

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	152	1
CONTRACT NO. 72J94				

FAI 72 FAP 666, FAI 72 4 / 1-72, 1-55 BUS ** (110) RS-2, (84-9) RS-7 BR

D-96-058-17



	ADT	SU%	MU%
BUS-55	25,400	10.63	5.80
I-72	46,000	7.72	8.15

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED *February 20 19*
[Signature]
REGIONAL ENGINEER

March 22 20 19
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

March 22 20 19
[Signature]
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

PROPOSED HIGHWAY PLANS

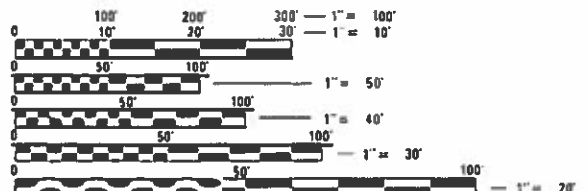
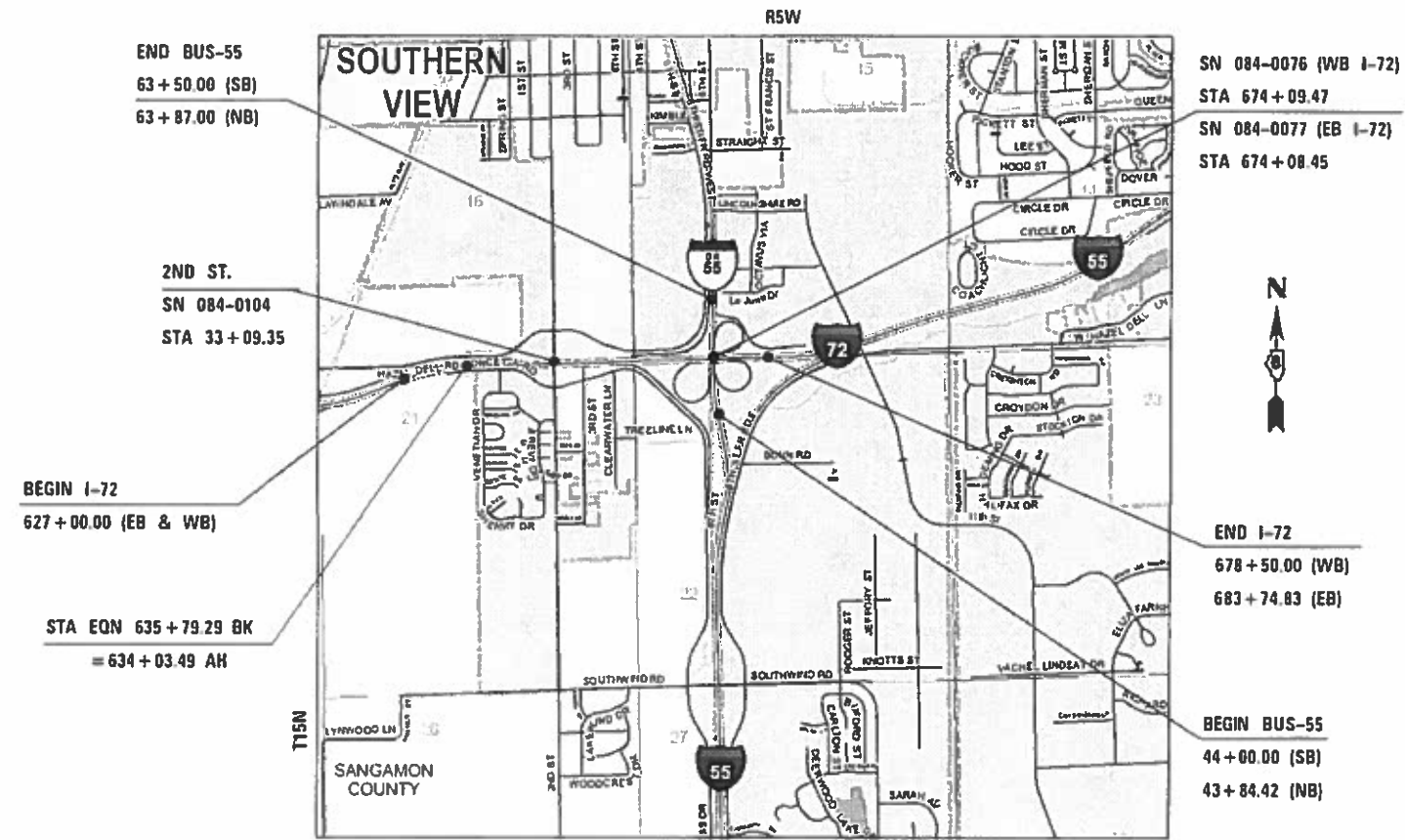
FAI 72 / FAP 666 / FAI 55 (I-72, US-36, I-55)
SECTION (110) RS-2, (84-9) RS-7, BR
PROJECT NHPP-5P9F(515)
PAVEMENT REHAB & BRIDGE REPAIR
SANGAMON COUNTY

C-96-058-17

FOR INDEX OF SHEETS, SEE SHEET NO. 2

STANDARDS

BLR21-9	631031-15	
000001-07	631033-07	701422-10
001006	631046-04	701423-10
353001-05	635001-02	701426-09
420001-09	642001-02	701428-01
420401-13	701101-05	701451-05
420701-03	701106-02	701456-05
442101-09	701301-04	701901-08
482011-03	701400-09	704001-08
630001-12	701401-12	780001-05
630301-09	701402-12	781001-04
631011-10	701411-09	782006
601101-02		



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 EXCAVATORS
1-800-892-0123
OR 811

PROJECT ENGINEER SAL MADONIA (217)782-4760
PROJECT MANAGER ED KERN (217)524-7547

GROSS LENGTH = 7,662 FT. = 1.5 MILE
NET LENGTH = 7,662 FT. = 1.5 MILE

CONTRACT NO. 72J94

GENERAL NOTES

- THE GRADING AND SHAPING OF THE DITCHES SHALL BE DONE IN SUCH A MANNER TO ESTABLISH POSITIVE FLOW BETWEEN DRAINAGE STRUCTURES OR BETWEEN THE EXISTING ELEVATION AT THE UPSTREAM END OF THE GRADING TO THE DOWNSTREAM DRAINAGE STRUCTURE.
- CONTRACTOR SHALL PROVIDE ADEQUATE DRAINAGE AND EROSION PROTECTION FOR THE DURATION OF THIS PROJECT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE JULIE NUMBER IS 800-892-0123. A MINIMUM OF FORTY-EIGHT HOURS ADVANCE NOTICE IS REQUIRED. ANY DAMAGE TO THE UNDERGROUND FACILITIES, CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE DEPARTMENT AT THE CONTRACTOR'S EXPENSE, INCLUDING TEMPORARY REPAIRS WHICH MAY BE REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS.
- THE LOCATIONS OF THOSE BURIED AND ABOVEGROUND UTILITIES SHOWN ARE APPROXIMATE, ARE SHOWN FOR CONTRACTOR INFORMATIONAL USE ONLY, AND ARE NOT TO BE REFERENCED FOR CONSTRUCTIONS PURPOSES. THE IMPLIED PRESENCE OR ABSENCE OF UTILITIES IS NOT TO BE CONSTRUED BY THE OWNER, ENGINEER, CONTRACTOR, OR SUBCONTRACTORS TO BE AN ACCURATE AND COMPLETE REPRESENTATION OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE. BURIED AND ABOVEGROUND UTILITY LOCATION, IDENTIFICATION, AND MARKING ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. REROUTING, DISCONNECTION, PROTECTION, ETC. OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND OWNER. SITE SAFETY, INCLUDING THE AVOIDANCE OF HAZARDS ASSOCIATED WITH BURIED AND ABOVEGROUND UTILITIES, REMAINS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
- THE THICKNESS OF HOT-MIX ASPHALT SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
- FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SANDBAGS PER BARRICADE.
- WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.
- ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER LISTED ON THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
- IN ADDITION TO FIELD SURVEYS AND AERIAL SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF THE WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
- GUARDRAIL REMOVAL WILL INCLUDE THE REMOVAL OF ANY CONCRETE ENCASUREMENTS OF THE POSTS AND ANY ADDITIONAL RAILING LOCATED AT THE BOTTOM OF THE POSTS.
- ANY REFERENCES OR CALL-OUTS IN THESE PLANS TO "BITUMINOUS CONCRETE" SHALL BE INTERPRETED TO MEAN "HOT-MIX ASPHALT".

RATES OF APPLICATION USED TO CALCULATE PLAN QUANTITIES:

BITUMINOUS MATERIALS (TACK COAT)	0.025 ILB/SQ. FT. (ON PAVEMENT)
BITUMINOUS MATERIALS (PRIME COAT)	0.05 ILB/SQ. FT. (ON AGGREGATE)
HOT-MIX ASPHALT SURFACE/BINDER/BASE	0.056 TON/SQ. YD./IN
AGGREGATE MATERIAL	2.05 TON/CU. YD.
NITROGEN FERTILIZER NUTRIENT	90 LBS./ACRE
PHOSPHORUS FERTILIZER NUTRIENT	90 LBS./ACRE
POTASSIUM FERTILIZER NUTRIENT	90 LBS./ACRE
AGRICULTURAL GROUND LIMESTONE	2.0 TON/ACRE

- UNLESS DIRECTED BY THE ENGINEER, PAVEMENT MARKING LINES SHALL NOT BE LAID DIRECTLY OVER A LONGITUDINAL CRACK OR JOINT NOR OVER A TAR OR ASPHALT PAINTED LINE. THE EDGE OF A CENTERLINE OR LANE LINE SHALL BE OFFSET A MINIMUM DISTANCE OR 2" FROM A LONGITUDINAL CRACK OR JOINT. EDGE LINES SHALL BE APPROXIMATELY 2" FROM THE EDGE LINE OF PAVEMENT. SEE SECTION 780 OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.
- THE DISTRICT BUREAU OF OPERATIONS SHALL BE NOTIFIED AT LEAST 14 DAYS PRIOR TO PLACEMENT OF FINAL PAVEMENT MARKINGS (PH 217-785-7314).
- THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS BITUMINOUS LIFTS.
- RAISED REFLECTIVE PAVEMENT MARKERS INSTALLED INTO THE ORIGINAL CONCRETE PAVEMENT MAY NOT HAVE BEEN REMOVED WHEN THE PAVEMENT WAS RESURFACED. ANY MARKERS FOUND IN THE ORIGINAL CONCRETE WILL BE REMOVED AND PAID FOR AS RAISED REFLECTIVE PAVEMENT MARKER REMOVAL.

COMMITMENTS

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

MIXTURE REQUIREMENTS

MIXTURE NUMBER	1	2	3	4	5	6
MIXTURE USE(S)	I-72 HMA BINDER	I-72 HMA SURFACE	BL-55 & RAMPS HMA BINDER	BL-55 & RAMPS HMA SURFACE	BL-55 HMA BASE COURSE	SHOULDERS & INCIDENTALS
AC/PG:	SBS PG 70-22	SBS PG 70-28	SBS PG 70-22	SBS PG 70-28	PG 64-22	PG 64-22
DESIGN AIR VOIDS	4.0% @ N90	4.0% @ N90	4.0% @ N70	4.0% @ N70	4.0% @ N70	4.0% @ N50
MIXTURE COMPOSTION:	IL 19.0	IL 9.5	IL 19.0	IL 9.5	IL 19.0	IL 9.5
FRICTION AGGREGATE	N/A	MIX "E"	N/A	MIX "E"	N/A	MIX "C"
QUALITY MANAGEMENT	OCP*	OCP	OCP	OCP	QC/OA	QC/OA
SUBLOT SIZE	1000 TON	1000 TON	1000 TON	1000 TON	N/A	N/A

*WHERE TWO LIFTS OF BINDER ARE REQUIRED TO BE PLACED DURING ONE NIGHT OF PAVING, CORES ARE NOT REQUIRED TO BE COMPLETED ON THE FIRST LIFT PRIOR TO PLACING THE SECOND LIFT. THE DENSITY OF BOTH LIFTS WILL BE OBTAINED FROM CORES EXTENDING THROUGH BOTH LIFTS OBTAINED AFTER COMPLETION OF THE SECOND LIFT. THE CORES WILL BE SEPARATED AT THE LIFT INTERFACE PRIOR TO TESTING.

BINDER LIFTS SHALL BE NO LESS THAN 2.25 INCHES AND SHALL NOT EXCEED 4 INCHES.

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DISTRICT SIX	
EXAMINED <u>25 January</u> 20 <u>19</u>	
<i>[Signature]</i>	
OPERATIONS ENGINEER	
EXAMINED <u>January 29</u> 20 <u>19</u>	
<i>[Signature]</i>	
PROGRAM DEVELOPMENT ENGINEER	
EXAMINED <u>29 January</u> 20 <u>19</u>	
<i>[Signature]</i>	
PROJECT IMPLEMENTATION ENGINEER	

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SUMMARY OF QUANTITIES				CONSTRUCTION CODE				
				6-00761-0000	6-60082-0200	6-00593-0100	6-00593-0000	6-00339-0000
				90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
CODE		URBAN	TOTAL	1-72	BUS-55	SN 084-0076	SN 084-0077	SN 084-0104
				0006	0006	0013	0013	0013
21400100	GRADING AND SHAPING DITCHES	FOOT	350.0	225	125			
28000305	TEMPORARY DITCH CHECKS	FOOT	18.0	11.0	7.0			
28100107	STONE RIPRAP, CLASS A4	SQ YD	89.0					89
28200200	FILTER FABRIC	SQ YD	89.0					89
31101810	SUBBASE GRANULAR MATERIAL, TYPE B 12"	SQ YD	4,301.0		4,301			
35600716	HOT-MIX ASPHALT BASE COURSE WIDENING, 10"	SQ YD	2,081.0	587	1,494			
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	51,292.0	40,727	10,274			291
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	274.0	182	92			
40600990	TEMPORARY RAMP	SQ YD	274.0	182	92			
40603235	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, 1L-19.0, N70	TON	5,267.0	3,024	2,243			
40603240	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, 1L-19.0, N90	TON	7,072.0	7,072				
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	48.0					48
40603565	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70	TON	2,185.0	1,219	966			
40603570	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90	TON	2,435.0	2,435				

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 1 OF 10 SHEETS STA. TO STA.

F.A. * RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	SANGAMON	152	3
			CONTRACT NO. 72J94	
		ILLINOIS	FED. AID PROJECT	

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR

SUMMARY OF QUANTITIES				CONSTRUCTION CODE				
				6-00761-0000	6-60082-0200	6-00593-0100	6-00593-0000	6-00339-0000
CODE			URBAN TOTAL	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
				I-72 0006	BUS-55 0006	SN 084-0076 0013	SN 084-0077 0013	SN 084-0104 0013
42000060	WELDED WIRE REINFORCEMENT	SQ YD	286.0				176	110
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	286.0				176	110
42001300	PROTECTIVE COAT	SQ YD	286.0				176	110
44000100	PAVEMENT REMOVAL	SQ YD	4,301.0		4,301			
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	31,160.0	26,258	4,471			431
44004250	PAVED SHOULDER REMOVAL	SQ YD	2,081.0	587	1,494			
44200050	WELDED WIRE REINFORCEMENT	SQ YD	333.0	278	55			
44200990	CLASS B PATCHES, TYPE I, 12 INCH	SQ YD	9.0	9				
44200994	CLASS B PATCHES, TYPE II, 12 INCH	SQ YD	88.0	88				
44201007	CLASS B PATCHES, TYPE II, 13 INCH	SQ YD	72.0		72			
44201011	CLASS B PATCHES, TYPE III, 13 INCH	SQ YD	55.0		55			
44201031	CLASS B PATCHES, TYPE II, 15 INCH	SQ YD	92.0	92				
44201035	CLASS B PATCHES, TYPE III, 15 INCH	SQ YD	23.0	23				
44201037	CLASS B PATCHES, TYPE IV, 15 INCH	SQ YD	30.0	30				

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 2 OF 10 SHEETS STA. TO STA.

F.A. * RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	SANGAMON	152	4
			CONTRACT NO. 72J94	
		ILLINOIS	FED. AID PROJECT	

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR

SUMMARY OF QUANTITIES				CONSTRUCTION CODE				
				6-00761-0000	6-60082-0200	6-00593-0100	6-00593-0000	6-00339-0000
CODE			URBAN TOTAL	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
				I-72 0006	BUS-55 0006	SN 084-0076 0013	SN 084-0077 0013	SN 084-0104 0013
44201043	CLASS B PATCHES, TYPE II, 16 INCH	SQ YD	8.0	8				
44201047	CLASS B PATCHES, TYPE III, 16 INCH	SQ YD	39.0	39				
44201048	CLASS B PATCHES, TYPE IV, 16 INCH	SQ YD	186.0	186				
44201299	DOWEL BARS 1 1/2"	EACH	713.0	523	190			
44213200	SAW CUTS	FOOT	2,016.0	1,568	448			
44213204	TIE BARS 3/4"	EACH	205.0	185	20			
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	984.0	813	171			
48203100	HOT-MIX ASPHALT SHOULDERS	TON	3,344.0	2,843	501			
50102400	CONCRETE REMOVAL	CU YD	75.0			14.3	45.7	15.0
50104650	SLOPE WALL REMOVAL	SQ YD	41.0				41	
50104701	REMOVAL OF EXISTING CONCRETE DECK NO. 1	EACH	1.0				1	
50104702	REMOVAL OF EXISTING CONCRETE DECK NO. 2	EACH	1.0					1
50157300	PROTECTIVE SHIELD	SQ YD	2,328.0			664	1,141	523
50200100	STRUCTURE EXCAVATION	CU YD	237.0				130	107
50300100	FLOOR DRAINS	EACH	8.0				8	

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 3 OF 10 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	SANGAMON	152	5
			CONTRACT NO. 72J94	
		ILLINOIS FED. AID PROJECT		

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR

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				90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
CODE		URBAN	TOTAL	I-72	BUS-55	SN 084-0076	SN 084-0077	SN 084-0104
				0006	0006	0013	0013	0013
50300225	CONCRETE STRUCTURES	CU YD	164.9			20.4	118.5	26.0
50300255	CONCRETE SUPERSTRUCTURE	CU YD	668.9			15.8	354.2	298.9
50300260	BRIDGE DECK GROOVING	SQ YD	925.0					925
50300300	PROTECTIVE COAT	SQ YD	4,139.0			1,288	1,610	1,241
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	240.6				144.9	95.7
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	11,290.0			3,500	7,790	
50500505	STUD SHEAR CONNECTORS	EACH	7,788.0				4,494	3,294
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	263,010.0			4,540	152,420	106,050
50800515	BAR SPLICERS	EACH	1,017.0			28	913	76
51100100	SLOPE WALL 4 INCH	SQ YD	25.0				25	
51500100	NAME PLATES	EACH	2.0				1	1
52000110	PREFORMED JOINT STRIP SEAL	FOOT	108.0			108		
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	50.0			18	20	12
52100510	ANCHOR BOLTS, 3/4"	EACH	24.0					24

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE:	SHEET 4 OF 10 SHEETS	STA. TO STA.	F.A. * RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			*	**	SANGAMON	152	6
					CONTRACT NO. 72J94		
			ILLINOIS FED. AID PROJECT				

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR

SUMMARY OF QUANTITIES				CONSTRUCTION CODE				
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CODE			URBAN TOTAL	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
				I-72 0006	BUS-55 0006	SN 084-0076 0013	SN 084-0077 0013	SN 084-0104 0013
52100520	ANCHOR BOLTS, 1"	EACH	76.0			36	40	
52200010	TEMPORARY SHEET PILING	SQ FT	352.0				352	
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	273.0				166	107
58700300	CONCRETE SEALER	SQ FT	589.0				589	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	133.0				81	52
59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	10.2			4.1	6.1	
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4.0		4.0			
60107600	PIPE UNDERDRAINS 4"	FOOT	1,770.0		1,770			
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	2,500.0	1,337.5	125.0			1,037.5
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1.0	1				
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	9.0	5				4
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	18.0	11	1			6
63200310	GUARDRAIL REMOVAL	FOOT	3,576.5	1,995.5	208			1,373

* SPECIALTY ITEM

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	DRAWN -	REVISED -
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PLOT DATE = 2/1/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 5 OF 10 SHEETS STA. TO STA.

F.A. * RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	SANGAMON	152	7
			CONTRACT NO. 72J94	
		ILLINOIS	FED. AID PROJECT	

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR

SUMMARY OF QUANTITIES				CONSTRUCTION CODE				
				6-00761-0000	6-60082-0200	6-00593-0100	6-00593-0000	6-00339-0000
CODE			URBAN TOTAL	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
				I-72 0006	BUS-55 0006	SN 084-0076 0013	SN 084-0077 0013	SN 084-0104 0013
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	18.0	12.0	6.0			
67100100	MOBILIZATION	L SUM	1.0	0.2	0.2	0.2	0.2	0.2
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	2.0			1	1	
70100320	TRAFFIC CONTROL AND PROTECTION, STANDARD 701422	L SUM	1.0		1			
70100325	TRAFFIC CONTROL AND PROTECTION, STANDARD 701423	EACH	1.0		1			
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	5.0	5				
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1.0	0.5	0.5			
70100820	TRAFFIC CONTROL AND PROTECTION, STANDARD 701451	L SUM	1.0		1			
70100825	TRAFFIC CONTROL AND PROTECTION, STANDARD 701456	L SUM	1.0	1				
70106700	TEMPORARY RUMBLE STRIPS	EACH	21.0	6	15			
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	1,050.0	750	300			
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1.0	1	1			
70300100	SHORT TERM PAVEMENT MARKING	FOOT	7,861.0	6,517	1,344			

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	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 2/1/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 6 OF 10 SHEETS STA. TO STA.

F.A. * RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	SANGAMON	152	8
			CONTRACT NO. 72J94	
		ILLINOIS	FED. AID PROJECT	

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR

SUMMARY OF QUANTITIES				CONSTRUCTION CODE				
				6-00761-0000	6-60082-0200	6-00593-0100	6-00593-0000	6-00339-0000
				90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
CODE		URBAN	TOTAL	I-72 0006	BUS-55 0006	SN 084-0076 0013	SN 084-0077 0013	SN 084-0104 0013
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	3,275.0	2,715	560			
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	909.0	322	587			
70300230	TEMPORARY PAVEMENT MARKING - LINE 5"	FOOT	31,482.0	11,687	19,795			
70400100	TEMPORARY CONCRETE BARRIER	FOOT	5,575.0	2,237.5	3,337.5			
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	2,538.0	963	1,575			
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4.0	2	2			
70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4.0	2	2			
* 72000300	SIGN PANEL - TYPE 3	SQ FT	254.0				102	152
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	18.0	11	1			6
* 73304000	OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	FOOT	40.0				14	26
* 73602000	REMOVE OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	EACH	2.0				1	1
* 78004220	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 5"	FOOT	3,720.0	2,710	1,010			
* 78004240	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 8"	FOOT	3,360.0	3,360				
* 78004250	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 12"	FOOT	452.0	452				
* 78009005	MODIFIED URETHANE PAVEMENT MARKING - LINE 5"	FOOT	39,927.0	33,385	6,542			

* SPECIALTY ITEM

REV. - MS

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PLOT DATE = 2/4/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 7 OF 10 SHEETS STA. TO STA.

F.A. * RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	SANGAMON	152	9
			CONTRACT NO. 72J94	
		ILLINOIS FED. AID PROJECT		

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR

SUMMARY OF QUANTITIES				CONSTRUCTION CODE				
				6-00761-0000	6-60082-0200	6-00593-0100	6-00593-0000	6-00339-0000
CODE	DESCRIPTION	UNIT	TOTAL	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
				I-72 0006	BUS-55 0006	SN 084-0076 0013	SN 084-0077 0013	SN 084-0104 0013
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	564.0	464	100			
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	62.0	36	4			22
* 78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	260.0	140	120			
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	564.0	464	100			
X0320157	CLEANING UNDERDRAIN OUTLETS	EACH	96.0	79	17			
* X0322279	OUTLET MARKER	EACH	96.0	79	17			
* X0325899	REPAIR HIGH TENSION CABLE (GIBRALTAR)	FOOT	400.0	400				
* X0325901	REPAIR POSTS (GIBRALTAR)	EACH	25.0	25				
* X0326274	REAL-TIME TRAFFIC CONTROL SYSTEM	L SUM	1.0	0.3	0.3	0.2	0.2	
X2503000	MAINTENANCE MOWING	ACRE	60.0	60				
* X2600020	DELINEATOR SYSTEM	EACH	208.0	200	8			
X3200002	SHOULDER RUMBLE STRIPS, 12 INCH	FOOT	18,240.0	18,240				
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	51,464.0	43,177	8,287			
X4820110	HOT-MIX ASPHALT SHOULDER REMOVAL AND REPLACEMENT (SPECIAL)	SQ YD	350.0	200	150			

* SPECIALTY ITEM

REV. - MS

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PLOT DATE = 2/1/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 8 OF 10 SHEETS STA. TO STA.

F.A. * RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	SANGAMON	152	10
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR

SUMMARY OF QUANTITIES				CONSTRUCTION CODE				
				6-00761-0000	6-60082-0200	6-00593-0100	6-00593-0000	6-00339-0000
CODE	DESCRIPTION	UNIT	TOTAL	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
				I-72 0006	BUS-55 0006	SN 084-0076 0013	SN 084-0077 0013	SN 084-0104 0013
X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	1,896.0			771	1,125	
* X6311217	TRAFFIC BARRIER TERMINAL, TYPE 6B (SPECIAL)	EACH	2.0	1	1			
* X6330725	STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)	FOOT	62.5					62.5
X6350120	DELINEATOR REMOVAL	EACH	208.0	200	8			
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1.0	0.5	0.5			
X7010218	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	EACH	1.0					1.0
X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	14,037.0	5,198	8,839			
X7200201	WIDTH RESTRICTION SIGNING	L SUM	1.0			0.5	0.5	
* X7830072	GROOVING FOR RECESSED PAVEMENT MARKING 6"	FOOT	39,309.0	32,767	6,542			
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	50.0			18	20	12
Z0002900	BASE COURSE (OPTION)	SQ YD	4,301.0		4,301			
Z0004552	APPROACH SLAB REMOVAL	SQ YD	414.0				414	
Z0010400	CLEANING BRIDGE SEATS	SQ FT	210.0			210		
Z0012130	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	1,067.0			1,067		
Z0012164	BRIDGE DECK MICROSILICA CONCRETE OVERLAY 2 1/2"	SQ YD	1,067.0			1,067		

* SPECIALTY ITEM

REV. - MS

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PLOT DATE = 2/1/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 9 OF 10 SHEETS STA. TO STA.

F.A. * RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	SANGAMON	152	11
CONTRACT NO. 72J94			ILLINOIS FED. AID PROJECT	

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR

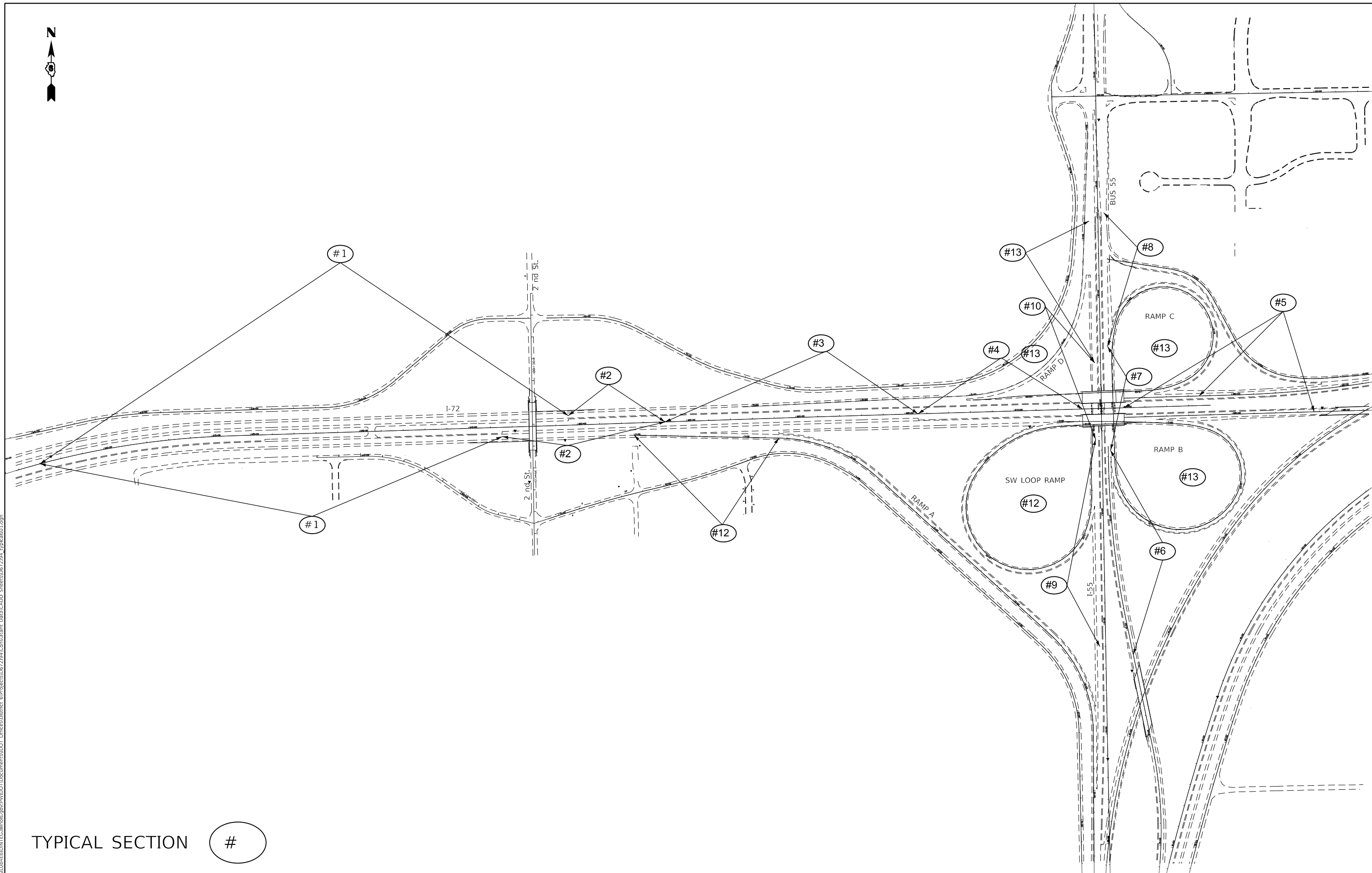
SUMMARY OF QUANTITIES				CONSTRUCTION CODE				
				6-00761-0000	6-60082-0200	6-00593-0100	6-00593-0000	6-00339-0000
CODE	DESCRIPTION	UNIT	TOTAL	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
				I-72 0006	BUS-55 0006	SN 084-0076 0013	SN 084-0077 0013	SN 084-0104 0013
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	244.0			116	31	97
Z0016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	8.0			8		
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	7.0			7		
Z0016702	DETOUR SIGNING	L SUM	1.0					1
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	2.0				2	
Z0018004	DRAINAGE SCUPPERS, DS-12	EACH	2.0				2	
Z0018800	DRAINAGE SYSTEM	L SUM	1.0				1	
Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	2,297.0			1,017	1,280	
Z0033700	LONGITUDINAL JOINT SEALANT	FOOT	17,755.0	12,516	5,239			
Z0034105	MATERIAL TRANSFER DEVICE	TON	16,959.0	13,749	3,210			
Ø Z0076600	TRAINEES	HOUR	3500	3500				
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	240.0				138	102
Ø Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	3500	3500				
Z0065700	SLOPE WALL REPAIR	SQ YD	7.0			1	6	

Ø 0042

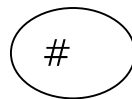
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PLOT DATE = 2/4/2019	CHECKED -	REVISED -		SCALE: SHEET 10 OF 10 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		CONTRACT NO. 72J94		
	DATE -	REVISED -		* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR							

REV. - MS



TYPICAL SECTION



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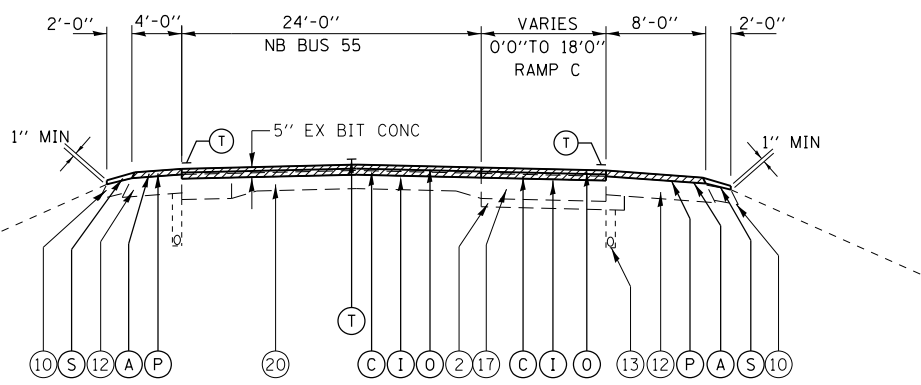
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS

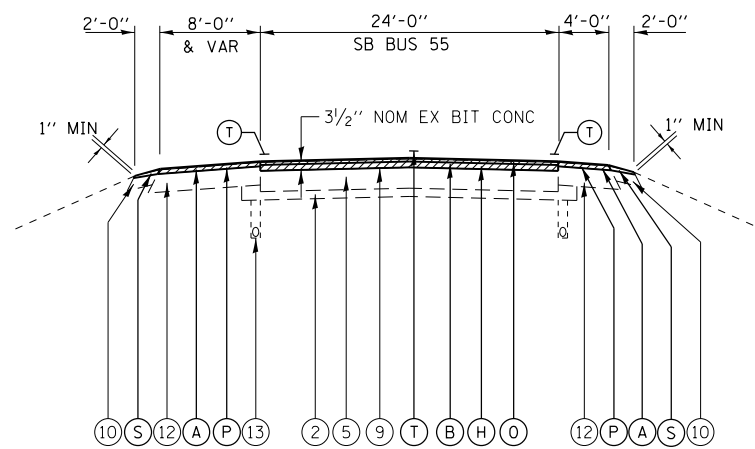
SCALE: SHEET 1 OF 6 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	**	SANGAMON	152	13
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				

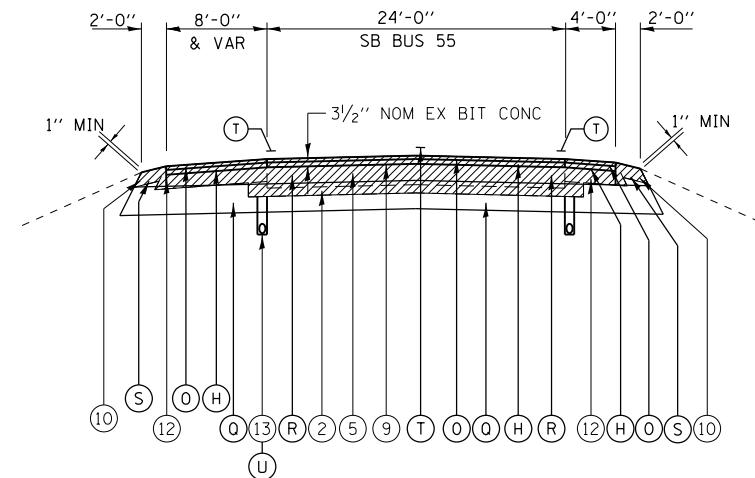
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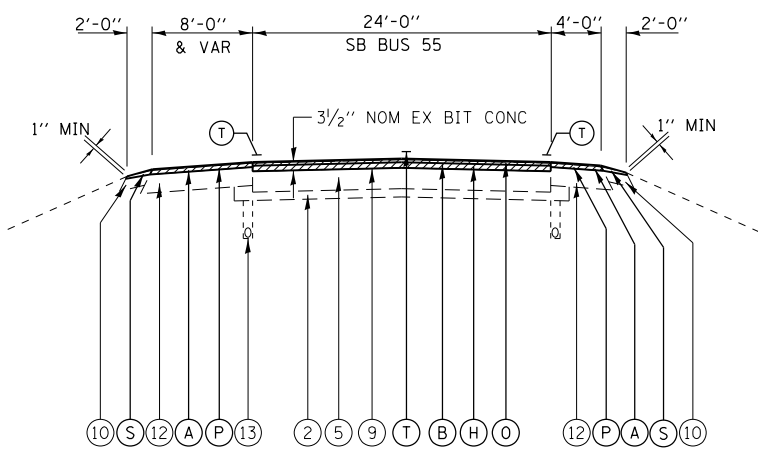
TYPICAL #8
NB BL-55
STA 57+75.00 TO STA 63+87.00



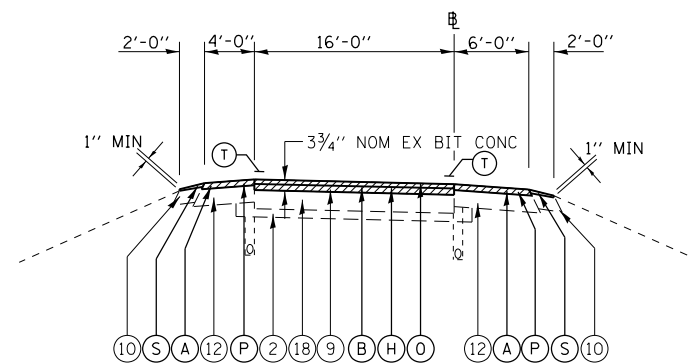
TYPICAL #9
SB BL-55
STA 44+00.00 TO STA 53+50.00



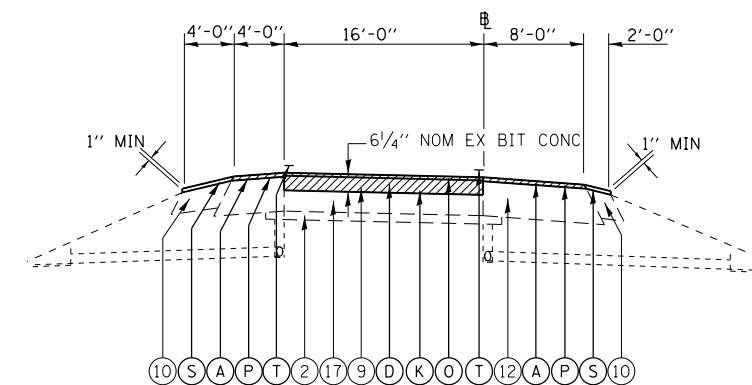
TYPICAL #10
SB BL-55 (UNDER I-72)
STA 53+50.00 TO STA 57+00.00
(FULL DEPTH PAVEMENT AND BASE REMOVAL)



TYPICAL #11
SB BL-55
STA 57+00.00 TO STA 63+50.00



TYPICAL #12
BL-55/6TH STREET INTERCHANGE
SW LOOP RAMP STA 0+00.00 TO STA 19+95.19
RAMP A STA 0+00.00 TO STA 6+62.00



TYPICAL #13
BL-55/6TH STREET INTERCHANGE
RAMP B STA 3+04.74 TO STA 21+07.57
RAMP C STA 0+00 TO STA 22+76.16
RAMP D STA 4+13.56 TO STA 25+37.83

LEGEND

- | | | |
|--|--|---|
| ① EX STABILIZED SUB-BASE 4" | ⑬ EX PCC BASE COURSE 9" | ⓐ PR POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 4 3/4" (I-72) |
| ② EX AGGREGATE SUB-BASE 4" | ⑭ EX PCC PAVEMENT 8" STD REINFORCEMENT | ⓑ PR POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 4 3/4" (RAMPS) |
| ③ EX OPEN GRADED DRAINAGE LAYER 4" | ⑮ EX PCC PAVEMENT 10" STD REINFORCEMENT | ⓒ PR POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 5 1/2" (BL55) |
| ④ EX SUB-BASE GRANULAR MATERIAL 12" | ⑯ EX PCC PAVEMENT 9-7-9 | ⓓ PR POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 6" (I-72) |
| ⑤ EX PCC PAVEMENT 10" | ⑰ EX CABLE MEDIAN BARRIER | ⓔ PR POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90 1 1/2" (I-72) |
| ⑥ EX PCC BASE COURSE 10" | ⓐ PR HOT-MIX ASPHALT SURFACE REMOVAL, 2" | ⓕ PR POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70 1 1/2" (BL55 & RAMPS) |
| ⑦ EX CRPCC PAVEMENT 11 3/4" | ⓑ PR HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4" EST. | ⓖ PR HOT-MIX ASPHALT SHOULDERS |
| ⑧ EX CRPCC PAVEMENT (7" WBL, 8" EBL) | ⓒ PR HOT-MIX ASPHALT SURFACE REMOVAL, 5" EST. | ⓓ PR SUBBASE GRANULAR MATERIAL, TYPE B, 12" |
| ⑨ EX BIT BASE COURSE (THICK VARIES) | ⓓ PR HOT-MIX ASPHALT SURFACE REMOVAL, 6 1/4" EST. | ⓔ PR BASE COURSE (OPTION), 9" |
| ⑩ EX AGGREGATE SHOULDERS | ⓔ PR HOT-MIX ASPHALT SURFACE REMOVAL, 7" EST. | ⓕ PR AGGREGATE SHOULDERS, TYPE B |
| ⑪ EX PCC SHOULDERS 11 3/4" | ⓕ PR HOT-MIX ASPHALT SURFACE REMOVAL, 7 1/2" EST. | ⓖ PR PAVEMENT MARKING |
| ⑫ EX BITUMINOUS SHOULDERS (THICK VARIES) | ⓖ PR POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 2 1/4" (I-72) | ⓗ PR UNDERDRAIN, 4" |
| ⑬ EX PIPE UNDERDRAINS 4" | ⓗ PR POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 2 1/4" (BL55 & RAMPS) | ▨ ITEM TO BE REMOVED |
| ⑭ EX PIPE UNDERDRAINS 6" | ⓓ PR POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 3 1/2" (BL55) | |
| ⑮ EX TEMPORARY CONCRETE BARRIER WALL | | |
| ⑯ EX BITUMINOUS CONCRETE PAVEMENT 18" | | |

PAVED SHOULDER SLOPE
4.0% CROSS SLOPE IS DESIRABLE ON NORMAL CROWN SECTIONS

ON THE HIGH SIDE OF SUPERELEVATED CURVES, SLOPE THE SHOULDER SO THAT THE ALGEBRETIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDERS ARE NOT GREATER THAN 8%.

ON THE LOW SIDE OF SUPERELEVATED CURVES, SLOPE THE SHOULDER 4% UNLESS THE SUPER ELEVATED SECTION IS GREATER THAN 4% THEN MATCH SUPERELEVATED SLOPE

PAVEMENT SLOPE
1.5% CROSS SLOPE IS DESIRABLE ON CROWN SECTIONS

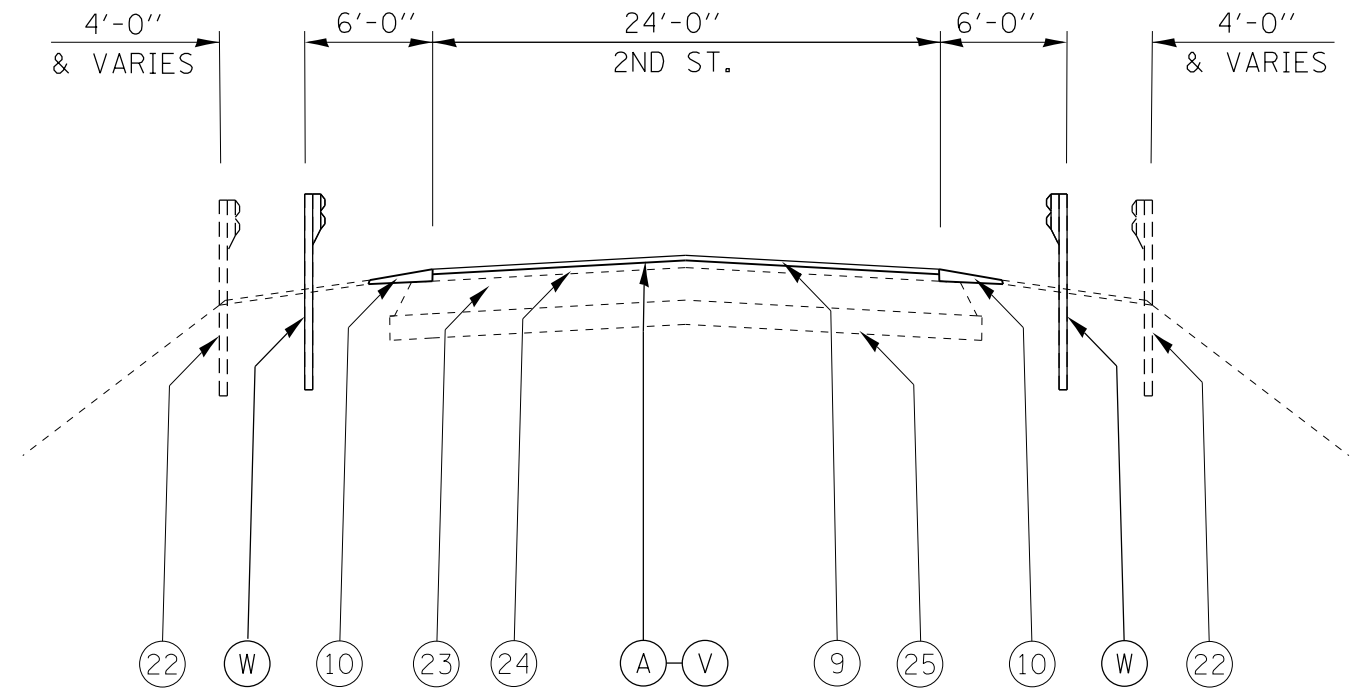
MATCH EXISTING SLOPE ON SUPERELEVATED SECTIONS UNLESS OTHERWISE NOTED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

USER NAME = verenskifa	DESIGNED -	REVISED -	SCALE: SHEET 5 OF 6 SHEETS STA. TO STA.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -		**	SANGAMON	152	17	
PLOT DATE = 2/1/2019	CHECKED -	REVISED -		CONTRACT NO. 72J94				
	DATE -	REVISED -		ILLINOIS FED. AID PROJECT				

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR



GUARDRAIL

ALL EXISTING GUARDRAIL ON 2ND ST. IS TO BE REMOVED AND REPLACED

TYPICAL #14
2ND ST. (OVER I-72)

STA 28+57.00 TO STA 37+12.00
BRIDGE OMMISION
STA 32+00 TO STA 34+18.37

PAVING LIMITS
STA 31+20 TO 32+00
STA 34+18.37 TO 35+00

LEGEND

- ⑨ EX BIT SURFACE COURSE (THICK VARIES)
- ⑩ EX AGGREGATE SHOULDER
- ⑫ EX GUARDRAIL
- ⑬ EX STONE BASE COURSE TY. A 8"
- ⑭ EX BIT. CONCRETE BINDER COURSE 1-1/4"
- ⑮ EX SUB-BASE GRANULAR MATERIAL, TY. A 6"
- Ⓐ PR HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- Ⓥ PR HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 2"
- Ⓦ PROP SPBGR TY. A

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PLOT DATE = 2/1/2019	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	SANGAMON	152	18
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR

HOT-MIX ASPHALT SURFACE REMOVAL										
LOCATION	PAVEMENT WIDTH (FOOT)	LT / MED SHOULDER WIDTH (FOOT)	RT/OUT SHOULDER WIDTH (FOOT)	44000157	X4401198 - HMA SURF REM VD					
				HMA SURF REM 2" (SQ YD)	HMA SURF REM 3 3/4" (SQ YD)	HMA SURF REM 5" (SQ YD)	HMA SURF REM 6 1/4" (SQ YD)	HMA SURF REM 7" (SQ YD)	HMA SURF REM 7 1/2" (SQ YD)	
GORE AREA										
EB I-72 / RAMP A										
STA 655+58.00	TO	STA 659+20.00	0	TO	19					382
EB I-72 / SW LOOP RAMP										
STA 670+95.00	TO	STA 672+72.00	1	TO	19.8					205
EB I-72 / RAMP B										
STA 675+50.00	TO	STA 678+38.00	1	TO	23					384
WB I-72 / RAMP C										
STA 675+50.00	TO	STA 677+38.00	6.5	TO	23.5					313
WB I-72 / RAMP D										
STA 667+82.00	TO	STA 669+27.00	6	TO	23					234
NB BL-55/ RAMP B										
STA 51+87.00	TO	STA 53+00.00	1	TO	12					82
NB BL-55/ RAMP C										
STA 57+75.00	TO	STA 58+90.00	3	TO	25					179
SB BL-55 / RAMP D										
INCLUDED IN RAMP D CALCS										
SB BL-55 / SW LOOP										
STA 49+65.00	TO	STA 50+45.00	0	TO	15					67
SECOND STREET										
STA 31+20.00	TO	STA 32+00.00			24					213
STA 34+18.37	TO	STA 35+00.00			24					218
TOTAL=										31,160
										15,598
										1,619
										21,388
										4,948
										7,911

TEMPORARY RAMPS							
LOCATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)	40600982	40600990		
				BUTT- JOINT REMOVAL (SQ YD)	TEMPORARY RAMPS (SQ YD)		
BL-55 MAINLINE							
NORTHBOUND							
STA 43+84.42	TO	STA 43+89.42	5.00	36.0	20.00	20	20
STA 63+82.00	TO	STA 63+87.00	5.00	36.0	20.00	20	20
SOUTHBOUND							
0							
STA 44+00.00	TO	STA 44+05.00	5.00	36.0	20.00	20	20
STA 63+45.00	TO	STA 63+50.00	5.00	58.0	32.22	32	32
I-72 MAINLINE							
EASTBOUND							
STA 627+00.00	TO	STA 627+05.00	5.00	38.0	21.11	21	21
STA 673+07.11	TO	STA 673+12.11	5.00	38.0	21.11	21	21
STA 675+04.78	TO	STA 675+09.78	5.00	38.0	21.11	21	21
STA 683+69.83	TO	STA 683+74.83	5.00	38.0	21.11	21	21
WESTBOUND							
STA 627+00.00	TO	STA 627+05.00	5.00	38.0	21.11	21	21
STA 673+08.13	TO	STA 673+13.13	5.00	38.0	21.11	21	21
STA 675+05.80	TO	STA 675+10.80	5.00	38.0	21.11	21	21
STA 678+45.00	TO	STA 678+50.00	5.00	38.0	21.11	21	21
RAMP A							
STA 16+95.00	TO	STA 17+00.00	5.00	26.0	14.44	14	14
TOTAL=					275.54	274	274

PAVEMENT REMOVAL & REPLACEMENT							
LOCATION	PAVEMENT WIDTH (FOOT)	LT / MED SHOULDER WIDTH (FOOT)	RT/OUT SHOULDER WIDTH (FOOT)	44000100	31101810	Z0002900	
				PAVEMENT REM (SQ YD)	SUBBASE GRANULAR (SQ YD)	BASE COURSE (OPTION) 9" (SQ YD)	
BL-55 (UNDER I-72) MAINLINE							
NORTHBOUND							
STA 53+00.00	TO	STA 57+75.00	41	TO	42	4	8
						2,824	2,824
SOUTHBOUND							
STA 53+50.00	TO	STA 57+00.00	28	TO	24	4	8
						1,478	1,478
TOTAL						4,301	4,301
							4,301

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 PROJECT: 0672194\Consolidant...
 SHEETS: 0672194-rlt-schedule.dgn

USER NAME = verenskifa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 1/40,000' / in.	CHECKED -	REVISED -
PLOT DATE = 2/1/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: SHEET 2 OF 11 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
**	**	SANGAMON	152	20
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR

PAVING																	48203100	Z0034105		
LOCATION	PAVEMENT WIDTH (FOOT)			LEFT SHOULDER WIDTH (FOOT)			RIGHT SHOULDER WIDTH (FOOT)			PAVT AREA (SQ YD)	SHLD AREA (SQ YD)	40600290		40603235	40603240	40603565	40603570	40603310	HMA SHOULDERS (TON)	MTD (TON)
												BIT MATL TACK CT LIFT 1 (LBS)	BIT MATL TACK CT LIFT 2 (LBS)	HMA BIND CSE N70 (TON)	HMA BIND CSE N90 (TON)	HMA SURF COURSE, N70 (TON)	HMA SURF COURSE, N90 (TON)	HMA SURFACE MIX C, N50 (TON)		
I-72 MAINLINE WESTBOUND																				
STA 627+05.00	TO	STA 635+79.29 BK	24		4		10		2,331.44	1,360.01	1,661	525		783		196		152		
STA 634+03.49 AH	TO	STA 654+95.88	24		4		10		5,579.71	3,254.83	3,976	1,255		1,875		469		365		
STA 654+95.88	TO	STA 658+00.00	24		4		10		810.99	473.08	578	182		216		68		53		
STA 658+00.00	TO	STA 669+27.00	24		4		0		3,005.33	500.89	1,578	676		799		252		56		
STA 669+27.00	TO	STA 673+08.13	24		4		10		1,016.35	592.87	724	229		270		85		66		
BRIDGE OMISSION																				
STA 675+10.80	TO	STA 677+38.00	24		4		0		605.87	100.98	318	136		161		51		11		
STA 677+38.00	TO	STA 678+45.00	24		4		13		285.33	202.11	219	64		76		24		23		
MEDIAN CROSSOVER																				
STA 640+50.00			31 & VAR						237.42		107	53				27				
EASTBOUND																				
STA 627+05.00	TO	STA 635+79.29 BK	24		4		10		2,331.44	1,360.01	1,661	525		294		196		152		
STA 634+03.49 AH	TO	STA 646+53.00	24		4		10		3,332.03	1,943.68	2,374	750		420		280		218		
STA 646+53.00	TO	STA 652+63.00	24		4		10		1,626.67	948.89	1,159	366		205		137		106		
STA 652+63.00	TO	STA 654+95.88	24		4		0		621.01	103.50	326	140		78		52		12		
STA 654+95.88	TO	STA 659+20.00	24		4		10		1,130.99	659.74	806	254		301		95		74		
STA 659+20.00	TO	STA 670+95.00	24		4		10		3,133.33	1,827.78	2,232	705		833		263		205		
STA 670+95.00	TO	STA 673+07.11	24		4		0		565.63	94.27	297	127		150		48		11		
BRIDGE OMISSION																				
STA 675+09.78	TO	STA 678+38.00	24		4		0		875.25	145.88	460	197		233		74		16		
STA 678+38.00	TO	STA 683+69.83	24		4		10		1,418.21	827.29	1,010	319		377		119		93		
MEDIAN CROSSOVER SHOULDER																				
STA 635+60	TO	STA 640+30.00	30 & VAR		6					315.89	142	0						35		
BL- 55 SOUTHBOUND																				
STA 44+05.00	TO	STA 53+50.00	24		4		8		2,520.00	1,260.00	1,701	567		776		212		141		
STA 53+50.00	TO	STA 57+00.00	28 TO 24		4		8		1,011.11	466.67	665	227				85				
STA 57+00.00	TO	STA 63+45.00	24		4		8		1,720.00	860.00	1,161	387		217		144		96		
NORTHBOUND																				
STA 43+84.42	TO	STA 53+00.00	24		4		8		2,441.55	1,220.77	1,648	549		752		205		137		
STA 53+00.00	TO	STA 57+75.00	41 TO 42		4		8		2,190.28	633.33	1,271	493				184				
STA 57+75.00	TO	STA 63+82.00	24		4		8		1,618.67	809.33	1,093	364		499		136		91		
SUBTOTAL=									40,408.61	19,961.80	27,167	9,090	2,243	7,072	966	2,435		2,113		

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USER NAME = verenskifa	DESIGNED -	REVISED -
PLOT SCALE = 1/40,000" = 1/4" = 1/40,000"	DRAWN -	REVISED -
PLOT DATE = 2/1/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES			
SCALE:	SHEET 3	OF 11 SHEETS	STA. TO STA.

F.A. * RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	SANGAMON	152	21
			CONTRACT NO. 72J94	
		ILLINOIS	FED. AID PROJECT	

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR

STAGING ITEMS										
STAGE 1A CONSTRUCTION	TRAFFIC CONTROL					PAVEMENT MARKINGS			PAVEMENT	
	64300260	70400100	70400200	78200011	70600332	70300210	70300230	X7030005	35600716	44004250
	IMP ATTEN FRD NAR TL3	TEMP CONCRETE BARRIER	REL TEMP CONCRETE BARRIER	BARRIER WALL REFLECTORS , TYPE C	REL IMP ATTEN FRD NAR TL3	TEMP PVT MK LTR & SYM	TEMP PVT MK LINE 5	TEMP PAVT MKING REMOV	HMA BC WID 10	PAVED SHLD REMOVAL
LOCATION	EACH	FOOT	FOOT	EACH	EACH	SQ FT	FOOT	SQ FT	SQ YD	SQ YD
I-55 BUS NB										
6+16.00	TO	39+59.00				104	3,343	1,497		
39+59.00	TO	49+00.00				35	1,882	819		
49+00.00	TO	51+20.00	1				220	92		
51+20.00	TO	59+00.75		825	663	66	23	1,562	674	344
59+00.75	TO	61+00.00					23	150	86	86
SUB-TOTAL=			1	825	663	66	184	7,157	3,168	430
I-55 BUS SB										
48+75.00	TO	49+50.00				23	150	86	34	34
49+50.00	TO	58+50.00				23	1,800	773	400	400
58+50.00	TO	58+88.00		937.5	913			38	16	
58+88.00	TO	68+15.15	1			46	1,555	694		
SUB-TOTAL=			1	937.5	913		92	3,543	1,569	434
TOTAL=			2	1,762.5	1,575	66	276	10,700	4,737	864

STAGING ITEMS										
STAGE 1B CONSTRUCTION	TRAFFIC CONTROL					PAVEMENT MARKINGS			PAVEMENT	
	64300260	70400100	78200011	70600332	70300210	70300230	X7030005	35600716	44004250	
	IMP ATTEN FRD NAR TL3	TEMP CONCRETE BARRIER	BARRIER WALL REFLECTORS , TYPE C	REL IMP ATTEN FRD NAR TL3	TEMP PVT MK LTR & SYM	TEMP PVT MK LINE 5	TEMP PAVT MKING REMOV	HMA BC WID 10	PAVED SHLD REMOVAL	
LOCATION	EACH	FOOT	EACH	EACH	SQ FT	FOOT	SQ FT	SQ YD	SQ YD	
I-55 BUS NB										
6+16.00	TO	50+81.00			127	4,465	1,987			
50+81.00	TO	59+20.00		662.5	54	1	23	1,678	723	342
59+20.00	TO	60+00.00					23	0	23	
SUB-TOTAL=				662.5	54	1	173	6,143	2,733	342
I-55 BUS SB										
48+75.00	TO	49+50.00					170	71	87	87
49+50.00	TO	58+60.66		912.5			23	1,800	773	201
58+60.66	TO	68+32.00				1	23	982	433	
SUB-TOTAL=				912.5		1	46	2,952	1,277	288
TOTAL=				1,575	54	2	219	9,095	4,010	630

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USER NAME = verenskifa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 140.0300 ' / in.	CHECKED -	REVISED -
PLOT DATE = 2/1/2019	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

SCALE: SHEET 5 OF 11 SHEETS STA. TO STA.

F.A. * RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	SANGAMON	152	23
			CONTRACT NO. 72J94	
		ILLINOIS	FED. AID PROJECT	

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR

STAGING ITEMS										
STAGE 1 CONSTRUCTION	TRAFFIC CONTROL					PAVEMENT MARKINGS			PAVEMENT	
	64300260	70400100	70400200	78200011	70600332	70300210	70300230	X7030005	35600716	44004250
	IMP ATTEN FRD NAR TL3	TEMP CONCRETE BARRIER	REL TEMP CONCRETE BARRIER	BARRIER WALL REFLECTORS , TYPE C	REL IMP ATTEN FRD NAR TL3	TEMP PVT MK LTR & SYM	TEMP PVT MK LINE 5	TEMP PAVT MKING REMOV	HMA BC WID 10	PAVED SHLD REMOVAL
LOCATION	EACH	FOOT	FOOT	EACH	EACH	SQ FT	FOOT	SQ FT	SQ YD	SQ YD
I-72 WB / SN 084-0076										
657+25.00	TO	670+92.00				23		23		
670+92.00	TO	672+85.00				23	195	105		
672+85.00	TO	676+50.00	362.5	363	30	23	362	174		
676+50.00	TO	678+45.00	1	75	75	6	197	83		
SUB-TOTAL=			1	437.5	438	36	69	754	385	
I-72 EB / SN 084-0077										
656+00.00	TO	670+43.00	1			58	1,400	641		
670+43.00	TO	671+43.00		112.5		12	102	54		
671+43.00	TO	678+10.00		675	525	54	1,334	568		
678+10.00	TO	679+40.00		50		4	260	109	62	62
679+40.00	TO	680+00.00				23		23		
SUB-TOTAL=			1	837.5	525	68	104	3,096	1,395	62
BL-55 NB										
50+00.00	TO	57+00.00				46		46		
SUB-TOTAL=						46		46		
BL-55 SB										
50+00.00	TO	57+00.00				46		46		
SUB-TOTAL=						46		46		
TOTAL=			2	1,275	963	104	265	3,850	1,872	62

STAGING ITEMS										
STAGE 2 CONSTRUCTION	TRAFFIC CONTROL					PAVEMENT MARKINGS			PAVEMENT	
	64300260	70400100	78200011	70600332	70300210	70300230	X7030005	35600716	44004250	
	IMP ATTEN FRD NAR TL3	TEMP CONCRETE BARRIER	BARRIER WALL REFLECTORS , TYPE C	REL IMP ATTEN FRD NAR TL3	TEMP PVT MK LTR & SYM	TEMP PVT MK LINE 5	TEMP PAVT MKING REMOV	HMA BC WID 10	PAVED SHLD REMOVAL	
LOCATION	EACH	FOOT	EACH	EACH	SQ FT	FOOT	SQ FT	SQ YD	SQ YD	
I-72 WB / SN 084-0076										
667+50.00	TO	673+00.00				1,102	460	525	525	
673+00.00	TO	675+85.00	287.5	24		570	238			
675+85.00	TO	681+41.00	150	12	1	984	410			
681+41.00	TO	696+41.00				35	1,500	660		
SUB-TOTAL=			437.5	36	1	35	4,156	1,768	525	525
I-72 EB / SN 084-0077										
654+75.00	TO	669+75.00				46	1,500	671		
669+75.00	TO	672+35.00	200		1	12	662	288		
672+35.00	TO	675+55.00	325				947	395		
675+55.00	TO	677+85.00				35	572	273		
677+85.00	TO	678+50.00				23		23		
SUB-TOTAL=			525		1	115	3,681	1,650		
TOTAL=			962.5	36	2	150	7,837	3,418	525	525

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USER NAME = verenskfa	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN -	REVISED -	REVISED -						**	SANGAMON	152	24	
PLOT SCALE = 1/40,0165' / In.	CHECKED -	REVISED -		SCALE: SHEET 6 OF 11 SHEETS STA. TO STA.				CONTRACT NO. 72J94		ILLINOIS FED. AID PROJECT		
PLOT DATE = 2/1/2019	DATE -	REVISED -		* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR								

AGGREGATE SHOULDERS, TYPE B						
LOCATION		LT / MED SHOULDER WIDTH (FT)	RT/ OS SHOULDER WIDTH (FT)	AVERAGE THICKNESS (IN)	AREA (SQ YD)	48102100 AGG WEDGE SHLD TY B (TONS)
I-72 MAINLINE EASTBOUND						
STA 627+00.00	TO	STA 635+79.29 BK	4	1.5	390.80	33
STA 634+03.49 AH	TO	STA 646+52.00	4	1.5	554.89	47
STA 665+50.00	TO	STA 673+12.00	4	1.5	338.67	29
STA 675+04.00	TO	STA 683+74.00	4	1.5	386.67	33
STA 627+00.00	TO	STA 635+79.29 BK		3	293.10	25
STA 634+03.49 AH	TO	STA 652+63.00		3	619.84	53
STA 659+20.00	TO	STA 670+95.00		2	261.11	22
STA 678+38.00	TO	STA 683+74.00		3	178.67	15
WESTBOUND						
STA 627+00.00	TO	STA 635+79.29 BK		3	293.10	25
STA 634+03.49 AH	TO	STA 658+00.00		3	798.84	68
STA 669+27.00	TO	STA 673+13.00		2	85.78	7
STA 677+38.00	TO	STA 678+50.00		3	37.33	3
STA 627+00.00	TO	STA 635+79.29 BK	4	1.5	390.80	33
STA 634+03.49 AH	TO	STA 658+00.00	4	1.5	1,065.12	91
STA 677+38.00	TO	STA 678+50.00	4	1.5	49.78	4
BL-55 MAINLINE NORTHBOUND						
STA 43+89.00	TO	STA 51+87.00		3	266.00	23
STA 58+90.00	TO	STA 63+87.00		3	165.67	14
STA 43+84.00	TO	STA 63+87.00	4	1.5	890.22	76
SOUTHBOUND						
STA 63+50.00	TO	STA 44+00.00	2	1.5	433.33	37
STA 61+00.00	TO	STA 55+50.00		2	122.22	10
STA 49+65.00	TO	STA 44+00.00		2	125.56	11
BL-55 / 6TH STREET INTERCHANGE						
RAMP A						
STA 0+00.00	TO	STA 17+00.00		2	377.78	32
STA 6+62.00	TO	STA 17+00.00	2	1.5	230.67	20
RAMP B						
STA 4+05.00	TO	STA 21+00.00		2	376.67	32
STA 6+50.00	TO	STA 17+20.00	4	1.5	475.56	41
RAMP C						
STA 0+80.00	TO	STA 15+27.00		2	321.56	27
STA 2+83.00	TO	STA 13+50.00	4	1.5	474.22	41
RAMP D						
STA 4+13.00	TO	STA 25+00.00		2	463.78	40
STA 6+60.00	TO	STA 13+70.00	4	1.5	315.56	27
RAMP SW LOOP						
STA 0+00.00	TO	STA 19+98.00		2	444.00	38
STA 4+50.00	TO	STA 17+82.00	2	1.5	296.00	25
TOTAL:						984

X3200002-SHOULDER RUMBLE STRIP			
LOCATION			LENGTH (FOOT)
I-72 MAINLINE EASTBOUND			
LEFT/ MEDIAN SHLDR			
STA 627+00.00	TO	STA 635+79.29 BK	879
STA 634+03.49 AH	TO	STA 635+60.00	157
STA 640+73.00	TO	STA 673+12.00	3,239
STA 675+04.00	TO	STA 683+74.00	870
RIGHT/ OUTSIDE SHLDR			
STA 627+00.00	TO	STA 635+79.29 BK	879
STA 634+03.49 AH	TO	STA 652+63.00	1,860
STA 659+20.00	TO	STA 670+95.00	1,175
STA 678+38.00	TO	STA 683+74.00	536
WESTBOUND			
RIGHT/ OUTSIDE SHLDR			
STA 627+00.00	TO	STA 635+79.29 BK	879
STA 634+03.49 AH	TO	STA 658+00.00	2,397
STA 669+27.00	TO	STA 673+13.00	386
STA 677+38.00	TO	STA 678+50.00	112
LEFT/ MEDIAN SHLDR			
STA 627+00.00	TO	STA 635+79.29 BK	879
STA 634+03.49 AH	TO	STA 640+43.00	640
STA 640+73.00		STA 673+13.00	3,240
STA 677+38.00	TO	STA 678+50.00	112
TOTAL=			18,240

DRAINAGE SCHEDULE				
LOCATION	*60107600	**X0320157	**X0322279	60100060
	PIPE UNDERDRAIN 4" (FOOT)	CLEAN UNDRDR OUTLET (EACH)	OUTLET MARKER (EACH)	CONCRETE HEADWALL (EACH)
BL-55				
STA. 44+00 TO STA. 64+83		17	17	
NORTHBOUND	475			2
	30			
	475			
	30			
SOUTHBOUND	350			2
	30			
	350			
	30			
US 36 / IL 72				
STA. 627+00 TO STA. 683+75		46	46	
***6TH STREET INTERCHANGE				
RAMPS		33	33	
TOTAL=	1,770	96	96	4

* TOKEN QUANTITY IN CASE THE PAVMENT REMOVAL REACHES THE PIPE UNDERDRAINS.

** QUANTITY BASED ON THEORETICAL 500' SPACING

***EXCLUDES RAMP FROM WESTBOUND IL 72 TO BUS 55

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	DRAWN -	REVISED -
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PLOT DATE = 2/1/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES			
SCALE:	SHEET 9	OF 11 SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	SANGAMON	152	27
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR

CLASS B PATCHING (MAINLINE)														
LOCATION	STATION	LANE	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)	44201043	44201047	44201048	44201007	44201011	44213200	4421299	44213204	44200050
						CL B 16" TY II (SQ YD)	CL B 16" TY III (SQ YD)	CL B 16" TY IV (SQ YD)	CL B 13" TY II (SQ YD)	CL B 13" TY III (SQ YD)	SAW CUTS (FOOT)	DOWEL BARS 1 1/2" (EACH)	TIE BARS 3/4" (EACH)	WELD WIRE REINF (SQ YD)
EB I-72	682+00	DL	53	12	70.7			71			130	30	18	71
	682+00	PL	6	12	8.0	8					36	20		
	681+50	PL	12	12	16.0		16				48	20		16
	681+00	DL	23	12	30.7			31			70	20	8	31
	680+50	DL	35	6	23.3		23				82	10	24	23
	675+50	DL	95	8	84.4			84			206	25	64	84
NB BL-55	60+75	DL	10	12	13.3				13		44	20		
	60+50	PL	10	12	13.3				13		44	20		
	60+50	DL	6	12	8.0				8		36	20		
	52+00	DL	30	6	20.0					20	72	10	20	20
	51+50	PL	6	12	8.0				8		36	20		
	51+50	DL	6	12	8.0				8		36	20		
	50+00	PL	13	12	17.3					17	50	20		17
	50+00	DL	13	12	17.3					17	50	20		17
	47+00	PL	8	12	10.7				11		40	20		
47+00	DL	8	12	10.7				11		40	20			
TOTAL:						8	39	186	72	55	1,020	315	134	280

CLASS B PATCHING - RAMPS													
LOCATION	STATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)	44200990	44200994	44201031	44201035	44201037	44213200	4421299	44213204	44200050
					CL B 12" TY I (SQ YD)	CL B 12" TY II (SQ YD)	CL B 15" TY II (SQ YD)	CL B 15" TY III (SQ YD)	CL B 15" TY IV (SQ YD)	SAW CUTS (FOOT)	DOWEL BARS 1 1/2" (EACH)	TIE BARS 3/4" (EACH)	WELD WIRE REINF (SQ YD)
RAMP A	11+00	8	8	7.1		7				32	14	4	
RAMP B	10+50	8	9	8.0			8			34	16	4	
	10+50	8	7	6.2			6			30	12		30
	6+25	30	9	30.0					30	78	16	15	23
	6+25	30	7	23.3				23		74	12		
RAMP C	10+50	8	9	8.0			8			34	16	4	
	10+50	8	7	6.2			6			30	12		
	7+35	10	9	10.0			10			38	16	5	
	7+35	10	7	7.8			8			34	12		
	4+25	10	9	10.0			10			38	16	5	
	4+25	10	7	7.8			8			34	12		
RAMP D	17+25	8	9	8.0			8			34	16	4	
	17+25	8	7	6.2			6			30	12		
	17+25	8	9	8.0			8			34	16	4	
	17+25	8	7	6.2			6			30	12		
SW LOOP	14+50	10	9	10.0		10				38	16	5	
	14+50	10	7	7.8		8				34	12		
	13+75	6	9	6.0		6				30	16	3	
	13+75	6	7	4.7	5					26	12		
	11+50	8	9	8.0		8				34	16	4	
	11+50	8	7	6.2		6				30	12		
	10+00	6	9	6.0		6				30	16	3	
	10+00	6	7	4.7	5					26	12		
	9+00	8	9	8.0		8				34	16	4	
	9+00	8	7	6.2		6				30	12		
	6+00	8	9	8.0		8				34	16	4	
	6+00	8	7	6.2		6				30	12		
2+00	6	12	8.0		8				36	20	3		
TOTAL:					9	88	92	23	30	996	398	71	53

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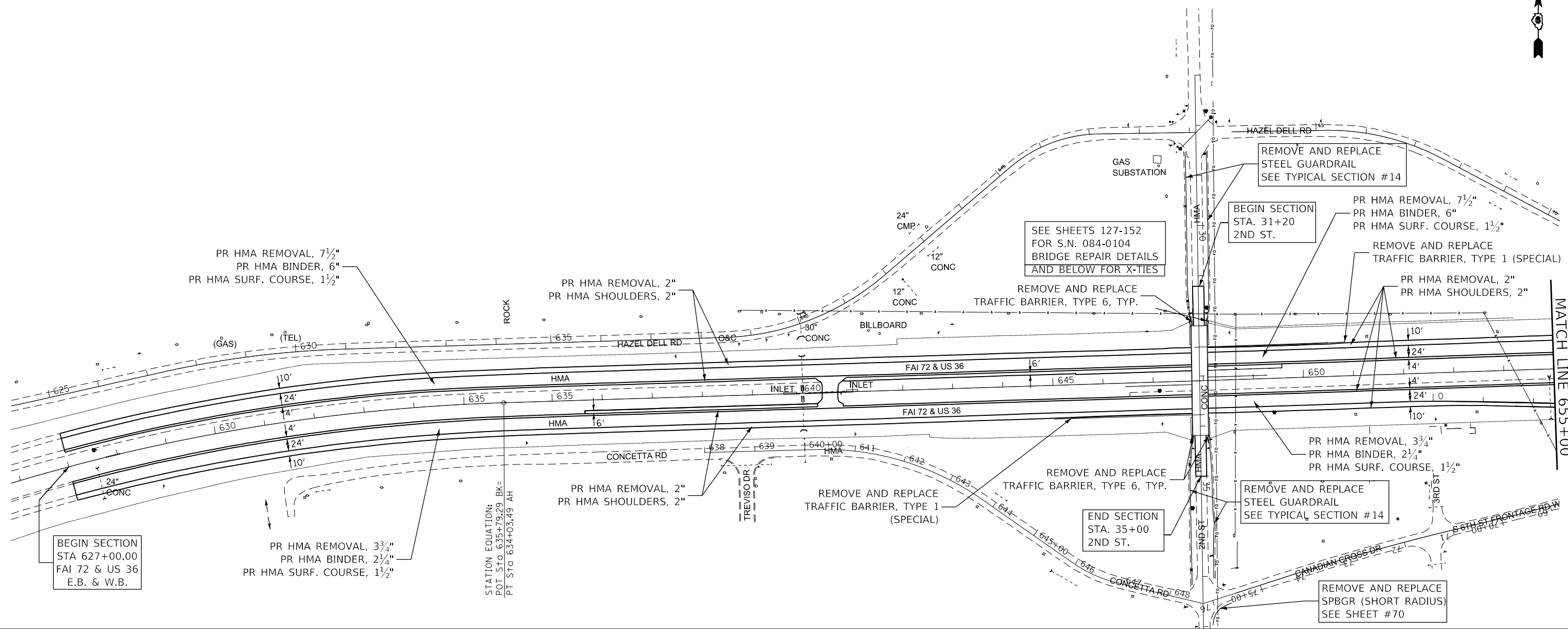
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

SCALE: SHEET 11 OF 11 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	**	SANGAMON	152	29
			CONTRACT NO. 72J94	
		ILLINOIS	FED. AID PROJECT	

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR



BEGIN SECTION
STA 627+00.00
FAI 72 & US 36
E.B. & W.B.

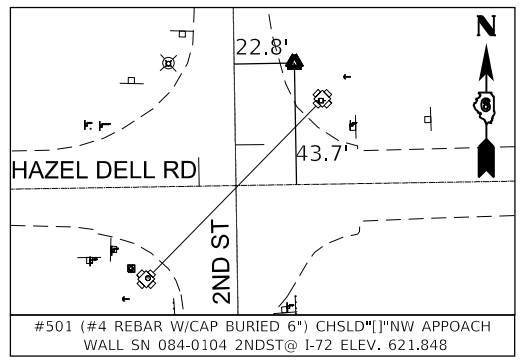
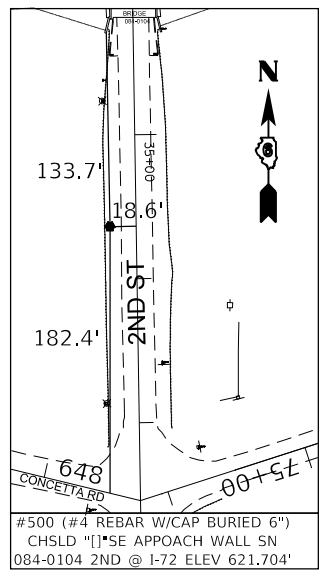
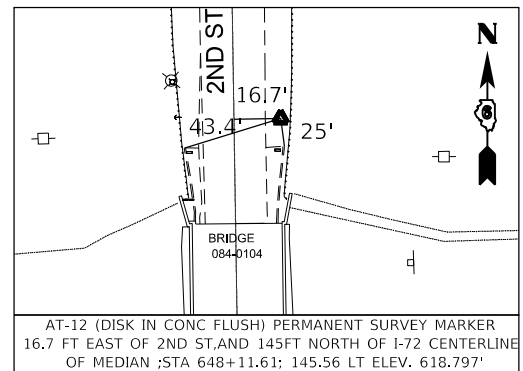
SEE SHEETS 127-152
FOR S.N. 084-0104
BRIDGE REPAIR DETAILS
AND BELOW FOR X-TIES

BEGIN SECTION
STA. 31+20
2ND ST.

END SECTION
STA. 35+00
2ND ST.

MATCH LINE 655+00

X- TIES AND BENCHMARK



BENCHMARKS FOR SN: 084-0076 AND 084-0077				
ALL ELEVATIONS ARE NAVD 88 DATUM.				
BM 102	675+36.3	77.40RT	ELEV. =	614.377
1/2" IRON PIN				
BM 103	637+88.85	184.33RT	ELEV. =	595.947
1/2" IRON PIN				
BM 104	673+40.42	241.80RT	ELEV. =	595.327
1/2" IRON PIN				
BM 299	675+79.85	85.84RT	ELEV =	615.217
CUT "+" IN WEST BOLT OF CANTILEVER SIGN FOUNDATION, I-72EB RAMP TO NB 6TH ST. EXIT 97B				

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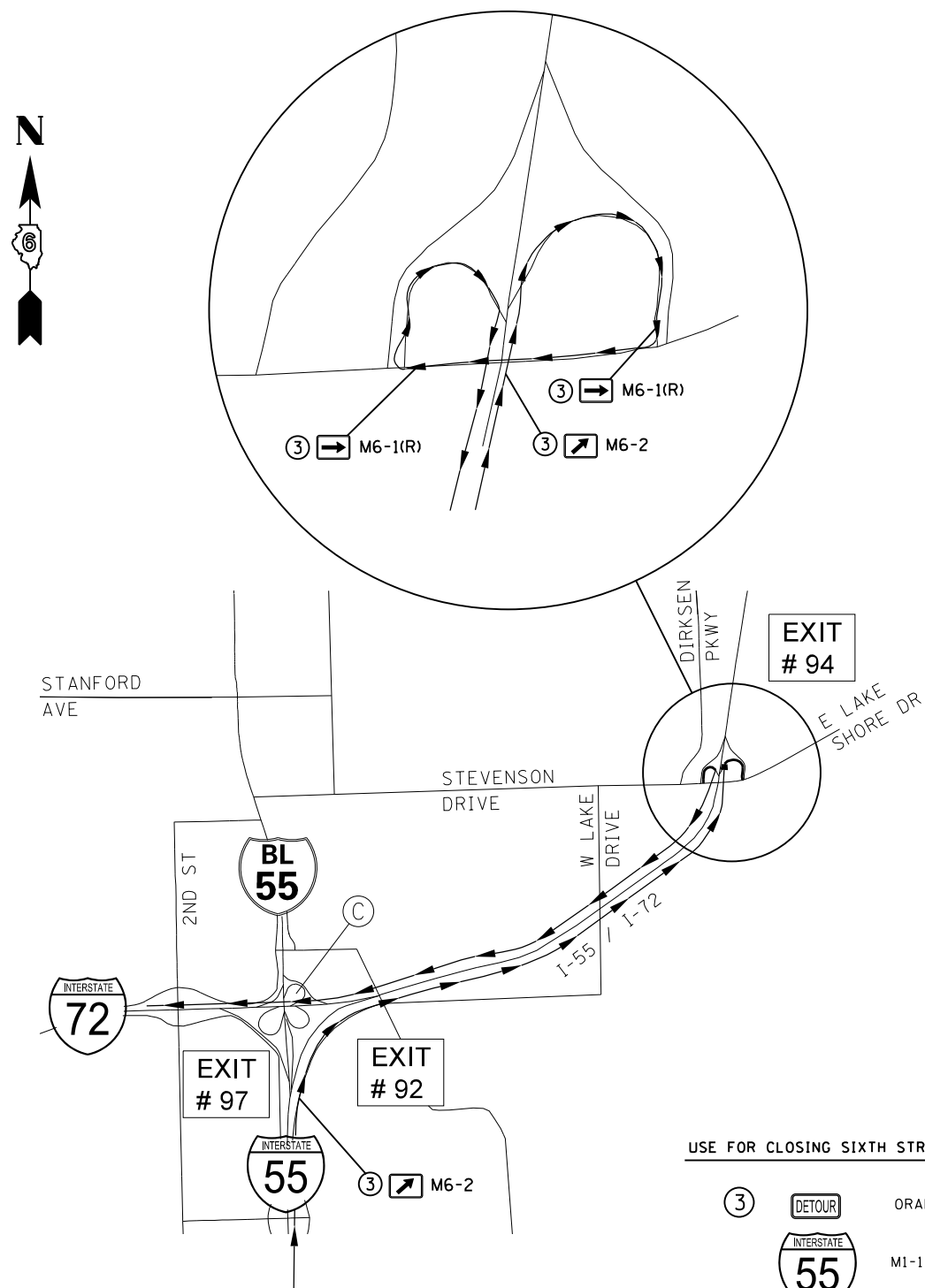
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN SHEET FAI72(I-72)	
SCALE: 1"=100'	SHEET 1 OF 2 SHEETS
STA. 627+00	TO STA. 655+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	**	SANGAMON	152	31
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR

NB I-55 TO WB I-72



USE FOR CLOSING SIXTH STREET INTERCHANGE RAMP C

- ③ DETOUR ORANGE/BLACK M4-8 (30X15)
- M1-1 (48X48)
- TO WB I-72 ORANGE/BLACK (30X15)

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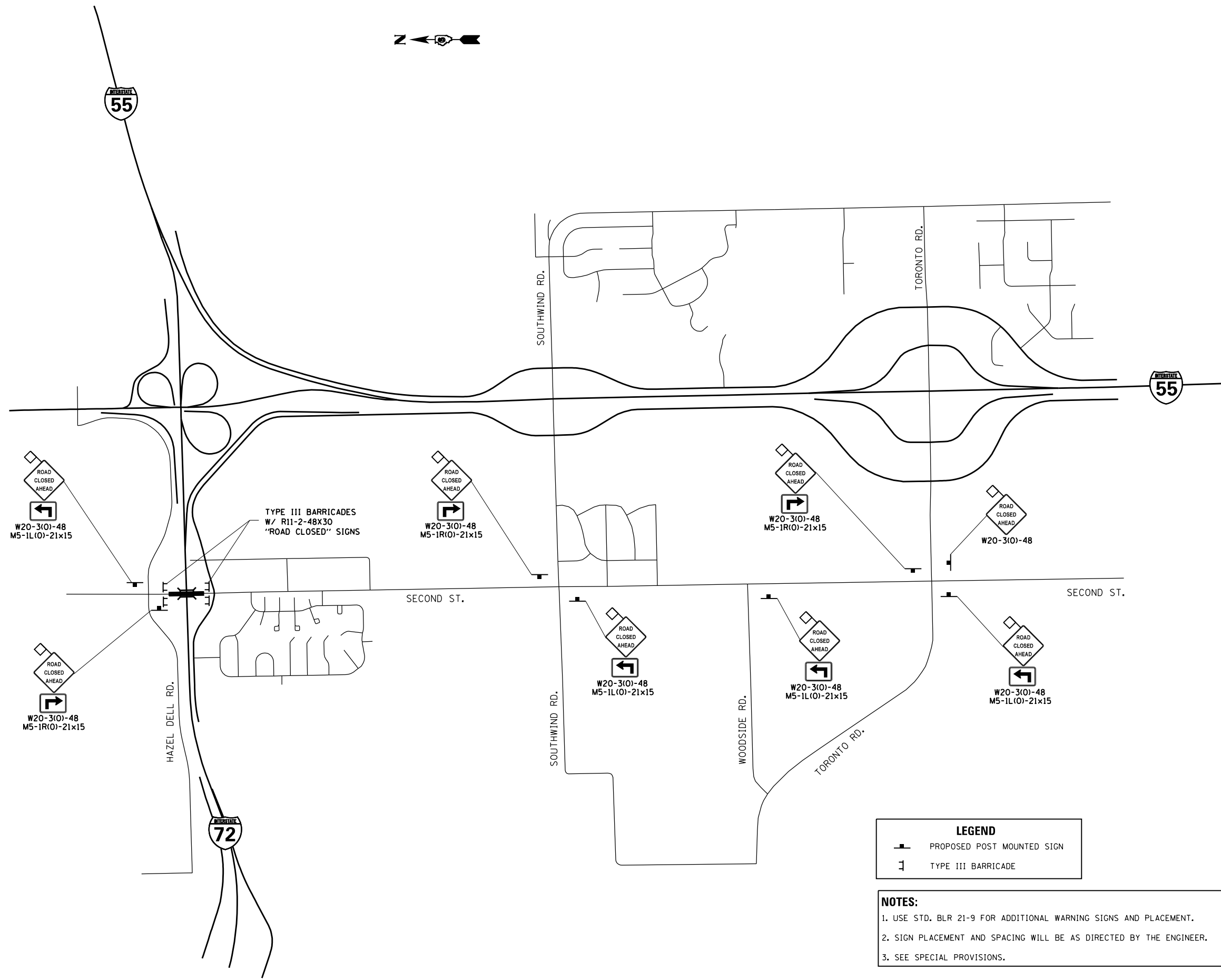
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR SHEETS

SCALE: 1"=200' SHEET 2 OF 2 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	SANGAMON	152	35
CONTRACT NO. 72J94				
ILLINOIS		FED. AID PROJECT		

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR



LEGEND	
	PROPOSED POST MOUNTED SIGN
	TYPE III BARRICADE

- NOTES:**
1. USE STD. BLR 21-9 FOR ADDITIONAL WARNING SIGNS AND PLACEMENT.
 2. SIGN PLACEMENT AND SPACING WILL BE AS DIRECTED BY THE ENGINEER.
 3. SEE SPECIAL PROVISIONS.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

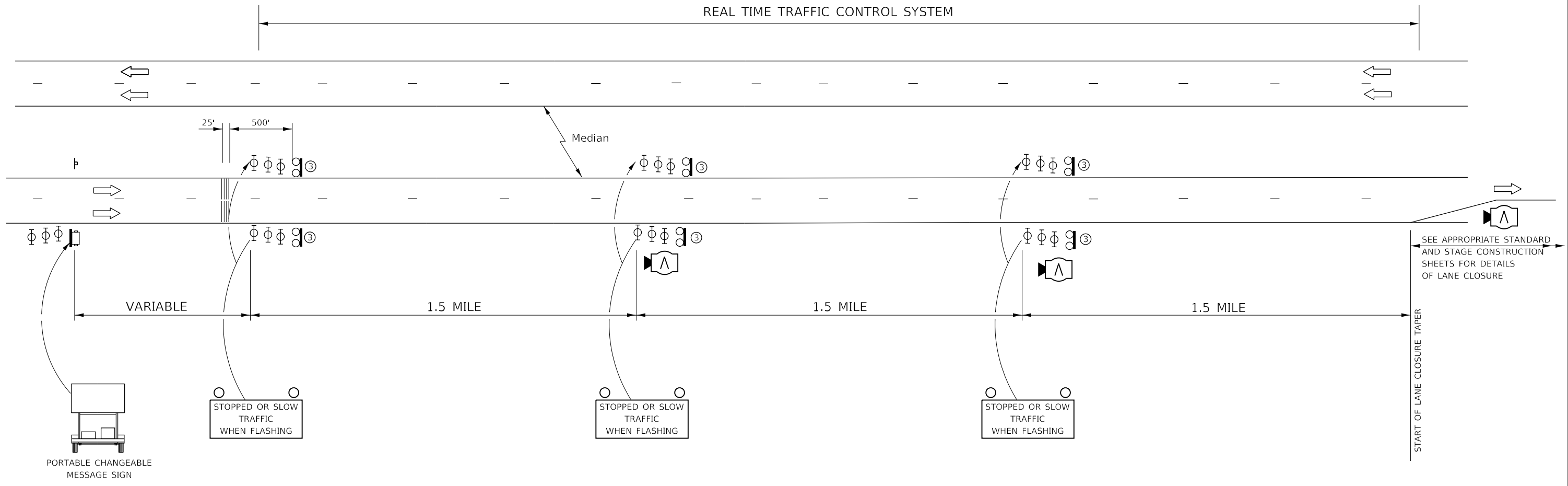
**ROAD CLOSURE DETAIL
SECOND STREET**

SCALE: 1"=400' SHEET 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	**	SANGAMON	152	37
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR

REAL TIME TRAFFIC CONTROL SYSTEM



GENERAL NOTE:

- ① ACTUAL LOCATION OF REAL TIME MONITING DEVICES SHALL BE BASED ON MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS ALONG WITH THE SPECIAL PROVISIONS AND AS DIRECTED BY THE ENGINEER.
- ② MODIFICATIONS MAY BE NECESSARY TO ACCOMODATE SPECIFIC CLOSURES. ALL CHANGES WILL BE APPROVED BY THE ENGINEER.
- ③ SEE WIG-WAG WARNING SYSTEM PLACEMENT SHEET FOR LOCATIONS.
- ④ RUMBLE STRIPS PAID FOR AS TEMPORARY RUMBLE STRIPS (EACH) SEE STANDARD 701901 FOR TYPICAL INSTALLATION.

- PORTABLE CHANGEABLE MESSAGE SIGN
- REAL TIME TRAFFIC SENSOR
- WARNING SIGN WITH WIG-WAG LIGHTS
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
- TEMPORARY THERMOPLASTIC RUMBLE STRIPS

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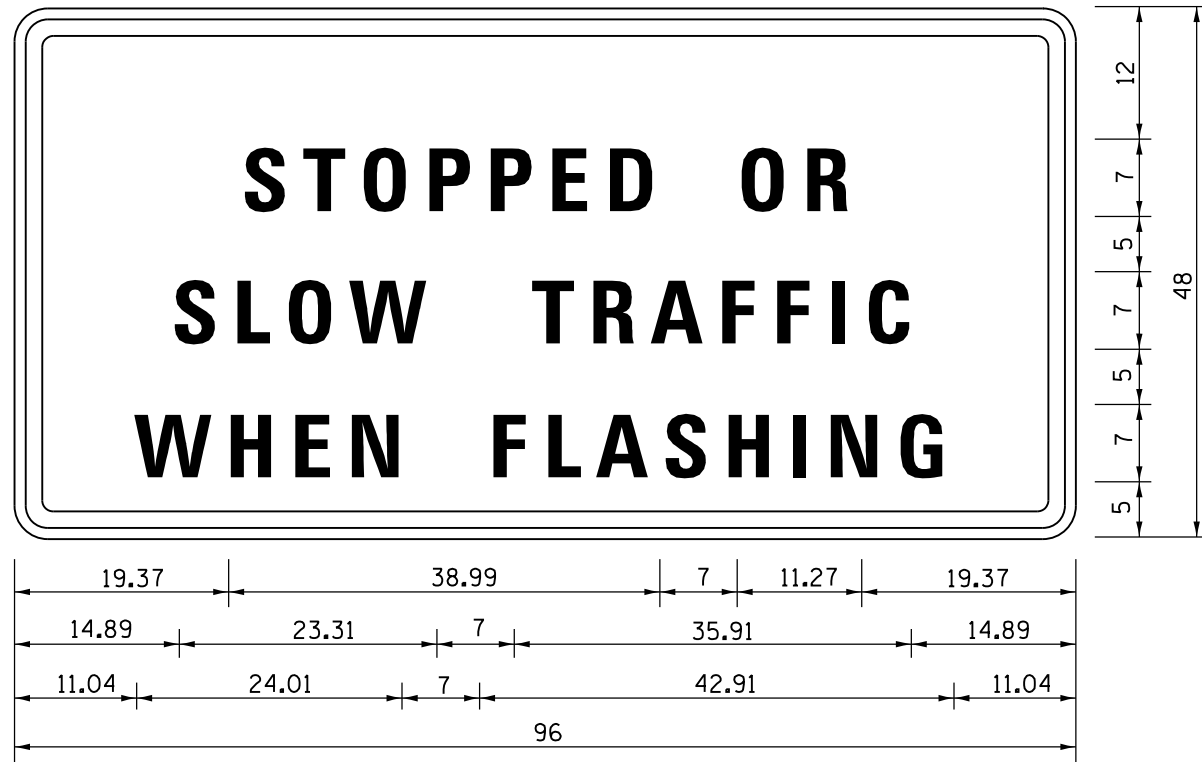
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**REAL TIME TRAFFIC
CONTROL SETUP DETAIL**

SCALE: SHEET 2 OF 4 SHEETS STA. TO STA.

F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
**	**	SANGAMON	152	39
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR



Stopped Or Slow Traffic When Flashing; 2.25" Radius, 1.00" Border, 0.63" Indent, Black on Orange;
 "STOPPED OR" D 2K; "SLOW TRAFFIC" D 2K; "WHEN FLASHING" D 2K;

TABLE OF LETTER AND OBJECT LEFTS

S	T	O	P	P	E	D	O	R			
19.37	24.69	29.94	36.45	42.26	48.07	53.60	65.36	71.87			
S	L	O	W	T	R	A	F	F	I	C	
14.89	20.84	26.09	31.97	45.20	50.59	55.91	62.91	68.30	73.69	76.35	
W	H	E	N	F	L	A	S	H	I	N	G
11.04	18.32	24.76	30.29	42.05	47.44	52.20	58.71	64.66	71.10	73.90	80.20

RTTC SIGN DETAIL

EXACT LOCATIONS OF SIGNS AND OTHER RTTC SENSOR UNIT EQUIPMENT SHALL BE DETERMINED AS DETAILED IN SPECIAL PROVISION FOR REAL-TIME TRAFFIC CONTROL SYSTEM

SIGNS TO BE EQUIPPED WITH FLASHERS (SEE SPECIAL PROVISION)

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PLOT SCALE = 100.0000 ' / in.	DRAWN -	REVISED -					**		SANGAMON	152	40
PLOT DATE = 2/1/2019	CHECKED -	REVISED -		SCALE: SHEET 3 OF 4 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		CONTRACT NO. 72J94		
	DATE -	REVISED -									

^{*} FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ^{**} (110) RS-2, (84-9) RS-7, BR

STAGE CONSTRUCTION DESCRIPTION

PRE-STAGE 1:

CONSISTS OF REMOVING THE EXISTING PAVED SHOULDERS AND CONSTRUCTING HMA BASE COURSE FOR USE AS TEMPORARY LANES IN STAGE 1.

STAGE 1:

CONSISTS OF CONSTRUCTION ON THE OUTSIDE DRIVING LANES OF SN 084-0076 AND SN 084-0077 ON F.A.I. 72 (I-72). THE SOUTHWEST LOOP RAMP, RAMP B, AND RAMP C WILL BE CLOSED DURING THIS CONSTRUCTION STAGE.

PRE-STAGE 1A:

CONSISTS OF REMOVING THE EXISTING PAVED SHOULDERS AND CONSTRUCTING HMA BASE COURSE FOR USE AS TEMPORARY LANES IN STAGE 1A.

STAGE 1A:

WILL BE COMPLETED CONCURRENTLY WITH STAGE 1 CONSTRUCTION. CONSISTS OF FULL DEPTH PAVEMENT AND BASE REMOVAL AND REPLACEMENT ON THE OUTSIDE DRIVING LANES OF NORTHBOUND AND SOUTHBOUND F.A.P. 666 (I-55 BUS.). TRAFFIC CONTROL FOR STAGE 1A FOR I-55 BUS. WILL BE IN PLACE DURING THE FULL DEPTH PAVEMENT RECONSTRUCTION.

PRE-STAGE 1B:

CONSISTS OF REMOVING THE EXISTING PAVED SHOULDERS AND CONSTRUCTING HMA BASE COURSE FOR USE AS TEMPORARY LANES IN STAGE 1B.

STAGE 1B:

WILL BE COMPLETED CONCURRENTLY WITH STAGE 1 CONSTRUCTION. CONSISTS OF FULL DEPTH PAVEMENT AND BASE REMOVAL AND REPLACEMENT ON THE INSIDE PASSING LANES OF NORTHBOUND AND SOUTHBOUND F.A.P. 666 (I-55 BUS.). TRAFFIC CONTROL FOR STAGE 1B FOR I-55 BUS. WILL BE IN PLACE DURING THE FULL DEPTH PAVEMENT RECONSTRUCTION AND IS ESTIMATED TO LAST APPROXIMATELY 5 DAYS.

PRE-STAGE 2:

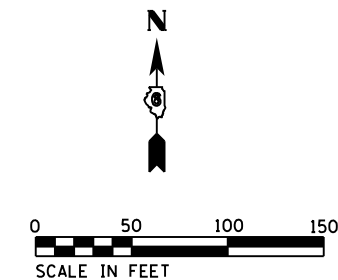
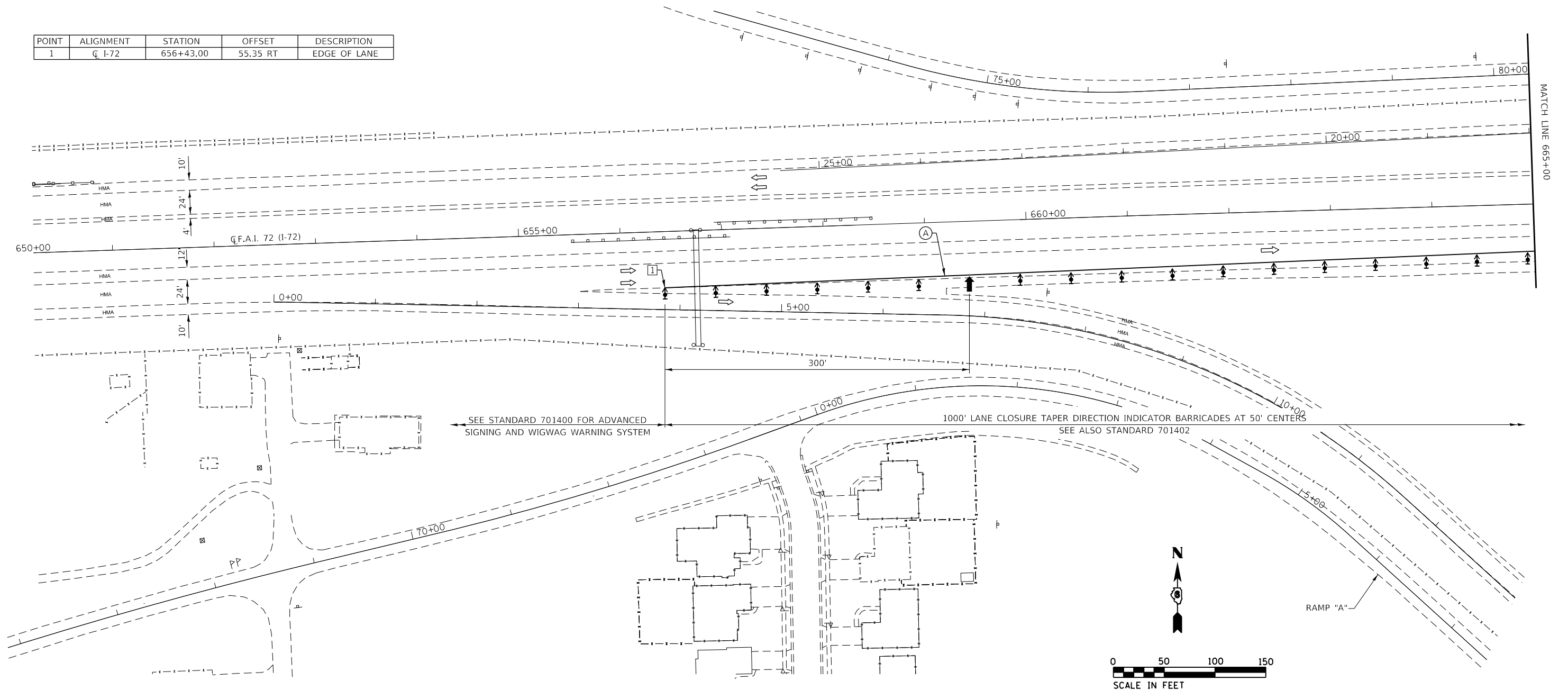
CONSISTS OF REMOVING THE EXISTING PAVED SHOULDERS AND CONSTRUCTING HMA BASE COURSE FOR USE AS TEMPORARY LANES IN STAGE 2.

STAGE 2:

CONSISTS OF CONSTRUCTION ON THE INSIDE PASSING LANES OF SN 084-0076 AND SN 084-0077 ON F.A.I. 72 (I-72).

SYMBOLS	
	Arrow board
	Work area
	Sign
	Direction indicator barricade with steady burn monodirectional light
	Type II barricade, drum, or vertical barricade with steady burn monodirectional light
	Type II barricade, drum, or vertical barricade with monodirectional flashing light
	Drum with steady burning light
	Temporary concrete barrier
	Monodirectional guardrail/barrier wall reflector (25' Centers)
	Impact attenuator
	Temporary Pavement Marking - Line 5" Solid White
	Temporary Pavement Marking - Line 5" Solid Yellow
	Temporary White Reflective Pavement Marking Tape

POINT	ALIGNMENT	STATION	OFFSET	DESCRIPTION
1	CL I-72	656+43.00	55.35 RT	EDGE OF LANE



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PLOT DATE = 2/1/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

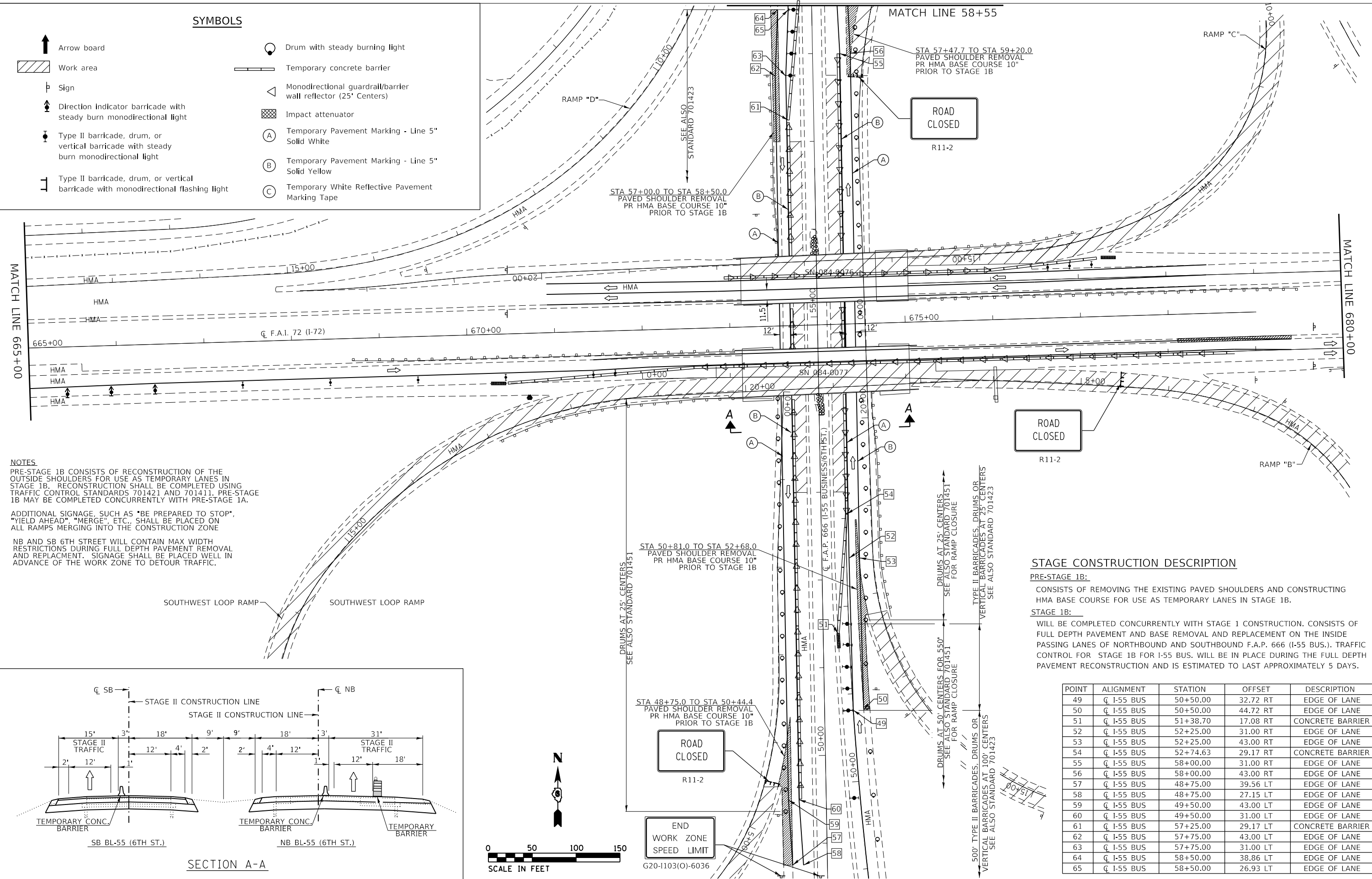
STAGE 1 MAINTENANCE OF TRAFFIC FAI 72(I-72) & FAP 666 (I-55 BUSINESS/6TH ST.)			
SCALE: 1" = 50'	SHEET 1	OF 2	SHEETS
STA. 650+00.00		TO STA. 665+00.00	

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
**	**	SANGAMON	152	41
CONTRACT NO. 72J94				
		ILLINOIS	FED. AID PROJECT	

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR

SYMBOLS

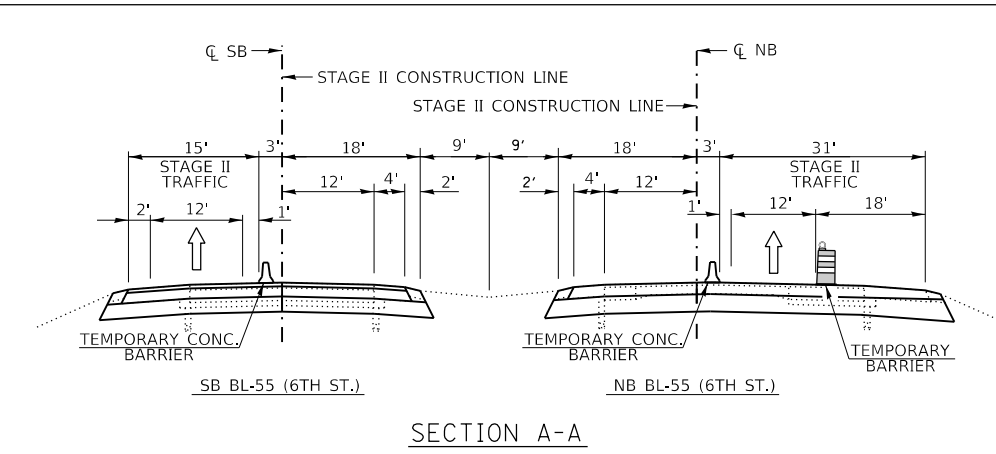
- Arrow board
- Work area
- Sign
- Direction indicator barricade with steady burn monodirectional light
- Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- Type II barricade, drum, or vertical barricade with monodirectional flashing light
- Drum with steady burning light
- Temporary concrete barrier
- Monodirectional guardrail/barrier wall reflector (25' Centers)
- Impact attenuator
- Temporary Pavement Marking - Line 5" Solid White
- Temporary Pavement Marking - Line 5" Solid Yellow
- Temporary White Reflective Pavement Marking Tape



NOTES
 PRE-STAGE 1B CONSISTS OF RECONSTRUCTION OF THE OUTSIDE SHOULDERS FOR USE AS TEMPORARY LANES IN STAGE 1B. RECONSTRUCTION SHALL BE COMPLETED USING TRAFFIC CONTROL STANDARDS 701421 AND 701411. PRE-STAGE 1B MAY BE COMPLETED CONCURRENTLY WITH PRE-STAGE 1A.
 ADDITIONAL SIGNAGE, SUCH AS "BE PREPARED TO STOP", "YIELD AHEAD", "MERGE", ETC., SHALL BE PLACED ON ALL RAMP MERGING INTO THE CONSTRUCTION ZONE.
 NB AND SB 6TH STREET WILL CONTAIN MAX WIDTH RESTRICTIONS DURING FULL DEPTH PAVEMENT REMOVAL AND REPLACEMENT. SIGNAGE SHALL BE PLACED WELL IN ADVANCE OF THE WORK ZONE TO DETOUR TRAFFIC.

STAGE CONSTRUCTION DESCRIPTION
PRE-STAGE 1B:
 CONSISTS OF REMOVING THE EXISTING PAVED SHOULDERS AND CONSTRUCTING HMA BASE COURSE FOR USE AS TEMPORARY LANES IN STAGE 1B.
STAGE 1B:
 WILL BE COMPLETED CONCURRENTLY WITH STAGE 1 CONSTRUCTION. CONSISTS OF FULL DEPTH PAVEMENT AND BASE REMOVAL AND REPLACEMENT ON THE INSIDE PASSING LANES OF NORTHBOUND AND SOUTHBOUND F.A.P. 666 (I-55 BUS.). TRAFFIC CONTROL FOR STAGE 1B FOR I-55 BUS. WILL BE IN PLACE DURING THE FULL DEPTH PAVEMENT RECONSTRUCTION AND IS ESTIMATED TO LAST APPROXIMATELY 5 DAYS.

POINT	ALIGNMENT	STATION	OFFSET	DESCRIPTION
49	CL I-55 BUS	50+50.00	32.72 RT	EDGE OF LANE
50	CL I-55 BUS	50+50.00	44.72 RT	EDGE OF LANE
51	CL I-55 BUS	51+38.70	17.08 RT	CONCRETE BARRIER
52	CL I-55 BUS	52+25.00	31.00 RT	EDGE OF LANE
53	CL I-55 BUS	52+25.00	43.00 RT	EDGE OF LANE
54	CL I-55 BUS	52+74.63	29.17 RT	CONCRETE BARRIER
55	CL I-55 BUS	58+00.00	31.00 RT	EDGE OF LANE
56	CL I-55 BUS	58+00.00	43.00 RT	EDGE OF LANE
57	CL I-55 BUS	48+75.00	39.56 LT	EDGE OF LANE
58	CL I-55 BUS	48+75.00	27.15 LT	EDGE OF LANE
59	CL I-55 BUS	49+50.00	43.00 LT	EDGE OF LANE
60	CL I-55 BUS	49+50.00	31.00 LT	EDGE OF LANE
61	CL I-55 BUS	57+25.00	29.17 LT	CONCRETE BARRIER
62	CL I-55 BUS	57+75.00	43.00 LT	EDGE OF LANE
63	CL I-55 BUS	57+75.00	31.00 LT	EDGE OF LANE
64	CL I-55 BUS	58+50.00	38.86 LT	EDGE OF LANE
65	CL I-55 BUS	58+50.00	26.93 LT	EDGE OF LANE



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 PROJECT: 6672194
 SHEET: 152 OF 152

USER NAME = verenskifa	DESIGNED -	REVISED -
PLOT SCALE = 100,0000' / in.	DRAWN -	REVISED -
PLOT DATE = 2/1/2019	CHECKED -	REVISED -
	DATE -	REVISED -




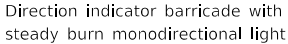
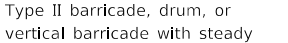
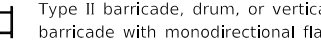

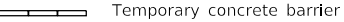
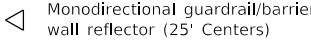
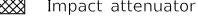



**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STAGE 1B MAINTENANCE OF TRAFFIC
 FAI 72(I-72) & FAP 666 (I-55 BUSINESS/6TH ST.)**
 SCALE: 1" = 50' SHEET 1 OF 2 SHEETS STA. 665+00.00 TO STA. 680+00.00

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	**	SANGAMON	152	45
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR

SYMBOLS

-  Arrow board
-  Work area
-  Sign
-  Direction indicator barricade with steady burn monodirectional light
-  Type II barricade, drum, or vertical barricade with steady burn monodirectional light
-  Type II barricade, drum, or vertical barricade with monodirectional flashing light
-  Drum with steady burning light
-  Temporary concrete barrier
-  Monodirectional guardrail/barrier wall reflector (25' Centers)
-  Impact attenuator
-  (A) Temporary Pavement Marking - Line 5" Solid White
-  (B) Temporary Pavement Marking - Line 5" Solid Yellow
-  (C) Temporary White Reflective Pavement Marking Tape

STAGE CONSTRUCTION DESCRIPTION

PRE-STAGE 1B:

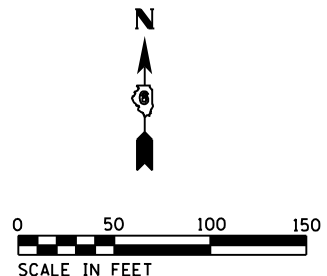
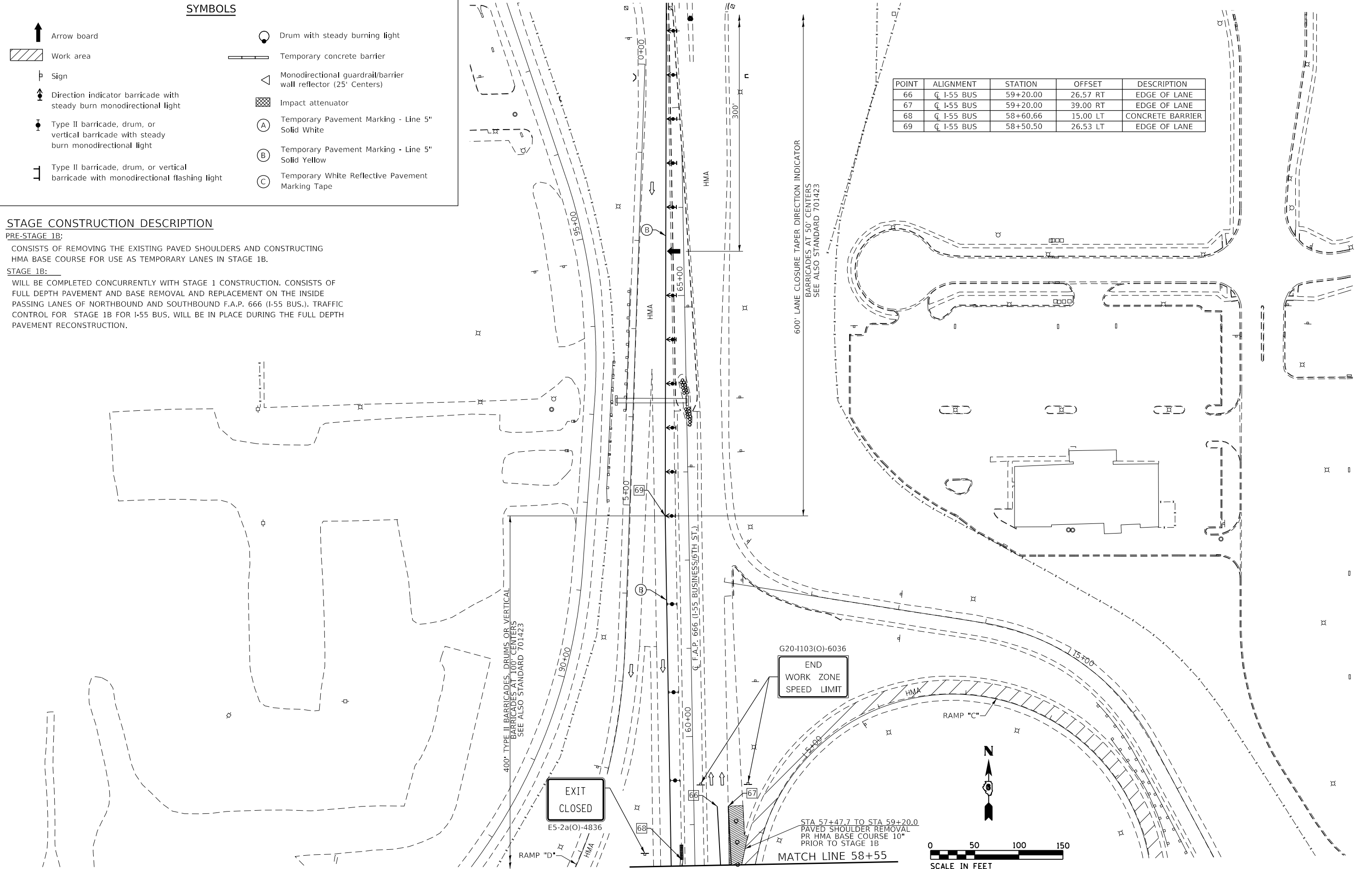
CONSISTS OF REMOVING THE EXISTING PAVED SHOULDERS AND CONSTRUCTING HMA BASE COURSE FOR USE AS TEMPORARY LANES IN STAGE 1B.

STAGE 1B:

WILL BE COMPLETED CONCURRENTLY WITH STAGE 1 CONSTRUCTION. CONSISTS OF FULL DEPTH PAVEMENT AND BASE REMOVAL AND REPLACEMENT ON THE INSIDE PASSING LANES OF NORTHBOUND AND SOUTHBOUND F.A.P. 666 (I-55 BUS.). TRAFFIC CONTROL FOR STAGE 1B FOR I-55 BUS. WILL BE IN PLACE DURING THE FULL DEPTH PAVEMENT RECONSTRUCTION.

POINT	ALIGNMENT	STATION	OFFSET	DESCRIPTION
66	☐ I-55 BUS	59+20.00	26.57 RT	EDGE OF LANE
67	☐ I-55 BUS	59+20.00	39.00 RT	EDGE OF LANE
68	☐ I-55 BUS	58+60.66	15.00 LT	CONCRETE BARRIER
69	☐ I-55 BUS	58+50.50	26.53 LT	EDGE OF LANE

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USER NAME = verenskifa	DESIGNED -	REVISED -
PLOT SCALE = 100,0000' / in.	DRAWN -	REVISED -
PLOT DATE = 2/1/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE 1 MAINTENANCE OF TRAFFIC FAI 72(I-72) & FAP 666 (I-55 BUSINESS/6TH ST.)			
SCALE: 1" = 50'	SHEET 2	OF 2	SHEETS
STA. 58+55.00		TO STA. 68+15.00	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	**	SANGAMON	152	46
CONTRACT NO. 72J94				
ILLINOIS		FED. AID PROJECT		

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR

STAGE CONSTRUCTION NOTES

- ① BEGIN STANDARD 701402 WITH TYPE II BARRICADES AT STATION 681+50 TO 688+50
- ② BEGIN LEFT SIDE TAPER TRANSITION 696+50 TO 688+50 TO SHIFT TRAFFIC FROM PASSING TO DRIVING LANE
- ③ BEGIN RIGHT SIDE TAPER AT STA 697+50 TO 691+00 RIGHT TO ALLOW TRAFFIC TO SHIFT BEFORE RAMP EXIT.

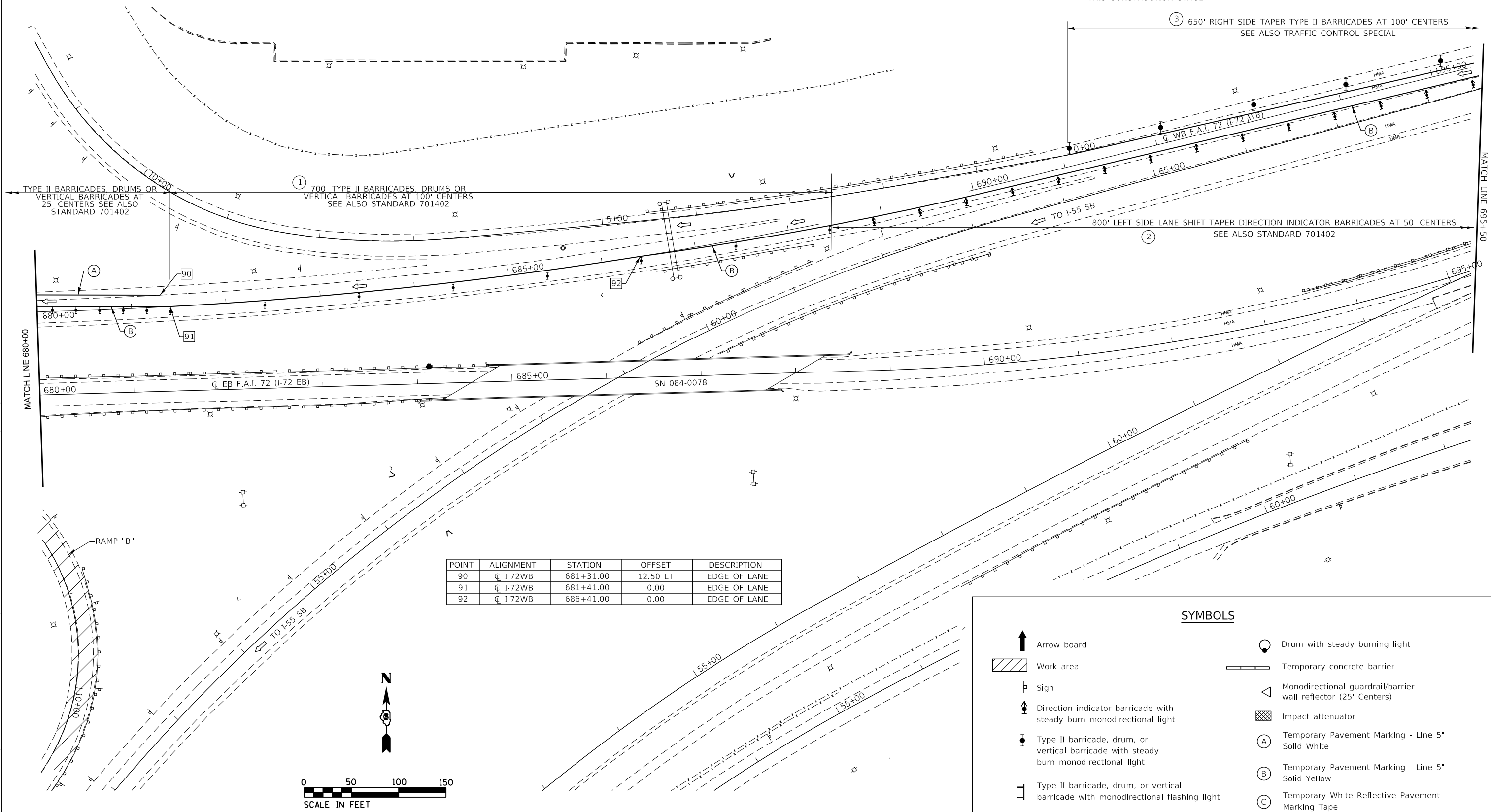
STAGE CONSTRUCTION DESCRIPTION

PRE-STAGE 1:

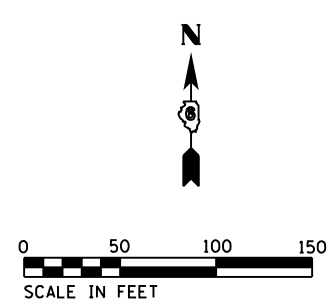
CONSISTS OF REMOVING THE EXISTING PAVED SHOULDERS AND CONSTRUCTING HMA BASE COURSE FOR USE AS TEMPORARY LANES IN STAGE 1.

STAGE 1:

CONSISTS OF CONSTRUCTION ON THE OUTSIDE DRIVING LANES OF SN 084-0076 AND SN 084-0077 ON F.A.I. 72 (I-72). THE SOUTHWEST LOOP RAMP, RAMP B, AND RAMP C WILL BE CLOSED DURING THIS CONSTRUCTION STAGE.



POINT	ALIGNMENT	STATION	OFFSET	DESCRIPTION
90	CL I-72WB	681+31.00	12.50 LT	EDGE OF LANE
91	CL I-72WB	681+41.00	0.00	EDGE OF LANE
92	CL I-72WB	686+41.00	0.00	EDGE OF LANE



SYMBOLS

- Arrow board
- Work area
- Sign
- Direction indicator barricade with steady burn monodirectional light
- Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- Type II barricade, drum, or vertical barricade with monodirectional flashing light
- Drum with steady burning light
- Temporary concrete barrier
- Monodirectional guardrail/barrier wall reflector (25' Centers)
- Impact attenuator
- Temporary Pavement Marking - Line 5" Solid White
- Temporary Pavement Marking - Line 5" Solid Yellow
- Temporary White Reflective Pavement Marking Tape

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USER NAME = verenskifa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 2/1/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE 2 MAINTENANCE OF TRAFFIC
FAI 72(I-72) & FAP 666 (I-55 BUSINESS/6TH ST.)**

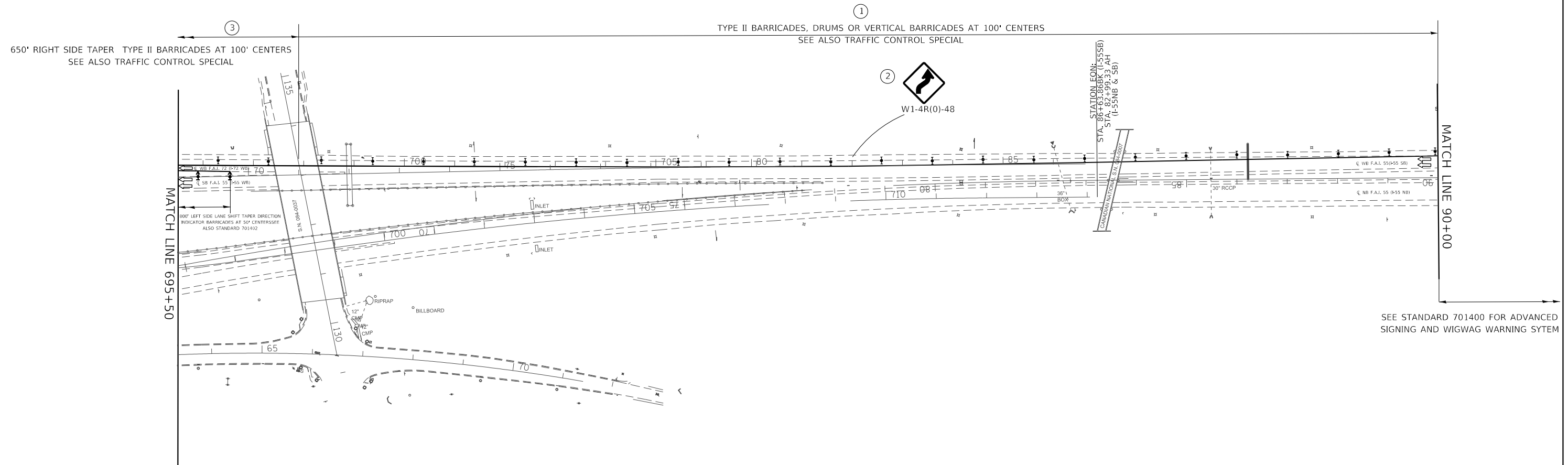
SCALE: 1" = 50' SHEET 2 OF 3 SHEETS STA. 680+00.00 TO STA. 695+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	**	SANGAMON	152	48
CONTRACT NO. 72J94				
		ILLINOIS	FED. AID PROJECT	

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR

STAGE CONSTRUCTION NOTES

- ① BEGIN 3RD LANE CLOSURE AT STA. 90+00 TO STA 697+50 AS IT WIDENS OUT. KEEP BARRICADES BACK 2' OFF EDGE LINE
- ② PLACE WARNING SIGN W1-4R(O)-48 AT STA. 708+00
- ③ BEGIN RIGHT SIDE TAPER AT STA. 697+50 TO 691+00 RIGHT TO ALLOW TRAFFIC TO SHIFT BEFORE RAMP EXIT 92A



SEE STANDARD 701400 FOR ADVANCED SIGNING AND WIGWAG WARNING SYSTEM

NOTES

This traffic control standard will be used for all lane closures involving the I-72 WBL's. For driving lane work, continue the driving lane closure and use Standard 701411 at the NE Ramp. For passing lane work, transition traffic to the driving lane with the use of the arrow barricade taper, along with the W1-4R(O)-48 sign.

This special traffic control will also include installation of all applicable advanced warning signing and speed limit signing required by Standards 701400 and 701401

SYMBOLS	
	Arrow board
	Work area
	Sign
	Direction indicator barricade with steady burn monodirectional light
	Type II barricade, drum, or vertical barricade with steady burn monodirectional light
	Type II barricade, drum, or vertical barricade with monodirectional flashing light
	Drum with steady burning light
	Temporary concrete barrier
	Monodirectional guardrail/barrier wall reflector (25' Centers)
	Impact attenuator
	Temporary Pavement Marking - Line 5" Solid White
	Temporary Pavement Marking - Line 5" Solid Yellow
	Temporary White Reflective Pavement Marking Tape

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USER NAME = verenskifa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 200.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 2/1/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 2 MAINTENANCE OF TRAFFIC
FAI 72 (I-72) & FAI 55 (I-55)

SCALE: 1/2"=100' SHEET 3 OF 3 SHEETS STA. 695+50 TO STA. 90+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	**	SANGAMON	152	49
CONTRACT NO. 72J94				
		ILLINOIS	FED. AID PROJECT	


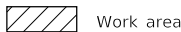











* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR

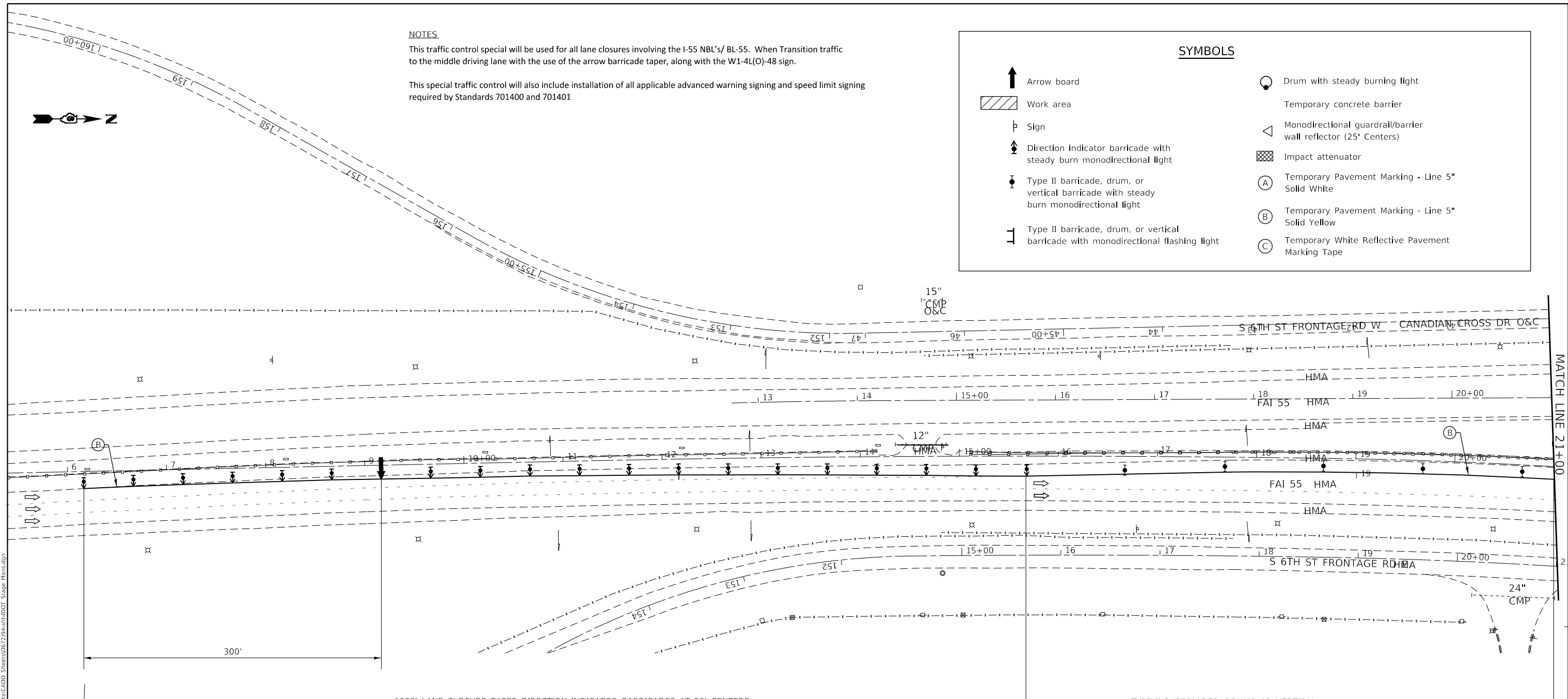
NOTES

This traffic control special will be used for all lane closures involving the I-55 NBL's/ BL-55. When Transition traffic to the middle driving lane with the use of the arrow barricade taper, along with the W1-4L(O)-48 sign.

This special traffic control will also include installation of all applicable advanced warning signing and speed limit signing required by Standards 701400 and 701401

SYMBOLS

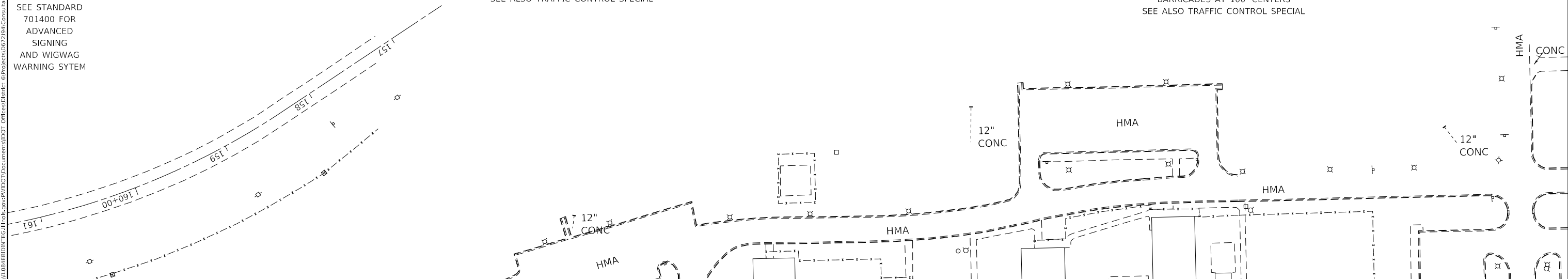
-  Arrow board
-  Work area
-  Sign
-  Direction indicator barricade with steady burn monodirectional light
-  Type II barricade, drum, or vertical barricade with steady burn monodirectional light
-  Type II barricade, drum, or vertical barricade with monodirectional flashing light
-  Drum with steady burning light
-  Temporary concrete barrier
-  Monodirectional guardrail/barrier wall reflector (25' Centers)
-  Impact attenuator
-  Temporary Pavement Marking - Line 5" Solid White
-  Temporary Pavement Marking - Line 5" Solid Yellow
-  Temporary White Reflective Pavement Marking Tape



1000' LANE CLOSURE TAPER DIRECTION INDICATOR BARRICADES AT 50' CENTERS
SEE ALSO TRAFFIC CONTROL SPECIAL

TYPE II BARRICADES, DRUMS OR VERTICAL BARRICADES AT 100' CENTERS
SEE ALSO TRAFFIC CONTROL SPECIAL

SEE STANDARD 701400 FOR ADVANCED SIGNING AND WIGWAG WARNING SYSTEM



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USER NAME = verenskifa	DESIGNED -	REVISED -
DRAWN -	REVISOR -	
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PLOT DATE = 2/1/2019	DATE -	REVISED -














**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE 1A /1B MAINTENANCE OF TRAFFIC
FAP 666 (I-55 BUSINESS 6TH ST.)**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	**	SANGAMON	152	50
CONTRACT NO. 72J94				



SYMBOLS

-  Arrow board
-  Work area
-  Sign
-  Direction indicator barricade with steady burn monodirectional light
-  Type II barricade, drum, or vertical barricade with steady burn monodirectional light
-  Type II barricade, drum, or vertical barricade with monodirectional flashing light
-  Drum with steady burning light
-  Temporary concrete barrier
-  Monodirectional guardrail/barrier wall reflector (25' Centers)
-  Impact attenuator
-  Temporary Pavement Marking - Line 5" Solid White
-  Temporary Pavement Marking - Line 5" Solid Yellow
-  Temporary White Reflective Pavement Marking Tape

NOTES

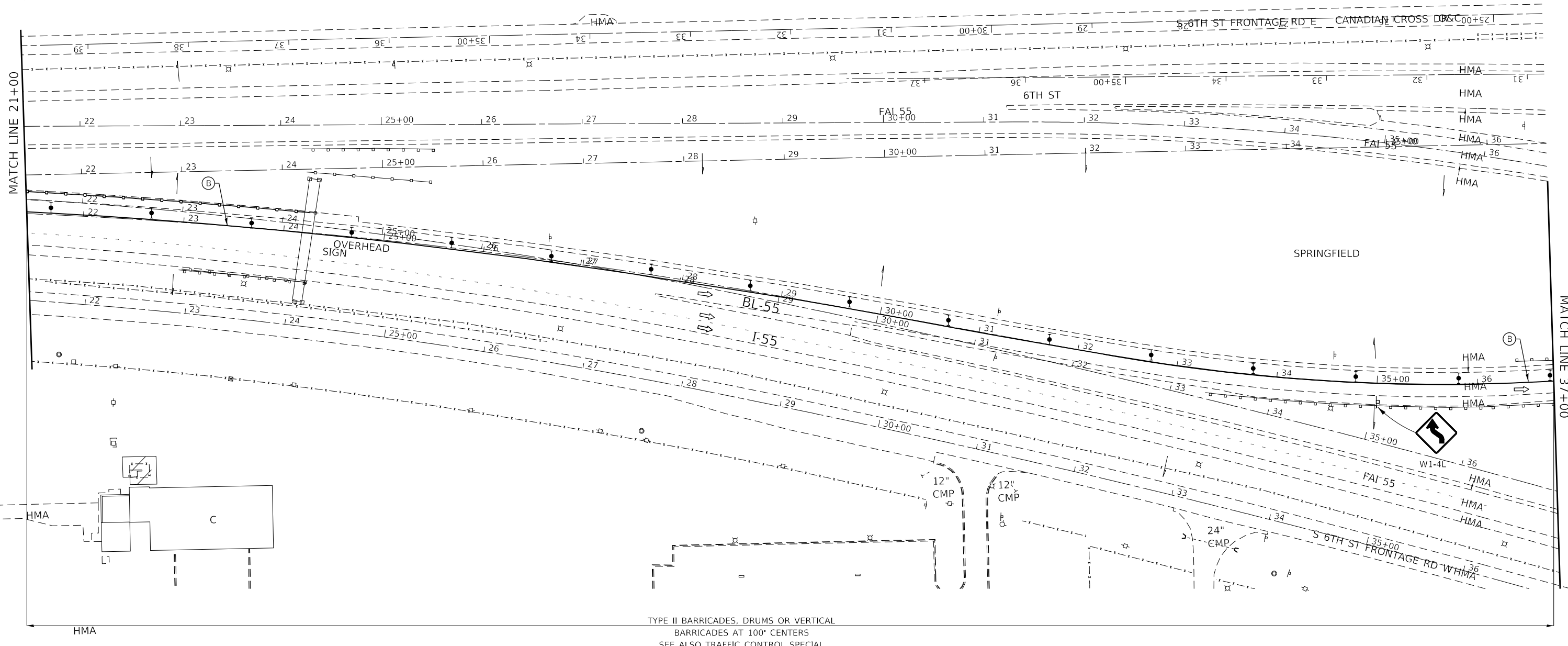
STAGE 1A: SEE PAGE 3A AND 4A

STAGE 1B: SEE PAGE 3B AND 4B

STAGE 1B: WARNING SIGN W1-4L USED FOR LANE SHIFT FROM DRIVING LANE TO PASSING LANE

This traffic control special will be used for all lane closures involving the I-55 NBL's/ BL-55. When Transition traffic to the middle driving lane with the use of the arrow barricade taper, along with the W1-4L(O)-48 sign.

This special traffic control will also include installation of all applicable advanced warning signing and speed limit signing required by Standards 701400 and 701401



TYPE II BARRICADES, DRUMS OR VERTICAL BARRICADES AT 100' CENTERS
SEE ALSO TRAFFIC CONTROL SPECIAL

MODEL: Default
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USER NAME = verenskifa	DESIGNED -	REVISED -
DRAWN -	REVISOR -	
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 2/1/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**


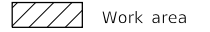


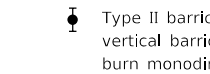

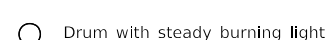
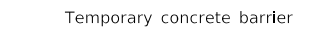
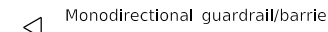
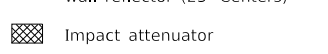
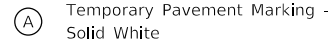


**STAGE 1A /1B MAINTENANCE OF TRAFFIC
FAP 666 (I-55 BUSINESS 6TH ST.)**

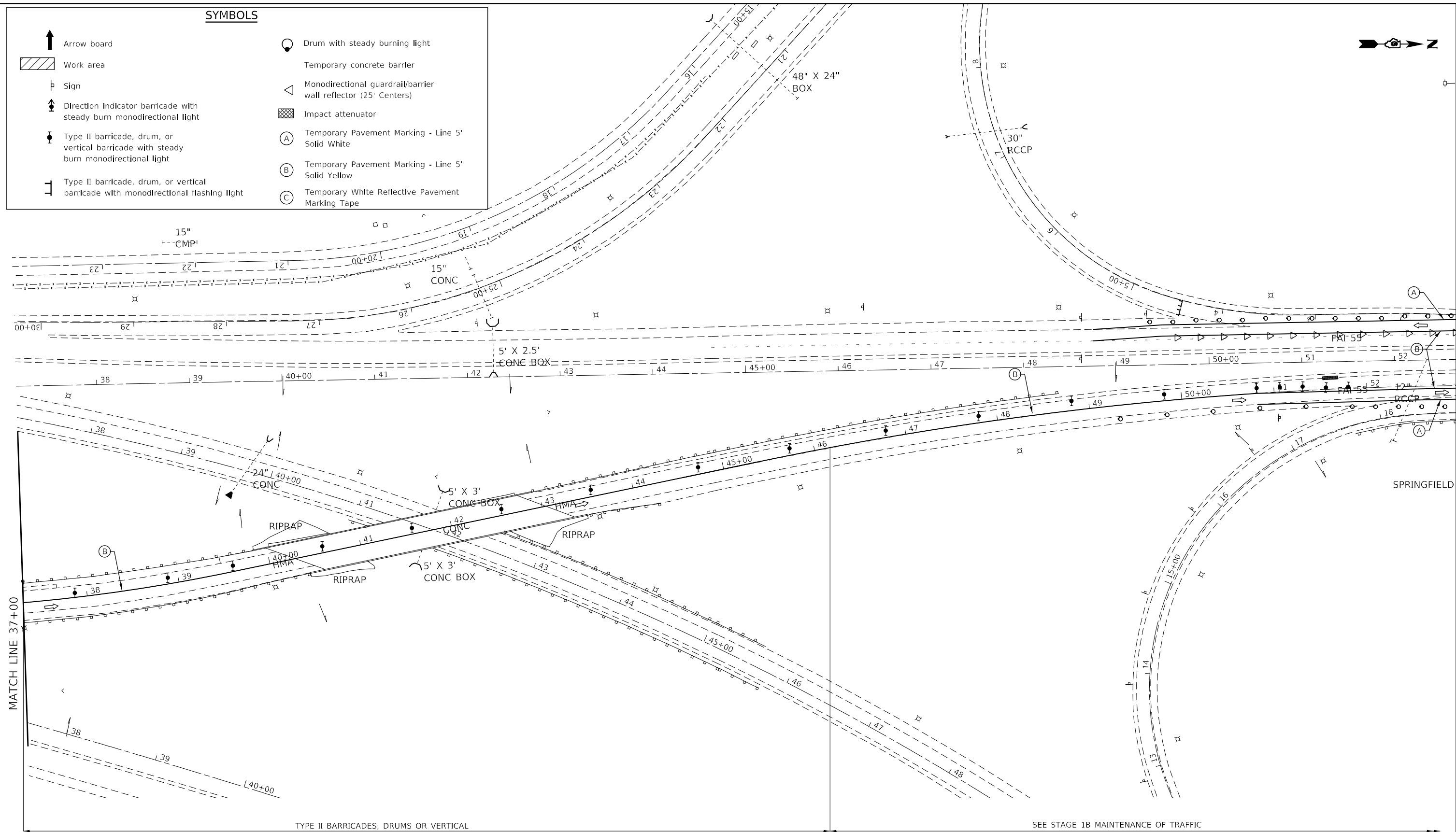
SCALE: 1"=50' SHEET 2 OF 4B SHEETS STA. 21+00 TO STA. 37+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
**	**	SANGAMON	152	51
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR

SYMBOLS

-  Arrow board
-  Work area
-  Sign
-  Direction indicator barricade with steady burn monodirectional light
-  Type II barricade, drum, or vertical barricade with steady burn monodirectional light
-  Type II barricade, drum, or vertical barricade with monodirectional flashing light
-  Drum with steady burning light
-  Temporary concrete barrier
-  Monodirectional guardrail/barrier wall reflector (25' Centers)
-  Impact attenuator
-  Temporary Pavement Marking - Line 5" Solid White
-  Temporary Pavement Marking - Line 5" Solid Yellow
-  Temporary White Reflective Pavement Marking Tape



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TYPE II BARRICADES, DRUMS OR VERTICAL BARRICADES AT 100' CENTERS
SEE ALSO STANDARD 701423

SEE STAGE 1B MAINTENANCE OF TRAFFIC SHEET NUMBER 45

USER NAME = verenskifa	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 2/1/2019	CHECKED -	REVISED -
	DATE -	REVISED -

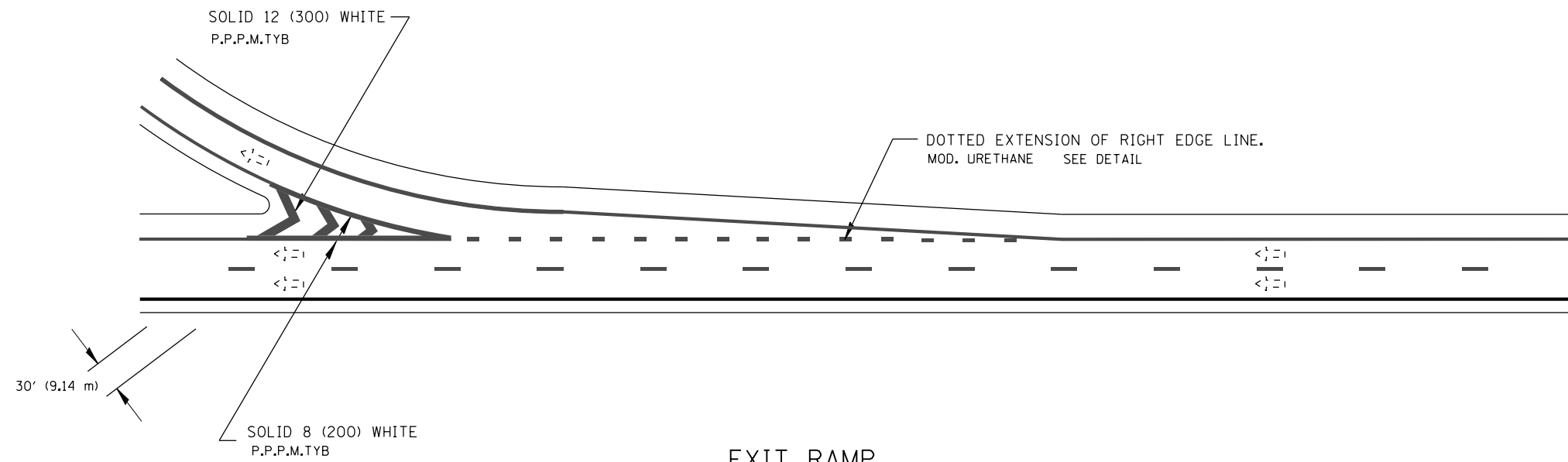
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE 1B MAINTENANCE OF TRAFFIC
FAP 666 (I-55 BUSINESS 6TH ST.)**

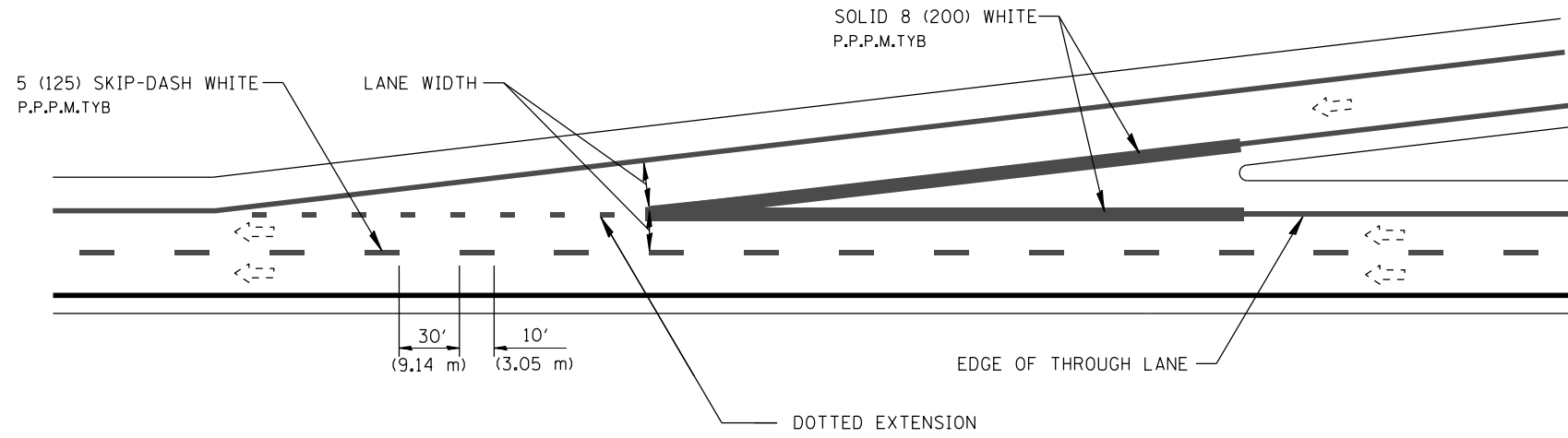
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F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	**	SANGAMON	152	53
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				

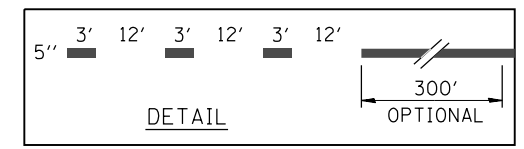
* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR



EXIT RAMP



ENTRANCE RAMP



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USER NAME = verenskifa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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PLOT DATE = 2/1/2019	DATE -	REVISED -

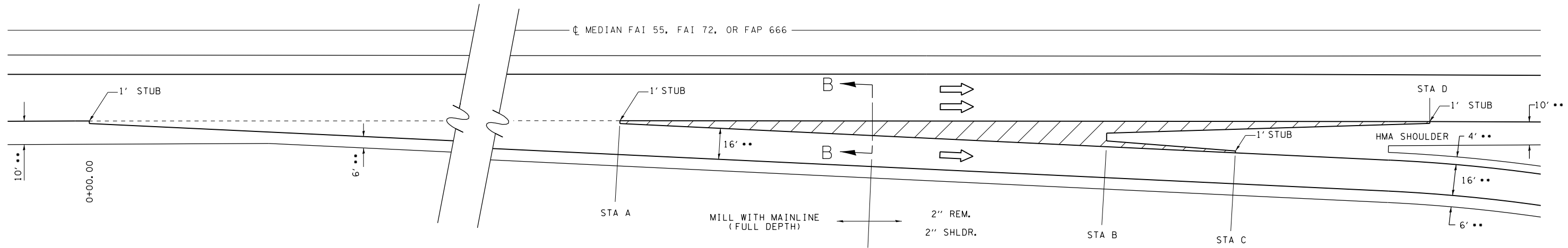
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL PAVEMENT
MARKINGS DETAIL

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

F.A. * RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	SANGAMON	152	58
CONTRACT NO. 72J94				

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR



PLAN - EXIT TERMINAL

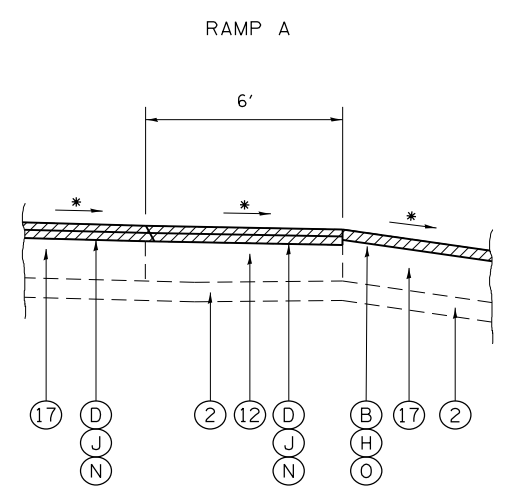
LEGEND

INTERCHANGE	RAMP	ADJACENT MAINLINE	STA A		STA B		STA C	STA D	L1 (FEET)
			RAMP	MAINLINE	RAMP	MAINLINE	RAMP	MAINLINE	
6TH STREET	A	EB I-72	3+02	655+59	6+62	659+19	7+22	660+69	662
6TH STREET	D	SB BL-55	*N/A	*N/A	6+60	61+03	7+20	59+53	660

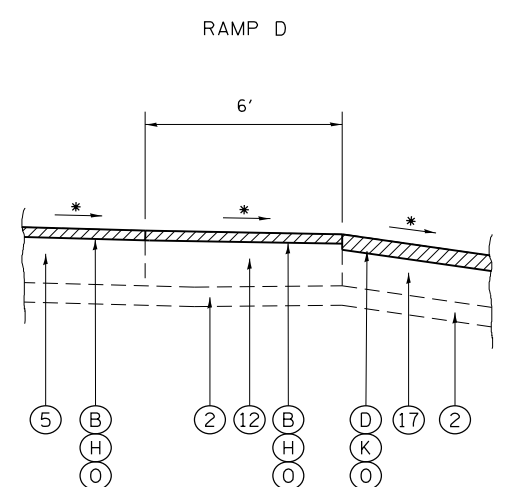
* OUTSIDE OF PAVING LIMITS

- 2. EX AGGREGATE SUB-BASE 4"
- 5. EX PCC PAVEMENT 10"
- 12. EX BITUMINOUS SHOULDERS (THICK VAR.)
- 17. EX PCC BASE COURSE 9"
- 18. EX PCC PAVEMENT 8" (STD REINF.)
- 19. EX PCC PAVEMENT 10" (STD REINF.)
- 20. EX PCC PAVMENT 9-7-9

- A. PR HMA SURFACE REMOVAL 2"
- B. PR HMA SURFACE REMOVAL 3 3/4"
- D. PR HMA SURFACE REMOVAL 6 1/4"
- E. PR HMA SURFACE REMOVAL 7"
- H. PR POLY HMA BINDER COURSE, IL-19.0, N70 2 1/4" (BL-55&RAMPS)
- J. PR POLY HMA BINDER COURSE, IL-19.0, N90 4 3/4" (I-72)
- K. PR POLY HMA BINDER COURSE, IL-19.0, N70 4 3/4" (RAMPS)
- L. PR POLY HMA BINDER COURSE, IL-19.0, N90 5 1/2" (BL-55)
- N. PR POLY HMA SURFACE COURSE, MIX "E" N90 1 1/2" (I-72)
- O. PR POLY HMA SURFACE COURSE, MIX "E" N70 1 1/2" (BL-55&RAMPS)
- P. PR HMA (SHOULDERS)



SECTION B-B



SECTION B-B

* MATCH EXIST SLOPE

** MEASUREMENTS ARE TYPICAL. FIELD MEASUREMENTS MAY VARY

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	DRAWN -	REVISED -
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PLOT DATE = 2/1/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

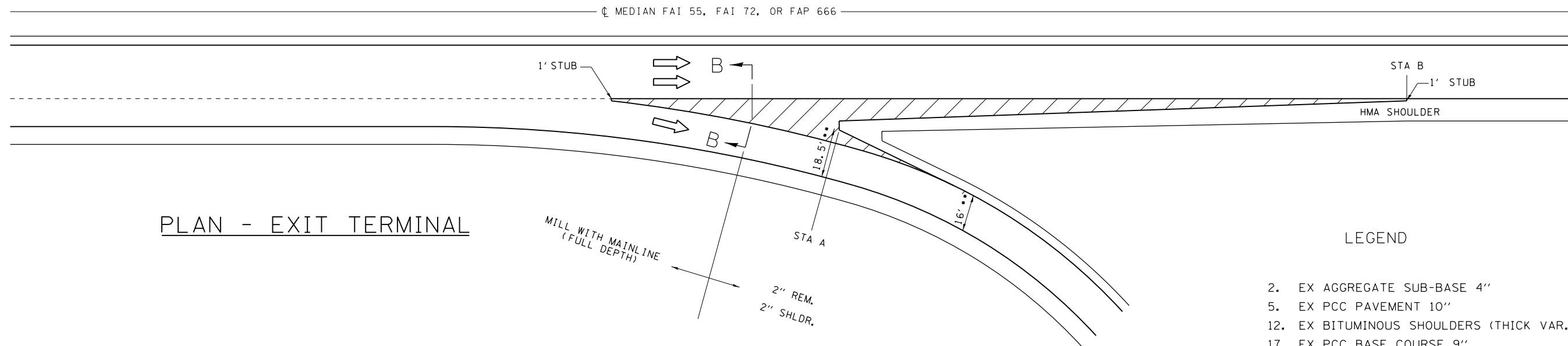
EXIT RAMP DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
**	**	SANGAMON	152	60
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				

* FAI 72, FAP 666, FAI 72 4 / I-72, L-55 BUS ** (110) RS-2, (84-9) RS-7, BR

CL MEDIAN FAI 55, FAI 72, OR FAP 666



PLAN - EXIT TERMINAL

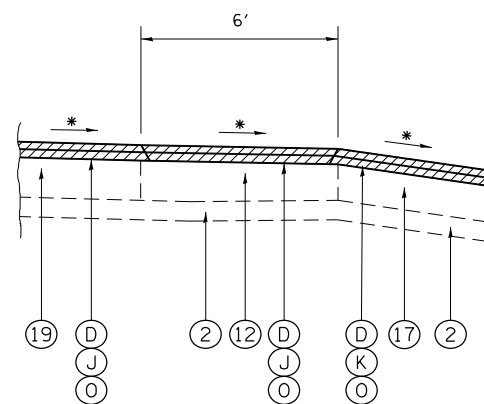
LEGEND

INTERCHANGE	RAMP	ADJACENT MAINLINE	STA A		STA B
			RAMP	MAINLINE	MAINLINE
6TH STREET	B	EB I-72	5+87	677+88	680+42
6TH STREET	C	NB BL-55	3+47	58+41	60+95

- 2. EX AGGREGATE SUB-BASE 4"
- 5. EX PCC PAVEMENT 10"
- 12. EX BITUMINOUS SHOULDERS (THICK VAR.)
- 17. EX PCC BASE COURSE 9"
- 18. EX PCC PAVEMENT 8" (STD REINF.)
- 19. EX PCC PAVEMENT 10" (STD REINF.)
- 20. EX PCC PAVMENT 9-7-9

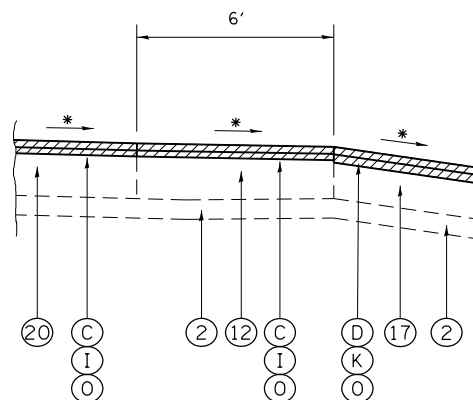
- A. PR HMA SURFACE REMOVAL 2"
- B. PR HMA SURFACE REMOVAL 3 3/4"
- C. PR HMA SURFACE REMOVAL 5"
- D. PR HMA SURFACE REMOVAL 6 1/4"
- E. PR HMA SURFACE REMOVAL 7"
- H. PR POLY HMA BINDER COURSE, IL-19.0, N70 2 1/4" (BL-55&RAMPS)
- J. PR POLY HMA BINDER COURSE, IL-19.0, N90 4 3/4" (I-72)
- K. PR POLY HMA BINDER COURSE, IL-19.0, N70 4 3/4" (RAMPS)
- L. PR POLY HMA BINDER COURSE, IL-19.0, N90 5 1/2" (BL-55)
- N. PR POLY HMA SURFACE COURSE, MIX "E" N90 1 1/2" (I-72)
- O. PR POLY HMA SURFACE COURSE, MIX"E" N70 1 1/2" (BL-55&RAMPS)
- P. PR HMA (SHOULDERS)

RAMP B



SECTION B-B

RAMP C



SECTION B-B

* MATCH EXIST SLOPE
 ** MEASUREMENTS ARE TYPICAL. FIELD MEASUREMENTS MAY VARY

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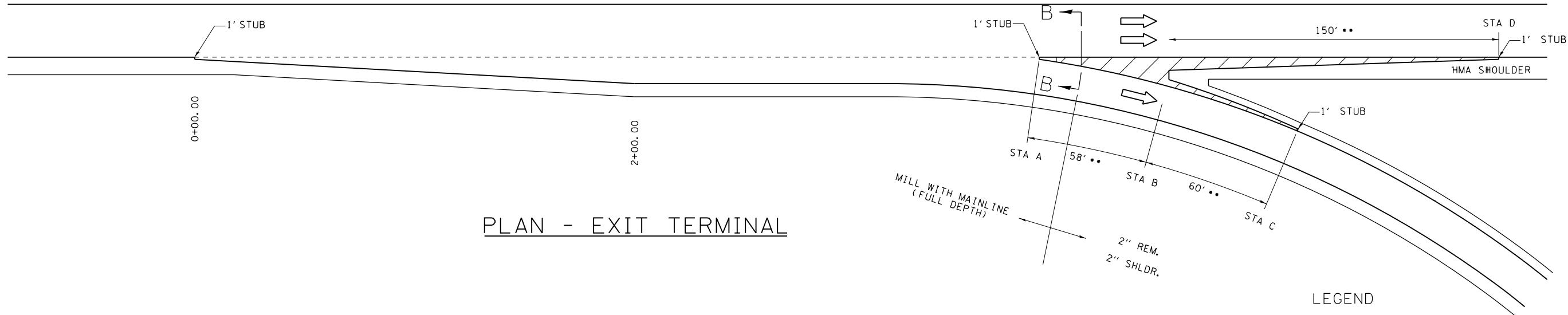
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXIT RAMP DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

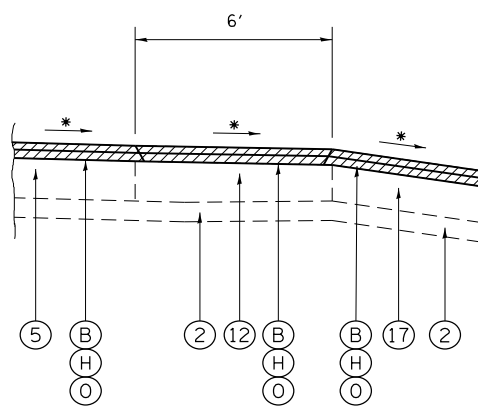
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
**	**	SANGAMON	152	61
CONTRACT NO. 72J94				
		ILLINOIS	FED. AID PROJECT	

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR



INTERCHANGE	RAMP	ADJACENT MAINLINE	STA A		STA B		STA C	STA D
			RAMP	MAINLINE	RAMP	MAINLINE	RAMP	MAINLINE
6TH STREET	SW LOOP	SB BL-55	3+67	50+44	4+25	49+87	4+85	51+37

SW LOOP RAMP



* MATCH EXIST SLOPE

** MEASUREMENTS ARE TYPICAL. FIELD MEASUREMENTS MAY VARY

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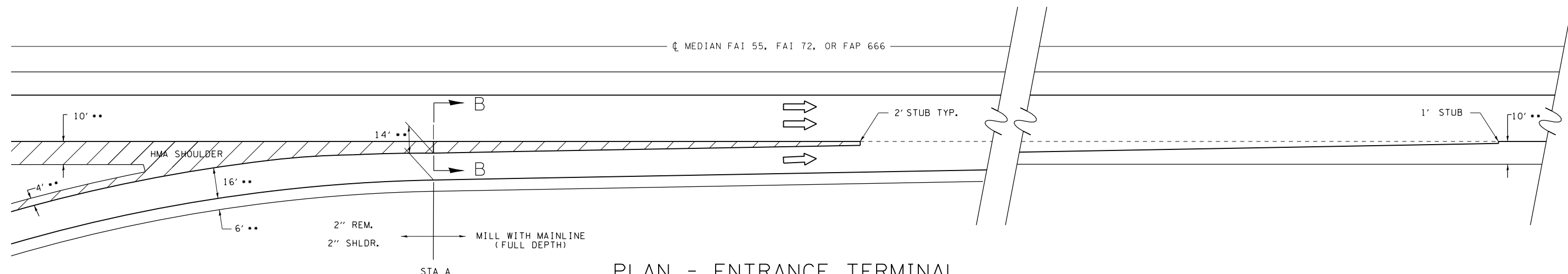
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PLOT DATE = 2/1/2019	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXIT RAMP DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
**	**	SANGAMON	152	62
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				

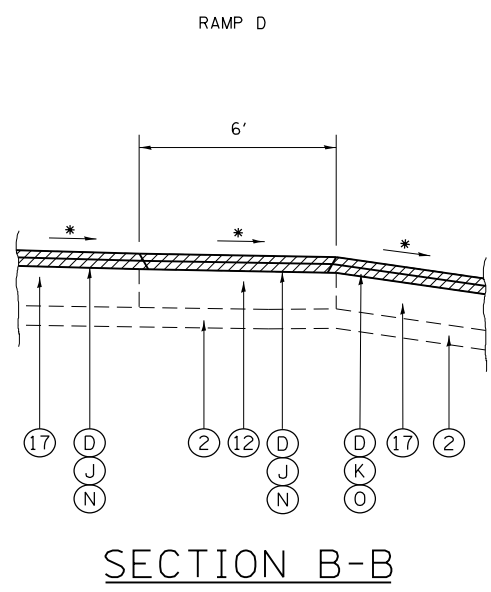
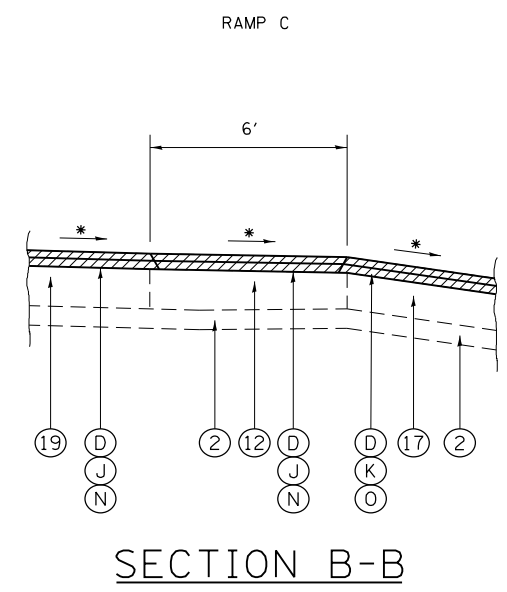


INTERCHANGE	RAMP	ADJACENT MAINLINE	STA A	
			RAMP	MAINLINE
6TH STREET	C	WB I-72	14+42	676+46
6TH STREET	D	WB I-72	15+04	667+94

LEGEND

- 2. EX AGGREGATE SUB-BASE 4"
- 5. EX PCC PAVEMENT 10"
- 12. EX BITUMINOUS SHOULDERS (THICK VAR.)
- 17. EX PCC BASE COURSE 9"
- 18. EX PCC PAVEMENT 8" (STD REINF.)
- 19. EX PCC PAVEMENT 10" (STD REINF.)
- 20. EX PCC PAVMENT 9-7-9

- A. PR HMA SURFACE REMOVAL 2"
- B. PR HMA SURFACE REMOVAL 3 3/4"
- D. PR HMA SURFACE REMOVAL 6 1/4"
- E. PR HMA SURFACE REMOVAL 7"
- H. PR POLY HMA BINDER COURSE, IL-19.0, N70 2 1/4" (BL-55&RAMPS)
- J. PR POLY HMA BINDER COURSE, IL-19.0, N90 4 3/4" (I-72)
- K. PR POLY HMA BINDER COURSE, IL-19.0, N70 4 3/4" (RAMPS)
- L. PR POLY HMA BINDER COURSE, IL-19.0, N90 5 1/2" (BL-55)
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- O. PR POLY HMA SURFACE COURSE, MIX "E" N70 1 1/2" (BL-55&RAMPS)
- P. PR HMA (SHOULDERS)



* MATCH EXIST SLOPE

** MEASUREMENTS ARE TYPICAL. FIELD MEASUREMENTS MAY VARY

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

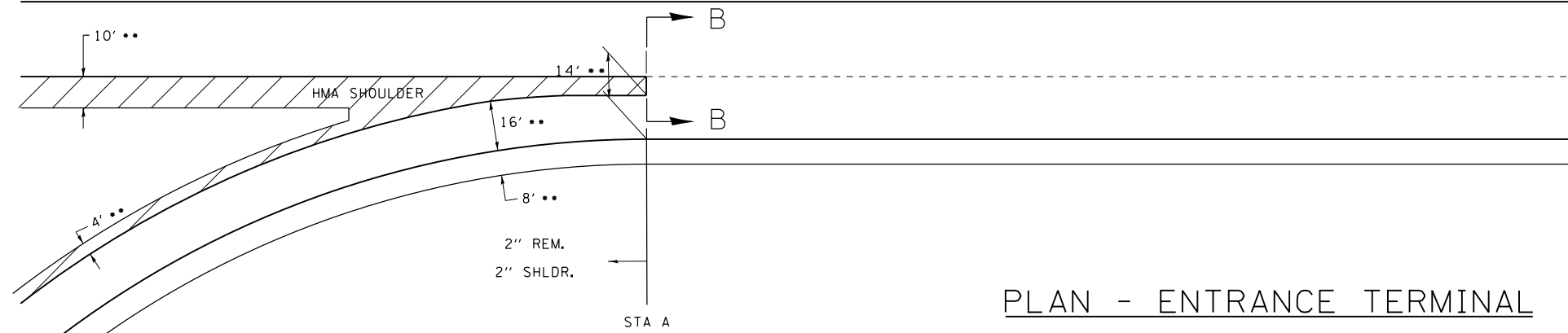
ENTRANCE RAMP DETAILS

SCALE:	SHEET	OF	SHEETS	STA.	TO STA.
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
**	**	SANGAMON	152	63
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR

CL MEDIAN FAI 55, FAI 72, OR FAP 666



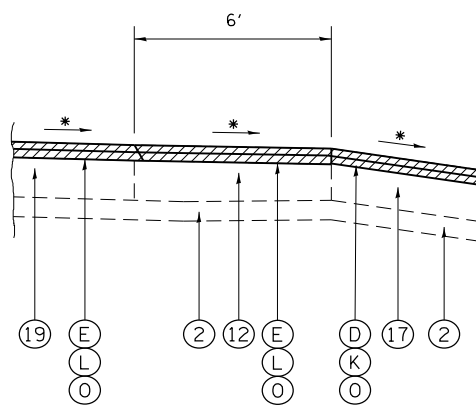
INTERCHANGE	RAMP	ADJACENT MAINLINE	STA A	
			RAMP	MAINLINE
6TH STREET	B	NB BL-55	18+09	51+91
6TH STREET	SW LOOP	EB I-72	18+56	671+71

LEGEND

- 2. EX AGGREGATE SUB-BASE 4"
- 5. EX PCC PAVEMENT 10"
- 12. EX BITUMINOUS SHOULDERS (THICK VAR.)
- 17. EX PCC BASE COURSE 9"
- 18. EX PCC PAVEMENT 8" (STD REINF.)
- 19. EX PCC PAVEMENT 10" (STD REINF.)
- 20. EX PCC PAVMENT 9-7-9

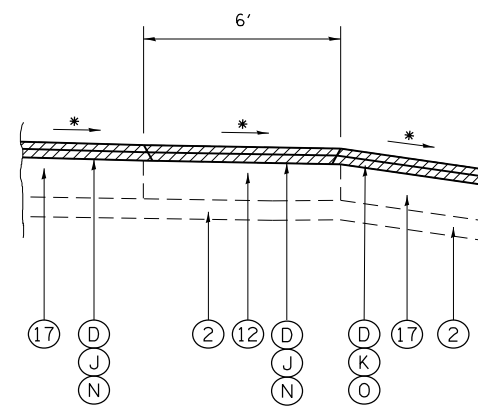
- A. PR HMA SURFACE REMOVAL 2"
- B. PR HMA SURFACE REMOVAL 3 3/4"
- D. PR HMA SURFACE REMOVAL 6 1/4"
- E. PR HMA SURFACE REMOVAL 7"
- H. PR POLY HMA BINDER COURSE, IL-19.0, N70 2 1/4" (BL-55&RAMPS)
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- K. PR POLY HMA BINDER COURSE, IL-19.0, N70 4 3/4" (RAMPS)
- L. PR POLY HMA BINDER COURSE, IL-19.0, N90 5 1/2" (BL-55)
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- O. PR POLY HMA SURFACE COURSE, MIX "E" N70 1 1/2" (BL-55&RAMPS)
- P. PR HMA (SHOULDERS)

RAMP B



SECTION B-B

SW LOOP RAMP



SECTION B-B

* MATCH EXIST SLOPE

** MEASUREMENTS ARE TYPICAL. FIELD MEASUREMENTS MAY VARY

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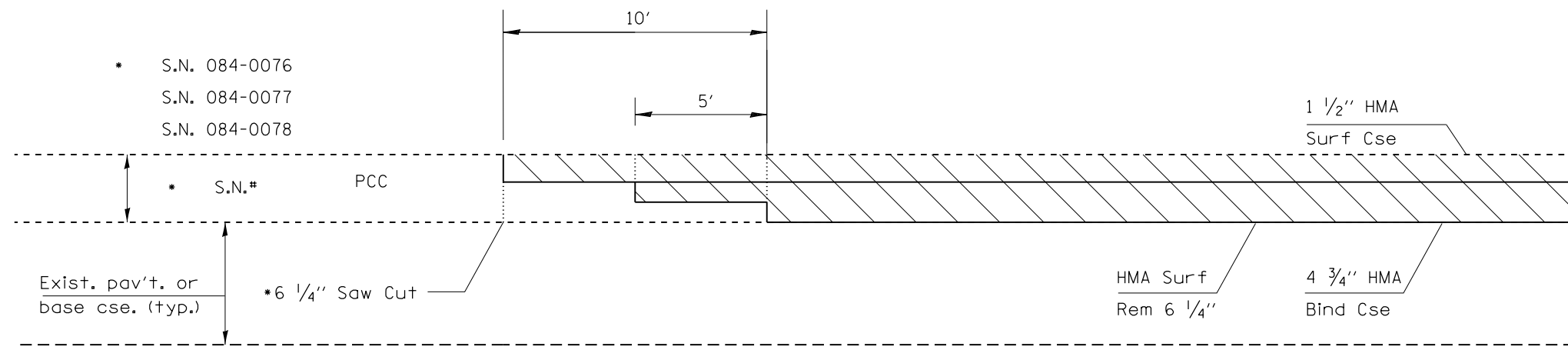
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ENTRANCE RAMP DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	SANGAMON	152	64
CONTRACT NO. 72J94				
		ILLINOIS	FED. AID PROJECT	

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR



Detail A

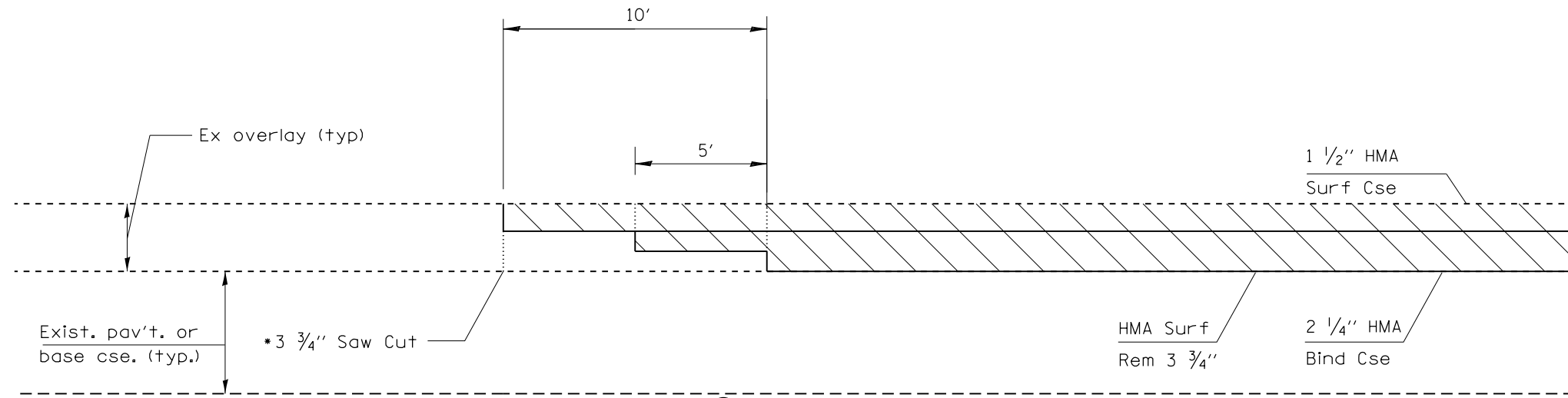
I-72 EASTBOUND

STA. 673+07.11 TO 673+12.11 EB
 STA. 675+04.78 TO 675+09.78 EB
 STA. 683+69.83 TO 683+74.83 EB

I-72 WESTBOUND

STA. 673+08.13 TO 673+13.13 WB
 STA. 675+05.80 TO 675+10.80 WB

- ALL SAW CUTS ARE INCLUDED IN THE COST OF HMA SURFACE REMOVAL



Detail B

I-72 EASTBOUND

STA. 627+00 TO STA. 627+05 EB

RAMP A

STA. 16+95 TO 17+00

I-72 WESTBOUND

STA. 678+45 TO 678+50 WB

BL-55 SOUTHBOUND

STA. 44+00 TO 44+05 SB
 STA. 63+45 TO 63+50 SB

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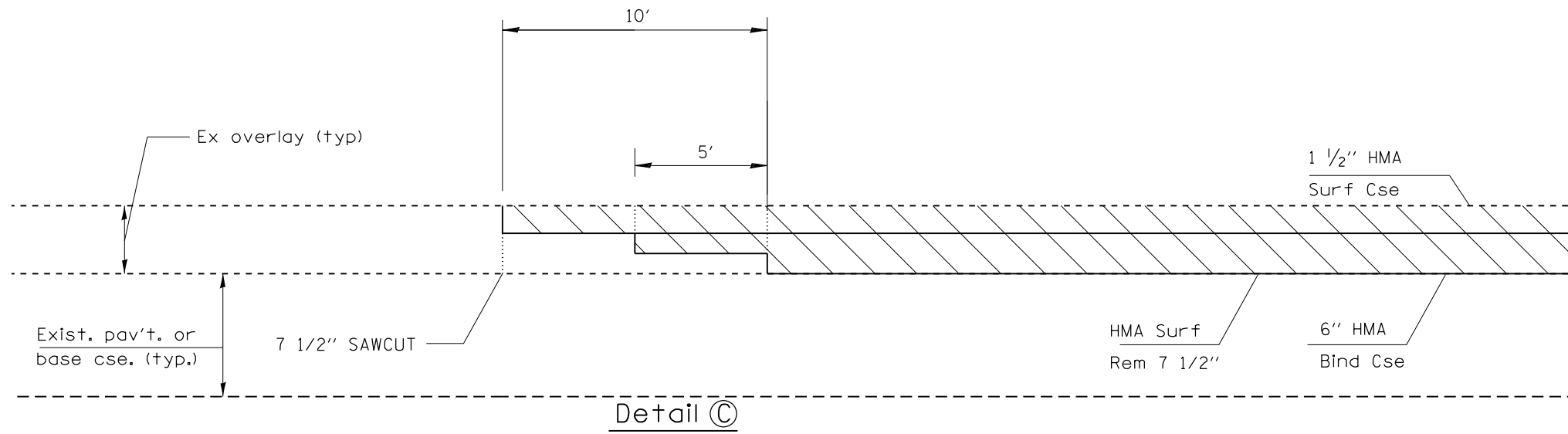
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BUTT JOINT
 DETAILS

SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

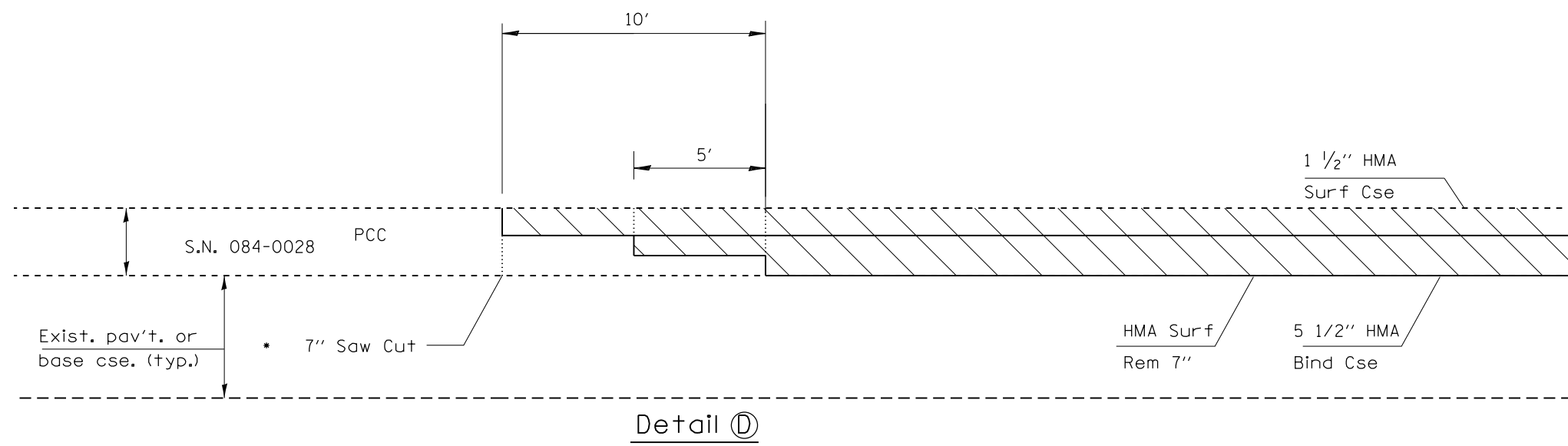
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	SANGAMON	152	66
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR



* ALL SAW CUTS ARE INCLUDED IN THE COST OF HMA SURFACE REMOVAL

I-72 WESTBOUND
STA. 627+00 TO STA. 627+05 WB



BL-55 NORTHBOUND
STA. 43+84.42 TO 43+89.42 NB

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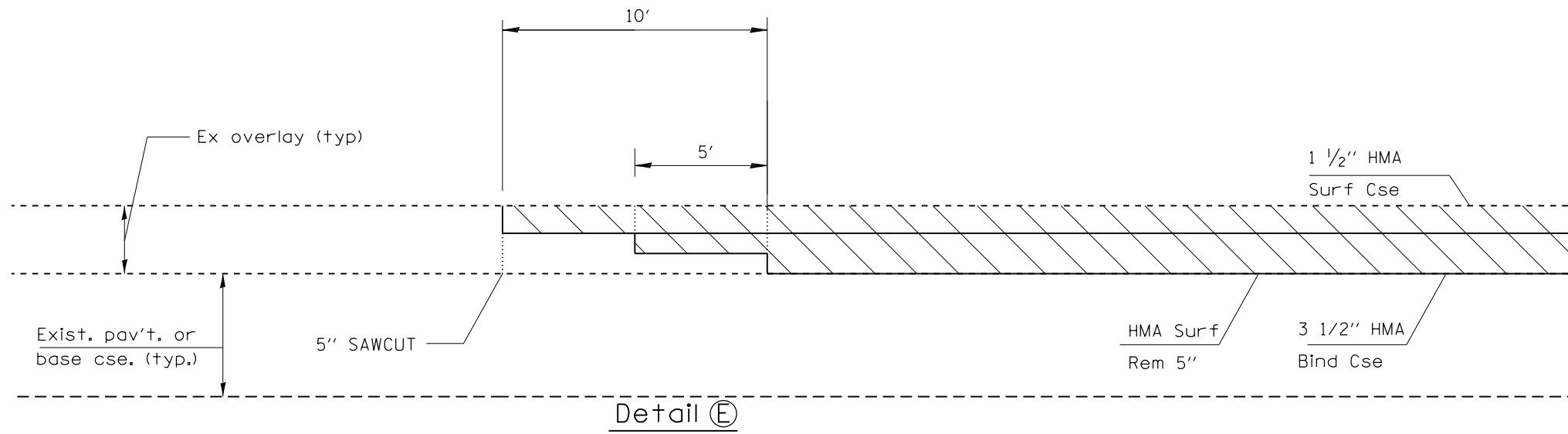
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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BUTT JOINT DETAILS	
SCALE:	SHEET 2 OF 3 SHEETS STA. TO STA.

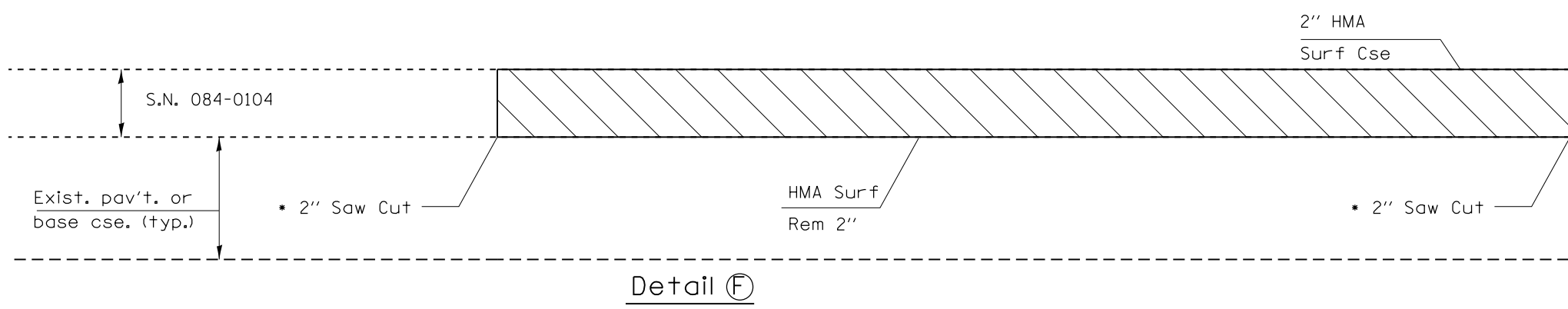
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	SANGAMON	152	67
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR



BL-55 NORTHBOUND
STA. 63+82 TO 63+87 NB

* ALL SAW CUTS ARE INCLUDED IN THE COST OF HMA SURFACE REMOVAL



SECOND STREET
STA. 31+20.00 TO 32+00.00
STA. 34+18.37 TO 35+00.00

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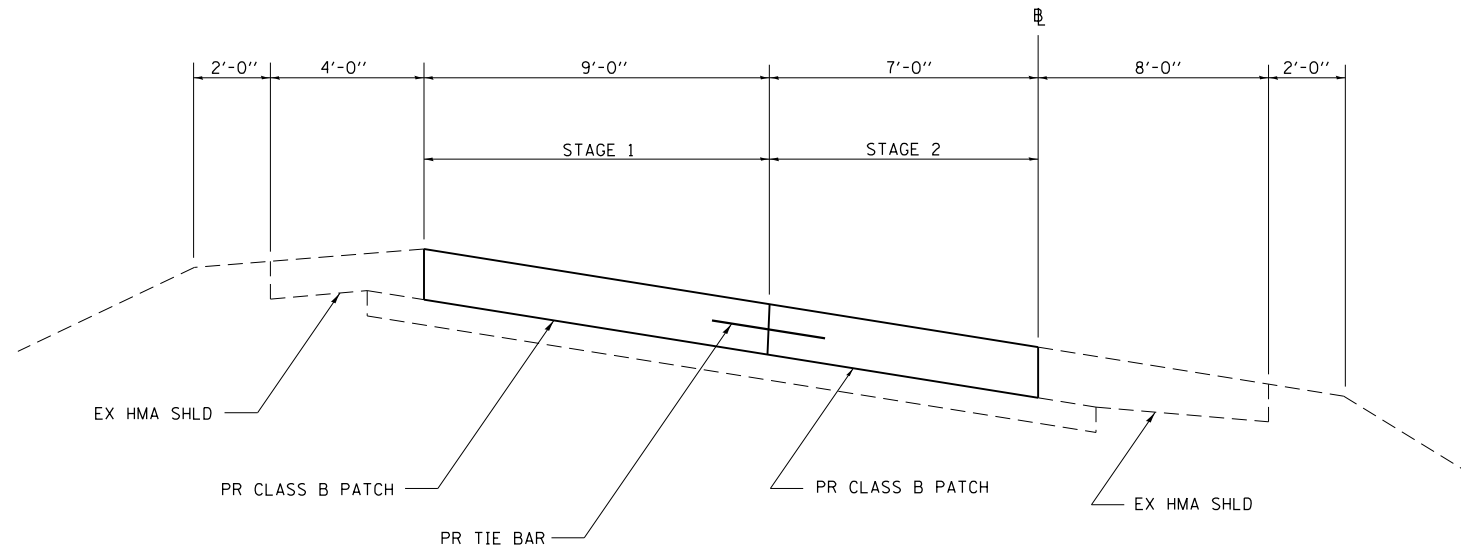
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PLOT DATE = 2/1/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BUTT JOINT DETAILS			
SCALE:	SHEET 3 OF 3 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	SANGAMON	152	68
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				

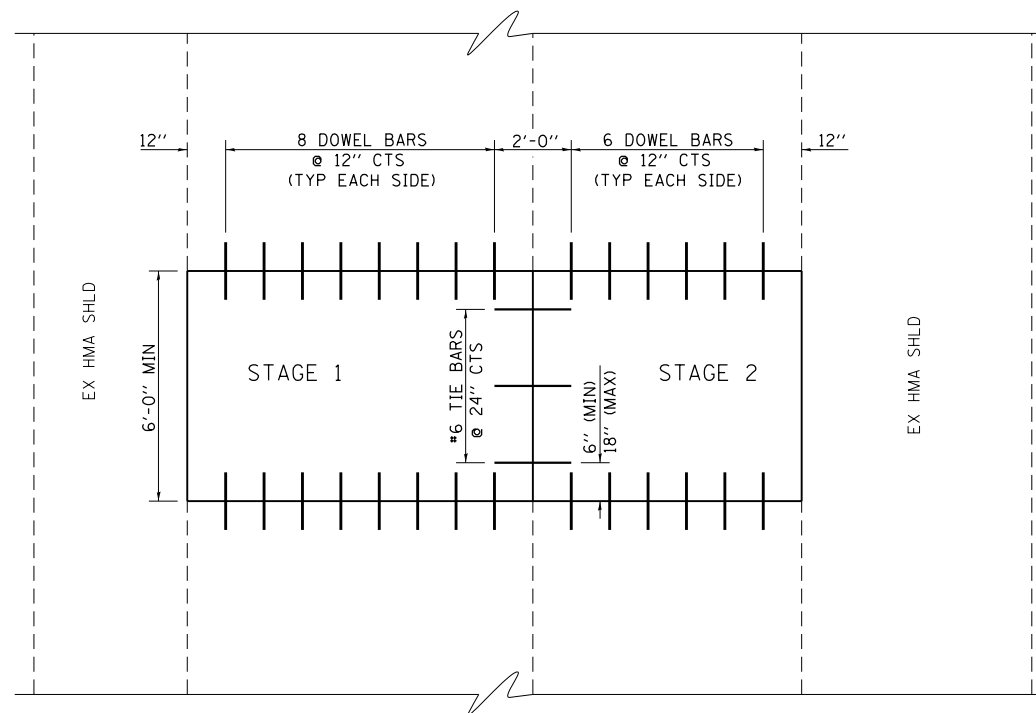
* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) RS-2, (84-9) RS-7, BR



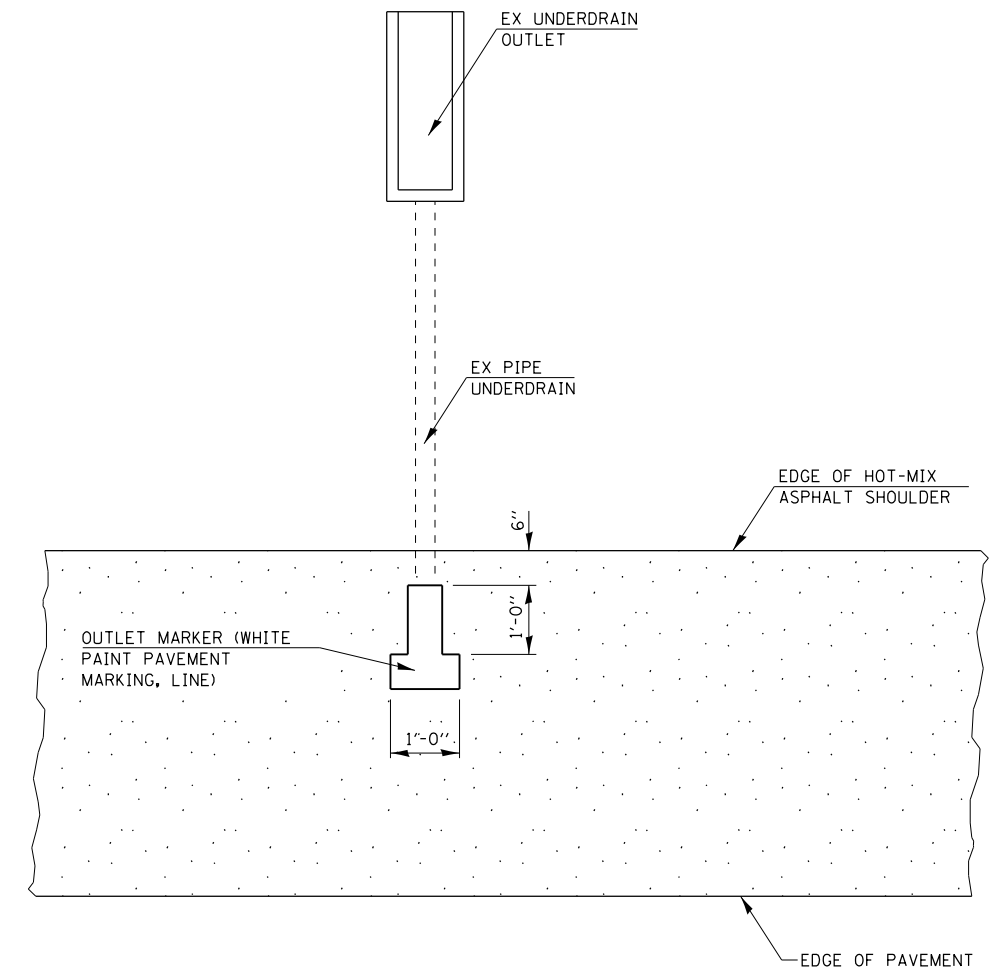
TYPICAL SECTION - CLASS B PATCH ON RAMPS

NOTE:

1. THIS DETAIL IS TO BE USED IN CONJUNCTION WITH STANDARD 442101.
2. TIE BARS SHALL BE NO. 6 DEFORMED BARS AT 24" CENTERS WHICH SHALL BE DRILLED AND GROUTED ACCORDING TO ARTICLE 420.05(b) OF THE STANDARD SPECIFICATIONS.



PLAN - CLASS B PATCH ON RAMPS



PLAN FOR UNDERDRAIN OUTLET MARKER

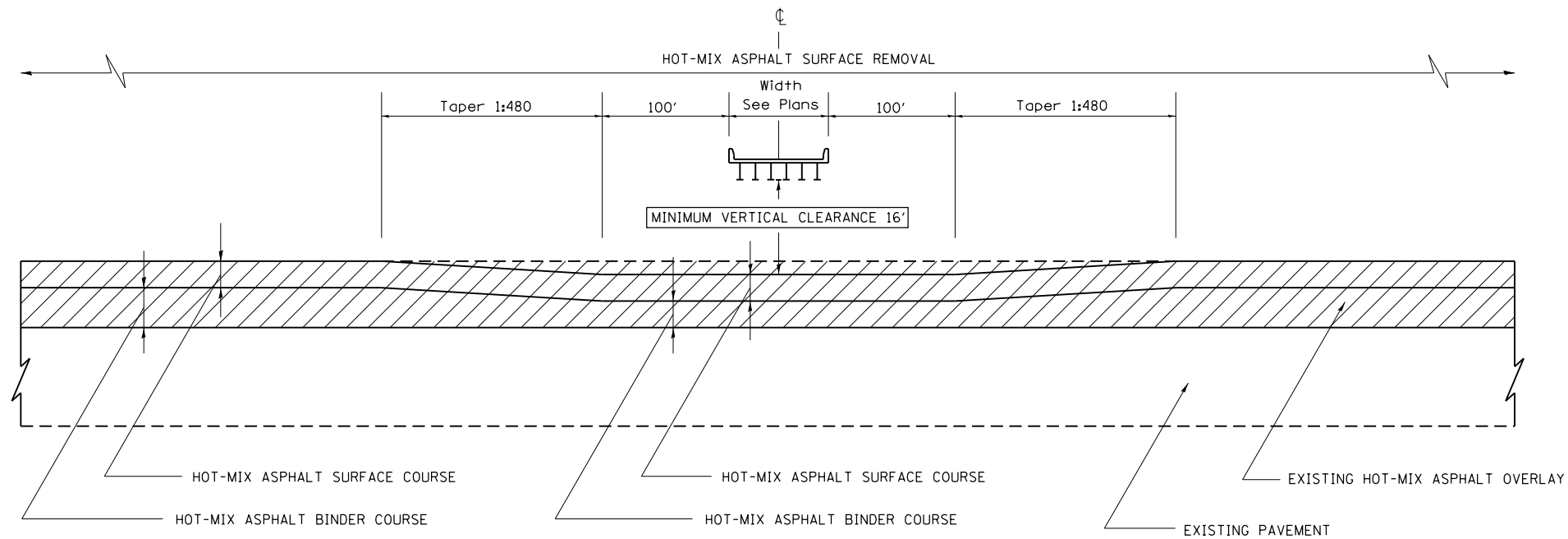
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	DRAWN -	REVISED -
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PLOT DATE = 2/1/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLASS B PATCHING RAMP DETAIL		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
UNDERDRAIN OUTLET MARKER DETAIL		*	**	SANGAMON	152	69
SCALE:		SHEET 1 OF 1 SHEETS		STA.	TO STA.	
		ILLINOIS		FED. AID PROJECT		

* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS ** (110) R5-2, (84-9) R5-7, BR



OVERHEAD STRUCTURE RAMPING DETAIL

 - HOT-MIX ASPHALT SURFACE REMOVAL

NOTES:

HOT-MIX ASPHALT RESURFACING OF THE EXISTING PAVEMENT AND SHOULDERS SHALL BE DONE IN A MANNER THAT MAINTAINS A MINIMUM VERTICAL CLEARANCE OF 16 FEET AT THE SECOND ST. OVERHEAD STRUCTURE. THE MINIMUM VERTICAL CLEARANCE SHALL BE MAINTAINED FROM OUTSIDE TO OUTSIDE OF THE PAVED SHOULDERS.

PRIOR TO THE START OF RESURFACING OPERATIONS, THE CONTRACTOR, IN THE PRESENCE OF THE ENGINEER, SHALL MEASURE AND DOCUMENT THE EXISTING VERTICAL CLEARANCE AT THE SECOND ST. OVERHEAD STRUCTURE. MEASUREMENTS SHALL BE TAKEN AT THE OUTSIDE EDGES OF THE PAVED SHOULDERS, AT THE EDGE OF EACH LANE, AND AT ANY SPLICE PLATES OVER THE SHOULDERS OR PAVEMENT. IF NECESSARY, THE ENGINEER SHALL MAKE ADJUSTMENTS TO THE RESURFACING THICKNESS SHOWN IN THE PLANS TO MAINTAIN THE REQUIRED MINIMUM VERTICAL CLEARANCE.

FOLLOWING PLACEMENT OF THE SURFACE COURSE AND HMA SHOULDERS, THE CONTRACTOR, IN THE PRESENCE OF THE ENGINEER, SHALL MEASURE AND DOCUMENT THE VERTICAL CLEARANCE AS DESCRIBED ABOVE. IF THE MINIMUM VERTICAL CLEARANCE IS LESS THAN 16 FEET, THE CONTRACTOR, AT HIS OWN EXPENSE, SHALL REMOVE AND REPLACE THE HMA SURFACE COURSE AS DIRECTED BY THE ENGINEER.

THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE VARIOUS HOT-MIX ASPHALT ITEMS.

HOT-MIX ASPHALT SHOULDERS SHALL BE RAMPED IN THE SAME MANNER AS THE HMA BINDER AND SURFACE COURSES.

CORE DATA INDICATES WB I-72 BELOW 2ND ST HAS A 4.75" HMA OVERLAY AND EB I-72 BELOW 2ND ST HAS A 3.5" HMA OVERLAY

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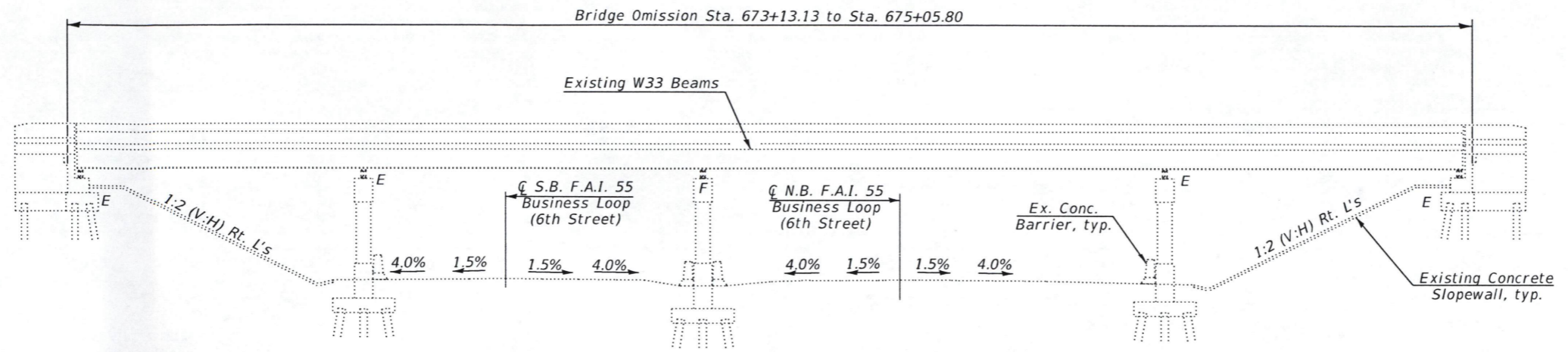
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DEPARTMENT OF TRANSPORTATION

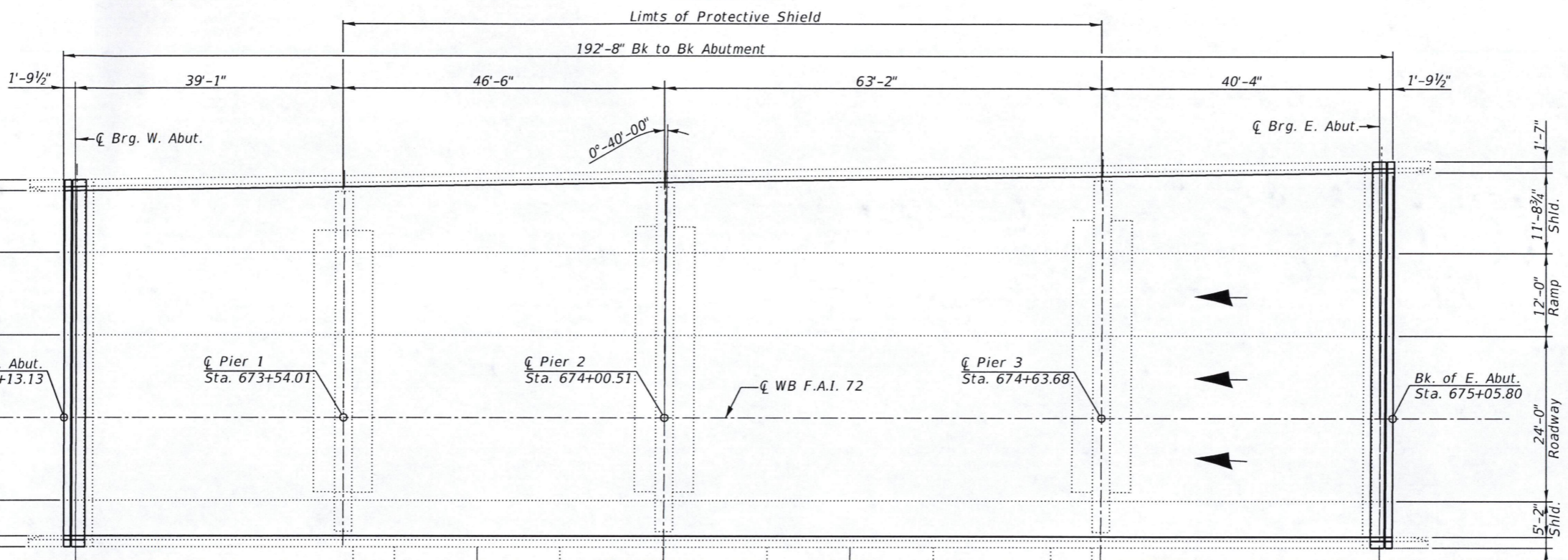
OVERHEAD STRUCTURE
RAMPING DETAIL

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

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	SANGAMON	152	71
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				



ELEVATION



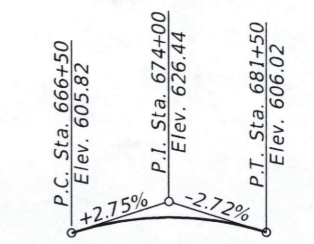
PLAN

* Dimensions at Back of Abutments

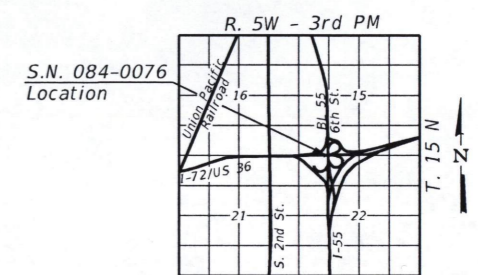
- INDEX OF SHEETS**
- 1 - General Plan & Elevation
 - 2 - General Data
 - 3 - Stage Construction Details
 - 4 - Temporary Concrete Barrier for Stage Construction
 - 5 - Deck Slab Repair
 - 6 - Superstructure Concrete Removal
 - 7-8 - Superstructure Details
 - 9 - Preformed Joint Strip Seal
 - 10 - Structural Steel Details
 - 11 - Bearing Details
 - 12 - West Abutment Repair Details
 - 13 - East Abutment Repair Details
 - 14 - Pier 1 Crashwall Extension and Repair Details
 - 15 - Pier 2 Crashwall Extension and Repair Details
 - 16 - Pier 3 Crashwall Extension and Repair Details
 - 17 - Bar Splicer Details

PROPOSED IMPROVEMENTS

1. Replace bearings at both abutments.
2. Replace joints at both abutments.
3. Repair portions of deck with full depth patches.
4. Scarify deck 3/4" and install 2 1/2" microsilica concrete overlay. Up to 1/4" will be ground off the microsilica concrete overlay.
5. Substructure concrete repairs.



PROFILE GRADE
(At Median Edge of Pavement)



LOCATION SKETCH



Mark A Henderson 2/4/19
Expiration Date: 11/30/2020

GENERAL PLAN & ELEVATION
WB I-72 (F.A.I. 72) OVER
6th STREET/I-55 BUS
SEC. (110)RS-2, (84-9)RS-7, BR
SANGAMON COUNTY
STATION 674+09.47
STRUCTURE NO. 084-0076



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	CHECKED -	REVISD -

STATE OF ILLINOIS
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GENERAL PLAN & ELEVATION
STRUCTURE NO. 084-0076
SHEET NO. 1 OF 17 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• (110)RS-2, (84-9)RS-7, BR		SANGAMON	152	72
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS				

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Protective Coat	Sq. Yd.	1288		1288
Concrete Removal	Cu. Yd.	14.3		14.3
Concrete Structures	Cu. Yd.		20.4	20.4
Concrete Superstructure	Cu. Yd.	15.8		15.8
Furnishing and Erecting Structural Steel	Pound	3500		3500
Reinforcement Bars, Epoxy Coated	Pound	2360	2180	4540
Bar Splicers	Each	28		28
Preformed Joint Strip Seal	Foot	108		108
Elastomeric Bearing Assembly, Type I	Each	18		18
Anchor Bolts, 1"	Each	36		36
Controlled Low-Strength Material	Cu. Yd.		4.1	4.1
Bridge Deck Scarification, 3/4"	Sq. Yd.	1067		1067
Bridge Deck Microsilica Concrete Overlay, 2 1/2"	Sq. Yd.	1067		1067
Structural Repair of Concrete (Depth Equal to or Less than 5")	Sq. Ft.	36	80	116
Slope Wall Repair	Sq. Yd.		1	1
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	8		8
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	7		7
Protective Shield	Sq. Yd.	664		664
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	771		771
Diamond Grinding (Bridge Section)	Sq. Yd.	1017		1017
Cleaning Bridge Seats	Sq. Ft.	210		210
Jack and Remove Existing Bearings	Each	18		18

DESIGN STRESSES

FIELD UNITS (Exist. Construction)

f'c = 3,500 psi (Deck) 1981
*f*y = 33,000 psi (Structural Steel)-Original
*f*y = 36,000 psi (Structural Steel)-1981 Plans
*f*y = 40,000 psi (Reinforcement)-Original
*f*y = 60,000 psi (Reinforcement)-1981 Plans

GENERAL NOTES

All structural steel shall be AASHTO M270 Grade 36 unless otherwise noted. Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring the new concrete, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

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

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

Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures."

Cost of removal and re-installation of all members necessary to complete the work as detailed on the plans and as specified in the Special Provisions shall be included with Furnishing and Erecting Structural Steel.

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

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

The existing abutment seats shall be cleaned according to the special provision for "Cleaning Bridge Seats."

Synthetic fibers shall be added to the Bridge Deck Microsilica Concrete Overlay. See special provisions.

All new structural steel and bearing assembly shall be hot-dip galvanized. See special provision for "Hot Dip Galvanizing for Structural Steel."



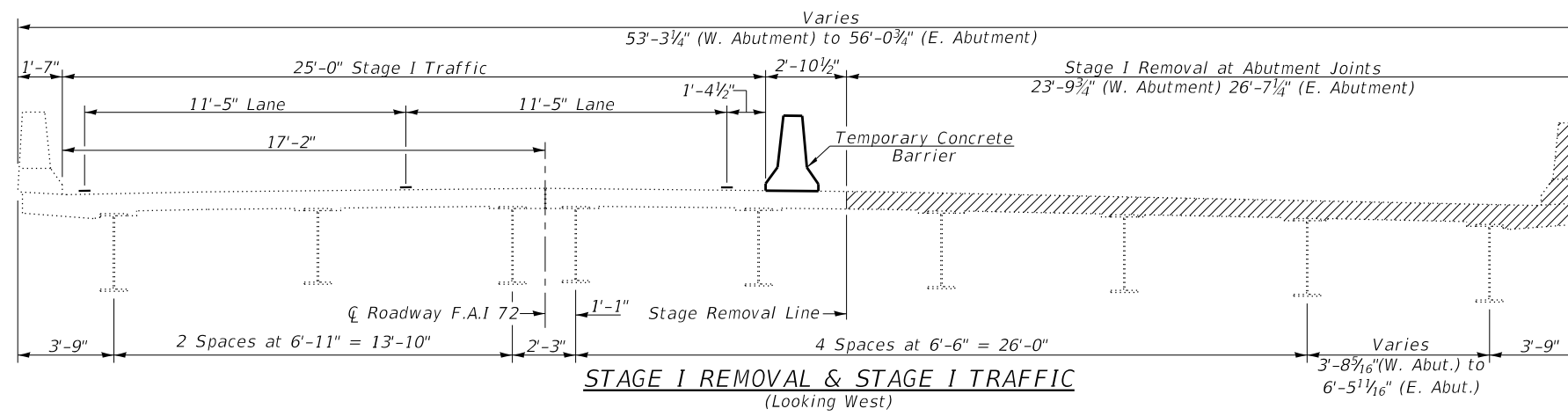
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

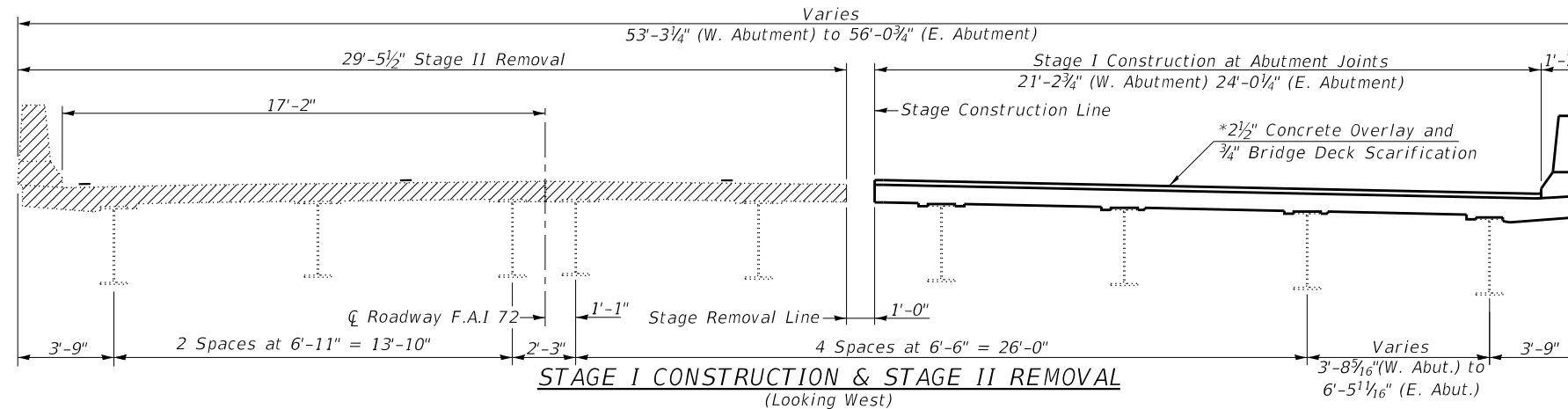
**GENERAL DATA
STRUCTURE NO. 084-0076**

SHEET NO. 2 OF 17 SHEETS

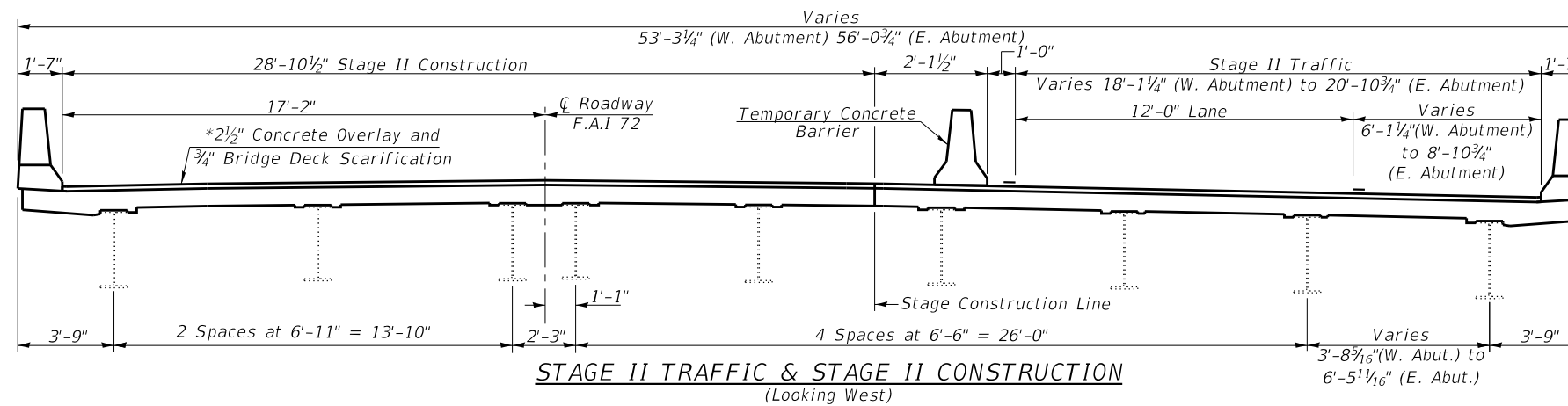
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• (110)RS-2, (84-9)RS-7, BR		SANGAMON	152	73
			CONTRACT NO. 72J94	
ILLINOIS FED. AID PROJECT				
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS				



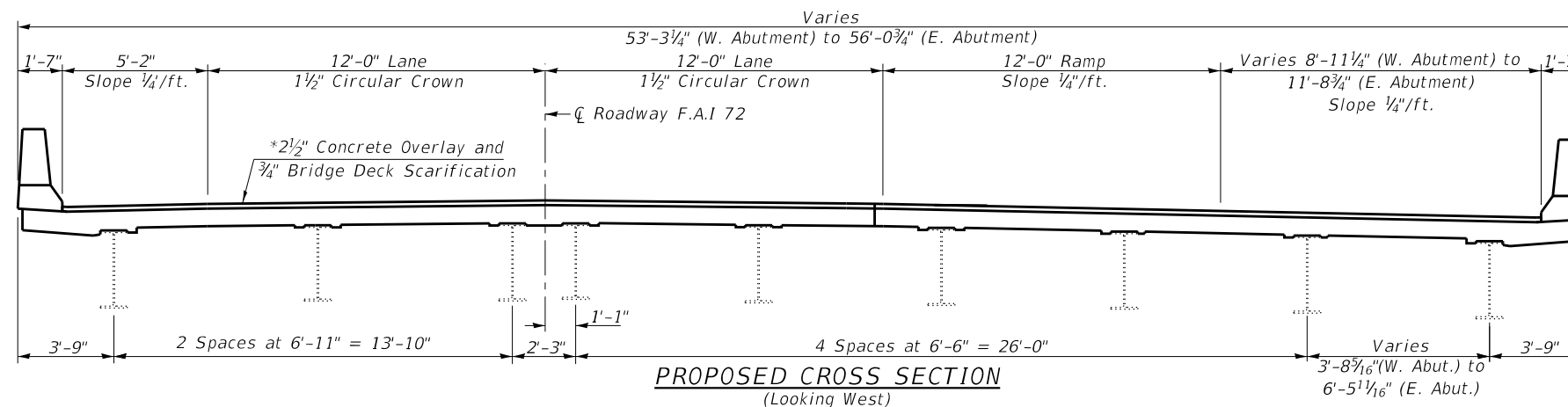
STAGE I REMOVAL & STAGE I TRAFFIC
(Looking West)



STAGE I CONSTRUCTION & STAGE II REMOVAL
(Looking West)



STAGE II TRAFFIC & STAGE II CONSTRUCTION
(Looking West)



PROPOSED CROSS SECTION
(Looking West)

- Concrete Removal at abutment joints

* - Prior to grinding



USER NAME =	DESIGNED -	REVISED -
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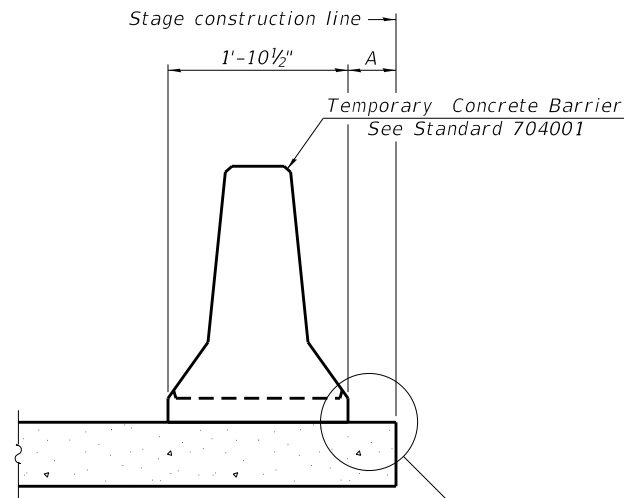
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 084-0076

SHEET NO. 3 OF 17 SHEETS

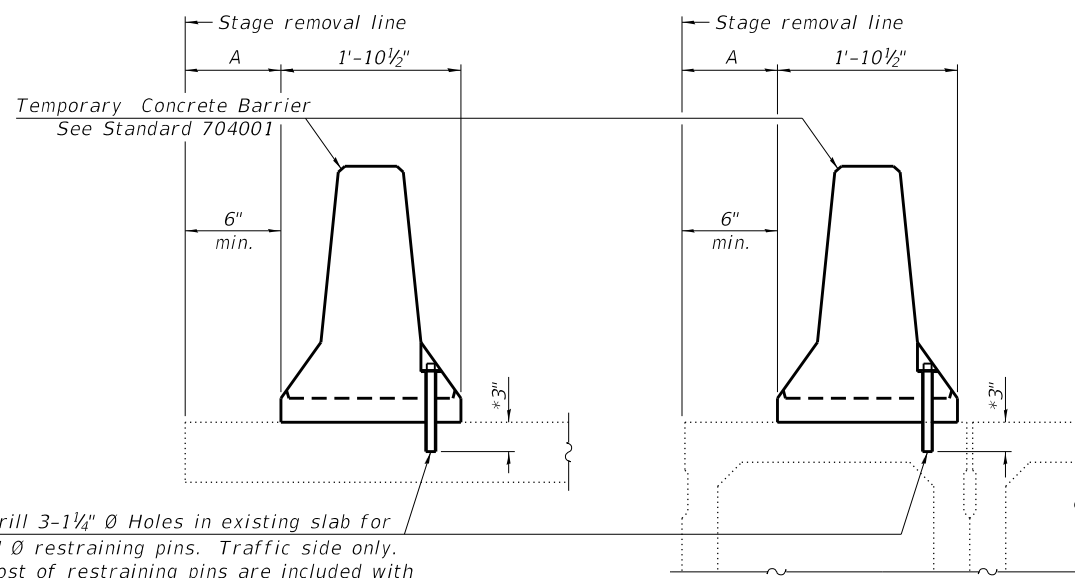
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• 1110RS-2, (84-9)RS-7, BR		SANGAMON	152	74
CONTRACT NO. 72J94				

ILLINOIS FED. AID PROJECT
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM

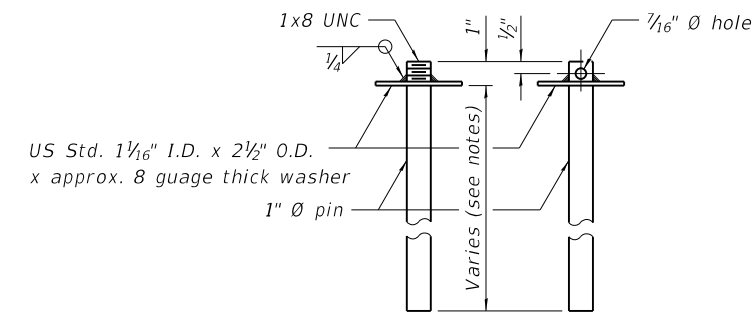


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

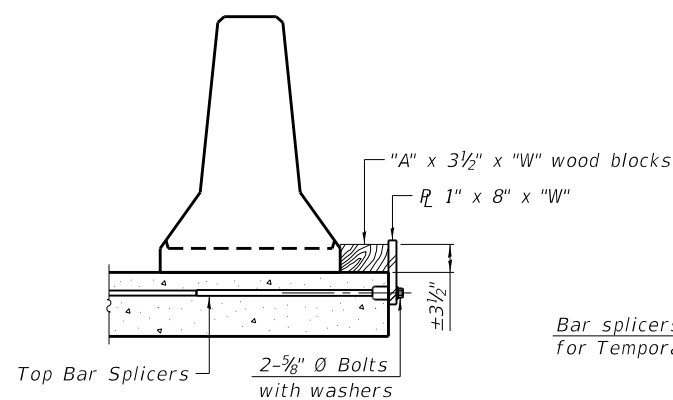
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

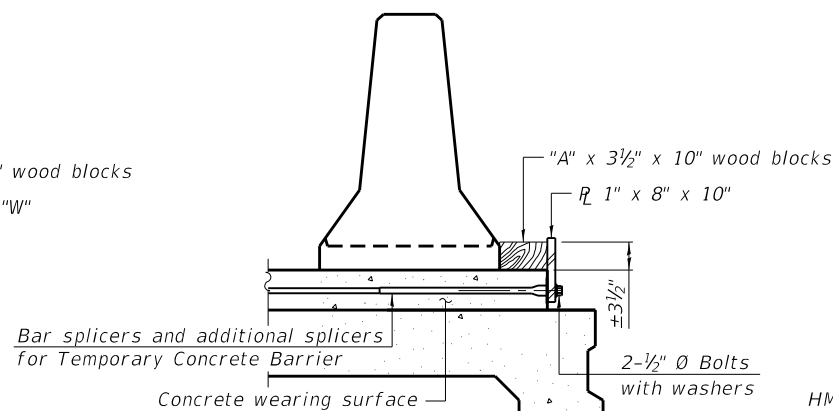


RESTRAINING PIN

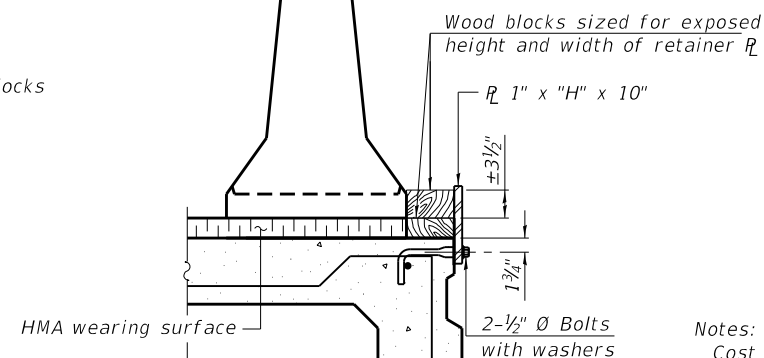
SECTIONS THRU SLAB OR DECK BEAM



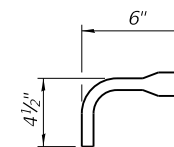
DETAIL I



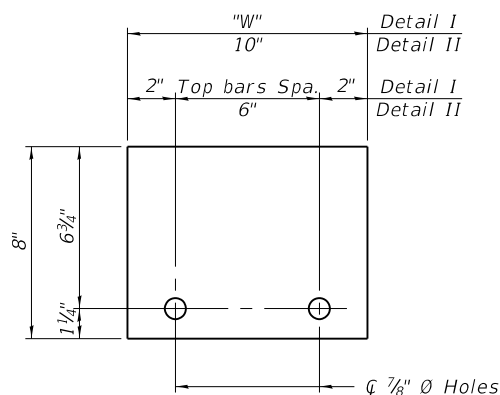
DETAIL II



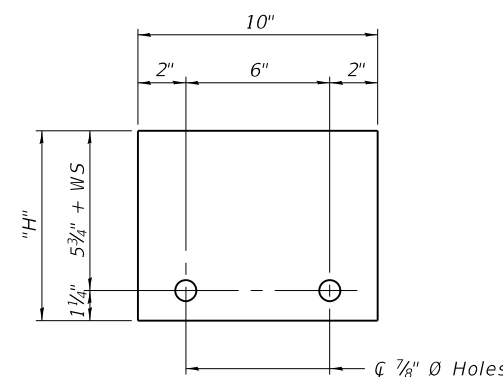
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER R 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER R 1" x "H" x 10"
(Detail III)

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate \bar{c} of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2', the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6' to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

R-27

8-11-17



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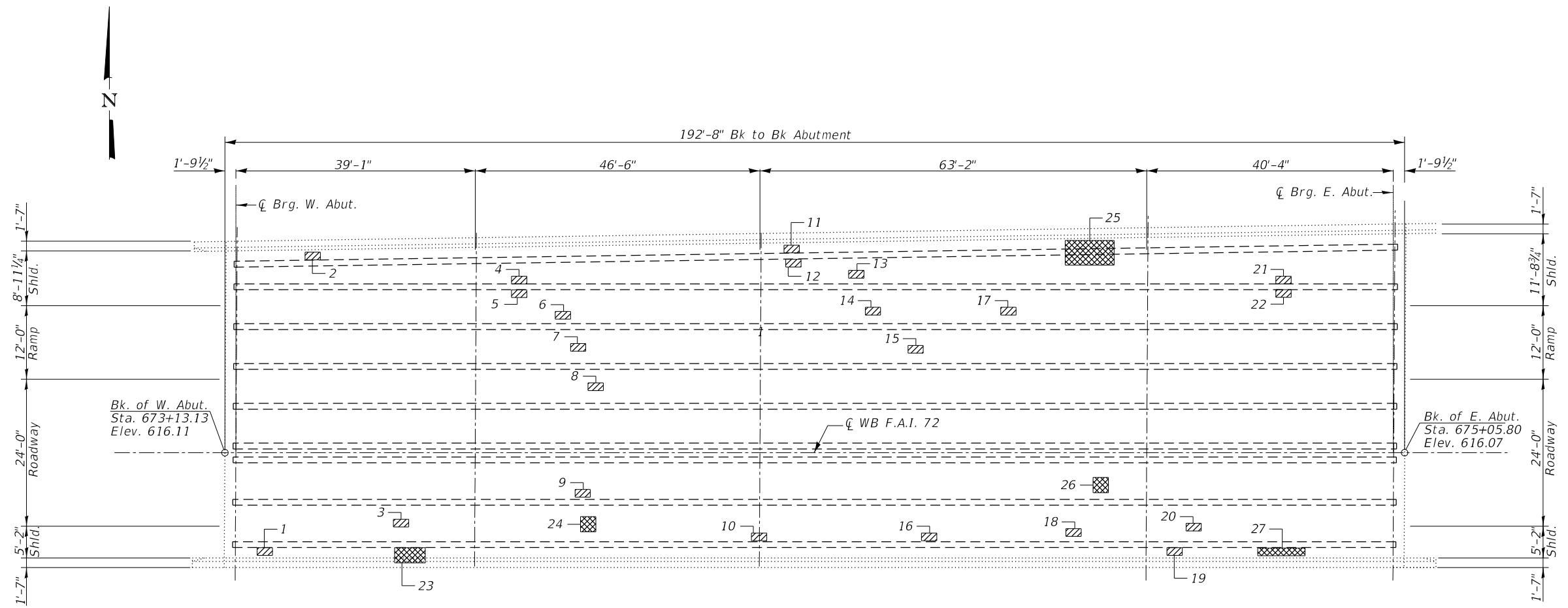
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 084-0076

SHEET NO. 4 OF 17 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 1110RS-2, (84-9)RS-7, BR		SANGAMON	152	75
CONTRACT NO. 72J94				

ILLINOIS FED. AID PROJECT
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS



Deck Slab Repair (Full Depth, Type I)
 Deck Slab Repair (Full Depth, Type II)

**DECK SLAB REPAIR
(FULL DEPTH, TYPE I)**

Patch	Length (Foot)	Width (Foot)	Area (Sq. Yd.)
1	1.25	2.5	0.35
2	1.25	2.5	0.35
3	1.25	2.5	0.35
4	1.25	2.5	0.35
5	1.25	2.5	0.35
6	1.25	2.5	0.35
7	1.25	2.5	0.35
8	1.25	2.5	0.35
9	1.25	2.5	0.35
10	1.25	2.5	0.35
11	1.25	2.5	0.35
12	1.25	2.5	0.35
13	1.25	2.5	0.35
14	1.25	2.5	0.35
15	1.25	2.5	0.35
16	1.25	2.5	0.35
17	1.25	2.5	0.35
18	1.25	2.5	0.35
19	1.25	2.5	0.35
20	1.25	2.5	0.35
21	1.25	2.5	0.35
22	1.25	2.5	0.35
Total			7.7

**DECK SLAB REPAIR
(FULL DEPTH, TYPE II)**

Patch	Length (Foot)	Width (Foot)	Area (Sq. Yd.)
23	2.5	5	1.39
24	2.5	2.5	0.69
25	3.75	7.75	3.23
26	2.5	2.5	0.69
27	1.25	7.75	1.08
Total			7.0

Note:
Areas of deck slab repairs shown are estimated.
The Engineer shall record the actual deck slab areas in the "AS Built" plans.

Date of Survey: 10-5-2018
Survey by: IDOT Personnel

BILL OF MATERIAL

Item	Unit	Quantity
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	8
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	7



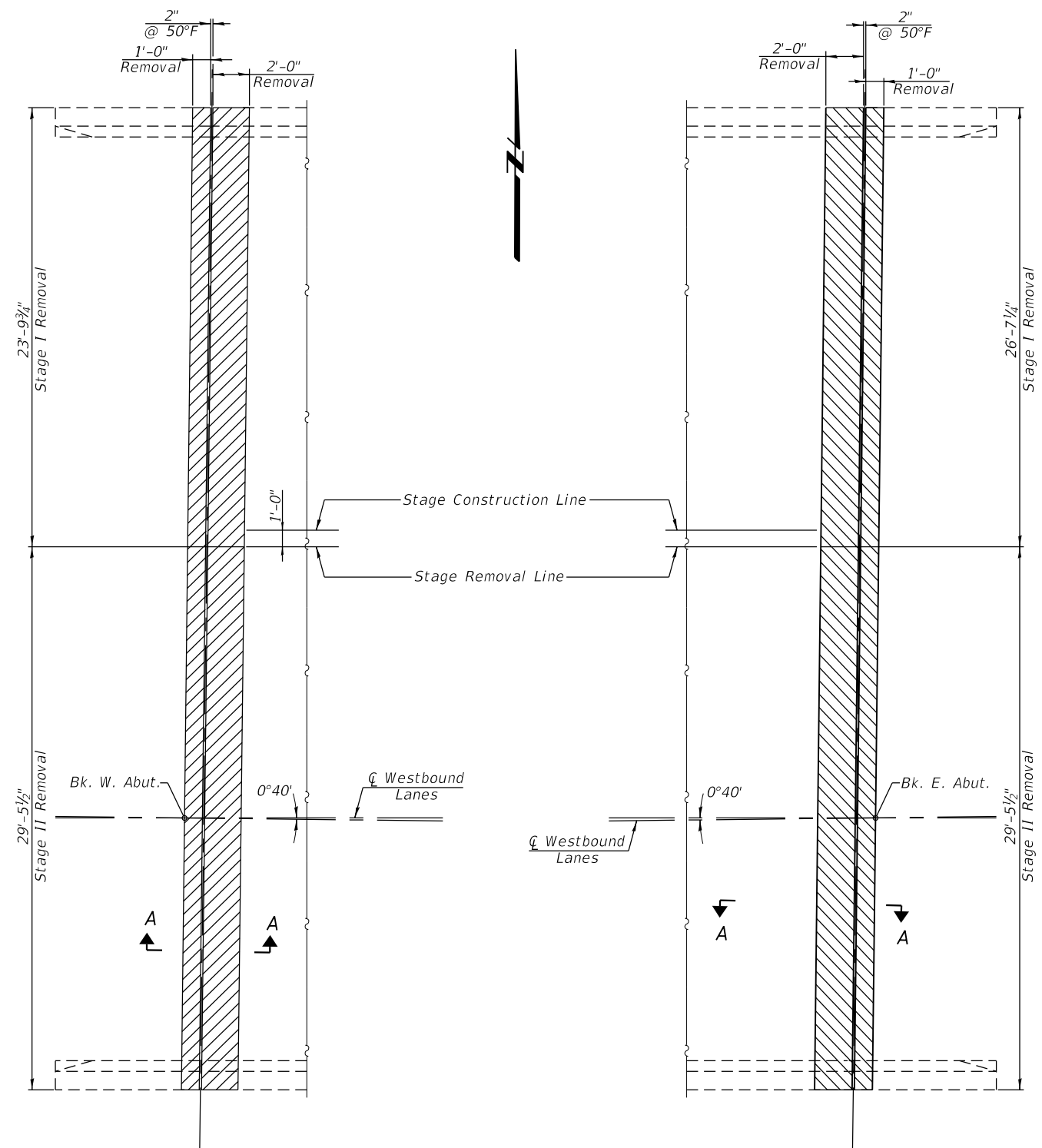
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PLOT DATE =	CHECKED -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK SLAB REPAIR
STRUCTURE NO. 084-0076**

SHEET NO. 5 OF 17 SHEETS

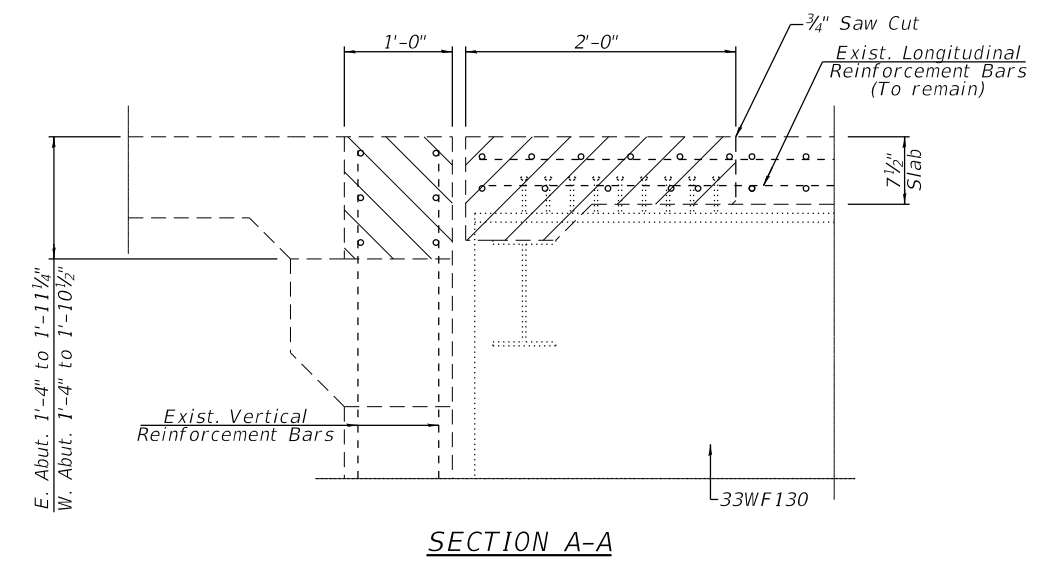
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 110IRS-2, (84-9)RS-7, BR		SANGAMON	152	76
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS				



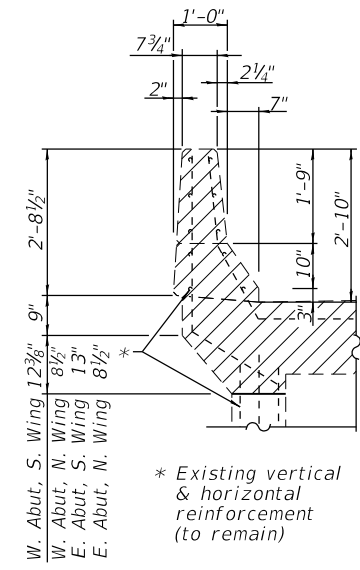
PLAN
(West Abutment Concrete Removal)

PLAN
(East Abutment Concrete Removal)

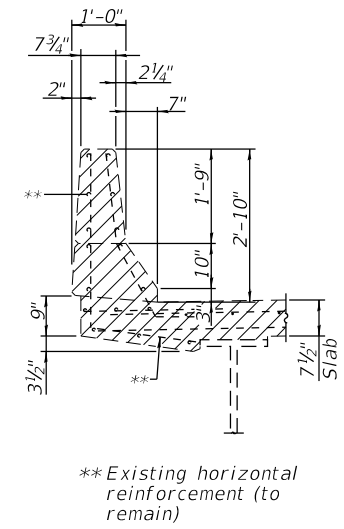
- Concrete Removal



SECTION A-A



SECTION THRU WINGWALL



PARAPET SECTION

NOTES

The Contractor shall use extreme care during concrete removal so as not to damage the existing steel beams.
 Removal of existing expansion joint and associated material shall not be paid for separately, but shall be included in the cost of Concrete Removal.
 Trim existing reinforcement to accommodate proposed expansion joint.
 Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into new construction. Any reinforcement bars that are damaged during concrete removal operations shall be replaced using an approved bar splicer or anchorage system. Cost included in Concrete Removal.
 Stud shear connectors damaged during concrete removal operations shall be removed and replaced per Section 505 of the Standard Specifications. Cost included with Concrete Removal.

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	14.3



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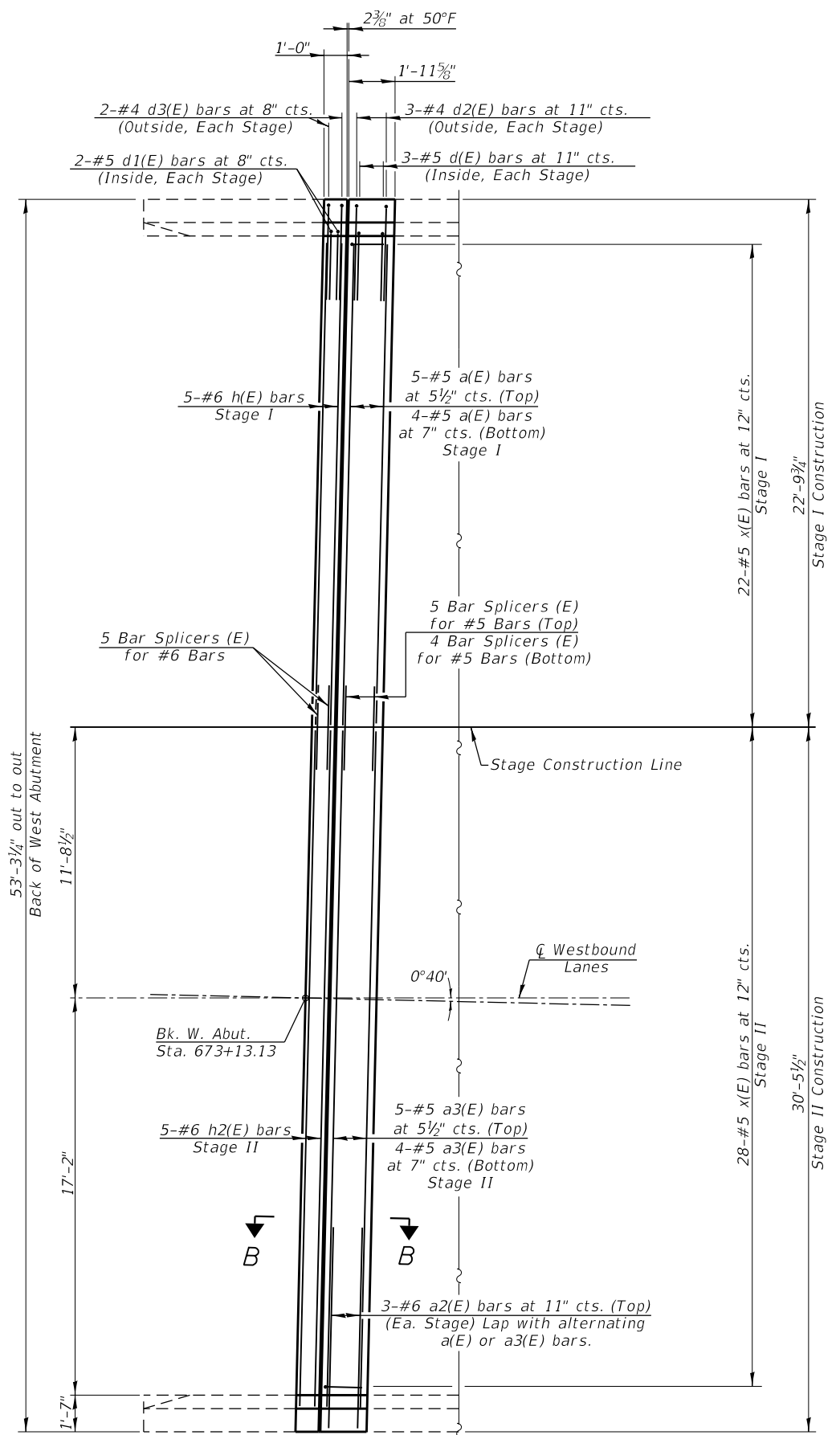
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE CONCRETE REMOVAL
STRUCTURE NO. 084-0076

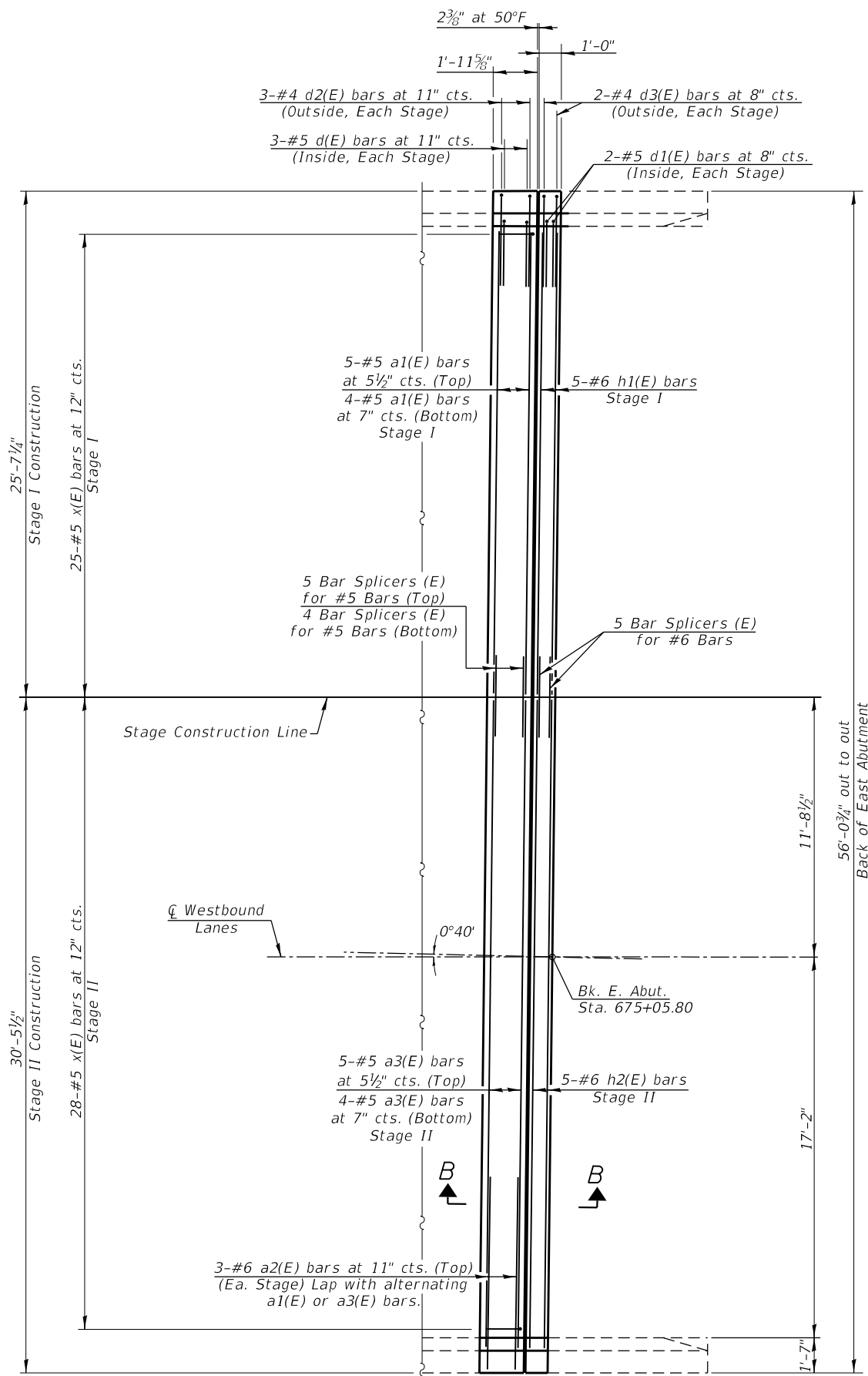
SHEET NO. 6 OF 17 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 1110RS-2, (84-9)RS-7, BR		SANGAMON	152	77
CONTRACT NO. 72J94				

ILLINOIS FED. AID PROJECT
 • FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS



PLAN
(West Abutment)



PLAN
(East Abutment)

See sheet 8 of 17 for Section A-A and Bill of Material.



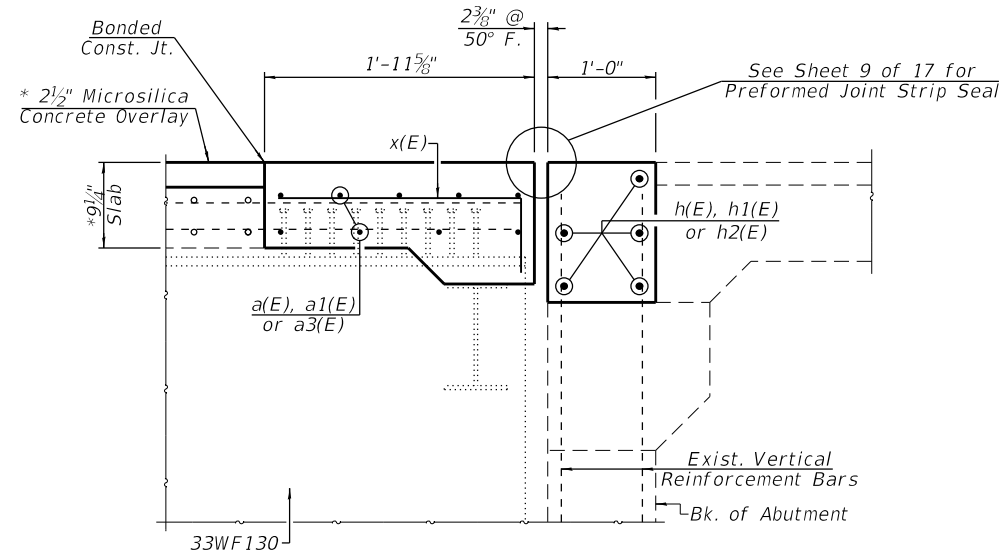
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

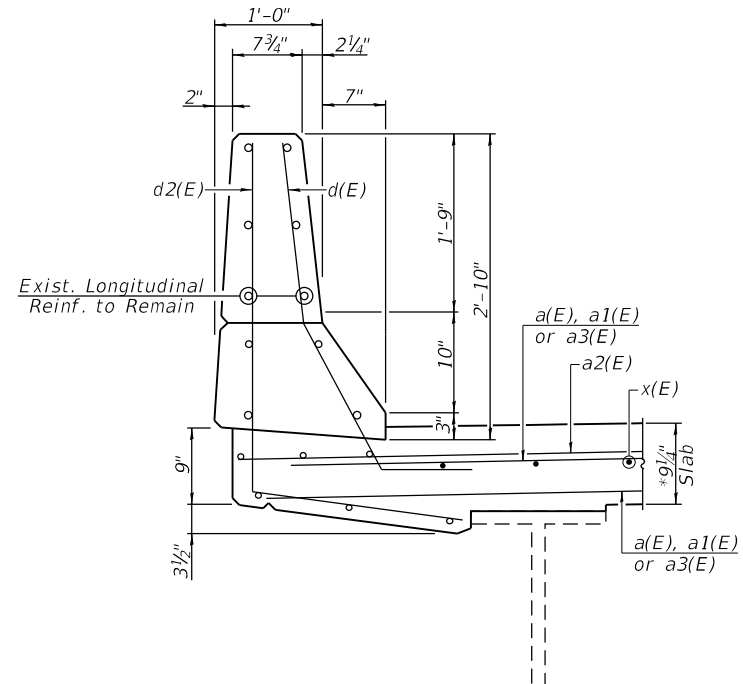
**SUPERSTRUCTURE DETAILS
STRUCTURE NO. 084-0076**

SHEET NO. 7 OF 17 SHEETS

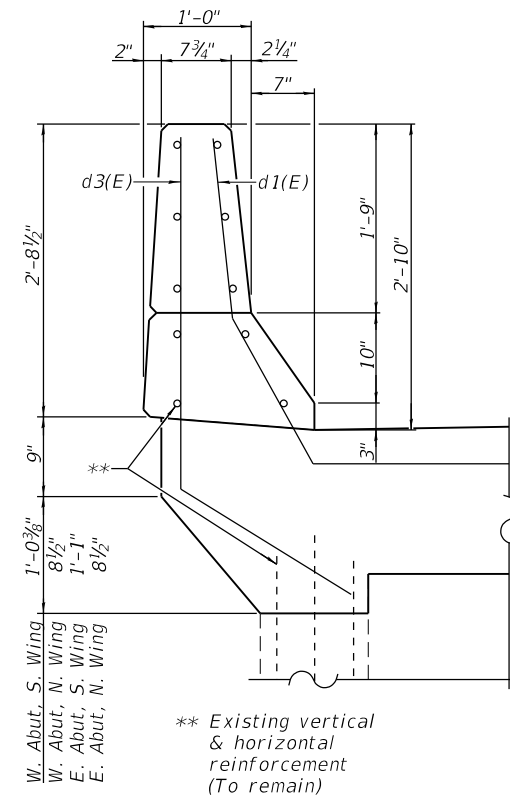
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS				



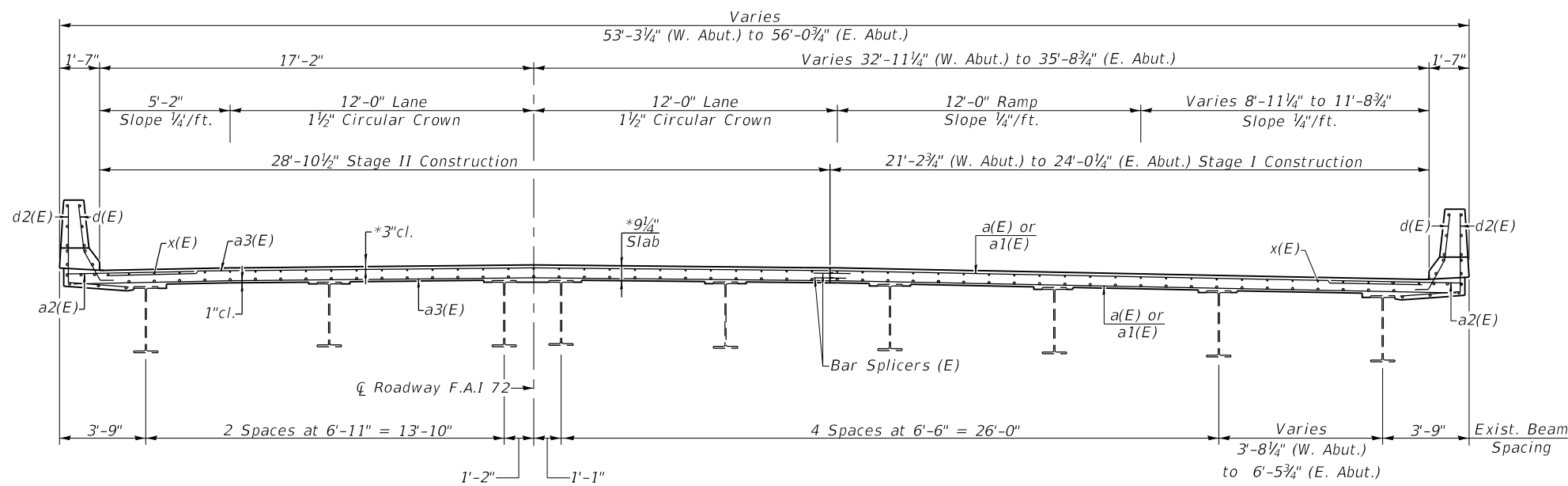
SECTION B-B



SECTION THRU PARAPET

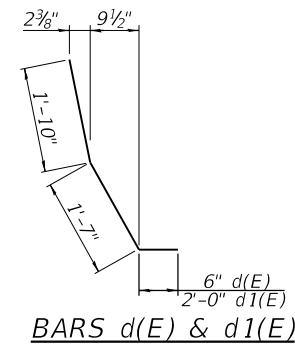


SECTION THRU WINGWALL

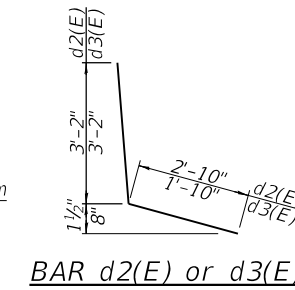


PROPOSED CROSS SECTION
(Looking West)

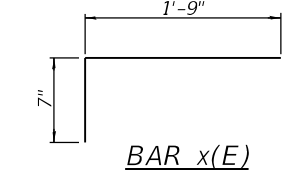
* Prior to grinding



BARS d(E) & d1(E)



BAR d2(E) or d3(E)



BAR x(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	9	5	22'-6"	—
a1(E)	9	5	25'-3"	—
a2(E)	12	6	6'-6"	—
a3(E)	18	5	30'-1"	—
d(E)	12	5	3'-11"	—
d1(E)	8	5	5'-5"	—
d2(E)	12	4	6'-0"	—
d3(E)	8	4	5'-0"	—
h(E)	5	6	22'-5"	—
h1(E)	5	6	25'-3"	—
h2(E)	10	6	30'-1"	—
x(E)	103	5	2'-4"	—
Reinforcement Bars, Epoxy Coated			Pound	2360
Concrete Superstructure			Cu. Yd.	15.8
Bar Splicers			Each	28
Protective Coat			Sq. Yd.	1288

Notes:
Protective coat shall be applied to the microsilica concrete overlay, the concrete placed at the new joints, and the top and inside face of the existing and new parapets as specified in Article 503.19 of the Standard Specifications.



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	CHECKED - MAH	REVISED -

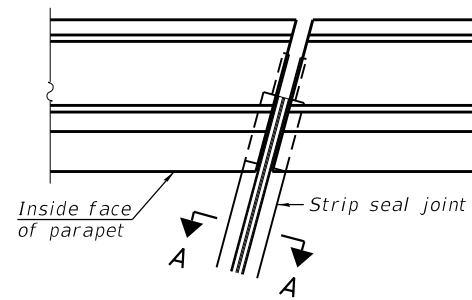
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 084-0076

SHEET NO. 8 OF 17 SHEETS

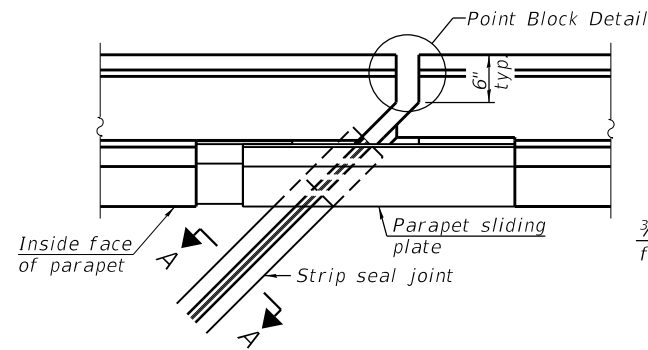
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 110IRS-2, (84-9)RS-7, BR		SANGAMON	152	79
CONTRACT NO. 72J94				

ILLINOIS FED. AID PROJECT
• FAI 72, FAP 666, FAI 72 4 / 1-72, 1-55 BUS

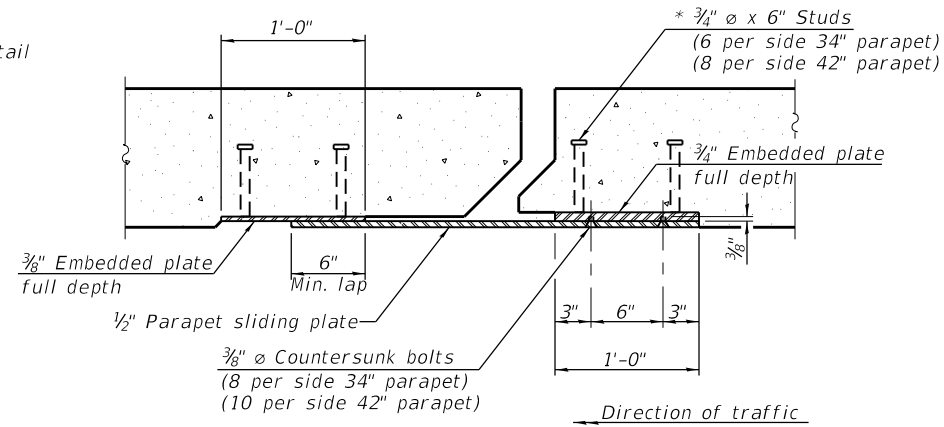


FOR SKEWS $\leq 30^\circ$

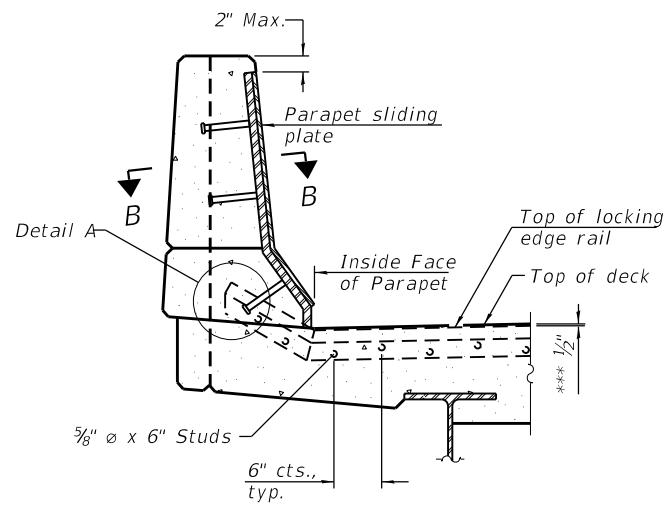
PLAN AT PARAPET



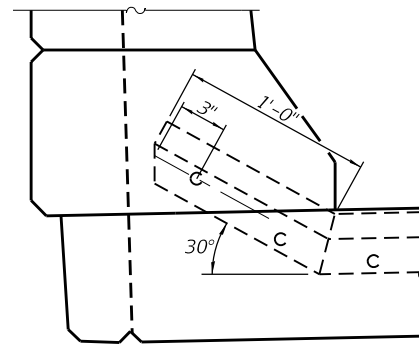
FOR SKEWS $\geq 30^\circ$



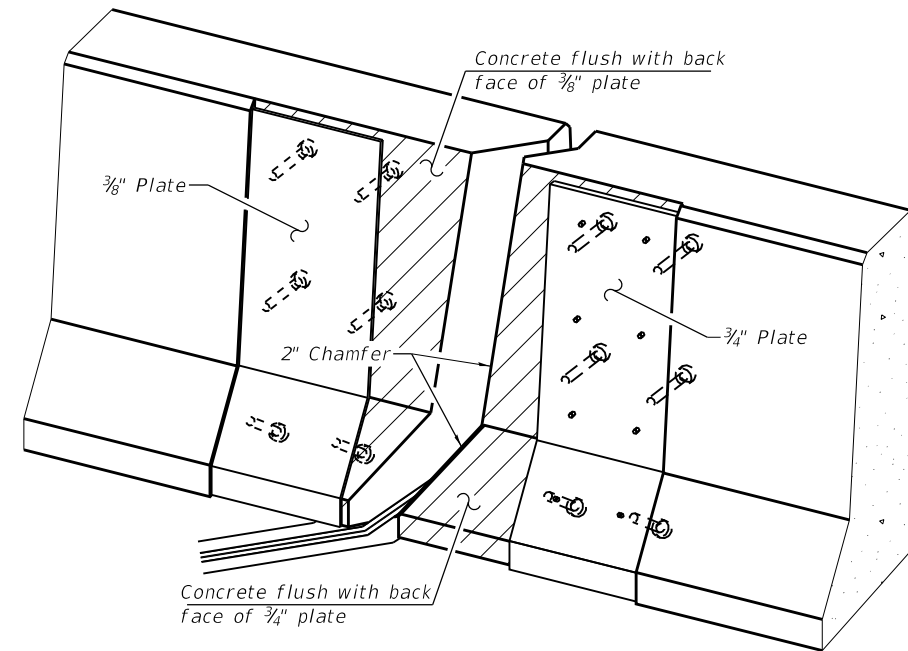
SECTION B-B



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



DETAIL A



TRIMETRIC VIEW
(Showing embedded plates only)

Notes:

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

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

The manufacturer's recommended installation methods shall be followed.

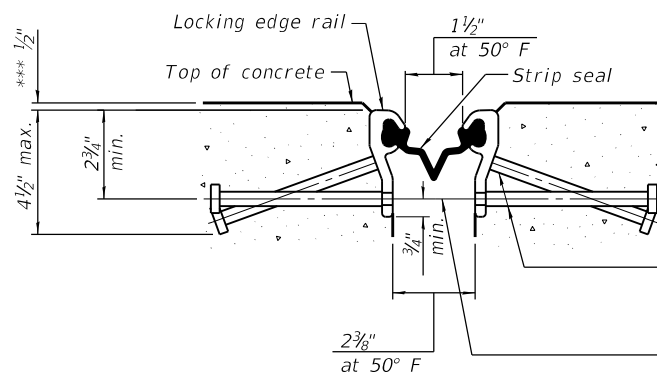
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

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

Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.

34" F-shape barrier shown, 42" F-shape similar as noted.

The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.



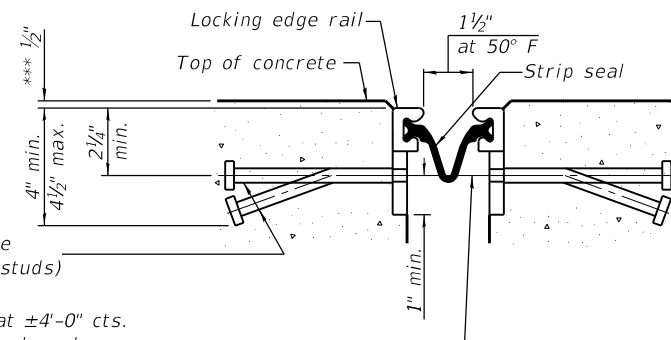
SHOWING ROLLED RAIL JOINT

* 3/8" \times 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

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

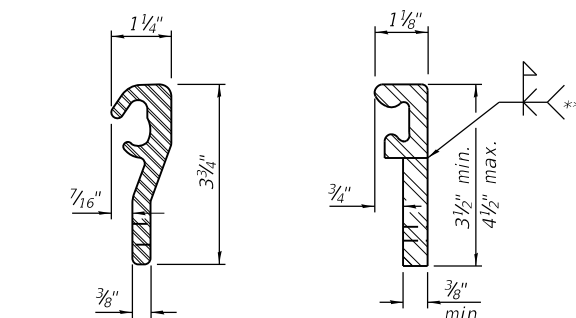
SECTION A-A

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



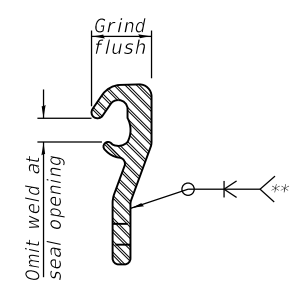
SHOWING WELDED RAIL JOINT

*** Prior to grinding



LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	108

EJ-SS

8-11-17



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	CHECKED -	REVISED -

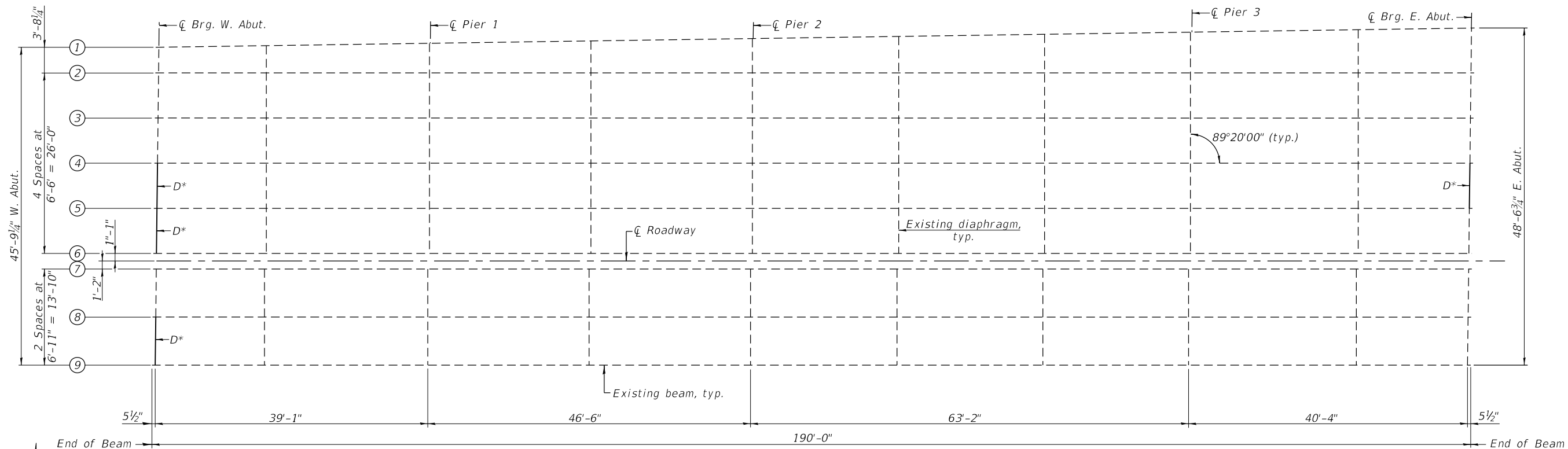
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 084-0076

SHEET NO. 9 OF 17 SHEETS

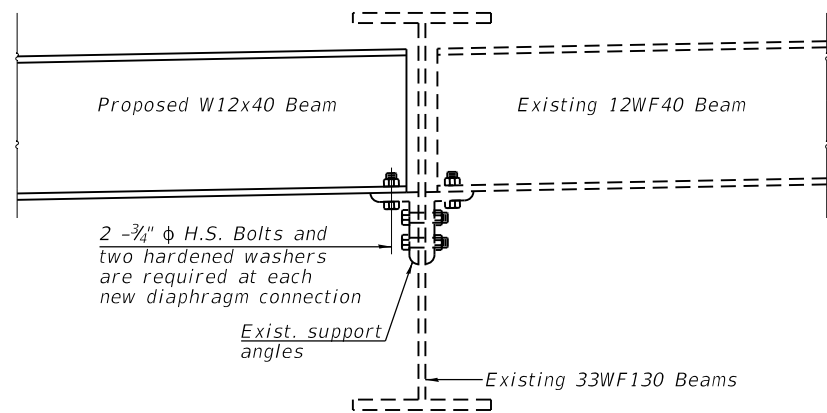
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 110IRS-2, (84-9)RS-7, BR		SANGAMON	152	80
CONTRACT NO. 72J94				

ILLINOIS FED. AID PROJECT
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS



FRAMING PLAN
All beams are 33WF130

* Steel Diaphragms to be replaced.

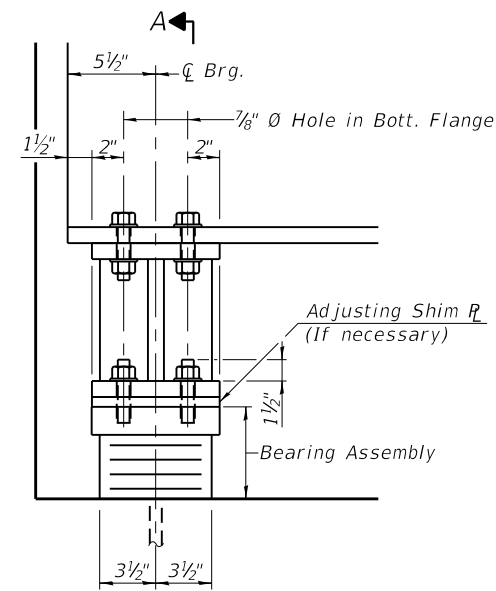


DIAPHRAGM D DETAIL

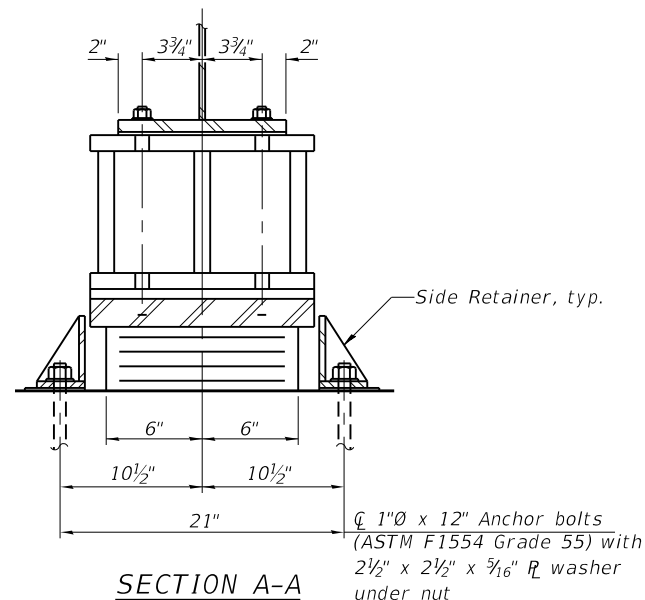
Notes:
The structural steel shall be galvanized after shop fabrication according to AASHTO M232.
All structural steel for the end diaphragms at the abutments shall conform to the requirements of AASHTO M270, Grade 50.
Any missing, loose or deteriorated rivets found in existing connections during construction shall be replaced with same size high strength bolts.

BILL OF MATERIAL

Item	Unit	Quantity
Furnishing and Erecting Structural Steel	Pound	1020

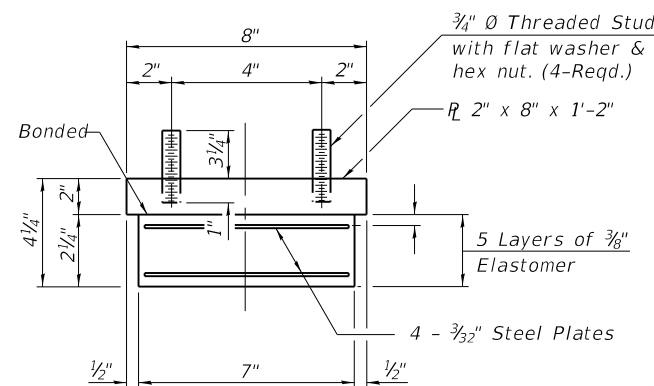


ELEVATION AT ABUT.



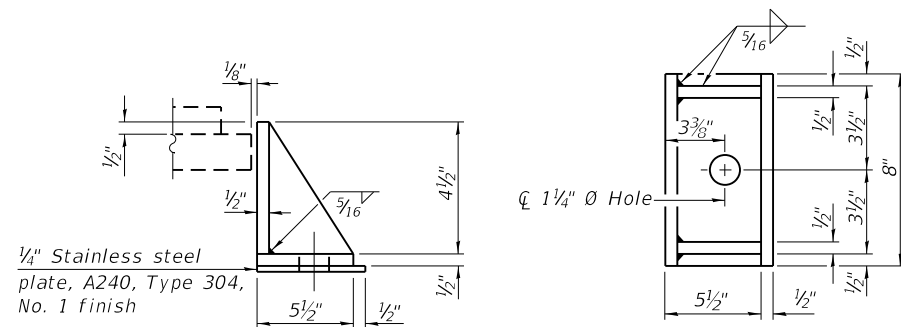
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.
(At West and East Abutments - 18 required)



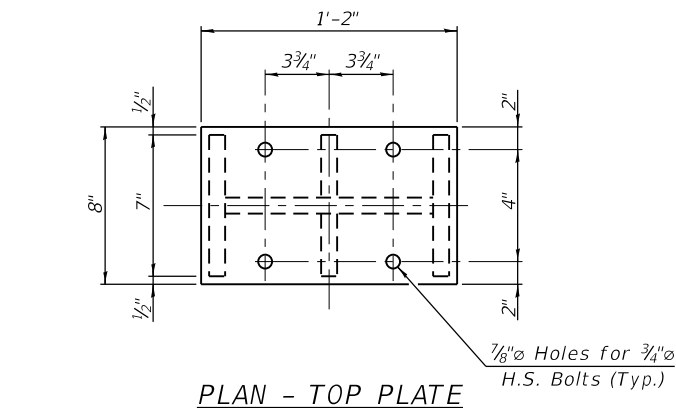
BEARING ASSEMBLY

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

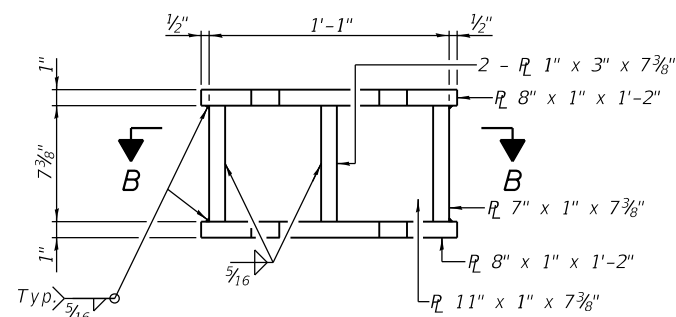


SIDE RETAINER

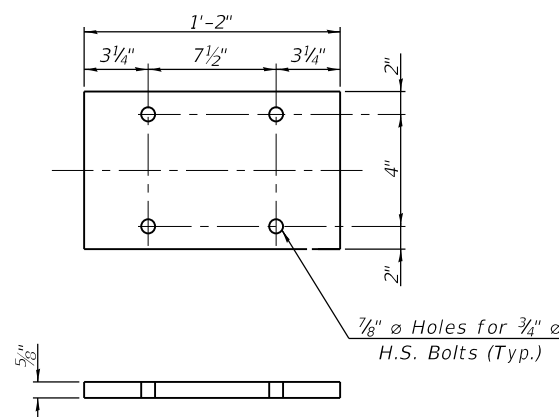
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



PLAN - TOP PLATE

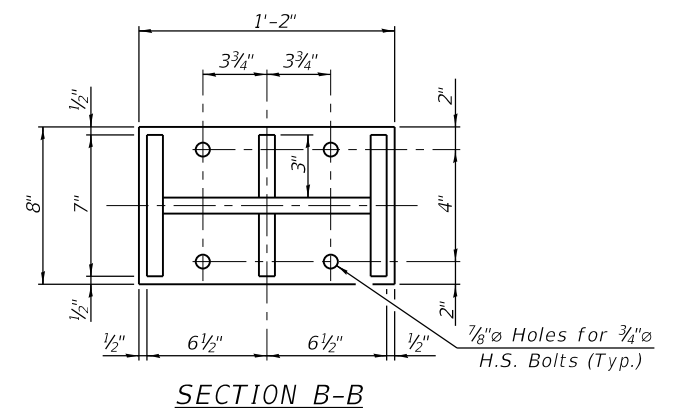


ELEVATION STEEL EXTENSION

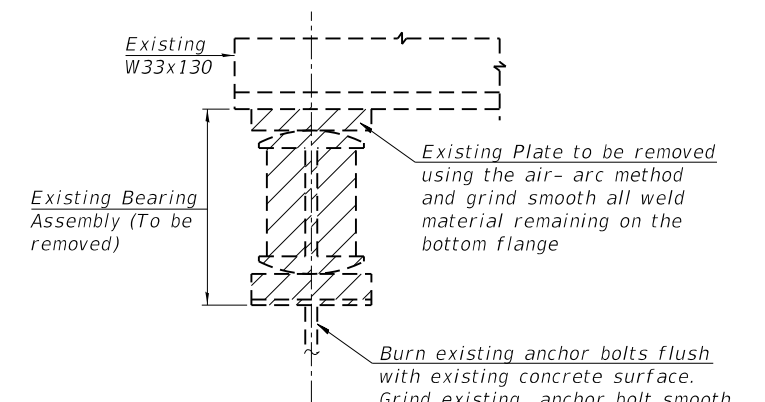


SHIM PLATE DETAIL

(Provide shim plate at beams 6 & 7, both abutments.)



SECTION B-B



EXISTING BEARING REMOVAL DETAIL

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

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

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

Diaphragm removal and replacement may be required to facilitate drilling holes. Cost shall be included with Furnishing and Erecting Structural Steel.

New steel extensions, shim plates and connection bolts are included with Furnishing and Erecting Structural Steel.

Prior to ordering any material, the Contractor shall verify in the field all bearing heights.

The structural steel bearing plates for the bearings shall conform to the requirements of AASHTO M270 Grade 36.

INTERIOR GIRDER REACTION TABLE

	W. ABUT.	E. ABUT.
R _{DL} , kips	18.7	14.8
R _{LL} , kips	37.3	37.7
Imp., kips	11.2	11.3
R (Total), kips	67.2	63.8

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	18
Anchor Bolts, 1"	Each	36
Furnishing and Erecting Structural Steel	Pound	2480

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8-11-2017



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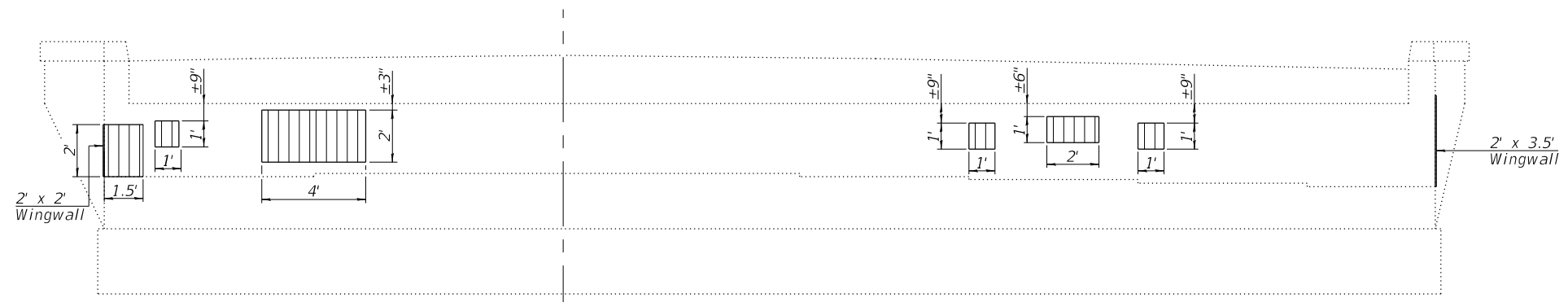
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
STRUCTURE NO. 084-0076

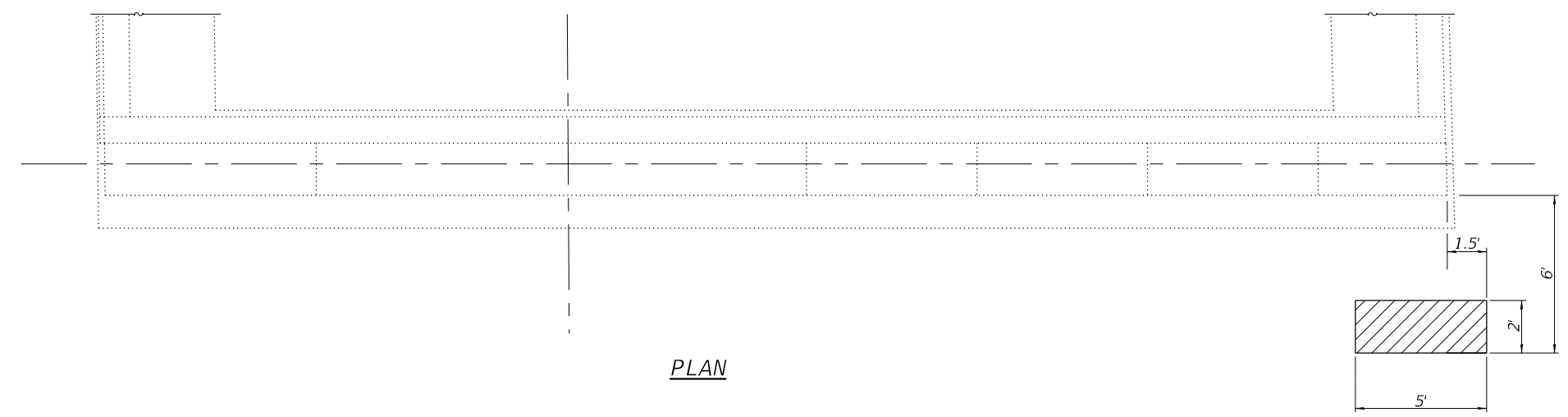
SHEET NO. 11 OF 17 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	82
CONTRACT NO. 72J94				

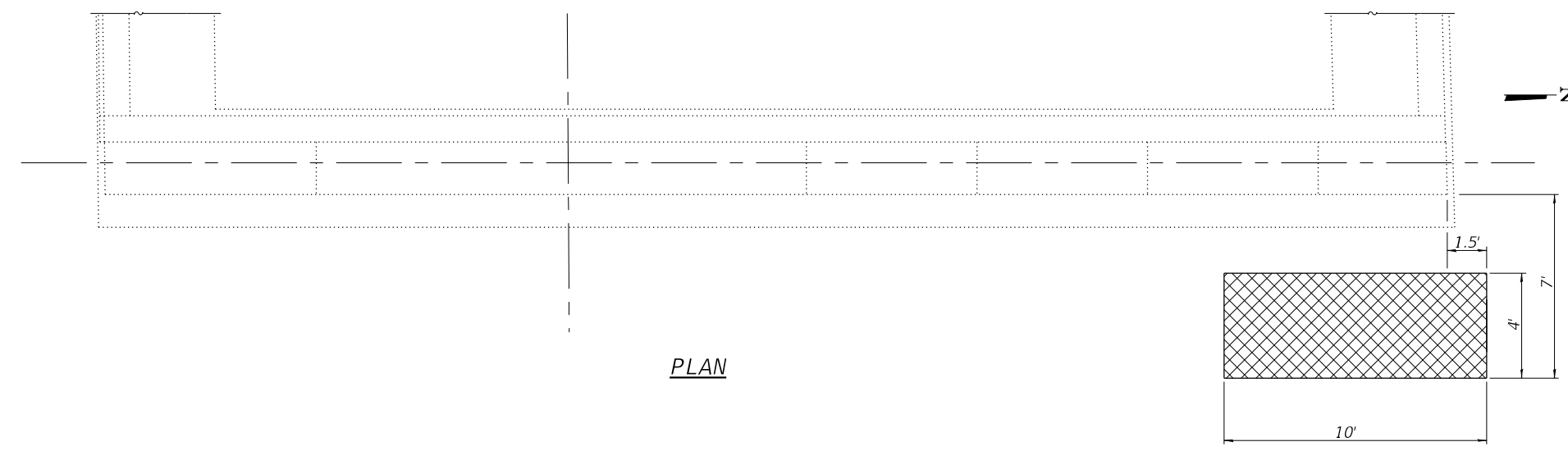
ILLINOIS FED. AID PROJECT
FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS



ELEVATION
(Looking West)



PLAN



PLAN

- Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)
- Slope Wall Repair
- Controlled Low-Strength Material

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	27
Slope Wall Repair	Sq. Yd.	1
Controlled Low-Strength Material	Cu. Yd.	4.1



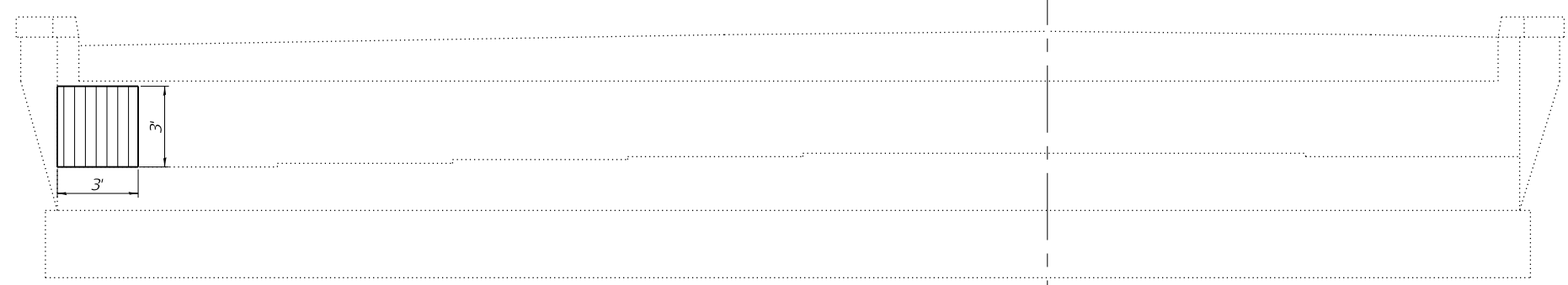
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PLOT DATE =	CHECKED -	REVISED -

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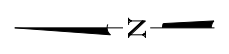
WEST ABUTMENT REPAIR DETAILS
STRUCTURE NO. 084-0076

SHEET NO. 12 OF 17 SHEETS


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 1110RS-2, (84-9)RS-7, BR		SANGAMON	152	83
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS				



ELEVATION
(Looking East)



PLAN

 Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	9



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	CHECKED -	REVISED -
PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE =	CHECKED -	REVISED -

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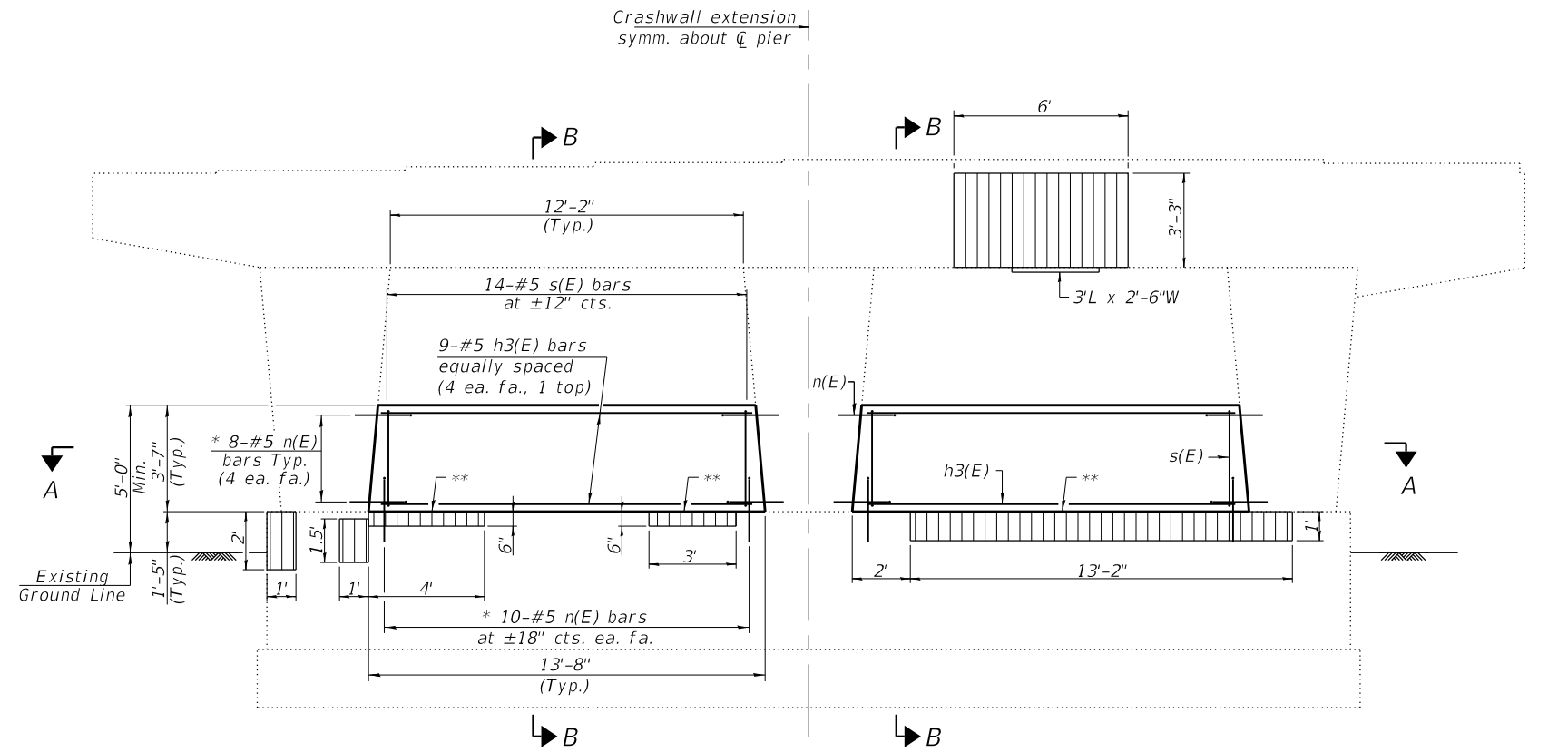
**EAST ABUTMENT REPAIR DETAILS
STRUCTURE NO. 084-0076**

SHEET NO. 13 OF 17 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 1110RS-2, (84-9)RS-7, BR		SANGAMON	152	84
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS				

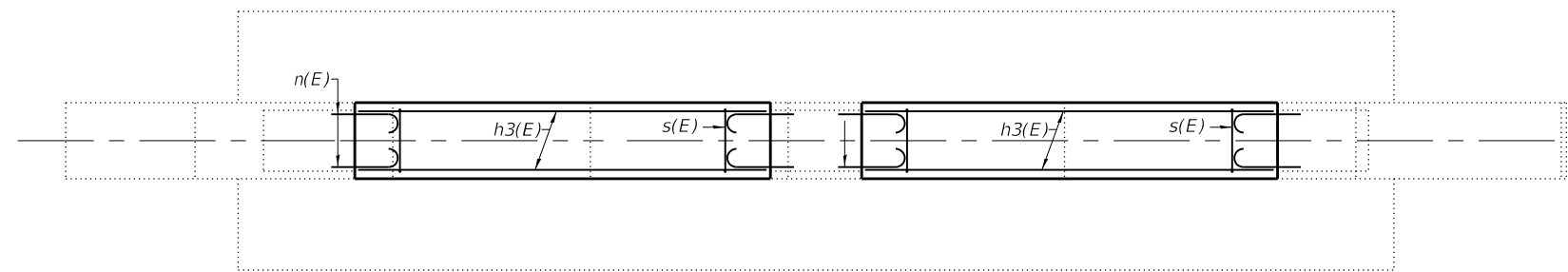
NOTES

The cost of epoxy grouting reinforcement bars into existing concrete shall be included with Reinforcement Bars, Epoxy Coated.

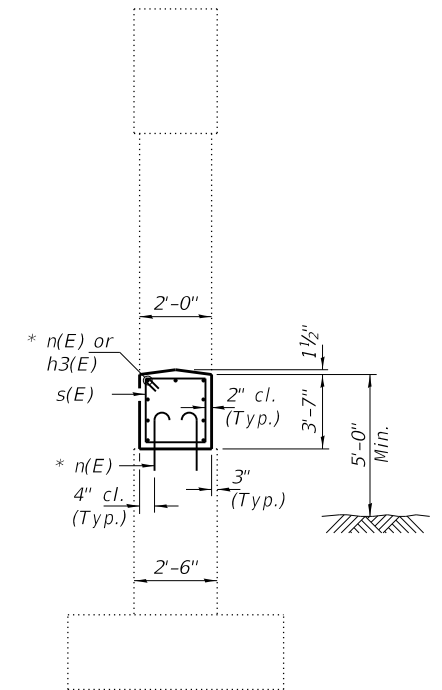


ELEVATION
(Looking East)

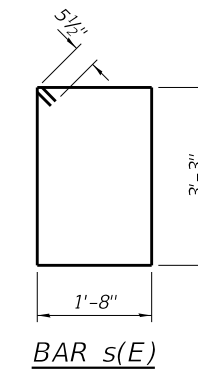
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)



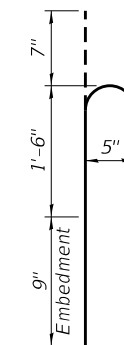
SECTION A-A



SECTION B-B



BAR s(E)



BAR n(E)

* Epoxy grout n(E) bars in 9" min. holes according to Article 584 of the Standard Specifications.

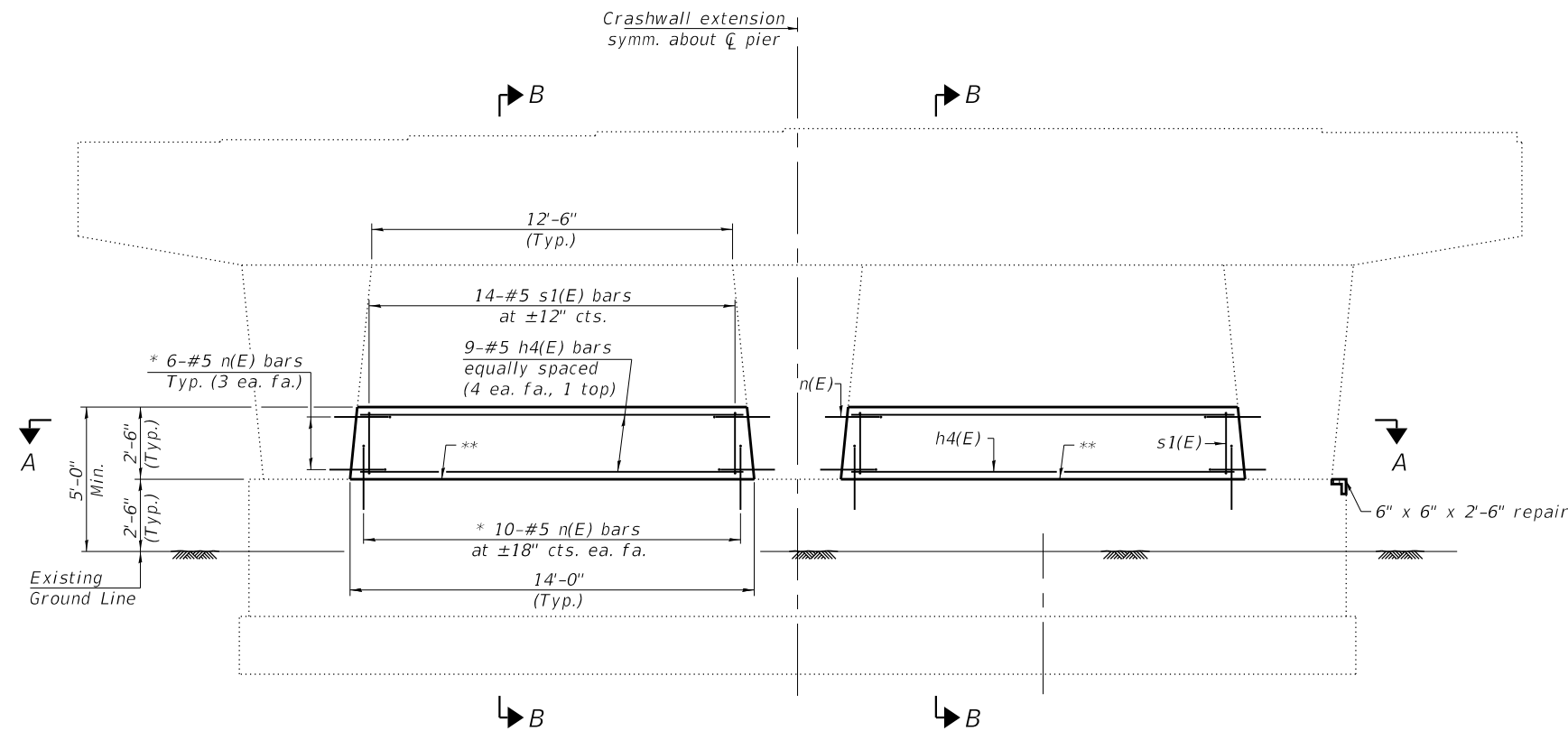
** Unsound concrete on top of existing crashwall to be removed prior to placing new concrete. Existing reinforcing exposed during removal shall be cleaned and incorporated into new construction. Cost included with Concrete Structures.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
h3(E)	18	#5	12'-9"	—	
n(E)	72	#5	2'-10"	⌋	
s(E)	28	#5	10'-9"	□	
Concrete Structures				Cu. Yd.	7.7
Reinforcement Bars, Epoxy Coated				Pound	770
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)				Sq. Ft.	77

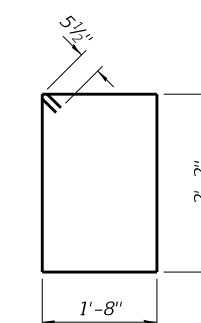
NOTES

The cost of epoxy grouting reinforcement bars into existing concrete shall be included with Reinforcement Bars, Epoxy Coated.

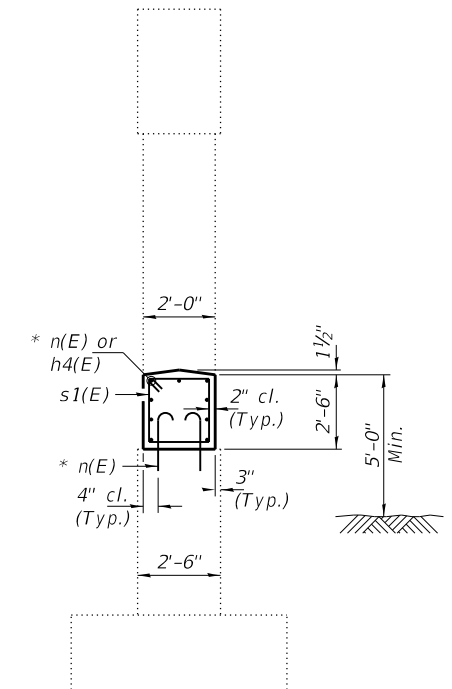


ELEVATION
(Looking East)

Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)



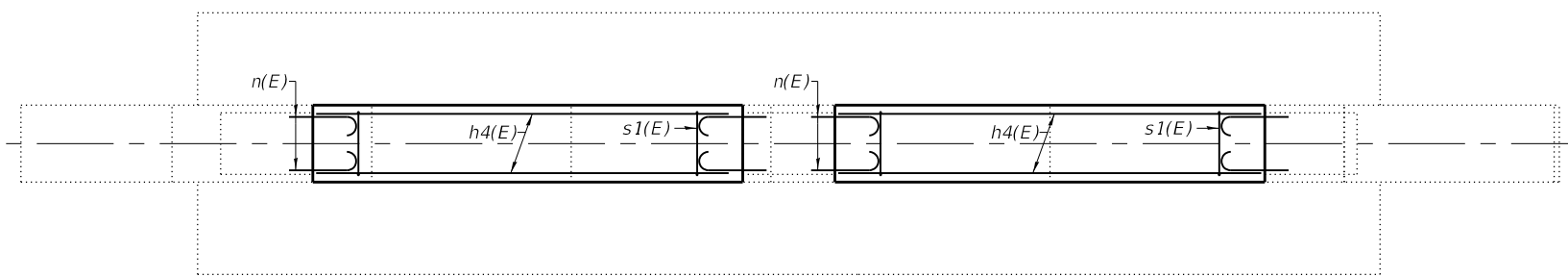
BAR s1(E)



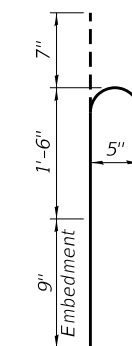
SECTION B-B

* Epoxy grout n(E) bars in 9" holes according to Article 584 of the Standard Specifications.

** Unsound concrete on top of existing crashwall to be removed prior to placing new concrete. Existing reinforcing exposed during removal shall be cleaned and incorporated into new construction. Cost included with Concrete Structures.



SECTION A-A



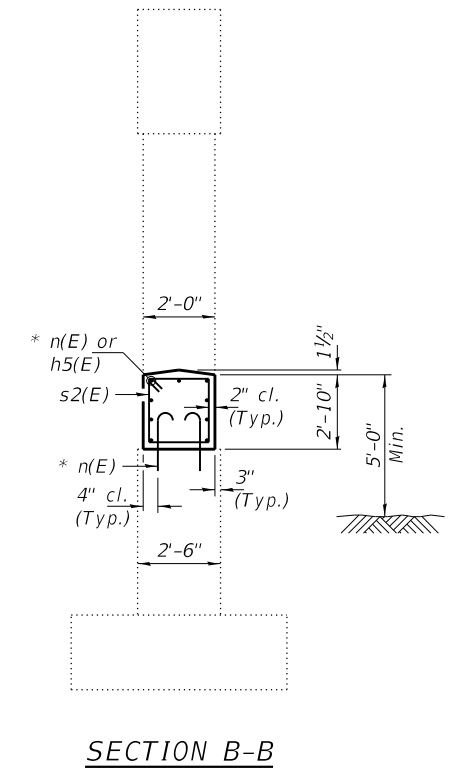
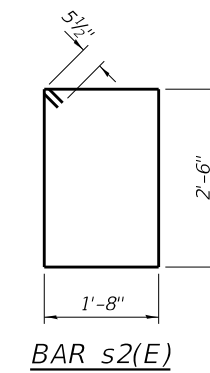
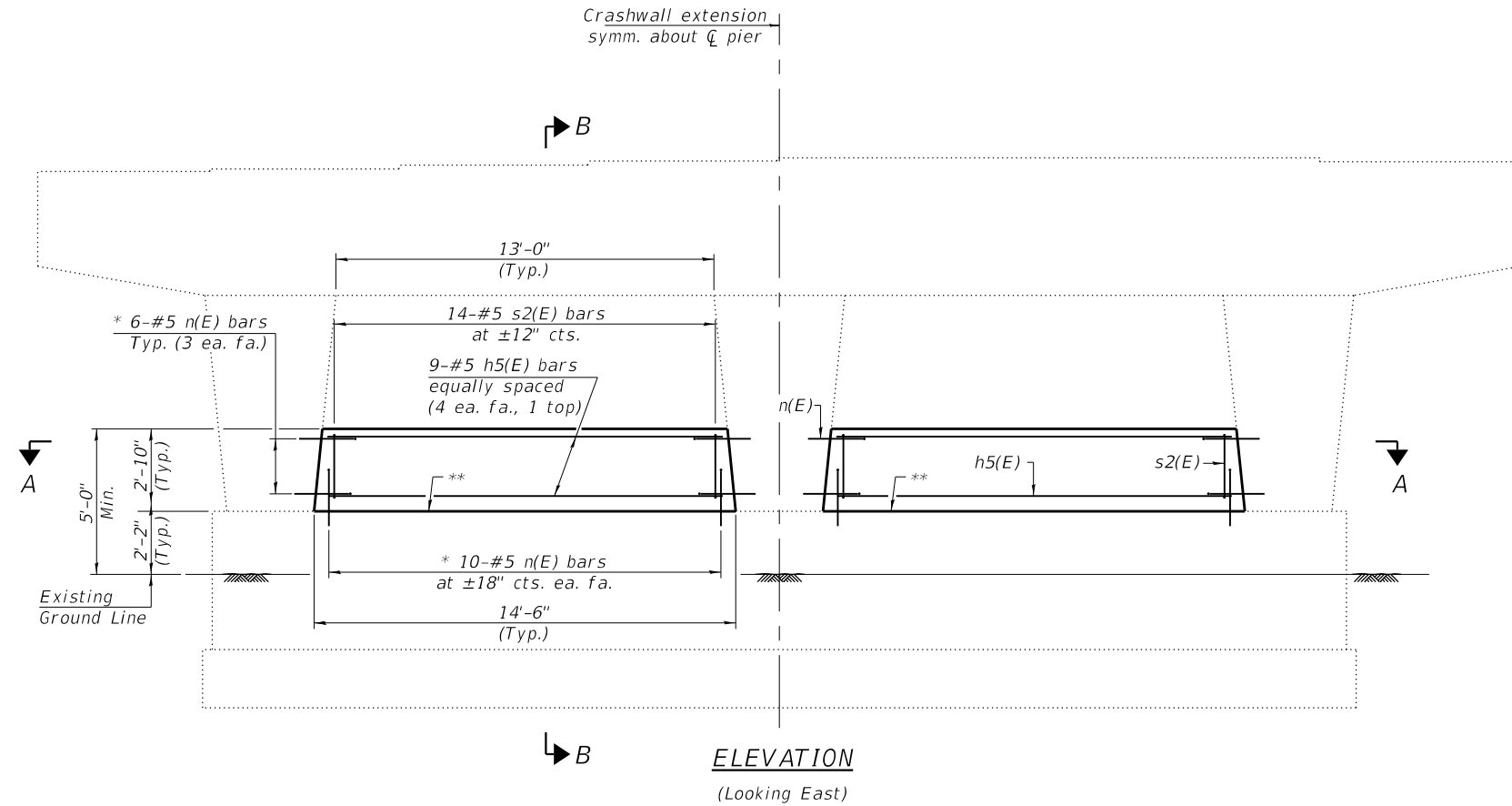
BAR n(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
h4(E)	18	#5	13'-3"	—	
n(E)	64	#5	2'-10"	⌋	
s1(E)	28	#5	8'-7"	□	
Concrete Structures				Cu. Yd.	6.1
Reinforcement Bars, Epoxy Coated				Pound	690
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)				Sq. Ft.	3

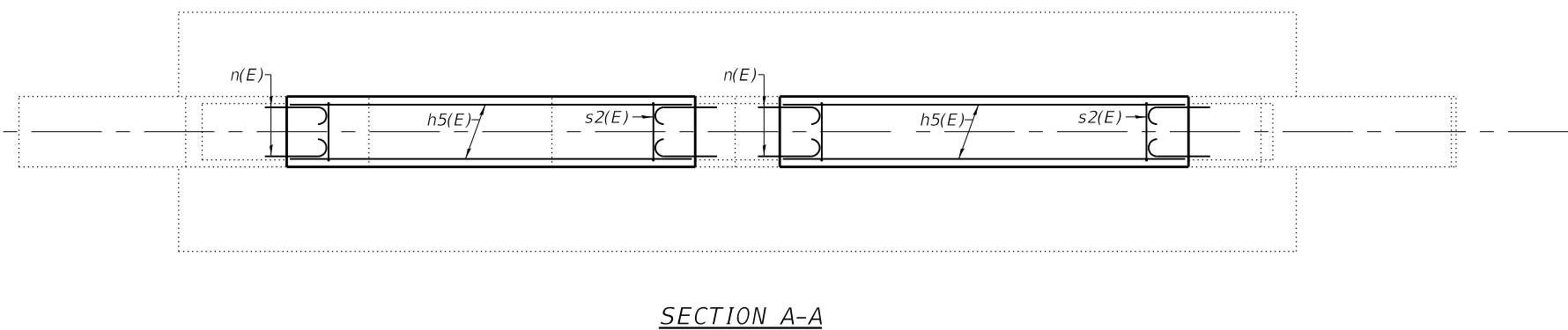
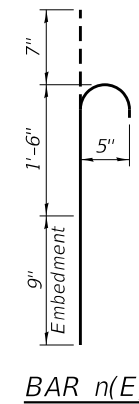
NOTES

The cost of epoxy grouting reinforcement bars into existing concrete shall be included with Reinforcement Bars, Epoxy Coated.



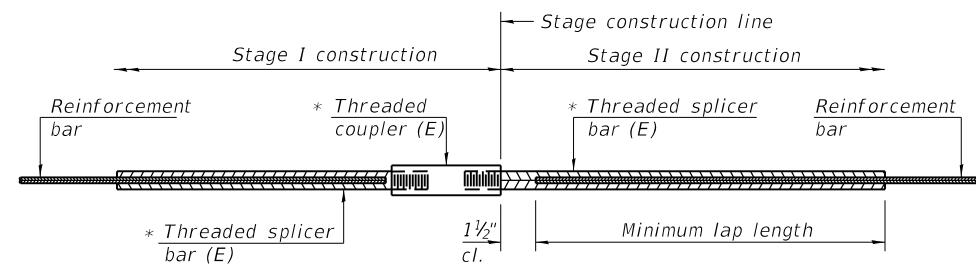
* Epoxy grout n(E) bars in 9" min. holes according to Article 584 of the Standard Specifications.

** Unsound concrete on top of existing crashwall to be removed prior to placing new concrete. Existing reinforcing exposed during removal shall be cleaned and incorporated into new construction. Cost included with Concrete Structures.



BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
h5(E)	18	#5	13'-9"	—	
n(E)	64	#5	2'-10"	U	
s2(E)	28	#5	9'-3"	□	
Concrete Structures				Cu. Yd.	6.6
Reinforcement Bars, Epoxy Coated				Pound	720

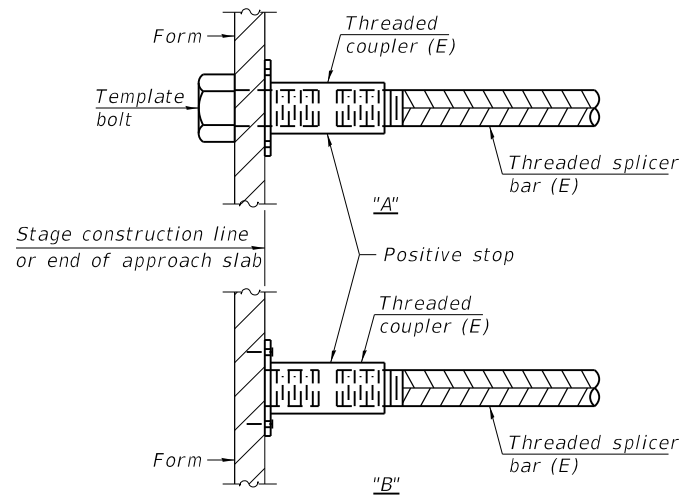


STANDARD BAR SPLICER ASSEMBLY

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

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

Location	Bar size	No. assemblies required	Minimum lap length
Deck	#5	18	3'-6"
Abutment	#6	10	4'-0"

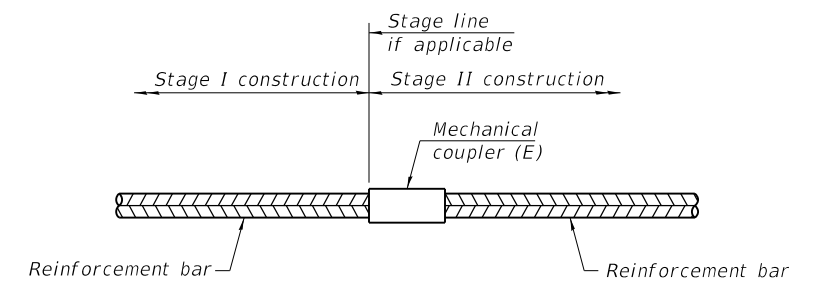


INSTALLATION AND SETTING METHODS

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

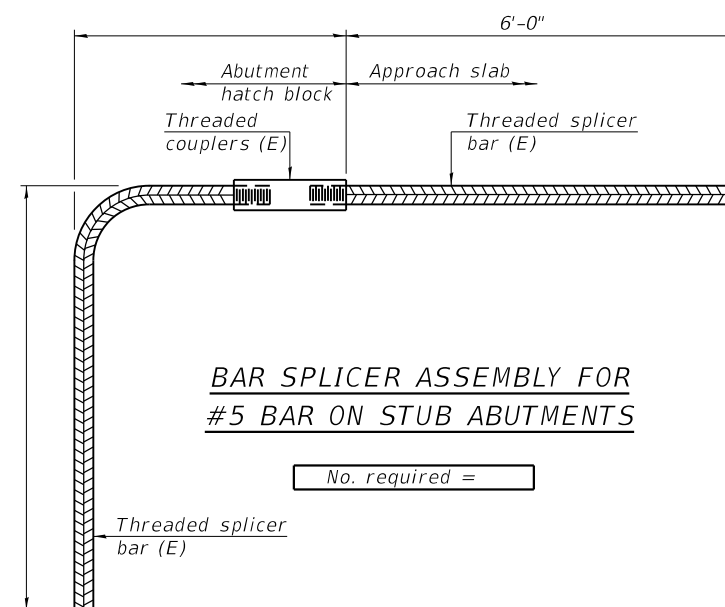
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

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

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

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

BSD-1

2-17-2017



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 084-0076

SHEET NO. 17 OF 17 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 1110RS-2, (84-9)RS-7, BR		SANGAMON	152	88
CONTRACT NO. 72J94				

ILLINOIS FED. AID PROJECT
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS

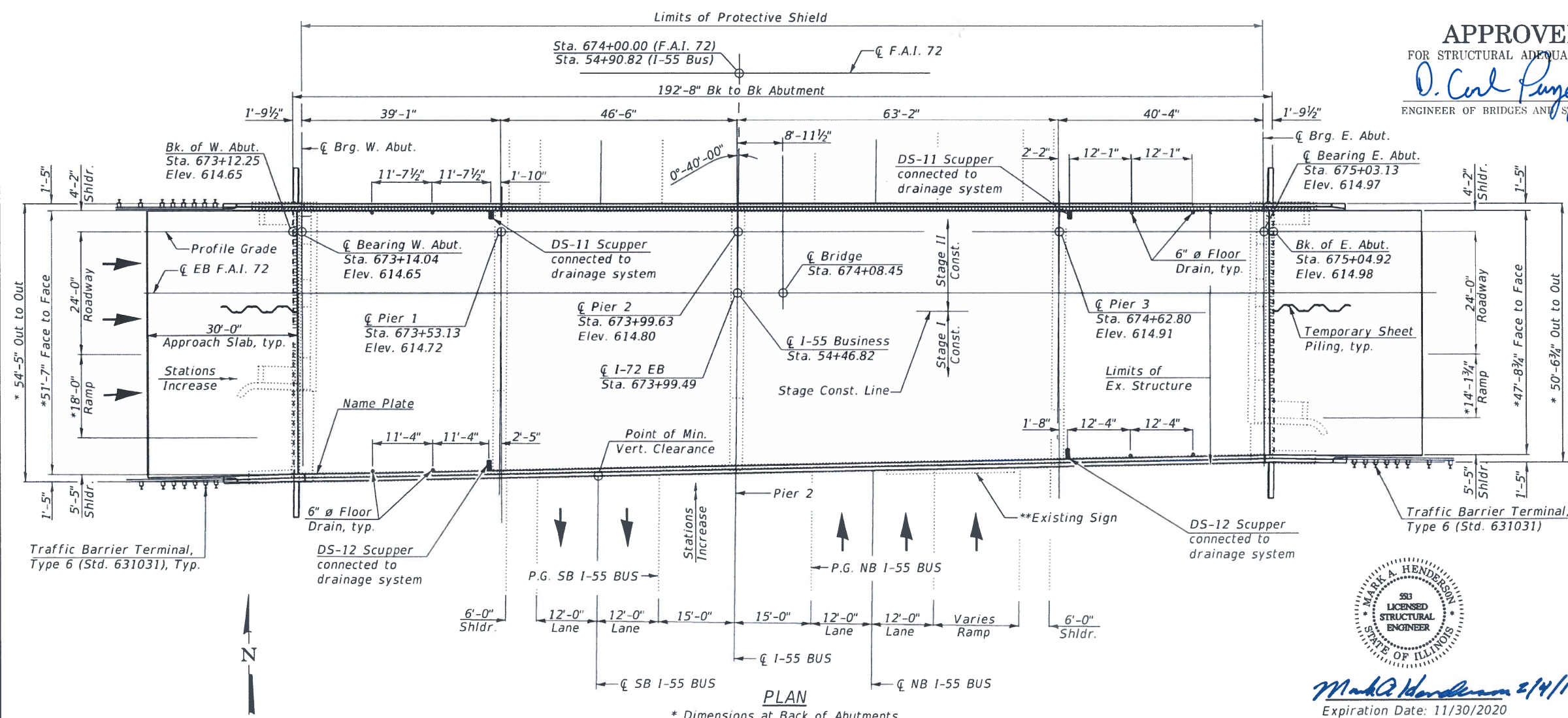
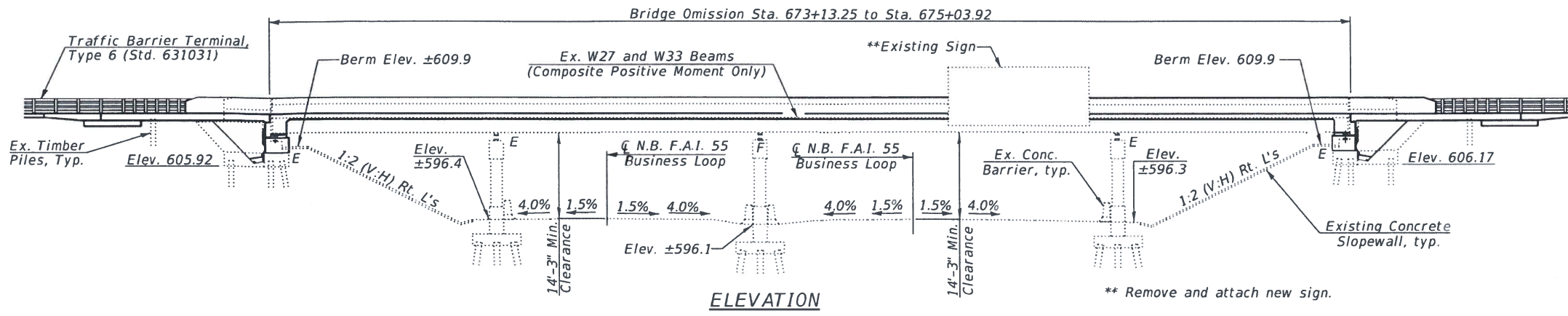
Bench Mark: Chiseled "□" East side of overhead sign foundation centerline median 6th Street, North of SN 084-0076, NAVD 88 Elev. 601.90

Existing Structure: Structure No. 084-0077 was originally built in 1963 under Section 84-3(HB,HF)-4) in Sangamon County. The structure was widened in 1973 under Section 84-9(4,4HB,2Y) and repaired in 1989. The expansion joints were replaced in 1991 under Section (84-9-4HB-2)I and HMA overlay was added in 1996. Beams were straightened and replaced in 2003 under Section (84-3HB-4)I. In 2008, the north parapet was replaced and a new HMA surface was constructed under Section D6 Interstate RS, BR, M CAB 2008. The existing bridge is a four span steel wide flange beam superstructure with poured concrete deck. The substructure consists of spill-through abutments on steel piles and hammerhead piers on timber piles. The back to back abutment length is 192'-8" and the out to out bridge width varies between 50'-8 3/4" to 54'-7". The existing concrete deck will be removed and replaced. Construction will be completed using Stage Construction.

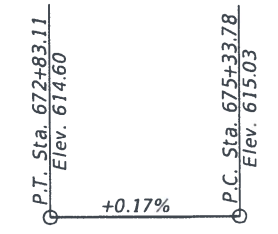
No Salvage

INDEX OF SHEETS

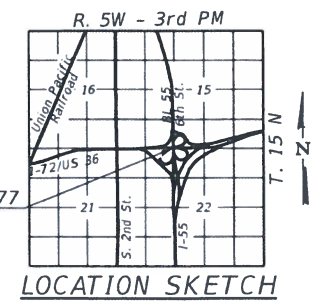
- 1 - General Plan & Elevation
- 2 - General Data
- 3 - Stage Construction Details
- 4 - Temporary Concrete Barrier
- 5-7 - Top of Slab Elevations
- 8-9 - Top of Approach Slab Elevations
- 10 - Superstructure
- 11 - Superstructure Details
- 12 - Drainage Scupper, DS-11
- 13 - Drainage Scupper, DS-12
- 14 - Drainage Details
- 15 - Concrete Parapet Slipforming Option
- 16 - Abutment Diaphragm Details - West Abutment
- 17 - Abutment Diaphragm Details - East Abutment
- 18-19 - Bridge Approach Slab Details - West Abutment
- 20-21 - Bridge Approach Slab Details - East Abutment
- 22 - Structural Steel
- 23 - Structural Steel Details
- 24 - Bearing Details
- 25 - Abutment Concrete Removal Details
- 26 - West Abutment
- 27 - East Abutment
- 28 - East Abutment Concrete Slopewall Repair Details
- 29 - Structural Repair of Concrete Structure
- 30 - Pier 1 Crashwall Extension
- 31 - Pier 2 Crashwall Extension
- 32 - Pier 3 Crashwall Extension
- 33 - Bar Splicer Details
- 34 - Bridge Mount Sign Structures - General Plan and Elevation
- 35 - Bridge Mount Sign Structures - Walkway Connection Detail
- 36 - Bridge Mount Sign Structures - Connection Details
- 37 - Bridge Mount Sign Structures - Walkway Details
- 38 - Sign Design for the 6th Street Structure



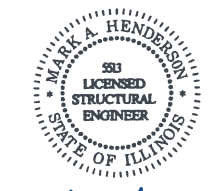
APPROVED
FOR STRUCTURAL ADEQUACY ONLY
D. Carl Punge
ENGINEER OF BRIDGES AND STRUCTURES



PROFILE GRADE
F.A.I. 72 (I-72) EB
(At North Edge of Pavement)
The profile grade shows the final elevations after grinding. Up to 1/4 inch will be ground off the bridge deck and approach slabs.

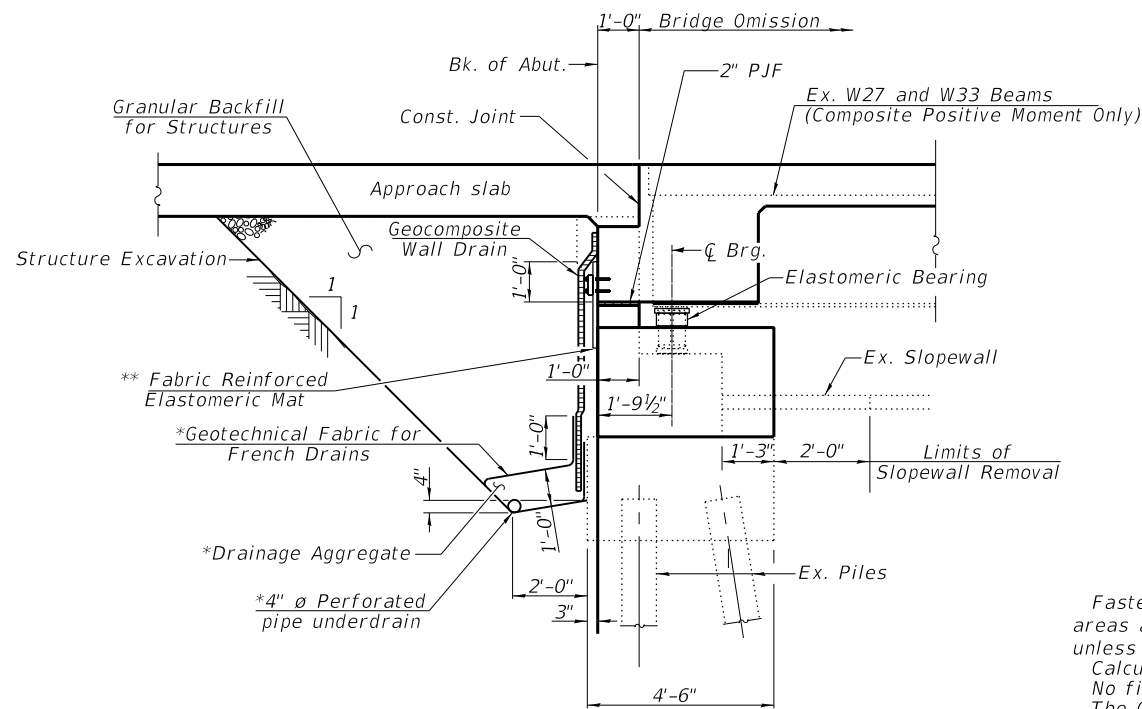


GENERAL PLAN & ELEVATION
EB I-72 (F.A.I. 72) OVER
6th STREET/I-55 BUS
SEC. (110)RS-2, (84-9)RS-7, BR
SANGAMON COUNTY
STATION 674+08.45
STRUCTURE NO. 084-0077



Mark A. Henderson 2/14/19
Expiration Date: 11/30/2020

<p>Veenstra & Kimm, Inc. Springfield, IL. Phone: (217)544-8033</p>	USER NAME =	DESIGNED -	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p align="center">GENERAL PLAN AND ELEVATION STRUCTURE NO. 084-0077</p>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED -	REVISED -			(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	89	
PLOT DATE =	DRAWN -	REVISED -		SHEET NO. 1 OF 38 SHEETS	ILLINOIS FED. AID PROJECT	CONTRACT NO. T2J94				
	CHECKED -	REVISED -			* F.A.I. 72, F.A.P. 666, F.A.I. 72.4 / I-72, I-55 BUS					



SECTION THRU SEMI-INTEGRAL ABUTMENT
(Horiz. dim. @ Rt. angles)

* Included in the cost of Pipe Underdrains for Structures
(See Special Provisions)

** Included in the cost of the Concrete Superstructure

Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The 4" ϕ Perforated Pipe Drain shall be placed under the existing wingwalls that are to remain in place. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

STATION 674+08.45
BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. RT. 72
SEC. (110)RS-2, (84-9)RS-7, BR
LOADING HS20-44
STR. NO. 084-0077

NAME PLATE
See Std. 515001

SCOPE OF WORK

- 1 - Set-up Stage I for construction and place traffic in Stage I.
- 2 - Remove upper portion of existing wingwalls for Bridge approach slab for Stage I.
- 3 - Remove existing concrete deck and parapets for Stage I.
- 4 - Reconfigure existing abutments and parapets to semi-integral abutment configuration for Stage I.
- 5 - Construct new concrete deck. Make new deck composite in positive moment regions for Stage I.
- 6 - Retrofit all welded cover plates on the top flange with bolted cover plates.
- 7 - Set-up Stage II for construction and switch traffic over to Stage II.
- 8 - Repeat above steps for Stage II.
- 9 - Repair existing substructure units.
- 10 - Clean and paint existing structural steel under separate "Paint Only" contract.

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts (in painted areas and ASTM A325 Type 3 in unpainted areas). Bolts $\frac{7}{8}$ in ϕ , holes $1\frac{1}{16}$ in. ϕ unless noted otherwise.

Calculated weight of Structural Steel = 7790 pounds (M270 Grade 50)
No field welding is permitted except as specified in the contract documents.
The Contractor shall test the existing welds by non-destructive methods within 2 ft. of the end of the existing cover plates for cracks after removal of the existing concrete deck. Dye penetrant (PT), magnetic particle (MT), or other approved testing method shall be performed by qualified personnel approved by the Engineer. If cracks are found, report them to the Bureau of Bridges and Structures for disposition. The cost of testing is included in Removal of Existing Concrete Deck. The cost of crack repair, if necessary, will be paid for according to Article 109.04 of the Standard Specifications.

Reinforcement bars designated (E) shall be epoxy coated.
Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete. As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding $\frac{1}{4}$ inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

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

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

Cleaning and field painting of structural steel shall be done under a separate painting contract.

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

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Protective Coat	Sq. Yd.	1610		1610
Concrete Removal	Cu. Yd.		45.7	45.7
Slope Wall Removal	Sq. Yd.		41	41
Removal of Existing Concrete Deck No. 1	Each	1		1
Protective Shield	Sq. Yd.		1141	1141
Structure Excavation	Cu. Yd.		130	130
Floor Drains	Each	8		8
Concrete Structures	Cu. Yd.	47.9	70.6	118.5
Concrete Superstructure	Cu. Yd.	354.2		354.2
Concrete Superstructure (Approach Slab)	Cu. Yd.	144.9		144.9
Furnishing and Erecting Structural Steel	Pound	7790		7790
Stud Shear Connectors	Each	4494		4494
Reinforcement Bars, Epoxy Coated	Pound	144600	7820	152420
Bar Splicers, 1"	Each	889	24	913
Slope Wall 4"	Sq. Yd.		25	25
Name Plates	Each	1		1
Elastomeric Bearing Assembly, Type 1	Each	20		20
Anchor Bolts, 1"	Each		40	40
Temporary Sheet Piling	Sq. Ft.		352	352
Granular Backfill For Structures	Cu. Yd.		166	166
Concrete Sealer	Sq. Ft.		589	589
Geocomposite Wall Drain	Sq. Yd.		81	81
Controlled Low-Strength Material	Cu. Yd.		6.1	6.1
Overhead Sign Structure - Bridge Mounted	Foot	14		14
Remove Overhead Sign Structure - Bridge Mounted	Each	1		1
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	1125		1125
Jack and Remove Existing Bearings	Each	20		20
Approach Slab Removal	Sq. Yd.	414		414
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.		31	31
Drainage Scupper, DS-11	Each	2		2
Drainage Scupper, DS-12	Each	2		2
Drainage System	L Sum	1		1
Diamond Grinding (Bridge Section)	Sq. Yd.	1280		1280
Pipe Underdrains for Structures 4"	Foot		138	138
Slope Wall Repair	Sq. Yd.		6	6

LOADING HS20-44

No allowance for future wearing surface.

SEISMIC DATA

Seismic Performance Category (SPC) = A
Acceleration Coefficient (A) = 0.048
Site Coefficient (S) = 1.5

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications

DESIGN STRESSES

FIELD UNITS (Exist. Construction)

$f'c$ = 3,500 psi
 f_y = 33,000 psi (Structural Steel)-Original
 f_y = 36,000 psi (Structural Steel)-1973 Plans
 f_y = 40,000 psi (Reinforcement)-Original
 f_y = 40,000 psi (Reinforcement)-1973 Plans

FIELD UNITS (New Construction)

$f'c$ = 3,500 psi (Substructure)
 $f'c$ = 4,000 psi (Superstructure)
 f_y = 60,000 psi (Reinforcement)
 f_y = 36,000 psi (Bearing/Side Retainers)



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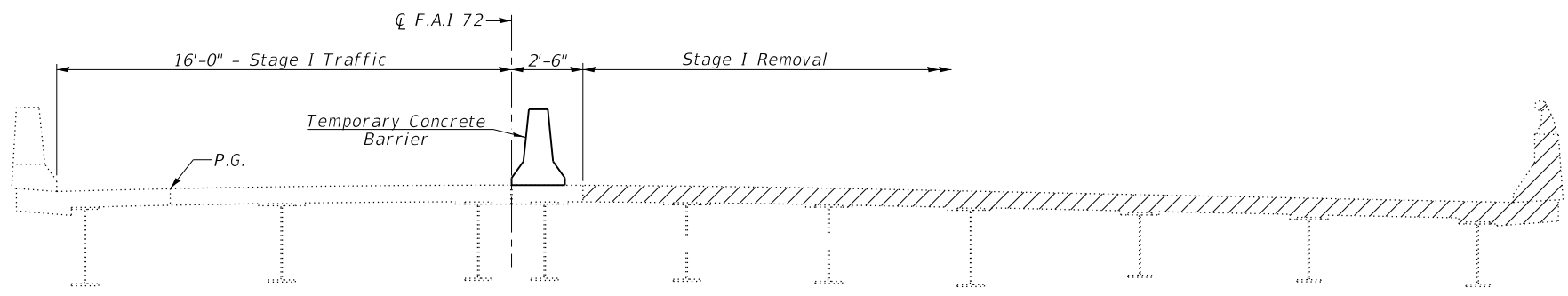
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 084-0077

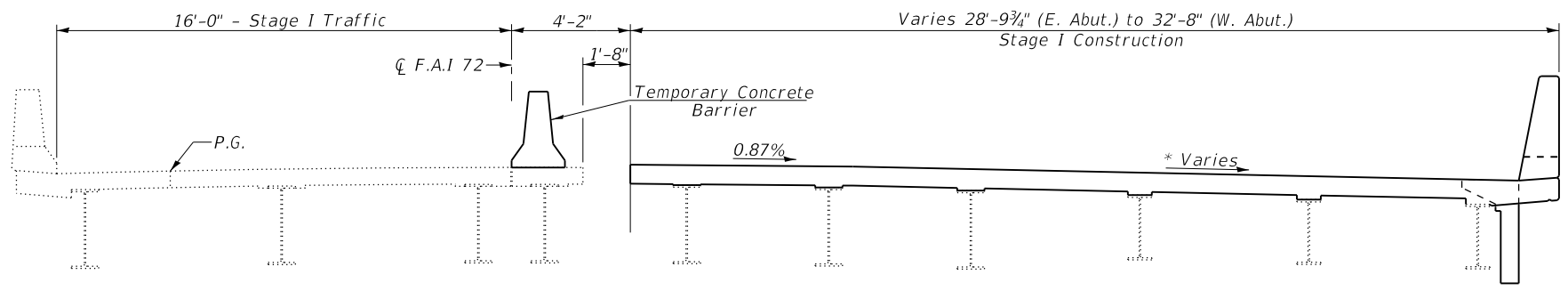
SHEET NO. 2 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	90
CONTRACT NO. 72J94				

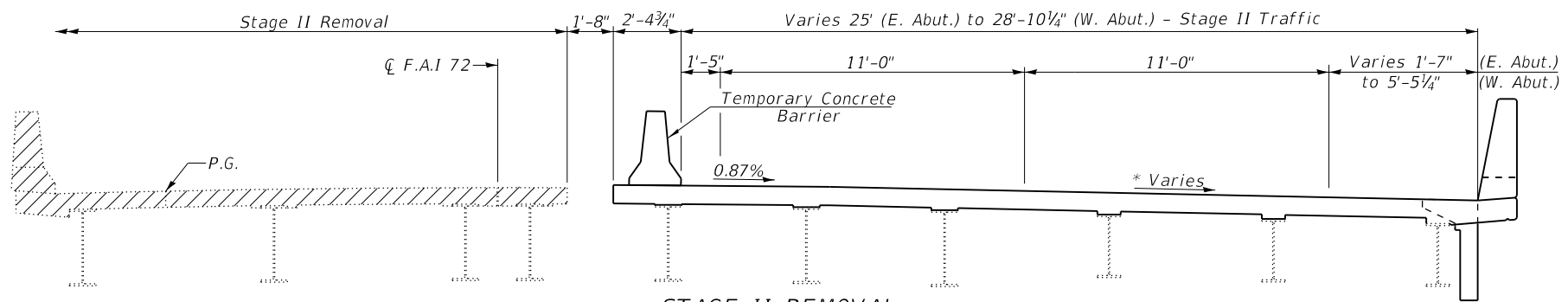
ILLINOIS FED. AID PROJECT
FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS



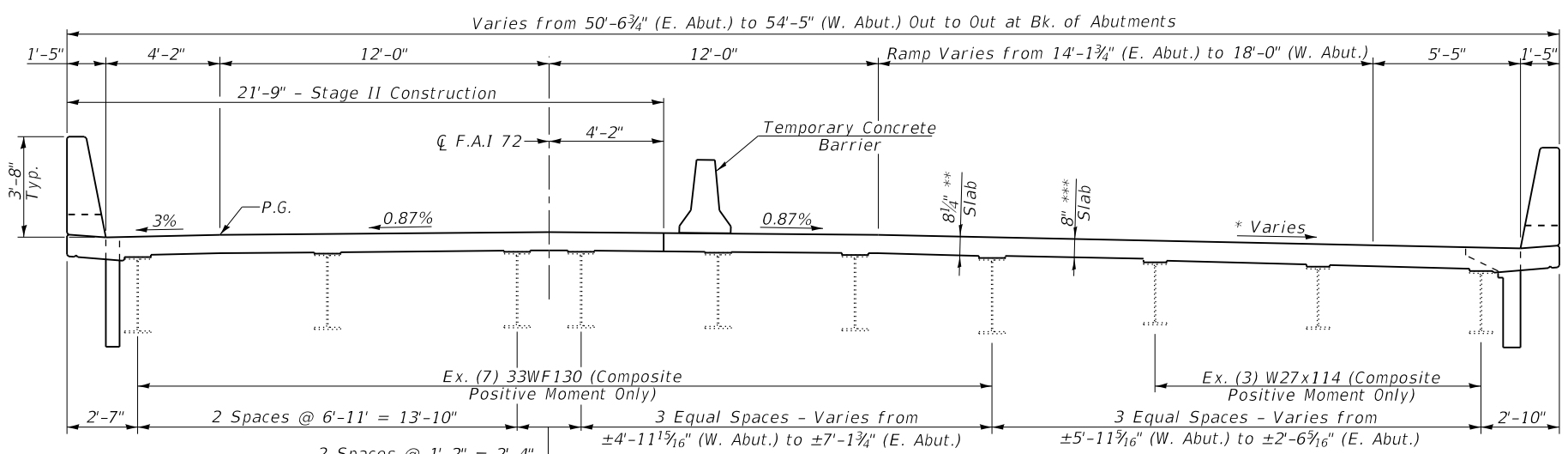
STAGE I REMOVAL
(Looking East)



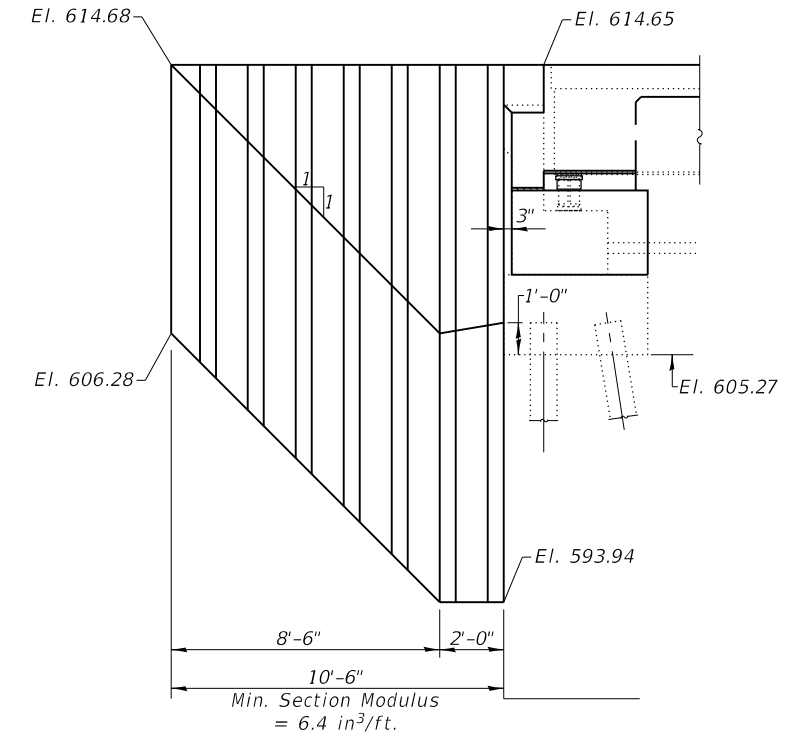
STAGE I CONSTRUCTION
(Looking East)



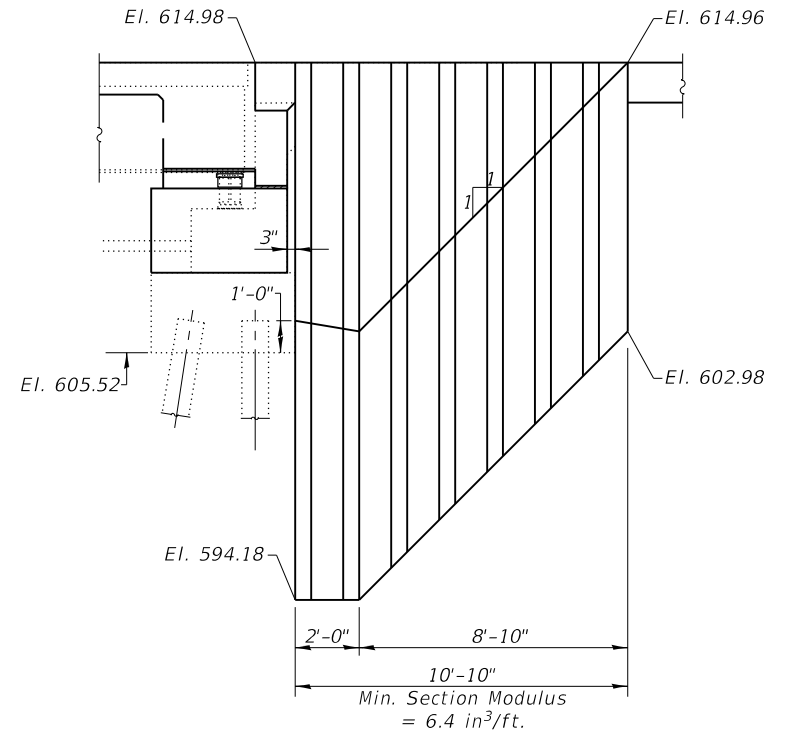
STAGE II REMOVAL
(Looking East)



PROPOSED CROSS SECTION
(Looking East)



W. ABUT TEMPORARY SHEET PILING
(Horiz. dim. @ Rt. L's)



E. ABUT TEMPORARY SHEET PILING
(Horiz. dim. @ Rt. L's)

* 3.35% (Bk. of W. Abut. to Sta. 674+45.50)
Varies: 3.35% (Sta. 674+45.50) to 1.85% (Bk. of E. Abut.)
** Prior to grinding
*** After grinding

Note:
Hatched area indicates Removal of Existing Concrete Deck.
For quantity of Temporary Concrete Barrier, see roadway plans.



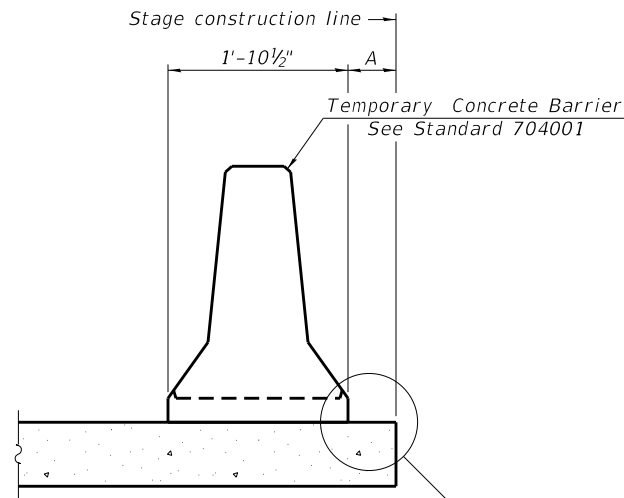
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PLOT DATE =	DRAWN -	REVISD -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 084-0077

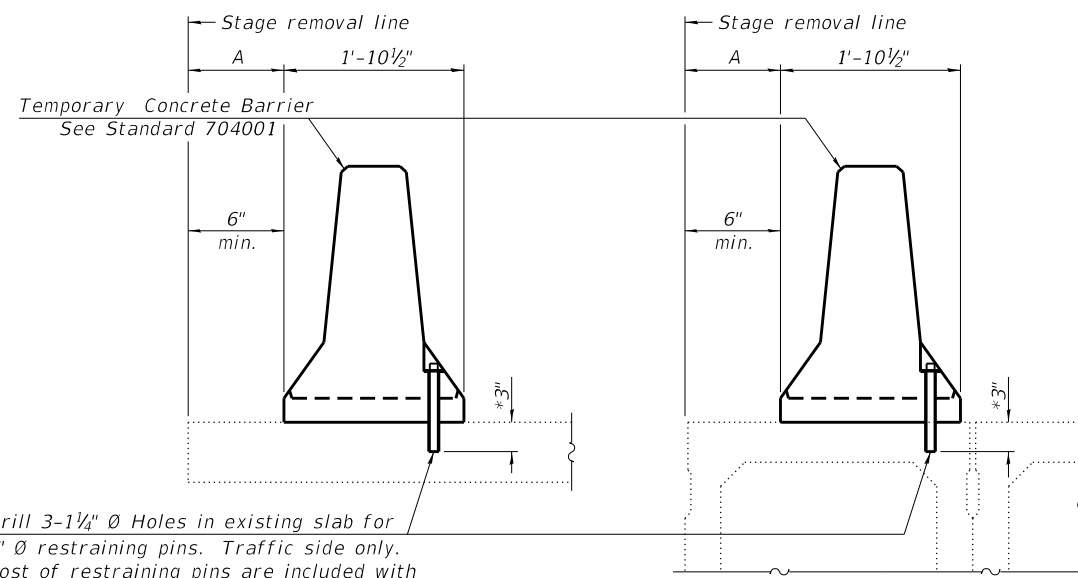
SHEET NO. 3 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 1110RS-2, (84-9)RS-7, BR		SANGAMON	152	91
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS				



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM

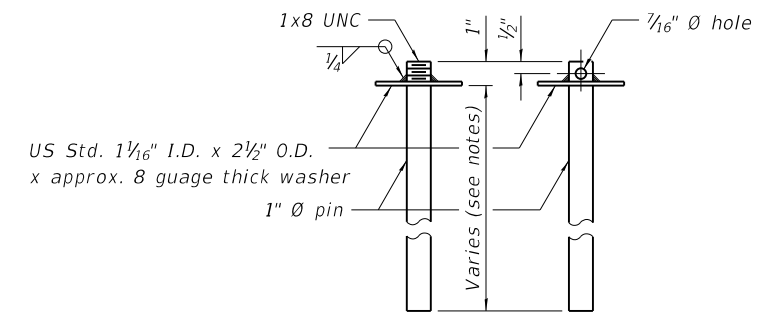


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

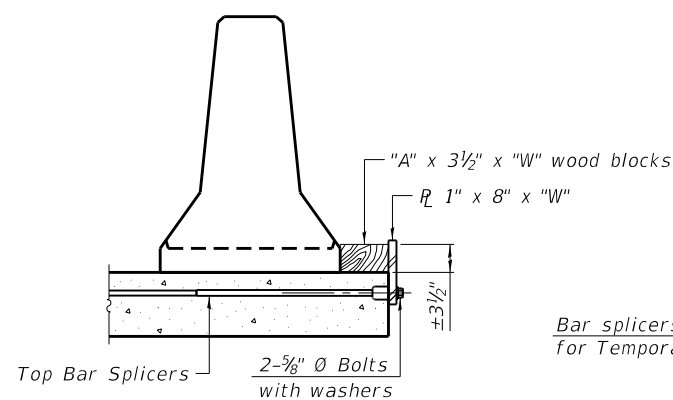
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

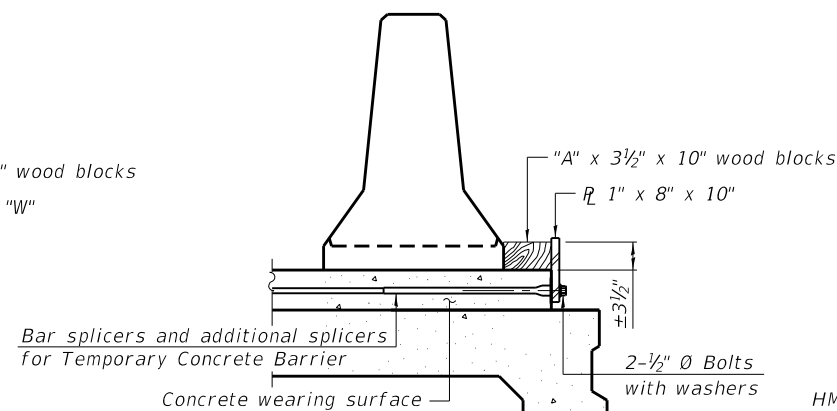


RESTRAINING PIN

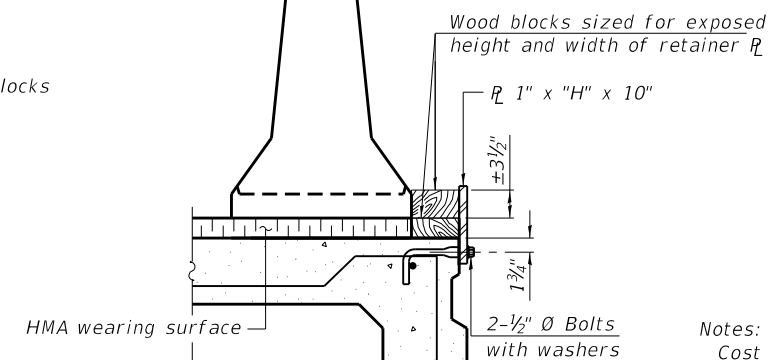
SECTIONS THRU SLAB OR DECK BEAM



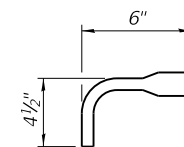
DETAIL I



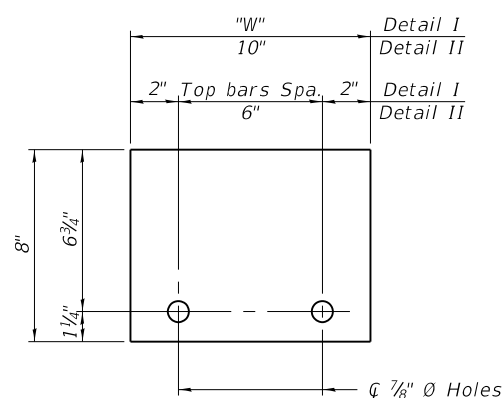
DETAIL II



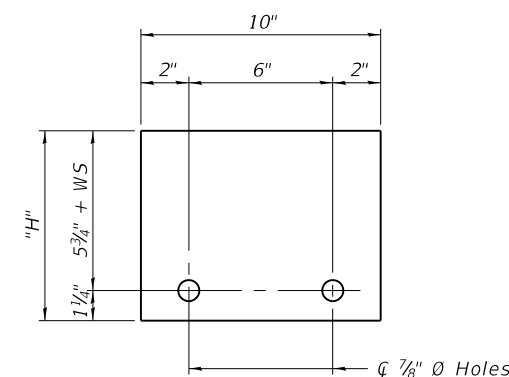
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER 1" x "H" x 10"
(Detail III)

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate \bar{c} of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2', the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6' to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.
 Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.
 Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

R-27 8-11-2017



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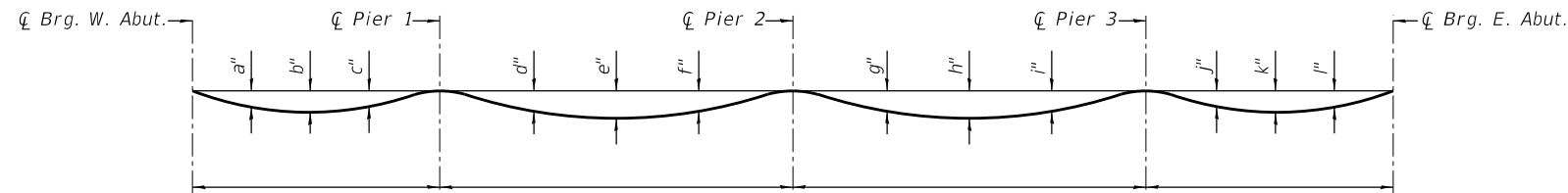
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 084-0077

SHEET NO. 4 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 110IRS-2, (84-9)RS-7, BR		SANGAMON	152	92
CONTRACT NO. 72J94				

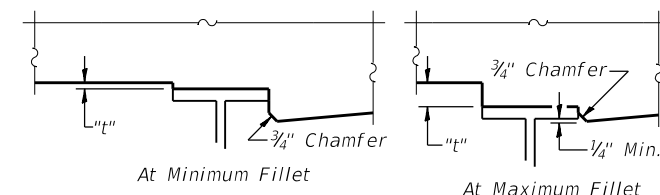
ILLINOIS FED. AID PROJECT
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS



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 and grinding as shown on Sheets 6 & 7 of 38.



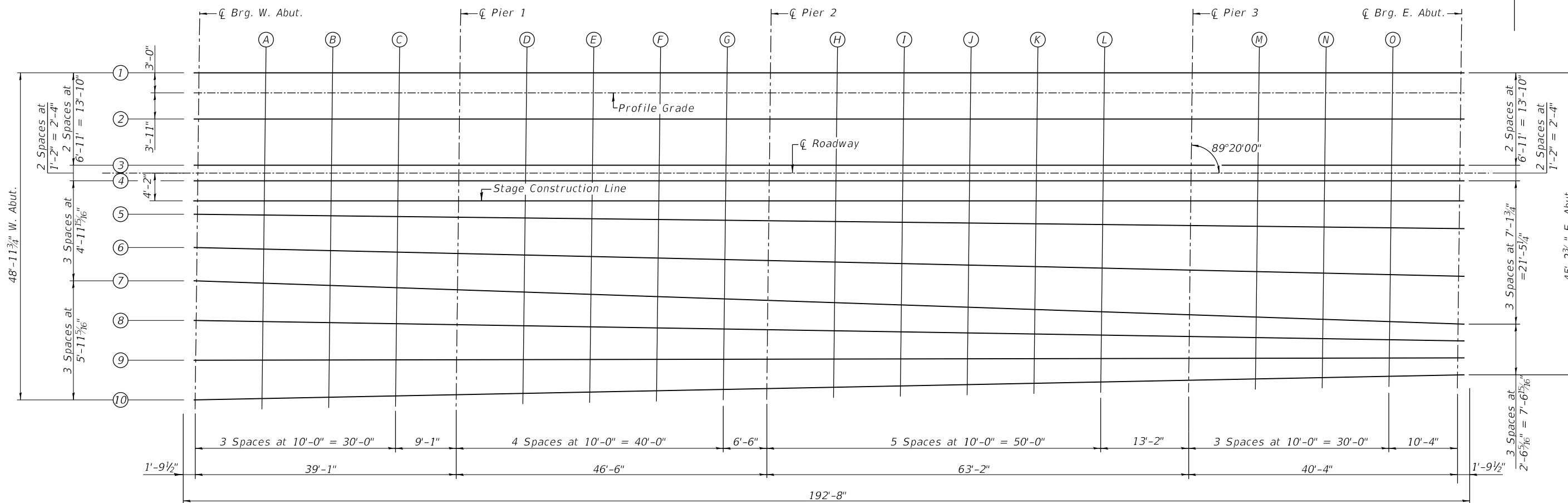
To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" and grinding shown on Sheets 6 & 7 of 38, minus 8 1/4" deck thickness, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on Sheets 6 & 7. For grinding the deck, See Special Provisions.

FILLET HEIGHTS

DEAD LOAD DEFLECTION TABLE

	a	b	c	d	e	f	g	h	i	j	k	l
Beams 1, 2 and 3	1/16	1/16	1/16	0	0	0	1/4	7/16	1/4	0	0	0
Beams 4, 5, 6 and 7	1/16	1/16	1/16	0	0	0	3/16	5/16	3/16	0	0	0
Beams 8 and 9	1/8	3/16	1/16	0	0	0	5/16	1/2	5/16	0	0	0
Beam 10	1/8	3/16	1/8	0	0	0	7/16	3/4	7/16	0	1/16	1/16



PLAN



USER NAME =	DESIGNED -	REVISED -
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PLOT DATE =	DRAWN -	REVISED -
	CHECKED -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 084-0077**

SHEET NO. 5 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• (110)RS-2, (84-9)RS-7, BR		SANGAMON	152	93
CONTRACT NO. 72J94				

ILLINOIS FED. AID PROJECT
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	673+12.29	-3.00	614.56	614.58
☐ W. Abut.	673+14.08	-3.00	614.56	614.58
A	673+24.08	-3.00	614.58	614.61
B	673+34.08	-3.00	614.60	614.63
C	673+44.08	-3.00	614.62	614.64
☐ Pier 1	673+53.17	-3.00	614.63	614.65
D	673+63.17	-3.00	614.65	614.67
E	673+73.17	-3.00	614.66	614.69
F	673+83.17	-3.00	614.68	614.70
G	673+93.17	-3.00	614.70	614.72
☐ Pier 2	673+99.67	-3.00	614.71	614.73
H	674+09.67	-3.00	614.73	614.73
I	674+19.67	-3.00	614.74	614.79
J	674+29.67	-3.00	614.76	614.82
K	674+39.67	-3.00	614.78	614.83
L	674+49.67	-3.00	614.80	614.84
☐ Pier 3	674+62.84	-3.00	614.82	614.84
M	674+72.84	-3.00	614.84	614.85
N	674+82.84	-3.00	614.85	614.88
O	674+92.84	-3.00	614.87	614.89
☐ E. Abut.	675+03.17	-3.00	614.89	614.91
Bk. E. Abut.	675+04.96	-3.00	614.89	614.91

PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	673+12.25	0.00	614.65	614.67
☐ W. Abut.	673+14.04	0.00	614.65	614.67
A	673+24.04	0.00	614.67	614.70
B	673+34.04	0.00	614.69	614.72
C	673+44.04	0.00	614.71	614.73
☐ Pier 1	673+53.13	0.00	614.72	614.74
D	673+63.13	0.00	614.74	614.76
E	673+73.13	0.00	614.75	614.78
F	673+83.13	0.00	614.77	614.79
G	673+93.13	0.00	614.79	614.81
☐ Pier 2	673+99.63	0.00	614.80	614.82
H	674+09.63	0.00	614.82	614.82
I	674+19.63	0.00	614.83	614.89
J	674+29.63	0.00	614.85	614.91
K	674+39.63	0.00	614.87	614.92
L	674+49.63	0.00	614.89	614.93
☐ Pier 3	674+62.80	0.00	614.91	614.93
M	674+72.80	0.00	614.93	614.94
N	674+82.80	0.00	614.94	614.97
O	674+92.80	0.00	614.96	614.98
☐ E. Abut.	675+03.13	0.00	614.98	615.00
Bk. E. Abut.	675+04.92	0.00	614.98	615.00

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	673+12.20	3.92	614.68	614.70
☐ W. Abut.	673+13.99	3.92	614.69	614.71
A	673+23.99	3.92	614.70	614.73
B	673+33.99	3.92	614.72	614.75
C	673+43.99	3.92	614.74	614.76
☐ Pier 1	673+53.08	3.92	614.75	614.77
D	673+63.08	3.92	614.77	614.79
E	673+73.08	3.92	614.79	614.81
F	673+83.08	3.92	614.81	614.83
G	673+93.08	3.92	614.82	614.84
☐ Pier 2	673+99.58	3.92	614.83	614.85
H	674+09.58	3.92	614.85	614.86
I	674+19.58	3.92	614.87	614.92
J	674+29.58	3.92	614.89	614.95
K	674+39.58	3.92	614.90	614.96
L	674+49.58	3.92	614.92	614.96
☐ Pier 3	674+62.75	3.92	614.94	614.96
M	674+72.75	3.92	614.96	614.98
N	674+82.75	3.92	614.98	615.00
O	674+92.75	3.92	614.99	615.02
☐ E. Abut.	675+03.08	3.92	615.01	615.03
Bk. E. Abut.	675+04.87	3.92	615.01	615.03

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	673+12.12	10.83	614.74	614.76
☐ W. Abut.	673+13.91	10.83	614.75	614.77
A	673+23.91	10.83	614.76	614.79
B	673+33.91	10.83	614.78	614.81
C	673+43.91	10.83	614.80	614.82
☐ Pier 1	673+53.00	10.83	614.81	614.83
D	673+63.00	10.83	614.83	614.85
E	673+73.00	10.83	614.85	614.87
F	673+83.00	10.83	614.87	614.89
G	673+93.00	10.83	614.88	614.90
☐ Pier 2	673+99.50	10.83	614.89	614.91
H	674+09.50	10.83	614.91	614.94
I	674+19.50	10.83	614.93	614.97
J	674+29.50	10.83	614.95	615.00
K	674+39.50	10.83	614.96	615.01
L	674+49.50	10.83	614.98	615.02
☐ Pier 3	674+62.67	10.83	615.00	615.02
M	674+72.67	10.83	615.02	615.04
N	674+82.67	10.83	615.04	615.06
O	674+92.67	10.83	615.05	615.08
☐ E. Abut.	675+03.00	10.83	615.07	615.09
Bk. E. Abut.	675+04.79	10.83	615.07	615.10

☐ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	673+12.11	12.00	614.75	614.78
☐ W. Abut.	673+13.90	12.00	614.76	614.78
A	673+23.90	12.00	614.77	614.80
B	673+33.90	12.00	614.79	614.82
C	673+43.90	12.00	614.81	614.83
☐ Pier 1	673+52.99	12.00	614.82	614.85
D	673+62.99	12.00	614.84	614.86
E	673+72.99	12.00	614.86	614.88
F	673+82.99	12.00	614.88	614.90
G	673+92.99	12.00	614.89	614.91
☐ Pier 2	673+99.49	12.00	614.90	614.92
H	674+09.49	12.00	614.92	614.95
I	674+19.49	12.00	614.94	614.98
J	674+29.49	12.00	614.96	615.00
K	674+39.49	12.00	614.97	615.02
L	674+49.49	12.00	614.99	615.02
☐ Pier 3	674+62.66	12.00	615.01	615.03
M	674+72.66	12.00	615.03	615.05
N	674+82.66	12.00	615.05	615.07
O	674+92.66	12.00	615.06	615.09
☐ E. Abut.	675+02.99	12.00	615.08	615.10
Bk. E. Abut.	675+04.78	12.00	615.08	615.11

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	673+12.10	13.17	614.74	614.76
☐ W. Abut.	673+13.89	13.17	614.75	614.77
A	673+23.89	13.17	614.76	614.79
B	673+33.89	13.17	614.78	614.81
C	673+43.89	13.17	614.80	614.82
☐ Pier 1	673+52.98	13.17	614.81	614.83
D	673+62.98	13.17	614.83	614.85
E	673+72.98	13.17	614.85	614.87
F	673+82.98	13.17	614.87	614.89
G	673+92.98	13.17	614.88	614.90
☐ Pier 2	673+99.48	13.17	614.89	614.91
H	674+09.48	13.17	614.91	614.94
I	674+19.48	13.17	614.93	614.97
J	674+29.48	13.17	614.95	614.99
K	674+39.48	13.17	614.96	615.00
L	674+49.48	13.17	614.98	615.01
☐ Pier 3	674+62.65	13.17	615.00	615.02
M	674+72.65	13.17	615.02	615.04
N	674+82.65	13.17	615.04	615.06
O	674+92.65	13.17	615.05	615.08
☐ E. Abut.	675+02.98	13.17	615.07	615.09
Bk. E. Abut.	675+04.77	13.17	615.07	615.09

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	673+12.06	16.17	614.72	614.74
☐ W. Abut.	673+13.85	16.17	614.72	614.74
A	673+23.85	16.17	614.74	614.81
B	673+33.85	16.17	614.76	614.84
C	673+43.85	16.17	614.77	614.83
☐ Pier 1	673+52.94	16.17	614.79	614.81
D	673+62.94	16.17	614.81	614.83
E	673+72.94	16.17	614.82	614.84
F	673+82.94	16.17	614.84	614.86
G	673+92.94	16.17	614.86	614.88
☐ Pier 2	673+99.44	16.17	614.87	614.89
H	674+09.44	16.17	614.89	614.92
I	674+19.44	16.17	614.90	614.94
J	674+29.44	16.17	614.92	614.96
K	674+39.44	16.17	614.94	614.98
L	674+49.44	16.17	614.95	614.99
☐ Pier 3	674+62.61	16.17	614.98	615.00
M	674+72.61	16.17	614.99	615.01
N	674+82.61	16.17	615.01	615.06
O	674+92.61	16.17	615.03	615.08
☐ E. Abut.	675+02.94	16.17	615.05	615.07
Bk. E. Abut.	675+04.73	16.17	615.05	615.07

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	673+12.04	18.14	614.70	614.72
☐ W. Abut.	673+13.83	18.16	614.70	614.72
A	673+23.83	18.28	614.72	614.75
B	673+33.83	18.39	614.74	614.76
C	673+43.83	18.50	614.75	614.78
☐ Pier 1	673+52.91	18.61	614.77	614.79
D	673+62.91	18.72	614.78	614.80
E	673+72.91	18.83	614.80	614.82
F	673+82.91	18.95	614.82	614.84
G	673+92.91	19.06	614.83	614.85
☐ Pier 2	673+99.41	19.14	614.84	614.86
H	674+09.41	19.25	614.86	614.89
I	674+19.41	19.36	614.87	614.92
J	674+29.41	19.48	614.89	614.94
K	674+39.41	19.59	614.91	614.95
L	674+49.41	19.70	614.94	614.96
☐ Pier 3	674+62.57	19.85	614.94	614.96
M	674+72.57	19.97	614.96	614.98
N	674+82.57	20.08	614.98	615.00
O	674+92.57	20.20	614.99	615.02
☐ E. Abut.	675+02.89	20.31	615.01	615.03
Bk. E. Abut.	675+04.68	20.33	615.01	615.03



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 084-0077**

SHEET NO. 6 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	94
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS				

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	673+11.98	23.12	614.66	614.68
☒ W. Abut.	673+13.77	23.16	614.66	614.68
A	673+23.77	23.38	614.68	614.70
B	673+33.77	23.61	614.69	614.72
C	673+43.76	23.84	614.71	614.73
☒ Pier 1	673+52.85	24.05	614.72	614.74
D	673+62.85	24.27	614.73	614.75
E	673+72.85	24.50	614.74	614.76
F	673+82.84	24.73	614.75	614.77
G	673+92.84	24.96	614.76	614.78
☒ Pier 2	673+99.34	25.10	614.76	614.78
H	674+09.34	25.33	614.77	614.80
I	674+19.33	25.56	614.78	614.83
J	674+29.33	25.79	614.79	614.84
K	674+39.33	26.01	614.80	614.85
L	674+49.33	26.24	614.81	614.85
☒ Pier 3	674+62.49	26.54	614.83	614.85
M	674+72.49	26.77	614.85	614.87
N	674+82.49	27.00	614.87	614.89
O	674+92.48	27.22	614.89	614.91
☒ E. Abut.	675+02.81	27.46	614.91	614.93
Bk. E. Abut.	675+04.60	27.50	614.92	614.94

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	673+11.92	28.09	614.51	614.53
☒ W. Abut.	673+13.71	28.15	614.51	614.53
A	673+23.71	28.49	614.52	614.55
B	673+33.70	28.83	614.53	614.55
C	673+43.70	29.17	614.53	614.55
☒ Pier 1	673+52.79	29.49	614.54	614.56
D	673+62.78	29.83	614.54	614.56
E	673+72.78	30.17	614.55	614.57
F	673+82.78	30.51	614.55	614.57
G	673+92.77	30.85	614.56	614.58
☒ Pier 2	673+99.27	31.07	614.56	614.58
H	674+09.26	31.41	614.57	614.60
I	674+19.26	31.75	614.57	614.61
J	674+29.26	32.10	614.58	614.62
K	674+39.25	32.44	614.59	614.63
L	674+49.25	32.78	614.60	614.63
☒ Pier 3	674+62.41	33.23	614.64	614.66
M	674+72.41	33.57	614.67	614.69
N	674+82.41	33.91	614.70	614.72
O	674+92.40	34.25	614.74	614.76
☒ E. Abut.	675+02.73	34.60	614.77	614.80
Bk. E. Abut.	675+04.52	34.67	614.78	614.80

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	673+11.85	34.06	614.31	614.33
☒ W. Abut.	673+13.64	34.09	614.31	614.34
A	673+23.64	34.25	614.33	614.36
B	673+33.64	34.41	614.34	614.37
C	673+43.64	34.58	614.35	614.38
☒ Pier 1	673+52.73	34.72	614.36	614.38
D	673+62.72	34.88	614.37	614.39
E	673+72.72	35.04	614.38	614.40
F	673+82.72	35.20	614.40	614.42
G	673+92.72	35.36	614.41	614.43
☒ Pier 2	673+99.22	35.47	614.42	614.44
H	674+09.22	35.63	614.43	614.46
I	674+19.21	35.79	614.44	614.49
J	674+29.21	35.95	614.45	614.51
K	674+39.21	36.11	614.46	614.52
L	674+49.21	36.27	614.49	614.53
☒ Pier 3	674+62.38	36.48	614.54	614.56
M	674+72.37	36.64	614.59	614.60
N	674+82.37	36.80	614.63	614.65
O	674+92.37	36.96	614.68	614.70
☒ E. Abut.	675+02.70	37.13	614.73	614.75
Bk. E. Abut.	675+04.49	37.16	614.74	614.76

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	673+11.78	40.04	614.11	614.13
☒ W. Abut.	673+13.57	40.04	614.12	614.14
A	673+23.57	40.02	614.13	614.16
B	673+33.58	40.00	614.15	614.18
C	673+43.58	39.98	614.17	614.20
☒ Pier 1	673+52.67	39.96	614.19	614.21
D	673+62.67	39.93	614.20	614.22
E	673+72.67	39.92	614.22	614.24
F	673+82.67	39.90	614.24	614.26
G	673+92.67	39.88	614.26	614.28
☒ Pier 2	673+99.17	39.86	614.27	614.29
H	674+09.17	39.86	614.29	614.32
I	674+19.17	39.82	614.30	614.36
J	674+29.17	39.80	614.32	614.38
K	674+39.17	39.78	614.34	614.40
L	674+49.17	39.76	614.37	614.41
☒ Pier 3	674+62.34	39.74	614.45	614.47
M	674+72.34	39.72	614.50	614.52
N	674+82.34	39.70	614.56	614.58
O	674+92.34	39.68	614.62	614.64
☒ E. Abut.	675+02.67	39.66	614.68	614.70
Bk. E. Abut.	675+04.46	39.65	614.69	614.71

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	673+11.72	46.02	613.91	613.93
☒ W. Abut.	673+13.51	45.98	613.92	613.94
A	673+23.51	45.78	613.94	613.97
B	673+33.51	45.58	613.96	614.00
C	673+43.51	45.38	613.99	614.02
☒ Pier 1	673+52.60	45.19	614.01	614.03
D	673+62.61	44.99	614.03	614.05
E	673+72.61	44.79	614.06	614.08
F	673+82.61	44.59	614.08	614.10
G	673+92.61	44.39	614.11	614.13
☒ Pier 2	673+99.12	44.26	614.12	614.14
H	674+09.12	44.06	614.14	614.19
I	674+19.12	43.86	614.17	614.24
J	674+29.12	43.66	614.19	614.27
K	674+39.12	43.46	614.22	614.29
L	674+49.13	43.26	614.26	614.31
☒ Pier 3	674+62.30	42.99	614.35	614.37
M	674+72.30	42.79	614.42	614.44
N	674+82.30	42.59	614.49	614.51
O	674+92.31	42.39	614.56	614.59
☒ E. Abut.	675+02.64	42.18	614.63	614.65
Bk. E. Abut.	675+04.43	42.15	614.64	614.66



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 084-0077**

SHEET NO. 7 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	110IRS-2, (84-9)RS-7, BR	SANGAMON	152	95
CONTRACT NO. 72J94				
<small>ILLINOIS FED. AID PROJECT</small>				

• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS

NORTH EDGE OF APPROACH SHOULDER

Location	Station	* Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	672+83.30	-16.17	614.48	614.50
A1	672+93.30	-16.17	616.49	616.51
A2	673+03.30	-16.17	614.51	614.53
E. End of W. Appr. Slab	673+13.30	-16.17	614.53	614.55

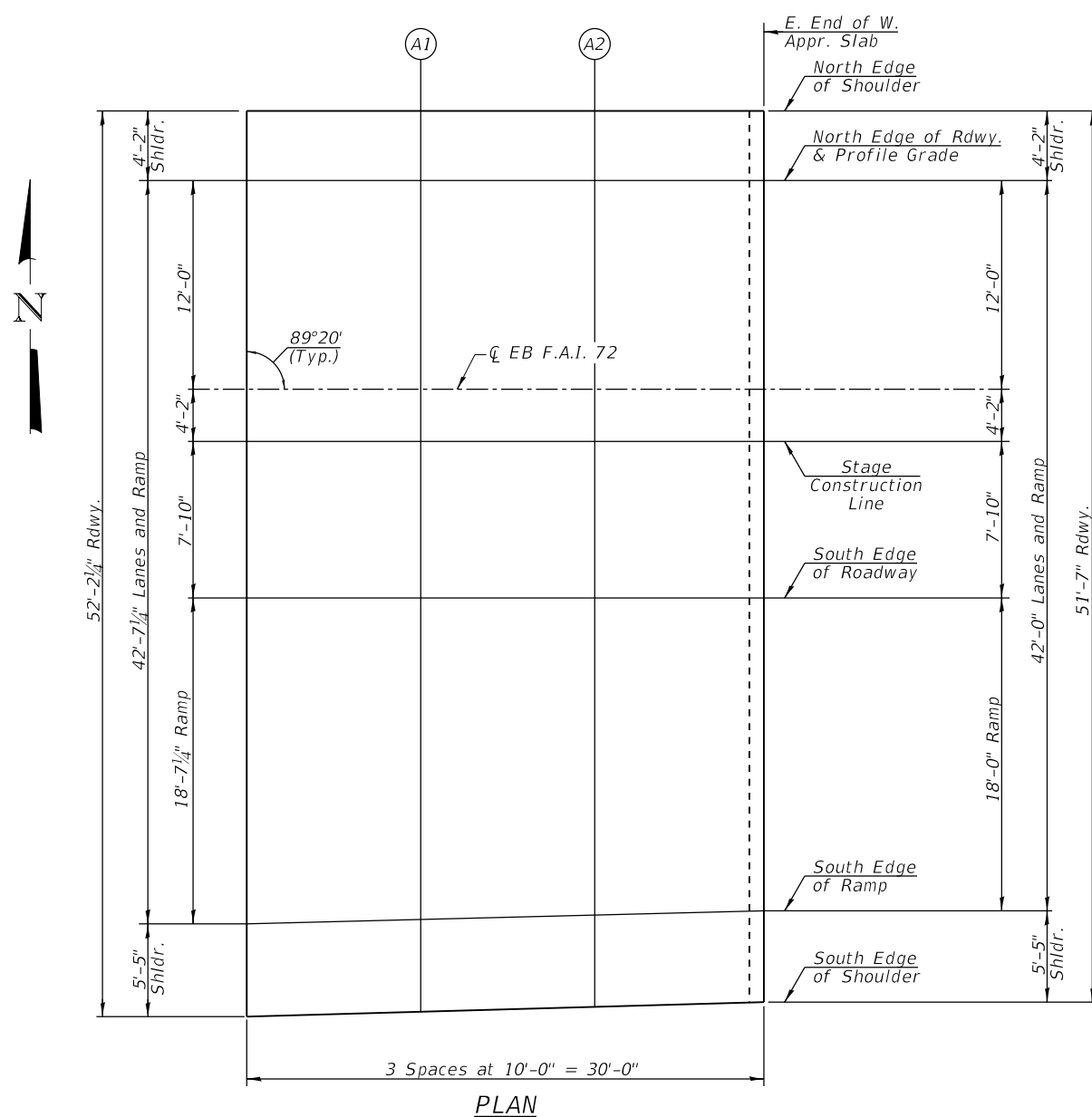
NORTH EDGE OF ROADWAY & PROFILE GRADE

Location	Station	* Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	672+83.25	-12.00	614.60	614.62
A1	672+93.25	-12.00	614.62	614.64
A2	673+03.25	-12.00	614.63	614.65
E. End of W. Appr. Slab	673+13.25	-12.00	614.65	614.67

CL E.B F.A.I. 72

Location	Station	* Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	672+83.11	0.00	614.70	614.72
A1	672+93.11	0.00	614.72	614.74
A2	673+03.11	0.00	614.74	614.76
E. End of W. Appr. Slab	673+13.11	0.00	614.76	614.78

* Offsets given from CL Roadway



STAGE CONSTRUCTION LINE

Location	Station	* Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	672+83.06	+4.17	614.67	614.69
A1	672+93.06	+4.17	614.69	614.71
A2	673+03.06	+4.17	614.70	614.72
E. End of W. Appr. Slab	673+13.06	+4.17	614.72	614.74

SOUTH EDGE OF ROADWAY

Location	Station	* Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	672+82.97	+12.00	614.60	614.62
A1	672+92.97	+12.00	614.62	614.64
A2	673+02.97	+12.00	614.63	614.65
E. End of W. Appr. Slab	673+12.97	+12.00	614.65	614.67

SOUTH EDGE OF RAMP

Location	Station	* Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	672+82.76	+30.60	613.98	614.00
A1	672+92.76	+30.40	614.00	614.02
A2	673+02.76	+30.20	614.02	614.04
E. End of W. Appr. Slab	673+12.76	+30.00	614.05	614.07

SOUTH EDGE OF SHOULDER

Location	Station	* Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	672+82.70	+36.02	613.79	613.81
A1	672+92.70	+35.82	613.82	613.84
A2	673+02.70	+35.62	613.84	613.86
E. End of W. Appr. Slab	673+12.70	+35.42	613.87	613.89



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF W. APPROACH SLAB ELEVATIONS
STRUCTURE NO. 084-0077

SHEET NO. 8 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	96
CONTRACT NO. 72J94				

ILLINOIS FED. AID PROJECT
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS

NORTH EDGE OF APPROACH SLAB

Location	Station	* Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr. Slab	675+03.97	-16.17	614.85	614.87
A1	675+13.97	-16.17	614.87	614.89
A2	675+23.97	-16.17	614.89	614.91
E. End of E. Appr. Slab	675+33.97	-16.17	614.90	614.92

NORTH EDGE OF ROADWAY & PROFILE GRADE

Location	Station	* Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr. Slab	675+03.92	-12.00	614.98	615.00
A1	675+13.92	-12.00	615.00	615.02
A2	675+23.92	-12.00	615.01	615.03
E. End of E. Appr. Slab	675+33.92	-12.00	615.03	615.05

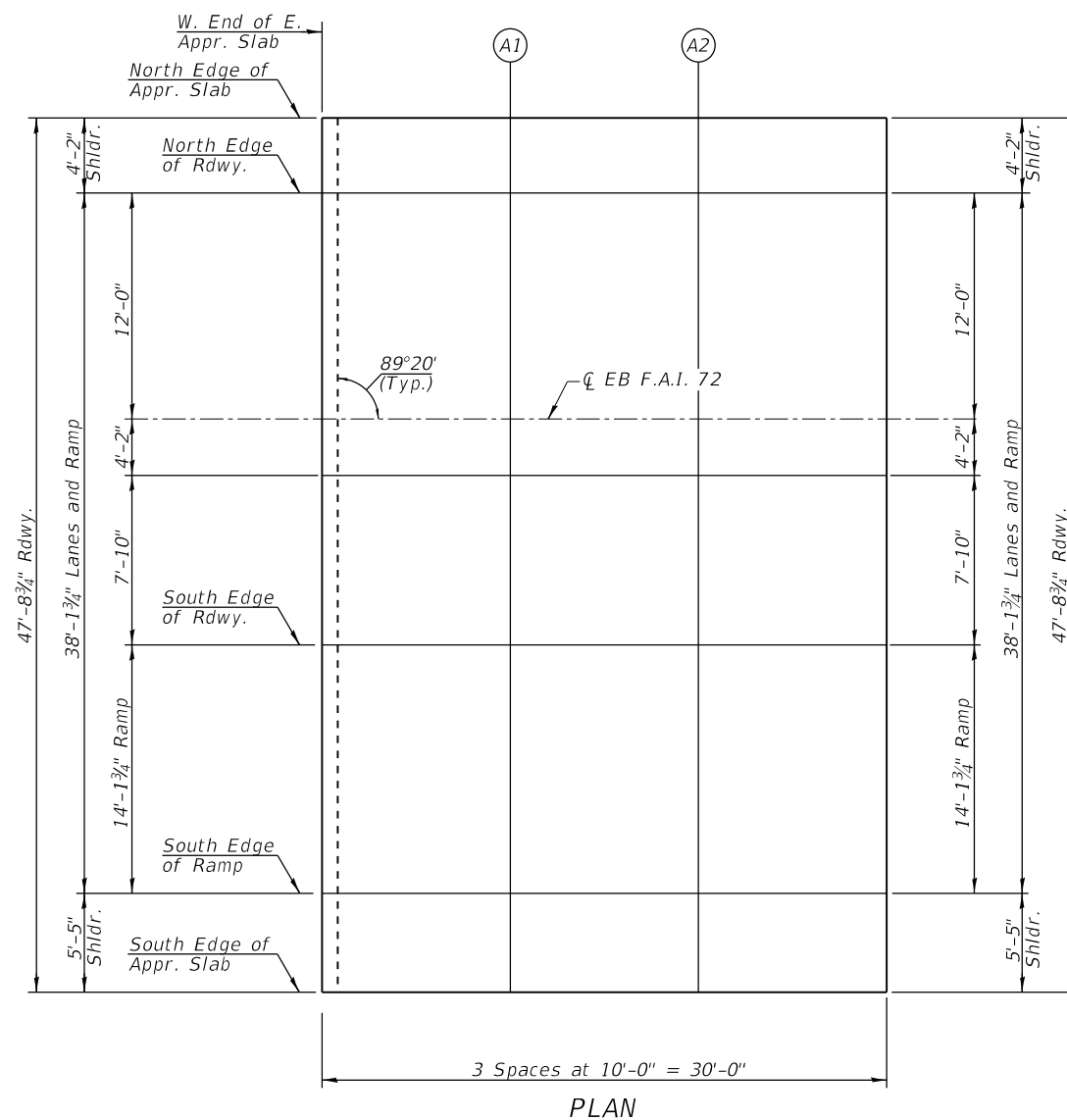
☐ E.B F.A.I. 72

Location	Station	* Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr. Slab	675+03.78	0.00	615.08	615.10
A1	675+13.78	0.00	615.10	615.12
A2	675+23.78	0.00	615.12	615.14
E. End of E. Appr. Slab	675+33.78	0.00	615.13	615.15

STAGE CONSTRUCTION LINE

Location	Station	* Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr. Slab	675+03.73	+4.17	615.06	615.07
A1	675+13.73	+4.17	615.06	615.08
A2	675+23.73	+4.17	615.08	615.10
E. End of E. Appr. Slab	675+33.73	+4.17	615.10	615.12

* Offsets given from ☐ Roadway



SOUTH EDGE OF ROADWAY

Location	Station	* Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr. Slab	675+03.64	+12.00	614.98	615.00
A1	675+13.64	+12.00	615.00	615.02
A2	675+23.64	+12.00	615.01	615.03
E. End of E. Appr. Slab	675+33.64	+12.00	615.03	615.05

SOUTH EDGE OF RAMP

Location	Station	* Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr. Slab	675+03.48	26.15	614.72	614.74
A1	675+13.48	26.15	614.73	614.75
A2	675+23.48	26.15	614.75	614.77
E. End of E. Appr. Slab	675+33.48	26.15	614.77	614.79

SOUTH EDGE OF SHOULDER

Location	Station	* Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr. Slab	675+03.42	31.56	614.62	614.64
A1	675+13.42	31.56	614.63	614.65
A2	675+23.42	31.56	614.65	614.67
E. End of E. Appr. Slab	675+33.42	31.56	614.67	614.69



USER NAME =	DESIGNED -	REVISED -
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PLOT DATE =	DRAWN -	REVISED -
	CHECKED -	REVISED -

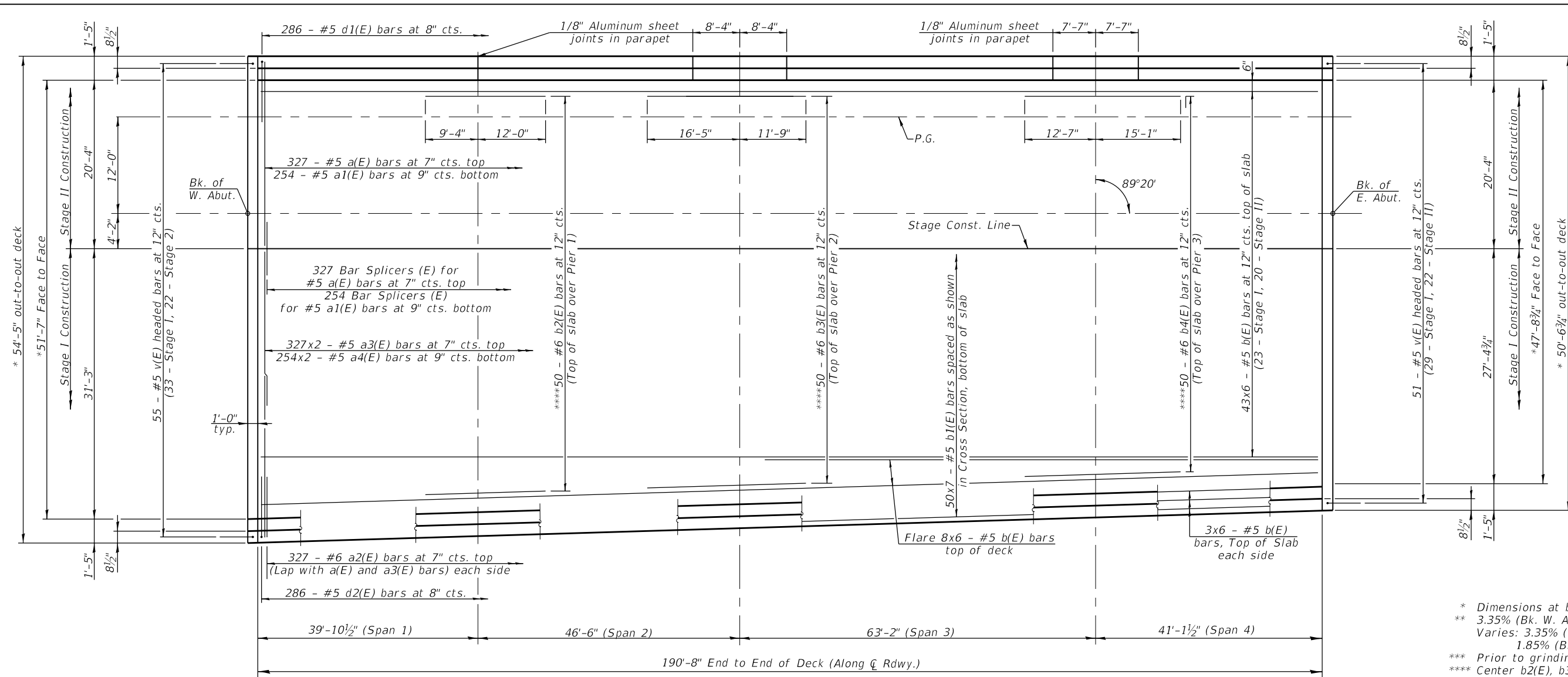
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF E. APPROACH SLAB ELEVATIONS
STRUCTURE NO. 084-0077**

SHEET NO. 9 OF 38 SHEETS

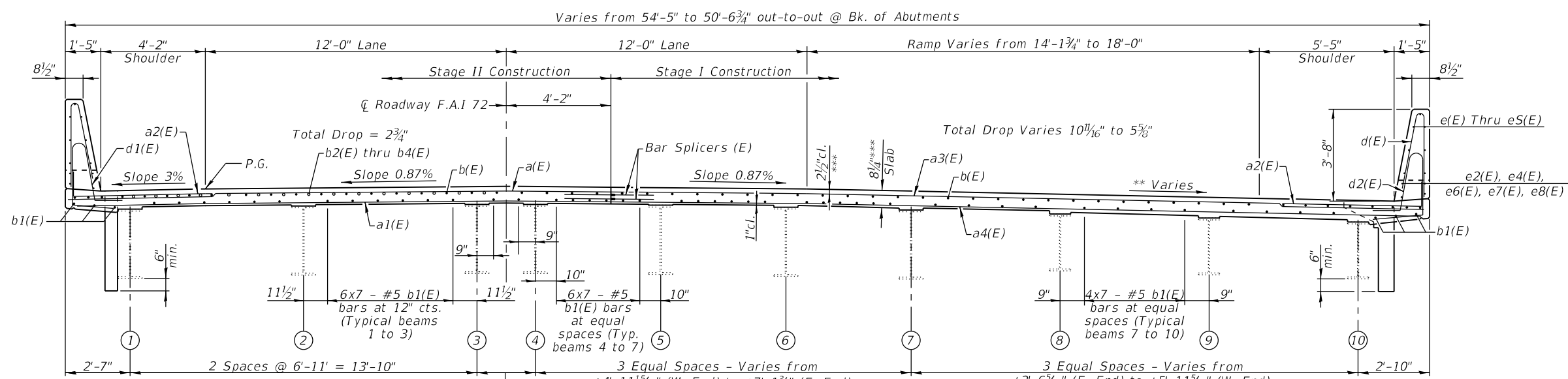
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	97
CONTRACT NO. 72J94				

ILLINOIS FED. AID PROJECT
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS



PLAN

* Dimensions at back of abutment
 ** 3.35% (Bk. W. Abut. to Sta. 674+45.50)
 Varies: 3.35% (Sta. 674+45.50) to 1.85% (Bk. E. Abut.)
 *** Prior to grinding
 **** Center b2(E), b3(E), and b4(E) bars between flared b(E) bars at south side of deck



CROSS SECTION

MIN BAR LAP
 #5 bar = 3'-6"

Notes:
 See sheet 11 of 38 for superstructure details and Bill of Material.
 Bars indicated thus 31 x 6-#5 etc. indicates 31 lines of bars with 6 lengths per line.



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PLOT DATE =	DRAWN -	REVISED -
	CHECKED -	REVISED -

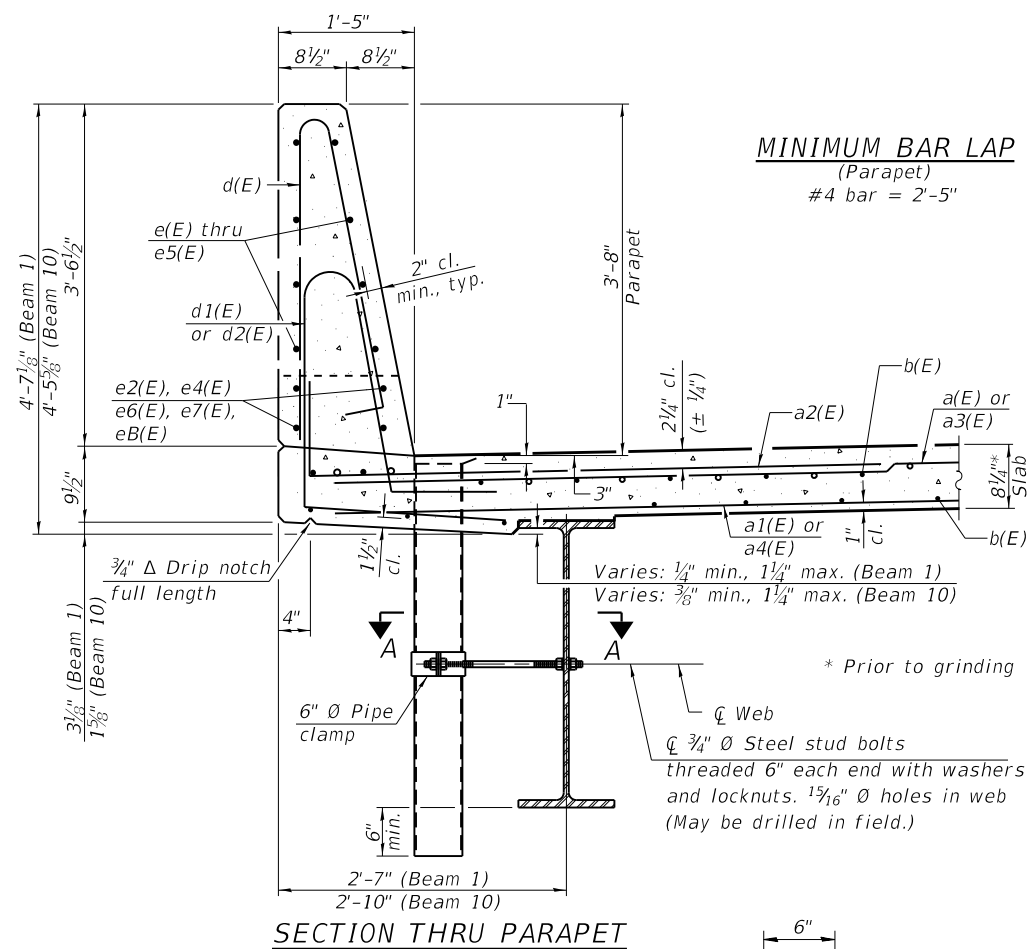
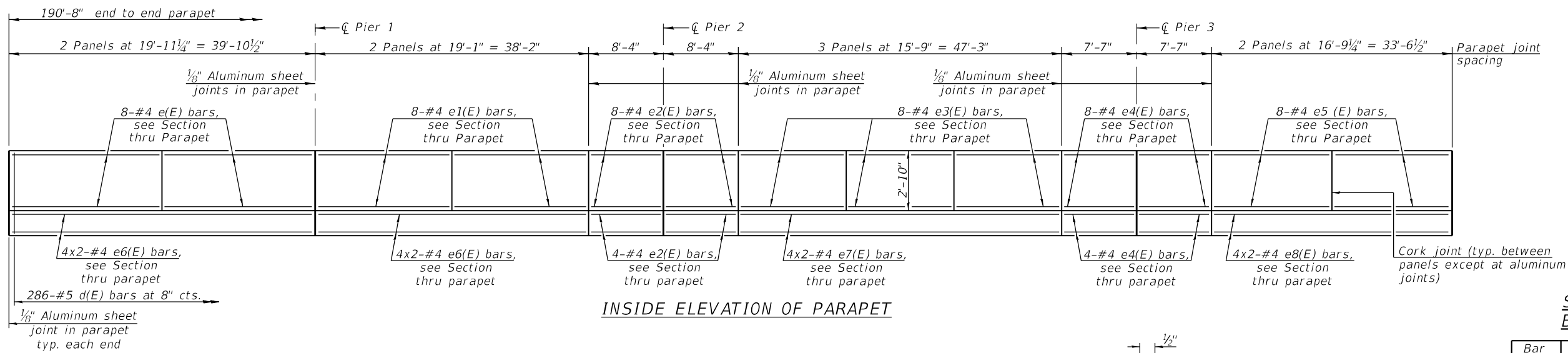
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 084-0077

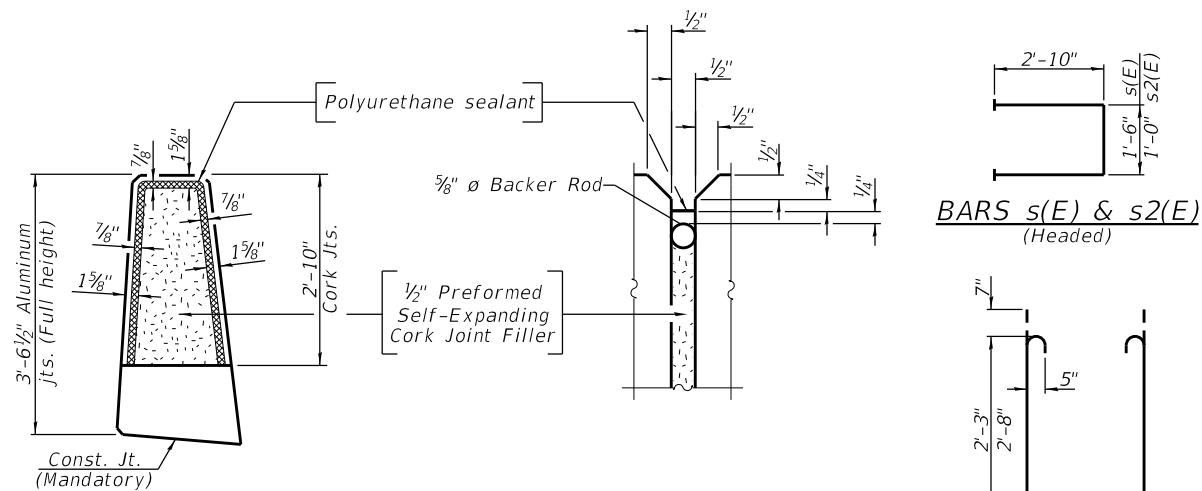
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
110IRS-2, (84-9)RS-7, BR		SANGAMON	152	98
CONTRACT NO. 72J94				

SHEET NO. 10 OF 38 SHEETS

ILLINOIS FED. AID PROJECT
 • FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS



INSIDE ELEVATION OF PARAPET



PARAPET JOINT DETAILS

Notes:

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

The exterior surfaces of the floor drains shall be painted according to Article 506 with the finish coat as specified. The exterior surfaces of the drains shall be cleaned according to the Society of Protective Coating's Spec. SSPC-SP1 prior to painting.

The top portion of aluminum floor drains shall be coated to minimize reaction with wet concrete. The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.

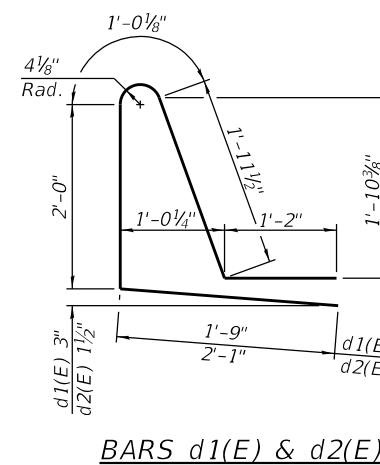
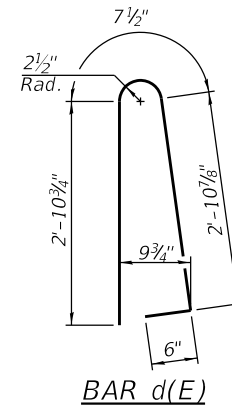
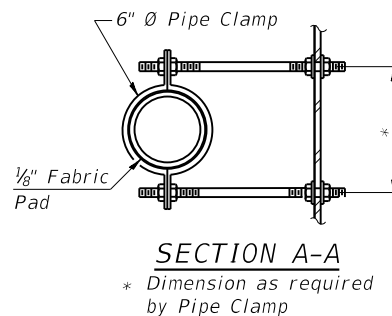
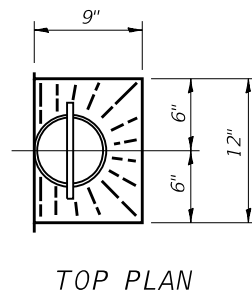
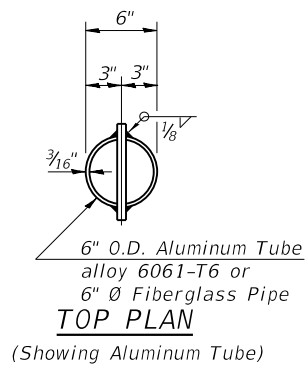
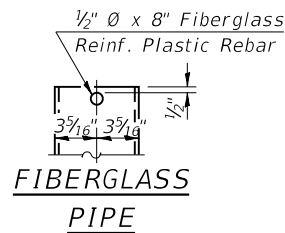
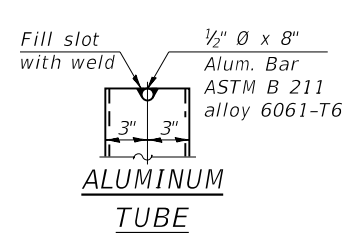
The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

The Polyurethane Sealant shall be according to Article 1050.04 of the Standard Specifications and the color shall be gray.

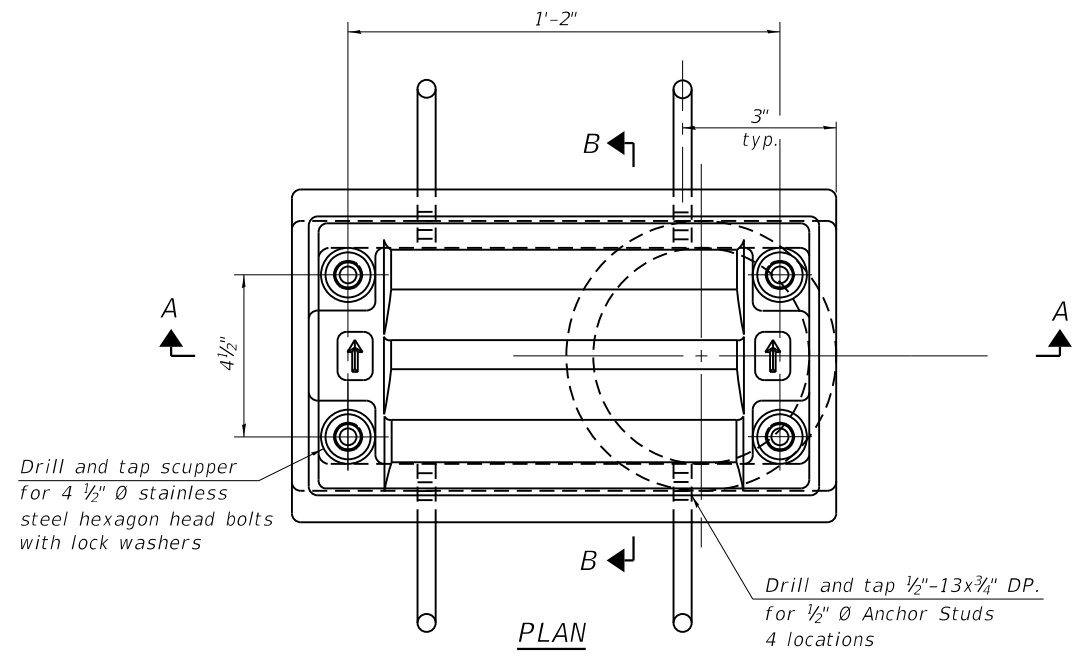
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

SUPERSTRUCTURE BILL OF MATERIAL

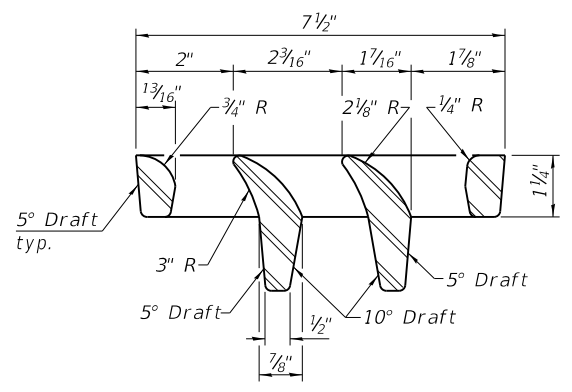
Bar	No.	Size	Length	Shape
a(E)	327	#5	21'-6"	—
a1(E)	254	#5	21'-2"	—
a2(E)	654	#6	6'-6"	—
a3(E)	654	#5	17'-11"	—
a4(E)	508	#5	17'-9"	—
b(E)	342	#5	34'-8"	—
b1(E)	350	#5	30'-3"	—
b2(E)	50	#6	21'-4"	—
b3(E)	50	#6	28'-2"	—
b4(E)	50	#6	27'-8"	—
d(E)	572	#5	6'-11"	—
d1(E)	286	#5	7'-11"	—
d2(E)	286	#5	8'-3"	—
e(E)	32	#4	19'-8"	—
e1(E)	32	#4	18'-9"	—
e2(E)	48	#4	8'-0"	—
e3(E)	48	#4	15'-5"	—
e4(E)	48	#4	7'-3"	—
e5(E)	32	#4	16'-5"	—
e6(E)	32	#4	21'-1"	—
e7(E)	16	#4	24'-8"	—
e8(E)	16	#4	17'-10"	—
m(E)	54	#5	4'-0"	—
m1(E)	6	#6	2'-6"	—
m2(E)	9	#6	5'-8"	—
m3(E)	6	#6	4'-8"	—
m4(E)	3	#6	1'-9"	—
m5(E)	9	#6	2'-9"	—
m6(E)	6	#6	2'-0"	—
m7(E)	18	#6	6'-7"	—
m8(E)	6	#6	2'-2"	—
m9(E)	4	#6	36'-6"	—
m10(E)	2	#6	14'-3"	—
m11(E)	12	#6	21'-5"	—
m12(E)	9	#6	2'-2"	—
m13(E)	4	#6	28'-6"	—
m14(E)	2	#6	19'-2"	—
s(E)	80	#5	7'-2"	—
s1(E)	68	#5	8'-8"	—
s2(E)	32	#5	6'-8"	—
s3(E)	27	#5	7'-10"	—
v100(E)	106	#5	3'-1"	—
Reinforcement Bars, Epoxy Coated		Pound	85,700	
Concrete Superstructure		Cu. Yds.	345.6	



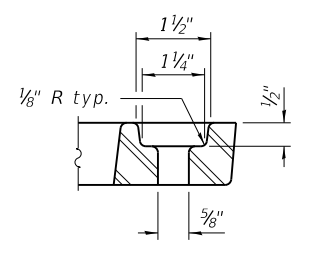
Bars indicated thus 4 x 2-#4 etc. indicates 4 lines of bars with 2 lengths per line.



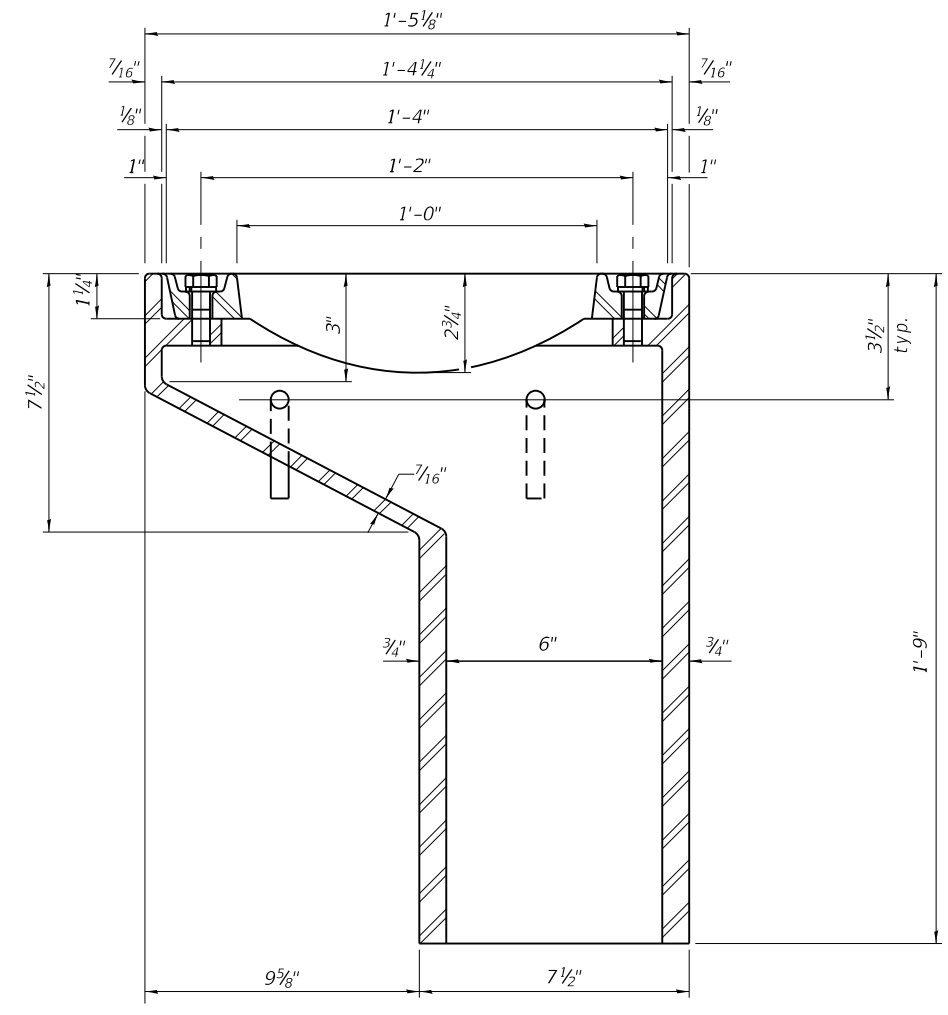
PLAN



VANE GRATE DETAIL

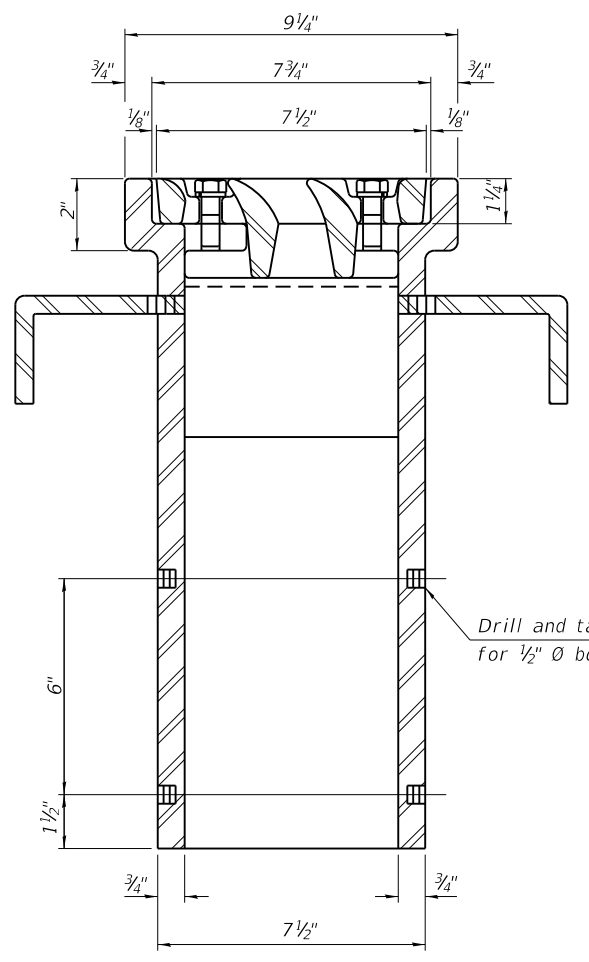


BOLT HOLE DETAIL

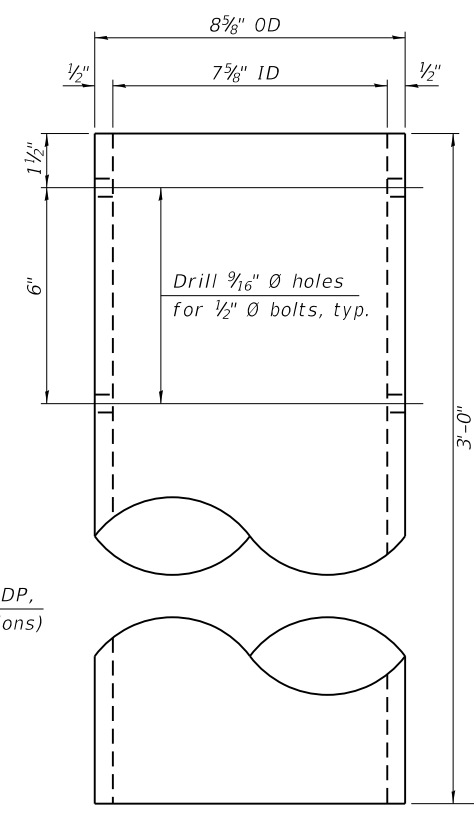


SECTION A-A

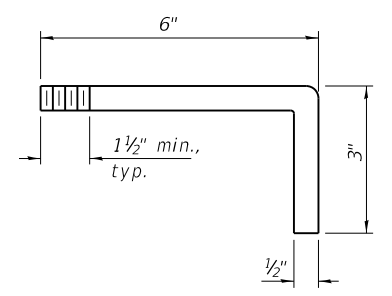
See sheet 14 of 38 for scupper location relative to parapet.



SECTION B-B



DOWNSPOUT



ANCHOR STUD DETAIL

Downspout pay units included in cost of drainage system

Downspout pay units included in cost of drainage system

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	2

DS-11

2-17-2017



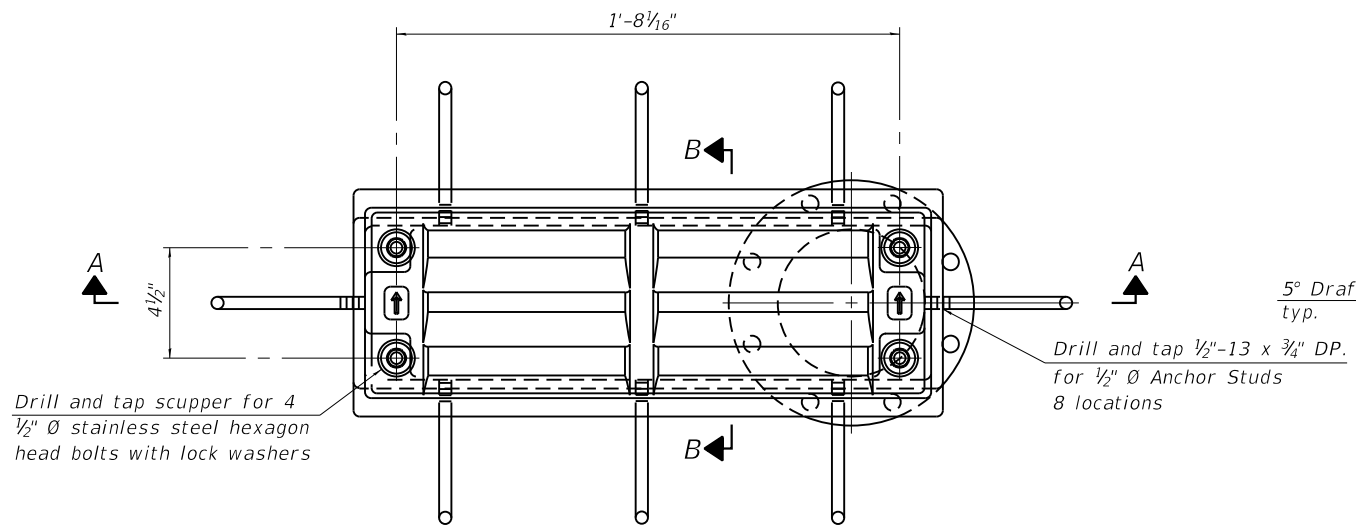
USER NAME =	DESIGNED -	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

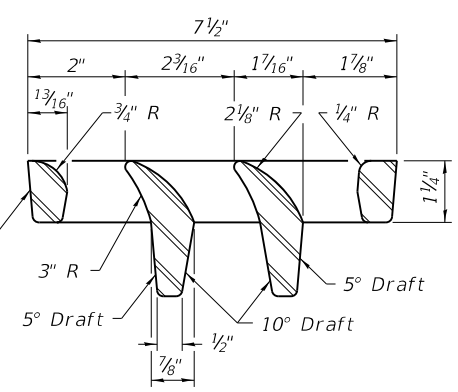
**DRAINAGE SCUPPER, DS-11
STRUCTURE NO. 084-0077**

SHEET NO. 12 OF 38 SHEETS

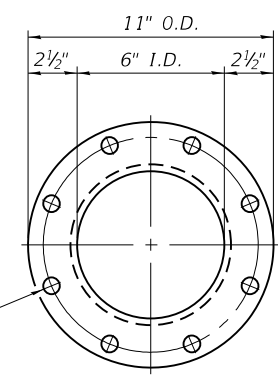
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• (110)RS-2, (84-9)RS-7, BR		SANGAMON	152	100
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS				



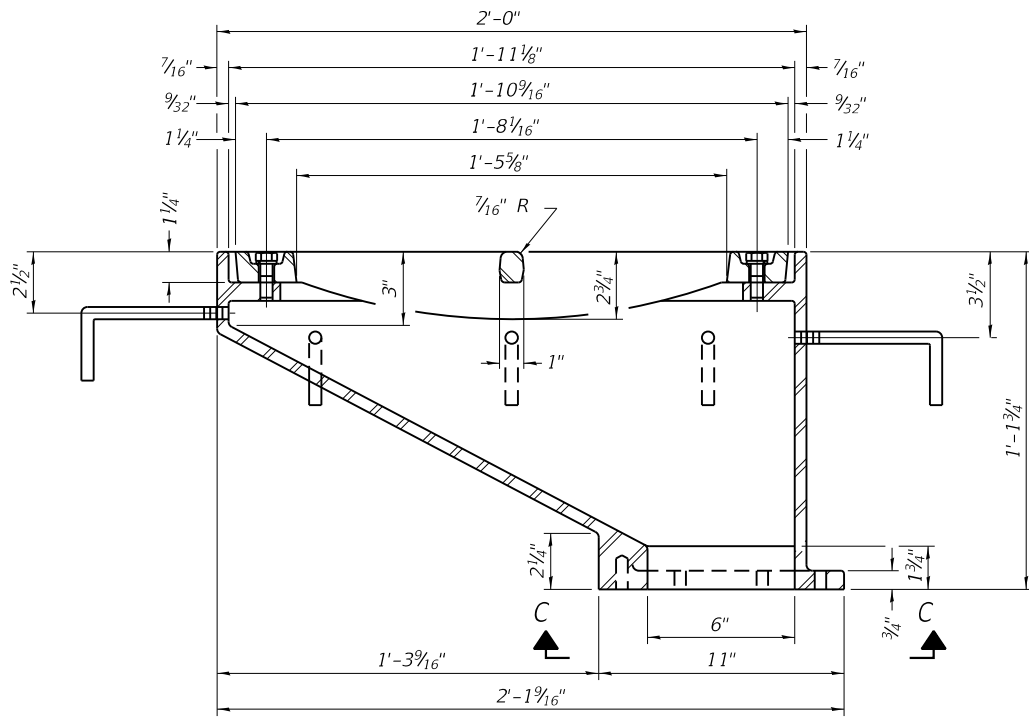
PLAN



VANE GRATE DETAIL

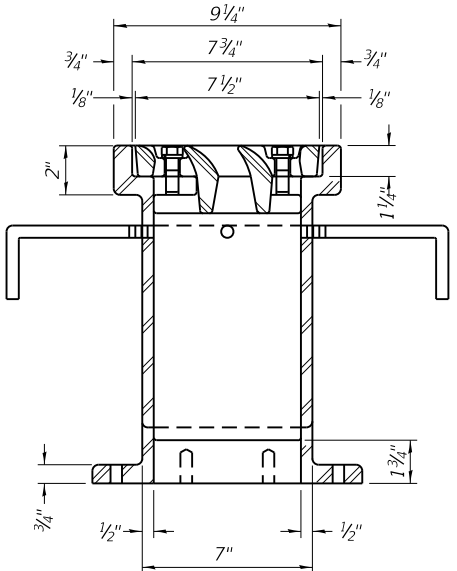


VIEW C-C

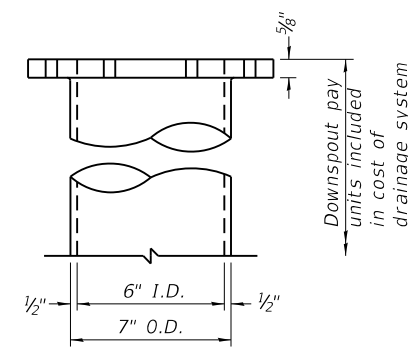


SECTION A-A

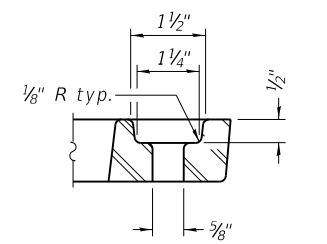
See sheet 14 of 38 for scupper location relative to parapet.



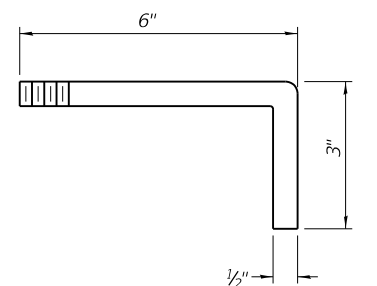
SECTION B-B



DOWNSPOUT



BOLT HOLE DETAIL



ANCHOR STUD DETAIL

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

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

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-12	Each	2

DS-12

2-17-2017



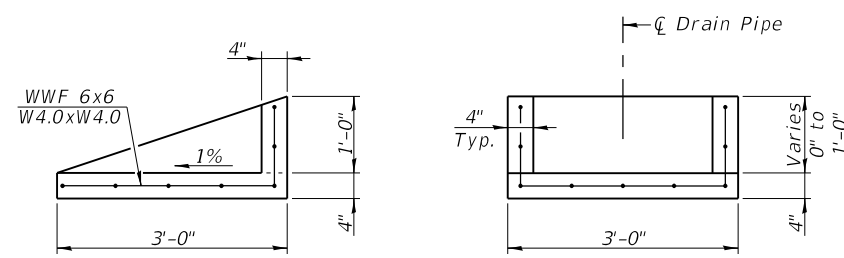
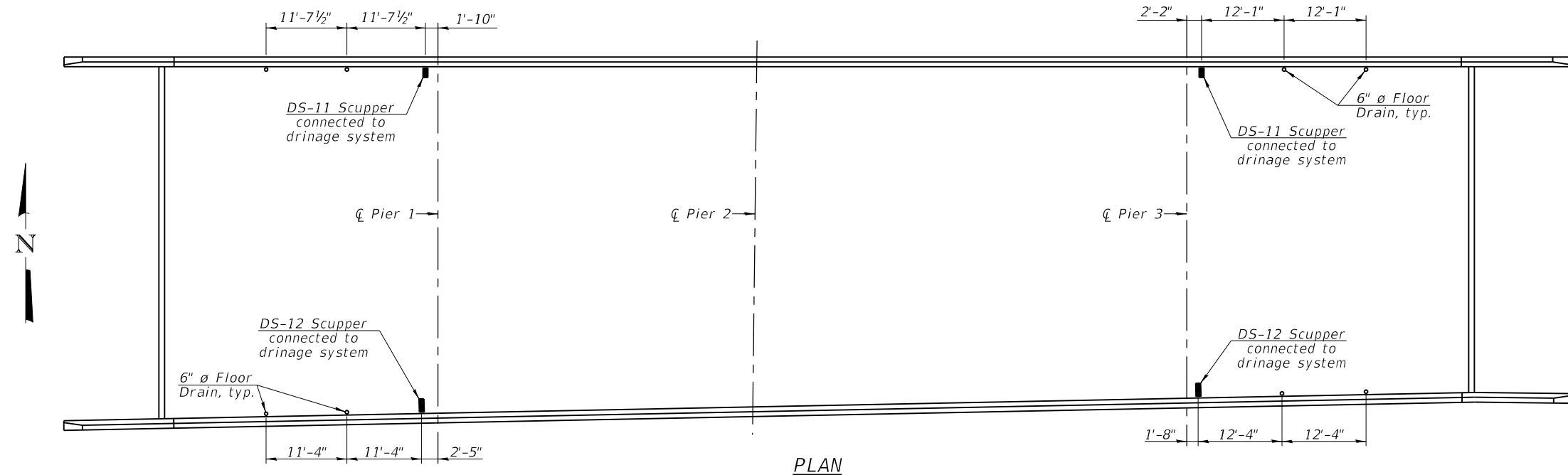
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PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE =	DRAWN -	REVISED -
	CHECKED -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

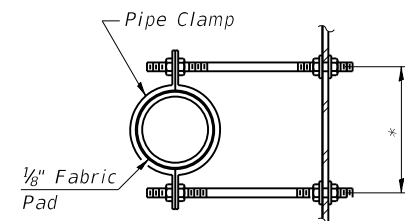
DRAINAGE SCUPPER, DS-12
 STRUCTURE NO. 084-0077

SHEET NO. 13 OF 38 SHEETS

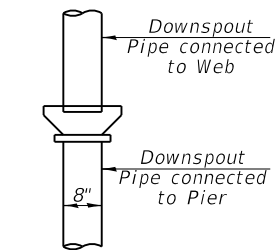
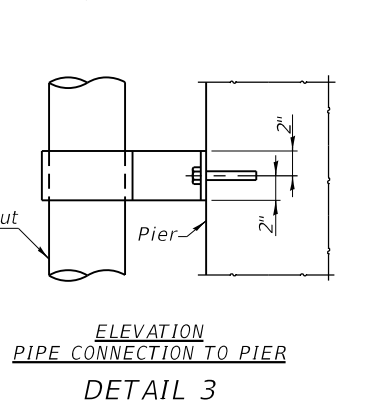
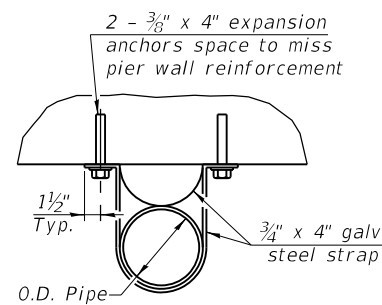
F.A.I. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	101
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS				



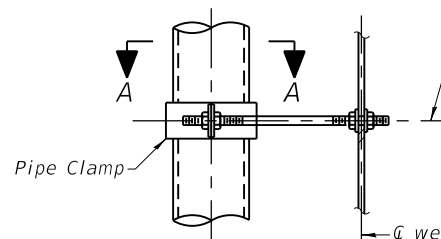
SPLASH BLOCK DETAIL



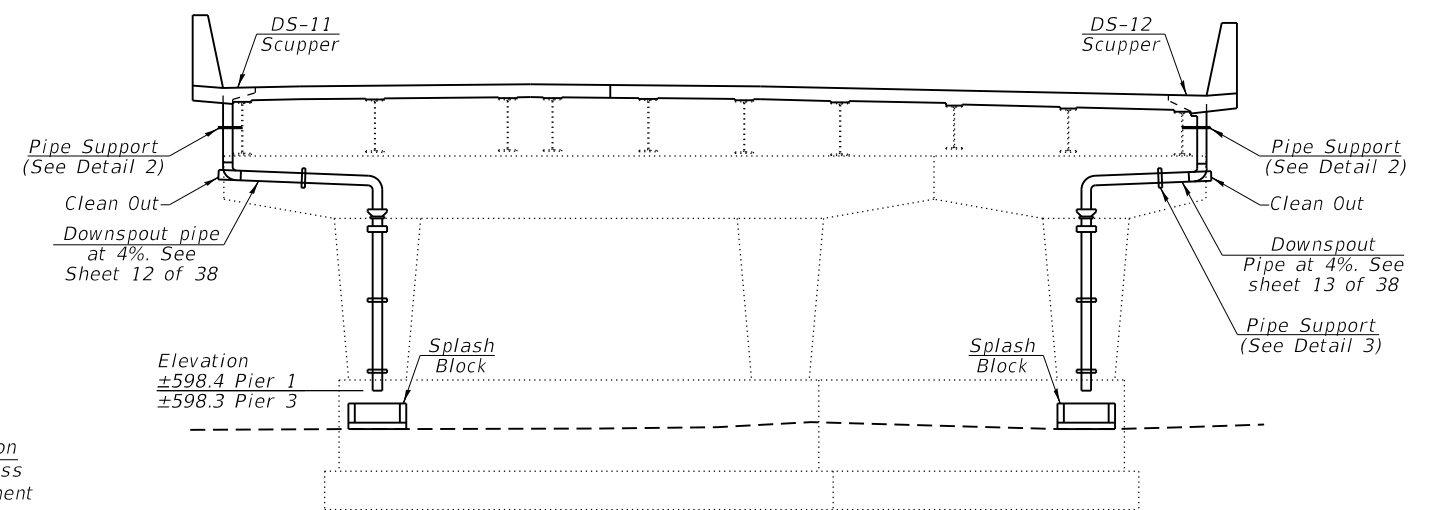
SECTION A-A
*Dimension as required by Pipe Clamp



DETAIL 1



ELEVATION PIPE CONNECTION TO WEB



ELEVATION
PIER 1 LOOKING EAST
PIER 3 LOOKING WEST

SCHEDULE
DRAINAGE SCUPPERS

Station	Offset	Type
Sta. 673+50.58	34.5' Rt.	DS-12
Sta. 673+51.16	16' Lt.	DS-11
Sta. 674+64.37	32.2' Rt.	DS-12
Sta. 674+64.83	16' Lt.	DS-11

BILL OF MATERIAL

Item	Unit	Quantity
Drainage System	L. Sum	1.0
Floor Drains	Each	8

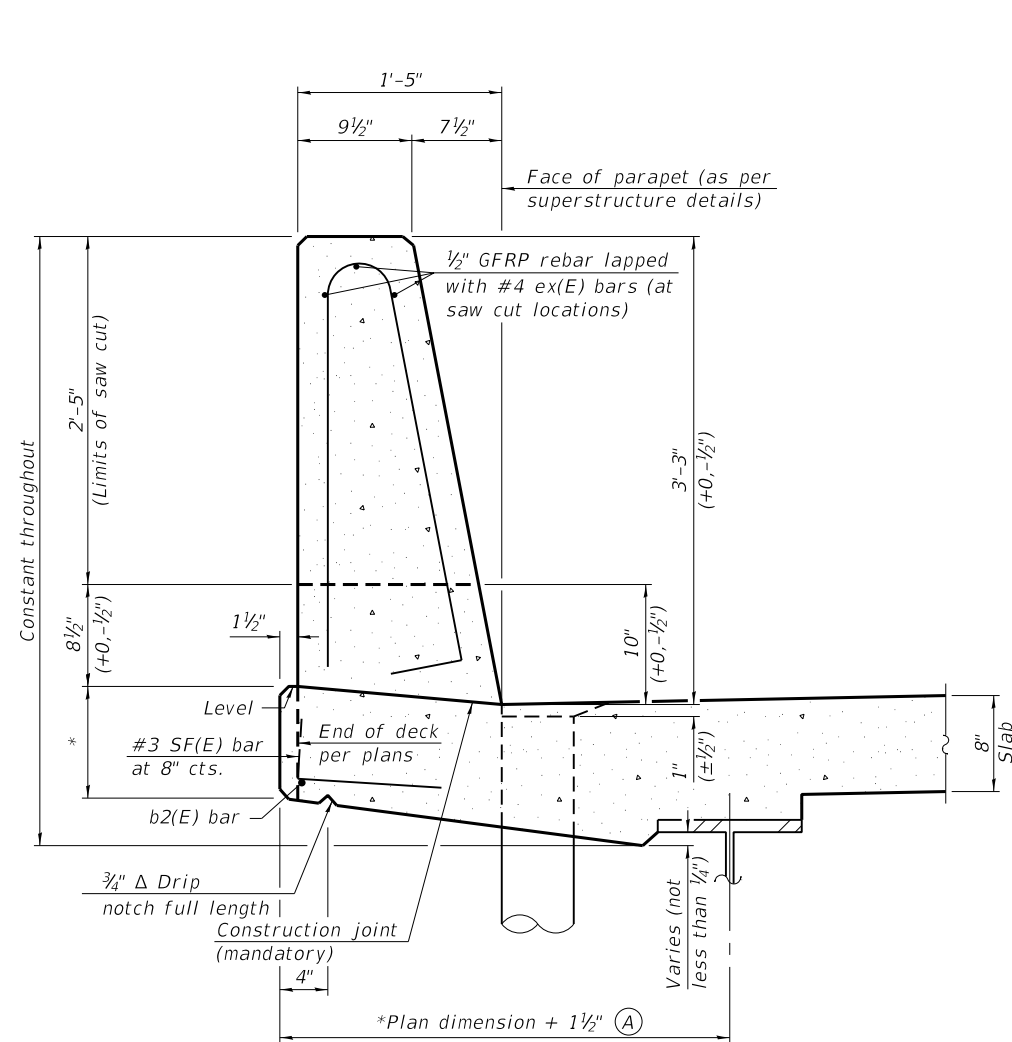
GENERAL NOTES

All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.

Place full depth aluminum sheets as shown on superstructure details.

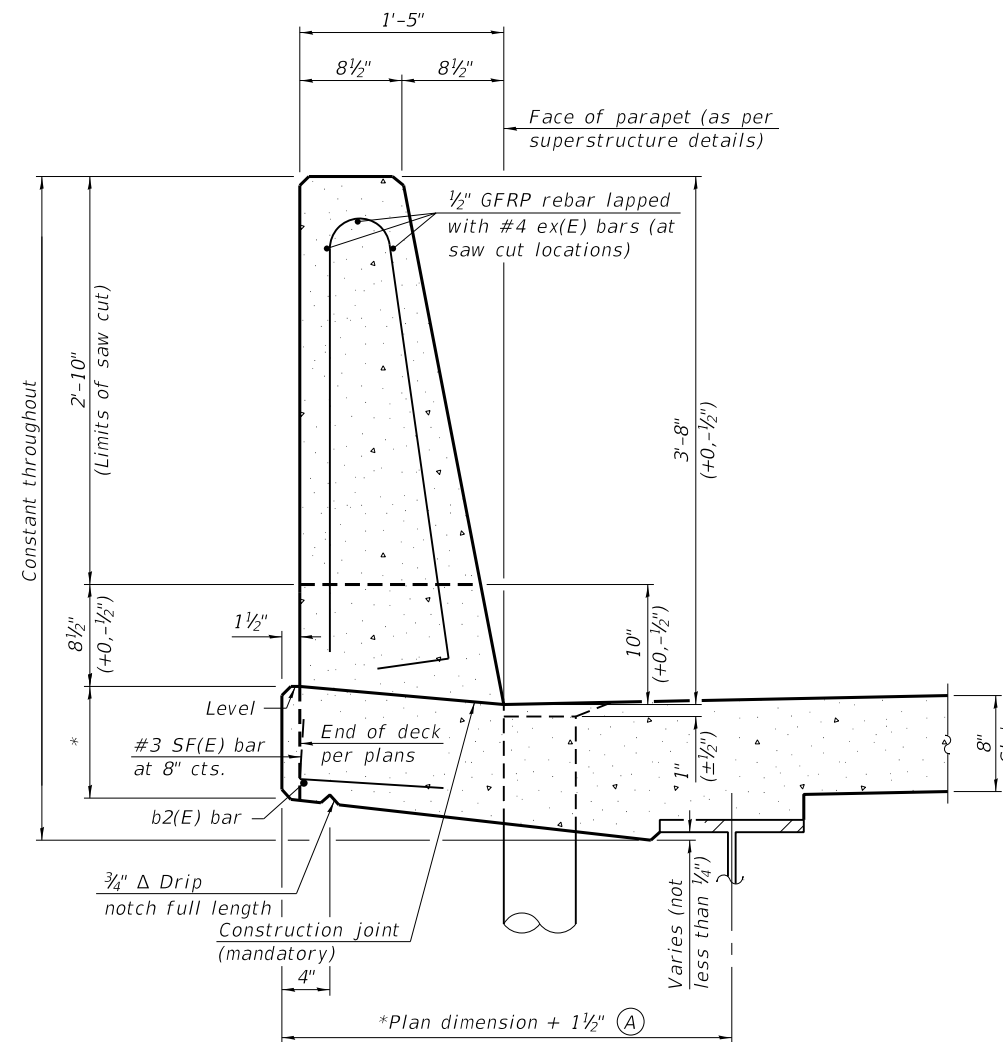
Replace all cork joint filler locations with a full thickness saw cut.

Steel superstructure shown. Other superstructure types similar.



**39" CONSTANT-SLOPE
PARAPET SECTION**

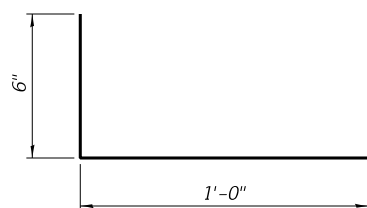
(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



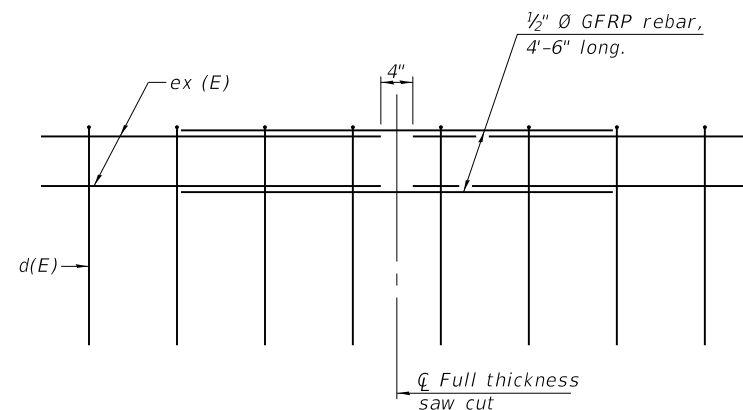
**44" CONSTANT-SLOPE
PARAPET SECTION**

(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)

*See Superstructure Details.



#3 (E) BAR



GFRP REBAR STIFFENING DETAIL

(Place as shown in parapet section at each parapet joint location.)

SFP 39-44

1-14-2019



USER NAME =	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE =	CHECKED -	REVISED -

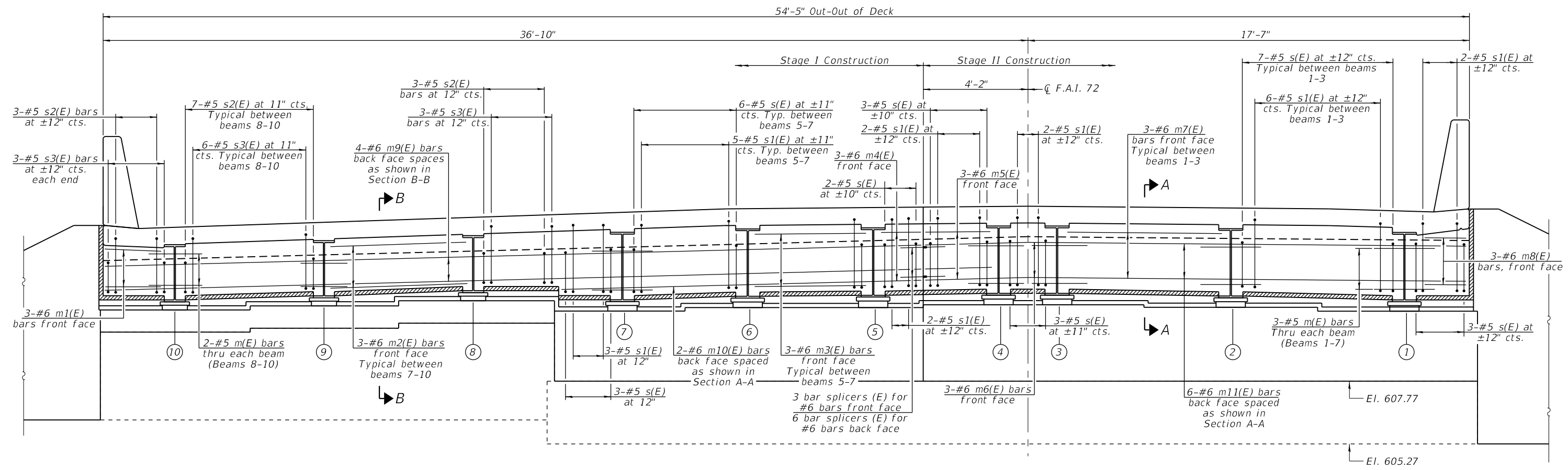
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 084-0077**

SHEET NO. 15 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• (110)RS-2, (84-9)RS-7, BR		SANGAMON	152	103
CONTRACT NO. 72J94				

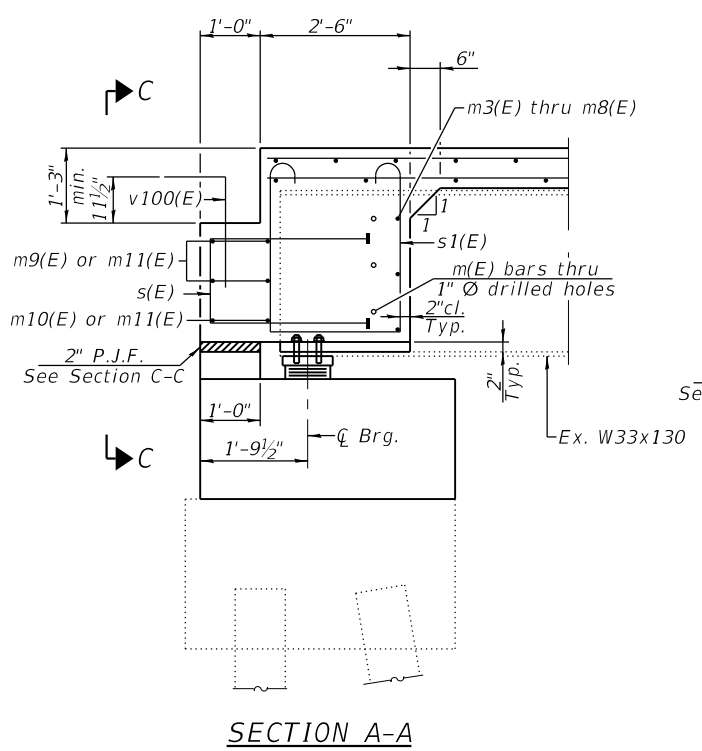
ILLINOIS FED. AID PROJECT
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS



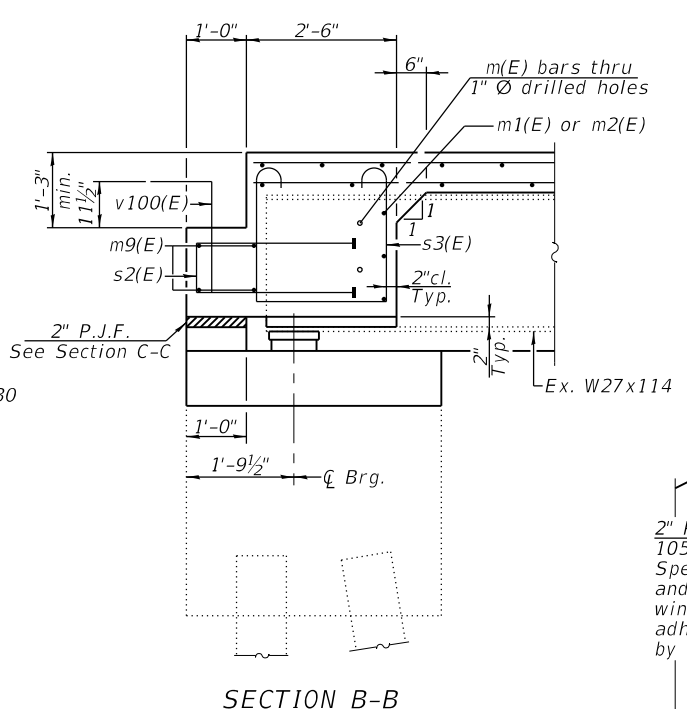
DIAPHRAGM ELEVATION AT WEST ABUTMENT
(Looking West)

NOTES

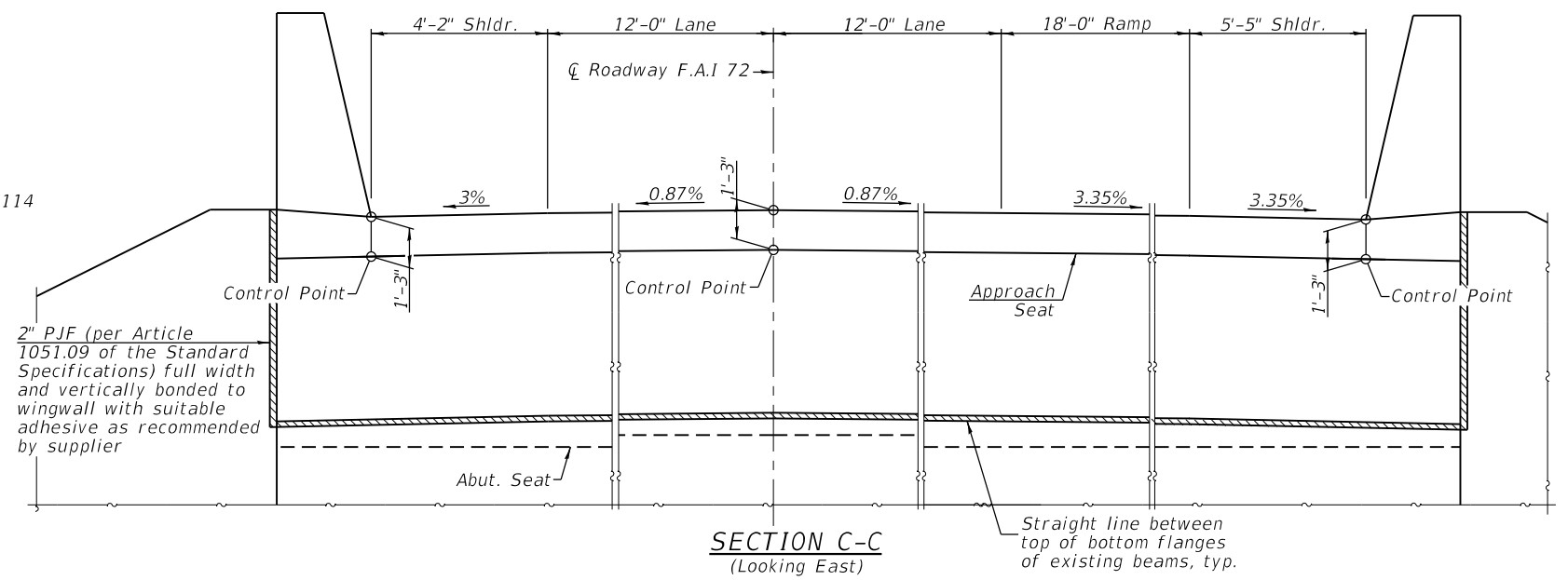
Reinforcement bars in diaphragm are billed with superstructure on sheet 11 of 38.
 Concrete in diaphragm is included with Concrete Superstructure on sheet 11 of 38.
 For details of bars s(E), s1(E), s2(E), s3(E) and v100(E) see sheet 11 of 38.
 The s(E), s1(E), s2(E) and s3(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
 The approach slab seat shall have a constant slope determined from the control points shown.
 For bearing details, see sheet 24 of 38.



SECTION A-A



SECTION B-B



SECTION C-C
(Looking East)



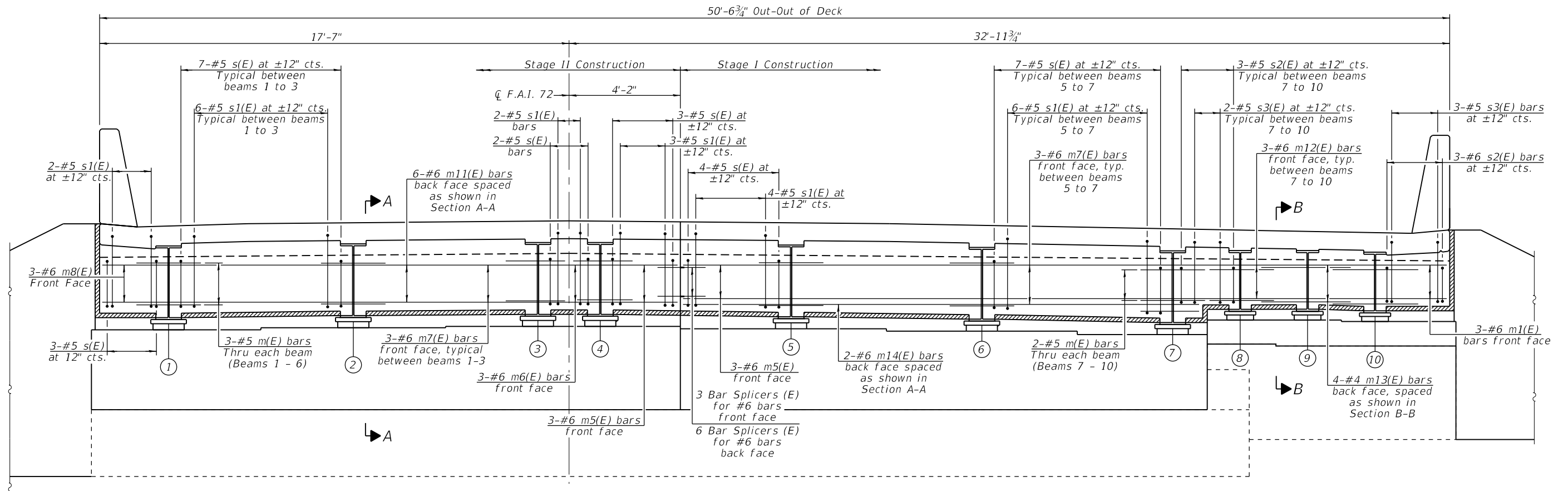
USER NAME =	DESIGNED -	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE =	DRAWN -	REVISED -
	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT DIAPHRAGM DETAILS - WEST ABUTMENT
STRUCTURE NO. 084-0077

SHEET NO. 16 OF 38 SHEETS

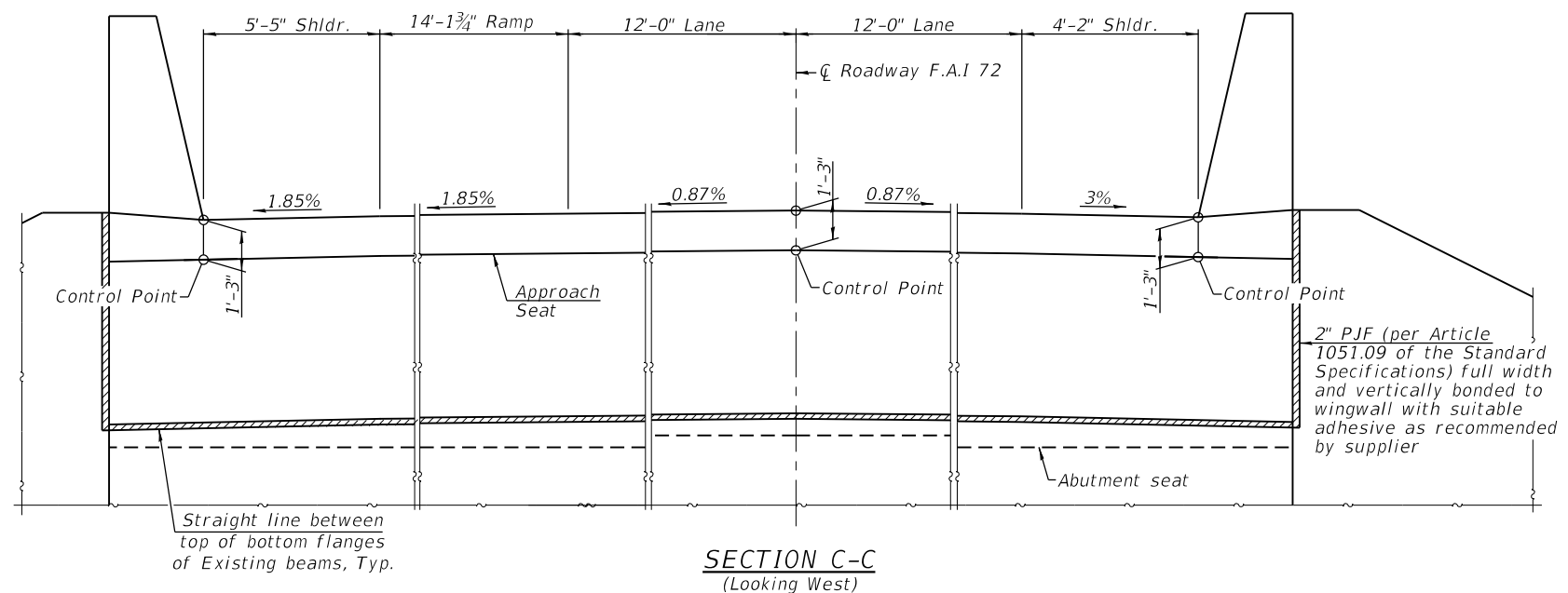
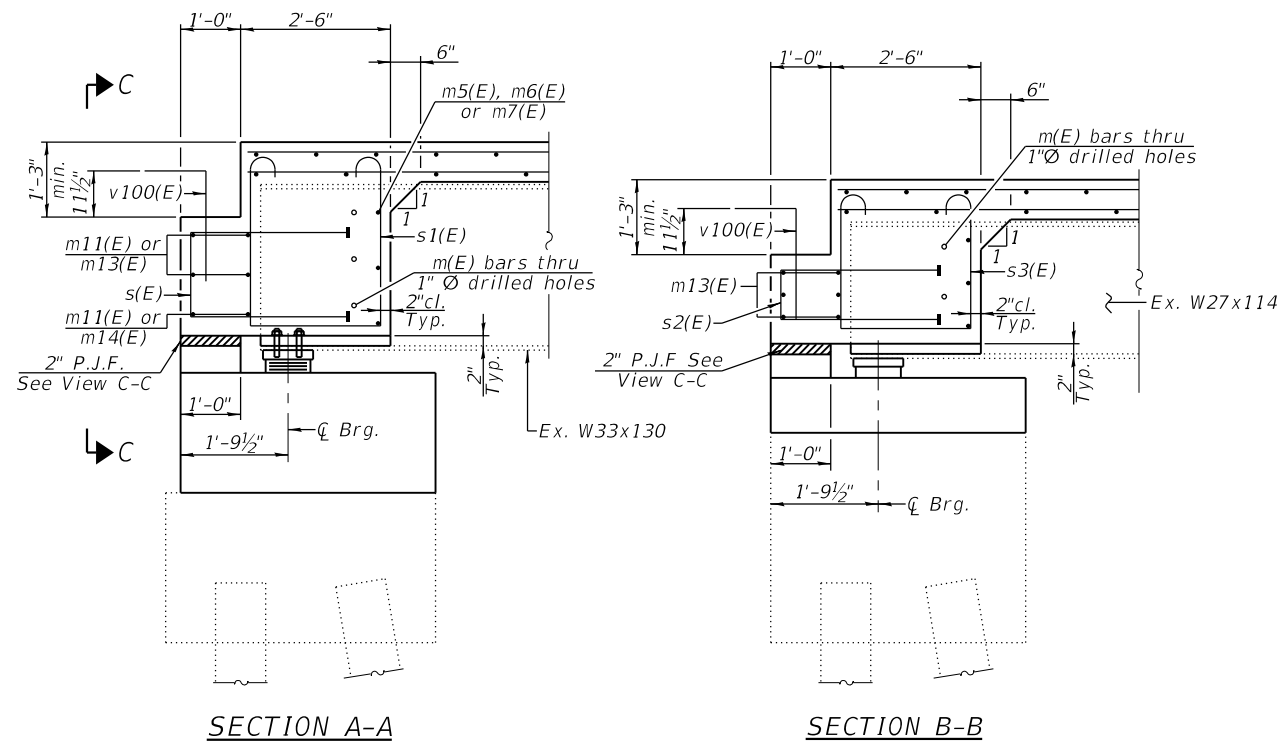
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 110IRS-2, (84-9)RS-7, BR		SANGAMON	152	104
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS				



DIAPHRAGM ELEVATION AT EAST ABUTMENT
(Looking East)

NOTES

Reinforcement bars in diaphragm are billed with superstructure on sheet 11 of 38.
 Concrete in diaphragm is included with Concrete Superstructure on sheet 11 of 38.
 For details of bars s(E), s1(E), s2(E), s3(E) and v100(E) see sheet 11 of 38.
 The s(E), s1(E), s2(E) and s3(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
 The approach slab seat shall have a constant slope determined from the control points shown.
 For bearing details, see sheet 24 of 38.



USER NAME =	DESIGNED -	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE =	DRAWN -	REVISED -
	CHECKED -	REVISED -

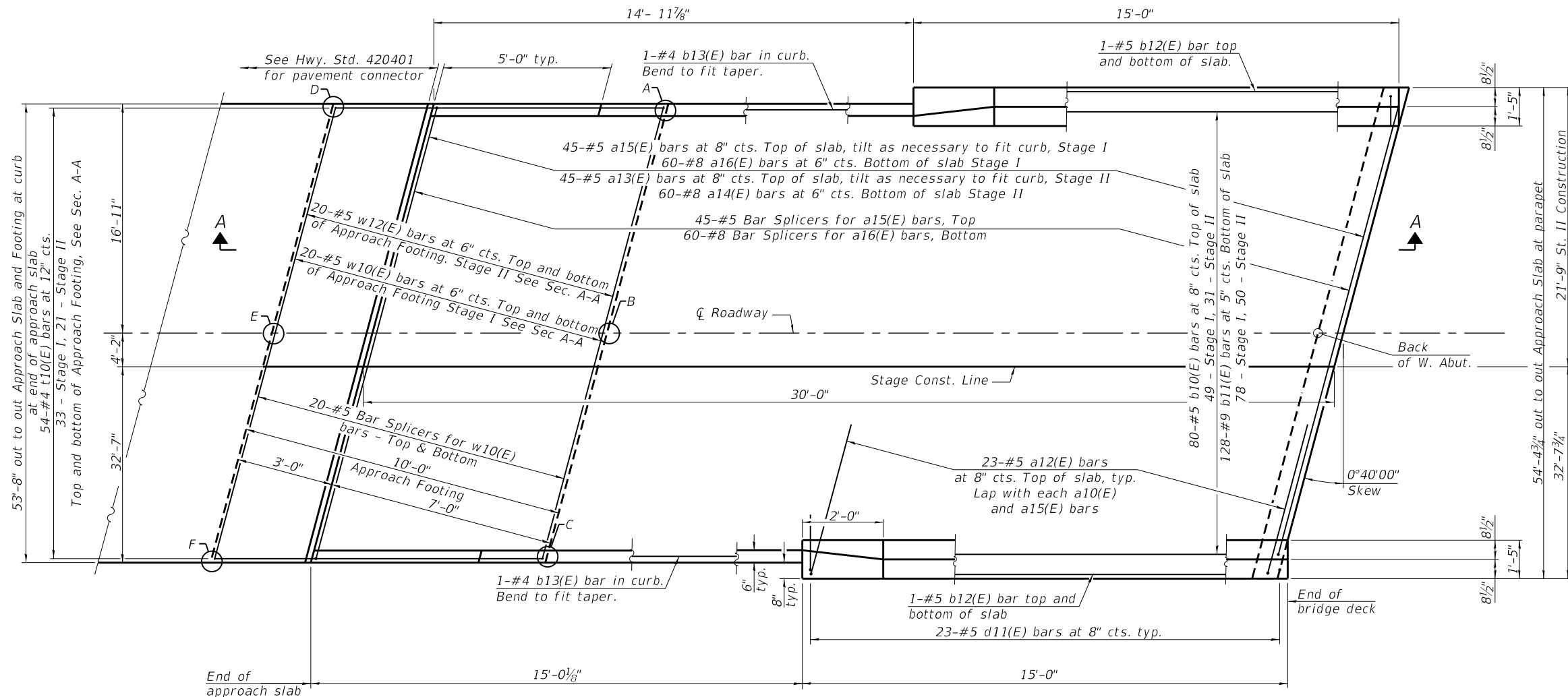
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ABUTMENT DIAPHRAGM DETAILS - EAST ABUTMENT
STRUCTURE NO. 084-0077**

SHEET NO. 17 OF 38 SHEETS

F.A.I. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	105
CONTRACT NO. 72J94				

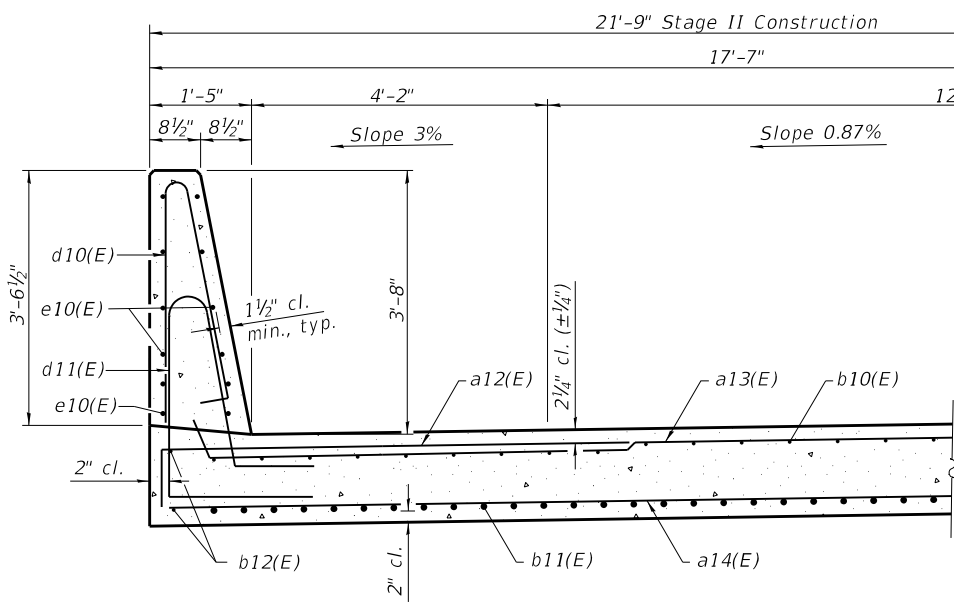
ILLINOIS FED. AID PROJECT
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS



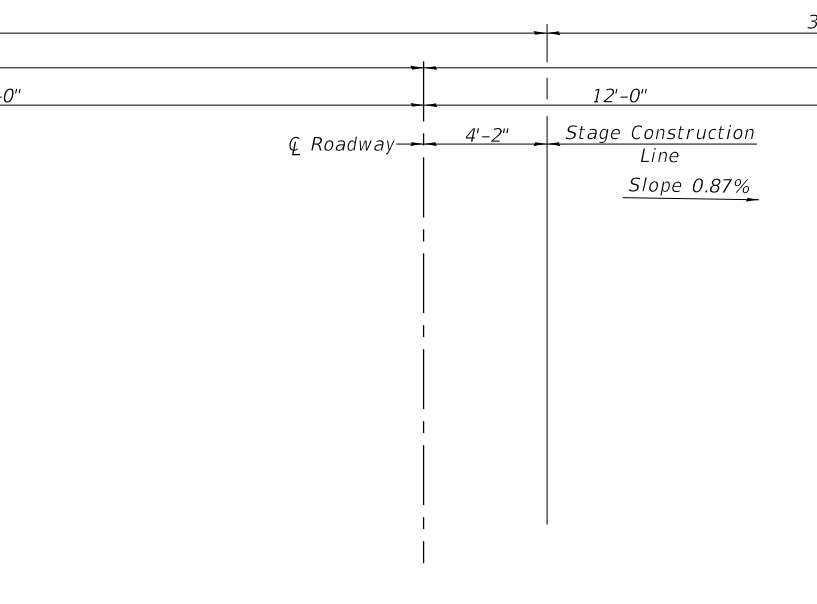
PLAN

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

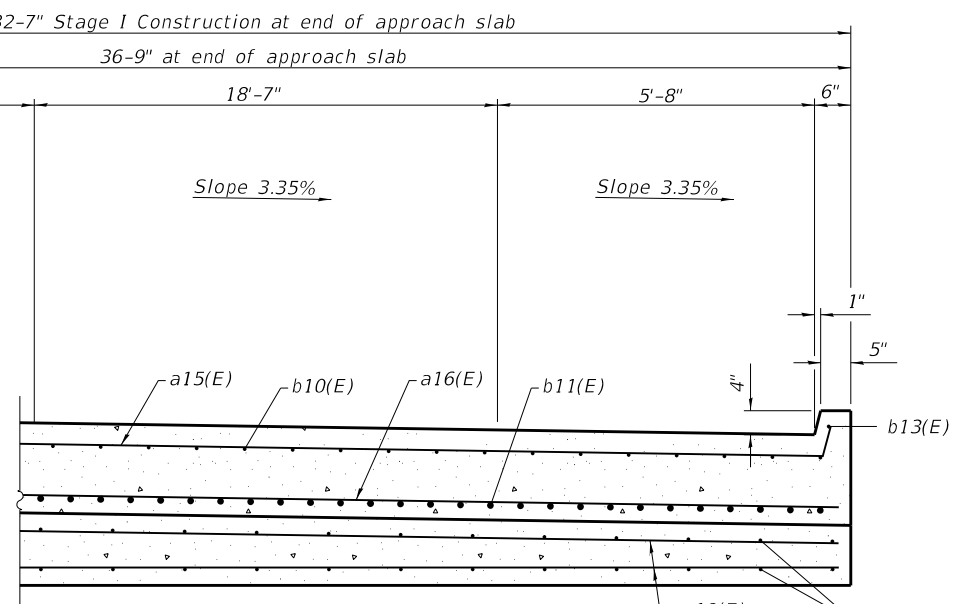
Point	East Approach	
	Top	Bottom
A	613.21	611.66
B	613.47	611.66
C	612.51	611.66
D	613.20	611.66
E	613.45	611.66
F	612.49	611.66



NEAR ABUTMENT



CROSS SECTION (Looking East)



AT APPROACH FOOTING

BAIA-CIP-34FS-L(≤30°) 2-17-2017

(Sheet 1 of 2)



USER NAME =	DESIGNED -	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE =	DRAWN -	REVISED -
	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS - WEST ABUTMENT
STRUCTURE NO. 084-0077

SHEET NO. 18 OF 38 SHEETS

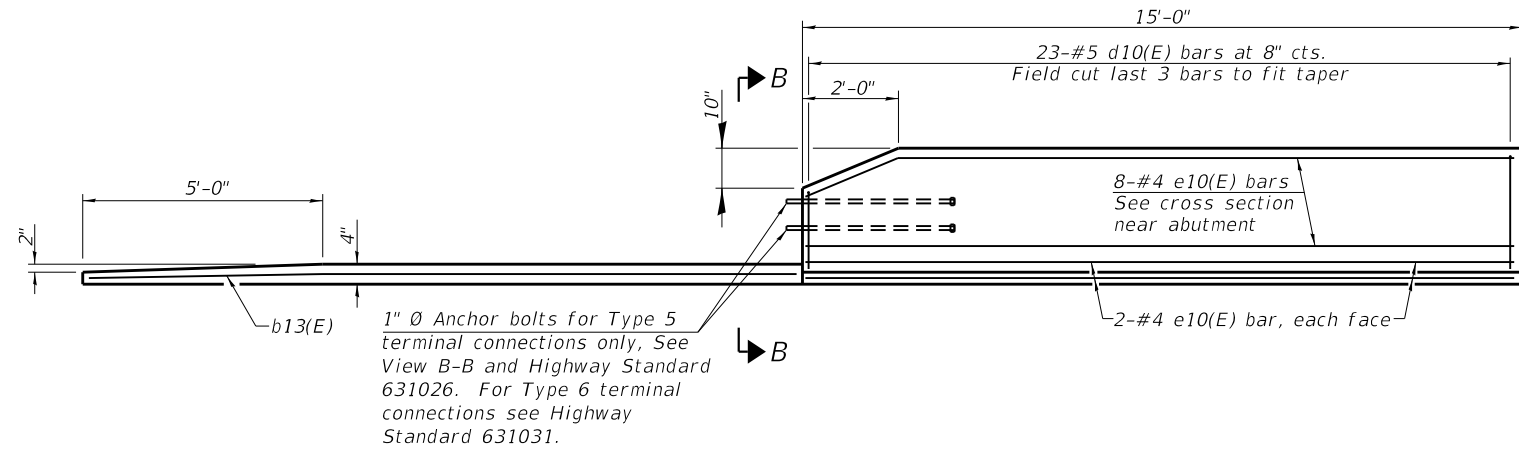
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	106
CONTRACT NO. 72J94				

ILLINOIS FED. AID PROJECT
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS

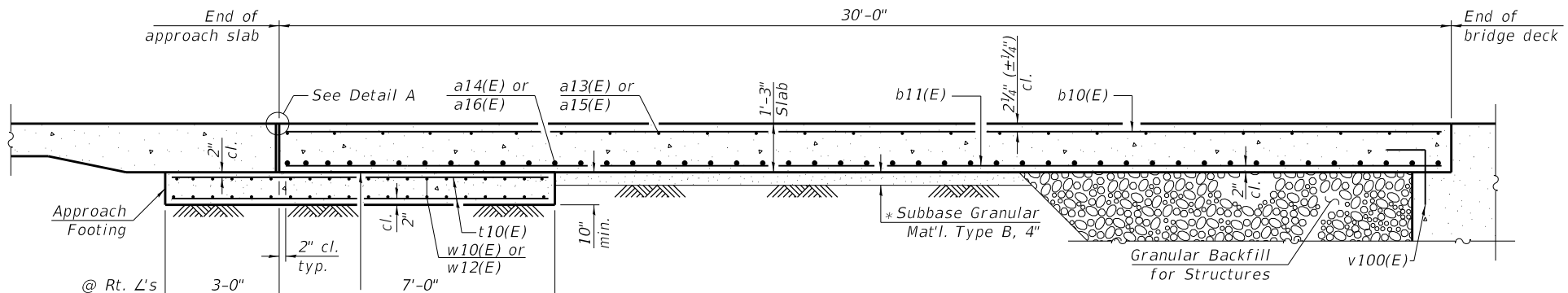
Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach pavement.

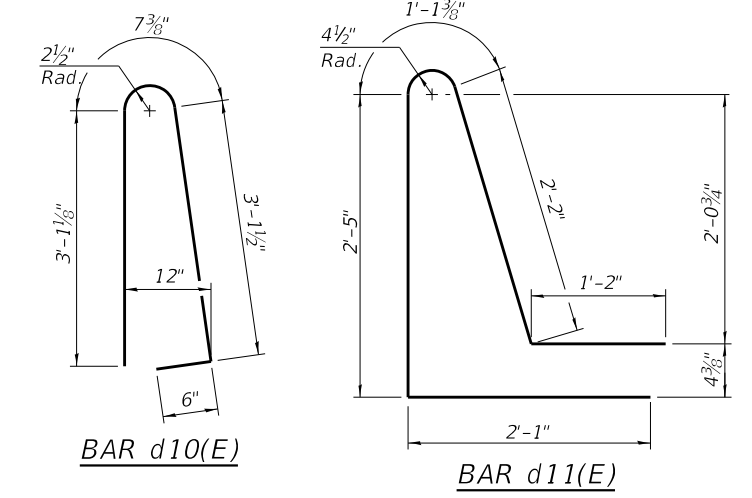
Parapet concrete shall be paid for as Concrete Superstructure.
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 38.



INSIDE ELEVATION OF PARAPET AND CURB

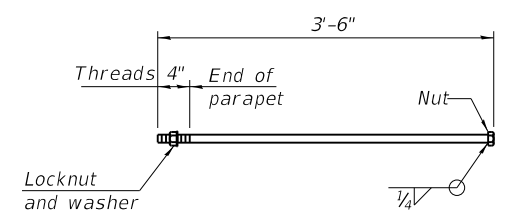
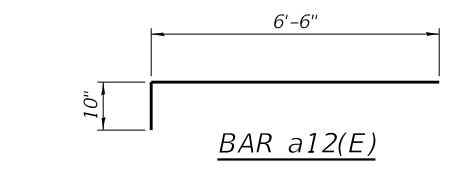
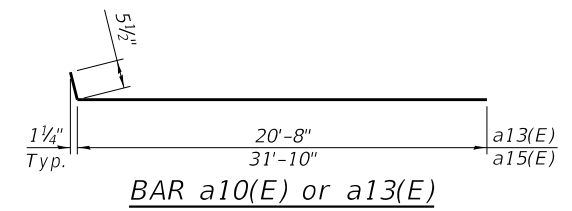


SECTION A-A

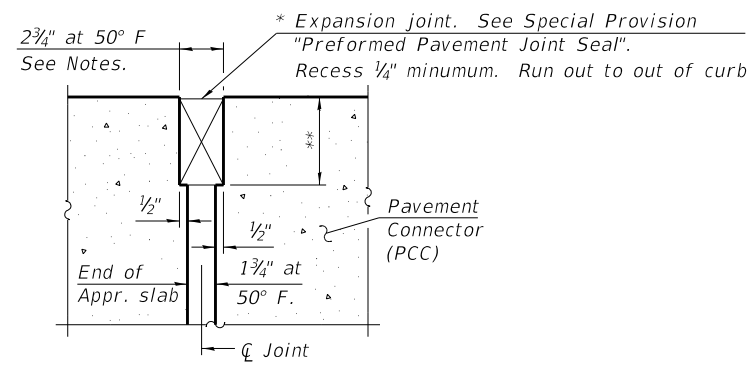


BILL OF MATERIAL WEST APPROACH

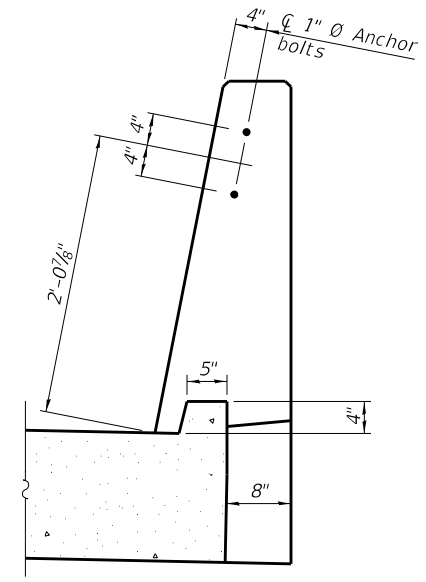
Bar	No.	Size	Length	Shape
a12(E)	46	#5	7'-4"	—
a13(E)	45	#5	21'-2"	—
a14(E)	60	#8	20'-8"	—
a15(E)	45	#5	32'-4"	—
a16(E)	60	#8	31'-10"	—
b10(E)	80	#5	29'-8"	—
b11(E)	128	#9	29'-8"	—
b12(E)	4	#5	14'-8"	—
b13(E)	2	#4	14'-8"	—
d10(E)	46	#5	7'-4"	⌒
d11(E)	46	#5	9'-0"	⌒
e10(E)	24	#4	14'-8"	—
t10(E)	108	#4	9'-8"	—
w10(E)	40	#5	32'-2"	—
w12(E)	40	#5	20'-8"	—
Concrete Superstructure		Cu. Yd.	4.3	
Concrete Superstructure (Approach Slab)		Cu. Yd.	75.3	
Concrete Structures		Cu. Yd.	27.8	
Reinforcement Bars, Epoxy Coated		Pound	30660	
Bar Splicers		Each	145	



* 1" Ø ANCHOR BOLT
 (Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications)



DETAIL A (@ Rt. L's)



VIEW B-B

* 10 mil. Polyethylene bond breaker on steel trowel finish

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

(Sheet 2 of 2)



USER NAME =	DESIGNED -	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE =	DRAWN -	REVISED -
	CHECKED -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

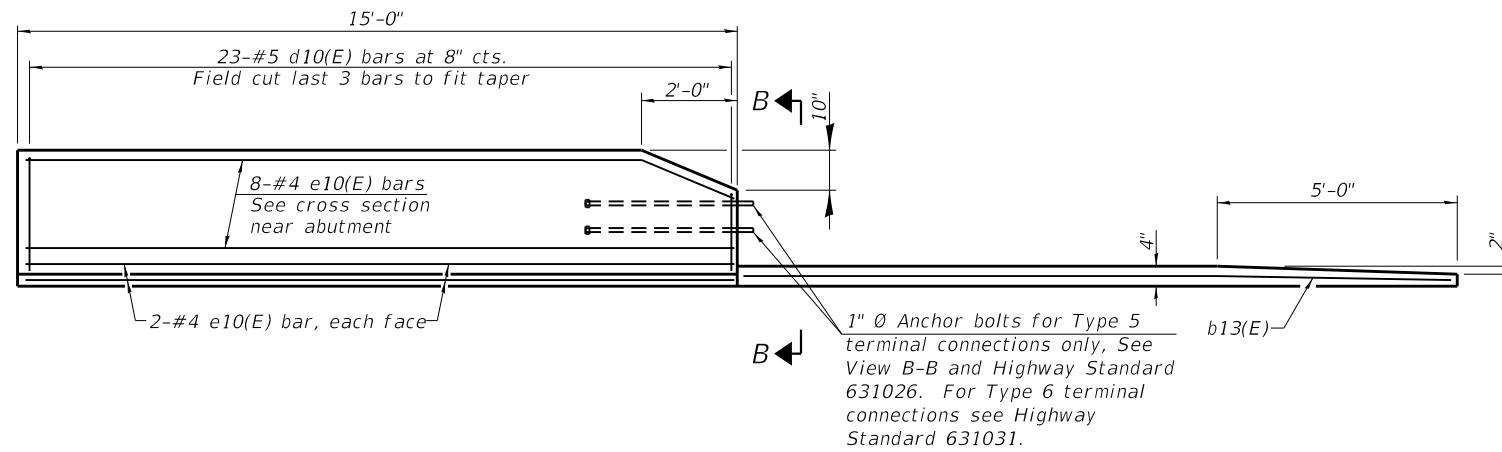
BRIDGE APPROACH SLAB DETAILS - WEST ABUTMENT
 STRUCTURE NO. 084-0077

SHEET NO. 19 OF 38 SHEETS

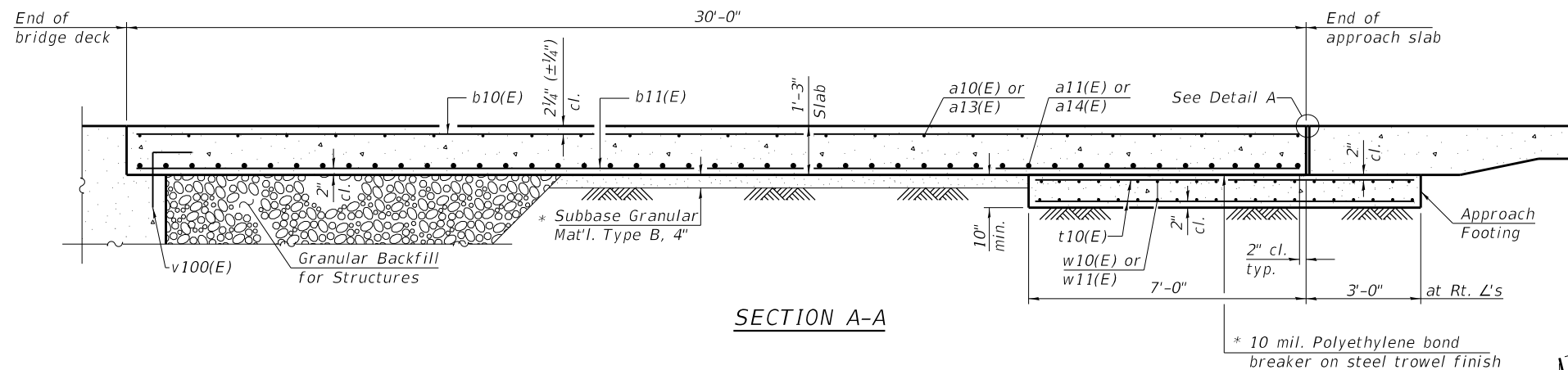
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	107
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS				

Notes:

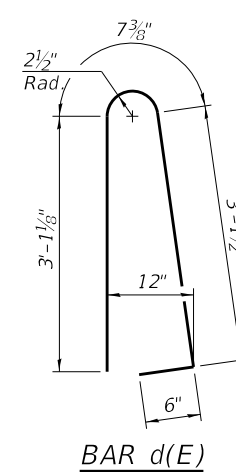
The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach pavement.
 Parapet concrete shall be paid for as Concrete Superstructure.
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 38.



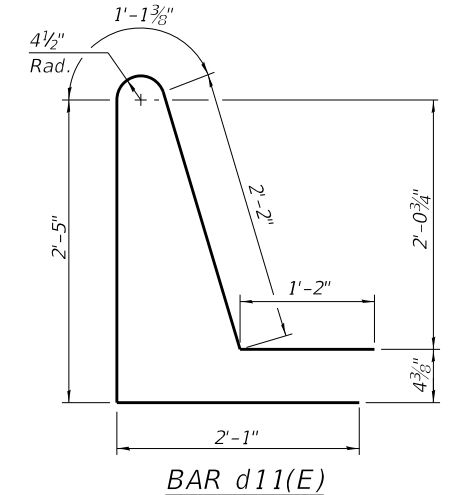
INSIDE ELEVATION OF PARAPET AND CURB



SECTION A-A



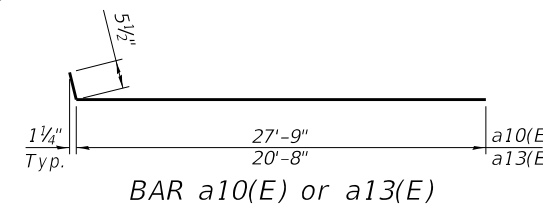
BAR d(E)



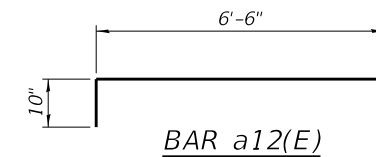
BAR d11(E)

BILL OF MATERIAL
EAST APPROACH

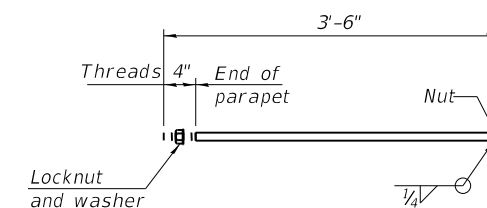
Bar	No.	Size	Length	Shape
a10(E)	45	#5	28'-3"	┌───┐
a11(E)	60	#8	27'-9"	┌───┐
a12(E)	46	#5	7'-4"	┌───┐
a13(E)	45	#5	21'-2"	┌───┐
a14(E)	60	#8	20'-8"	┌───┐
b10(E)	73	#5	29'-8"	┌───┐
b11(E)	117	#9	29'-8"	┌───┐
b12(E)	4	#5	14'-8"	┌───┐
b13(E)	2	#4	14'-8"	┌───┐
d10(E)	46	#5	7'-4"	┌───┐
d11(E)	46	#5	9'-0"	┌───┐
e10(E)	24	#4	14'-8"	┌───┐
t10(E)	98	#4	9'-8"	┌───┐
w10(E)	40	#5	27'-9"	┌───┐
w11(E)	40	#5	20'-8"	┌───┐
Concrete Superstructure		Cu. Yd.	4.3	
Concrete Superstructure (Approach Slab)		Cu. Yd.	69.6	
Concrete Structures		Cu. Yd.	20.1	
Reinforcement Bars, Epoxy Coated		Pound	28240	
Bar Splicers		Each	145	



BAR a10(E) or a13(E)



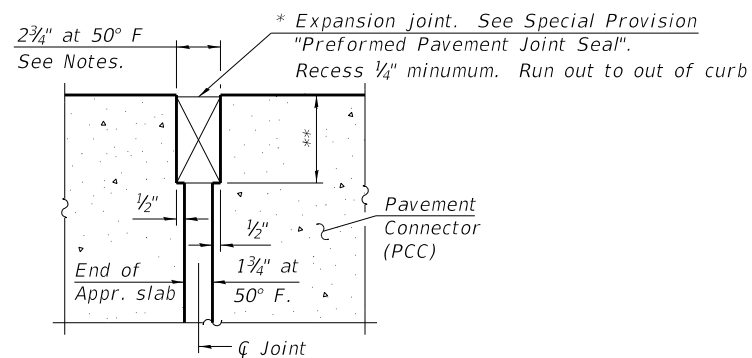
BAR a12(E)



* 1" Ø ANCHOR BOLT

(Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications)

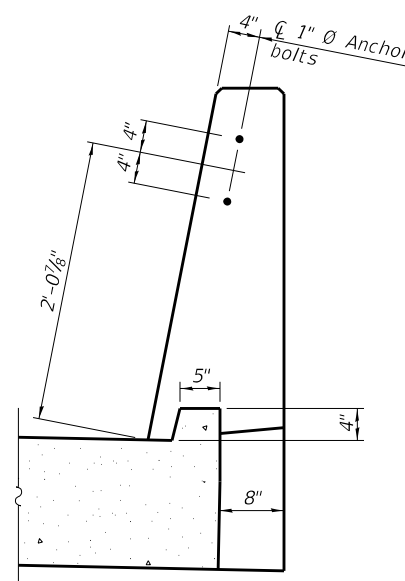
(Sheet 2 of 2)



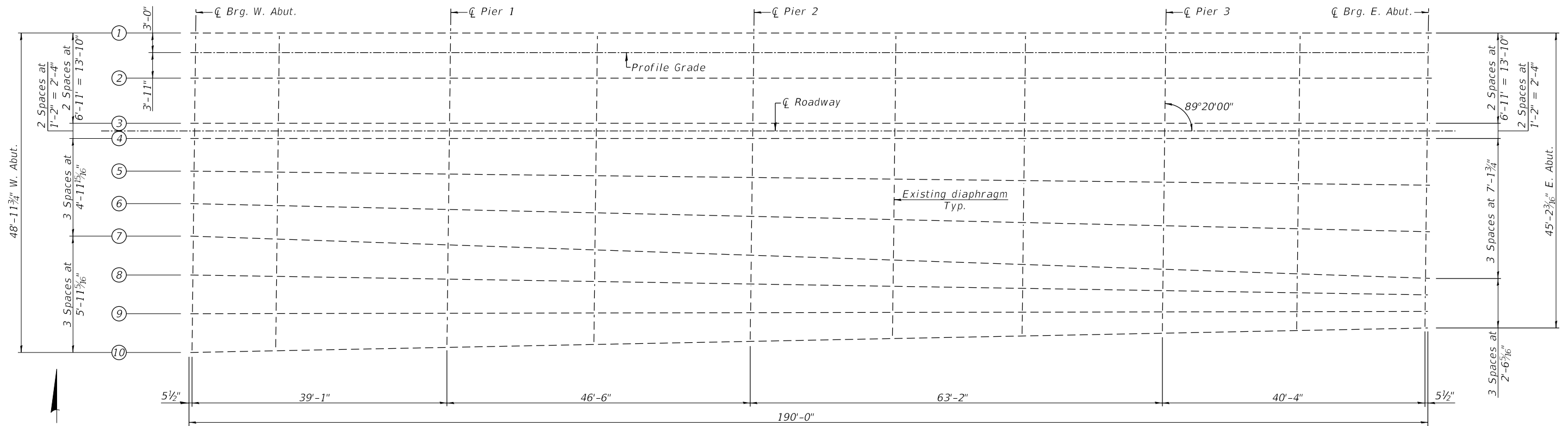
DETAIL A
(At Rt. L's)

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

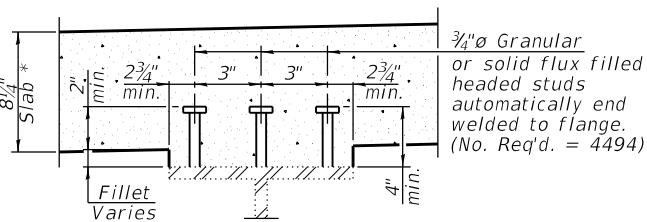


VIEW B-B



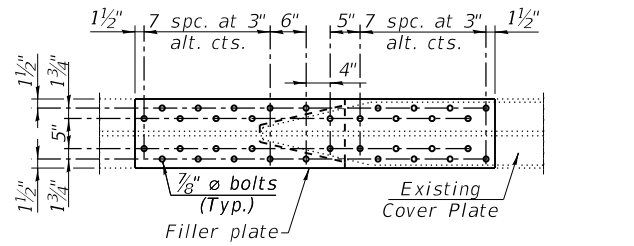
FRAMING PLAN

Existing beams 1 Thru 7 are W33x130 & beams 8 Thru 10 are W27x114
 Note: "CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.

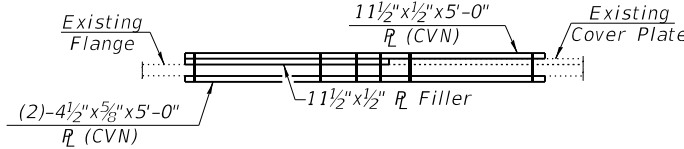


SECTION B-B

* Prior to grinding

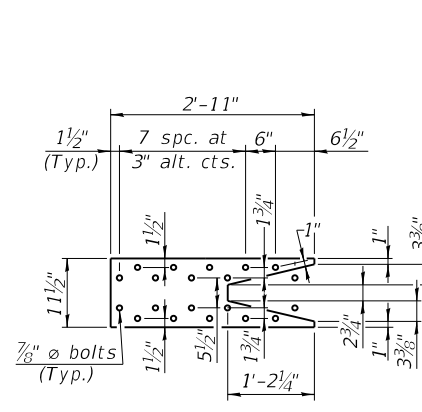


COVER PLATE REPAIR DETAIL

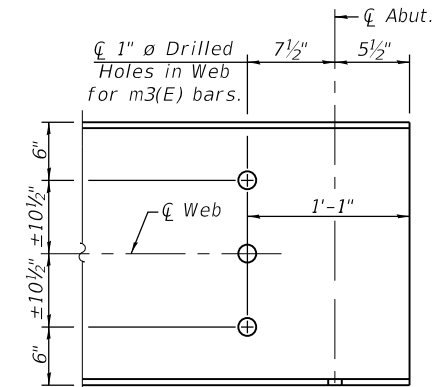


COVER PLATE REPAIR DETAIL

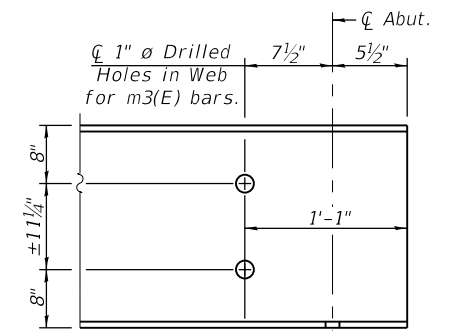
(Beams 1 thru 7)



FILLER PLATE DETAIL



TYP. END OF BEAM ELEVATION - W33x130

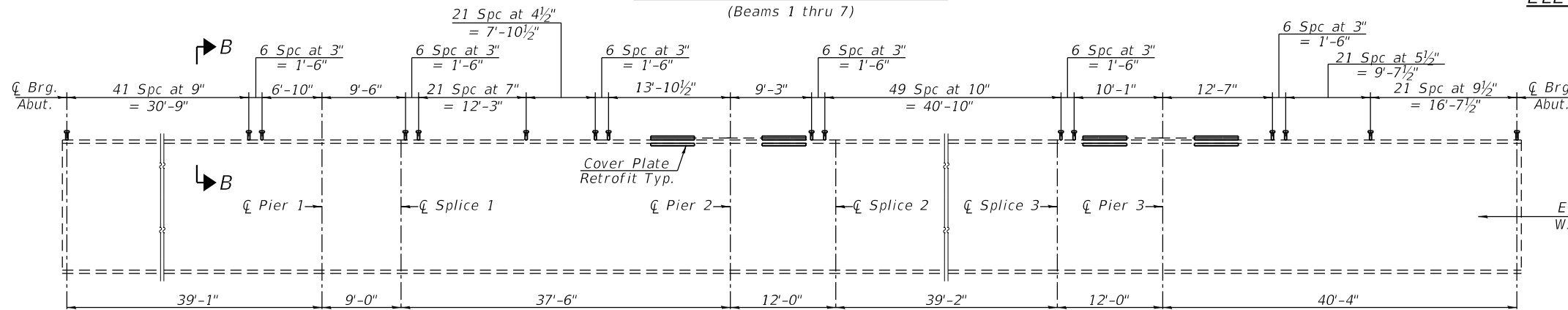


TYP. END OF BEAM ELEVATION - W27x114

Notes:
 All structural steel for coverplate retrofit to conform to the requirements of AASHTO M270, Grade 50.

BILL OF MATERIAL

Item	Unit	Quantity
Furnishing and Erecting Structural Steel	Pound	7790
Shear Stud Connectors	Each	4494



ELEVATION

(Beams 1 thru 7)



USER NAME =	DESIGNED -	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE =	DRAWN -	REVISED -
	CHECKED -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STRUCTURAL STEEL
 STRUCTURE NO. 084-0077**

SHEET NO. 22 OF 38 SHEETS

F.A.I. RT.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	110
CONTRACT NO. 72J94				

ILLINOIS FED. AID PROJECT
 • FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS

W33x130 INTERIOR GIRDER MOMENT TABLE							
	0.4 Span 1	Pier 1	0.4 Span 2	Pier 2	0.5 Span 3	Pier 3	0.6 Span 4
I_s	(in ⁴)	6710	6710	6710	9672	6710	6710
$I_c(n)$	(in ⁴)	18211	-	18211	-	18211	-
$I_c(3n)$	(in ⁴)	13636	-	13636	-	13636	-
S_s	(in ³)	406	406	406	567	406	406
$S_c(n)$	(in ³)	595	-	595	-	595	-
$S_c(3n)$	(in ³)	542	-	542	-	542	-
q	(k/ft)	0.872	0.872	0.872	0.872	0.872	0.872
Mq	(k)	105.1	-136.7	47.1	-246.7	182.5	-257.9
sq	(k/ft)	0.19	0.19	0.19	0.19	0.19	0.19
Msq	(k)	25.1	-24.5	14.6	-50.6	43.9	-51.2
M_k	(k)	235.2	-121.4	244.7	-191.9	364.2	-195.1
M_I	(k)	70.6	-36.2	71.3	-53.3	96.8	-55.2
$^3_3 [M_k + M_I]$	(k)	509.6	-262.7	526.6	-408.6	768.3	-417.1
M_a	(k)	831.7	-551.1	764.8	-917.7	1293.1	-944.1
M_u	(k)	-	-	-	-	-	-
$f_s q$ non-comp	(ksi)	3.11	-4.04	1.39	-5.22	5.39	-5.46
$f_s q$ comp	(ksi)	0.56	-0.72	0.32	-1.07	0.97	-1.08
$f_s ^3_3 [M_k + M_I]$	(ksi)	10.28	-7.76	10.62	-8.65	15.5	-8.83
f_s (Overload)	(ksi)	13.95	-12.52	12.33	-14.94	21.86	-15.37
f_s (Total)	(ksi)	18.14	-16.28	16.03	-19.42	28.42	-19.98
VR	(k)	45.93	-	39.45	-	44.32	-

* Compact section

** Braced non-compact and partially braced section

W33x130 INTERIOR GIRDER REACTION TABLE						
	W. Abut	Pier 1	Pier 2	Pier 3	E. Abut	
Rq	(k)	49.88	38.99	43.97	39.54	45.12
R_k	(k)	39.13	45.59	47.58	47.62	39.22
R_I	(k)	11.74	13.68	13.32	13.33	11.77
R_{Total}	(k)	100.75	98.26	104.88	100.50	96.11

Note: Rq includes approach slab and semi-integral abutment diaphragm dead load

W27x114 INTERIOR GIRDER MOMENT TABLE							
	0.4 Span 1	Pier 1	0.4 Span 2	Pier 2	0.5 Span 3	Pier 3	0.6 Span 4
I_s	(in ⁴)	4090	4090	4090	4090	4090	4090
$I_c(n)$	(in ⁴)	11297	-	10914	-	10077	-
$I_c(3n)$	(in ⁴)	8278	-	7919	-	7204	-
S_s	(in ³)	299	299	299	299	299	299
$S_c(n)$	(in ³)	447	-	442	-	430	-
$S_c(3n)$	(in ³)	403	-	396	-	383	-
q	(k/ft)	0.722	0.678	0.635	0.591	0.532	0.473
Mq	(k)	86.8	-111.9	36.6	-160.6	112.3	-146.2
sq	(k/ft)	0.19	0.19	0.19	0.19	0.19	0.19
Msq	(k)	25.1	-24.5	14.6	-50.6	43.9	-51.2
M_k	(k)	202.1	-91.9	185.2	-121.9	231.5	-91.8
M_I	(k)	60.6	-27.4	54	-33.9	61.5	-25
$^3_3 [M_k + M_I]$	(k)	437.8	-198.9	398.7	-259.7	488.3	-196.3
M_a	(k)	714.6	-435.9	584.9	-612.2	837.9	-511.8
M_u	(k)	-	-	-	-	-	-
$f_s q$ non-comp	(ksi)	3.48	-4.49	1.47	-6.45	4.51	-5.87
$f_s q$ comp	(ksi)	0.75	-0.98	0.44	-2.03	1.38	-2.05
$f_s ^3_3 [M_k + M_I]$	(ksi)	11.75	-7.98	10.82	-10.42	13.63	-7.88
f_s (Overload)	(ksi)	15.98	-13.45	12.73	-18.9	19.52	-15.80
f_s (Total)	(ksi)	20.77	-17.49	16.55	-24.57	25.38	-20.54
VR	(k)	***	***	***	***	***	***

* Compact section

** Braced non-compact and partially braced section

*** Shear range is not calculated because beams (8 thru 10) are currently composite.

W27x114 INTERIOR GIRDER REACTION TABLE						
	W. Abut	Pier 1	Pier 2	Pier 3	E. Abut	
Rq	(k)	42.12	39.05	43.73	40.21	19.08
R_k	(k)	33.46	35.71	31.71	27.04	26.18
R_I	(k)	10.03	10.71	8.88	7.57	7.85
R_{Total}	(k)	85.62	85.47	84.32	74.82	53.11

Note: Rq includes approach slab and semi-integral abutment diaphragm dead load

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) due to non-composite dead loads (in⁴ and in³).

$I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total and Overload) in uncracked sections due to short-term composite live loads (in⁴ and in³).

$I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total and Overload) due to long term composite (superimposed) dead loads (in⁴ and in³).

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

Mq : Un-factored moment due to non-composite dead load (kip-ft.).

sq : Un-factored long-term composite (superimposed) dead load (kips/ft.).

Msq : Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).

M_k : Un-factored live load moment (kip-ft.).

M_I : Un-factored moment due to impact (kip-ft.).

M_a : Factored design moment (kip-ft.).

$1.3 [Mq + Msq + ^3_3(M_k + M_I)]$

M_u : Compact composite moment capacity according to AASHTO

LFD 10.50.1.1 or compact non-composite moment capacity

according to AASHTO LFD 10.48.1 (kip-ft.).

f_s (Overload): Sum of stresses as computed from the moments below (ksi).

$Mq + Msq + ^3_3(M_k + M_I)$

f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).

$1.3 [Mq + Msq + ^3_3(M_k + M_I)]$

VR: Maximum q + impact shear range within the composite portion of the span for stud shear connector design (kips).



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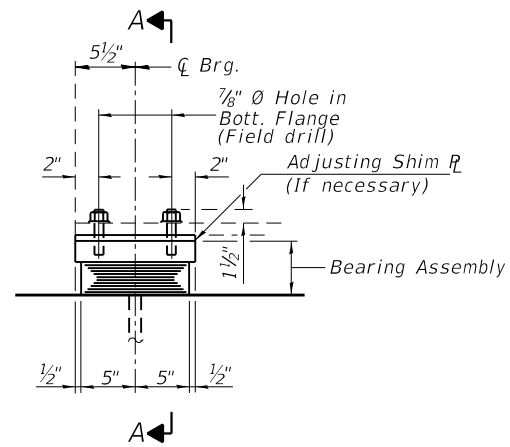
STATE OF ILLINOIS
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STRUCTURAL STEEL DETAILS
STRUCTURE NO. 084-0077

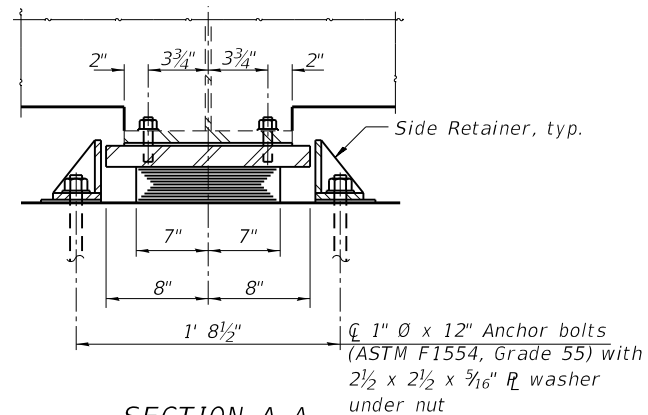
SHEET NO. 23 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	111
CONTRACT NO. 72J94				

ILLINOIS FED. AID PROJECT
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS

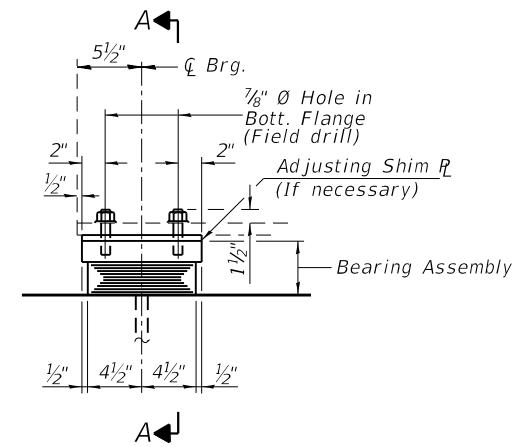


ELEVATION AT ABUT.
BEAMS 1 THRU 7

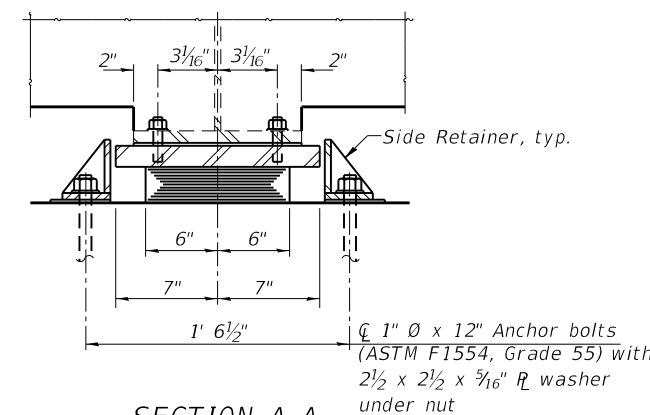


SECTION A-A
BEAMS 1 THRU 7

TYPE I ELASTOMERIC EXP. BRG.

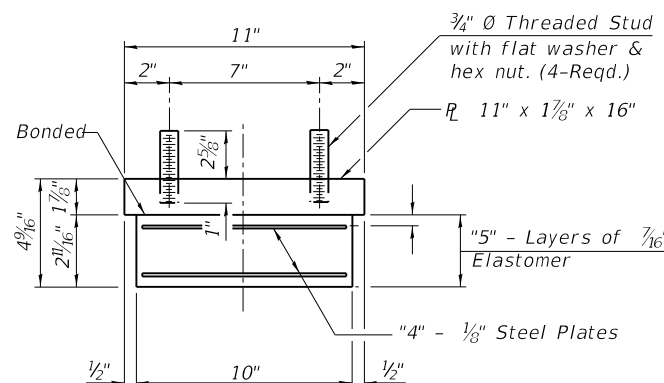


ELEVATION AT ABUT.
BEAMS 8 THRU 10



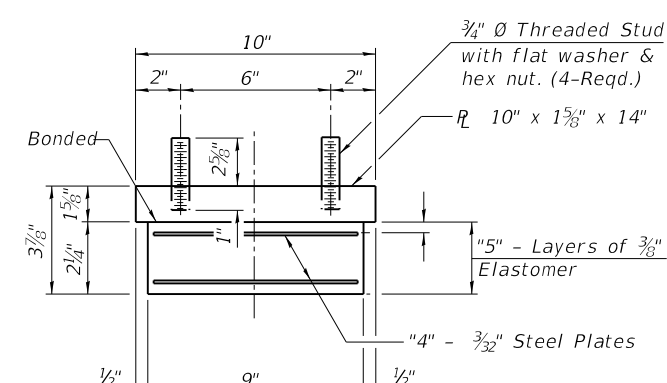
SECTION A-A
BEAMS 8 THRU 10

TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY
BEAMS 1 THRU 7

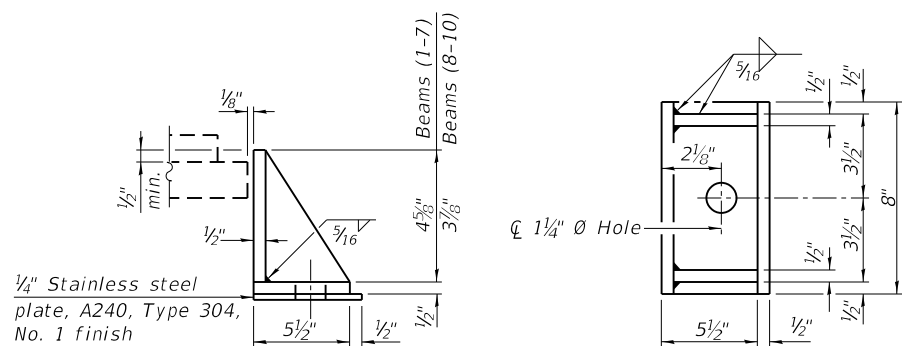
Note:
Shim plates shall not be placed
under Bearing Assembly.



BEARING ASSEMBLY
BEAMS 8 THRU 10

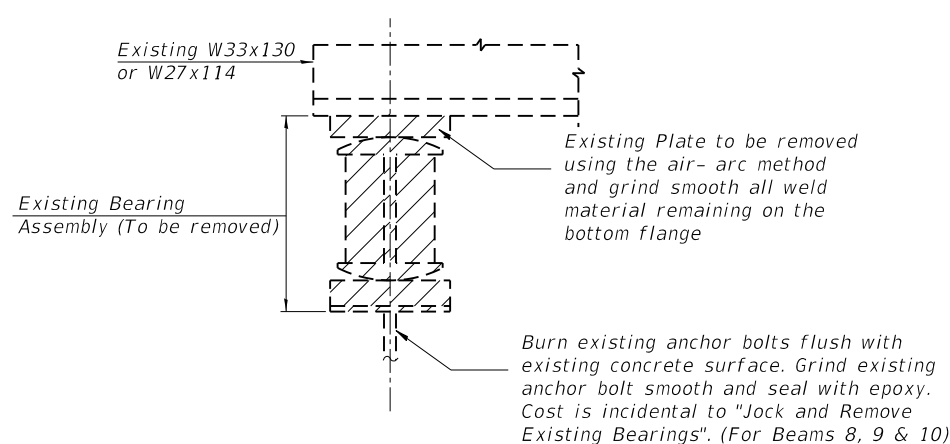
Note:
Shim plates shall not be placed
under Bearing Assembly.

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.
Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
All steel for the bearings side retainers, shim plates, anchor bolts, and connection bolts shall be hot dipped galvanized.
The structural steel bearing plates for the bearings shall conform to the requirements of AASHTO M270 Gr. 50.



SIDE RETAINER

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



Burn existing anchor bolts flush with existing concrete surface. Grind existing anchor bolt smooth and seal with epoxy. Cost is incidental to "Jock and Remove Existing Bearings". (For Beams 8, 9 & 10)

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	20
Anchor Bolts, 1"	Each	40

I-2E-1

2-17-2017



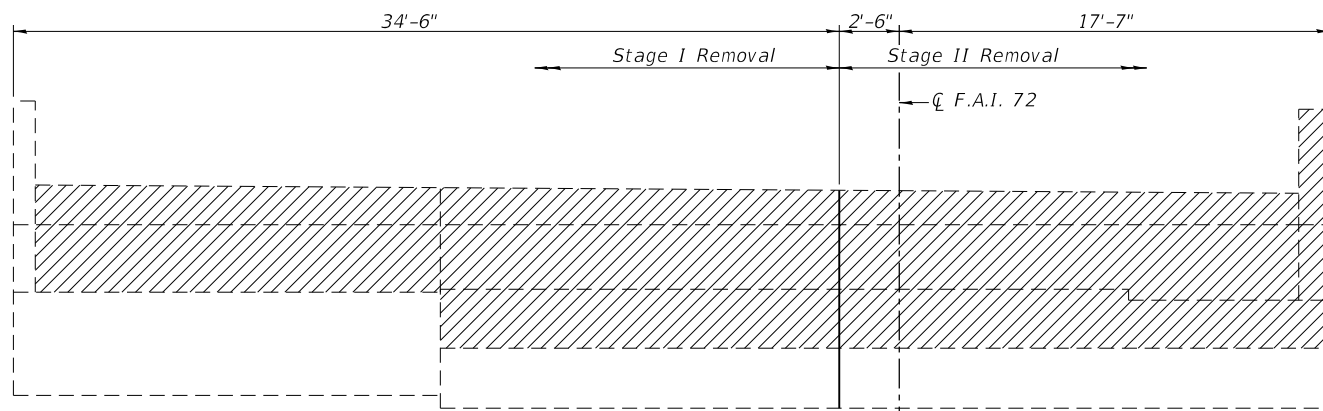
USER NAME =	DESIGNED -	REVISED -
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PLOT DATE =	DRAWN -	REVISED -
	CHECKED -	REVISED -

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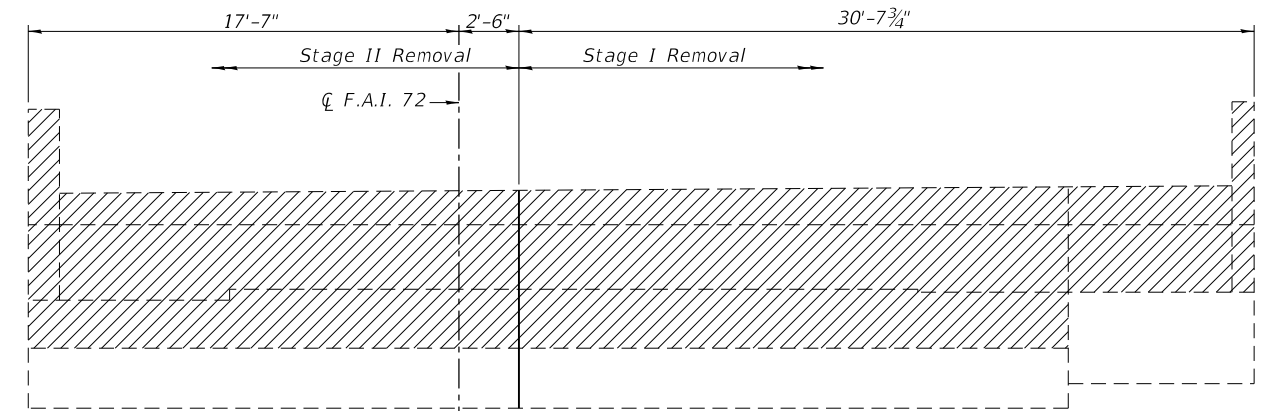
BEARING DETAILS
STRUCTURE NO. 084-0077

SHEET NO. 24 OF 35 SHEETS

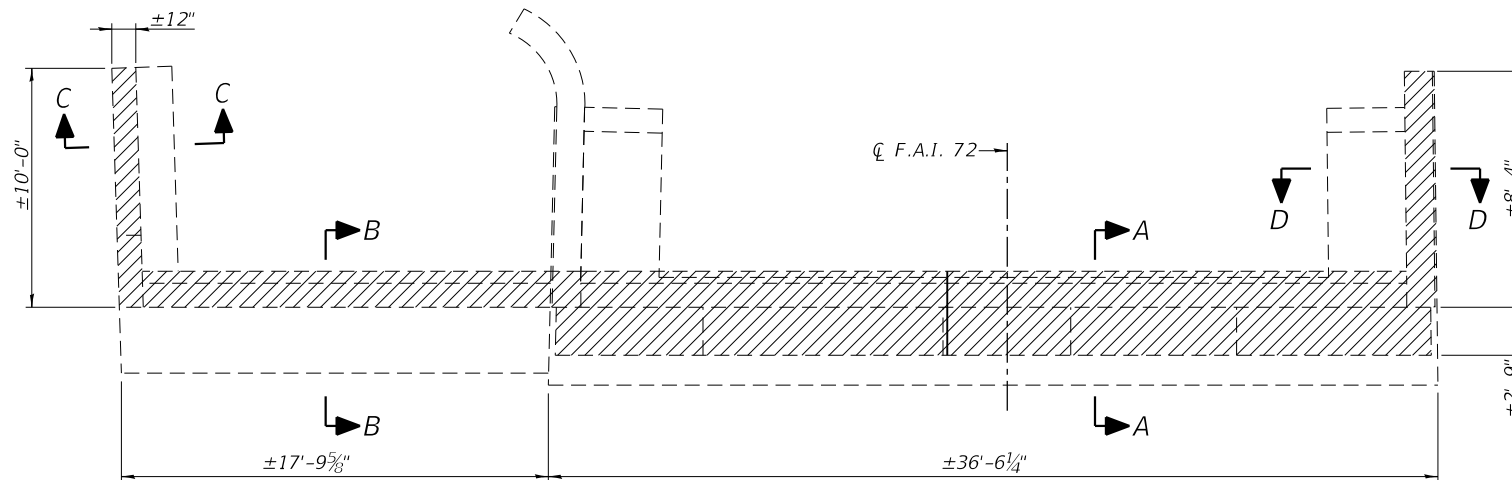
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	112
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS				



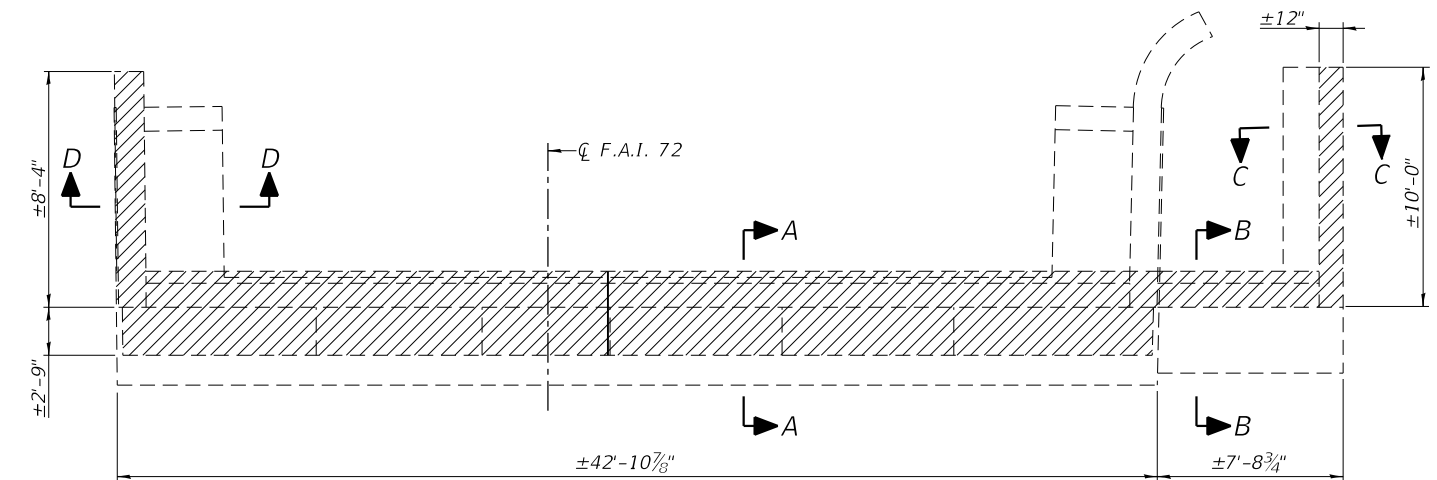
REMOVAL ELEVATION
(West Abutment - Looking West)



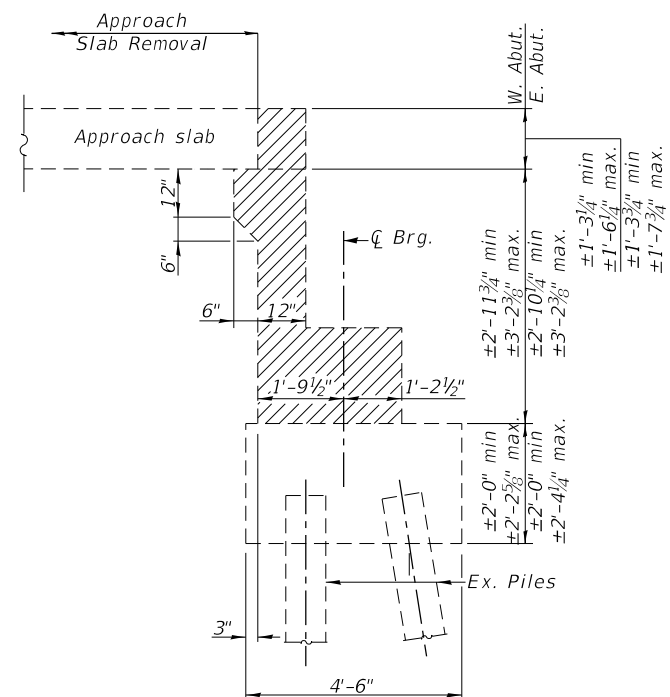
REMOVAL ELEVATION
(East Abutment - Looking East)



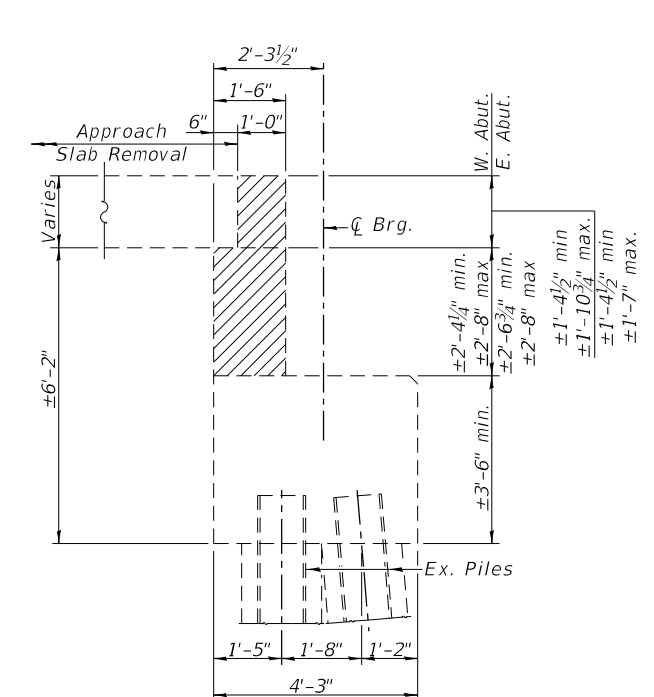
REMOVAL PLAN
(West Abutment)



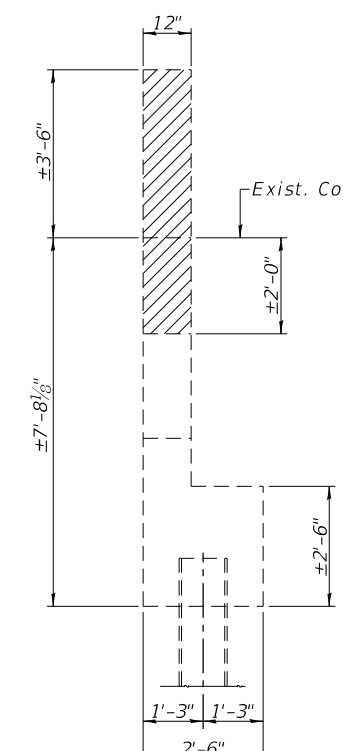
REMOVAL PLAN
(East Abutment)



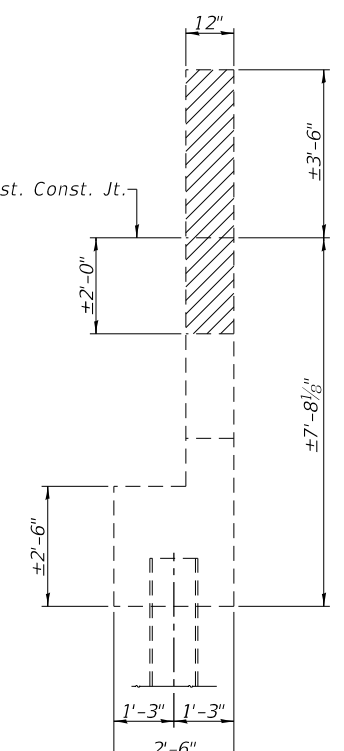
SECTION A-A
(Horiz. dim. @ Rt. L's)



SECTION B-B
(Horiz. dim. @ Rt. L's)



SECTION C-C
(Horiz. dim. @ Rt. L's)



SECTION D-D
(Horiz. dim. @ Rt. L's)

- Denotes concrete removal

Notes:
Existing reinforcing extending from abutment footing and cap to be incorporated into new construction. Reinforcement shall be cleaned and straightened. Cost included with Concrete Removal.

BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	45.7
Approach Slab Removal	Sq. Yd.	414



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	CHECKED -	REVISD -

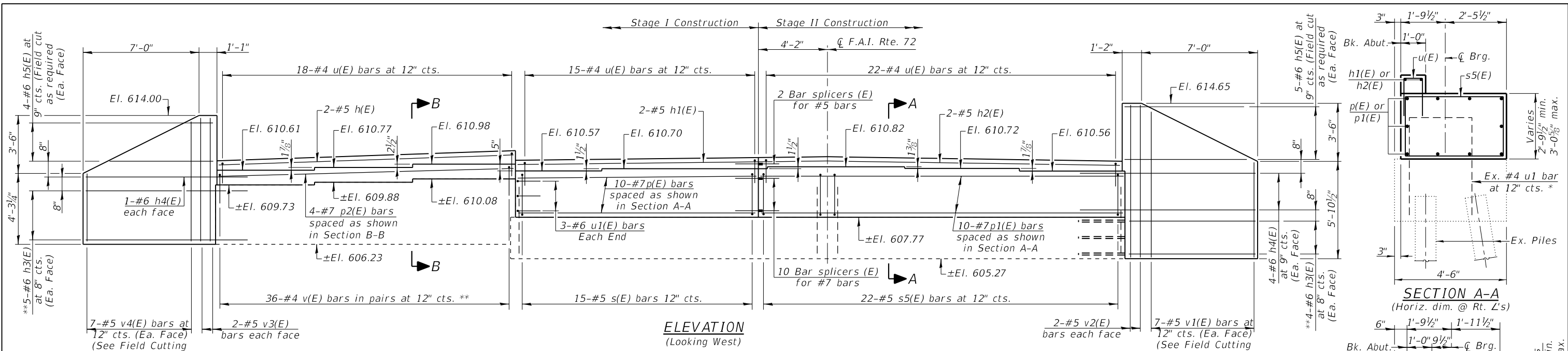
STATE OF ILLINOIS
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ABUTMENT CONCRETE REMOVAL DETAILS
STRUCTURE NO. 084-0077

SHEET NO. 25 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	113
CONTRACT NO. 72J94				

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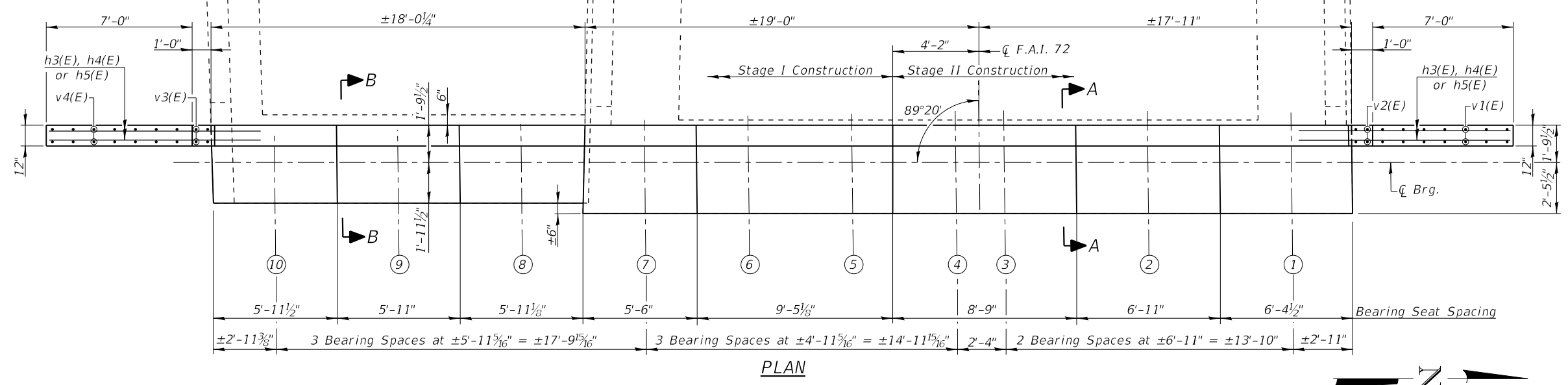
ELEVATION
(Looking West)

SECTION A-A
(Horiz. dim. @ Rt. Z's)

SECTION B-B
(Horiz. dim. @ Rt. Z's)

** Epoxy grout v(E) bars in 9" minimum drilled holes and h3(E) bars in 12" min. holes according to Section 584 of the Standard Specifications

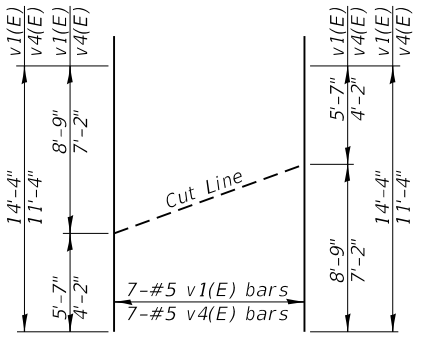
* Existing reinforcement extending from the existing footing to be incorporated into new construction. Reinforcement shall be cleaned and straightened. Cost included with Concrete Removal.



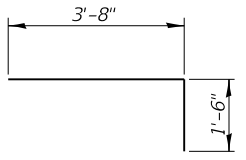
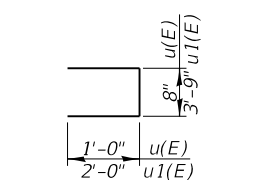
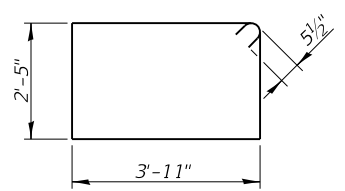
PLAN

BILL OF MATERIAL
WEST ABUTMENT

Bar	No.	Size	Length	Shape
h(E)	2	#5	17'-8"	—
h1(E)	2	#5	14'-7"	—
h2(E)	2	#5	21'-9"	—
h3(E)	18	#6	8'-10"	—
h4(E)	10	#6	10'-4"	—
h5(E)	18	#6	7'-8"	—
p(E)	10	#7	14'-7"	—
p1(E)	10	#7	21'-9"	—
p2(E)	4	#7	17'-8"	—
s5(E)	37	#5	13'-7"	⊔
u(E)	55	#4	2'-8"	⊔
u1(E)	6	#6	7'-9"	⊔
v(E)	36	#5	5'-2"	⊔
v1(E)	7	#5	14'-4"	—
v2(E)	4	#5	9'-0"	—
v3(E)	4	#5	7'-5"	—
v4(E)	7	#5	11'-4"	—
Structure Excavation	Cu. Yd.		66	
Concrete Structures	Cu. Yd.		24.3	
Reinforcement Bars, Epoxy Coated	Pound		2750	
Concrete Sealer	Sq. Ft.		294	



FIELD CUTTING DIAGRAM
Order v1(E) and v4(E) bars full length. Cut as shown and use remaining bars in opposite face of wingwall



Note:
Concrete Sealer shall be applied to the top and front face of the new abutment pile cap.



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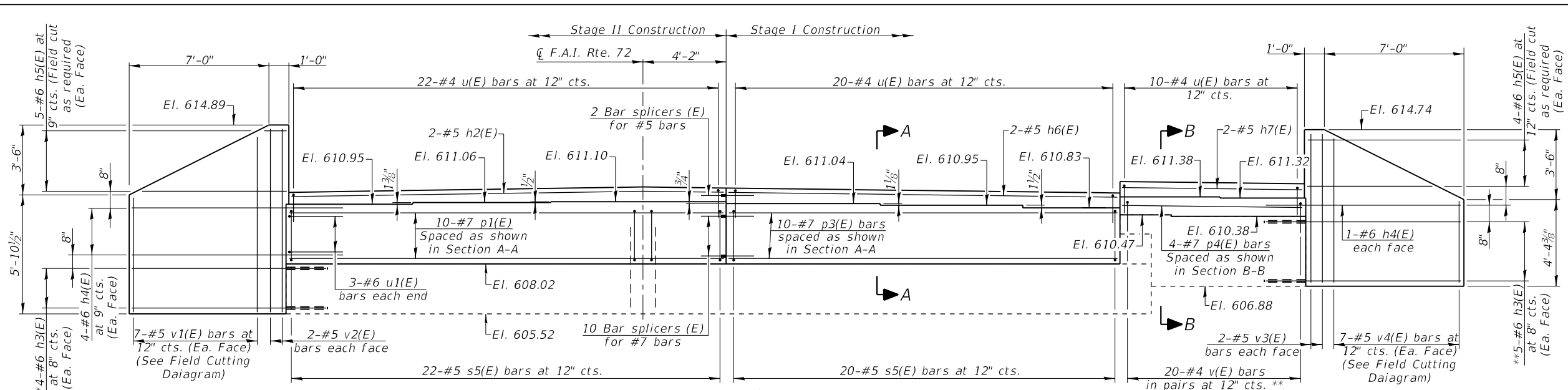
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT
STRUCTURE NO. 084-0077

SHEET NO. 26 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 110IRS-2, (84-9)RS-7, BR		SANGAMON	152	114
CONTRACT NO. 72J94				

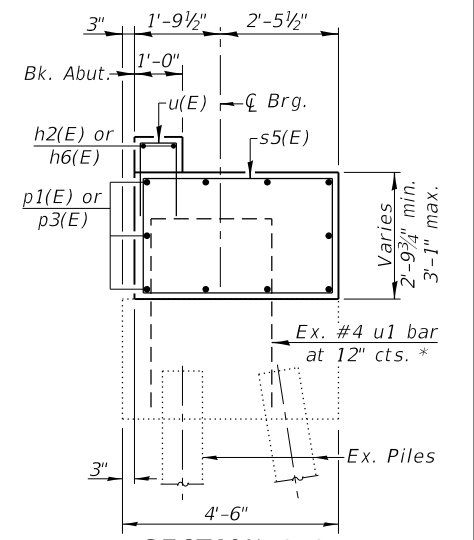
ILLINOIS FED. AID PROJECT
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS



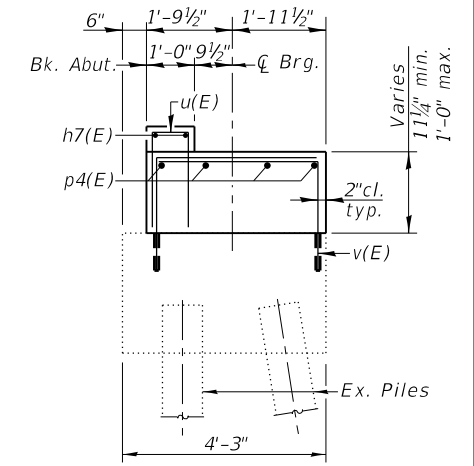
ELEVATION
(Looking East)

** Epoxy grout v(E) bars in 9" minimum drilled holes and h3(E) bars in 12" minimum drilled holes according to Section 584 of the Standard Specifications

* Existing reinforcement extending from the existing footing to be incorporated into new construction. Reinforcement shall be cleaned and straightened. Cost included with Concrete Removal.



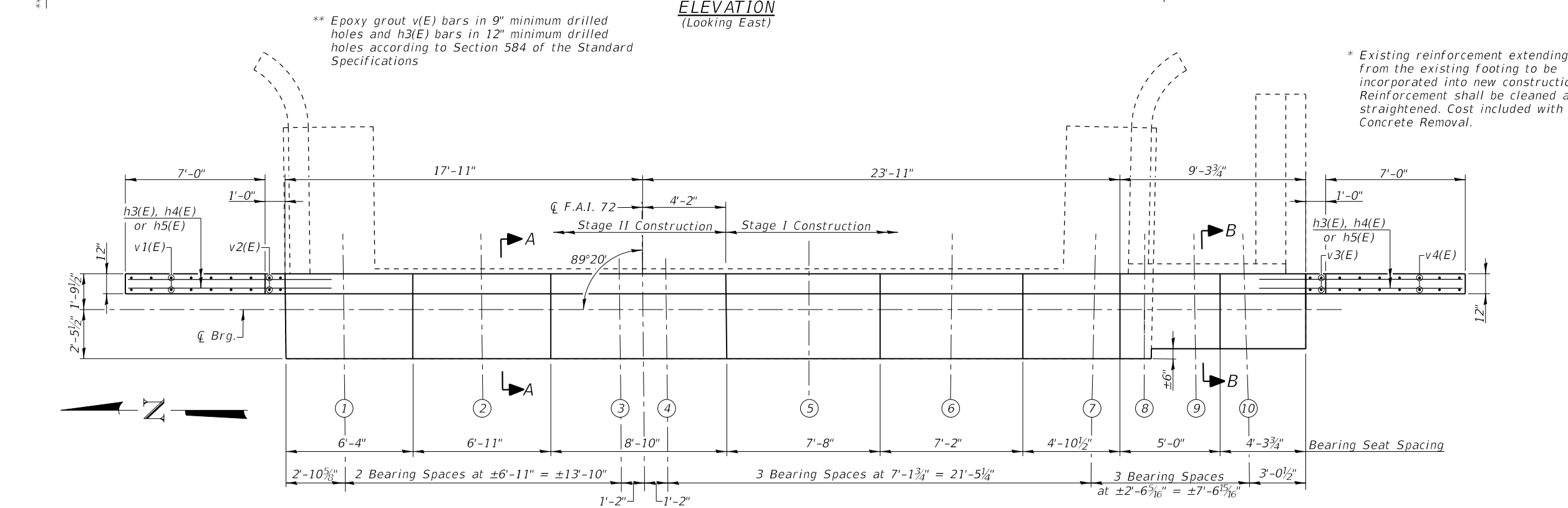
SECTION A-A
(Horiz. dim. @ Rt. L's)



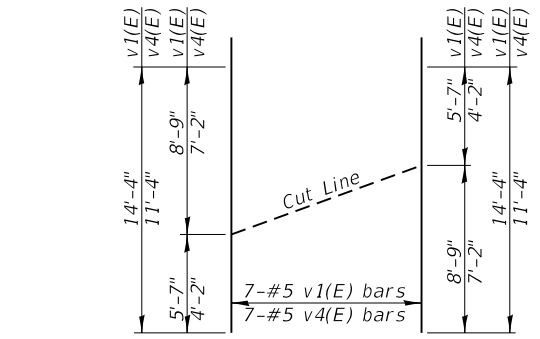
SECTION B-B
(Horiz. dim. @ Rt. L's)

BILL OF MATERIAL
EAST ABUTMENT

Bar	No.	Size	Length	Shape
h2(E)	2	#5	21'-9"	—
h3(E)	18	#6	8'-10"	—
h4(E)	10	#6	10'-4"	—
h5(E)	18	#6	7'-8"	—
h6(E)	2	#5	19'-5"	—
h7(E)	2	#5	9'-0"	—
p1(E)	10	#7	21'-9"	—
p3(E)	10	#7	19'-5"	—
p4(E)	4	#7	9'-0"	—
s5(E)	42	#5	13'-7"	□
u(E)	52	#4	2'-8"	—
u1(E)	6	#6	7'-9"	—
v(E)	20	#5	5'-2"	—
v1(E)	7	#5	14'-4"	—
v2(E)	4	#5	9'-0"	—
v3(E)	4	#5	7'-5"	—
v4(E)	7	#5	11'-4"	—
Structure Excavation		Cu. Yd.	64	
Concrete Structures		Cu. Yd.	26.0	
Reinforcement Bars, Epoxy Coated		Pound	2750	
Concrete Sealer		Sq. Ft.	295	

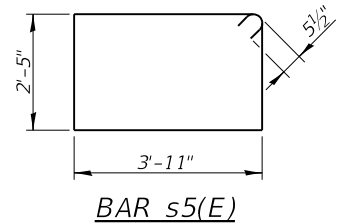


PLAN

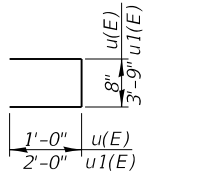


FIELD CUTTING DIAGRAM

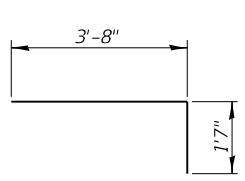
Order v1(E) and v4(E) bars full length. Cut as shown and use remaining bars in opposite face of wingwall



BAR s5(E)



BAR u(E) & u1(E)



BAR v(E)

Note:
Concrete Sealer shall be applied to the top and front face of the new abutment pile cap.



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EAST ABUTMENT
STRUCTURE NO. 084-0077

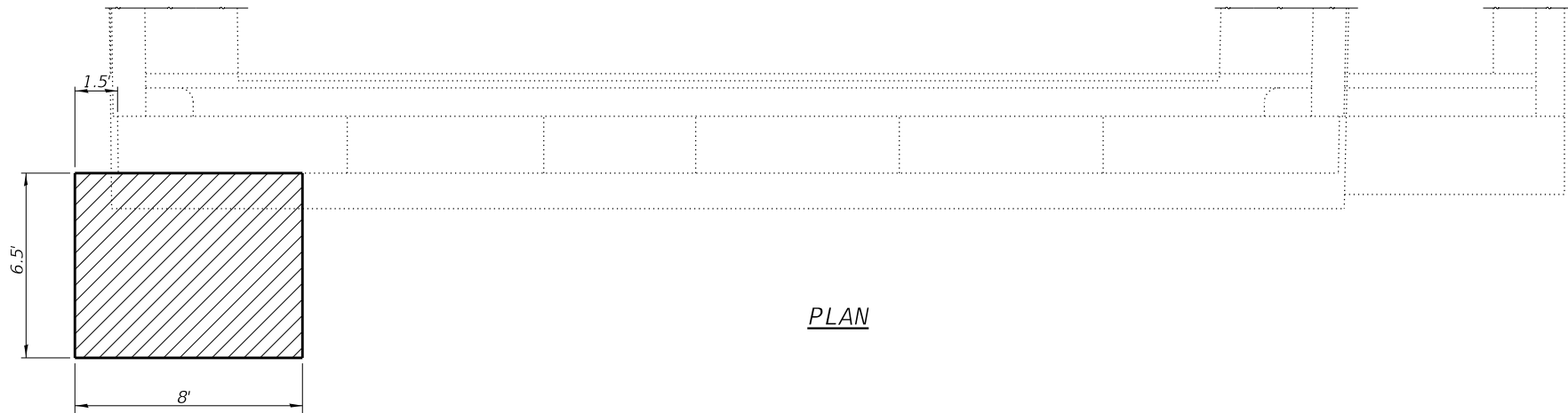
SHEET NO. 27 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
110IRS-2, (84-9)RS-7, BR		SANGAMON	152	115
CONTRACT NO. 72J94				


ILLINOIS FED. AID PROJECT
FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS

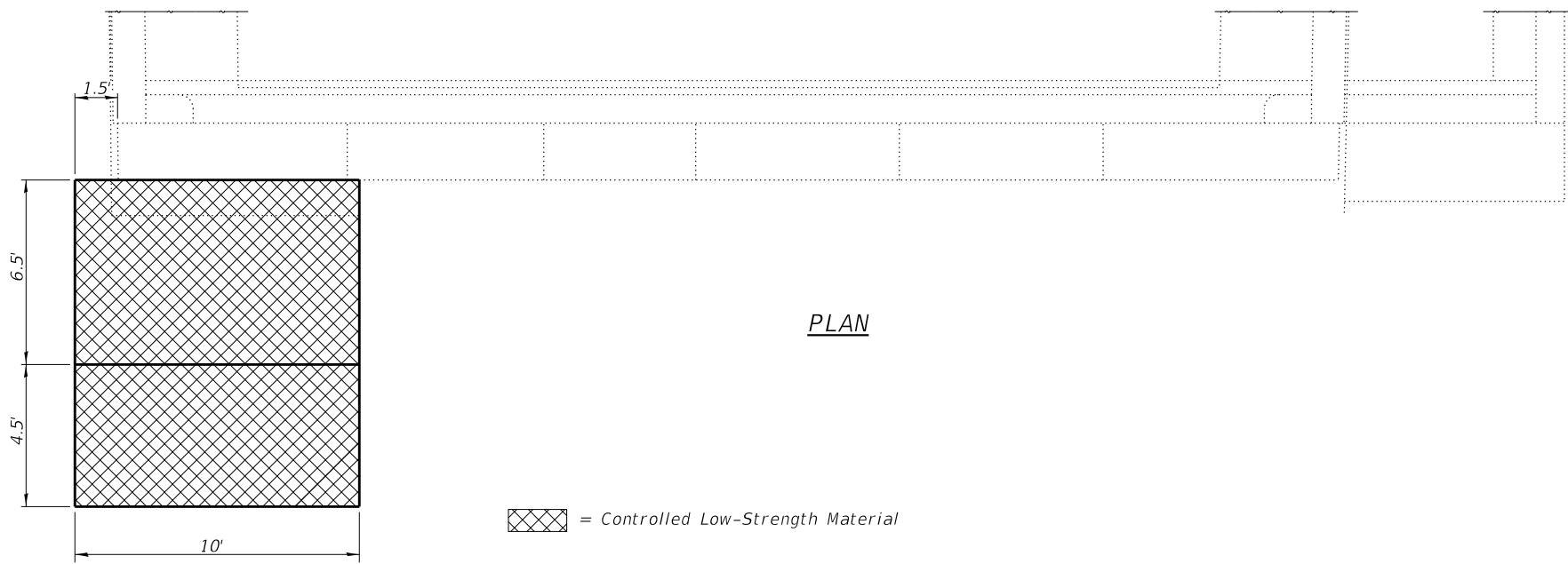
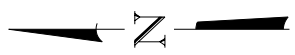


ELEVATION
(Looking East)




PLAN

 = Slope Wall Repair



PLAN

 = Controlled Low-Strength Material

BILL OF MATERIAL

Item	Unit	Quantity
Slope Wall Repair	Sq. Yd.	6
Controlled Low-Strength Material	Cu. Yd.	6.1

Note:
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.
For Slope Wall Removal required to construct new abutments, see Section Thru Semi-Integral Abutment on Sheet 2 of 38.



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PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE =	CHECKED -	REVISED -

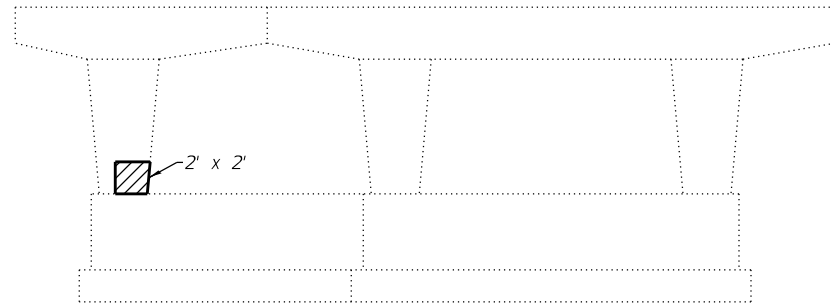
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT CONCRETE SLOPE WALL REPAIR DETAILS
STRUCTURE NO. 084-0077

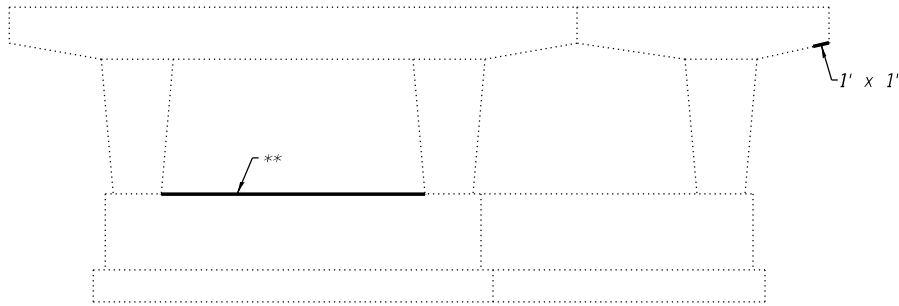
SHEET NO. 28 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(1110)RS-2, (84-9)RS-7, BR	SANGAMON	152	116
CONTRACT NO. 72J94				

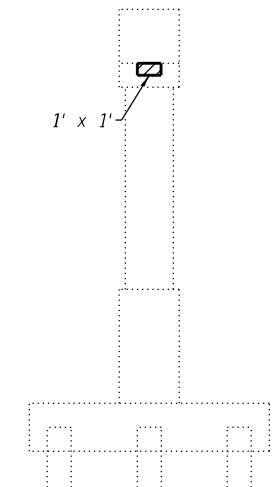
ILLINOIS FED. AID PROJECT
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS



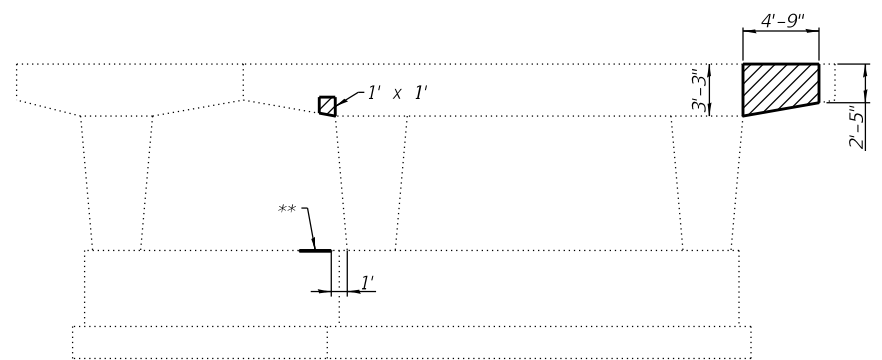
ELEVATION
(Pier 1 - East Face)



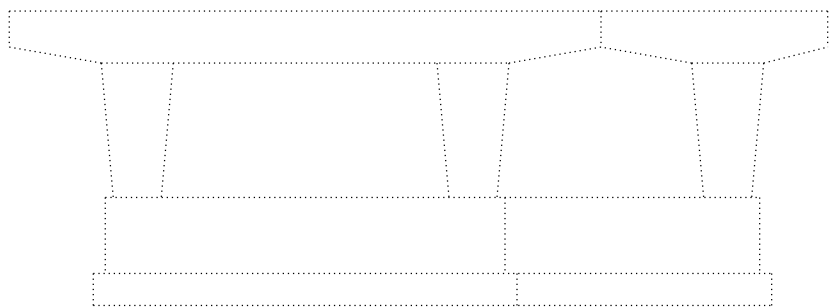
ELEVATION
(Pier 1 - West Face)



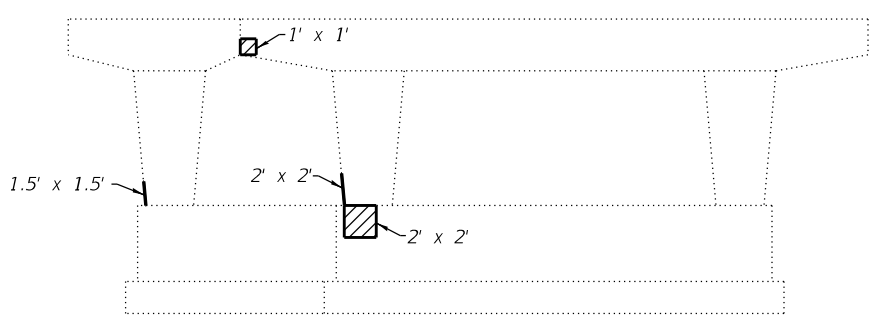
END ELEVATION
(Pier 1 - South Face)



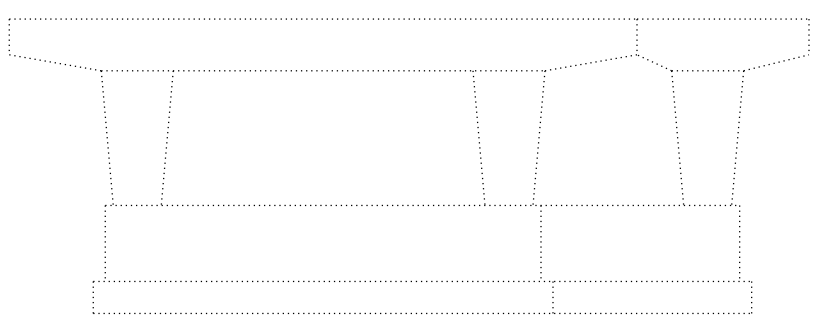
ELEVATION
(Pier 2 - East Face)



ELEVATION
(Pier 2 - West Face)



ELEVATION
(Pier 3 - East Face)



ELEVATION
(Pier 3 - West Face)

= Structural Repair of Concrete =< 5 Inches

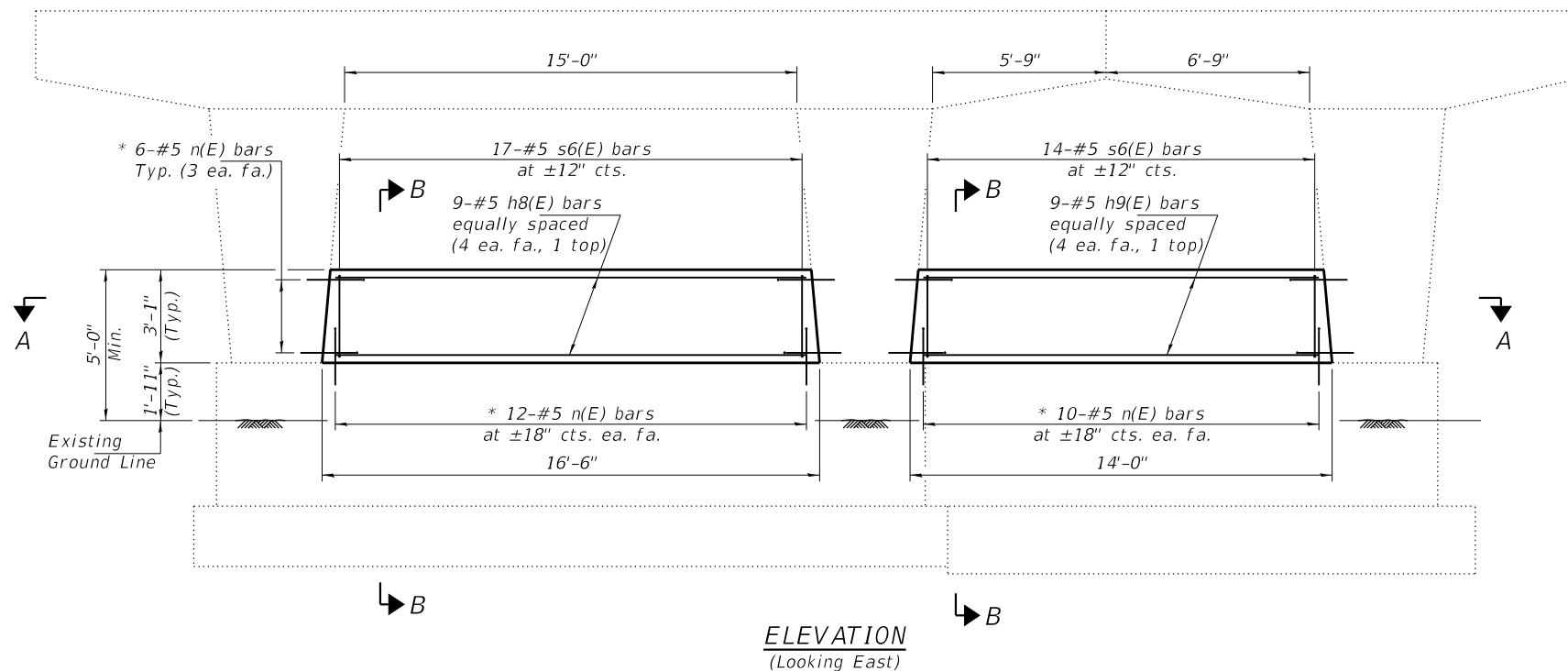
** Unsound concrete on top of existing crashwall to be removed prior to placing new concrete. Existing reinforcing exposed during removal shall be cleaned and incorporated into new construction. Cost included with Concrete Structures shown on the crashwall extension sheets.

BILL OF MATERIAL

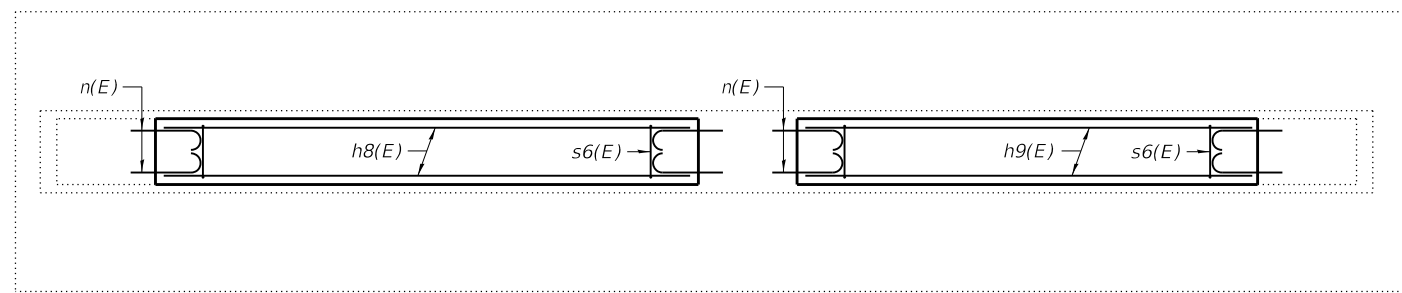
Item	Unit	Quantity
Structural Repair of Concrete (Depth Equal to or Less than 5")	Sq. Ft.	31

NOTES

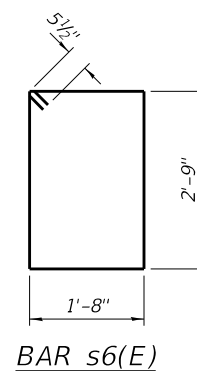
The cost of epoxy grouting reinforcement bars into existing concrete shall be included with Reinforcement Bars, Epoxy Coated.



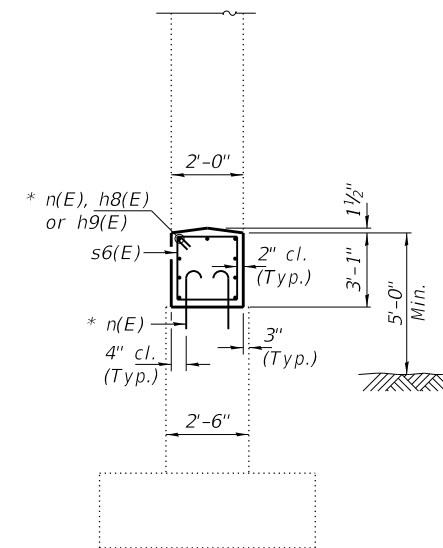
ELEVATION
(Looking East)



SECTION A-A

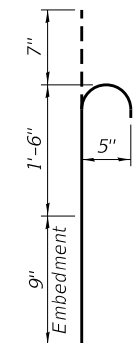


BAR s6(E)



SECTION B-B

* Epoxy grout n(E) bars in 9" min. holes according to Article 584 of the Standard Specifications.



BAR n(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h8(E)	9	#5	15'-8"	—
h9(E)	9	#5	13'-3"	—
n(E)	68	#5	2'-10"	U
s6(E)	31	#5	9'-9"	□
Concrete Structures			Cu. Yd.	7.5
Reinforcement Bars, Epoxy Coated			Pound	790



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PLOT DATE =	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1 CRASHWALL EXTENSION
STRUCTURE NO. 084-0077

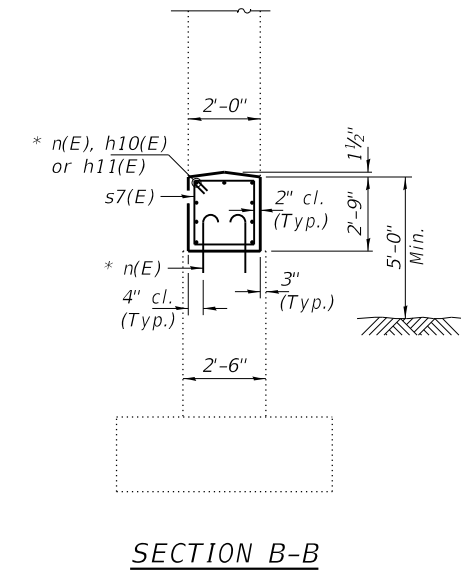
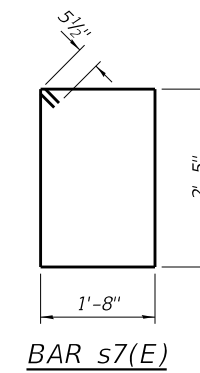
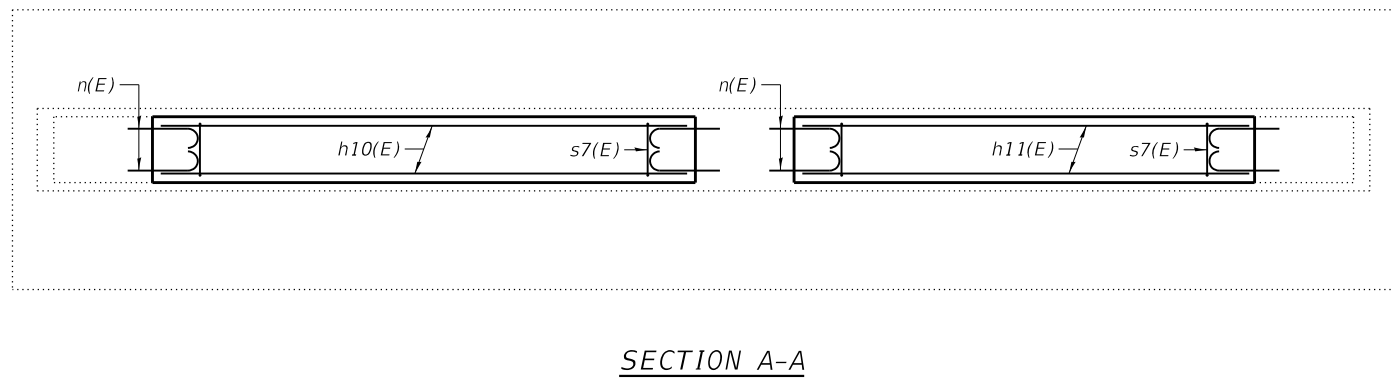
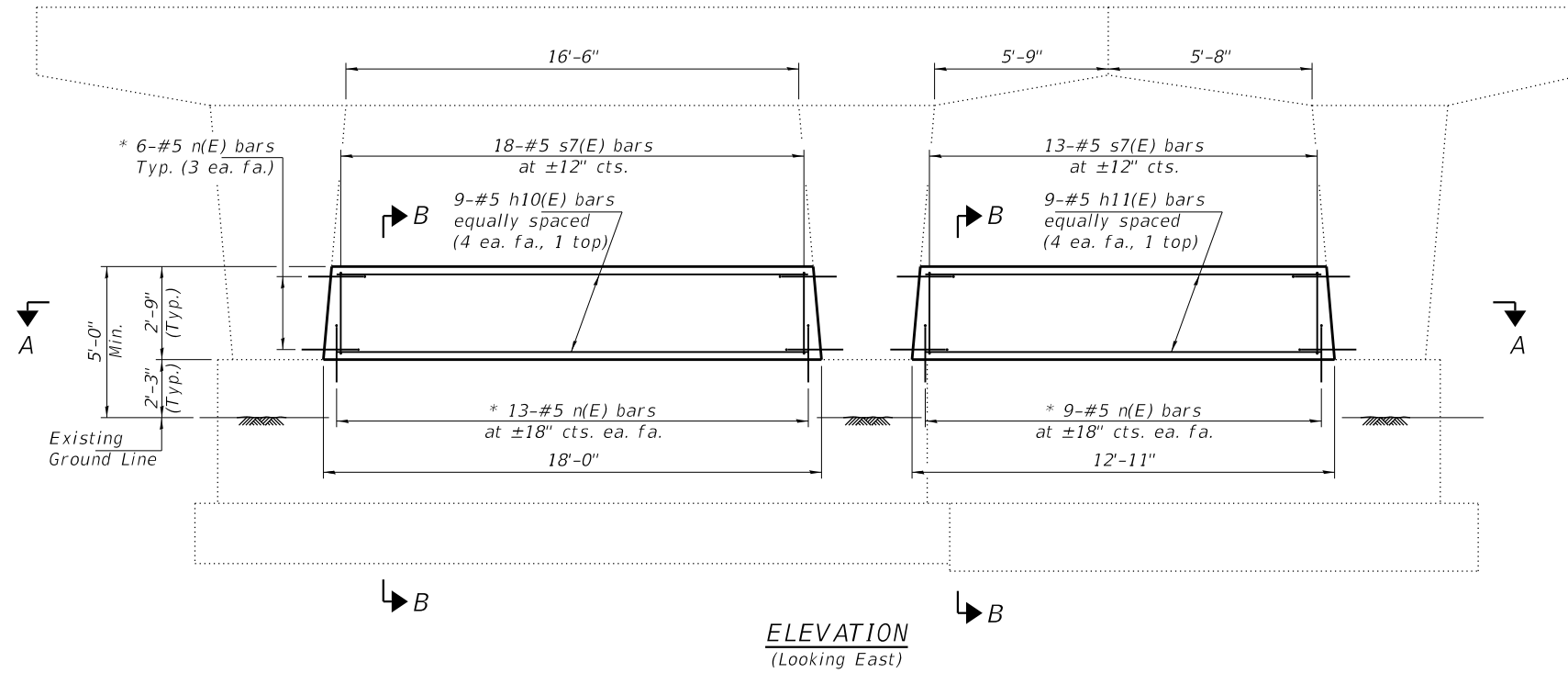
SHEET NO. 30 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 1110RS-2, (84-9)RS-7, BR		SANGAMON	152	118
CONTRACT NO. 72J94				

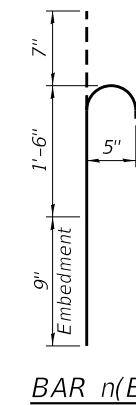
ILLINOIS FED. AID PROJECT
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS

NOTES

The cost of epoxy grouting reinforcement bars into existing concrete shall be included with Reinforcement Bars, Epoxy Coated.



* Epoxy grout n(E) bars in 9" min. holes according to Article 584 of the Standard Specifications.

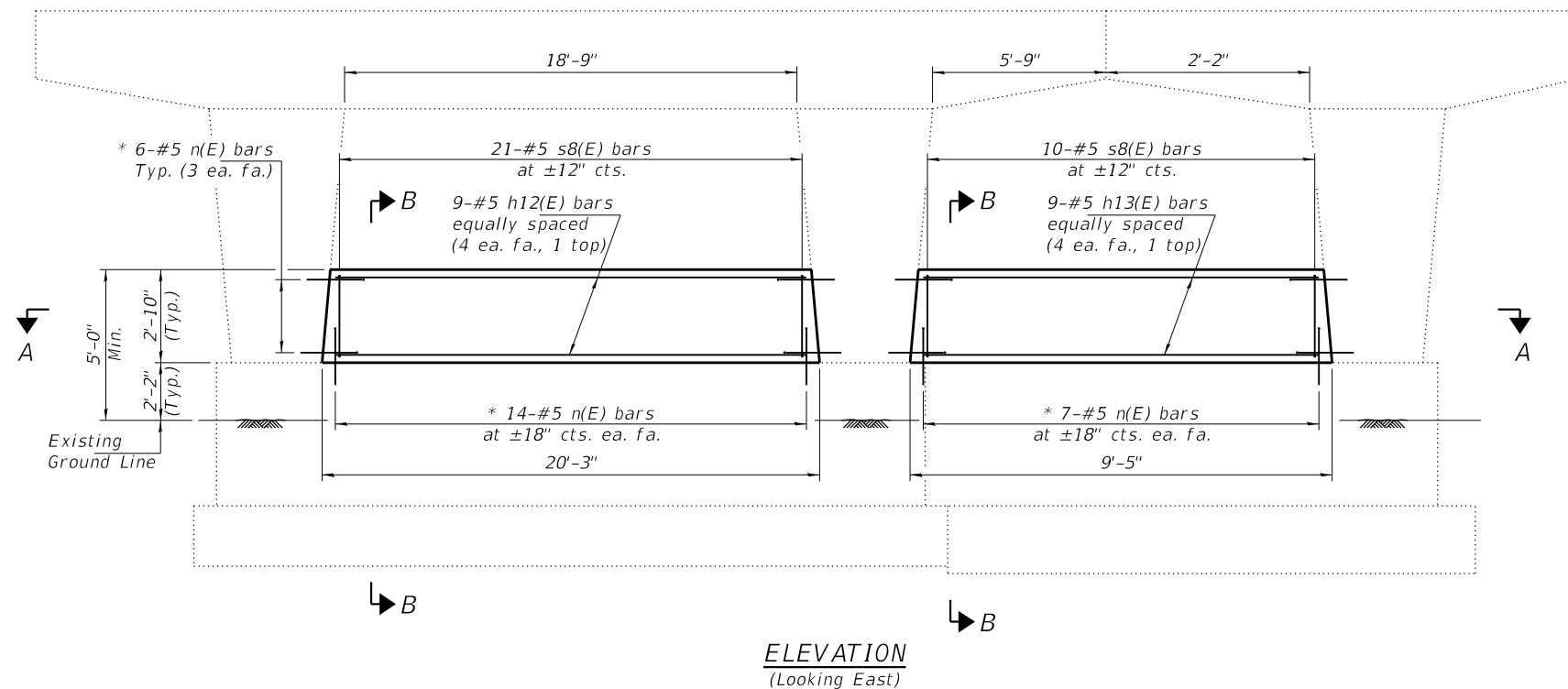


BILL OF MATERIAL

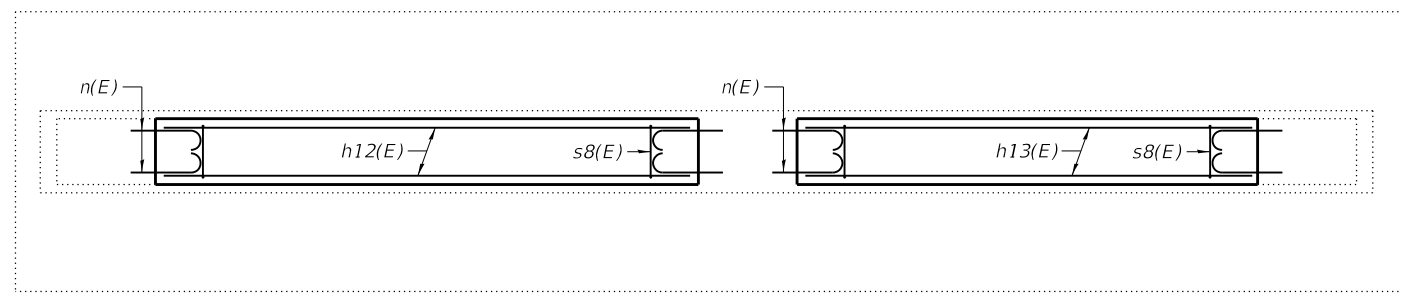
Bar	No.	Size	Length	Shape
h10(E)	9	#5	17'-3"	—
h11(E)	9	#5	12'-2"	—
n(E)	68	#5	2'-10"	U
s7(E)	31	#5	9'-1"	□
Concrete Structures			Cu. Yd.	6.6
Reinforcement Bars, Epoxy Coated			Pound	770

NOTES

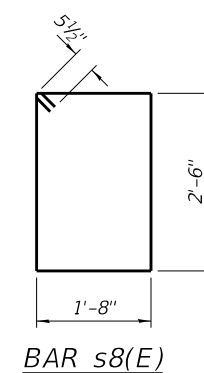
The cost of epoxy grouting reinforcement bars into existing concrete shall be included with Reinforcement Bars, Epoxy Coated.



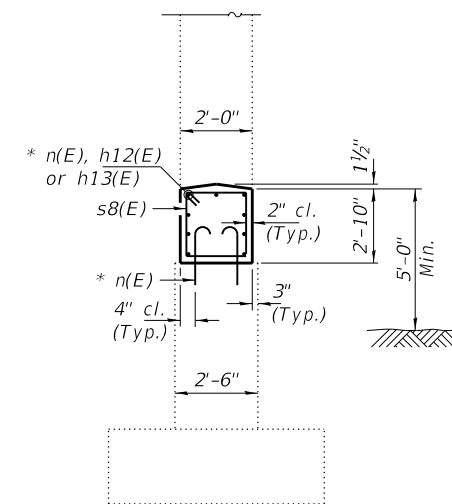
ELEVATION
(Looking East)



SECTION A-A

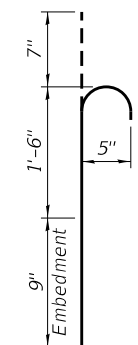


BAR s8(E)



SECTION B-B

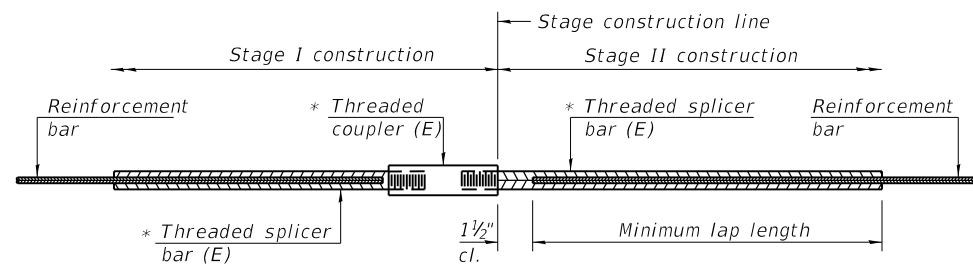
* Epoxy grout n(E) bars in 9" min. holes according to Article 584 of the Standard Specifications.



BAR n(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h12(E)	9	#5	19'-6"	—
h13(E)	9	#5	8'-8"	—
n(E)	66	#5	2'-10"	⌋
s8(E)	31	#5	9'-3"	□
Concrete Structures			Cu. Yd.	6.2
Reinforcement Bars, Epoxy Coated			Pound	760

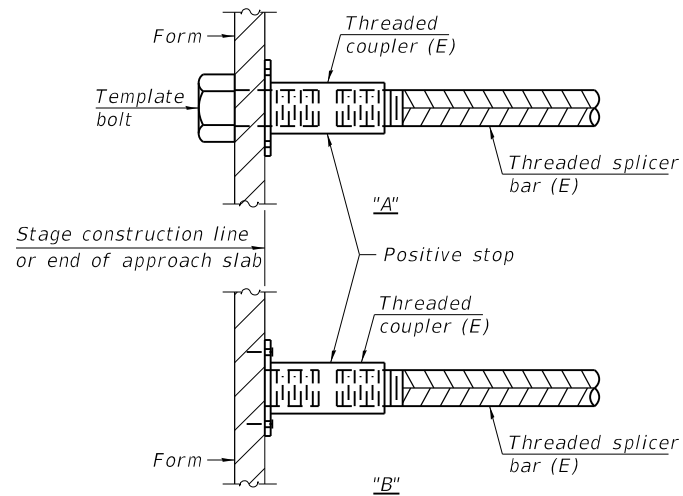


STANDARD BAR SPLICER ASSEMBLY

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

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

Location	Bar size	No. assemblies required	Minimum lap length
Abutments	#5	4	3'-2"
Abutments	#6	18	3'-10"
Abutments	#7	20	4'-5"
Approach Footings	#5	80	3'-2"
Approach Slab	#5	90	3'-7"
Approach Slab	#8	120	5'-1"
Deck	#5	581	3'-9"

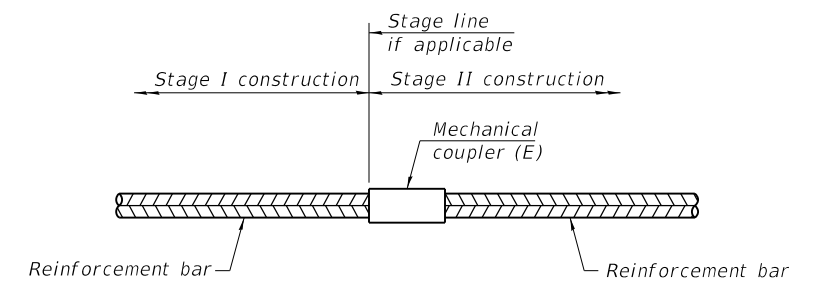


INSTALLATION AND SETTING METHODS

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

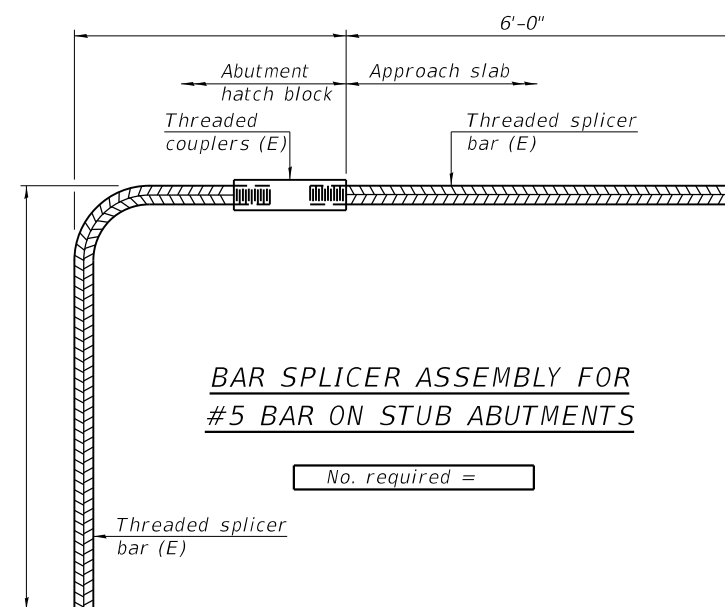
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

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

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

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

BSD-1

2-17-2017



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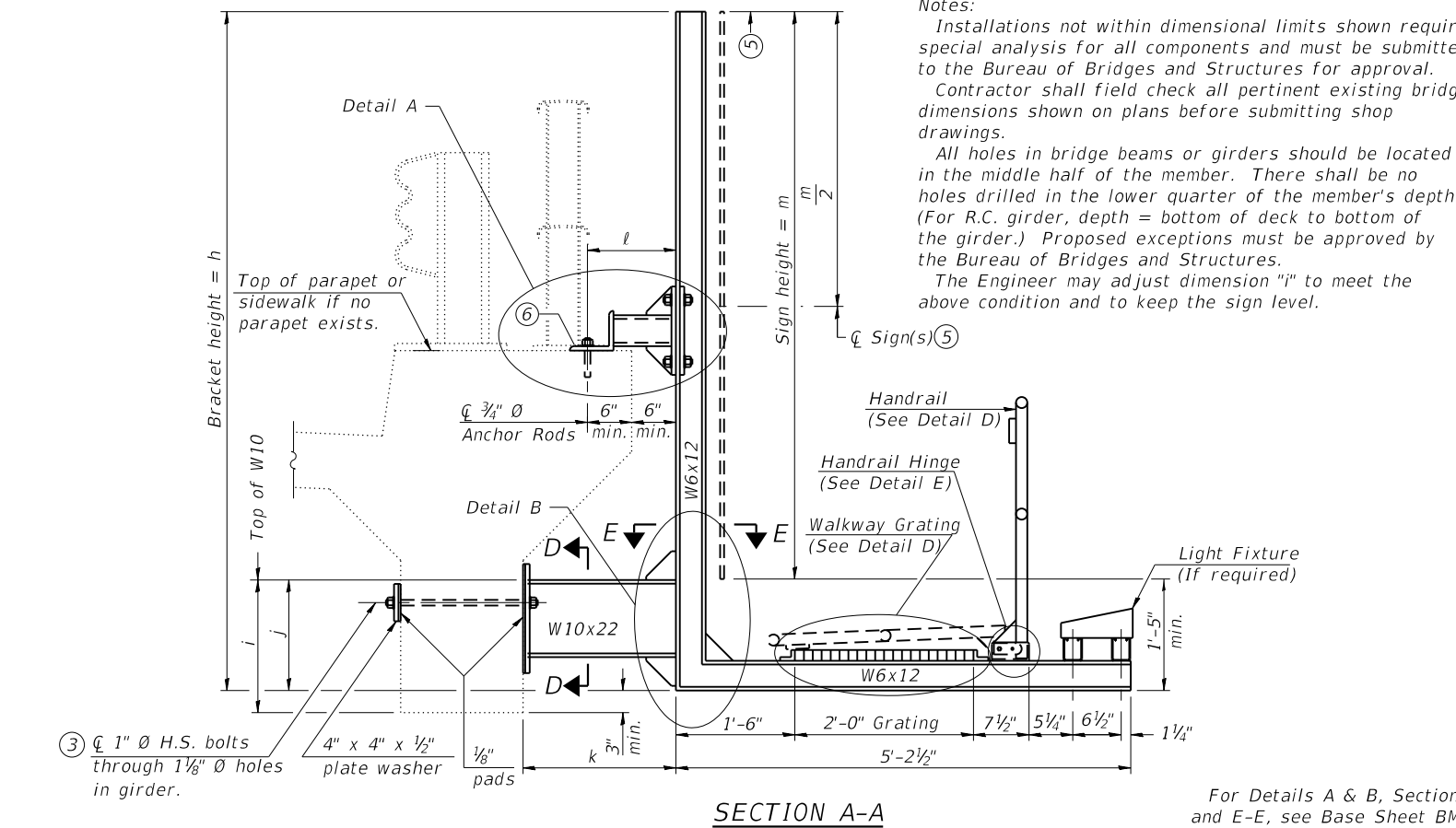
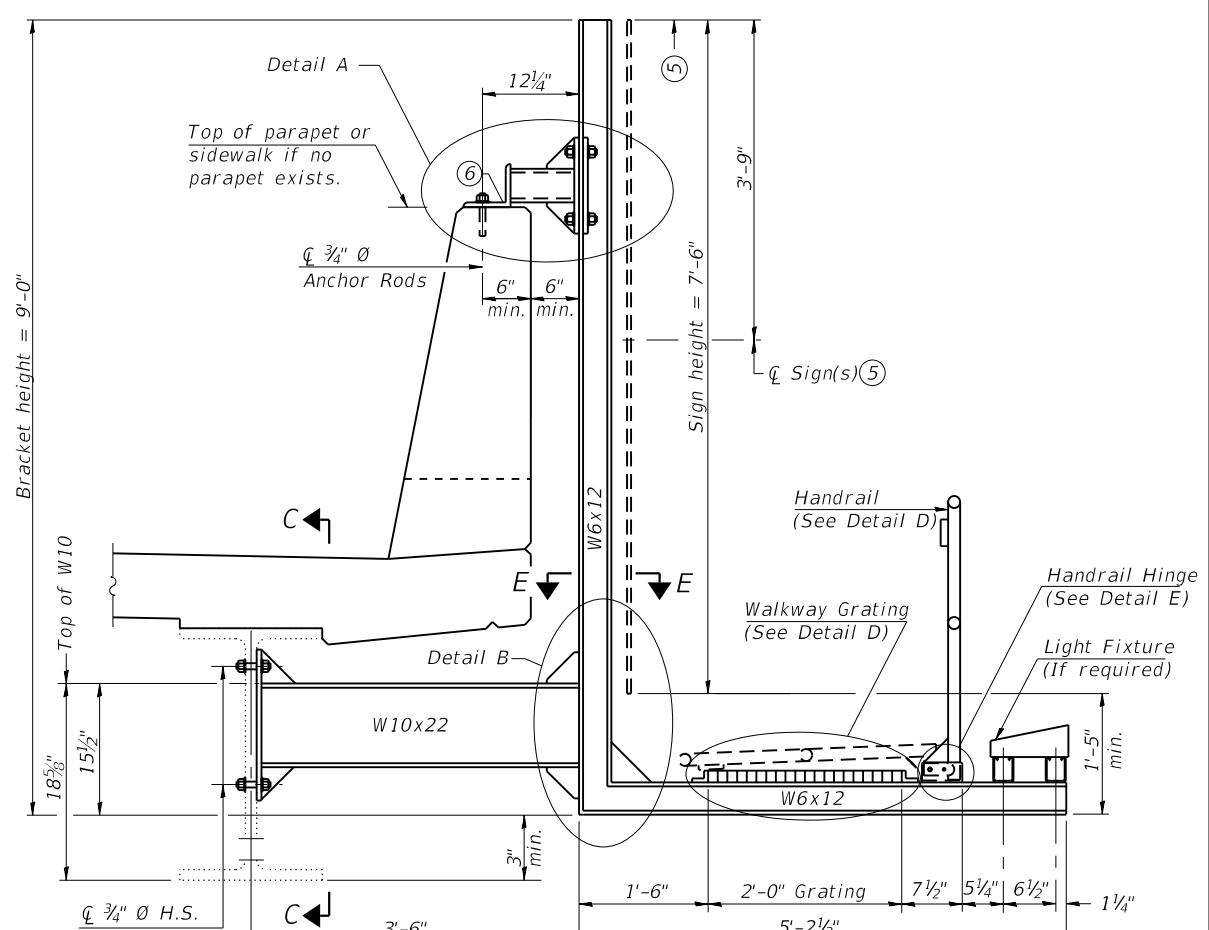
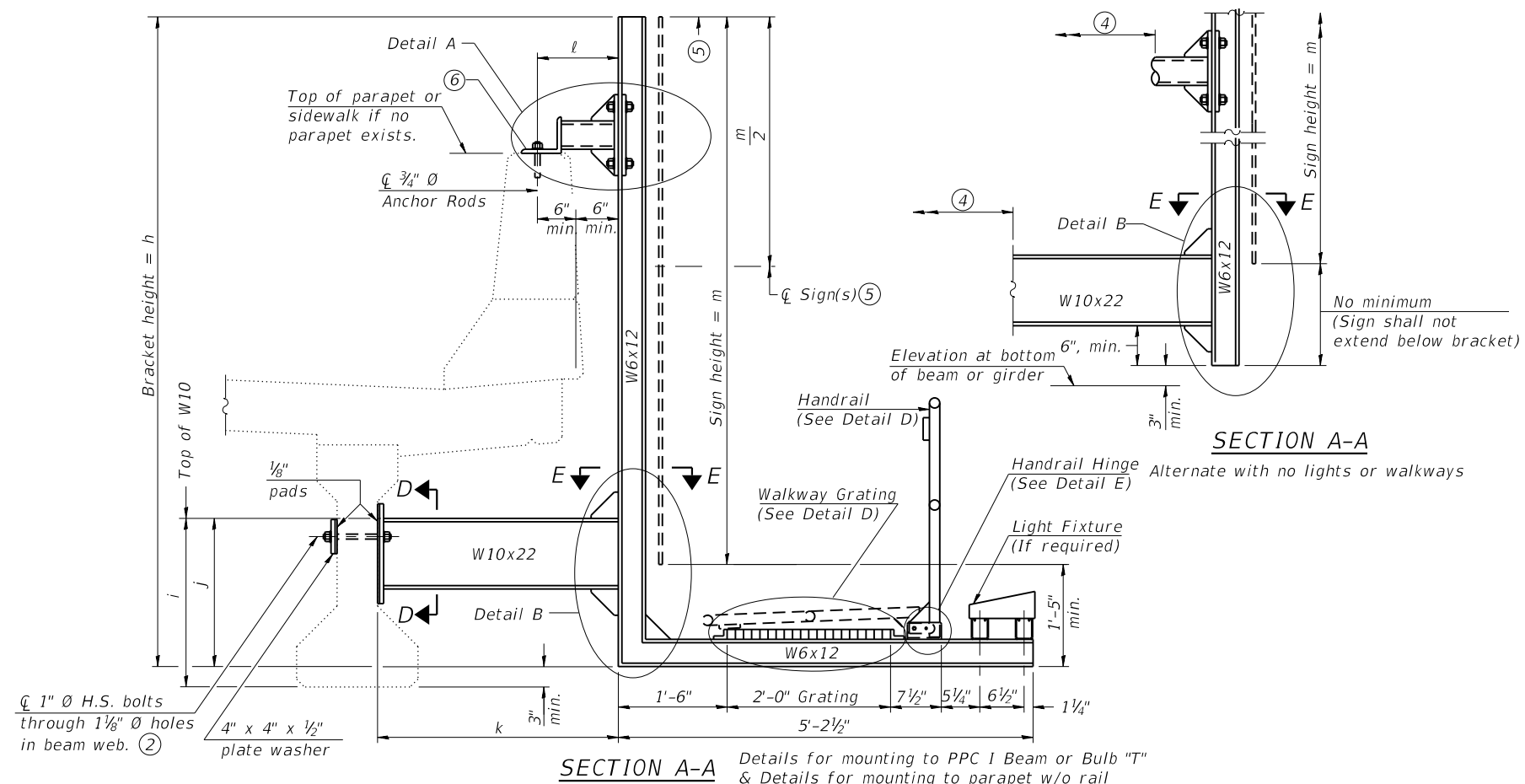
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 084-0077

SHEET NO. 33 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(1110)RS-2, (84-9)RS-7, BR	SANGAMON	152	121
CONTRACT NO. 72J94				

ILLINOIS FED. AID PROJECT
• FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS



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.

- 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.
- ④ For attachment details of 3/2" pipe and W10x22, see other sections as applicable.
- 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 structures 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.)
084-0077	674+46.25	9'-0"	18 5/8"	15 1/2"	3'-6"	12 1/4"	7'-6"

BM-2 2-17-2017



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PLOT DATE =	DRAWN -	REVISED -
	CHECKED -	REVISED -

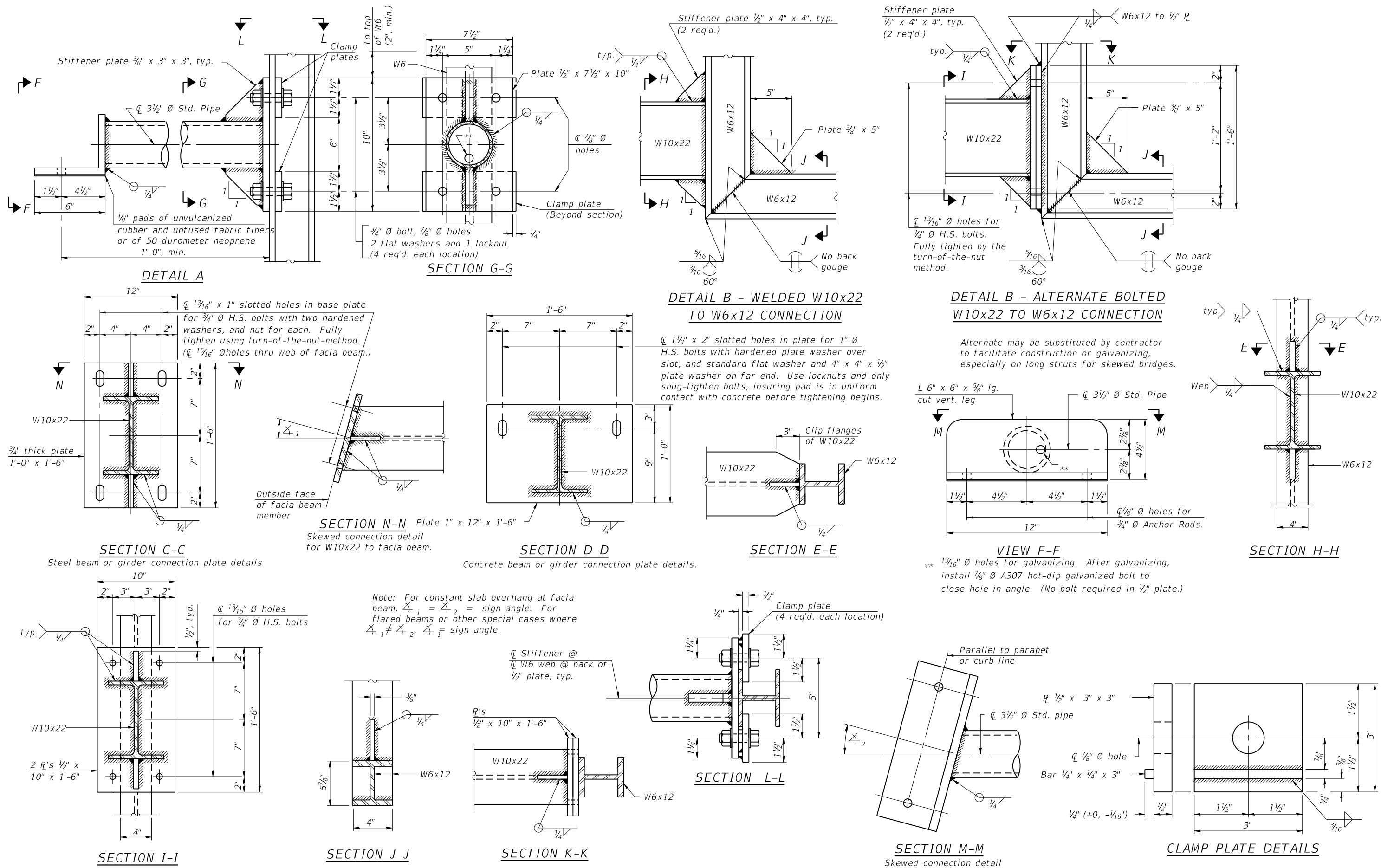
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

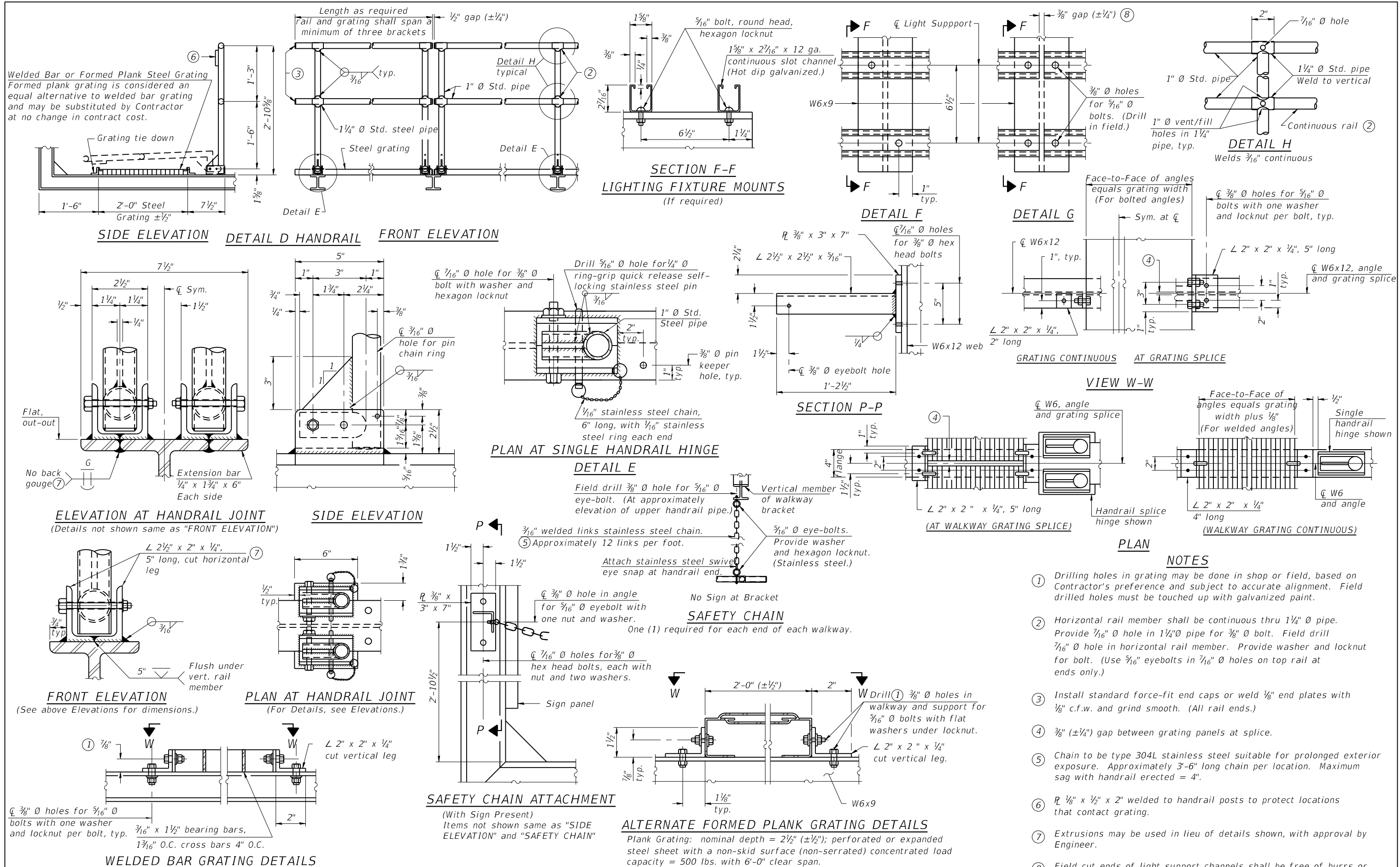
BRIDGE MOUNT SIGN STRUCTURES
 WALKWAY AND CONNECTION DETAILS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
110IRS-2, (84-9)RS-7, BR		SANGAMON	152	123
CONTRACT NO. 72J94				

SHEET NO. 35 OF 38 SHEETS

ILLINOIS FED. AID PROJECT
 • FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS





- NOTES**
- 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.
 - Horizontal rail member shall be continuous thru 1/4" Ø pipe. Provide 7/16" Ø hole in 1/4" Ø pipe for 3/8" Ø bolt. Field drill 7/16" Ø hole in horizontal rail member. Provide washer and locknut for bolt. (Use 5/16" eyebolts in 7/16" Ø holes on top rail at ends only.)
 - Install standard force-fit end caps or weld 1/8" end plates with 1/8" c.f.w. and grind smooth. (All rail ends.)
 - 3/8" (±1/4") gap between grating panels at splice.
 - 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".
 - R 1/8" x 1/2" x 2" welded to handrail posts to protect locations that contact grating.
 - Extrusions may be used in lieu of details shown, with approval by Engineer.
 - Field cut ends of light support channels shall be free of burrs or hazardous projections and coated with zinc-rich primer or equivalent.

BM-4 2-17-2017

<p>Veenstra & Kimm, Inc. Springfield, IL. Phone: (217)544-8033</p>	USER NAME =	DESIGNED -	REVISED -
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	PLOT DATE =	DRAWN -	REVISED -
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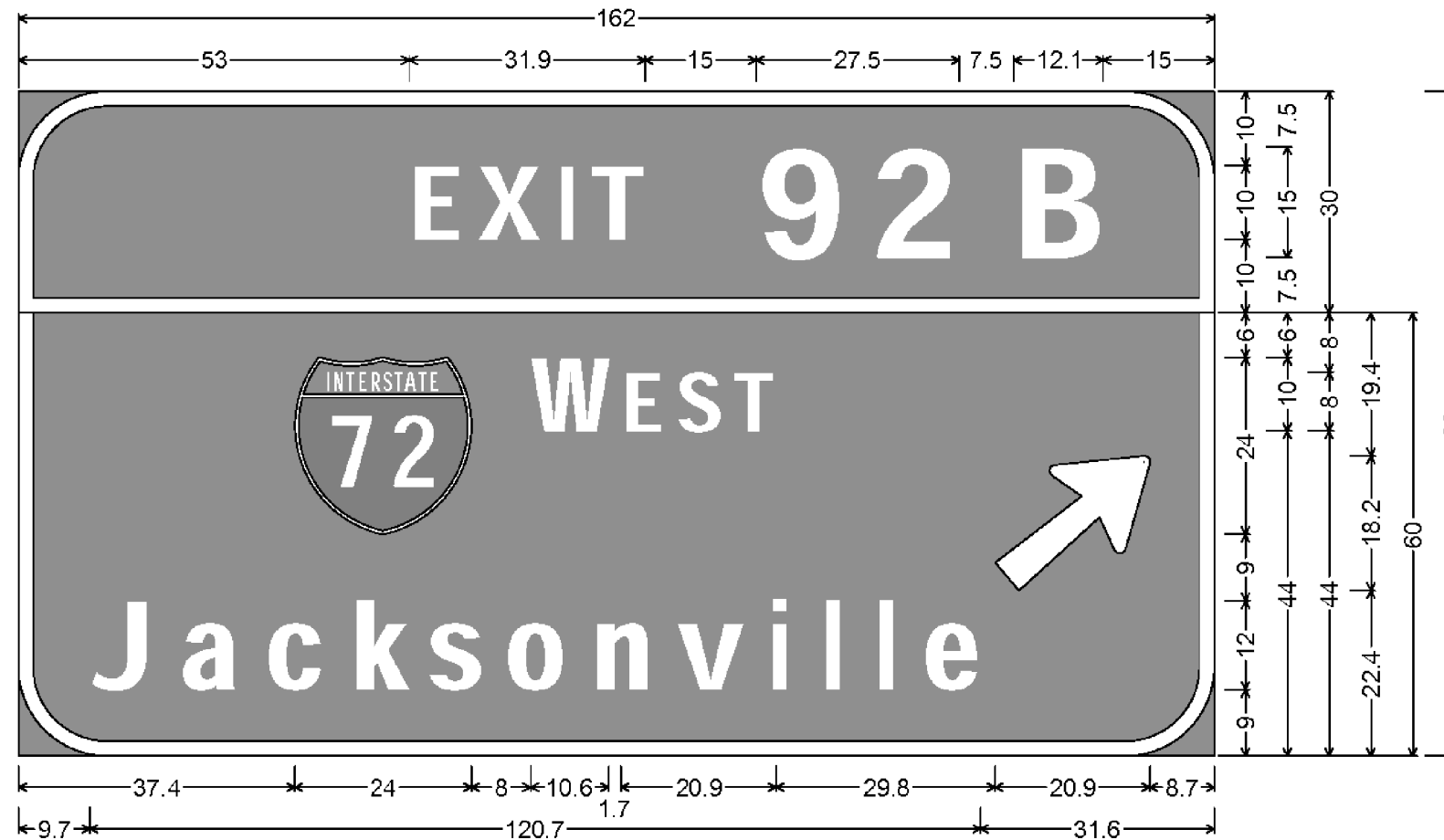
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE MOUNT SIGN STRUCTURES
WALKWAY DETAILS

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1110RS-2, (84-9)RS-7, BR	SANGAMON	152	125
CONTRACT NO. 72J94				

SHEET NO. 37 OF 38 SHEETS

ILLINOIS FED. AID PROJECT
FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS



12.0" Radius, 2.0" Border, White on Green;
 "EXIT" E Mod 2K 120% spacing; " 92 B" E Mod 2K;
 12.0" Radius, 2.0" Border, White on Green;
 "WEST" E Mod 2K; "Jacksonville" E Mod 2K; Arrow 80 - 25.0" 40°;
 Table of widths and spaces.

53.0	E	7.4	1.7	X	8.7	2.5	I	2.0	2.2	T	7.4	15.0	9	12.2	3.1	2	12.2	7.5	B	12.1	15.0															
37.4	72	24.0	8.0	W	10.6	1.7	E	5.9	1.4	S	6.5	1.2	T	5.9	29.8	20.9	8.7	Arrow																		
9.7	J	9.1	3.0	a	7.9	3.7	c	7.9	3.8	k	7.9	2.4	s	7.9	2.6	o	8.2	3.7	n	7.9	3.5	v	9.3	3.4	i	2.4	4.8	l	2.4	4.8	l	2.4	3.8	e	7.9	31.6



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SIGN DESIGN FOR THE
 6TH STREET STRUCTURE**

SHEET NO. 38 OF 38 SHEETS

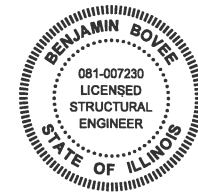
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	126
CONTRACT NO. 72J94				

Bench Mark: Chiseled "□" top of northwest approach wall of SN 084-0104, NAVD 88 Elev. 621.85

Existing Structure: Structure No. 084-0104 was originally built in 1966 under Section 2HB-1 in Sangamon County. The existing bridge is a four span steel wide flange beam superstructure with poured concrete deck on hammerhead piers and stub abutments. A concrete overlay was added under Section 2HB-1-DL in 1983. The back to back abutment length is 220'-6" and the out to out bridge width is 34'-0". The existing concrete deck and concrete overlay will be removed. New concrete deck (composite in positive moment regions) will be added and the abutments will be converted to semi-integral abutments.

The roadway will be closed during construction.

No Salvage

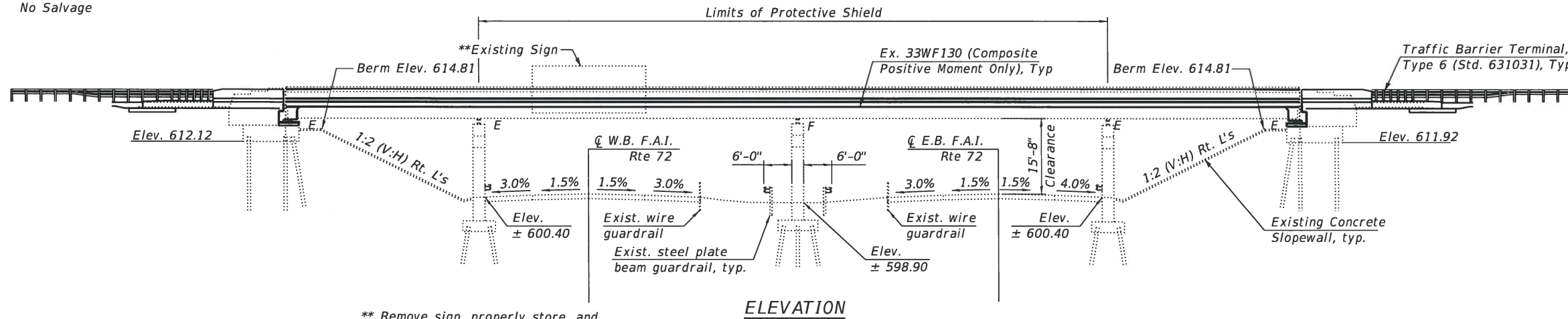


SIGNED: *Benjamin Bove*
 DATE: 01/30/2019
 ILLINOIS STRUCTURAL ENGINEER
 NO. 081-007230
 LICENSE EXPIRES: 11-30-2020

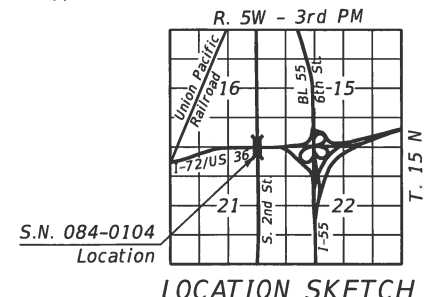
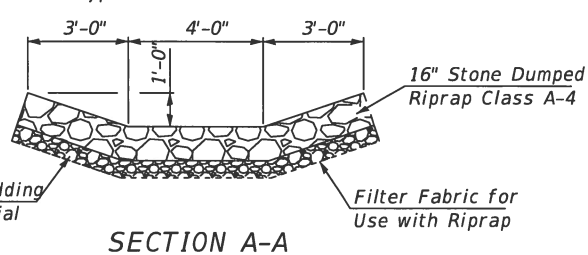
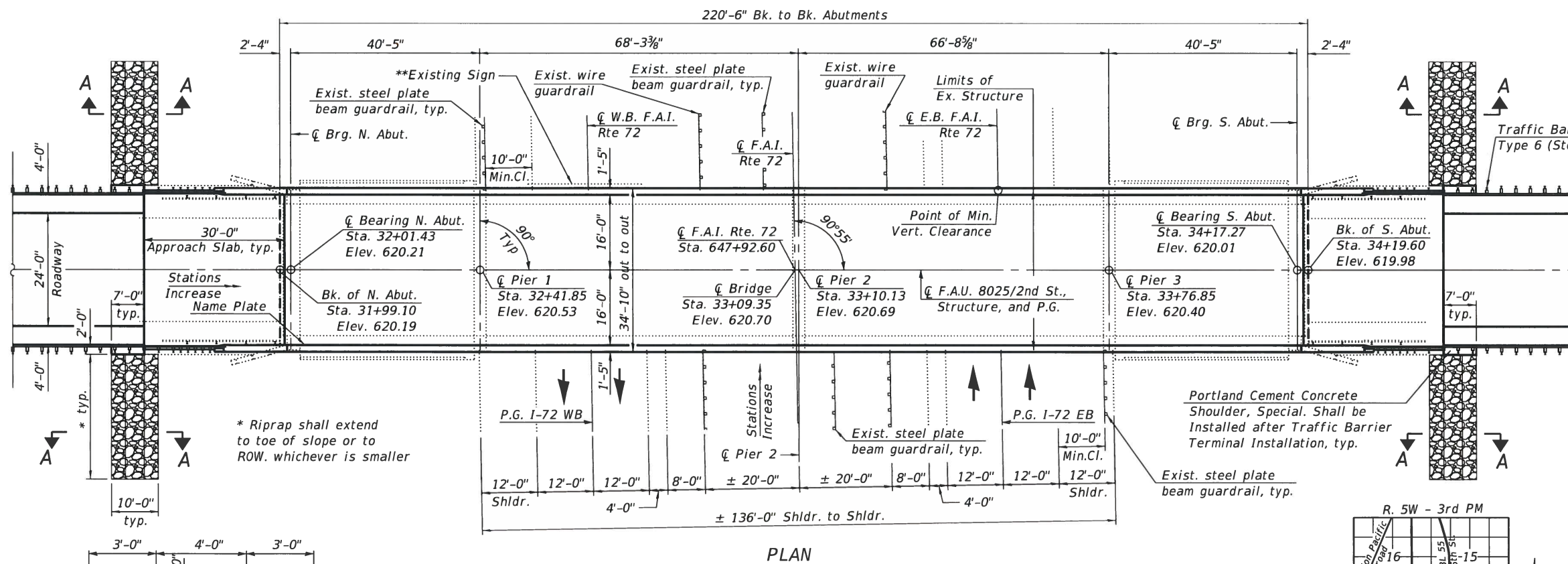
APPROVED
 FOR STRUCTURAL ADEQUACY ONLY
P. Carl Puryer, Jr.
 ENGINEER OF BRIDGES AND STRUCTURES

INDEX OF SHEETS

- 1.) General Plan & Elevation
- 2.) General Data
- 3.) Top of Slab Elevations
- 4.) Top of North Elevations
- 5.) Top of North Approach Slab Elevations
- 6.) Top of South Approach Slab Elevations
- 7.) Superstructure
- 8.) Superstructure Details
- 9.) Diaphragm Details
- 10.) Bridge Approach Slab Details
- 11.) Bridge Approach Slab Details
- 12.) Structural Steel Details
- 13.) Bearing Details
- 14.) North Abutment Removal Details
- 15.) North Abutment Details
- 16.) South Abutment Removal Details
- 17.) South Abutment Details
- 18.) Pier 1 Repair Details
- 19.) Pier 2 Repair Details
- 20.) Pier 3 Repair Details
- 21.) Bar Splicer Details
- 22.) Bridge Mounted Sign Details
- 23.) Bridge Mounted Sign Details
- 24.) Bridge Mounted Sign Details
- 25.) Bridge Mounted Sign Details
- 26.) Concrete Parapet Slipforming Option



** Remove sign, properly store, and reattach after construction is completed



DESIGN STRESSES

FIELD UNITS (Exist. Construction)
 f'c = 3,500 psi
 fy = 40,000 psi (Reinforcement)
 fy = 36,000 psi (Structural Steel)

FIELD UNITS (New Construction)
 f'c = 3,500 psi
 f'c = 4,000 psi (Superstructure)
 fy = 60,000 psi (Reinforcement)
 fy = 50,000 psi (Structural Steel)

DESIGN SPECIFICATIONS
 2002 AASHTO Standard Specifications

LOADING HS20-44
 Allow 25#/sq. ft. for future wearing surface.

SEISMIC DATA
 Seismic Performance Category (SPC) = A
 Acceleration Coefficient (A) = 0.048
 Site Coefficient (S) = 1.5

GENERAL PLAN & ELEVATION
F.A.U. 8025/2ND STREET OVER
F.A.I. ROUTE 72/US 36
SEC. (110)RS-2, (84-9)RS-7, BR
SANGAMON COUNTY
STATION 33+09.35
STRUCTURE NO. 084-0104

MODEL: Default FILE NAME: P:\17-1040.05 2nd Street over 172110_CADD\CADD Sheets\084-0104-96025_001_LP & E.dgn

Kaskaskia
 Engineering Group, LLC
 208 N. Main St., Suite 100
 Springfield, Illinois 62761
 618.247.4444
 www.kaskaskiaeng.com

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PLOT DATE =	DRAWN - RJO	REVISED -
	CHECKED - BB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 084-0104
 SHEET 1 OF 26 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	127
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

No field welding is permitted except as specified in the contract documents. The Contractor shall test the existing welds by non-destructive methods within 2 ft. of the end of the existing cover plates for cracks after removal of the existing concrete deck. Dye penetrant (PT), magnetic particle (MT), or other approved testing method shall be performed by qualified personnel approved by the Engineer. If cracks are found, report them to the Bureau of Bridges and Structures for disposition. The cost of testing is included in Removal of Existing Concrete Deck. The cost of crack repair, if necessary, will be paid for according to Article 109.04 of the Standard Specifications.

Reinforcement bars designated (E) shall be epoxy coated. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer.

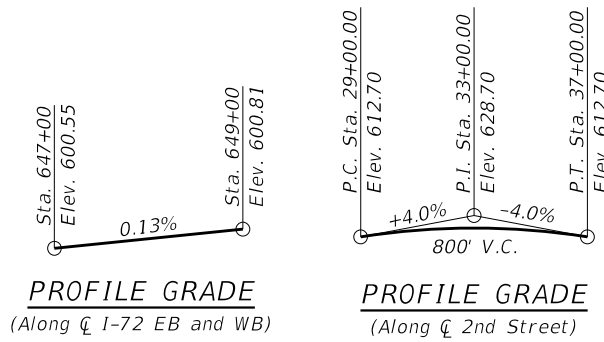
Any cracks that cannot be removed by grinding 1/4 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

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

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

The existing concrete slopewalls are heavily undermined. Additional riprap may be required.

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



STATION 33+09.35
BUILT BY
STATE OF ILLINOIS
LOADING HS20-44
STRUCTURE NO. 084-0104

NAME PLATE
See Std. 515001

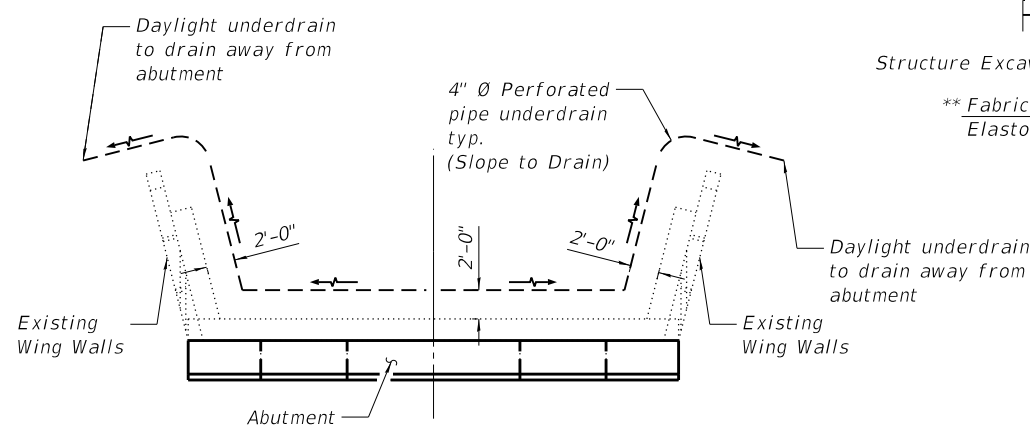
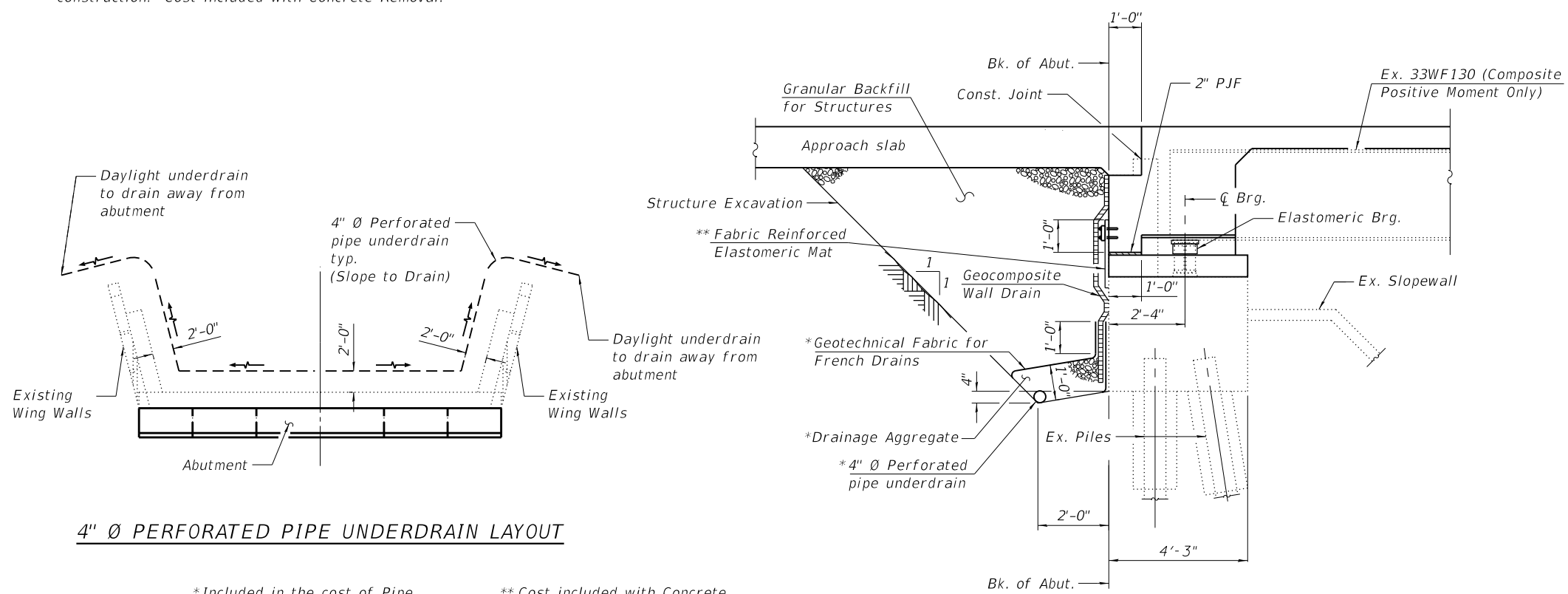
Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.	89		89
Protective Coat	Sq. Yd.	1,241		1,241
Concrete Removal	Cu. Yd.		15.0	15.0
Removal of Existing Concrete Deck No. 2	Each	1		1
Protective Shield	Sq. Yd.	523		523
Structure Excavation	Cu. Yd.	107		107
Concrete Structures	Cu. Yd.		26.0	26.0
Concrete Superstructure	Cu. Yd.	298.9		298.9
Bridge Deck Grooving	Sq. Yd.	925		925
Stud Shear Connectors	Each	3,294		3,294
Jack and Remove Existing Bearings	Each	12		12
Reinforcement Bars, Epoxy Coated	Pound	105,370	680	106,050
Name Plates	Each	1		1
Elastomeric Bearing Assembly, Type 1	Each	12		12
Anchor Bolts, 3/4"	Each	24		24
Granular Backfill for Structures	Cu. Yd.	107		107
Filter Fabric	Sq. Yd.	89		89
Concrete Superstructure (Approach Slab)	Cu. Yd.	95.7		95.7
Geocomposite Wall Drain	Sq. Yd.	52		52
Remove Overhead Sign Structure Bridge Mounted	Each	1		1
Overhead Sign Structure - Bridge Mounted	Foot	26		26
Pipe Underdrains for Structures, 4"	Foot		102	102
Bar Splicers	Each	76		76
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.		97	97

SCOPE OF WORK

1. Remove upper portion of existing wingwalls for Bridge approach slab.
2. Remove existing concrete deck.
3. Reconfigure existing abutments and wingwalls to semi-integral abutment configuration.
4. Construct new concrete deck. Make new deck composite in positive moment regions.
5. Repair voids under the existing concrete slope walls.
6. Repair existing substructure units.
7. Clean and paint existing structural steel under separate "Paint Only" contract.
8. Remove and Replace existing Bridge Mounted Sign.



*Included in the cost of Pipe Underdrains for Structures, 4". (See Special Provisions)
** Cost included with Concrete Superstructure.

SECTION THRU SEMI-INTEGRAL ABUTMENT
(Horiz. dim. @ Rt. f's)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 084-0104

SHEET 2 OF 26 SHEETS

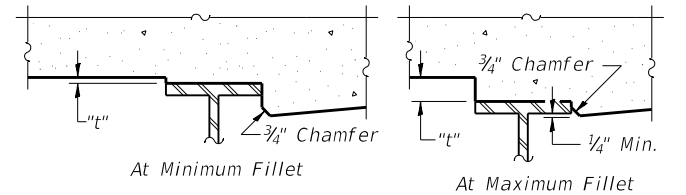
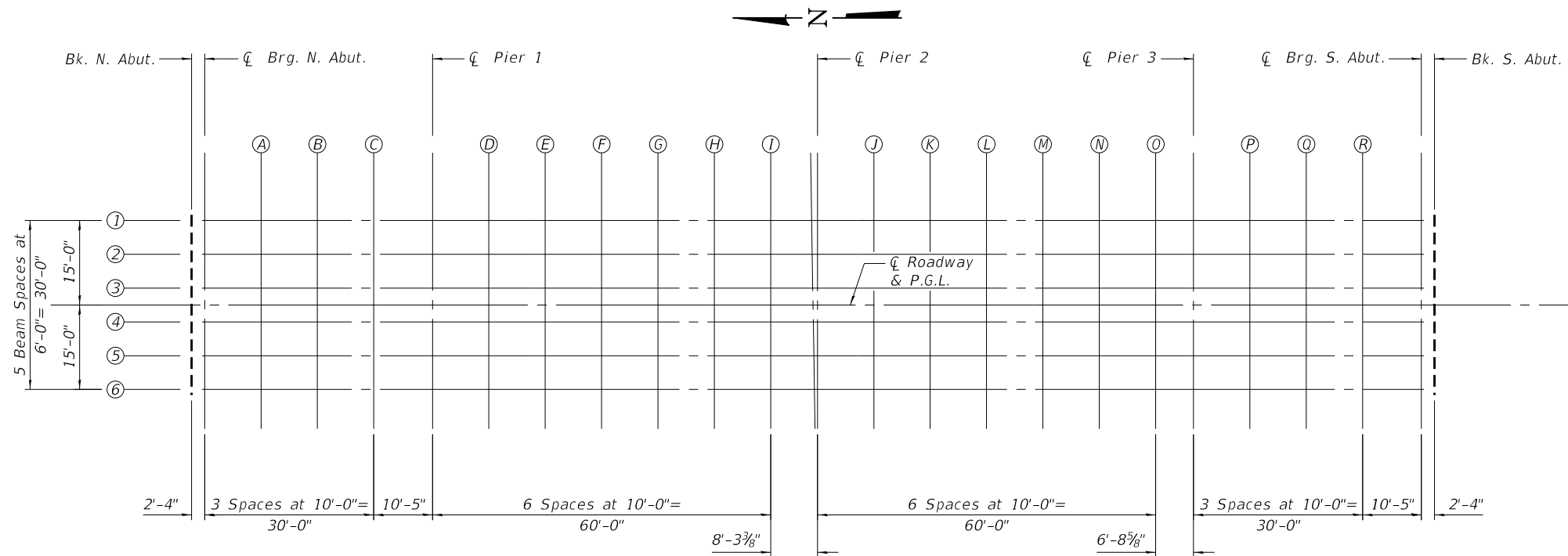
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	128
CONTRACT NO. 72J94				

ILLINOIS FED. AID PROJECT
* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS

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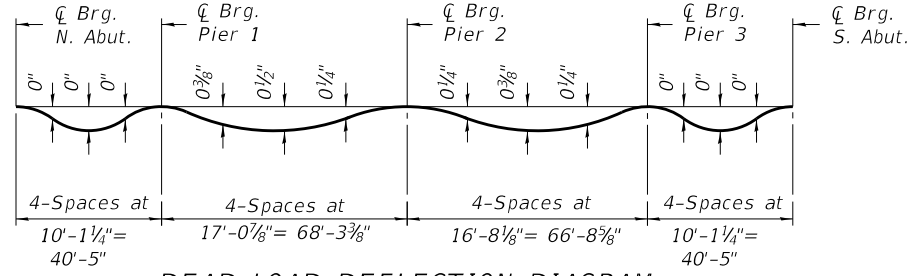
Kaskaskia
Engineering Group, LLC
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Professional Engineering Group
1170705300
01/06/2013
20-008266

USER NAME	DESIGNED	REVISIONS
=	- MC	-
	- BB	-
	- RJO	-
	- BB	-



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 and on sheet 4 of 26, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

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 and on sheet 4 of 26.

BEAM 1				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	31+99.10	-15.00	619.95	619.95
☐ Brg. N. Abut.	32+01.21	-15.00	619.97	619.97
A	32+11.21	-15.00	620.07	620.07
B	32+21.21	-15.00	620.15	620.15
C	32+31.21	-15.00	620.22	620.22
☐ Pier 1	32+41.85	-15.00	620.29	620.29
D	32+51.85	-15.00	620.34	620.36
E	32+61.85	-15.00	620.39	620.42
F	32+71.85	-15.00	620.42	620.46
G	32+81.85	-15.00	620.44	620.48
H	32+91.85	-15.00	620.46	620.48
I	33+01.85	-15.00	620.46	620.47
☐ Pier 2	33+10.13	-15.00	620.45	620.45
J	33+20.13	-15.00	620.44	620.45
K	33+30.13	-15.00	620.41	620.44
L	33+40.13	-15.00	620.38	620.41
M	33+50.13	-15.00	620.33	620.37
N	33+60.13	-15.00	620.28	620.30
O	33+70.13	-15.00	620.21	620.22
☐ Pier 3	33+76.85	-15.00	620.16	620.16
P	33+86.85	-15.00	620.08	620.08
Q	33+96.85	-15.00	619.99	619.99
R	34+06.85	-15.00	619.89	619.89
☐ Brg. S. Abut.	34+17.27	-15.00	619.77	619.77
Bk. S. Abut.	34+19.60	-15.00	619.74	619.74

BEAM 2				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	31+99.10	-9.00	620.06	620.06
☐ Brg. N. Abut.	32+01.21	-9.00	620.08	620.08
A	32+11.21	-9.00	620.17	620.17
B	32+21.21	-9.00	620.25	620.25
C	32+31.21	-9.00	620.33	620.33
☐ Pier 1	32+41.85	-9.00	620.40	620.40
D	32+51.85	-9.00	620.45	620.46
E	32+61.85	-9.00	620.49	620.52
F	32+71.85	-9.00	620.53	620.57
G	32+81.85	-9.00	620.55	620.58
H	32+91.85	-9.00	620.56	620.58
I	33+01.85	-9.00	620.56	620.57
☐ Pier 2	33+10.13	-9.00	620.56	620.56
J	33+20.13	-9.00	620.54	620.55
K	33+30.13	-9.00	620.52	620.54
L	33+40.13	-9.00	620.48	620.52
M	33+50.13	-9.00	620.44	620.47
N	33+60.13	-9.00	620.38	620.41
O	33+70.13	-9.00	620.32	620.33
☐ Pier 3	33+76.85	-9.00	620.27	620.27
P	33+86.85	-9.00	620.19	620.19
Q	33+96.85	-9.00	620.10	620.10
R	34+06.85	-9.00	619.99	619.99
☐ Brg. S. Abut.	34+17.27	-9.00	619.88	619.88
Bk. S. Abut.	34+19.60	-9.00	619.85	619.85

BEAM 3				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	31+99.10	-3.00	620.15	620.15
☐ Brg. N. Abut.	32+01.21	-3.00	620.17	620.17
A	32+11.21	-3.00	620.26	620.26
B	32+21.21	-3.00	620.34	620.34
C	32+31.21	-3.00	620.42	620.42
☐ Pier 1	32+41.85	-3.00	620.49	620.49
D	32+51.85	-3.00	620.54	620.55
E	32+61.85	-3.00	620.58	620.61
F	32+71.85	-3.00	620.62	620.66
G	32+81.85	-3.00	620.64	620.67
H	32+91.85	-3.00	620.65	620.67
I	33+01.85	-3.00	620.65	620.66
☐ Pier 2	33+10.13	-3.00	620.65	620.65
J	33+20.13	-3.00	620.63	620.64
K	33+30.13	-3.00	620.61	620.63
L	33+40.13	-3.00	620.57	620.61
M	33+50.13	-3.00	620.53	620.56
N	33+60.13	-3.00	620.47	620.50
O	33+70.13	-3.00	620.41	620.42
☐ Pier 3	33+76.85	-3.00	620.36	620.36
P	33+86.85	-3.00	620.28	620.28
Q	33+96.85	-3.00	620.19	620.19
R	34+06.85	-3.00	620.08	620.08
☐ Brg. S. Abut.	34+17.27	-3.00	619.97	619.97
Bk. S. Abut.	34+19.60	-3.00	619.94	619.94

CENTERLINE OF ROADWAY & P.G.L.				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	31+99.10	0.00	620.19	620.19
☐ Brg. N. Abut.	32+01.21	0.00	620.21	620.21
A	32+11.21	0.00	620.31	620.31
B	32+21.21	0.00	620.39	620.39
C	32+31.21	0.00	620.46	620.46
☐ Pier 1	32+41.85	0.00	620.53	620.53
D	32+51.85	0.00	620.58	620.60
E	32+61.85	0.00	620.63	620.66
F	32+71.85	0.00	620.66	620.70
G	32+81.85	0.00	620.68	620.72
H	32+91.85	0.00	620.70	620.72
I	33+01.85	0.00	620.70	620.71
☐ Pier 2	33+10.13	0.00	620.69	620.69
J	33+20.13	0.00	620.68	620.69
K	33+30.13	0.00	620.65	620.68
L	33+40.13	0.00	620.62	620.65
M	33+50.13	0.00	620.57	620.61
N	33+60.13	0.00	620.52	620.54
O	33+70.13	0.00	620.45	620.46
☐ Pier 3	33+76.85	0.00	620.40	620.40
P	33+86.85	0.00	620.32	620.32
Q	33+96.85	0.00	620.23	620.23
R	34+06.85	0.00	620.13	620.13
☐ Brg. S. Abut.	34+17.27	0.00	620.01	620.01
Bk. S. Abut.	34+19.60	0.00	619.98	619.98

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E-S 2-17-2017



USER NAME =	DESIGNED - MC	REVISED -
PLOT SCALE =	CHECKED - BB	REVISED -
PLOT DATE =	DRAWN - RJO	REVISED -
	CHECKED - BB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 084-0104

SHEET 3 OF 26 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	129
CONTRACT NO. 72J94				

ILLINOIS FED. AID PROJECT
* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS

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<u>BEAM 4</u>				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	31+99.10	3.00	620.15	620.15
☐ Brg. N. Abut.	32+01.21	3.00	620.17	620.17
A	32+11.21	3.00	620.26	620.26
B	32+21.21	3.00	620.34	620.34
C	32+31.21	3.00	620.42	620.42
☐ Pier 1	32+41.85	3.00	620.49	620.49
D	32+51.85	3.00	620.54	620.55
E	32+61.85	3.00	620.58	620.61
F	32+71.85	3.00	620.62	620.66
G	32+81.85	3.00	620.64	620.67
H	32+91.85	3.00	620.65	620.67
I	33+01.85	3.00	620.65	620.66
☐ Pier 2	33+10.13	3.00	620.65	620.65
J	33+20.13	3.00	620.63	620.64
K	33+30.13	3.00	620.61	620.63
L	33+40.13	3.00	620.57	620.61
M	33+50.13	3.00	620.53	620.56
N	33+60.13	3.00	620.47	620.50
O	33+70.13	3.00	620.41	620.42
☐ Pier 3	33+76.85	3.00	620.36	620.36
P	33+86.85	3.00	620.28	620.28
Q	33+96.85	3.00	620.19	620.19
R	34+06.85	3.00	620.08	620.08
☐ Brg. S. Abut.	34+17.27	3.00	619.97	619.97
Bk. S. Abut.	34+19.60	3.00	619.94	619.94

<u>BEAM 5</u>				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	31+99.10	9.00	620.06	620.06
☐ Brg. N. Abut.	32+01.21	9.00	620.08	620.08
A	32+11.21	9.00	620.17	620.17
B	32+21.21	9.00	620.25	620.25
C	32+31.21	9.00	620.33	620.33
☐ Pier 1	32+41.85	9.00	620.40	620.40
D	32+51.85	9.00	620.45	620.46
E	32+61.85	9.00	620.49	620.52
F	32+71.85	9.00	620.53	620.57
G	32+81.85	9.00	620.55	620.58
H	32+91.85	9.00	620.56	620.58
I	33+01.85	9.00	620.56	620.57
☐ Pier 2	33+10.13	9.00	620.56	620.56
J	33+20.13	9.00	620.54	620.55
K	33+30.13	9.00	620.52	620.54
L	33+40.13	9.00	620.48	620.52
M	33+50.13	9.00	620.44	620.47
N	33+60.13	9.00	620.38	620.41
O	33+70.13	9.00	620.32	620.33
☐ Pier 3	33+76.85	9.00	620.27	620.27
P	33+86.85	9.00	620.19	620.19
Q	33+96.85	9.00	620.10	620.10
R	34+06.85	9.00	619.99	619.99
☐ Brg. S. Abut.	34+17.27	9.00	619.88	619.88
Bk. S. Abut.	34+19.60	9.00	619.85	619.85

<u>BEAM 6</u>				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	31+99.10	15.00	619.95	619.95
☐ Brg. N. Abut.	32+01.21	15.00	619.97	619.97
A	32+11.21	15.00	620.07	620.07
B	32+21.21	15.00	620.15	620.15
C	32+31.21	15.00	620.22	620.22
☐ Pier 1	32+41.85	15.00	620.29	620.29
D	32+51.85	15.00	620.34	620.36
E	32+61.85	15.00	620.39	620.42
F	32+71.85	15.00	620.42	620.46
G	32+81.85	15.00	620.44	620.48
H	32+91.85	15.00	620.46	620.48
I	33+01.85	15.00	620.46	620.47
☐ Pier 2	33+10.13	15.00	620.45	620.45
J	33+20.13	15.00	620.44	620.45
K	33+30.13	15.00	620.41	620.44
L	33+40.13	15.00	620.38	620.41
M	33+50.13	15.00	620.33	620.37
N	33+60.13	15.00	620.28	620.30
O	33+70.13	15.00	620.21	620.22
☐ Pier 3	33+76.85	15.00	620.16	620.16
P	33+86.85	15.00	620.08	620.08
Q	33+96.85	15.00	619.99	619.99
R	34+06.85	15.00	619.89	619.89
☐ Brg. S. Abut.	34+17.27	15.00	619.77	619.77
Bk. S. Abut.	34+19.60	15.00	619.74	619.74

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PLOT DATE =	CHECKED - BB	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 084-0104**

SHEET 4 OF 26 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	130
CONTRACT NO. 72J94				
ILLINOIS		FED. AID PROJECT		

EAST EDGE OF SHOULDER

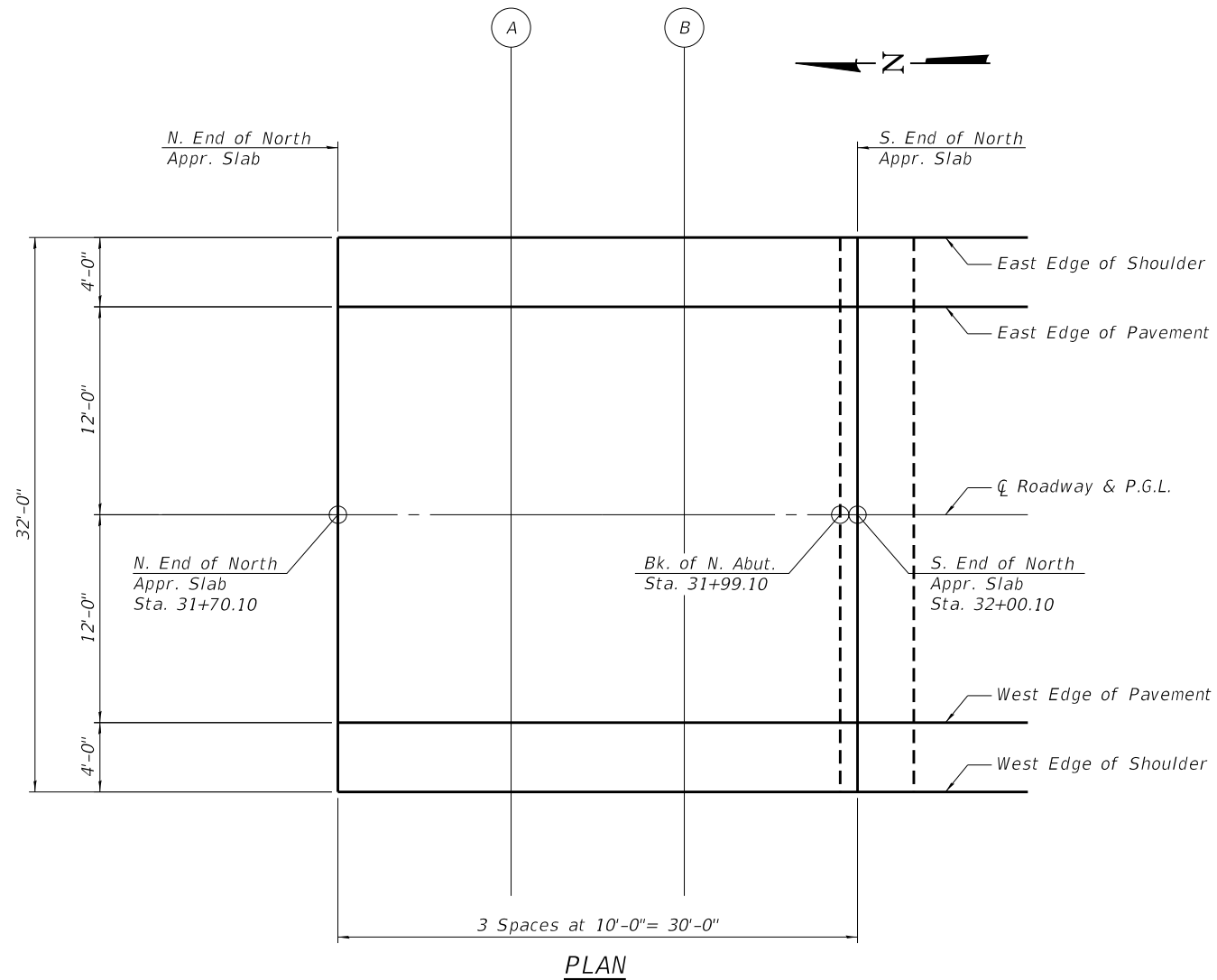
Location	Station	Offset	Theoretical Grade Elevations
N. End of North Appr. Slab	31+70.10	-16.00	619.60
A	31+80.10	-16.00	619.72
B	31+90.10	-16.00	619.84
S. End of North Appr. Slab	32+00.10	-16.00	619.94

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of North Appr. Slab	31+70.10	-12.00	619.68
A	31+80.10	-12.00	619.80
B	31+90.10	-12.00	619.92
S. End of North Appr. Slab	32+00.10	-12.00	620.02

CENTERLINE ROADWAY & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
N. End of North Appr. Slab	31+70.10	0.00	619.86
A	31+80.10	0.00	619.98
B	31+90.10	0.00	620.10
S. End of North Appr. Slab	32+00.10	0.00	620.20



WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of North Appr. Slab	31+70.10	12.00	619.68
A	31+80.10	12.00	619.80
B	31+90.10	12.00	619.92
S. End of North Appr. Slab	32+00.10	12.00	620.02

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of North Appr. Slab	31+70.10	16.00	619.60
A	31+80.10	16.00	619.72
B	31+90.10	16.00	619.84
S. End of North Appr. Slab	32+00.10	16.00	619.94

E-AS 2-17-2017

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617.297.1100
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PLOT DATE =	CHECKED - BB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 084-0104

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	131
CONTRACT NO. 72J94				

SHEET 5 OF 26 SHEETS

ILLINOIS FED. AID PROJECT
* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS

EAST EDGE OF SHOULDER

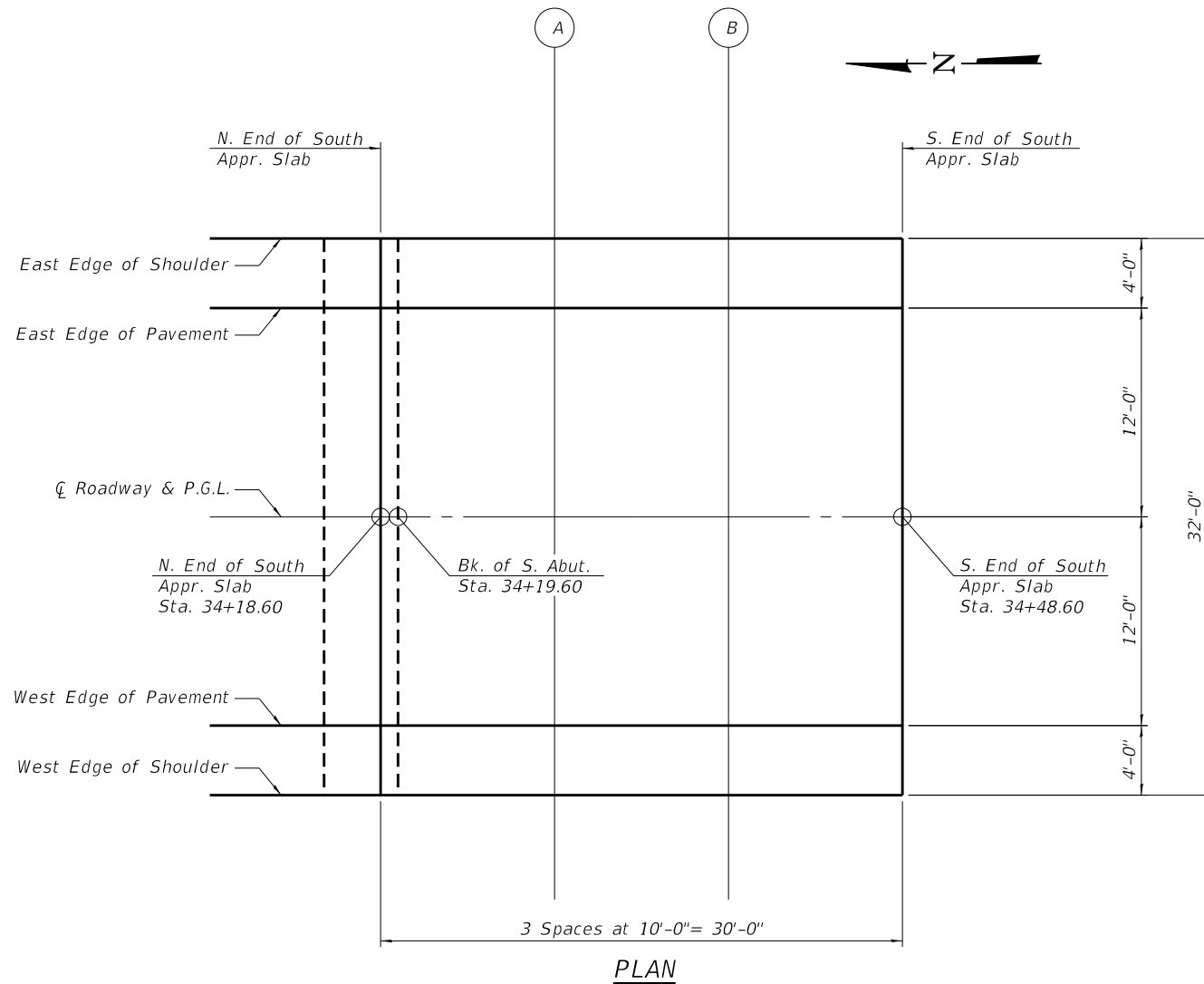
Location	Station	Offset	Theoretical Grade Elevations
N. End of South Appr. Slab	34+18.60	-16.00	619.74
A	34+28.60	-16.00	619.61
B	34+38.60	-16.00	619.48
S. End of South Appr. Slab	34+48.60	-16.00	619.34

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of South Appr. Slab	34+18.60	-12.00	619.82
A	34+28.60	-12.00	619.69
B	34+38.60	-12.00	619.56
S. End of South Appr. Slab	34+48.60	-12.00	619.42

CENTERLINE ROADWAY & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
N. End of South Appr. Slab	34+18.60	0.00	620.00
A	34+28.60	0.00	619.87
B	34+38.60	0.00	619.74
S. End of South Appr. Slab	34+48.60	0.00	619.60



WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of South Appr. Slab	34+18.60	12.00	619.82
A	34+28.60	12.00	619.69
B	34+38.60	12.00	619.56
S. End of South Appr. Slab	34+48.60	12.00	619.42

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of South Appr. Slab	34+18.60	16.00	619.74
A	34+28.60	16.00	619.61
B	34+38.60	16.00	619.48
S. End of South Appr. Slab	34+48.60	16.00	619.34

E-AS 2-17-2017

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CHECKED - BB	REVISOR -	
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PLOT DATE =	CHECKED - BB	REVISED -

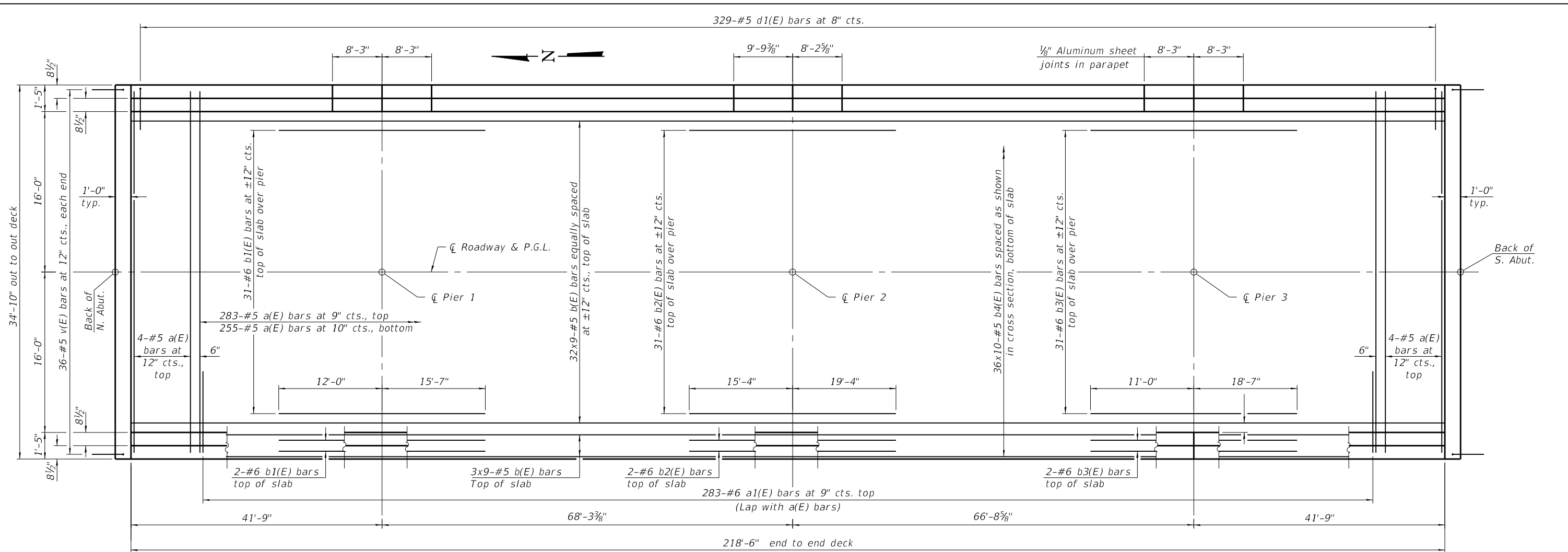
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 084-0104

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	132
CONTRACT NO. 72J94				

SHEET 6 OF 26 SHEETS

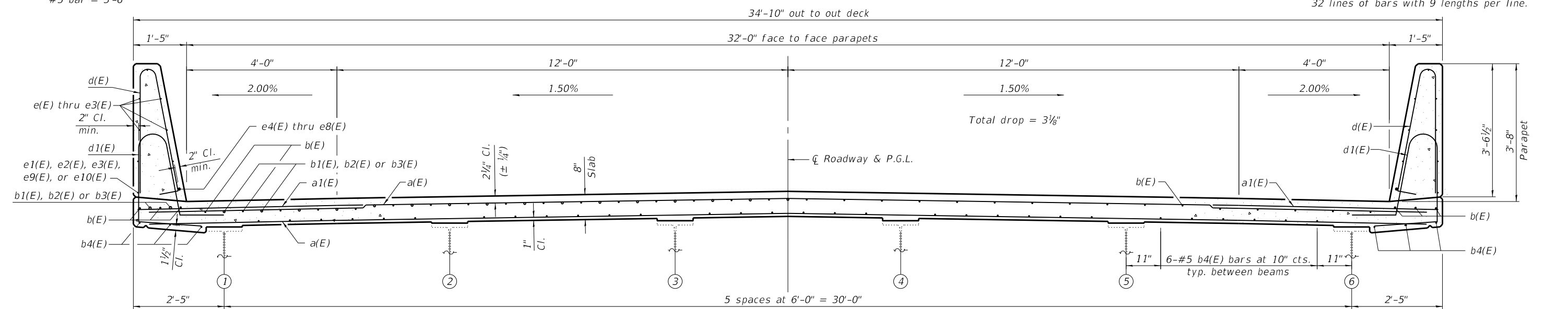
ILLINOIS FED. AID PROJECT
* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS



PLAN

Notes:
See sheet 8 of 26 for superstructure details and Bill of Material.
Bars indicated thus 32 x 9-#5 etc. indicates 32 lines of bars with 9 lengths per line.

MINIMUM BAR LAP
#5 bar = 3'-6"



CROSS SECTION
(Looking South)

MODEL: Default
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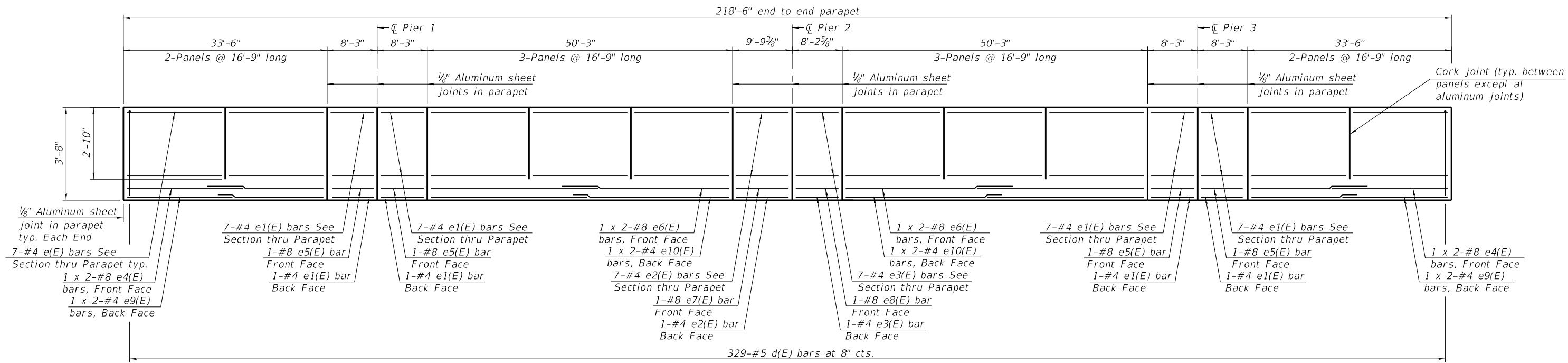


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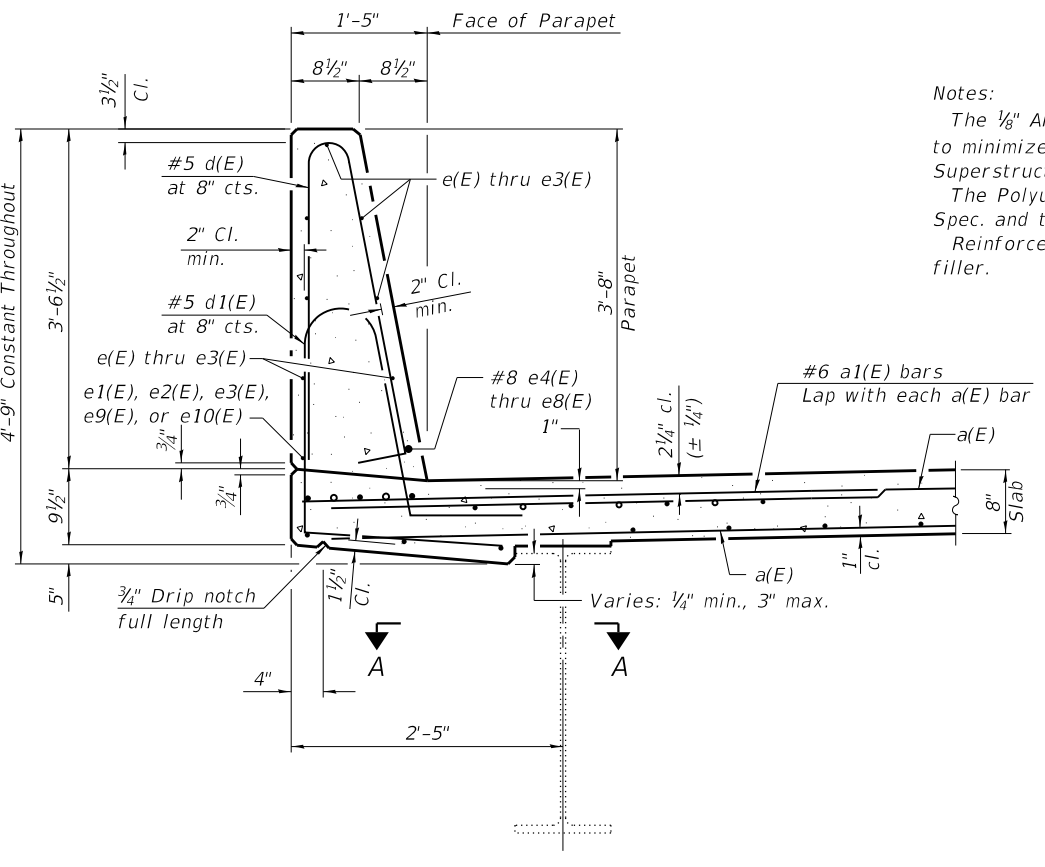
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE
STRUCTURE NO. 084-0104**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	133
CONTRACT NO. 72J94				



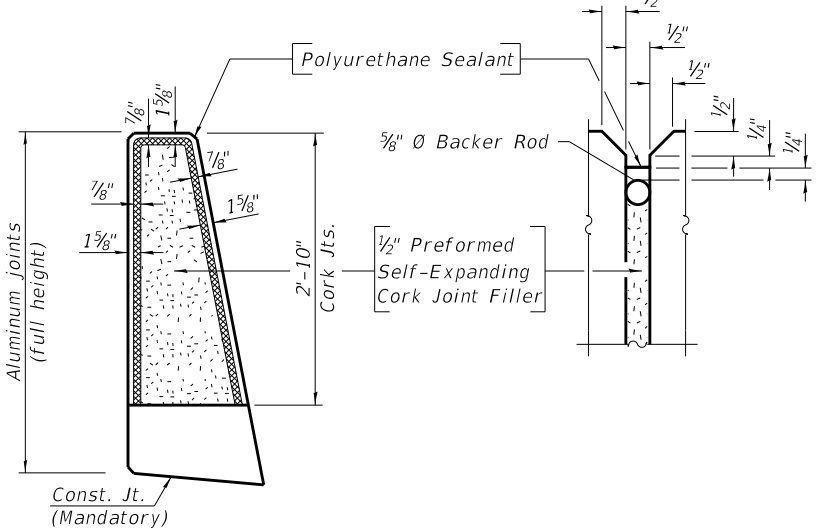
INSIDE ELEVATION OF PARAPET



SECTION THRU PARAPET

Notes: All edges shall have 3/4" chamfer

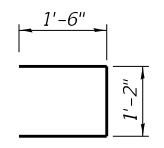
Notes:
 The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
 The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
 Reinforcement bars shall not pass thru aluminum sheets and cork joint filler.



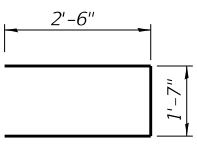
PARAPET JOINT DETAILS

MINIMUM BAR LAP

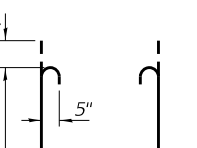
(Parapet)
 #4 bar = 2'-5"
 #8 bar = 5'-11"



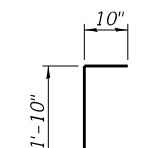
BAR u(E)



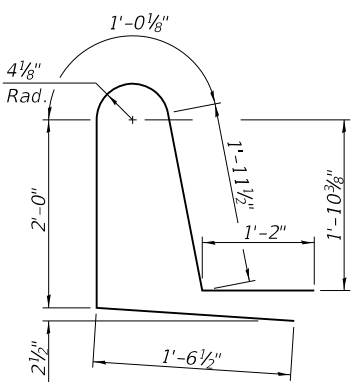
BAR s1(E)



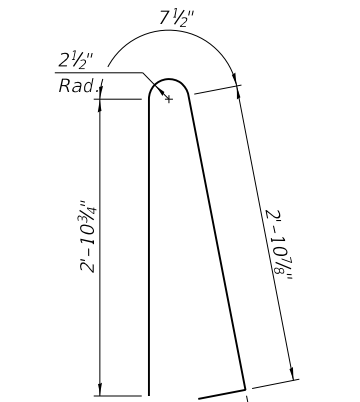
BAR s2(E)



BAR v(E)



BAR d1(E)



BAR d(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	546	#5	34'-6"	—
a1(E)	566	#6	6'-6"	—
b(E)	342	#5	27'-5"	—
b1(E)	35	#6	27'-7"	—
b2(E)	35	#6	34'-8"	—
b3(E)	35	#6	29'-7"	—
b4(E)	360	#5	25'-0"	—
d(E)	658	#5	7'-0"	⏏
d1(E)	658	#5	7'-9"	⏏
e(E)	140	#4	16'-6"	—
e1(E)	64	#4	8'-0"	—
e2(E)	16	#4	9'-6"	—
e3(E)	16	#4	7'-11"	—
e4(E)	8	#8	19'-7"	—
e5(E)	8	#8	8'-0"	—
e6(E)	8	#8	28'-0"	—
e7(E)	2	#8	9'-6"	—
e8(E)	2	#8	7'-11"	—
e9(E)	8	#4	17'-10"	—
e10(E)	8	#4	26'-3"	—
m1(E)	50	#6	5'-8"	—
m2(E)	20	#6	1'-8"	—
m3(E)	24	#5	4'-0"	—
m4(E)	16	#6	33'-8"	—
s1(E)	82	#5	6'-7"	⏏
s2(E)	72	#5	9'-9"	⏏
u(E)	70	#5	4'-2"	⏏
v(E)	72	#5	2'-8"	⏏
Reinforcement Bars, Epoxy Coated			Pounds	66,070
Concrete Superstructure			Cu. Yd.	290.5

Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.

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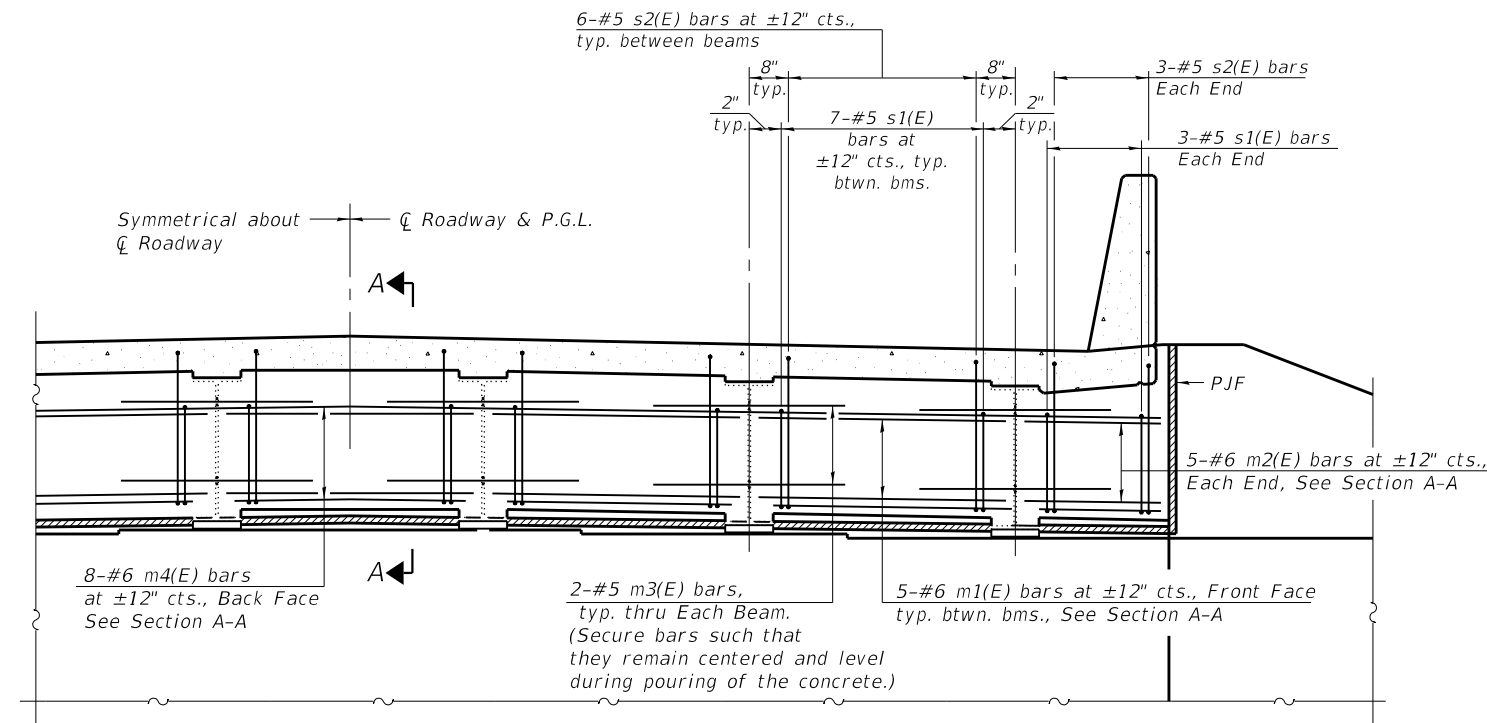
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SUPERSTRUCTURE DETAILS
STRUCTURE NO. 084-0104

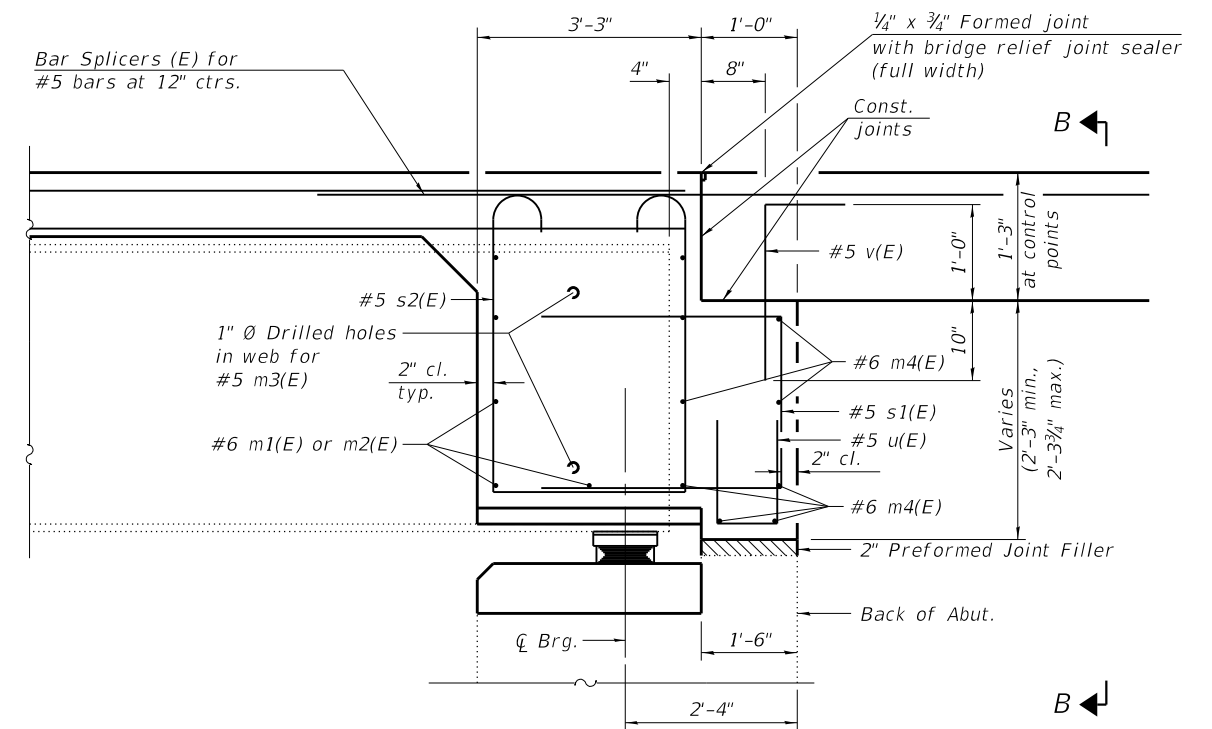
SHEET 8 OF 26 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	134
CONTRACT NO. 72J94				

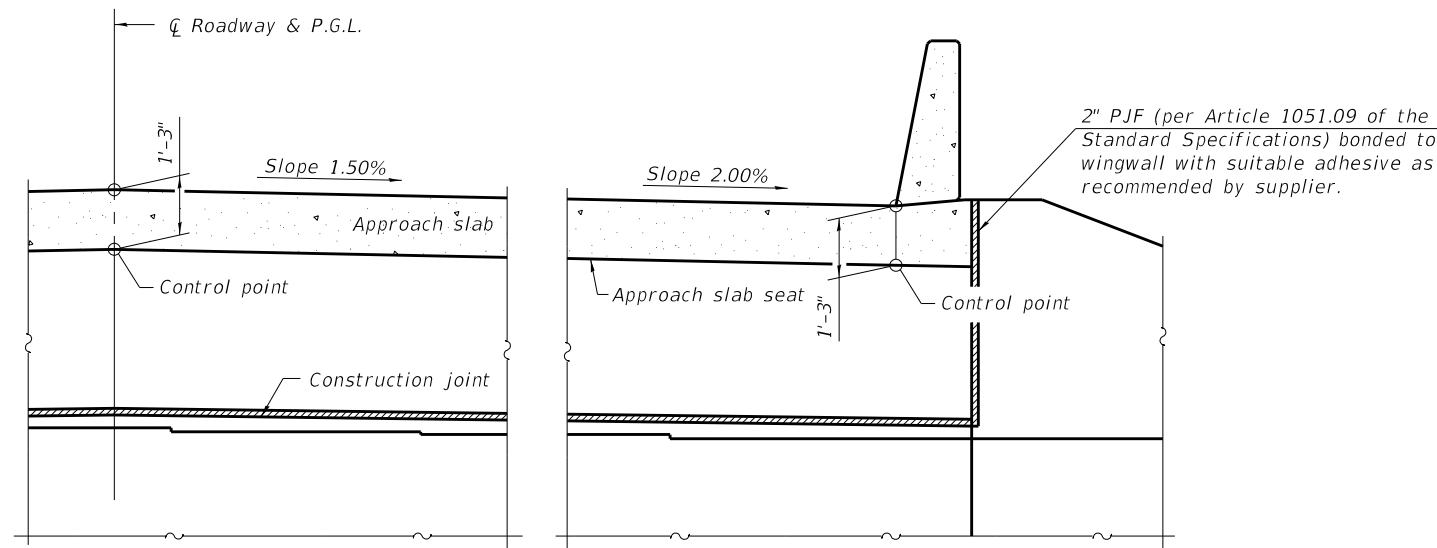
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 * FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS



DIAPHRAGM AT ABUTMENT



SECTION A-A



SECTION B-B

Notes:
 Reinforcement bars in diaphragm are billed with superstructure on sheet 8 of 26.
 Concrete in diaphragm is included with Concrete Superstructure on sheet 8 of 26.
 For details of bars s1(E), s2(E) and v(E) see sheet 8 of 26.
 The approach slab seat shall have a constant slope determined from the control points shown.
 For bearing details see sheet 13 of 26.
 Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

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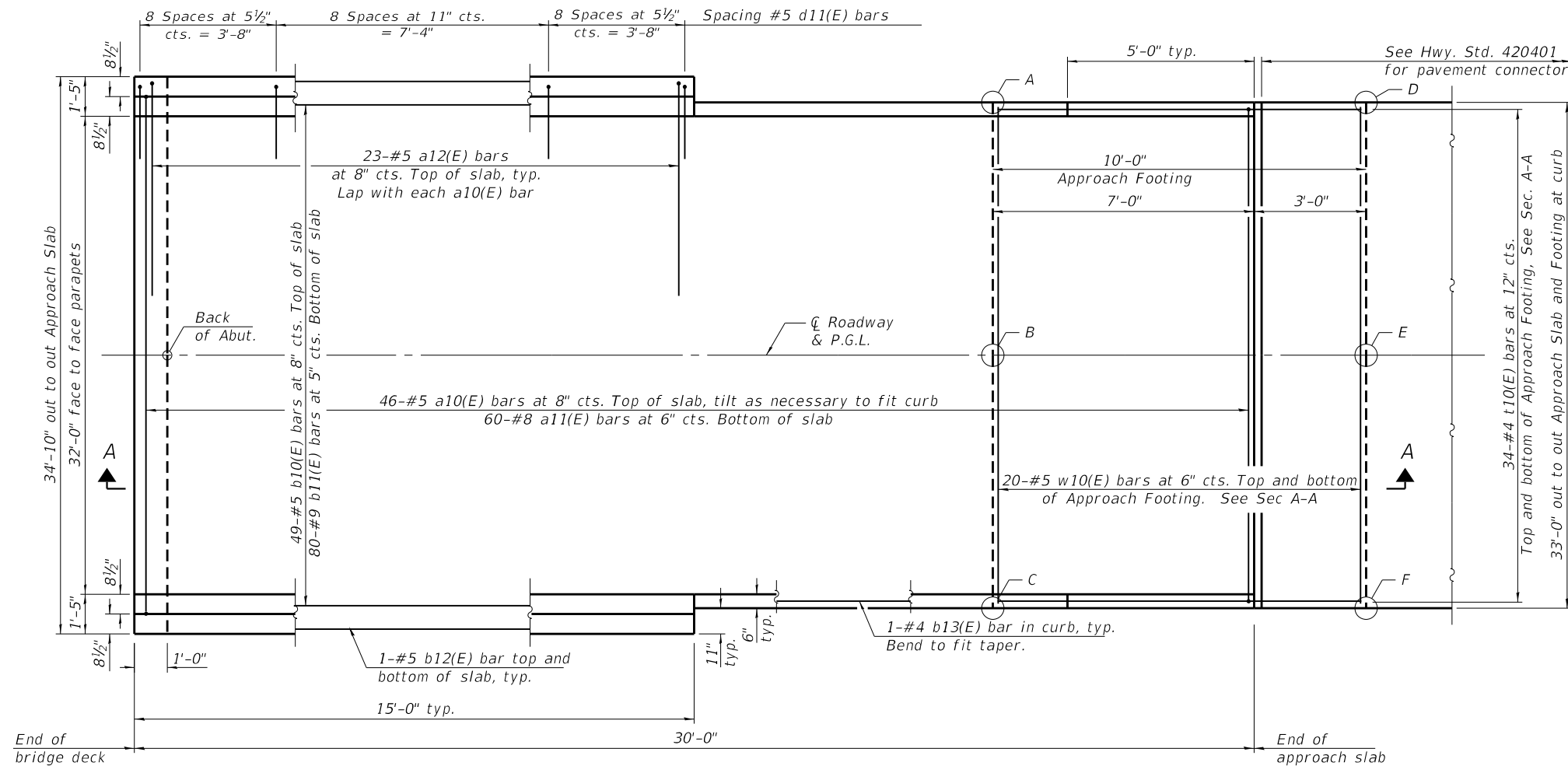
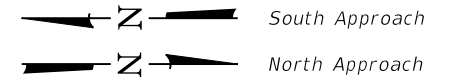
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DIAPHRAGM DETAILS
 STRUCTURE NO. 084-0104

SHEET 9 OF 26 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	135
CONTRACT NO. 72J94				

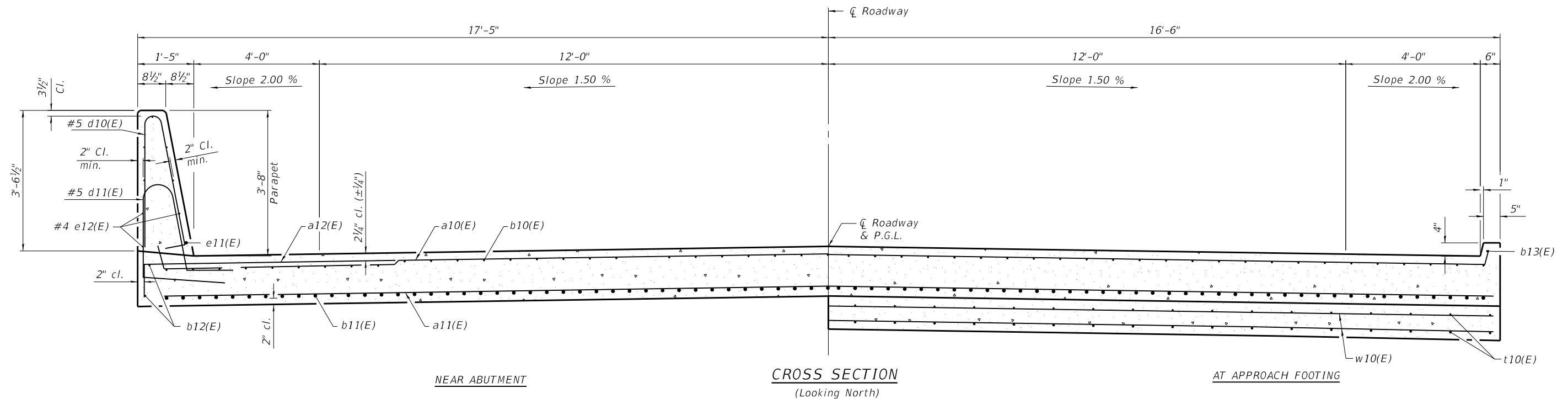
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PLAN

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point	North Approach		South Approach	
	Top	Bottom	Top	Bottom
A	618.41	617.57	618.16	617.33
B	618.69	617.86	618.45	617.61
C	618.41	617.57	618.16	617.33
D	618.28	617.45	618.01	617.18
E	618.57	617.73	618.30	617.47
F	618.28	617.45	618.01	617.18



(Sheet 1 of 2)

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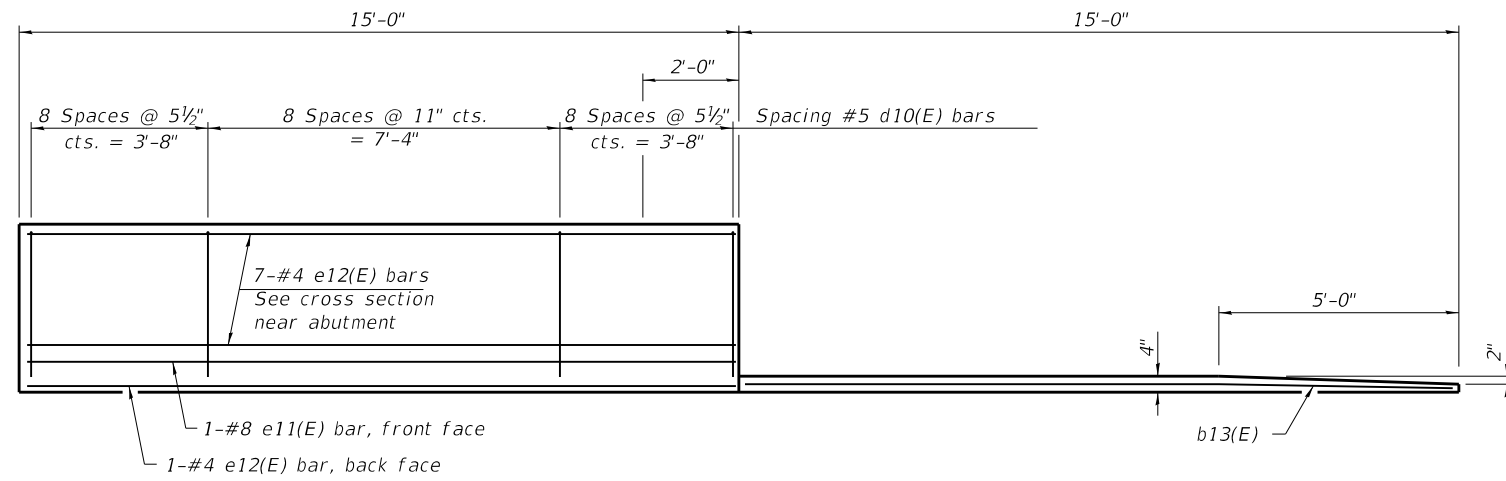
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BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 084-0104

SHEET 10 OF 26 SHEETS

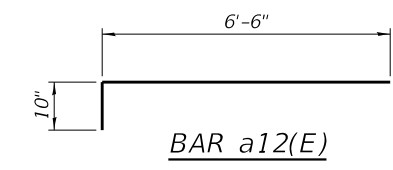
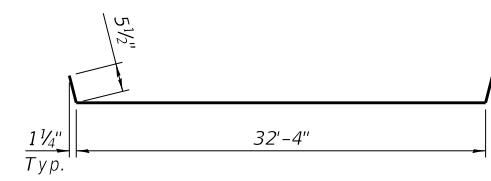
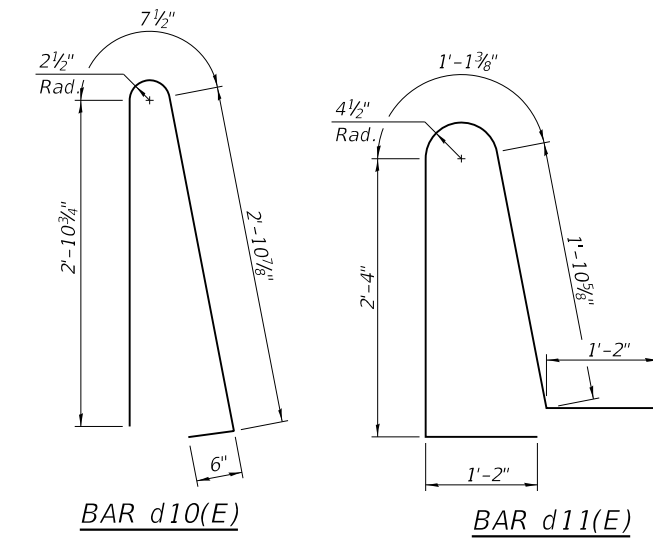
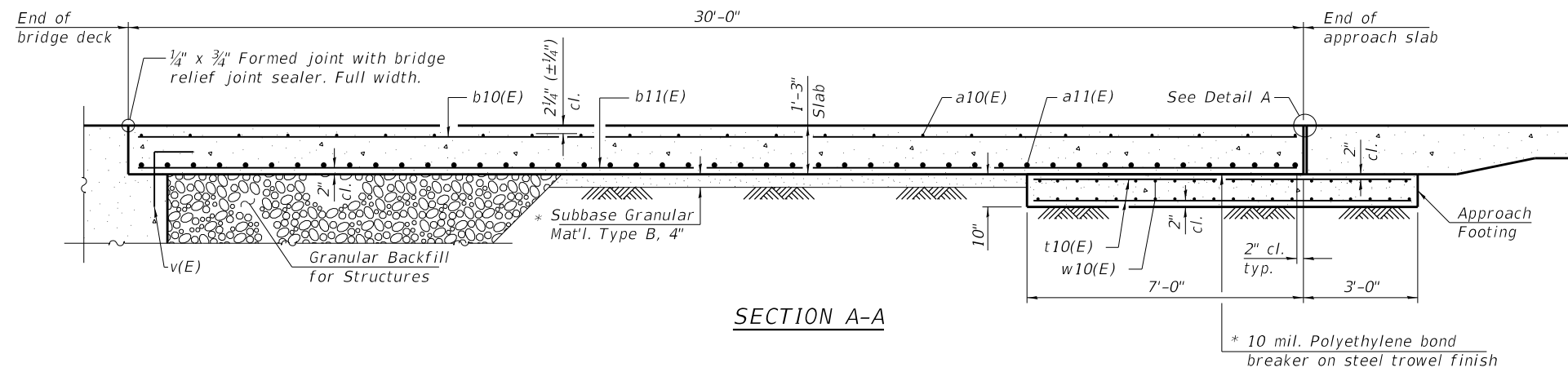
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	136
CONTRACT NO. 72J94				

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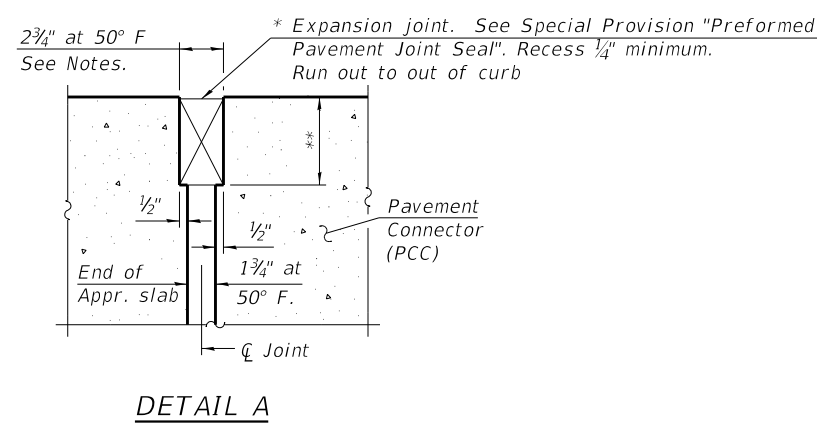
Notes:
 The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
 Parapet concrete shall be paid for as Concrete Superstructure.
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 26.

INSIDE ELEVATION OF PARAPET AND CURB



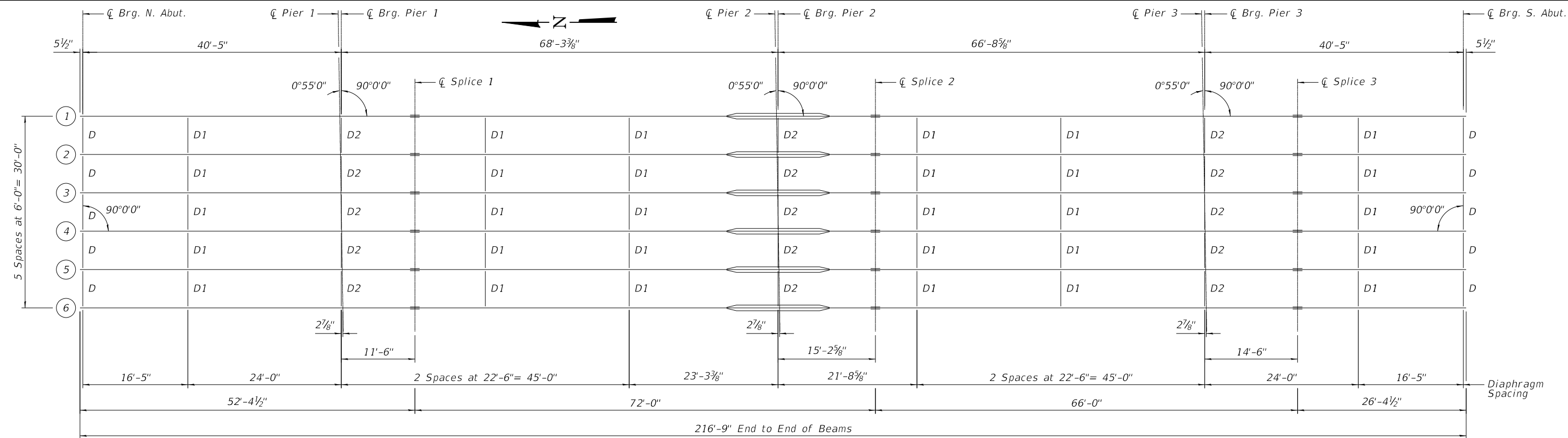
**TWO APPROACHES
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a10(E)	92	#5	33'-3"	┌───┐
a11(E)	120	#8	32'-8"	┌───┐
a12(E)	92	#5	7'-4"	┌───┐
b10(E)	98	#5	29'-8"	┌───┐
b11(E)	160	#9	29'-8"	┌───┐
b12(E)	8	#5	14'-8"	┌───┐
b13(E)	4	#4	14'-8"	┌───┐
d10(E)	100	#5	7'-0"	┆
d11(E)	100	#5	7'-8"	┆
e11(E)	4	#8	14'-8"	┌───┐
e12(E)	32	#4	14'-8"	┌───┐
t10(E)	136	#4	9'-8"	┌───┐
w10(E)	80	#5	32'-8"	┌───┐
Concrete Superstructure			Cu. Yd.	8.4
Concrete Superstructure (Approach Slab)			Cu. Yd.	95.7
Concrete Structures			Cu. Yd.	20.4
Reinforcement Bars, Epoxy Coated			Pound	39,300

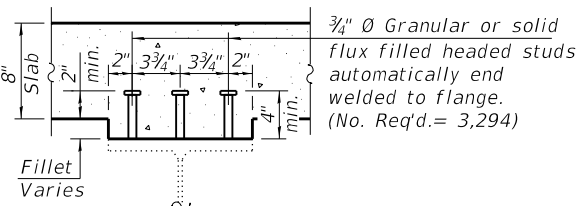


* Cost included with Concrete Superstructure (Approach Slab).
 ** Per manufacturer recommendations

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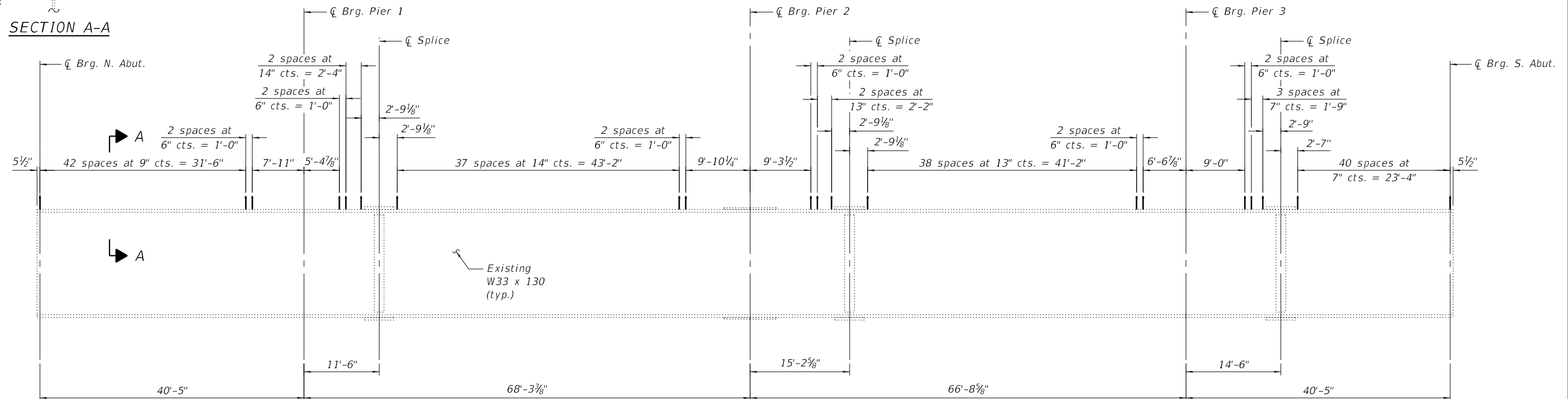


FRAMING PLAN



SECTION A-A

Notes:
 Existing diaphragms D are W12 x 40.
 Existing diaphragms D1 and D2 are W16 x 40.
 Existing cover plate shown at \bar{C} Pier 2 are 10 1/2" x 1/2" x 16'-0" top and bottom.



BEAM ELEVATION

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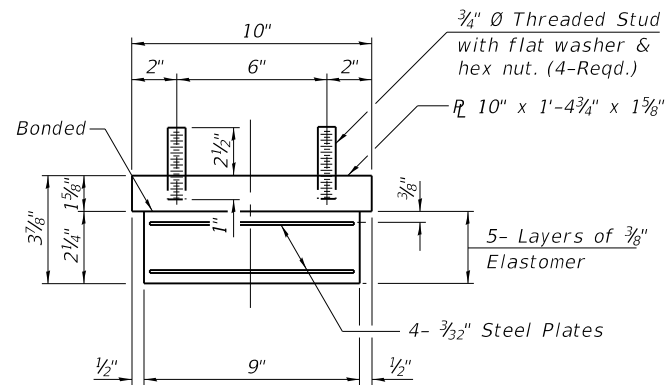
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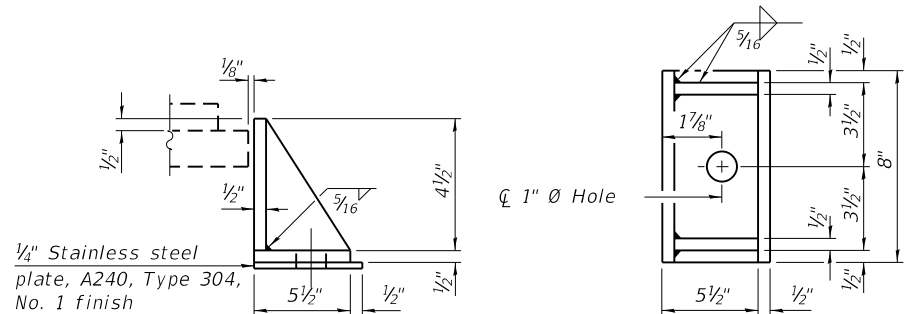
STRUCTURAL STEEL DETAILS
STRUCTURE NO. 084-0104

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CONTRACT NO. 72J94				



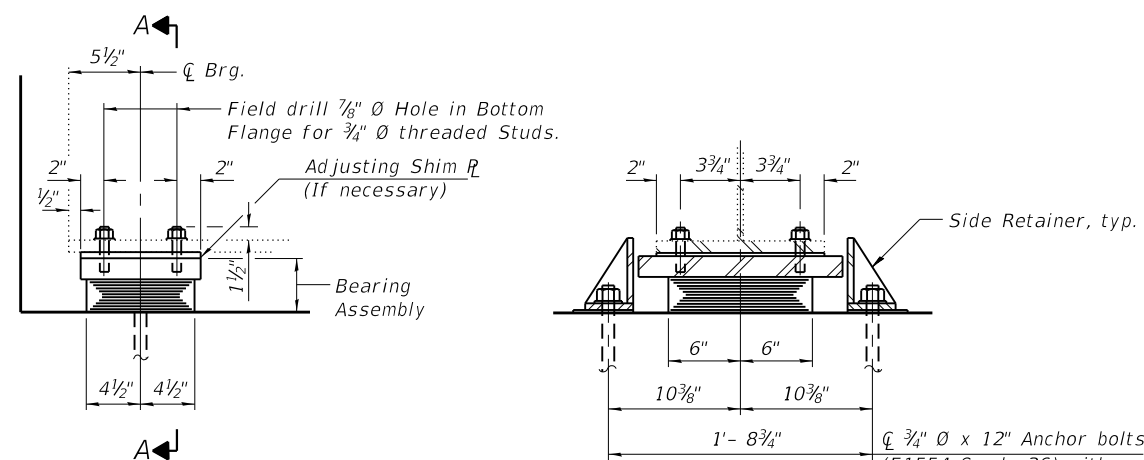
BEARING ASSEMBLY

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



SIDE RETAINER

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

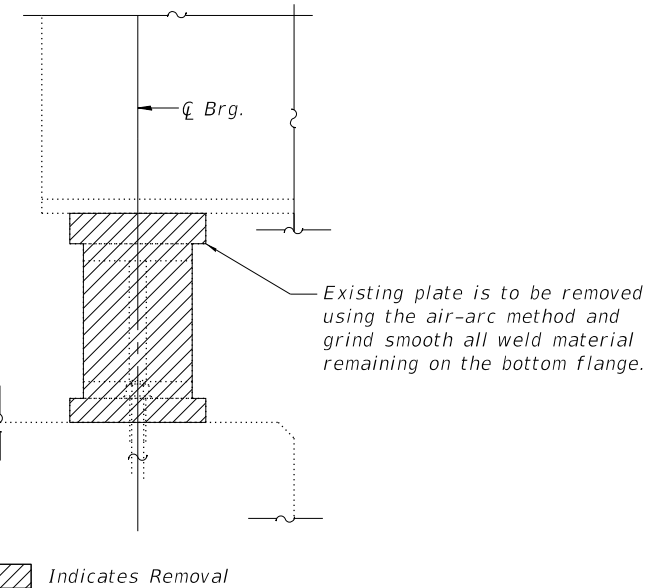


ELEVATION AT ABUT.

SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

1'- 8 3/4" \varnothing 3/4" \varnothing x 12" Anchor bolts (F1554 Grade 36) with 2" x 2" x 5/16" \varnothing washer under nut



EXISTING BEARING REMOVAL DETAIL

(12 Required)
(6 N. Abutment & 6 S. Abutment)

INTERIOR GIRDER MOMENT TABLE					
	0.4 Sp. 1 or 0.6 Sp. 4	Pier 1 or 3	0.5 Sp. 2 or 0.5 Sp. 3	Pier 2	
I_s	(in ⁴)	6608	6608	6608	9571
$I_c(n)$	(in ⁴)	18781	-	18781	-
$I_c(3n)$	(in ⁴)	13508	-	13508	-
S_s	(in ³)	399	399	399	561
$S_c(n)$	(in ³)	632	-	632	-
$S_c(3n)$	(in ³)	569	-	569	-
Z	(in ²)	467.0	467.0	467.0	467.0
ρ	(k'/)	0.77	0.77	0.77	0.81
$M\varrho$	(k)	61.3	223.6	153.0	346.8
$s\varrho$	(k'/)	0.32	0.32	0.32	0.32
$M_s\varrho$	(k)	31.9	79.0	82.1	126.1
$M\iota$	(k)	216.0	158.4	362.3	169.0
M_I	(k)	64.8	44.3	94.1	43.9
$S_3 [M\iota + M_I]$	(k)	468.1	337.8	760.7	354.9
Ma	(k)	729.7	832.4	1294.5	1076.1
M_u	(k)	2680.5	-	2680.5	-
$f_s \rho$ non-comp	(ksi)	1.8	6.7	4.6	7.4
$f_s \rho$ (comp)	(ksi)	0.7	2.4	1.7	2.7
$f_s S_3 [M\iota + M_I]$	(ksi)	8.9	10.2	14.4	7.6
f_s (Overload)	(ksi)	11.4	19.2	20.8	17.7
f_s (Total)	(ksi)	-	25.0	-	23.0
VR	(k)	60.6	-	65.4	-

INTERIOR GIRDER REACTION TABLE				
	Abut.	Pier 1 or 3	Pier 2	
$R\varrho$	(k)	41.5	31.7	39.8
$R\iota$	(k)	43.6	37.8	37.6
R_I	(k)	13.1	10.6	9.8
R_{Total}	(k)	98.2	80.0	87.2

* Compact section
** Braced non-compact and partially braced section

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) due to non-composite dead loads (in⁴ and in³).
 $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total and Overload) due to short-term composite live loads (in⁴ and in³).
 $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total and Overload) due to long-term composite (superimposed) dead loads (in⁴ and in³).
 Z : Plastic Section Modulus of the steel section in non-composite areas (in³).
 ρ : Un-factored non-composite dead load (kips/ft.).
 $M\varrho$: Un-factored moment due to non-composite dead load (kip-ft.).
 $s\varrho$: Un-factored long-term composite (superimposed) dead load (kips/ft.).
 $M_s\varrho$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
 $M\iota$: Un-factored live load moment (kip-ft.).
 M_I : Un-factored moment due to impact (kip-ft.).
 Ma : Factored design moment (kip-ft.).
 $1.3 [M\varrho + M_s\varrho + \frac{5}{3} (M\iota + M_I)]$
 M_u : Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).
 f_s (Overload): Sum of stresses as computed from the moments below (ksi).
 $M\varrho + M_s\varrho + \frac{5}{3} (M\iota + M_I)$
 f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.3 [M\varrho + M_s\varrho + \frac{5}{3} (M\iota + M_I)]$
 VR : Maximum ι + impact shear range within the composite portion of the span for stud shear connector design (kips).

Notes:
 Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
 Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.
 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.
 All Bearing plates shall be AASHTO M270 Grade 50.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	12
Anchor Bolts, 3/4"	Each	24

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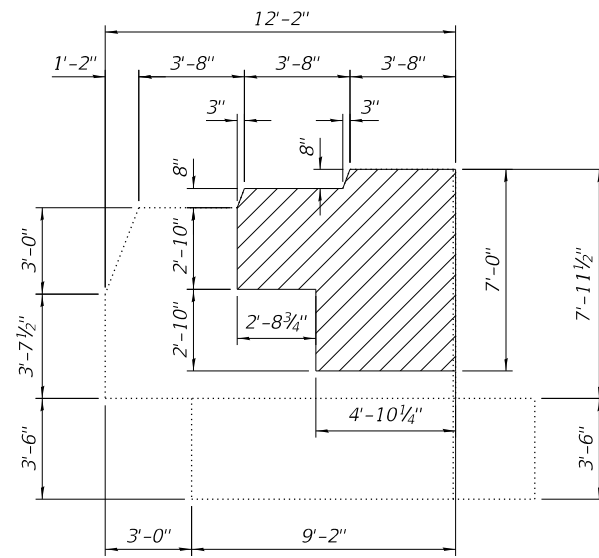
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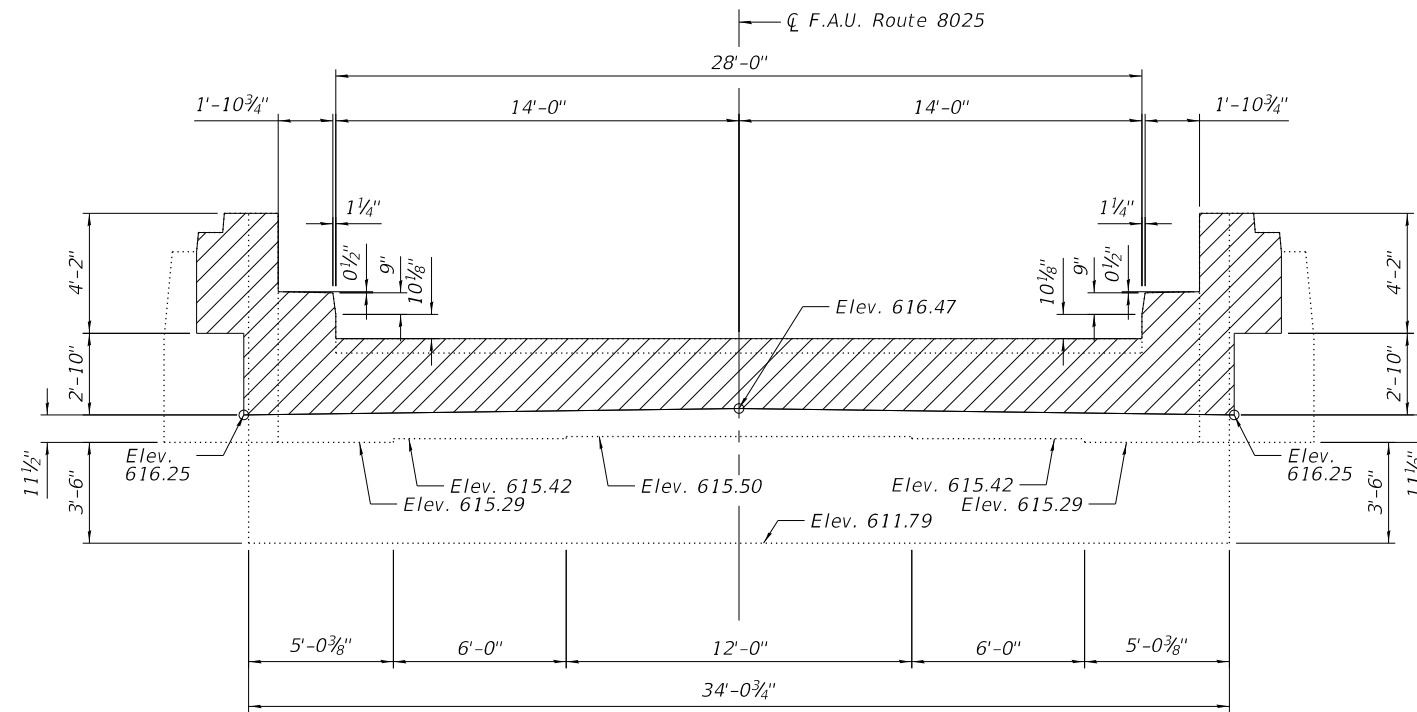
BEARING DETAILS
STRUCTURE NO. 084-0104

SHEET 13 OF 26 SHEETS

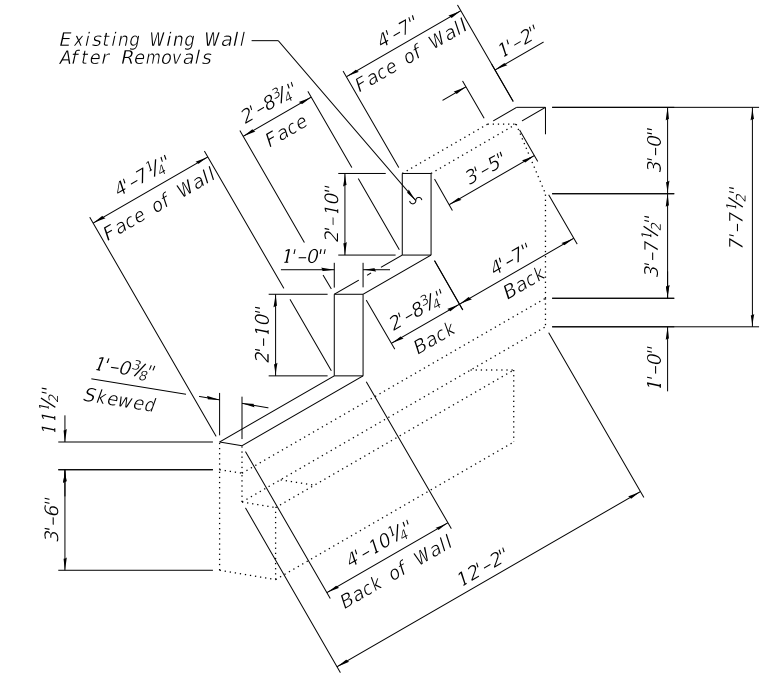
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CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				
* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS				



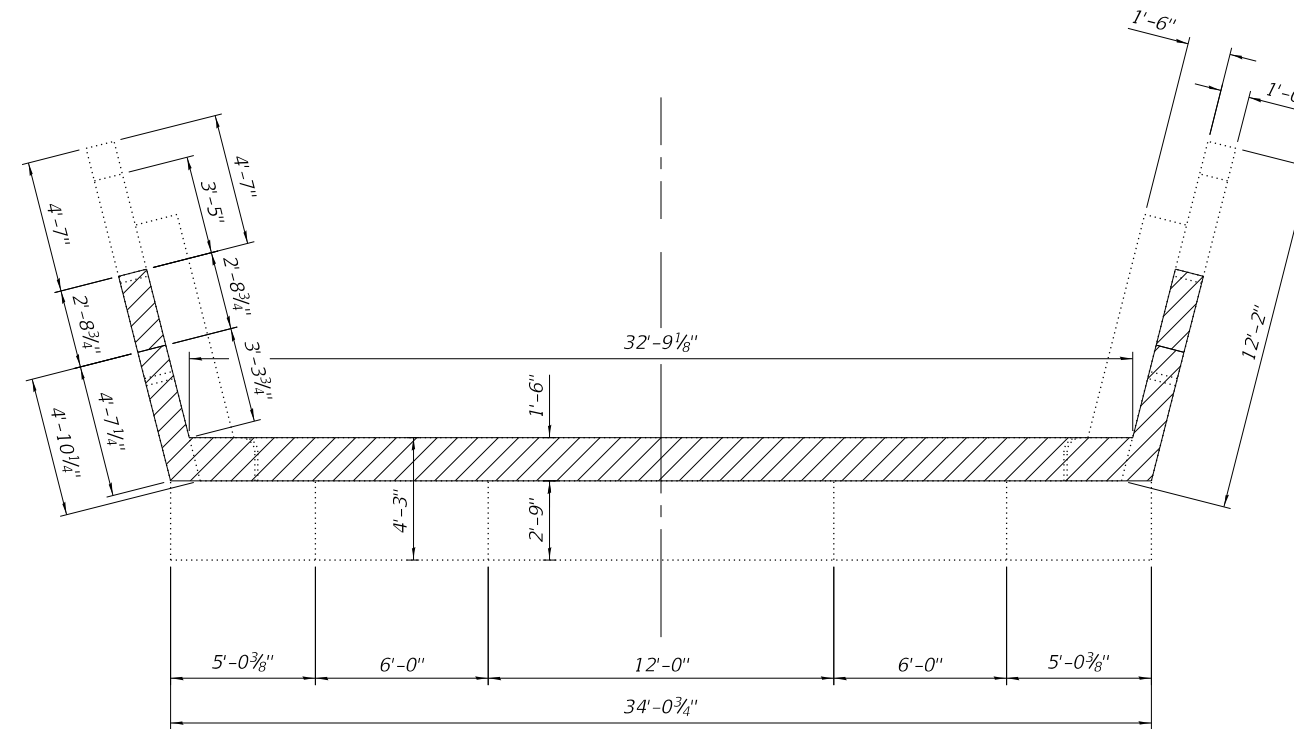
WING WALL ELEVATION
(Both Wing Walls Symmetrical)



NORTH ABUTMENT ELEVATION - REMOVAL
(Looking South)



WING WALL ISOMETRIC VIEW



NORTH ABUTMENT - REMOVAL



- Indicates Limits of Concrete Removal

Notes:
All saw cuts shall be to such a depth that when concrete is removed, a clean, neat edge will result with no spalling of the remaining concrete. Saw cuts cost included with "Concrete Removal."

For proposed underdrain and drainage components, see Sheet 2 of 26.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	CU. YD.	7.5

MODEL: Default
FILE NAME: P:\17-1040.05 2nd Street over I72\10_CADD\CADD Sheets\0840104-96025_014_North_Abutment_Removal_Details.dgn

Kaskaskia
Engineering Group, LLC
Professional Engineering Group
1127 N. Main St., Suite 200
Bella Vista, Illinois 62226
618.233.2877 phone
618.233.2977 fax
www.kaskaskiaeng.com
11/27/2019
01/30/2019
20-080256

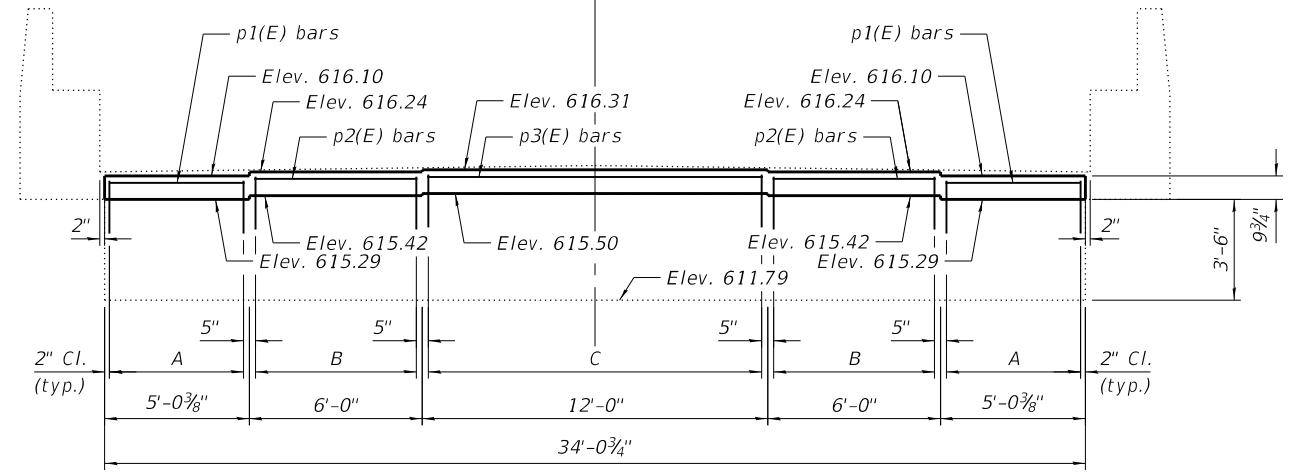
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

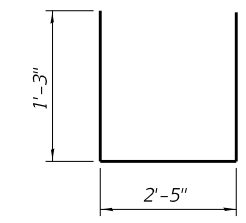
NORTH ABUTMENT REMOVAL DETAILS
STRUCTURE NO. 084-0104

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	140
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				

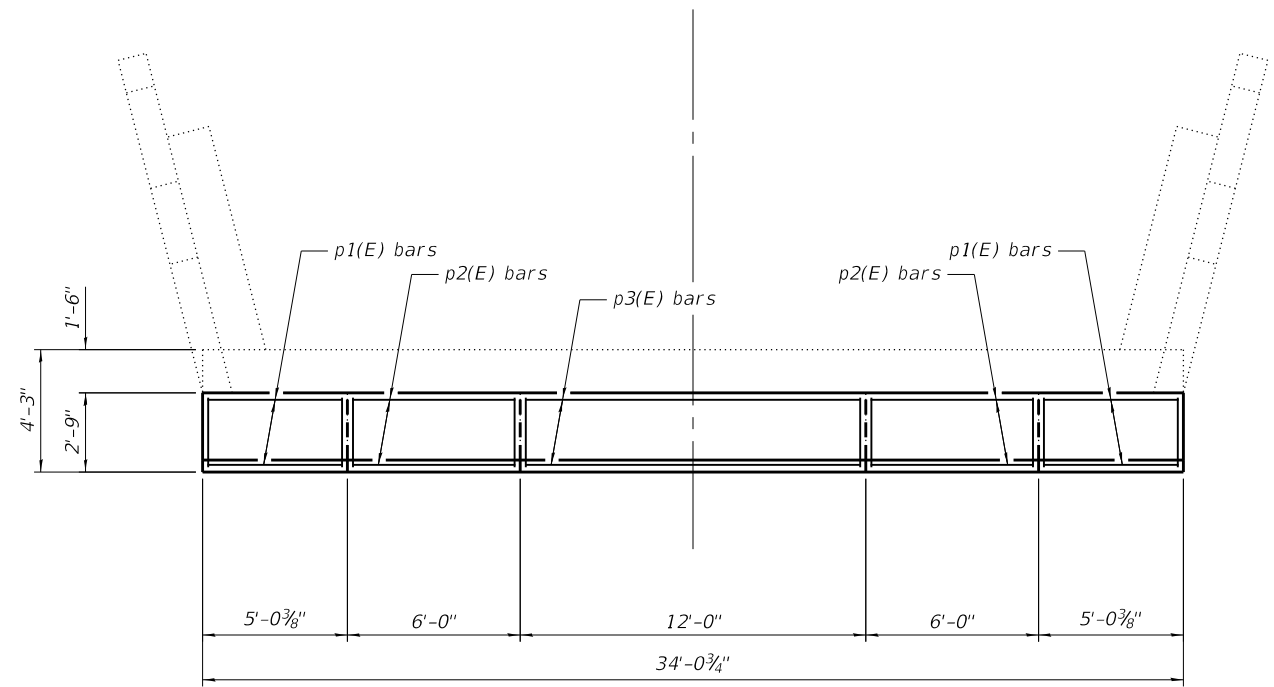
℄ F.A.U. Route 8025



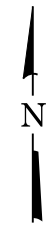
NORTH ABUTMENT ELEVATION
(Looking South)



BAR u1(E)



NORTH ABUTMENT



DIMENSION TABLE

CALLOUT	DESIGNATION
A	6-#5 u1(E) bars at 12" cts.
B	7-#5 u1(E) bars at 12" cts.
C	13-#5 u1(E) bars at 12" cts.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
p1(E)	8	#5	4'-8"	—
p2(E)	8	#5	5'-8"	—
p3(E)	4	#5	11'-8"	—
u(E)	39	#5	4'-11"	U
Structure Excavation		Cu. Yd.		54
Concrete Structures		Cu. Yd.		2.8
Reinforcement Bars, Epoxy Coated		Pound		340

Notes:
See sheet 9 of 26 for 2" Preformed Joint Filler placement.

MODEL: Default
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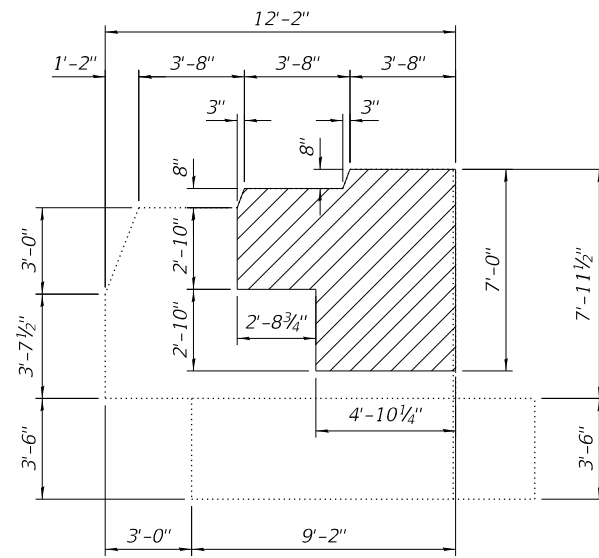
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT DETAILS
STRUCTURE NO. 084-0104

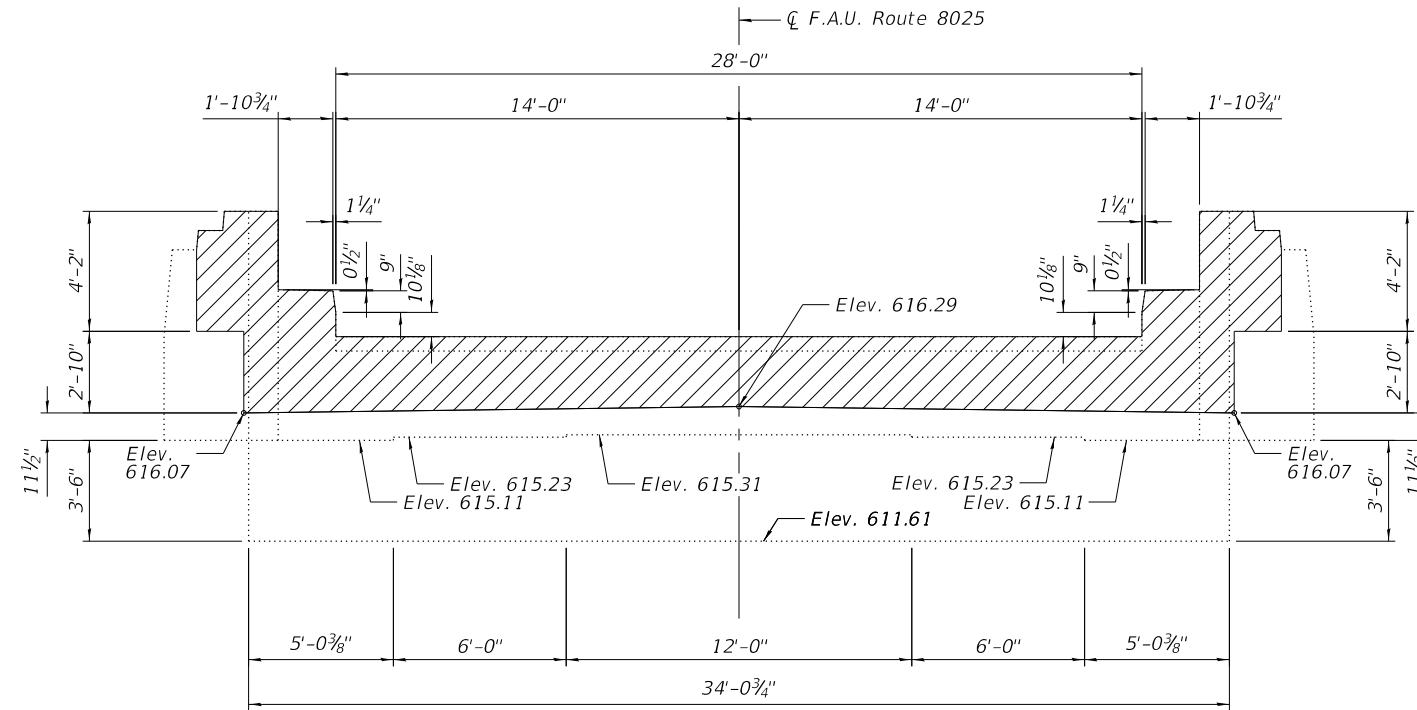
SHEET 15 OF 26 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	141
CONTRACT NO. 72J94				

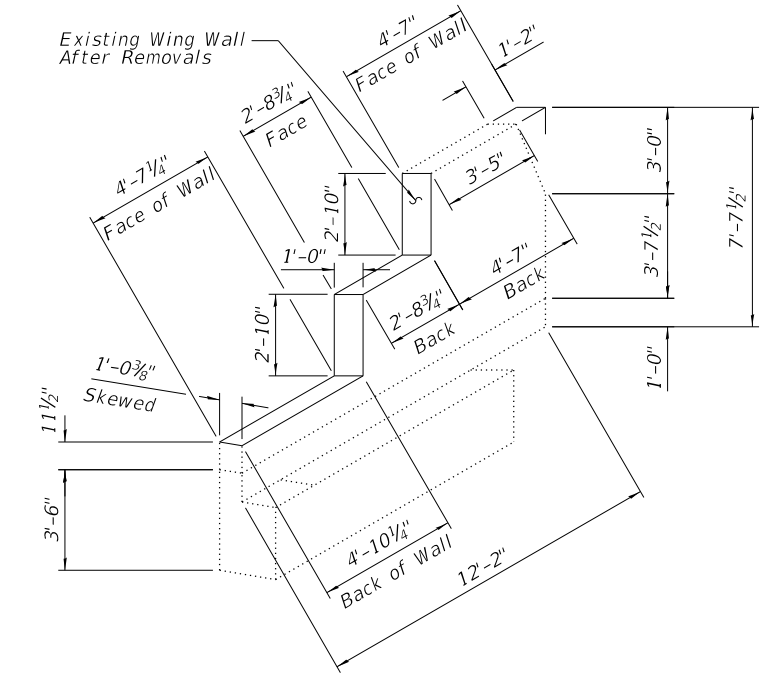
ILLINOIS FED. AID PROJECT
* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS



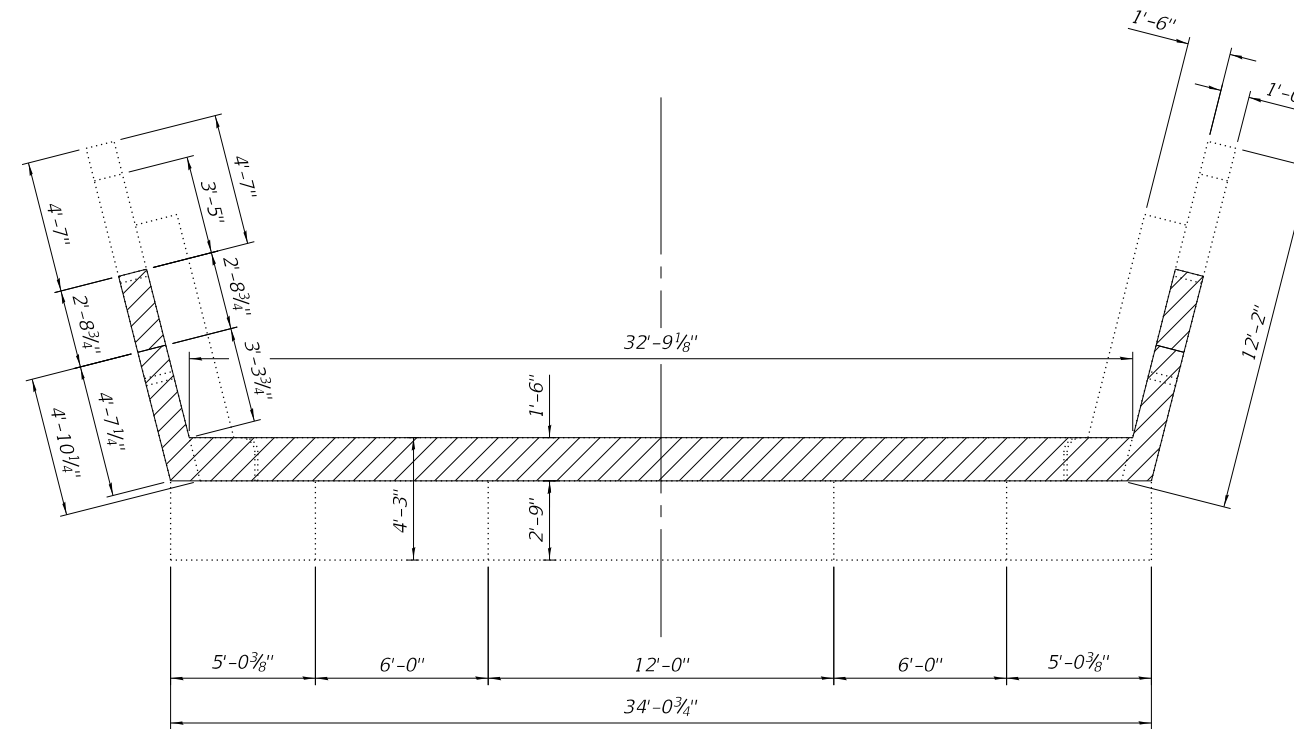
WING WALL ELEVATION
(Both Wing Walls Symmetrical)



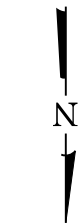
SOUTH ABUTMENT ELEVATION - REMOVAL
(Looking South)



WING WALL ISOMETRIC VIEW



SOUTH ABUTMENT - REMOVAL



- Indicates Limits of Concrete Removal

Notes:
All saw cuts shall be to such a depth that when concrete is removed, a clean, neat edge will result with no spalling of the remaining concrete. Saw cuts cost included with "Concrete Removal."
For proposed underdrain and drainage components, see Sheet 2 of 26.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	CU. YD.	7.5

MODEL: Default
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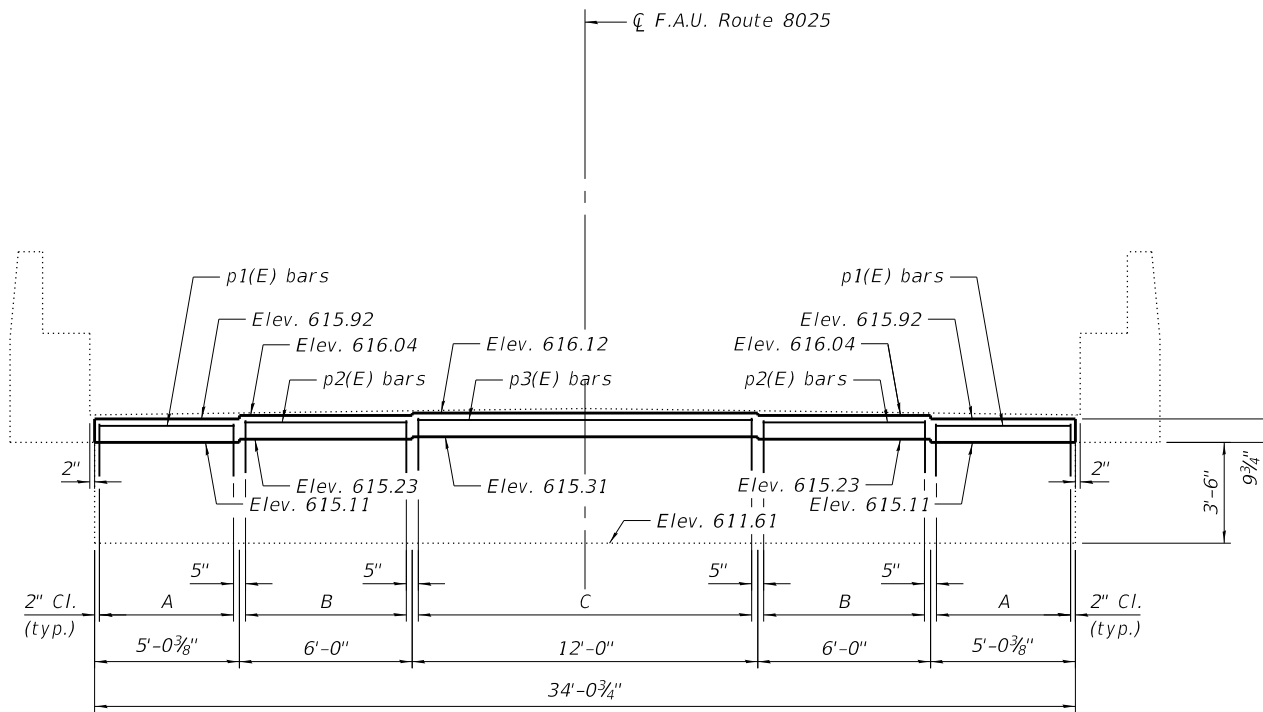
Kaskaskia
Engineering Group, LLC
Professional Engineering Group
1172796300
618-693-1111
26-086256

USER NAME =	DESIGNED - MC	REVISED -
CHECKED - BB	CHECKED - BB	REVISED -
PLOT SCALE =	DRAWN - RJO	REVISED -
PLOT DATE =	CHECKED - BB	REVISED -

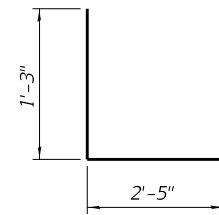
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT REMOVAL DETAILS
STRUCTURE NO. 084-0104
SHEET 16 OF 26 SHEETS

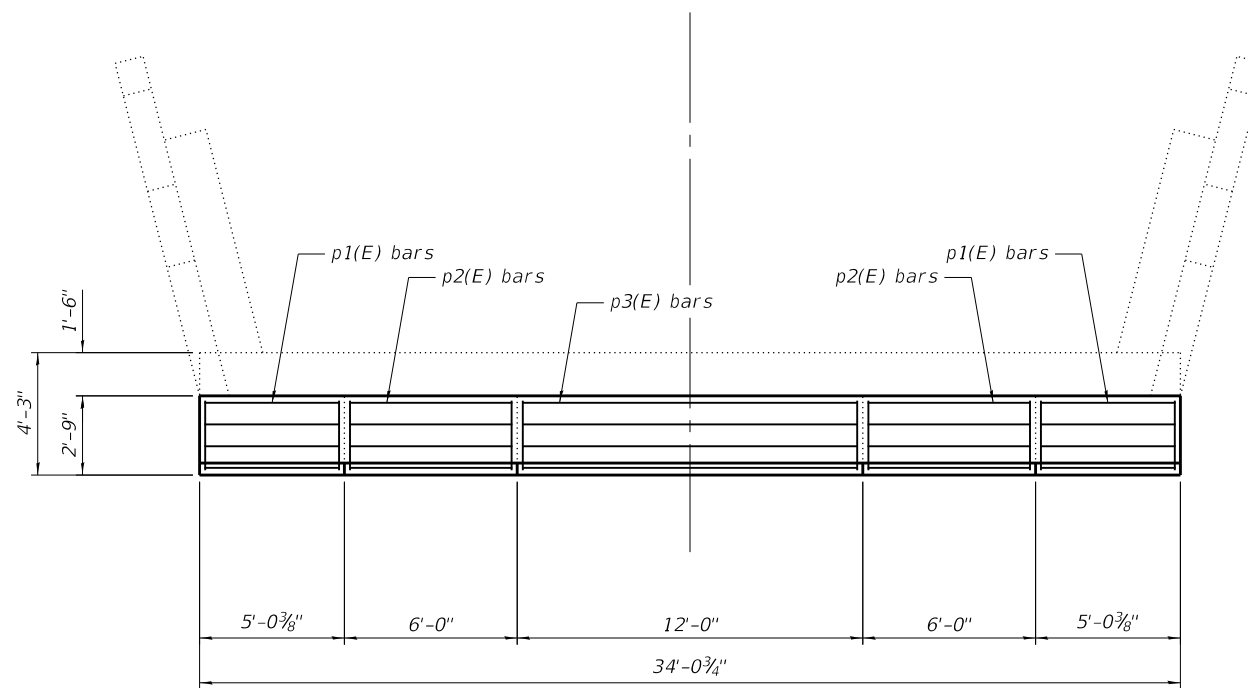
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	142
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				



SOUTH ABUTMENT ELEVATION
(Looking South)



BAR u1(E)



SOUTH ABUTMENT

DIMENSION TABLE

CALLOUT	DESIGNATION
A	6-#5 u1(E) bars at 12" cts.
B	7-#5 u1(E) bars at 12" cts.
C	13-#5 u1(E) bars at 12" cts.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
p1(E)	8	#5	4'-8"	—
p2(E)	8	#5	5'-8"	—
p3(E)	4	#5	11'-8"	—
u1(E)	39	#5	4'-11"	U
Structure Excavation			Cu. Yd.	53
Concrete Structures			Cu. Yd.	2.8
Reinforcement Bars, Epoxy Coated			Pound	340

Notes:
See sheet 9 of 26 for 2" Preformed Joint Filler placement.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

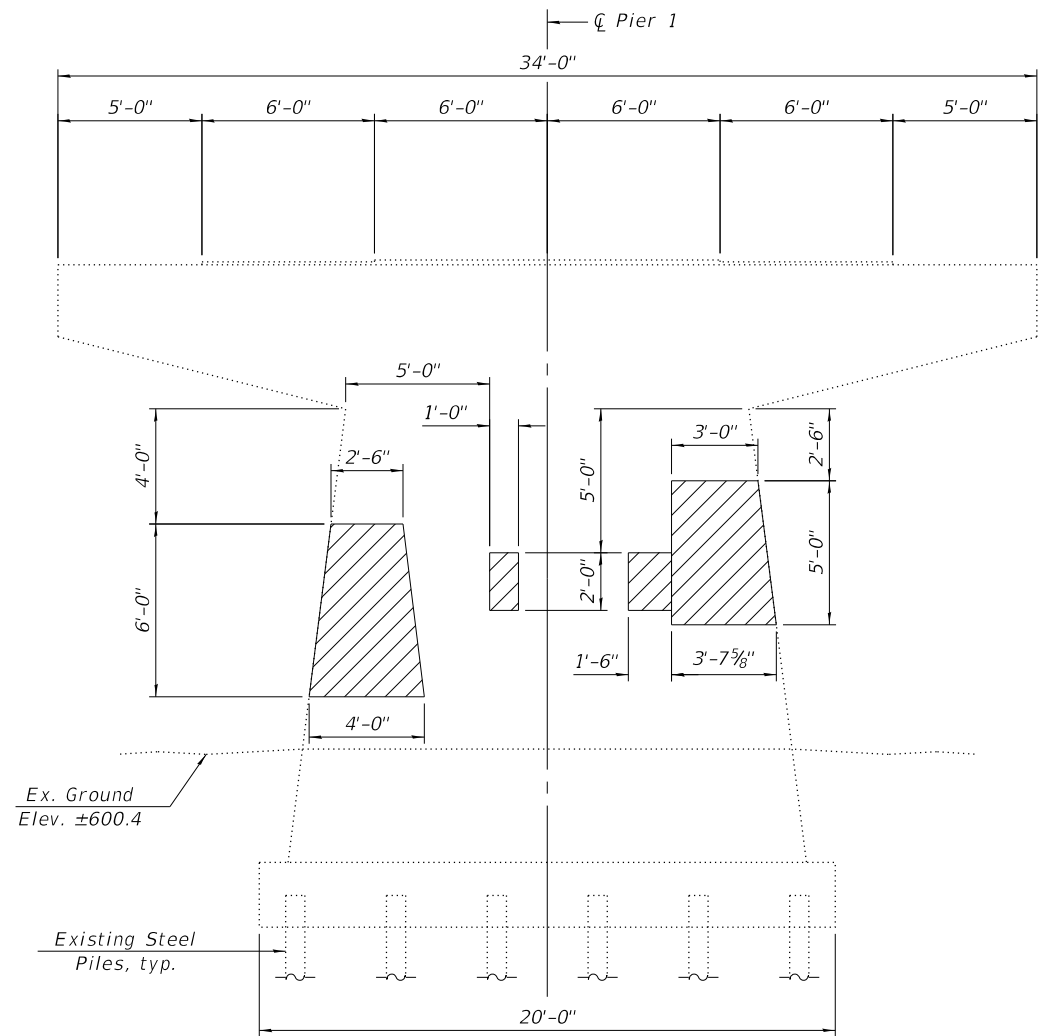
SOUTH ABUTMENT DETAILS
STRUCTURE NO. 084-0104

SHEET 17 OF 26 SHEETS

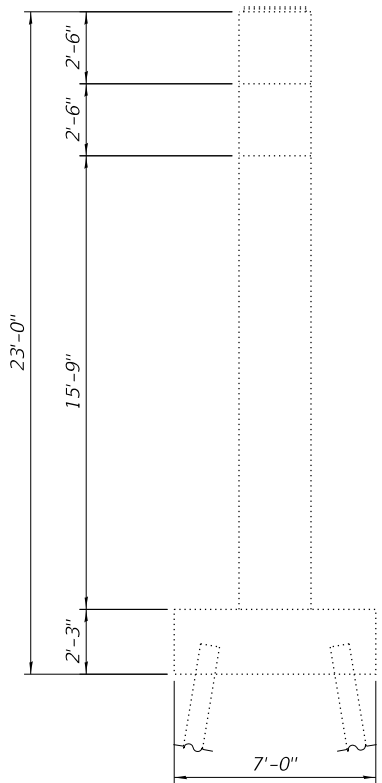
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	143
CONTRACT NO. 72J94				

ILLINOIS FED. AID PROJECT
* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS

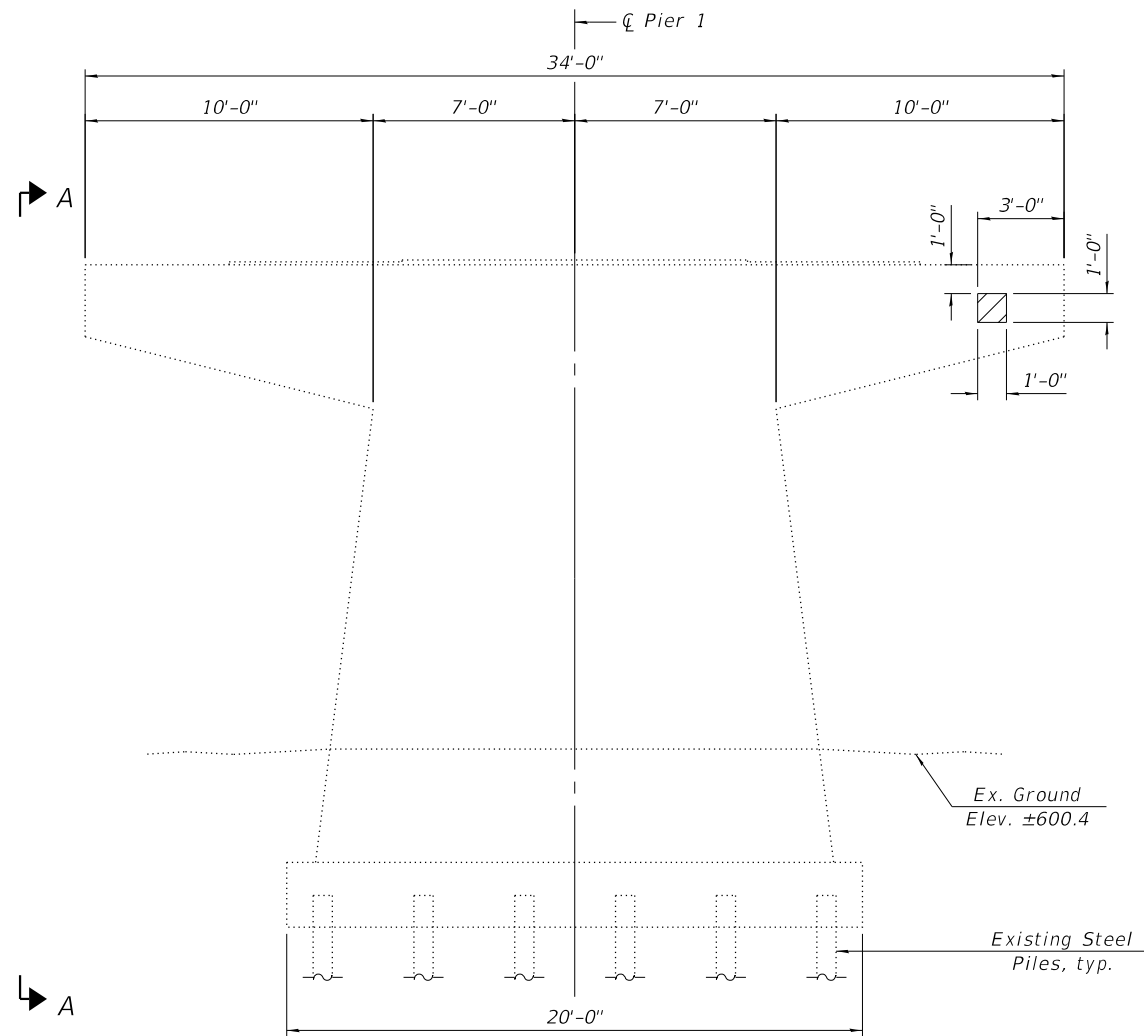
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PLOT SCALE =	DRAWN - RJO	REVISED -
PLOT DATE =	CHECKED - BB	REVISED -



PIER 1 ELEVATION
(Looking South)



VIEW A-A
(Looking West)



PIER 1 ELEVATION
(Looking North)

- Indicates Limits of Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)

Notes:
Existing elevations and dimensions shown are taken from the 1964 bridge plans. Contractor shall field verify all elevations and dimensions shown.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	SQ. FT.	42

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3/12/2019 5:51:15 AM

Kaskaskia
Engineering Group, LLC
Professional Engineering Group
11777676767
26-086266

USER NAME =	DESIGNED - MC	REVISED -
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PLOT DATE =	DRAWN - RJO	REVISED -
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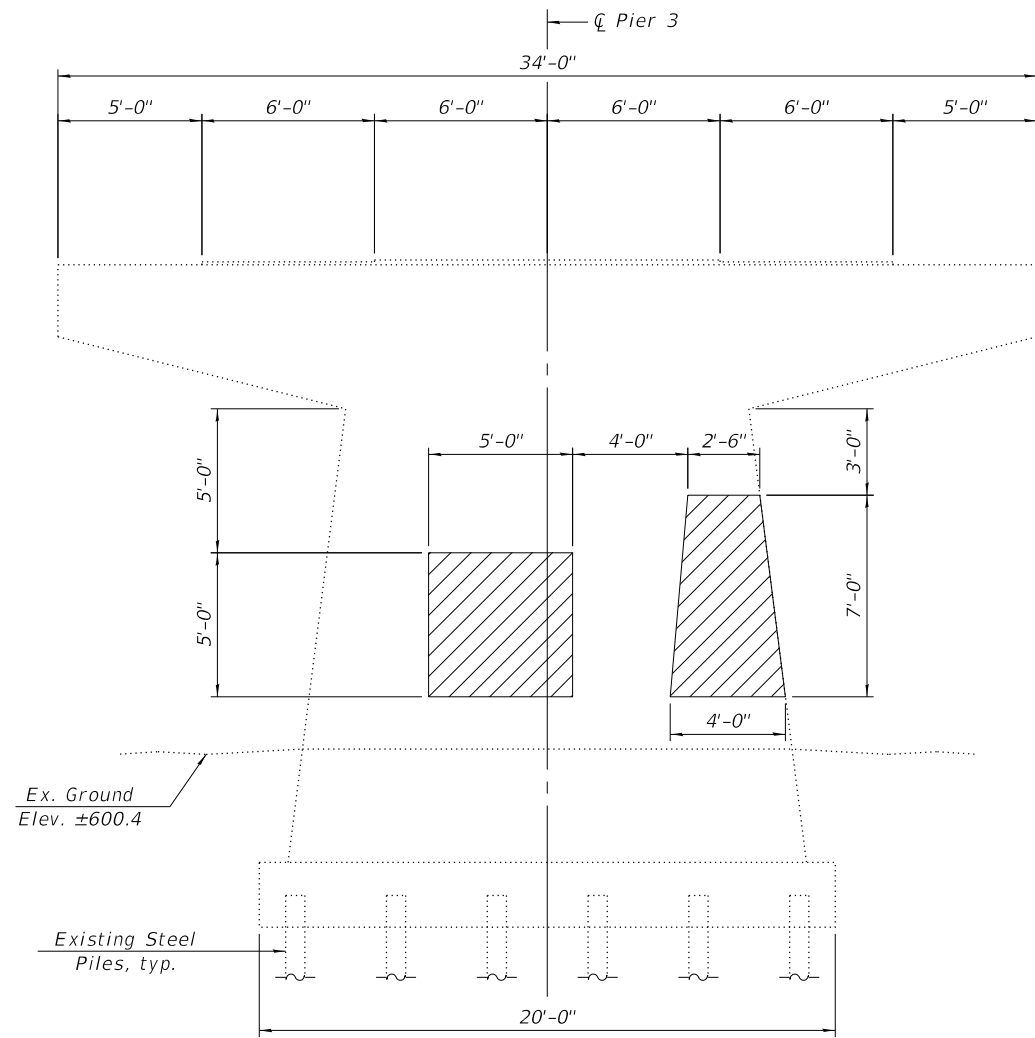
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1 REPAIR DETAILS
STRUCTURE NO. 084-0104

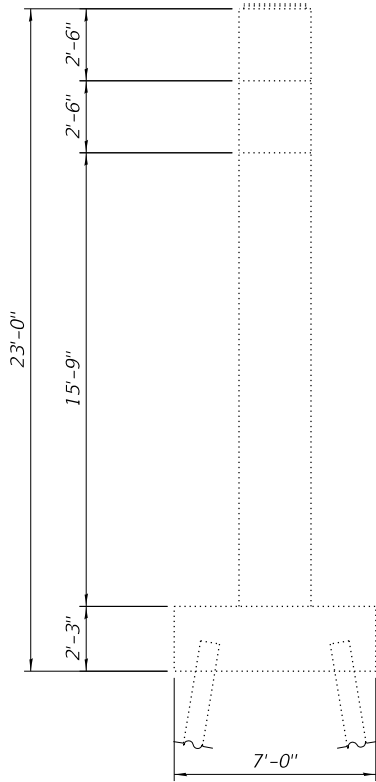
SHEET 18 OF 26 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	144
CONTRACT NO. 72J94				
ILLINOIS		FED. AID PROJECT		

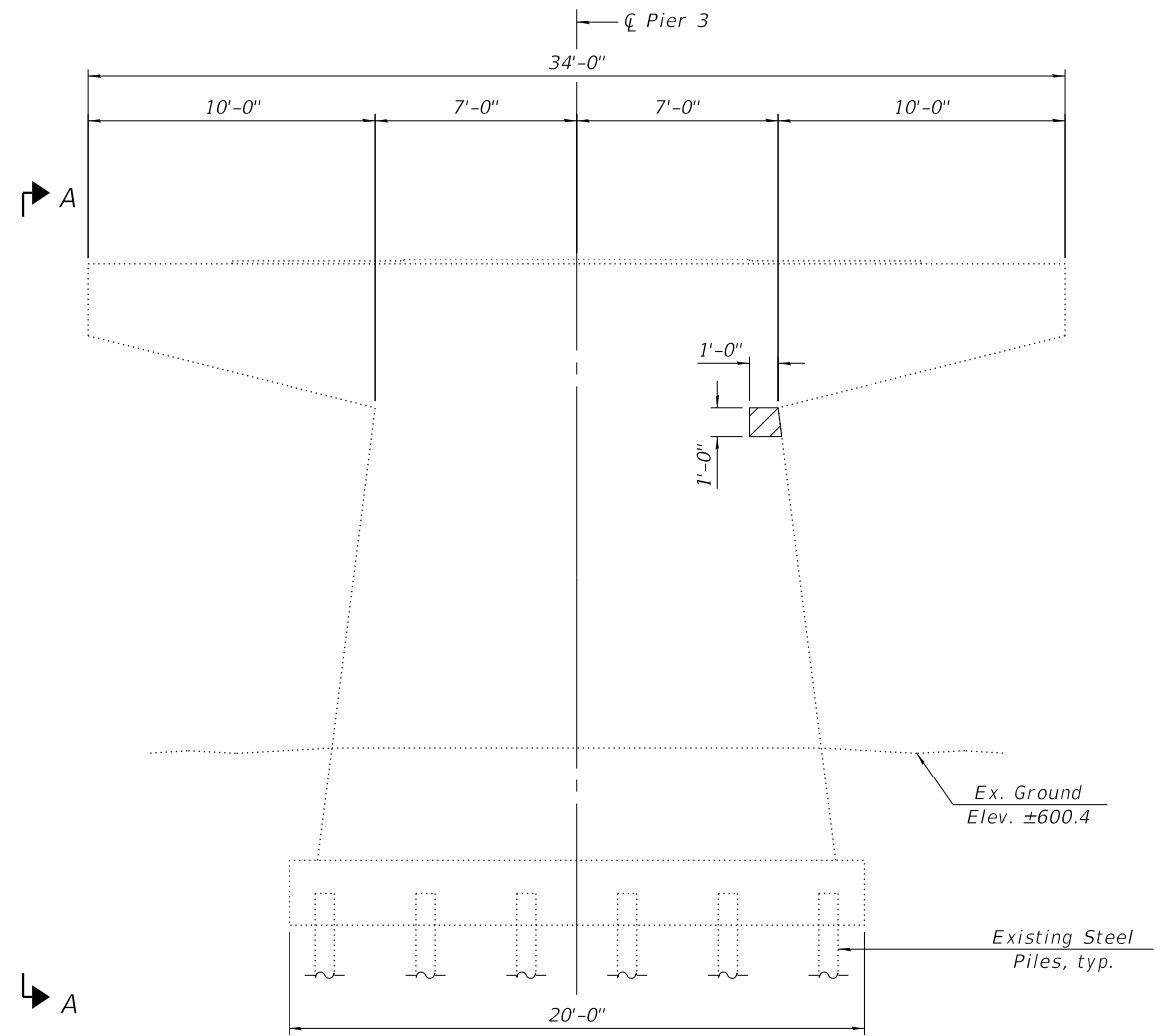
* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS



PIER 3 ELEVATION
(Looking South)



VIEW A-A
(Looking West)



PIER 3 ELEVATION
(Looking North)

- Indicates Limits of Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)

Notes:
Existing elevations and dimensions shown are taken from the 1964 bridge plans. Contractor shall field verify all elevations and dimensions shown.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	SQ. FT.	49

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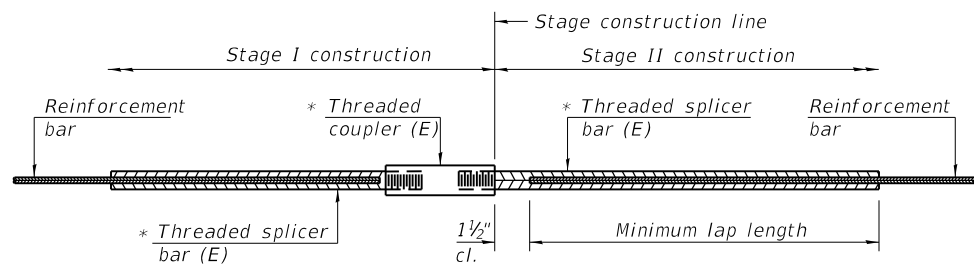
Kaskaskia
Engineering Group, LLC
Professional Engineering Group
1177767300
26-086266

USER NAME =	DESIGNED - MC	REVISED -
PLOT SCALE =	CHECKED - BB	REVISED -
PLOT DATE =	DRAWN - RJO	REVISED -
	CHECKED - BB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 3 REPAIR DETAILS
STRUCTURE NO. 084-0104

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	146
CONTRACT NO. 72J94				
ILLINOIS FED. AID PROJECT				

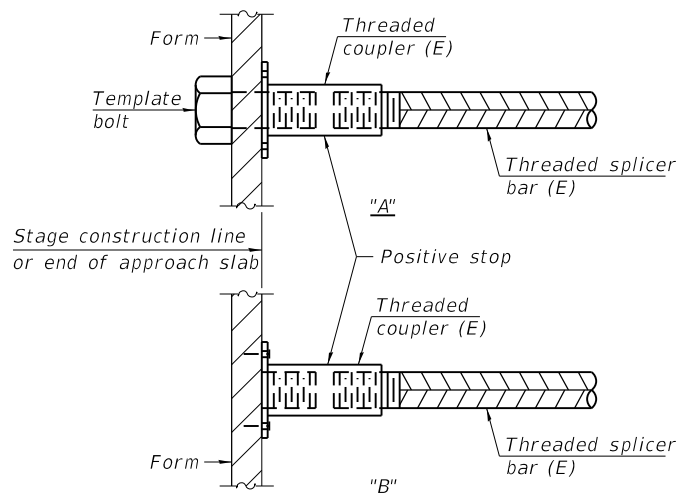


STANDARD BAR SPLICER ASSEMBLY

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

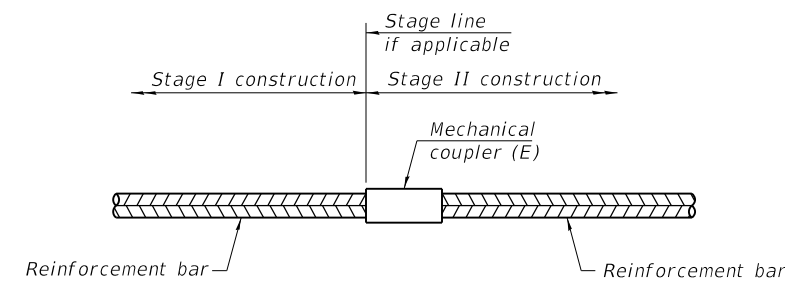
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Abutment Diaphragm	#5	76	2'-10"



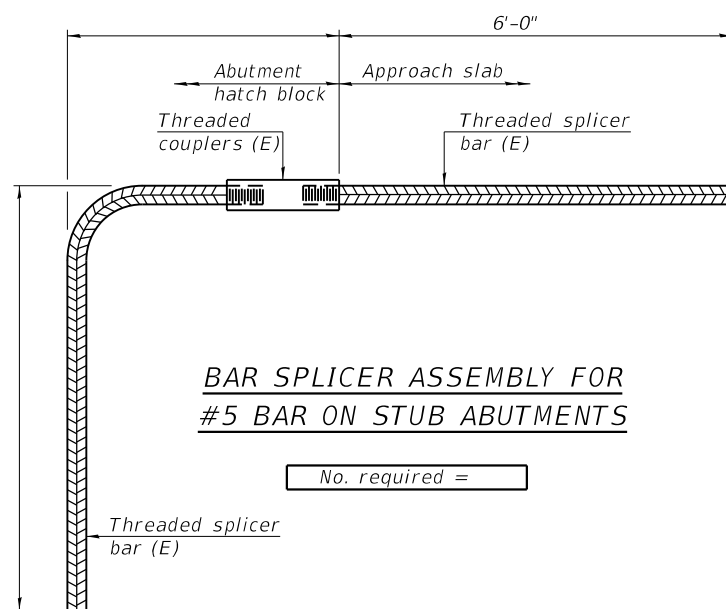
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

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BSD-1

2-17-2017



USER NAME =	DESIGNED - MC	REVISED -
PLOT SCALE =	CHECKED - BB	REVISED -
PLOT DATE =	DRAWN - RJO	REVISED -
	CHECKED - BB	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 084-0104

SHEET 21 OF 26 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	147
CONTRACT NO. 72J94				

ILLINOIS FED. AID PROJECT
 * FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS

GENERAL NOTES

SPECIFICATIONS:

DESIGN: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals. ("AASHTO Specifications")

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 Specifications.

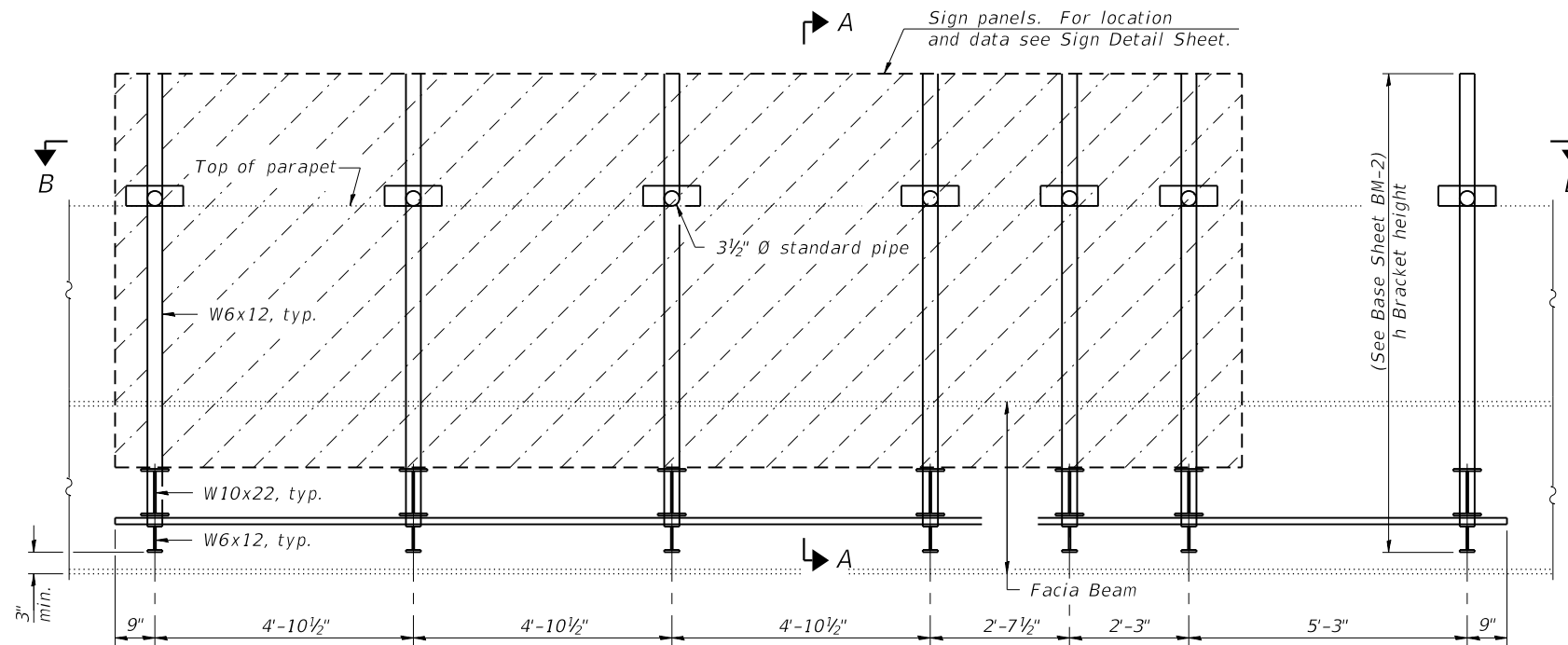
MATERIALS: All Structural Steel Pipe shall be ASTM A53 Grade B with a minimum yield of 35,000 p.s.i., or A500 Grade B or C with a minimum yield of 46,000 p.s.i. If A500 pipe is substituted for A53, then the outside diameter shall be as detailed and wall thickness greater than or equal to A53. All Structural 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.

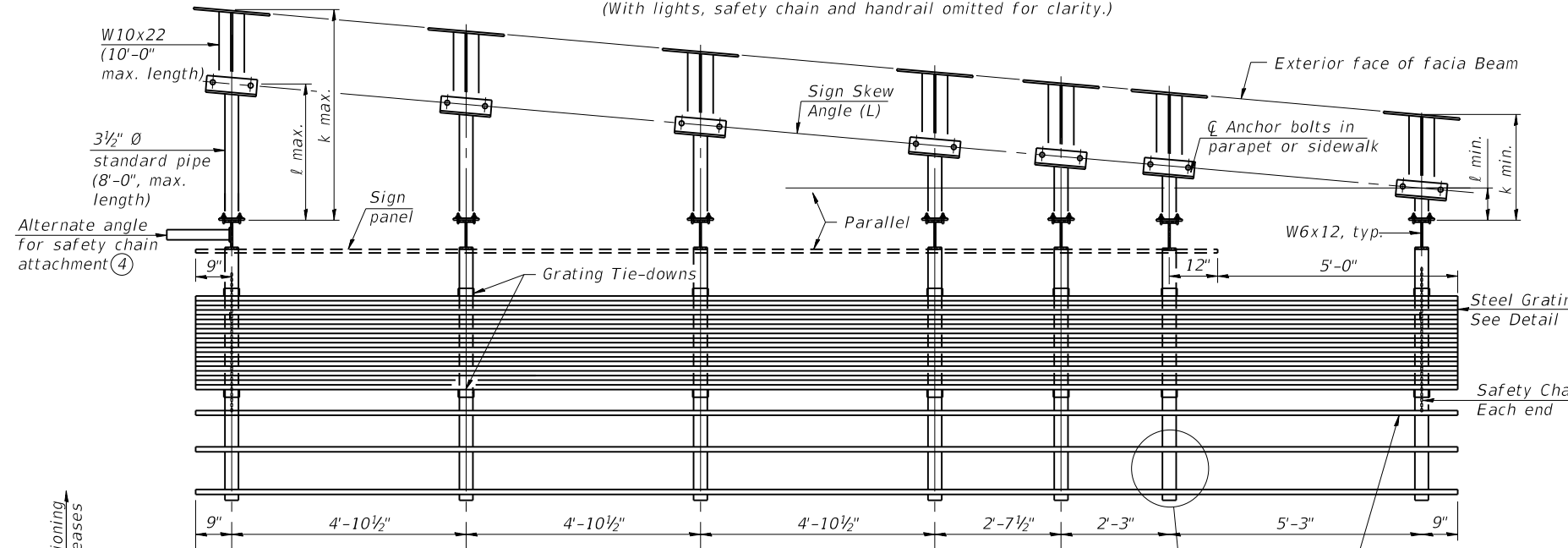
ANCHOR RODS: All-threaded rod shall conform to ASTM F1554 Grade 105, 3/4" Ø x 12" long, each with one plate washer and locknut and be hot dip galvanized per AASHTO M232. They shall be either cast into the concrete or epoxy grouted in accordance with Section 584 of the Standard Specifications. Minimum embedment in concrete shall be 9".

- ① Brackets shall be placed at existing bracket locations. New bracket locations shall be spaced as shown in Section B-B.
- 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.

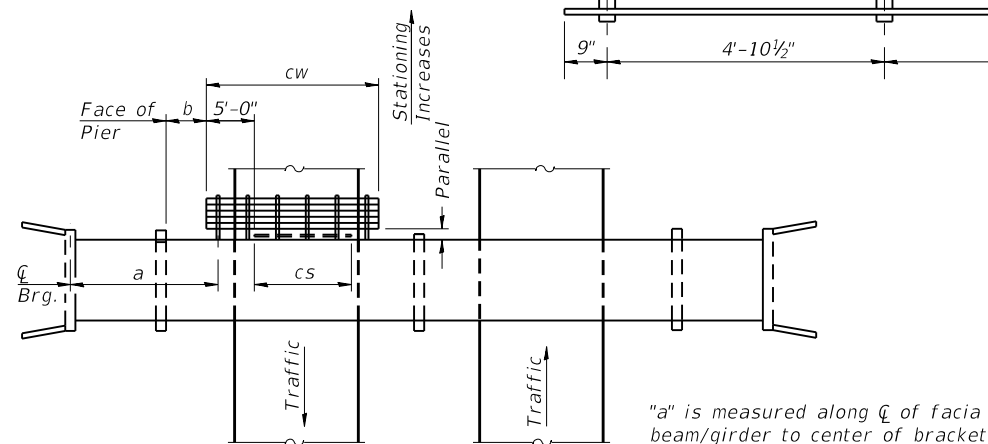


FRONT ELEVATION

(With lights, safety chain and handrail omitted for clarity.)



SECTION B-B



WALKWAY AND HANDRAIL SKETCH
(Road plan beneath structure varies.)

"a" is measured along \bar{C} of facia beam/girder to center of bracket

cs = sign width
cw = walkway-lengths

Structure Number	Sign Skew Angle (L) or (R)	Bridge Station	Bridge Structure Number	Contract Route Designation	a	b	cs	cw	No. of Brackets (Total)	Total Grating/Hndrl. Lengths (cw + dw)
6B0841072L096.8	L 0°-55'	33+09.35	084-0104	F.A.I. 72	49'-2"	6'-9"	20'-6"	26'-3"	7	26'-3"

Dimensions a, & b may vary as approved by the Engineer, see ①.
When cw < cs, use alternate brackets without walkway supports where applicable, see ③.

TOTAL BILL OF MATERIAL

③ OVERHEAD SIGN STRUCTURE-BRIDGE MOUNTED	Foot	26
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MODEL: Default
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PLOT DATE =	DRAWN - RJO	REVISED -
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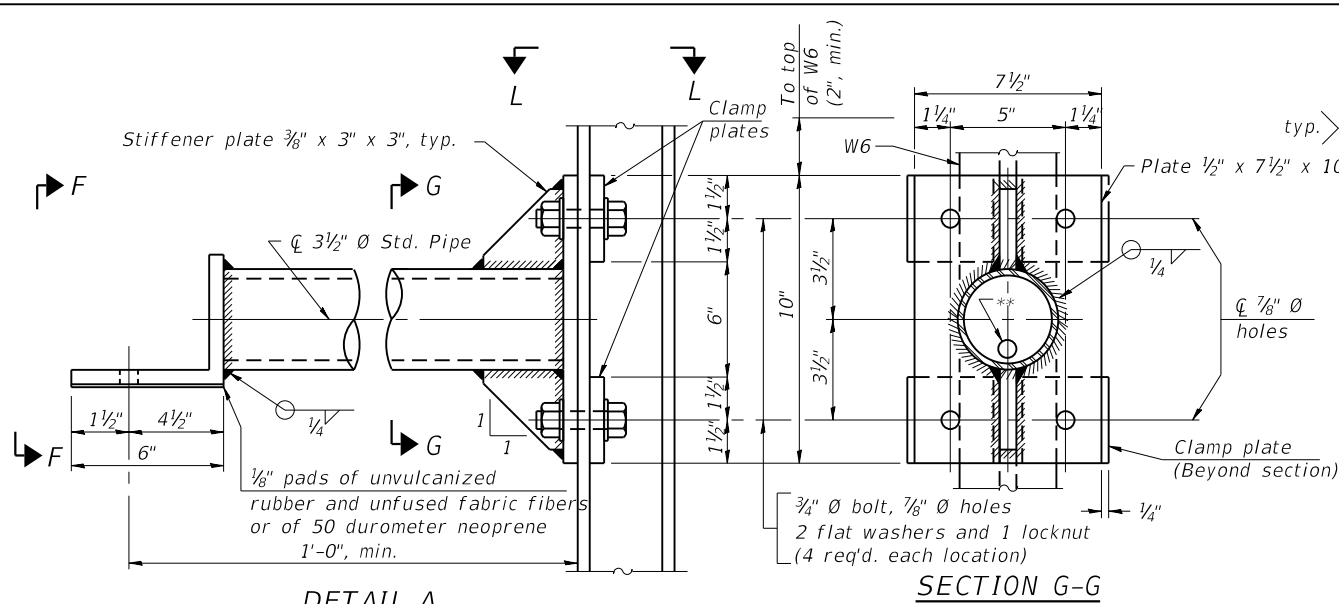
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BRIDGE MOUNTED SIGN DETAILS
STRUCTURE NO. 084-0104**

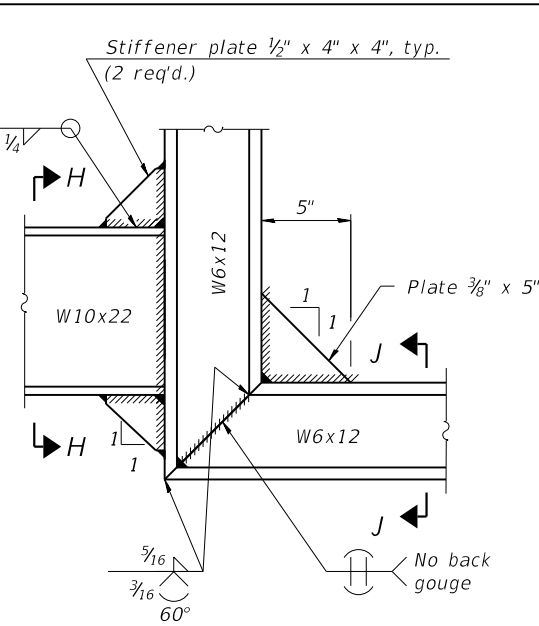
SHEET 22 OF 26 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	148
CONTRACT NO. 72J94				

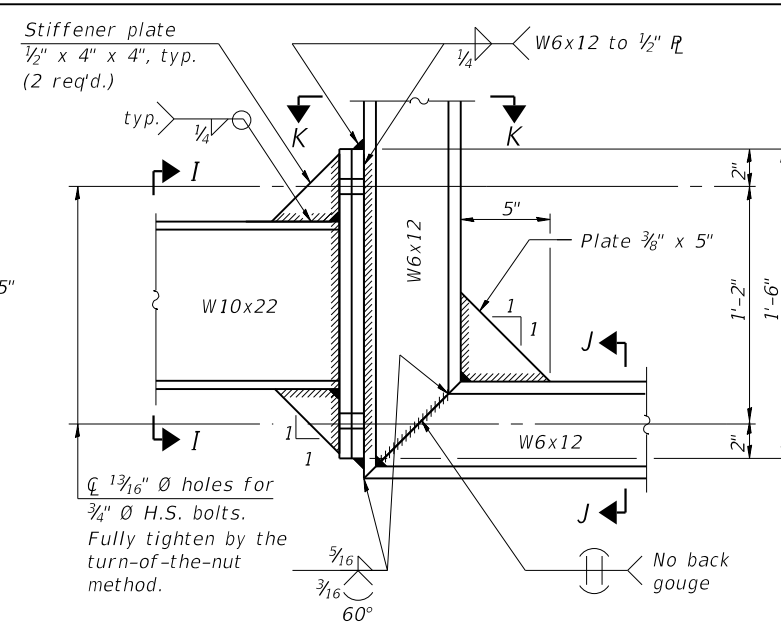
ILLINOIS FED. AID PROJECT
* FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS



SECTION G-G

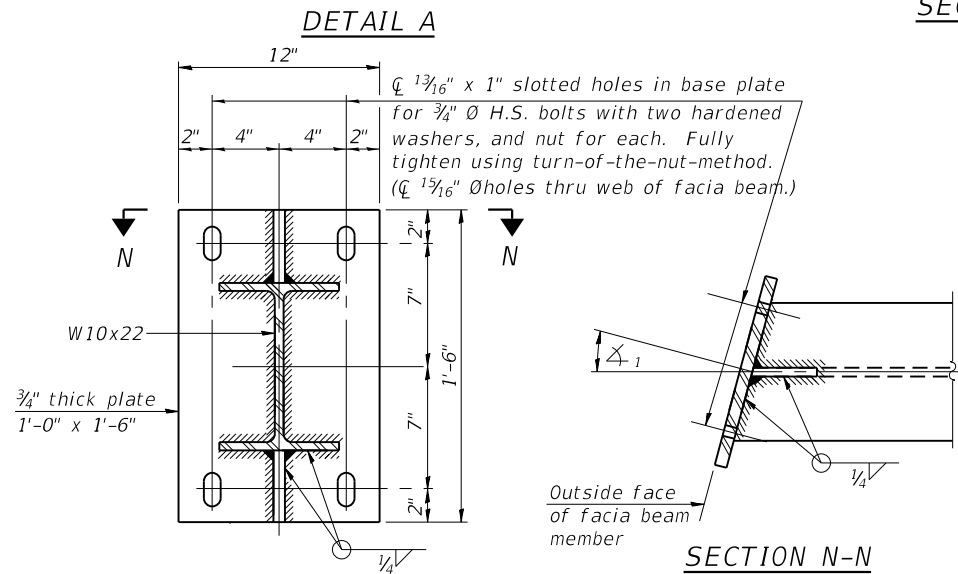


DETAIL B - WELDED W10x22 TO W6x12 CONNECTION



DETAIL B - ALTERNATE BOLTED W10x22 TO W6x12 CONNECTION

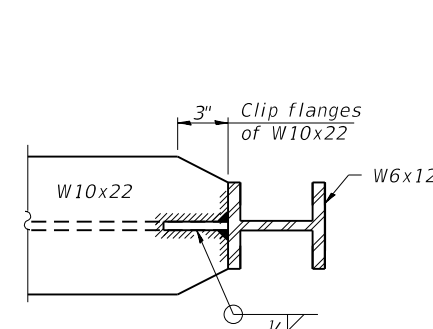
Alternate may be substituted by contractor to facilitate construction or galvanizing, especially on long struts for skewed bridges.



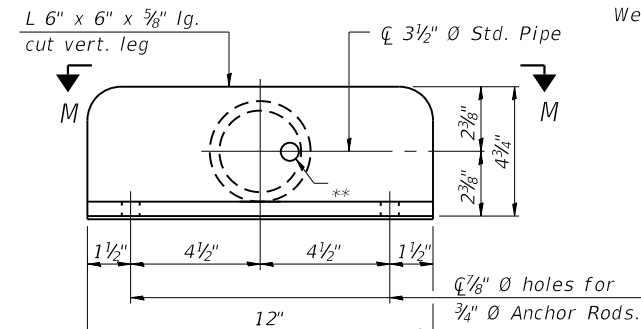
DETAIL A

SECTION N-N

Skewed connection detail for W10x22 to fascia beam.

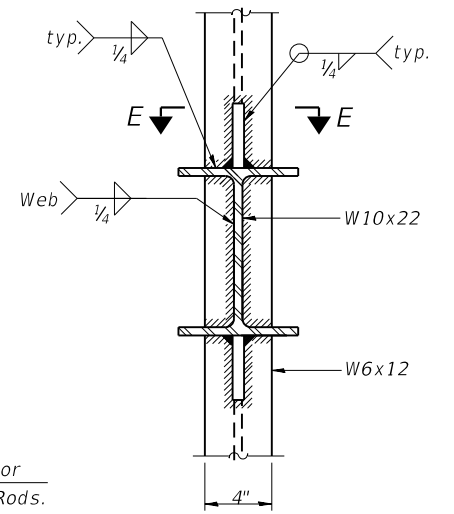


SECTION E-E



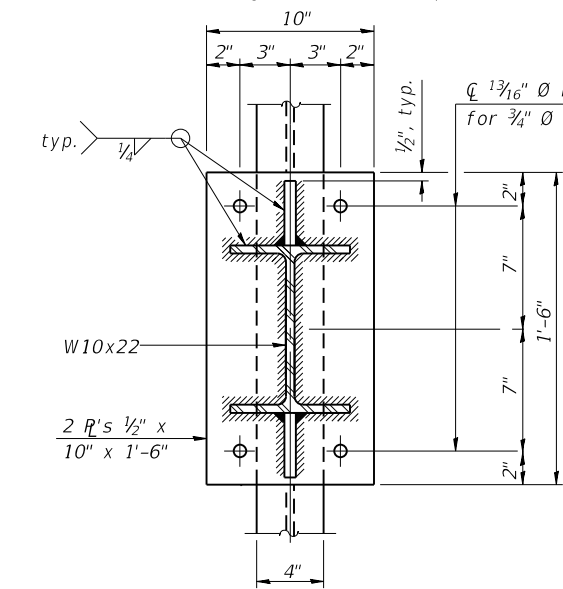
VIEW F-F

** 1 3/16 inch diameter holes for galvanizing. After galvanizing, install 7/8 inch diameter A307 hot-dip galvanized bolt to close hole in angle. (No bolt required in 1/2 inch plate.)



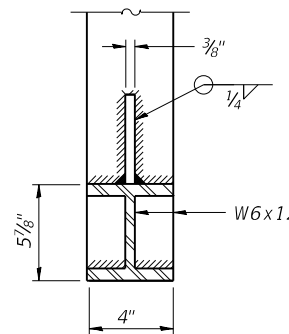
SECTION H-H

SECTION C-C Steel beam or girder connection plate details

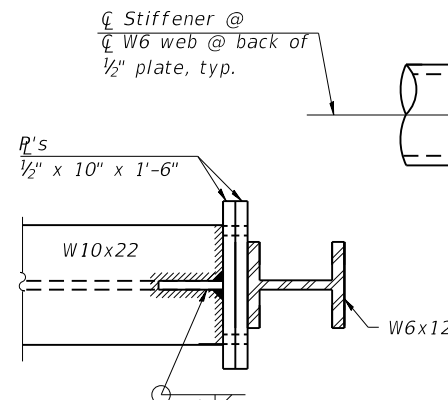


SECTION I-I

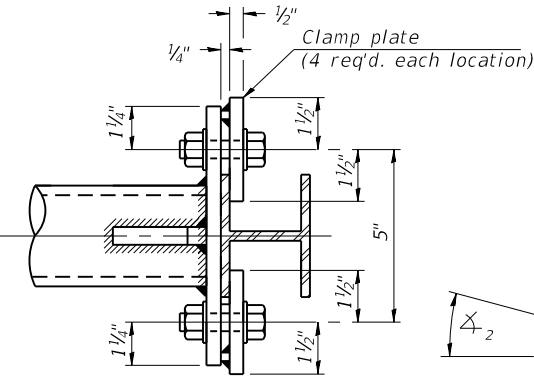
Note: For constant slab overhang at fascia beam, $\Delta_1 = \Delta_2 =$ sign angle. For flared beams or other special cases where $\Delta_1 \neq \Delta_2$, $\Delta_1 \neq \Delta_2$ = sign angle.



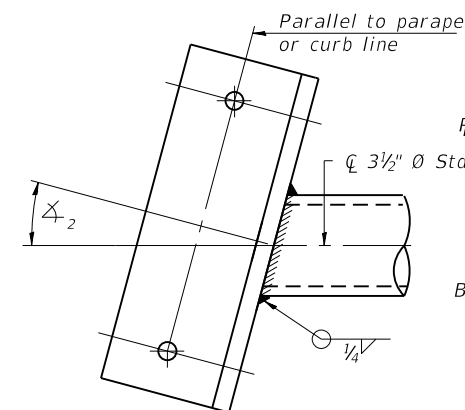
SECTION J-J



SECTION K-K

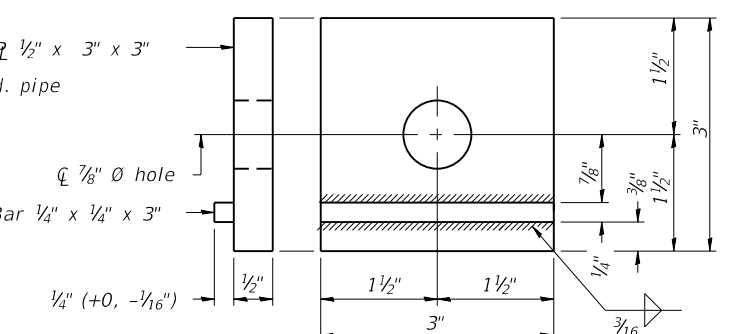


SECTION L-L



SECTION M-M

Skewed connection detail for 3 1/2 inch diameter pipe to parapet.



CLAMP PLATE DETAILS

MODEL: Default
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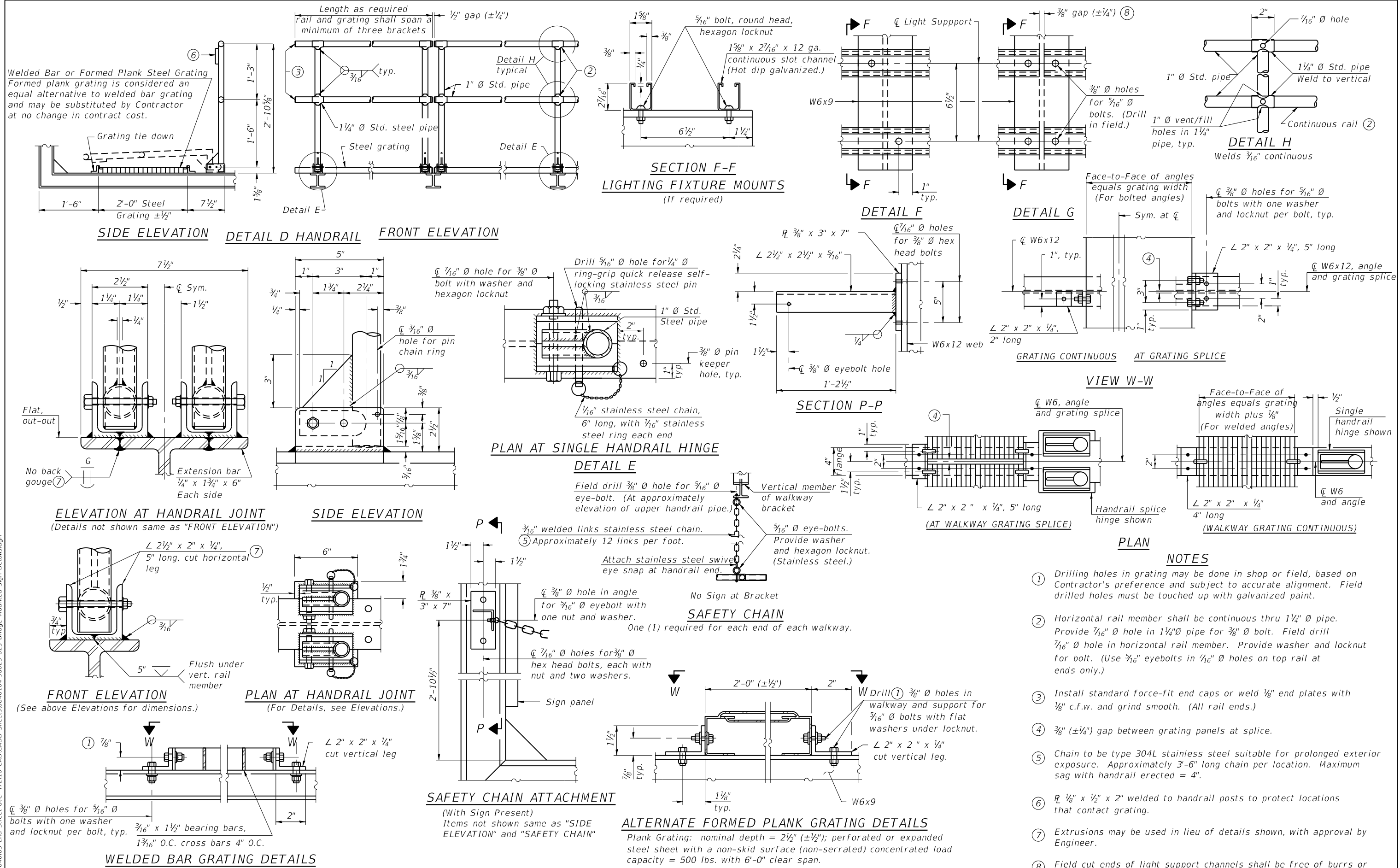
288 E. Main St., Suite 200
Bella Vista, Illinois 62226
618.233.2877 phone
618.233.2877 fax
www.kaskaskiaeng.com
Professional Engineering Firm
ILLINOIS REG. NO. 021-088633
20-088636

USER NAME =	DESIGNED - MC	REVISED -
PLOT SCALE =	CHECKED - BB	REVISED -
PLOT DATE =	DRAWN - RJO	REVISED -
	CHECKED - BB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE MOUNTED SIGN DETAILS
STRUCTURE NO. 084-0104

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	150
CONTRACT NO. 72J94				



MODEL: Default
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BM-4
2-17-2017

DESIGNED - MC	REVISD -
CHECKED - BB	REVISD -
DRAWN - RJO	REVISD -
CHECKED - BB	REVISD -

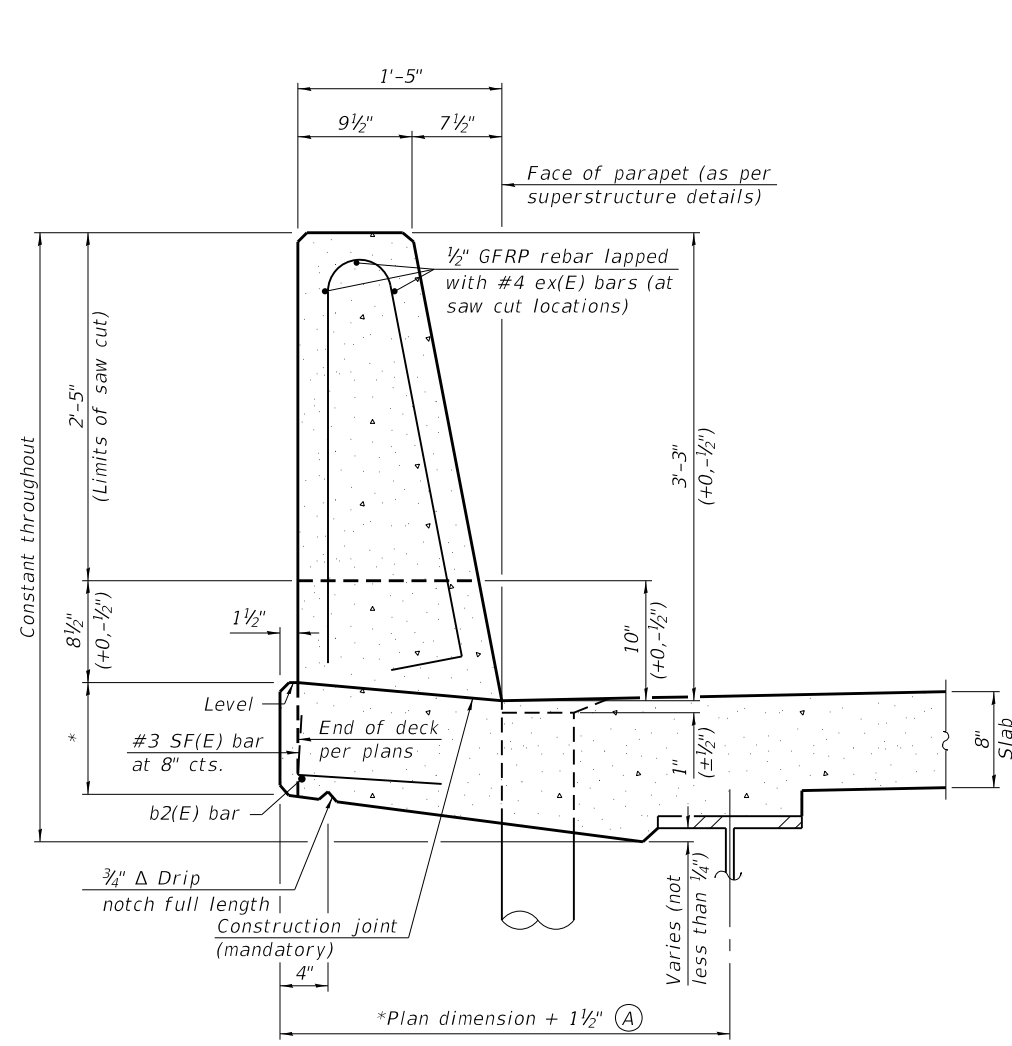
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE MOUNTED SIGN DETAILS
STRUCTURE NO. 084-0104

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	151
CONTRACT NO. 72J94				

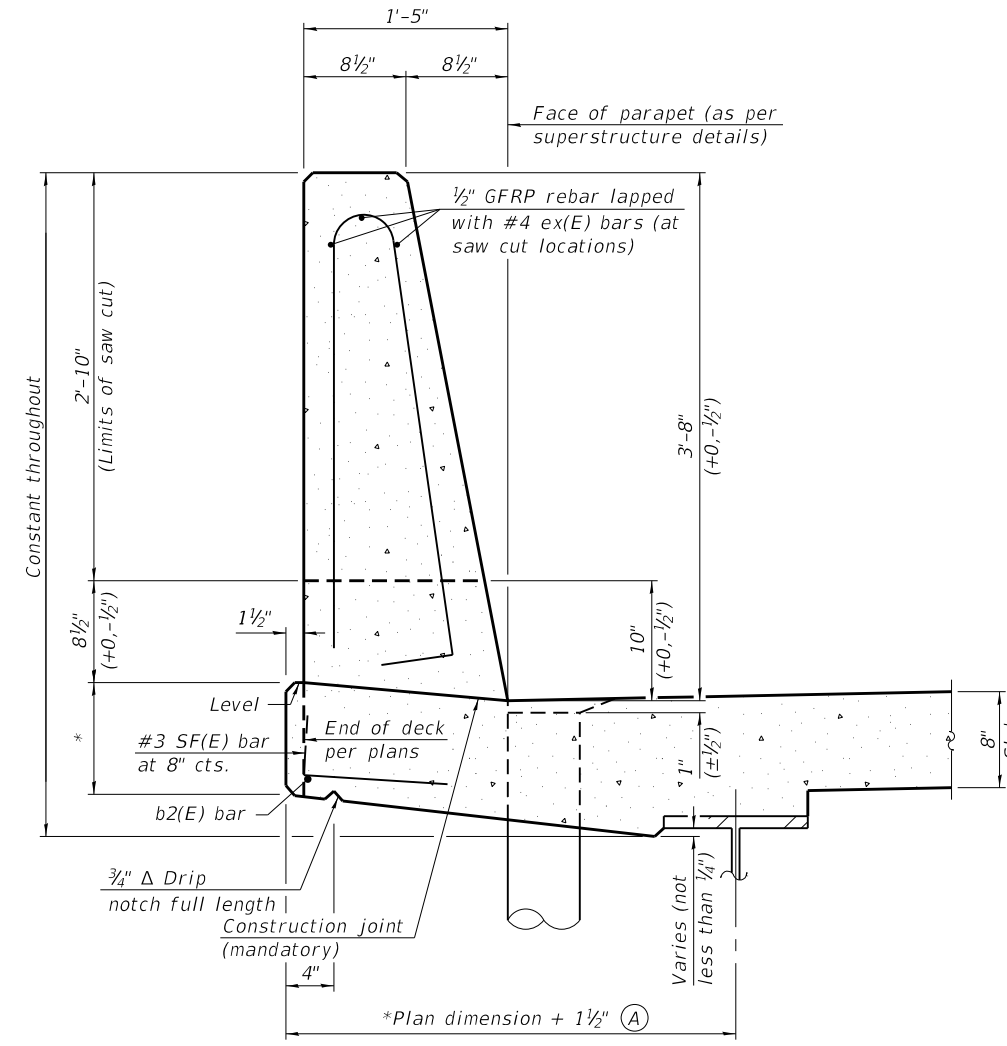
GENERAL NOTES

All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.
 Place full depth aluminum sheets as shown on superstructure details.
 Replace all cork joint filler locations with a full thickness saw cut.
 Steel superstructure shown. Other superstructure types similar.



**39" CONSTANT-SLOPE
PARAPET SECTION**

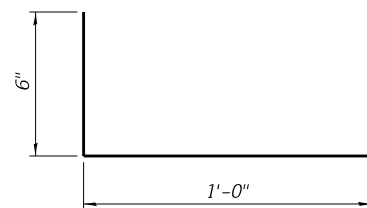
(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



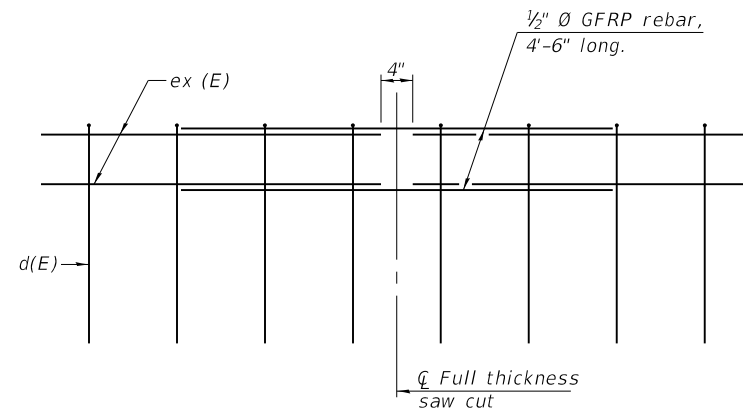
**44" CONSTANT-SLOPE
PARAPET SECTION**

(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)

*See Superstructure Details.



#3 (E) BAR



GFRP REBAR STIFFENING DETAIL

(Place as shown in parapet section at each parapet joint location.)

SFP 39-44

1-14-2019

MODEL: Default
 FILE NAME: P:\17-1040.05 2nd Street over I72\10_CAD\CADD Sheets\0840104-96025_026_Concrete_Parapet_Slipforming Option.dgn



USER NAME =	DESIGNED - MC	REVISED -
CHECKED - BB	CHECKED - BB	REVISED -
PLOT SCALE =	DRAWN - RJO	REVISED -
PLOT DATE =	CHECKED - BB	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 084-0104**

SHEET 26 OF 26 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(110)RS-2, (84-9)RS-7, BR	SANGAMON	152	152
CONTRACT NO. 72J94				

ILLINOIS FED. AID PROJECT
 * FAI 72, FAP 666, FAI 72 4 / I-72, I-55 BUS