

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 805 (IL 161)
SECTION 125BR-2

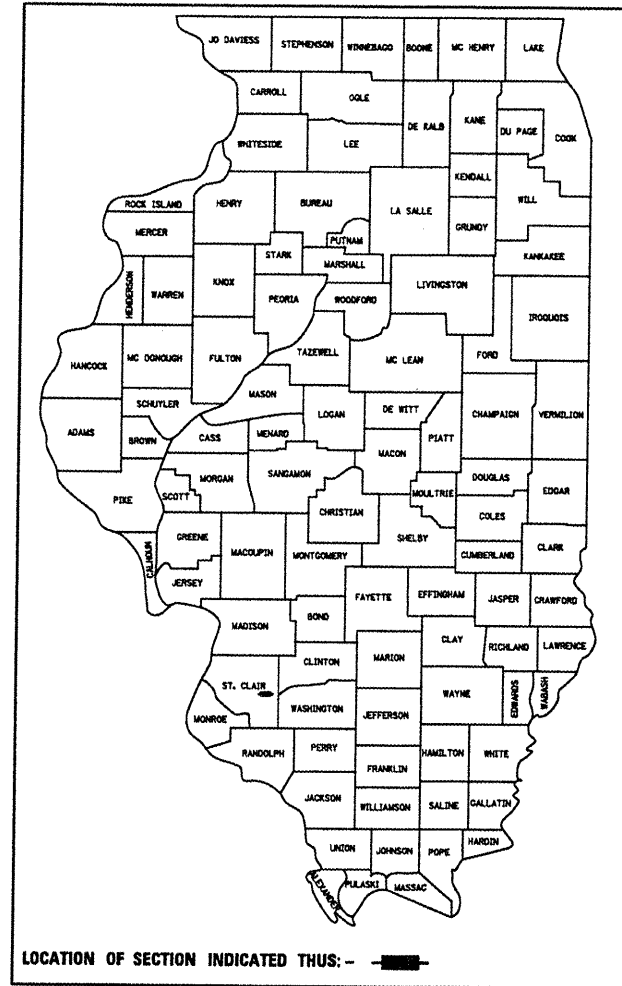
STRUCTURE REPAIRS - CM
ST. CLAIR COUNTY

C-98-065-11

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
805	125BR-2	ST. CLAIR	17	1
		ILLINOIS	CONTRACT NO. 76E99	

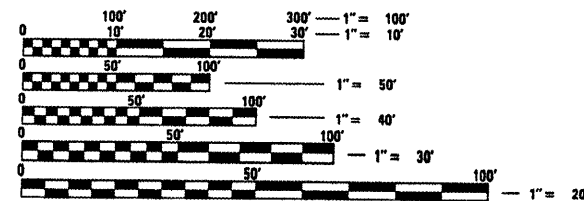
FOR INDEX OF SHEETS, SEE SHEET NO. 2

D-98-061-11



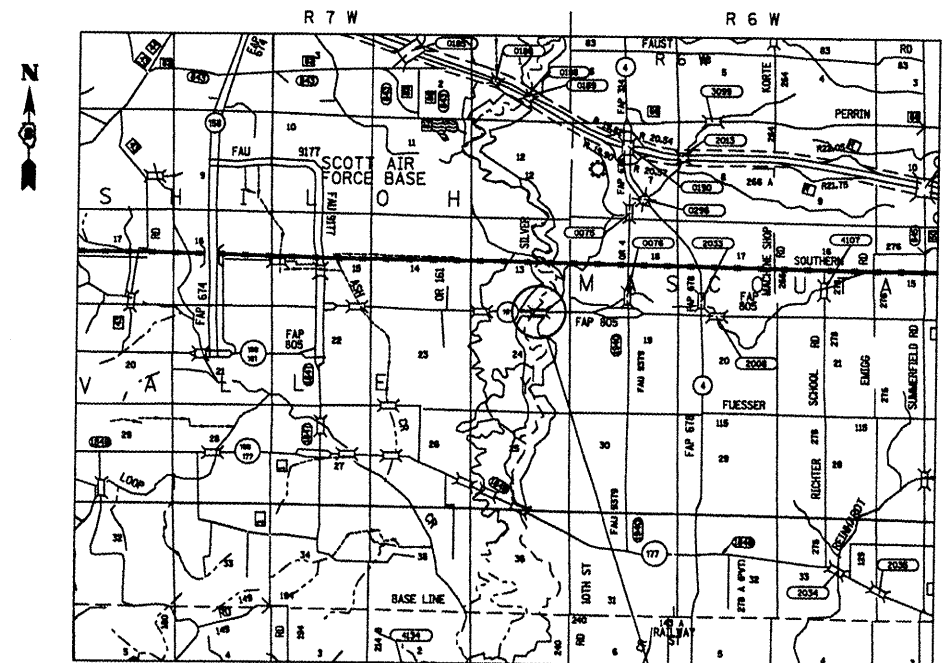
	ADT
2012	7500
2032	9200
SU	2.1%
MU	1.4%

DESIGN DESIGNATION
N/A



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

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



LATITUDE 38° 31' 31.63"
LONGITUDE 89° 49' 31.48"



EXISTING SIX SPAN MULTI-GIRDER
BRIDGE OVER SILVER CREEK
314.28' BACK TO BACK ABUTS,
STA 512+87.35 SN 082-0095

GROSS LENGTH = 314.25 FT. = 0.060 MILE
NET LENGTH = 314.25 FT. = 0.060 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED October 31 2011

[Signature]
DEPUTY DIRECTOR OF HIGHWAYS, REGION 5 ENGINEER

Dec 9 2011
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

Dec 9 2011
[Signature]
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

PROJECT ENGINEER: PATTI LeBEAU (618)346-3179
PROJECT MANAGER: ARTHUR MUEHLFELD (618)346-3209

CONTRACT NO. 76E99

GENERAL NOTES

- 1 ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES WITHIN THE PROJECT AREA BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:
 - AMEREN ILLINOIS
 - AT&T ILLINOIS
 - CHARTER COMMUNICATIONS, INC.
 - FRONTIER NORTH, INC.
 MEMBERS OF J.U.L.I.E. CALL TOLL FREE (800) 892-0123 OR 811 AND ARE INDICATED BY * NON- J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.
- 2 THE CONTRACTOR AND THE ENGINEER SHALL BE AWARE THAT NO SURVEY WAS PERFORMED FOR THIS PROJECT. THE STATIONING AND TOPOGRAPHY SHOWN IN THE PLANS WAS CREATED USING MICROFILM AND FIELD MEASUREMENTS. BOTH SHALL BE ASSUMED TO BE APPROXIMATE. THE CONTRACTOR SHALL VERIFY DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS. THE STATIONING WAS ESTABLISHED FROM THE WEST ABUTMENT STATION 511+30.21.
- 3 A QUANTITY OF 1050 FOOT OF "TEMPORARY PAVEMENT MARKING - LINE 6" WHITE HAS BEEN INCLUDED IN THE PLANS FOR PAINTING THE BOTTOM 6" OF THE TEMPORARY CONCRETE BARRIER.
- 4 THE PROPOSED PAVEMENT MARKING SHALL MATCH THE LOCATIONS OF THE EXISTING PAVEMENT MARKING, AS DIRECTED BY THE ENGINEER.
- 5 PAVEMENT MARKING REMOVAL IS BASED ON THE LAYOUT OF HIGHWAY STANDARD 701321 AND ALL CONFLICTING PAVEMENT MARKING SHALL BE REMOVED FROM STOP BAR, STATION 508+37.48 TO STOP BAR, STATION 517+29.70.
- 6 IF THE CONTRACTOR, FOR HIS CONSTRUCTION ACTIVITY, REMOVES TREES WITHIN THE RIGHT-OF-WAY LIMITS WHICH ARE NOT DESIGNATED ON THE PLANS FOR REMOVAL, I.E. IN ORDER TO GAIN ACCESS TO THE PROJECT SITE; IT WILL BE HIS RESPONSIBILITY TO REPLACE THE TREES AT A 1:1 RATIO. THE TREES WILL BE REPLACED WITH A 1 GALLON NATIVE ILLINOIS TREE SPECIES AND SHALL BE APPROVED BY THE ENGINEER. THE TREE REMOVAL AND TREE REPLACEMENT WILL BE AT THE CONTRACTOR'S EXPENSE, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 7 ALL EXISTING AND PROPOSED RIGHT-OF-WAY LINES AND PROPERTY LINES SHOWN ON THE PLAN SHEETS ARE GRAPHICAL REPRESENTATIONS AND SHALL NOT BE USED AS A MEANS TO ESTABLISH OWNERSHIP. IN ALL MATTERS RELATING TO RIGHT-OF-WAY, THE PLAT OF HIGHWAYS SHALL BE THE CONTROLLING DOCUMENT.
- 8 EXISTING PAVEMENT MARKING SHALL BE TEMPORARILY COVERED PRIOR TO APPLICATION OF THE DECK SURFACE TREATMENT, TO PREVENT THE MATERIAL FROM BEING APPLIED TO THE MARKINGS. THE TEMPORARY COVERING SHALL BE REMOVED AFTER APPLICATION OF THE DECK SURFACE TREATMENT AND PRIOR TO OPENING TO TRAFFIC. COST IS INCLUDED WITH THE DECK SURFACE TREATMENT SPECIFIED.
- 9 TWO CHANGEABLE MESSAGE BOARDS SHALL BE REQUIRED FOR THIS PROJECT. THEY SHALL BE PLACED ONE WEEK PRIOR TO ANY LANE CLOSURE. THE CHANGEABLE MESSAGE BOARDS SHALL BE PLACED ALONG THE EASTBOUND AND WESTBOUND LANES OF IL ROUTE 161 ONE QUARTER MILE FROM THE STRUCTURE AS DIRECTED OF THE ENGINEER.
- 10 OVERNIGHT DROP-OFFS WILL NOT BE PERMITTED ADJACENT TO AN OPEN LANE OF TRAFFIC.
- 11 BARRIER WALL MARKERS, TYPE B WILL BE PLACED ON THE FACE OF THE PARAPET AND BARRIER WALL MARKERS TYPE C WILL BE PLACED ON TOP OF THE PARAPET.
- 12 THE DEPARTMENT STRONGLY ENCOURAGES THE PRIME CONTRACTOR AND THEIR APPROVED SUB-CONTRACTORS TO HIRE MINORITY, WOMEN AND DISADVANTAGED INDIVIDUALS FROM ITS FEDERALLY FUNDED HIGHWAY CONSTRUCTION CAREERS TRAINING PROGRAM (HCCTP) TO HELP MEET WORKFORCE AND TRAINEE GOALS. THIS PROGRAM IS TRAINING MINORITIES, WOMEN AND DISADVANTAGED INDIVIDUALS IN HIGHWAY CONSTRUCTION-RELATED SKILLS, E.G., MATH FOR THE TRADES, JOB READINESS, TECHNICAL SKILLS COURSEWORK (CARPENTRY, CONCRETE FLATWORK, BLUEPRINT READING, SITE PLANS, SITE WORK, TOOLS USE, ETC.) AND OSHA 10 HOUR CERTIFICATION, TO PREPARE THEM FOR A CAREER IN THE HIGHWAY CONSTRUCTION TRADES. GRADUATES ARE WELL-TRAINED AND READY TO BECOME PRODUCTIVE ENTRY-LEVEL CONSTRUCTION WORKERS. CONTACT THE DISTRICT 8 EEO OFFICE AT 618-346-3360 AND/OR THE HCCTP COORDINATOR AT 618-874-6528 TO LEARN MORE ABOUT THE PROGRAM AND FOR ASSISTANCE IN MEETING WORKFORCE AND TRAINEE GOALS.

COMMITMENTS
NONE

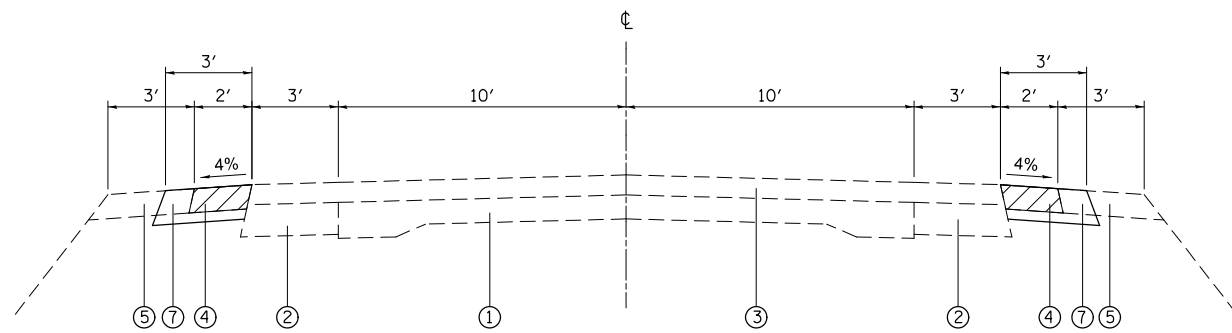
INDEX OF SHEETS

- | | |
|-------|---|
| 1 | COVER SHEET |
| 2 | INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES & COMMITMENTS |
| 3 | SUMMARY OF QUANTITIES |
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| 5 | SCHEDULE OF QUANTITIES |
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| 17 | STAGE CONSTRUCTION DETAILS |

HIGHWAY STANDARDS

- | | |
|------------------|---|
| 000001-06 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 001001-02 | AREAS OF REINFORCEMENT BARS |
| 001006 | DECIMAL OF AN INCH AND OF A FOOT |
| 630001-10 | STEEL PLATE BEAM GUARDRAIL |
| 630301-05 | SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS |
| 631031-10 | TRAFFIC BARRIER TERMINAL, TYPE 6 |
| 635006-03 | REFLECTOR AND TERMINAL MARKER PLACEMENT |
| 635011-02 | REFLECTOR MARKER AND MOUNTING DETAIL |
| 701001-02 | OFF ROAD OPERATIONS |
| 701201-04 | LANE CLOSURE, 2L, 2W, DAY ONLY FOR SPEEDS GREATER THAN 45 MPH |
| 701311-03 | LANE CLOSURE 2L, 2W, MOVING OPERATIONS - DAY ONLY |
| 701321-12 | LANE CLOSURE BRIDGE REPAIR WITH BARRIER |
| 701326-04 | LANE CLOSURE, PAVEMENT WIDENING >= 45MPH |
| 701901-02 | TRAFFIC CONTROL DEVICES |
| 704001-07 | TEMPORARY CONCRETE BARRIER |
| 780001-03 | TYPICAL PAVEMENT MARKINGS |
| 781001-03 | TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS |

FILE NAME =	USER NAME = muehlfeldec	DESIGNED - ACM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES, COMMITMENTS	F.A.P. RTEL	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\muehlfeldec\d0260835\876e99-shit-gennote.dgn	DRAWN - ACM	REVISED -	805			125BR-2	ST. CLAIR	17	2	
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 76E99							
PLOT DATE = 10/31/2011	DATE -	REVISED -	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT		



TYPICAL SECTION

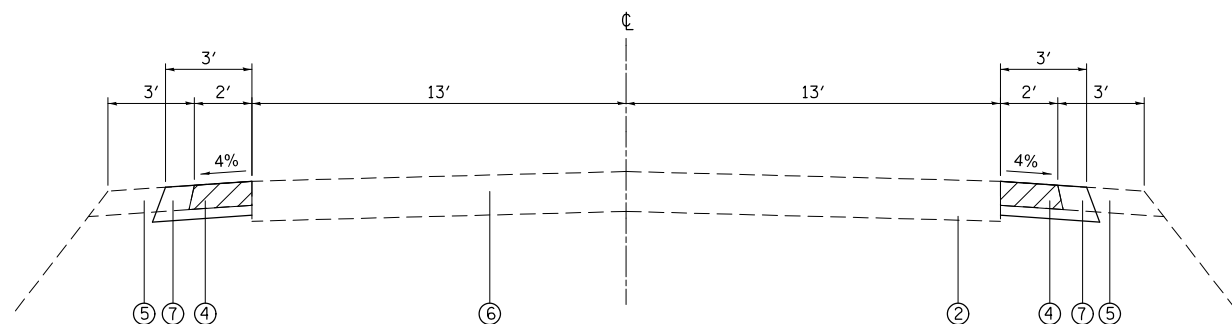
STA. 510+00.00 TO STA 510+30.21
 STA. 514+44.99 TO STA 515+80.00

LEGEND

- ① EXISTING PCC PAVEMENT, 9-6-9
- ② EXISTING HMA WIDENING' 8"
- ③ EXISTING HMA SURFACE, 5"±
- ④ EXISTING HMA SHOULDERS, 6"
- ⑤ EXISTING AGG. SHOULDERS, 6"
- ⑥ EXISTING BRIDGE APPROACH PAVEMENT
- ⑦ PROPOSED BASE COURSE WIDENING, 9"

MIX REQUIREMENT CHART

MIXTURE USE	BINDER/BASE COURSE
AC/PG	PG 64-22
RAP % (MAX)	SEE SPEC.
DESIGN AIR Voids	4.0% @ Ndes=70
MIX COMPOSITION	
(GRADATION MIXTURE)	IL 19.0
FRICTION AGG	MIXTURE "B"



TYPICAL SECTION

STA. 510+30.21 TO STA 511+30.21
 STA. 514+44.99 TO STA 514+44.49

DENOTES PAVED SHOULDER REMOVAL

FILE NAME =	USER NAME = muehlfeldac	DESIGNED - ACM	REVISED -
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	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/31/2011	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PLAN AND TYPICAL SECTION SHEET

SCALE: 20' SHEET NO. 1 OF 1 SHEETS STA. 510+00.00 TO STA. 515+80.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
805	125BR-2	ST. CLAIR	17	4
CONTRACT NO. 76E99			ILLINOIS FED. AID PROJECT	

SHOULDER WIDENING SCHEDULE					
STATION	TO	STATION	PAVED SHLDR REMOVAL SQ YD	EARTH EXCAVATION (WIDENING) CU YD	BASE COURSE WIDENING 9" SQ YD
510+00.00	TO	511+30.21	57.87	11.57	86.81
514+45.26	TO	515+80.00	59.87	11.97	89.81
TOTAL			117.74	23.55	176.61
ROUNDED			118	24	177

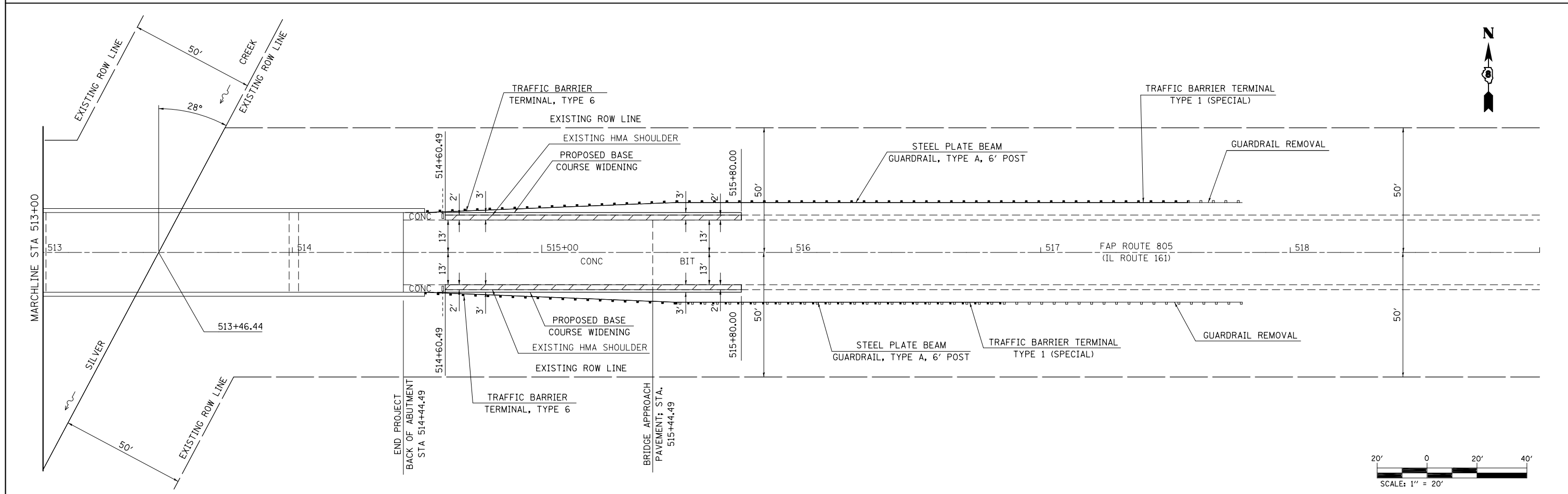
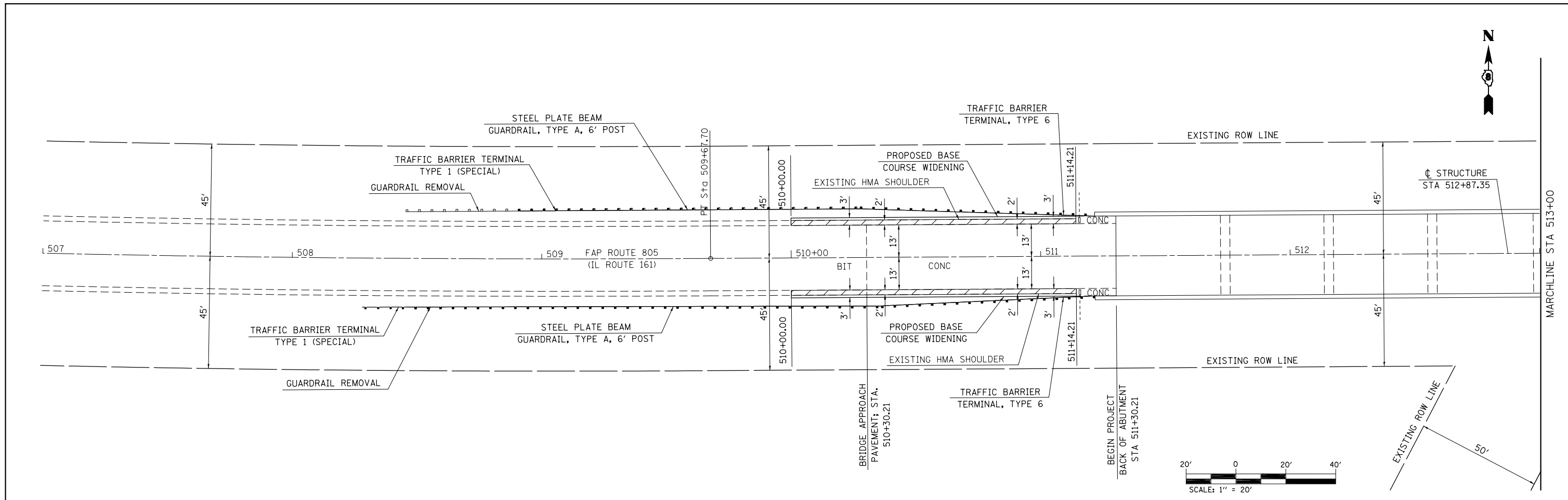
STAGING SCHEDULE							
STAGE	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	TEMPORARY PAVEMENT MARKING LINE - 6 INCH	IMPACT ATTENUATORS TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3	IMPACT ATTENUATORS RELOCATE (NON-REDIRECTIVE) TEST LEVEL 3	TEMPORARY RUMBLE STRIP	TEMPORARY BRIDGE TRAFFIC SIGNALS
	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH
STAGE I	525		525	2			
STAGE II		525	525		2		
STAGE I & II						6	1
TOTAL	525	525	1050	2	2	6	1

PAVEMENT MARKING SCHEDULE												
STATION	TO	STATION	PAVEMENT MARKING REMOVAL SQ FT	THERMOPLASTIC P.M. LINE 4" SOLID, WHITE FOOT	THERMOPLASTIC P.M. LINE 4" SKIP-DASH, YELLOW FOOT	POLYUREA P.M. TY I - LINE 4" SOLID, WHITE FOOT	POLYUREA P.M. TY I - LINE 4" SKIP-DASH, YELLOW FOOT	RAISED REFLECTIVE PVMT MARKER REMOVAL EACH	AMBER RAISED REFLECTIVE PVMT MARKER EACH	AMBER RAISED REFLECTIVE PVMT MARKING (BRIDGE) EACH	TEMPORARY PAVEMENT MAKRING LINE - 4 INCH FOOT	WORK ZONE PAVEMENT MARKING REMOVAL SQ FT
508+37.48	TO	510+30.21	144.55	385.46	50.000			3	3		435.46	145.15
510+30.21	TO	515+44.49	385.71			1028.56	130	6	2	4	1159.00	386.19
515+44.49	TO	517+29.70	138.91	370.42	50.000			3	3		420.42	140.14
TOTALS			669.16	755.88	100	1028.56	130	12	8	4	2014.88	671.48
ROUNDED			670		856		1159	12	8	4	2015	672

GUARDRAIL SCHEDULE												
LOCATION			SIDE	FURNISHED EXCAVATION SQ YD	GUARDRAIL REMOVAL FOOT	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS FOOT	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT EACH	TRAFFIC BARRIER TERMINAL, TYPE 6 EACH	GUARDRAIL MARKERS, TYPE A EACH	BARRIER WALL MARKERS, TYPE B EACH	BARRIER WALL MARKERS, TYPE C EACH	TERMINAL MARKER - DIRECT APPLIED EACH
508+45.46	TO	511+21.77	LT		276.3							
508+45.46	TO	511+21.77	RT		276.3							
508+90.08	TO	511+21.77	LT	114.42		137.5	1	1	3			1
508+28.67	TO	511+21.71	RT	144.96		200.0	1	1	4			1
511+21.71	TO	514+52.99	RT/LT						8	8		
514+52.99	TO	517+59.24	LT	149.75		212.5	1	1	4			1
514+52.99	TO	516+84.24	RT	116.05		137.5	1	1	3			1
514+52.99	TO	517+80.79	LT		327.8							
514+52.99	TO	517+80.79	RT		327.8							
Total				525.2	1208.2	687.5	4	4	14	8	8	4
Rounded				526	1209	688	4	4	14	8	8	4

FROM FIELD MEASUREMENTS IT APPEARS THERE IS ENOUGH AREA TO PLACE FURNISHED EXCAVATION. IF THE RESIDENT ENGINEER DETERMINES THERE IS NOT ENOUGH AREA REMOVE THE FURNISHED EXCAVATION AND STEEL PLATE BEAM GUARDRAIL 6 FOOT POSTS AND REPLACE WITH STEEL PLATE BEAM GUARDRAIL, 9 FOOT POSTS.

FILE NAME =	USER NAME = muehlfeldac	DESIGNED - ACM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p\dot\muehlfeldac\d0260835\876e99-shit-Schedules.dgn	DRAWN - ACM	REVISED -	805					125BR-2	ST. CLAIR	17	5	
PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT NO. 76E99			
PLOT DATE = 10/31/2011	DATE -	REVISED -	ILLINOIS FED. AID PROJECT									



FILE NAME =	USER NAME = muehlfeldac	DESIGNED - ACM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et:\pwork\pwork\muehlfeldac\d8260835\0876E99-shit-plane.dgn		DRAWN - ACM	REVISED -		SCALE: 20'	SHEET 1	OF 1	SHEETS	805	125BR-2	ST. CLAIR	17	6
PLOT SCALE = 40.0000' / in.		CHECKED -	REVISED -		STA. 510+00	TO STA. 515+80		CONTRACT NO. 76E99		ILLINOIS FED. AID PROJECT			
PLOT DATE = 10/31/2011		DATE -	REVISED -										

GENERAL NOTES

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

Fasteners shall be high strength bolts. Bolts 7/8"φ, open holes 15/16"φ, unless otherwise noted.

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

Reinforcement bars designated (E) shall be epoxy coated.

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

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

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

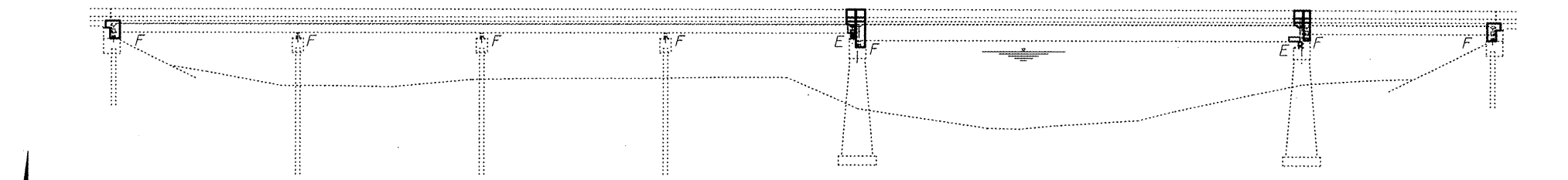
All structural steel shall be shop painted with the inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with Furnishing and Erecting Structural Steel or Structural Steel Repair.

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

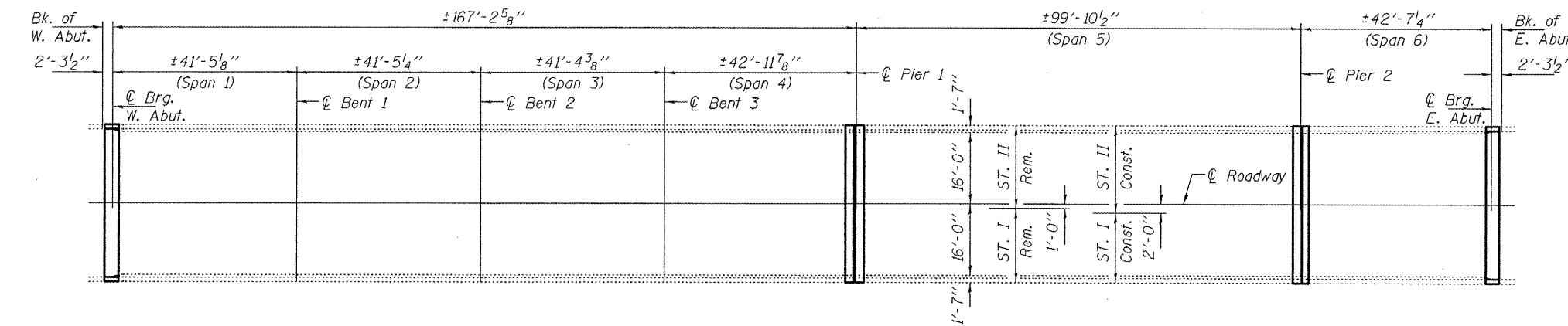
The deck surface shall have its final finish tined according to Article 420.09(e)(1) of the Standard Specifications. Cost included with Concrete Superstructure.

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

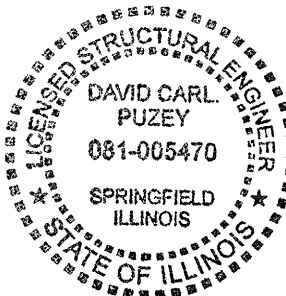
The work, material, equipment required for saw cutting & concrete removal shall be included in the price bid for Concrete Superstructure.



ELEVATION



PLAN



EXPIRES 11-30-2012

DESIGNED <i>Adrian J. Holloway</i>	EXAMINED <i>Jon F. Jolly</i>	DATE NOVEMBER 23, 2011
CHECKED <i>Tom J. Toes</i>	ACTING ENGINEER OF STRUCTURAL SERVICES	
DRAWN <i>baliva</i>	PASSED <i>David Carl Puze</i>	REVISED
CHECKED <i>ATH ISL</i>	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND ELEVATION
IL 161 OVER SILVER CREEK
SN 082-0095

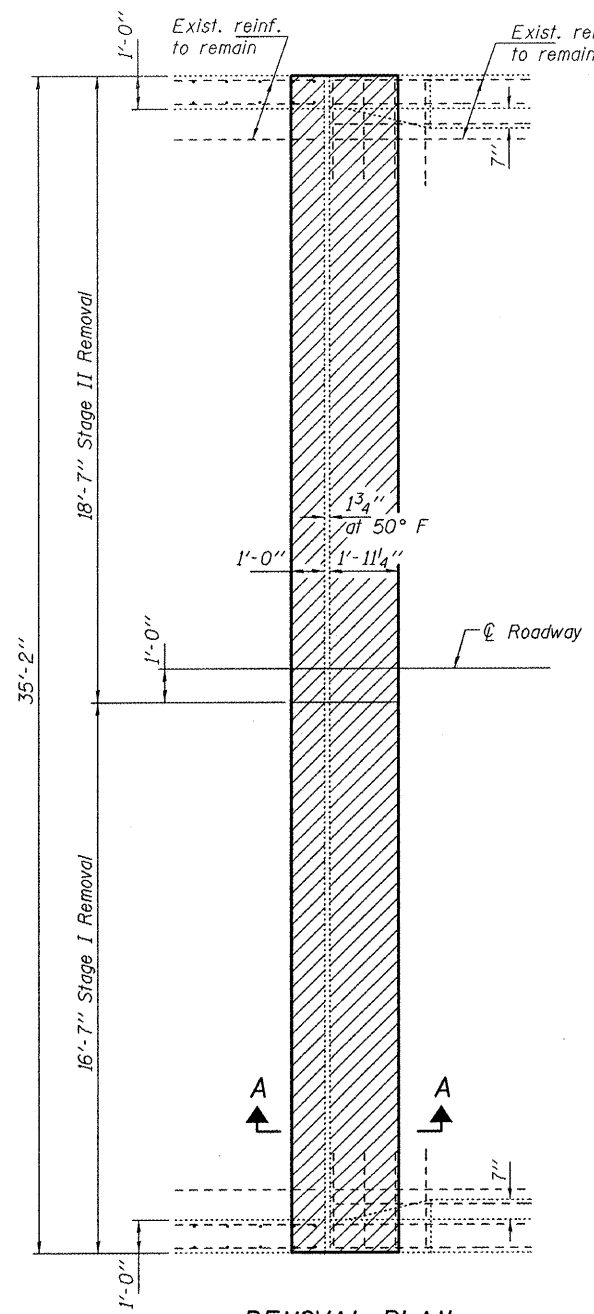
SHEET NO. 1 OF 10 SHEETS

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	19.2
Concrete Superstructure	Cu. Yd.	52.8
Reinforcement Bars, Epoxy Coated	Pound	3800
Structural Steel Repair	Pound	2730
Preformed Joint Strip Seal	Foot	68
Elastomeric Bearing Assembly, Type I	Each	5
Elastomeric Bearing Assembly, Type II	Each	5
Jack and Remove Existing Bearings	Each	10
Furnishing and Erecting Structural Steel	Pound	2790
Anchor Bolts 1"φ	Each	20
Bar Splicers	Each	75
Protective Coat	Sq. Yd.	59.5

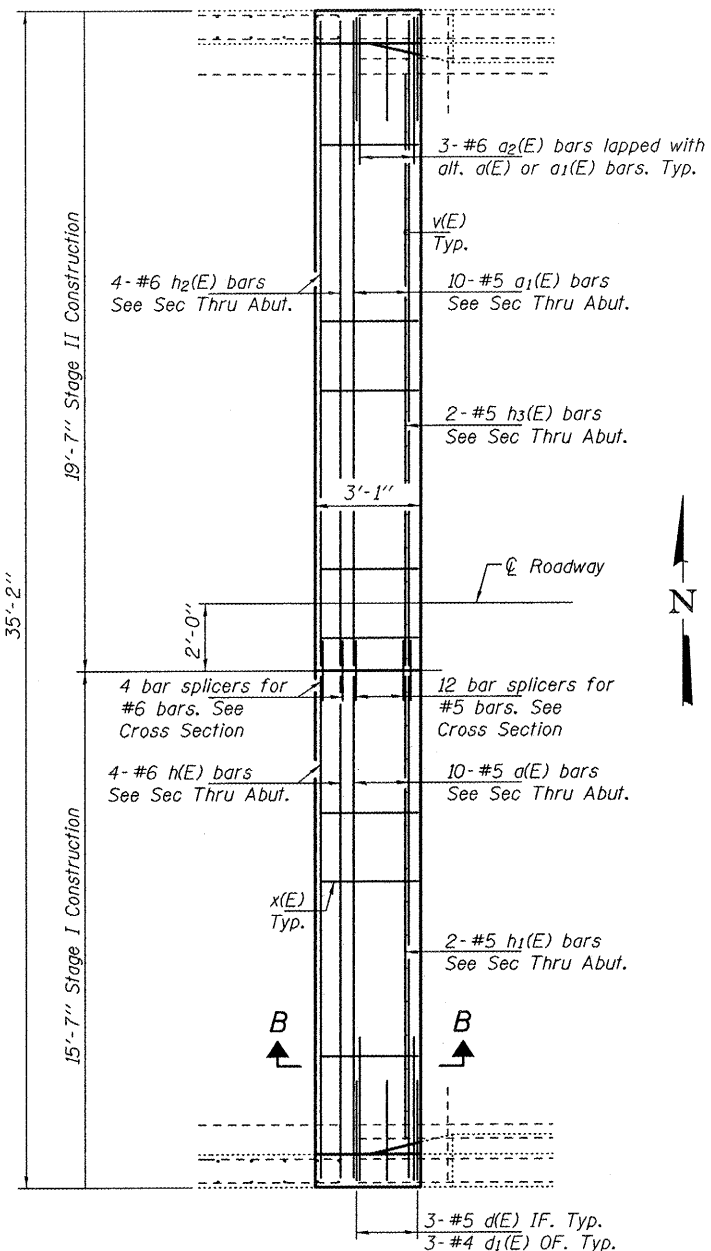
* New concrete areas only

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
805	1258R-2	ST. CLAIR	17	7
CONTRACT NO. 76E99			ILLINOIS FED. AID PROJECT	



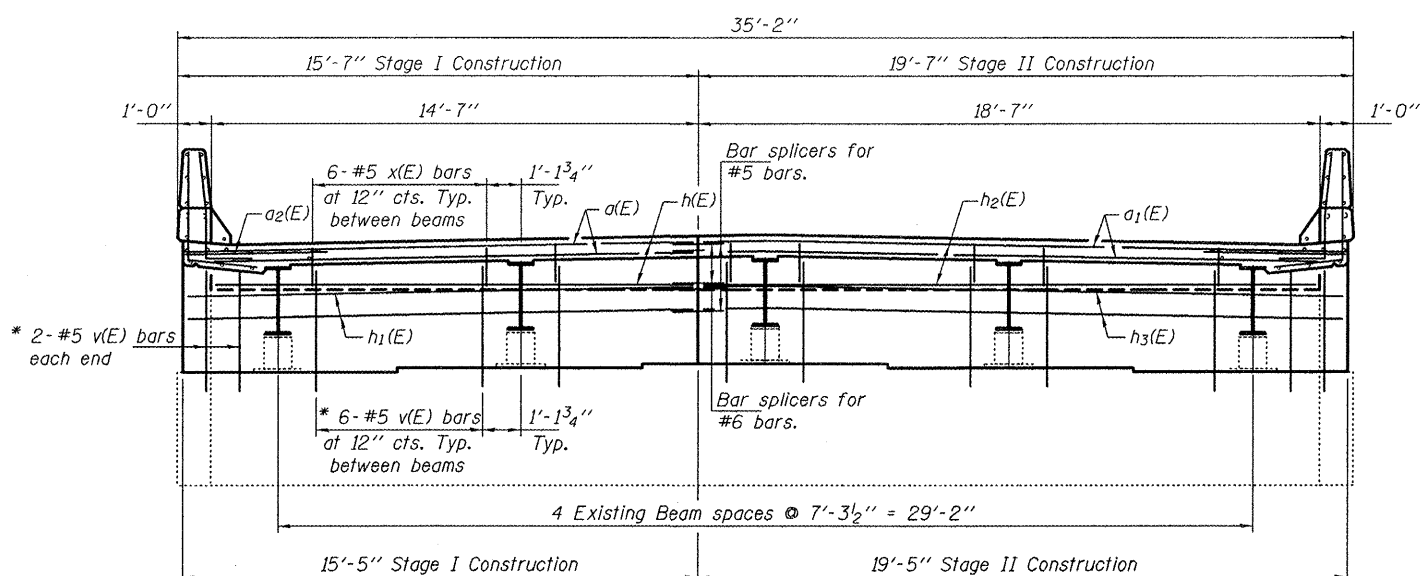
REMOVAL PLAN

Hatched areas indicate removal



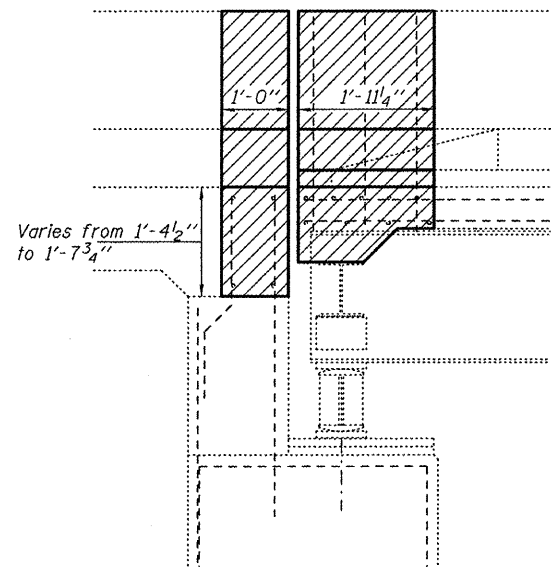
REPLACEMENT PLAN

West abutment shown
East abutment similar by rotation

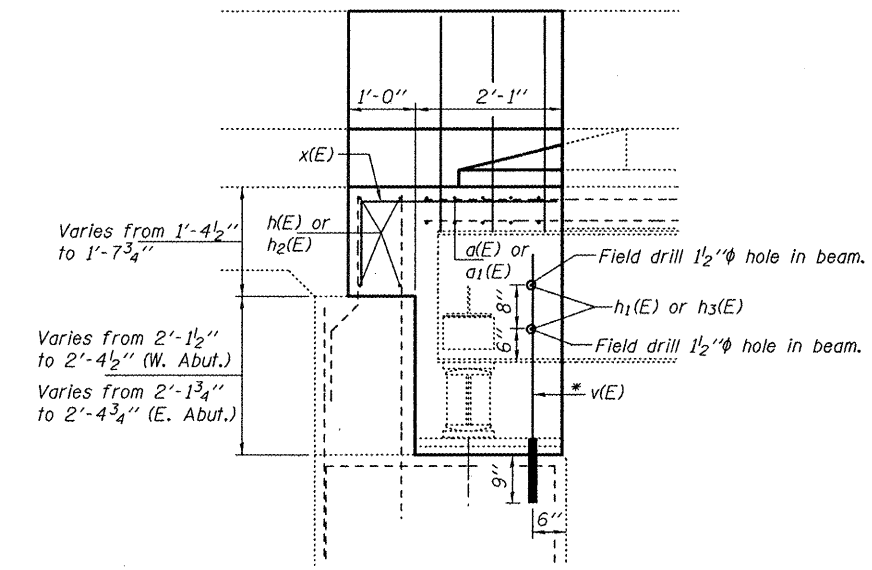


CROSS SECTION

(Looking West)



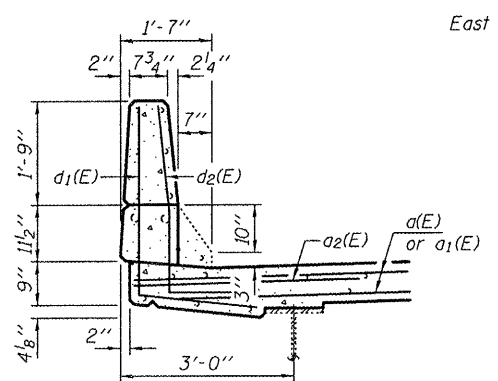
SECTION A-A



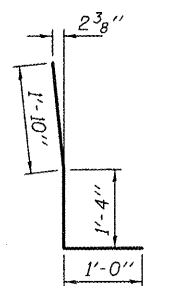
SECTION B-B

BILL OF MATERIAL

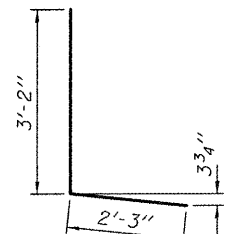
Bar	No.	Size	Length	Shape
a(E)	20	#5	14'-3"	—
a1(E)	20	#5	18'-6"	—
a2(E)	12	#6	4'-0"	—
d1(E)	12	#4	5'-5"	L
d2(E)	12	#5	4'-2"	L
h(E)	8	#6	15'-0"	—
h1(E)	4	#5	14'-10"	—
h2(E)	8	#6	19'-3"	—
h3(E)	4	#5	19'-0"	—
v(E)	56	#5	3'-6"	—
x(E)	48	#5	3'-9"	—
Reinforcement Bars, Epoxy Coated			Pound	1830
Concrete Superstructure			Cu. Yds.	25.4
Concrete Removal			Cu. Yds.	9.4



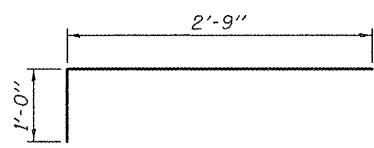
SECTION THRU PARAPET



BAR d2(E)



BAR d1(E)



BAR X(E)

* Epoxy grout v(E) bars in 9" min. holes according to Article 584 of the Standard Specifications. Cost included in the cost of Reinforcement Bars, Epoxy Coated.

DESIGNED ATH
CHECKED IJL
DRAWN baliva
CHECKED ATH IJL

EXAMINED
PASSED
ACTING ENGINEER OF STRUCTURAL SERVICES
ACTING ENGINEER OF BRIDGES AND STRUCTURES

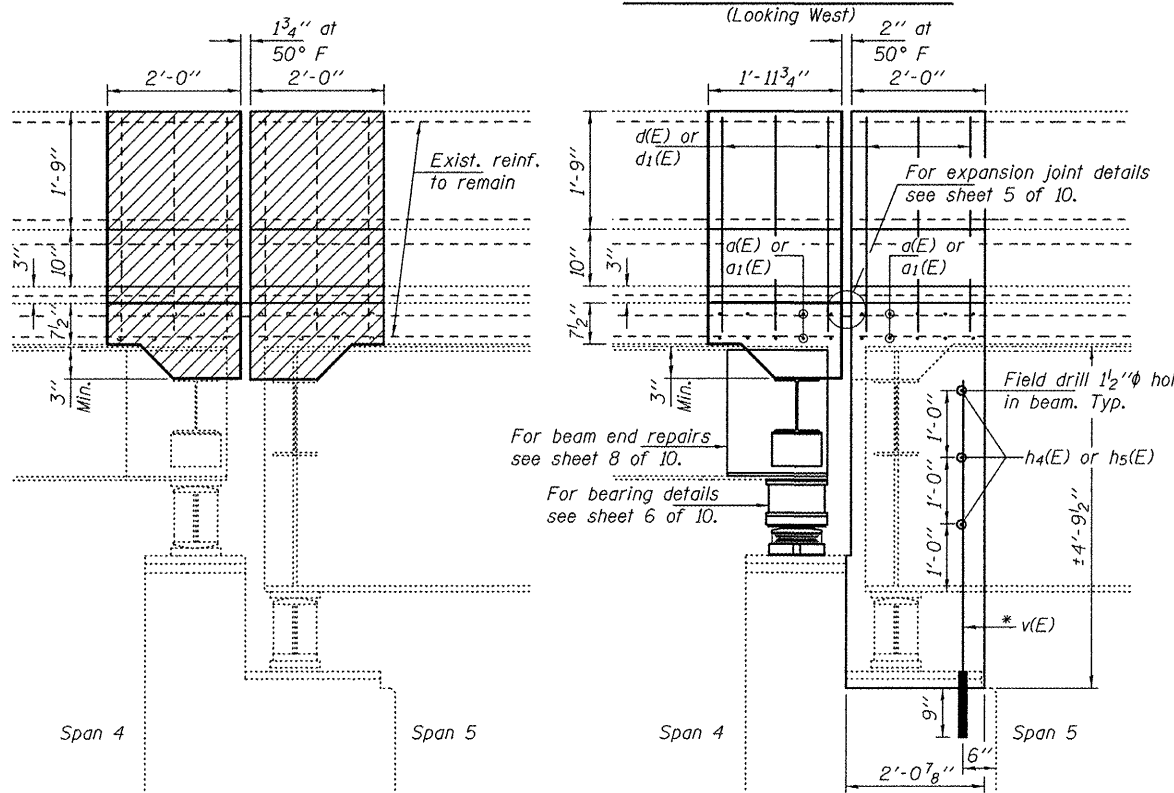
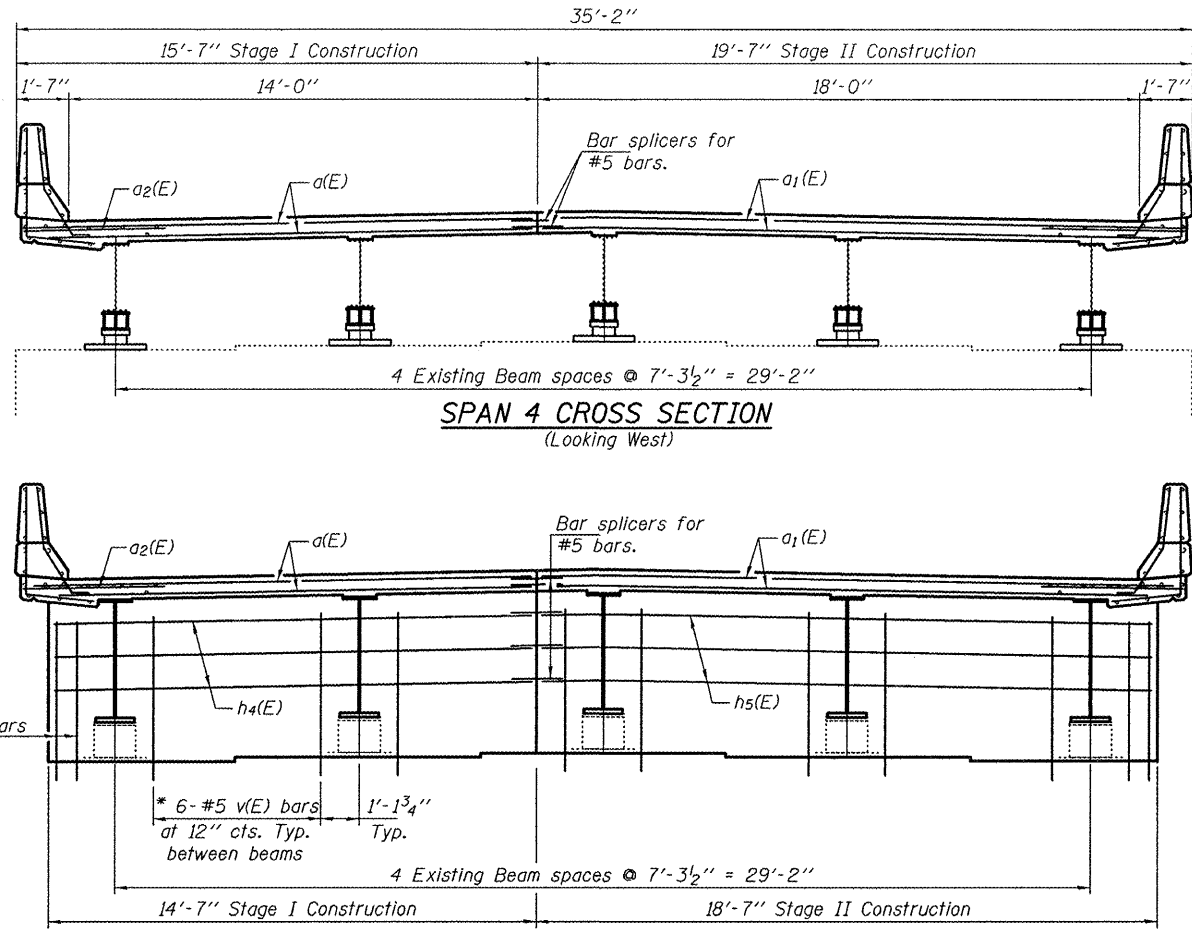
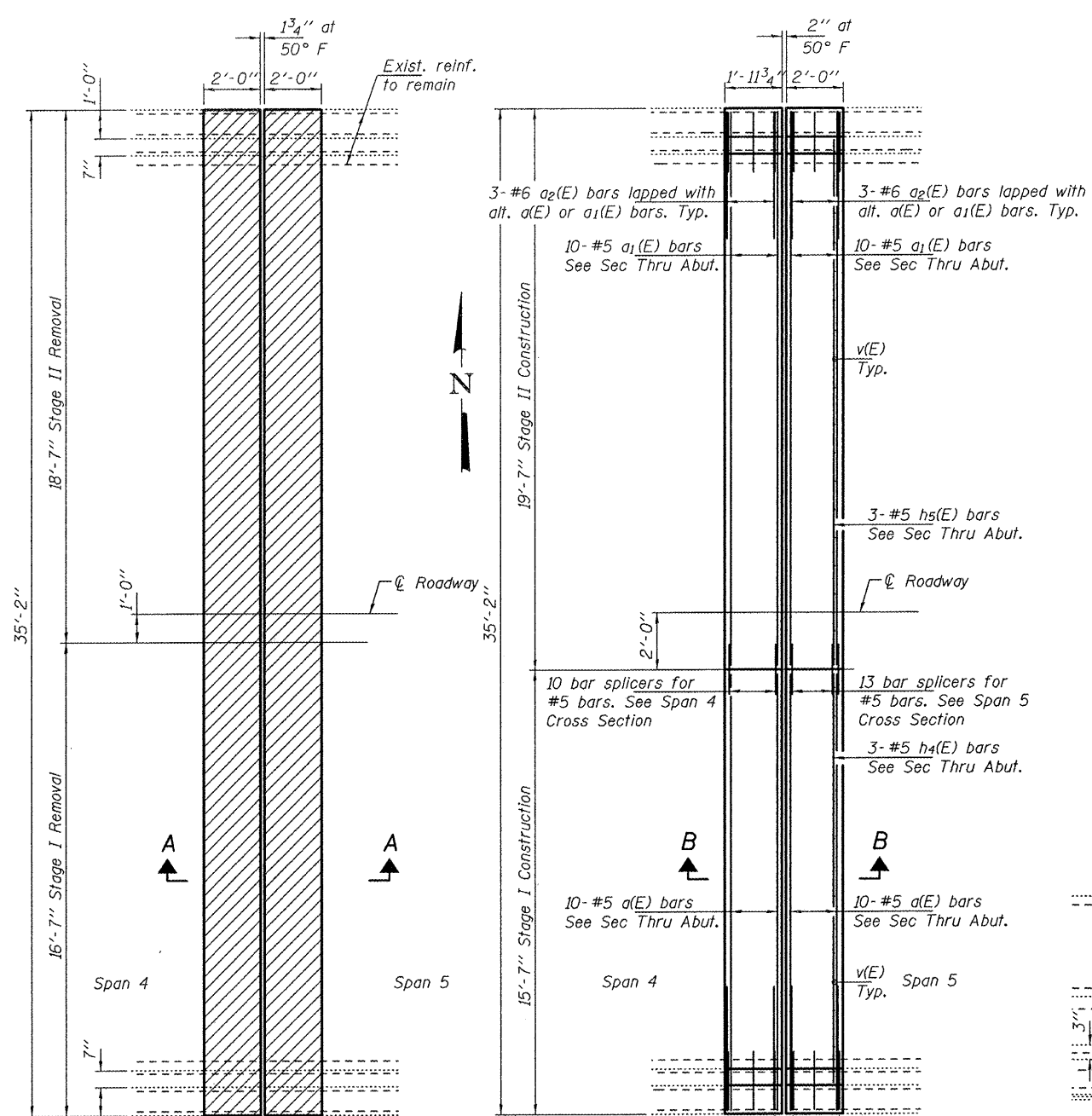
DATE NOVEMBER 23, 2011
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

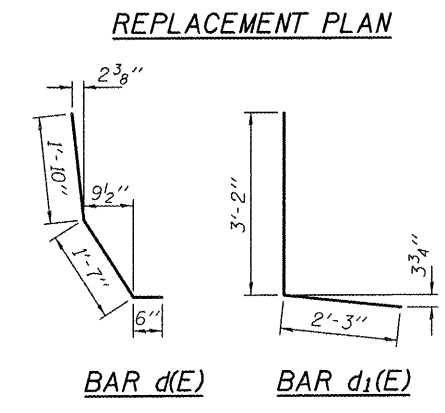
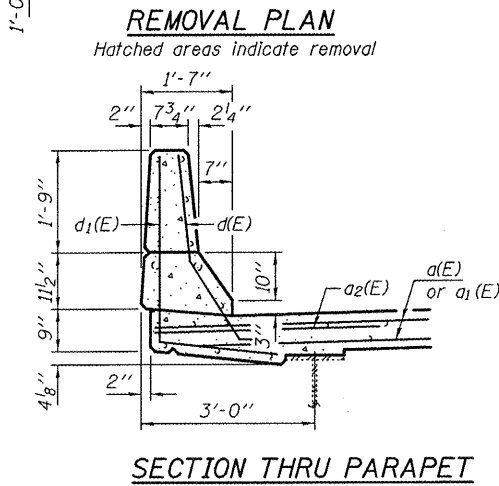
REPAIR DETAILS AT ABUTMENTS
SN 082-0095

SHEET NO. 2 OF 10 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
805	125BR-2	ST. CLAIR	17	8
CONTRACT NO. 76E99				
ILLINOIS FED. AID PROJECT				



* Epoxy grout v(E) bars in 9" min. holes according to Article 584 of the Standard Specifications. Cost included in the cost of Reinforcement Bars, Epoxy Coated.



BILL OF MATERIAL				
Bar	No.	Size	Length	Shape
a(E)	20	#5	14'-3"	—
a1(E)	20	#5	18'-6"	—
a2(E)	12	#6	4'-0"	—
d(E)	12	#5	3'-11"	┌
d1(E)	12	#4	5'-5"	┌
h4(E)	3	#5	14'-0"	—
hs(E)	3	#5	18'-3"	—
v(E)	28	#5	3'-6"	—
Reinforcement Bars, Epoxy Coated			Pound	1050
Concrete Superstructure			Cu. Yds.	16.7
Concrete Removal			Cu. Yds.	5.2

DESIGNED ATH
 CHECKED IJL
 DRAWN baliva
 CHECKED ATH IJL

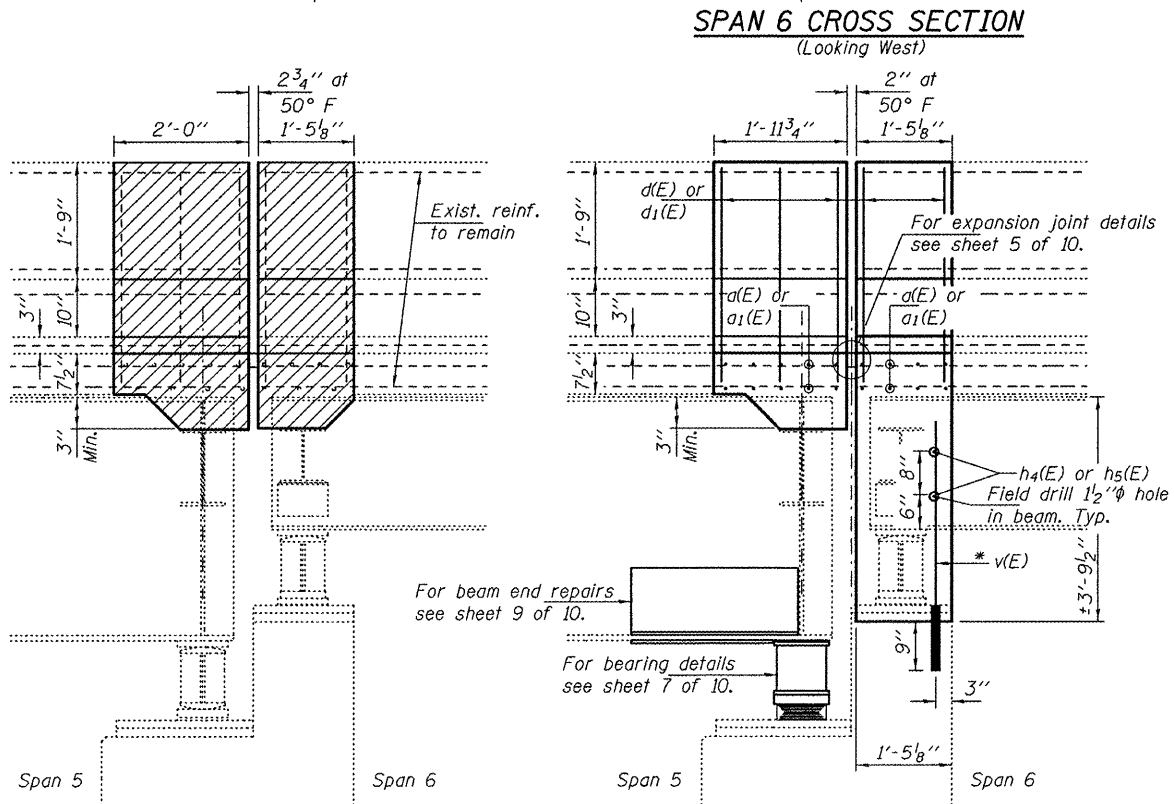
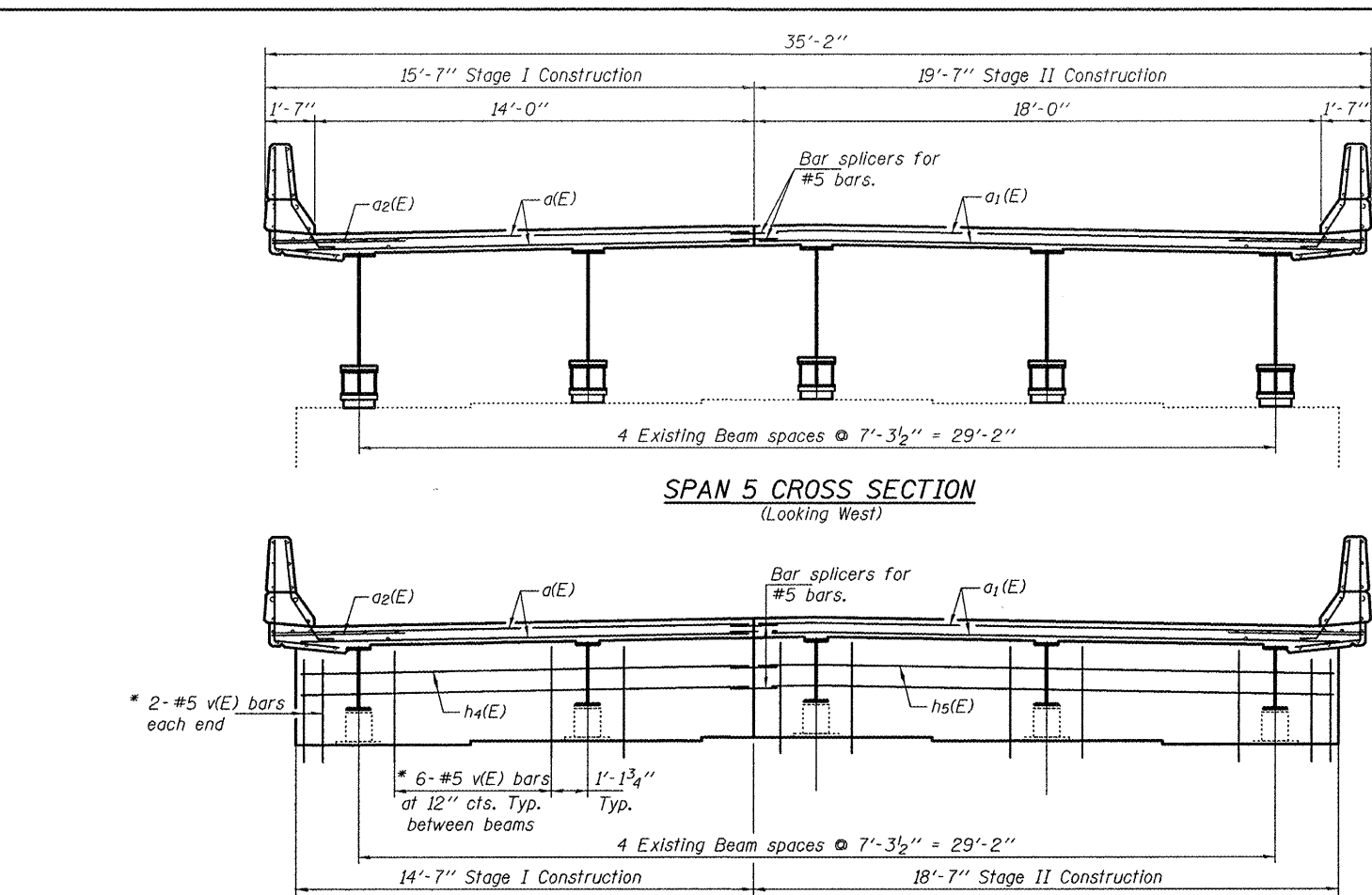
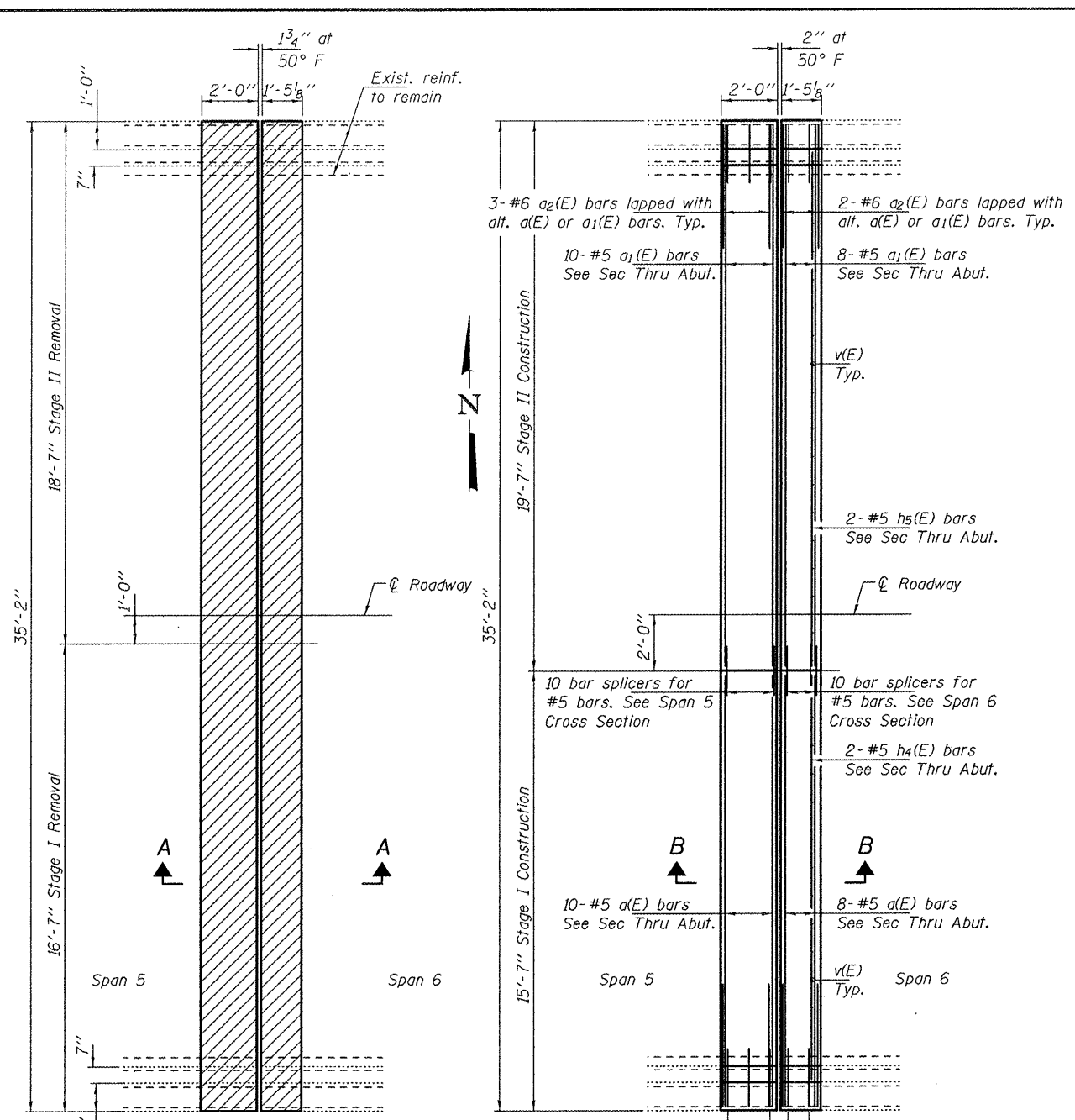
EXAMINED
 PASSED
 ACTING ENGINEER OF STRUCTURAL SERVICES
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE NOVEMBER 23, 2011
 REVISED
 REVISED

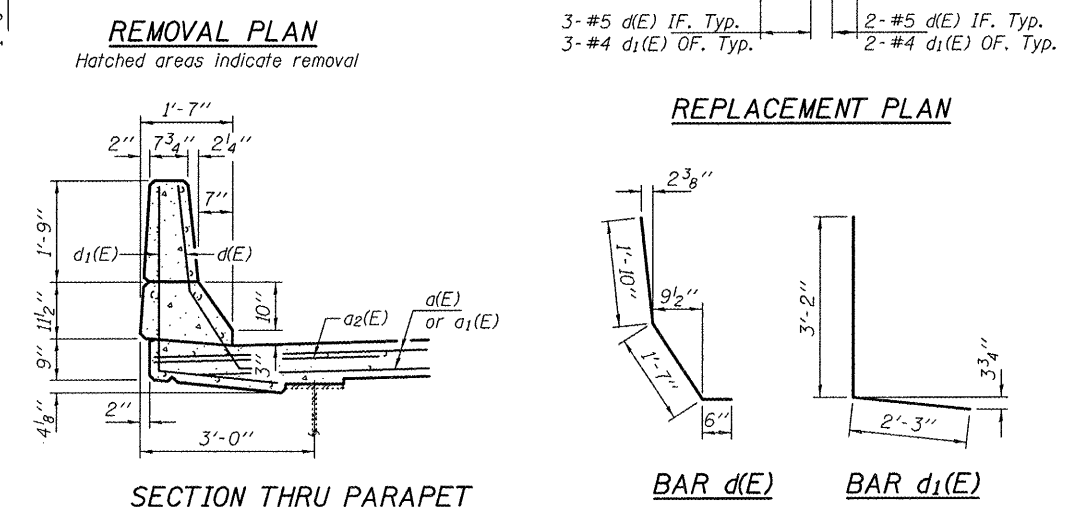
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

REPAIR DETAILS AT PIER 1
 SN 082-0095
 SHEET NO. 3 OF 10 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
805	125BR-2	ST. CLAIR	17	9
CONTRACT NO. 76E99				
ILLINOIS FED. AID PROJECT				



* Epoxy grout v(E) bars in 9" min. holes according to Article 584 of the Standard Specifications. Cost included in the cost of Reinforcement Bars, Epoxy Coated.



BILL OF MATERIAL				
Bar	No.	Size	Length	Shape
a(E)	18	#5	14'-3"	—
a1(E)	18	#5	18'-6"	—
a2(E)	10	#6	4'-0"	—
d(E)	10	#5	3'-11"	—
d1(E)	10	#4	5'-5"	—
h4(E)	2	#5	14'-0"	—
h5(E)	2	#5	18'-3"	—
v(E)	28	#5	3'-6"	—
Reinforcement Bars, Epoxy Coated			Pound	920
Concrete Superstructure			Cu. Yds.	10.7
Concrete Removal			Cu. Yds.	4.6

DESIGNED ATH
 CHECKED IJL
 DRAWN baliva
 CHECKED ATH IJL

EXAMINED *James F. Jell*
 PASSED ACTING ENGINEER OF STRUCTURAL SERVICES
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

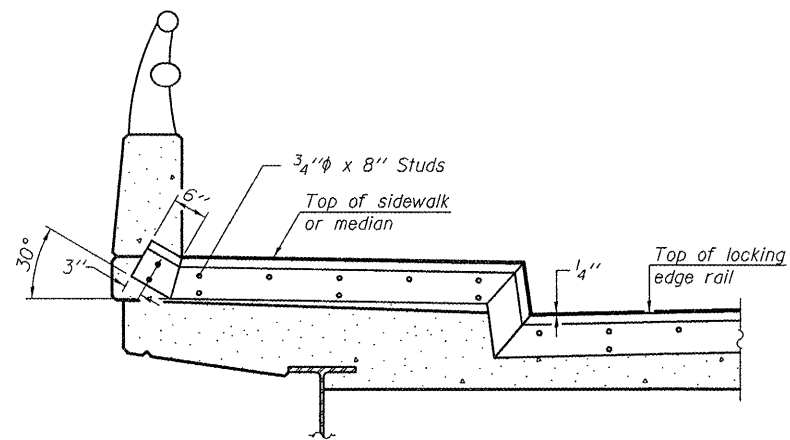
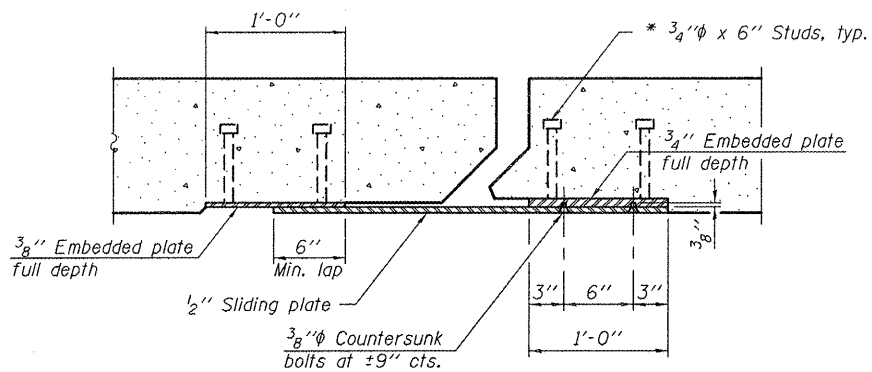
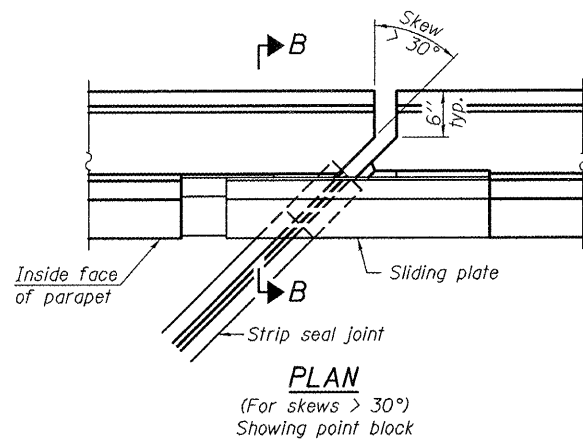
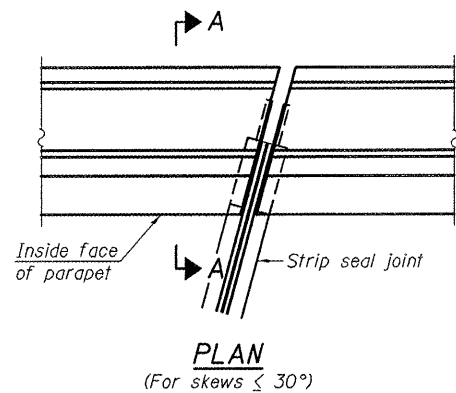
DATE NOVEMBER 23, 2011
 REVISED
 REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

REPAIR DETAILS AT PIER 2
 SN 082-0095
 SHEET NO. 4 OF 10 SHEETS

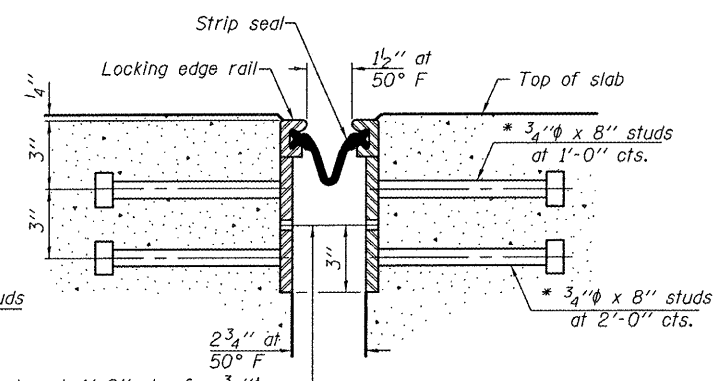
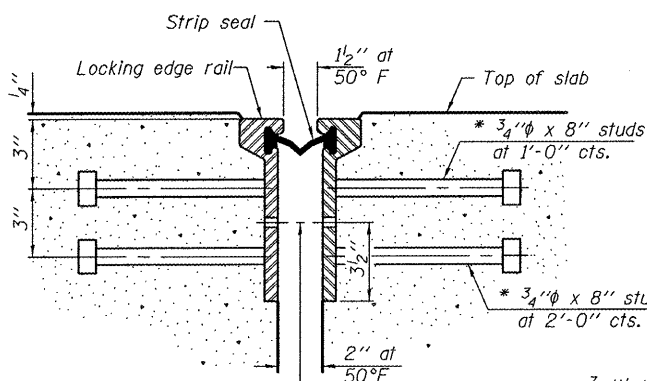
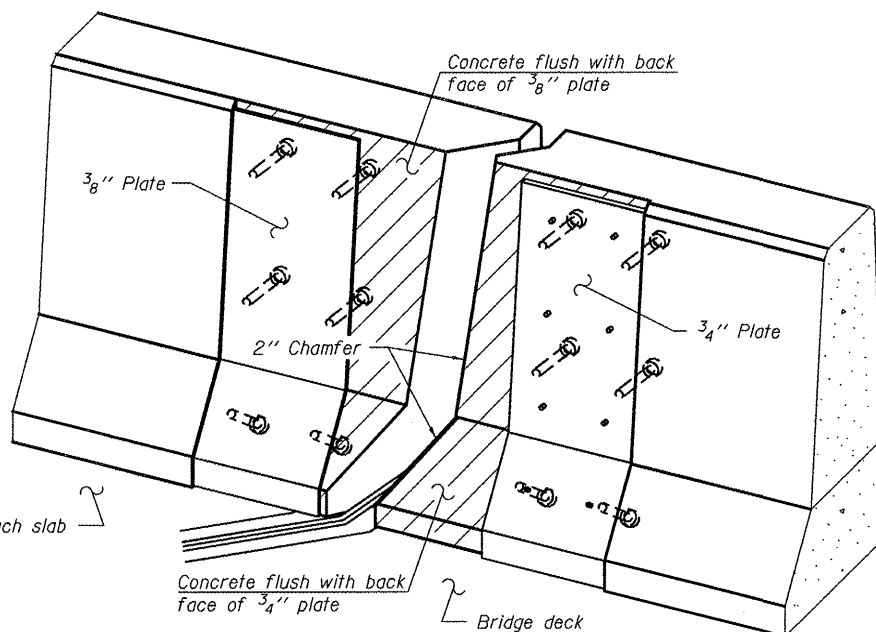
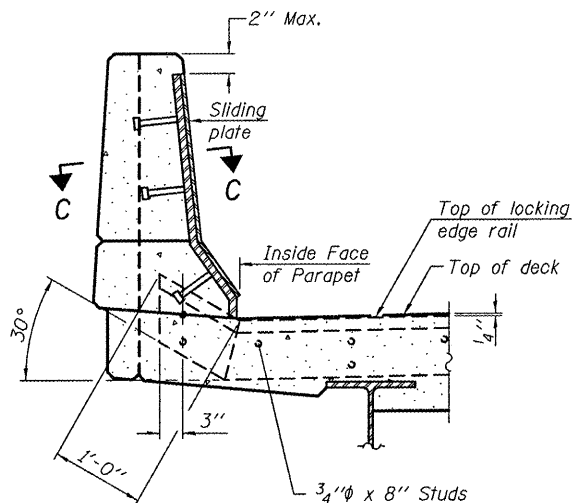
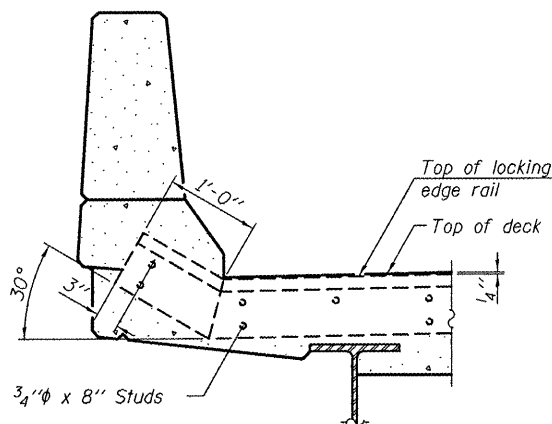
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
805	125BR-2	ST. CLAIR	17	10

CONTRACT NO. 76E99
 ILLINOIS FED. AID PROJECT



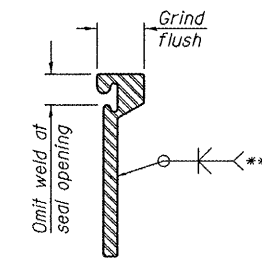
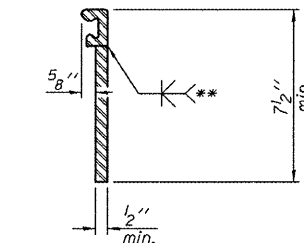
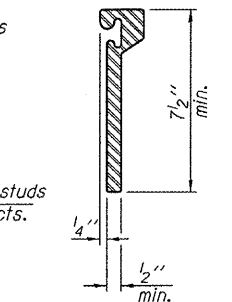
TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

Notes:
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.
The manufacturer's recommended installation methods shall be followed.
The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications. Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.
Parapet plates and anchorage studs for skews $> 30^\circ$ included in the cost of Preformed Joint Strip Seal.



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

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



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

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.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	68

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

EJ-SSJ

7-1-10

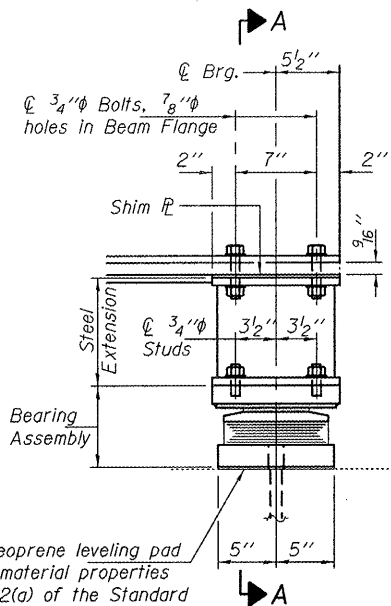
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CHECKED IJL	PASSED	REVISED
DRAWN balva	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED
CHECKED ATH IJL	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
SN 082-0095

SHEET NO. 5 OF 10 SHEETS

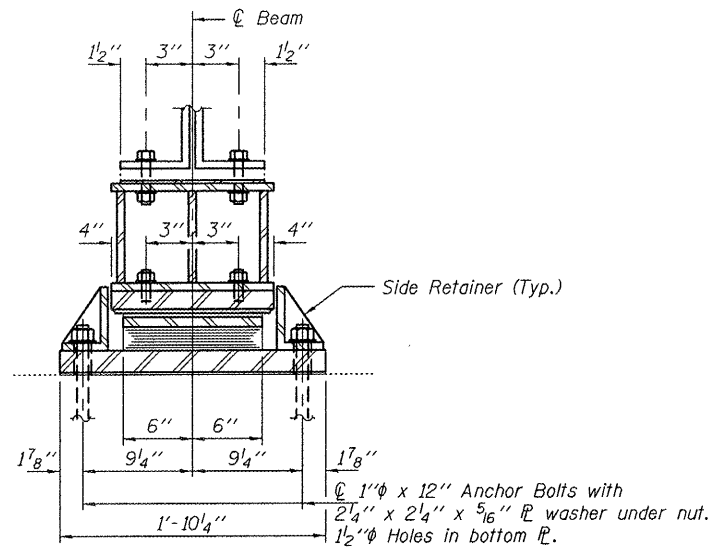
F.A. RTE. 805	SECTION 125BR-2	COUNTY ST. CLAIR	TOTAL SHEETS 17	SHEET NO. 11
ILLINOIS FED. AID PROJECT			CONTRACT NO. 76E99	



ELEVATION

TYPE II TFE ELASTOMERIC EXP. BRG.

1/8" elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Elastomeric Bearing Assembly Type II.



SECTION A-A

BEAM REACTIONS

RL	(K)	18.4
Rt	(K)	35.7
Imp.	(K)	10.7
R (Total)	(K)	64.8

Notes:
Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost included with Furnishing and Erecting Structural Steel.
New steel extensions, shim plates and connection bolts are included with Furnishing and Erecting Structural Steel.
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions. Min. jack capacity = 35 Tons.

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

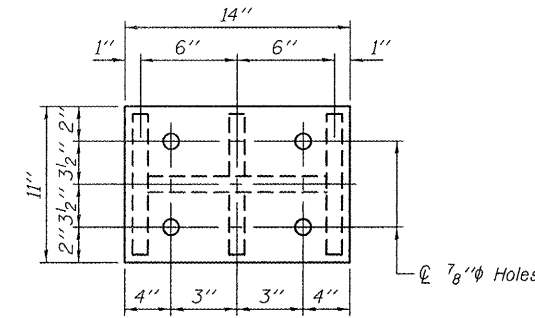
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

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

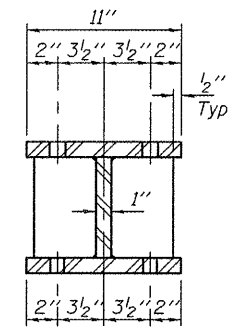
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications. Side retainers shall be included in the cost of Elastomeric Bearing Assembly, Type II.

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

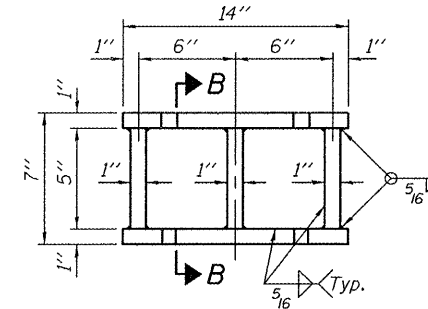
Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.



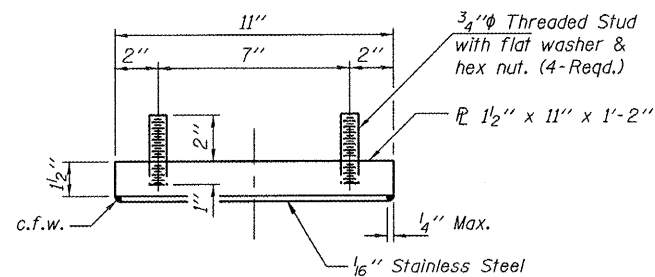
PLAN TOP AND BOTTOM PLATE



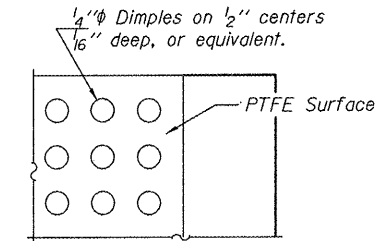
SECTION B-B



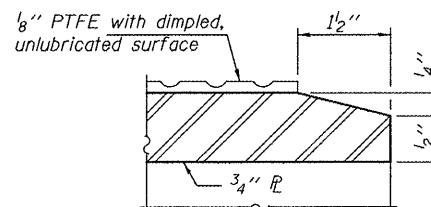
STEEL EXTENSION DETAIL



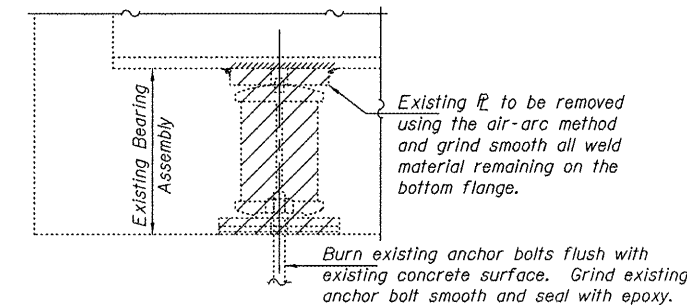
TOP BEARING ASSEMBLY



PLAN-PTFE SURFACE

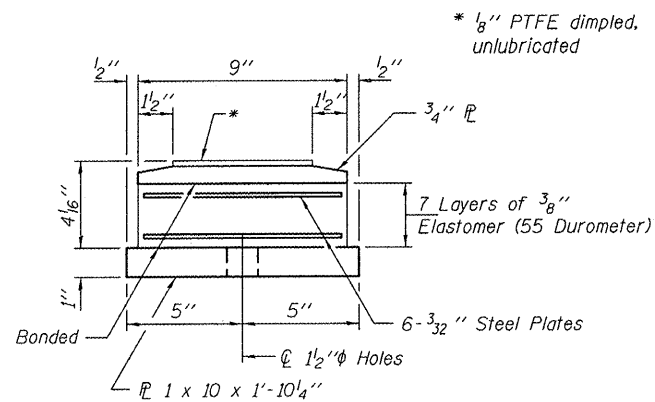


SECTION THRU PTFE

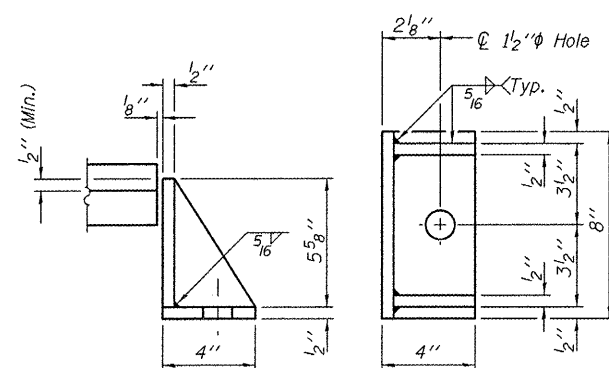


EXISTING BEARING REMOVAL DETAIL

Cost included with Jack and Remove Existing Bearings.

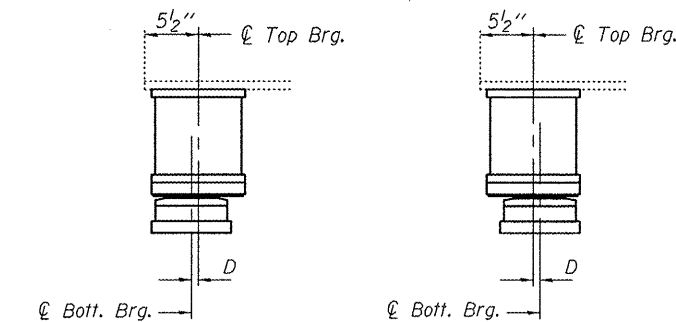


BOTTOM BEARING ASSEMBLY



SIDE RETAINER

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



SETTING ANCHOR BOLTS AT EXP. BRG.

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

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type II	Each	5
Jack and Remove Existing Bearings	Each	5
Furnishing and Erecting Structural Steel	Pound	740
Anchor Bolts 1"φ	Each	10

TYII/REPS 12-03-2008

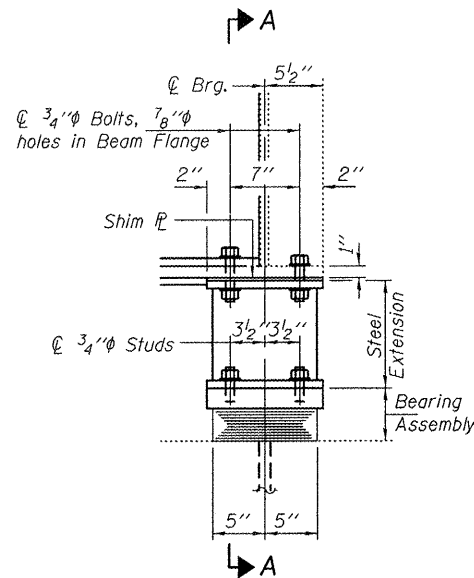
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CHECKED IJL	PASSED	REVISOR
DRAWN baliva	ACTING ENGINEER OF STRUCTURAL SERVICES	REVISOR
CHECKED ATH IJL	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISOR

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS PIER 1, SPAN 4
SN 082-0095

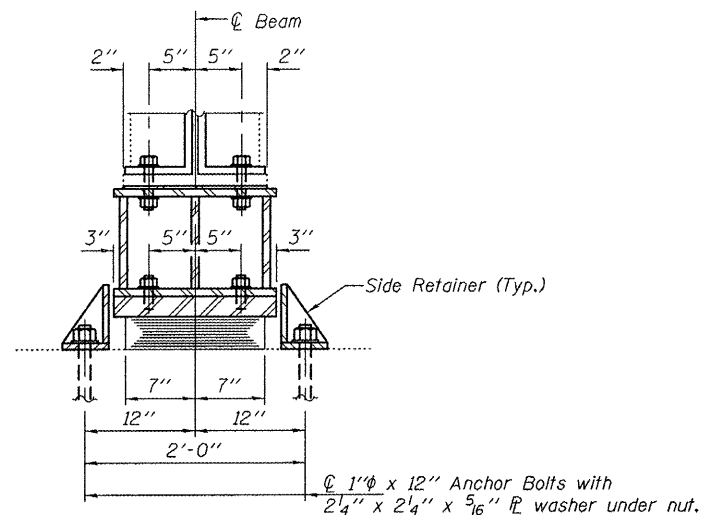
SHEET NO. 6 OF 10 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
805	125BR-2	ST. CLAIR	17	12
CONTRACT NO. 76E99				
ILLINOIS FED. AID PROJECT				

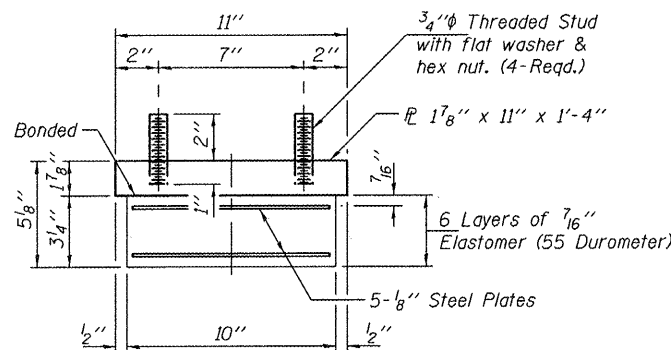


ELEVATION

TYPE I ELASTOMERIC EXP. BRG.

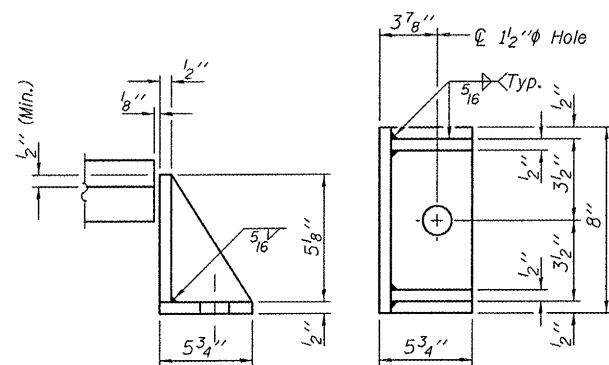


SECTION A-A



BEARING ASSEMBLY

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



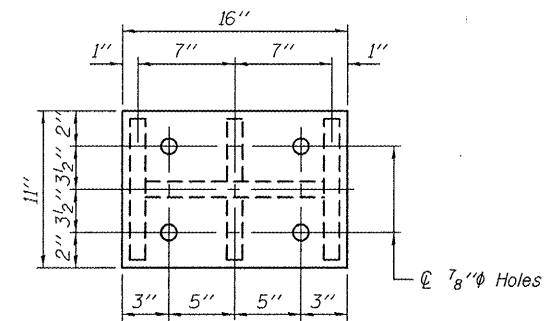
SIDE RETAINER

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

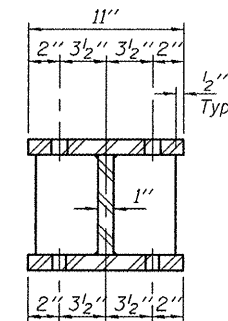
BEAM REACTIONS

RP	(K)	60.2
R _t	(K)	43.3
Imp.	(K)	9.6
R (Total)	(K)	113.1

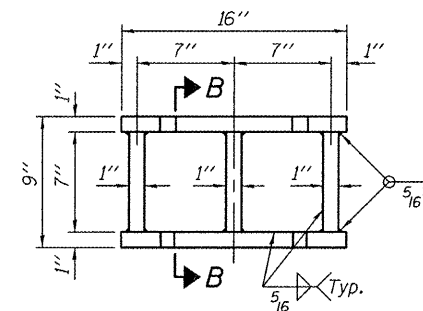
Notes:
Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost included with Furnishing and Erecting Structural Steel.
New steel extensions, shim plates and connection bolts are included with Furnishing and Erecting Structural Steel.
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions. Min. Jack capacity = 65 Tons.
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
Side retainers shall be included in the cost of Elastomeric Bearing Assembly, Type I.



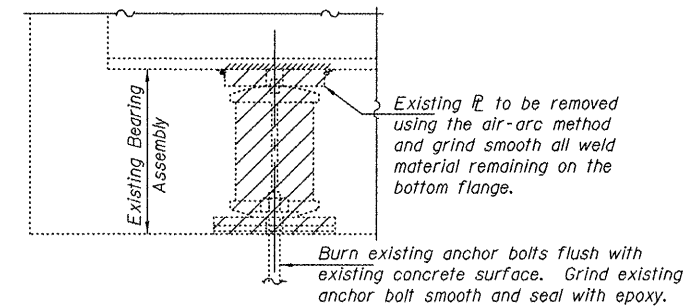
PLAN TOP AND BOTTOM PLATE



SECTION B-B



STEEL EXTENSION DETAIL



EXISTING BEARING REMOVAL DETAIL

Cost included with Jack and Remove Existing Bearings.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	5
Jack and Remove Existing Bearings	Each	5
Furnishing and Erecting Structural Steel	Pound	960
Anchor Bolts 1"φ	Each	10

TYI/REPS 12-03-2008

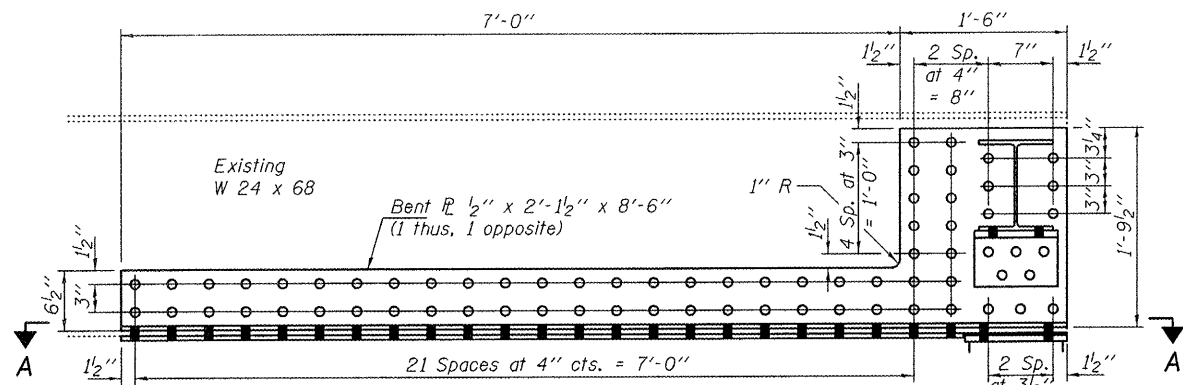
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CHECKED ATH IJL		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

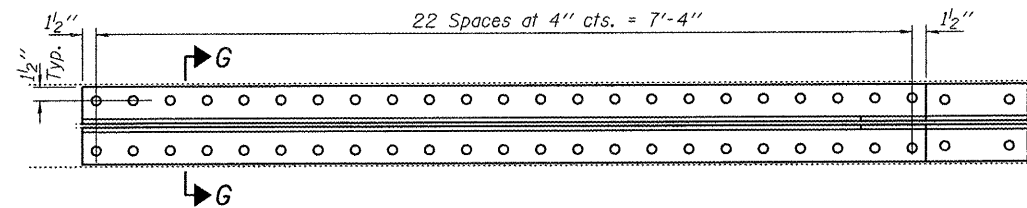
BEARING DETAILS PIER 2, SPAN 5
SN 082-0095

SHEET NO. 7 OF 10 SHEETS

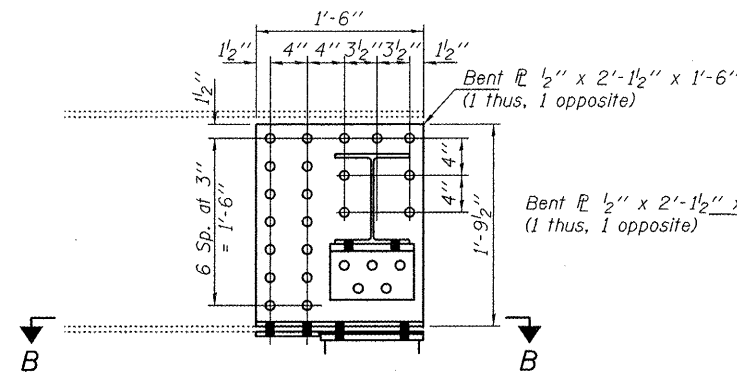
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
805	125BR-2	ST. CLAIR	17	13
CONTRACT NO. 76E99				
ILLINOIS FED. AID PROJECT				



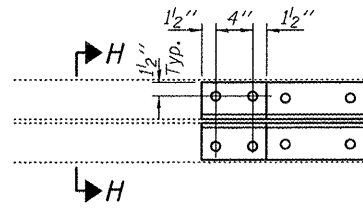
ELEVATION



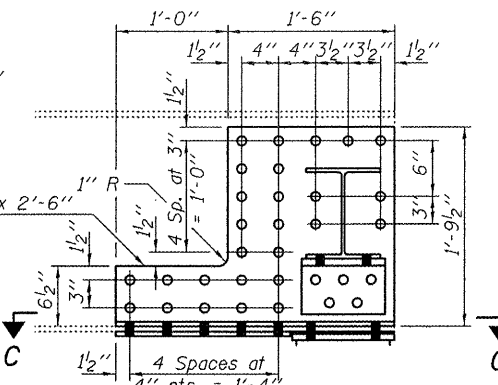
SECTION A-A
REPAIR A



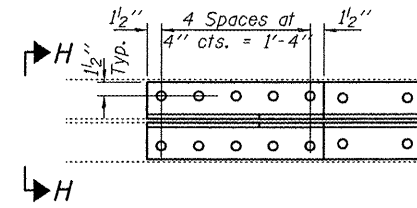
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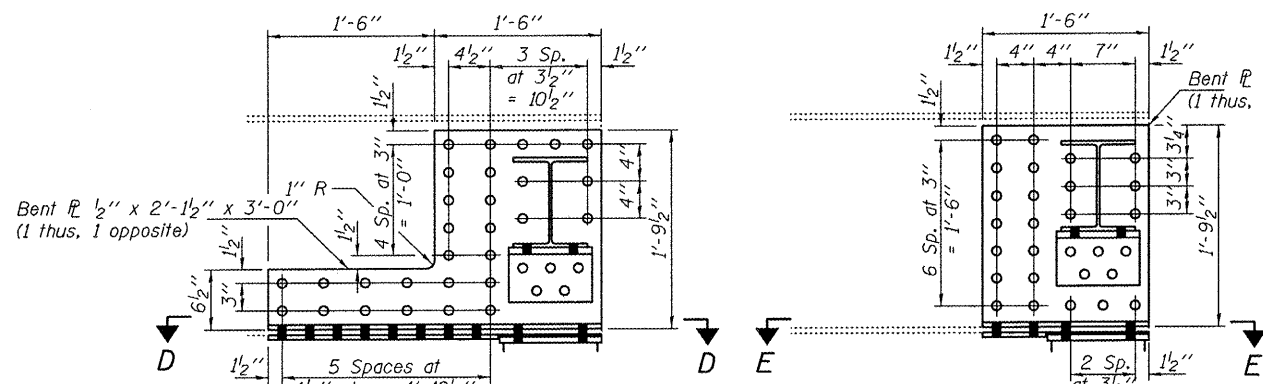
SECTION B-B
REPAIR B



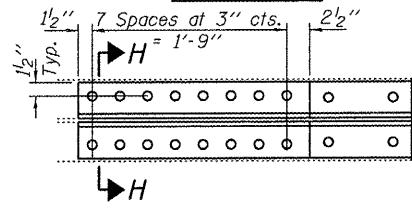
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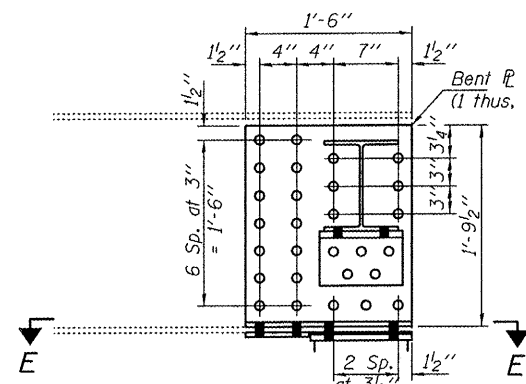
SECTION C-C
REPAIR C



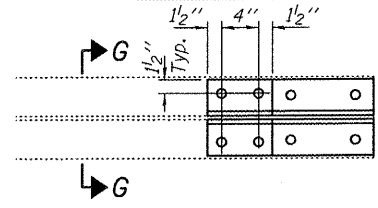
ELEVATION



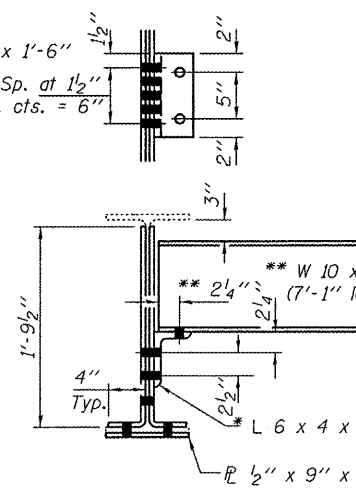
SECTION D-D
REPAIR D



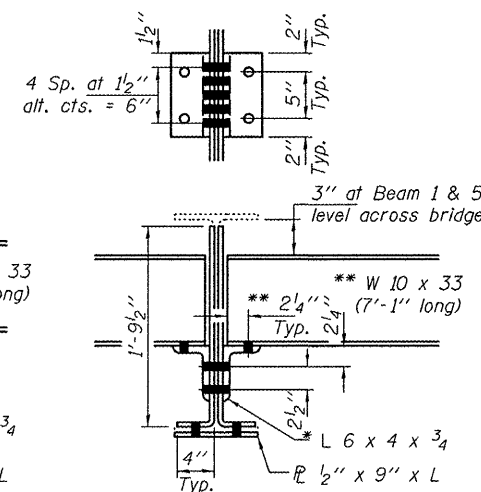
ELEVATION



SECTION E-E
REPAIR E



SECTION G-G



SECTION H-H

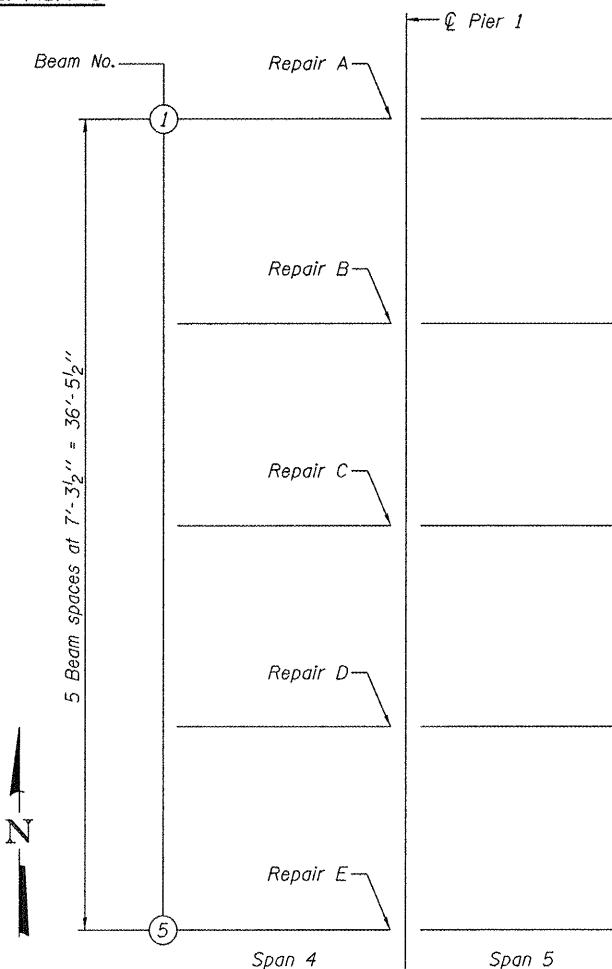
Repair	L
A	7'-7"
B	7"
C	1'-7"
D	2'-1"
E	7"

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Structural Steel	Pound	1090
Structural Steel Repair	Pound	1910

** Cost is included with Furnishing and Erecting Structural Steel. (All other repair plates and bolts included with Structural Steel Repair, except as noted.)

* Existing diaphragm angles to be removed using the air-arc method and grind smooth all weld material remaining on the bottom flange. Cost of removal & new angles is included with Furnishing and Erecting Structural Steel.



PARTIAL PLAN

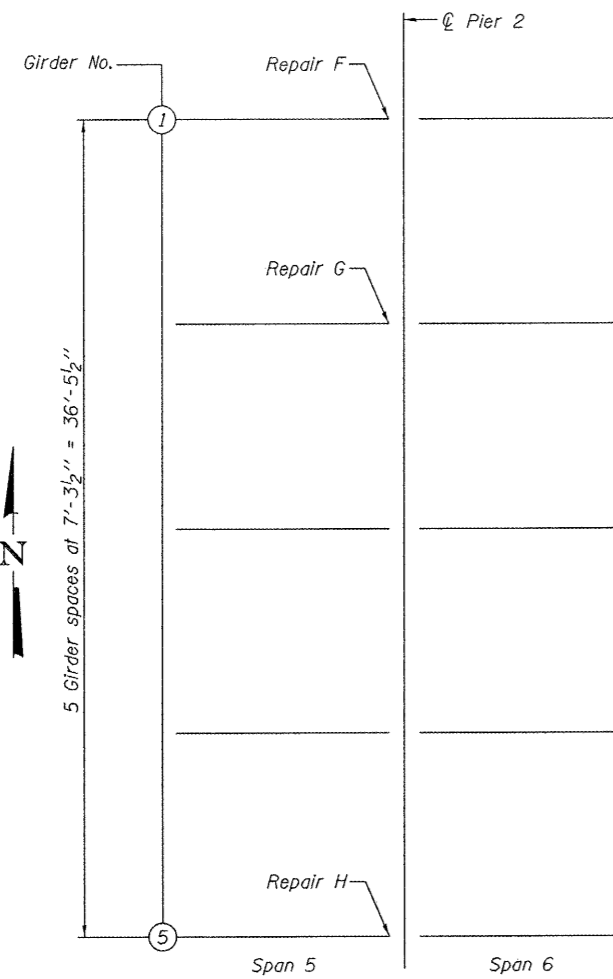
DESIGNED ATH	EXAMINED	DATE NOVEMBER 23, 2011
CHECKED I.J.L.	PASSED	REVISOR
DRAWN ballva	ACTING ENGINEER OF STRUCTURAL SERVICES	REVISOR
CHECKED ATH I.J.L.	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISOR

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

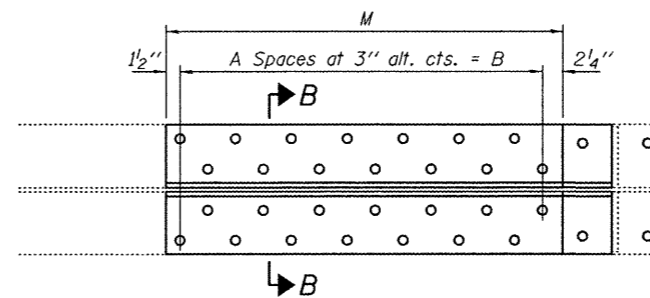
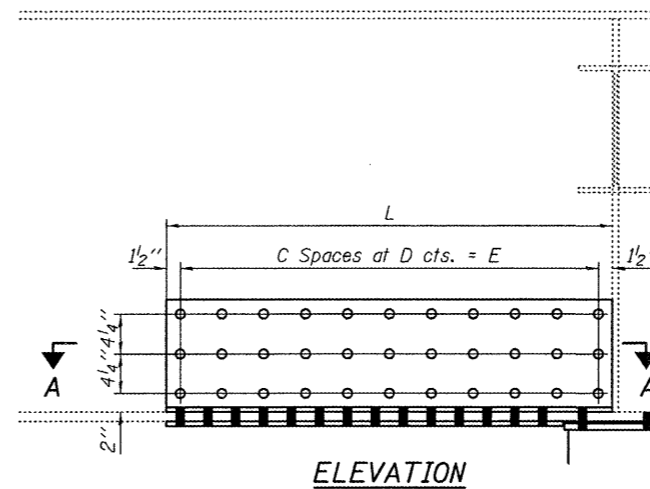
REPAIR DETAILS PIER 1
SN 082-0095

SHEET NO. 8 OF 10 SHEETS

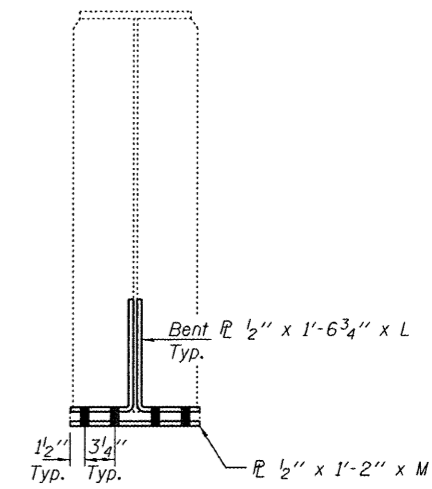
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
805	125BR-2	ST. CLAIR	17	14
CONTRACT NO. 76E99				
ILLINOIS FED. AID PROJECT				



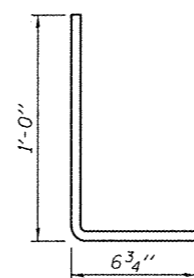
PARTIAL PLAN



SECTION A-A



SECTION B-B



BENT PLATE
P 1/2" x 1'-6 3/4" x L

Repair	M	A	B	L	C	D	E
F	3'-6 3/4"	13	3'-3"	4'-0"	10	4 1/2"	3'-9"
G	1'-6 3/4"	5	1'-3"	2'-0"	6	3 1/2"	1'-9"
H	2'-6 3/4"	9	2'-3"	3'-0"	8	4 1/2"	2'-9"

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	820

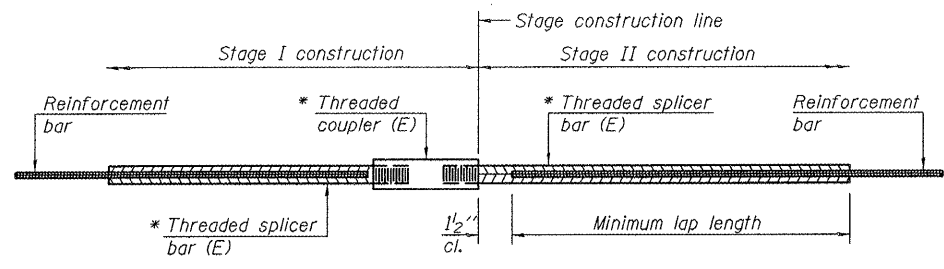
DESIGNED <i>ATH</i>	EXAMINED <i>Joanna F. [Signature]</i>	DATE <u>NOVEMBER 23, 2011</u>
CHECKED <i>I.J.L.</i>	ACTING ENGINEER OF STRUCTURAL SERVICES	REVISED _____
DRAWN <i>baliva</i>	PASSED <i>Carl [Signature]</i>	REVISED _____
CHECKED <i>ATH I.J.L.</i>	ACTING ENGINEER OF BRIDGES AND STRUCTURES	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REPAIR DETAILS PIER 2
SN 082-0095

SHEET NO. 9 OF 10 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
805	125BR-2	ST. CLAIR	17	15
CONTRACT NO. 76E99				
[ILLINOIS] FED. AID PROJECT				



STANDARD BAR SPLICER ASSEMBLY

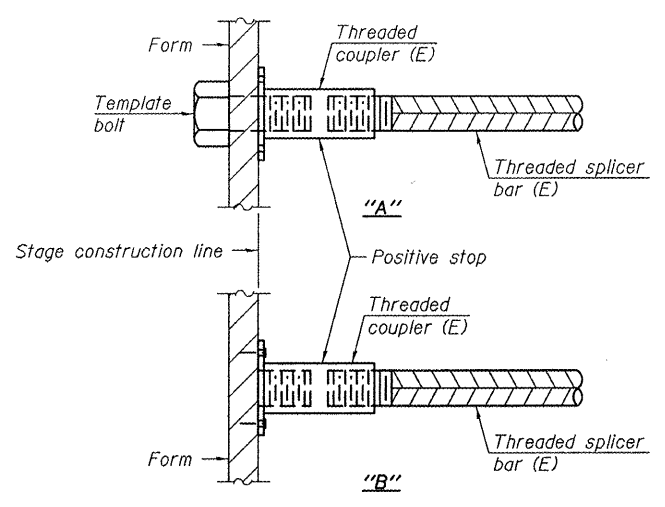
Bar size to be spliced	Minimum Lap Lengths				
	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- 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 + 1/2" + thread length

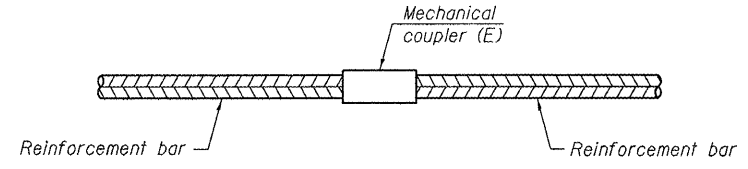
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
W. Abut.	#5	12	3
W. Abut.	#6	4	3
E. Abut.	#5	12	3
E. Abut.	#6	4	3
Pier 1-Span 4	#5	10	3
Pier 1-Span 5	#5	13	3
Pier 2-Span 5	#5	10	3
Pier 2-Span 6	#5	10	3



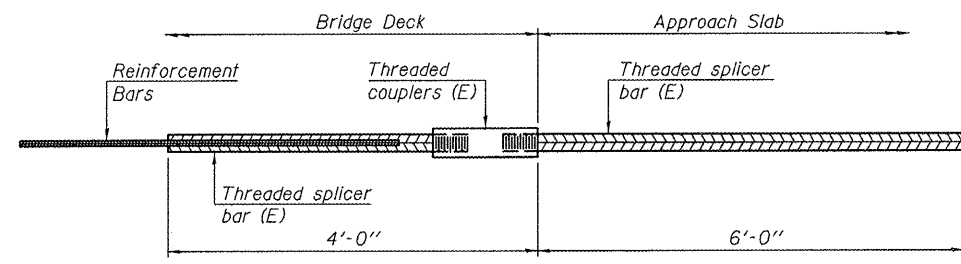
INSTALLATION AND SETTING METHODS

"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.



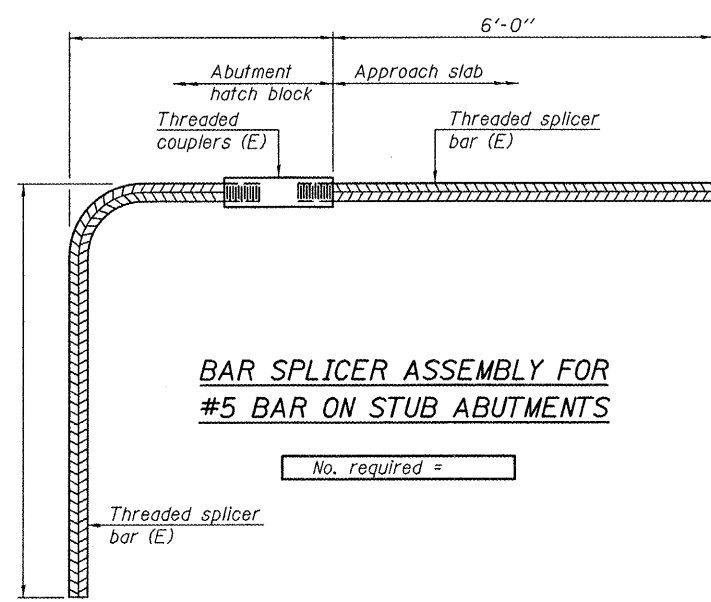
STANDARD MECHANICAL SPLICER

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.

BSD-1

7-1-10

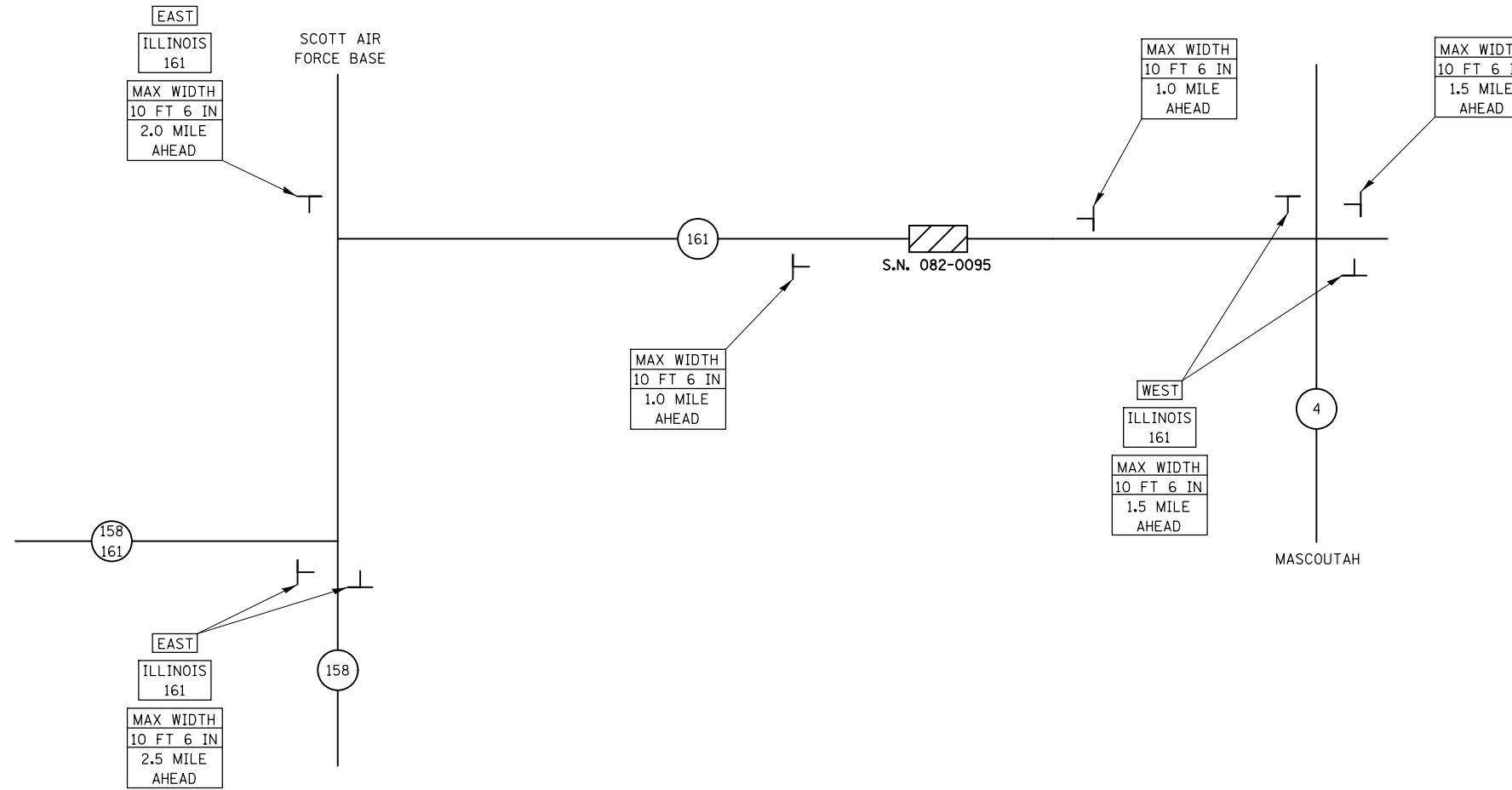
DESIGNED ATH	EXAMINED	DATE NOVEMBER 23, 2011
CHECKED IJL	PASSED	
DRAWN balva		
CHECKED ATH IJL		

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 SN 082-0095
 SHEET NO. 10 OF 10 SHEETS

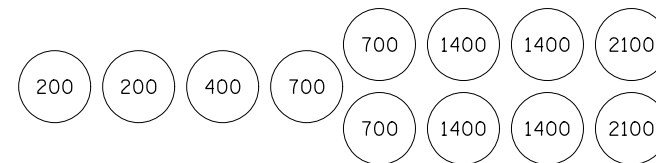
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
805	1258R-2	ST. CLAIR	17	16
CONTRACT NO. 76E99			ILLINOIS FED. AID PROJECT	

SIGNS	REQUIRED
WEST	(2)
EAST	(3)
ILLINOIS 161	(5)
MAX WIDTH 10 FT 6 IN 1.0 MILE AHEAD	(2)
MAX WIDTH 10 FT 6 IN 1.5 MILE AHEAD	(3)
MAX WIDTH 10 FT 6 IN 2.0 MILE AHEAD	(1)
MAX WIDTH 10 FT 6 IN 2.5 MILE AHEAD	(2)



NOTES

1. ALL SIGNS REQUIRED WILL BE SUPPLIED TO THE CONTRACTOR BY I.D.O.T.
2. THE CONTRACTOR SHALL FURNISH THE POSTS AND ERECT SIGNS AT THE LOCATIONS SHOWN ON THIS SHEET, AS DIRECTED BY THE R.E./R.T. THE POSTS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
3. THE CONTRACTOR SHALL GIVE ILLINOIS DEPARTMENT OF TRANSPORTATION, BUREAU OF OPERATIONS TWO WEEKS NOTICE FOR SIGNS. THE CONTRACTOR SHALL PICK UP SIGNS AT THE T.M. BUILDING IN FAIRVIEW HEIGHTS, AND RETURN THEM UPON COMPLETION OF THE CONTRACT. CONTACT JEAN SLAPE, PHONE (618) 346-3289.
4. THE ABOVE NOTED WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE, LUMP SUM, FOR WIDE LOAD SIGNING AND NO OTHER COMPENSATION WILL BE ALLOWED.
5. SIGN SPACING WILL BE 400' OR TO FIT FIELD CONDITIONS.
6. THE HEIGHT TO THE BOTTOM OF THE LOWEST SIGN SHALL NOT BE LESS THAN 6'



SAND MODULE IMPACT ATTENUATOR LAYOUT
(IF OPTION USED)

FILE NAME =	USER NAME = muehlfeldac	DESIGNED - ACM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE CONSTRUCTION DETAILS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\pwork\muehlfeldac\d8260835\8976e99-shit-WideLoad.dgn		DRAWN - ACM	REVISED -		805	125BR-2	ST. CLAIR	17	17				
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 76E99								
	PLOT DATE = 10/31/2011	DATE -	REVISED -		SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			