

LEGEND	
	CONCRETE REMOVAL
	PCC/HMA SURFACE REMOVAL - BUTT JOINT
	PCC/HMA SURFACE REMOVAL (MILLING)

REMOVE IMPACT ATTENUATORS,
NO SALVAGE

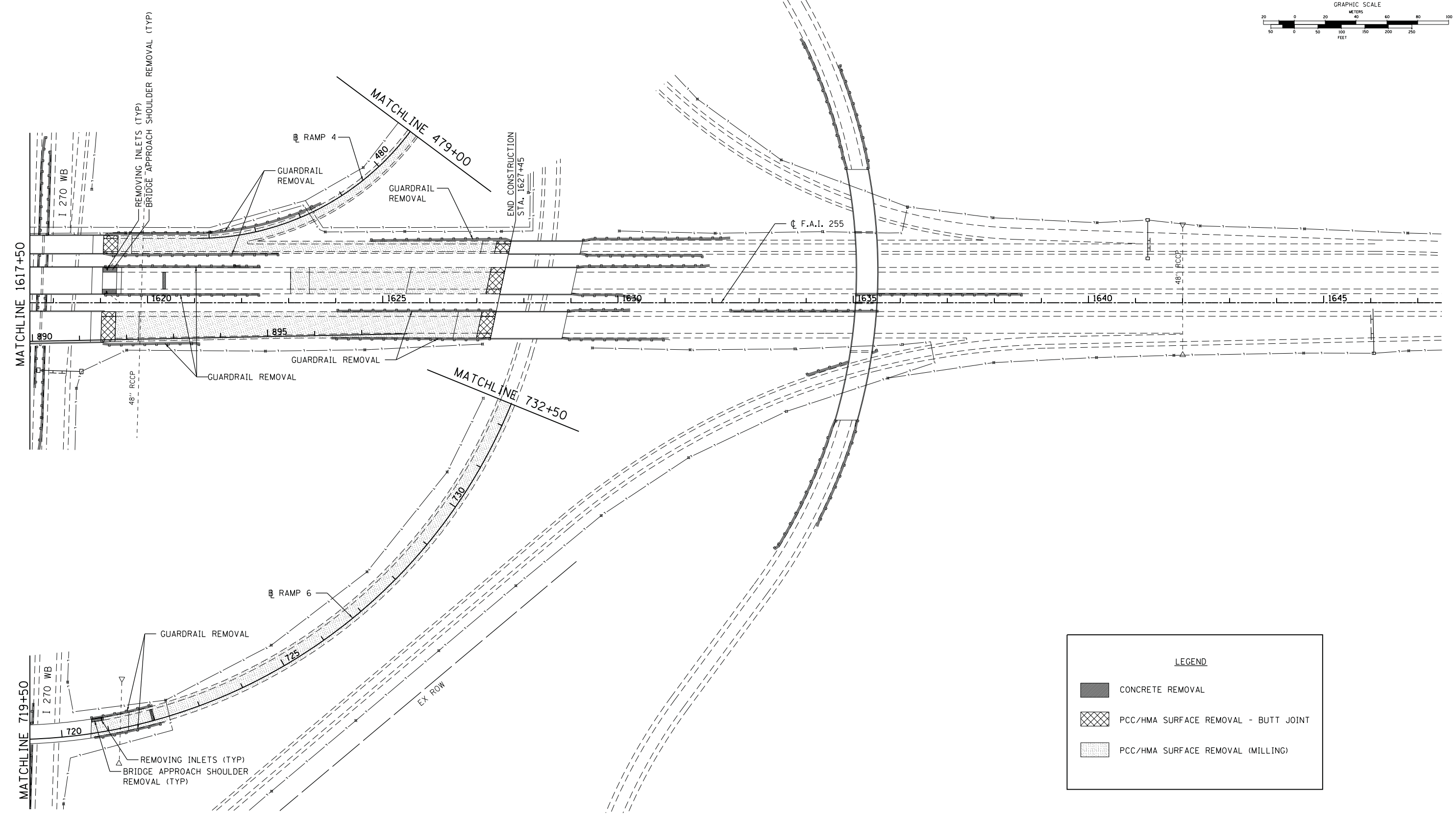
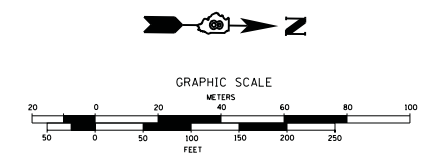
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	PLOT SCALE = 99.9998 ' / in.	CHECKED - SAR	REVISED -
	PLOT DATE = 9/24/2013	DATE - 7/19/13	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

I 255 REMOVALS

SCALE: SHEET NO. 5 OF 8 SHEETS STA. 1589+00 TO STA. 1617+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-18,91RS-1	MADISON	206	101
CONTRACT NO. 76F10				
ILLINOIS FED. AID PROJECT				



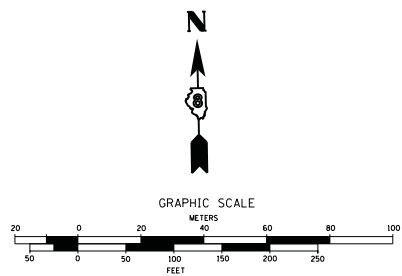
LEGEND	
	CONCRETE REMOVAL
	PCC/HMA SURFACE REMOVAL - BUTT JOINT
	PCC/HMA SURFACE REMOVAL (MILLING)

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		CHECKED - SAR	REVISED -
		DATE - 7/19/13	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

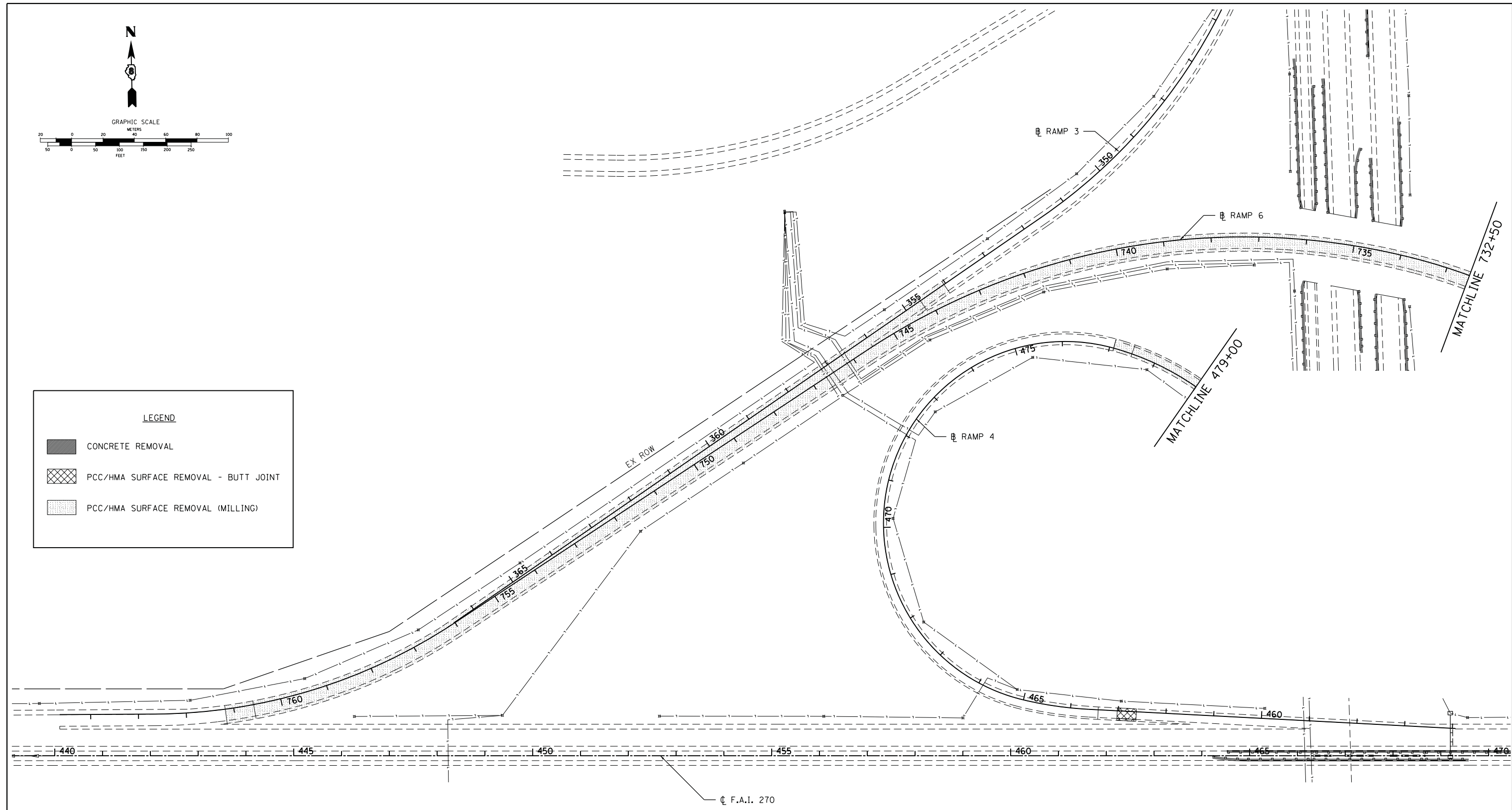
I 255 REMOVALS	
SCALE:	SHEET NO. 6 OF 8 SHEETS STA. 1617+50 TO STA. 1690+03

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-18,9RS-1	MADISON	206	102
CONTRACT NO. 76F10				
ILLINOIS FED. AID PROJECT				



LEGEND

	CONCRETE REMOVAL
	PCC/HMA SURFACE REMOVAL - BUTT JOINT
	PCC/HMA SURFACE REMOVAL (MILLING)

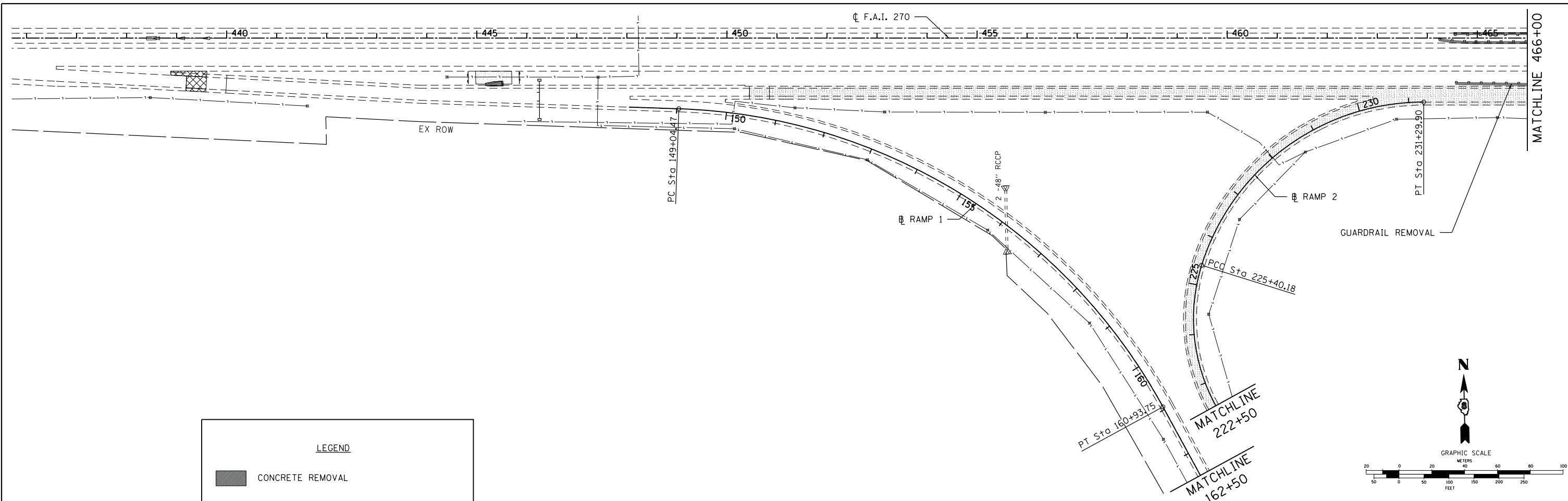


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	PLOT DATE = 9/24/2013	DATE - 7/19/13	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

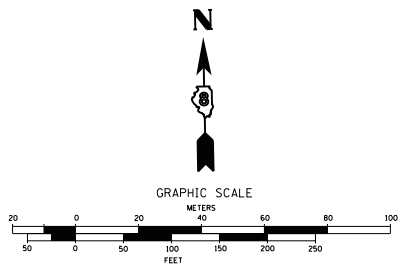
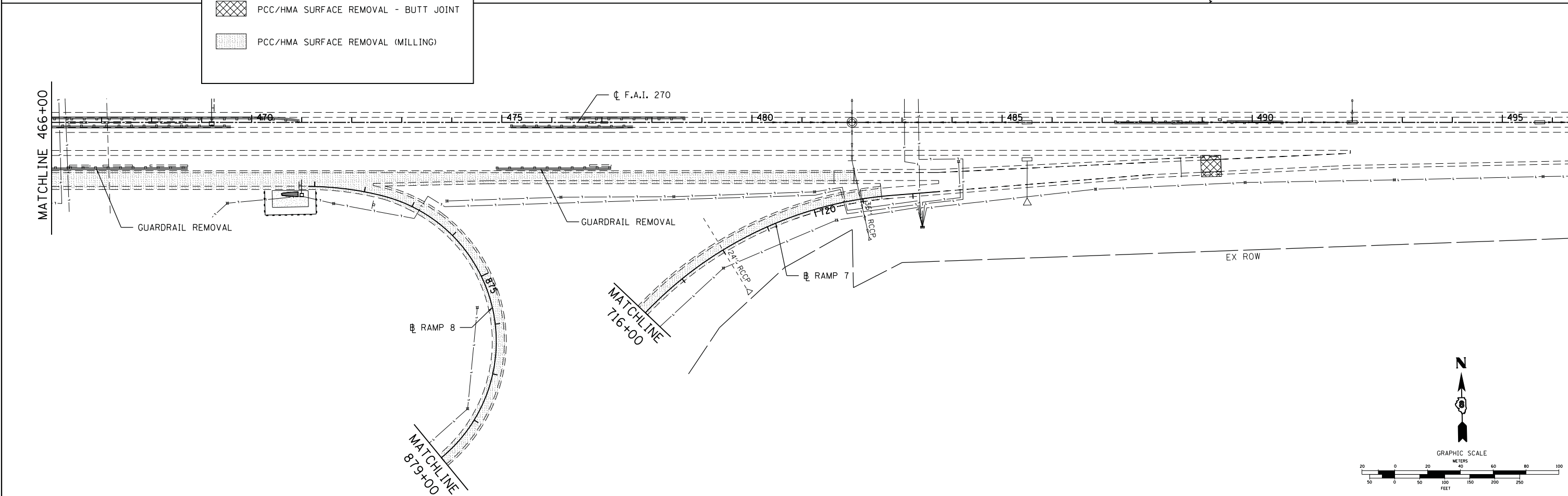
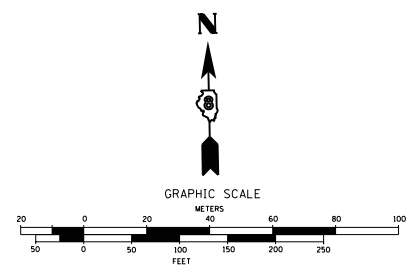
1270 REMOVALS (WESTBOUND)	
SCALE:	SHEET NO. 7 OF 8 SHEETS STA. 443+00 TO STA. 463+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-18,9/RS-1	MADISON	206	103
CONTRACT NO. 76F10				
ILLINOIS FED. AID PROJECT				



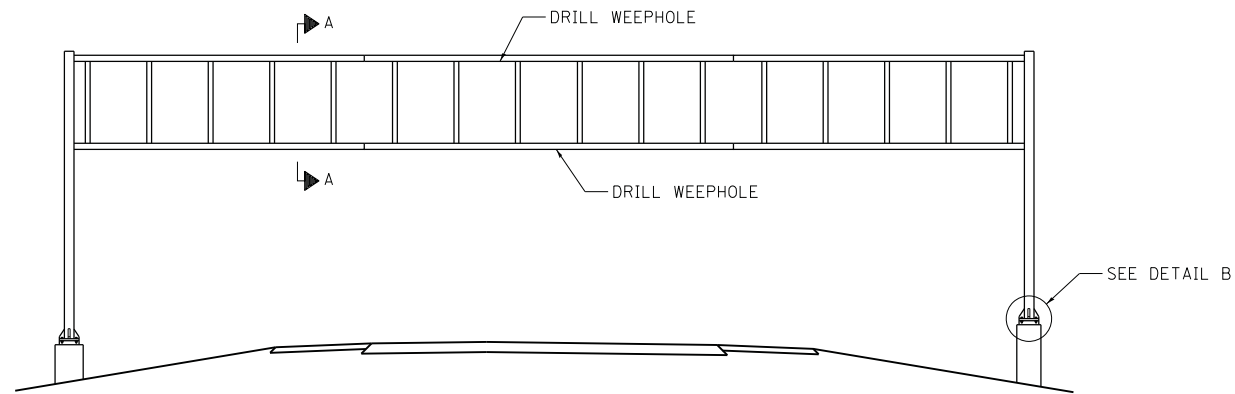
LEGEND

- CONCRETE REMOVAL
- PCC/HMA SURFACE REMOVAL - BUTT JOINT
- PCC/HMA SURFACE REMOVAL (MILLING)



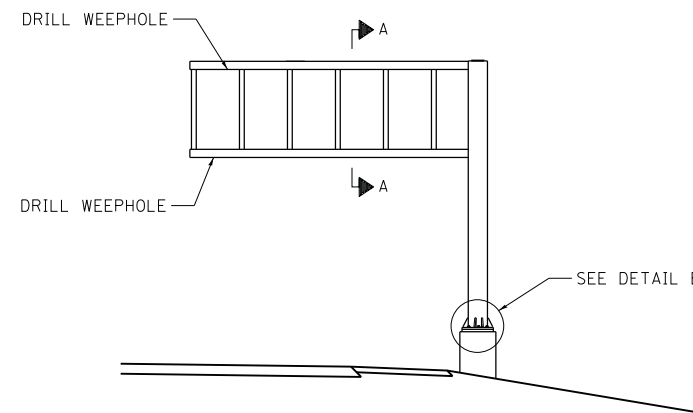
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		DRAWN - KOJ/KJS	REVISED -			255	60-18,91RS-1	MADISON	206	104	
	PLOT SCALE = 99.9998' / in.	CHECKED - SAR	REVISED -			CONTRACT NO. 76F10					
	PLOT DATE = 9/24/2013	DATE - 7/19/13	REVISED -			ILLINOIS FED. AID PROJECT					

SCALE: SHEET NO. 8 OF 8 SHEETS STA. 438+00 TO STA. 490+00



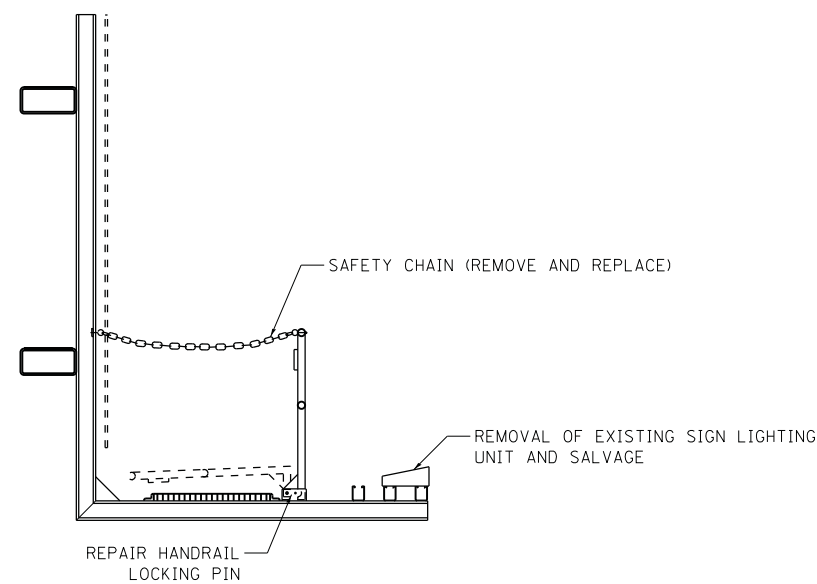
OVERHEAD SIGN STRUCTURE – ELEVATION

WEEPHOLES SHALL BE DRILLED AT LOW POINT(S) OF TOP AND BOTTOM CHORD. THE CONTRACTOR SHALL IDENTIFY AND MARK THE LOW POINT(S). LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO DRILLING OF HOLES.

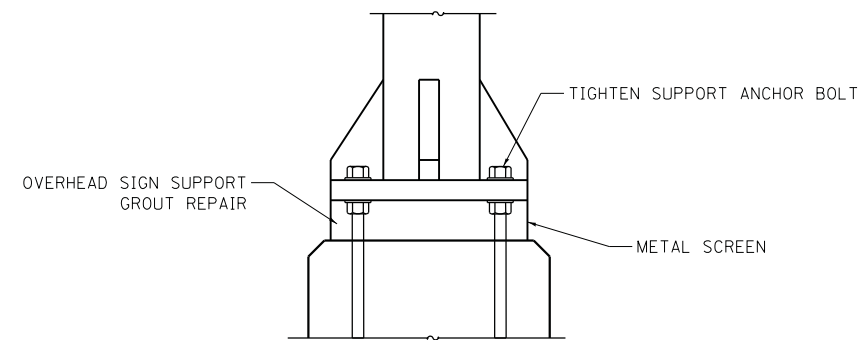


CANTILEVER SIGN STRUCTURE – ELEVATION

WEEPHOLES SHALL BE DRILLED AT LOW POINT(S) OF TOP AND BOTTOM CHORD. THE CONTRACTOR SHALL IDENTIFY AND MARK THE LOW POINT(S). LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO DRILLING OF HOLES.



SECTION A-A



DETAIL B

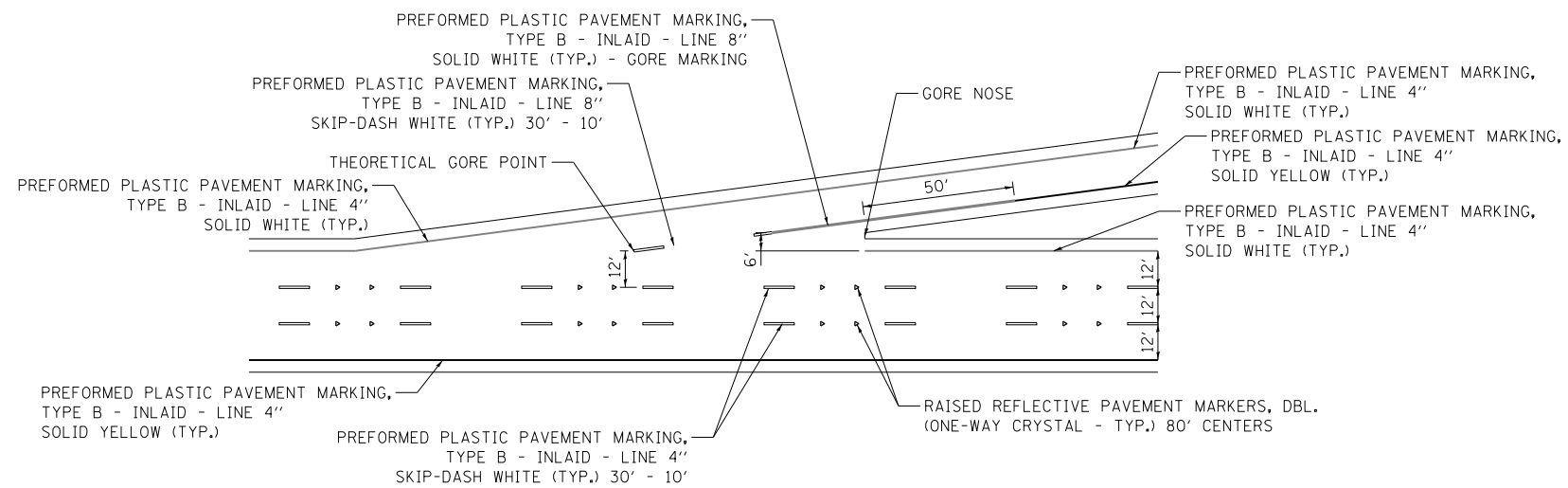
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	PLOT DATE = 9/24/2013	DATE - 7/19/13	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

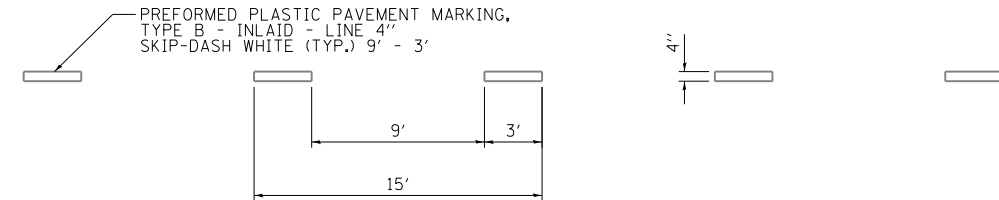
OVERHEAD SIGN STRUCTURE REPAIR DETAILS

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

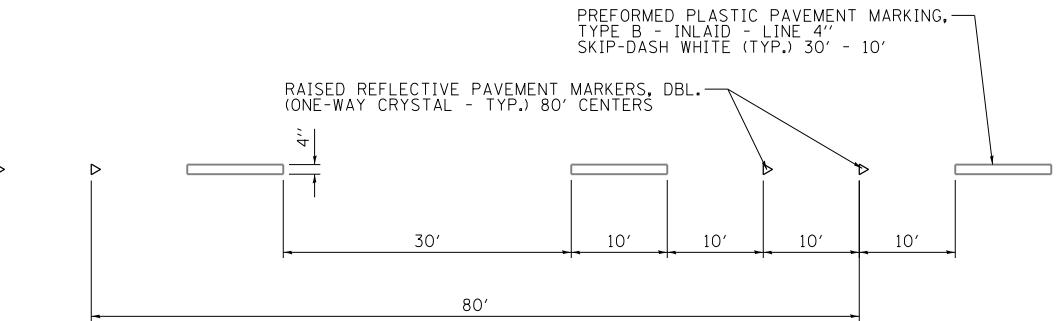
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-18,9/RS-1	MADISON	206	105
CONTRACT NO. 76F10			ILLINOIS FED. AID PROJECT	



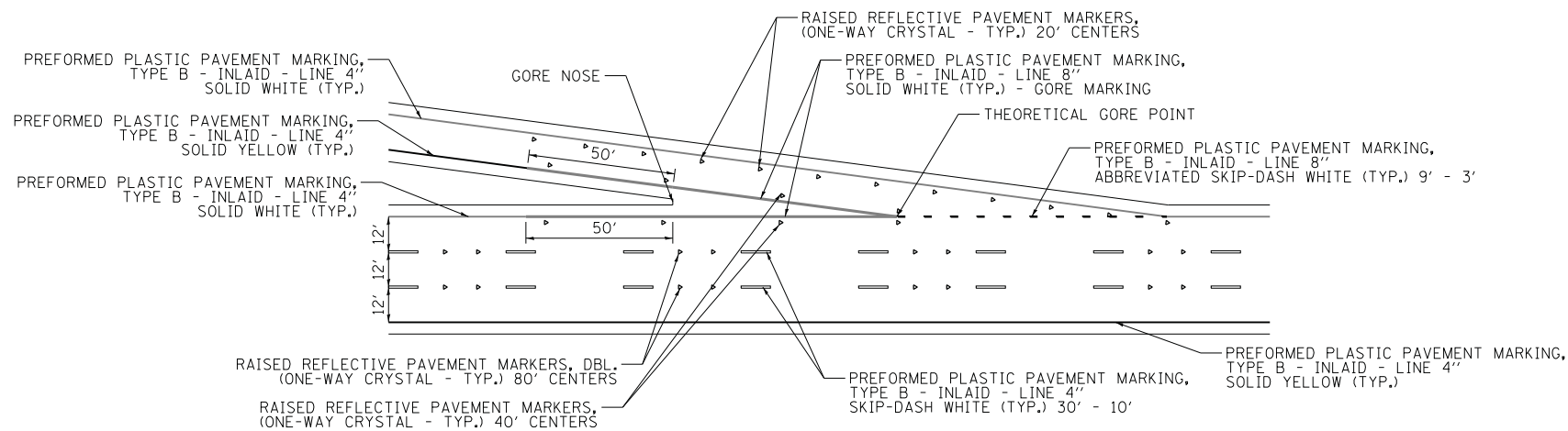
TYPICAL ENTRANCE RAMP MARKINGS



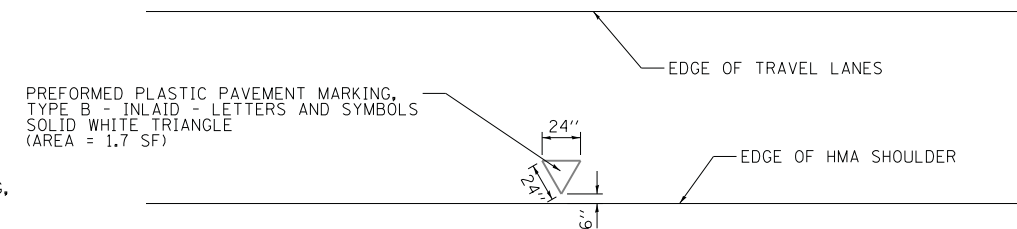
TYPICAL APPLICATION FOR ABBREVIATED WHITE SKIP-DASH LINE



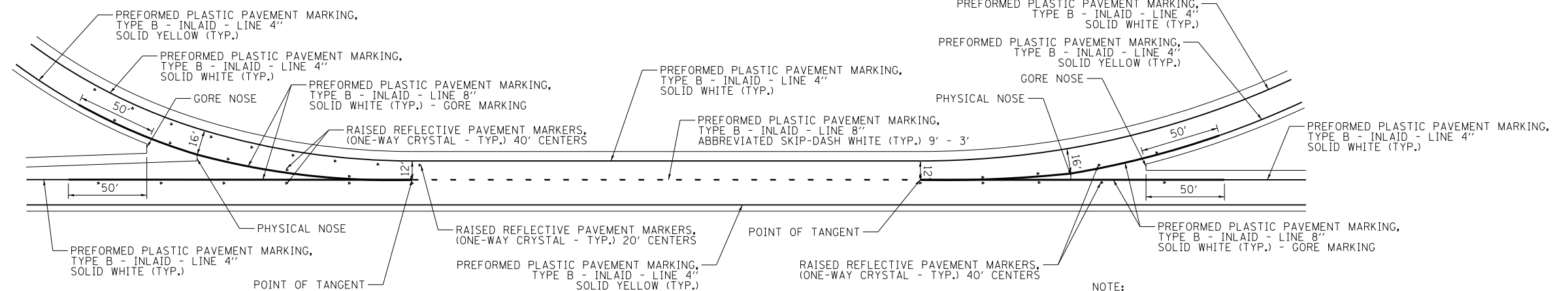
TYPICAL APPLICATION FOR WHITE SKIP-DASH LINE WITH RAISED REFLECTIVE PAVEMENT MARKERS



TYPICAL EXIT RAMP MARKINGS



TYPICAL UNDERDRAIN HEADWALL MARKER DETAIL

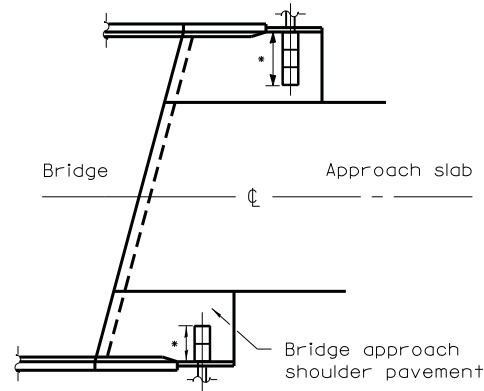


C-D ROAD ENTRANCE AND EXIT RAMP MARKINGS

NOTE:
 1. THE NOTES IN THE PLANS CONTAIN A NON-STANDARD ABBREVIATION FOR ABBREVIATED SKIP-DASH OF THE TYPE, SIZE AND COLOR OF PAVEMENT MARKINGS SPECIFIED. FOR EXAMPLE, PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 8" ABBREV SKIP-DASH WHITE (TYP.) 3' - 9'.

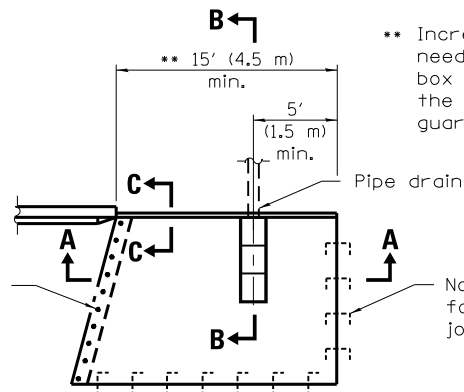
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H:\6513 IDOT DB Ver\6513.09 WO 9 1-2550	10yRevised\CADD_Sheets\0876F10-shr-pmkdet	DRAWN - KOJ/KJS	REVISED -		SCALE:	SHEET 1 OF 1 SHEETS	STA.	TO STA.	255	60-18.9/RS-1	MADISON	206	108
		CHECKED - SAR	REVISED -						CONTRACT NO. 76F10				
		DATE - 7/19/13	REVISED -						ILLINOIS FED. AID PROJECT				

• Type B, C, or D inlet box as required.



GENERAL PLAN

Tie bars at 12 (300) cts. (by Bridge Contractor)

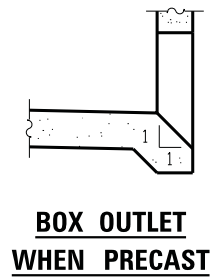


TYPICAL DETAIL PLAN

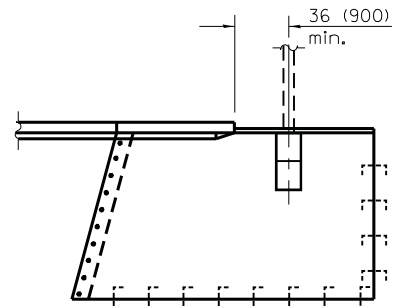
(W/O Wingwall)

** Increase this dimension as needed to position the inlet box and pipe drain between the proposed approach guard rail posts.

No. 6 (No. 19) tie bars as detailed for longitudinal construction joint on Standard 420001



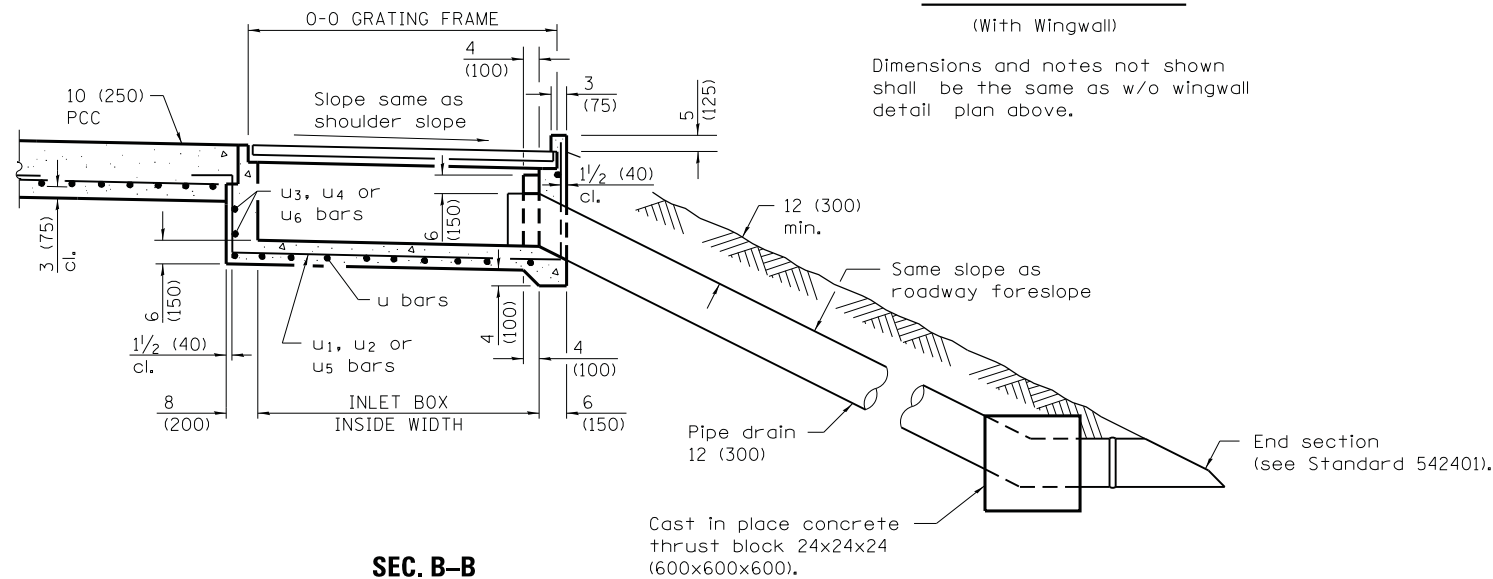
BOX OUTLET WHEN PRECAST



TYPICAL DETAIL PLAN

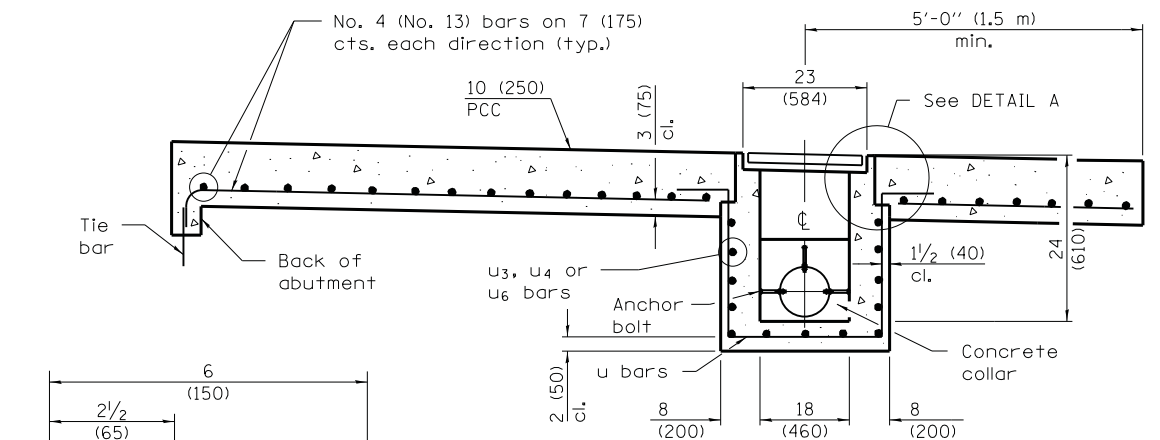
(With Wingwall)

Dimensions and notes not shown shall be the same as w/o wingwall detail plan above.

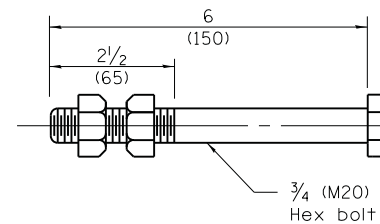


SEC. B-B

Cast in place concrete thrust block 24x24x24 (600x600x600).

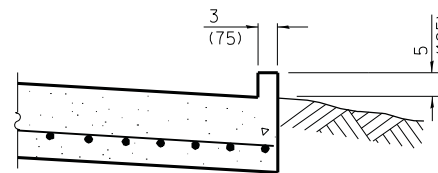


SEC. A-A



ANCHOR BOLT

(Used to tie pipe to concrete collar)



SEC. C-C

DETAIL A

GENERAL NOTES

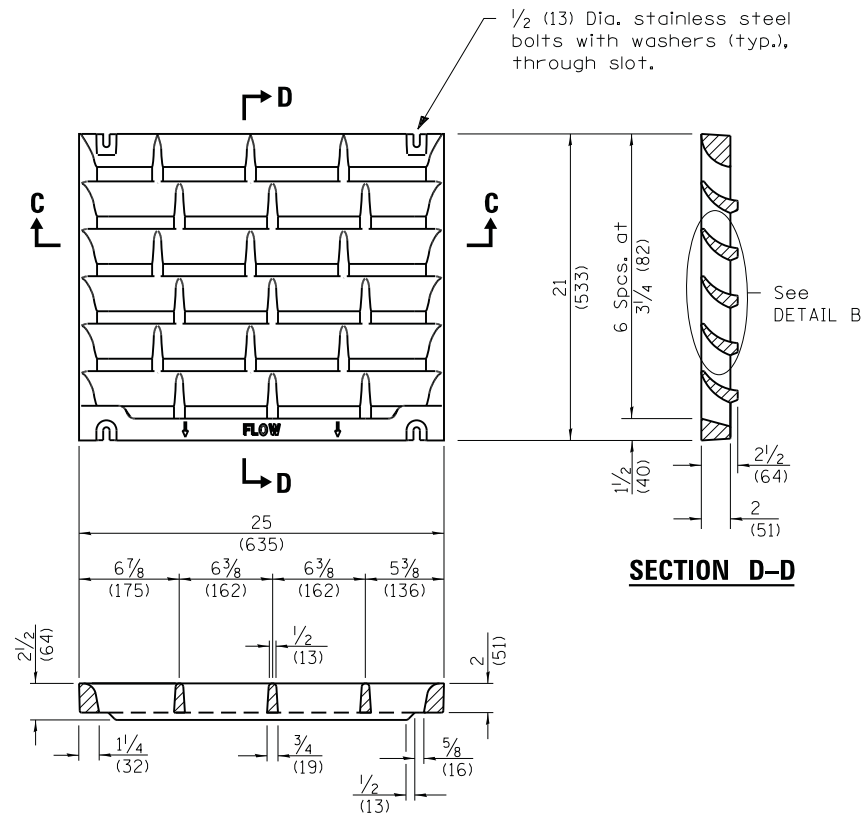
All exposed edges of the inlet, except the upper perimeter, shall be beveled $\frac{3}{4}$ (20).

For placement of approach shoulder pavement on existing construction substitute expansion ties for bars. Omit tie bars for flexible approaches or bridge approach shoulder pavement constructed monolithically with shoulder pavement.

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

BRIDGE APPROACH SHOULDER PAVEMENT AND DRAIN

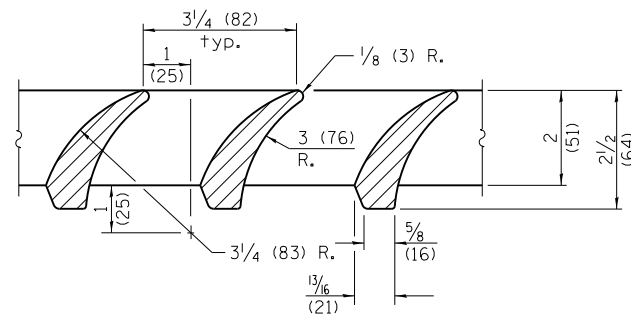
INLET TYPE	SHOULDER WIDTH	0-0 GRATING FRAME	INLET BOX INSIDE WIDTH	INLET BOX INSIDE LENGTH
Type B	Less than 5' (1.5 m)	2'-3" (0.690 m)	1'-10" (0.560 m)	18 (460)
Type C	5' (1.5 m) - 6' (1.8 m)	4'-4" (1.325 m)	3'-11" (1.195 m)	18 (460)
Type D	Greater than 6' (1.8 m)	6'-5" (1.960 m)	6'-0" (1.830 m)	18 (460)



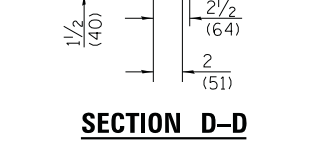
SECTION C-C

DETAIL OF CAST GRATE

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

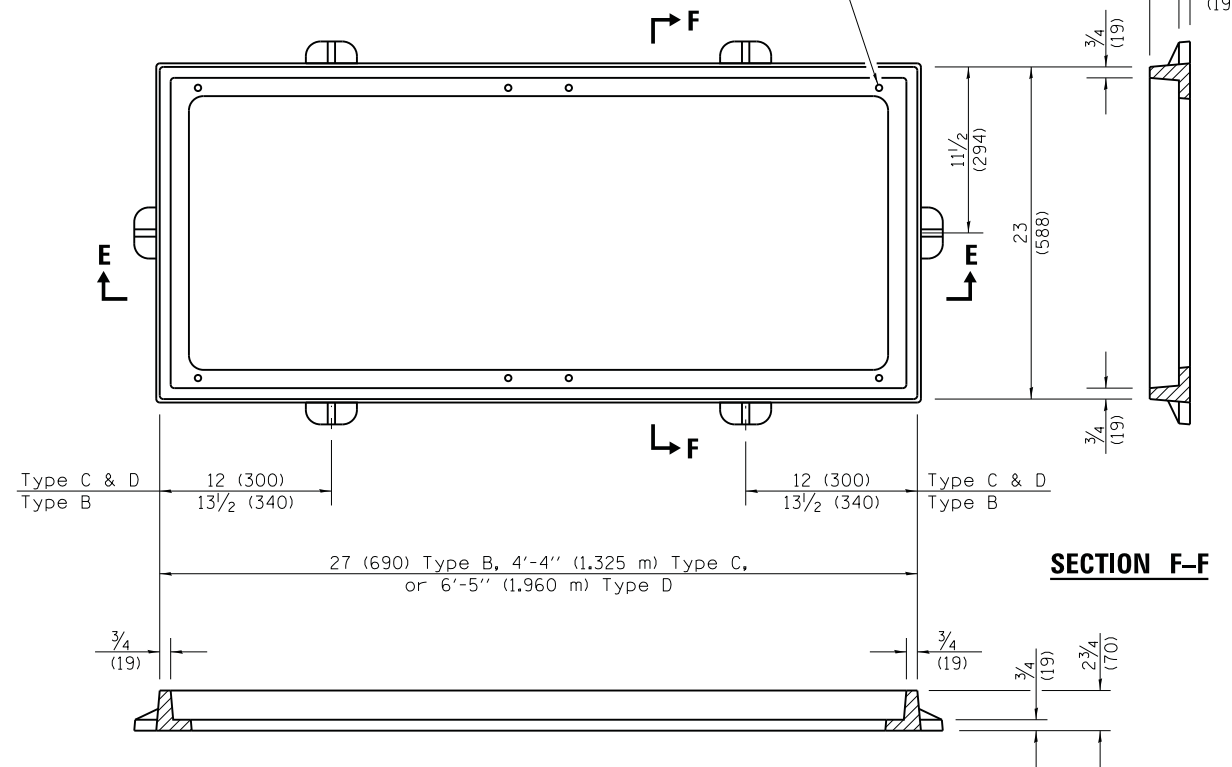


DETAIL B



SECTION D-D

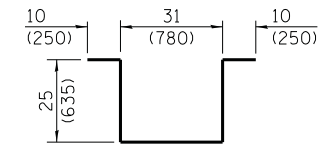
1/2 (13) Dia. tapped hole for bolting down grate, four places each frame.



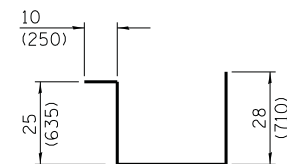
SECTION E-E

DETAIL OF CAST FRAME

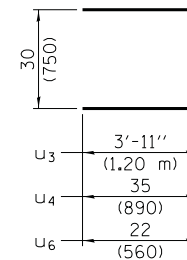
(Type C shown)



BAR u



BARS u1, u2 & u5

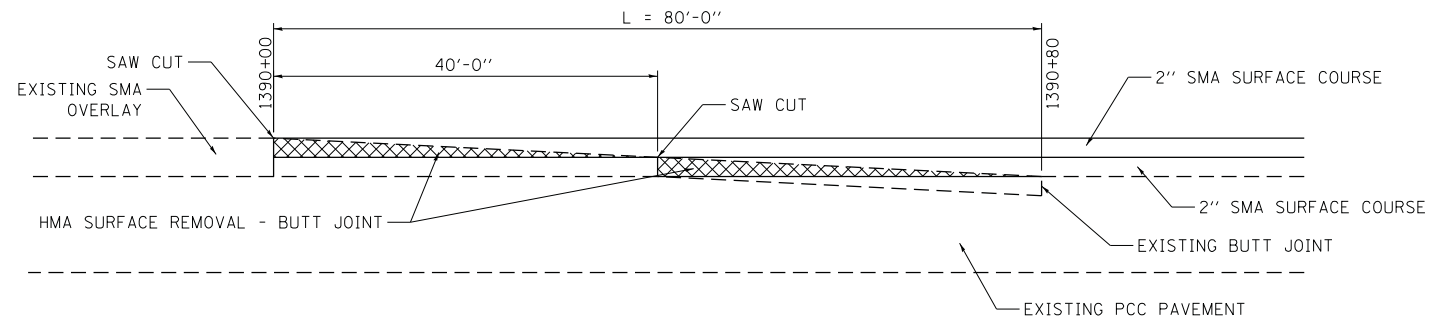


BARS u3, u4 & u6

INLET BOX

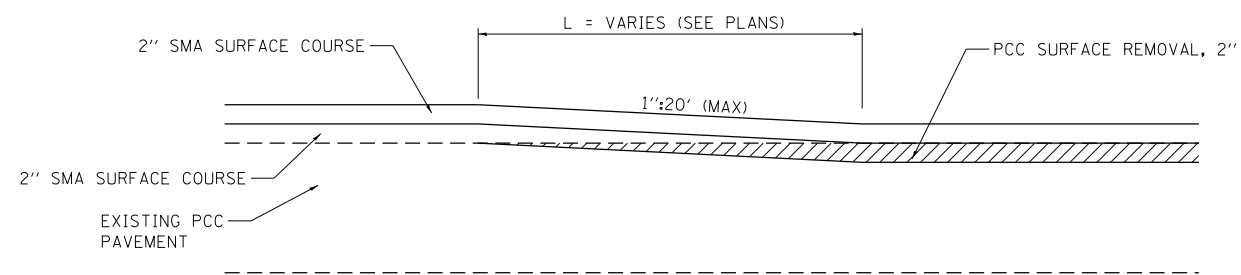
REQUIRED MATERIAL			
TYPE B			
Bar	Qty.	Size	Length
u	4	No. 4 (No.13)	8'-5" (2,550 m)
u5	3	No. 4 (No.13)	8'-0" (2,425 m)
u6	4	No. 4 (No.13)	6'-2" (1,870 m)
Concrete	cu. yds. (m ³)		0.5 (0.4)
Reinf. bars	lbs. (kg)		55.0 (25.0)
Grating	sq. ft. (m ²)		3.6 (0.34)
TYPE C			
Bar	Qty.	Size	Length
u	6	No. 4 (No.13)	8'-5" (2,550 m)
u2	3	No. 4 (No.13)	10'-1" (3,060 m)
u4	4	No. 4 (No.13)	8'-4" (2,530 m)
Concrete	cu. yds. (m ³)		0.8 (0.6)
Reinf. bars	lbs. (kg)		76 (34.5)
Grating	sq. ft. (m ²)		7.3 (0.68)
TYPE D			
Bar	Qty.	Size	Length
u	8	No. 4 (No.13)	8'-5" (2,550 m)
u1	3	No. 4 (No.13)	12'-2" (3,695 m)
u3	4	No. 4 (No.13)	10'-4" (3,150 m)
Concrete	cu. yds. (m ³)		1.1 (0.8)
Reinf. bars	lbs. (kg)		97.0 (44.0)
Grating	sq. ft. (m ²)		10.9 (1.02)

BRIDGE APPROACH SHOULDER PAVEMENT AND DRAIN



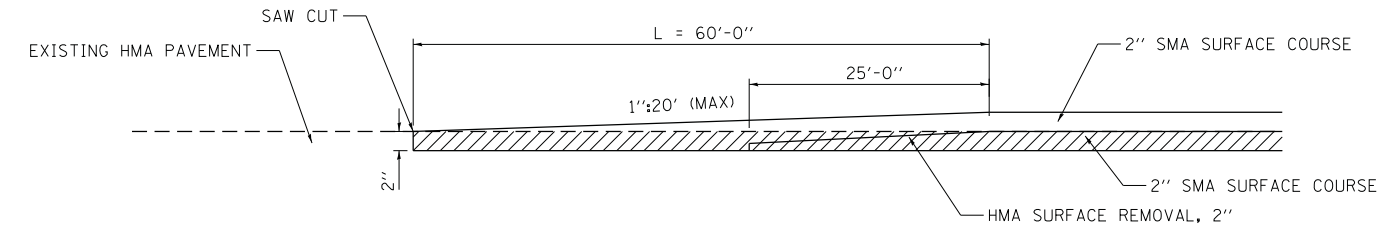
PAVING TRANSITION TYPE A – EXISTING BUTT JOINT REMOVAL

SMA OVERLAY AT EXISTING SMA BUTT JOINT



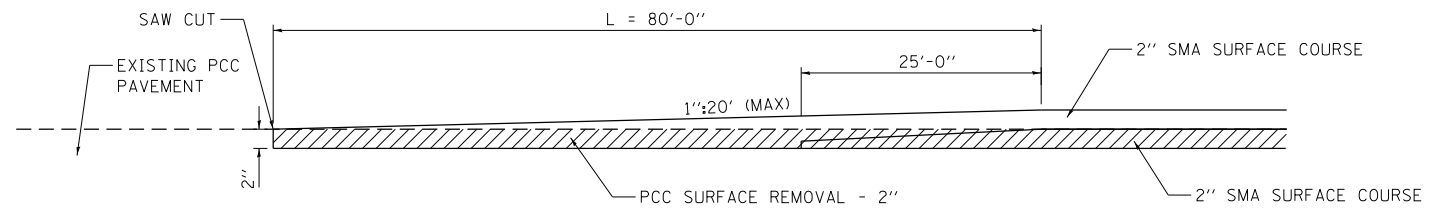
PAVING TRANSITION TYPE B1 – EXISTING PCC TO MILLED PCC

SMA OVERLAY AT EXISTING PCC / MILLED PCC JOINT



PAVING TRANSITION TYPE C – BUTT JOINT AT EXISTING HMA

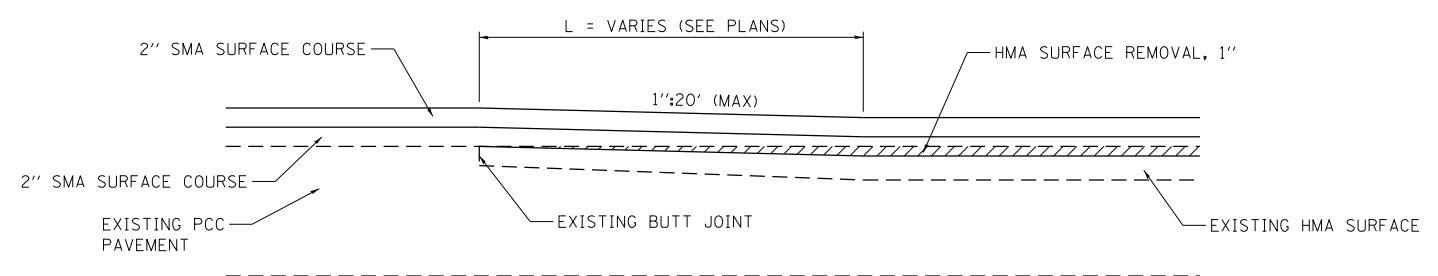
SMA OVERLAY ON EXISTING HMA



PAVING TRANSITION TYPE D1 – BUTT JOINT AT EXISTING PCC

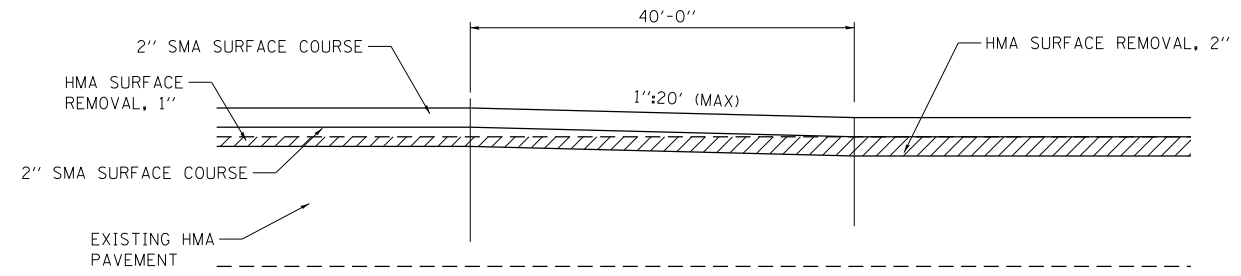
SMA OVERLAY ON EXISTING MILLED PCC

NOTE:
1. THE NOTES IN THE PLANS CONTAIN A NON-STANDARD ABBREVIATION FOR PAVING TRANSITION OF THE TYPE AND LENGTH SPECIFIED. FOR EXAMPLE, A PAVING TRANSITION TYPE A WOULD BE ABBREVIATED AS 80' PAVING TRANS TY A.



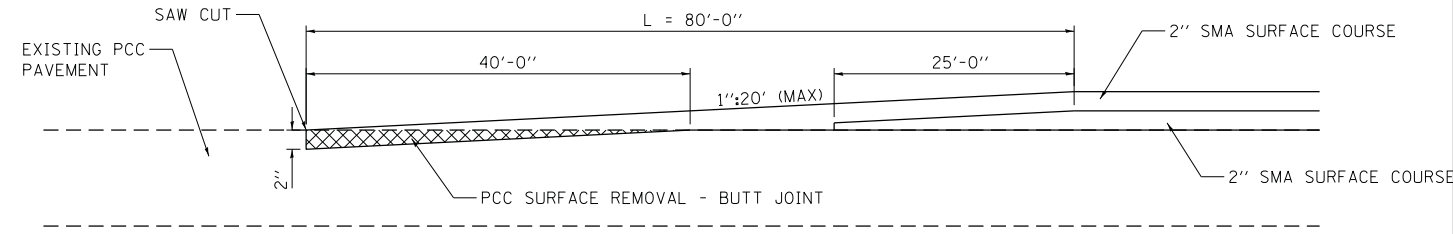
PAVING TRANSITION TYPE B – EXISTING PCC TO EXISTING HMA

SMA OVERLAY AT EXISTING PCC / HMA JOINT



PAVING TRANSITION TYPE B2 – EXISTING HMA

SMA OVERLAY AT EXISTING PCC / MILLED PCC JOINT

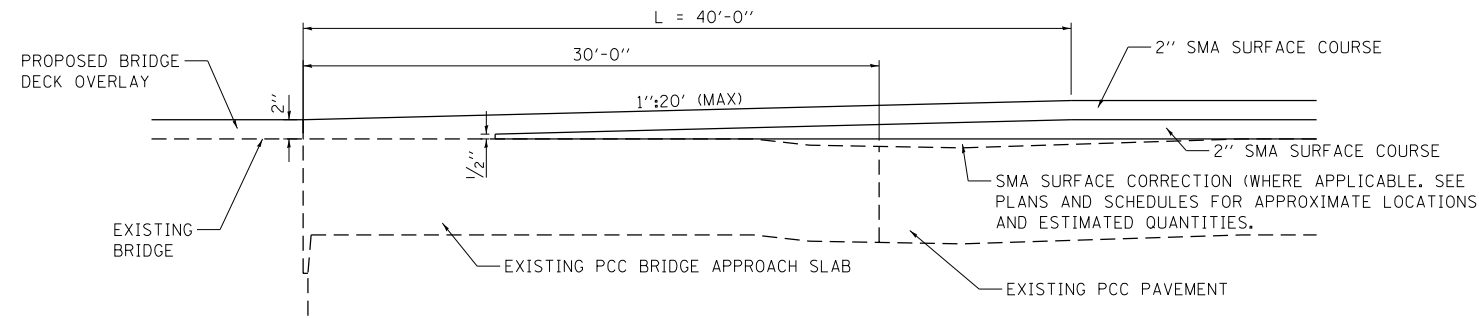


PAVING TRANSITION TYPE D – BUTT JOINT AT EXISTING PCC

SMA OVERLAY ON EXISTING PCC

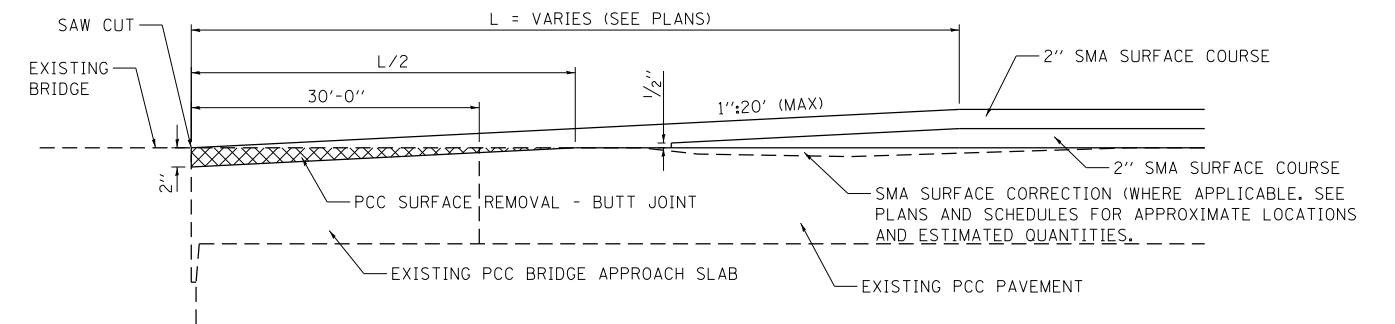
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Plot Scale = 10.0000' / in.	Drawn - KOJ/KJS	CHECKED - SAR	REVISED -					SCALE:	SHEET 3 OF 6 SHEETS	STA. TO STA.	CONTRACT NO. 76F10	
Plot Date = 9/24/2013	DATE - 7/19/13	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT							

- NOTE:
- THE NOTES IN THE PLANS CONTAIN A NON-STANDARD ABBREVIATION FOR PAVING TRANSITION OF THE TYPE AND LENGTH SPECIFIED. FOR EXAMPLE, A PAVING TRANSITION TYPE A WOULD BE ABBREVIATED AS 80' PAVING TRANS TY A.
 - THE PLANS CONTAIN AN ESTIMATED AMOUNT OF SMA SURFACE COURSE TO BE USED IN THE AREAS WHERE THE PAVEMENT HAS SETTLED. APPROXIMATE LIMITS OF THESE CORRECTION AREAS ARE DEFINED IN THE PLANS. EXACT LIMITS SHALL BE DETERMINED BY THE ENGINEER AND THE CONTRACTOR.



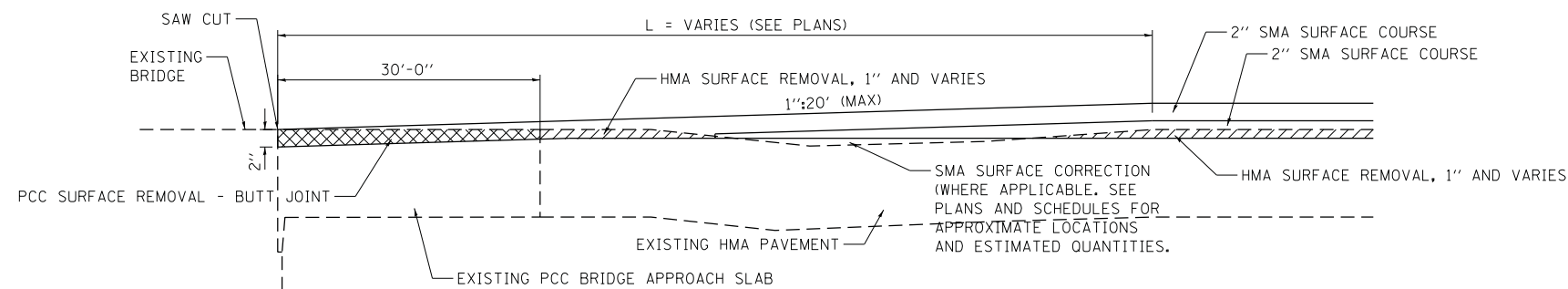
PAVING TRANSITION TYPE E – BRIDGE APPROACH

SMA ON EXISTING PCC BRIDGE APPROACH SLAB AND PAVEMENT (WITH BRIDGE OVERLAY)



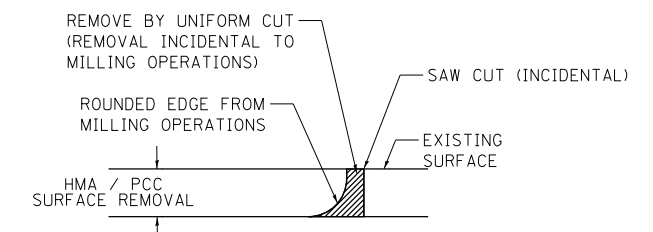
PAVING TRANSITION TYPE F – BRIDGE APPROACH

SMA ON EXISTING PCC BRIDGE APPROACH SLAB AND PAVEMENT



PAVING TRANSITION TYPE G – BRIDGE APPROACH

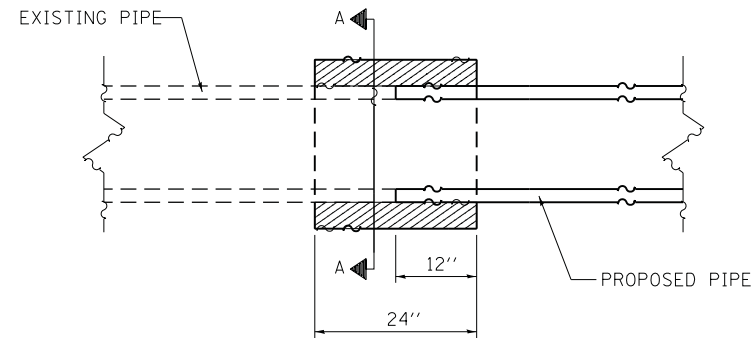
SMA ON EXISTING PCC BRIDGE APPROACH SLAB AND HMA PAVEMENT



NOTE:
WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAW CUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL

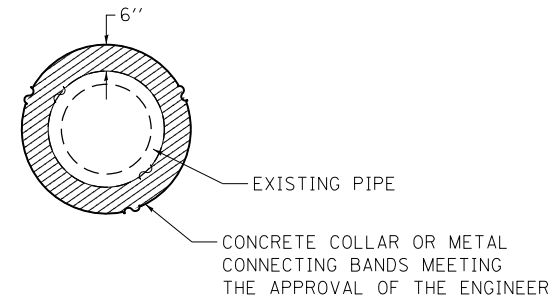
BUTT JOINT DETAIL

FILE NAME =	USER NAME = kschwier.john	DESIGNED - KJS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MISCELLANEOUS DETAILS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
H:\6513 IDOT DB Ver\6513.09 WO 9 1-2550\10yRevised\CADD_Sheets\0876F10-shr-pvmtde	DRAWN - KOJ/KJS	REVISED -	255					60-18,91RS-1	MADISON	206	112	
	PLOT SCALE = 10.0000' / in.	CHECKED - SAR	REVISED -		CONTRACT NO. 76F10							
	PLOT DATE = 9/24/2013	DATE - 7/19/13	REVISED -		SCALE:	SHEET 4 OF 6 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			



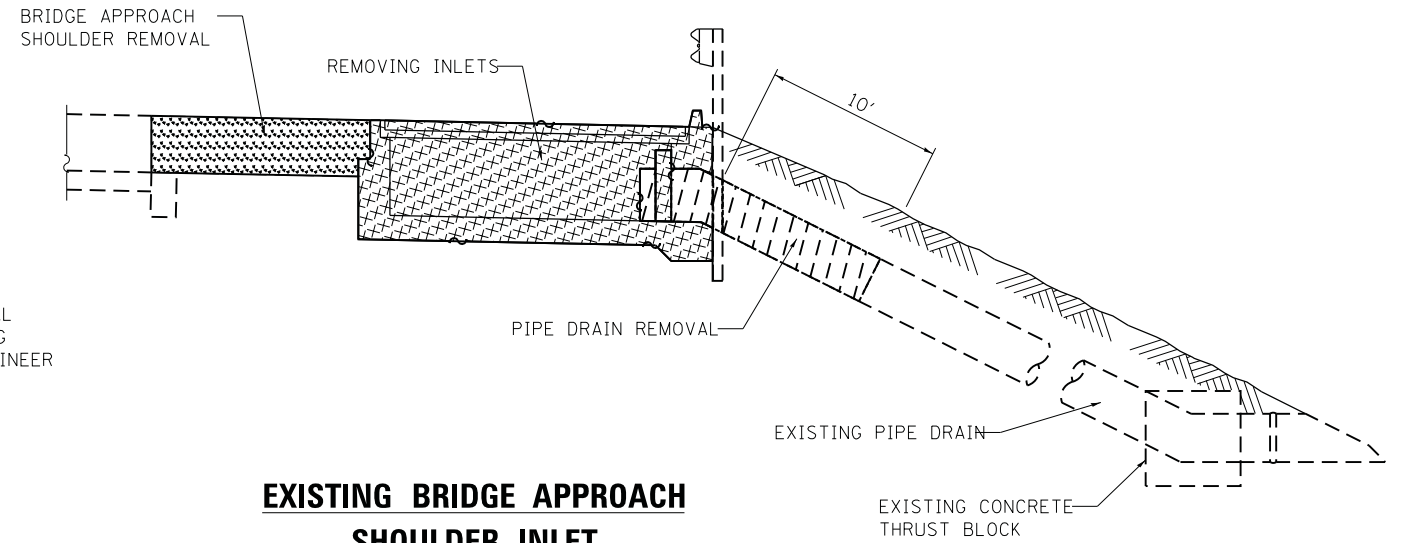
CONCRETE COLLAR DETAIL OPTION

NOT TO SCALE

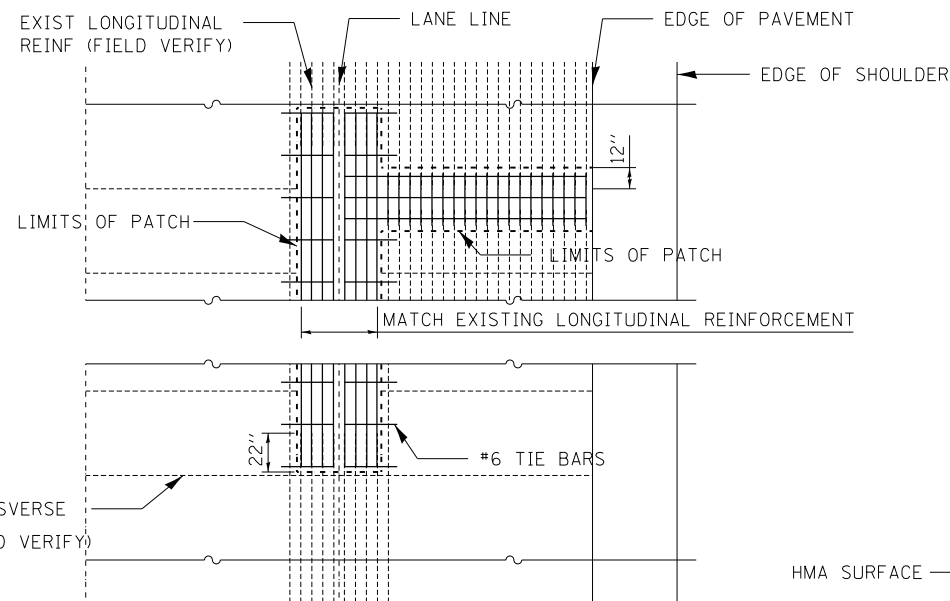


SECTION A-A

NOTE:
CLASS SI CONCRETE SHALL BE USED.



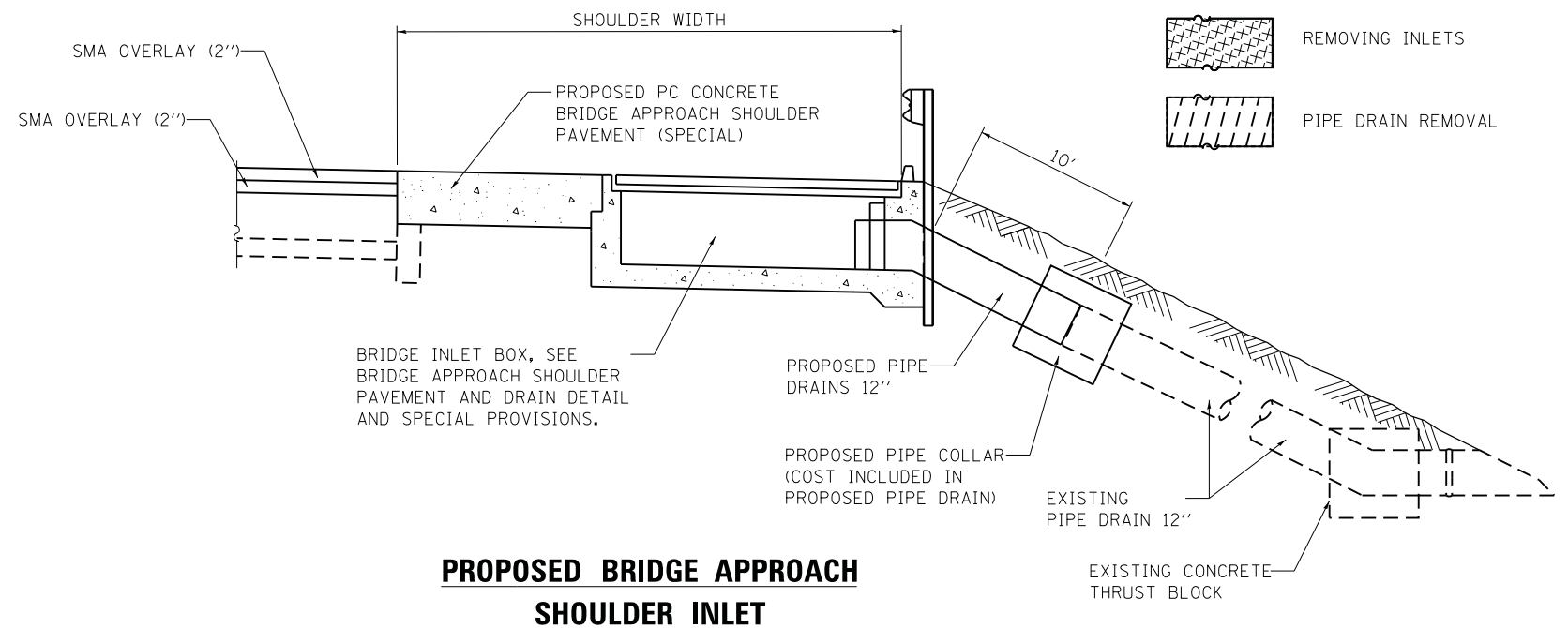
EXISTING BRIDGE APPROACH SHOULDER INLET



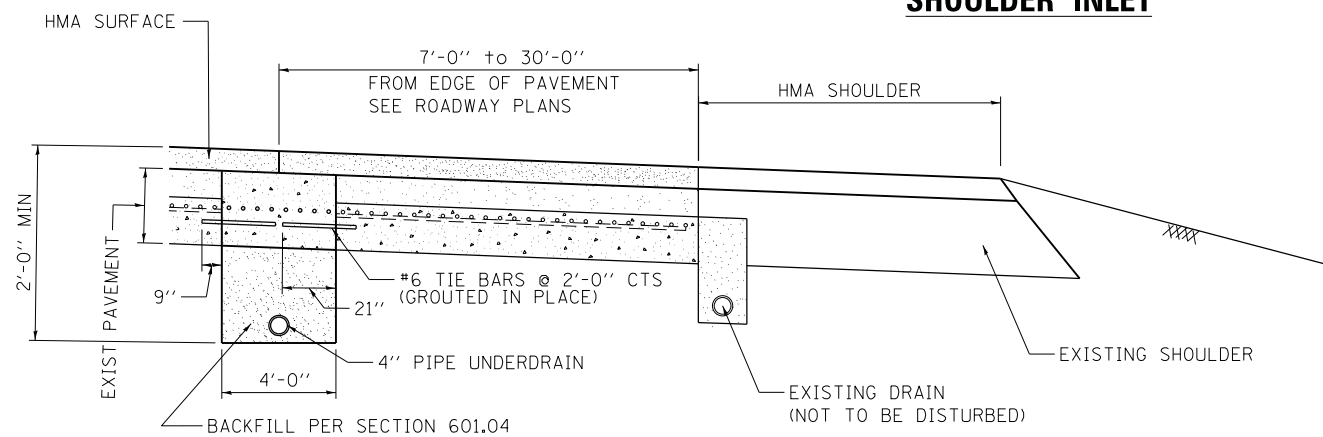
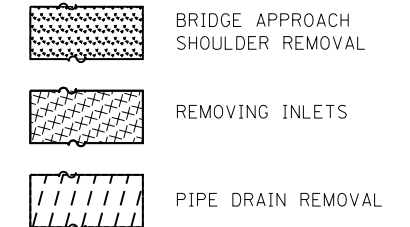
CLASS A PATCH REINFORCEMENT DETAIL

AT LOCATIONS WHERE PIPE UNDERDRAINS (SPECIAL) ARE TO BE INSTALLED, AT LEAST 12" OF THE EXISTING LONGITUDINAL REINFORCEMENT SHALL BE EXPOSED AND TIED TO THE PROPOSED PATCH REINFORCEMENT.

AT LOCATIONS WHERE PIPE UNDERDRAINS ARE TO BE INSTALLED, AT LEAST 22" OF THE EXISTING LONGITUDINAL REINFORCEMENT SHALL BE EXPOSED AND TIED TO THE PROPOSED PATCH REINFORCEMENT.



PROPOSED BRIDGE APPROACH SHOULDER INLET



PIPE UNDERDRAIN AND CLASS A PATCH DETAILS

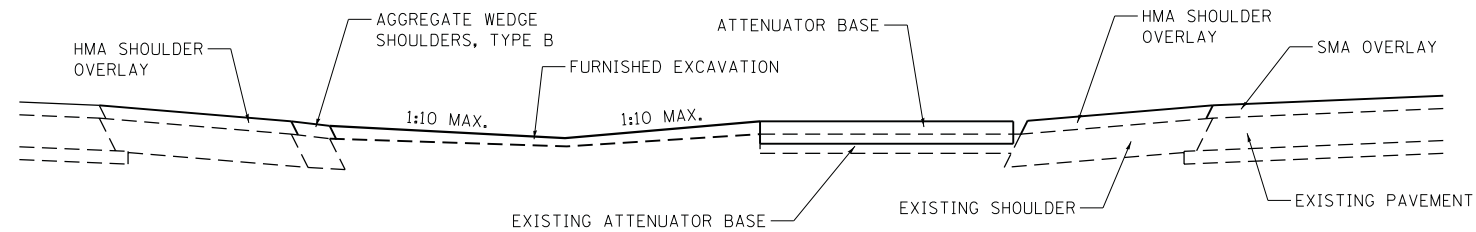
(STA 1561+50 to STA 1593+63.64)

FILE NAME =	USER NAME = kschwierjohn	DESIGNED - KJS	REVISED -
H:\6513 IDOT DB Ver\6513.09 WO 9 1-2550	10yRevised\CADD_Sheets\0876F10-shr-pvmtde	DRAWN - KOJ/KJS	REVISED -
	PLOT SCALE = 10.0000' / 1"	CHECKED - SAR	REVISED -
	PLOT DATE = 9/24/2013	DATE - 7/19/13	REVISED -

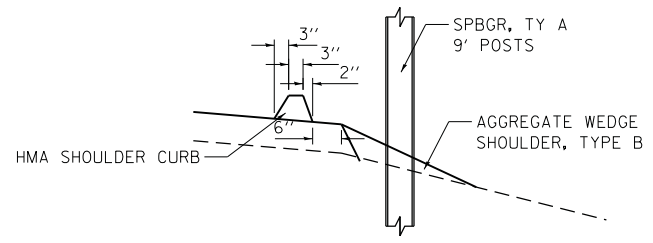
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

MISCELLANEOUS DETAILS			
SCALE:	SHEET 5 OF 6 SHEETS	STA.	TO STA.

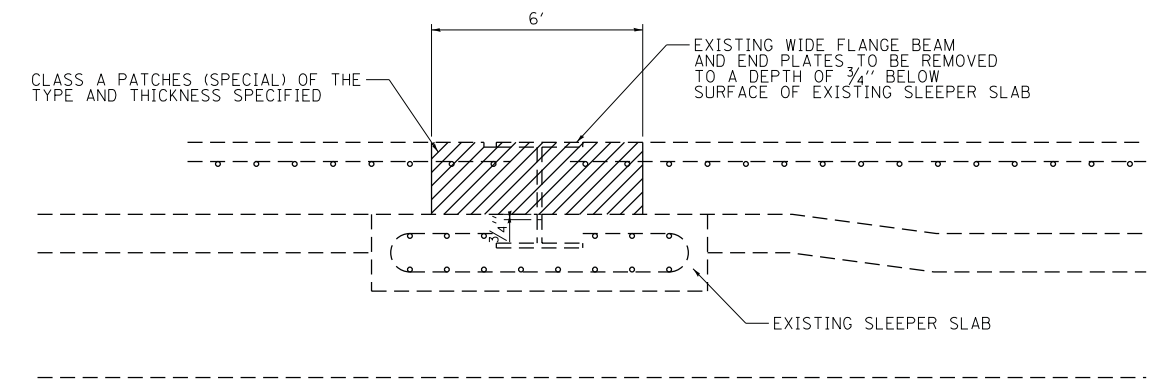
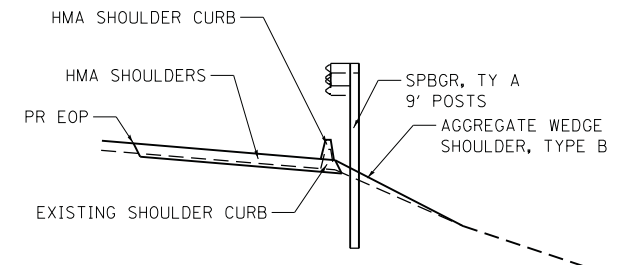
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-18,9RS-1	MADISON	206	113
CONTRACT NO. 76F10				
ILLINOIS FED. AID PROJECT				



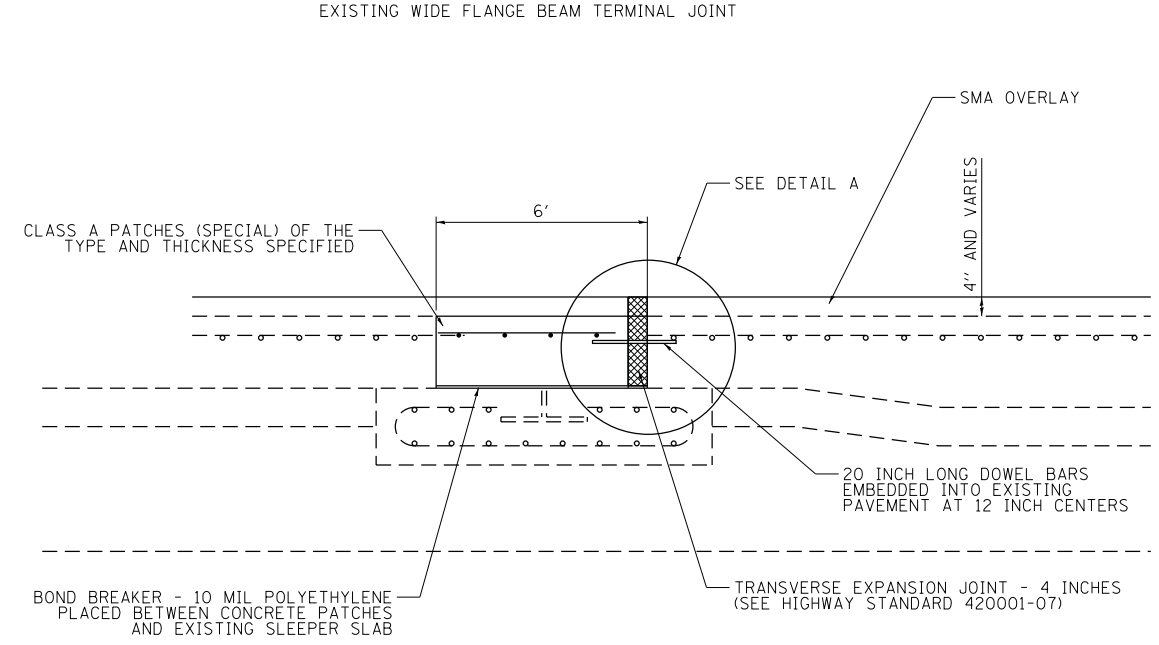
IMPACT ATTENUATOR BASE DETAIL



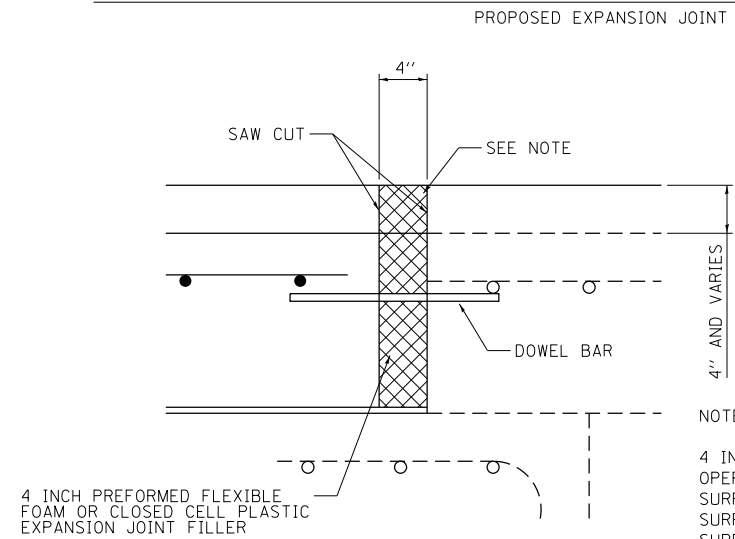
HOT-MIX ASPHALT SHOULDER CURB DETAIL



CLASS A PATCHES, (SPECIAL) – OF THE TYPE AND THICKNESS SPECIFIED



CLASS A PATCHES, (SPECIAL) – OF THE TYPE AND THICKNESS SPECIFIED



DETAIL A

NOTE:
4 INCH EXPANSION JOINT CONSTRUCTED AS PART OF THE PATCHING OPERATION SHALL BE OVERLAID WITH THE PROPOSED LOCATION, THE SURFACE COURSE SHALL BE REMOVED BY SAW CUTTING THE HMA SURFACE TO RE-ESTABLISH THE 4 INCH EXPANSION JOINT AT THE SURFACE. THE JOINT SHALL THEN BE FILLED WITH A PREFORMED FLEXIBLE FOAM IN A MANNER MEETING THE APPROVAL OF THE ENGINEER.

FILE NAME =	USER NAME = kschwier.john	DESIGNED - KJS	REVISED -
H:\6513 IDOT DB Ver\6513.09 WO 9 1-2550	layRevised\CADD_Sheets\0876F10-shr-pvmtde	DRAWN - KOJ/KJS	REVISED -
	PLOT SCALE = 10.0000' / in.	CHECKED - SAR	REVISED -
	PLOT DATE = 9/24/2013	DATE - 7/19/13	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

MISCELLANEOUS DETAILS

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

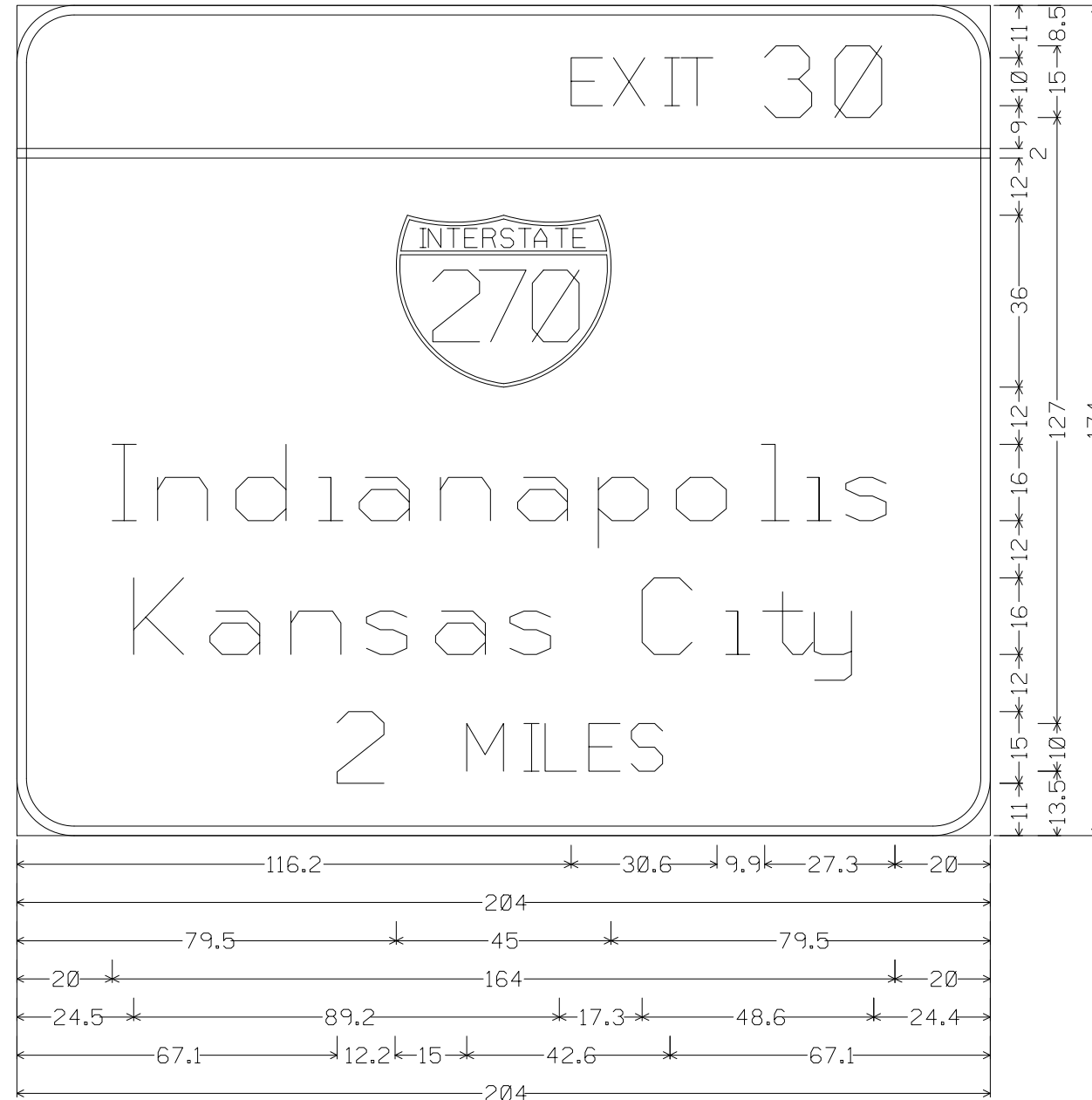
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-18,9/RS-1	MADISON	206	114
CONTRACT NO. 76F10				
ILLINOIS FED. AID PROJECT				

STANDARD SIGN SCHEDULE															
LOCATION			DESCRIPTION		DIMENSIONS				SIGN PANEL REMOVAL		REMOVE GROUND MOUNTED SIGN SUPPORT	SIGN PANEL		WOOD SIGN SUPPORT	
					EXISTING		PROPOSED		TYPE 2	TYPE 3		TYPE 2	TYPE 3		
					WIDTH	HEIGHT	WIDTH	HEIGHT							
STATION	DIRECTION	MILE MARKER	SIGN NUMBER	MESSAGE	FT	FT	FT	FT	SF		EACH	SF	SF	FT	
1391+00	BOTH	26.6	D10-5	I 255, MM 26.6	1.5	5	1.5	5	15		1	15		17	
1401+50	BOTH	26.8	D10-5	I 255, MM 26.8	1.5	5	1.5	5	15		1	15		17	
1412+00	BOTH	27.0	D10-5	I 255, MM 27.0	1.5	5	1.5	5	15		1	15		17	
1422+50	BOTH	27.2	D10-5	I 255, MM 27.2	1.5	5	1.5	5	15		1	15		17	
1433+00	BOTH	27.4	D10-5	I 255, MM 27.4	1.5	5	1.5	5	15		1	15		17	
1443+50	BOTH	27.6	D10-5	I 255, MM 27.6	1.5	5	1.5	5	15		1	15		17	
1454+00	BOTH	27.8	D10-5	I 255, MM 27.8	1.5	5	1.5	5	15		1	15		17	
1464+50	BOTH	28.0	D10-5	I 255, MM 27.10	1.5	5	1.5	5	15		1	15		17	
1475+00	BOTH	28.2	D10-5	I 255, MM 27.12	1.5	5	1.5	5	15		1	15		17	
1485+50	BOTH	28.4	D10-5	I 255, MM 27.14	1.5	5	1.5	5	15		1	15		17	
1496+00	BOTH	28.6	D10-5	I 255, MM 27.16	1.5	5	1.5	5	15		1	15		17	
1506+50	BOTH	28.8	D10-5	I 255, MM 27.18	1.5	5	1.5	5	15		1	15		17	
1517+00	BOTH	29.0	D10-5	I 255, MM 27.20	1.5	5	1.5	5	15		1	15		17	
1522+25	SB	29.1	E5-1a	EXIT 29	6.5	5	6.5	5		32.5	2		32.5	37.2	
1527+50	BOTH	29.2	D10-5	I 255, MM 27.22	1.5	5	1.5	5	15		1	15		17	
1538+00	BOTH	29.4	D10-5	I 255, MM 27.24	1.5	5	1.5	5	15		1	15		17	
1548+50	BOTH	29.6	D10-5	I 255, MM 27.26	1.5	5	1.5	5	15		1	15		17	
1559+00	BOTH	29.8	D10-5	I 255, MM 27.28	1.5	5	1.5	5	15		1	15		17	
1569+50	BOTH	30.0	D10-5	I 255, MM 27.30	1.5	5	1.5	5	15		1	15		17	
1580+00	BOTH	30.2	D10-5	I 255, MM 27.32	1.5	5	1.5	5	15		1	15		17	
1590+50	BOTH	30.4	D10-5	I 255, MM 27.34	1.5	5	1.5	5	15		1	15		17	
1601+00	BOTH	30.6	D10-5	I 255, MM 27.36	1.5	5	1.5	5	15		1	15		17	
1611+50	BOTH	30.8	D10-5	I 255, MM 27.38	1.5	5	1.5	5	15		1	15		17	
1622+00	BOTH	31.0	D10-5	I 255, MM 27.40	1.5	5	1.5	5	15		1	15		17	
1632+50	BOTH	31.2	D10-5	I 255, MM 27.42	1.5	5	1.5	5	15		1	15		17	
TOTALS									360	32.5	26	360	32.5	445.2	

THE TOTALS IN THIS SCHEDULE ARE COMBINED WITH THE TOTALS FOUND IN THE GUIDE SIGN SCHEDULE FOR THE TOTAL IN THE SUMMARY OF QUANTITIES
 ALL SIGN PANELS REMOVED ARE TO BE RETURNED TO IDOT OPERATIONS. PLEASE CONTACT JEFF ABLE @ 618-346-3283 FOR ASSISTANCE.

FILE NAME =	USER NAME = owerbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGN PANEL DETAILS	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\pwork\dot\owenbj\d0267923\d876f0-shd-900.dgn	DRAWN -	REVISED -	255			60-(8,9)RS-1	MADISON	206	116	
PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -	CONTRACT NO. 76F10							
PLOT DATE = 12/11/2013	DATE -	REVISED -	SCALE:			SHEET NO. 2 OF 30 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

STATION 1454+00 NORTHBOUND MILE MARKER 27.8



12.0" Radius, 2.0" Border, White on Green;
 [EXIT 30] E 2K; [Indianapolis] ClearviewHwy-5-W; [Kansas City] ClearviewHwy-5-W;
 [2 MILES] E 2K;

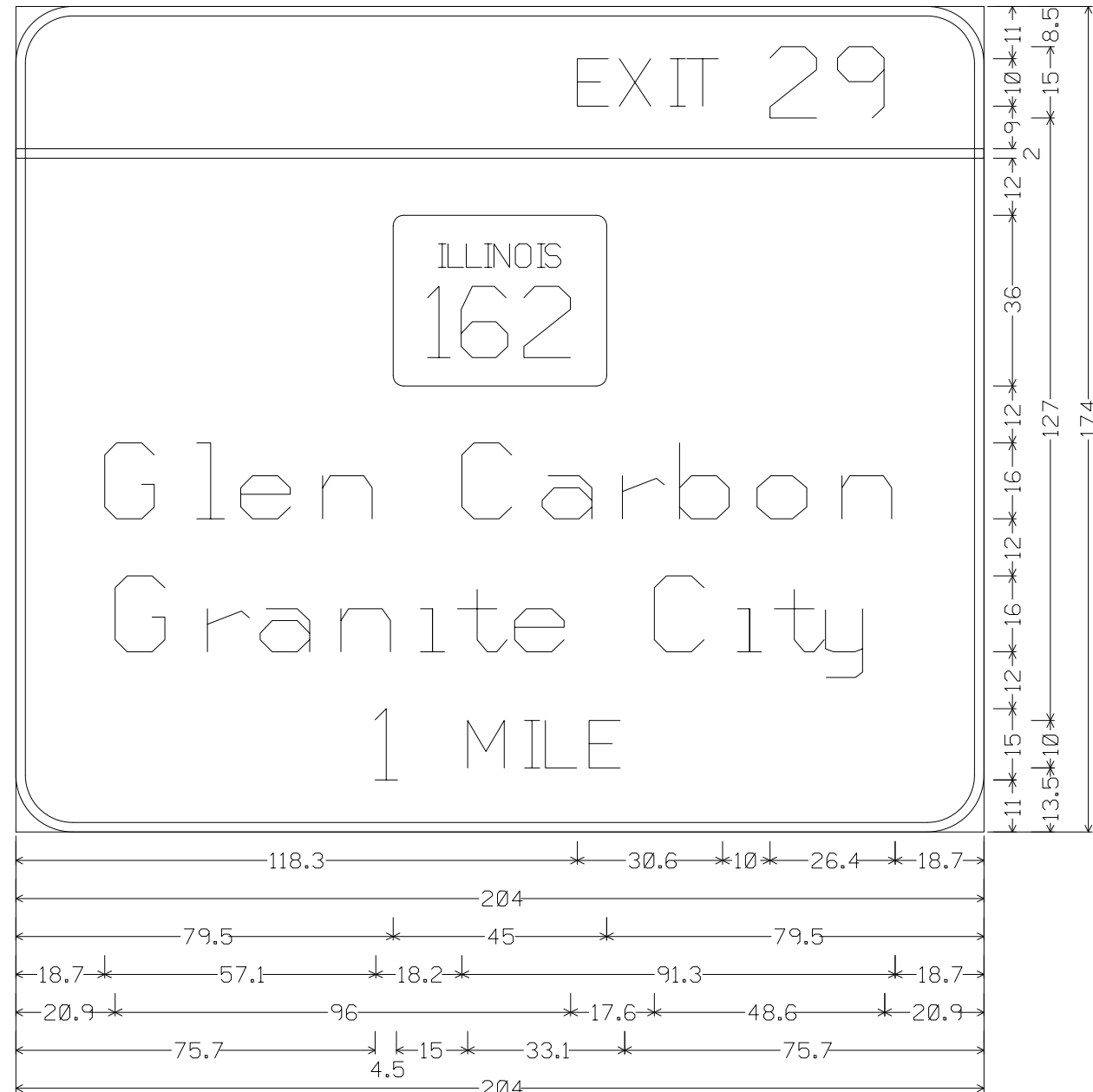
FILE NAME =	USER NAME = owerbj	DESIGNED -	REVISED -
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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/11/2013	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SIGN PANEL DETAILS			
SCALE:	SHEET NO. 3 OF 30 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9)RS-1	MADISON	206	117
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 76F10	

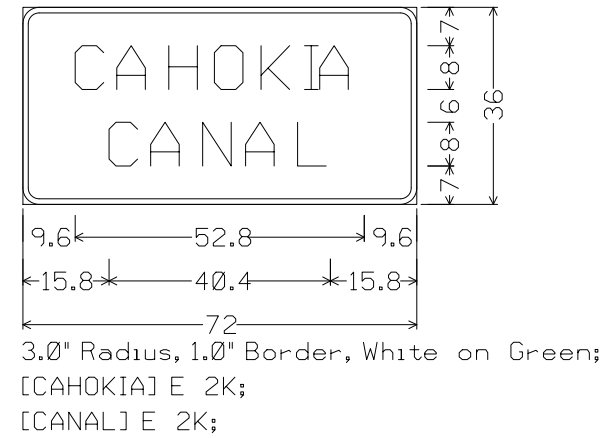
STATION 1454+00 NORTHBOUND MILE MARKER 27.8



12.0" Radius, 2.0" Border, White on Green;
 [EXIT 29] E 2K; [Glen Carbon] ClearviewHwy-5-W; [Granite City] ClearviewHwy-5-W;
 [1 MILE] E 2K;

FILE NAME =	USER NAME = owerbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGN PANEL DETAILS				F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\pwork\overbj\10267923\1087610-shd-500.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO. 4 OF 30 SHEETS	STA.	TO STA.	255	60-(8,9)R5-1	MADISON	206	118
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -						CONTRACT NO. 76F10				
	PLOT DATE = 12/11/2013	DATE -	REVISED -						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

STATION 1466+00 NORTH BOUND MILE MARKER 28.2

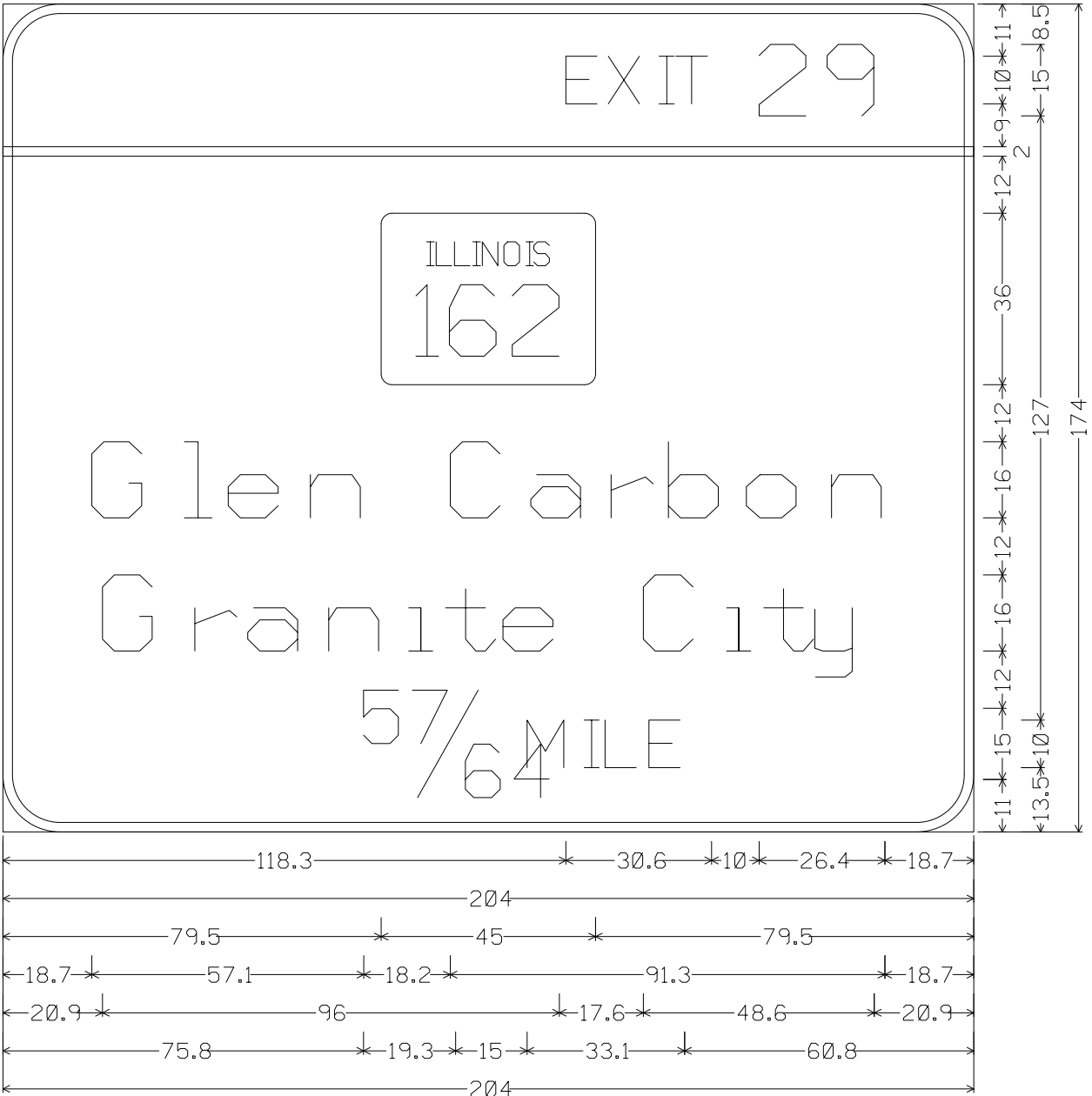


STATION 1484+00 NORTH BOUND 28.4



FILE NAME =	USER NAME = owerbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGN PANEL DETAILS			F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et:\pwork\pwork\owenbj\0267923\0876F00-shd-500.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO. 5 OF 30 SHEETS	STA.	TO STA.	255	60-(8,9)RS-1	MADISON	206	119
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -					CONTRACT NO. 76F10					
	PLOT DATE = 12/11/2013	DATE -	REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

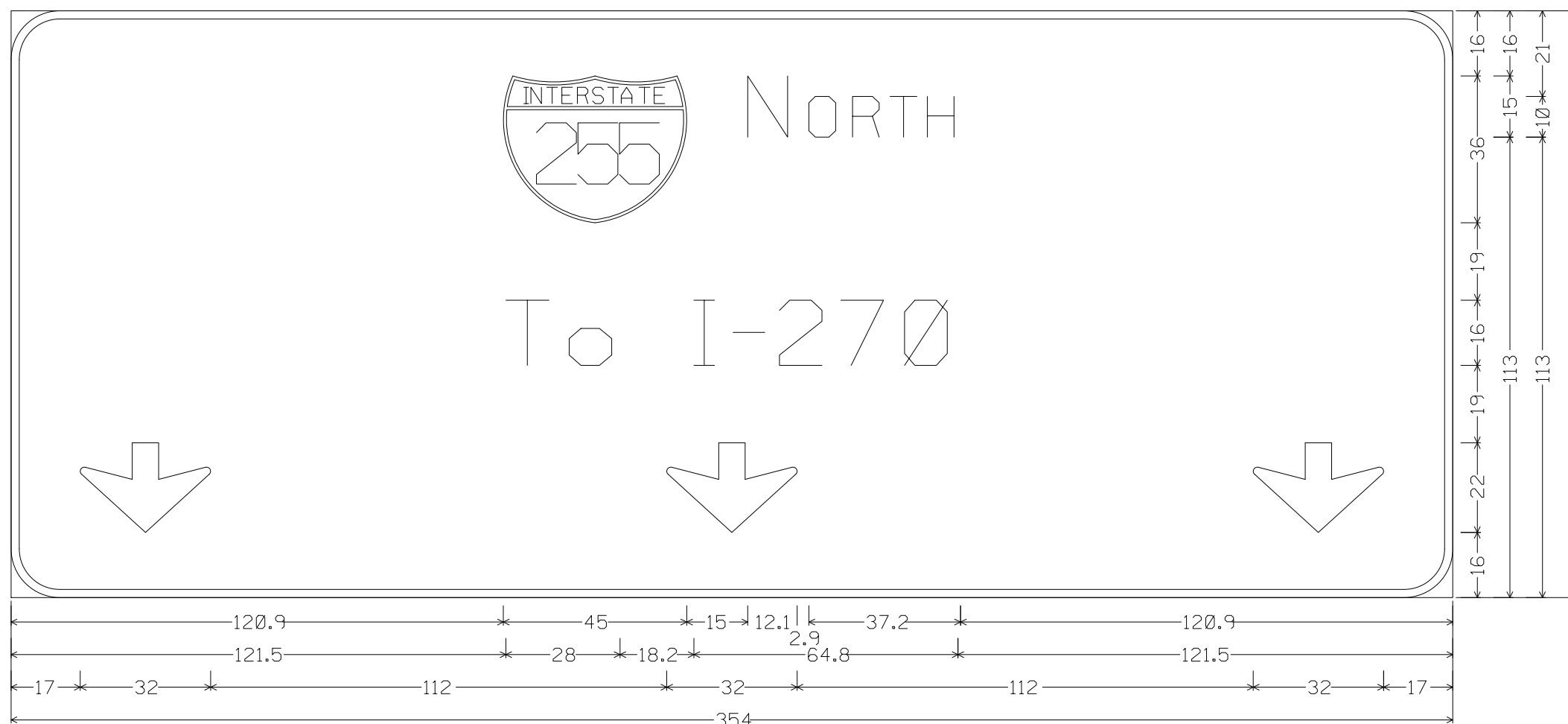
STATION 1492+80 NORTHBOUND MILE MARKER 28.5



12.0" Radius, 2.0" Border, White on Green;
 [EXIT 29] E 2K; [Glen Carbon] ClearviewHwy-5-W; [Granite City] ClearviewHwy-5-W;
 [57/64 MILE] E 2K;

FILE NAME =	USER NAME = owerbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGN PANEL DETAILS		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\pwork\overbj\d0267923\d876f00-shd-500.dgn	DRAWN -	REVISED -	255				60-(8,9)R5-1	MADISON	206	120	
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 76F10								
PLOT DATE = 12/11/2013	DATE -	REVISED -	SCALE:		SHEET NO. 6 OF 30 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

STATION 1509+26 NORTH BOUND MILE MARKER 28.8



12.0" Radius, 2.0" Border, White on Green;
 [NORTH] E 2K; [To I-270] ClearviewHwy-5-W; Down Arrow 22.0" 270(; Down Arrow 22.0" 270(; Down Arrow 22.0" 270(;

FILE NAME =	USER NAME = owerbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGN PANEL DETAILS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et\pwork\pwork\overbj\d0267923\d876f00-shd-500.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO. 7 OF 30 SHEETS	STA.	TO STA.	255	60-(8,9)RS-1	MADISON	206	121
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -					CONTRACT NO. 76F10					
	PLOT DATE = 12/11/2013	DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								

STATION 1509+26 NORTH BOUND MILE MARKER 28.8



12.0" Radius, 2.0" Border, White on Green;
 [EXIT 29] E 2K; [Glen Carbon] ClearviewHwy-5-W; [Granite City] ClearviewHwy-5-W;
 Arrow 133 - 30.0" 45°;

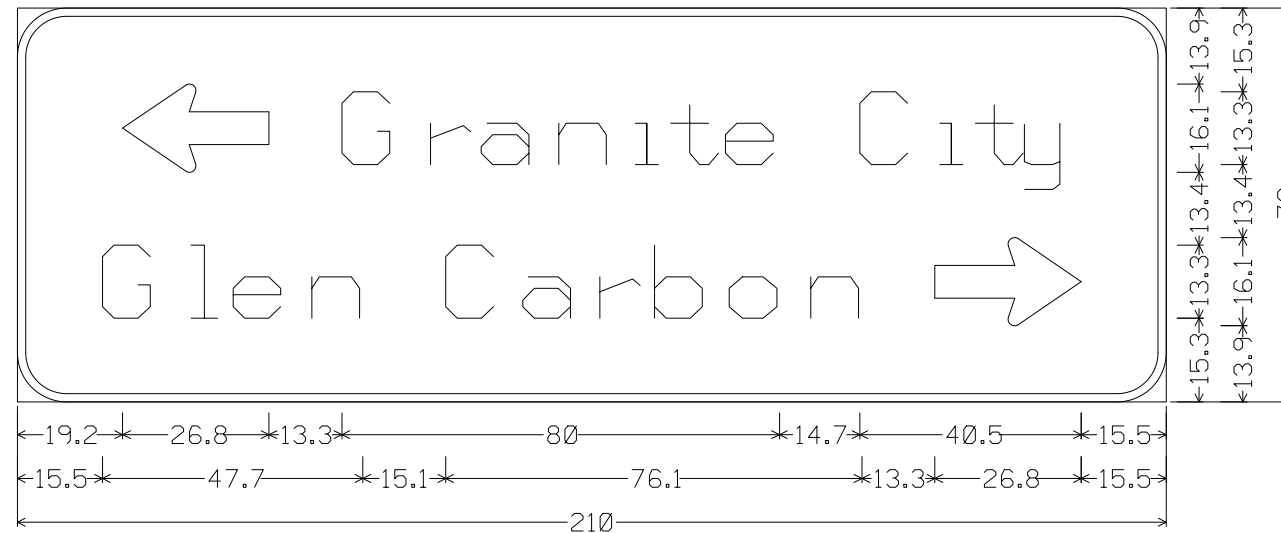
FILE NAME =	USER NAME = owerbj	DESIGNED -	REVISED -
et:\pwork\pwork\overbj\0267923\0876F00-shd-500.dgn		DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/11/2013	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SIGN PANEL DETAILS			
SCALE:	SHEET NO. 8 OF 30 SHEETS	STA.	TO STA.

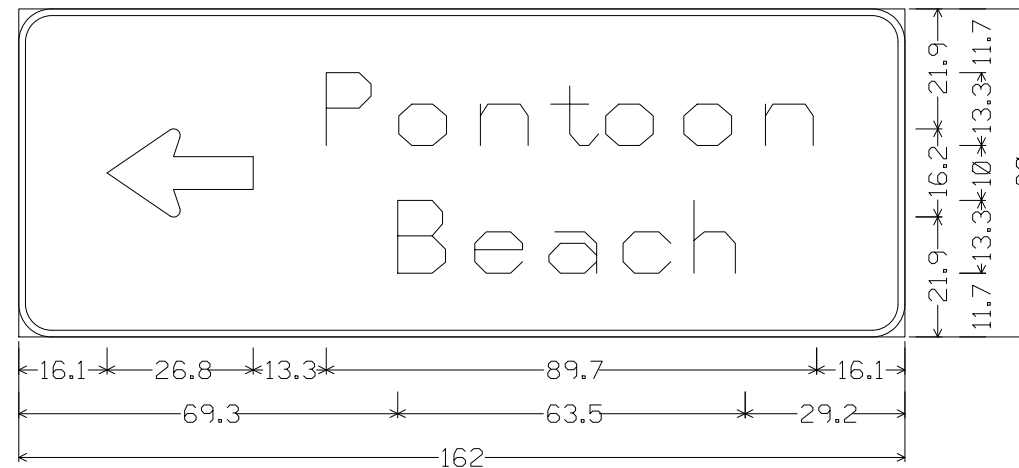
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9)R5-1	MADISON	206	122
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 76F10	

STATION 12+45 RAMP D



9.0" Radius, 1.5" Border, White on Green;
 Standard Arrow Custom 26.8" X 16.1" 180°; [Granite City] ClearviewHwy-5-W;
 [Glen Carbon] ClearviewHwy-5-W; Standard Arrow Custom 26.8" X 16.1" 0°;

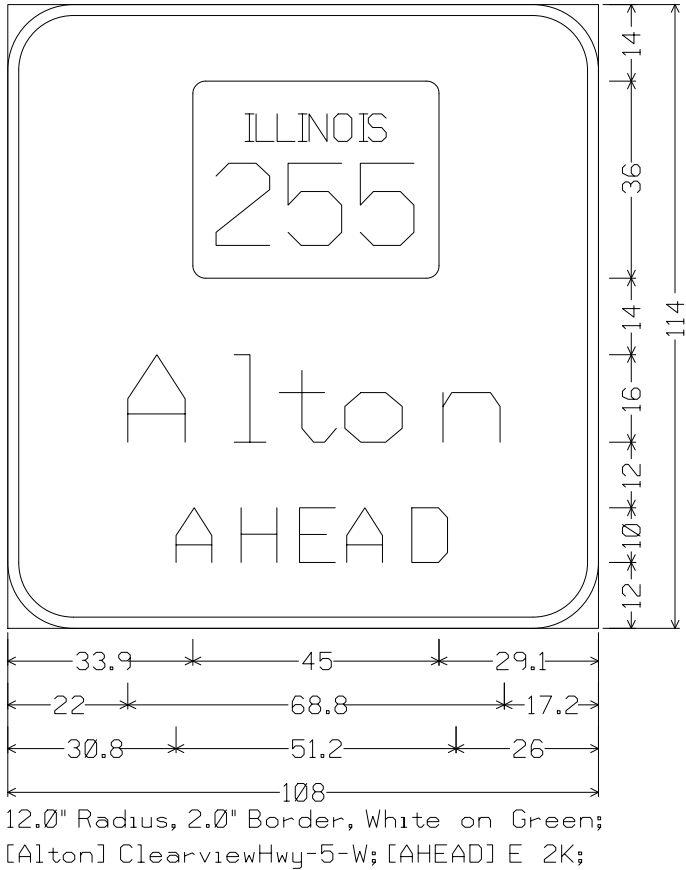
STATION 14+50 RAMP D



6.0" Radius, 1.3" Border, White on Green;
 Standard Arrow Custom 26.8" X 16.1" 180°; [Pontoon] ClearviewHwy-5-W;
 [Beach] ClearviewHwy-5-W;

FILE NAME =	USER NAME = owerbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGN PANEL DETAILS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\pwork\overbj\d0267923\d876f00-shd-500.dgn	PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -					255	60-(8,9)RS-1	MADISON	206	123
	PLOT DATE = 12/11/2013	CHECKED -	REVISED -		SCALE: SHEET NO. 9 OF 30 SHEETS STA. TO STA.			CONTRACT NO. 76F10				
		DATE -	REVISED -		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT					

STATION 1536+00 NORTHBOUND MILE MARKER 29.3



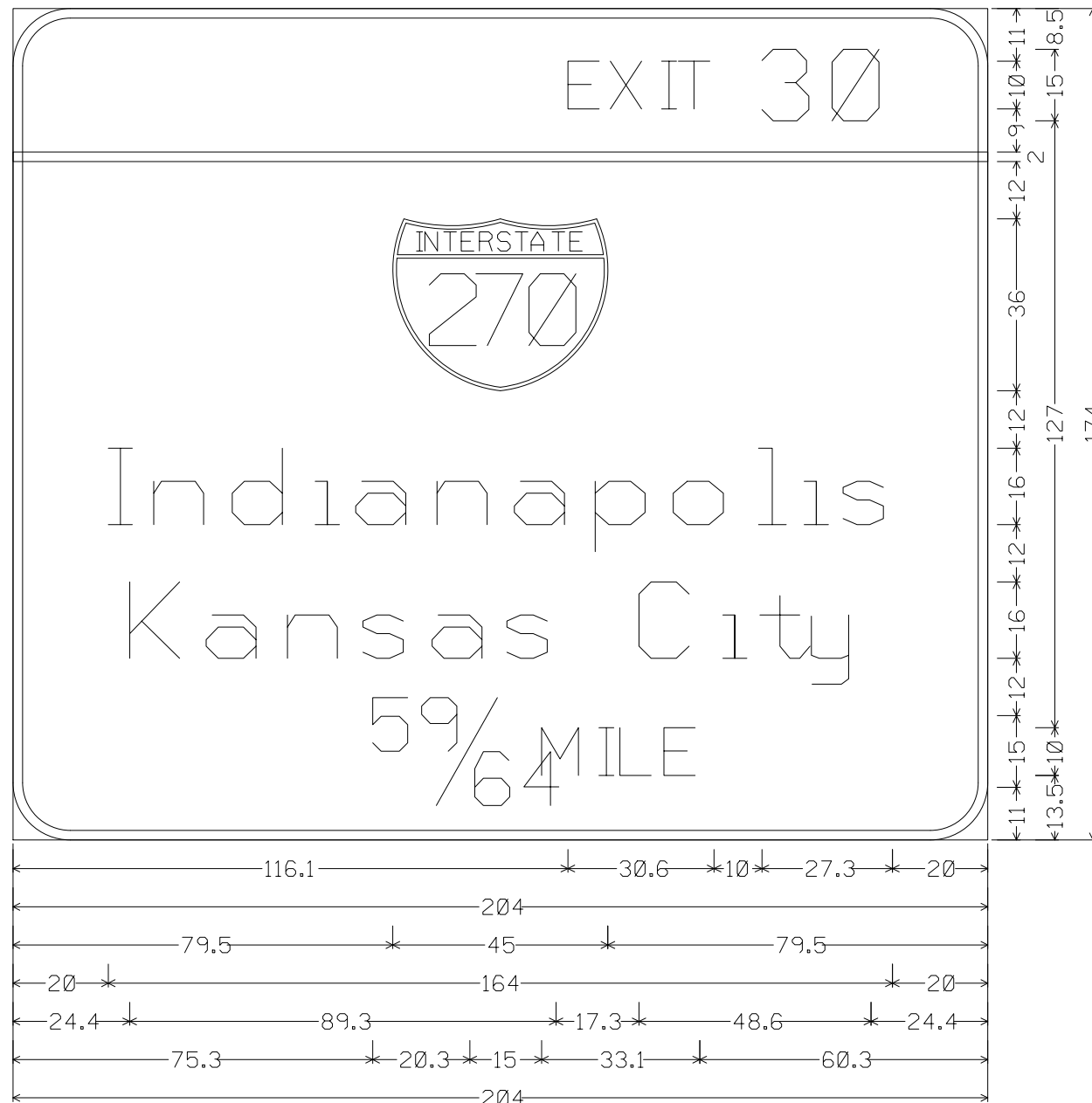
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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/11/2013	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SIGN PANEL DETAILS			
SCALE:	SHEET NO. 10 OF 30 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9)RS-1	MADISON	206	124
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 76F10	

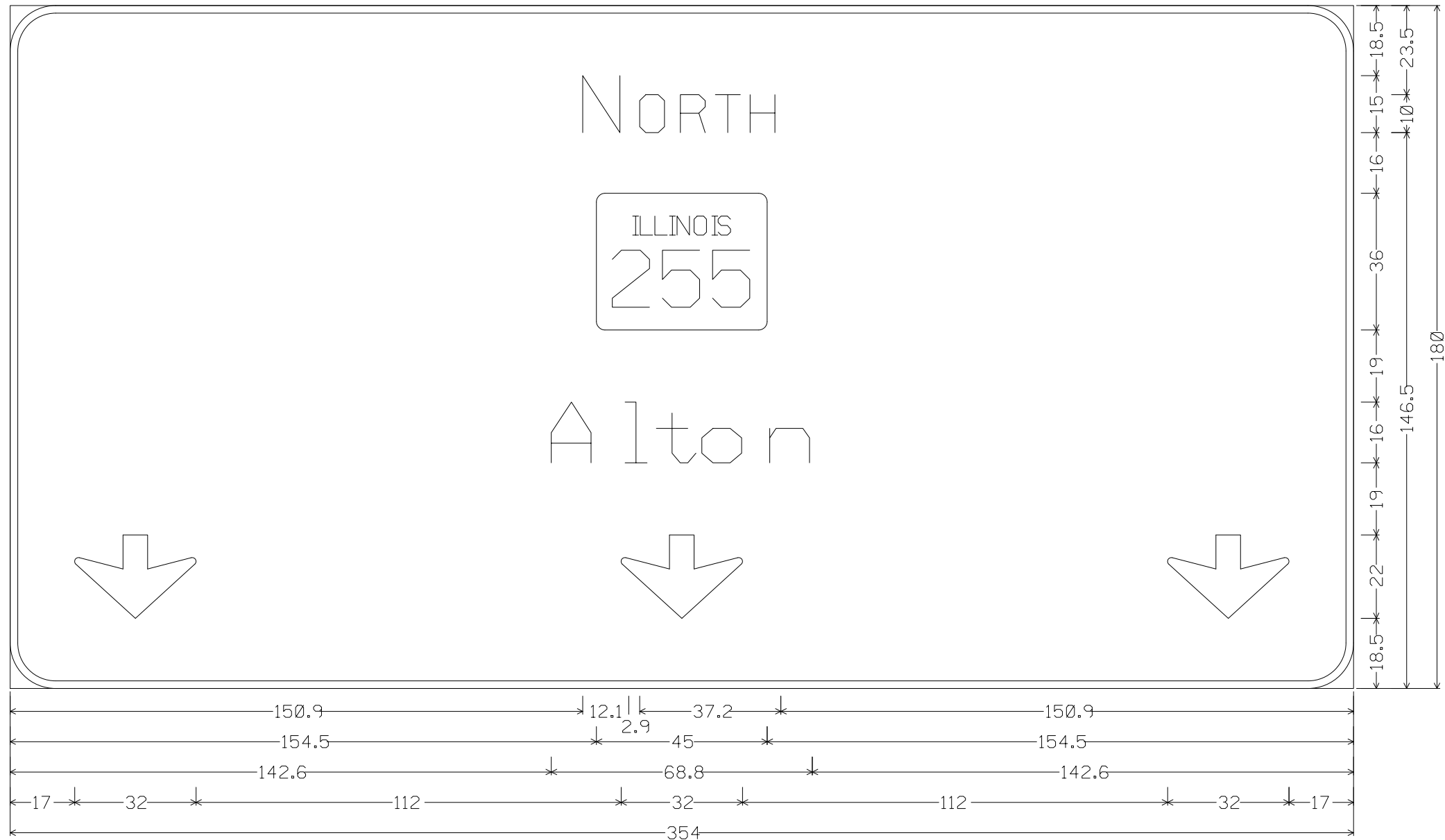
STATION 1575+00 NORTH BOUND MILE MARKER 30.1



12.0" Radius, 2.0" Border, White on Green;
 [EXIT 30] E 2K; [Indianapolis] ClearviewHwy-5-W; [Kansas City] ClearviewHwy-5-W;
 [5⁹/₆₄ MILE] E 2K;

FILE NAME =	USER NAME = owerbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGN PANEL DETAILS		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et:\pwork\pwork\owenbj\0267923\0876F00-shd-500.dgn	PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -				255	60-(8,9)RS-1	MADISON	206	126	
	PLOT DATE = 12/11/2013	CHECKED -	REVISED -		SCALE:		SHEET NO. 12 OF 30 SHEETS		STA. TO STA.		CONTRACT NO. 76F10	
		DATE -	REVISED -				FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

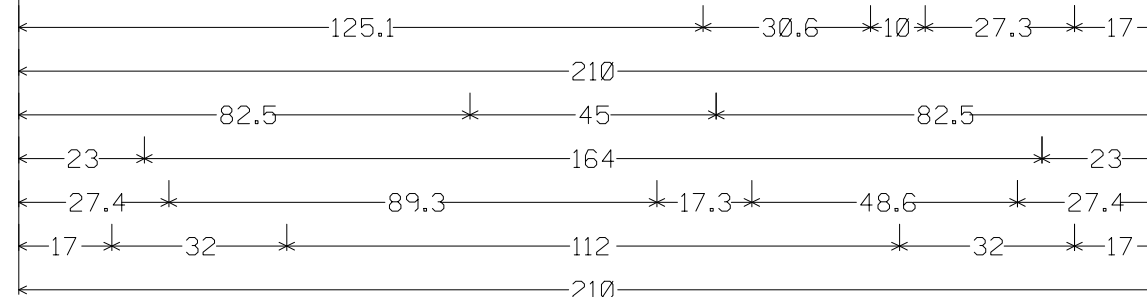
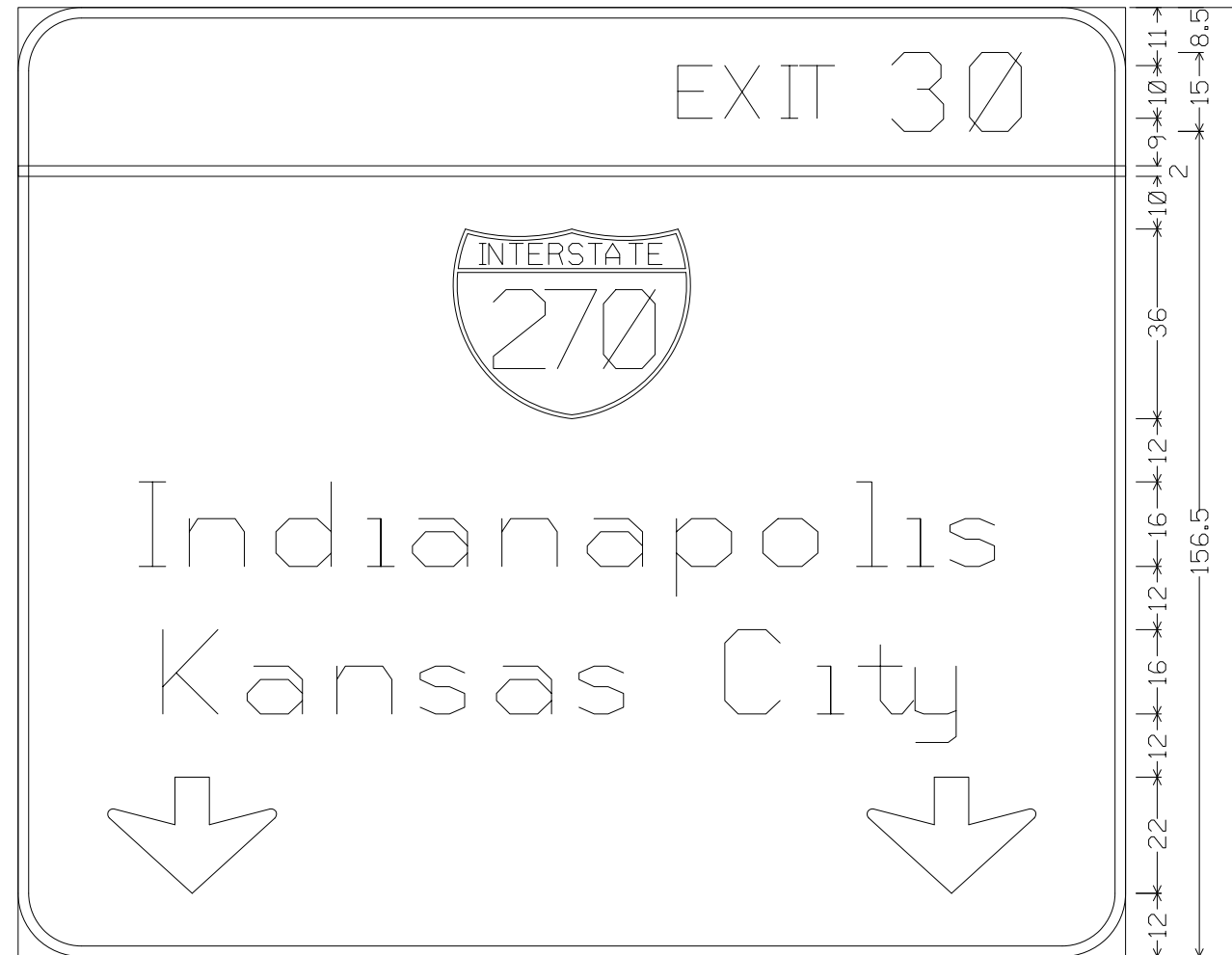
STATION 1588+63 NORTH BOUND MILE MARKER 30.3



12.0" Radius, 2.0" Border, White on Green;
 [NORTH] E 2K; [Alton] ClearviewHwy-5-W; Down Arrow 22.0" 270°; Down Arrow 22.0" 270°; Down Arrow 22.0" 270°;

FILE NAME =	USER NAME = owerbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGN PANEL DETAILS		F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\pwork\overbj\d0267923\d876f00-shd-500.dgn	DRAWN -	REVISED -	255				60-(8,9)R5-1	MADISON	206	127	
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 76F10								
PLOT DATE = 12/11/2013	DATE -	REVISED -	SCALE:		SHEET NO. 13 OF 30 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

STATION 1588+63 NORTH BOUND MILE MARKER 30.3



12.0" Radius, 2.0" Border, White on Green;
 [EXIT 30] E 2K; [Indianapolis] ClearviewHwy-5-W; [Kansas City] ClearviewHwy-5-W;
 Down Arrow 22.0" 270; Down Arrow 22.0" 270;

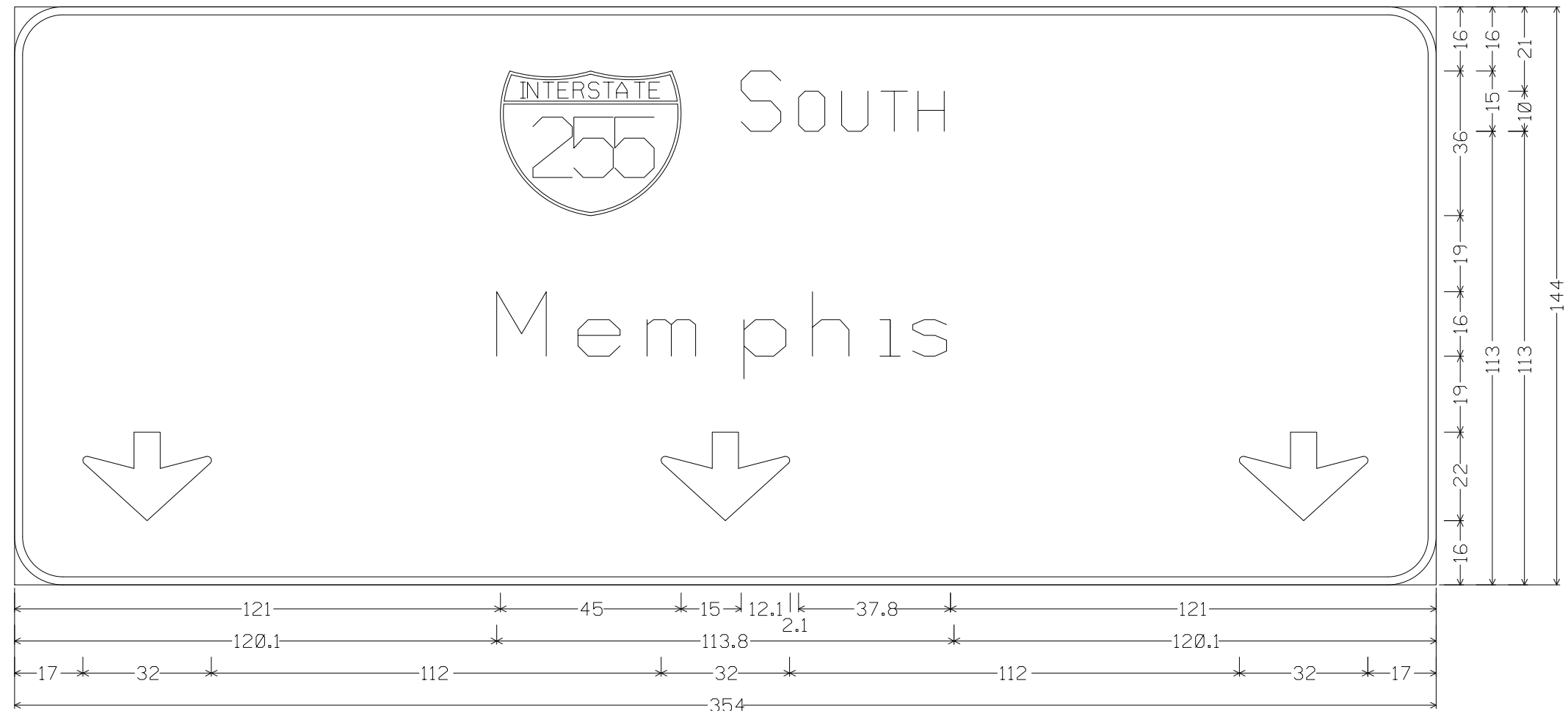
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	PLOT DATE = 12/11/2013	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SIGN PANEL DETAILS			
SCALE:	SHEET NO. 14 OF 30 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9)R5-1	MADISON	206	128
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 76F10	

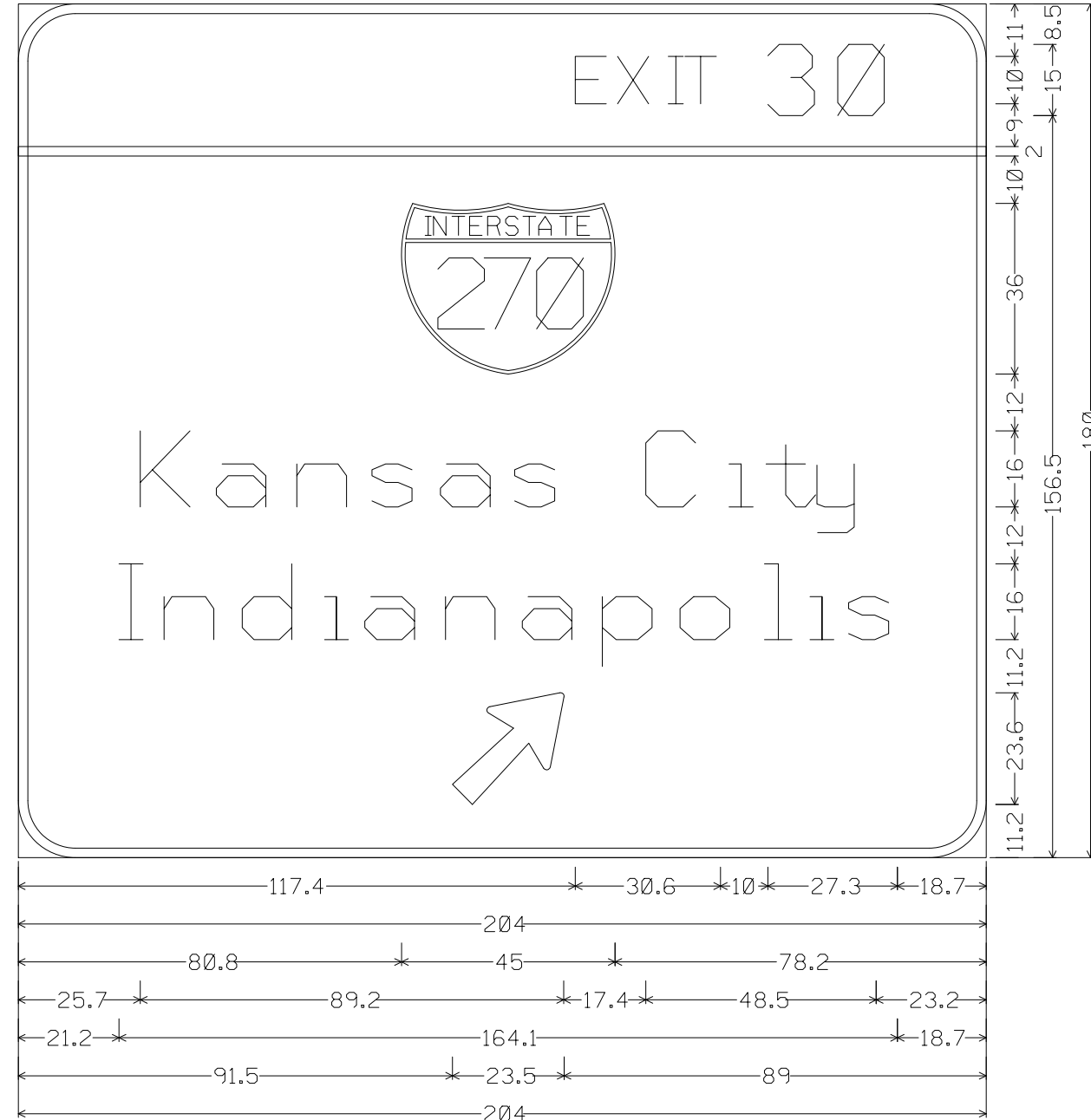
STATION 1655+40 SOUTH BOUND MILE MARKER 31.6



12.0" Radius, 2.0" Border, White on Green;
 [SOUTH] E 2K; [Memphis] C ClearviewHwy-5-W; Down Arrow 22.0" 270; Down Arrow 22.0" 270; Down Arrow 22.0" 270;

FILE NAME = c:\pwwork\pwwork\owenbj\10267923\10267923.dwg	USER NAME = owenbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGN PANEL DETAILS		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	0-sh1-500.dgn	DRAWN -	REVISED -				255	60-(8,9)R5-1	MADISON	206	129
PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -	CONTRACT NO. 76F10								
PLOT DATE = 12/11/2013	DATE -	REVISED -	SCALE:		SHEET NO. 15 OF 30 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

STATION 1655+40 SOUTH BOUND MILE MARKER 31.6



12.0" Radius, 2.0" Border, White on Green;
 [EXIT 30] E 2K; [Kansas City] ClearviewHwy-5-W; [Indianapolis] ClearviewHwy-5-W;
 Arrow 133 - 30.0" 45°;

FILE NAME =	USER NAME = owerbj	DESIGNED -	REVISED -
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	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -
	PLOT DATE = 12/11/2013	DATE -	REVISED -

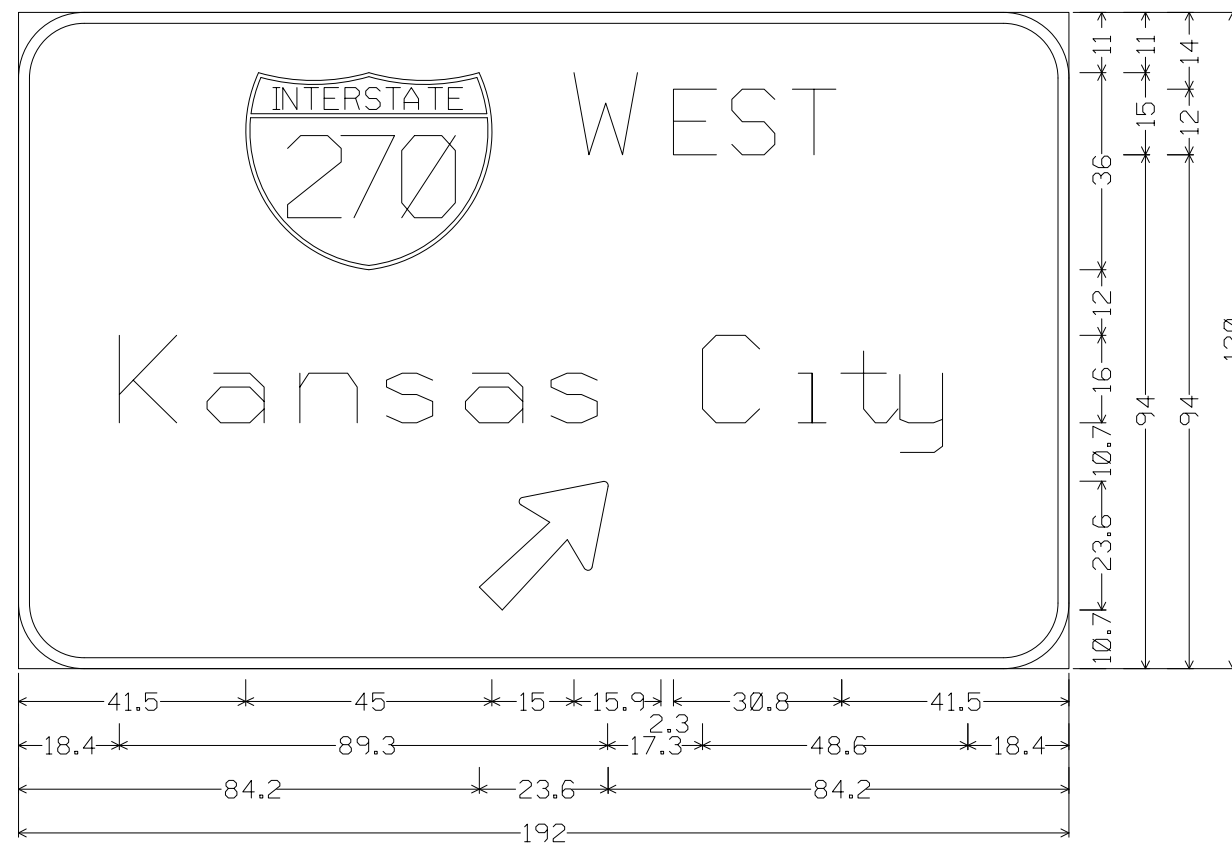
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SIGN PANEL DETAILS

SCALE: SHEET NO. 16 OF 30 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9)RS-1	MADISON	206	130
CONTRACT NO. 76F10				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

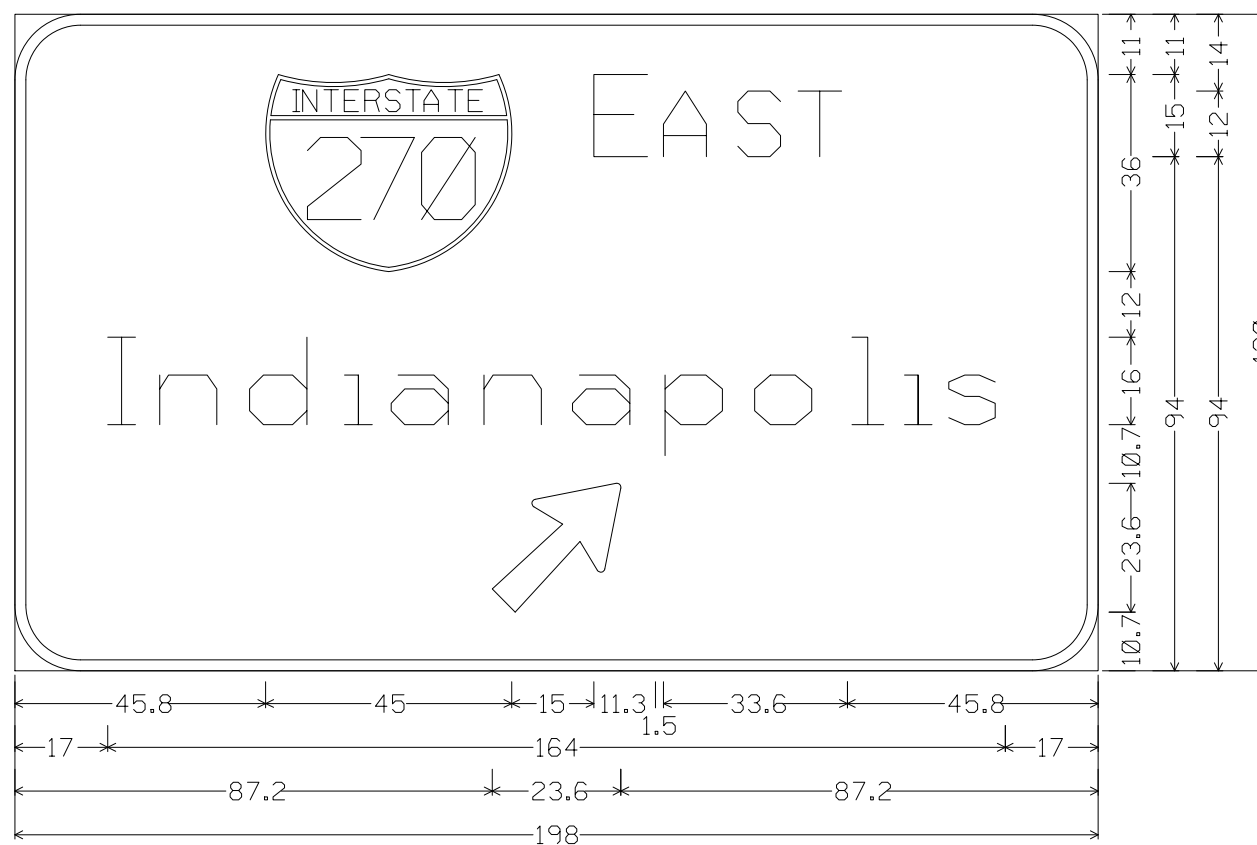
STATION 1641+40 SOUTH BOUND MILE MARKER 31.3



12.0" Radius, 2.0" Border, White on Green;
 [WEST] E 2K; [Kansas City] ClearviewHwy-5-W; Arrow 133 - 30.0" 45;

FILE NAME =	USER NAME = owerbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGN PANEL DETAILS		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\pwork\overbj\0267923\0876F00-shd-500.dgn	PLOT SCALE = 100.0000' / 1in.	DRAWN -	REVISED -				255	60-(8,9)RS-1	MADISON	206	132
	PLOT DATE = 12/11/2013	CHECKED -	REVISED -				CONTRACT NO. 76F10				
		DATE -	REVISED -		SCALE:	SHEET NO. 18 OF 30 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

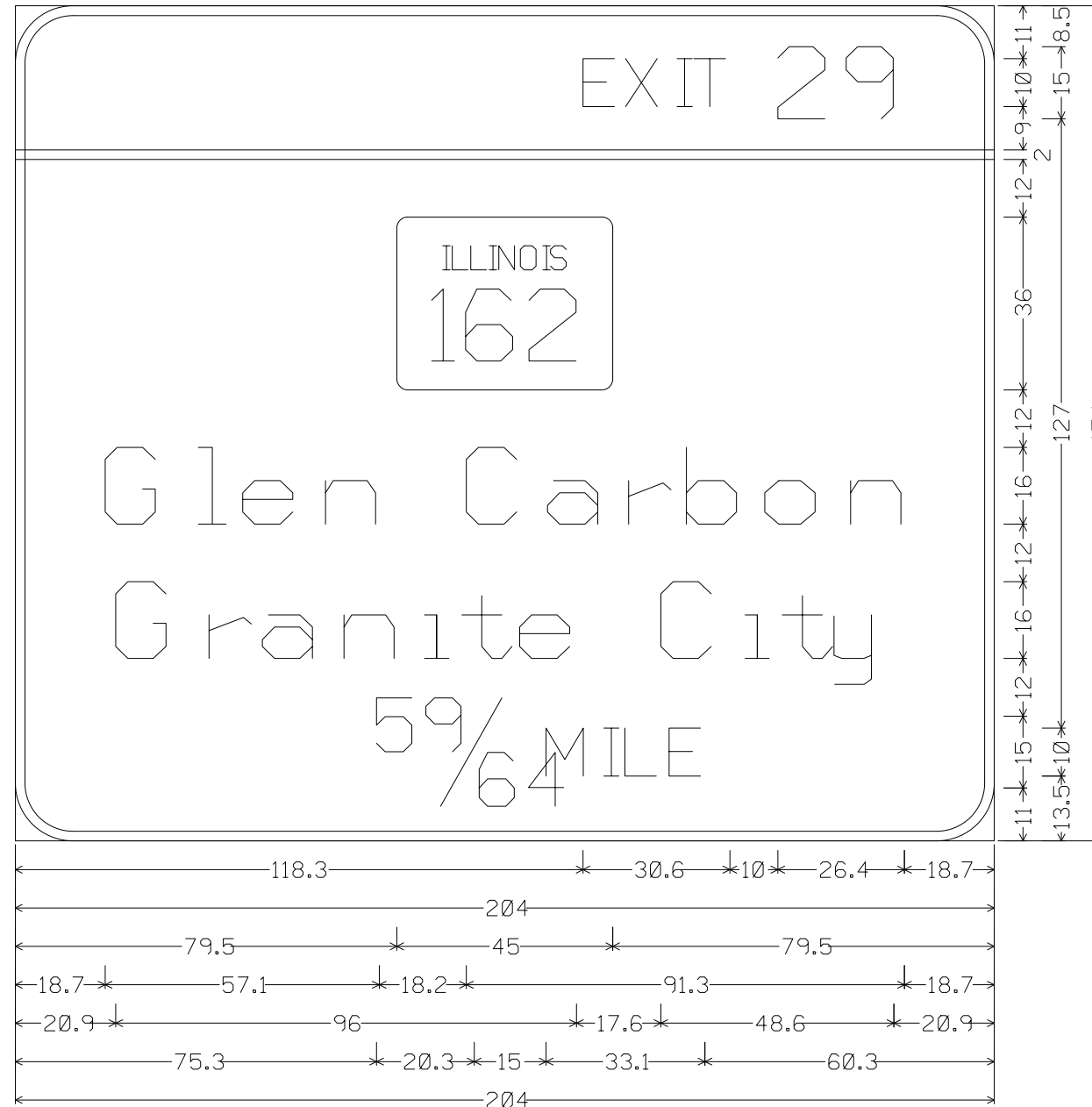
STATION 1612+75 SOUTHBOUND MILE MARKER 30.8



12.0" Radius, 2.0" Border, White on Green;
 [EAST] E 2K; [Indianapolis] ClearviewHwy-5-W; Arrow 133 - 30.0" 45°;

FILE NAME =	USER NAME = owerbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGN PANEL DETAILS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\pwork\overbj\10267923\10267923.dgn	0-shd-500.dgn	DRAWN -	REVISED -					255	60-(8,9)RS-1	MADISON	206	133
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -		CONTRACT NO. 76F10			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
	PLOT DATE = 12/11/2013	DATE -	REVISED -		SCALE:	SHEET NO. 19 OF 30 SHEETS	STA.	TO STA.				

STATION 1557+00 SOUTHBOUND MILE MARKER 29.7



12.0" Radius, 2.0" Border, White on Green;
 [EXIT 29] E 2K; [Glen Carbon] ClearviewHwy-5-W; [Granite City] ClearviewHwy-5-W;
 [59/64 MILE] E 2K;

FILE NAME =	USER NAME = owerbj	DESIGNED -	REVISED -
et:\pwork\pwork\overbj\d0267923\d876f00-shd-500.dgn		DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/11/2013	DATE -	REVISED -

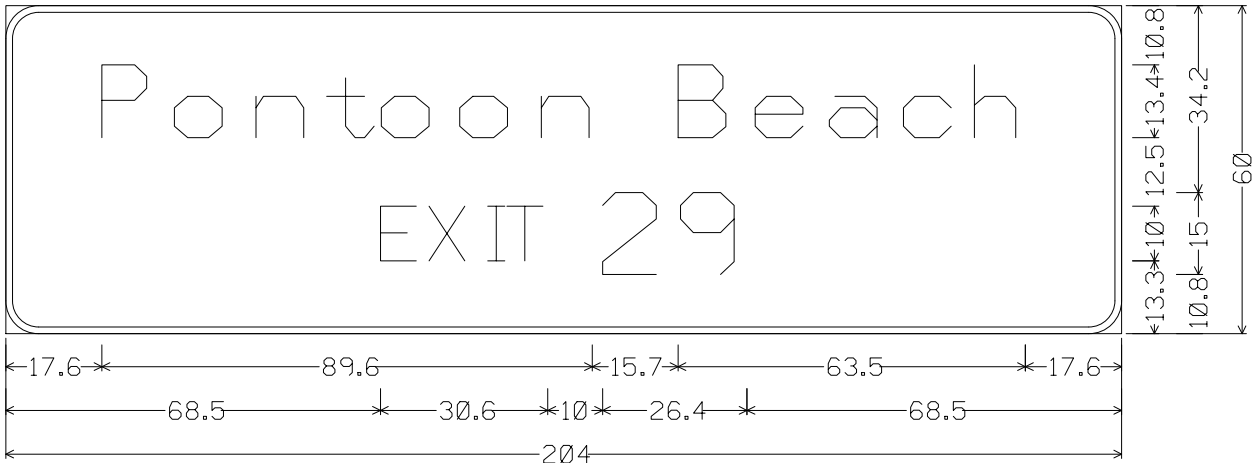
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SIGN PANEL DETAILS

SCALE: SHEET NO. 20 OF 30 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9)R5-1	MADISON	206	134
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 76F10	

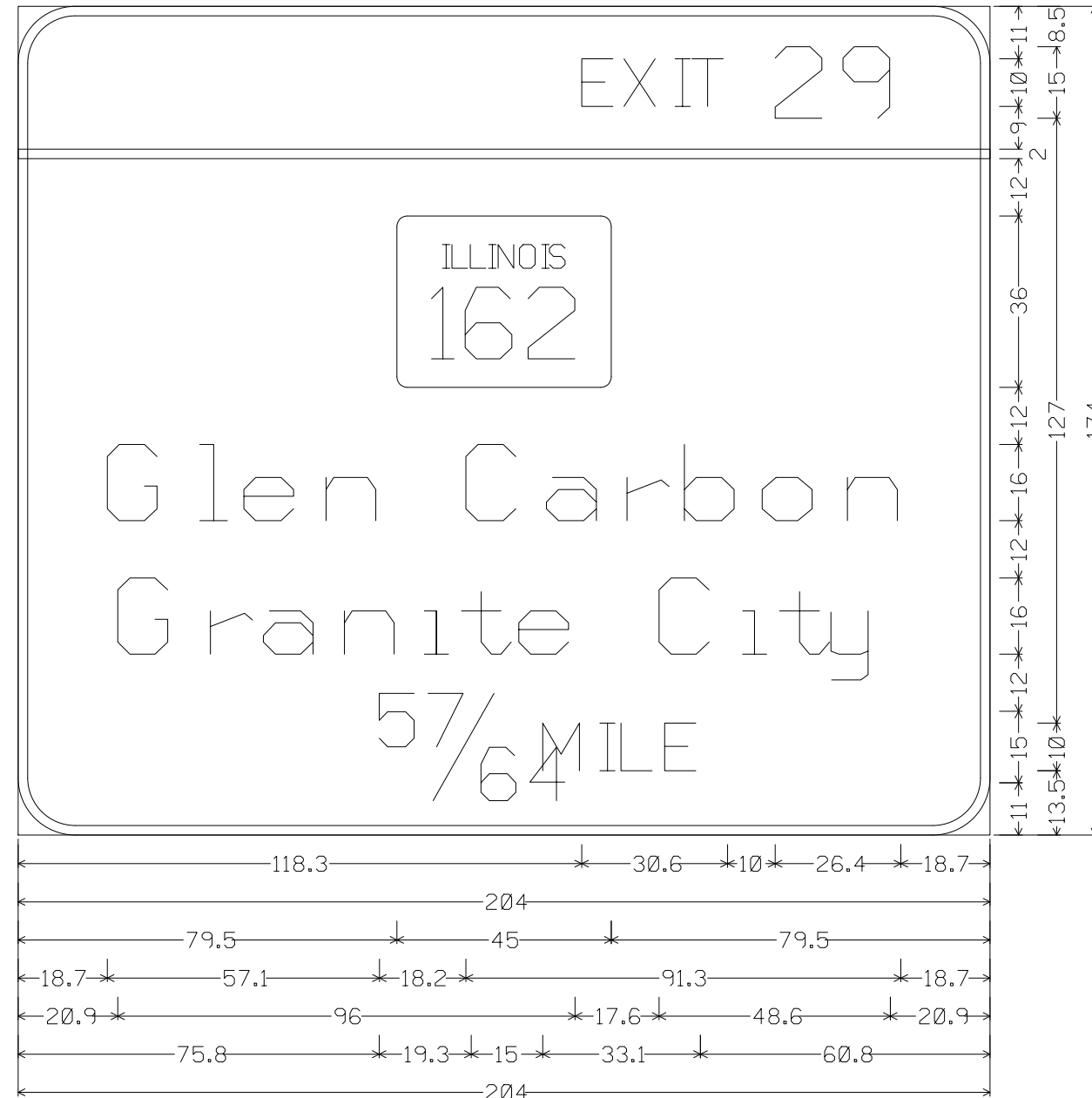
STATION 1552+00 SOUTHBOUND MILE MARKER 29.6



6.0" Radius, 1.3" Border, White on Green;
 [Pontoon Beach] ClearviewHwy-5-W; [EXIT 29] E 2K;

FILE NAME = c:\pwork\pwork\owenbj\d0267923\d876f00-shd-500.dgn	USER NAME = owenbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGN PANEL DETAILS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -	255					60-(8,9)RS-1	MADISON	206	135	
PLOT DATE = 12/11/2013	DATE -	REVISED -	SCALE: SHEET NO. 21 OF 30 SHEETS STA. TO STA.			CONTRACT NO. 76F10						
						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						

STATION 1544+50 SOUTH BOUND MILE MARKER 29.5



12.0" Radius, 2.0" Border, White on Green;
 [EXIT 29] E 2K; [Glen Carbon] ClearviewHwy-5-W; [Granite City] ClearviewHwy-5-W;
 [57/64 MILE] E 2K;

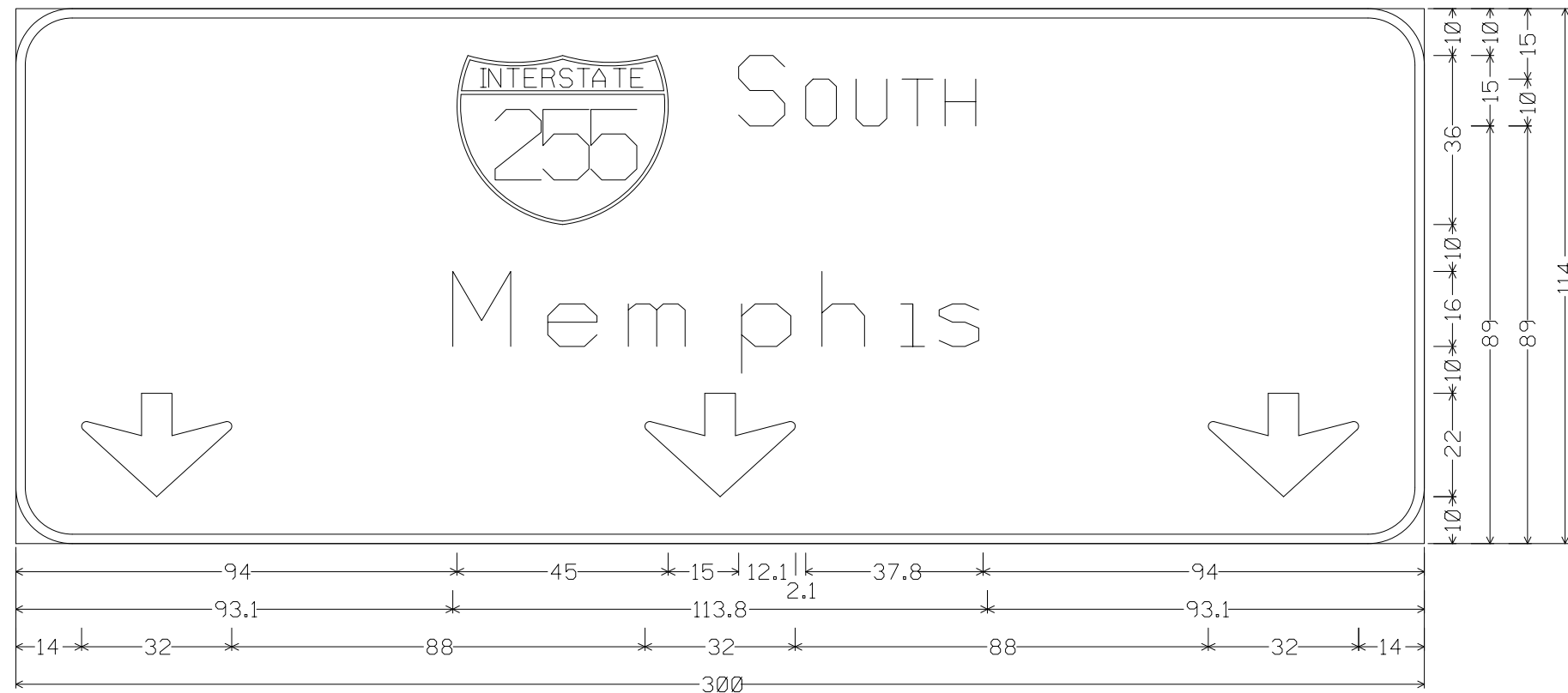
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	PLOT DATE = 12/11/2013	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SIGN PANEL DETAILS			
SCALE:	SHEET NO. 22 OF 30 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9)RS-1	MADISON	206	136
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 76F10	

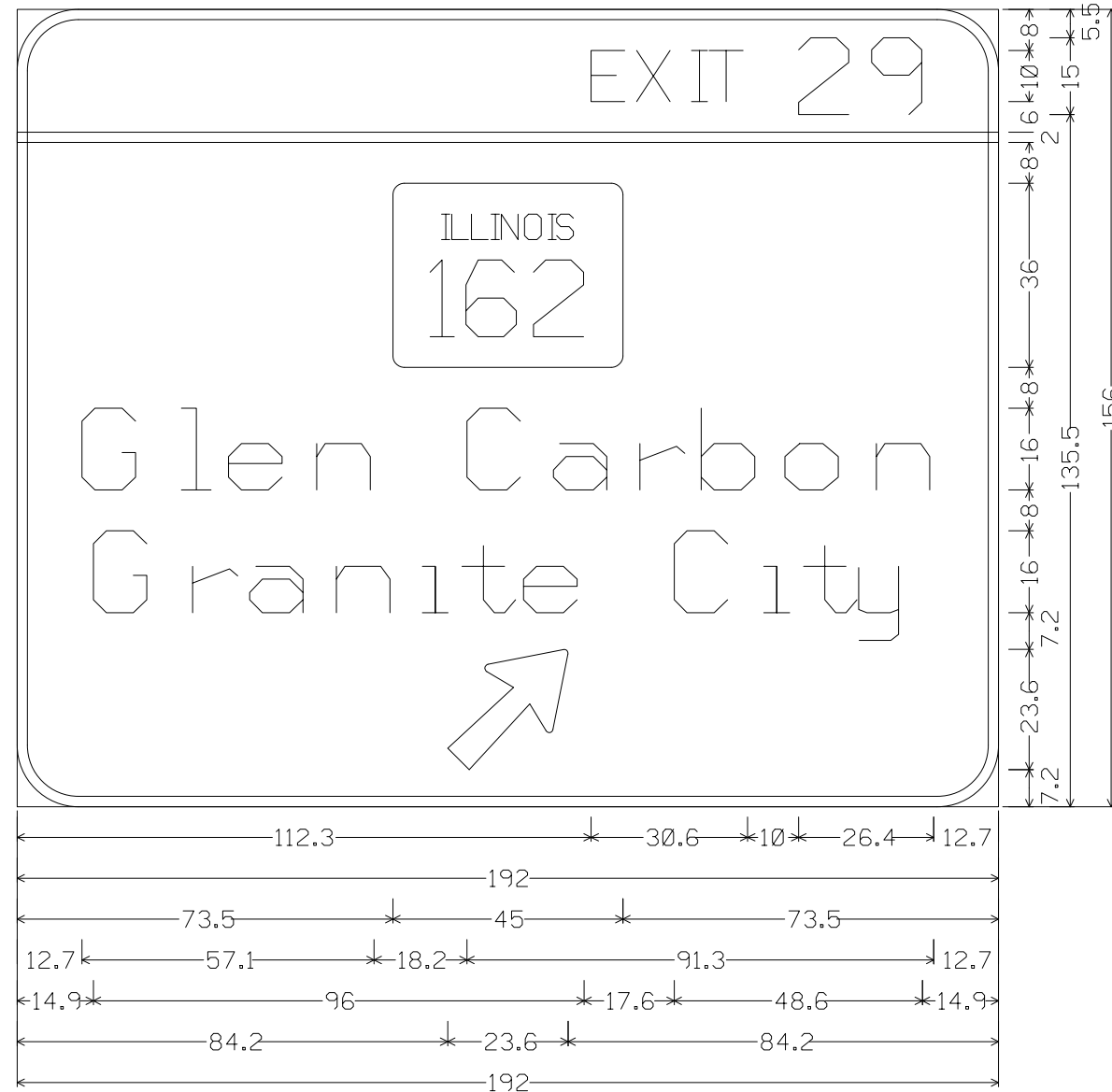
STATION 1530+00 SOUTHBOUND MILE MARKER 29.2



12.0" Radius, 2.0" Border, White on Green;
 [SOUTH] E 2K; [Memphis] ClearviewHwy-5-W; Down Arrow 22.0" 270f; Down Arrow 22.0" 270f; Down Arrow 22.0" 270f;

FILE NAME = c:\pwwork\pwwork\owenbj\d0267923\d876f00-shd-900.dgn	USER NAME = owenbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGN PANEL DETAILS		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -				255	60-(8,9)RS-1	MADISON	206	137	
PLOT DATE = 12/11/2013	DATE -	REVISED -	REVISED -		SCALE:		SHEET NO. 23 OF 30 SHEETS	STA.	TO STA.	CONTRACT NO. 76F10		
							FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT				

STATION 1530+00 SOUTHBOUND MILE MARKER 29.2



12.0" Radius, 2.0" Border, White on Green;
 [EXIT 29] E 2K; [Glen Carbon] ClearviewHwy-5-W; [Granite City] ClearviewHwy-5-W;
 Arrow 133 - 30.0" 45°;

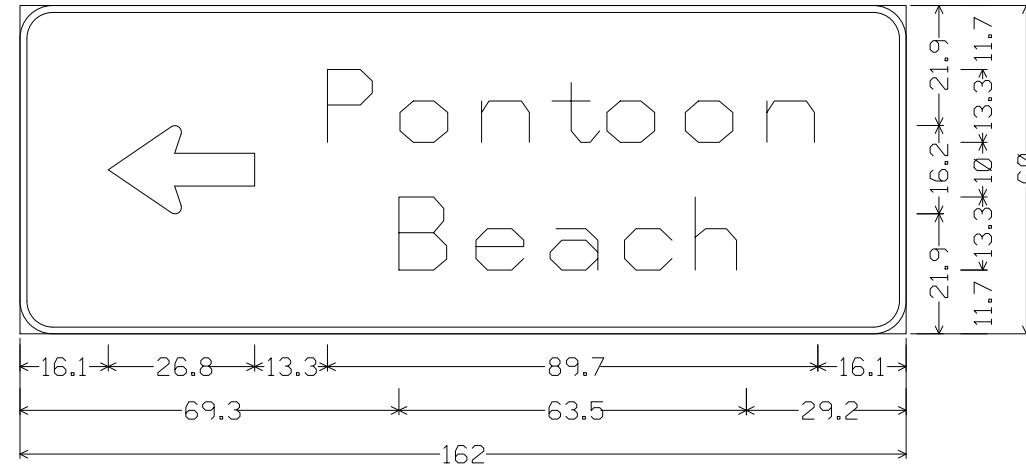
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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/11/2013	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SIGN PANEL DETAILS			
SCALE:	SHEET NO. 24 OF 30 SHEETS	STA.	TO STA.

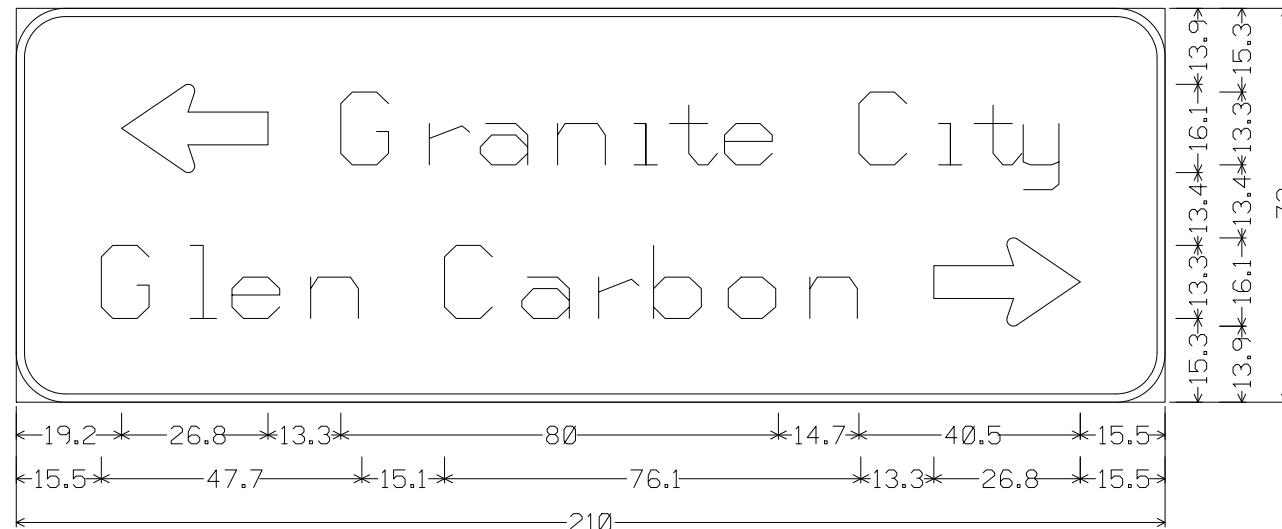
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9)RS-1	MADISON	206	138
CONTRACT NO. 76F10				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

STA 20+50 RAMP B



6.0" Radius, 1.3" Border, White on Green;
 Standard Arrow Custom 26.8" X 16.1" 180°; [Pontoon] ClearviewHwy-5-W;
 [Beach] ClearviewHwy-5-W;

STATION 18+00 RAMP B



9.0" Radius, 1.5" Border, White on Green;
 Standard Arrow Custom 26.8" X 16.1" 180°; [Granite City] ClearviewHwy-5-W;
 [Glen Carbon] ClearviewHwy-5-W; Standard Arrow Custom 26.8" X 16.1" 0°;

FILE NAME =	USER NAME = owerbj	DESIGNED -	REVISED -
et:\pwork\pwork\owenbj\d0267923\d876F00-shd-500.dgn		DRAWN -	REVISED -
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	PLOT DATE = 12/11/2013	DATE -	REVISED -

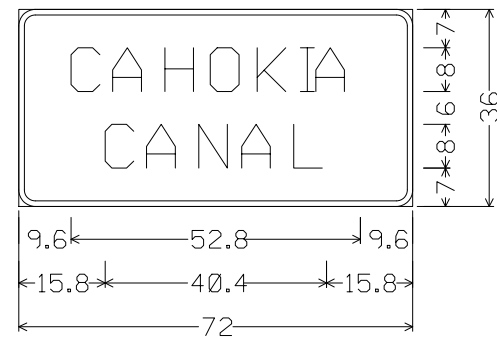
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SIGN PANEL DETAILS

SCALE: SHEET NO. 25 OF 30 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9)RS-1	MADISON	206	139
FED. ROAD DIST. NO.			CONTRACT NO. 76F10	
ILLINOIS FED. AID PROJECT				

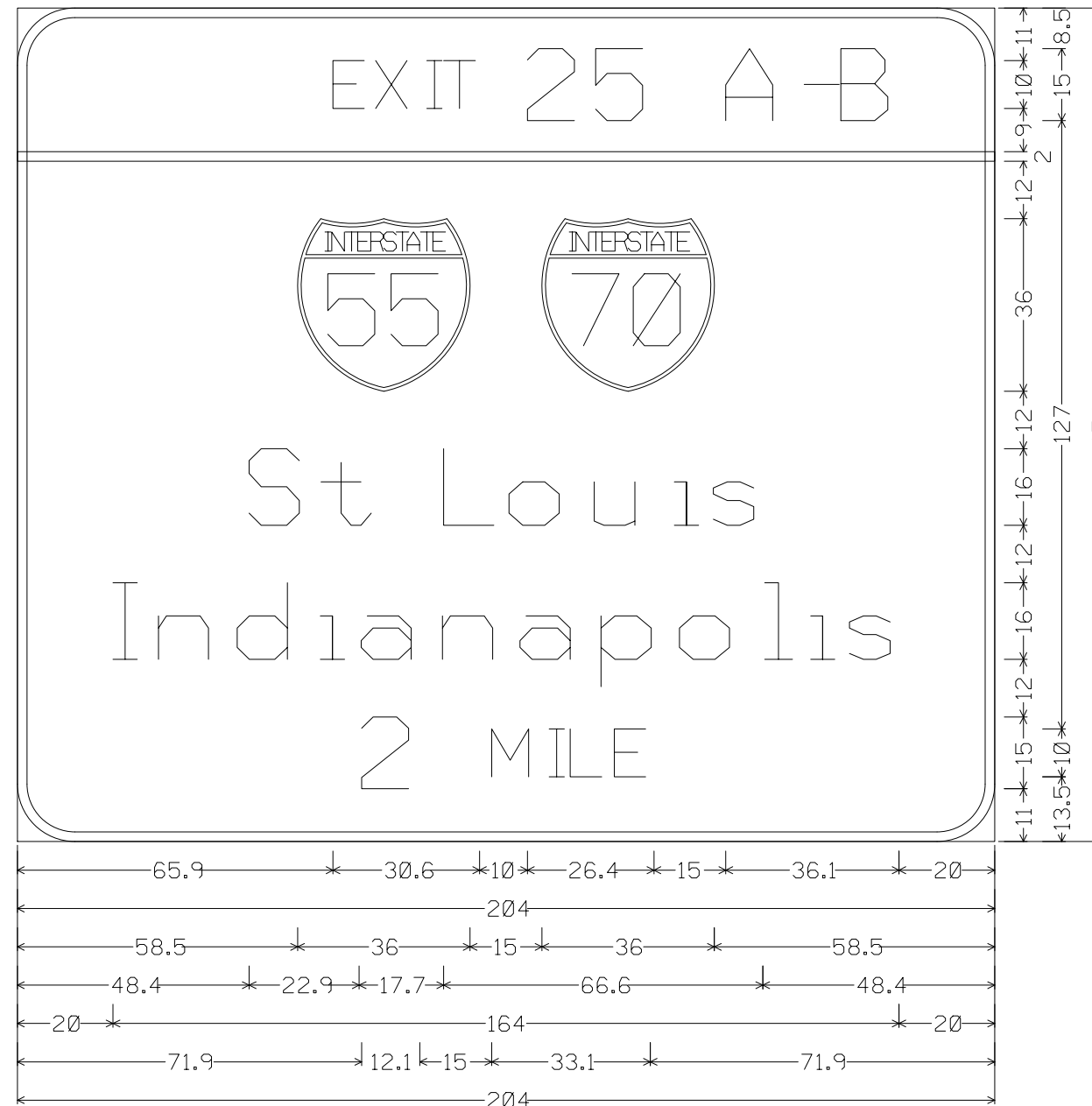
STATION 1482+00 SOUTH BOUND MILE MARKER 28.1



3.0" Radius, 1.0" Border, White on Green;
 [CAHOKIA] E 2K;
 [CANAL] E 2K;

FILE NAME =	USER NAME = owerbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGN PANEL DETAILS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\pwork\overbj\0267923\0876F00-shd-500.dgn		DRAWN -	REVISED -					255	60-(8,9)RS-1	MADISON	206	140
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -		CONTRACT NO. 76F10			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
	PLOT DATE = 12/11/2013	DATE -	REVISED -		SCALE:	SHEET NO. 26 OF 30 SHEETS	STA.	TO STA.				

STATION 1434+00 SOUTH BOUND MILE MARKER 27.4



12.0" Radius, 2.0" Border, White on Green;
 [EXIT 25 A-B] E 2K; [St Louis] ClearviewHwy-5-W; [Indianapolis] ClearviewHwy-5-W;
 [2 MILE] E 2K;

FILE NAME =	USER NAME = owerbj	DESIGNED -	REVISED -
et:\pwork\pwork\overbj\d0267923\d876f00-shd-500.dgn		DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/11/2013	DATE -	REVISED -

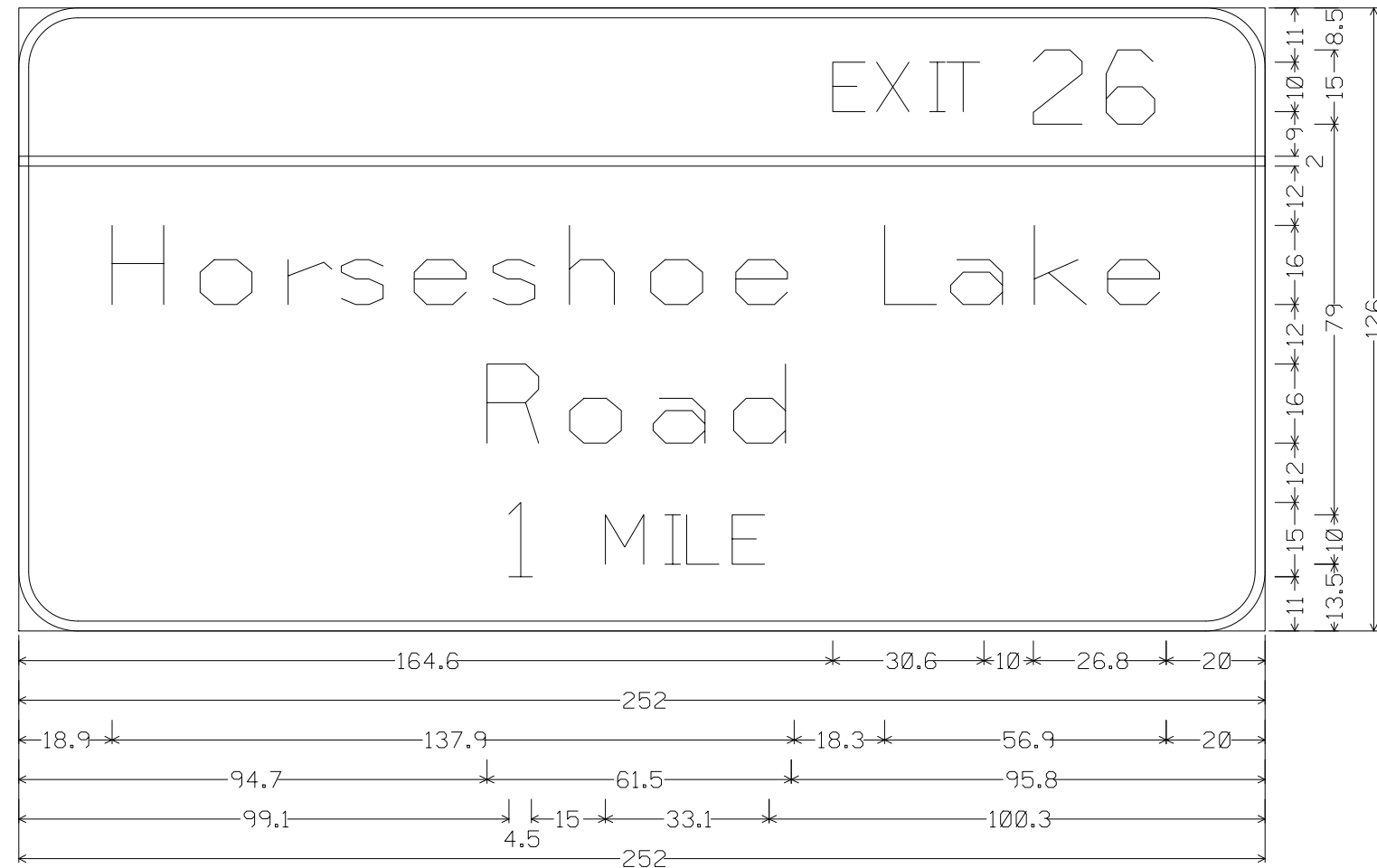
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SIGN PANEL DETAILS

SCALE: SHEET NO. 27 OF 30 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 76F10	

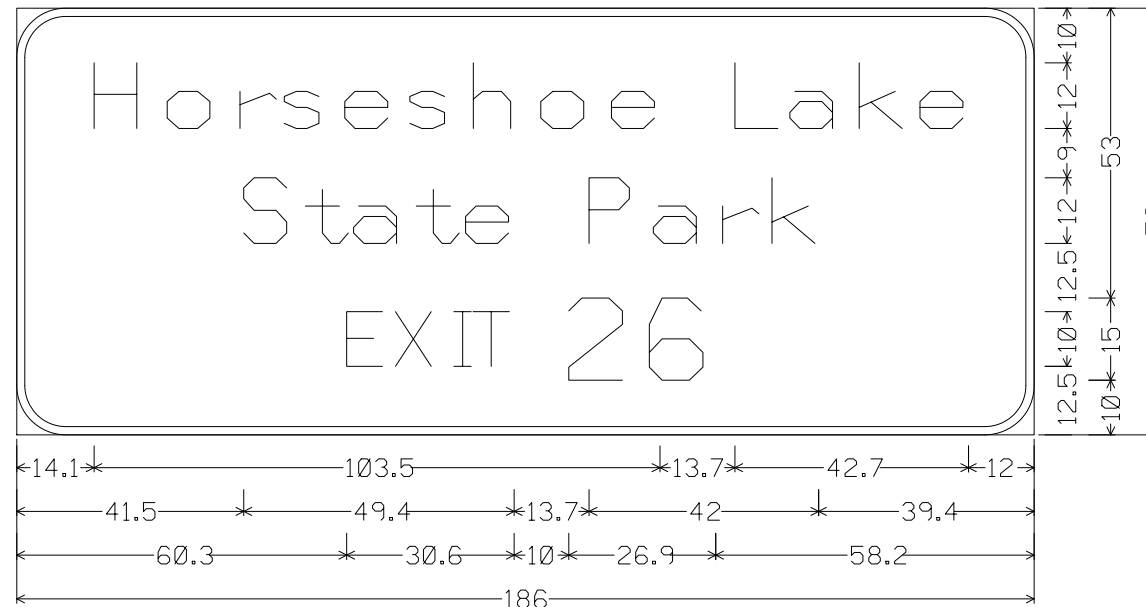
STATION 1434+00 SOUTH BOUND MILE MARKER 27.4



12.0" Radius, 2.0" Border, White on Green;
 [EXIT 26] E 2K; [Horseshoe Lake] ClearviewHwy-5-W; [Road] ClearviewHwy-5-W; [1 MILE] E 2K;

FILE NAME =	USER NAME = owerbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGN PANEL DETAILS		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\pwork\overbj\d0267923\d876f00-shd-900.dgn	PLOT SCALE = 100.0000' / 1in.	DRAWN -	REVISED -				255	60-(8,9)RS-1	MADISON	206	142
	PLOT DATE = 12/11/2013	CHECKED -	REVISED -				CONTRACT NO. 76F10				
		DATE -	REVISED -		SCALE:	SHEET NO. 28 OF 30 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

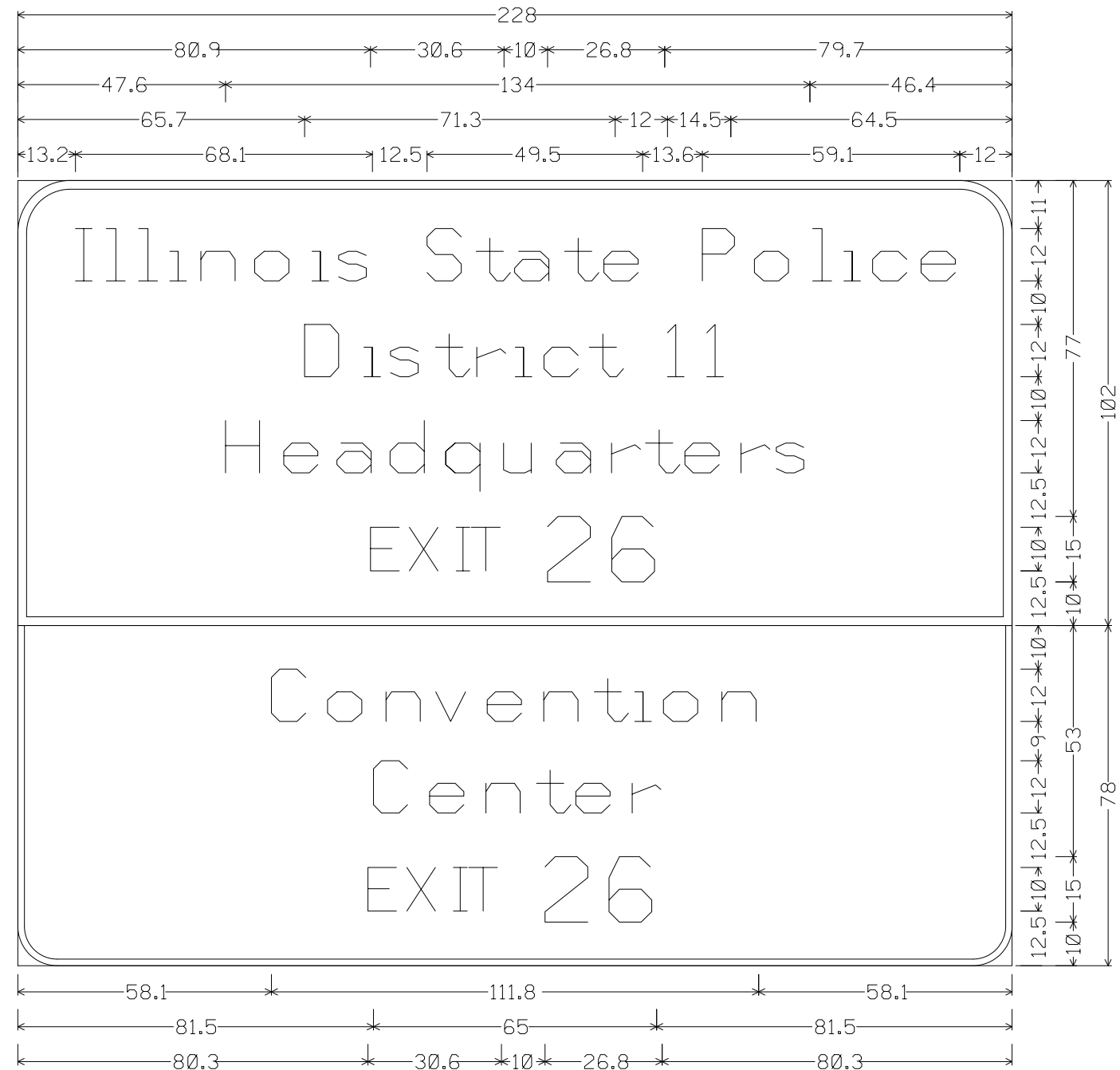
STATION 1421+50 SOUTH BOUND MILE MARKER 27.2



9.0" Radius, 1.5" Border, White on Brown;
 [Horseshoe Lake] ClearviewHwy-5-W; [State Park] ClearviewHwy-5-W;
 [EXIT 26] E 2K;

FILE NAME =	USER NAME = owerbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGN PANEL DETAILS		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\pwork\overbj\0267923\0876F00-shd-500.dgn	PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -				255	60-(8,9)RS-1	MADISON	206	143
	PLOT DATE = 12/11/2013	CHECKED -	REVISED -		SCALE:		SHEET NO. 29 OF 30 SHEETS	STA.	TO STA.	CONTRACT NO. 76F10	
		DATE -	REVISED -							FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

STATION 1411+50 SOUTH BOUND MILE MARKER 27.0



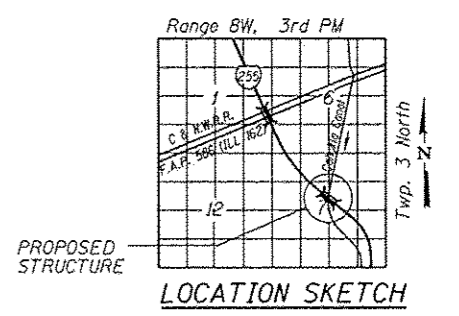
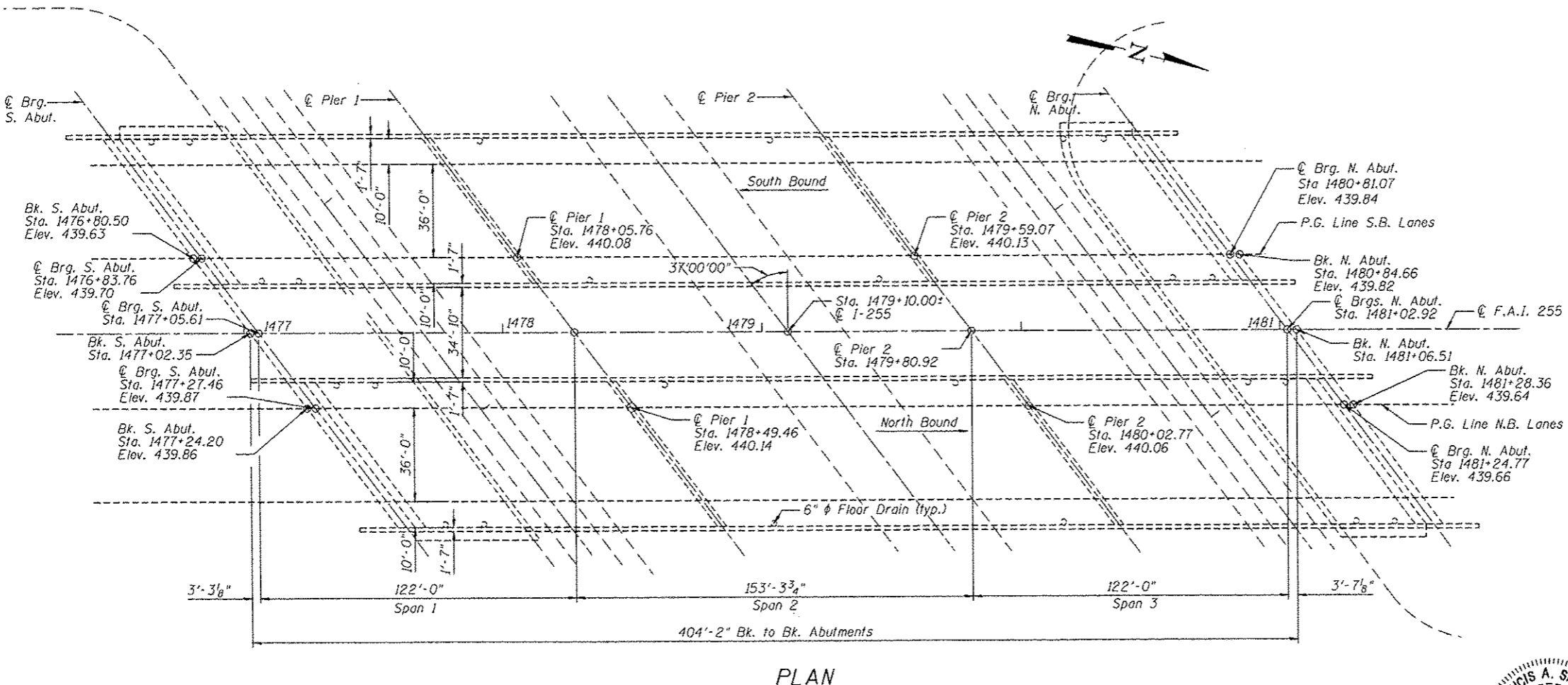
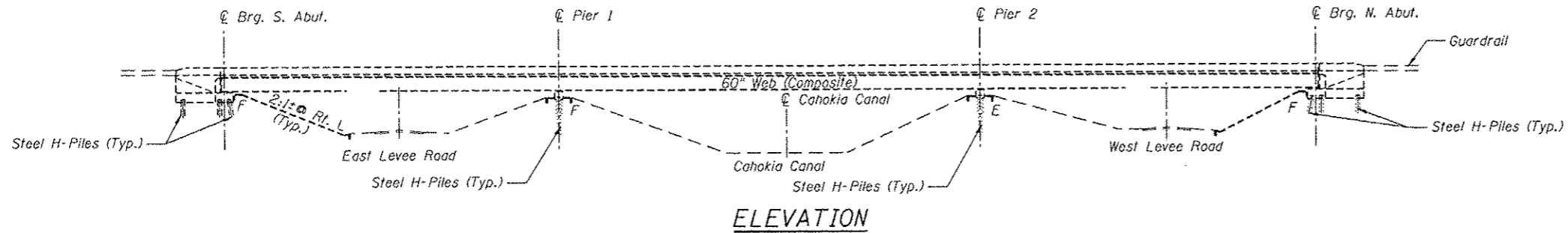
12.0" Radius, 2.0" Border, White on Blue;
 [Illinois State Police] ClearviewHwy-5-W; [District 11] ClearviewHwy-5-W;
 [Headquarters] ClearviewHwy-5-W; [EXIT 26] E 2K;
 9.0" Radius, 1.5" Border, White on Brown;
 [Convention] ClearviewHwy-5-W; [Center] ClearviewHwy-5-W; [EXIT 26] E 2K;

FILE NAME =	USER NAME = owerbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGN PANEL DETAILS			F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -					CONTRACT NO. 76F10					
	PLOT DATE = 12/11/2013	DATE -	REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

Bench Mark: SHB-13 RR Spike in P.P.A7 Sta. 1478+00 (I-255). 286' Lt., Elev.420.18

Existing Structures:

The original structures were constructed in 1985 as FAI Route 255, Section 60-8B-1. The dual structures consist of continuous three span composite welded plate girder bridges with 7 1/2" decks. The substructures originally consisted of stub abutments and concrete piers all on steel piles. In 2008 the north abutments were changed to semi-integral abutments. The structure measures 404'-2" back-to-back of abutment (NB & SB) and 59'-2" out-to-out of deck (NB & SB). The span lengths (CI bearing to CI bearing) are 122'-0", 153'-3 3/4" and 122'-0" (NB & SB). Both structures have a 37° right forward skew. Two lanes of traffic will be maintained utilizing stage construction.



F. Allen Smith
 FRANCIS A. SMITH, JR.
 081-005860
 LICENSED
 STRUCTURAL
 ENGINEER
 ILLINOIS
 F. ALLEN SMITH, P.E., S.E.
 NO. 081-005860
 EXP. DATE 11/30/2014
 10/18/13

F.A.I. RTE. 255 OVER CAHOKIA CANAL
 SECTION 60-(8,9)RS-1
 STATION 1479+10.00
 MADISON COUNTY
 STRUCTURE NO. 060-0218 (N.B.)
 060-0219 (S.B.)

10/17/2013 g:\slip\000\bridge\cadd\sheet\bridge\0218-0219\060-0218-0219-TB10-S-GRP.dwg 0218-0219\060-0218-0219-TB10-S-GRP.dwg

	USER NAME = adgum	DESIGNED - SOG	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN AND ELEVATION STRUCTURE NO. 060-0218NB & 060-0219SB	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE# PLOT DATE = 10/17/2013	CHECKED - FAS	REVISD -			255	60-18,91 RS-1	MADISON	206	145
DRAWN - DMC CHECKED - SOG				SHEET NO. 1 OF 6 SHEETS		CONTRACT NO. 76F10 ILLINOIS FED. AID PROJECT				

GENERAL NOTES

1. Plan dimensions, elevation 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.
2. Areas of deck repairs shown are estimated. The Engineer shall show actual locations of deck repair on As-Built Plans.

BILL OF MATERIAL

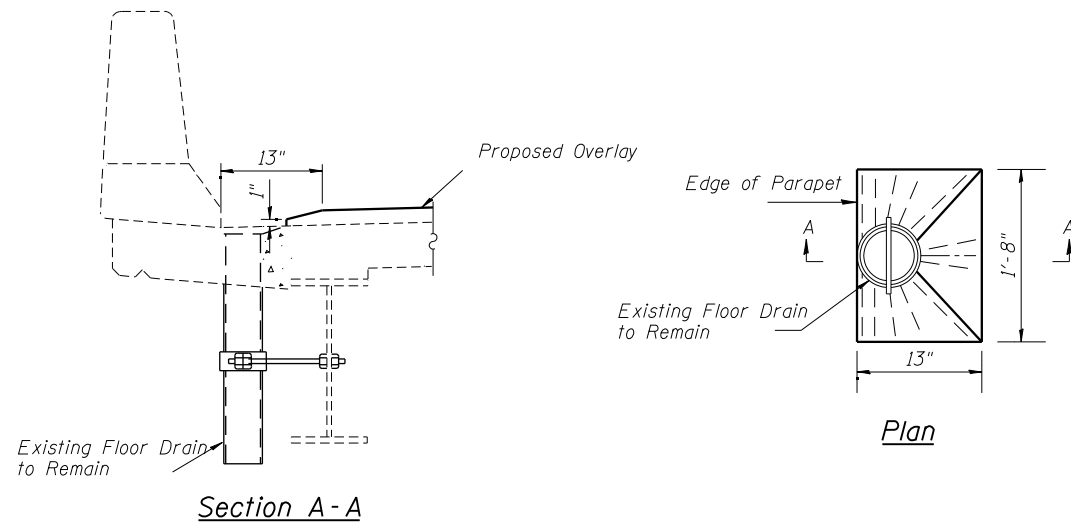
Item	Unit	Total
** Polymerized Hot-Mix Asphalt Surface Course, Mix "E", N90.	Ton	563
* Concrete Sealer	Sq Ft	5939
Deck Slab Repair - (Partial Depth)	Sq Yd	10.8
Deck Slab Repair - (Full Depth, Type I)	Sq Yd	4.0
Silicone Joint Sealer, 2"	Foot	56
Waterproofing Membrane System	Sq Yd	5030

* Concrete Sealer shall be applied to the top and inside vertical faces of the parapets only. No Concrete Sealer over the Overlay.

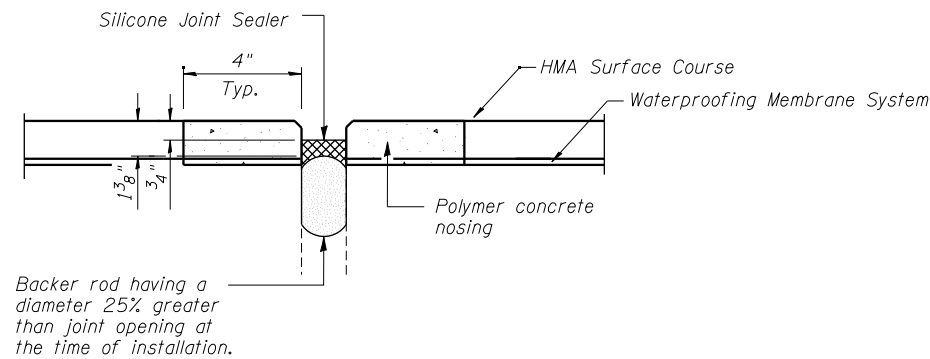
** Minimum thickness of HMA Surface Course is 1 1/2". Maximum total thickness of HMA Surface Course plus Waterproofing Membrane System is 2".

INDEX OF SHEETS

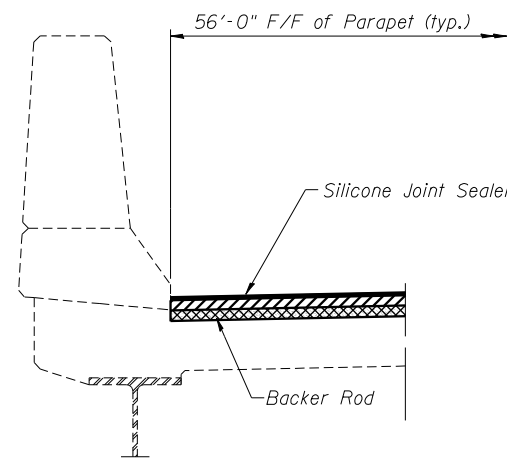
1. General Plan and Elevation
2. General Data
3. Stage Construction North and South bound
4. Temporary Concrete Barrier Details For Stage Construction
5. Deck Patching Plan North bound
6. Deck Patching Plan South bound



Proposed Overlay at Existing Floor Drains



SILICONE JOINT SEALER
(060-0219 S. Abutment)



SECTION Thru Parapet

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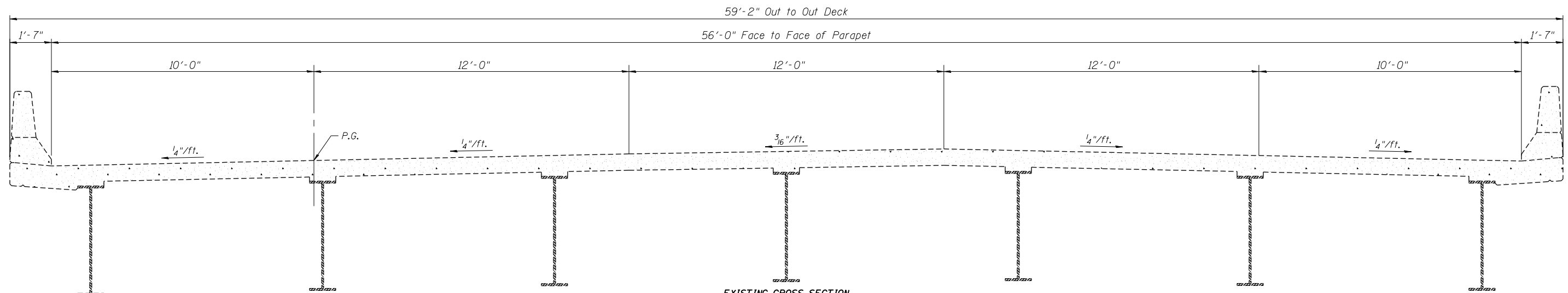
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

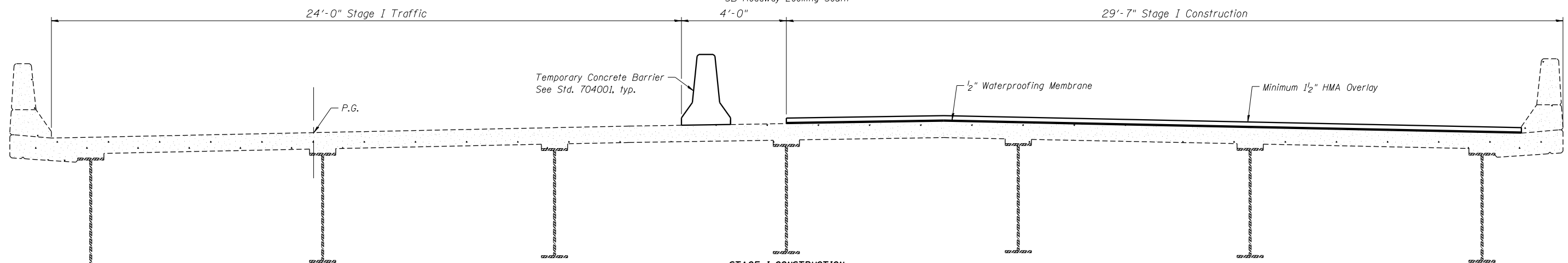
**GENERAL DATA
STRUCTURE NO. 060-0218NB & 060-0219SB**

SHEET NO. 2 OF 6 SHEETS

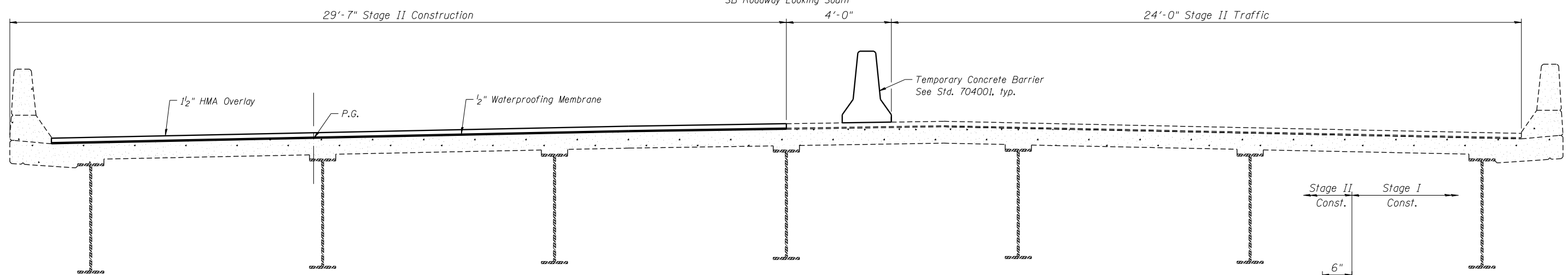
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			CONTRACT NO. 76F10	
ILLINOIS FED. AID PROJECT				



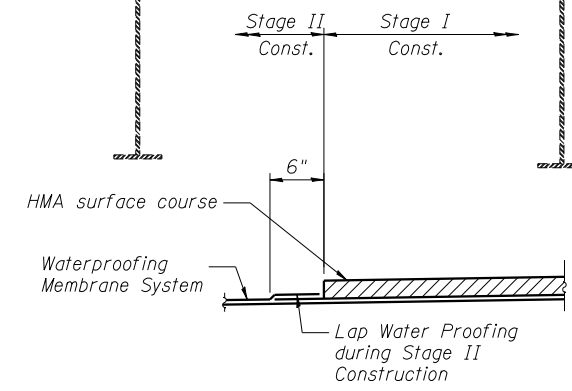
EXISTING CROSS SECTION
 NB Roadway Looking North
 SB Roadway Looking South



STAGE I CONSTRUCTION
 NB Roadway Looking North
 SB Roadway Looking South



STAGE II CONSTRUCTION
 NB Roadway Looking North
 SB Roadway Looking South



WATERPROOFING STAGING TYPICAL DETAIL

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

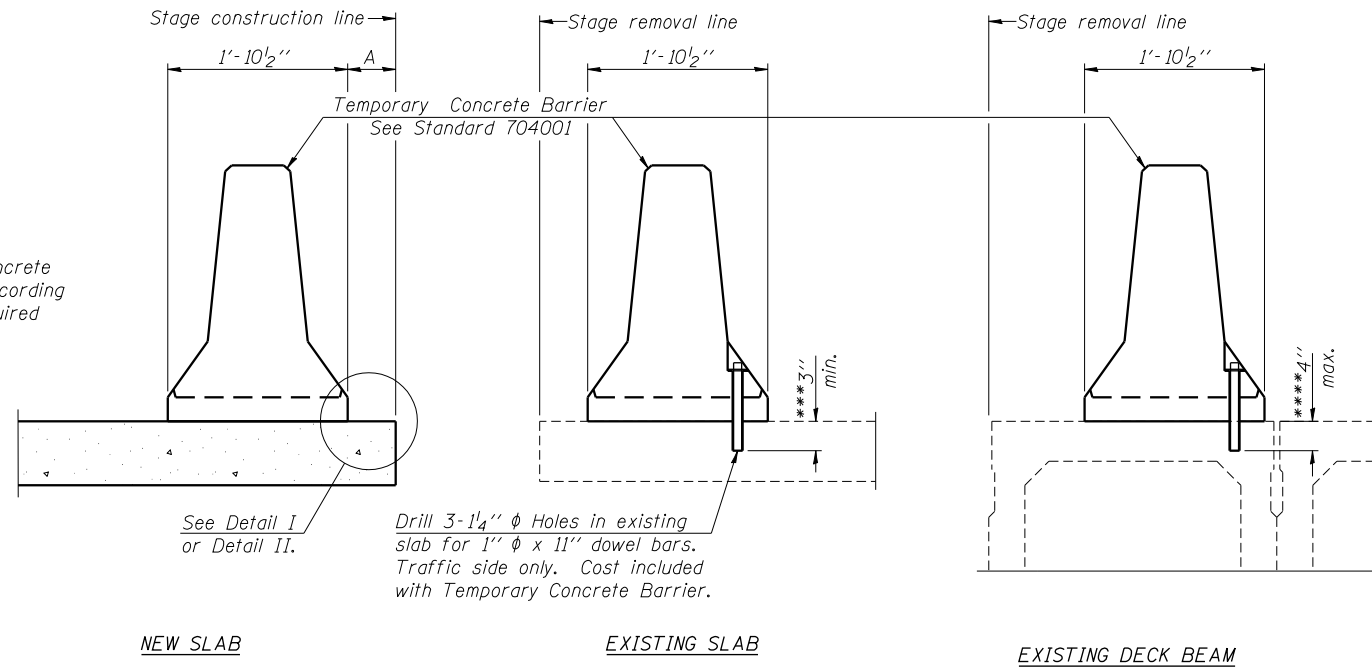
**STAGE CONSTRUCTION
 STRUCTURE NO. 060-0218NB & 060-0219SB**

SHEET NO. 3 OF 6 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	147
				CONTRACT NO. 76F10

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 PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

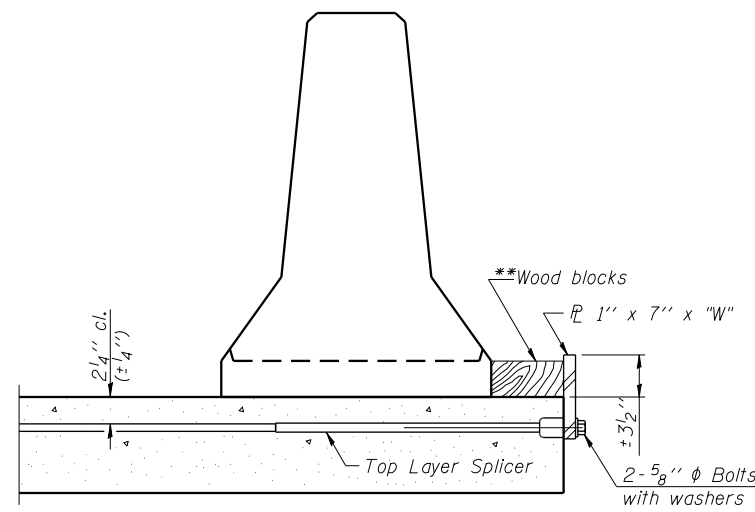
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel PL to the concrete slab or concrete wearing surface with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.

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.

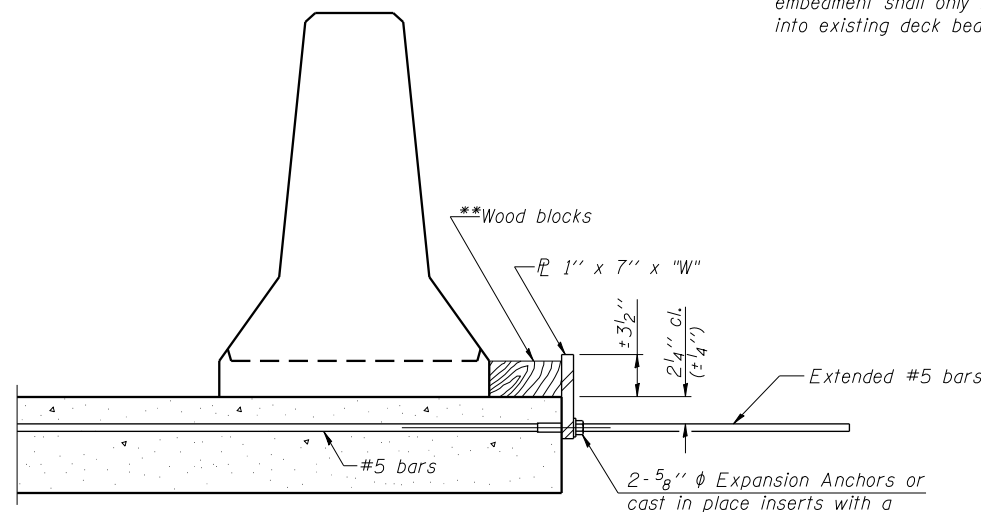
For Quantity of Temporary Concrete Barrier see Roadway Plans.

*** 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.

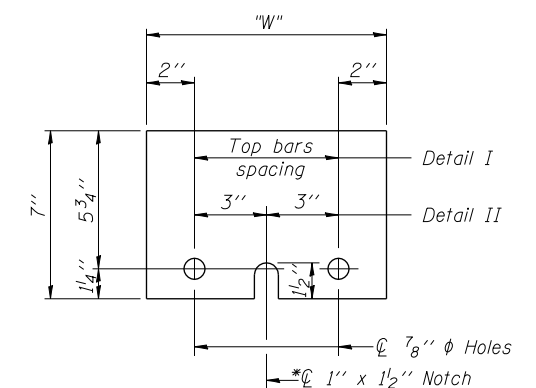
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER PL 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"

Note: For Quantity of Temporary Concrete barriers see Roadway Plans.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

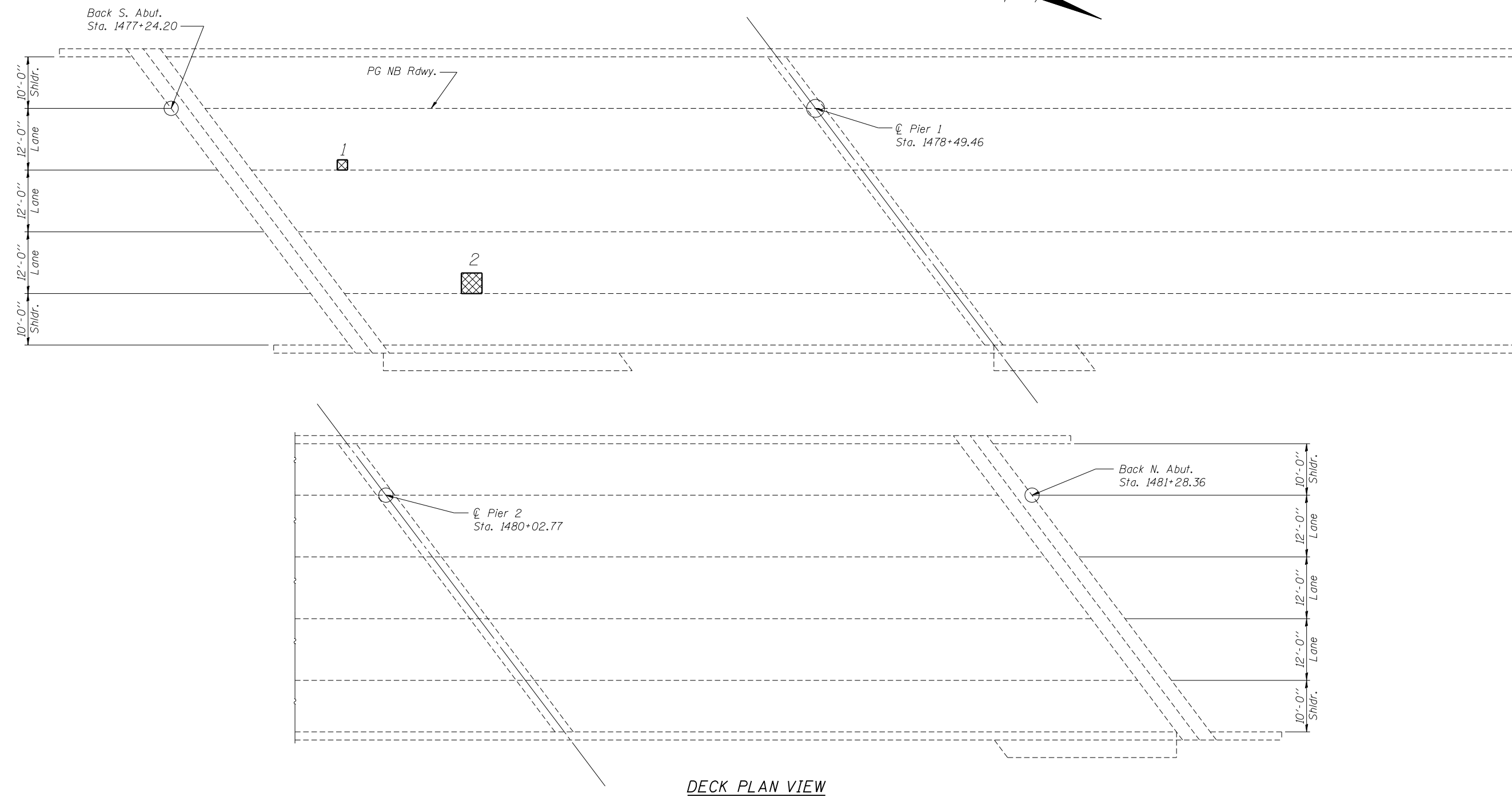
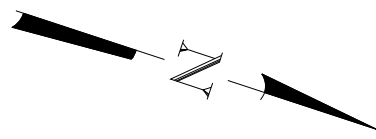
**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 060-0218NB AND 060-0219SB**

SHEET NO. 4 OF 6 SHEETS

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255	60-(8,9) RS-1	MADISON	206	148
			CONTRACT NO. 76F10	

ILLINOIS FED. AID PROJECT

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DECK PLAN VIEW

LEGEND

Deck Slab Repair (Partial Depth)

Patch No.	Patch Depth	Station	Length (ft)	Width (ft)	Quantity (sq. yd.)
1	Partial	1477+57.50	2	2	0.44
2	Partial	1477+82.60	4	4	1.78

BILL OF MATERIAL

Item	Unit	Total
Deck Slab Repair (Partial Depth)	Sq. Yd.	2.2
*Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	2.0

*Additional Deck Slab Repair (Full Depth, Type I) quantity has been included in the event full depth patches are identified during construction. Location not shown.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

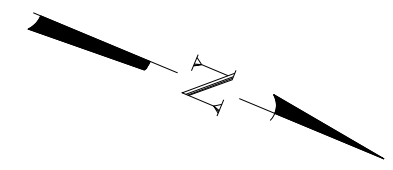
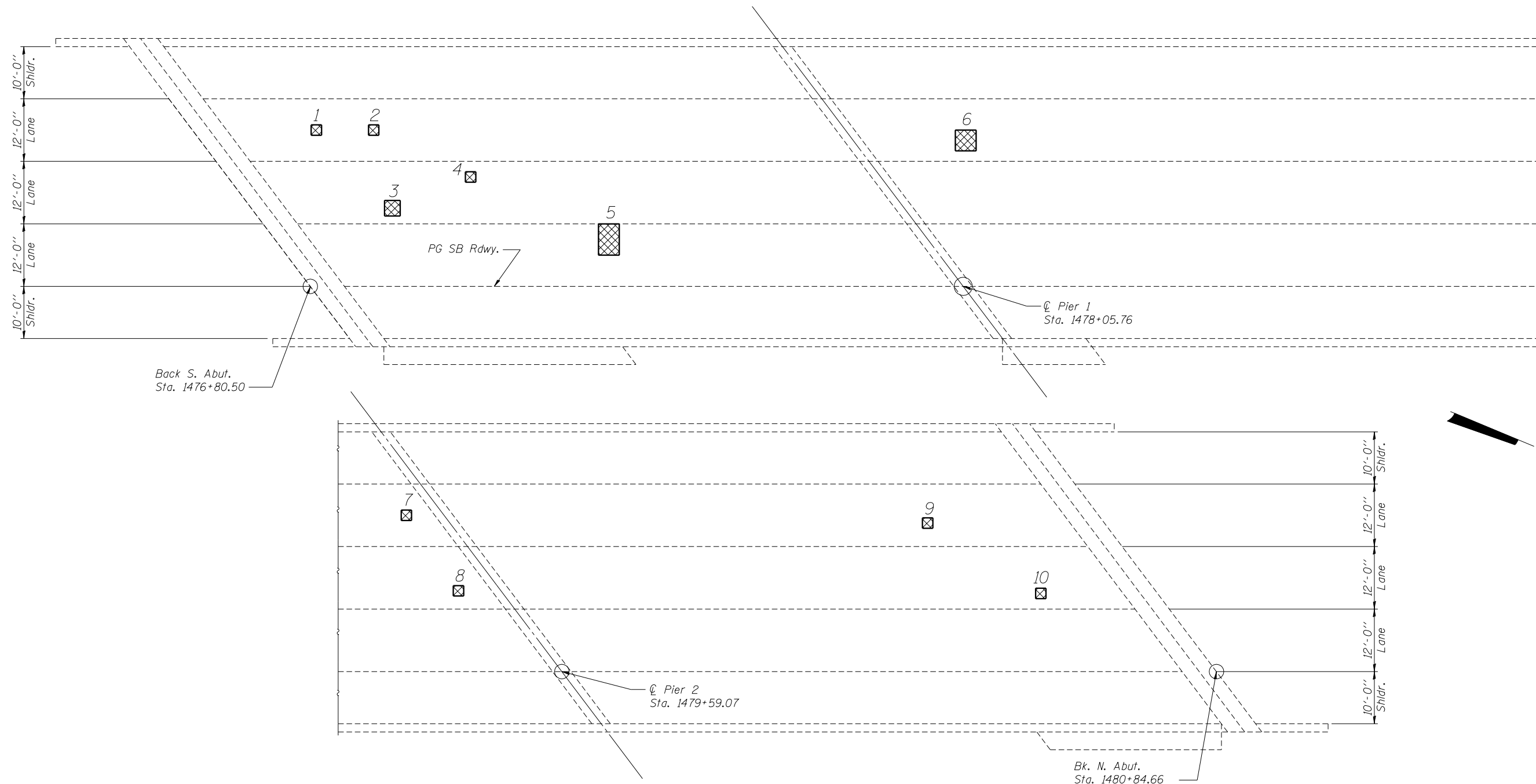
**DECK PATCHING PLAN
STRUCTURE NO. 060-0218 NB**

SHEET NO. 5 OF 6 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	149
				CONTRACT NO. 76F10

ILLINOIS FED. AID PROJECT

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DECK PLAN VIEW

LEGEND

Deck Slab Repair (Partial Depth)

Patch No.	Patch Depth	Station	Length (ft)	Width (ft)	Quantity (sq. yd.)
1	Partial	1476+81.66	2	2	0.44
2	Partial	1476+92.66	2	2	0.44
3	Partial	1476+95.25	3	3	1.00
4	Partial	1477+11.25	2	2	0.44
5	Partial	1477+37.79	4	6	2.67
6	Partial	1478+06.25	4	4	1.78
7	Partial	1479+29.25	2	2	0.44
8	Partial	1479+39.25	2	2	0.44
9	Partial	1480+29.25	2	2	0.44
10	Partial	1480+50.96	2	2	0.44

BILL OF MATERIAL

Item	Unit	Total
Deck Slab Repair (Partial Depth)	Sq. Yd.	8.6
*Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	2.0

*Additional Deck Slab Repair (Full Depth, Type I) quantity has been included in the event full depth patches are identified during construction. Location not shown.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK PATCHING PLAN
STRUCTURE NO. 060-0219 SB**

SHEET NO. 6 OF 6 SHEETS

F.A.I. RTE. 255	SECTION 60-(8,9) RS-1	COUNTY MADISON	TOTAL SHEETS 206	SHEET NO. 150
			CONTRACT NO. 76F10	
ILLINOIS FED. AID PROJECT				

Bench Mark: B.M. 17 Spike in P.P. at Sta. 30+20 (IL. 162), 53' L1. Elev. 423.51

Existing structure :

The original structure was constructed in 1987 as FAI Route 255, Section 60-8HVB. The dual structures consist of continuous two span composite welded plate girder bridges with 7 1/2" decks. The substructures consist of open vaulted abutments on steel piles and a concrete pier on concrete piles. The 7 1/2" thick abutment slabs rest on precast pre-stressed I-beams. The back-to-back of support bent dimension is 431'-9" (NB & SB) and out-to-out of deck dimension varies 78'-11 1/2" to 61'-2 1/4" (SB) and 72'-0 1/4" to 65'-8 7/8" (NB). The span lengths (CI bearing to CI bearing) are 177'-0" (NB & SB). Both structures have a 2°-42'-35" right forward skew. Two lanes of traffic will be maintained in each direction utilizing stage construction.

DESIGN SPECIFICATIONS

Original Construction
AASHTO 1977 plus Interim Specifications for 1978 thru 1982.

DESIGN CRITERIA:

Original Construction
Live Load: HS 20-44 and alternate
Allow 25 PSF for future wearing surface.

DESIGN STRESSES

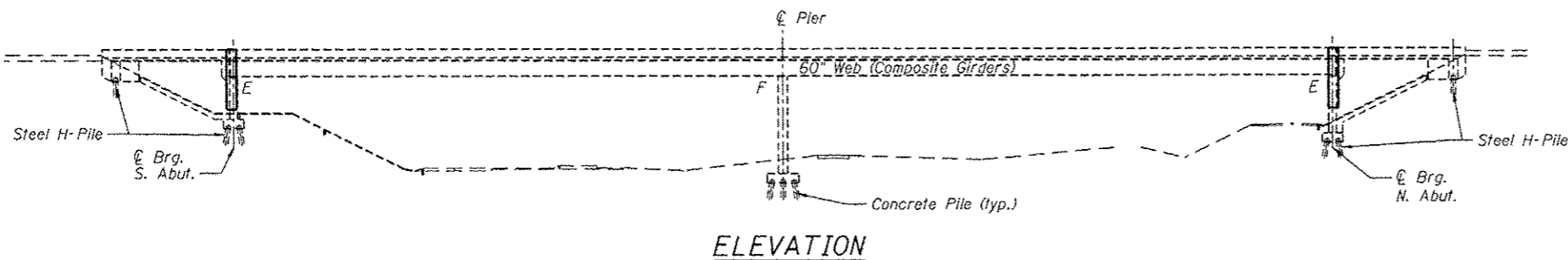
Original Construction

Field Units
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (AASHTO M222 & M223 Grade50) (Structural Steel)
fy = 36,000 psi (AASHTO M183) (Structural Steel)

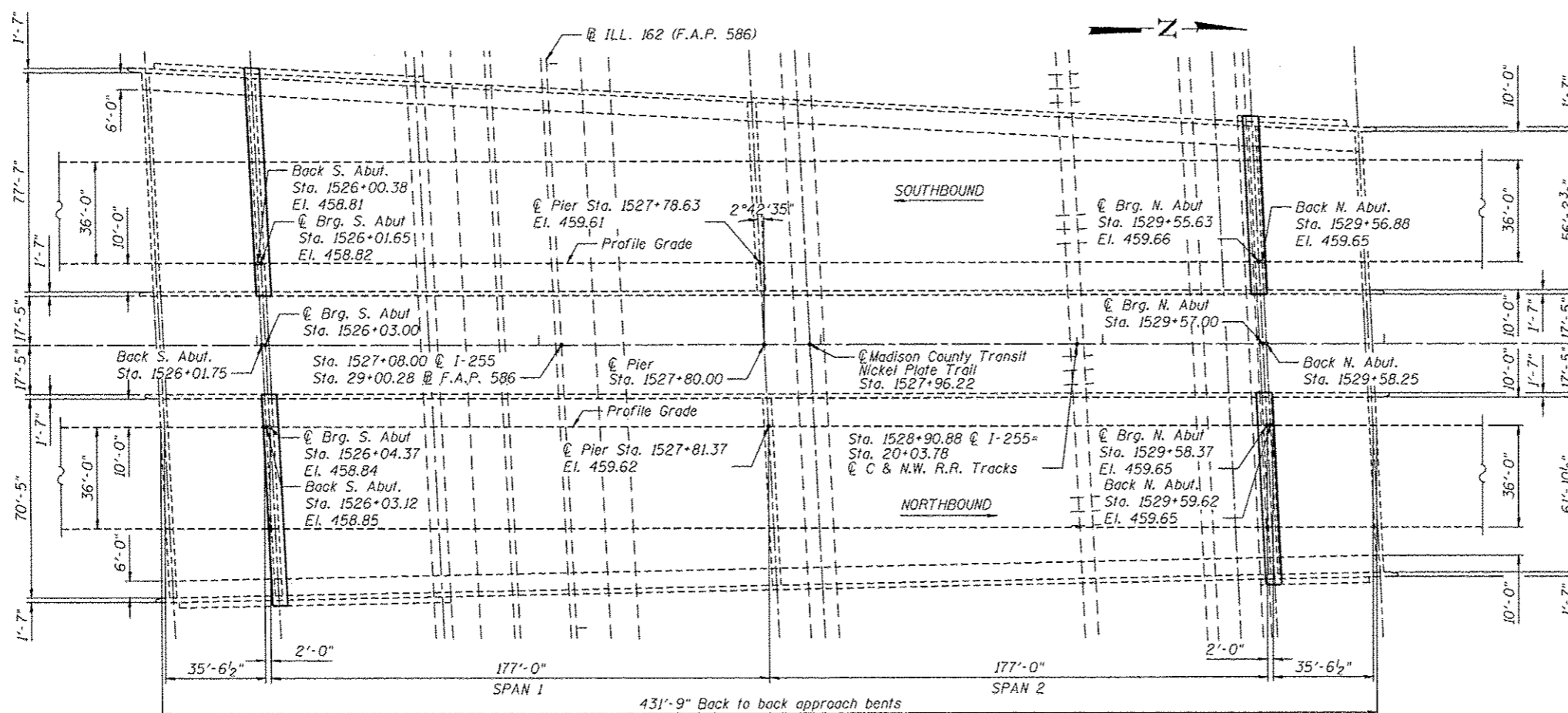
Precast Prestressed Units
f'c = 5,000 psi
f'ci = 4,000 psi
f's = 270,000 psi - 1/2" φ strands
f'si = 189,000 psi - 1/2" φ strands

New Construction

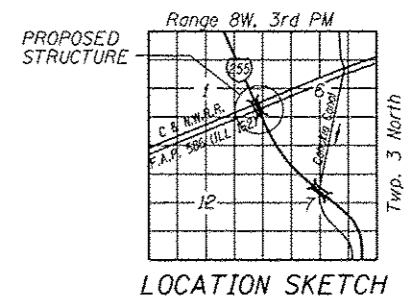
Field Units
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)



ELEVATION



PLAN



LOCATION SKETCH

F.A.I. 255 OVER
IL 162 (F.A.P. 586)
SEC 60-(8,9)RS-1
STATION 1527 + 08.00
MADISON COUNTY
STRUCTURE NO. 060-0220 (S.B.)
060-0221 (N.B.)

F. Allen Smith
FRANCIS A. SMITH, J.R.
081-005860
LICENSED
STRUCTURAL
ENGINEER
ILLINOIS

F. ALLEN SMITH, P.E., S.E.
NO. 081-005860
EXP. DATE 11/30/2014

10/18/13

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

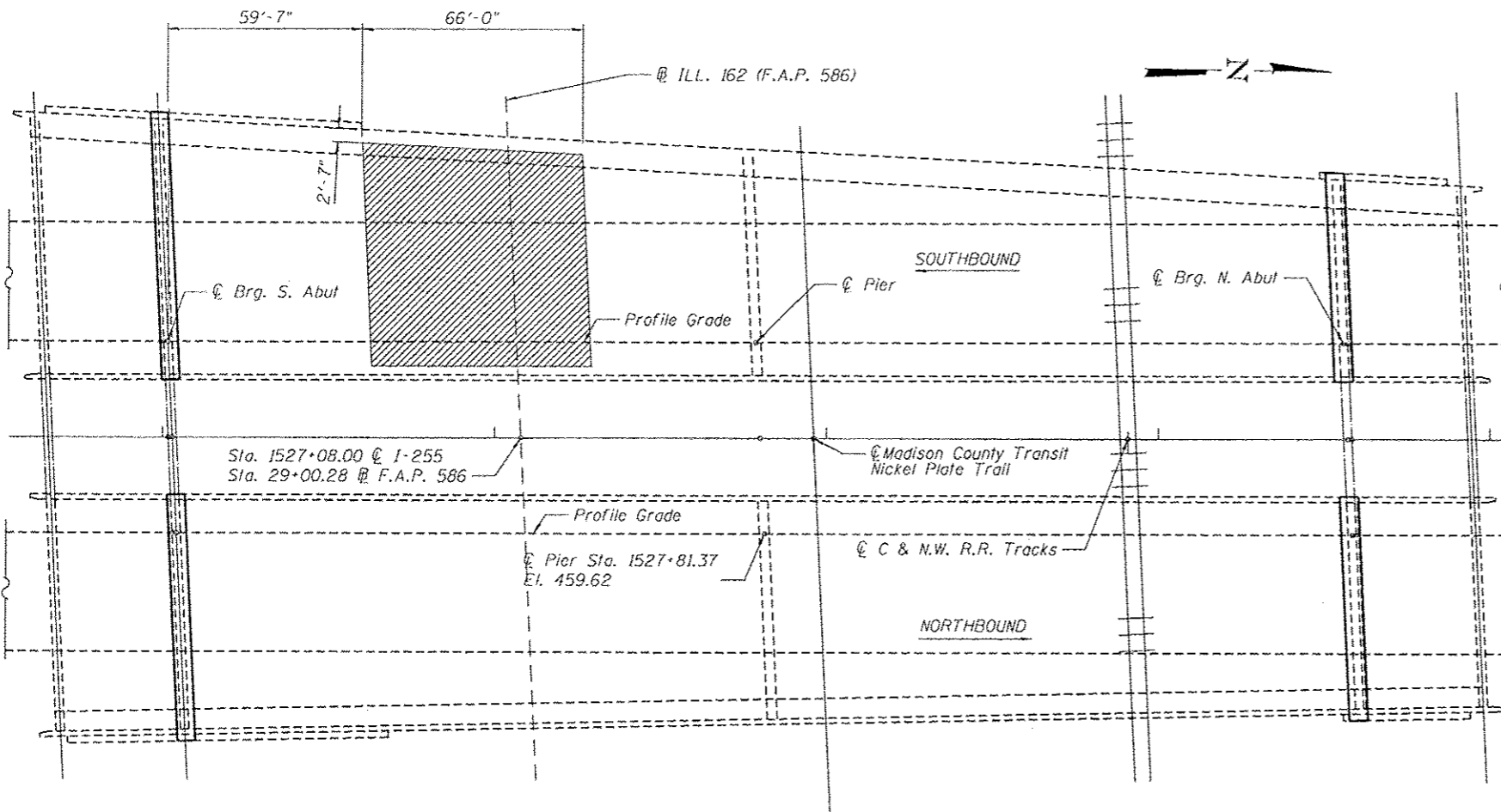
GENERAL PLAN AND ELEVATION
STRUCTURE NO. 060-0220SB & 060-0221NB

SHEET NO. 1 OF 19 SHEETS

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255	60-(8,9) RS-1	MADISON	206	151
CONTRACT NO. 76F10			ILLINOIS FED. AID PROJECT	

GENERAL NOTES

1. 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 in. 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.
2. Plan dimensions, elevation 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.
3. Joint opening shall be adjusted according to Art. 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50 deg F.
4. Reinforcement bars designated (E) shall be epoxy coated.
5. The new concrete deck surfaces shall have its final finish lined according to Article 420.09(e)(1).
6. The Contractor shall use extreme care during concrete removal so as to not damage the PCI-Beam.
7. Areas of deck repairs shown are estimated. The Engineer shall show actual locations of the deck repairs on the as-built plans.
8. Existing pavement markings shall be temporarily covered prior to the application of the deck surface treatment, to prevent the material from being applied to the markings and to protect the reflective properties of the markings. The temporary material covering used shall be such that it will not affect the markings reflectivity when removed after application of the deck surface treatment and prior to opening traffic. Cost shall be included with Concrete Sealer.



PROTECTIVE SHIELD - Proposed Protective Shield

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Stone Riprap, Class A3	Sq Yd	4
Filter Fabric	Sq Yd	4
Concrete Removal	Cu Yd	33.6
Protective Coat	Sq Yd	104.0
Concrete Superstructure	Cu Yd	33.6
Reinforcement Bars, Epoxy Coated	Pound	6730
Bar Splicers	Each	44
Prefomed Joint Strip Seal	Foot	275
** Bridge Deck Concrete Sealer	Sq Ft	63747
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq Ft	858
Structural Repair Of Concrete (Depth Greater Than 5 Inches)	Sq Ft	11
Deck Slab Repair - (Partial Depth)	Sq Yd	10.0
Deck Slab Repair - (Full Depth, Type I)	Sq Yd	4
Floor Drain (Special)	Each	2
Protective Shield	Sq Yd	501
Temporary Shoring and Cribbing	Each	1

*Applied on new concrete deck, top and inside face of new parapet sections only.

**Place on existing concrete deck surface, top and inside face of existing parapet.

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Stage Construction North Bound
4. Stage Construction South Bound
5. Temp Concrete Barrier details for Stage Construction
6. Deck Patching plan North Bound
7. North Expansion Jt Concrete Removal and Replacement plan North Bound
8. South Expansion Jt Concrete Removal and Replacement plan North Bound
9. Deck Patching Plan South Bound
10. North Expansion Jt Concrete Removal and Replacement plan South Bound
11. South Expansion Jt Concrete Removal and Replacement plan South Bound
12. Deck Joint Details
13. Shallow Strip Seal Details
14. Floor Drain Details
15. Bar Splicer Assembly Details
16. North and South Abutment repairs North Bound
17. North Abutment repairs South Bound
18. South Abutment repairs South Bound
19. Slope repairs North Bound

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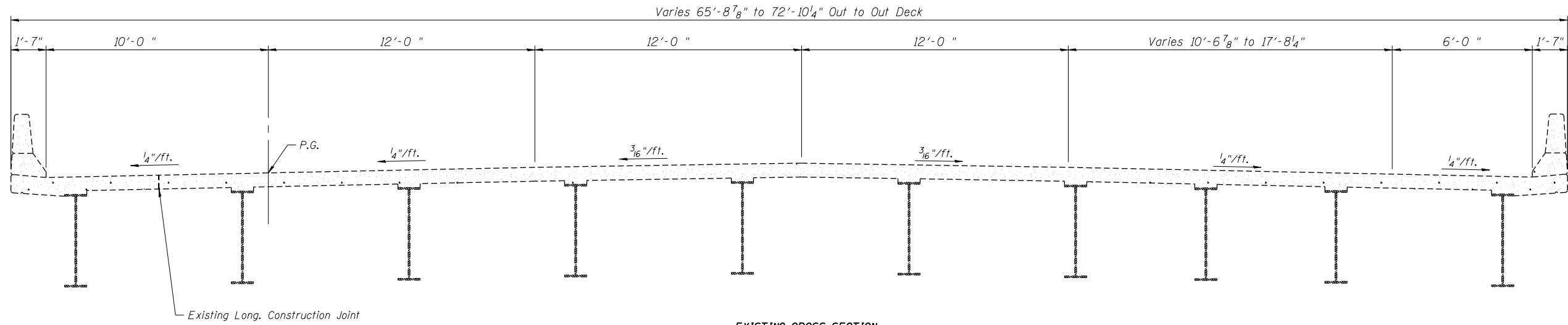
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

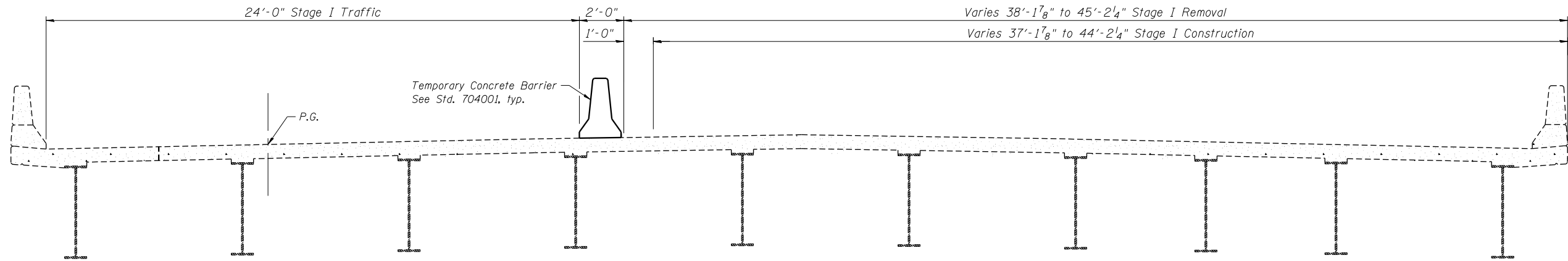
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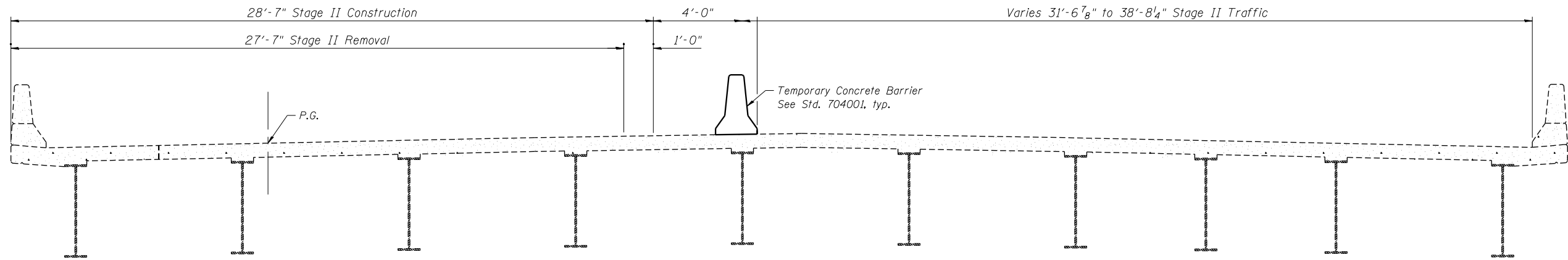
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CONTRACT NO. 76F10			ILLINOIS FED. AID PROJECT	



EXISTING CROSS SECTION
NB Roadway Looking North



STAGE I CONSTRUCTION
NB Roadway Looking North



STAGE II CONSTRUCTION
NB Roadway Looking North

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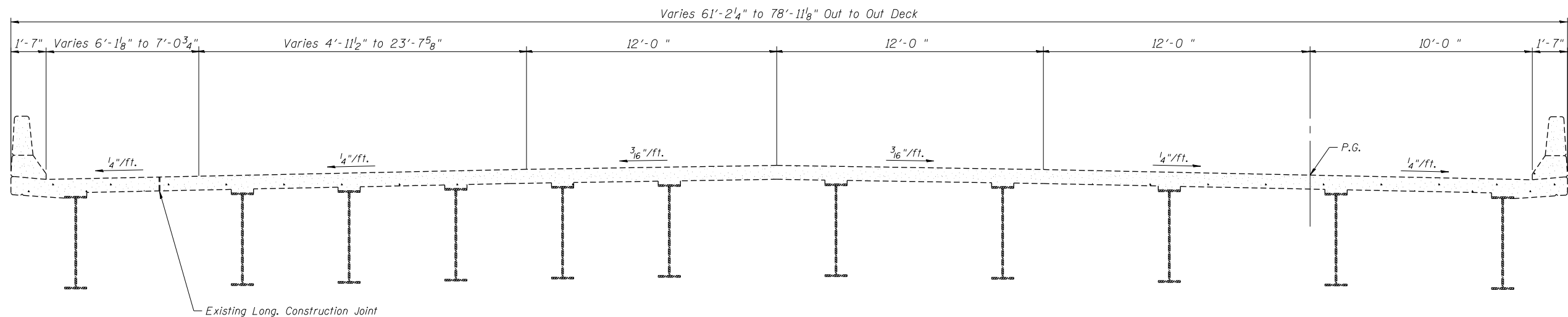
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

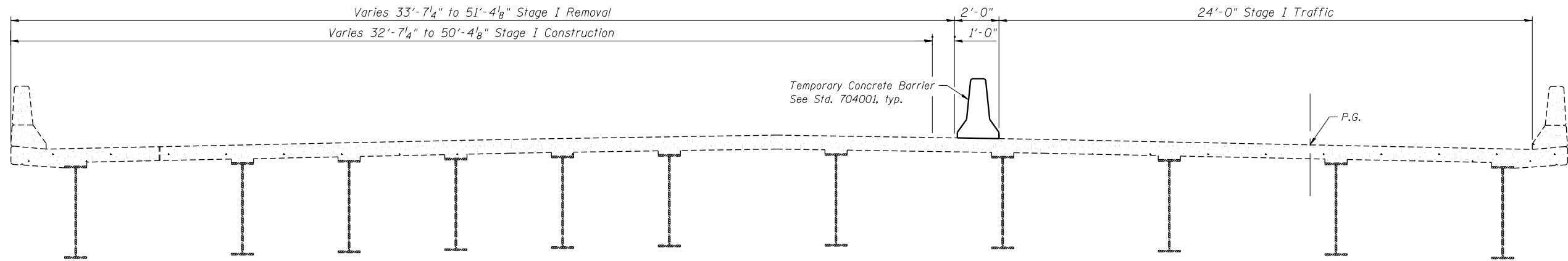
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STRUCTURE NO. 060-0221 NB**

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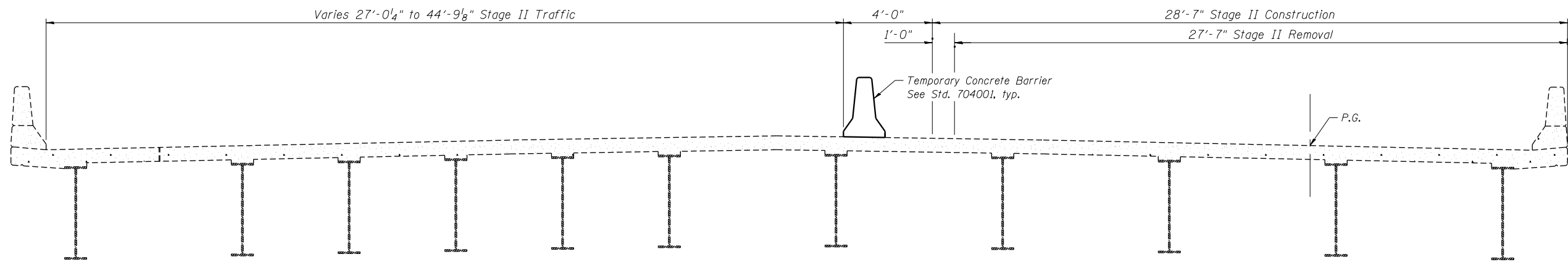
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				CONTRACT NO. 76F10
ILLINOIS FED. AID PROJECT				



EXISTING CROSS SECTION
SB Roadway Looking North



STAGE I CONSTRUCTION
SB Roadway Looking North



STAGE II CONSTRUCTION
SB Roadway Looking North

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

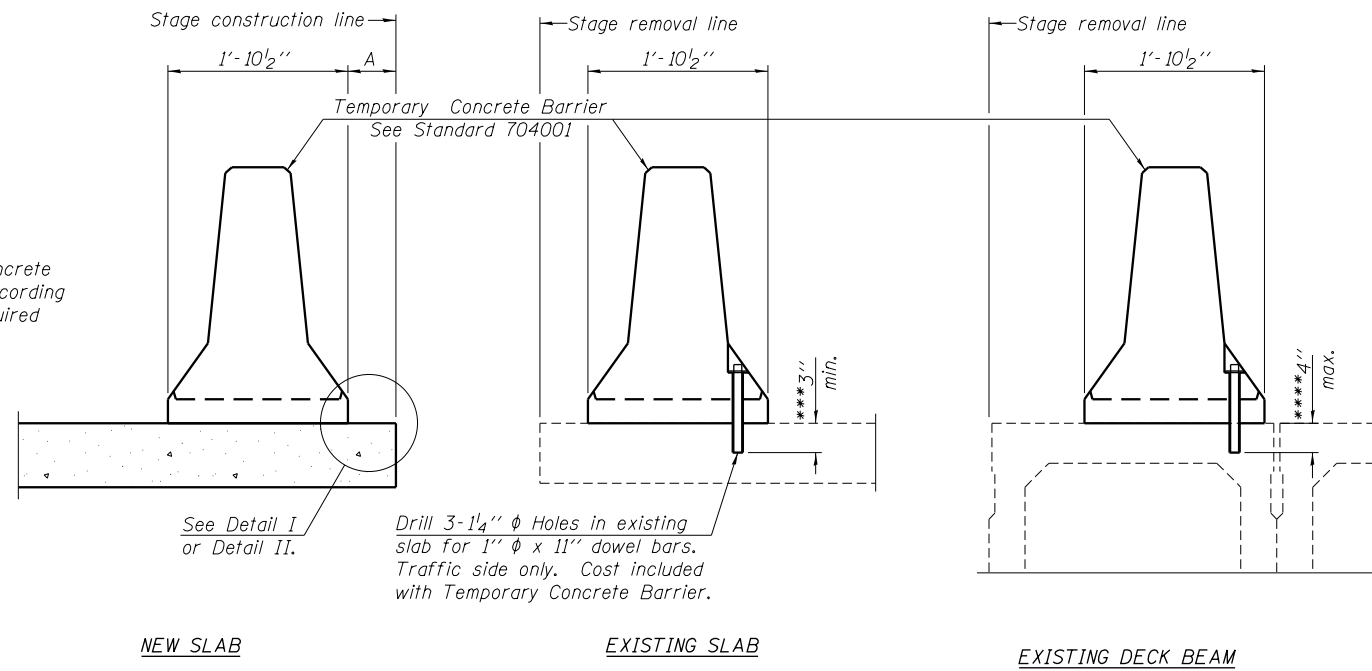
**STAGE CONSTRUCTION
STRUCTURE NO. 060-0220 SB**

SHEET NO. 4 OF 19 SHEETS

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255	60-(8,9) RS-1	MADISON	206	154
CONTRACT NO. 76F10				

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.

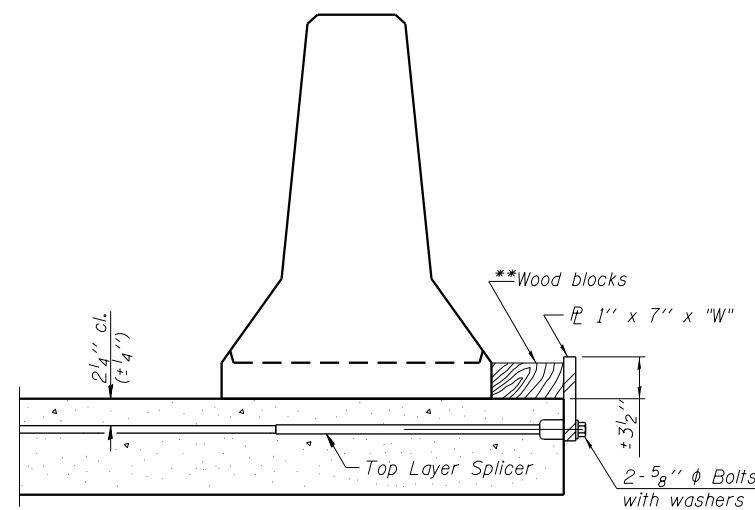
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel \bar{L} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

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.

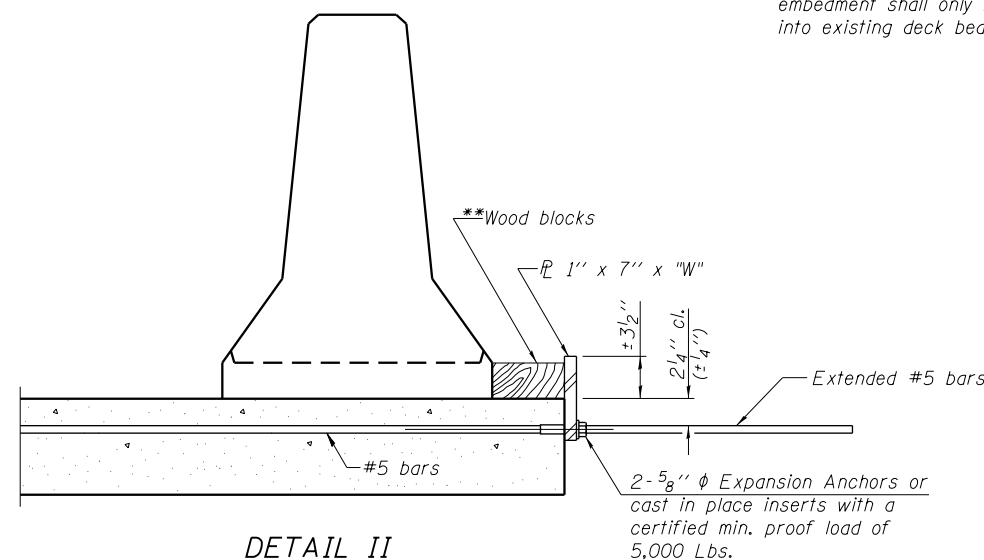
For Quantity of Temporary Concrete Barrier see Roadway Plans.

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

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



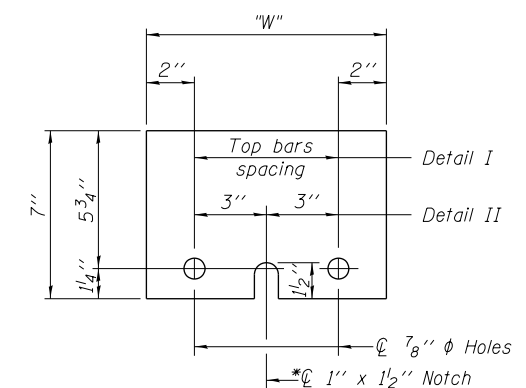
DETAIL I



DETAIL II

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

"W" = Top bars spacing + 4"



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

* Required only with Detail II

Note: For Quantity of Temporary Concrete barriers see Roadway Plans.

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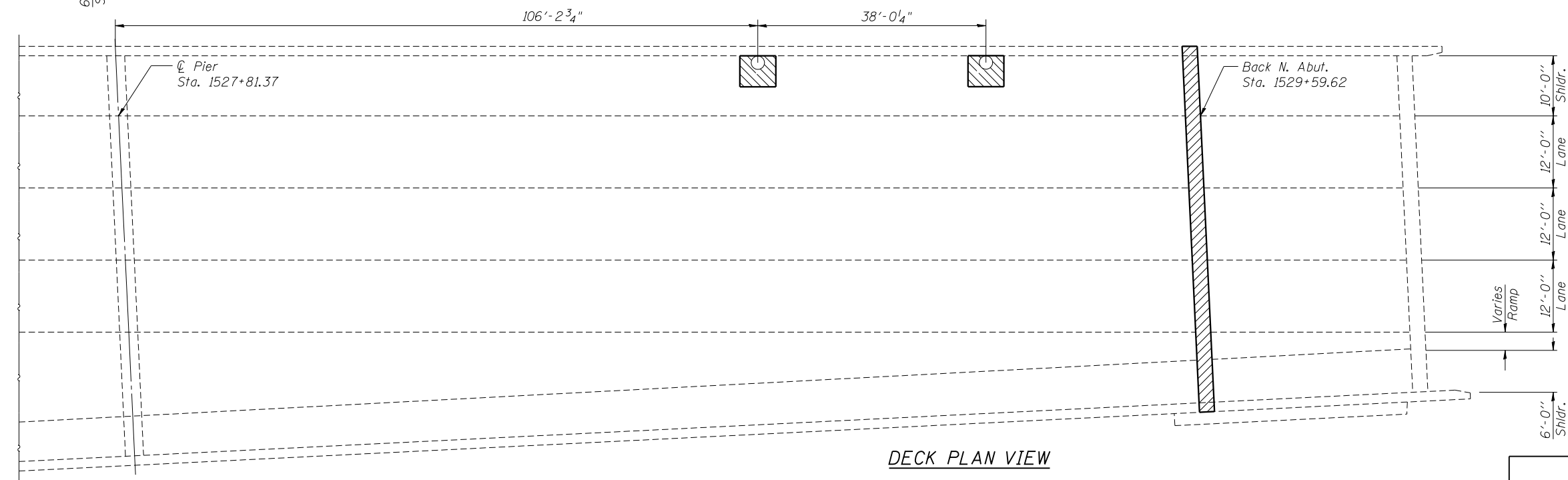
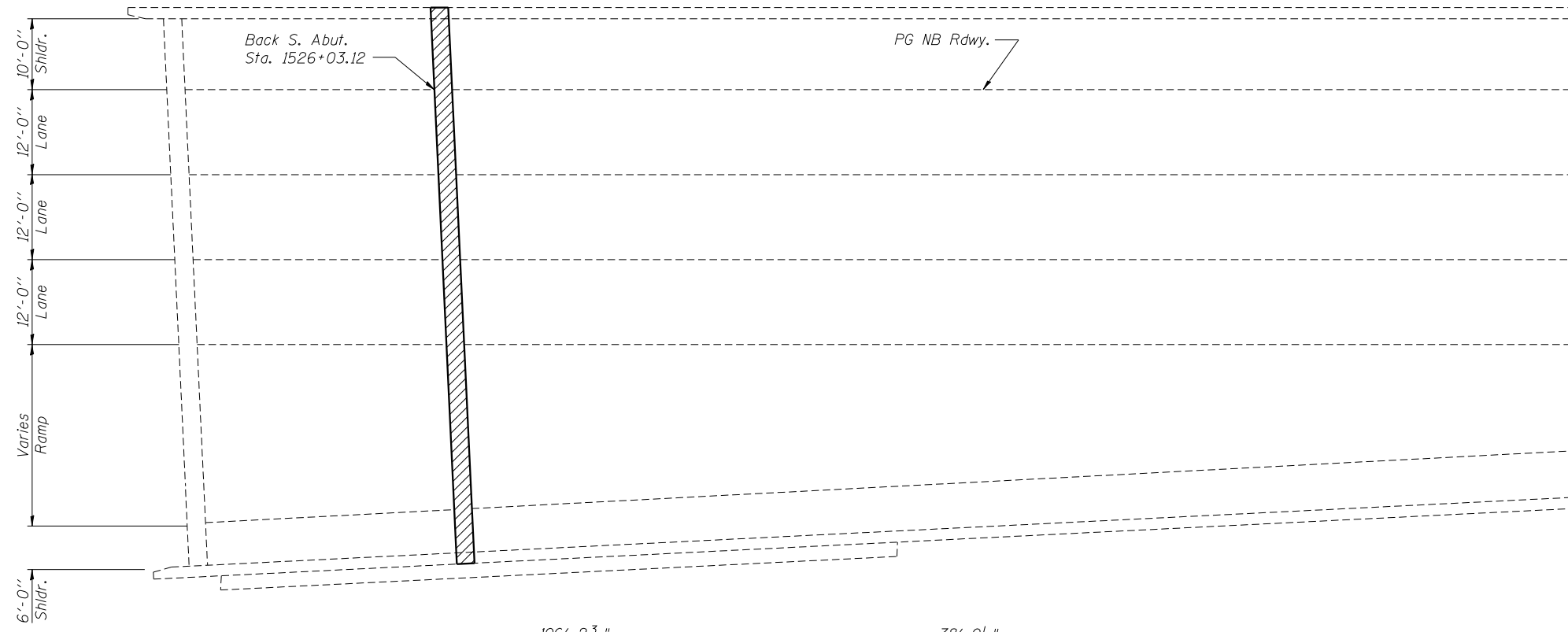
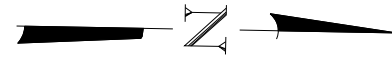
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 060-0220SB AND 060-0221NB**

SHEET NO. 5 OF 19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	155
			CONTRACT NO. 76F10	
ILLINOIS FED. AID PROJECT				



DECK PLAN VIEW

LEGEND

- Concrete Removal for Joint Replacement (See Sheet 7,8)
- Deck Slab Repair (Full Depth, Type I)

Patch No.	Patch Depth	Station	Length (ft)	Width (ft)	Quantity (sq. yd.)
1	Full	1528+87.62	1	1	0.11
2	Full	1529+25.62	1	1	0.11

BILL OF MATERIAL

Item	Unit	Total
*Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	2.0

*Additional Deck Slab Repair (Full Depth, Type I) quantity has been included in the event full depth patches are identified during construction. Location not shown.

4/15/2013 4:15:21 PM G:\S12\0001\Bridges\CAD\Drawings\0220-0221\0600221-76F10-06-Deck Patching Plan.dgn

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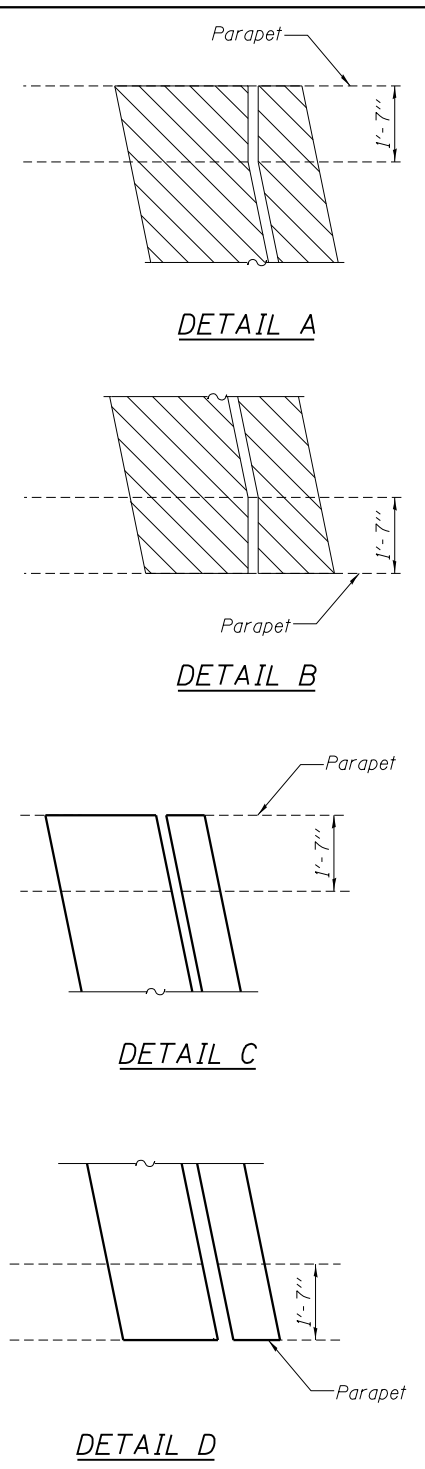
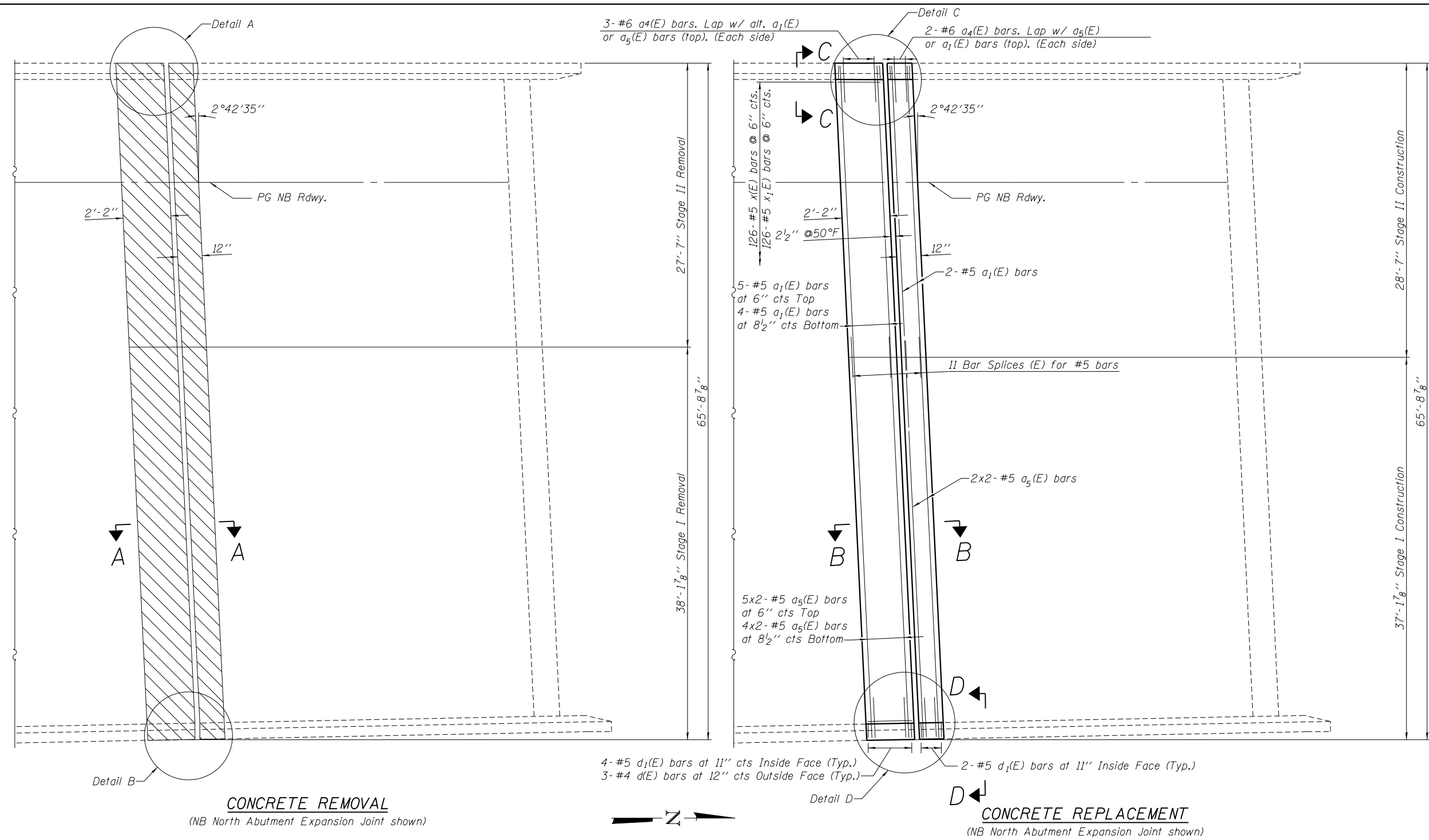
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PATCHING PLAN
STRUCTURE NO. 060-0221 NB

SHEET NO. 6 OF 19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	156
			CONTRACT NO. 76F10	
ILLINOIS FED. AID PROJECT				

3/25/2013 3:49:22 PM - G:\S1\2\0001\North Bridge\CAD\sheets\Bridge_0220-0221\0600221-76F10-07-North Exp Jt.dgn



CONCRETE REMOVAL
(NB North Abutment Expansion Joint shown)

CONCRETE REPLACEMENT
(NB North Abutment Expansion Joint shown)

MIN. LAP
#5 Bar 2'-7" Min. Lap.

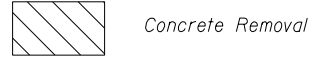
- NOTES:**
- Existing reinforcement extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included with Concrete Removal.
 - Trim existing reinforcement to accommodate proposed expansion joint.
 - See sheet 12 for section A-A, B-B, C-C and D-D.
 - Bars indicated thus: "4x2-#5 etc...", indicates 4 lines of bars with 2 lengths per line.

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	7.8
Concrete Superstructure	Cu. Yd.	7.8
* Protective Coat	Sq. Yd.	24.6

*Applied on new concrete only.

LEGEND



FILE NAME = 0600221-76F10-07-North Exp Jt.dgn



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PLOT SCALE = 1/8" = 1'-0"	CHECKED - FAS	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

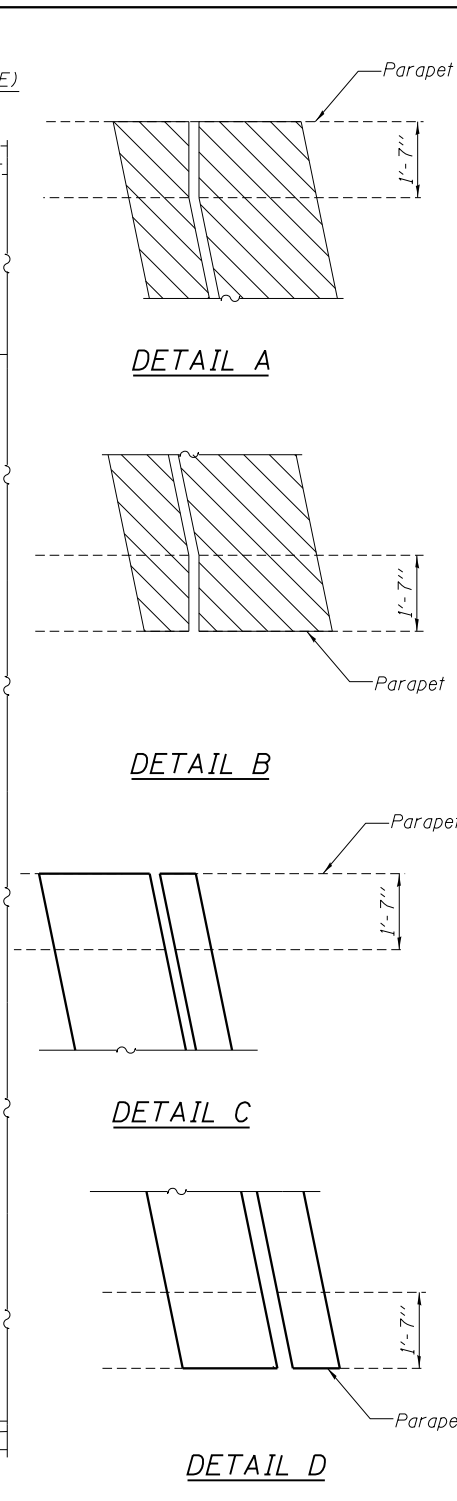
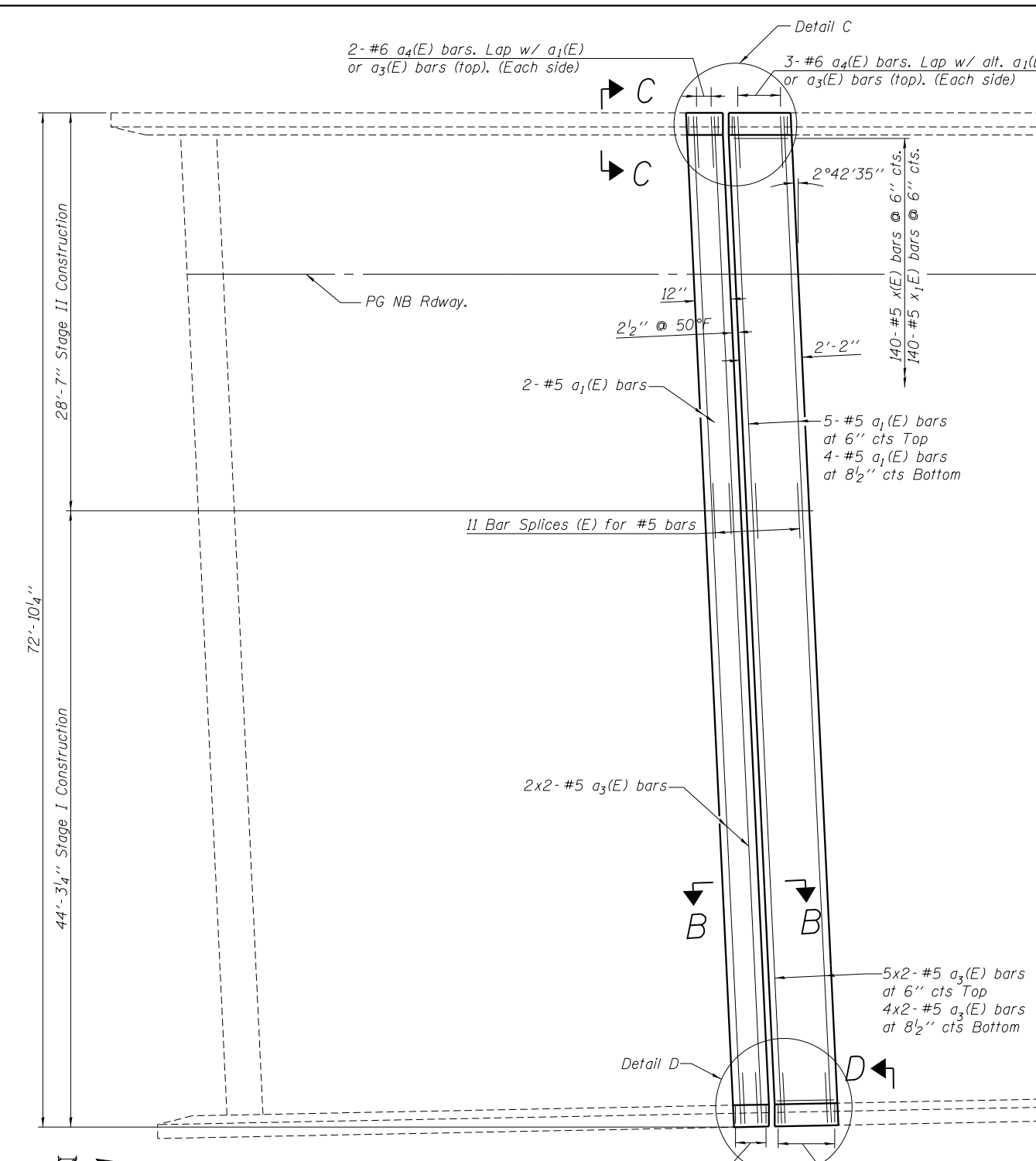
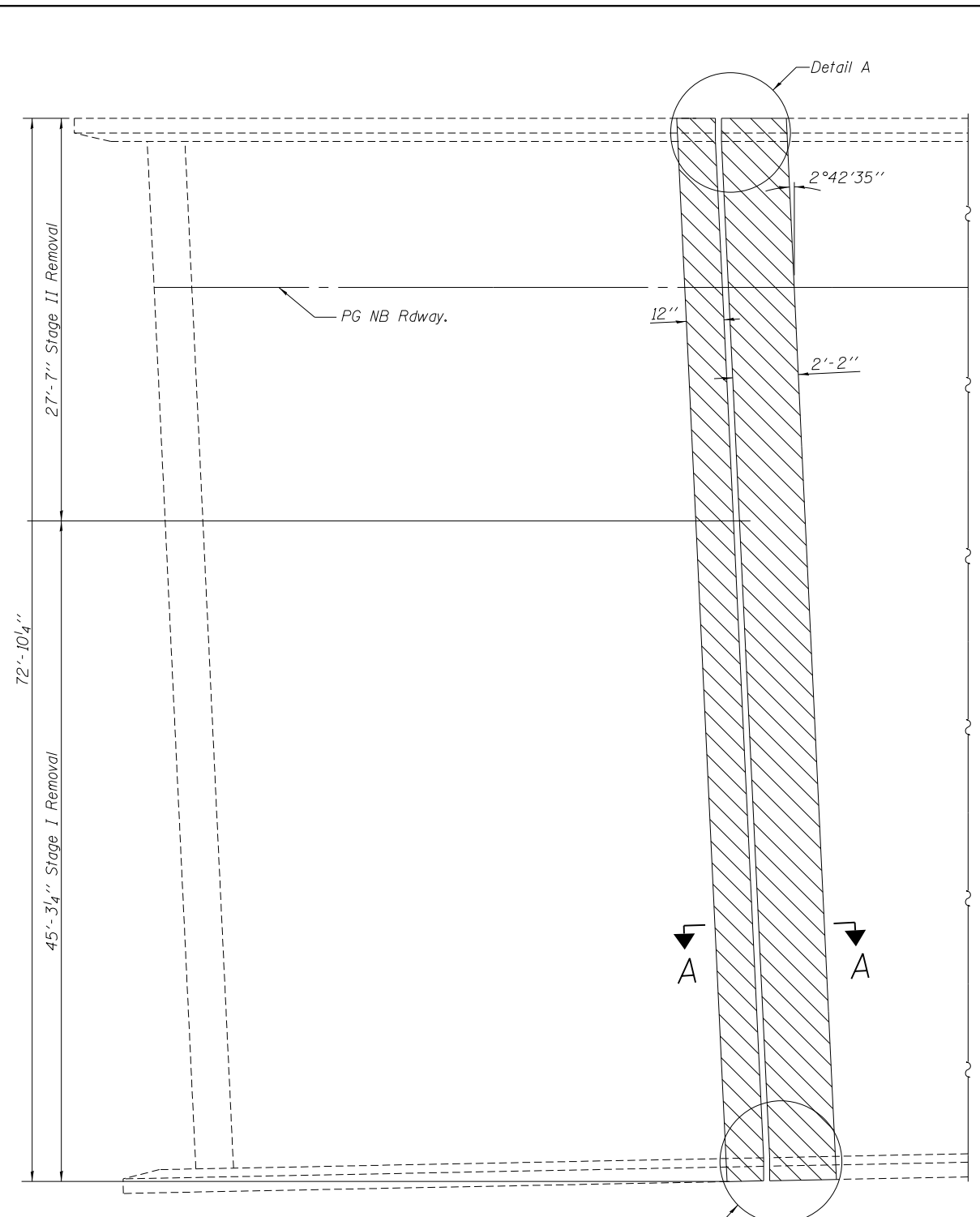
**NORTH ABUTMENT EXPANSION JOINT CONCRETE
REMOVAL AND REPLACEMENT
STRUCTURE NO. 060-0221 N.B.**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	157
			CONTRACT NO. 76F10	

SHEET NO. 7 OF 19 SHEETS

ILLINOIS FED. AID PROJECT

3/25/2013 3:47:54 PM - G:\S1\2\0001\Bridges\CAD\Drawings\0220-0221-76F10-08-South Exp. Jt.dgn



CONCRETE REMOVAL
(NB South Abutment Expansion Joint shown)

MIN. LAP
#5 Bar 2'-7" Min. Lap.

NOTES:

- Existing reinforcement extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included with Concrete Removal.
- Trim existing reinforcement to accommodate proposed expansion joint.
- See sheet 12 for section A-A, B-B, C-C and D-D.
- Bars indicated thus: "4x2-#5 etc...", indicates 4 lines of bars with 2 lengths per line.

CONCRETE REPLACEMENT
(NB South Abutment Expansion Joint shown)

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	8.6
Concrete Superstructure	Cu. Yd.	8.6
* Protective Coat	Sq. Yd.	27.1

* Applied on new concrete only.

LEGEND



FILE NAME = 0600221-76F10-08-South Exp Jt.dgn	DESIGNED - SDG	REVISED -
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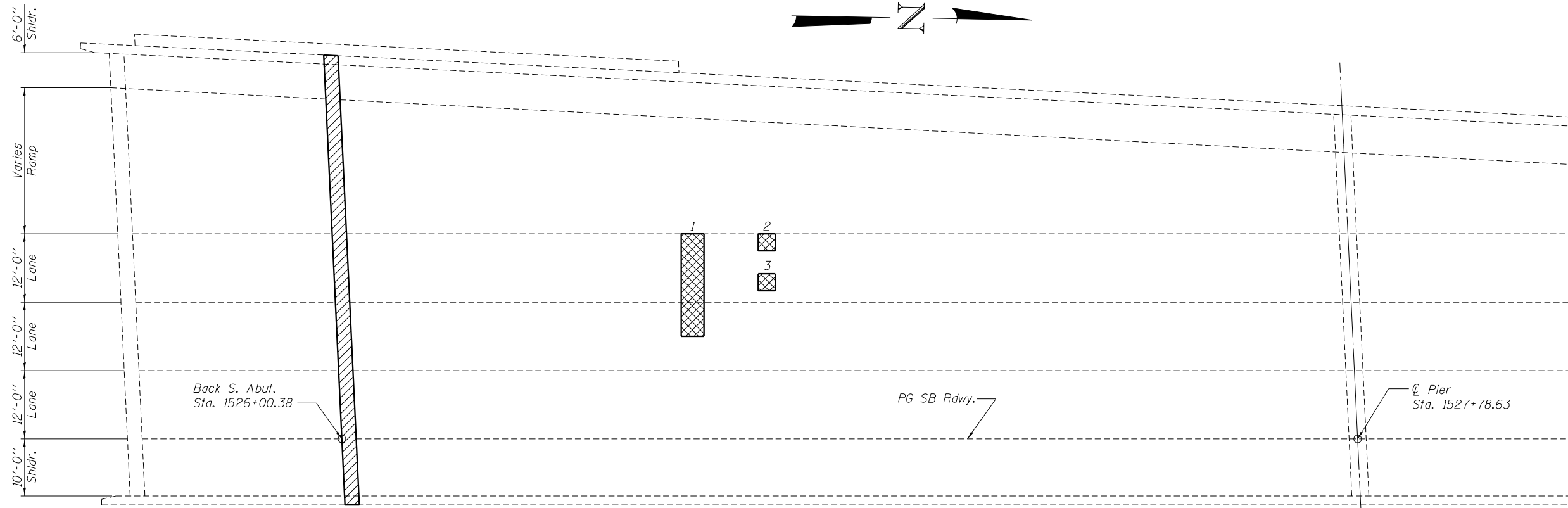
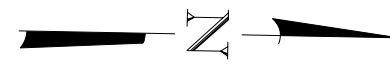
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT EXPANSION JOINT CONCRETE
REMOVAL AND REPLACEMENT
STRUCTURE NO. 060-0221 N.B.
SHEET NO. 8 OF 19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	158
CONTRACT NO. 76F10				

ILLINOIS FED. AID PROJECT





DECK PLAN VIEW

LEGEND

- Concrete Removal for Joint Replacement (See Sheet 10, 11)
- Deck Slab Repair (Partial Depth)

Patch No.	Patch Depth	Station	Length (ft)	Width (ft)	Quantity (sq. yd.)
1	Partial	1526+61.92	4	18	8.00
2	Partial	1526+74.92	3	3	1.00
3	Partial	1526+74.92	3	3	1.00

BILL OF MATERIAL

Item	Unit	Total
Deck Slab Repair (Partial Depth)	Sq. Yd.	10.0
*Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	2.0

*Additional Deck Slab Repair (Full Depth, Type I) quantity has been included in the event full depth patches are identified during construction. Location not shown.

3/25/2013 3:20:23 PM - G:\S\12\000\Bridges\CAD\Drawings\0220-0220-09-Deck Patching Plan.dgn

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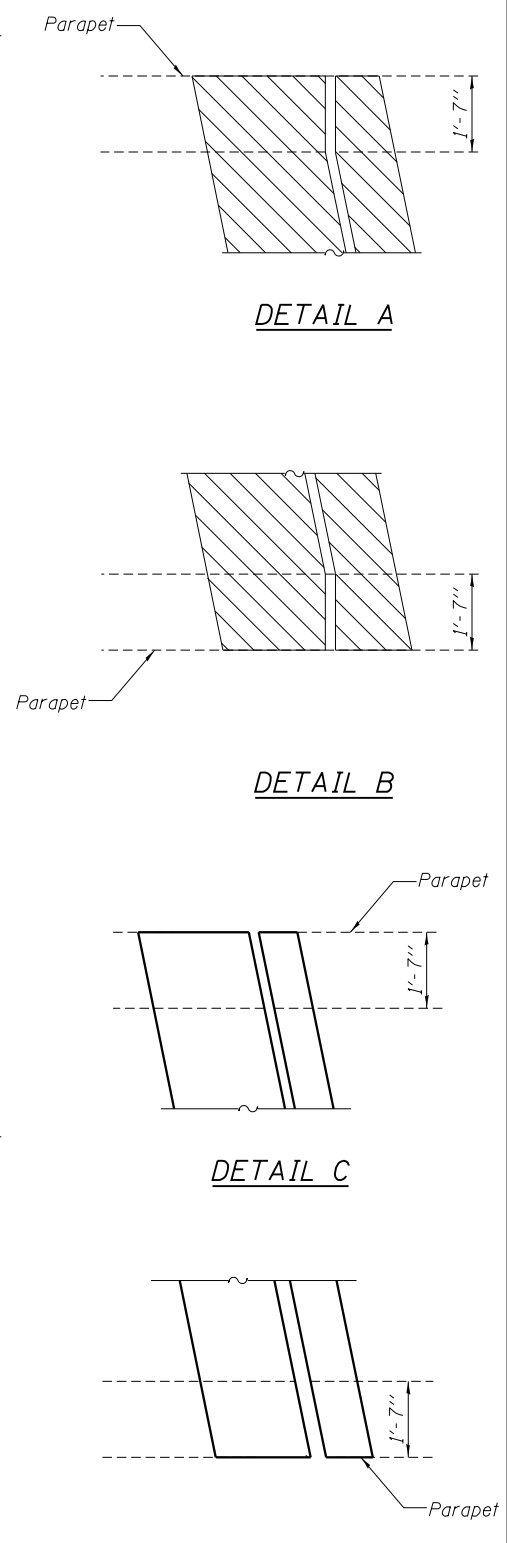
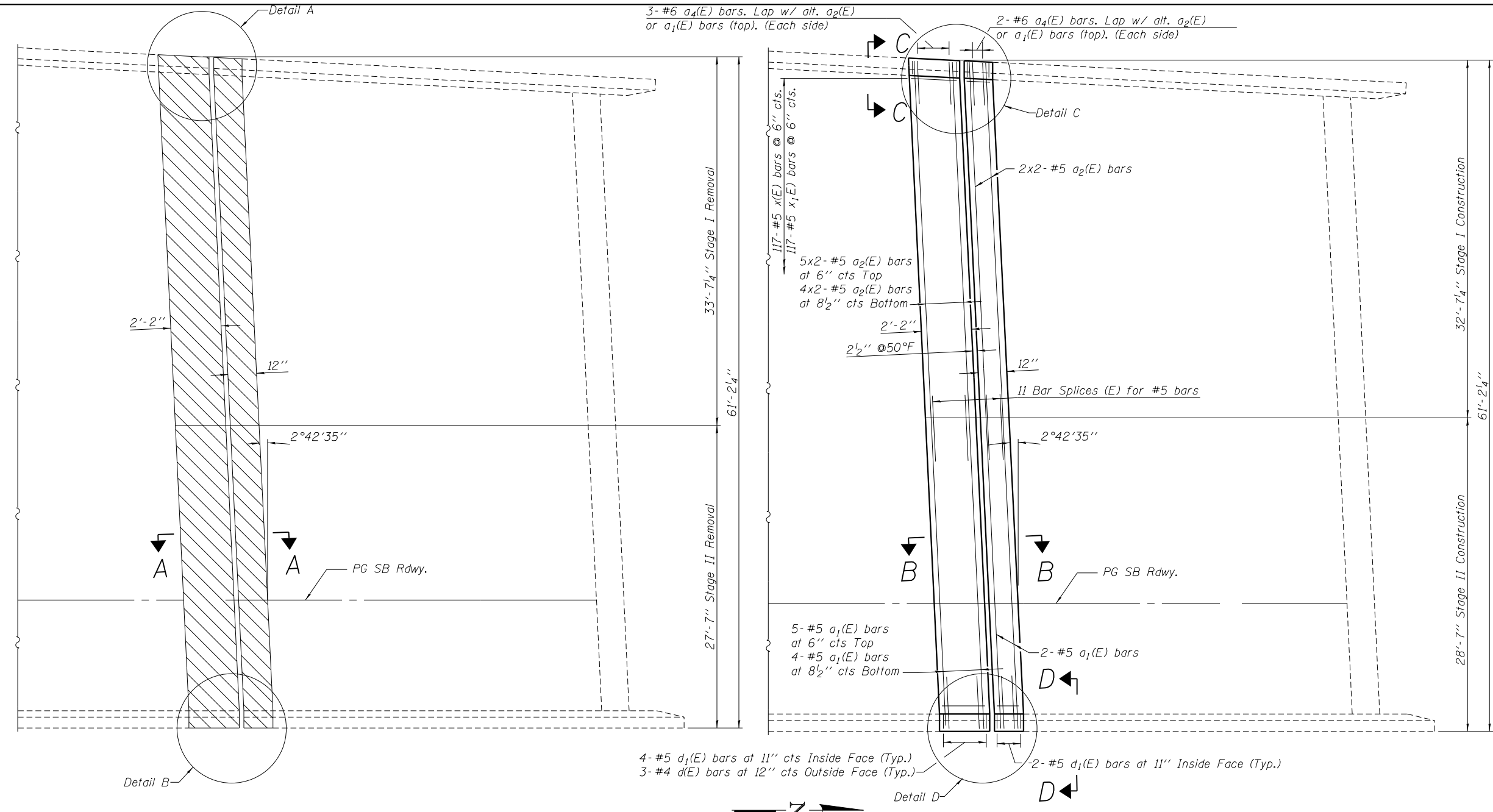
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK PATCHING PLAN
STRUCTURE NO. 060-0220 SB**

SHEET NO. 9 OF 19 SHEETS

F.A.I. RTE. 255	SECTION 60-(8,9) RS-1	COUNTY MADISON	TOTAL SHEETS 206	SHEET NO. 159
			CONTRACT NO. 76F10	
ILLINOIS FED. AID PROJECT				

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CONCRETE REMOVAL
(SB North Abutment Expansion Joint shown)

CONCRETE REPLACEMENT
(SB North Abutment Expansion Joint shown)

MIN. LAP
#5 Bar 2'-7" Min. Lap.

NOTES:

- Existing reinforcement extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included with Concrete Removal.
- Trim existing reinforcement to accommodate proposed expansion joint.
- See sheet 12 for section A-A, B-B, C-C and D-D.
- Bars indicated thus: "4x2- #5 etc...", indicates 4 lines of bars with 2 lengths per line.

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	7.4
Concrete Superstructure	Cu. Yd.	7.4
Protective Coat	Sq. Yd.	23.0

*Applied on new concrete only.

LEGEND



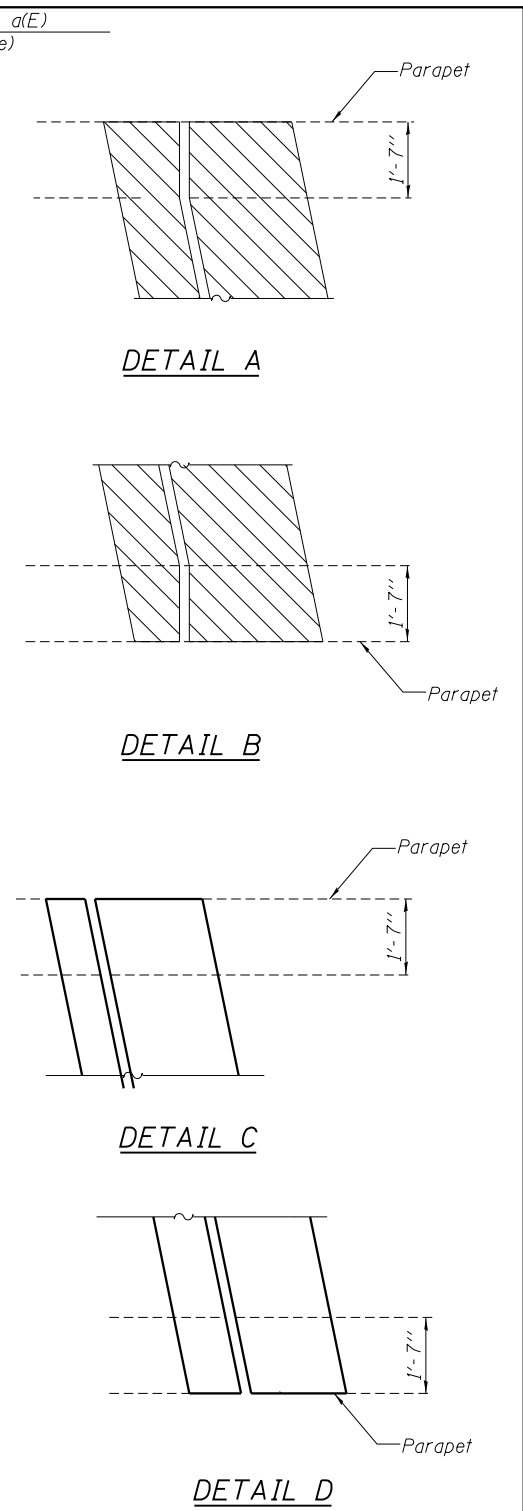
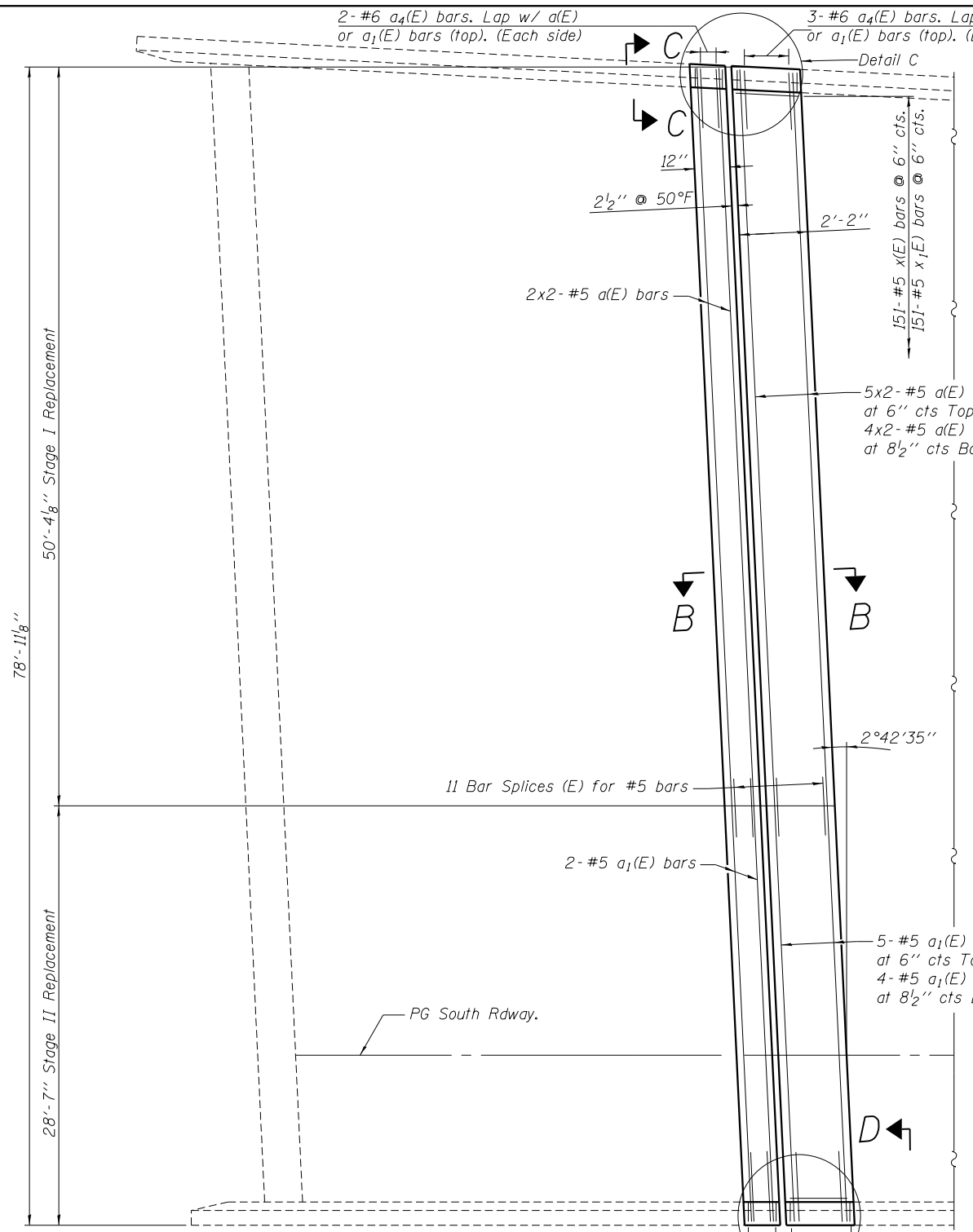
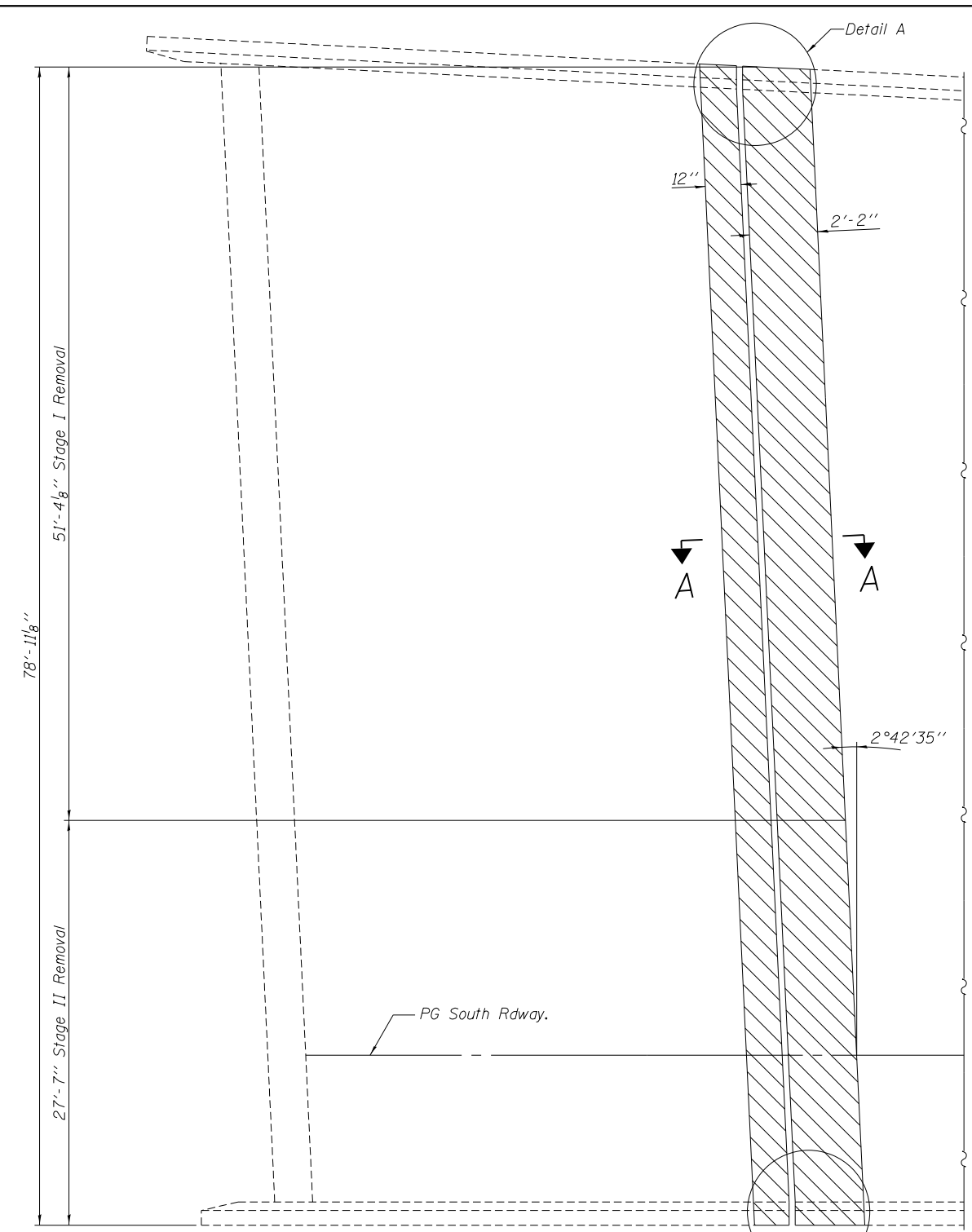
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NORTH ABUTMENT EXPANSION JOINT CONCRETE
REMOVAL AND REPLACEMENT
STRUCTURE NO. 060-0220 S.B.**
SHEET NO. 10 OF 19 SHEETS

F.A.I. RTE. 255	SECTION 60-(8,9) RS-1	COUNTY MADISON	TOTAL SHEETS 206	SHEET NO. 160
CONTRACT NO. 76F10			ILLINOIS FED. AID PROJECT	

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NOTES:

- Existing reinforcement extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included with Concrete Removal.
- Trim existing reinforcement to accommodate proposed expansion joint.
- See sheet 12 for section A-A, B-B, C-C and D-D.
- Bars Indicated thus: "4x2-#5 etc...", indicates 4 lines of bars with 2 lengths per line

CONCRETE REMOVAL
(SB South Abutment Expansion Joint shown)

CONCRETE REPLACEMENT
(SB South Abutment Expansion Joint shown)

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	9.8
Concrete Superstructure	Cu. Yd.	9.8
* Protective Coat	Sq. Yd.	29.3

*Applied on new concrete only.

MIN. LAP

#5 Bar 2'-7" Min. Lap.

LEGEND



USER NAME = gshawley	DESIGNED - SDG	REVISED -
PLOT SCALE = 1/8" = 1'-0"	CHECKED - FAS	REVISED -
PLOT DATE = 3/25/2013	DRAWN - IK	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOUTH ABUTMENT EXPANSION JOINT CONCRETE
REMOVAL AND REPLACEMENT
STRUCTURE NO. 060-0220 S.B.**

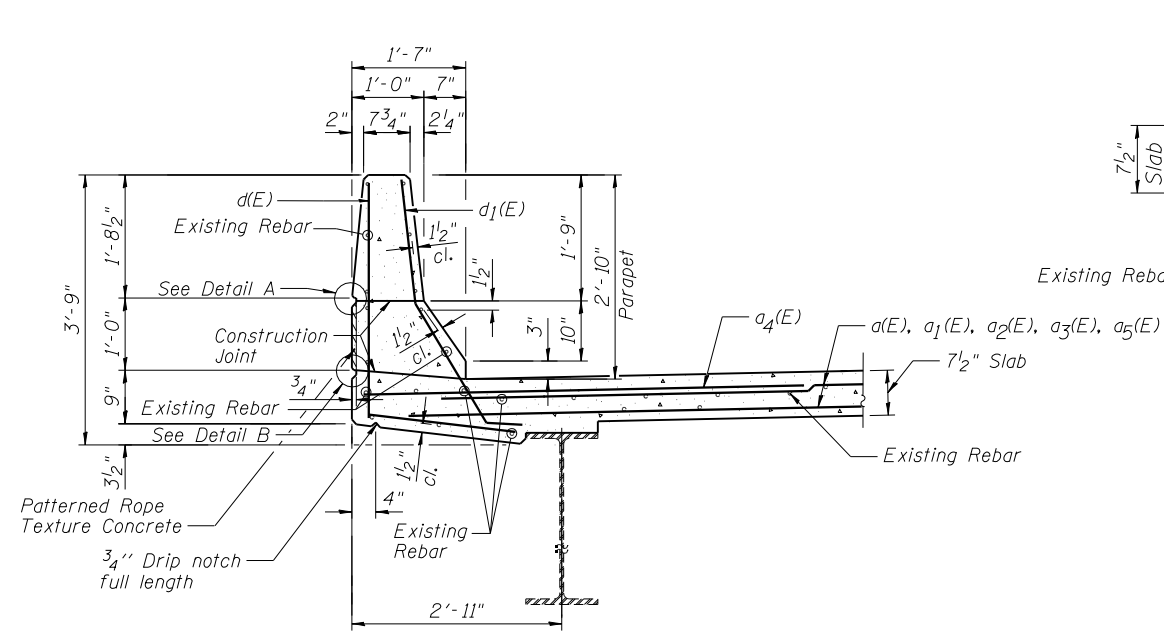
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CONTRACT NO. 76F10				

SHEET NO. 11 OF 19 SHEETS

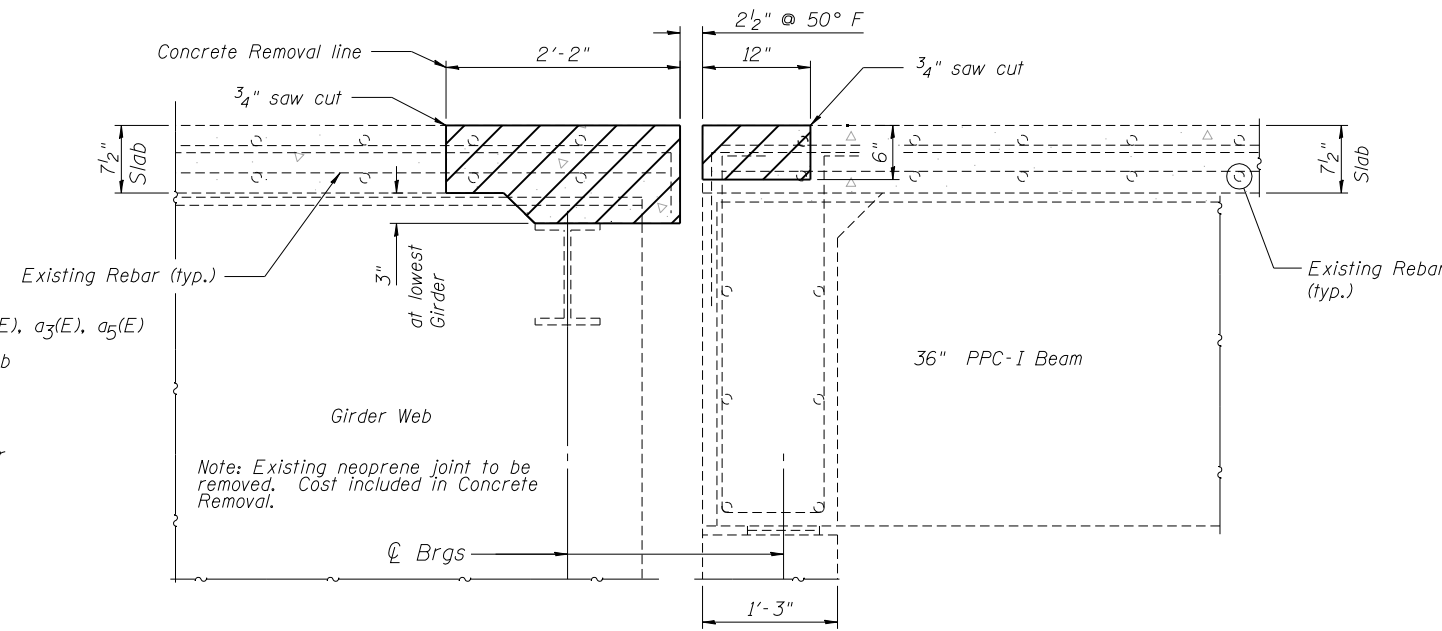
ILLINOIS FED. AID PROJECT

SN 060-0220 (SB)
SN 060-0221 (NB)
SOUTH ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
a(E)	22	#5	27'-6"	—	
a ₁ (E)	22	#5	28'-0"	—	
a ₃ (E)	22	#5	24'-3"	—	
a ₄ (E)	20	#6	4'-0"	—	
d(E)	12	#4	5'-5"	L	
d ₁ (E)	24	#5	3'-11"	L	
x(E)	291	#5	2'-7"	L	
x ₁ (E)	291	#5	2'-6"	L	
Item				Unit	Quantity
Reinforcement Bars, Epoxy Coated				Pound	3630
Bar Splicers				Each	22



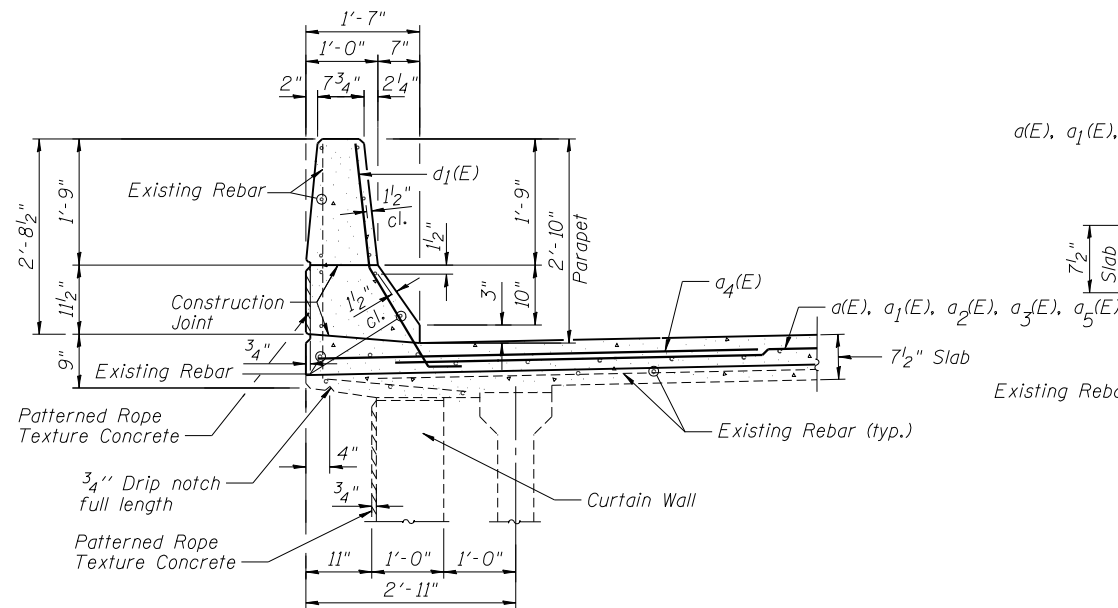
SECTION C-C THRU BRIDGE PARAPET



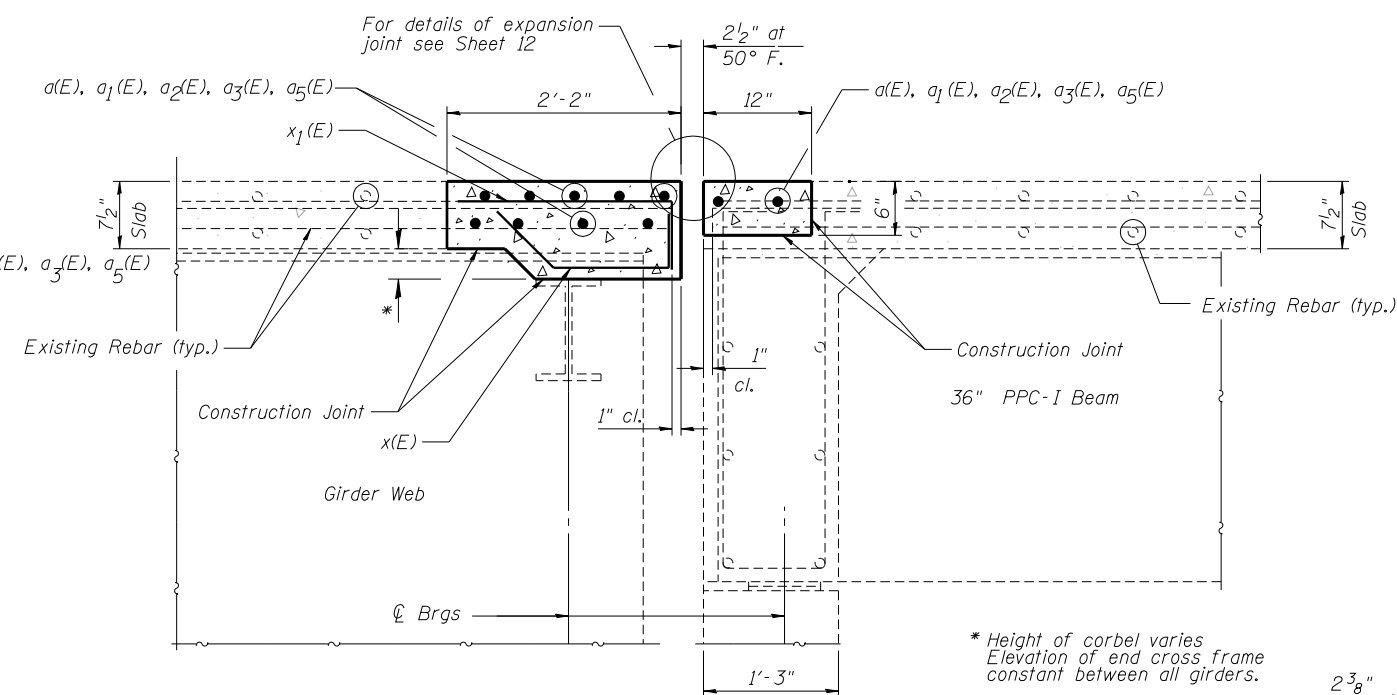
SECTION A-A
CONCRETE REMOVAL DETAIL

SN 060-0220 (SB)
SN 060-0221 (NB)
NORTH ABUTMENT
BILL OF MATERIAL

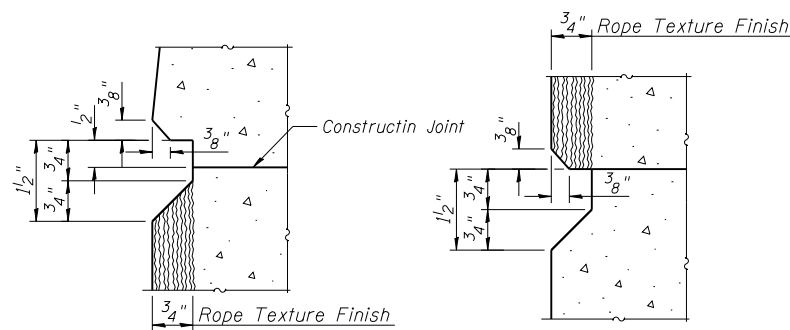
Bar	No.	Size	Length	Shape	
a ₁ (E)	22	#5	28'-0"	—	
a ₂ (E)	22	#5	18'-7"	—	
a ₄ (E)	20	#6	4'-0"	—	
a ₅ (E)	22	#5	20'-9"	—	
d(E)	12	#4	5'-5"	L	
d ₁ (E)	24	#5	3'-11"	L	
x(E)	243	#5	2'-7"	L	
x ₁ (E)	243	#5	2'-6"	L	
Item				Unit	Quantity
Reinforcement Bars, Epoxy Coated				Pound	3100
Bar Splicers				Each	22



SECTION D-D THRU ABUTMENT PARAPET

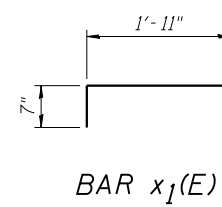


SECTION B-B
CONCRETE REPLACEMENT DETAIL

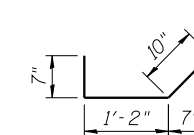


DETAIL A

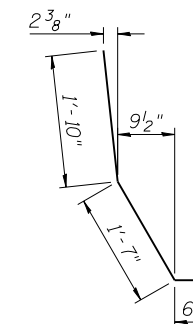
DETAIL B



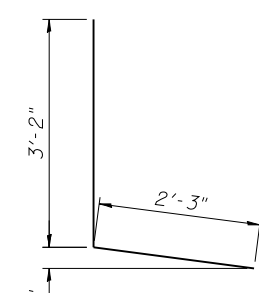
BAR x₁(E)



BAR x(E)



BAR d₁(E)



BAR d(E)

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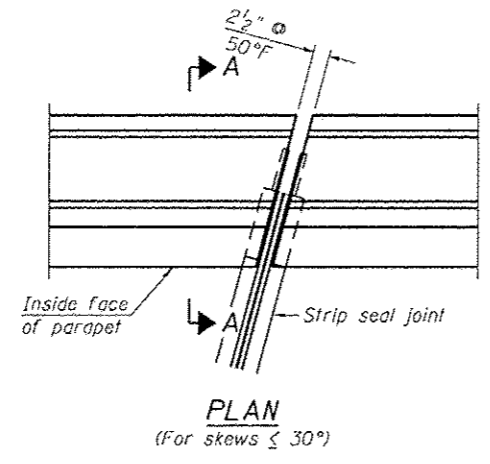
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK JOINT DETAILS
STRUCTURE NO. 060-0220SB & 060-0221NB

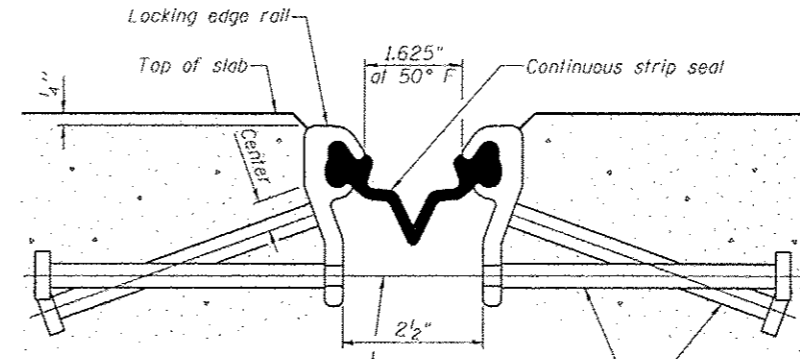
SHEET NO. 12 OF 19 SHEETS

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	162
			CONTRACT NO. 76F10	
ILLINOIS FED. AID PROJECT				

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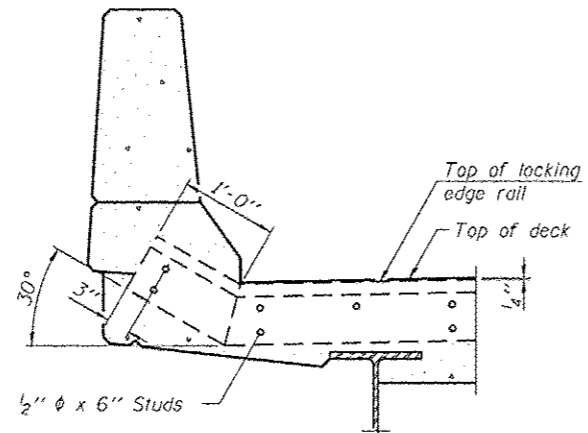


*Omit weld at seal opening.
**When joint is fixed, dimension is set at 1 1/2".

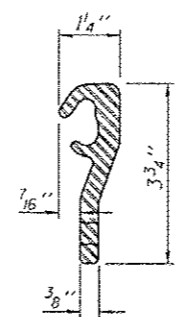


Place 1/2" ϕ x 6" granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded at 1'-0" alt. cts.

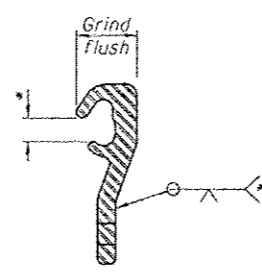
SECTION THRU STRIP SEAL JOINT



SECTION A-A



LOCKING EDGE RAIL



LOCKING EDGE RAIL SPLICE

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.
 The height and thickness of the Locking Edge Rails shown are minimum dimensions. 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.
 The inside of the Locking Edge Rail groove shall be free of weld residue.
 Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.
 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.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	275



USER NAME = gcholey	X	DESIGNED - SDG	REVISED -
	X	CHECKED - FAS	REVISED -
PLOT SCALE = 1/2" = 1'-0"	X	DRAWN - DMG	REVISED -
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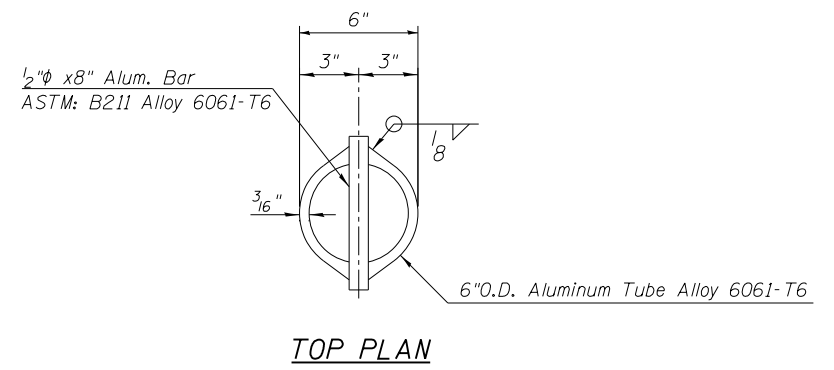
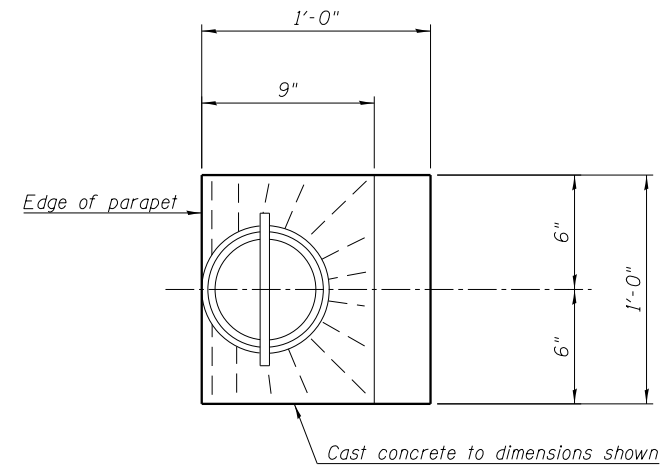
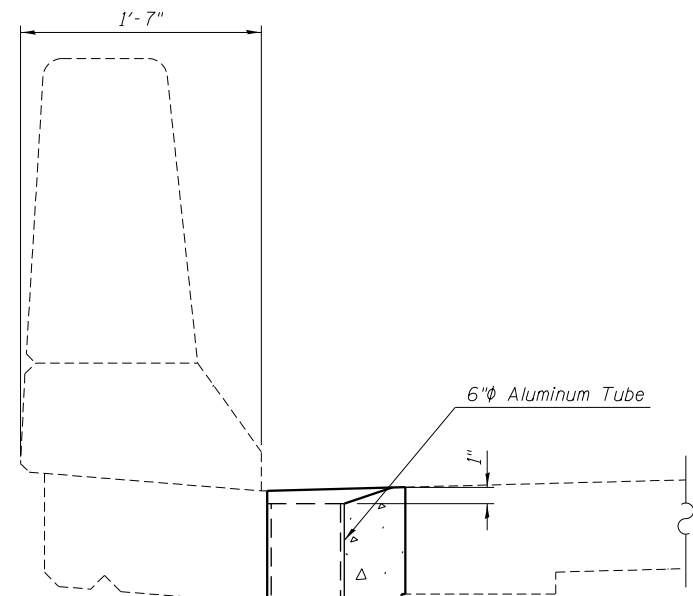
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SHALLOW STRIP SEAL JOINT
STRUCTURE NO. 060-0220SB & 060-0221NB**

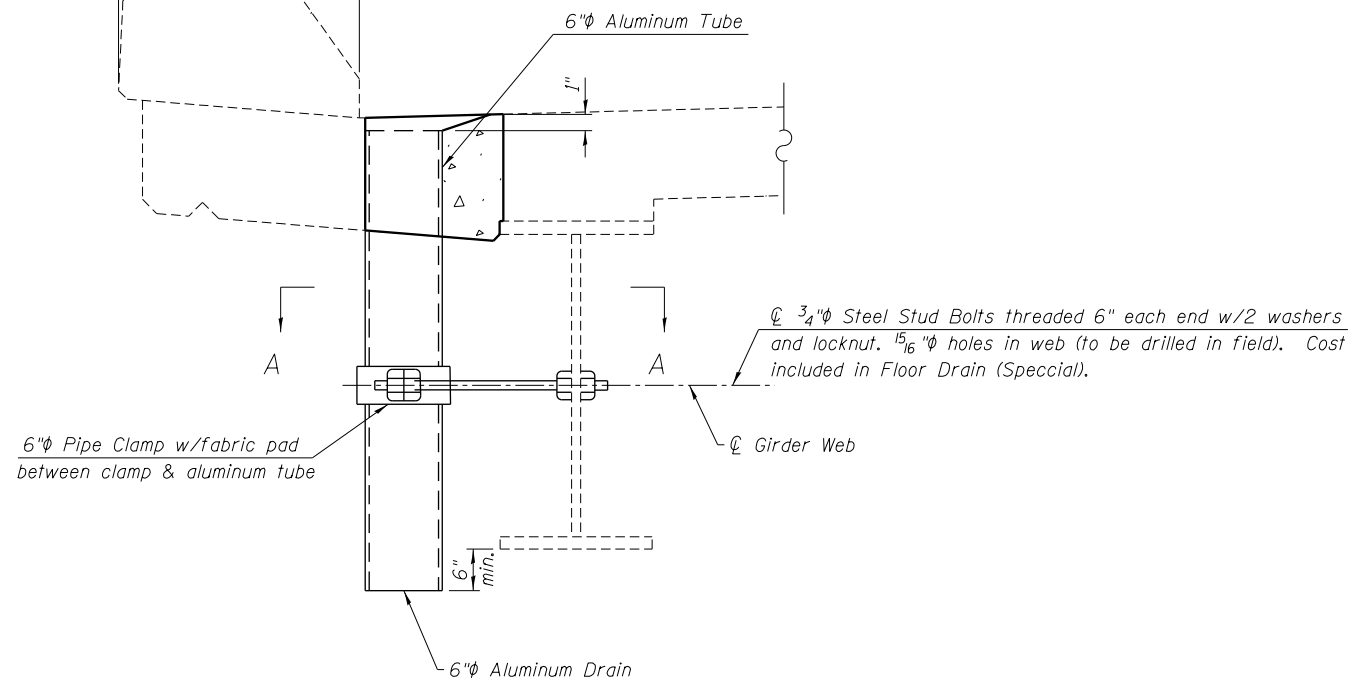
SHEET NO. 13 OF 19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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				CONTRACT NO. 76F10
ILLINOIS FED. AID PROJECT				

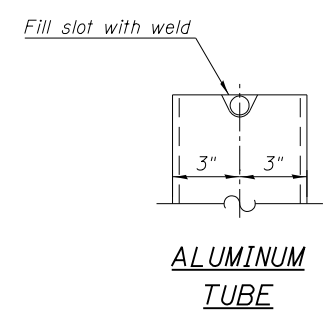
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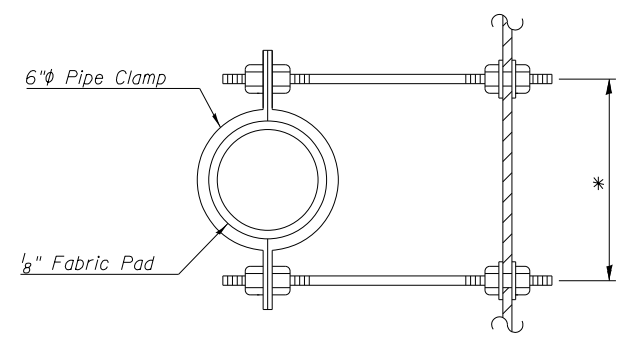
TOP PLAN



SECTION AT PARAPET



ALUMINUM TUBE



SECTION A-A

BILL OF MATERIAL

Item	Unit	Total
Floor Drain (Special)	Each	2

Note:
The exterior surface of the floor drains shall be painted with the finish coat as specified in Article 1008.04 of the standard specifications. The exterior surface of the drains shall be cleaned according to Society of Protective Coatings Spec. SSPC-SP1 prior to painting. Galvanize clamping device according to AASHTO M232. Cost of clamping device and galvanizing included with Floor Drains.

FILE NAME = 0600221-76F10-14- Floor_Drain.dgn



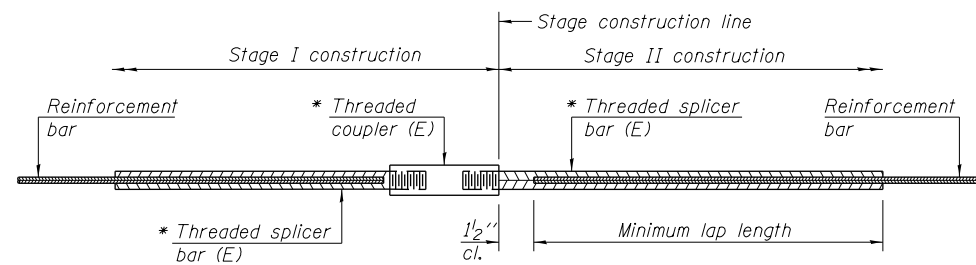
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	CHECKED -	REVISED -
PLOT SCALE = 0.25' 1" = 1'-0"	DRAWN -	REVISED -
PLOT DATE = 3/25/2013	CHECKED -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FLOOR DRAIN DETAILS
STRUCTURE NO. 060-0221NB**

SHEET NO. 14 OF 19 SHEETS

F.A.I. RTE. 255	SECTION 60-(8,9) RS-1	COUNTY MADISON	TOTAL SHEETS 206	SHEET NO. 164
			CONTRACT NO. 76F10	
ILLINOIS FED. AID PROJECT				



STANDARD BAR SPLICER ASSEMBLY

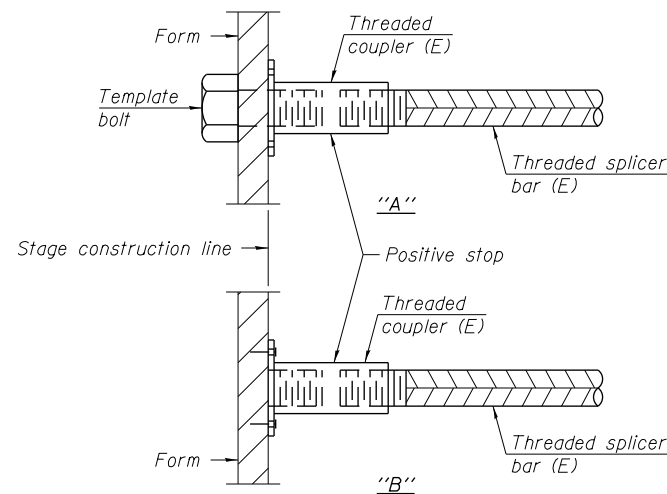
Bar size to be spliced	Minimum Lap Lengths				
	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- 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 1/2" + thread length

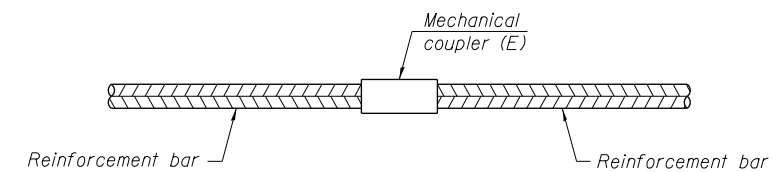
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck - SB	#5	22	3
Deck - NB	#5	22	3



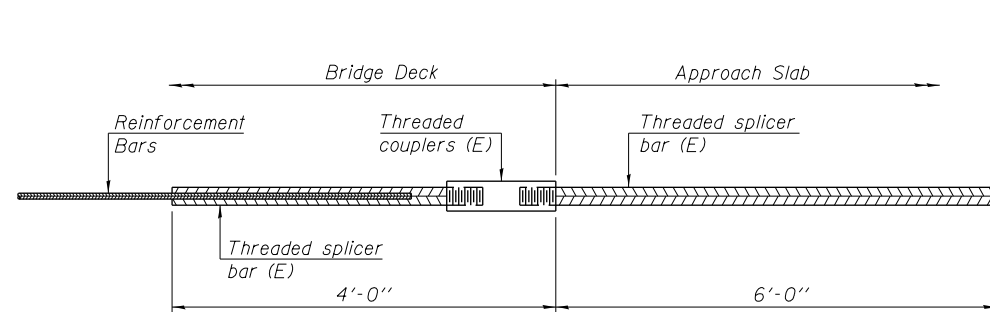
INSTALLATION AND SETTING METHODS

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



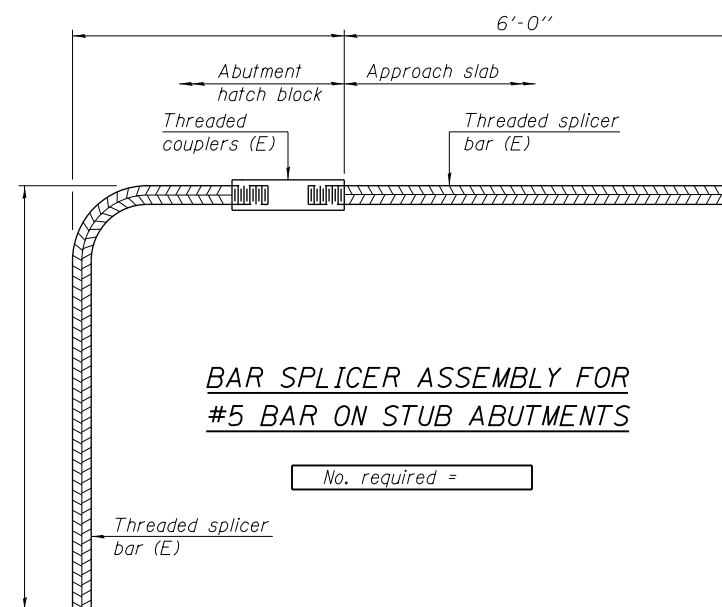
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



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

No. required =



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

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.

3/25/2013 3:24:54 PM - G:\S\12\000\1\Bridges\CAD\sheet\Bridges\0220-0221-76F10-15-Bar_Splicer.dgn

BSD-1 7-1-10
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

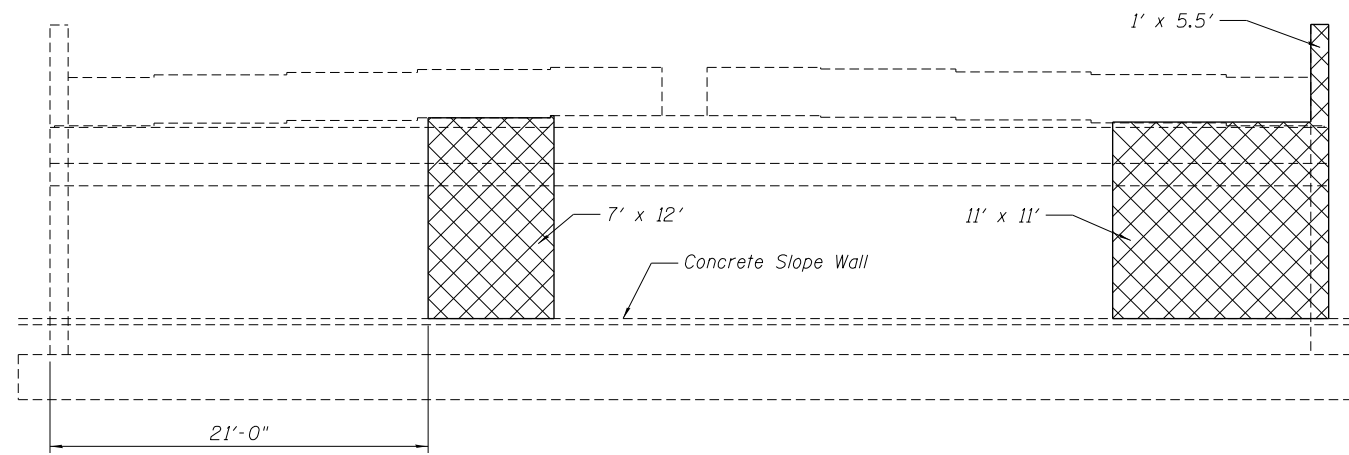
**BAR SPLICER ASSEMBLY DETAILS
 STRUCTURE NO. 060-0220SB AND 060-0221NB**

SHEET NO. 15 OF 19 SHEETS

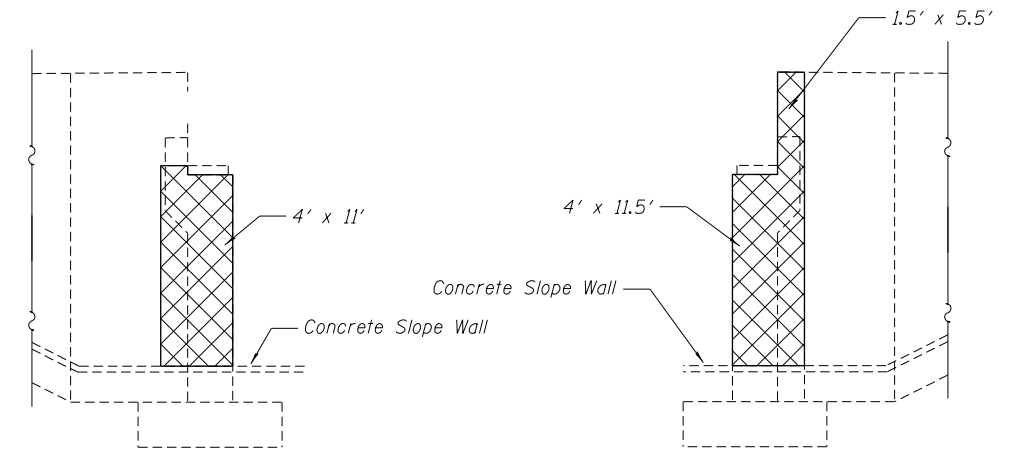
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	165
				CONTRACT NO. 76F10

ILLINOIS FED. AID PROJECT



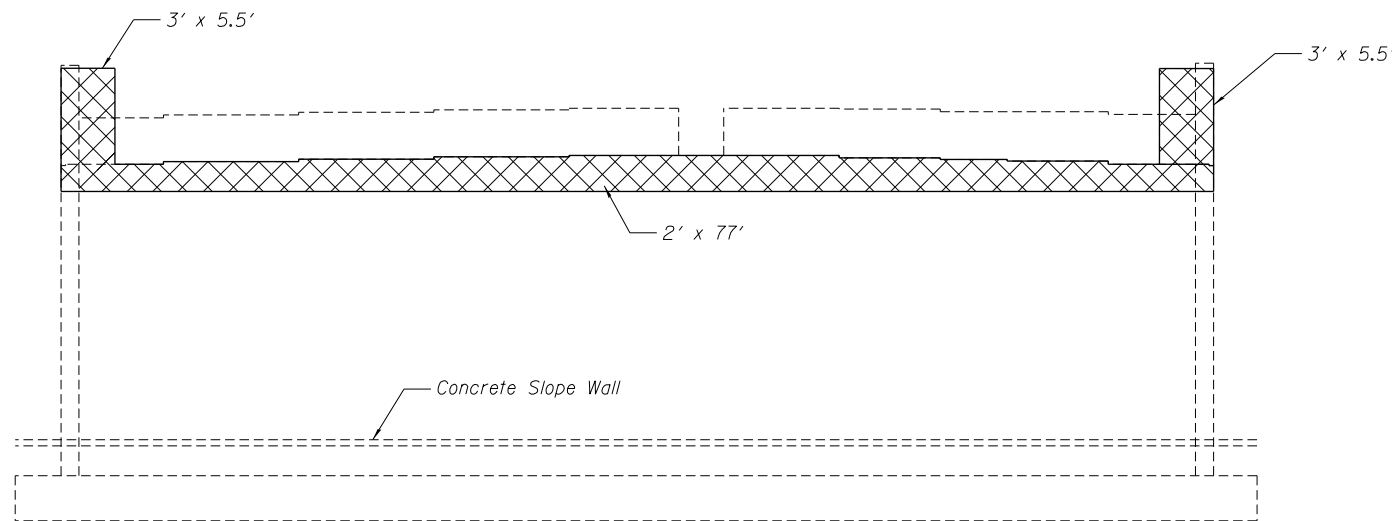


SOUTH ABUTMENT ELEVATION



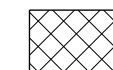
S. ABUTMENT - EAST WING WALL

S. ABUTMENT - WEST WING WALL



NORTH ABUTMENT ELEVATION

LEGEND



Structural Repair of Concrete < 5"

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth Equal to or less than 5 inches)	Sq. Ft.	495.8

3/25/2013 3:25:26 PM - G:\S\12\000\Bridges\CAD\Sheets\Bridges_0220-0221\0600221-76F10-16-North & South Abutment Repair.dgn

FILE NAME = 0600221-76F10-16-North & South Abutment Repair.dgn



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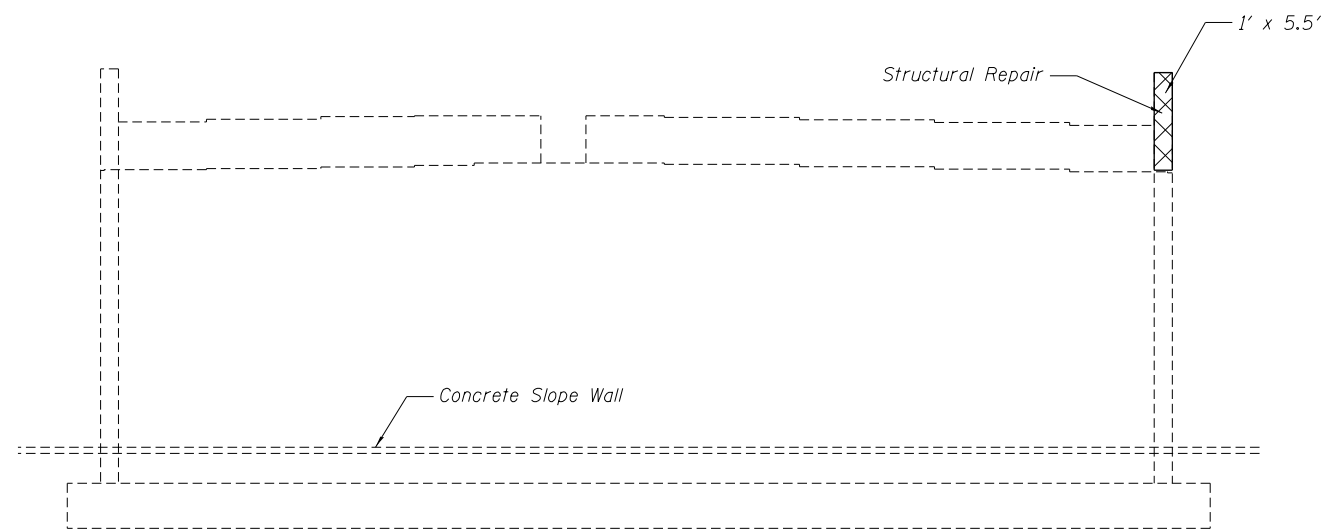
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NORTH AND SOUTH ABUTMENT REPAIRS
STRUCTURE NO. 060-0221NB**

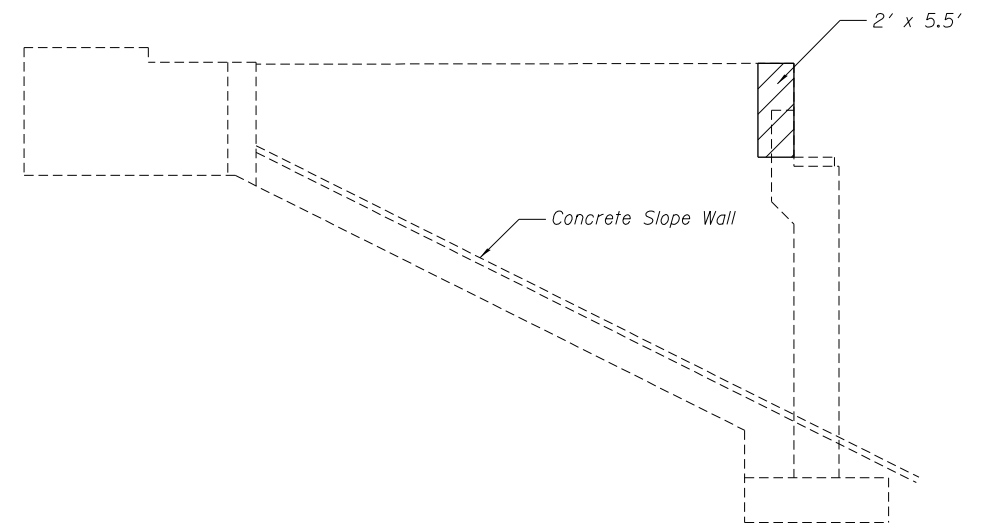
SHEET NO. 16 OF 19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	166
CONTRACT NO. 76F10			ILLINOIS FED. AID PROJECT	

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ELEVATION

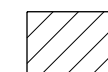


WEST WING WALL

LEGEND



Structural Repair of Concrete < 5"



Structural Repair of Concrete > 5"

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth Equal to or less than 5 inches)	Sq. Ft.	5.5
Structural Repair of Concrete (Depth greater than 5 inches)	Sq. Ft.	11

NOTE:

Rope texture not required on repaired concrete surface.

FILE NAME = 0600220-76F10-17-North Abutment Repair .dgn



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	CHECKED - FAS	REVISED -
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PLOT DATE = 3/25/2013	CHECKED - SDG	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NORTH ABUTMENT REPAIRS
STRUCTURE NO. 060-0220SB**

SHEET NO. 17 OF 19 SHEETS

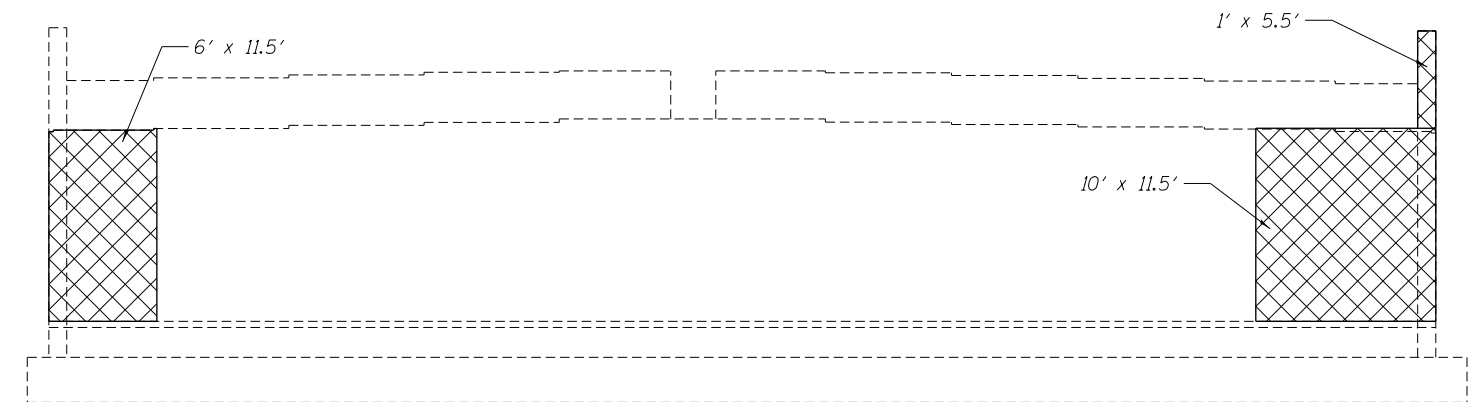
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	167
			CONTRACT NO. 76F10	
ILLINOIS FED. AID PROJECT				

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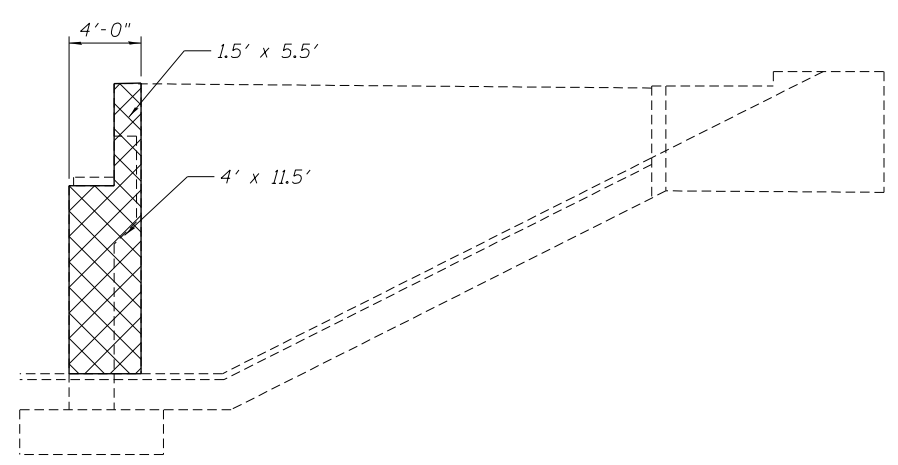


PLAN

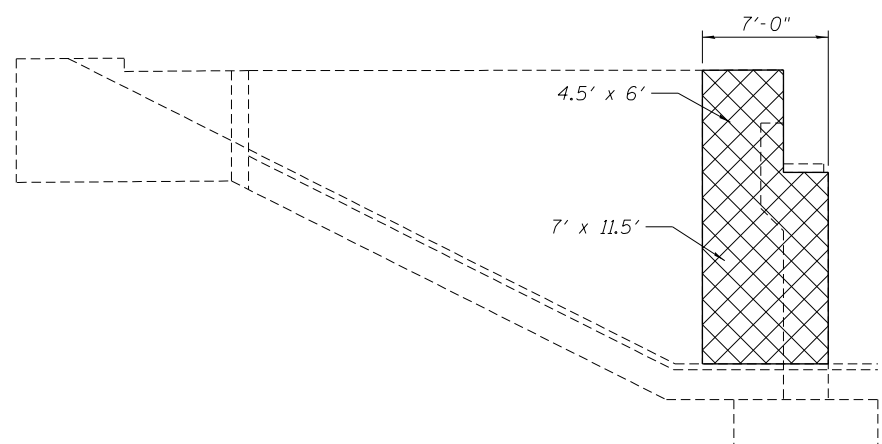
Temporary shoring is required for Beam 11, to be paid for as "Temporary Shoring and Cribbing."



ELEVATION



WEST WING WALL



EAST WING WALL

DL (K)	79.20
LL (K)	55.42
Imp. (K)	9.18
Total (K)	143.80

LEGEND



BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth Equal to or less than 5 inches)	Sq. Ft.	356.3
Temporary Shoring and Cribbing	L.S.	1

NOTE:

Rope texture not required on repaired concrete surface.

FILE NAME = 0600220-76F10-18-South Abutment Repair.dgn



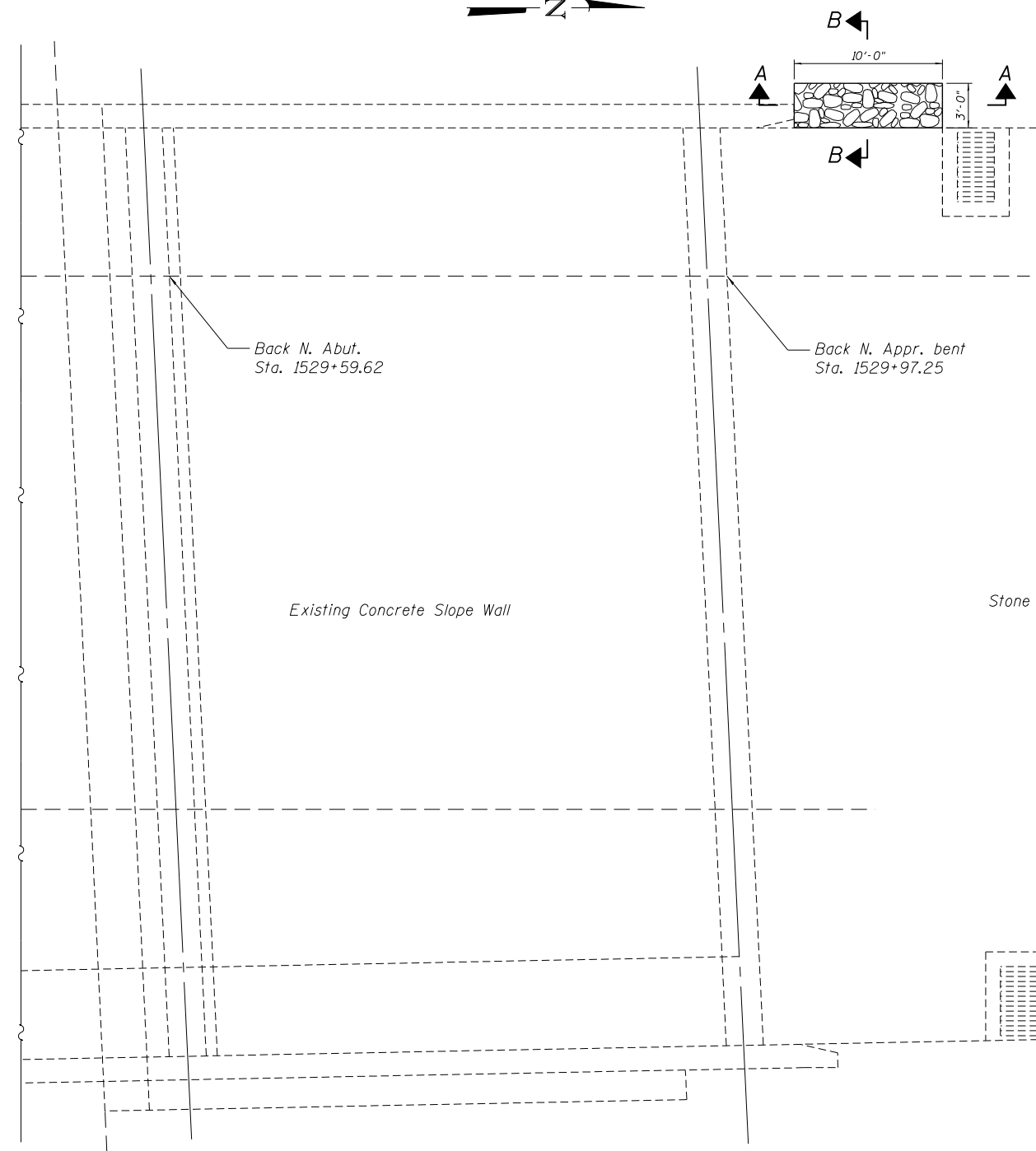
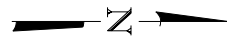
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PLOT DATE = 3/25/2013	DRAWN -	REVISD - DMG
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

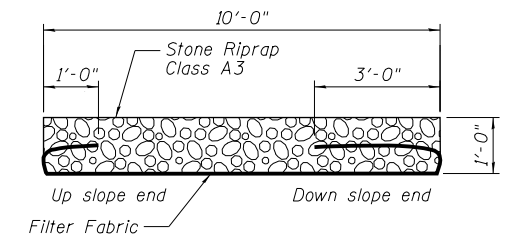
**SOUTH ABUTMENT REPAIRS
STRUCTURE NO. 060-0220SB**

SHEET NO. 18 OF 19 SHEETS

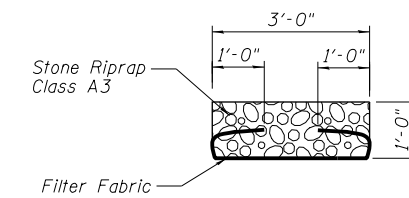
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	168
ILLINOIS FED. AID PROJECT			CONTRACT NO. 76F10	



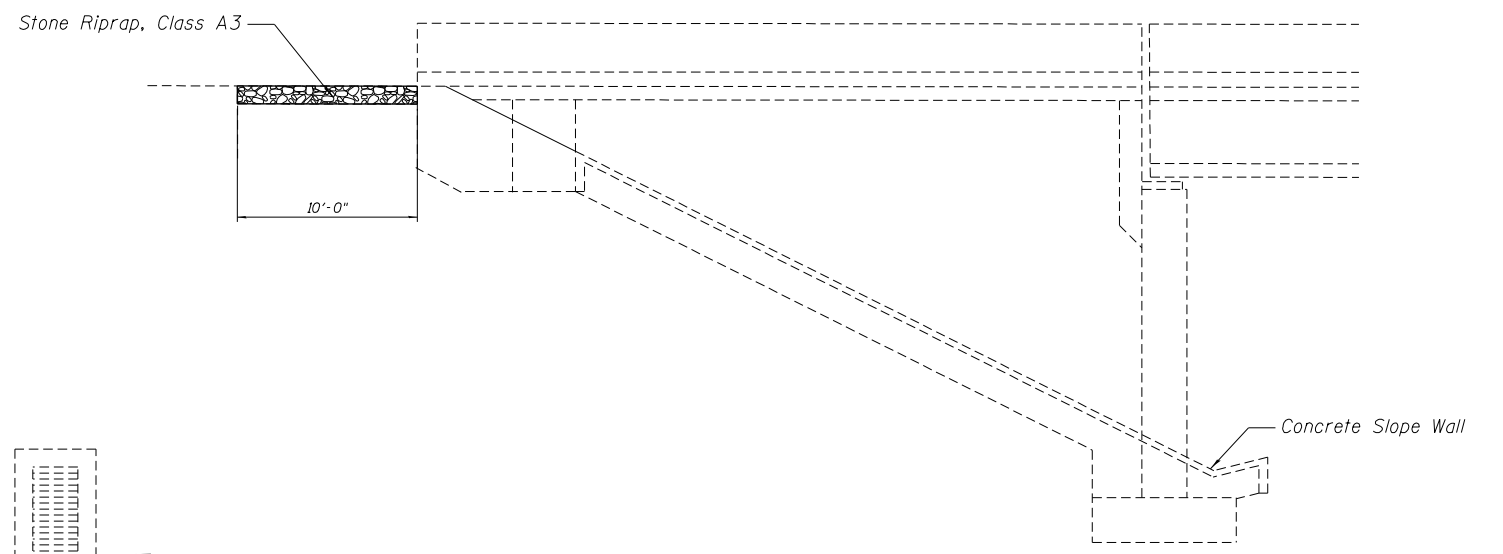
NORTH SLOPE PROTECTION PLAN



SECTION A-A



SECTION B-B



RIPRAP PLACEMENT ON SLOPE

BILL OF MATERIAL

Item	Unit	Total
Stone Riprap, Class A3	Sq. Yd.	4
Filter Fabric	Sq. Yd.	4

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FILE NAME = 0600221-76F10-19-Slope_repair.dgn



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	CHECKED - FAS	REVISED -
PLOT SCALE = 1/8" = 1' / in.	DRAWN - DMG	REVISED -
PLOT DATE = 3/25/2013	CHECKED - SDG	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SLOPEWALL REPAIRS NORTH ABUTMENT
STRUCTURE NO. 060-0221NB**

SHEET NO. 19 OF 19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	169
			CONTRACT NO. 76F10	
ILLINOIS FED. AID PROJECT				

Bench Mark: B.M. No. 12 Elev. 424.62 Chiseled Square on top of Concrete Headwall 80' Rt. of C.F.A.I. - 270 Sta. 455+72.

Existing Structures:
 The original structures were constructed in 1987 (SB) and 1994 (NB) as FAI Route 255, Section 60-9HB. The dual structures consist of continuous three span composite welded plate girder bridges. The decks consist of 5" slab cast upon 2 1/2" precast prestressed panels (SS) and 7 1/2" reinforced concrete (NB). The substructures consist of sand-filled vaulted abutments supported on steel piles and concrete piers on concrete piles. The back-to-back of support bent dimension is 323'-1 1/4" (NB & SB) and out-to-out of deck dimension 59'-2" (SB) and varies 72'-1 1/4" to 67'-11" (NB). The span lengths (CI bearing to CI bearing) are 79'-7", 87'-9 1/2", and 108'-8 1/2" (NB & SB). Both structures have a 1°-48'-14" left ahead skew. Two lanes of traffic will be maintained in each direction utilizing stage construction.

DESIGN SPECIFICATIONS

Original Construction
 AASHTO 1977 plus 1978 thru 1982 Interims

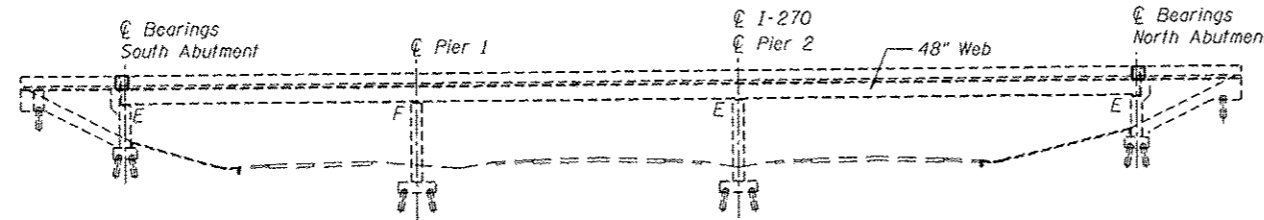
DESIGN CRITERIA:

Original Construction
 Live Load: HS 20-44 and alternate military loading allow 25 psf for future wearing Surface.

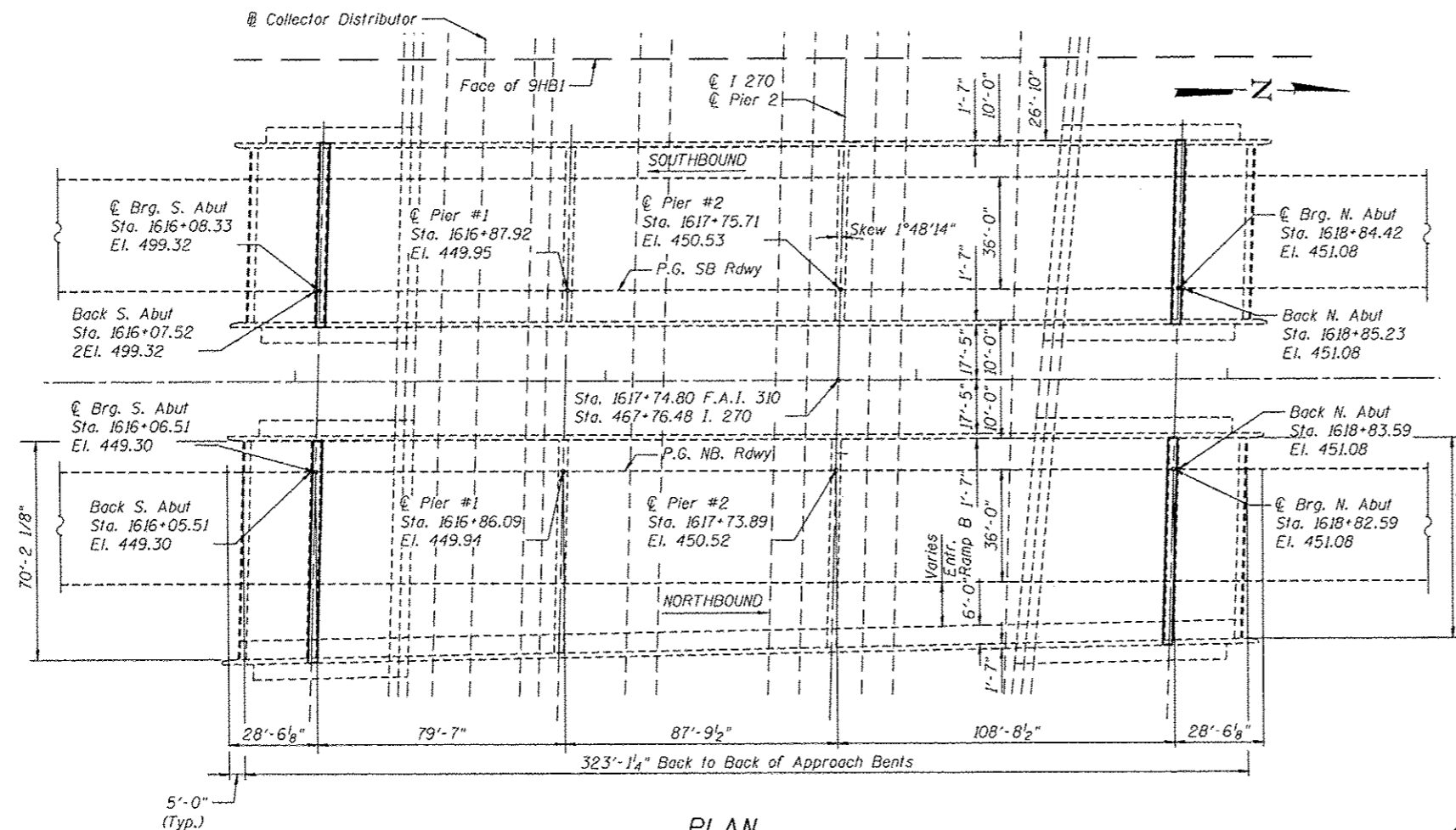
DESIGN STRESSES

Original Construction
 Field units
 f'c = 3,500 psi
 fy = 60,000 psi (Reinforcement)
 fy = 50,000 psi (AASHTO M223 Grade 50) (Structural Steel)
 fy = 36,000 psi (AASHTO M183) (Structural Steel)

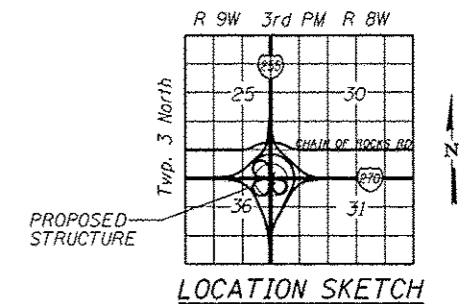
New Construction
 Field units
 f'c = 3,500 psi
 fy = 60,000 psi (Reinforcement)



ELEVATION



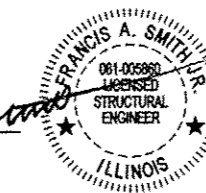
PLAN



F.A.I. 255 OVER
 F.A.I. 270
 SECTION 60-(8,9)RS-1
 STATION 1617+74.80
 MADISON COUNTY
 STRUCTURE NO. 060-0222 (S.B.)
 060-0242 (N.B.)

F. Allen Smith
 F. ALLEN SMITH, P.E., S.E.
 NO. 081-005860
 EXP. DATE 11/30/2014

10/18/13

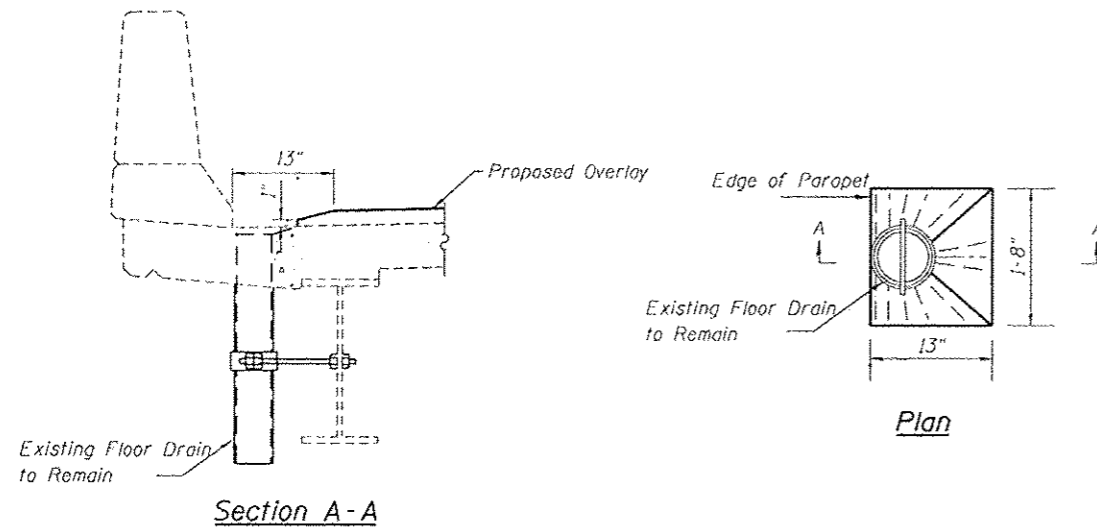


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 \$TWE\$
 10/17/2013

	USER NAME = edgum	DESIGNED - SOC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN AND ELEVATION STRUCTURE NO. 060-0222SB & 060-0242NB	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = *SCALE*	CHECKED - FAS	REVISED -			255	60-(8,9) RS-1	MADISON	206	170
PLOT DATE = 10/17/2013	DRAWN - DMG	REVISED -		SHEET NO. 1 OF 14 SHEETS			CONTRACT NO. 76F10			
	CHECKED - SDG	REVISED -					ILLINOIS FED. AID PROJECT			

GENERAL NOTES

1. 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 in. 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.
2. Plan dimensions, elevation 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.
3. Joint opening shall be adjusted according to Art. 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50 deg F.
4. Reinforcement bars designated (E) shall be epoxy coated.
5. The new concrete deck surfaces shall have its final finish lined according to Article 420.09(e)(1).
6. The Contractor shall use extreme care during concrete removal so as not to damage the existing 2 1/2" precast, prestressed stay-in-place forms.
7. Areas of deck repairs shown are estimated. The Engineer shall show actual locations of the deck repairs on the as-built plans.
8. Existing pavement markings shall be temporarily covered prior to the application of the deck surface treatment, to prevent the material from being applied to the markings and to protect the reflective properties of the markings. The temporary covering material used shall be such that it will not affect the markings reflectivity when removed after application of the deck surface treatment and prior to opening traffic. Cost shall be included with Concrete Removal.



Proposed Overlay at Existing Floor Drains

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Stone Riprap, Class A3	Sq Yd	5
Filter Fabric	Sq Yd	5
** Polymerized Hot-Mix Asphalt Surface Course, Mix "E", N90	Ton	222
Concrete Removal	Cu Yd	19.3
Protective Coat	Sq Yd	51.5
Concrete Superstructure	Cu Yd	21.0
Reinforcement Bars, Epoxy Coated	Pound	3070
Bar Splicers	Each	33
Prefomed Joint Strip Seal	Foot	183
Waterproofing Membrane System	Sq Yd	1978
* Bridge Deck Concrete Sealer	Sq Ft	26036
Deck Slab Repair - (Partial Depth)	Sq Yd	22.4
Deck Slab Repair - (Full Depth, Type I)	Sq Yd	2
Silicone Joint Sealer, 1.75 "	Foot	73

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Stage Construction North Bound
4. Stage Construction South Bound
5. Temp Concrete Barrier details for Stage Construction
6. North Expansion Jt Concrete Removal and Replacement North Bound
7. Deck Joint Details North Bound
8. Deck Patching Plan South Bound
9. North Expansion Jt Concrete Removal and Replacement South Bound
10. South Expansion Jt Concrete Removal and Replacement South Bound
11. Deck Joint Details South Bound
12. Expansion Joint Details
13. Bar Splicer Assembly Details
14. Slope repairs South Abutment South Bound

* For Structure No. 060-0222SB, concrete sealer to be applied to the top and inside vertical faces of the parapets.

** For Structure No. 060-0222SB, Minimum thickness of HMA surface course is 1 1/2". Maximum total thickness of HMA Surface Course plus Waterproofing Membrane System is 2".

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 060-0222SB & 060-0242NB

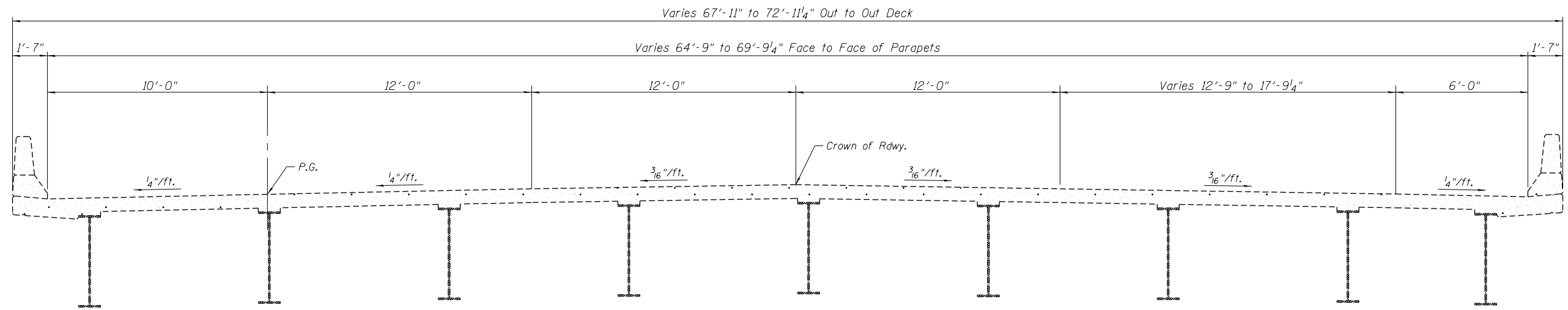
SHEET NO. 2 OF 14 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 76F10	
ILLINOIS FED. AID PROJECT				

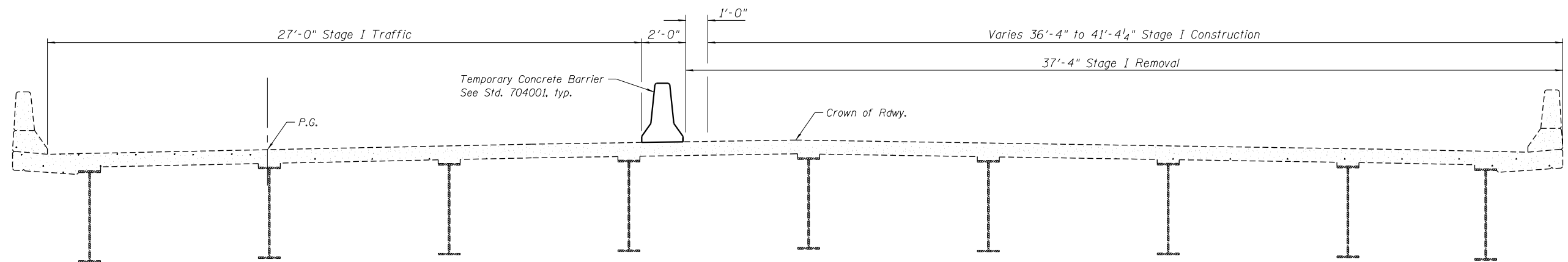
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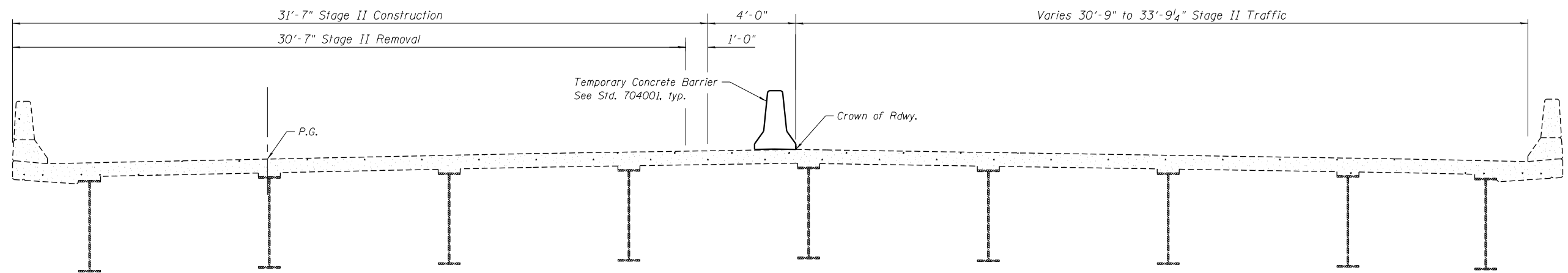
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PLT2 DATE - 9/12/2013	DRAWN - DMG	REVISED -
	CHECKED - SDG	REVISED -



EXISTING CROSS SECTION
NB Roadway Looking North



STAGE I CONSTRUCTION
NB Roadway Looking North



STAGE II CONSTRUCTION
NB Roadway Looking North

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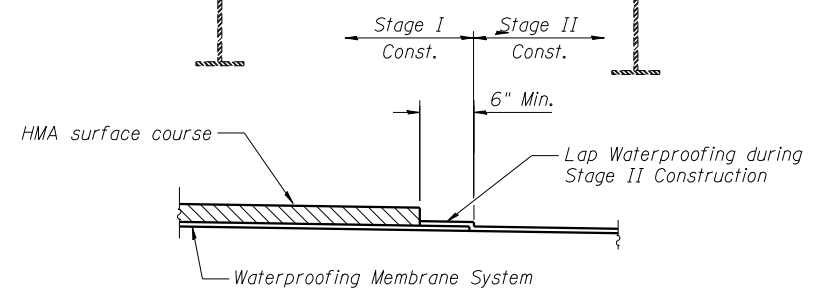
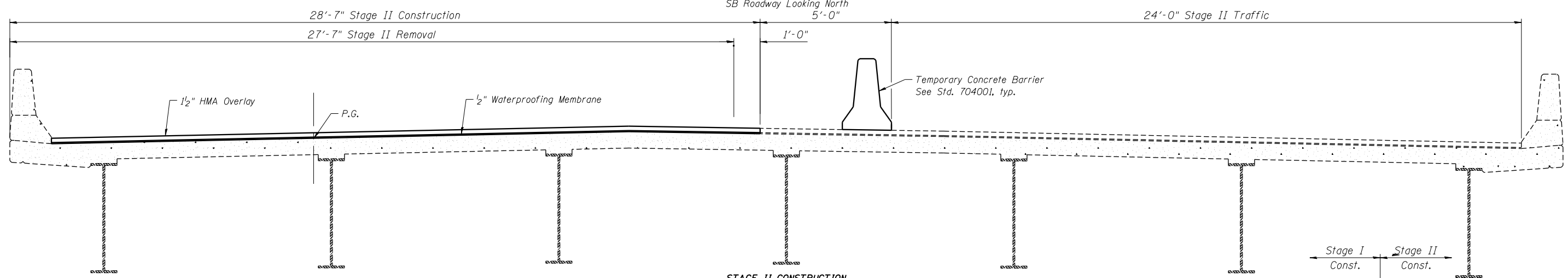
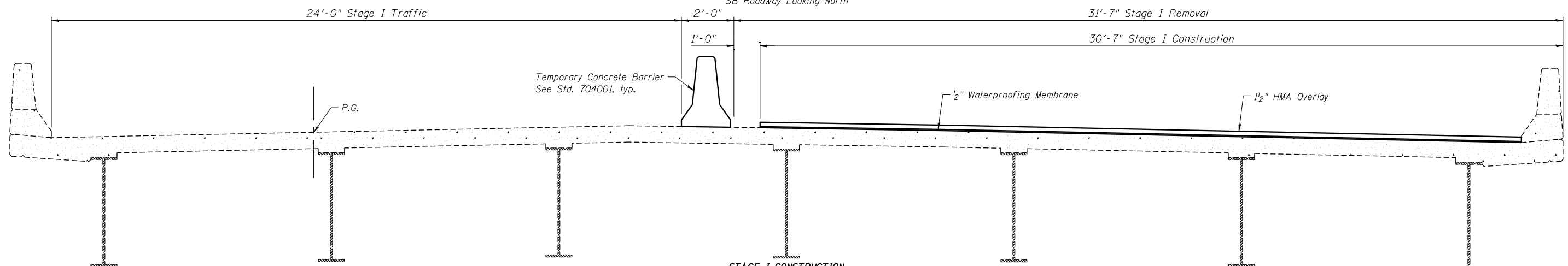
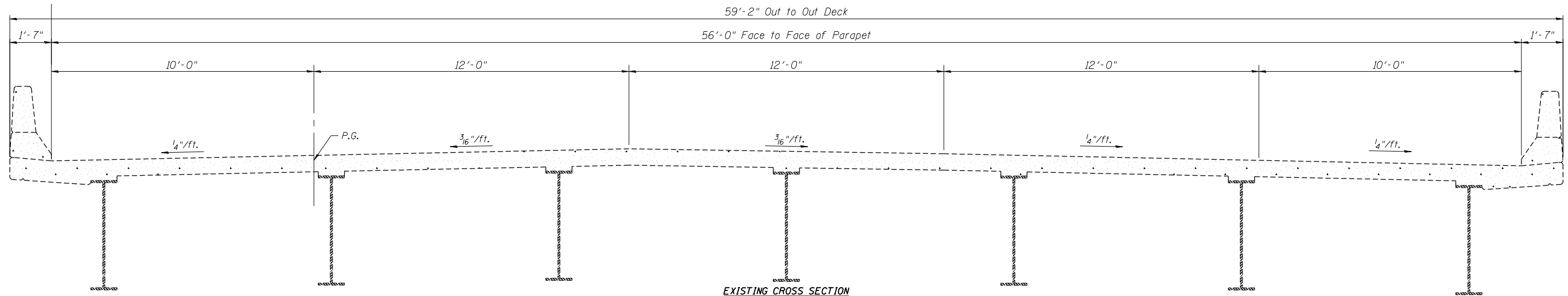
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION
STRUCTURE NO. 060-0242 NB**

SHEET NO. 3 OF 14 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	172
CONTRACT NO. 76F10				

ILLINOIS FED. AID PROJECT



9/25/2013 9:51:12:0001\Bridge\CAD\sheets\Bridge_0222-0242\0600222-76F10-04-stage construction.dgn \$TIME\$ FILE NAME = \$FILES\$



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

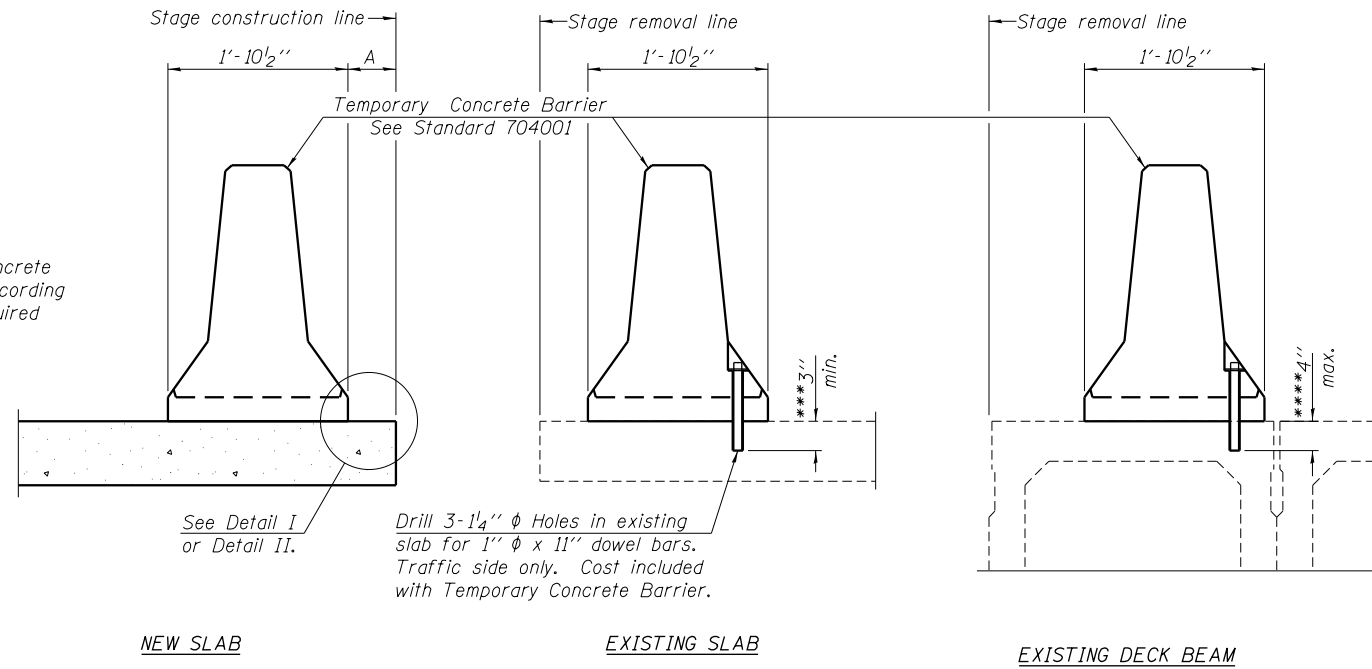
**STAGE CONSTRUCTION
STRUCTURE NO. 060-0222 SB**

SHEET NO. 4 OF 14 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	173
CONTRACT NO. 76F10				

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.

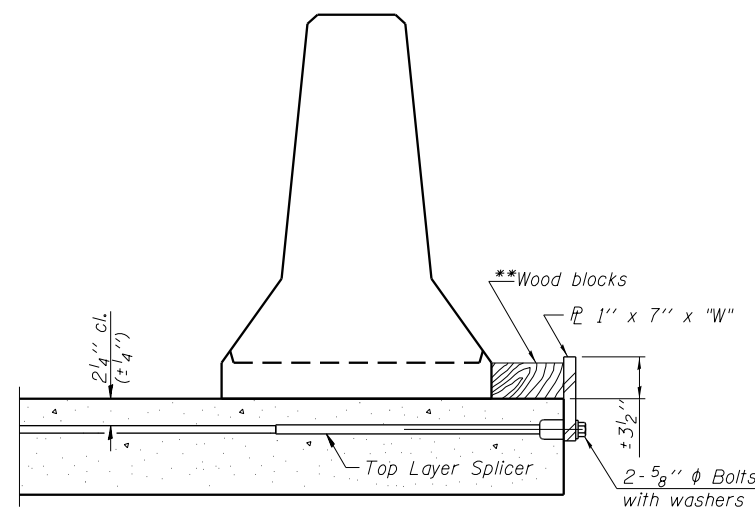
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel \bar{L} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

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.

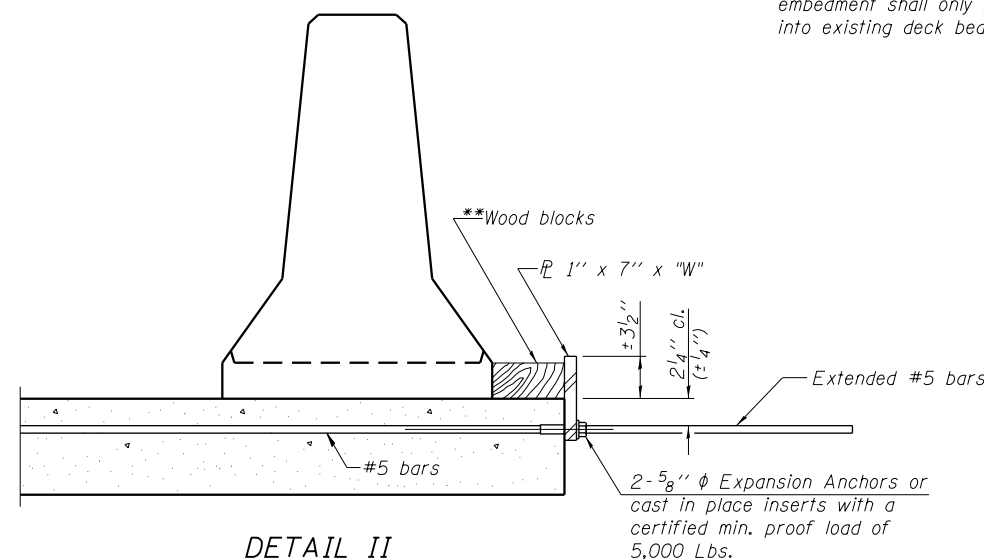
For Quantity of Temporary Concrete Barrier see Roadway Plans.

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

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



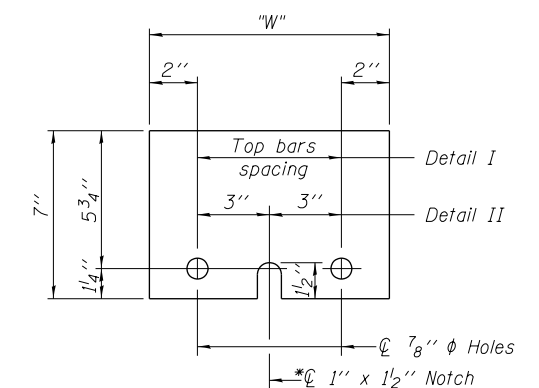
DETAIL I



DETAIL II

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

"W" = Top bars spacing + 4"



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

* Required only with Detail II

Note: For Quantity of Temporary Concrete barriers see Roadway Plans.

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R-27 7-1-10
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

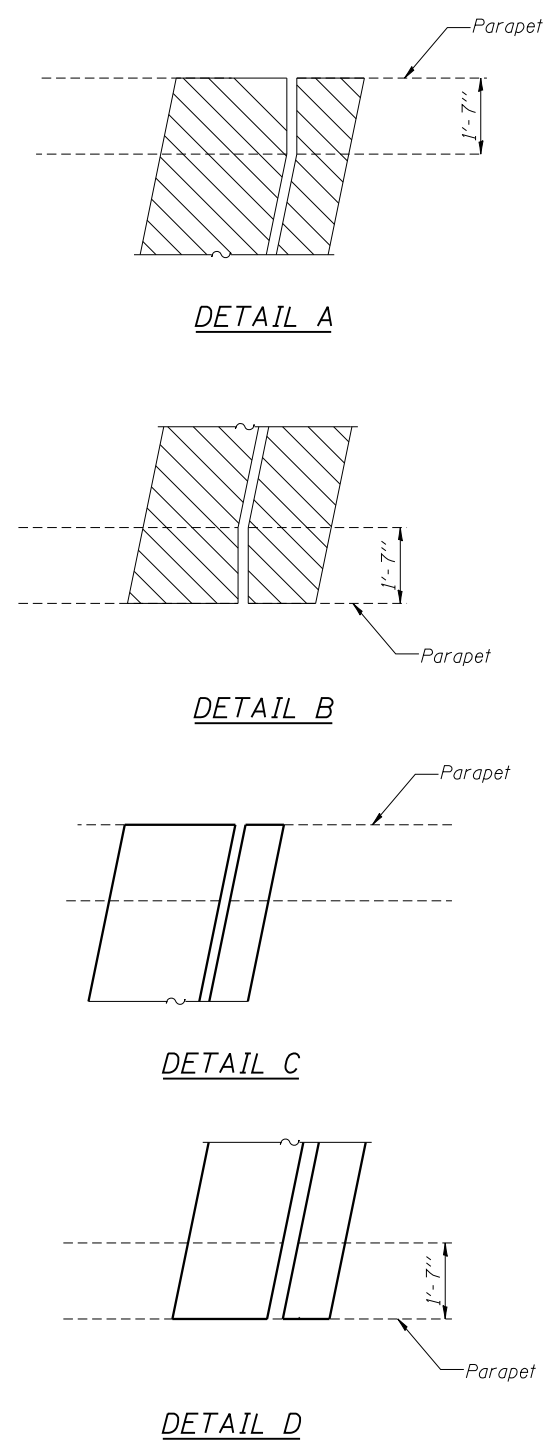
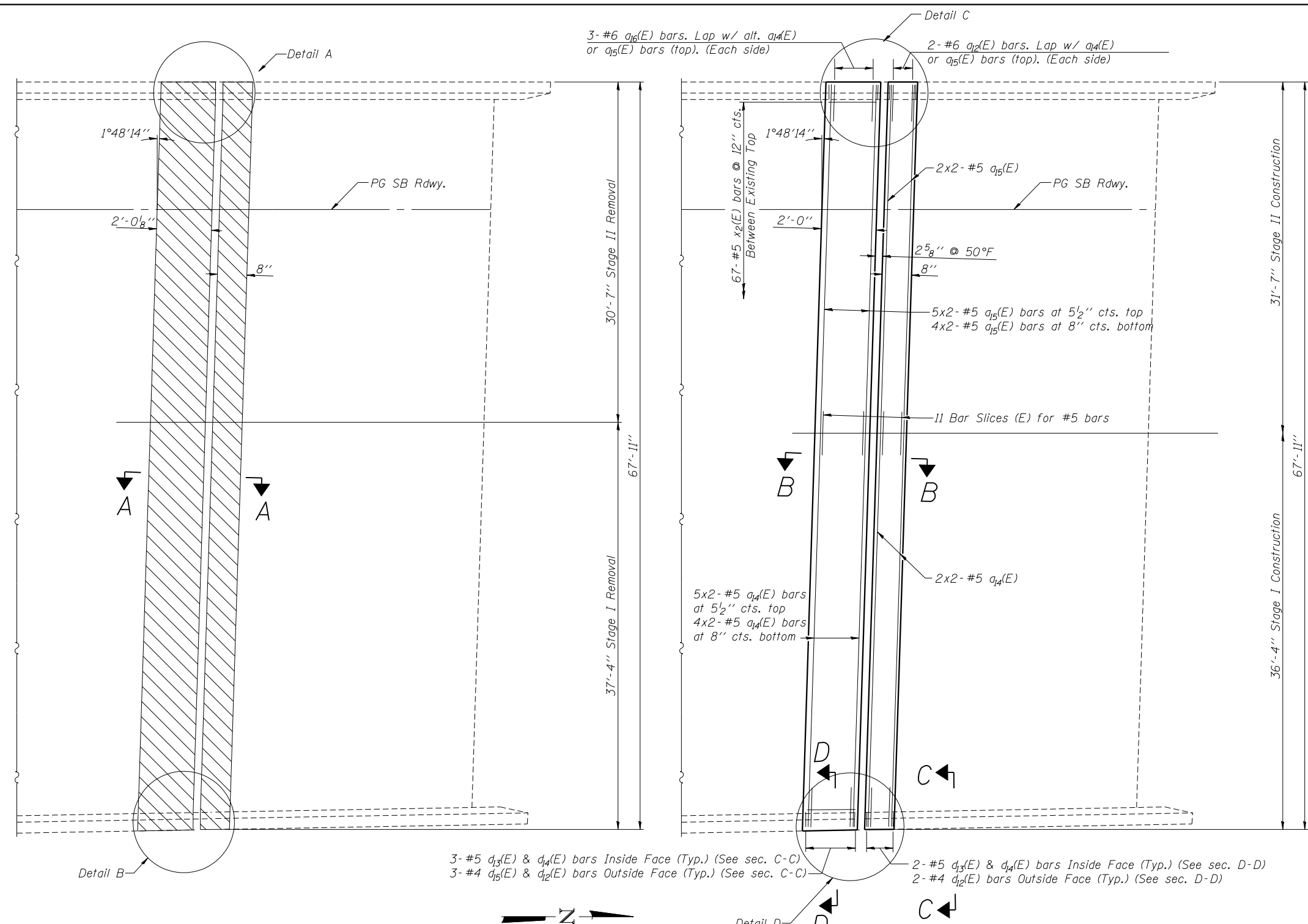
**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 060-0222SB AND 060-0242NB**

SHEET NO. 5 OF 14 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	174
			CONTRACT NO. 76F10	

ILLINOIS FED. AID PROJECT

5/22/2013 5:22:20 AM - g:\S12\0001\Bridges\CAD\sheets\Bridges_0222-0242\0600242-76F10-06-North Exp. Jt.dgn



CONCRETE REMOVAL
(NB North Abutment Expansion Joint shown)

CONCRETE REPLACEMENT
(NB North Abutment Expansion Joint shown)

MIN. LAP
#5 Bar 2'-7" Min. Lap.

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	7.3
Concrete Superstructure	Cu. Yd.	7.3
* Protective Coat	Sq. Yd.	21.4

*Applied on new concrete only.

LEGEND



NOTES:

- Existing reinforcement extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforced bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included with Concrete Removal.
- Trim existing reinforcement to accommodate proposed expansion joint.
- See sheet 7 for section A-A, B-B, C-C and D-D.
- Bars indicated thus: "4x2- #5 etc...", indicates 4 lines of bars with 2 length per line.

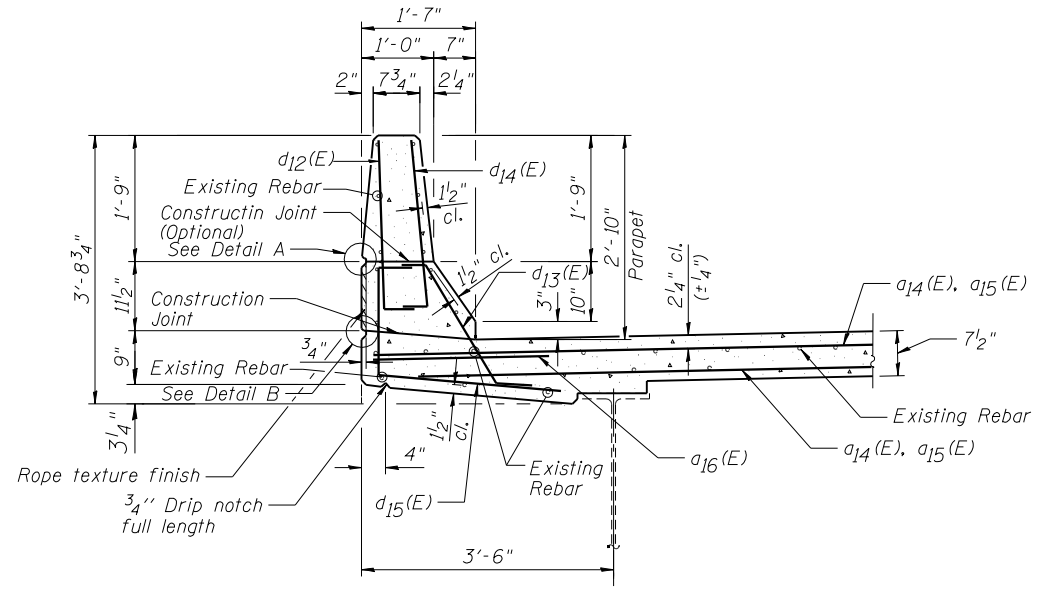


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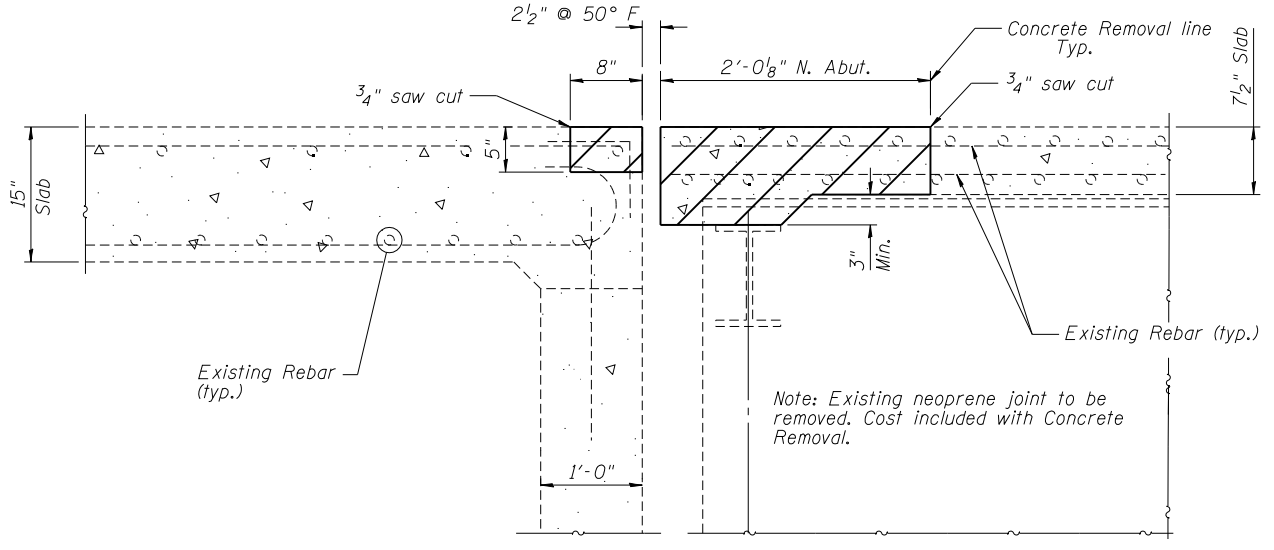
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NORTH ABUTMENT EXPANSION JOINT CONCRETE
REMOVAL AND REPLACEMENT
STRUCTURE NO. 060-0242 N.B.**
SHEET NO. 6 OF 14 SHEETS

F.A.I. RTE. 255	SECTION 60-(8,9) RS-1	COUNTY MADISON	TOTAL SHEETS 206	SHEET NO. 175
			CONTRACT NO. 76F10	
ILLINOIS FED. AID PROJECT				



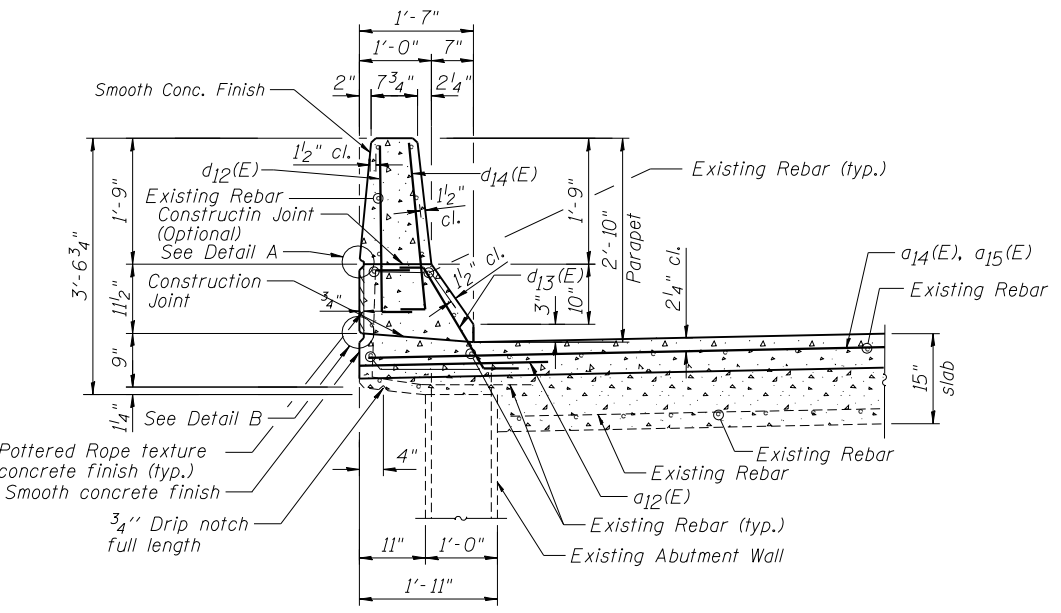
SECTION D-D THRU BRIDGE PARAPET



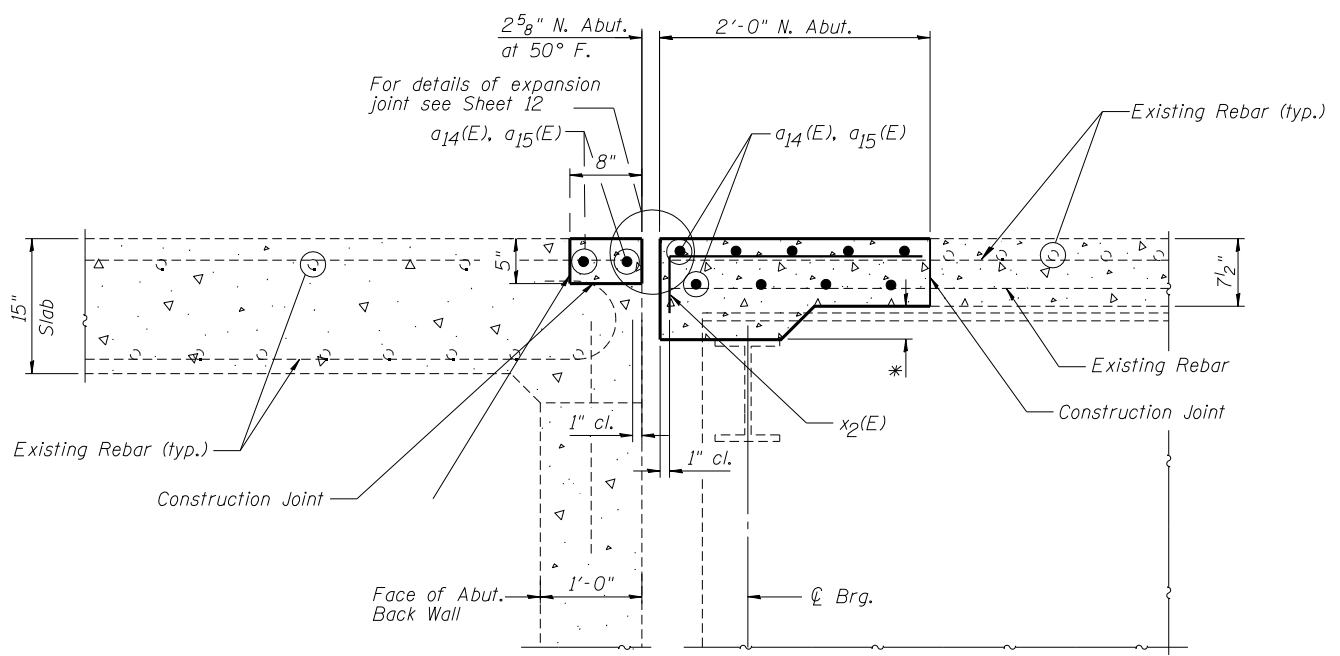
SECTION A-A
CONCRETE REMOVAL DETAIL

**NORTH ABUTMENT
BILL OF MATERIAL**

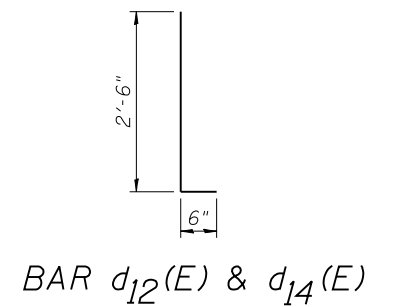
Bar	No.	Size	Length	Shape
a12 (E)	4	#6	4'-0"	—
a14 (E)	22	#5	20'-7"	—
a15 (E)	22	#5	18'-2"	—
a16 (E)	6	#6	5'-0"	—
d12 (E)	10	#4	3'-0"	L
d13 (E)	10	#5	2'-7"	L
d14 (E)	10	#5	3'-0"	L
d15 (E)	6	#4	4'-5"	L
x2(E)	67	#5	2'-4"	—
Item		Unit	Quantity	
Reinforcement Bars, Epoxy Coated		Pound	1210	
Bar Spicers		Each	11	



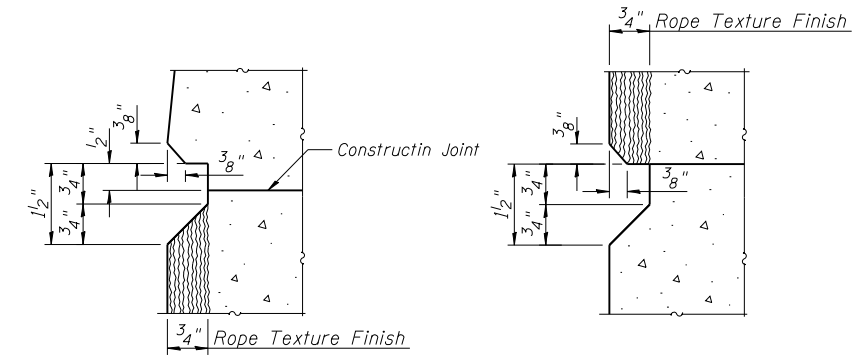
SECTION C-C THRU ABUTMENT PARAPET



SECTION B-B
CONCRETE REPLACEMENT DETAIL

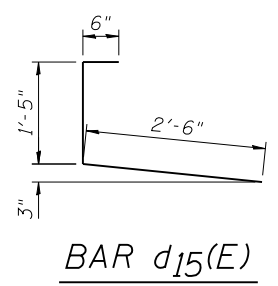


BAR d12(E) & d14(E)

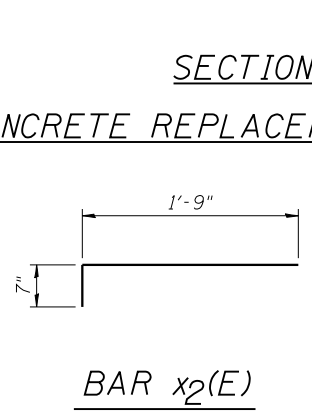


DETAIL A

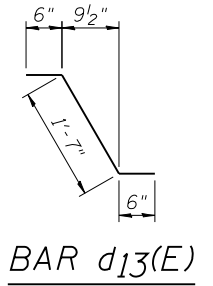
DETAIL B



BAR d15(E)



BAR x2(E)



BAR d13(E)

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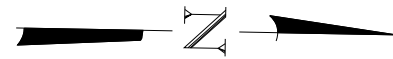
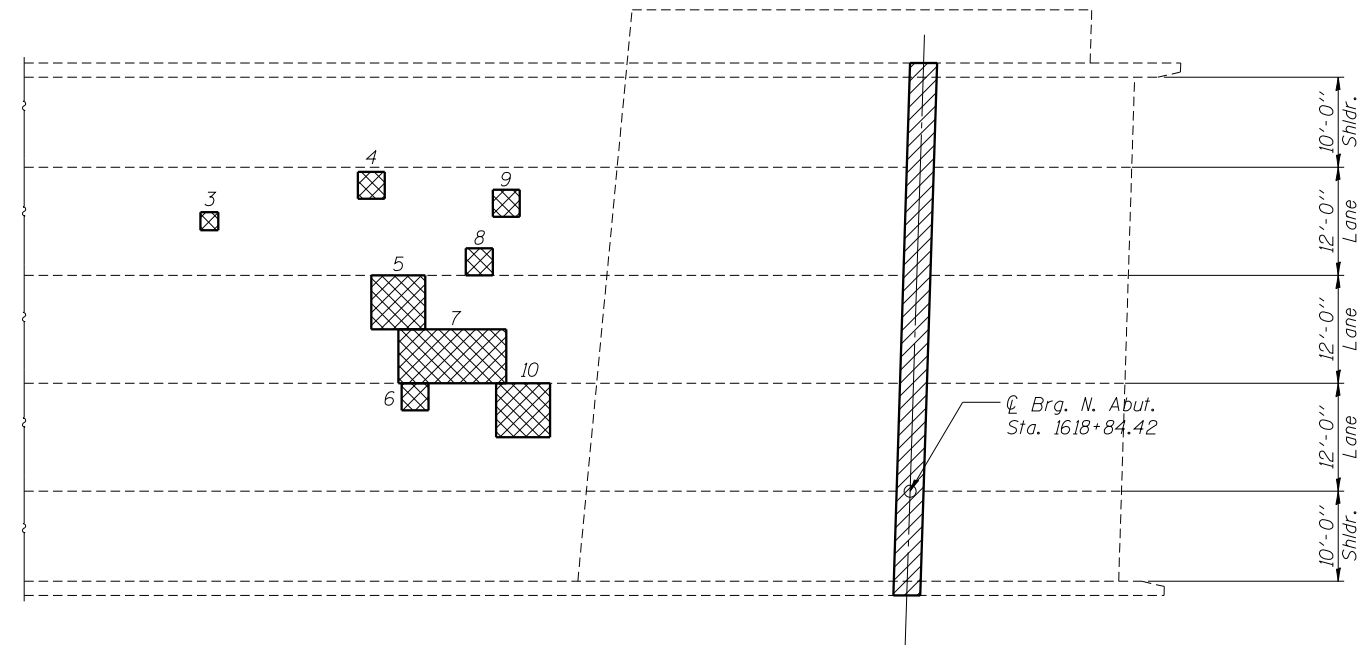
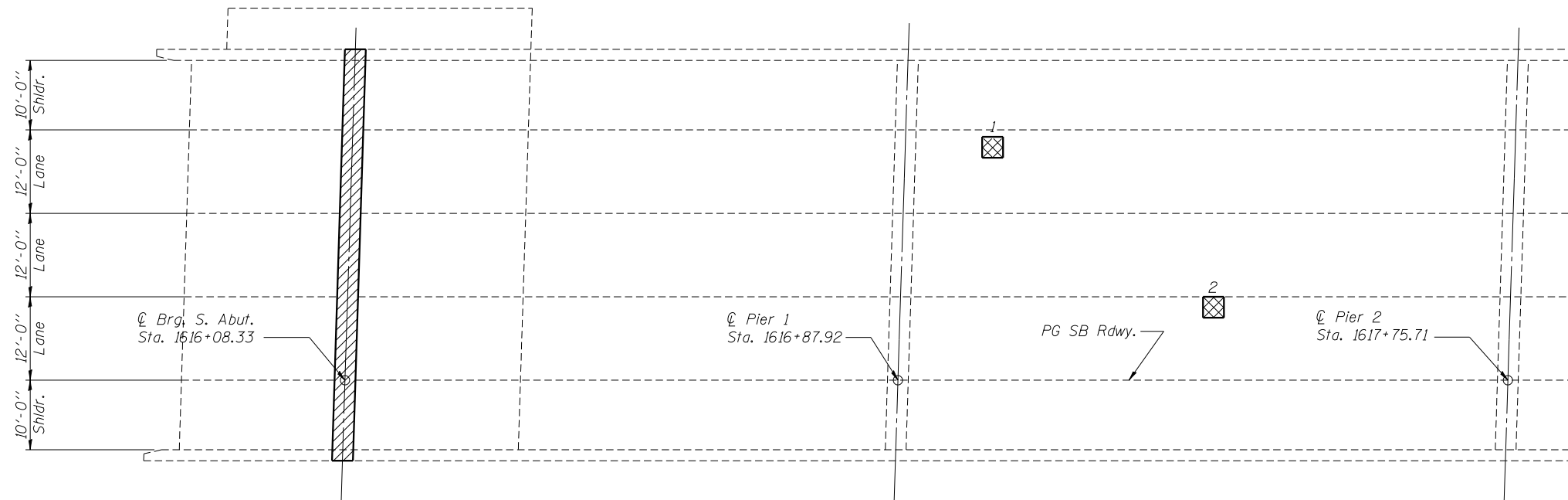
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NORTH ABUTMENT DECK JOINT DETAILS
STRUCTURE NO. 060-0242NB**

SHEET NO. 7 OF 14 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	176
			CONTRACT NO. 76F10	

ILLINOIS FED. AID PROJECT



DECK PLAN VIEW

LEGEND

- Concrete Removal for Joint Replacement (See Sheet 8,9)
- Deck Slab Repair (Partial Depth)

BILL OF MATERIAL

Item	Unit	Total
Deck Slab Repair (Partial Depth)	Sq. Yd.	22.4
*Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	2.0

* Additional Deck Slab Repair (Full Depth, Type I) quantity has been included in the event full depth patches are identified during construction. Location not shown.

NOTES:

1. The Contractor shall use extreme care during concrete removal so as not to damage the existing 2 1/2" precast, prestressed stay-in-place forms.

Patch No.	Patch Depth	Station	Length (ft)	Width (ft)	Quantity (sq. yd.)
1	Partial	1617+01.55	3	3	1.00
2	Partial	1617+33.33	3	3	1.00
3	Partial	1618+06.55	2	2	0.44
4	Partial	1618+24.55	3	3	1.00
5	Partial	1618+27.55	6	6	4.00
6	Partial	1618+29.41	3	3	1.00
7	Partial	1618+33.55	12	6	8.00
8	Partial	1618+36.55	3	3	1.00
9	Partial	1618+39.55	3	3	1.00
10	Partial	1618+41.41	6	6	4.00

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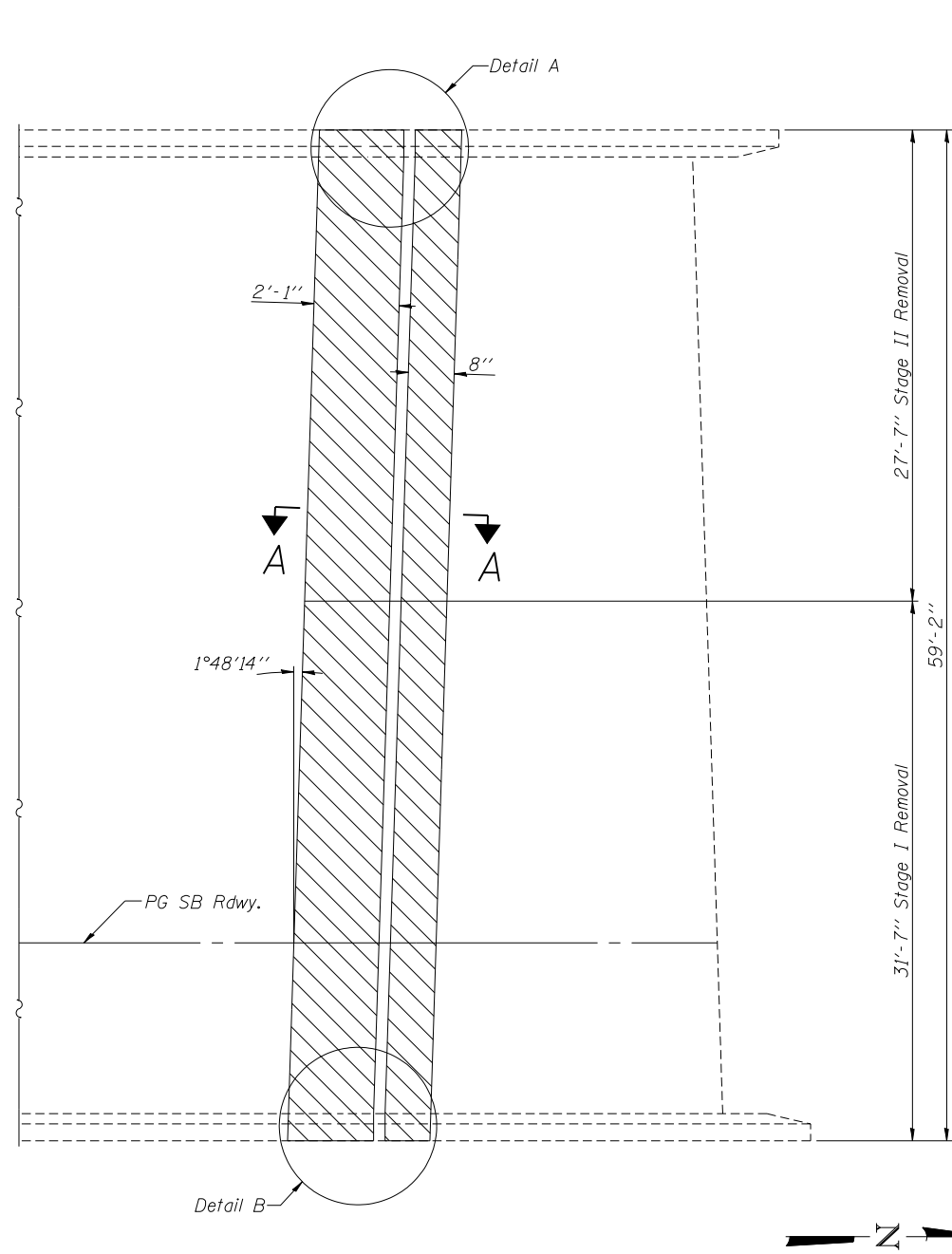
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK PATCHING PLAN
STRUCTURE NO. 060-0222 SB**

SHEET NO. 8 OF 14 SHEETS

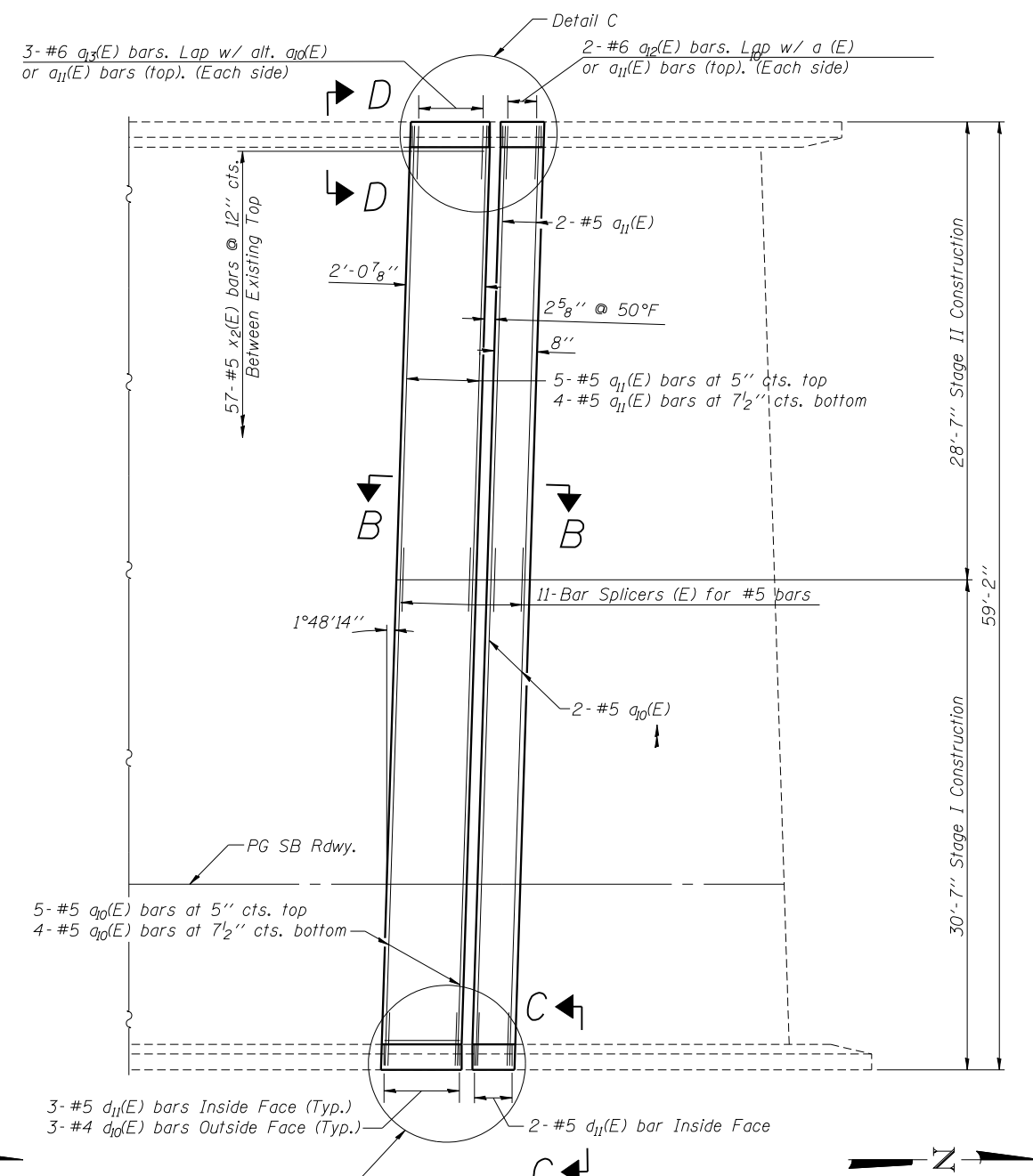
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CONTRACT NO. 76F10			ILLINOIS FED. AID PROJECT	

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CONCRETE REMOVAL
(SB North Abutment Expansion Joint shown)

MIN. LAP
#5 Bar 2'-7" Min. Lap.



CONCRETE REPLACEMENT
(SB North Abutment Expansion Joint shown)

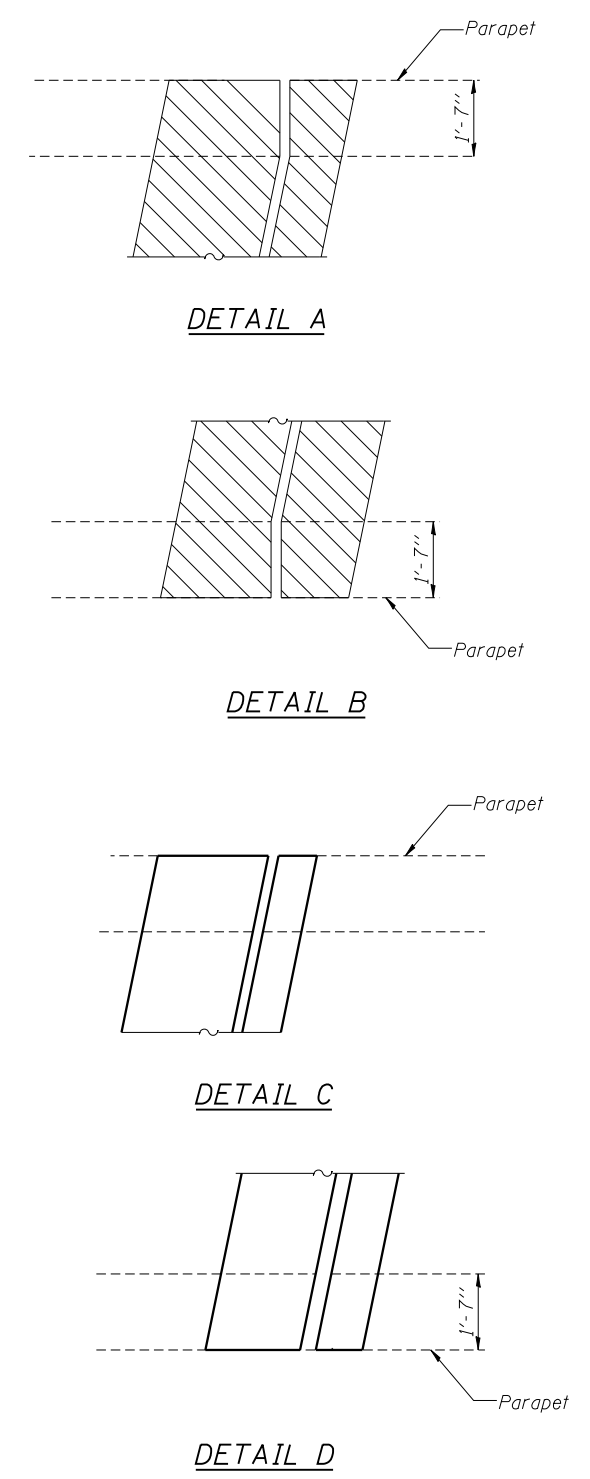
NOTES:

- Existing reinforcement extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included with Concrete Removal.
- Trim existing reinforcement to accommodate proposed expansion joint.
- See sheet 11 for section A-A, B-B, C-C and D-D.

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	6.0
Concrete Superstructure	Cu. Yd.	6.8
Protective Coat	Sq. Yd.	15.0

LEGEND



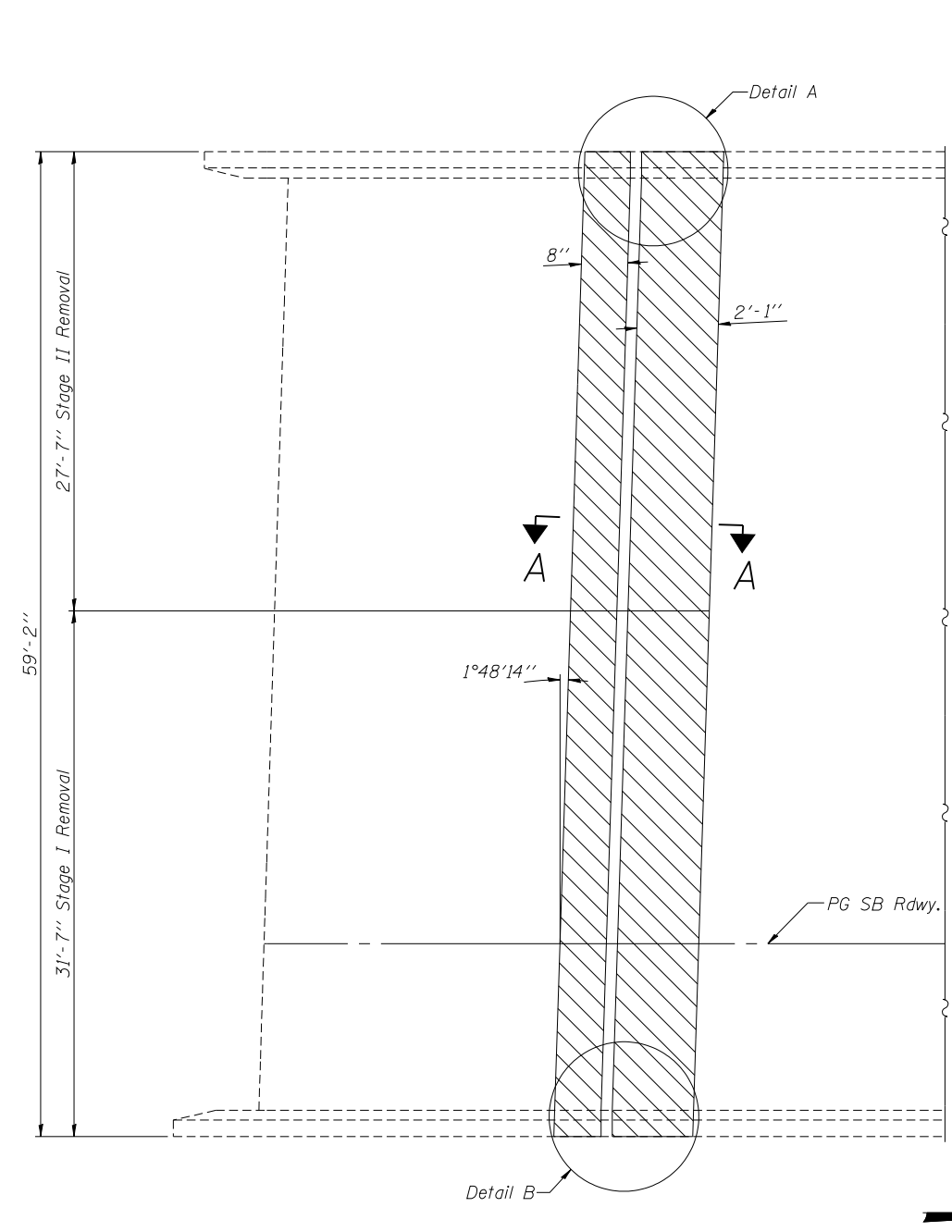
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NORTH ABUTMENT EXPANSION JOINT CONCRETE
REMOVAL AND REPLACEMENT
STRUCTURE NO. 060-0222 S.B.**
SHEET NO. 9 OF 14 SHEETS

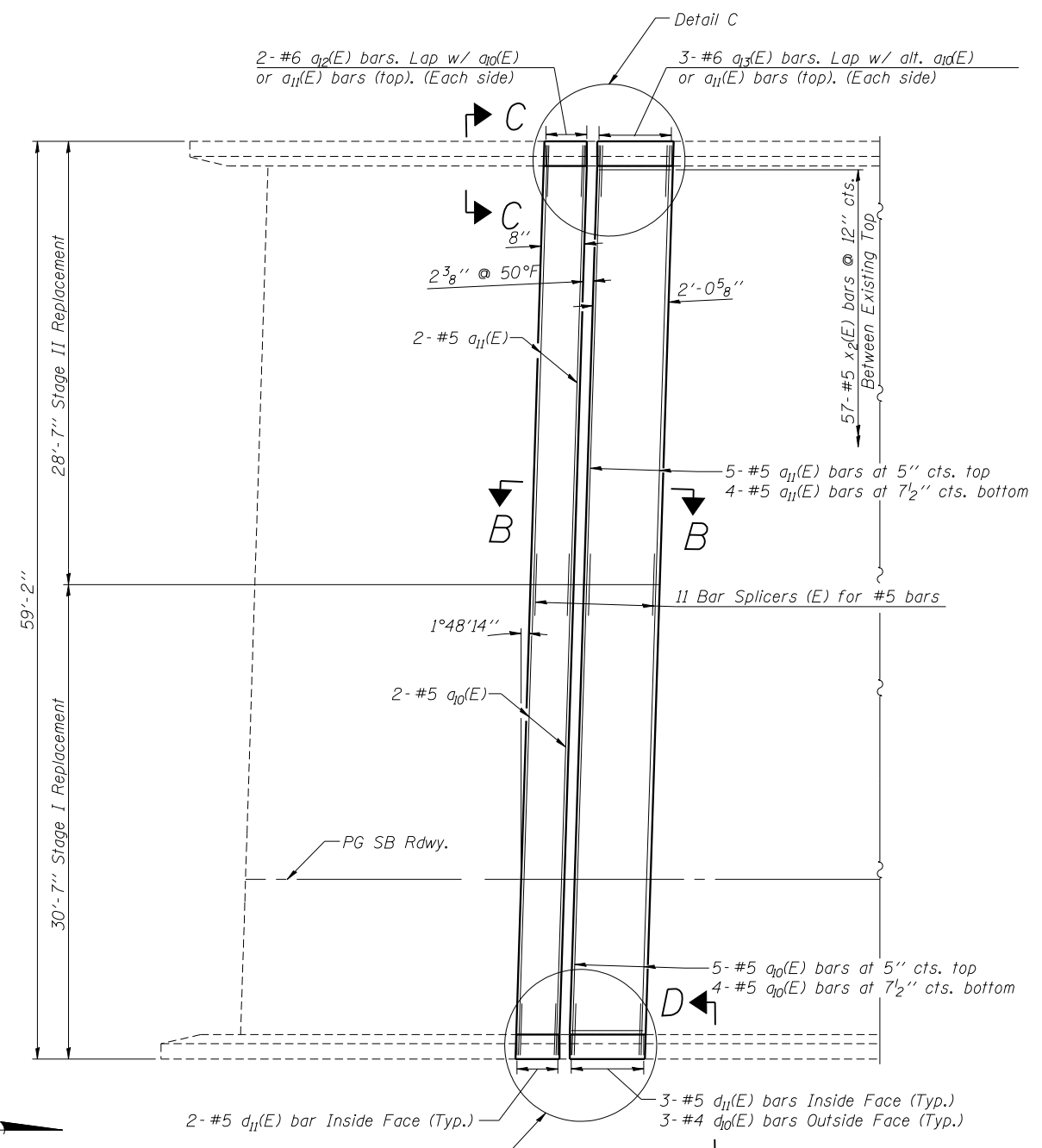
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	178
CONTRACT NO. 76F10				
ILLINOIS FED. AID PROJECT				

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CONCRETE REMOVAL
(SB South Abutment Expansion Joint shown)

MIN. LAP
#5 Bar 2'-7" Min. Lap.



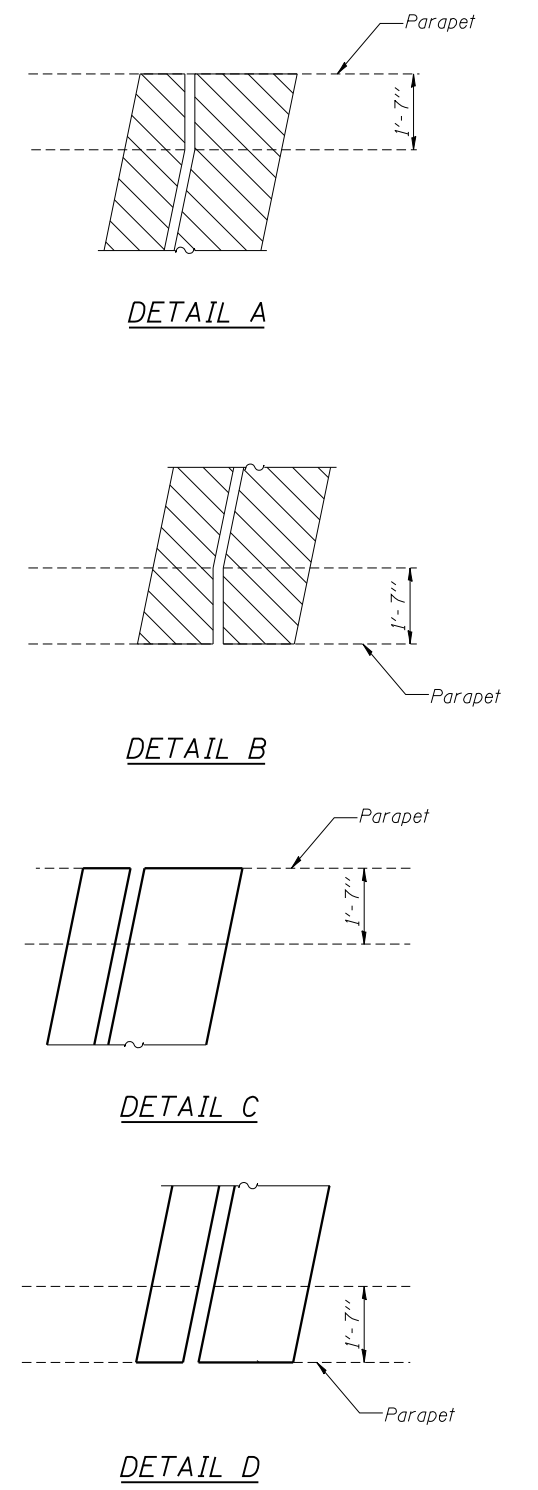
CONCRETE REPLACEMENT
(SB South Abutment Expansion Joint shown)

NOTES:

- Existing reinforcement extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included with Concrete Removal.
- Trim existing reinforcement to accommodate proposed expansion joint.
- See sheet 11 for section A-A, B-B, C-C and D-D.

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	6.0
Concrete Superstructure	Cu. Yd.	6.9
Protective Coat	Sq. Yd.	15.1



LEGEND



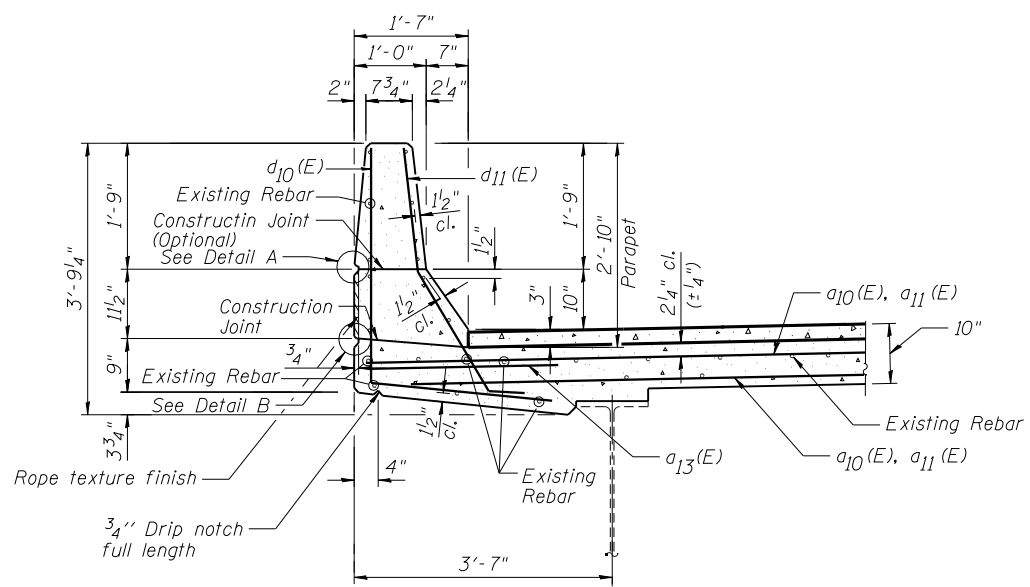
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

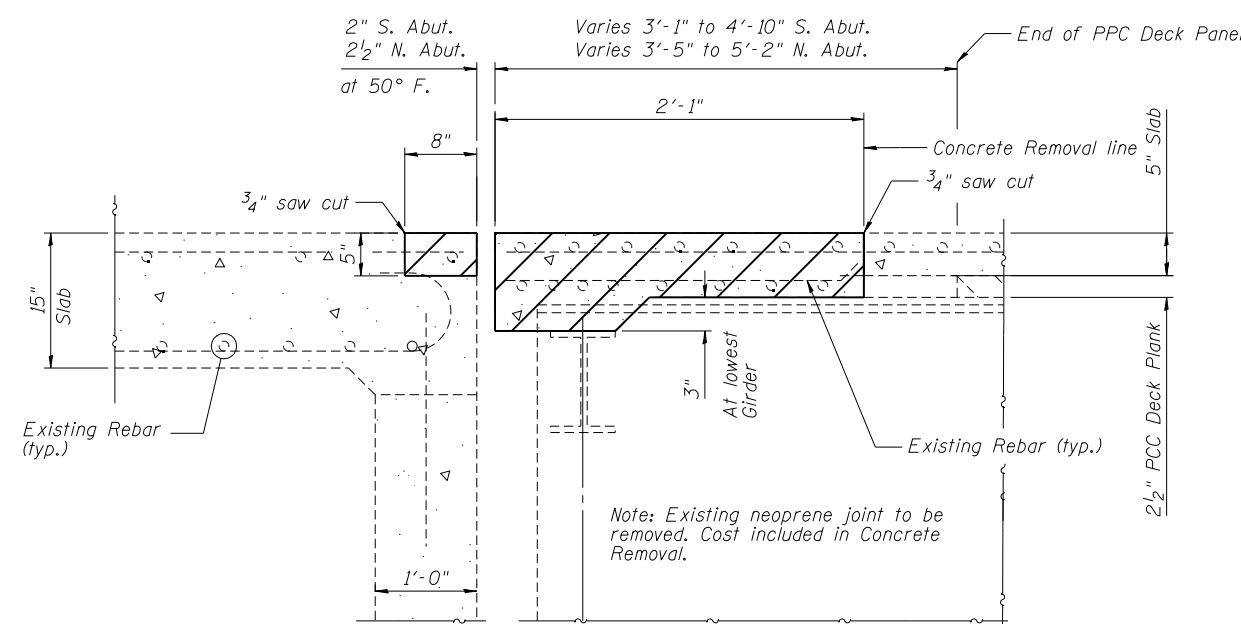
**SOUTH ABUTMENT EXPANSION JOINT CONCRETE
REMOVAL AND REPLACEMENT
STRUCTURE NO. 060-0222 S.B.**
SHEET NO. 10 OF 14 SHEETS

F.A.I. RTE. = 255	SECTION = 60-(8,9) RS-1	COUNTY = MADISON	TOTAL SHEETS = 206	SHEET NO. = 179
			CONTRACT NO. 76F10	
ILLINOIS FED. AID PROJECT				

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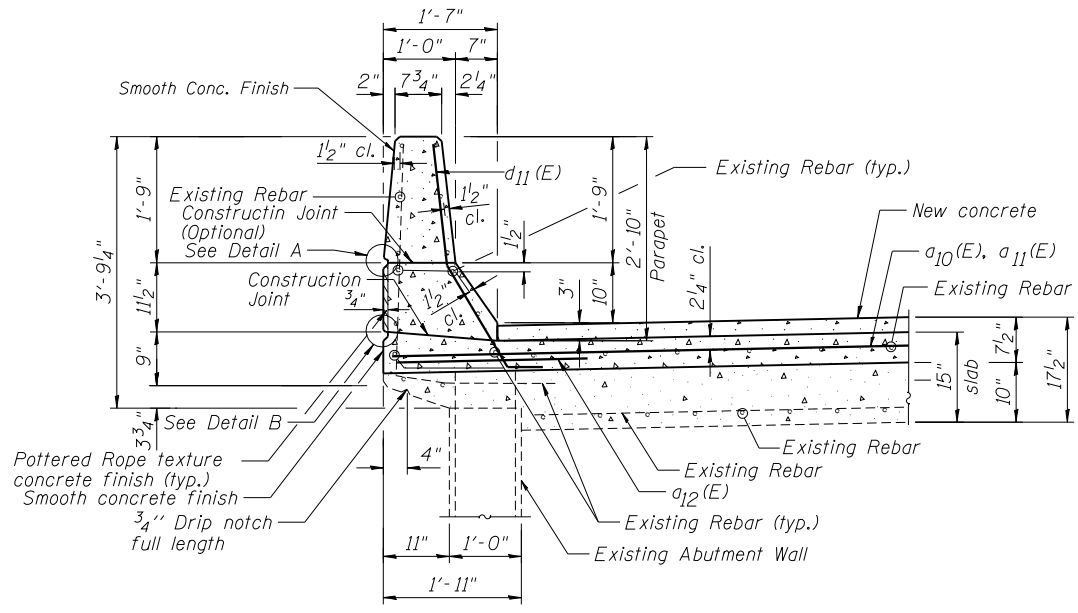
SECTION D-D THRU BRIDGE PARAPET



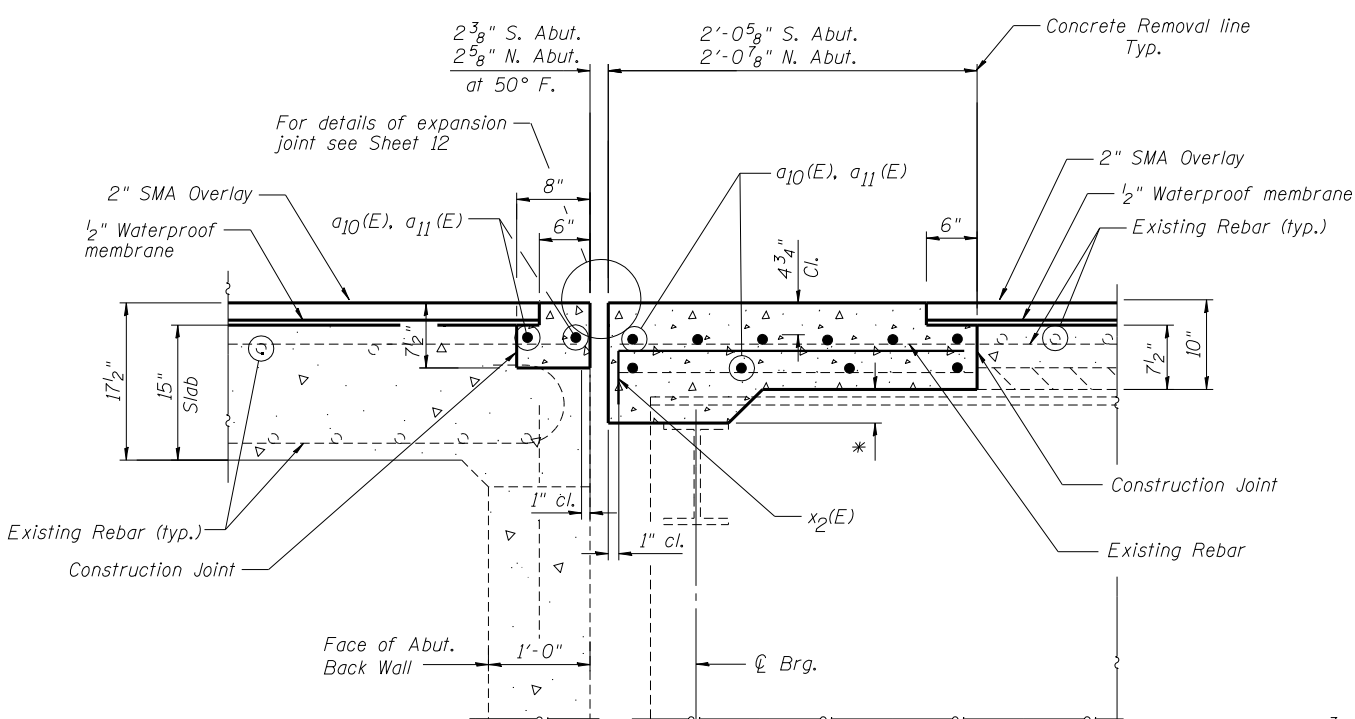
SECTION A-A
CONCRETE REMOVAL DETAIL

**NORTH ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a ₁₀ (E)	11	#5	29'-7"	—
a ₁₁ (E)	11	#5	27'-7"	—
a ₁₂ (E)	4	#6	4'-0"	—
a ₁₃ (E)	6	#6	5'-6"	—
d ₁₀ (E)	6	#4	5'-8"	L
d ₁₁ (E)	10	#5	3'-11"	L
x ₂ (E)	57	#5	2'-4"	┘
Item		Unit	Quantity	
Reinforcement Bars, Epoxy Coated		Pound	930	
Bar Splicers		Each	11	



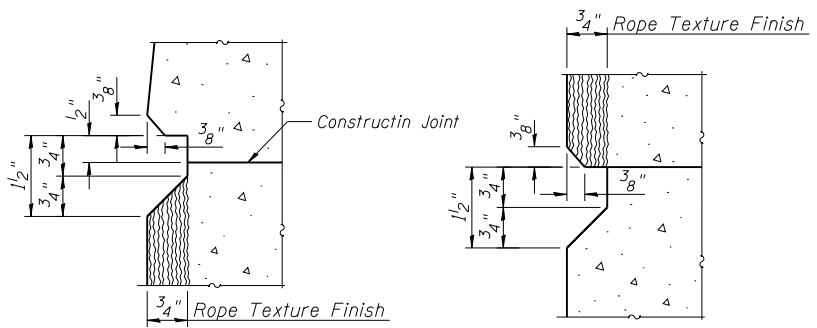
SECTION C-C THRU ABUTMENT PARAPET



SECTION B-B
CONCRETE REPLACEMENT DETAIL

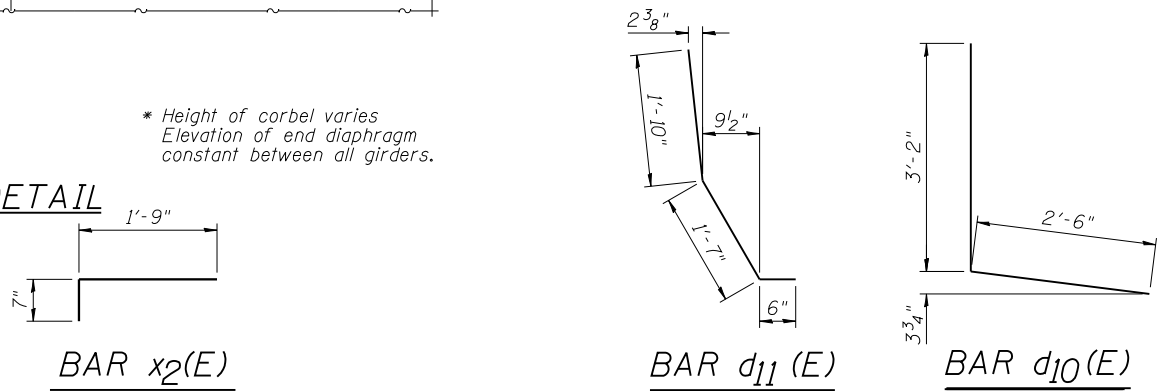
**SOUTH ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
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a ₁₁ (E)	11	#5	27'-7"	—
a ₁₂ (E)	4	#6	4'-0"	—
a ₁₃ (E)	6	#6	5'-6"	—
d ₁₀ (E)	6	#4	5'-8"	L
d ₁₁ (E)	10	#5	3'-11"	L
x ₂ (E)	57	#5	2'-4"	┘
Item		Unit	Quantity	
Reinforcement Bars, Epoxy Coated		Pound	930	
Bar Splicers		Each	11	



DETAIL A

DETAIL B



BAR x₂(E)

BAR d₁₁(E)

BAR d₁₀(E)



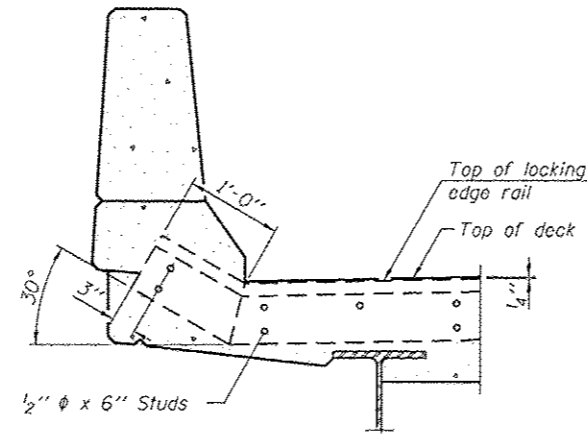
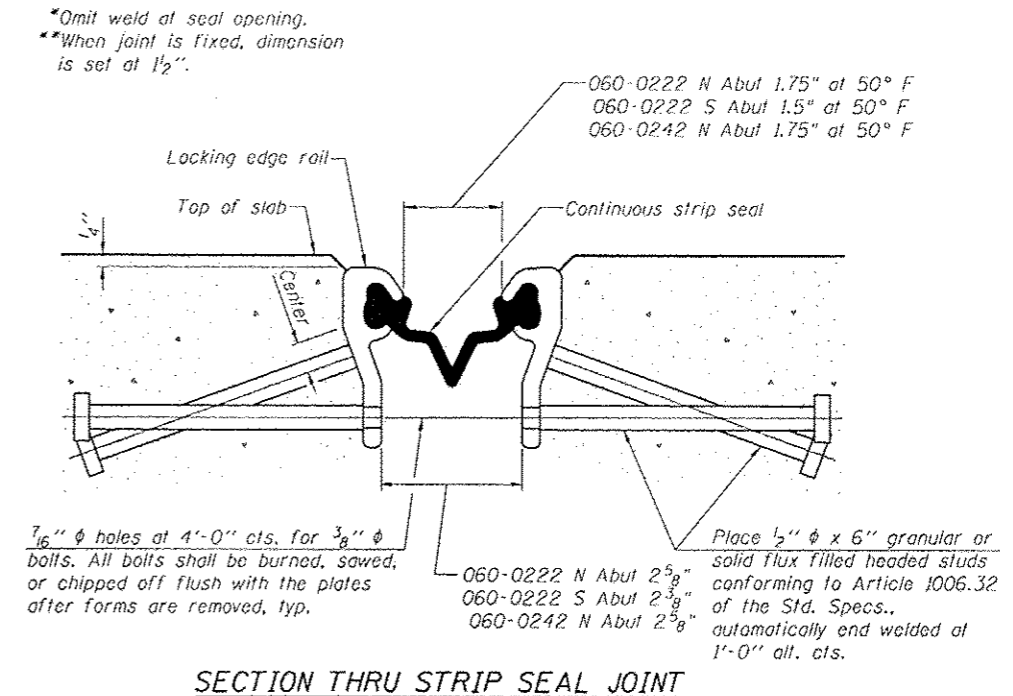
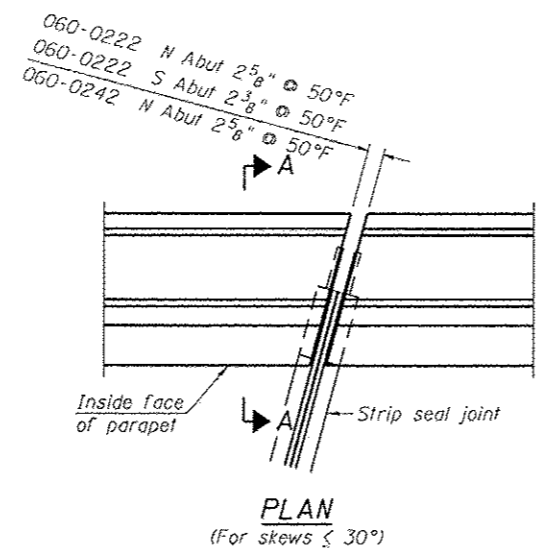
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

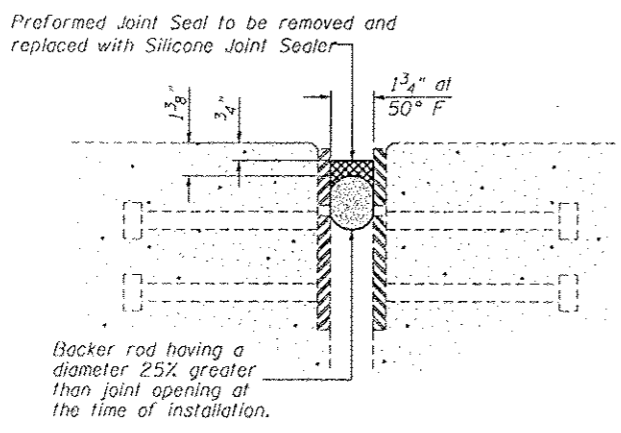
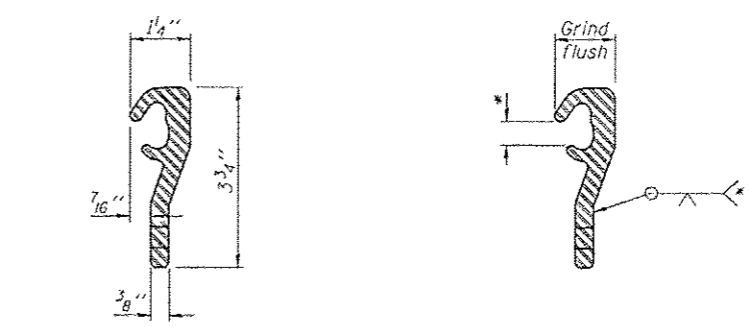
**DECK JOINT DETAILS
STRUCTURE NO. 060-0222SB**

SHEET NO. 11 OF 14 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	180
CONTRACT NO. 76F10			ILLINOIS FED. AID PROJECT	



(060-0222 N. & S. Abut., 060-0242 N. Abut.)



SILICONE JOINT SEALER
(060-0242 S. Abutment)

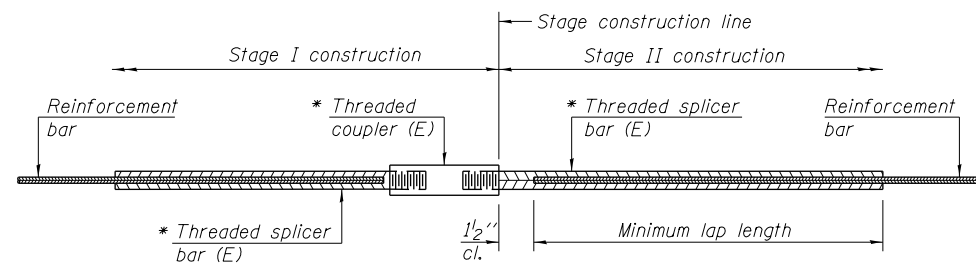
Note: Cost of removing Preformed Joint Seal shall be included in the cost of Silicone Joint Seal, 1.75\"/>

Notes:
 The strip seal shall be made continuous and shall have a minimum thickness of 1/4\"/>

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	183.0
Silicon Joint Sealer 1.75\"/>		

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STANDARD BAR SPLICER ASSEMBLY

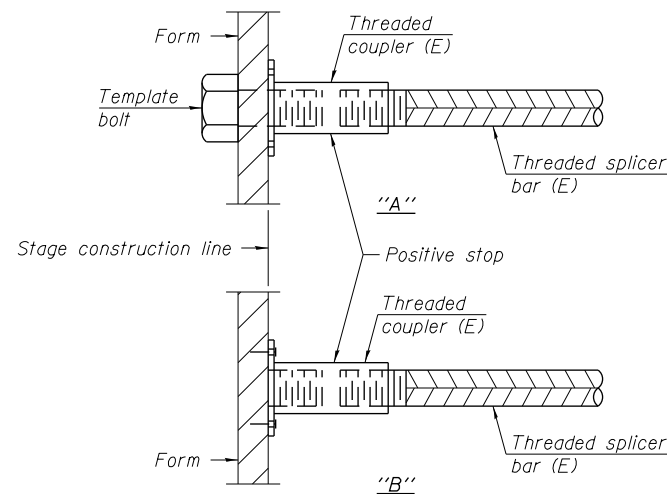
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

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

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

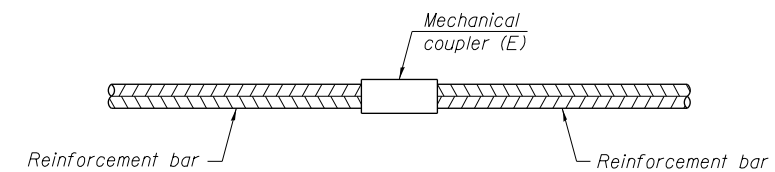
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
NB - Deck	#5	11	3
SB - Deck	#5	22	3



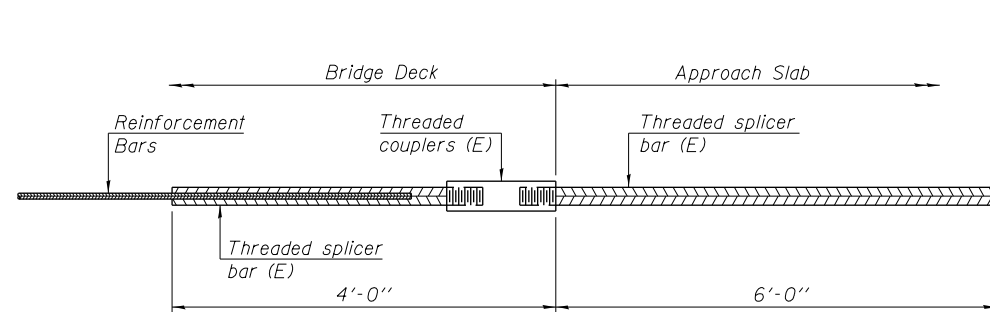
INSTALLATION AND SETTING METHODS

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



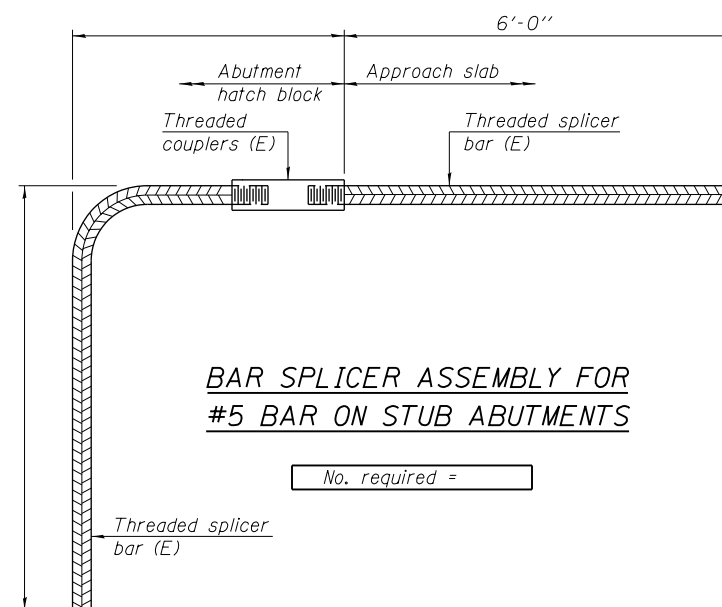
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



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

No. required =



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

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.

3/25/2013 3:48:24 PM - G:\S\12\000\Bridges\CAD\Drawings\Bridges\0222-0242\76F10-13-Bar_Splicer.dgn

BSD-1 7-1-10
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

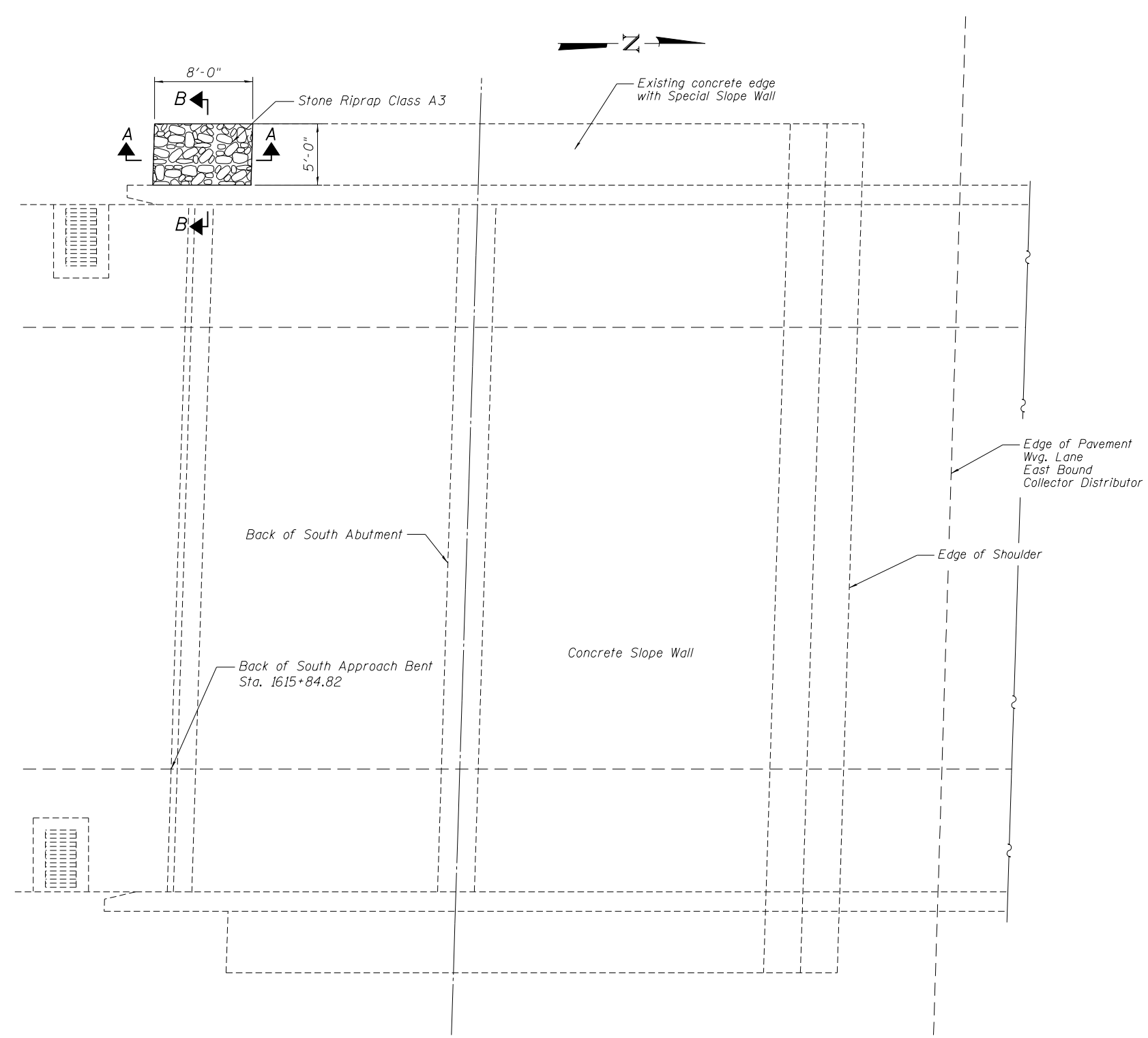
**BAR SPLICER ASSEMBLY DETAILS
 STRUCTURE NO. 060-0222SB AND 060-0242NB**

SHEET NO. 13 OF 14 SHEETS

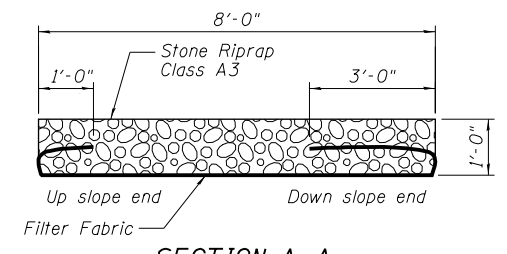
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	182
				CONTRACT NO. 76F10

ILLINOIS FED. AID PROJECT

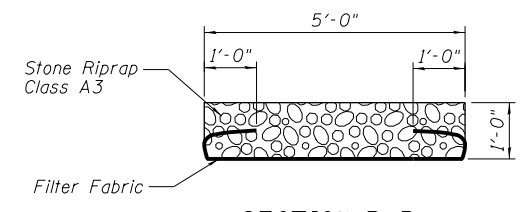
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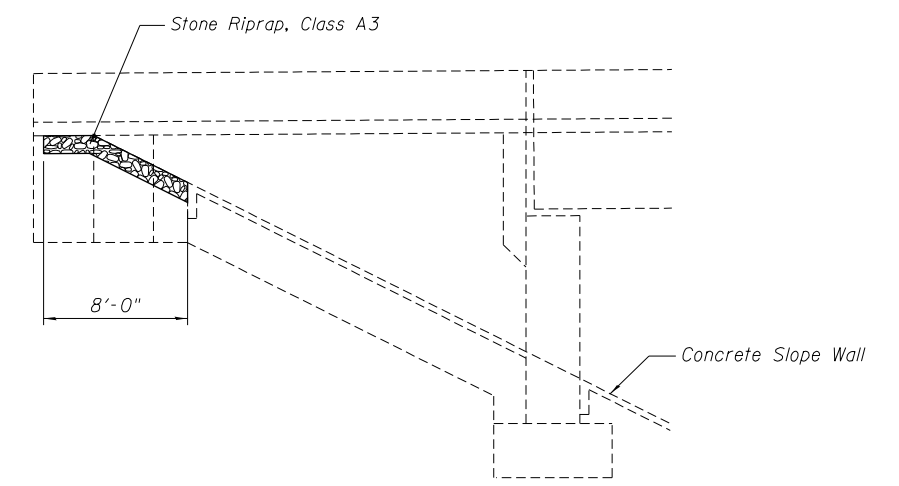
WEST SLOPE PROTECTION PLAN



SECTION A-A



SECTION B-B



RIPRAP PLACEMENT ON SLOPE

BILL OF MATERIAL

Item	Unit	Total
Stone Riprap, Class A3	Sq. Yd.	5
Filter Fabric	Sq. Yd.	5

FILE NAME = 0600222-76F10-14-Slope Repair_S_Abut.dgn



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PLOT DATE = 3/25/2013	CHECKED - SDG	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SLOPEWALL REPAIRS SOUTH ABUTMENT
STRUCTURE NO. 060-0222SB**

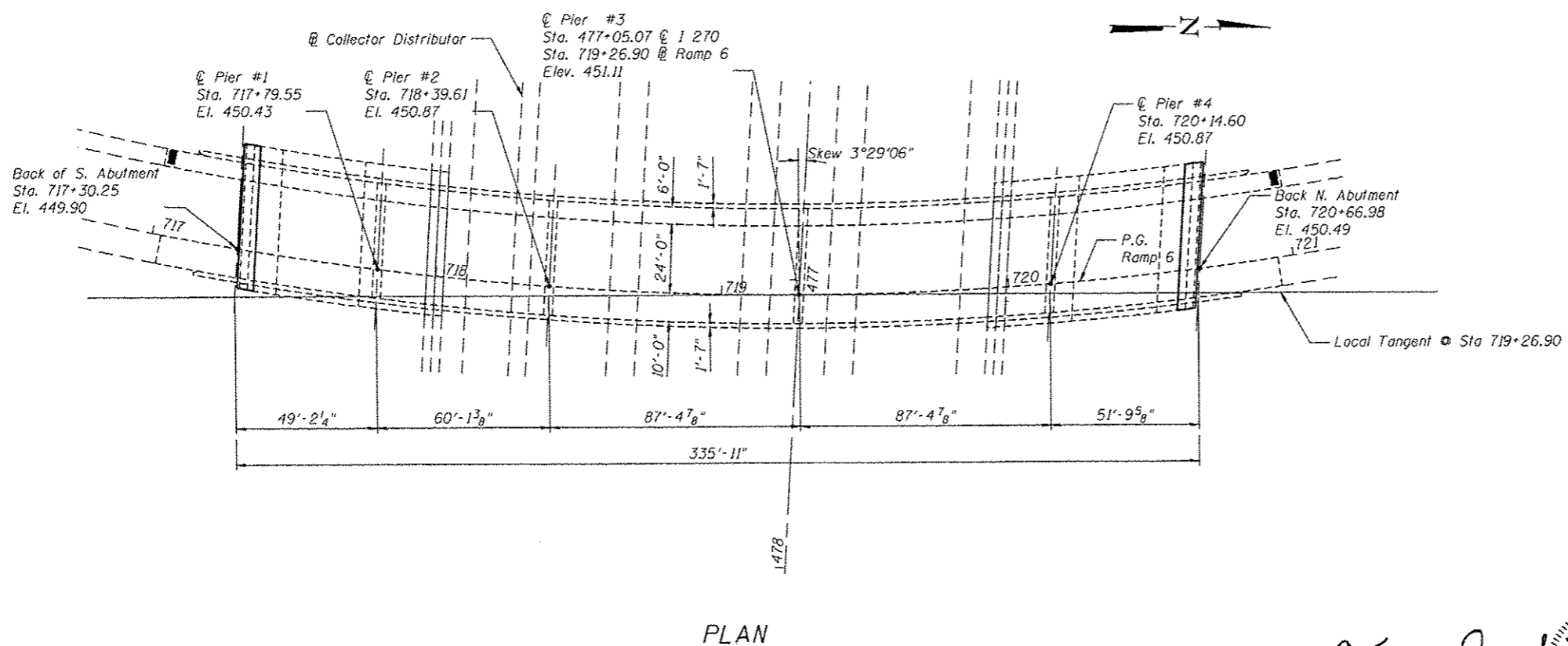
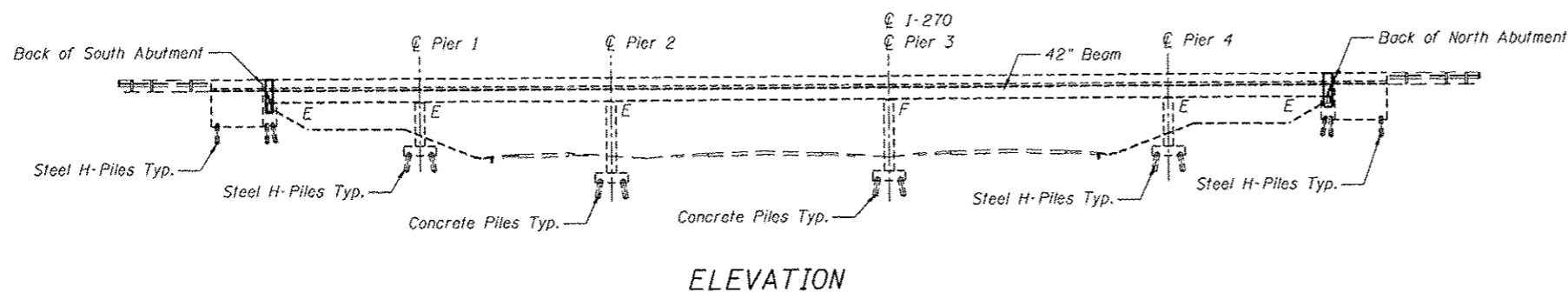
SHEET NO. 14 OF 14 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	183
			CONTRACT NO. 76F10	
ILLINOIS FED. AID PROJECT				

Bench Mark: B.M. No. 12 Elev. 424.62 Chiseled Square on top of Concrete Headwall 80' Rl. of @ F.A.I.-270 Sta. 455+72.

Existing Structures:

The original structure was constructed in 1987 as FAI Route 255, Section 60-9HB-2. The superstructure is a continuous, five span, curved, composite welded plate girder bridge with a 7 $\frac{1}{2}$ " deck. The substructures consist of open abutments and concrete piers. The abutments and piers 1 and 4 are supported by steel piles; piers 2 and 3 are supported by concrete piles. The structure measures 335'-11" back-to-back of abutments and 43'-2" out-to-out of deck. The span lengths (Cl bearing to Cl bearing) are 49'-2 $\frac{1}{4}$ ", 60'-1 $\frac{3}{8}$ ", 87'-4 $\frac{7}{8}$ ", 87'-4 $\frac{7}{8}$ " and 51'-9 $\frac{5}{8}$ ". The structure has a 3°-29'-06" left forward skew.



DESIGN SPECIFICATIONS

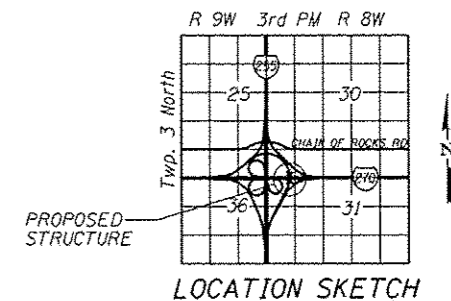
Original Construction
AASHTO 1977 and 1978 thru 1983 Interims

DESIGN CRITERIA:

Original Construction
Loading HS20-44
or Alternate Military Loading
Allow 25 psf future wearing Surface.

DESIGN STRESSES

Original Construction
field units
f'c = 3500 psi
fy = 60000 psi (Reinforcement)
fy = 50000 psi (M223 Gr 50) (Structural Steel)
fy = 36000 psi (M183) (Structural Steel)
New Construction
field units
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)



F.A.I.255 / RAMP 6 OVER
F.A.I. 270
SECTION 60-(8.9)RS-1
STATION 719-26.90
MADISON COUNTY
SN 060-0224

F. Allen Smith
FRANCIS A. SMITH, J.R.
081-005860
LICENSED
STRUCTURAL
ENGINEER
ILLINOIS
F. ALLEN SMITH, P.E., S.E.
NO. 081-005860
EXP. DATE 11/30/2014

10/18/13

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FILE NAME : #FILES#

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CHECKED - FAS	
DRAWN - DMG	
CHECKED - SDG	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN AND ELEVATION
STRUCTURE NO. 060-0224NB**

SHEET NO. 1 OF 13 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8.9) RS-1	MADISON	206	184
CONTRACT NO. 76F10			ILLINOIS FED. AID PROJECT	



GENERAL NOTES

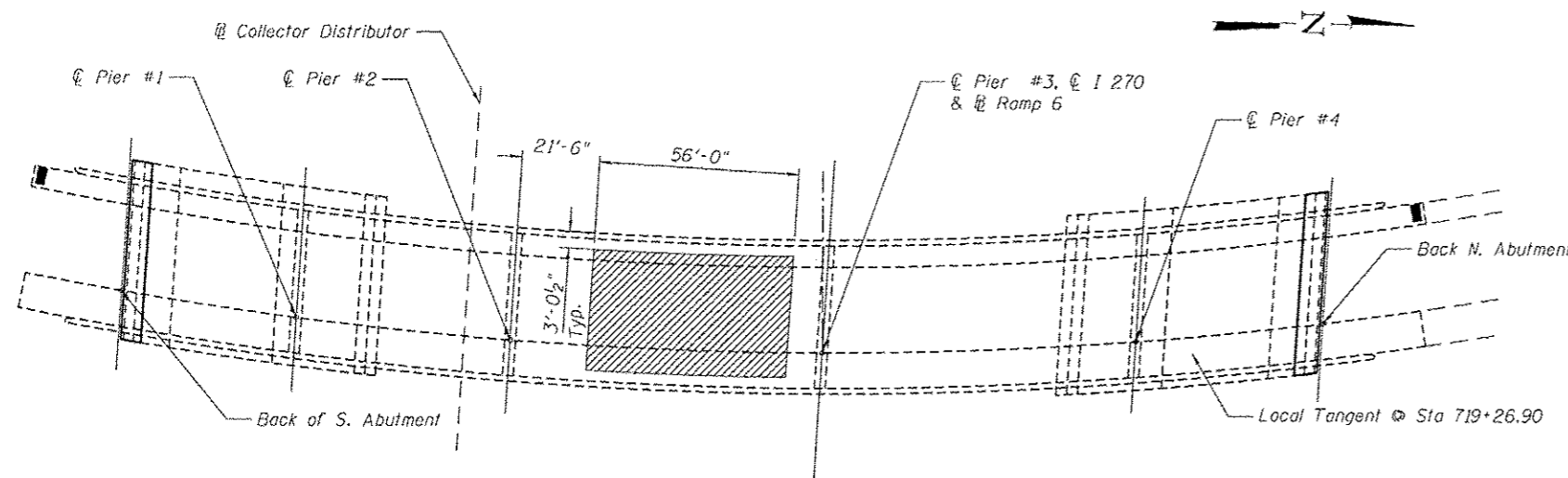
1. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods 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 void 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 in. 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.
2. Plan dimensions, elevation 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.
3. Joint opening shall be adjusted according to Art. 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50 deg F.
4. Reinforcement bars designated (E) shall be epoxy coated.
5. The new concrete deck surfaces shall have its final finish tined according to Article 420.09(e)(1).
6. Areas of deck repairs shown are estimated. The Engineer shall show actual locations of the deck repairs on the as-built plans.
7. Existing pavement markings shall be temporarily covered prior to the application of the deck surface treatment, to prevent the material from being applied to the markings and to protect the reflective properties of the markings. The temporary covering material used shall be such that it will not affect the markings reflectivity when removed after application of the deck surface treatment and prior to opening traffic. Cost shall be included with Concrete Sealer.

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Stone Riprap, Class A3	Sq Yd	12
Filter Fabric	Sq Yd	12
Concrete Removal	Cu Yd	11.1
Protective Coat	Sq Yd	33.1
Concrete Superstructure	Cu Yd	11.2
Reinforcement Bars, Epoxy Coated	Pound	1820
Bar Splicers	Each	26
Preformed Joint Strip Seal	Foot	85
Bridge Deck Concrete Sealer	Sq Ft	15533
Controlled Low - Strength Material	Cu Yd	4
Deck Slab Repair - (Partial Depth)	Sq Yd	2.7
Deck Slab Repair - (Full Depth, Type I)	Sq Yd	2
Concrete Joint Sealer	Foot	154
Slope Wall Removal	Sq Yd	4
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq Ft	52
Protective Shield	Sq Yd	231

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Stage Construction
4. Temp Concrete Barrier Details for stage construction
5. Deck patching plan
6. North Expansion Jt Concrete Removal and Replacement
7. South Expansion Jt Concrete Removal and Replacement
8. Deck Joint Details
9. Preformed Joint Strip Seal Details
10. Bar Splicer Assembly Details
11. North and South Abutment Repairs
12. South Slope Repairs
13. North Concrete Joint Seal Detail



PROTECTIVE SHIELD

Proposed Protective Shield

*Applied to new concrete deck, top and inside face of new parapet sections only.

**Applied to existing concrete deck, top and inside face of existing parapets.

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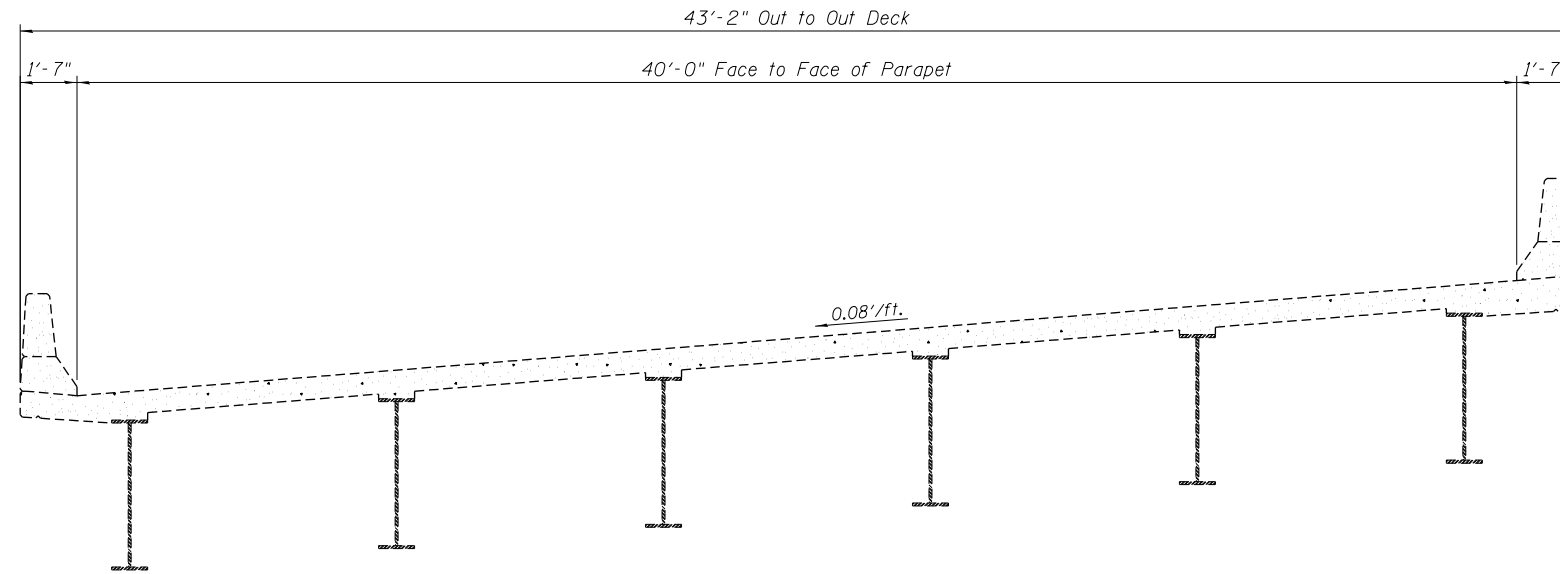
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

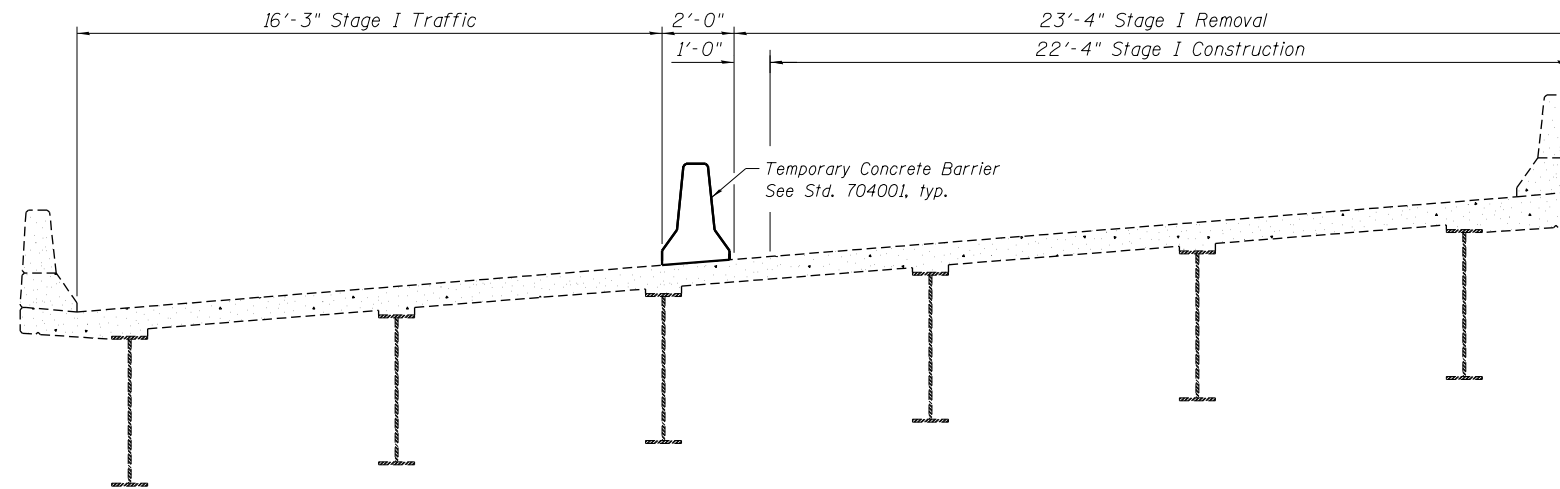
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STRUCTURE NO. 060-0224NB**

SHEET NO. 2 OF 13 SHEETS

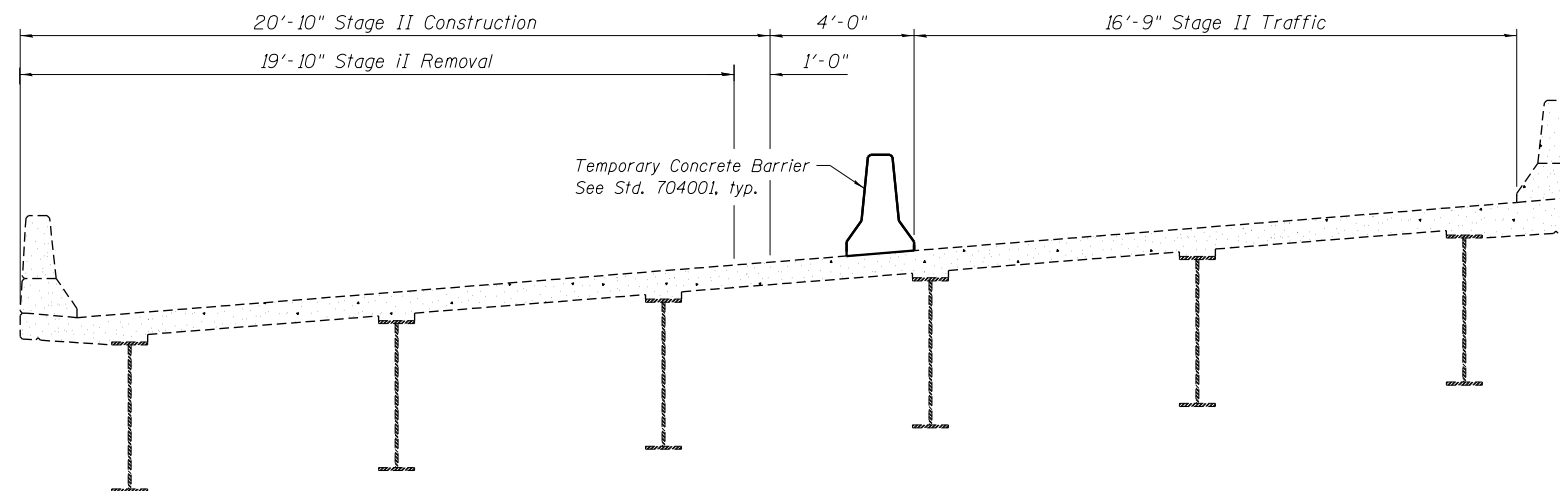
F.A.I. RTE. 255	SECTION 60-(8.9) RS-1	COUNTY MADISON	TOTAL SHEETS 206	SHEET NO. 185
CONTRACT NO. 76710				
ILLINOIS FED. AID PROJECT				



EXISTING CROSS SECTION
NB Roadway Looking North



STAGE I CONSTRUCTION
NB Roadway Looking North



STAGE II CONSTRUCTION
NB Roadway Looking North

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

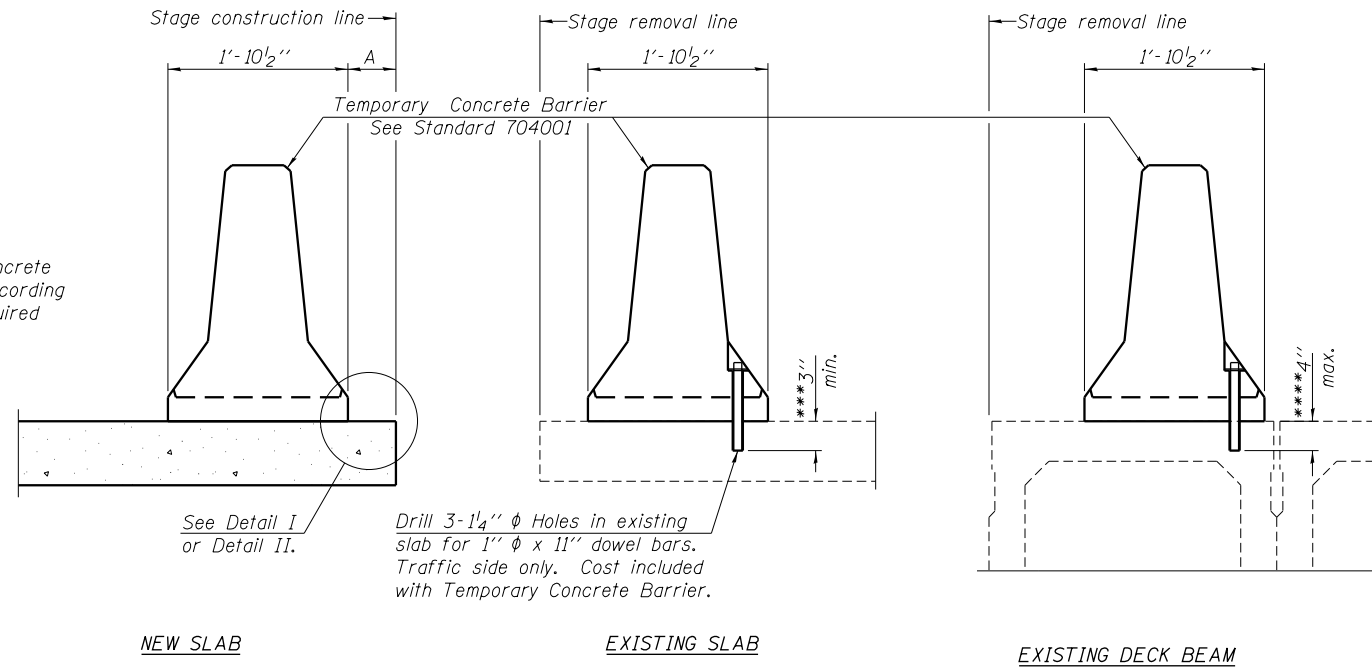
**STAGE CONSTRUCTION
STRUCTURE NO. 060-0224 NB**

SHEET NO. 3 OF 13 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	186
				CONTRACT NO. 76F10

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.

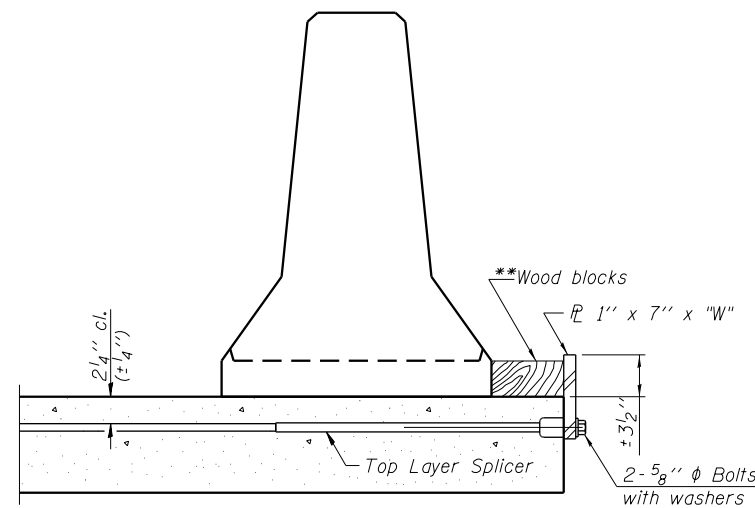
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel \bar{L} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

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.

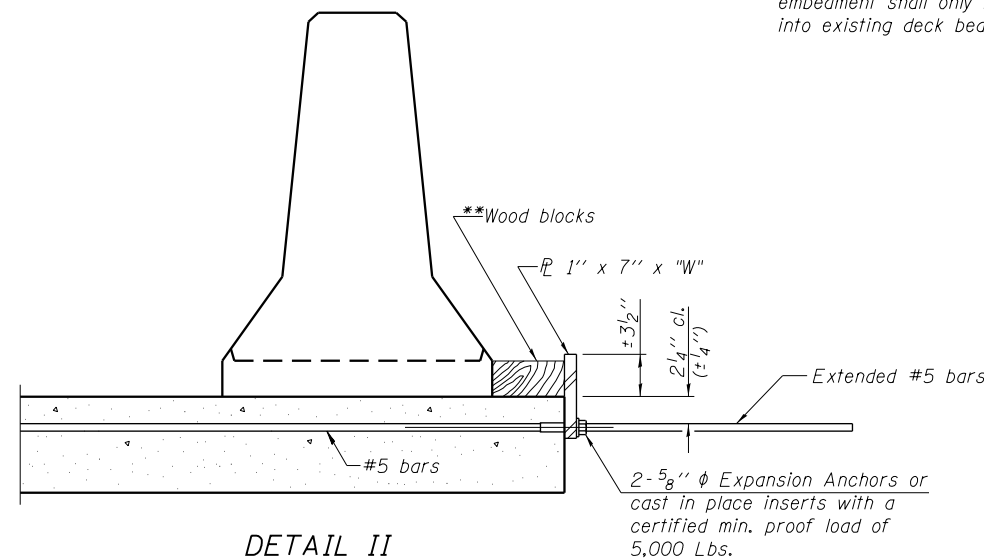
For Quantity of Temporary Concrete Barrier see Roadway Plans.

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

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



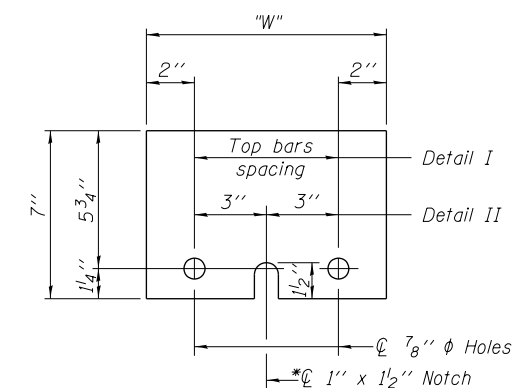
DETAIL I



DETAIL II

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

"W" = Top bars spacing + 4"



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

* Required only with Detail II

Note: For Quantity of Temporary Concrete barriers see Roadway Plans.

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R-27 7-1-10
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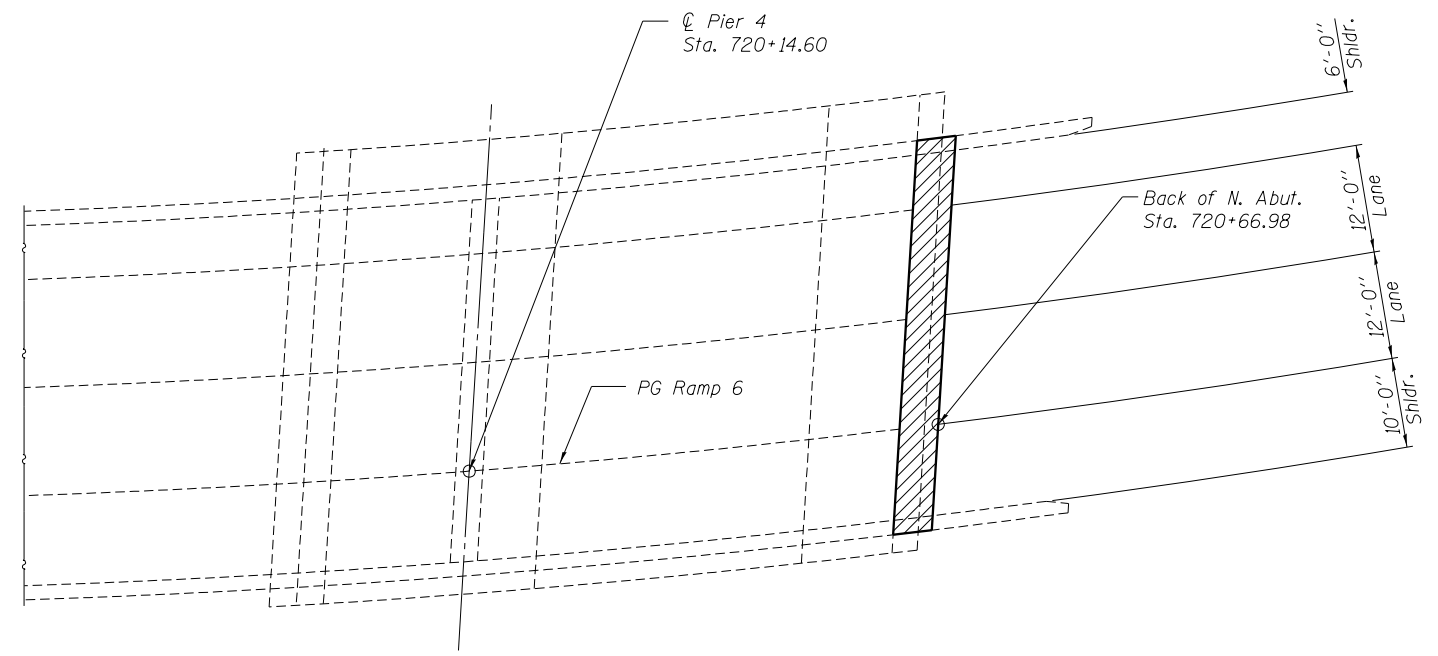
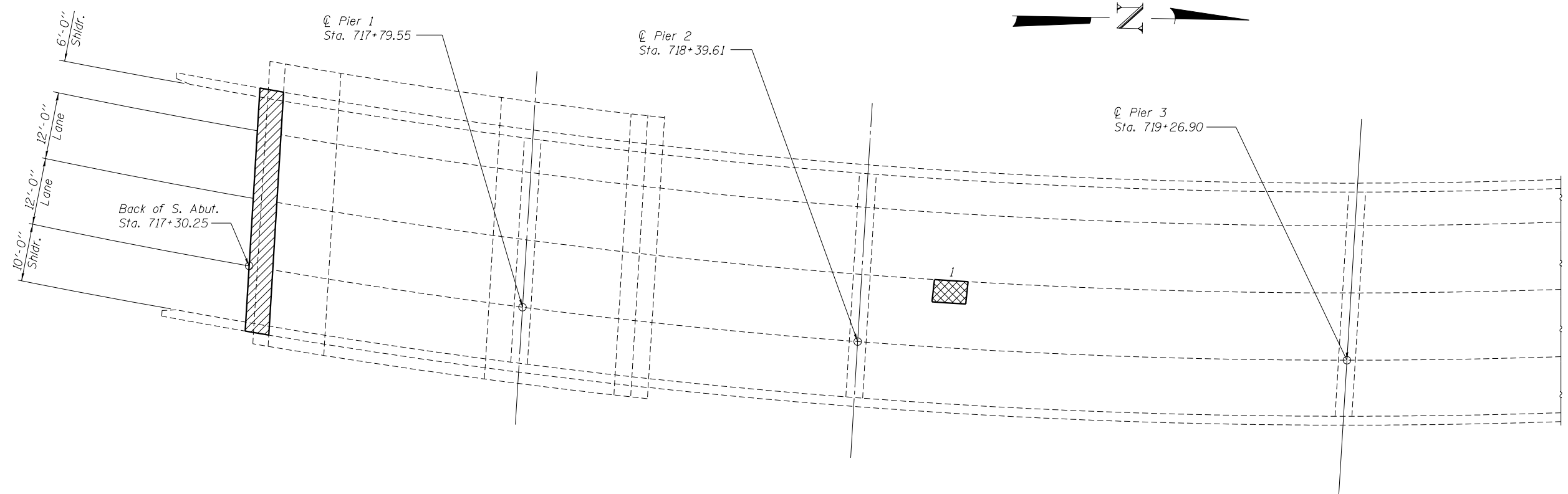
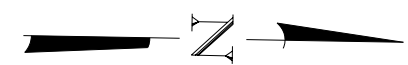
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 060-0224NB**

SHEET NO. 4 OF 13 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	187
			CONTRACT NO. 76F10	
ILLINOIS FED. AID PROJECT				



DECK PLAN VIEW

LEGEND

- Concrete Removal for Joint Replacement (See Sheets 6 and 7)
- Deck Slab Repair (Partial Depth)

Patch No.	Patch Depth	Station	Length (ft)	Width (ft)	Quantity (sq. yd.)
1	Partial	718+55	6	4	2.67

BILL OF MATERIAL

Item	Unit	Total
Deck Slab Repair (Partial Depth)	Sq. Yd.	2.7
*Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	2.0

*Additional Deck Slab Repair (Full Depth, Type I) quantity has been included in the event full depth patches are identified during construction. Location not shown.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

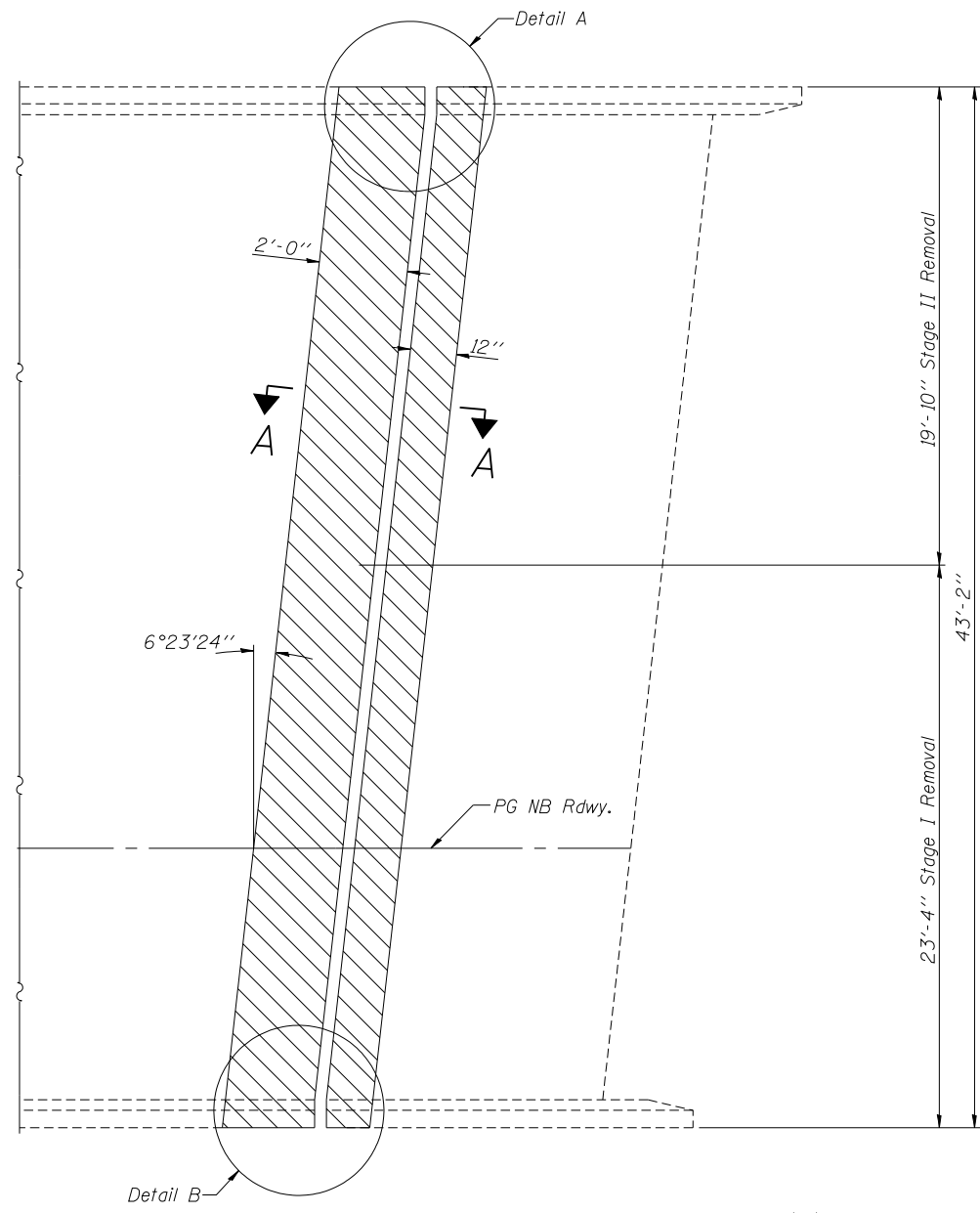
**DECK PATCHING PLAN
STRUCTURE NO. 060-0224**

SHEET NO. 5 OF 13 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 76F10				

ILLINOIS FED. AID PROJECT

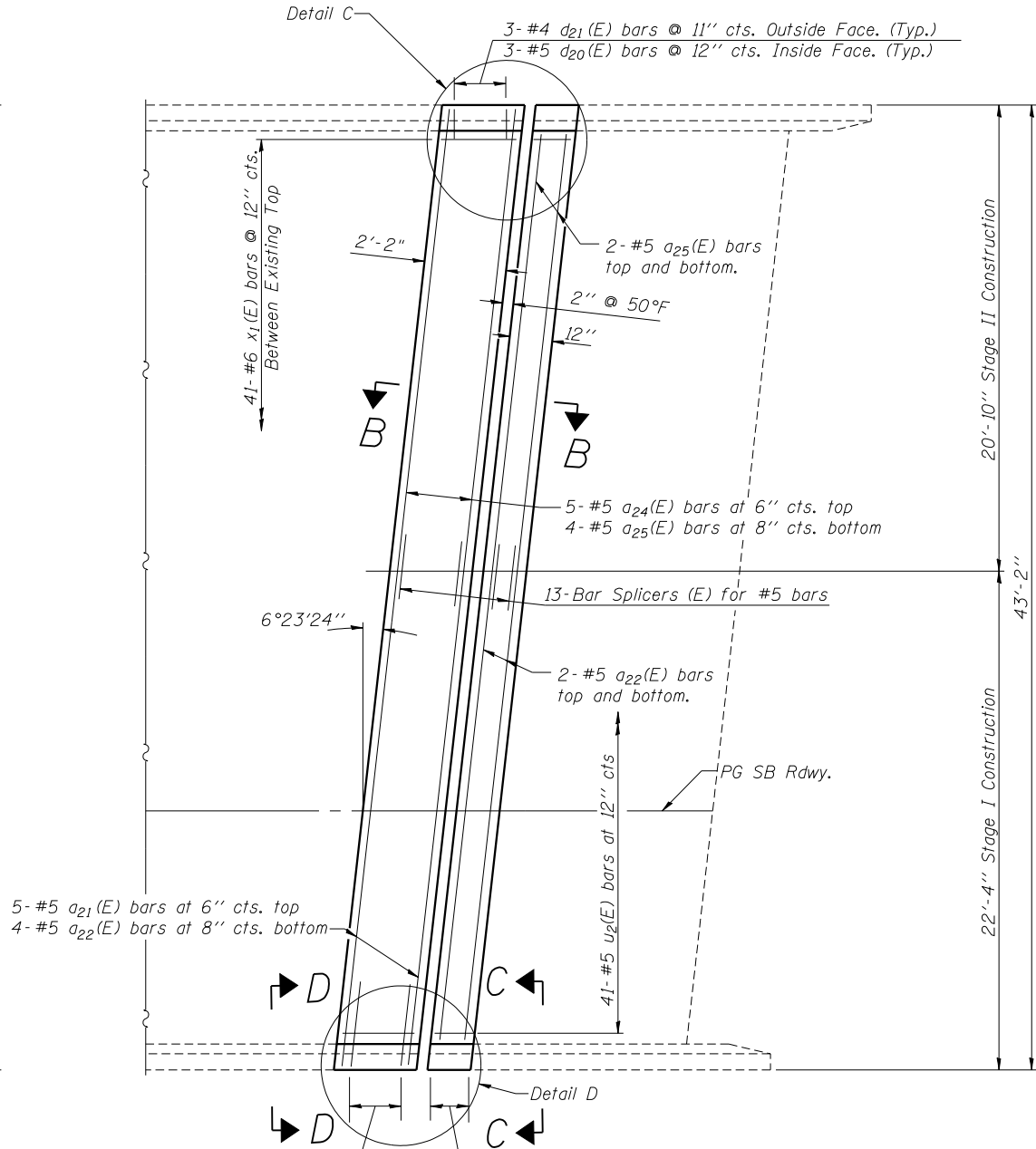
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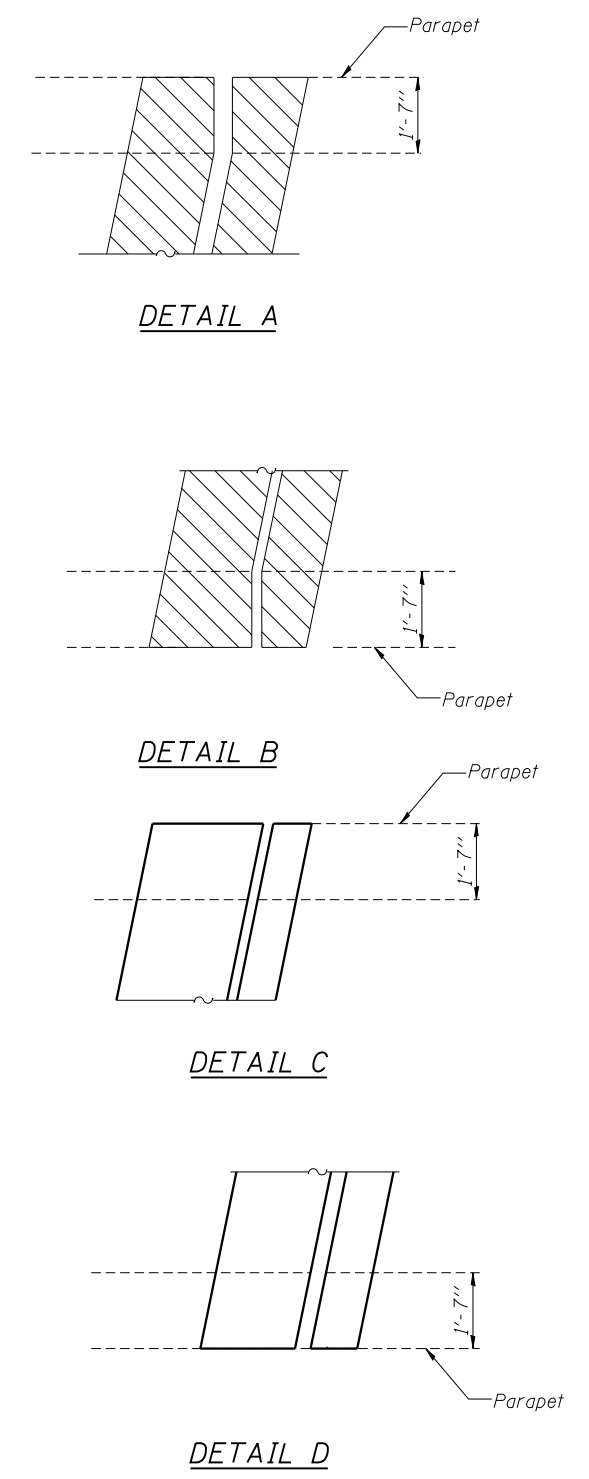
CONCRETE REMOVAL
(NB North Abutment Expansion Joint shown)

MIN. LAP

#5 Bar 2'-7" Min. Lap.



CONCRETE REPLACEMENT
(NB North Abutment Expansion Joint shown)



DETAIL A

DETAIL B

DETAIL C

DETAIL D

NOTES:

- Existing reinforcement extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included with Concrete Removal.
- Trim existing reinforcement to accommodate proposed expansion joint.
- See sheet 8 for section A-A, B-B, C-C and D-D.

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	5.5
Concrete Superstructure	Cu. Yd.	5.6
* Protective Coat	Sq. Yd.	16.7

*Applied on new concrete only.

LEGEND



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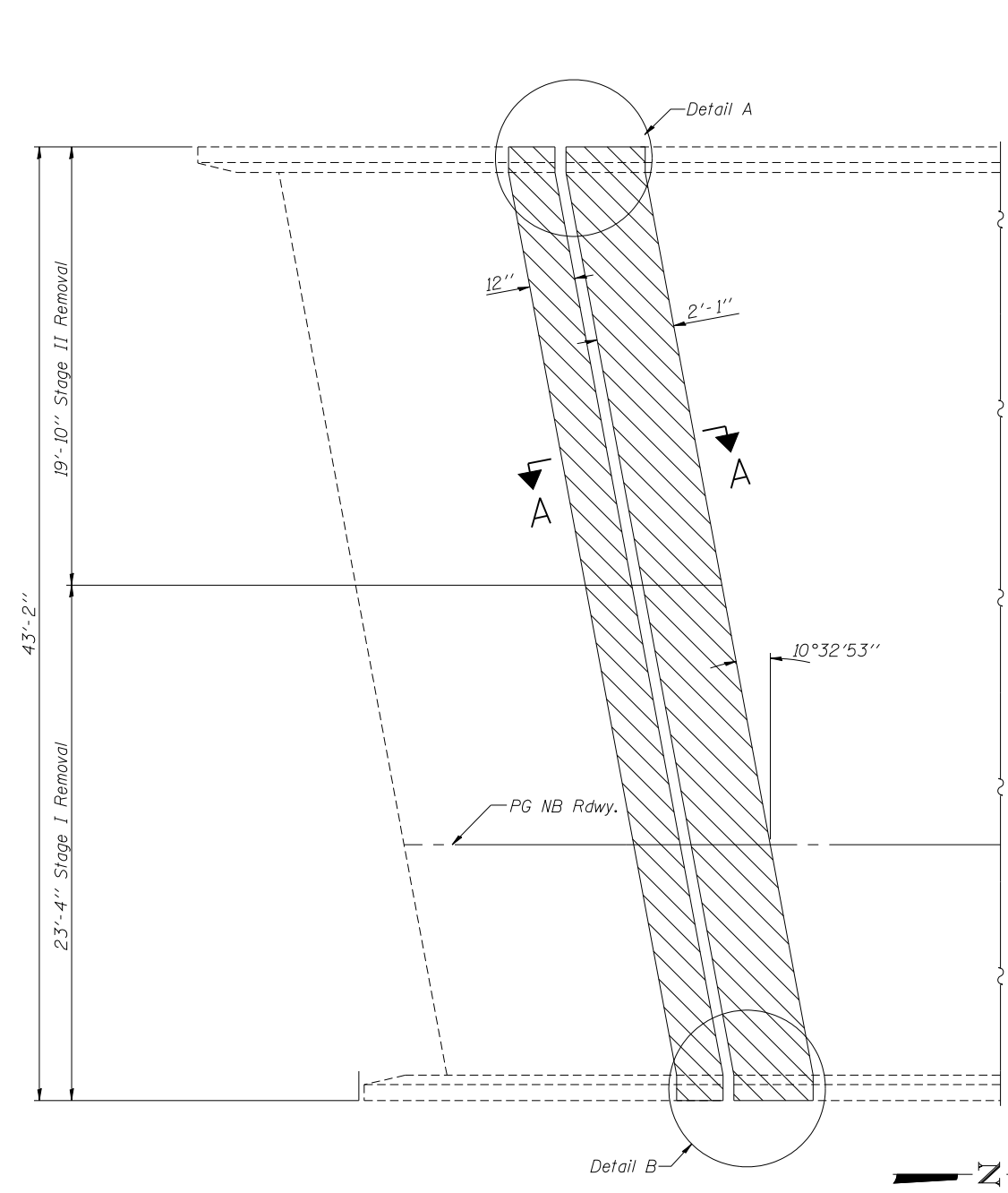
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NORTH ABUTMENT EXPANSION JOINT CONCRETE
REMOVAL AND REPLACEMENT
STRUCTURE NO. 060-0224 N.B.**

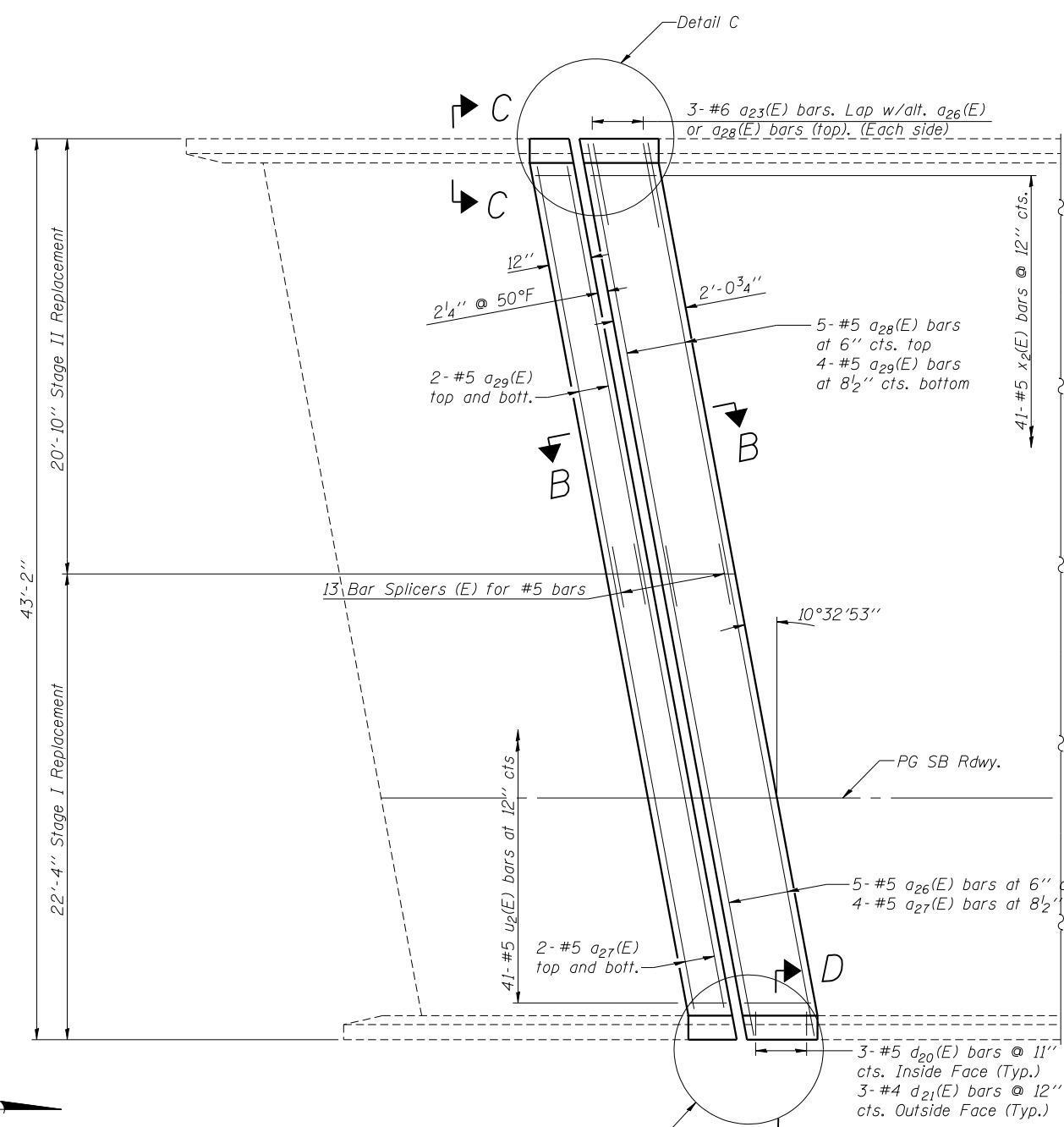
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			CONTRACT NO. 76F10	
ILLINOIS FED. AID PROJECT				

SHEET NO. 6 OF 13 SHEETS

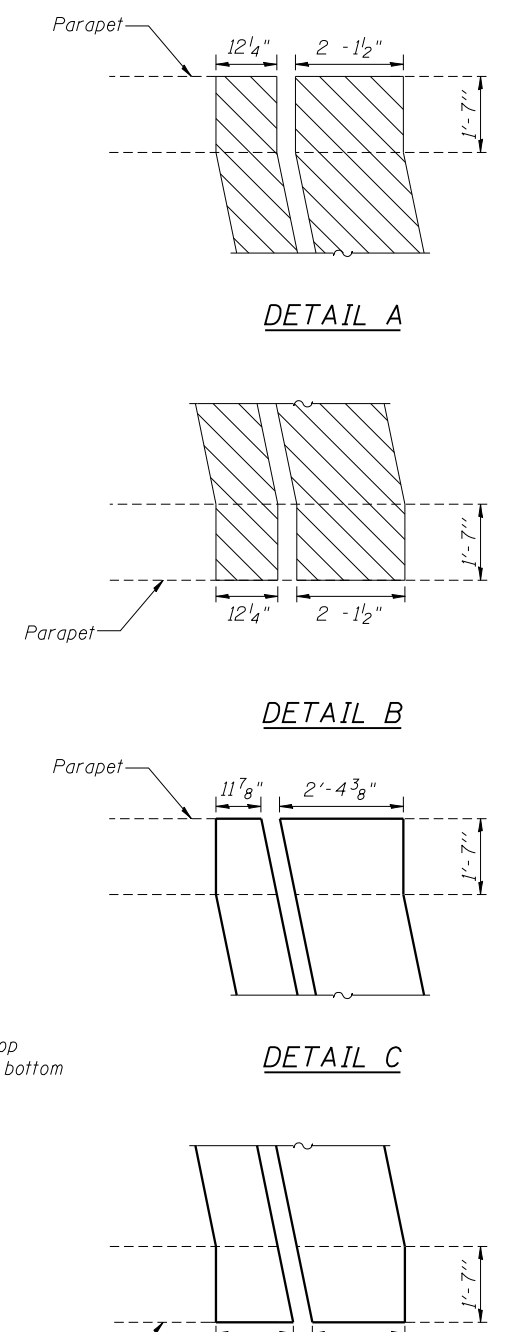
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CONCRETE REMOVAL
(NB South Abutment Expansion Joint shown)



CONCRETE REPLACEMENT
(NB South Abutment Expansion Joint shown)



DETAIL A

DETAIL B

DETAIL C

DETAIL D

LEGEND



NOTES:

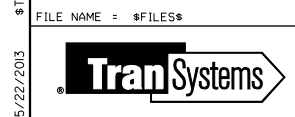
- Existing reinforcement extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included with Concrete Removal.
- Trim existing reinforcement to accommodate proposed expansion joint.
- See sheet 8 for section A-A, B-B, C-C and D-D.

MIN. LAP
#5 Bar 2'-7" Min. Lap.

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	5.6
Concrete Superstructure	Cu. Yd.	5.6
* Protective Coat	Sq. Yd.	16.3

*Applied to new concrete only.



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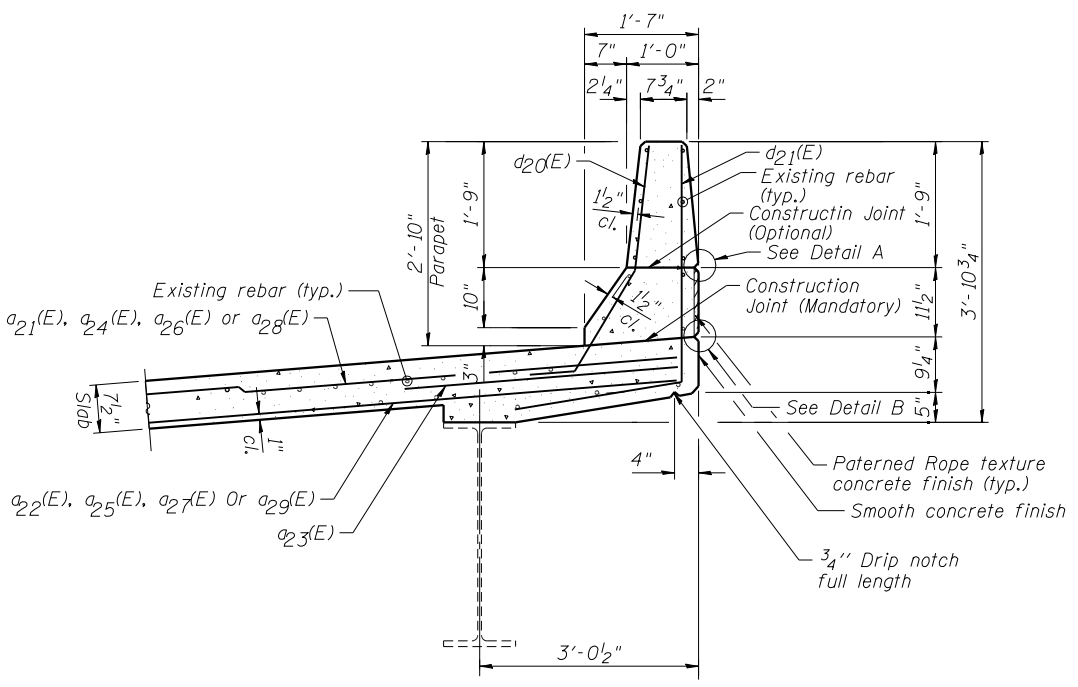
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT EXPANSION JOINT CONCRETE
REMOVAL AND REPLACEMENT
STRUCTURE NO. 060-0224 N.B.
SHEET NO. 7 OF 13 SHEETS

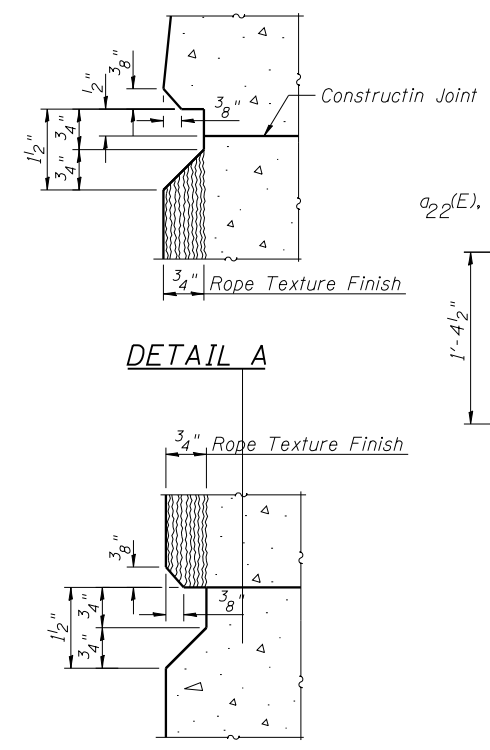
F.A.I. RTE. 255	SECTION 60-(8,9) RS-1	COUNTY MADISON	TOTAL SHEETS 206	SHEET NO. 190
			CONTRACT NO. 76F10	
ILLINOIS FED. AID PROJECT				

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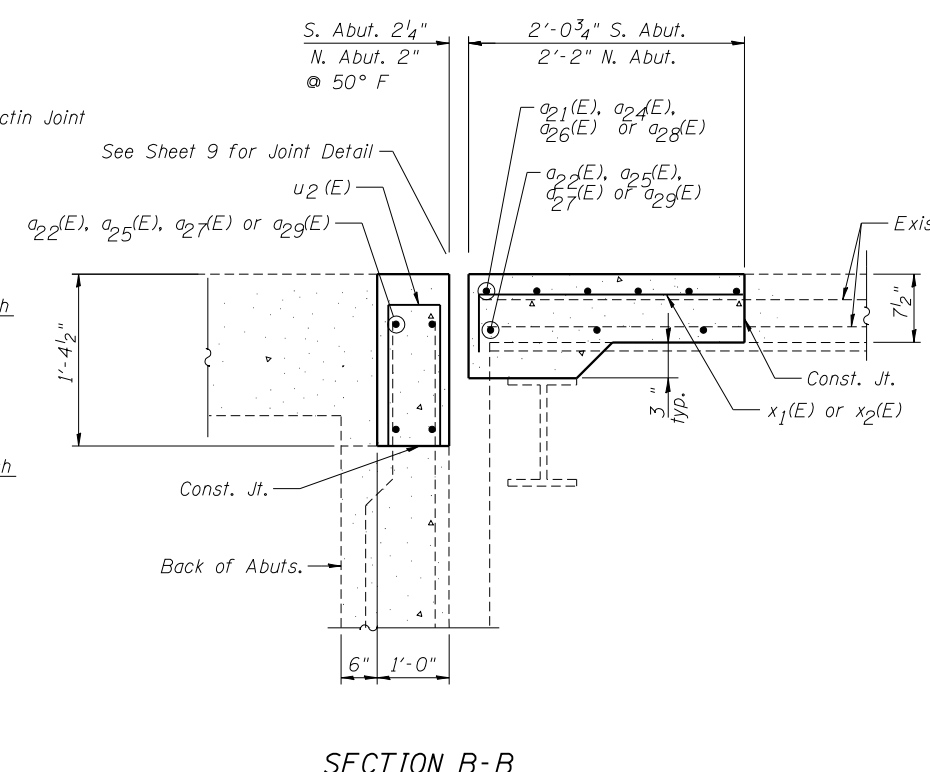


**SECTION D-D
SECTION THRU PARPET**

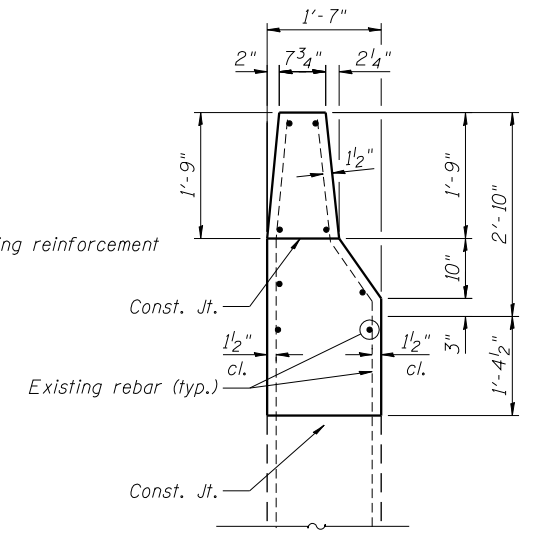


DETAIL A

DETAIL B



**SECTION B-B
CONCRETE REPLACEMENT DETAIL**



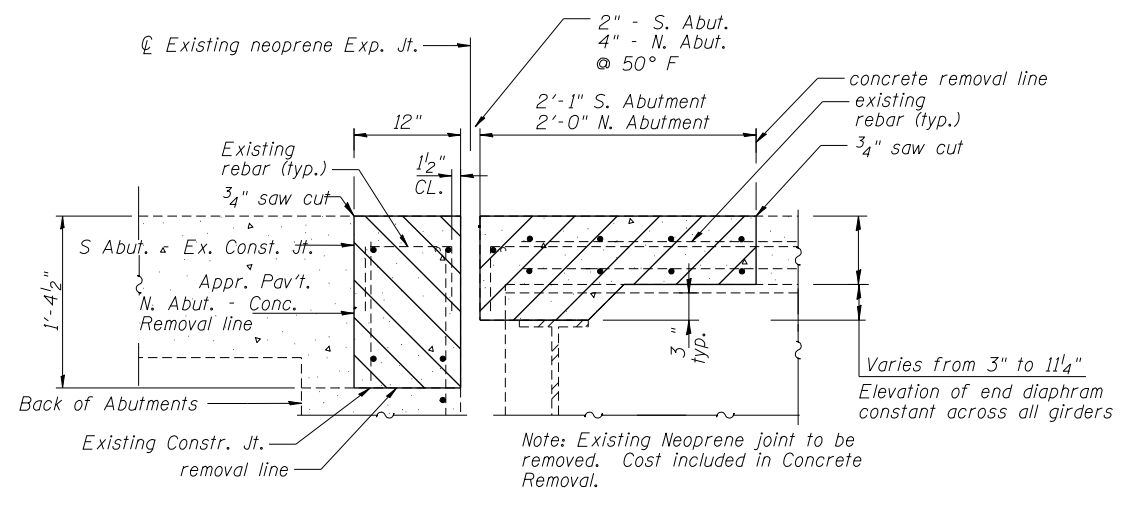
**SECTION C-C
SECTION THRU WINGWALL**

**SOUTH ABUTMENT
BILL OF MATERIAL**

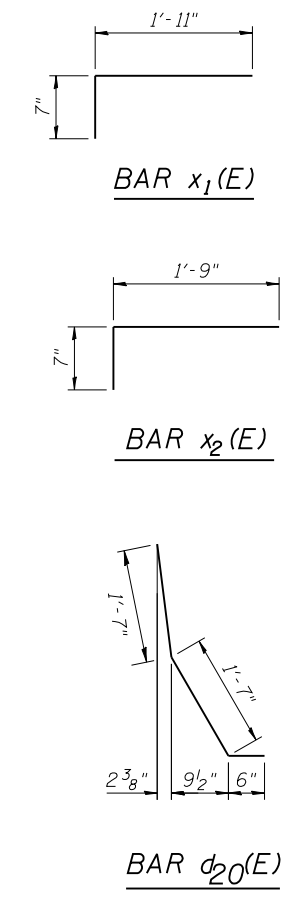
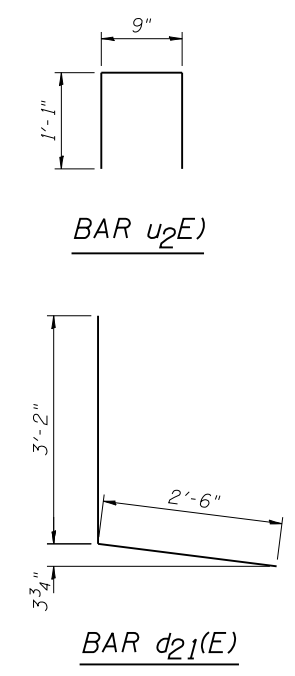
Bar	No.	Size	Length	Shape
a23(E)	6	#6	4'-0"	—
a26(E)	5	#5	21'-9"	—
a27(E)	8	#5	20'-9"	—
a28(E)	5	#5	20'-3"	—
a29(E)	8	#5	19'-3"	—
d20(E)	6	#4	3'-8"	L
d21(E)	6	#5	5'-8"	L
u2(E)	41	#5	2'-11"	□
x2(E)	41	#6	2'-4"	□
Item	Unit	Quantity		
Reinforcement Bars, Epoxy Coated	Pound	910		
Bar Splicers	Each	13		

**NORTH ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a21(E)	5	#5	21'-6"	—
a22(E)	8	#5	20'-6"	—
a23(E)	6	#6	4'-0"	—
a24(E)	5	#5	20'-0"	—
a25(E)	8	#5	19'-0"	—
d20(E)	6	#4	3'-8"	L
d21(E)	6	#5	5'-8"	L
u2(E)	41	#5	2'-11"	□
x1(E)	41	#6	2'-6"	□
Item	Unit	Quantity		
Reinforcement Bars, Epoxy Coated	Pound	910		
Bar Splicers	Each	13		



**SECTION A-A
CONCRETE REMOVAL DETAIL**



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK JOINT DETAILS
STRUCTURE NO. 060-0224NB**

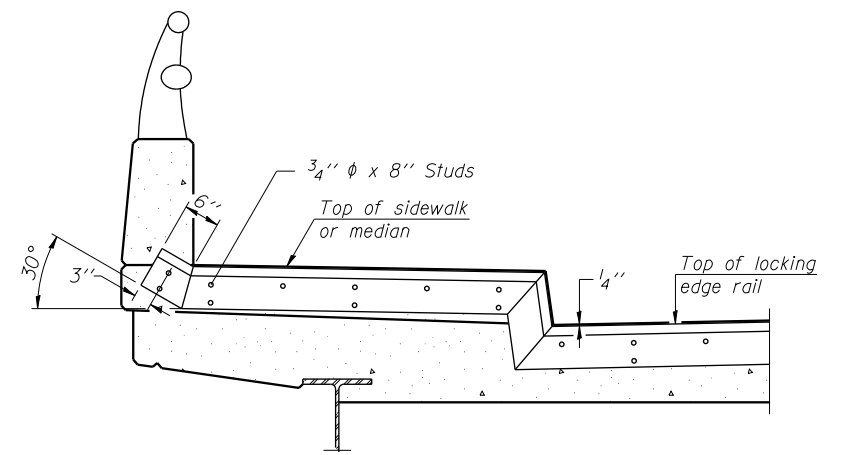
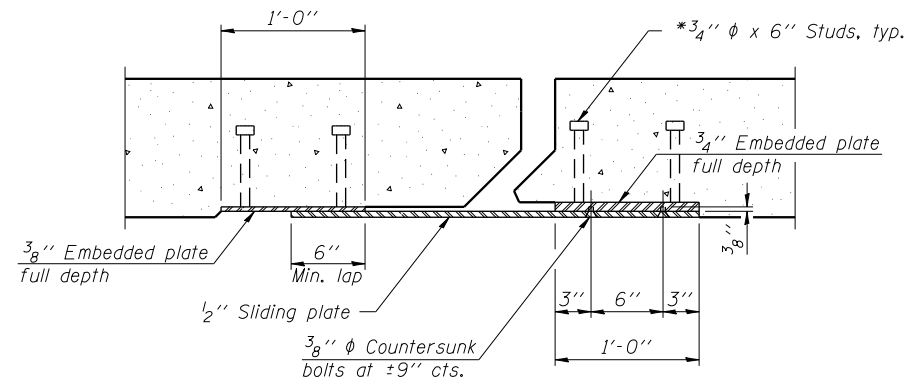
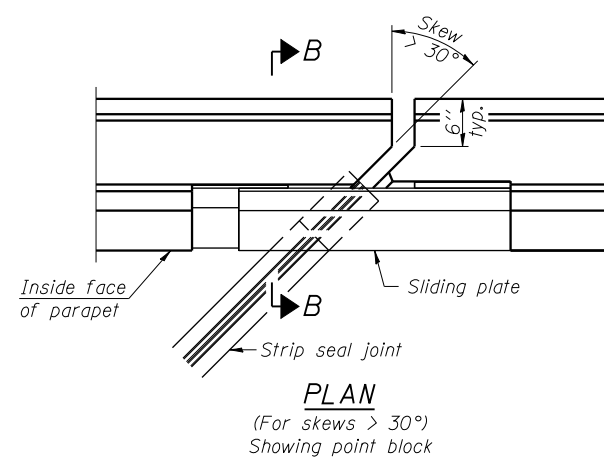
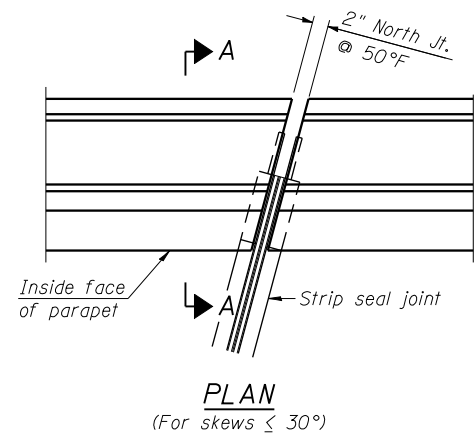
SHEET NO. 8 OF 13 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	191
				CONTRACT NO. 76F10

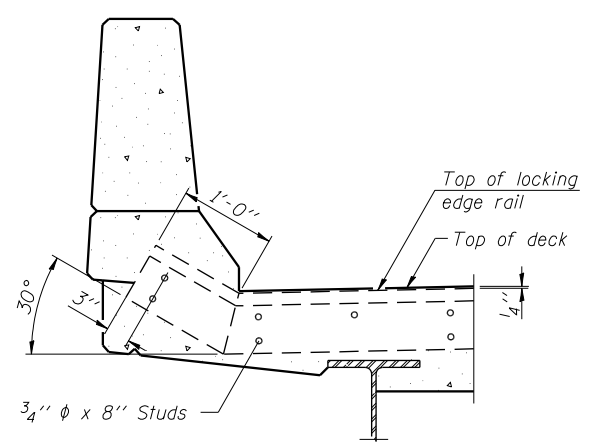
ILLINOIS FED. AID PROJECT



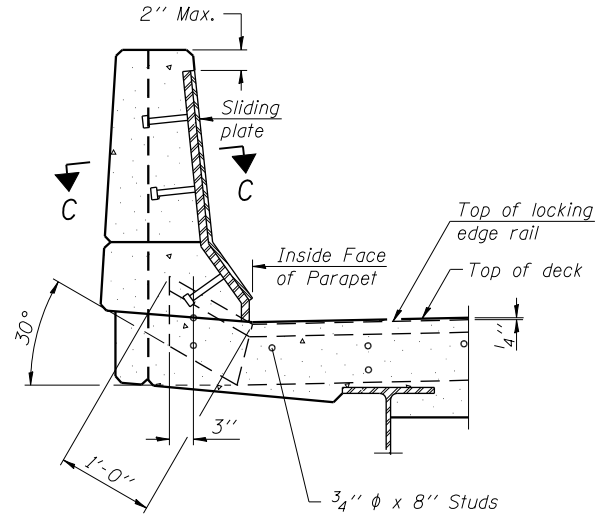
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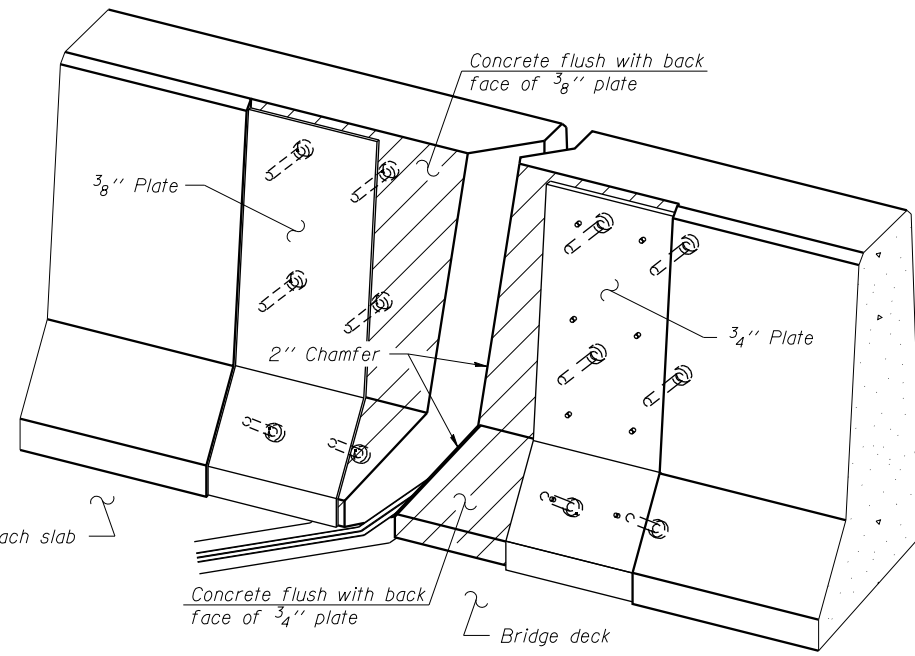
TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN
 Shorter plates with a single row of studs at 12 inch centers may be necessary on medians which are shallower than 9 inches. See manufacturer's recommendation.



SECTION A-A

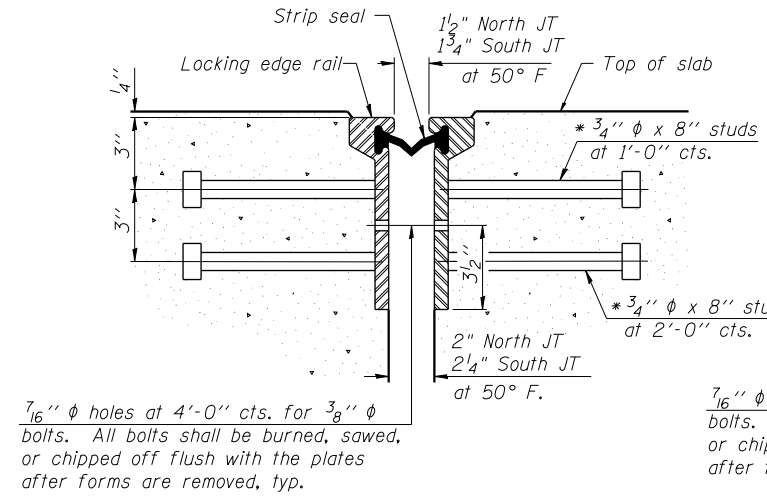


SECTION B-B

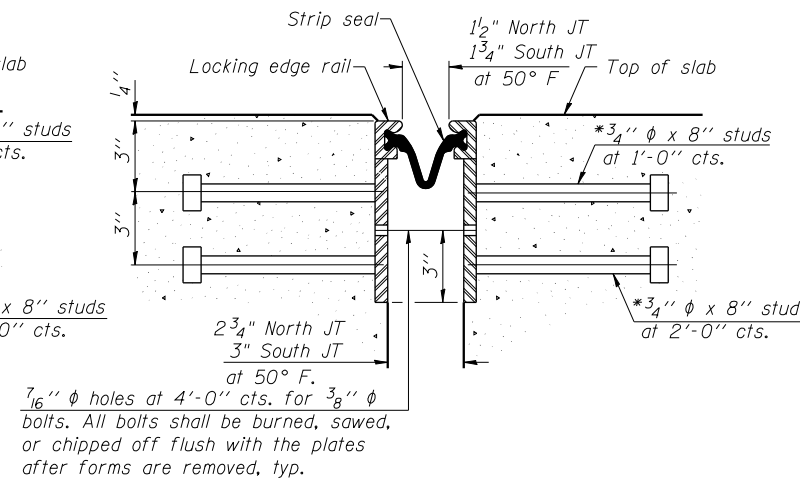


TRIMETRIC VIEW (Showing back plates only)

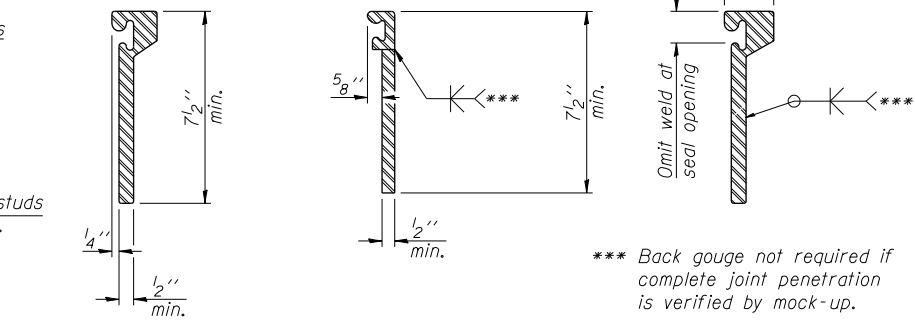
Notes:
 The strip seal shall be made continuous and shall have a minimum thickness of 1/4 inch. The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated 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 inch, sealed with a suitable sealant.
 Parapet plates and anchorage studs for skews > 30 degrees included in the cost of Preformed Joint Strip Seal.



SECTION THRU ROLLED RAIL JOINT



SECTION THRU WELDED RAIL JOINT



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

7/16 inch diameter holes at 4 foot 0 inch centers for 3/8 inch diameter 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	85.0

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7-1-10

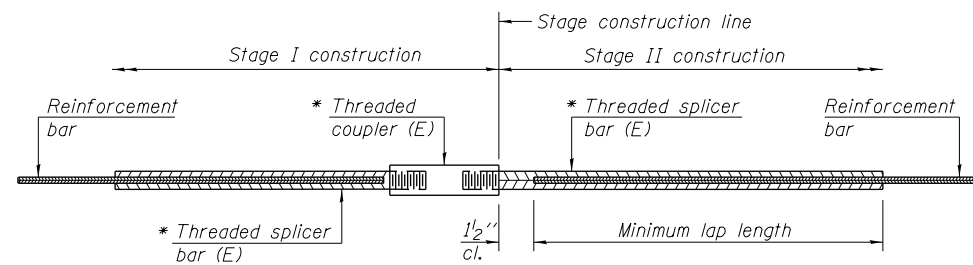
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	FAS	-
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	SDG	-

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL DETAILS STRUCTURE NO. 060-0224NB
 SHEET NO. 9 OF 13 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	192
				CONTRACT NO. 76F10

ILLINOIS FED. AID PROJECT



STANDARD BAR SPLICER ASSEMBLY

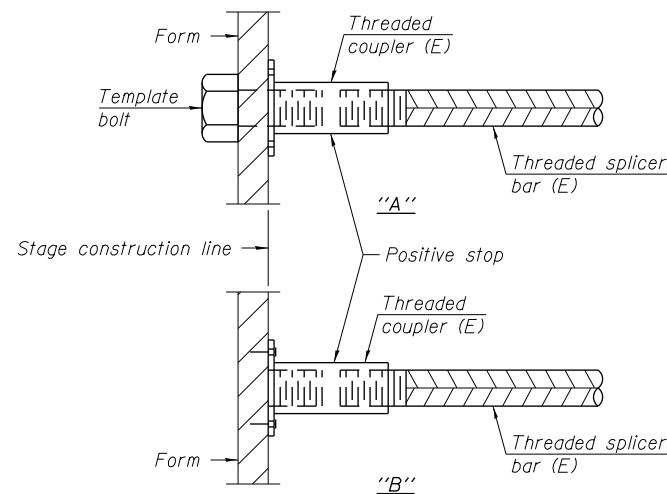
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

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

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

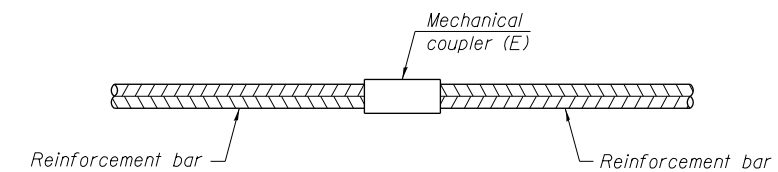
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck	5	26	3



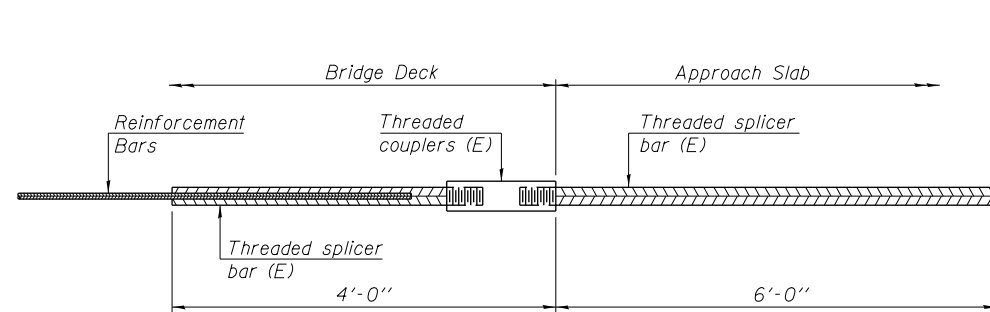
INSTALLATION AND SETTING METHODS

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



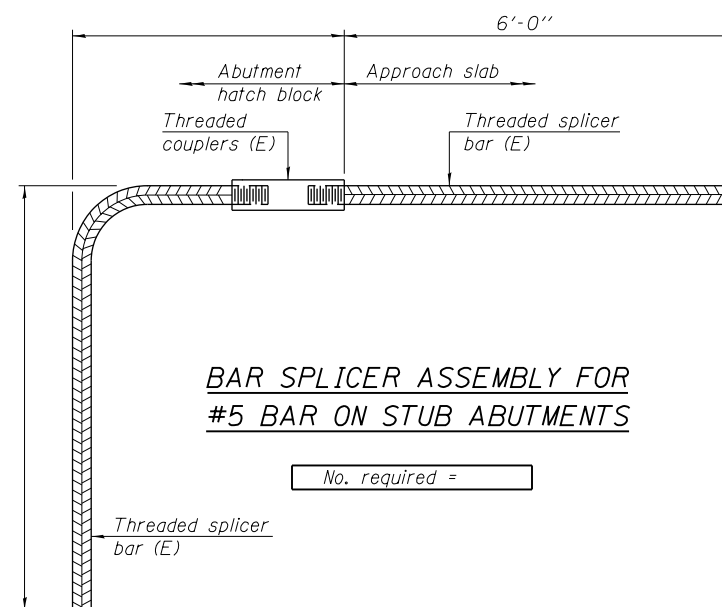
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



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

No. required =



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

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.

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BSD-1 7-1-10

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

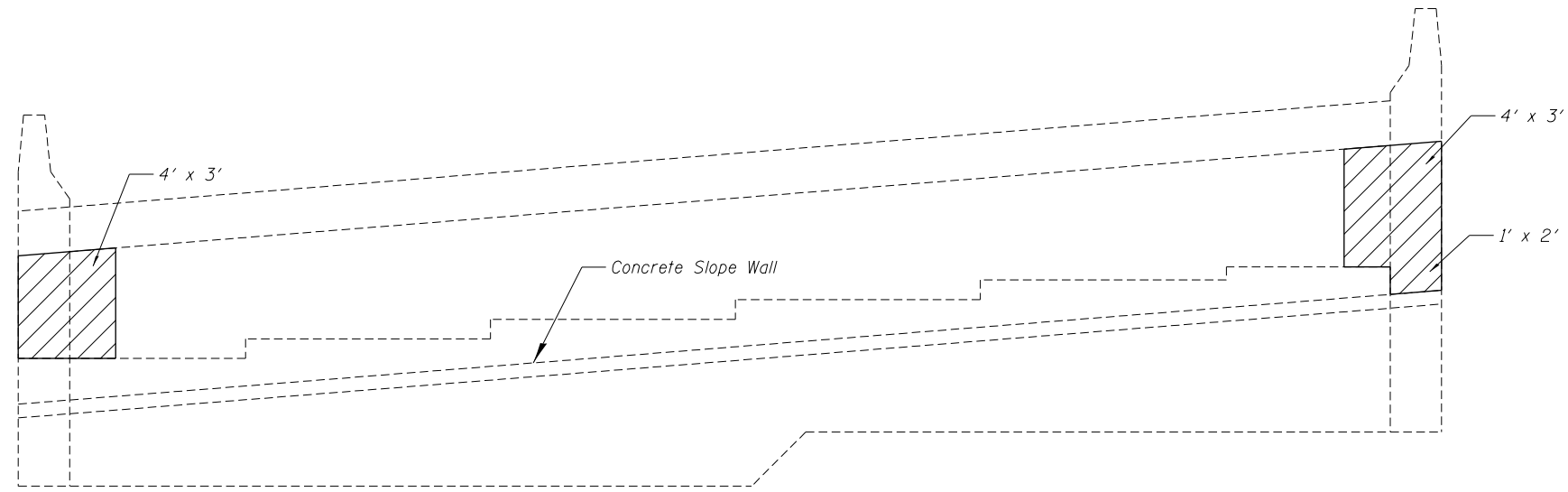
**BAR SPLICER ASSEMBLY DETAILS
STRUCTURE NO. 060-0224NB**

SHEET NO. 10 OF 13 SHEETS

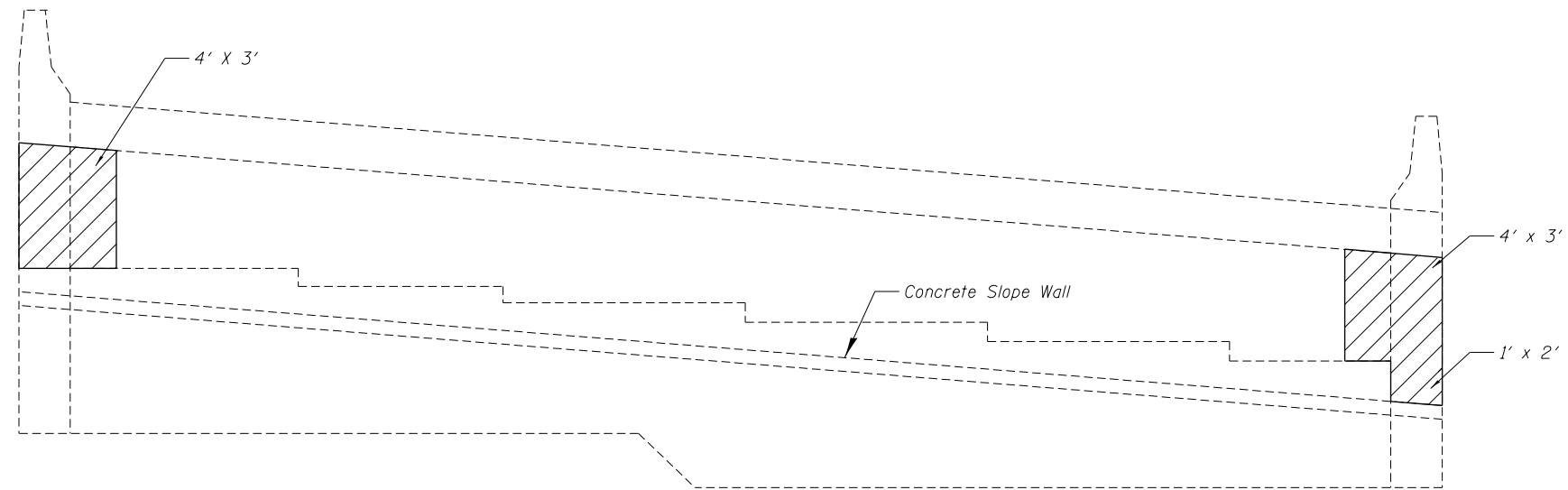
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	193
				CONTRACT NO. 76F10

ILLINOIS FED. AID PROJECT





NORTH ABUTMENT ELEVATION
(Looking North)



SOUTH ABUTMENT ELEVATION
(Looking South)

LEGEND

 Structural Repair of Concrete > 5"

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth less than 5 inches)	Sq. Ft.	52

NOTE:

Rope texture not required on repaired concrete surface.

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FILE NAME = 0600224-76F10-11-North and South Abutment Repairs.dgn



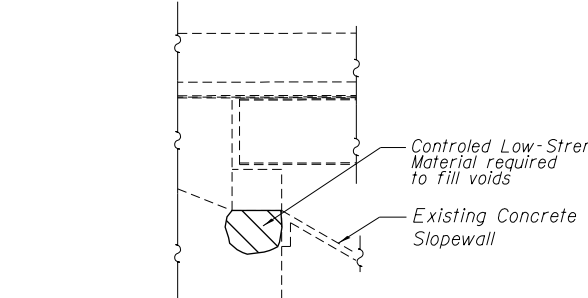
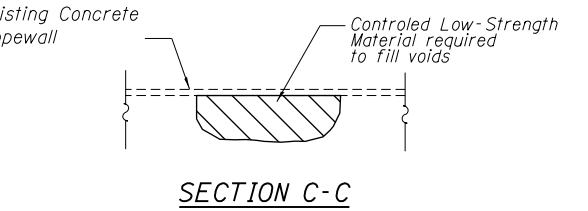
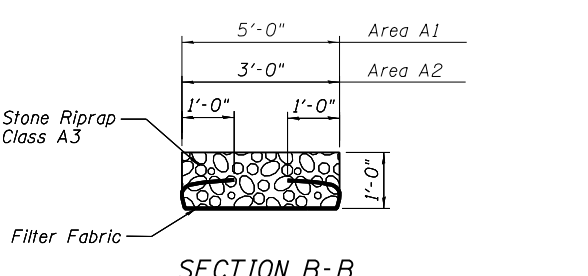
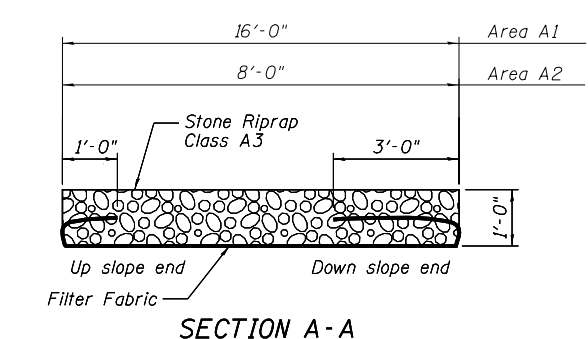
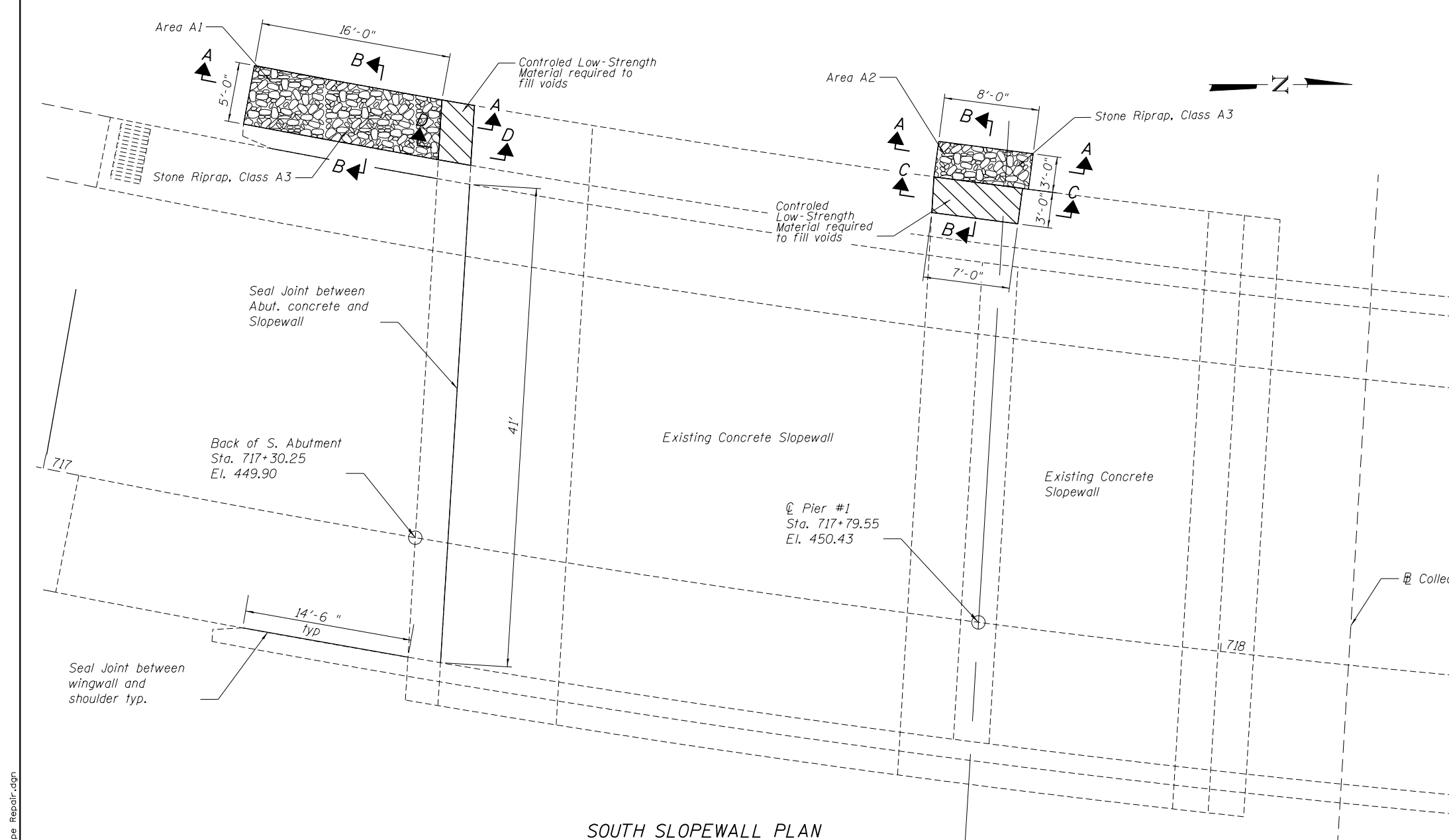
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

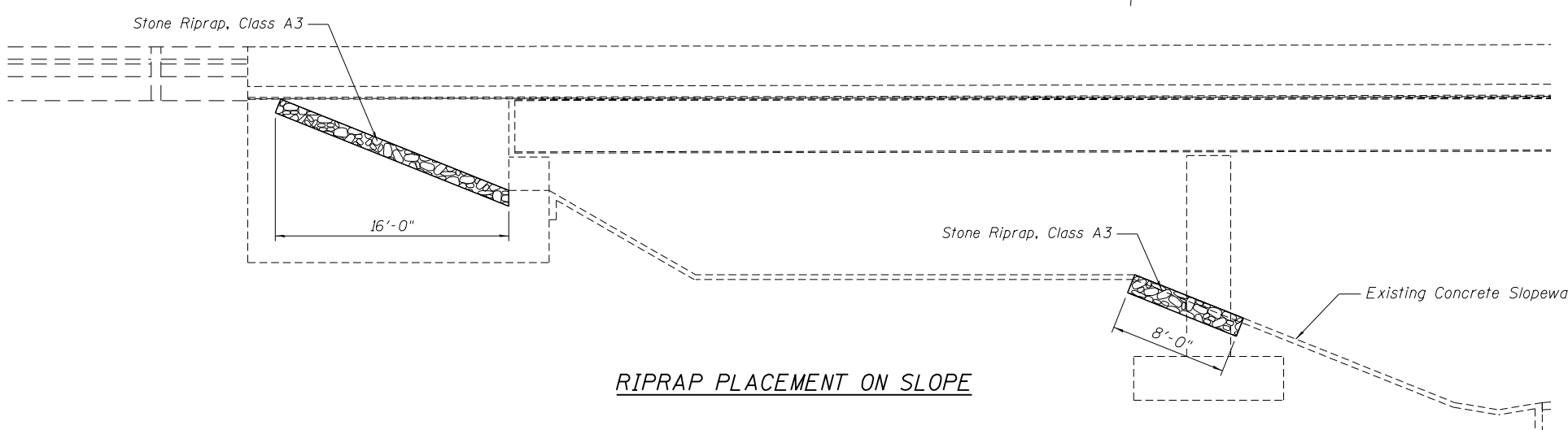
**NORTH AND SOUTH ABUTMENT REPAIRS
STRUCTURE NO. 060-0224NB**

SHEET NO. 11 OF 13 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	194
			CONTRACT NO. 76F10	
ILLINOIS FED. AID PROJECT				



SOUTH SLOPEWALL PLAN



RIPRAP PLACEMENT ON SLOPE

BILL OF MATERIAL

Item	Unit	Total
Stone Riprap, Class A3	Sq. Yd.	12
Filter Fabric	Sq. Yd.	12
Controlled Low-Strength Material	Cu. Yd.	4
Concrete Joint Sealer	Foot	77
Slope Wall Removal	Sq. Yd.	4

NOTE:
Removal of existing low strength material at Southwest Wingwall shall be paid for as "Slopewall Removal".

3/25/2013 3:55:31 PM - G:\S12\0001\Bridges\CAD\Drawings\Bridges_0224\0600224-76F10-12-S_Slope_Repair.dgn

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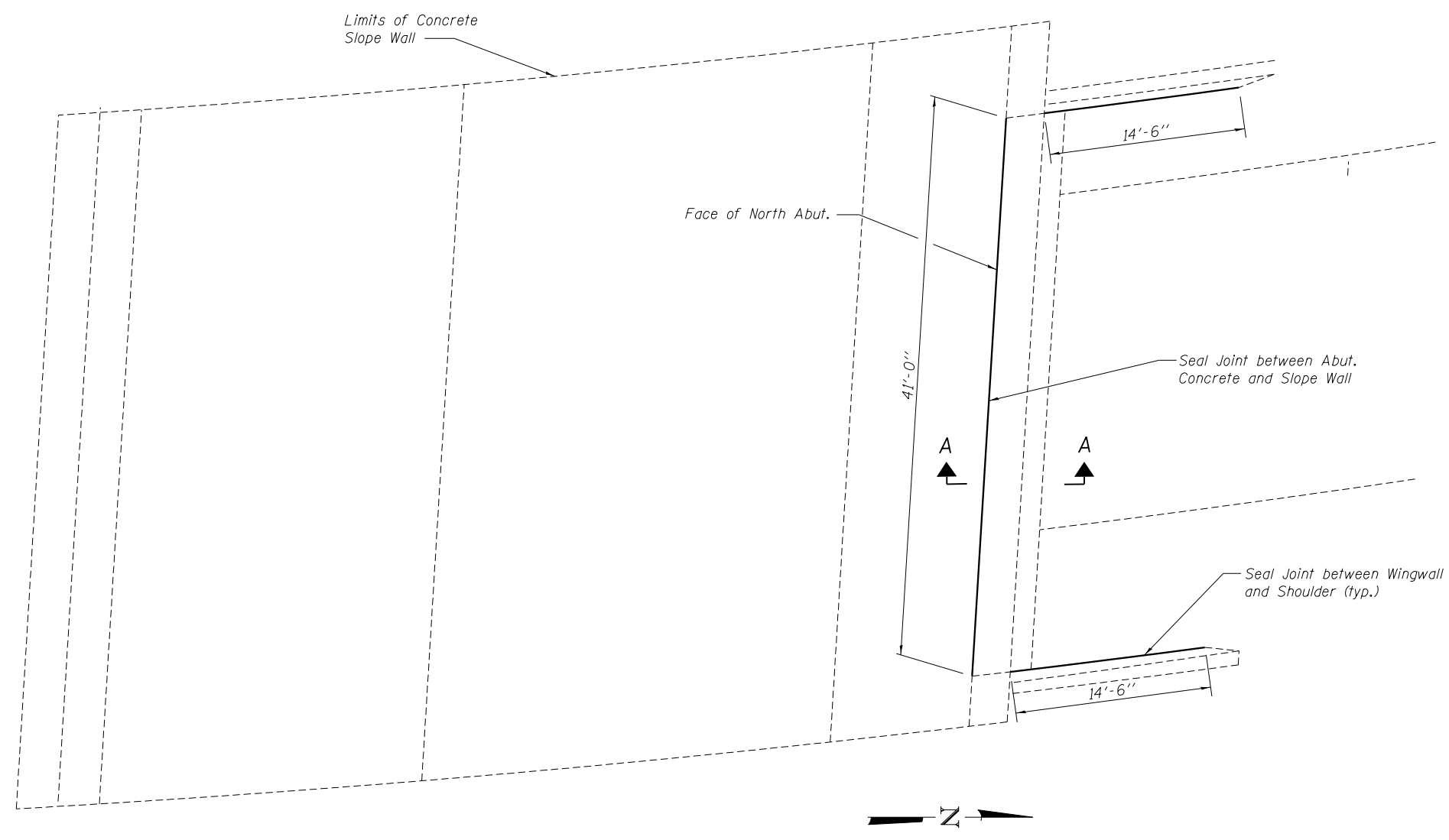
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

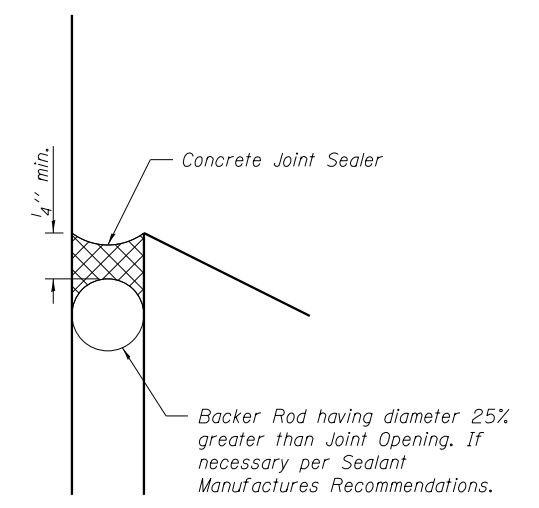
**SOUTH SLOPE REPAIRS
STRUCTURE NO. 060-0224NB**

SHEET NO. 12 OF 13 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	195
				CONTRACT NO. 76F10
ILLINOIS FED. AID PROJECT				



NORTH ABUTMENT PLAN



DETAIL A

* 50% of Joint Opening

BILL OF MATERIAL

Item	Unit	Total
Concrete Joint Sealer	Foot	77

3/25/2013 3:56:13 PM - G:\S\12\0001\Bridges\CAD\Sheets\Bridges_0224\0600224-76F10-13-North Conc Joint Seal.dgn

FILE NAME = 0600224-76F10-13-North Conc Joint Seal.dgn



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	CHECKED - FAS	REVISED -
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PLOT DATE = 3/25/2013	CHECKED - SDG	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NORTH CONCRETE JOINT SEAL DETAIL
STRUCTURE NO. 060-0224**

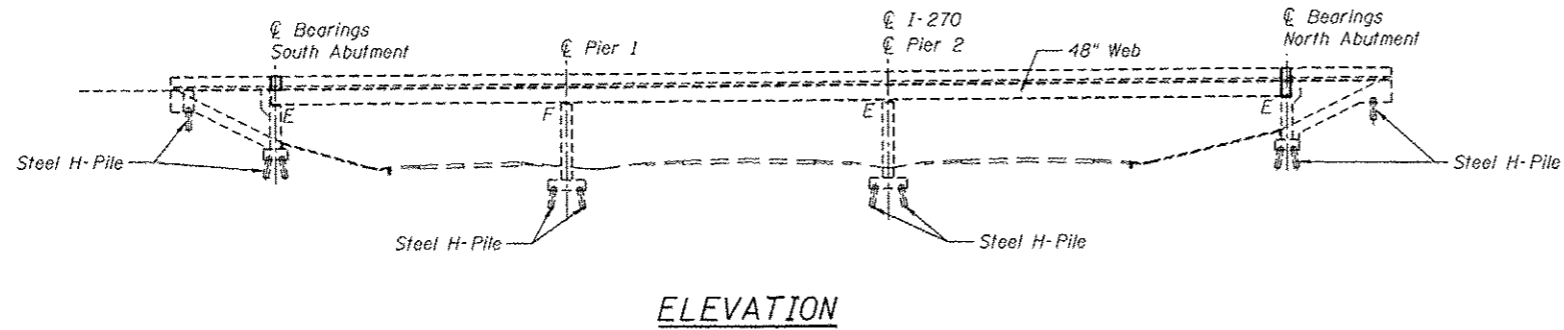
SHEET NO. 13 OF 13 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 76F10	
ILLINOIS FED. AID PROJECT				

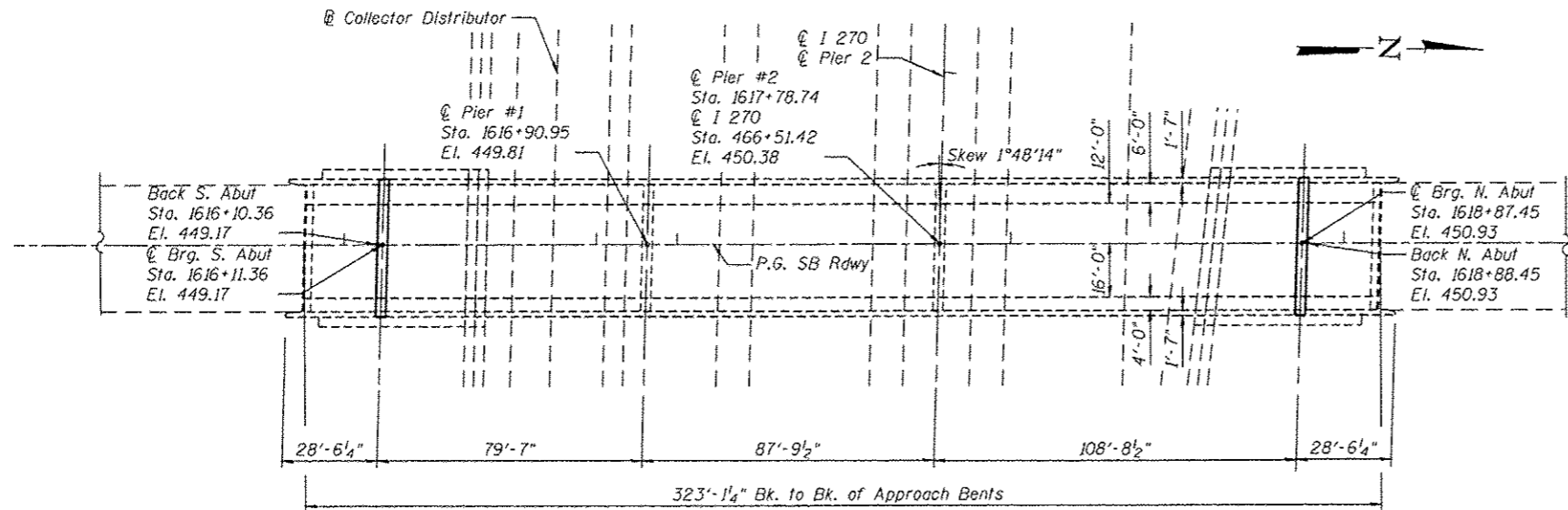
Bench Mark: B.M. No. 12 Elev. 424.62 Chiseled Square on top of Concrete Headwall 80' Rt. of C.F.A.I.-270 Sta. 455+72.

Existing Structures:

The original structure was constructed in 1994 as FAP Route 310, Section 60-9HB & HB-1. The structure is a continuous three span composite welded plate girder bridge with 7 1/2" deck. The substructures consist of sand-filled vaulted abutments and concrete piers all on steel piles. The back-to-back of support bent dimension is 323'-1 1/4" and out-to-out of deck is 41'-2". The span lengths (CI bearing to CI bearing) are 79'-7", 87'-9 1/2" and 108'-8 1/2". The structure has a 1°-48'-14" left forward skew.



ELEVATION



PLAN

DESIGN SPECIFICATIONS

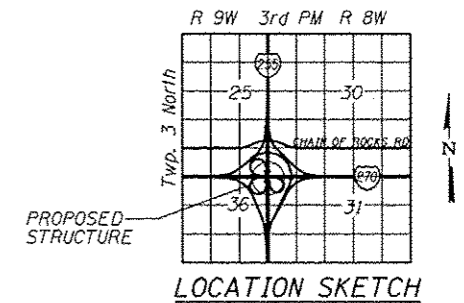
Original Construction
AASHTO 1989 and 1990 and 1991 Interims

DESIGN CRITERIA:

Original Construction
Loading HS20-44
or Alternate Military Loading
Allow 25 psf for Future Wearing Surface

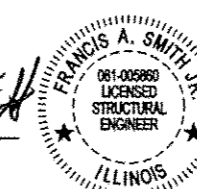
DESIGN STRESSES

Original Construction
Field units
f'c = 3500 psi
fy = 60000 psi (Reinforcement)
fy = 50000 psi (M223 Gr 50) (Struc. Steel)
fy = 36000 psi (M270 Gr 36) (Struc. Steel)
New Construction
Field units
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)



LOCATION SKETCH

F. Allen Smith
F. ALLEN SMITH, P.E., S.E.
NO. 081-005860
EXP. DATE 11/30/2014
10/18/13



F.A.P. 310 COLLECTOR OVER
F.A.I. 270
F.A.I. 255 SECTION 60-(8,9)RS-1
STATION 1617+78.74
MADISON COUNTY
STRUCTURE NO. 060-0243

10/17/2013 8:10:58 AM G:\S\12\000\9\1000\9\1000\CAD\Sheet\8\Bridg... 0243\0600243-16F10-01.dwg

	USER NAME * sdgum	DESIGNED - SDG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN AND ELEVATION STRUCTURE NO. 060-0243 SB	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE * #SCALE*	CHECKED - FAS	REVISED -			255	60-(8,9) RS-1	MADISON	206	197
PLOT DATE * 10/17/2013	DRAWN - DMG	REVISED -		SHEET NO. 1 OF 10 SHEETS		CONTRACT NO. T6F10				
	CHECKED - SDG	REVISED -				[ILLINOIS] FED. AID PROJECT				

GENERAL NOTES

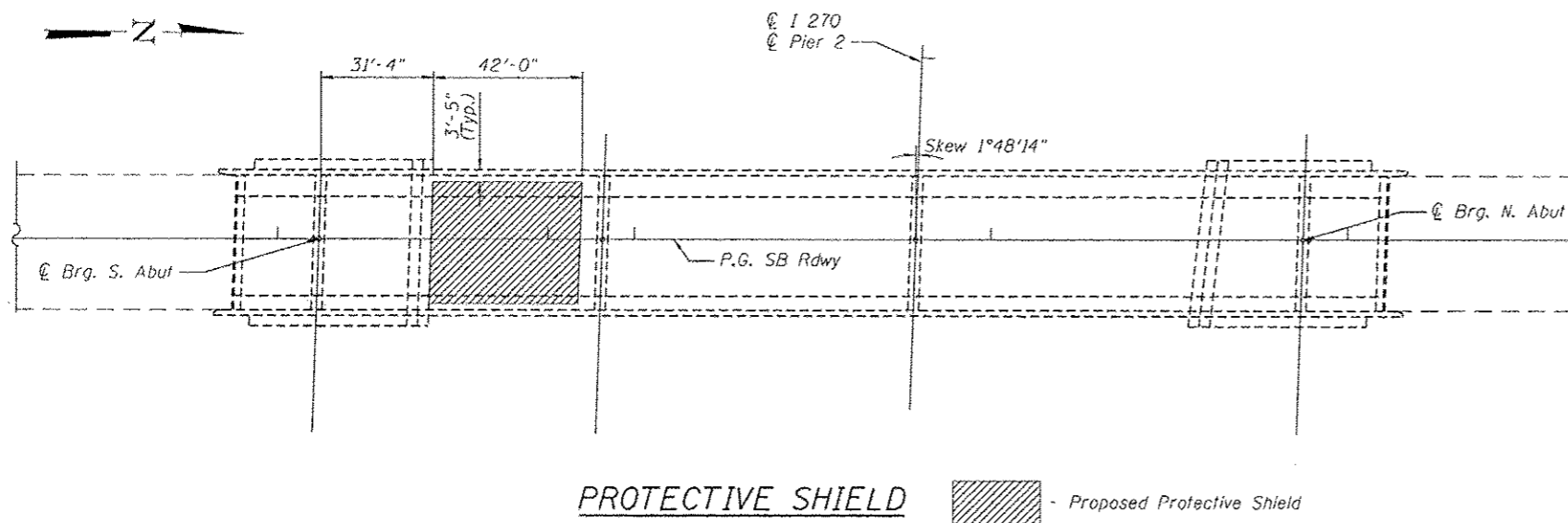
1. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods 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 in. 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.
2. Plan dimensions, elevation 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.
3. Joint opening shall be adjusted according to Art. 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50 deg F.
4. Reinforcement bars designated (E) shall be epoxy coated.
5. The new concrete deck surfaces shall have its final finish tined according to Article 420.09(e)(1).
6. Areas of deck repairs shown are estimated. The Engineer shall show actual locations of the deck repairs on the as-built plans.
7. Existing pavement markings shall be temporarily covered prior to the application of the deck surface treatment, to prevent the material from being applied to the markings and to protect the reflective properties of the markings. The temporary material covering used shall be such that it will not affect the markings reflectivity when removed after application of the deck surface treatment and prior to opening traffic. Cost shall be included with Concrete Removal.

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Stone Riprap, Class A3	Sq. Yd.	4
Filter Fabric	Sq Yd	4
Concrete Removal	Cu Yd	4.7
* Protective Coat	Sq Yd	14
Concrete Superstructure	Cu Yd	4.7
Reinforcement Bars, Epoxy Coated	Pound	760
Bar Splicers	Each	11
Preformed Joint Strip Seal	Foot	40
** Bridge Deck Concrete Sealer	Sq Ft	14530
Deck Slab Repair - (Partial Depth)	Sq Yd	1
Deck Slab Repair - (Full Depth, Type I)	Sq Yd	2
Epoxy Crack Injection	Foot	12
Silicon Joint Sealer, 1.75"	Foot	40
Protective Shield	Sq Yd	161

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Stage Construction
4. Temp Concrete Barrier Details for Stage Construction
5. Deck patching plan
6. North Expansion Jt Concrete Removal and Replacement
7. Deck Joint Details
8. Expansion Joint Details
9. Bar Splicer Assembly Details
10. Abutment and Slope repairs



*Applied on new concrete deck surface, top and inside face of new parapets only.
 **Applied on existing concrete deck surface, top and inside face of existing parapets.

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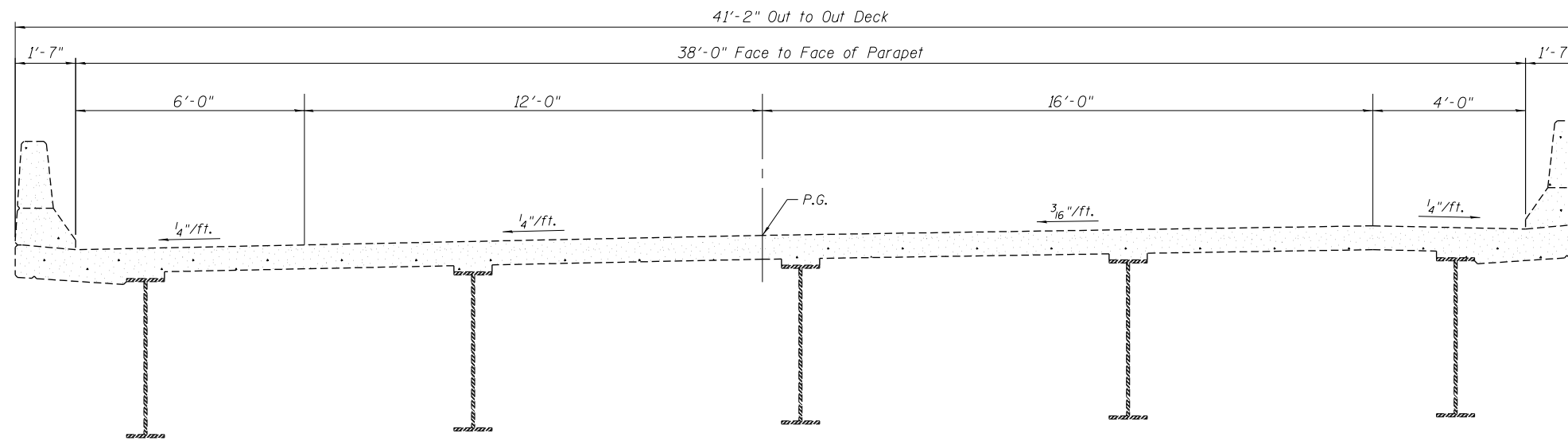


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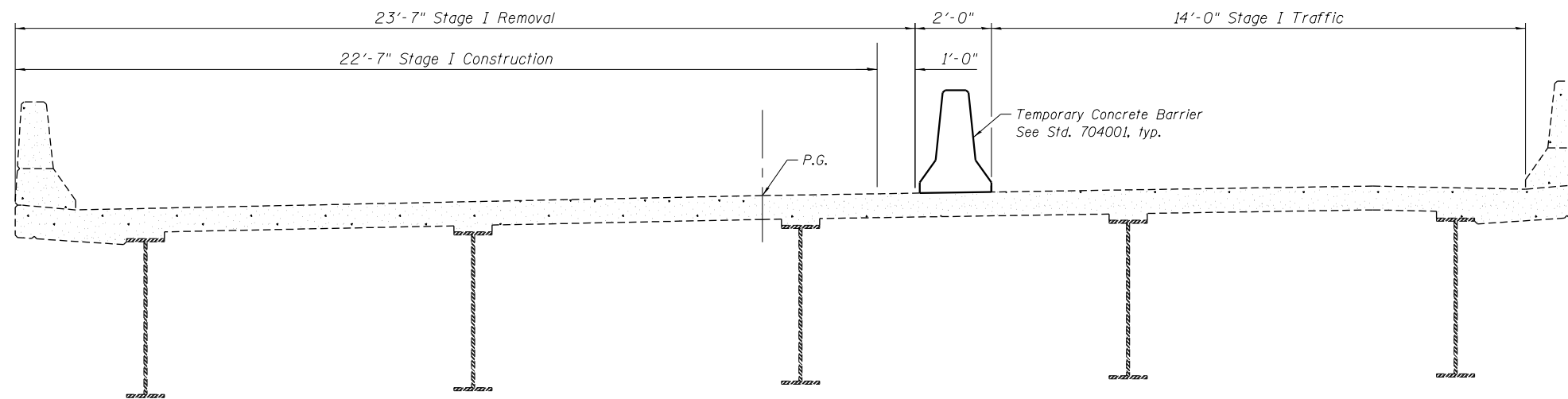
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GENERAL DATA	
STRUCTURE NO. 060-0243 SB	
SHEET NO. 2 OF 10 SHEETS	

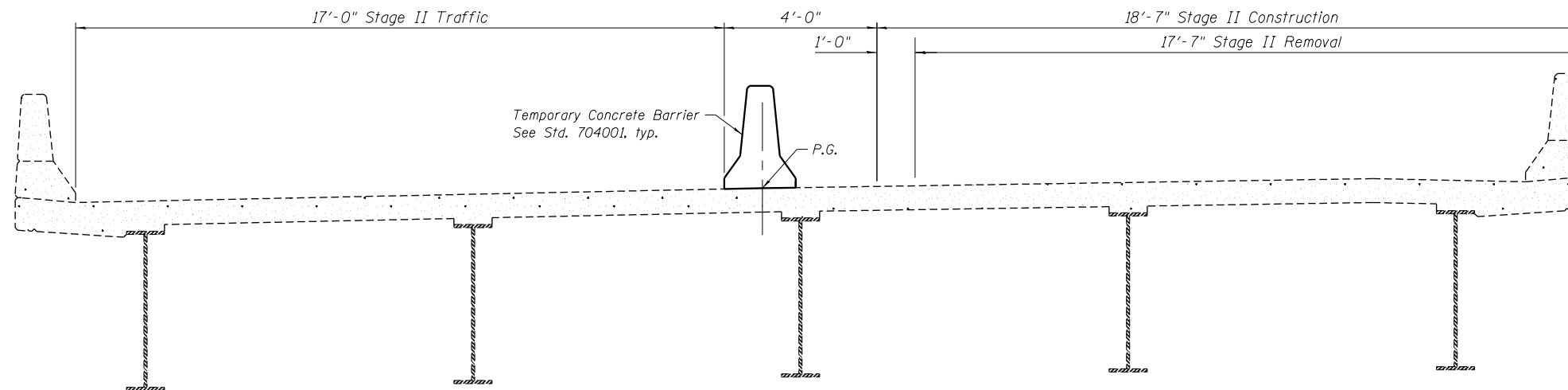
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255	60-(8,9) RS-1	MADISON	206	198
CONTRACT NO. 76F10				
ILLINOIS FED. AID PROJECT				



EXISTING CROSS SECTION
SB Roadway Looking North



STAGE I CONSTRUCTION
SB Roadway Looking North



STAGE II CONSTRUCTION
SB Roadway Looking North

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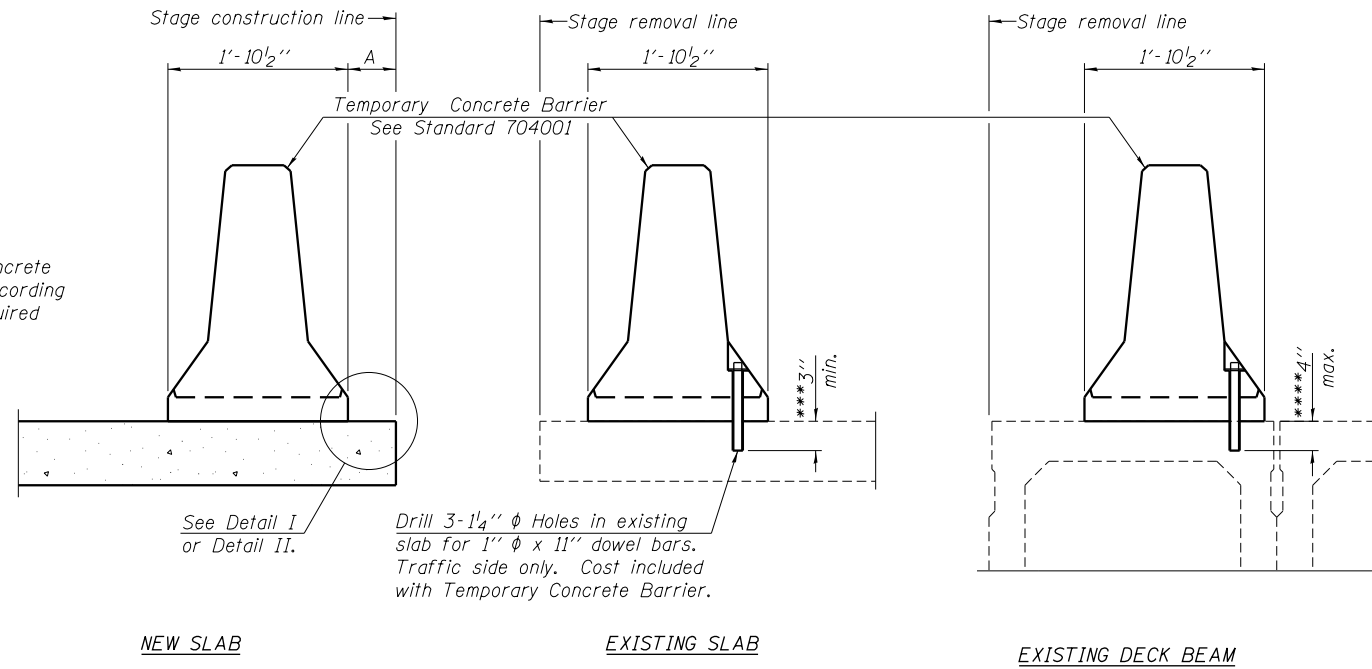
**STAGE CONSTRUCTION
STRUCTURE NO. 060-0243 SB**

SHEET NO. 3 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	199
				CONTRACT NO. 76F10

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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.

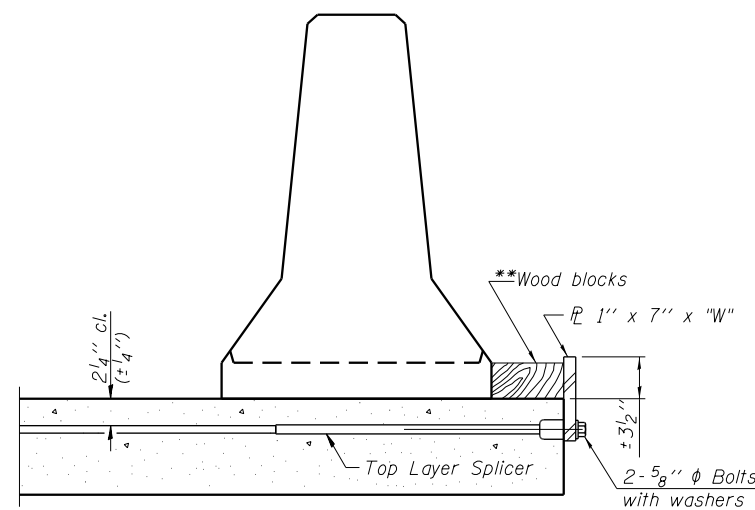
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel \bar{L} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

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.

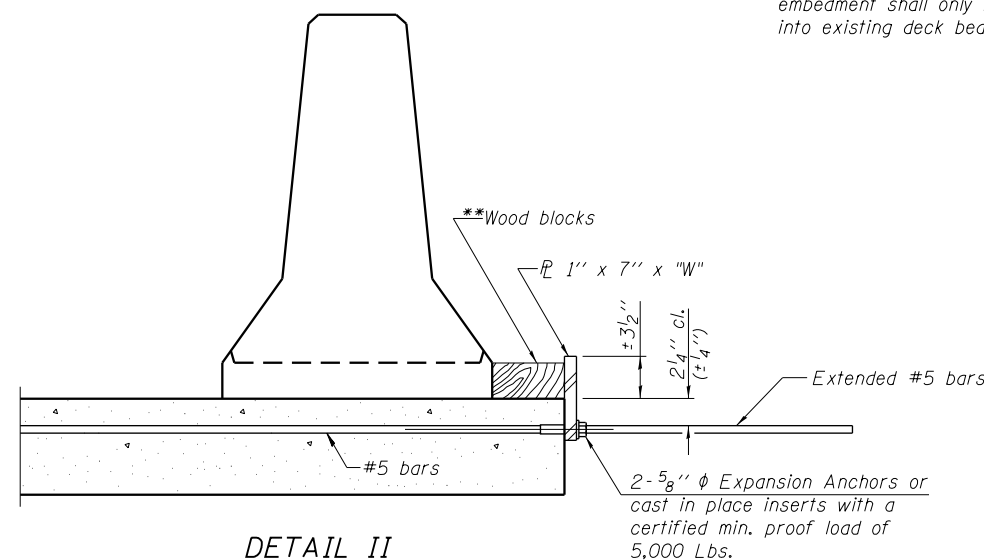
For Quantity of Temporary Concrete Barrier see Roadway Plans.

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

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



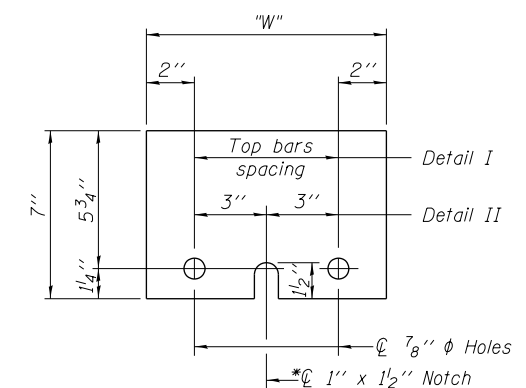
DETAIL I



DETAIL II

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

"W" = Top bars spacing + 4"



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

* Required only with Detail II

Note: For Quantity of Temporary Concrete barriers see Roadway Plans.

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R-27 7-1-10
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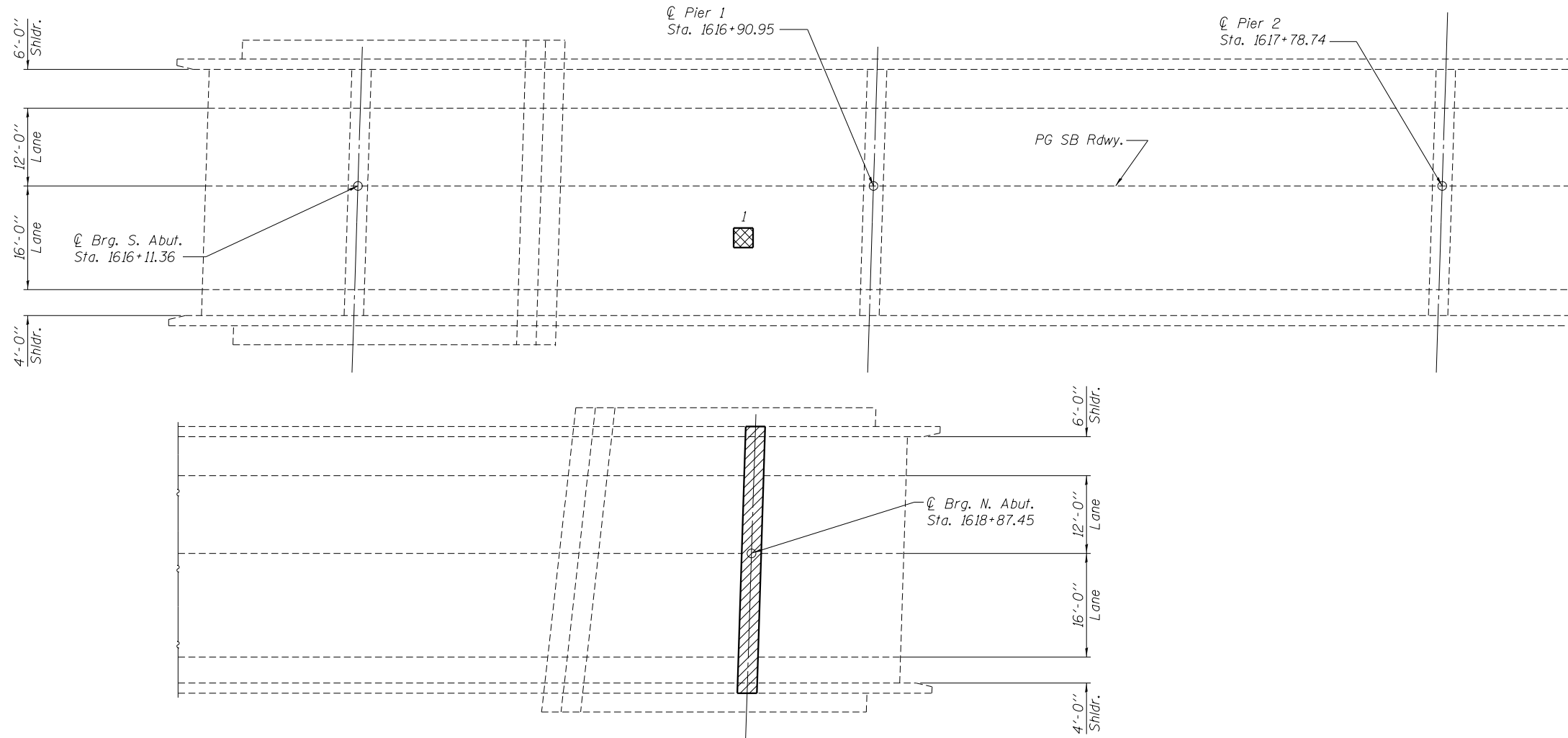
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 060-0243 SB**

SHEET NO. 4 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	200
			CONTRACT NO. 76F10	

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DECK PLAN VIEW

BILL OF MATERIAL

Item	Unit	Total
Deck Slab Repair (Partial Depth)	Sq. Yd.	1.0
*Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	2.0

LEGEND

- Concrete Removal for Joint Replacement (See Sheet 6)
- Deck Slab Repair (Partial Depth)

Patch No.	Patch Depth	Station	Length (ft)	Width (ft)	Quantity (sq. yd.)
1	Partial	1616+70.86	3	3	1.00

*Additional Deck Slab Repair (Full Depth, Type I) quantity has been included in the event full depth patches are identified during construction. Location not shown.

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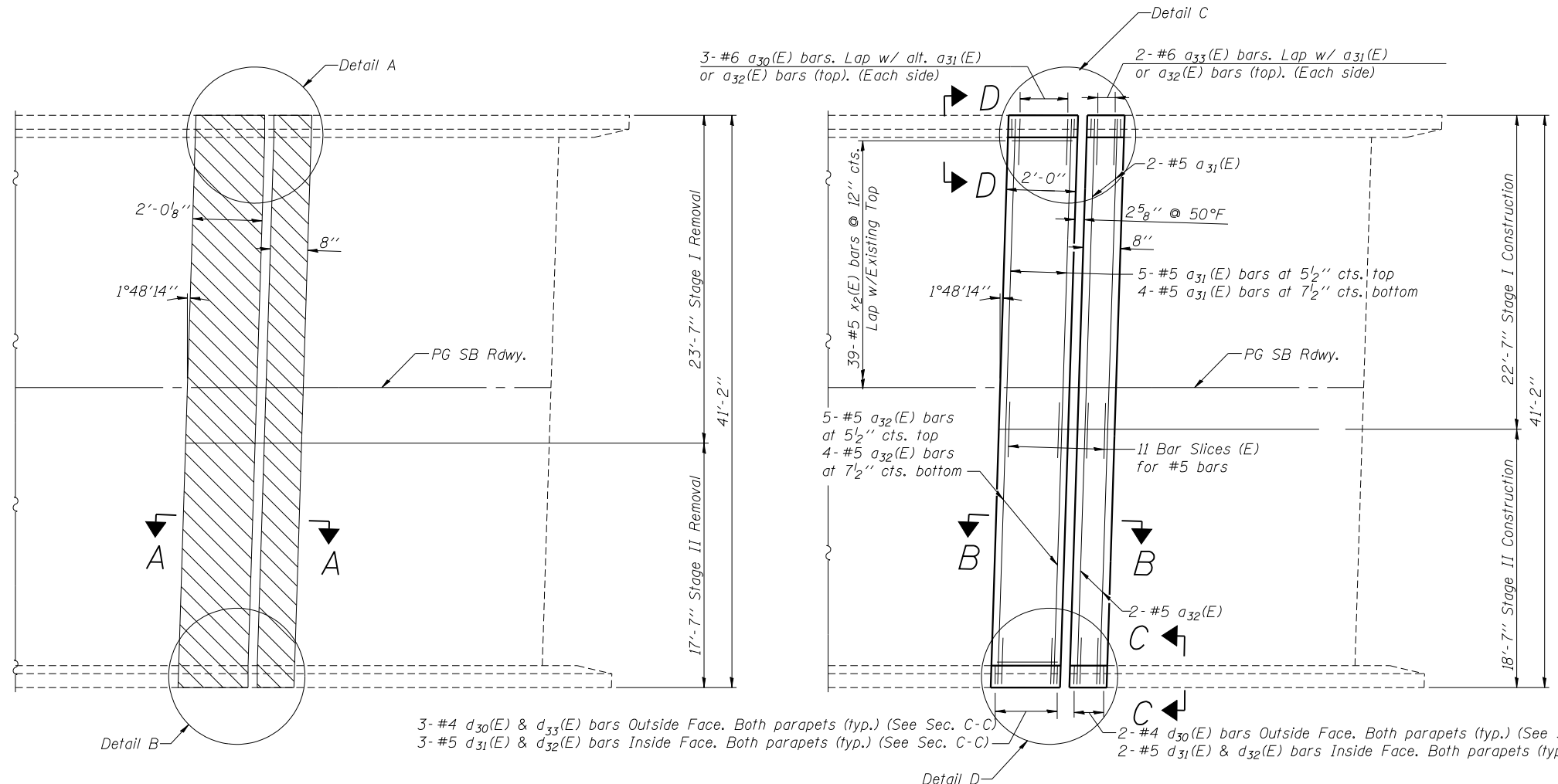
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**DECK PATCHING PLAN
STRUCTURE NO. 060-0243 SB**

SHEET NO. 5 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	201
			CONTRACT NO. 76F10	

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CONCRETE REMOVAL
(SB North Abutment Expansion Joint shown)

CONCRETE REPLACEMENT
(SB North Abutment Expansion Joint shown)

MIN. LAP

#5 Bar 2'-7" Min. Lap.

NOTES:

- Existing reinforcement extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included with Concrete Removal.
- Trim existing reinforcement to accommodate proposed expansion joint.
- See sheet 6 for section A-A, B-B, C-C and D-D.

BILL OF MATERIAL

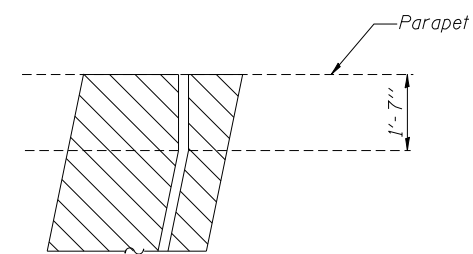
Item	Unit	Total
Concrete Removal	Cu. Yd.	4.7
Concrete Superstructure	Cu. Yd.	4.7
* Protective Coat	Sq. Yd.	14

*Apply to new concrete only

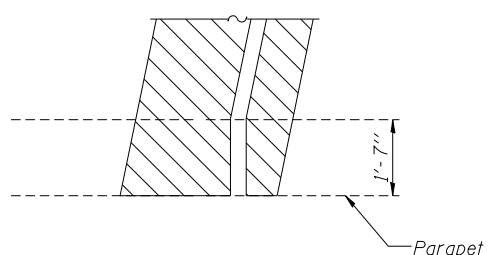
LEGEND



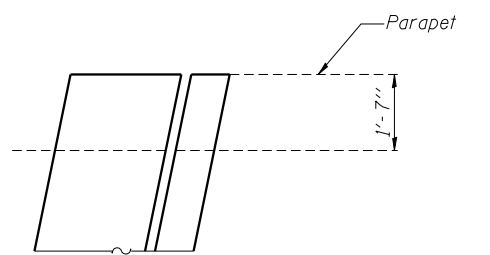
Concrete Removal



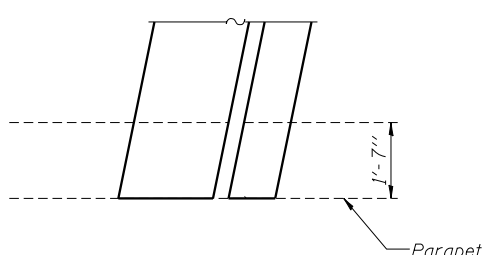
DETAIL A



DETAIL B



DETAIL C



DETAIL D

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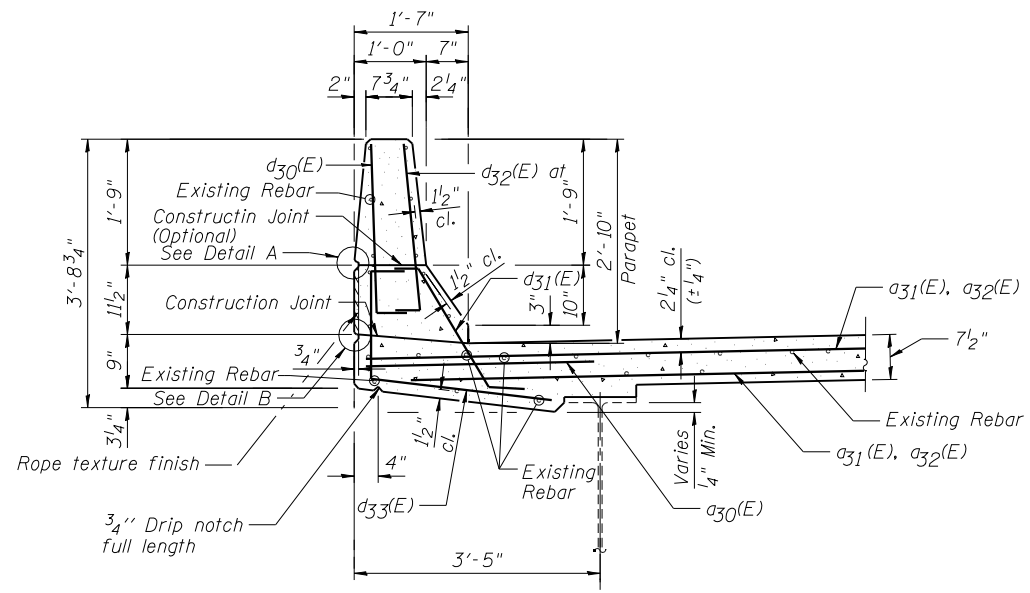
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DEPARTMENT OF TRANSPORTATION**

**NORTH ABUTMENT EXPANSION JOINT CONCRETE
REMOVAL AND REPLACEMENT
STRUCTURE NO. 060-0243 SB**

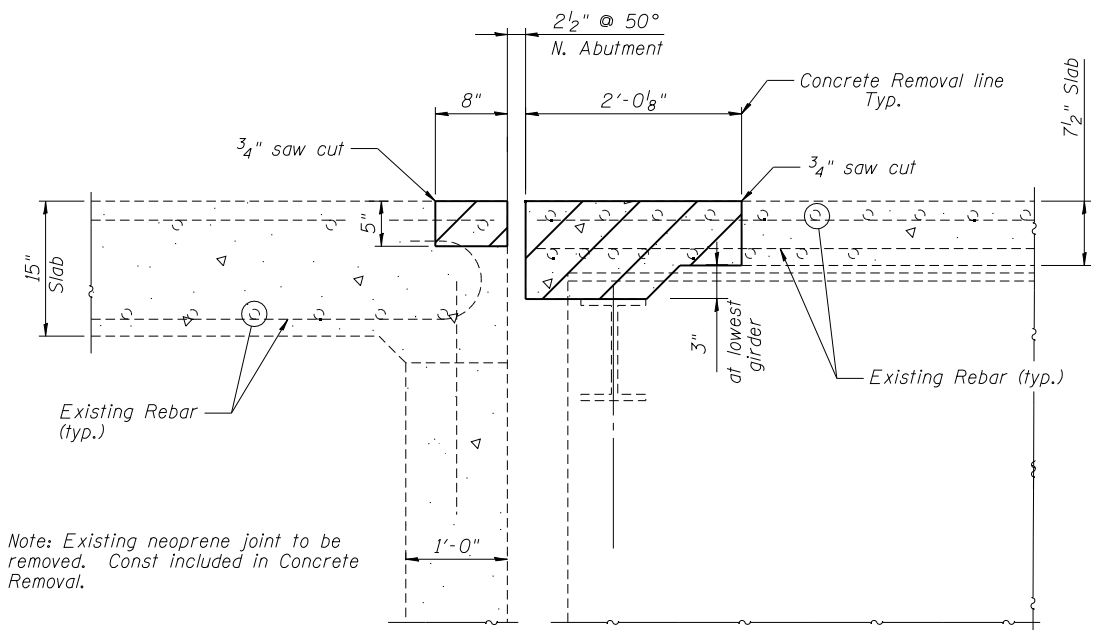
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CONTRACT NO. 76F10				

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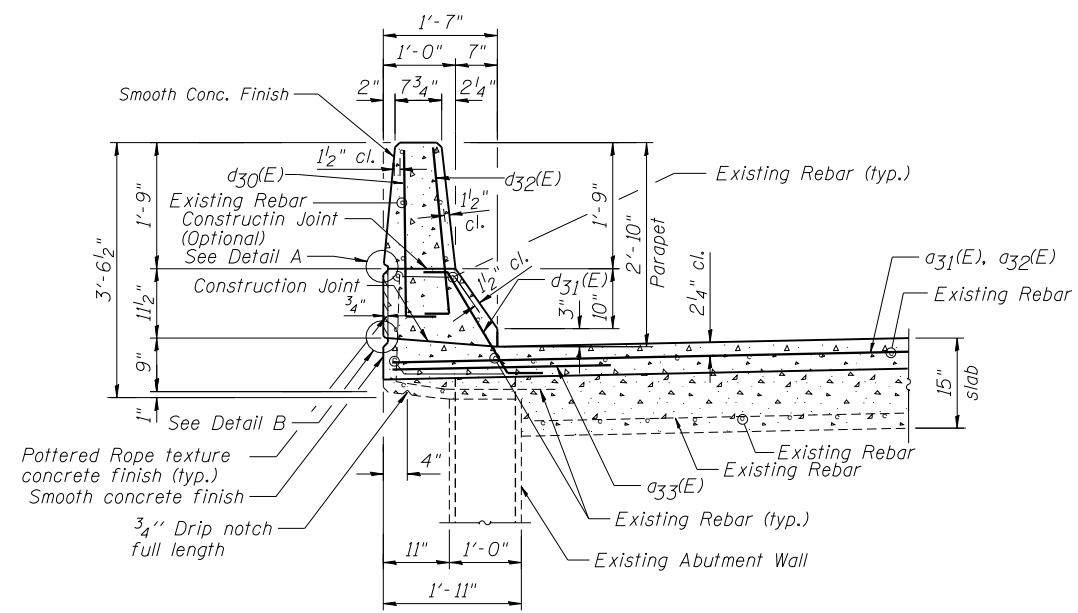
SECTION D-D THRU BRIDGE PARAPET



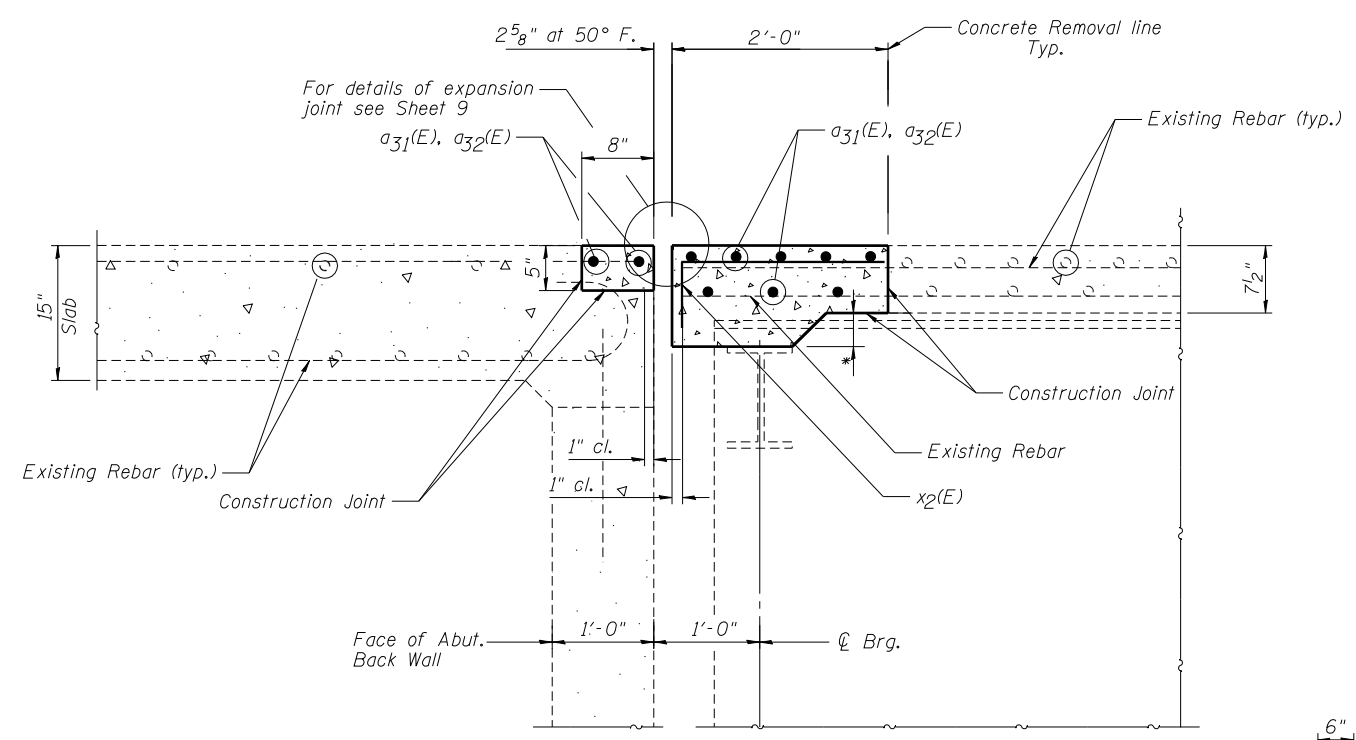
SECTION A-A
CONCRETE REMOVAL DETAIL

**NORTH ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a30(E)	6	#6	5'-0"	—
a31(E)	11	#5	22'-2"	—
a32(E)	11	#5	18'-2"	—
a33(E)	4	#6	4'-0"	—
d30(E)	10	#4	3'-0"	L
d31(E)	10	#5	2'-7"	L
d32(E)	10	#5	3'-0"	L
d33(E)	6	#4	4'-5"	L
x2(E)	39	#6	2'-4"	┌
Item		Unit	Quantity	
Reinforcement Bars, Epoxy Coated		Pound	760	
Bar Splicers		Each	11	

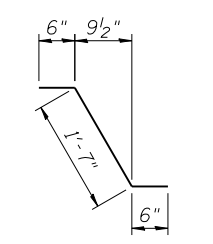


SECTION C-C THRU ABUTMENT PARAPET

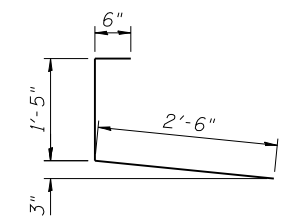


SECTION B-B
CONCRETE REPLACEMENT DETAIL

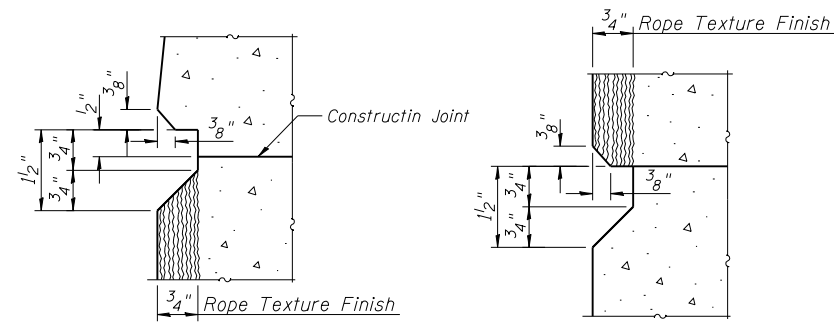
BAR d30(E) & d32(E)



BAR d31(E)

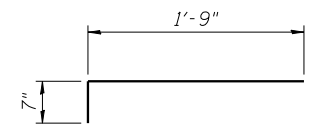


BAR d33(E)



DETAIL A

DETAIL B



BAR x2(E)

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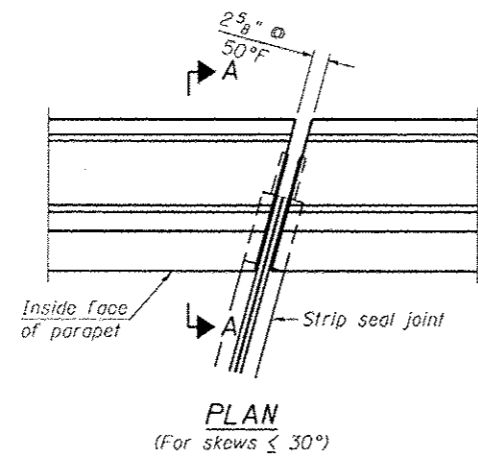
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK JOINT DETAILS
STRUCTURE NO. 060-0243 SB**

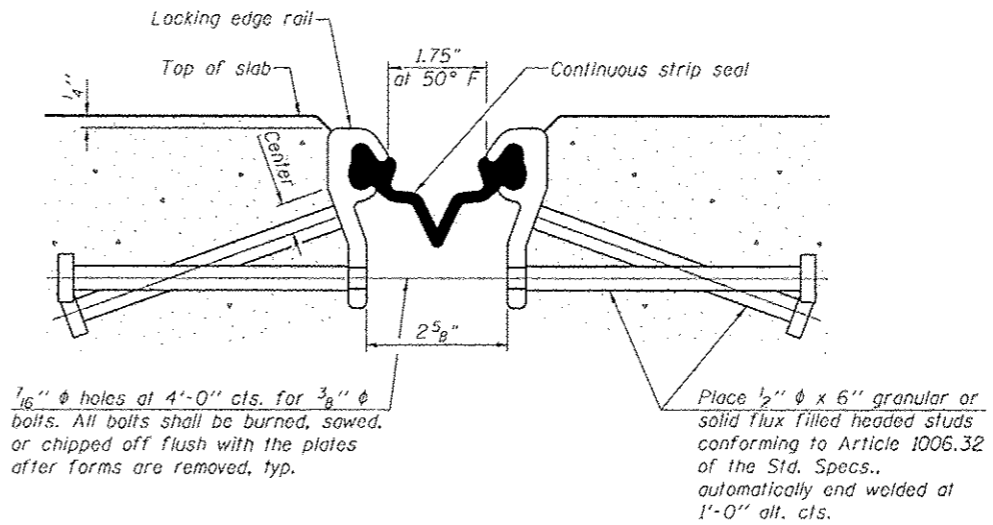
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ILLINOIS FED. AID PROJECT				

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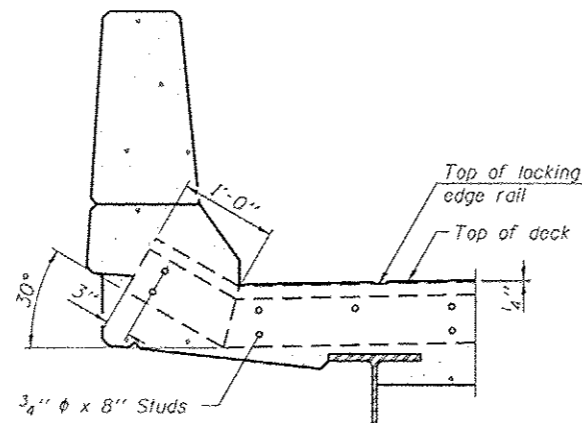


*Omit weld at seal opening.
 **When joint is fixed, dimension is set at 1 1/2".



SECTION THRU STRIP SEAL JOINT

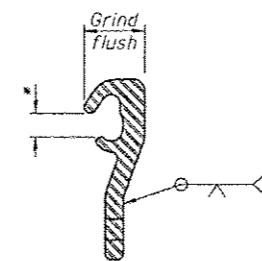
(N. Abutment)



SECTION A-A

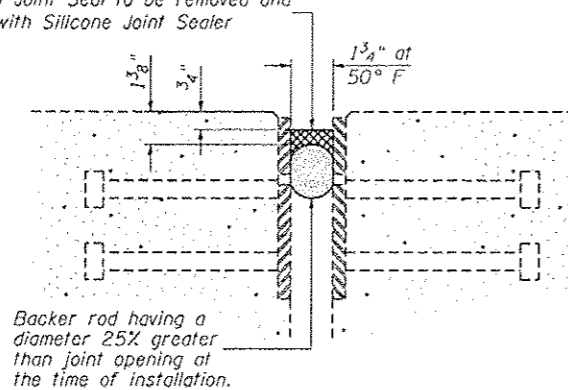


LOCKING EDGE RAIL



LOCKING EDGE RAIL SPLICE

Preformed Joint Seal to be removed and replaced with Silicone Joint Sealer



SILICONE JOINT SEALER DETAIL

(S. Abutment)

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.

The height and thickness of the Locking Edge Rails shown are minimum dimensions. 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.

The inside of the Locking Edge Rail groove shall be free of weld residue.

Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

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.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	40
Silicon Joint Sealer, 1.75"	Foot	40

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EXPANSION JOINT DETAILS
 STRUCTURE NO. 060-0243 SB

SHEET NO. 8 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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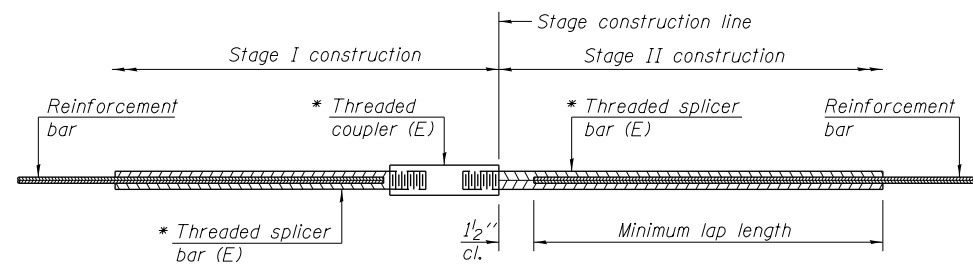
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3/25/2013

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STANDARD BAR SPLICER ASSEMBLY

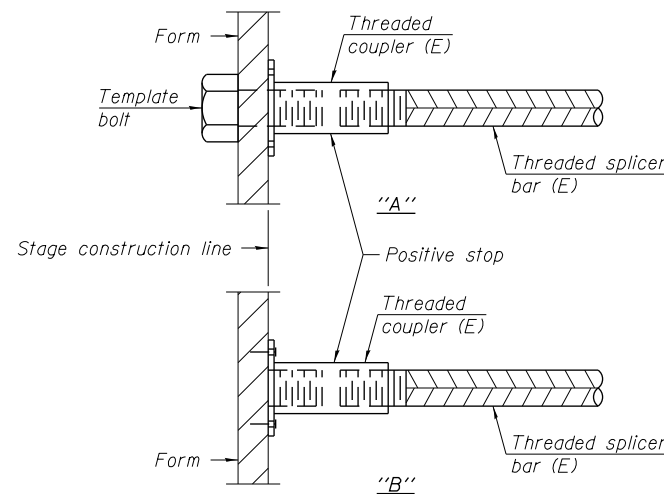
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

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

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

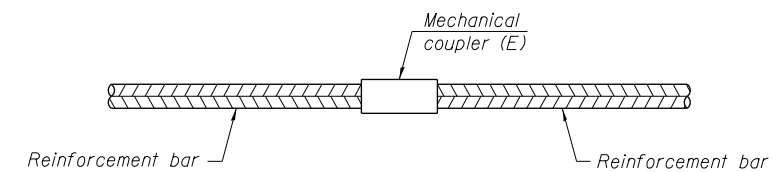
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck	#5	11	3



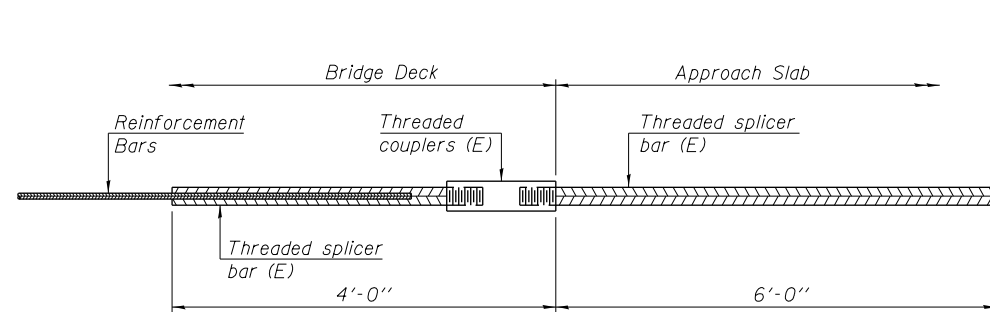
INSTALLATION AND SETTING METHODS

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



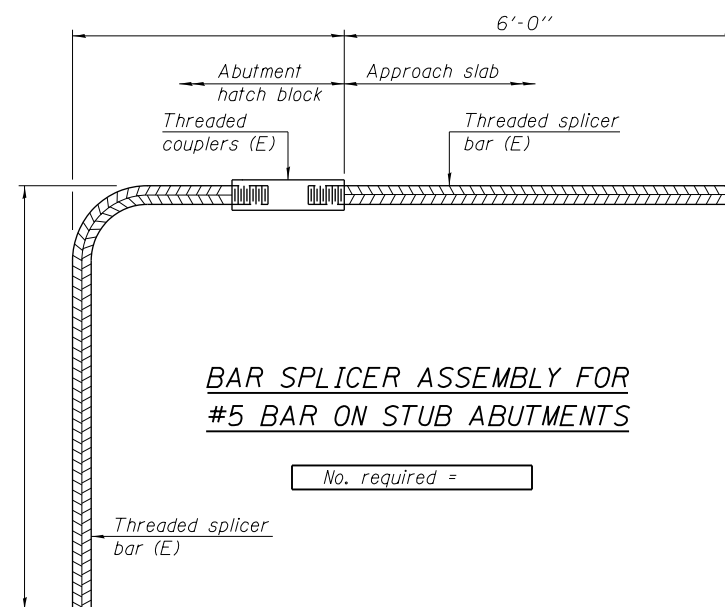
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



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

No. required =



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

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.

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BSD-1 7-1-10

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**BAR SPLICER ASSEMBLY DETAILS
STRUCTURE NO. 060-0243 SB**

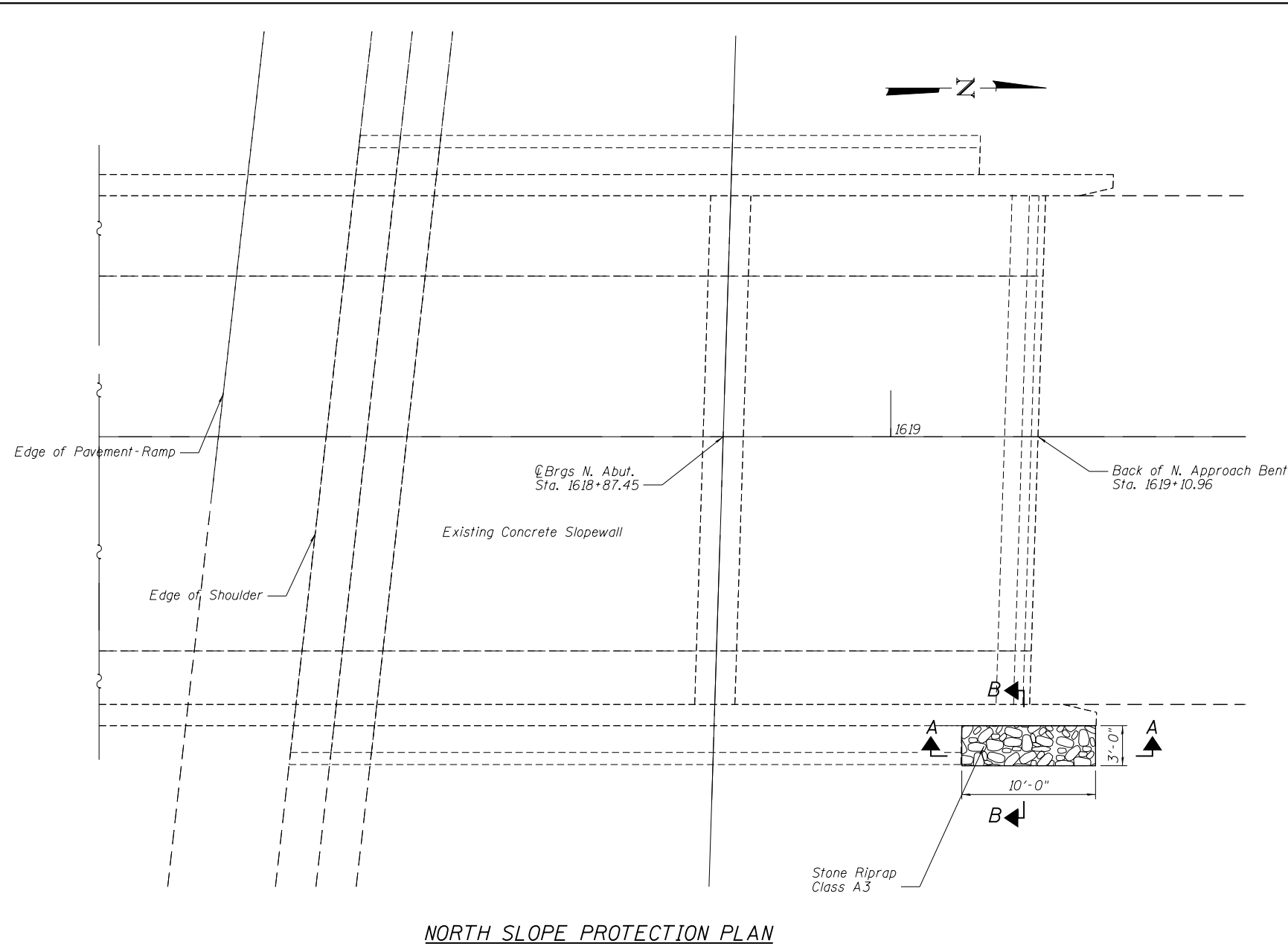
SHEET NO. 9 OF 10 SHEETS

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				CONTRACT NO. 76F10

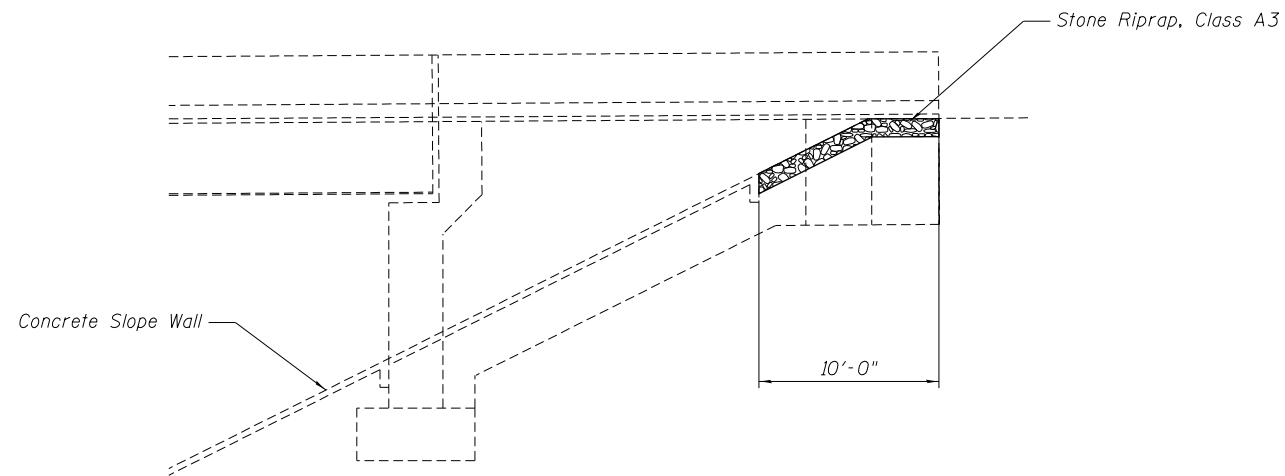
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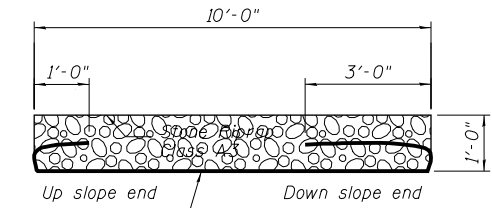
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NORTH SLOPE PROTECTION PLAN

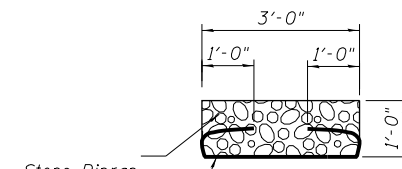


RIPRAP PLACEMENT ON NORTH SLOPE



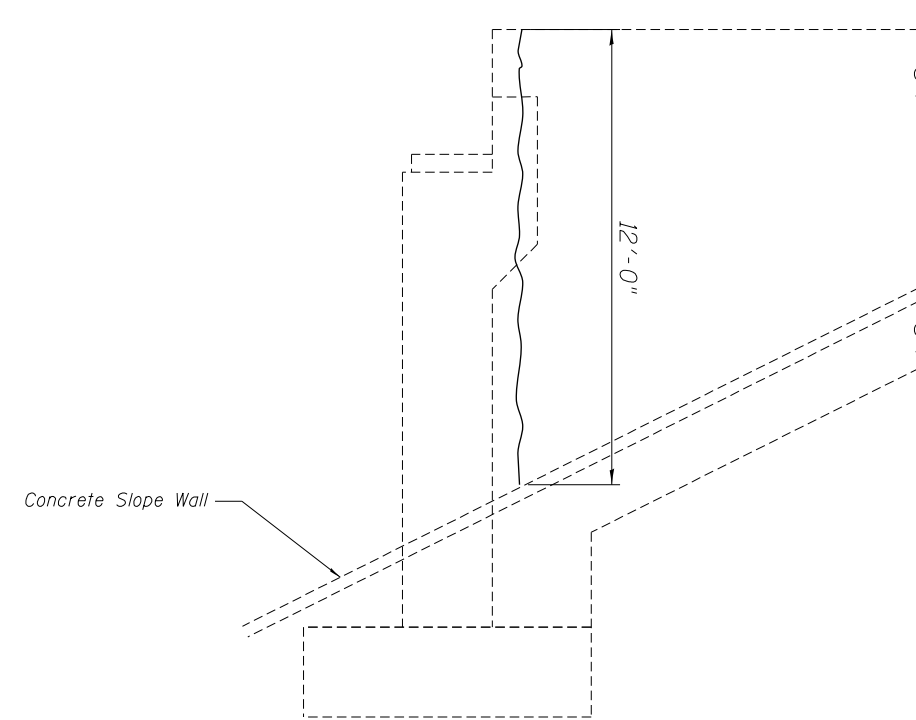
SECTION A-A

Filter Fabric



SECTION B-B

Filter Fabric



SOUTH ABUTMENT - WEST WING WALL

BILL OF MATERIAL

Item	Unit	Total
Stone Riprap, Class A3	Sq. Yd.	4
Filter Fabric	Sq. Yd.	4
Epoxy Crack Injection	foot	12

FILE NAME = 060243-76F10-10-Slope and Abutment repairs.dgn

USER NAME = ghowley	DESIGNED - SDG	REVISED -
PLOT SCALE = 1/8" = 1' / in.	CHECKED - FAS	REVISED -
PLOT DATE = 3/25/2013	DRAWN - DMG	REVISED -
	CHECKED - SDG	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SLOPE AND ABUTMENT REPAIRS
STRUCTURE NO. 060-243 SB**

SHEET NO. 10 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	206
			CONTRACT NO. 76F10	
ILLINOIS FED. AID PROJECT				

