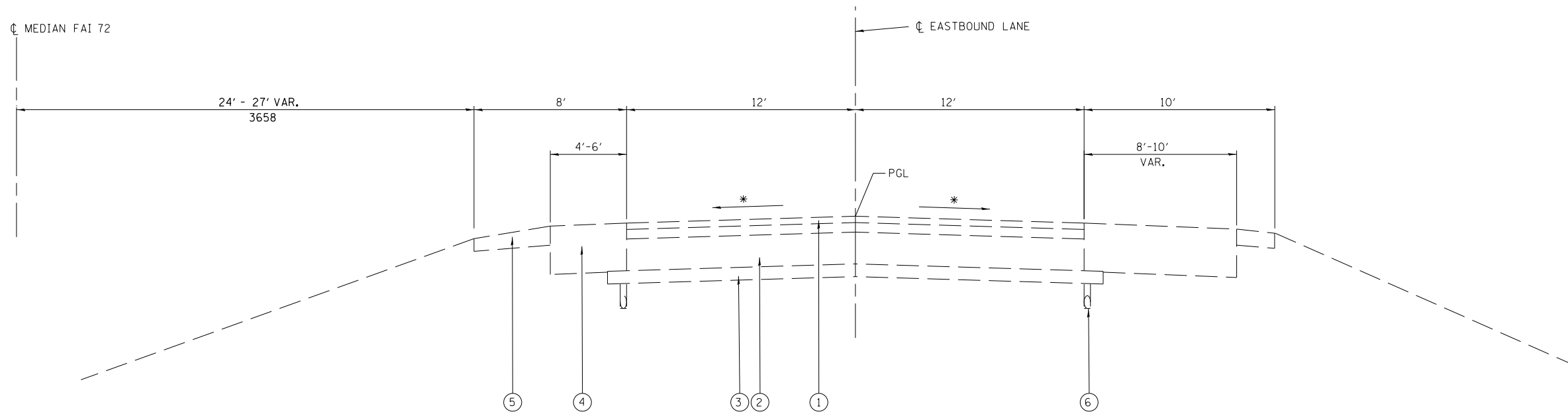
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		JANUARY 2010	-

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

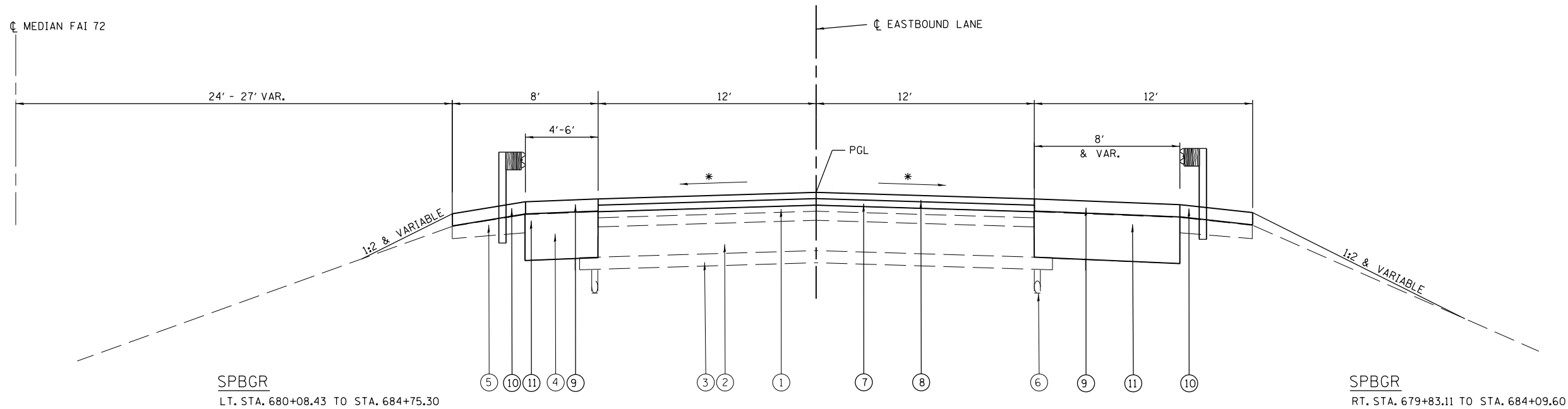
I-72 SUMMARY OF QUANTITIES  
SCALE: N/A SHEET NO. 2 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-3HB-5)BR	SANGAMON	84	4
S.N. 084-0078			CONTRACT NO. 72C70	
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



**EB I-72 EXISTING TYPICAL SECTION**

STA. 682+25.59 TO STA. 690+32.59  
 BRIDGE OMISSION STA. 684+54.41 TO STA. 688+02.59  
 \* VARIABLE RATE FOR SUPERELEVATION



SPBGR  
 LT. STA. 680+08.43 TO STA. 684+75.30

SPBGR  
 RT. STA. 679+83.11 TO STA. 684+09.60

**HMA BASE COURSE WIDENING, 12"**

LT. & RT. STA. 680+78.0 TO STA. 683+74.41  
 LT. & RT. STA. 680+82.59 TO STA. 690+50.00

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

**EB I-72 PROPOSED TYPICAL SECTION**

STA. 682+50.00 TO STA. 690+50.00  
 BRIDGE OMISSION STA. 684+54.41 TO STA. 688+02.59  
 \* VARIABLE RATE FOR SUPERELEVATION  
 NORMAL CROWN ON STRUCTURE  
 SEE CROSS-SECTIONS

- ⑦ PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N105- VARIABLE DEPTH.
- ⑧ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E" N105 - 1.5"
- ⑨ PROPOSED HOT-MIX ASPHALT SURFACE COURSE MIX "C", N50 - 3" & VARIES.
- ⑩ PROPOSED AGGREGATE SHOULDERS, TYPE B - 4" & VARIES.
- ⑪ PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING, 12", SHALL BE USED ON SHOULDERS AT LOCATIONS IDENTIFIED IN STAGE CONSTRUCTION.

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>EXISTING TYPICAL SECTIONS</b>	
SCALE: 1IN. = 20FT.	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-3HB-5)BR	SANGAMON	84	5
S.N. 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

SEEDING SCHEDULE					
LOCATION	SEEDING CLASS 2	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	EROSION CONTROL BLANKET
	ACRE	POUND	POUND	POUND	SQ YD
LT. STA 682+50.0 TO 683+25.19	0.1	5.40	5.40	5.40	277
LT. STA 683+25.19 TO 687+28.66	0.5	40.50	40.50	40.50	2172
LT. STA 687+10.7 TO 689+24.95	0.25	17.10	17.10	17.10	903
LT. STA 689+24.95 TO 690+50.0	0.25	7.20	7.20	7.20	383
RT. STA 682+50.0 TO 683+25.19	0.25	8.10	8.10	8.10	433
RT. STA 683+25.19 TO 685+29.5	0.25	22.50	22.50	22.50	1204
RT. STA 684+84.8 TO 689+24.95	0.75	57.60	57.60	57.60	3097
RT. STA 689+24.95 TO 690+50.0	0.25	13.50	13.50	13.50	702
TOTAL	2.6	172	172	172	9171

PERMANENT SURVEY MARKERS	
LOCATION	FOOT
STA 684+12.68, 18.1, LT	1

PIPE DRAIN AND INLET SCHEDULE					
LOCATION	PIPE DRAIN 12"	STORM SEWER CLASS A TYPE 2 12"	FRAME & GRATE TYPE 4	REMOVE INLETS	TYPE B INLET BOX
	FOOT	FOOT	EACH	EACH	EACH
LT. STA 688+83.52				1	
LT. STA 688+67.86		14	1		1
RT. STA 684+01.52	85				
LT. STA 684+45.66	77				
RT. STA 687+77.37	84				
LT. STA 688+79.72	80				
TOTAL	326	14	1	1	1

PAVING SCHEDULE									
LOCATION	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	POLYMERIZED HMA BINDER COURSE IL-19.0, N105	POLYMERIZED HMA SURFACE COURSE MIX "E" N105	HOT-MIX ASPHALT BASE COURSE WIDENING 12"	AGREGATE SHOULDERS TYPE B	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	TEMPORARY RAMPS
	TON	SQ YD	TON	TON	SQ YD	TON	TON	TON	SQ YD
LT. STA 680+78.0 TO 683+74.41	25				148				
RT. STA 680+78.0 TO 683+74.41	43				254				
LT. STA 688+82.59 TO 690+50.0	14				83				
RT. STA 688+82.59 TO 690+50.0	29				169				
STA 682+50.0 TO 683+75.41			42	28			0.2	0.9	
STA 688+82.59 TO 690+50.0			56	37			0.2	1.1	
STA 682+50.0 TO 682+80.0		120							
STA 689+73.0 TO 690+50.0		330							
LT. STA 680+78.0 TO 684+75.5						30			
RT. STA 680+78.0 TO 684+10.0						25			
LT. STA 688+49.0 TO 690+50.0						19			
RT. STA 687+83.0 TO 690+50.0						15			
STA 684+19.41 TO 684+24.41									18
STA 688+32.59 TO 688+37.59									20
TOTAL	111	450	98	65	654	89	0.4	2.0	38

SCHEDULE OF STONE DUMPED RIPRAP		
LOCATION	CLASS A4	FILTER FABRIC
	SQ. YD.	
RT. STA 684+01.52 80' OFFSET	11	11
LT. STA 684+45.66 75' OFFSET	11	11
RT. STA 687+77.37 80' OFFSET	11	11
LT. STA 688+79.72 77' OFFSET	11	11
LT. STA 688+67.86 28' OFFSET	28	28
RT. STA 684+5.05 TO 685+17.98 21' OFFSET	77	77
LT. STA 684+71.32 TO 685+52.40 21' OFFSET	42	42
RT. STA 687+17.69 TO 687+86.77 21' OFFSET	37	37
LT. STA 687+57.54 TO 688+53.05 21' OFFSET	65	65
TOTAL	293	293

EROSION AND SEDIMENT CONTROL SCHEDULE				
LOCATION	CLASS 7 SEEDING	MULCH METHOD 2	PERIMETER EROSION BARRIER	TEMP. EROS. CONT. SEEDING
	POUNDS	ACRE	FOOT	POUNDS
LT. STA 682+50.0 TO 683+25.19	0.1	0.2	99	0
LT. STA 683+25.19 TO 687+28.66	0.5	1.0	541	100
LT. STA 687+10.7 TO 689+24.95	0.25	0.5	224	50
LT. STA 689+24.95 TO 690+50.0	0.25	0.5	155	50
RT. STA 682+50.0 TO 683+25.19	0.25	0.5	122	50
RT. STA 683+25.19 TO 685+29.5	0.25	0.5	229	50
RT. STA 684+84.8 TO 689+24.95	0.75	1.5	593	150
RT. STA 689+24.95 TO 690+50.0	0.25	0.5	153	50
TOTAL	2.6	5.2	2116	500

EARTHWORK SCHEDULE				
LOCATION	EARTH EX.	EARTH EX. ADJ. FOR SHRINKAGE	EMBANKMENT (FILL)	WASTE (+) OR SHORTAGE (-)
	CU YD	CU YD	CU YD	CU YD
STA 682+50.0 TO 683+00.0	25	20	25	-5
STA 683+00.0 TO 683+50.0	65	50	50	0
STA 683+50.0 TO 684+00.0	80	60	185	-125
STA 684+00.0 TO 684+54.5	45	35	175	-140
STA 688+50.0 TO 689+00.0	20	15	20	-5
STA 689+00.0 TO 689+50.0	65	50	35	+15
STA 689+50.0 TO 690+00.0	100	75	25	+50
STA 690+00.0 TO 690+50.0	100	75	10	+65
STA 690+50.0 TO 691+00.0	50	40	5	+35
TOTAL	550	420	530	-110

USED 25% SHRINKAGE

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" (STAGE I)
	FOOT	FOOT	SO FT	EACH	EACH	SO FT	FOOT
CL. STA 682+50 TO 690+50.0	90	110	101				
RT. STA 680+78.0 TO 690+50.0		972					
LT. STA 680+78.0 TO 690+50.0		972					
CL. STA 682+50.0 TO 684+25.59				6	6		
CL. STA 688+32.59 TO 690+50.0				4	4		
STAGE I							
LT. STA 661+00.0 TO 684+54.41 (YELLOW)						981	
LT. STA 688+02.59 TO 689+25.0 (YELLOW)						51	
RT. STA 661+00.0 TO 671+73.03 (WHITE)						447	
RT. STA 674+61.14 TO 689+19.95 (WHITE)						608	
STA 674+61.14 TO 676+34.35 (YELLOW) (ALONG LEFT EDGE OF EXIT RAMP)						72	
STA 671+73.03 TO 676+26.80 (WHITE) (ALONG RIGHT EDGE OF EXIT RAMP)						189	
STAGE II							
LT. STA 661+00.0 TO 688+55.5 (YELLOW)						1,148	
RT. STA 661+00.0 TO 672+56.51 (WHITE)						482	
RT. STA 676+35.67 TO 690+00.0 (WHITE)						568	
LT. 684+47.69 TO 688+57.76 (YELLOW)							615
RT. STA 680+78.0 TO 690+50.0			405				
LT. STA 680+78.0 TO 690+50.0			405				
TOTAL	90	2054	911	10	10	4,548	615

SCHEDULE OF BR. APP. PAVEMENT CONNECTOR	
LOCATION	BRIDGE APP. PAVEMENT CONNECTOR (PCC) SQ YD
STA 683+74.41 TO 684+24.41	200
STA 688+32.59 TO 688+82.59	200
TOTAL	400

SCHEDULE OF PAVEMENT REMOVAL			
LOCATION	PAVEMENT REMOVAL	APPROACH SLAB REMOVAL	PAVED SH. REMOVAL
	SO YD	SO YD	SO YD
STA 683+75.41 TO 684+24.41	186		
STA 688+32.59 TO 688+82.59	207		
STA 684+24.41 TO 684+54.41		114	
STA 688+02.59 TO 688+32.59		114	
LT. STA 680+78.0 TO 684+58.58			193
RT. STA 680+78.0 TO 684+02.29			245
LT. STA 688+57.76 TO 690+50.0			111
RT. STA 687+98.74 TO 690+50.0			238
TOTAL	393	228	787

PROPOSED SCHEDULE OF STEEL PLATE BEAM GUARDRAIL							
LOCATION	SPBGR, TY A, 6' POST	SPBGR, TY A, 9' POST	TYPE 6 TERMINAL	TYPE 1 TERMINAL, SPECIAL (TANGENT)	GUARDRAIL MARKERS, TYPE A	TERMINAL MARKER-DIRECT APPLIED	GUARDRAIL REMOVAL
	FOOT	FOOT	EACH	EACH	EACH	EACH	FOOT
RT. STA 680+33.35 TO 683+78.35	345						
LT. STA 680+58.05 TO 684+44.05		386					
LT. STA 684+44.05 TO 684+75.3			1				
RT. STA 683+78.35 TO 684+09.6			1				
LT. STA 680+08.43 TO 680+58.05				1		1	
RT. STA 679+83.11 TO 680+33.35				1		1	
RT. STA 679+83.24 TO 683+25.19							342
LT. STA 680+07.96 TO 683+25.19							317
RT. STA 683+25.19 TO 684+46.92							122
LT. STA 683+25.19 TO 685+10.22							185
RT. STA 679+83.11 TO 688+02.59					7		
LT. STA 680+08.43 TO 688+02.59					7		
TOTAL	345	386	2	2	14	2	966

PIPE CULVERT REMOVAL SCHEDULE	
LOCATION	FOOT
LT. STA 688+83.52	64
TOTAL	64

SCHEDULE OF TEMP. CONC. BARRIER	
LOCATION	FOOT
STA 680+78.0 TO 688+55.5	778
TOTAL	778

TREE REMOVAL SCHEDULE	
LOCATION	UNITS
RT. STA 683+72 42' OFFSET	18
TOTAL	18

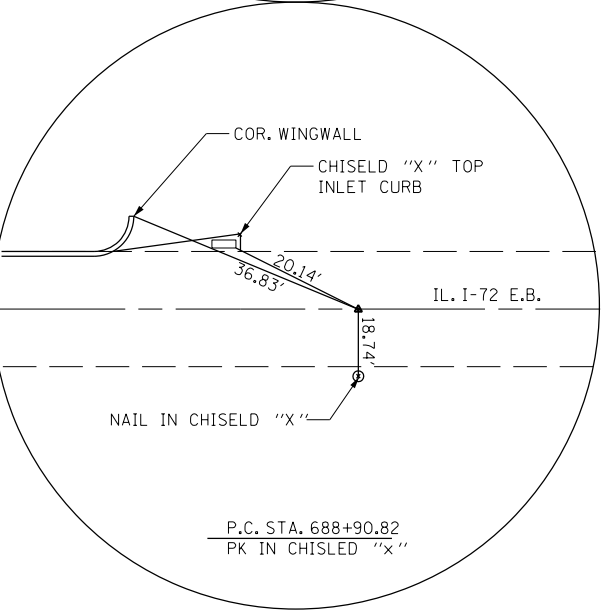
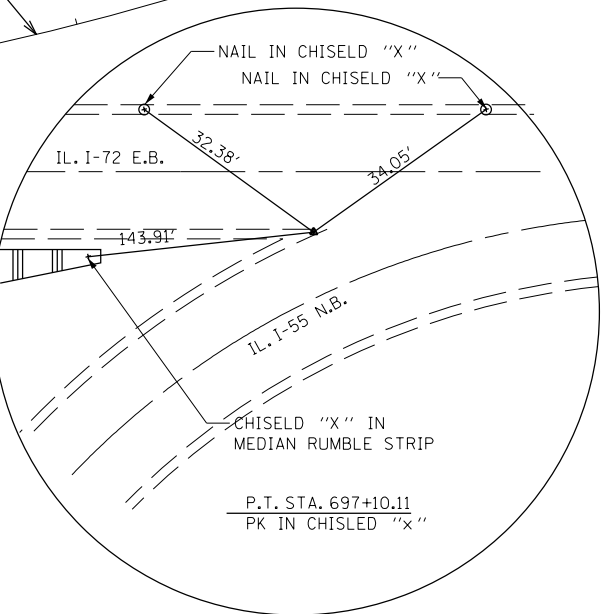
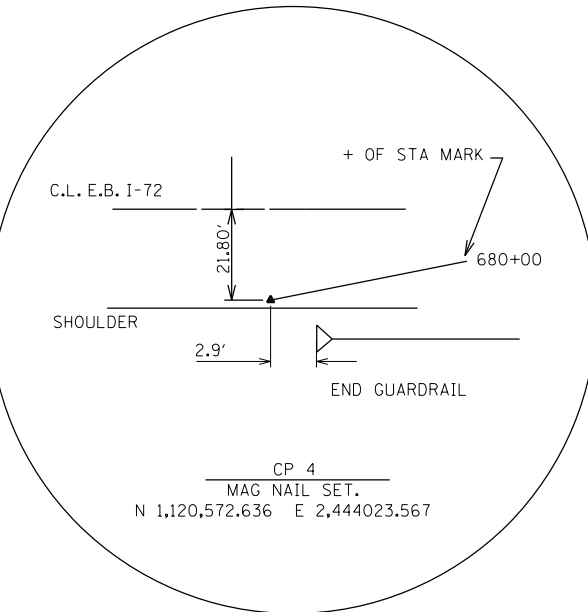
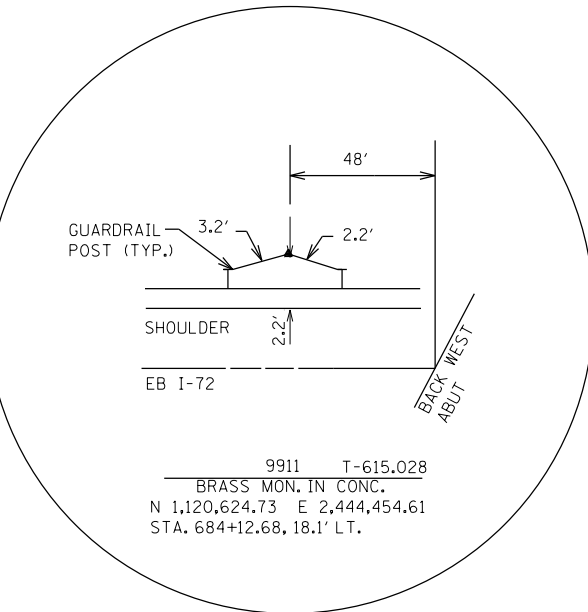
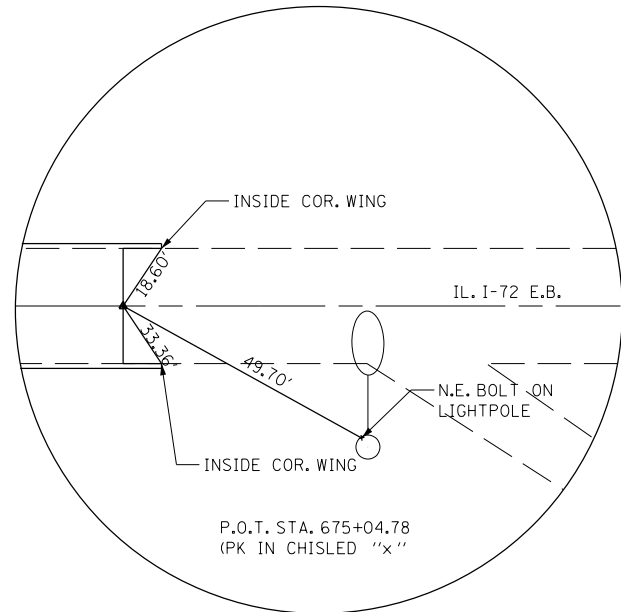
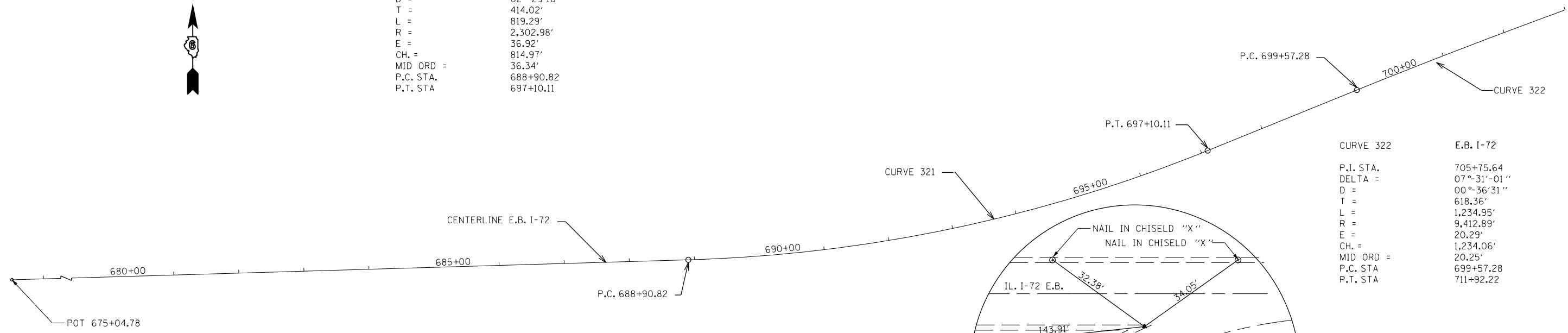


CURVE 321      E.B. I-72

P.I. STA.      693+04.84  
 DELTA =      20°-22'-59"  
 D =          414.02'  
 T =          819.29'  
 L =          2,302.98'  
 E =          36.92'  
 CH. =        814.97'  
 MID ORD =    36.34'  
 P.C. STA.      688+90.82  
 P.T. STA.      697+10.11

CURVE 322      E.B. I-72

P.I. STA.      705+75.64  
 DELTA =      07°-31'-01"  
 D =          1,234.95'  
 T =          9,412.89'  
 L =          20.29'  
 CH. =        1,234.06'  
 MID ORD =    20.25'  
 P.C. STA.      699+57.28  
 P.T. STA.      711+92.22



BM 100      CHISELED SQUARE @ SW CORNER OF THE CONCRETE FOUNDATION OF THE EAST PIER OF E.B. I-72 BRIDGE OVER S.B. I-55. ELEV. = 589.75'

BM 101A    CHISELED SQUARE ON THE WEST END OF THE NORTH PARAPET WALL OF E.B. I-72 BRIDGE OVER S.B. I-55. ELEV. = 615.80'

NOTE: VERT. CONTROL NAVD 88

B.O.P. STA.	675+04.78	N 1,120,580.04	E 2,443,547.63
CURVE 321			
P.I. STA.	693+04.84	N 1,120,632.85	E 2,445,346.91
P.C. STA.	688+90.82	N 1,120,620.70	E 2,444,933.07
P.T. STA.	697+10.11	N 1,120,788.38	E 2,445,730.61
CURVE 322			
P.I. STA.	705+75.64	N 1,121,113.51	E 2,446,532.75
P.C. STA.	699+57.28	N 1,120,881.22	E 2,445,959.68
P.T. STA.	711+92.22	N 1,121,268.83	E 2,447,131.29
E.O.P. STA.	714+05.50	N 1,121,322.40	E 2,447,337.73

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DESIGNED - LLO  
 DRAWN - JJS  
 CHECKED - MTM  
 DATE - JANUARY 2010

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

EXISTING ALIGNMENT, TIES AND BENCHMARKS OF E.B. I-72

SCALE: 1IN. = 20FT.    SHEET NO. 1 OF 1 SHEETS    STA. 682+25.59 TO STA. 690+32.59

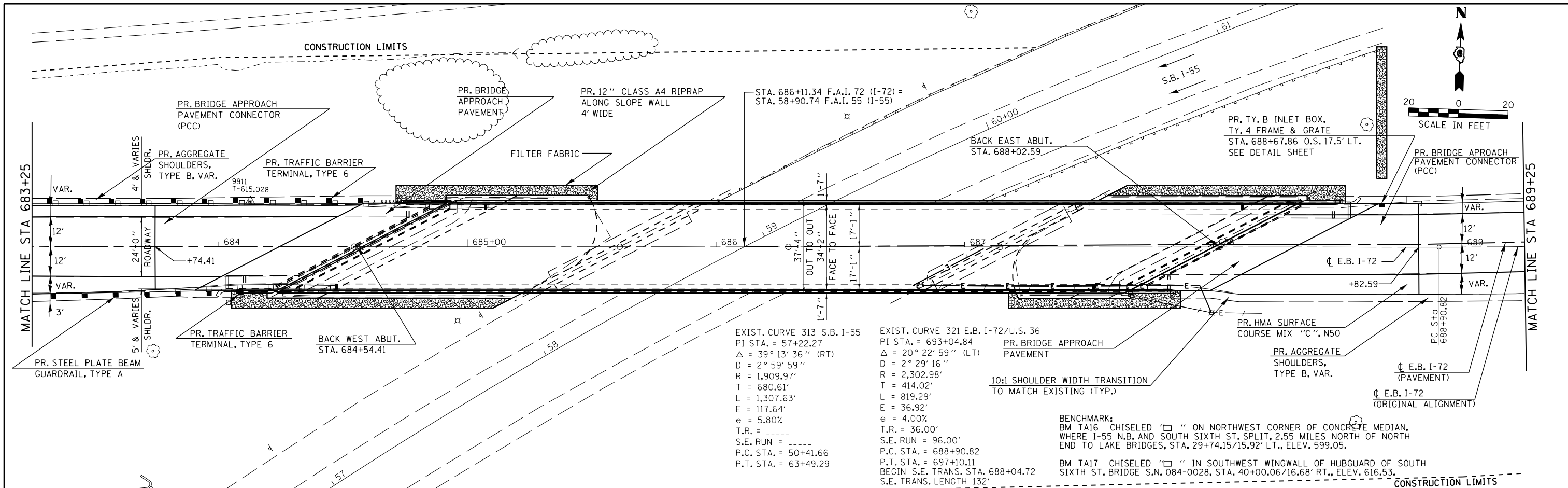
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-3HB-5)BR	SANGAMON	84	8
S.N. 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6    ILLINOIS FED. AID PROJECT				





PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
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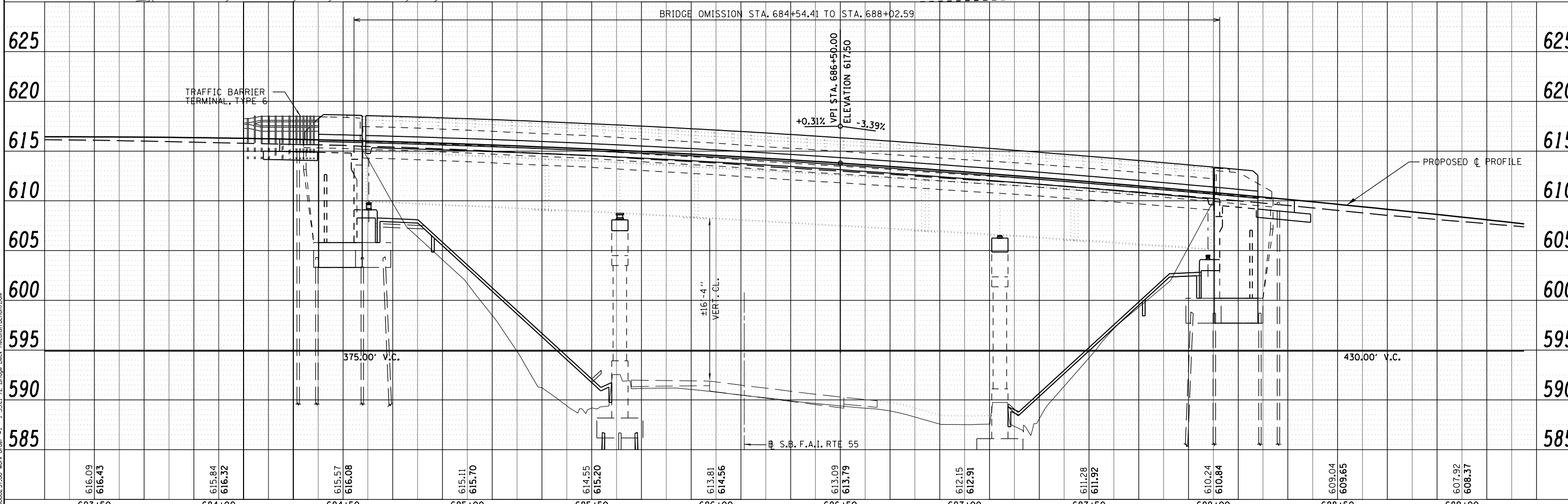
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	PLOTTED		
	CHECKED		
	GRADES		
	STRUCTURE		
	NOTATIS		
	CHKD		
	NO.		



EXIST. CURVE 313 S.B. I-55  
 PI STA. = 57+22.27  
 $\Delta = 39^\circ 13' 36''$  (RT)  
 $D = 2^\circ 59' 59''$   
 $R = 1,909.97'$   
 $T = 680.61'$   
 $L = 1,307.63'$   
 $E = 117.64'$   
 $e = 5.80\%$   
 $T.R. = \text{---}$   
 $S.E. RUN = \text{---}$   
 $P.C. STA. = 50+41.66$   
 $P.T. STA. = 63+49.29$

EXIST. CURVE 321 E.B. I-72/U.S. 36  
 PI STA. = 693+04.84  
 $\Delta = 20^\circ 22' 59''$  (LT)  
 $D = 2^\circ 29' 16''$   
 $R = 2,302.98'$   
 $T = 414.02'$   
 $L = 819.29'$   
 $E = 36.92'$   
 $e = 4.00\%$   
 $T.R. = 36.00'$   
 $S.E. RUN = 96.00'$   
 $P.C. STA. = 688+90.82$   
 $P.T. STA. = 697+10.11$   
 $BEGIN S.E. TRANS. STA. 688+04.72$   
 $S.E. TRANS. LENGTH 132'$

BENCHMARK:  
 BM TA16 CHISELED 'I' 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.  
 BM TA17 CHISELED 'I' IN SOUTHWEST WINGWALL OF HUBGUARD OF SOUTH SIXTH ST. BRIDGE S.N. 084-0028, STA. 40+00.06/16.68' RT., ELEV. 616.53.



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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

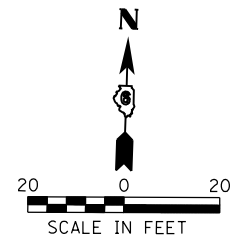
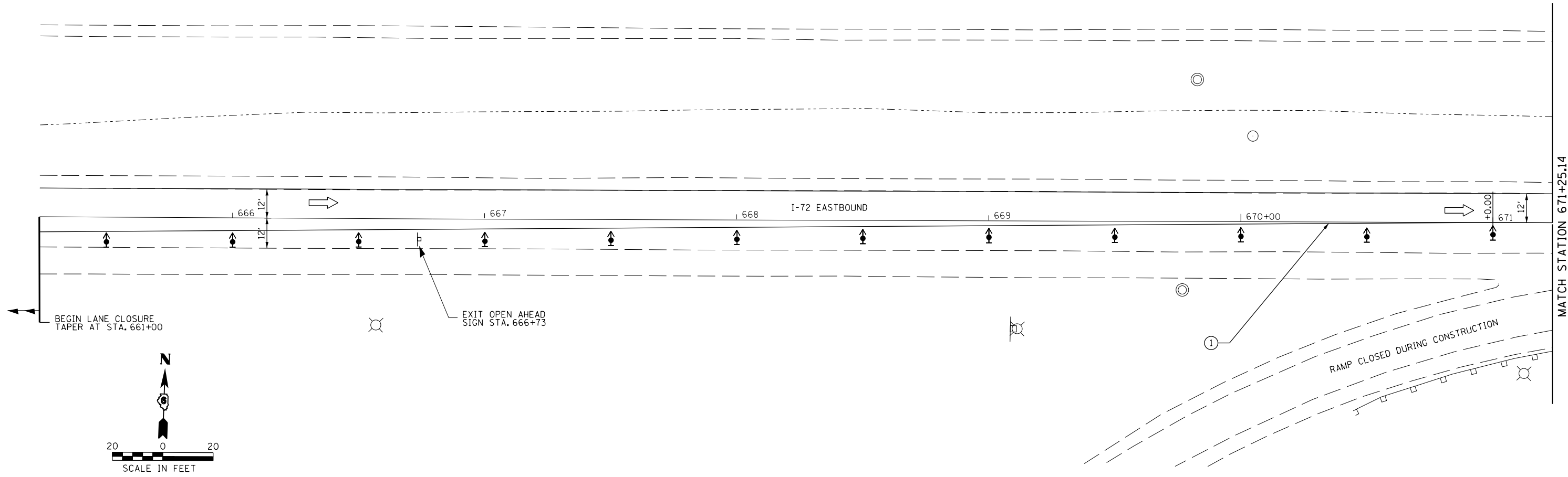
I-72 PLAN AND PROFILE

SCALE: H=20 V=5 SHEET NO. 20F 3 SHEETS STA. 683 +02 STA. 689 + 25

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-3HB-5)BR	SANGAMON	84	10
S.N. 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT		

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**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
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3

NOTE:  
ALL SIGNS AND TRAFFIC CONTROLS NOT SHOWN SHALL BE ACCORDING TO STANDARD 701400, 701402, 701411.

- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE III, SHALL BE PLACED THROUGHOUT THE TAPER AND ALONG-SIDE THE WORK AREA. THE RIGHT EDGE LINE SHALL BE TEMPORARY PAVEMENT MARKING TAPE TYPE III, 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. 682+50 TO STA. 690+50, THE PROPOSED HOT-MIX ASPHALT 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. 682+50 TO STA. 690+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.

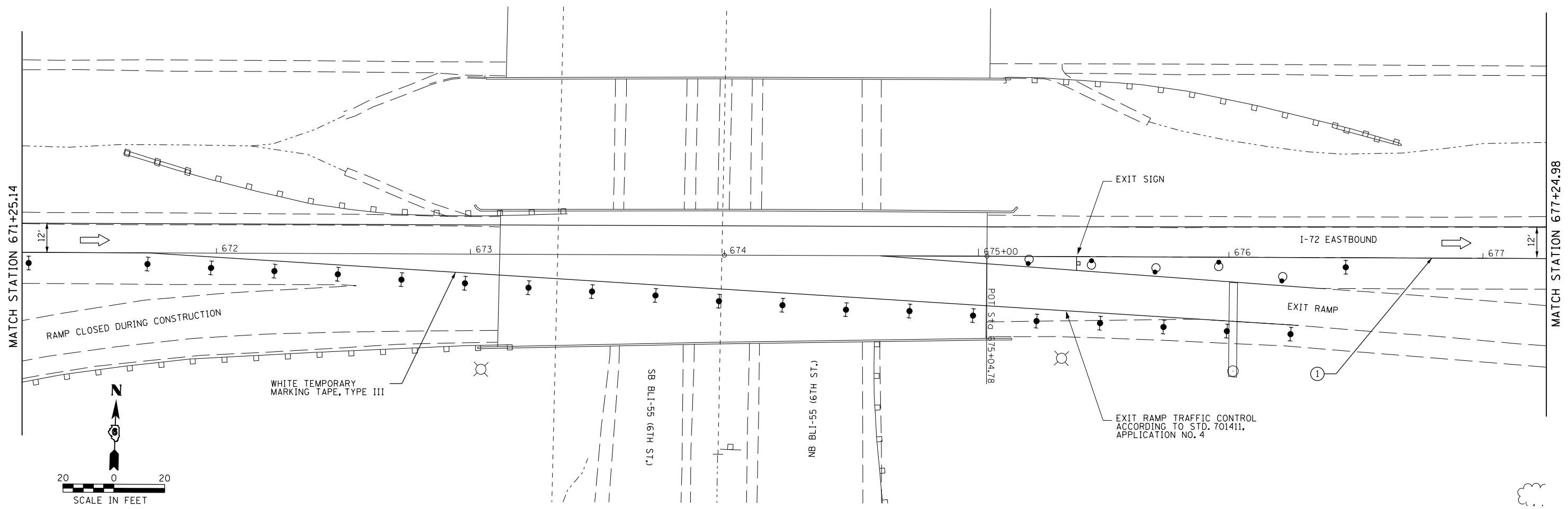
STAGE II:

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. 682+50 AND STA. 690+50
3. PLACE PROPOSED BUTUMINOUS PRIME COAT, BINDER, AND SURFACE COURSE. ALSO PLACE THE FINAL LIFT ON THE HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30. THE EXTRA MATERIAL NEEDED FOR THE FINAL LIFT ON THE HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30 SHALL BE INCLUDED IN THE UNIT PRICE FOR HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30.
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 = laughl1n1	DESIGNED - LLO	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>I-72 STAGE 1 CONSTRUCTION</b>			F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et:\pw\work\p1dot\laughl1n1\0231206\0672A64-sh1t-staging.dgn	PLOT SCALE = 40.0000' / in.	DRAWN - JJS	REVISED -		SCALE: 1IN. = 20FT.	SHEET NO. 1 OF 10 SHEETS	STA.	TO STA. 671+25.14	72	(84-3HB-5)BR	SANGAMON	84	12
PLOT DATE = Aug-11-2010 01:03:22PM	DATE - JANUARY 2010	CHECKED - MTM	REVISED -					S.N. 084-0078		CONTRACT NO. 72C70			
					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
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3

NOTE:  
ALL SIGNS AND TRAFFIC CONTROLS NOT SHOWN SHALL BE ACCORDING TO STANDARD 701400, 701402, 701411.

- ① TEMPORARY PAVEMENT MARKING TAPE, SHALL BE PLACED THROUGHOUT THE TAPER AND ALONG-SIDE THE WORK AREA. THE RIGHT EDGE LINE SHALL BE TEMPORARY PAVEMENT MARKING TAPE TYPE III, 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. 682+50 TO STA. 690+50, THE PROPOSED HOT-MIX ASPHALT 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. 682+50 TO STA. 690+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.

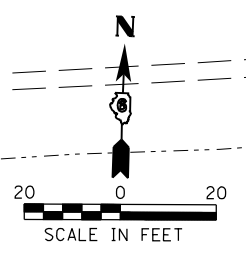
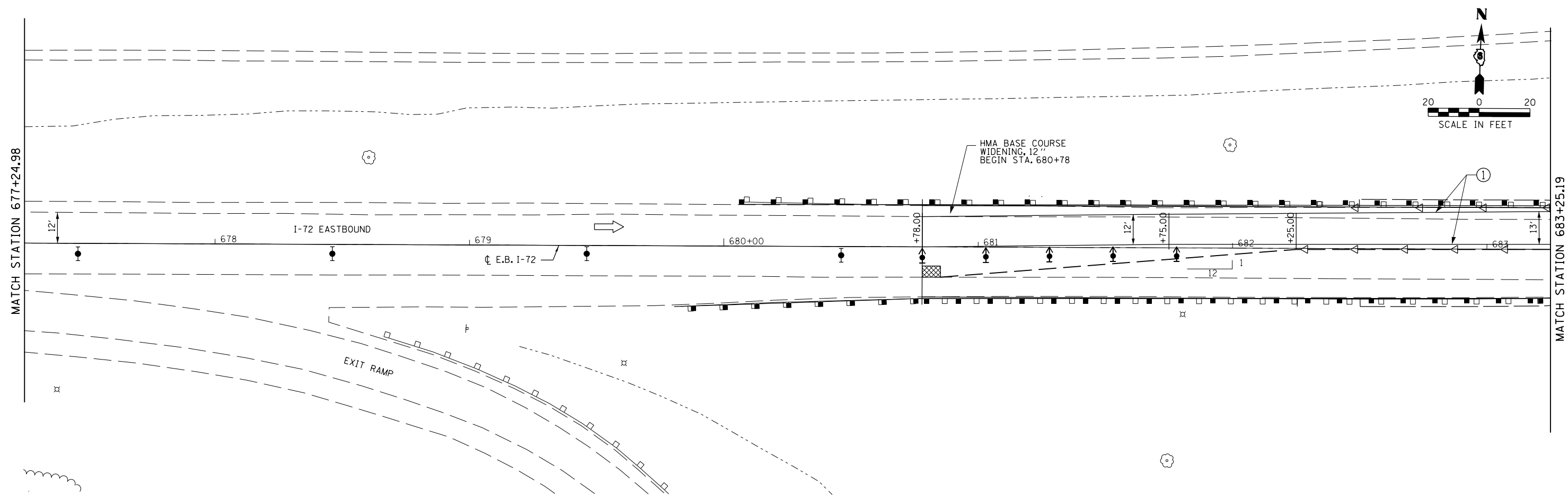
STAGE II:

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. 682+50 AND STA. 690+50
3. PLACE PROPOSED BUTUMINOUS PRIME COAT, BINDER, AND SURFACE COURSE. ALSO PLACE THE FINAL LIFT ON THE HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30. THE EXTRA MATERIAL NEEDED FOR THE FINAL LIFT ON THE HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30 SHALL BE INCLUDED IN THE UNIT PRICE FOR HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30.
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 = laughlinc1	DESIGNED - LLO	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>I-72 STAGE 1 CONSTRUCTION</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\pwidot\laughlinc1\0231206\062A64-shit-staging.dgn	DRAWN - JJS	REVISED -	72			(84-3HB-5)BR	SANGAMON	84	13	
PLOT SCALE = 40.0000' / in.	CHECKED - MTM	REVISED -	S.N. 084-0078			CONTRACT NO. 72C70				
PLOT DATE = Aug-11-2010 01:0:33PM	DATE - JANUARY 2010	REVISED -	SCALE: 1IN. = 20FT. SHEET NO. 2 OF 10 SHEETS			STA. 671+25.14 TO STA. 677+24.98		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
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3

- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE III, SHALL BE PLACED THROUGHOUT THE TAPER AND ALONG-SIDE THE WORK AREA. THE RIGHT EDGE LINE SHALL BE TEMPORARY PAVEMENT MARKING TAPE TYPE III, 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, 701402, 701411.

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 RESTRIPEDED 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. 682+50 TO STA. 690+50, THE PROPOSED HOT-MIX ASPHALT 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. 682+50 TO STA. 690+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. 682+50 AND STA. 690+50
3. PLACE PROPOSED BUTUMINOUS PRIME COAT, BINDER, AND SURFACE COURSE. ALSO PLACE THE FINAL LIFT ON THE HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30. THE EXTRA MATERIAL NEEDED FOR THE FINAL LIFT ON THE HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30 SHALL BE INCLUDED IN THE UNIT PRICE FOR HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30.
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.

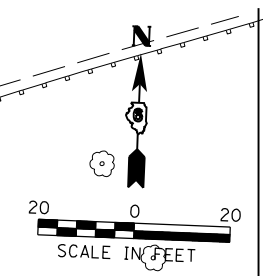
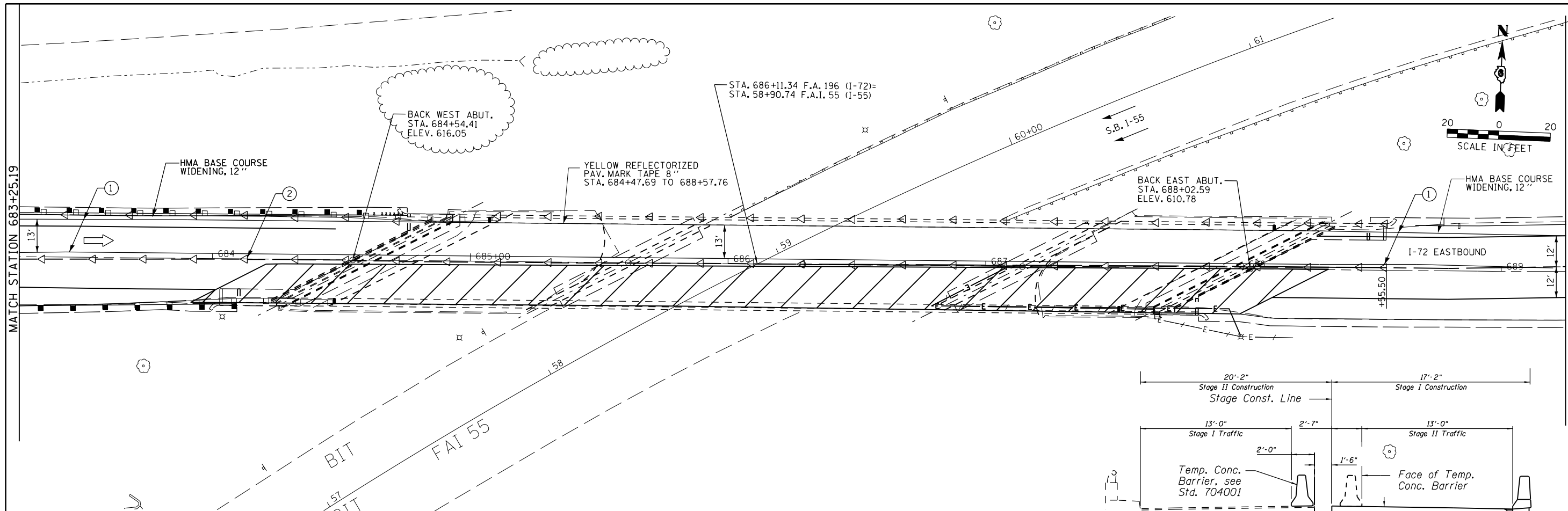
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	PLOT SCALE = 40.0000' / in.	CHECKED - MTM	REVISED -
	PLOT DATE = Aug-11-2010 01:03:33PM	DATE - JANUARY 2010	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**I-72 STAGE 1 CONSTRUCTION**

SCALE: 1IN.=20FT    SHEET NO. 3 OF 10 SHEETS    STA. 677+24.98 TO STA. 683+25.19

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-3HB-5)BR	SANGAMON	84	14
S.N. 084-0078			CONTRACT NO. 72C70	
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
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3

- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE III, SHALL BE PLACED THROUGHOUT THE TAPER AND ALONG-SIDE THE WORK AREA. THE RIGHT EDGE LINE SHALL BE TEMPORARY PAVEMENT MARKING TAPE TYPE III, WHITE AND THE LEFT EDGE LINE SHALL BE YELLOW.
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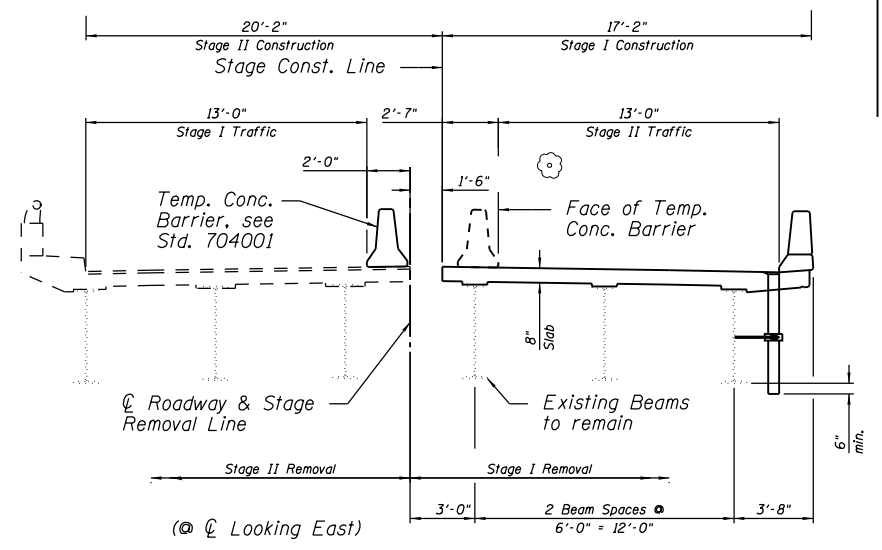
NOTE:  
ALL SIGNS AND TRAFFIC CONTROLS NOT SHOWN SHALL BE ACCORDING TO STANDARD 701400, 701402, 701411.

**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. 682+50 TO STA. 690+50, THE PROPOSED HOT-MIX ASPHALT 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. 682+50 TO STA. 690+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.



084-0078  
I-72 EB  
OVER I-55 SB

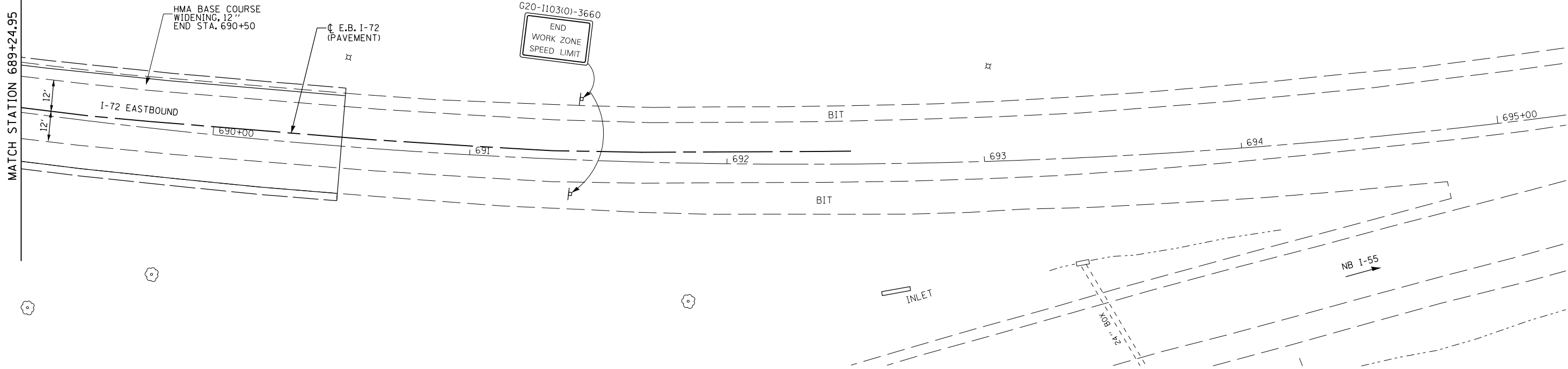
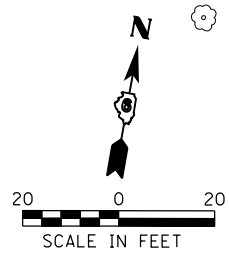
**STAGE II:**

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. 682+50 AND STA. 690+50
3. PLACE PROPOSED BUTUMINOUS PRIME COAT, BINDER, AND SURFACE COURSE. ALSO PLACE THE FINAL LIFT ON THE HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30. THE EXTRA MATERIAL NEEDED FOR THE FINAL LIFT ON THE HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30 SHALL BE INCLUDED IN THE UNIT PRICE FOR HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30.
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 = laughl1n1	DESIGNED - LLO	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>I-72 STAGE 1 CONSTRUCTION</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ei:\pw\work\p1dot\laughl1n1\0231206\062A64-sh1-staging.dgn	2A64-sh1-staging.dgn	DRAWN - JJS	REVISED -		72	(84-3HB-5)BR	SANGAMON	84	15			
PLOT SCALE = 40.0000' / in.		CHECKED - MTM	REVISED -		S.N. 084-0078			CONTRACT NO. 72C70				
PLOT DATE = Aug-11-2010 01:03:44PM		DATE - JANUARY 2010	REVISED -		SCALE: 1IN.=20FT	SHEET NO. 4 OF 10 SHEETS	STA. 683+25.19 TO STA. 689+24.95	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
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- IMPACT ATTENUATOR

- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE III, SHALL BE PLACED THROUGHOUT THE TAPER AND ALONG-SIDE THE WORK AREA. THE RIGHT EDGE LINE SHALL BE TEMPORARY PAVEMENT MARKING TAPE TYPE III, WHITE AND THE LEFT EDGE LINE SHALL BE YELLOW.
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NOTE:  
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**STAGE CONSTRUCTION TRAFFIC CONTROL NOTES**

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4. PAVEMENT MARKINGS THAT CONFLICT WITH THE PRESENT STAGE PAVEMENT MARKINGS SHALL BE REMOVED.
5. WITHIN THE PROJECT LIMITS, STA. 682+50 TO STA. 690+50, THE PROPOSED HOT-MIX ASPHALT 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. 682+50 TO STA. 690+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. 682+50 AND STA. 690+50
3. PLACE PROPOSED BUTUMINOUS PRIME COAT, BINDER, AND SURFACE COURSE. ALSO PLACE THE FINAL LIFT ON THE HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30. THE EXTRA MATERIAL NEEDED FOR THE FINAL LIFT ON THE HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30 SHALL BE INCLUDED IN THE UNIT PRICE FOR HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30.
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 = laughl1nr1	DESIGNED - LLO	REVISED -
et:\pw\work\p1dot\laughl1nr1\0231206\062A64-sh1t-staging.dgn		DRAWN - JJS	REVISED -
		CHECKED - MTM	REVISED -
		DATE - JANUARY 2010	REVISED -

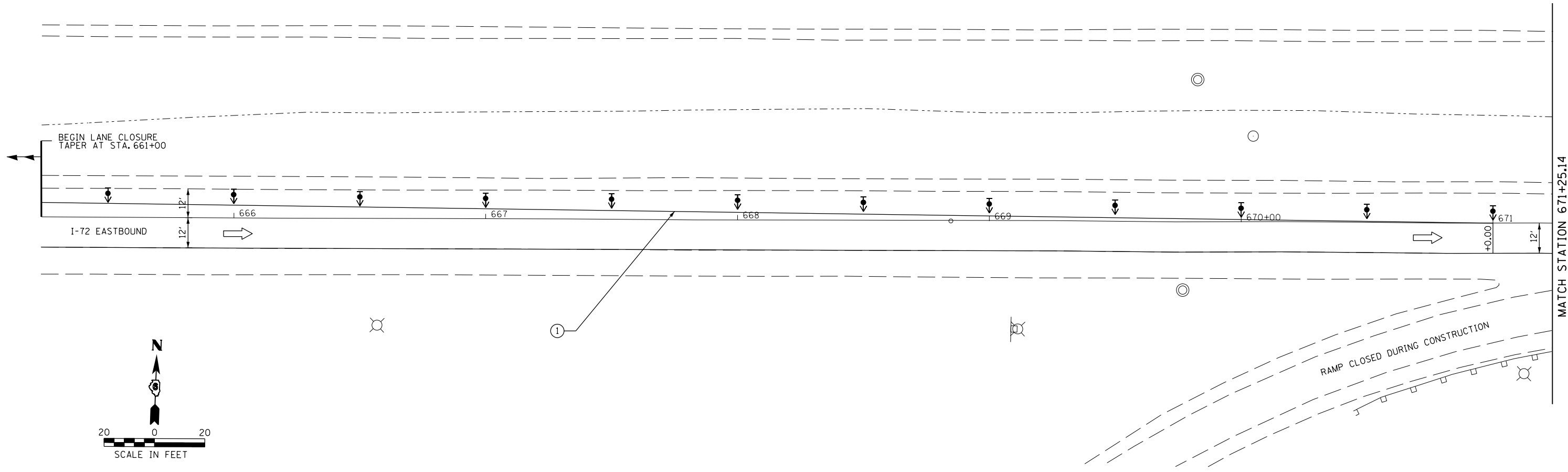
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**I-72 STAGE 1 CONSTRUCTION**

SCALE: 1IN.=20FT    SHEET NO. 5 OF 10 SHEETS    STA. 689+24.95 TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-3HB-5)BR	SANGAMON	84	16
S.N. 084-0078		CONTRACT NO. 72C70		
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
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3

- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE III, SHALL BE PLACED THROUGHOUT THE TAPER AND ALONG-SIDE THE WORK AREA. THE RIGHT EDGE LINE SHALL BE TEMPORARY PAVEMENT MARKING TAPE TYPE III, 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, 701402, 701411.

**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 RESTRIPEDED 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. 682+50 TO STA. 690+50, THE PROPOSED HOT-MIX ASPHALT 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. 682+50 TO STA. 690+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.

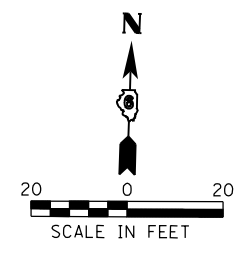
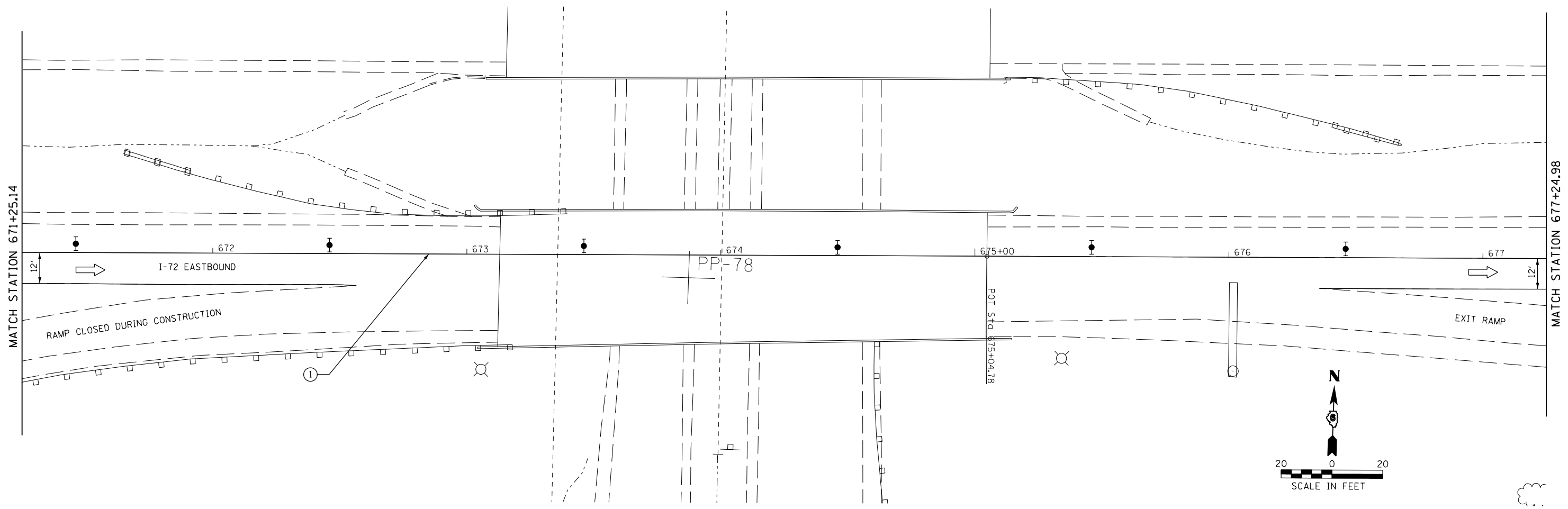
**STAGE II:**

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. 682+50 AND STA. 690+50
3. PLACE PROPOSED BITUMINOUS PRIME COAT, BINDER, AND SURFACE COURSE. ALSO PLACE THE FINAL LIFT ON THE HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30. THE EXTRA MATERIAL NEEDED FOR THE FINAL LIFT ON THE HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30 SHALL BE INCLUDED IN THE UNIT PRICE FOR HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30.
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 = laughl1n1	DESIGNED - LLO	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>I-72 STAGE 2 CONSTRUCTION</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\pwork\laughl1n1\0231206\062A64-sh1-staging.dgn		DRAWN - JJS	REVISED -		72	(84-3HB-5)BR	SANGAMON	84	17			
		CHECKED - MTM	REVISED -		S.N. 084-0078		CONTRACT NO. 72C70					
		DATE - JANUARY 2010	REVISED -		SCALE: 1"=20'	SHEET NO. 6 OF 10 SHEETS	STA. TO STA. 671+25.14	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
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3

NOTE:  
ALL SIGNS AND TRAFFIC CONTROLS NOT SHOWN SHALL BE ACCORDING TO STANDARD 701400, 701402, 701411.

**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. 682+50 TO STA. 690+50, THE PROPOSED HOT-MIX ASPHALT 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. 682+50 TO STA. 690+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.

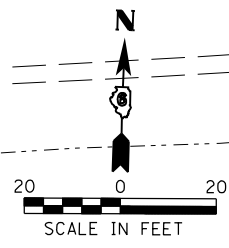
**STAGE II:**

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:**

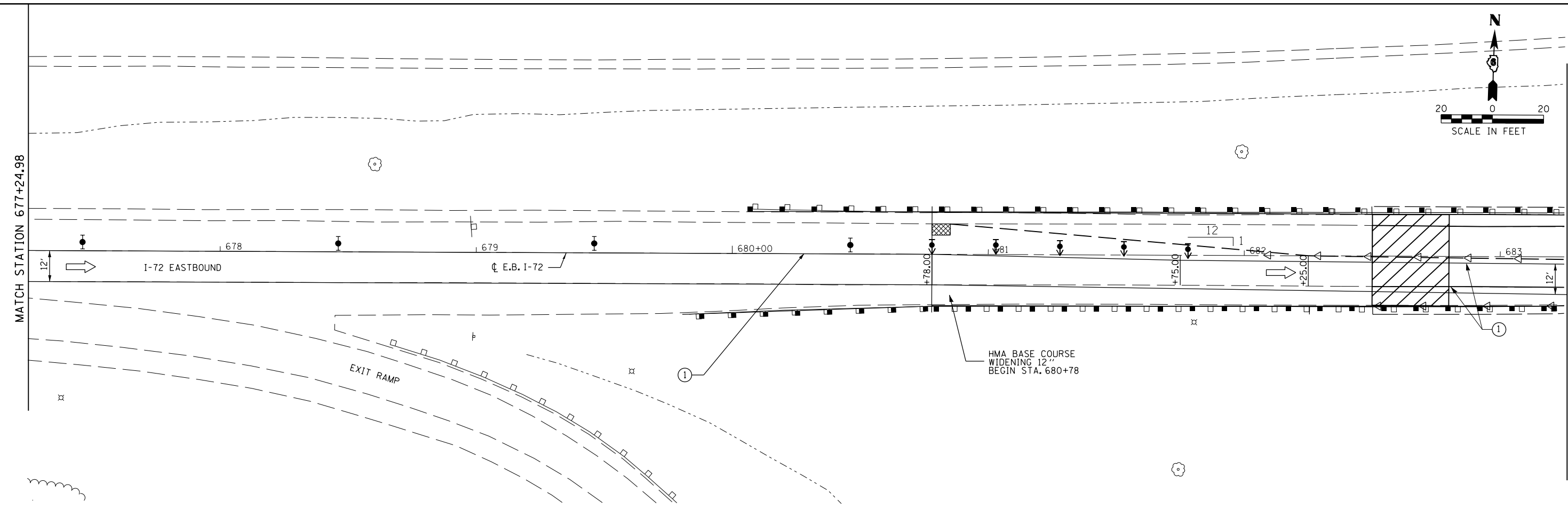
1. REMOVE ALL STAGED TRAFFIC CONTROL ITEMS (CONCRETE BARRIER, IMPACT ATTENUATORS, TRAFFIC SIGNALS, ETC.)
2. CONSTRUCT BUTT JOINTS IN THE EXISTING PAVEMENTS AT STA. 682+50 AND STA. 690+50
3. PLACE PROPOSED BUTUMINOUS PRIME COAT, BINDER, AND SURFACE COURSE. ALSO PLACE THE FINAL LIFT ON THE HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30. THE EXTRA MATERIAL NEEDED FOR THE FINAL LIFT ON THE HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30 SHALL BE INCLUDED IN THE UNIT PRICE FOR HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30.
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 = laughlinc1	DESIGNED - LLO	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>I-72 STAGE 2 CONSTRUCTION</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\pwork\laughlinc1\0231206\0672A64-sh-t-staging.dgn		DRAWN - JJS	REVISED -		72	(84-3HB-5)BR	SANGAMON	84	18			
		CHECKED - MTM	REVISED -		SCALE: 1"=20'		SHEET NO. 7 OF 10 SHEETS		STA. 671+25.14 TO STA. 677+24.98		CONTRACT NO. 72C70	
		DATE - JANUARY 2010	REVISED -		FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT							



MATCH STATION 677+24.98

MATCH LINE STA. 683+35



**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
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3

NOTE:  
ALL SIGNS AND TRAFFIC CONTROLS NOT SHOWN SHALL BE ACCORDING TO STANDARD 701400, 701402, 701411.

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. 682+50 TO STA. 690+50, THE PROPOSED HOT-MIX ASPHALT 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. 682+50 TO STA. 690+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.

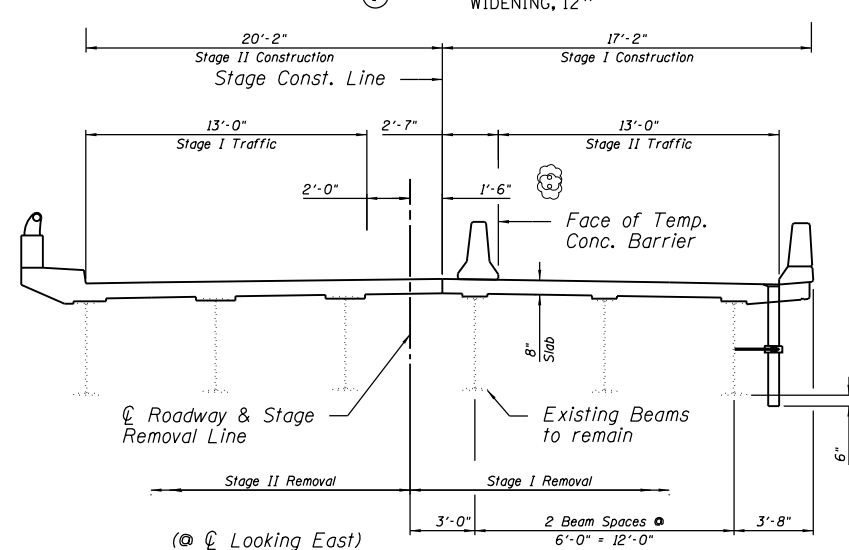
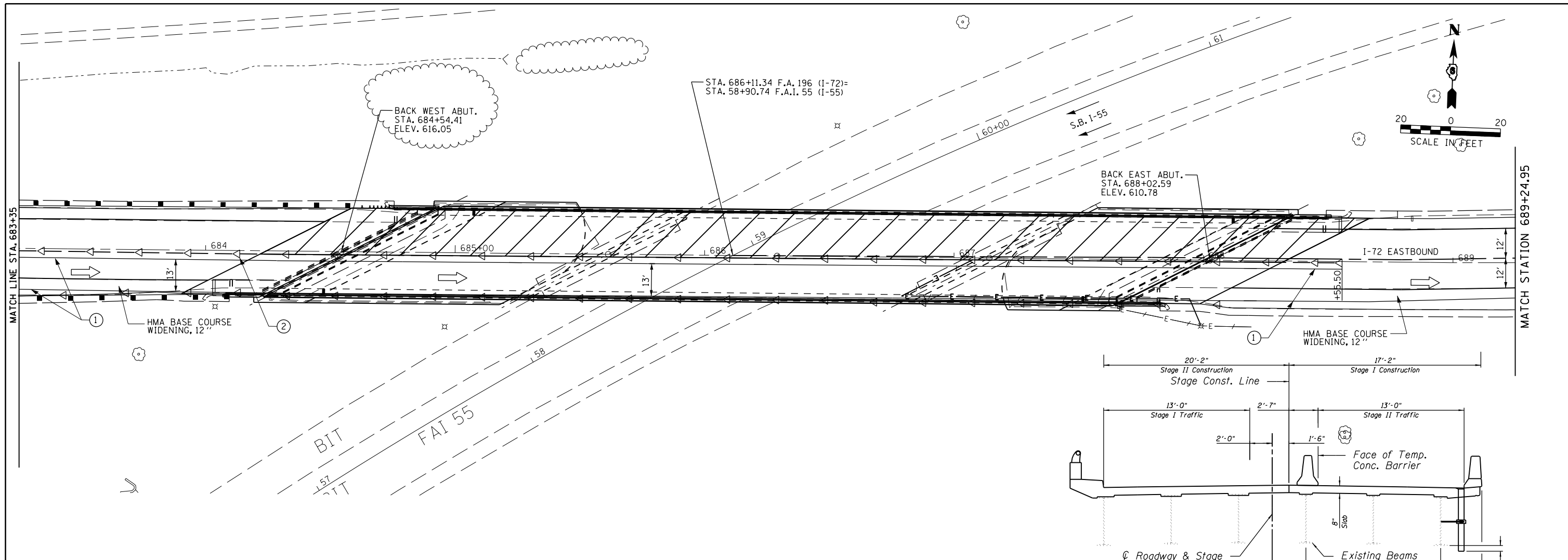
STAGE II:

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. 682+50 AND STA. 690+50
3. PLACE PROPOSED BUTUMINOUS PRIME COAT, BINDER, AND SURFACE COURSE. ALSO PLACE THE FINAL LIFT ON THE HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30. THE EXTRA MATERIAL NEEDED FOR THE FINAL LIFT ON THE HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30 SHALL BE INCLUDED IN THE UNIT PRICE FOR HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30.
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 = laughl1nr1	DESIGNED - LLO	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>I-72 STAGE 2 CONSTRUCTION</b>	F.A.I. RTE. 72	SECTION (84-3HB-5)BR	COUNTY SANGAMON	TOTAL SHEETS 84	SHEET NO. 19		
et:\pw\work\p1dot\laughl1nr1\0231206\0672A64-sh1-staging.dgn	PLOT SCALE = 40.0000' / in.	CHECKED - MTM	REVISED -			SCALE: 1"=20'	SHEET NO. 8 OF 10 SHEETS	STA. 677+24.98 TO STA. 683+25.19	S.N. 084-0078	CONTRACT NO. 72C70	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT	
PLOT DATE = Aug-11-2010 01:03:36PM	DATE - JANUARY 2010	REVISED -										



**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
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3

- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE III, SHALL BE PLACED THROUGHOUT THE TAPER AND ALONG-SIDE THE WORK AREA. THE RIGHT EDGE LINE SHALL BE TEMPORARY PAVEMENT MARKING TAPE TYPE III, 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, 701402, 701411.

**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. 682+50 TO STA. 690+50, THE PROPOSED HOT-MIX ASPHALT 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. 682+50 TO STA. 690+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 RAMP TO CREATE A TRANSITION BETWEEN THE NEW BRIDGE APPROACH PAVEMENT DOWN TO THE EXISTING PAVEMENT.

(@ Looking East)  
084-0078  
I-72 EB  
OVER I-55 SB

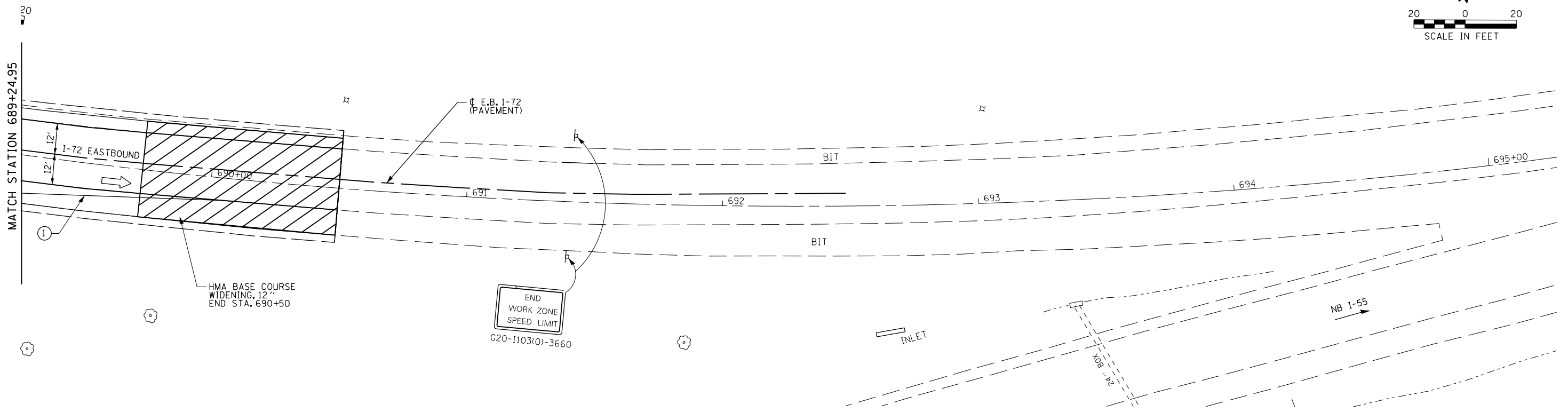
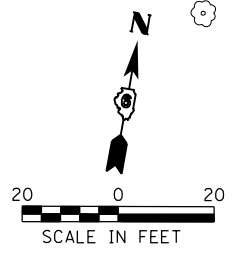
**STAGE II:**

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. 682+50 AND STA. 690+50
3. PLACE PROPOSED BITUMINOUS PRIME COAT, BINDER, AND SURFACE COURSE. ALSO PLACE THE FINAL LIFT ON THE HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30. THE EXTRA MATERIAL NEEDED FOR THE FINAL LIFT ON THE HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30 SHALL BE INCLUDED IN THE UNIT PRICE FOR HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30.
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 = laughlir1	DESIGNED - LLO	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>I-72 STAGE 2 CONSTRUCTION</b>			F.A.I. RTE. = 72	SECTION = (84-3HB-5)BR	COUNTY = SANGAMON	TOTAL SHEETS = 84	SHEET NO. = 20
et:\pw\work\p\id\laughlir1\0231206\062A64-sh-t-staging.dgn	PLOT SCALE = 40.0000' / in.	DRAWN - JJS	REVISED -		SCALE: 1IN=20FT	SHEET NO. 9 OF 10 SHEETS	STA. 683+25.19 TO STA. 689+24.95	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				
	PLOT DATE = Aug-11-2010 01:03:36PM	CHECKED - MTM	REVISED -									
		DATE - JANUARY 2010	REVISED -		S.N. 084-0078 CONTRACT NO. 72C70							



**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
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- TEMPORARY CONCRETE BARRIER
- MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3

- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE III, SHALL BE PLACED THROUGHOUT THE TAPER AND ALONG-SIDE THE WORK AREA. THE RIGHT EDGE LINE SHALL BE TEMPORARY PAVEMENT MARKING TAPE TYPE III, 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, 701402, 701411.

**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. 682+50 TO STA. 690+50, THE PROPOSED HOT-MIX ASPHALT 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. 682+50 TO STA. 690+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.

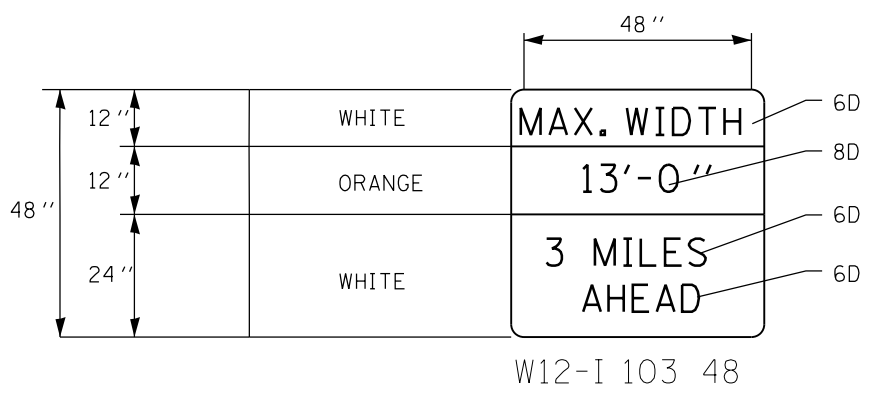
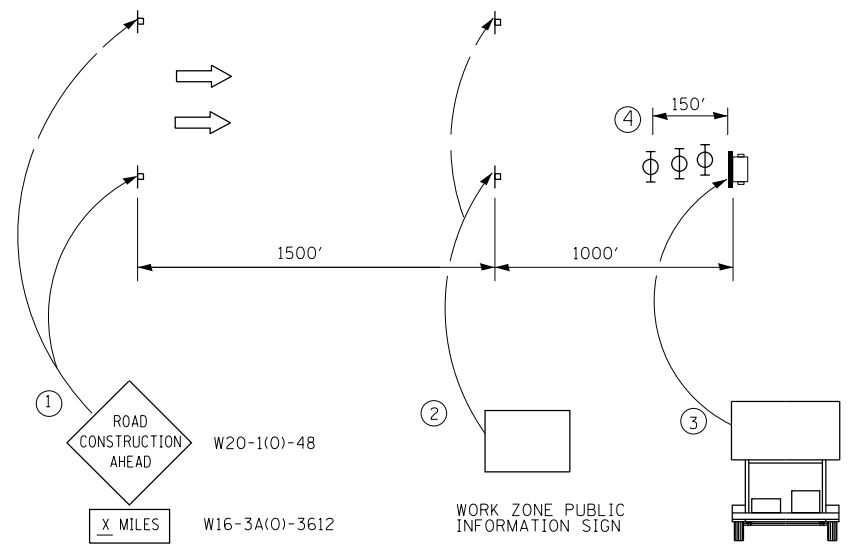
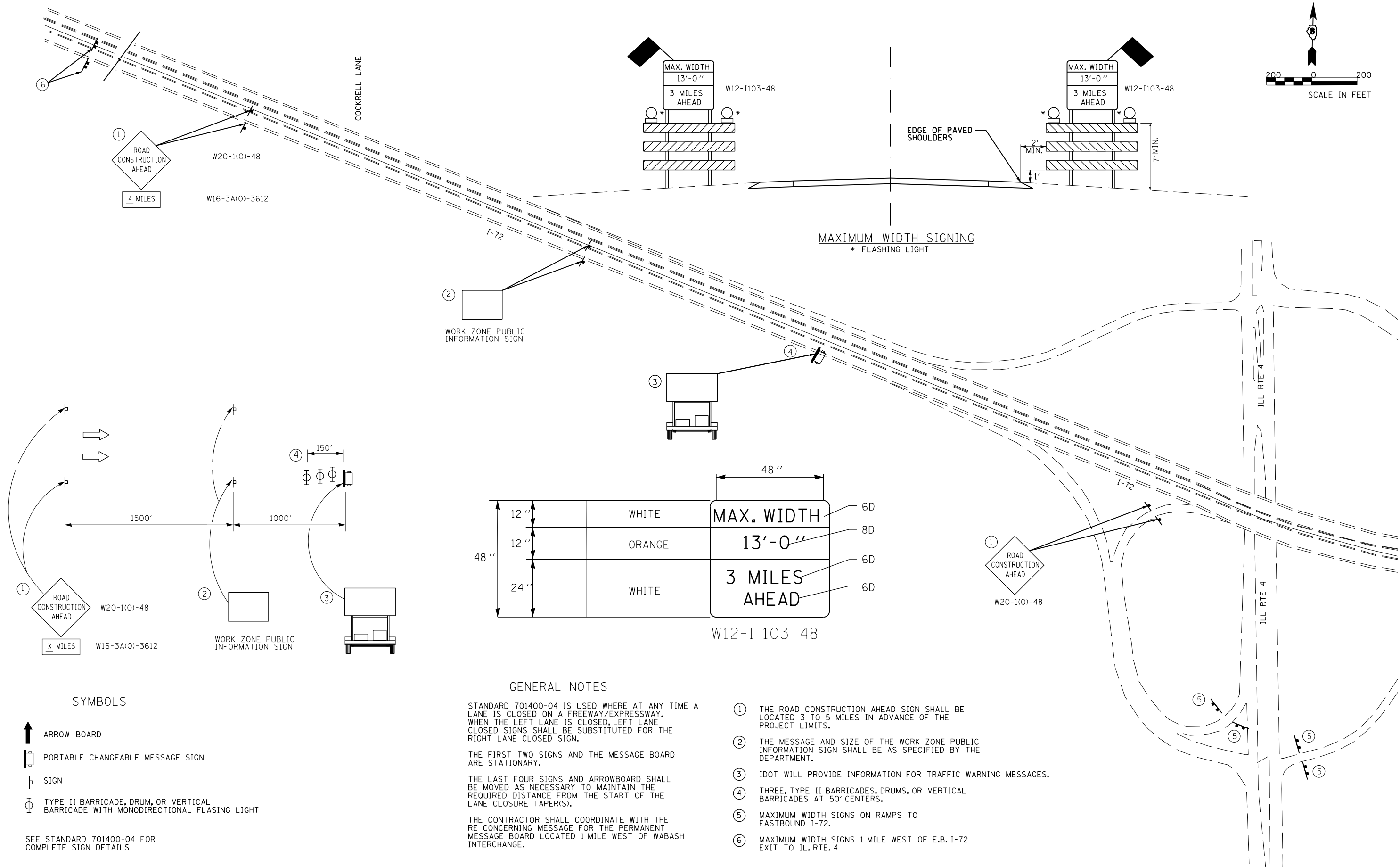
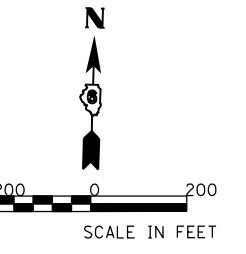
**STAGE II:**

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. 682+50 AND STA. 690+50
3. PLACE PROPOSED BUTUMINOUS PRIME COAT, BINDER, AND SURFACE COURSE. ALSO PLACE THE FINAL LIFT ON THE HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30. THE EXTRA MATERIAL NEEDED FOR THE FINAL LIFT ON THE HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30 SHALL BE INCLUDED IN THE UNIT PRICE FOR HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30.
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 = laughl1n1	DESIGNED - LLO	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>I-72 STAGE 2 CONSTRUCTION</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p1dot\laughl1n1\0231206\062A64-sh1-staging.dgn	DRAWN - JJS	REVISED -			72	(83-3HB-5)BR	SANGAMON	84	21			
PLOT SCALE = 40.0000' / in.	CHECKED - MTM	REVISED -			S.N. 084-0078		CONTRACT NO. 72C70					
PLOT DATE = Aug-11-2010 01:10:37PM	DATE - JANUARY 2010	REVISED -			SCALE: 1IN=20FT		SHEET NO. 10 OF 10 SHEETS		STA. 689+24.95 TO STA.		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 701400-04 FOR COMPLETE SIGN DETAILS

**GENERAL NOTES**

STANDARD 701400-04 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.

THE FIRST TWO SIGNS AND THE MESSAGE BOARD ARE STATIONARY.





THE LAST FOUR SIGNS AND ARROWBOARD SHALL BE MOVED AS NECESSARY TO MAINTAIN THE REQUIRED DISTANCE FROM THE START OF THE LANE CLOSURE TAPER(S).

THE CONTRACTOR SHALL COORDINATE WITH THE RE CONCERNING MESSAGE FOR THE PERMANENT MESSAGE BOARD LOCATED 1 MILE WEST OF WABASH INTERCHANGE.

- 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 IDOT WILL PROVIDE INFORMATION FOR TRAFFIC WARNING MESSAGES.
- ④ THREE, TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES AT 50' CENTERS.
- ⑤ MAXIMUM WIDTH SIGNS ON RAMPS TO EASTBOUND I-72.
- ⑥ MAXIMUM WIDTH SIGNS 1 MILE WEST OF E.B. I-72 EXIT TO IL. RTE. 4

FILE NAME =	USER NAME = laughlinc1	DESIGNED - LLO	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>I-72 ADVANCED WARNING &amp; MAINTENANCE OF TRAFFIC</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\pwork\laughlinc1\0231206\062A64-shr-mot.dgn	DRAWN - JJS	REVISED -	72			(84-3HB-5)BR	SANGAMON	84	22	
PLOT SCALE = 400.0000' / in.	CHECKED - MTM	REVISED -	S.N. 084-0078			CONTRACT NO. 72C70				
PLOT DATE = Aug-11-2010 01:04:44PM	DATE - JANUARY 2010	REVISED -	FED. ROAD DIST. NO. 6			ILLINOIS FED. AID PROJECT				
				SCALE:	SHEET NO. 1 OF 4 SHEETS	STA.	TO STA.			

SYMBOLS

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

SEE STANDARD 701400-04 FOR COMPLETE SIGN DETAILS

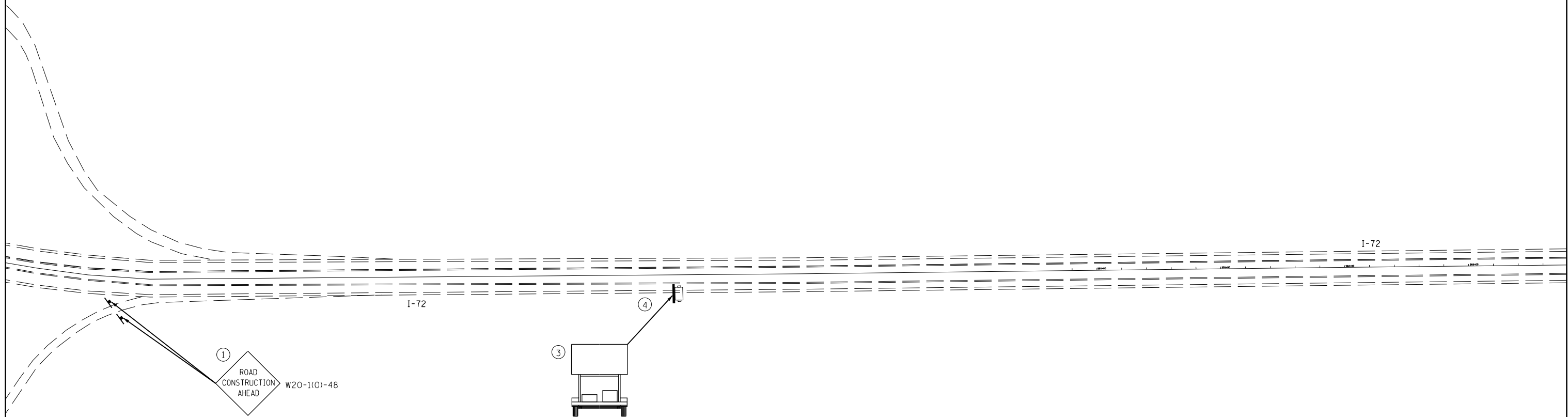
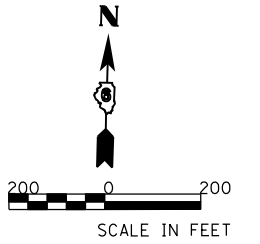
GENERAL NOTES

STANDARD 701400-04 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.

THE FIRST TWO SIGNS AND THE MESSAGE BOARD ARE STATIONARY.

THE LAST FOUR SIGNS AND ARROWBOARD SHALL BE MOVED AS NECESSARY TO MAINTAIN THE REQUIRED DISTANCE FROM THE START OF THE LANE CLOSURE TAPER(S).

- 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 IDOT WILL PROVIDE INFORMATION FOR TRAFFIC WARNING MESSAGES.
- ④ THREE, TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES AT 50' CENTERS.



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							FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

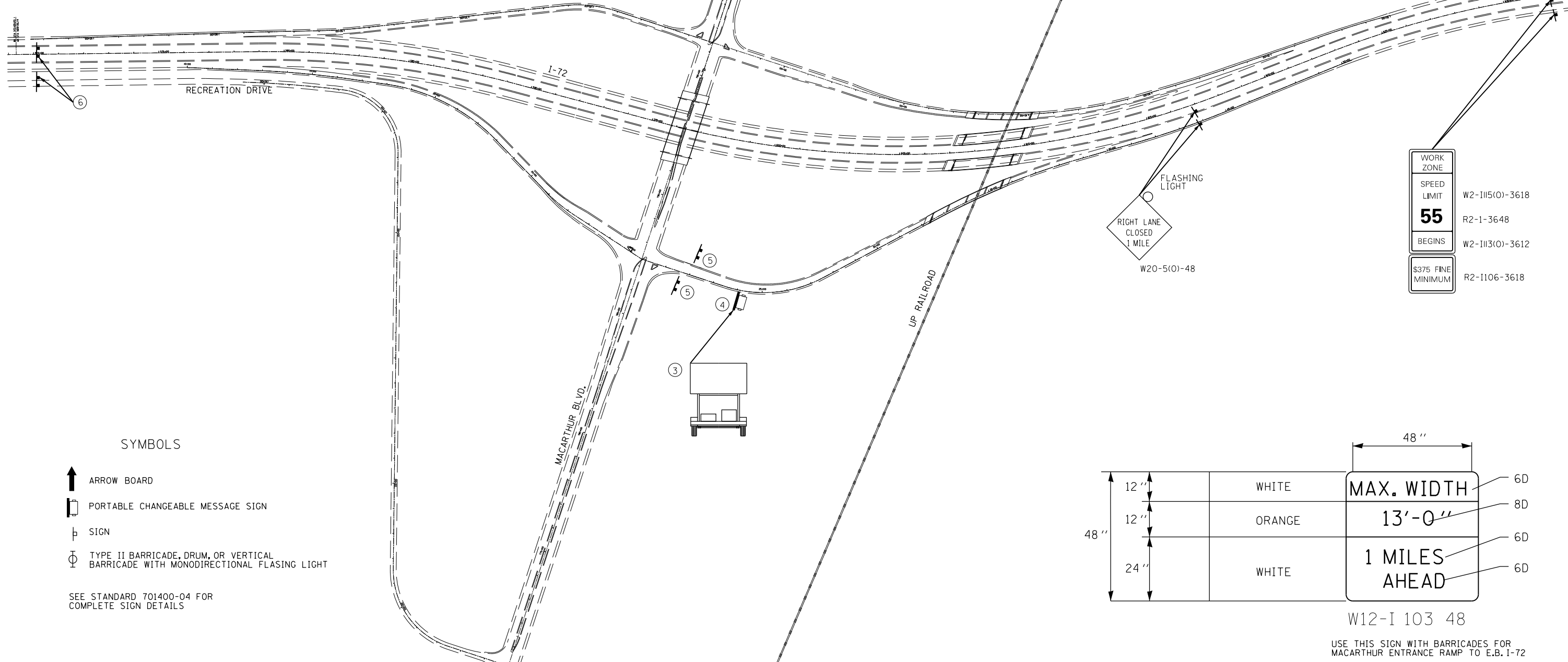
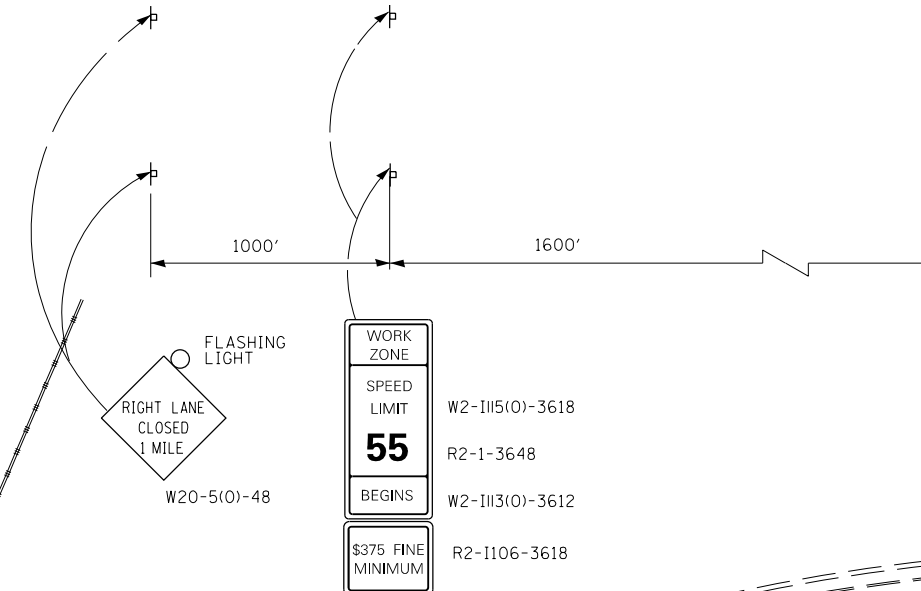
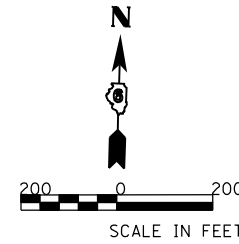
**GENERAL NOTES**

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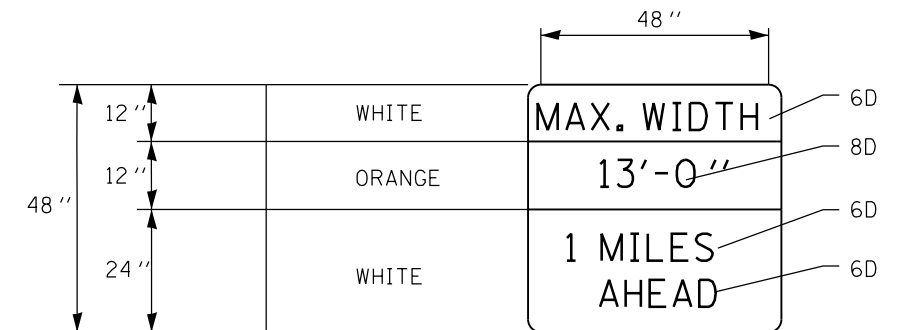
- ① THE ROAD CONSTRUCTION AHEAD SIGN SHALL BE LOCATED 3 TO 5 MILES IN ADVANCE OF THE PROJECT LIMITS.
- ② THE MESSAGE AND SIZE OF THE WORK ZONE PUBLIC INFORMATION SIGN SHALL BE AS SPECIFIED BY THE DEPARTMENT.
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- ④ THREE, TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES AT 50' CENTERS.
- ⑤ MAXIMUM WIDTH SIGNS ON RAMP TO EASTBOUND I-72.
- ⑥ MAXIMUM WIDTH SIGNS ON E.B. I-72 PRIOR TO EXIT TO MACARTHUR BLVD.



**SYMBOLS**

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

SEE STANDARD 701400-04 FOR COMPLETE SIGN DETAILS



W12-I 103 48

USE THIS SIGN WITH BARRICADES FOR MACARTHUR ENTRANCE RAMP TO E.B. I-72

FILE NAME =	USER NAME = laughlinc1	DESIGNED - LLO	REVISED -
et:\pw\work\p\dot\laughlinc1\20231206\062A64-shr-mot.dgn		DRAWN - JJS	REVISED -
		CHECKED - MTM	REVISED -
		DATE - JANUARY 2010	REVISED -

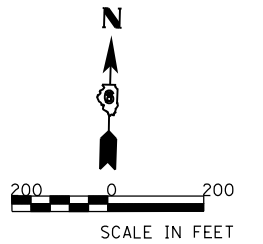
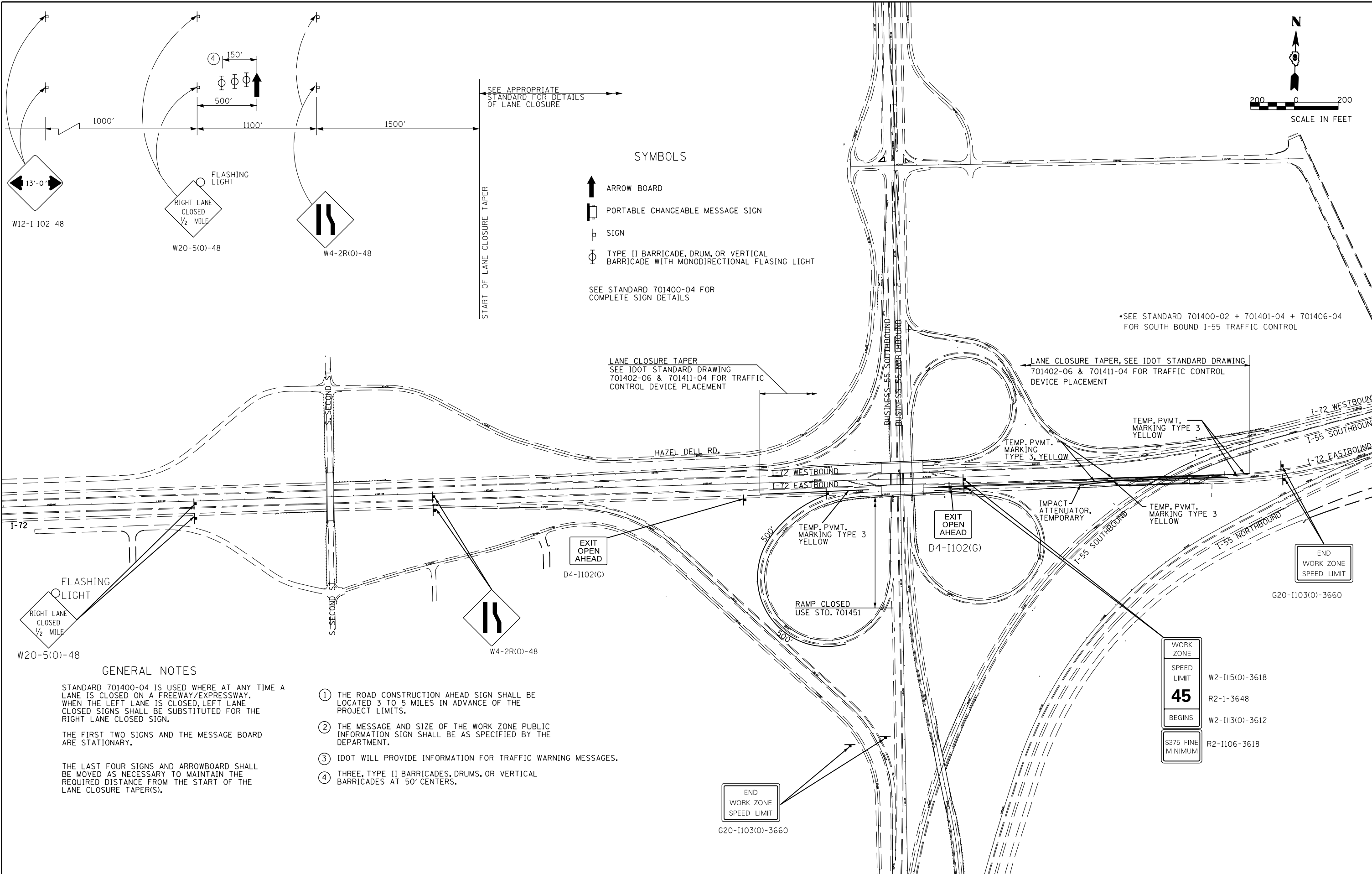
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**I-72 ADVANCED WARNING AND MAINTENANCE OF TRAFFIC**

SCALE: SHEET NO. 3 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-3HB-5)BR	SANGAMON	84	24
S.N. 084-0078		CONTRACT NO. 72C70		
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 701400-04 FOR COMPLETE SIGN DETAILS

\*SEE STANDARD 701400-02 + 701401-04 + 701406-04 FOR SOUTH BOUND I-55 TRAFFIC CONTROL

LANE CLOSURE TAPER  
SEE IDOT STANDARD DRAWING 701402-06 & 701411-04 FOR TRAFFIC CONTROL DEVICE PLACEMENT

LANE CLOSURE TAPER, SEE IDOT STANDARD DRAWING 701402-06 & 701411-04 FOR TRAFFIC CONTROL DEVICE PLACEMENT

**GENERAL NOTES**

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THE LAST FOUR SIGNS AND ARROWBOARD SHALL BE MOVED AS NECESSARY TO MAINTAIN THE REQUIRED DISTANCE FROM THE START OF THE LANE CLOSURE TAPER(S).

- 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 IDOT WILL PROVIDE INFORMATION FOR TRAFFIC WARNING MESSAGES.
- ④ THREE, TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES AT 50' CENTERS.

WORK ZONE	
SPEED LIMIT	W2-1115(0)-3618
<b>45</b>	R2-1-3648
BEGINS	W2-1113(0)-3612
\$375 FINE MINIMUM	R2-1106-3618

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		CHECKED - MTM	REVISED -
		DATE - JANUARY 2010	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**I-72 ADVANCED WARNING AND MAINTENANCE OF TRAFFIC**

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

F.A.I R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-3HB-5)BR	SANGAMON	84	25
S.N. 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

13A

DETOUR

TO NB

TO EB

ORANGE/BLACK M4-8 (30X15)



ORANGE/BLACK (30X15)

M1-1 (48X48)

13B

DETOUR

NORTH

EAST

ORANGE/BLACK M4-8 (30X15)



ORANGE/BLACK (30X15)

M1-1 (24X24)

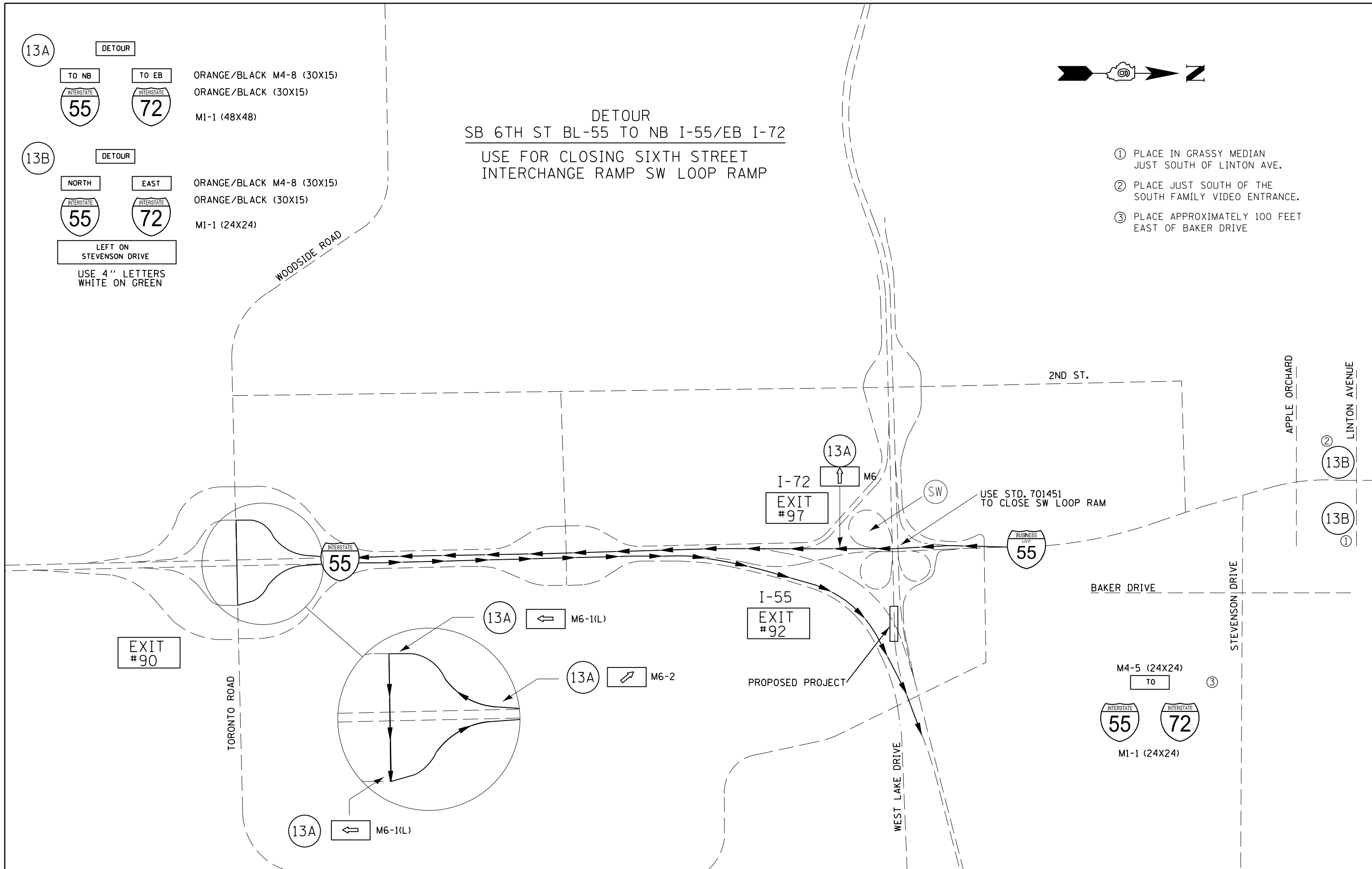
LEFT ON STEVENSON DRIVE

USE 4" LETTERS  
WHITE ON GREEN

DETOUR  
SB 6TH ST BL-55 TO NB I-55/EB I-72  
USE FOR CLOSING SIXTH STREET  
INTERCHANGE RAMP SW LOOP RAMP



- ① PLACE IN GRASSY MEDIAN JUST SOUTH OF LINTON AVE.
- ② PLACE JUST SOUTH OF THE SOUTH FAMILY VIDEO ENTRANCE.
- ③ PLACE APPROXIMATELY 100 FEET EAST OF BAKER DRIVE



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		CHECKED - MTM	REVISED -
		DATE - JANUARY 2010	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETOUR ROUTE SIGNING -  
S.B. BL-55 TO N.B. I-55/EB I-72**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3HB-5)BR	SANGAMON	84	26
S.N. 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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

13A

DETOUR

TO NB

TO EB

ORANGE/BLACK M4-8 (30X15)

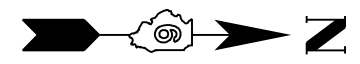
ORANGE/BLACK (30X15)

M1-1 (48X48)



EB I-72 DETOUR  
USE TO CLOSE EB I-72 DURING  
BRIDGE DECK POUR

MACAURTHUR BLVD.



CHANGABLE MESSAGE BOARDS

"I-72 CLOSED"  
"AHEAD"

"I-55/I-72 RIGHT"  
"LANE"

"N.B. 6TH STR  
LEFT LANE"  
"LOCAL TRAFFIC ONLY"

WOODSIDE ROAD

2ND ST.

13A



CHANGABLE MESSAGE BOARD  
"ALL TRAFFIC MUST EXIT"

I-72  
EXIT  
#97

USE DIRECTION INDICATOR BARRICADES WITH  
STEADY BURN MONODIRECTIONAL LIGHTS AT  
50' CENTERS TO CHANNEL TRAFFIC TO EXIT  
RAMP AND CLOSE THROUGH TRAFFIC LANE



EXIT  
#90

TORONTO ROAD

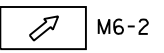
13A



I-55  
EXIT  
#92

PROPOSED PROJECT

13A



WEST LAKE DRIVE

STEVENSON DRIVE

13A



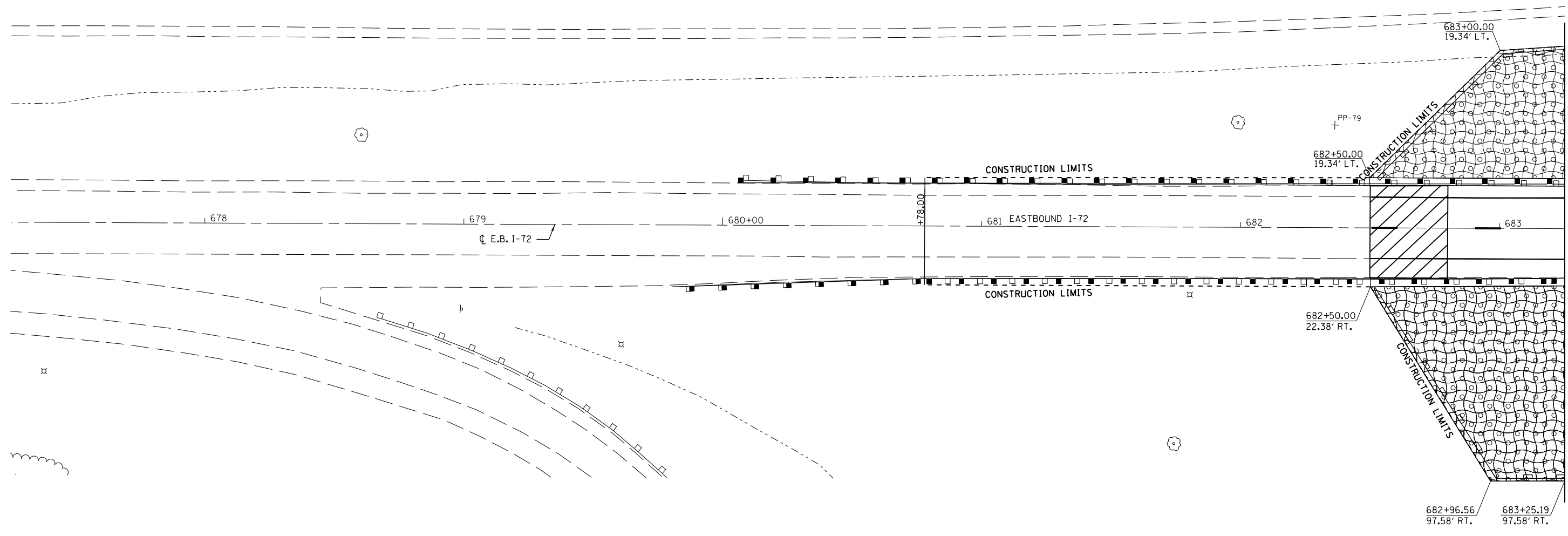
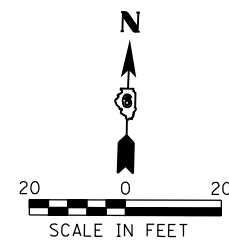
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION


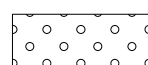
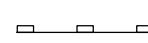
DETOUR ROUTE SIGNING - EB I-72  
FOR BRIDGE DECK POUR

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(84-3HB-5)BR	SANGAMON	84	27
S.N. 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



**LEGEND**

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

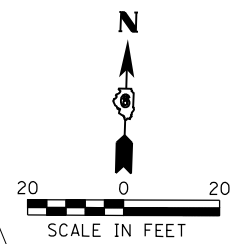
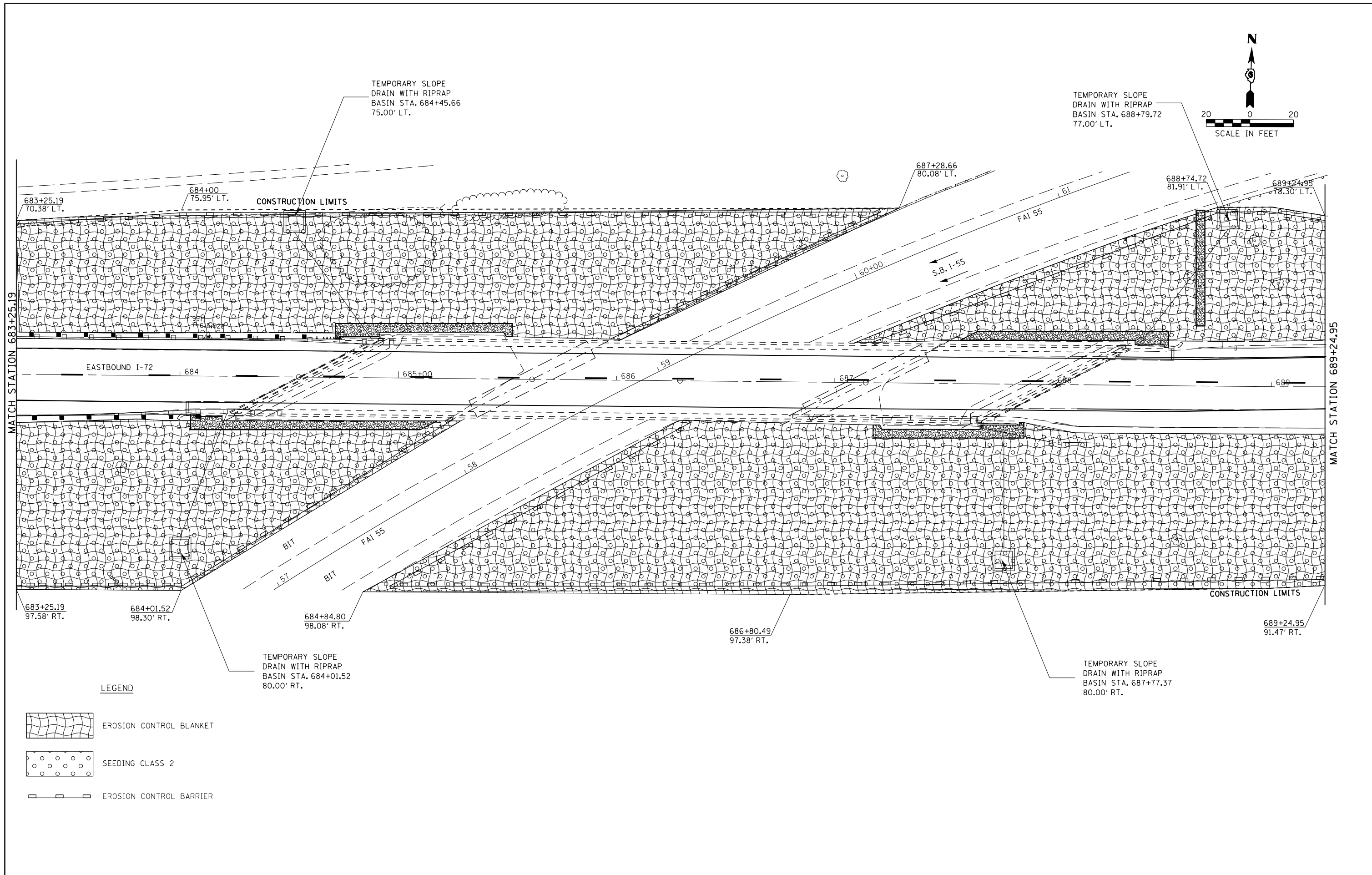
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**


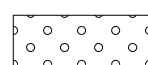
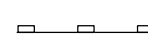
**I-72 EB EROSION CONTROL**

SCALE: 1"=50'      SHEET NO. 1 OF 3 SHEETS      STA. 678+00.00 TO STA. 683+25.19

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-3HB-5)BR	SANGAMON	84	28
S.N. 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6      ILLINOIS FED. AID PROJECT				



**LEGEND**

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

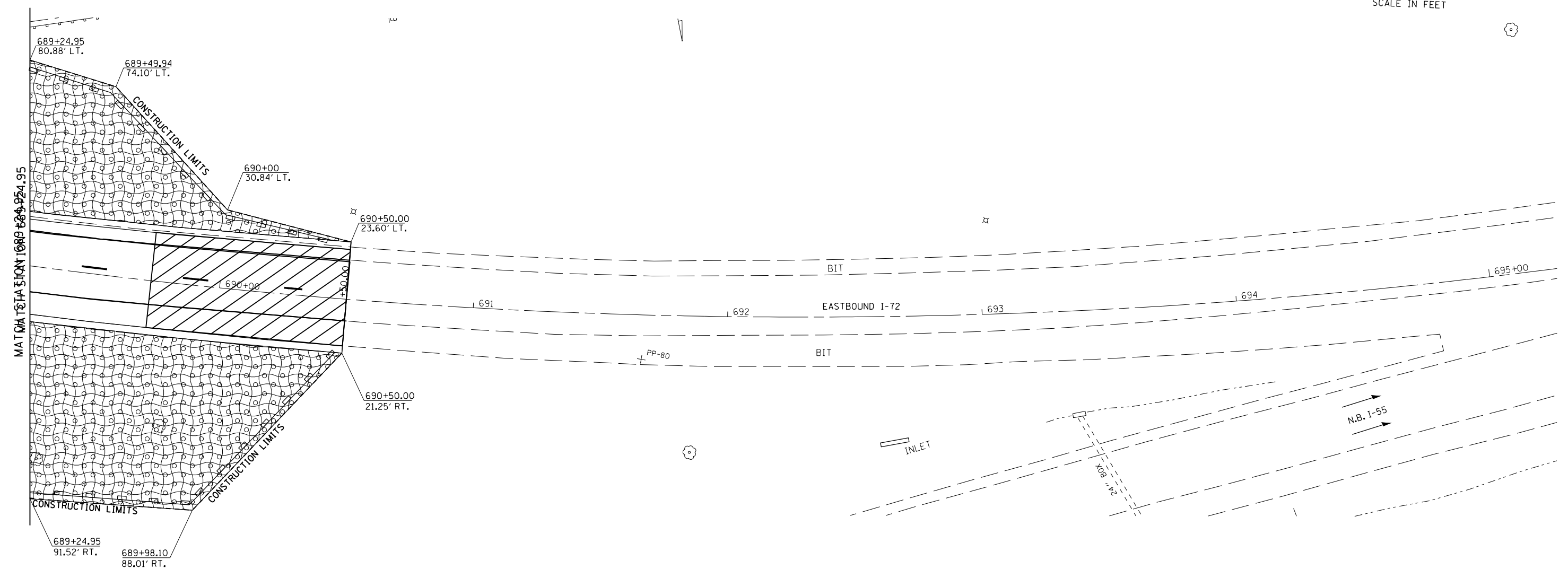
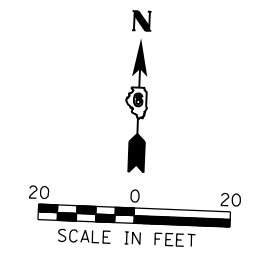
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**


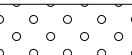

**I-72 EB EROSION CONTROL**

SCALE: 1"=20'      SHEET NO. 2 OF 3 SHEETS      STA. 683+25.19 TO STA. 689+24.95

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-3HB-5)BR	SANGAMON	84	29
S.N. 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6      ILLINOIS FED. AID PROJECT				



**LEGEND**

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

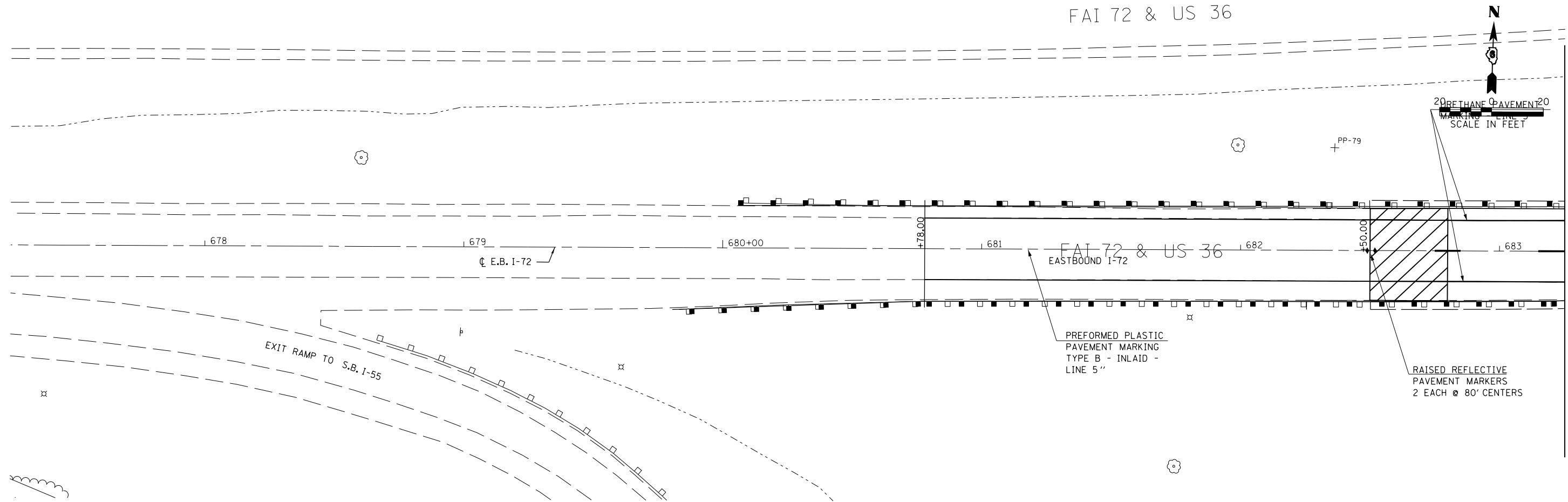
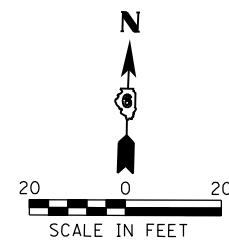
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**I-72 EB EROSION CONTROL**

SCALE: SHEET NO. 3 OF 3 SHEETS STA. 689+24.95 TO STA. 695+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-3HB-5)BR	SANGAMON	84	30
S.N. 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



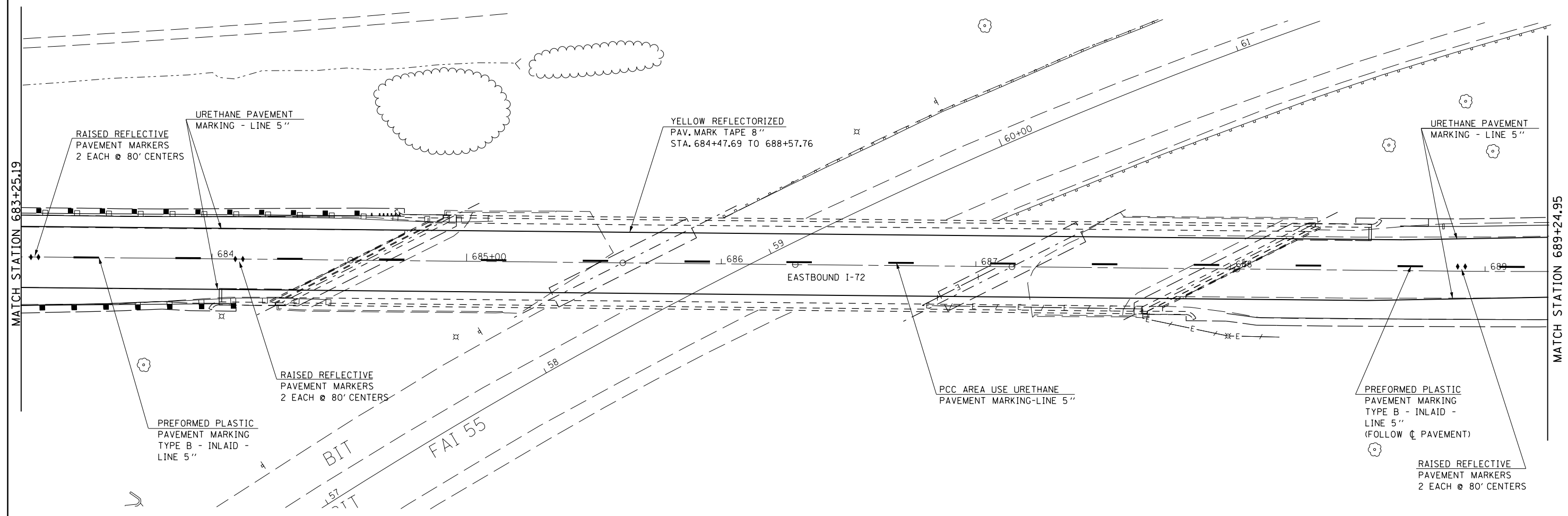
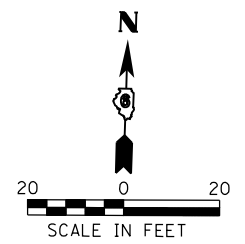
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**I-72 EB PAVEMENT MARKINGS**

SCALE: 1"=20'      SHEET NO. 1 OF 3 SHEETS      STA. 678+00.00 TO STA. 683+25.19

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-3HB-5)BR	SANGAMON	84	31
S.N. 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT		



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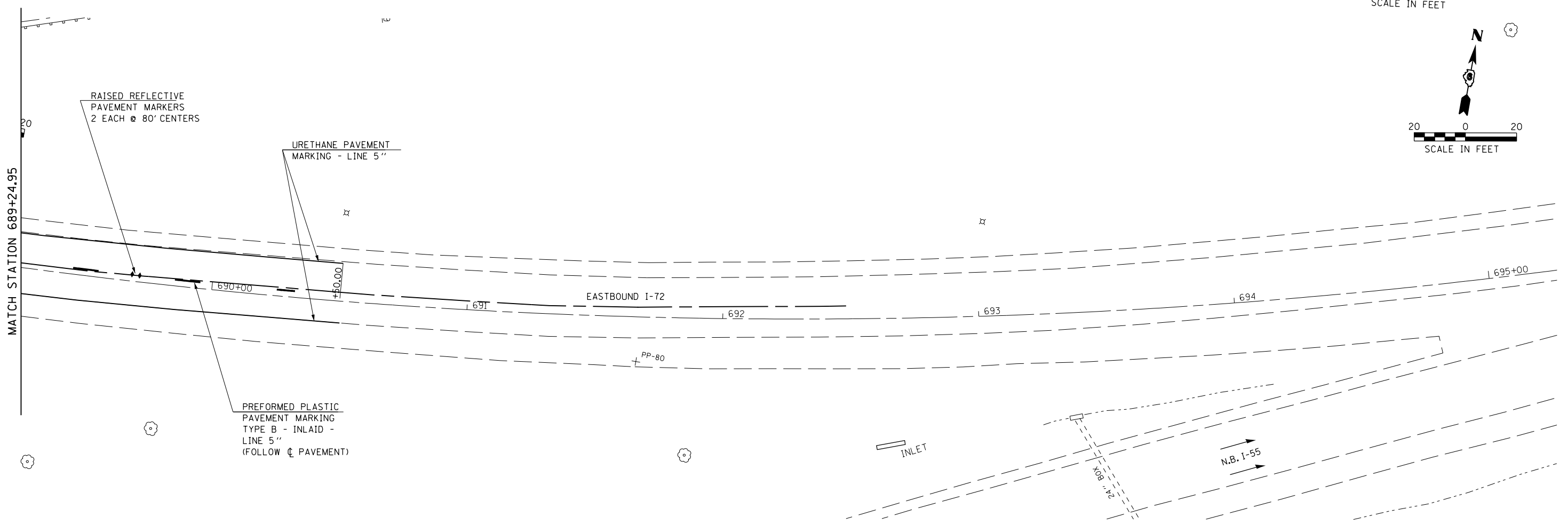
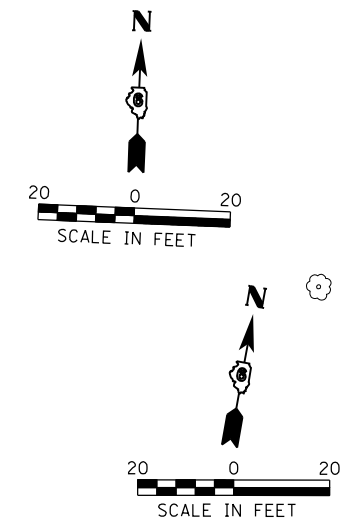
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**I-72 EB PAVEMENT MARKINGS**

SCALE: 1"=20'      SHEET NO. 2 OF 3 SHEETS      STA. 683+25.19 TO STA. 689+24.95

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-3HB-5)BR	SANGAMON	84	32
S.N. 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6      ILLINOIS FED. AID PROJECT				





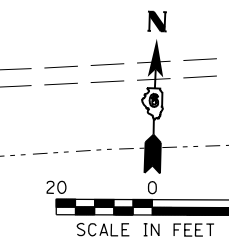
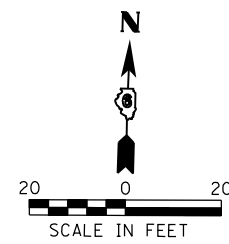
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

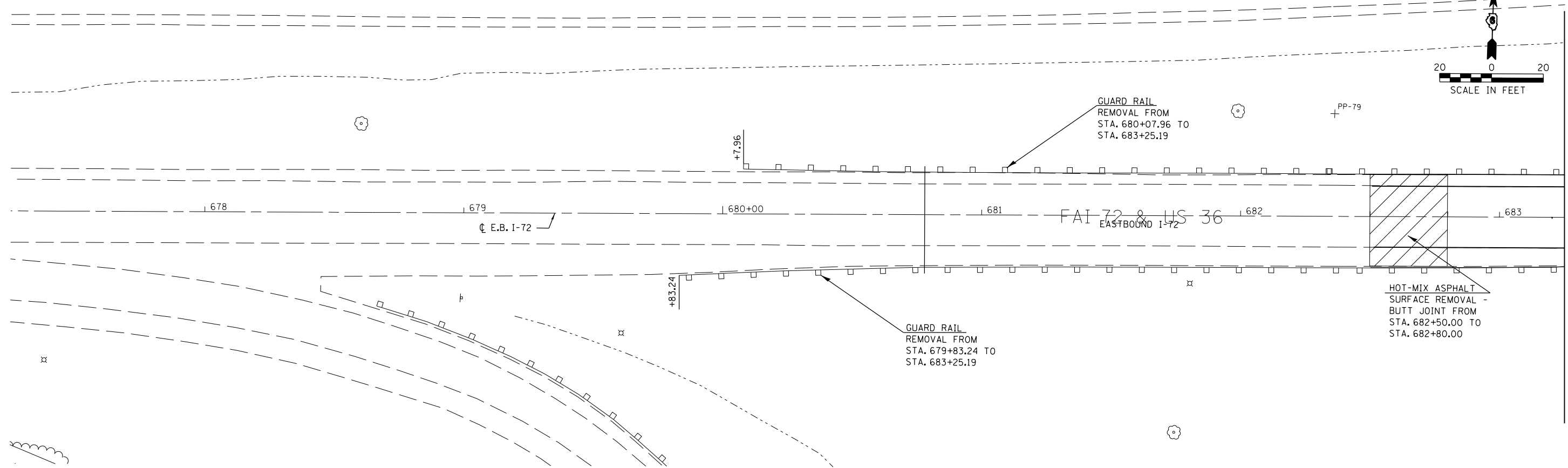
**I-72 EB PAVEMENT MARKINGS**

SCALE: 1"=20'      SHEET NO. 3 OF 3 SHEETS      STA. 689+24.95 TO STA. 695+00



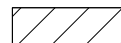
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-3HB-5)BR	SANGAMON	84	33
S.N. 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT		



FAI 72 & US 36



LEGEND

-  APPROACH SLAB REMOVAL
-  PAVEMENT REMOVAL
-  BUTT JOINT

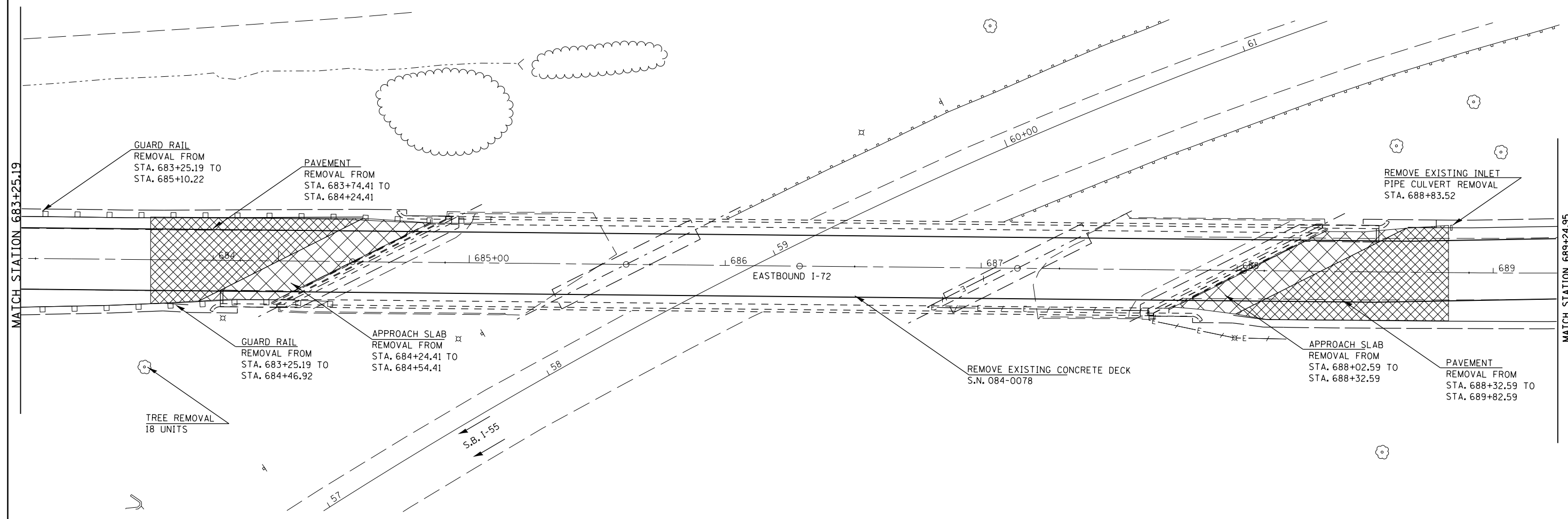
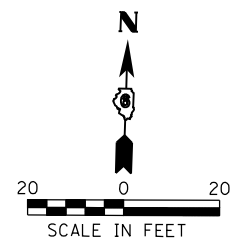
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

I-72 EB REMOVAL PLANS

SCALE: 1"=20'      SHEET NO. 1 OF 3 SHEETS      STA. 678+00.00 TO STA. 683+25.19

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-3HB-5)BR	SANGAMON	84	34
S.N. 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6      ILLINOIS FED. AID PROJECT				



**LEGEND**

- APPROACH SLAB REMOVAL
- PAVEMENT REMOVAL
- BUTT JOINT

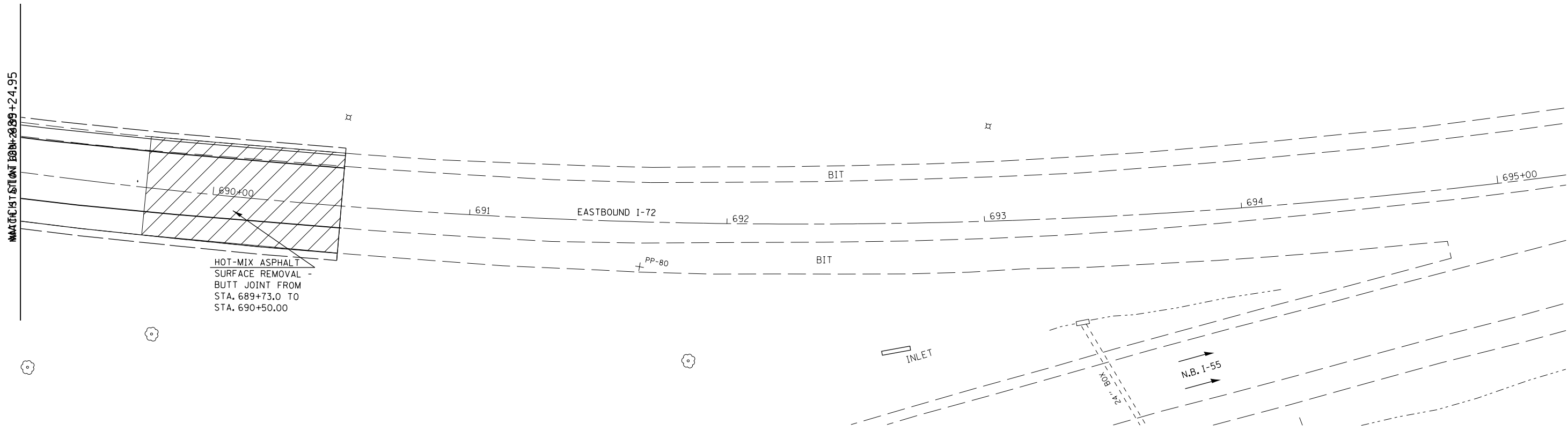
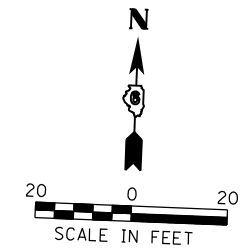
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**



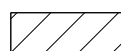
**I-72 EB REMOVAL PLANS**

SCALE: 1"=20'      SHEET NO. 2 OF 3 SHEETS      STA. 683+25.19 TO STA. 689+24.95

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-3HB-5)BR	SANGAMON	84	35
S.N. 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT		



**LEGEND**

-  APPROACH SLAB REMOVAL
-  PAVEMENT REMOVAL
-  BUTT JOINT

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	PLOT DATE = Aug-11-2010 01:11:15PM	DATE - JANUARY 2010	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**I-72 EB REMOVAL PLANS**

SCALE: 1"=20' SHEET NO. 3 OF 3 SHEETS STA. 689+24.95 TO STA. 695+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-3HB-5)BR	SANGAMON	84	36
S.N. 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT		

- Benchmarks:
- 1.) BM 100 Chiseled "□" at the Southwest corner of concrete foundation of East pier of I-72 bridge over SB I-55, Elev. 589.75.
  - 2.) BM 101A Chiseled "□" on the Northwest parapet wall of I-72 bridge over SB I-55, Elev. 615.80.
  - 3.) MON 9911 Brass tablet set in concrete, North side of EB I-72, ±50' West of West end of bridge I-72 over SB I-55, Elev. 615.04.

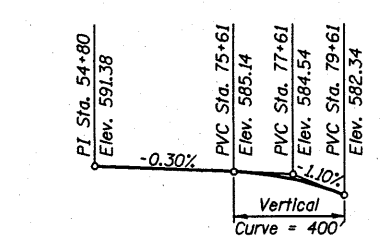
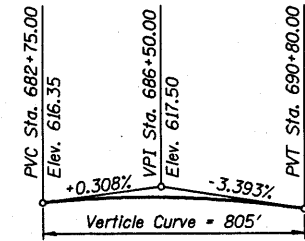
Existing Structure: Structure No. 084-0078, built in 1962 as Section 84-3HB-5. The superstructure consists of a continuous three span non-composite welded plate girder bridge with a 7" concrete slab. The substructure consists of concrete pile bent abutments supported by steel piles and concrete multiple column pile bent piers supported by timber piles. The back-to-back of abutments dimension measures 347'-0" and the out-to-out of deck dimension measures 36'-0". The span lengths are 101'-0", 152'-10" and 83'-8" (bearing to bearing) with a 62°43'18" left 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

STATION 686+29.09  
REBUILT 20\_\_ BY  
STATE OF ILLINOIS  
F.A.I. RTE. 72 SEC. (84-3HB-5)BR  
LOADING HS20-44  
STRUCTURE NO. 084-0078

NAME PLATE

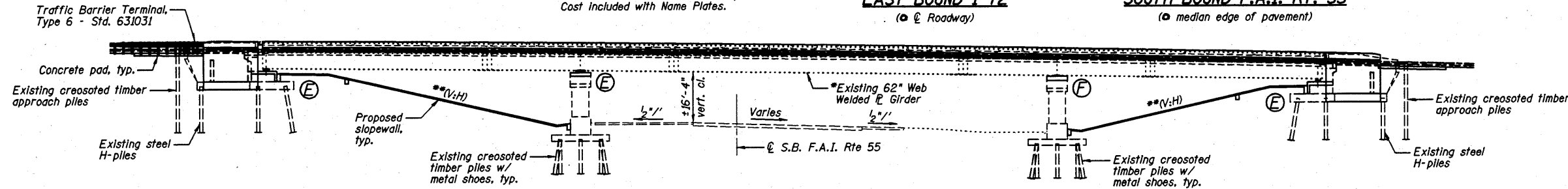
See Std. 515001  
Existing name plate shall be cleaned and relocated next to the new name plate. Cost included with Name Plates.



PROFILE GRADE  
EAST BOUND I-72  
(@ Roadway)

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

- 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.) Repair structural steel as required including new end diaphragms.
  - 4.) Raise the existing structural steel 5" in order to meet the vertical clearance requirement.
  - 5.) Remove and replace the existing expansion bearings at the Abutments and Pier #1 with elastomeric bearings.
  - 6.) Remove and replace the existing fixed bearings at Pier #2.
  - 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 East and West slopewalls.
  - 11.) Repair abutments and piers as required.
  - 12.) Clean and paint existing structural steel under on separate contract.



ELEVATION

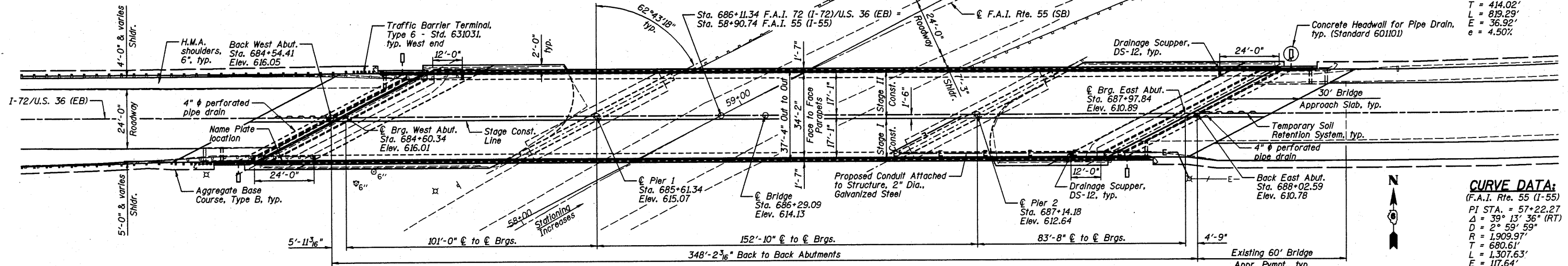
\*Composite in positive moment region only.  
\*\*Match existing dimensions.

CURVE DATA:

(I-72/U.S. 36 (EB))  
PI STA. = 693+04.84  
Δ = 20° 22' 59" (LT)  
D = 2° 29' 16"  
R = 2,302.98'  
T = 414.02'  
L = 819.25'  
E = 36.92'  
e = 4.50%

CURVE DATA:

(F.A.I. Rte. 55 (I-55))  
PI STA. = 57+22.27  
Δ = 39° 13' 36" (RT)  
D = 2° 59' 59"  
R = 1,909.97'  
T = 680.61'  
L = 1,307.63'  
E = 117.64'  
e = 5.80%



PLAN

INDEX TO SHEETS

SHEET NO.	TITLE
B1	GENERAL PLAN AND ELEVATION
B2	GENERAL DATA
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 WEST APPROACH SLAB ELEVATIONS
B10	TOP OF EAST APPROACH SLAB ELEVATIONS
B11-B13	SUPERSTRUCTURE DECK
B14	SUPERSTRUCTURE CROSS SECTION
B15-B16	SUPERSTRUCTURE DETAILS
B17	WEST BRIDGE APPROACH SLAB DETAILS
B18	EAST BRIDGE APPROACH SLAB DETAILS
B19	DRAINAGE SCUPPER, DS-12
B20	PREFORMED JOINT STRIP SEAL
B21	MODULAR EXPANSION JOINT DETAILS
B22-B24	STRUCTURAL STEEL
B25	FIXED BEARING DETAILS
B26-B27	TYPE II ELASTOMERIC BEARING DETAILS
B28	GUIDED EXPANSION HLWR BEARING DETAILS
B29	WEST ABUTMENT REMOVAL
B30-B32	WEST ABUTMENT
B33	EAST ABUTMENT REMOVAL
B34-B36	EAST ABUTMENT
B37	PIER NO. 1 REPAIR
B38	PIER NO. 1
B39	PIER NO. 2 REPAIR
B40	PIER NO. 2
B41	BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
B42	CONCRETE PARAPET SLIPFORMING OPTION

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 08/09/10

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

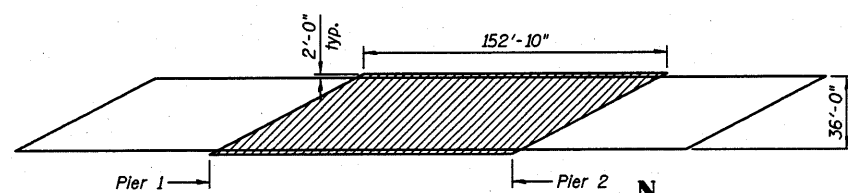
$f'_c = 3,500$  psi (Cast-in-Place)  
 $f_y = 60,000$  psi (Reinforcement)  
 $f_y = 36,000$  psi (Structural Steel - M270 Grade 36)  
 $f_y = 50,000$  psi (Structural Steel - M270 Grade 50)

LOADING HS20-44 & ALT.

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

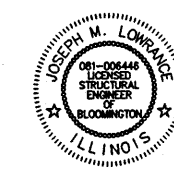
SEISMIC DATA

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



PLAN

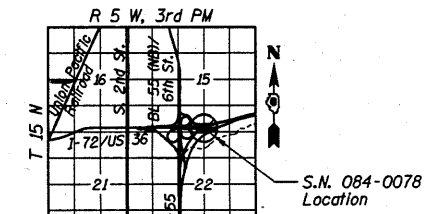
(Limits of Protective Shield)  
Proposed Protective Shield



JOSEPH M. LOWRANCE  
ILLINOIS STRUCTURAL ENGINEER  
NO. 081-006446  
Exp. Date 11/30/10

APPROVED  
For Structural Adequacy Only

Ralph E. Anderson (TSO)  
Engineer of Bridges & Structures



LOCATION SKETCH

GENERAL PLAN AND ELEVATION  
I-72 / U.S. 36 OVER  
S.B. F.A.I. ROUTE 72  
SECTION (84-3HB-5)BR  
SANGAMON COUNTY  
STATION 686+29.09  
STRUCTURE NO. 084-0078

SHEET NO. B1	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	72	(84-3HB-5)BR	SANGAMON	84	37
42 SHEETS	SN 084-0078		CONTRACT NO. 72C70		
	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment	Cu·Yd		370	370
Porous Granular Embankment, Special	Cu Yd		507	507
Concrete Removal	Cu Yd		71.5	71.5
Slope Wall Removal	Sq Yd		840	840
Removal of Existing Concrete Deck	Each	1		1
Protective Shield	Sq Yd	680		680
Structure Excavation	Cu Yd		677	677
Concrete Structures	Cu Yd		196.9	196.9
Concrete Superstructure	Cu Yd	574.1		574.1
Bridge Deck Grooving	Sq Yd	1,449		1,449
Protective Coat	Sq Yd	1,869		1,869
Furnishing and Erecting Structural Steel	Pound	20,750		20,750
Stud Shear Connectors	Each	4,374		4,374
Reinforcement Bars, Epoxy Coated	Pound	141,630	17,610	159,240
Bar Splicers	Each	1,222	211	1,433
Slope Wall 4 Inch	Sq Yd		742	742
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	79		79
Elastomeric Bearing Assembly, Type II	Each	12		12
Anchor Bolts, 1"	Each	36		36
Anchor Bolts, 1/4"	Each	12		12
Anchor Bolts, 1/2"	Each	12		12
Concrete Sealer	Sq Ft		2,398	2,398
Epoxy Crack Injection	Foot		68	68
Geocomposite Wall Drain	Sq Yd		185	185
Pipe Underdrains for Structures 4"	Foot		190	190
Conduit Attached to Structure, 2" Dia., Galvanized Steel	Foot		180	180
Structural Steel Removal	L Sum	1		1
Removal of Existing Bearings	Each	24		24
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq Ft		9	9
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq Ft		24	24
Jacking Existing Superstructure	L Sum	1		1
Modular Expansion Joint-Swivel 6"	Foot	77		77
Temporary Soil Retention System	Sq Ft		500	500
Drainage Scuppers, DS-12	Each	4		4
High Load Multi-Rotation Bearings, Guided Expansion, 300k	Each	6		6

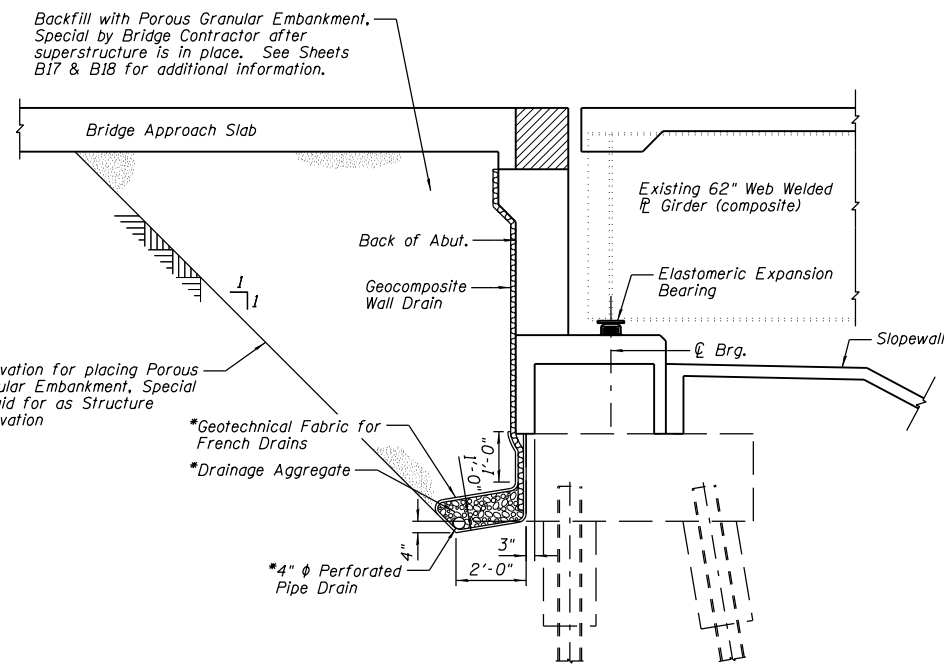
GENERAL NOTES:

- Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 7/8 in.  $\phi$ , holes 15/16 in.  $\phi$ , unless otherwise noted.
- Calculated weight of Structural Steel = 4090 lb. Grade 50.  
= 16,660 lb. 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 Abutments and Pier No. 1.
- 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 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.
- A copy of the existing bridge plans will be provided by the District upon request.
- Removal of the existing sliding plate expansion devices shall be included with Removal of Existing Concrete Deck.
- All new structural steel 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 08/09/10

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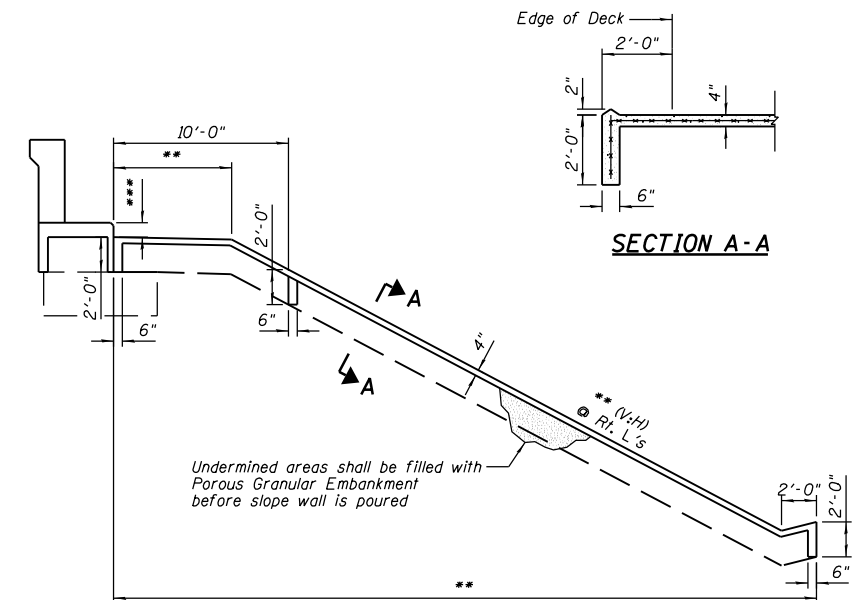


SECTION THRU WEST ABUTMENT

(Similar for East Abutment)

NOTES:

- Dimensions  $\phi$  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).

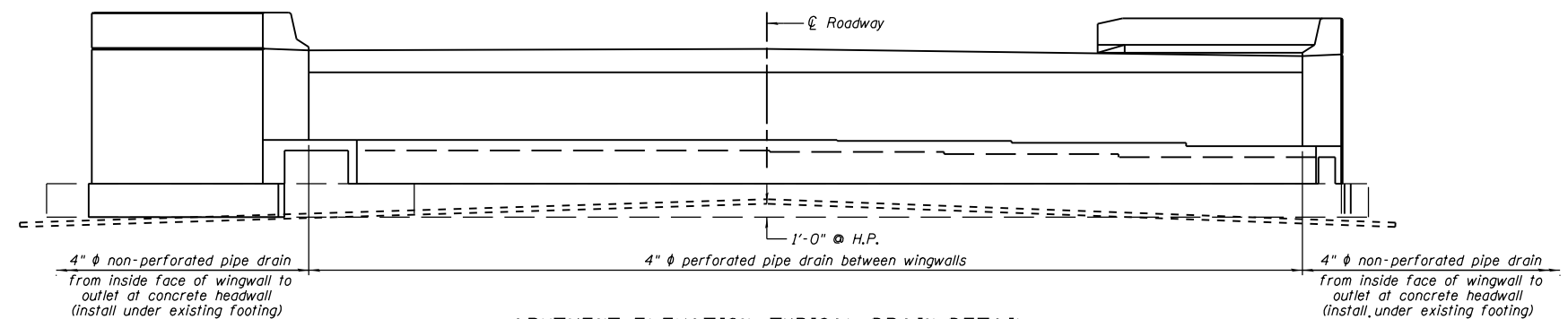


SECTION THRU SLOPE WALL

(Similar for East Abutment)

NOTES:

- Match existing dimension.
- 1'-0" min.  $\phi$  low brg. seat.
- Horizontal dimensions  $\phi$  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.

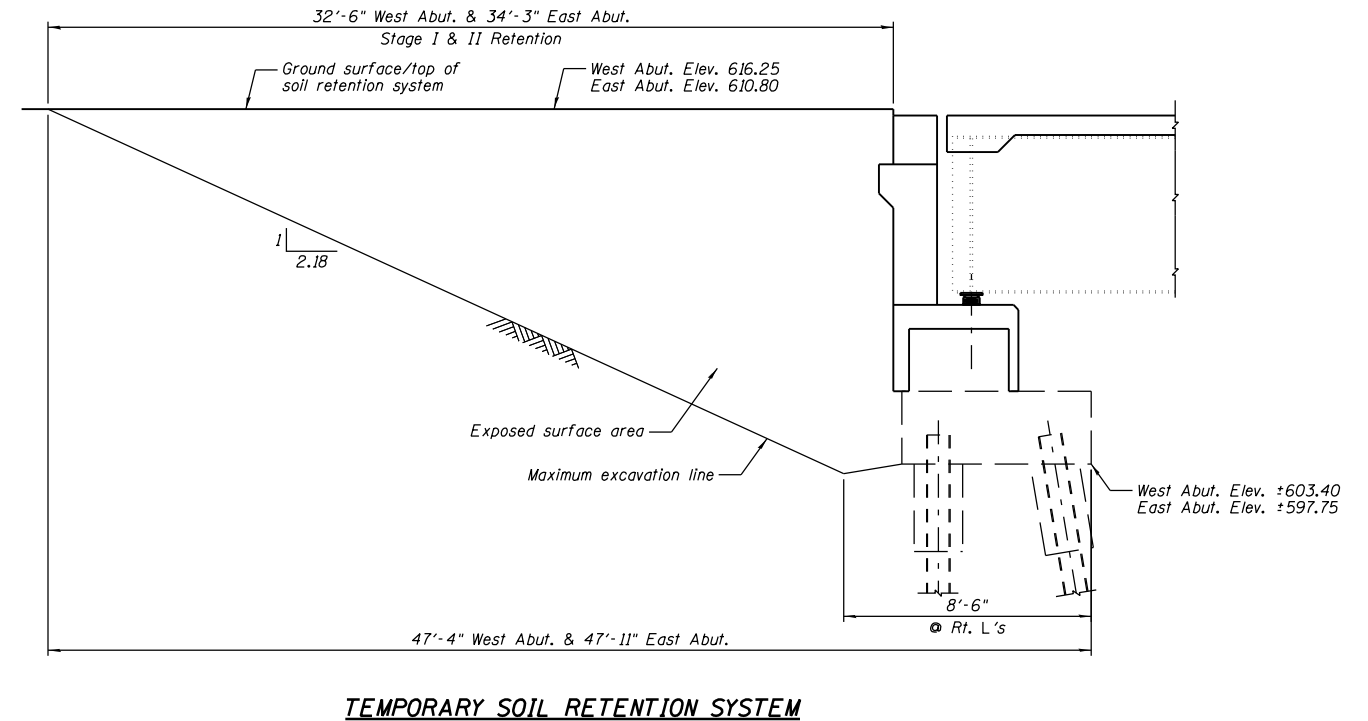
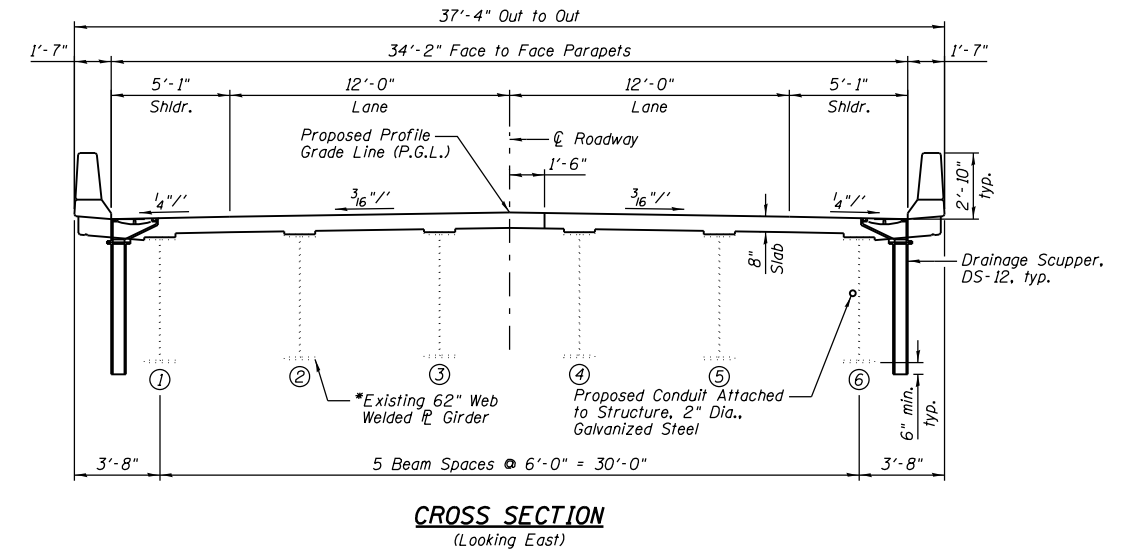
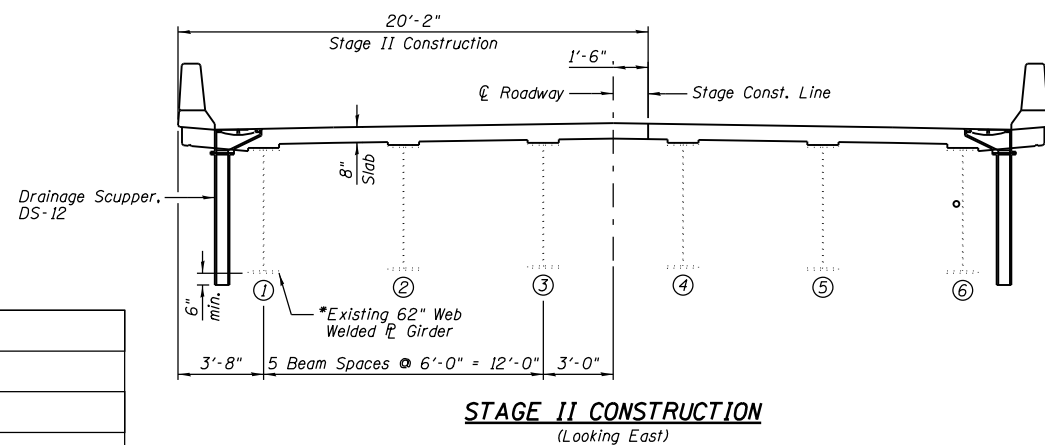
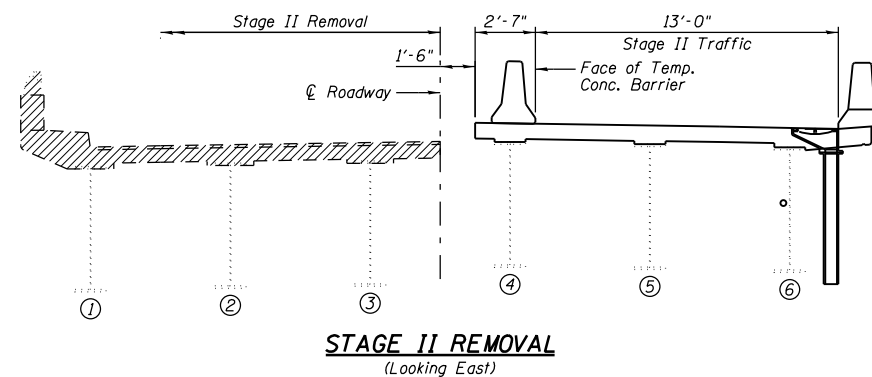
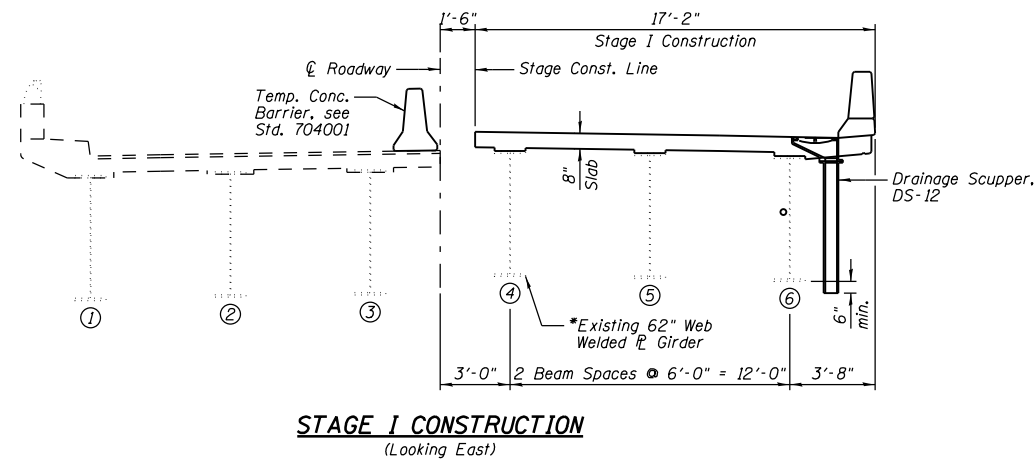
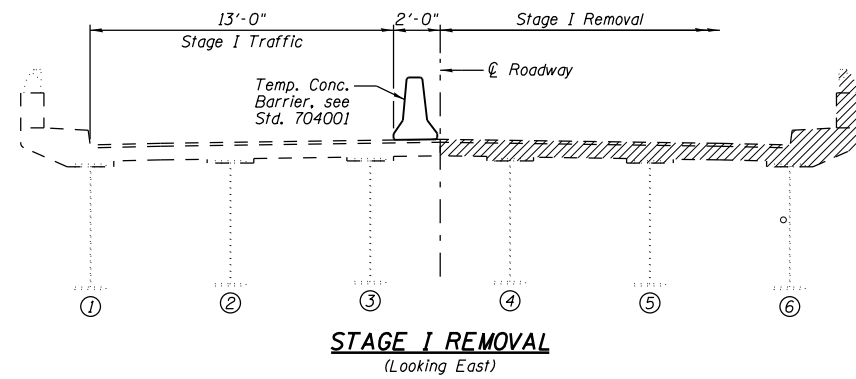


ABUTMENT ELEVATION, TYPICAL DRAIN DETAIL

GENERAL DATA  
STRUCTURE NO. 084-0078

SHEET NO. B2	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	72	(84-3HB-5)BR	SANGAMON	84	38
42 SHEETS	SN 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**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.	500

**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. 084-0078**

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 08/09/10

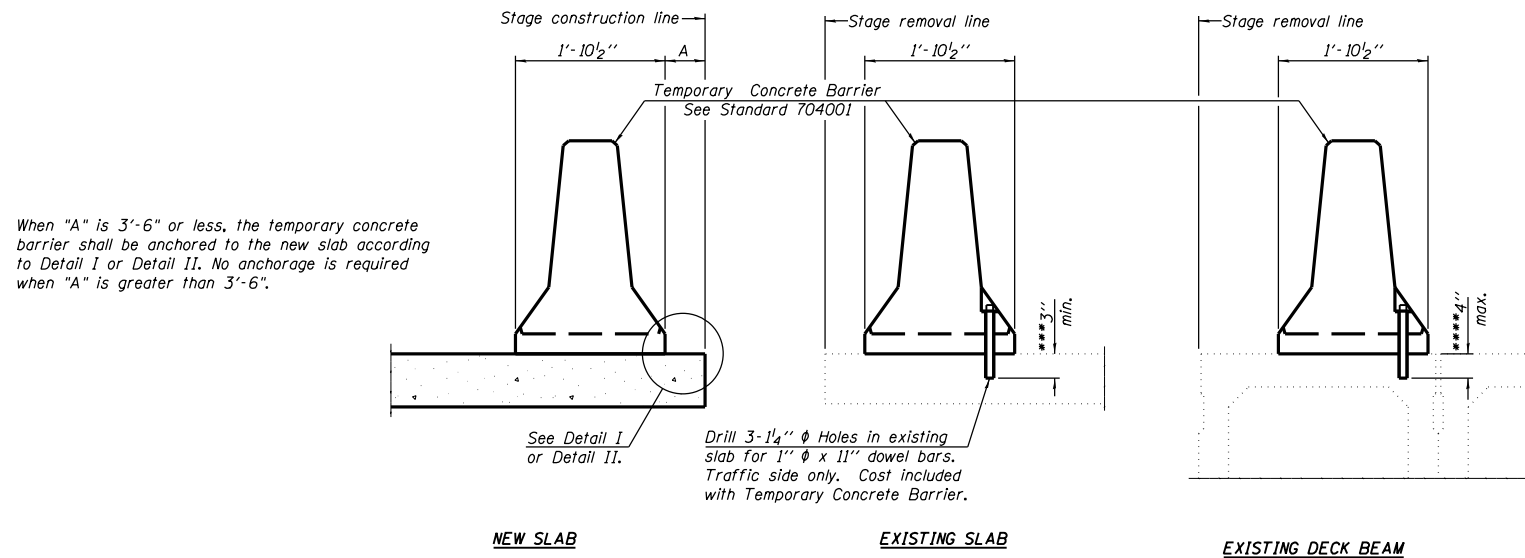
FARNSWORTH GROUP, INC.

**STAGE II CONSTRUCTION**  
(Looking East)

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

SHEET NO. B3	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	72	(84-3HB-5)BR	SANGAMON	84	39
42 SHEETS	SN 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6		ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



SECTIONS THRU SLAB OR DECK BEAM

**NOTES**

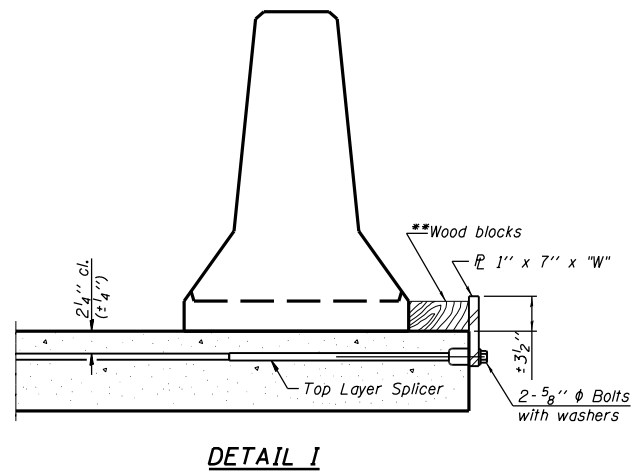
Detail I - With Bar Splicer or Couplers:  
Connect one (1) 1" x 7" x "W" steel  $\bar{r}$  to the top layer of couplers with 2- $\frac{5}{8}$ "  $\phi$  bolts screwed to coupler at approximate  $\bar{c}$  of each barrier panel.

Detail II - With Extended Reinforcement Bars:  
Connect one (1) 1" x 7" x "W" steel  $\bar{r}$  to the concrete slab or concrete wearing surface with 2- $\frac{5}{8}$ "  $\phi$  Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate  $\bar{c}$  of each barrier panel.

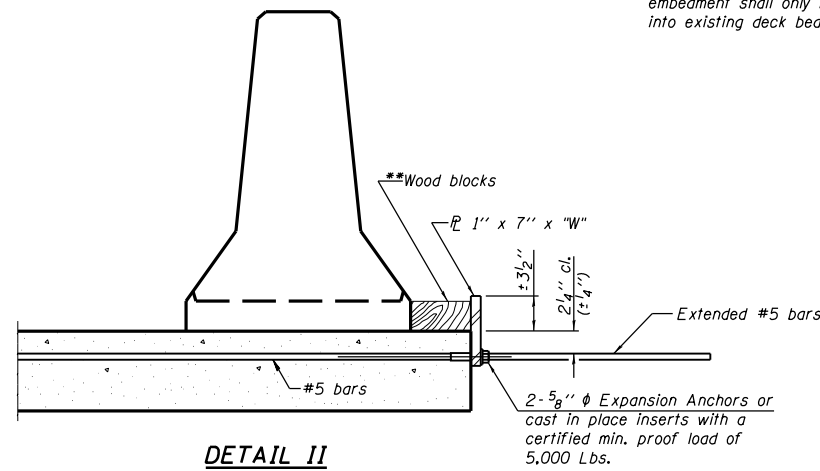
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

\*\*\* 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.

\*\*\*\* If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



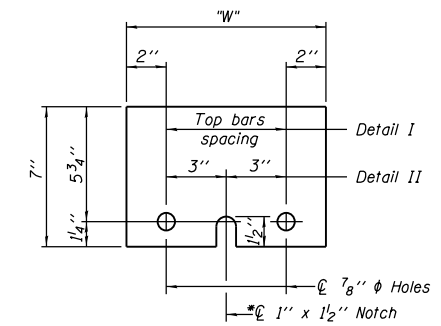
DETAIL I



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.

"W" = Top bars spacing + 4"



STEEL RETAINER  $\bar{r}$  1" x 7" x "W"

\* Required only with Detail II

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 08/09/10

R-27

7-1-10

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

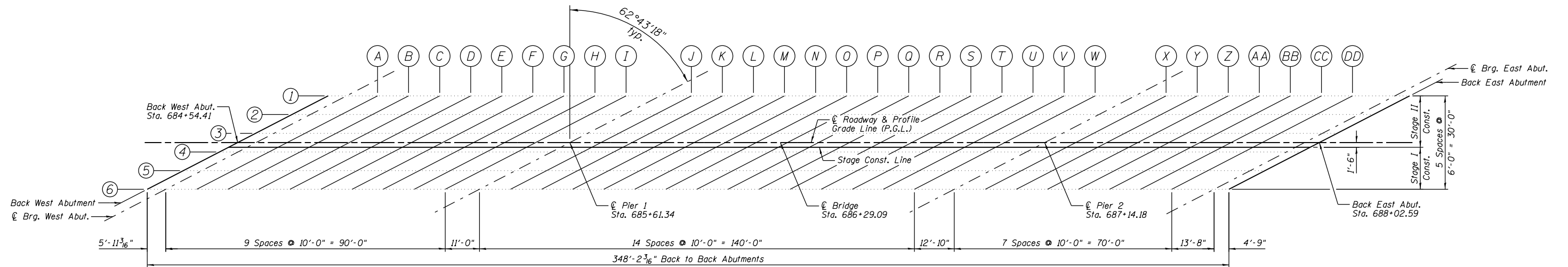
TEMPORARY CONCRETE BARRIER  
FOR STAGE CONSTRUCTION  
STRUCTURE NO. 084-0078

SHEET NO. B4 42 SHEETS	F.A.I. RTE. 72	SECTION (84-3HB-5)BR	COUNTY SANGAMON	TOTAL SHEETS 84	SHEET NO. 40
	SN 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT			

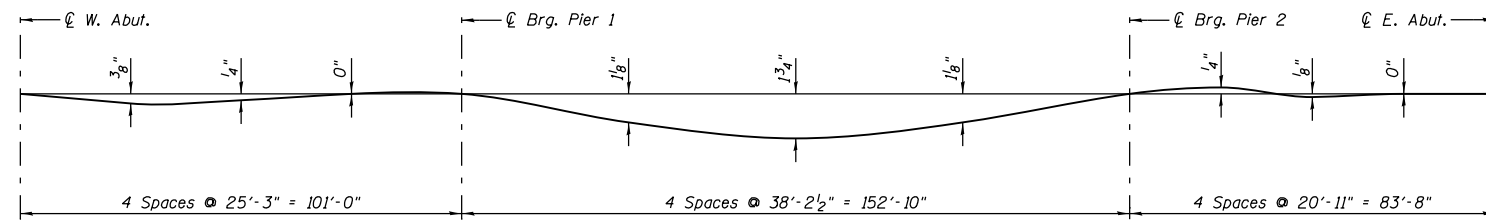
24-8181



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



PLAN

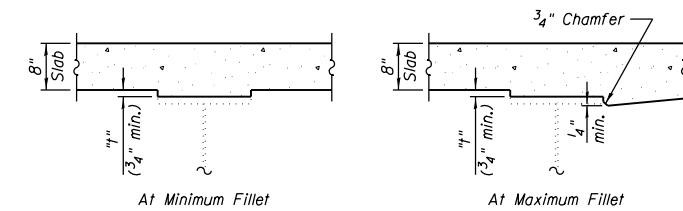


**DEAD LOAD DEFLECTION DIAGRAM**

(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 "t": 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 "t" above top flange of beams.

**FILLET HEIGHTS**

**TOP OF SLAB  
ELEVATION LOCATIONS  
STRUCTURE NO. 084-0078**

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 08/09/10

FARNSWORTH GROUP, INC.

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

SHEET NO. B5 42 SHEETS	F.A.I. RTE. 72	SECTION (84-3HB-5)BR SN 084-0078	COUNTY SANGAMON	TOTAL SHEETS 84	SHEET NO. 41
	FED. ROAD DIST. NO. 6 ILLINOIS		FED. AID PROJECT CONTRACT NO. 72C70		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**GIRDER 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	684+83.50	-15.00	615.59	615.59
☉ Brg. West Abut.	684+89.43	-15.00	615.54	615.54
A	684+99.43	-15.00	615.46	615.47
B	685+09.43	-15.00	615.37	615.39
C	685+19.43	-15.00	615.27	615.30
D	685+29.43	-15.00	615.17	615.20
E	685+39.43	-15.00	615.07	615.09
F	685+49.43	-15.00	614.96	614.97
G	685+59.43	-15.00	614.84	614.84
H	685+69.43	-15.00	614.72	614.71
I	685+79.43	-15.00	614.59	614.58
☉ Brg. Pier 1	685+90.43	-15.00	614.44	614.44
J	686+00.43	-15.00	614.31	614.32
K	686+10.43	-15.00	614.16	614.20
L	686+20.43	-15.00	614.01	614.08
M	686+30.43	-15.00	613.86	613.95
N	686+40.43	-15.00	613.70	613.82
Ø	686+50.43	-15.00	613.54	613.67
P	686+60.43	-15.00	613.37	613.51
Q	686+70.43	-15.00	613.19	613.34
R	686+80.43	-15.00	613.02	613.16
S	686+90.43	-15.00	612.84	612.96
T	687+00.43	-15.00	612.65	612.76
U	687+10.43	-15.00	612.46	612.54
V	687+20.43	-15.00	612.27	612.32
W	687+30.43	-15.00	612.07	612.10
☉ Brg. Pier 2	687+43.26	-15.00	611.81	611.81
X	687+53.26	-15.00	611.61	611.59
Y	687+63.26	-15.00	611.40	611.38
Z	687+73.26	-15.00	611.18	611.17
AA	687+83.26	-15.00	610.96	610.96
BB	687+93.26	-15.00	610.74	610.74
CC	688+03.26	-15.00	610.51	610.52
DD	688+13.26	-15.00	610.28	610.29
☉ Brg. East Abut.	688+26.93	-15.00	609.96	609.96
Bk. of East Abut.	688+31.68	-15.00	609.85	609.85

**GIRDER 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	684+71.86	-9.00	615.79	615.79
☉ Brg. West Abut.	684+77.80	-9.00	615.74	615.74
A	684+87.80	-9.00	615.67	615.68
B	684+97.80	-9.00	615.58	615.61
C	685+07.80	-9.00	615.49	615.52
D	685+17.80	-9.00	615.40	615.43
E	685+27.80	-9.00	615.30	615.32
F	685+37.80	-9.00	615.19	615.21
G	685+47.80	-9.00	615.08	615.09
H	685+57.80	-9.00	614.97	614.96
I	685+67.80	-9.00	614.85	614.84
☉ Brg. Pier 1	685+78.80	-9.00	614.71	614.71
J	685+88.80	-9.00	614.58	614.59
K	685+98.80	-9.00	614.44	614.48
L	686+08.80	-9.00	614.30	614.36
M	686+18.80	-9.00	614.15	614.24
N	686+28.80	-9.00	613.99	614.11
Ø	686+38.80	-9.00	613.84	613.97
P	686+48.80	-9.00	613.67	613.82
Q	686+58.80	-9.00	613.50	613.65
R	686+68.80	-9.00	613.33	613.47
S	686+78.80	-9.00	613.16	613.28
T	686+88.80	-9.00	612.97	613.08
U	686+98.80	-9.00	612.79	612.87
V	687+08.80	-9.00	612.60	612.66
W	687+18.80	-9.00	612.41	612.44
☉ Brg. Pier 2	687+31.63	-9.00	612.16	612.16
X	687+41.63	-9.00	611.96	611.94
Y	687+51.63	-9.00	611.75	611.73
Z	687+61.63	-9.00	611.54	611.53
AA	687+71.63	-9.00	611.33	611.32
BB	687+81.63	-9.00	611.11	611.11
CC	687+91.63	-9.00	610.89	610.89
DD	688+01.63	-9.00	610.66	610.66
☉ Brg. East Abut.	688+15.30	-9.00	610.35	610.35
Bk. of East Abut.	688+20.05	-9.00	610.23	610.23

**GIRDER 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	684+60.23	-3.00	615.96	615.96
☉ Brg. West Abut.	684+66.16	-3.00	615.92	615.92
A	684+76.16	-3.00	615.85	615.86
B	684+86.16	-3.00	615.77	615.80
C	684+96.16	-3.00	615.69	615.72
D	685+06.16	-3.00	615.60	615.63
E	685+16.16	-3.00	615.51	615.53
F	685+26.16	-3.00	615.41	615.42
G	685+36.16	-3.00	615.30	615.31
H	685+46.16	-3.00	615.20	615.19
I	685+56.16	-3.00	615.08	615.07
☉ Brg. Pier 1	685+67.16	-3.00	614.95	614.95
J	685+77.16	-3.00	614.82	614.84
K	685+87.16	-3.00	614.69	614.73
L	685+97.16	-3.00	614.55	614.62
M	686+07.16	-3.00	614.41	614.51
N	686+17.16	-3.00	614.27	614.38
Ø	686+27.16	-3.00	614.11	614.25
P	686+37.16	-3.00	613.96	614.10
Q	686+47.16	-3.00	613.79	613.94
R	686+57.16	-3.00	613.63	613.77
S	686+67.16	-3.00	613.45	613.58
T	686+77.16	-3.00	613.28	613.39
U	686+87.16	-3.00	613.10	613.18
V	686+97.16	-3.00	612.91	612.97
W	687+07.16	-3.00	612.73	612.75
☉ Brg. Pier 2	687+19.99	-3.00	612.48	612.48
X	687+29.99	-3.00	612.28	612.27
Y	687+39.99	-3.00	612.08	612.07
Z	687+49.99	-3.00	611.88	611.86
AA	687+59.99	-3.00	611.67	611.66
BB	687+69.99	-3.00	611.46	611.45
CC	687+79.99	-3.00	611.24	611.24
DD	687+89.99	-3.00	611.02	611.02
☉ Brg. East Abut.	688+03.66	-3.00	610.71	610.71
Bk. of East Abut.	688+08.41	-3.00	610.60	610.60

DESIGNED <i>JML</i>
CHECKED <i>MSW</i>
DRAWN <i>DJM</i>
CHECKED <i>MGO/MSW</i>
DATE 08/09/10

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 084-0078**

SHEET NO. B6 42 SHEETS	F.A.I. RTE. 72	SECTION (84-3HB-5)BR	COUNTY SANGAMON	TOTAL SHEETS 84	SHEET NO. 42
	SN 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	684+54.41	0.00	616.05	616.05
☉ Brg. West Abut.	684+60.34	0.00	616.01	616.01
A	684+70.34	0.00	615.94	615.95
B	684+80.34	0.00	615.87	615.89
C	684+90.34	0.00	615.79	615.81
D	685+00.34	0.00	615.70	615.73
E	685+10.34	0.00	615.61	615.63
F	685+20.34	0.00	615.51	615.53
G	685+30.34	0.00	615.41	615.42
H	685+40.34	0.00	615.31	615.30
I	685+50.34	0.00	615.19	615.19
☉ Brg. Pier 1	685+61.34	0.00	615.07	615.07
J	685+71.34	0.00	614.94	614.96
K	685+81.34	0.00	614.81	614.85
L	685+91.34	0.00	614.68	614.75
M	686+01.34	0.00	614.54	614.64
N	686+11.34	0.00	614.40	614.52
O	686+21.34	0.00	614.25	614.39
P	686+31.34	0.00	614.10	614.24
Q	686+41.34	0.00	613.94	614.08
R	686+51.34	0.00	613.77	613.91
S	686+61.34	0.00	613.60	613.73
T	686+71.34	0.00	613.43	613.53
U	686+81.34	0.00	613.25	613.33
V	686+91.34	0.00	613.07	613.12
W	687+01.34	0.00	612.88	612.91
☉ Brg. Pier 2	687+14.18	0.00	612.64	612.64
X	687+24.18	0.00	612.44	612.43
Y	687+34.18	0.00	612.25	612.23
Z	687+44.18	0.00	612.04	612.03
AA	687+54.18	0.00	611.84	611.83
BB	687+64.18	0.00	611.63	611.62
CC	687+74.18	0.00	611.41	611.41
DD	687+84.18	0.00	611.19	611.19
☉ Brg. East Abut.	687+97.84	0.00	610.89	610.89
Bk. of East Abut.	688+02.59	0.00	610.78	610.78

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	684+51.50	1.50	616.04	616.04
☉ Brg. West Abut.	684+57.43	1.50	616.01	616.01
A	684+67.43	1.50	615.94	615.95
B	684+77.43	1.50	615.86	615.89
C	684+87.43	1.50	615.79	615.81
D	684+97.43	1.50	615.70	615.73
E	685+07.43	1.50	615.61	615.64
F	685+17.43	1.50	615.52	615.53
G	685+27.43	1.50	615.42	615.42
H	685+37.43	1.50	615.31	615.31
I	685+47.43	1.50	615.20	615.20
☉ Brg. Pier 1	685+58.43	1.50	615.08	615.08
J	685+68.43	1.50	614.96	614.97
K	685+78.43	1.50	614.83	614.87
L	685+88.43	1.50	614.70	614.76
M	685+98.43	1.50	614.56	614.65
N	686+08.43	1.50	614.42	614.54
O	686+18.43	1.50	614.27	614.41
P	686+28.43	1.50	614.12	614.26
Q	686+38.43	1.50	613.96	614.11
R	686+48.43	1.50	613.80	613.94
S	686+58.43	1.50	613.63	613.76
T	686+68.43	1.50	613.46	613.56
U	686+78.43	1.50	613.28	613.36
V	686+88.43	1.50	613.10	613.15
W	686+98.43	1.50	612.91	612.94
☉ Brg. Pier 2	687+11.27	1.50	612.67	612.67
X	687+21.27	1.50	612.48	612.47
Y	687+31.27	1.50	612.28	612.27
Z	687+41.27	1.50	612.08	612.07
AA	687+51.27	1.50	611.87	611.87
BB	687+61.27	1.50	611.66	611.66
CC	687+71.27	1.50	611.45	611.45
DD	687+81.27	1.50	611.23	611.24
☉ Brg. East Abut.	687+94.93	1.50	610.93	610.93
Bk. of East Abut.	687+99.68	1.50	610.82	610.82

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	684+48.59	3.00	616.04	616.04
☉ Brg. West Abut.	684+54.52	3.00	616.00	616.00
A	684+64.52	3.00	615.94	615.95
B	684+74.52	3.00	615.86	615.89
C	684+84.52	3.00	615.79	615.81
D	684+94.52	3.00	615.70	615.73
E	685+04.52	3.00	615.62	615.64
F	685+14.52	3.00	615.52	615.54
G	685+24.52	3.00	615.43	615.43
H	685+34.52	3.00	615.32	615.32
I	685+44.52	3.00	615.21	615.21
☉ Brg. Pier 1	685+55.52	3.00	615.09	615.09
J	685+65.52	3.00	614.97	614.98
K	685+75.52	3.00	614.84	614.88
L	685+85.52	3.00	614.71	614.78
M	685+95.52	3.00	614.58	614.67
N	686+05.52	3.00	614.44	614.55
O	686+15.52	3.00	614.29	614.43
P	686+25.52	3.00	614.14	614.29
Q	686+35.52	3.00	613.98	614.13
R	686+45.52	3.00	613.82	613.96
S	686+55.52	3.00	613.65	613.78
T	686+65.52	3.00	613.48	613.59
U	686+75.52	3.00	613.31	613.39
V	686+85.52	3.00	613.13	613.18
W	686+95.52	3.00	612.95	612.97
☉ Brg. Pier 2	687+08.36	3.00	612.70	612.70
X	687+18.36	3.00	612.51	612.50
Y	687+28.36	3.00	612.32	612.30
Z	687+38.36	3.00	612.12	612.10
AA	687+48.36	3.00	611.91	611.90
BB	687+58.36	3.00	611.70	611.70
CC	687+68.36	3.00	611.49	611.49
DD	687+78.36	3.00	611.27	611.28
☉ Brg. East Abut.	687+92.02	3.00	610.97	610.97
Bk. of East Abut.	687+96.77	3.00	610.86	610.86

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

DATE 08/09/10

FARNSWORTH GROUP, INC.

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 084-0078**

SHEET NO. B7 42 SHEETS	F.A.I. RTE. 72	SECTION (84-3HB-5)BR	COUNTY SANGAMON	TOTAL SHEETS 84	SHEET NO. 43
	SN 084-0078		CONTRACT NO. 72C70		
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 West Abut.	684+36.96	9.00	616.01	616.01
☉ Brg. West Abut.	684+42.89	9.00	615.98	615.98
A	684+52.89	9.00	615.92	615.93
B	684+62.89	9.00	615.85	615.88
C	684+72.89	9.00	615.78	615.81
D	684+82.89	9.00	615.71	615.73
E	684+92.89	9.00	615.62	615.65
F	685+02.89	9.00	615.54	615.55
G	685+12.89	9.00	615.45	615.45
H	685+22.89	9.00	615.35	615.34
I	685+32.89	9.00	615.25	615.24
☉ Brg. Pier 1	685+43.89	9.00	615.13	615.13
J	685+53.89	9.00	615.01	615.03
K	685+63.89	9.00	614.89	614.93
L	685+73.89	9.00	614.77	614.84
M	685+83.89	9.00	614.64	614.73
N	685+93.89	9.00	614.51	614.62
Ø	686+03.89	9.00	614.37	614.50
P	686+13.89	9.00	614.22	614.37
Q	686+23.89	9.00	614.07	614.22
R	686+33.89	9.00	613.91	614.06
S	686+43.89	9.00	613.75	613.88
T	686+53.89	9.00	613.59	613.69
U	686+63.89	9.00	613.42	613.50
V	686+73.89	9.00	613.24	613.30
W	686+83.89	9.00	613.06	613.09
☉ Brg. Pier 2	686+96.72	9.00	612.83	612.83
X	687+06.72	9.00	612.64	612.63
Y	687+16.72	9.00	612.45	612.43
Z	687+26.72	9.00	612.25	612.24
AA	687+36.72	9.00	612.05	612.05
BB	687+46.72	9.00	611.85	611.85
CC	687+56.72	9.00	611.64	611.64
DD	687+66.72	9.00	611.43	611.43
☉ Brg. East Abut.	687+80.39	9.00	611.14	611.14
Bk. of East Abut.	687+85.14	9.00	611.03	611.03

**GIRDER 6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	684+25.32	15.00	615.98	615.98
☉ Brg. West Abut.	684+31.25	15.00	615.95	615.95
A	684+41.25	15.00	615.89	615.90
B	684+51.25	15.00	615.83	615.86
C	684+61.25	15.00	615.77	615.80
D	684+71.25	15.00	615.70	615.73
E	684+81.25	15.00	615.62	615.64
F	684+91.25	15.00	615.54	615.55
G	685+01.25	15.00	615.46	615.46
H	685+11.25	15.00	615.36	615.36
I	685+21.25	15.00	615.27	615.26
☉ Brg. Pier 1	685+32.25	15.00	615.16	615.16
J	685+42.25	15.00	615.05	615.06
K	685+52.25	15.00	614.94	614.97
L	685+62.25	15.00	614.82	614.88
M	685+72.25	15.00	614.69	614.79
N	685+82.25	15.00	614.57	614.68
Ø	685+92.25	15.00	614.43	614.57
P	686+02.25	15.00	614.29	614.44
Q	686+12.25	15.00	614.15	614.30
R	686+22.25	15.00	614.00	614.14
S	686+32.25	15.00	613.84	613.97
T	686+42.25	15.00	613.68	613.79
U	686+52.25	15.00	613.52	613.60
V	686+62.25	15.00	613.35	613.40
W	686+72.25	15.00	613.17	613.20
☉ Brg. Pier 2	686+85.09	15.00	612.95	612.95
X	686+95.09	15.00	612.76	612.75
Y	687+05.09	15.00	612.58	612.56
Z	687+15.09	15.00	612.39	612.37
AA	687+25.09	15.00	612.19	612.18
BB	687+35.09	15.00	611.99	611.99
CC	687+45.09	15.00	611.79	611.79
DD	687+55.09	15.00	611.58	611.58
☉ Brg. East Abut.	687+68.75	15.00	611.29	611.29
Bk. of East Abut.	687+73.50	15.00	611.19	611.19

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

DATE 08/09/10

FARNSWORTH GROUP, INC.

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 084-0078**

SHEET NO. B8	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	72	(84-3HB-5)BR	SANGAMON	84	44
42 SHEETS	SN 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**NORTH CURB LINE**

Location	Station	Offset	Theoretical Grade Elevations
End West Appr. Slab	684+58.35	-17.50	615.72
A	684+68.35	-17.50	615.65
B	684+77.54	-17.08	615.59
Bk. West Abut.	684+87.54	-17.08	615.52

**NORTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
End West Appr. Slab	684+47.68	-12.00	615.90
A	684+57.68	-12.00	615.84
B	684+67.68	-12.00	615.77
Bk. West Abut.	684+77.68	-12.00	615.70

**☉ ROADWAY & PROFILE GRADE LINE**

Location	Station	Offset	Theoretical Grade Elevations
End West Appr. Slab	684+24.41	0.00	616.22
A	684+34.41	0.00	616.17
B	684+44.41	0.00	616.11
Bk. West Abut.	684+54.41	0.00	616.05

**STAGE CONSTRUCTION LINE**

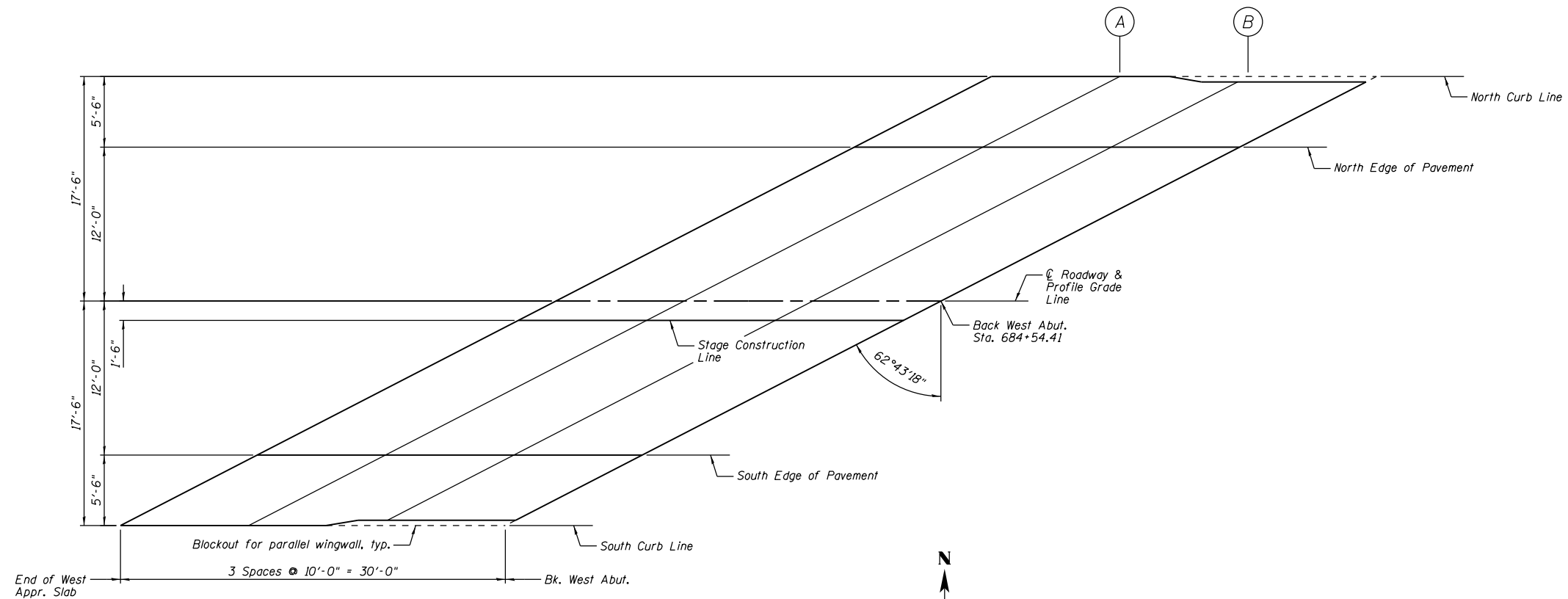
Location	Station	Offset	Theoretical Grade Elevations
End West Appr. Slab	684+21.50	1.50	616.21
A	684+31.50	1.50	616.16
B	684+41.50	1.50	616.10
Bk. West Abut.	684+51.50	1.50	616.04

**SOUTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
End West Appr. Slab	684+01.14	12.00	616.13
A	684+11.14	12.00	616.09
B	684+21.14	12.00	616.04
Bk. West Abut.	684+31.14	12.00	616.00

**SOUTH CURB LINE**

Location	Station	Offset	Theoretical Grade Elevations
End West Appr. Slab	683+90.47	17.50	616.05
A	684+00.47	17.50	616.01
B	684+11.28	17.08	615.98
Bk. West Abut.	684+21.28	17.08	615.94



**WEST APPROACH SLAB PLAN**

**TOP OF WEST APPROACH  
SLAB ELEVATIONS  
STRUCTURE NO. 084-0078**

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 08/09/10

FARNSWORTH GROUP, INC.

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

SHEET NO. B9 42 SHEETS	F.A.I. RTE. 72	SECTION (84-3HB-5)BR SN 084-0078	COUNTY SANGAMON	TOTAL SHEETS 84	SHEET NO. 45
	CONTRACT NO. 72C70		FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**NORTH CURB LINE**

Location	Station	Offset	Theoretical Grade Elevations
Bk. East Abut.	688+35.72	-17.08	609.71
A	688+45.72	-17.08	609.47
B	688+56.53	-17.50	609.19
End East Appr. Slab	688+66.53	-17.50	608.94

**NORTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
Bk. East Abut.	688+25.86	-12.00	610.05
A	688+35.86	-12.00	609.81
B	688+45.86	-12.00	609.57
End East Appr. Slab	688+55.86	-12.00	609.32

**☉ ROADWAY & PROFILE GRADE LINE**

Location	Station	Offset	Theoretical Grade Elevations
Bk. East Abut.	688+02.59	0.00	610.78
A	688+12.59	0.00	610.55
B	688+22.59	0.00	610.32
End East Appr. Slab	688+32.59	0.00	610.08

**STAGE CONSTRUCTION LINE**

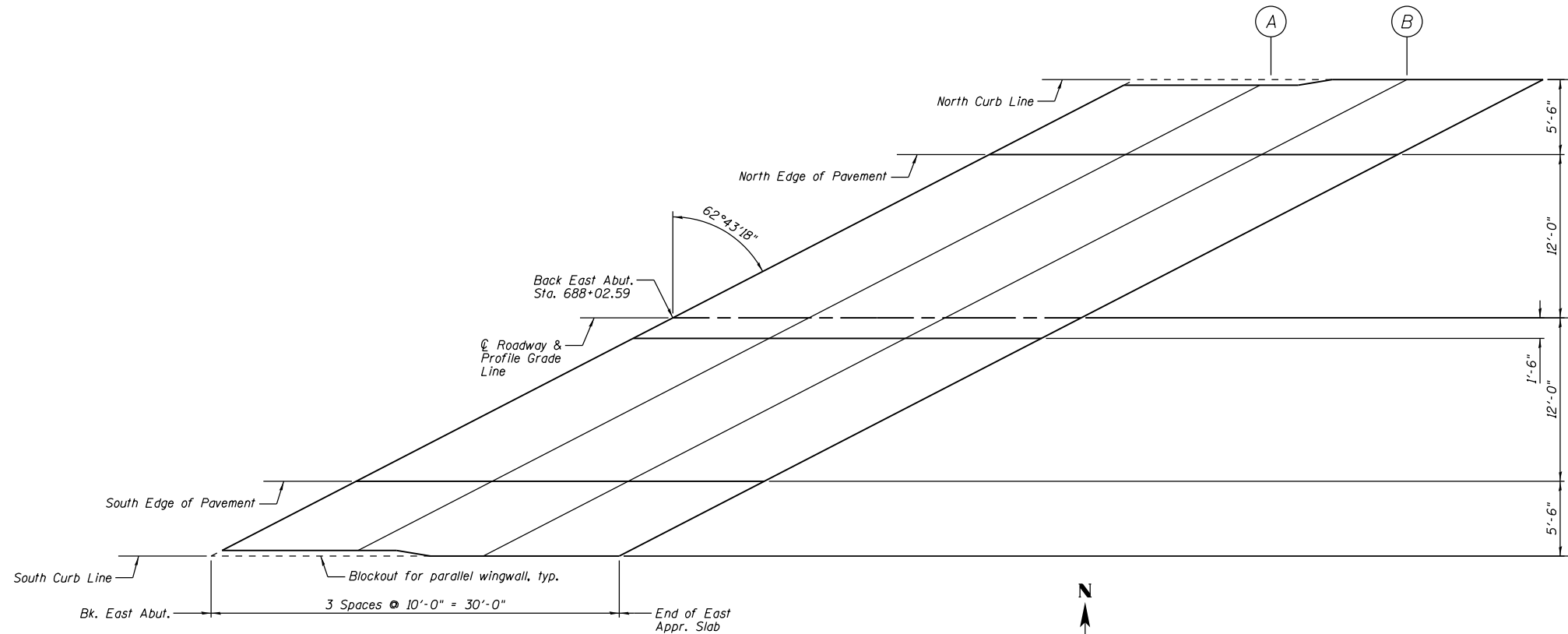
Location	Station	Offset	Theoretical Grade Elevations
Bk. East Abut.	687+99.68	1.50	610.82
A	688+09.68	1.50	610.60
B	688+19.68	1.50	610.37
End East Appr. Slab	688+29.68	1.50	610.14

**SOUTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
Bk. East Abut.	687+79.32	12.00	611.11
A	687+89.32	12.00	610.89
B	687+99.32	12.00	610.67
End East Appr. Slab	688+09.32	12.00	610.46

**SOUTH CURB LINE**

Location	Station	Offset	Theoretical Grade Elevations
Bk. East Abut.	687+69.46	17.08	611.22
A	687+79.46	17.08	611.00
B	687+88.65	17.50	610.79
End East Appr. Slab	687+98.65	17.50	610.57



**EAST APPROACH SLAB PLAN**

**TOP OF EAST APPROACH  
SLAB ELEVATIONS  
STRUCTURE NO. 084-0078**

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

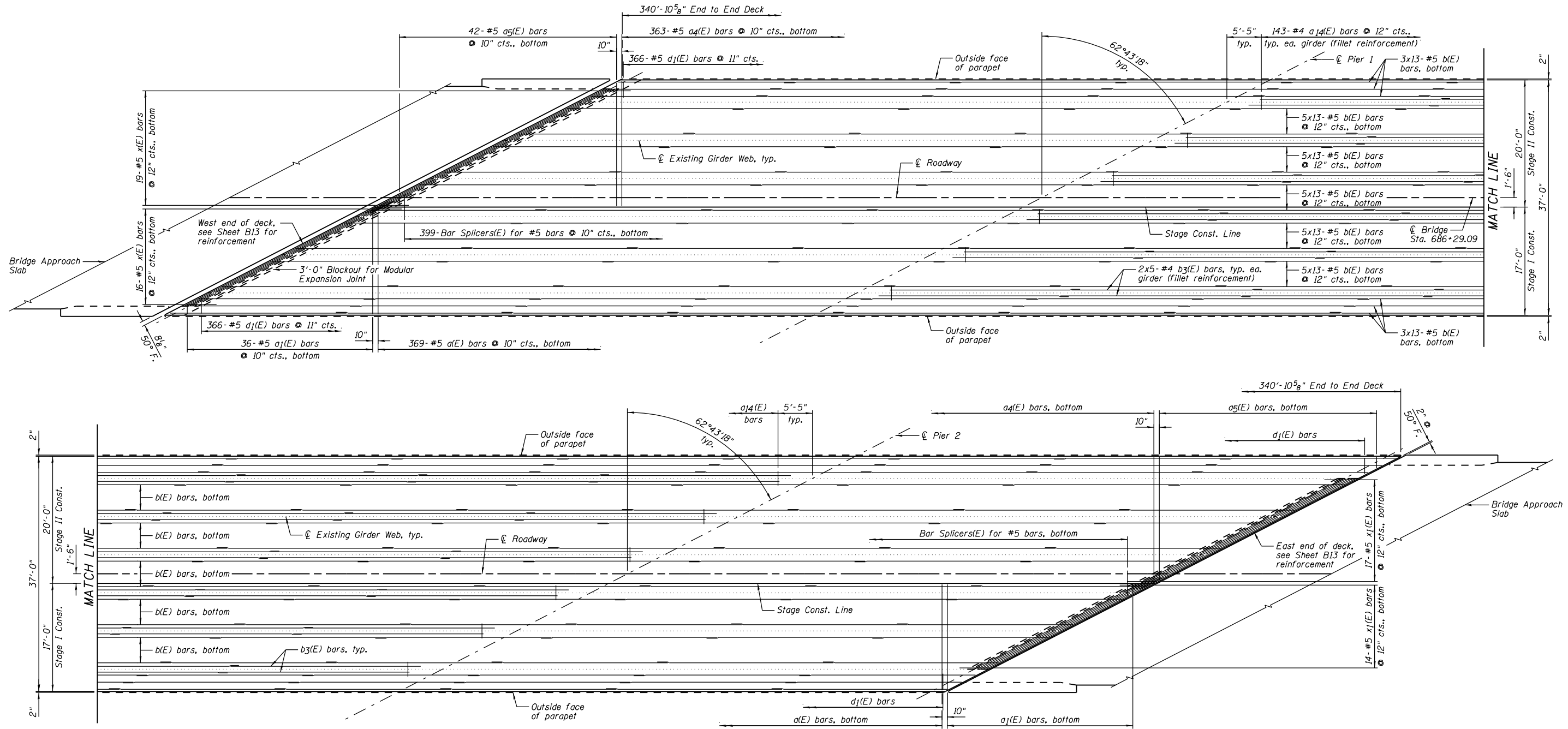
DATE 08/09/10

FARNSWORTH GROUP, INC.

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

SHEET NO. B10 42 SHEETS	F.A.I. RTE. 72	SECTION (84-3HB-5)BR	COUNTY SANGAMON	TOTAL SHEETS 84	SHEET NO. 46
	SN 084-0078		CONTRACT NO. 72C70		
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 a<sub>1</sub>(E) bars and a<sub>5</sub>(E) bars full length. Cut according to Bar Cutting Diagram on Sheet B16. Use remainder of a<sub>1</sub>(E) bars and a<sub>5</sub>(E) bars on East end of deck.
- 5.) Bars indicated thus 5x13-#5 etc. indicates 5 lines of bars with 13 lengths per line.
- 6.) Space drainage scuppers to miss stud shear connectors and transverse reinforcing bars.
- 7.) See Sheet B41 for Bar Splicer Details.

BAR LAP	
#4	2'-1"
#5	2'-7"

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

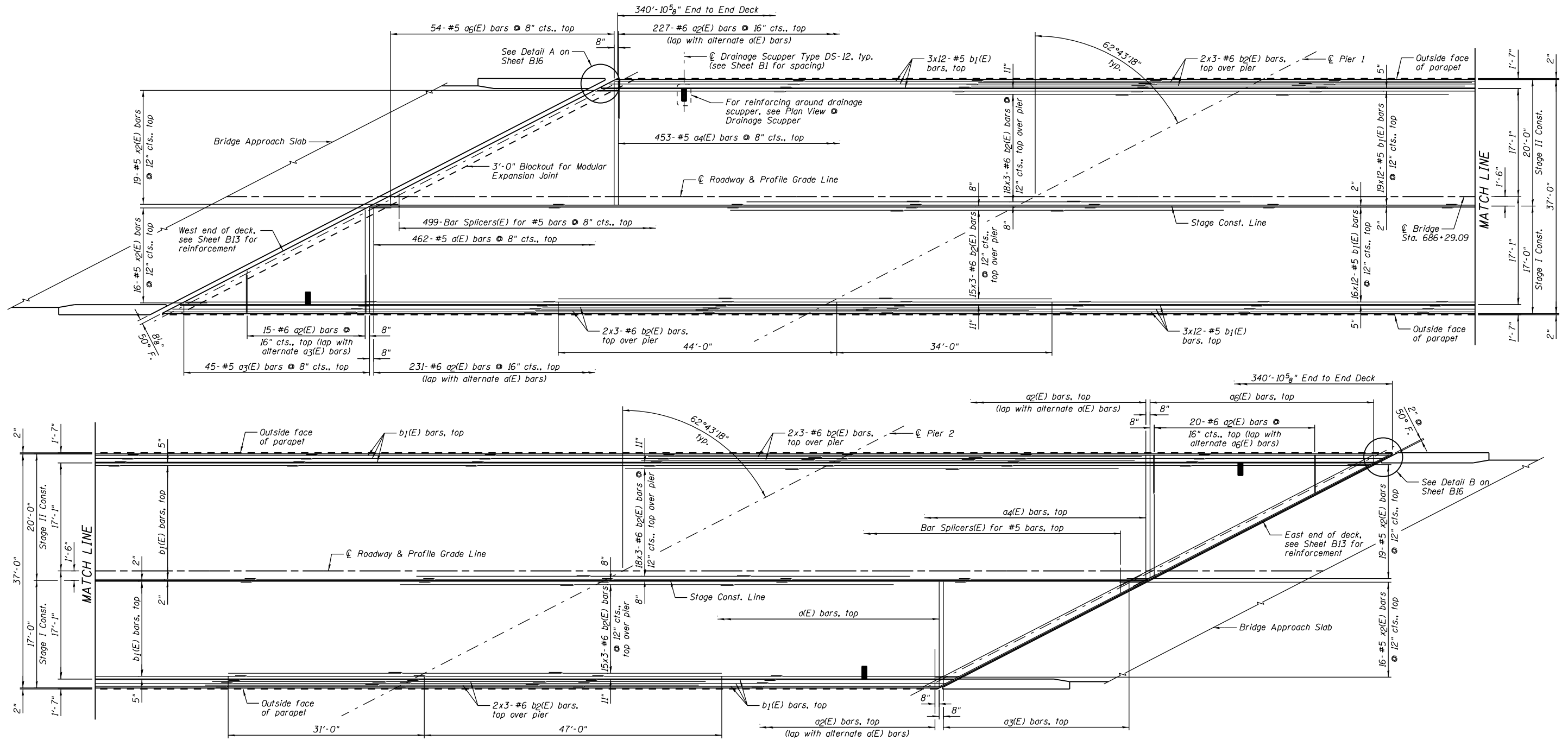
DATE 08/09/10

FARNSWORTH GROUP, INC.

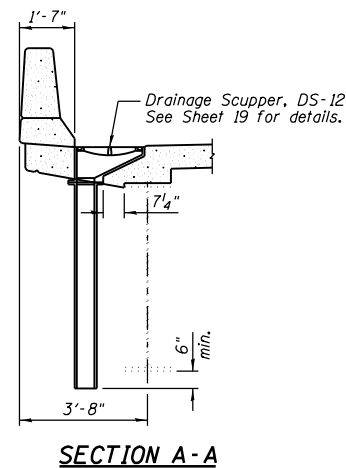
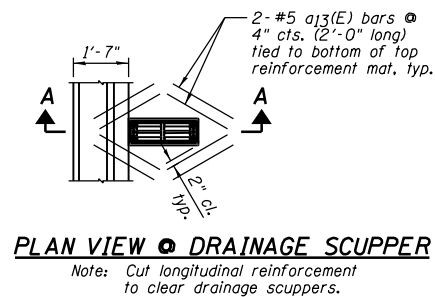
**SUPERSTRUCTURE DECK  
STRUCTURE NO. 084-0078**

SHEET NO. B11 42 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	72	(84-3HB-5)BR	SANGAMON	84	47
SN 084-0078			CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



TOP 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 a3(E) bars and a6(E) bars full length. Cut according to Bar Cutting Diagram on Sheet B16. Use remainder of a3(E) bars and a6(E) bars on East end of deck.
- 5) Bars indicated thus 16x12-#5 etc. indicates 16 lines of bars with 12 lengths per line.
- 6) Space drainage scuppers to miss stud shear connectors and transverse reinforcing bars.
- 7) See Sheet B41 for Bar Splicer Details.

BAR LAP	
#5	2'-7"
#6	3'-1"

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 08/09/10

FARNSWORTH GROUP, INC.

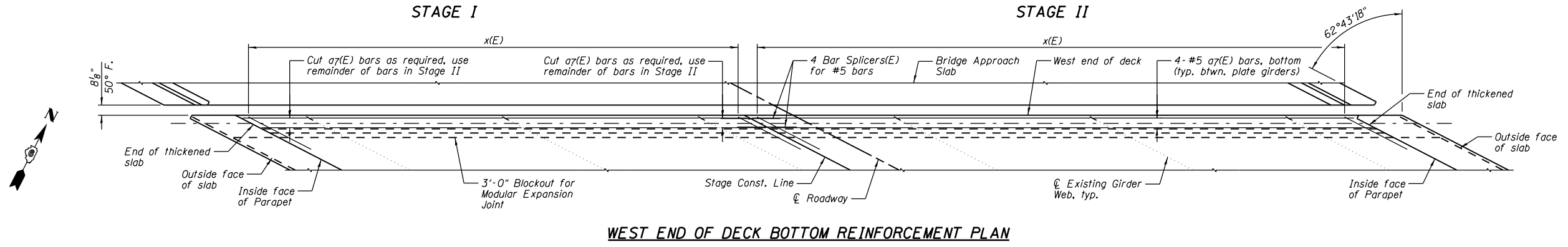
CONSULTING ENGINEERS - 2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / (309) 663-1571 FAX

**SUPERSTRUCTURE DECK  
STRUCTURE NO. 084-0078**

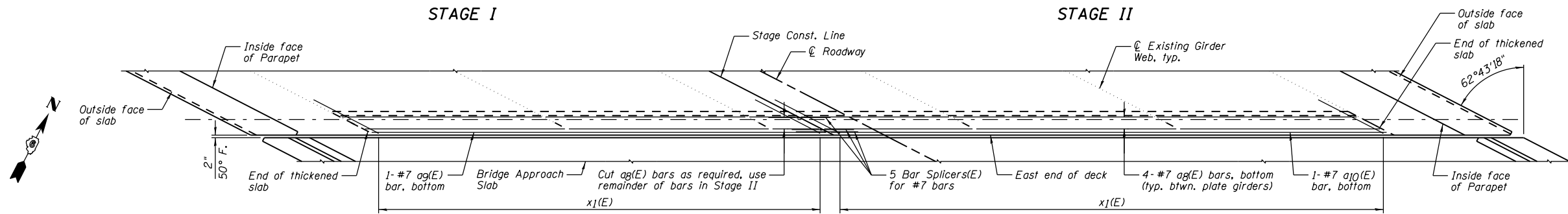
SHEET NO. B12	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	72	(84-3HB-5)BR	SANGAMON	84	48
42 SHEETS	SN 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT			



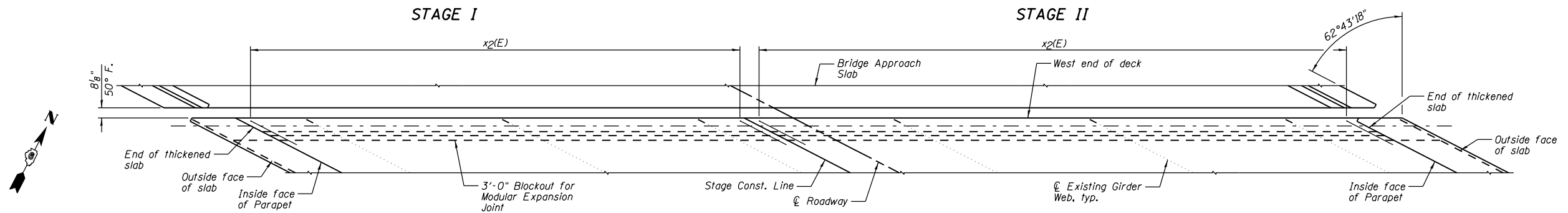
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



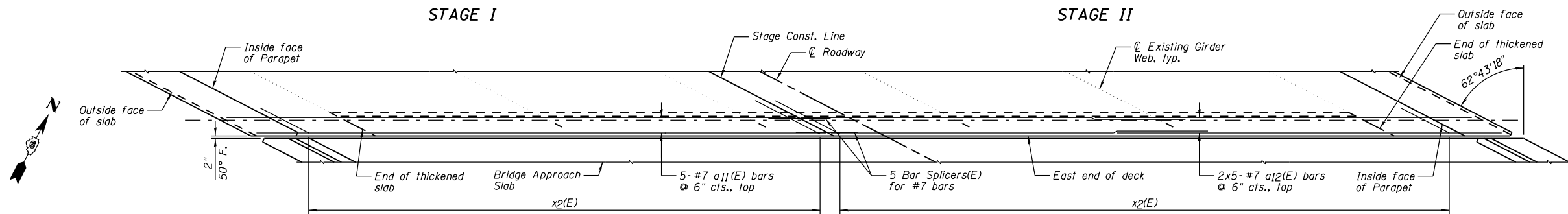
WEST END OF DECK BOTTOM REINFORCEMENT PLAN



EAST END OF DECK BOTTOM REINFORCEMENT PLAN



WEST END OF DECK TOP REINFORCEMENT PLAN



EAST END OF DECK TOP REINFORCEMENT PLAN

BAR LAP  
#7 - 5'-10"

SUPERSTRUCTURE DECK  
STRUCTURE NO. 084-0078

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

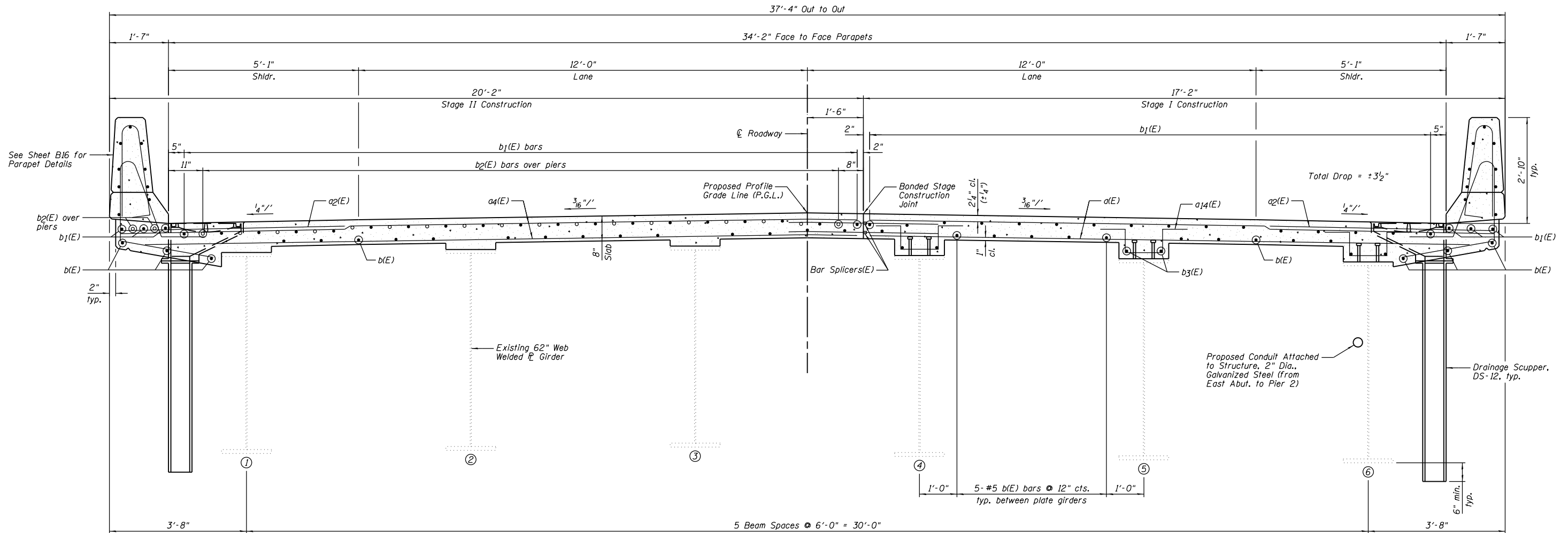
DATE 08/09/10

NOTE:

- 1.) See Sheets B11 & B12 for complete Deck Plan.
- 2.) See Sheet B14 for Deck Cross Section.
- 3.) See Sheet B15 for Section Thru Structure At Abutments.
- 4.) See Sheet B16 for Superstructure Details and Bill of Material.
- 5.) Bars indicated thus 2x5-#7 etc. indicates 2 lines of bars with 5 lengths per line.
- 6.) See Sheet B41 for Bar Splicer Details.

SHEET NO. B13 42 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	72	(84-3HB-5)BR	SANGAMON	84	49
SN 084-0078			CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6		ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



NEAR PIER

NEAR MIDSPAN

CROSS SECTION  
(Looking East)

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 08/09/10

FARNSWORTH GROUP, INC.

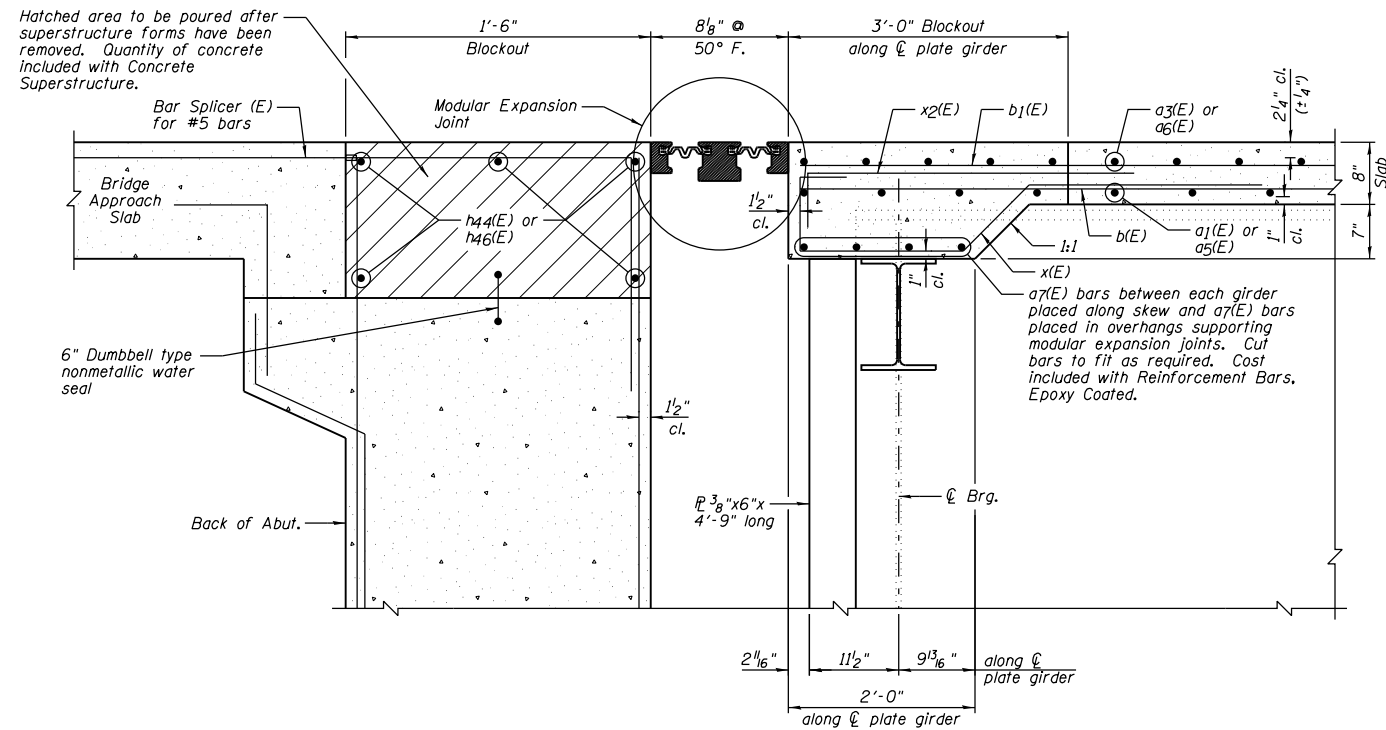
NOTES:

- 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 B41 for Bar Splicer Details.
- 4.) Fillet reinforcement a14(E) and b3(E) are only required in Span No. 2.

SUPERSTRUCTURE CROSS SECTION  
STRUCTURE NO. 084-0078

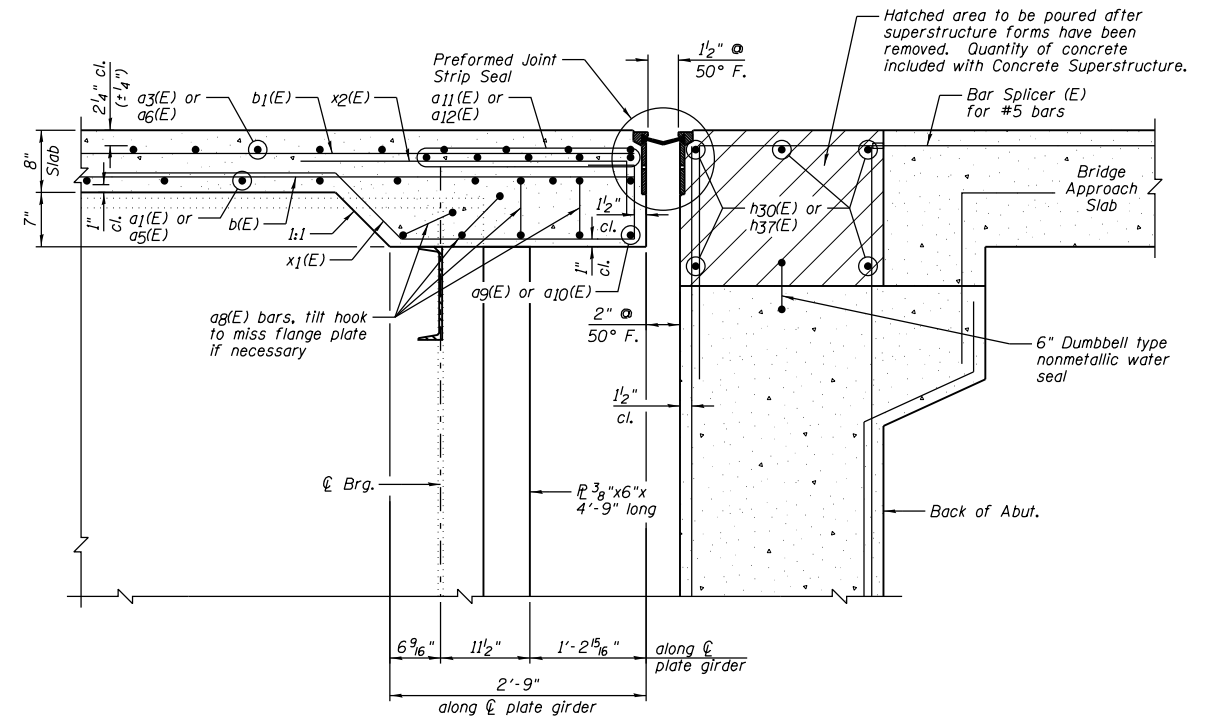
SHEET NO. B14	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	72	(84-3HB-5)BR	SANGAMON	84	50
42 SHEETS	SN 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6		ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**SECTION THRU STRUCTURE AT WEST ABUTMENT**

Unless noted otherwise, horizontal dimensions are at right angles.



**SECTION THRU STRUCTURE AT EAST ABUTMENT**

Unless noted otherwise, horizontal dimensions are at right angles.

**NOTES:**

- 1.) See Sheet B20 for Preformed Joint Strip Seal details.
- 2.) See Sheet B21 for Modular Expansion Joint details.
- 3.) See Sheets B30 thru B32 for West Abutment details.
- 4.) See Sheets B34 thru B36 for East Abutment details.
- 5.) See Sheet B16 for Superstructure Deck details & Bill of Material.
- 6.) See Sheet B41 for Bar Splicer details.

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 08/09/10

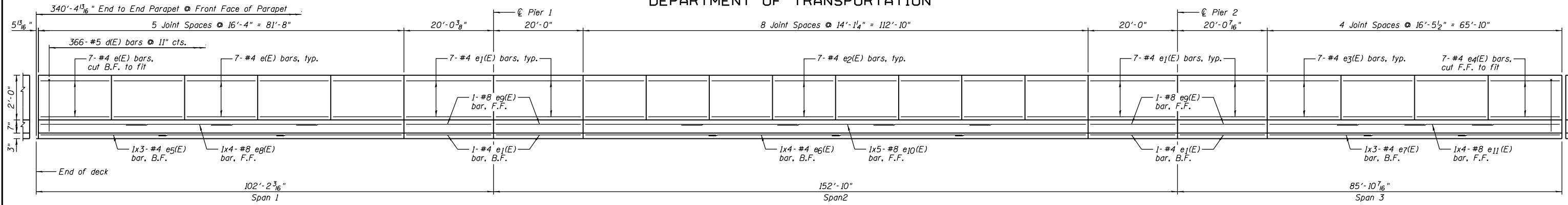
FARNSWORTH GROUP, INC.

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

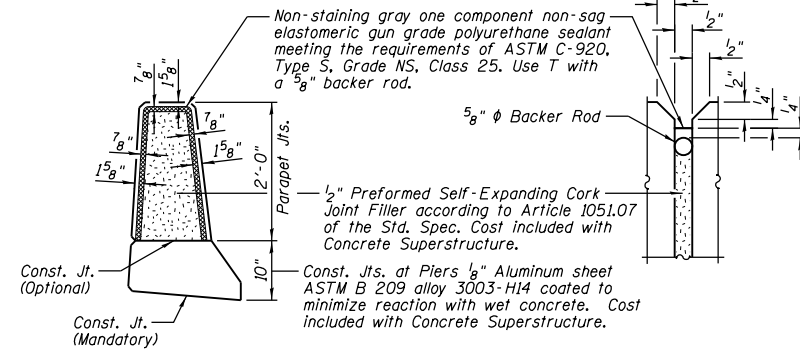
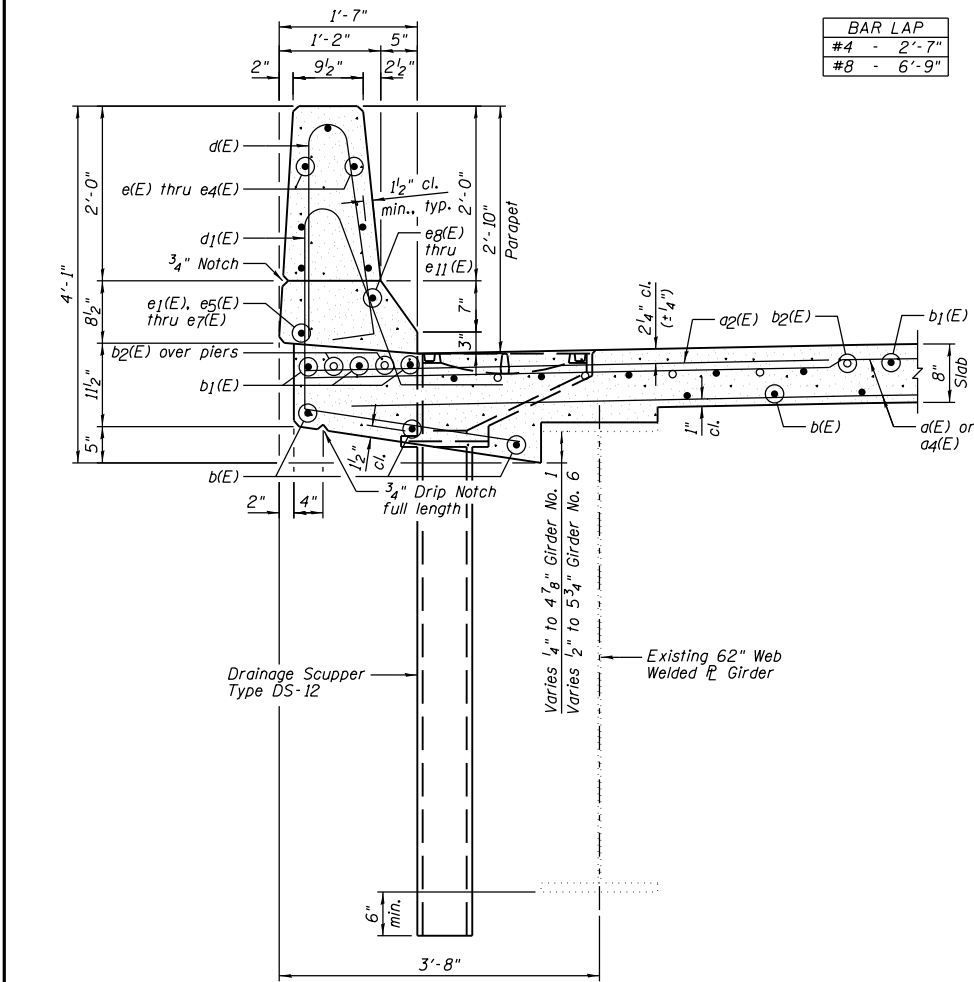
**SUPERSTRUCTURE DETAILS  
STRUCTURE NO. 084-0078**

SHEET NO. B15	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	72	(84-3HB-5)BR	SANGAMON	84	51
42 SHEETS	SN 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT			

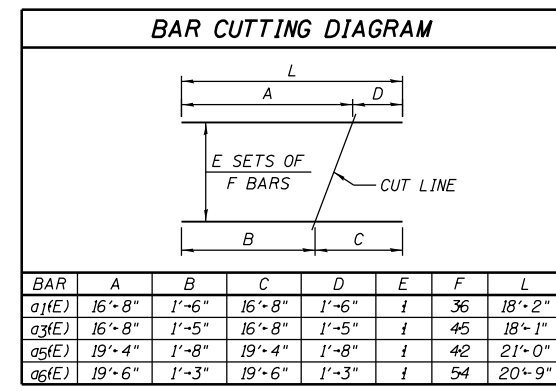
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



INSIDE ELEVATION OF PARAPET



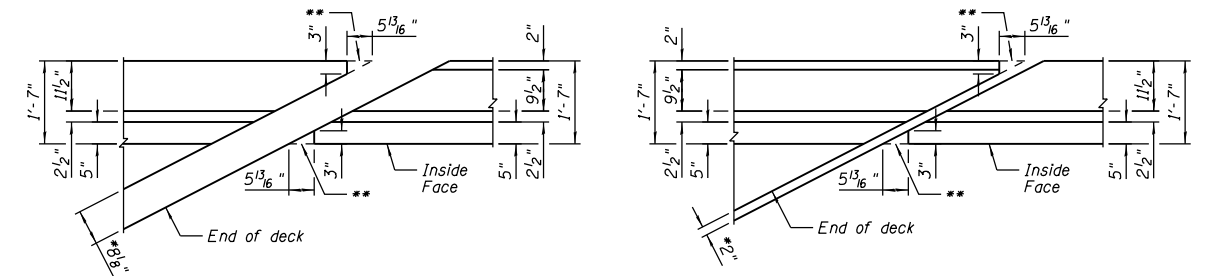
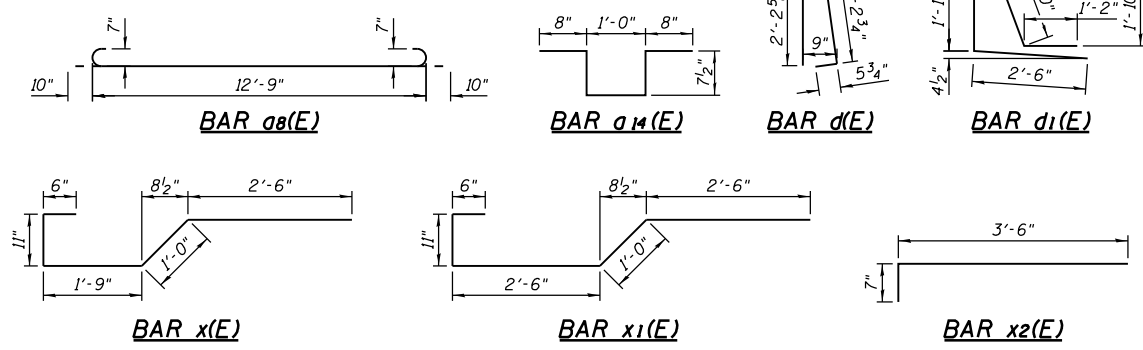
PARAPET JOINT DETAILS



SUPERSTRUCTURE  
BILL OF MATERIAL

Item	Unit	Quantity
Concrete Superstructure	Cu. Yd.	465.9
Bridge Deck Grooving	Sq. Yd.	1233
Protective Coat	Sq. Yd.	1637
Reinforcement Bars, Epoxy Coated	Pound	98,710
Bar Splicers	Each	912

SECTION THRU PARAPET



DETAIL A

DETAIL B

NOTES:

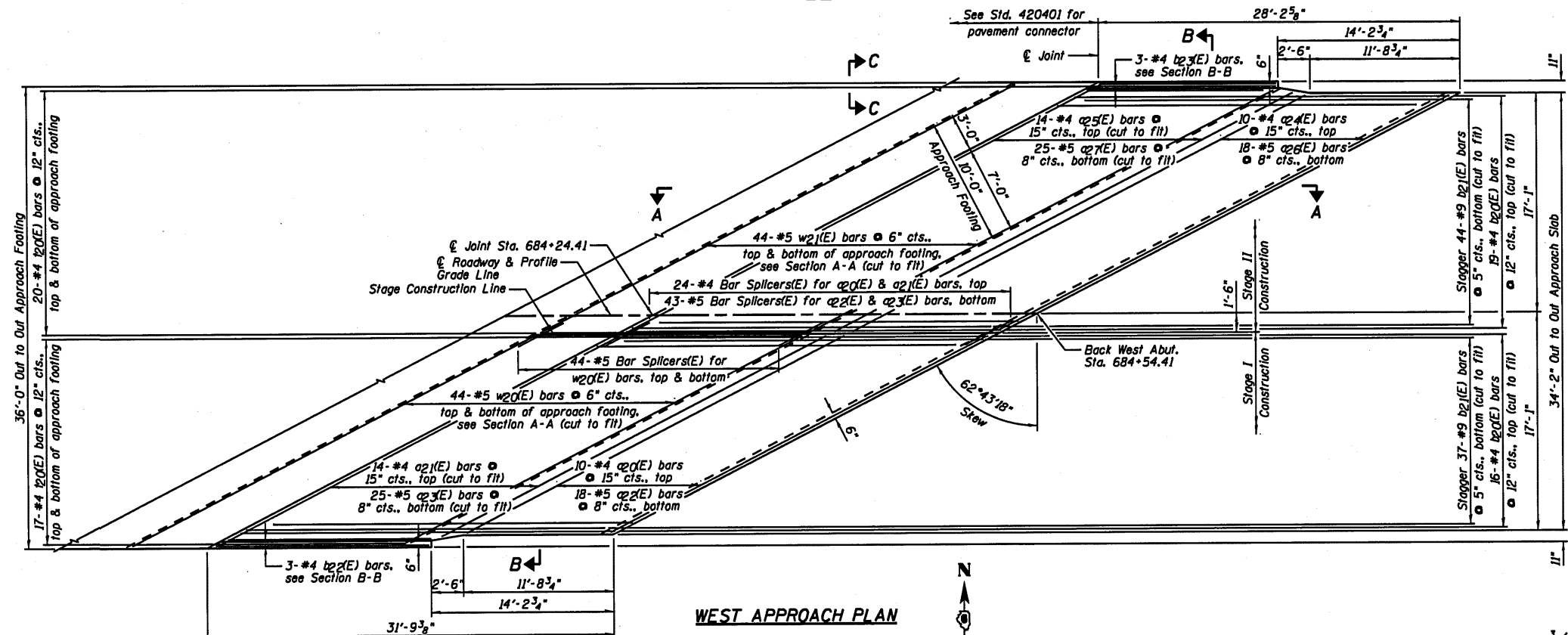
- 1.) B.F. denotes Back Face and F.F. denotes Front Face.
- 2.) For location of Detail A and Detail B, see Sheet B12.
- 3.) Inside Elevation of Parapet view is exaggerated vertically to show reinforcement.
- 4.) Bars indicated thus 1x4-#4 etc. indicates 1 line of bars with 4 lengths per line.
- 5.) Space drainage scuppers to miss stud shear connectors and transverse reinforcing bars.

SUPERSTRUCTURE DETAILS  
STRUCTURE NO. 084-0078

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

SHEET NO. B16	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	72	(84-3HB-5)BR	SANGAMON	84	52
42 SHEETS	SN 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6		ILLINOIS		FED. AID PROJECT	

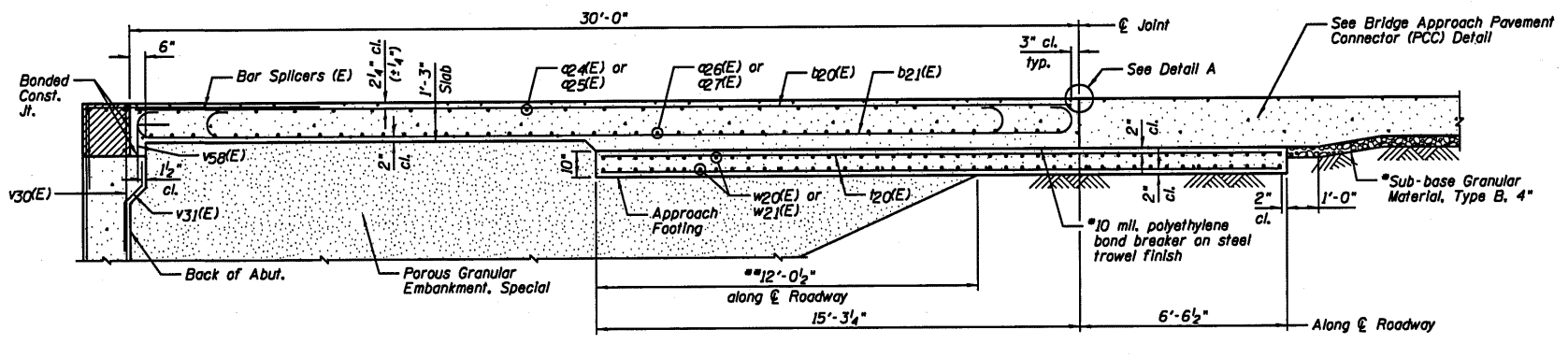
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



WEST APPROACH SLAB  
BILL OF MATERIAL

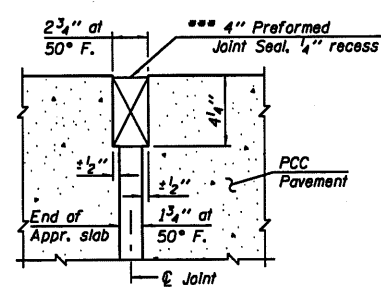
Bar	No.	Size	Length	Shape
a2(E)	10	#4	33'-3"	
a2(E)	14	#4	35'-8"	
a2(E)	18	#5	33'-3"	
a2(E)	25	#5	35'-3"	
a2(E)	10	#4	39'-10"	
a2(E)	14	#4	42'-3"	
a2(E)	18	#5	39'-10"	
a2(E)	25	#5	41'-10"	
b2(E)	35	#4	28'-11"	
b2(E)	81	#9	29'-9"	
b2(E)	3	#4	16'-6"	
b2(E)	3	#4	13'-10"	
t2(E)	74	#4	21'-5"	
w2(E)	88	#5	35'-3"	
w2(E)	88	#5	39'-8"	
Item	Unit	Quantity		
Concrete Structures	Cu. Yd.	24.2		
Concrete Superstructure	Cu. Yd.	55.9		
Bridge Deck Grooving	Sq. Yd.	108		
Protective Coat	Sq. Yd.	116		
Reinforcement Bars, Epoxy Coated	Pound	21,460		
Bar Splicers	Each	155		

WEST APPROACH PLAN



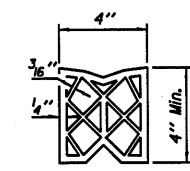
SECTION A-A

\*Cast Included with Bridge Approach Pavement Connector (PCC) Detail.  
\*\*Compact Porous Granular Embankment, Special in this area.  
\*\*\*Cast Included with Porous Granular Embankment, Special.

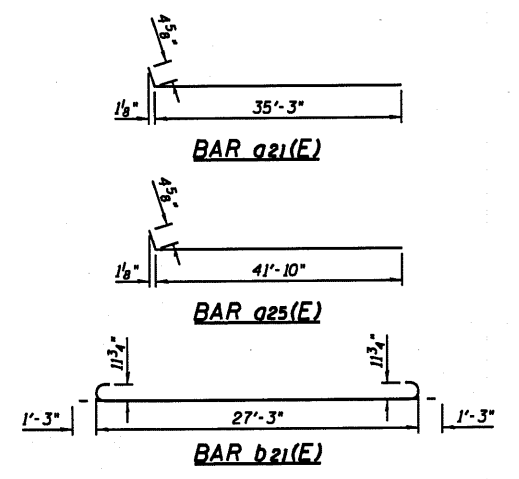


DETAIL A

\*\*\* Cast Included with Concrete Superstructure.

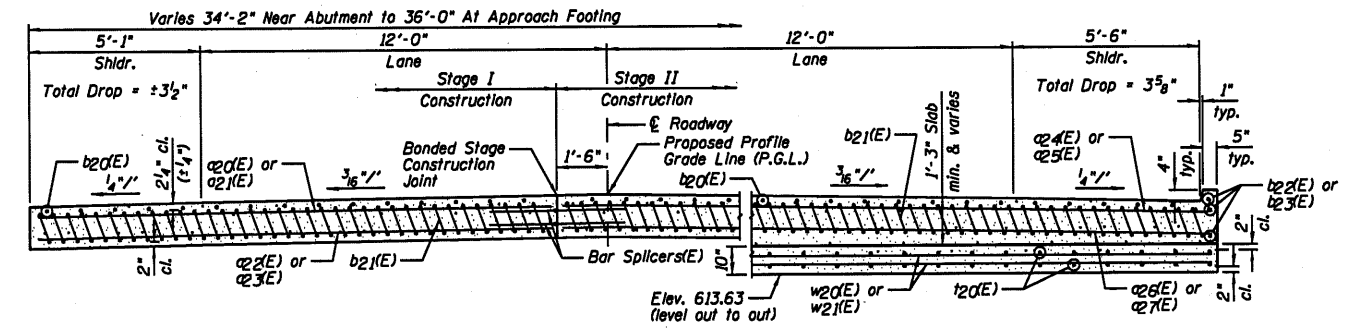


PREFORMED JOINT SEAL



VIEW C-C

Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.



NEAR ABUTMENT

SECTION B-B

AT APPROACH FOOTING

NOTES:

- 1.) a2(E) thru a27(E), w2(E) and w21(E) bar spacings measured along  $\epsilon$  Roadway.
- 2.) Tilt #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) & v31(E) bar details, see Sheet B32.
- 7.) The Approach Footing maximum applied service bearing pressure (Omax) = 2.0 ksf.
- 8.) See Sheet B41 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.

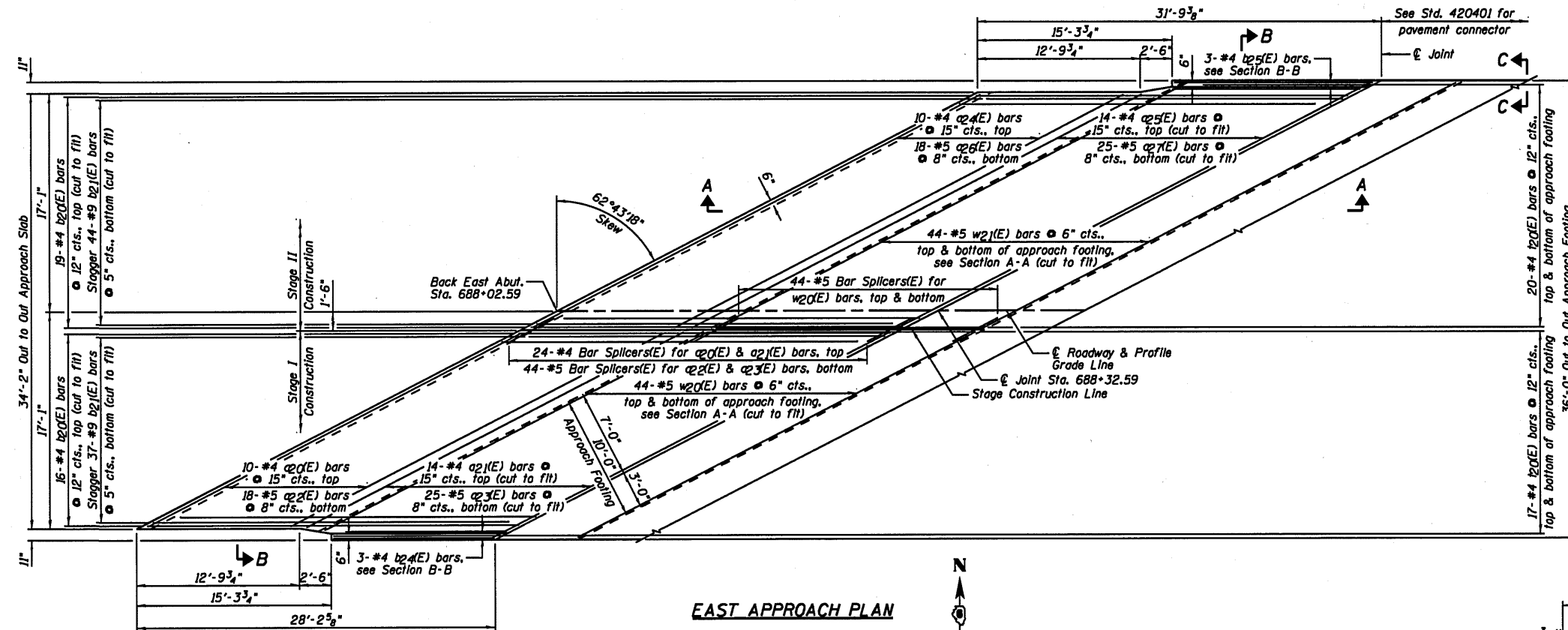
WEST BRIDGE APPROACH  
SLAB DETAILS  
STRUCTURE NO. 084-0078

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 08/09/10

SHEET NO. B17	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	72	(84-3HB-5)BR	SANGAMON	84	53
42 SHEETS	SN 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

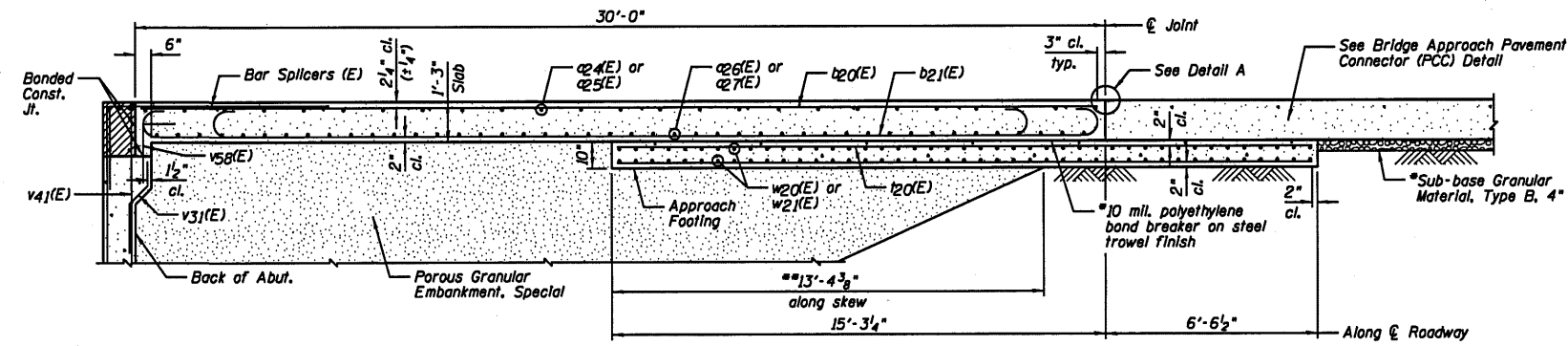
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



EAST APPROACH PLAN

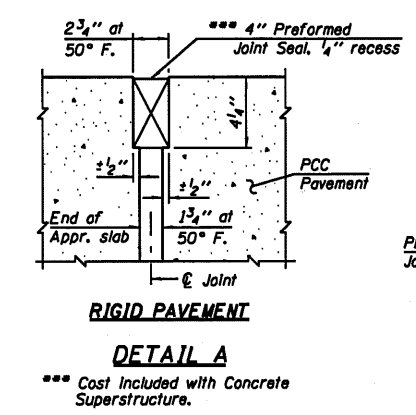
EAST APPROACH SLAB  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
Q2(E)	10	#4	33'-3"	
Q2(E)	14	#4	35'-8"	
Q2(E)	18	#5	33'-3"	
Q2(E)	25	#5	35'-3"	
Q2(E)	10	#4	39'-10"	
Q2(E)	14	#4	42'-3"	
Q2(E)	18	#5	39'-10"	
Q2(E)	25	#5	41'-10"	
W2(E)	35	#4	28'-11"	
W2(E)	81	#9	29'-9"	
B2(E)	3	#4	12'-9"	
B2(E)	3	#4	15'-5"	
W2(E)	74	#4	21'-5"	
W2(E)	88	#5	35'-3"	
W2(E)	88	#5	39'-8"	
Item	Unit	Quantity		
Concrete Structures	Cu. Yd.	24.2		
Concrete Superstructure	Cu. Yd.	52.3		
Bridge Deck Grooving	Sq. Yd.	108		
Protective Coat	Sq. Yd.	116		
Reinforcement Bars, Epoxy Coated	Pound	21,460		
Bar Splicers	Each	155		



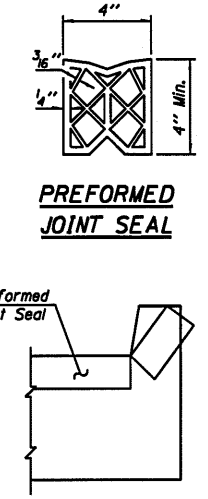
SECTION A-A

\*Cost included with Bridge Approach Pavement Connector (PCC) Detail.  
\*\*Compact Porous Granular Embankment, Special in this area.  
\*\*\*Cost included with Porous Granular Embankment, Special.



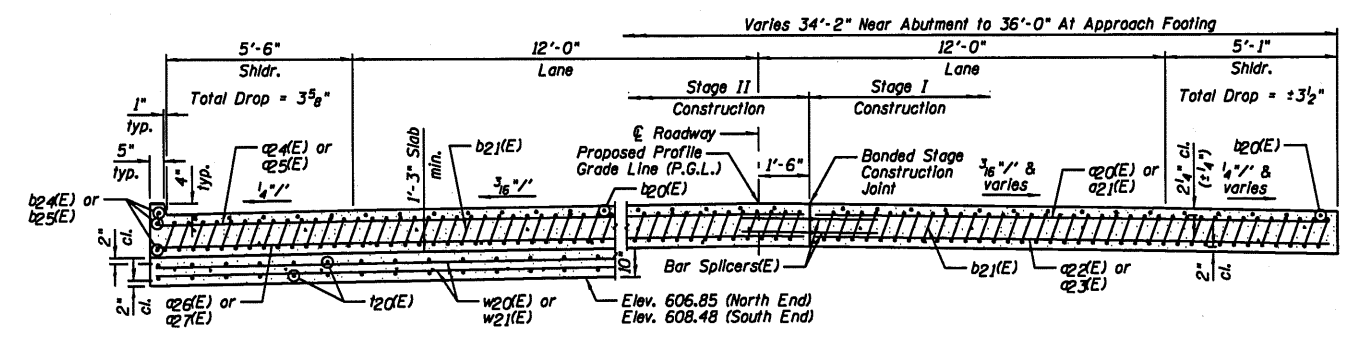
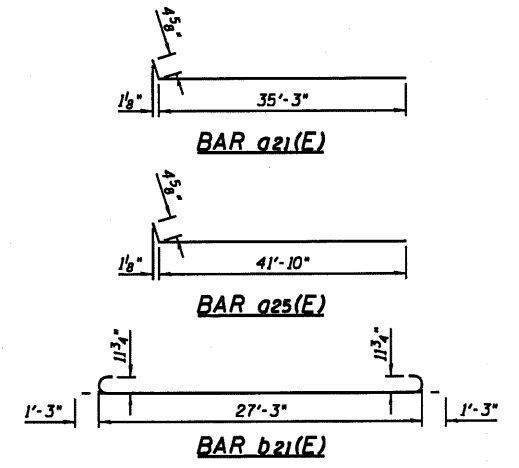
RIGID PAVEMENT  
DETAIL A

\*\*\* Cost included with Concrete Superstructure.



VIEW C-C

Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.



AT APPROACH FOOTING

SECTION B-B

NEAR ABUTMENT

NOTES:

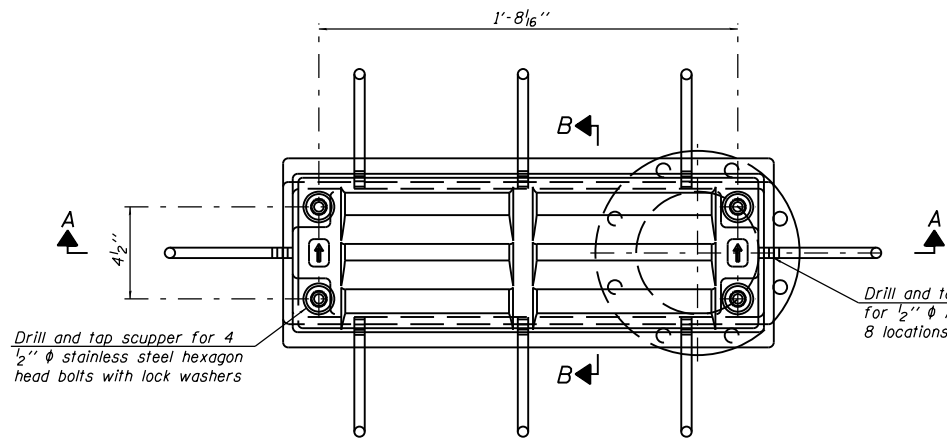
- 1.) Q2(E) thru Q27(E), W2(E) and W21(E) bar spacings measured along & Roadway.
- 2.) Tilt #9 B2(E) bars as required to maintain clearance.
- 3.) Approach Slab shall be paid for as Concrete Superstructure.
- 4.) Approach Footing concrete shall be paid for as Concrete Structures.
- 5.) Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
- 6.) For v31(E) & w41(E) bar details, see Sheet B36.
- 7.) The Approach Footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
- 8.) See Sheet B41 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.

EAST BRIDGE APPROACH  
SLAB DETAILS  
STRUCTURE NO. 084-0078

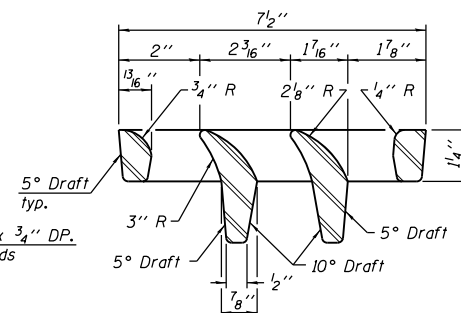
DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW
DATE	08/09/10

SHEET NO. B18	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	72	(84-3HB-5)BR	SANGAMON	84	54
42 SHEETS	SN 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT			

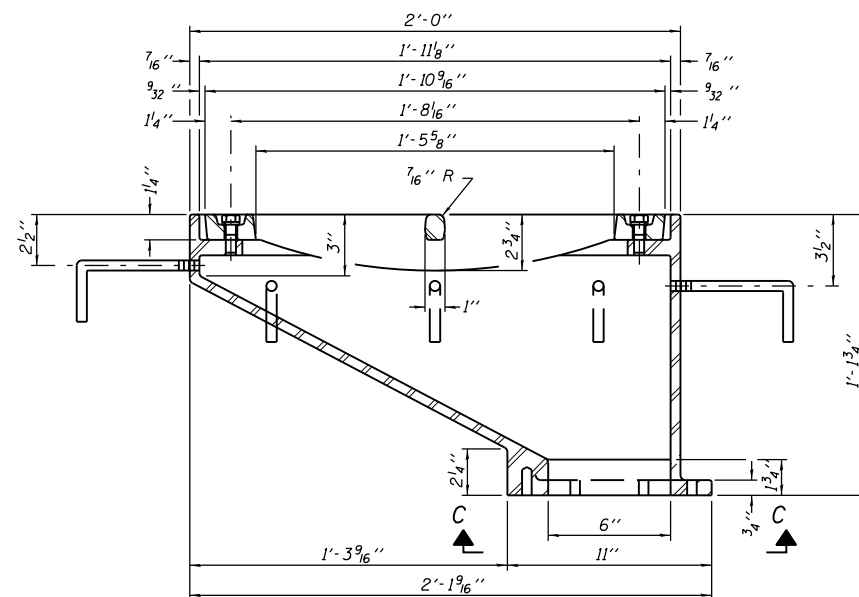
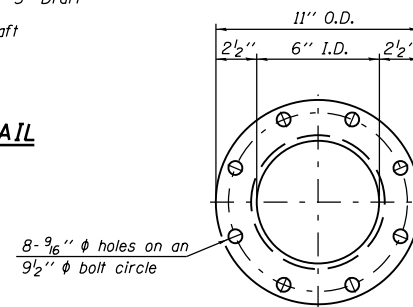
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



PLAN

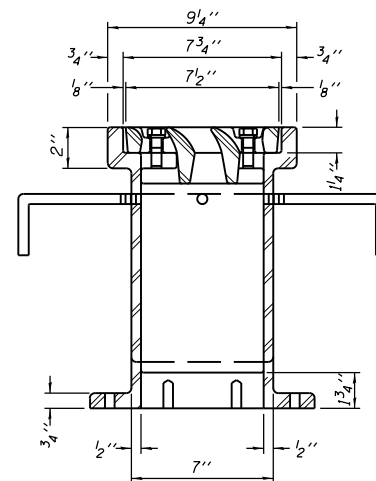


VANE GRATE DETAIL

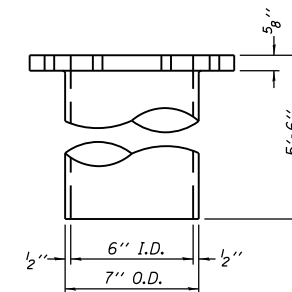


SECTION A-A

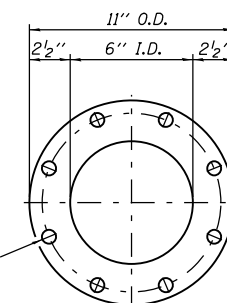
See Sheet B16 for scupper location relative to parapet.



SECTION B-B



DOWNSPOUT



VIEW C-C

Drill and tap 8 holes for 1/2"-13 bolts on a 9 1/2"  $\phi$  bolt circle. (2 blind holes are 1 1/4" deep, 6 thru holes)

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.  
Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.  
Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

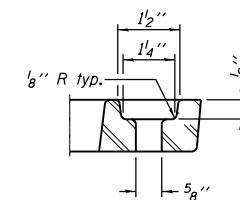
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

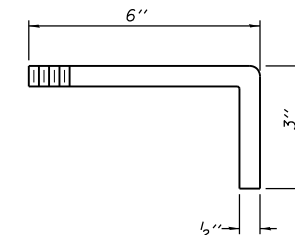
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

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



BOLT HOLE DETAIL



ANCHOR STUD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-12	Each	4

DESIGNED JML
CHECKED MSW
DRAWN DJM
CHECKED MGO/MSW

DS-12

7-1-10

DATE 08/09/10

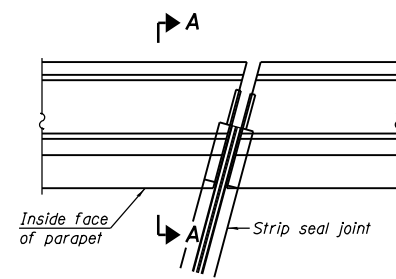
FARNSWORTH GROUP, INC.

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

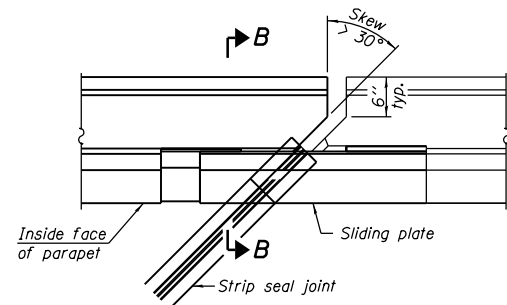
DRAINAGE SCUPPER, DS-12  
STRUCTURE NO. 084-0078

SHEET NO. B19	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42 SHEETS	72	(84-3HB-5)BR	SANGAMON	84	55
SN 084-0078			CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT			

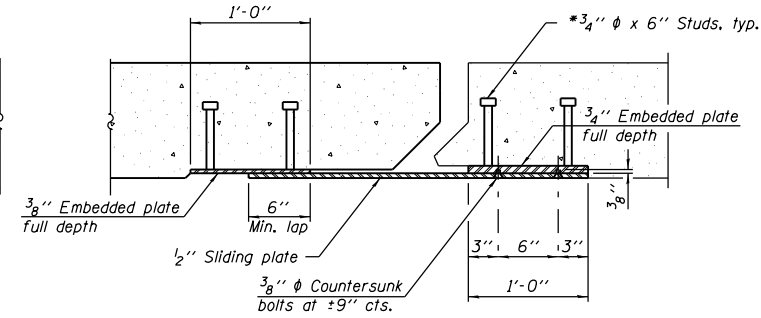
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



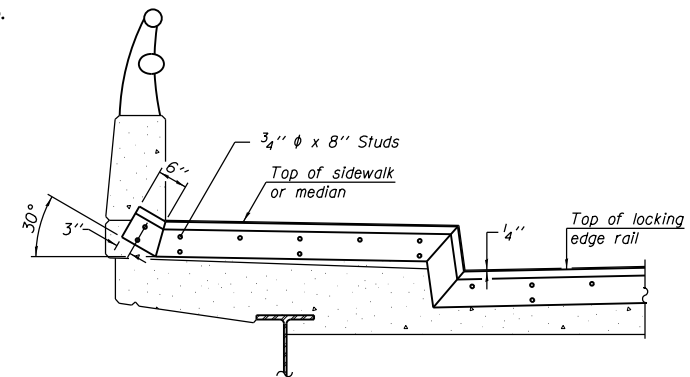
**PLAN**  
(For skews  $\leq 30^\circ$ )



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

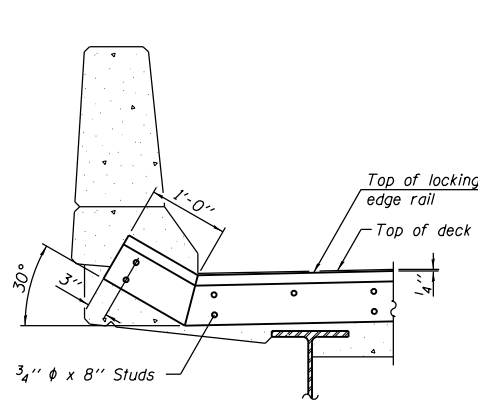


**SECTION C-C**

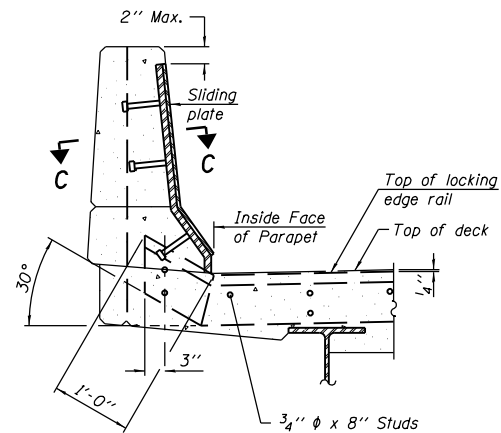


**TYPICAL END TREATMENT  
AT SIDEWALK OR MEDIAN**

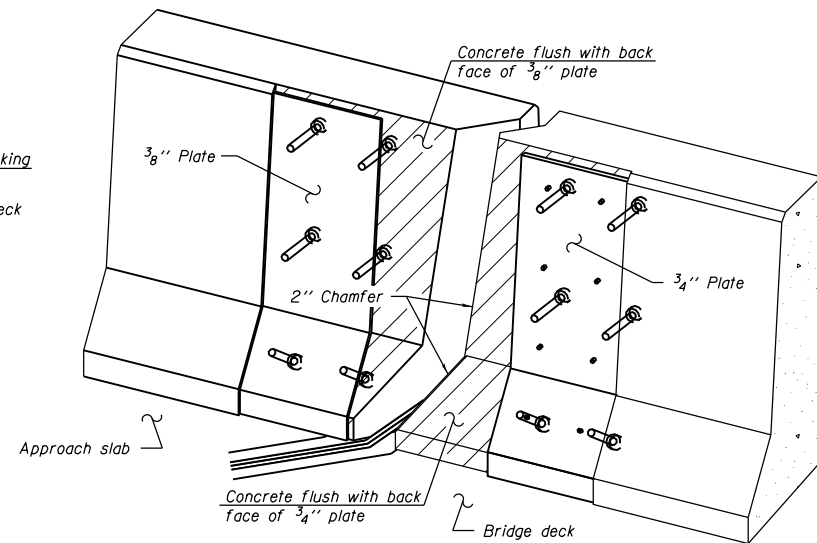
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



**SECTION A-A**



**SECTION B-B**



**TRIMETRIC VIEW**  
(Showing back plates only)

**Notes:**

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

The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

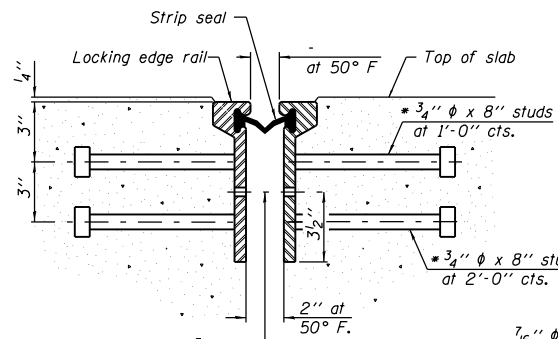
The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

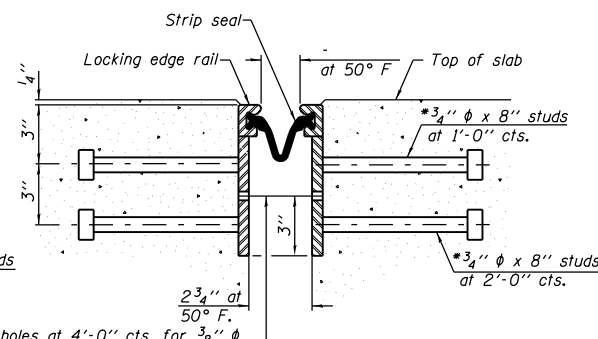
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Maximum space between rail segments at stage lines shall be 3/6", sealed with a suitable sealant.

Parapet plates and anchorage studs for skews > 30 degrees included in the cost of Preformed Joint Strip Seal.

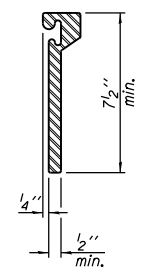


**SECTION THRU  
ROLLED RAIL JOINT**

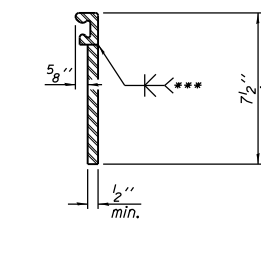


**SECTION THRU  
WELDED RAIL JOINT**

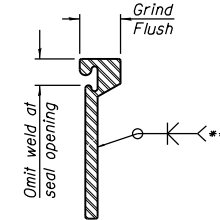
\* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



**ROLLED  
EXTRUDED RAIL**



**WELDED RAIL**



**LOCKING EDGE  
RAIL SPLICE**

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

Rolled rail shown, welded rail similar.

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

**LOCKING EDGE RAILS**

**BILL OF MATERIAL**

Item	Unit	Total
Preformed Joint Strip Seal	Foot	79

DESIGNED JML
CHECKED MSW
DRAWN DJM
CHECKED MGO/MSW

EJ-SSJ

7-1-10

DATE 08/09/10

FARNSWORTH GROUP, INC.

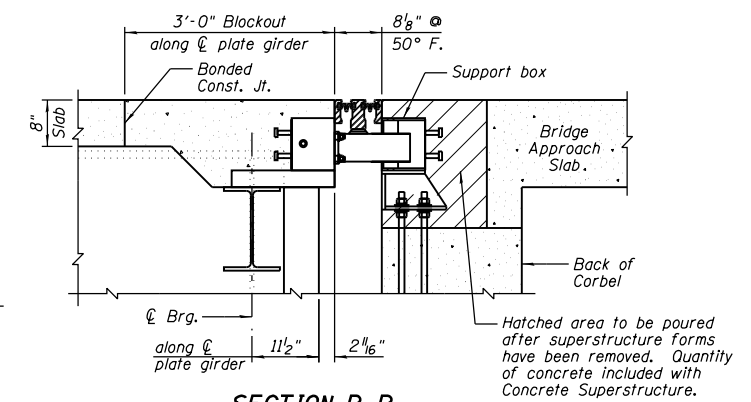
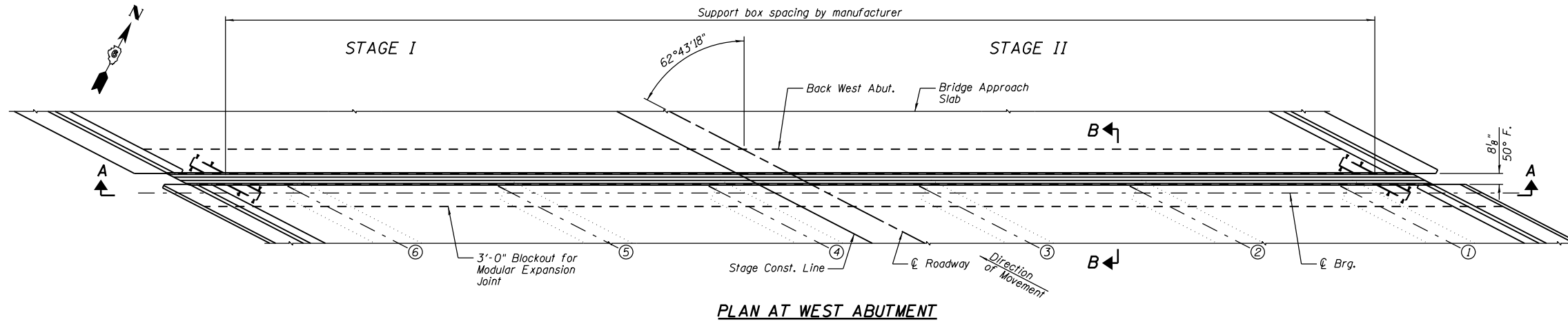
CONSULTING ENGINEERS - 2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / (309) 663-1571 FAX

**PREFORMED JOINT STRIP SEAL  
STRUCTURE NO. 084-0078**

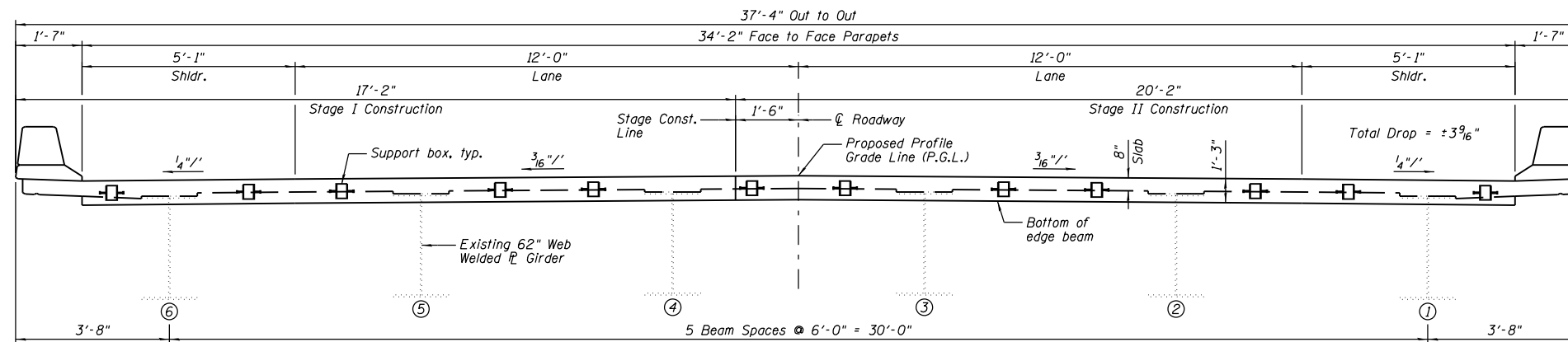
SHEET NO. B20	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42 SHEETS	72	(84-3HB-5)BR	SANGAMON	84	56
		SN 084-0078	CONTRACT NO. 72C70		
		FED. ROAD DIST. NO. 6	ILLINOIS FED. AID PROJECT		



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

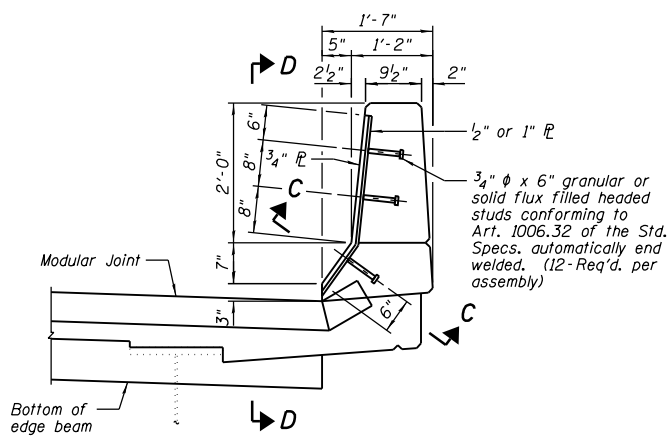


**SECTION B-B**  
Support boxes shall be rigidly attached to diaphragms and girders by adjustable brackets, stools or shims.

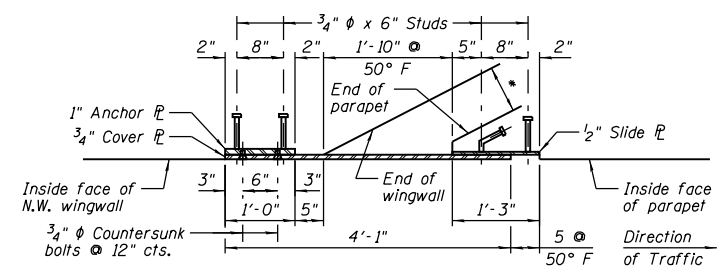


**SECTION A-A**

Unless noted otherwise, horizontal dimensions are at right angles.

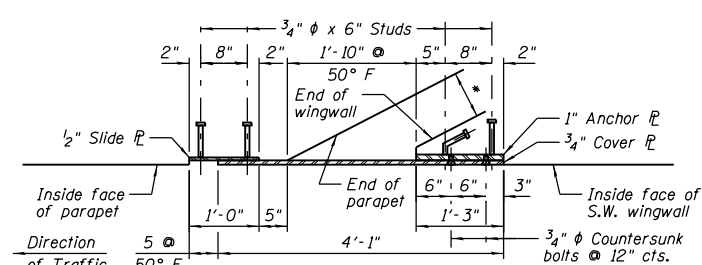


**PARAPET DETAIL**



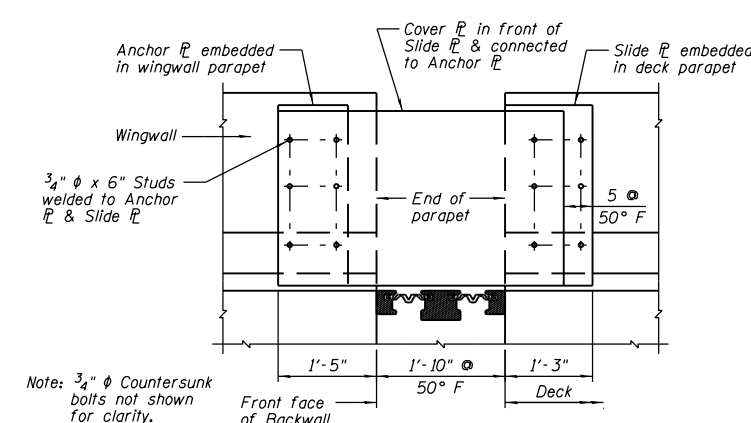
**SECTION C-C (NORTH END)**

\*8 1/8" @ 50° F



**SECTION C-C (SOUTH END)**

\*8 1/8" @ 50° F



**SECTION D-D**

(Northwest end of Deck)

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

**NOTES:**

- The Modular Expansion Joint shall be designed in accordance with the latest AASHTO Specifications for HS20-44 truck loading with impact.
- The expansion joint device shall be a prefabricated modular assembly with multiple support bars and separator beams, providing a continuous seal across the deck.
- 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.
- The joint shall be fabricated to conform to the roadway profile and cross slope.
- 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.
- Bolts for the sliding plate assemblies shall be galvanized according to AASHTO M232.
- The steel plates for the sliding plate assemblies shall be AASHTO M270, Grade 50 and galvanized according to AASHTO M111.
- All materials, equipment and labor required to install the sliding plate assemblies in the parapets are included in the cost of Modular Expansion Joint-Swivel of the size specified.
- No aluminum components shall be allowed.
- All splices of center beams and edge beams shall be full penetration welds (upturn splices may be partial penetration welds).
- 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.
- Modular Expansion Joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.
- All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
- The Modular Expansion Joint shall be either the Maurer Swivel System by the D.S. Brown Company or the WABO X-Cel System by the Watson Bowman Acme Corporation. The joint shall provide the following movement:  

Location	Longitudinal Movement (inch)	Size (inch)
West Abutment	3 3/8"	6"

**BILL OF MATERIAL**

Item	Unit	Total
Modular Expansion Joint-Swivel 6"	Foot	77

**MODULAR EXPANSION JOINT DETAILS  
STRUCTURE NO. 084-0078**

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

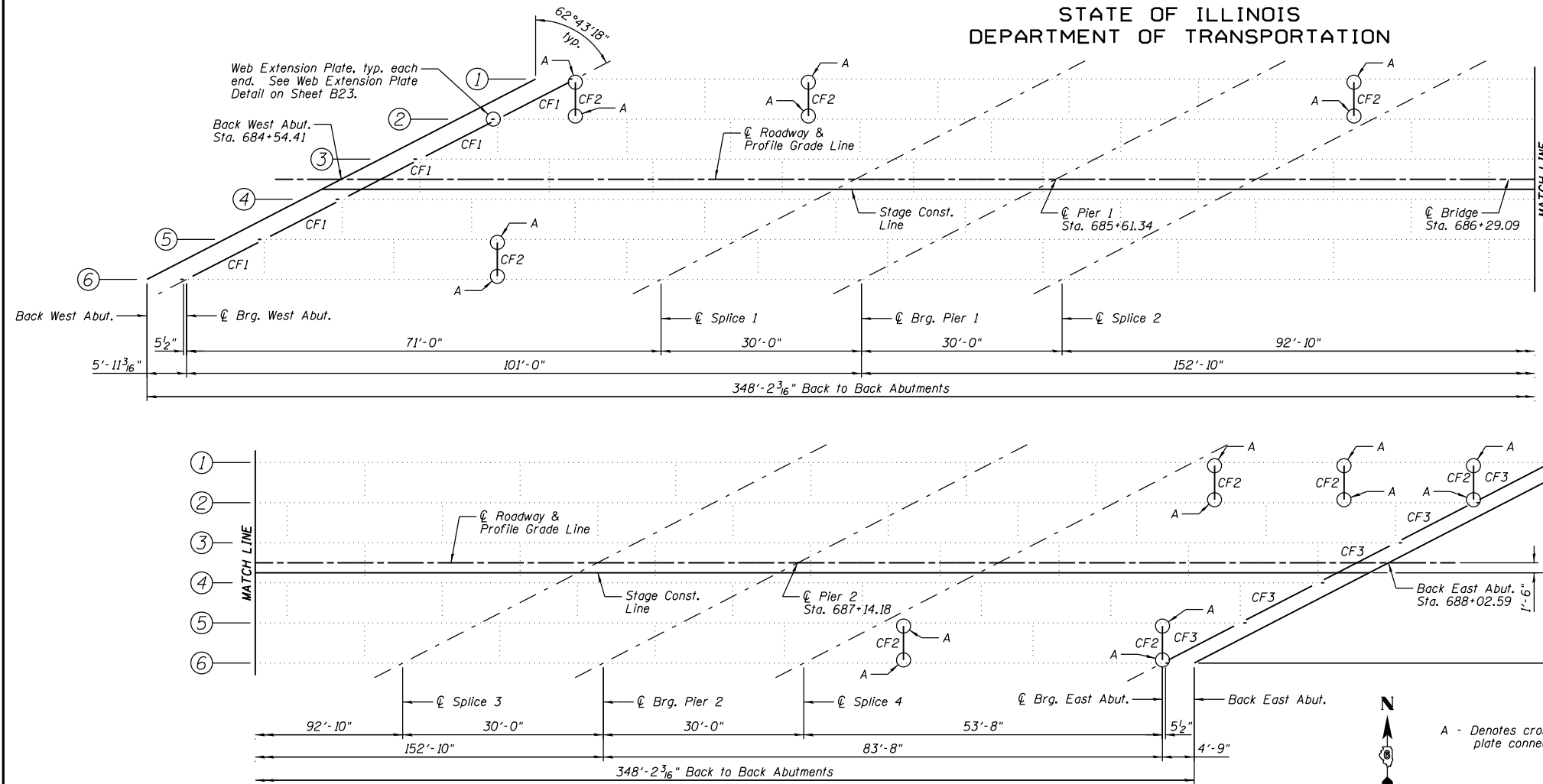
DATE 08/09/10

FARNSWORTH GROUP, INC.

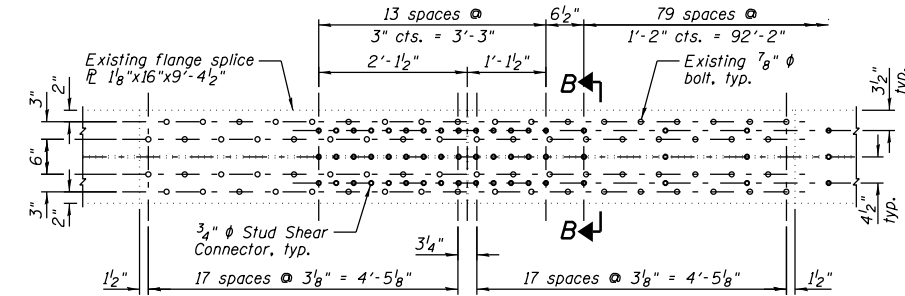
CONSULTING ENGINEERS - 2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / (309) 663-1571 FAX

SHEET NO. B21	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	72	(84-3HB-5)BR	SANGAMON	84	57
42 SHEETS	SN 084-0078		CONTRACT NO. 72C70		
	FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT		

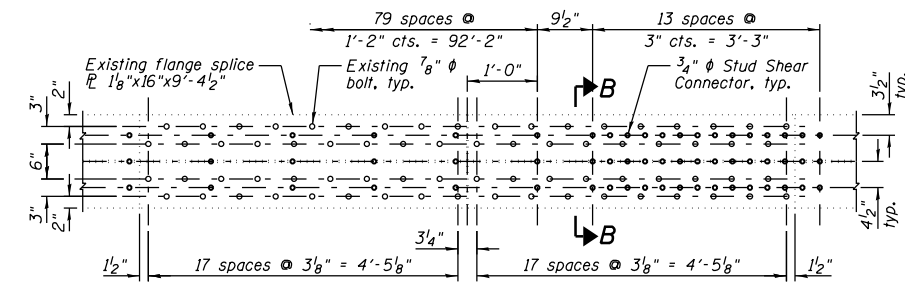
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



PLAN

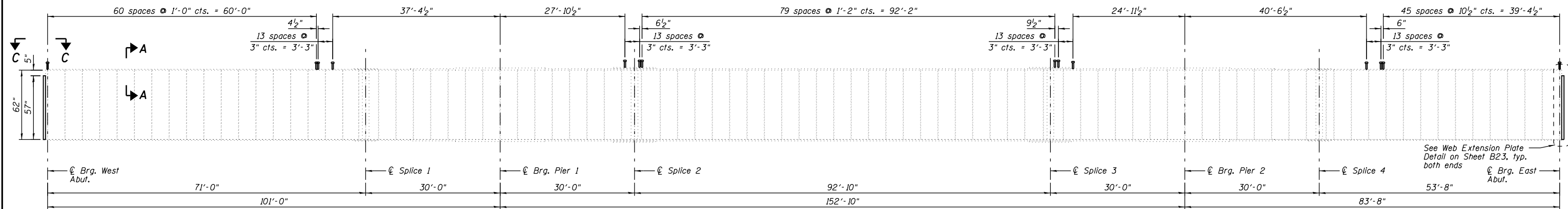


STUD SHEAR CONNECTORS -  
PLAN AT SPLICE 2

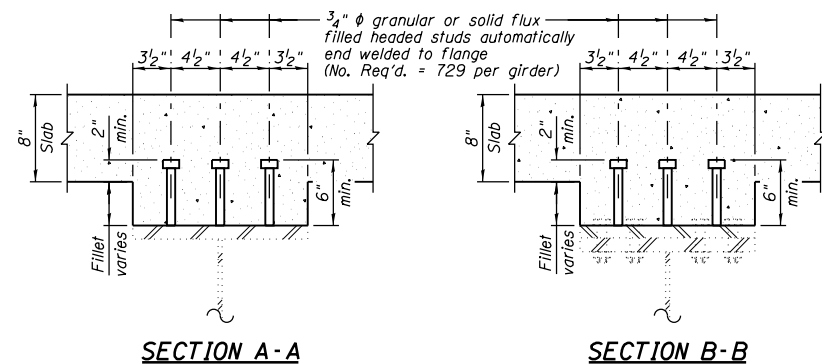


STUD SHEAR CONNECTORS -  
PLAN AT SPLICE 3

A - Denotes cross frame to transverse stiffener plate connection.



EXISTING GIRDER ELEVATION



SECTION A-A

SECTION B-B

DESIGNED JML
CHECKED MSW
DRAWN DJM
CHECKED MGO/MSW

DATE 08/09/10

FARNSWORTH GROUP, INC.

NOTES:

- 1.) See Sheet B24 for Cross Frame Connections "A".
- 2.) See Sheet B23 for Sections C-C.

STRUCTURAL STEEL  
STRUCTURE NO. 084-0078

SHEET NO. B22	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	72	(84-3HB-5)BR	SANGAMON	84	58
42 SHEETS	SN 084-0078		CONTRACT NO. 72C70		
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 <sup>4</sup> )	31074	68666	47459	68666	31074
$I_c(n)$	(in <sup>4</sup> )	67629	-	91350	-	67629
$I_c(3n)$	(in <sup>4</sup> )	50769	-	69412	-	50769
$S_s$	(in <sup>3</sup> )	979	2089	1472	2089	979
$S_c(n)$	(in <sup>3</sup> )	1282	-	1796	-	1282
$S_c(3n)$	(in <sup>3</sup> )	1178	-	1669	-	1178
$\rho$	(k/')	0.774	1.331	0.828	1.331	0.774
$M\phi$	(k)	345	2347	1011	2075	109
$s\phi$	(k/')	0.435	-	0.435	-	0.435
$M_s\phi$	(k)	232	-	564	-	101
$M_t$	(k)	683	814	945	757	543
$M_i$	(k)	151	161	170	155	130
$\phi_3 [M_t + M_i]$	(k)	1390	1625	1858	1520	1122
$M_o$	(k)	2557	5164	4463	4674	1731
$M_u$	(k)	4730	-	6066	-	4730
$f_s \phi$ non-comp	(ksi)	4.2	13.5	8.2	11.9	1.3
$f_s \phi$ (comp)	(ksi)	2.4	-	4.1	-	1.0
$f_s \phi_3 [M_t + M_i]$	(ksi)	13.0	9.3	12.4	8.7	10.5
$f_s$ (Overload)	(ksi)	19.6	22.8	24.7	20.7	12.9
$f_s$ (Total)	(ksi)	-	29.7	-	26.8	-
VR	(k)	48.3	-	43.8	-	51.1

INTERIOR GIRDER REACTION TABLE					
		W. Abut.	Pier 1	Pier 2	E. Abut.
$R\phi$	(k)	39.2	188.9	175.9	26.9
$R_t$	(k)	35.5	66.2	63.7	34.8
$R_l$	(k)	7.8	13.2	13.4	8.4
$R_{Total}$	(k)	82.5	268.3	253.0	70.1

\* Compact sections  
\*\* Non-Compact and slender sections

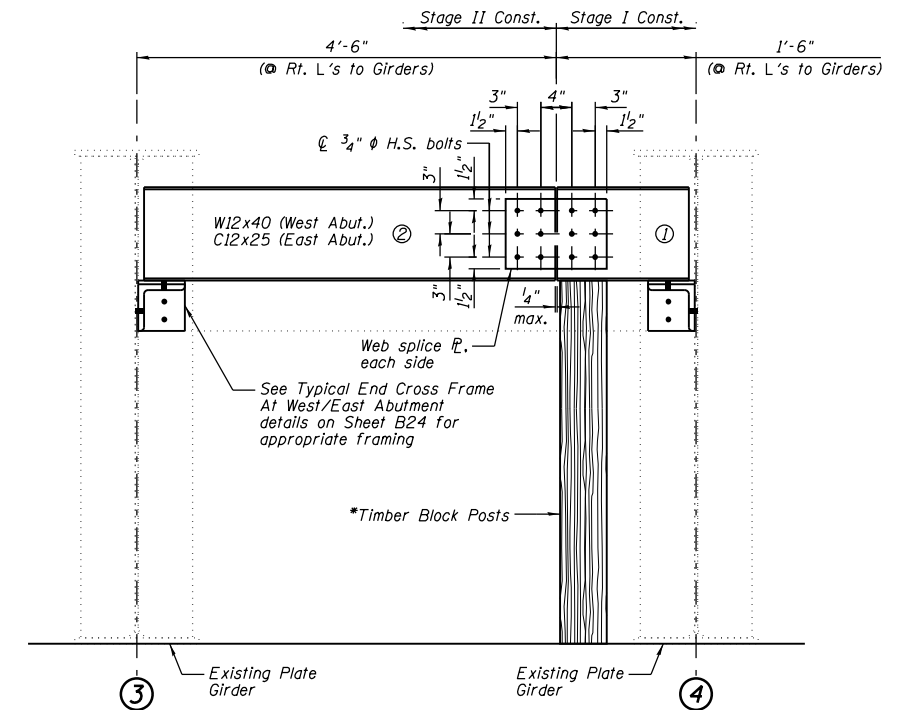
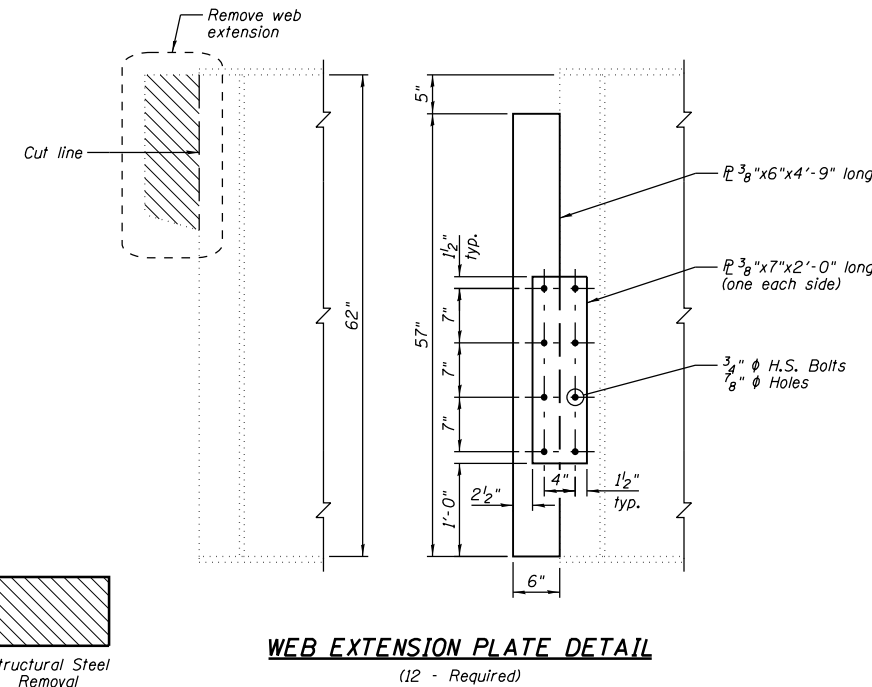
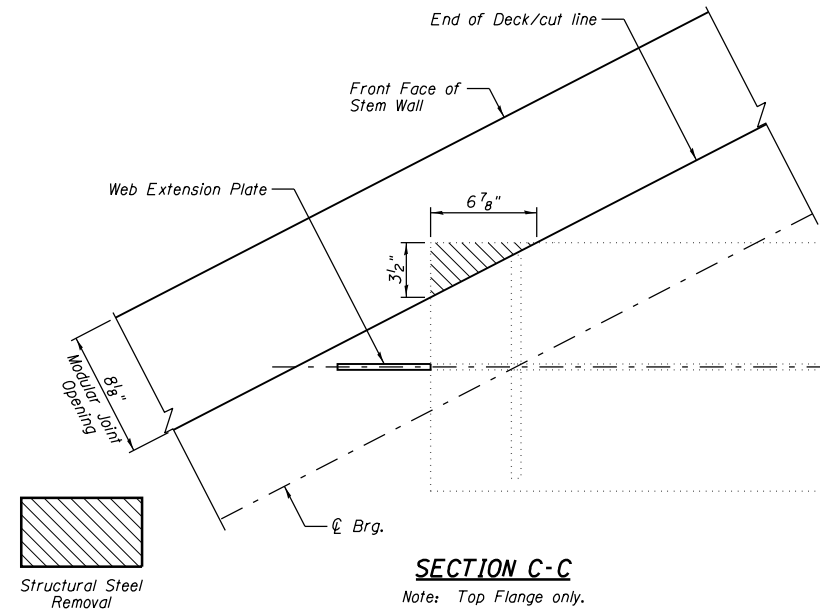
$I_s, S_s$ : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$  (Total and Overload) due to non-composite dead loads (in<sup>4</sup> and in<sup>3</sup>).

$I_c(n), S_c(n)$ : 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<sup>4</sup> and in<sup>3</sup>).

$I_c(3n), S_c(3n)$ : 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<sup>4</sup> and in<sup>3</sup>).

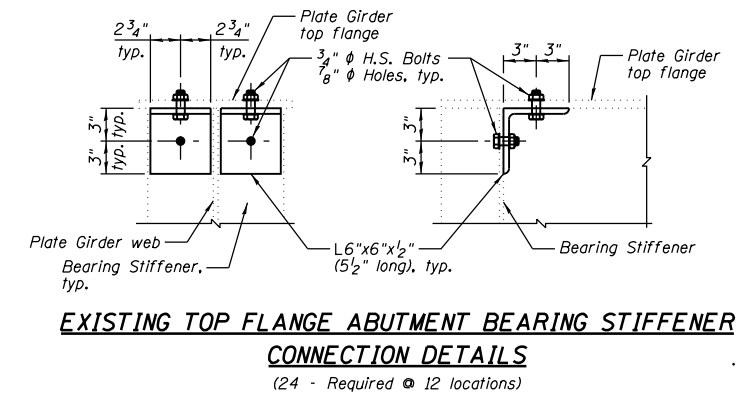
$\rho$ : Un-factored non-composite dead load (kips/ft.).  
 $M\phi$ : Un-factored moment due to non-composite dead load (kip-ft.).  
 $s\phi$ : Un-factored long-term composite (superimposed) dead load (kips/ft.).  
 $M_s\phi$ : Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).  
 $M_t$ : Un-factored live load moment (kip-ft.).  
 $M_i$ : Un-factored moment due to impact (kip-ft.).  
 $M_o$ : Factored design moment (kip-ft.).  
 $1.3 [M\phi + M_s\phi + \frac{5}{3} (M_t + M_i)]$   
 $M_u$ : Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).

$f_s$  (Overload): Sum of stresses as computed from the moments below (ksi).  
 $M\phi + M_s\phi + \frac{5}{3} (M_t + M_i)$   
 $f_s$  (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).  
 $1.3 [M\phi + M_s\phi + \frac{5}{3} (M_t + M_i)]$   
 VR: Maximum  $\frac{1}{4}$  + impact horizontal shear range within the composite portion of the span for stud shear connector design (kips).



CROSS FRAME STAGE  
CONSTRUCTION SEQUENCE

- 1.) Order Cross Frame in two sections.
- 2.) Attach Section ① of Cross Frame to Girder 4.
- 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 3 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.



DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 08/09/10

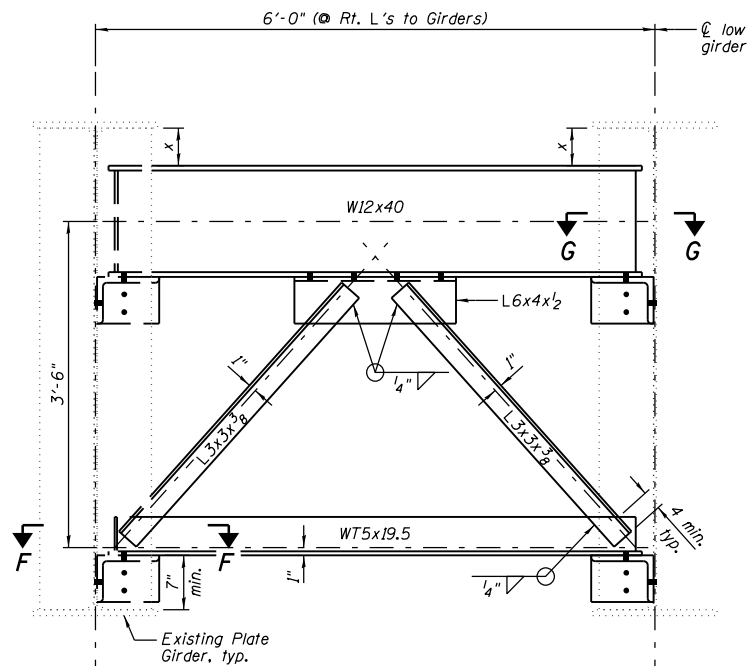
FARNSWORTH GROUP, INC.

NOTES:

- 1.) See Sheet B22 for Section C-C location.
- 2.) See Sheet B22 for Web Extension Plate locations.

SHEET NO. B23	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42 SHEETS	72	(84-3HB-5)BR	SANGAMON	84	59
		SN 084-0078	CONTRACT NO. 72C70		
		FED. ROAD DIST. NO. 6	ILLINOIS FED. AID PROJECT		

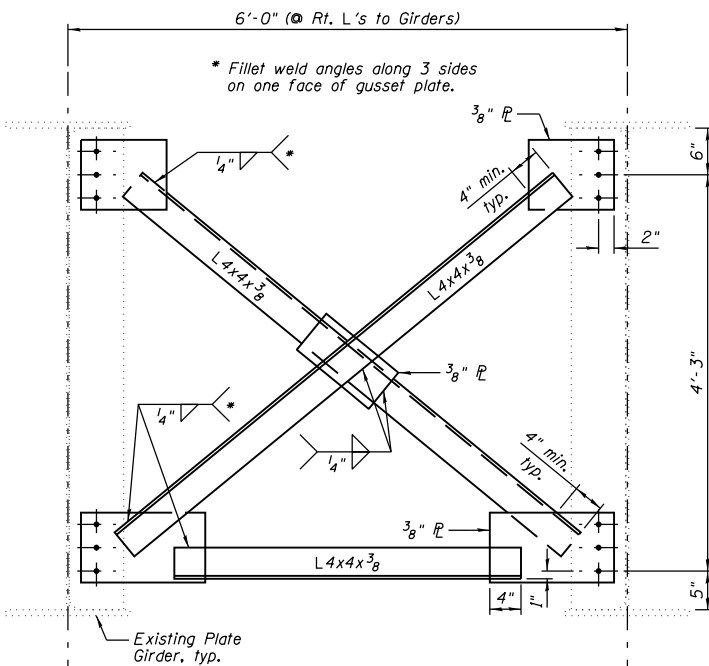
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



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

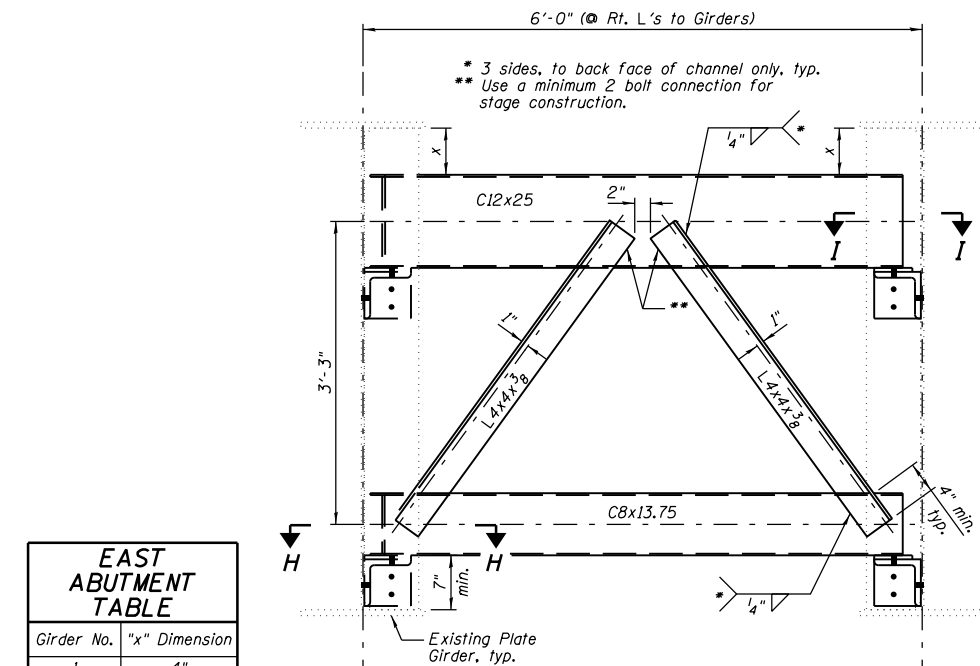
Notes: 1.) Detail 15/16"  $\phi$  holes for all 3/4"  $\phi$  bolts.  
2.) Two hardened washers shall be required for each set of oversized holes.

WEST ABUTMENT TABLE	
Girder No.	"x" Dimension
1	4 3/8"
2	4 15/16"
3	4 5/8"
4	4 5/8"
5	5 3/8"
6	5 3/8"



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

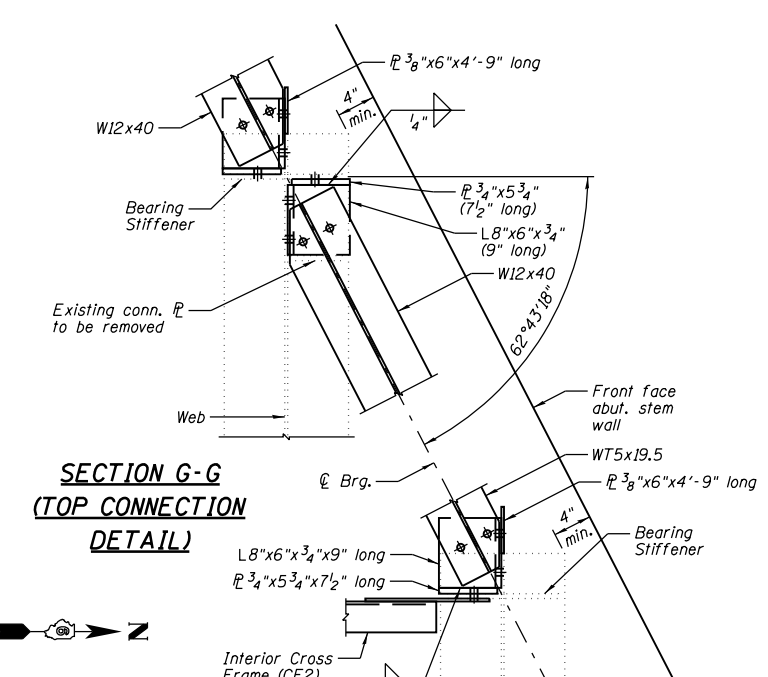
Notes: 1.) See Sheet B22 for Cross Frame Connection "A" locations.  
2.) Detail 15/16"  $\phi$  holes for all 3/4"  $\phi$  bolts.  
3.) Two hardened washers shall be required for each set of oversized holes.  
4.) For existing to proposed connection, match existing bolt holes. The Contractor shall provide connection details for all existing to proposed connections per the existing shop drawings.



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

Notes: 1.) Detail 15/16"  $\phi$  holes for all 3/4"  $\phi$  bolts.  
2.) Two hardened washers shall be required for each set of oversized holes.  
3.) Place diaphragm with channel flanges projected outward from abutment backwall.

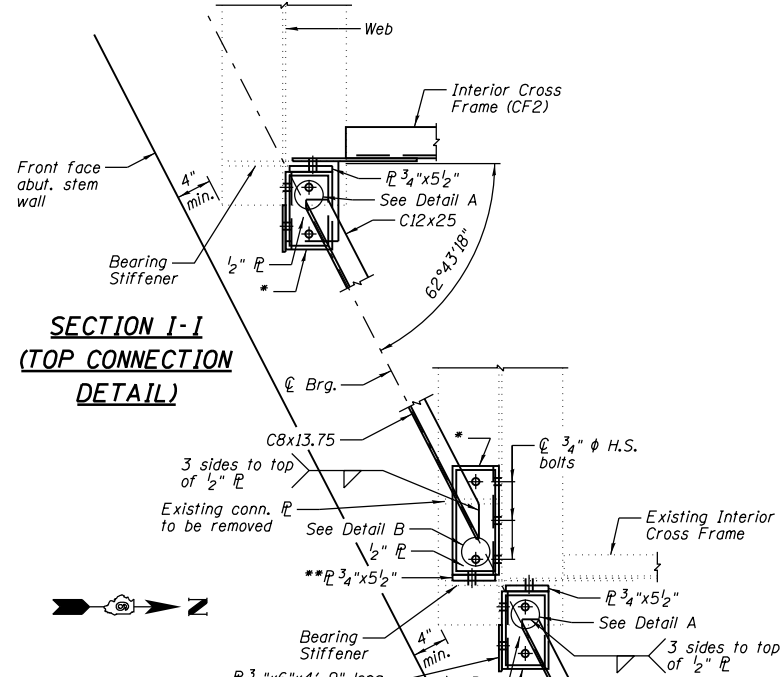
EAST ABUTMENT TABLE	
Girder No.	"x" Dimension
1	4"
2	4 1/16"
3	4 5/16"
4	4"
5	5 1/16"
6	3 1/16"



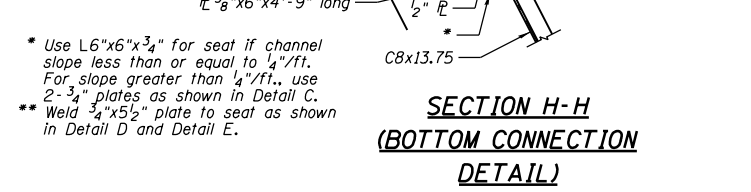
**SECTION G-G  
(TOP CONNECTION  
DETAIL)**



**SECTION F-F  
(BOTTOM CONNECTION  
DETAIL)**

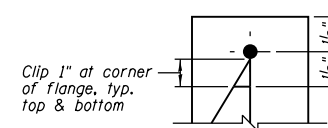


**SECTION I-I  
(TOP CONNECTION  
DETAIL)**

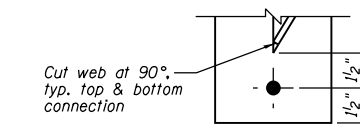


**SECTION H-H  
(BOTTOM CONNECTION  
DETAIL)**

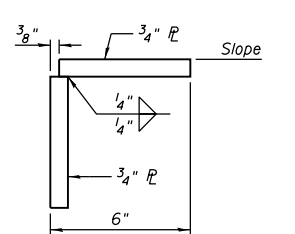
\* Use L6"x6"x3/4" for seat if channel slope less than or equal to 1/4"/ft. For slope greater than 1/4"/ft., use 2-3/4" plates as shown in Detail C.  
\*\* Weld 3/4"x5 1/2" plate to seat as shown in Detail D and Detail E.



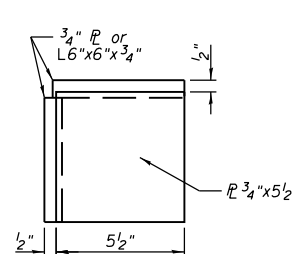
**DETAIL A**



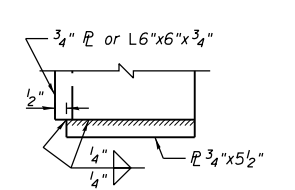
**DETAIL B**



**DETAIL C**



**DETAIL D**



**DETAIL E**

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

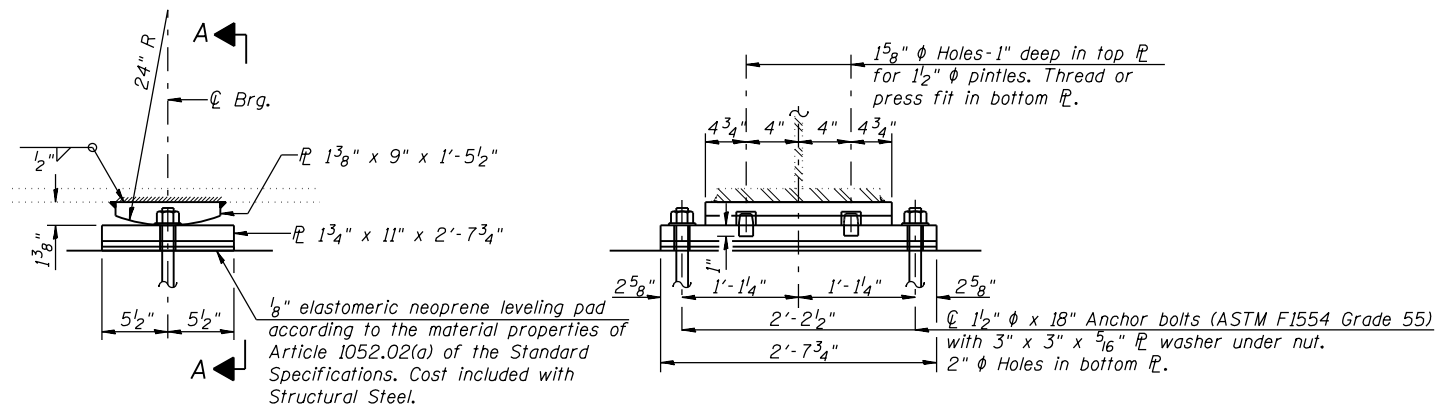
DATE 08/09/10

FARNSWORTH GROUP, INC.

**STRUCTURAL STEEL  
STRUCTURE NO. 084-0078**

SHEET NO. B24	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	72	(84-3HB-5)BR	SANGAMON	84	60
42 SHEETS	SN 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT			

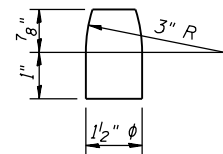
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



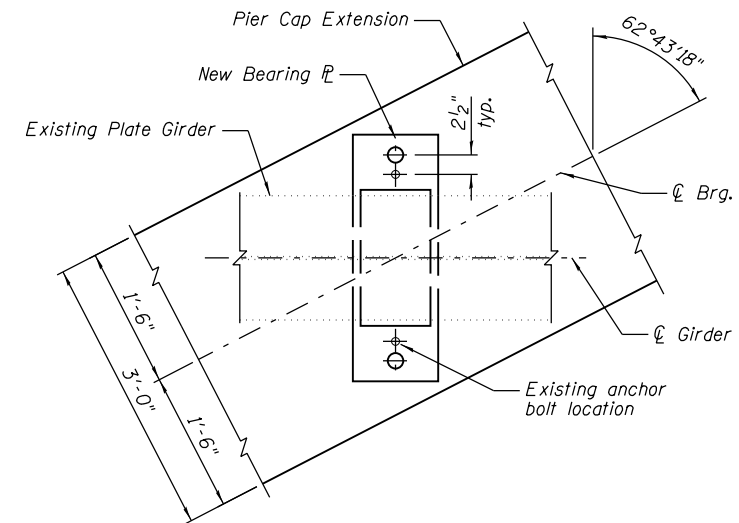
**ELEVATION AT PIER NO. 2**

**SECTION A-A**

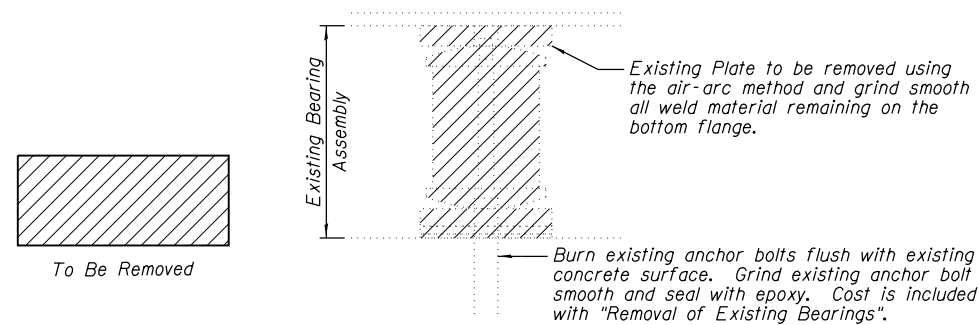
**FIXED BEARING**  
(At Pier No. 2 - 6 Required)



**PINTLE**



**BEARING PLAN AT PIER NO. 2**



**EXISTING BEARING REMOVAL DETAIL**

**Notes:**

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

Anchor bolts at 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.

**BILL OF MATERIAL**

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

**NOTES:**

- The structural steel plates of the bearing assembly shall conform to the requirements of AASHTO M270 Grade 50.
- 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.

**FIXED BEARING DETAILS  
STRUCTURE NO. 084-0078**

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 08/09/10

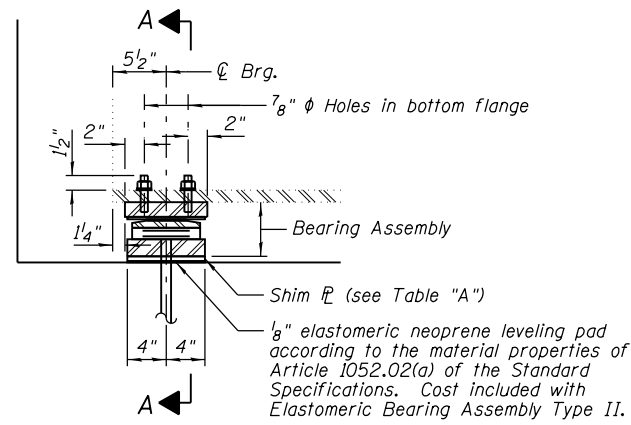
FARNSWORTH GROUP, INC.

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

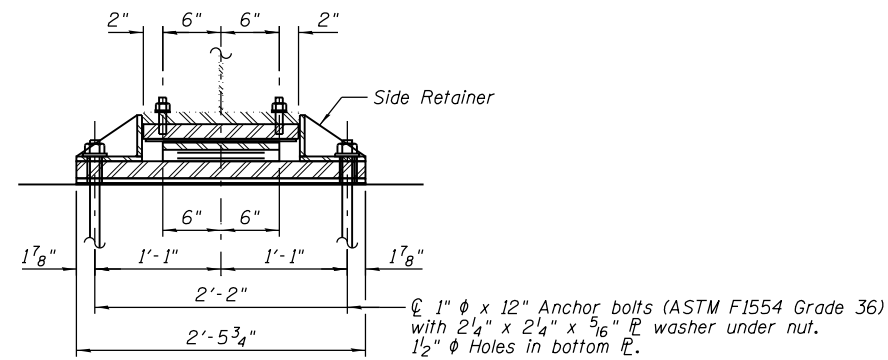
SHEET NO. B25	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	72	(84-3HB-5)BR	SANGAMON	84	61
42 SHEETS	SN 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT			



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



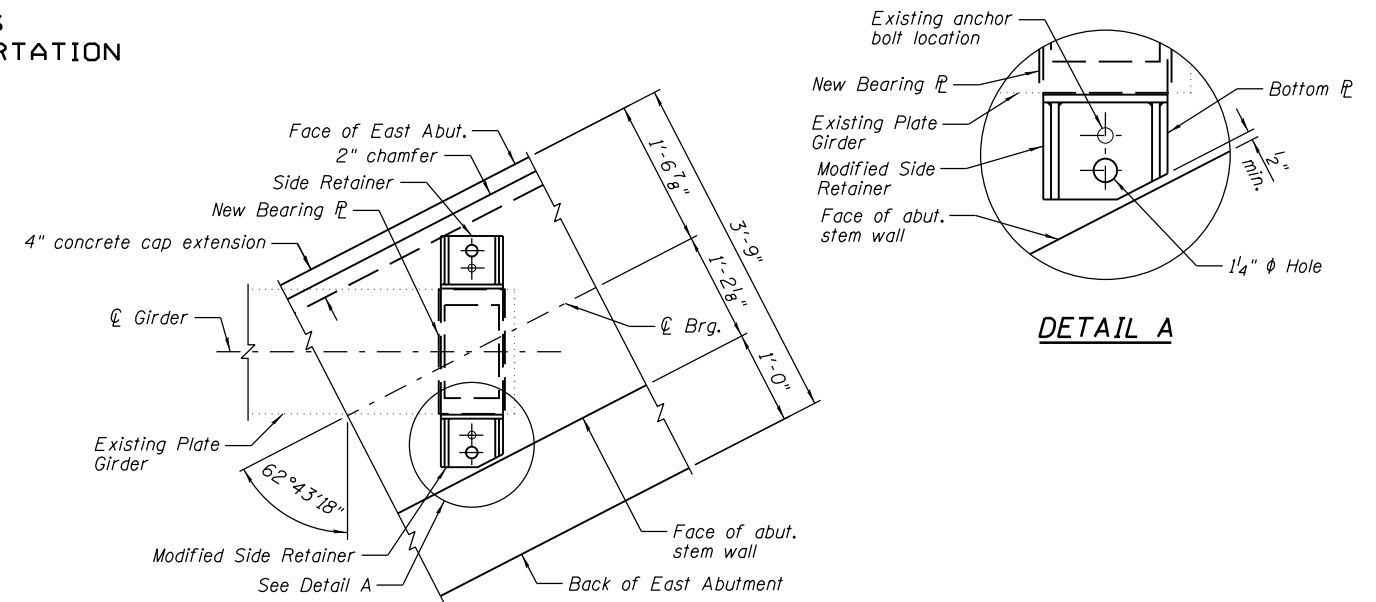
ELEVATION AT EAST ABUT.



SECTION A-A

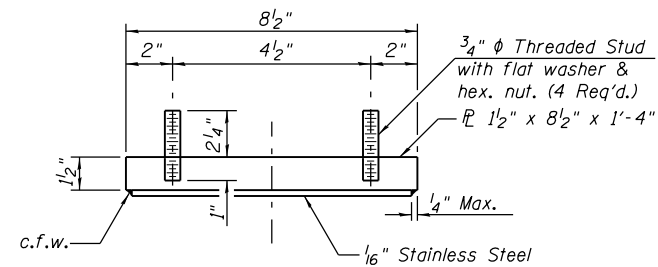
**TYPE II ELASTOMERIC EXP. BRG.**

(At East Abutment - 6 Required)

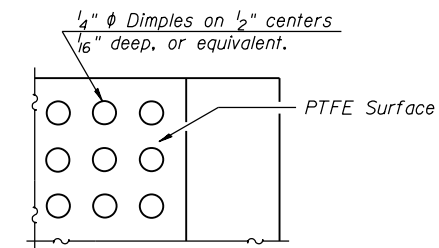


BEARING PLAN AT EAST ABUTMENT

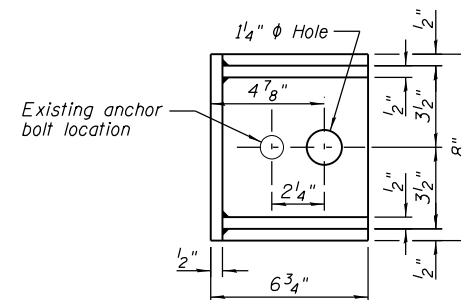
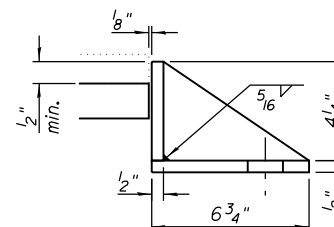
DETAIL A



TOP BEARING ASSEMBLY

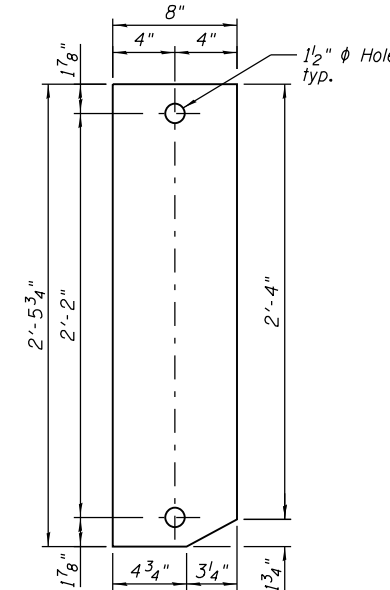


PLAN-PTFE SURFACE

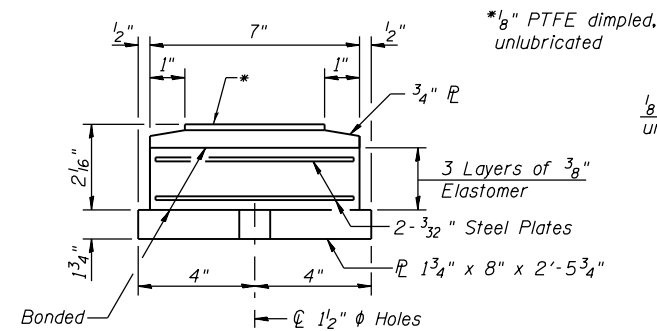


SIDE RETAINER

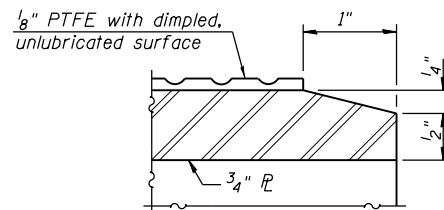
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



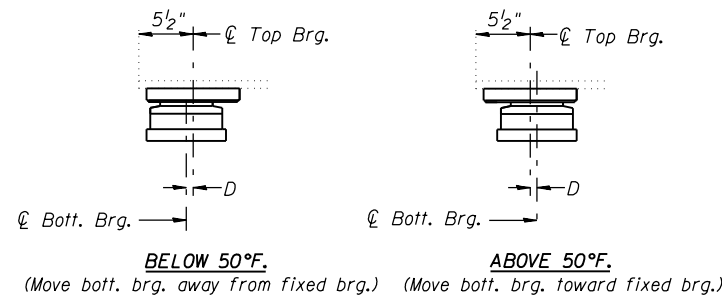
BOTTOM PLATE PLAN



BOTTOM BEARING ASSEMBLY

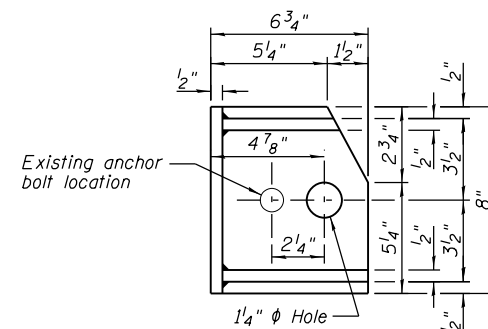


SECTION THRU PTFE



**SETTING ANCHOR BOLTS AT EXP. BRG.**

$D = \frac{1}{8}$ " per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.



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
Elastomeric Bearing Assembly, Type II	Each	6
Anchor Bolts, 1"	Each	12

**TABLE "A"**

Girder No.	Shim Thickness
6	1/2"

**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.

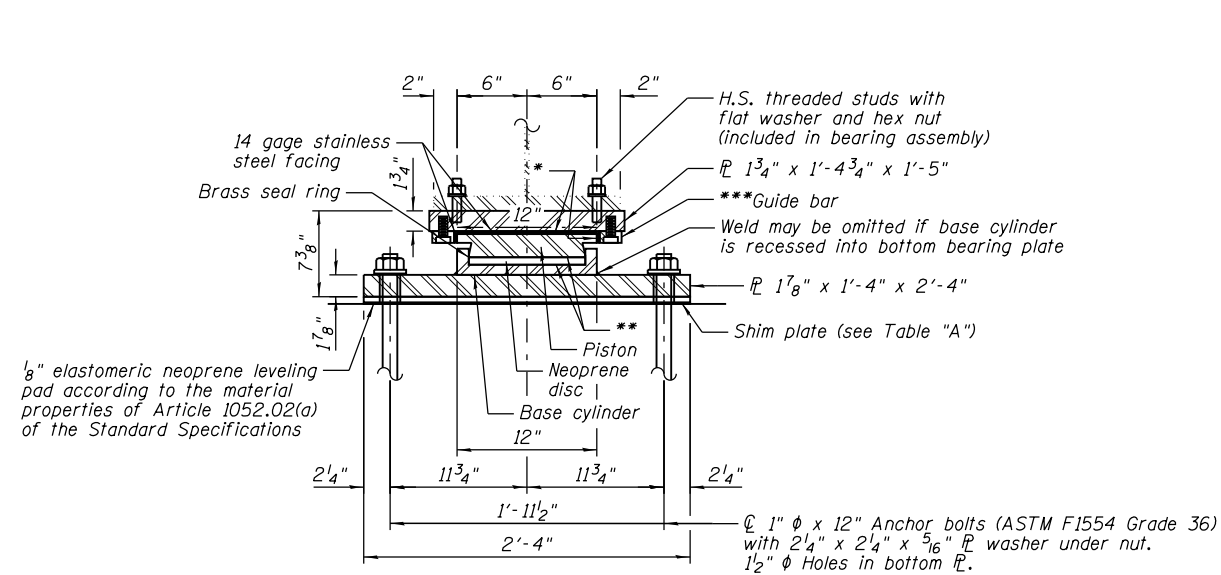
**TYPE II ELASTOMERIC BEARING DETAILS STRUCTURE NO. 084-0078**

DESIGNED JML
CHECKED MSW
DRAWN DJM
CHECKED MGO/MSW

DATE 08/09/10

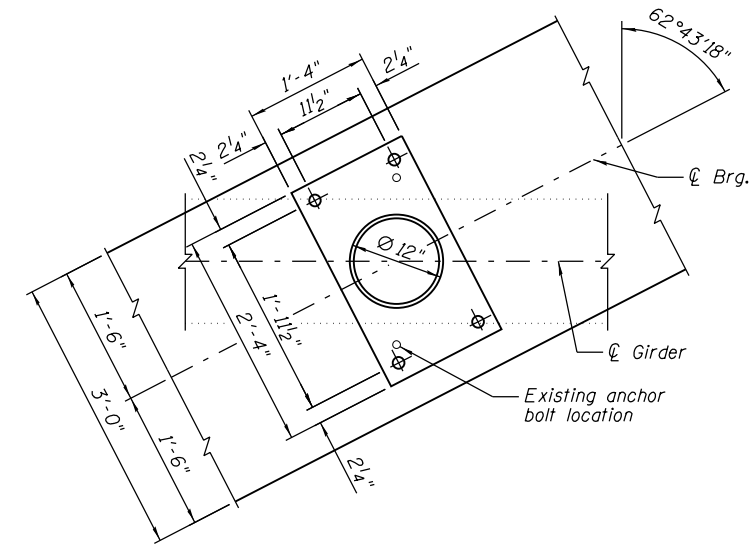
SHEET NO. B27	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42 SHEETS	72	(84-3HB-5)BR	SANGAMON	84	63
		SN 084-0078	CONTRACT NO. 72C70		
		FED. ROAD DIST. NO. 6	ILLINOIS FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**GUIDED EXPANSION HLMR BEARING**

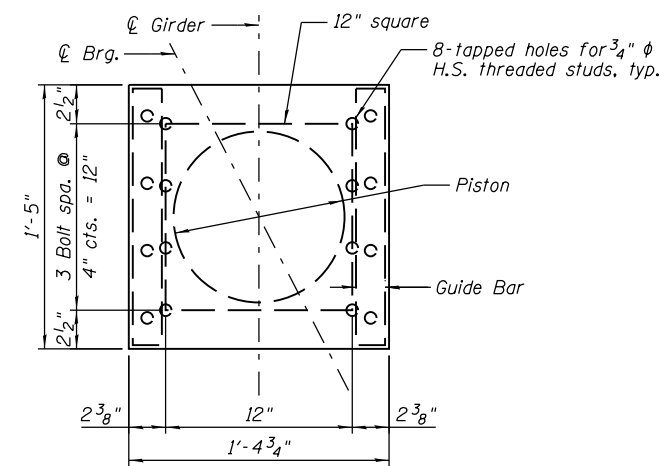
- \*Dimpled, unlubricated PTFE sliding surface (bonded to piston)
- \*\*PTFE shear reducer discs (unbonded)
- \*\*\*As alternates to the bolted connection shown, the guide bars may be connected to the top bearing plate by groove welds or the guide bars and top bearing plate may be fabricated as a single piece.



**BOTTOM BEARING AND BASE CYLINDER PLAN AT PIER NO. 1**

**HLMR BEARING DATA**

Vertical Design Load (kips)	Lateral Design Load (kips)	Total Required Movement (in.)	Total Required Rotation (rad.)	L (in.)	D (in.)	Tt (in.)	Tb (in.)	Th (in.)
255.1	0	2	0.0002	12	12	1.75	1.875	7.375



**TOP BEARING AND PISTON PLAN**

**BILL OF MATERIAL**

Item	Unit	Total
High Load Multi-Rotation Bearings, Guided Expansion, 300k	Each	6
Anchor Bolts, 1"	Each	24

**TABLE "A"**

Girder No.	Shim Thickness
5	1/2"

**GUIDED EXPANSION HLMR BEARING DETAILS STRUCTURE NO. 084-0078**

**NOTES:**

- 1.) The structural steel plates of the bearing assembly shall conform to the requirements of AASHTO M270 Grade 50.
- 2.) 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.
- 3.) Total Bearing Heights (Th) are based on values taken from a specific manufacturer's design tables. Actual bearing heights may differ from contract plans. Contractor to verify bearing heights and adjust steel extension height if required.
- 4.) The Vertical Design Load in table is the actual controlling vertical service load.
- 5.) HLMR Bearings dimensions and details are based on a specific manufacturer's design tables. Contractor shall make necessary modifications based on the actual bearings provided.

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 08/09/10

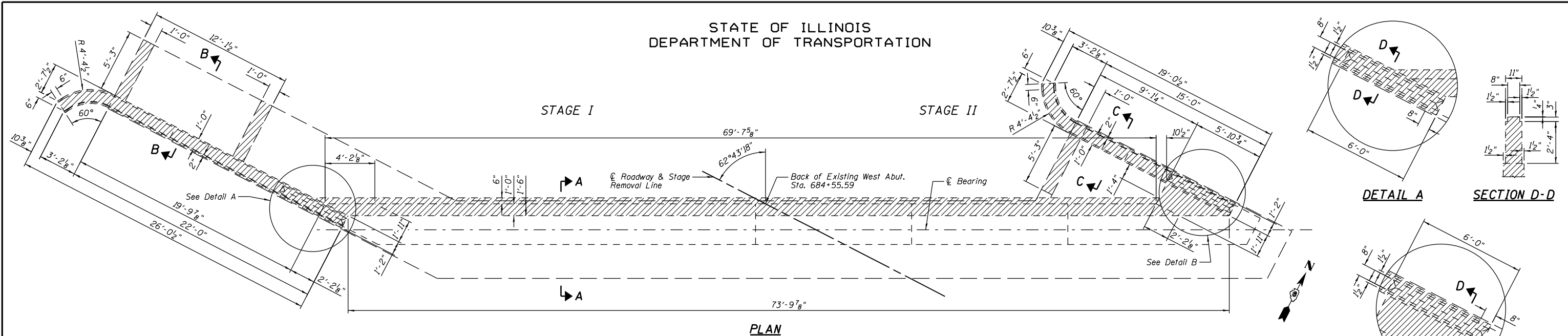
FARNSWORTH GROUP, INC.

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

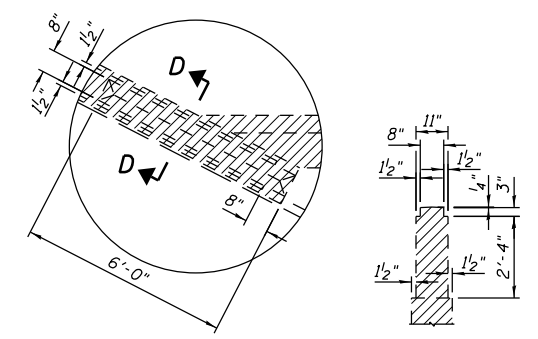
SHEET NO. B28	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	72	(84-3HB-5)BR	SANGAMON	84	64
42 SHEETS	SN 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT			



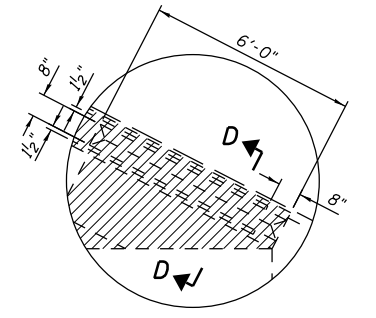
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



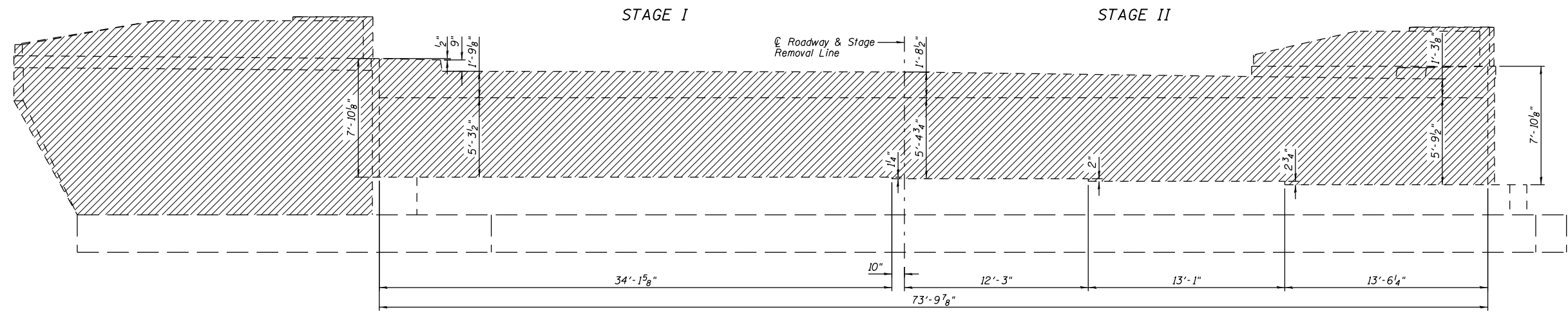
PLAN



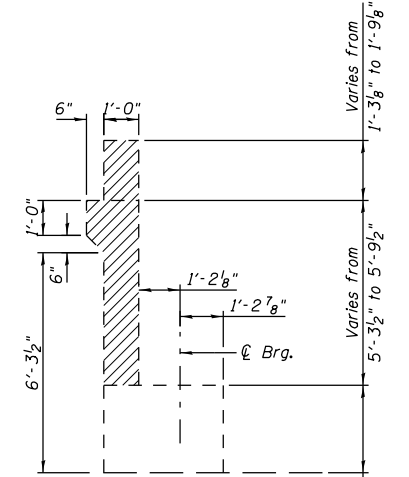
DETAIL A SECTION D-D



DETAIL B

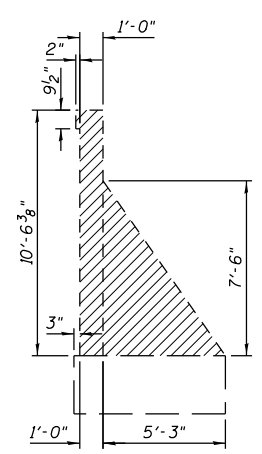


ELEVATION  
(Looking Northwest)

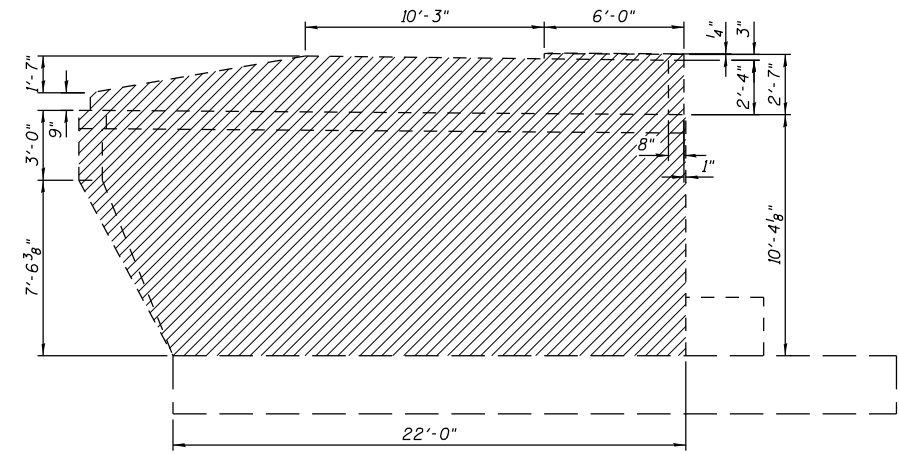


SECTION A-A  
(@ Rt. L's)

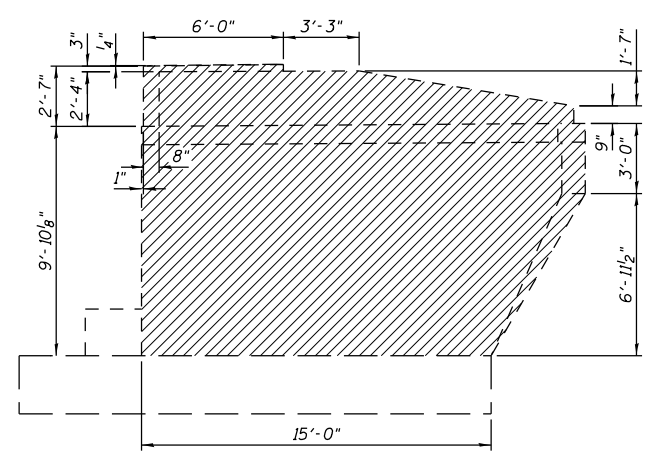
NOTE:  
Existing reinforcement shall be cut off flush.



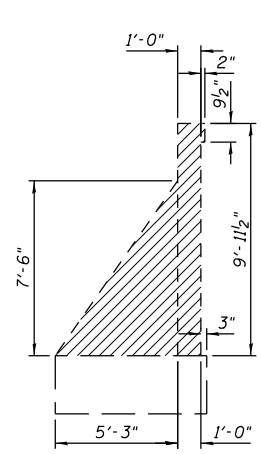
SECTION B-B



SOUTHWEST WINGWALL ELEVATION



NORTHWEST WINGWALL ELEVATION



SECTION C-C



LEGEND

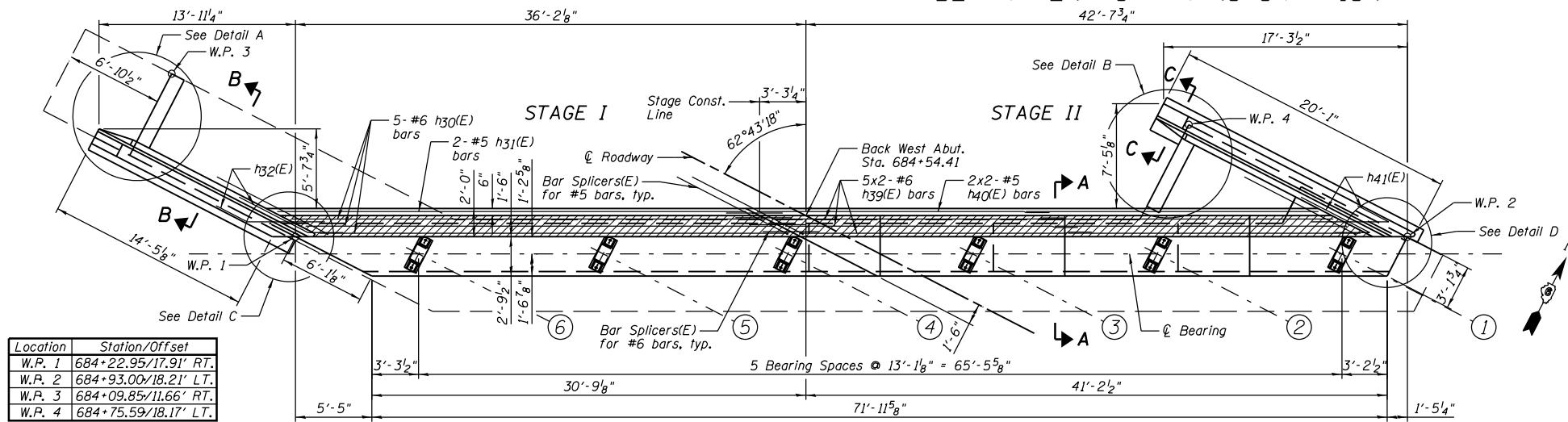
**BILL OF MATERIAL**

Item	Unit	Total
Concrete Removal	Cu. Yd.	37.6

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW
DATE	08/09/10

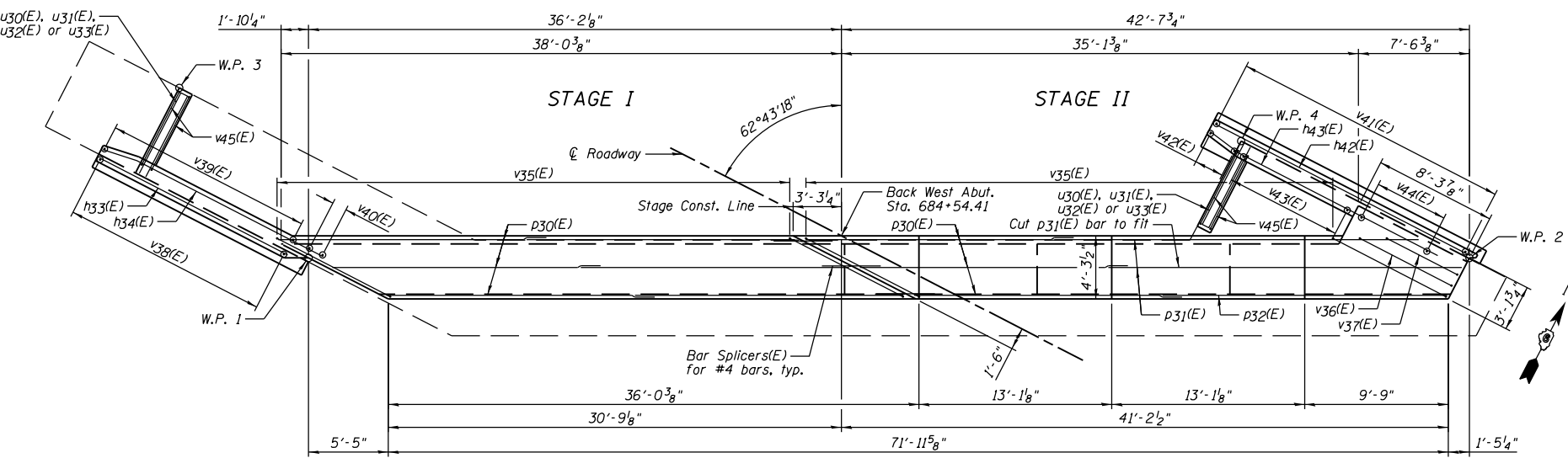
SHEET NO. B29	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	72	(84-3HB-5)BR	SANGAMON	84	65
42 SHEETS	SN 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

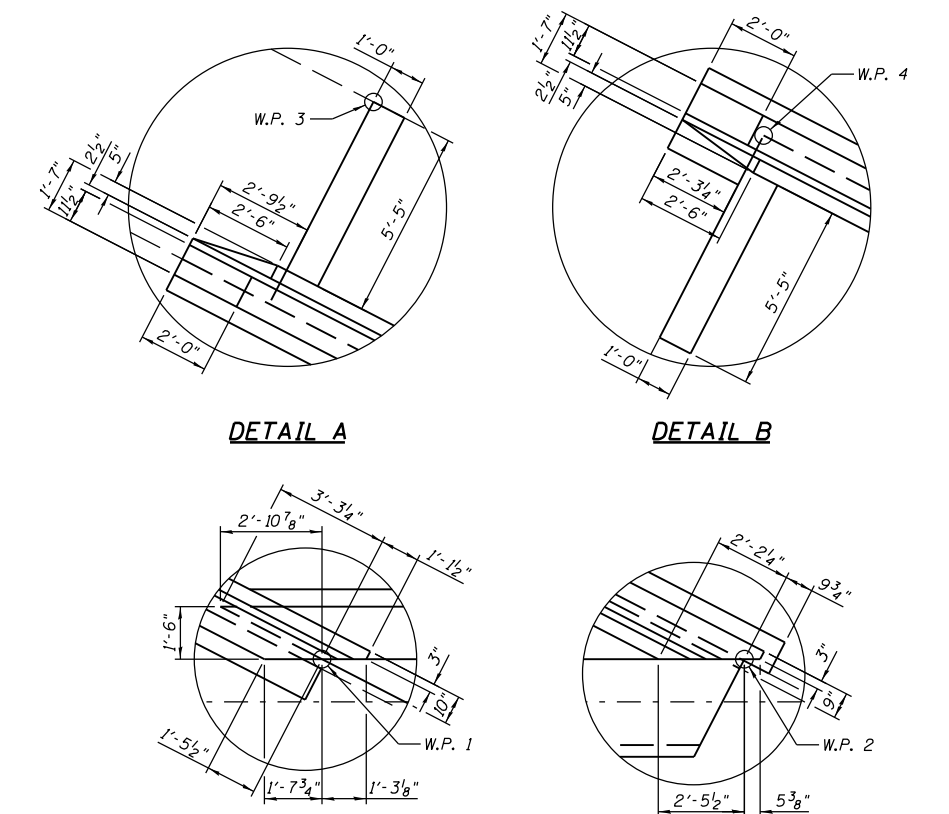


Location	Station/Offset
W.P. 1	684+22.95/17.91' RT.
W.P. 2	684+93.00/18.21' LT.
W.P. 3	684+09.85/11.66' RT.
W.P. 4	684+75.59/18.17' LT.

TOP VIEW



PLAN - BEARING SEAT

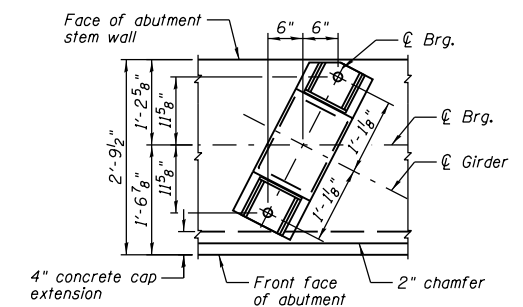


DETAIL A

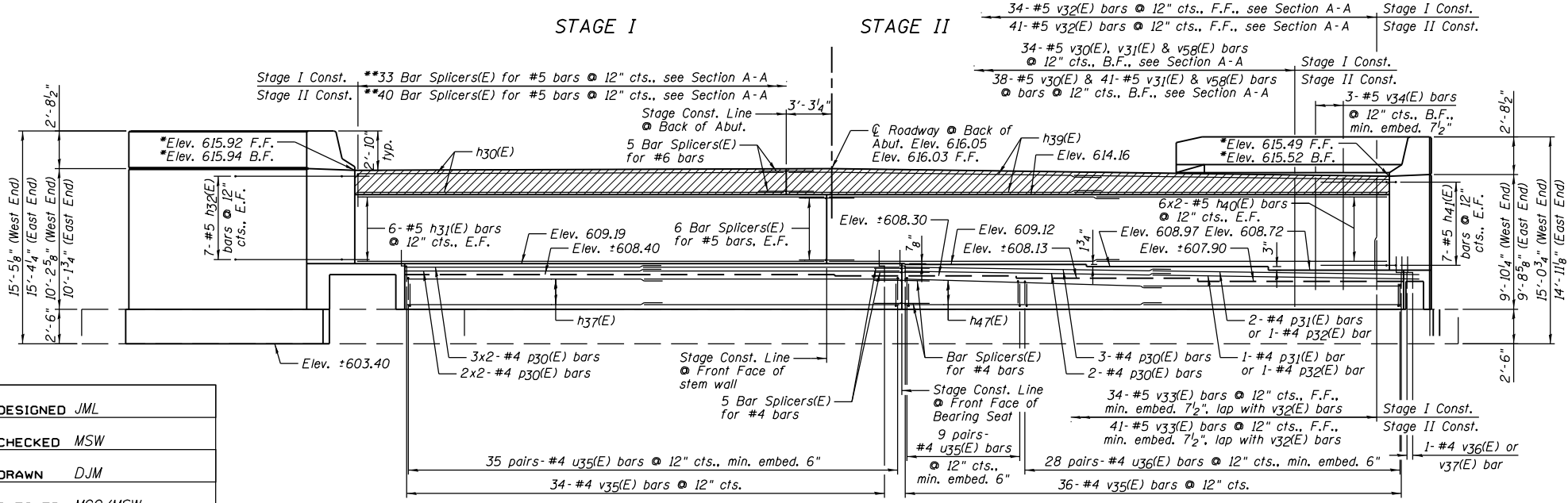
DETAIL B

DETAIL C

DETAIL D



TYPICAL ANCHOR BOLT PLACEMENT DETAIL



ELEVATION

NOTES:

- 1.) See Sheet B32 for Section A-A and Sheet B31 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 u35(E), u36(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.
- 4.) See Sheet B32 for Bill of Material.
- 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 B41 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.

WEST ABUTMENT  
STRUCTURE NO. 084-0078

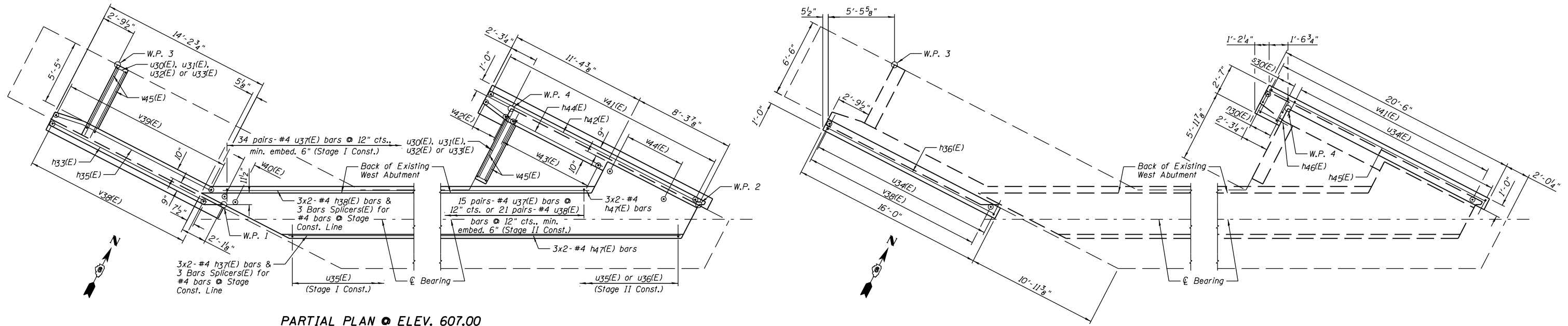
DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 08/09/10

BAR LAP	SIZE	LENGTH
#4	2'-1"	
#5	2'-7"	
#6	3'-1"	

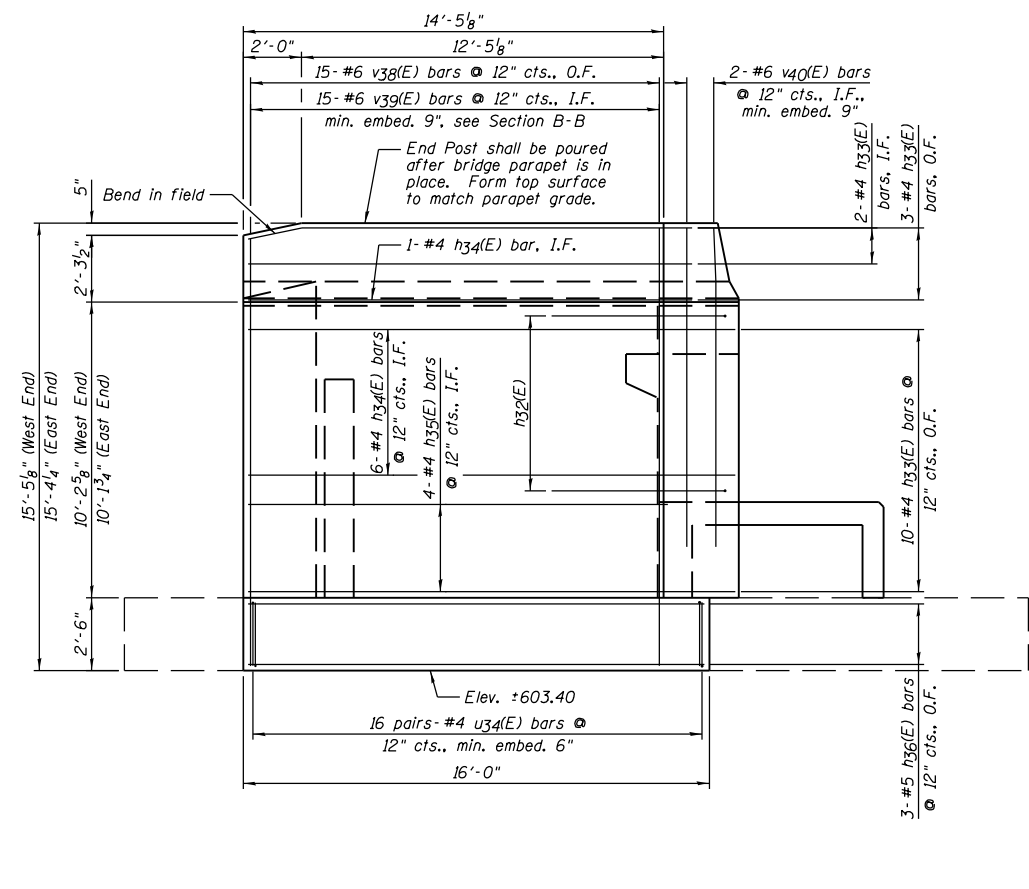
SHEET NO. B30	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	72	(84-3HB-5)BR	SANGAMON	84	66
42 SHEETS	SN 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

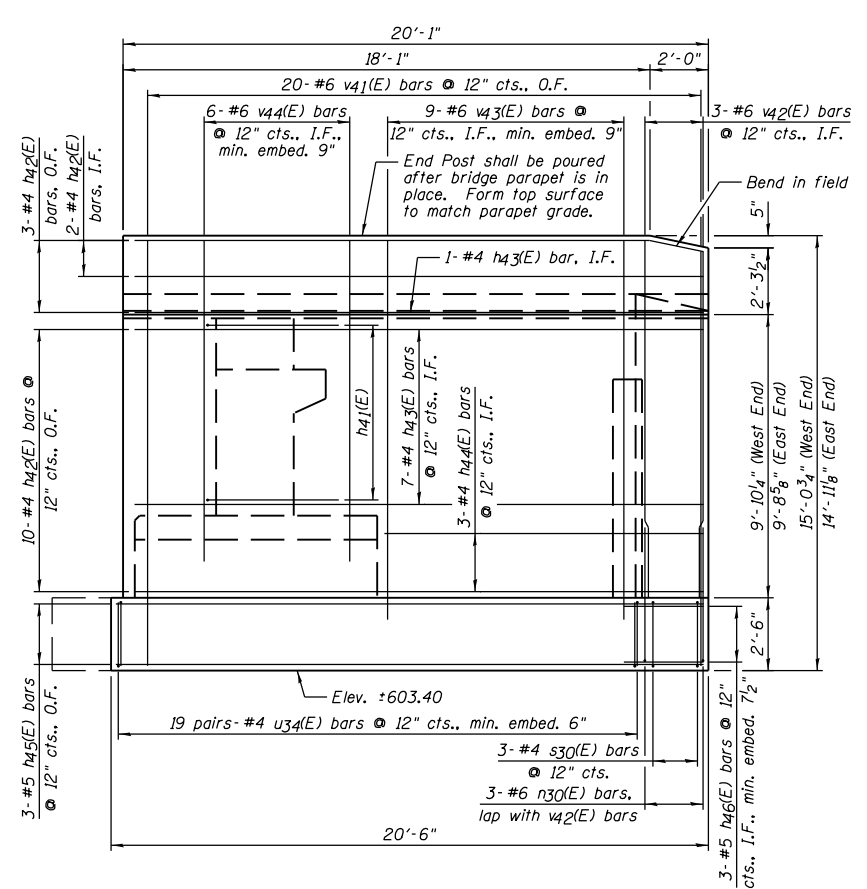


PARTIAL PLAN @ ELEV. 607.00

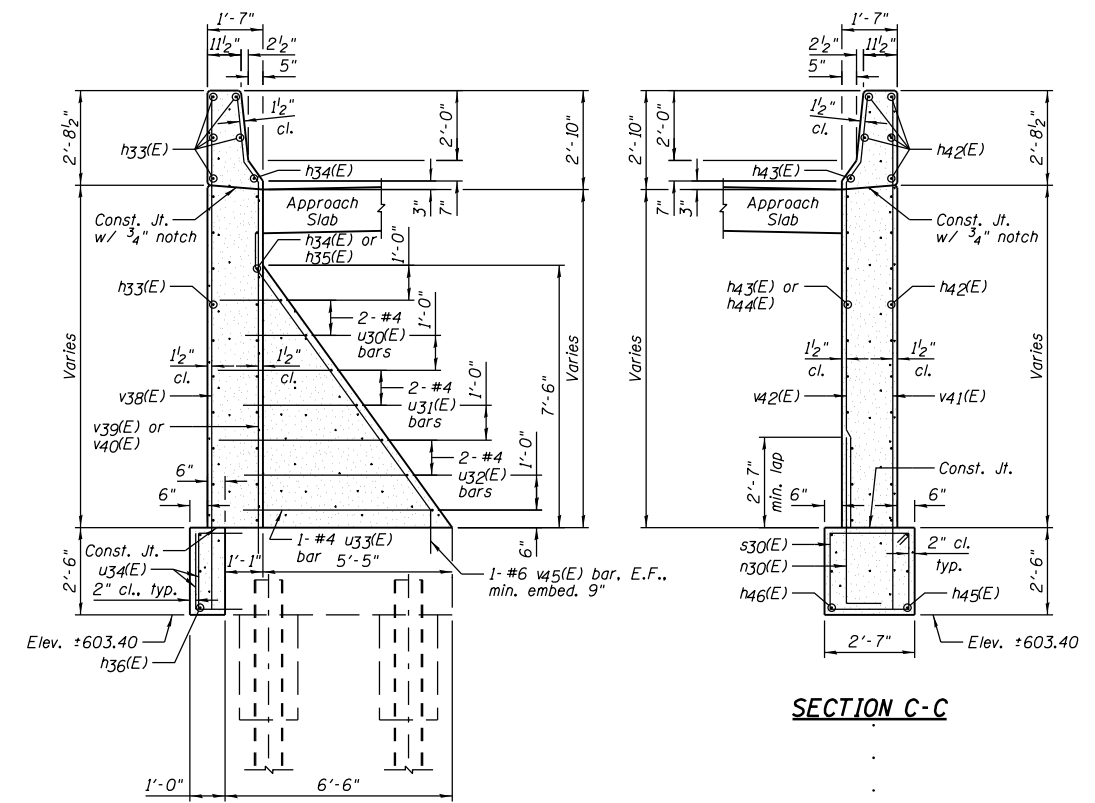
PARTIAL FOOTING PLAN



SOUTHWEST WINGWALL ELEVATION



NORTHWEST WINGWALL ELEVATION



SECTION B-B

(Similar For Northwest Wingwall)

SECTION C-C

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW
DATE	08/09/10

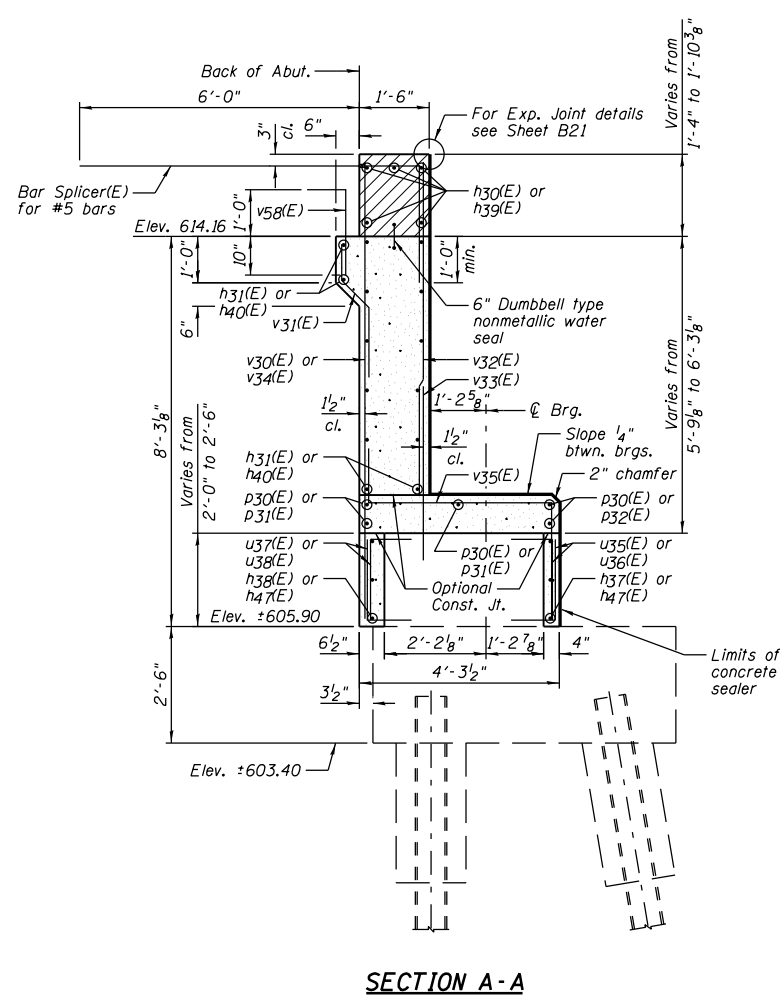
FARNSWORTH GROUP, INC.

NOTES:

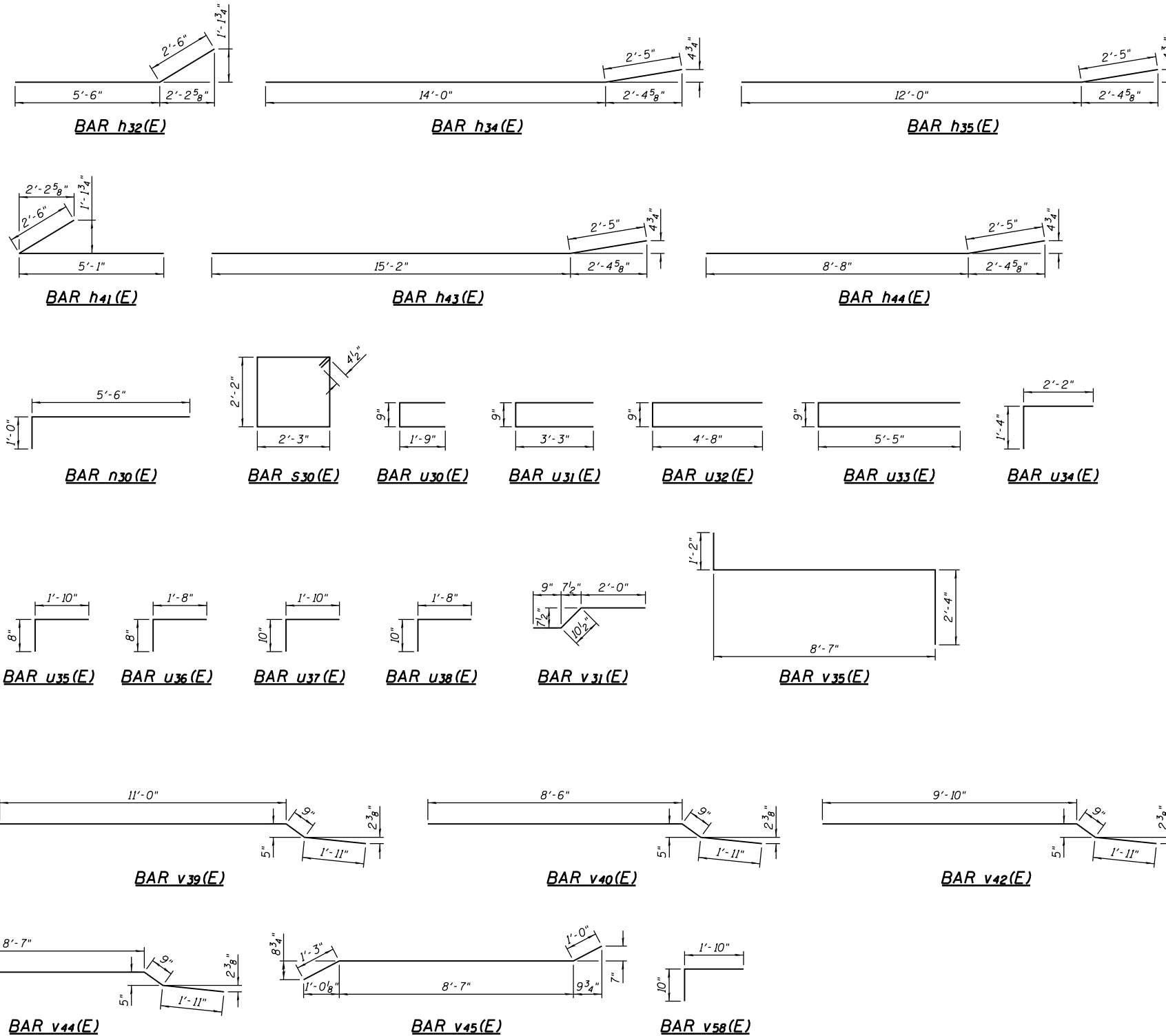
- See Sheet B30 for location of Sections B-B & C-C.
- Drill & epoxy grout #4(E), #3(E) thru #5(E) bars in appropriate drilled holes according to Section 584 of the Standard Specifications. The type of epoxy grout shall be approved by the Engineer.
- See Sheet B32 for Bill of Material.
- I.F. denotes Inside Face & O.F. denotes Outside Face.

SHEET NO. B31	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	72	(84-3HB-5)BR	SANGAMON	84	67
42 SHEETS	SN 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



SECTION A-A



WEST ABUTMENT  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h30(E)	5	#6	33'-3"	
h31(E)	14	#5	33'-3"	
h32(E)	14	#5	8'-0"	
h33(E)	15	#4	14'-4"	
h34(E)	7	#4	16'-5"	
h35(E)	4	#4	14'-5"	
h36(E)	3	#5	15'-8"	
h37(E)	6	#4	18'-7"	
h38(E)	6	#4	17'-8"	
h39(E)	10	#6	21'-6"	
h40(E)	28	#5	21'-3"	
h41(E)	14	#5	7'-7"	
h42(E)	15	#4	19'-4"	
h43(E)	8	#4	17'-7"	
h44(E)	3	#4	11'-1"	
h45(E)	3	#5	20'-2"	
h46(E)	3	#5	2'-9"	
h47(E)	12	#4	19'-0"	
u30(E)	3	#6	6'-6"	
u31(E)	15	#4	18'-7"	
u32(E)	3	#4	24'-9"	
u33(E)	2	#4	19'-4"	
u34(E)	3	#4	9'-7"	
u35(E)	4	#4	4'-3"	
u36(E)	4	#4	7'-3"	
u37(E)	4	#4	10'-1"	
u38(E)	2	#4	11'-7"	
u39(E)	70	#4	3'-6"	
u40(E)	88	#4	2'-6"	
u41(E)	56	#4	2'-4"	
u42(E)	98	#4	2'-8"	
u43(E)	42	#4	2'-6"	
v30(E)	72	#5	9'-4"	
v31(E)	72	#5	3'-8"	
v32(E)	75	#5	6'-5"	
v33(E)	75	#5	4'-3"	
v34(E)	3	#5	8'-1"	
v35(E)	70	#4	12'-1"	
v36(E)	1	#4	10'-6"	
v37(E)	1	#4	8'-7"	
v38(E)	15	#6	15'-0"	
v39(E)	15	#6	13'-8"	
v40(E)	2	#6	11'-2"	
v41(E)	20	#6	14'-7"	
v42(E)	3	#6	12'-6"	
v43(E)	9	#6	13'-3"	
v44(E)	6	#6	11'-3"	
v45(E)	4	#6	10'-10"	
v58(E)	72	#5	2'-8"	
Item	Unit	Quantity		
Porous Granular Embankment, Special	Cu. Yd.	248		
Structure Excavation	Cu. Yd.	334		
Concrete Structures	Cu. Yd.	67.7		
Reinforcement Bars, Epoxy Coated	Pound	8,050		
Bar Splicers	Each	103		
Concrete Sealer	Sq. Ft.	1017		
Geocomposite Wall Drain	Sq. Yd.	93		
Pipe Underdrain for Structures 4"	Foot	95		

NOTES:

- See Sheet B30 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 u35(E) thru u38(E) & v33(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 B41 for Bar Splicer Details.

WEST ABUTMENT  
STRUCTURE NO. 084-0078

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

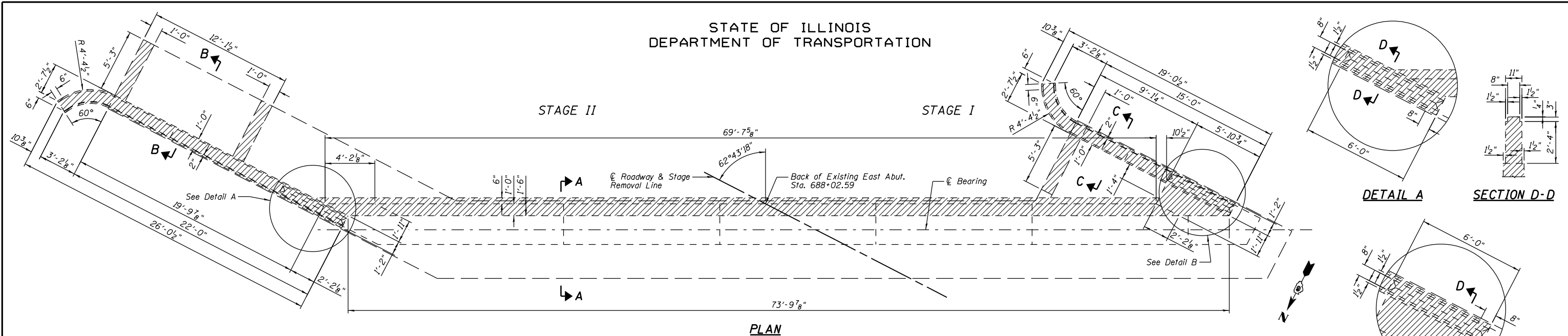
DATE 08/09/10

FARNSWORTH GROUP, INC.

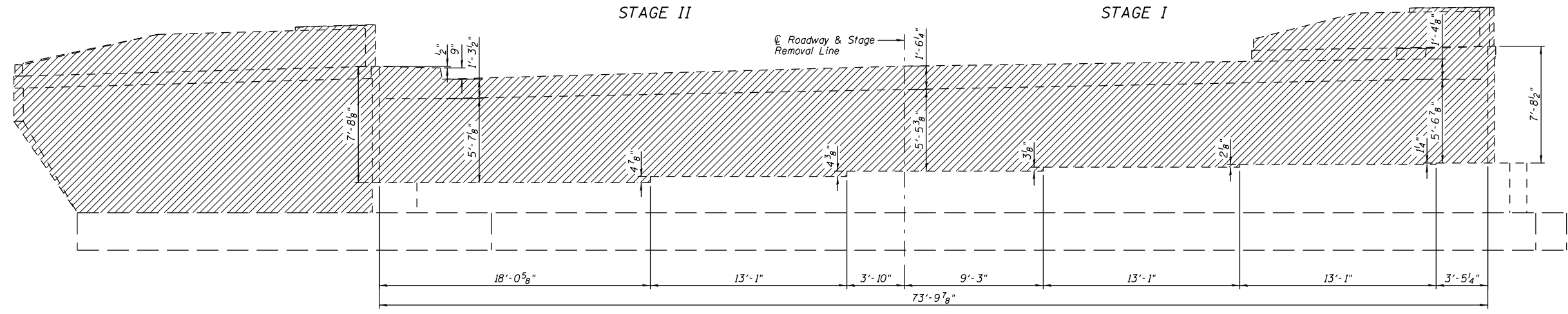
CONSULTING ENGINEERS - 2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / (309) 663-1571 FAX

SHEET NO. B32	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	72	(84-3HB-5)BR	SANGAMON	84	68
42 SHEETS	SN 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT			

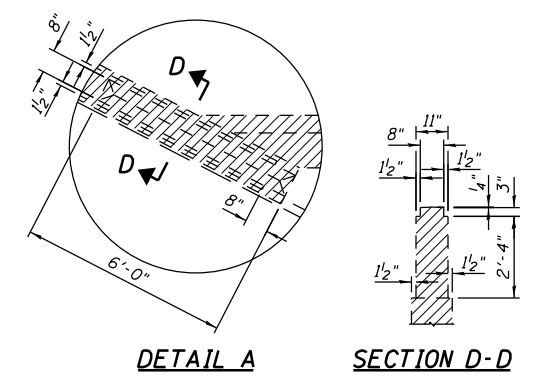
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



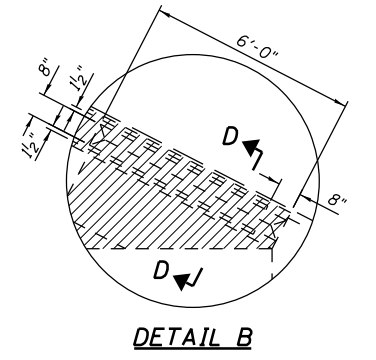
PLAN



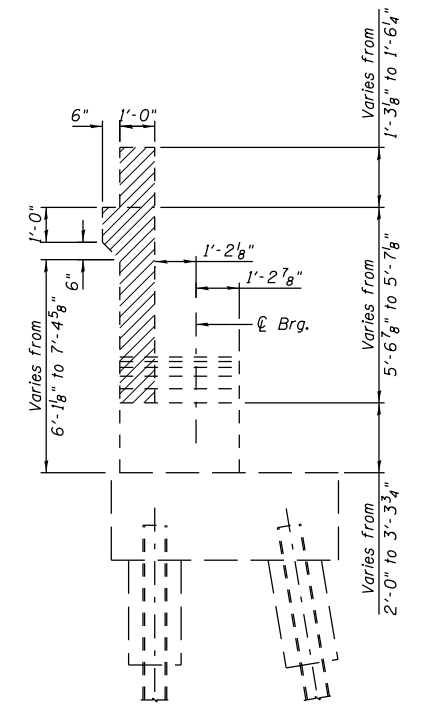
ELEVATION  
(Looking Southeast)



DETAIL A SECTION D-D

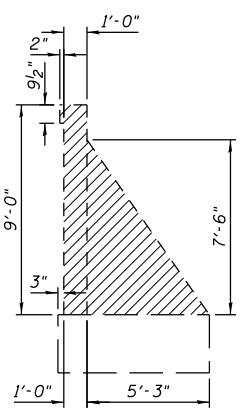


DETAIL B

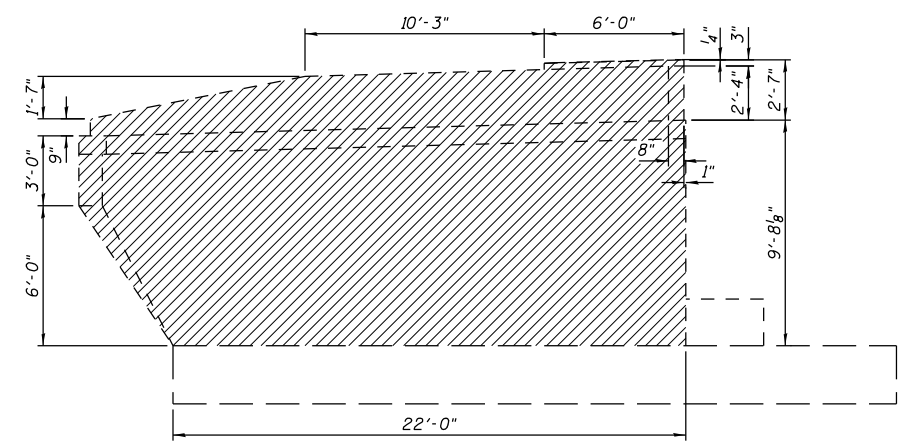


SECTION A-A  
(@ Rt. L's)

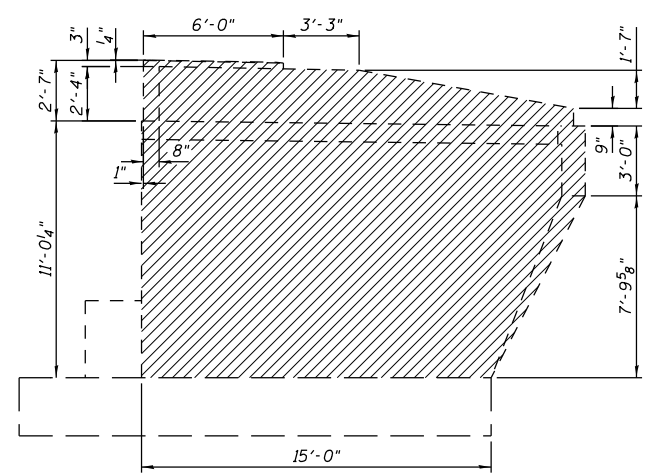
NOTE:  
Existing reinforcement shall be cut off flush.



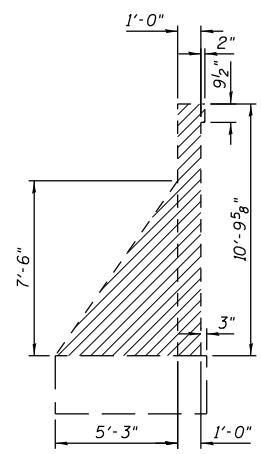
SECTION B-B



NORTHEAST WINGWALL ELEVATION



SOUTHEAST WINGWALL ELEVATION



SECTION C-C



LEGEND

**BILL OF MATERIAL**

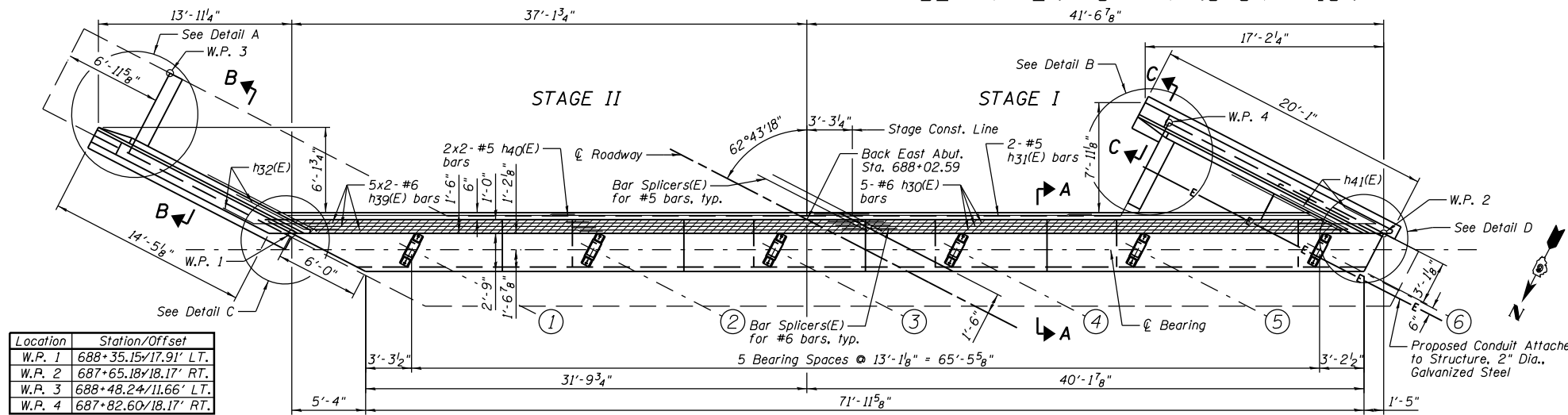
Item	Unit	Total
Concrete Removal	Cu. Yd.	33.9

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW
DATE	08/09/10

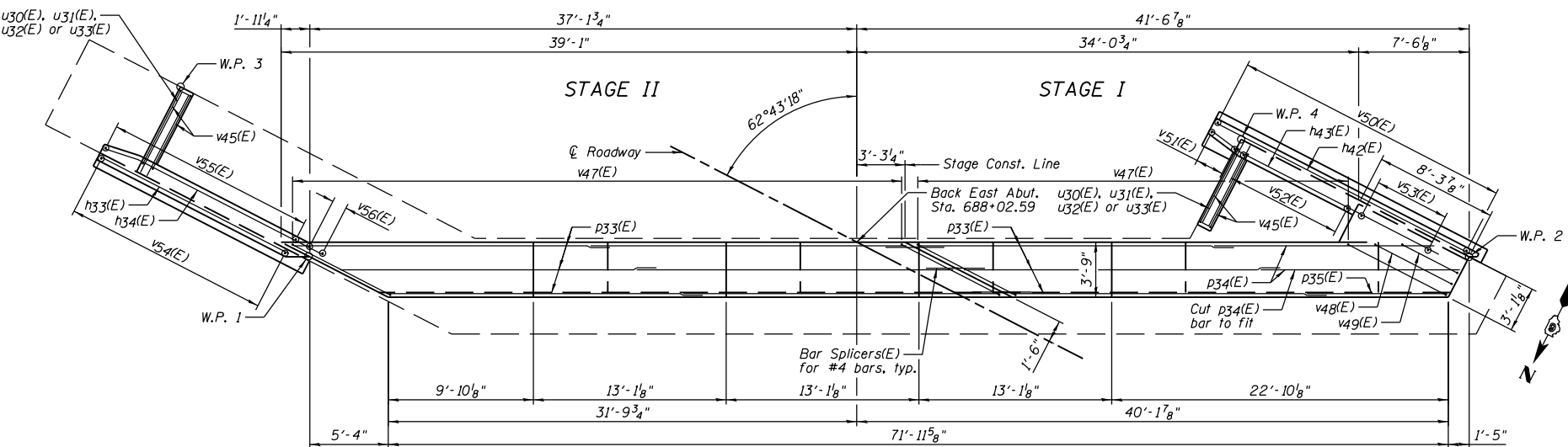
SHEET NO. B33 42 SHEETS	F.A.I. RTE. 72	SECTION (84-3HB-5)BR SN 084-0078	COUNTY SANGAMON	TOTAL SHEETS 84	SHEET NO. 69
	FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT CONTRACT NO. 72C70		

**EAST ABUTMENT REMOVAL  
STRUCTURE NO. 084-0078**

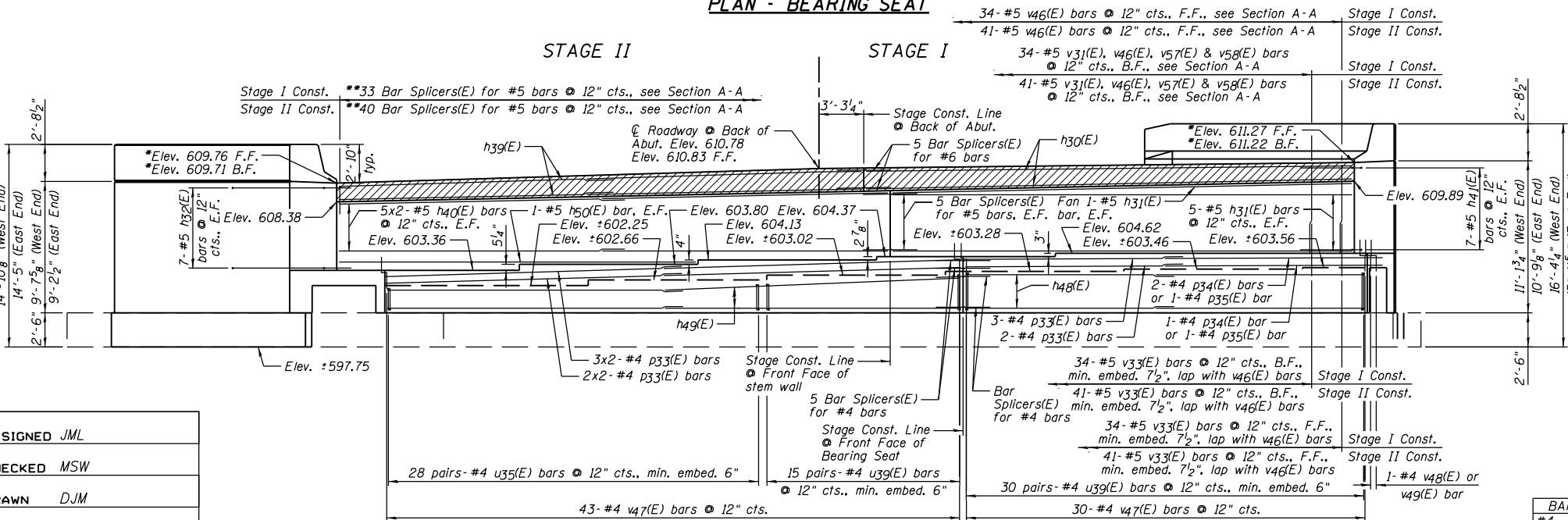
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



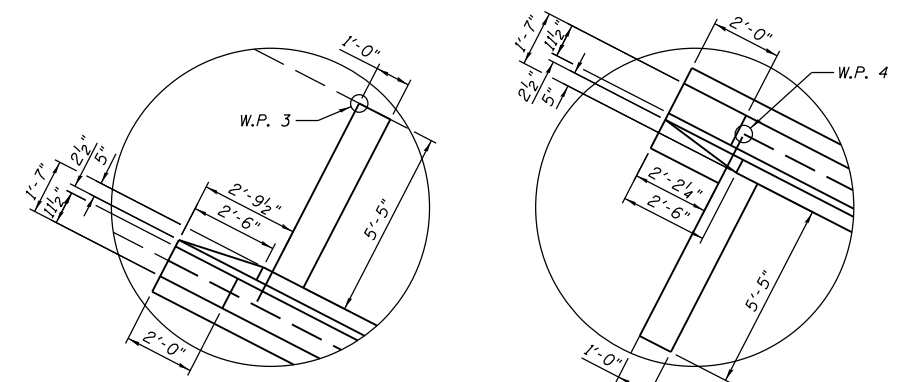
TOP VIEW



PLAN - BEARING SEAT

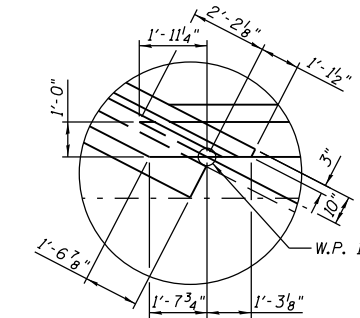


ELEVATION

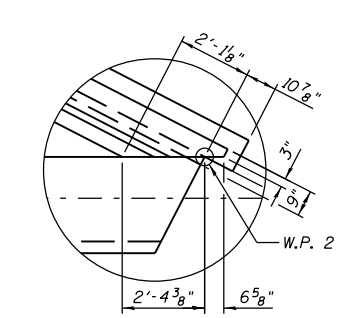


DETAIL A

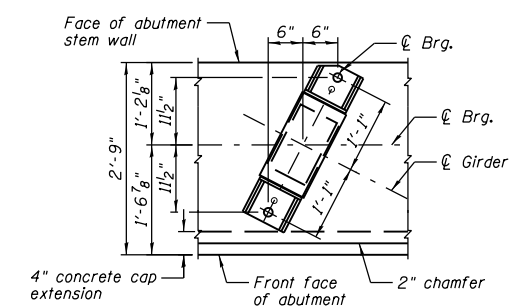
DETAIL B



DETAIL C



DETAIL D



TYPICAL ANCHOR BOLT PLACEMENT DETAIL

NOTES:

- 1.) See Sheet B36 for Section A-A and Sheet B35 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 u35(E), u39(E) & v33(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 B36 for Bill of Material.
- 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 B41 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.
- 9.) Field cut vertical bars as required.

EAST ABUTMENT  
STRUCTURE NO. 084-0078

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 08/09/10

\*Elevations are located at the front and back face of the hatched area.  
\*\*Alternate with #5 v58(E) bars. Place parallel to the girders.

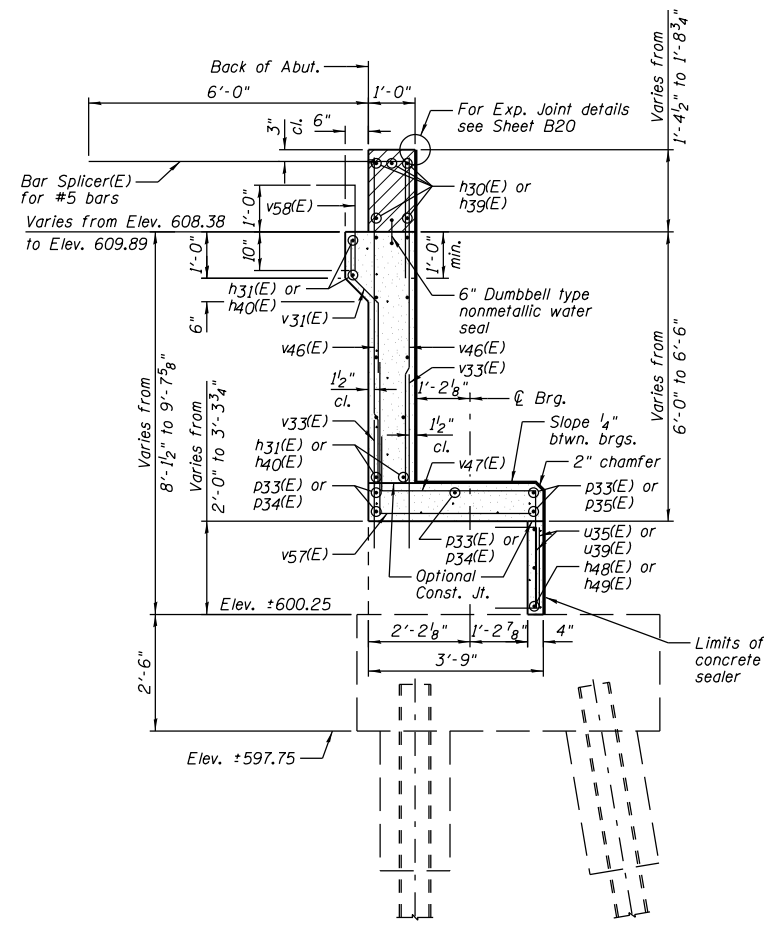
BAR LAP	Length
#4	2'-1"
#5	2'-7"
#6	3'-1"

SHEET NO. B34	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	72	(84-3HB-5)BR	SANGAMON	84	70
42 SHEETS	SN 084-0078		CONTRACT NO. 72C70		
	FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT		

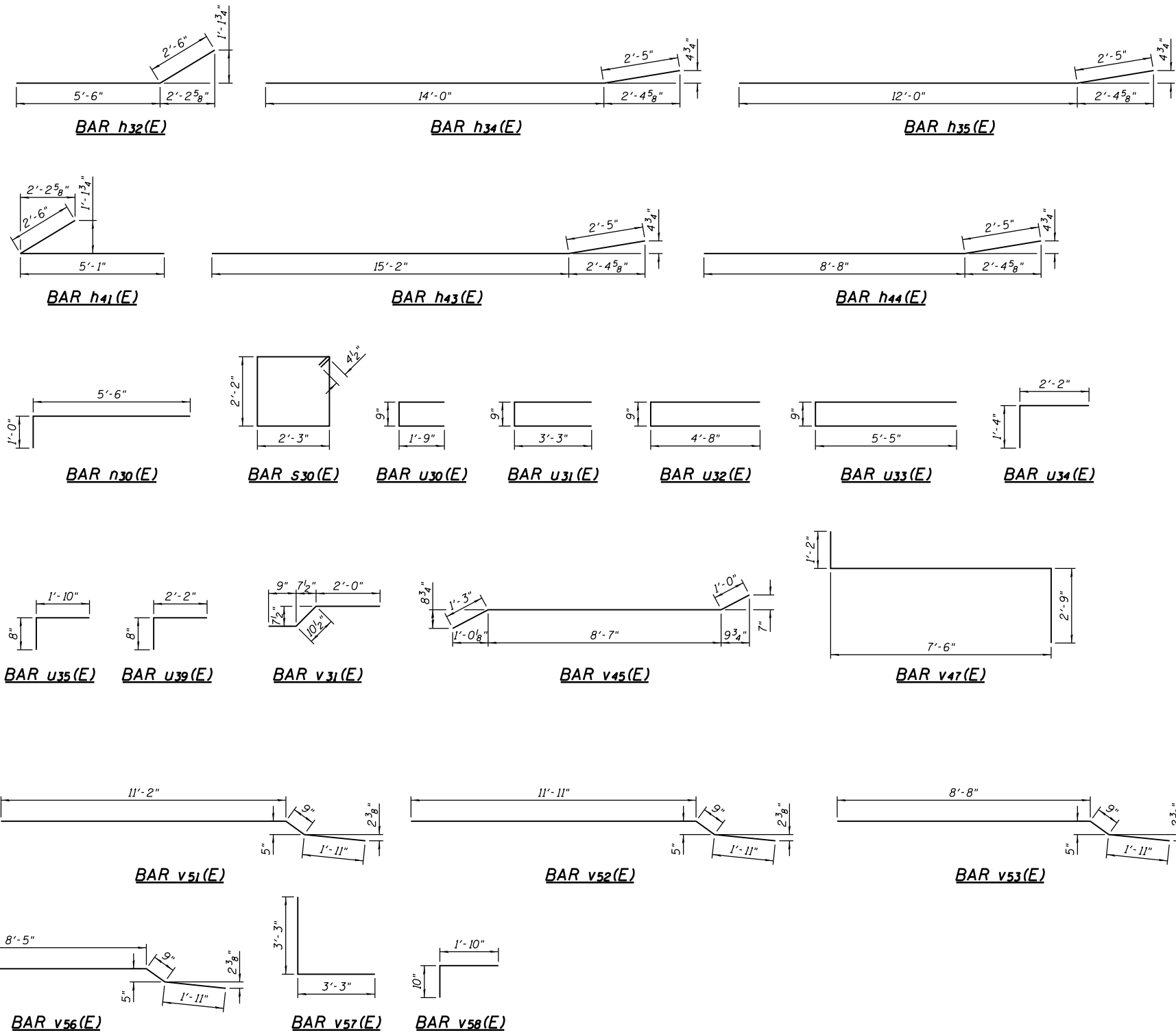


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT  
BILL OF MATERIAL



SECTION A-A



Bar	No.	Size	Length	Shape
h30(E)	5	#6	33'-3"	
h31(E)	14	#5	33'-3"	
h32(E)	14	#5	8'-0"	
h33(E)	14	#4	14'-4"	
h34(E)	7	#4	16'-5"	
h35(E)	3	#4	14'-5"	
h36(E)	3	#5	15'-8"	
h39(E)	10	#6	21'-6"	
h40(E)	24	#5	21'-3"	
h41(E)	14	#5	7'-7"	
h42(E)	15	#4	19'-4"	
h43(E)	7	#4	17'-7"	
h44(E)	4	#4	11'-1"	
h45(E)	3	#5	20'-2"	
h46(E)	6	#4	15'-11"	
h48(E)	6	#4	21'-11"	
h50(E)	2	#5	27'-6"	
h51(E)	3	#5	2'-8"	
n30(E)	3	#6	6'-6"	
p33(E)	15	#4	21'-11"	
p34(E)	3	#4	15'-0"	
p35(E)	2	#4	9'-7"	
s30(E)	3	#4	9'-7"	
u30(E)	4	#4	4'-3"	
u31(E)	4	#4	7'-3"	
u32(E)	4	#4	10'-1"	
u33(E)	2	#4	11'-7"	
u34(E)	70	#4	3'-6"	
u35(E)	56	#4	2'-6"	
u39(E)	90	#4	2'-10"	
v31(E)	75	#5	3'-8"	
v33(E)	150	#5	4'-3"	
v45(E)	4	#6	10'-10"	
v48(E)	150	#5	6'-4"	
v47(E)	73	#4	11'-5"	
v48(E)	1	#4	9'-9"	
v49(E)	1	#4	8'-1"	
v50(E)	20	#6	16'-0"	
v51(E)	3	#6	13'-10"	
v52(E)	9	#6	14'-7"	
v53(E)	6	#6	11'-4"	
v54(E)	15	#6	14'-6"	
v55(E)	15	#6	13'-1"	
v56(E)	2	#6	11'-1"	
v57(E)	75	#5	6'-6"	
v58(E)	75	#5	2'-8"	
Item	Unit	Quantity		
Porous Granular Embankment, Special	Cu. Yd.	259		
Structure Excavation	Cu. Yd.	343		
Concrete Structures	Cu. Yd.	61.4		
Reinforcement Bars, Epoxy Coated	Pound	8,300		
Bar Splicers	Each	98		
Concrete Sealer	Sq. Ft.	1012		
Geocomposite Wall Drain	Sq. Yd.	92		
Pipe Underdrain for Structures 4"	Foot	95		

NOTES:

- See Sheet B34 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 u35(E), u39(E) & v33(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 B41 for Bar Splicer Details.

EAST ABUTMENT  
STRUCTURE NO. 084-0078

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 08/09/10

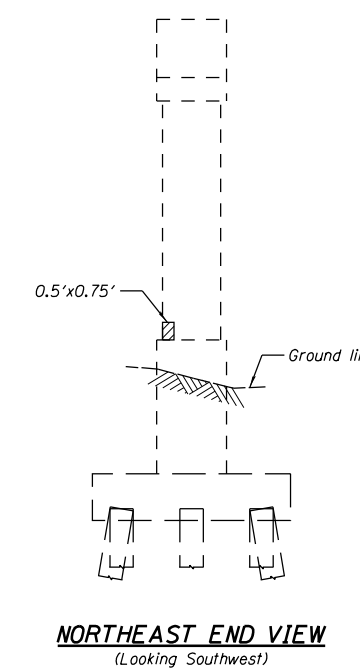
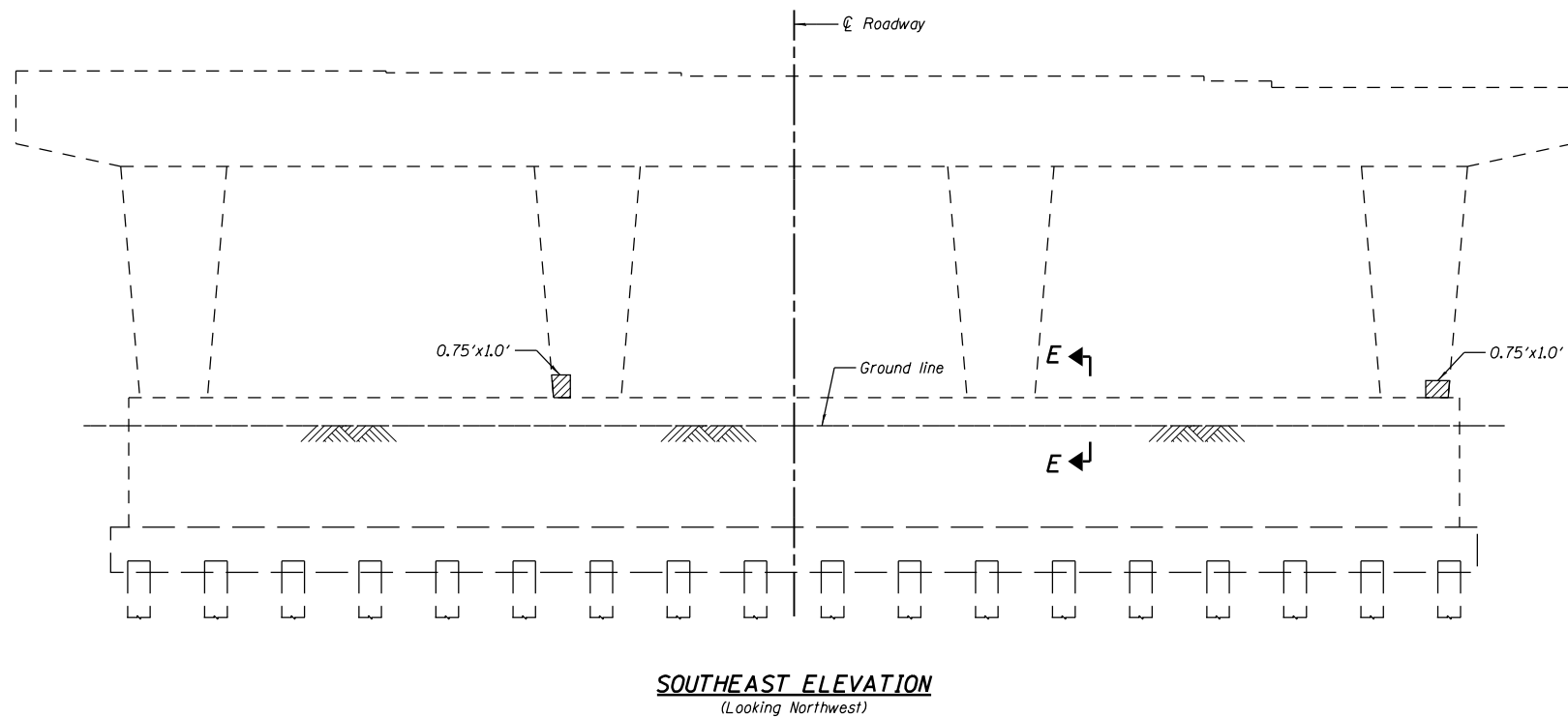
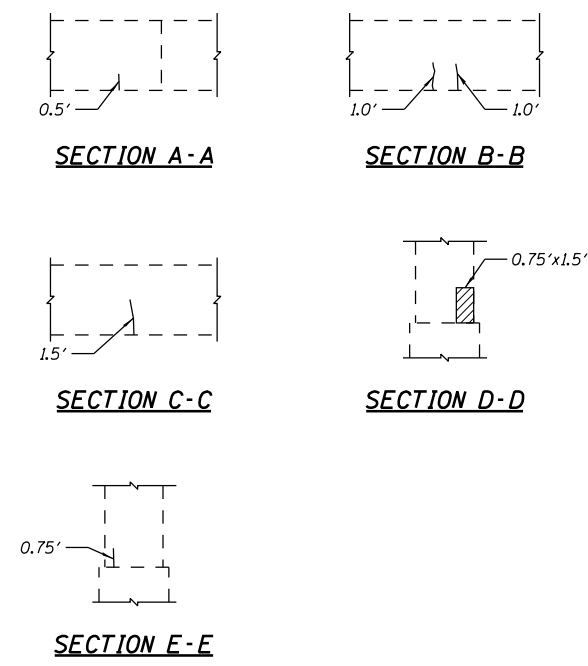
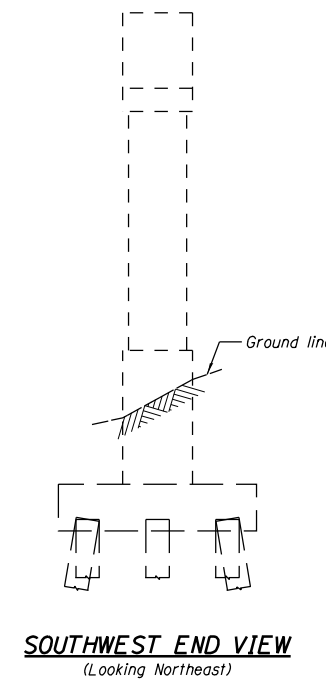
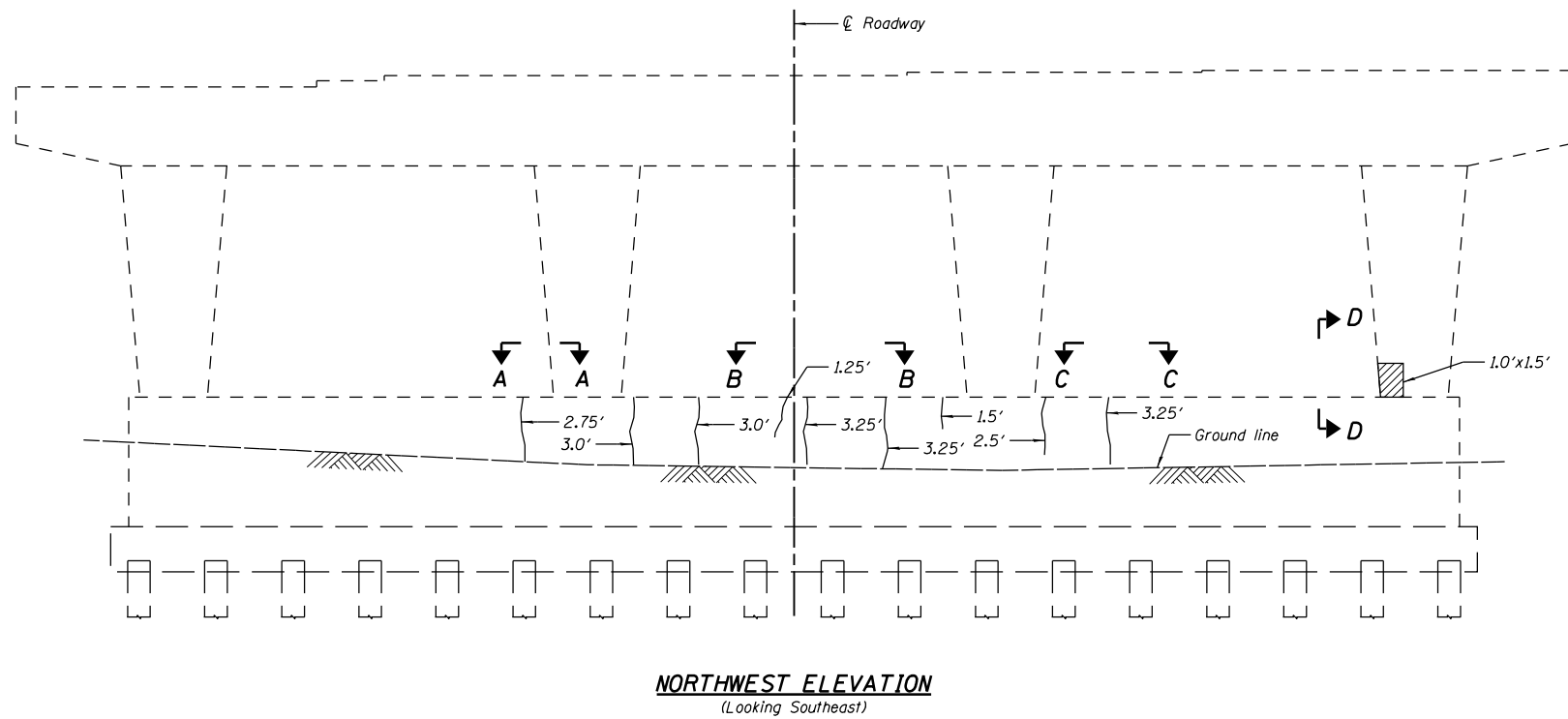
FARNSWORTH GROUP, INC.

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

SHEET NO. B36	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	72	(84-3HB-5)BR	SANGAMON	84	72
42 SHEETS	SN 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT			



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**BILL OF MATERIAL**

Item	Unit	Total
Concrete Sealer	Sq. Ft.	5
Epoxy Crack Injection	Foot	29
Structural Repair of Concrete (Depth Equal to or Less Than 5 inches)	Sq. Ft.	5

**LEGEND**

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

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 08/09/10

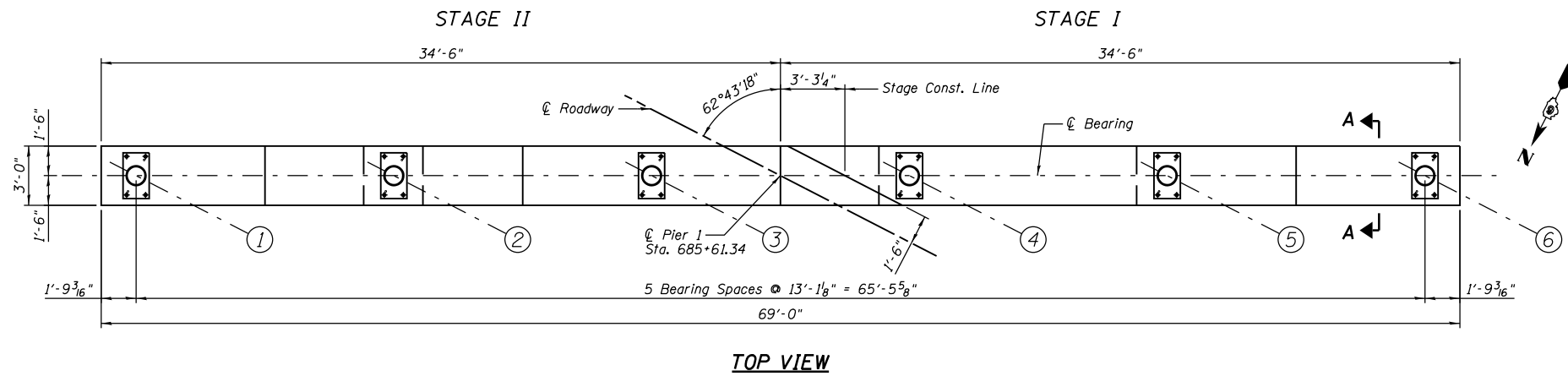
FARNSWORTH GROUP, INC.

**NOTES:**  
1.) Crack widths are 1/8" (+1/16") unless otherwise noted.  
2.) Concrete sealer shall be applied to all new concrete.

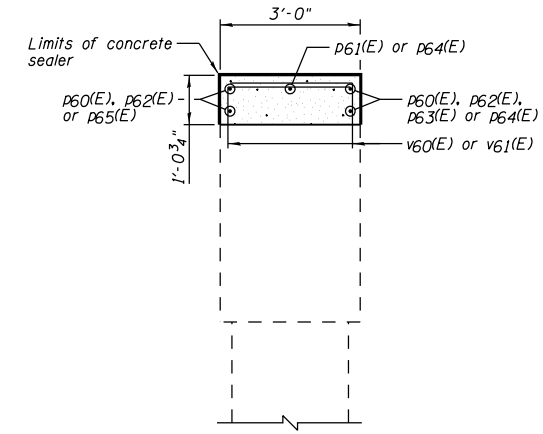
SHEET NO. B37 42 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	72	(84-3HB-5)BR	SANGAMON	84	73
SN 084-0078			CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

**PIER NO. 1 REPAIR  
STRUCTURE NO. 084-0078**

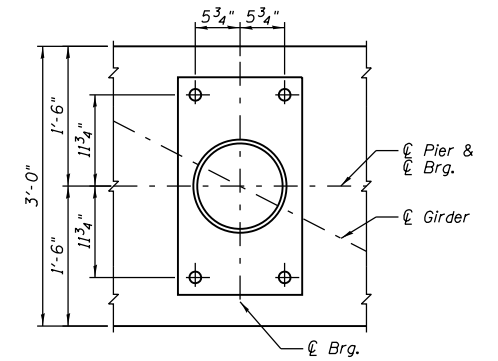
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



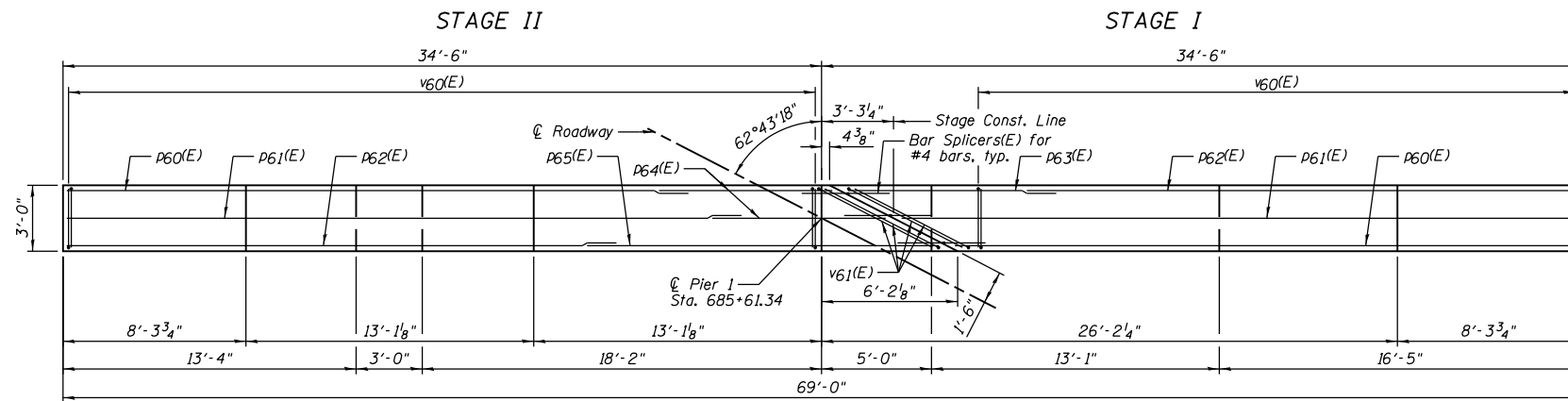
TOP VIEW



SECTION A-A

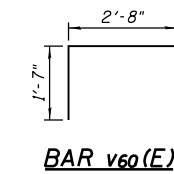


TYPICAL ANCHOR BOLT  
PLACEMENT DETAIL

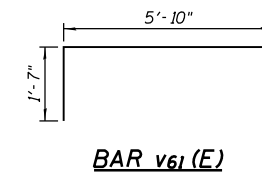


PLAN - BEARING SEAT

BAR LAP  
#4 - 2'-1"



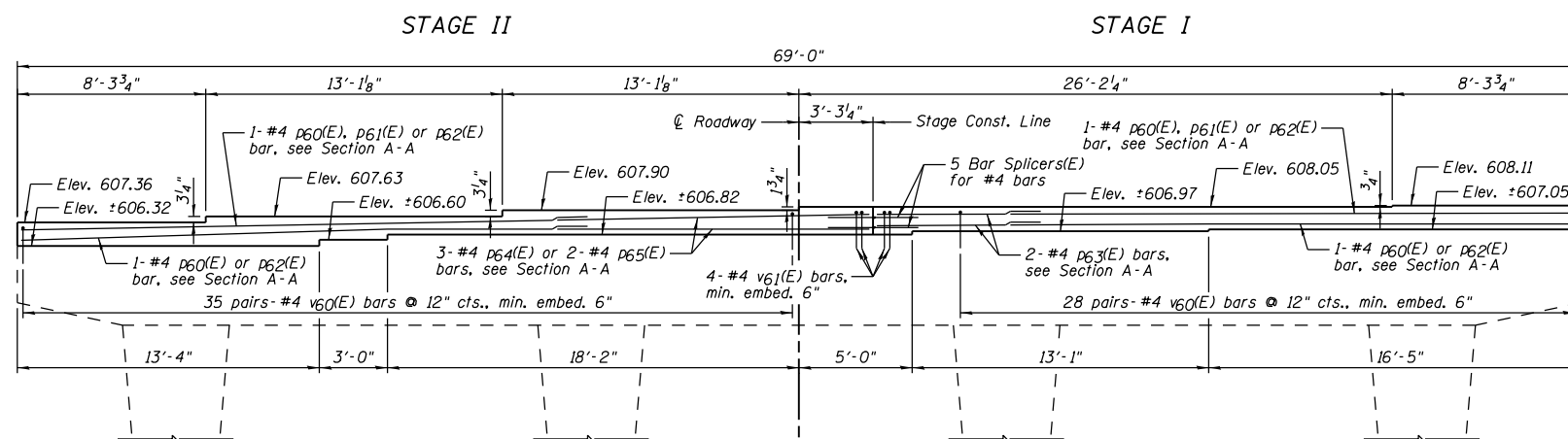
BAR v60(E)



BAR v61(E)

PIER NO. 1  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
P60(E)	4	#4	28'-3"	—	
P61(E)	2	#4	30'-8"	—	
P62(E)	4	#4	25'-0"	—	
P63(E)	2	#4	10'-3"	—	
P64(E)	3	#4	8'-8"	—	
P65(E)	2	#4	16'-9"	—	
v60(E)	126	#4	4'-3"	□	
v61(E)	4	#4	7'-5"	□	
Item				Unit	Quantity
Concrete Structures				Cu.-Yd.	8:2
Reinforcement Bars, Epoxy Coated				Pound	610
Bar Splicers				Each	5
Concrete Sealer				Sq.-Ft.	364



ELEVATION  
(Looking Southeast)

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 08/09/10

FARNSWORTH GROUP, INC.

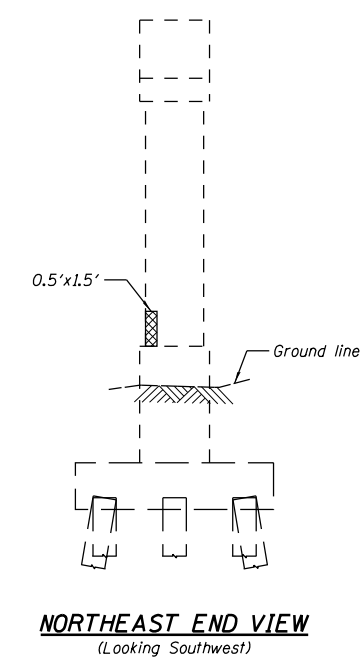
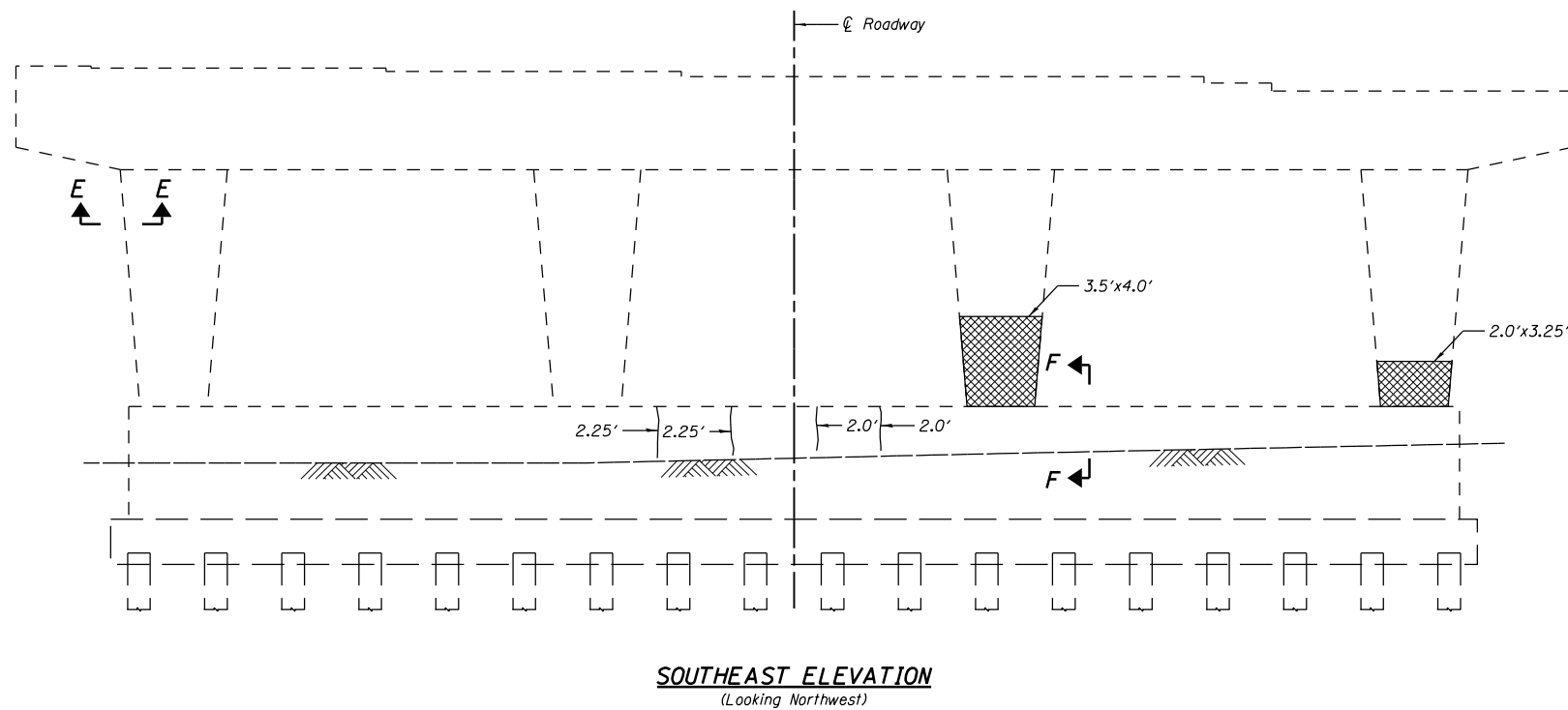
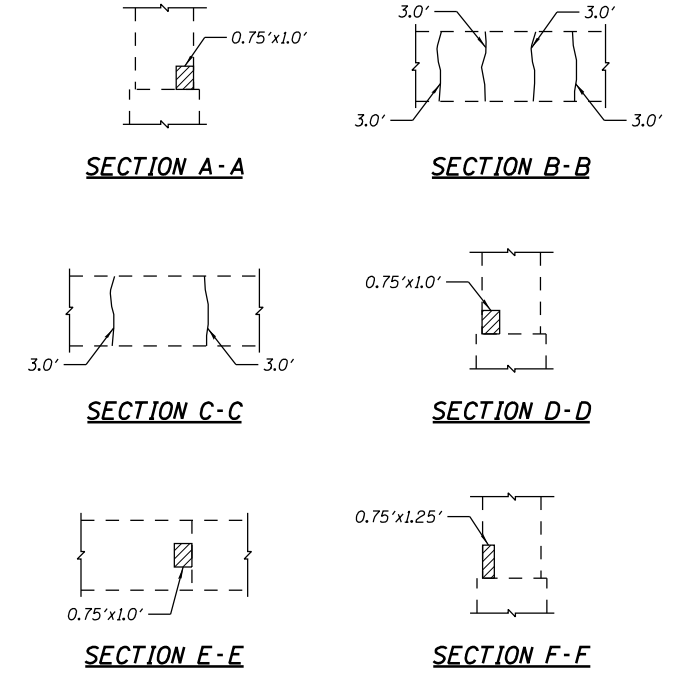
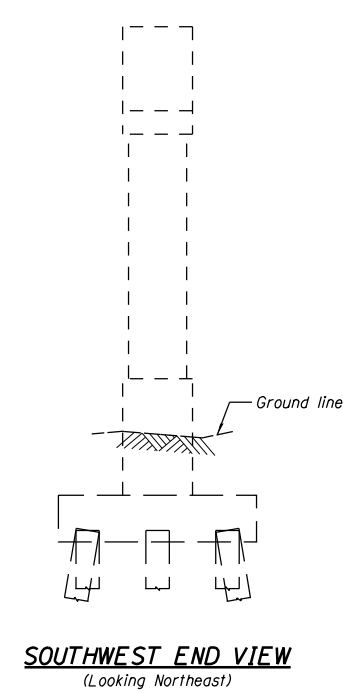
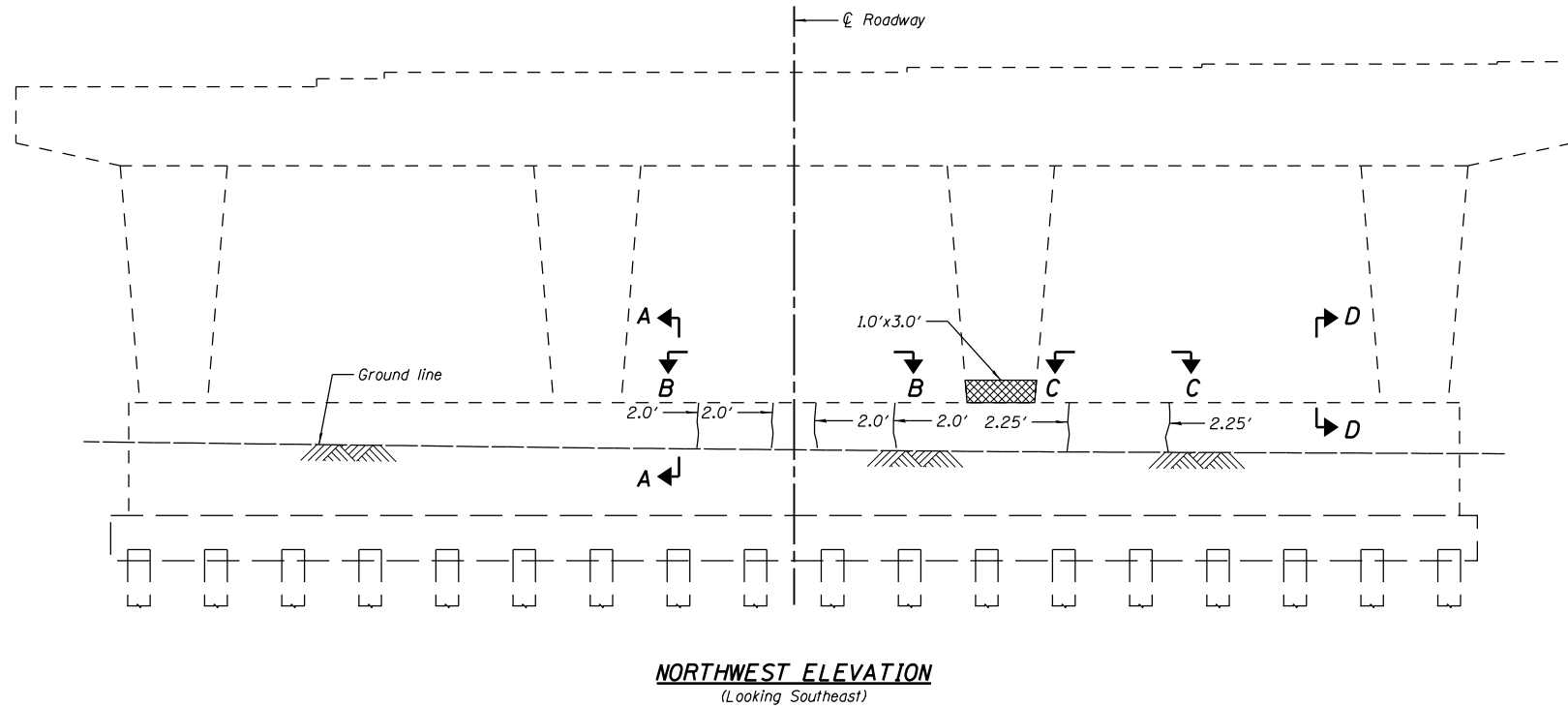
NOTES:

- 1.) Drill & epoxy grout v60(E) & v61(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 B41 for Bar Splicer Details.

PIER NO. 1  
STRUCTURE NO. 084-0078

SHEET NO. B38	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	72	(84-3HB-5)BR	SANGAMON	84	74
42 SHEETS	SN 084-0078		CONTRACT NO. 72C70		
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	39
Structural Repair of Concrete (Depth Greater Than 5 inches)	Sq. Ft.	24
Structural Repair of Concrete (Depth Equal to or Less Than 5 inches)	Sq. Ft.	4

**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 08/09/10

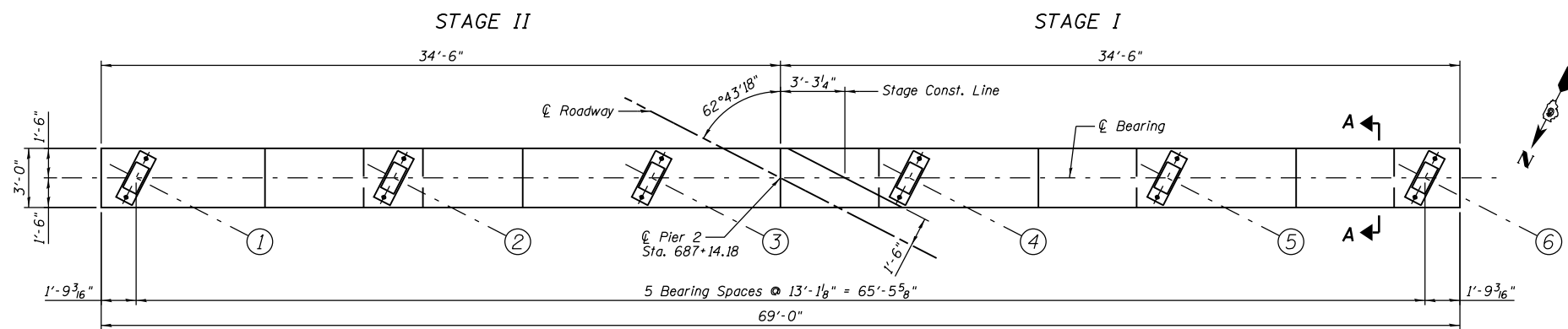
FARNSWORTH GROUP, INC.

**NOTE:**  
Crack widths are 1/8" (± 1/16") unless otherwise noted.

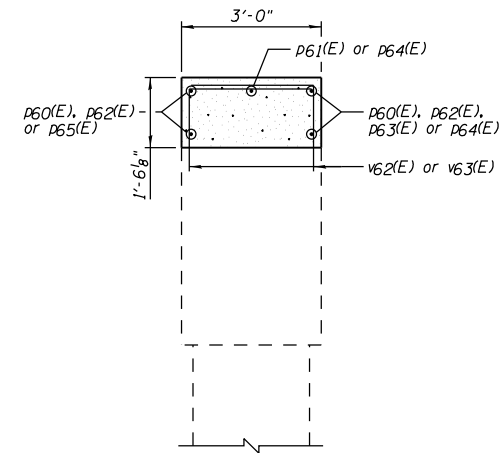
SHEET NO. B39	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	72	(84-3HB-5)BR	SANGAMON	84	75
42 SHEETS	SN 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT			

**PIER NO. 2 REPAIR**  
**STRUCTURE NO. 084-0078**

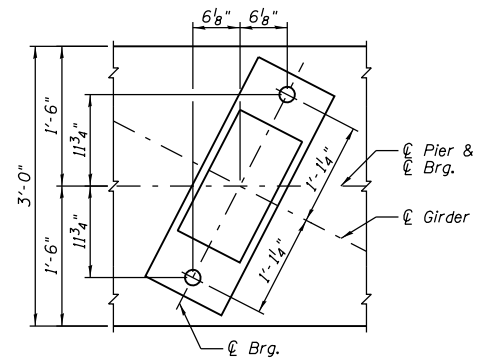
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



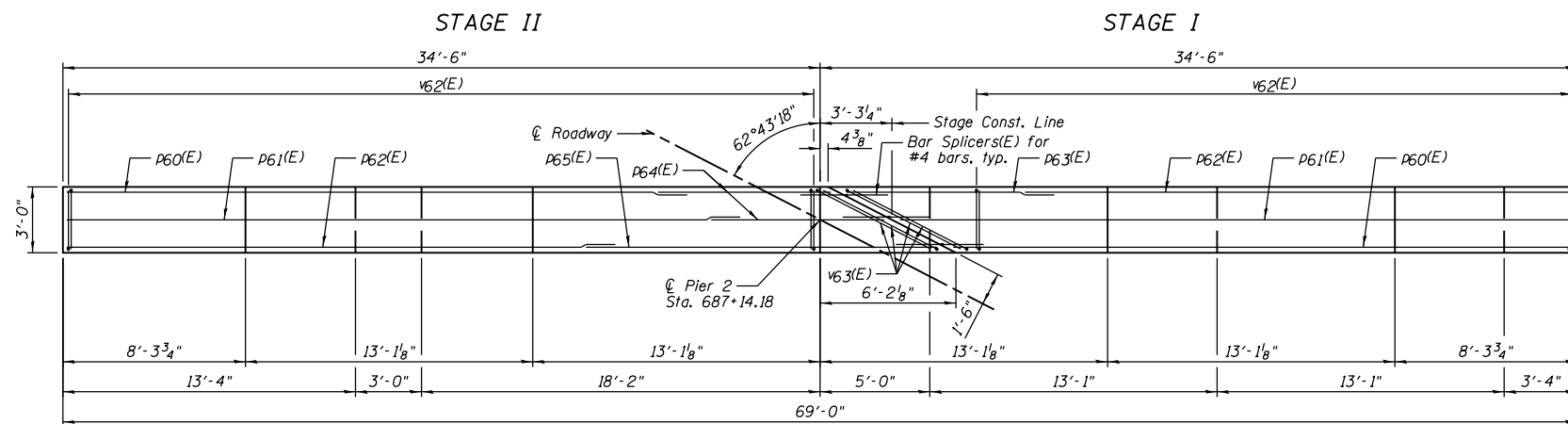
TOP VIEW



SECTION A-A

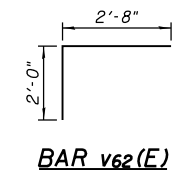


TYPICAL ANCHOR BOLT  
PLACEMENT DETAIL

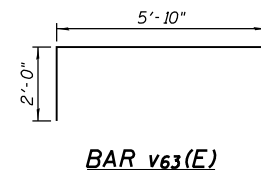


PLAN - BEARING SEAT

BAR LAP  
#4 - 2'-1"



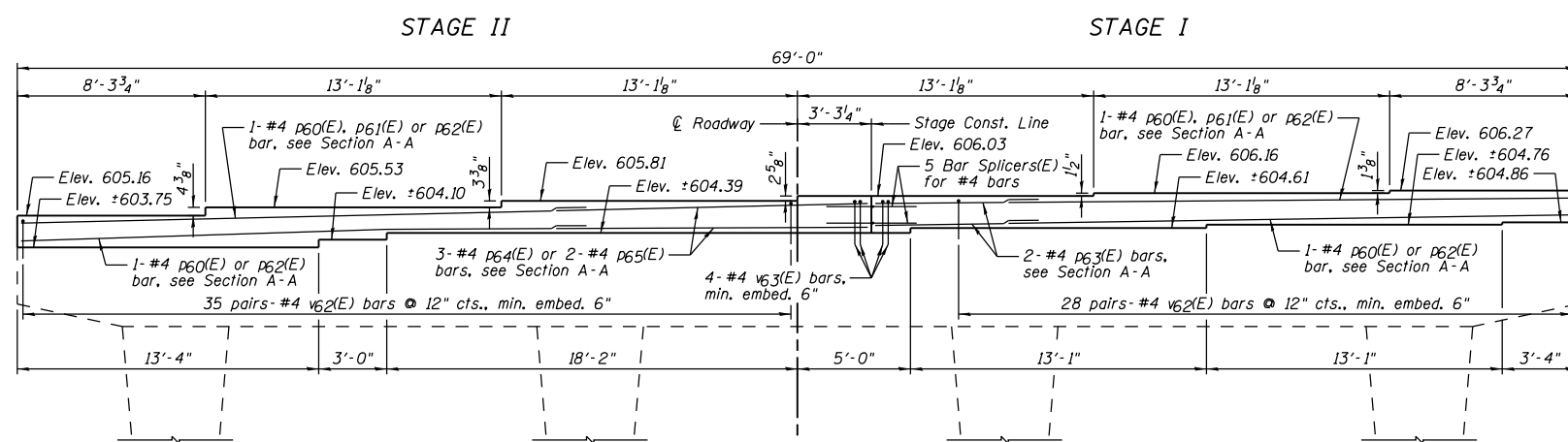
BAR V62(E)



BAR V63(E)

PIER NO. 2  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
P60(E)	4	#4	28'-3"	—	
P61(E)	2	#4	30'-8"	—	
P62(E)	4	#4	25'-0"	—	
P63(E)	2	#4	10'-3"	—	
P64(E)	3	#4	8'-8"	—	
P65(E)	2	#4	16'-9"	—	
V62(E)	126	#4	4'-8"	□	
V63(E)	4	#4	7'-10"	□	
Item				Unit	Quantity
Concrete Structures				Cu.-Yd.	11.2
Reinforcement Bars, Epoxy Coated				Pound	650
Bar Splicers				Each	5



ELEVATION  
(Looking Southeast)

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

DATE 08/09/10

FARNSWORTH GROUP, INC.

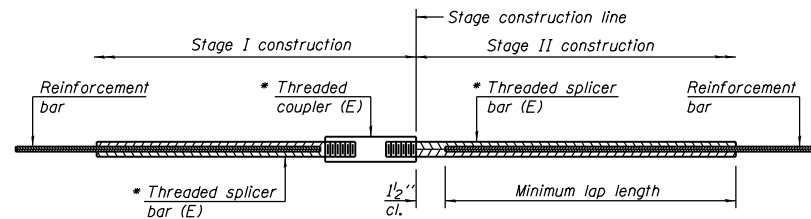
NOTES:

- 1.) Drill & epoxy grout V62(E) & V63(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 B41 for Bar Splicer Details.

PIER NO. 2  
STRUCTURE NO. 084-0078

SHEET NO. B40	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	72	(84-3HB-5)BR	SANGAMON	84	76
42 SHEETS	SN 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**STANDARD BAR SPLICER ASSEMBLY**

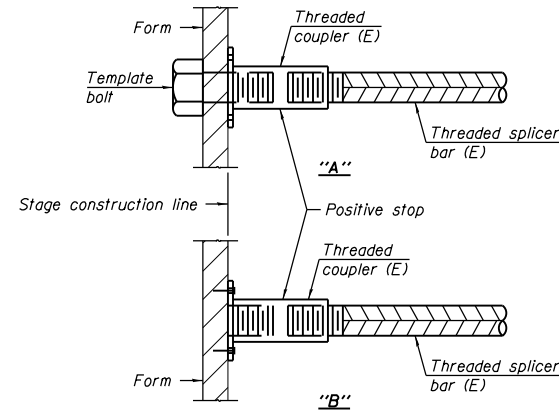
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Top bar lap, Class B

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

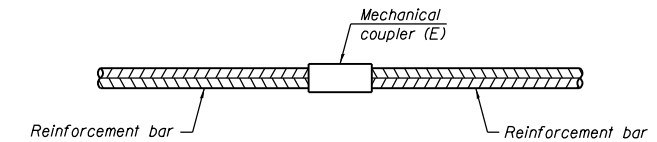
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Top of Deck	#5	499	Table 3
Top of Deck	#7	5	Table 3
Bottom of Deck	#5	403	Table 3
Bottom of Deck	#7	5	Table 3
West Approach	#4	24	Table 3
West Approach	#5	131	Table 3
East Approach	#4	24	Table 3
East Approach	#5	131	Table 3
West Abutment	#6	5	Table 3
West Abutment	#5	14	Table 3
West Abutment	#4	11	Table 3
East Abutment	#6	5	Table 3
East Abutment	#5	12	Table 3
East Abutment	#4	8	Table 3
Pier No. 1	#4	5	Table 3
Pier No. 2	#4	5	Table 3



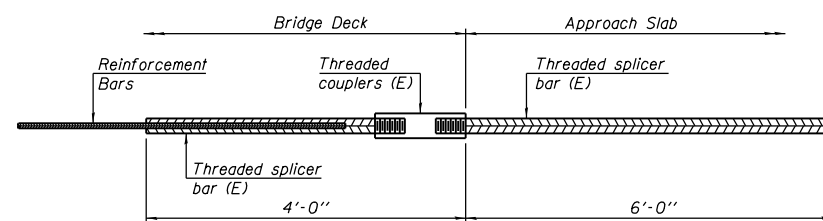
**INSTALLATION AND SETTING METHODS**

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



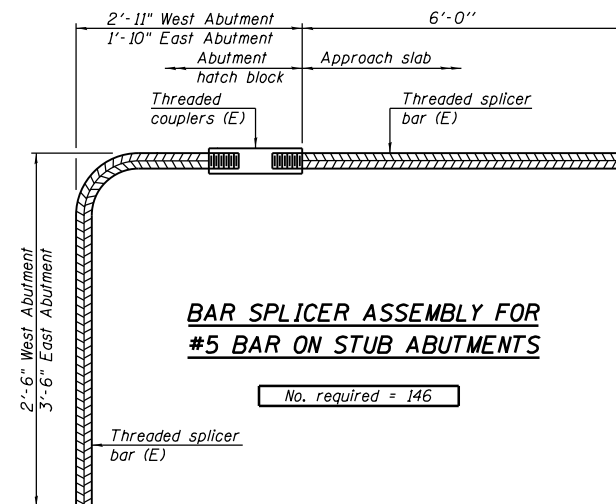
**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



**BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

No. required =



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

No. required = 146

**NOTES**

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

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
STRUCTURE NO. 084-0078**

DESIGNED JML
CHECKED MSW
DRAWN DJM
CHECKED MGO/MSW

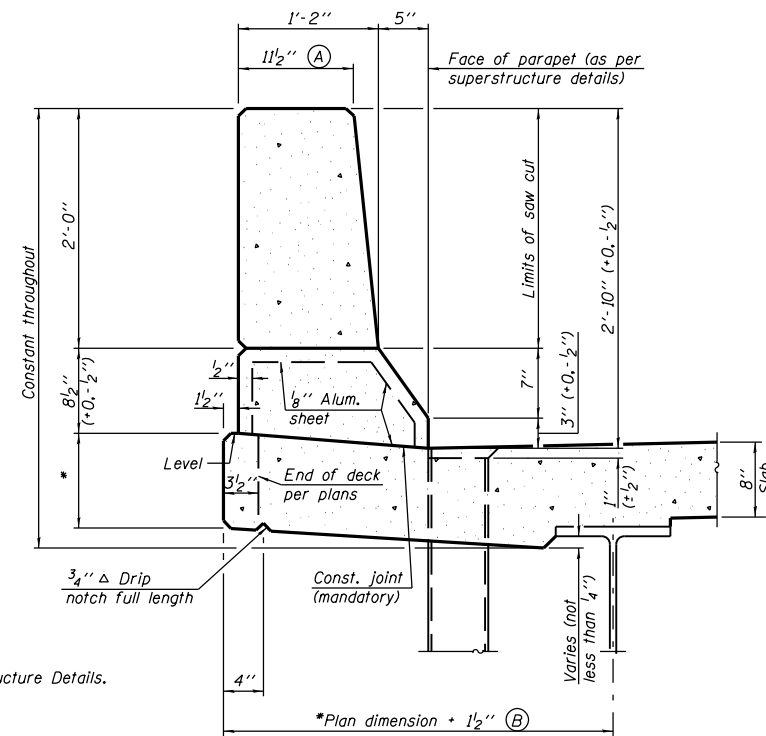
DATE 08/09/10

BSD-1

7-1-10

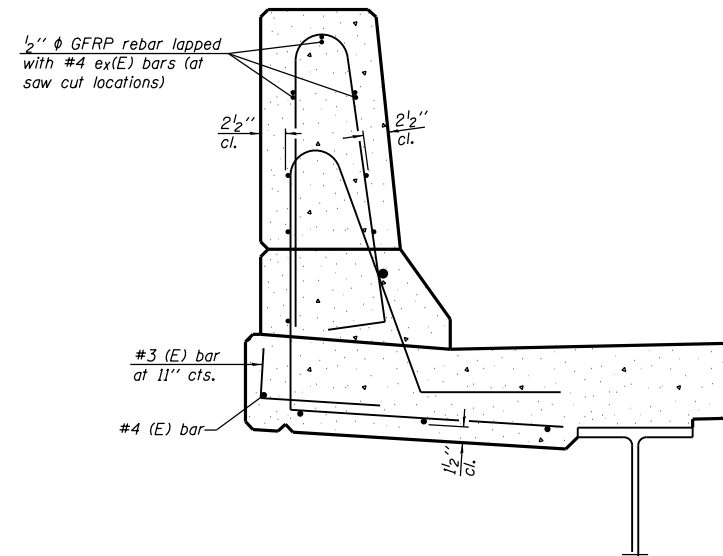
SHEET NO. B41 42 SHEETS	F.A.I. RTE. 72	SECTION (84-3HB-5)BR	COUNTY SANGAMON	TOTAL SHEETS 84	SHEET NO. 77
	SN 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

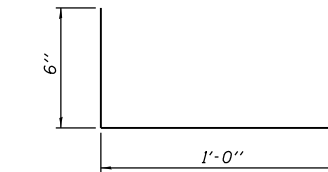


**SECTION**  
(Showing dimensions)

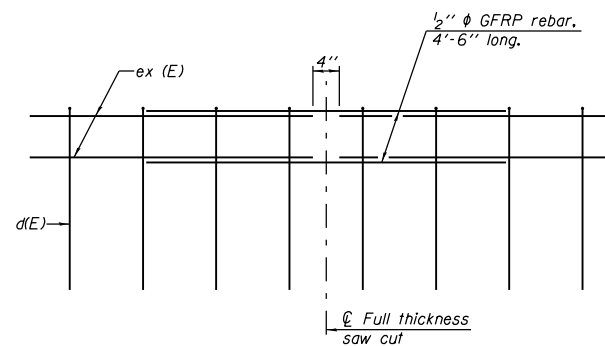
\* See Superstructure Details.



**SECTION**  
(Showing reinforcement clearances for slip forming and additional reinforcement bars)



**#3 (E) BAR**



**GFRP REBAR STIFFENING DETAIL**  
(Place as shown in parapet section at each parapet joint location.)

**GENERAL NOTES**

All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. of parapet.  
Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler.  
Steel superstructure shown. Other superstructure types similar.

DESIGNED	JML
CHECKED	MSW
DRAWN	DJM
CHECKED	MGO/MSW

SFP-34

7-1-10

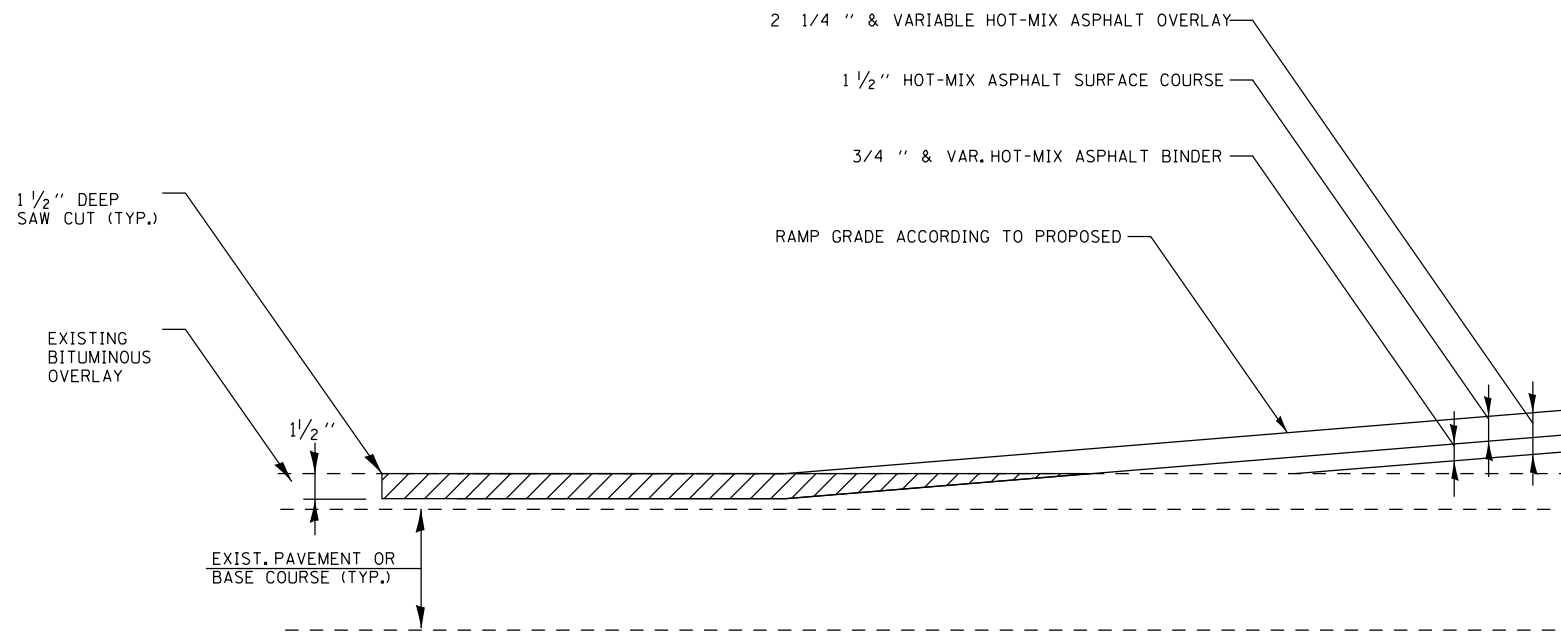
DATE 08/09/10

FARNSWORTH GROUP, INC.

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

**CONCRETE PARAPET  
SLIPFORMING OPTION  
STRUCTURE NO. 084-0078**

SHEET NO. B42	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	72	(84-3HB-5)BR	SANGAMON	84	78
42 SHEETS	SN 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6		ILLINOIS	FED. AID PROJECT		

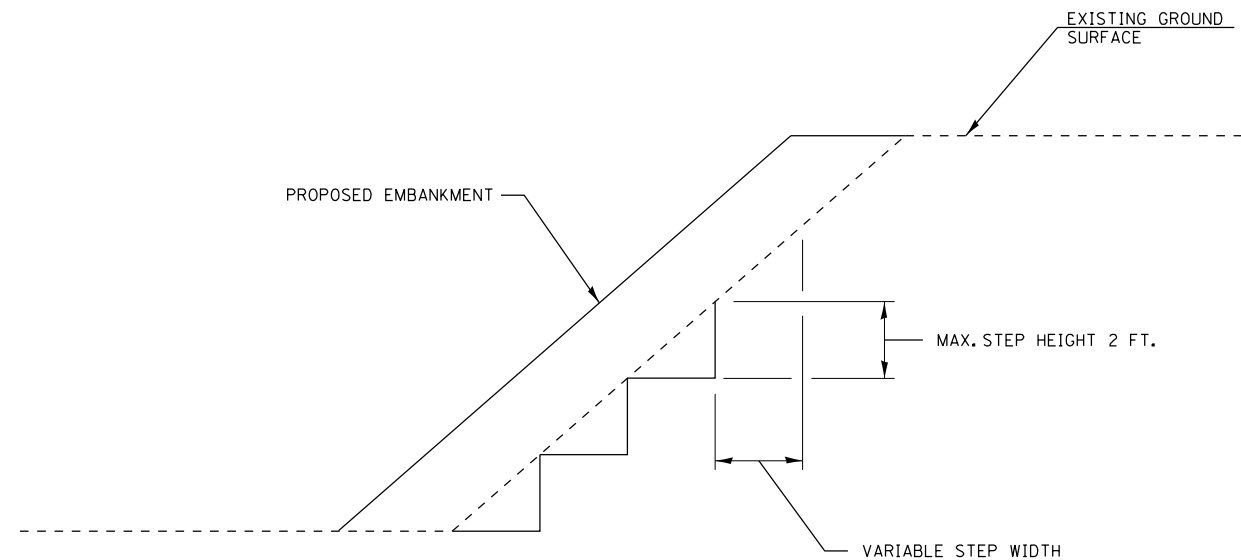


**BUTT JOINT DETAIL**

F.A.I 72  
 STA. 682+50.00 TO STA. 682+80.00  
 STA. 689+73.00 TO STA. 690+50.00

**NOTE:**

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

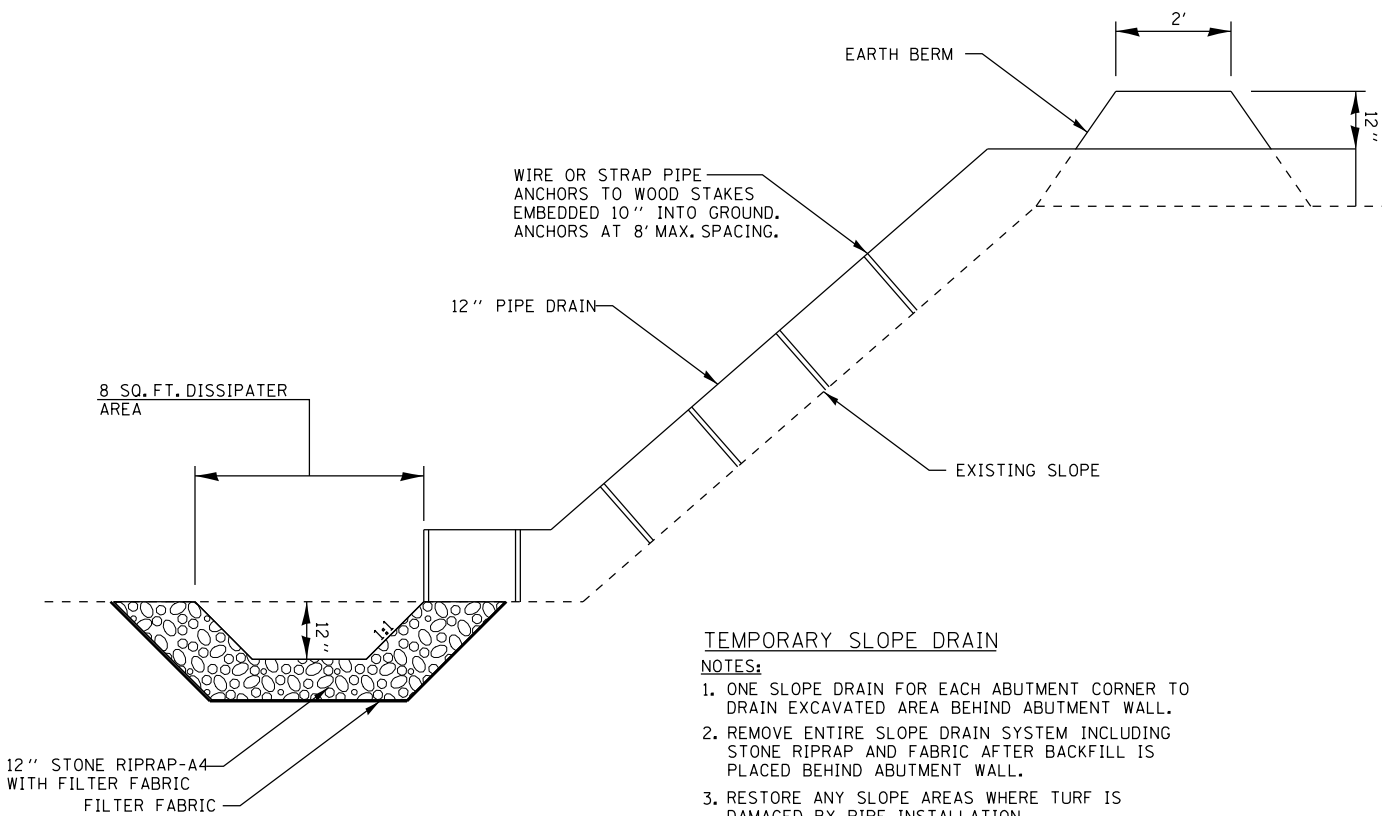


**NOTE:**

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.

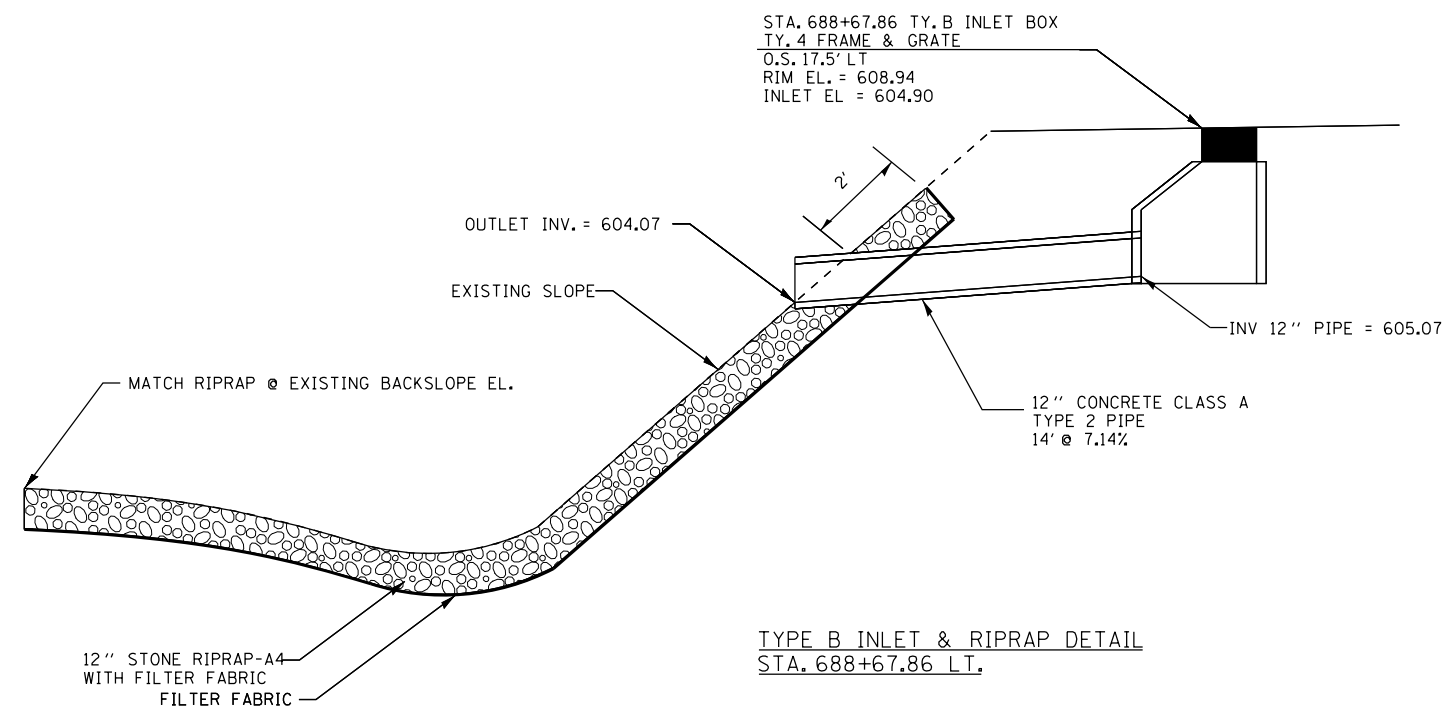
**TYPICAL SIDEHILL FILL STEPPING DETAIL**



**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.



**TYPE B INLET & RIPRAP DETAIL**  
 STA. 688+67.86 LT.

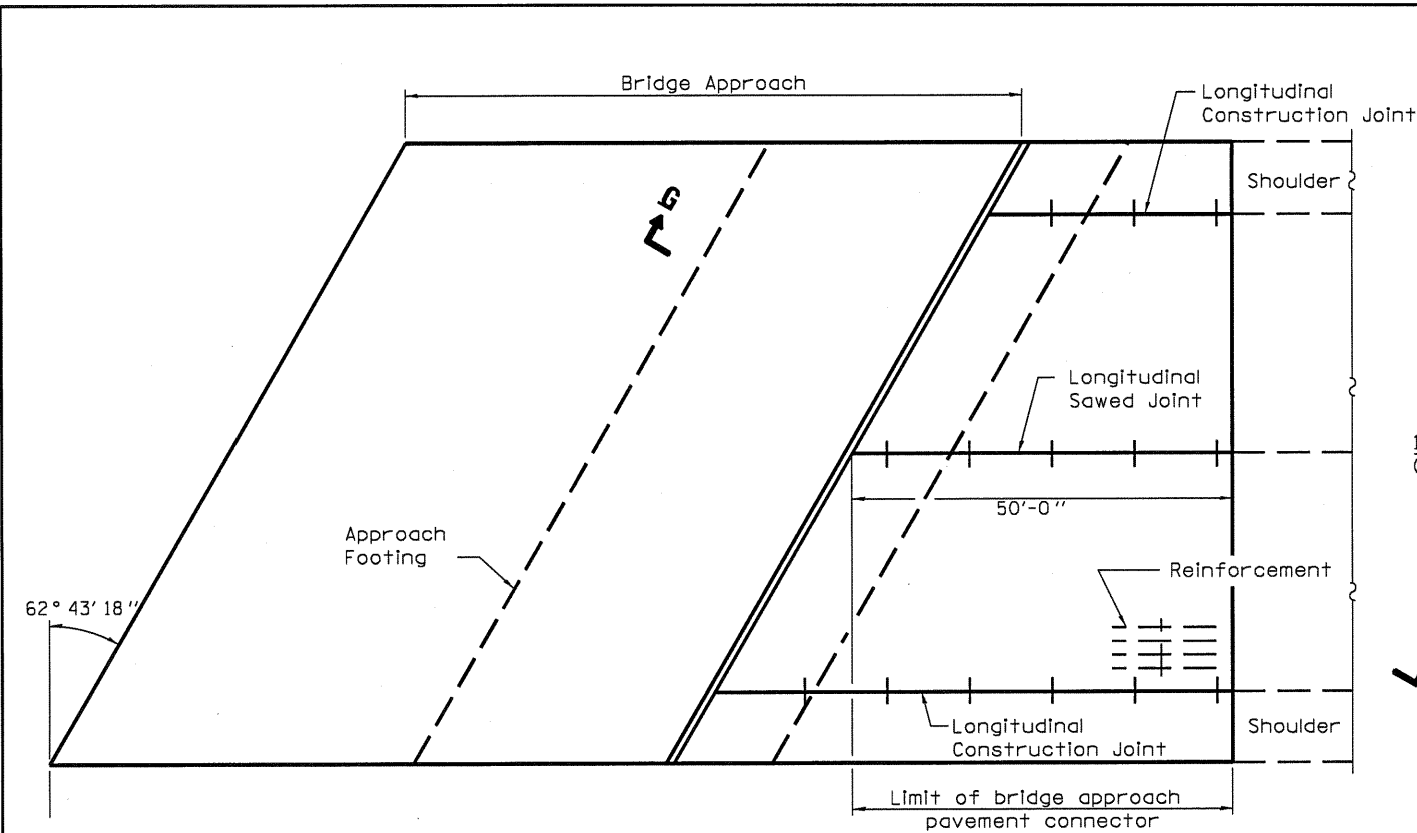
FILE NAME =	USER NAME = laughlinc1	DESIGNED - LLO	REVISED -
ei:\pwork\pwork\laughlinc1\0231206\0672A64-shd-details.dgn		DRAWN - JJS	REVISED -
	PLOT SCALE = 40.0000' / in.	CHECKED - MTM	REVISED -
	PLOT DATE = Aug-12-2010 08:14:48AM	DATE - JANUARY 2010	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

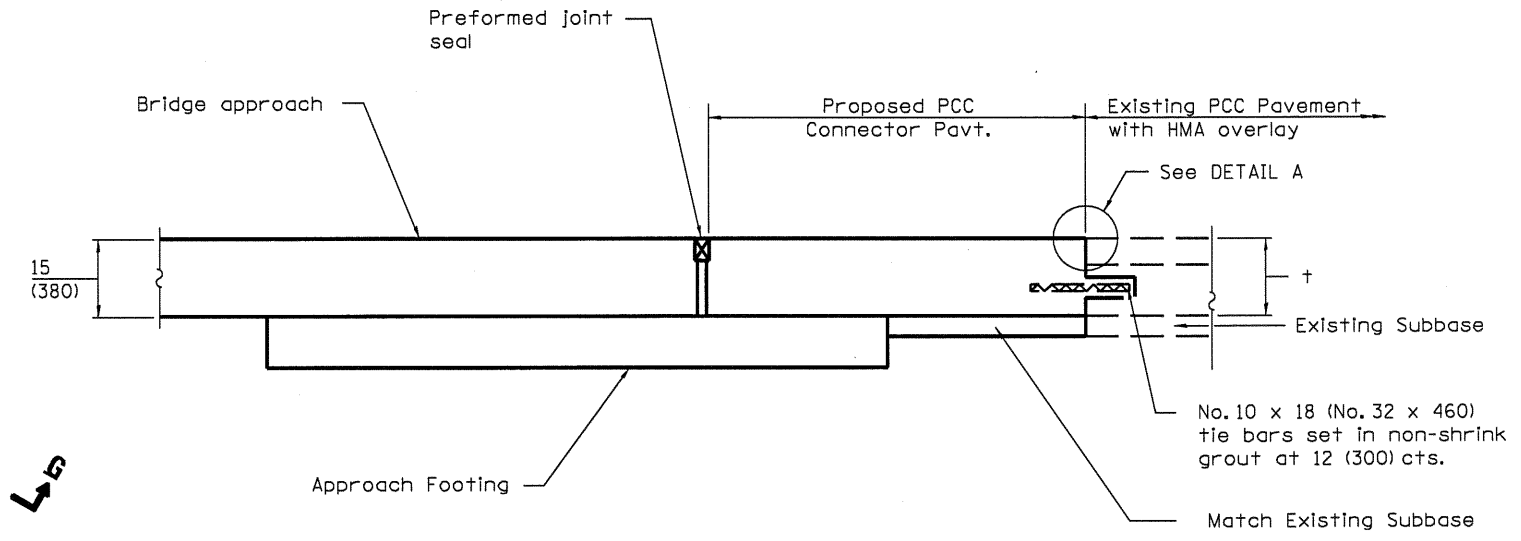
**DETAILS**

SCALE: NTS SHEET NO. 1 OF 1 SHEETS STA. TO STA.

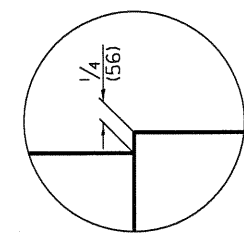
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-3HB-5)BR	SANGAMON	84	79
S.N. 084-0078		CONTRACT NO. 72C70		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



**PLAN VIEW**



**SECTION G-G**



**DETAIL A**

**GENERAL NOTES**

- THICKNESS- "t" = Thickness of Pavement plus overlay
- See Standard 421001 for reinforcement details not shown.
- See structural plans for additional details of the approach pavement.
- See plans for details of bridge approach, approach footing and preformed joint seal.
- All dimensions are in inches unless otherwise shown.
- Reinforcement and tie bars will not be paid for separately, but shall be included in the cost of Bridge Approach Pavement Connector (PCC).
- Reinforcement bars shall be epoxy coated.

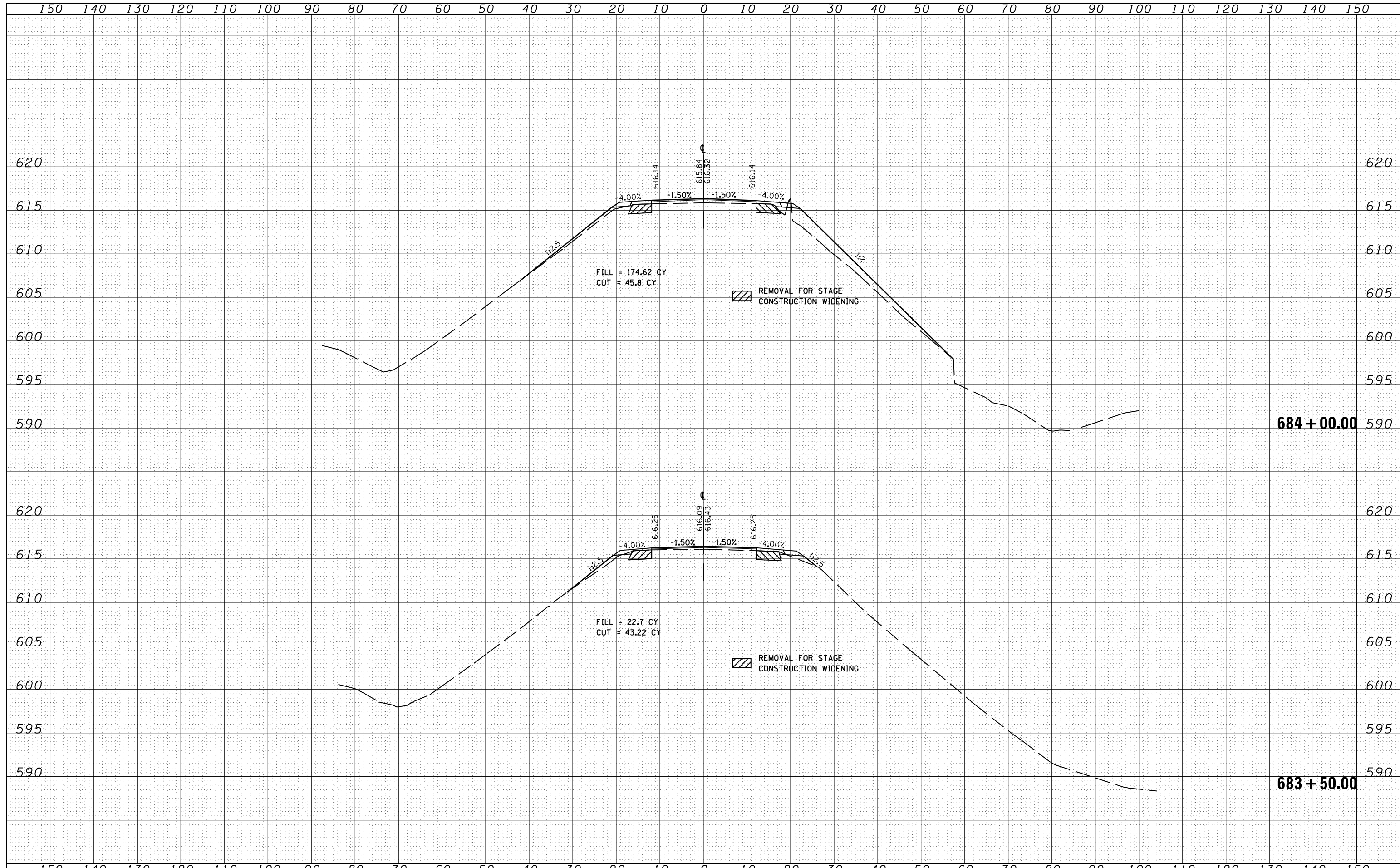
FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) DETAIL</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 40.0000' / 1in.		CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 72C70				
PLOT DATE = Sep-09-2010 09:09:40AM		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							





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

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

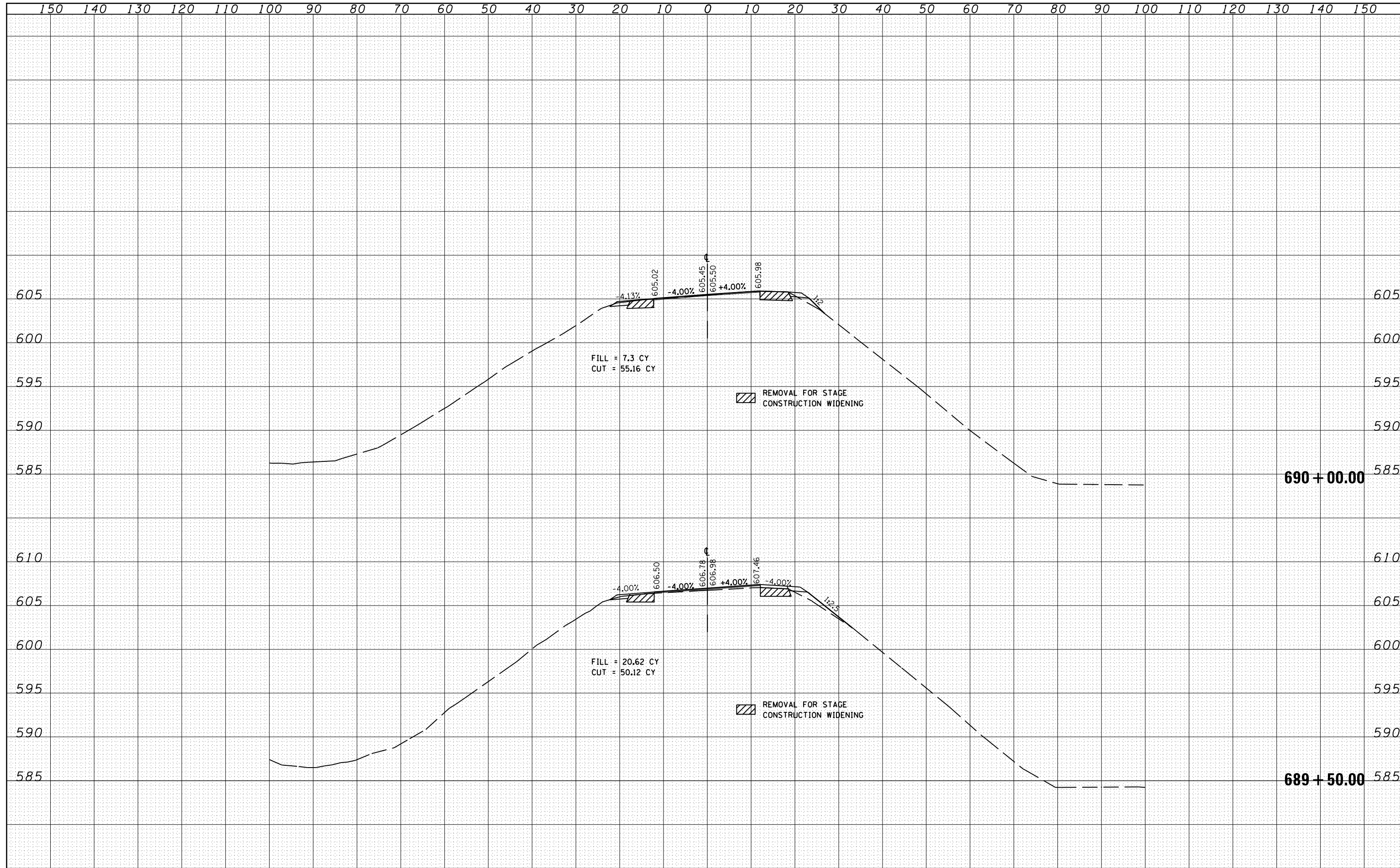


FILE NAME =	USER NAME = laughl1nr1	DESIGNED - LLO	REVISIED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>I-72 CROSS SECTIONS</b>				
es:\pw_work\pwidot\laughl1nr1\d0231206\0672A64-sht-72xs-sheet.dgn	DRAWN - JJS	REVISIED -							
PLOT SCALE = 20.0000' / in.	CHECKED - MTM	REVISIED -			SCALE: 1"=20'	SHEET NO. 2 OF 5 SHEETS	STA. 683+50.00 STA. 684+00.00		
PLOT DATE = Aug-12-2010 08:14:56AM	DATE - JANUARY 2010	REVISIED -			F.A.I. RTE. 72	SECTION (84-3HB-5)BR	COUNTY SANGAMON	TOTAL SHEETS 84	SHEET NO. 81
							S.N. 084-0078		CONTRACT NO. 72C70
							FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT



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

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



FILE NAME =	USER NAME = laughl1nr1	DESIGNED - LLO	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>I-72 CROSS SECTIONS</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\laughl1nr1\d0231206\0672A64-sht-72xsheet.dgn		DRAWN - JJS	REVISED -		72	(84-3HB-5)BR	SANGAMON	84	83			
PLOT SCALE = 20.0000' / in.		CHECKED - MTM	REVISED -		S.N. 084-0078			CONTRACT NO. 72C70				
PLOT DATE = Aug-12-2010 08:14:56AM		DATE - JANUARY 2010	REVISED -		SCALE: 1"=20'	SHEET NO. 4 OF 5 SHEETS	STA. 689+50.00 STA. 690+00.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

