09-19-2025 LETTING ITEM 055

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	1
	ILLINOIS	CONTRACT NO. 72M33		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

FAI ROUTE 72 (I-72)
SECTION (75-4B-1)BDR,BJR,I
PROJECT NHPP-CLTP(250)
BRIDGE DECK OVERLAY, JOINT REPAIR
PIKE COUNTY

C-96-133-20

FOR INDEX OF SHEETS, SEE SHEET NO. 2

D-96-103-20

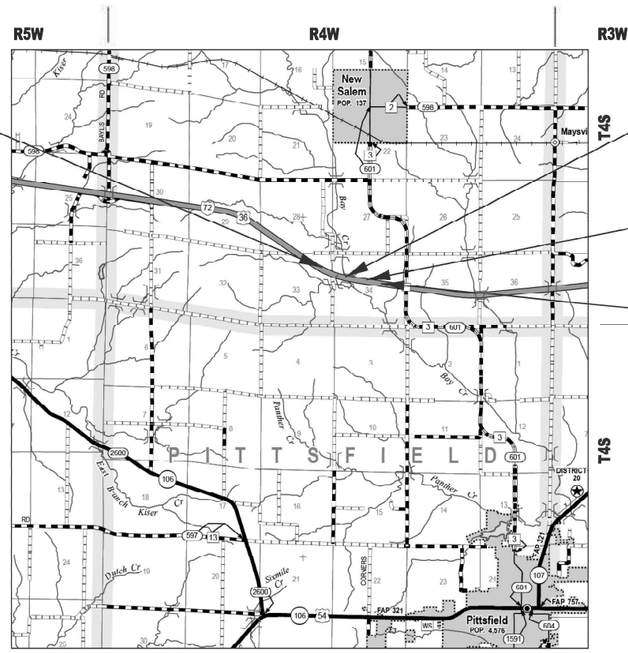
LOCATION OF SECTION INDICATED THUS: -

FUNCTIONAL CLASSIFICATION:
INTERSTATE

CRS:
4.9 (2023)

AVERAGE DAILY TRAFFIC:
ADT = 8,850 (2023)
(MU = 35.03%, SU = 3.67%, PV = 61.30%)

BEGIN IMPROVEMENT
STA. 567+67



S.N. 075-0107 (WB I-72)
S.N. 075-0108 (EB I-72)
STA. 572+50.00

END IMPROVEMENT
STA. 577+27

STATION EQUATION:
STA. 586+68.67 BK =
STA. 0+00.00 AH

N

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

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

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

GROSS LENGTH = 960.00 FT. = 0.182 MILE
NET LENGTH = 960.00 FT. = 0.182 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED June 25 2025
Lora Rensing
REGIONAL ENGINEER

August 15 2025
ENGINEER OF DESIGN AND ENVIRONMENT

August 15 2025
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

PROJECT ENGINEER: BRIAN LANINGHAM (217) 782-6990
PROJECT MANAGER: FRANK CARABALLO (217) 524-7697

CONTRACT NO. 72M33

INDEX OF SHEETS

GENERAL NOTES

1. SYNTHETIC FIBERS ARE NOT REQUIRED IN THE BRIDGE DECK MICROSILICA CONCRETE OVERLAY.
2. UPON COMPLETION OF PAINTING OPERATIONS, THE CONTRACTOR SHALL REMOVE ALL DEBRIS FROM ABUTMENT CAPS UPON WHICH PAINTING OERATIONS TOOK PLACE. FINAL CLEANUP SHALL BE INCLUDED IN THE COST OF THE PAINT PAY ITEM FOR THE RESPECTIVE LOCATION. THE ENGINEER SHALL HAVE THE RIGHT TO WITHHOLD PAYMENT UNTIL SATISFACTORY CLEANUP IS ACHIEVED.

HIGHWAY STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
482011-03	HMA SHOULDER STRIPS / SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
483001-06	PCC SHOULDER
606001-08	CONCRETE CURB TYPE B AND COMBINATION CURB AND GUTTER
610001-09	SHOULDER INLET WITH CURB
630001-13	STEEL PLATE BEAM GUARDRAIL
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
642001-03	SHOULDER RUMBLE STRIPS, 16 INCH
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15 FT TO 24" FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15 FT AWAY
701400-12	APPROACH TO LANE CLOSURE, FREEWAY / EXPRESSWAY
701401-13	LANE CLOSURE, FREEWAY / EXPRESSWAY
701402-12	LANE CLOSURE, FREEWAY/EXPRESSWAY WITH BARRIER
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS ≥ 45 MPH
701901-10	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
001001-02	AREAS OF AN INCH AND OF A FOOT

APPLICATION RATES

HMA SURFACE / BINDER	0.056 TONS / (SQ YD * INCH)
BITUMINOUS MATERIALS - TACK	0.05 LB / SQ FT (MILLED SURFACE)
BITUMINOUS MATERIALS - TACK	0.025 LB / SQ FT (BETWEEN LIFTS)
AGGREGATES (TY B & TY C)	1.60 TONS / CU YD

COMMITMENTS

NONE

MIX DESIGNS

LOCATION	I-72 MAINLINE AND SHOULDER OVERLAY	I-72 SHOULDER
MIXTURE USE	HMA SURFACE COURSE	HMA BASE COURSE
PG	SBS PG 70-22 OR SBS PG 70-28	PG 64-22
DESIGN AIR VOIDS	4.0% @ N70	4.0% @ N70
MIXTURE COMPOSITION	IL-9.5	IL-19.0
FRICTION AGGREGATE	MIX "D"	N/A
MIXTURE WEIGHT	112 LB/SY*IN	112 LB/SY*IN
QUALITY MANAGEMENT	QC/QA	QC/QA
SUBLOT SIZE	N/A	N/A
MATERIAL TRANSFER DEVICE REQUIRED	NO	NO

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
DISTRICT 6

EXAMINED June 5, 20 25
ENGINEER OF OPERATIONS

EXAMINED June 9, 20 25
ENGINEER OF PROJECT IMPLEMENTATION

EXAMINED June 9, 20 25
ENGINEER OF PROGRAM DEVELOPMENT

REV - MS

MODEL: Untitled [Sheet]
FILE NAME: c:\pw_work\pwidot\caraballof\d1050597\D672M33-sht-General Notes.dgn

USER NAME = frank.caraballo	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 6/25/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES
FAI 72 (I-72)

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	2
		CONTRACT NO. 72M33		
	ILLINOIS	FED. AID PROJECT		

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	6-01462-0000 NHPP FUNDING 90% FEDERAL 10% STATE SN 075-0107 & 0108 0047 RURAL
20200100	EARTH EXCAVATION	CU YD	519	519
20300100	CHANNEL EXCAVATION	CU YD	1157	1157
28100207	STONE RIPRAP, CLASS A4	TON	15	15
28100209	STONE RIPRAP, CLASS A5	TON	913	913
28200200	FILTER FABRIC	SQ YD	1105	1105
31102300	SUBBASE GRANULAR MATERIAL, TYPE C 6"	SQ YD	2336	2336
35501324	HOT-MIX ASPHALT BASE COURSE, 10"	SQ YD	1973	1973
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	955	955
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1244	1244
40600990	TEMPORARY RAMP	SQ YD	360	360
40604162	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	285	285
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	110	110
44004250	PAVED SHOULDER REMOVAL	SQ YD	2336	2336
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	34	34

REV - MS

MODEL: SOQ-1 [Sheet]
FILE NAME: c:\pw_work\pwidot\caraballo\d1050597\D672M33-sht-SOQ.dgn

USER NAME = frank.caraballo	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 6/25/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
FAI 72 (I-72)

SCALE: | SHEET 3 OF 5 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	3
		CONTRACT NO. 72M33		
	ILLINOIS | FED. AID PROJECT			

				6-01462-0000
				NHPP FUNDING 90% FEDERAL 10% STATE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	SN 075-0107 & 0108 0047 RURAL
50102400	CONCRETE REMOVAL	CU YD	33.6	33.6
50300255	CONCRETE SUPERSTRUCTURE	CU YD	41.4	41.4
50300300	PROTECTIVE COAT	SQ YD	1733	1733
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	10180	10180
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	5500	5500
50800515	BAR SPLICERS	EACH	64	64
52000110	PREFORMED JOINT STRIP SEAL	FOOT	204	204
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	12	12
52100520	ANCHOR BOLTS, 1"	EACH	48	48
60100945	PIPE DRAINS 12"	FOOT	75	75
60500060	REMOVING INLETS	EACH	2	2
60600605	CONCRETE CURB, TYPE B	FOOT	60	60
61000225	TYPE F INLET BOX, STANDARD 610001	EACH	2	2
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	500	500

* SPECIALTY ITEM

MODEL: SOQ-2 [Sheet]
FILE NAME: c:\pw_work\pwidot\caraballo\d1050557\D0672M33-sht-SOQ.dgn

USER NAME = frank.caraballo	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 6/25/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
FAI 72 (I-72)

SCALE: | SHEET 4 OF 5 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	4
		CONTRACT NO. 72M33		
	ILLINOIS	FED. AID PROJECT		

					6-01462-0000
					NHPP FUNDING 90% FEDERAL 10% STATE
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	SN 075-0107 & 0108 0047 RURAL
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4
	64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	2316	2316
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12
	67100100	MOBILIZATION	L SUM	1	1
	70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	2	2
	70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	14	14
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	527	527
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	180	180
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	930	930
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	930	930
	70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2
	70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2
*	78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	3943	3943

* SPECIALTY ITEM

REV - MS

MODEL: SOQ-3 [Sheet]
FILE NAME: c:\pw_work\pwidot\caraballo\d1050557\D0672M33-sht-SOQ.dgn

USER NAME = frank.caraballo	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 6/25/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
FAI 72 (I-72)

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	5
		CONTRACT NO. 72M33		
	ILLINOIS FED. AID PROJECT			

				6-01462-0000
				NHPP FUNDING 90% FEDERAL 10% STATE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	SN 075-0107 & 0108 0047 RURAL
78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	26	26
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	18	18
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	1138	1138
X2810848	RIPRAP SLURRY	SQ YD	708	708
X4201510	P.C. CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT (SPECIAL)	SQ YD	34	34
X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	1020	1020
X5051204	STRUCTURAL STEEL REMOVAL	POUND	7730	7730
X5060601	CONTAINMENT AND DISPOSAL OF NON-LEAD PAINT CLEANING RESIDUES NO. 1	L SUM	1	1
X5060602	CONTAINMENT AND DISPOSAL OF NON-LEAD PAINT CLEANING RESIDUES NO. 2	L SUM	1	1
X6010003	PIPE DRAIN REMOVAL	FOOT	75	75
X6320100	GUARDRAIL REMOVAL (SPECIAL)	FOOT	650	650
X7200201	WIDTH RESTRICTION SIGNING	L SUM	1	1
Z0001495	BRIDGE APPROACH SHOULDER REMOVAL	SQ YD	122	122
Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ YD	20	20

MODEL: SOQ-4 [Sheet]
FILE NAME: c:\pw_work\pwidot\caraballo\d1050557\D0672M33-sht-SOQ.dgn

USER NAME = frank.caraballo	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 6/25/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
FAI 72 (I-72)

SCALE: | SHEET 6 OF 5 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	6
		CONTRACT NO. 72M33		
	ILLINOIS | FED. AID PROJECT			

				6-01462-0000 NHPP FUNDING 90% FEDERAL 10% STATE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	SN 075-0107 & 0108 0047 RURAL
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	24	24
Z0010501	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1	1
Z0010502	CLEANING AND PAINTING STEEL BRIDGE NO. 2	L SUM	1	1
Z0012130	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	1640	1640
Z0012166	BRIDGE DECK MICROSILICA CONCRETE OVERLAY 2 3/4"	SQ YD	1640	1640
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	65	65
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	10	10
Ø Z0076600	TRAINEES	HOUR	1000	1000
Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	1576	1576
Ø Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1000	1000

Ø 0042

REV - MS

MODEL: SOQ-5 [Sheet]
FILE NAME: c:\pw_work\pwidot\caraballo\d1050557\D0672M33-sht-SOQ.dgn

USER NAME = frank.caraballo	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 6/25/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
FAI 72 (I-72)

SCALE: | SHEET 7 OF 5 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	7
		CONTRACT NO. 72M33		
	ILLINOIS FED. AID PROJECT			

MAINLINE AND SHOULDERS PAVING - SCHEDULE

STATION	TO	STATION	LOCATION	DISTANCE	WIDTH	AREA	40600982 HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	NO. OF APPS.	40600290 BITUMINOUS MATERIALS (TACK COAT)		40604162 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	48102100 AGGREGATE SHOULDER, TYPE B
									MILLED SURFACE	BETWEEN LIFTS	RESURFACING DEPTH = 1.75" * BUTT JOINT AVG. DEPTH = 1.625"	WIDTH = 4' AVG. DEPTH = 1.375"
				FOOT	FOOT	SQ FT	SQ YD		POUND		TON	TON
WB I-72 SN 075-0107												
569+59	-	570+29	MAINLINE BUTT JOINT	70	24	1680	186.7	1	84.0		17.0 *	
569+59	-	570+29	MEDIAN & OUTSIDE SHOULDERS HMA	70	16	1120	124.4	1	56.0		11.3 *	
569+59	-	570+29	MEDIAN & OUTSIDE SHOULDERS AGG	70	8	560						3.8
570+29	-	571+29	MAINLINE APPROACH	100	24	2400		1		60.0	26.1	
570+29	-	571+19	OUTSIDE SHOULDER HMA	90	10	900		1		22.5	9.8	
570+29	-	571+05	OUTSIDE SHOULDER AGG	76	4	304						2.1
570+29	-	571+38	MEDIAN SHOULDER HMA	109	6	654		1		16.4	7.1	
570+29	-	571+30	MEDIAN SHOULDER AGG	101	4	404						2.7
BRIDGE OMISSION												
573+24	-	574+26	MAINLINE HMA	102	24	2448		1		61.2	26.7	
573+38	-	574+26	OUTSIDE SHOULDER HMA	88	10	880		1		22.0	9.6	
573+23	-	574+26	OUTSIDE SHOULDER AGG	103	4	412						2.8
573+33	-	574+26	MEDIAN SHOULDER HMA	93	6	558		1		14.0	6.1	
573+33	-	574+26	MEDIAN SHOULDER AGG	93	4	372						2.5
574+26	-	574+96	MAINLINE BUTT JOINT	70	24	1680	186.7	1	84.0		17.0 *	
574+26	-	574+96	MEDIAN & OUTSIDE SHOULDERS HMA	70	16	1120	124.4	1	56.0		11.3 *	
574+26	-	574+96	MEDIAN & OUTSIDE SHOULDERS AGG	70	8	560						3.8
			SUB-TOTAL =				*622.2*		*280.0*	*196.0*	*142.0*	*17.7*
EB I-72 SN 075-0108												
570+04	-	570+74	MAINLINE BUTT JOINT	70	24	1680	186.7	1	84.0		17.0 *	
570+04	-	570+74	MEDIAN & OUTSIDE SHOULDERS HMA	70	16	1120	124.4	1	56.0		11.3 *	
570+04	-	570+74	MEDIAN & OUTSIDE SHOULDERS AGG	70	8	560						3.8
570+74	-	571+76	MAINLINE HMA	102	24	2448		1		61.2	26.7	
570+74	-	571+86	OUTSIDE SHOULDER HMA	112	10	1120		1		28.0	12.2	
570+74	-	571+48	OUTSIDE SHOULDER AGG	74	4	296						2.0
570+74	-	571+67	MEDIAN SHOULDER HMA	93	6	558		1		14.0	6.1	
570+74	-	571+55	MEDIAN SHOULDER AGG	81	4	324						2.2
BRIDGE OMISSION												
573+68	-	574+68	MAINLINE HMA	100	24	2400		1		60.0	26.1	
573+78	-	574+68	OUTSIDE SHOULDER HMA	90	10	900		1		22.5	9.8	
573+91	-	574+68	OUTSIDE SHOULDER AGG	77	4	308						2.1
573+77	-	574+68	MEDIAN SHOULDER HMA	91	6	546		1		13.7	5.9	
573+69	-	574+68	MEDIAN SHOULDER AGG	99	4	396						2.7
574+68	-	575+38	MAINLINE BUTT JOINT	70	24	1680	186.7	1	84.0		17.0 *	
574+68	-	575+38	MEDIAN & OUTSIDE SHOULDERS HMA	70	16	1120	124.4	1	56.0		11.3 *	
574+68	-	575+38	MEDIAN & OUTSIDE SHOULDERS AGG	70	8	560						3.8
			SUB-TOTAL =				*622.2*		*280.0*	*199.3*	*143.4*	*16.6*
			TOTALS				**1244**		**955**		**285**	**34**

SHOULDERS RECONSTRUCTION FOR STAGE TRAFFIC - SCHEDULE

STATION	TO	STATION	LOCATION	DISTANCE	WIDTH	AREA	44004250 PAVED SHOULDER REMOVAL 8" DEPTH	20200100 EARTH EXCAVATION 8" DEPTH	31102300 SUBBASE GRANULAR MATERIAL, TYPE C 6"	35501324 HOT-MIX ASPHALT BASE COURSE, 10"	64200116 SHOULDER RUMBLE STRIPS, 16 INCH
				FOOT	FOOT	SQ FT	SQ YD	CU YD	SQ YD	SQ YD	FOOT
WB I-72 SN 075-0107											
568+50	-	571+04	OUTSIDE	254	10	2540	282.2	62.7	282.2		
568+50	-	571+19	OUTSIDE	269	10	2690				298.9	269.0
573+15	-	577+27	OUTSIDE	412	10	4120	457.8	101.7	457.8	457.8	412.0
568+50	-	571+24	MEDIAN	274	6	1644	182.7	40.6	182.7		
568+50	-	571+38	MEDIAN	288	6	1728				192.0	288.0
573+46	-	577+27	MEDIAN	381	6	2286	254.0	56.4	254.0		
573+46	-	577+27	MEDIAN	381	6	2286				254.0	381.0
						SUB-TOTAL =	*1176.7*	*261.5*	*1176.7*	*1202.7*	*1350.0*
EB I-72 SN 075-0108											
567+67	-	571+71	OUTSIDE	404	10	4040	448.9	99.8	448.9		
567+67	-	567+86	OUTSIDE	19	10	190				21.1	19.0
573+93	-	576+42	OUTSIDE	249	10	2490	276.7	61.5	276.7		
573+77	-	576+42	OUTSIDE	265	10	2650				294.4	265.0
567+67	-	571+53	MEDIAN	386	6	2316	257.3	57.2	257.3		
567+67	-	571+67	MEDIAN	400	6	2400				266.7	400.0
573+77	-	576+42	MEDIAN	265	6	1590	176.7	39.3	176.7		
573+60	-	576+42	MEDIAN	282	6	1692				188.0	282.0
						SUB-TOTAL =	*1159.6*	*257.7*	*1159.6*	*770.2*	*966.0*
						TOTALS	**2336**	**519**	**2336**	**1973**	**2316**

BRIDGE APPROACH SHOULDERS - SCHEDULE

STATION	TO	STATION	LOCATION	AREA (CADD)	Z0001495 BRIDGE APPROACH SHOULDER REMOVAL	X4201510 P.C. CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT (SPECIAL)
				SQ FT	SQ YD	SQ YD
WB I-72 SN 075-0107						
571+04	-	571+19	OUTSIDE	133.2	14.8	
573+15	-	573+33	OUTSIDE	169.7	18.9	
573+15	-	573+38	OUTSIDE	204.4		22.7
571+24	-	571+38	MEDIAN	97.3	10.8	
573+33	-	573+46	MEDIAN	94.7	10.5	
				SUB-TOTAL	*55.0*	*22.7*
EB I-72 SN 075-0108						
571+71	-	571+86	OUTSIDE	149.0	16.6	
573+77	-	573+93	OUTSIDE	154.6	17.2	
571+53	-	571+67	MEDIAN	86.7	9.6	
573+60	-	573+77	MEDIAN	109.3	12.1	
573+60	-	573+84	MEDIAN	97.4	10.8	10.8
				SUB-TOTAL	*66.3*	*10.8*
				TOTAL	**122.0**	**34.0**

DRAINAGE - SCHEDULE

STATION	TO	STATION	LOCATION	60500060 REMOVING INLETS	X6010003 PIPE DRAIN REMOVAL	44000500 COMBINATION CURB AND GUTTER REMOVAL	61000225 TYPE F INLET BOX, STANDARD 610001	60100945 PIPE DRAINS, 12"	60600605 CONCRETE CURB, TYPE B
				EACH	FOOT	FOOT	EACH	FOOT	FOOT
WB I-72 SN 075-0107									
573+30			OUTSIDE	1	55		1	55	
573+33	-	573+53	OUTSIDE			20			
573+23	-	573+38	OUTSIDE						15
573+46	-	573+76	MEDIAN			30			
573+46	-	573+61	MEDIAN						15
			SUB-TOTAL	*1.0*	*55.0*	*50.0*	*1.0*	*55.0*	*30.0*
EB I-72 SN 075-0108									
571+48	-	571+78	OUTSIDE			30			
571+63	-	571+78	OUTSIDE						15
571+25	-	571+55	MEDIAN			30			
571+40	-	571+55	MEDIAN						15
573+75			MEDIAN	1	20		1	20	
			SUB-TOTAL	*1.0*	*20.0*	*60.0*	*1.0*	*20.0*	*30.0*
			TOTAL	**2.0**	**75.0**	**110.0**	**2.0**	**75.0**	**60.0**

GUARDRAIL - SCHEDULE

STATION	TO	STATION	LOCATION	LENGTH	X6320100 GUARDRAIL REMOVAL, (SPECIAL)	63100085 TRAFFIC BARRIER TERMINAL, TYPE 6	63000001 STEEL PLATE BEAM GUARDRAIL, 6 FOOT POSTS	78200005 GUARDRAIL REFLECTORS, TYPE A 30' SPACING
				FOOT	FOOT	EACH	FOOT	EACH
WB I-72 SN 075-0107								
573+21	-	574+96	OUTSIDE	175.0	175.0			
573+21	-	573+58.5	OUTSIDE	37.5		1.0		2.0
573+58.5	-	574+96.0	OUTSIDE	137.5			137.5	5.0
573+44.0	-	574+96	MEDIAN	152.0	152.0			
573+44.0	-	573+81.5	MEDIAN	37.5		1.0		2.0
573+81.5	-	574+94	MEDIAN	112.5			112.5	4.0
				SUB-TOTAL =	*327*	*2*	*250*	*13*
EB I-72 SN 075-0108								
570+07	-	571+57	MEDIAN	150.0	150.0			
570+07	-	571+19.5	MEDIAN	112.5			112.5	4.0
571+19.5	-	571+57	MEDIAN	37.5		1.0		2.0
570+07	-	571+80.0	OUTSIDE	173.0	173.0			
570+05	-	571+42.5	OUTSIDE	137.5			137.5	5.0
571+42.5	-	571+80.0	OUTSIDE	37.5		1.0		2.0
				SUB-TOTAL =	*323*	*2*	*250*	*13*
				TOTAL =	**650**	**4**	**500**	**26**

TEMPORARY CONCRETE BARRIERS - SCHEDULE

STATION	TO	STATION	DESCRIPTION	BARRIER LENGTH	70400100 TEMPORARY CONCRETE BARRIER	70400200 RELOCATE TEMPORARY CONCRETE BARRIER
				FOOT	FOOT	FOOT
WB I-72 SN 075-0107						
570+95	-	575+65	TC&P STANDARD 701402	465	465	465
EB I-72 SN 075-0108						
569+28	-	573+93	TC&P STANDARD 701402	465	465	465
				TOTAL =	**930**	**930**

MODEL: Schedules-2 [Sheet]
FILE NAME: c:\pw_work\pwidot\caraballo\d1050557\D672M33-sht-Schedules.dgn

USER NAME = frank.caraballo	DESIGNED -	REVISED -	**STATE OF ILLINOIS**
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**
	CHECKED -	REVISED -	
PLOT DATE = 6/25/2025	DATE -	REVISED -	

SCHEDULES OF QUANTITIES
FAI 72 (I-72)

SCALE: | SHEET 9 OF 3 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	9
		CONTRACT NO. 72M33		
	ILLINOIS FED. AID PROJECT			

PAVEMENT MARKING - SCHEDULE

STATION	TO	STATION	DESCRIPTION			LENGTH	NO. OF APPS	70300100 SHORT TERM PAVEMENT MARKING FOOT		70300150 SHORT-TERM PAVEMENT MARKING REMOVAL	78009006 MODIFIED URETHANE PAVEMENT MARKING - LINE 6" FOOT		78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	78300202 PAVEMENT MARKING REMOVAL - WATER BLASTING
			LOCATION	TYPE	COLOR	FOOT		WHITE	YELLOW	SQ FT	WHITE	YELLOW	EACH	SQ FT
WB I-72 SN 075-0107														
568+50	-	571+19	OUTSIDE	PRE-STAGE I REMOVAL	WHITE	269.0								112
568+50	-	571+38	MEDIAN	PRE-STAGE I REMOVAL	YELLOW	288.0								120
573+15	-	577+27	OUTSIDE	PRE-STAGE I REMOVAL	WHITE	412.0								172
573+33	-	577+27	MEDIAN	PRE-STAGE I REMOVAL	YELLOW	394.0								164
568+50	-	577+27	OUTSIDE	SOLID EDGE LINE	WHITE	877.0	1	87.7		30	877			
568+50	-	577+27	CENTERLINE	SKIP DASH	WHITE	877.0	1	87.7		30	220			
568+50	-	577+27	MEDIAN	SOLID EDGE LINE	YELLOW	877.0	1		87.7	30		877		
568+50	-	571+29				279.0							4	
573+24	-	577+27				403.0							5	
						SUB-TOTAL =		*176.0*	*88.0*	*90.0*	*1097.0*	*877.0*	*9.0*	568
EB I-72 SN 075-0108														
567+67	-	571+86	OUTSIDE	PRE-STAGE I REMOVAL	WHITE	419.0								175
567+67	-	571+67	MEDIAN	PRE-STAGE I REMOVAL	YELLOW	400.0								167
573+77	-	576+42	OUTSIDE	PRE-STAGE I REMOVAL	WHITE	265.0								110
573+60	-	576+42	MEDIAN	PRE-STAGE I REMOVAL	YELLOW	282.0								118
567+67	-	576+42	OUTSIDE	SOLID EDGE LINE	WHITE	875.0	1	87.5		30	875			
567+67	-	576+42	CENTERLINE	SKIP DASH	WHITE	875.0	1	87.5		30	219			
567+67	-	576+42	MEDIAN	SOLID EDGE LINE	YELLOW	875.0	1		87.5	30		875		
567+67	-	571+76				409.0							5	
573+68	-	576+42				274.0							4	
						SUB-TOTAL =		*175.0*	*88.0*	*90.0*	*1094.0*	*875.0*	*9.0*	570
						TOTAL =		**527**		**180**	**3,943**		**18**	**1,138**

TEMPORARY RAMPS - SCHEDULE

STATION	TO	STATION	DESCRIPTION	LENGTH	WIDTH	40600990 TEMPORARY RAMP
				FOOT	FOOT	SQ YD
						1:68 Taper Rate
WB I-72 SN 075-0107						
569+59	-	569+69	MAINLINE & SHOULDERS	10	40	45
571+19	-	571+29	MAINLINE & SHOULDERS	10	40	45
573+24	-	573+34	MAINLINE & SHOULDERS	10	40	45
574+86	-	574+96	MAINLINE & SHOULDERS	10	40	45
					SUB-TOTAL =	*180*
EB I-72 SN 075-0108						
570+04	-	570+14	MAINLINE & SHOULDERS	10	40	45
571+66	-	571+76	MAINLINE & SHOULDERS	10	40	45
573+68	-	573+78	MAINLINE & SHOULDERS	10	40	45
575+28	-	575+38	MAINLINE & SHOULDERS	10	40	45
					SUB-TOTAL =	*180*
					TOTAL =	**360**

RIPRAP - SCHEDULE

STATION	OFFSET	TO	STATION	OFFSET	DESCRIPTION	20300100 CHANNEL EXCAVATION	28200200 FILTER FABRIC	28100207 STONE RIPRAP, CLASS A4	28100209 STONE RIPRAP, CLASS A5	X2810848 RIPRAP SLURRY
						CU YD	SQ YD	TON	TON	SQ YD
WB I-72 SN 075-0107 (Bay Creek Baseline Alignment Stationing)										
0+60.00	RT	-	0+80.00	RT	SN 075-0107 WEST PIER SCOUR REPAIR			15		
0+10.00	LT	-	0+60.00	LT	SN 075-0107 EAST SLOPE WALL RIPRAP REPLACEMENT	304	242		200	158
0+60.00	LT	-	1+20.00	LT	SN 075-0107 EAST SLOPE WALL RIPRAP REPLACEMENT	344	290		237	183
					SUB-TOTAL =	*648*	*532*	*15*	*437*	*342*
EB I-72 SN 075-0108 (Bay Creek Baseline Alignment Stationing)										
1+20.00	LT	-	2+40.00	LT	SN 075-0108 EAST SLOPE WALL SCOUR REPAIR	509	573		476	367
					SUB-TOTAL =	*509*	*573*	*0*	*476*	*367*
					TOTAL =	**1157**	**1105**	**15**	**913**	**708**

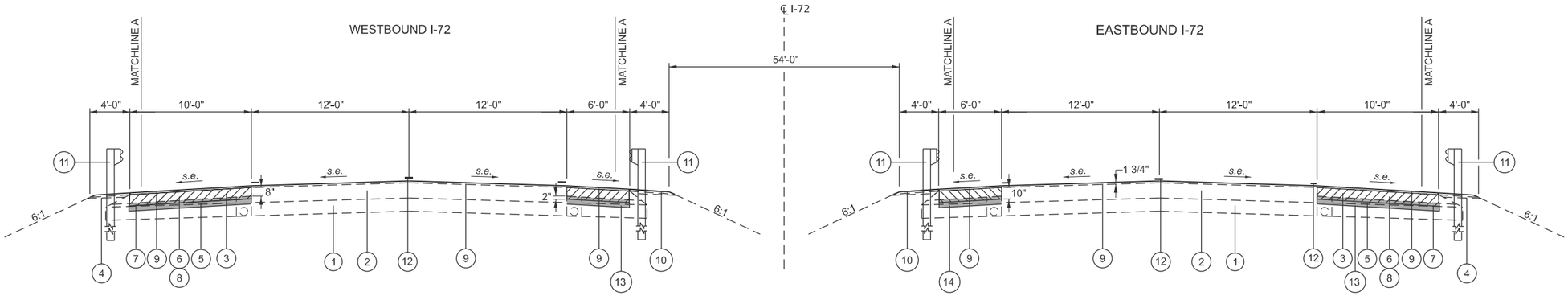
USER NAME = frank.caraballo	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 6/25/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES
FAI 72 (I-72)

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	10
		CONTRACT NO. 72M33		
	ILLINOIS	FED. AID PROJECT		



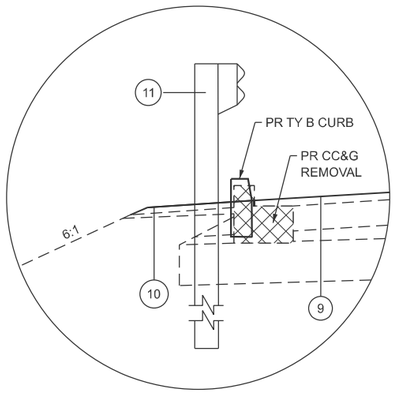
STATIONS

WB I-72: STA. 568+50.00 TO STA. 571+29.00
BRIDGE OMISSION (S.N. 075-0107):
STA. 571+29.00 TO STA. 573+24.00

WB I-72: STA. 573+24.00 TO STA. 577+27.00

EB I-72: STA. 570+04.00 TO STA. 571+76.00
BRIDGE OMISSION (S.N. 075-0108):
STA. 571+76.00 TO STA. 573+68.00

EB I-72 ; STA 573+68.00 TO STA. 576+42.00



MATCHLINE A

573+33 TO 573+53 (OFFSET 60' LT)

573+58 TO 573+75 (OFFSET 22' LT)

571+25 TO 571+40 (OFFSET 22' RT)

571+48 TO 571+66 (OFFSET 60' RT)

LEGEND

1. EXISTING LIME MODIFIED SOIL, 12"
2. EXISTING BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH) 15"
   (BITUMINOUS CONCRETE BINDER COURSE, MIX B, TYPE 1, 13 1/2"
   W/ BITUMINOUS CONCRETE SURFACE COURSE, MIX D, CLASS I, TYPE 1, 1 1/2")
3. EXISTING BITUMINOUS SHOULDER, 8"
4. EXISTING AGGREGATE SHOULDERS, TYPE B
5. EXISTING LIME MODIFIED SOIL OR SUB-BASE GRANULAR MATERIAL, TYPE C
6. PROPOSED PAVED SHOULDER REMOVAL, 8"
7. PROPOSED EARTH EXCAVATION, 8"
8. PROPOSED HMA SHOULDER BASE COURSE, 10"
9. PROPOSED HMA SURFACE COURSE, 1 3/4"
10. PROPOSED AGGREGATE WEDGE SHOULDERS, TYPE B
11. PROPOSED STEEL PLATE BEAM GUARDRAIL, 6' POSTS
12. PROPOSED PAVEMENT MARKING - LINE 6"
13. PROPOSED SUBBASE GRANULAR MATERIAL, TYPE C, 6"

MODEL: Typical [Sheet]
FILE NAME: c:\pw_work\pwidot\caraballo\d1050557\D672M33-sht-typicalts.dgn

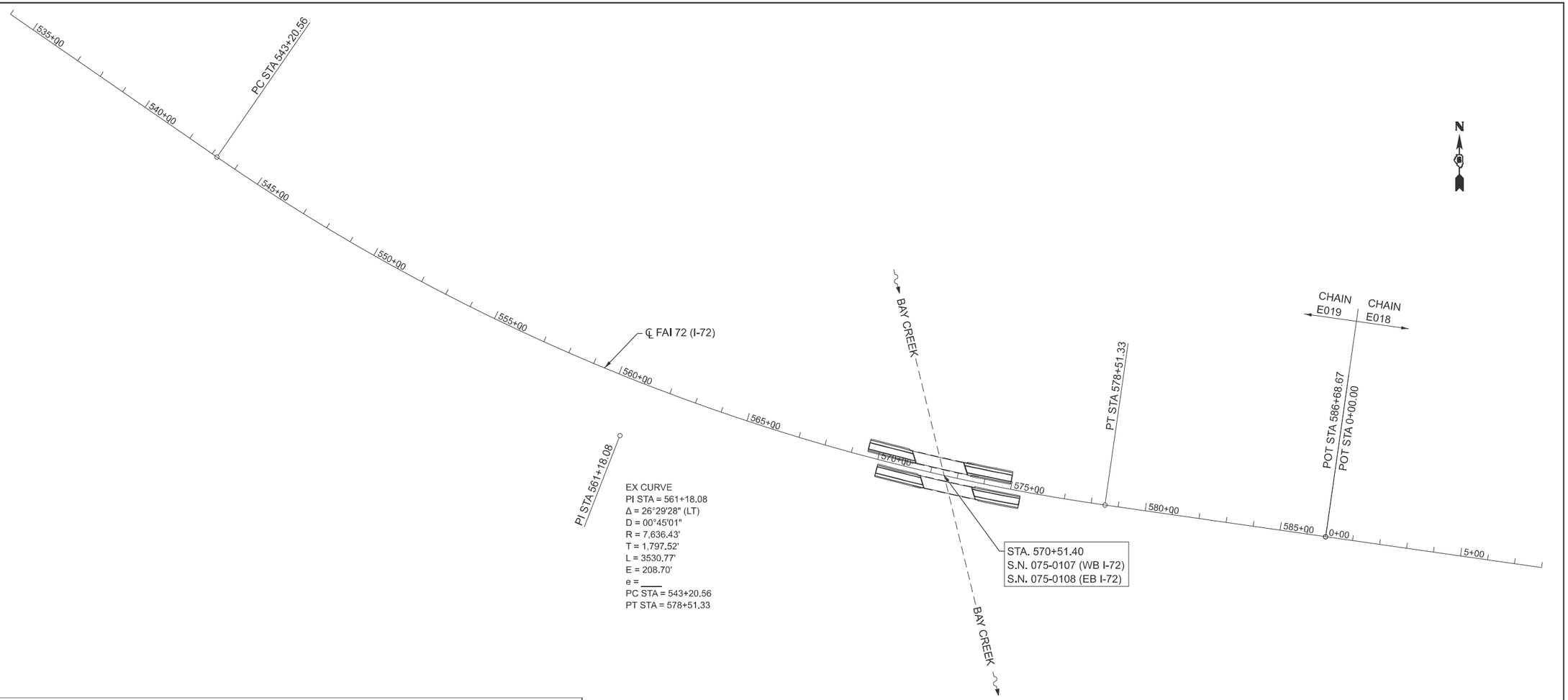
USER NAME = frank.caraballo	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 6/24/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: | SHEET 11 OF 1 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	11
		CONTRACT NO. 72M33		
	ILLINOIS FED. AID PROJECT			



HORIZONTAL CONTROL STATION - NAD83/2007adj

POINT	DESCRIPTION	NORTHING	EASTING	STATION	OFFSET	CHAIN
PSM 32+00	POT CENTERLINE CONTROL DISK SET IN CONC	N 1094885.101	E 2107736.675	32+00.073	0.000	E018 (I-72)
PSM 28+85	POT CENTERLINE CONTROL DISK SET IN CONC	N 1094929.746	E 2107425.563	28+85.774	0.035 RT	E018 (I-72)
PSM 16+58	POT CENTERLINE CONTROL DISK SET IN CONC	N 1095104.247	E 2106210.760	16+58.502	0.000	E018 (I-72)
PSM 586+68	POT CENTERLINE CONTROL DISK SET IN CONC	N 1095339.307	E 2104569.000	586+68.666	0.000	E019 (I-72)
PSM 578+51	PT CENTERLINE CONTROL DISK SET IN CONC	N 1095455.361	E 2103759.687	578+51.075	0.000	E019 (I-72)
PSM 543+20	PC CENTERLINE CONTROL DISK SET IN CONC	N 1096732.888	E 2100502.184	543+20.560	0.445 LT	E019 (I-72)
PSM 533+11	POT CENTERLINE CONTROL DISK SET IN CONC	N 1097306.046	E 2099672.162	533+11.871	0.000	E019 (I-72)

BENCHMARKS

BENCHMARK	NAVD 88 DATUM	DESCRIPTION	STATION	OFFSET	CHAIN
PSM 32+00	704.748	POT CENTERLINE CONTROL DISK SET IN CONC	32+00.1	0.0	E018 (I-72)
BM RK-85	705.937	CHSLD [] BASE PEIR STR #075-0109 CL MEDIAN	30+34.8	0.1 RT	E018 (I-72)
PSM 28+85	702.968	POT CENTERLINE CONTROL DISK SET IN CONC	28+85.8	0.0 RT	E018 (I-72)
PSM 16+58	699.088	POT CENTERLINE CONTROL DISK SET IN CONC	16+58.5	0.0	E018 (I-72)
BM RK-85A	699.289	CHSLD [] CENTER N ROWL N SIDE I-72	1+15.0	90.5 LT	E018 (I-72)
PSM 586+68	699.410	POT CENTERLINE CONTROL DISK SET IN CONC	586+68.7	0.0	E019 (I-72)
BM RK-86	698.181	CHSLD [] S SIDE LEG S LEG FOUNDATION FREE FRANK MCWORTER SIGN	585+07.0	83.8 LT	E019 (I-72)
PSM 578+51	699.261	PT CENTERLINE CONTROL DISK SET IN CONC	578+51.1	0.0	E019 (I-72)
BM RK-87	706.760	CHSLD [] NE APPROACH WALL WBL BRIDGE STR #075-0107	573+19.2	62.3 LT	E019 (I-72)
BM RK-88	708.086	CHSLD [] NW APPROACH WALL EBL BRIDGE STR #075-0108	571+66.6	19.3 RT	E019 (I-72)
BM RK-89	709.564	CHSLD [] S SIDE S LEG FOUNDATION BARRY 11/HANNIBAL 29/QUINCY 35 SIGN N SIDE I-72	561+99.5	87.5 LT	E019 (I-72)
BM RK-90	730.293	CHSLD [] 1.25 FT W OF THE SE CORNER INLET N SIDE I-72	546+95.7	100.9 LT	E019 (I-72)
PSM 543+20	736.051	PC CENTERLINE CONTROL DISK SET IN CONC	543+20.6	0.5 LT	E019 (I-72)
PSM 533+11	738.681	POT CENTERLINE CONTROL DISK SET IN CONC	533+11.9	0.0	E019 (I-72)
BM RK-91	738.854	CHSLD [] N SIDE N LEG FOUNDATION NEW SALEM/PITTSFIELD 1 MILE SIGN S SIDE I-72	533+00.7	87.3 RT	E019 (I-72)

MODEL: Untitled-2 [Sheet]
FILE NAME: c:\pw_work\pwidot\caraballo\d1050557\D672M33-sht-ATB.dgn

USER NAME = frank.caraballo	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 5/22/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES & BENCHMARKS
I-72

SCALE: | SHEET A012 OF 1 SHEETS | STA. | TO STA.

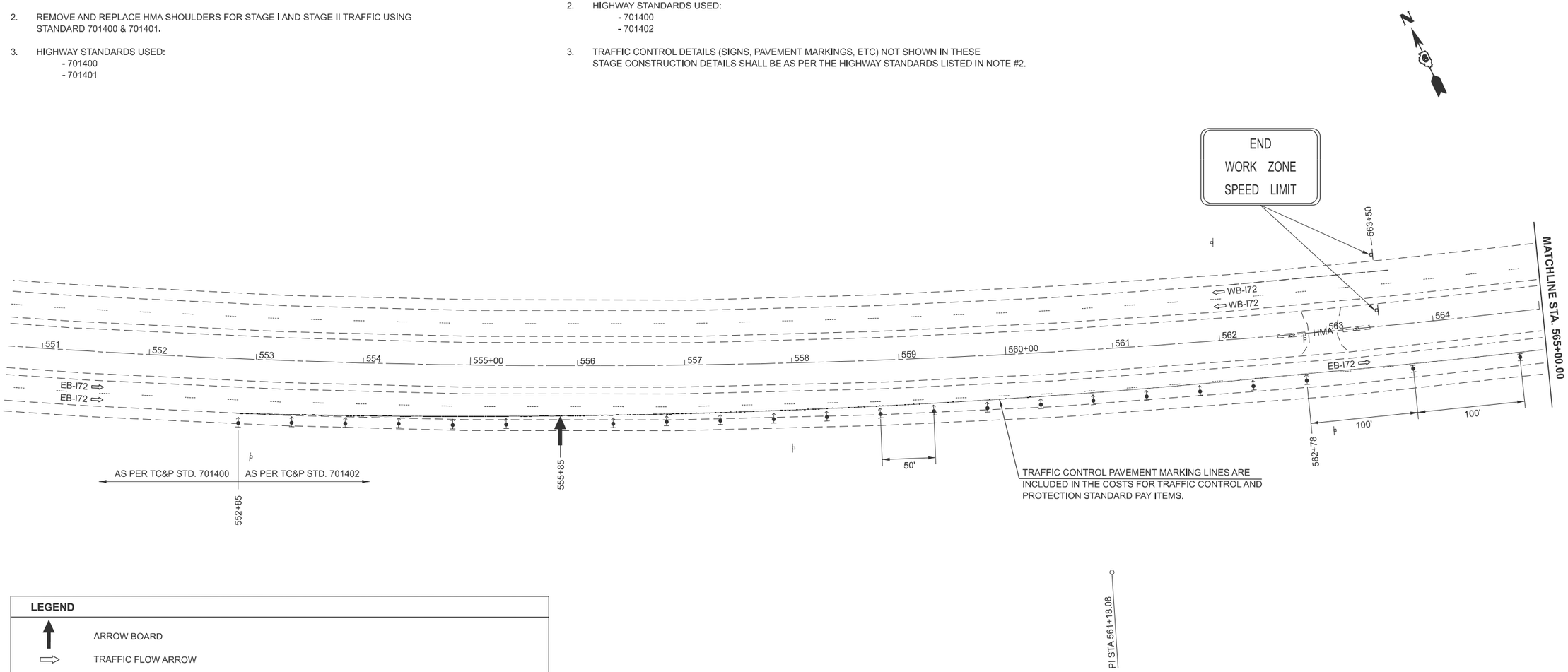
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	12
		CONTRACT NO. 72M33		
	ILLINOIS	FED. AID PROJECT		

TRAFFIC CONTROL PRE-STAGE I

1. REMOVE EXISTING BRIDGE APPROACH SHOULDERS, INLET BOXES AND CONCRETE CURB AND GUTTER IN PREPARATION FOR HMA SHOULDER REPLACEMENT FOR STAGE I AND STAGE II TRAFFIC.
2. REMOVE AND REPLACE HMA SHOULDERS FOR STAGE I AND STAGE II TRAFFIC USING STANDARD 701400 & 701401.
3. HIGHWAY STANDARDS USED:
   - 701400
   - 701401

TRAFFIC CONTROL STAGE I

1. INSTALL TRAFFIC CONTROL FOR STAGE I AND SHIFT TRAFFIC AS SHOWN AND USING THE APPLICABLE PORTIONS OF THE HIGHWAY STANDARDS USED.
2. HIGHWAY STANDARDS USED:
   - 701400
   - 701402
3. TRAFFIC CONTROL DETAILS (SIGNS, PAVEMENT MARKINGS, ETC) NOT SHOWN IN THESE STAGE CONSTRUCTION DETAILS SHALL BE AS PER THE HIGHWAY STANDARDS LISTED IN NOTE #2.



LEGEND

- ARROW BOARD
- TRAFFIC FLOW ARROW
- SHOULDER RECONSTRUCTION FOR STAGE TRAFFIC (PRE-STAGE I): PR PAVED SHOULDER REMOVAL / EARTH EXCAVATION / PR HMA BASE COURSE, 10"
- WORK AREA
- SIGN
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER

EX CURVE
PI STA = 561+18.08
Δ = 26°29'28" (LT)
D = 00°45'01"
R = 7,636.43'
T = 1,797.52'
L = 3530.77'
E = 208.70'
e = ____
PC STA = 543+20.56
PT STA = 578+51.33

MODEL: E20 - Plan 8 [Sheet]
FILE NAME: c:\pw_work\pwidot\caraballo\d1050557\D672M33-sht-stage 1 traffic.dgn

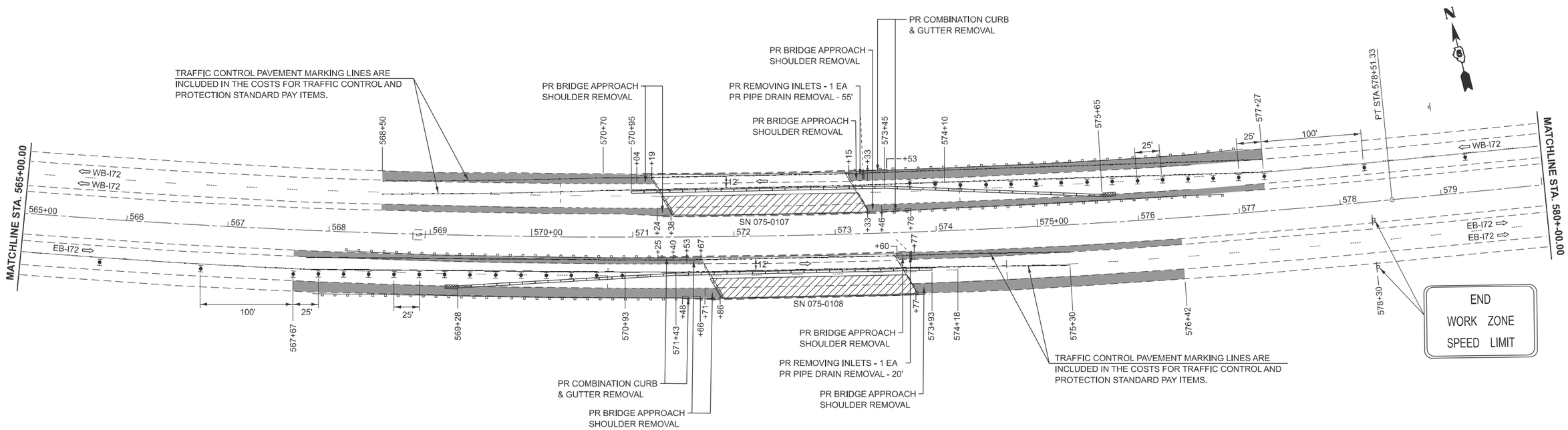
USER NAME = frank.caraballo	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 6/25/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I
I-72

SCALE: 1"=50' | SHEET 13 OF 6 SHEETS | STA. 548+50.00 | TO STA. 563+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	13
		CONTRACT NO. 72M33		
	ILLINOIS	FED. AID PROJECT		



LEGEND

- ARROW BOARD
- TRAFFIC FLOW ARROW
- SHOULDER RECONSTRUCTION FOR STAGE TRAFFIC (PRE-STAGE I): PR PAVED SHOULDER REMOVAL / EARTH EXCAVATION / PR HMA BASE COURSE, 10"
- WORK AREA
- SIGN
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER

TRAFFIC CONTROL PRE-STAGE I

1. REMOVE EXISTING BRIDGE APPROACH SHOULDERS, INLET BOXES AND CONCRETE CURB AND GUTTER IN PREPARATION FOR HMA SHOULDER REPLACEMENT FOR STAGE I AND STAGE II TRAFFIC.
2. REMOVE AND REPLACE HMA SHOULDERS FOR STAGE I AND STAGE II TRAFFIC USING STANDARD 701400 & 701401.
3. HIGHWAY STANDARDS USED:
   - 701400
   - 701401

TRAFFIC CONTROL STAGE I

1. INSTALL TRAFFIC CONTROL FOR STAGE I AND SHIFT TRAFFIC AS SHOWN AND USING THE APPLICABLE PORTIONS OF THE HIGHWAY STANDARDS USED.
2. HIGHWAY STANDARDS USED:
   - 701400
   - 701402
3. TRAFFIC CONTROL DETAILS (SIGNS, PAVEMENT MARKINGS, ETC) NOT SHOWN IN THESE STAGE CONSTRUCTION DETAILS SHALL BE AS PER THE HIGHWAY STANDARDS LISTED IN NOTE #2.

MODEL: E20 - Plan 9 [Sheet]
FILE NAME: c:\pw_work\pwidot\caraballo\d1050557\D672M33-alt-stage 1 traffic.dgn

USER NAME = frank.caraballo	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 6/25/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I
I-72

SCALE: 1"=50' | SHEET 14 OF 6 SHEETS | STA. 563+50.00 | TO STA. 578+50.00

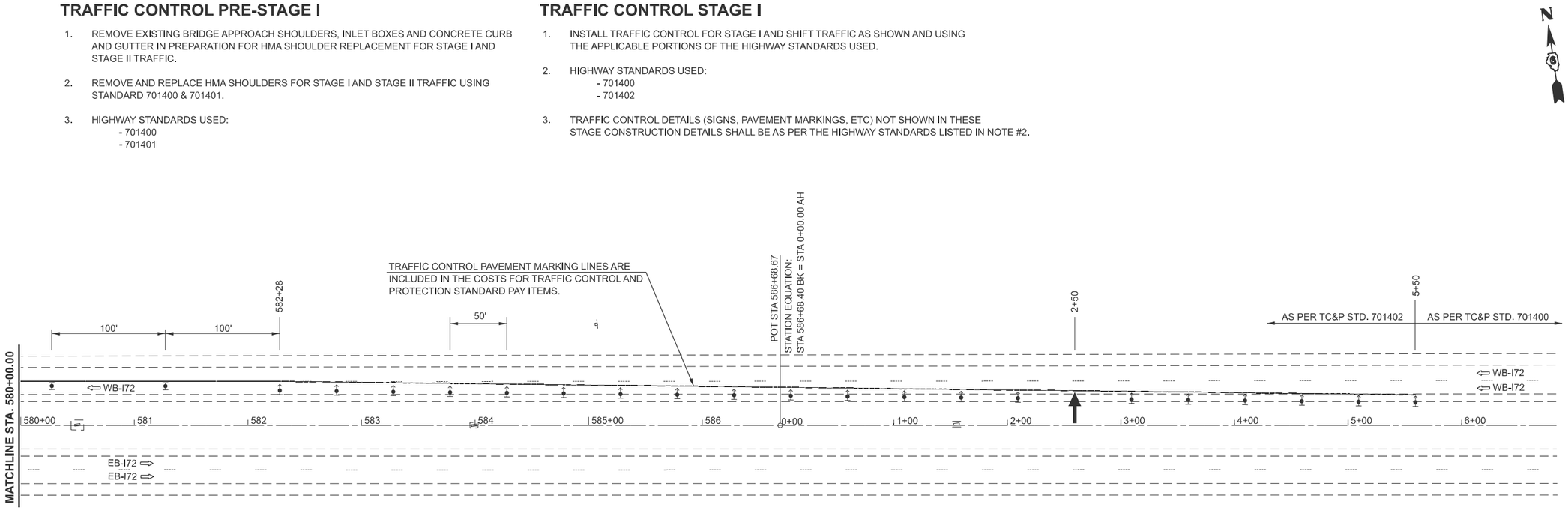
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	14
		CONTRACT NO. 72M33		
	ILLINOIS	FED. AID PROJECT		

TRAFFIC CONTROL PRE-STAGE I

1. REMOVE EXISTING BRIDGE APPROACH SHOULDERS, INLET BOXES AND CONCRETE CURB AND GUTTER IN PREPARATION FOR HMA SHOULDER REPLACEMENT FOR STAGE I AND STAGE II TRAFFIC.
2. REMOVE AND REPLACE HMA SHOULDERS FOR STAGE I AND STAGE II TRAFFIC USING STANDARD 701400 & 701401.
3. HIGHWAY STANDARDS USED:
   - 701400
   - 701401

TRAFFIC CONTROL STAGE I

1. INSTALL TRAFFIC CONTROL FOR STAGE I AND SHIFT TRAFFIC AS SHOWN AND USING THE APPLICABLE PORTIONS OF THE HIGHWAY STANDARDS USED.
2. HIGHWAY STANDARDS USED:
   - 701400
   - 701402
3. TRAFFIC CONTROL DETAILS (SIGNS, PAVEMENT MARKINGS, ETC) NOT SHOWN IN THESE STAGE CONSTRUCTION DETAILS SHALL BE AS PER THE HIGHWAY STANDARDS LISTED IN NOTE #2.



LEGEND

- ARROW BOARD
- TRAFFIC FLOW ARROW
- SHOULDER RECONSTRUCTION FOR STAGE TRAFFIC (PRE-STAGE I): PR PAVED SHOULDER REMOVAL / EARTH EXCAVATION / PR HMA BASE COURSE, 10"
- WORK AREA
- SIGN
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER

MODEL: E20 - Plan 10 [Sheet]
FILE NAME: c:\pw_work\pwidot\caraballo\d1050557\D6722M33-sht-stage 1 traffic.dgn

USER NAME = frank.caraballo	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 6/25/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I
I-72

SCALE: 1"=50' | SHEET 15 OF 6 SHEETS | STA. 578+50.00 | TO STA. 593+50.00

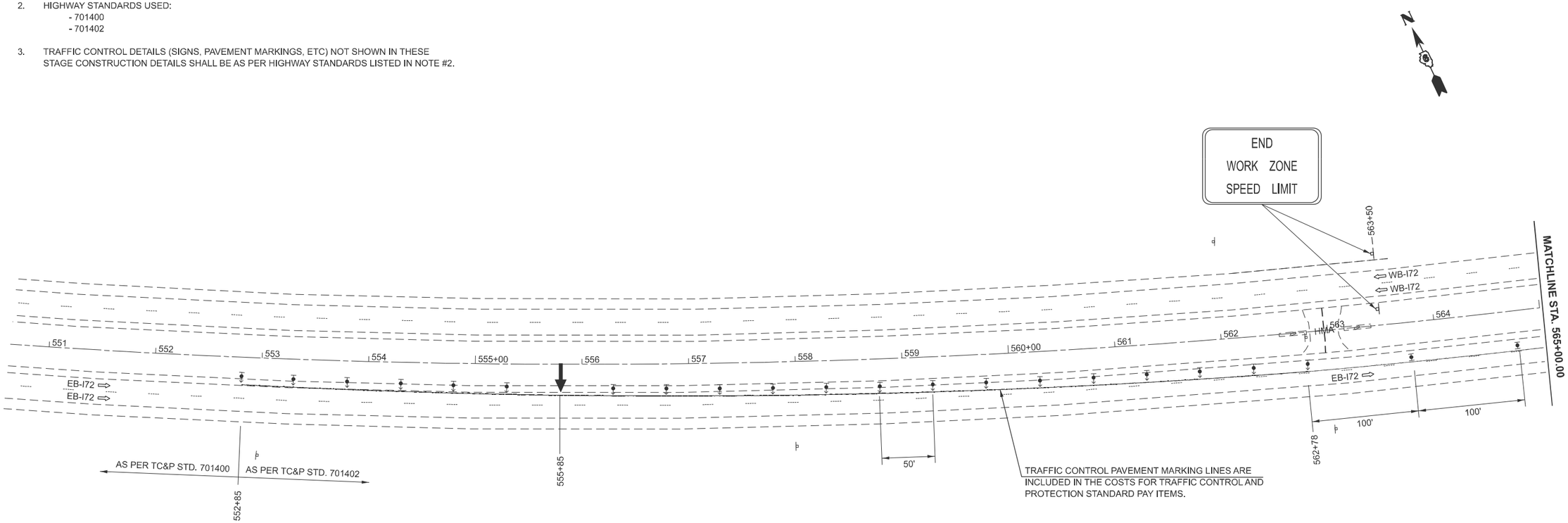
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	15
		CONTRACT NO. 72M33		
	ILLINOIS FED. AID PROJECT			

TRAFFIC CONTROL STAGE II

1. RELOCATE TRAFFIC CONTROL FOR STAGE II AND SHIFT TRAFFIC AS SHOWN AND USING THE APPLICABLE PORTION OF THE HIGHWAY STANDARDS USED.

2. HIGHWAY STANDARDS USED:
   - 701400
   - 701402

3. TRAFFIC CONTROL DETAILS (SIGNS, PAVEMENT MARKINGS, ETC) NOT SHOWN IN THESE STAGE CONSTRUCTION DETAILS SHALL BE AS PER HIGHWAY STANDARDS LISTED IN NOTE #2.



LEGEND

↑	ARROW BOARD
⇨	TRAFFIC FLOW ARROW
▨	WORK AREA
⊣	SIGN
	DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
	TYPE II BARICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
	TEMPORARY IMPACT ATTENUATOR
	TEMPORARY CONCRETE BARRIER

EX CURVE
PI STA = 561+18.08
Δ = 26°29'28" (LT)
D = 00°45'01"
R = 7,636.43'
T = 1,797.52'
L = 3530.77'
E = 208.70'
e = ____
PC STA = 543+20.56
PT STA = 578+51.33

MODEL: E20 - Plan 8 [Sheet]
FILE NAME: c:\dw_work\pwidot\caraballo\d1050557\D672M33-sht-stage 2 traffic.dgn

USER NAME = frank.caraballo	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 6/25/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE II
I-72

SCALE: 1"=50' | SHEET 16 OF 6 SHEETS | STA. 548+50.00 | TO STA. 563+50.00

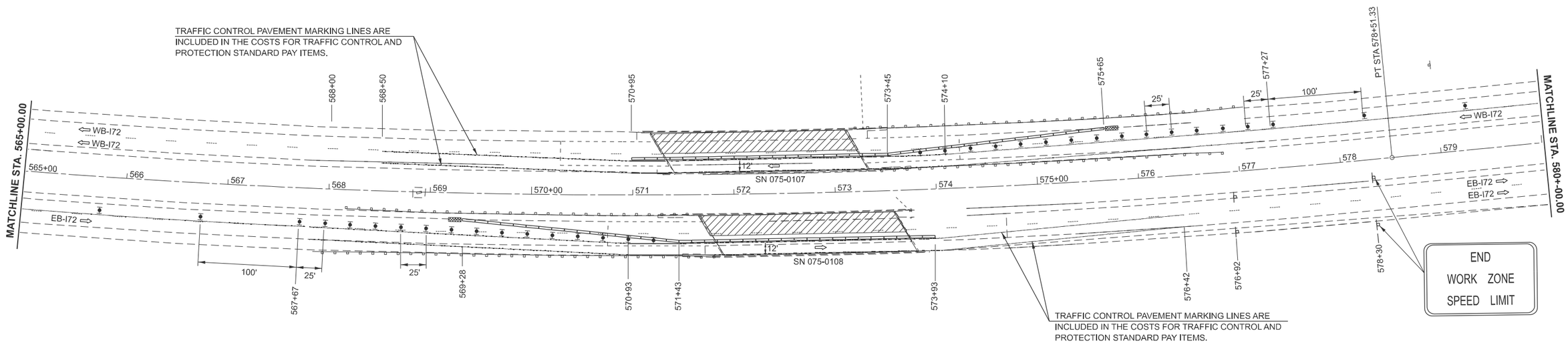
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	16
		CONTRACT NO. 72M33		
	ILLINOIS FED. AID PROJECT			

LEGEND	
↑	ARROW BOARD
⇨	TRAFFIC FLOW ARROW
▨	WORK AREA
⊣	SIGN
⇕	DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
●	TYPE II BARICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
▩	TEMPORARY IMPACT ATTENUATOR
▬	TEMPORARY CONCRETE BARRIER

TRAFFIC CONTROL STAGE II

1. RELOCATE TRAFFIC CONTROL FOR STAGE II AND SHIFT TRAFFIC AS SHOWN AND USING THE APPLICABLE PORTION OF THE HIGHWAY STANDARDS USED.
2. HIGHWAY STANDARDS USED:
   - 701400
   - 701402
3. TRAFFIC CONTROL DETAILS (SIGNS, PAVEMENT MARKINGS, ETC) NOT SHOWN IN THESE STAGE CONSTRUCTION DETAILS SHALL BE AS PER HIGHWAY STANDARDS LISTED IN NOTE #2.

N



MODEL: E20 - Plan 9 [Sheet]
FILE NAME: c:\pw_work\pwidot\caraballo\d1050557\D672M33-sht-stage 2 traffic.dgn

USER NAME = frank.caraballo	DESIGNED -	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 6/25/2025	DATE -	REVISED -	

STAGE II
I-72

SCALE: 1"=50' | SHEET 17 OF 6 SHEETS | STA. 563+50.00 | TO STA. 578+50.00

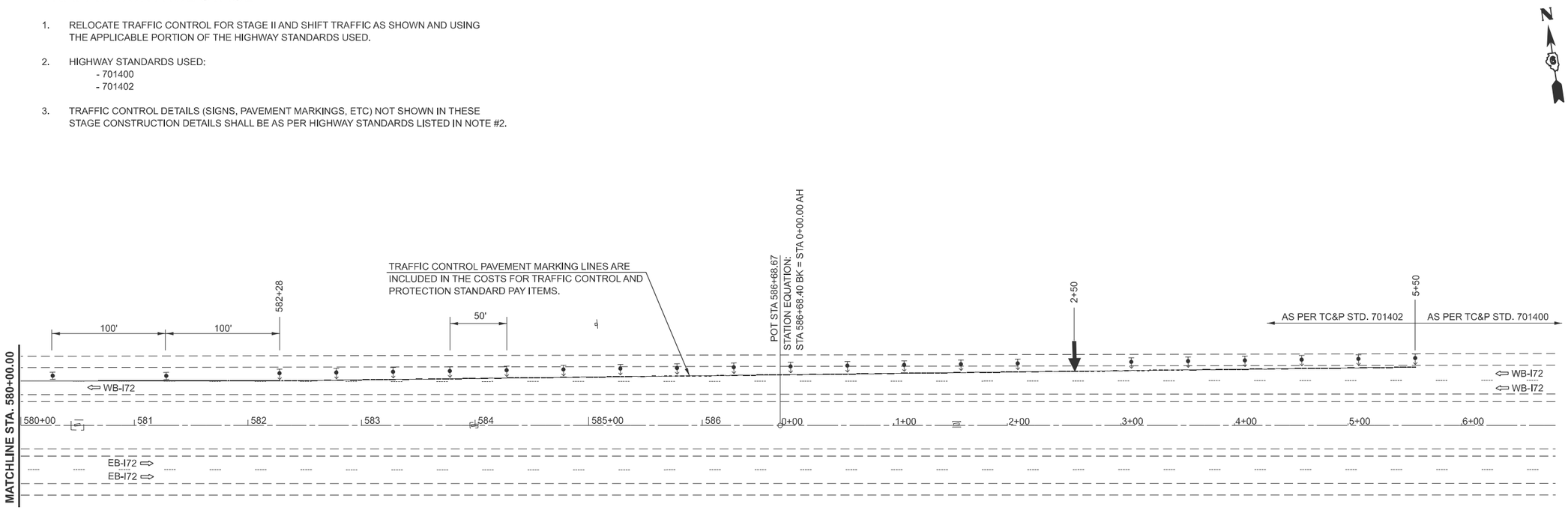
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	17
		CONTRACT NO. 72M33		
	ILLINOIS	FED. AID PROJECT		

TRAFFIC CONTROL STAGE II

1. RELOCATE TRAFFIC CONTROL FOR STAGE II AND SHIFT TRAFFIC AS SHOWN AND USING THE APPLICABLE PORTION OF THE HIGHWAY STANDARDS USED.

2. HIGHWAY STANDARDS USED:
   - 701400
   - 701402

3. TRAFFIC CONTROL DETAILS (SIGNS, PAVEMENT MARKINGS, ETC) NOT SHOWN IN THESE STAGE CONSTRUCTION DETAILS SHALL BE AS PER HIGHWAY STANDARDS LISTED IN NOTE #2.



LEGEND

↑	ARROW BOARD
⇨	TRAFFIC FLOW ARROW
▨	WORK AREA
⊣	SIGN
↟	DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
⊙	TYPE II BARICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
▩	TEMPORARY IMPACT ATTENUATOR
▭	TEMPORARY CONCRETE BARRIER

MODEL: E20 - Plan 10 [Sheet]
FILE NAME: c:\pw_work\pwidot\caraballo\d1050557\D6728\M33-sht-stage 2 traffic.dgn

USER NAME = frank.caraballo	DESIGNED -	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 6/25/2025	DATE -	REVISED -	

STAGE II
I-72

SCALE: 1"=50' | SHEET 18 OF 6 SHEETS | STA. 578+50.00 TO STA. 593+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	18
		CONTRACT NO. 72M33		
	ILLINOIS FED. AID PROJECT			

NOTE A:
END PROPOSED HMA SHOULDER, AGGREGATE SHOULDER, AND PAVEMENT MARKING WORK AT STA. 568+50 W.B.

NOTE C:
BEGIN PROPOSED HMA SHOULDER, AGGREGATE SHOULDER, AND PAVEMENT MARKING WORK AT STA. 577+27 W.B.

569+59 END WB I-72 RESURFACING

570+29

PR BUTT JOINT (SEE DETAIL) 70'

PR AGG WEDGE SHOULDERS, TY B - 4'

PR HMA SURFACE CSE, 1 3/4"
PR HMA SHOULDERS, 1 3/4"

BAY CREEK

POT STA 0+00.00

EX RIPRAP

PIER

SN 075-0107

SN 075-0108

PR TRAFFIC BARRIER TERMINAL, TYPE 6

PR STONE RIPRAP A4
S: 0+70; O: 32' RT

PR STA 1+21.38

PR STONE RIPRAP A5
(SEE SECTION B-B)

POT STA 2+53.95

2+40

574+26

574+96 BEGIN WB I-72 RESURFACING

PR HMA SURFACE CSE, 1 3/4"
PR HMA SHOULDERS, 1 3/4"
PR GUARDRAIL REMOVAL, SPL
PR SPB GUARDRAIL

WB I-72

SEE NOTE A

SEE NOTE B

SEE NOTE C

SEE NOTE D

EB I-72

570+00 571 572 573 574 575+00

570+04 BEGIN EB I-72 RESURFACING

570+74

574+68

575+38 END EB I-72 RESURFACING

PR GUARDRAIL REMOVAL, SPL
PR SPB GUARDRAIL

PR HMA SHOULDERS, 1 3/4"
PR HMA SURFACE CSE, 1 3/4"

NOTE B:
BEGIN PROPOSED HMA SHOULDER, AGGREGATE SHOULDER, AND PAVEMENT MARKING WORK AT STA. 567+67 E.B.

NOTE D:
END PROPOSED HMA SHOULDER, AGGREGATE SHOULDER, AND PAVEMENT MARKING WORK AT STA. 576+42 E.B.

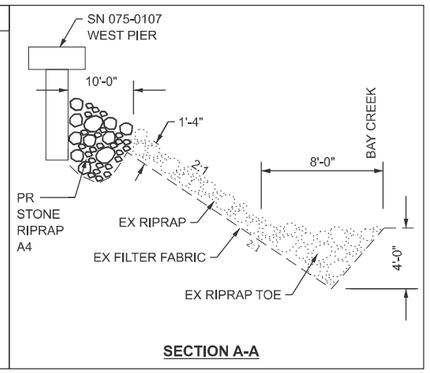
STA. 573+17
OFF: 168.3' RT
AC

EX ROW

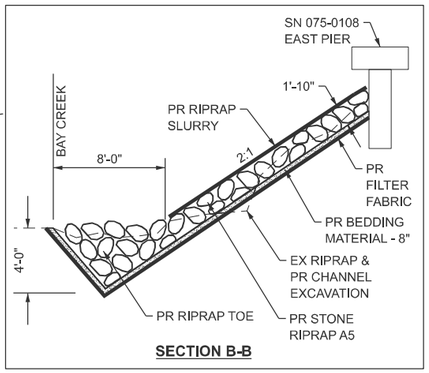
STA. 574+00
OFF: 175' RT
AC

LEGEND

- PR HYDROSCARIFICATION WITH MICROSILICA OVERLAY (SEE BRIDGE PLANS)
- PR CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT (SPECIAL)
- (1) PR MODIFIED URETHANE PAVEMENT MARKING, 6" (30' SKIP, 10' DASH) (SOLID WHITE)
- (2) PR MODIFIED URETHANE PAVEMENT MARKING, 6" (SOLID YELLOW)
- (3) PR MODIFIED URETHANE PAVEMENT MARKING, 6" (SOLID WHITE)
- (A) PR TYPE F INLET BOX, STANDARD 610001
- (B) PR PIPE DRAIN 12" - 55'
- (C) PR PIPE DRAIN 12" - 20'
- (D) PR CONCRETE CURB, TY B
- (E) PR BRIDGE JOINT REPLACEMENT (SEE BRIDGE PLANS)



SECTION A-A



SECTION B-B

MODEL: Plan-2 [Sheet]
FILE NAME: c:\pw_work\pwdot\caraballo\d1050557\D672M33-sht-plan.dgn

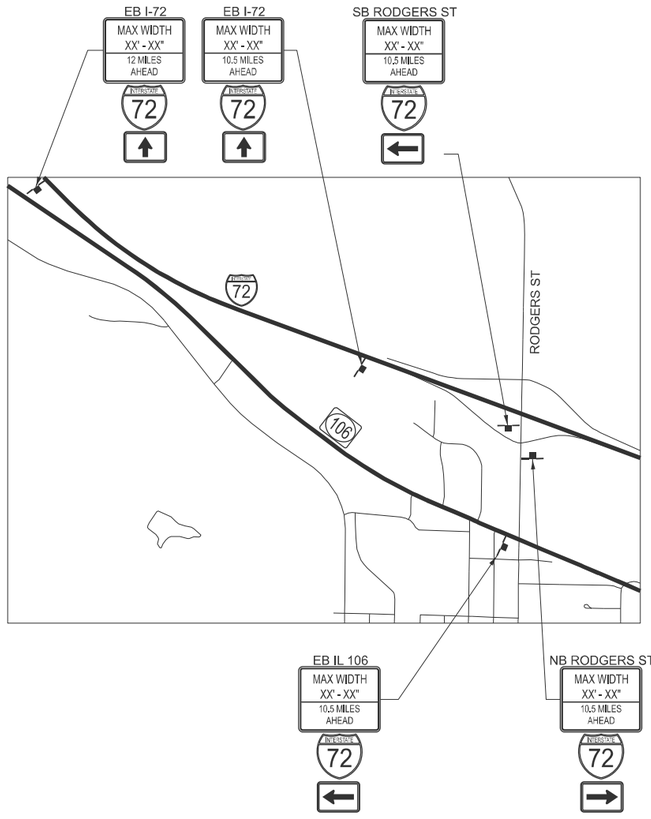
USER NAME = frank.caraballo	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 6/23/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

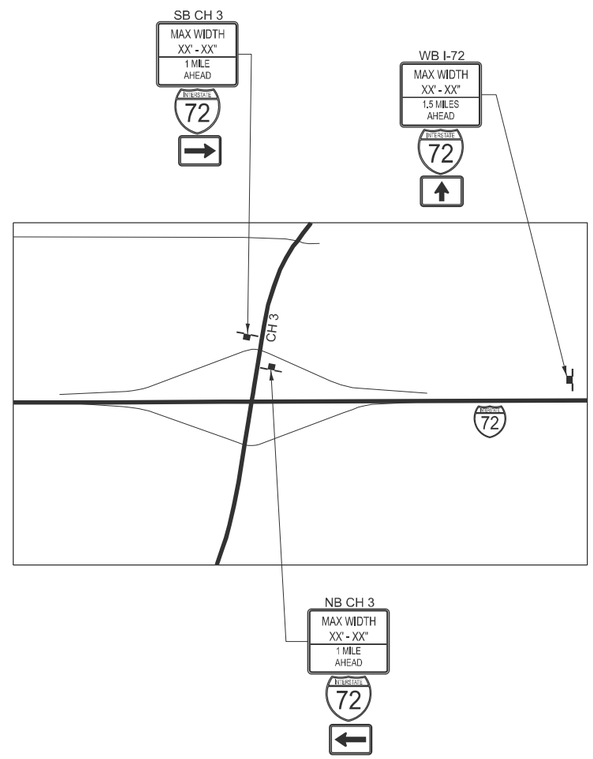
PLAN
I-72

SCALE: | SHEET 19 OF 1 SHEETS | STA. | TO STA.

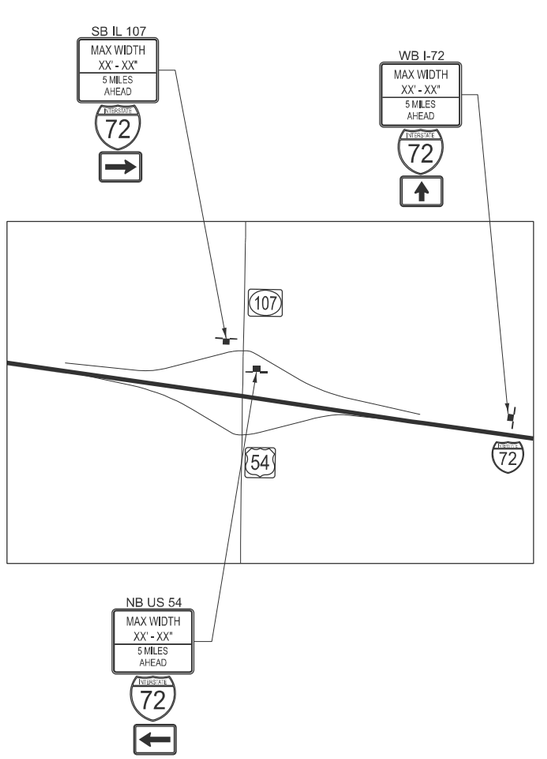
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	19
		CONTRACT NO. 72M33		
	ILLINOIS FED. AID PROJECT			



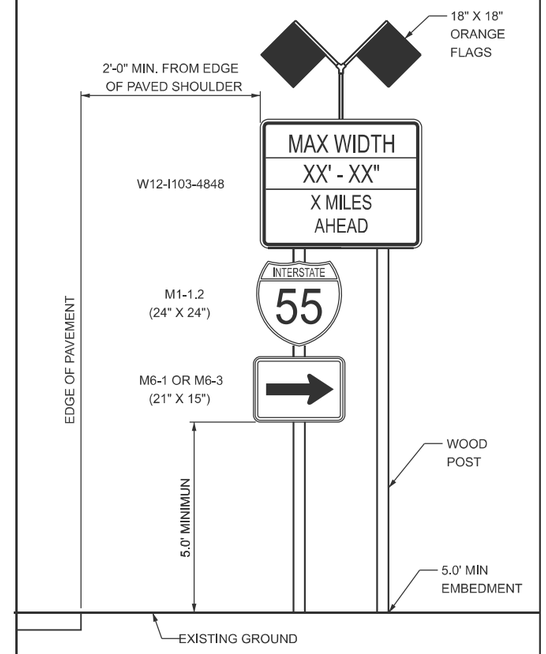
LOCATION 1
I-72
BARRY INTERCHANGE



LOCATION 2
I-72
NEW SALEM INTERCHANGE



LOCATION 3
I-72
PITTSFIELD / GRIGGSVILLE INTERCHANGE



WIDTH RESTRICTION SIGN
XX' - XX" WIDTH AND X MILES ARE VARIABLE

MODEL: Details [Sheet]
FILE NAME: c:\pw_work\pwidot\caraballo\d1050557\D672M33-sht-Details.dgn

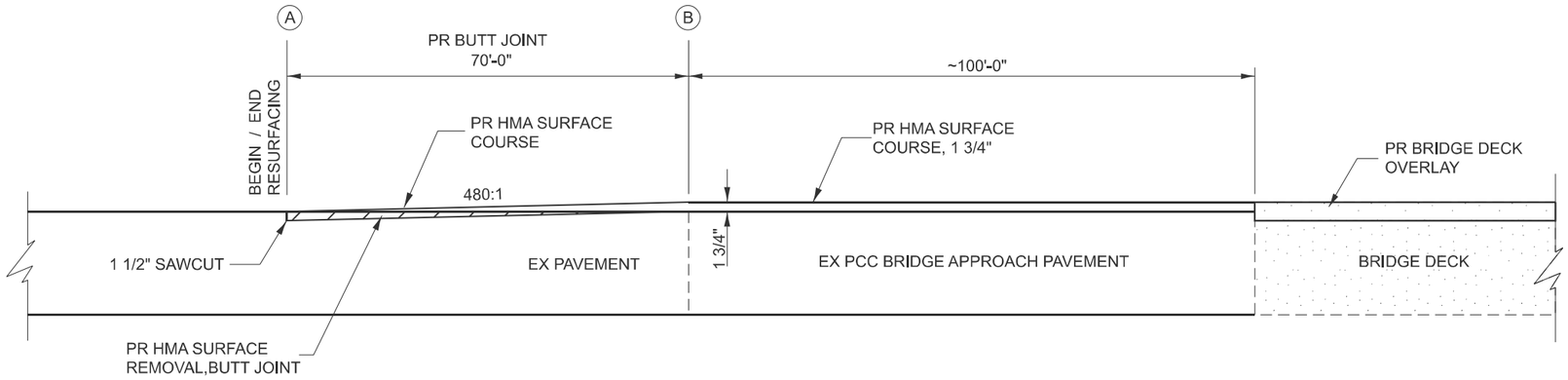
USER NAME = frank.caraballo	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 6/25/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WIDTH RESTRICTION
SIGNING DETAIL

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	20
		CONTRACT NO. 72M33		
	ILLINOIS FED. AID PROJECT			



HMA SURFACE REMOVAL - BUTT JOINT

Ⓐ	Ⓑ	NOTES
STA. 574+96	STA. 574+26	BEGIN RESURFACING WB I-72
STA. 569+59	STA. 570+29	END RESURFACING WB I-72
STA. 570+04	STA. 570+74	BEGIN RESURFACING EB I-72
STA. 575+38	STA. 574+68	END RESURFACING EB I-72

MODEL: Details 2 [Sheet]
FILE NAME: c:\pw_work\pwidot\caraballo\d1050557\D0672\M33-sht-Details.dgn

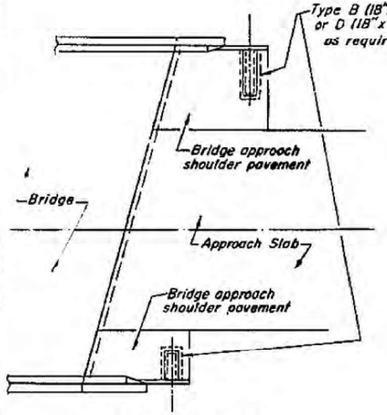
USER NAME = frank.caraballo	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 6/25/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

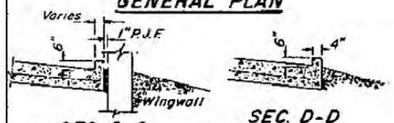
BUTT JOINT DETAIL

SCALE: | SHEET 2 OF 3 SHEETS | STA. | TO STA.

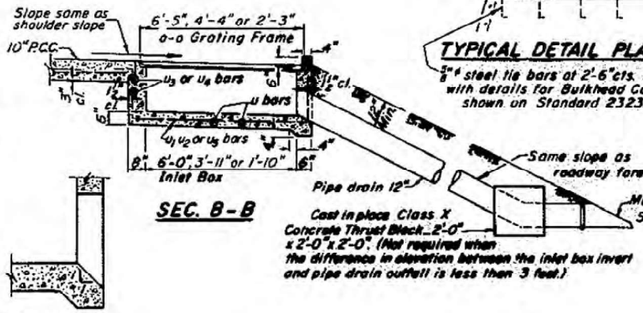
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	21
		CONTRACT NO. 72M33		
	ILLINOIS FED. AID PROJECT			



GENERAL PLAN

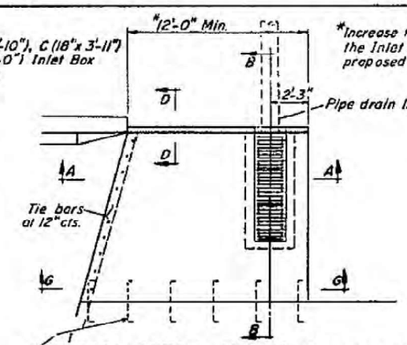


SEC. C-C SEC. D-D



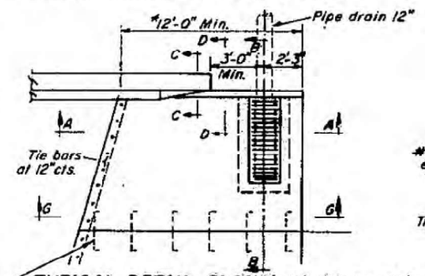
SEC. B-B

BOX OUTLET WHEN PRECAST



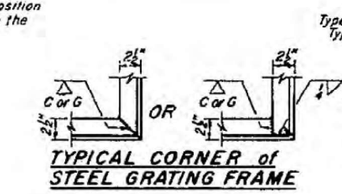
TYPICAL DETAIL PLAN (w/o Wingwall)

5/8" ϕ steel tie bars at 2'-6" cts. shall be in accordance with details for Bulkhead Construction Joint shown on Standard 2323.

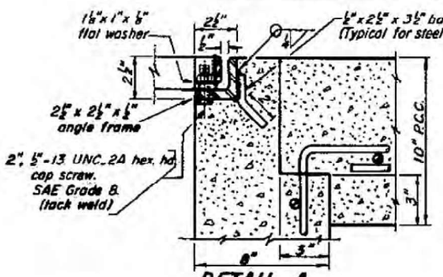


TYPICAL DETAIL PLAN (with Wingwall)

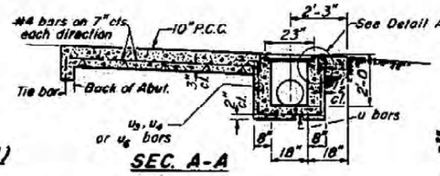
5/8" ϕ steel tie bars at 2'-6" cts. shall be in accordance with details for Bulkhead Construction Joint shown on Standard 2323.



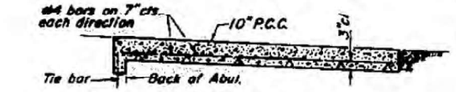
TYPICAL CORNER of STEEL GRATING FRAME



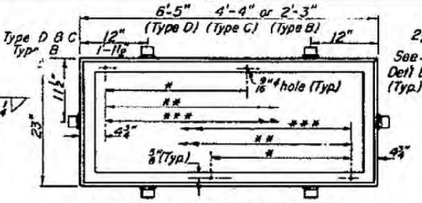
DETAIL A



SEC. A-A

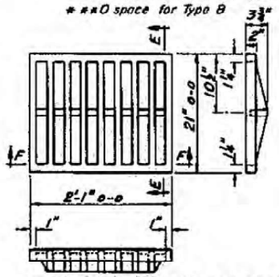


SEC. G-G



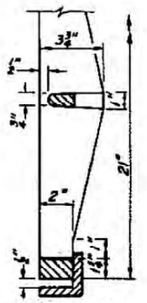
DETAIL of STEEL FRAME

Cast frame to have same basic dimensions.
* 1 space at 2'-1" for Type C
** 2 spaces at 2'-1" for Type D
*** space for Type B

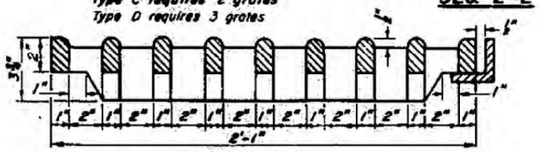


DETAIL of CAST GRATING

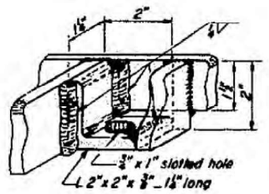
Type B requires 1 grate
Type C requires 2 grates
Type D requires 3 grates



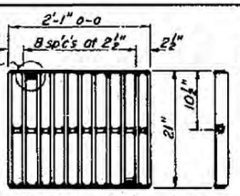
SEC. E-E



SEC. F-F

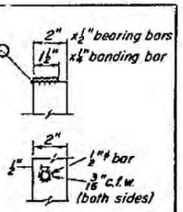


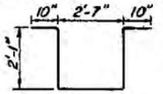
DETAIL B



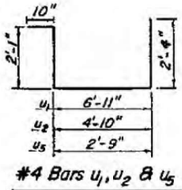
DETAIL of STEEL GRATING

Type B requires 1 grate
Type C requires 2 grates
Type D requires 3 grates





#4 Bar u



#4 Bars u1, u2 & u5

#4 Bars u3, u4 & u6

Material Required for One Type B Inlet Box

Bar	No.	Size	Length
u	4	#4	8'-5"
u3	3	#4	8'-0"
u6	4	#4	6'-2"
Concrete - Class X or Precast	Cu. Yds.		0.4
Reinf. Bars	Lbs.		60
Grating	Sq. Ft.		3.7

Material Required for One Type C Inlet Box

Bar	No.	Size	Length
u	6	#4	8'-5"
u2	3	#4	10'-1"
u4	4	#4	8'-4"
Concrete - Class X or Precast	Cu. Yds.		0.9
Reinf. Bars	Lbs.		80
Grating	Sq. Ft.		7.3

Material Required for One Type D Inlet Box

Bar	No.	Size	Length
u	8	#4	8'-5"
u1	3	#4	12'-2"
u5	4	#4	10'-4"
Concrete - Class X or Precast	Cu. Yds.		1.2
Reinf. Bars	Lbs.		100
Grating	Sq. Ft.		110

GENERAL NOTES

When Inlet Box or Boxes are not required, surface of the shoulder pavement shall be finished to provide a smooth transition from back of the abutment to normal approach roadway shoulder.

See plans for location of bridge approach shoulder pavement.

Use Type C Inlet Box for 5' and 6' shoulder widths, use Type B Inlet Box for 7' and wider shoulder widths, use Type B Inlet Box for shoulders less than 5' wide.

For placement of approach shoulder pavement on existing construction substitute expansion anchor ties for tie bars. For non-rigid approaches, shoulder pavement will be as shown except omit tie bars in approach pavement.

The material for 12" ϕ Pipe Drains shall be either corrugated steel, aluminum alloy or polyethlene (P.E.) pipe with UV protection.

Corrugated steel and aluminum alloy pipe shall have 2' coupling bands. All pipe connections shall be water tight.

The P.C. Concrete used in the shoulder slab shall meet the requirements of Section 408 of the Standard Specifications.

The lengths of #4 bars used in the approach shoulder pavement shall be as required to accommodate the length, width and skew of the slab.

Class X concrete or precast concrete shall be used for the inlet.

Precast concrete shall be in accordance with Sections 505.01 thru 505.05 of the Standard Specifications except that the concrete strength shall be 4000 p.s.i. after 28 days.

All exposed edges of the inlet, except the upper perimeter, shall be beveled ¾".

Shop drawings will not be required for precast Inlet Boxes.

A 3" deep CA-12 bedding conforming to Article 704.01, D Quality or better, shall be provided under full length and width of precast units, and all voids around the pipe drain entrance, both inside and outside, shall be sealed with mortar.

The grating shall seat firmly in the frame and steel grates shall be secured to the frame with a locking device as shown. Cast grates will not require the locking device.

Steel grating and frames shall conform to Article 710.04 of the Standard Specifications and shall be galvanized to AASHTO Specification M111 after fabrication.

Cast grating and frames shall conform to Article 710.17 of the Standard Specifications. Cast grating and frames shall not be galvanized.

Pipe drains shall be installed, measured and paid for in accordance with Section 607 of the Standard Specifications, except sand bedding will not be required.

Metal End Sections shall be installed, measured and paid for in accordance with Section 511 of the Standard Specifications.

Bridge approach shoulder pavement will be measured in place and paid for in square yards as P.C. CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT, which shall include the cost of subgrade preparation, expansion anchor ties, reinforcement and joint fillers. In computing the area for payment, a deduction will be made for the area displaced by the inlet. (1.2 Sq. Yds. Type C; 1.7 Sq. Yds. Type D, 0.6 Sq. Yds. Type B).

The contract unit price "Each" for TYPE (B, C or D) INLET BOX STANDARD 2324, in place, shall include the frame and grating, class X or precast concrete, reinforcement bars, excavation, bedding when required, and compacted backfill.

The contract unit price "Each" for CONCRETE THRUST BLOCKS, in place, shall include excavation and compacted backfilling.

Illinois Department of Transportation

PASSED July 15, 1994
Engineer of Bridges and Traffic Structures

APPROVED July 15, 1994
Engineer of Design

ISSUED 12-1-89

BRIDGE APPROACH SHOULDER PAVEMENT

FOR INFORMATIONAL PURPOSES ONLY

STANDARD 2324 - 6

(Full Size)

H-1.25

USER NAME = frank.caraballo	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 6/25/2025	DATE -	REVISED -	

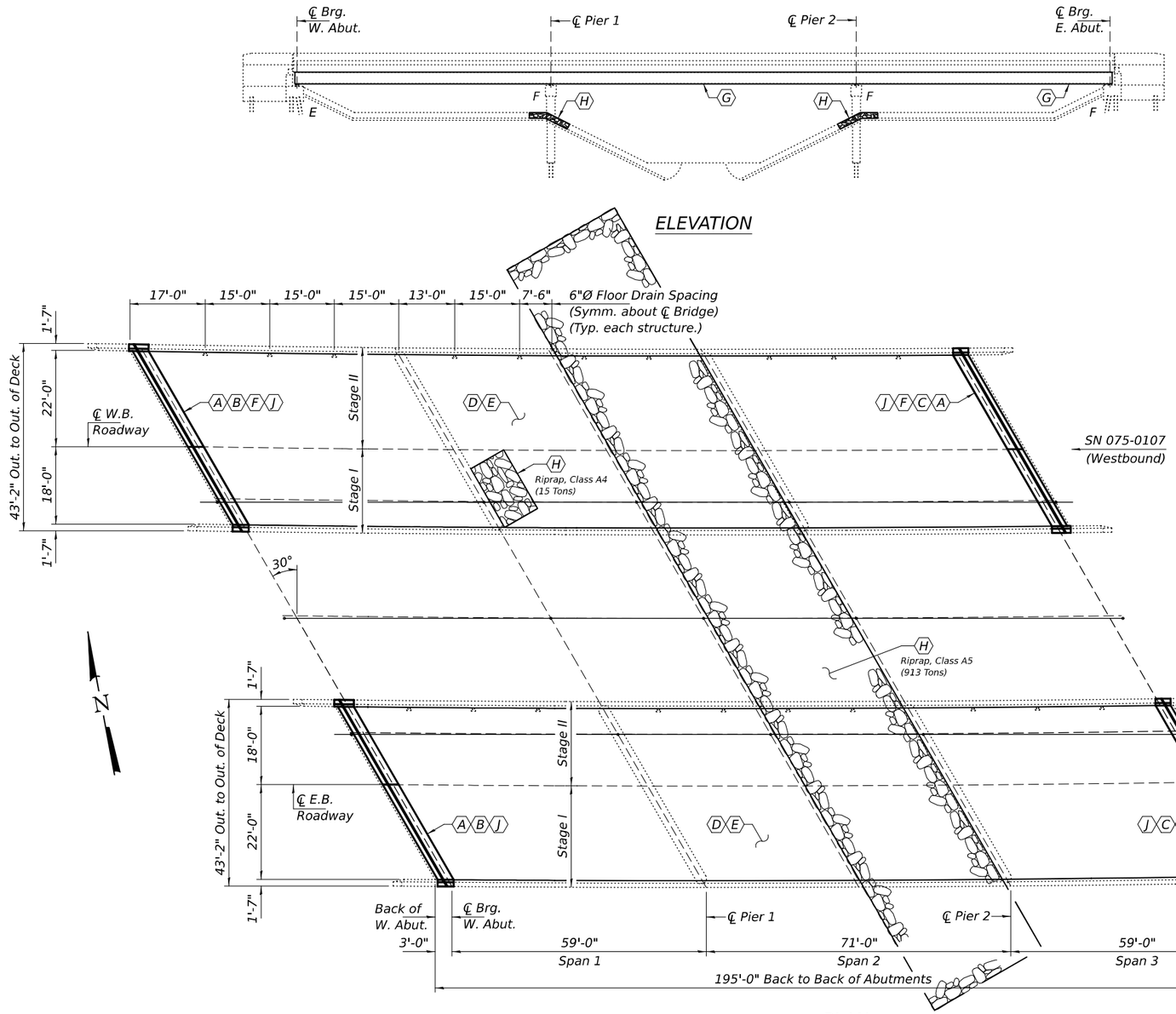
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOR INFORMATION ONLY
BRIDGE APPROACH SHOULDER

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	22
		CONTRACT NO. 72M33		
	ILLINOIS FED. AID PROJECT			

MODEL: For Info Only [Sheet]
FILE NAME: c:\pw_work\pwidot\caraballo\d1050571\D672M33-sh-Details.dgn



- Ⓐ - Remove & Replace Exp. Joint (Full Depth)
- Ⓑ - Remove & Replace Existing Exp. Bearings.
- Ⓒ - Remove & Replace Existing Fixed Bearings.
- Ⓓ - Bridge Deck Patching (See sheets 9 & 10 of 15.)
- Ⓔ - ¾" Bridge Deck Scarification, 2¾" Microsilica Concrete Overlay, & ¼" Diamond Grinding.
- Ⓕ - Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)
- Ⓖ - Blast & Paint Entire Structure.
- Ⓗ - Riprap (Class A4 or A5) (See sheet 19 of 37 of the Roadway Plans for exact layout and dimensions.)
- Ⓙ - Existing W12x40 Diaphragms to be Removed & Replaced with MC18x42.7 Diaphragms.

GENERAL NOTES

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.

Plan dimensions and details relative to the existing structure have been taken from existing plans and 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.

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 detrimental foreign material shall be removed from the surfaces in contact with concrete (SSPC-SP3 standards). 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 paid for according to Article 109.04 of the Standard Specifications. 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 ¼ 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.

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 & Erecting Structural Steel.

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 at the contractor's expense.

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.

Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All existing steel shall be cleaned per Near White Blast Cleaning - SSPC-SP10. All existing steel shall be painted according to the requirements of Paint System 1 - OZ/E/U. The color of the final finsh coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beam shall be Interstate Green, Munsell No. 7.5G 4/8.

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", and the Standard Specifications. Cost included Furnishing & Erecting Structural Steel.

All new structural steel and bearing assemblies shall be hot-dip galvanized. See Special Provisions for "Hot Dip Galvanizing for Strutural Steel".

SSPC QP1 Contractor Certification is required for this Contract.

TOTAL BILL OF MATERIAL

	ITEM	UNIT	QUANTITY
	Concrete Removal	Cu. Yd.	33.6
	Concrete Superstructure	Cu. Yd.	41.4
	Reinforcement Bars, Epoxy Coated	Pound	5500
	Bar Splicers	Each	64
	Preformed Joint Strip Seal	Foot	204
	Bridge Deck Scarification, ¾"	Sq. Yd.	1640
	Bridge Deck Microsilica Concrete Overlay, 2¾"	Sq. Yd.	1640
	Diamond Grinding, (Bridge Section)	Sq. Yd.	1576
	Bridge Deck Grooving (Longitudinal)	Sq. Yd.	1020
	Structural Steel Removal	Pound	7730
	Jack and Remove Existing Bearings	Each	24
	Elastomeric Bearing Assembly, Type II	Each	12
	Furnishing and Erecting Structural Steel	Pound	10180
	Anchor Bolts, 1"Ø	Each	48
	Cleaning and Painting Steel Bridge, No. 1	L. Sum	1
	Cleaning and Painting Steel Bridge, No. 2	L. Sum	1
	Containment and Disposal of Non-Lead Paint Cleaning Residues, No. 1	L. Sum	1
	Containment and Disposal of Non-Lead Paint Cleaning Residues, No. 2	L. Sum	1
	Stone Riprap, Class A4	Ton	15
	Stone Riprap, Class A5	Ton	913
	Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	65
**	Approach Slab Repair (Partial Depth)	Sq. Yd.	20
**	Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	10
*	Protective Coat	Sq. Yd.	1733

* Applied on new concrete and overlay only.

** Quantity is estimated. Location and size of patches to be determined in the field by the Engineer.

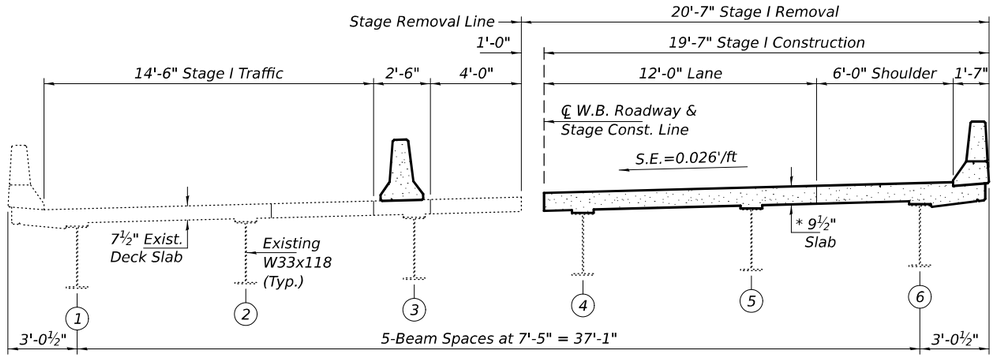
ILLINOIS LICENSED STRUCTURAL ENGINEER
JAYME F. SCHIFF
081-005540
STATE OF ILLINOIS

EXPIRES 11-30-2026

DESIGNED - Stephen M. Ryan	EXAMINED		DATE - AUGUST 14, 2025	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN AND ELEVATION F.A.I. ROUTE 72 OVER BAY CREEK SN 075-0107 (W.B.) & -0108 (E.B.)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - Chris A. Loeh		ENGINEER OF STRUCTURAL SERVICES				72	(75-4B-1)BDR,BJR	PIKE	37	23
DRAWN - STEFFEN	PASSED		REVISED -					CONTRACT NO. 72M33		
CHECKED - SMR CAL		ENGINEER OF BRIDGES AND STRUCTURES	REVISED -		SHEET 1 OF 15 SHEETS			ILLINOIS	FED. AID PROJECT	

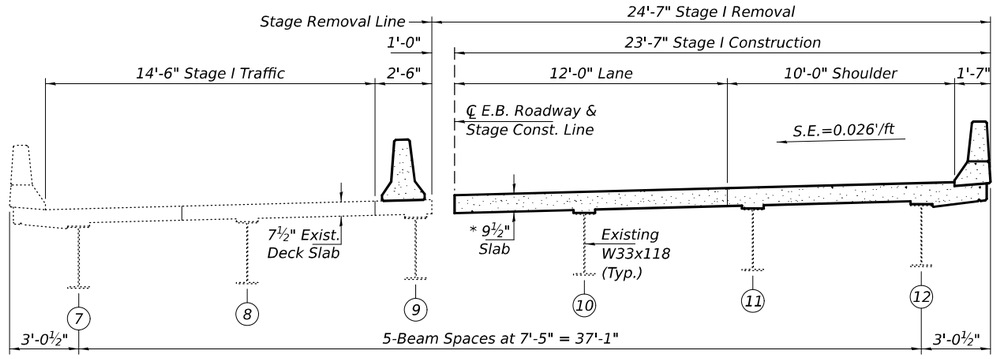
MODEL: 72M33-023
FILE NAME: pw://ldot-pw.bentley.com:PWIDOT/Documents/IDOT O ces/Bureau of Bridges and Structures/OBM Projects/0750107/CADData/Structures/0750107.dgn

8/14/2025 4:33:25 PM



CROSS-SECTION THRU STAGE I AT ABUTMENTS (SN 075-0107 W.B.)

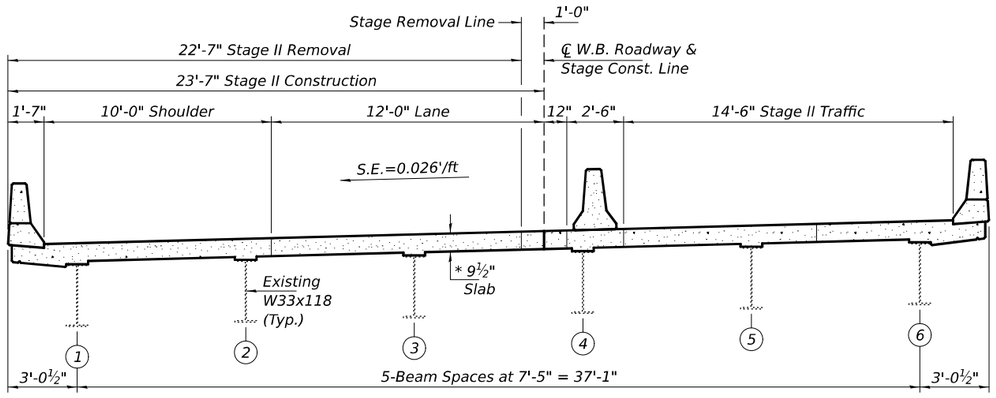
(Looking East)
All horizontal dimensions are given radially.



CROSS-SECTION THRU STAGE I AT ABUTMENTS (SN 075-0108 E.B.)

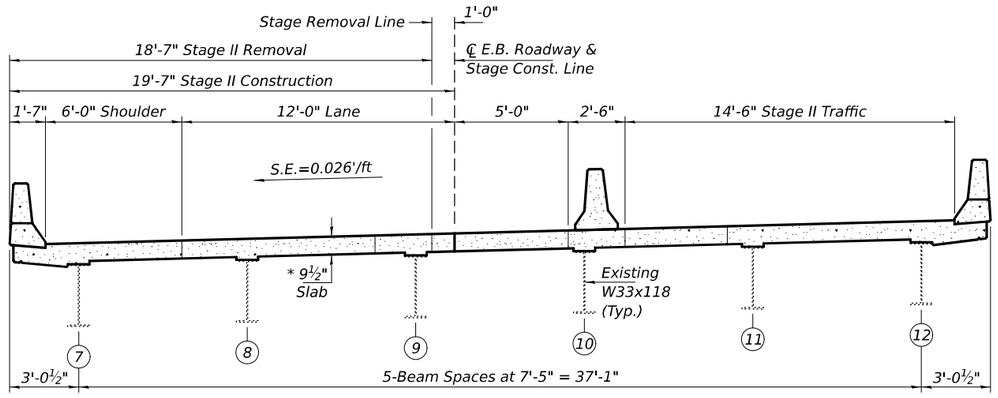
(Looking East)
All horizontal dimensions are given radially.

** Prior to ¼" Diamond Grinding.*



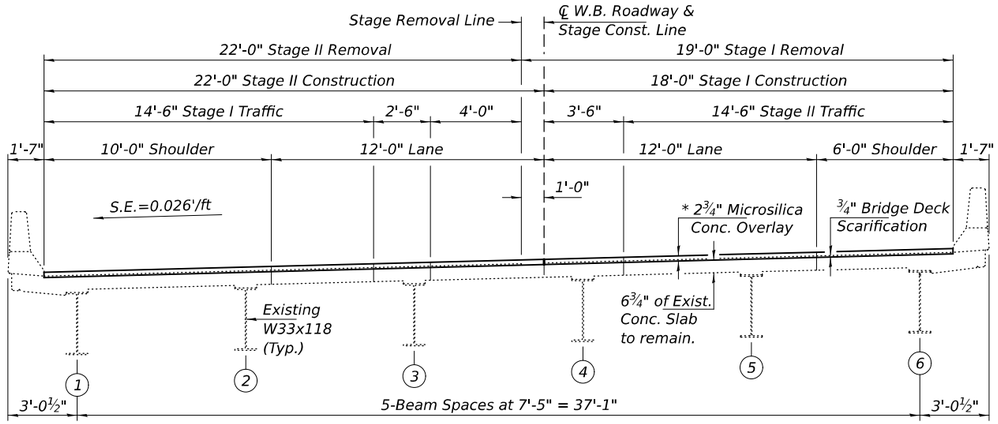
CROSS-SECTION THRU STAGE II AT ABUTMENTS (SN 075-0107 W.B.)

(Looking East)
All horizontal dimensions are given radially.



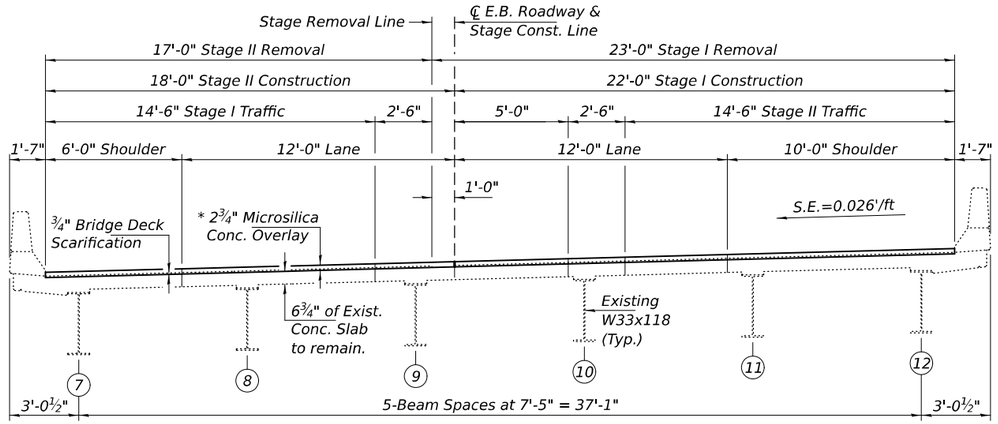
CROSS-SECTION THRU STAGE II AT ABUTMENTS (SN 075-0108 E.B.)

(Looking East)
All horizontal dimensions are given radially.



CROSS-SECTION THRU STAGE I & II AT MIDSPAN (SN 075-0107 W.B.)

(Looking East)
All horizontal dimensions are given radially.

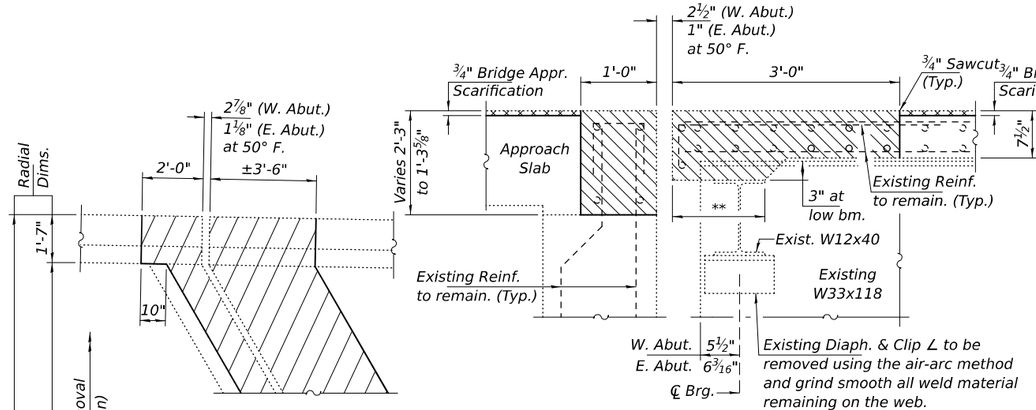


CROSS-SECTION THRU STAGE I & II AT MIDSPAN (SN 075-0108 E.B.)

(Looking East)
All horizontal dimensions are given radially.

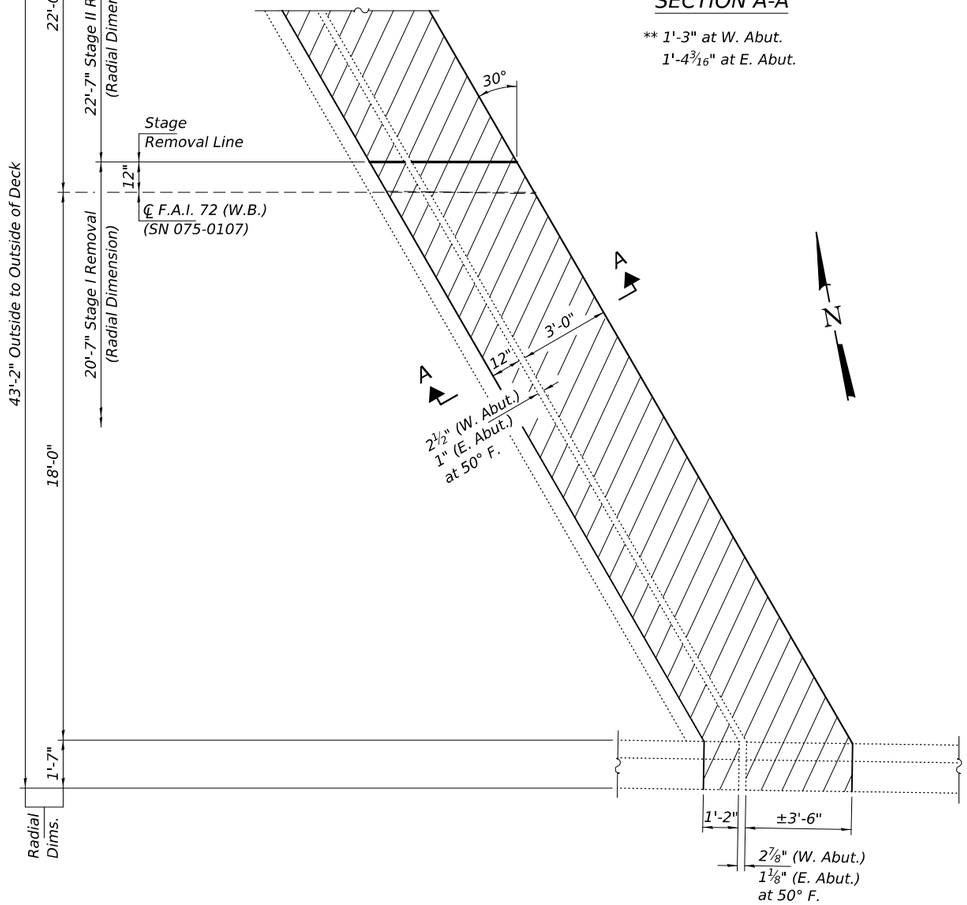
DESIGNED - SMR	EXAMINED	DATE - AUGUST 14, 2025	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**	**STAGING DETAILS** **SN 075-0107 (W.B.) & -0108 (E.B.)**	F.A.I. RTE. 72 · SECTION (75-4B-1)BDR,BJR · COUNTY PIKE · TOTAL SHEETS 37 · SHEET NO. 24
CHECKED - CAL	ENGINEER OF STRUCTURAL SERVICES			SHEET 2 OF 15 SHEETS	CONTRACT NO. 72M33
DRAWN - STEFFEN	PASSED	REVISED -			ILLINOIS · FED. AID PROJECT
CHECKED - SMR CAL	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -			

MODEL: 72M33-024
FILE NAME: pw://dot-pw.bentley.com:PWIDOT/Documents/IDOT Offices/Bureau of Bridges and Structures/OBM Projects/0750107/CADData/Structures/0750107.dgn
8/14/2025 12:05:38 PM



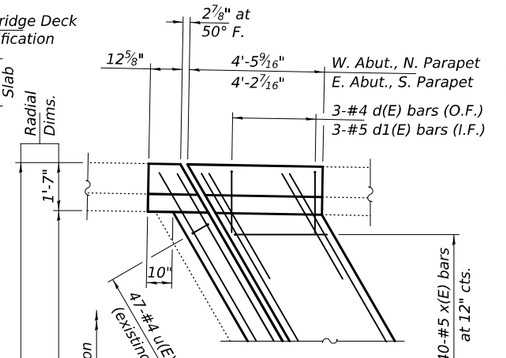
SECTION A-A

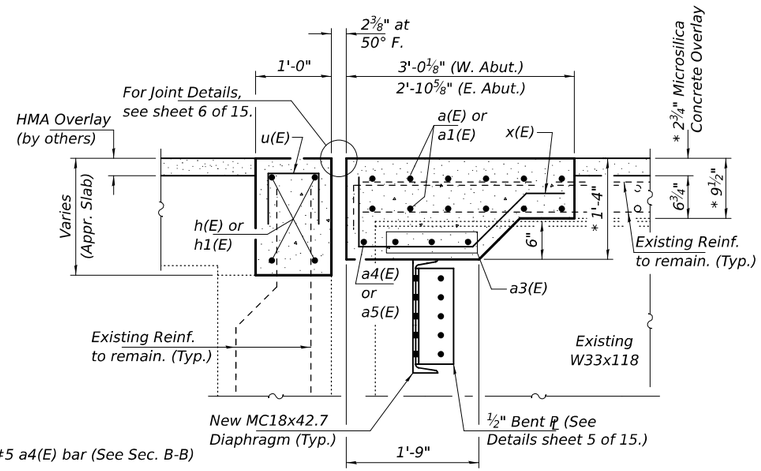
** 1'-3" at W. Abut.
1'-4³⁄₁₆" at E. Abut.



CONCRETE REMOVAL PLAN

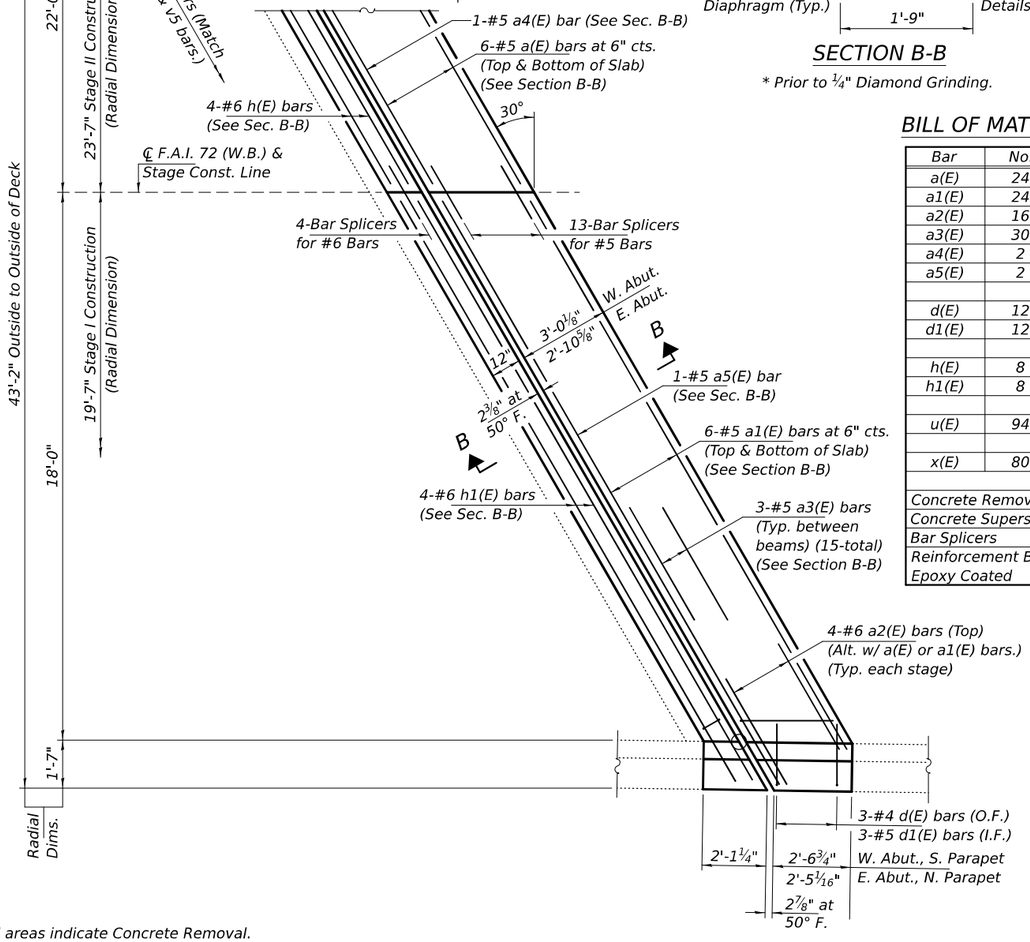
W. Abut. shown; E. Abut. similar
by rotation except as noted.





SECTION B-B

* Prior to ¼" Diamond Grinding.



CONCRETE REPLACEMENT PLAN

W. Abut. shown; E. Abut. similar
by rotation except as noted.

NOTES:
Hatched areas indicate Concrete Removal.
For Reinforcement Bending Diagrams, see sheet 4 of 15.
For Parapet Details, see sheet 5 of 15.

BILL OF MATERIAL (075-0107 W.B.)

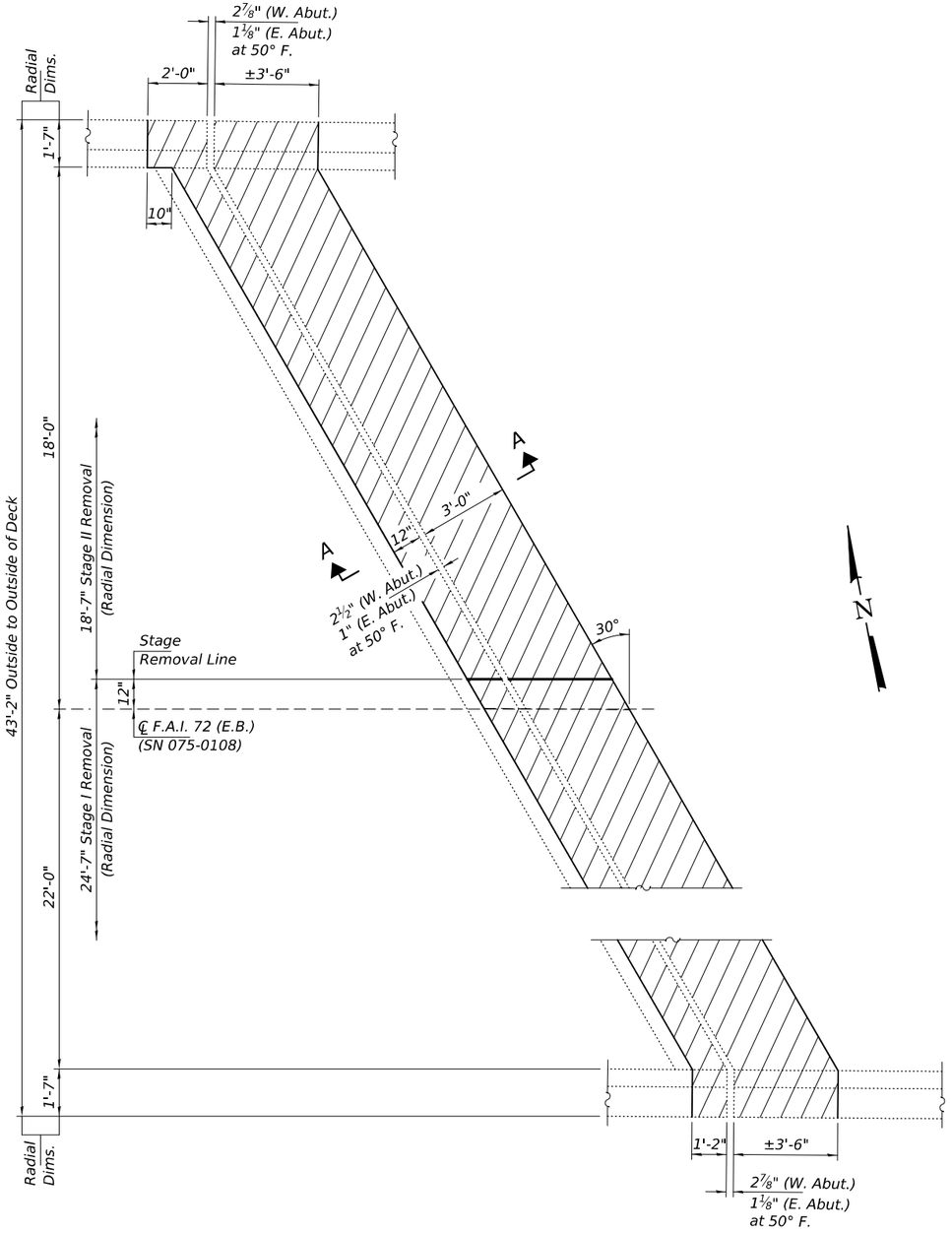
Bar	No.	Size	Length	Shape
a(E)	24	#5	26'-8"	——
a1(E)	24	#5	22'-0"	——
a2(E)	16	#6	6'-0"	——
a3(E)	30	#5	8'-3"	——
a4(E)	2	#5	26'-8"	——
a5(E)	2	#5	22'-0"	——
d(E)	12	#4	5'-5"	L
d1(E)	12	#5	3'-11"	L
h(E)	8	#6	26'-10"	——
h1(E)	8	#6	22'-3"	——
u(E)	94	#4	2'-4"	⊓
x(E)	80	#5	3'-11"	⌐¬
Concrete Removal		Cu. Yd.	16.8	
Concrete Superstructure		Cu. Yd.	20.7	
Bar Splicers		Each	34	
Reinforcement Bars, Epoxy Coated		Pound	2750	

MODEL: 72M33-025
FILE NAME: pw:\\dot-cpw.bentley.com:PWIDOT\Documents\IDOT O ces\Bureau of Bridges and Structures\OBM Projects\0750107\CADData\Structures\0750107.dgn
8/14/2025 12:05:39 PM

DESIGNED - SMR	EXAMINED	DATE - AUGUST 14, 2025	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**
CHECKED - CAL			
DRAWN - STEFFEN	PASSED	REVISED -	
CHECKED - SMR CAL	ENGINEER OF STRUCTURAL SERVICES ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	

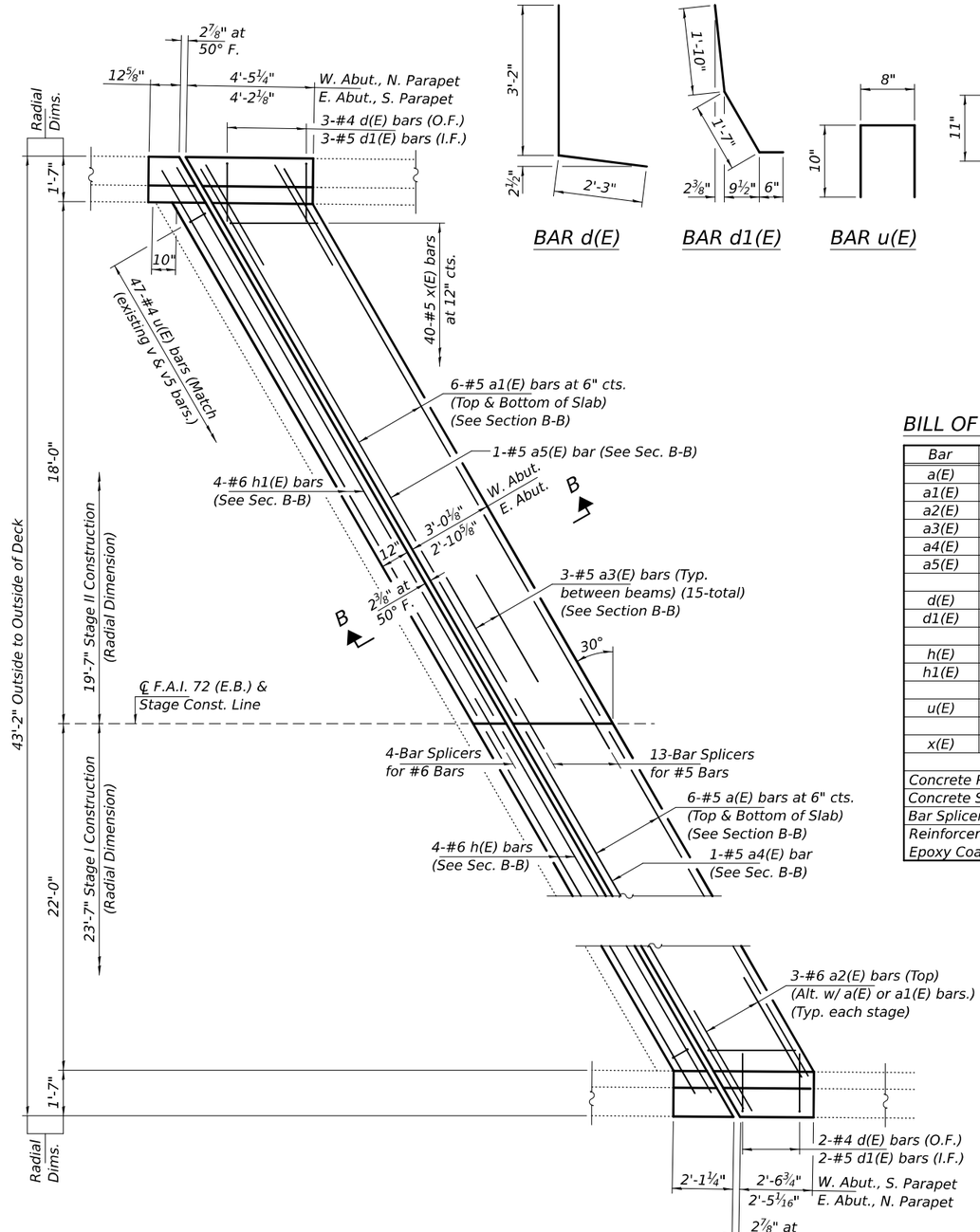
JOINT REMOVAL & REPLACEMENT DETAILS
SN 075-0107 (W.B.)
SHEET 3 OF 15 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	25
		CONTRACT NO. 72M33		
	ILLINOIS FED. AID PROJECT			



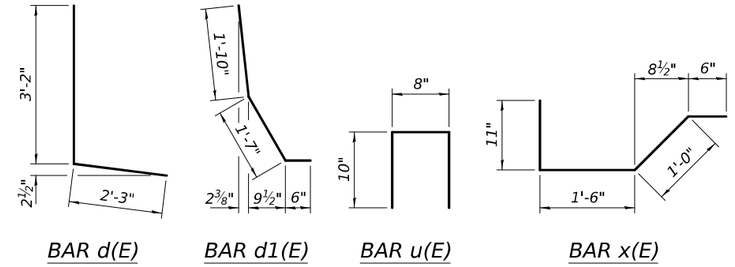
CONCRETE REMOVAL PLAN

W. Abut. shown; E. Abut. similar by rotation except as noted.



CONCRETE REPLACEMENT PLAN

W. Abut. shown; E. Abut. similar by rotation except as noted.



BILL OF MATERIAL (075-0108 E.B.)

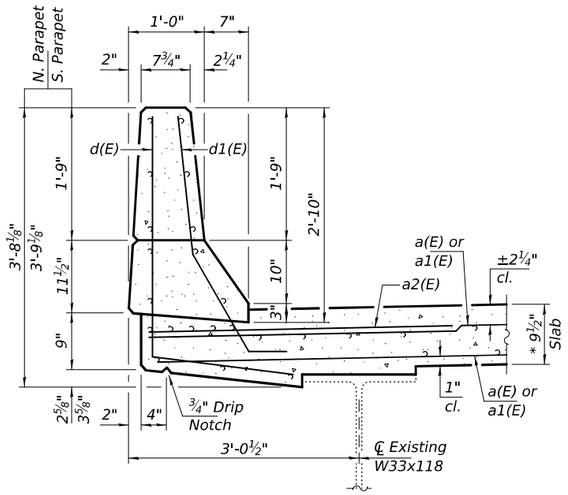
Bar	No.	Size	Length	Shape
a(E)	24	#5	26'-8"	———
a1(E)	24	#5	22'-0"	———
a2(E)	16	#6	6'-0"	———
a3(E)	30	#5	8'-3"	———
a4(E)	2	#5	26'-8"	———
a5(E)	2	#5	22'-0"	———
d(E)	12	#4	5'-5"	L
d1(E)	12	#5	3'-11"	L
h(E)	8	#6	26'-10"	———
h1(E)	8	#6	22'-3"	———
u(E)	94	#4	2'-4"	⊓
x(E)	80	#5	3'-11"	⌙⌜
Concrete Removal		Cu. Yd.	16.8	
Concrete Superstructure		Cu. Yd.	20.7	
Bar Splicers		Each	34	
Reinforcement Bars, Epoxy Coated		Pound	2750	

NOTES:
For Sections A-A & B-B, see sheet 3 of 15.
For Parapet Details, see sheet 5 of 15.

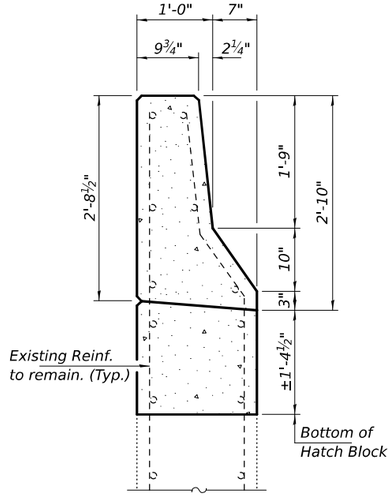
MODEL: 72M33-026
FILE NAME: pw://dot-pw.bentley.com:PWIDOT/Documents/IDOT O ces/Bureau of Bridges and Structures/OBM Projects/0750107/CADData/Structures/0750107.dgn
8/14/2025 12:05:40 PM

DESIGNED - SMR	EXAMINED	DATE - AUGUST 14, 2025	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
CHECKED - CAL	ENGINEER OF STRUCTURAL SERVICES		
DRAWN - STEFFEN	PASSED	REVISED -	**JOINT REMOVAL & REPLACEMENT DETAILS SN 075-0108 (E.B.)**
CHECKED - SMR CAL	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	SHEET 4 OF 15 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	26
		CONTRACT NO. 72M33		
	ILLINOIS FED. AID PROJECT			



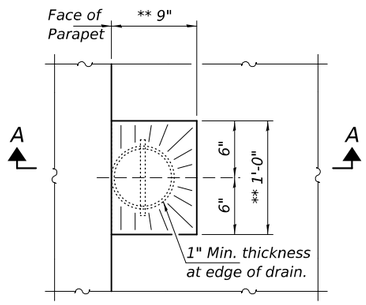
BRIDGE PARAPET DETAILS



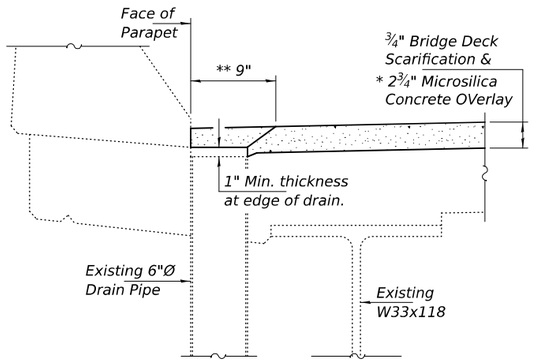
APPROACH PARAPET DETAILS

* Prior to ¼" Diamond Grinding.

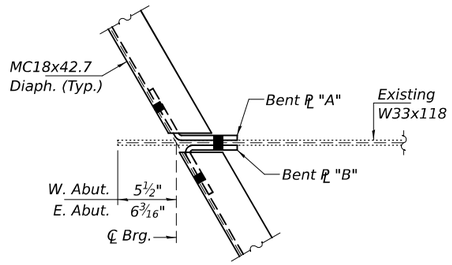
** Sloped to drain.

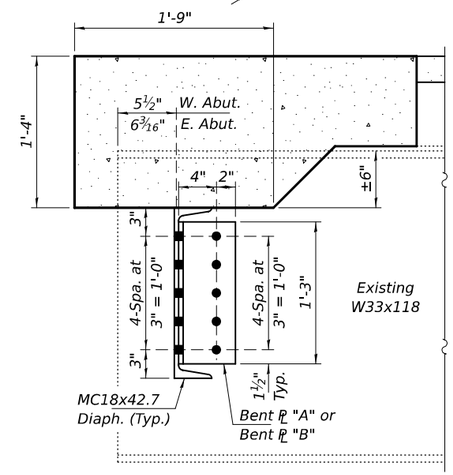


OVERLAY TREATMENT AT DRAIN DETAIL



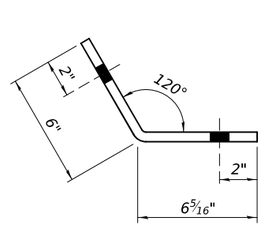
SECTION A-A





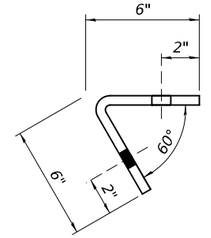
DIAPHRAGM REPLACEMENT DETAILS

(20-Required)



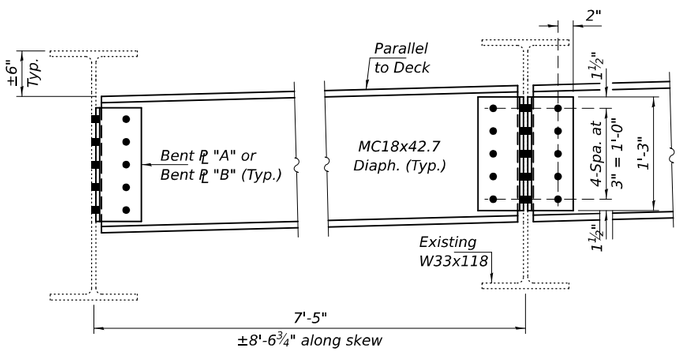
BENT PLATE "A" DETAILS

Bent ℄ ½" x 1'-0⁵⁄₁₆" x 1'-3" (20-Req'd)



BENT PLATE "B" DETAILS

Bent ℄ ½" x 1'-0" x 1'-3" (20-Req'd)



MODEL: 72M33-027
FILE NAME: pw://ildot-pw.bentley.com:PWIDOT/Documents/IDOT O ces/Bureau of Bridges and Structures/OBM Projects/0750107/CADData/Structures/0750107.dgn
8/14/2025 12:05:42 PM

DESIGNED	-	SMR	
CHECKED	-	CAL	
DRAWN	-	STEFFEN	
CHECKED	-	SMR	CAL

EXAMINED — ENGINEER OF STRUCTURAL SERVICES

PASSED — ENGINEER OF BRIDGES AND STRUCTURES

DATE - AUGUST 14, 2025

REVISED -

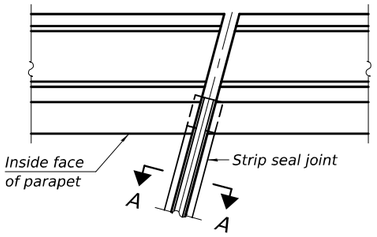
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REPAIR DETAILS
SN 075-0107 (W.B.) & -0108 (E.B.)

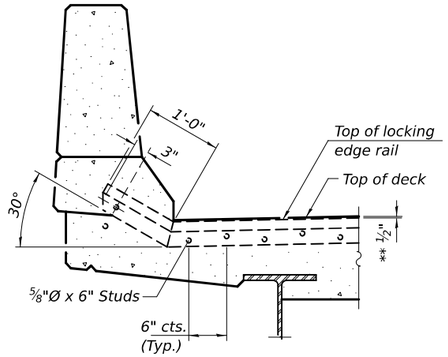
SHEET 5 OF 15 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	27
		CONTRACT NO. 72M33		
	ILLINOIS FED. AID PROJECT			



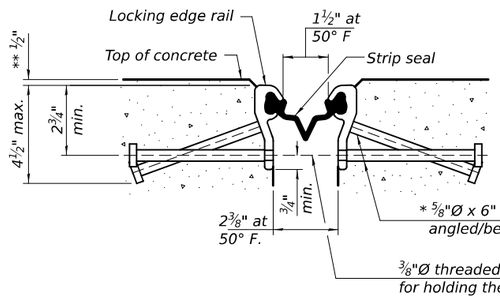
FOR SKEWS ≤ 30°

PLAN AT PARAPET

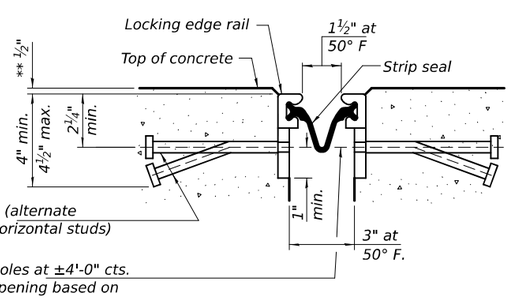


SECTION THRU PARAPET

** Prior to ¼" Diamond Grinding.



SHOWING ROLLED RAIL JOINT



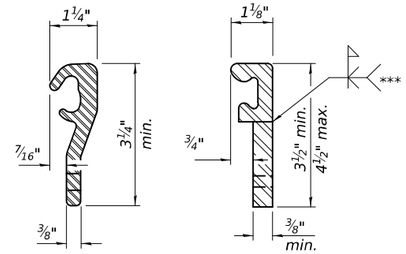
SHOWING WELDED RAIL JOINT

* ⅝"Ø x 6" studs at 6" cts. (alternate angled/bent studs with horizontal studs)

⅜"Ø threaded rods in 7/16"Ø 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.

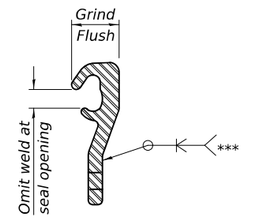


ROLLED (EXTRUDED) RAIL

WELDED RAIL

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

LOCKING EDGE RAILS



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	204

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of ¼". 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 4½" 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.

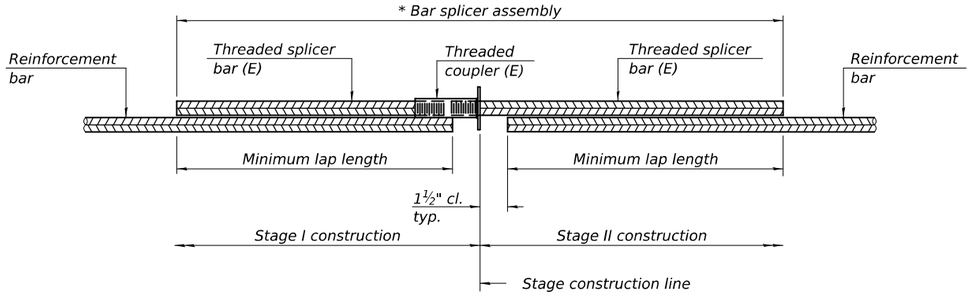
The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

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.

MODEL: 72M33-028
FILE NAME: pw://illdot-pw.bentley.com:PWIDOT/Documents/IDOT O ces/Bureau of Bridges and Structures/OBM Projects/0750107/CADData/Structures/0750107.dgn
8/14/2025 12:05:43 PM

DESIGNED - SMR	EXAMINED		DATE - AUGUST 14, 2025	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PREFORMED JOINT STRIP SEAL DETAILS SN 075-0107 (W.B.) & -0108 (E.B.)
CHECKED - CAL	PASSED	ENGINEER OF STRUCTURAL SERVICES	REVISED -		SHEET 6 OF 15 SHEETS
DRAWN - STEFFEN		Joyce F. Duff	REVISED -		
CHECKED - SMR CAL		ENGINEER OF BRIDGES AND STRUCTURES			

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	28
		CONTRACT NO. 72M33		
	ILLINOIS	FED. AID PROJECT		



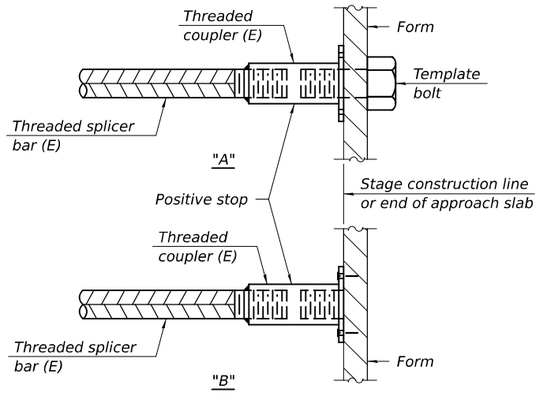
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

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

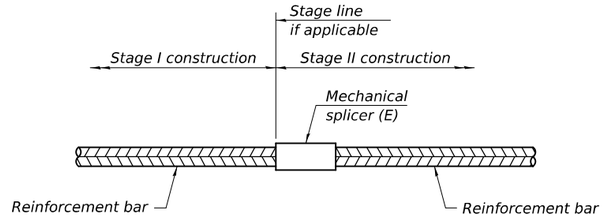
** Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.*

Location	Bar size	No. assemblies required	Minimum lap length
Bridge Deck	#5	32	3'-10"
Hatch Block	#6	16	4'-5"



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

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 5-15-2023

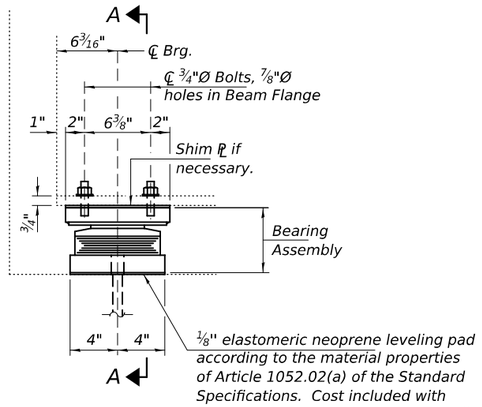
DESIGNED - SMR	EXAMINED	DATE - AUGUST 14, 2025	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
CHECKED - CAL	ENGINEER OF STRUCTURAL SERVICES		
DRAWN - STEFFEN	PASSED	REVISED -	
CHECKED - SMR CAL	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS SN 075-0107 (W.B.) & -0108 (E.B.)

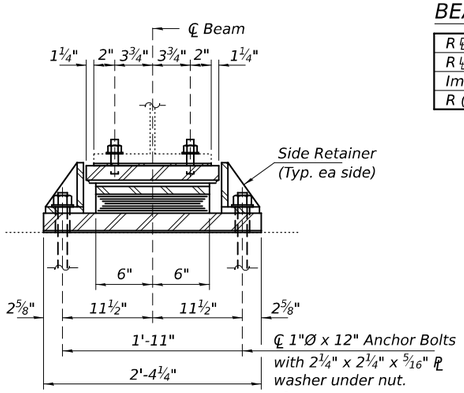
SHEET 7 OF 15 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	29
		CONTRACT NO. 72M33		
	ILLINOIS	FED. AID PROJECT		

MODEL: 72M33-029
FILE NAME: pw:\\dot-pw.bentley.com:PWIDOT\Documents\DOT Offices\Bureau of Bridges and Structures\OBM Projects\0750107\CADData\Structures\0750107.dgn
8/14/2025 12:05:46 PM



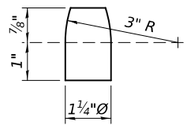
ELEVATION AT WEST ABUTMENT



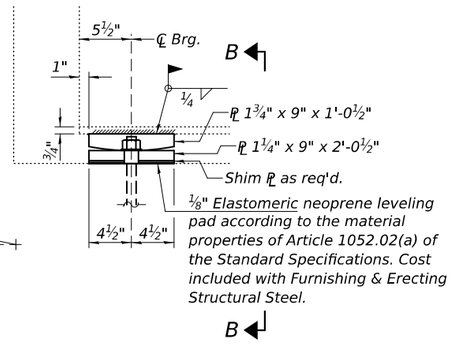
SECTION A-A

BEAM REACTIONS

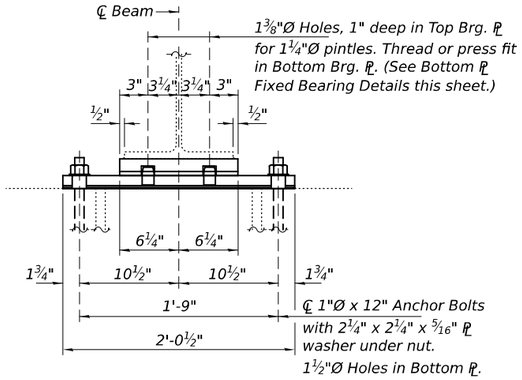
R ℙ	(K)	26.8
R ℄	(K)	40.2
Imp.	(K)	10.8
R (Total)	(K)	77.8



PINTLE



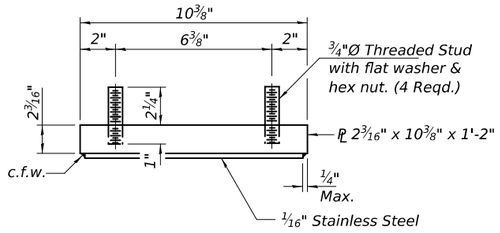
ELEVATION AT EAST ABUTMENT



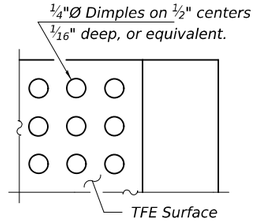
SECTION B-B

TYPE II TFE ELASTOMERIC EXP. BRG. AT WEST ABUTS.

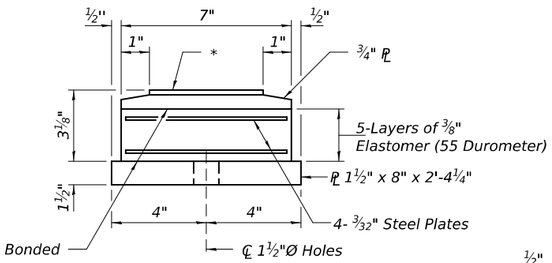
(12-Locations)



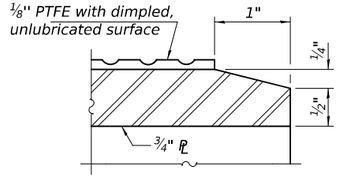
TOP BEARING ASSEMBLY



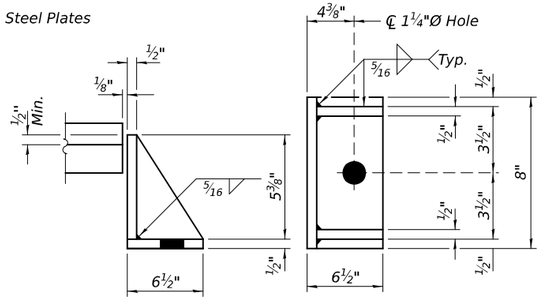
PLAN-PTFE SURFACE



BOTTOM BEARING ASSEMBLY



SECTION THRU PTFE



SIDE RETAINER

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

Notes:

Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost 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 height and shim thickness dimensions. Adjustment must account for deck heave due to pack rust (if present).

Min. jack capacity = 40 Tons.

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer -approved alternate material) of the grade(s) and diameter(s) specified.

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

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

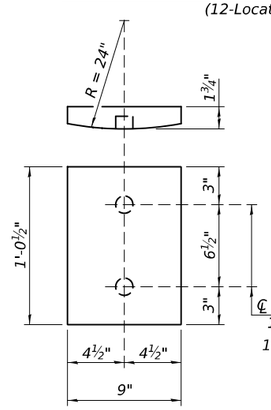
Side retainers shall be included in the cost of Elastomeric Bearing Assembly, Type II.

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

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

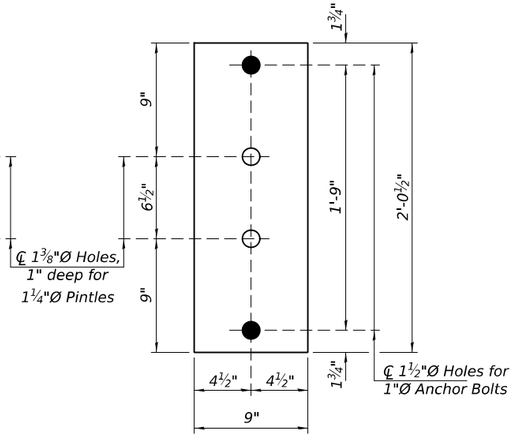
FIXED BEARING AT EAST ABUTMENTS

(12-Locations)



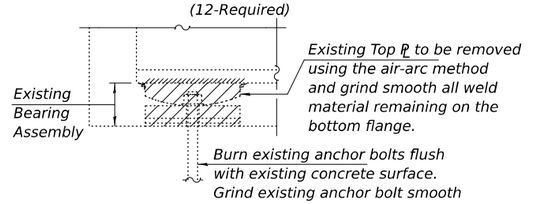
PLAN - TOP PLATE FIXED BEARINGS

(12-Required)



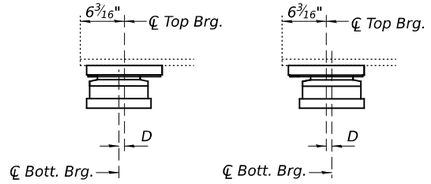
PLAN - BOTTOM PLATE FIXED BEARINGS

(12-Required)



EXISTING FIXED BRG. REMOVAL DETAIL

Cost included with Jack and Remove Existing Bearings.

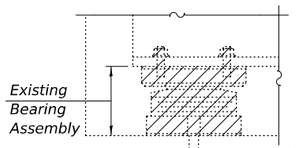


BELOW 50°F. ABOVE 50°F.

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

EXPANSION BEARING ORIENTATION

The above diagrams are for informational purposes only to show the amount of expected offset "D" for the current temperature in the field.



EXISTING EXP. BRG. REMOVAL DETAIL

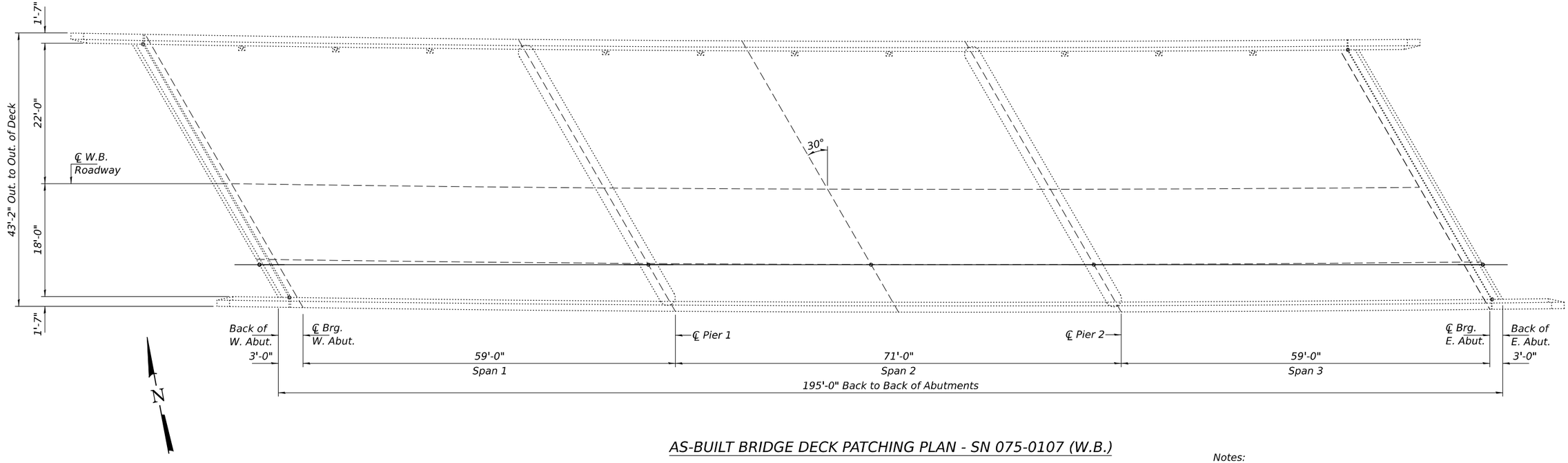
Cost included with Jack and Remove Existing Bearings.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type II	Each	12
Jack and Remove Existing Bearings	Each	24
Furnishing and Erecting Structural Steel	Pound	1660
Anchor Bolts, 1"Ø	Each	48

DESIGNED - SMR	EXAMINED	ENGINEER OF STRUCTURAL SERVICES	DATE - AUGUST 14, 2025	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BEARING REMOVAL & REPLACEMENT DETAILS SN 075-0107 (W.B.) & -0108 (E.B.)
CHECKED - CAL	PASSED	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -		SHEET 8 OF 15 SHEETS
DRAWN - STEFFEN			REVISED -		
CHECKED - SMR CAL					

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	30
		CONTRACT NO. 72M33		
	ILLINOIS	FED. AID PROJECT		



AS-BUILT BRIDGE DECK PATCHING PLAN - SN 075-0107 (W.B.)

- Approach Slab Repair (Partial Depth)

- Deck Slab Repair (Full Depth, Type II)

Notes:
Areas of deck & approach repairs shown are estimated. The Engineer shall show actual locations and size of deck & approach repairs on As-built Plans.

BILL OF MATERIAL

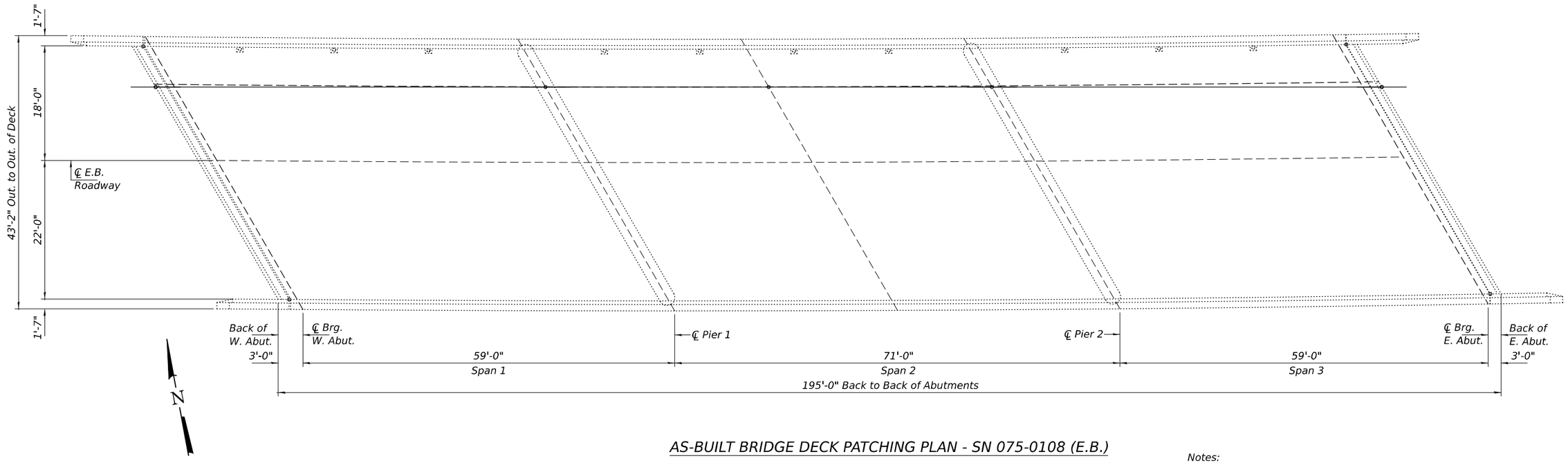
	ITEM	UNIT	QUANTITY
*	Approach Slab Repair (Partial Depth)	Sq. Yd.	10
*	Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	5

* Quantity is estimated. Location and size of patches to be determined in the field by the Engineer.

DESIGNED - SMR	EXAMINED	DATE - AUGUST 14, 2025	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
CHECKED - CAL	ENGINEER OF STRUCTURAL SERVICES		
DRAWN - STEFFEN	PASSED	REVISED -	**BRIDGE DECK AND APPROACH PATCHING DETAILS SN 075-0107 (W.B.)**
CHECKED - SMR CAL	Joyce F. Schiff	REVISED -	SHEET 9 OF 15 SHEETS
8/14/2025 12:05:48 PM	ENGINEER OF BRIDGES AND STRUCTURES		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	31
		CONTRACT NO. 72M33		
	ILLINOIS FED. AID PROJECT			

MODEL: 72M33-031
FILE NAME: pw://dot-pw.bentley.com:PWIDOT/Documents/IDOT O ces/Bureau of Bridges and Structures/OBM Projects/075O107/CADData/Structures/075O107.dgn



AS-BUILT BRIDGE DECK PATCHING PLAN - SN 075-0108 (E.B.)

- Approach Slab Repair (Partial Depth)
- Deck Slab Repair (Full Depth, Type II)

Notes:
Areas of deck & approach repairs shown are estimated. The Engineer shall show actual locations and size of deck & approach repairs on As-built Plans.

BILL OF MATERIAL

	ITEM	UNIT	QUANTITY
*	Approach Slab Repair (Partial Depth)	Sq. Yd.	10
*	Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	5

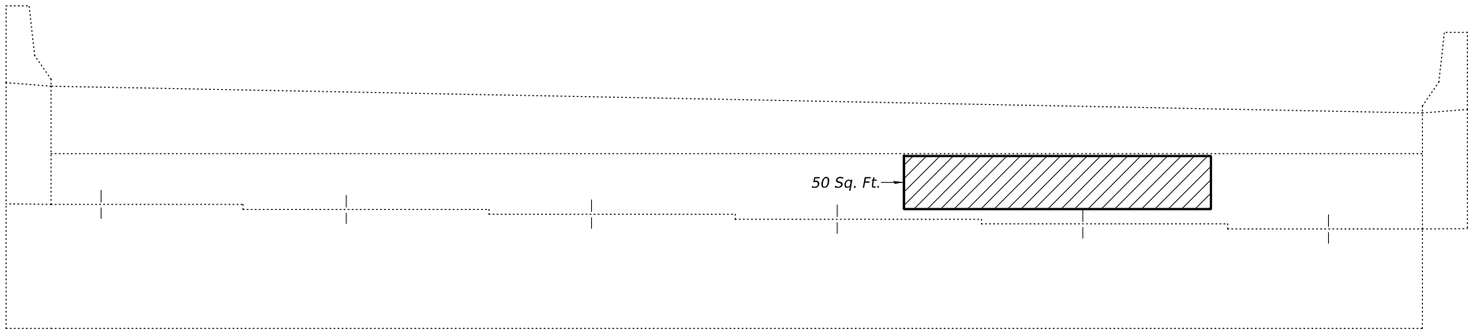
* Quantity is estimated. Location and size of patches to be determined in the field by the Engineer.

MODEL: 72M33-032
FILE NAME: pw:/ildot-pw.bentley.com:PWIDOT/Documents/IDOT O ces/Bureau of Bridges and Structures/OBM Projects/0750107/CADData/Structures/0750107.dgn

DESIGNED - SMR	EXAMINED	DATE - AUGUST 14, 2025	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - CAL	ENGINEER OF STRUCTURAL SERVICES		
DRAWN - STEFFEN	PASSED	REVISED -	BRIDGE DECK AND APPROACH PATCHING DETAILS SN 075-0108 (E.B.)
CHECKED - SMR CAL	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	SHEET 10 OF 15 SHEETS

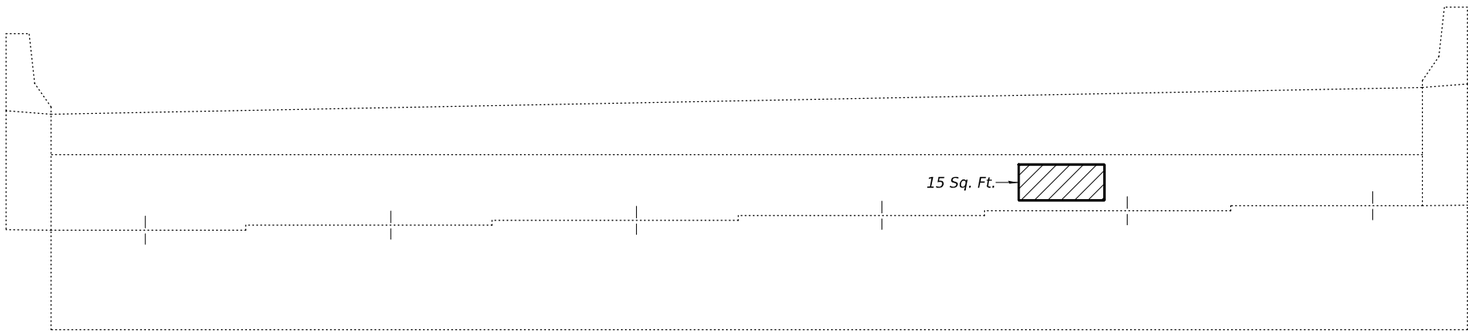
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	32
		CONTRACT NO. 72M33		
	ILLINOIS FED. AID PROJECT			

8/14/2025 12:05:49 PM



WEST ABUTMENT ELEVATION

(Looking West)



EAST ABUTMENT ELEVATION

(Looking East)

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

Notes:
Areas of Structural Repair of Concrete shown are estimated. The Engineer shall show the actual locations and sizes of the Structural Repair of Concrete repairs on the As-built plans.

BILL OF MATERIAL

	ITEM	UNIT	QUANTITY
*	Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	65

* Quantity is an estimate. Locations and sizes of Structural Repair of Concrete are to be determined in the field by the Engineer.

DESIGNED - SMR	EXAMINED	ENGINEER OF STRUCTURAL SERVICES	DATE - AUGUST 14, 2025	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUBSTRUCTURE REPAIR DETAILS SN 075-0107 (W.B.)
CHECKED - CAL	PASSED	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -		SHEET 11 OF 15 SHEETS
DRAWN - STEFFEN			REVISED -		
CHECKED - SMR CAL					

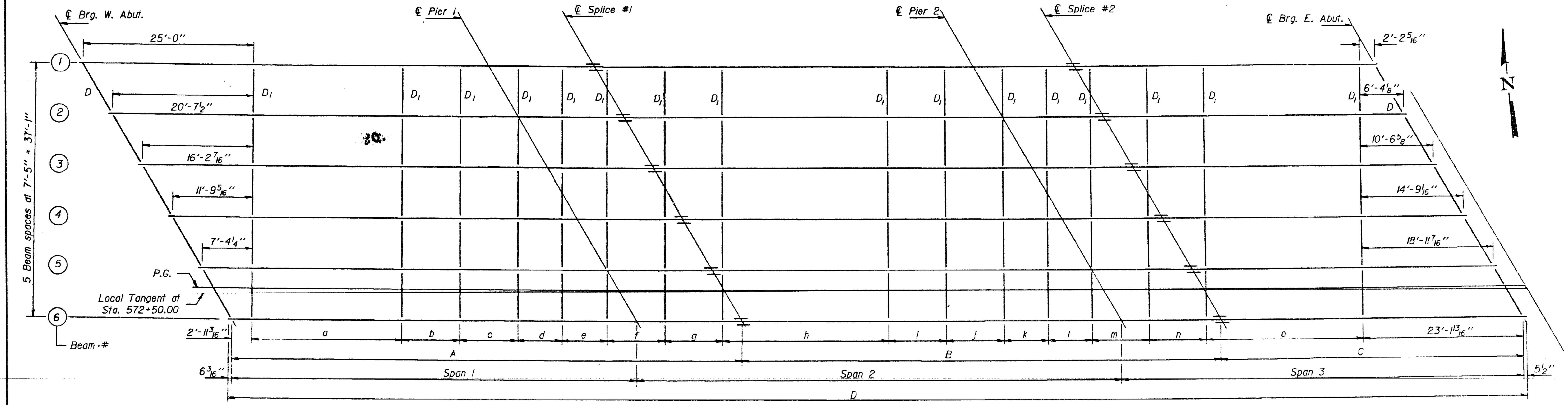
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	33
		CONTRACT NO. 72M33		
	ILLINOIS	FED. AID PROJECT		

MODEL: 72M33-033
FILE NAME: pw://idot-pw.bentley.com:PWIDOT/Documents/DOT O ces/Bureau of Bridges and Structures/OBM Projects/0750107/CADData/Structures/0750107.dgn
8/14/2025 12:05:51 PM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

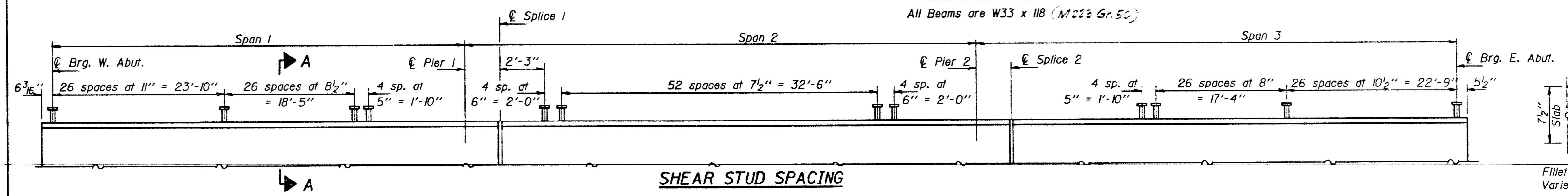
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 408	75-4B-1	PIKE	42	23

SHEET NO. 14
27 SHEETS

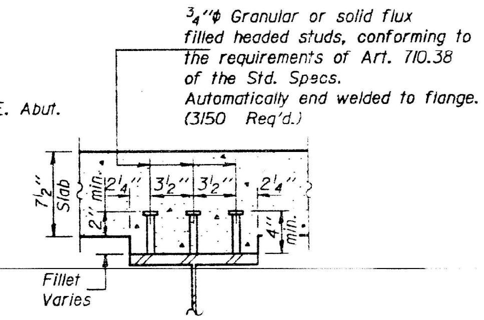


FRAMING PLAN

All Beams are W33 x 118 (M223 Gr.50)



SHEAR STUD SPACING



SECTION A-A

DIAPHRAGM SPACING

Bm.# \ Loc.	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o
1	21'-10 1/4"	8'-5 1/2"	8'-5 1/2"	6'-6 5/16"	6'-6 5/16"	8'-5 1/2"	8'-5 1/2"	24'-2 9/16"	8'-5 1/2"	8'-5 1/2"	6'-4 5/8"	6'-4 5/8"	8'-3 13/16"	8'-3 13/16"	23'-0 1/2"
2	21'-10 1/2"	8'-5 5/8"	8'-5 5/8"	6'-6 3/8"	6'-6 3/8"	8'-5 5/8"	8'-5 9/16"	24'-2 13/16"	8'-5 9/16"	8'-5 5/8"	6'-4 11/16"	6'-4 11/16"	8'-3 15/16"	8'-3 15/16"	23'-0 3/4"
3	21'-10 3/4"	8'-5 11/16"	8'-5 11/16"	6'-6 7/16"	6'-6 7/16"	8'-5 11/16"	8'-5 11/16"	24'-3 1/8"	8'-5 11/16"	8'-5 11/16"	6'-4 3/4"	6'-4 3/4"	8'-4"	8'-4"	23'-1 1/8"
4	21'-11"	8'-5 13/16"	8'-5 13/16"	6'-6 1/2"	6'-6 1/2"	8'-5 13/16"	8'-5 13/16"	24'-3 3/8"	8'-5 13/16"	8'-5 13/16"	6'-4 7/8"	6'-4 13/16"	8'-4 1/8"	8'-4 1/8"	23'-1 5/16"
5	21'-11 5/16"	8'-5 7/8"	8'-5 7/8"	6'-6 5/8"	6'-6 5/8"	8'-5 7/8"	8'-5 7/8"	24'-3 3/4"	8'-5 7/8"	8'-5 7/8"	6'-4 15/16"	6'-4 7/8"	8'-4 3/16"	8'-4 3/16"	23'-1 5/8"
6	21'-11 9/16"	8'-6"	8'-6"	6'-6 11/16"	6'-6 11/16"	8'-6"	8'-6"	24'-3 15/16"	8'-6"	8'-6"	6'-5"	6'-5"	8'-4 5/16"	8'-4 5/16"	23'-1 13/16"

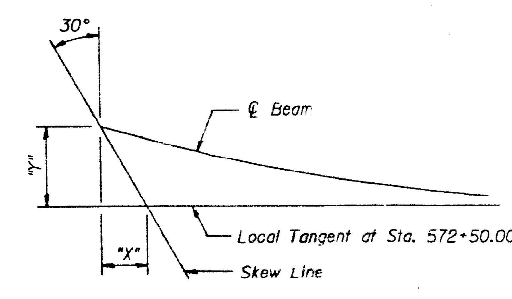
BEAM DIMENSIONS

Bm.# \ Loc.	Radius	Span 1	Span 2	Span 3	A	B	C	D
1	7579.899	59'-5 1/2"	71'-2 1/4"	58'-10 3/8"	75'-0 3/8"	70'-4 1/4"	44'-1 1/2"	190'-5 13/16"
2	7587.315	59'-5 1/4"	71'-1 15/16"	58'-10 1/8"	75'-0 1/16"	70'-4"	44'-1 1/4"	190'-5"
3	7594.732	59'-5"	71'-1 11/16"	58'-9 7/8"	74'-11 3/4"	70'-3 11/16"	44'-1 1/8"	190'-4 1/4"
4	7602.148	59'-4 3/4"	71'-1 7/16"	58'-9 11/16"	74'-11 7/16"	70'-3 7/16"	44'-1"	190'-3 9/16"
5	7609.565	59'-4 1/2"	71'-1 1/8"	58'-9 7/16"	74'-11 1/8"	70'-3 1/8"	44'-0 13/16"	190'-2 3/4"
6	7616.982	59'-4 1/4"	71'-0 13/16"	58'-9 1/4"	74'-10 13/16"	70'-2 7/8"	44'-0 5/8"	190'-2"

Notes: All beams shall be fabricated following the curvature given by their respective radii.
All horizontal dimensions are given along ℄ Beam except "x".
All vertical dimensions are given radially except "y".
Dimensions "x" & "y" are given from the respective Local Tangent of each Beam at Station 572+50.00.

"X" & "Y" OFFSET DIMENSIONS

Bm.# \ Loc.	℄ Brg. W. Abut.		℄ Brg. Pier 1		℄ Splice #1		℄ Brg. Pier 2		℄ Splice #2		℄ Brg. E. Abut.	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
1	7 11/16"	1'-1 5/16"	2 1/4"	3 7/8"	1 3/8"	2 3/8"	0	0	1/8"	3/16"	1 5/8"	2 7/8"
2	7 1/8"	1'-0 3/8"	2"	3 7/16"	1 1/8"	2"	0	0	3/16"	5/16"	1 7/8"	3 1/4"
3	6 11/16"	11 9/16"	1 3/4"	3"	15/16"	1 11/16"	1/16"	1/16"	1/4"	7/16"	2 1/8"	3 11/16"
4	6 3/16"	10 11/16"	1 1/2"	2 9/16"	13/16"	1 3/8"	1/16"	1/8"	3/8"	5/8"	2 7/16"	4 3/16"
5	5 3/4"	9 15/16"	1 1/4"	2 3/16"	5/8"	1 1/16"	1/8"	1/4"	1/2"	7/8"	2 11/16"	4 11/16"
6	5 5/16"	9 3/16"	1 1/16"	1 7/8"	1/2"	7/8"	1/4"	3/8"	5/8"	1 1/16"	3"	5 3/16"



"X" & "Y" OFFSET LOCATIONS

FOR INFORMATION ONLY

WEST BOUND LANES
STRUCTURAL STEEL
F.A. RT. 408 SECTION 75-4B-1
PIKE COUNTY
STATION 572+50.00

DESIGNED	[illegible]
CHECKED	[illegible]
DRAWN	J.T.Downing
CHECKED	[illegible]

EXAMINED [signature] ENGINEER OF BRIDGE DESIGN
PASSED [signature] ENGINEER OF BRIDGES AND STRUCTURES
APPROVED DIRECTOR OF HIGHWAYS

MODEL: 72M33-034
FILE NAME: pw://ildot-pw.bentley.com:PWIDOT/Documents/IDOT Offices/Bureau of Bridges and Structures/OBM Projects/0750107/CADData/Structures/0750107.dgn

DESIGNED -	SMR	EXAMINED	ENGINEER OF STRUCTURAL SERVICES
CHECKED -	CAL		
DRAWN -	STEFFEN	PASSED	ENGINEER OF BRIDGES AND STRUCTURES
CHECKED -	SMR CAL		

DATE - AUGUST 14, 2025
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOR INFORMATION ONLY - FRAMING PLAN
SN 075-0107 (W.B.)
SHEET 12 OF 15 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	34

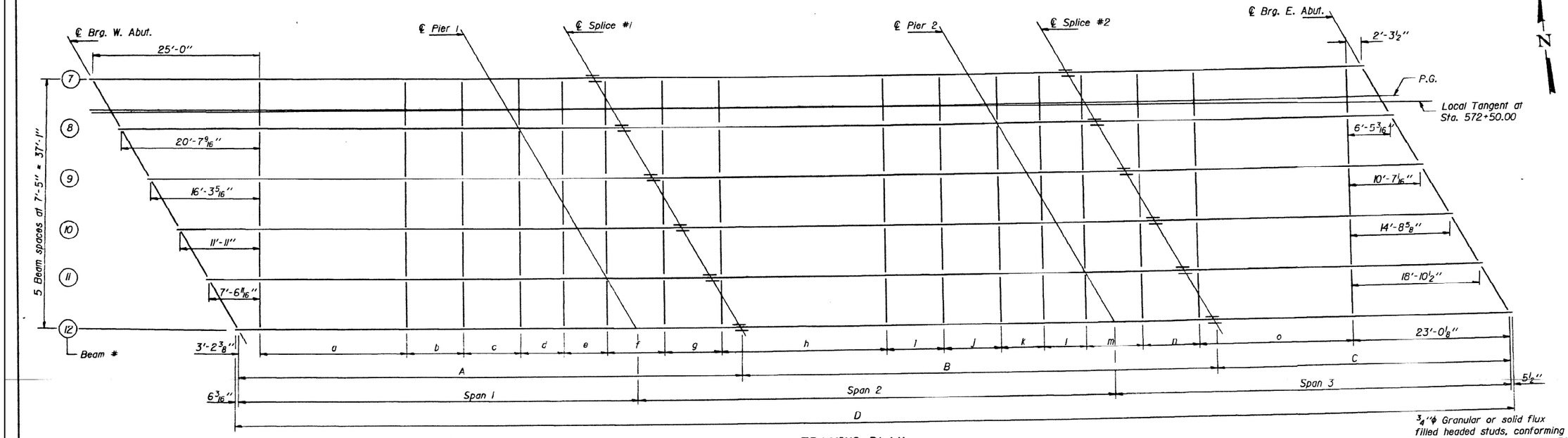
CONTRACT NO. 72M33
ILLINOIS FED. AID PROJECT

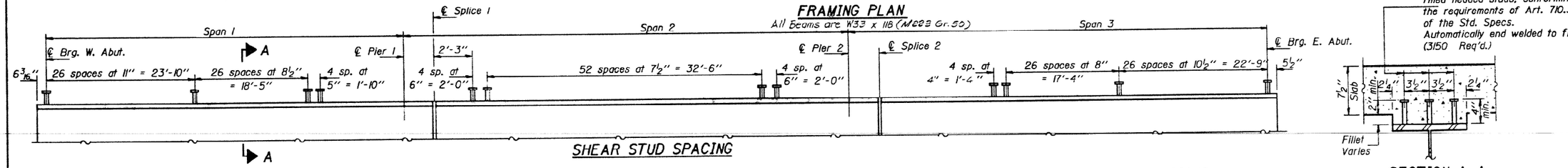
8/14/2025 12:05:52 PM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. RTE. 408	75-4B-1	PIKE	42	24
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT -		

SHEET NO. 15
27 SHEETS





FRAMING PLAN

All Beams are W33 x 118 (M223 Gr.50)

SHEAR STUD SPACING

SECTION A-A

¾"ϕ Granular or solid flux filled headed studs, conforming to the requirements of Art. 710.38 of the Std. Specs. Automatically end welded to flange. (3150 Req'd.)

DIAPHRAGM SPACING

Loc. / Bm.#	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o
7	21'-7½"	8'-5½"	8'-5½"	6'-5 3/16"	6'-5 3/16"	8'-5½"	8'-5½"	24'-11 13/16"	8'-5½"	8'-5½"	6'-3 9/16"	6'-3½"	8'-4"	8'-4"	22'-10 3/4"
8	21'-7 3/4"	8'-5 5/8"	8'-5 5/8"	6'-5 1/4"	6'-5 1/4"	8'-5 5/8"	8'-5 5/8"	24'-11 5/16"	8'-5 5/8"	8'-5 5/8"	6'-3 5/8"	6'-3 5/8"	8'-4 1/8"	8'-4 1/8"	22'-11"
9	21'-8"	8'-5 11/16"	8'-5 11/16"	6'-5 5/16"	6'-5 5/16"	8'-5 11/16"	8'-5 11/16"	24'-2 1/4"	8'-5 11/16"	8'-5 11/16"	6'-3 11/16"	6'-3 11/16"	8'-4 3/16"	8'-4 3/16"	22'-11 5/16"
10	21'-8 1/4"	8'-5 13/16"	8'-5 13/16"	6'-5 3/8"	6'-5 3/8"	8'-5 13/16"	8'-5 13/16"	24'-2 9/16"	8'-5 13/16"	8'-5 13/16"	6'-3 3/4"	6'-3 3/4"	8'-4 5/16"	8'-4 5/16"	22'-11 9/16"
11	21'-8½"	8'-5 7/8"	8'-5 7/8"	6'-5½"	6'-5 7/16"	8'-5 7/8"	8'-5 7/8"	24'-2 7/8"	8'-5 7/8"	8'-5 7/8"	6'-3 7/8"	6'-3 13/16"	8'-4 3/8"	8'-4 3/8"	22'-11 13/16"
12	21'-8 3/4"	8'-6"	8'-6"	6'-5 9/16"	6'-5½"	8'-6"	8'-6"	24'-3 3/8"	8'-6"	8'-5"	6'-3 7/8"	6'-3 7/8"	8'-4½"	8'-4½"	23'-0 1/8"

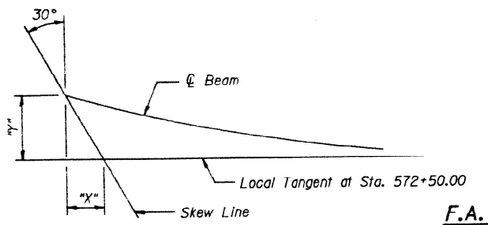
BEAM DIMENSIONS

Loc. / Bm.#	Radius	Span 1	Span 2	Span 3	A	B	C	D
7	7661.898	59'-2 13/16"	70'-11 5/8"	58'-7 15/16"	74'-9"	70'-1 1/4"	43'-11 3/8"	189'-9 9/16"
8	7669.315	59'-2 9/16"	70'-10 15/16"	58'-7 11/16"	74'-8 3/4"	70'-0 15/16"	43'-11 1/2"	189'-8 7/8"
9	7676.732	59'-2 5/16"	70'-10 3/8"	58'-7 1/2"	74'-8 7/16"	70'-0 11/16"	43'-11 5/16"	189'-8 1/8"
10	7684.148	59'-2 1/8"	70'-10 3/8"	58'-7 1/4"	74'-8 1/8"	70'-0 7/16"	43'-11 3/16"	189'-7 7/16"
11	7691.565	59'-1 7/8"	70'-10 1/16"	58'-7 1/16"	74'-7 13/16"	70'-0 3/16"	43'-11"	189'-6 11/16"
12	7698.982	59'-1 5/8"	70'-9 15/16"	58'-6 7/8"	74'-7 9/16"	69'-11 15/16"	43'-10 13/16"	189'-6"

Notes: All beams shall be fabricated following the curvature given by their respective radii.
All horizontal dimensions are given along ℄ Beam except "x".
All vertical dimensions are given radially except "y".
Dimensions "x" & "y" are given from the respective Local Tangent of each Beam at Station 572+50.00.

"X" & "Y" OFFSET DIMENSIONS

Loc. / Bm.#	℄ Brg. W. Abut. X	℄ Brg. W. Abut. Y	℄ Brg. Pier 1 X	℄ Brg. Pier 1 Y	℄ Splice #1 X	℄ Splice #1 Y	℄ Brg. Pier 2 X	℄ Brg. Pier 2 Y	℄ Splice #2 X	℄ Splice #2 Y	℄ Brg. E. Abut. X	℄ Brg. E. Abut. Y
7	3"	5 1/4"	1/4"	3/8"	0	1/16"	1 1/16"	1 13/16"	1 13/16"	3 1/8"	5 3/16"	9"
8	2 11/16"	4 11/16"	1/8"	1/4"	0	0	1/4"	2 3/16"	2 1/16"	3 9/16"	5 9/16"	9 1/16"
9	2 3/16"	4 3/16"	1/16"	1/8"	0	0	1 7/16"	2 9/16"	2 5/16"	4"	6"	10 1/16"
10	2 1/8"	3 1/16"	1/16"	1/16"	0	0	1 1/16"	2 5/16"	2 9/16"	4 1/2"	6 7/16"	11 3/16"
11	1 7/8"	3 1/4"	0	0	1/16"	1/16"	1 5/16"	3 5/16"	2 7/8"	5"	6 15/16"	1'-0"
12	1 5/8"	2 13/16"	0	0	1/8"	1/8"	2 3/16"	3 3/4"	3 3/16"	5 9/16"	7 3/8"	1'-0 13/16"



"X" & "Y" OFFSET LOCATIONS

DESIGNED	
CHECKED	
DRAWN	J.T.Downing
CHECKED	

EXAMINED — ENGINEER OF BRIDGE DESIGN
PASSED — ENGINEER OF BRIDGES AND STRUCTURES
APPROVED — DIRECTOR OF HIGHWAYS

FOR INFORMATION ONLY

EAST BOUND LANES
STRUCTURAL STEEL
F.A. RT. 408 SECTION 75-4B-1
PIKE COUNTY
STATION 572+50.00

DESIGNED - SMR	EXAMINED	DATE - AUGUST 14, 2025	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FOR INFORMATION ONLY - FRAMING PLAN SN 075-0108 (E.B.)	
CHECKED - CAL	ENGINEER OF STRUCTURAL SERVICES				
DRAWN - STEFFEN	PASSED	REVISED -		SHEET 13 OF 15 SHEETS	
CHECKED - SMR CAL	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -			

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	35
		CONTRACT NO. 72M33		
	ILLINOIS	FED. AID PROJECT		

MODEL: 72M33-035
FILE NAME: pw://idot-pw.bentley.com:PWIDOT/Documents/IDOT Offices/Bureau of Bridges and Structures/OBM Projects/0750107/CADData/Structures/0750107.dgn
8/14/2025 12:06:03 PM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 408	75-4B-1	PIKE	42	25
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 16
27 SHEETS

VALUE OF θ W.B.L.

Loc. \ Bm.	#1	#2	#3	#4	#5	#6
℄ Brg. W. Abut.	30°58'45"	30°56'44"	30°54'43"	30°52'42"	30°50'42"	30°48'42"
℄ Brg. E. Abut.	29°32'48"	29°30'53"	29°28'59"	29°27'05"	29°25'12"	29°23'19"

VALUE OF θ E.B.L.

Loc. \ Bm.	#7	#8	#9	#10	#11	#12
℄ Brg. W. Abut.	30°36'42"	30°34'44"	30°32'46"	30°30'49"	30°28'51"	30°26'54"
℄ Brg. E. Abut.	29°11'59"	29°10'07"	29°08'16"	29°06'25"	29°04'34"	29°02'44"

DIMENSIONS "L" W.B.L.

Loc. \ Bm.	Betwn. Bm. #1 & #2	Betwn. Bm. #2 & #3	Betwn. Bm. #3 & #4	Betwn. Bm. #4 & #5	Betwn. Bm. #5 & #6
℄ Brg. W. Abut.	8'-7 3/4"	8'-7 3/4"	8'-7 3/4"	8'-7 5/8"	8'-7 5/8"
℄ Brg. E. Abut.	8'-6 1/4"	8'-6 1/4"	8'-6 1/4"	8'-6 1/4"	8'-6 1/8"

DIMENSIONS "L" E.B.L.

Loc. \ Bm.	Betwn. Bm. #7 & #8	Betwn. Bm. #8 & #9	Betwn. Bm. #9 & #10	Betwn. Bm. #10 & #11	Betwn. Bm. #11 & #12
℄ Brg. W. Abut.	8'-7 3/8"	8'-7 3/8"	8'-7 3/8"	8'-7 1/4"	8'-7 1/4"
℄ Brg. E. Abut.	8'-5 7/8"	8'-5 7/8"	8'-5 7/8"	8'-5 7/8"	8'-5 7/8"

* TOP OF FLANGE ELEVATIONS (W.B.L.)

	℄ Brg. W. Abut.	℄ Pier 1	℄ Splice #1	℄ Pier 2	℄ Splice #2	℄ Brg. E. Abut.
Beam #1	704.289	703.975	703.893	703.669	703.609	703.525
#2	704.464	704.150	704.068	703.844	703.785	703.701
#3	704.639	704.326	704.244	704.020	703.961	703.877
#4	704.814	704.500	704.418	704.195	704.136	704.053
#5	704.989	704.676	704.594	704.371	704.312	704.229
#6	705.164	704.851	704.769	704.547	704.488	704.405

* TOP OF FLANGE ELEVATIONS (E.B.L.)

	℄ Brg. W. Abut.	℄ Pier 1	℄ Splice #1	℄ Pier 2	℄ Splice #2	℄ Brg. E. Abut.
Beam #7	704.821	704.510	704.429	704.208	704.150	704.068
#8	704.997	704.686	704.605	704.385	704.326	704.245
#9	704.172	704.862	704.781	704.561	704.502	704.421
#10	705.347	705.037	704.956	704.736	704.677	704.597
#11	705.523	705.213	705.132	704.912	704.854	704.773
#12	705.698	705.389	705.308	705.088	705.030	704.950

* For fabrication only.

INTERIOR BEAM MOMENT TABLE

		0.4 Sp. #1 or 0.6 Sp. #3	Pier 1 or Pier 2	0.5 Sp. #2
Is	(in4)	5900	5900	5900
Ic	(in4)	16358		16358
Ss	(in3)	359	359	359
Sc	(in3)	536		536
Sbi	(in3)	16.25		16.25
℄	(K/ft.)	.857	1.179	.857
M℄	('K)	212	471	175
s℄	(K/ft.)	.322		.322
Ms℄	('K)	92.1		97.0
M℄	('K)	463	259	490
M (Imp)	('K)	125	67.5	124
$\frac{5}{3}$(M℄+I)	('K)	976	543	1020
Ma	('K)	1664	1318	1680
Mbi	('K)	2.29	.11	2.27
fs℄ non-comp	(k.s.i.)	7.09	15.74	5.85
fs℄ (comp)	(k.s.i.)	2.06		2.17
fs $\frac{5}{3}$(℄+I)	(k.s.i.)	21.9	18.2	22.8
fs (Overload)	(k.s.i.)	31.1	34.0	30.8
fs (Total)	(k.s.i.)	40.4	44.2	40.0
fw	(k.s.i.)	3.16	.10	3.18
fs+fw	(k.s.i.)	43.6	44.3	43.2
VR	(K)	48.5		46.6
Fb	(k.s.i.)	47.4	50.0	47.4

INTERIOR BEAM REACTION TABLE

		Abuts.	Pier
R℄	(K)	26.8	84.6
R℄	(K)	40.2	49.8
Imp.	(K)	10.8	13.0
R (Total)	(K)	77.8	147.4

Is and Ss are the moment of inertia and section modulus of the steel section used in computing fs (Total & Overload).

Ic and Sc are the moment of inertia and section modulus of the composite section used in computing fs (Total & Overload).

VR is the maximum Live Load + Impact shear range in span.

Ma (Applied Moment)=1.3[M℄ + Ms℄ + $\frac{5}{3}$(M℄ + I)].

fs (Overload) is the sum of the stresses due to M℄ + Ms℄ + $\frac{5}{3}$(M℄ + I).

fs (Total) (Non-compact section) is the sum of the stresses due to 1.3[M℄ + Ms℄ + $\frac{5}{3}$(M℄ + I)].

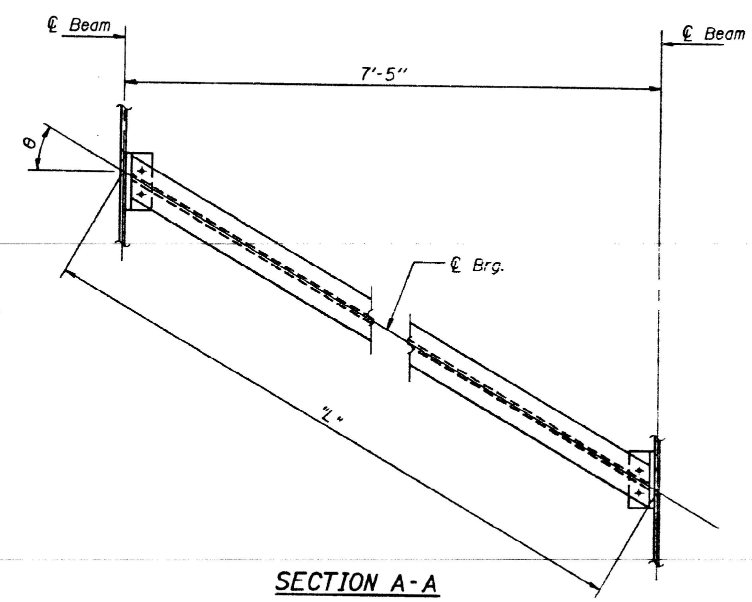
VR, M℄ and R℄ have been increased due to effect of centrifugal force and superelevation.

Fb Maximum allowable stress Fbu or Fby computed according to AASHTO [Guide Specifications for Horizontally Curved Highway Bridges Section 2.12(B) & 2.16].

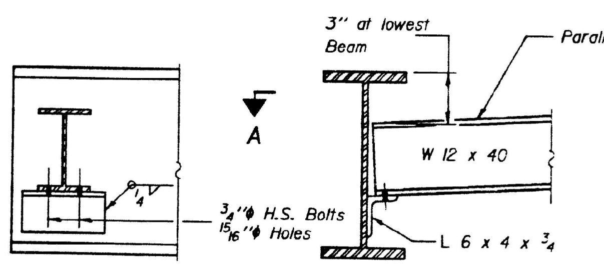
Sbi is the section modulus for one flange for lateral flange bending.

fw is the calculated normal stress at the edge of the flange due to lateral flange bending (Factored).

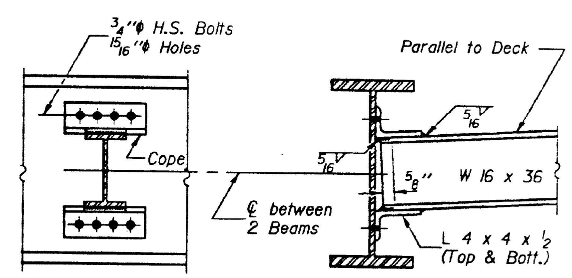
Mbi is the lateral bending moment for flange (Factored).



SECTION A-A

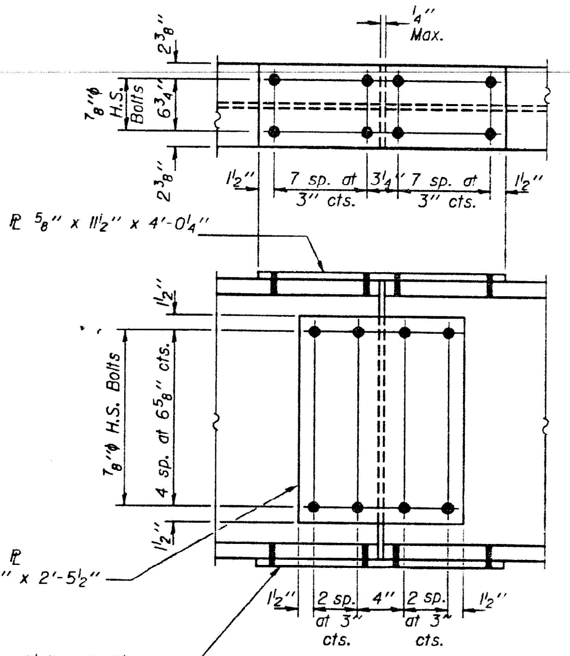


DIAPHRAGM D
20 Required



DIAPHRAGM D1
160 Required

Note: Two hardened washers shall be required over all 15/16"φ holes in diaphragms on...



SPLICES 1 & 2

Note: All structural steel fabricators performing work on the main load carrying components of steel structures shall be certified under Category I (AISC) Quality Certification Program.

All beams, splice plates, and bearing plates shall conform to the requirements of AASHTO M223 grade 50.

FOR INFORMATION ONLY

STRUCTURAL STEEL DETAILS
F.A. RT. 408 SECTION 75-4B-1
PIKE COUNTY
STATION 572+50.00

DESIGNED
CHECKED
DRAWN J.T.Downing
CHECKED
EXAMINED
PASSED
APPROVED

I-2-D 8-30-80

MODEL: 72M33-036
FILE NAME: pw://lldot-pw.bentley.com:PWIDOT/Documents/IDOT Offices/Bureau of Bridges and Structures/OBM Projects/0750107/CADData/Structures/0750107.dgn

DESIGNED -	SMR	EXAMINED	ENGINEER OF STRUCTURAL SERVICES	DATE -	AUGUST 14, 2025
CHECKED -	CAL				
DRAWN -	STEFFEN	PASSED	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	
CHECKED -	SMR CAL			REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOR INFORMATION ONLY - STRUCTURAL STEEL DETAILS
SN 075-0107 (W.B.) & -0108 (E.B.)

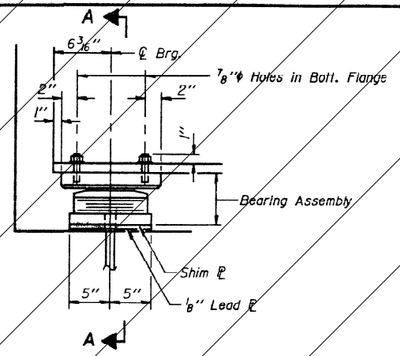
SHEET 14 OF 15 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	36
CONTRACT NO. 72M33				
ILLINOIS	FED. AID PROJECT			

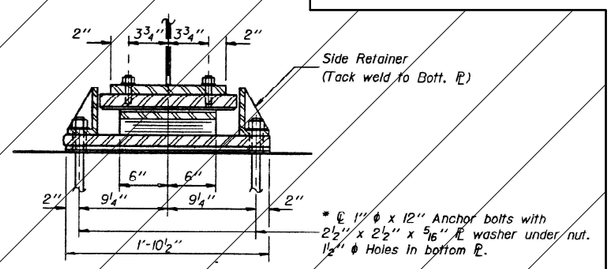
8/14/2025 12:06:13 PM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 408	75-4B-1	PIKE	42	16
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		27 SHEETS

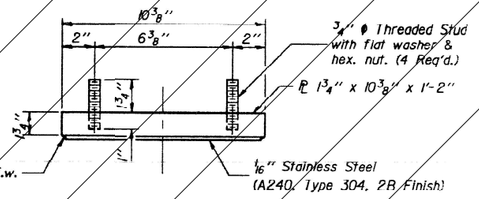


ELEVATION AT ABUT.

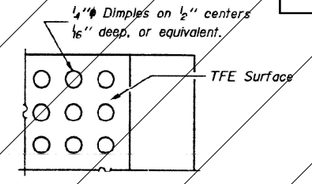


SECTION A-A

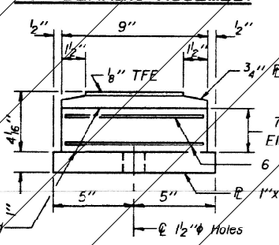
TYPE II TFE ELASTOMERIC EXP. BRG. WEST ABUTS.



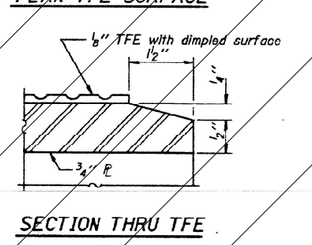
TOP BEARING ASSEMBLY



PLAN-TFE SURFACE



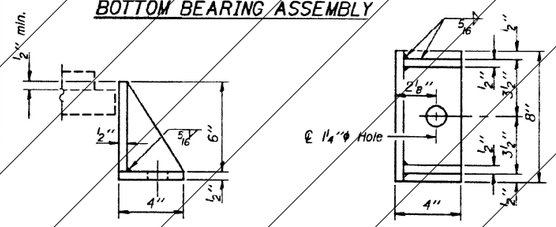
BOTTOM BEARING ASSEMBLY



SECTION THRU TFE

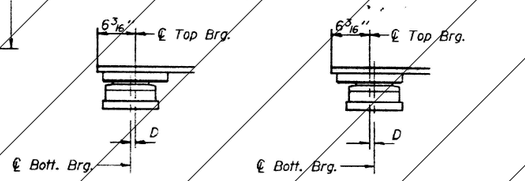
Note: The 1/8" TFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

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



SIDE RETAINER

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



SETTING ANCHOR BOLTS AT EXP. BRG.

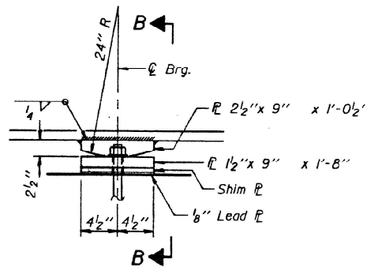
D=1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

DESIGNED		
CHECKED		
DRAWN	J.T.Downing	
CHECKED		

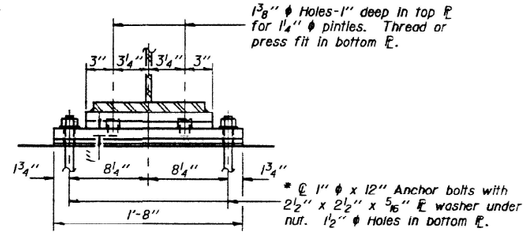
I-2-E2 12-1-83

EXAMINED 1951
ENGINEER OF BRIDGE DESIGN
PASSED
APPROVED
ENGINEER OF BRIDGES AND STRUCTURES
DIRECTOR OF HIGHWAYS

* Notes: Anchor bolts at fixed bearings may be built into the masonry.
See sheet #27 of 27 for Anchor Bolt Installation.

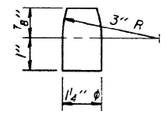


ELEVATION



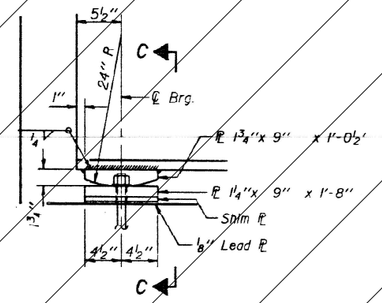
SECTION B-B

FIXED BEARING AT PIERS

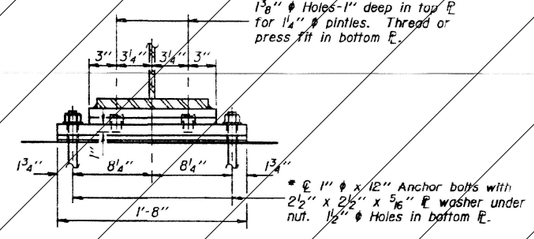


PINTLE

FOR INFORMATION ONLY

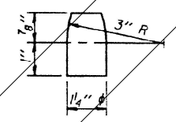


ELEVATION AT ABUT.



SECTION C-C

FIXED BEARING AT EAST ABUTS.



PINTLE

TWO STRUCTURES
BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	12

FOR INFORMATION ONLY

BEARINGS
F.A. RT. 408 SECTION 75-4B-1
PIKE COUNTY
STATION 572+50.00

DESIGNED - SMR	EXAMINED	ENGINEER OF STRUCTURAL SERVICES	DATE - AUGUST 14, 2025	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FOR INFORMATION ONLY - EXISTING BEARING DETAILS SN 075-0107 (W.B.) & -0108 (E.B.)
CHECKED - CAL	PASSED	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -		SHEET 15 OF 15 SHEETS
DRAWN - STEFFEN			REVISED -		
CHECKED - SMR CAL					

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(75-4B-1)BDR,BJR	PIKE	37	37
			CONTRACT NO. 72M33	
		ILLINOIS	FED. AID PROJECT	

MODEL: 72M33-037
FILE NAME: pw://dot-pw.bentley.com:PWIDOT/Documents/IDOT O ces/Bureau of Bridges and Structures/OBM Projects/0750107/CADData/Structures/0750107.dgn
8/14/2025 12:06:23 PM