F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149 ✱	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 74387		

✱ 149 + 1 = 150

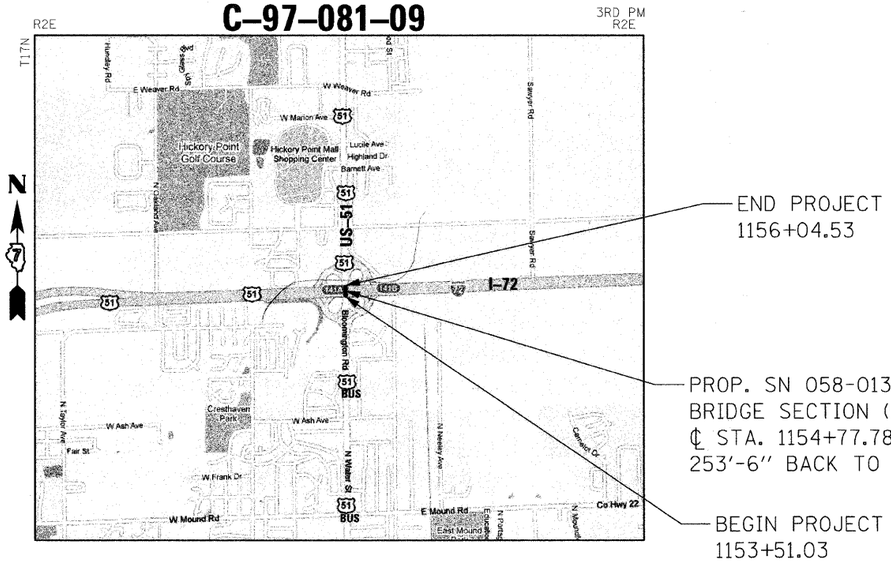
D-97-043-09

INDEX OF SHEETS

1	COVER SHEET
2	GENERAL NOTES, HIGHWAY STANDARDS, & COMMITMENTS
3 – 3A	SUMMARY OF QUANTITIES
4 – 6	TYPICAL SECTIONS
7 – 11	SCHEDULE OF QUANTITIES
12	ALIGNMENT, TIES, AND BENCHMARKS
13 – 16	REMOVAL PLAN SHEETS
17 – 20	PLAN AND PROFILE SHEETS
21 – 42	TRAFFIC CONTROL PLAN (STAGE I, II, III & DETOUR PLANS)
43 – 46	EROSION AND SEDIMENT CONTROL SHEETS
47 – 50	PAVEMENT MARKING PLAN SHEETS
51 – 59	LIGHTING DETAILS
60 – 95	BRIDGE PLANS
96 – 110	SIGN STRUCTURES
111 – 112	DISTRICT DETAILS
113 – 114	MISCELLANEOUS DETAILS
115 – 149	CROSS SECTIONS

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

F.A.P. ROUTE 322 (US 51)
SECTION (58–64HB–1)B–1
PROJECT: ACF-0322(091)
STRUCTURE REPLACEMENT
MACON COUNTY
C–97–081–09



LAYOUT

0 FT 2,000 FT 3,000 FT 4,000 FT

1" = 2,000 FEET

END PROJECT
1156+04.53

PROP. SN 058-0136
BRIDGE SECTION (58-64HB-1)B-1
℄ STA. 1154+77.78
253'-6" BACK TO BACK

BEGIN PROJECT
1153+51.03

LOCATION OF SECTION INDICATED THUS: –

PROJECT ENGINEER – TOM RONAN (217) 342–8320

100' 200' 300' — 1" = 100'
0 10' 20' 30' — 1" = 10'
0 50' 100' — 1" = 50'
0 50' 100' — 1" = 40'
0 50' 100' — 1" = 30'
0 50' 100' — 1" = 20'

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

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

	PRESENT (2007)	FUTURE (2031)
ADT	29,000	36,750
% SU	2.4%	2.4%
% MU	4.3%	4.3%

GROSS LENGTH = 253.50' (0.048 MILES)

NET LENGTH = 253.50' (0.048 MILES)

DESIGN DESIGNATION – 3675 (31) PRINCIPAL ARTERIAL 9.94 (PCC–20)

TOWNSHIP: HICKORY POINT
CONTRACT NO. 74387

THOUVENOT, WADE & MOERCHEN, INC.
CORPORATE OFFICE
4940 Old Collinsville Road
Swansea, Illinois 62226
Tel: 618.624.4488
Fax: 618.624.6688
SWANSEA • WATERLOO • EDWARDSVILLE • CARBONDALE • ST. CHARLES

TWM
EXCEPTIONAL SERVICE. NOTHING LESS.

SHEILA J. KIMLINGER 49175 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

Sheila J. Kimlinger 3/5/10
SHEILA J. KIMLINGER, P.E. EXPIRATION DATE
LICENSE NO. 062–049175 11–30–2011

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED March 19 20 10
Roger L Duckett
DEPUTY DIRECTOR OF HIGHWAYS, REGION 4 ENGINEER

May 7 20 10
Scott E. Stitt P.E. /ec
acting ENGINEER OF DESIGN AND ENVIRONMENT

May 7 20 10
Christine M. Reed /ec
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

GENERAL NOTES

GENERAL

1. THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS; THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2007; AND THE SPECIAL PROVISIONS INCLUDED IN THE PROPOSAL.

2. THIS PROJECT IS LOCATED ON FAP ROUTE 322 (US ROUTE 51) IN MACON COUNTY, AT THE INTERSECTION OF US 51 AND INTERSTATE 72. THE WORK INCLUDED IN SECTION (58-64HB-1) B-1 CONSISTS OF STRUCTURE REMOVAL AND REPLACEMENT, PAVEMENT REMOVAL AND REPLACEMENT, HOT-MIX ASPHALT RESURFACING, AGGREGATE SHOULDER, PAVEMENT MARKING, AND ANY OTHER WORK NECESSARY TO COMPLETE THE SECTION.

3. PAVEMENT MARKING SHALL BE APPLIED IN ACCORDANCE WITH SECTION 780 OF THE STANDARD SPECIFICATIONS. SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE MILLED SURFACE, BITUMINOUS MATERIALS (PRIME COAT), HOT-MIX ASPHALT BINDER, 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 PAINT SHALL BE USED ON MILLED SURFACES.

   THE TOTAL QUANTITY OF PREFORMED PLASTIC PAVEMENT MARKING-LINE 4" CONSISTS OF 4.922 FEET OF YELLOW AND 5,065 FEET OF WHITE.

   THE TOTAL QUANTITY OF PREFORMED PLASTIC PAVEMENT MARKING-LINE 6" CONSISTS OF 953 FEET OF WHITE.

   THE TOTAL QUANTITY OF PREFORMED PLASTIC PAVEMENT MARKING-LINE 8" CONSISTS OF 1,576 FEET OF WHITE.

4. THE RAISED REFLECTIVE PAVEMENT MARKERS PLACED SHALL BE PLACED AS DOUBLE MARKERS AS SHOWN ON STANDARD 781001. THE TOTAL QUANTITY OF RAISED REFLECTIVE PAVEMENT MARKERS IS 87 ONE-WAY CRYSTAL.

5. CONTRACTOR SHALL LIMIT CONSTRUCTION ACTIVITIES TO WITHIN EXISTING RIGHT-OF-WAY LIMITS.

6. ALL ELEVATIONS ARE BASED ON VERTICAL CONTROL PROVIDED BY DISTRICT 7.

7. HORIZONTAL DATUM BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM.

8. THE COST OF BARRICADES, TYPE III USED DURING STAGE CONSTRUCTION SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION-STAGE 1, STAGE 2, AND STAGE 3.

9. THE PAY ITEM "CHANGEABLE MESSAGE SIGN" HAS BEEN ADDED TO THE PLANS FOR TRAFFIC CONTROL LOCATED ON US 51 AND I-72. THE TWO CHANGEABLE MESSAGE SIGNS ON US 51 ARE PAID FOR PER CALENDAR MONTH AND THE TWO CHANGEABLE MESSAGE SIGNS LOCATED ON I-72 ARE INCLUDED WITH STANDARD 701400 FOR THE I-72 CLOSURE. TWO CHANGABLE MESSAGE SIGNS, ONE ON US 51 AND ONE ON I-72 ARE PAID FOR PER CALENDAR MONTH FOR INFORMATION CONCERNING RAMP CLOSURES DURING STAGE III.

10. PER SPECIAL PROVISION "TRAFFIC CONTROL PLAN", THE WET REFLECTIVE STAGING PAVEMENT MARKING IS INCLUDED WITH THE STANDARD. ADDITIONAL TAPE REQUIRED DUE TO NORMAL WEAR SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04.

11. EVERY TREE SHALL BE SAVED, IF POSSIBLE. THE ENGINEER IN THE FIELD WILL VERIFY AND MARK ALL TREES REQUIRED TO BE REMOVED. SHOULD THE ENGINEER'S DECISION INCREASE OR DECREASE THE QUANTITIES OF WORK TO BE PERFORMED FROM THE PLANS, THE CONTRACTOR SHALL ACCEPT PAYMENT AS STATED IN ARTICLE 104.03 OF THE STANDARD SPECIFICATIONS. TREES OUTSIDE THE LIMITS OF CONSTRUCTION SHALL NOT BE DISTURBED UNLESS DESIGNATED BY THE ENGINEER.

12. THE CONTRACTOR SHALL USE RC-70, SS1H, OR SS1HP, APPLIED AT THE RATE DIRECTED BY THE ENGINEER, FOR PAY ITEM BITUMINOUS MATERIALS (PRIME COAT).

13. THE MATERIAL USED FOR AGGREGATE SHOULDERS, TYPE B SHALL BE CRUSHED STONE, CRUSHED CONCRETE, OR RAP.

14. 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 PER SQUARE YARD SHALL INCLUDE BOTH THE INSTALLATION AND THE REMOVAL OF THE TEMPORARY RAMPS.

15. THE RESIDENT ENGINEER SHALL BE THE SOLE AUTHORITY CONCERNING THE CURING TIME FOR THE VARIOUS HOT-MIX ASPHALT LIFTS.

16. THE CONTRACTOR SHALL PROVIDE INTERNET ACCESSIBILITY TO THE HOT-MIX ASPHALT PLANT QUALITY CONTROL LAB SO THAT HOT-MIX ASPHALT PLANT REPORTS CAN BE E-MAILED TO THE DISTRICT HEADQUARTERS. THIS WORK SHALL BE INCLUDED IN THE COST OF ALL HOT-MIX ASPHALT ITEMS.

17. A UNIFORMLY STRAIGHT SAW CUT SHALL BE MADE AT LOCATIONS WHERE PROPOSED NEW CONSTRUCTION WILL ABUT EXISTING HOT-MIX ASPHALT SURFACES. THE SAW CUT SHALL BE MADE FULL DEPTH THROUGH THE EXISTING SURFACE. THIS WORK WILL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT ITEMS INVOLVED AND NO EXTRA COMPENSATION WILL BE ALLOWED.

18. THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN THE CALCULATING PLAN QUANTITIES:

AGGREGATE SHOULDERS	2.05 TONS/CU YD
BITUMINOUS MATERIALS (PRIME COAT)	0.10 GAL/SQ YD
AGGREGATE (PRIME COAT)	4 LBS/SQ YD
HOT-MIX ASPHALT	112 LBS/SQ YD/INCH

19. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

    APPLICATION: POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N90
    PG GRADE: SBS PG 70-22
    DESIGN AIR VOIDS: 4.0% @ Ndesign = 90
    MIXTURE COMPOSITION: IL-9.5
    FRICTION AGGREGATE: Mixture D

    APPLICATION: POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0 N90
    PG GRADE: SBS PG 70-22
    DESIGN AIR VOIDS: 4.0% @ Ndesign = 90
    MIXTURE COMPOSITION: IL-19.0
    FRICTION AGGREGATE: N/A

    APPLICATION: HOT-MIX ASPHALT SHOULDERS
    PG GRADE: PG 58-22
    DESIGN AIR VOIDS: 4.0% @ Ndesign = 30
    MIXTURE COMPOSITION: IL-19.0L
    FRICTION AGGREGATE: N/A

UTILITIES - LOCATIONS/INFORMATION ON PLANS

UNLESS NOTED OTHERWISE, THE LOCATIONS OF EXISTING SEWERS, ELECTRIC POWER LINES AND OTHER UTILITIES AS SHOWN ON THE PLANS ARE BASED ON CAREFUL FIELD INVESTIGATION AND THE BEST INFORMATION AVAILABLE, BUT THEY ARE NOT GUARANTEED. THESE LOCATIONS ARE NOTED THOROUGHOUT THE PLAN AND PROFILE SHEETS AND ON CROSS SECTION SHEETS. UNLESS ELEVATIONS ARE SHOWN - ALL UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED ON ASSUMED MINIMUM DEPTHS AS REQUIRED BY NORMAL CONSTRUCTION PRACTICES. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATION FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.

DRAINAGE DURING STAGING

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN POSITIVE DRAINAGE DURING THE VARIOUS STAGES OF CONSTRUCTION. ALL ITEMS SHOWN IN THE PLANS WILL BE PAID FOR AS NOTED. ANY OTHER TEMPORARY ITEMS (LABOR AND/OR MATERIALS) DEEMED NECESSARY FOR MAINTAINING DRAINAGE ARE CONSIDERED TO BE THE RESPONSIBILITY OF THE CONTRACTOR AND WILL NOT BE PAID FOR SEPARATELY.

STAGING AREA & SEEDING

THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER ON LOCATION OF STAGING AREAS FOR DELIVERY OF MATERIALS, LABOR PARKING, OR EQUIPMENT STORAGE. THE CONTRACTOR IS REQUIRED TO RESTORE STAGING AREAS OR ANY OTHER DISTURBED AREA THAT IS BEYOND THE LIMITS OF CONSTRUCTION SHOWN ON THE PLANS BACK TO ITS ORIGINAL CONDITION. CLASS II SEEDING WITH EROSION PROTECTION AS DIRECTED BY THE ENGINEER WILL BE REQUIRED FOR RESTORATION OF THESE AREAS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT INCLUDED IN THE TOTAL COST OF THE PROJECT.

SIGNAGE

ROUTE SIGNS CAN BE PICKED UP AT THE DISTRICT 7 SIGN SHOP AT THE EFFINGHAM WEST YARD, LOCATED WEST OF EFFINGHAM ON US ROUTE 40. THE CONTRACTOR SHOULD CONTACT THE SIGN SHOP AT LEAST 7 DAYS IN ADVANCE OF NEEDING SIGNS. CONTACT THE SIGN SHOP AT (217) 342-8284 TO COORDINATE.

COMMITMENTS

NO COMMITMENTS

COORDINATION

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE VARIOUS UTILITY OWNERS

THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ROUTE SIGNS, SPEED LIMIT SIGNS, ETC. THE COST IS INCLUDED IN THE COST OF TRAFFIC CONTROL PAY ITEMS

HIGHWAY STANDARDS

000001 – 05 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001 – 02 AREAS OF REINFORCEMENT BARS
001006 DECIMAL OF AN INCH AND OF A FOOT
280001 – 05 TEMPORARY EROSION CONTROL SYSTEMS
420001 – 07 PAVEMENT JOINTS
420701 – 02 PAVEMENT FABRIC
421001 – 02 BAR REINFORCEMENT FOR CRC PAVEMENT
421101 – 07 24' (7.2 M) CRC PAVEMENT (WITH WIDE FLANGE BEAM TERMINAL JOINT)
482006 – 03 HMA SHOULDER ADJACENT TO RIGID PAVEMENT
515001 – 03 NAME PLATE FOR BRIDGES
601001 – 03 SUB-SURFACE DRAINS
601101 – 01 CONCRETE HEADWALL FOR PIPE DRAIN
606001 – 04 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301 – 04 PC CONCRETE ISLANDS AND MEDIANS
630001 – 08 STEEL PLATE BEAM GUARDRAIL
630201 – 06 PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301 – 05 SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011 – 06 TRAFFIC BARRIER TERMINAL, TYPE 2
631026 – 05 TRAFFIC BARRIER TERMINAL, TYPE 5
631031 – 08 TRAFFIC BARRIER TERMINAL, TYPE 6
635001 – 01 DELINEATORS
635006 – 03 REFLECTOR AND TERMINAL MARKER PLACEMENT
635011 – 02 REFLECTOR MARKER AND MOUNTING DETAILS
701101 – 02 OFF-RD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701106 – 02 OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 M) AWAY
701400 – 04 APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401 – 05 LANE CLOSURE, FREEWAY/EXPRESSWAY
701406 – 05 LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
701411 – 06 LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS $\leq$ 45 MPH
701421 – 02 LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS $\leq$ 45 MPH TO 55 MPH
701426 – 03 LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS $\leq$45 MPH
701451 – 01 RAMP CLOSURE FREEWAY/EXPRESSWAY
701456 PARTIAL EXIT 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
720011 – 01 METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
729001 – 01 APPLICATIONS OF TYPES A AND B METAL POSTS (FOR SIGNS AND MARKERS)
731001 – 01 BASE FOR TELESCOPING STEEL SIGN SUPPORT
780001 – 02 TYPICAL PAVEMENT MARKINGS
781001 – 03 TYPICAL APPLICATIONS RAISE REFLECTIVE PAVEMENT MARKERS
836001 LIGHT POLE FOUNDATION

420401 - 08

Rev.

FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\	USER NAME = jheger	DESIGNED - MLS	REVISED -
	SHEETS\D774387-sht-gennote.dgn	DRAWN -	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/12/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, HIGHWAY STANDARDS, & COMMITMENTS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	2
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

ITEM	PAY ITEM	UNIT	URBAN QUANTITY	80% FED. / 20% STATE CONSTRUCTION CODE BRIDGE X271-2A	LIGHTING Y030-1E
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	20	20	-
20200100	EARTH EXCAVATION	CU YD	758	758	-
20400800	FURNISHED EXCAVATION	CU YD	50	50	-
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	446	446	-
25001000	SEEDING, CLASS 2 (SPECIAL)	ACRE	1.8	1.8	-
25100630	EROSION CONTROL BLANKET	SQ YD	232	232	-
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	430	430	-
28000400	PERIMETER EROSION BARRIER	FOOT	3,135	3,135	-
28000500	INLET AND PIPE PROTECTION	EACH	1	1	-
31100100	SUB-BASE GRANULAR MATERIAL, TYPE A	TON	538	538	-
31200100	STABILIZED SUB-BASE 4"	SQ YD	2,032	2,032	-
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	206	206	-
40600300	AGGREGATE (PRIME COAT)	TON	2.4	2.4	-
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	532	532	-
40600990	TEMPORARY RAMP	SQ YD	964	964	-
40603240	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	487	487	-
40603545	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	281	281	-
42000500	PORTLAND CEMENT CONCRETE PAVEMENT 10"	SQ YD	4,778	4,778	-
42001200	PAVEMENT FABRIC	SQ YD	4,778	4,778	-
42100300	CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 10"	SQ YD	770	770	-
42100900	PAVEMENT REINFORCEMENT 10"	SQ YD	770	770	-
42101020	WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24'	EACH	4	4	-
44000100	PAVEMENT REMOVAL	SQ YD	1,556	1,556	-
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	879	879	-
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,247	1,247	-
44000700	APPROACH SLAB REMOVAL	SQ YD	821	821	-
44002100	CONTINUOUSLY REINFORCED CONCRETE PAVEMENT REMOVAL	SQ YD	1,700	1,700	-
44003800	MEDIAN SURFACE REMOVAL	SQ FT	8,553	8,553	-
44004250	PAVED SHOULDER REMOVAL	SQ YD	3,395	3,395	-
48101600	AGGREGATE SHOULDERS, TYPE B 8"	SQ YD	1,346	1,346	-
48203100	HOT-MIX ASPHALT SHOULDERS	TON	580	580	-
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1	-
50157300	PROTECTIVE SHIELD	SQ YD	3,709	3,709	-
50200100	STRUCTURE EXCAVATION	CU YD	711	711	-
50300225	CONCRETE STRUCTURES	CU YD	424.8	424.8	-
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1,382.5	1,382.5	-
50300260	BRIDGE DECK GROOVING	SQ YD	4,059	4,059	-
50300280	CONCRETE ENCASEMENT	CU YD	40.7	40.7	-
50300300	PROTECTIVE COAT	SQ YD	4,339	4,339	-
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1	-
50500505	STUD SHEAR CONNECTORS	EACH	11,712	11,712	-
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	390,410	390,410	-
50800515	BAR SPLICERS	EACH	2,608	2,608	-
51100100	SLOPE WALL 4 INCH	SQ YD	1,300	1,300	-
51201610	FURNISHING STEEL PILES HP12X63	FOOT	1,275	1,275	-
51201800	FURNISHING STEEL PILES HP14X73	FOOT	3,551	3,551	-
51202305	DRIVING PILES	FOOT	4,826	4,826	-
51203610	TEST PILE STEEL HP12X63	EACH	2	2	-
51203800	TEST PILE STEEL HP14X73	EACH	1	1	-
51205200	TEMPORARY SHEET PILING	SQ FT	292	292	-
51500100	NAME PLATES	EACH	1	1	-
52100520	ANCHOR BOLTS, 1"	EACH	64	64	-
52100530	ANCHOR BOLTS, 1 1/4"	EACH	32	32	-
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	228	228	-

ITEM	PAY ITEM	UNIT	URBAN QUANTITY	80% FED. / 20% STATE CONSTRUCTION CODE BRIDGE X271-2A	LIGHTING Y030-1E
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	16	16	-
60107700	PIPE UNDERDRAINS 6"	FOOT	3,676	3,676	-
60108200	PIPE UNDERDRAINS 6" (SPECIAL)	FOOT	130	130	-
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	824	824	-
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	1,139	1,139	-
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	7,855	7,855	-
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	75	75	-
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2	-
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2	-
63200310	GUARDRAIL REMOVAL	FOOT	491	491	-
63500105	DELINEATORS	EACH	40	40	-
63500120	DELINEATOR REMOVAL	EACH	40	40	-
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	1	1	-
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12	-
67100100	MOBILIZATION	L SUM	1	1	-
70101800	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	-
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	15	15	-
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	6	6	-
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	428	428	-
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	10,271	10,271	-
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	953	953	-
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	1,576	1,576	-
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	5,095	5,095	-
70400100	TEMPORARY CONCRETE BARRIER	FOOT	3,980	3,980	-
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1,140	1,140	-
70500100	TEMPORARY STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	150	150	-
70500615	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1	EACH	2	2	-
70500625	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	2	-
70500655	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	2	2	-
70500665	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2	-
72000100	SIGN PANEL - TYPE 1	SQ FT	298	298	-
73302210	OVERHEAD SIGN STRUCTURE - CANTILEVER, TYPE III-C-A (36" X 7'-0")	FOOT	71.6	71.6	-
73304000	OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	FOOT	31.5	31.5	-
73400200	DRILLED SHAFT CONCRETE FOUNDATIONS	CU YD	25.0	25.0	-
73600200	REMOVE OVERHEAD SIGN STRUCTURE - CANTILEVER	EACH	2	2	-
78003110	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	FOOT	10,271	10,271	-
* 78003130	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6"	FOOT	953	953	-
78003140	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 8"	FOOT	1,576	1,576	-
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	87	87	-
78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	6	6	-
78100300	REPLACEMENT REFLECTOR	EACH	25	25	-
78200410	GUARDRAIL MARKERS, TYPE A	EACH	10	10	-
78200520	BARRIER WALL MARKERS, TYPE B	EACH	10	10	-
78200530	BARRIER WALL MARKERS, TYPE C	EACH	10	10	-
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2	-
78300100	PAVEMENT MARKING REMOVAL	SQ FT	4,148	4,148	-
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	5	5	-
~~* 81100580~~	~~CONDUIT ATTACHED TO STRUCTURE, 1" DIA., ALUMINUM~~	~~FOOT~~	~~624~~	~~-~~	~~624~~
* 81100590	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., ALUMINUM	FOOT	134	-	134
~~* 81200120~~	~~CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., GALVANIZED STEEL~~	~~FOOT~~	~~23~~	~~-~~	~~23~~
~~* 81302100~~	~~JUNCTION BOX, CAST IRON, ATTACHED TO STRUCTURE, 8" X 8" X 4"~~	~~EACH~~	~~2~~	~~-~~	~~2~~
* 81603035	UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	606	-	606
~~* 81702100~~	~~ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 12~~	~~FOOT~~	~~2,112~~	~~-~~	~~2,112~~
	81300530 JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	1		1
	81300550 JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	2		2

*SPECIALTY ITEMS

Rev.

FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-SQQ.dgn	USER NAME = jhoger	DESIGNED - JWS	REVISED -
		DRAWN - JWS	REVISED -
	PLOT SCALE = 150.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/16/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	3
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

	ITEM	PAY ITEM	UNIT	QUANTITY	CONSTRUCTION CODE	
					BRIDGE X271	LIGHTING Y030
*	81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	420	-	420
*	81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	532	-	532
*	82107300	UNDERPASS LUMINAIRE, 150 WATT, HIGH PRESSURE SODIUM VAPOR	EACH	6	-	6
*	82109105	SIGN LIGHTING (HIGH PRESSURE SODIUM)	EACH	8	-	8
*	83600300	LIGHT POLE FOUNDATION, 30" DIAMETER	FOOT	12	-	12
*	83800650	BREAKAWAY DEVICE, COUPLING, WITH STAINLESS STEEL SCREEN	EACH	8	-	8
*	84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	2	-	2
*	B2004114	TREE, MALUS PRAIRIFIRE (PRAIRIFIRE CRABAPPLE), 1-3/4" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	2	2	-
	X5080600	MECHANICAL SPLICERS	EACH	180	180	-
	X0322050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	25	25	-
	X0323644	PAVEMENT MARKING GROOVING	FOOT	12,801	12,801	-
	X0323830	DRAINAGE SCUPPERS, DS-11	EACH	4	4	-
	X0323988	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	118	118	-
	X0325702	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1	-
	X0325759	TRAFFIC CONTROL AND PROTECTION - STAGE 1	L SUM	1	1	-
	X0325760	TRAFFIC CONTROL AND PROTECTION - STAGE 2	L SUM	1	1	-
	X0325761	TRAFFIC CONTROL AND PROTECTION - STAGE 3	L SUM	1	1	-
	X7030104	WET TEMPORARY PAVEMENT MARKING TAPE, TYPE III, 4 INCH	FOOT	38,735	38,735	-
	X7330105	OVERHEAD SIGN STRUCTURE WALKWAY, TYPE A	FOOT	35.5	35.5	-
	X7011005	TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR	L SUM	1	1	
	Z0002005	ATTENUATOR BASE	SQ YD	102	102	-
	Z0026400	FURNISHING AND PLACING SAND FILL	CU YD	164	164	-
	Z0029999	IMPACT ATTENUATOR REMOVAL	EACH	2	2	-
	Z0030150	IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	-
	Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	-
	Z0030255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2	-
	Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4	4	-
	Z0030320	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 2	EACH	2	2	-
	Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	-
	Z0040530	PIPE UNDERDRAIN REMOVAL	FOOT	3,676	3,676	-
	Z0073500	TEMPORARY SUPPORT SYSTEM	L SUM	1	1	-
	Z0075300	TIE BARS	EACH	344	344	-
⊙	Z0076600	TRAINEES	HOURS	500	500	-
	84200600	REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	16		16

⊙ Y080

* SPECIALTY ITEMS

FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-SQQ.dgn	USER NAME = jheger	DESIGNED - JWS	REVISED -	
	PLOT SCALE = 150.0000 ' / in.	DRAWN - JWS	REVISED -	
	PLOT DATE = 3/16/2010	CHECKED - SJK	REVISED -	
		DATE -	REVISED -	

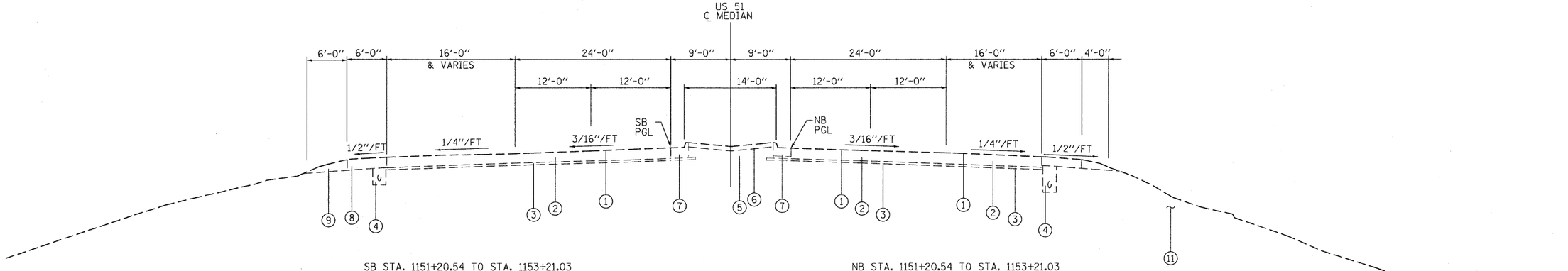
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

Rev.

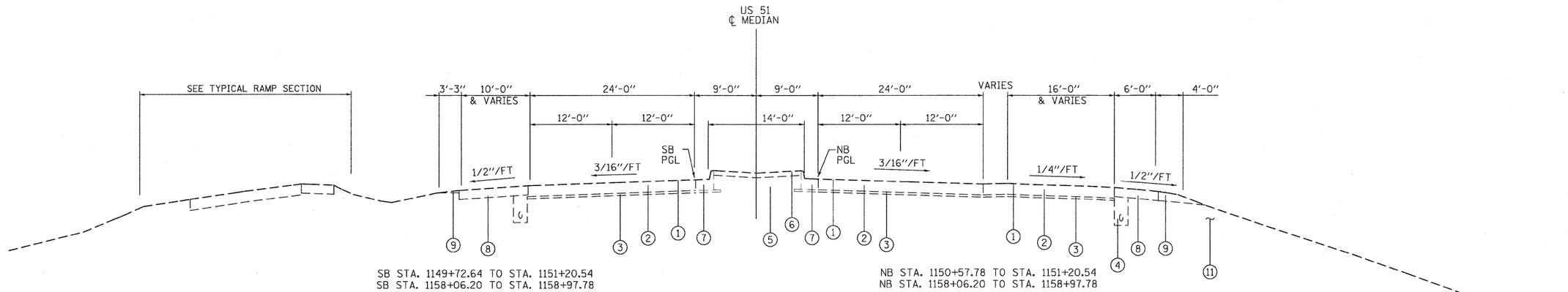
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	3A
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



SB STA. 1151+20.54 TO STA. 1153+21.03
SB STA. 1156+34.53 TO STA. 1158+06.20

NB STA. 1151+20.54 TO STA. 1153+21.03
NB STA. 1156+34.53 TO STA. 1158+06.20

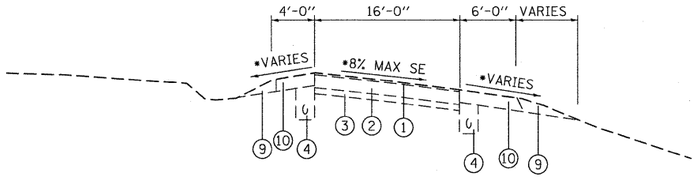
US 51 EXISTING TYPICAL SECTION - PAVEMENT REPLACEMENT SECTION



SB STA. 1149+72.64 TO STA. 1151+20.54
SB STA. 1158+06.20 TO STA. 1158+97.78

NB STA. 1150+57.78 TO STA. 1151+20.54
NB STA. 1158+06.20 TO STA. 1158+97.78

US 51 EXISTING TYPICAL SECTION - PAVEMENT OVERLAY SECTION



• DIRECTION AND SLOPES
VARIES SEE CROSS SECTIONS

RAMP B STA. 250+00.00 TO STA. 251+74.54
RAMP D STA. 362+03.96 TO STA. 363+56.49
RAMP F STA. 450+00.00 TO STA. 451+10.00
RAMP H STA. 562+18.45 TO STA. 563+56.45

US 51 EXISTING TYPICAL RAMP SECTION

LEGEND

1. EXISTING HMA OVERLAY 1.5"
2. EXISTING CONTINUOUSLY REINFORCED PCC PAVEMENT, 8"
3. EXISTING 4" STABILIZED SUB-BASE
4. EXISTING PIPE UNDERDRAIN
5. EXISTING SAND FILL
6. EXISTING 4" PCC MEDIAN SURFACE
7. EXISTING CONCRETE CURB AND GUTTER TYPE B-9.24
8. EXISTING 8" STABILIZED SHOULDER
9. EXISTING AGGREGATE SHOULDER, TYPE A
10. EXISTING HMA SHOULDERS
11. EXISTING EMBANKMENT

FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-typical-001.dgn	USER NAME = mjoost	DESIGNED - MLS	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 7.9509 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/12/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TYPICAL SECTIONS

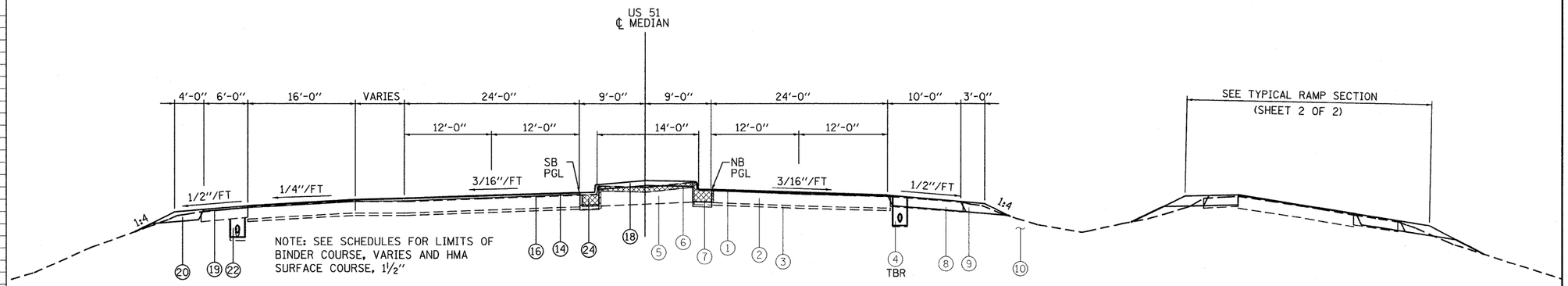
SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	4
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

(19) PROPOSED HMA SHOULDER, VARIES		
STATION	LANES	ESTIMATED THICKNESS (INCHES)
1150+57.78	MAINLINE NB	8.0
1151+00.00	MAINLINE NB	8.0
1151+50.00	MAINLINE NB	8.0
1152+00.00	MAINLINE NB	4.7
1152+50.00	MAINLINE NB	9.7
1152+74.13	MAINLINE NB	10.7
1152+27.84	WEAVE LANE "B"	10.5
1152+50.00	WEAVE LANE "B"	12.2
1153+00.00	WEAVE LANE "B"	16.0
1153+19.96	WEAVE LANE "B"	17.7
1152+67.03	WEAVE LANE "H"	10.1
1153+00.00	WEAVE LANE "H"	13.5
1153+22.62	WEAVE LANE "H"	16.3
251+74.54	RAMP "B" LT	8.2
252+00.00	RAMP "B" LT	8.2
252+50.00	RAMP "B" LT	8.0
252+71.42	RAMP "B" LT	8.0
250+00.00	RAMP "B" RT	10.5
250+52.08	RAMP "B" RT	6.4
251+01.01	RAMP "B" RT	3.5
251+50.07	RAMP "B" RT	1.4
251+74.54	RAMP "B" RT	1.5
561+67.84	RAMP "H" LT	8.0
562+18.54	RAMP "H" LT	8.0
562+45.76	RAMP "H" LT	8.0
562+70.94	RAMP "H" LT	8.0
561+67.84	RAMP "H" RT	1.5
562+18.54	RAMP "H" RT	1.5
562+45.76	RAMP "H" RT	1.7
562+92.68	RAMP "H" RT	5.4
563+56.45	RAMP "H" RT	10.1

FOR MAINLINE SB & RAMPS D & F, SEE SHEET 6.

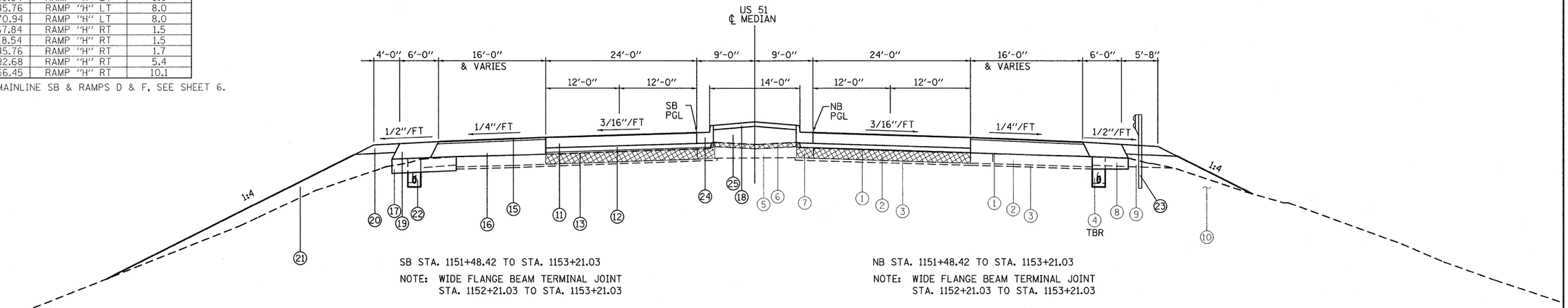
REMOVAL INDICATED BY HATCHING OR BY "TBR"



SB STA. 1149+72.64 TO STA. 1151+48.42

NB STA. 1150+57.78 TO STA. 1151+48.42

US 51 PROPOSED TYPICAL SECTION - PAVEMENT OVERLAY SECTION
(STATIONING ALONG CENTERLINE ALIGNMENT)



SB STA. 1151+48.42 TO STA. 1153+21.03

NOTE: WIDE FLANGE BEAM TERMINAL JOINT STA. 1152+21.03 TO STA. 1153+21.03

NB STA. 1151+48.42 TO STA. 1153+21.03

NOTE: WIDE FLANGE BEAM TERMINAL JOINT STA. 1152+21.03 TO STA. 1153+21.03

US 51 PROPOSED TYPICAL SECTION - PAVEMENT REPLACEMENT SECTION
(STATIONING ALONG CENTERLINE ALIGNMENT)

STRUCTURAL DESIGN TRAFFIC = 3,265 DHV YEAR 2020
PV = 3,044 SU = 79 MU = 142

ROAD CLASSIFICATION: PRINCIPAL ARTERIAL
ROAD CLASS: I

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
P = 32% S = 45% M = 45%

TRAFFIC FACTOR:
ACTUAL TF= 9.94
MINIMUM TF= 6.03

LEGEND

1. EXISTING HMA OVERLAY 1.5"
2. EXISTING CONTINUOUSLY REINFORCED PCC PAVEMENT, 8"
3. EXISTING 4" STABILIZED SUB-BASE
4. EXISTING PIPE UNDERDRAIN
5. EXISTING SAND FILL
6. EXISTING 4" PCC MEDIAN SURFACE
7. EXISTING CONCRETE CURB AND GUTTER TYPE B-9.24
8. EXISTING 8" STABILIZED SHOULDER
9. EXISTING AGGREGATE SHOULDER, TYPE A
10. EXISTING EMBANKMENT
11. PROPOSED CONTINUOUSLY REINFORCED PCC PAVEMENT, 10"
12. PROPOSED STABILIZED SUB-BASE, 4"
13. PROPOSED SUB-BASE GRANULAR MATERIAL TYPE A, VARIES
14. PROPOSED POLYMERIZED HMA SURFACE COURSE, MIX "D", N 90, VARIES
15. PROPOSED POLYMERIZED HMA SURFACE COURSE, MIX "D", N 90, 1 1/2"
16. PROPOSED POLYMERIZED HMA BINDER COURSE, IL-19.0, N 90, VARIES
17. PROPOSED PCC PAVEMENT WITH FILTER FABRIC, 10"
18. PROPOSED CONCRETE MEDIAN SURFACE, 4"
19. PROPOSED HMA SHOULDER, VARIES
20. PROPOSED AGGREGATE SHOULDER TYPE B, 8"
21. PROPOSED FURNISHED EXCAVATION
22. PROPOSED PIPE UNDERDRAIN, 6"
23. PROPOSED GUARDRAIL
24. PROPOSED COMBINATION CURB AND GUTTER, B-6.24
25. PROPOSED FURNISHING AND PLACING SAND FILL

FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-typical-002.dgn	USER NAME = mjoost	DESIGNED - MLS	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 7.9589 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/15/2010	DATE -	REVISED -

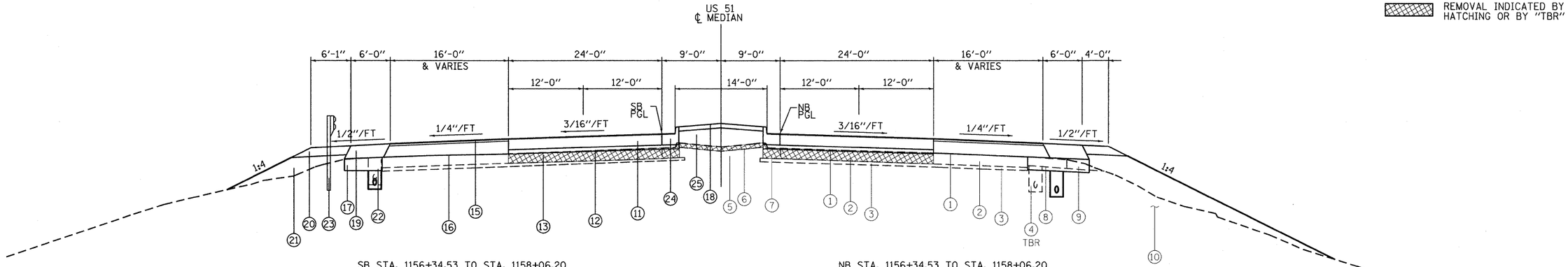
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS

SCALE: | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	5
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

REMOVAL INDICATED BY HATCHING OR BY "TBR"



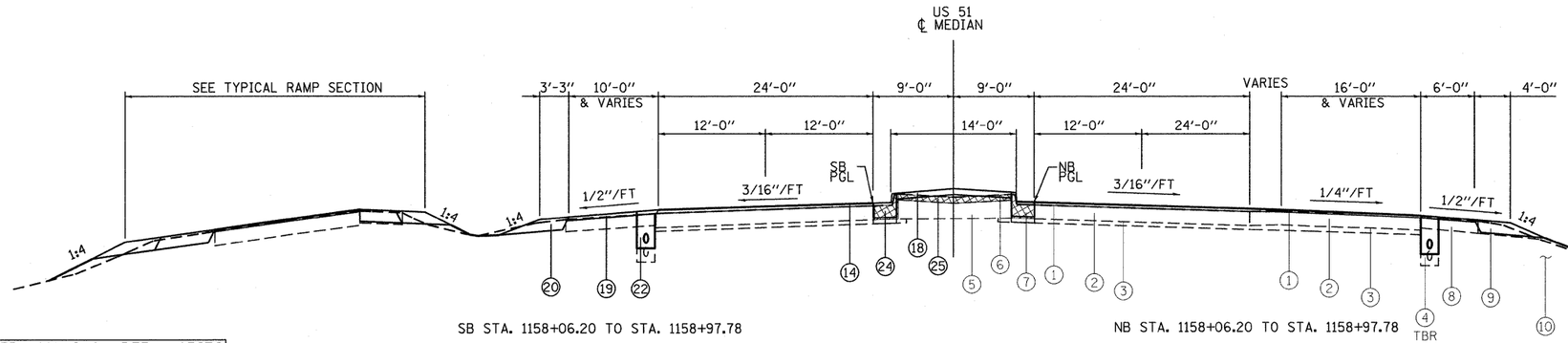
SB STA. 1156+34.53 TO STA. 1158+06.20

NOTE: WIDE FLANGE BEAM TERMINAL JOINT STA. 1156+34.53 TO STA. 1157+34.53

NB STA. 1156+34.53 TO STA. 1158+06.20

NOTE: WIDE FLANGE BEAM TERMINAL JOINT STA. 1156+34.53 TO STA. 1157+34.53

US 51 PROPOSED TYPICAL SECTION - PAVEMENT REPLACEMENT SECTION
(STATIONING ALONG CENTERLINE ALIGNMENT)



SB STA. 1158+06.20 TO STA. 1158+97.78

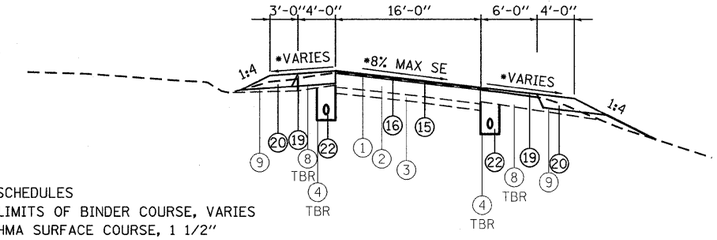
NB STA. 1158+06.20 TO STA. 1158+97.78

US 51 PROPOSED TYPICAL SECTION - PAVEMENT OVERLAY SECTION
(STATIONING ALONG CENTERLINE ALIGNMENT)

⑲ PROPOSED HMA SHOULDER, VARIES

STATION	LANES	ESTIMATED THICKNESS (INCHES)
1156+89.69	MAINLINE SB	10.0
1157+00.00	MAINLINE SB	9.1
1157+50.00	MAINLINE SB	5.4
1158+00.00	MAINLINE SB	8.0
1158+50.00	MAINLINE SB	8.0
1158+97.78	MAINLINE SB	8.0
1156+32.94	WEAVE LANE "D"	14.6
1156+50.00	WEAVE LANE "D"	12.6
1156+89.69	WEAVE LANE "D"	9.1
1156+35.60	WEAVE LANE "F"	15.8
1156+50.00	WEAVE LANE "F"	14.6
1157+00.00	WEAVE LANE "F"	9.6
1157+26.70	WEAVE LANE "F"	6.9
362+03.96	RAMP "D" LT	8.0
362+50.00	RAMP "D" LT	8.0
363+00.00	RAMP "D" LT	6.5
363+56.49	RAMP "D" LT	9.1
361+71.70	RAMP "D" RT	1.5
362+03.96	RAMP "D" RT	1.5
362+49.46	RAMP "D" RT	3.0
362+66.29	RAMP "D" RT	4.6
451+82.86	RAMP "F" LT	8.0
452+00.00	RAMP "F" LT	8.0
452+34.95	RAMP "F" LT	8.0
450+00.00	RAMP "F" RT	6.9
450+47.63	RAMP "F" RT	2.3
450+72.08	RAMP "F" RT	8.0
451+10.00	RAMP "F" RT	8.0

FOR MAINLINE NB & RAMPS B & H, SEE SHEET 5.



NOTE: SEE SCHEDULES FOR LIMITS OF BINDER COURSE, VARIES AND HMA SURFACE COURSE, 1 1/2"

* DIRECTION AND SLOPES VARIES SEE CROSS SECTIONS

RAMP B STA. 250+00.00 TO STA. 251+74.54
RAMP D STA. 362+03.96 TO STA. 363+56.49
RAMP F STA. 450+00.00 TO STA. 451+10.00
RAMP H STA. 562+18.45 TO STA. 563+56.45

US 51 PROPOSED TYPICAL RAMP SECTION

LEGEND

1. EXISTING HMA OVERLAY 1 1/2"
2. EXISTING CONTINUOUSLY REINFORCED PCC PAVEMENT, 8"
3. EXISTING 4" STABILIZED SUB-BASE
4. EXISTING PIPE UNDERDRAIN
5. EXISTING SAND FILL
6. EXISTING 4" PCC MEDIAN SURFACE
7. EXISTING CONCRETE CURB AND GUTTER TYPE B-9.24
8. EXISTING 8" STABILIZED SHOULDER
9. EXISTING AGGREGATE SHOULDER, TYPE A
10. EXISTING EMBANKMENT
11. PROPOSED CONTINUOUSLY REINFORCED PCC PAVEMENT, 10"
12. PROPOSED STABILIZED SUB-BASE, 4"
13. PROPOSED SUB-BASE GRANULAR MATERIAL TYPE A, VARIES
14. PROPOSED POLYMERIZED HMA SURFACE COURSE, MIX "D", N 90, VARIES
15. PROPOSED POLYMERIZED HMA SURFACE COURSE, MIX "D", N 90, 1 1/2"
16. PROPOSED POLYMERIZED HMA BINDER COURSE, IL-19.0, N 90, VARIES
17. PROPOSED PCC PAVEMENT WITH FILTER FABRIC, 10"
18. PROPOSED CONCRETE MEDIAN SURFACE, 4"
19. PROPOSED HMA SHOULDER, VARIES
20. PROPOSED AGGREGATE SHOULDER TYPE B, 8"
21. PROPOSED FURNISHED EXCAVATION
22. PROPOSED PIPE UNDERDRAIN, 6"
23. PROPOSED GUARDRAIL
24. PROPOSED COMBINATION CURB AND GUTTER, B-6.24
25. PROPOSED FURNISHING AND PLACING SAND FILL

FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-typical-003.dgn	USER NAME = mjoost	DESIGNED - MLS	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 7.9589 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/15/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	6
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

EARTHWORK SCHEDULE

LOCATION (STATION TO STATION)				EARTH EXCAVATION	ADJUSTED VOLUME	EMBANKMENT	FURNISHED EXCAVATION
				CU YD	CU YD	CU YD	CU YD
US 51							
Stage I							
1145+04.76	TO	1164+48.32	US 51 - NB	163	122	120	2
1145+04.76	TO	1164+48.32	US 51 - SB	207	155	97	58
SUB - TOTAL:				370	277	217	60
Stage II							
1145+04.76	TO	1164+48.32	US 51 - NB	34	26	0	26
1145+04.76	TO	1164+48.32	US 51 - SB	30	23	0	23
SUB - TOTAL:				64	49	0	49
Stage III							
1145+04.76	TO	1164+48.32	US 51 - NB	172	129	180	-51
1145+04.76	TO	1164+48.32	US 51 - SB	152	114	222	-108
SUB - TOTAL:				324	243	402	-159
TOTALS:				**758**	**569**	**619**	**-50**

SEEDING SCHEDULE

LOCATION (STATION TO STATION)			SEEDING, CLASS 2 (SPECIAL)	TEMP. EROSION CONTROL SEEDING (2 APPL.)
			ACRE	POUND
US 51 - NB				
1145+04.74	TO	1151+57.32	0.3	69
1151+26.38	TO	1153+91.28	0.1	23
1155+64.65	TO	1158+40.01	0.2	46
1159+64.98	TO	1163+74.89	0.1	23
SUB-TOTAL:			0.7	161
PAY-TOTAL:			0.7	170
US 51 - SB				
1145+52.00	TO	1149+97.26	0.1	23
1150+42.91	TO	1153+86.12	0.3	69
1155+64.65	TO	1158+32.71	0.1	23
1158+01.15	TO	1164+48.31	0.3	69
SUB-TOTAL:			0.8	184
PAY-TOTAL:			0.8	190
I-72				
150+66.26	TO	154+12.59	0.3	69
SUB-TOTAL:			0.3	69
PAY-TOTAL:			0.3	70
TOTAL:			**1.8**	**430**

PERIMETER EROSION BARRIER SCHEDULE

LOCATION (STATION TO STATION)							PERIMETER EROSION BARRIER
							FOOT
US 51 - NB							
1145+04.75	58.61	RT	TO	1150+40.09	115.56	RT	560.0
1151+26.38	110.42	RT	TO	1153+91.28	63.58	RT	296.0
1155+64.65	63.58	RT	TO	1158+40.01	77.04	RT	300.0
1160+38.35	88.77	RT	TO	1163+74.74	58.30	RT	351.0
SUB-TOTAL:							1,507
US 51 - SB							
1145+51.98	59.62	LT	TO	1149+05.66	96.55	LT	372.0
1150+42.91	88.06	LT	TO	1153+86.12	63.57	LT	400.0
1155+64.65	63.58	LT	TO	1158+32.71	110.49	LT	296.0
1159+13.32	112.54	LT	TO	1164+50.78	58.04	LT	560.0
SUB-TOTAL:							1,628
TOTAL:							**3,135**

EROSION CONTROL BLANKET SCHEDULE

LOCATION (STATION, OFFSET)		EROSION CONTROL BLANKET
		SQ YD
US 51 - NB		
1153+37.97	RT	35
1156+21.47	RT	70
SUB-TOTAL:		105
US 51 - SB		
1153+34.09	LT	92
1156+17.59	LT	35
SUB-TOTAL:		127
TOTAL:		**232**

INLET AND PIPE PROTECTION SCHEDULE

LOCATION (STATION, OFFSET)			INLET AND PIPE PROTECTION
			EACH
US 51 - NB			
150+87.65	0.62'	RT	1
TOTAL:			**1**

SURVEY MARKERS SCHEDULE

LOCATION (STATION, OFFSET)	PERMANENT SURVEY MARKERS, TYPE I
	EACH
US 51 OVER I-72	
TO BE DETERMINED BY ENGINEER	1
TOTAL:	**1**

TREE REMOVAL SCHEDULE

LOCATION (STATION, OFFSET)		TREE REMOVAL (6 TO 15 UNITS DIAMETER)
		UNIT
US 51 - SB		
1153+27.03	77.52' LT	10
1153+50.02	74.25' LT	10
TOTAL:		**20**

C R PAVEMENT REMOVAL

LOCATION			CONTINUOUSLY REINFORCED CONCRETE PAVEMENT REMOVAL
STATION	TO	STATION	SQ YD
US 51 - NB			
1151+48.42	TO	1153+08.00	426
1156+47.17	TO	1158+06.20	424
Sub-Total:			850
US 51 - SB			
1151+48.42	TO	1153+07.40	424
1156+46.56	TO	1158+06.21	426
Sub-Total:			850
TOTAL:			**1700**

COMBINATION C&G AND MEDIAN REMOVAL

LOCATION					COMBINATION CURB AND GUTTER REMOVAL	MEDIAN SURFACE REMOVAL
STATION		TO	STATION		FOOT	SQ FT
US 51 - NB						
1150+57.78	RT	TO	1151+48.42	RT	91	
1151+48.42	RT	TO	1153+47.69	RT	199	
1156+06.77	RT	TO	1158+06.20	RT	199	
1158+06.20	RT	TO	1158+97.78	RT	92	
Sub-Total:					581	
US 51 - SB						
1149+72.64	LT	TO	1151+48.42	LT	176	
1151+48.42	LT	TO	1153+47.69	LT	199	
1156+06.77	LT	TO	1158+06.20	LT	199	
1158+06.20	LT	TO	1158+97.78	LT	92	
Sub-Total:					666	0
US 51 - Median						
1149+72.64		TO	1151+48.42			2257
1151+48.42		TO	1153+47.69			2559
1156+06.77		TO	1158+06.20			2561
1158+06.20		TO	1158+97.78			1176
Sub-Total:					0	8553
TOTAL:					**1247**	**8553**

PAVED SHOULDER REMOVAL

LOCATION			PAVED SHOULDER REMOVAL
STATION	TO	STATION	SQ YD
US 51 - NB			
1145+04.76	TO	1151+81.82	752
1151+81.82	TO	1152+65.71	103
1152+15.39	TO	1153+09.34	63
1156+48.35	TO	1158+52.64	136
1159+12.53	TO	1159+49.58	49
1159+49.58	TO	1163+74.87	473
452+19.66	TO	453+06.27	38
561+29.77	TO	562+75.82	68
Sub-Total:			1682
US 51 - SB			
1145+51.86	TO	1150+13.55	513
1150+13.55	TO	1150+36.40	25
1150+87.74	TO	1153+06.20	146
1156+45.02	TO	1157+38.51	62
1156+89.69	TO	1157+69.16	97
1157+69.16	TO	1164+48.36	755
361+29.18	TO	362+78.66	66
252+10.76	TO	253+18.05	49
Sub-Total:			1713
TOTAL:			**3395**

APPROACH SLAB REMOVAL

LOCATION			APPROACH SLAB REMOVAL
STATION	TO	STATION	SQ YD
US 51 - NB			
1153+08.35	TO	1153+49.51	220
1156+07.17	TO	1156+47.53	193
Sub-Total:			413
US 51 - SB			
1153+07.03	TO	1153+47.40	193
1156+05.05	TO	1156+46.19	215
Sub-Total:			408
TOTAL:			**821**

FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-schedules.dgn	USER NAME = mschwierjohn	DESIGNED - MLS	REVISED -
		DRAWN - JWS	REVISED -
	PLOT SCALE = 170.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/15/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET NO. 1 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	7
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

PAVING SCHEDULE

LOCATION				LENGTH	AVERAGE PAVEMENT WIDTH	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	HOT-MIX ASPHALT SHOULDERS ***	AGGREGATE SHOULDERS, TYPE B 8"	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	TEMPORARY RAMPS
STATION	TO	STATION	LANES	FOOT	FOOT	SQ YD	GALLON	TON	TON	TON	TON	SQ YD	SQ YD	SQ YD
US 51 - NB														
1145+04.76	TO	1151+77.51	MAINLINE	672.8	24.0							234		
1150+57.78	TO	1151+48.42	MAINLINE	90.6	24.0		18		26					
1150+57.78	TO	1152+74.13	MAINLINE	216.4	24.0						107			
1150+57.78	TO	1150+87.78	MAINLINE	30.0	24.0								80	
1150+87.78	TO	1151+48.42	MAINLINE	60.6	24.0	162								
1152+32.09	TO	1153+22.92	MAINLINE	90.8	24.0									242
1156+35.60	TO	1157+25.69	MAINLINE	90.1	24.0									240
1158+06.20	TO	1158+67.78	MAINLINE	61.6	24.0	164								
1158+06.20	TO	1158+97.78	MAINLINE	91.6	24.0		18		27					
1158+67.78	TO	1158+97.78	MAINLINE	30.0	24.0								80	
1159+49.58	TO	1163+74.89	MAINLINE	425.3	24.0							142		
1152+67.03	TO	1153+22.62	WEAVE LANE "H"	55.6	VARIES		8	0.2	10	74	27	39		
1156+35.60	TO	1158+06.20	WEAVE LANE "F"	170.6	VARIES				27					
1156+35.60	TO	1157+26.70	WEAVE LANE "F"	91.1	VARIES		12	0.2		84	39	41		
450+00.00	TO	451+10.00	RAMP "F"	110.0	VARIES		15	0.3						
450+00.00	TO	450+47.63	RAMP "F"	47.6	VARIES					13				
450+80.00	TO	451+10.00	RAMP "F"	30.0	VARIES				5				53	
450+00.00	TO	451+10.00	RAMP "F" RT	110.0	VARIES						25	49		
451+82.86	TO	452+34.95	RAMP "F" LT	52.1	VARIES						29			
452+18.46	TO	453+06.27	RAMP "F" LT	87.8	VARIES							39		
561+67.84	TO	562+70.94	RAMP "H" LT	103.1	VARIES						22			
561+67.84	TO	563+56.45	RAMP "H" RT	188.6	VARIES						30			
562+18.45	TO	563+56.45	RAMP "H"	138.0	VARIES		18	0.4						
562+18.45	TO	562+48.45	RAMP "H"	30.0	VARIES								53	
562+18.45	TO	563+56.45	RAMP "H"	138.0	VARIES				19					
562+18.45	TO	562+51.60	RAMP "H" RT	33.2	VARIES							12		
562+45.76	TO	563+56.45	RAMP "H"	110.7	VARIES					32				
562+72.45	TO	563+56.45	RAMP "H" LT	84.0	VARIES							38		
562+72.45	TO	562+94.92	RAMP "H" LT	22.5	VARIES							15		
562+94.92	TO	563+56.45	RAMP "H" LT	61.5	VARIES							45		
Sub-Total:						326	89	1.1	114	203	279	654	266	482
US 51 - SB														
1145+51.98	TO	1149+97.26	MAINLINE	445.3	24.0							149		
1149+72.64	TO	1151+48.42	MAINLINE	175.8	24.0		35		60					
1149+72.64	TO	1150+02.64	MAINLINE	30.0	24.0								80	
1150+02.64	TO	1151+48.42	MAINLINE	145.8	24.0	389								
1151+20.54	TO	1151+48.42	MAINLINE	27.9	24.0					11				
1152+29.87	TO	1153+19.92	MAINLINE	90.1	24.0									240
1156+32.64	TO	1157+23.47	MAINLINE	90.8	24.0									242
1156+89.69	TO	1158+97.78	MAINLINE	208.1	24.0						99			
1157+81.86	TO	1164+48.31	MAINLINE	666.4	24.0							223		
1158+06.20	TO	1158+67.78	MAINLINE	61.6	24.0	164								
1158+06.20	TO	1158+97.78	MAINLINE	91.6	24.0		18		27					
1158+67.78	TO	1158+97.78	MAINLINE	30.0	24.0								80	
1151+24.75	TO	1153+19.96	WEAVE LANE "B"	195.2	VARIES				31					
1152+27.84	TO	1153+19.96	WEAVE LANE "B"	92.1	VARIES		12	0.2		115	48	41		
1156+32.94	TO	1156+89.69	WEAVE LANE "D"	56.8	VARIES		9	0.2	10		24	25		
1156+34.53	TO	1157+26.70	WEAVE LANE "D"	92.2	VARIES					62				
250+00.00	TO	251+05.39	RAMP "B"	105.4	VARIES					50				
250+00.00	TO	251+74.54	RAMP "B"	174.5	VARIES		23	0.5						
250+00.00	TO	251+74.54	RAMP "B" RT	174.5	VARIES						46	78		
251+01.01	TO	251+74.54	RAMP "B"	73.5	VARIES				14					
251+44.46	TO	251+74.46	RAMP "B"	30.0	VARIES								53	
251+74.54	TO	252+71.42	RAMP "B" LT	96.9	VARIES						20			
251+88.22	TO	252+33.94	RAMP "B" LT	45.7	VARIES						18			
252+10.76	TO	253+18.04	RAMP "B" RT	107.3	VARIES							36		
361+29.26	TO	363+56.49	RAMP "D" RT	227.2	VARIES							125		
361+71.70	TO	362+66.29	RAMP "D" LT	94.6	VARIES						19			
362+03.96	TO	363+56.49	RAMP "D"	152.5	VARIES		20	0.4	25					
362+03.96	TO	362+33.96	RAMP "D"	30.0	VARIES								53	
362+03.96	TO	363+56.49	RAMP "D" RT	152.5	VARIES						27			
362+04.02	TO	362+48.20	RAMP "D" LT	44.2	VARIES							15		
362+49.46	TO	363+56.49	RAMP "D"	107.0	VARIES					46				
Sub-Total:						553	117	1.3	167	284	301	692	266	482
TOTAL:						879	206	2.4	281	487	580	1346	532	964

*** FOR ESTIMATED SHOULDER THICKNESSES, SEE TABLES ON SHEETS 5 & 6

WIDE FLANGE BEAM TERMINAL JOINT SCHEDULE

LOCATION				WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24'
STATION	TO	STATION		EACH
US 51 - NB				
1152+21.03 RT	TO	1153+21.32	RT	1
1156+34.82 RT	TO	1157+34.53	RT	1
Sub-Total:				2
US 51 - SB				
1152+21.03 LT	TO	1153+20.74	LT	1
1156+34.24 LT	TO	1157+34.53	LT	1
Sub-Total:				2
TOTAL:				4

CRPCC PAVEMENT AND STABLIZED SUB-BASE

LOCATION			CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 10"	PAVEMENT REINFORCEMENT 10"	**** STABILIZED SUB-BASE 4"
STATION	TO	STATION	SQ YD	SQ YD	SQ YD
US 51 - NB					
1151+48.42	TO	1152+21.03	194	194	214
1152+21.03	TO	1153+21.32			296
1156+34.82	TO	1157+34.53			294
1157+34.53	TO	1158+06.20	191	191	212
Sub-Total:			385	385	1016
US 51 - SB					
1151+48.42	TO	1152+21.03	194	194	214
1152+21.03	TO	1153+20.74			294
1156+34.24	TO	1157+34.53			296
1157+34.53	TO	1158+06.20	191	191	212
Sub-Total:			385	385	1016
TOTAL:			770	770	2032

**** INCLUDES SUB-BASE UNDER WF BEAM TERM. JOINT SYST.

COMBINATION CURB AND GUTTER, TYPE- B6.24

LOCATION				COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	TIE BARS
STATION	TO	STATION		FOOT	EACH
US 51 - NB					
1150+57.78 RT	TO	1153+21.32	RT	264	86
1156+34.82 RT	TO	1158+97.78	RT	263	86
Sub-Total:				527	172
US 51 - SB					
1149+72.64 LT	TO	1153+20.74	LT	348	86
1156+34.24 LT	TO	1158+97.78	LT	264	86
Sub-Total:				612	172
TOTAL:				1139	344

CONCRETE MEDIAN SURFACE 4"

LOCATION			CONCRETE MEDIAN SURFACE, 4 INCH	FURNISHING AND PLACING SAND FILL
STATION	TO	STATION	SQ FT	CU YD
US 51 - Median				
1149+72.64	TO	1153+21.03	4474	97
1156+34.53	TO	1158+97.78	3381	67
TOTAL:			7855	164

*PCC 10" AND PAVEMENT FABRIC

LOCATION				PORTLAND CEMENT CONCRETE PAVEMENT 10"	PAVEMENT FABRIC
STATION	TO	STATION	ALIGNMENT	SQ YD	SQ YD
US 51 - NB					
452+21.24	TO	452+56.95	RAMP F	28	28
452+56.95	TO	453+05.94	RAMP F	22	22
561+29.77	TO	561+67.84	RAMP H	17	17
561+67.84	TO	562+13.04	RAMP H	49	49
1145+04.76	TO	1147+35.15	US 51 NB	256	256
1147+35.15	TO	1150+72.89	US 51 NB	657	657
1150+72.89	TO	1151+15.39	US 51 NB	118	118
1151+15.39	TO	1151+56.97	US 51 NB	150	150
1151+56.97	TO	1152+66.75	US 51 NB	180	180
1152+15.39	TO	1153+22.92	US 51 NB	78	78
1156+36.42	TO	1157+83.40	US 51 NB	192	192
1157+83.40	TO	1158+18.03	US 51 NB	35	35
1158+18.03	TO	1158+51.70	US 51 NB	22	22
1159+12.53	TO	1159+52.55	US 51 NB	60	60
1159+52.55	TO	1161+93.93	US 51 NB	268	268
1161+93.93	TO	1163+74.87	US 51 NB	201	201
Sub-Total:				2333	2333
US 51 - SB					
252+34.36	TO	252+71.42	RAMP B	37	37
252+71.42	TO	253+18.32	RAMP B	21	21
361+29.18	TO	361+71.70	RAMP D	19	19
361+71.70	TO	362+12.45	RAMP D	41	41
1145+51.86	TO	1147+83.88	US 51 SB	258	258
1147+83.88	TO	1149+87.83	US 51 SB	227	227
1149+87.83	TO	1150+36.40	US 51 SB	81	81
1150+88.92	TO	1151+20.01	US 51 SB	21	21
1151+20.01	TO	1151+69.29	US 51 SB	52	52
1151+69.29	TO	1153+19.14	US 51 SB	216	216
1156+32.64	TO	1157+38.51	US 51 SB	71	71
1156+89.69	TO	1158+39.53	US 51 SB	379	379
1158+39.53	TO	1158+79.73	US 51 SB	112	112
1158+79.73	TO	1162+13.50	US 51 SB	649	649
1162+13.50	TO	1164+48.36	US 51 SB	261	261
Sub-Total:				2445	2445
TOTAL:				4778	4778

* TO BE CONSTRUCTED STAGE I

SUB-BASE GRANULAR MATERIAL, TYPE A

LOCATION			SUB-BASE GRANULAR MATERIAL, TYPE A
STATION	TO	STATION	TON
US 51 - NB			
1151+50.00	TO	1153+51.03	82
1156+04.53	TO	1157+75.00	50
Sub-Total:			132
US 51 - SB			
1151+50.00	TO	1153+51.03	118
1156+04.53	TO	1157+75.00	288
Sub-Total:			406
TOTAL:			538

**PAVEMENT REMOVAL

LOCATION				PAVEMENT REMOVAL
STATION	TO	STATION	ALIGNMENT	SQ YD
US 51 - NB				
1147+35.15	TO	1149+50.00	US 51 NB	113
1149+50.00	TO	1150+57.78	US 51 NB	141
1150+57.78	TO	1151+15.39	US 51 NB	123
1151+15.39	TO	1151+75.00	US 51 NB	192
561+67.84	TO	562+13.04	RAMP H	49
450+00.00	TO	450+72.08	RAMP F	21
450+72.08	TO	450+92.44	RAMP F	18
450+92.44	TO	451+26.85	RAMP F	23
451+81.91	TO	452+19.66	RAMP F	59
452+19.66	TO	452+34.95	RAMP F	7
Sub-Total:				746
US 51 - SB				
252+34.36	TO	252+71.42	RAMP B	37
251+88.22	TO	252+34.36	RAMP B	77
251+09.88	TO	251+40.78	RAMP B	21
1151+19.16	TO	1152+00.52	US 51 SB	11
361+71.70	TO	362+12.45	RAMP D	41
1157+75.00	TO	1158+39.53	US 51 SB	203
1158+39.53	TO	1158+75.00	US 51 SB	128
1158+75.00	TO	1158+97.78	US 51 SB	38
1158+97.78	TO	1160+50.00	US 51 SB	188
1160+50.00	TO	1162+13.50	US 51 SB	66
Sub-Total:				810
TOTAL:				1556

** CORRESPONDS TO THE REMOVAL OF PCC 10" CONSTRUCTED STAGE I.

FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-schedules.dgn	USER NAME = mschwierjohn	DESIGNED - MLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES
	PLOT SCALE = 170.0000 ' / in.	DRAWN - JWS	REVISED -		SCALE:
	PLOT DATE = 3/15/2010	CHECKED - SJK	REVISED -		SHEET NO. 2 OF 5 SHEETS
		DATE -	REVISED -		STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	8
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING SCHEDULE

LOCATION								TEMPORARY PAVEMENT MARKING - LINE 4"	TEMPORARY PAVEMENT MARKING - LINE 6"	TEMPORARY PAVEMENT MARKING - LINE 8"	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6"	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 8"	PAVEMENT MARKING GROOVING
STATION		TO	STATION			DESCRIPTION		FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT
US 51 - NB														
1144+71.50	RT	TO	1164+07.05	RT	Main	Solid Yellow	Median RT	1936			1936			1936
1144+93.76	RT	TO	1163+85.56	RT	Main	Skip Dash (10'-30')	Lane Line RT		473			473		473
1145+04.76	RT	TO	1151+69.25	RT	Main	Solid White	EOP RT	664			664			664
1151+69.25	RT	TO	1153+61.31	RT	Main	Solid White	Gore RT - ML			192			192	192
1152+67.03	RT	TO	1157+26.70	RT	Main	Solid White	EOP RT	460			460			460
1152+67.03	RT	TO	1153+61.31	RT	Main	Solid White	Gore RT - RAMP			94			94	94
1153+61.31	RT	TO	1158+01.39	RT	Main	Dotted (3'-9')	Weave Ln RT			110			110	110
1158+01.39	RT	TO	1159+55.23	RT	Main	Solid White	Gore RT			154			154	154
1159+55.23	RT	TO	1163+74.70	RT	Main	Solid White	EOP RT	419			419			420
450+00.00	RT	TO	454+26.73	RT	Ramp F	Solid White	EOP Inside	427			427			427
450+73.44	LT	TO	452+27.21	LT	Ramp F	Solid White	Gore LT			154			154	154
452+27.21	RT	TO	454+26.73	RT	Ramp F	Solid Yellow	EOP Outside	200			200			200
558+04.46	RT	TO	563+56.45	RT	Ramp H	Solid White	EOP Inside	552			552			552
558+04.46	LT	TO	562+61.68	LT	Ramp H	Solid Yellow	EOP Outside	457			457			457
562+61.68	LT	TO	563+56.45	LT	Ramp H	Solid White	Gore LT			95			95	95
Sub-Total:								5115	473	799	5115	473	799	6388
US 51 - SB														
1145+18.73	LT	TO	1164+83.25	LT	Main	Solid Yellow	Median LT	1965			1965			1965
1145+40.98	LT	TO	1164+59.84	LT	Main	Skip Dash (10'-30')	Lane Line LT		480			480		480
1145+51.86	LT	TO	1149+96.82	LT	Main	Solid White	EOP LT	445			445			445
1149+96.82	LT	TO	1151+38.38	LT	Main	Solid White	Gore LT			142			142	142
1151+38.38	LT	TO	1156+16.48	LT	Main	Dotted (3'-9')	Weave Ln LT			120			120	120
1152+27.84	LT	TO	1156+87.23	LT	Main	Solid White	EOP LT	459			459			459
1156+16.48	LT	TO	1158+04.73	LT	Main	Solid White	Gore LT			188			188	188
1156+16.48	LT	TO	1156+87.23	LT	Main	Solid White	Gore LT			71			71	71
1158+04.73	LT	TO	1164+48.36	LT	Main	Solid White	EOP LT	644			644			644
250+00.00	RT	TO	254+40.79	RT	Ramp B	Solid White	EOP Inside	441			441			441
250+87.80	LT	TO	252+29.57	LT	Ramp B	Solid White	Gore LT			142			142	142
252+29.57	LT	TO	254+40.79	LT	Ramp B	Solid Yellow	EOP Outside	211			211			211
358+03.85	RT	TO	363+56.49	RT	Ramp D	Solid White	EOP Inside	553			553			553
358+03.85	LT	TO	362+42.01	LT	Ramp D	Solid Yellow	EOP Outside	438			438			438
362+42.01	LT	TO	363+56.49	LT	Ramp D	Solid White	Gore LT			114			114	114
Sub-Total:								5156	480	777	5156	480	777	6413
TOTAL:								**10271**	**953**	**1576**	**10271**	**953**	**1576**	**12801**

DELINEATORS SCHEDULE

LOCATION						DELINEATORS	DELINEATOR REMOVAL
STATION		TO	STATION			EACH	EACH
US 51 - NB							
558+04.46	RT	TO	563+56.45	RT	Ramp H Inside	6	6
558+04.46	LT	TO	563+56.45	LT	Ramp H Outside	6	6
450+00.00	RT	TO	454+26.73	RT	Ramp F Inside	4	4
450+00.00	LT	TO	454+26.73	LT	Ramp F Outside	4	4
Sub-Total:						20	20
US 51 - SB							
250+00.00	RT	TO	254+40.79	RT	Ramp B Inside	4	4
250+00.00	LT	TO	254+40.79	LT	Ramp B Outside	4	4
358+03.85	RT	TO	363+56.49	RT	Ramp D Inside	6	6
358+03.85	LT	TO	363+56.49	LT	Ramp D Outside	6	6
Sub-Total:						20	20
TOTAL:						**40**	**40**

SIGN PANEL SCHEDULE

LOCATION			SIGN PANEL - TYPE 1
STATION			SQ FT
US 51 - NB			
1155+45.00	RT	WB I-72	135
Sub-Total:			135
US 51 - SB			
1154+10.00	RT	EB I-72	163
Sub-Total:			163
TOTAL:			**298**

TEMPORARY CONCRETE BARRIER SCHEDULE

LOCATION							TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER
STATION		TO	STATION				FOOT	FOOT
US 51 - NB								
1152+71.49	RT	TO	1156+85.47	RT	Stage I	MAINLINE	414	
1149+64.08	RT	TO	1158+06.20	RT	Stage II	MAINLINE	428	414
1152+78.05	RT	TO	1153+40.53	RT	Stage III	MAINLINE		62
1155+72.78	RT	TO	1156+60.11	RT	Stage III	MAINLINE		87
Sub-Total:							842	563
US 51 - SB								
1152+70.09	LT	TO	1156+84.13	LT	Stage I	MAINLINE	414	
1151+20.54	LT	TO	1159+90.60	LT	Stage II	MAINLINE	456	414
1152+59.08	LT	TO	1153+83.91	LT	Stage III	MAINLINE		125
1156+20.76	LT	TO	1156+58.26	LT	Stage III	MAINLINE		38
Sub-Total:							870	577
I-72								
147+86.23	RT	TO	153+53.70	RT	Stage I	MAINLINE	567	
148+25.17	RT	TO	153+50.16	RT	Stage I	RAMP B	570	
152+35.61	LT	TO	158+02.64	LT	Stage I	MAINLINE	567	
152+32.44	LT	TO	157+60.98	LT	Stage I	RAMP F	564	
Sub-Total:							2268	0
TOTAL:							**3980**	**1140**

GUARDRAIL SCHEDULE

LOCATION (STATION TO STATION)								GUARDRAIL REMOVAL	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT
								FOOT	FOOT	EACH	EACH
US 51 - NB											
115224.07					115349.73		RT	126			
1152+08.22	69.75	RT	TO	1152+57.68	62.43	RT					1
1152+57.68	62.43	RT	TO	1152+94.97	58.67	RT			37.5		
1152+94.97	58.67	RT	TO	1153+37.97	58.67	RT				1	
Sub-Total:								126	37.5	1	1
US 51 - SB											
1156+05.45	0	LT	TO	1157+31.41	0	LT		126			
1156+17.59	58.67	LT	TO	1156+60.58	58.74	LT				1	
1156+60.58	58.74	LT	TO	1156+97.87	62.58	LT			37.5		
1156+97.87	62.58	LT	TO	1157+47.32	69.98	RT					1
Sub-Total:								126	37.5	1	1
I-72											
151+22.99	+.00	RT	TO	1153+61.46		RT		239			
Sub-Total:								239	0	0	0
Total:								**491**	**75**	**2**	**2**

TREE PLANTING SCHEDULE

LOCATION (STATION, OFFSET)	TREE, MALUS PRAIRIFIRE (PRAIRIFIRE CRABAPPLE), 1-3/4" CALIPER, TREE FORM, BALLED AND BURLAPPED
	EACH
US 51 OVER I-72	
TO BE DETERMINED BY ENGINEER	2
TOTAL:	**2**

TEMPORARY GUARDRAIL SCHEDULE

LOCATION (STATION TO STATION)						TEMPORARY STEEL PLATE BEAM GUARD RAIL, TYPE A	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 2	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 5	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 6
						FOOT	EACH	EACH	EACH	EACH
US 51 - NB										
1152+08.22	RT	TO	1153+37.97	RT		37.5	1			1
1156+21.47	RT	TO	1156+75.34	RT		37.5		1	1	
Sub-Total:						75	1	1	1	1
US 51 - SB										
1152+92.72	LT	TO	1153+34.09	LT		37.5		1	1	
1156+17.59	LT	TO	1157+47.32	LT		37.5	1			1
Sub-Total:						75	1	1	1	1
Total:						**150**	**2**	**2**	**2**	**2**

BARRIER WALL AND GUARDRAIL MARKER SCHEDULE

LOCATION								GUARDRAIL MARKERS, TYPE A	BARRIER WALL MARKERS, TYPE B	BARRIER WALL MARKERS, TYPE C	TERMINAL MARKER - DIRECT APPLIED
STATION			TO	STATION				EACH	EACH	EACH	EACH
US 51 - NB											
1152+08.22	69.75	RT	TO	1153+37.97	58.67	RT		3			
1153+37.97	58.67	RT	TO	1156+21.47	58.67	RT			5	5	
1152+08.22	69.75	RT									1
1156+21.47	59.83	RT	TO	1156+75.34	59.83	RT		2			
Sub-Total:								5	5	5	1
US 51 - SB											
1156+17.59	58.67	LT	TO	1157+47.32	69.98	LT		3			
1153+34.09	58.67	LT	TO	1156+17.59	58.67	LT			5	5	
1157+47.32	69.98	LT									1
1152+92.72	59.83	LT	TO	1153+34.09	59.83	LT		2			
Sub-Total:								5	5	5	1
TOTAL:								**10**	**10**	**10**	**2**

FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-schedules.dgn	USER NAME = mschwierjohn	DESIGNED - MLS	REVISED -
	PLOT SCALE = 170.0000 ' / in.	DRAWN - JWS	REVISED -
	PLOT DATE = 3/15/2010	CHECKED - SJK	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	9
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING REMOVAL SCHEDULE

LOCATION								PAVEMENT MARKING REMOVAL
STATION		TO	STATION		DESCRIPTION			SQ FT
US 51 - NB								
1144+71.50	RT	TO	1164+07.05	RT	Main	Solid Yellow	Median RT	645
1144+93.76	RT	TO	1163+85.56	RT	Main	Wht Skip Dash (10'-30')	Lane Line RT	158
1145+04.76	RT	TO	1153+92.23	RT	Main	Solid White	EOP RT	296
1157+95.29	RT	TO	1163+74.90	RT	Main	Solid White	EOP RT	193
1152+67.03	RT	TO	1157+26.70	RT	Main	Solid White	EOP RT	153
558+04.46	RT	TO	563+56.45	RT	Ramp H	Solid White	EOP RT	184
558+04.46	LT	TO	563+56.45	LT	Ramp H	Solid Yellow	EOP LT	184
450+00.00	RT	TO	454+26.73	RT	Ramp F	Solid White	EOP RT	142
450+67.49	LT	TO	454+26.73	LT	Ramp F	Solid Yellow	EOP LT	120
Sub-Total:								2075
US 51 - SB								
1145+18.73	LT	TO	1164+83.25	LT	Main	Solid Yellow	Median LT	655
1145+40.98	LT	TO	1164+59.84	LT	Main	Wht Skip Dash (10'-30')	Lane Line LT	160
1145+51.97	LT	TO	1151+43.20	LT	Main	Solid White	EOP LT	197
1156+25.19	LT	TO	1164+48.32	LT	Main	Solid White	EOP LT	274
1152+27.84	LT	TO	1156+87.23	LT	Main	Solid White	EOP LT	153
250+00.00	RT	TO	254+40.79	RT	Ramp B	Solid White	EOP RT	147
250+83.11	LT	TO	254+40.79	LT	Ramp B	Solid Yellow	EOP LT	119
358+03.85	LT	TO	363+56.49	LT	Ramp D	Solid Yellow	EOP LT	184
358+03.85	RT	TO	363+56.49	RT	Ramp D	Solid White	EOP RT	184
Sub-Total:								2073
TOTAL:								**4148**

PIPE UNDERDRAIN SCHEDULE

LOCATION					PIPE UNDERDRAIN REMOVAL	PIPE UNDERDRAINS 6"	PIPE UNDERDRAINS 6" (SPECIAL)	CONCRETE HEADWALL FOR PIPE DRAINS
STATION	TO	STATION		LANES	FOOT	FOOT	FOOT	EACH
US 51 - NB								
1145+04.76 RT	TO	1149+50.00	RT	Mainline	445	445		
1149+50.00 RT	TO	1152+66.75	RT	Mainline	279	279		
561+29.77 LT	TO	562+75.83	LT	Ramp H	200	200		
1152+15.39 RT	TO	1153+09.34	RT	Mainline	94	94		
1156+48.35 RT	TO	1158+52.64	RT	Mainline	204	204		
451+84.11 LT	TO	453+06.27	LT	Ramp F	127	127		
1159+12.53 RT	TO	1160+50.00	RT	Mainline	136	136		
1160+50.00 RT	TO	1163+74.87	RT	Mainline	325	325		
1145+04.76 RT				Mainline			12.5	1
561+29.77 LT				Ramp H			7.5	1
1152+15.39 RT				Mainline			12.5	1
1153+51.03 RT				Bk Abut				1
1156+04.53 RT				Bk Abut				1
1158+52.64 RT				Mainline			12.5	1
453+06.27 LT				Ramp F			7.5	1
1163+74.87 RT				Mainline			12.5	1
Sub-Total:					1810	1810	65	8
US 51 - SB								
1145+51.86 LT	TO	1149+50.00	LT	Mainline	398	398		
252+78.10 LT	TO	253+18.05	LT	Ramp B	44	44		
1149+50.00 LT	TO	1150+36.40	LT	Mainline	82	82		
251+91.12 LT	TO	252+78.10	LT	Ramp B	89	89		
1150+87.74 LT	TO	1153+06.20	LT	Mainline	218	218		
1156+45.02 LT	TO	1157+38.51	LT	Mainline	94	94		
361+29.18 LT	TO	363+28.35	LT	Ramp D	209	209		
1156+89.69 LT	TO	1160+50.00	LT	Mainline	333	333		
1160+50.00 LT	TO	1164+48.36	LT	Mainline	399	399		
1145+51.86 LT				Mainline			12.5	1
253+18.05 LT				Ramp B			7.5	1
1150+87.74 LT				Mainline			12.5	1
1153+51.03 LT				Bk Abut				1
1156+04.53 LT				Bk Abut				1
1157+38.51 LT				Mainline			12.5	1
361+29.18 LT				Ramp D			7.5	1
1164+48.36 LT				Mainline			12.5	1
Sub-Total:					1866	1866	65	8
TOTAL:					**3676**	**3676**	**130**	**16**

IMPACT ATTENUATOR SCHEDULE

LOCATION				IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 2	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	IMPACT ATTENUATOR REMOVAL	ATTENUATOR BASE	IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3
STATION			STAGE	EACH	EACH	EACH	EACH	EACH	EACH	SQ YD	EACH
US 51 - NB											
1149+64.08	21.53	RT	II	1							
1155+72.78	32.21	RT	III					1			
1152+63.16	34.12	RT	I		1						
1152+78.03	30.94	RT	III				1				
Sub-Total:				1	1	0	1	1	0	0	0
US 51 - SB											
1159+90.60	21.53	LT	II	1							
1153+83.91	35.09	LT	III					1			
1156+92.07	34.12	LT	I		1						
1156+58.26	30.94	LT	III				1				
Sub-Total:				1	1	0	1	1	0	0	0
I-72											
148+91.96	RT		MAINLINE			1					
149+00.89	RT		RAMP D			1					
156+97.35	LT		MAINLINE			1					
156+88.46	LT		RAMP H			1					
151+91.30	MEDIAN		MAINLINE						1	51	1
153+75.00	MEDIAN		MAINLINE						1	51	1
Sub-Total:				0	0	4	0	0	2	102	2
TOTAL:				**2**	**2**	**4**	**2**	**2**	**2**	**102**	**2**

RAISED REFLECTIVE PAVEMENT MARKER SCHEDULE

LOCATION						RAISED REFLECTIVE PAVEMENT MARKER	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	REPLACEMENT REFLECTOR	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL
STATION	TO	STATION		DESCRIPTION		EACH	EACH	EACH	EACH	EACH
US 51 - NB										
1150+57.78 RT	TO	1153+51.71	RT	CRYSTAL (80' CENTER)	NB Lanes	4				
1156+05.21 RT	TO	1158+97.78	RT	CRYSTAL (80' CENTER)	NB Lanes	4				
1151+69.25 RT	TO	1153+61.31	RT	CRYSTAL (40' CENTER)	NB Gore	5				
1151+69.25 RT	TO	1153+61.31	RT	CRYSTAL (40' CENTER)	Ramp "H" Gore	5				
1151+69.25 RT	TO	1153+61.31	RT	CRYSTAL (20' CENTER)	Ramp EOP	10				
1158+01.39 RT	TO	1159+55.23	RT	CRYSTAL (40' CENTER)	NB Gore	4				
1158+01.39 RT	TO	1159+55.23	RT	CRYSTAL (40' CENTER)	Ramp Gore	4				
1158+01.39 RT	TO	1159+55.23	RT	CRYSTAL (20' CENTER)	Ramp EOP	8				
1153+51.71 RT	TO	1156+03.85	RT	CRYSTAL (80' CENTER)	NB Lanes		3			
1144+93.76 RT	TO	1150+57.78	RT	CRYSTAL (80' CENTER)	NB Lanes			7		7
1158+97.78 RT	TO	1163+74.87	RT	CRYSTAL (80' CENTER)	NB Lanes			6		6
1150+57.78 RT	TO	1151+48.42	RT	CRYSTAL (80' CENTER)	NB Lanes				1	
1158+06.20 RT	TO	1158+97.78	RT	CRYSTAL (80' CENTER)	NB Lanes				1	
Sub-Total:						44	3	13	2	13
US 51 - SB										
1149+72.64 LT	TO	1153+50.35	LT	CRYSTAL (80' CENTER)	SB Lanes	5				
1156+03.85 LT	TO	1158+97.78	LT	CRYSTAL (80' CENTER)	SB Lanes	4				
1149+96.82 LT	TO	1151+38.38	LT	CRYSTAL (40' CENTER)	SB Gore	4				
1149+96.82 LT	TO	1151+38.38	LT	CRYSTAL (40' CENTER)	RAMP Gore	4				
1149+96.82 LT	TO	1151+38.38	LT	CRYSTAL (20' CENTER)	RAMP EOP	7				
1156+16.48 LT	TO	1158+04.73	LT	CRYSTAL (40' CENTER)	SB Gore	5				
1156+16.48 LT	TO	1158+04.73	LT	CRYSTAL (40' CENTER)	RAMP Gore	5				
1156+16.48 LT	TO	1158+04.73	LT	CRYSTAL (20' CENTER)	RAMP EOP	9				
1153+50.35 LT	TO	1156+05.21	LT	CRYSTAL (80' CENTER)	SB Lanes		3			
1145+40.98 LT	TO	1149+72.64	LT	CRYSTAL (80' CENTER)	SB Lanes			5		5
1158+97.78 LT	TO	1164+48.36	LT	CRYSTAL (80' CENTER)	SB Lanes			7		7
1149+72.64 LT	TO	1151+48.42	LT	CRYSTAL (80' CENTER)	SB Lanes				2	
1158+06.20 LT	TO	1158+97.78	LT	CRYSTAL (80' CENTER)	SB Lanes				1	
Sub-Total:						43	3	12	3	12
TOTAL:						**87**	**6**	**25**	**5**	**25**

TEMPORARY PAVEMENT MARKING AND REMOVAL SCHEDULE

LOCATION									SHORT-TERM PAVEMENT MARKING	WET TEMPORARY PAVEMENT MARKING TAPE, TYPE III, 4 INCH	WORK ZONE PAVEMENT MARKING REMOVAL
STATION		TO	STATION		STAGE	DESCRIPTION			FOOT	FOOT	SQ FT
						US 51 - NB					
1144+93.76	RT	TO	1163+85.56	RT		Main	Skip Dash	Lane Ln RT	47		16
1145+04.76	RT	TO	1153+61.31	RT		Main	Diagonal White	EOP RT	34		11
1153+61.31	RT	TO	1153+22.16	RT		Main	Diagonal White	EOP RT	2		1
1152+69.85	RT	TO	1153+61.31	RT		Main	Diagonal White	Gore LT	4		1
1153+22.16	RT	TO	1156+36.12	RT		Main	Diagonal White	EOP RT	13		4
1153+61.31	RT	TO	1158+01.39	RT		Main	Skip Dash	Weaving Ln	11		4
1156+36.12	RT	TO	1157+26.70	RT		Main	Diagonal White	EOP RT	4		1
1158+01.39	RT	TO	1163+74.90	RT		Main	Diagonal White	EOP RT	23		8
450+00.00	RT	TO	454+26.73	RT		Ramp F	Diagonal White	EOP Inside	17		6
450+73.44	LT	TO	452+27.21	RT		Ramp F	Diagonal White	Gore LT	6		2
452+27.21	RT	TO	454+26.73	RT		Ramp F	Diagonal Yellow	EOP Outside	8		3
558+04.46	RT	TO	563+56.45	RT		Ramp H	Diagonal White	EOP Inside	22		7
558+04.46	LT	TO	562+61.68	LT		Ramp H	Diagonal Yellow	EOP Outside	18		6
562+61.68	RT	TO	563+56.45	RT		Ramp H	Diagonal White	Gore LT	4		1
1144+71.50	RT	TO	1164+07.05	RT		Main	Solid Yellow	Median RT			646
1144+93.76	RT	TO	1163+85.56	RT		Main	Skip Dash (10'-30')	Lane Ln RT			237
1145+04.76	RT	TO	1151+69.25	RT		Main	Solid White	EOP RT			221
1151+69.25	RT	TO	1153+61.31	RT		Main	Solid White	Gore RT			128
1152+67.03	RT	TO	1157+26.70	RT		Main	Solid White	EOP RT			153
1152+67.03	RT	TO	1153+61.31	RT		Main	Solid White	Gore RT			63
1153+61.31	RT	TO	1158+01.39	RT		Main	Dotted (3'-9')	Weave Ln RT			73
1158+01.39	RT	TO	1159+55.23	RT		Main	Solid White	Gore RT			103
1159+55.23	RT	TO	1163+74.70	RT		Main	Solid White	EOP RT			140
450+00.00	RT	TO	454+26.73	RT		Ramp F	Solid White	EOP Inside			142
450+73.44	LT	TO	452+27.21	LT		Ramp F	Solid White	Gore LT			103
452+27.21	RT	TO	454+26.73	RT		Ramp F	Solid Yellow	EOP Outside			67
558+04.46	RT	TO	563+56.45	RT		Ramp H	Solid White	EOP Inside			184
558+04.46	LT	TO	562+61.68	LT		Ramp H	Solid Yellow	EOP Outside			152
562+61.68	LT	TO	563+56.45	LT		Ramp H	Solid White	Gore LT			63
1149+83.42	RT	TO	1151+56.97	RT	STAGE I	Main	Solid White	EOP RT		174	
1150+05.68	RT	TO	1158+73.94	RT	STAGE I	Main	Solid White	Lane Line		868	
1150+27.93	RT	TO	1158+51.69	RT	STAGE I	Main	Solid Yellow	Median RT		824	
1151+56.97	RT	TO	1152+56.97	RT	STAGE I	Main	Dotted White (3'-9')	EOP RT		25	
1152+56.97	RT	TO	1157+00.47	RT	STAGE I	Main	Solid White	EOP RT		444	
1157+00.47	RT	TO	1158+00.47	RT	STAGE I	Main	Dotted White (3'-9')	EOP RT		25	
1158+00.47	RT	TO	1158+96.20	RT	STAGE I	Main	Solid White	EOP RT		96	
558+47.41	RT	TO	563+47.45	RT	STAGE I	Ramp H	Solid White	EOP RT		500	
558+47.41	LT	TO	562+00.06	LT	STAGE I	Ramp H	Solid Yellow	EOP LT		353	
562+00.06	LT	TO	562+57.68	LT	STAGE I	Ramp H	Solid White	EOP LT		58	
1157+00.47	RT	TO	1157+26.70	RT	STAGE I	Ramp F	Solid White	EOP RT		26	
450+00.00	RT	TO	452+73.49	RT	STAGE I	Ramp F	Solid White	EOP RT		273	
450+72.19	LT	TO	451+21.92	LT	STAGE I	Ramp F	Solid White	EOP LT		50	
451+21.92	LT	TO	452+73.49	LT	STAGE I	Ramp F	Solid Yellow	EOP LT		152	
1145+04.76	RT	TO	1151+15.39	RT	STAGE II	Main	Solid White	EOP RT		611	
1144+93.76	RT	TO	1163+85.56	RT	STAGE II	Main	Solid White	Lane Line		1892	
1144+71.50	RT	TO	1164+07.05	RT	STAGE II	Main	Solid Yellow	Median RT		1936	
1151+15.39	RT	TO	1152+15.39	RT	STAGE II	Main	Dotted White (3'-9')	EOP RT		25	
1152+15.39	RT	TO	1158+52.71	RT	STAGE II	Main	Solid White	EOP RT		637	
1158+52.71	RT	TO	1159+52.61	RT	STAGE II	Main	Dotted White (3'-9')	EOP RT		25	
1159+52.61	RT	TO	1163+74.90	RT	STAGE II	Main	Solid White	EOP RT		422	
558+04.46	RT	TO	563+04.46	RT	STAGE II	Ramp H	Solid White	EOP RT		500	
558+04.46	LT	TO	561+51.17	LT	STAGE II	Ramp H	Solid Yellow	EOP LT		347	
561+51.17	LT	TO	562+13.04	LT	STAGE II	Ramp H	Solid White	EOP LT		62	
451+26.73	RT	TO	454+26.73	RT	STAGE II	Ramp F	Solid White	EOP RT		300	
452+21.24	LT	TO	452+75.42	LT	STAGE II	Ramp F	Solid White	EOP LT		54	
452+75.42	LT	TO	454+26.73	LT	STAGE II	Ramp F	Solid Yellow	EOP LT		151	
1145+04.76	RT	TO	1163+74.90	RT	STAGE III	Main	Solid White	EOP RT		1870	
1144+93.76	RT	TO	1163+85.56	RT	STAGE III	Main	Solid White	Lane Line		1892	
1144+71.50	RT	TO	1164+07.05	RT	STAGE III	Main	Solid Yellow	Median RT		1936	
1153+61.31	RT	TO	1158+01.39	RT	STAGE III	Main	Dotted White (3'-9')	Lane Ln RT		440	
1152+67.03	RT	TO	1153+61.31	RT	STAGE III	Main	Solid White	Gore RT		94	
1152+67.03	RT	TO	1157+26.70	RT	STAGE III	Main	Solid White	EOP RT		460	
558+04.46	RT	TO	563+56.45	RT	STAGE III	Ramp H	Solid White	EOP RT		552	
558+04.46	LT	TO	562+61.85	LT	STAGE III	Ramp H	Solid Yellow	EOP LT		457	
562+61.85	LT	TO	563+56.45	LT	STAGE III	Ramp H	Solid White	GORE LT		95	
450+00.00	RT	TO	454+26.73	RT	STAGE III	Ramp F	Solid White	EOP RT		427	
450+73.44	LT	TO	452+27.21	LT	STAGE III	Ramp F	Solid White	GORE LT		154	
452+27.21	LT	TO	454+26.73	LT	STAGE III	Ramp F	Solid Yellow	EOP LT		200	
Sub-Total:									213	19407	2546

TEMPORARY PAVEMENT MARKING AND REMOVAL SCHEDULE (CONT.)

LOCATION									SHORT-TERM PAVEMENT MARKING	WET TEMPORARY PAVEMENT MARKING TAPE, TYPE III, 4 INCH	WORK ZONE PAVEMENT MARKING REMOVAL
STATION		TO	STATION		STAGE		DESCRIPTION		FOOT	FOOT	SQ FT
							US 51 - SB				
1145+40.98	LT	TO	1164+59.84	LT		Main	Skip Dash	Lane Ln LT	48		16
1145+51.97	LT	TO	1151+38.38	LT		Main	Diagonal White	EOP LT	23		8
1151+38.38	LT	TO	1156+16.48	LT		Main	Skip Dash	Weaving Ln	12		4
1152+27.84	LT	TO	1153+19.44	LT		Main	Diagonal White	EOP LT	4		1
1153+19.44	LT	TO	1156+32.94	LT		Main	Diagonal White	EOP LT	13		4
1156+16.48	LT	TO	1164+48.32	LT		Main	Diagonal White	EOP LT	33		11
1156+16.48	LT	TO	1156+87.48	LT		Main	Diagonal White	Gore LT	3		1
1156+32.94	LT	TO	1156+87.23	LT		Main	Diagonal White	Gore LT	2		1
250+00.00	RT	TO	254+40.79	RT		Ramp B	Diagonal White	EOP Inside	18		6
250+87.80	LT	TO	252+29.57	LT		Ramp B	Diagonal White	Gore LT	6		2
252+29.57	LT	TO	254+40.79	LT		Ramp B	Diagonal Yellow	EOP Outside	8		3
358+03.85	RT	TO	363+56.49	RT		Ramp D	Diagonal White	EOP Inside	22		7
358+03.85	LT	TO	362+42.01	LT		Ramp D	Diagonal Yellow	EOP Outside	18		6
362+42.01	LT	TO	363+56.49	LT		Ramp D	Diagonal White	Gore LT	5		2
1145+18.73	LT	TO	1164+83.25	LT		Main	Solid Yellow	Median LT			656
1145+40.98	LT	TO	1164+59.84	LT		Main	Skip Dash (10'-30')	Lane Ln LT			240
1145+51.86	LT	TO	1149+96.82	LT		Main	Solid White	EOP LT			148
1149+96.82	LT	TO	1151+38.38	LT		Main	Solid White	Gore LT			95
1151+38.38	LT	TO	1156+16.48	LT		Main	Dotted (3'-9')	Weave Ln LT			80
1152+27.84	LT	TO	1156+87.23	LT		Main	Solid White	EOP LT			153
1156+16.48	LT	TO	1158+04.73	LT		Main	Solid White	Gore LT			125
1156+16.48	LT	TO	1156+87.23	LT		Main	Solid White	Gore LT			47
1158+04.73	LT	TO	1164+48.36	LT		Main	Solid White	EOP LT			215
250+00.00	RT	TO	254+40.79	RT		Ramp B	Solid White	EOP Inside			147
250+87.80	LT	TO	252+29.57	LT		Ramp B	Solid White	Gore LT			95
252+29.57	LT	TO	254+40.79	LT		Ramp B	Solid Yellow	EOP Outside			70
358+03.85	RT	TO	363+56.49	RT		Ramp D	Solid White	EOP Inside			184
358+03.85	LT	TO	362+42.01	LT		Ramp D	Solid Yellow	EOP Outside			146
362+42.01	LT	TO	363+56.49	LT		Ramp D	Solid White	Gore LT			76
1150+30.54	LT	TO	1151+55.09	LT	STAGE I	Main	Solid White	EOP LT		125	
1150+52.80	LT	TO	1159+48.94	LT	STAGE I	Main	Solid White	Lane Line		896	
1150+75.05	LT	TO	1159+26.69	LT	STAGE I	Main	Solid Yellow	Median LT		852	
1151+55.09	LT	TO	1152+55.09	LT	STAGE I	Main	Dotted White (3'-9')	EOP LT		25	
1152+55.09	LT	TO	1156+98.59	LT	STAGE I	Main	Solid White	EOP LT		444	
1156+98.59	LT	TO	1157+98.59	LT	STAGE I	Main	Dotted White (3'-9')	EOP LT		25	
1157+98.59	LT	TO	1159+71.20	LT	STAGE I	Main	Solid White	EOP LT		173	
250+00.00	RT	TO	252+72.53	RT	STAGE I	Ramp B	Solid White	EOP RT		273	
1152+27.84	LT	TO	1152+55.09	LT	STAGE I	Ramp B	Solid White	EOP LT		27	
250+71.21	LT	TO	251+20.81	LT	STAGE I	Ramp B	Solid White	EOP LT		50	
251+20.81	LT	TO	252+72.53	LT	STAGE I	Ramp B	Solid Yellow	EOP LT		152	
358+46.15	RT	TO	363+46.25	RT	STAGE I	Ramp D	Solid White	EOP RT		500	
358+46.15	LT	TO	361+99.13	LT	STAGE I	Ramp D	Solid Yellow	EOP LT		353	
361+99.13	LT	TO	362+56.55	LT	STAGE I	Ramp D	Solid White	EOP LT		57	
1145+51.97	LT	TO	1149+87.83	LT	STAGE II	Main	Solid White	EOP LT		436	
1145+40.98	LT	TO	1164+59.84	LT	STAGE II	Main	Solid White	Lane Line		1919	
1145+18.73	LT	TO	1164+83.25	LT	STAGE II	Main	Solid Yellow	Median LT		1965	
1149+87.83	LT	TO	1150+87.74	LT	STAGE II	Main	Dotted White (3'-9')	EOP LT		25	
1150+87.74	LT	TO	1157+39.53	LT	STAGE II	Main	Solid White	EOP LT		652	
1157+39.53	LT	TO	1158+39.53	LT	STAGE II	Main	Dotted White (3'-9')	EOP LT		25	
1158+39.53	LT	TO	1164+48.32	LT	STAGE II	Main	Solid White	EOP LT		609	
251+41.00	RT	TO	254+40.79	RT	STAGE II	Ramp B	Solid White	EOP RT		300	
252+34.48	LT	TO	252+90.07	LT	STAGE II	Ramp B	Solid White	EOP LT		56	
252+90.07	LT	TO	254+40.79	LT	STAGE II	Ramp B	Solid Yellow	EOP LT		151	
358+03.85	RT	TO	363+03.85	RT	STAGE II	Ramp D	Solid White	EOP RT		500	
358+03.85	LT	TO	361+50.69	LT	STAGE II	Ramp D	Solid Yellow	EOP LT		347	
361+50.69	LT	TO	362+12.45	LT	STAGE II	Ramp D	Solid White	EOP LT		62	
1145+51.97	LT	TO	1164+48.36	LT	STAGE III	Main	Solid White	EOP LT		1896	
1145+40.98	LT	TO	1164+59.84	LT	STAGE III	Main	Solid White	Lane Line		1919	
1145+18.73	LT	TO	1164+83.25	LT	STAGE III	Main	Solid Yellow	Median LT		1965	
1151+38.38	LT	TO	1156+16.48	LT	STAGE III	Main	Dotted White (3'-9')	Lane Ln LT		120	
1152+27.84	LT	TO	1156+87.23	LT	STAGE III	Main	Solid White	EOP LT		459	
1156+16.48	LT	TO	1156+87.23	LT	STAGE III	Main	Solid White	Gore LT		71	
250+00.00	RT	TO	254+40.79	RT	STAGE III	Ramp B	Solid White	EOP RT		441	
250+87.80	LT	TO	252+29.60	RT	STAGE III	Ramp B	Solid White	Gore LT		142	
252+29.60	RT	TO	254+40.79	RT	STAGE III	Ramp B	Solid White	EOP LT		211	
358+03.85	RT	TO	363+56.49	RT	STAGE III	Ramp D	Solid White	EOP RT		553	
358+03.85	LT	TO	362+42.14	LT	STAGE III	Ramp D	Solid Yellow	EOP LT		438	
362+42.14	LT	TO	363+56.49	LT	STAGE III	Ramp D	Solid White	EOP LT		114	
								Sub-Total:	215	19328	2549
								TOTAL:	428	38735	5095

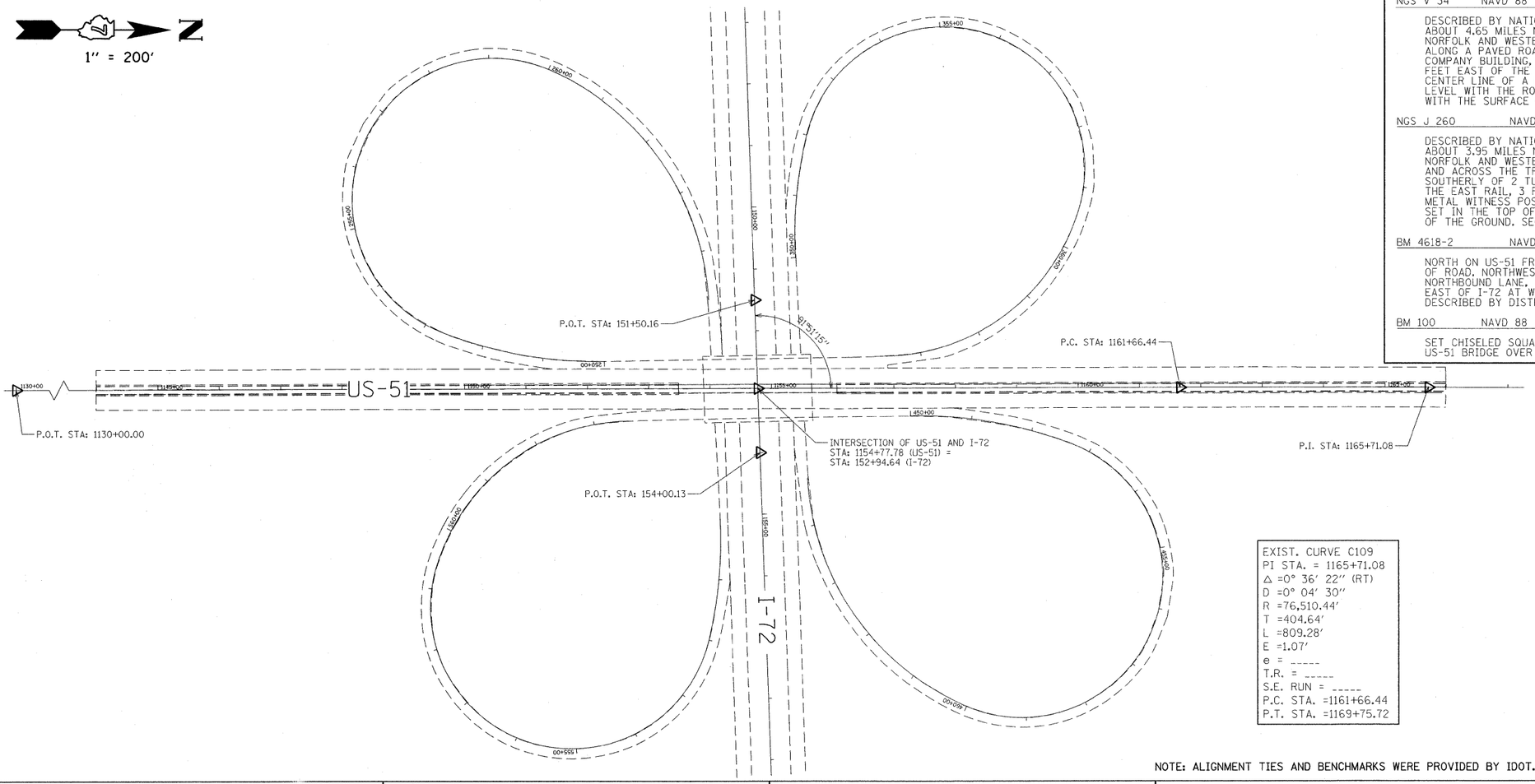
FILE NAME = P:\800276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-schedules.dgn	USER NAME = mschwierjohn	DESIGNED - MLS	REVISED -
	PLOT SCALE = 170.0000 ' / in.	DRAWN - JWS	REVISED -
	PLOT DATE = 3/15/2018	CHECKED - SJK	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)DB-1	MACON	149	11
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



EXIST. CURVE C109
PI STA. = 1165+71.08
Δ =0° 36' 22" (RT)
D =0° 04' 30"
R =76,510.44'
T =404.64'
L =809.28'
E =1.07'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. =1161+66.44
P.T. STA. =1169+75.72

NOTE: ALIGNMENT TIES AND BENCHMARKS WERE PROVIDED BY IDOT.

NGS V 34 NAVD 88 665.19 PUBLISHED

DESCRIBED BY NATIONAL GEODETIC SURVEY 1969, 5 MILES NORTH FROM DECATUR. ABOUT 4.65 MILES NORTH ALONG THE ILLINOIS CENTRAL RAILROAD FROM THE NORFOLK AND WESTERN RAILWAY STATION AT DECATUR, THENCE 0.35 MILES WEST ALONG A PAVED ROAD, 0.15 MILE WEST OF THE LINCOLN LABORATORIES COMPANY BUILDING, 20 1/2 FEET NORTH OF THE CENTERLINE OF THE ROAD, 206 FEET EAST OF THE CENTER LINE OF U.S. HIGHWAY 51, 49 FEET EAST OF THE CENTER LINE OF A PRIVATE DRIVEWAY, 7 1/2 FEET EAST OF A POWER POLE, ABOUT LEVEL WITH THE ROAD, AND SET IN THE TOP OF A CONCRETE POST WHICH IS LEVEL WITH THE SURFACE OF THE GROUND. SEC 23, T 17 N, R 2 E.

NGS J 260 NAVD 88 666.00 PUBLISHED

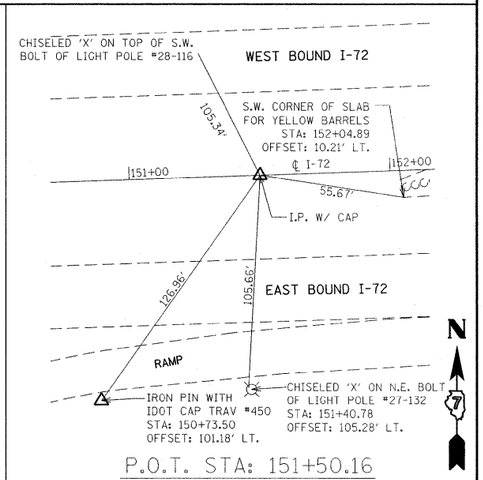
DESCRIBED BY NATIONAL GEODETIC SURVEY 1969, 4 MILES NORTH FROM DECATUR. ABOUT 3.95 MILES NORTH ALONG THE ILLINOIS CENTRAL RAILROAD FROM THE NORFOLK AND WESTERN RAILWAY STATION AT DECATUR, 131 1/2 FEET NORTHEAST AND ACROSS THE TRACK FROM MILEPOST 756, 160 YARDS SOUTH OF THE MORE SOUTHERLY OF 2 TUBULAR CULVERTS UNDER THE TRACK, 37 1/2 FEET EAST OF THE EAST RAIL, 3 FEET SOUTH OF A TELEPHONE POLE, 1.9 FEET NORTH OF A METAL WITNESS POST, ABOUT 2 1/2 FEET BELOW THE LEVEL OF THE TRACK, AND SET IN THE TOP OF A CONCRETE POST WHICH PROJECTS 1 INCH ABOUT THE SURFACE OF THE GROUND. SEC 26, T 17 N, R 2 E.

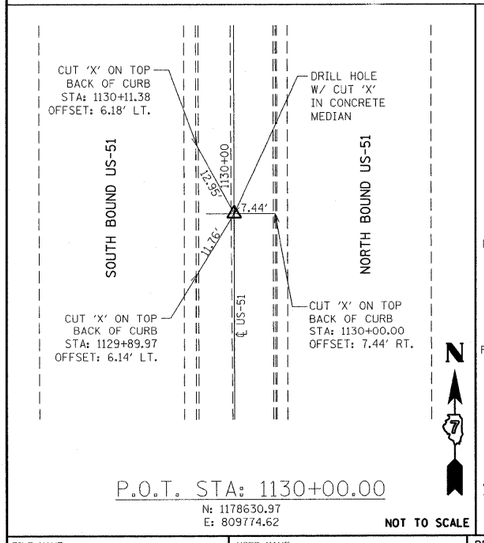
BM 4618-2 NAVD 88 669.17 CALCULATED

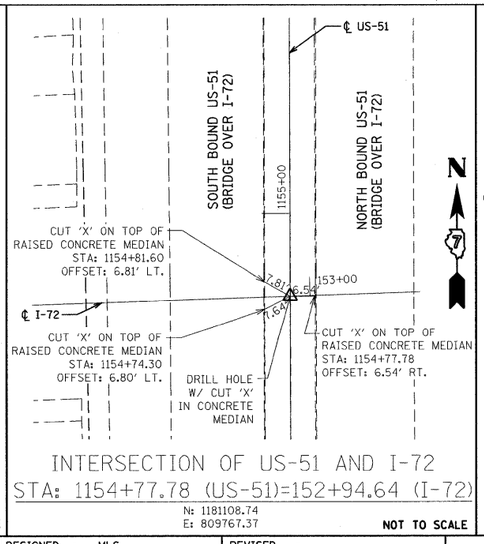
NORTH ON US-51 FROM INTERCHANGE WITH I-72, 0.02 MILE TO BENCH ON EAST SIDE OF ROAD. NORTHWEST BOLT OF STREET LIGHT, 86.5 FEET EAST OF CENTERLINE US-51 NORTHBOUND LANE, 73.5 FEET WEST OF CORNER POST ON R.O.W. FENCE, 29.4 FEET EAST OF I-72 AT WEST OFF RAMP ON THE NORTH EDGE OF PAVEMENT FOUND AS DESCRIBED BY DISTRICT 5.

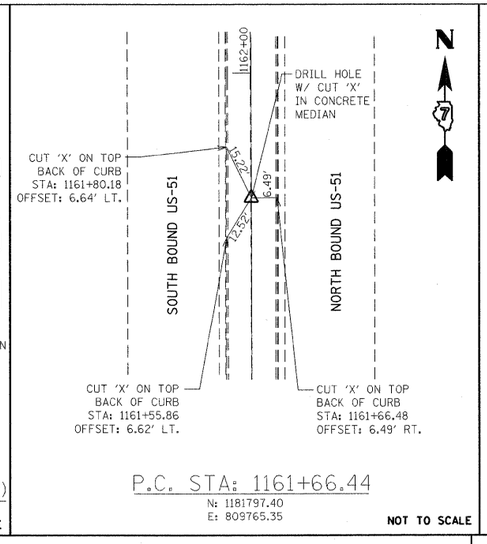
BM 100 NAVD 88 648.98 CALCULATED

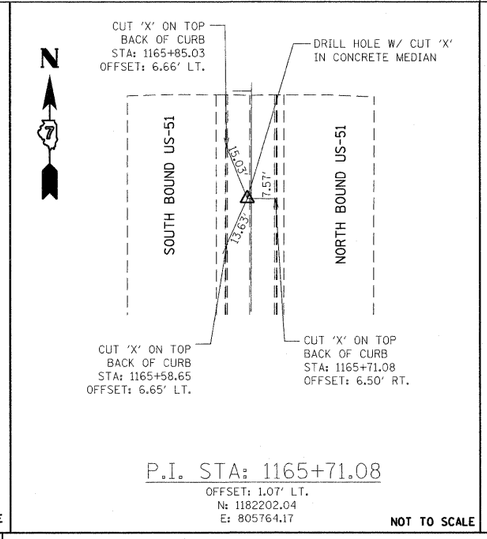
SET CHISELED SQUARE ON NORTHEAST CORNER OF EAST END CRASH WALL OF PIER OF US-51 BRIDGE OVER I-72.

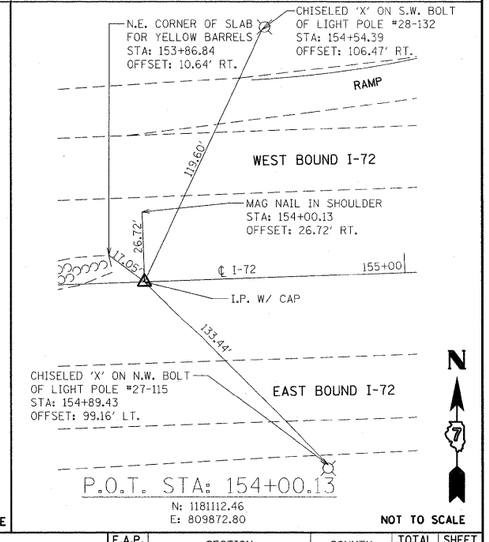












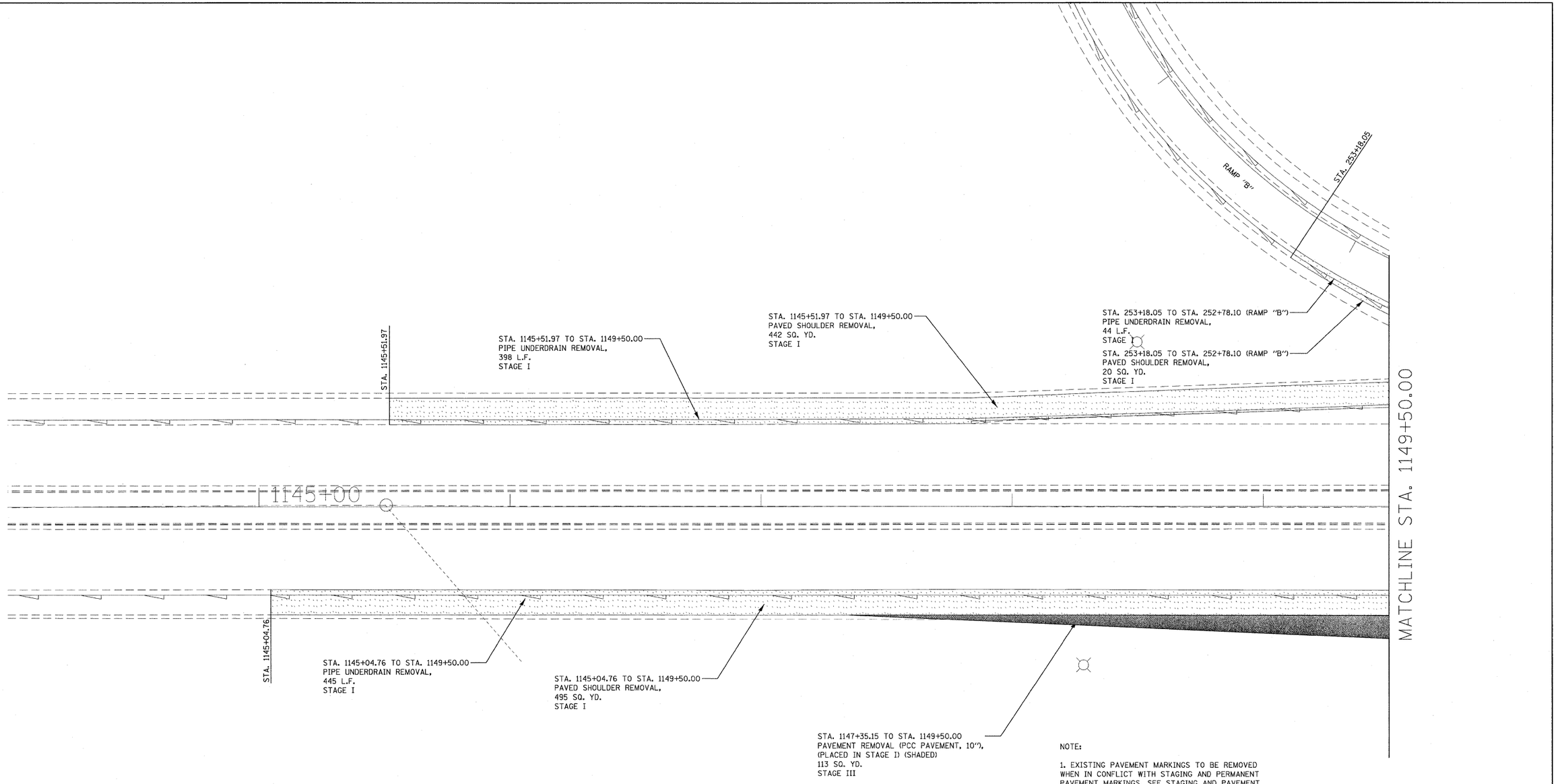
FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-ATB.dgn	USER NAME = mjoost	DESIGNED - MLS	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/12/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT TIES AND BENCHMARKS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	12
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



NOTE:

1. EXISTING PAVEMENT MARKINGS TO BE REMOVED WHEN IN CONFLICT WITH STAGING AND PERMANENT PAVEMENT MARKINGS. SEE STAGING AND PAVEMENT MARKING PLAN SHEETS AND SCHEDULES FOR LOCATIONS OF PAVEMENT MARKING REMOVAL.

2. CONTRACTOR TO SAWCUT ALONG EXISTING PAVEMENT AND SHOULDER AS NECESSARY FOR REMOVAL TO CONSTRUCT PAVEMENT WIDENING. COST OF SAWCUT INCLUDED IN COST OF REMOVAL ITEM FOR WHICH THE SAWCUT IS BEING MADE.

3. REMOVAL OF OUTLET AND HEADWALL AT EXISTING PIPE UNDERDRAIN OUTLETS TO BE INCLUDED IN COST OF PIPE UNDERDRAIN REMOVAL.

4. LIMITS OF GUARDRAIL REMOVAL NEAR STRUCTURES MAY VARY IN THE FIELD.

5. REMOVAL OF RAISED REFLECTIVE PAVEMENT MARKERS WITHIN LOCATIONS OF PAVEMENT REMOVAL AREAS SHALL BE INCLUDED IN THE COST OF PAVEMENT REMOVAL. IF DIRECTED BY ENGINEER, LENSES MAY BE REMOVED PRIOR TO PAVEMENT REMOVAL FOR STAGING CONFLICTS. COST OF LENSE REMOVAL INCLUDED IN COST OF RAISED REFLEECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL.

0′ 20′ 40′
SCALE 1″ = 20′

N

FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-rem-001.dgn	USER NAME = mjoost	DESIGNED - MLS	REVISED -
		DRAWN - MLS	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/12/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN – US 51

SCALE: 1:20 | SHEET NO. 1 OF 4 SHEETS | STA. 1144+00 TO STA. 1149+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	13
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

MATCHLINE STA. 1149+50.00

STA. 252+78.10 TO STA. 252+10.76 (RAMP "B")
PAVED SHOULDER REMOVAL
29 SQ. YD.
STAGE I

STA. 251+88.22 TO STA. 252+71.42 (RAMP "B")
PAVEMENT REMOVAL (PCC PAVEMENT, 10"
PLACED IN STAGE I)
(SHADED)
114 SQ. YD.
STAGE III

STA. 252+78.10 TO STA. 251+91.12 (RAMP "B")
PAVED SHOULDER REMOVAL
89 L.F.
STAGE I

STA. 1149+50.00 TO STA. 1150+36.40
PAVED SHOULDER REMOVAL
96 SQ. YD.
STAGE I

STA. 1149+50.00 TO STA. 1150+36.40
PIPE UNDERDRAIN REMOVAL
82 L.F.
STAGE I

STA. 1149+72.64 TO STA. 1150+02.64
HMA SURFACE REMOVAL-BUTT JOINT
80 SQ. YD.
STAGE III

STA. 1150+02.64 TO STA. 1151+48.42
HMA SURFACE REMOVAL VARIABLE DEPTH
389 SQ. YD.
STAGE III

STA. 251+44.54 TO STA. 251+74.54
HMA SURFACE REMOVAL - BUTT JOINT,
53 SQ. YD.
STAGE III

STA. 251+09.88 TO STA. 251+40.78 (RAMP B)
PAVEMENT REMOVAL (PCC PAVEMENT, 10"
PLACED STAGE I)
(SHADED)
21 SQ. YD.
STAGE III

STA. 1149+72.64 TO STA. 1151+48.42
MEDIAN SURFACE REMOVAL
2,257 SQ. FT.
STAGE III

STA. 1149+72.64 TO STA. 1151+48.42
COMB. CURB & GUTTER REMOVAL
176 L.F. (SB)
STAGE III

STA. 1151+19.16 TO STA. 1152+00.52
PAVEMENT REMOVAL (PCC PAVEMENT, 10"
PLACED IN STAGE I)
(SHADED)
11 SQ. YD.
STAGE III

STA. 1151+48.42 TO STA. 1153+47.69
COMB. CURB & GUTTER REMOVAL
199 L.F. (NB)
199 L.F. (SB)
STAGE II

STA. 1151+48.42 TO STA. 1153+07.40
CRC PAVEMENT REMOVAL
424 SQ. YD.
STAGE II

STA. 1151+48.42 TO STA. 1153+47.69
MEDIAN SURFACE REMOVAL
2,559 SQ. FT.
STAGE II

REMOVE EXISTING OVERHEAD
SIGN STRUCTURE - CANTILEVER
REMOVE EXISTING CONCRETE
PEDESTAL 1' BELOW PROPOSED
GRADE. COST INCLUDED IN COST
OF SIGN REMOVAL.

STA. 1153+07.03 TO
STA. 1153+47.40
APPROACH SLAB REMOVAL
193 SQ. YD.

STA. 1150+87.74 TO
STA. 1153+06.20
PIPE UNDERDRAIN REMOVAL
218 L.F.
STAGE I

STA. 1150+87.74 TO
STA. 1153+06.20
PAVED SHOULDER REMOVAL
146 SQ. YD.
STAGE I

STA. 151+22.99 TO STA. 153+61.46 (I-72)
GUARDRAIL REMOVAL
239 L.F.
STAGE I

STA. 152+25.00 (I-72)
IMPACT ATTENUATOR REMOVAL
1 EACH
STAGE I

EX. 10" TREE (TBR)
STA. 1153+50.02
OFF. 74.25' LT

EX. 10" TREE (TBR)
STA. 1153+27.03
OFF. 77.52' LT

RELOCATE EXISTING
LIGHTING UNIT
REMOVE EXISTING ANCHOR
BOLTS COST INCLUDED
IN COST OF RELOCATION

RAMP "B"

1250+00

1150+00

STA. 1149+50.00 TO STA. 1152+66.75
PAVED SHOULDER REMOVAL,
361 SQ. YD.
STAGE I

STA. 1149+50.00 TO STA. 1152+66.75
PIPE UNDERDRAIN REMOVAL
279 L.F.
STAGE I

STA. 1149+50.00 TO STA. 1150+57.78
PAVEMENT REMOVAL (PCC PAVEMENT, 10"
PLACED STAGE I)
(SHADED)
141 SQ. YD.
STAGE III

STA. 1150+57.78 TO STA. 1150+87.78
HMA SURFACE REMOVAL - BUTT JOINT,
80 SQ. YD.
STAGE III

STA. 1150+87.78 TO STA. 1151+48.42
HMA SURFACE REMOVAL VARIABLE DEPTH,
162 SQ. YD.
STAGE III

STA. 1150+57.78 TO STA. 1151+48.42
COMB. CURB & GUTTER REMOVAL
91 L.F. (NB)
STAGE III

STA. 1150+57.78 TO STA. 1151+75.00
PAVEMENT REMOVAL (PCC PAVEMENT, 10"
PLACED IN STAGE I)
(SHADED)
315 SQ. YD.
STAGE III

STA. 562+18.45 TO STA. 562+48.45
HMA SURFACE REMOVAL - BUTT JOINT,
51 SQ. YD.
STAGE III

STA. 561+67.84 TO STA. 562+13.04 (RAMP H)
PAVEMENT REMOVAL (PCC PAVEMENT, 10"
PLACED IN STAGE I)
(SHADED)
49 SQ. YD.
STAGE III

STA. 561+29.77

STA. 561+29.77 TO STA. 562+75.83
PAVED SHOULDER REMOVAL,
68 SQ. YD.
STAGE I

STA. 561+29.77 TO STA. 562+75.83
PIPE UNDERDRAIN REMOVAL,
200 L.F.
STAGE I

RAMP "H"

STA. 1151+48.42 TO STA. 1153+08.00
CRC PAVEMENT REMOVAL,
426 SQ. YD.
STAGE II

STA. 1152+15.39 TO STA. 1153+09.34
PIPE UNDERDRAIN REMOVAL
94 L.F.
STAGE I

STA. 1152+15.39 TO STA. 1153+09.34
PAVED SHOULDER REMOVAL,
63 SQ. YD.
STAGE I

STA. 1153+08.35 TO
STA. 1153+49.51
APPROACH SLAB REMOVAL
220 SQ. YD.

STA. 1152+24.07 TO
STA. 1153+49.73
GUARDRAIL REMOVAL,
126 L.F.
STAGE I

EX. 8" TREE
(TO REMAIN)

LIGHTING UNIT
(TO REMAIN)

REMOVAL OF EXISTING STRUCTURES
SEE BRIDGE PLAN SHEETS
STAGE I & II

STA. 153+75.00 (I-72)
IMPACT ATTENUATOR REMOVAL
1 EACH
STAGE I

MATCHLINE STA. 1155+00.00

0' 20' 40'
SCALE 1" = 20'

N

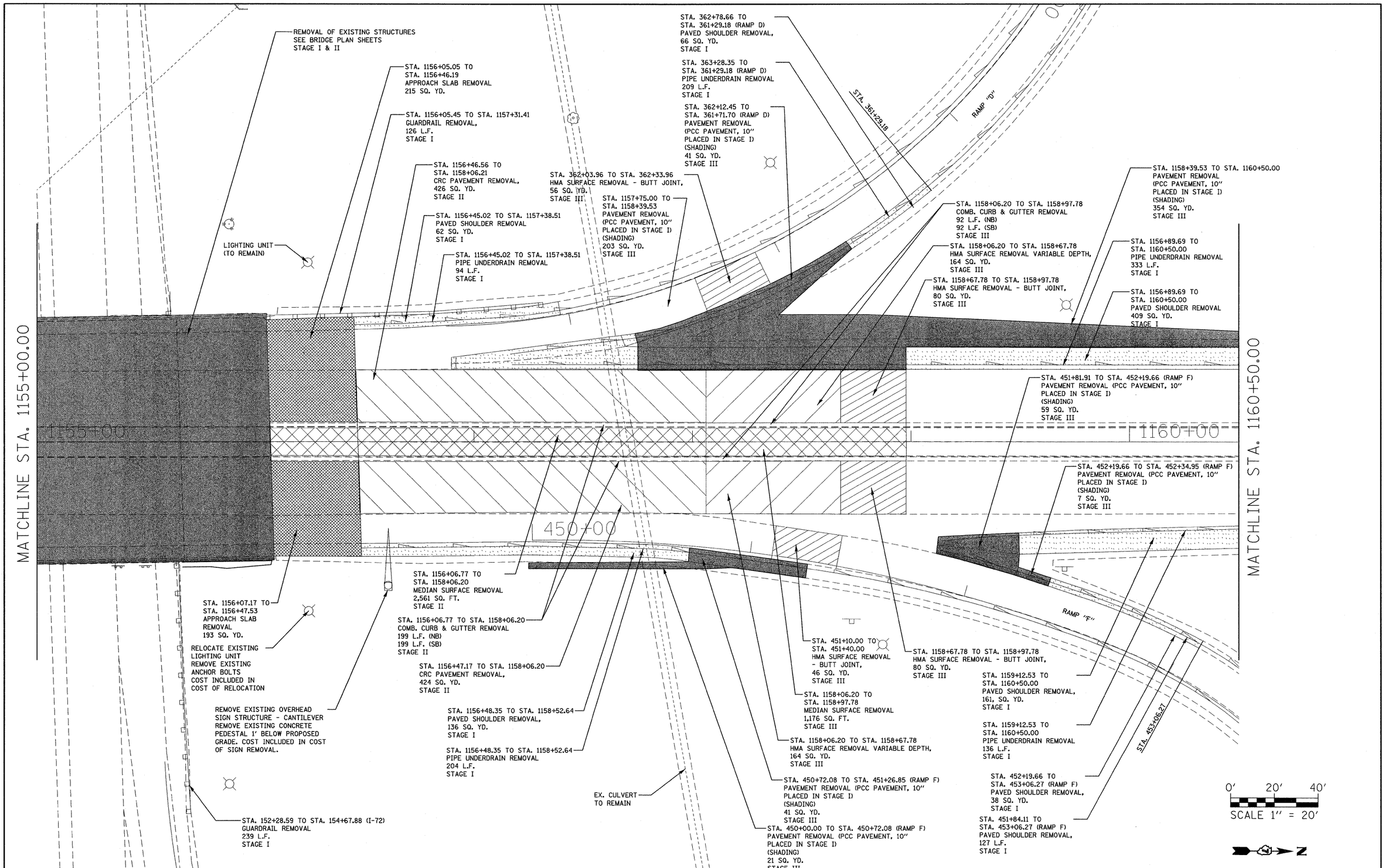
FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-rem-002.dgn	USER NAME = jheger	DESIGNED - MLS	REVISED -
		DRAWN - MLS	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/15/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN – US 51

SCALE: 1:20 | SHEET NO. 2 OF 4 SHEETS | STA. 1149+50 TO STA. 1155+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	14
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



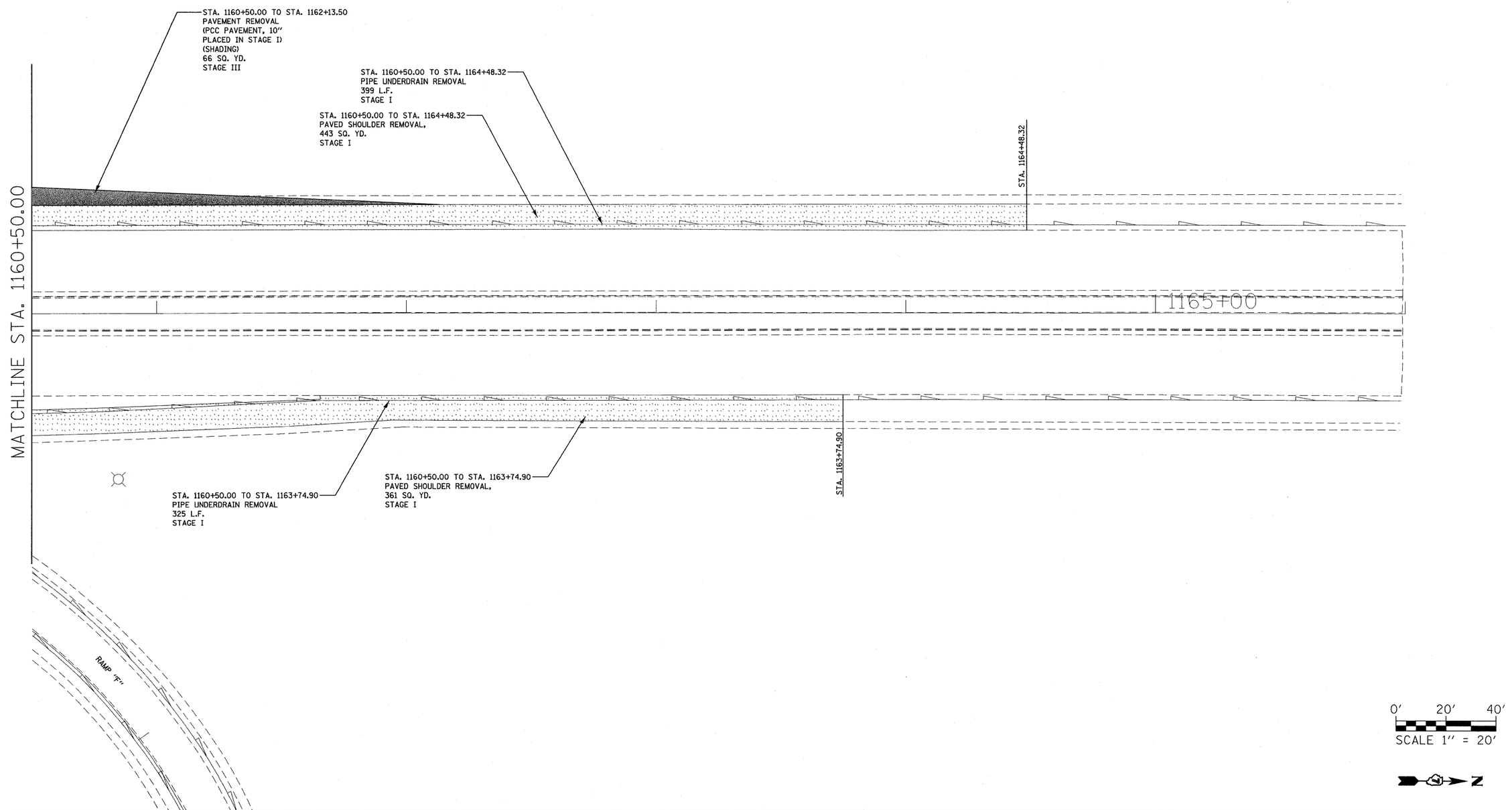
FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-rem-003.dgn	USER NAME = jheger	DESIGNED - MLS	REVISED -
		DRAWN - MLS	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/15/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN – US 51

SCALE: 1:20 | SHEET NO. 3 OF 4 SHEETS | STA. 1155+00 TO STA. 1160+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	15
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



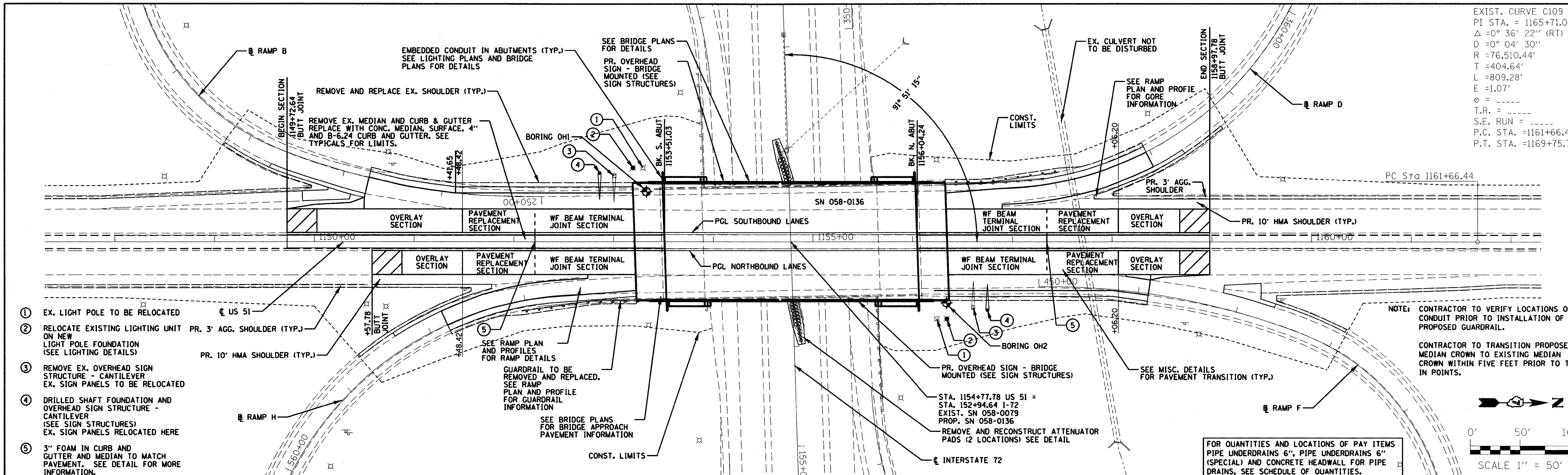
FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-rem-004.dgn	USER NAME = jhager	DESIGNED - MLS	REVISED -
		DRAWN - MLS	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/15/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

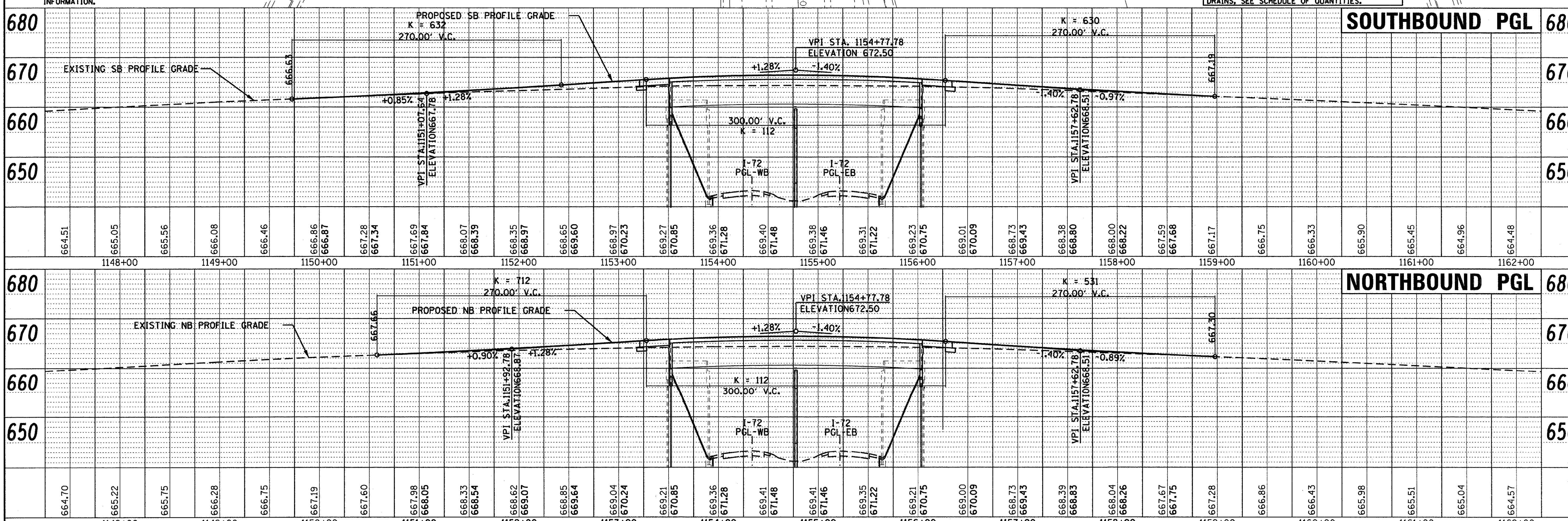
REMOVAL PLAN – US 51

SCALE: 1:20 | SHEET NO. 4 OF 4 SHEETS | STA. 1160+50 TO STA. 1166+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	16
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



EXIST. CURVE C109
PI STA. = 1165+71.08
Δ =0° 36' 22" (RT)
D =0° 04' 30"
R =76,510.44'
T =404.64'
L =809.28'
E =1.07'
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. =1161+66.44
P.T. STA. =1169+75.72
℄ RAMP B
EMBEDDED CONDUIT IN ABUTMENTS (TYP.) SEE LIGHTING PLANS AND BRIDGE PLANS FOR DETAILS
SEE BRIDGE PLANS FOR DETAILS
PR. OVERHEAD SIGN - BRIDGE MOUNTED (SEE SIGN STRUCTURES)
EX. CULVERT NOT TO BE DISTURBED
END SECTION 1158+97.78 BUTT JOINT
℄ RAMP D
SEE RAMP PLAN AND PROFILE FOR GORE INFORMATION
CONST. LIMITS
REMOVE AND REPLACE EX. SHOULDER (TYP.)
BEGIN SECTION 1149+72.64 BUTT JOINT
REMOVE EX. MEDIAN AND CURB & GUTTER REPLACE WITH CONC. MEDIAN, SURFACE, 4" AND B-6.24 CURB AND GUTTER. SEE TYPICALS FOR LIMITS.
BORING OH1
BK. S. ABUT 1153+51.03
BK. N. ABUT 1156+04.24
91° 51' 15"
PC Sta 1161+66.44
PR. 3' AGG. SHOULDER
SN 058-0136
OVERLAY SECTION
PAVEMENT REPLACEMENT SECTION
WF BEAM TERMINAL JOINT SECTION
PGL SOUTHBOUND LANES
PGL NORTHBOUND LANES
PR. 10' HMA SHOULDER (TYP.)
① EX. LIGHT POLE TO BE RELOCATED
② RELOCATE EXISTING LIGHTING UNIT ON NEW LIGHT POLE FOUNDATION (SEE LIGHTING DETAILS)
③ REMOVE EX. OVERHEAD SIGN STRUCTURE - CANTILEVER EX. SIGN PANELS TO BE RELOCATED
④ DRILLED SHAFT FOUNDATION AND OVERHEAD SIGN STRUCTURE - CANTILEVER (SEE SIGN STRUCTURES) EX. SIGN PANELS RELOCATED HERE
⑤ 3" FOAM IN CURB AND GUTTER AND MEDIAN TO MATCH PAVEMENT. SEE DETAIL FOR MORE INFORMATION.
℄ US 51
PR. 3' AGG. SHOULDER (TYP.)
PR. 10' HMA SHOULDER (TYP.)
℄ RAMP H
SEE RAMP PLAN AND PROFILES FOR RAMP DETAILS
GUARDRAIL TO BE REMOVED AND REPLACED. SEE RAMP PLAN AND PROFILE FOR GUARDRAIL INFORMATION
SEE BRIDGE PLANS FOR BRIDGE APPROACH PAVEMENT INFORMATION
CONST. LIMITS
BORING OH2
PR. OVERHEAD SIGN - BRIDGE MOUNTED (SEE SIGN STRUCTURES)
STA. 1154+77.78 US 51 = STA. 152+94.64 I-72 EXIST. SN 058-0079 PROP. SN 058-0136
REMOVE AND RECONSTRUCT ATTENUATOR PADS (2 LOCATIONS) SEE DETAIL
℄ INTERSTATE 72
SEE MISC. DETAILS FOR PAVEMENT TRANSITION (TYP.)
℄ RAMP F
NOTE: CONTRACTOR TO VERIFY LOCATIONS OF CONDUIT PRIOR TO INSTALLATION OF PROPOSED GUARDRAIL.
CONTRACTOR TO TRANSITION PROPOSED MEDIAN CROWN TO EXISTING MEDIAN CROWN WITHIN FIVE FEET PRIOR TO TIE IN POINTS.
FOR QUANTITIES AND LOCATIONS OF PAY ITEMS PIPE UNDERDRAINS 6", PIPE UNDERDRAINS 6" (SPECIAL) AND CONCRETE HEADWALL FOR PIPE DRAINS, SEE SCHEDULE OF QUANTITIES.
N
0' 50' 100
SCALE 1" = 50'



SOUTHBOUND PGL
PROPOSED SB PROFILE GRADE
EXISTING SB PROFILE GRADE
K = 632
270.00' V.C.
VPI STA. 1154+77.78
ELEVATION 672.50
+1.28%
-1.40%
K = 630
270.00' V.C.
+0.85%
-0.97%
VPI STA.1151+07.54 ELEVATION667.78
VPI STA.1157+62.78 ELEVATION668.51
300.00' V.C.
K = 112
I-72 PGL-WB
I-72 PGL-EB
NORTHBOUND PGL
PROPOSED NB PROFILE GRADE
EXISTING NB PROFILE GRADE
K = 712
270.00' V.C.
VPI STA. 1154+77.78
ELEVATION672.50
K = 531
+0.90%
-0.89%
VPI STA.1151+92.78 ELEVATION668.87
VPI STA.1157+62.78 ELEVATION668.51
1148+00
1149+00
1150+00
1151+00
1152+00
1153+00
1154+00
1155+00
1156+00
1157+00
1158+00
1159+00
1160+00
1161+00
1162+00

FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-plnprf_US_51.dgn	USER NAME = jheger	DESIGNED - MLS	REVISED -
	PLOT SCALE = 50.0000 ' / in.	CHECKED - SJK	REVISED -
		DRAWN -	REVISED -
	PLOT DATE = 3/15/2010	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE – US 51

SCALE: 1:50 | SHEET NO. 1 OF 4 SHEETS | STA. 1147+30 TO STA. 1162+30

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	17
	US ROUTE 51	CONTRACT NO. 74387		

FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT

EXIST. CURVEBL_RAMP_B-1
PI STA. =251+37.25
Δ =22° 30' 00" (RT)
D =8° 18' 13"
R =690.00'
T =137.25'
L =270.96'
E =13.52'
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. =250+00.00
P.T. STA. =252+70.96

ALL STATIONING IS BASED ON RAMPS UNLESS OTHERWISE NOTED

EXIST. CURVEBL_RAMP_D-4
PI STA. =361+78.99
Δ =72° 13' 54" (RT)
D =17° 08' 31"
R =334.24'
T =243.87'
L =421.37'
E =79.51'
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. =359+35.12
P.T. STA. =363+56.49

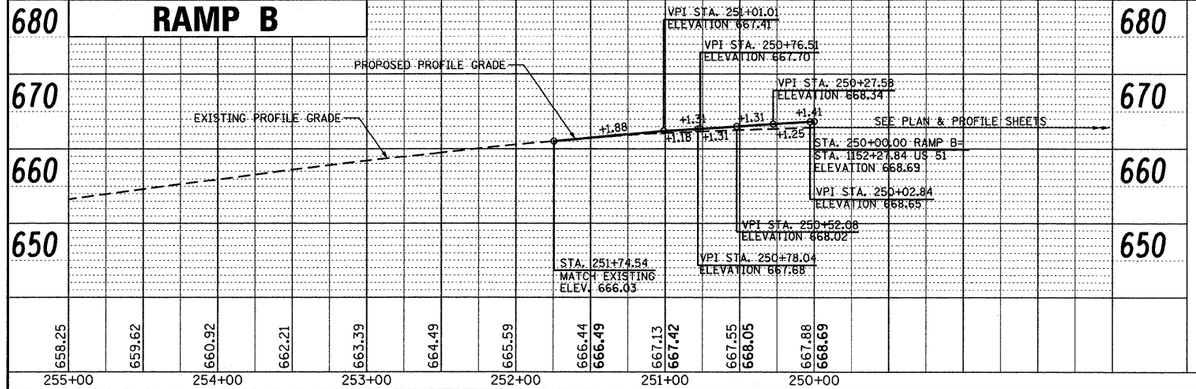
STA. 250+99.14, 2' EOP STUB
STA. 251+74.54, 15.5' STUB
6' HMA SHOULDER
4' AGG. SHOULDER
STA. 1152+27.84 US 51, 45.23' LT = STA. 250+00.00 RAMP B
℄ RAMP B
+74.54 30° BUTT JOINT
+86.32
16'
PT Sta 252+70.96
℄ INTERSTATE 72
℄ US 51
BEGIN PROJECT 1149+72.64 (US 51)
STA. 1154+77.78 US 51 = STA. 152+94.64 I-72
RAMP "H"
STA: 1157+47.32 OFF: 69.98' RT (US 51)
PR. TRAFFIC BARRIER TERMINAL, TYPE I (SPECIAL) TANGENT (NET LENGTH = 50.00') 1 EACH
STA: 1156+97.87 OFF: 62.58' RT (US 51)
STA: 1156+85.51 OFF: 60.72' RT (US 51)
PR. STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS 37.5 L.F.
STA: 1156+60.58 OFF: 58.74' LT (US 51)
PR. TRAFFIC BARRIER TERMINAL, TYPE 6 STA. 1156+17.59, 58.67' LT (US 51) (NET LENGTH = 43.15') 1 EACH
EX. CULVERT NOT TO BE DISTRUBED
4' AGG. SHOULDER
6' HMA SHOULDER
STA. 362+66.29 4' HMA SHOULDER STUB
STA. 362+48.20 4' AGG. SHOULDER STUB
+03.96 30° BUTT JOINT
℄ RAMP D
PC Sta 359+35.12
4' HMA SHOULDER
3' AGG. SHOULDER
STA. 1156+87.23 US 51, 53.00'= STA. 363+56.49 RAMP D
STA. 363+54.37 2' EOP STUB
END PROJECT 1158+97.78 (US 51)
RAMP "F"

SEE SHEET 3 OF 4 FOR RAMP H & F

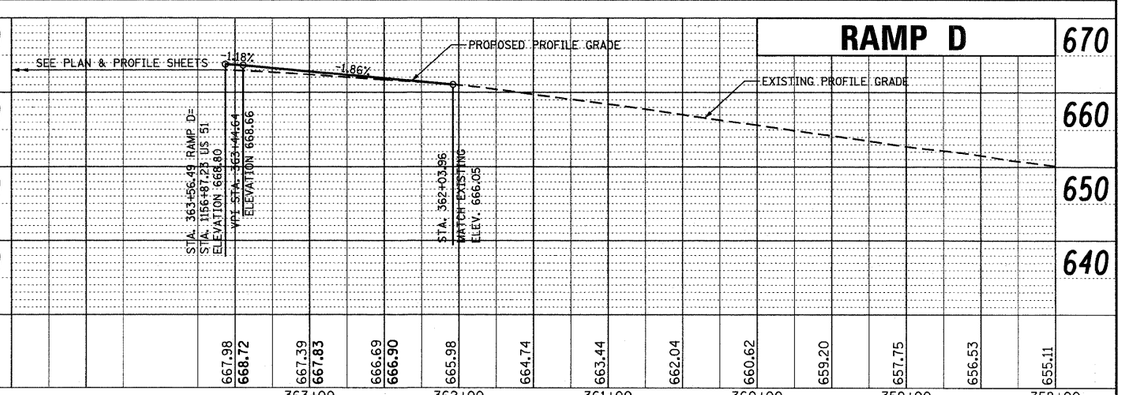
FOR QUANTITIES AND LOCATIONS OF PAY ITEMS PIPE UNDERDRAINS 6", PIPE UNDERDRAINS 6" (SPECIAL) AND CONCRETE HEADWALL FOR PIPE DRAINS, SEE SCHEDULE OF QUANTITIES.

0' 50' 100'
SCALE 1" = 50'

RAMP B



RAMP D



FILE NAME = P:\060276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-plnprf_RAMP_B&D.dgn	USER NAME = jheger	DESIGNED - MLS	REVISED -
	PLOT SCALE = 50.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/15/2010	DRAWN -	REVISED -
		CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE – RAMPS B & D

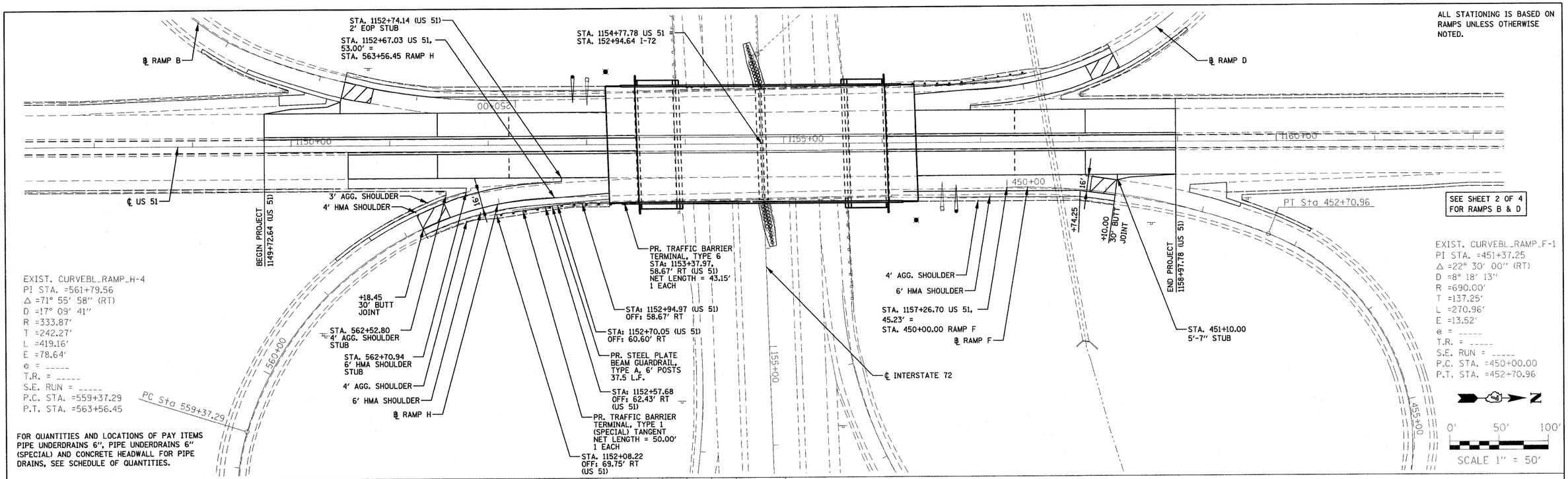
SCALE: 1:50 | SHEET NO. 2 OF 4 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	18
	US ROUTE 51	CONTRACT NO. 74387		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	

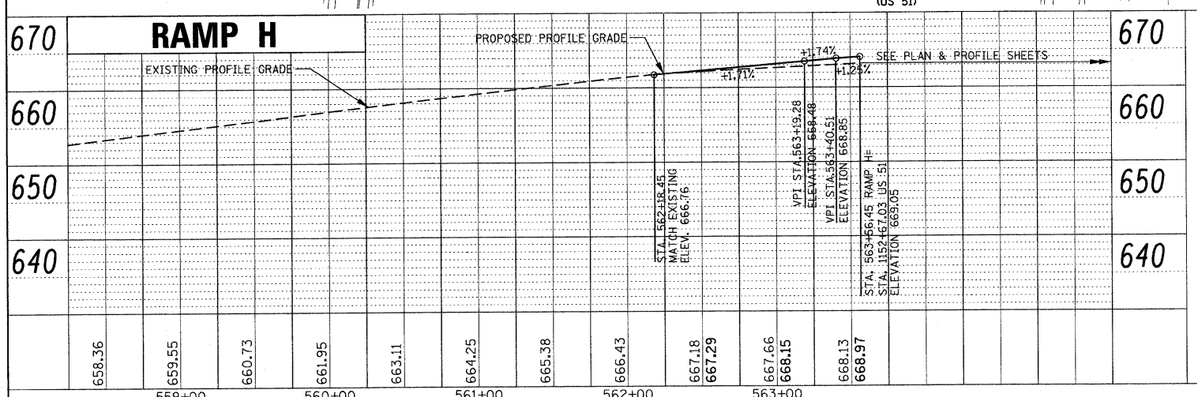
PLAN: SURVEYED, PLOTTED, DRAWN, CHECKED, BM. NOTED, R/W CHECKED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

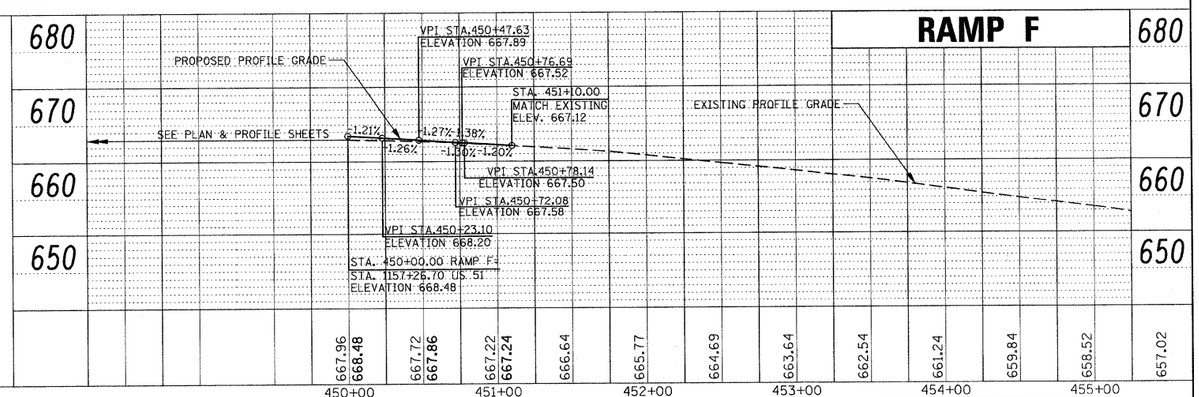
PROFILE: SURVEYED, PLOTTED, DRAWN, CHECKED, BM. NOTED, STRUCTURE NO/STA/ELS CHKD, NOTE BOOK, NO., BY, DATE

ALL STATIONING IS BASED ON RAMPS UNLESS OTHERWISE NOTED.



FOR QUANTITIES AND LOCATIONS OF PAY ITEMS PIPE UNDERDRAINS 6", PIPE UNDERDRAINS 6" (SPECIAL) AND CONCRETE HEADWALL FOR PIPE DRAINS, SEE SCHEDULE OF QUANTITIES.





FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-plnprf_RAMP_H&F.dgn	USER NAME = mjoost	DESIGNED - MLS	REVISED -
		CHECKED - SJK	REVISED -
	PLOT SCALE = 50.0000 ' / in.	DRAWN -	REVISED -
	PLOT DATE = 3/12/2010	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE – RAMPS H & F

SCALE: 1:50 | SHEET NO. 3 OF 4 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	19
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

PLAN / PROFILE — SURVEYED, PLOTTED, ALIGNMENT CHECKED, R.I. OF W.A.Y. CHECKED, CADD FILE NAME, NOTE BOOK, NO. — BY — DATE

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, MATERIAL NOTES, STRUCTURE NOTATNS CHKD — NOTE BOOK, NO. — BY — DATE

EX. JUNCTION BOX
NOT TO BE DISTURBED

EX. STORM SEWERS NOT
TO BE DISTURBED

℄ RAMP F

91°51'15"

℄ RAMP H

EXISTING GUARDRAIL
TO BE REMOVED

NOTE:

CONTRACTOR TO PROVIDE FINAL GRADING AROUND THE PROPOSED PIER, SLOPEWALLS, AND ATTENUATOR PADS TO MAINTAIN EXISTING DRAINAGE PATTERNS. COST INCLUDED IN COST OF PROJECT.

150+00 | 155+00 | 160+00

℄ INTERSTATE 72

REGRADE MEDIAN AS
NECESSARY TO DRAIN
(COST INCLUDED IN THE COST
OF VARIOUS ITEMS OF WORK)

REPLACE EXISTING ATTENUATORS
(2 LOCATIONS) SEE MISC. DETAILS
AND SPECIAL PROVISIONS.

REMOVE AND RECONSTRUCT ATTENUATOR
PADS (2 LOCATIONS) SEE MISC. DETAILS

EXISTING GUARDRAIL
TO BE REMOVED

STA. 152+94.64 1-72 =
STA. 1154+77.78 US 51

℄ RAMP B

℄ RAMP D

EXISTING
6' X 6' BOX CULVERT
NOT TO BE DISTURBED

℄ US 51

N

0' 50' 100'

SCALE 1" = 50'

PLAN
STAMPED
PLOTTED
ALIGNMENT CHECKED
PROFILE CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

EASTBOUND PGL

PROPOSED STRUCTURE
FOR INFORMATION ONLY
SEE BRIDGE PLANS FOR DETAILS

LOW BEAM
ELEV. = 665.25

16.85' CLEAR

PROFILE GRADE
ELEV. = 648.40

EXISTING EB PROFILE GRADE

650.12	650.00	649.87	649.74	649.62	649.50	649.39	649.26	649.14	648.98	648.82	648.69	648.56	648.49	648.41	648.30	648.20	648.07	647.94	647.85	647.76	647.65	647.53	647.40	647.27	647.14	647.01	646.91	646.79	646.65	646.53
146+00	147+00				148+00			149+00			150+00			151+00			152+00			153+00			154+00			155+00			156+00			157+00			158+00			159+00			160+00

PROFILE
STAMPED
PLOTTED
GRADES CHECKED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

WESTBOUND PGL

PROPOSED STRUCTURE
FOR INFORMATION ONLY
SEE BRIDGE PLANS FOR DETAILS

LOW BEAM
ELEV. = 665.29

16.84' CLEAR

PROFILE GRADE
ELEV. = 648.45

EXISTING WB PROFILE GRADE

650.14	650.02	649.89	649.75	649.62	649.47	649.33	649.27	649.19	648.98	648.78	648.65	648.53	648.45	648.36	648.24	648.13	648.04	647.95	647.81	647.68	647.59	647.50	647.39	647.28	647.18	647.08	646.96	646.83	646.71
146+00	147+00				148+00			149+00			150+00			151+00			152+00			153+00			154+00			155+00			156+00			157+00			158+00			159+00			160+00

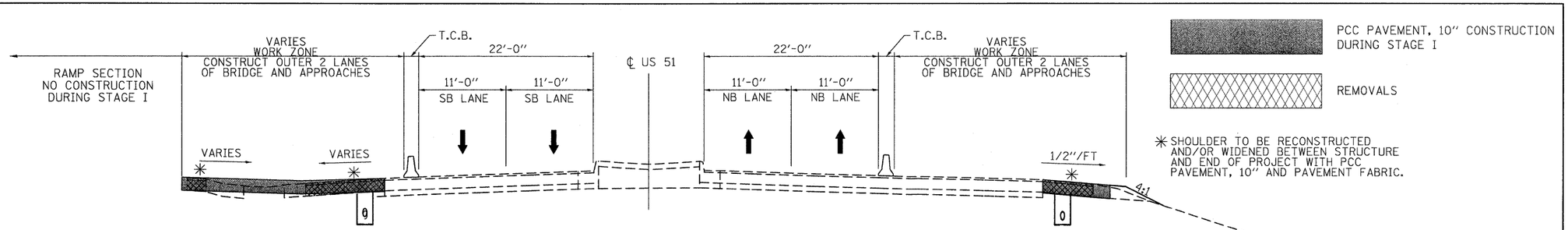
FILE NAME =	USER NAME = mjoost	DESIGNED - MLS	REVISED -
P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-plnprf_I-72.dgn		CHECKED - SJK	REVISED -
	PLOT SCALE = 50.0000 ' / in.	DRAWN -	REVISED -
	PLOT DATE = 3/12/2010	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

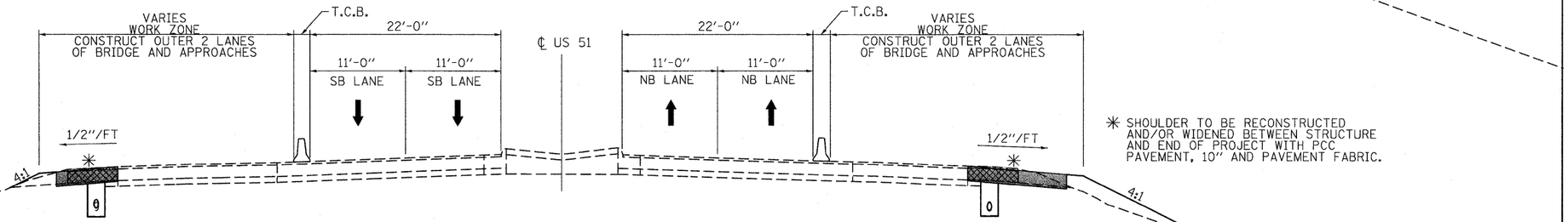
PLAN AND PROFILE – INTERSTATE 72

SCALE: 1:50 | SHEET NO. 4 OF 4 SHEETS | STA. 145+40 | TO STA. 160+40

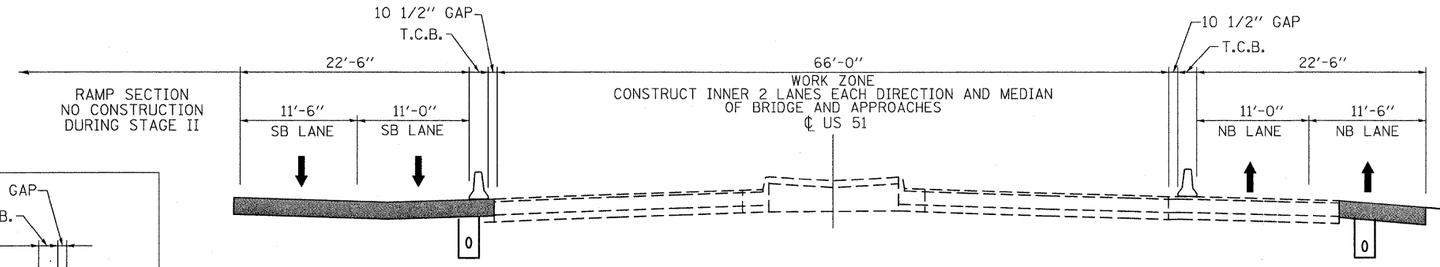
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	20
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



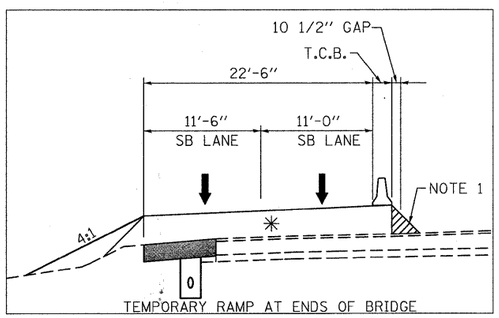
STAGE I - PAVEMENT OVERLAY SECTION



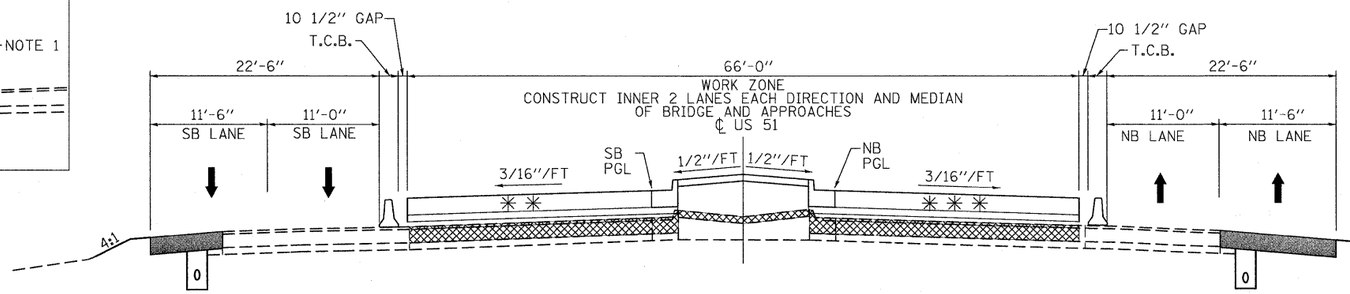
STAGE I - PAVEMENT REPLACEMENT SECTION



STAGE II - PAVEMENT OVERLAY SECTION



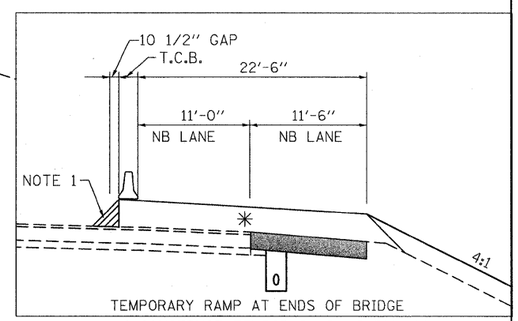
TEMPORARY RAMP AT ENDS OF BRIDGE



✳ ✳ SB STA. 1151+48.42 TO STA. 1153+20.74
SB STA. 1156+34.24 TO STA. 1158+06.20

✳ ✳ ✳ NB STA. 1151+48.42 TO STA. 1153+21.32
NB STA. 1156+34.82 TO STA. 1158+06.20

STAGE II - PAVEMENT REPLACEMENT SECTION



TEMPORARY RAMP AT ENDS OF BRIDGE

✳ CONSTRUCT TEMPORARY RAMP BETWEEN STRUCTURE AND ENTRANCE/EXIT RAMPS. USE RATIO OF 1:60 UNLESS OTHERWISE DIRECTED BY ENGINEER. SEE STAGING PLANS FOR LOCATIONS.

NOTE 1: CONTRACTOR TO PLACE TEMP. RAMPS PRE-STAGE II. CONTRACTOR SHALL EITHER FORM STRAIGHT EDGE OR SAW CUT PRIOR TO STAGE II CONSTRUCTION.

NOTE:

TYPICALS LOCATED BETWEEN ENTRANCE/EXIT RAMPS & STRUCTURE. PICTURAL REPRESENTATION OF AREA NORTH OF STRUCTURE. GORE AREAS SOUTH OF STRUCTURE SHALL BE MIRRORED IMAGE OF TYPICALS SHOWN.

FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-staging-001.dgn	USER NAME = mjoost	DESIGNED - MLS	REVISED -
	PLOT SCALE = 7.3242 ' / in.	DRAWN -	REVISED -
	PLOT DATE = 3/12/2010	CHECKED - SJK	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

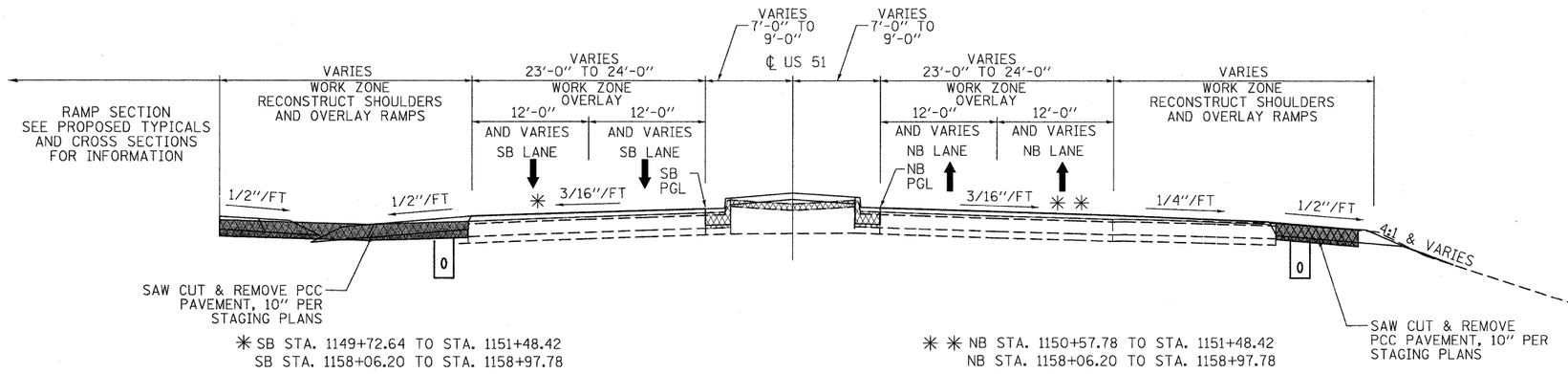
STAGE I AND II TYPICALS

SCALE: | SHEET NO. 1 OF 22 SHEETS | STA. | TO STA.

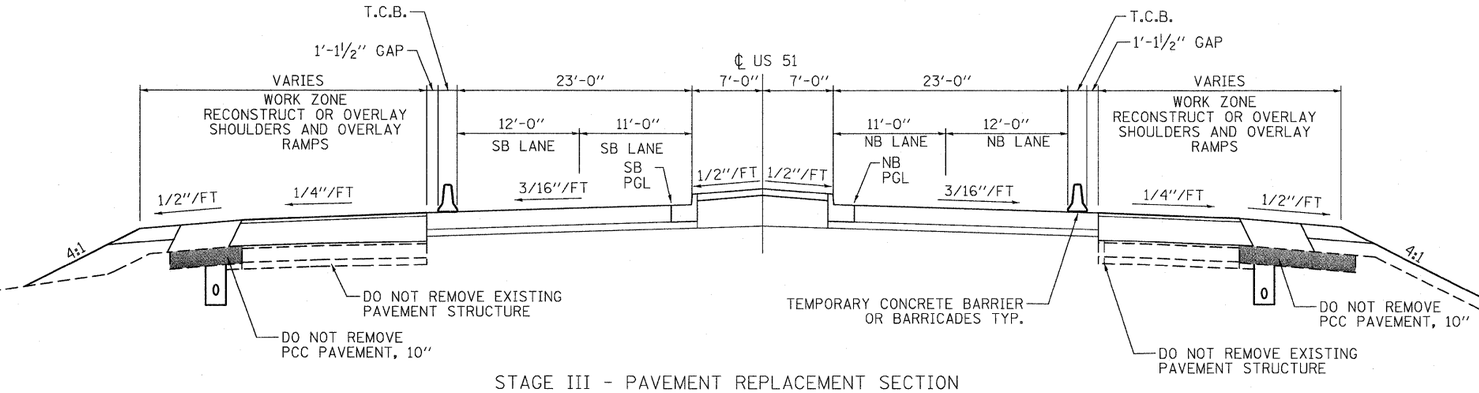
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	21
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

PCC PAVEMENT, 10" CONSTRUCTION DURING STAGE I

REMOVALS



STAGE III - PAVEMENT OVERLAY SECTION



STAGE III - PAVEMENT REPLACEMENT SECTION

NOTE:

TYPICALS LOCATED BETWEEN ENTRANCE/EXIT RAMPS & STRUCTURE. PICTURAL REPRESENTATION OF AREA NORTH OF STRUCTURE. GORE AREAS SOUTH OF STRUCTURE SHALL BE MIRRORED IMAGE OF TYPICALS SHOWN.

FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-staging-002.dgn	USER NAME = mjoost	DESIGNED - MLS	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 7.3242 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/12/2010	DATE -	REVISED -

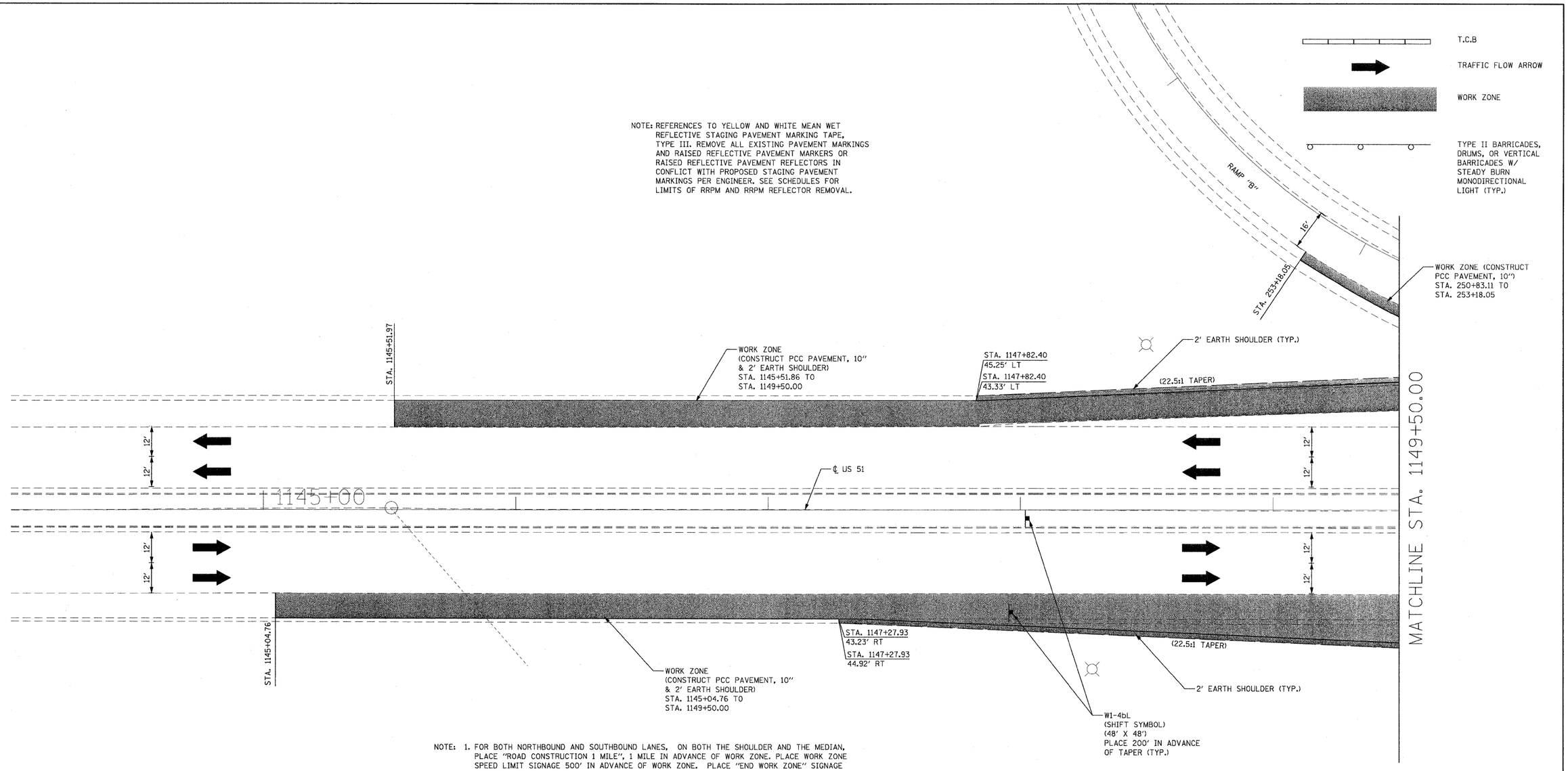
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE III TYPICALS

SCALE: | SHEET NO. 2 OF 22 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	22
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

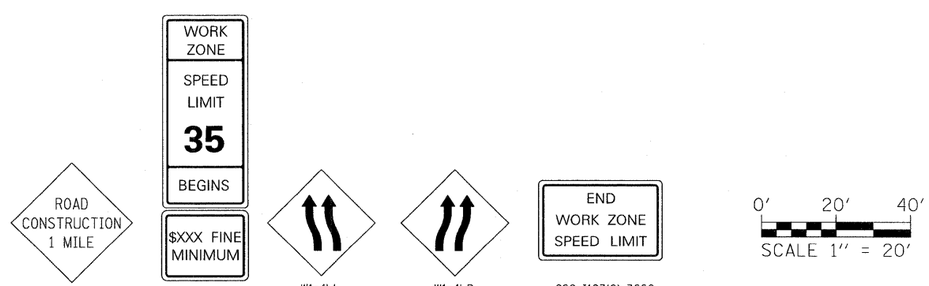
NOTE: REFERENCES TO YELLOW AND WHITE MEAN WET REFLECTIVE STAGING PAVEMENT MARKING TAPE, TYPE III. REMOVE ALL EXISTING PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OR RAISED REFLECTIVE PAVEMENT REFLECTORS IN CONFLICT WITH PROPOSED STAGING PAVEMENT MARKINGS PER ENGINEER. SEE SCHEDULES FOR LIMITS OF RRPM AND RRPM REFLECTOR REMOVAL.



NOTE:
1. FOR BOTH NORTHBOUND AND SOUTHBOUND LANES, ON BOTH THE SHOULDER AND THE MEDIAN, PLACE "ROAD CONSTRUCTION 1 MILE", 1 MILE IN ADVANCE OF WORK ZONE. PLACE WORK ZONE SPEED LIMIT SIGNAGE 500' IN ADVANCE OF WORK ZONE. PLACE "END WORK ZONE" SIGNAGE BEYOND PROJECT LIMITS.
2. CONSTRUCT PCC PAVEMENT, 10" WITH PAVEMENT FABRIC AS INDICATED ON PLAN PRIOR TO BRIDGE CONSTRUCTION. ALL LANE AND SHOULDER CLOSURES SHALL BE COORDINATED AND APPROVED THROUGH IDOT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION.
3. ANY ADDITIONAL SIGNAGE REQUIRED FOR STAGE I OF CONSTRUCTION THAT REQUIRE LANE OR SHOULDER CLOSURES OR DETOURS AND AS SHOWN ON PLANS SHALL BE INCLUDED IN THE LUMP SUM PAY ITEM OF TRAFFIC CONTROL AND PROTECTION - STAGE I.
4. SEE SPECIAL PROVISIONS FOR TIME FRAME OF LANE CLOSURES.
5. STANDARD 701411 SHALL BE USED ON LOOP RAMPS FOR TRAFFIC CONTROL.
6. TRAFFIC CONTROL SIGNS SHALL BE PLACED ON BOTH LEFT AND RIGHT SIDE OF PAVEMENT.
7. ALL BARRIER WALL MARKERS SHALL BE PLACED PER LINEAR DELINEATION PANELS SPECIFICATIONS UNLESS OTHERWISE SPECIFIED BY THE ENGINEER. SEE SPECIAL PROVISIONS FOR MORE INFORMATION.
8. ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH STANDARD 701901.
9. CONTRACTOR TO MATCH PROPOSED PAVEMENT MARKING INTO THE EXISTING PAVEMENT MARKING AT EACH CORRESPONDING BEGINNING & ENDING LOCATION.

STAGE I REFERENCED TRAFFIC CONTROL STANDARDS
701421-USE FOR TEMPORARY LANE CLOSURES - DAY ONLY
701411-USE FOR SHOULDER AND LANE CLOSURE NEAR ENTRANCE/EXIT RAMP
701901-USE FOR TRAFFIC CONTROL DEVICES
704001-USE FOR TEMPORARY CONCRETE BARRIER
720001 & 720006-USE FOR PROPOSED CONSTRUCTION SIGNS
780001-USE FOR STAGING PAVEMENT MARKING

NOTE: THESE REFERENCED STANDARDS SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE LUMP SUM COST OF TRAFFIC CONTROL AND PROTECTION - STAGE I.



FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-staging-003.dgn	USER NAME = mjoost	DESIGNED - MLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL PLAN – STAGE I			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 20.0000 ' / in.	DRAWN - MLS	REVISED -					322	(58-64HB-1)B-1	MACON	149	23
	PLOT DATE = 3/12/2010	CHECKED - SJK	REVISED -						US ROUTE 51	CONTRACT NO. 74387		
		DATE -	REVISED -		SCALE: 1:20	SHEET NO. 3 OF 22 SHEETS	STA. 1144+00 TO STA. 1149+50	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

T.C.B

TRAFFIC FLOW ARROW

WORK ZONE

TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES W/ STEADY BURN MONODIRECTIONAL LIGHT (TYP.)

BRIDGE & APPROACH SLAB CONSTRUCTION

MATCHLINE STA. 1149+50.00

MATCHLINE STA. 1155+00.00

TYPE II BARRICADES
4" YELLOW
4" WHITE

WORKZONE (CONSTRUCT PCC PAVEMENT, 10" & 2' EARTH SHOULDER)
STA. 1149+50.00 TO
STA. 1150+36.40

STA. 1150+30.54
32.79' LT

STA. 1150+82.80
21' LT

STA. 1150+75.05
9' LT

STA. 1151+05.11
29.69' LT

8" WHITE

STA. 1151+20.54
29' LT

STA. 1151+20.30
18' LT

STA. 1151+20.05
7' LT

STA. 1151+55.09
29' LT

2' EARTH SHOULDER (TYP.)

WORKZONE (CONSTRUCT PCC PAVEMENT 10" & 2' EARTH SHOULDER)
STA. 1150+87.74 TO
STA. 1153+19.52

4" DOTTED (3'-9") WHITE

STA. 1152+55.09
29' LT

STA. 1152+70.14
29' LT

REMOVE EXISTING OVERHEAD SIGN STRUCTURE

CONSTRUCT FOUNDATION & ERECT PROPOSED OVERHEAD SIGN

TEMP. GUARDRAIL
TYPE 2 (NET LENGTH=14'-9.5")
STEEL PLATE BEAM GUARDRAIL, TYPE A (12.5')
TYPE 5 (NET LENGTH=14'-1")
STA. 1153+34.09, 59.83' LT

RE-SET EXISTING LIGHT POLE ON NEW FOUNDATION

REMOVE TREES

TEMP. CONCRETE BARRIER (TYP.)

W1-4bR (SHIFT SYMBOL) (48" X 48")

WORK ZONE (CONSTRUCT BRIDGE & APPROACH SLAB) SEE BRIDGE PLANS

STA. 1153+21.03

STAGE II

RAMP "B"

(45:1 TAPER)

(22.5:1 TAPER)

+87.74

+20.81

12'

12'

11'

11'

TYPE III BARRICADES (TYP.)

℄ US 51

1150+00

SEE BRIDGE PLANS FOR STAGE CONST. WIDTH

STAGE I

(22.5:1 TAPER)

(22.5:1 TAPER)

(12:1 TAPER)

+15.39

2'

DIRECTION INDICATORS AT TAPERS (TYP)

STA. 1149+83.42
33' RT

STA. 1150+05.68
21' RT

STA. 1150+27.93
9' RT

4" WHITE

4" YELLOW

STA. 1150+72.93
7' RT

STA. 1150+73.18
18' RT

STA. 1150+73.42
29' RT

2' EARTH SHOULDER (TYP.)

WORK ZONE (CONSTRUCT PCC PAVEMENT, 10" & 2' EARTH SHOULDER)
STA. 1149+50.00 TO
STA. 1151+15.39

+00.06

STA. 1151+56.97
29' RT

+04.48

STA. 1152+56.97
29' RT

STA. 1152+71.49
33.09' RT

STA. 1153+21.99
29' RT

TYPE III BARRICADES (TYP.)

WORK ZONE (CONSTRUCT PCC PAVEMENT, 10" AS PRE-STAGE I AT ENTRANCE RAMP GORE
STA. 1151+15.39 TO
STA. 1152+66.75

4" DOTTED (3'-9") WHITE

R1-2 (YIELD SIGN) (48" X 48")

8" WHITE

TEMP. CONCRETE BARRIER (TYP.)

TEMP. IMPACT ATTENUATOR REDIRECTIVE (TL 2) MAX. LENGTH OF 13'

TEMP. GUARDRAIL
SEE RAMP PLAN AND PROFILE FOR TYPE AND LENGTHS

R1-2 (YIELD SIGN) (48" X 48")

WORK ZONE (CONSTRUCT PCC PAVEMENT, 10")
STA. 1152+15.39 TO STA. 1153+22.92

WORK ZONE (CONSTRUCT BRIDGE & APPROACH SLAB)
SEE BRIDGE PLANS

4" YELLOW
END STA. 558+47.45

CONTRACTOR TO REGRADE GORE AREA TO DRAIN

MODIFY TEMPORARY EMBANKMENT SLOPES TO 3:1 AT LIGHT POLES AS NECESSARY.

4" WHITE
END STA. 558+47.45

+17.62

16'

RAMP "H"

TYPE II BARRICADES
END STA. 558+47.45

W3-2(O)
(YIELD AHEAD)
(48' X 48')
PLACE 500' IN ADVANCE OF YIELD SIGNS.

NOTE: CONTRACTOR SHALL PERFORM BRIDGE DECK SAW CUT ALONG STAGE I REMOVAL LINE PRIOR TO PLACING T.C.B. ON BRIDGE. ALONG THE ROADWAY, THE CONTRACTOR SHALL SAW CUT ALONG REMOVAL LINE PRIOR TO STAGE II. ALL WORK SHALL BE PERFORMED AT NIGHT WITH STANDARD 701421 FOR LANE CLOSURE. COST INCLUDED IN COST OF TRAFFIC CONTROL AND PROTECTION - STAGE I.

NOTE: EXISTING GUARDRAIL NOT SHOWN FOR CLARITY

0' 20' 40'
SCALE 1" = 20'

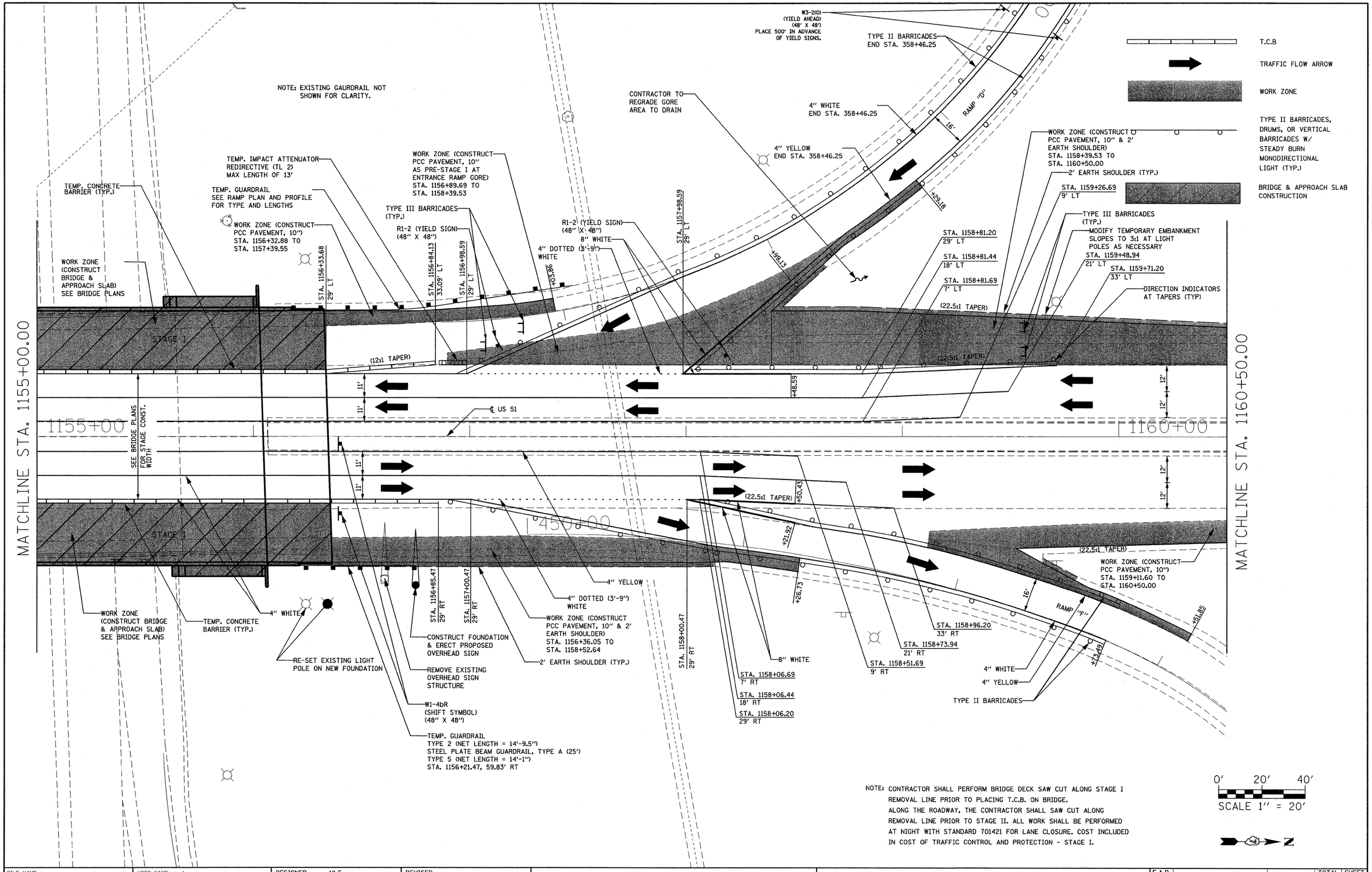
FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TRX	USER NAME = mjcost	DESIGNED - MLS	REVISED -
	SHEETS\D774387-sht-staging-004.dgn	DRAWN - MLS	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/12/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – STAGE I

SCALE: 1:20 | SHEET NO. 4 OF 22 SHEETS | STA. 1149+50 TO STA. 1155+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	24
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



NOTE: CONTRACTOR SHALL PERFORM BRIDGE DECK SAW CUT ALONG STAGE I REMOVAL LINE PRIOR TO PLACING T.C.B. ON BRIDGE. ALONG THE ROADWAY, THE CONTRACTOR SHALL SAW CUT ALONG REMOVAL LINE PRIOR TO STAGE II. ALL WORK SHALL BE PERFORMED AT NIGHT WITH STANDARD 701421 FOR LANE CLOSURE. COST INCLUDED IN COST OF TRAFFIC CONTROL AND PROTECTION - STAGE I.

0' 20' 40'
SCALE 1" = 20'

FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-staging-005.dgn	USER NAME = jheger	DESIGNED - MLS	REVISED -
		DRAWN - MLS	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/15/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – STAGE I

SCALE: 1:20 | SHEET NO. 5 OF 22 SHEETS | STA. 1155+00 TO STA. 1160+50

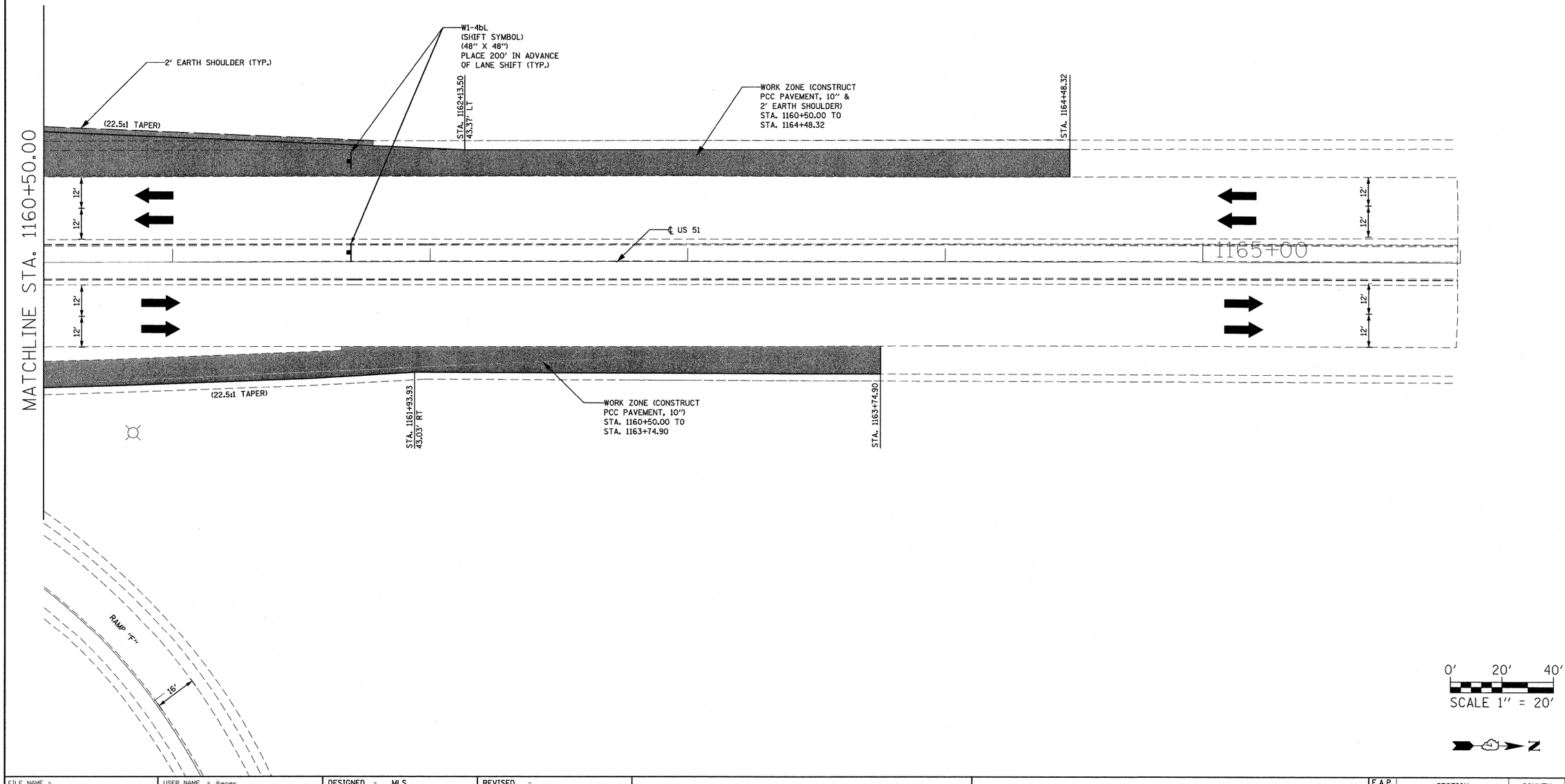
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	25
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

T.C.B

TRAFFIC FLOW ARROW

WORK ZONE

TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES W/ STEADY BURN MONODIRECTIONAL LIGHT (TYP.)



0' 20' 40'

SCALE 1" = 20'

N

FILE NAME = P:\000276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-staging-006.dgn	USER NAME = jheger	DESIGNED - MLS	REVISED -
		DRAWN - MLS	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/15/2010	DATE -	REVISED -

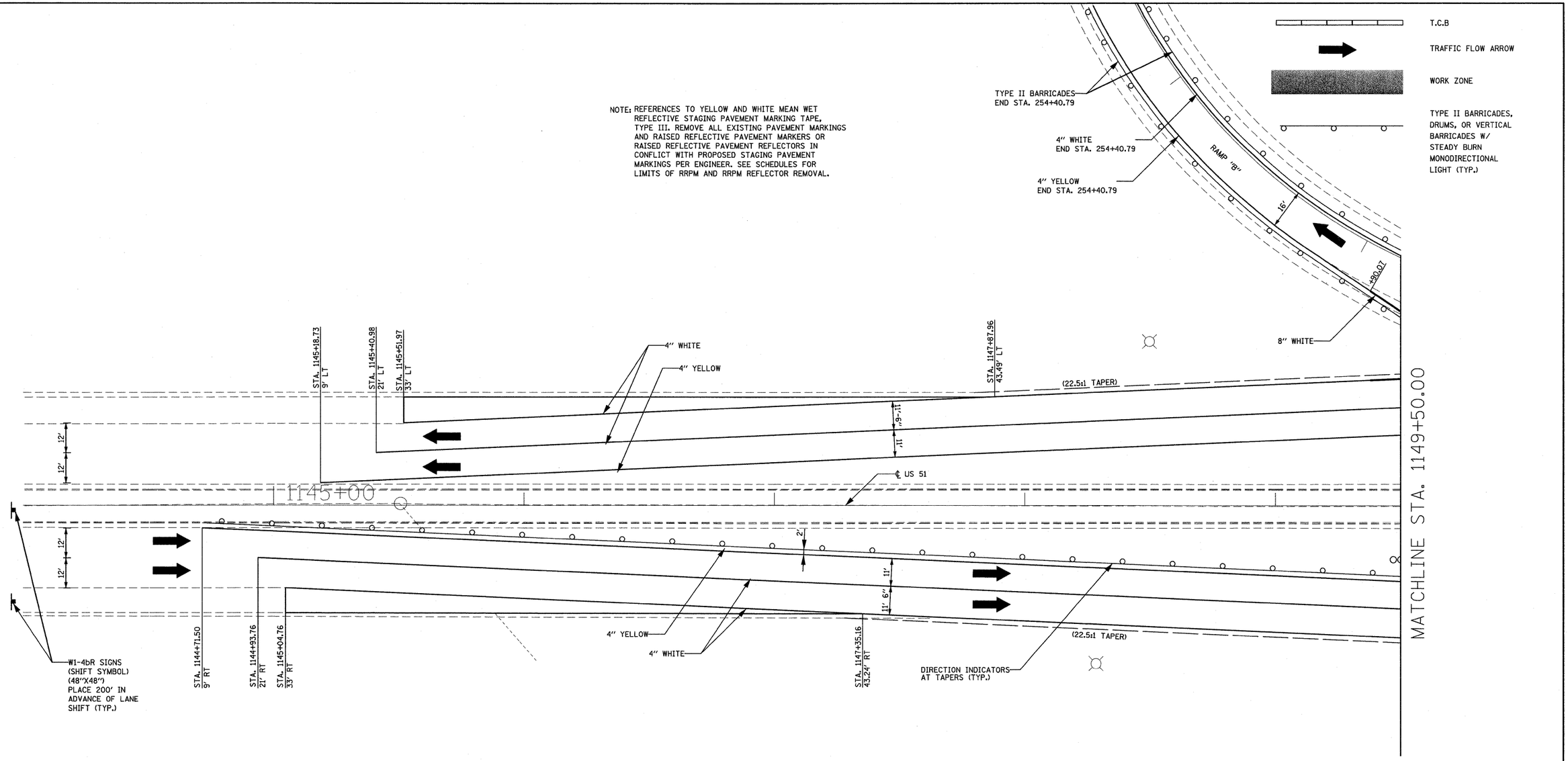
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – STAGE I

SCALE: 1:20 | SHEET NO. 6 OF 22 SHEETS | STA. 1160+50 TO STA. 1166+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	26
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

NOTE: REFERENCES TO YELLOW AND WHITE MEAN WET REFLECTIVE STAGING PAVEMENT MARKING TAPE, TYPE III. REMOVE ALL EXISTING PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OR RAISED REFLECTIVE PAVEMENT REFLECTORS IN CONFLICT WITH PROPOSED STAGING PAVEMENT MARKINGS PER ENGINEER. SEE SCHEDULES FOR LIMITS OF RRPM AND RRPM REFLECTOR REMOVAL.

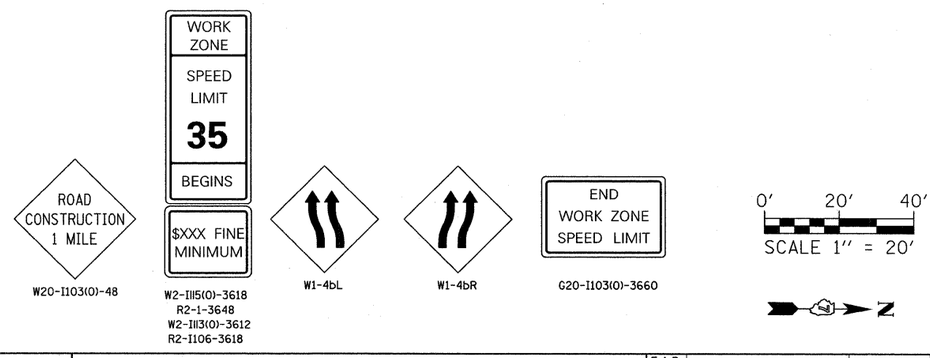


STAGE II REFERENCED TRAFFIC CONTROL STANDARDS

701421-USE FOR TEMPORARY LANE CLOSURES - DAY ONLY
701411-USE FOR SHOULDER AND LANE CLOSURE NEAR ENTRANCE/EXIT RAMP
701901-USE FOR TRAFFIC CONTROL DEVICES
704001-USE FOR TEMPORARY CONCRETE BARRIER
720001 & 720006-USE FOR PROPOSED CONSTRUCTION SIGNS
780001-USE FOR STAGING PAVEMENT MARKING

NOTE: THESE REFERENCED STANDARDS SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE LUMP SUM COST OF TRAFFIC CONTROL AND PROTECTION - STAGE II.

NOTE:
1. FOR BOTH NORTHBOUND AND SOUTHBOUND LANES, ON BOTH THE SHOULDER AND THE MEDIAN, PLACE "ROAD CONSTRUCTION 1 MILE", 1 MILE IN ADVANCE OF WORK ZONE. PLACE WORK ZONE SPEED LIMIT SIGNAGE 500' IN ADVANCE OF WORK ZONE. PLACE "END WORK ZONE" SIGNAGE BEYOND PROJECT LIMITS.
2. CONSTRUCT TEMPORARY RAMPS NEAR BRIDGE PRIOR TO STAGE II.
3. ANY ADDITIONAL SIGNAGE REQUIRED FOR STAGE II OF CONSTRUCTION THAT REQUIRE LANE OR SHOULDER CLOSURES OR DETOURS AND AS SHOWN ON PLANS SHALL BE INCLUDED IN THE LUMP SUM PAY ITEM OF TRAFFIC CONTROL AND PROTECTION - STAGE II.
4. STANDARD 701411 SHALL BE USED ON LOOP RAMPS FOR TRAFFIC CONTROL.
5. TRAFFIC CONTROL SIGNS SHALL BE PLACED ON BOTH LEFT AND RIGHT SIDE OF PAVEMENT
6. ALL BARRIER WALL MARKERS SHALL BE PLACED PER LINEAR DELINEATION PANELS SPECIFICATIONS UNLESS OTHERWISE SPECIFIED BY THE ENGINEER. SEE SPECIAL PROVISIONS FOR MORE INFORMATION.
7. ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH STANDARD 701901.
8. CONTRACTOR TO MATCH PROPOSED PAVEMENT MARKING INTO THE EXISTING PAVEMENT MARKING AT EACH CORRESPONDING BEGINNING AND ENDING LOCATION.



FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-staging-007.dgn	USER NAME = jheger	DESIGNED - MLS	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**TRAFFIC CONTROL PLAN – STAGE II**				
	PLOT SCALE = 20.0000 ' / in.	DRAWN - MLS	REVISED -						
	PLOT DATE = 3/15/2010	CHECKED - SJK	REVISED -						
		DATE -	REVISED -		SCALE: 1:20	SHEET NO. 7 OF 22 SHEETS	STA. 1144+00	TO STA. 1149+50	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	27
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

T.C.B

TRAFFIC FLOW ARROW

WORK ZONE

TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES W/ STEADY BURN MONODIRECTIONAL LIGHT (TYP.)

BRIDGE AND APPROACH SLAB CONSTRUCTION

MATCHLINE STA. 1149+50.00

MATCHLINE STA. 1155+00.00

STA. 1149+87.84

4" WHITE

8" WHITE

RAMP "B"

4" DOTTED (3'-9") WHITE

STA. 1150+87.74

4" YELLOW

STA. 1151+20.04
58.25' LT

STA. 1151+20.30
46.75' LT

STA. 1151+20.54
35.75' LT

4" WHITE

RELOCATED TEMP. CONCRETE BARRIER

TEMP. RAMP
STA. 1152+29.87 TO
STA. 1153+19.92
SEE STAGING TYPICALS INSET

TEMP. GUARDRAIL CONSTRUCTED IN STAGE I

W1-4bL
(SHIFT SYMBOL)
(48"X48")

+34.09

SEE BRIDGE PLANS FOR STAGE CONST. WIDTH

+21.03

+29.87

11'-6"

11'

+48.42

250+00

W8-2
(DIP)
(48"X48")

(22.5:1 TAPER)

CONTINUOUSLY REINFORCED CONCRETE PAVEMENT

WF BEAM TERMINAL JOINT

℄ US 51

1150+00

CONC. MED. SURF. 4"

STAGE II

CONTINUOUSLY REINFORCED CONCRETE PAVEMENT

WF BEAM TERMINAL JOINT

(12:1 TAPER)

11'

11'-6"

+65.39

(22.5:1 TAPER)

+48.42

W8-1
(BUMP)
(48X48)

STA. 1149+64.08
21.53' RT

DIRECTION INDICATORS AT TAPERS (TYP.)

STA. 1150+72.92
58.25' RT

STA. 1150+73.18
46.75' RT

STA. 1150+73.42
35.75' RT

TYPE III BARRICADE (TYP.)

TEMP. IMPACT ATTENUATOR NON-REDIRECTIVE (TL 3)

+51.17

R1-2 (YIELD SIGN)
(48"X48")

8" WHITE

STA. 1151+15.39

STA. 1151+23.42
34.81' RT

STA. 1152+15.39

+32.09

TEMP. RAMP
STA. 1152+32.09 TO
STA. 1153+22.92
SEE STAGING TYPICALS INSET

TEMP. GUARDRAIL CONSTRUCTED IN PHASE I

R1-2 (YIELD SIGN)
(48"X48")

WORK ZONE
(CONSTRUCT C.R.C. PAVEMENT, WIDE FLANGE BEAM TERMINAL JOINT, APPROACH SLABS, BRIDGE AND TEMPORARY RAMPS)
STA. 1151+20.54 TO STA. 1155+00.00

4" DOTTED (3'-9") WHITE

RELOCATED TEMP. CONCRETE BARRIER (TYP.)

+21.03

SEE BRIDGE PLANS FOR STAGE CONST. WIDTH

4" WHITE
END STA. 558+04.46

4" YELLOW
END STA. 558+04.46

16'

TYPE II BARRICADES
END STA. 558+04.46

RAMP "A"

W3-2(0)
(YIELD AHEAD)
(48' X 48')
PLACE 500' IN ADVANCE OF YIELD SIGNS.

0' 20' 40'

SCALE 1" = 20'

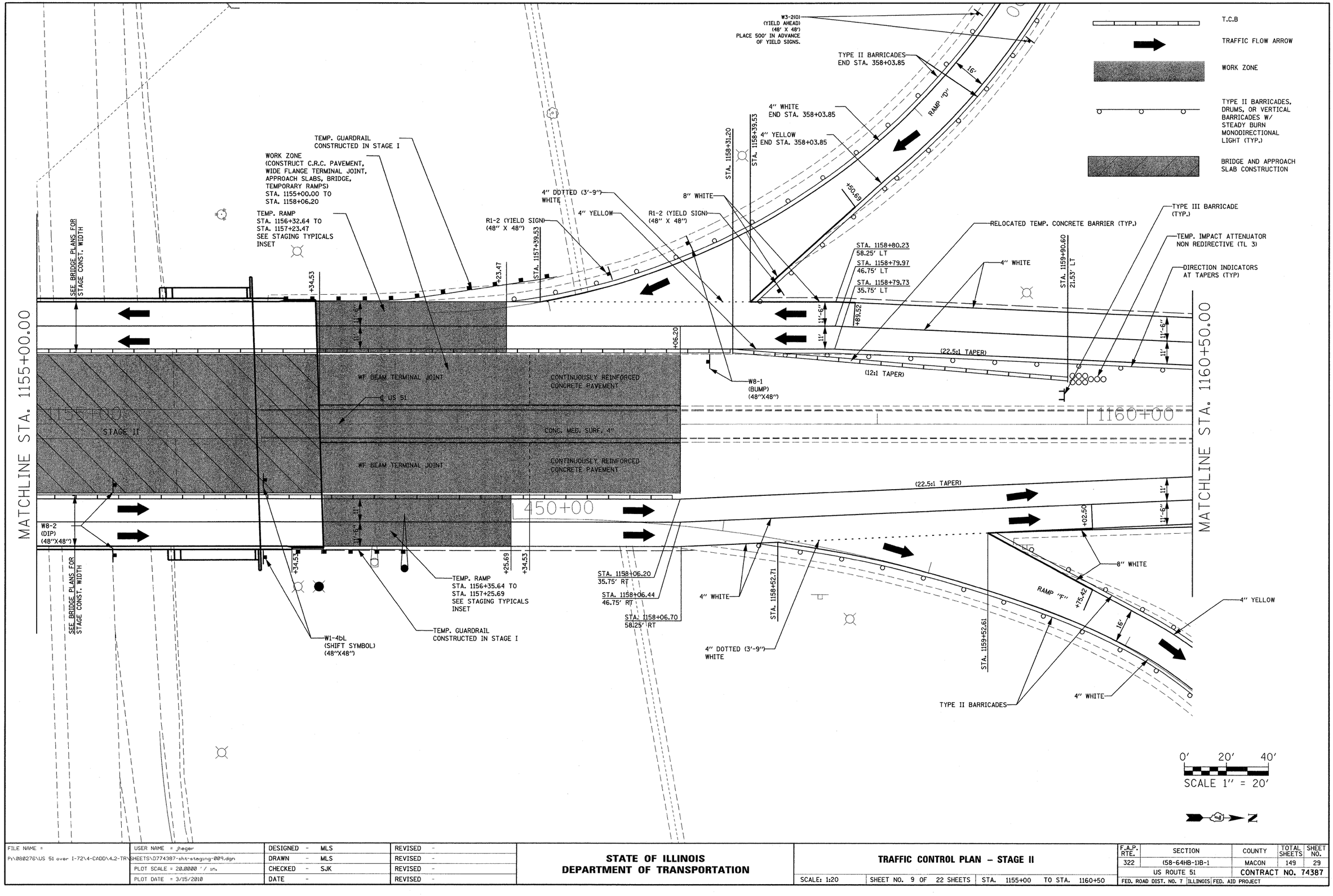
FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-staging-008.dgn	USER NAME = jheger	DESIGNED - MLS	REVISED -
		DRAWN - MLS	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/15/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – STAGE II

SCALE: 1:20 | SHEET NO. 8 OF 22 SHEETS | STA. 1149+50 TO STA. 1155+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	28
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-staging-009.dgn	USER NAME = jheger	DESIGNED - MLS	REVISED -
		DRAWN - MLS	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/15/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – STAGE II

SCALE: 1:20 | SHEET NO. 9 OF 22 SHEETS | STA. 1155+00 TO STA. 1160+50

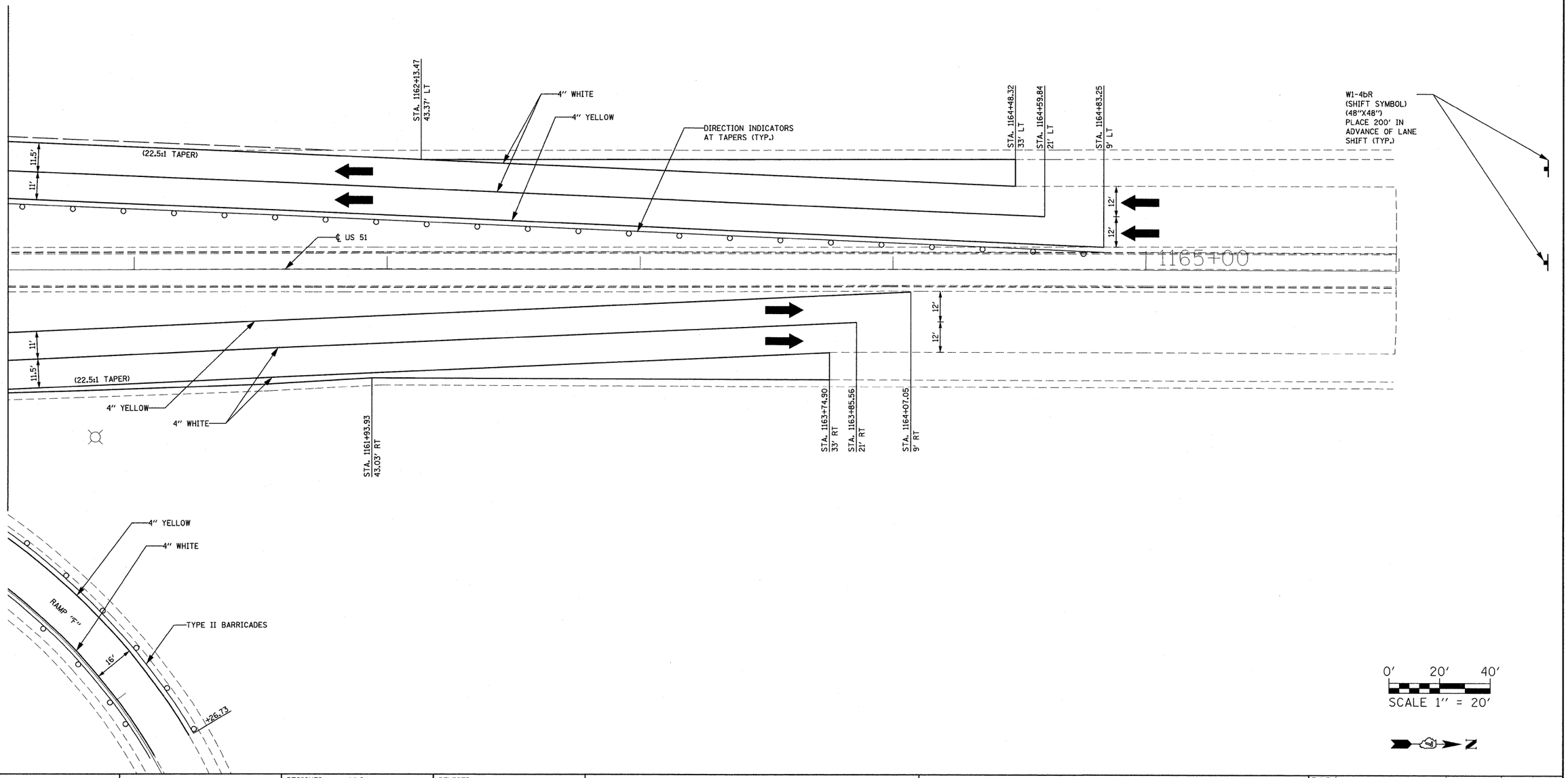
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	29
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

T.C.B

TRAFFIC FLOW ARROW

WORK ZONE

TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES W/ STEADY BURN MONODIRECTIONAL LIGHT (TYP.)



FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\0774387-sht-staging-010.dgn	USER NAME = jhager	DESIGNED - MLS	REVISED -
		DRAWN - MLS	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/15/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – STAGE II

SCALE: 1:20 | SHEET NO. 10 OF 22 SHEETS | STA. 1160+50 TO STA. 1166+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	30
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

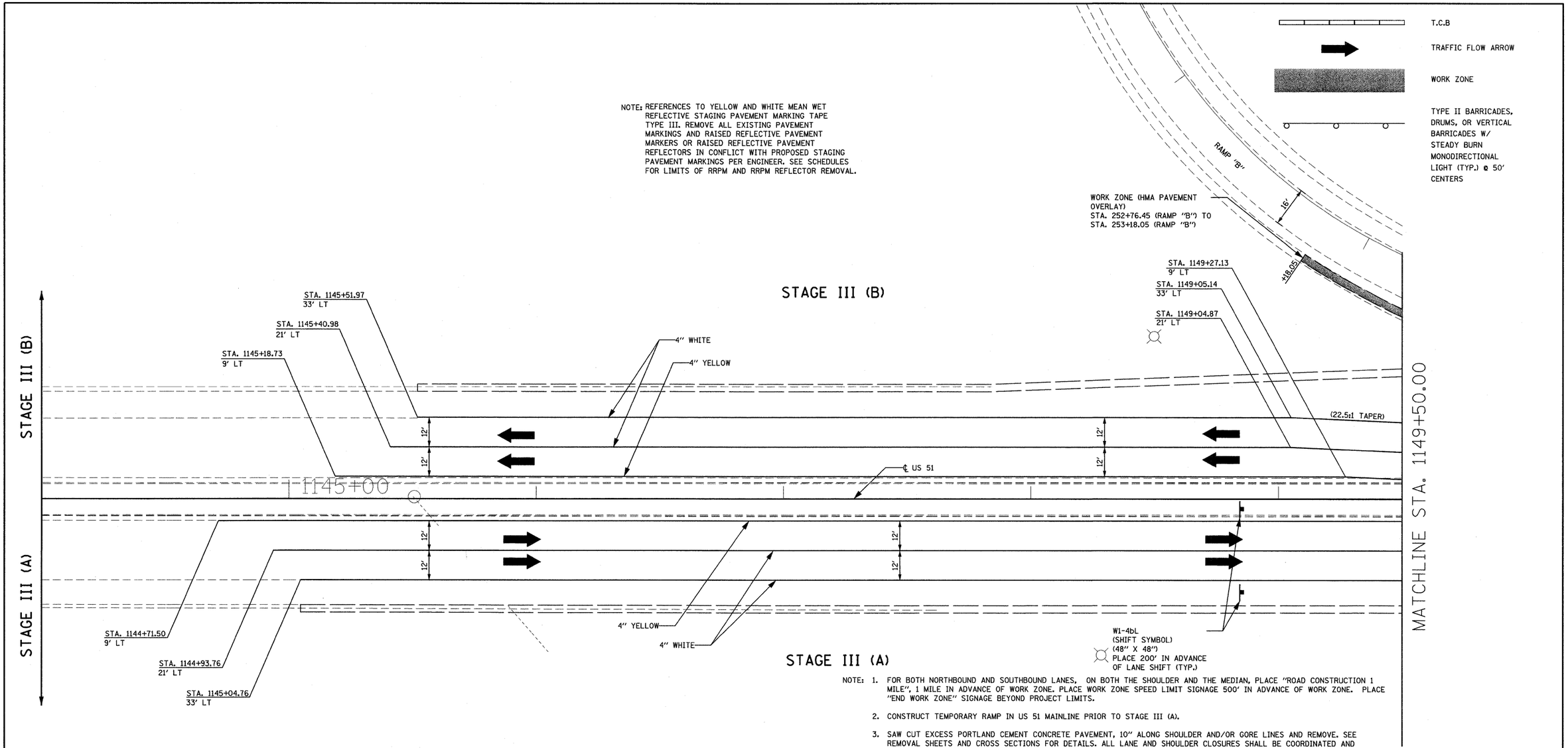
NOTE: REFERENCES TO YELLOW AND WHITE MEAN WET REFLECTIVE STAGING PAVEMENT MARKING TAPE TYPE III. REMOVE ALL EXISTING PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OR RAISED REFLECTIVE PAVEMENT REFLECTORS IN CONFLICT WITH PROPOSED STAGING PAVEMENT MARKINGS PER ENGINEER. SEE SCHEDULES FOR LIMITS OF RRPM AND RRPM REFLECTOR REMOVAL.

T.C.B

TRAFFIC FLOW ARROW

WORK ZONE

TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES W/ STEADY BURN MONODIRECTIONAL LIGHT (TYP.) @ 50' CENTERS

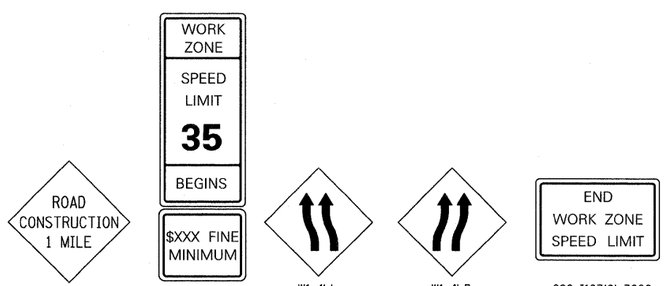


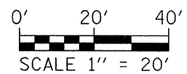
NOTE:
1. FOR BOTH NORTHBOUND AND SOUTHBOUND LANES, ON BOTH THE SHOULDER AND THE MEDIAN, PLACE "ROAD CONSTRUCTION 1 MILE", 1 MILE IN ADVANCE OF WORK ZONE. PLACE WORK ZONE SPEED LIMIT SIGNAGE 500' IN ADVANCE OF WORK ZONE. PLACE "END WORK ZONE" SIGNAGE BEYOND PROJECT LIMITS.
2. CONSTRUCT TEMPORARY RAMP IN US 51 MAINLINE PRIOR TO STAGE III (A).
3. SAW CUT EXCESS PORTLAND CEMENT CONCRETE PAVEMENT, 10" ALONG SHOULDER AND/OR GORE LINES AND REMOVE. SEE REMOVAL SHEETS AND CROSS SECTIONS FOR DETAILS. ALL LANE AND SHOULDER CLOSURES SHALL BE COORDINATED AND APPROVED THROUGH IDOT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION.
4. ANY ADDITIONAL SIGNAGE REQUIRED FOR STAGE III (A & B) OF CONSTRUCTION THAT REQUIRE LANE OR SHOULDER CLOSURES OR DETOURS AND AS SHOWN ON PLANS SHALL BE INCLUDED IN THE LUMP SUM PAY ITEM OF TRAFFIC CONTROL AND PROTECTION - STAGE III.
5. SEE SPECIAL PROVISIONS FOR TIME FRAME OF RAMP CLOSURES.
6. DURING STAGE III (A) CONSTRUCTION, TRAFFIC ON OPPOSITE SIDE OF US 51 SHALL REMAIN PER STAGE II TRAFFIC CONTROL PLAN AND CORRESPONDING RAMPS ("B" AND "D") REMAINS OPEN TO TRAFFIC.
7. UPON COMPLETION OF STAGE III (A), OPEN RAMPS "H" AND "F" AND PLACE TRAFFIC CONTROL PER STAGE III (B). COMPLETE WORK AS INDICATED FOR STAGE III (B). SEE STAGE III (C) FOR PAYMENT MARKING FOR STAGE III (A) AFTER COMPLETION OF CONSTRUCTION.
8. STANDARD 701451 SHALL BE USED ON LOOP RAMPS FOR TRAFFIC CONTROL. SEE SHEETS 15 AND 16 FOR RAMP CLOSURE DETOURS. COST INCLUDED IN COST OF TRAFFIC CONTROL AND PROTECTION - STAGE III.
9. TRAFFIC CONTROL SIGNS SHALL BE PLACED ON BOTH LEFT AND RIGHT SIDE OF PAVEMENT.
10. ALL BARRIER WALL MARKERS SHALL BE PLACED PER LINEAR DELINEATION PANLES SPECIFICATIONS UNLESS OTHERWISE SPECIFIED BY THE ENGINEER. SEE STANDARD 704001.
11. ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH STANDARD 701901.
12. CONTRACTOR TO MATCH PROPOSED PAVEMENT MARKING INTO EXISTING PAVEMENT MARKING AT EACH CORRESPONDING BEGINNING AND ENDING LOCATIONS.

STAGE III (A&B) REFERENCED TRAFFIC CONTROL STANDARDS

701421-USE FOR TEMPORARY LANE CLOSURES - DAY ONLY
701451-USE FOR ENTRANCE/EXIT RAMP CLOSURE
701901-USE FOR TRAFFIC CONTROL DEVICES
704001-USE FOR TEMPORARY CONCRETE BARRIER
720001 & 720006-USE FOR PROPOSED CONSTRUCTION SIGNS
780001-USE FOR STAGING PAVEMENT MARKING

NOTE: THESE REFERANCED STANDARDS SHALL NOT BE PAID FOR SEPERATELY, BUT SHALL BE INCLUDED IN THE LUMP SUM COST OF TRAFFIC CONTROL AND PROTECTION - STAGE III.





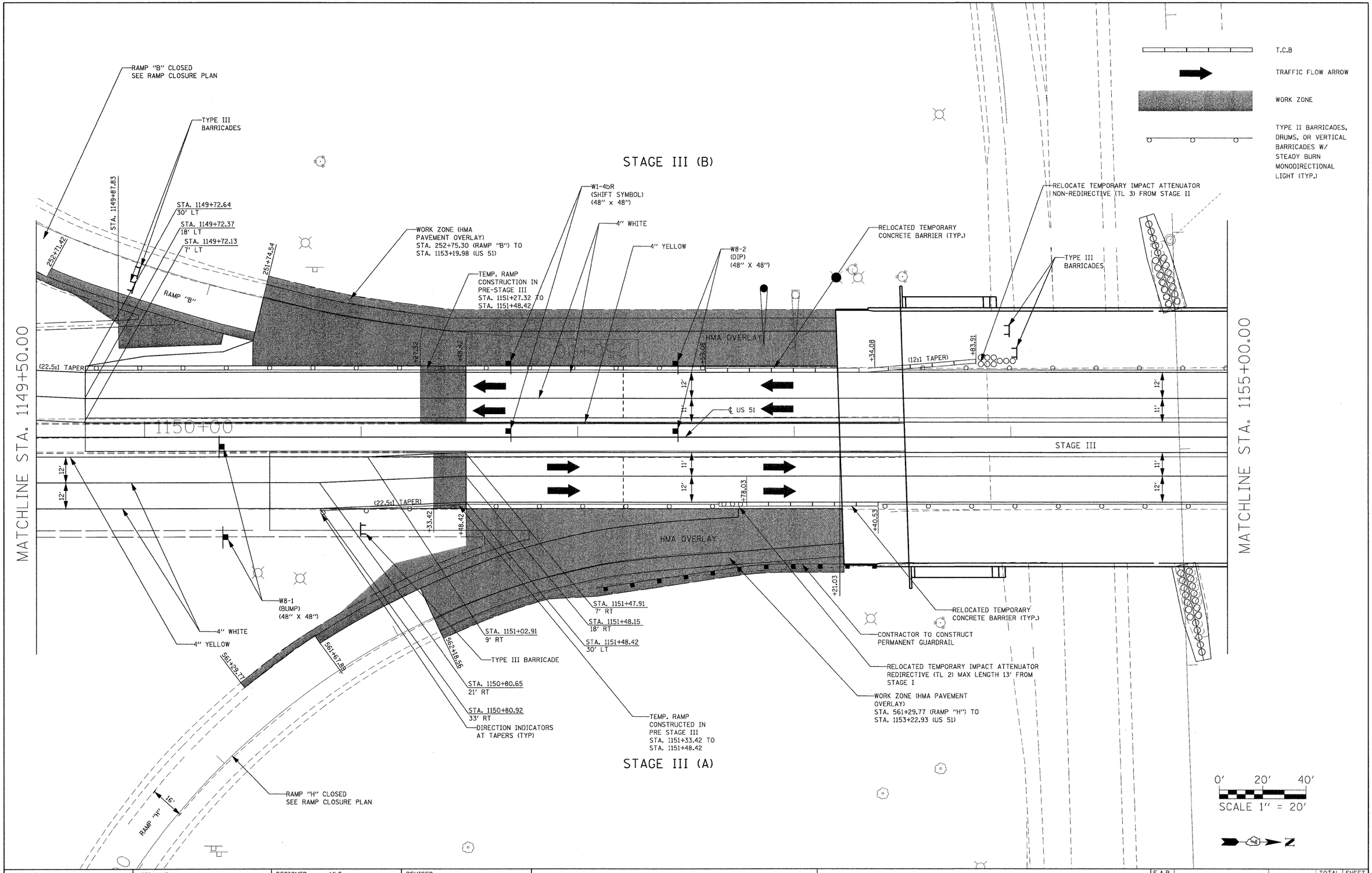
FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-staging-011.dgn	USER NAME = jheger	DESIGNED - MLS	REVISED -
		DRAWN - MLS	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/15/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – STAGE III (A & B)

SCALE: 1:20 | SHEET NO. 11 OF 22 SHEETS | STA. 1144+00 TO STA. 1149+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	31
US ROUTE 51		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



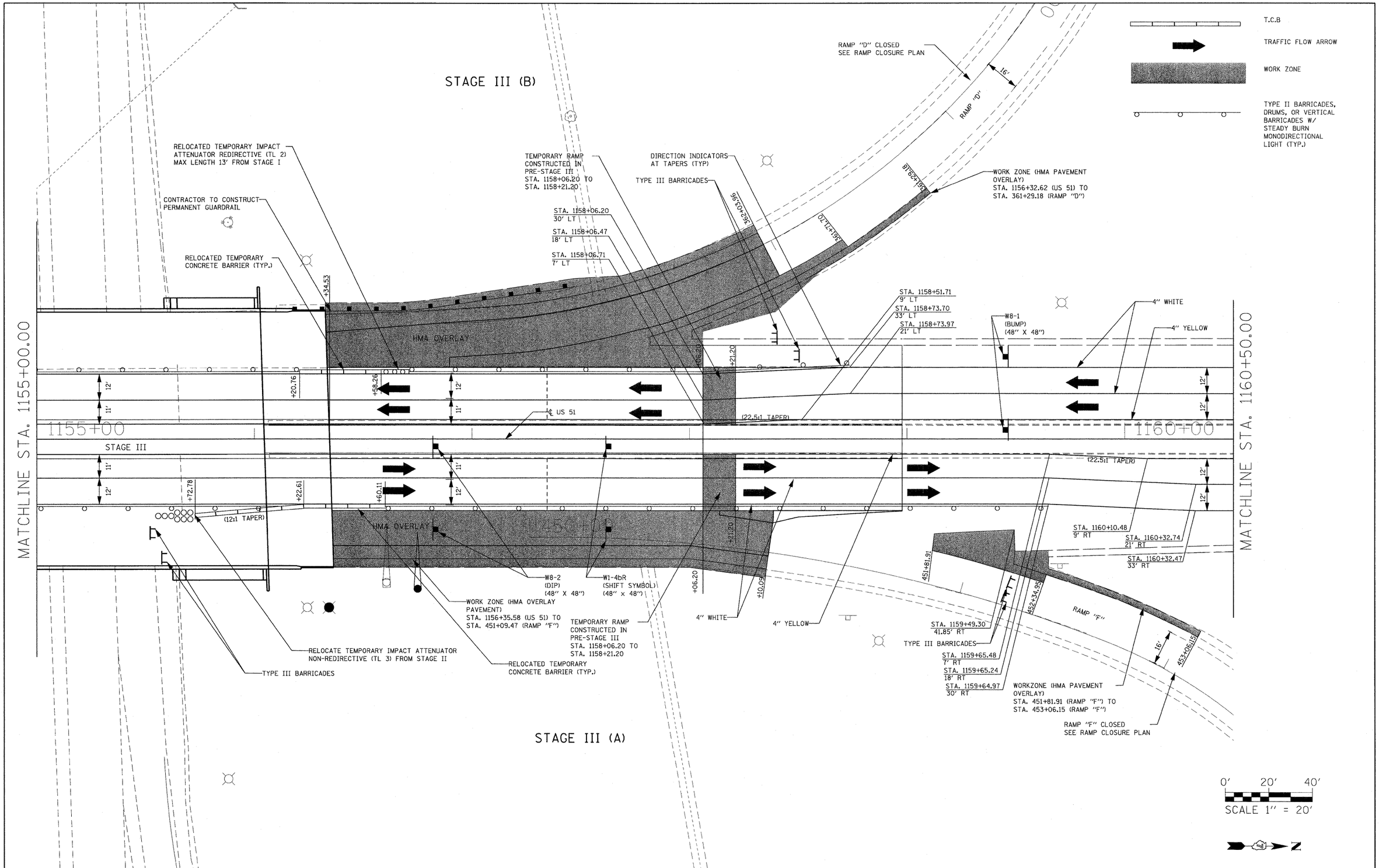
FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-staging-012.dgn	USER NAME = mjoost	DESIGNED - MLS	REVISED -
		DRAWN - MLS	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/12/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – STAGE III (TYPE A & B)

SCALE: 1:20 | SHEET NO. 12 OF 22 SHEETS | STA. 1149+50 TO STA. 1155+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	32
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-staging-013.dgn	USER NAME = mjoost	DESIGNED - MLS	REVISED -
	PLOT SCALE = 20.0000 ' / in.	DRAWN - MLS	REVISED -
	PLOT DATE = 3/12/2010	CHECKED - SJK	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – STAGE III (A & B)

SCALE: 1:20 | SHEET NO. 13 OF 22 SHEETS | STA. 1155+00 TO STA. 1160+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	33
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

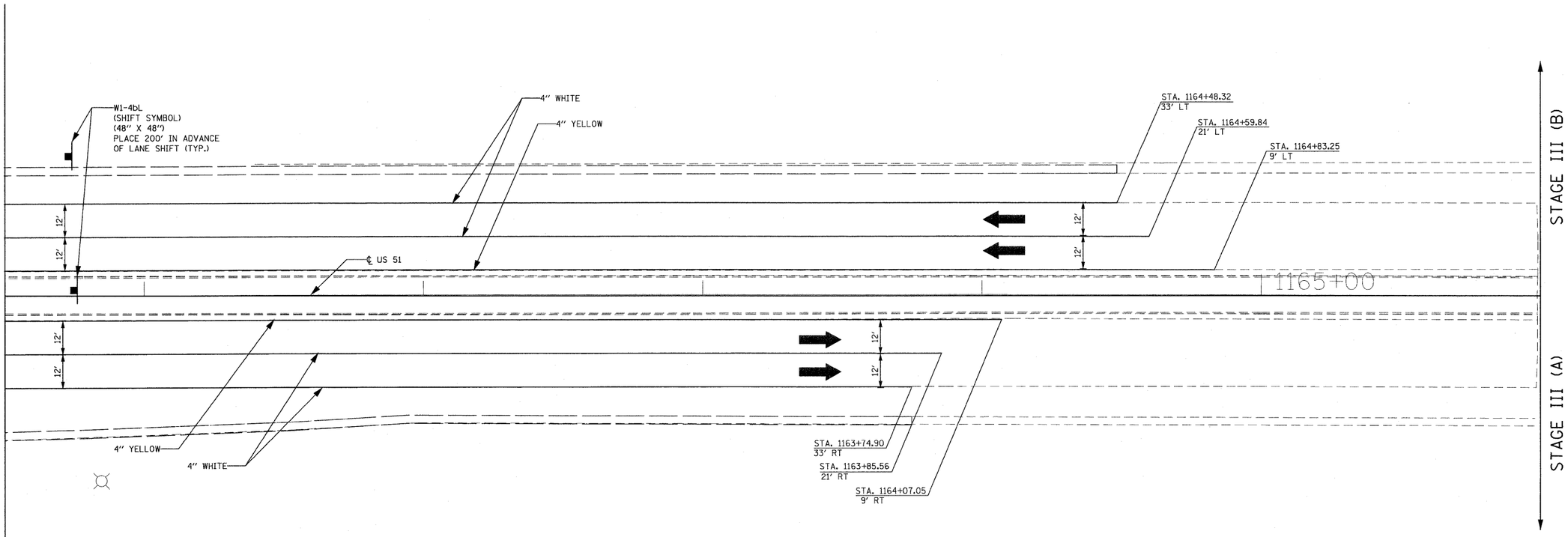
T.C.B

TRAFFIC FLOW ARROW

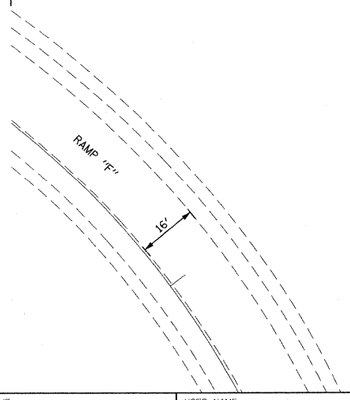
WORK ZONE

TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES W/ STEADY BURN MONODIRECTIONAL LIGHT (TYP.)

STAGE III (B)



STAGE III (A)



0' 20' 40'

SCALE 1" = 20'

FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\	USER NAME = mjoost	DESIGNED - MLS	REVISED -
	SHEETS\D774387-sht-staging-014.dgn	DRAWN - MLS	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/12/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – STAGE III (A & B)

SCALE: 1:20 | SHEET NO. 14 OF 22 SHEETS | STA. 1160+50 | TO STA. 1166+00

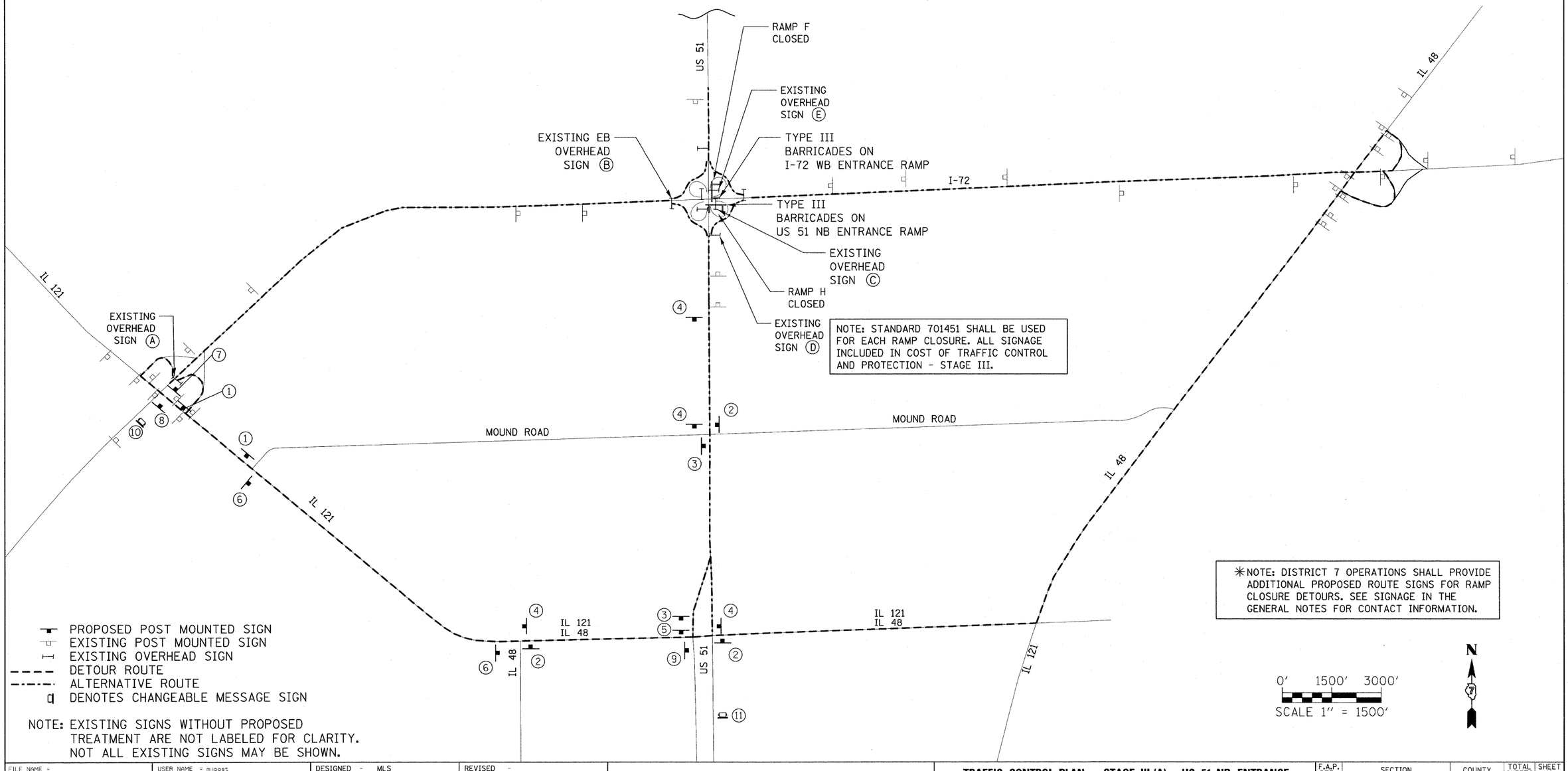
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	34
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

EXISTING SIGNS			
LOCATION	EXISTING SIGN	PROPOSED TREATMENT	RAMP
A ✳	I-72, US 51 EAST IL 121 ↗	ADD DETOUR NORTH US 51 ↗	H
B	US 51 NORTH NEXT RIGHT US 51 SOUTH ↗	COVER "US 51 NORTH"	H
C	US 51 NORTH ↗	COVER "US 51 NORTH"	H
D	I-72 WEST NEXT RIGHT I-72 EAST ↗	COVER "I-72 WEST"	F
E	I-72 WEST ↗	COVER	F

PROPOSED SIGNS		
LOCATION	PROPOSED SIGN	RAMP
1 ✳	DETOUR NORTH US 51 ←	H
2 ✳	DETOUR WEST I-72 ←	F
3 ✳	DETOUR WEST I-72 ↱	F
4 ✳	DETOUR WEST I-72 ↑	F
5 ✳	DETOUR WEST I-72 →	F
6 ✳	DETOUR NORTH US 51 ↑	H
7 ✳	DETOUR NORTH US 51 →	H
8 ✳	DETOUR NORTH US 51 ↱	H
9 ✳	END DETOUR	H

LOCATION	CHANGEABLE MESSAGE SIGN "SUGGESTED TEXT":	RAMP
10	RAMP CLOSED AT US 51 NORTH USE IL 121	H
11	WB I-72 CLOSED AT US 51 USE IL 121 TO I-72	F

NOTE: ALL CHANGEABLE MESSAGE SIGNS, INCLUDING SIGNS SHOWN ON STANDARDS, TO BE PLACED AS SHOWN ON THE PLANS OR AT THE DIRECTION OF THE ENGINEER. MESSAGES POSTED ON CHANGEABLE MESSAGE SIGNS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. COST INCLUDED IN COST OF CHANGEABLE MESSAGE SIGN.



FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TRV	USER NAME = mjoost	DESIGNED - MLS	REVISED -
	SHEETS\D774387-sht-staging-015-detour (NB ramp H)	DRAWN - MLS	REVISED -
	PLOT SCALE = 1500.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/12/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – STAGE III (A) – US 51 NB ENTRANCE (RAMP H) AND EXIT RAMP (RAMP F) CLOSURE

SCALE: 1:1500 | SHEET NO. 15 OF 22 SHEETS | STA. | TO STA.

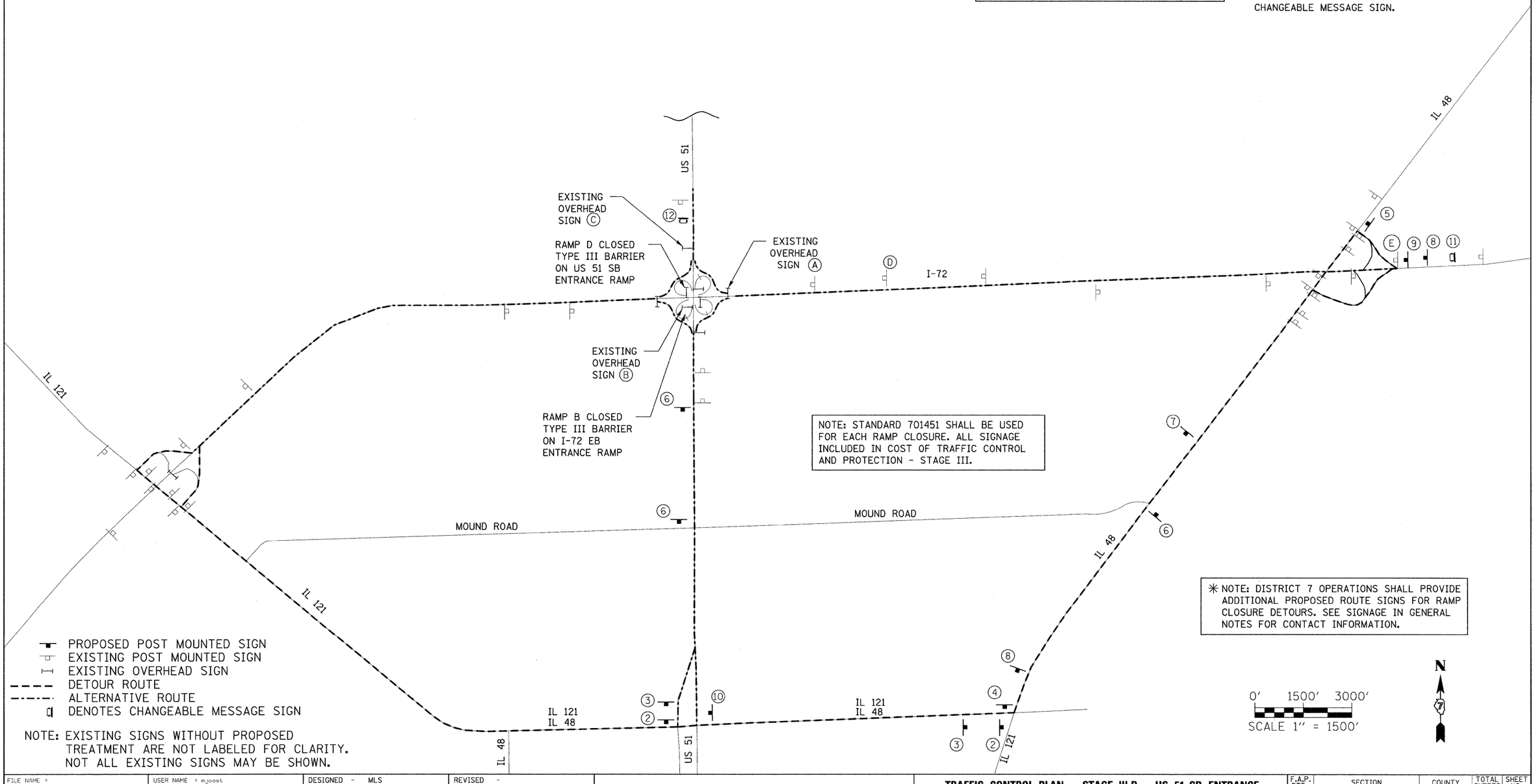
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	35
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

EXISTING SIGNS			
LOCATION	EXISTING SIGN	PROPOSED TREATMENT	RAMP
A	I-72 WEST, US 51 SOUTH US 51 SOUTH NEXT RIGHT US 51 NORTH ↗	COVER "US 51 SOUTH"	D
B	I-72 EAST ↗	ADD DETOUR ↑	B
C	US 51 SOUTH I-72 EAST NEXT RIGHT I-72, US 51 WEST ↗	COVER "I-72 EAST"	B
D	EXIT 141A HOSPITAL	COVER "EXIT 141A"	D
E	IL 48 ↗	ADD DETOUR SOUTH US 51 ↗	D

PROPOSED SIGNS		
LOCATION	PROPOSED SIGN	RAMP
1	RESERVED	
2 ✳	DETOUR EAST I-72 ←	B
3 ✳	DETOUR EAST I-72 ↰	B
4 ✳	DETOUR →	D
5 ✳	DETOUR SOUTH US 51 ←	D
6 ✳	DETOUR EAST I-72 ↑	B
7 ✳	DETOUR SOUTH US 51 ↑	D
8 ✳	DETOUR SOUTH US 51 ↱	D
9 ✳	DETOUR SOUTH US 51 →	D
10 ✳	END DETOUR	D

LOCATION	CHANGEABLE MESSAGE SIGN "SUGGESTED TEXT":	RAMP
11	RAMP CLOSED AT US 51 SOUTH USE IL 48	D
12	I-72 EB RAMP CLOSED. USE US 51 SOUTH TO IL 48	D

NOTE: ALL CHANGEABLE MESSAGE SIGNS, INCLUDING SIGNS SHOWN ON STANDARDS, TO BE PLACED AS SHOWN ON THE PLANS OR AT THE DIRECTION OF THE ENGINEER. MESSAGES POSTED ON CHANGEABLE MESSAGE SIGNS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. COST INCLUDED IN COST OF CHANGEABLE MESSAGE SIGN.



NOTE: STANDARD 701451 SHALL BE USED FOR EACH RAMP CLOSURE. ALL SIGNAGE INCLUDED IN COST OF TRAFFIC CONTROL AND PROTECTION - STAGE III.

✳ NOTE: DISTRICT 7 OPERATIONS SHALL PROVIDE ADDITIONAL PROPOSED ROUTE SIGNS FOR RAMP CLOSURE DETOURS. SEE SIGNAGE IN GENERAL NOTES FOR CONTACT INFORMATION.

PROPOSED POST MOUNTED SIGN
EXISTING POST MOUNTED SIGN
EXISTING OVERHEAD SIGN
DETOUR ROUTE
ALTERNATIVE ROUTE
DENOTES CHANGEABLE MESSAGE SIGN

NOTE: EXISTING SIGNS WITHOUT PROPOSED TREATMENT ARE NOT LABELED FOR CLARITY. NOT ALL EXISTING SIGNS MAY BE SHOWN.

0' 1500' 3000'
SCALE 1" = 1500'

N

FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-staging-016-detour (SB ramp).dgn	USER NAME = mjoost	DESIGNED - MLS	REVISED -
		DRAWN - MLS	REVISED -
	PLOT SCALE = 1500.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/12/2010	DATE -	REVISED -

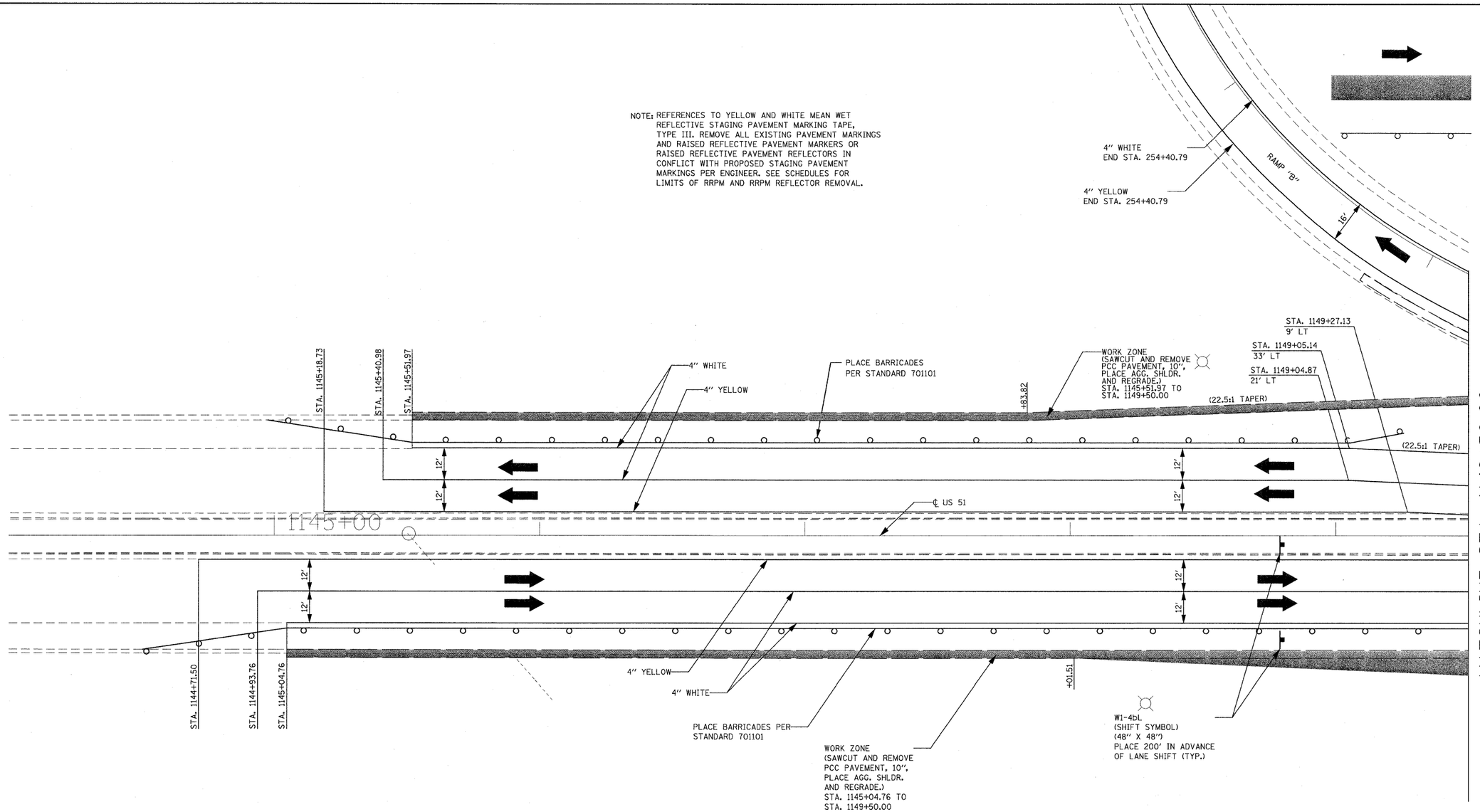
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – STAGE III B – US 51 SB ENTRANCE (RAMP D) AND EXIT (RAMP B) RAMP CLOSURE

SCALE: 1:1500 | SHEET NO. 16 OF 22 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	36
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

NOTE: REFERENCES TO YELLOW AND WHITE MEAN WET REFLECTIVE STAGING PAVEMENT MARKING TAPE, TYPE III. REMOVE ALL EXISTING PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OR RAISED REFLECTIVE PAVEMENT REFLECTORS IN CONFLICT WITH PROPOSED STAGING PAVEMENT MARKINGS PER ENGINEER. SEE SCHEDULES FOR LIMITS OF RRPM AND RRPM REFLECTOR REMOVAL.

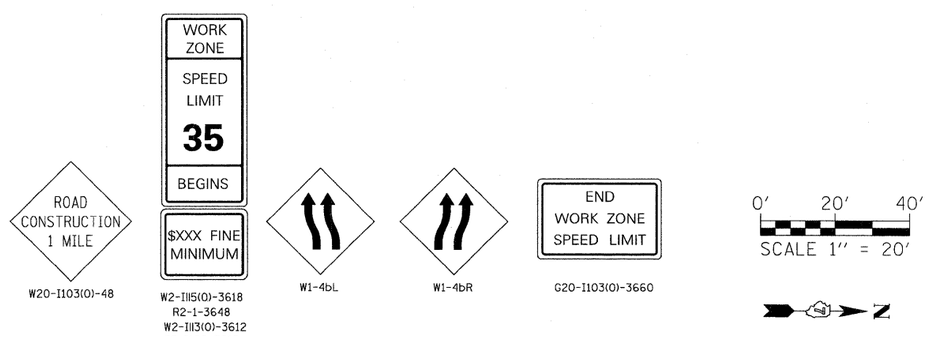


STAGE III (C) REFERANCE TRAFFIC CONTROL STANDARDS

701101-USE FOR SHOULDER WORK
701421-USE FOR TEMPORARY LANE CLOSURES - DAY ONLY
701426-USE FOR PAVING OPERATION IN TRAFFIC LANES
701411-USE FOR SHOULDER AND LANE CLOSURE NEAR ENTRANCE/EXIT RAMP
701901-USE FOR TRAFFIC CONTROL DEVICES
720001 & 720006-USE FOR PROPOSED CONSTRUCTION SIGNS
780001-USE FOR STAGING PAVEMENT MARKING

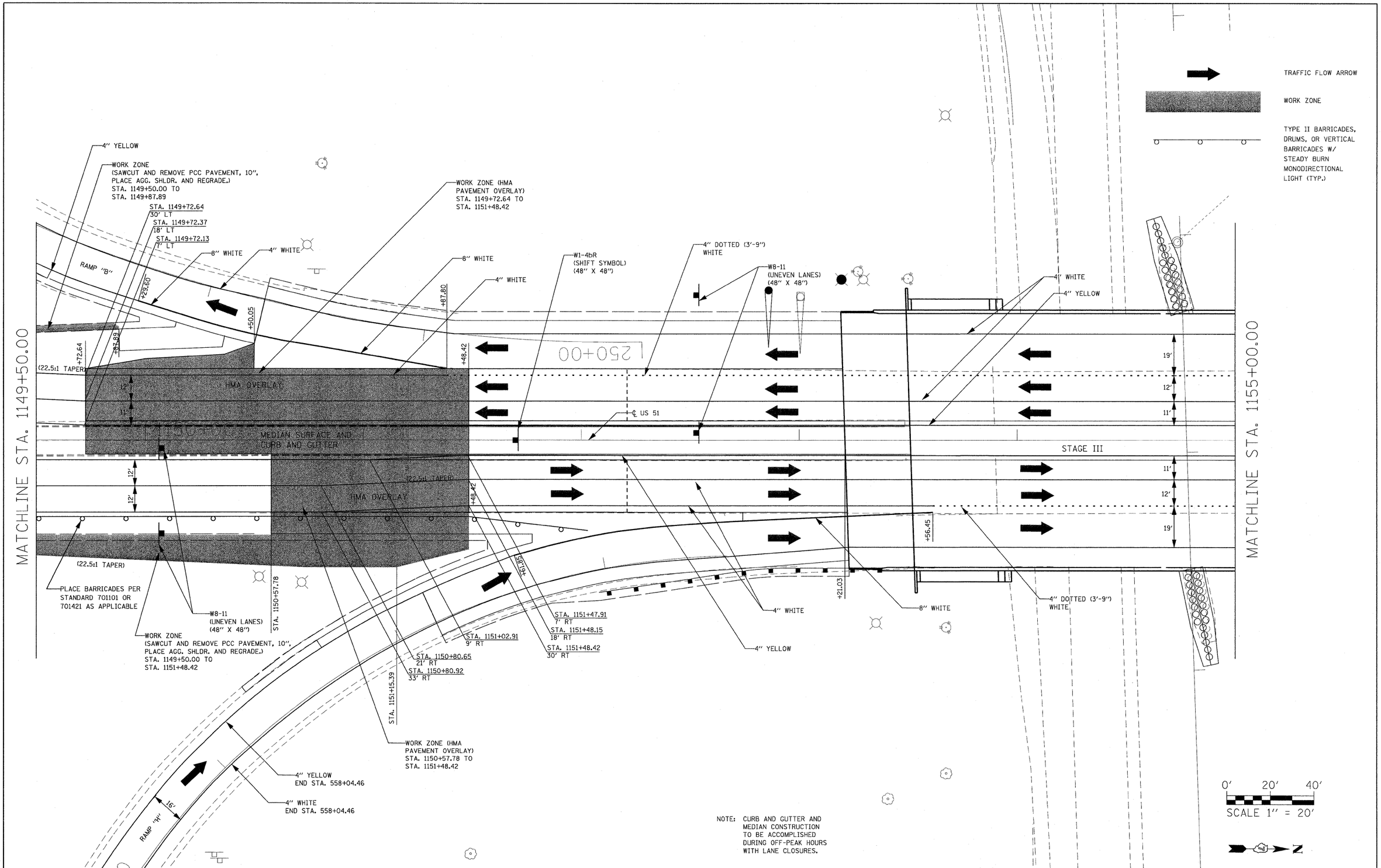
NOTE: THESE REFERANCED STANDARDS SHALL NOT BE PAID FOR SEPERATELY, BUT SHALL BE INCLUDED IN THE LUMP SUM COST OF TRAFFIC CONTROL AND PROTECTION - STAGE III.

NOTE:
1. FOR BOTH NORTHBOUND AND SOUTHBOUND LANES, ON BOTH THE SHOULDER AND THE MEDIAN, PLACE "ROAD CONSTRUCTION 1 MILE", 1 MILE IN ADVANCE OF WORK ZONE. PLACE WORK ZONE SPEED LIMIT SIGNAGE 500' IN ADVANCE OF WORK ZONE. PLACE "END WORK ZONE" SIGNAGE BEYOND PROJECT LIMITS.
2. SAW CUT EXCESS PORTLAND CEMENT CONCRETE PAVEMENT, 10" ALONG SHOULDER AND/OR GORE LINES AND REMOVE. SEE REMOVAL SHEETS AND CROSS SECTIONS FOR DETAILS. ALL LANE AND SHOULDER CLOSURES SHALL BE COORDINATED AND APPROVED THROUGH IDOT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION.
3. ANY ADDITIONAL SIGNAGE REQUIRED FOR STAGE III (C) OF CONSTRUCTION THAT REQUIRE LANE OR SHOULDER CLOSURES OR DETOURS AND AS SHOWN ON PLANS SHALL BE INCLUDED IN THE LUMP SUM PAY ITEM OF TRAFFIC CONTROL AND PROTECTION - STAGE III.
4. SEE SPECIAL PROVISIONS FOR TIME FRAME OF LANE CLOSURES.
5. STANDARD 701411 SHALL BE USED ON LOOP RAMPS FOR TRAFFIC CONTROL.
6. TRAFFIC CONTROL SIGNS SHALL BE PLACED ON BOTH LEFT AND RIGHT SIDE OF PAVEMENT.
7. ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH STANDARD 701901.
8. CONTRACTOR TO MATCH PROPOSED PAVEMENT MARKING INTO THE EXISTING PAVEMENT MARKING AT EACH CORRESPONDING BEGINNING & ENDING LOCATION.



FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-staging-017.dgn	USER NAME = mjoost	DESIGNED - MLS	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**TRAFFIC CONTROL PLAN – STAGE III (C)**				
	PLOT SCALE = 20.0000 ' / in.	DRAWN - MLS	REVISED -						
	PLOT DATE = 3/12/2010	CHECKED - SJK	REVISED -		SCALE: 1:20	SHEET NO. 17 OF 22 SHEETS	STA. 1144+00	TO STA. 1149+50	
		DATE -	REVISED -						

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	37
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



FILE NAME = P:\000276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-staging-018.dgn	USER NAME = mjoost	DESIGNED - MLS	REVISED -
		DRAWN - MLS	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/12/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – STAGE III (C)

SCALE: 1:20 | SHEET NO. 18 OF 22 SHEETS | STA. 1149+50 TO STA. 1155+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	38
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

TRAFFIC FLOW ARROW

WORK ZONE

TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES W/ STEADY BURN MONODIRECTIONAL LIGHT (TYP.)

MATCHLINE STA. 1155+00.00

MATCHLINE STA. 1160+50.00

1155+00

1160+00

450+00

STAGE III

4" WHITE
END STA. 358+03.85

4" YELLOW
END STA. 358+03.85

RAMP "D"

16'

STA. 1158+06.20
30' LT

STA. 1158+06.47
18' LT

STA. 1158+06.71
7' LT

8" WHITE

4" DOTTED (3'-9")
WHITE

+34.53

+56.49

+42.14

+39.55

STA. 1158+51.71
9' LT

STA. 1158+73.70
33' LT

STA. 1158+73.97
21' LT

+78.19

19'

12'

11'

℄ US 51

HMA OVERLAY

(22.5:1 TAPER)

MEDIAN SURFACE AND CURB AND GUTTER

HMA OVERLAY

+73.44

+06.20

+97.78

PLACE BARRICADES PER STANDARD 701101 OR 701421 AS APPLICABLE

W8-11
(UNEVEN LANES)
(48" X 48")

4" WHITE

4" YELLOW

WORK ZONE
(SAWCUT AND REMOVE PCC PAVEMENT, 10", PLACE AGG. SHLDR. AND REGRADE.)
STA. 1158+06.20 TO
STA. 1160+50.00

8" WHITE

+64.99

(22.5:1 TAPER)

+27.21

RAMP "F"

4" YELLOW

4" WHITE

4" DOTTED (3'-9")
WHITE

W1-4bR
(SHIFT SYMBOL)
(48" X 48")

W8-11
(UNEVEN LANES)
(48" X 48")

4" WHITE

STA. 1159+65.48
7' RT

STA. 1159+65.24
18' RT

STA. 1159+64.97
30' RT

STA. 1160+10.48
9' RT

STA. 1160+32.74
21' RT

STA. 1160+32.47
33' RT

16'

WORK ZONE (HMA SURFACE OVERLAY)
STA. 1158+06.20 TO
STA. 1158+97.78

WORK ZONE
(SAWCUT AND REMOVE PCC PAVEMENT, 10", PLACE AGG. SHLDR. AND REGRADE.)
STA. 1159+64.99 TO
STA. 1160+50.00

4" WHITE

0' 20' 40'

SCALE 1" = 20'

NOTE: CURB AND GUTTER AND MEDIAN CONSTRUCTION TO BE ACCOMPLISHED DURING OFF-PEAK HOURS WITH LANE CLOSURES.

FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-staging-019.dgn	USER NAME = mjoost	DESIGNED - MLS	REVISED -
	PLOT SCALE = 20.0000 ' / in.	DRAWN - MLS	REVISED -
	PLOT DATE = 3/12/2010	CHECKED - SJK	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – STAGE III (C)

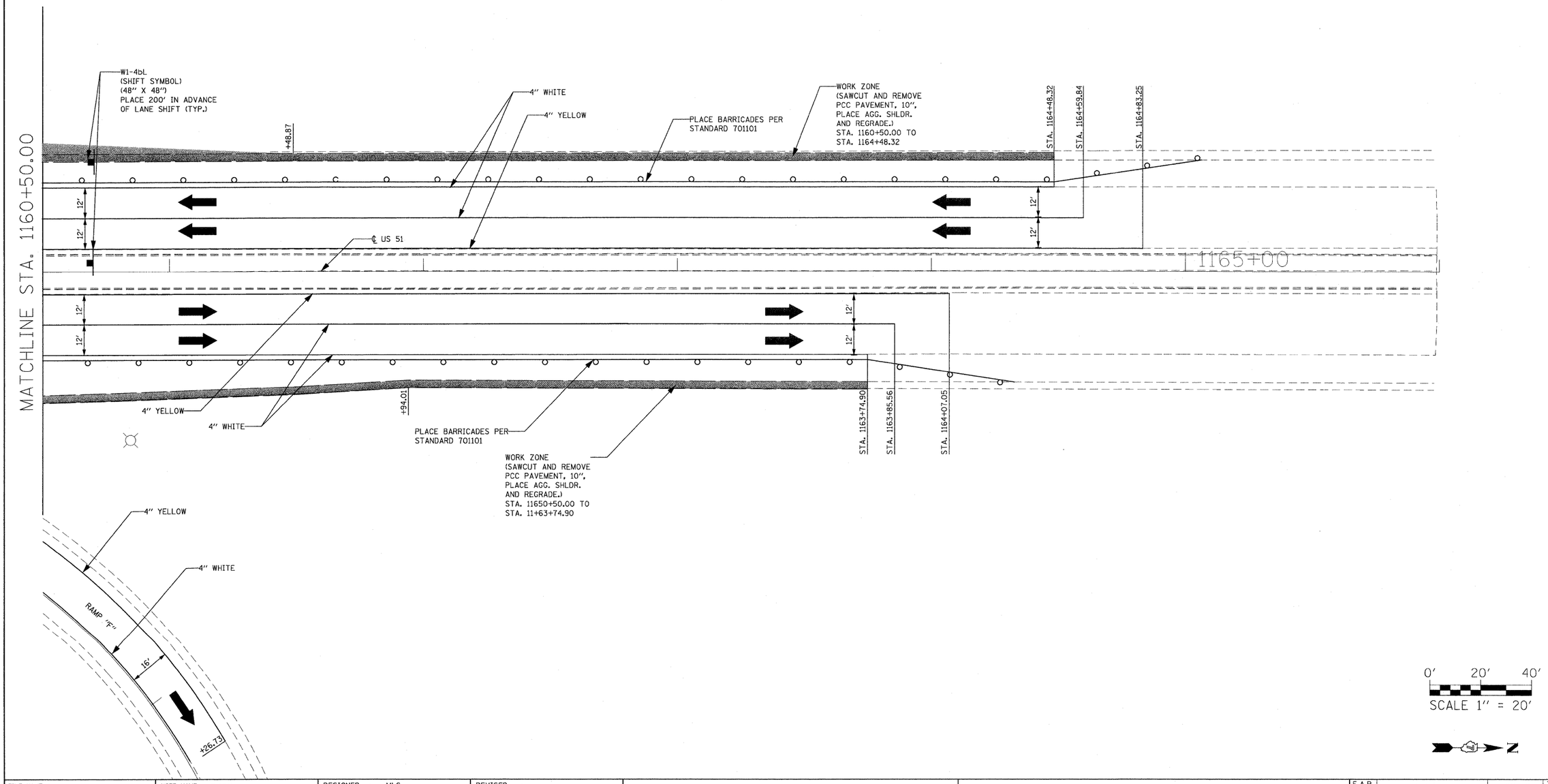
SCALE: 1:20 | SHEET NO. 19 OF 22 SHEETS | STA. 1155+00 TO STA. 1160+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	39
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

TRAFFIC FLOW ARROW

WORK ZONE

TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES W/ STEADY BURN MONODIRECTIONAL LIGHT (TYP.)

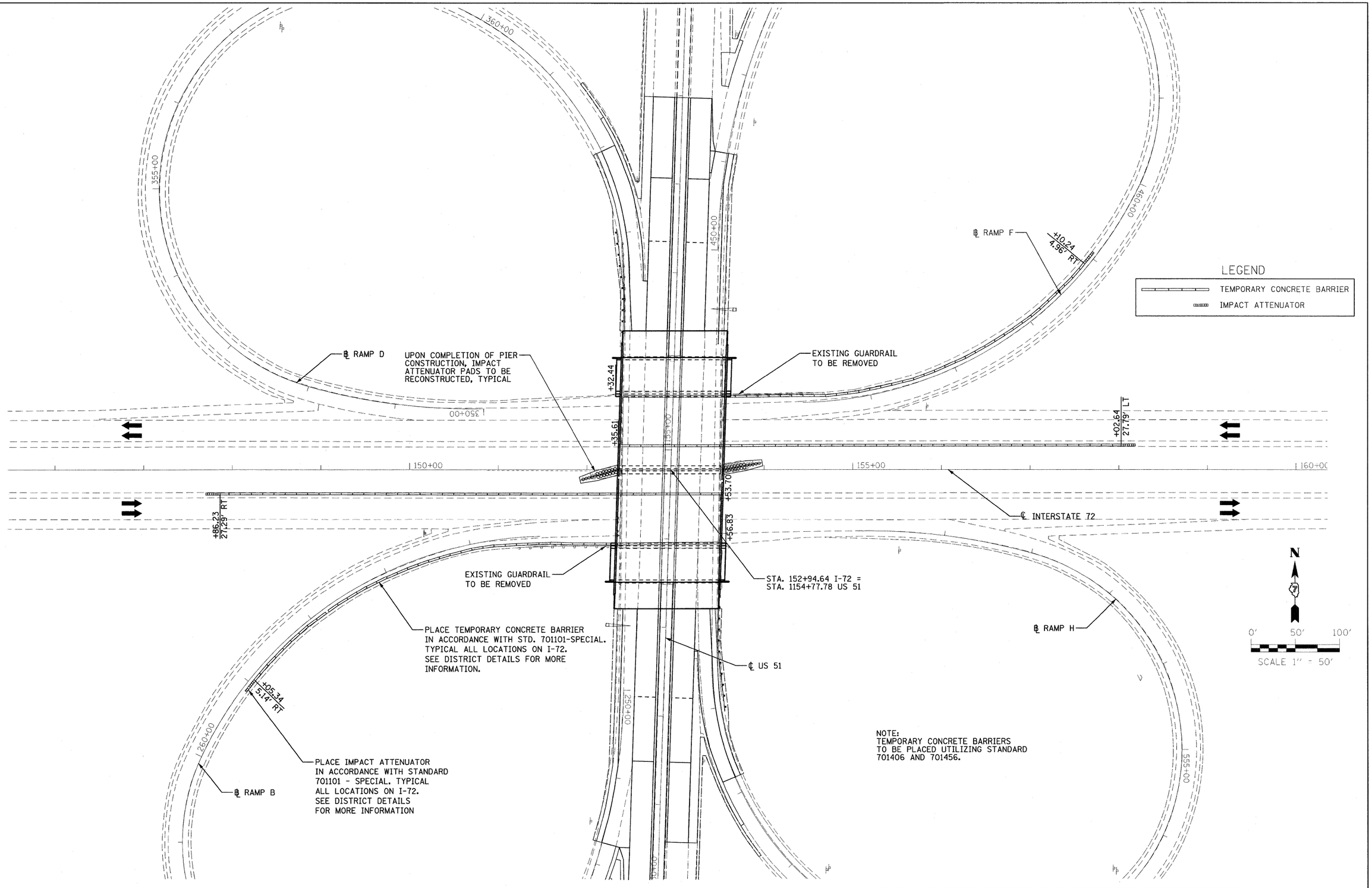


0' 20' 40'

SCALE 1" = 20'

FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-staging-020.dgn	USER NAME = mjoost	DESIGNED - MLS	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**TRAFFIC CONTROL PLAN – STAGE III (C)**
	PLOT SCALE = 20.0000 ' / in.	DRAWN - MLS	REVISED -		
	PLOT DATE = 3/12/2010	CHECKED - SJK	REVISED -		
		DATE -	REVISED -		SCALE: 1:20 | SHEET NO. 20 OF 22 SHEETS | STA. 1160+50 TO STA. 1166+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	40
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



FILE NAME = P:\000276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-staging-021-I-72 Traffic Control Plan.dgn	USER NAME = mjoost	DESIGNED - MLS	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/12/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – INTERSTATE 72

SCALE: 1:50 | SHEET NO. 21 OF 22 SHEETS | STA. 145+40 TO STA. 160+40

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	41
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

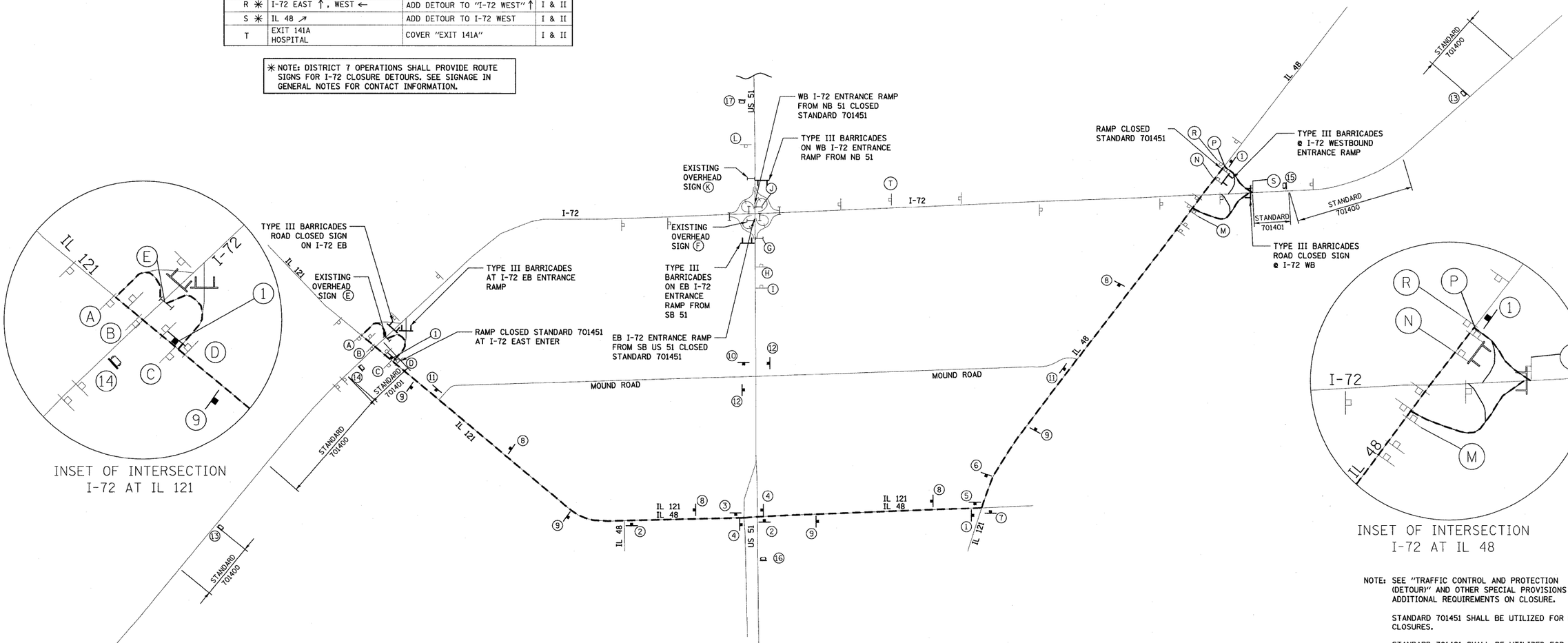
EXISTING SIGNS			
LOCATION	EXISTING SIGN	PROPOSED TREATMENT	STAGE
A ✳	I-72, US 51 EAST ↑ , WEST ←	ADD DETOUR TO "I-72 EAST" ↑	I & II
B	I-72, US 51 EAST ↰	COVER	I & II
C	I-72, US 51 EAST ←	COVER	I & II
D	I-72, US 51 WEST ↑ , EAST →	COVER "I-72 EAST"	I & II
E ✳	I-72, US 51 EAST IL 121 ↗	ADD DETOUR TO "I-72 EAST"	I & II
F	I-72 EAST ↗	COVER	I & II
G	I-72 WEST NEXT RIGHT I-72 EAST	COVER "I-72 WEST"	I & II
H	I-72 EAST NEXT RIGHT	COVER	I & II
I	I-72	COVER	I & II
J	I-72 WEST ↗	COVER	I & II
K	US 51 NORTH I-72 EAST NEXT RIGHT I-72, US 51 WEST ↗	ADD DETOUR	I & II
L	I-72, US 51 WEST NEXT RIGHT	COVER	I & II
M	I-72 WEST ↑ , EAST →	COVER "I-72 WEST"	I & II
N	I-72 WEST	COVER	I & II
P	I-72 WEST →	COVER	I & II
R ✳	I-72 EAST ↑ , WEST ←	ADD DETOUR TO "I-72 WEST" ↑	I & II
S ✳	IL 48 ↗	ADD DETOUR TO I-72 WEST	I & II
T	EXIT 141A HOSPITAL	COVER "EXIT 141A"	I & II

✳ NOTE: DISTRICT 7 OPERATIONS SHALL PROVIDE ROUTE SIGNS FOR I-72 CLOSURE DETOURS. SEE SIGNAGE IN GENERAL NOTES FOR CONTACT INFORMATION.

PROPOSED SIGNS		
LOCATION	PROPOSED SIGN	STAGE
1	DETOUR ←	I & II
2 ✳	DETOUR EAST I-72 → , WEST I-72 ←	I & II
3 ✳	DETOUR EAST I-72 ← , WEST I-72 →	I & II
4	DETOUR ↑	I & II
5	DETOUR →	I & II
6	DETOUR ↱	I & II
7 ✳	DETOUR WEST I-72 ← EAST I-72 ↑	I & II
8 ✳	DETOUR WEST I-72	I & II
9 ✳	DETOUR EAST I-72	I & II
10 ✳	DETOUR EAST I-72 ↑	I & II
11 ✳	DETOUR WEST I-72 → EAST I-72 ←	I & II
12 ✳	I-72 DETOUR → OR ←	I & II

LOCATION	CHANGEABLE MESSAGE SIGN "SUGGESTED TEXT":	STAGE
13	I-72 CLOSED AHEAD FOLLOW MARKED DETOUR	I & II
14	I-72 CLOSED MUST EXIT	I & II
15	I-72 CLOSED MUST EXIT	I & II
16	WB I-72 CLOSED AT US 51 USE IL 121 TO I-72	I & II
17	EB I-72 CLOSED AT US 51 USE US 51 TO IL 48 TO I-72	I & II

NOTE: ALL CHANGEABLE MESSAGE SIGNS, INCLUDING SIGNS SHOWN ON STANDARDS, TO BE PLACED AS SHOWN ON THE PLANS OR AT THE DIRECTION OF THE ENGINEER. MESSAGES POSTED ON CHANGEABLE MESSAGE SIGNS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. COST INCLUDED IN COST OF CHANGEABLE MESSAGE SIGN.



PROPOSED POST MOUNTED SIGN
EXISTING POST MOUNTED SIGN
EXISTING OVERHEAD SIGN
DETOUR ROUTE
DENOTES CHANGEABLE MESSAGE SIGN

NOTE: NOT ALL EXISTING SIGNS MAY BE SHOWN.

NOTE: SEE "TRAFFIC CONTROL AND PROTECTION (DETOUR)" AND OTHER SPECIAL PROVISIONS FOR ADDITIONAL REQUIREMENTS ON CLOSURE.

STANDARD 701451 SHALL BE UTILIZED FOR RAMP CLOSURES.

STANDARD 701401 SHALL BE UTILIZED FOR DIRECTING TRAFFIC OFF I-72. SEE SPECIAL PROVISIONS FOR MODIFICATIONS.

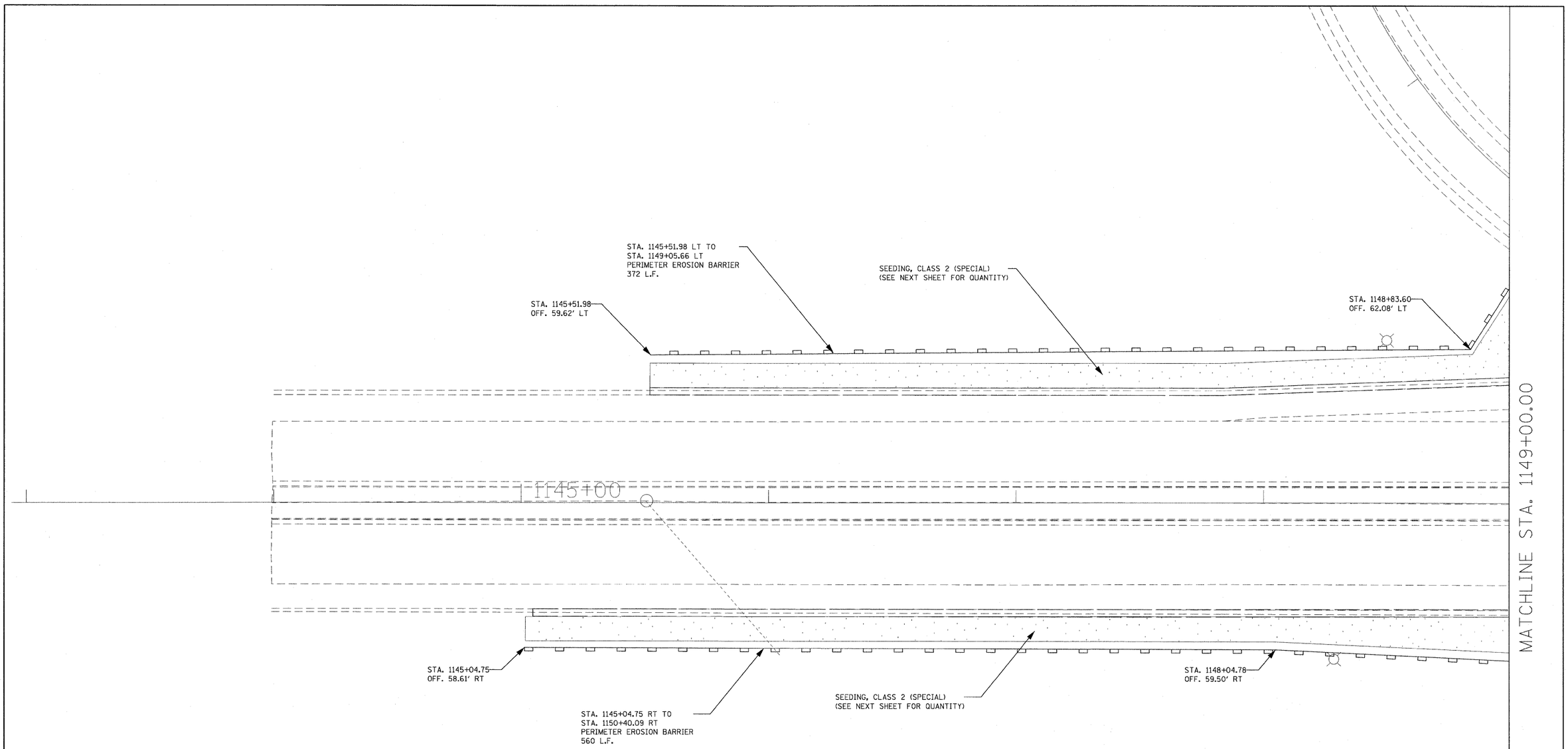
N

0′ 2250′ 4500′

SCALE 1″ = 2250′

FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TRV\SHEETS\D774387-sht-staging-022-detour (I-72).dgn	USER NAME = mjoost	DESIGNED - MLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL PLAN – I-72 CLOSURE FOR US 51 BRIDGE CONSTRCTION
	PLOT SCALE = 2250.0000 ′ / in.	DRAWN - MLS	REVISED -		
	PLOT DATE = 3/12/2010	CHECKED - SJK	REVISED -		
		DATE -	REVISED -		SCALE: 1:2250 SHEET NO. 22 OF 22 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	42
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



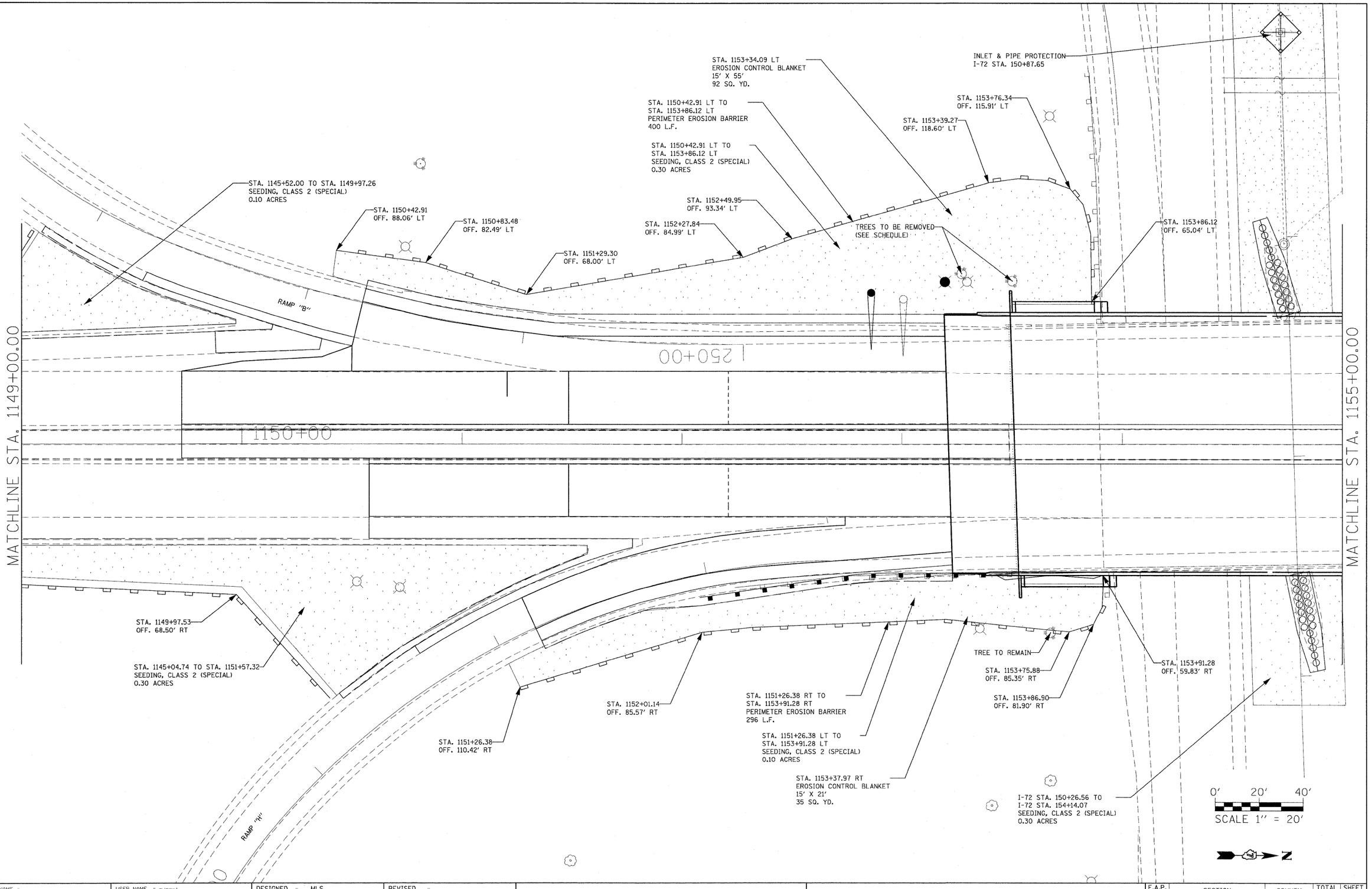
FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-eros-201.dgn	USER NAME = mjoost	DESIGNED - MLS	REVISED -
		DRAWN -	REVISED MLS
	PLOT SCALE = 20.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/12/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL

SCALE: 1:20 | SHEET NO. 1 OF 4 SHEETS | STA. 1145+00 TO STA. 1149+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	43
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



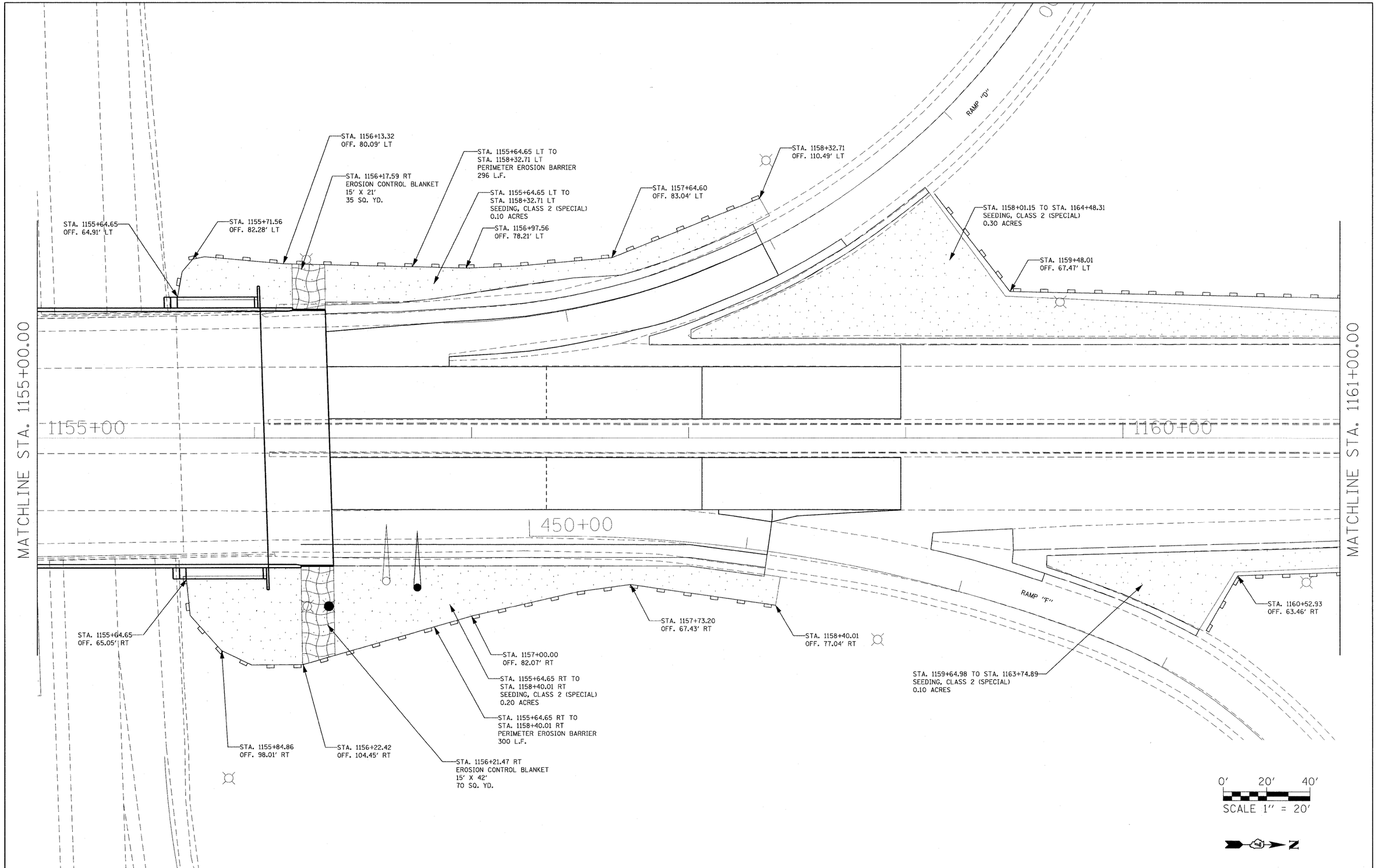
FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\0774387-sht-eros-002.dgn	USER NAME = mjoost	DESIGNED - MLS	REVISED -
		DRAWN -	REVISED - MLS
	PLOT SCALE = 20.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/12/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL

SCALE: 1:20 | SHEET NO. 2 OF 4 SHEETS | STA. 1149+50 TO STA. 1155+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	44
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



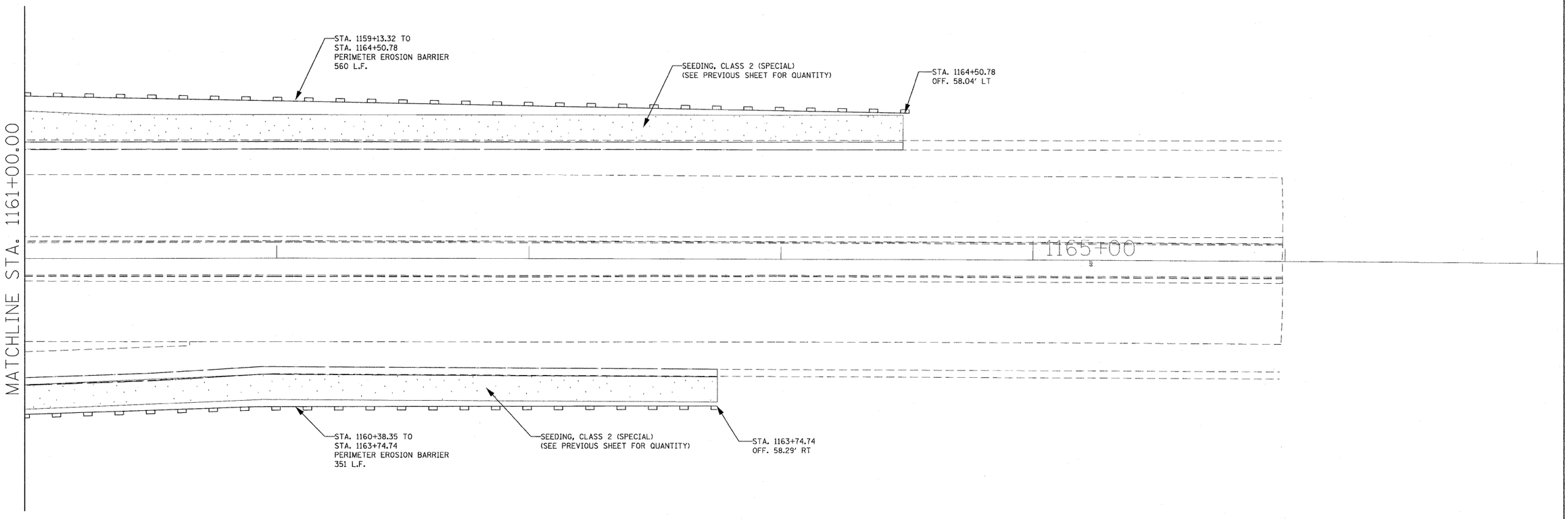
FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-eros-003.dgn	USER NAME = mjoost	DESIGNED - MLS	REVISED -
		DRAWN - MLS	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/12/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL

SCALE: 1:20 | SHEET NO. 3 OF 4 SHEETS | STA. 1155+00 TO STA. 1160+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	45
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



0' 20' 40'

SCALE 1'' = 20'

N

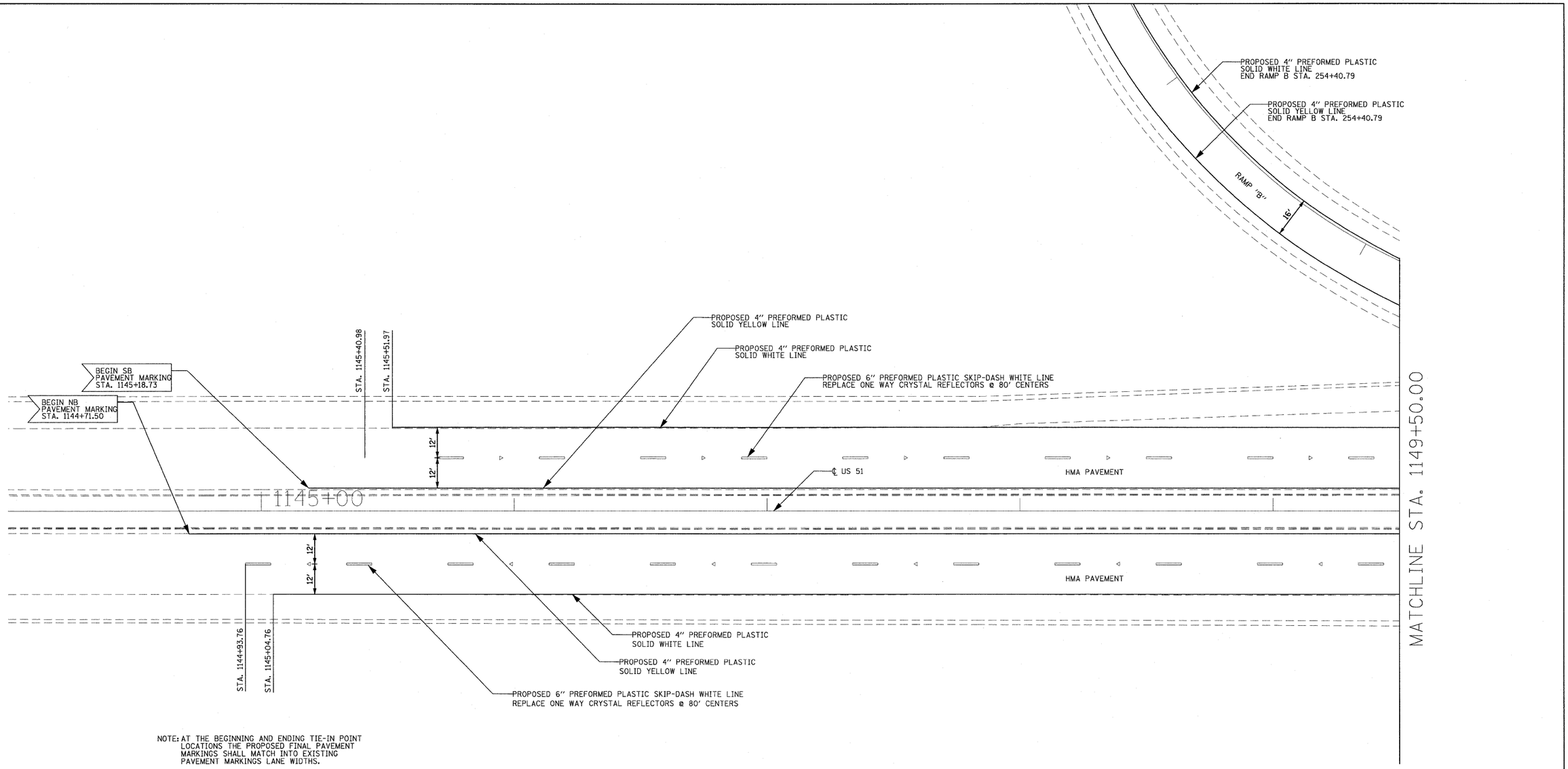
FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TRY	USER NAME = mjoost	DESIGNED - MLS	REVISED -
	SHEETS\0774387-sht-eros-004.dgn	DRAWN - MLS	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/12/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL

SCALE: 1:20 | SHEET NO. 4 OF 4 SHEETS | STA. 1155+00 TO STA. 1160+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	46
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



NOTE: AT THE BEGINNING AND ENDING TIE-IN POINT LOCATIONS THE PROPOSED FINAL PAVEMENT MARKINGS SHALL MATCH INTO EXISTING PAVEMENT MARKINGS LANE WIDTHS.

0' 20' 40'

SCALE 1" = 20'

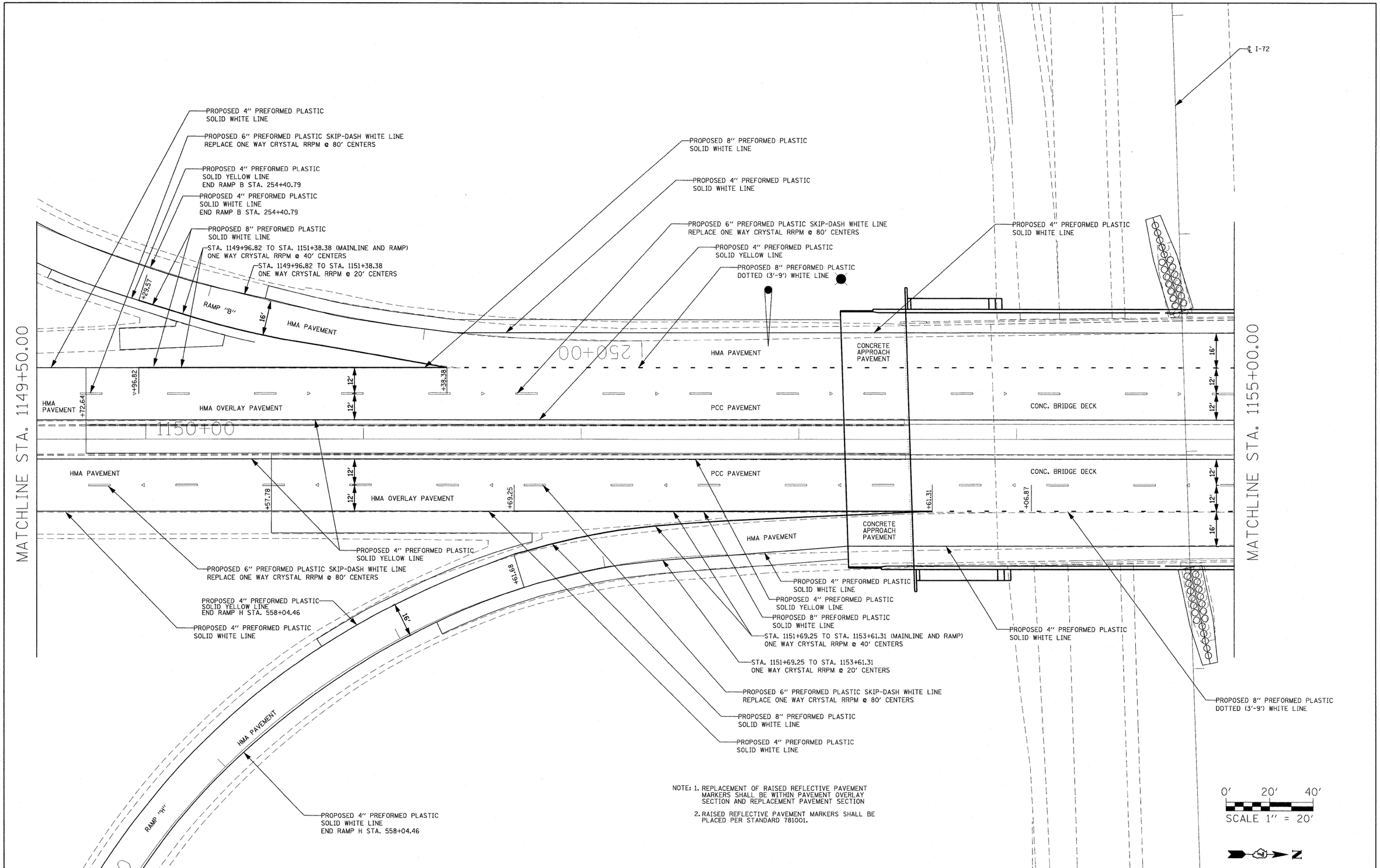
FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-pmk-001.dgn	USER NAME = mjoost	DESIGNED - MLS	REVISED -
		DRAWN - MLS	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/12/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN – US 51

SCALE: 1:20 | SHEET NO. 1 OF 4 SHEETS | STA. 1144+00 | TO STA. 1149+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	47
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



NOTE: 1. REPLACEMENT OF RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE WITHIN PAVEMENT OVERLAY SECTION AND REPLACEMENT PAVEMENT SECTION

2. RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED PER STANDARD 781001.

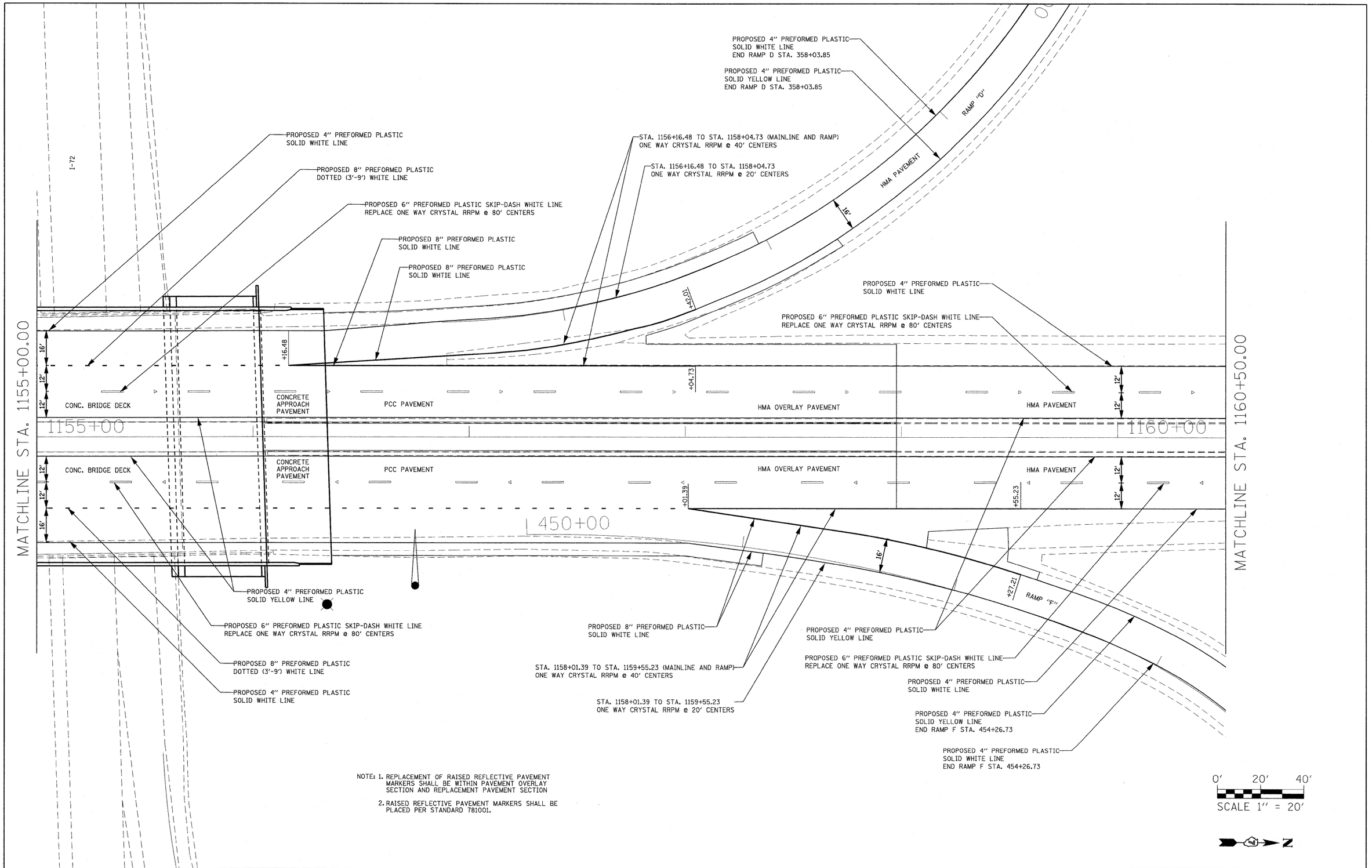
FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-pmk-002.dgn	USER NAME = mjoost	DESIGNED - MLS	REVISED -
		DRAWN - MLS	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/12/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN – US 51

SCALE: 1:20 | SHEET NO. 2 OF 4 SHEETS | STA. 1149+50 TO STA. 1155+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	48
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



NOTE: 1. REPLACEMENT OF RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE WITHIN PAVEMENT OVERLAY SECTION AND REPLACEMENT PAVEMENT SECTION

2. RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED PER STANDARD 781001.

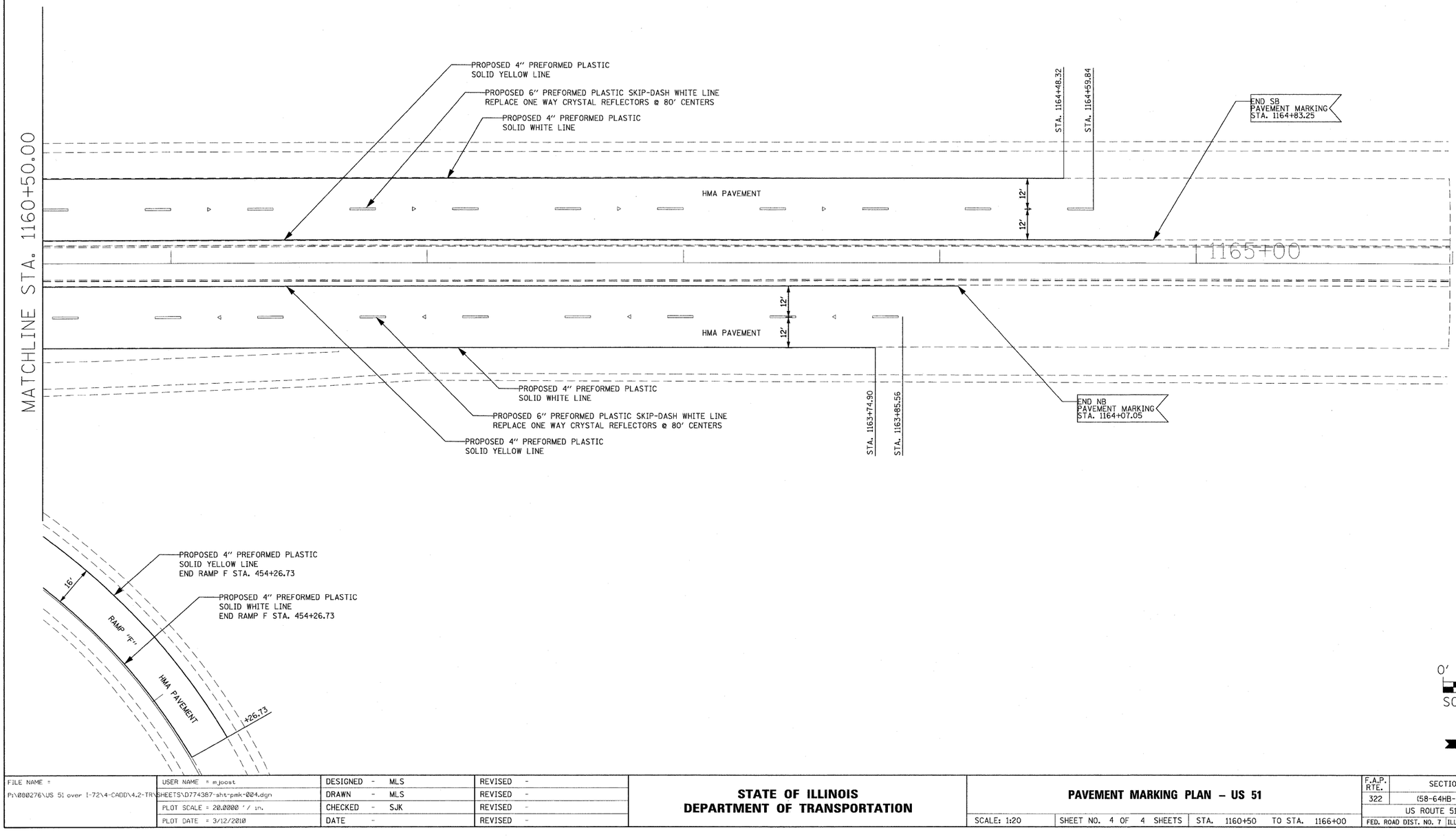
FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-pmk-003.dgn	USER NAME = mjoost	DESIGNED - MLS	REVISED -
		DRAWN - MLS	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/12/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN – US 51

SCALE: 1:20 | SHEET NO. 3 OF 4 SHEETS | STA. 1155+00 TO STA. 1160+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	49
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-pmk-004.dgn	USER NAME = mjoost	DESIGNED - MLS	REVISED -
		DRAWN - MLS	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/12/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN – US 51

SCALE: 1:20 | SHEET NO. 4 OF 4 SHEETS | STA. 1160+50 | TO STA. 1166+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	50
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PAY ITEM SCHEDULE

LOCATION	81300530 JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE 12"x10"x6" EACH	81100590 CONDUIT ATTACHED TO STRUCTURE, 2" DIA., ALUMINUM FOOT	81300550 JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE 12"x12"x6" EACH	81603035 UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE FOOT	81702130 ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6 FOOT	84200600 REMOVAL OF LIGHTING UNIT, NO SALVAGE EACH	81900200 TRENCH AND BACKFILL FOR ELECTRICAL WORK FOOT	82107300 UNDERPASS LUMINAIRE, 150 WATT, HIGH PRESSURE SODIUM VAPOR EACH	82109105 SIGN LIGHTING (HIGH PRESSURE SODIUM) EACH	83600300 LIGHT POLE FOUNDATION, 30" DIAMETER FOOT	83800650 BREAKAWAY DEVICE, COUPLING WITH STAINLESS STEEL SCREEN EACH	84400105 RELOCATE EXISTING LIGHTING UNIT EACH
LP21 TO C-4				215			209					
C-4						2			2			
C-4 TO LP17				44			38					
LP17										6	4	1
LP17 TO JB1				39			33					
JB1			1									
B-1						2			2			
LP55 TO C-2				216			210					
C-2						2			2			
C-2 TO LP62				53			47					
LP62										6	4	1
LP62 TO JB2				39			33					
JB2			1									
JB2 TO JB3		134			420							
JB3	1											
UP1								1				
UP2								1				
UP3								1				
UP4								1				
UP5								1				
UP6								1				
EXISTING UP						8						
B-2						2			2			
TOTAL	1	134	2	606	420	16	532	6	8	12	8	2

UP = Underpass Luminaire
JB = Junction Box
C = Cantilever Truss Structure
LP = Light Pole
B = Bridge Mounted Structure

GENERAL LIGHTING NOTES

1. *Contractor shall be responsible to coordinate electrical work with other trades.*
2. *The Contractor is responsible for uncovering or hand digging around utilities as necessary. The cost of this work is to be included with the "Trench and Backfill for Electrical Work" pay item.*
3. *No lighting circuit or portion thereof shall be removed from nighttime operation without approval of the Engineer.*
4. *The Contractor shall be responsible for maintaining the lighting system until IDOT has taken acceptance of the system. All existing circuits and cables to the light poles shall be maintained as needed and this work shall be incidental to the contract.*

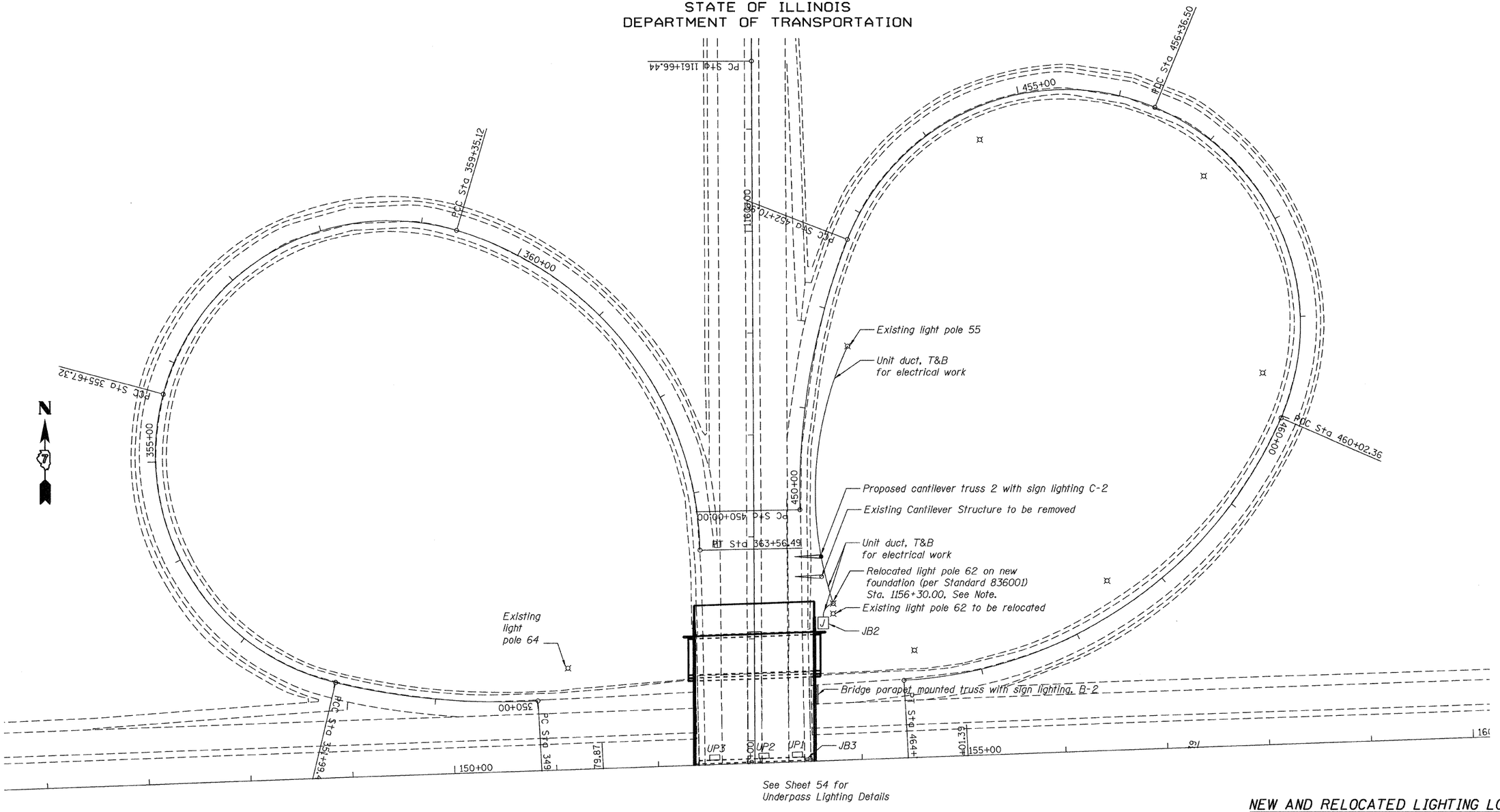
LIGHTING SCHEDULE
US 51 OVER I-72
F.A.P. RTE. 322 - SEC. (58-64HB-1)B-1
MACON COUNTY
STA. 1154+77.78
SN 058-0136

THOUVENOT, WADE & MOERCHEN, INC.
CORPORATE OFFICE
4940 Old Collinsville Road
Swansea, Illinois 62226
Tel: 618.624.4488
Fax: 618.624.6688
SWANSEA • WATERLOO • EDWARDSVILLE • CARBONDALE • ST. CHARLES
TWM
ENGINEERS ◆ SURVEYORS ◆ PLANNERS

SHEET NO. 1
9 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	51
		CONTRACT NO. 74387		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



See Sheet 54 for
Underpass Lighting Details

Note: 30' offset from edge of pavement on all relocated light poles. Proposed light pole foundation anchor bolts to match existing diameter, spacing, and projection length. Field verify prior to ordering materials.

NEW AND RELOCATED LIGHTING LOCATIONS
NORTHERN RAMPS
US 51 OVER I-72
F.A.P. RTE. 322 - SEC. (58-64HB-1)B-1
MACON COUNTY
STA. 1154+77.78
SN 058-0136

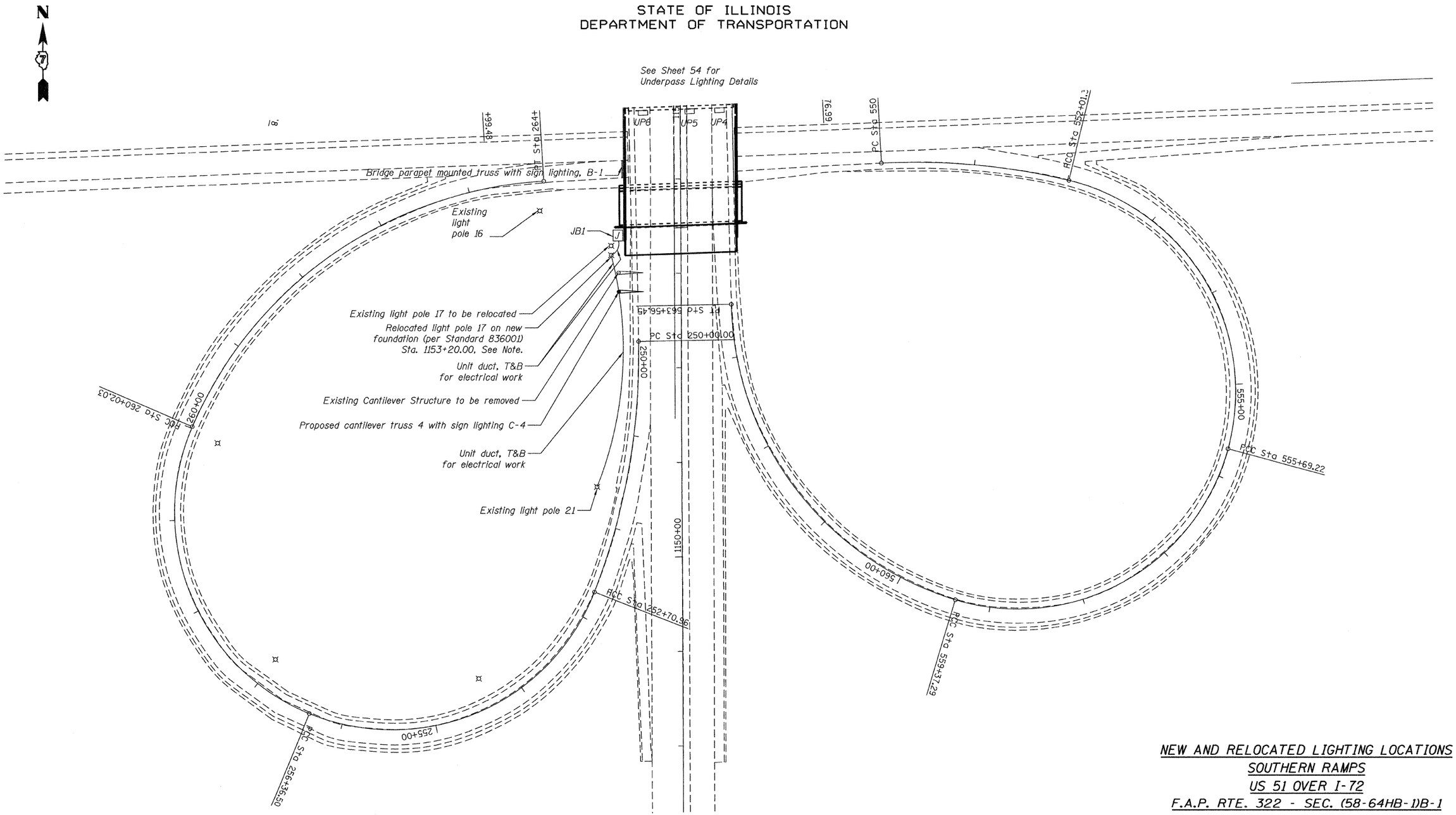
THOUVENOT, WADE & MOERCHEN, INC.
SWANSEA • WATERLOO • EDWARDSVILLE • CARBONDALE • ST. CHARLES
CORPORATE OFFICE
4940 Old Collinsville Road
Swansea, Illinois 62226
Tel: 618.624.4488
Fax: 618.624.6688
TWM
ENGINEERS ◆ SURVEYORS ◆ PLANNERS

SHEET NO. 2
9 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	52
		CONTRACT NO. 74387		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Plotted by: mschwierjohn 5/12/2010 9:17:54 AM
P:\080276\US 51over I-72\4-CADD\4.5-Others\Electrical\SHEETS\D774387-sht-light-002.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



Note: 30' offset from edge of pavement on all relocated light poles. Proposed light pole foundation anchor bolts to match existing diameter, spacing, and projection length. Field verify prior to ordering materials.

NEW AND RELOCATED LIGHTING LOCATIONS
SOUTHERN RAMPS
US 51 OVER I-72
F.A.P. RTE. 322 - SEC. (58-64HB-1)B-1
MACON COUNTY
STA. 1154+77.78
SN 058-0136

THOUVENOT, WADE & MOERCHEN, INC.
CORPORATE OFFICE
4940 Old Collinsville Road
Swansea, Illinois 62226
Tel: 618.624.4488
Fax: 618.624.6688
SWANSEA • WATERLOO • EDWARDSVILLE • CARBONDALE • ST. CHARLES

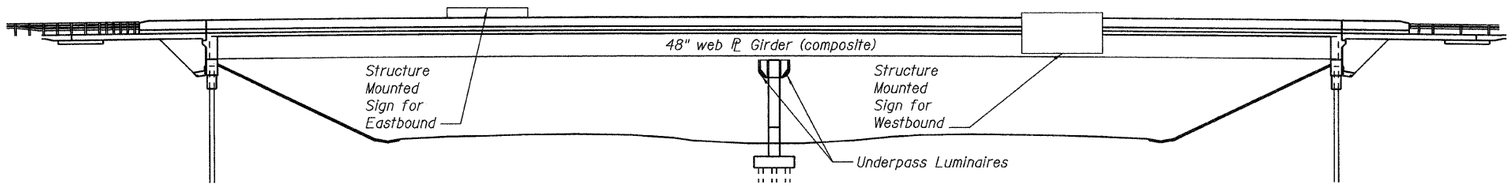
TWM
ENGINEERS ◆ SURVEYORS ◆ PLANNERS

SHEET NO. 3
9 SHEETS

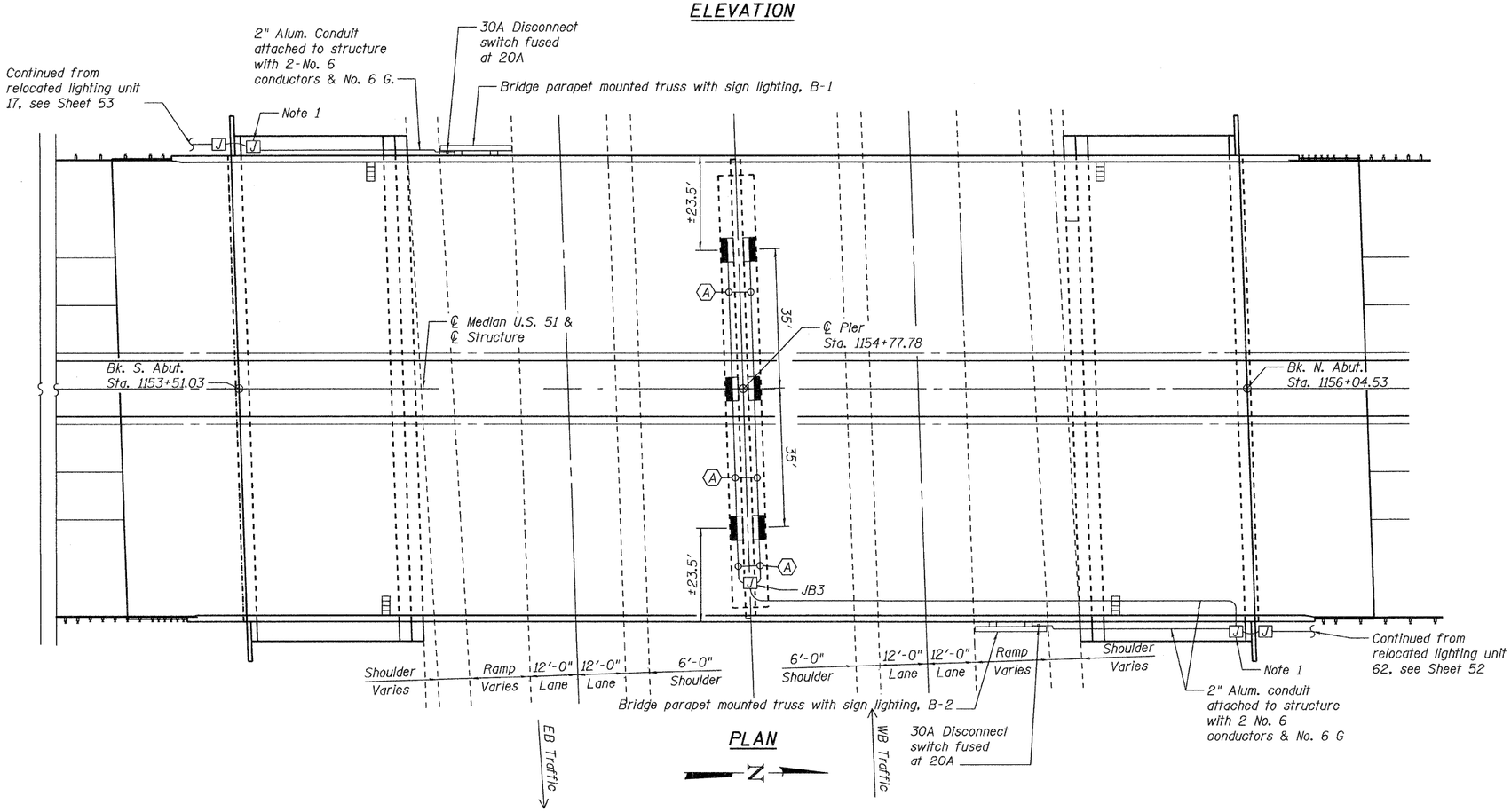
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	53
		CONTRACT NO. 74387		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Plotted by: mschwierjohn 5/12/2010 9:16:15 AM
P:\080276\US 51over I-72\4-CADD\4.5-Others\Electrical\SHEETS\D774387-sht-light-003.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION



PLAN

Legend

- Proposed underpass luminaire, 150W HPS, 16 ft. mounting height
- [J] Junction Box, stainless steel, attached to structure
- (A) Electric cable in conduit, 600V, 2-1C No. 10, 1/C No. 10 ground, (XLP-Type USE), in $\frac{3}{4}$" aluminum conduit attached to structure

Notes:
1. Furnish and install junction box, stainless steel, attached to structure. The cost of this work, including all labor, hardware and appurtenances shall be included in the "Sign Lighting (High Pressure Sodium)" pay item.

UNDERPASS LIGHTING LOCATION
US 51 OVER I-72
F.A.P. RTE. 322 - SEC. (58-64HB-1)B-1
MACON COUNTY
STA. 1154+77.78
SN 058-0136

THOUVENOT, WADE & MOERCHEN, INC.
CORPORATE OFFICE
4940 Old Collinsville Road
Swansea, Illinois 62226
Tel: 618.624.4488
Fax: 618.624.6688
SWANSEA • WATERLOO • EDWARDSVILLE • CARBONDALE • ST. CHARLES

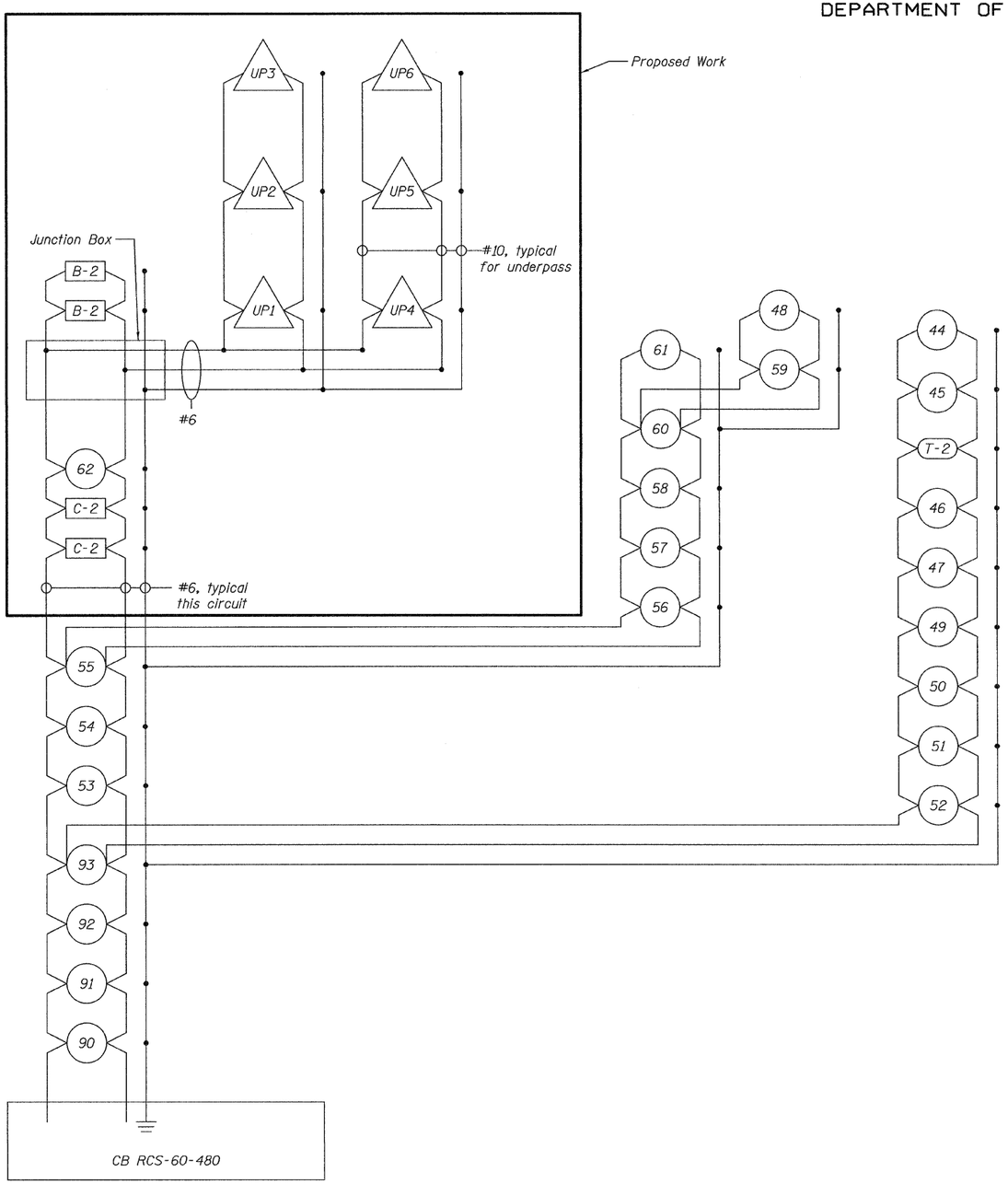
TWM
ENGINEERS ◆ SURVEYORS ◆ PLANNERS

SHEET NO. 4
9 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	54
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

Plotted by: mschwierjohn 5/12/2010 9:18:35 AM
P:\080276\US 51over I-72\4-CADD\4.5-Others\Electrical\SHEETS\D774387-sht-light-004.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

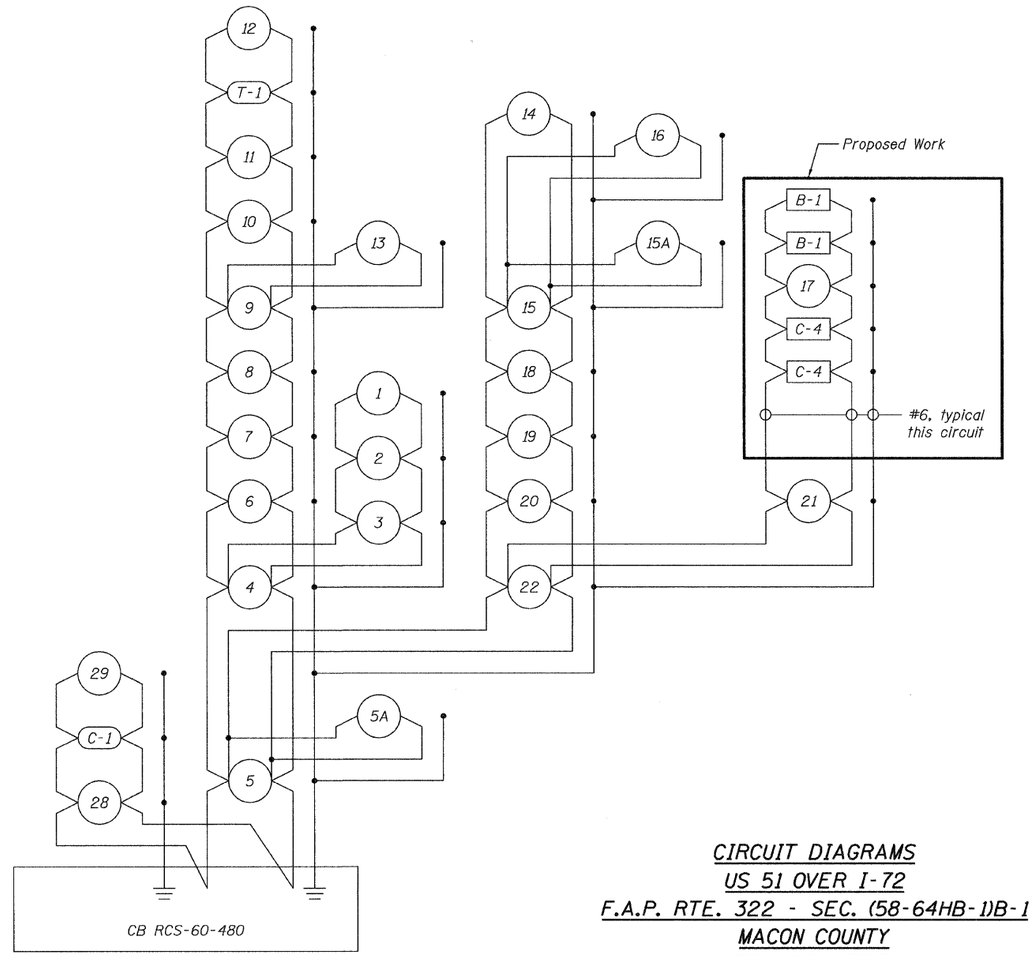


Legend:

- 250W HPS Roadway Luminaire
- 150W Sign Luminaire
- 150W HPS Underpass Luminaire

Notes:

1. All necessary revisions to the wiring shown on this sheet shall be made at no additional cost to the Department and to the satisfaction of the Engineer.
2. All luminaires and wires are existing unless otherwise noted.



CIRCUIT DIAGRAMS
US 51 OVER I-72
F.A.P. RTE. 322 - SEC. (58-64HB-1)B-1
MACON COUNTY
STA. 1154+77.78
SN 058-0136

THOUVENOT, WADE & MOERCHEN, INC.
CORPORATE OFFICE
4940 Old Collinsville Road
Swansea, Illinois 62226
Tel: 618.624.4488
Fax: 618.624.6688
SWANSEA • WATERLOO • EDWARDSVILLE • CARBONDALE • ST. CHARLES
TWM
ENGINEERS ◆ SURVEYORS ◆ PLANNERS

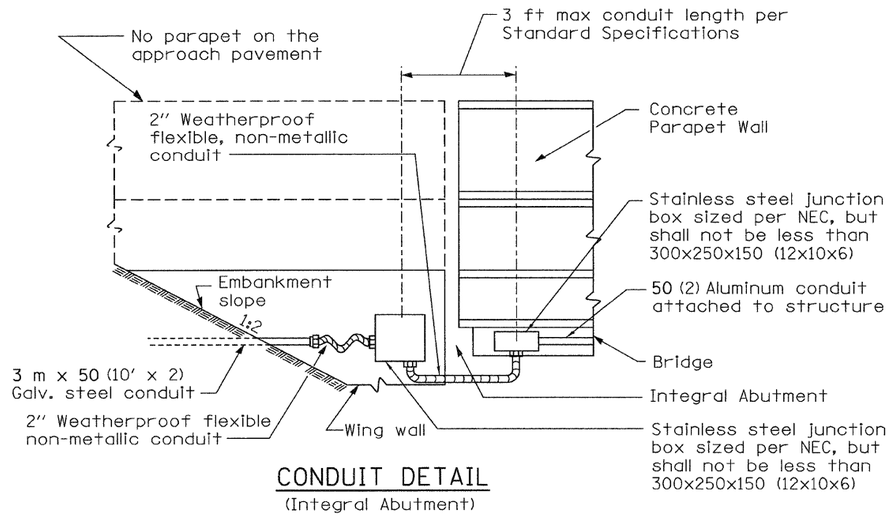
SHEET NO. 5
9 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	55
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

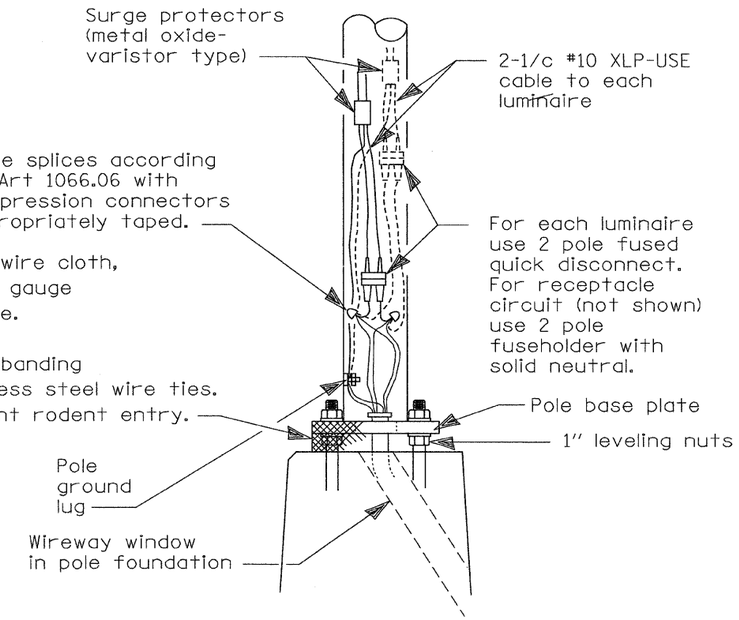
Plotted by: mschwierjohn 5/12/2010 9:18:52 AM

P:\080276\US 51over I-72\4-CADD\4.5-Others\Electrical\SHEETS\D774387-sht-light-005.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



CONDUIT DETAIL
(Integral Abutment)



WIRING DETAIL
NO SCALE

GENERAL NOTES

All taped splices shall use 2 layers of electrical tape over 3 layers of rubber tape as required by the Standard Specifications. Coat the finished taped splice with bonding compound.

All cable splices shall be taped unless another method has been specifically approved by the Engineer.

For example purposes the pole is shown on an anchor base. If the pole is required to be set on a breakaway base, consult the Standard Specifications.

All dimensions are in millimeters (inches) unless otherwise shown.

CONDUIT & WIRING DETAILS
US 51 OVER I-72
F.A.P. RTE. 322 - SEC. (58-64HB-1)B-1
MACON COUNTY
STA. 1154+77.78
SN 058-0136

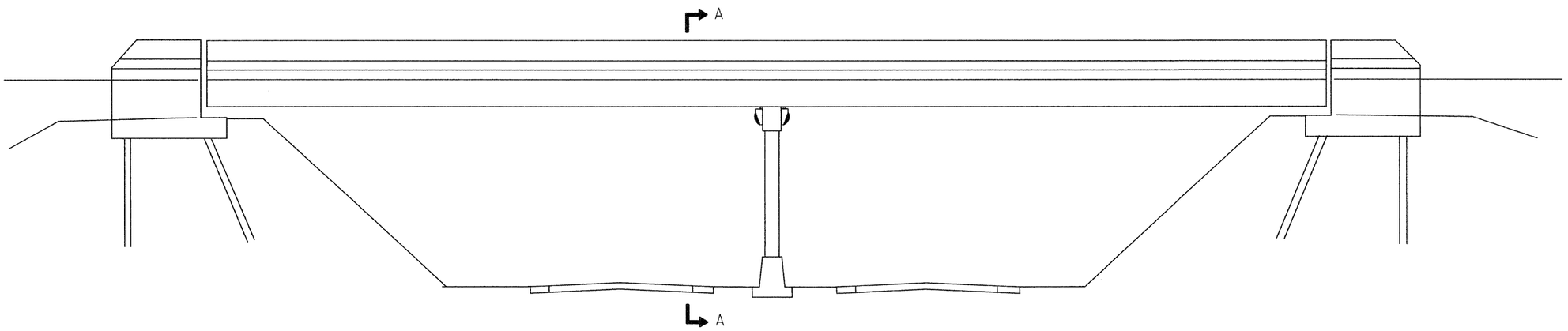
THOUVENOT, WADE & MOERCHEN, INC.
CORPORATE OFFICE
4940 Old Collinsville Road
Swansea, Illinois 62226
Tel: 618.624.4488
Fax: 618.624.6688
SWANSEA • WATERLOO • EDWARDSVILLE • CARBONDALE • ST. CHARLES
TWM
ENGINEERS ◆ SURVEYORS ◆ PLANNERS

SHEET NO. 6
9 SHEETS

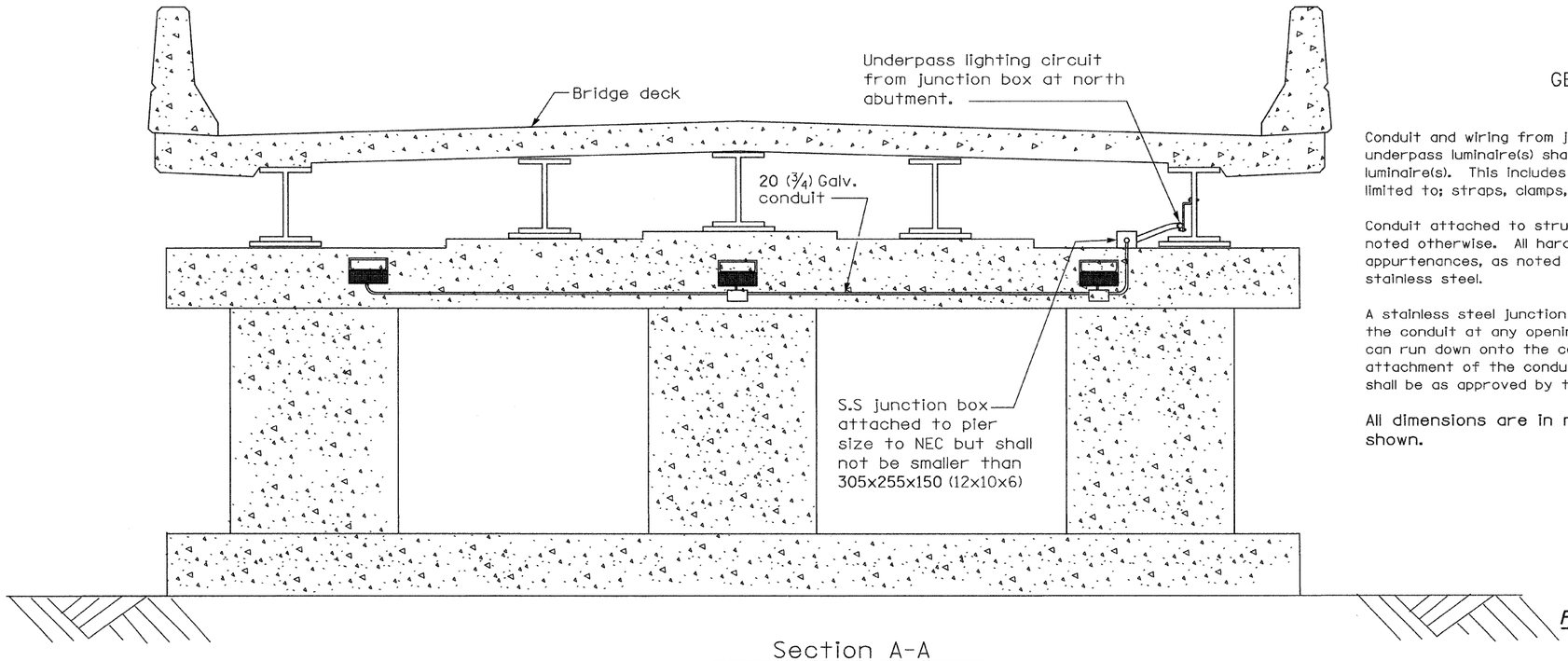
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	56
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

Plotted by: mschwierjohn 5/12/2010 9:19:14 AM
P:\080276\US 51over I-72\4-CADD\4,5-Others\Electrical\SHEETS\D774387-sht-light-006.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



OVERPASS ELEVATION
(Not to Scale)



Section A-A
(Underpass Lighting on Pier)

GENERAL NOTES

Conduit and wiring from junction box at bridge pier to the underpass luminaire(s) shall be incidental to the cost of the underpass luminaire(s). This includes all appurtenances including, but not limited to; straps, clamps, hangers, fittings, attachments, hardware, etc.

Conduit attached to structure shall be rigid galvanized conduit unless noted otherwise. All hardware shall be stainless steel and all conduit appurtenances, as noted above, shall be hot dip galvanized or stainless steel.

A stainless steel junction box and flex conduit shall be installed in the conduit at any opening in the bridge deck where road salt can run down onto the conduit system. Routing and method of attachment of the conduit on the bridge structure and across piers shall be as approved by the Engineer.

All dimensions are in millimeters (inches) unless otherwise shown.

UNDERPASS LIGHTING
US 51 OVER I-72
F.A.P. RTE. 322 - SEC. (58-64HB-1)B-1
MACON COUNTY
STA. 1154+77.78
SN 058-0136

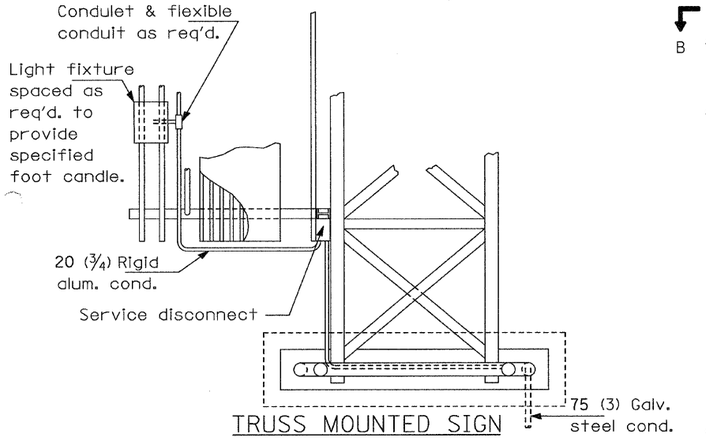
THOUVENOT, WADE & MOERCHEN, INC.
CORPORATE OFFICE
4940 Old Collinsville Road
Swansea, Illinois 62226
Tel: 618.624.4488
Fax: 618.624.6688
SWANSEA • WATERLOO • EDWARDSVILLE • CARBONDALE • ST. CHARLES

TWM
ENGINEERS ◆ SURVEYORS ◆ PLANNERS

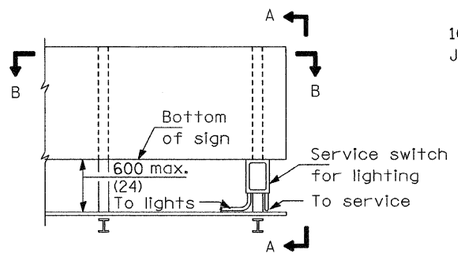
SHEET NO. 7
9 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	57
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

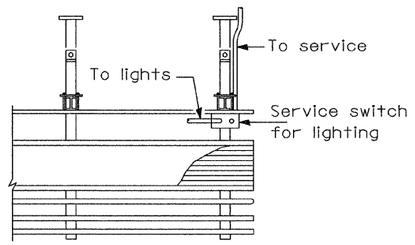
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



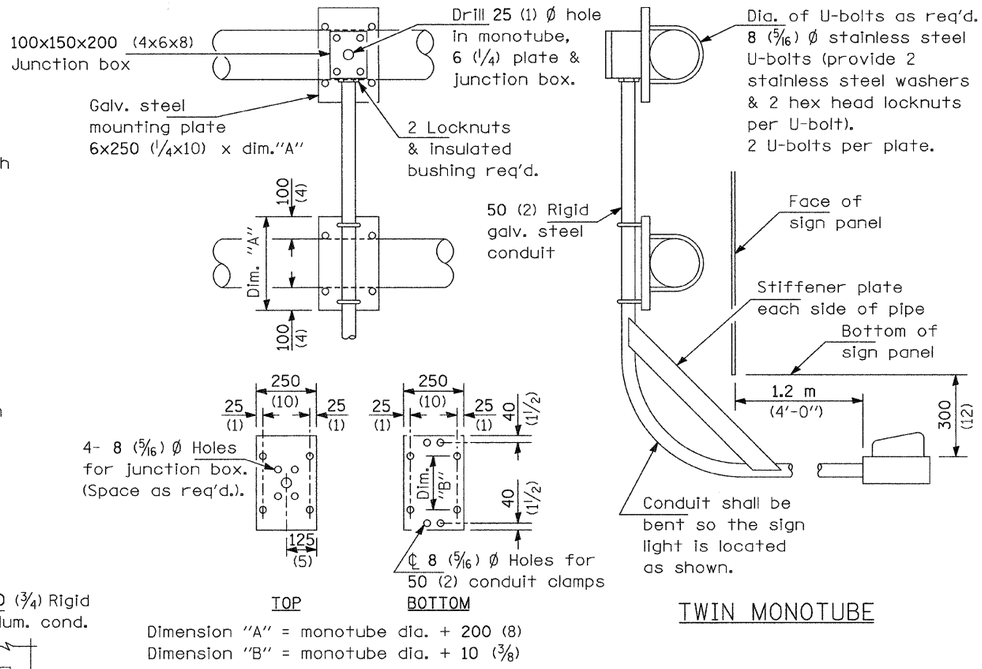
TRUSS MOUNTED SIGN
(Top view)



FRONT ELEVATION



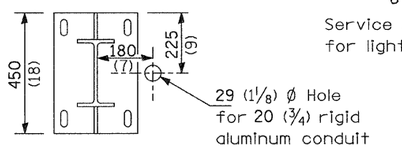
SECTION B-B



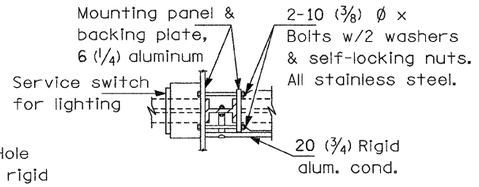
TWIN MONOTUBE

Dimension "A" = monotube dia. + 200 (8)
Dimension "B" = monotube dia. + 10 (3/8)

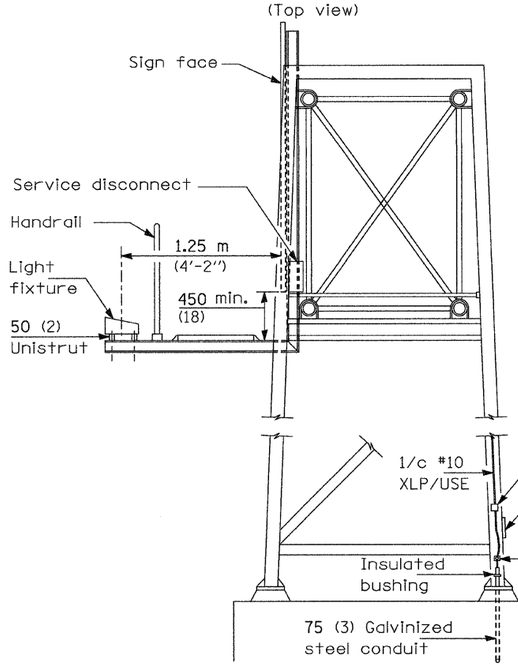
MOUNTING PLATES



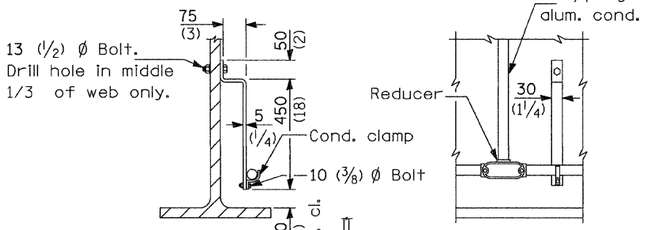
SECTION C-C

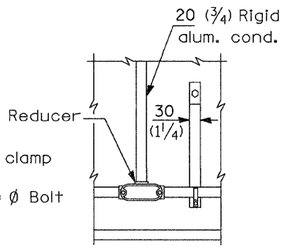


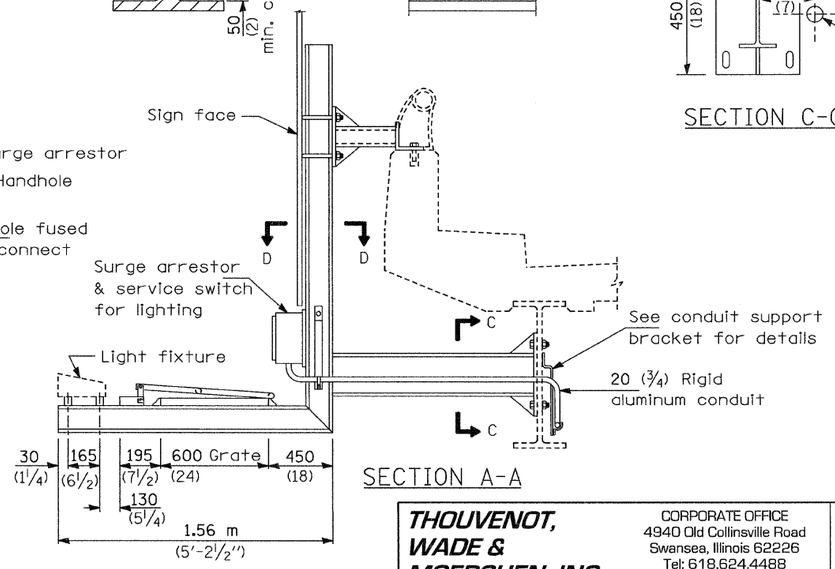
SECTION D-D



TRUSS MOUNTED SIGN
(Side elevation)







SECTION A-A

GENERAL NOTES

All sign lighting fixtures shall have a minimum of 3 mounting points.

All mounting hardware and junction boxes shall be stainless steel.

All dimensions are in millimeters (inches) unless otherwise shown.

SIGN LIGHTING DETAILS
WALKWAY AND CONNECTION DETAILS
US 51 OVER I-72
F.A.P. RTE. 322 - SEC. (58-64HB-1)B-1
MACON COUNTY
STA. 1154+77.78
SN 058-0136

THOUVENOT, WADE & MOERCHEN, INC.
CORPORATE OFFICE
4940 Old Collinsville Road
Swansea, Illinois 62226
Tel: 618.624.4488
Fax: 618.624.6688
SWANSEA • WATERLOO • EDWARDSVILLE • CARBONDALE • ST. CHARLES

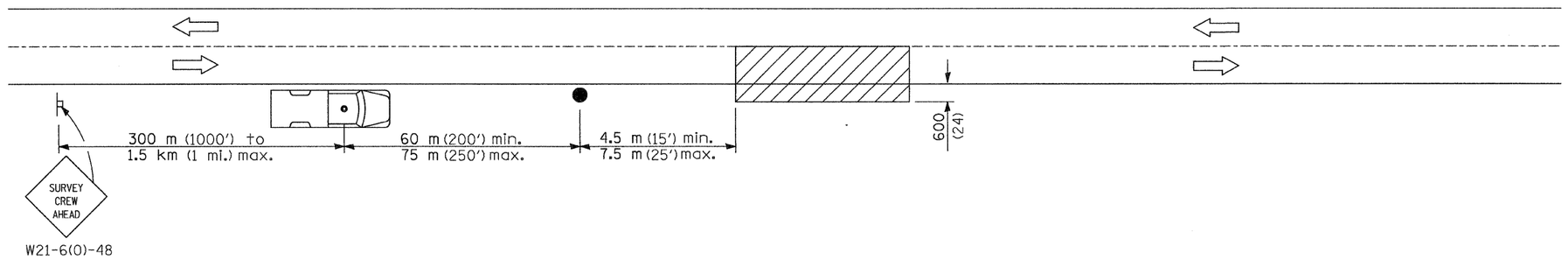
TWM
ENGINEERS ◆ SURVEYORS ◆ PLANNERS

SHEET NO. 8
9 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	58
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

Plotted by: mschwierjohn 5/12/2010 9:19:44 AM
P:\080276\US 51over I-72\4-CADD\4.5-Others\Electrical\SHEETS\D774387-sht-light-008.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SYMBOLS

Work area

Sign on portable or permanent support

Truck with flashing amber light and dual emergency flashers

Flagger with traffic control sign

TYPICAL APPLICATIONS

Utility operations

All dimensions are in millimeters (inches) unless otherwise shown.

DETAIL FOR
NIGHTTIME LIGHTING INSPECTION
US 51 OVER I-72
F.A.P. RTE. 322 - SEC. (58-64HB-1)B-1
MACON COUNTY
STA. 1154+77.78
SN 058-0136

THOUVENOT, WADE & MOERCHEN, INC.
SWANSEA • WATERLOO • EDWARDSVILLE • CARBONDALE • ST. CHARLES
CORPORATE OFFICE
4940 Old Collinsville Road
Swansea, Illinois 62226
Tel: 618.624.4488
Fax: 618.624.6688
TWM
ENGINEERS ◆ SURVEYORS ◆ PLANNERS

SHEET NO. 9
9 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	59
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

Benchmark: BM 100 Chiseled square on NE corner of E end of crash wall of pier at structure 058-0079. Elev. 648.98

Existing Structure: SN 058-0079 was built in 1975 under F.A.I. RT. 72, Section 58-64HB-1. The existing structure consists of two continuous wide flange main spans at 87'-3" each and two single vaulted PPC I-Beam spans at 42'-4" each for a total length of 259'-2" back to back abutments. The superstructure is supported by vaulted abutments and 1 multi-column hammerhead pier. The out to out bridge width is 113'-0" with an 18'-0" raised, voided median. The structure is to be removed and replaced utilizing staged construction.

No Salvage.

STATION 1154+77.78
BUILT 20__ BY
STATE OF ILLINOIS
FAP 322 SEC. (58-64HB-1)B-1
LOADING HL-93
STRUCTURE NO. 058-0136

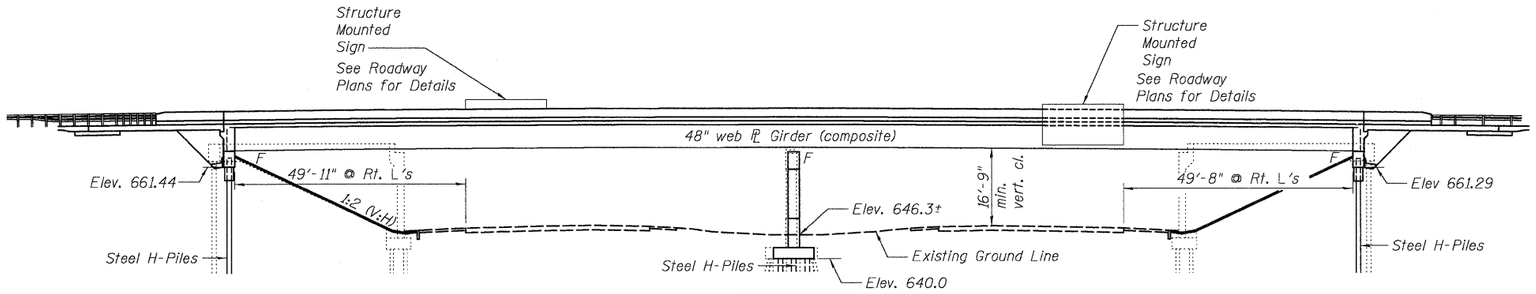
NAME PLATE
See Std. 515001

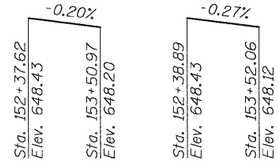
DESIGN SPECIFICATIONS
2007 AASHTO LRFD Bridge Design Specifications
with 2008 and 2009 Interims

DESIGN STRESSES
FIELD UNITS
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

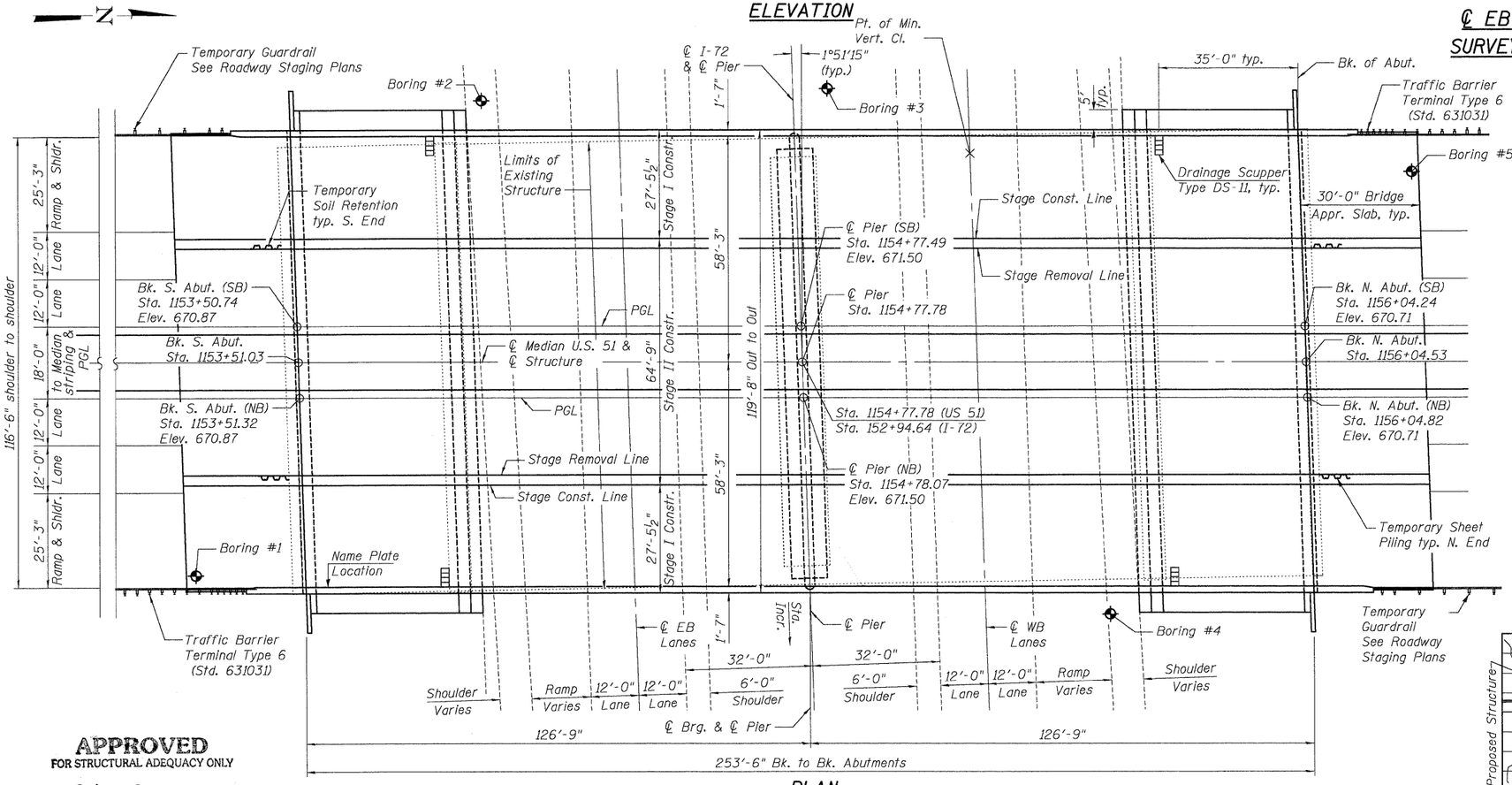
LOADING HL-93
Allow 50#/sq. ft. for future wearing surface.

SEISMIC DATA
Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{DS}) = 0.27g
Design Spectral Acceleration at 0.2 sec. (S_{D1}) = 0.15g
Soil Site Class = D

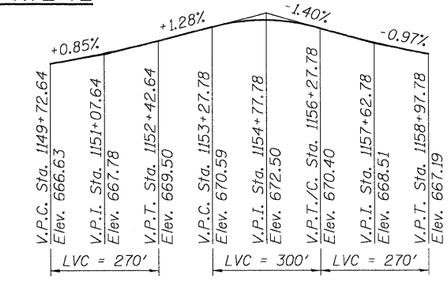




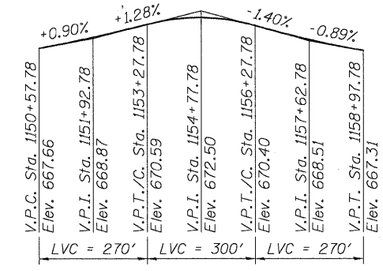
ELEVATION



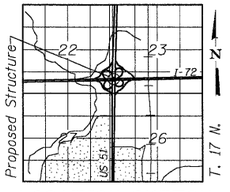
℄ EB LANES ℄ WB LANES
SURVEYED P.G. F.A.I. RTE 72



PROFILE GRADE S.B. F.A.P. ROUTE 322



PROFILE GRADE N.B. F.A.P. ROUTE 322



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
US 51 OVER I-72
F.A.P. RT. 322 - SEC. (58-64HB-1)B-1
MACON COUNTY
STA. 1154+77.78
STRUCTURE NO. 058-0136

PLAN

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Ralph E Anderson (SE)
ENGINEER OF BRIDGES AND STRUCTURES

LICENSED STRUCTURAL ENGINEER * MARY COOMBE BLOXDORF 4859 SPRINGFIELD * STATE OF ILLINOIS

Mary Coombe Bloxdorf
ILLINOIS STRUCTURAL NO. 4859
EXPIRES 11/30/10
DATE: 3/11/10
Sheets 1 thru 21 & 25 thru 36

081-005202 LICENSED STRUCTURAL ENGINEER OF ILLINOIS
KERMIT P CHRISTMANN

Kermit P. Christmann
ILLINOIS STRUCTURAL NO. 5202
EXPIRES 11/30/10
DATE: 3/15/10
Sheets 22 thru 24

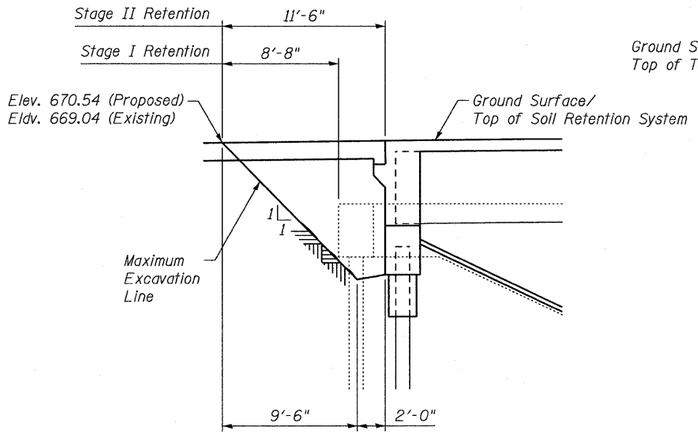
Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO.	08052-6
SCALE	
DATE	1/17/10
DESIGN BY	BD/MCB
DRAWN BY	TFG/CFC
CHECKED BY	MCB

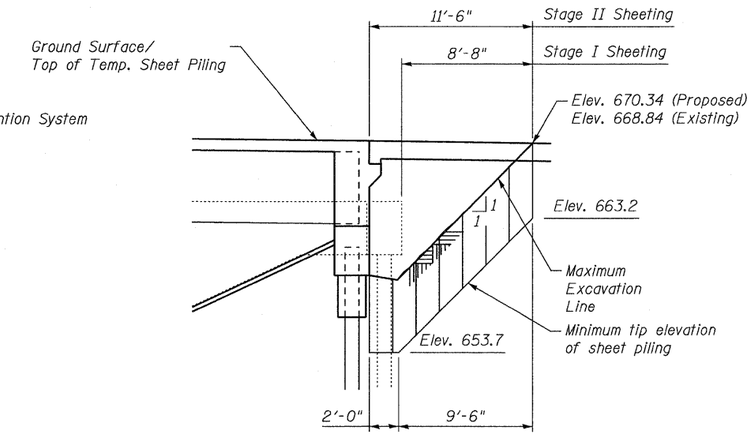
SHEET NO. 1
36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	60
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

PLOT DATE = 03/11/2010
FILE NAME = c:\projects\08052036-74387-001-gpe-dgn
PLOT SCALE = 0.01.000000 '=' / IN.
USER NAME = CFC.

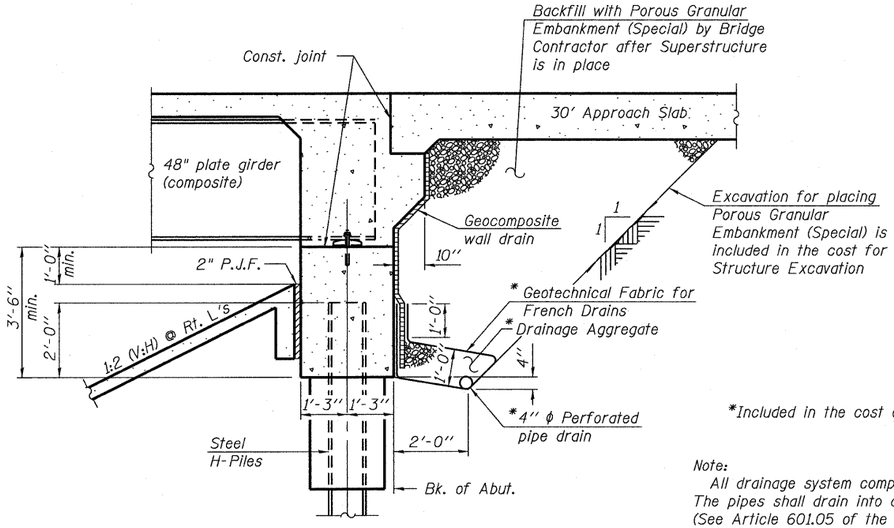


** TEMPORARY SOIL RETENTION SYSTEM
SOUTH ABUTMENT



*** TEMPORARY SHEET PILING
NORTH ABUTMENT

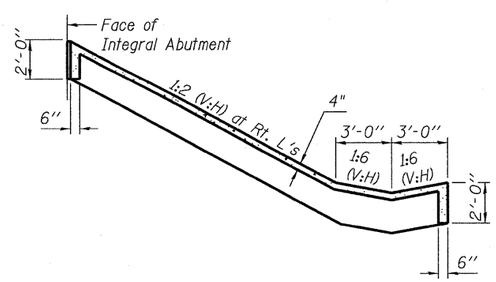
Minimum section Modulus of
Sheet Piling = 5.0 in³/ft



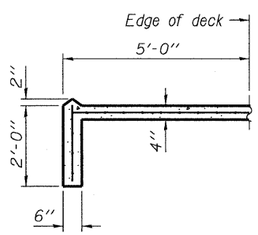
SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. @ Rt. L's)

*Included in the cost of Pipe Underdrains for Structures.

Note:
All drainage system components shall extend to the toe of slope. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



SECTION THRU CONCRETE SLOPEWALL



SECTION A-A

Notes:
** A cantilevered 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.

*** If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

INDEX OF SHEETS

1	General Plan and Elevation
2	General Notes and Total Bill of Material
3	Stage Construction Details
4	Temporary Concrete Barrier
5-12	Top of Slab Elevations
13-14	Top of Slab Elevations Approach Slabs
15-16	Superstructure
17	Superstructure Details
18	Diaphragm Details
19	Drainage Scupper Details
20-21	Bridge Approach Slab Details
22	Framing Plan
23	Structural Steel Details
24	Bearing Details
25-26	Abutments
27	Pier
28	Pier Details
29	Steel Pile Details
30	Bar Splicer (Coupler) Details
31	Concrete Parapet Slipforming Option
32-36	Boring Logs

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $\frac{7}{8}$ in. ϕ, holes $\frac{15}{16}$ in. ϕ, unless otherwise noted.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Calculated weight of Structural Steel = 891,054 lbs., Grade 50, 75,980 lbs., Grade 36

No field welding is permitted except as specified in the contract documents.

Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

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.

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

The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be gray, Munsell No. 5B 7/1. See Special Provision for "Cleaning and Painting New Metal Structures".

The contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of the piles.

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..

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.			711
Porous Granular Embankment (Special)	Cu. Yd.			446
Concrete Structures	Cu. Yd.		424.8	424.8
Concrete Superstructure	Cu. Yd.	1382.5		1382.5
Protective Coat	Sq. Yd.	4339		4339
Bridge Deck Grooving	Sq. Yd.	4059		4059
Reinforcement Bars, Epoxy Coated	Lb.	309,950	80,460	390,410
Bar Splicers	Each	2328	280	2608
Furnishing Steel Piles HP 12x63	Ft.		1275	1275
Furnishing Steel Piles HP 14x73	Ft.		3551	3551
Driving Piles	Ft.		4826	4826
Test Piles Steel, HP 12x63	Each		2	2
Test Piles Steel, HP 14x73	Each		1	1
Name Plates	Each	1		1
Furnishing and Erecting Structural Steel	L. Sum			1
Stud Shear Connectors	Each	11,712		11,712
Pipe Underdrains for Structures, 4"	Ft.			824
Drainage Scuppers, DS-11	Each	4		4
Slopewall 4"	Sq. Yd.			1300
Temporary Sheet Piling	Sq. Ft.			292
Protective Shield	Sq. Yd.			3709
Concrete Encasement	Cu. Yd.		40.7	40.7
Geocomposite Wall Drain	Sq. Yd.			228
Anchor Bolts, 1"	Each			64
Anchor Bolts, $1\frac{1}{4}$"	Each			32
Temporary Soil Retention System	Sq. Ft.		118	118
Mechanical Splicers	Each		180	180
Temporary Support System	L. Sum		1	1

GENERAL NOTES AND TOTAL
BILL OF MATERIAL
STRUCTURE NO. 058-0136

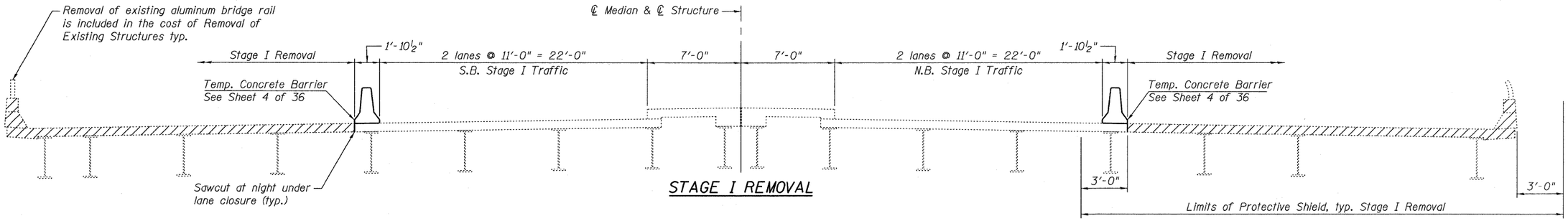
Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO.	08052-6
SCALE	
DATE	1/18/10
DESIGN BY	BD
DRAWN BY	TFG
CHECKED BY	MCB

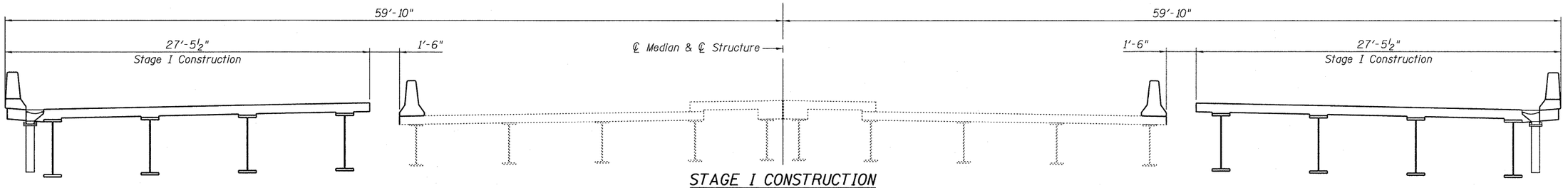
SHEET NO. 2
36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	61
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

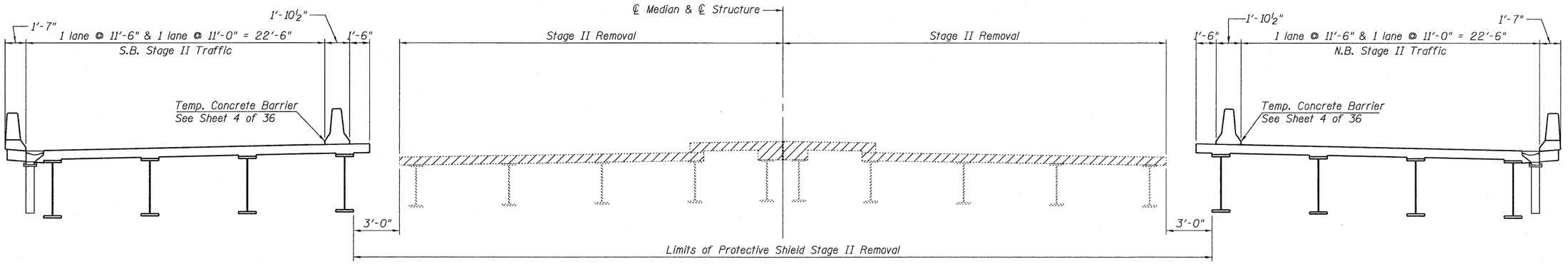
USER NAME = jhaeger



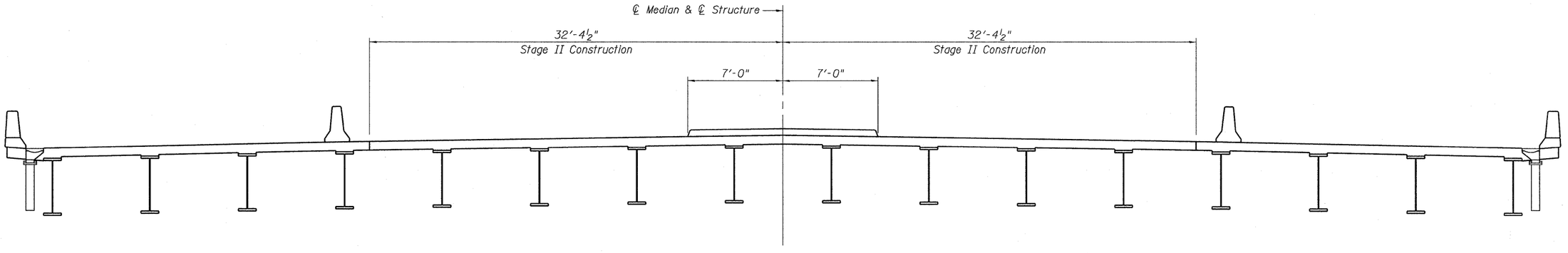
STAGE I REMOVAL



STAGE I CONSTRUCTION



STAGE II REMOVAL



STAGE II CONSTRUCTION

NOTES

Hatched areas indicate "Removal of Existing Structures".
See Roadway Plans for type and quantity of Temporary Concrete Barrier.
All cross sections are looking north.
Protective Shield shall extend from ℄ to ℄ of Exist. abutments.
A Temporary Support System is required at the existing pier during Stage I Removal and Construction. See Sheet 28 of 36 for details.

STAGE CONSTRUCTION
STRUCTURE NO. 058-0136

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

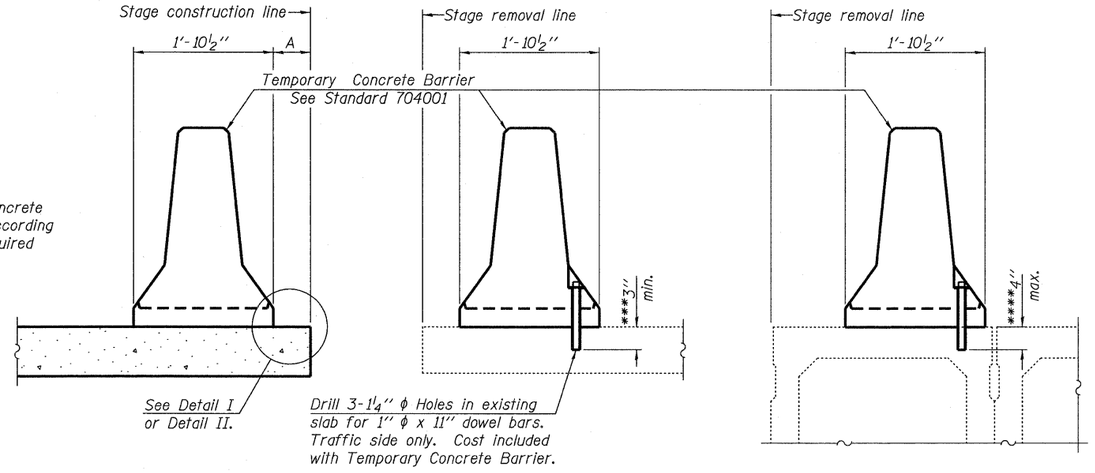
PROJECT NO.	08052-6
SCALE	
DATE	1/14/10
DESIGN BY	BD/MCB
DRAWN BY	TFG/CFC
CHECKED BY	MCB

SHEET NO. 3
36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	62
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

USER NAME = jheger

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



NEW SLAB | EXISTING SLAB | EXISTING DECK BEAM

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel ℄ to the top layer of couplers with 2-⅝" ϕ bolts screwed to coupler at approximate ℄ of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x 10" steel ℄ to the concrete slab or concrete wearing surface with 2-⅝" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

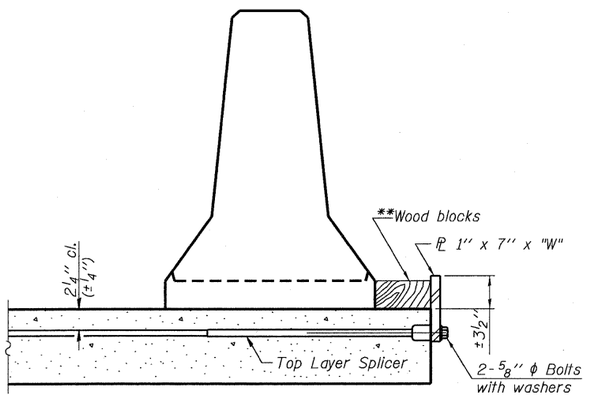
Cost of anchorage is included with Temporary Concrete Barrier.

The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

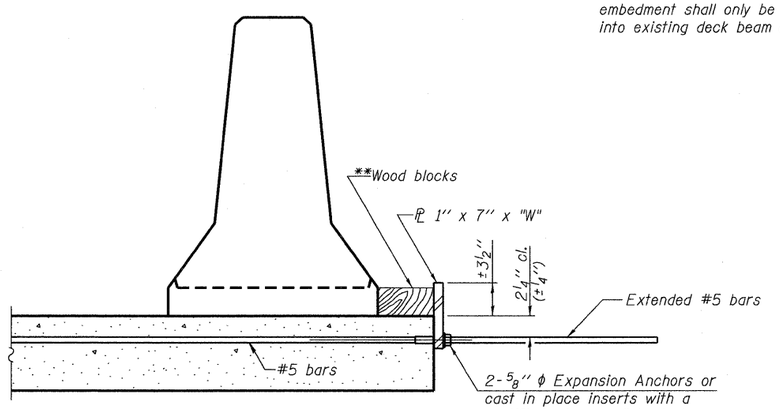
SECTIONS THRU SLAB OR DECK BEAM

*** 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.



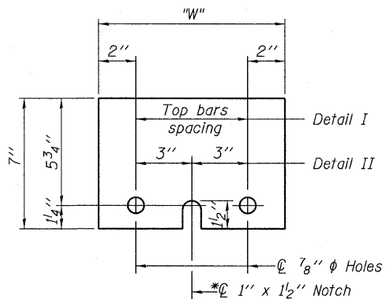
DETAIL I



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 ℄ 1" x 7" x 10"

* Required only with Detail II

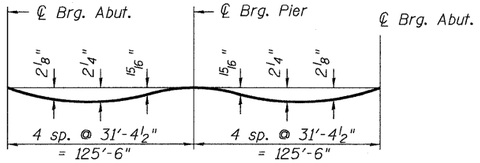
TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION STRUCTURE NO. 058-0136

Coombe-Bloxdorf P.C. -CIVIL ENGINEERS- -STRUCTURAL ENGINEERS- -LAND SURVEYORS- Design Firm License No. 184-002703	PROJECT NO. 08052-6 / SCALE / DATE 1/14/10 / DESIGN BY BD/MCB / DRAWN BY TFG / CHECKED BY MCB	SHEET NO. 4 36 SHEETS	F.A.P. RTE.	SECTION	COUNTY / TOTAL SHEETS / SHEET NO.
			322	(58-64HB-1)B-1	MACON / 149 / 63
					CONTRACT NO. 74387
			FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT

USER NAME = jheger

R-27

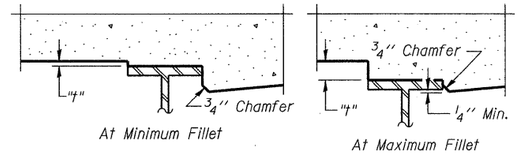
11-1-09



DEAD LOAD DEFLECTION DIAGRAM

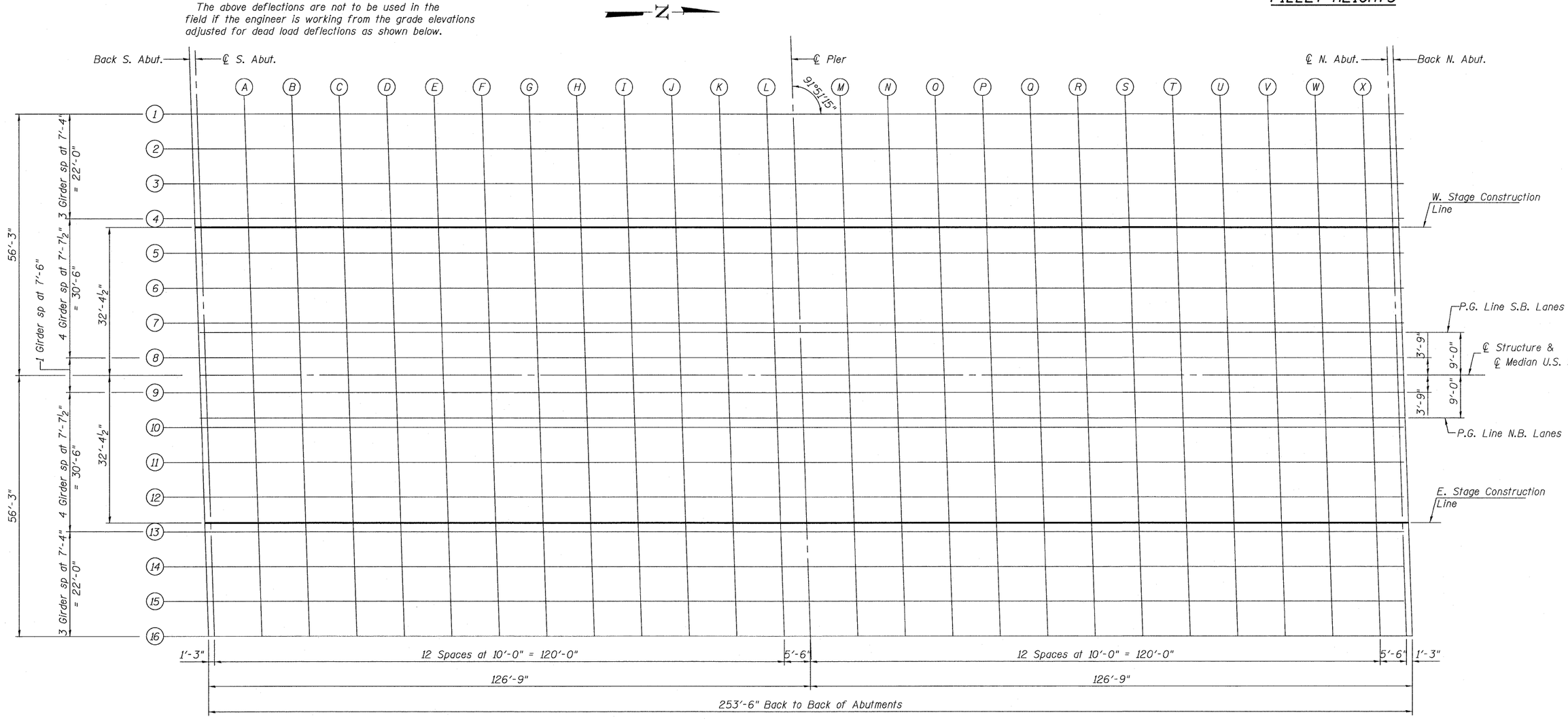
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.



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

FILLET HEIGHTS



PLAN

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 058-0136

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO.	08052-6
SCALE	
DATE	12/09/09
DESIGN BY	BD/MCB
DRAWN BY	TFG
CHECKED BY	MCB

SHEET NO. 5

36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	64
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

USER NAME = jhager

℄ GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S. Abut	115349.21	-56.25	669.97	669.97
CL S. Abut	115350.46	-56.25	669.99	669.99
A	115360.46	-56.25	670.09	670.16
B	115370.46	-56.25	670.19	670.32
C	115380.46	-56.25	670.27	670.44
D	115390.46	-56.25	670.35	670.54
E	115400.46	-56.25	670.41	670.62
F	115410.46	-56.25	670.47	670.67
G	115420.46	-56.25	670.52	670.69
H	115430.46	-56.25	670.56	670.70
I	115440.46	-56.25	670.60	670.69
J	115450.46	-56.25	670.62	670.67
K	115460.46	-56.25	670.63	670.65
L	115470.46	-56.25	670.64	670.64
CL Pier	115475.96	-56.25	670.64	670.64
M	115485.96	-56.25	670.63	670.64
N	115495.96	-56.25	670.61	670.64
O	115505.96	-56.25	670.58	670.66
P	115515.96	-56.25	670.55	670.66
Q	115525.96	-56.25	670.50	670.65
R	115535.96	-56.25	670.45	670.63
S	115545.96	-56.25	670.39	670.59
T	115555.96	-56.25	670.32	670.52
U	115565.96	-56.25	670.24	670.42
V	115575.96	-56.25	670.15	670.30
W	115585.96	-56.25	670.05	670.16
X	115595.96	-56.25	669.94	669.98
CL N. Abut	115601.46	-56.25	669.88	669.88
Bk N. Abut	115602.71	-56.25	669.86	669.86

℄ GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S. Abut	115349.45	-48.92	670.13	670.13
CL S. Abut	115350.70	-48.92	670.14	670.14
A	115360.70	-48.92	670.25	670.32
B	115370.70	-48.92	670.34	670.47
C	115380.70	-48.92	670.43	670.60
D	115390.70	-48.92	670.50	670.70
E	115400.70	-48.92	670.57	670.77
F	115410.70	-48.92	670.63	670.82
G	115420.70	-48.92	670.68	670.85
H	115430.70	-48.92	670.72	670.85
I	115440.70	-48.92	670.75	670.84
J	115450.70	-48.92	670.77	670.83
K	115460.70	-48.92	670.79	670.81
L	115470.70	-48.92	670.79	670.79
CL Pier	115476.20	-48.92	670.79	670.79
M	115486.20	-48.92	670.78	670.79
N	115496.20	-48.92	670.76	670.80
O	115506.20	-48.92	670.74	670.81
P	115516.20	-48.92	670.70	670.81
Q	115526.20	-48.92	670.65	670.81
R	115536.20	-48.92	670.60	670.78
S	115546.20	-48.92	670.54	670.74
T	115556.20	-48.92	670.47	670.67
U	115566.20	-48.92	670.39	670.57
V	115576.20	-48.92	670.30	670.45
W	115586.20	-48.92	670.20	670.31
X	115596.20	-48.92	670.09	670.13
CL N. Abut	115601.70	-48.92	670.03	670.03
Bk N. Abut	115602.95	-48.92	670.01	670.01

℄ GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S. Abut	115349.68	-41.58	670.28	670.28
CL S. Abut	115350.93	-41.58	670.30	670.30
A	115360.93	-41.58	670.40	670.47
B	115370.93	-41.58	670.50	670.63
C	115380.93	-41.58	670.58	670.75
D	115390.93	-41.58	670.66	670.85
E	115400.93	-41.58	670.72	670.93
F	115410.93	-41.58	670.78	670.97
G	115420.93	-41.58	670.83	671.00
H	115430.93	-41.58	670.87	671.01
I	115440.93	-41.58	670.90	671.00
J	115450.93	-41.58	670.93	670.98
K	115460.93	-41.58	670.94	670.96
L	115470.93	-41.58	670.94	670.94
CL Pier	115476.43	-41.58	670.94	670.94
M	115486.43	-41.58	670.93	670.94
N	115496.43	-41.58	670.91	670.95
O	115506.43	-41.58	670.89	670.96
P	115516.43	-41.58	670.85	670.96
Q	115526.43	-41.58	670.81	670.96
R	115536.43	-41.58	670.75	670.93
S	115546.43	-41.58	670.69	670.89
T	115556.43	-41.58	670.62	670.82
U	115566.43	-41.58	670.54	670.73
V	115576.43	-41.58	670.45	670.60
W	115586.43	-41.58	670.35	670.46
X	115596.43	-41.58	670.24	670.28
CL N. Abut	115601.93	-41.58	670.18	670.18
Bk N. Abut	115603.18	-41.58	670.16	670.16

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 058-0136

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO. 08052-6
SCALE
DATE 1/15/10
DESIGN BY
DRAWN BY CFC
CHECKED BY MCB

SHEET NO. 6
36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	65
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

USER NAME = jhieger

℄ GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S. Abut	115349.92	-34.25	670.44	670.44
CL S. Abut	115351.17	-34.25	670.45	670.45
A	115361.17	-34.25	670.56	670.63
B	115371.17	-34.25	670.65	670.78
C	115381.17	-34.25	670.73	670.91
D	115391.17	-34.25	670.81	671.01
E	115401.17	-34.25	670.88	671.08
F	115411.17	-34.25	670.94	671.13
G	115421.17	-34.25	670.98	671.15
H	115431.17	-34.25	671.02	671.16
I	115441.17	-34.25	671.06	671.15
J	115451.17	-34.25	671.08	671.13
K	115461.17	-34.25	671.09	671.11
L	115471.17	-34.25	671.10	671.10
CL Pier	115476.67	-34.25	671.09	671.09
M	115486.67	-34.25	671.09	671.09
N	115496.67	-34.25	671.07	671.10
O	115506.67	-34.25	671.04	671.11
P	115516.67	-34.25	671.00	671.12
Q	115526.67	-34.25	670.96	671.11
R	115536.67	-34.25	670.90	671.09
S	115546.67	-34.25	670.84	671.04
T	115556.67	-34.25	670.77	670.97
U	115566.67	-34.25	670.69	670.88
V	115576.67	-34.25	670.60	670.75
W	115586.67	-34.25	670.50	670.61
X	115596.67	-34.25	670.39	670.43
CL N. Abut	115602.17	-34.25	670.33	670.33
Bk N. Abut	115603.42	-34.25	670.31	670.31

WEST STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	115349.98	-32.37	670.48	670.48
CL S Abut	115351.23	-32.37	670.49	670.49
A	115361.23	-32.37	670.59	670.67
B	115371.23	-32.37	670.69	670.82
C	115381.23	-32.37	670.77	670.94
D	115391.23	-32.37	670.85	671.04
E	115401.23	-32.37	670.91	671.12
F	115411.23	-32.37	670.97	671.16
G	115421.23	-32.37	671.02	671.19
H	115431.23	-32.37	671.06	671.20
I	115441.23	-32.37	671.09	671.19
J	115451.23	-32.37	671.11	671.17
K	115461.23	-32.37	671.13	671.15
L	115471.23	-32.37	671.13	671.13
CL Pier	115476.73	-32.38	671.13	671.13
M	115486.73	-32.38	671.12	671.13
N	115496.73	-32.38	671.10	671.14
O	115506.73	-32.38	671.08	671.15
P	115516.73	-32.38	671.04	671.15
Q	115526.73	-32.38	670.99	671.14
R	115536.73	-32.38	670.94	671.12
S	115546.73	-32.38	670.88	671.08
T	115556.73	-32.38	670.80	671.01
U	115566.73	-32.38	670.72	670.91
V	115576.73	-32.38	670.63	670.79
W	115586.73	-32.38	670.53	670.64
X	115596.73	-32.38	670.43	670.47
CL N Abut	115602.23	-32.38	670.36	670.36
Bk N Abut	115603.48	-32.38	670.35	670.35

℄ GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S. Abut	115350.17	-26.63	670.57	670.57
CL S. Abut	115351.42	-26.63	670.58	670.58
A	115361.42	-26.63	670.68	670.76
B	115371.42	-26.63	670.78	670.91
C	115381.42	-26.63	670.86	671.04
D	115391.42	-26.63	670.94	671.13
E	115401.42	-26.63	671.00	671.21
F	115411.42	-26.63	671.06	671.26
G	115421.42	-26.63	671.11	671.28
H	115431.42	-26.63	671.15	671.29
I	115441.42	-26.63	671.18	671.28
J	115451.42	-26.63	671.20	671.26
K	115461.42	-26.63	671.22	671.24
L	115471.42	-26.63	671.22	671.22
CL Pier	115476.92	-26.63	671.22	671.22
M	115486.92	-26.63	671.21	671.22
N	115496.92	-26.63	671.19	671.23
O	115506.92	-26.63	671.16	671.24
P	115516.92	-26.63	671.13	671.24
Q	115526.92	-26.63	671.08	671.23
R	115536.92	-26.63	671.03	671.21
S	115546.92	-26.63	670.96	671.16
T	115556.92	-26.63	670.89	671.09
U	115566.92	-26.63	670.81	671.00
V	115576.92	-26.63	670.72	670.88
W	115586.92	-26.63	670.62	670.73
X	115596.92	-26.63	670.51	670.56
CL N. Abut	115602.42	-26.63	670.45	670.45
Bk N. Abut	115603.67	-26.63	670.44	670.44

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 058-0136

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO. 08052-6
SCALE
DATE 1/15/10
DESIGN BY
DRAWN BY CFC
CHECKED BY MCB

SHEET NO. 7
36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	66
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

E-S

11-1-09

USER NAME = jhager

℄ GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S. Abut	115350.41	-19.00	670.69	670.69
CL S. Abut	115351.67	-19.00	670.70	670.70
A	115361.67	-19.00	670.81	670.88
B	115371.67	-19.00	670.90	671.03
C	115381.67	-19.00	670.98	671.16
D	115391.67	-19.00	671.06	671.26
E	115401.67	-19.00	671.13	671.33
F	115411.67	-19.00	671.18	671.38
G	115421.67	-19.00	671.23	671.40
H	115431.67	-19.00	671.27	671.41
I	115441.67	-19.00	671.30	671.40
J	115451.67	-19.00	671.32	671.38
K	115461.67	-19.00	671.34	671.36
L	115471.67	-19.00	671.34	671.34
CL Pier	115477.16	-19.00	671.34	671.34
M	115487.16	-19.00	671.33	671.34
N	115497.16	-19.00	671.31	671.35
O	115507.16	-19.00	671.28	671.36
P	115517.16	-19.00	671.25	671.36
Q	115527.16	-19.00	671.20	671.35
R	115537.16	-19.00	671.15	671.33
S	115547.16	-19.00	671.08	671.28
T	115557.16	-19.00	671.01	671.21
U	115567.16	-19.00	670.93	671.12
V	115577.16	-19.00	670.84	670.99
W	115587.16	-19.00	670.74	670.85
X	115597.16	-19.00	670.63	670.67
CL N. Abut	115602.66	-19.00	670.57	670.57
Bk N. Abut	115603.92	-19.00	670.55	670.55

℄ GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S. Abut	115350.66	-11.37	670.81	670.81
CL S. Abut	115351.91	-11.37	670.83	670.83
A	115361.91	-11.37	670.93	671.00
B	115371.91	-11.37	671.02	671.15
C	115381.91	-11.37	671.11	671.28
D	115391.91	-11.37	671.18	671.38
E	115401.91	-11.37	671.25	671.45
F	115411.91	-11.37	671.30	671.50
G	115421.91	-11.37	671.35	671.52
H	115431.91	-11.37	671.39	671.53
I	115441.91	-11.37	671.42	671.52
J	115451.91	-11.37	671.44	671.50
K	115461.91	-11.37	671.46	671.48
L	115471.91	-11.37	671.46	671.46
CL Pier	115477.41	-11.37	671.46	671.46
M	115487.41	-11.37	671.45	671.46
N	115497.41	-11.37	671.43	671.46
O	115507.41	-11.37	671.40	671.47
P	115517.41	-11.37	671.36	671.48
Q	115527.41	-11.37	671.32	671.47
R	115537.41	-11.37	671.26	671.44
S	115547.41	-11.37	671.20	671.40
T	115557.41	-11.37	671.13	671.33
U	115567.41	-11.37	671.05	671.23
V	115577.41	-11.37	670.96	671.11
W	115587.41	-11.37	670.86	670.96
X	115597.41	-11.37	670.75	670.79
CL N. Abut	115602.91	-11.37	670.68	670.68
Bk N. Abut	115604.16	-11.37	670.67	670.67

P.G.L. SOUTH BOUND LANES

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S. Abut	115350.74	-9.00	670.85	670.85
CL S. Abut	115351.99	-9.00	670.86	670.86
A	115361.99	-9.00	670.97	671.04
B	115371.99	-9.00	671.06	671.19
C	115381.99	-9.00	671.14	671.32
D	115391.99	-9.00	671.22	671.41
E	115401.99	-9.00	671.28	671.49
F	115411.99	-9.00	671.34	671.53
G	115421.99	-9.00	671.39	671.56
H	115431.99	-9.00	671.43	671.56
I	115441.99	-9.00	671.46	671.55
J	115451.99	-9.00	671.48	671.54
K	115461.99	-9.00	671.49	671.51
L	115471.99	-9.00	671.50	671.50
CL Pier	115477.49	-9.00	671.50	671.50
M	115487.49	-9.00	671.49	671.49
N	115497.49	-9.00	671.47	671.50
O	115507.49	-9.00	671.44	671.51
P	115517.49	-9.00	671.40	671.51
Q	115527.49	-9.00	671.36	671.51
R	115537.49	-9.00	671.30	671.48
S	115547.49	-9.00	671.24	671.44
T	115557.49	-9.00	671.16	671.37
U	115567.49	-9.00	671.08	671.27
V	115577.49	-9.00	670.99	671.15
W	115587.49	-9.00	670.89	671.00
X	115597.49	-9.00	670.78	670.83
CL N. Abut	115602.99	-9.00	670.72	670.72
Bk N. Abut	115604.24	-9.00	670.71	670.71

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 058-0136

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO.	08052-6
SCALE	
DATE	1/15/10
DESIGN BY	
DRAWN BY	CFC
CHECKED BY	MCB

SHEET NO. 8

36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	67
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

E-S

11-1-09

USER NAME = jhoger

℄ GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S. Abut	115350.91	-3.75	670.93	670.93
CL S. Abut	115352.16	-3.75	670.95	670.95
A	115362.16	-3.75	671.05	671.12
B	115372.16	-3.75	671.14	671.27
C	115382.16	-3.75	671.23	671.40
D	115392.16	-3.75	671.30	671.50
E	115402.16	-3.75	671.37	671.57
F	115412.16	-3.75	671.42	671.62
G	115422.16	-3.75	671.47	671.64
H	115432.16	-3.75	671.51	671.65
I	115442.16	-3.75	671.54	671.64
J	115452.16	-3.75	671.56	671.62
K	115462.16	-3.75	671.58	671.60
L	115472.16	-3.75	671.58	671.58
CL Pier	115477.66	-3.75	671.58	671.58
M	115487.66	-3.75	671.57	671.58
N	115497.66	-3.75	671.55	671.58
O	115507.66	-3.75	671.52	671.59
P	115517.66	-3.75	671.48	671.60
Q	115527.66	-3.75	671.44	671.59
R	115537.66	-3.75	671.38	671.56
S	115547.66	-3.75	671.32	671.52
T	115557.66	-3.75	671.24	671.45
U	115567.66	-3.75	671.16	671.35
V	115577.66	-3.75	671.07	671.23
W	115587.66	-3.75	670.97	671.08
X	115597.66	-3.75	670.86	670.91
CL N. Abut	115603.16	-3.75	670.80	670.80
Bk N. Abut	115604.41	-3.75	670.79	670.79

℄ MEDIAN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S. Abut	115351.03	0.00	670.99	670.99
CL S. Abut	115352.28	0.00	671.01	671.01
A	115362.28	0.00	671.11	671.18
B	115372.28	0.00	671.20	671.33
C	115382.28	0.00	671.29	671.46
D	115392.28	0.00	671.36	671.56
E	115402.28	0.00	671.43	671.63
F	115412.28	0.00	671.48	671.68
G	115422.28	0.00	671.53	671.70
H	115432.28	0.00	671.57	671.71
I	115442.28	0.00	671.60	671.70
J	115452.28	0.00	671.62	671.68
K	115462.28	0.00	671.63	671.66
L	115472.28	0.00	671.64	671.64
CL Pier	115477.78	0.00	671.64	671.64
M	115487.78	0.00	671.63	671.63
N	115497.78	0.00	671.61	671.64
O	115507.78	0.00	671.58	671.65
P	115517.78	0.00	671.54	671.65
Q	115527.78	0.00	671.49	671.65
R	115537.78	0.00	671.44	671.62
S	115547.78	0.00	671.38	671.57
T	115557.78	0.00	671.30	671.50
U	115567.78	0.00	671.22	671.41
V	115577.78	0.00	671.13	671.29
W	115587.78	0.00	671.03	671.14
X	115597.78	0.00	670.92	670.96
CL N. Abut	115603.28	0.00	670.86	670.86
Bk N. Abut	115604.53	0.00	670.84	670.84

℄ GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S. Abut	115351.15	3.75	670.94	670.94
CL S. Abut	115352.40	3.75	670.95	670.95
A	115362.40	3.75	671.05	671.12
B	115372.40	3.75	671.14	671.28
C	115382.40	3.75	671.23	671.40
D	115392.40	3.75	671.30	671.50
E	115402.40	3.75	671.37	671.57
F	115412.40	3.75	671.43	671.62
G	115422.40	3.75	671.47	671.64
H	115432.40	3.75	671.51	671.65
I	115442.40	3.75	671.54	671.64
J	115452.40	3.75	671.56	671.62
K	115462.40	3.75	671.58	671.60
L	115472.40	3.75	671.58	671.58
CL Pier	115477.90	3.75	671.58	671.58
M	115487.90	3.75	671.57	671.57
N	115497.90	3.75	671.55	671.58
O	115507.90	3.75	671.52	671.59
P	115517.90	3.75	671.48	671.59
Q	115527.90	3.75	671.44	671.59
R	115537.90	3.75	671.38	671.56
S	115547.90	3.75	671.32	671.51
T	115557.90	3.75	671.24	671.44
U	115567.90	3.75	671.16	671.35
V	115577.90	3.75	671.07	671.23
W	115587.90	3.75	670.97	671.08
X	115597.90	3.75	670.86	670.90
CL N. Abut	115603.40	3.75	670.80	670.80
Bk N. Abut	115604.65	3.75	670.78	670.78

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 058-0136

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO. 08052-6
SCALE
DATE 1/15/10
DESIGN BY
DRAWN BY CFC
CHECKED BY MCB

SHEET NO. 9
36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	68
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

E-S

11-1-09

USER NAME = jheger

P.G.L. NORTH BOUND LANES

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S. Abut	115351.32	9.00	670.86	670.86
CL S. Abut	115352.57	9.00	670.87	670.87
A	115362.57	9.00	670.97	671.04
B	115372.57	9.00	671.06	671.20
C	115382.57	9.00	671.15	671.32
D	115392.57	9.00	671.22	671.42
E	115402.57	9.00	671.29	671.49
F	115412.57	9.00	671.34	671.54
G	115422.57	9.00	671.39	671.56
H	115432.57	9.00	671.43	671.57
I	115442.57	9.00	671.46	671.56
J	115452.57	9.00	671.48	671.54
K	115462.57	9.00	671.49	671.52
L	115472.57	9.00	671.50	671.50
CL Pier	115478.07	9.00	671.50	671.50
M	115488.07	9.00	671.48	671.49
N	115498.07	9.00	671.46	671.50
O	115508.07	9.00	671.44	671.51
P	115518.07	9.00	671.40	671.51
Q	115528.07	9.00	671.35	671.50
R	115538.07	9.00	671.30	671.48
S	115548.07	9.00	671.23	671.43
T	115558.07	9.00	671.16	671.36
U	115568.07	9.00	671.08	671.27
V	115578.07	9.00	670.99	671.14
W	115588.07	9.00	670.89	670.99
X	115598.07	9.00	670.78	670.82
CL N. Abut	115603.57	9.00	670.71	670.71
Bk N. Abut	115604.82	9.00	670.70	670.70

℄ GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S. Abut	115351.40	11.37	670.82	670.82
CL S. Abut	115352.65	11.37	670.83	670.83
A	115362.65	11.37	670.94	671.01
B	115372.65	11.37	671.03	671.16
C	115382.65	11.37	671.11	671.28
D	115392.65	11.37	671.19	671.38
E	115402.65	11.37	671.25	671.45
F	115412.65	11.37	671.31	671.50
G	115422.65	11.37	671.36	671.52
H	115432.65	11.37	671.39	671.53
I	115442.65	11.37	671.42	671.52
J	115452.65	11.37	671.45	671.50
K	115462.65	11.37	671.46	671.48
L	115472.65	11.37	671.46	671.46
CL Pier	115478.15	11.37	671.46	671.46
M	115488.15	11.37	671.45	671.46
N	115498.15	11.37	671.43	671.46
O	115508.15	11.37	671.40	671.47
P	115518.15	11.37	671.36	671.47
Q	115528.15	11.37	671.31	671.47
R	115538.15	11.37	671.26	671.44
S	115548.15	11.37	671.19	671.39
T	115558.15	11.37	671.12	671.32
U	115568.15	11.37	671.04	671.23
V	115578.15	11.37	670.95	671.10
W	115588.15	11.37	670.85	670.96
X	115598.15	11.37	670.74	670.78
CL N. Abut	115603.65	11.37	670.68	670.68
Bk N. Abut	115604.90	11.37	670.66	670.66

℄ GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S. Abut	115351.65	19.00	670.70	670.70
CL S. Abut	115352.90	19.00	670.72	670.72
A	115362.90	19.00	670.82	670.89
B	115372.90	19.00	670.91	671.04
C	115382.90	19.00	670.99	671.17
D	115392.90	19.00	671.07	671.26
E	115402.90	19.00	671.13	671.34
F	115412.90	19.00	671.19	671.38
G	115422.90	19.00	671.24	671.41
H	115432.90	19.00	671.28	671.41
I	115442.90	19.00	671.31	671.40
J	115452.90	19.00	671.33	671.38
K	115462.90	19.00	671.34	671.36
L	115472.90	19.00	671.34	671.34
CL Pier	115478.40	19.00	671.34	671.34
M	115488.40	19.00	671.33	671.34
N	115498.40	19.00	671.31	671.34
O	115508.40	19.00	671.28	671.35
P	115518.40	19.00	671.24	671.35
Q	115528.40	19.00	671.19	671.35
R	115538.40	19.00	671.14	671.32
S	115548.40	19.00	671.07	671.27
T	115558.40	19.00	671.00	671.20
U	115568.40	19.00	670.92	671.11
V	115578.40	19.00	670.83	670.98
W	115588.40	19.00	670.73	670.83
X	115598.40	19.00	670.62	670.66
CL N. Abut	115603.89	19.00	670.55	670.55
Bk N. Abut	115605.15	19.00	670.54	670.54

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 058-0136

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO.	08052-6
SCALE	
DATE	1/15/10
DESIGN BY	
DRAWN BY	CFC
CHECKED BY	MCB

SHEET NO. 10

36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	69
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

E-S

11-1-09

USER NAME = jhager

℄ GIRDER 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S. Abut	115351.89	26.63	670.59	670.59
CL S. Abut	115353.14	26.63	670.60	670.60
A	115363.14	26.63	670.70	670.77
B	115373.14	26.63	670.79	670.92
C	115383.14	26.63	670.88	671.05
D	115393.14	26.63	670.95	671.15
E	115403.14	26.63	671.02	671.22
F	115413.14	26.63	671.07	671.26
G	115423.14	26.63	671.12	671.29
H	115433.14	26.63	671.16	671.29
I	115443.14	26.63	671.19	671.28
J	115453.14	26.63	671.21	671.26
K	115463.14	26.63	671.22	671.24
L	115473.14	26.63	671.22	671.22
CL Pier	115478.64	26.63	671.22	671.22
M	115488.64	26.63	671.21	671.22
N	115498.64	26.63	671.19	671.22
O	115508.64	26.63	671.16	671.23
P	115518.64	26.63	671.12	671.23
Q	115528.64	26.63	671.07	671.22
R	115538.64	26.63	671.02	671.20
S	115548.64	26.63	670.95	671.15
T	115558.64	26.63	670.88	671.08
U	115568.64	26.63	670.80	670.98
V	115578.64	26.63	670.70	670.86
W	115588.64	26.63	670.60	670.71
X	115598.64	26.63	670.49	670.54
CL N. Abut	115604.14	26.63	670.43	670.43
Bk N. Abut	115605.39	26.63	670.42	670.42

EAST STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	115352.08	32.37	670.50	670.50
CL S Abut	115353.33	32.38	670.51	670.51
A	115363.33	32.38	670.61	670.69
B	115373.33	32.38	670.71	670.84
C	115383.33	32.38	670.79	670.96
D	115393.33	32.38	670.86	671.06
E	115403.33	32.38	670.93	671.13
F	115413.33	32.38	670.98	671.18
G	115423.33	32.38	671.03	671.20
H	115433.33	32.38	671.07	671.20
I	115443.33	32.38	671.10	671.19
J	115453.33	32.38	671.12	671.17
K	115463.33	32.38	671.13	671.15
L	115473.33	32.38	671.13	671.13
CL Pier	115478.83	32.37	671.13	671.13
M	115488.83	32.37	671.12	671.13
N	115498.83	32.37	671.10	671.13
O	115508.83	32.37	671.07	671.14
P	115518.83	32.37	671.03	671.14
Q	115528.83	32.37	670.98	671.13
R	115538.83	32.37	670.93	671.11
S	115548.83	32.37	670.86	671.06
T	115558.83	32.37	670.79	670.99
U	115568.83	32.37	670.71	670.89
V	115578.83	32.37	670.61	670.77
W	115588.83	32.37	670.51	670.62
X	115598.83	32.37	670.40	670.44
CL N Abut	115604.33	32.37	670.34	670.34
Bk N Abut	115605.58	32.37	670.32	670.32

℄ GIRDER 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S. Abut	115352.14	34.25	670.46	670.46
CL S. Abut	115353.39	34.25	670.48	670.48
A	115363.39	34.25	670.58	670.65
B	115373.39	34.25	670.67	670.80
C	115383.39	34.25	670.75	670.93
D	115393.39	34.25	670.83	671.02
E	115403.39	34.25	670.89	671.09
F	115413.39	34.25	670.95	671.14
G	115423.39	34.25	670.99	671.16
H	115433.39	34.25	671.03	671.17
I	115443.39	34.25	671.06	671.16
J	115453.39	34.25	671.08	671.14
K	115463.39	34.25	671.09	671.11
L	115473.39	34.25	671.10	671.10
CL Pier	115478.89	34.25	671.09	671.09
M	115488.89	34.25	671.08	671.09
N	115498.89	34.25	671.06	671.10
O	115508.89	34.25	671.03	671.10
P	115518.89	34.25	670.99	671.11
Q	115528.89	34.25	670.95	671.10
R	115538.89	34.25	670.89	671.07
S	115548.89	34.25	670.83	671.02
T	115558.89	34.25	670.75	670.95
U	115568.89	34.25	670.67	670.86
V	115578.89	34.25	670.58	670.73
W	115588.89	34.25	670.48	670.58
X	115598.89	34.25	670.37	670.41
CL N. Abut	115604.39	34.25	670.30	670.30
Bk N. Abut	115605.64	34.25	670.29	670.29

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 058-0136

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO. 08052-6
SCALE
DATE 1/15/10
DESIGN BY
DRAWN BY CFC
CHECKED BY MCB

SHEET NO. 11
36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	70
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

E-S

11-1-09

USER NAME = jheger

℄ GIRDER 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S. Abut	115352.38	41.58	670.31	670.31
CL S. Abut	115353.63	41.58	670.33	670.33
A	115363.63	41.58	670.43	670.50
B	115373.63	41.58	670.52	670.65
C	115383.63	41.58	670.60	670.77
D	115393.63	41.58	670.68	670.87
E	115403.63	41.58	670.74	670.94
F	115413.63	41.58	670.80	670.99
G	115423.63	41.58	670.84	671.01
H	115433.63	41.58	670.88	671.02
I	115443.63	41.58	670.91	671.00
J	115453.63	41.58	670.93	670.98
K	115463.63	41.58	670.94	670.96
L	115473.63	41.58	670.94	670.94
CL Pier	115479.13	41.58	670.94	670.94
M	115489.13	41.58	670.93	670.94
N	115499.13	41.58	670.91	670.94
O	115509.13	41.58	670.88	670.95
P	115519.13	41.58	670.84	670.95
Q	115529.13	41.58	670.79	670.94
R	115539.13	41.58	670.74	670.92
S	115549.13	41.58	670.67	670.87
T	115559.13	41.58	670.60	670.80
U	115569.13	41.58	670.51	670.70
V	115579.13	41.58	670.42	670.58
W	115589.13	41.58	670.32	670.43
X	115599.13	41.58	670.21	670.25
CL N. Abut	115604.63	41.58	670.15	670.15
Bk N. Abut	115605.88	41.58	670.13	670.13

℄ GIRDER 15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S. Abut	115352.61	48.92	670.16	670.16
CL S. Abut	115353.86	48.92	670.18	670.18
A	115363.86	48.92	670.28	670.35
B	115373.86	48.92	670.37	670.50
C	115383.86	48.92	670.45	670.62
D	115393.86	48.92	670.52	670.72
E	115403.86	48.92	670.59	670.79
F	115413.86	48.92	670.64	670.84
G	115423.86	48.92	670.69	670.86
H	115433.86	48.92	670.73	670.86
I	115443.86	48.92	670.76	670.85
J	115453.86	48.92	670.78	670.83
K	115463.86	48.92	670.79	670.81
L	115473.86	48.92	670.79	670.79
CL Pier	115479.36	48.92	670.79	670.79
M	115489.36	48.92	670.78	670.78
N	115499.36	48.92	670.75	670.79
O	115509.36	48.92	670.72	670.80
P	115519.36	48.92	670.69	670.80
Q	115529.36	48.92	670.64	670.79
R	115539.36	48.92	670.58	670.76
S	115549.36	48.92	670.52	670.72
T	115559.36	48.92	670.44	670.64
U	115569.36	48.92	670.36	670.55
V	115579.36	48.92	670.27	670.42
W	115589.36	48.92	670.17	670.27
X	115599.36	48.92	670.06	670.10
CL N. Abut	115604.86	48.92	669.99	669.99
Bk N. Abut	115606.11	48.92	669.98	669.98

℄ GIRDER 16

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S. Abut	115352.85	56.25	670.01	670.01
CL S. Abut	115354.10	56.25	670.03	670.03
A	115364.10	56.25	670.13	670.20
B	115374.10	56.25	670.22	670.35
C	115384.10	56.25	670.30	670.47
D	115394.10	56.25	670.37	670.57
E	115404.10	56.25	670.44	670.64
F	115414.10	56.25	670.49	670.69
G	115424.10	56.25	670.54	670.71
H	115434.10	56.25	670.58	670.71
I	115444.10	56.25	670.61	670.70
J	115454.10	56.25	670.62	670.68
K	115464.10	56.25	670.64	670.66
L	115474.10	56.25	670.64	670.64
CL Pier	115479.60	56.25	670.63	670.63
M	115489.60	56.25	670.62	670.63
N	115499.60	56.25	670.60	670.64
O	115509.60	56.25	670.57	670.64
P	115519.60	56.25	670.53	670.65
Q	115529.60	56.25	670.48	670.64
R	115539.60	56.25	670.43	670.61
S	115549.60	56.25	670.36	670.56
T	115559.60	56.25	670.29	670.49
U	115569.60	56.25	670.20	670.39
V	115579.60	56.25	670.11	670.27
W	115589.60	56.25	670.01	670.12
X	115599.60	56.25	669.90	669.94
CL N. Abut	115605.10	56.25	669.84	669.84
Bk N. Abut	115606.35	56.25	669.82	669.82

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 058-0136

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO. 08052-6
SCALE
DATE 1/15/10
DESIGN BY
DRAWN BY CFC
CHECKED BY MCB

SHEET NO. 12
36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	71
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

E-S

11-1-09

USER NAME = jheger

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S End S App Slab	115319.14	-58.25	669.57
A	115329.14	-58.25	669.70
B	115339.14	-58.25	669.82
N End S App Slab	115349.14	-58.25	669.93

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S End S App Slab	115319.96	-33.00	670.10
A	115329.96	-33.00	670.23
B	115339.96	-33.00	670.35
N End S App Slab	115349.96	-33.00	670.47

SB STAGE CONSTRUCTION LINE

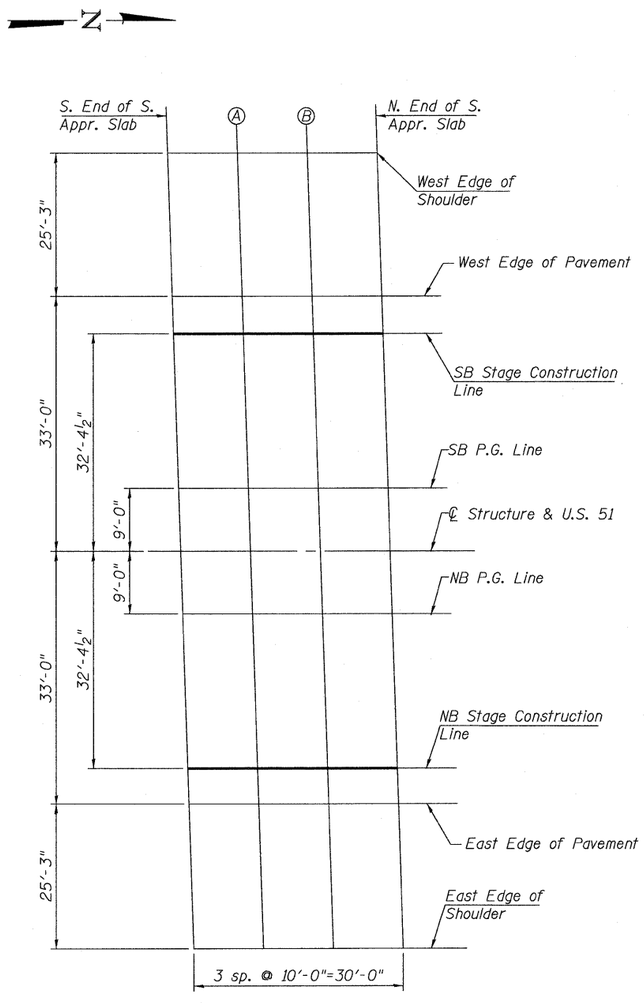
Location	Station	Offset	Theoretical Grade Elevations
S End S App Slab	115319.98	-32.38	670.11
A	115329.98	-32.38	670.24
B	115339.98	-32.38	670.36
N End S App Slab	115349.98	-32.38	670.48

SB PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations
S End S App Slab	115320.74	-9.00	670.49
A	115330.74	-9.00	670.62
B	115340.74	-9.00	670.74
N End S App Slab	115350.74	-9.00	670.85

℄ US 51 & STRUCTURE

Location	Station	Offset	Theoretical Grade Elevations
S End S App Slab	115321.03	0.00	670.63
A	115331.03	0.00	670.76
B	115341.03	0.00	670.88
N End S App Slab	115351.03	0.00	670.99



PLAN

NB PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations
S End S App Slab	115321.32	9.00	670.50
A	115331.32	9.00	670.62
B	115341.32	9.00	670.75
N End S App Slab	115351.32	9.00	670.86

NB STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
S End S App Slab	115322.08	32.38	670.14
A	115332.08	32.38	670.27
B	115342.08	32.38	670.39
N End S App Slab	115352.08	32.37	670.50

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S End S App Slab	115322.10	33.00	670.13
A	115332.10	33.00	670.26
B	115342.10	33.00	670.38
N End S App Slab	115352.10	33.00	670.49

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S End S App Slab	115322.92	58.25	669.62
A	115332.92	58.25	669.74
B	115342.92	58.25	669.86
N End S App Slab	115352.92	58.25	669.97

TOP OF SOUTH APPROACH SLAB ELEVATIONS STRUCTURE NO. 058-0136

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO. 08052-6
SCALE
DATE 12/22/09
DESIGN BY MCB
DRAWN BY TFG
CHECKED BY MCB

SHEET NO. 13
36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	72
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

E-AS1

11-1-09

USER NAME = jheger

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S End N App Slab	115602.64	-58.25	669.82
A	115612.64	-58.25	669.70
B	115622.64	-58.25	669.57
N End N App Slab	115632.64	-58.25	669.43

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S End N App Slab	115603.46	-33.00	670.34
A	115613.46	-33.00	670.22
B	115623.46	-33.00	670.09
N End N App Slab	115633.46	-33.00	669.95

SB STAGE CONSTRUCTION LINE

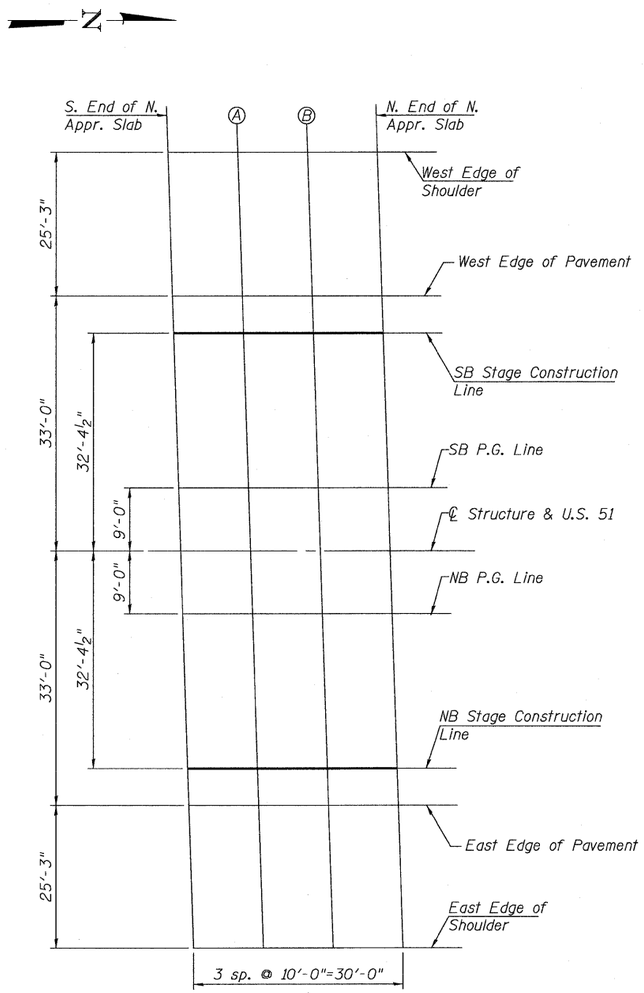
Location	Station	Offset	Theoretical Grade Elevations
S End N App Slab	115603.48	-32.38	670.35
A	115613.48	-32.38	670.23
B	115623.48	-32.38	670.09
N End N App Slab	115633.48	-32.38	669.96

SB PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations
S End N App Slab	115604.24	-9.00	670.71
A	115614.24	-9.00	670.58
B	115624.24	-9.00	670.45
N End N App Slab	115634.24	-9.00	670.31

℄ US 51 & STRUCTURE

Location	Station	Offset	Theoretical Grade Elevations
S End N App Slab	115604.53	0.00	670.84
A	115614.53	0.00	670.72
B	115624.53	0.00	670.59
N End N App Slab	115634.53	0.00	670.45



PLAN

NB PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations
S End N App Slab	115604.82	9.00	670.70
A	115614.82	9.00	670.57
B	115624.82	9.00	670.44
N End N App Slab	115634.82	9.00	670.30

NB STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
S End N App Slab	115605.58	32.37	670.32
A	115615.58	32.37	670.20
B	115625.58	32.37	670.07
N End N App Slab	115635.58	32.37	669.93

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S End N App Slab	115605.60	33.00	670.31
A	115615.60	33.00	670.19
B	115625.60	33.00	670.06
N End N App Slab	115635.60	33.00	669.92

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S End N App Slab	115606.42	58.25	669.78
A	115616.42	58.25	669.65
B	115626.42	58.25	669.52
N End N App Slab	115636.42	58.25	669.38

TOP OF NORTH APPROACH SLAB ELEVATIONS STRUCTURE NO. 058-0136

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO. 08052-6
SCALE
DATE 12/22/09
DESIGN BY MCB
DRAWN BY TFG
CHECKED BY MCB

SHEET NO. 14
36 SHEETS

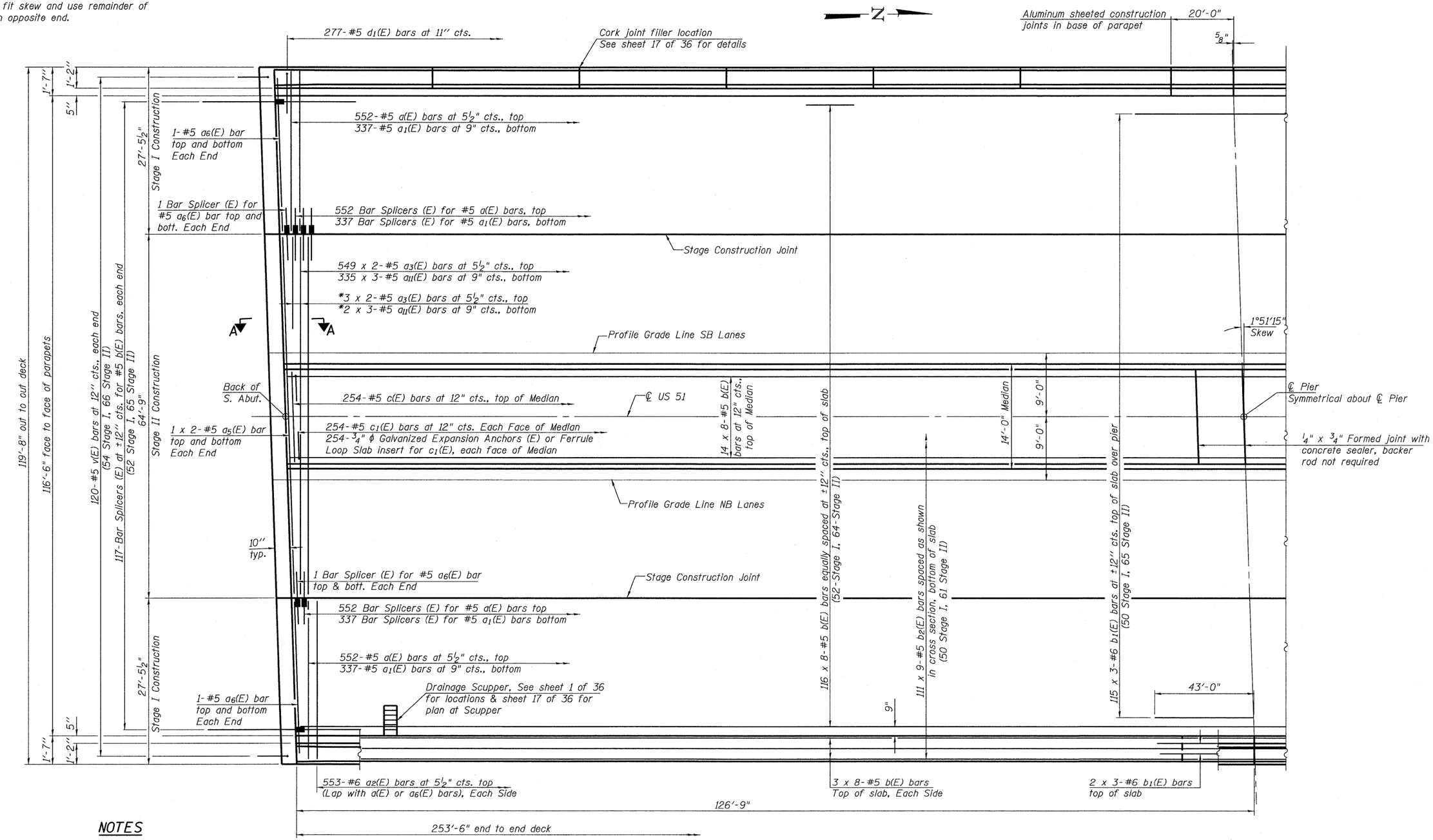
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	73
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

E-AS

11-1-09

USER NAME = jhager

*Order $a_3(E)$ and $a_{11}(E)$ bars full length. Cut to fit skew and use remainder of bars in opposite end.



NOTES

See Sheet 17 of 36 for Superstructure Details and Bill of Material.

Bars indicated thus 116 x 8-#5 etc. indicates 116 lines of bars with 8 lengths per line.

See Sheet 17 of 36 for parapet reinforcement.

See Sheet 17 of 36 for Section Thru Median.

See lighting plans for locations and details of underpass luminaires and conduit.

MINIMUM BAR LAP

#5 Bars = 1'-8"

#6 Bars = 2'-0"

PARTIAL PLAN

SUPERSTRUCTURE
STRUCTURE NO. 058-0136

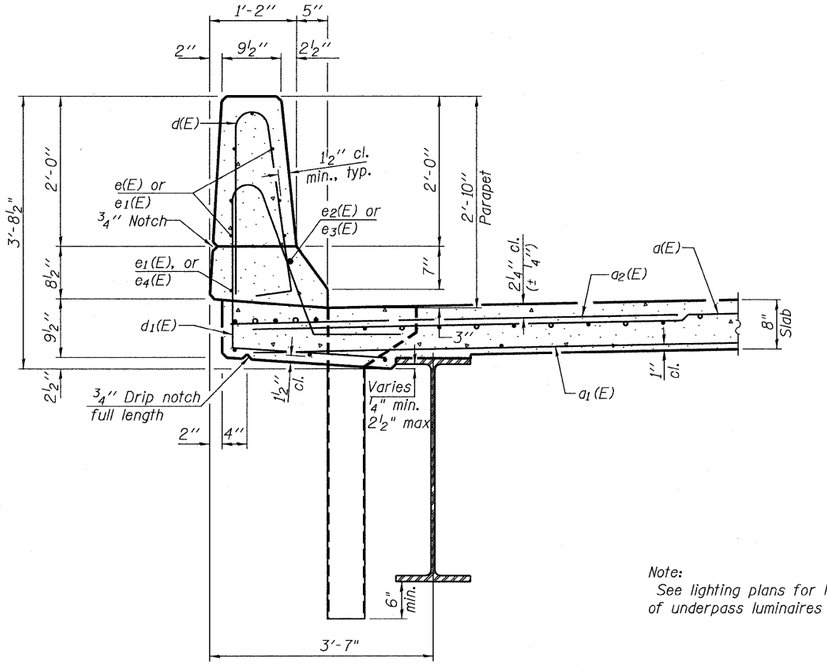
Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO. 08052-6
SCALE
DATE 1/14/10
DESIGN BY BD/MCB
DRAWN BY TFG
CHECKED BY MCB

SHEET NO. 15
36 SHEETS

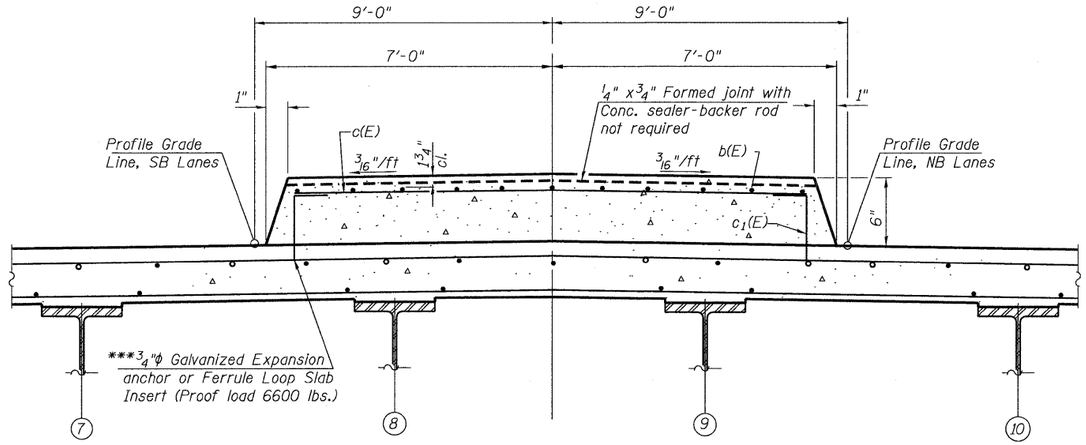
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	74
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

USER NAME = jheger



SECTION THRU S. PARAPET

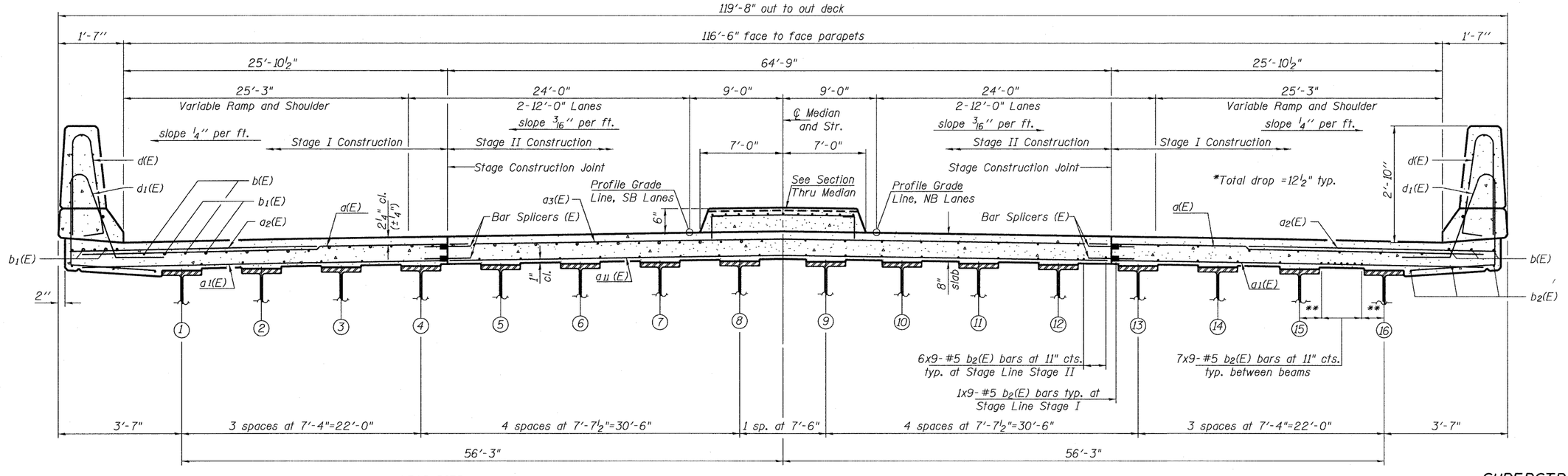
Note:
See lighting plans for locations and details of underpass luminaires and conduit.



SECTION THRU MEDIAN

*** The cost of Expansion Anchors/Inserts is included in the cost of reinforcement bars, epoxy coated.

* 12½"From ℄ Structure, 10 13/16" from PG
** 11" between bms 1 thru 4 & 13 thru 16
12" between bms 8 & 9
12¾" between bms 4 thru 8 & 9 thru 13



NEAR PIER

NEAR MIDSPAN

CROSS SECTION
(Looking North)

SUPERSTRUCTURE
STRUCTURE NO. 058-0136

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO. 08052-6
SCALE
DATE 12/22/09
DESIGN BY BD/MCB
DRAWN BY TFG
CHECKED BY MCB

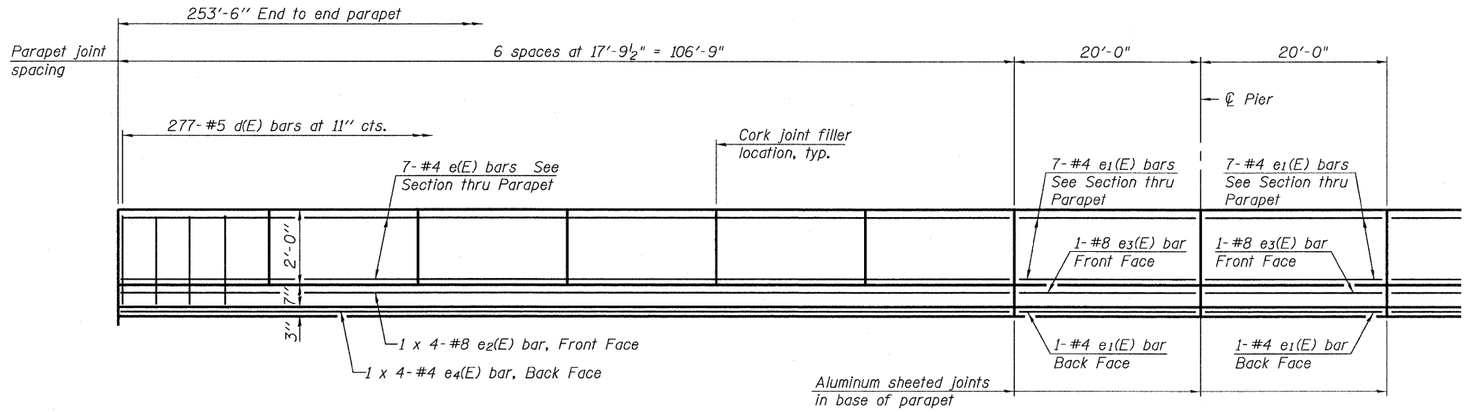
SHEET NO. 16
36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	75
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SI-2-R

10-1-08

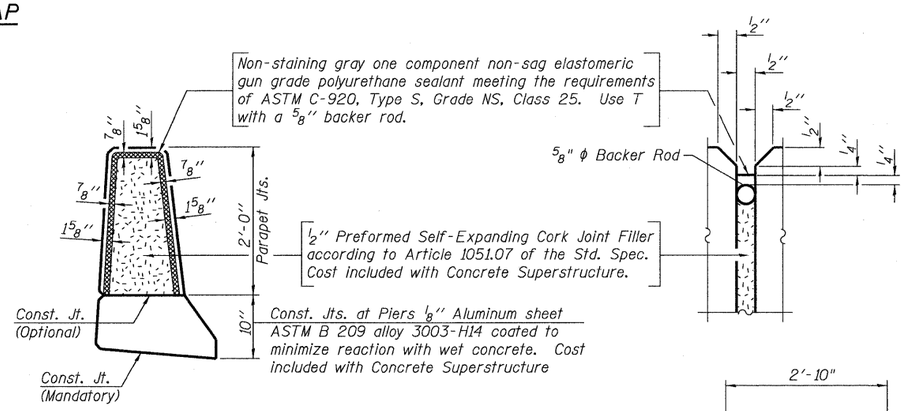
USER NAME = jheger



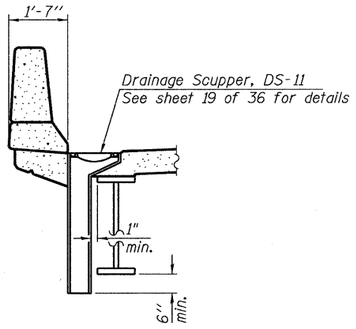
INSIDE ELEVATION OF PARAPET

MINIMUM BAR LAP

(Parapet)
#4 bar = 1'-4"
#8 bar = 3'-5"

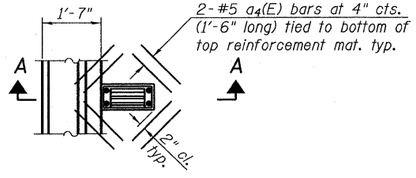


PARAPET JOINT DETAILS



SECTION A-A

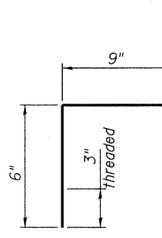
outside parapet shown



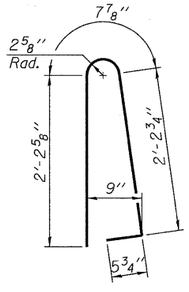
PLAN AT SCUPPER LOCATIONS

Cut longitudinal reinforcement to clear drainage scuppers.

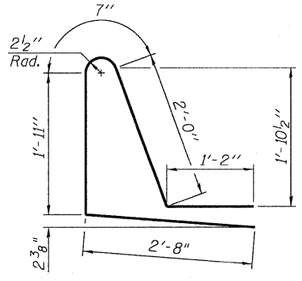
BAR s(E)



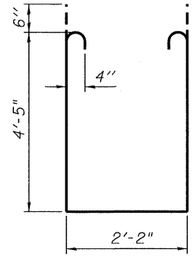
BAR c1(E)



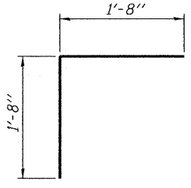
BAR d(E)



BAR d1(E)



BAR s1(E)



BAR v(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	1104	#5	26'-11"	——
a1(E)	674	#5	26'-7"	——
a2(E)	1106	#6	6'-0"	——
a3(E)	1104	#5	33'-1"	——
a4(E)	32	#5	1'-6"	——
a5(E)	8	#5	33'-2"	——
a6(E)	8	#5	26'-8"	——
a11(E)	1011	#5	22'-7"	——
b(E)	1088	#5	33'-2"	——
b1(E)	357	#6	30'-0"	——
b2(E)	999	#5	29'-8"	——
c(E)	254	#5	13'-4"	——
c1(E)	508	#5	1'-3"	⌐
d(E)	554	#5	5'-7"	⌐
d1(E)	554	#5	8'-4"	⌐
e(E)	168	#4	17'-5"	——
e1(E)	32	#4	19'-8"	——
e2(E)	16	#8	29'-3"	——
e3(E)	4	#8	19'-8"	——
e4(E)	16	#4	27'-8"	——
m(E)	20	#6	27'-1"	——
m1(E)	8	#6	6'-9"	——
m2(E)	48	#6	10'-5"	——
m3(E)	26	#6	7'-0"	——
m4(E)	4	#6	3'-3"	——
m5(E)	4	#6	5'-5"	——
m6(E)	8	#6	10'-10"	——
m7(E)	30	#6	23'-4"	——
s(E)	222	#5	6'-5"	⊐
s1(E)	192	#4	12'-0"	⊔
v(E)	240	#5	3'-4"	⌐
Reinforcement Bars, Epoxy Coated			Pound	230,120
Concrete Superstructure			Cu. Yds.	987.4
Bar Splicers			Each	2052

Bars indicated thus 1 x 4-#8 etc. indicates 1 line of bars with 4 lengths per line.

SUPERSTRUCTURE DETAILS STRUCTURE NO. 058-0136

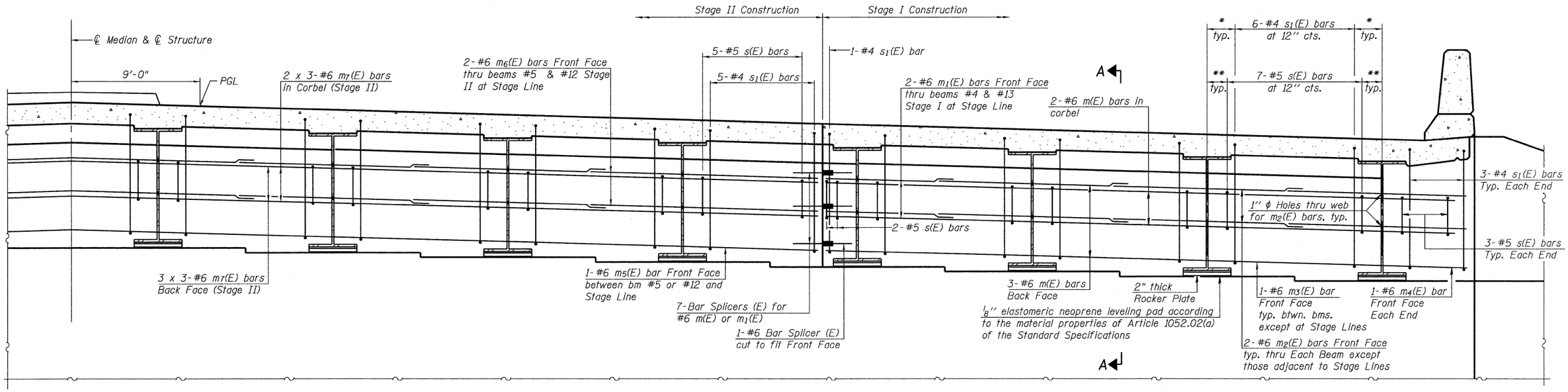
Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO. 08052-6
SCALE
DATE 1/18/10
DESIGN BY MCB
DRAWN BY TFG
CHECKED BY MCB

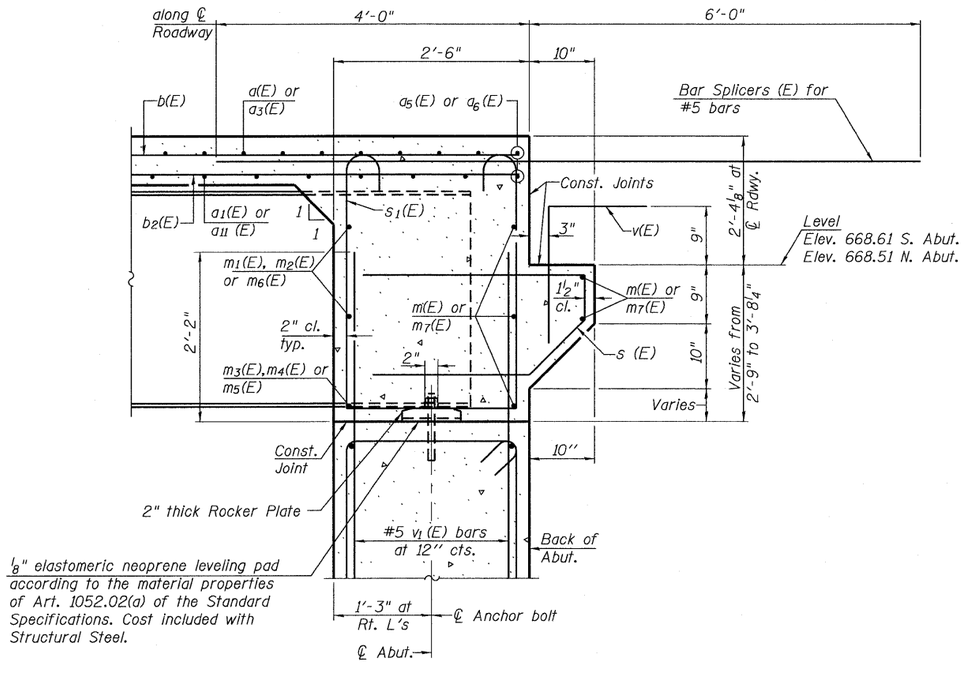
SHEET NO. 17
36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	76
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

USER NAME = jhager



DIAPHRAGM ELEVATION AT ABUTMENT



SECTION A-A

Dimensions at right angles to abutment, except as shown.

* 1'-2" Typical between bms 1 thru 4 & 13 thru 16
1'-3" Between bms 8 & 9
1'-3¾" Typical between bms 4 thru 8 & 9 thru 13

** 8" Typical between bms 1 thru 4 & 13 thru 16
9" Between bms 8 & 9
9¾" Typical between bms 4 thru 8 & 9 thru 13

Notes:

Reinforcement bars in diaphragm are billed with superstructure on sheet 17 of 36.

Concrete in diaphragm is included with Concrete Superstructure on sheet 17 of 36.

For details of bars s(E) & s_1(E) see sheet 17 of 36.

The s(E) and s_1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

MIN. BAR LAP

#6 bar = 2'-9"

DIAPHRAGM DETAILS
STRUCTURE NO. 058-0136

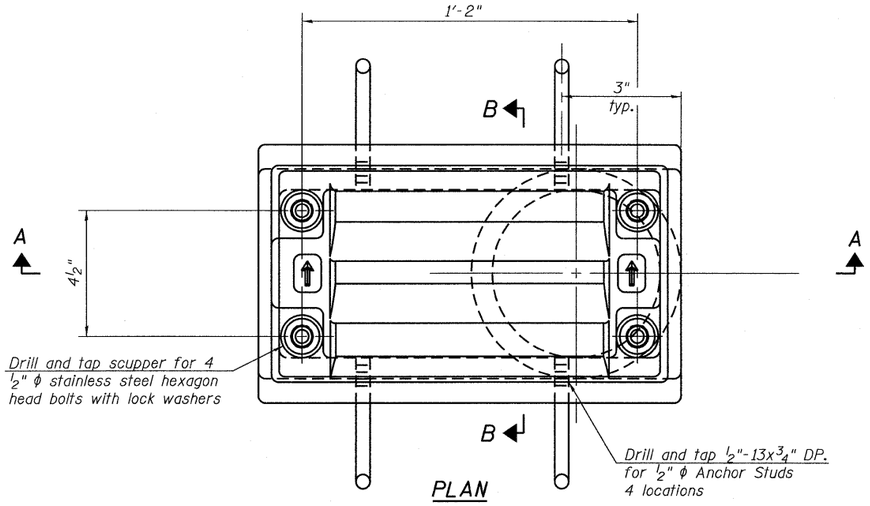
Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO. 08052-6
SCALE
DATE 12/22/09
DESIGN BY BD/MCB
DRAWN BY TFG
CHECKED BY MCB

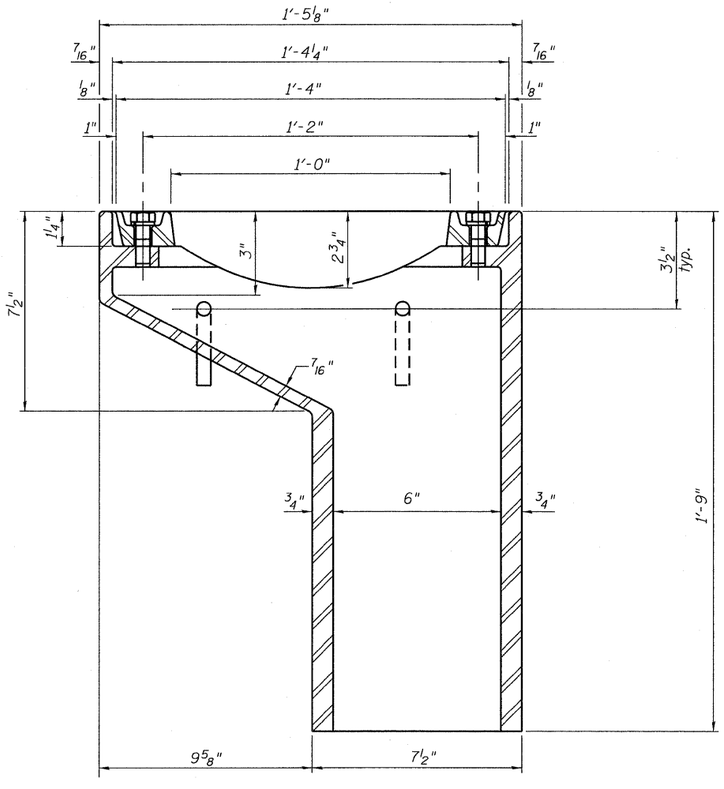
SHEET NO. 18
36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	77
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

USER NAME = jhegar

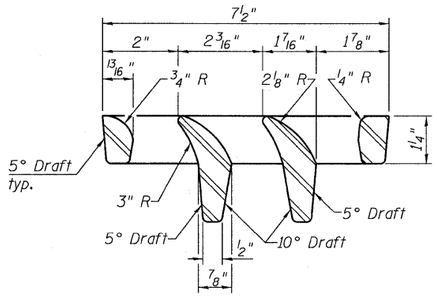


PLAN

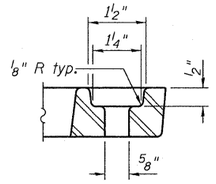


SECTION A-A

See sheet of for scupper location relative to parapet.



VANE GRATE DETAIL



BOLT HOLE DETAIL

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.

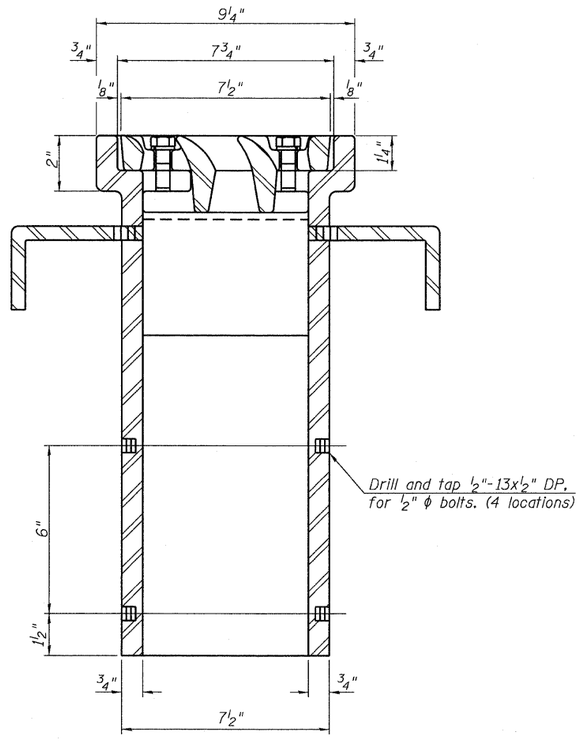
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

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.

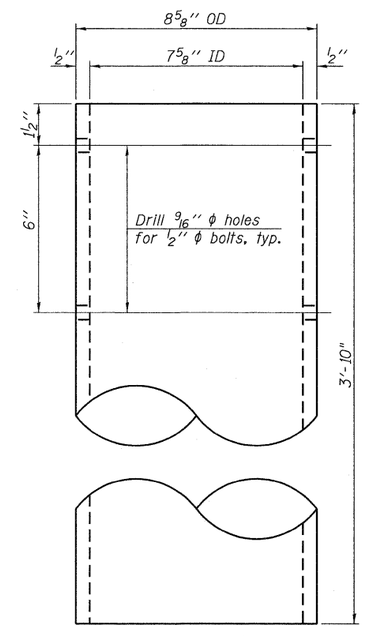
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

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-11.

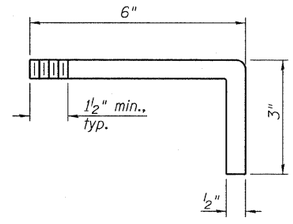
Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



SECTION B-B



DOWNSPOUT



ANCHOR STUD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	4

DRAINAGE SCUPPER DETAILS
STRUCTURE NO. 058-0136

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO. 08052-6
SCALE
DATE 1/14/10
DESIGN BY MCB
DRAWN BY TFG
CHECKED BY MCB

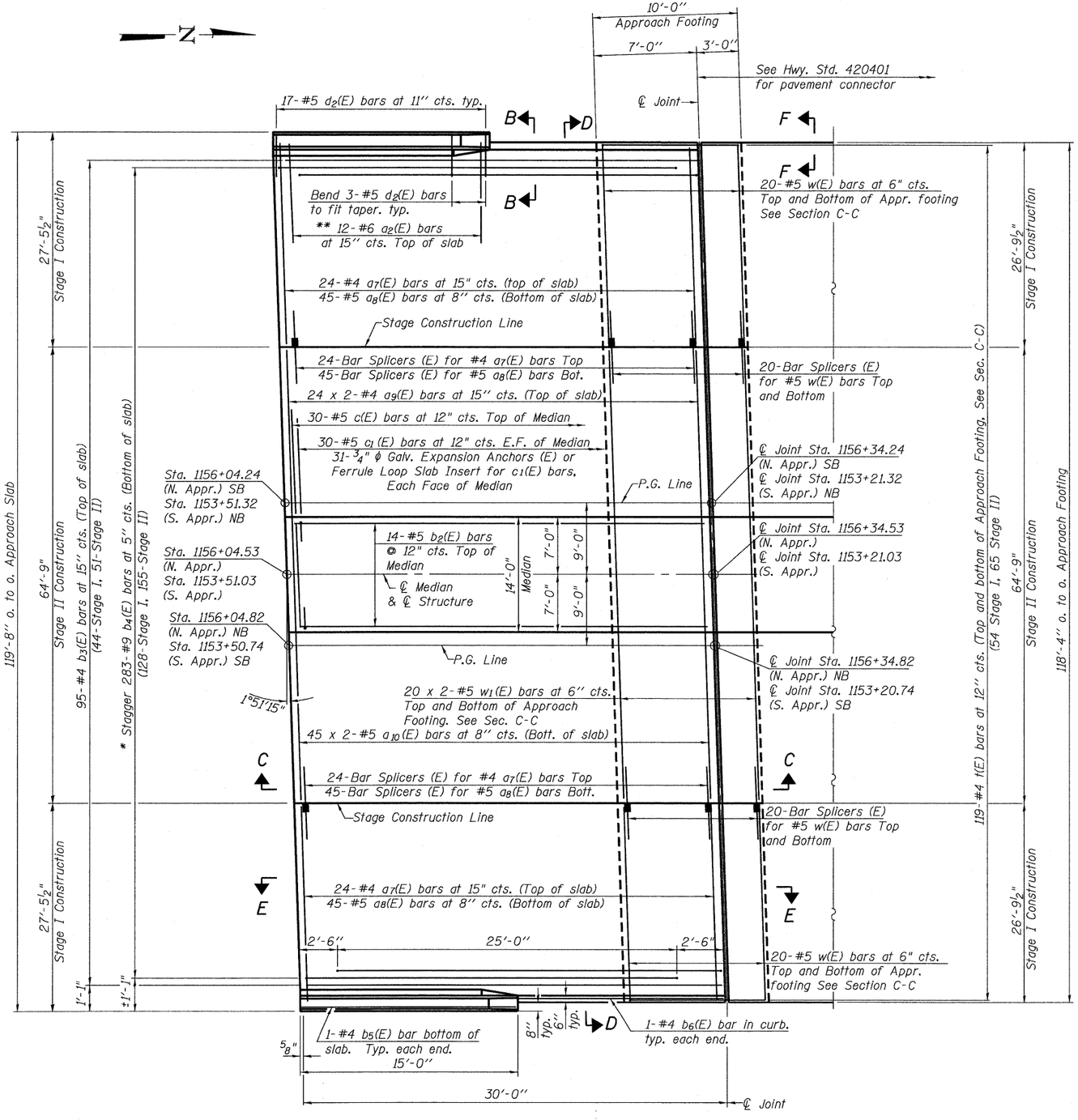
SHEET NO. 19
36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	78
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

DS-11

11-1-09

USER NAME = jheger



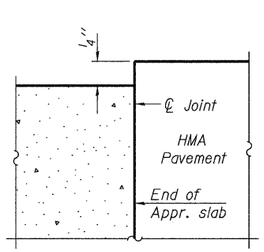
PLAN

N. Appr. shown, S. Appr. similar

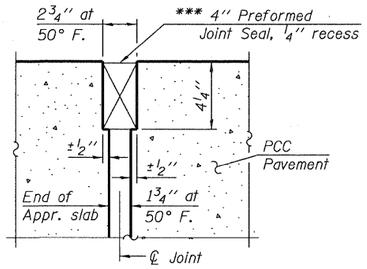
*Tilt #9 $b_4(E)$ bars as required to maintain clearance.
**Space between $a_7(E)$ bars, typ. each parapet.

Notes:
See sheet 21 of 36 for Sections C-C & D-D and View E-E.
$a_7(E)$ thru $a_{10}(E)$, w(E) and $w_1(E)$ bar spacings measured perpendicular to ℄ Rdwy.
Bars indicated thus 24 x 2-#4 indicates 24 lines of bars with 2 lengths per line.

*** Cost included with Concrete Superstructure.

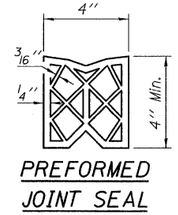


FLEXIBLE PAVEMENT



RIGID PAVEMENT

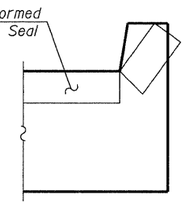
DETAIL A



PREFORMED JOINT SEAL

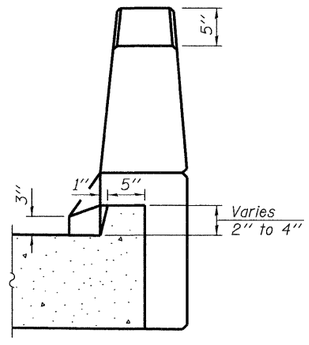
MINIMUM BAR LAP

#4 bar = 1'-4"
#5 bar = 1'-8"



VIEW F-F

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



VIEW B-B

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 058-0136

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

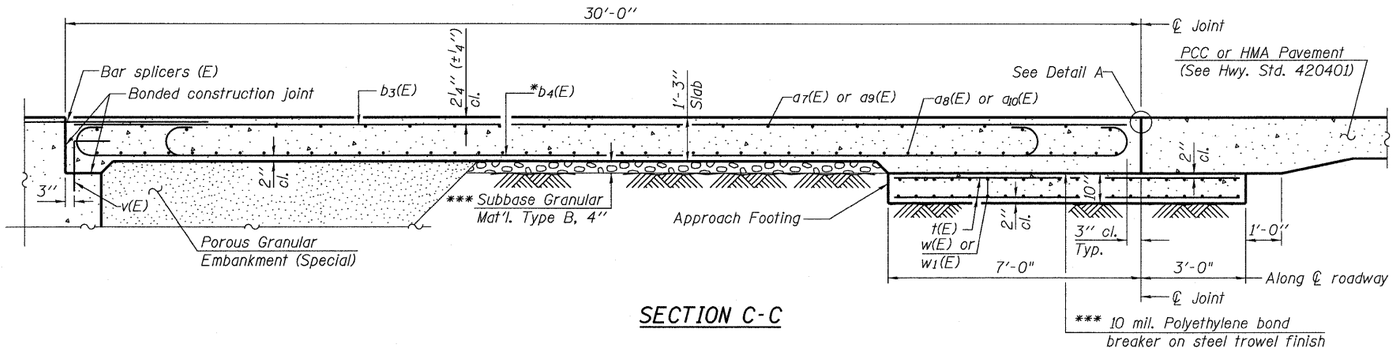
PROJECT NO. 08052-6
SCALE
DATE 1/17/10
DESIGN BY BD/MCB
DRAWN BY TFG
CHECKED BY MCB

SHEET NO. 20
36 SHEETS

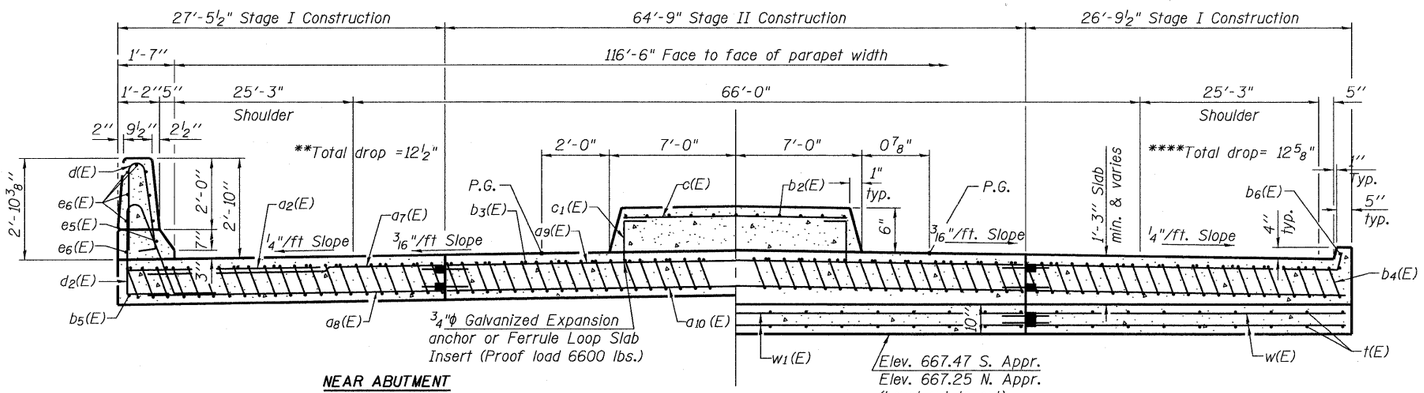
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	79
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

USER NAME = jhager

Notes:
See sheet 20 of 36 for Detail A and View B-B.
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v(E) bar details, see sheets 25 & 26 of 36.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet 30 of 36.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 36.
For additional parapet details, see sheet 17 of 36.



SECTION C-C



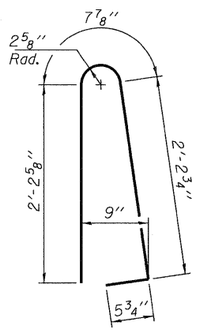
NEAR ABUTMENT

SECTION D-D

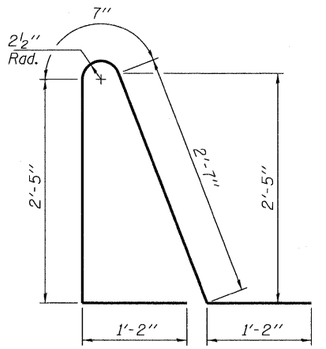
(See Plan for dimensions not shown)

AT APPROACH FOOTING

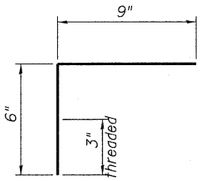
* Tilt #9 b_4(E) bars as required to maintain clearance.
** 12½" From CL Structure, $10^{13}/_{16}$" From PG
*** Cost included with Concrete Superstructure.
**** $12^{5}/_{8}$" from ℄ Structure, $10^{7}/_{8}$" from PG



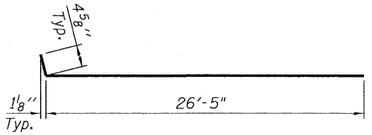
BAR d(E)



BAR d2(E)



BAR c1(E)



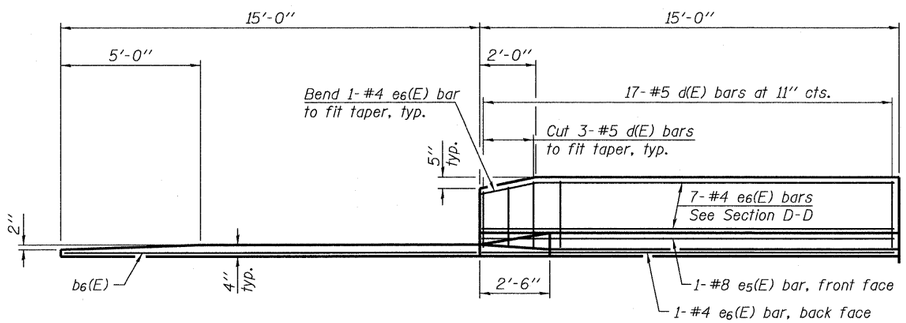
BAR a7(E)

TWO APPROACHES
BILL OF MATERIAL

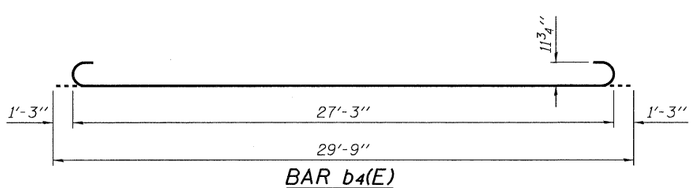
	Bar	No.	Size	Length	Shape
	a2(E)	48	#6	6'-0"	
	a7(E)	96	#4	26'-10"	
	a8(E)	180	#5	26'-5"	
	a9(E)	96	#4	32'-11"	
	a10(E)	180	#5	33'-1"	
	b2(E)	28	#5	29'-8"	
	b3(E)	190	#4	29'-8"	
	b4(E)	566	#9	29'-9"	
	b5(E)	4	#4	14'-8"	
	b6(E)	4	#4	14'-7"	
	c(E)	60	#5	13'-8"	
	c1(E)	120	#5	1'-3"	
	d(E)	68	#5	5'-7"	
	d2(E)	68	#5	7'-11"	
	e5(E)	4	#8	14'-8"	
	e6(E)	32	#4	14'-8"	
	t(E)	476	#4	9'-8"	
	w(E)	160	#5	26'-5"	
	w1(E)	160	#5	33'-1"	
	Concrete Superstructure			Cu. Yd.	395.1
	Concrete Structures			Cu. Yd.	72.8
See Note A	Reinforcement Bars, Epoxy Coated			Pound	92,830
See Note B	Bar Splicers			Each	436

Note A: 79,830 (Superstructure), 13,000 (Substructure)

Note B: 276 (Superstructure), 160 (Substructure)



VIEW E-E



BAR b4(E)

(Sheet 2 of 2)

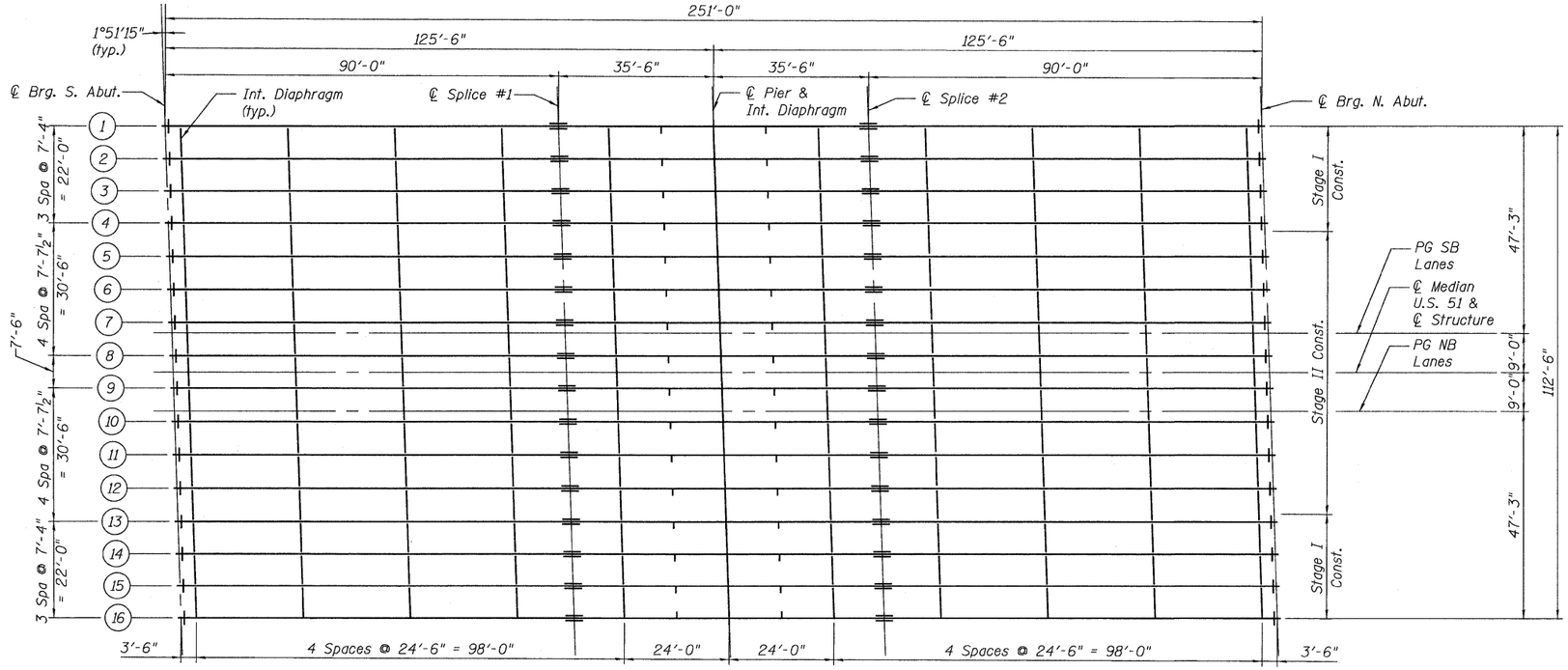
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 058-0136

Coombe-Bloxdorf P.C. -CIVIL ENGINEERS- -STRUCTURAL ENGINEERS- -LAND SURVEYORS- Design Firm License No. 184-002703	PROJECT NO. 08052-6; SCALE; DATE 1/18/10; DESIGN BY BD/MCB; DRAWN BY TFG; CHECKED BY MCB	SHEET NO. 21 36 SHEETS	F.A.P. RTE. 322	SECTION (58-64HB-1)B-1	COUNTY MACON; TOTAL SHEETS 149; SHEET NO. 80
			FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT; CONTRACT NO. 74387

BA-R 11-1-09

USER NAME = jhager

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



Z

FRAMING PLAN

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.^{4} and in.^{3}).

$I_c(n)$, $S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) due to short-term composite live loads (in.^{4} and in.^{3}).

$I_c(3n)$, $S_c(3n)$: 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-Strength I, and Service II) due to long-term composite (superimposed) dead loads (in.^{4} and in.^{3}).

Z: Plastic Section Modulus of the steel section in non-composite areas. Omit line in Moment Table if not used in design calculations (in.^{3}).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_{L+IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).
$1.25\,(M_{DC1} + M_{DC2}) + 1.5\,M_{DW} + 1.75\,M_{L+IM}$

$\phi_f M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).

$\phi_f M_{nc}$: Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).

f_s (Service II): Sum of stresses as computed from the moments below (ksi).
$M_{DC1} + M_{DC2} + M_{DW} + 1.3\,M_{L+IM}$

f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).
$1.25\,(M_{DC1} + M_{DC2}) + 1.5\,M_{DW} + 1.75\,M_{L+IM}$

V_r: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

INTERIOR GIRDER MOMENT TABLE			
		0.4 Sp. 1 or 0.6 Sp. 2	Pier
I_s	(in^4)	19095	49632
$I_c(n)$	(in^4)	47876	-
$I_c(3n)$	(in^4)	35465	-
S_s	(in^3)	823	1909
$S_c(n)$	(in^3)	1131	-
$S_c(3n)$	(in^3)	1038	-
DC1	(k/')	0.968	1.158
M_{DC1}	('k)	835	2606
DC2	(k/')	0.131	0.131
M_{DC2}	('k)	133	286
DW	(k/')	0.32	0.32
M_{DW}	('k)	325	699
M_{L+IM}	('k)	1810	2084
M_u (Strength I)	('k)	4866	8310
* $\phi_f M_n$, $\phi_f M_{nc}$	('k)	5541	8702
f_s DC1	(ksi)	12.18	16.38
f_s DC2	(ksi)	1.54	1.80
f_s DW	(ksi)	3.76	4.39
f_s 1.3(L+IM)	(ksi)	24.97	17.03
f_s (Service II)	(ksi)	42.45	39.60
** f_s (Total)(Strength I)	(ksi)	-	-
V_r	(k)	62.6	-

* Compact sections
** Non-Compact and slender sections

INTERIOR GIRDER REACTION TABLE			
		Abut.	Pier
R_{DC1}	(k)	40.9	174.6
R_{DC2}	(k)	5.9	21.0
R_{DW}	(k)	14.5	51.3
R_{L+IM}	(k)	96.7	210.0
R_{Total}	(k)	158.0	456.9

Note:

All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods. For diaphragm details and splice plate details see sheet 23 of 35.

FRAMING PLAN
SN 058-0136

DESIGNED	DJH
CHECKED	ALN/MJJ
DRAWN	DJH
CHECKED	ALN

THOUVENOT, WADE & MOERCHEN, INC.
CORPORATE OFFICE
4940 Old Collinsville Road
Swansea, Illinois 62226
Tel: 618.624.4488
Fax: 618.624.6688
SWANSEA • WATERLOO • EDWARDSVILLE • CARBONDALE • ST. CHARLES

TWM
ENGINEERS ◆ SURVEYORS ◆ PLANNERS

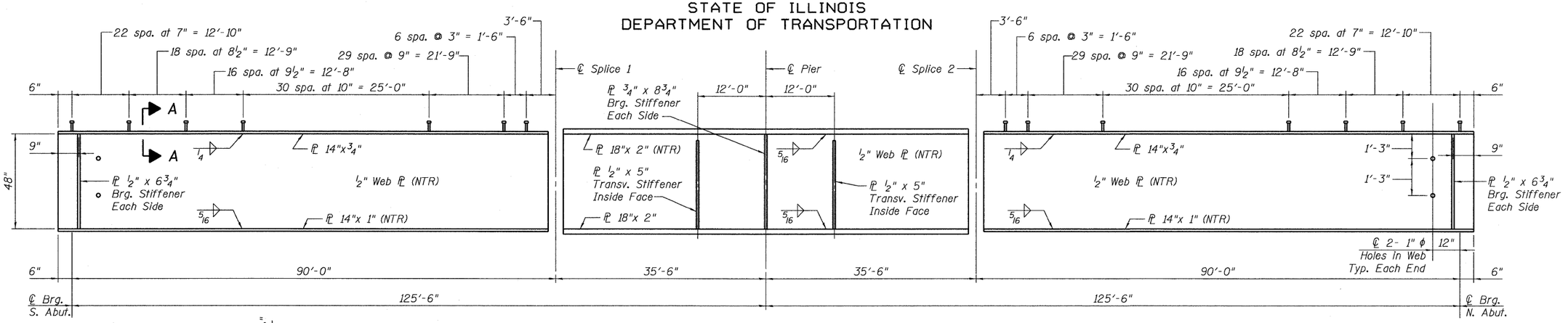
SHEET NO. 22
36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	81
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Plotted by: Jtieger 3/15/2010 7:49:10 AM

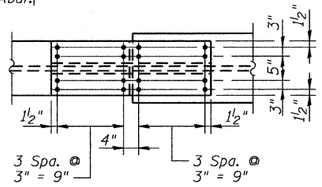
P:\080276\US 51over I-72\4-CADD\4.3-ST\0580136-74387-022-Framing Plan.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

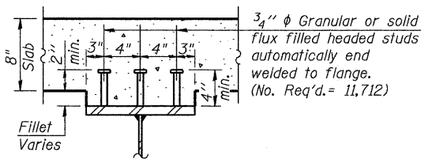


GIRDER ELEVATION

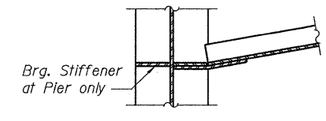
(All flange, web and bearing stiffener plates shall be AASHTO M270 Grade 50)



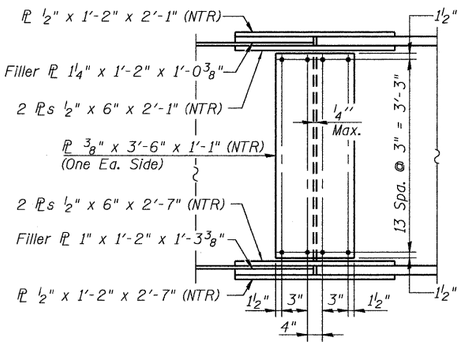
TOP FLANGE



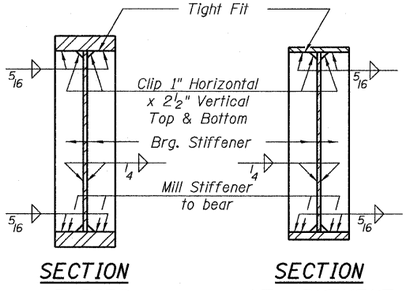
SECTION A-A



SECTION B-B

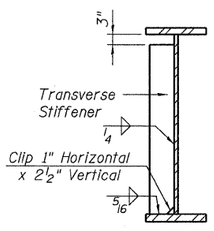


WEB



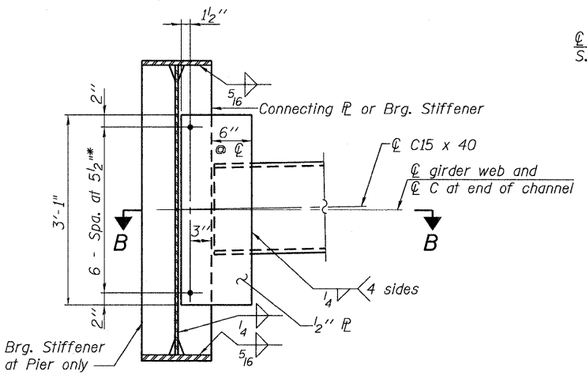
SECTION AT PIER

SECTION AT ABUTMENT



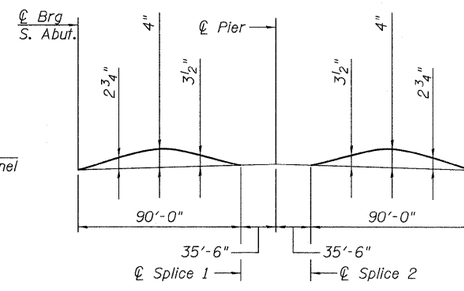
TRANSVERSE STIFFENER

BEARING STIFFENERS



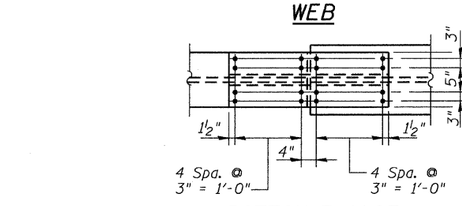
INTERIOR DIAPHRAGM

Note:
Two hardened washers required for each set of oversized holes. Provide ⅞" hardened structural plate washers for slotted holes. *3/4" ϕ HS bolts, 15/16" ϕ holes except at the west side of Girder 5 & the east side of Girder 12 for Stage Construction. At these locations use 13/16" x 1⅛" V long slotted holes in the diaphragm connection plate and the girder connecting plate. Bolts in slotted holes shall be finger tight until the second stage pour is complete. Position slots so bolts start at one end with no concrete load and finish near opposite end under deck load.



CAMBER

Notes:
Use ⅞" ϕ H.S. bolts with 15/16" ϕ holes for all splice connections.
All splice plates shall be AASHTO M 270 Grade 50.
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.



BOTTOM FLANGE

FIELD SPLICE DETAIL

TOP OF WEB ELEVATIONS

(For Fabrication Only)

GIRDER	℄ Brg. S. Abut.	℄ Splice 1	℄ Pier	℄ Splice 2	℄ Brg. N. Abut.
1	669.181	669.750	669.734	669.718	669.071
2	669.336	669.903	669.887	669.870	669.221
3	669.491	670.056	670.039	670.022	669.371
4	669.647	670.210	670.192	670.174	669.521
5	669.779	670.340	670.321	670.303	669.648
6	669.901	670.460	670.440	670.421	669.764
7	670.022	670.580	670.559	670.539	669.880
8	670.144	670.699	670.678	670.658	669.996
9	670.147	670.700	670.678	670.657	669.993
10	670.030	670.581	670.559	670.537	669.871
11	669.914	670.463	670.440	670.416	669.749
12	669.797	670.344	670.320	670.296	669.627
13	669.670	670.215	670.191	670.166	669.495
14	669.520	670.063	670.038	670.012	669.339
15	669.370	669.911	669.885	669.858	669.184
16	669.219	669.759	669.732	669.705	669.028

DESIGNED	DJH
CHECKED	ALN/MJJ
DRAWN	DJH
CHECKED	ALN

Plotted by: jhager 3/15/2010 7:49:11 AM

P:\080276\US 51over I-72\4-CADD\4.3-ST\0580136-74387-023-Girder Details.dgn

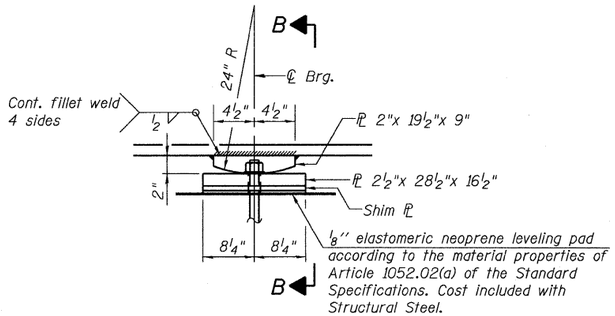
THOUVENOT, WADE & MOERCHEN, INC.
CORPORATE OFFICE
4940 Old Collinsville Road
Swansea, Illinois 62226
Tel: 618.624.4488
Fax: 618.624.6688
SWANSEA • WATERLOO • EDWARDSVILLE • CARBONDALE • ST. CHARLES
TWM
ENGINEERS ◆ SURVEYORS ◆ PLANNERS

SHEET NO. 23
36 SHEETS

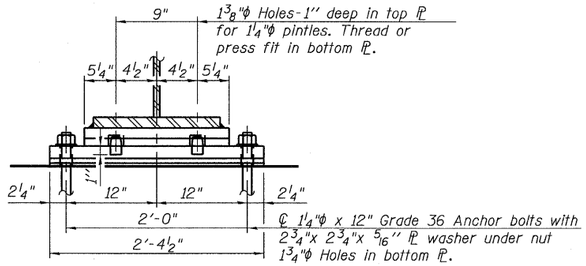
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	82
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

STRUCTURAL STEEL DETAILS
SN 058-0136

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

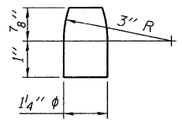


ELEVATION AT PIER



SECTION B-B

FIXED BEARING



PINTLE

Notes:

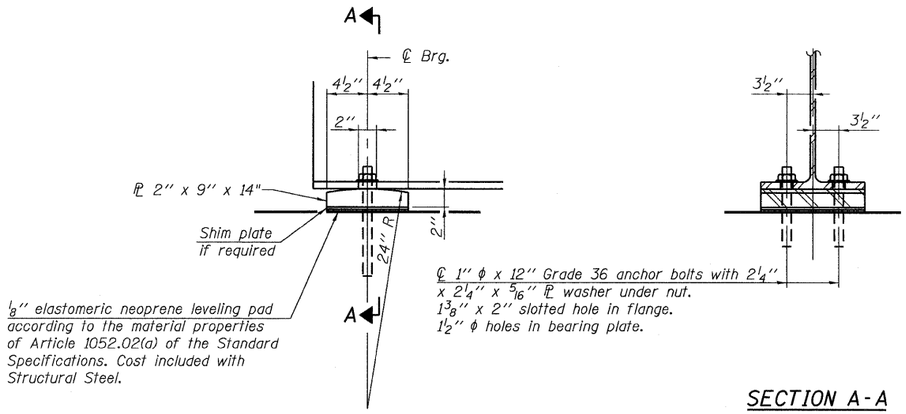
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of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

Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

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

The structural steel plates and pintles of the Fixed Bearing 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.



SECTION A-A

ELEVATION AT ABUTMENT

FIXED BEARING

BEARING DETAILS
SN 058-0136

DESIGNED	DJH
CHECKED	ALN
DRAWN	DJH
CHECKED	ALN

THOUVENOT, WADE & MOERCHEN, INC.
CORPORATE OFFICE
4940 Old Collinsville Road
Swansea, Illinois 62226
Tel: 618.624.4488
Fax: 618.624.6688
SWANSEA • WATERLOO • EDWARDSVILLE • CARBONDALE • ST. CHARLES
TWM
ENGINEERS ◆ SURVEYORS ◆ PLANNERS

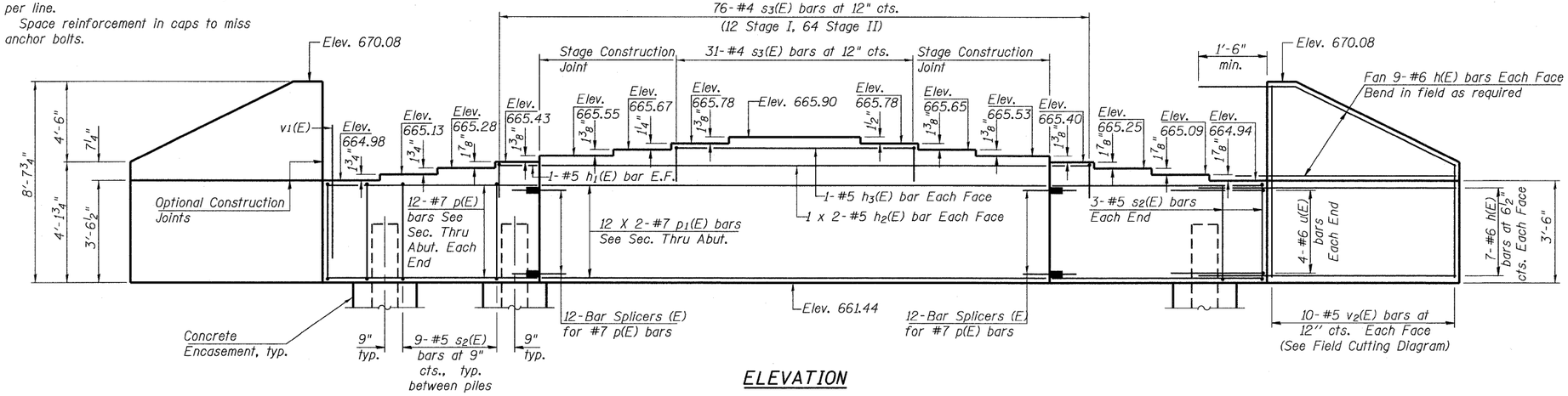
SHEET NO. 24
36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	83
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

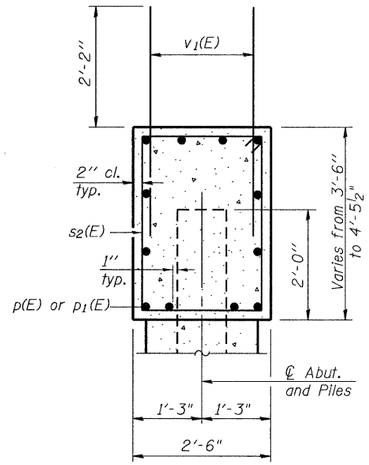
Plotted by: jheger 3/15/2010 7:49:12 AM

P:\080276\US 51over I-72\4-CADD\4.3-ST\0580136-74387-024-Bearings.dgn

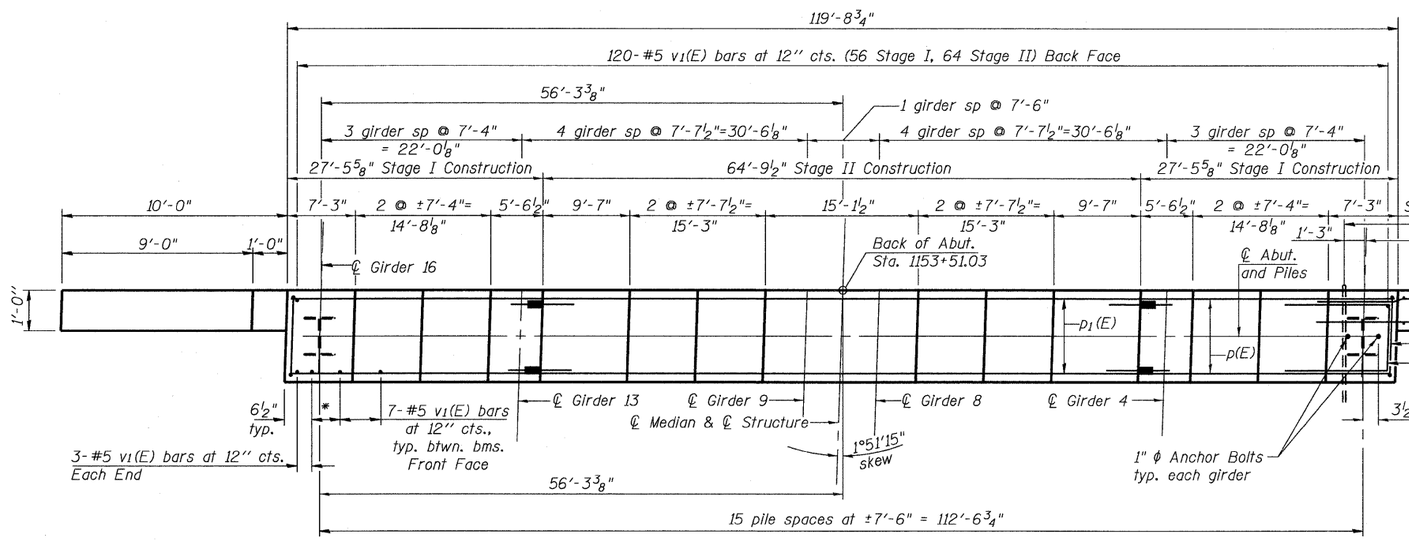
Notes:
Pour steps monolithically with cap.
Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.
Space reinforcement in caps to miss anchor bolts.



ELEVATION



SEC. THRU ABUT.



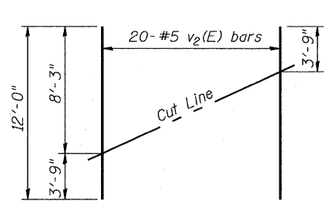
℄ 2" Galvanized Steel Conduit thru abutment. Place to miss reinforcement. See lighting plans for quantity.

PLAN

* 1'-8 1/2" at girders 1 & 16
1'-4" at girders 2, 3, 14 & 15
1'-5 3/4" at girders 4 & 13
1'-7 1/2" at girders 5 thru 7 & 10 thru 12
1'-6 3/4" at girders 8 & 9

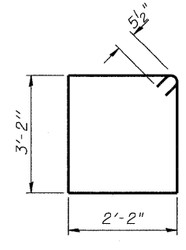
PILE DATA

Type: HP 12x63
Nominal Required Bearing: 452
Factored Resistance Available: 226
Est. Length: 45'
No. Production Piles: 15
No. Test Piles: 1



FIELD CUTTING DIAGRAM

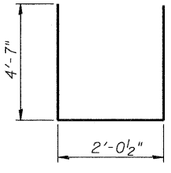
Order $v_2(E)$ full length. Cut as shown and use remainder of bars in opposite face.



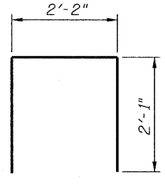
BAR s2(E)

MINIMUM BAR LAP

#5 Bar = 2'-11"
#7 Bar = 4'-8"



BAR u(E)



BAR s3(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	64	#6	11'-4"	——
$h_1(E)$	4	#5	5'-2"	——
$h_2(E)$	4	#5	34'-0"	——
$h_3(E)$	2	#5	30'-0"	——
p(E)	24	#7	27'-1"	——
$p_1(E)$	24	#7	34'-7"	——
$s_2(E)$	141	#5	11'-7"	⌐
$s_3(E)$	107	#4	6'-4"	⌐
u(E)	8	#6	11'-3"	▭
$v_1(E)$	231	#5	4'-4"	——
$v_2(E)$	20	#5	12'-0"	——
Structure Excavation			Cu. Yd.	322
Concrete Structures			Cu. Yd.	48.9
Reinforcement Bars, Epoxy Coated			Pound	7930
Furnishing Steel Piles, HP 12x63			Foot	675
Driving Piles			Foot	675
Test Pile, HP 12x63			Each	1
Concrete Encasement			Cu. Yd.	5.6
Bar Splicers			Each	24

For details of Bar Splicers, see sheet 30 of 36.
For details of piles and Concrete Encasement, see sheet 29 of 36.

SOUTH ABUTMENT
STRUCTURE NO. 058-0136

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO. 08052-6
SCALE
DATE 01/15/10
DESIGN BY BD
DRAWN BY TFG
CHECKED BY MCB

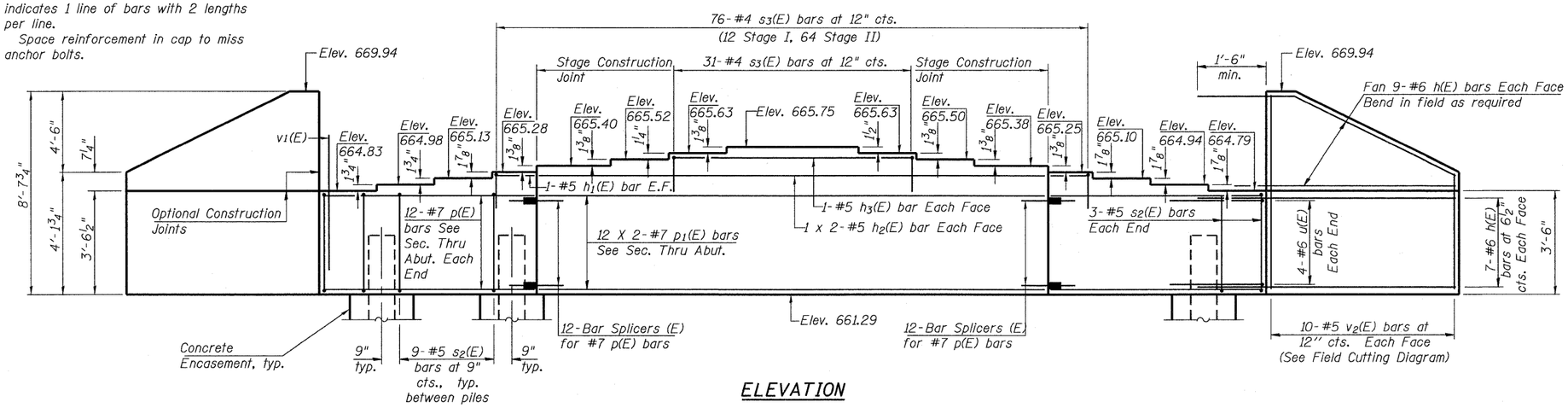
SHEET NO. 25
36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	84
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

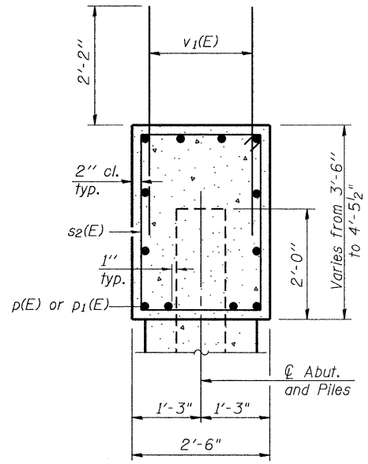
AI-0
11-1-09

USER NAME = jheger

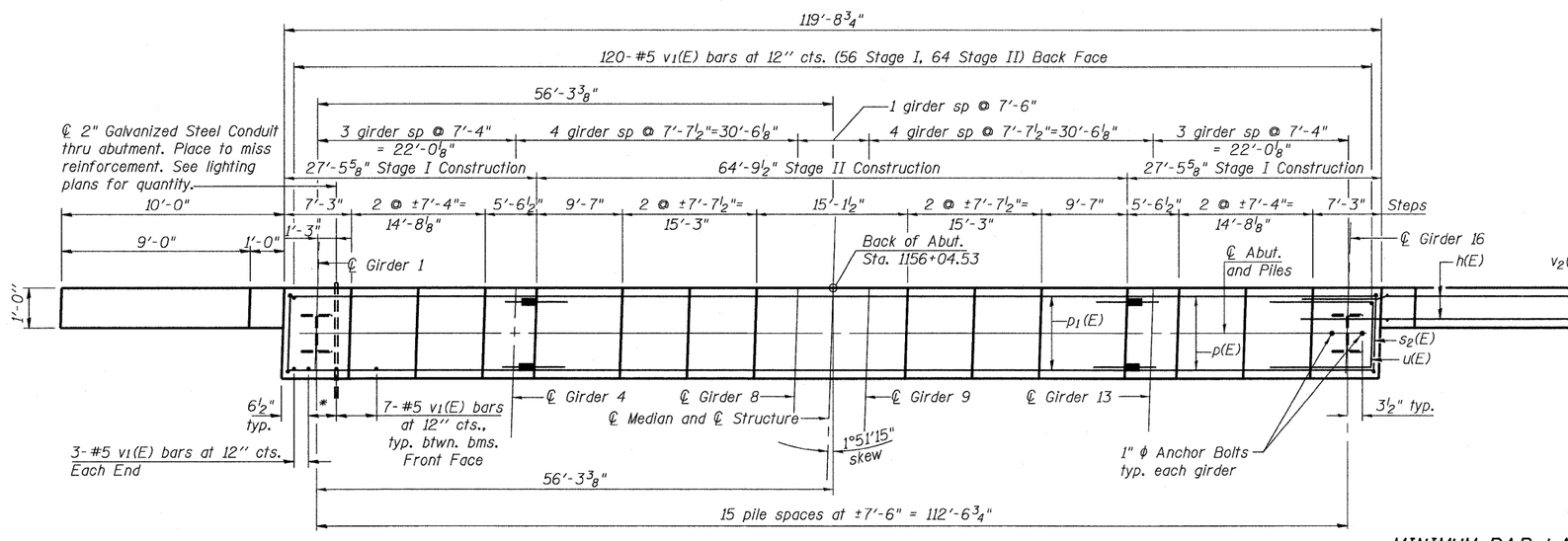
Notes:
Pour steps monolithically with cap.
Bars indicated thus 1 x 2- #4 etc. indicates 1 line of bars with 2 lengths per line.
Space reinforcement in cap to miss anchor bolts.



ELEVATION



SEC. THRU ABUT.

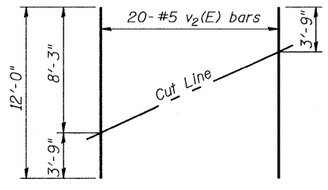


PLAN

* 1'-8 1/2" at girders 1 & 16
1'-4" at girders 2, 3, 14 & 15
1'-5 3/4" at girders 4 & 13
1'-7 1/2" at girders 5 thru 7 & 10 thru 12
1'-6 3/4" at girders 8 & 9

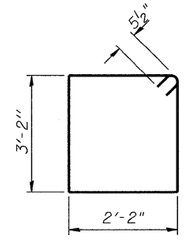
PILE DATA

Type: HP 12x63
Nominal Required Bearing: 450
Factored Resistance Available: 225
Est. Length: 40'
No. Production Piles: 15
No. Test Piles: 1



FIELD CUTTING DIAGRAM

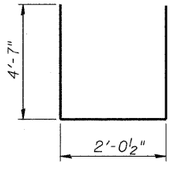
Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.



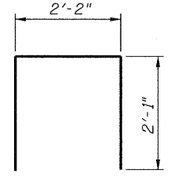
BAR s2(E)

MINIMUM BAR LAP

#5 Bar = 2'-11"
#7 Bar = 4'-8"



BAR u(E)



BAR s3(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	64	#6	11'-4"	——
h_1(E)	4	#5	5'-2"	——
h_2(E)	4	#5	34'-1"	——
h_3(E)	2	#5	30'-0"	——
p(E)	24	#7	27'-1"	——
p_1(E)	24	#7	34'-7"	——
s_2(E)	141	#5	11'-7"	⌐
s_3(E)	107	#4	6'-4"	⌐
u(E)	8	#6	11'-3"	⌐
v_1(E)	231	#5	4'-4"	——
v_2(E)	20	#5	12'-0"	——
Structure Excavation		Cu. Yd.	322	
Concrete Structures		Cu. Yd.	48.9	
Reinforcement Bars, Epoxy Coated		Pound	7930	
Furnishing Steel Piles, HP 12x63		Foot	600	
Driving Piles		Foot	600	
Test Pile, HP 12x63		Each	1	
Concrete Encasement		Cu. Yd.	5.6	
Bar Splicers		Each	24	

For details of Bar Splicers, see sheet 30 of 36.
For details of piles and Concrete Encasement, see sheet 29 of 36.

NORTH ABUTMENT
STRUCTURE NO. 058-0136

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO. 08052-6
SCALE
DATE 1/17/10
DESIGN BY BD
DRAWN BY TFG
CHECKED BY MCB

SHEET NO. 26
36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	85
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

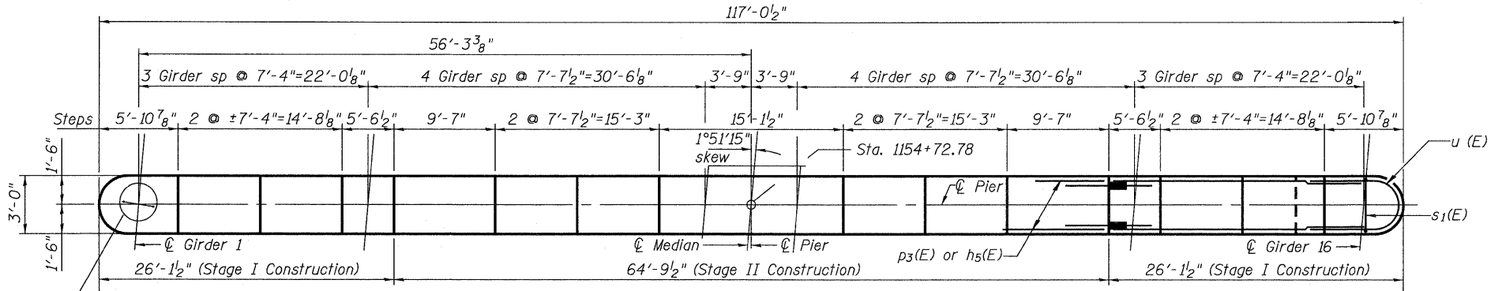
AI-0
11-1-09

USER NAME = jheger

Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
For details of piles, see sheet 29 of 36.

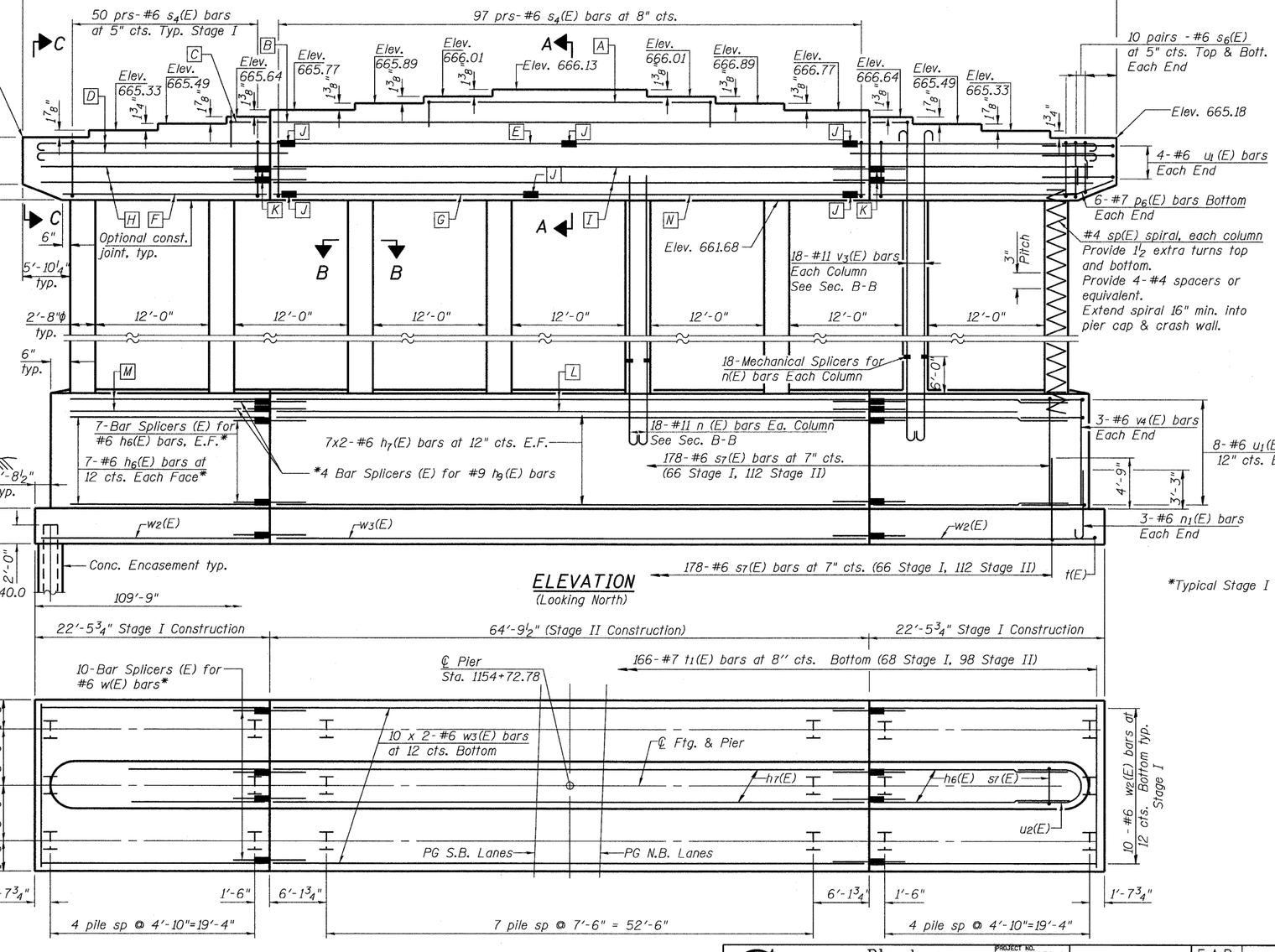
PILE DATA

Type: Steel HP 14x73
Nominal Required Bearing: 578 kips
Factored Resistance Available: 289 kips
Est. Length: 67'
No. Production Piles: 53
No. Test Piles: 1

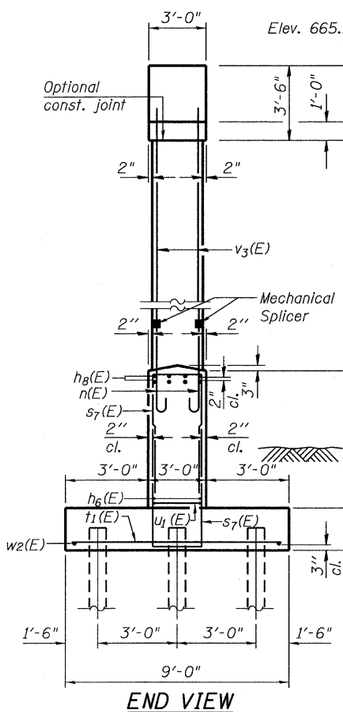


See Anchor Bolt Location Detail

TOP PLAN



ELEVATION
(Looking North)



END VIEW

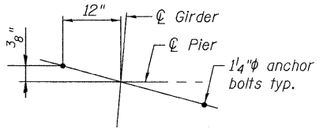
MIN BAR LAP

#5 Bar = 2'-11"
#6 Bar = 3'-6"
#9 Bar = 7'-9"

FOOTING PLAN

- [A] 1-#5 h3(E) bar Each Face
- [B] 1 x 2-#5 h2(E) bars Each Face
- [C] 1-#5 h1(E) bar Each Face*
- [D] 6-#11 p2(E) bars (Each Layer) *
- [E] 6x2-#11 p3(E) bars (Mechanically Spliced)
- [F] 6-#10 p4(E) bars *
- [G] 6-#10 p5(E) bars (Mechanically Spliced)
- [H] 2-#5 h4(E) bars Each Face*
- [I] 2 x 2-#5 h5(E) bars Each Face
- [J] Mechanical Bar Splicers
- [K] 2-#5 Splicers (E) for h4(E) bars Each Face*
- [L] 4x2-#9 h9(E) bars (Each Layer)
- [M] 4-#9 h8(E) bars (Each Layer)*
- [N] 6-#10 p7 (E) bars (Mechanically Spliced)

*Typical Stage I



ANCHOR BOLT LOCATION DETAIL

Notes:
See sheet 28 of 36 for Sections A-A, B-B, & C-C.
See sheet 28 of 36 for Bar Details and Bill of Material.
For details of piles and Concrete Encasement See Sheet 29 of 36.

PIER
STRUCTURE NO. 058-0136

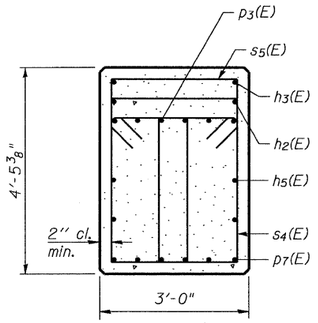
Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO. 08052-6
SCALE
DATE 1/18/10
DESIGN BY BD
DRAWN BY TFG
CHECKED BY MCB

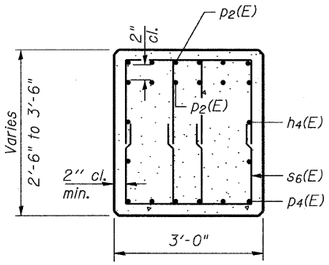
SHEET NO. 27
36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	86
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

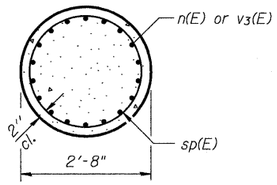
USER NAME = jheger



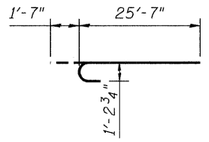
SEC. A-A



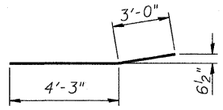
SEC. C-C



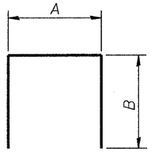
SEC. B-B



BAR $p_2(E)$



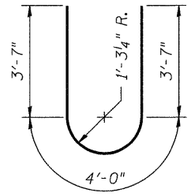
BAR $p_6(E)$



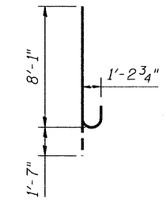
BARS $s_5(E)$ thru $s_7(E)$

A & B DIMENSIONS

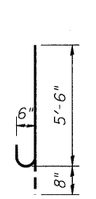
Bar	A	B
$s_5(E)$	2'-8"	1'-8"
$s_6(E)$	1'-8"	2'-1"
$s_7(E)$	2'-8"	7'-0"



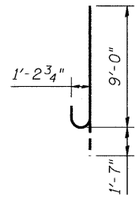
BAR $u_1(E)$



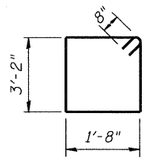
BAR $v_3(E)$



BAR $n_1(E)$



BAR $n(E)$



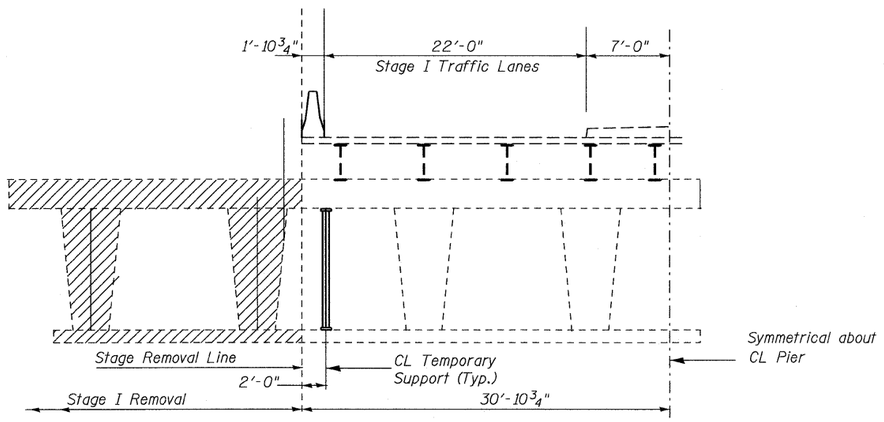
BAR $s_4(E)$

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h_1(E)$	4	#5	5'-2"	
$h_2(E)$	4	#5	34'-0"	
$h_3(E)$	2	#5	30'-0"	
$h_4(E)$	8	#5	24'-4"	
$h_5(E)$	8	#5	33'-8"	
$h_6(E)$	28	#6	19'-0"	
$h_7(E)$	28	#6	34'-0"	
$h_8(E)$	16	#9	19'-0"	
$h_9(E)$	16	#9	36'-4"	
$n(E)$	144	#11	10'-7"	
$n_1(E)$	6	#6	6'-2"	
$p_2(E)$	24	#11	27'-2"	
$p_3(E)$	12	#11	31'-4"	
$p_4(E)$	12	#10	21'-9"	
$p_5(E)$	6	#10	26'-8"	
$p_6(E)$	12	#7	7'-3"	
$p_7(E)$	6	#10	36'-0"	
$s_4(E)$	394	#5	11'-0"	
$s_5(E)$	107	#4	6'-0"	
$s_6(E)$	80	#5	5'-10"	
$s_7(E)$	356	#6	16'-8"	
* $sp(E)$	8	#4	14'-0"	
$t_1(E)$	166	#7	8'-8"	
$u_1(E)$	24	#6	11'-2"	
$v_3(E)$	144	#11	9'-8"	
$v_4(E)$	6	#6	7'-5"	
$w_2(E)$	20	#6	22'-1"	
$w_3(E)$	20	#6	33'-9"	
Concrete Structures			Cu. Yd.	254.3
Reinforcement Bars, Epoxy Coated			Pound	51,600
Bar Splicers			Each	72
Mechanical Splicers			Each	180
Structure Excavation			Cu. Yd.	67
Steel Piles HP 14X73			Foot	3551
Test Piles Steel HP 14x73			Each	1
Driving Piles			Foot	3551
Concrete Encasement			Cu. Yd.	29.5

* Length is height of spiral.

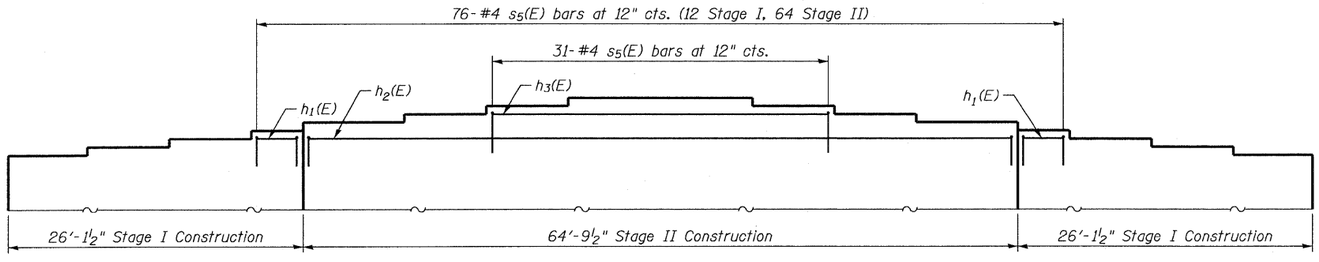
Note:
The Contractor shall verify the length of the $p_2(E)$, $p_3(E)$ and $p_4(E)$ bars to assure they are satisfactory with the type of mechanical splicers used.



TEMPORARY SUPPORT SYSTEM

(Looking North)

Notes:
The Temporary Support System shall consist of one support at each end of the existing pier cap to remain in place for Stage I Traffic and shall be in place prior to stage I Removal.
Each Temporary Support shall be capable of supporting a vertical load of 230 kips and a lateral load of 25 kips.
See Special Provisions for Temporary Support System.
Cost of furnishing and installing Temporary Support System is included with the pay item Temporary Support System.



STEP REINFORCEMENT DETAIL

(Showing $s_5(E)$ bars

PIER DETAILS
STRUCTURE NO. 058-0136

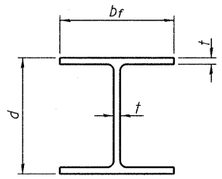
Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO. 08052-6
SCALE
DATE 1/18/10
DESIGN BY BD
DRAWN BY CFC
CHECKED BY MCB

SHEET NO. 28
36 SHEETS

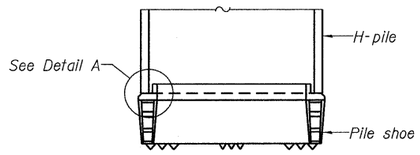
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	87
		CONTRACT NO. 74387		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

USER NAME = jheger

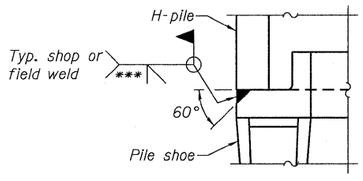


STEEL PILE TABLE

Designation	Depth d	Flange width b_f	Web and Flange thickness t	Encasement diameter A
HP 14x117	$14\frac{1}{4}''$	$14\frac{7}{8}''$	$\frac{13}{16}''$	30″
x102	14″	$14\frac{3}{4}''$	$\frac{11}{16}''$	30″
x89	$13\frac{7}{8}''$	$14\frac{3}{4}''$	$\frac{5}{8}''$	30″
x73	$13\frac{5}{8}''$	$14\frac{5}{8}''$	$\frac{1}{2}''$	30″
HP 12x84	$12\frac{1}{4}''$	$12\frac{1}{4}''$	$\frac{11}{16}''$	24″
x74	$12\frac{1}{8}''$	$12\frac{1}{4}''$	$\frac{5}{8}''$	24″
x63	12″	$12\frac{1}{8}''$	$\frac{1}{2}''$	24″
x53	$11\frac{3}{4}''$	12″	$\frac{7}{16}''$	24″
HP 10x57	10″	$10\frac{1}{4}''$	$\frac{9}{16}''$	24″
x42	$9\frac{3}{4}''$	$10\frac{1}{8}''$	$\frac{7}{16}''$	24″
HP 8x36	8″	$8\frac{1}{8}''$	$\frac{7}{16}''$	18″

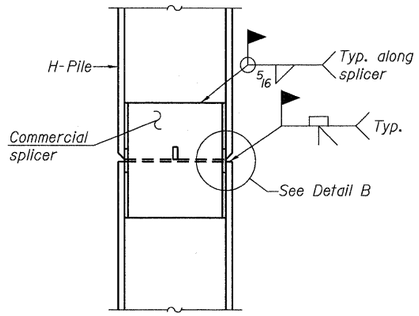


ELEVATION

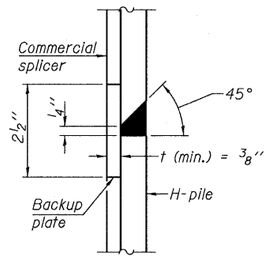


DETAIL A

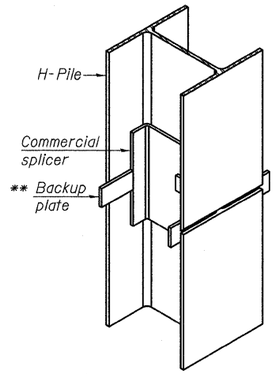
H-PILE SHOE ATTACHMENT



ELEVATION

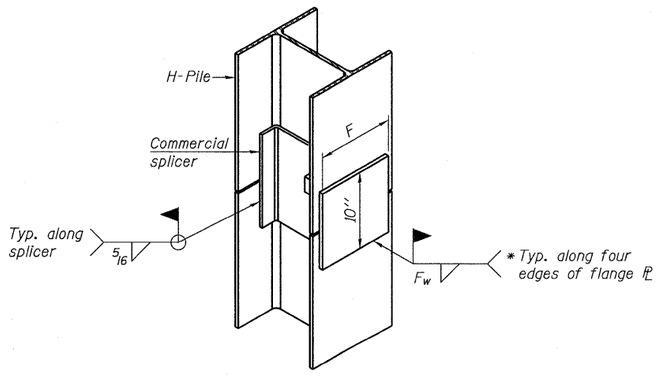


DETAIL "B"



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



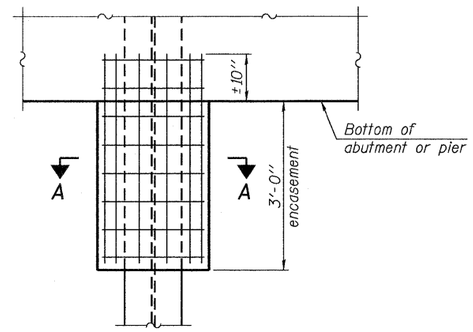
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

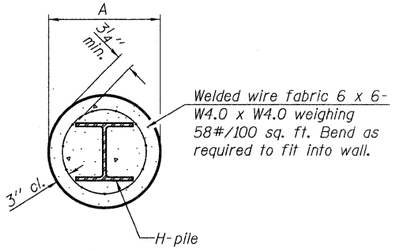
* Interrupt welds $\frac{1}{4}''$ from end of web and/or each flange.

** Remove portions of backup plates that extend outside the flanges.

*** Weld size per pile shoe manufacturer ($\frac{5}{16}''$ min.).



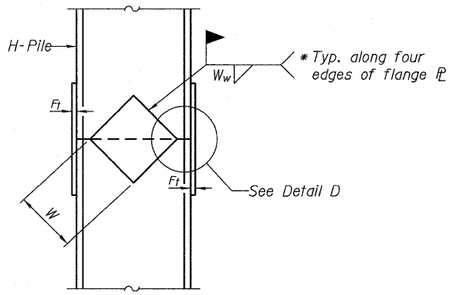
ELEVATION



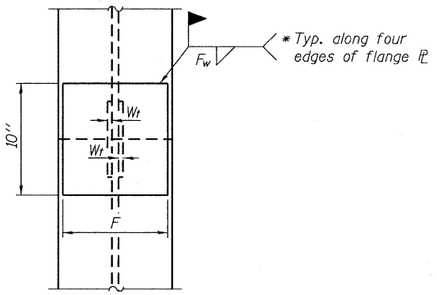
Note:
Forms for encasement may be omitted when soil conditions permit.

SECTION A-A

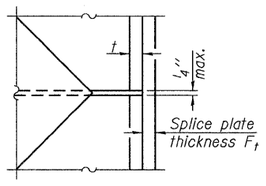
PILE ENCASEMENT



ELEVATION



END VIEW



DETAIL D

Designation	F	F_t	F_w	W	W_t	W_w
HP 14x117	$12\frac{1}{2}''$	1″	$\frac{7}{8}''$	$7\frac{3}{4}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x102	$12\frac{1}{2}''$	$\frac{7}{8}''$	$\frac{3}{4}''$	$7\frac{3}{4}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x89	$12\frac{1}{2}''$	$\frac{3}{4}''$	$\frac{11}{16}''$	$7\frac{3}{4}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x73	$12\frac{1}{2}''$	$\frac{5}{8}''$	$\frac{9}{16}''$	$7\frac{3}{4}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
HP 12x84	10″	$\frac{7}{8}''$	$\frac{11}{16}''$	$6\frac{1}{2}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x74	10″	$\frac{7}{8}''$	$\frac{11}{16}''$	$6\frac{1}{2}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x63	10″	$\frac{5}{8}''$	$\frac{1}{2}''$	$6\frac{1}{2}''$	$\frac{1}{2}''$	$\frac{3}{8}''$
x53	10″	$\frac{5}{8}''$	$\frac{1}{2}''$	$6\frac{1}{2}''$	$\frac{1}{2}''$	$\frac{3}{8}''$
HP 10x57	8″	$\frac{3}{4}''$	$\frac{9}{16}''$	$5\frac{1}{4}''$	$\frac{1}{2}''$	$\frac{3}{8}''$
x42	8″	$\frac{5}{8}''$	$\frac{9}{16}''$	$5\frac{1}{4}''$	$\frac{1}{2}''$	$\frac{3}{8}''$
HP 8x36	7″	$\frac{5}{8}''$	$\frac{7}{16}''$	$4\frac{1}{4}''$	$\frac{1}{2}''$	$\frac{3}{8}''$

WELDED PLATE FIELD SPLICE

Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.

HP PILE DETAILS
STRUCTURE NO. 058-0136

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO.	08052-6
SCALE	
DATE	12/09/09
DESIGN BY	BD/MCB
DRAWN BY	TFG
CHECKED BY	MCB

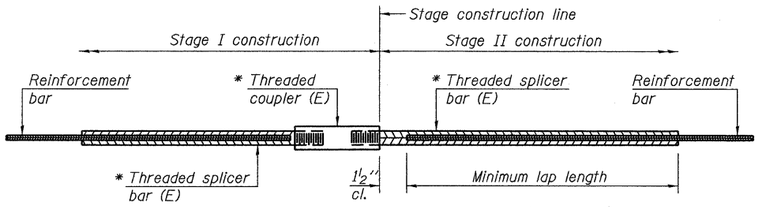
SHEET NO. 29
36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	88
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

F-HP

11-1-09

USER NAME = jhager



STANDARD BAR SPLICER ASSEMBLY

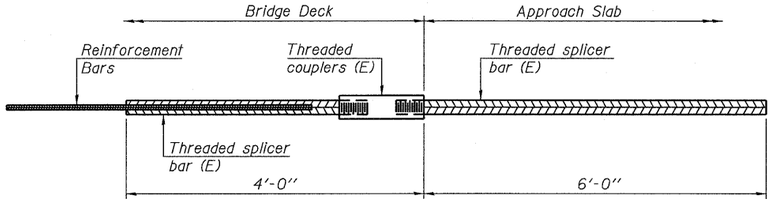
Minimum Lap Lengths				
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

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

Threaded splicer bar length = min. lap length + 1½" + thread length

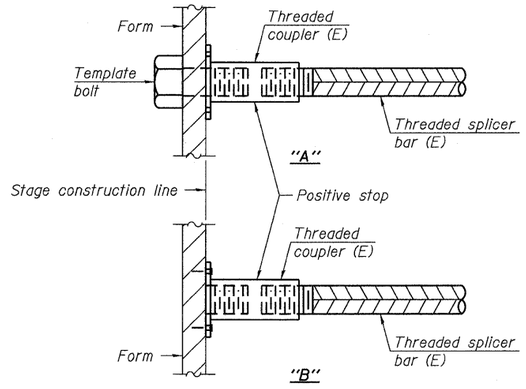
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Slab	#5	1786	3
Diaphragms	#6	32	4
Approach Slab	#4	96	3
Approach Slab	#5	180	3
Approach Footing	#5	160	3
Abutments	#7	48	4
Pier Crashwall	#9	16	4
Pier Crashwall	#5	28	4
Pier Footings	#6	20	3
Pier Cap	#5	8	4



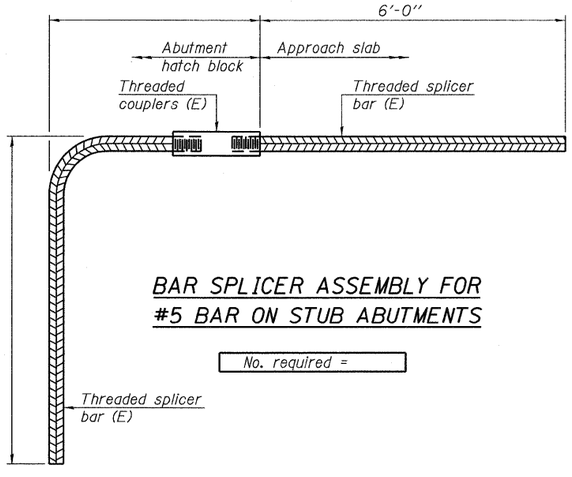
BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = 234



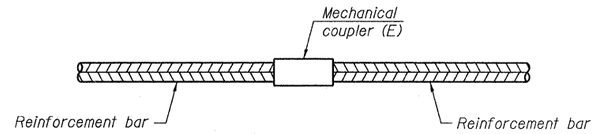
INSTALLATION AND SETTING METHODS

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



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required
Pier Cap	#11	18
Pier Cap	#10	18
Pier Columns	#11	144

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. 058-0136

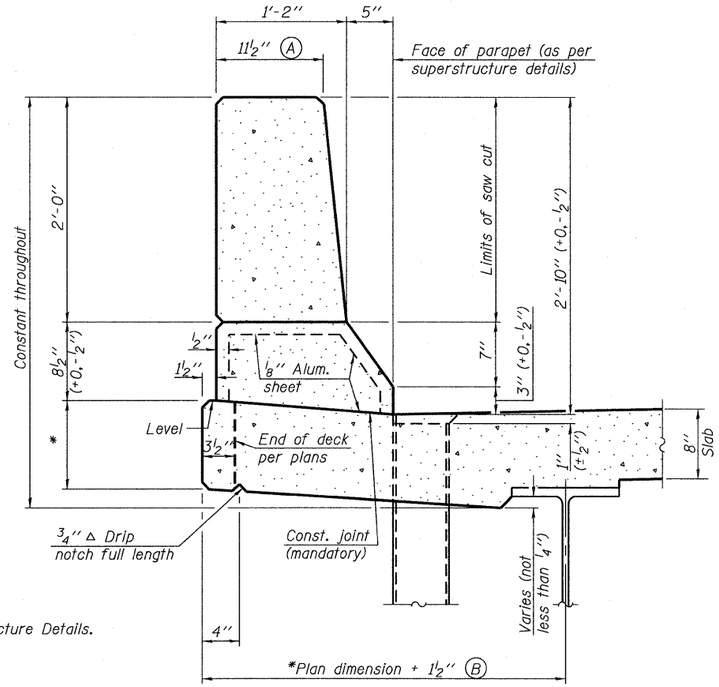
Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO. 08052-6
SCALE
DATE 12/09/09
DESIGN BY BD/MCB
DRAWN BY TFG
CHECKED BY MCB

SHEET NO. 30
36 SHEETS

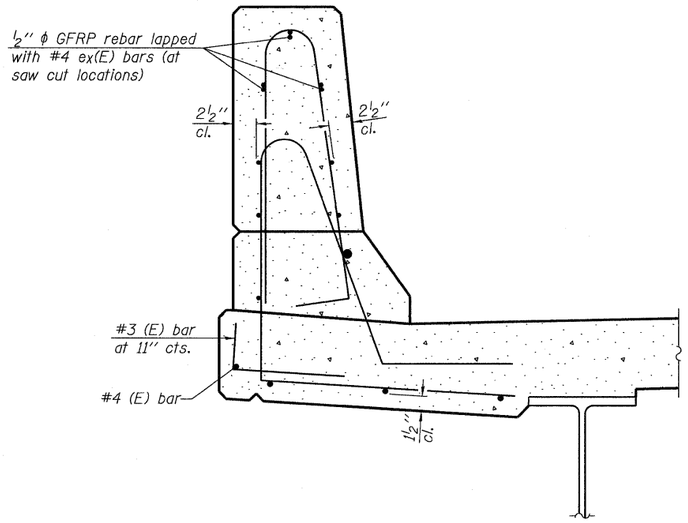
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	89
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

USER NAME = jhoger



* See Superstructure Details.

SECTION
(Showing dimensions)



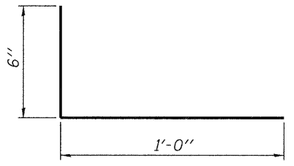
SECTION
(Showing reinforcement clearances for slip forming and additional reinforcement bars)

GENERAL NOTES

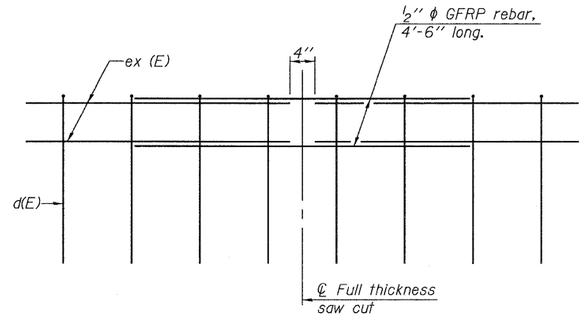
All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. of parapet.

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.



#3 (E) BAR



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

CONCRETE PARAPET SLIPFORMING OPTION STRUCTURE NO. 058-0136

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO. 08052-6
SCALE
DATE 12/22/09
DESIGN BY
DRAWN BY CFC
CHECKED BY MCB

SHEET NO. 31
36 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	90
		CONTRACT NO. 74387		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

USER NAME = jheger

11-1-09

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 6/1/09

ROUTE FAP 322 (US 51) DESCRIPTION US 51 over I-72 at South city limits of Forsyth LOGGED BY E. Sandschafer

SECTION (58-64BH-1)B-1 LOCATION Sec 26 - NW 1/4, Sec 27 NE 1/4, SEC., TWP. 17 N, RNG. 2 E, 3 PM

COUNTY Macon DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 058-0079
Station 1154+77.27

BORING NO. 1 SE
Station 1153+25
Offset 54.00ft Rt
Ground Surface Elev. 668.88 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 579.4 ft
Upon Completion 569.9 ft
After 96 Hrs. 641.9 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
12" asphalt pavement. 4" crushed limestone subbase.			
667.58			
Brown, CLAY.			
666.88			
Medium to very stiff, damp, gray, CLAY LOAM TILL.	1		
	3 3	0.8 B	13
-5	3		
	6 7	2.2 B	18
	2		
	4 7	3.5 B	9
-10	5		
	6 7	5.5 B	10
656.38	3		
Very stiff, damp, gray, CLAY TILL.	6 9	3.1 B	18
-15	5		
	4 7	8.6 B	9
651.38	5		
Very stiff, damp, brown, CLAY LOAM TILL.	7 8	2.8 B	17
648.88 -20	3		
Very stiff to hard, damp, brown to gray, CLAY LOAM TILL.	5 8	2.1 B	12
	0		
	4 6	3.4 B	12
-25	2		
	5 7	7.2 B	11
	4		
	7 12	6.5 B	11
-30	5		
	8 13	4.8 B	13
634.38			
Medium to stiff, damp, gray, CLAY w/ trace Silt.	0		
-35	2 4	1.0 B	20
629.38 -40	1		

Latitude W 88 deg 57.306 min, Longitude N 39 deg 54.472 min, Map Datum WGS 84

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 6/1/09

ROUTE FAP 322 (US 51) DESCRIPTION US 51 over I-72 at South city limits of Forsyth LOGGED BY E. Sandschafer

SECTION (58-64BH-1)B-1 LOCATION Sec 26 - NW 1/4, Sec 27 NE 1/4, SEC., TWP. 17 N, RNG. 2 E, 3 PM

COUNTY Macon DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 058-0079
Station 1154+77.27

BORING NO. 1 SE
Station 1153+25
Offset 54.00ft Rt
Ground Surface Elev. 668.88 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 579.4 ft
Upon Completion 569.9 ft
After 96 Hrs. 641.9 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Stiff to very stiff, damp, gray, CLAY LOAM TILL. *(continued)*	3 5	1.4 B	14
-45	4		
	5 8	2.2 B	12
-50	2		
	4 6	1.3 B	12
-55			
609.38			
Very stiff, damp, gray, CLAY TILL.	3		
-60			
Very stiff, damp, gray, CLAY TILL. *(continued)*	6 9	3.1 B	19
-65			
599.38			
Hard, damp, brown to gray, CLAY LOAM TILL.	7		
-70	11 19	4.8 B	11
-75			
-80	6		

Latitude W 88 deg 57.306 min, Longitude N 39 deg 54.472 min, Map Datum WGS 84

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 6/1/09

ROUTE FAP 322 (US 51) DESCRIPTION US 51 over I-72 at South city limits of Forsyth LOGGED BY E. Sandschafer

SECTION (58-64BH-1)B-1 LOCATION Sec 26 - NW 1/4, Sec 27 NE 1/4, SEC., TWP. 17 N, RNG. 2 E, 3 PM

COUNTY Macon DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 058-0079
Station 1154+77.27

BORING NO. 1 SE
Station 1153+25
Offset 54.00ft Rt
Ground Surface Elev. 668.88 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 579.4 ft
Upon Completion 569.9 ft
After 96 Hrs. 641.9 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Hard, damp, brown to gray, CLAY LOAM TILL. *(continued)*	9 20	3.8 B	10
-85			
-90	11		
	19 28	6.6 B	11
-95			
-100	50/4"		
Hard, damp, brown to gray, CLAY LOAM TILL. *(continued)*	50/2" 50/2"	5.7 S	6
-105			
-110	36		
	50 50/5"	5.1 S	7
557.98			
Extent of exploration.			
-115			
-120			

Benchmark: BM 100 Chiseled square on NE corner of E end of crash wall of pier at structure 058-0079 = 648.98' elevation. Provided by Program Development.

Latitude W 88 deg 57.306 min, Longitude N 39 deg 54.472 min, Map Datum WGS 84

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

USER NAME = jhegar

BORING LOGS
STRUCTURE NO. 058-0136

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO. 08052-6
SCALE
DATE 12/22/09
DESIGN BY
DRAWN BY CFC
CHECKED BY MCB

SHEET NO. 32
36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	91
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 6/2/09

ROUTE FAP 322 (US 51) DESCRIPTION US 51 over I-72 at South city limits of Forsyth LOGGED BY E. Sandschafer

SECTION (58-64BH-1)B-1 LOCATION Sec 26 - NW 1/4, Sec 27 NE 1/4, SEC., TWP. 17 N, RNG. 2 E, 3 PM

COUNTY Macon DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 058-0079
Station 1154+77.27

BORING NO. 2 SW
Station 1153+97
Offset 66.00ft Lt
Ground Surface Elev. 647.53 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 620.0 ft
Upon Completion Washed ft
After 48 Hrs. 640.6 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				12" asphalt pavement. 4" crushed limestone subbase.
				646.23
				Stiff, damp, gray, CLAY.
	2			
	3 7	1.2 B	19	
				643.03
-5	2			Very stiff to hard, damp, gray to brown, CLAY TILL to CLAY LOAM TILL.
	8 17	2.8 B	18	
	6			
	10 14	5.8 B	10	
-10	2			
	6 12	6.4 B	10	
				635.53
	4			Medium to very stiff, damp, dark gray/red, CLAY.
	6 10	3.0 B	21	
-15	1			
	2 2	1.0 B	20	
				630.53
	0			Very soft, wet, gray, SANDY LOAM w/ small gravel.
	1 2	0.1 B	19	
				626.03
-20	2			
				Medium to stiff, damp, gray, CLAY LOAM TILL. *(continued)*
	4 6	1.9 B	12	
	1			
	2 4	1.4 B	14	
-25	1			
	2 3	0.8 B	16	
	1			
	1 3	1.0 B	15	
				617.53
-30	5			
	7 15		14	Medium, wet, gray, fine grained, SAND. *5% passing #200 sieve.*
				613.03
-35	2			Very stiff, damp, gray, CLAY LOAM.
	4 5	2.3 B	20	
				608.03
-40	2			

Latitude W 88 deg 57.336 min, Longitude N 39 deg 54.482 min, Map Datum WGS 84

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 6/2/09

ROUTE FAP 322 (US 51) DESCRIPTION US 51 over I-72 at South city limits of Forsyth LOGGED BY E. Sandschafer

SECTION (58-64BH-1)B-1 LOCATION Sec 26 - NW 1/4, Sec 27 NE 1/4, SEC., TWP. 17 N, RNG. 2 E, 3 PM

COUNTY Macon DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 058-0079
Station 1154+77.27

BORING NO. 2 SW
Station 1153+97
Offset 66.00ft Lt
Ground Surface Elev. 647.53 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 620.0 ft
Upon Completion Washed ft
After 48 Hrs. 640.6 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Very stiff, damp, gray mottled red, CLAY LOAM TILL. *(continued)*
	5 8	3.2 B	20	
-45	3			
	7 13	3.8 B	13	
				587.03
				Gray, fine grained, SAND. *6% passing #200 sieve.*
				586.63
				Gray, SANDY CLAY TILL.
-50	6			
	7 10	2.6 B	12	
-55				
				578.03
				Hard, damp, gray, CLAY LOAM TILL.
-60	7			
				Very stiff, damp, gray mottled red, CLAY LOAM TILL. *(continued)*
	26 40	6.7 B	10	
-65				
-70	20			
	29 49	+9.2 B	10	
-75				
-80	50/5"			

Latitude W 88 deg 57.336 min, Longitude N 39 deg 54.482 min, Map Datum WGS 84

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 6/2/09

ROUTE FAP 322 (US 51) DESCRIPTION US 51 over I-72 at South city limits of Forsyth LOGGED BY E. Sandschafer

SECTION (58-64BH-1)B-1 LOCATION Sec 26 - NW 1/4, Sec 27 NE 1/4, SEC., TWP. 17 N, RNG. 2 E, 3 PM

COUNTY Macon DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 058-0079
Station 1154+77.27

BORING NO. 2 SW
Station 1153+97
Offset 66.00ft Lt
Ground Surface Elev. 647.53 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 620.0 ft
Upon Completion Washed ft
After 48 Hrs. 640.6 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				567.23
				Extent of exploration.
	50/3"	9.7	9	
	50/2"	B		
				Benchmark: BM 100 Chiseled square on NE corner of E end of crash wall of pier at structure 058-0079 = 648.98' elevation. Provided by Program Development.
-85				
-90				
-95				
-100				

Latitude W 88 deg 57.336 min, Longitude N 39 deg 54.482 min, Map Datum WGS 84

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

USER NAME = jhoger

BORING LOGS
STRUCTURE NO. 058-0136

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO. 08052-6
SCALE
DATE 12/22/09
DESIGN BY
DRAWN BY CFC
CHECKED BY MCB

SHEET NO. 33
36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	92
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 6/5/09

ROUTE FAP 322 (US 51) DESCRIPTION US 51 over I-72 at South city limits of Forsyth LOGGED BY E. Sandschafer

SECTION (58-64BH-1)B-1 LOCATION Sec 26 - NW 1/4, Sec 27 NE 1/4, SEC., TWP. 17 N, RNG. 2 E, 3 PM

COUNTY Macon DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 058-0079
Station 1154+77.27

BORING NO. 3 Pier West
Station 1154+84
Offset 69.00ft Lt
Ground Surface Elev. 646.31 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 633.8 ft
Upon Completion Washed ft
After 144 Hrs. 640.3 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				Topsoil. 646.01
				Brown, CLAY.
				644.31
	3			Very stiff to hard, damp, gray to brown, CLAY LOAM TILL.
	6	3.9	10	
	13	B		
-5	6			
	10	9.2	9	
	10	B		
	3			
	6	4.3	13	
	9	B		
-10	3			
	5	2.4	21	636.11 Very stiff, damp, dark gray, SILTY CLAY LOAM.
	5	B		
				634.31
	0			Medium, damp, gray, CLAY LOAM.
	0	0.7	19	
	1	B		
				631.81
-15	4			Soft to medium, very damp, gray, LOAM.
	7	0.5	36	
	2	B		
	3			
	4			*No recovery this trip.*
	8			
				626.81
-20	2			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
	4		15	Hard to very stiff, damp, gray, CLAY LOAM TILL.
	7			
	2			
	7	4.1	13	
	12	B		
-25	5			
	11	3.9	11	*1" layer of Sandy Loam. (continued)*
	12	B		
	2			
	3	1.7	13	
	7	B		
				616.81
-30	2			Very loose, wet, gray, fine grained, SAND. *9% passing #200 sieve.*
	2		17	
				611.81
-35	1			Very stiff, damp, gray, SANDY CLAY LOAM.
	3	2.1	18	
	6	B		
				606.81
-40	2			

Latitude W 88 deg 57.333 min. Longitude N 39 deg 54.502 min. Map Datum WGS 84

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 6/5/09

ROUTE FAP 322 (US 51) DESCRIPTION US 51 over I-72 at South city limits of Forsyth LOGGED BY E. Sandschafer

SECTION (58-64BH-1)B-1 LOCATION Sec 26 - NW 1/4, Sec 27 NE 1/4, SEC., TWP. 17 N, RNG. 2 E, 3 PM

COUNTY Macon DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 058-0079
Station 1154+77.27

BORING NO. 3 Pier West
Station 1154+84
Offset 69.00ft Lt
Ground Surface Elev. 646.31 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 633.8 ft
Upon Completion Washed ft
After 144 Hrs. 640.3 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
	5	1.9	16	Stiff to hard, damp, greenish brown/brown/gray, CLAY LOAM TILL. *(continued)*
	6	B		
-45	5			
	11	3.9	12	
	17	B		
-50	5			
	6	1.7	12	
	8	B		
-55				
-60	11			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
	34	6.2	10	Stiff to hard, damp, greenish brown/brown/gray, CLAY LOAM TILL. *(continued)*
-65	50/5"	B		
-70	40			
	50/3"	6.9	10	
	50/4"	B		
				575.71 Auger Refusal. Extent of exploration.
-75				Benchmark: BM 100 Chiseled square on NE corner of E end of crash wall of pier at structure 058-0079 = 648.98' elevation. Provided by Program Development.
-80				

Latitude W 88 deg 57.333 min. Longitude N 39 deg 54.502 min. Map Datum WGS 84

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

USER NAME = jhager

BORING LOGS
STRUCTURE NO. 058-0136

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO. 08052-6
SCALE
DATE 12/22/09
DESIGN BY
DRAWN BY CFC
CHECKED BY MCB

SHEET NO. 34
36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	93
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 6/4/09

ROUTE FAP 322 (US 51) DESCRIPTION US 51 over I-72 at South city limits of Forsyth LOGGED BY E. Sandschafer

SECTION (58-64BH-1)B-1 LOCATION Sec 26 - NW 1/4, Sec 27 NE 1/4, SEC., TWP. 17 N, RNG. 2 E, 3 PM

COUNTY Macon DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 058-0079
Station 1154+77.27

BORING NO. 4 NE
Station 1155+55
Offset 64.00ft Rt
Ground Surface Elev. 647.18 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 630.2 ft
Upon Completion 639.4 ft
After 24 Hrs. 638.0 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
12" asphalt pavement. 4" crushed limestone subbase.			
645.88			
Very stiff, damp, gray, CLAY LOAM TILL.	16		
	16	3.5	17
	21	B	
-5	10		
	10	3.5	11
	13	B	
	4		
	5	2.4	11
	9	B	
-10	4		
636.98			
Stiff to very stiff, damp, dark gray, CLAY TILL.	6	3.9	15
	7	B	
	1		
	3	1.4	16
	4	B	
632.68			
Medium, damp, gray, LOAM.	0		
-15	1	0.8	21
	2	B	
630.18			
Very soft, wet, gray, SANDY LOAM.	0		
	0	0.1	18
	2	B	
-20	5		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Very soft, wet, gray, SANDY LOAM. *(continued)*	10	0.2	13
	11	S	
625.18			
Medium, wet, gray, fine grained, SAND w/ trace small gravel. *6% passing #200 sieve.*	4		
	6		17
	10		
622.28 -25	5		
Medium, damp, gray, SANDY LOAM.	15	0.8	13
	17	S	
620.18			
Wet, gray, fine grained, SAND. *12% passing #200 sieve.*	8		
619.68	20	0.7	16
	26	S	
Medium, damp, gray, SANDY LOAM.			
617.68			
Wet, gray, fine grained, SAND. *9% passing #200 sieve.* -30	6		
617.28	22	5.1	11
Hard, damp, gray, CLAY LOAM TILL. 616.48	26	B	
Gray, SAND.			
612.68			
Medium, damp, brown, PEAT w/ wood chunks. -35	2		
611.38	3	0.8	53
	5	BS	
Gray, SANDY CLAY.			
607.68			
Very stiff, damp, gray, CLAY TILL. -40	3		

Latitude W 88 deg 57.306 min. Longitude N 39 deg 54.510 min. Map Datum WGS 84

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Date 6/4/09

ROUTE FAP 322 (US 51) DESCRIPTION US 51 over I-72 at South city limits of Forsyth LOGGED BY E. Sandschafer

SECTION (58-64BH-1)B-1 LOCATION Sec 26 - NW 1/4, Sec 27 NE 1/4, SEC., TWP. 17 N, RNG. 2 E, 3 PM

COUNTY Macon DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 058-0079
Station 1154+77.27

BORING NO. 4 NE
Station 1155+55
Offset 64.00ft Rt
Ground Surface Elev. 647.18 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 630.2 ft
Upon Completion 639.4 ft
After 24 Hrs. 638.0 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Very stiff, damp, gray, CLAY TILL. *(continued)*	5	3.2	13
	9	B	
602.68			
Very stiff, damp, brown to gray, CLAY LOAM TILL. -45	3		
	4	1.2	16
	5	B	
	7		
-50			
	13	3.4	11
	17	B	
587.28 -60	17		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Gray, fine grained, SAND. *4% passing #200 sieve. (continued)*	10	9.2	7
586.78	32	S	
Very stiff, damp, gray, CLAY LOAM TILL to SILTY LOAM TILL.			
-65			
577.68			
Hard, damp, gray, CLAY LOAM TILL. -70	33		
	50/5"	4.0	15
	50/3"	PP	
-75			
-80	50		

Latitude W 88 deg 57.306 min. Longitude N 39 deg 54.510 min. Map Datum WGS 84

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Date 6/4/09

ROUTE FAP 322 (US 51) DESCRIPTION US 51 over I-72 at South city limits of Forsyth LOGGED BY E. Sandschafer

SECTION (58-64BH-1)B-1 LOCATION Sec 26 - NW 1/4, Sec 27 NE 1/4, SEC., TWP. 17 N, RNG. 2 E, 3 PM

COUNTY Macon DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 058-0079
Station 1154+77.27

BORING NO. 4 NE
Station 1155+55
Offset 64.00ft Rt
Ground Surface Elev. 647.18 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 630.2 ft
Upon Completion 639.4 ft
After 24 Hrs. 638.0 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
566.68			
Extent of exploration.	50/3"	5.6	6
	50/2"	S	
Benchmark: BM 100 Chiseled square on NE corner of E end of crash wall of pier at structure 058-0079 = 648.98' elevation. Provided by Program Development. -85			
-90			
-95			
-100			

Latitude W 88 deg 57.306 min. Longitude N 39 deg 54.510 min. Map Datum WGS 84

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

USER NAME = jheger

BORING LOGS
STRUCTURE NO. 058-0136

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO. 08052-6
SCALE
DATE 12/22/09
DESIGN BY
DRAWN BY CFC
CHECKED BY MCB

SHEET NO. 35
36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	94
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 5/29/09

ROUTE FAP 322 (US 51) **DESCRIPTION** US 51 over I-72 at South city limits of Forsyth **LOGGED BY** E. Sandschafer

SECTION (58-64BH-1)B-1 **LOCATION** Sec 26 - NW 1/4, Sec 27 NE 1/4, **SEC.**, **TWP.** 17 N, **RNG.** 2 E, 3 **PM**

COUNTY Macon **DRILLING METHOD** Hollow stem auger & split spoon **HAMMER TYPE** Auto 140#

STRUCT. NO. 058-0079
Station 1154+77.27

BORING NO. 5 NW
Station 1156+31
Offset 48.00ft Lt
Ground Surface Elev. 668.86 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 629.4 ft
Upon Completion Washed ft
After 168 **Hrs.** 659.4 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
13 1/2" asphalt pavement. 4" crushed limestone subbase.			
667.36			
Very stiff, damp, gray/brown, CLAY LOAM TILL.	2		
	3 3	2.8 B	17
-5	1		
	3 2	1.7 B	10
	2		
	5 5	3.1 B	17
-10	1		
	1 2	1.7 B	15
	3		
	5 9	3.6 B	15
-15	2		
	4 4	1.0 B	11
	2		
	4 6	1.9 B	11
648.86 -20	3		
Very stiff to hard, damp, gray/brown, CLAY LOAM TILL.	6 11	2.9 B	20
	4		
	9 12	6.5 B	9
-25	4		
	8 11	5.5 B	11
	3		
Hard drilling from 27' to 39.5' depth.	6 8	5.0 B	10
-30	5		
	12 13	4.1 BS	13
-35	1		
	2 4	1.4 B	18
629.36			
Gray, fine grained, SAND. *4%* 628.86 -40	0		

Latitude W 88 deg 57.323 min, Longitude N 39 deg 54.524 min, Map Datum WGS 84

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 5/29/09

ROUTE FAP 322 (US 51) **DESCRIPTION** US 51 over I-72 at South city limits of Forsyth **LOGGED BY** E. Sandschafer

SECTION (58-64BH-1)B-1 **LOCATION** Sec 26 - NW 1/4, Sec 27 NE 1/4, **SEC.**, **TWP.** 17 N, **RNG.** 2 E, 3 **PM**

COUNTY Macon **DRILLING METHOD** Hollow stem auger & split spoon **HAMMER TYPE** Auto 140#

STRUCT. NO. 058-0079
Station 1154+77.27

BORING NO. 5 NW
Station 1156+31
Offset 48.00ft Lt
Ground Surface Elev. 668.86 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 629.4 ft
Upon Completion Washed ft
After 168 **Hrs.** 659.4 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
passing #200 sieve.	3 4	6.0 B	10
Hard, damp, gray, CLAY LOAM TILL.			
-45	6		
	10 14	5.4 B	10
-50	6		
	11 25	4.8 B	11
618.06			
Gray, fine grained, SAND. *6% passing #200 sieve.*			
-55			
-60	2		
608.56			
Stiff, damp, gray, CLAY LOAM TILL.	5 8	2.1 B	16
-65			
-70	9		
	11 13	1.7 B	12
-75			
-80	5		

Latitude W 88 deg 57.323 min, Longitude N 39 deg 54.524 min, Map Datum WGS 84

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 5/29/09

ROUTE FAP 322 (US 51) **DESCRIPTION** US 51 over I-72 at South city limits of Forsyth **LOGGED BY** E. Sandschafer

SECTION (58-64BH-1)B-1 **LOCATION** Sec 26 - NW 1/4, Sec 27 NE 1/4, **SEC.**, **TWP.** 17 N, **RNG.** 2 E, 3 **PM**

COUNTY Macon **DRILLING METHOD** Hollow stem auger & split spoon **HAMMER TYPE** Auto 140#

STRUCT. NO. 058-0079
Station 1154+77.27

BORING NO. 5 NW
Station 1156+31
Offset 48.00ft Lt
Ground Surface Elev. 668.86 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 629.4 ft
Upon Completion Washed ft
After 168 **Hrs.** 659.4 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Stiff, damp, gray, CLAY LOAM TILL. *(continued)*	8 12	1.5 B	11
-85			
579.36 -90	15		
Medium, wet, gray, fine grained, SAND. *17% passing #200 sieve.*	12 12		21
-95			
569.36 -100	19		
Hard, damp, gray, SANDY CLAY LOAM TILL. *Hard drilling.*	17 32	5.8 B	8
-105			
559.36 -110	50/4"		
558.76 Auger Refusal.	50/3"	9.4	7
Extent of exploration.	50/2"	S	
-115			
Benchmark: BM 100 Chiseled square on NE corner of E end of crash wall of pier at structure 058-0079 = 648.98' elevation. Provided by Program Development.			
-120			

Latitude W 88 deg 57.323 min, Longitude N 39 deg 54.524 min, Map Datum WGS 84

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

USER NAME = jhager

BORING LOGS
STRUCTURE NO. 058-0136

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO. 08052-6
SCALE
DATE 12/22/09
DESIGN BY
DRAWN BY CFC
CHECKED BY MCB

SHEET NO. 36
36 SHEETS

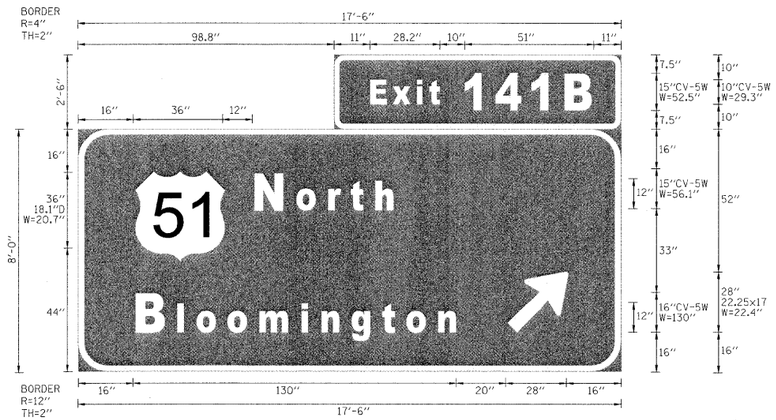
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	95
		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

NOTE:
1. CONTRACTOR SHALL USE ZZ SHEETING AS PER IDOT SPECIFICATIONS.

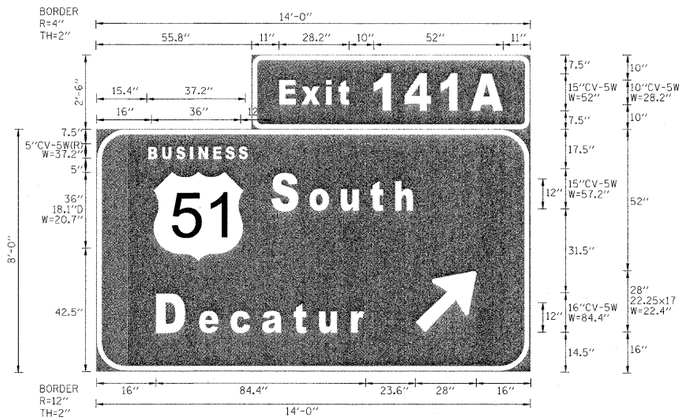
2. THE LEGEND FOR EACH SIGN SHALL BE CLEARVIEW 5W FONT AS PER IDOT SPECIFICATIONS.

COLOR SCHEME

BACKROUND	INTERSTATE GREEN
ARROW	WHITE
LEGEND	WHITE
SHIELD	WHITE
SHIELD LEGEND	BLACK
BORDER	WHITE



LOOKING EASTBOUND ON I-72
(STA. 1154+10 BRIDGE MOUNTED SIGN)



LOOKING WESTBOUND ON I-72
(STA. 1155+45 BRIDGE MOUNTED SIGN)

FILE NAME = P:\080276\US 51 over I-72\4-CADD\4.2-TRNSHEETS\D774387-sht-sign-001.dgn	USER NAME = jheger	DESIGNED - JTH	REVISED -
		DRAWN - JTH	REVISED -
	PLOT SCALE = 2.5000 ' / in.	CHECKED - SJK	REVISED -
	PLOT DATE = 3/15/2010	DATE -	REVISED -

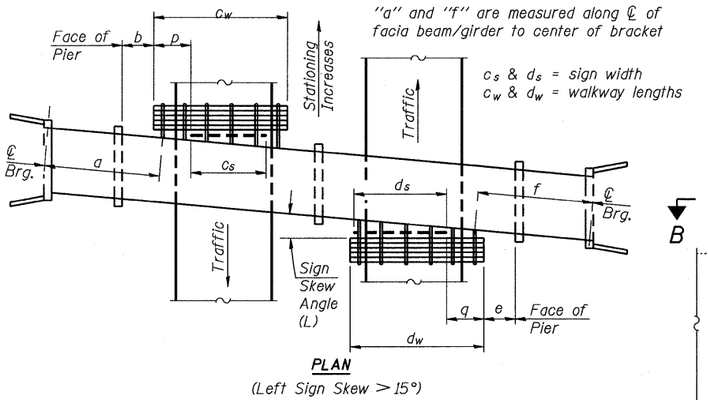
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGN DETAILS

SCALE: 1:50 | SHEET NO. 1 OF 15 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	96
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

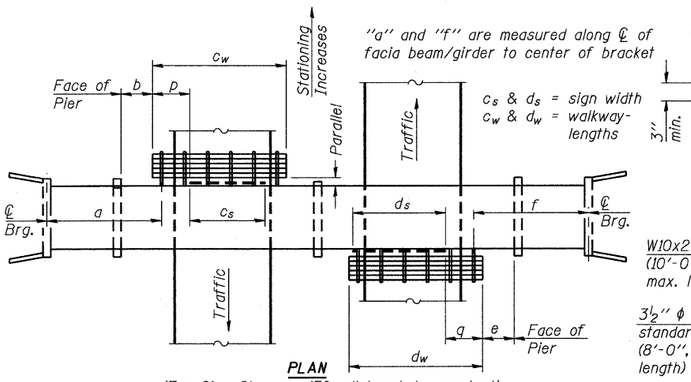


PLAN

(Left Sign Skew > 15°)

WALKWAY AND HANDRAIL SKETCH

(Road plan beneath structure varies.)

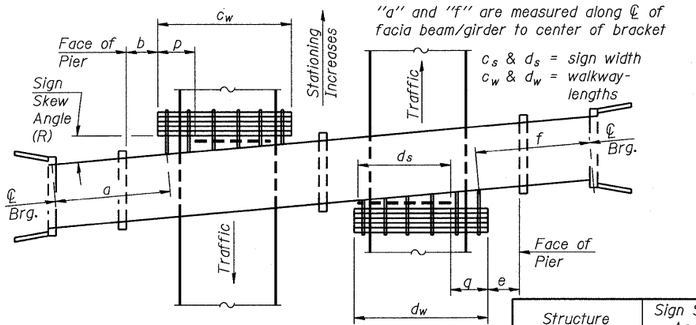


PLAN

(For Sign Skew ≤ 15°, all brackets constant)

WALKWAY AND HANDRAIL SKETCH

(Road plan beneath structure varies.)

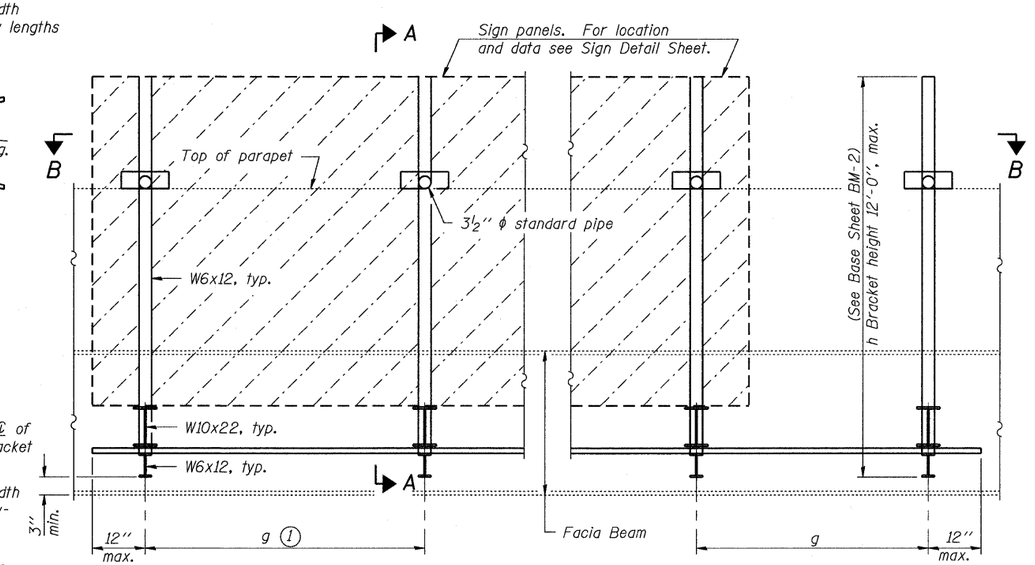


PLAN

(Right Sign Skew > 15°)

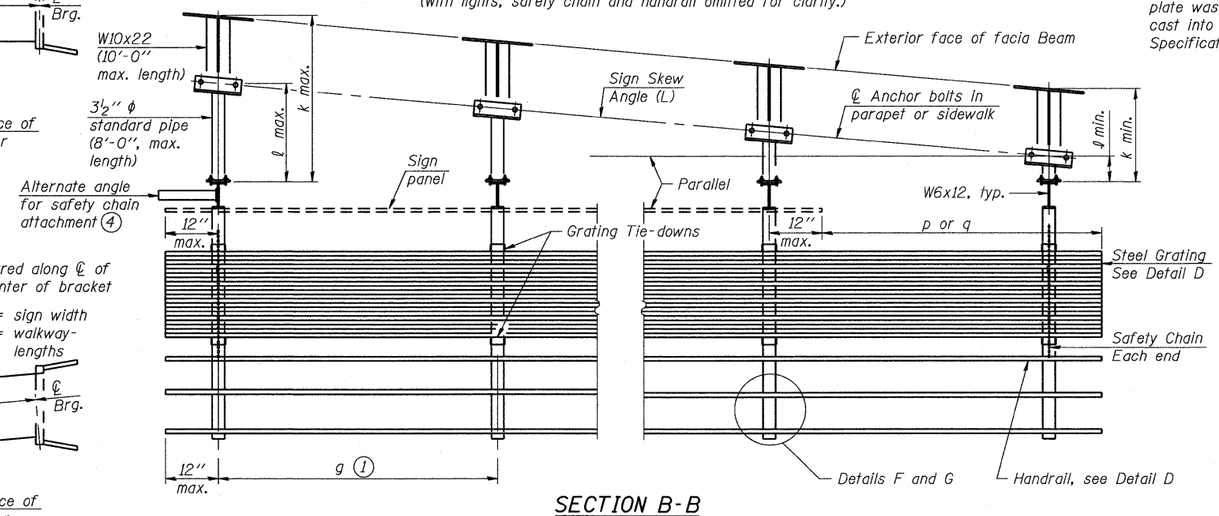
WALKWAY AND HANDRAIL SKETCH

(Road plan beneath structure varies.)



TYPICAL FRONT ELEVATION

(With lights, safety chain and handrail omitted for clarity.)



SECTION B-B

(Shown: Left Sign Skew > 15°)

Structure Number	Sign Skew Angle (L) or (R)	Bridge Station	Bridge Structure Number	Contract Route Designation	a	b	c_s	c_w	d_s	d_w	e	f	g	No. of Brackets (Total)	p	q	Total Grating/ Hndrl. Lengths (c_w + d_w)
7B0581072L141.1	0°	1155+45	058-0136	FAP 322	54'-1"	-	14'-0"	14'-0"	-	-	-	-	6'-0"	3	-	-	14'-0"
7B0581072R141.1	0°	1154+10	058-0136	FAP 322	-	-	-	-	17'-6"	17'-6"	-	52'-3"	5'-2"	4	-	-	17'-6"

Dimensions a, b, e, f & g may vary as approved by the Engineer, see (1).
When c_w < c_s and/or d_w < d_s, use alternate brackets without walkway supports where applicable, see (3).

GENERAL NOTES

SPECIFICATIONS:

DESIGN: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals. ("AASHTO Specifications") (2)

CONSTRUCTION: Current (at time of letting) Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, Supplemental Specifications and Special Provisions. ("Standard Specifications")

LOADING: 90 M.P.H. WIND VELOCITY

WALKWAY LOADING: Dead load plus 500 lbs. concentrated live load.

MINIMUM CLEARANCE: 3" greater than bridge members at all locations. (All Obstructions)

WELDING: All welds to be continuous unless otherwise shown. All welding to be done in accordance with current AWS D1.1 Structural Welding Code (Steel) and the Standard Specificiations.

MATERIALS: All Structural Steel Pipe shall be ASTM A53 Grade B with a minimum yield of 35,000 p.s.i., or A500 Grade B or C with a minimum yield of 46,000 p.s.i. If A500 pipe is substituted for A53, then the outside diameter shall be as detailed and wall thickness greater than or equal to A53.
All Structural Steel Plates and Shapes shall conform to AASHTO M270 Gr. 36, Gr. 50 (M183, M223 Gr. 50,).

HIGH STRENGTH BOLTS: All bolts, washers, nuts and locknuts shall satisfy the requirements of ASTM designation A307 unless noted as "H.S." which shall require AASHTO M164 (A325), ASTM A449, or approved alternate. All fasteners shall be hot dip galvanized per AASHTO M232 unless otherwise specified.

GALVANIZING: All Steel Grating, Plates, Shapes and Pipe shall be Hot Dip Galvanized after fabrication in accordance with AASHTO M111. Painting is not permitted.

ANCHOR RODS: All-threaded rod conforming to ASTM A307, $\frac{3}{4}$" ϕ x 12" long, each with one plate washer and locknut and be hot dip galvanized per AASHTO M232. They shall be either cast into the concrete or epoxy grouted in accordance with Section 584 of the Standard Specifications. Minimum embedment in concrete shall be 9".

(1) Bracket spacing g ≤ 6'-0", max. Spacing shall be uniform if possible but may vary ±6" to miss existing obstruction (rail post, light poles, web stiffeners, splice plates, etc.). Adjust bracket lengths accordingly on skewed structures.
(2) Any design modifications shall be based on the current version of applicable specifications and submitted for the Engineer's approval.
(3) Unit price includes grating, handrail, brackets, supports, anchor bolts, fasteners, fabrication, delivery, erection, field drilling and other necessary items. Limits of payment are based on grating length (cw, dw) unless otherwise specified. For Safety Chain Details and Details D, F and G, see Base Sheet BM-4.
(4) If walkway bracket at safety chain location is behind sign, add angle to bracket. See detail on Base Sheet BM-4.

NUMBER	REVISION	DATE

TOTAL BILL OF MATERIAL

(3) OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	Foot	31.5

DESIGNED	JTH
CHECKED	SJK/MJJ
DRAWN	JTH
CHECKED	SJK/MJJ

- 200

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

BM-1 12-1-08

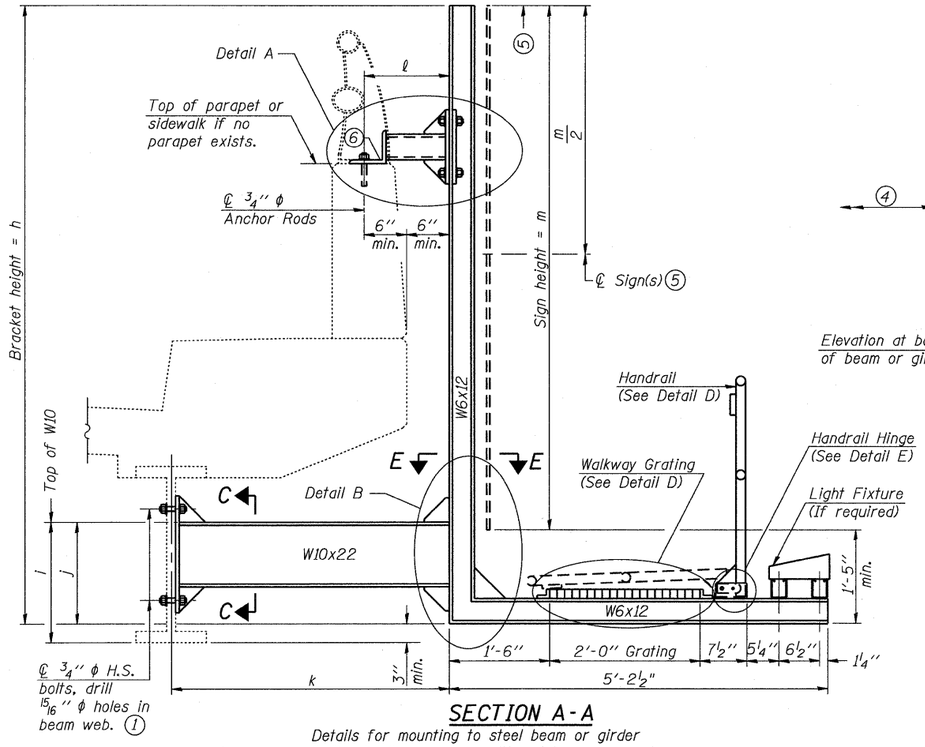
BRIDGE MOUNT SIGN STRUCTURES GENERAL PLAN AND ELEVATION

THOUVENOT, WADE & MOERCHEN, INC.
CORPORATE OFFICE
4940 Old Collinsville Road
Swansea, Illinois 62226
Tel: 618.624.4488
Fax: 618.624.6888
SWANSEA • WATERLOO • EDWARDSVILLE • CARBONDALE • ST. CHARLES
TWM ENGINEERS ◆ SURVEYORS ◆ PLANNERS

SHEET NO. 2	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
15 SHEETS	322	(58-64HB-1)B-1	MACON	149	97
		US ROUTE 51	CONTRACT NO. 74387		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

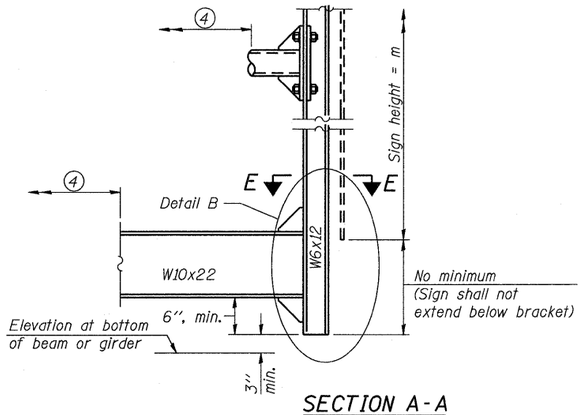
Plotted by: mjoost 3/16/2010 7:58:39 AM
P:\080276\US 51over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-sign-002.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION A-A

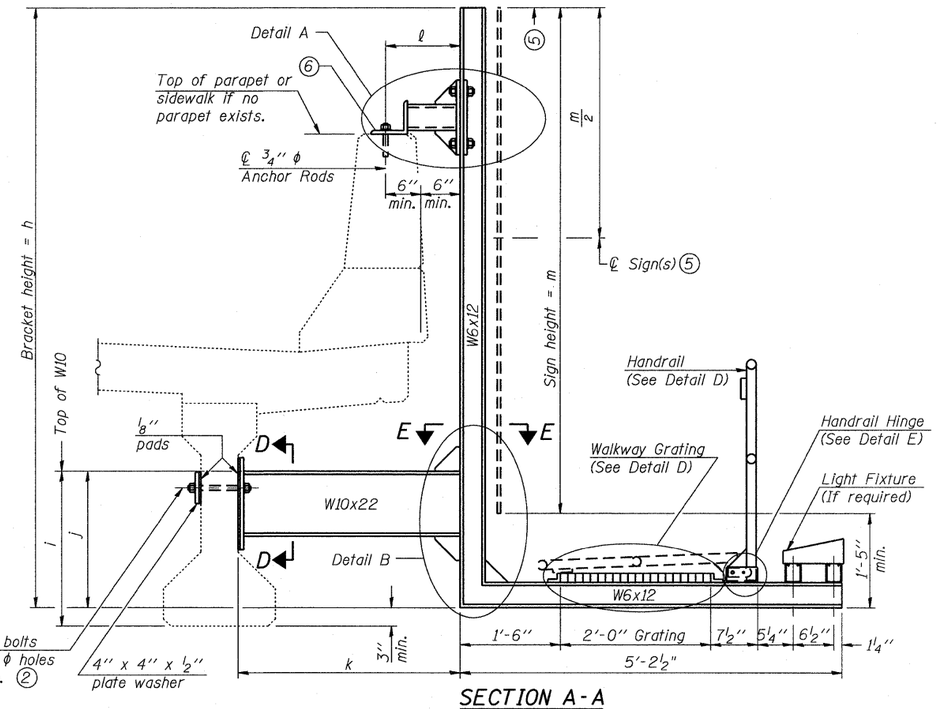
Details for mounting to steel beam or girder
& Details for mounting with existing parapet mounted rail



SECTION A-A

Alternate with no lights or walkways

④ *For attachment details of 3 1/2" pipe and W10x22, see other sections as applicable.*



SECTION A-A

Details for mounting to PPC I Beam or Bulb "T"
& Details for mounting to parapet w/o rail

Notes:

Installations not within dimensional limits shown require special analysis for all components and must be submitted to the Bureau of Bridges and Structures for approval.

Contractor shall field check all pertinent existing bridge dimensions shown on plans before submitting shop drawings.

All holes in bridge beams or girders should be located in the middle half of the member. There shall be no holes drilled in the lower quarter of the member's depth. (For R.C. girder, depth = bottom of deck to bottom of the girder.) Proposed exceptions must be approved by the Bureau of Bridges and Structures.

The Engineer may adjust dimension "i" to meet the above condition and to keep the sign level.

⑤ *Sign shall not extend more than 6" above top of bracket, and this dimension may vary to keep sign level if bridge is on grade or vertical curve. Multiple signs of various heights shall share a common horizontal centerline and use equal bracket heights. If no sign is attached to a W6x12 vertical (bracket only supporting walkway), dimension h shall be the same as an adjacent bracket with a sign attached, unless Engineer specifically directs shorter brackets due to locational restraints on future uses. (See Detail A for minimum bracket height.)*

⑥ *For bridge mounted sign structures installed on new bridges with railing, during design, bracket spacing must be coordinated with railing post spacing and the Contractor must install upper brackets prior to railing installation.*
For bridge mounted sign structrues installed on existing bridges with railing, during design, brackets spacing must be coordinated with railing post spacing and the Contractor must temporarily remove sections of railing to facilitate upper bracket installation. If it is determined during design that existing railings can't be removed, alternate upper connection details must be developed for the contract plans and approved by the Bureau of Bridges and Structures.

Structure Number	Station	h	i	j	k max. (10'-0" max.)	ℓ max. (8'-0" max.)	m (15'-0" max.)
7B0581072L141.1	1155+45	11'-11"	2'-5"	2'-2"	4'-1"	1'-1"	10'-6"
7B0581072R141.1	1154+10	11'-11"	2'-5"	2'-2"	4'-1"	1'-1"	10'-6"

For Details A & B, Sections C-C, D-D and E-E, see Base Sheet BM-3.
For Details D & E, see Base Sheet BM-4.

① *Holes in new steel members may be drilled in the fabrication shop or in the field. Field drill existing members.*

② *For new PPC I beams, holes shall be formed during casting. For existing PPC I beams, prestressing strand locations shall be determined and spaced to miss strands by 6", min. Minimize spalling during field drilling of existing beams.*

③ *For new construction, form holes. For existing RC beams, locate primary reinforcement and space holes to miss by 6", min. Minimize spalling and concrete fracturing/damage during field drilling of existing concrete. Spalls over 1/4" deep or beyond the coverage of the 4x4 plate washer shall be repaired with epoxy mortar before installing washer.*

DESIGNED	JTH
CHECKED	SJK/MJJ
DRAWN	JTH
CHECKED	SJK/MJJ

\- 200

EXAMINED

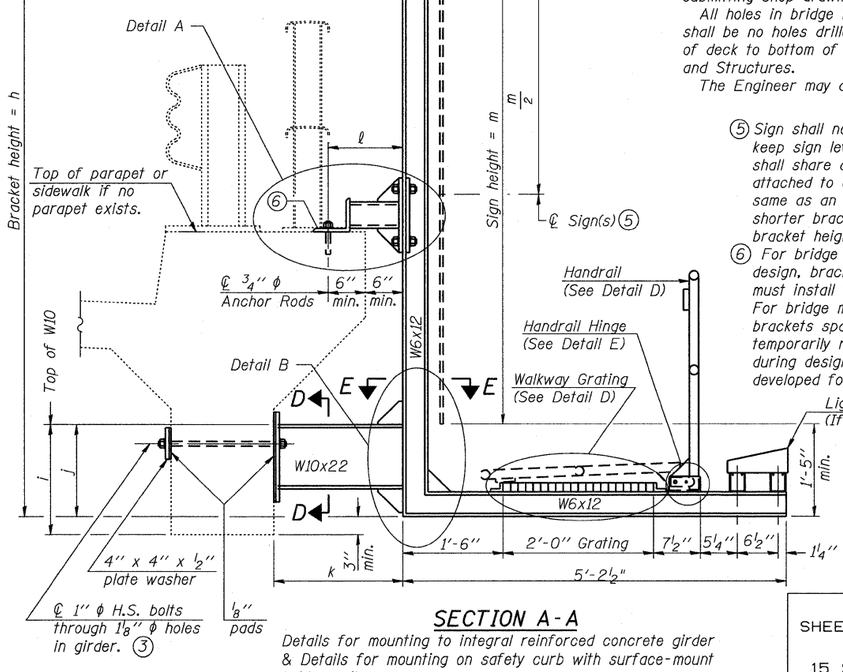
ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

BM-2 12-1-08

NUMBER	REVISION	DATE



SECTION A-A

Details for mounting to integral reinforced concrete girder
& Details for mounting on safety curb with surface-mount bridge rail

BRIDGE MOUNT SIGN STRUCTURES WALKWAY AND CONNECTION DETAILS

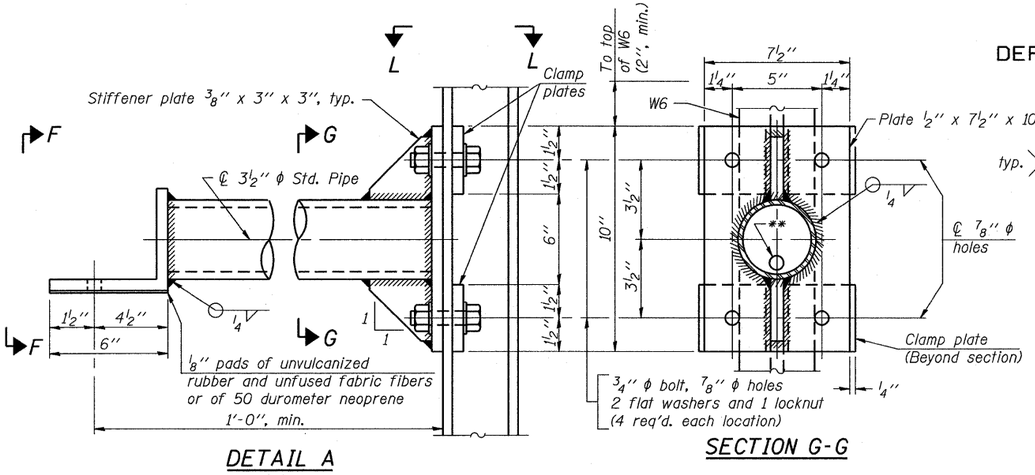
THOUVENOT, WADE & MOERCHEN, INC.
CORPORATE OFFICE
4940 Old Collinsville Road
Swansea, Illinois 62226
Tel: 618.624.4488
Fax: 618.624.6688
SWANSEA • WATERLOO • EDWARDSVILLE • CARBONDALE • ST. CHARLES
TWM ENGINEERS ◆ SURVEYORS ◆ PLANNERS

SHEET NO. 3
15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	98
US ROUTE 51		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

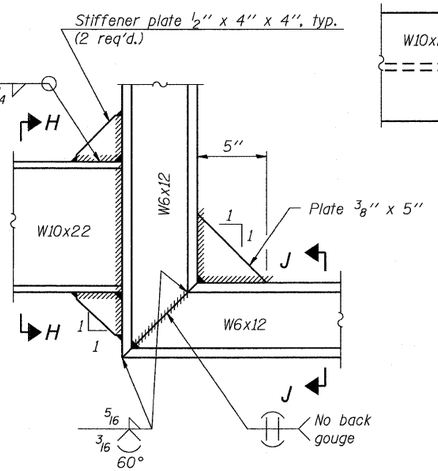
Plotted by: mjoost 3/15/2010 4:24:06 PM
P:\080276\US 51over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-sign-003.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

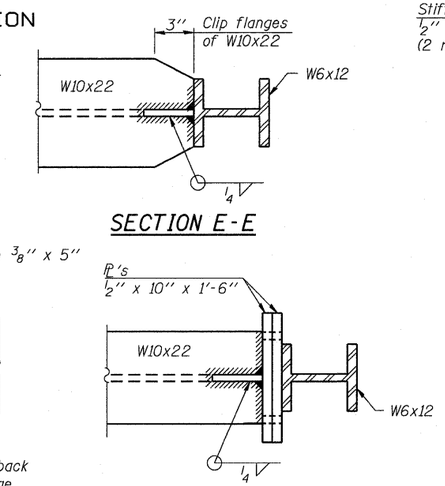


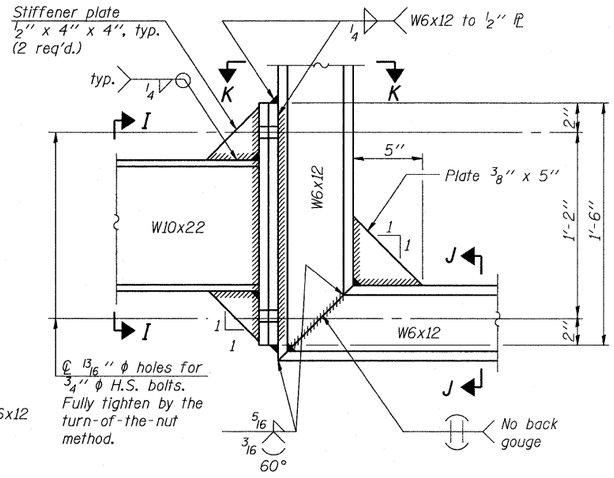
DETAIL A

SECTION G-G



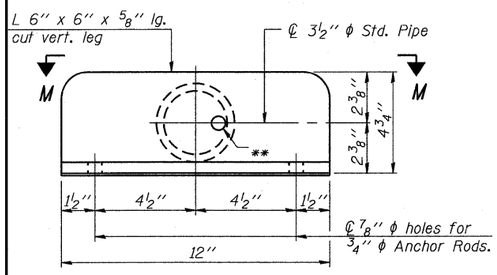
DETAIL B - WELDED W10x22 TO W6x12 CONNECTION





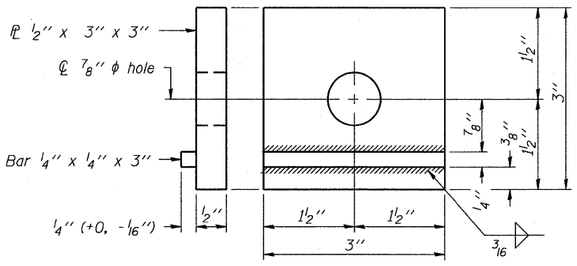
DETAIL B - ALTERNATE BOLTED W10x22 TO W6x12 CONNECTION

Alternate may be substituted by contractor to facilitate construction or galvanizing, especially on long struts for skewed bridges.

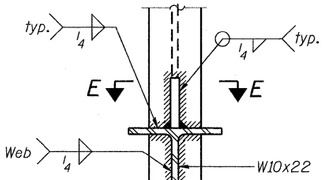


VIEW F-F

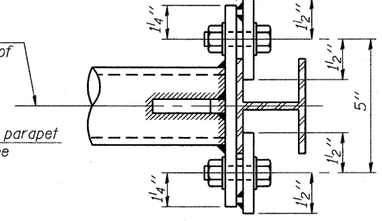
** 13/16" ϕ holes for galvanizing. After galvanizing, install 7/8" ϕ A307 hot-dip galvanized bolt to close hole in angle. (No bolt required in 1/2" plate.)



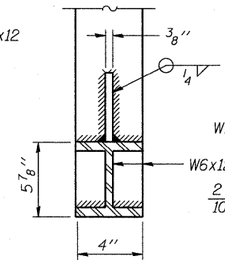
CLAMP PLATE DETAILS



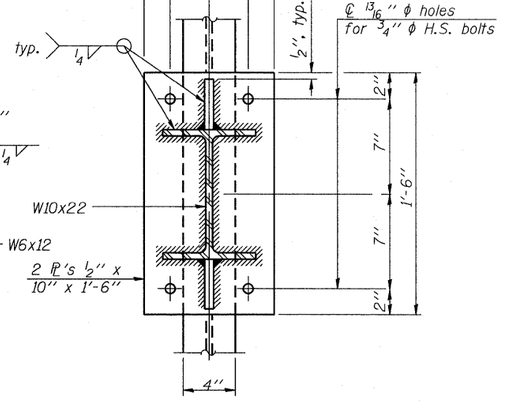
SECTION H-H



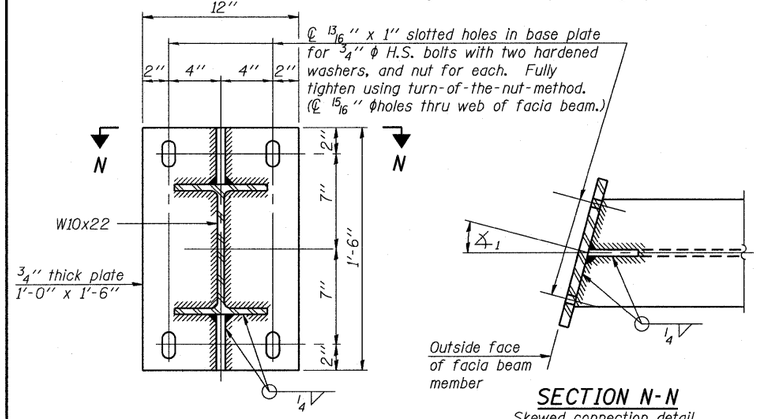
SECTION L-L



SECTION J-J

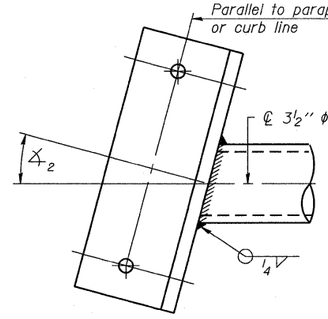


SECTION I-I



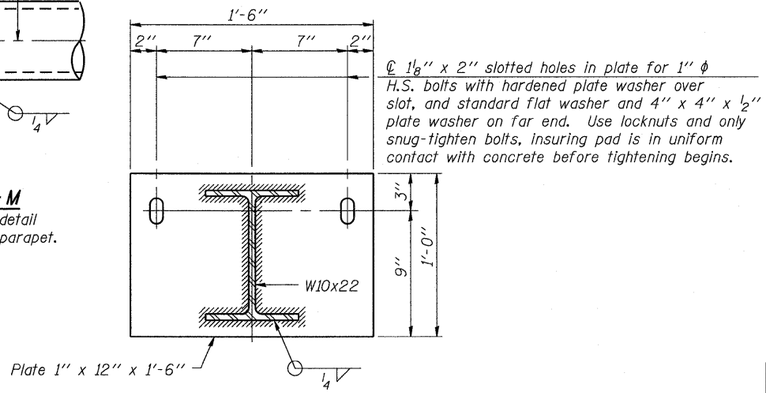
SECTION C-C
Steel beam or girder connection plate details

SECTION N-N
Skewed connection detail for W10x22 to facia beam.



SECTION M-M
Skewed connection detail for 3 1/2" ϕ pipe to parapet.

Note: For constant slab overhang at facia beam, $\Delta_1 = \Delta_2$ = sign angle. For flared beams or other special cases where $\Delta_1 \neq \Delta_2$, Δ_1 = sign angle.



SECTION D-D
Concrete beam or girder connection plate details.

DESIGNED	JTH
CHECKED	SJK
DRAWN	JTH
CHECKED	SJK

BM-3 12-1-08

200

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

NUMBER	REVISION	DATE

BRIDGE MOUNT SIGN STRUCTURES CONNECTION DETAILS

THOUVENOT, WADE & MOERCHEN, INC.
CORPORATE OFFICE
4940 Old Collinsville Road
Swansea, Illinois 62226
Tel: 618.624.4488
Fax: 618.624.6688
SWANSEA • WATERLOO • EDWARDSVILLE • CARBONDALE • ST. CHARLES
TWM ENGINEERS • SURVEYORS • PLANNERS

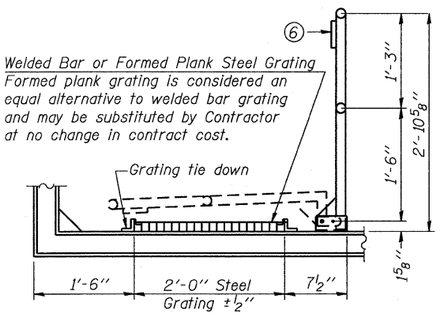
SHEET NO. 4
15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	99
	US ROUTE 51	CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

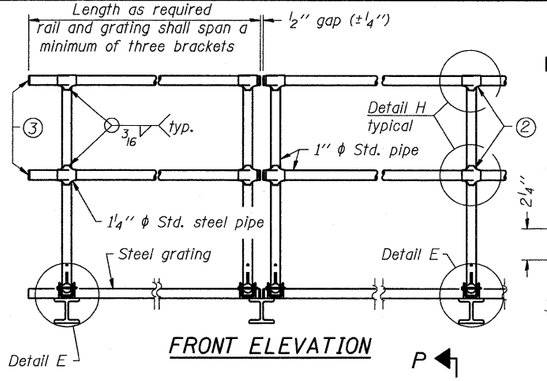
Plotted by: mjoost 3/15/2010 4:24:52 PM

P:\080276\US 51over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-sign-004.dgn

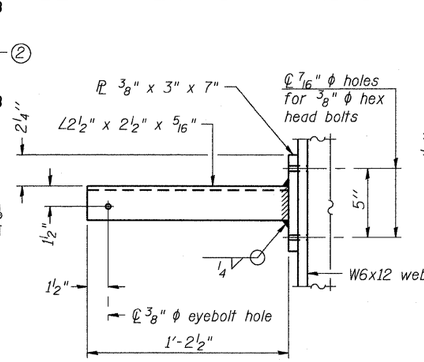
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



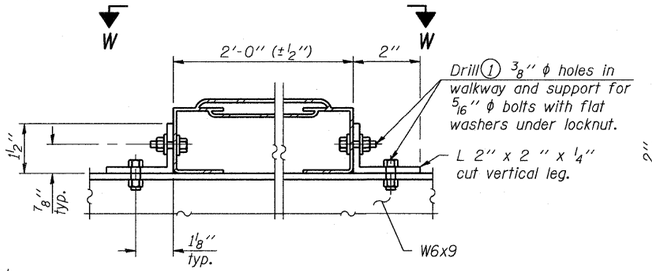
SIDE ELEVATION



FRONT ELEVATION

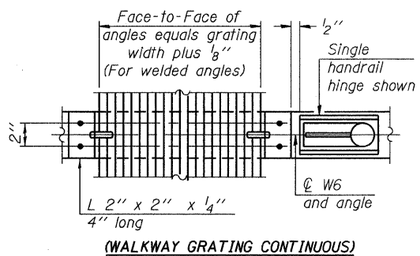


SECTION P-P

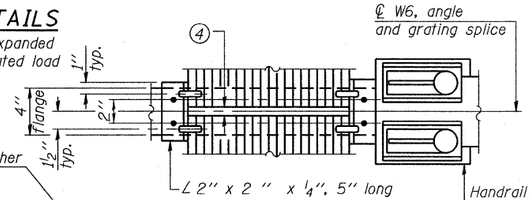


ALTERNATE FORMED PLANK GRATING DETAILS

Plank Grating: nominal depth = 2 1/2" (±1/2"); perforated or expanded steel sheet with a non-skid surface (non-serrated) concentrated load capacity = 500 lbs. with 6'-0" clear span.

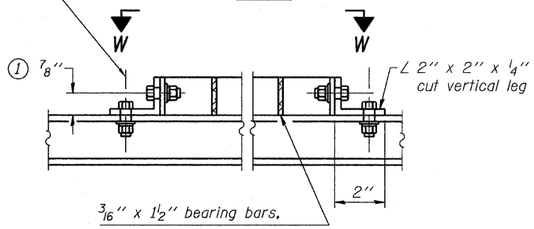


(WALKWAY GRATING CONTINUOUS)

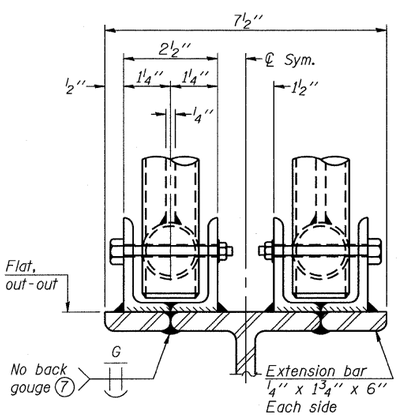


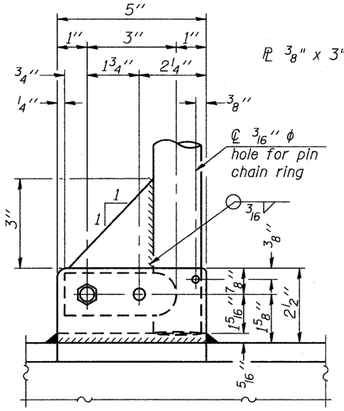
(AT WALKWAY GRATING SPLICE)

PLAN

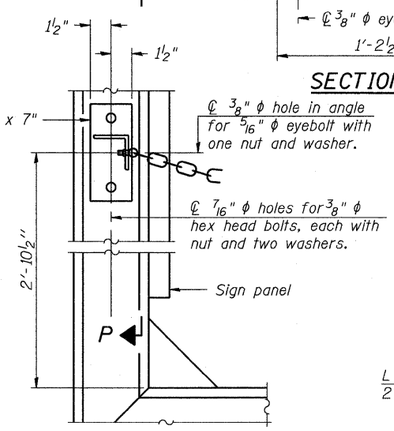


WELDED BAR GRATING DETAILS



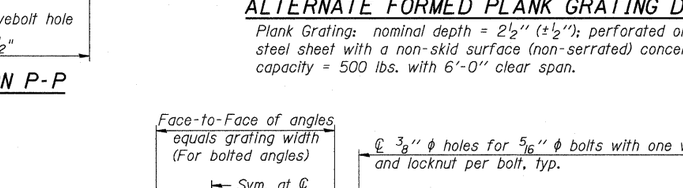


SIDE ELEVATION



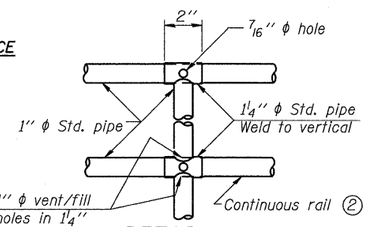
SAFETY CHAIN ATTACHMENT

(With Sign Present)
Items not shown same as "SIDE ELEVATION" and "SAFETY CHAIN"



GRATING CONTINUOUS AT GRATING SPLICE

VIEW W-W

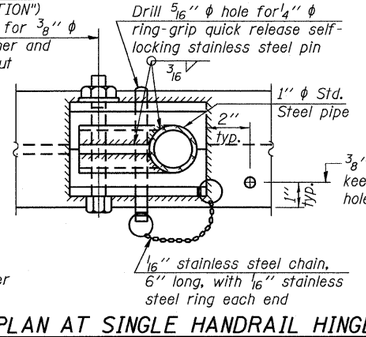


DETAIL H

Welds 3/16" continuous

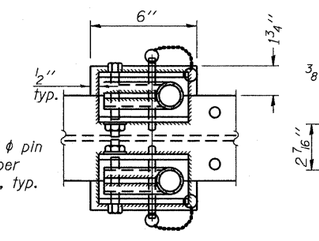
FRONT ELEVATION

(See above Elevations for dimensions.)



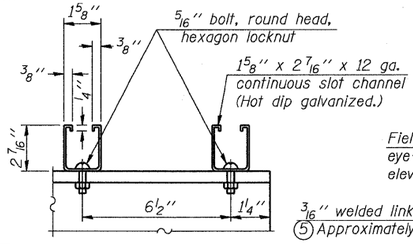
PLAN AT SINGLE HANDRAIL HINGE

DETAIL E



PLAN AT HANDRAIL JOINT

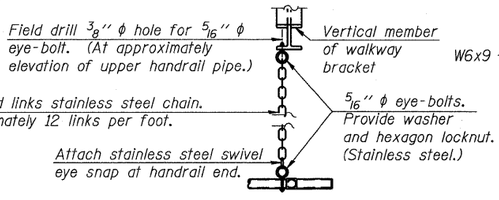
(For Details, see Elevations.)



SECTION F-F

LIGHTING FIXTURE MOUNTS

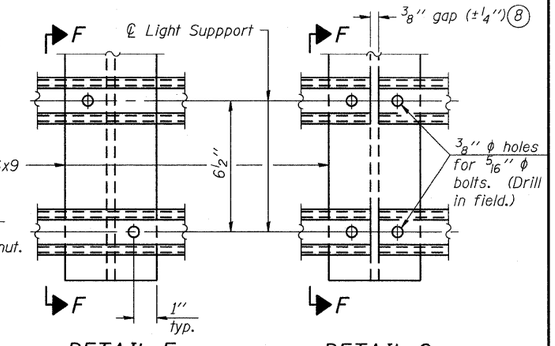
(If required)



No Sign at Bracket

SAFETY CHAIN

One (1) required for each end of each walkway.



DETAIL F DETAIL G

NOTES

(1) Drilling holes in grating may be done in shop or field, based on Contractor's preference and subject to accurate alignment. Field drilled holes must be touched up with galvanized paint.

(2) Horizontal rail member shall be continuous thru 1 1/4" ϕ pipe. Provide 7/16" ϕ hole in 1 1/4"ϕ pipe for 3/8" ϕ bolt. Field drill 7/16" ϕ hole in horizontal rail member. Provide washer and locknut for bolt. (Use 5/16" eyebolts in 7/16" ϕ holes on top rail at ends only.)

(3) Install standard force-fit end caps or weld 1/8" end plates with 1/8" c.f.w. and grind smooth. (All rail ends.)

(4) 3/8" (±1/4") gap between grating panels at splice.

(5) Chain to be type 304L stainless steel suitable for prolonged exterior exposure. Approximately 3'-6" long chain per location. Maximum sag with handrail erected = 4".

(6) PL 1/8" x 1/2" x 2" welded to handrail posts to protect locations that contact grating.

(7) Extrusions may be used in lieu of details shown, with approval by Engineer.

(8) Field cut ends of light support channels shall be free of burrs or hazardous projections and coated with zinc-rich primer or equivalent.

NUMBER	REVISION	DATE

DESIGNED	JTH
CHECKED	SJK
DRAWN	JTH
CHECKED	SJK

BM-4 12-1-08

- 200

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

BRIDGE MOUNT SIGN STRUCTURES
WALKWAY DETAILS

THOUVENOT, WADE & MOERCHEN, INC.
CORPORATE OFFICE
4940 Old Collinsville Road
Swansea, Illinois 62226
Tel: 618.624.4488
Fax: 618.624.6688
SWANSEA • WATERLOO • EDWARDSVILLE • CARBONDALE • ST. CHARLES
TWM ENGINEERS ◆ SURVEYORS ◆ PLANNERS

SHEET NO. 5
15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-64HB-1)B-1	MACON	149	100
US ROUTE 51		CONTRACT NO. 74387		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Plotted by: mjost 3/15/2010 4:25:05 PM
P:\080276\US 51over I-72\4-CADD\4.2-TR\SHEETS\D774387-sht-sign-005.dgn