

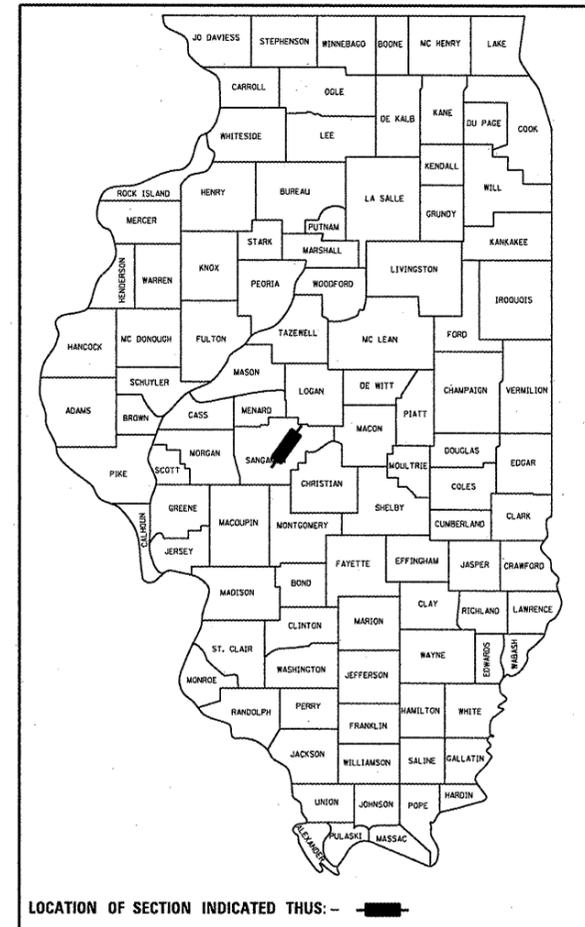
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
**PROPOSED
 HIGHWAY PLANS**

FAI 72 (I-72)
 SECTION (84-10-1)BDR
 PROJECT IM-072-2(093)107
 BRIDGE REPAIR
 SANGAMON COUNTY

C-96-009-12

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-10-1)BDR	SANGAMON	35	1
		ILLINOIS	CONTRACT NO. 72F01	

D-96-009-12



INDEX OF SHEETS

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- 35 BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) DETAIL

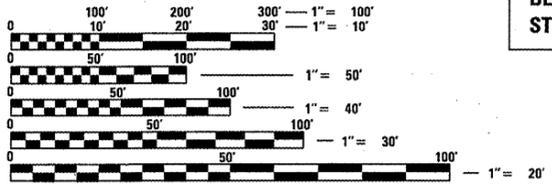
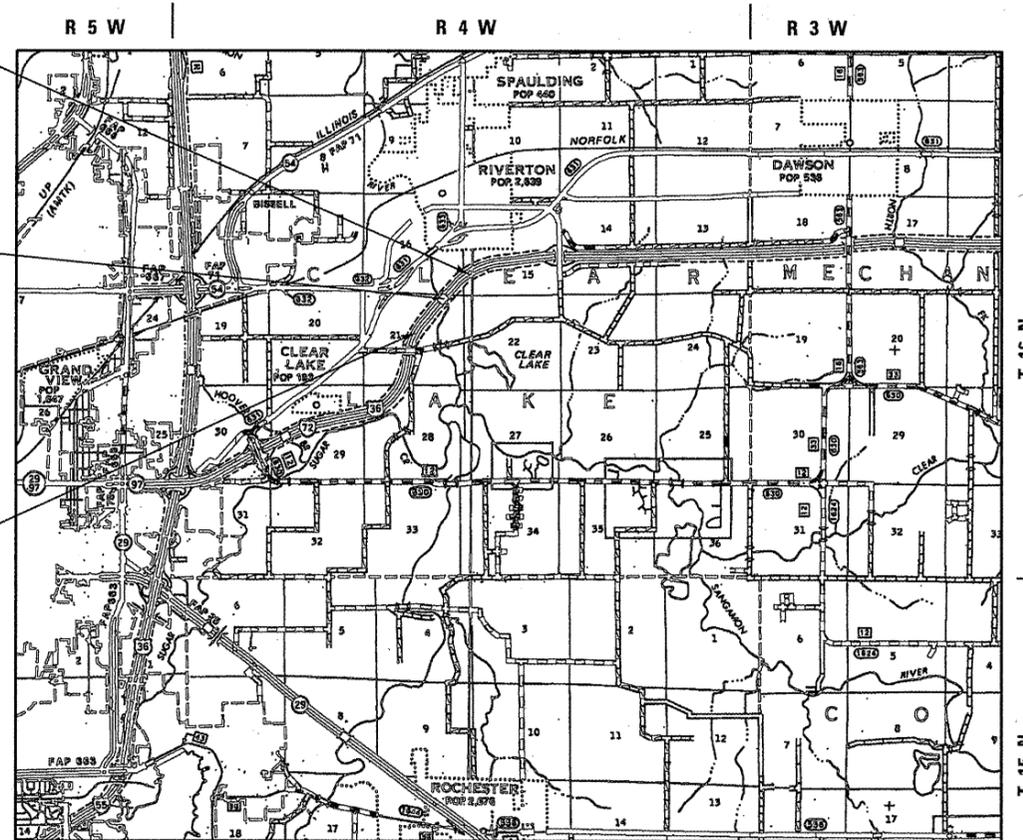
STANDARDS

- 000001-06
- 001001-02
- 001006
- 420401-08
- 701400-05
- 701406-06
- 701416-07
- 701901-02
- 704001-07

END IMPROVEMENT
 STA. 230 + 97.00

SN 084-0152 WB
 SN 084-0153 EB
 FAI 72 OVER SANGAMON RIVER
 STA. 197 + 39.58

BEGIN IMPROVEMENT
 STA. 163 + 75.00



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

SENIOR TEAM ENGINEER : VINCE MADONIA (217) 785-9046
 TEAM ENGINEER : VICTOR YOUNG (217) 785-0597
 CONTRACT NO. 72F01

FAI 55
 FUNCTION CLASS = INTERSTATE
 A.D.T. (2011) 13,100
 SU (2011) 410
 MU (2011) 1,590
 PV (2011) 11,100



TOTAL LENGTH OF PROJECT 6722 FEET = 1.27 MILES

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED Oct 31 20 11
Reg. 2 Draft
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

December 9 20 11
Scott E. Stitt, P.E.
 acting ENGINEER OF DESIGN AND ENVIRONMENT

December 9 20 11
William Z. Freyler
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

GENERAL NOTES

1. THE STANDARDS INCLUDED IN THE BACK OF THESE PLANS SHALL APPLY TO THIS PROJECT.
2. THESE PLANS HAVE BEEN PREPARED USING STANDARD SYMBOLS AS INDICATED IN THESE PLANS, AND THEY SHALL TAKE PRECEDENCE OVER THOSE SHOWN ON STANDARD 000001-06 IF THERE IS A CONFLICT.
3. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
4. THE CONTRACTOR SHALL PROTECT UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:

J.U.L.I.E. 1-800-892-0123

ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, BY CONTACTING THE UTILITY COMPANY DIRECTLY.

IT IS UNDERSTOOD AND AGREED THAT THE CONTRACTOR HAS TAKEN THE FOREGOING INTO CONSIDERATION IN SUBMITTING HIS BID, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR ANY DELAYS OR INCONVENIENCES CAUSED BY THE SAME.

THE INFORMATION AND DATA SHOWN OR INDICATED ON THESE IMPROVEMENT PLANS WITH RESPECT TO EXISTING UNDERGROUND FACILITIES AND UTILITIES AT OR CONTIGUOUS TO THE SITE IS BASED ON INFORMATION AND DATA FURNISHED BY THE OWNERS OF SUCH UNDERGROUND FACILITIES AND UTILITIES OR BY OTHERS. FIELD MARKINGS OF FACILITIES IN CRITICAL AREAS MAY BE OBTAINED BY PROVIDING A MINIMUM OF 96 HOURS ADVANCE NOTICE TO THE RESIDENT ENGINEER SO THAT UTILITIES CAN BE GIVEN NOTICE. NO GUARANTEE IS IMPLIED AS TO THE ACCURACY OR COMPLETENESS OF ANY SUCH INFORMATION OR DATA; AND CONTRACTOR SHALL HAVE FULL RESPONSIBILITY FOR (i) REVIEWING AND CHECKING ALL SUCH INFORMATION AND DATA, (ii) VERIFYING IF ANY CONFLICTS EXIST WITH THE PROPOSED WORK AND UNDERGROUND FACILITIES AND UTILITIES SHOWN OR INDICATED ON THE IMPROVEMENT PLANS; (iii) COORDINATION OF THE WORK WITH THE OWNERS OF SUCH UNDERGROUND FACILITIES AND UTILITIES DURING CONSTRUCTION, AND (iv) THE SAFETY AND PROTECTION OF ALL SUCH UNDERGROUND FACILITIES AND UTILITIES AND REPAIR ANY DAMAGE THERETO RESULTING FROM THE WORK AT HIS EXPENSE.

5. ALL UTILITIES TO BE RELOCATED BY OTHERS.
6. FULL DEPTH SAW CUTTING ON ALL EDGES FOR REMOVAL ITEMS SHALL BE INCLUDED IN THE COST OF THE REMOVAL ITEM AS INDICATED AND IN ACCORDANCE WITH SECTION 440 OF THE STANDARD SPECIFICATIONS.
7. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SANDBAGS PER BARRICADE.
8. THE CONTRACTOR SHALL MAINTAIN ACCESS CONTROL AT ALL TIMES DURING CONSTRUCTION.
9. ALL SIGNS AND DELINEATORS CONFLICTING WITH TRAFFIC CONTROL OR CONSTRUCTION SHALL BE REMOVED AND REPLACED BY THE CONTRACTORS. THIS WORK WILL BE INCLUDED WITH THE COST FOR TRAFFIC CONTROL ON THE PROJECT. IN ADDITION, THE COST TO RELOCATE SIGNS DESIGNATED ON THE PLAN SHEETS WILL ALSO BE INCIDENTAL TO THE TRAFFIC CONTROL FOR THOSE AREAS.

COMMITMENTS

1. THE RESIDENT ENGINEER SHALL CONTACT STUDIES & PLANS CONCERNING ANY MAJOR PLAN CHANGES.

DISTRICT SIX	
EXAMINED <u>Oct 20</u>	20 <u>11</u>
<i>Oil Walker</i>	
OPERATIONS ENGINEER	
EXAMINED <u>Oct 28</u>	20 <u>11</u>
<i>Tom Ford</i>	
PROJECT IMPLEMENTATION ENGINEER	
EXAMINED <u>October 12</u>	20 <u>11</u>
<i>ARNLI</i>	
PROGRAM DEVELOPMENT ENGINEER	

USER NAME = whitingme PLOT SCALE = 2.0000' / in. PLOT DATE = Oct-31-2011 10:03:42AM	DESIGNED - DRAWN - BDM CHECKED - JSA DATE - 7/15/09	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.I. RTE. 72 SECTION (84-10-1)BDR COUNTY SANGAMON TOTAL SHEETS 35 SHEET NO. 2 CONTRACT NO. 72FO1
SCALE: SHEET NO. OF SHEETS STA. TO STA.				ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	CONSTR. CODE
				90% FED. 10% STATE
				BRIDGE 0014 RURAL
28100709	STONE DUMPED RIPRAP, CLASS A5	SQ YD	278.0	278.0
31101100	SUBBASE GRANULAR MATERIAL, TYPE B	CU YD	60.0	60.0
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	267.0	267.0
44000100	PAVEMENT REMOVAL	SQ YD	347.0	347.0
44004250	PAVED SHOULDER REMOVAL	SQ YD	231.0	231.0
48203042	HOT-MIX ASPHALT SHOULDERS, 11 1/4"	SQ YD	178.0	178.0
48203047	HOT-MIX ASPHALT SHOULDERS, 12 1/2"	SQ YD	178.0	178.0
50102400	CONCRETE REMOVAL	CU YD	62.6	62.6
50200100	STRUCTURE EXCAVATION	CU YD	191.0	191.0
50300225	CONCRETE STRUCTURES	CU YD	58.0	58.0
50300255	CONCRETE SUPERSTRUCTURE	CU YD	159.1	159.1
50300260	BRIDGE DECK GROOVING	SQ YD	6885.0	6885.0
50300300	PROTECTIVE COAT	SQ YD	383.0	383.0

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	CONSTR. CODE	
				90% FED. 10% STATE	
				BRIDGE	
				0014	
				RURAL	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	39820.0	39820.0	
50800515	BAR SPLICERS	EACH	80.0	80.0	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	248.0	248.0	
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	24.0	24.0	
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	24.0	24.0	
52100520	ANCHOR BOLTS, 1"	EACH	48.0	48.0	
58700300	CONCRETE SEALER	SO FT	865.0	865.0	
59100100	GEOCOMPOSITE WALL DRAIN	SO YD	84.0	84.0	
Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE NARROW) TEST LEVEL 3	EACH	1.0	1.0	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6.0	6.0	
67100100	MOBILIZATION	L SUM	1.0	1.0	
70100410	TRAFFIC CONTROL AND PROTECTION, STANDARD 701416	EACH	1.0	1.0	
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1.0	1.0	
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	6.0	6.0	

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	CONSTR. CODE
				90% FED. 10% STATE
				BRIDGE 0014 RURAL
70300100	SHORT TERM PAVEMENT MARKING	FOOT	4037.0	4037.0
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1332.0	1332.0
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1825.0	1825.0
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	3562.5	3562.5
* 78001120	PAINT PAVEMENT MARKING - LINE 5"	FOOT	22579.0	22579.0
* 78004220	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 5"	FOOT	1491.0	1491.0
* 78200100	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	132.0	132.0
* 78200200	BIDIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	145.0	145.0
78300100	PAVEMENT MARKING REMOVAL	SQ FT	9818.0	9818.0
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	12.0	12.0
Z0001905	STRUCTURAL STEEL REPAIR	POUND	3600.0	3600.0
Z0004552	APPROACH SLAB REMOVAL	SQ YD	270.0	270.0
Z0006014	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/2 INCHES	SQ YD	6901.0	6901.0

*** SPECIALTY ITEM**

FILE NAME *	USER NAME * sparksgu	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwork\sparksgu\d0282050\0572F01.sht-S00.dgn	DF01.sht-S00.dgn	DRAWN -	REVISED -		72	184-10-11BDR	SANGAMON	35	5
PLOT SCALE * 100.0000 ' / in.		CHECKED -	REVISED -		CONTRACT NO. 72F01		ILLINOIS FED. AID PROJECT		
PLOT DATE * Nov-01-2011 11:18:57AM		DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	CONSTR. CODE
				90% FED 10% STATE
				BRIDGE
				0014
				RURAL
Z0012142	BRIDGE DECK SCARIFICATION 2 1/4"	SQ YD	6901.0	6901.0
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	80.0	80.0
Z0016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	5.0	5.0
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	322.0	322.0
Z0019300	DRY GROUT SOLIDS	CU FT	300.0	300.0
Z0019307	HOLES DRILLED	EACH	4.0	4.0
Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	7158.0	7158.0
Z0030332	IMPACT ATTENUATORS, RELOCATE (FULLYREDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1.0	1.0
Z0031200	JACKING AND CRIBBING	EACH	12.0	12.0
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	95.0	95.0
* Z0049100	RAISED PAVEMENT MARKER REFLECTOR REPLACEMENT	EACH	108.0	108.0
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	191.0	191.0
* X7800620	URETHANE PAVEMENT MARKING - LINE 5"	FOOT	11829.0	11829.0

*** SPECIALTY ITEM**

PAVMENT MARKING SCHEDULE														
LOCATION	STATION	TO	STATION	LENGTH	URETHANE PVT MKG- LINE 5"		PREF. PLASTIC PVT. MKG. TY. B INLAID-LINE 5"	PVT. MARKING REMOVAL	PAINT PVT MARKING- LINE 5"		RAISED REFL PVT MKR. REFLECTOR REM (EACH)	RAISED REFL PVT MKR REFLECTOR REPLACEMENT (EACH)	SHORT-TERM PVT MKG (FT)	WORK ZONE PVT. MARKING REM. (50 FT)
					(FT)	WHITE (FT)			YELLOW (FT)	(FT)				
I-72 STAGE I														
EB REMOVAL														
	187+97.0	68' RT	TO	208+97.00	68' RT	2,100			882					
	180+21.0	56' RT	TO	208+97.00	56' RT	2,876			302					
	180+21.0	44' RT	TO	209+96.00	44' RT	2,975			1,250					
WB REMOVAL														
	183+76.0	68' LT	TO	193+40.00	68' LT	964			405					
	183+76.0	56' LT	TO	193+38.00	56' LT	962			101					
	183+76.0	44' LT	TO	193+36.00	44' LT	960			403					
	202+59.0	68' LT	TO	213+65.00	68' LT	1,106			465					
	202+59.0	56' LT	TO	213+65.00	56' LT	1,106			116					
	202+59.0	44' LT	TO	209+96.00	44' LT	737			310					
EB														
	187+97.0	68' RT	TO	189+97.00	72' RT	200				200			20	7
	189+97.0	72' RT	TO	205+97.00	72' RT	1,600				1,600			160	53
	205+97.0	72' RT	TO	208+97.00	68' RT	300				300			30	10
	180+21.0	44' RT	TO	182+50.00	56' RT	229							23	8
	182+50.0	56' RT	TO	187+97.00	56' RT	547							55	18
	187+97.0	56' RT	TO	189+97.00	60' RT	200							20	7
	189+97.0	60' RT	TO	205+97.00	60' RT	1,600							160	53
	205+97.0	60' RT	TO	208+97.00	56' RT	300							30	10
WB														
	183+76.0	56' LT	TO	192+31.00	44' RT	862				862			86	28
	192+31.0	44' RT	TO	202+54.00	44' RT	1,023				1,023			102	34
	202+54.0	44' RT	TO	209+96.00	56' LT	752							75	25
	209+96.0	56' LT	TO	211+37.00	56' LT	141							14	5
	211+37.0	56' LT	TO	213+65.00	68' LT	228							23	8
	183+76.0	44' LT	TO	192+31.00	56' RT	862							86	28
	192+31.0	56' RT	TO	202+54.00	56' RT	1,023							102	34
	202+54.0	56' RT	TO	209+96.00	44' LT	752							75	25
I-72 STAGE II														
EB REMOVAL														
	180+21.0	68' RT	TO	189+97.00	72' RT	976			322					
	189+97.0	72' RT	TO	193+20.00	72' RT	323			107					
	202+44.0	72' RT	TO	205+97.00	72' RT	353			116					
	205+97.0	72' RT	TO	208+97.00	68' RT	300			99					
	180+21.0	44' RT	TO	182+50.00	56' RT	229			76					
	182+50.0	56' RT	TO	187+97.00	56' RT	547			181					
	187+97.0	56' RT	TO	189+97.00	60' RT	200			66					
	187+97.0	60' RT	TO	193+22.00	60' RT	525			173					
	202+44.0	60' RT	TO	205+97.00	60' RT	353			116					
	205+97.0	60' RT	TO	208+97.00	56' RT	300			99					
	208+97.0	56' RT	TO	209+96.00	56' RT	99			8					
WB REMOVAL														
	183+76.0	44' LT	TO	185+24.00	38' LT	148			49					
	187+75.0	0' RT	TO	188+03.00	6' RT	29			10					
	189+74.0	38' RT	TO	193+31.00	56' RT	357			118					
	192+31.0	56' RT	TO	193+22.00	56' RT	91			30					
	202+44.0	56' RT	TO	202+54.00	56' RT	10			3					
	202+54.0	56' RT	TO	204+77.00	38' RT	223			74					
	206+25.0	6' RT	TO	206+53.00	0' RT	29			10					
	208+68.0	38' LT	TO	209+96.00	44' LT	128			42					
	209+96.0	44' LT	TO	213+65.00	44' LT	369			122					
	183+76.0	56' LT	TO	186+33.00	38' LT	257			85					
	188+03.0	6' LT	TO	188+31.00	0' LT	29			10					
	190+83.0	38' RT	TO	192+31.00	44' RT	148			49					
	192+31.0	44' RT	TO	193+24.00	44' RT	93			31					
	202+44.0	44' RT	TO	202+54.00	44' RT	10			3					
	202+54.0	44' RT	TO	203+82.00	38' RT	128			42					
	206+00.0	0' LT	TO	206+28.00	6' LT	29			10					
	207+73.0	38' LT	TO	209+96.00	56' LT	223			74					
	209+96.0	56' LT	TO	211+37.00	56' LT	141			47					
	211+37.0	56' LT	TO	213+65.00	68' LT	228			75					
EB														
	180+21.0	68' RT	TO	182+50.00	56' RT	229				229			23	8
	182+50.0	56' RT	TO	183+76.00	56' RT	126				126			13	4
	183+76.0	56' RT	TO	192+30.00	44' LT	862				862			86	28
	192+30.0	44' LT	TO	202+52.00	44' LT	1,022				1,022			102	34

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw\work\p1dot\sparksgw\10282050\0672\F01-sht-schedule.dgn	DRAWN -	REVISED -	72			(84-10-1)BDR	SANGAMON	35	7		
PLOT SCALE = 100.0000' / 1".	CHECKED -	REVISED -	CONTRACT NO. 72F01								
PLOT DATE = Nov-01-2011 11:51:40AM	DATE -	REVISED -	ILLINOIS FED. AID PROJECT								
					SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.

PAVMENT MARKING SCHEDULE														
LOCATION	STATION		TO STATION	LENGTH (FT)	URETHANE PVT MKG- LINE 5"		PREF. PLASTIC PVT. MKG. TY. B INLAID-LINE 5"	PVT. MARKING REMOVAL (SQ FT)	PAINT PVT MARKING- LINE 5"		RAISED REFL PVT MKR. REFLECTOR REM (EACH)	RAISED REFL PVT MKR. REFLECTOR REPLACEMENT (EACH)	SHORT-TERM PVT MKG (FT)	WORK ZONE PVT. MARKING REM. (SQ FT)
					WHITE (FT)	YELLOW (FT)			WHITE (FT)	YELLOW (FT)				
	202+52.0 44' LT	TO	209+96.00 56' RT	752					752				75	25
	180+21.0 44' RT	TO	183+76.00 44' RT	355						355			36	12
	183+76.0 44' RT	TO	192+30.00 56' LT	862						862			86	28
	192+30.0 56' LT	TO	202+52.00 56' LT	1,022						1,022			102	34
	202+52.0 56' LT	TO	209+96.00 44' RT	752						752			75	25
WB	183+76.0 68' LT	TO	185+47.00 68' LT	171						171			17	6
	185+47.0 68' LT	TO	188+47.00 72' LT	300						300			30	10
	188+47.0 72' LT	TO	204+85.00 72' LT	1,638						1,638			164	54
	204+85.0 72' LT	TO	206+85.00 68' LT	200						200			20	7
	206+85.0 68' LT	TO	213+65.00 68' LT	680						680			68	22
	183+76.0 56' LT	TO	185+47.00 56' LT	171						171			17	6
	185+47.0 56' LT	TO	188+47.00 60' LT	300						300			30	10
	188+47.0 60' LT	TO	204+85.00 60' RT	1,638						1,638			164	54
	204+85.0 60' LT	TO	206+85.00 56' LT	200						200			20	7
	206+85.0 56' LT	TO	211+37.00 56' LT	452						452			45	15
	211+37.0 56' LT	TO	213+65.00 44' LT	228						228			23	8
I-72 STAGE III														
EB REMOVAL	180+21.0 68' RT	TO	182+50.00 56' RT	229				76						
	182+50.0 56' RT	TO	183+76.00 56' RT	126				42						
	183+76.0 56' RT	TO	186+32.00 38' RT	256				84						
	188+03.0 6' RT	TO	188+31.00 0' RT	29				10						
	190+82.0 38' LT	TO	192+30.00 44' LT	148				49						
	192+30.0 44' LT	TO	202+52.00 44' LT	1,022				337						
	202+52.0 44' LT	TO	203+81.00 38' LT	129				43						
	205+97.0 0' RT	TO	206+25.00 6' RT	29				10						
	207+73.0 38' RT	TO	209+96.00 56' RT	223				74						
	180+21.0 44' RT	TO	183+76.00 44' RT	355				117						
	183+76.0 44' RT	TO	185+23.00 38' RT	147				49						
	187+75.0 0' LT	TO	188+03.00 6' LT	29				10						
	189+73.0 38' LT	TO	192+30.00 56' LT	257				85						
	192+30.0 56' LT	TO	202+52.00 56' LT	1,022				337						
	202+52.0 56' LT	TO	206+53.00 38' LT	401				132						
	206+22.0 0' RT	TO	206+50.00 6' RT	29				10						
	208+67.0 38' RT	TO	209+96.00 44' RT	129				43						
WB REMOVAL	183+76.0 68' LT	TO	185+47.00 68' LT	171				56						
	185+47.0 68' LT	TO	188+47.00 70' LT	29				10						
	188+47.0 70' LT	TO	204+85.00 70' LT	1,638				541						
	204+85.0 70' LT	TO	206+85.00 68' LT	200				66						
	206+85.0 68' LT	TO	213+65.00 68' LT	680				224						
	183+76.0 56' LT	TO	185+47.00 56' LT	29				10						
	185+47.0 56' LT	TO	188+47.00 60' LT	300				99						
	188+47.0 60' LT	TO	204+85.00 60' LT	1,638				541						
	204+85.0 60' LT	TO	206+85.00 56' LT	200				66						
	206+85.0 56' LT	TO	211+37.00 56' LT	452				149						
	211+37.0 56' LT	TO	213+65.00 56' LT	228				75						
EB	180+21.0 68' RT	TO	208+97.00 68' RT	2,876	2,876								288	95
	180+21.0 56' RT	TO	209+96.00 56' RT	2,975			744						298	98
	180+21.0 44' RT	TO	209+96.00 44' RT	2,975		2,975							298	98
WB	183+76.0 68' LT	TO	213+65.00 68' LT	2,989	2,989								299	99
	183+76.0 56' LT	TO	213+65.00 56' LT	2,989			747						299	99
	183+76.0 44' LT	TO	213+65.00 44' LT	2,989		2,989							299	99
EB	180+21.0 56' RT	TO	193+23.00 56' RT	1,302						33	33			
	201+41.0 56' RT	TO	209+96.00 56' RT	855						21	21			
WB	183+76.0 56' LT	TO	193+38.00 56' LT	962						24	24			
	201+57.0 56' LT	TO	213+65.00 56' LT	1,208						30	30			
TOTALS =					5,865	5,964	1,491	9,818	11,086	11,493	108	108	4,037	1,332

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -	CONTRACT NO. 72F01							
PLOT DATE = Nov-01-2011 11:51:41AM	DATE -	REVISED -	SCALE:			SHEET	OF	SHEETS	STA.	TO

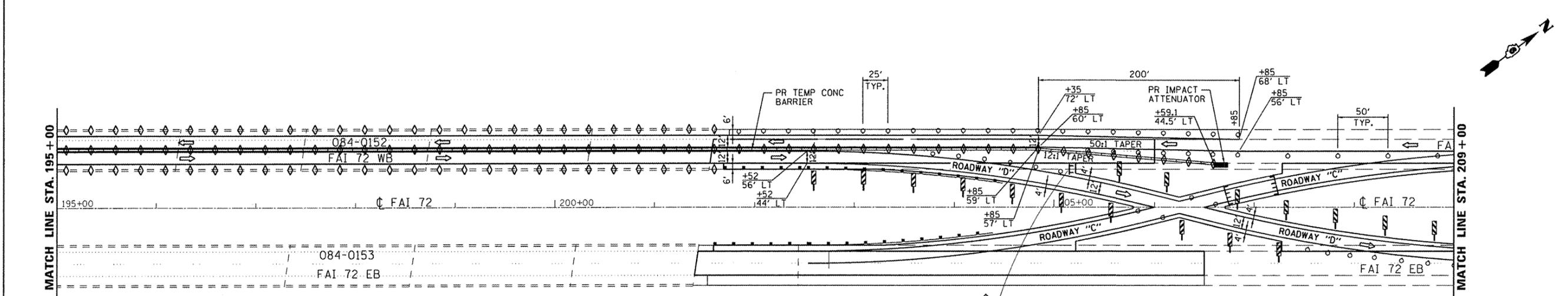
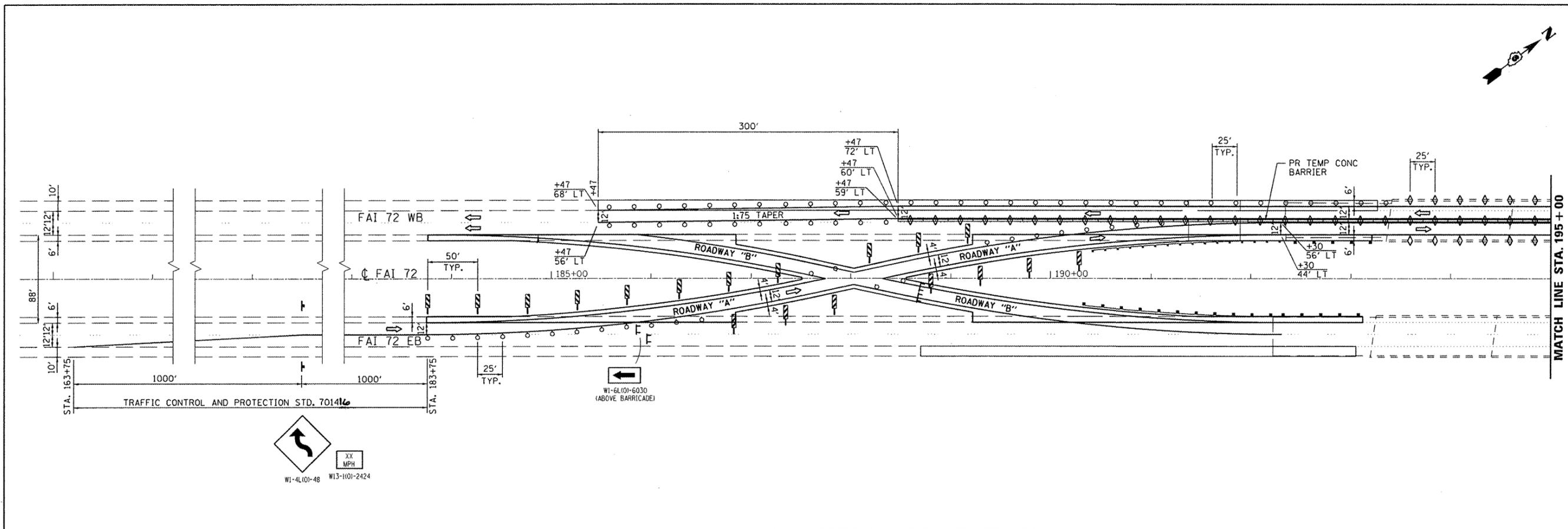
TRAFFIC CONTROL SCHEDULE										
LOCATION	STATION TO STATION		LENGTH (FT)	TEMP CONC BARRIER (FOOT)	RELOCATE TEMP CONC BARRIER (FOOT)	IMP ATTEN TEMP (FULL RE-DIRECT, NARROW) TEST LVL 3 (EACH)	IMP ATTEN RELOCATE (FULL RE-DIRECT, NARROW) TEST LVL 3 (EACH)	MONO-DIRECTI ONAL PRISMATIC BAR REFL (EACH)	BI-DIRECTION AL PRISMATIC BAR REFL (EACH)	
I-72 STAGE I										
	188+04.043.4RT	TO	188+10.0043.4RT	6			1			
	188+10.043.4RT	TO	189+97.0059' LT	187	187.5	187.5			7	
	189+97.059' LT	TO	205+97.0059' LT	1,600	1,600	1,600			65	
	193+25.039' RT	TO	201+44.0039' RT	819				33		
	193+19.077' RT	TO	201+38.0077' RT	819				33		
I-72 STAGE II										
	188+47.059' LT	TO	204+85.0059' LT	1,638	37.5	1,600.0			66	
	204+85.059' LT	TO	206+60.0044.5LT	175		175.0			7	
	206+60.044.5LT	TO	206+66.0044.5LT	6			1			
	193+41.077' LT	TO	201+60.0077' LT	819				33		
	193+35.039' LT	TO	201+54.0039' LT	819				33		
TOTALS =					1,825.0	3,562.5	1	1	132	145

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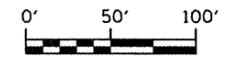
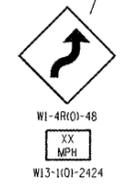
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULES			
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	STA.	TO	STA.

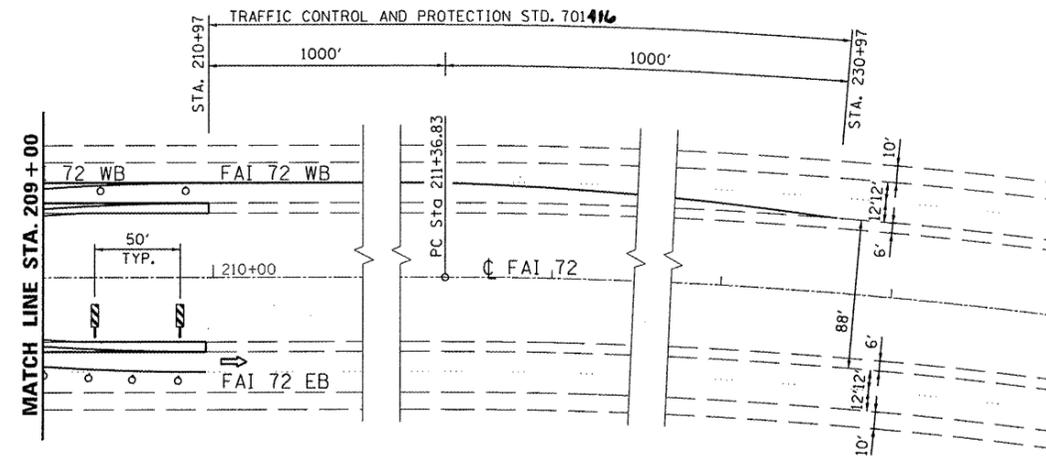
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72	(84-10-1)BDR	SANGAMON	35	9
CONTRACT NO. 72F01			ILLINOIS FED. AID PROJECT	



- LEGEND**
- TRAFFIC FLOW ARROW
 - TYPE III BARRICADE
 - IMPACT ATTENUATOR
 - BARREL W/STEADY BURNING LIGHT
 - POST MOUNTED SIGN
 - BARRIER WALL MARKER
 - TEMPORARY CONCRETE BARRIER
 - VERTICAL SIGN PANEL

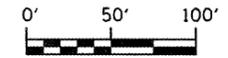


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FILE NAME = c:\pwwork\p\dot\sparksgv\80282050\0672F01_sht.mat.1.dgn			SCALE:	SHEET NO. OF SHEETS STA. TO STA.	



LEGEND

- TRAFFIC FLOW ARROW
- TYPE III BARRICADE
- IMPACT ATTENUATOR
- BARREL W/STEADY BURNING LIGHT
- POST MOUNTED SIGN
- BARRIER WALL MARKER
- TEMPORARY CONCRETE BARRIER
- VERTICAL SIGN PANEL



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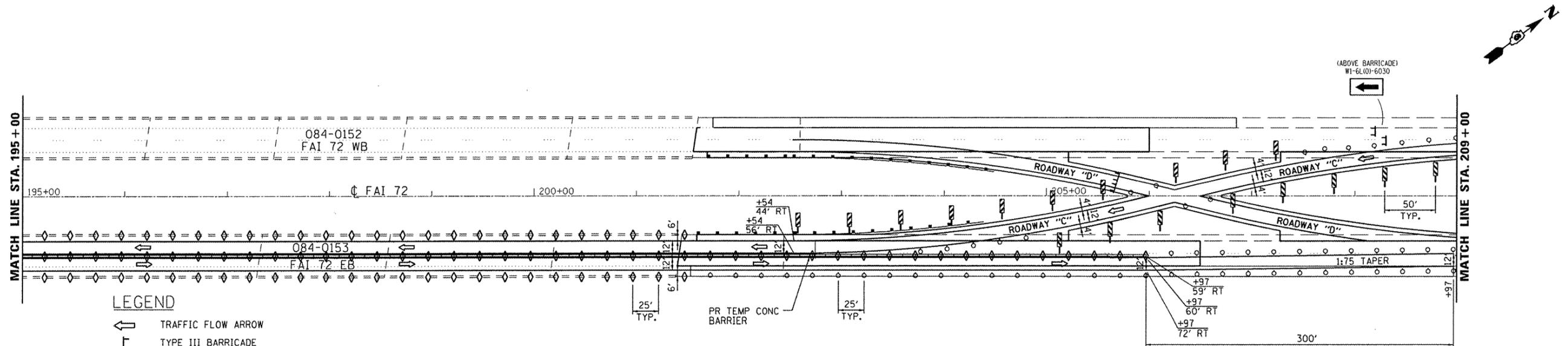
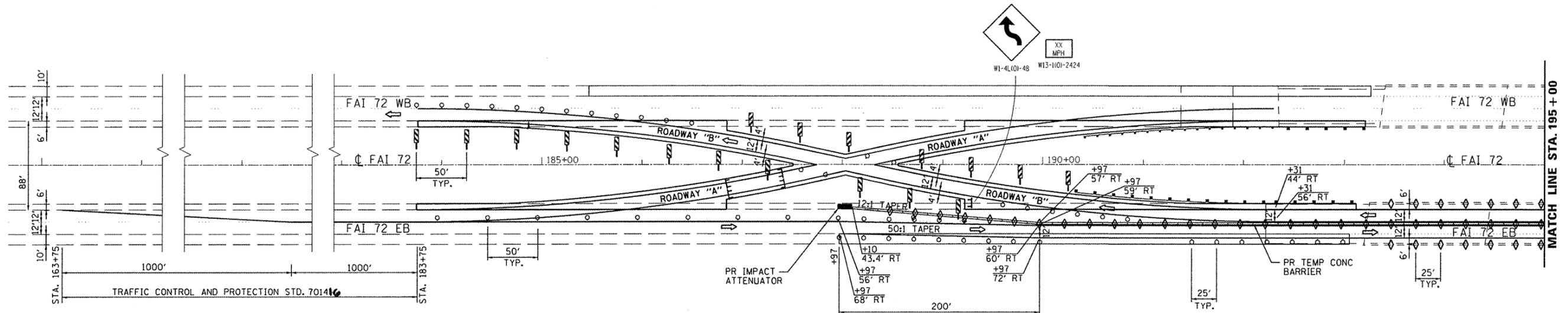
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC PLAN
STAGE I**

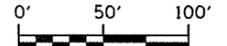
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-10-1)BDR	SANGAMON	35	11
CONTRACT NO. 72F01				
ILLINOIS FED. AID PROJECT				

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- LEGEND**
- ← TRAFFIC FLOW ARROW
 - ⊥ TYPE III BARRICADE
 - ▬ IMPACT ATTENUATOR
 - BARREL W/STEADY BURNING LIGHT
 - ⊥ POST MOUNTED SIGN
 - ◇ BARRIER WALL MARKER
 - ▬ TEMPORARY CONCRETE BARRIER
 - ⊥ VERTICAL SIGN PANEL



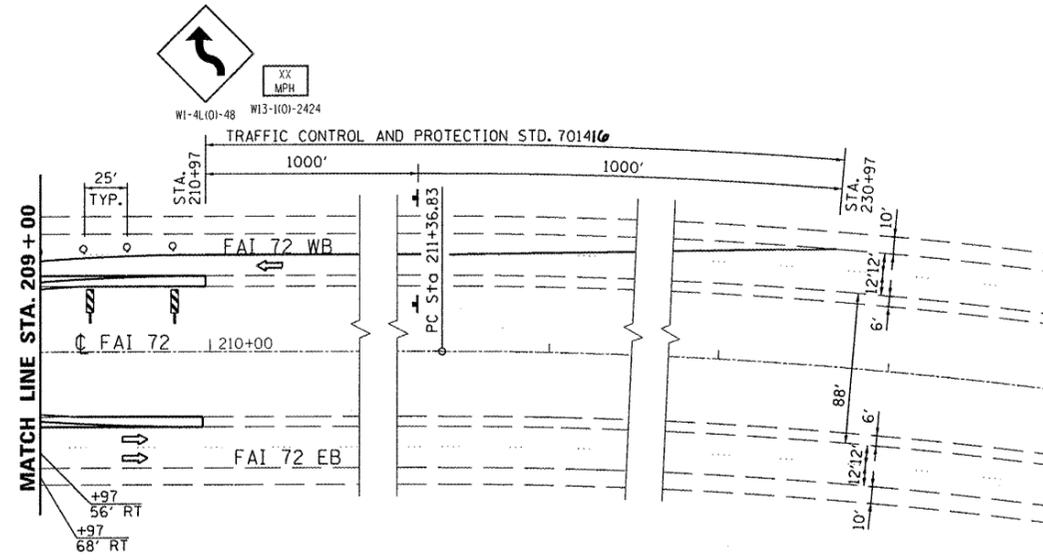
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	DRAWN - BDM	REVISED -
PLOT SCALE = 100.0000' / 1" =	CHECKED - JSA	REVISED -
PLOT DATE = Nov-01-2011 11:52:00AM	DATE - 7/15/09	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

MAINTENANCE OF TRAFFIC PLAN STAGE II				
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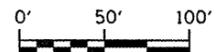
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-10-1)BDR	SANGAMON	35	12
CONTRACT NO. 72F01				
ILLINOIS FED. AID PROJECT				

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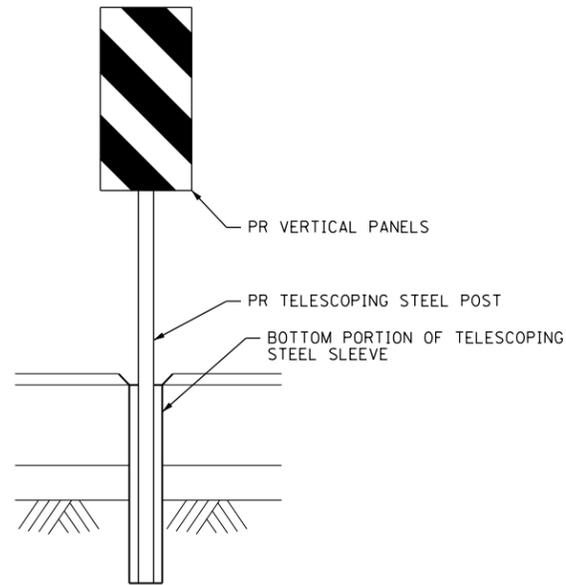


LEGEND

-  TRAFFIC FLOW ARROW
-  TYPE III BARRICADE
-  IMPACT ATTENUATOR
-  BARREL W/STEADY BURNING LIGHT
-  POST MOUNTED SIGN
-  BARRIER WALL MARKER
-  TEMPORARY CONCRETE BARRIER
-  VERTICAL SIGN PANEL

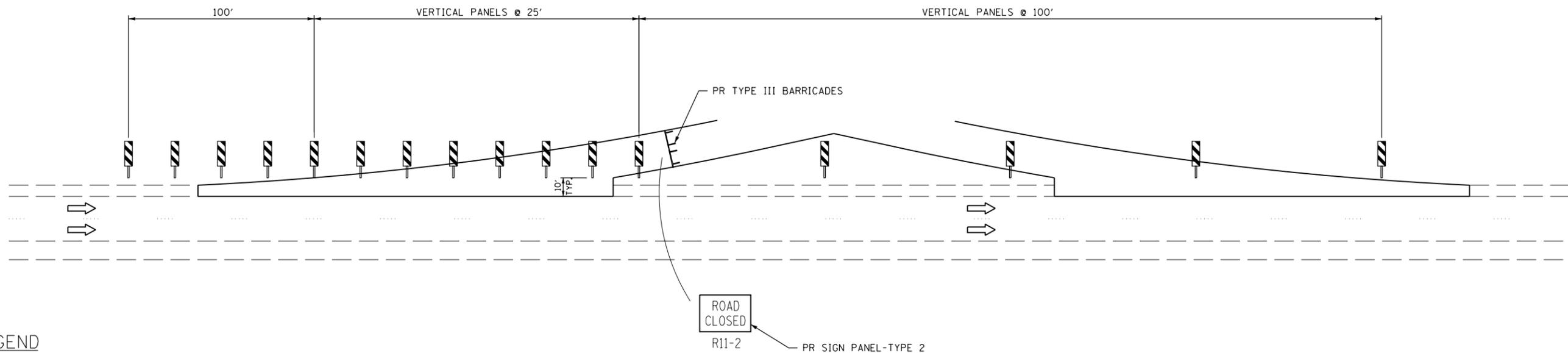


	USER NAME = sparksgw PLOT SCALE = 100.0000' / 1" = PLOT DATE = Nov-01-2011 11:52:09AM	DESIGNED - DRAWN - BDM CHECKED - JSA DATE - 7/15/09	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC PLAN STAGE II	F.A.I. RTE. 72 SECTION (84-10-1)BDR COUNTY SANGAMON TOTAL SHEETS 35 SHEET NO. 13 CONTRACT NO. 72F01 ILLINOIS FED. AID PROJECT
				SCALE:	SHEET NO. OF SHEETS STA. TO STA.	



NOTE: FOR INSTALLATION OF VERTICAL PANELS IN AREAS OF CROSSOVER PAVEMENT, 3" Ø HOLES WILL BE CORED THROUGH PAVEMENT FOR PLACEMENT. TELESCOPING STEEL POLES WILL BE PLACED 1" BELOW SURFACE AS SHOWN, AND WORK SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER. WHEN OPENING CROSSOVER, PANELS WILL BE REMOVED AND HOLES WILL BE LEFT IN PLACE. COST OF PANELS, POSTS, SLEEVES, TYPE III BARRICADES, SIGNS, AND CORING SHALL BE INCLUDED IN TRAFFIC CONTROL AND PROTECTION (SPECIAL).

TRAFFIC CONTROL AND PROTECTION (SPECIAL) SCHEDULE						
LOCATION		VERTICAL SIGN PANELS	TELESCOPING STEEL SIGN SUPPORTS	TYPE III BARRICADES	SIGN PANEL, TYPE 2	
STA.	STA.	(EACH)	(EACH)	(EACH)	(SQ FT)	
EB I-72						
184+13	to 185+88	12	12			
185+88	to 190+88	4	4			
187+10				2	10	
202+72	to 205+47	12	12			
205+47	to 209+47	4	4			
205+47				2	10	
WB I-72						
185+17	to 189+17	4	4			
189+17	to 191+92	12	12			
188+97				2	10	
203+03	to 207+03	4	4			
207+03	to 209+78	12	12			
207+03				2	10	
TOTALS=		64	64	8	40	



LEGEND

- ← TRAFFIC FLOW ARROW
- ⊥ TYPE III BARRICADE
- ▬ IMPACT ATTENUATOR
- BARREL W/STEADY BURNING LIGHT
- ⊥ POST MOUNTED SIGN
- ◇ BARRIER WALL MARKER
- ▬ TEMPORARY CONCRETE BARRIER
- ▬ VERTICAL SIGN PANEL

ROAD CLOSED
R11-2
PR SIGN PANEL-TYPE 2

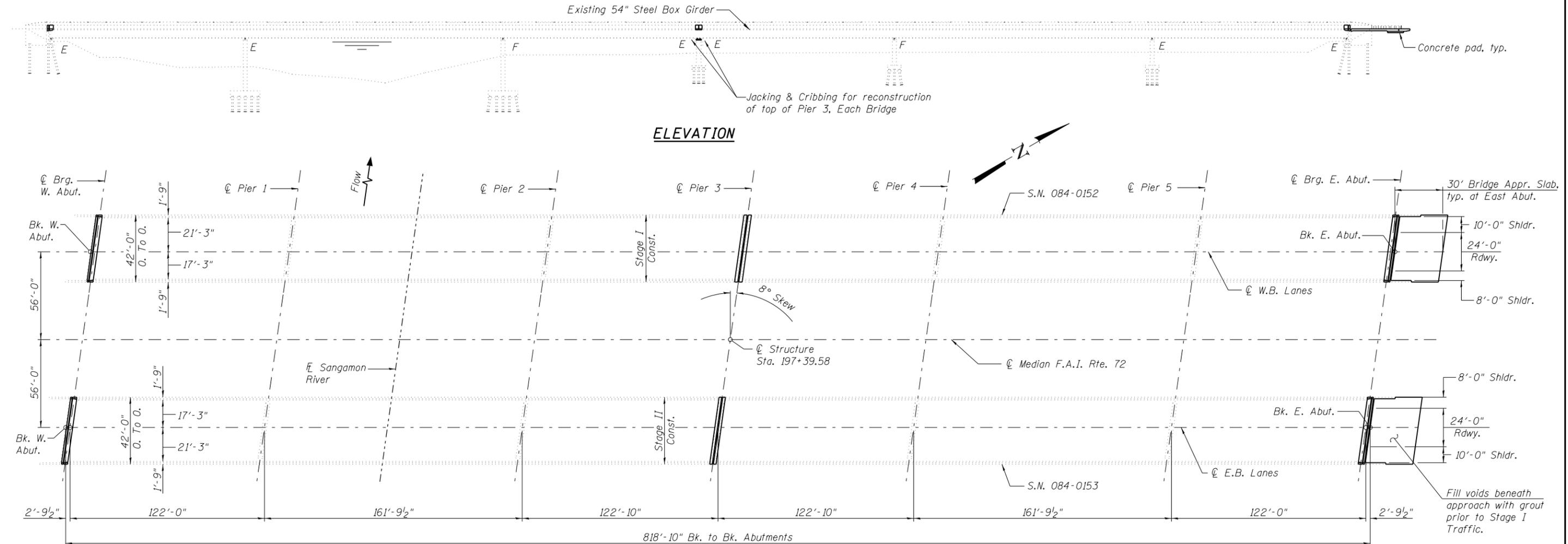
CROSSOVER CLOSURE-TYPICAL
4 LOCATIONS

NOT TO SCALE

USER NAME = sparksgw PLOT SCALE = 60.0000' / in. PLOT DATE = Nov-01-2011 11:52:14AM	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC PLAN CROSSOVER CLOSURE DETAIL			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - BDM	REVISED -					72	(84-10-1)BDR	SANGAMON	35	14
CHECKED - JSA	REVISED -	SCALE:			SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 72F01		
DATE - 7/15/09	REVISED -								ILLINOIS FED. AID PROJECT		

Benchmark:
Chiseled "□" on top of south wingwall of west abutment of S.N. 084-0152, Elev. 548.408 (NAVD88)

Existing Structures:
Structure Nos. 084-0152 and 084-0153, constructed in 1974 as F.A.I. Rte. 72, Section 84-10-1B-2, are dual six span continuous steel box girder superstructures with a 7½" reinforced concrete deck supported by solid wall piers and stub abutments. In 1995, the decks were patched, overlay was placed, the expansion joints at abutments and pier 3 were reconstructed, the west backwalls and approaches were replaced, half at the floor drains were plugged, and the bearing plates were replaced. The structures are 818'-10" bk. to bk. abutments, 42'-0" out to out and have a left ahead skew angle of 8°. A crossover shall be utilized to maintain one lane of traffic in each direction during construction.



ELEVATION

PLAN

DESIGN SPECIFICATIONS

(New Construction)
2002 AASHTO "Standard Specifications for Highway Bridges"

LOADING HS20-44 & ALT.

(Original Construction)

DESIGN STRESSES

FIELD UNITS

New Construction

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 36,000$ psi (M270, Gr. 36, Structural Steel)

Existing Construction

$f_c = 1,200$ psi (Deck Slab)
 $f_c = 1,400$ psi (Parapet, Curb & Sub.)
 $f_s = 20,000$ psi (Reinforcement)
 $f_s = 20,000$ psi (A-36) (Structural Steel)
 $f_s = 27,000$ psi (A-572) (Structural Steel)

SCOPE OF WORK

1. Remove and replace backwall and approach slab at east abutments.
2. Repair steel at girder ends.
3. Jack and remove existing expansion bearings and replace with elastomeric bearings at Pier 3 and abutments.
4. Reconstruct top of Pier 3 and replace bearings utilizing Jacking and Cribbing and perform Structural Repair of Concrete at Pier 3.
5. Remove and replace concrete deck and parapets adjacent to expansion joints at abutments and pier 3 in order to install preformed joint strip seal expansion joints.
6. Remove existing overlay by scarifying deck 2¼".
7. Repair deck slab.
8. Place 2½" latex concrete overlay on bridge deck and diamond grind ¼".
9. Apply Protective Coat to top of new deck and top and inside faces of parapet concrete at joints and on top of new approach slab.
10. Perform Bridge Deck Grooving to top of bridge deck overlay and new concrete at joints and on new approach slab.
11. Provide scour protection upstream of Pier 2 (S.N. 084-0153).

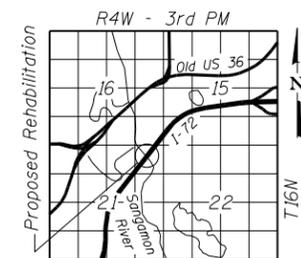
INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Stage Construction Details
4. Temporary Concrete Barrier for Stage Construction
- 5-6. Deck Repair
7. Joint Replacement Details at West Abutments
8. Joint Replacement Details at East Abutments
9. Joint Replacement Details at Pier 3
10. Preformed Joint Strip Seal
11. Bearing Details at Abutments
12. Bearing Details at Pier 3
13. Bearing Details
14. Pier 3 Reconstruction Details
- 15-16. East Bridge Approach Slab Details
17. Scour Protection Details
18. Bar Splicer Assembly and Mechanical Splicer Details
- 19-20. Existing Steel Support Details



Michael T. Haley
Licensed Structural Engineer
State of Illinois No. 81-5991
Expires 11/30/2012

Date



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
I-72/US 36 OVER SANGAMON RIVER
FAI RTE 72 - SECTION (84-10-1,2)RS-3
SANGAMON COUNTY
STATION 197+39.58
STRUCTURES NOS. 084-0152 & 084-0153

LE LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	USER NAME =	DESIGNED - ESH	REVISED -
	FILE NAME =	CHECKED - MTH	REVISED -
	PLOT SCALE =	DRAWN - ESH	REVISED -
	PLOT DATE =	CHECKED - MTH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NOS. 084-0152 & 084-0153

SHEET NO. 1 OF 20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-10-1)BDR	SANGAMON	15	15
CONTRACT NO. 72F01				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

No field welding is permitted except as specified in the contract documents.
Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60.

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

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding 1/4 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

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

Concrete Sealer shall be applied to the front and side faces of the proposed backwall at the East Abutment and all exposed faces of the new concrete at Pier 3.

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

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.

All new structural steel shall be shop painted with the inorganic zinc rich primer per AASHTO M300, Type I. Cost included with Structural Steel Repair.

Fasteners shall be high strength bolts. Bolts 3/8" φ, open holes 5/16" φ, unless otherwise noted.

Existing structural steel shall only be cleaned and painted as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

New structural steel shall be painted according to Section 506 of the Standard Specifications.

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

The Contractor shall satisfy requirements for working in a confined space while working inside the box girder.

Overlay shall not be placed until after the jacking procedures are complete.

The Contractor is responsible for clearing debris from inside the box girder after repairs are completed.

Work is to be completed using cross-over for traffic.

The Contractor may choose to use the existing steel supports at abutments and Pier 3 shown on Sheets 19 and 20 of 20 for the jacking process. However, the Contractor is responsible for submitting Jacking Plans for approval per special provisions Jacking & Cribbing and Jack and Remove Existing Bearings.

SEAT HEIGHT ADJUSTMENT

Due to substantial differential settlement of the structures' substructure units, the net bearing heights have been adjusted in an attempt to bring the girders back to their original shape. The existing seat elevations provided by the District survey are shown below. The Contractor shall verify these elevations and contact the Engineer if they are not within an acceptable tolerance.

EXISTING SEAT ELEVATIONS FROM SURVEY

	W. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	Pier 5	E. Abut.
WB Bridge **	539.62	539.84	539.97	539.71	539.77	539.48	539.11
EB Bridge ***	539.55	539.80	539.77	539.52	539.64	539.50	539.15

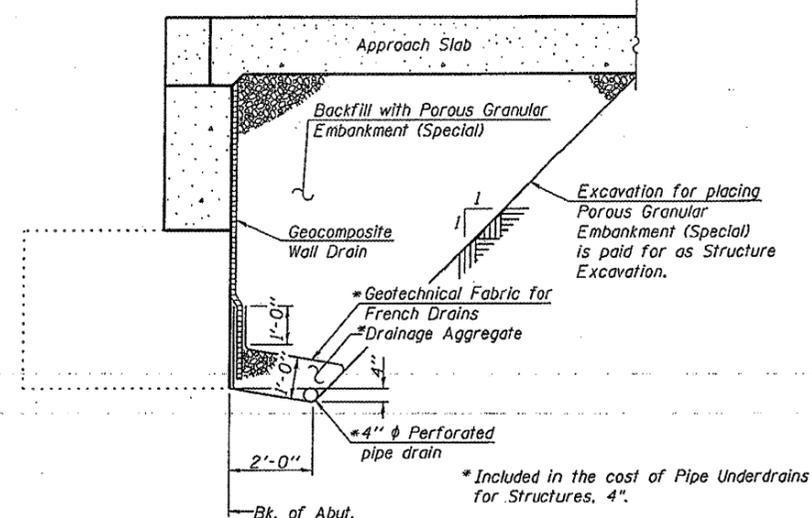
** North end of pier or abutment
*** South end of pier or abutment

CALCULATED GIRDER RAISE

	W. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	Pier 5	E. Abut.
WB Bridge	2 3/16"	0	0	4 1/8"	0	0	2 7/8"
EB Bridge	4 3/8"	0	0	3 13/16"	0	0	4"

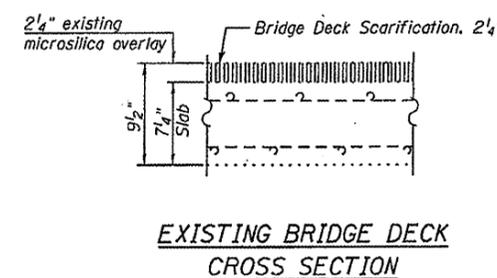
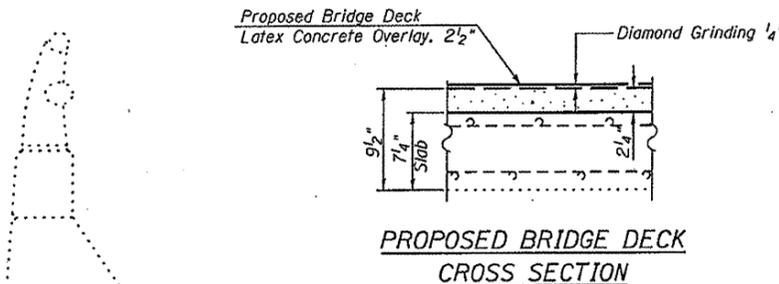
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Dumped Riprap, Class A5	Sq. Yd.	-	278	278
Concrete Removal	Cu. Yd.	28.5	34.1	62.6
Structure Excavation	Cu. Yd.	-	191	191
Concrete Structures	Cu. Yd.	-	58.3	58.3
Concrete Superstructure	Cu. Yd.	159.1	-	159.1
Bridge Deck Grooving	Sq. Yd.	6885	-	6885
Protective Coat	Sq. Yd.	383	-	383
Reinforcement Bars, Epoxy Coated	Pound	32600	7140	39740
Bar Splicers	Each	80	-	80
Preformed Joint Strip Seal	Foot	248	-	248
Elastomeric Bearing Assembly, Type I	Each	24	-	24
Elastomeric Bearing Assembly, Type II	Each	24	-	24
Anchor Bolts, 1"	Each	-	48	48
Concrete Sealer	Sq. Ft.	-	865	865
Geocomposite Wall Drain	Sq. Yd.	-	84	84
Porous Granular Embankment, Special	Cu. Yd.	-	191	191
Jack and Remove Existing Bearings	Each	-	12	12
Structural Steel Repair	Pound	3600	-	3600
Approach Slab Removal	Sq. Yd.	270.0	-	270.0
Bridge Deck Latex Concrete Overlay 2 1/2"	Sq. Yd.	6901	-	6901
Bridge Deck Scarification 2 1/4"	Sq. Yd.	6901	-	6901
Structural Repair of Concrete (Depth equal to or less than 5 in.)	Sq. Ft.	-	80	80
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	5	-	5
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	322	-	322
Dry Grout Solids	Cu. Ft.	300	-	300
Holes Drilled	Each	4	-	4
Diamond Grinding (Bridge Section)	Sq. Yd.	7158	-	7158
Jacking and Cribbing	Each	-	12	12
Pipe Underdrains For Structures, 4"	Foot	-	95	95

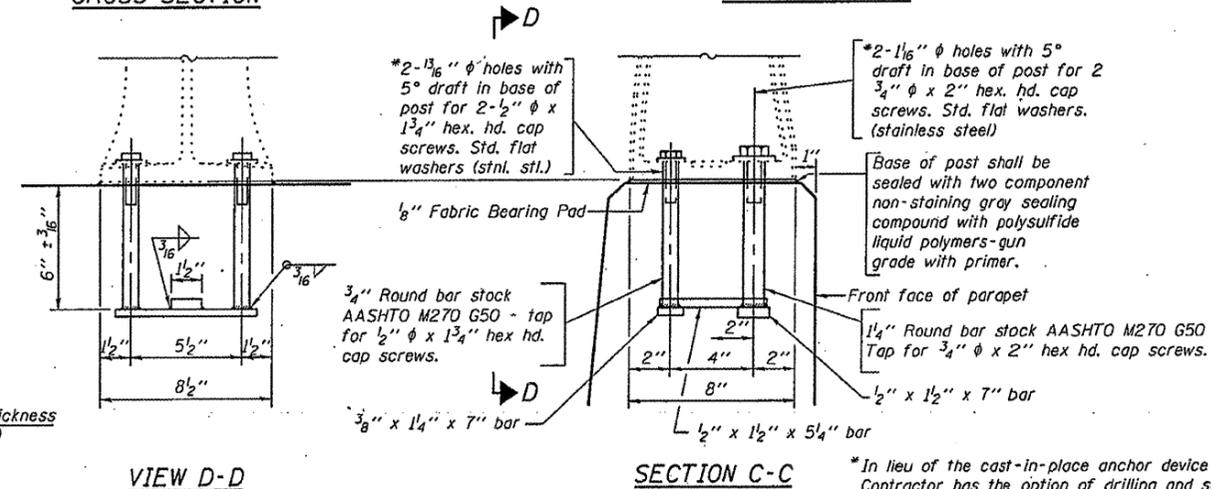
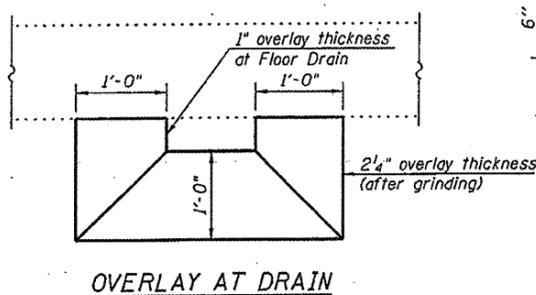


DRAINAGE TREATMENT DETAILS AT EAST ABUTMENT

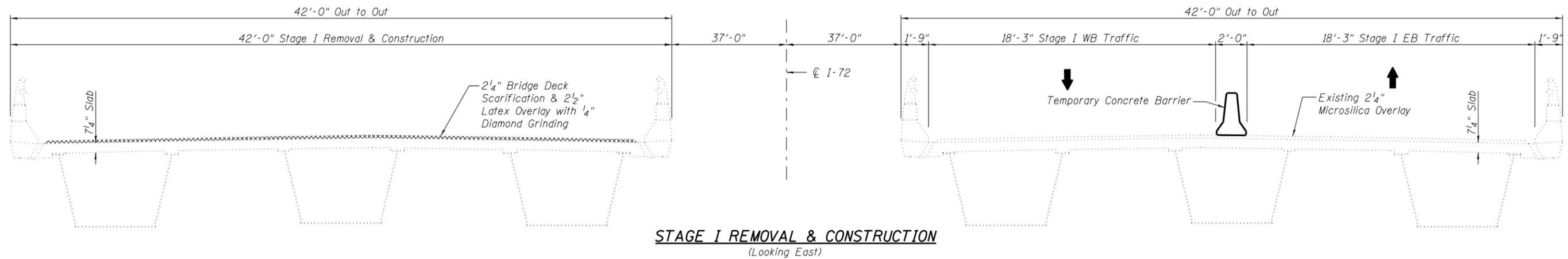
Note:
All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls. The pipe shall extend under the wingwall, if necessary, until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 60110).



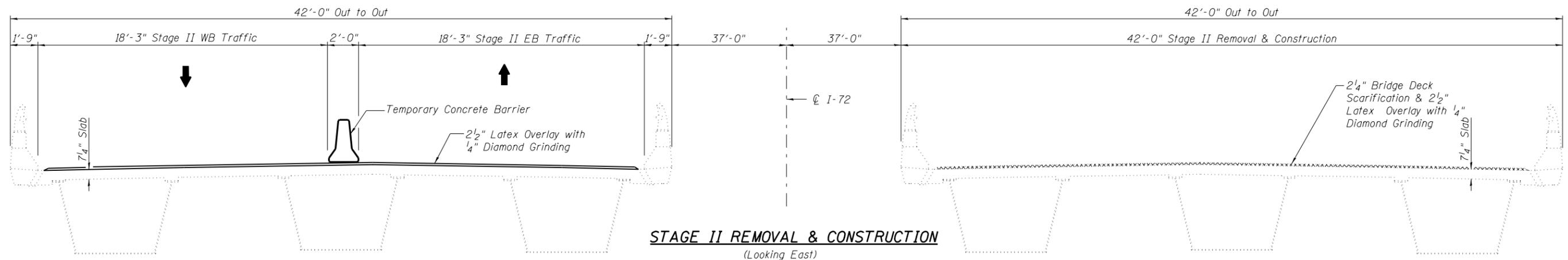
DRAIN DETAIL
(Only at Floor Drains that have not previously been plugged.)



*In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting stainless steel anchor rods of the same diameter and grade as the specified cap screws according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



STAGE I REMOVAL & CONSTRUCTION
(Looking East)



STAGE II REMOVAL & CONSTRUCTION
(Looking East)

STAGING SEQUENCE

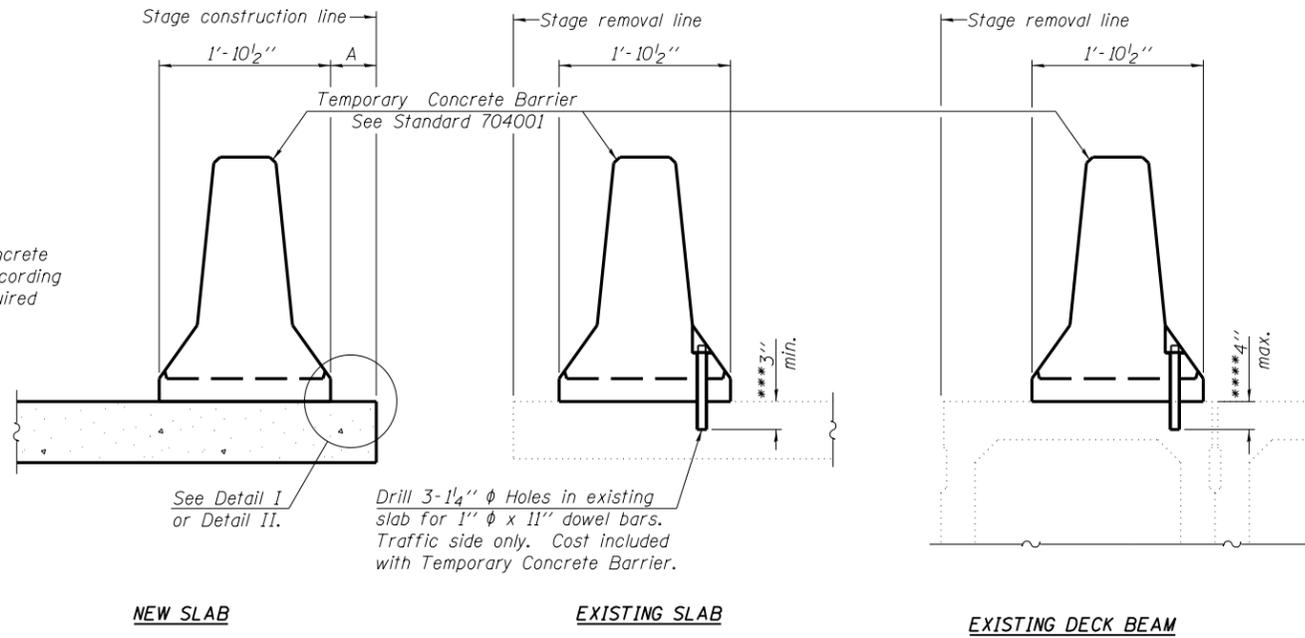
- Pre-Stage I:
 1. Provide grout under the east approach of the EB Structure to stabilize the approach pavement and shoulder slabs during Stage I Traffic.
- Stage I:
 1. Shift all traffic to EB Structure.
 2. Perform all construction work related to WB Structure.
- Stage II:
 1. Shift all traffic to WB Structure.
 2. Perform all construction work related to EB Structure.

Notes:
 See sheet 4 of 20 for details of Temporary Concrete Barrier.
 See Roadway plans for quantities of Temporary Concrete Barrier.

USER NAME =	DESIGNED - ESH	REVISED -
FILE NAME =	CHECKED - MTH	REVISED -
PLOT SCALE =	DRAWN - ESH	REVISED -
PLOT DATE =	CHECKED - MTH	REVISED -

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-10-1)BDR	SANGAMON	35	17
			CONTRACT NO. 72F01	
ILLINOIS FED. AID PROJECT				

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



SECTIONS THRU SLAB OR DECK BEAM

NOTES

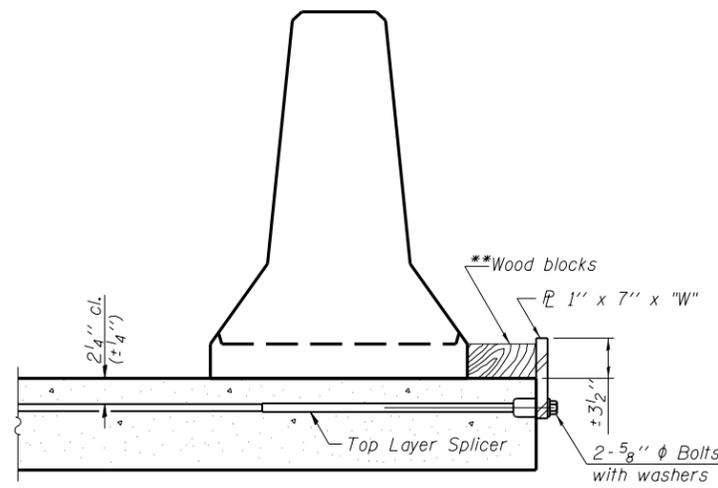
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel \bar{L} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

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

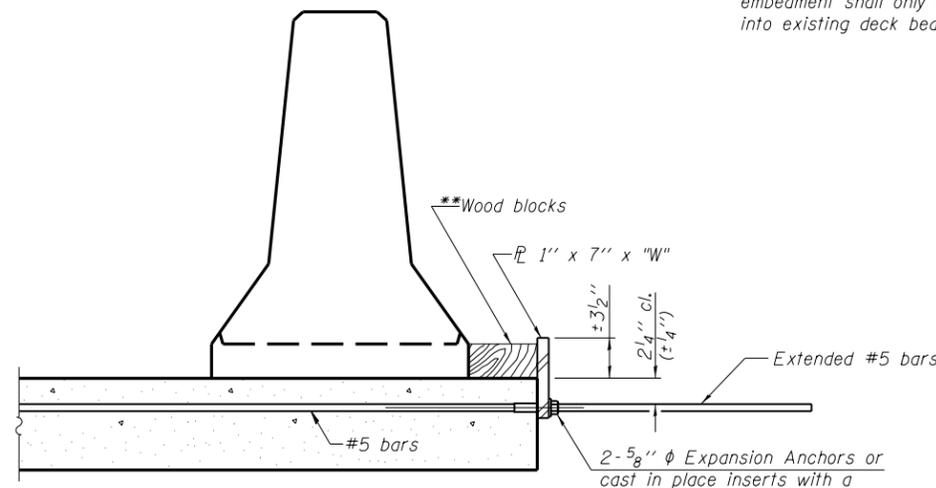
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

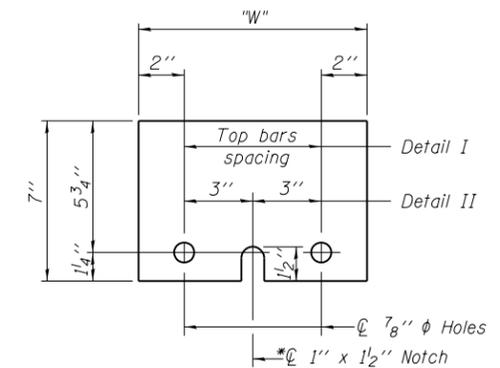
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER \bar{L} 1" x 7" x "W"

* Required only with Detail II

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

"W" = Top bars spacing + 4"

R-27 7-1-10



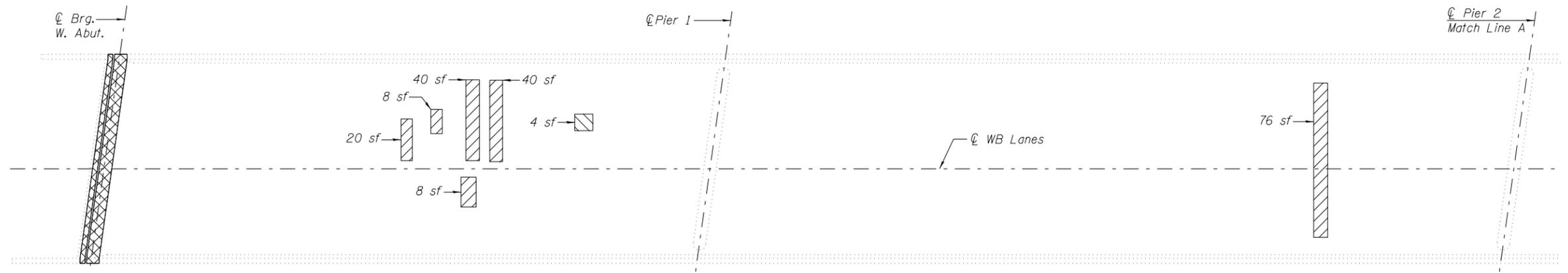
USER NAME =	DESIGNED - ESH	REVISED -
FILE NAME =	CHECKED - MTH	REVISED -
PLOT SCALE =	DRAWN - ESH	REVISED -
PLOT DATE =	CHECKED - MTH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

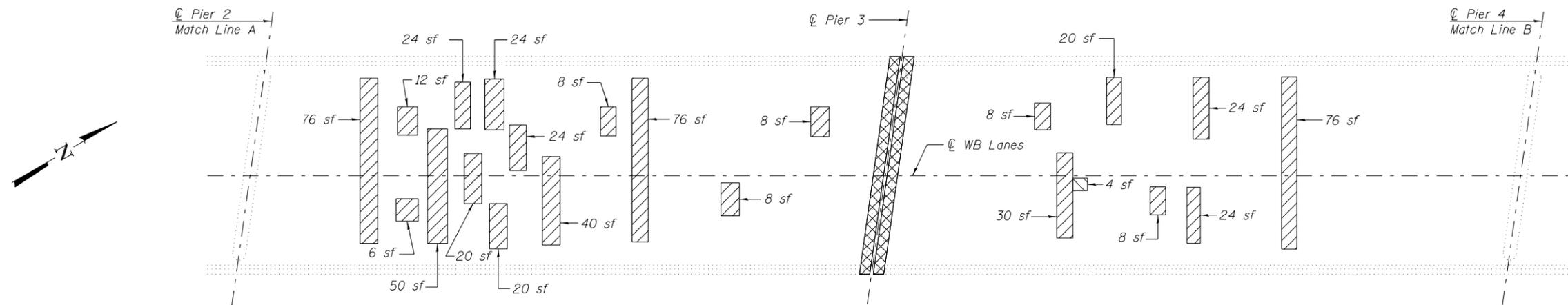
TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NOS. 084-0152 & 084-0153

SHEET NO. 4 OF 20 SHEETS

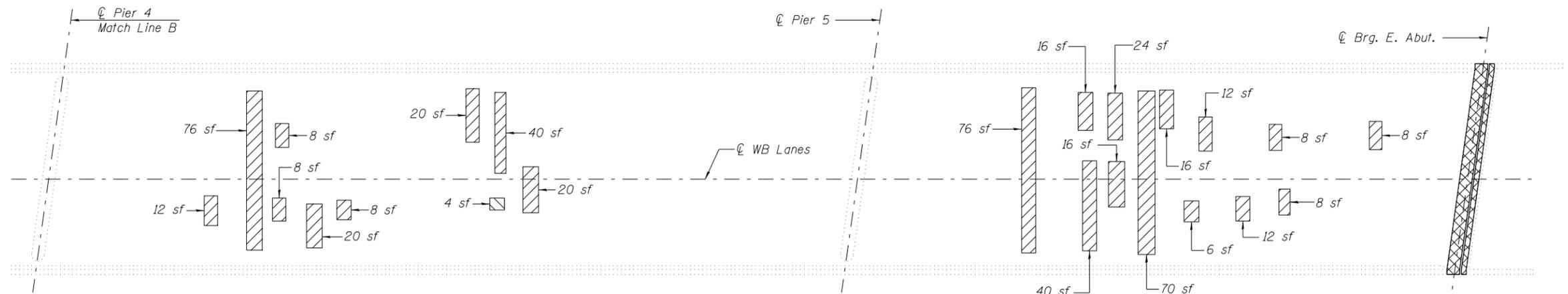
F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-10-1)BDR	SANGAMON	35	18
			CONTRACT NO. 72F01	
ILLINOIS FED. AID PROJECT				



WESTBOUND BRIDGE PARTIAL DECK PLAN
(Spans 1 & 2)



WESTBOUND BRIDGE PARTIAL DECK PLAN
(Spans 3 & 4)



WESTBOUND BRIDGE PARTIAL DECK PLAN
(Spans 5 & 6)

LEGEND

- Concrete Removal
 - Deck Slab Repair (Full Depth, Type I)
 - Deck Slab Repair (Full Depth, Type II)
- sf Square Feet

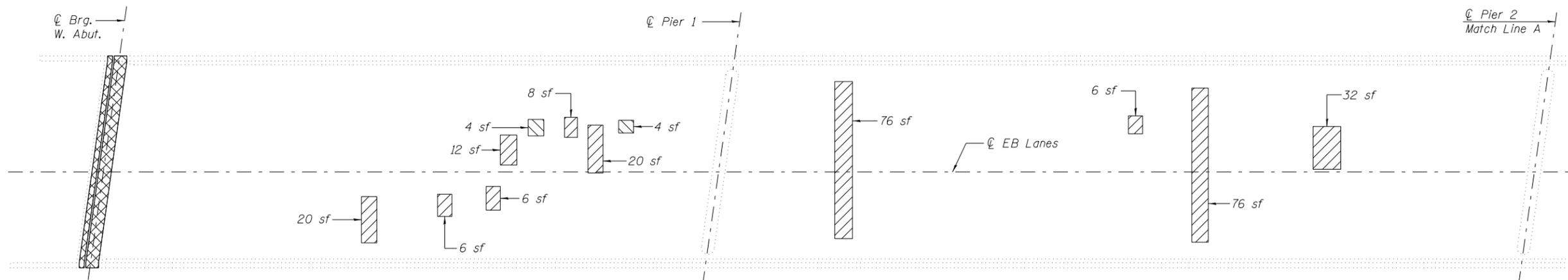
Notes:

Deck Condition Survey performed on 12/28/10.
There is an estimated 350 sq. yards of Partial Depth Deck Slab Repair required.
Partial depth repairs shall be included with Bridge Deck Scarification, see Special Provision for Bridge Deck Latex Concrete Overlay.
Repair of the existing deck slab shall include but may not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer at the time of construction.
See sheet 7 thru 9 of 20 for details of concrete removal.

BILL OF MATERIAL

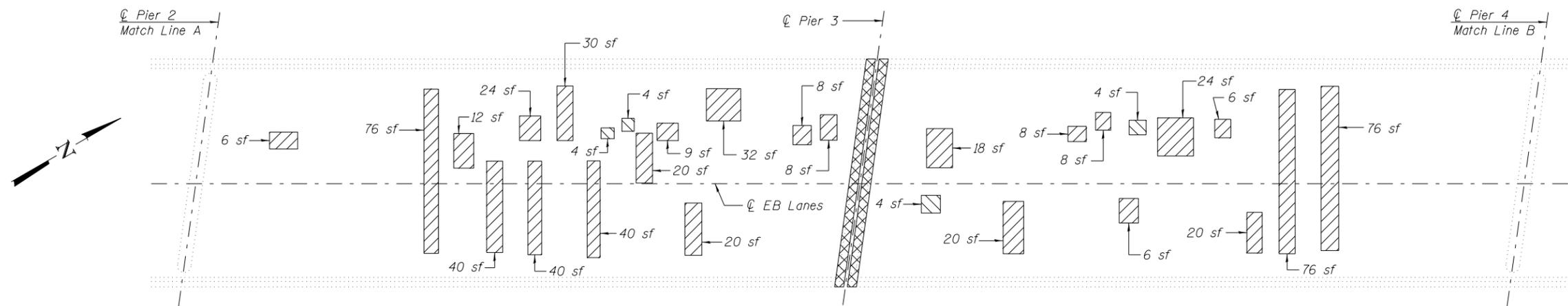
Item	Unit	Total
Concrete Removal	Cu. Yd.	31.3
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	2
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	145

(Sheet 1 of 2)



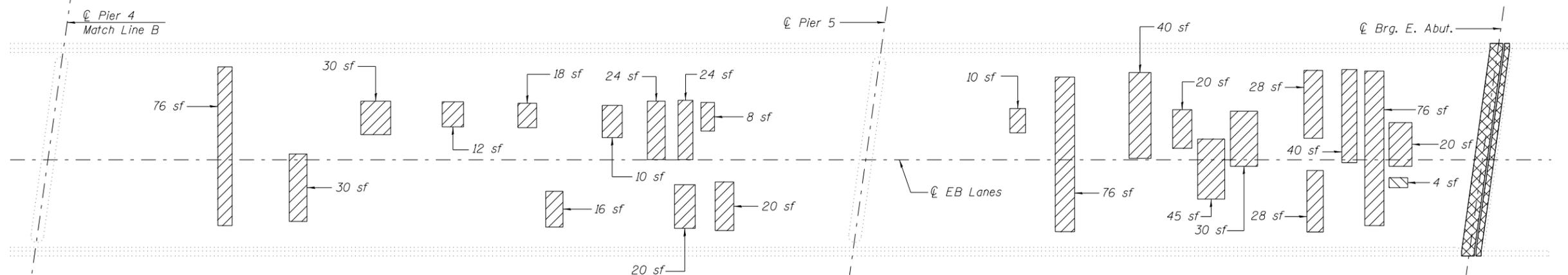
EASTBOUND BRIDGE PARTIAL DECK PLAN

(Spans 1 & 2)



EASTBOUND BRIDGE PARTIAL DECK PLAN

(Spans 3 & 4)



EASTBOUND BRIDGE PARTIAL DECK PLAN

(Spans 5 & 6)

LEGEND

- Concrete Removal
- Deck Slab Repair (Full Depth, Type I)
- Deck Slab Repair (Full Depth, Type II)

sf Square Feet

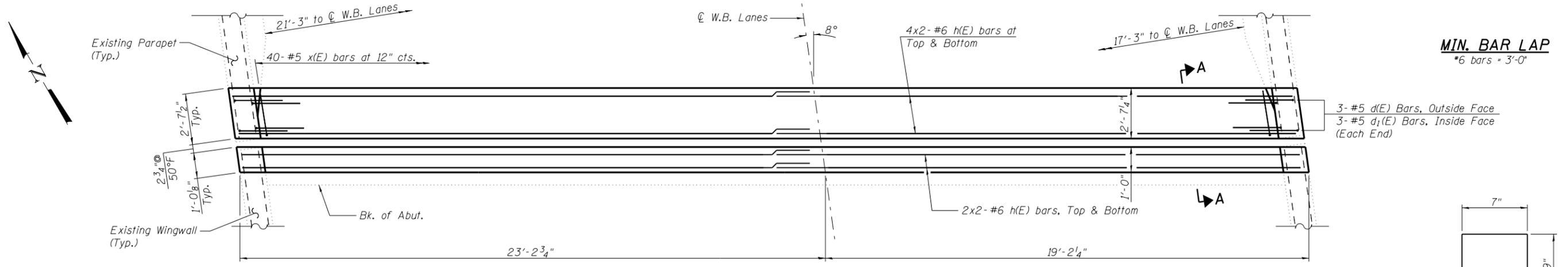
Notes:

Deck Condition Survey performed on 12/28/10.
 There is an estimated 350 sq. yards of Partial Depth Deck Slab Repair required.
 Partial depth repairs shall be included with Bridge Deck Scarification,
 see Special Provision for Bridge Deck Latex Concrete Overlay.
 Repair of the existing deck slab shall include but may not be limited
 to the areas shown. The actual areas to be repaired will be determined
 by the Engineer at the time of construction.
 See sheet 7 thru 9 of 20 for details of concrete removal.

BILL OF MATERIAL

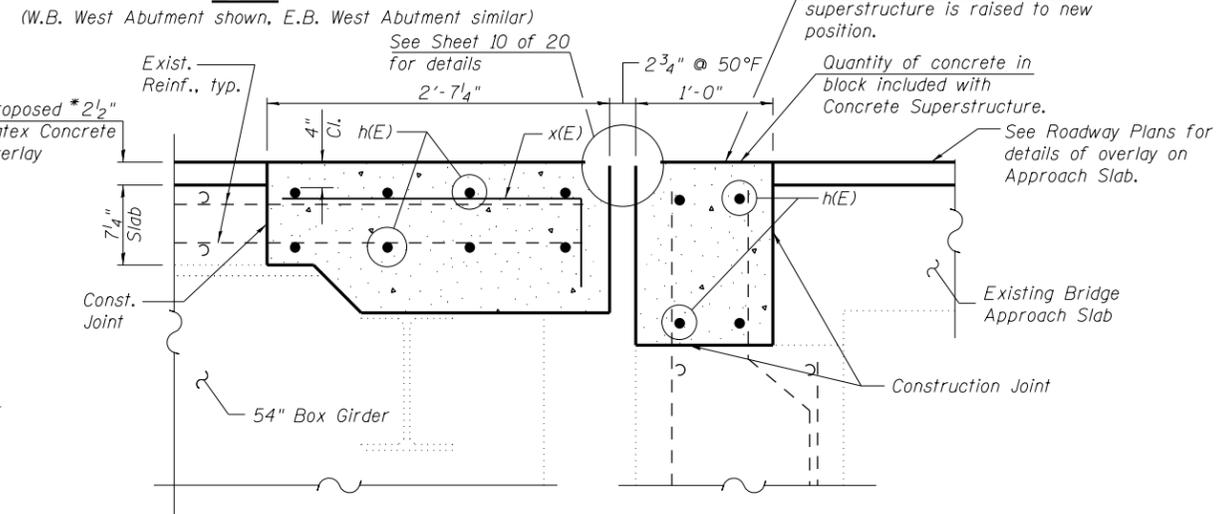
Item	Unit	Total
Concrete Removal	Cu. Yd.	31.3
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	3
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	177

(Sheet 2 of 2)



MIN. BAR LAP
*6 bars = 3'-0"

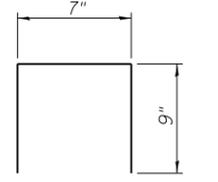
PLAN



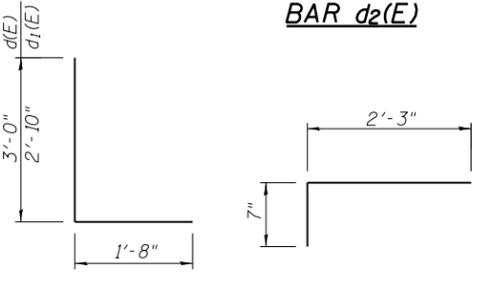
SECTION THRU PROPOSED ABUTMENT

(Dimensions at Rt. L's)

BAR d2(E)

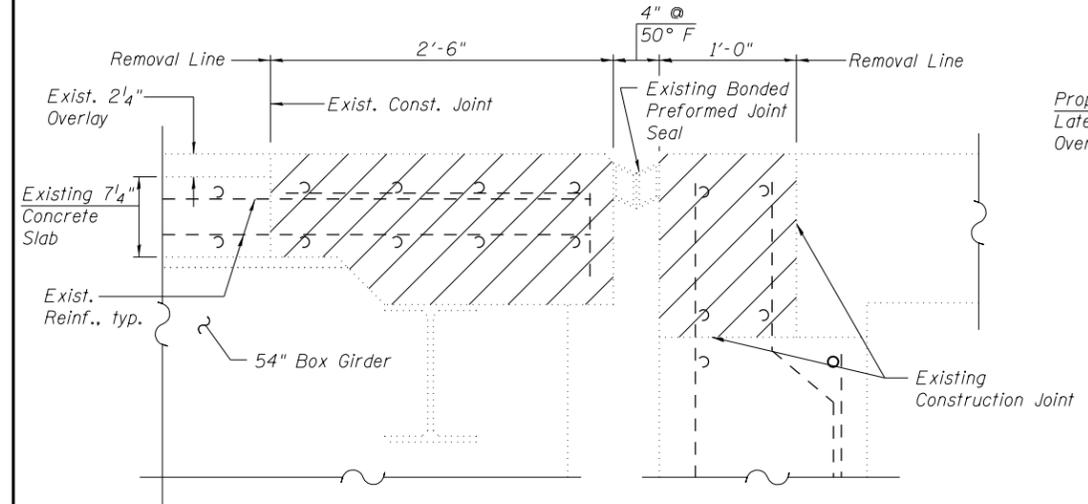


BARS d(E) & d1(E) BAR x(E)

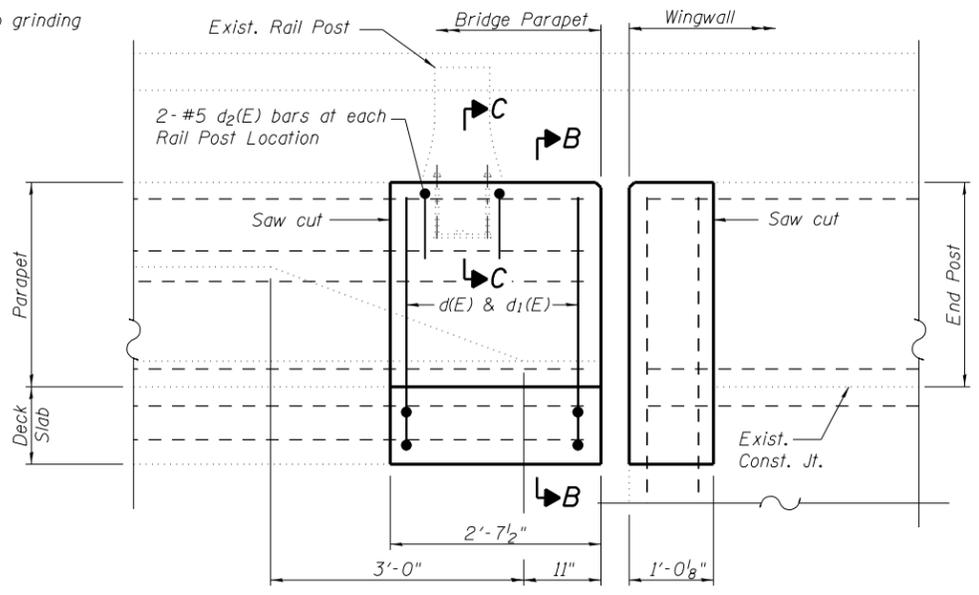


SECTION THRU EXISTING ABUTMENT

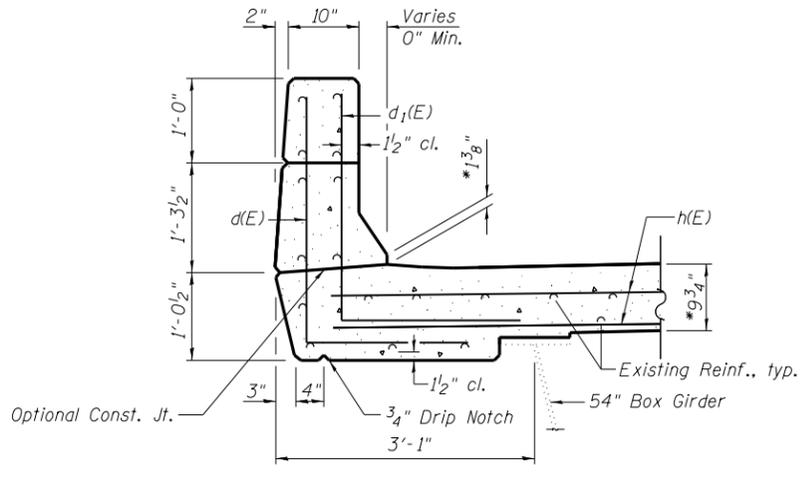
(Dimensions at Rt. L's)



*prior to grinding



VIEW A-A



SECTION B-B

BILL OF MATERIAL

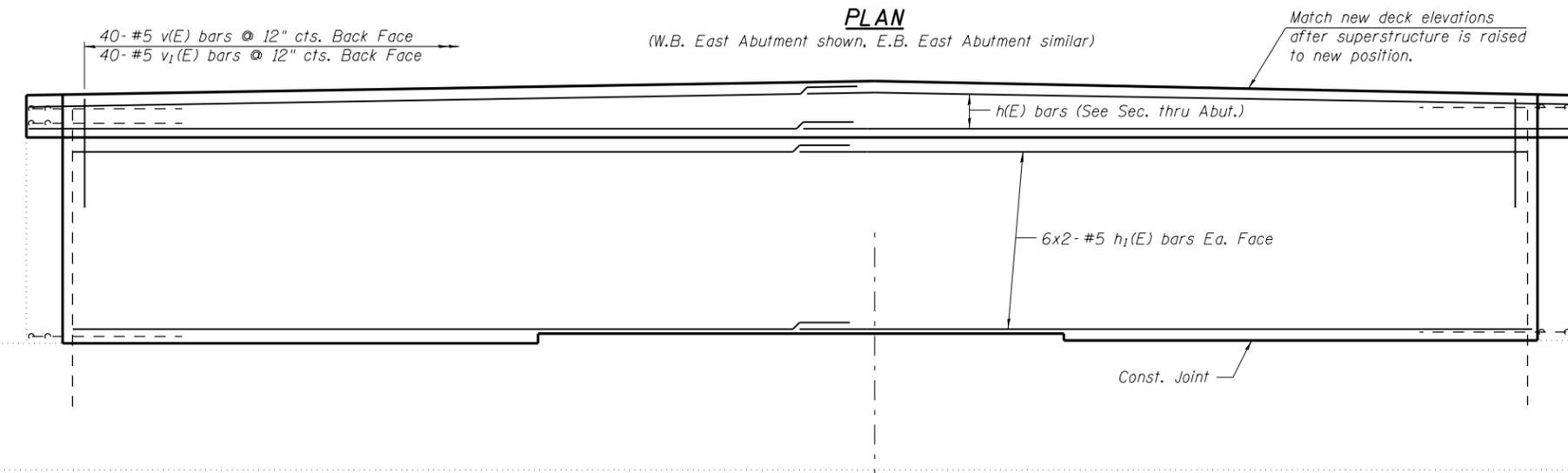
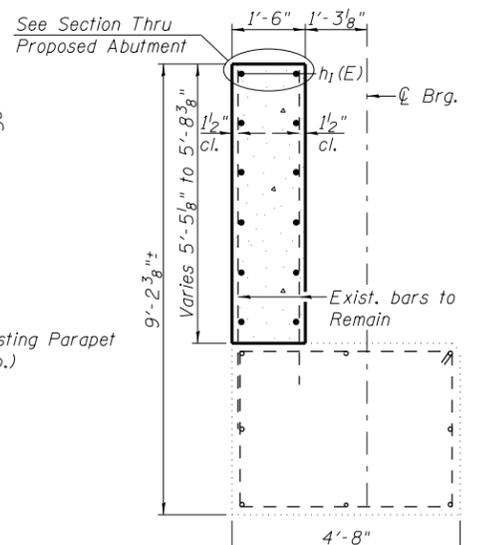
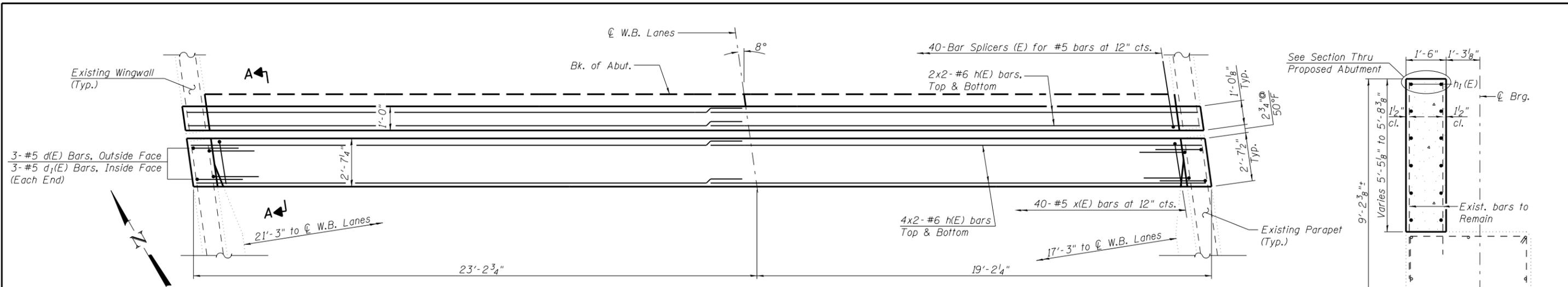
(Two Abutments)

Bar	No.	Size	Length	Shape
h(E)	48	#6	22'-2"	—
d(E)	12	#5	4'-8"	L
d1(E)	12	#5	4'-6"	L
d2(E)	8	#5	2'-1"	U
x(E)	80	#5	2'-10"	—
Reinforcement Bars, Epoxy Coated			Pound	1970
Concrete Superstructure			Cu. Yd.	14.0

Bars indicated thus 4x2-#6 etc. indicates 4 lines of bars with 2 lengths per line.

Notes:

- Hatched area indicates concrete removal. Perimeter of concrete removal areas shall be saw cut 3/4" prior to removal of the concrete.
- Existing reinforcement bars in the concrete removal area extending into new construction shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
- Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system, in accordance with IDOT Standard Specifications Article 501.03. Cost included in "Concrete Removal"
- Overlay removal is included in pay item Bridge Deck Scarification, 2 1/4".
- Removal of the existing joint system is included with Concrete Removal.
- See Sheet 2 of 20 for Section C-C.

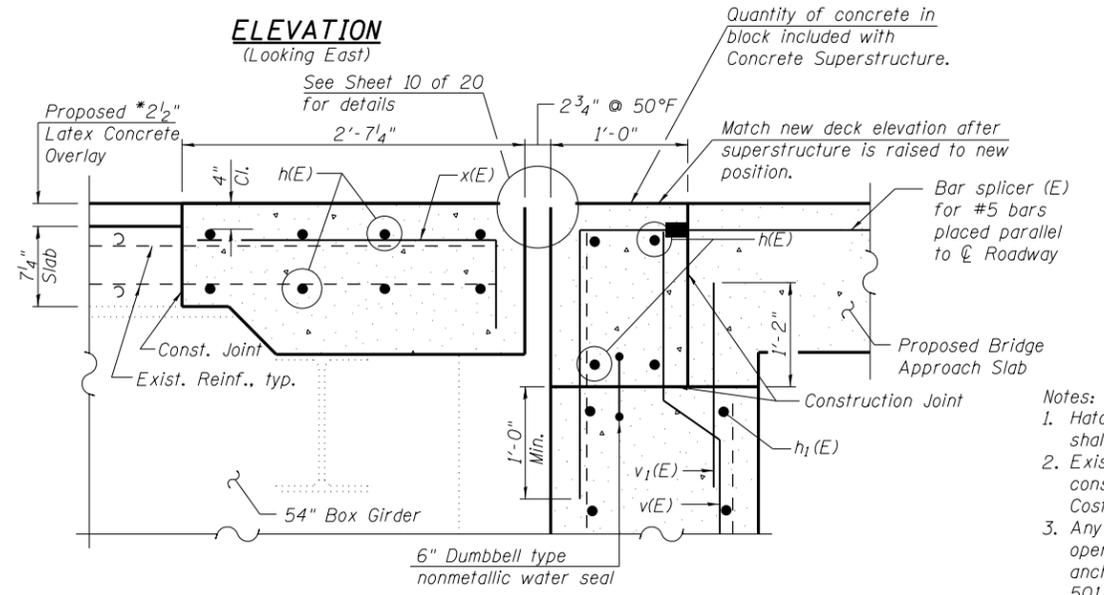
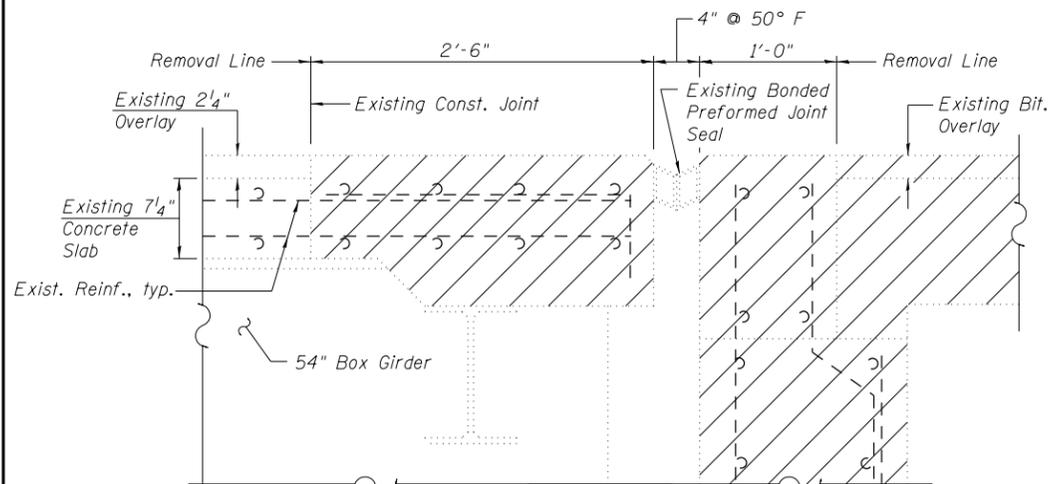
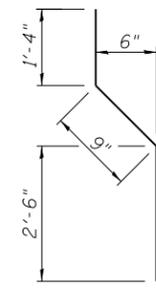


MIN. BAR LAP
 #5 bar = 2'-6"
 #6 bar = 3'-0"

BILL OF MATERIAL
 (Two Abutments)

Bar	No.	Size	Length	Shape
h(E)	48	#6	22'-2"	—
h1(E)	48	#5	21'-6"	—
d(E)	12	#5	4'-8"	L
d1(E)	12	#5	4'-6"	L
d2(E)	8	#5	2'-1"	□
v(E)	80	#5	4'-7"	—
v1(E)	80	#5	3'-4"	—
x(E)	80	#5	2'-10"	—
Reinforcement Bars, Epoxy Coated		Pound	3710	
Concrete Superstructure		Cu. Yd.	14.0	
Concrete Structures		Cu. Yd.	25.1	

Bars indicated thus 6x2- #5 etc. indicates 6 lines of bars with 2 lengths per line.



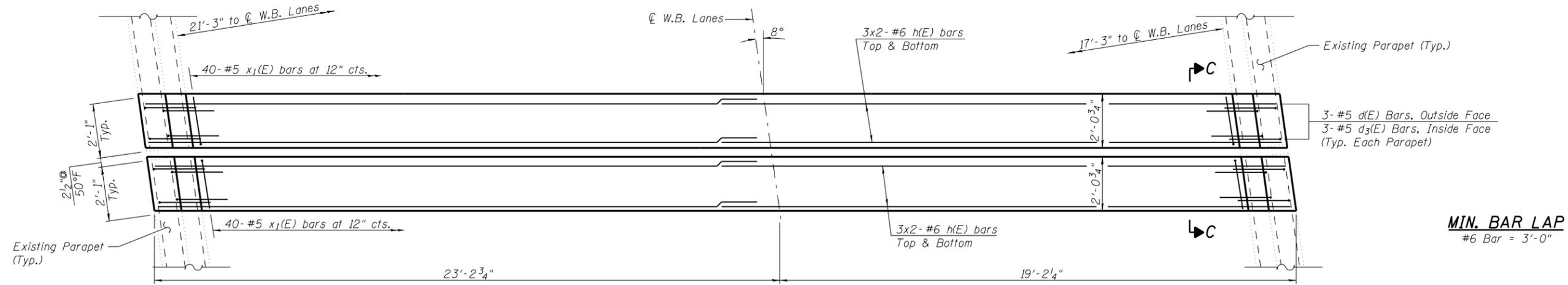
- Notes:
- Hatched area indicates concrete removal. Perimeter of concrete removal areas shall be saw cut 3/4" prior to removal of the concrete.
 - Existing reinforcement bars in the concrete removal area extending into new construction shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
 - Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system, in accordance with IDOT Standard Specifications Article 501.03. Cost included in "Concrete Removal"
 - Overlay removal is included in pay item Bridge Deck Scarification, 2 1/4".
 - Removal of the existing joint system is included with Concrete Removal.
 - See Sheet 7 of 20 for View A-A and bar bend details.
 - See Sheet 18 of 20 for Bar Splicer Assembly Details.

LE LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	USER NAME =	DESIGNED - ESH	REVISED -
	FILE NAME =	CHECKED - MTH	REVISED -
	PLOT SCALE =	DRAWN - ESH	REVISED -
	PLOT DATE =	CHECKED - MTH	REVISED -

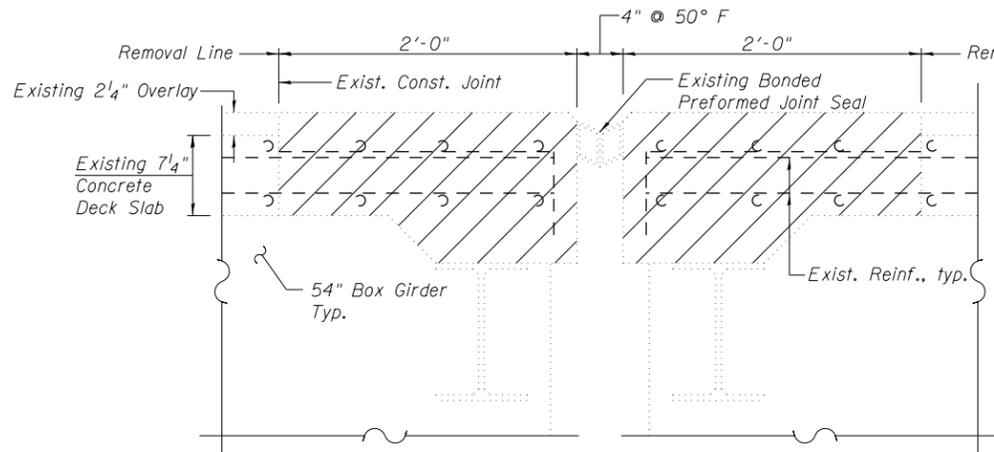
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

JOINT REPLACEMENT DETAILS AT EAST ABUTMENTS
 STRUCTURE NOS. 084-0152 & 084-0153

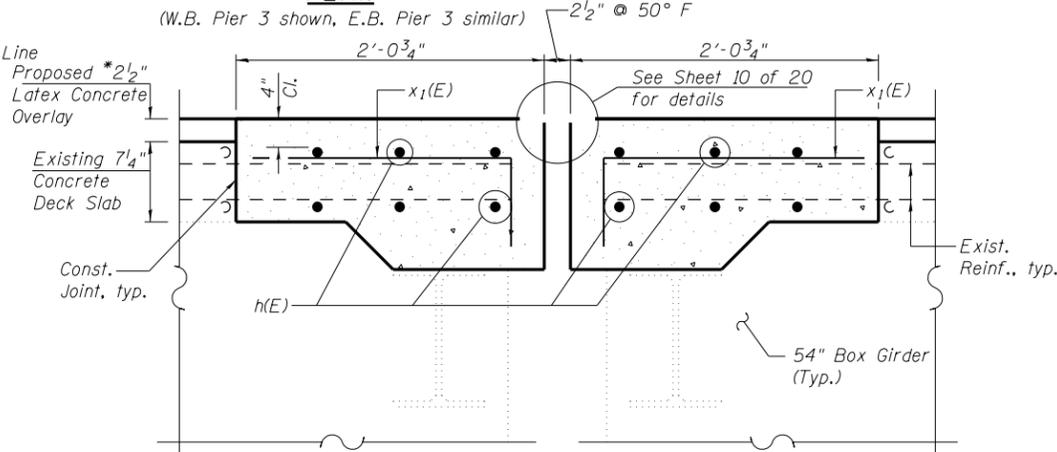
F.A.I. RTE. = 72	SECTION = (84-10-1)BDR	COUNTY = SANGAMON	TOTAL SHEETS = 35	SHEET NO. = 22
CONTRACT NO. 72F01				ILLINOIS FED. AID PROJECT



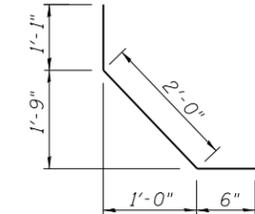
MIN. BAR LAP
#6 Bar = 3'-0"



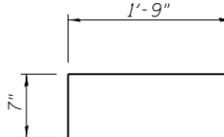
SECTION AT EXISTING PIER 3
(Dimensions at Rt. L's)



SECTION AT PROPOSED PIER 3
(Dimensions at Rt. L's)



BAR d3(E)



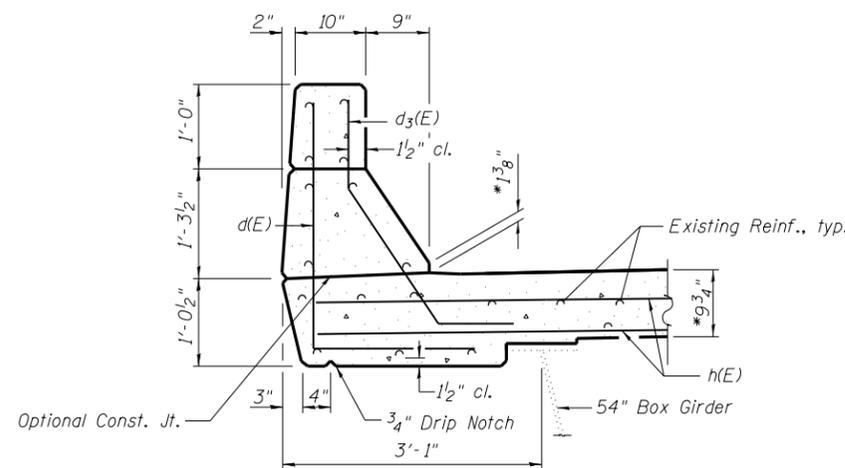
BAR x1(E)

*prior to grinding

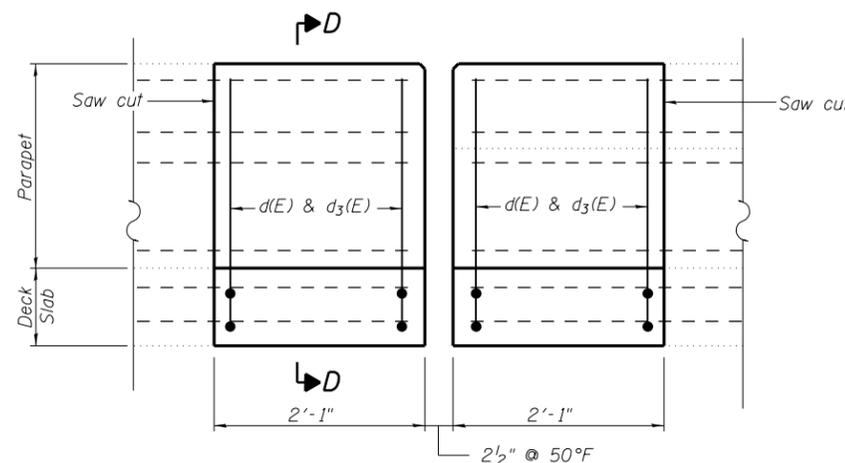
BILL OF MATERIAL
(Two Piers)

Bar	No.	Size	Length	Shape
h(E)	48	#6	22'-2"	—
d(E)	24	#5	4'-8"	L
d3(E)	24	#5	3'-7"	⌋
x1(E)	160	#5	2'-4"	—
Reinforcement Bars, Epoxy Coated			Pound	2200
Concrete Superstructure			Cu. Yd.	11.9

Bars indicated thus 3x2-#6 etc. indicates 3 lines of bars with 2 lengths per line.



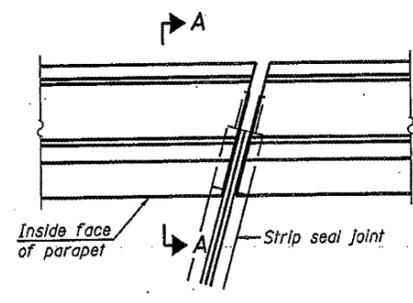
SECTION D-D



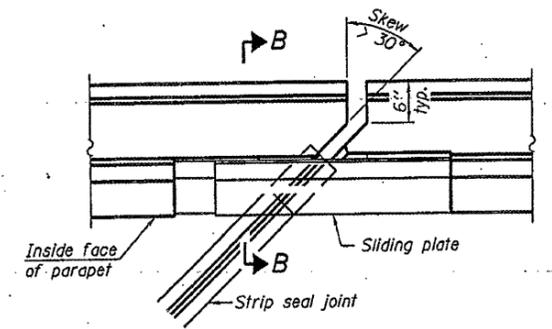
VIEW C-C

Notes:

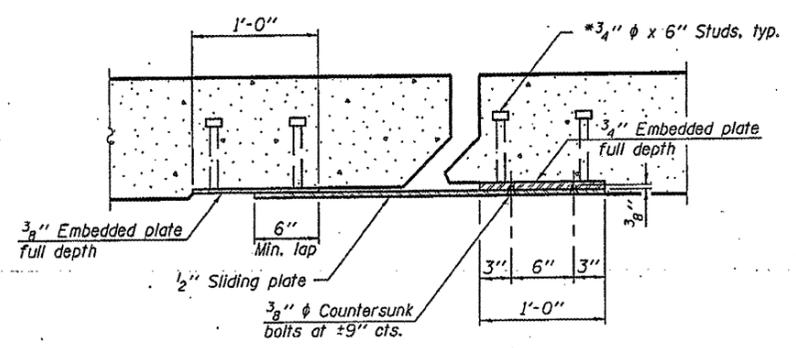
- Hatched area indicates concrete removal. Perimeter of concrete removal areas shall be saw cut 3/4" prior to removal of the concrete.
- Existing reinforcement bars in the concrete removal area extending into new construction shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
- Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system, in accordance with IDOT Standard Specifications Article 501.03. Cost included in "Concrete Removal"
- Overlay removal is included in pay item Bridge Deck Scarification, 2 1/4".
- Removal of the existing joint system is included with Concrete Removal.
- See Sheet 7 of 20 for additional bar bend details.



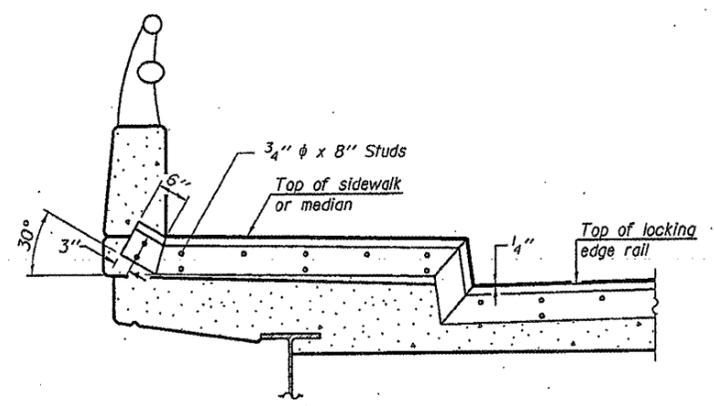
PLAN
(For skews $\leq 30^\circ$)



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

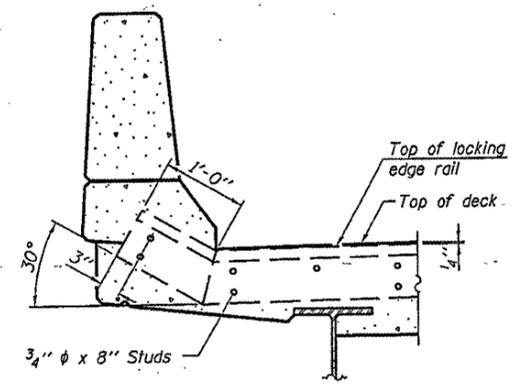


SECTION C-C

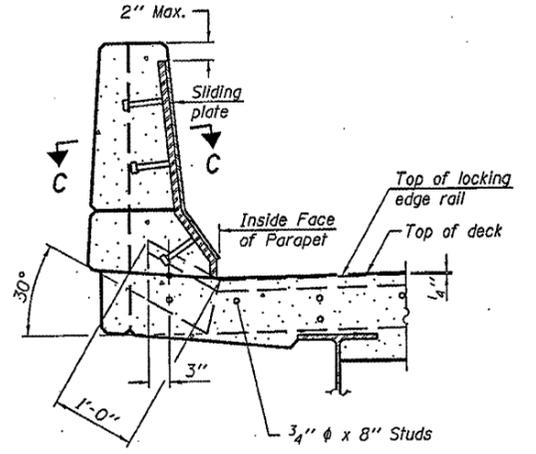


TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN

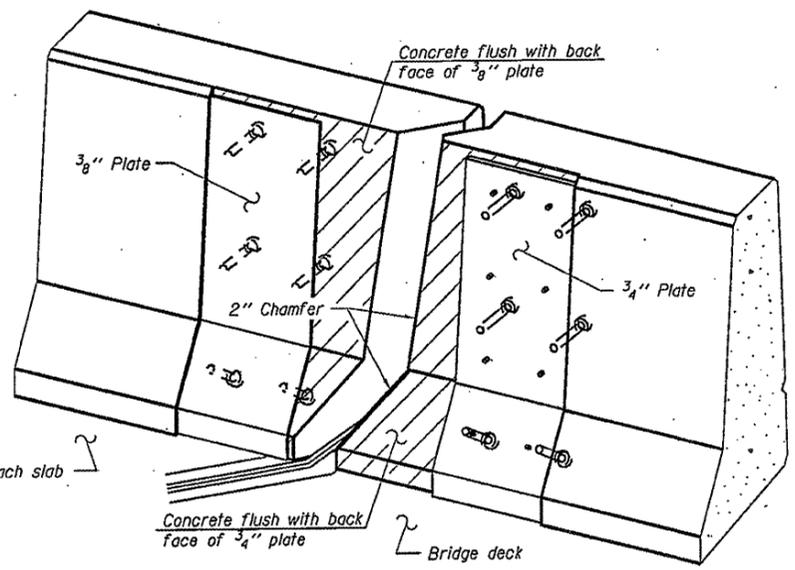
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



SECTION A-A



SECTION B-B



TRIMETRIC VIEW
(Showing back plates only)

Notes:

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

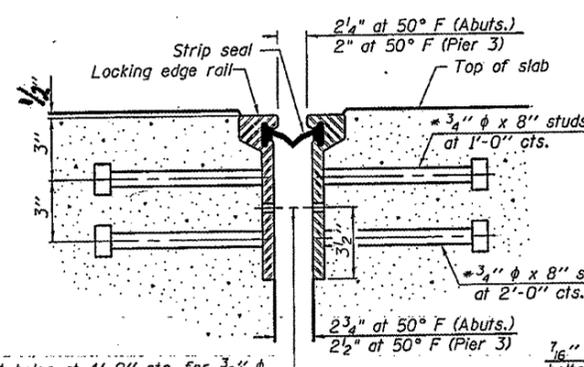
The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

The manufacturer's recommended installation methods shall be followed.

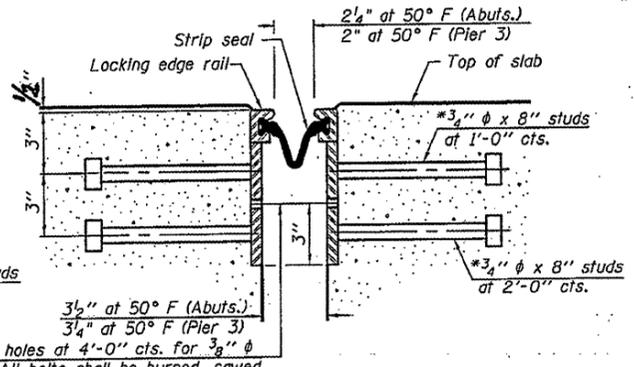
The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications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

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications. Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.

Parapet plates and anchorage studs for skews $> 30^\circ$ included in the cost of Preformed Joint Strip Seal.



SECTION THRU ROLLED RAIL JOINT

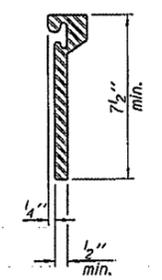


SECTION THRU WELDED RAIL JOINT

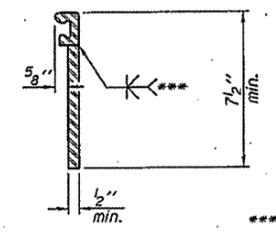
7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

3/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

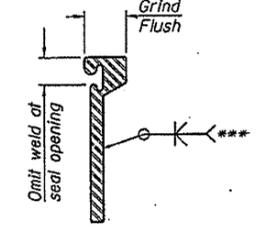
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



ROLLED EXTRUDED RAIL



WELDED RAIL



LOCKING EDGE RAIL SPLICE

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

Rolled rail shown, welded rail similar.

LOCKING EDGE RAILS

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	248

ELIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

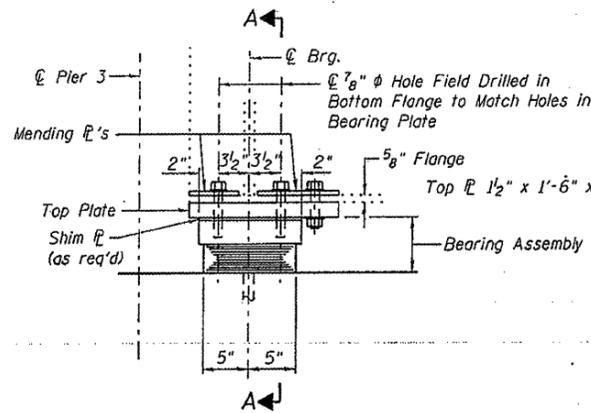
USER NAME =	DESIGNED - ESH	REVISED -
FILE NAME =	CHECKED - MTH	REVISED -
PLOT SCALE =	DRAWN - ESH	REVISED -
PLOT DATE =	CHECKED - MTH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
STRUCTURE NOS. 084-0152 & 084-0153

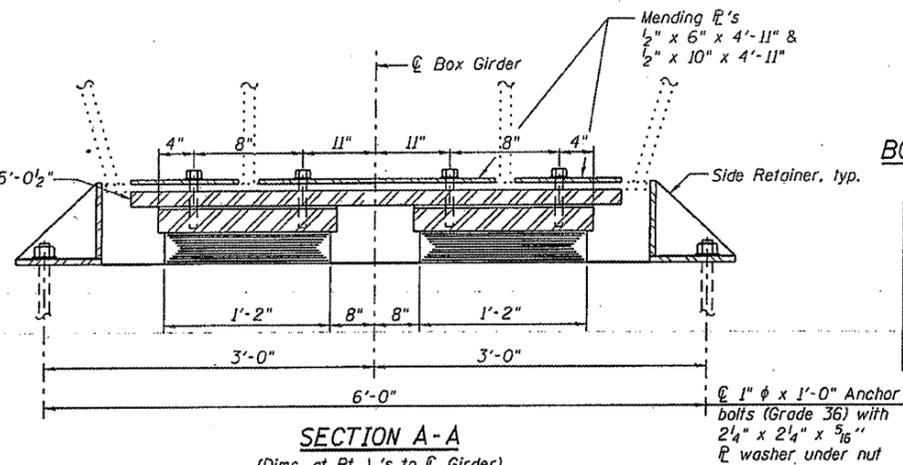
SHEET NO. 10 OF 20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
T2	(B4-10-1)BDR	SANGAMON	35	24
				CONTRACT NO. 72F01
ILLINOIS FED. AID PROJECT				



ELEVATION AT PIER 3

TYPE I ELASTOMERIC EXP. BRG.



SECTION A-A

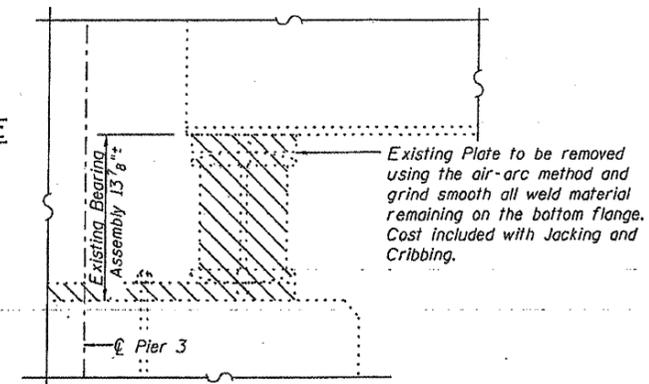
(Dims. at Rt. L's to C Girders)

BOX GIRDER REACTION TABLE

(From Existing Plans)

	Per Girder	Per Bearing
Dead Load (k)	120	60
Live Load (k)	68	34
Impact (k)	14	7
Total (k)	202	101
Min. Jack Capacity (Tons)	120	60

No Live Load during jacking.



EXISTING BEARING REMOVAL DETAIL

Notes:

Hatched area indicates Bearing removal. Cost included with Jacking and Cribbing. See Special Provision for Jacking and Cribbing.

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

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

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

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

Existing bearing dimensions shown are taken from the original plans.

Cost of 1/2" top plate, side retainers, fasteners and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts.

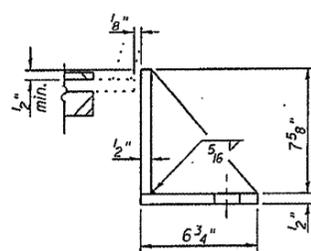
The bearings shall be in place and the jacks lowered before the new concrete deck is poured.

Cost of 1/2" mending plates and fasteners required for beam end repairs is included in the cost of Structural Steel Repair.

See Sheet 13 of 20 for details.

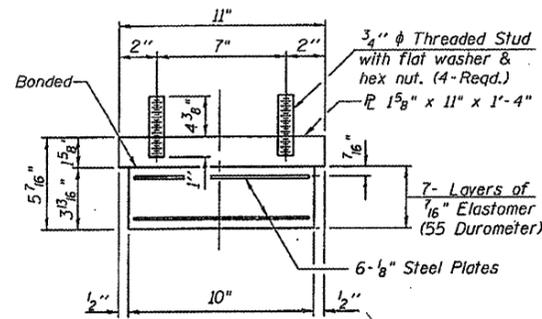
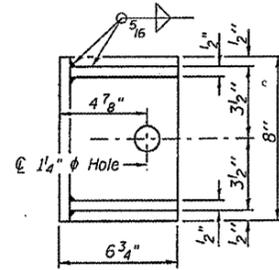
See Sheet 14 of 20 for Pier 3 reconstruction details.

See Sheet 13 of 20 for details of 1/2" Top Plate, 1/2" Mending Plates and Anchor Bolt Layout.



SIDE RETAINER

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



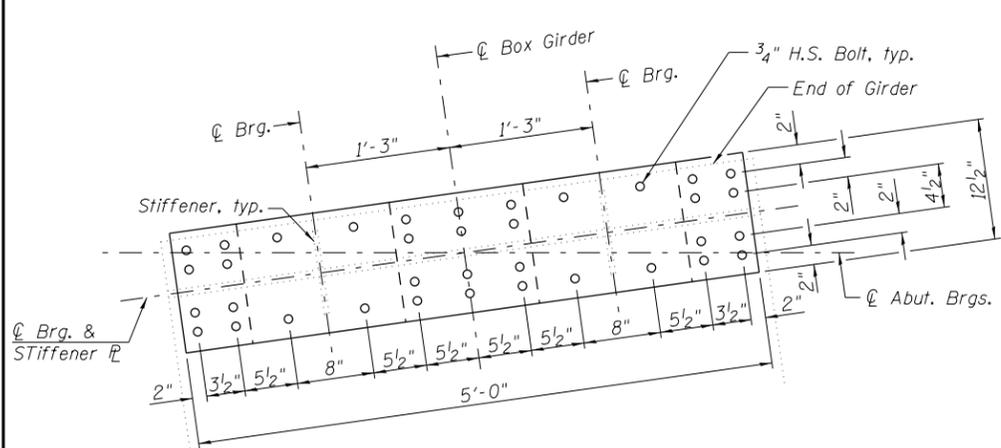
BEARING ASSEMBLY

Note:

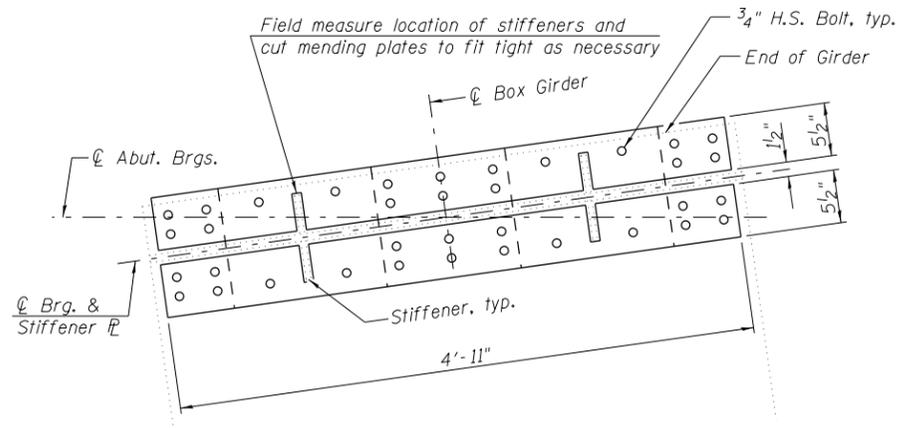
Shim plates shall not be placed under Bearing Assembly.

BILL OF MATERIAL

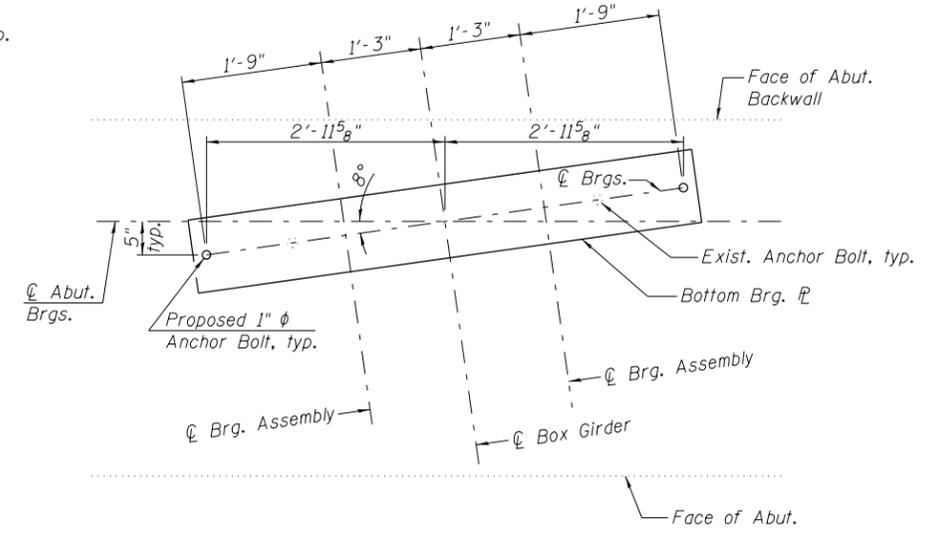
Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	24
Anchor Bolts, 1"	Each	24
Jacking and Cribbing	Each	12



PLAN OF 1/2" TOP PLATE
(Abutments)



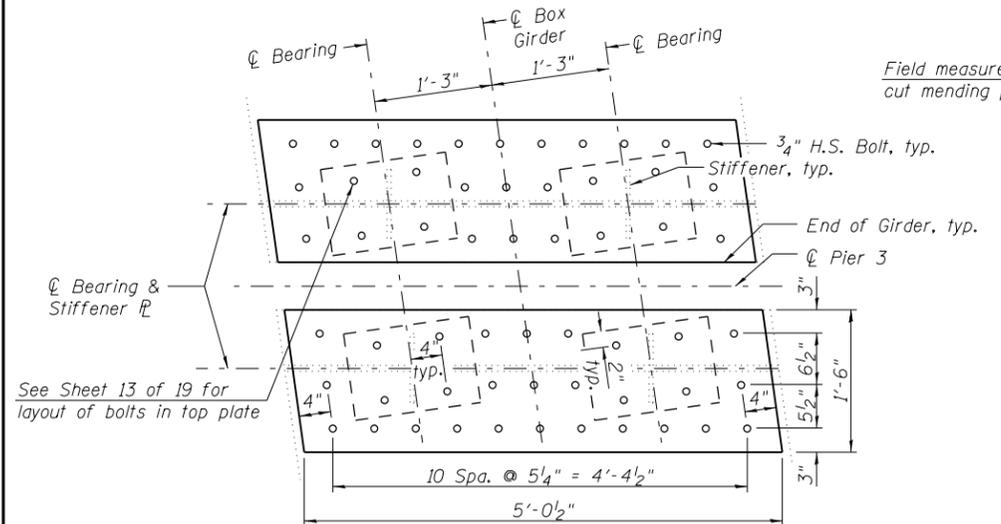
PLAN OF 1/2" MENDING PLATES
(Abutments)



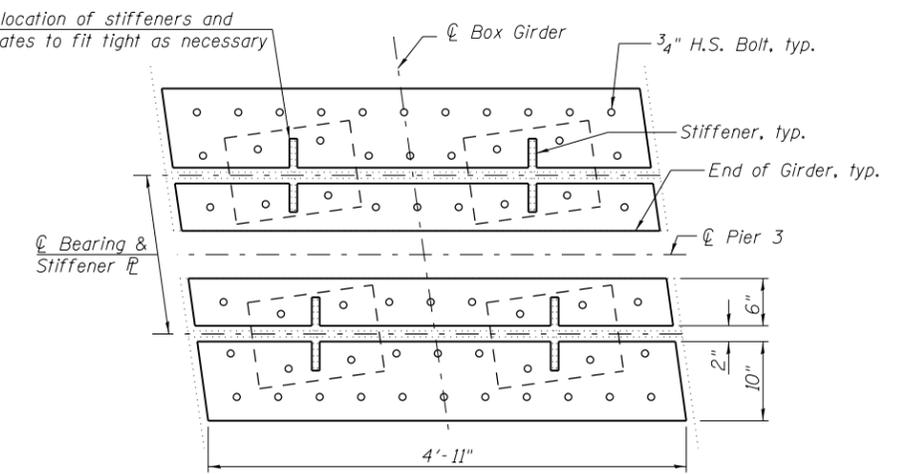
BOTTOM PLATE & ANCHOR BOLT LAYOUT
(Abutments)

BILL OF MATERIAL

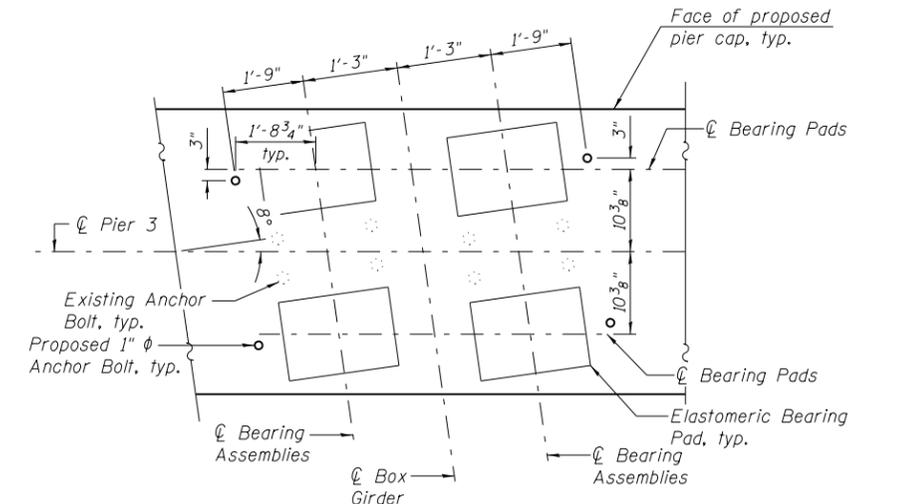
Item	Unit	Total
Structural Steel Repair	Pound	3600



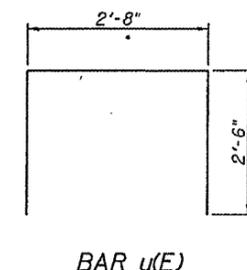
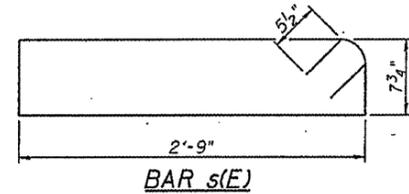
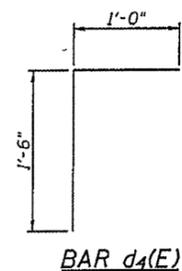
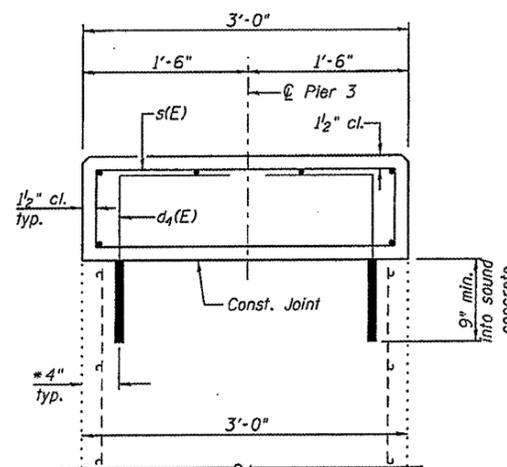
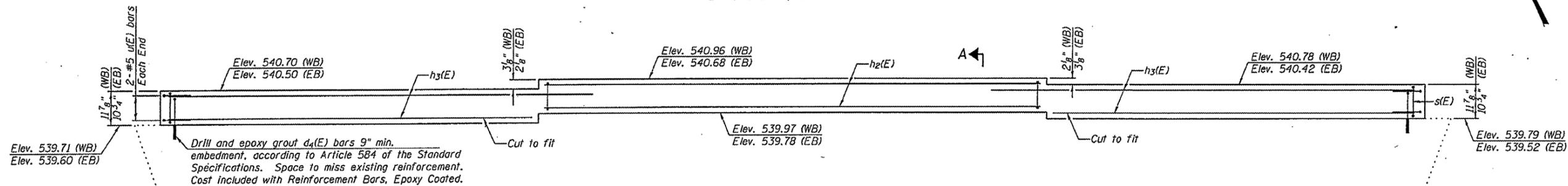
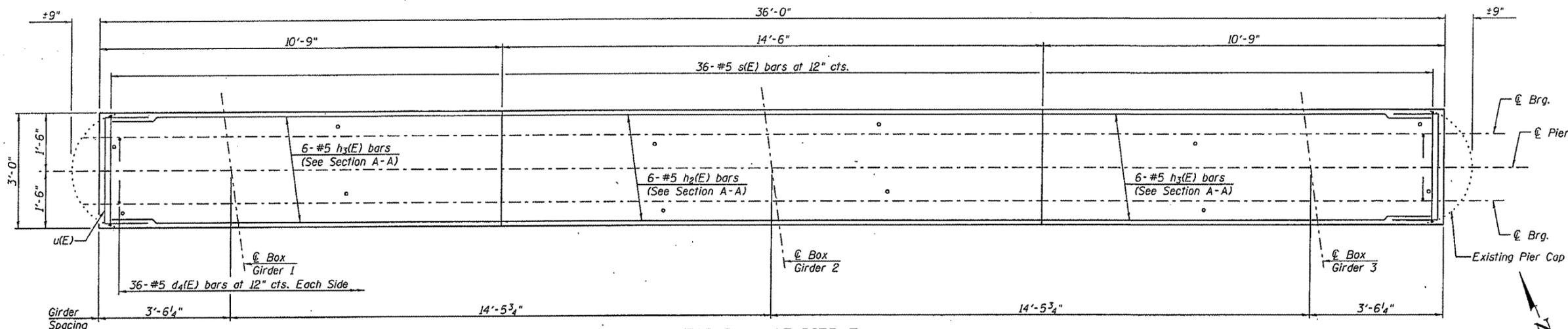
PLAN OF 1/2" TOP PLATE
(Pier 3)



PLAN OF 1/2" MENDING PLATES
(Pier 3)



BEARING PAD & ANCHOR BOLT LAYOUT
(Pier 3)



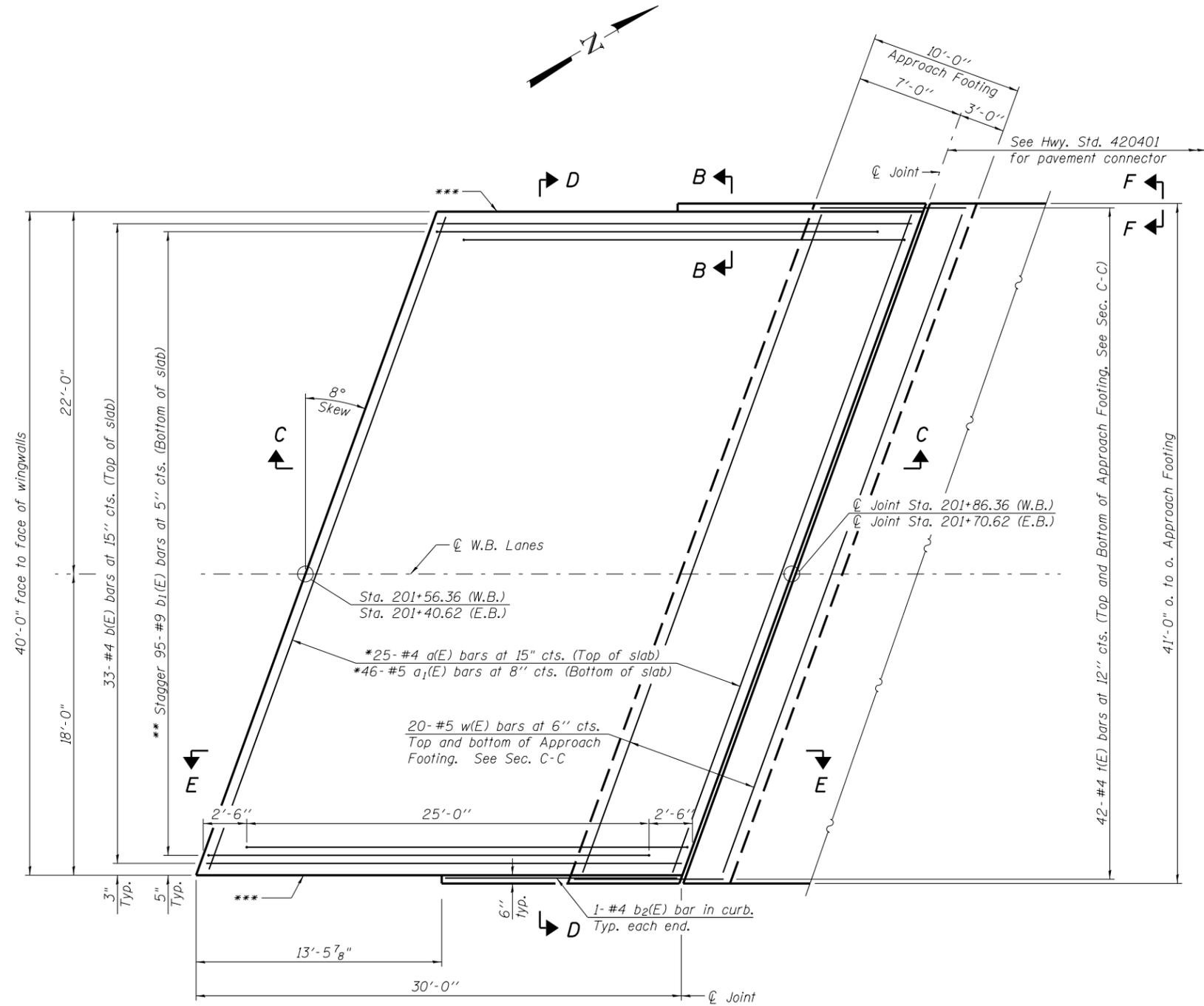
Notes:
 See sheet 13 of 20 for Anchor Bolt Layout.
 Space reinforcement to miss proposed anchor bolts.
 Prior to ordering any material, the Contractor shall verify in the field all existing elevations and dimensions.
 Jacking and Cribbing shall be provided during the re-construction of the top of Pier 3.
 Existing steel support system at top of pier shall be left in place.
 An estimated 80 square feet of Structural Repair of Concrete is required along the faces of Pier 3.
 The actual areas to be repaired will be determined by the Engineer at the time of construction.
 Unsound concrete on the top face of the pier shall be removed and areas cleaned prior to placement of new concrete. Cost included with Concrete Structures.

BILL OF MATERIAL
(EB and WB Pier 3)

Bar	No.	Size	Length	Shape
d ₄ (E)	144	#5	2'-6"	┌
h ₂ (E)	12	#5	14'-2"	—
h ₃ (E)	24	#5	12'-6"	—
s(E)	72	#5	7'-9"	□
u(E)	8	#5	7'-8"	┐
Concrete Structures		Cu. Yd.	7.6	
Reinforcement Bars, Epoxy Coated		Pound	1520	
Structural Repair of Concrete (Depth equal to or less than 5 in.)		Sq. Ft.	80	

Bars indicated thus 6x3-#5 etc. indicates 6 lines of bars with 3 lengths per line.

Notes:
 See sheet 16 of 20 for Sections C-C & D-D and View E-E.
 a(E) and a₁(E) bar spacings measured along \bar{C} Rdwy.
 See sheet 16 of 20 for location of Detail A.

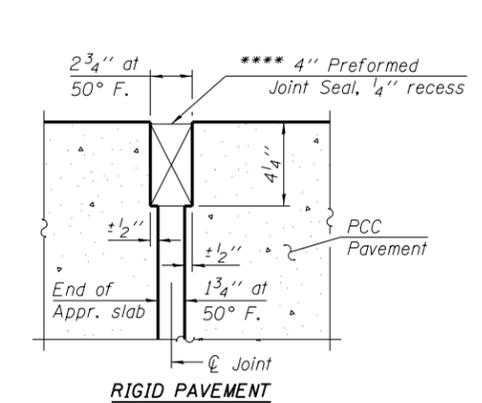


PLAN

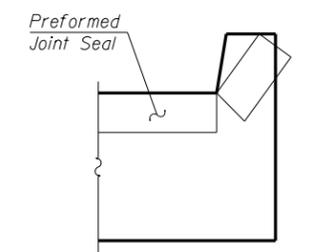
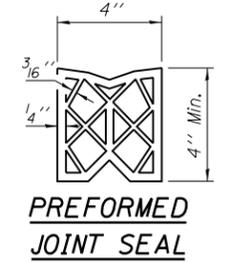
(W.B. Bridge Approach Slab shown, E.B. Bridge Approach Slab similar)

- * Cut to fit as necessary.
- ** Tilt #9 b₁(E) bars as required to maintain clearance.
- *** Closed cell joint filler according to article 1051.08 of the Std. Specifications: full depth of slab, full length of wingwall. Typ. each wingwall.

**** Cost included with Concrete Superstructure.

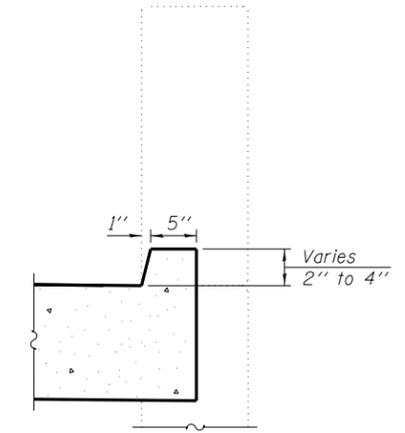


DETAIL A



VIEW F-F

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

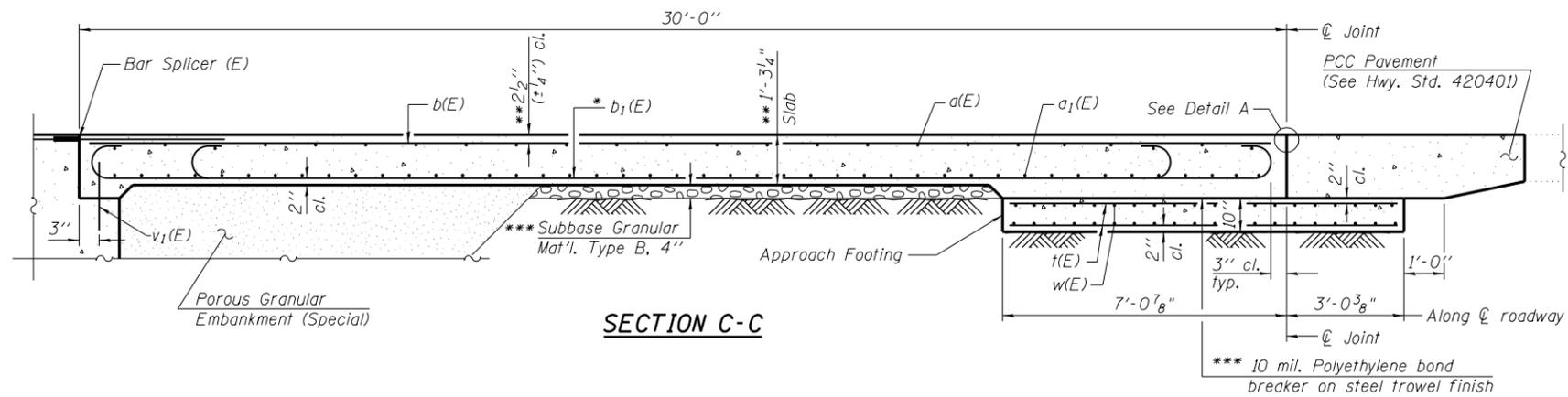


VIEW B-B

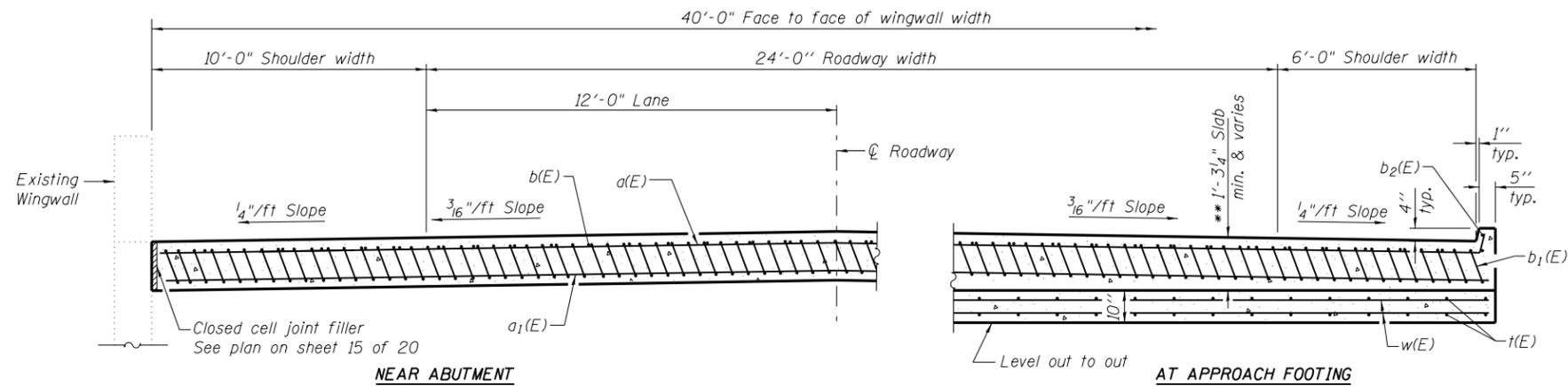
(Sheet 1 of 2)

USER NAME =	DESIGNED - RH	REVISED -
FILE NAME =	CHECKED - MTH	REVISED -
PLOT SCALE =	DRAWN - RH	REVISED -
PLOT DATE =	CHECKED - MTH	REVISED -

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-10-1)BDR	SANGAMON	35	29
CONTRACT NO. 72F01				



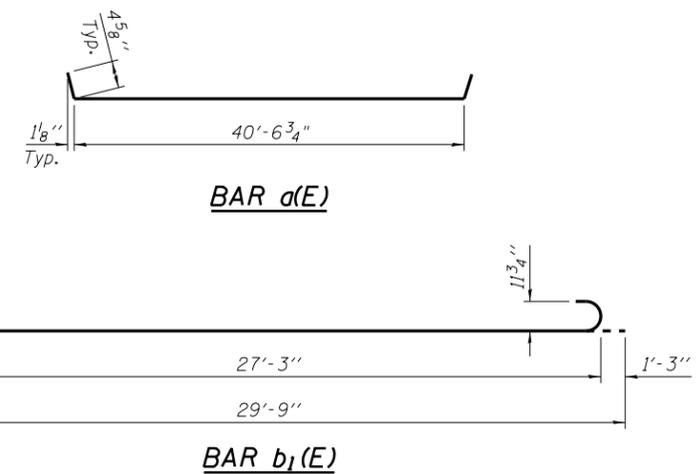
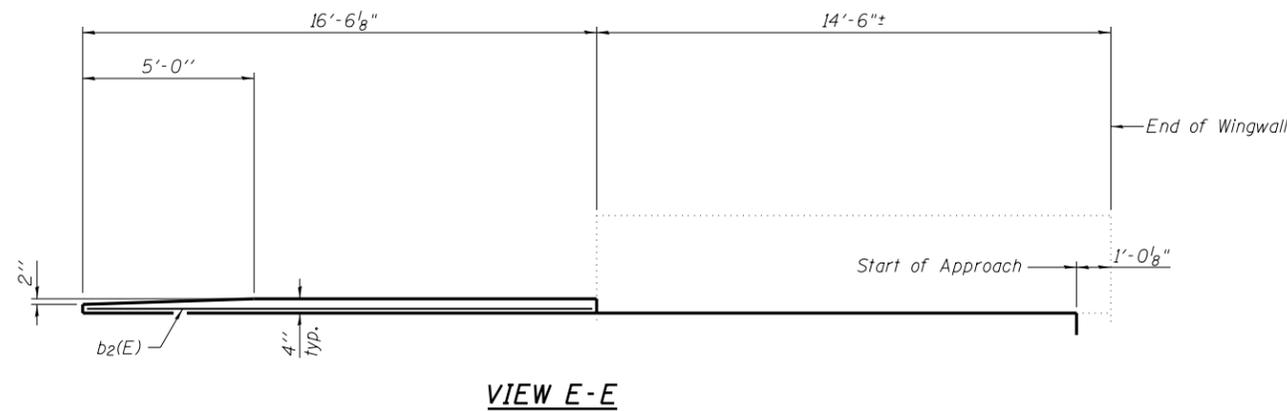
Notes:
 See sheet 15 of 20 for Detail A and View B-B.
 Approach slab shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v₁(E) bar details, see sheet 8 of 20.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 For bar splicer details, see sheet 18 of 20.
 Cost of excavation for approach footing included with Concrete Structures.
 For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 20.



BILL OF MATERIAL
 (Two Approach Slabs)

Bar	No.	Size	Length	Shape
a(E)	50	#4	41'-4"	—
a ₁ (E)	92	#5	40'-1"	—
b(E)	66	#4	29'-8"	—
b ₁ (E)	190	#9	29'-9"	—
b ₂ (E)	4	#4	16'-2"	—
t(E)	168	#4	9'-10"	—
w(E)	80	#5	41'-1"	—
Concrete Superstructure			Cu. Yd.	119.2
Concrete Structures			Cu. Yd.	25.6
Reinforcement Bars, Epoxy Coated			Pound	30340

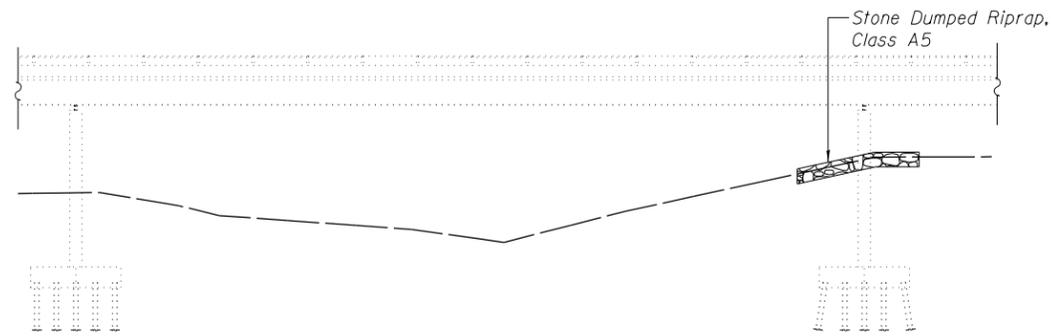
* Tilt #9 b₁(E) bars as required to maintain clearance.
 ** Prior to grinding
 *** Cost included with Concrete Superstructure.



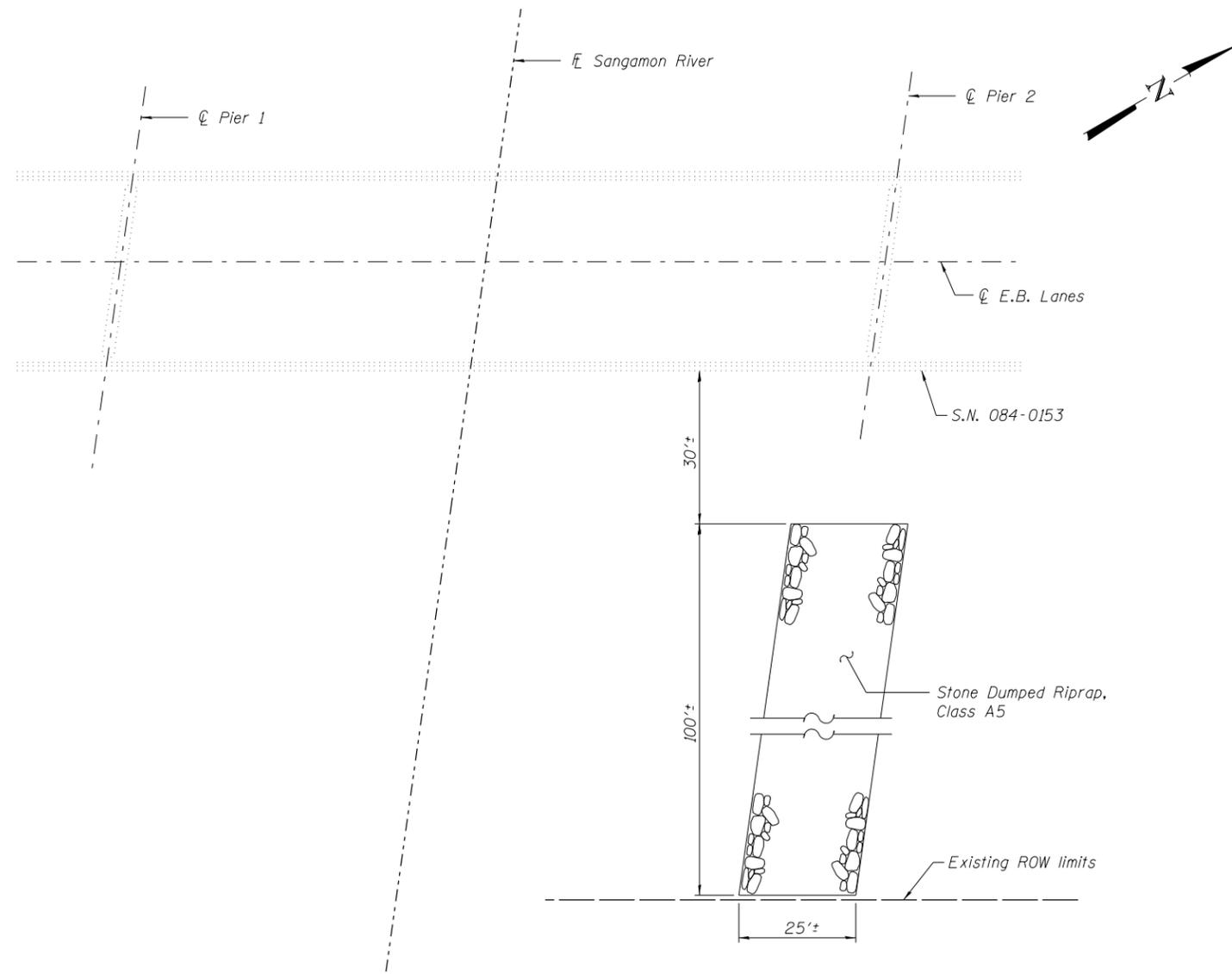
(Sheet 2 of 2)

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FILE NAME =	CHECKED - MTH	REVISED -
PLOT SCALE =	DRAWN - RH	REVISED -
PLOT DATE =	CHECKED - MTH	REVISED -

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-10-1)BDR	SANGAMON	35	30
			CONTRACT NO. 72F01	
ILLINOIS FED. AID PROJECT				



ELEVATION



PLAN

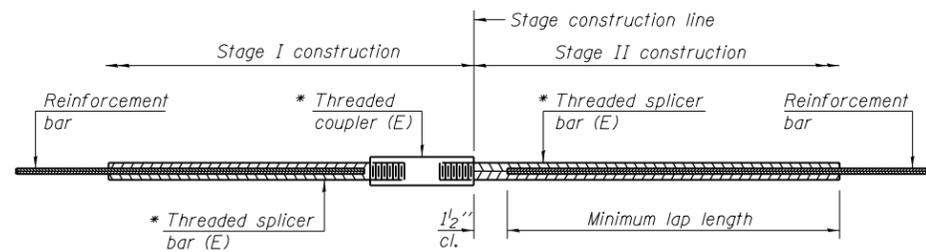
BILL OF MATERIAL

Item	Unit	Total
Stone Dumped Riprap, Class A5	Sq. Yd.	278

Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

USER NAME =	DESIGNED - RH	REVISED -
FILE NAME =	CHECKED - MTH	REVISED -
PLOT SCALE =	DRAWN - RH	REVISED -
PLOT DATE =	CHECKED - MTH	REVISED -

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-10-1)BDR	SANGAMON	35	31
				CONTRACT NO. 72F01



STANDARD BAR SPLICER ASSEMBLY

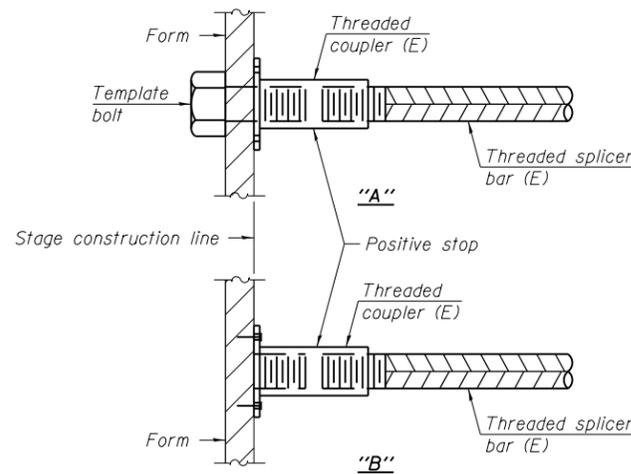
Bar size to be spliced	Minimum Lap Lengths				
	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

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

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

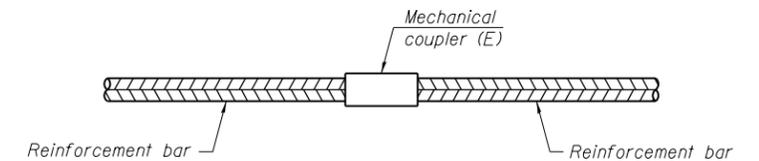
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length



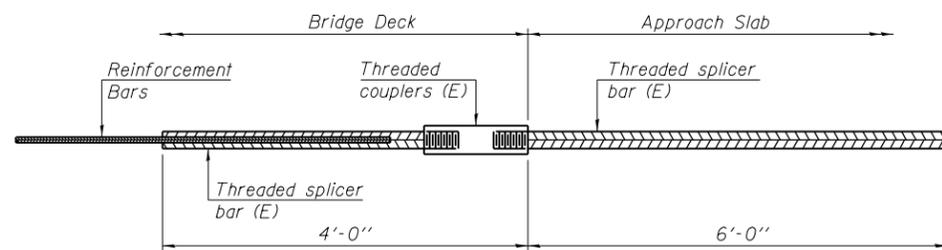
INSTALLATION AND SETTING METHODS

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



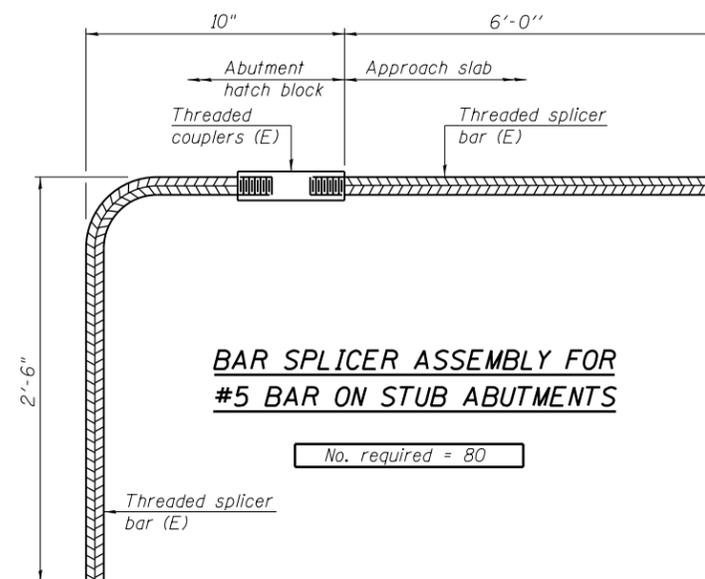
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



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

No. required =



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 80

NOTES

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

BSD-1

7-1-10



USER NAME =	DESIGNED - ESH	REVISED -
FILE NAME =	CHECKED - MTH	REVISED -
PLOT SCALE =	DRAWN - ESH	REVISED -
PLOT DATE =	CHECKED - MTH	REVISED -

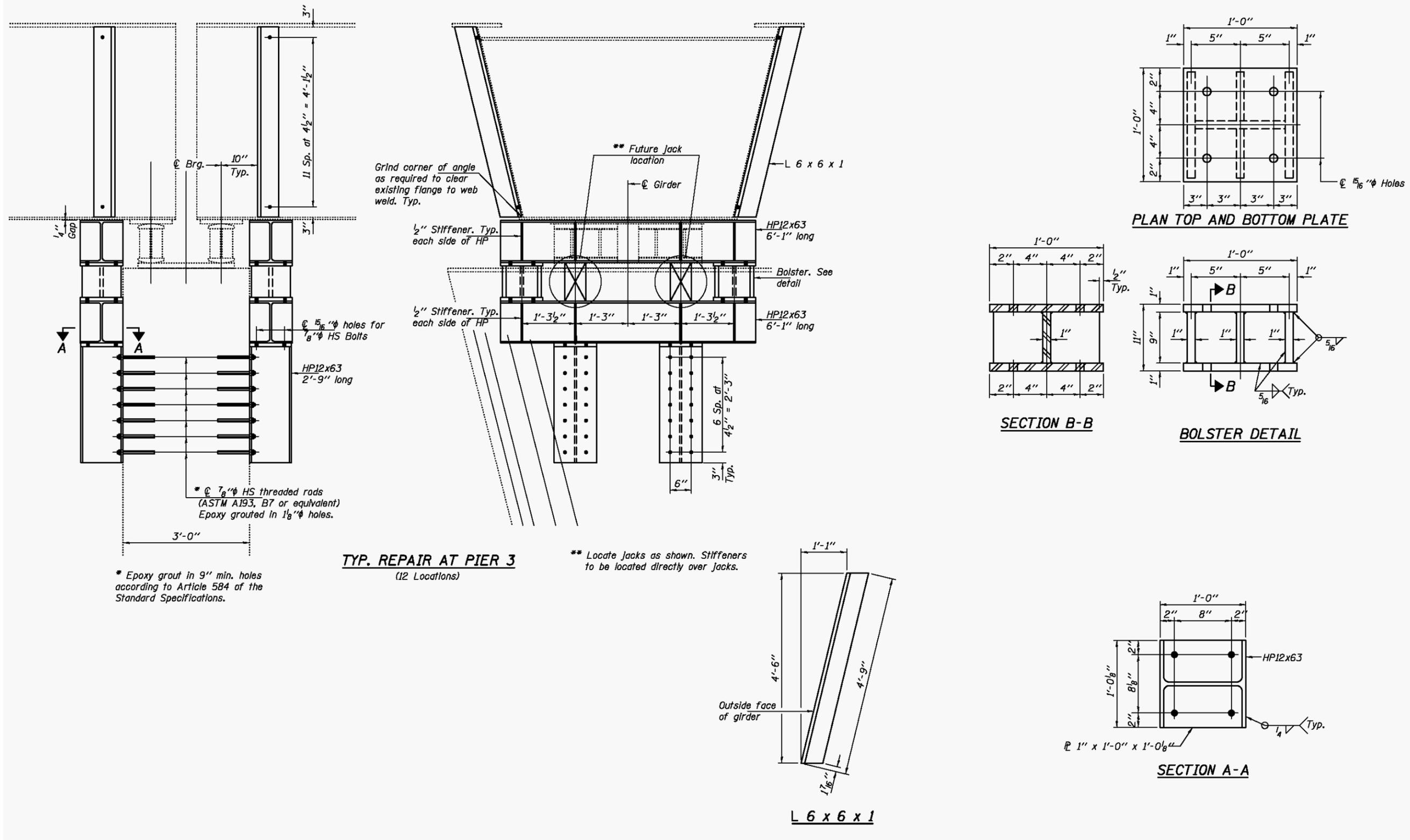
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NOS. 084-0152 & 084-0153

SHEET NO. 18 OF 20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(84-10-1)BDR	SANGAMON	35	32
CONTRACT NO. 72F01				

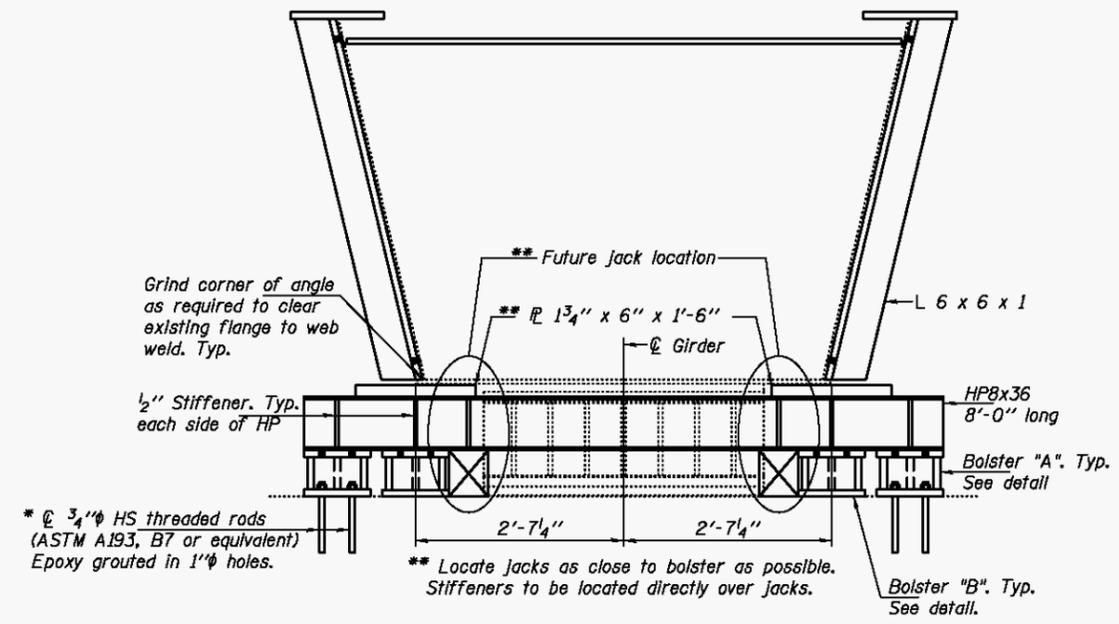
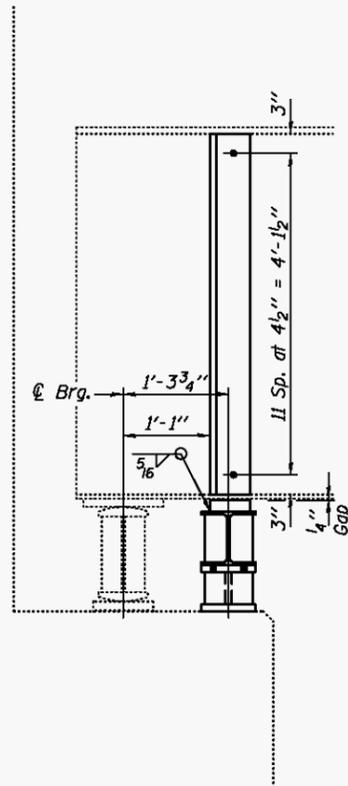
ILLINOIS FED. AID PROJECT



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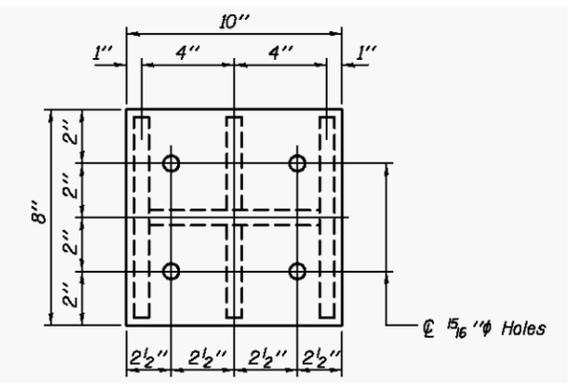
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FILE NAME =	CHECKED - MTH	REVISED -
PLOT SCALE =	DRAWN - ESH	REVISED -
PLOT DATE =	CHECKED - MTH	REVISED -

F.A.I. RTE. =	SECTION =	COUNTY =	TOTAL SHEETS =	SHEET NO. =
72	(84-10-1)BDR	SANGAMON	35	33
			CONTRACT NO. 72F01	
ILLINOIS FED. AID PROJECT				

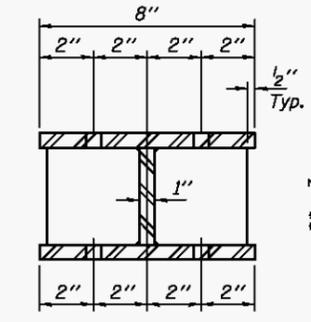


TYP. REPAIR AT ABUTMENTS
(12 Locations)

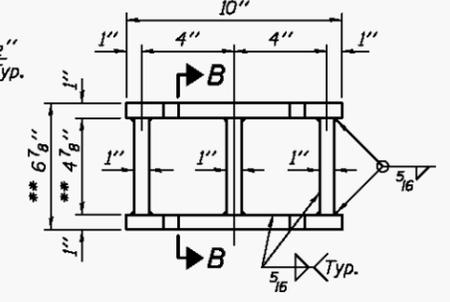
* Epoxy grout in 9" min. holes according to Article 584 of the Standard Specifications.



PLAN TOP AND BOTTOM PLATE

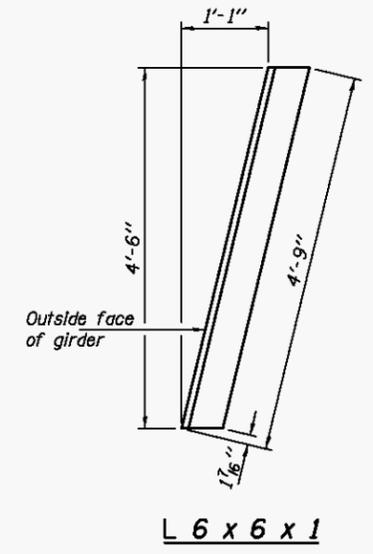


SECTION B-B

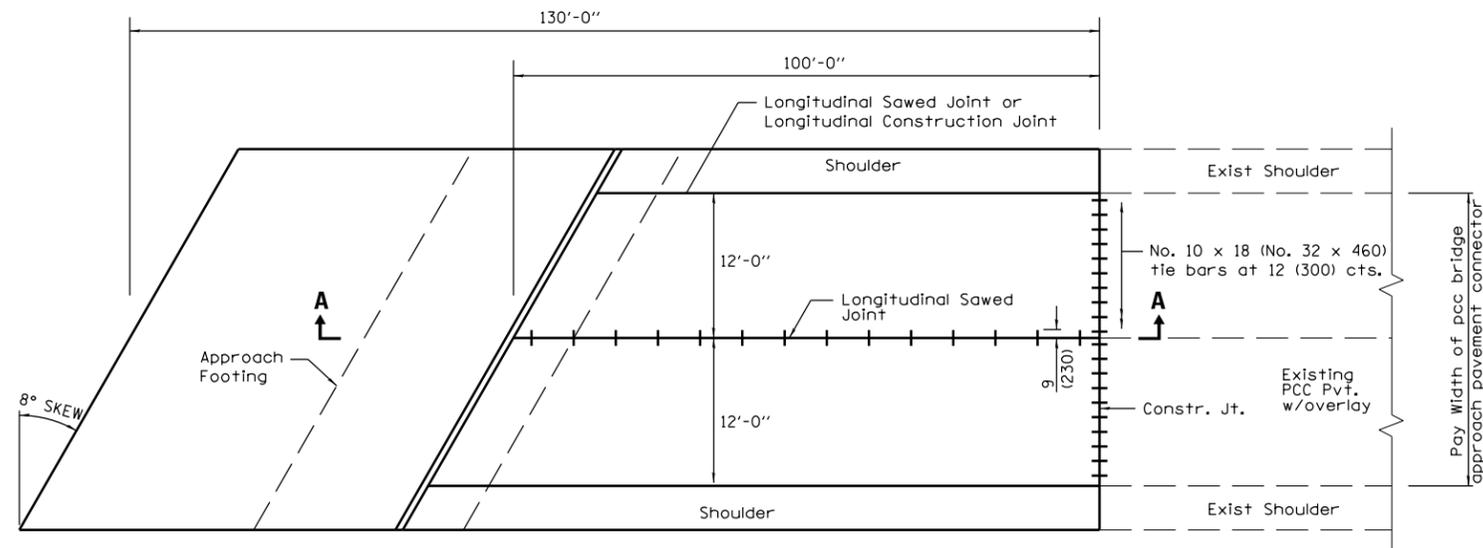


BOLSTER DETAIL
** Adjust as required to maintain 1/4" gap.

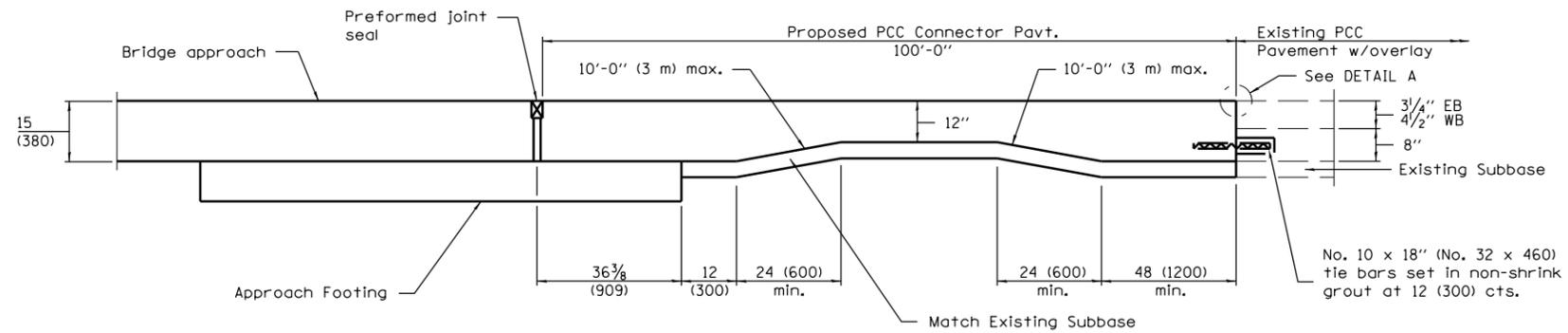
Note:
Bolster "A" & "B" are identical except there are no holes in the bottom plate of Bolster "B".



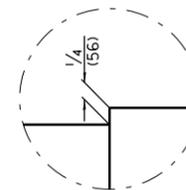
FOR INFORMATION ONLY



BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)



SECTION A-A



DETAIL A

GENERAL NOTES

See Standard 421001 for reinforcement details not shown.

See Standard 420001 for joint details not shown.

See structural plans for additional details of the approach pavement.

See plans for details of bridge approach, approach footing, and preformed joint seal.

All dimensions are in inches unless otherwise indicated.

Reinforcement and tie bars will not be paid for separately, but shall be included in the cost for Bridge Approach Pavement Connector (PCC).

Reinforcement bars shall be epoxy coated.

USER NAME = sparksgw	DESIGNED - BTM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) DETAIL			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 40.0000' / in.	DRAWN - BTM	REVISED -					1722	(84-10-1)BDR	SANGAMON	35	35
PLOT DATE = Nov-01-2011 11:53:12AM	CHECKED - JSA	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 72F01				
	DATE - 8/16/11	REVISED -		ILLINOIS FED. AID PROJECT							