

**INDEX OF SHEETS**

06-15-12 LETTING ITEM 147

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

FAS ROUTE 2247 (US 6)  
SECTION (06-1HB-2)I-2

BRIDGE REPAIRS

STRUCTURE NO. 006-0069

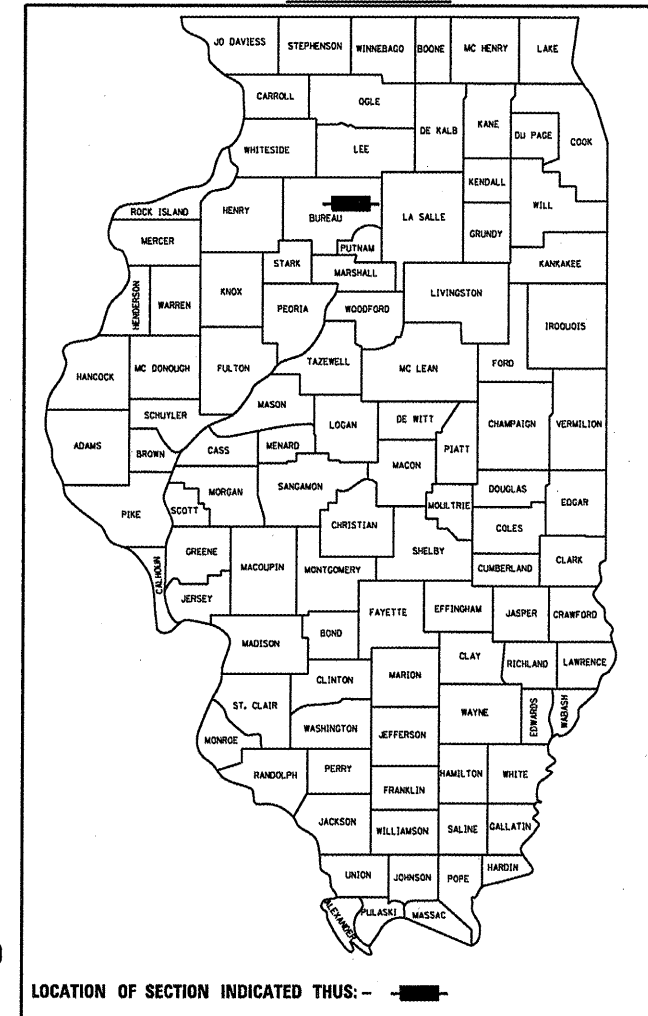
CARRYING FAS 2247 (US 6) OVER FAI 180 (I-180)  
4.0 MI. EAST OF IL 26 (PRINCETON)

C-93-108-12

BUREAU COUNTY

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2247	(06-1HB-2)I-2	BUREAU	22	1
		ILLINOIS	CONTRACT NO. 66C16	

D-93-002-12

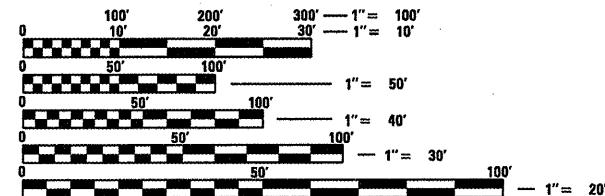


1. COVER SHEET
2. GENERAL NOTES
- 3-4. SUMMARY OF QUANTITIES
5. TYPICAL ROADWAY SECTION
6. SCHEDULES
- 7-8. TRAFFIC CONTROL STAGING DETAILS
9. HMA BASE CSE, WIDENING DETAILS
10. PAVEMENT MARKING DETAILS
- 11-22. STRUCTURE PLANS

**STANDARDS**

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
701006-03	OFF-ROAD OPERATIONS 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701206-03	LANE CLOSURE, 2L, 2W, NIGHT ONLY, FOR SPEEDS ≥ 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701321-12	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701901-02	TRAFFIC CONTROL DEVICES

**PROJECT LOCATION**  
STRUCTURE NO. 006-0069  
STA. 30 + 00



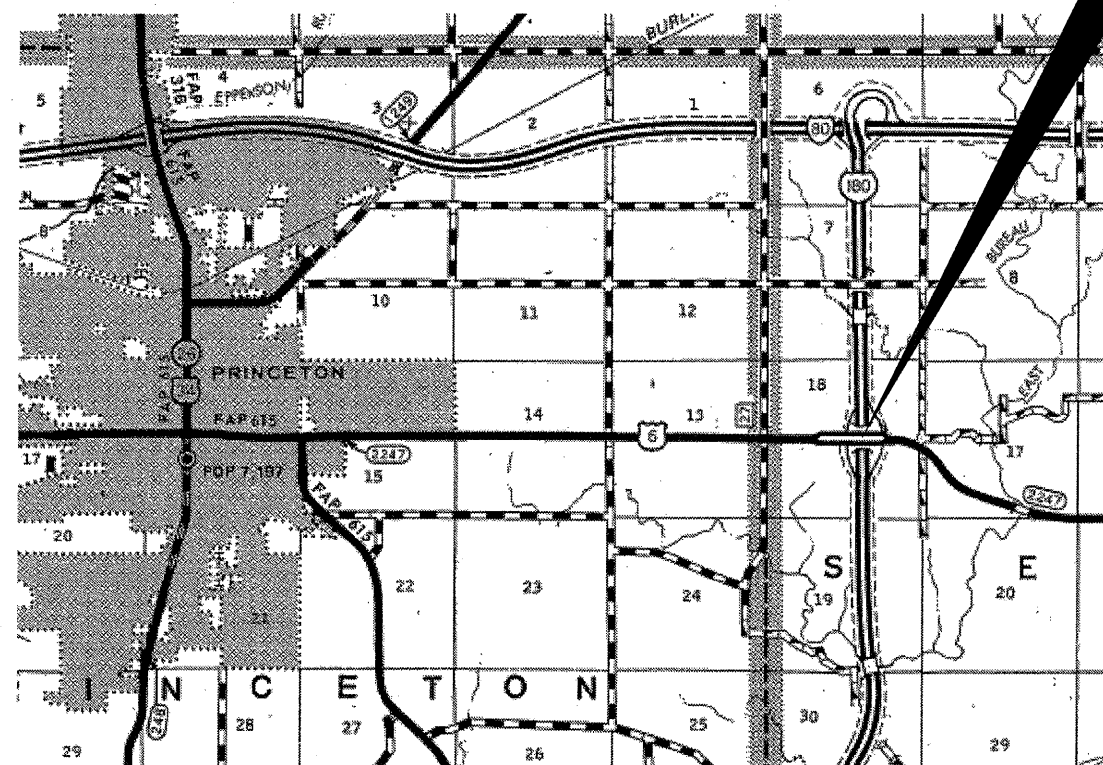
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

DISTRICT 3 NO. (815) 434-6131

PROJECT ENGINEER JOE KANNEL  
UNIT CHIEF RON WOODSHANK  
TOWNSHIP SELBY

CONTRACT NO. 66C16



GROSS LENGTH = 286.58 FT. = 0.054 MILE  
NET LENGTH = 286.58 FT. = 0.054 MILE

RURAL		RURAL	
MAJOR COLLECTOR		INTERSTATE	
FA2 2247 (US 6)		FAI RTE. 180	
2011		2011	
ADT	3450	ADT	2950
P.V.	95.46%	P.V.	69.87%
S.U.	2.22%	S.U.	7.63%
M.U.	2.32%	M.U.	22.50%

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED 4/6 2012  
*Eric S. Thorndalson* DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 11 2012  
*John D. Baranzelli* PE, P.E. ENGINEER OF DESIGN AND ENVIRONMENT

May 11 2012  
*William R. Frey* acting DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

**GENERAL NOTES**

THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA IS PLACED.

THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.

FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

ON EXISTING PAVEMENT WHICH MAY BE SUPERELEVATED, THE TEMPORARY HMA PAVEMENT SHALL BE BUILT WITH THE SAME SUPERELEVATION UNLESS NEW SUPERELEVATION RATES ARE GIVEN ON THE PLANS.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.

THE CONTRACTOR SHALL CONTACT JULIE AT LEAST 48 HOURS PRIOR TO EXCAVATION TO DETERMINE WHICH UTILITIES ARE IN THE AREA.

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05	TONS / CU YD
HMA RESURFACING	112	LBS / SQ YD / IN

BITUMINOUS MATERIALS (PRIME COAT) RATES		
SURFACE TYPE	ESTIMATED TRUCK APPLICATION RATE	RESIDUAL RATE
AGGREGATE BASES	0.375 GAL / SQ YD	N/A
MILLED HMA OR PCC PAVEMENT	0.08 GAL / SQ YD	0.04 GAL / SQ YD
EXISTING PAVEMENT	0.05 GAL / SQ YD	0.025 GAL / SQ YD
FOG COAT (BETWEEN ADDITIONAL HMA LIFTS)	0.05 GAL / SQ YD	0.025 GAL / SQ YD

ESTIMATED TRUCK APPLICATION RATE USED FOR CALCULATING PLAN QUANTITIES

	HMA BASE CSE. WID. BASE CSE.	HMA SURFACE
PG GRADE	PG64-22	PG64-22
DESIGN AIR	4.0%	4.0%
VOIDS	@ N50	@ N50
MIXTURE COMPOSITION	IL 19.0	IL 9.5
FRICTION		
AGGREGATE		MIXTURE C
DENSITY CONTROL METHOD	CORES	SATISFACTION OF ENGINEER

**COMMITMENTS**

ALL EXISTING SOILS OR EMBANKMENTS DISTURBED OR EXCAVATED DUE TO THE CONTRACTOR'S CONSTRUCTION OPERATIONS SHALL REMAIN ON SITE AND SHALL BE DISPOSED OF WITHIN THE LIMITS OF THE STATE RIGHT OF WAY.

DATE: 4-6-12

PREPARED BY: *Don Bransil*  
DISTRICT STUDIES & PLANS ENGINEER

EXAMINED BY: *Robert K. Jones*  
DISTRICT CONSTRUCTION ENGINEER

*Wayne J. Phillips*  
DISTRICT MATERIALS ENGINEER

*Bruce A. Busler*  
DISTRICT OPERATIONS ENGINEER

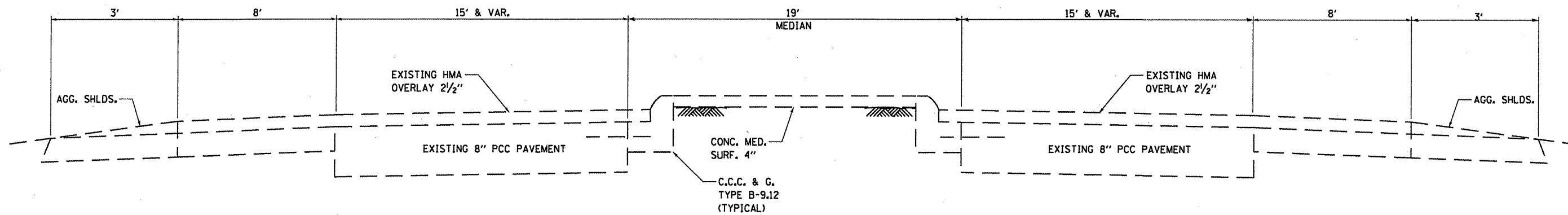
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				STATE FUNDS 100% STATE STRUCTURE 0014 RURAL
20200100	EARTH EXCAVATION	CU YD	68	68
35101400	AGGREGATE BASE CSE, TYPE B	TON	64	64
35501326	HOT-MIX ASPHALT BASE CSE. 10 1/2"	SQ YD	401	401
35600716	HOT-MIX ASPHALT BASE COURSE WIDENING, 10"	SQ YD	126	126
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	117	117
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1210	1210
50102400	CONCRETE REMOVAL	CU YD	5.7	5.7
50300255	CONCRETE SUPERSTRUCTURE	CU YD	5.7	5.7
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	2880	2880
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	2030	2030
50800515	BAR SPLICERS	EACH	32	32
52000110	PREFORMED JOINT STRIP SEAL	FOOT	115	115
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	16	16
52100530	ANCHOR BOLTS, 1 1/4"	EACH	32	32
58100200	WATERPROOFING MEMBRANE SYSTEM	SQ YD	1195	1195
60605900	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12	FOOT	1210	1210
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	1795	1795
67100100	MOBILIZATION	L SUM	1	1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				STATE FUNDS 100% STATE STRUCTURE 0014 RURAL
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1
70100455	TRAFFIC CONTROL AND PROTECTION, STANDARD 701206	L SUM	1	1
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	3472	3472
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	108	108
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1362	1362
78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	6265	6265
78005140	EPOXY PAVEMENT MARKING - LINE 8"	FOOT	990	990
78005150	EPOXY PAVEMENT MARKING - LINE 12"	FOOT	84	84
78005180	EPOXY PAVEMENT MARKING - LINE 24"	FOOT	108	108
78300100	PAVEMENT MARKING REMOVAL	SQ FT	800	800
X4402020	CONCRETE MEDIAN SURFACE REMOVAL	SQ FT	1795	1795
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	16	16
Z0001905	STRUCTURAL STEEL REPAIR	POUND	2400	2400
Z0004556	HOT-MIX ASPHALT SURFACE REMOVAL (DECK)	SQ YD	1195	1195
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	372	372
Z0016001	DECK SLAB REPAIR (FULL DEPTH, TYPE 1)	SQ YD	10	10
Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ YD	50	50

• SPECIALTY ITEMS

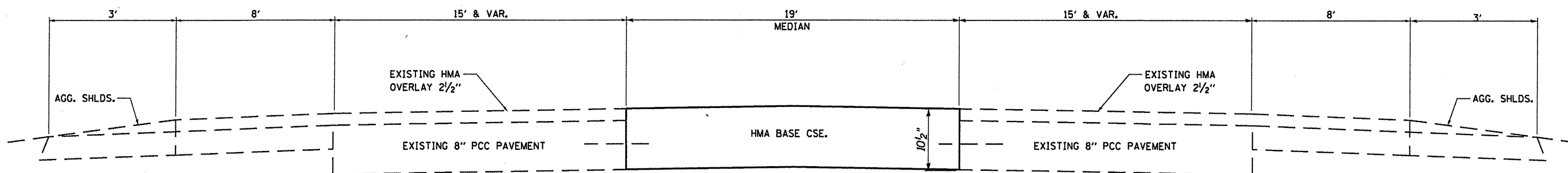
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c:\pwwork\pwwork\carpenterd\10299254\	D366C16-sht-details.dgn	DRAWN - RLW	REVISED -			SCALE:	SHEET 1 OF 1 SHEETS	STA.	TO STA.	BUREAU	CONTRACT NO. 66C16
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	PLOT DATE = 4/5/2012	DATE -	REVISED -								

ILLINOIS FED. AID PROJECT



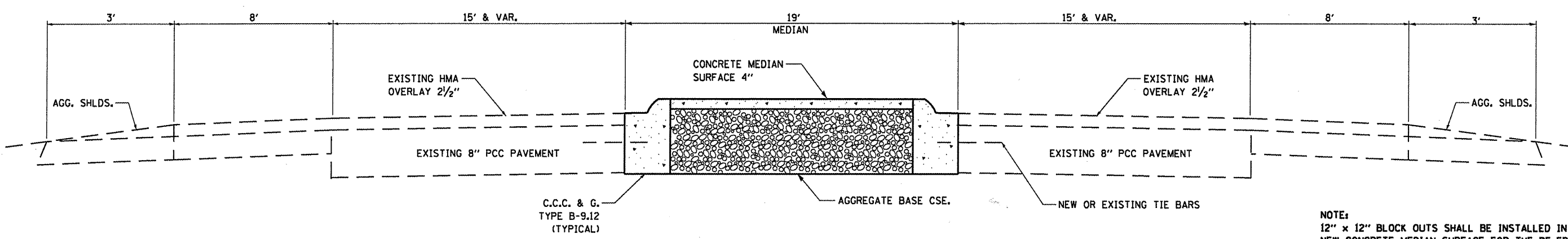
**EXISTING ROADWAY SECTION**

STA. 22+52 TO STA. 25+57  
STA. 34+43 TO STA. 37+43



**TEMPORARY ROADWAY SECTION**

STA. 22+52 TO STA. 25+57  
STA. 34+43 TO STA. 37+43



**PROPOSED ROADWAY SECTION**

STA. 22+52 TO STA. 25+57  
STA. 34+43 TO STA. 37+43

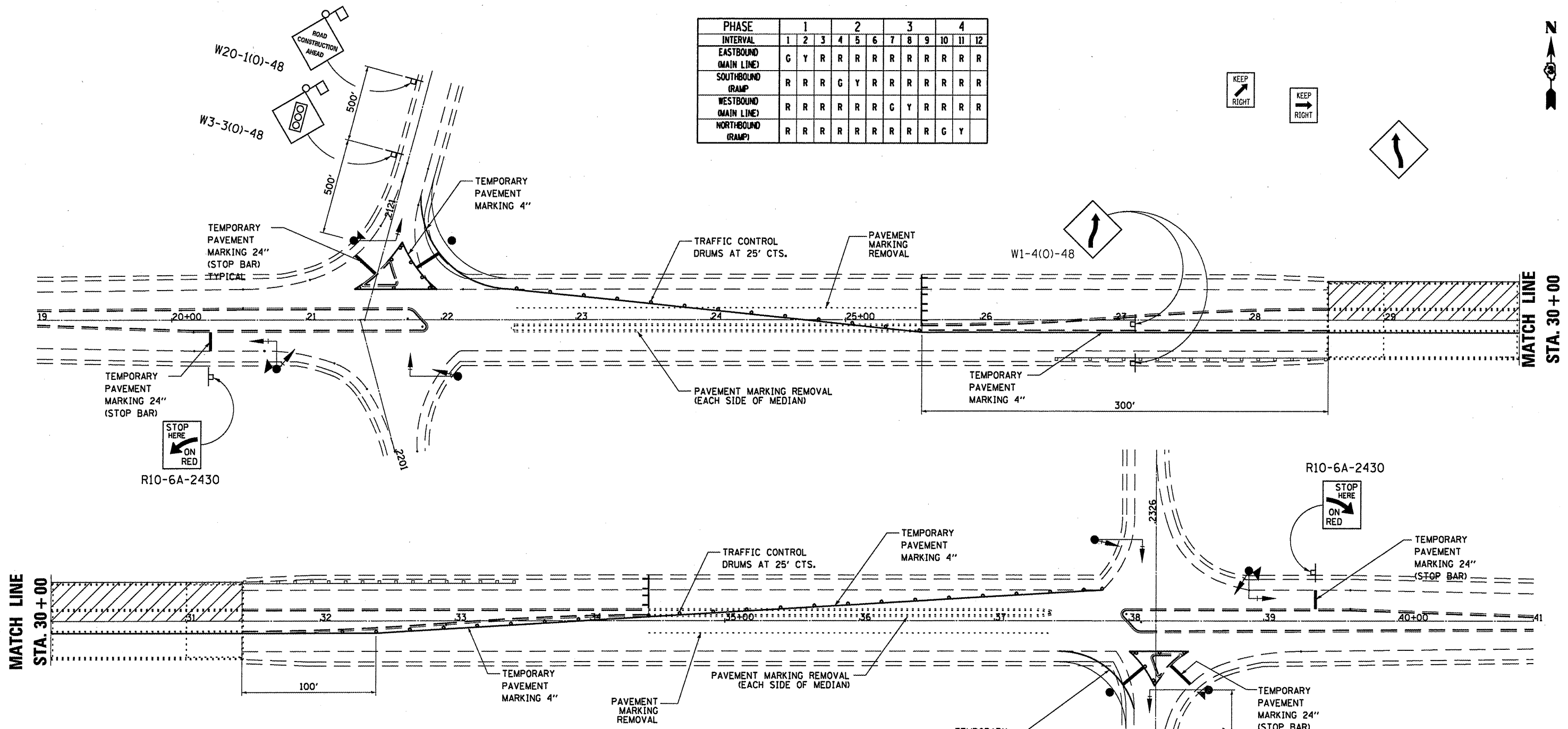
NOTE:  
12" x 12" BLOCK OUTS SHALL BE INSTALLED IN THE NEW CONCRETE MEDIAN SURFACE FOR THE RE-ERECTION OF EXISTING TRAFFIC SIGNS. COST INCLUDED WITH CONCRETE MEDIAN SURFACE.

FILE NAME =	USER NAME = carpenterdj	DESIGNED - RLW	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL ROADWAY SECTIONS</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwwork\pwwork\carpenterdj\d0299254	D366C16-sht-details.dgn	DRAWN - RLW	REVISED -			2247	106-1HB-211-2	BUREAU	22	5	
	PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED -			CONTRACT NO. 66C16					
	PLOT DATE = 4/5/2012	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE:	SHEET 1 OF 1 SHEETS		STA.	TO STA.		

LOCATION	PAVEMENT MARKING REMOVAL	TEMPORARY PAVEMENT MARKING LINE 4"	TEMPORARY PAVEMENT MARKING LINE 24"	WORK ZONE PAVEMENT MARKING REMOVAL	EPOXY PAVEMENT MARKING LINE 4"		EPOXY PAVEMENT MARKING LINE 8"	EPOXY PAVEMENT MARKING LINE 12"	EPOXY PAVEMENT MARKING LINE 24"
	SQ FT	FOOT	FOOT	SQ FT	FOOT		FOOT	FOOT	FOOT
	WHITE	WHITE	WHITE	WHITE	WHITE	YELLOW	WHITE	WHITE	WHITE
STAGING	800	3472		1362					
EDGE LINE					3273				
MEDIAN						2992			
LANE LINE							600		
LANE LINE (SKIP-DASH)							138		
W. ISLAND			54				126	42	54
E. ISLAND			54				126	42	54
SUB-TOTAL					3273	2992			
TOTALS	800	3472	108	1362	6265		990	84	108

LOCATION	EARTH EXCAVATION	HMA BASE CSE. 10 1/2"	HMA BASE CSE. WIDENING 10"	AGGREGATE BASE CSE. TYPE B	COMBINATION CURB AND GUTTER REMOVAL	COMBINATION CONCRETE CURB AND GUTTER TYPE B-9.12	CONCRETE MEDIAN SURFACE REMOVAL	CONCRETE MEDIAN SURFACE 4"
	CU YD	SQ YD	SQ YD	TON	FOOT	FOOT	SQ FT	SQ FT
STA. 22+52 TO STA. 25+57	16	203		33	610	610	909	909
STA. 34+43 TO STA. 37+43	15	198		31	600	600	886	886
RAMP E (NW)	23		78					
RAMP H (SE)	14		48					
TOTALS	68	401	126	64	1210	1210	1795	1795

PHASE	1			2			3			4		
INTERVAL	1	2	3	4	5	6	7	8	9	10	11	12
EASTBOUND (MAIN LINE)	G	Y	R	R	R	R	R	R	R	R	R	R
SOUTHBOUND (RAMP)	R	R	R	G	Y	R	R	R	R	R	R	R
WESTBOUND (MAIN LINE)	R	R	R	R	R	R	R	G	Y	R	R	R
NORTHBOUND (RAMP)	R	R	R	R	R	R	R	R	R	R	G	Y



**SYMBOLS**

- WORK AREA
- SIGN
- TYPE III BARRICADE
- UTILITY POLE
- TRAFFIC SIGNAL WITH BACK PLATE
- MICROWAVE DETECTOR
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT

**GENERAL NOTES**

This Detail is used where, at any time, any vehicle, equipment, workers, or their activities will encroach on one lane of a bridge. Traffic signals and a positive barrier are required.

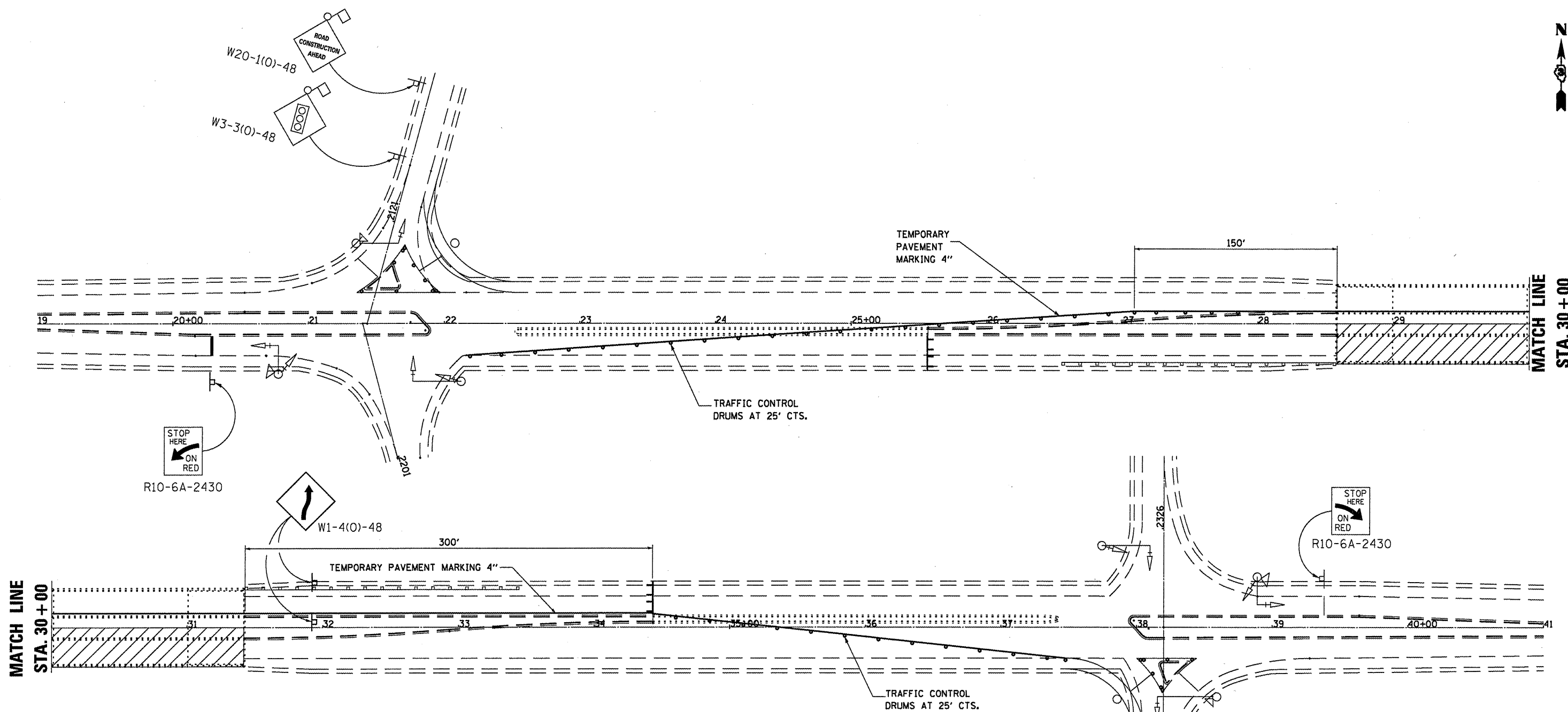
See traffic Control and Protection, Standard 701321 for advanced signing details.

Traffic signals shall be operational only when all traffic controls are in place. When traffic signals are not in operation, flaggers shall be used and traffic control shall conform to Standard 701201.

Existing or temporary pavement markings shall be on both sides of open lane from stop bar to stop bar.

FILE NAME =	USER NAME = carpentardj	DESIGNED - RLW	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL STAGING DETAILS FOR STAGE I CONSTRUCTION</b>	F.A.S. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
os:\pwr\work\pwr\dot\carpentardj\d0299254	D366C16-shit-details.dgn	DRAWN - RLW	REVISED -			2247	106-1HB-211-2	BUREAU	22	7	
PLOT SCALE = 1/8" = 1'-0"	CHECKED -	REVISED -	SCALE:			SHEET 1 OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 66C16		
PLOT DATE = 4/5/2012	DATE -	REVISED -	ILLINOIS FED. AID PROJECT								





**SYMBOLS**

- WORK AREA
- SIGN
- TYPE III BARRICADE
- UTILITY POLE
- TRAFFIC SIGNAL WITH BACK PLATE
- MICROWAVE DETECTOR
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT

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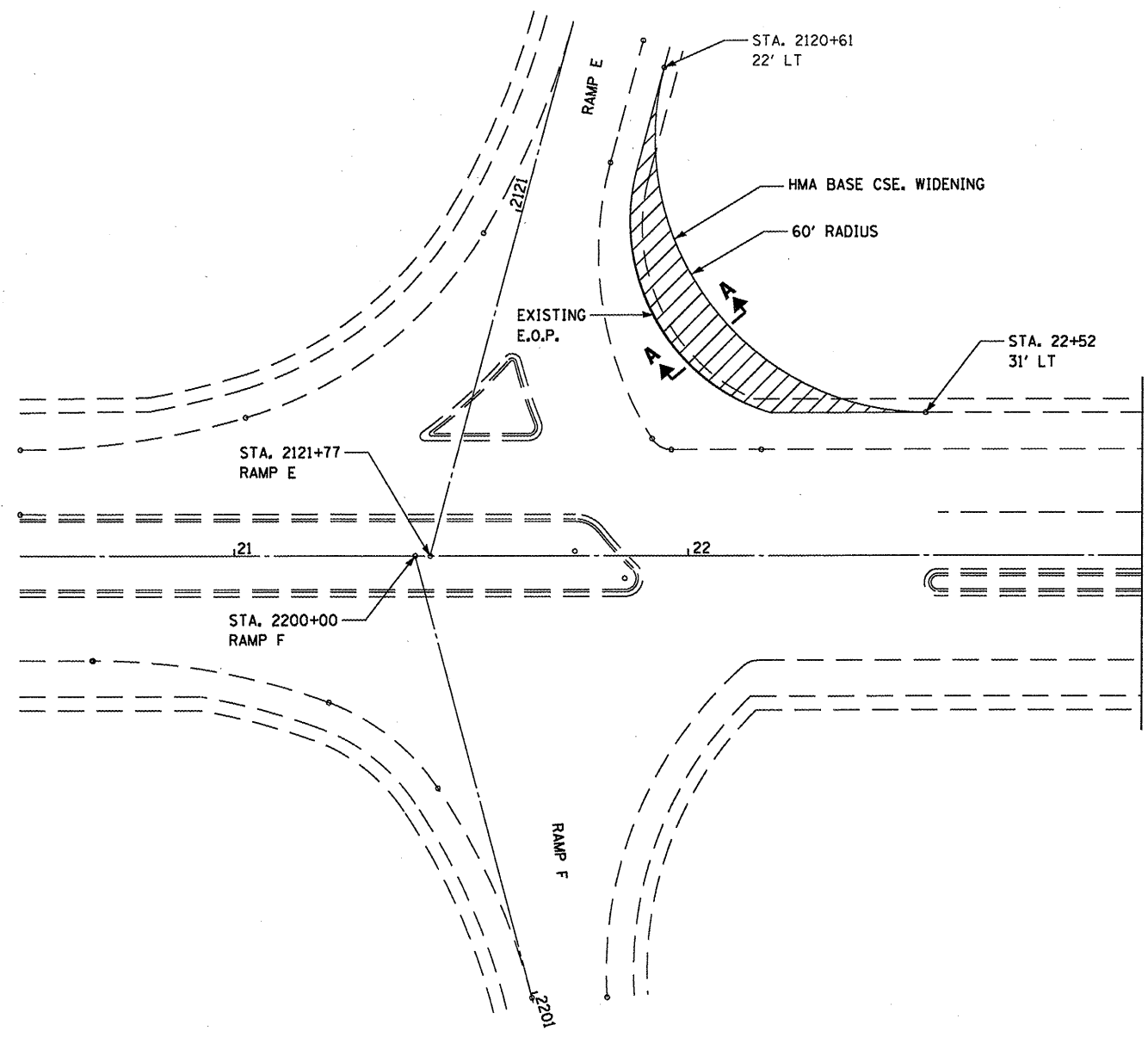
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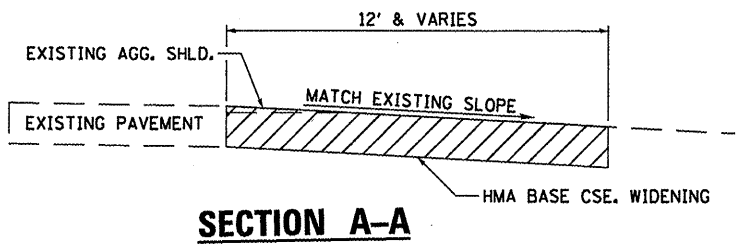
Existing or temporary pavement markings shall be on both sides of open lane from stop bar to stop bar.

FILE NAME =	USER NAME = carpenterdj	DESIGNED - RLW	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL STAGING DETAILS FOR STAGE II CONSTRUCTION</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT DATE = 4/5/2012	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

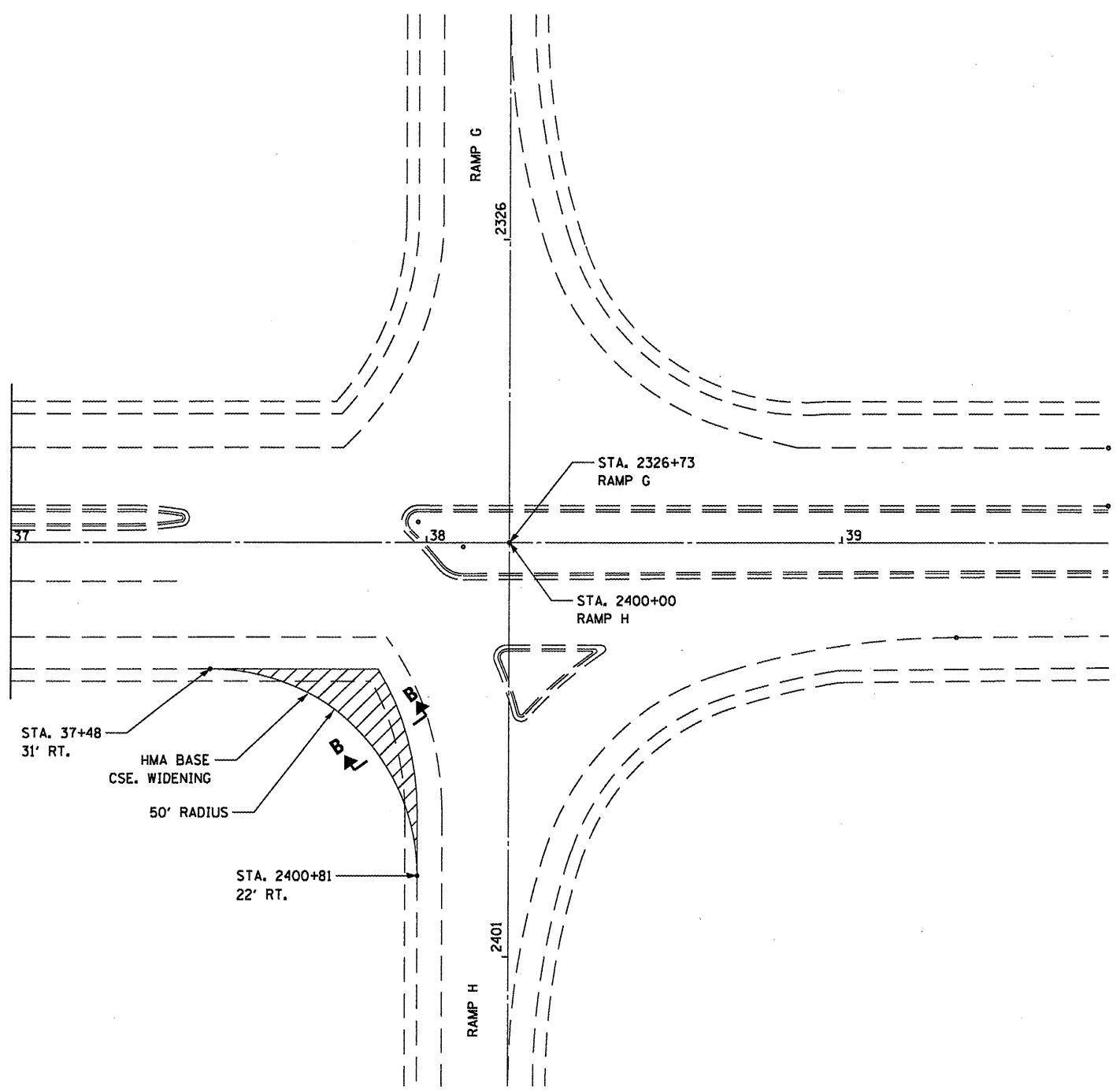




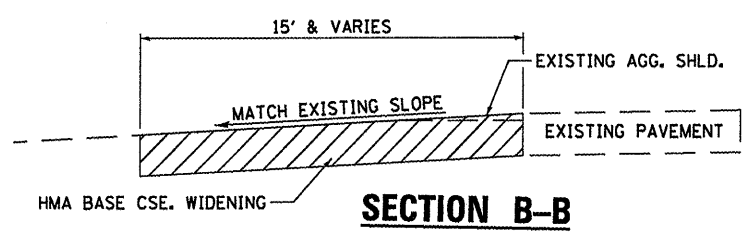
**WEST RAMPS**



**SECTION A-A**

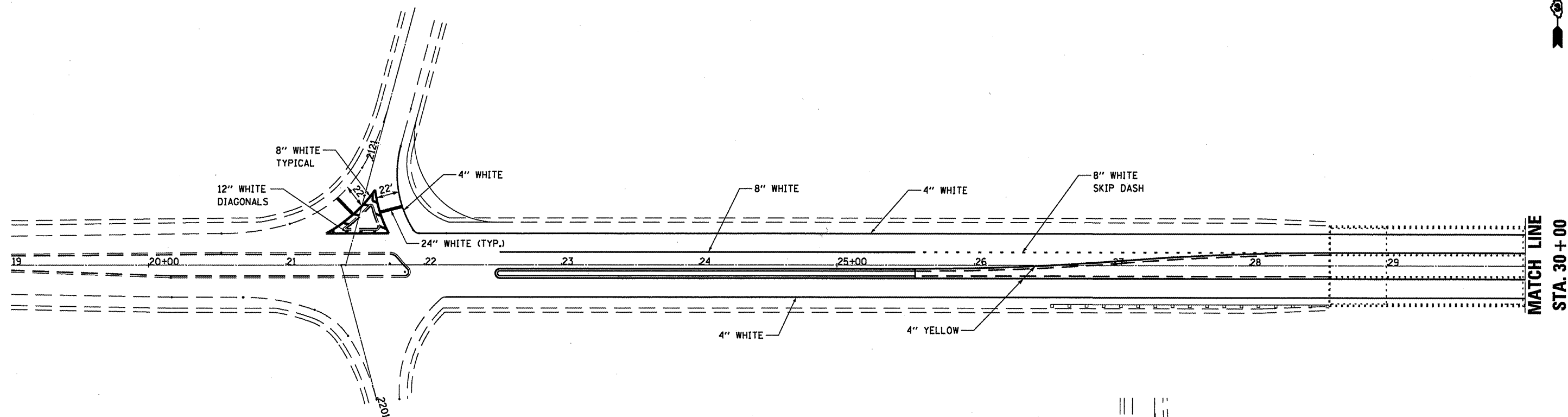


**EAST RAMPS**

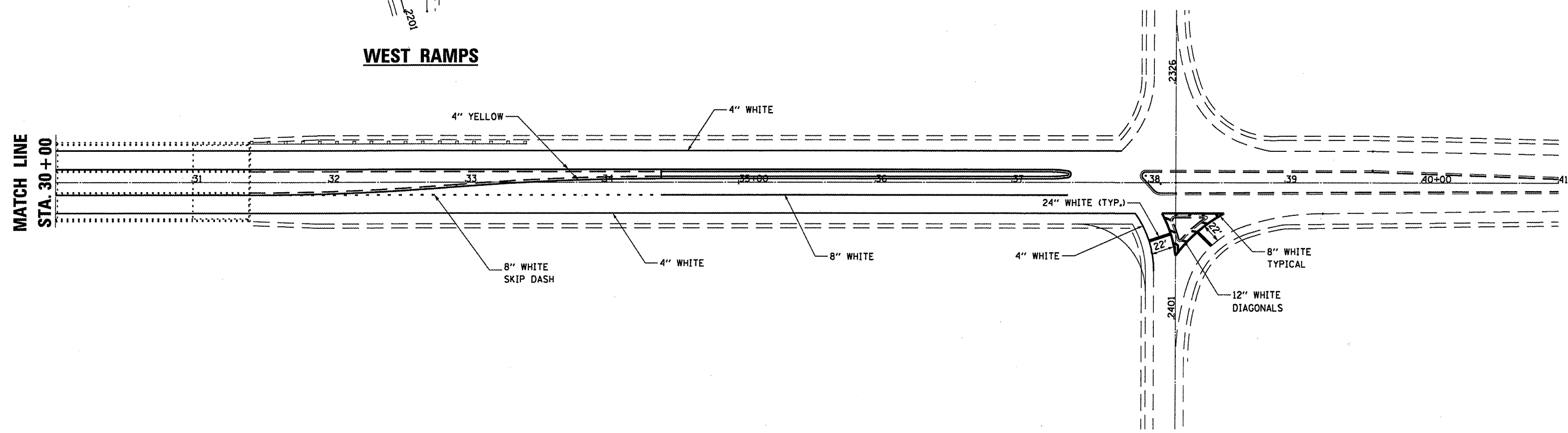


**SECTION B-B**

FILE NAME =	USER NAME = carpenterdj	DESIGNED - RLW	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>HMA BASE CSE. WIDENING DETAILS</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pw_work\p1dot\carpenterdj\0299254\0366C16-shd-details.dgn	DRAWN - RLW	REVISED -	2247			106-1HB-211-2	BUREAU	22	9	
PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -	CONTRACT NO. 66C16							
PLOT DATE = 4/5/2012	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
SCALE:					SHEET 1 OF 1 SHEETS		STA. TO STA.			



**WEST RAMPS**



**EAST RAMPS**

FILE NAME =	USER NAME = carpenterd.j	DESIGNED - RLW	REVISED -
c:\pwork\pwork\carpenterd.j\0299254	366C16-sht-details.dgn	DRAWN - RLW	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 4/5/2012	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING DETAILS**

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

F.A.S. RTE. 2247	SECTION 106-1HB-21-2	COUNTY BUREAU	TOTAL SHEETS 22	SHEET NO. 10
CONTRACT NO. 66C16				
ILLINOIS FED. AID PROJECT				

**GENERAL NOTES**

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 WORK; HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

NO FIELD WELDING IS PERMITTED EXCEPT AS SPECIFIED IN THE CONTRACT DOCUMENTS.

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

PRIOR TO POURING THE NEW CONCRETE DECK, ALL HEAVY OR LOOSE RUST, LOOSE MILL SCALE, AND OTHER LOOSE OR POTENTIALLY DETRIMENTAL FOREIGN MATERIAL SHALL BE REMOVED FROM THE SURFACES IN CONTACT WITH CONCRETE. TIGHTLY ADHERED PAINT MAY REMAIN UNLESS OTHERWISE NOTED. REMOVAL SHALL BE ACCOMPLISHED BY METHODS THAT WILL NOT DAMAGE THE STEEL AND THE COST WILL BE INCLUDED IN THE PAY ITEM COVERING REMOVAL OF THE EXISTING CONCRETE.

THE EXISTING STRUCTURAL STEEL COATING CONTAINS LEAD, THE CONTRACTOR SHALL TAKE APPROPRIATE PRECAUTIONS TO DEAL WITH THE PRESENCE OF LEAD PAIN ON THIS PROJECT.

EXISTING STRUCTURAL STEEL THAT WILL BE IN CONTACT WITH NEW STRUCTURAL STEEL SHALL BE CLEANED AND PAINTED PRIOR TO ERECTION AS REQUIRED BY THE SPECIAL PROVISION "CLEANING AND PAINTING CONTACT SURFACE AREAS OF EXISTING STEEL STRUCTURES", COST INCLUDED WITH "FURNISHING AND ERECTING STRUCTURAL STEEL" OR "STRUCTURAL STEEL REPAIR".

FASTENERS SHALL BE HIGH STRENGTH BOLTS 3/4" Ø. OPEN HOLES 1/8" Ø UNLESS OTHERWISE NOTED. BOLTS TO BE MECHANICALLY GALVANIZED.

IF THE ANALYSIS SUBMITTED TO THE CONTRACTOR FOR THE JACKING/ TEMPORARY SUPPORT SYSTEM TO BE USED SHOWS STIFFENERS ARE REQUIRED TO PREVENT WEB CRIPPLING OR BUCKLING, THE STIFFENERS SHALL BE STEEL AND BOLTED TO THE WEB. IF STIFFENERS ARE NOT REQUIRED, HARDWOOD TIMBERS SHALL BE INSTALLED TIGHTLY BETWEEN THE TOP AND BOTTM FLANGE TO PREVENT FLANGE ROTATION.

THE STRUCTURAL STEEL PLATES OF THE BEARING ASSEMBLY SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 270 GRADE 36.

JOINT OPENING SHALL BE ADJUSTED ACCORDING TO ARTICLE 520.04 OF THE STANDARD SPECIFICATIONS WHEN THE DECK IS POURED AT AN AMBIENT TEMPERATURE OTHER THAN 50 DEGREES F.

ALL STRUCTURAL STEEL SHALL BE SHOP PAINTED WITH THE INORGANIC ZINC RICH PRIMER PER AASHTO M300, TYPE 1. COST INCLUDED WITH "FURNISHING AND ERECTING 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.

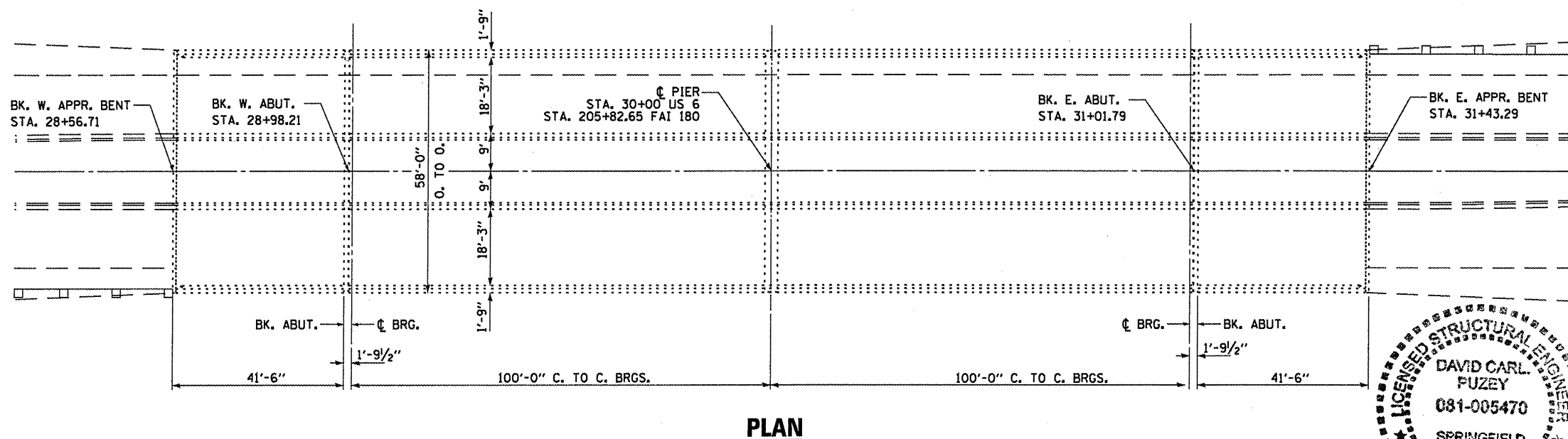
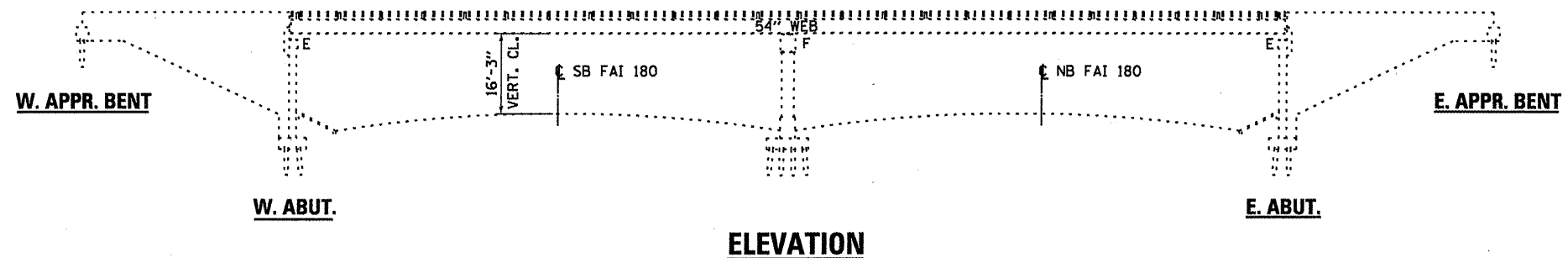
THE CONTRACTOR SHALL USE EXTREME CARE DURING CONCRETE REMOVAL SO AS NOT TO DAMAGE THE PPC I-BEAM.

QUANTITY OF DECK REPAIRS ARE ESTIMATED. THE ENGINEER SHALL SOUND THE ENTIRE DECK AREA TO DETERMINE EXACT LOCATIONS AND QUANTITIES OF REPAIR AREAS AFTER ALL HOT-MIX ASPHALT SURFACE OVERLAYS HAVE BEEN REMOVED. THE ENGINEER SHALL SHOW EXACT LOCATIONS OF DECK REPAIRS ON AS-BUILT PLANS.

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" 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.

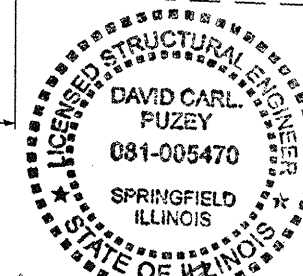
TWO 1/8 IN. ADJUSTING SHIMS SHALL BE PROVIDED FOR EACH BEARING IN ADDITION TO ALL OTHER PLATES OR SHIMS AND PLACED AS SHOWN ON BEARING DETAILS.

ALL STRUCTURAL STEEL SHALL CONFORM TO AASHTO CLASSIFICATION M-270 GR 36, UNLESS OTHERWISE NOTED.

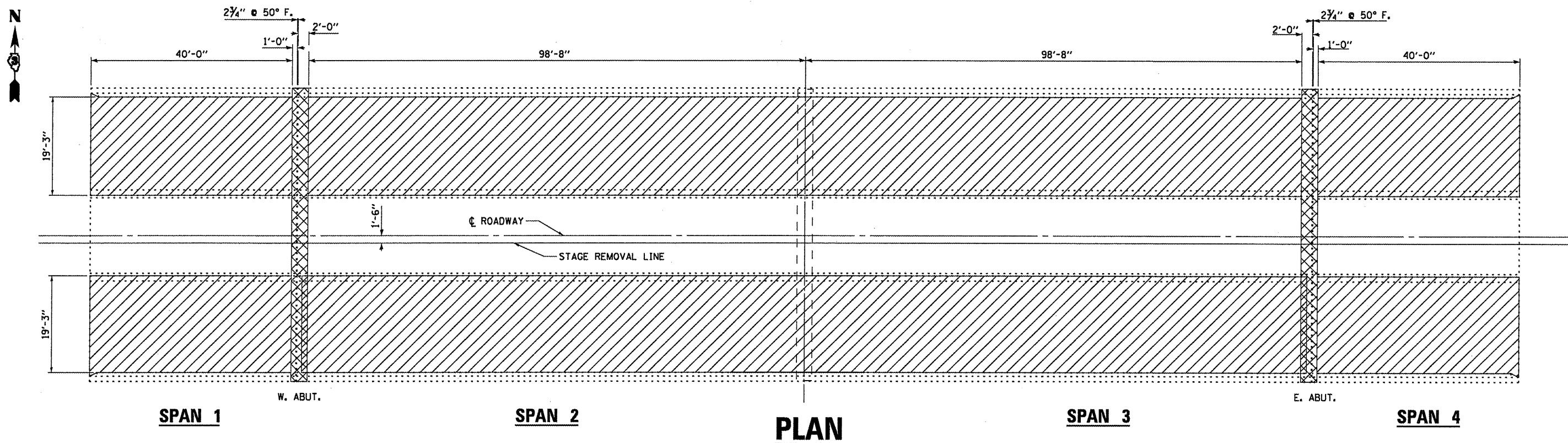


**TOTAL BILL OF MATERIALS**

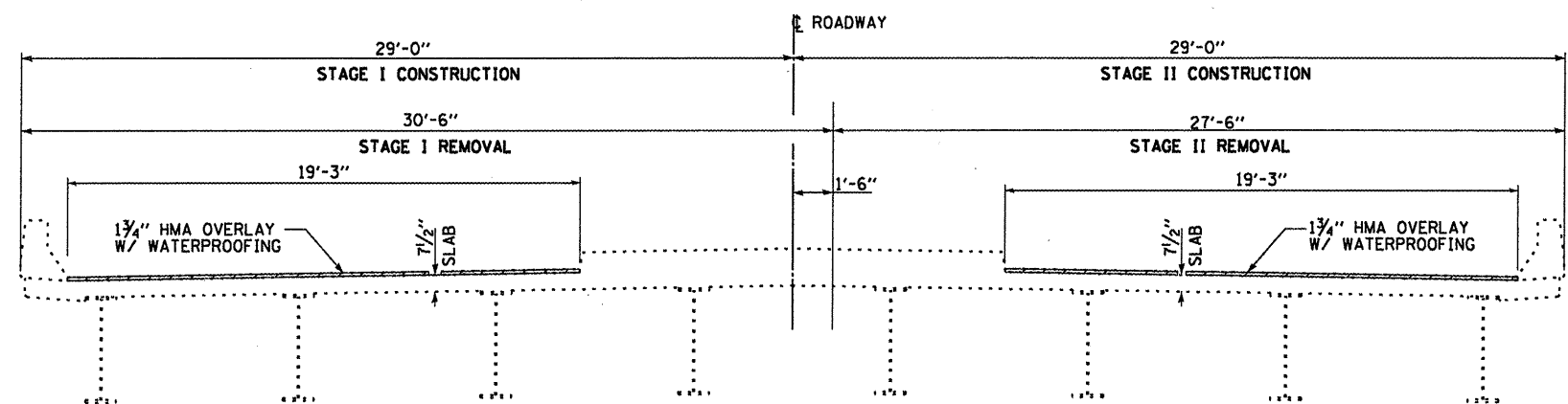
ITEM	UNIT	QUANTITY
HMA Surface Removal (Deck)	Sq Yd	1195
HMA Surface Cse. Mix C, N50	Ton	117
Waterproofing Membrane System	Sq Yd	1195
Concrete Removal	Cu yd	5.7
Concrete Superstructure	Cu Yd	5.7
Reinforcement Bars, Epoxy Coated	Pounds	2030
Bar Splicers	Each	32
Preformed Joint Strip Seal	Foot	115
Elastomeric Bearing Assembly, Type I	Each	16
Jack and Remove Existing Bearings	Each	16
Furnishing and Erecting Structural Steel	Pound	2880
Anchor Bolts 1 1/4" Ø	Each	32
Deck Slab Repair (Full Depth Type I)	Sq Yd	10
Deck Slab Repair (Partial)	Sq Yd	50
Structural Repair of Concrete Depth Equal To Or Less Than 5"	Sq Ft	372
Structural Steel Repair	Pound	2400



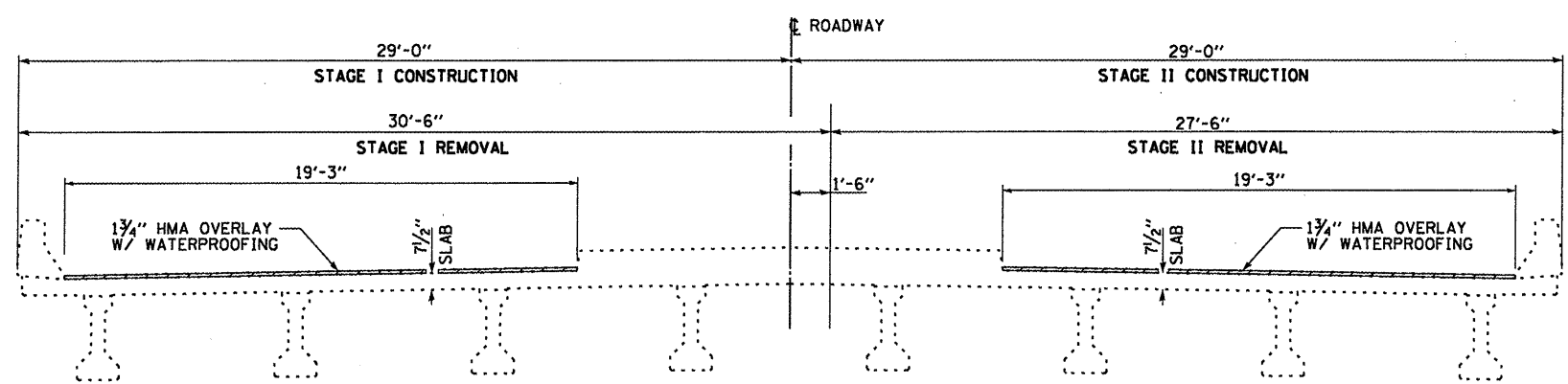
*David Carl Puzey* 5/11/12  
Expires 11/30/12



**PLAN**



**CROSS SECTION  
SPANS 2 AND 3  
LOOKING EAST**

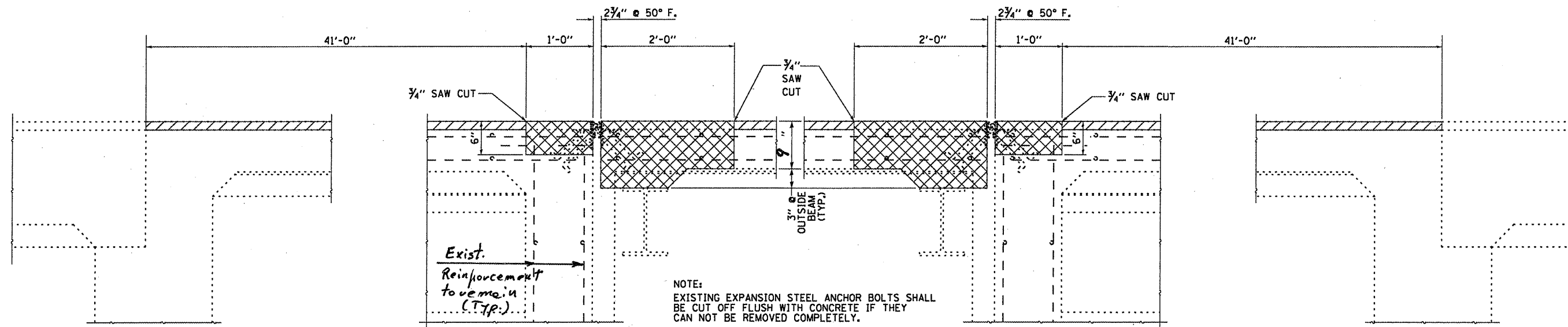


**CROSS SECTION  
SPANS 1 AND 4  
LOOKING EAST**

- CONCRETE REMOVAL & REPLACEMENT**  
**EXPANSION JOINT REMOVAL & REPLACEMENT**
- HMA SURFACE REMOVAL & REPLACEMENT**  
**WATERPROOFING REMOVAL & REPLACEMENT**

**BILL OF MATERIAL**

Item	Unit	Total
HMA Surface Removal (Deck)	Sq Yd	1195
HMA Surface Cse. Mix C, N50	Ton	117
Waterproofing Membrane System	Sq Yd	1195



**SECTION AT  
W. APPR. BENT**

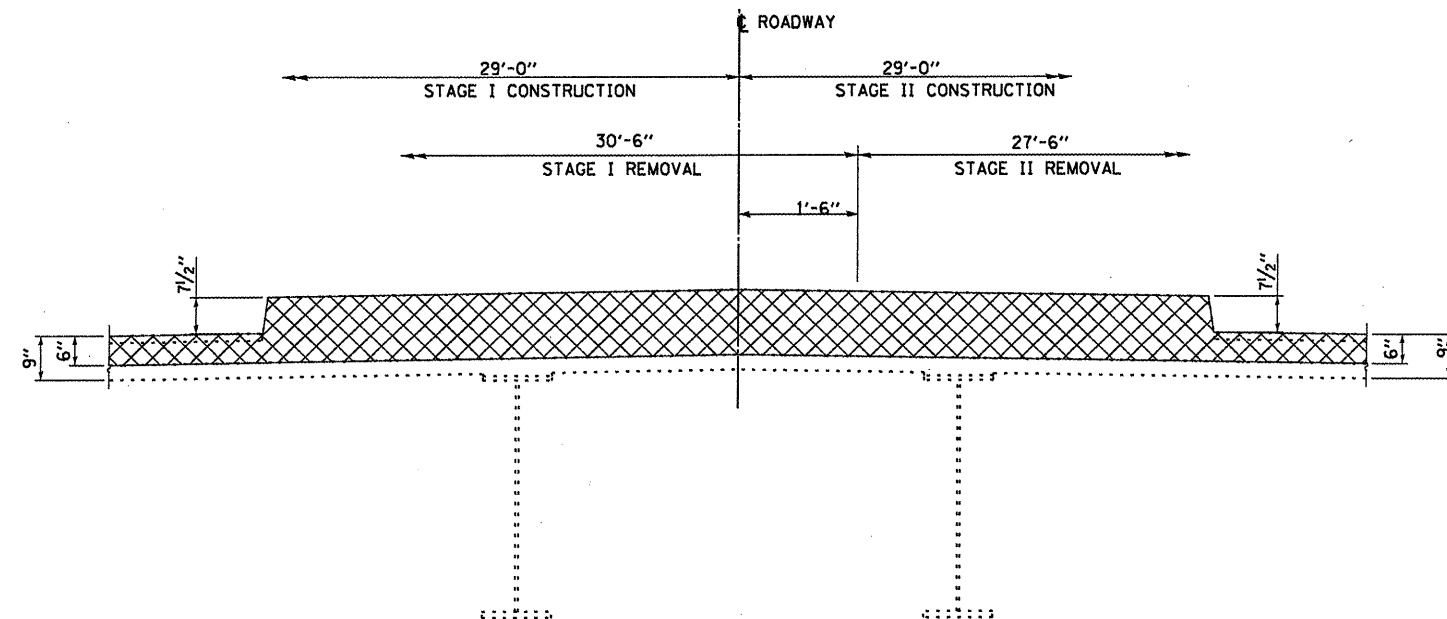
**SECTION AT W. ABUT.**

**SECTION AT E. ABUT.**

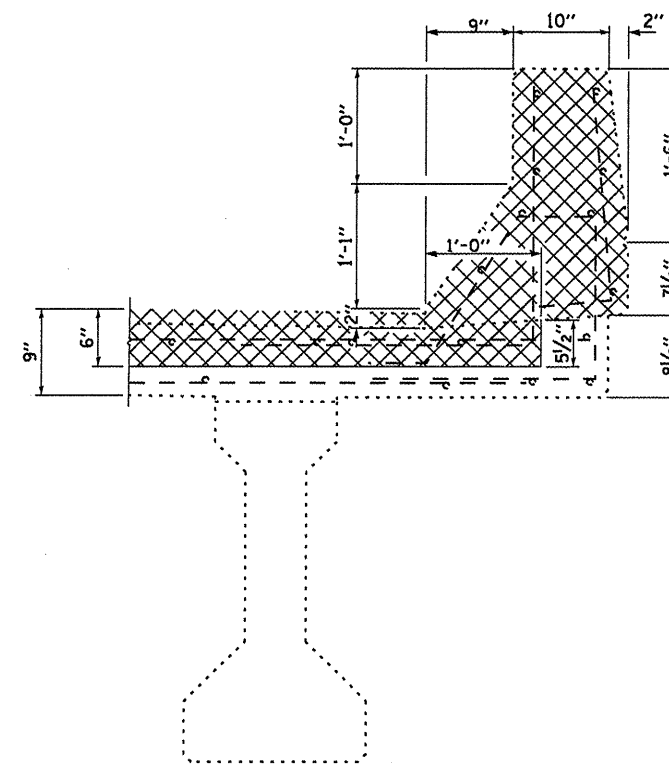
**SECTION AT  
E. APPR. BENT**

NOTE:  
EXISTING EXPANSION STEEL ANCHOR BOLTS SHALL  
BE CUT OFF FLUSH WITH CONCRETE IF THEY  
CAN NOT BE REMOVED COMPLETELY.

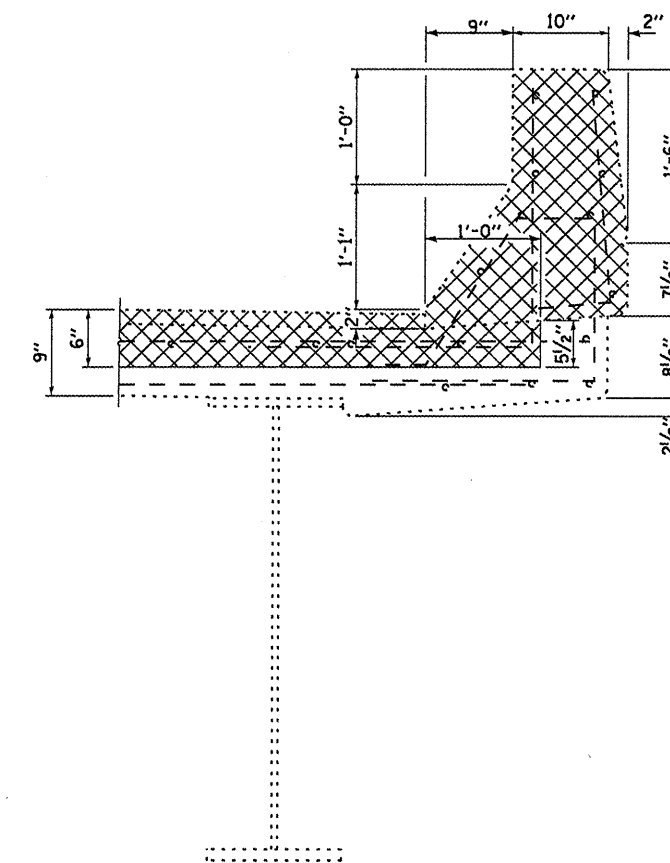
- CONCRETE REMOVAL & REPLACEMENT**  
**EXPANSION JOINT REMOVAL & REPLACEMENT**
- HMA SURFACE REMOVAL & REPLACEMENT**  
**WATERPROOFING REMOVAL & REPLACEMENT**



**SECTION AT MEDIAN  
AT EXPANSION JOINTS  
LOOKING EAST**

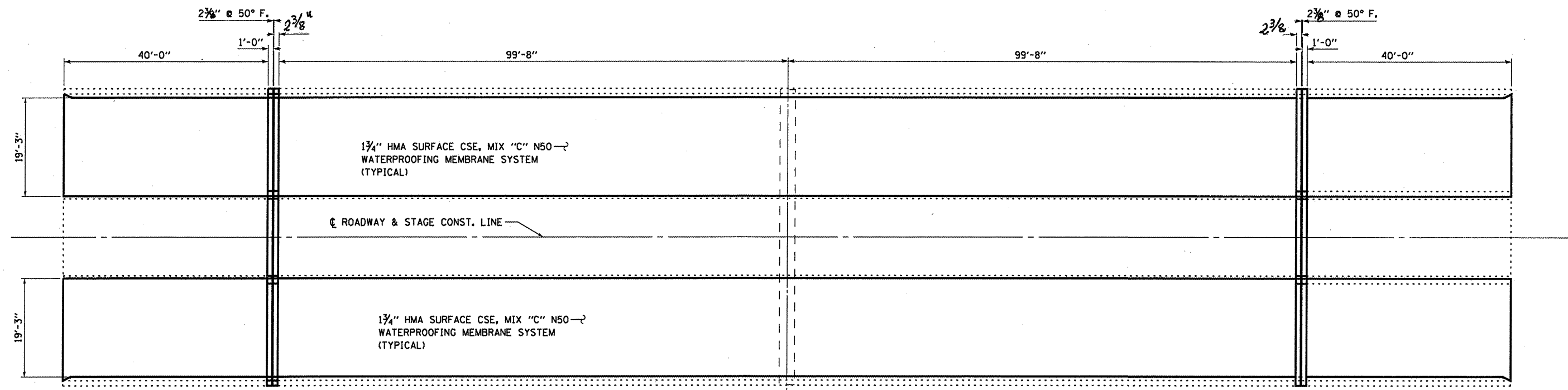


**CURB SECTION  
SPANS 1 & 4  
AT EXPANSION JOINTS**



**CURB SECTION  
SPANS 2 & 3  
AT EXPANSION JOINTS**

FILE NAME =	USER NAME = carpernterdj	DESIGNED - RLW	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING SUPERSTRUCTURE DETAILS FOR STRUCTURE NO. 006-0069</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pwwork\pwidot\carpernterdj\d0299254	1366C16-shr-details.dgn	DRAWN - RLW	REVISED -			2247	106-1HB-211-2	BUREAU	22	13
PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -	REVISED -			CONTRACT NO. 66C16				
PLOT DATE = 4/5/2012	DATE -	REVISED -	REVISED -			ILLINOIS FED. AID PROJECT				
				SCALE:		SHEET 3 OF 12 SHEETS		STA. 28+98.21 TO STA. 31+43.29		



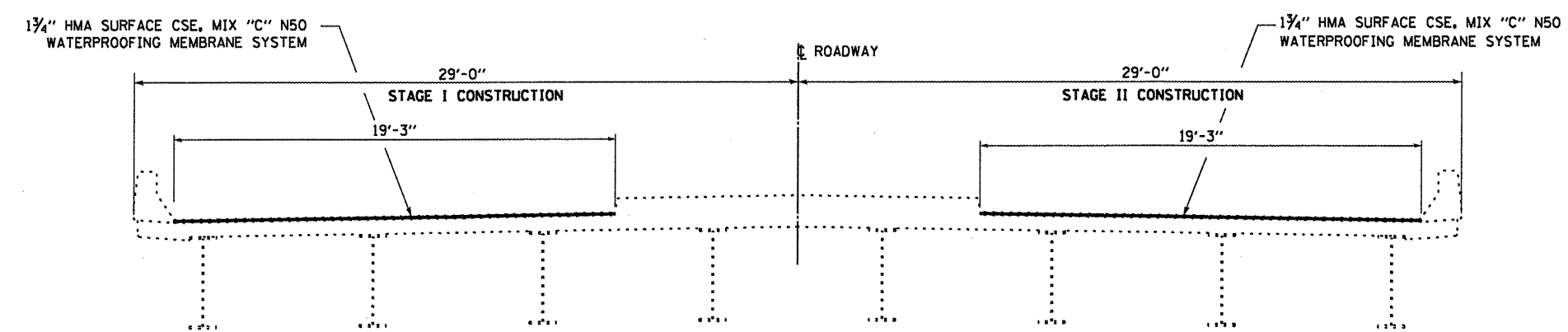
**SPAN 1**

**SPAN 2**

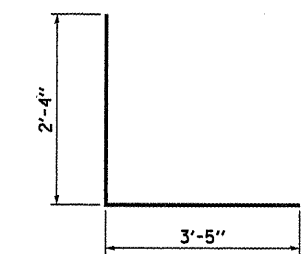
**PLAN**

**SPAN 3**

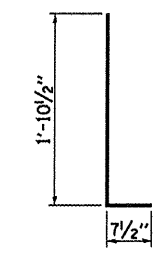
**SPAN 4**



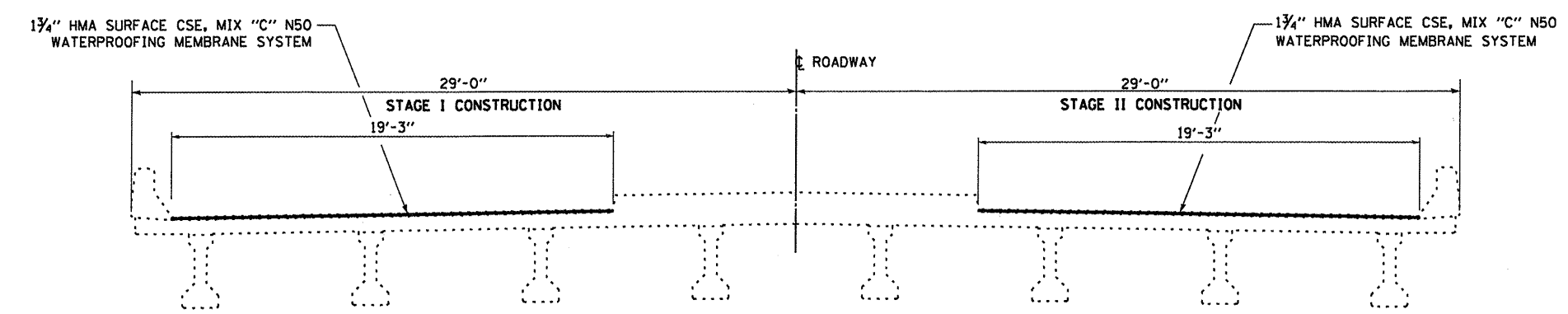
**CROSS SECTION  
SPANS 2 AND 3  
LOOKING EAST**



**d(E)**



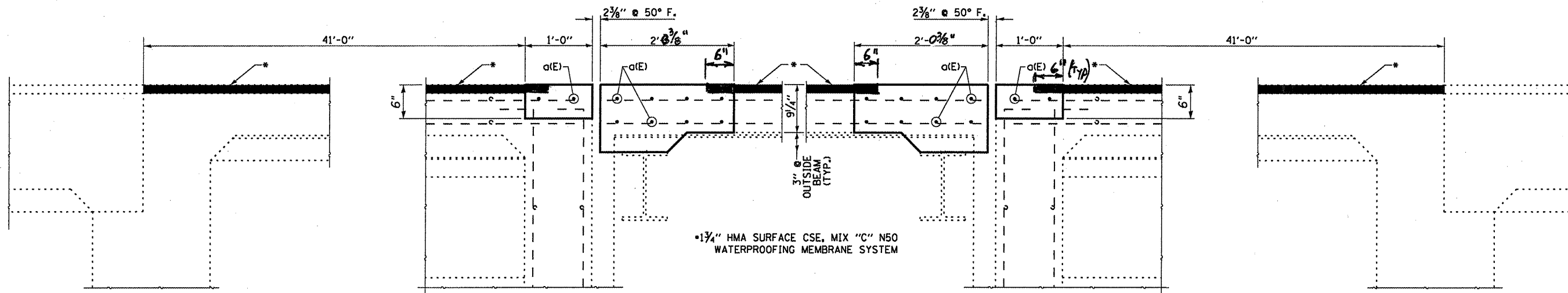
**d1(E)**



**CROSS SECTION  
SPANS 1 AND 4  
LOOKING EAST**

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	16	#6	27'-10"	—
a1(E)	16	#4	7'-2"	—
d(E)	16	#6	5'-9"	—
d1(E)	16	#4	2'-6"	—
Concrete Removal			Cu. Yd.	5.7
Concrete Superstructure			Cu. Yd.	5.7
Reinforcement Bars, Epoxy Coated			Lbs.	2030

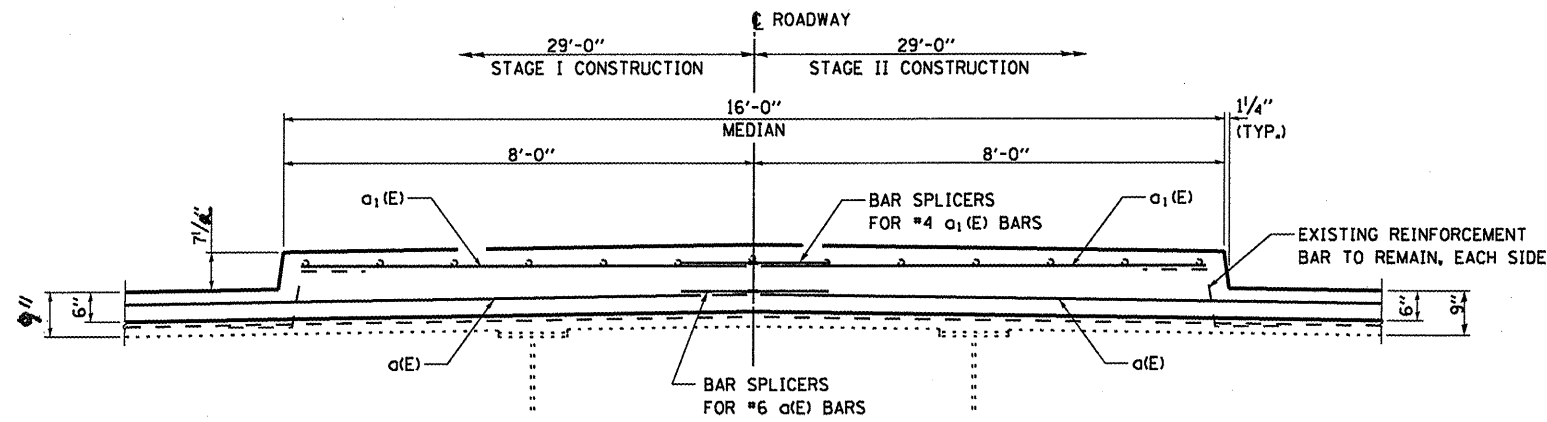


**SECTION AT W. APPR. BENT**

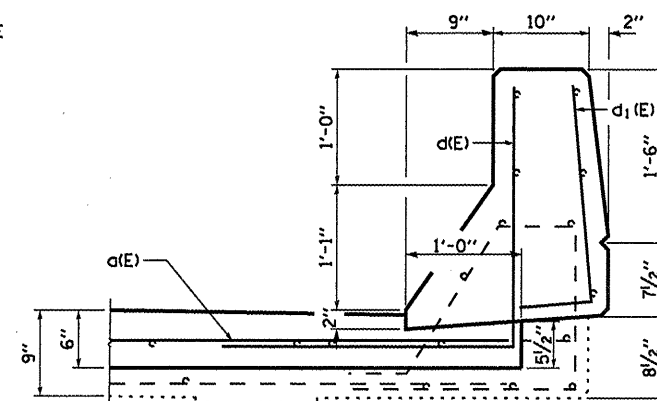
**SECTION AT W. ABUT.**

**SECTION AT E. ABUT.**

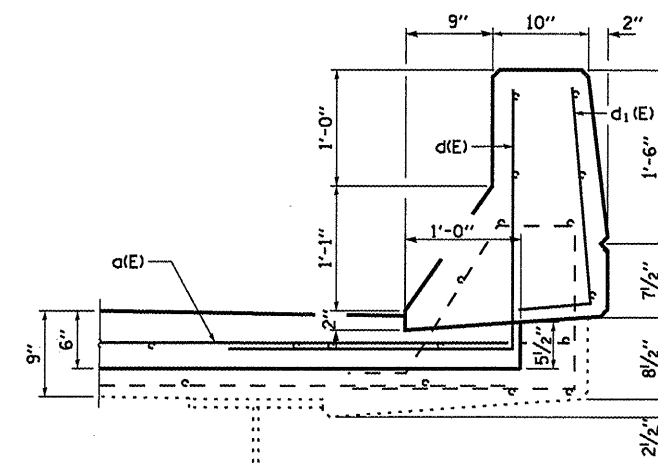
**SECTION AT E. APPR. BENT**



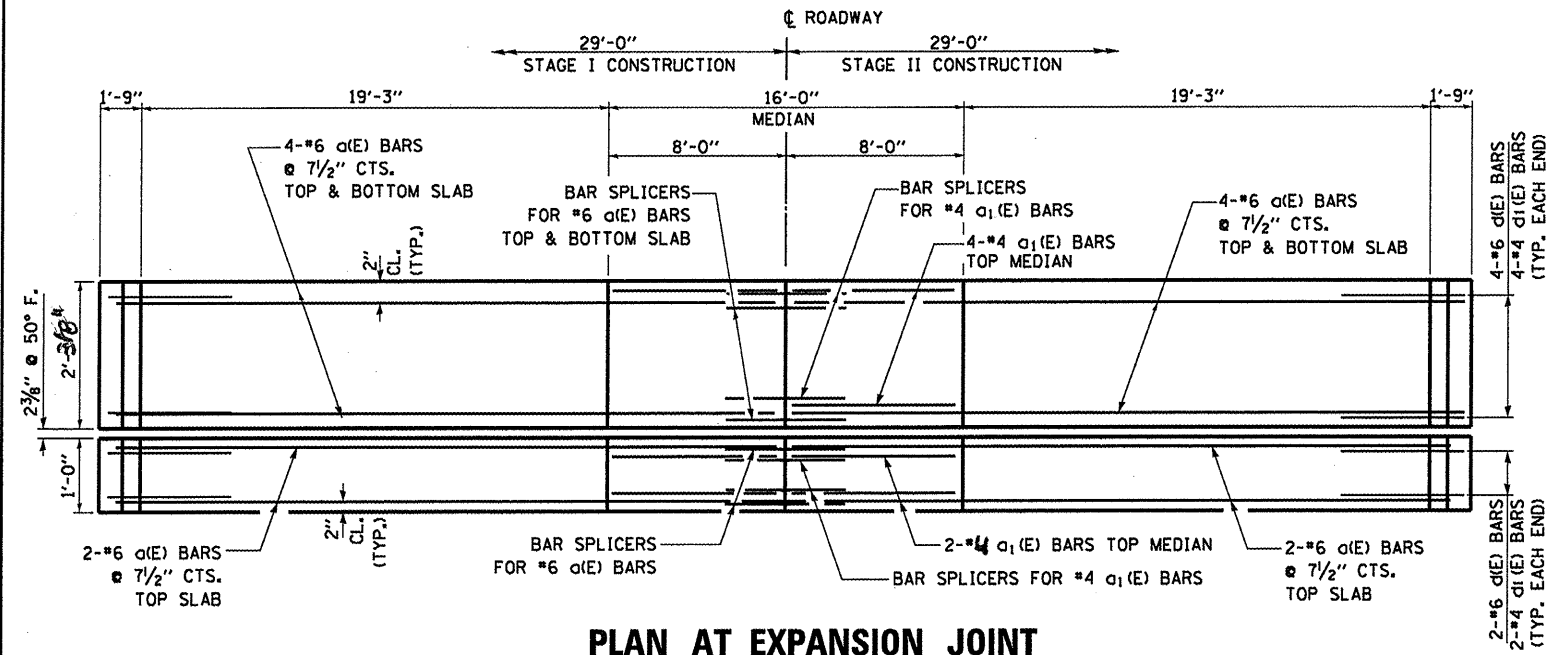
**SECTION AT MEDIAN  
AT EXPANSION JOINTS  
LOOKING EAST**



**CURB SECTION  
SPANS 1 & 4  
AT EXPANSION JOINTS**



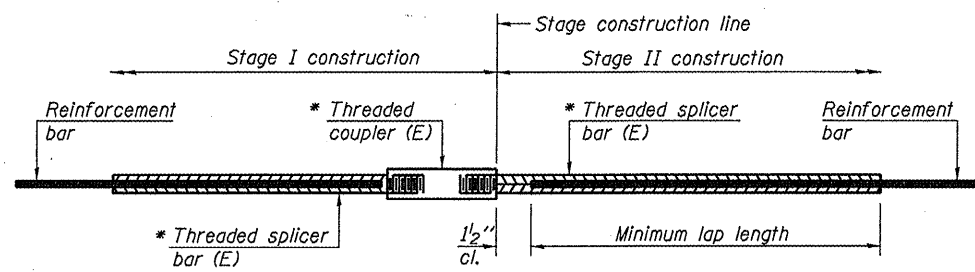
**CURB SECTION  
SPANS 2 & 3  
AT EXPANSION JOINTS**



**PLAN AT EXPANSION JOINT**

FILE NAME =	USER NAME = carpentardj	DESIGNED - RLW	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED SUPERSTRUCTURE DETAILS FOR STRUCTURE NO. 006-0069</b>	F.A.S. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwork\carpentardj\d0299254\	0366C16-shd-details.dgn	DRAWN - RLW	REVISED -			2247	106-1HB-21I-2	BUREAU	22	15
PLOT SCALE = 1/8" = 1'-0"		CHECKED -	REVISED -			SCALE: SHEET 5 OF 12 SHEETS STA. 28+98.21 TO STA. 31+43.29		CONTRACT NO. 66C16		
PLOT DATE = 4/5/2012		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				





**STANDARD BAR SPLICER ASSEMBLY**

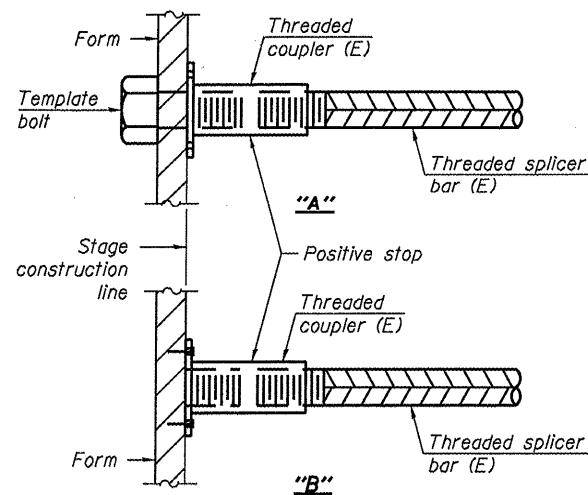
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-5"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- 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
Abut. joints	#6	20	Table 3
PIVOT. JOINTS	#4	12	Table 3



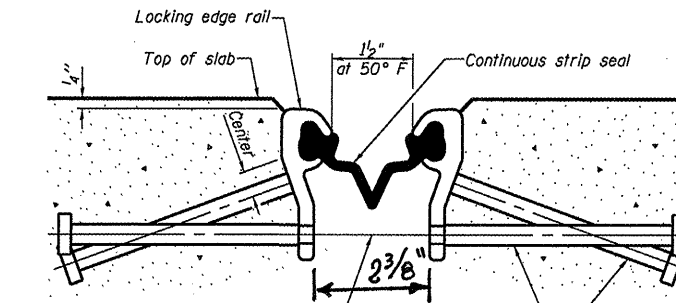
**INSTALLATION AND SETTING METHODS**

"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.

**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.

**BAR SPLICER ASSEMBLY DETAILS FOR STRUCTURE NO. 006-0069**

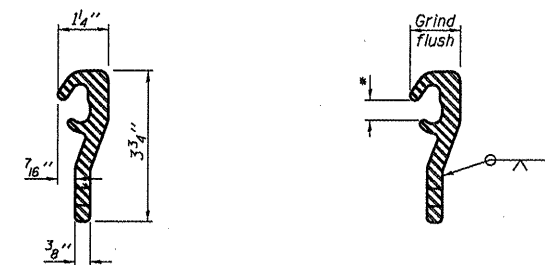


7/16" φ holes at 4'-0" cts. for 3/8" φ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

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.

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

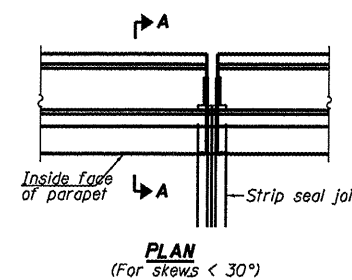
**SECTION THRU STRIP SEAL JOINT FOR OVERLAY OVER DECK BEAMS**



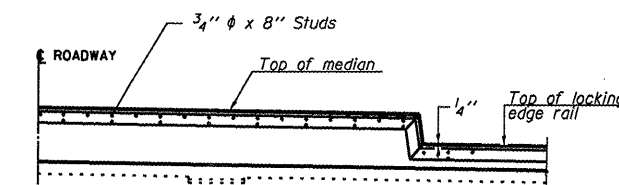
**LOCKING EDGE RAIL**

**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.

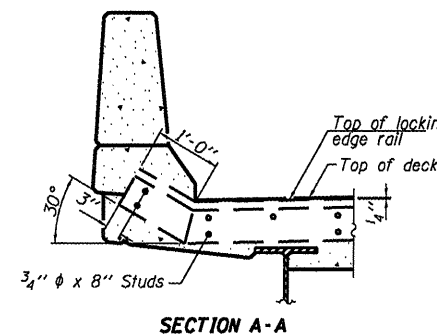


**PLAN**  
(For skews < 30°)



**TYPICAL END TREATMENT AT MEDIAN**

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



**SECTION A-A**

**BILL OF MATERIAL**

Item	Unit	Total
Preformed Joint Strip Seal	Foot	115

**PREFORMED JOINT STRIP SEAL DETAILS FOR STRUCTURE NO. 006-0069**

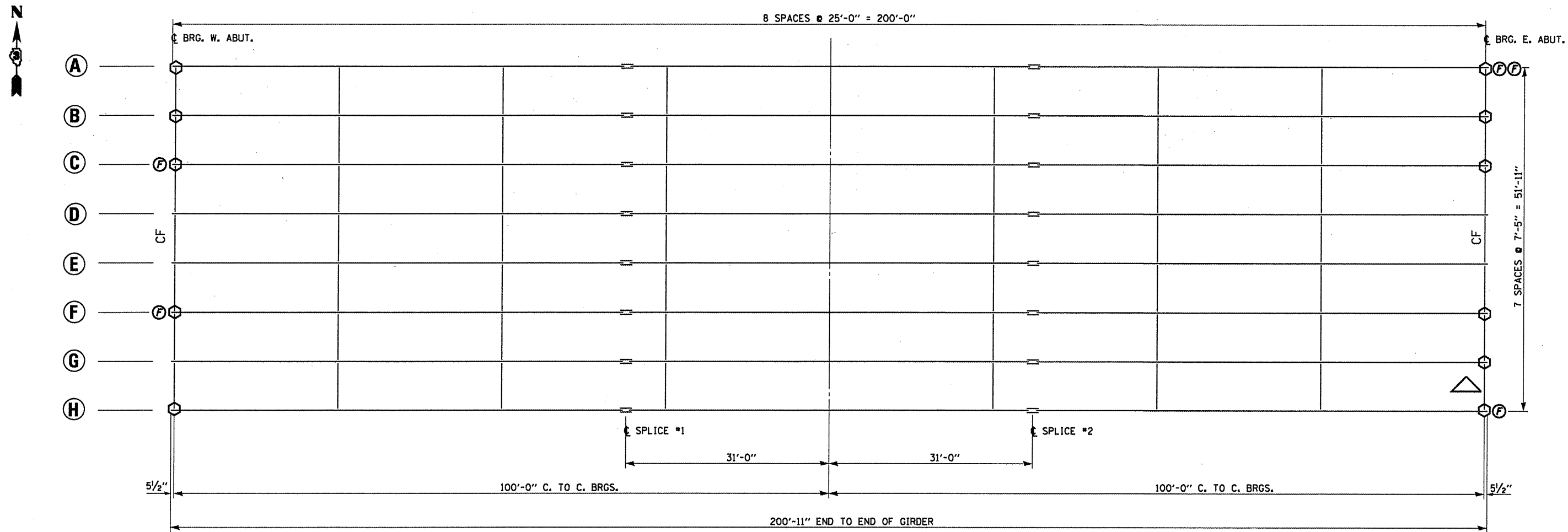
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c:\pwwork\pwwork\carpentardj\d8299254\366C16-shd-details.dgn		DRAWN - RLW	REVISED -
PLOT SCALE = 1/8" = 1'-0"		CHECKED -	REVISED -
PLOT DATE = 4/5/2012		DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

**CONSTRUCTION DETAILS FOR STRUCTURE NO. 046-0069**

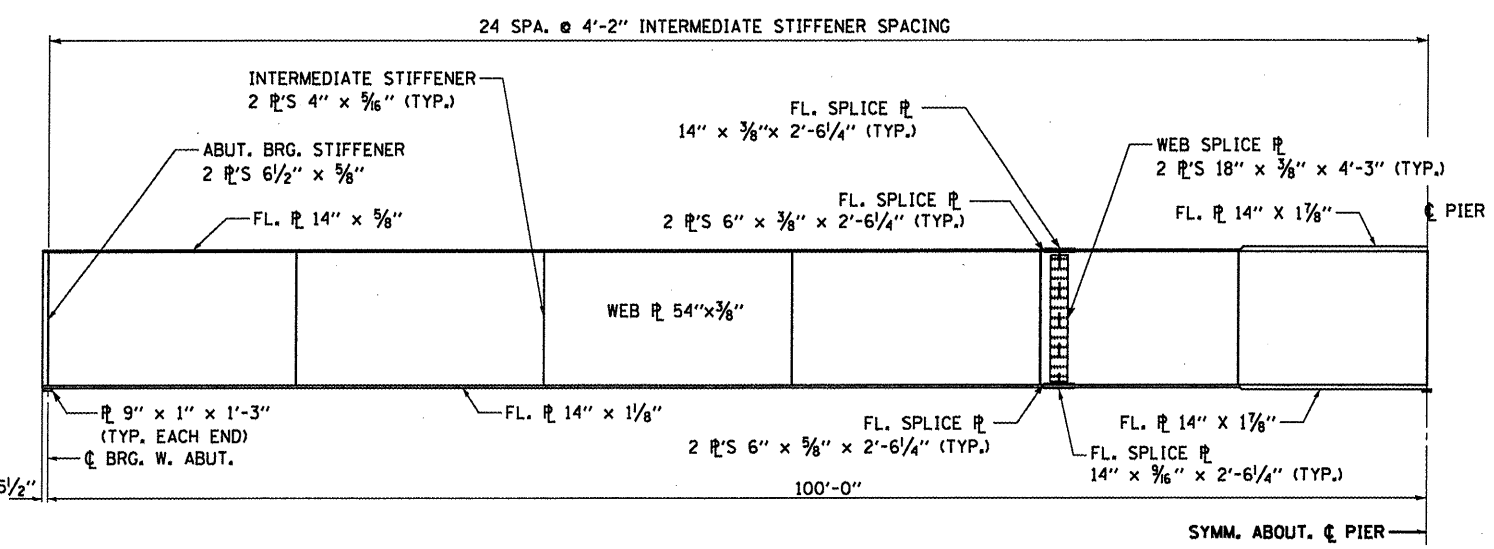
SCALE: SHEET 6 OF 12 SHEETS STA. 28+98.21 TO STA. 31+43.29

F.A.S. RTE. 2247	SECTION 106-1HB-211-2	COUNTY BUREAU	TOTAL SHEETS 22	SHEET NO. 16
CONTRACT NO. 66C16			ILLINOIS FED. AID PROJECT	

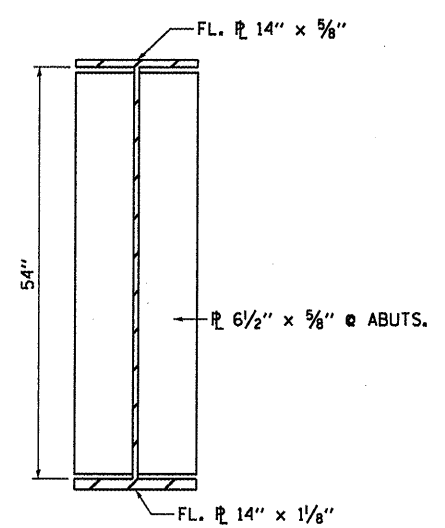


**STRUCTURAL STEEL FRAMING PLAN**

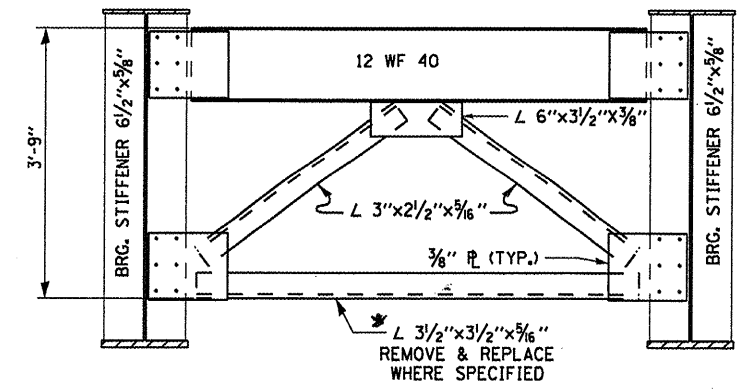
- GIRDER END REPAIR LOCATIONS
- REMOVE AND REPLACE BOTTOM ANGLE OF CROSS FRAME
- FILLER PLATE (SEE SHEET 17 OF 21)



**ELEVATION OF GIRDER**



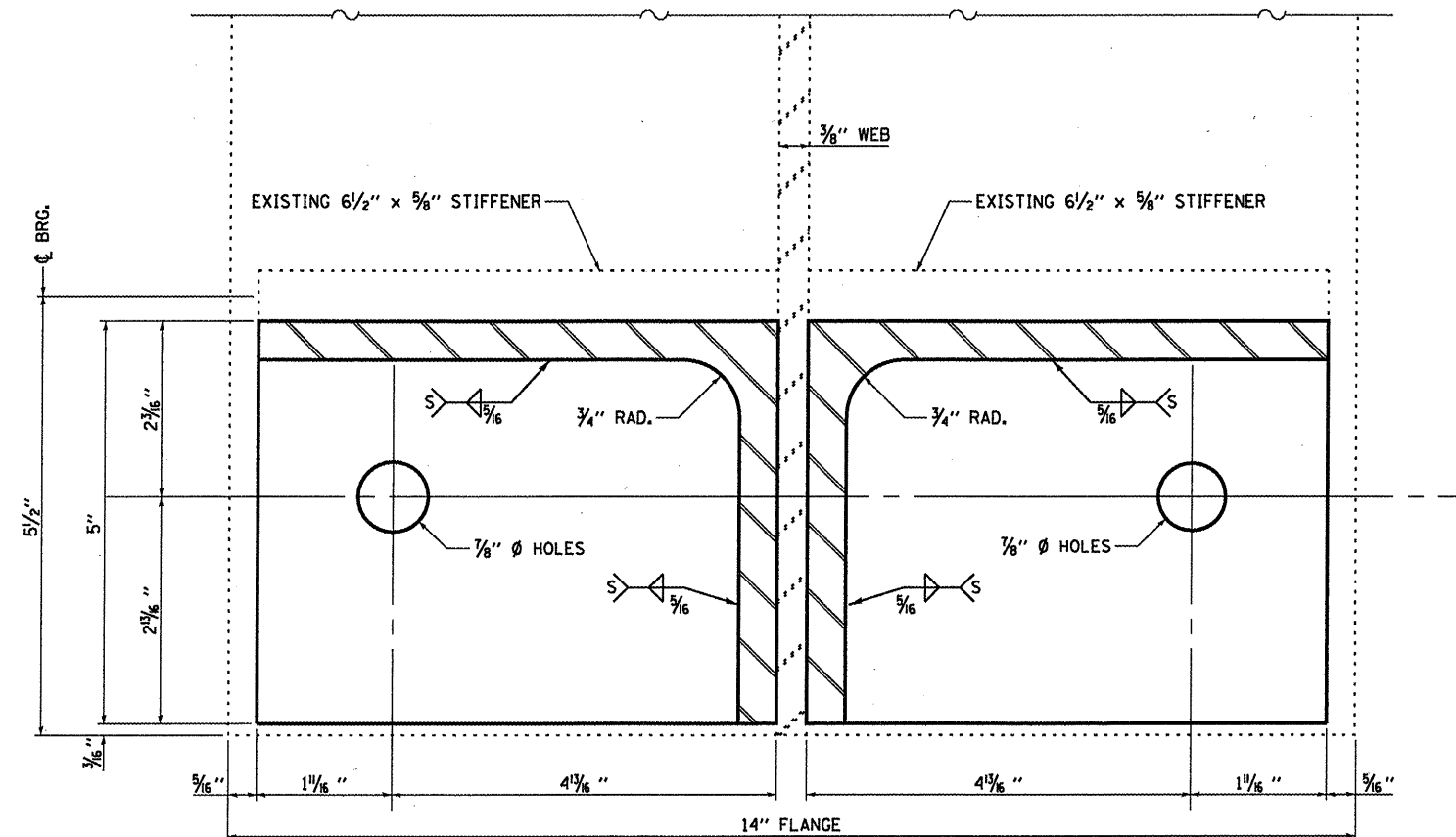
**GIRDER SECTION**



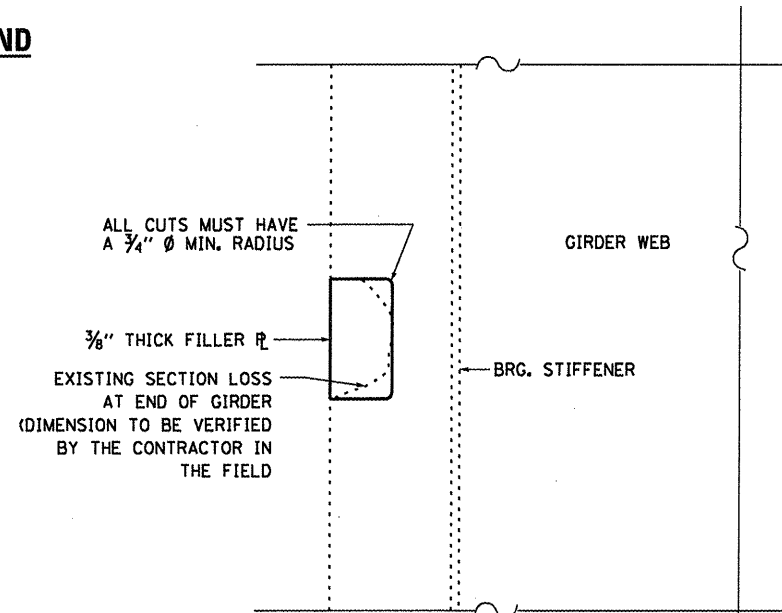
**EXISTING CROSS FRAME (CF)**

\* Use air-arc gouging for removing weld. New angle to be bolted to gusset plates.

FILE NAME =	USER NAME = carpenterd	DESIGNED - RLW	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STRUCTURAL STEEL FRAMING DETAILS FOR STRUCTURE NO. 006-0069</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0366C16-shd-details.dgn	DRAWN - RLW	REVISED -	2247			06-1HB-21-2	BUREAU	22	17	
PLOT SCALE = 1/8" = 1'-0"	CHECKED -	REVISED -	CONTRACT NO. 66C16							
PLOT DATE = 4/5/2012	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
					SCALE:	SHEET 7 OF 12 SHEETS		STA. 28+98.21 TO STA. 31+43.29		

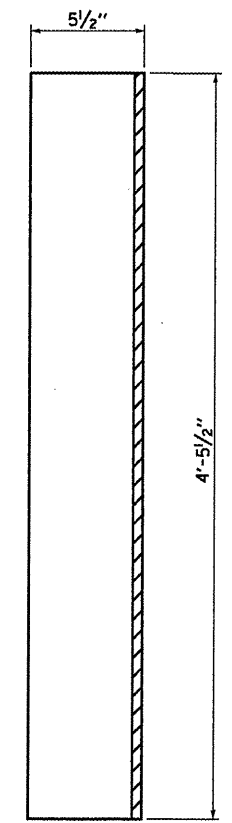


**PLAN AT GIRDER END**

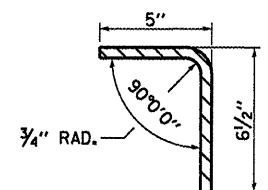


**SECTION LOSS REPAIR AT END OF BEAM**

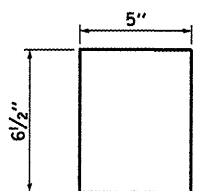
**A**



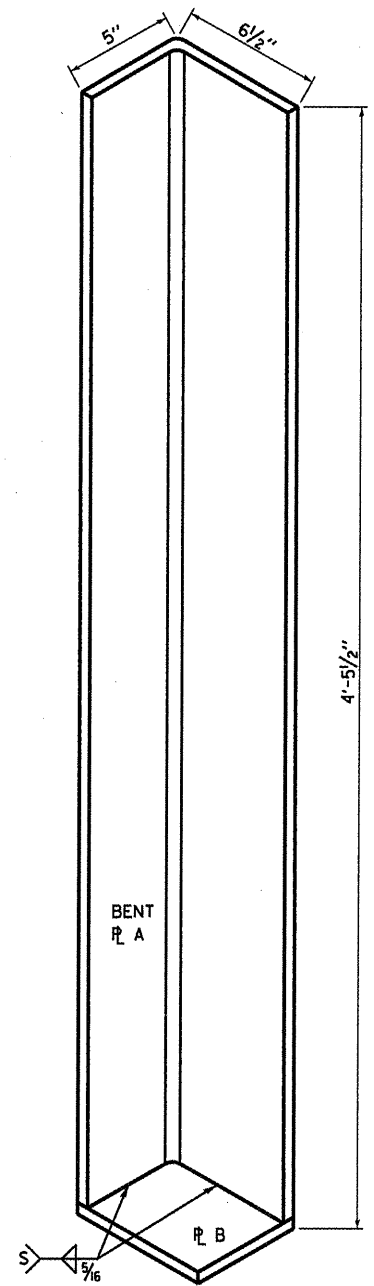
**BENT PLATE A**



**SECTION A-A  
1/2" PLATE**



**PLATE "B"  
1/2" PLATE**



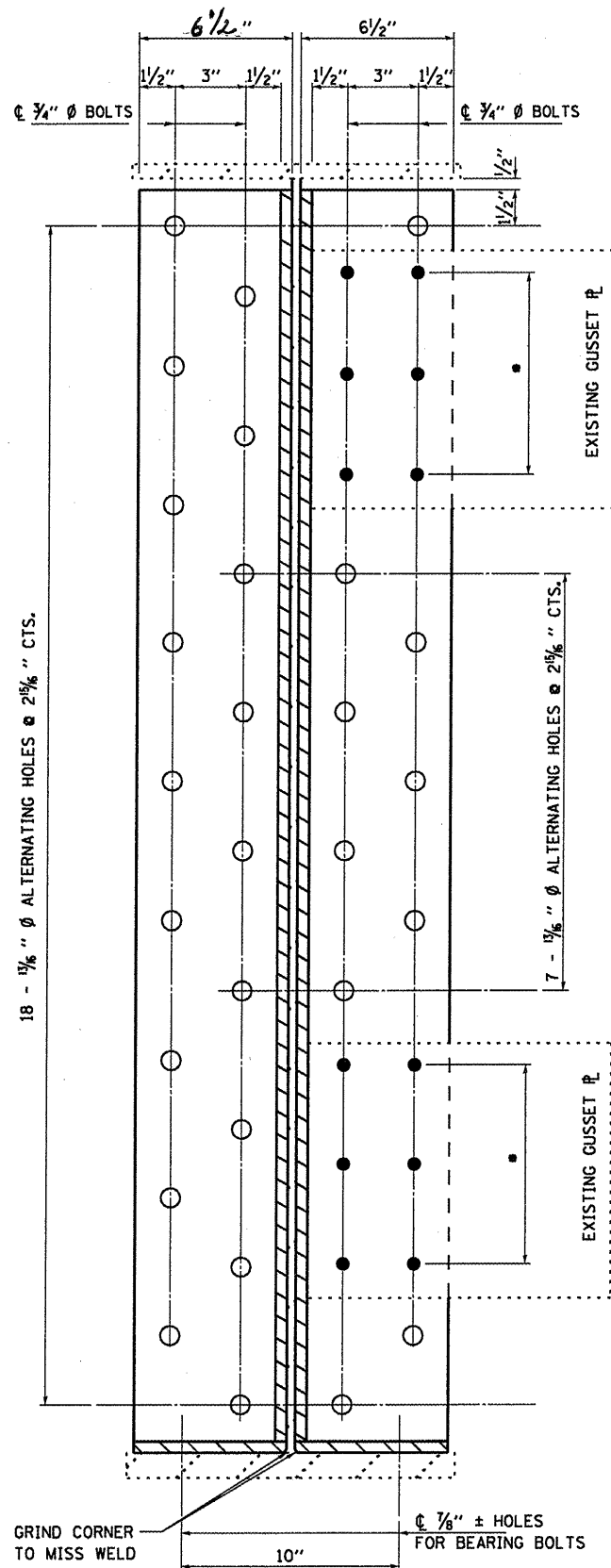
**PLATE ASSEMBLY DETAIL**

**NOTES**

EXISTING CROSS FRAMES SHALL BE REMOVED AND REINSTALLED WITH NEW FASTENERS. HOLES THROUGH THE EXISTING GUSSET PLATE AND NEW PLATES SHALL BE LOCATED AND DRILLED IN THE FIELD USING EXISTING GUSSET PLATE AS A TEMPLATE AT TIME OF CONSTRUCTION. THE COST OF REMOVING AND RE-ERECTING EXISTING CROSS FRAMES AND DRILLING NEW HOLES SHALL BE INCLUDED IN THE COST OF "STRUCTURAL STEEL REPAIR".

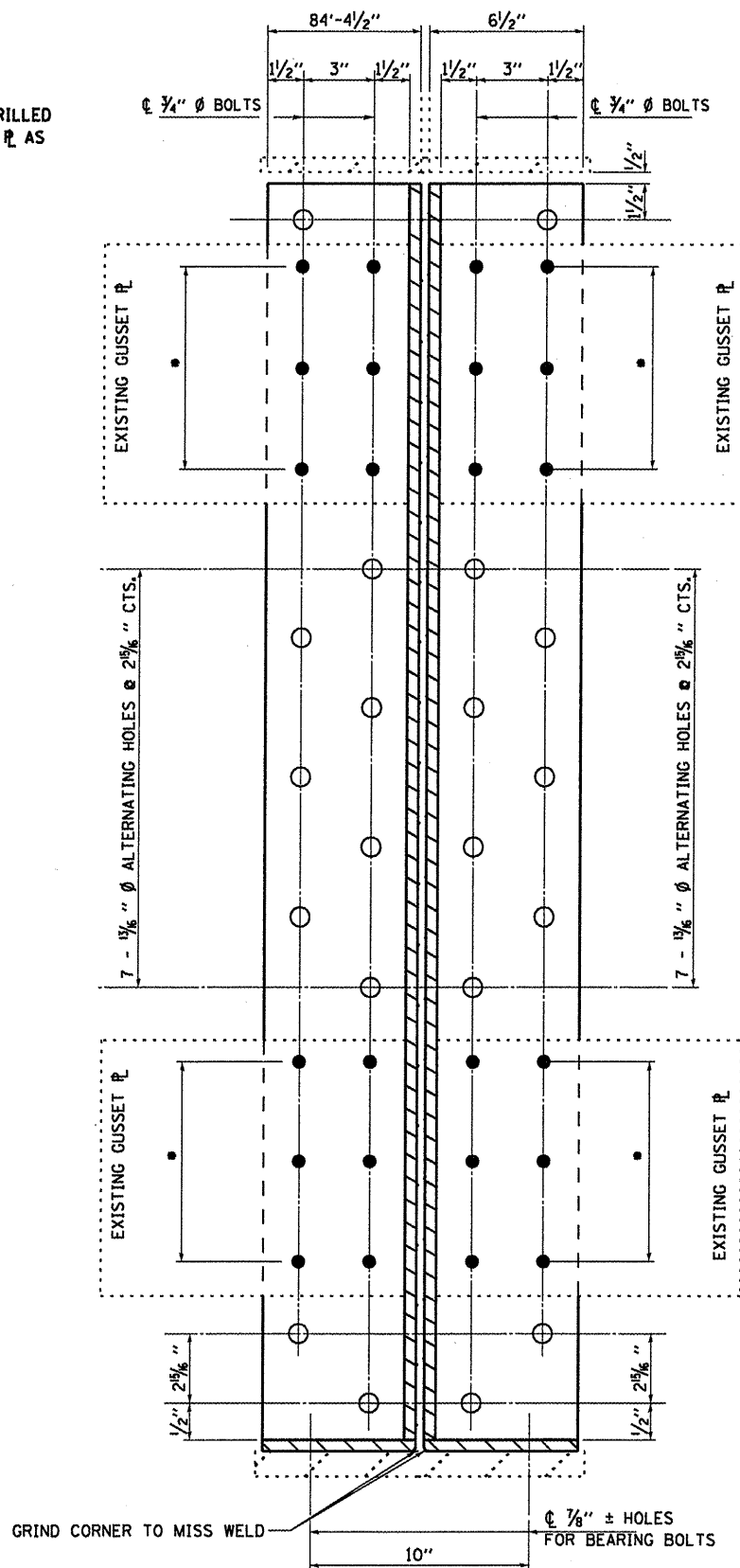
WHEN SECTION LOSS OCCURS ON THE WEB AT THE END OF THE GIRDER, THE EXISTING VOID SHALL BE SQUARED OFF AND A FILLER PLATE SHALL BE FABRICATED IN THE FIELD AND INSTALLED AT THE TIME OF ERECTING THE NEW STRUCTURAL STEEL PLATES. COST OF FURNISHING, FABRICATING, SQUARING OFF EXISTING VOIDS AND INSTALLING THE FILLER PLATE SHALL BE INCLUDED IN THE COST OF "STRUCTURAL STEEL REPAIR".

FILE NAME =	USER NAME = carpentardj	DESIGNED - RLW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURAL STEEL REPAIR DETAILS FOR STRUCTURE NO. 006-0069	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLOT SCALE = 100.0000' / 1"		CHECKED -	REVISED -			CONTRACT NO. 66C16					
PLOT DATE = 4/5/2012		DATE -	REVISED -			[ILLINOIS] FED. AID PROJECT					

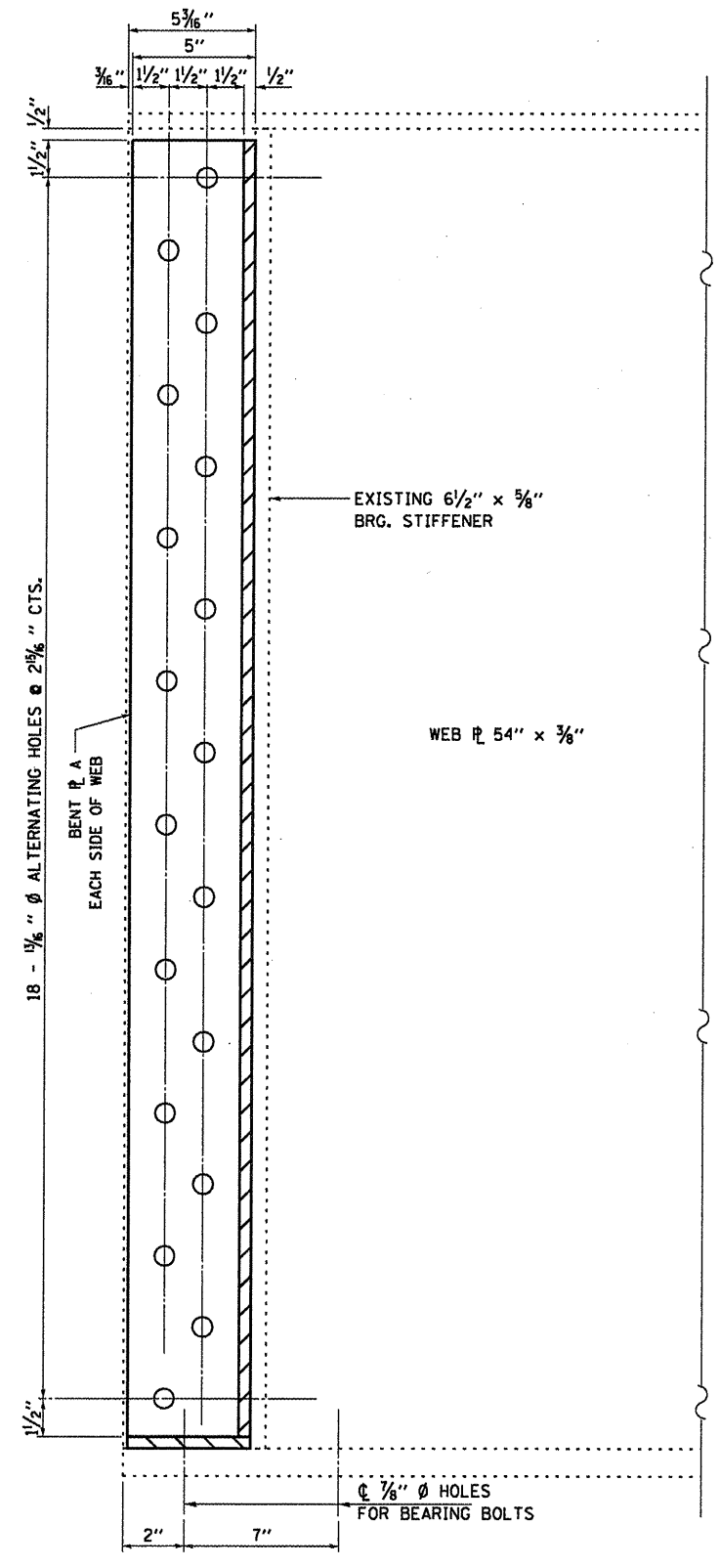


**END GIRDER ELEVATION**  
EXTERIOR GIRDER

• HOLES TO BE FIELD DRILLED  
USE EXISTING GUSSET PLATE AS  
TEMPLATE.



**END GIRDER ELEVATION**  
INTERIOR GIRDER



**SIDE GIRDER ELEVATION**

**BILL OF MATERIAL**

Item	Unit	Total
STRUCTURAL STEEL REPAIR	Pound	2400

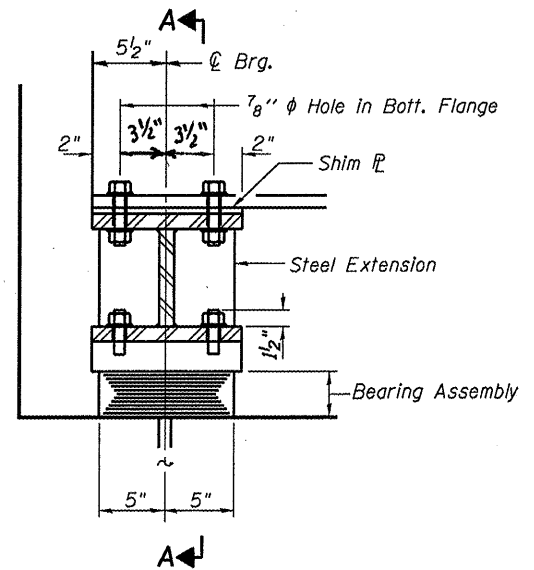
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

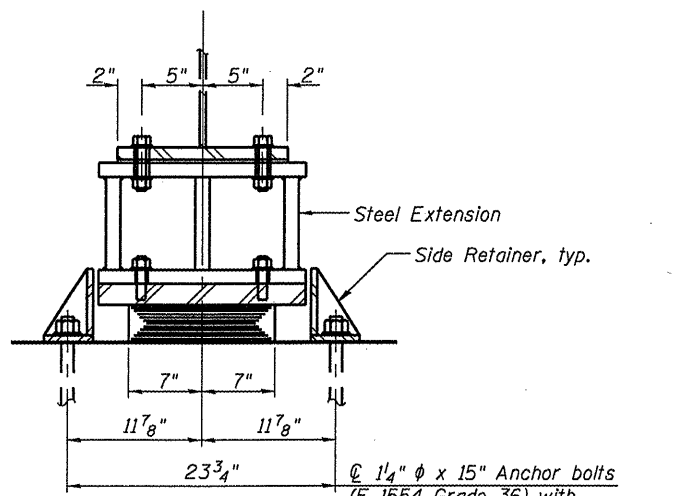
**STRUCTURAL STEEL REPAIR DETAILS**  
**FOR STRUCTURE NO. 006-0069**

SCALE: SHEET 9 OF 12 SHEETS STA. 28+98.21 TO STA. 31+43.29

F.A.S. RTE. 2247	SECTION 106-1HB-211-2	COUNTY BUREAU	TOTAL SHEETS 22	SHEET NO. 19
CONTRACT NO. 66C16			ILLINOIS FED. AID PROJECT	

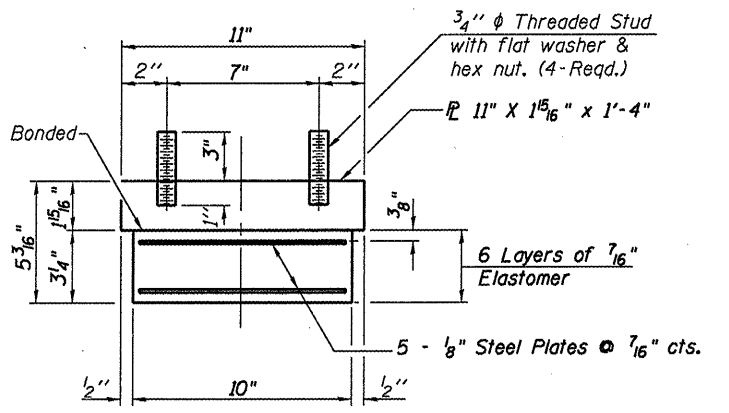


**ELEVATION AT ABUT.**



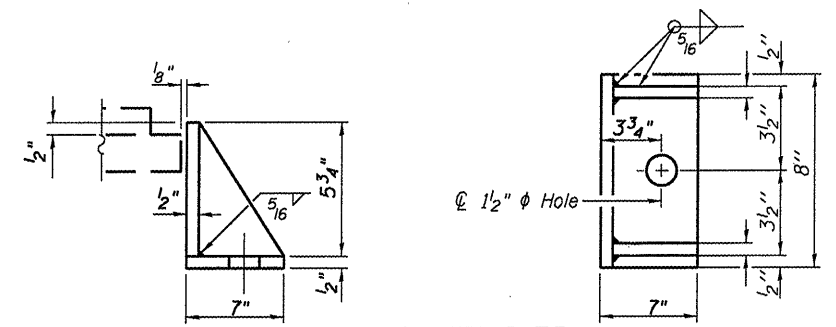
**SECTION A-A**  
 @ 1 1/4" phi x 15" Anchor bolts (F 1554 Grade 36) with 2 3/4" x 2 3/4" phi x 5/16" P washer under nut

**TYPE I ELASTOMERIC EXP. BRG.**



**BEARING ASSEMBLY**

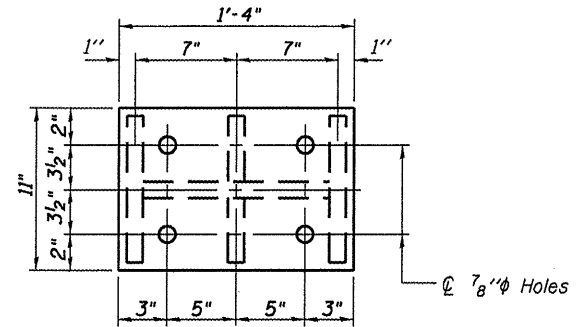
Note:  
 Shim plates shall not be placed under Bearing Assembly.



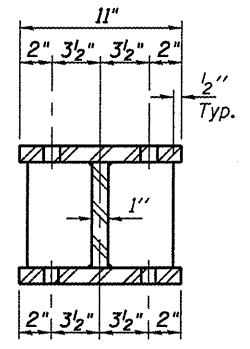
**SIDE RETAINER**  
 Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

**BEAM REACTIONS**

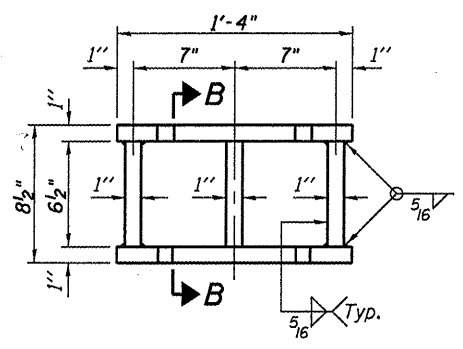
RP	(K)	41.2
RSP	(K)	16.6
RL	(K)	32.0
Imp.	(K)	7.0
R (Total)	(K)	96.80



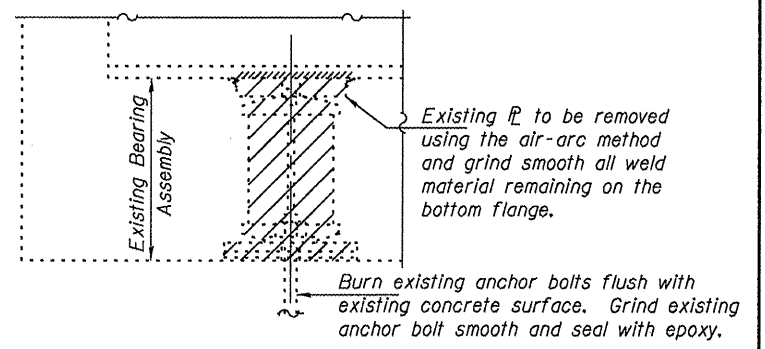
**PLAN TOP AND BOTTOM PLATE**



**SECTION B-B**



**STEEL EXTENSION DETAIL**



**EXISTING BEARING REMOVAL DETAIL**

Cost included with Jack and Remove Existing Bearings.

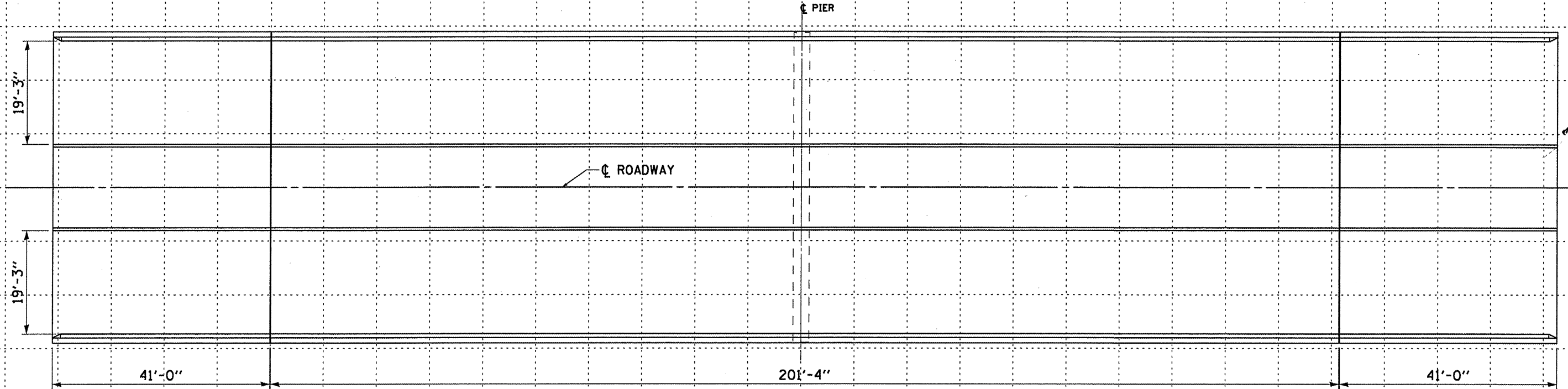
Notes:  
 Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost included Jack and Remove Existing Bearings.  
 New steel extensions, shim plates and connection bolts are included with Furnishing and Erecting Structural Steel.  
 Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions. Min. jack capacity = 60 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.

SHIM SCHEDULE								
	BEAM A	BEAM B	BEAM C	BEAM D	BEAM E	BEAM F	BEAM G	BEAM H
W. ABUT.	1/4"	3/8"	1/2"	1/2"	5/8"	1/2"	1/2"	1/2"
E. ABUT.	1/2"	1/2"	1/2"	3/4"	1/2"	1/2"	1/8"	1/8"

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.  
 Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

**BILL OF MATERIAL**

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	16
Jack and Remove Existing Bearings	Each	16
Furnishing and Erecting Structural Steel	Pound	2880
Anchor Bolts 1 1/4" phi	Each	32



**W. APPR. BENT**

**W. ABUT.**

**E. ABUT.**

**E. APPR. BENT**

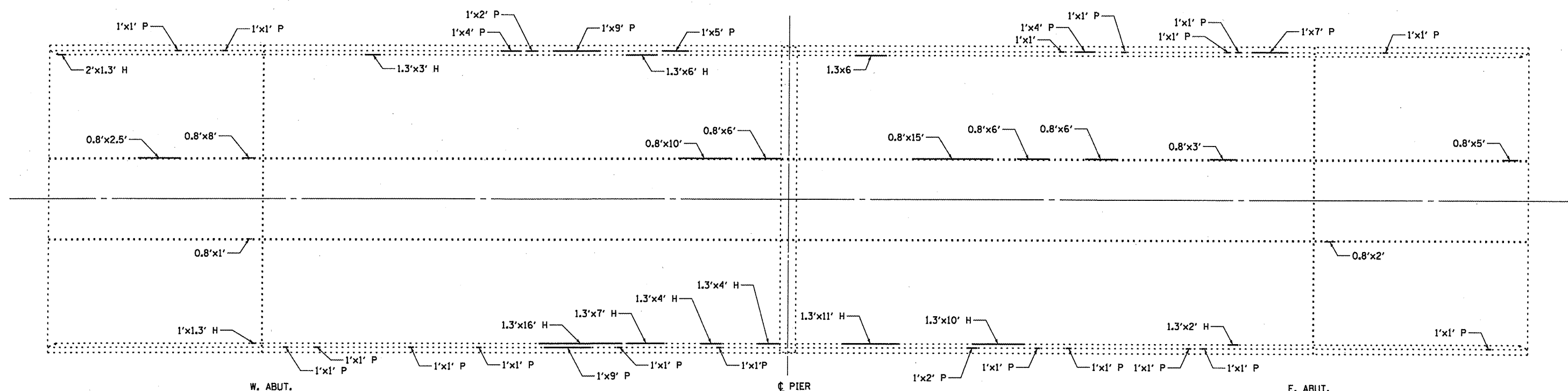
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

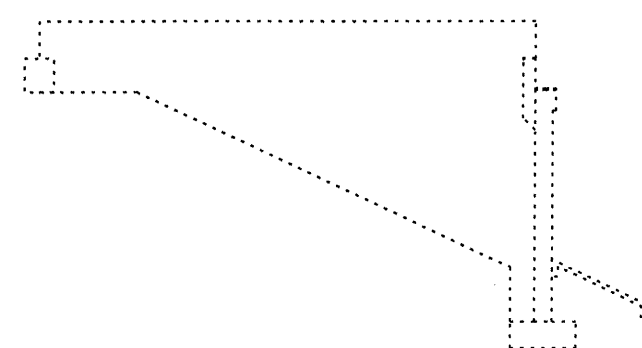
**DECK SLAB REPAIR PLAN  
FOR STRUCTURE NO. 006-0069**

SCALE: SHEET 11 OF 12 SHEETS STA. 28+98.21 TO STA. 31+43.29

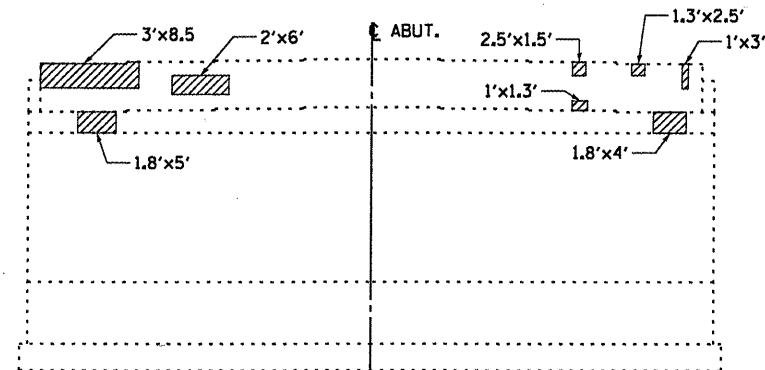
F.A.S. RTE. 2247	SECTION 106-1HB-211-2	COUNTY	TOTAL SHEETS 22	SHEET NO. 21
			BUREAU	
			CONTRACT NO. 66C16	
ILLINOIS FED. AID PROJECT				



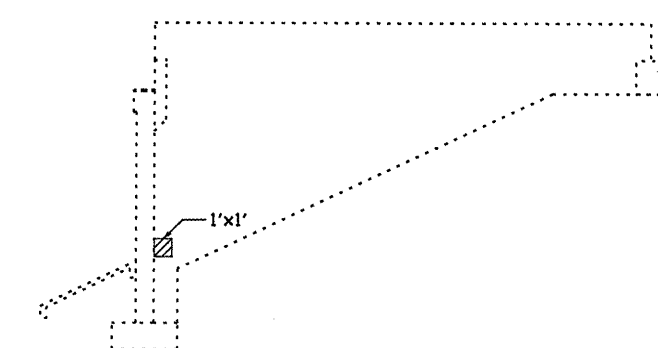
**SPAN 1**                      **SPAN 2**                      **SPAN 3**                      **SPAN 4**  
**PLAN**



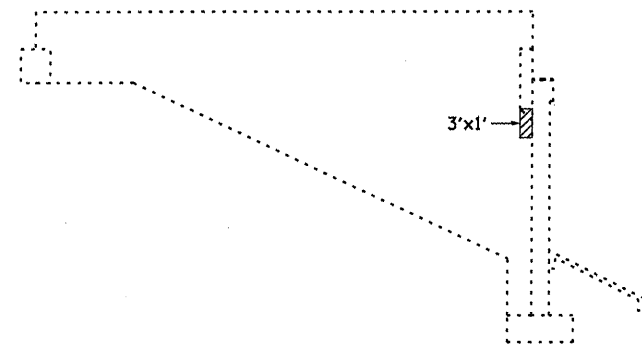
**SOUTH ELEVATION**



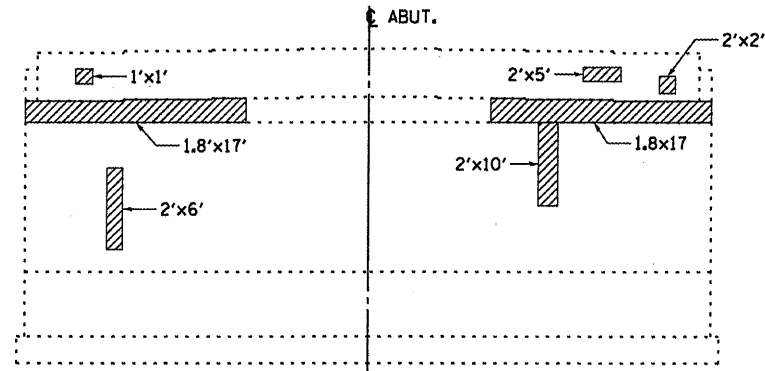
**WEST ABUTMENT**



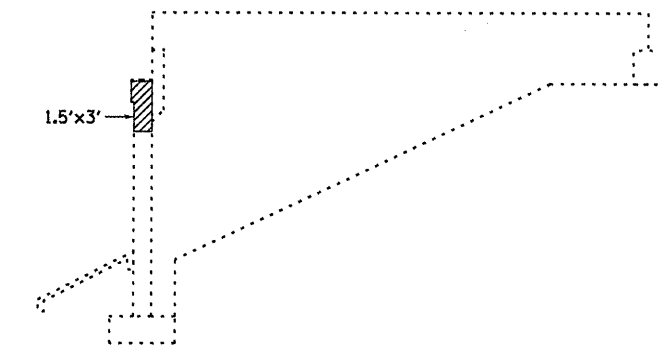
**NORTH ELEVATION**



**NORTH ELEVATION**

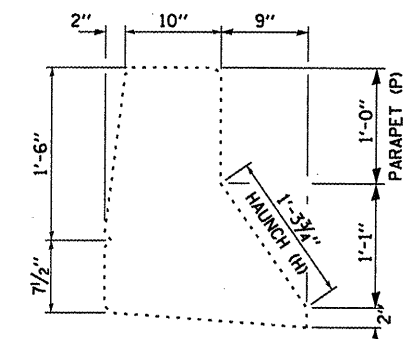


**EAST ABUTMENT**



**SOUTH ELEVATION**

STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5")



**PARAPET SECTION**

**NOTE:**  
 CONTRACTOR SHALL TAKE SPECIAL CARE AS TO NOT DAMAGE EXISTING ELECTRICAL CONDUIT. IF THE ELECTRICAL CONDUIT IS DAMAGED, THE CONDUIT/WIRE SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE.

IF CONCRETE REMOVAL METHODS ACCORDING TO THE SPECIAL PROVISION FOR " STRUCTURAL REPAIR OF CONCRETE, (DEPTH EQUAL TO OR LESS THAN 5" PROGRESSES WITHIN ONE INCH (1") OF EXISTING BEARING PLATES, THE CONTRACTOR SHALL FURNISH AND INSTALL TEMPORARY SHORING & CRIBBING AT EACH BEAM LOCATION THAT IS AFFECTED. COST SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

**BILL OF MATERIAL**

Item	Unit	Total
Structural Repair of Concrete Depth Equal To Or Less Than 5"	Sq Ft	372

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 PLOT DATE = 4/5/2012

DESIGNED - RLW  
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 CHECKED -  
 DATE -

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 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

STRUCTURAL REPAIR OF CONCRETE DETAILS  
 FOR STRUCTURE NO. 006-0069

SCALE: SHEET 12 OF 12 SHEETS STA. 28+98.21 TO STA. 31+43.29

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2247	06-1HB-211-2	BUREAU	22	22
CONTRACT NO. 66C16			ILLINOIS FED. AID PROJECT	