

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-1	LASALLE	27	1

INDEX OF SHEETS

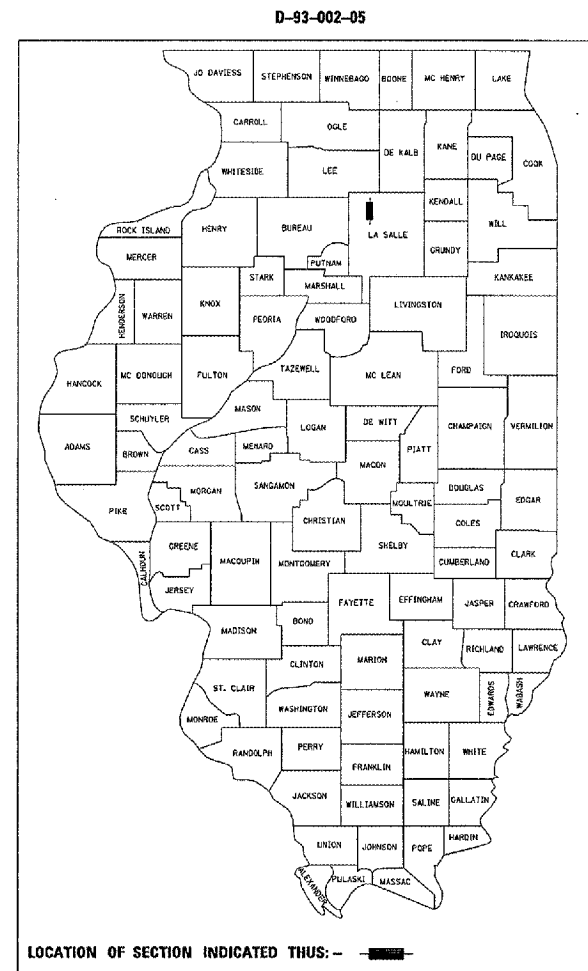
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- GENERAL PLAN VIEW
- TYPICAL DECK SECTION
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

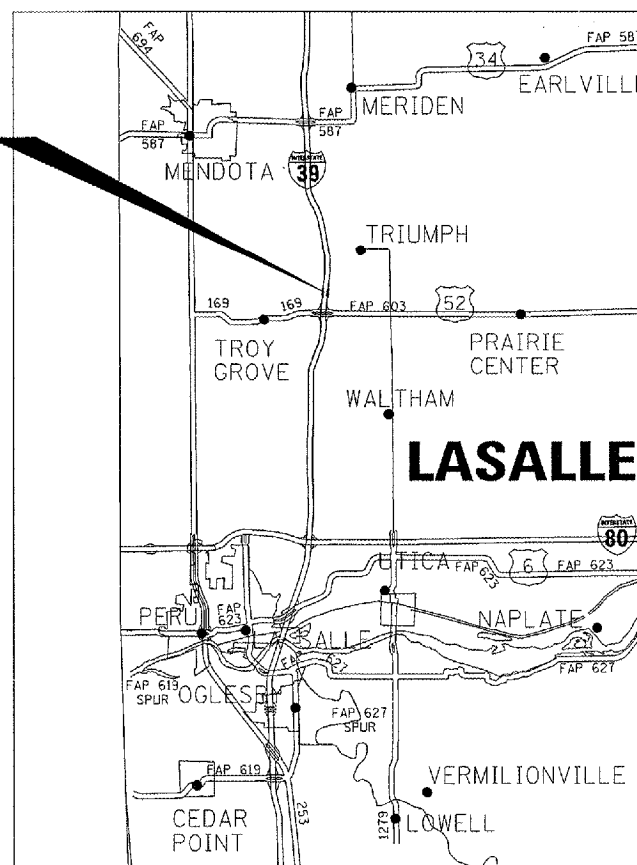
**PROPOSED  
HIGHWAY PLANS**

FAI ROUTE 412 (I-39)  
SECTION (50-6VB)I-1

LASALLE COUNTY  
C-93-060-05  
BRIDGE REPAIR



**PROJECT LOCATION**  
FAI 412 OVER C. & N.W. RAILROAD  
S.N. 050-0167 (SB)



GROSS LENGTH OF PROJECT = SB: 176 FEET 0.03 MI  
NB: 176 FEET 0.03 MI  
NET LENGTH OF PROJECT = SB: 176 FEET 0.03 MI  
NB: 176 FEET 0.03 MI

MICROFILMED \_\_\_\_\_  
REEL NUMBER \_\_\_\_\_  
AWARDED \_\_\_\_\_  
RESIDENT ENGINEER \_\_\_\_\_  
AS BUILT CHANGES WERE MADE  
ON THE FOLLOWING SHEETS \_\_\_\_\_

JULIE 1-800-892-0123  
**CONTRACT No. 66669**  
**DISTRICT 3 NO. (815) 434-6131**

**PROJECT ENGINEER: TOM HUFNAGEL (815) 434-8418**  
**UNIT CHIEF: RON WOODSHANK (815) 434-8419**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED **3/29** 20 **05**

*Bryony L. Mounts*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

**May 13, 20 05**  
*Mike Hine*  
ENGINEER OF DESIGN AND ENVIRONMENT

**May 13, 20 05**  
*Victor Modder*  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-GVB)I-1	LASALLE	25	2
FED. ROAD DIST. NO.		ILLINOIS	STATE AID PROJECT	

**GENERAL NOTES:**

Plan dimensions and details relative to the existing roadway and structure have been taken from existing plans and are subject to nominal construction variations. It shall be the contractor's responsibility to verify such dimensions and details in the field and to make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the contractor will be paid for the quantity actually furnished at the unit price bid for the work.

The contractor shall be responsible for protecting utility property from construction operations as outlined in Article 107.31 of the Standard Specifications. The "Julie" Number is 1-800-892-0123. A minimum of forty-eight (48) hours advance notice is required.

The cost of any saw cuts made to complete the work as described in plan details, unless otherwise noted shall not be paid for separately but shall be included in the various pay items involved.

Where section or subsection monuments are encountered, the engineer shall be notified before such monuments are removed. The contractor shall protect and carefully preserve all monuments until an authorized surveyor or agent has witnessed or otherwise referenced their location. The contractor shall be responsible for having an authorized surveyor reestablish any section or subsection monuments destroyed by his operations.

Any reference to a standard in these plans shall be interpreted to mean the edition as indicated by the subnumber listed on the index of sheets or the copy of the standard included in these plans.

New Reinforcement bars shall be Epoxy Coated.

Reinforcement bars that are to remain in place which are damaged during concrete removal operations shall be repaired or replaced using approved bar splicer or anchorage system. Cost included with "Concrete Removal".

All structural steel shall be AASHTO M 270 Grade 50 except expansion joint plates and attached bars which shall be AASHTO M 270 Grade 36.

Anchor Bolts shall be high strength bolts (AASHTO M 164, Type3). 1/2" dia. open holes for 1" dia. bolts.

Expansion joint plates and attached bars shall be shop painted with the inorganic zinc rich primer.

Reinforcement bars shall conform to the requirements of AASHTO M 31 or M322 Grade 60.

STANDARDS

- 000001-04 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001 AREAS OF REINFORCEMENT
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 609001-02 BRIDGE APPROACH SHOULDER PAVEMENT AND DRAIN
- 635011-01 REFLECTOR MARKER AND MOUNTING DETAILS
- 701101-01 OFF-ROAD OPERATIONS, MULTILANE, 4.5 m (15') TO 600mm (24") FROM EDGE OF PAVEMENT
- 701106-01 OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 4.5 m (15') AWAY
- 701400-02 APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701401-03 LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701411-03 LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS  $\geq$  45 MPH
- 702001-05 TRAFFIC CONTROL DEVICES

DATE: 4/1/2005

PREPARED BY: *Bruce A. Wuehler*  
DISTRICT OPERATIONS ENGINEER

EXAMINED BY: *Herbert Jung*  
DISTRICT CONSTRUCTION ENGINEER

*Thomas R. Sanchez*  
DISTRICT STUDIES & PLANS ENGINEER

*Kenneth R. Layman*  
DISTRICT MATERIALS ENGINEER

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**GENERAL NOTES**  
S.N. 050-0167 (SB)  
F.A.I. 412 OVER C. & N.W. RAILROAD  
SECTION (50-6VB)I-1  
STA. 1429 + 12.74

DATE-MARCH 06, 2005  
DGN-CM05/CM327/DETAILS.DGN

CONTRACT NO. 66669				
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-GVB)I-1	LASALLE	25	3
FED. ROAD DIST. NO.		ILLINOIS	STATE AID PROJECT	

## SUMMARY OF QUANTITIES

CONSTRUCTION CODE TYPE: X181-2A

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
42001510	PC CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT (SPECIAL)	SQ YD	12
44000910	BITUMINOUS CONCRETE REMOVAL (DECK)	SQ YD	682
50102400	CONCRETE REMOVAL	CU YD	33.0
50300255	CONCRETE SUPERSTRUCTURE	CU YD	33.0
50301245	FORMED CONCRETE REPAIR (DEPTH EQUAL TO OR LESS THAN 5")	SQ FT	<b>59</b>
50500725	JACK AND REPLACE BEARINGS	EACH	12
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	7326
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3
67100100	MOBILIZATION	L SUM	1
70100305	TRAFFIC CONTROL AND PROTECTION, STANDARD 701400	L SUM	1
70100805	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	L SUM	1
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1914
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	632
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1144
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1144
** 78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	1914
** 78005130	EPOXY PAVEMENT MARKING - LINE 6"	FOOT	50
78300100	PAVEMENT MARKING REMOVAL	SQ FT	632
<b>XX005128</b>	<b>STRIP SEAL EXPANSION JOINT ASSEMBLY</b>	<b>FOOT</b>	<b>100</b>
XZ191205	BRIDGE DECK MICROSILICA CONCRETE OVERLAY 3"	SQ YD	682
X0301878	BRIDGE APPROACH SHOULDER REMOVAL, SPECIAL	SQ YD	12
X0321468	PLUG EXISTING DECK DRAINS	EACH	8
<b>X0322194</b>	<b>POLYMER MODIFIED PORTLAND CEMENT MORTAR</b>	<b>SQ FT</b>	<b>97</b>
X0322379	CONCRETE SEALER	SQ YD	93
<b>X0322905</b>	<b>PPC I BEAM REPAIRS</b>	<b>L SUM</b>	<b>1</b>
X7200201	WIDTH RESTRICTION SIGNING	L SUM	1
Z0002600	BAR SPLICER	EACH	28
Z0006205	BRIDGE DECK HYDRO-SCARIFICATION 1 1/2"	SQ YD	682
Z0015595	DECK DRAIN EXTENSIONS	EACH	24
* Z0030250	IMPACT ATTENUATOR, TEMPORARY, NON-REDIRECTIVE, TEST LEVEL 3	EACH	1
* Z0030350	IMPACT ATTENUATOR, RELOCATE, NON-REDIRECTIVE, TEST LEVEL 3	EACH	1
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1

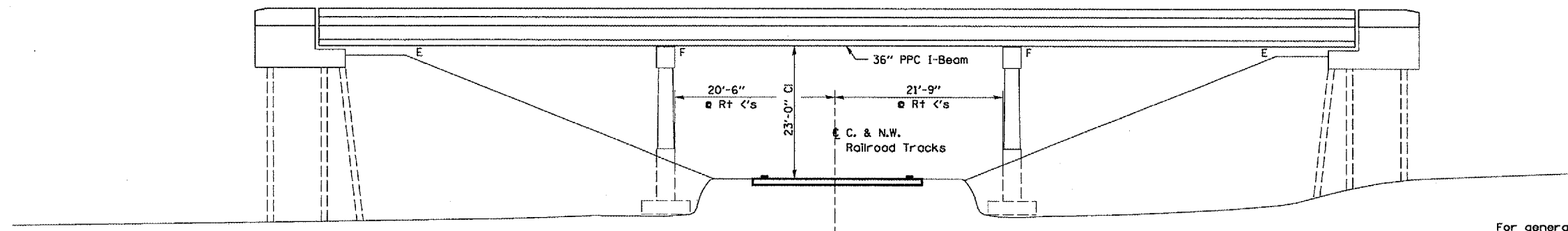
\* SFTY-3N

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SUMMARY OF QUANTITIES**  
 S.N. 050-0167 (SB)  
 F.A.I. 412 OVER C. & N.W. RAILROAD  
 SECTION (50-6VB)I-1  
 STA. 1429 + 12.74

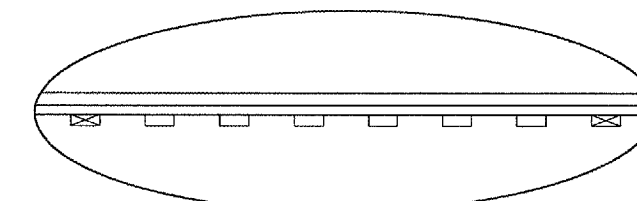
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 DGN - CMOS/CM327/DETAILS.DGN

F.A.I. RYE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-1	LASALLE	25	4
FED. ROAD DIST. NO.		ILLINOIS	NON-FED. AID PROJECT	



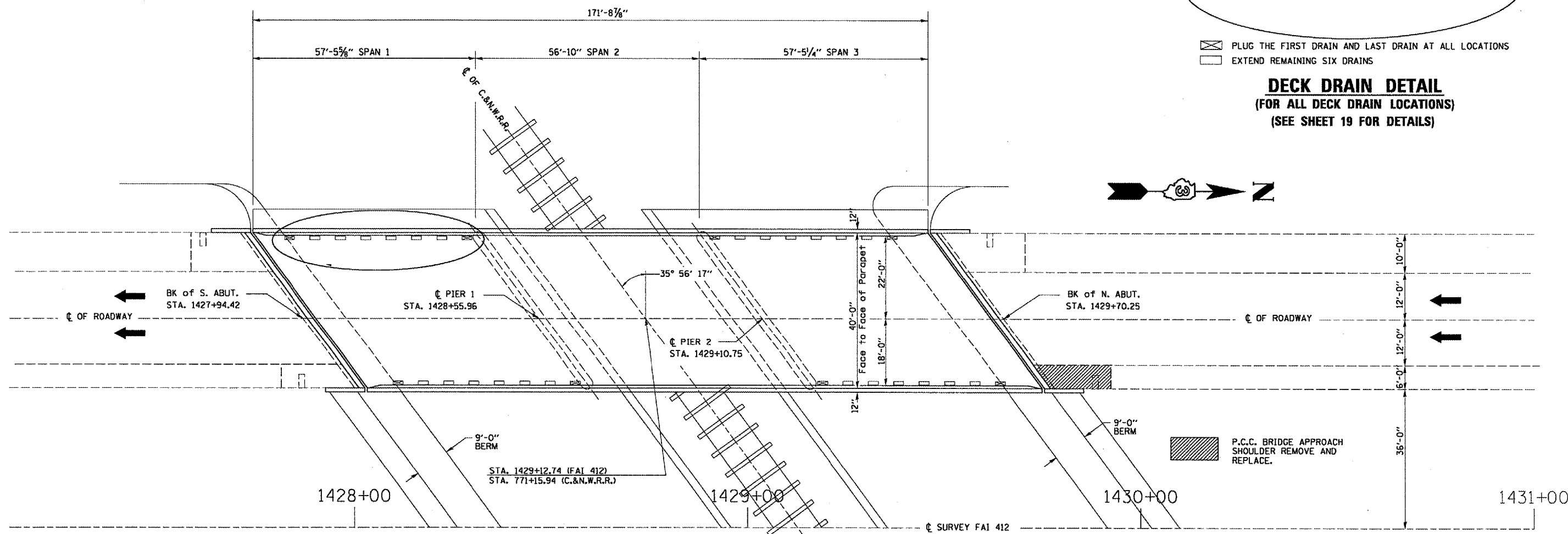
**ELEVATION**

For general notes see sheet 6 of 25.



- ☒ PLUG THE FIRST DRAIN AND LAST DRAIN AT ALL LOCATIONS
- ☐ EXTEND REMAINING SIX DRAINS

**DECK DRAIN DETAIL**  
(FOR ALL DECK DRAIN LOCATIONS)  
(SEE SHEET 19 FOR DETAILS)



**PLAN**

S.N. 050-0167 (SB)

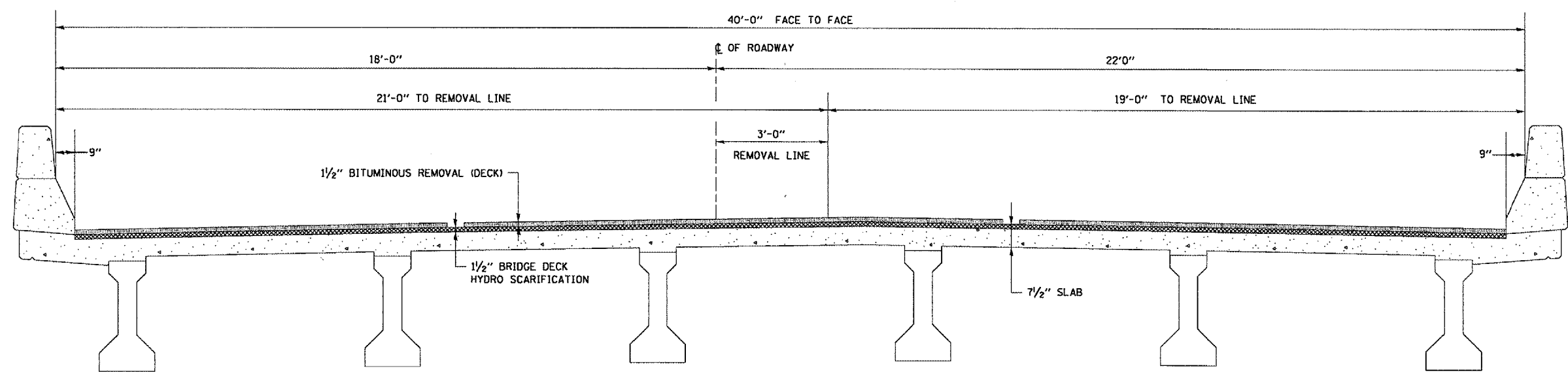
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

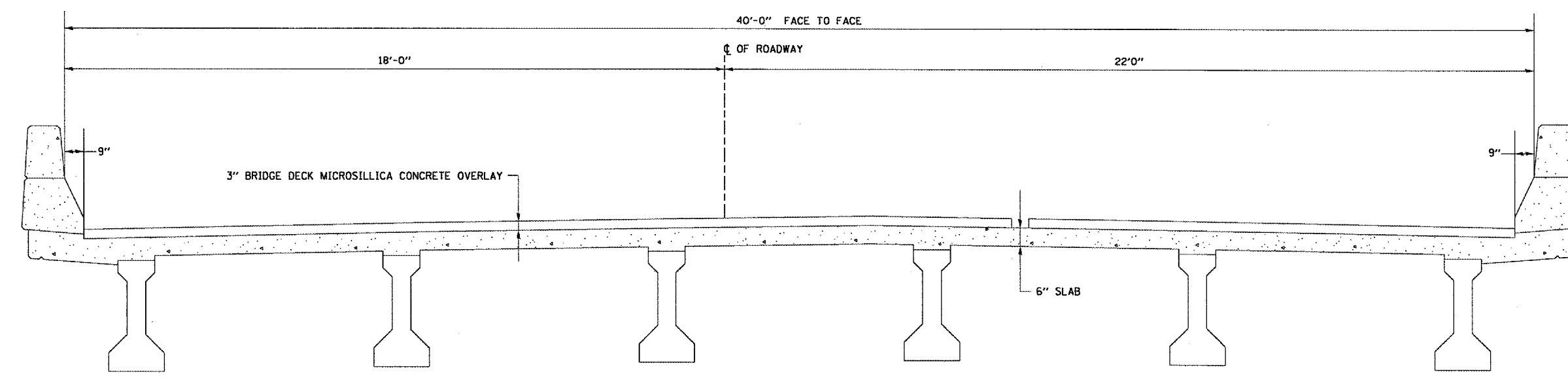
**GENERAL PLAN VIEW**  
S.N. 050-0167 (SB)  
F.A.I. 412 OVER C. & N.W. RAILROAD  
SECTION (50-6VB)I-1  
STA. 1429 + 12.74

MARCH 5, 2005  
C:/PROJECTS/CMAIN05/CM327/DETAILS.DGN

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-1	LASALLE	25	5
FED. ROAD DIST. NO.		ILLINOIS NON-FED. AID PROJECT		



**EXISTING TYPICAL SECTION**



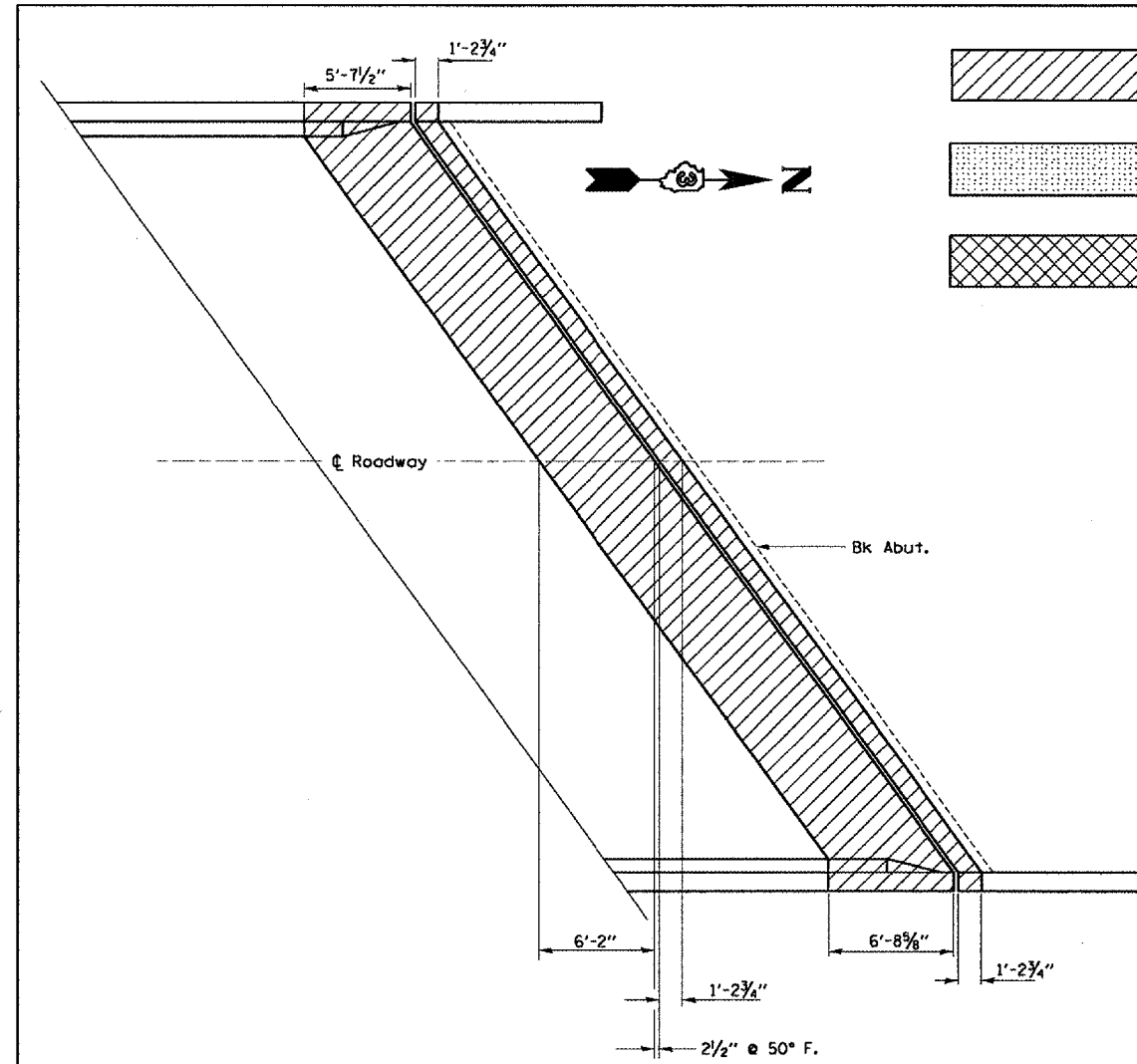
**PROPOSED TYPICAL SECTION**

REVISIONS	
NAME	DATE

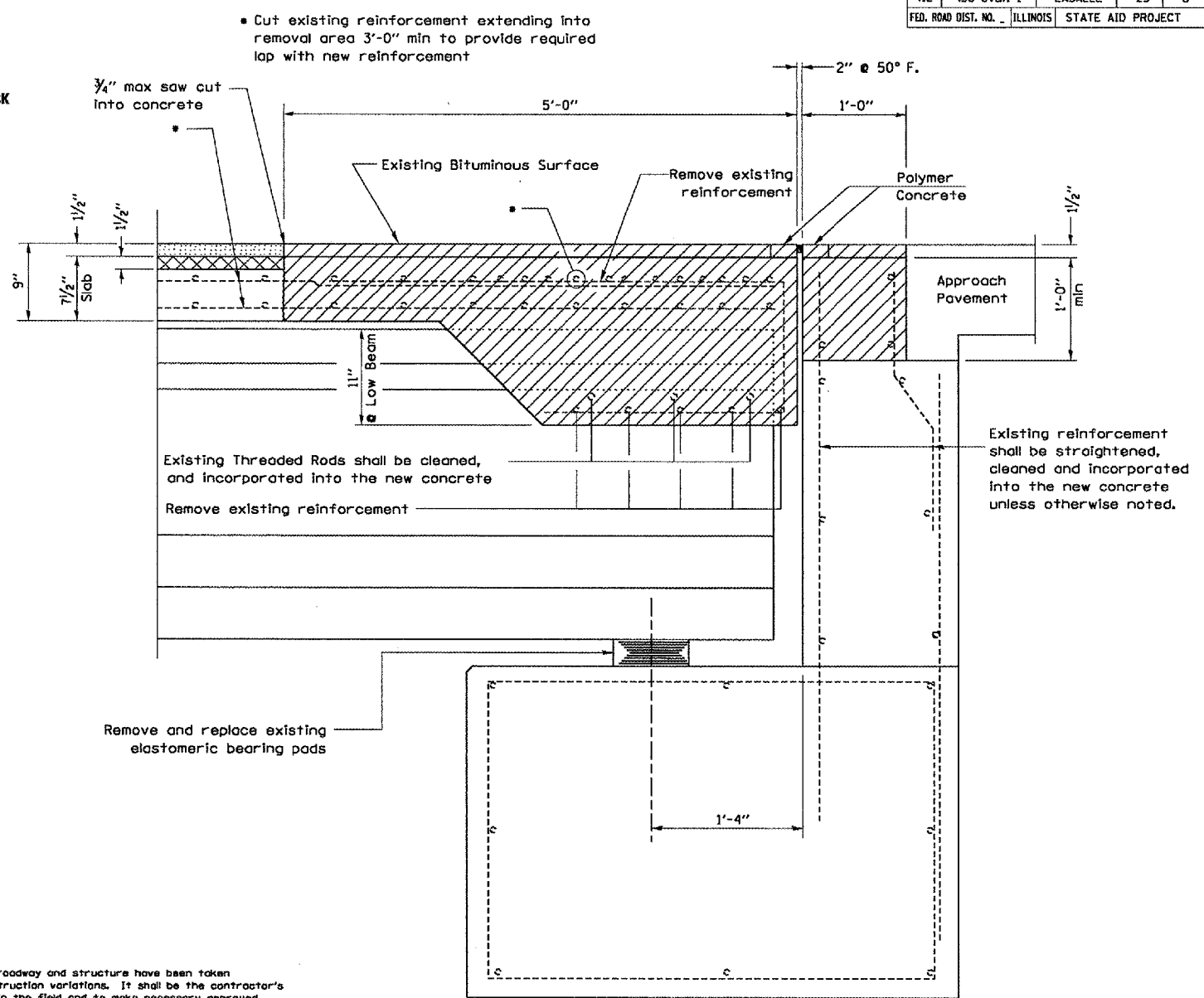
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TYPICAL DECK SECTION**  
 S.N. 050-0167 (SB)  
 F.A.I. 412 OVER C. & N.W. RAILROAD  
 SECTION (50-6VB)I-1  
 STA. 1429 + 12.74

MARCH 5, 2005  
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-1	LASALLE	25	6
FED. ROAD DIST. NO. _		ILLINOIS		STATE AID PROJECT



**PLAN**



**ABUTMENT SECTION**

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**GENERAL NOTES:**

- Plan dimensions and details relative to the existing roadway and structure have been taken from existing plans and are subject to nominal construction variations. It shall be the contractor's responsibility to verify such dimensions and details in the field and to make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- Two coats of an approved Bridge Seal Sealer shall be applied to the deck and face of parapet to the limits shown on plan details. Cost of this work shall be paid for per sq yd for "Concrete Sealer".
- New Reinforcement bars shall be Epoxy Coated.
- Reinforcement bars that are to remain in place which are damaged during concrete removal operations shall be repaired or replaced using approved bar splicer or anchorage system. Cost Included with "Concrete Removal".
- The roadway expansion plates shall be flame cut as provided in Article 505.04(x) of the Standard Specifications.
- All expansion joint plates and attached bars shall be AASHTO M 270 Grade 36
- Expansion joint plates and attached bars shall be shop painted with the Inorganic zinc rich primer.
- Anchor bolts, High Strength Steel Bolts, Nuts and washers shall conform to the requirements of Article 1006.08 and Article 1006.09 of the Standard Specifications.
- Reinforcement bars shall conform to the requirements of AASHTO M 31 or M322 Grade 60.
- Existing reinforcement extending into the concrete removal area shall be cut to provide the required bar lap for the size of bar as shown. All other reinforcement shall be removed and replaced with new Epoxy Coated bars.
- The Contractor shall exercise care during concrete removal operations so the the existing PPC Beams are not damaged. If the beams are damaged due to the Contractor's operations, they shall be repaired to the satisfaction of the Engineer at no expense to the department.
- Removal of existing expansion joint steel, anchor studs, expansion material shall be paid for separately but shall be included in the cost of "Concrete Removal".

**BILL OF MATERIAL NORTH ABUTMENT**

Item	Unit	Total
CONCRETE REMOVAL	CU. YD.	15.9
JACK AND REPLACE BEARINGS	EACH	6

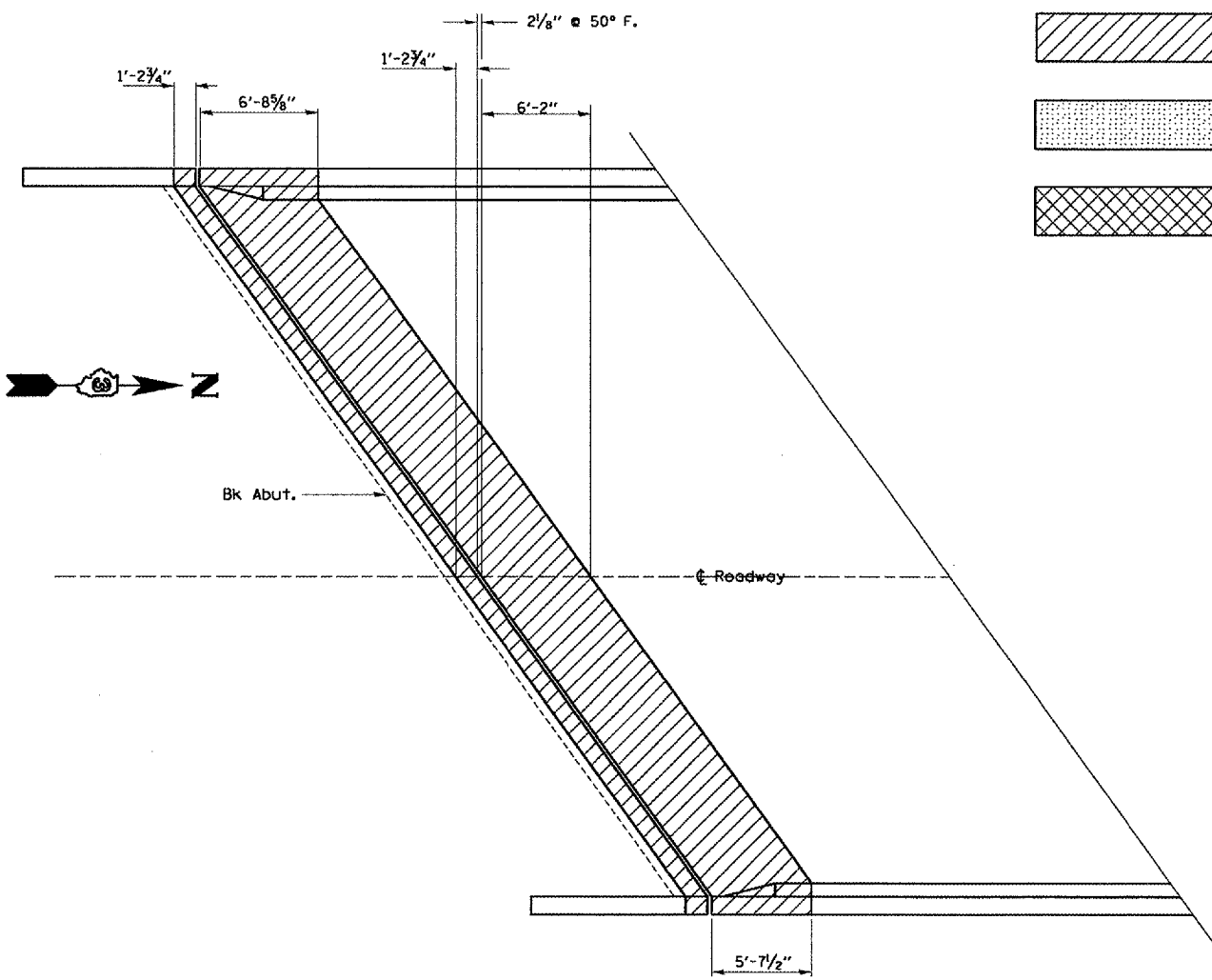
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**CONCRETE REMOVAL DETAILS**  
**NORTH ABUTMENT**  
 S.N. 050-0167 (SB)  
 F.A.I. 412 OVER C. & N.W. RAILROAD  
 SECTION (50-6VB)I-1  
 STA. 1429 + 12.74

\*DATE - MARCH 06, 2005  
 \*DGN - CM05/CM327/DETAL ILS.DGN

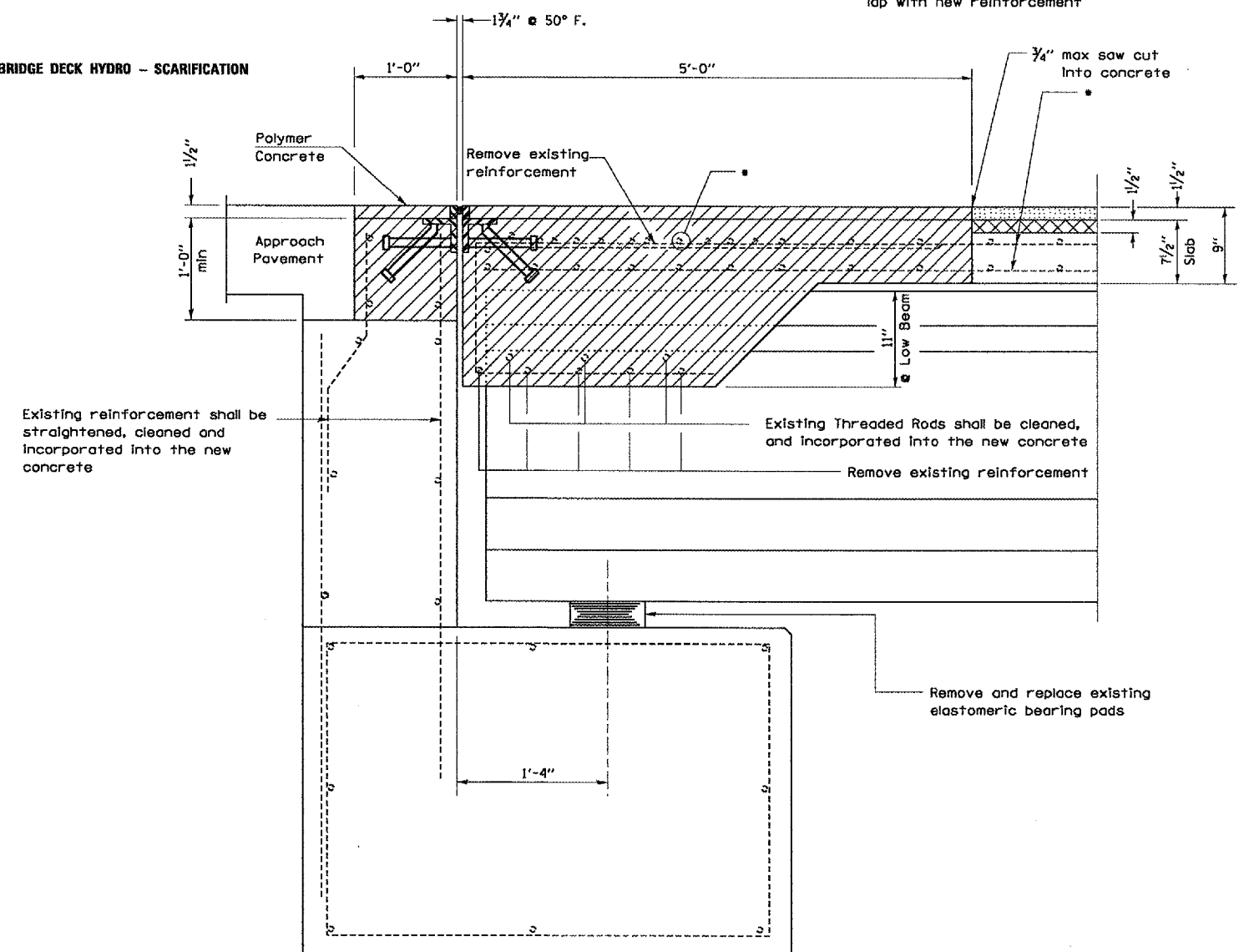
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412	(50-6VB)I-1	LASALLE	25	7
FED. ROAD DIST. NO.		ILLINOIS	STATE AID PROJECT	

• Cut existing reinforcement extending into removal area 3'-0" min to provide required lap with new reinforcement



**PLAN**

- CONCRETE REMOVAL
- BITUMINOUS CONCRETE REMOVAL - DECK
- BRIDGE DECK HYDRO - SCARIFICATION



**ABUTMENT SECTION**

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**BILL OF MATERIAL SOUTH ABUTMENT**

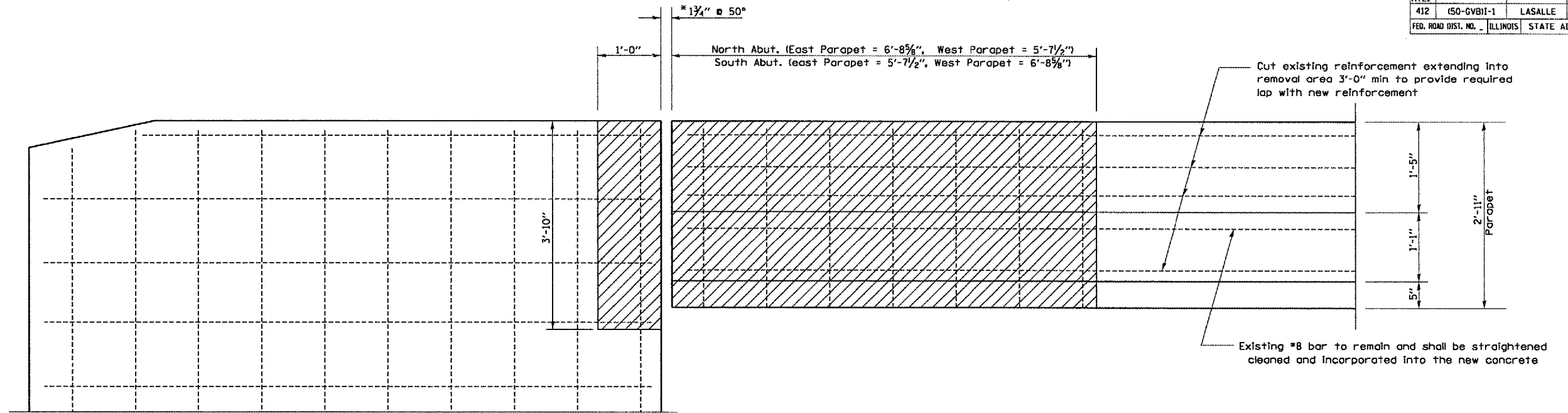
Item	Unit	Total
CONCRETE REMOVAL	CU. YD.	15.9
JACK AND REPLACE BEARINGS	EACH	6

REVISIONS	
NAME	DATE

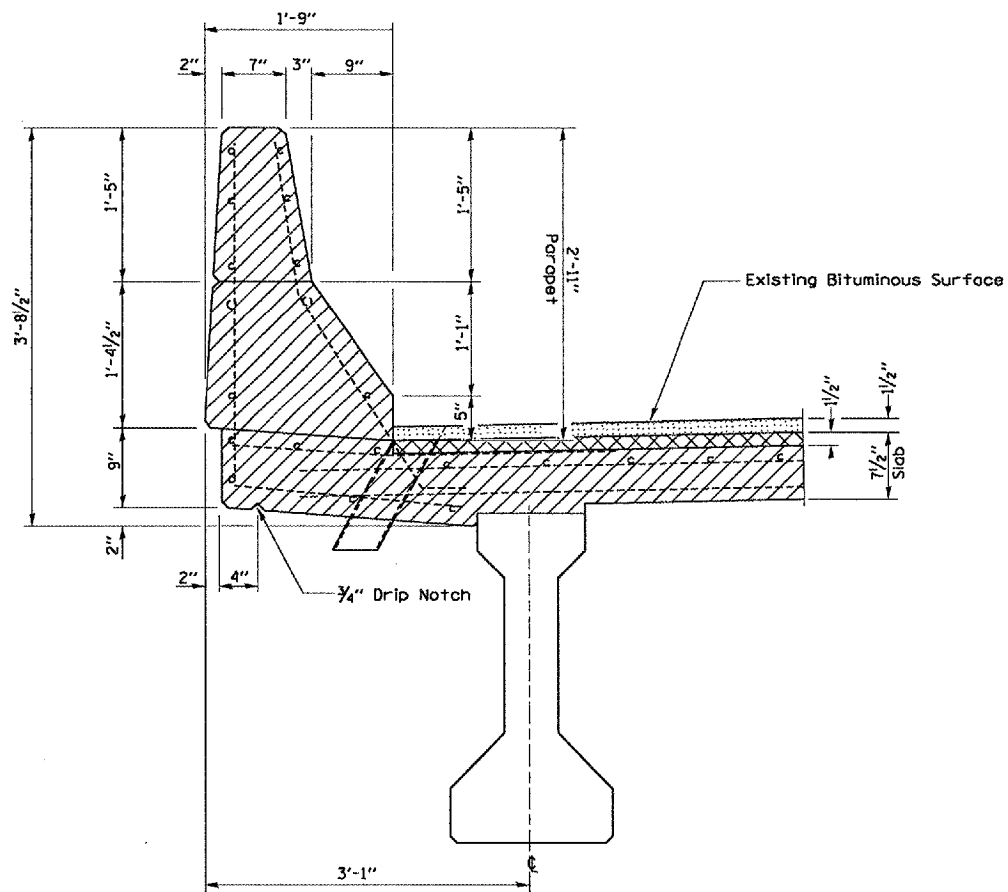
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**CONCRETE REMOVAL DETAILS**  
**SOUTH ABUTMENT**  
 S.N. 050-0167 (SB)  
 F.A.I. 412 OVER C. & N.W. RAILROAD  
 SECTION (50-6VB)I-1  
 STA. 1429 + 12.74

\* DATE - MARCH 06, 2005  
 \* DGN - CM05/CM321/DETAILS.DGN

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-1	LASALLE	25	8
FED. ROAD DIST. NO. 1		ILLINOIS		STATE AID PROJECT



**ELEVATION AT PARAPET**



**SECTION AT PARAPET**

- CONCRETE REMOVAL
- BITUMINOUS CONCRETE REMOVAL - DECK
- BRIDGE DECK HYDRO - SCARIFICATION

REVISIONS	
NAME	DATE

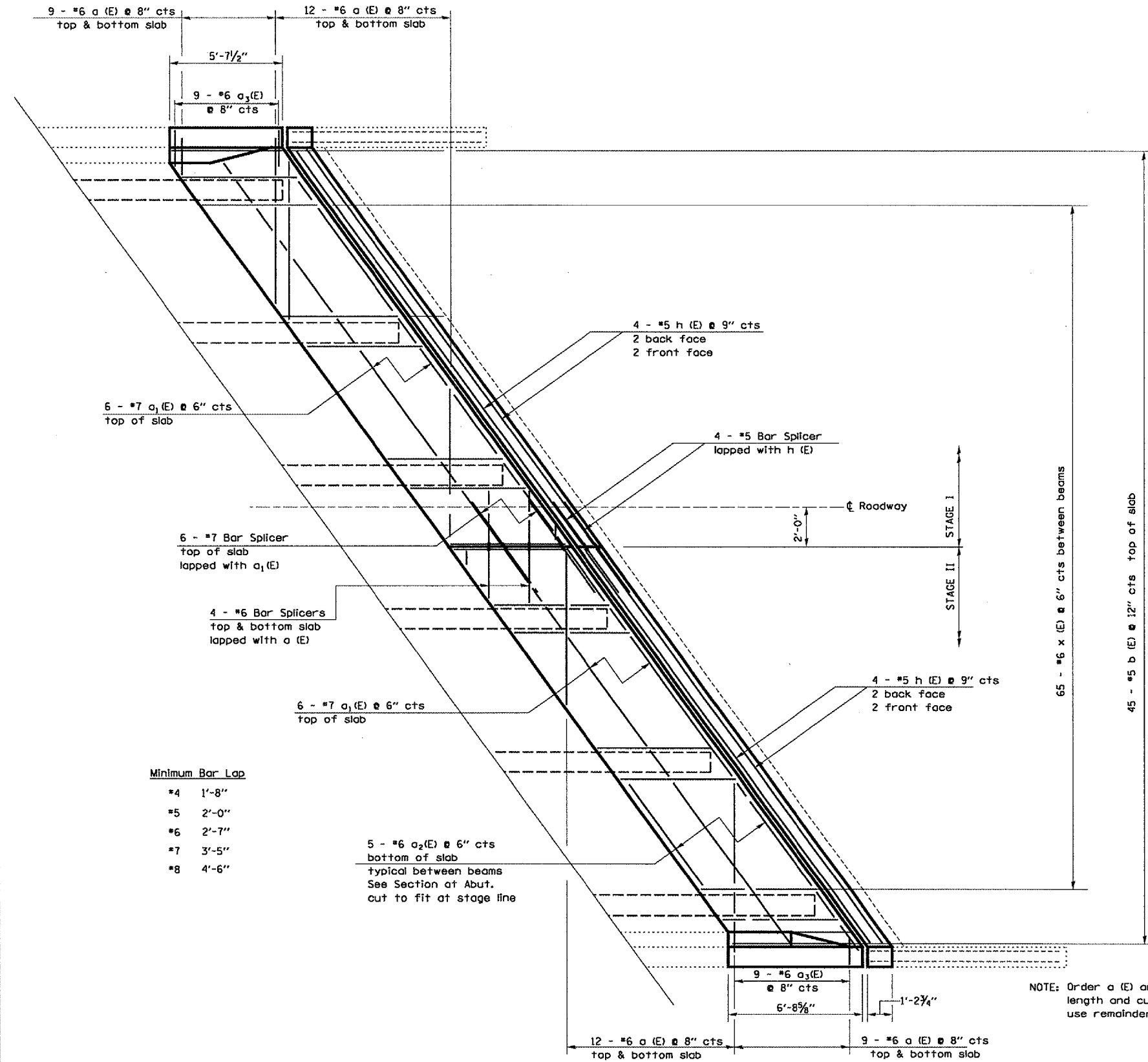
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**CONCRETE REMOVAL DETAILS**  
**PARAPETS**  
 S.N. 050-0167 (SB)  
 F.A.I. 412 OVER C. & N.W. RAILROAD  
 SECTION (50-6VB)I-1  
 STA. 1429 + 12.74

\* DATE: MARCH 06, 2005  
 \* DGN: CM05/CM327/DETAILS.DGN



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	ISO-GVB1-1	LASALLE	25	9
FED. ROAD DIST. NO.		ILLINOIS	STATE AID PROJECT	

NOTE: Order a (E) and a<sub>3</sub>(E) bars full length and cut to fit skew and use remainder in opposite end

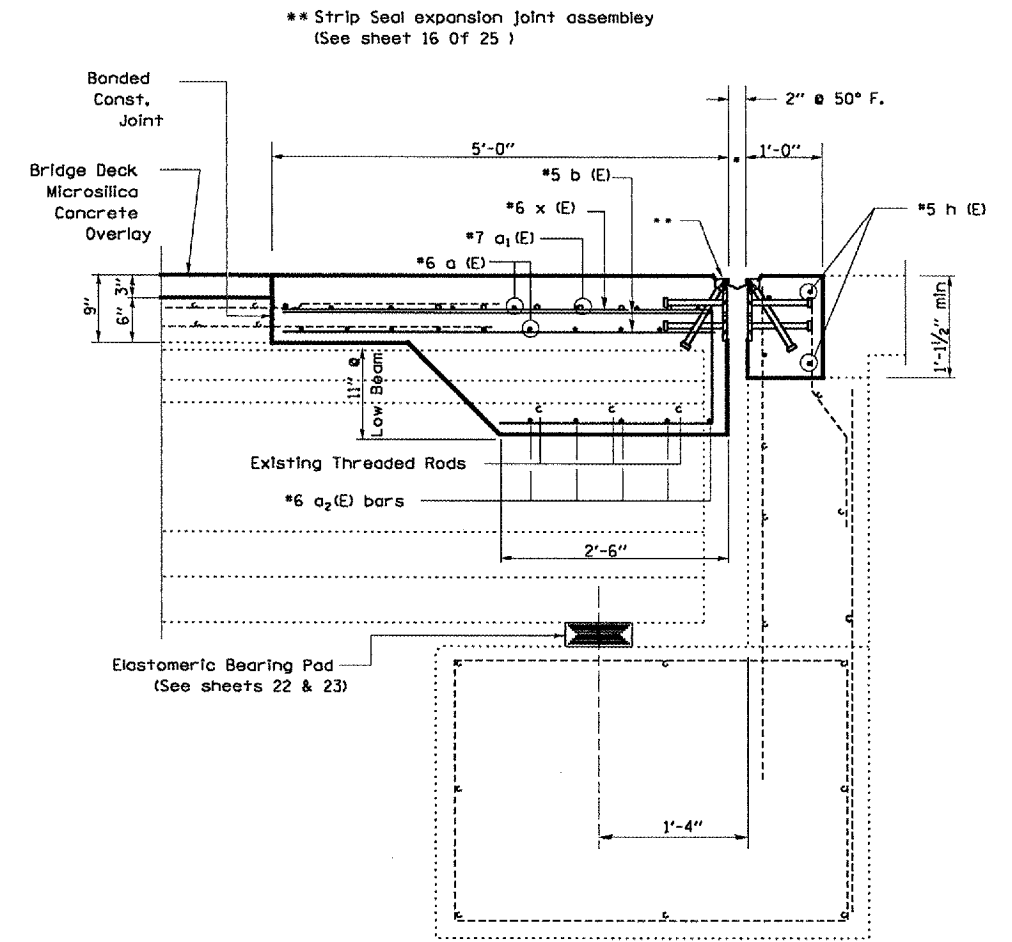


Minimum Bar Lap

- #4 1'-8"
- #5 2'-0"
- #6 2'-7"
- #7 3'-5"
- #8 4'-6"

NOTE: Order a (E) and a<sub>3</sub>(E) bars full length and cut to fit skew and use remainder in opposite end

**PLAN**



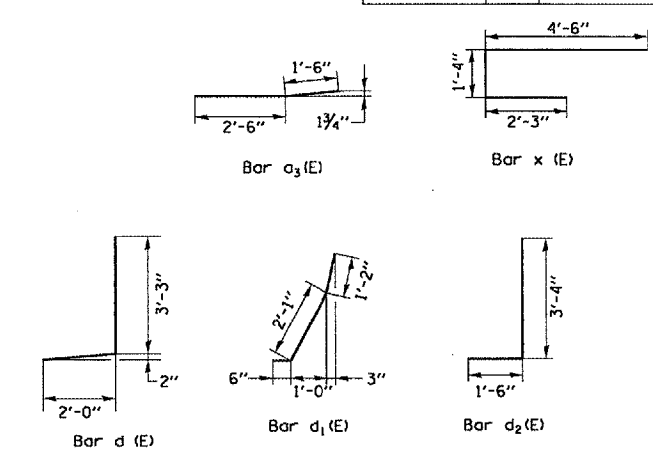
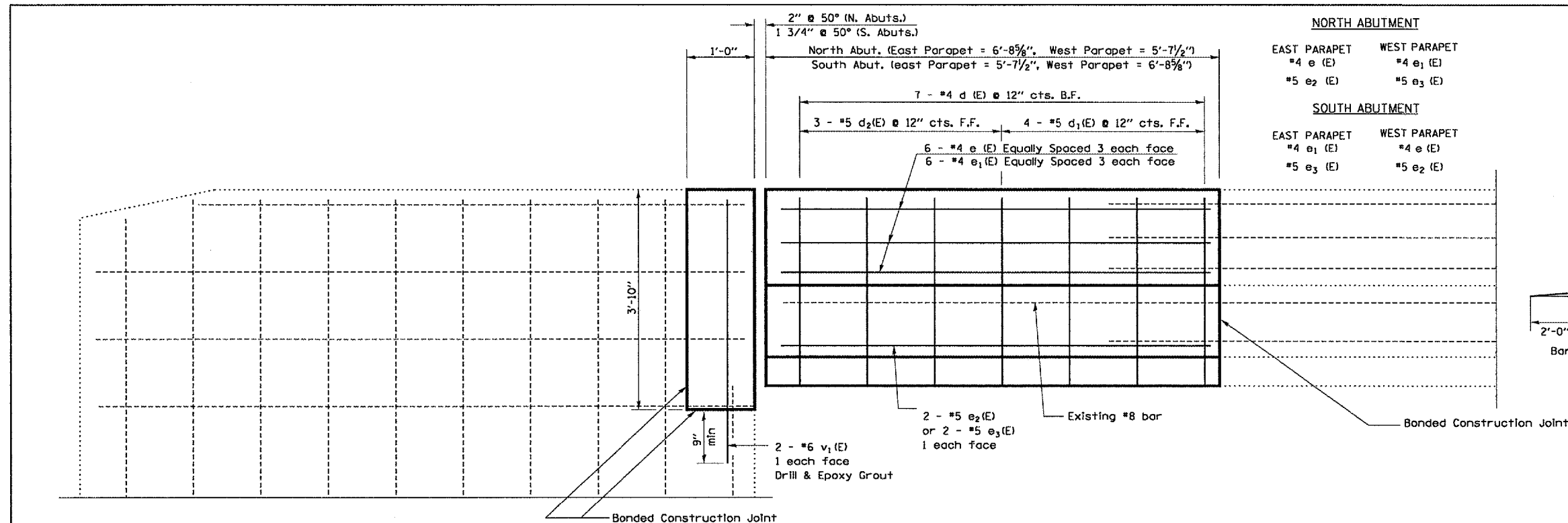
**ABUTMENT SECTION**

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**CONSTRUCTION DETAILS**  
**NORTH ABUTMENT**  
 S.N. 050-0167 (SB)  
 F.A.I. 412 OVER C. & N.W. RAILROAD  
 SECTION (50-6VB)I-1  
 STA. 1429 + 12.74

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-GVB)I-1	LASALLE	25	10
FED. ROAD DIST. NO.		ILLINOIS	STATE AID PROJECT	



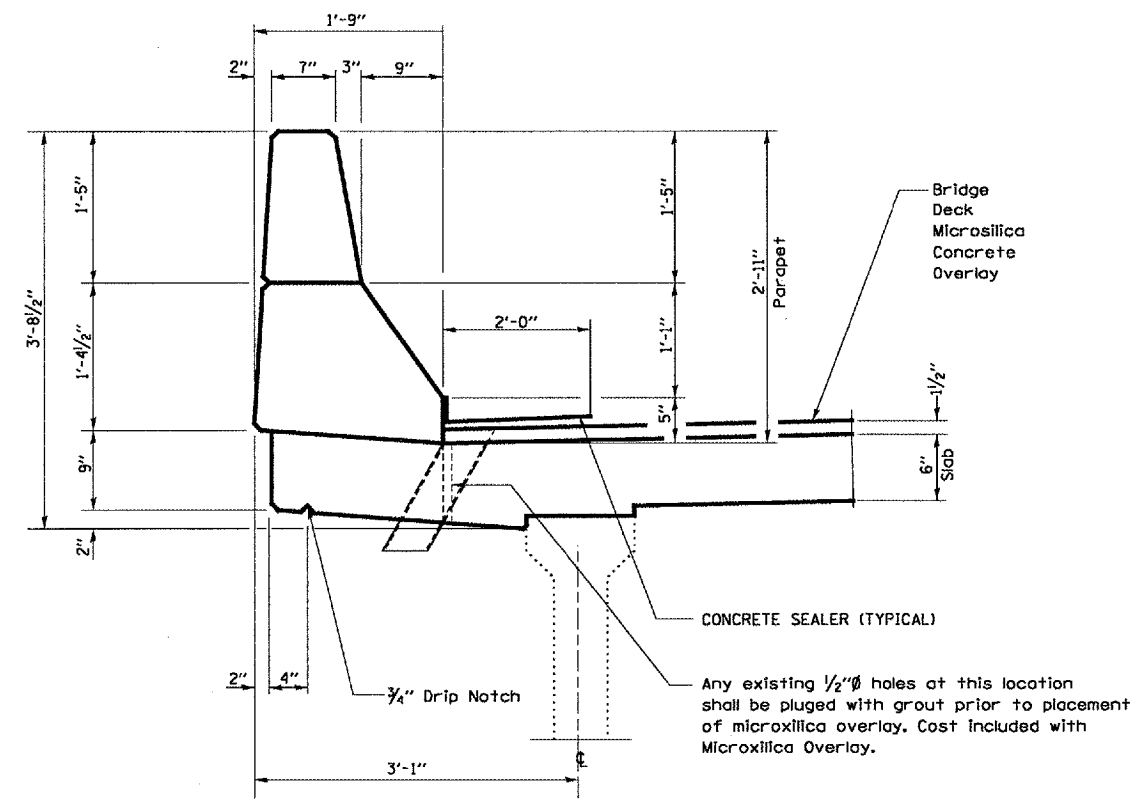
**SUPERSTRUCTURE  
 BILL OF MATERIAL  
 FOR "ONE" ABUTMENT**

Bar	No.	Size	Length	Shape
a (E)	42	6	8'-2"	—
a1 (E)	12	7	25'-2"	—
a2 (E)	25	6	8'-6"	—
a3 (E)	18	6	4'-0"	—
b (E)	96	5	5'-10"	—
d (E)	14	4	5'-3"	┘
d1 (E)	8	5	3'-9"	┘
d2 (E)	6	5	4'-10"	┘
e (E)	6	4	6'-4"	—
e1 (E)	6	4	5'-4"	—
e2 (E)	2	5	6'-4"	—
e3 (E)	2	5	5'-4"	—
h (E)	8	5	24'-4"	—
x (E)	65	6	8'-1"	┘
v1 (E)	4	6	4'-5"	—
Reinforcement Bars, Epoxy Coated		Pound	3663	
Concrete Superstructure		Cu. Yds.	15.9	

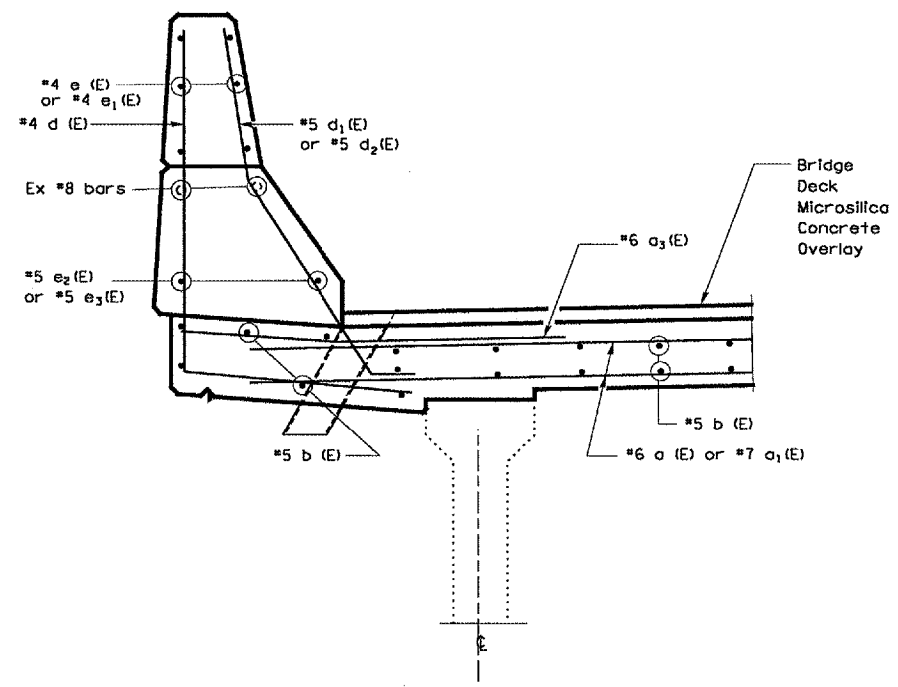
**Minimum Bar Lap**

#4	1'-8"
#5	2'-0"
#6	2'-7"
#7	3'-5"
#8	4'-6"

**ELEVATION AT PARAPET**



**SECTION AT PARAPET  
 DIMENSIONS**



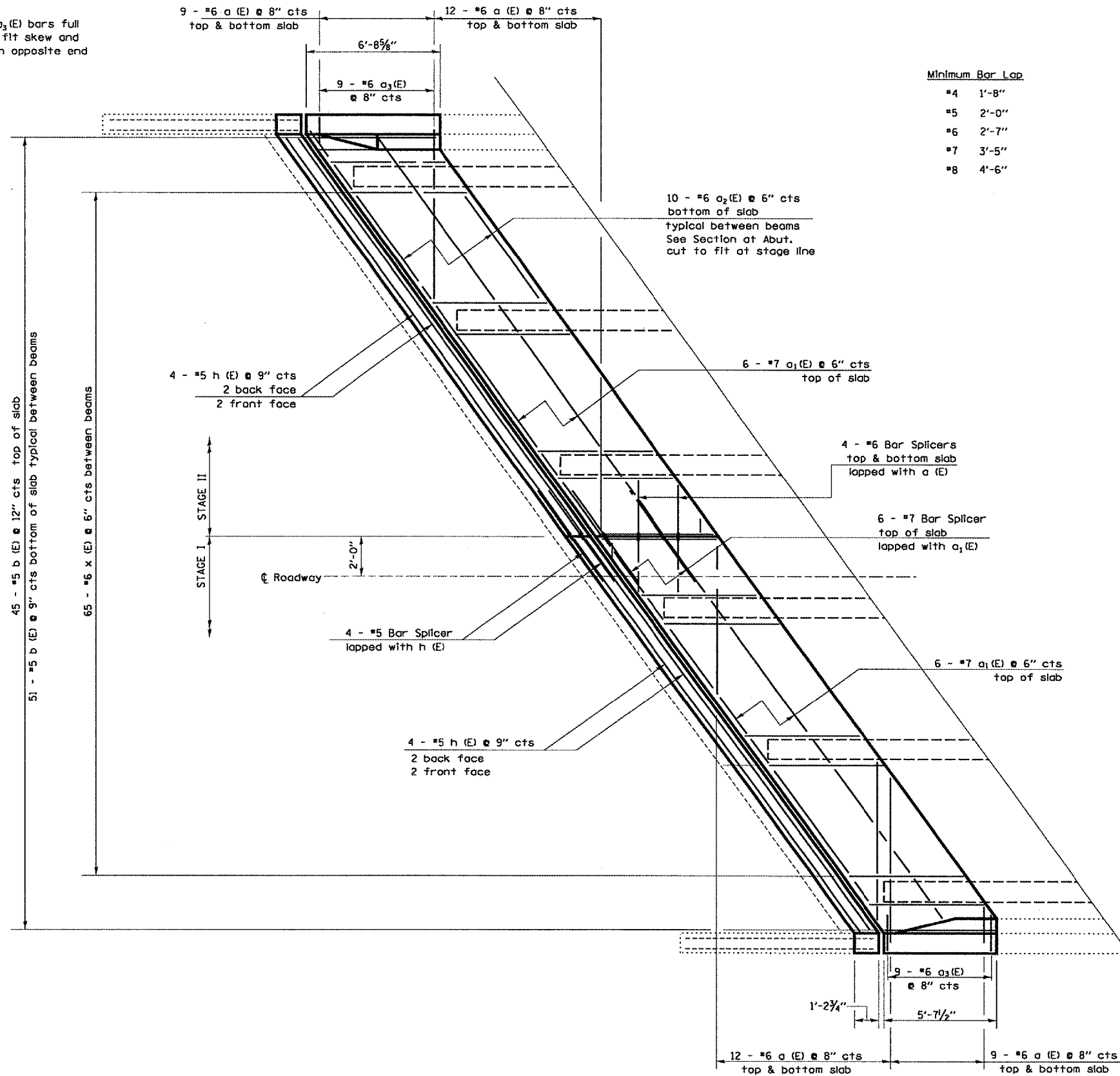
**SECTION AT PARAPET  
 REINFORCEMENT**

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION <b>CONSTRUCTION DETAILS</b> <b>NORTH ABUTMENT - PARAPET</b> S.N. 050-0167 (SB) F.A.I. 412 OVER C. & N.W. RAILROAD SECTION (50-6VB)I-1 STA. 1429 + 12.74
NAME	DATE	

\*DATE - MARCH 06, 2005  
 \*DGN - CMO5/CM327/DETAILS.DGN

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-GVB)I-1	LASALLE	25	11
FED. ROAD DIST. NO.	ILLINOIS	STATE AID PROJECT		

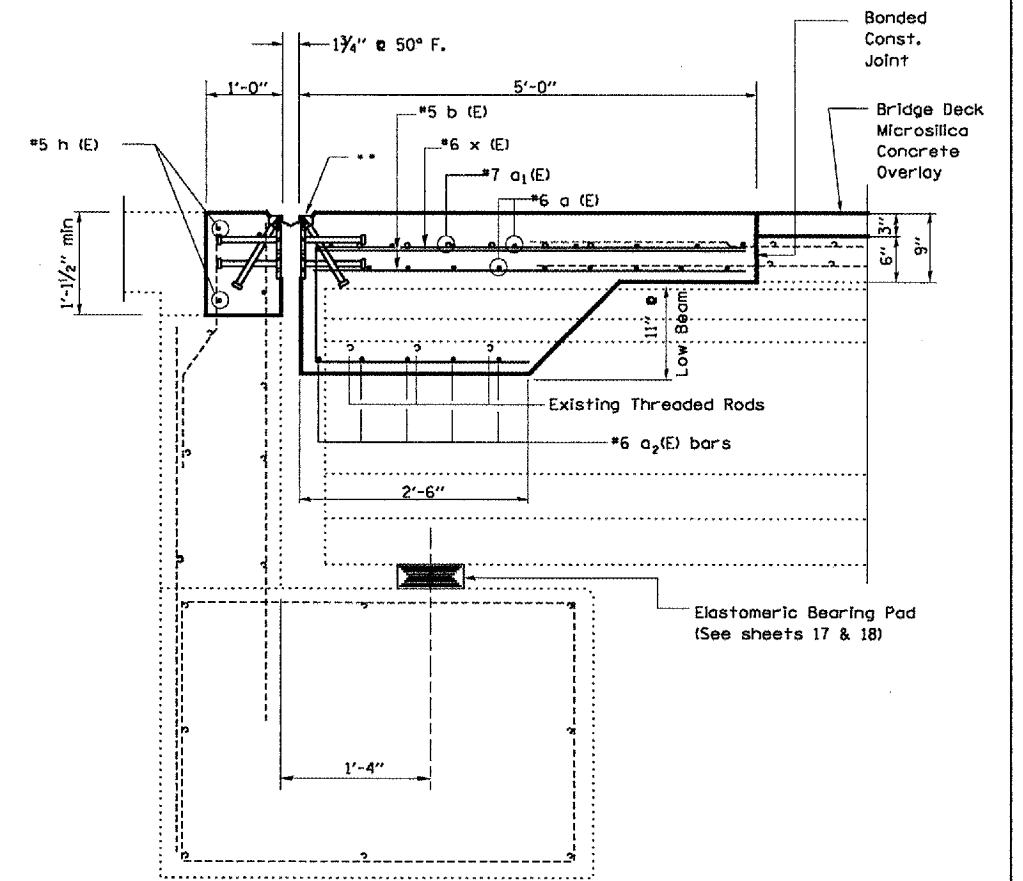
NOTE: Order a (E) and a<sub>3</sub>(E) bars full length and cut to fit skew and use remainder in opposite end



Minimum Bar Lap

#4	1'-8"
#5	2'-0"
#6	2'-7"
#7	3'-5"
#8	4'-6"

\*\* Strip Seal expansion joint assembly (See sheet 16 Of 25 )



**ABUTMENT SECTION**  
@ RT <'S

**PLAN**

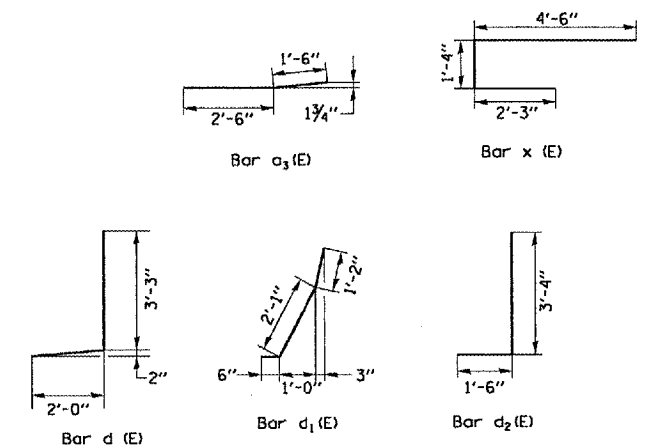
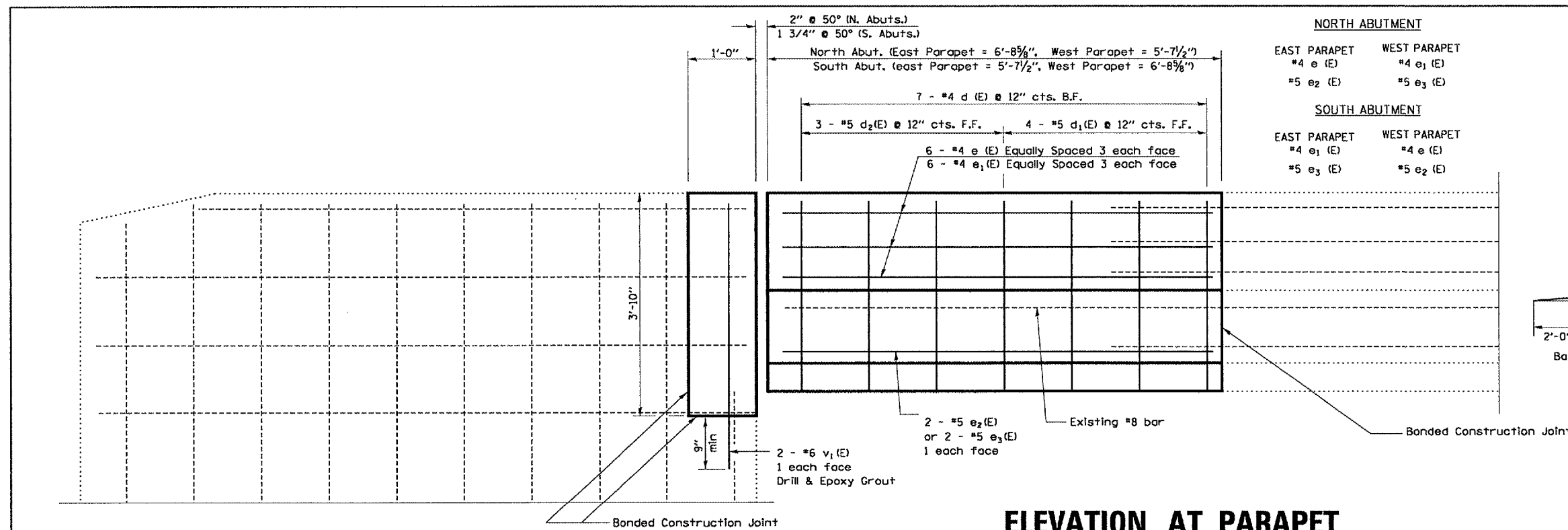
Order a (E) and a<sub>3</sub>(E) bars full length and cut to fit skew and use remainder in opposite end

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**CONSTRUCTION DETAILS**  
**SOUTH ABUTMENT**  
S.N. 050-0167 (SB)  
F.A.I. 412 OVER C. & N.W. RAILROAD  
SECTION (50-6VB)I-1  
STA. 1429 + 12.74

DATE-MARCH 06, 2005  
DCN-CM05/CM327/DETAILS.DGN

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-GVB)I-1	LASALLE	25	12
FED. ROAD DIST. NO.	ILLINOIS	STATE AID PROJECT		



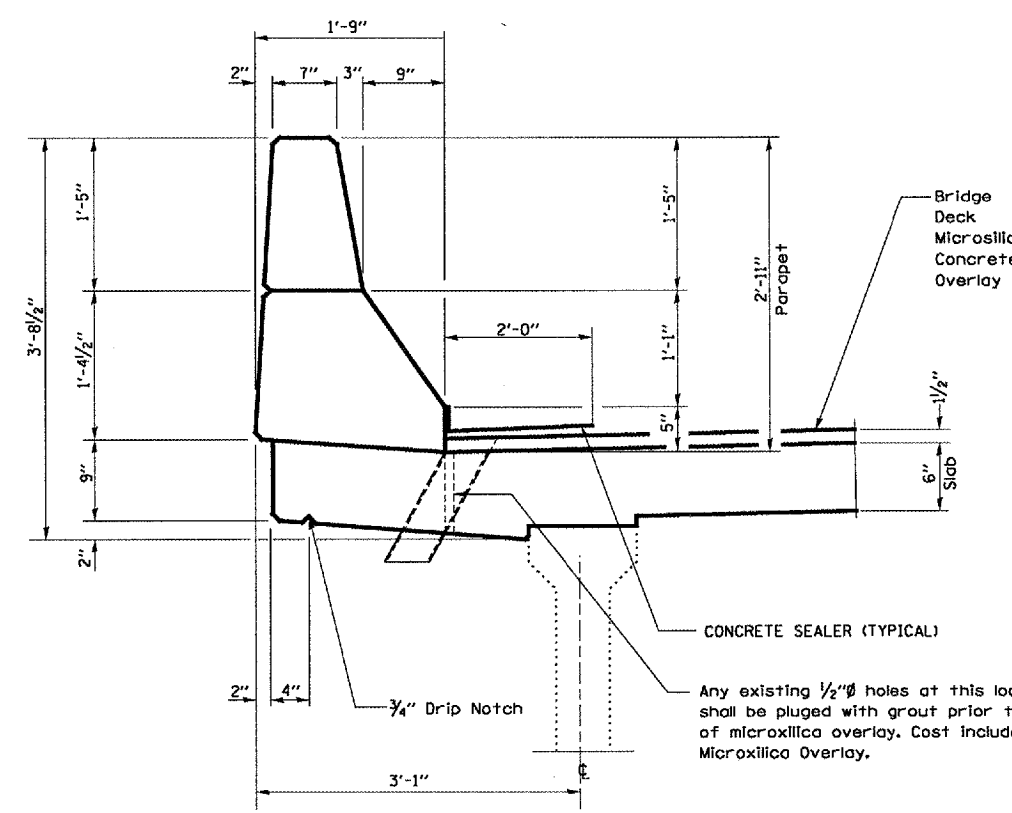
**SUPERSTRUCTURE  
 BILL OF MATERIAL  
 FOR "ONE" ABUTMENT**

Bar	No.	Size	Length	Shape
a (E)	42	6	8'-2"	—
a <sub>1</sub> (E)	12	7	25'-2"	—
a <sub>2</sub> (E)	50	6	8'-6"	—
a <sub>3</sub> (E)	18	6	4'-0"	—
b (E)	96	5	5'-10"	—
d (E)	14	4	5'-3"	┘
d <sub>1</sub> (E)	8	5	3'-9"	┘
d <sub>2</sub> (E)	6	5	4'-10"	┘
e (E)	6	4	6'-4"	—
e <sub>1</sub> (E)	6	4	5'-4"	—
e <sub>2</sub> (E)	2	5	6'-4"	—
e <sub>3</sub> (E)	2	5	5'-4"	—
h (E)	8	5	24'-4"	—
x (E)	65	6	8'-1"	┘
v <sub>1</sub> (E)	4	6	4'-5"	—
Reinforcement Bars, Epoxy Coated			Pound	3663
Concrete Superstructure			Cu. Yds.	15.9

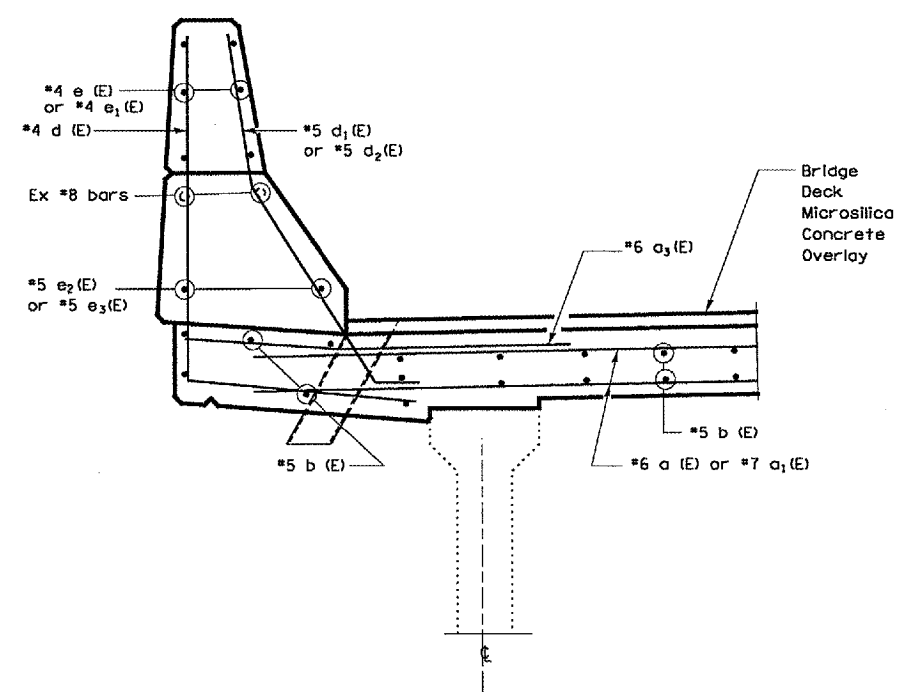
Minimum Bar Lap

#4	1'-8"
#5	2'-0"
#6	2'-7"
#7	3'-5"
#8	4'-6"

**ELEVATION AT PARAPET**



**SECTION AT PARAPET  
 DIMENSIONS**



**SECTION AT PARAPET  
 REINFORCEMENT**

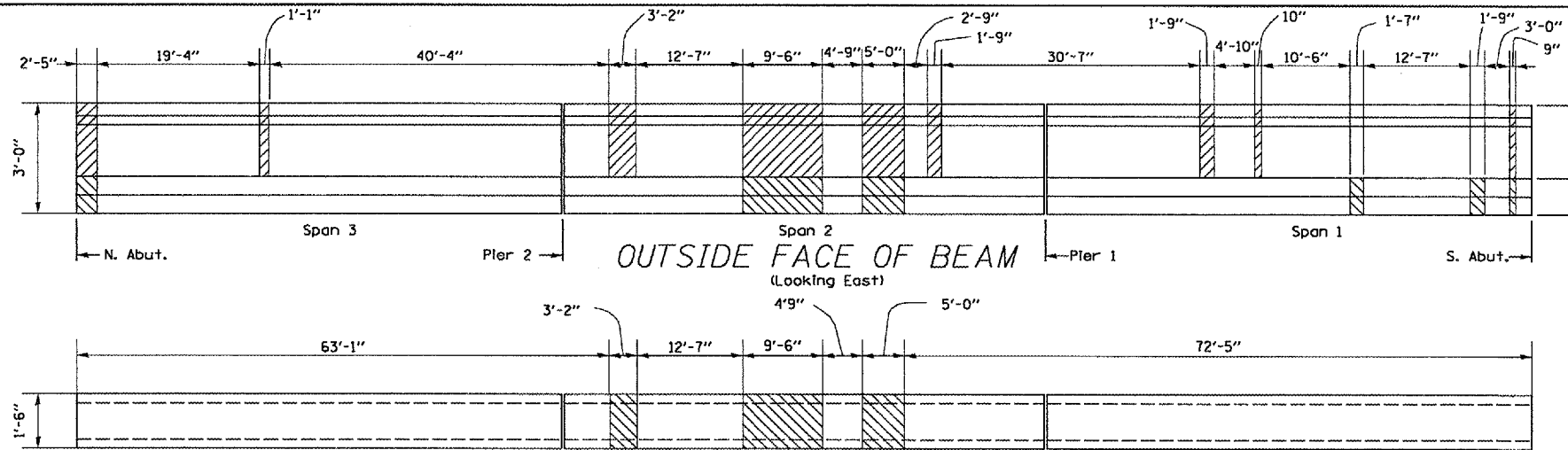
REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**CONSTRUCTION DETAILS**  
**SOUTH ABUTMENT - PARAPET**  
 S.N. 050-0167 (SB)  
 F.A.I. 412 OVER C. & N.W. RAILROAD  
 SECTION (50-6VB)I-1  
 STA. 1429 + 12.74

DATE: MARCH 06, 2005  
 DGN: CM05/CM327/DETAILS.DGN

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I	LASALLE	25	13
FED. ROAD DIST. NO. ILLINOIS			NON-FED. AID PROJECT	

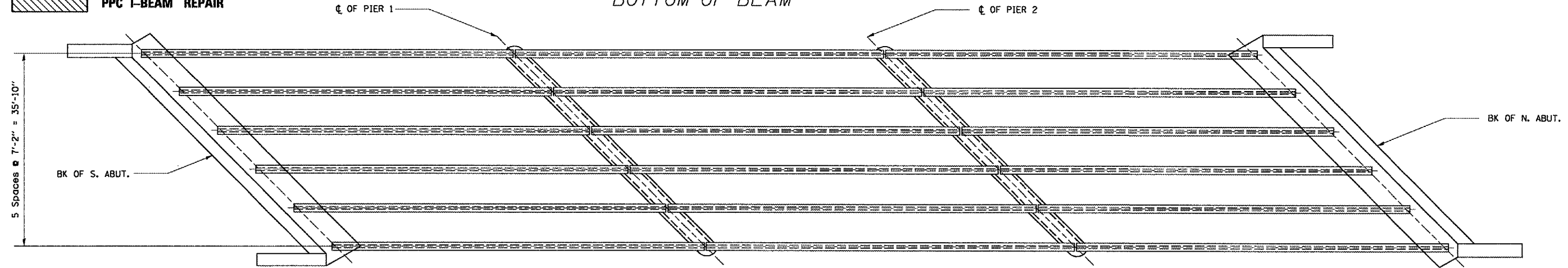


**BILL OF MATERIAL**

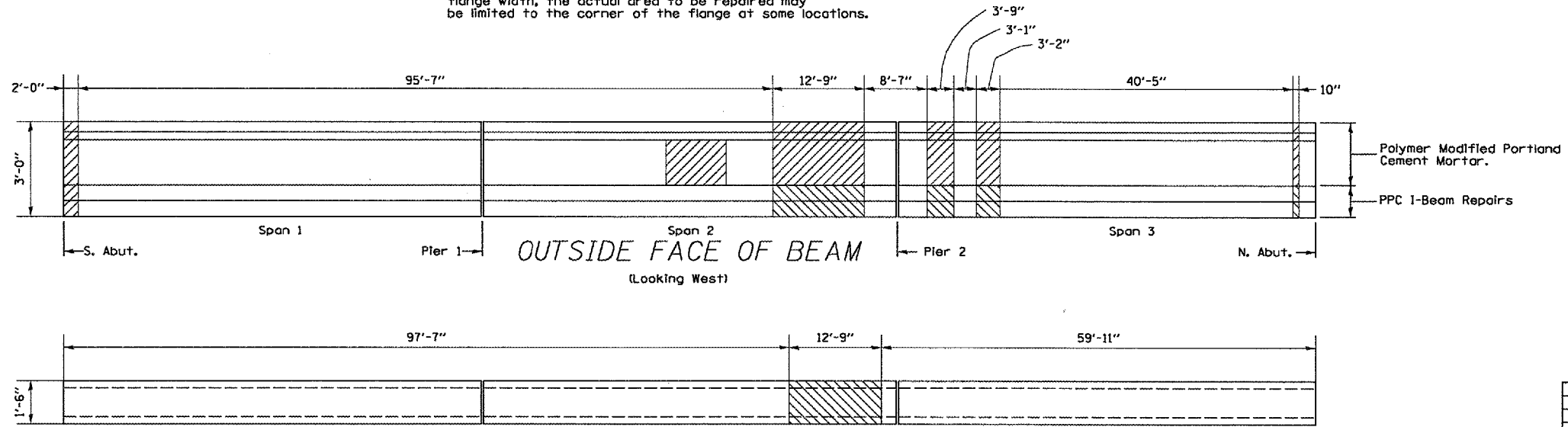
Item	Unit	Total
PPC I-Beam Repairs	L.S.	1
Polymer Modified Portland Cement Mortar	Sq. Ft.	97

 **POLYMER MODIFIED PORTLAND CEMENT MORTAR**  
 **PPC I-BEAM REPAIR**

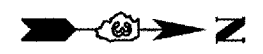
**WEST FACIA BEAM**  
\*BOTTOM OF BEAM



\*Although the damage is shown across the entire flange width, the actual area to be repaired may be limited to the corner of the flange at some locations.



**EAST FACIA BEAM**  
\*BOTTOM OF BEAM

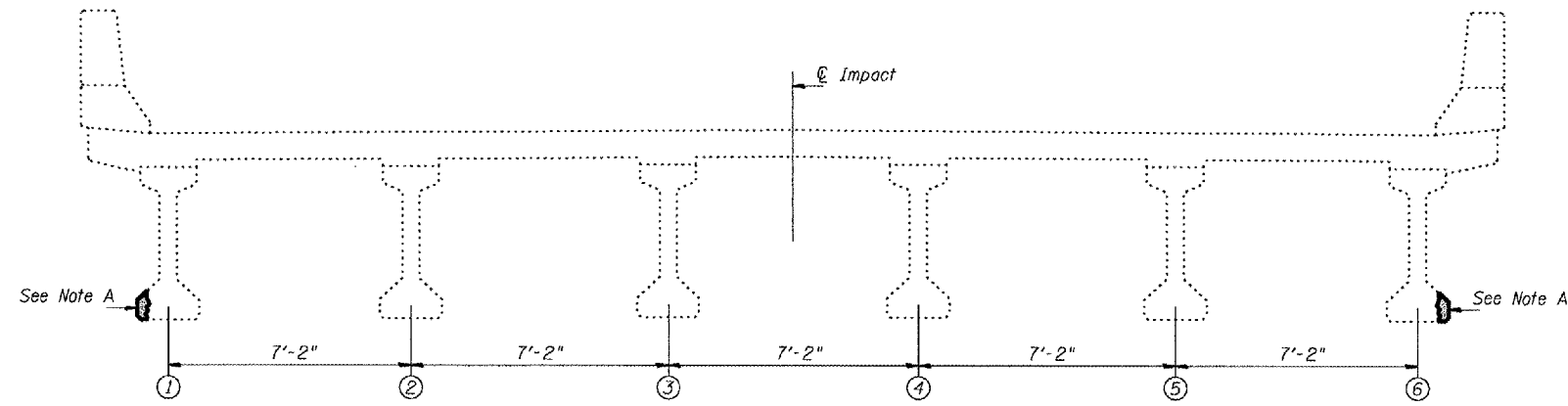


For location of required preloading see sheet 13A of 25.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**FORMED CONCRETE REPAIR**  
**PPC DECK BEAM**  
 S.N. 050-0167 (SB)  
 F.A.I. 412 OVER C. & N.W. RAILROAD  
 SECTION (50-6VB)I-1  
 STA. 1429 + 12.74

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)1	LASALLE	25	13A
FED. ROAD DIST. NO. ILLINOIS		NON-FED. AID PROJECT		



**CROSS SECTION**  
(Looking North)

Note A:  
PPC I-Beams to be repaired as detailed.

**NOTES**

Prior to beginning any repair work, the contractor shall be responsible for providing a preloading system on the bridge deck over the existing damaged beam at the specified locations. The preloading system should produce a total maximum service load moment as shown at the centerline of the damaged area.

Preloading shall be kept in place for at least three (3) days after completion of concrete repair or until the concrete has reached an ultimate strength of 5,000 psi.

The contractor's proposed preloading system, with computations, sealed and signed by an Illinois Structural Engineer shall be submitted to the Bureau of Bridges and Structures for approval. The preloading system shall be placed shortly after bridge closure for repairs.

Separate preload sequences may be necessary for repair of different areas in one span. It may not be possible to use one preload within a span for repair of all areas within that span without overstressing the beam. The calculations submitted must ensure that any preload system proposed for use during repair of multiple locations does not overstress the beam.

**PRELOADING FOR PPC I-BEAM REPAIRS**  
(Service Moment)

**WEST FASCIA**

Span	Location		*Moment (kip-ft)
	From	Distance	
2	Pier 2	27'-6"	300
2	Pier 2	39'-6"	240
3	Pier 1	39'-3"	340

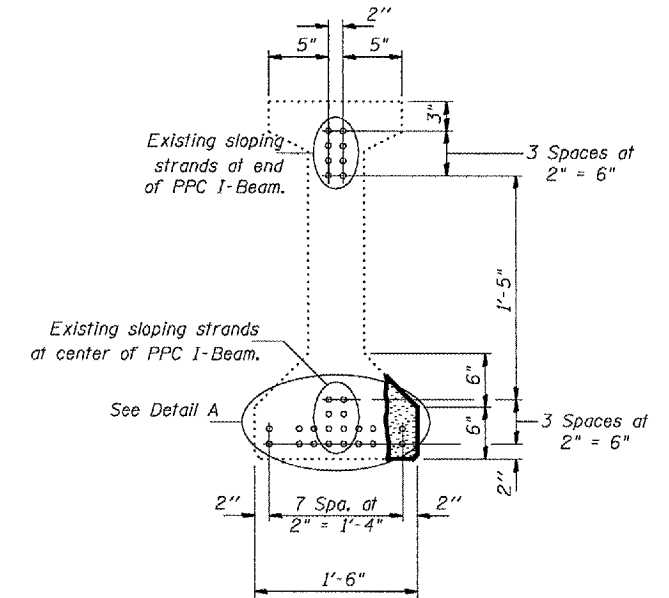
**EAST FASCIA**

Span	Location		*Moment (kip-ft)
	From	Distance	
2	Pier 1	46'-0"	160
3	Pier 2	12'-6"	170

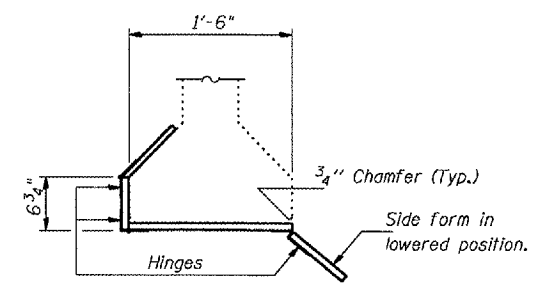
\*The magnitude of the moments to be applied were obtained by assuming a simple span behavior between the fascia and first interior beams (AASHTO 3.23.2.3.1.2) for Live Load + Impact. The effect of the proposed preload system shall be determined using the same assumption.

**REPAIR PROCEDURES FOR WEST AND EAST FASCIA BEAMS**

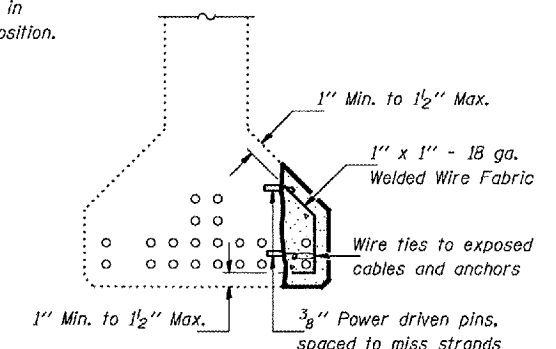
- The damaged area of the beam shall be cleaned of all loose and spalled concrete, and sealant. Hand tools shall be used for the removal of concrete adjacent to the prestressing strands. While a 15 pound chipping hammer may be used away from prestressing strands, extreme care shall be taken not to damage the exposed prestressing strands. Any exposed portions of the strands shall be sandblasted.
- Using the same tools, remove the existing concrete to sound concrete along the edges of the damaged area to a depth of 1" min. to 1 1/2" max. The edges shall be saw cut 3/4" deep or less.
- Power driven pins as shown in Detail A shall be placed at 9" alternate centers horizontally and located vertically 3" and 7" up from bottom of Fascia Beams. Use wire ties in areas where the strands are exposed as shown in Detail A. Place 1" x 1" x 18 gauge welded wire fabric in repair areas and attach it to the pins or strands with wire ties. The clearance between the finished surface of the new concrete and the welded wire fabric shall be 1" minimum. All beams involved in this work shall be rebuilt to their original dimensions.
- All surfaces of existing concrete in the area to be repaired shall be coated with an epoxy-resin primer bonding agent. The concrete beam to be repaired or crack sealed must be at a temperature of at least 50° F. or higher.
- The repair shall be made using a concrete meeting all the requirements specified in Section 1020 of the Standard Specifications for Class PS Concrete for precast prestressed concrete members, except the maximum size of the aggregate shall be 1/2". Place the lower form on the bottom of the beam and compact by vibrating (or other approved methods) the concrete mix into the voids. After accessible voids have been filled and compacted, the top vertical form shall be raised into position and the remaining voids filled and compacted. The sloping upper surface shall be finished to the configuration of the existing PPC I-Beam flange. The cost of concrete removal, Class PS Concrete, power driven pins, wire ties, wire mesh, epoxy bonding agent, and all other work required to perform any repairs on East and West Fascia beams is included in the Lump Sum price for PPC I-Beam Repairs. The preloading system will not be paid separately but will be included in the unit bid for this item.



**PATCHING DETAIL**  
Beam 5, Span 3.



**SUGGESTED FORM DETAIL**



**DETAIL A**

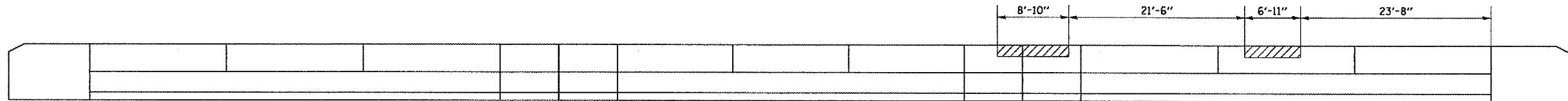
**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
PPC I Beam Repairs	L.S.	1

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**FORMED CONCRETE REPAIR**  
**PPC I-BEAMS**  
S.N. 050-0167 (SB)  
F.A.I. 412 OVER C. & N.W. RAILROAD  
SECTION (50-6VB)1-1  
STA. 1429+12.74

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	150-6VBH	LASALLE	25	14
FED. ROAD DIST. NO.		ILLINOIS	NON-FED. AID PROJECT	

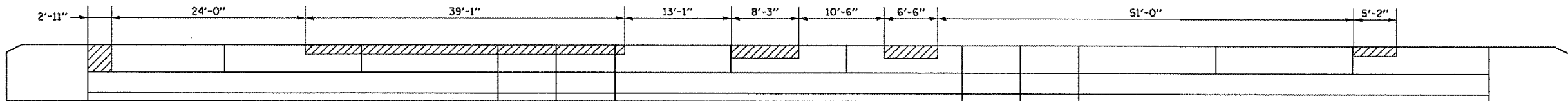


WEST PARAPET ELEVATION  
INSIDE FACE

**BILL OF MATERIAL WEST PARAPET**

Item	Unit	Total
Formed Concrete Repair (Depth ≤ 5")	Sq. Ft.	9

FORMED CONCRETE REPAIR ≤ 5"



EAST PARAPET ELEVATION  
INSIDE FACE

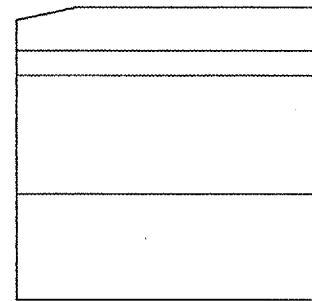
**BILL OF MATERIAL EAST PARAPET**

Item	Unit	Total
Formed Concrete Repair (Depth ≤ 5")	Sq. Ft.	36

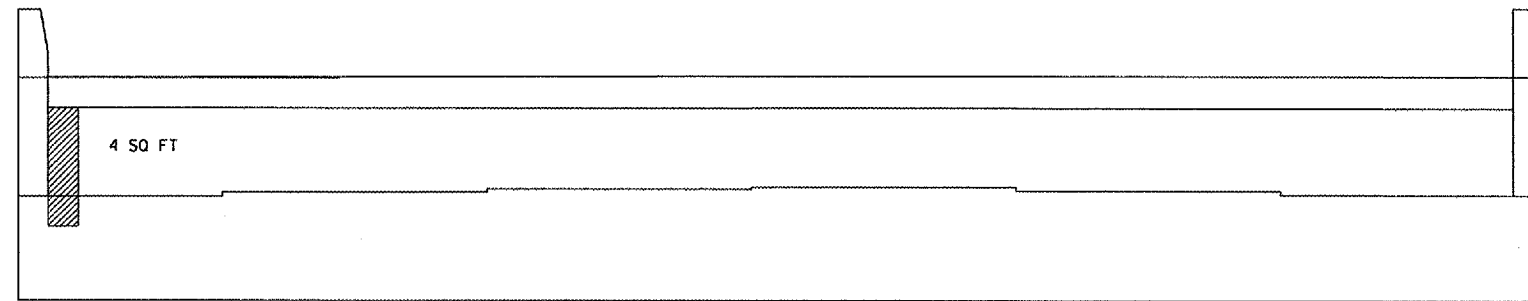
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**FORMED CONCRETE REPAIR  
 PARAPET**  
 S.N. 050-0167 (SB)  
 F.A.I. 412 OVER C. & N.W. RAILROAD  
 SECTION (50-6VB)I-1  
 STA. 1429 + 12.74

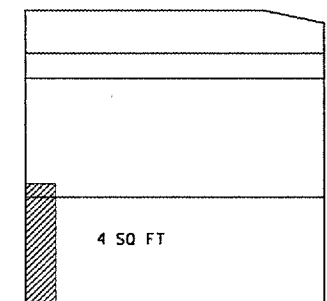
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)1	LASALLE	25	15
FED. ROAD DIST. NO. _		ILLINOIS	NON-FED. AID PROJECT	



**EAST WING**



**ELEVATION**




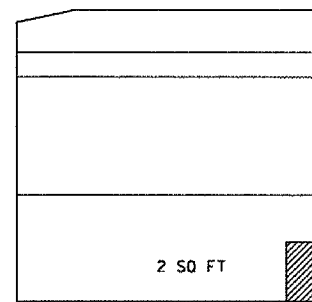
**WEST WING**

**BILL OF MATERIAL N. ABUTMENT**

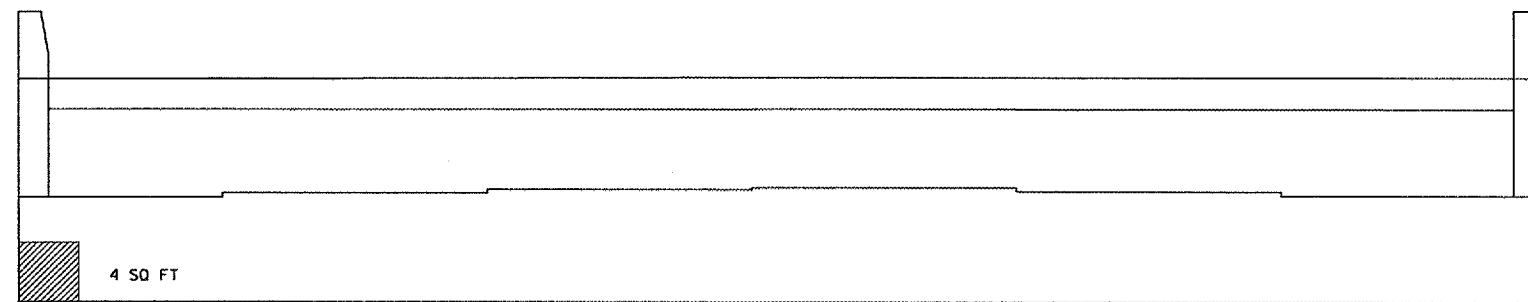
Item	Unit	Total
Formed Concrete Repair (Depth ≤ 5")	Sq. Ft.	8

**NORTH ABUTMENT**

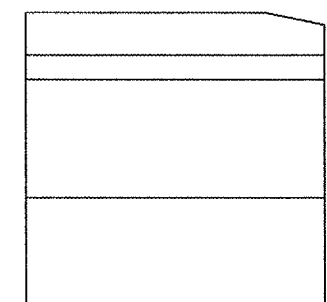
 FORMED CONCRETE REPAIR ≤ 5"



**EAST WING**



**ELEVATION**



**WEST WING**

**BILL OF MATERIAL S. ABUTMENT**

Item	Unit	Total
Formed Concrete Repair (Depth ≤ 5")	Sq. Ft.	6

**SOUTH ABUTMENT**

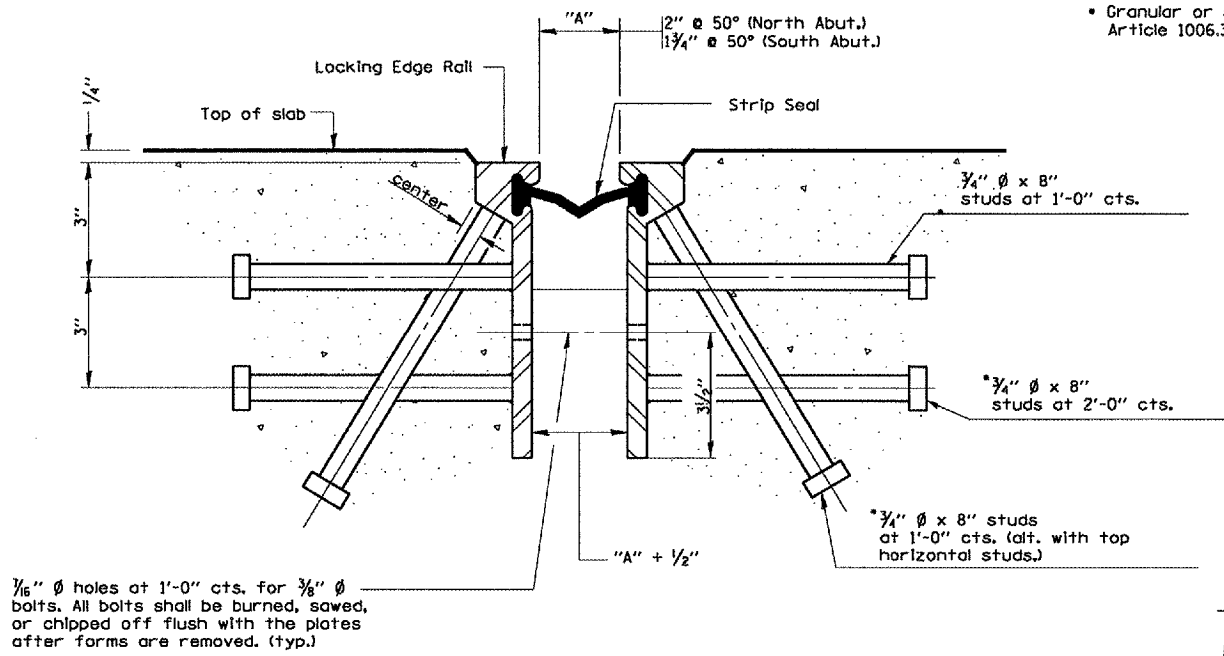
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**FORMED CONCRETE REPAIR  
 ABUTMENT**  
 S.N. 050-0167 (SB)  
 F.A.I. 412 OVER C. & N.W. RAILROAD  
 SECTION (50-6VB)1-1  
 STA. 1429 + 12.74

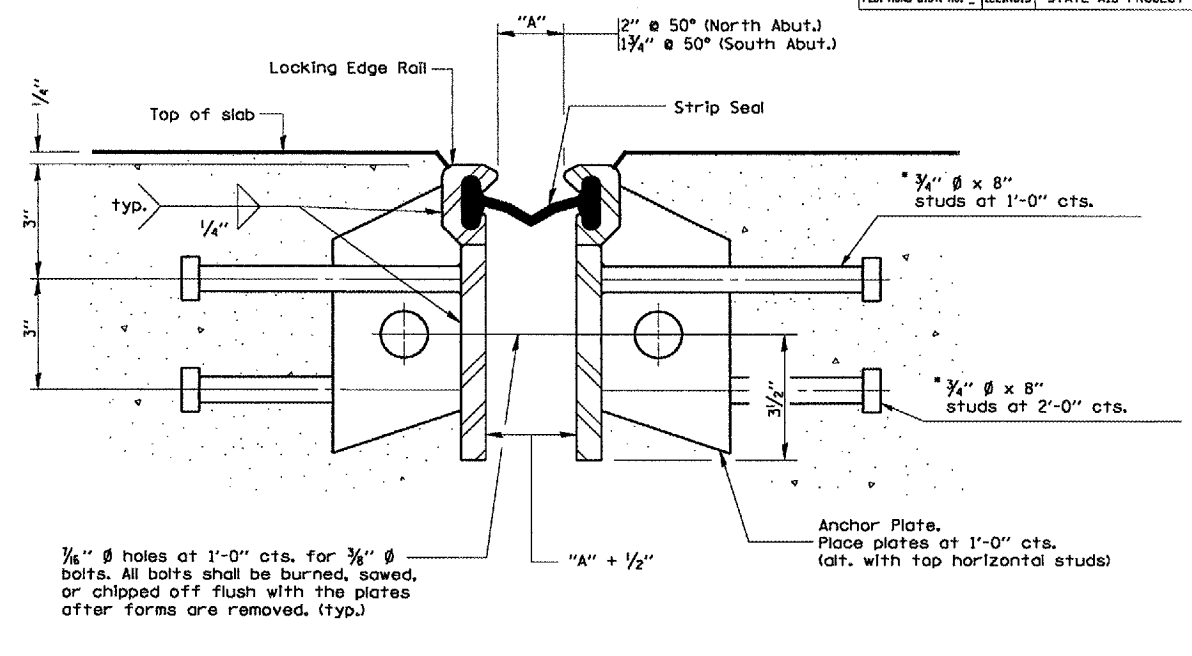


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-GVB)I-1	LASALLE	25	16
FED. ROAD DIST. NO. ILLINOIS		STATE AID PROJECT		

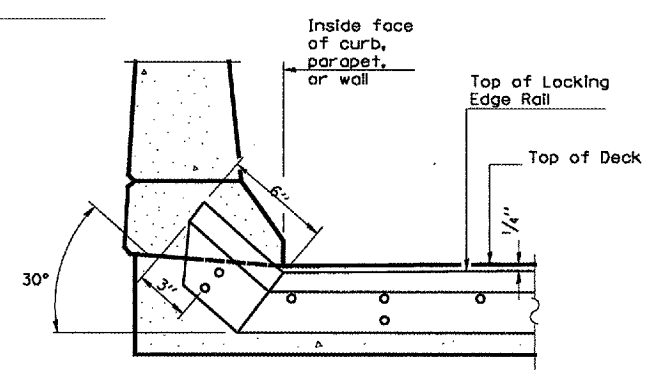
\* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



**SECTION THRU ROLLED RAIL EXP. JOINT**  
( 500 Studs Required)



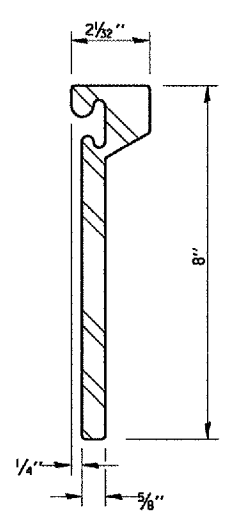
**SECTION THRU WELDED RAIL EXP. JOINT**  
( 300 Studs Required)  
( 200 Anchor Plates Required)



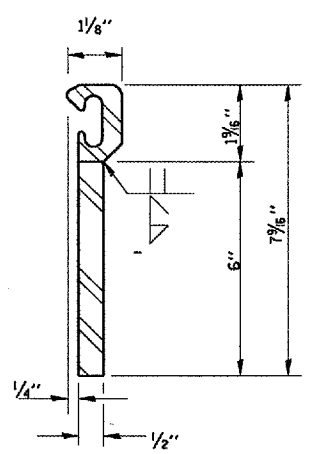
**AT PARAPET**

**GENERAL NOTES**

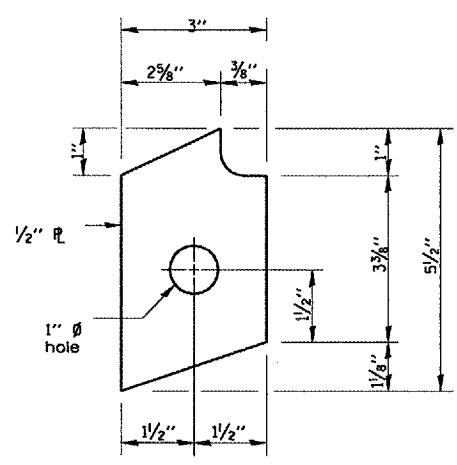
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails.  
 The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed.  
 Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.  
 The manufacturer's recommended installation methods shall be followed.  
 The joint opening and deck dimensions detailed on the superstructure are based on a preformed joint seal. If the contractor elects to use the alternate strip seal 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.



**ROLLED (EXTRUDED) RAIL**  
LOCKING EDGE RAILS



**WELDED RAIL**

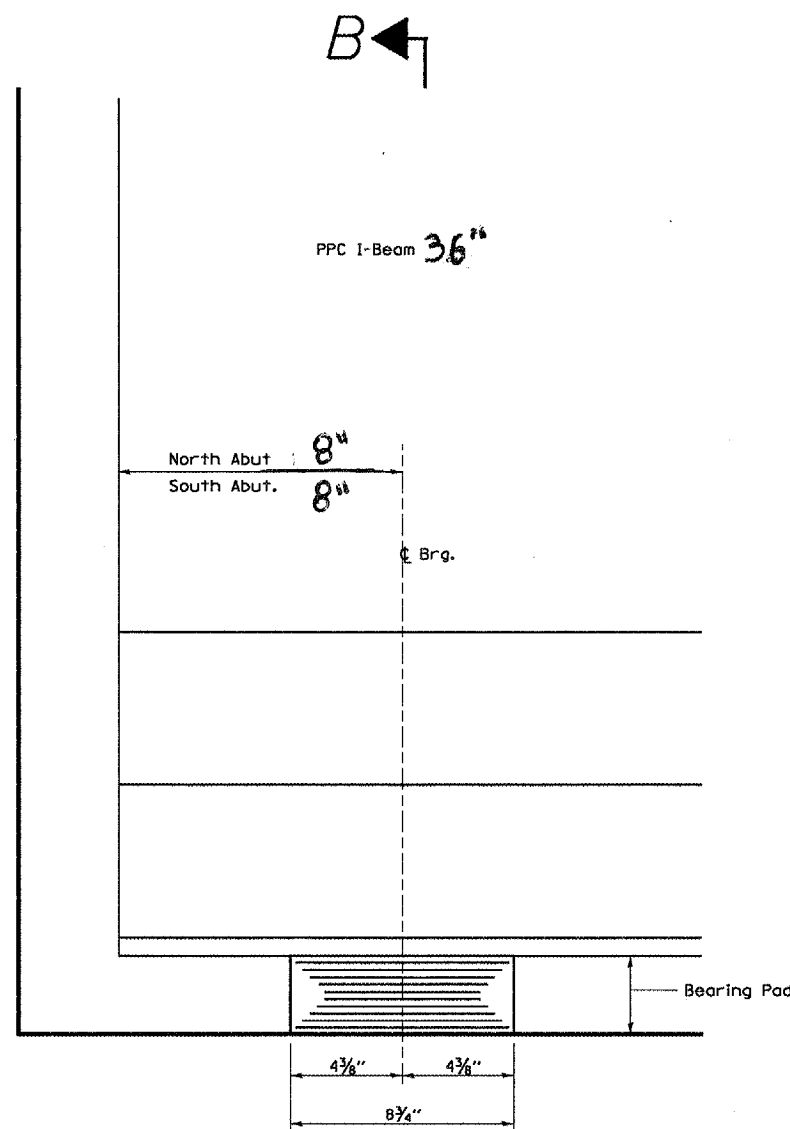


**ANCHOR**  
(for welded rail)

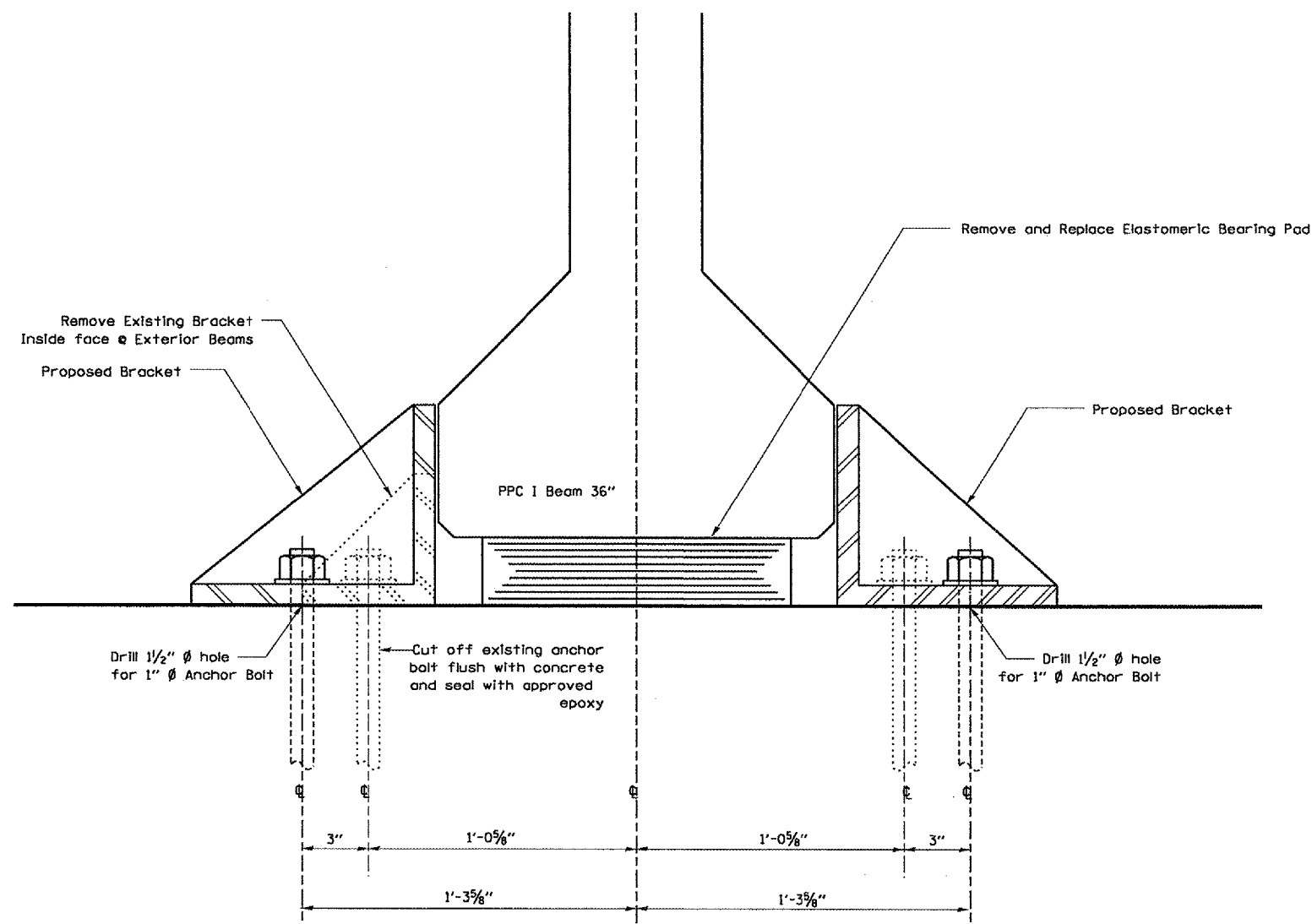
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**STRIP SEAL EXPANSION JOINT ASSEMBLY**  
 S.N. 050-0167 (SB)  
 F.A.I. 412 OVER C. & N.W. RAILROAD  
 SECTION (50-GVB)I-1  
 STA. 1429 + 12.74

CONTRACT NO.				
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-1	LASALLE	25	17
FED. ROAD DIST. NO.		ILLINOIS	NON-FED. AID PROJECT	



**ELEVATION AT ABUT.**  
(Along 4 Beam)



**SECTION B-B**

**Reaction for Bearing Replacement**

- R DL = 29.2 klps
- R SDL = 6.7 klps
- R LL = 37.3 klps
- R Imp = 10.3 klps

Min Jack size:  $1.5 \cdot (R DL + R SDL + 1/2(R LL + R Imp)) / 2$  in Tons

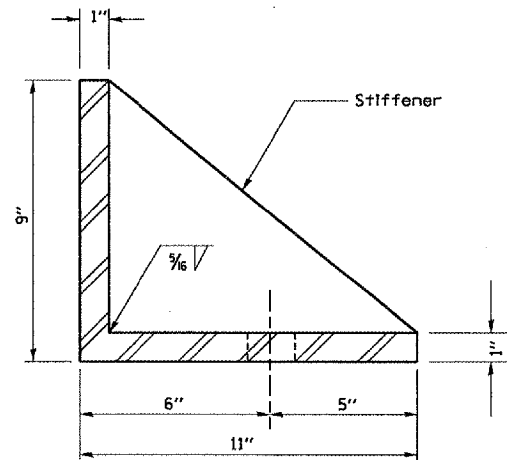
NOTE: The minimum Jack size assumes no traffic over bearings being replaced plus a 50% safety factor for the Jack.

DATE: MARCH 06, 2005  
DGN: CM05/CM327/DETA ILS.DGN

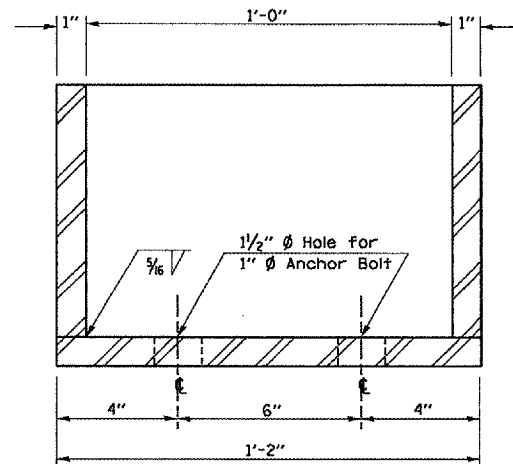
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**BEARING REPLACEMENT DETAILS**  
S.N. 050-0167 (SB)  
F.A.I. 412 OVER C. & N.W. RAILROAD  
SECTION (50-6VB)I-1  
STA. 1429 + 12.74

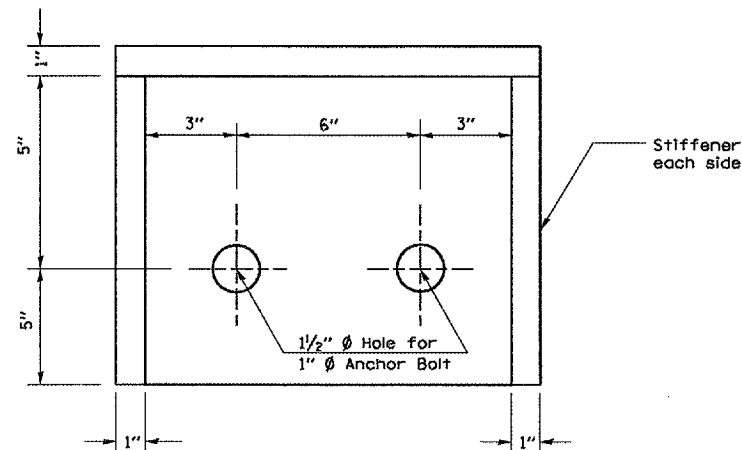
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	150-6VB1-1	LASALLE	25	18
FED. ROAD DIST. NO.		ILLINOIS	NON-FED. AID PROJECT	



**SIDE VIEW**



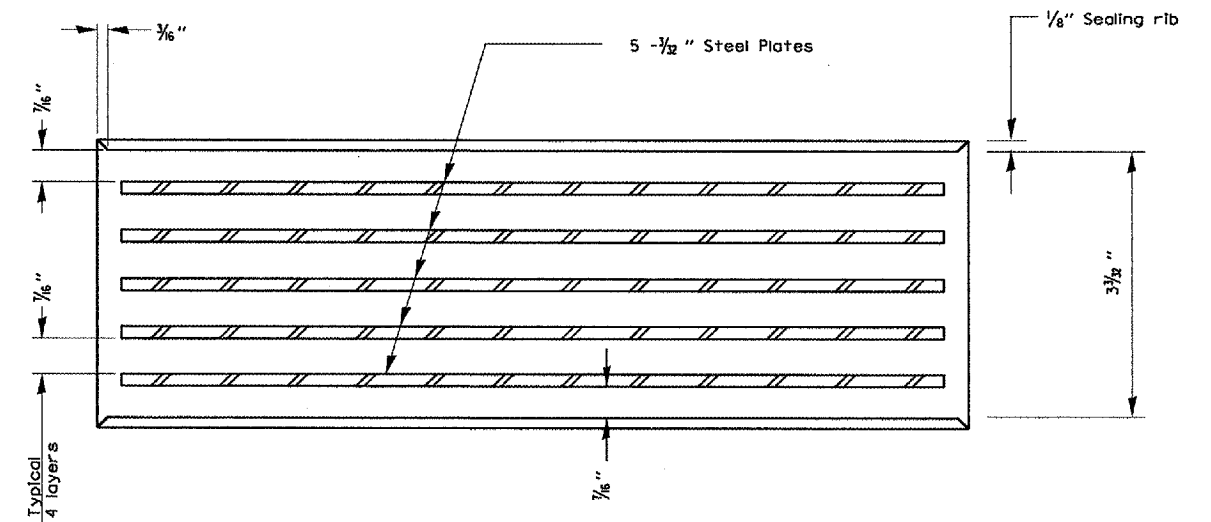
**FRONT VIEW**



**PLAN VIEW**

The cost of side retainers and anchor bolts is included with Elastomeric Bearing Assembly Type I.

**BRACKET DETAIL**  
**11" X 9" X 1" X 1'-2"**  
**SN 050-0167 - 24 REQUIRED**



**ELASTOMERIC BEARING PAD**

**3 3/32" X 8 3/4" X 1'-2"**  
**SN 050-0167 - 12 REQUIRED**

**BILL OF MATERIAL**

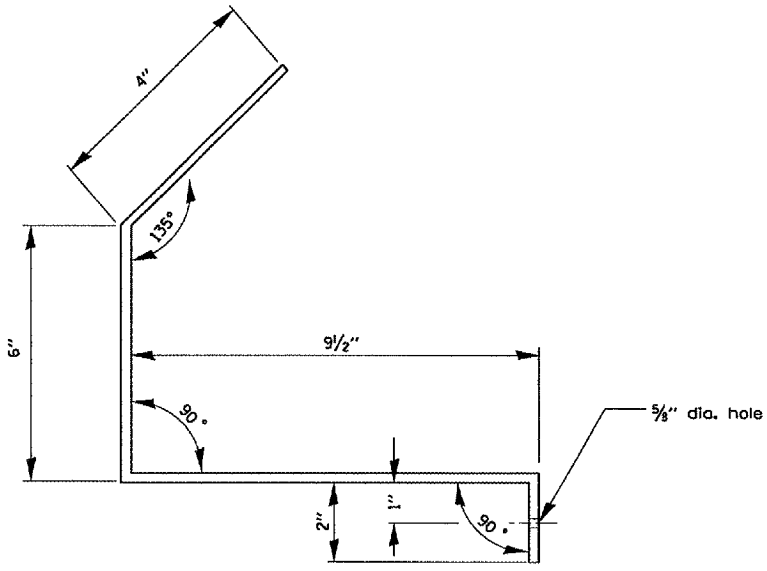
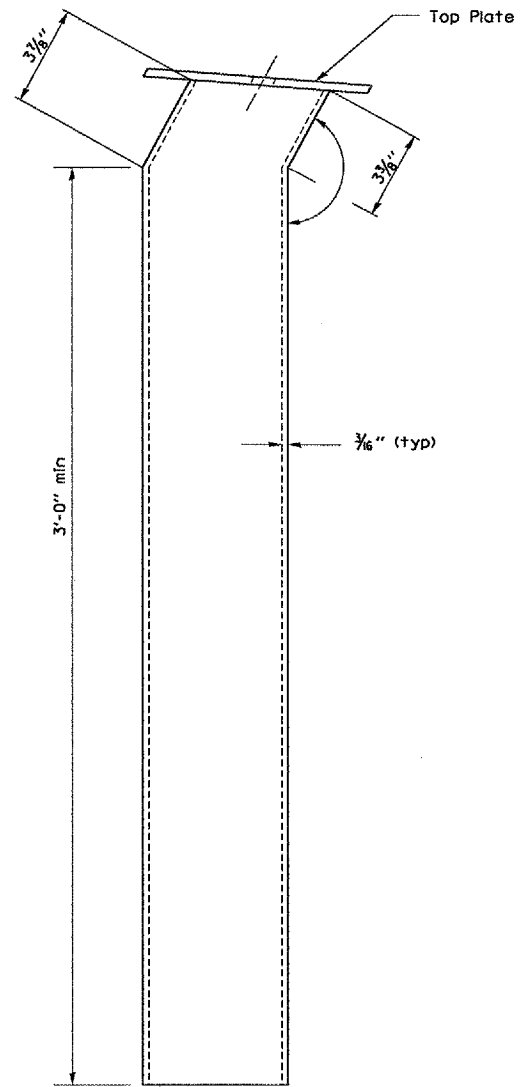
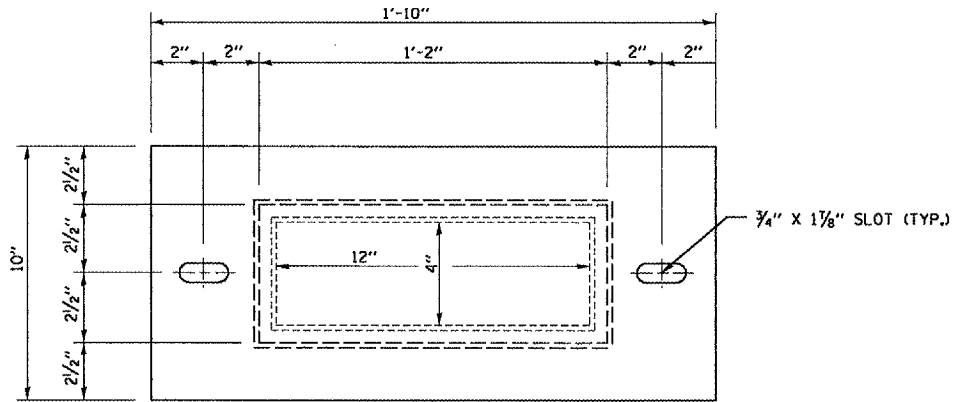
Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	24

REVISIONS	
NAME	DATE

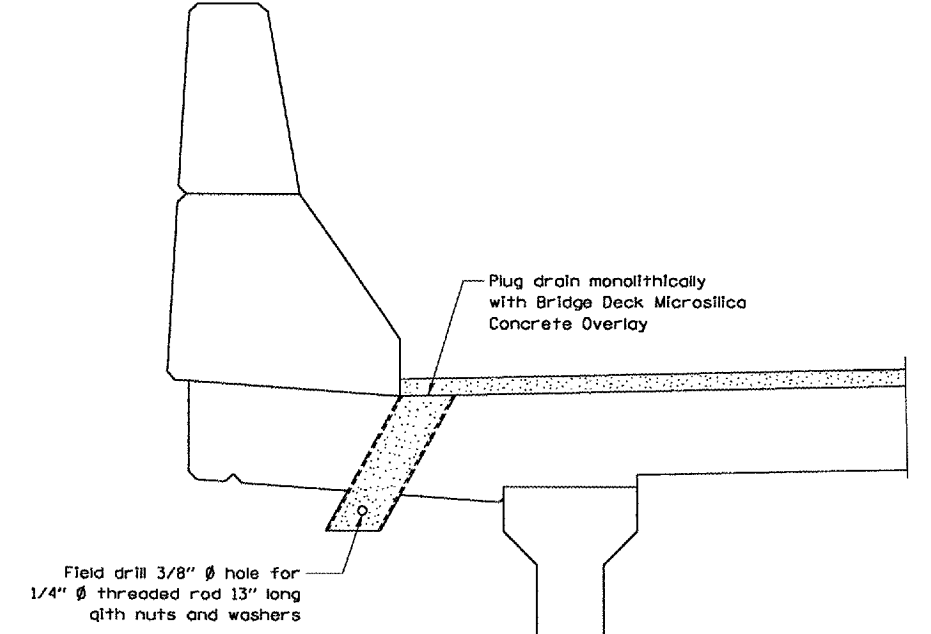
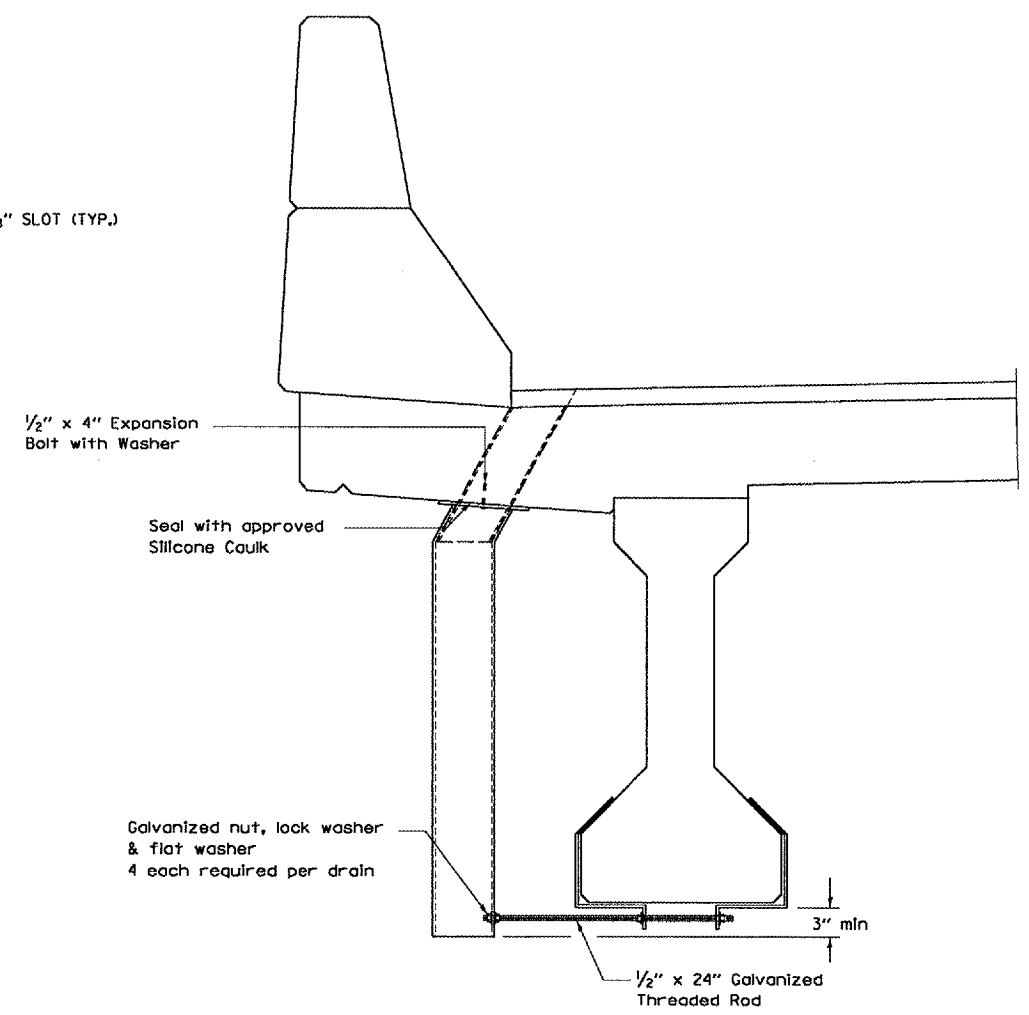
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**BEARING REPLACEMENT DETAILS**  
**S.N. 050-0167 (SB)**  
**F.A.I. 412 OVER C. & N.W. RAILROAD**  
**SECTION (50-6VB)I-1**  
**STA. 1429 + 12.74**

\* DATE - MARCH 06, 2005  
 \* DGN - CM05/CM327/DETAILS.DGN

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-GVB)I-1	LASALLE	25	19
FED. ROAD DIST. NO.		ILLINOIS	STATE AID PROJECT	



**DECK DRAIN EXTENSION**



**PLUG DECK DRAIN**

\* DATE: MARCH 06, 2005  
\* DGN: CM05/CM327/DETAILS.DGN

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**DECK DRAIN DETAILS**

S.N. 050-0167 (SB)

F.A.I. 412 OVER C. & N.W. RAILROAD

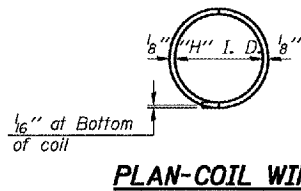
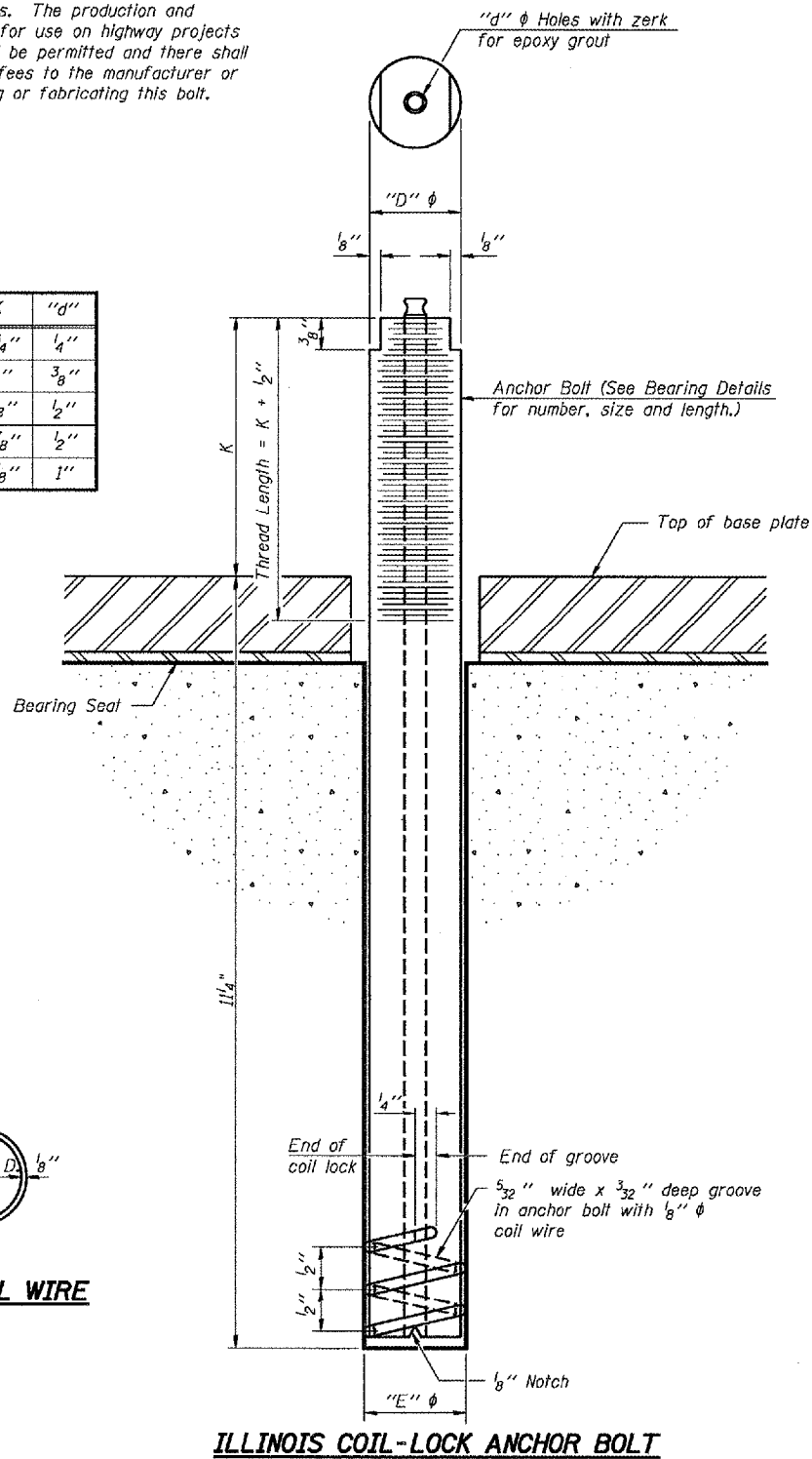
SECTION (50-GVB)I-1

STA. 1429 + 12.74

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	50-GVBI-1	LASALLE	25	19A
FED. ROAD DIST. NO.		ILLINOIS	STATE AID PROJECT	

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D	E	H	K	"d"
1"	1 1/8"	1 1/16"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/8"	2"	3/8"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 3/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



**MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT**

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.  
 The coil wire shall be made of any suitable soft steel wire.  
 The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.  
 The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

**INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT**

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

**ALTERNATE ANCHOR BOLTS**

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.  
 The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:

1. A threaded rod stud with nut and washer of the type specified.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
Abutments	A30T

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

**GENERAL NOTES**

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.  
 Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.  
 The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for Furnishing and Erecting Structural Steel.

REVISIONS	
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
**ANCHOR BOLT DETAILS**  
 S.N. 050-0167 (SB)  
 F.A.I. 412 OVER C. & N.W. RAILROAD  
 SECTION (50-6VB)-1  
 STA. 1429 + 12.74

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-GVB)I-1	LASALLE	25	20
FED. ROAD DIST. NO. ILLINOIS			STATE AID PROJECT	

**NOTES**

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.  
 Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.  
 All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.  
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.  
 Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- ① Minimum Capacity =  $1.25 \times f_y \times A_t$   
(Tension in kips)
- ② Minimum Pull-out Strength =  $1.25 \times f_{s\ allow} \times A_t$   
(Tension in kips)

Where  $f_y$  = Yield strength of lapped reinforcement bars in ksi.  
 $f_{s\ allow}$  = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)  
 $A_t$  = Tensile stress area of lapped reinforcement bars.  
 \* = 28 day concrete

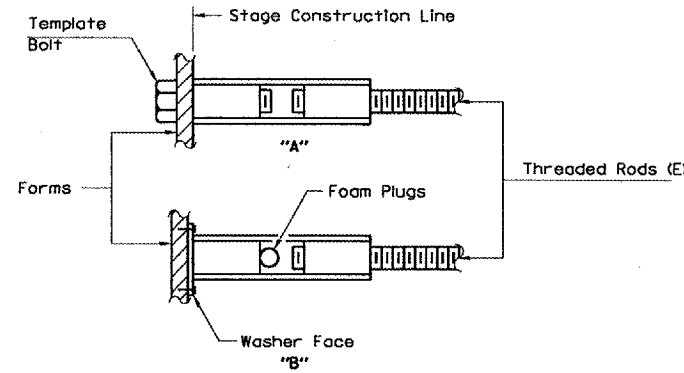
BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."

The diameter of this part is equal or larger than the diameter of bar spliced.

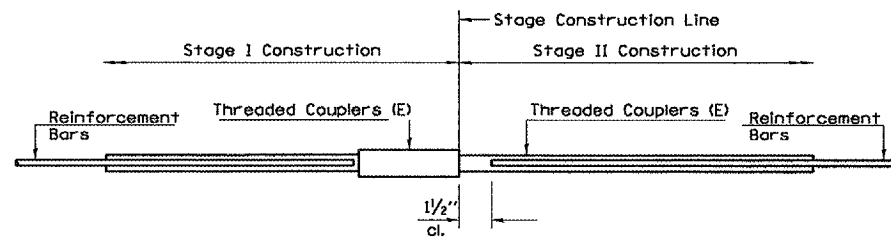
The diameter of this part is the same as the diameter of the bar spliced.

**ROLLED THREAD DOWEL BAR**



**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**

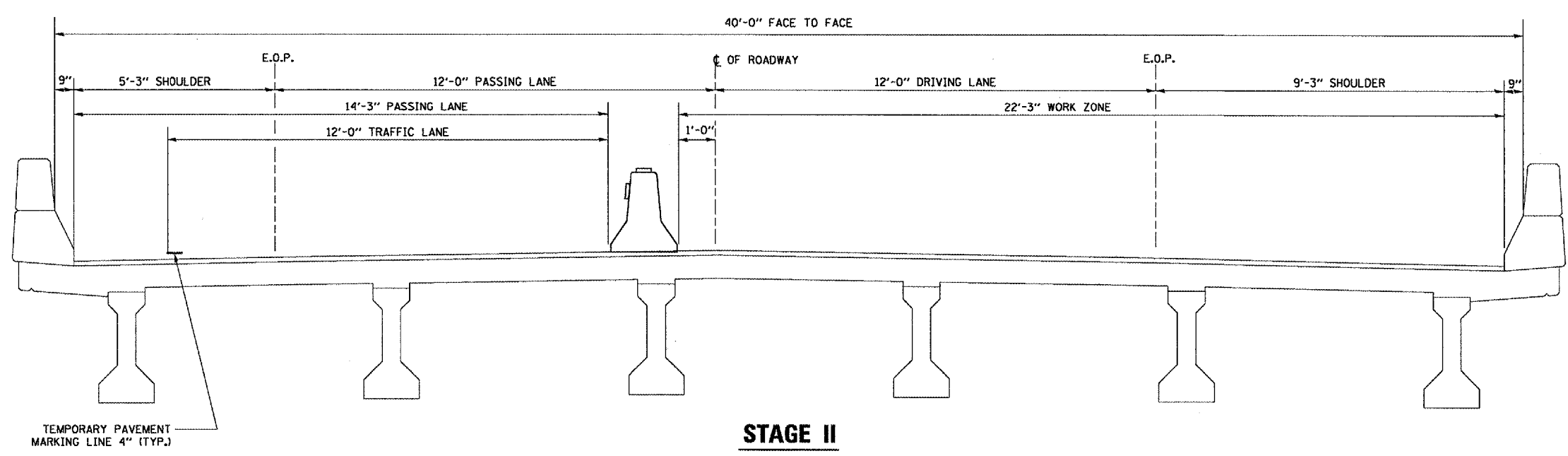
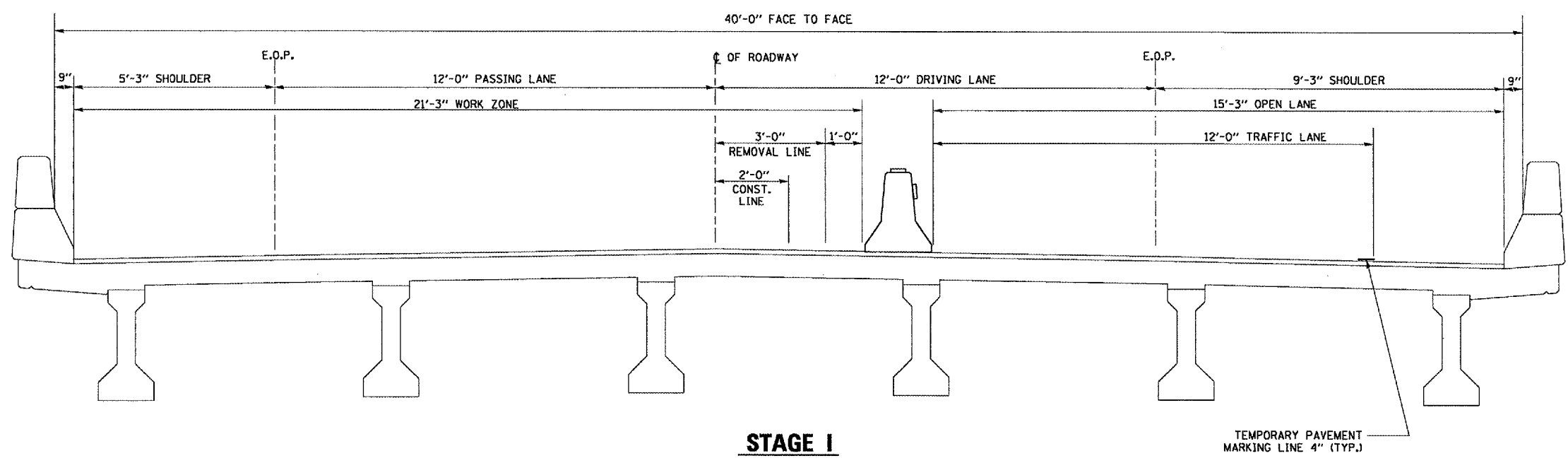
	No. Assemblies Required	Location
#5	8	N & S ABUTS @ STAGE LINE
#6	8	N & S ABUTS @ STAGE LINE
#7	12	N & S ABUTS @ STAGE LINE

DATE: MARCH 06, 2005  
 DGN: CM05/CM327/DETAILS.DGN

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ILLINOIS DEPARTMENT OF TRANSPORTATION  
**BAR SPLICER ASSEMBLY DETAILS**  
 S.N. 050-0167 (SB)  
 F.A.I. 412 OVER C. & N.W. RAILROAD  
 SECTION (50-6VB)I-1  
 STA. 1429 + 12.74

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	150-6VB)I-1	LASALLE	25	21
FED. ROAD DIST. NO.		ILLINOIS	NON-FED. AID PROJECT	

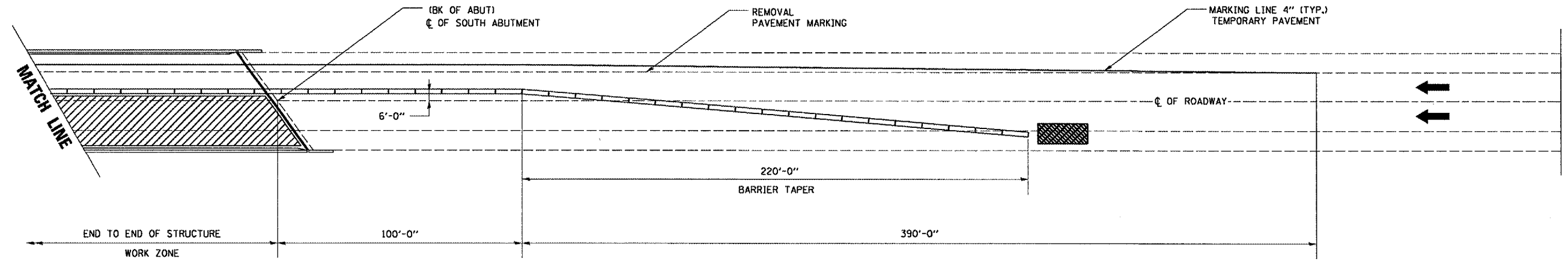


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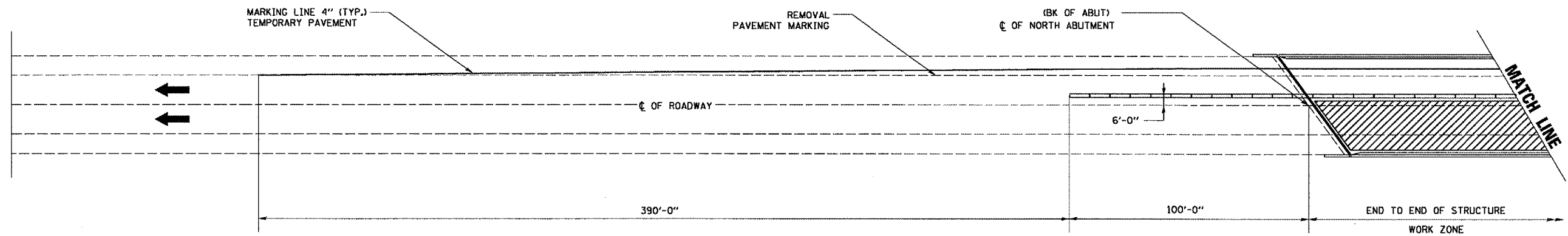
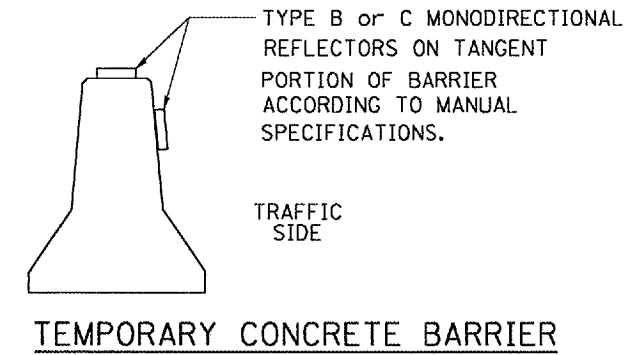
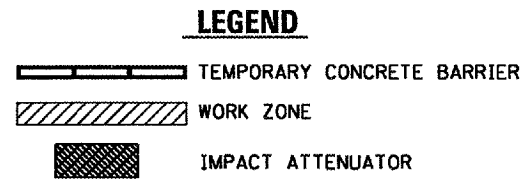
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**STAGING AND TRAFFIC CONTROL**  
**TYPICAL SECTIONS**  
 S.N. 050-0167 (SB)  
 F.A.I. 412 OVER C. & N.W. RAILROAD  
 SECTION (50-6VB)I-1  
 STA. 1429+12.74

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-1	LASALLE	25	22
FED. ROAD DIST. NO.		ILLINOIS	NON-FED. AID PROJECT	



**PLAN**



**PLAN**

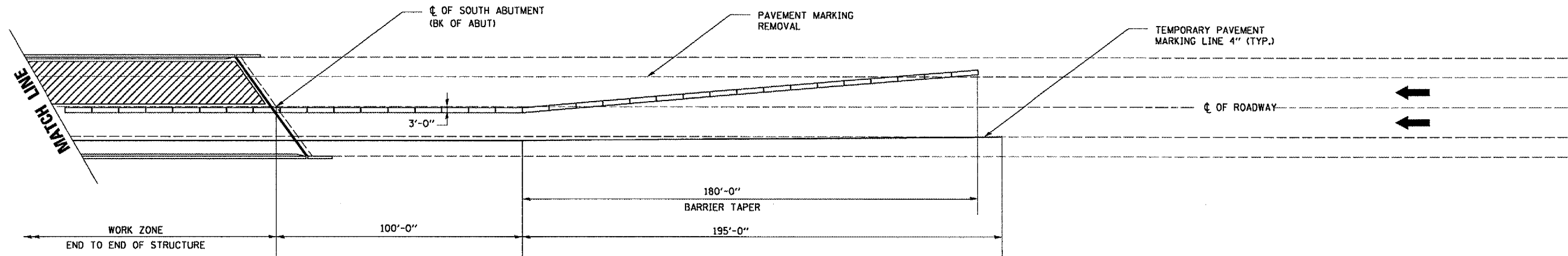
**WORK THIS SHEET WITH TRAFFIC CONTROL AND PROTECTION STANDARD 701402**

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**STAGING AND TRAFFIC CONTROL**  
 STAGE I  
 S.N. 050-0167 (SB)  
 F.A.I. 412 OVER C. & N.W. RAILROAD  
 SECTION (50-6VB)I-1  
 STA. 1429 + 12.74



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-1	LASALLE	25	23
FED. ROAD DIST. NO. 1		ILLINOIS	NON-FED. AID PROJECT	



**PLAN**

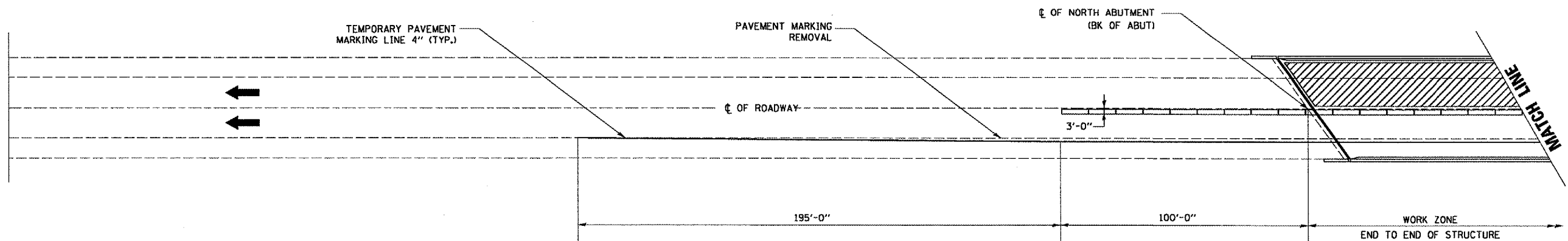
**LEGEND**

- TEMPORARY CONCRETE BARRIER
- WORK ZONE
- IMPACT ATTENUATOR

TYPE B or C MONODIRECTIONAL REFLECTORS ON TANGENT PORTION OF BARRIER ACCORDING TO MANUAL SPECIFICATIONS.



**PORTABLE TEMPORARY BARRIER SYSTEM**



**PLAN**

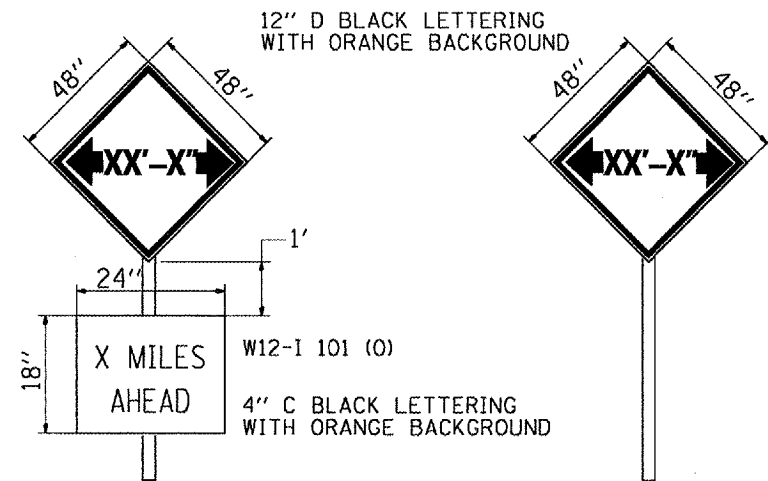
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NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**STAGING AND TRAFFIC CONTROL**  
 STAGE II  
 S.N. 050-0167 (SB)  
 F.A.I. 412 OVER C. & N.W. RAILROAD  
 SECTION (50-6VB)I-1  
 STA. 1429 + 12.74

**WORK THIS SHEET WITH TRAFFIC CONTROL AND PROTECTION STANDARD 701402**

MARCH 5, 2005  
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	150-6VB1-1	LASALLE	25	24
FED. ROAD DIST. NO.		ILLINOIS	NON-FED. AID PROJECT	



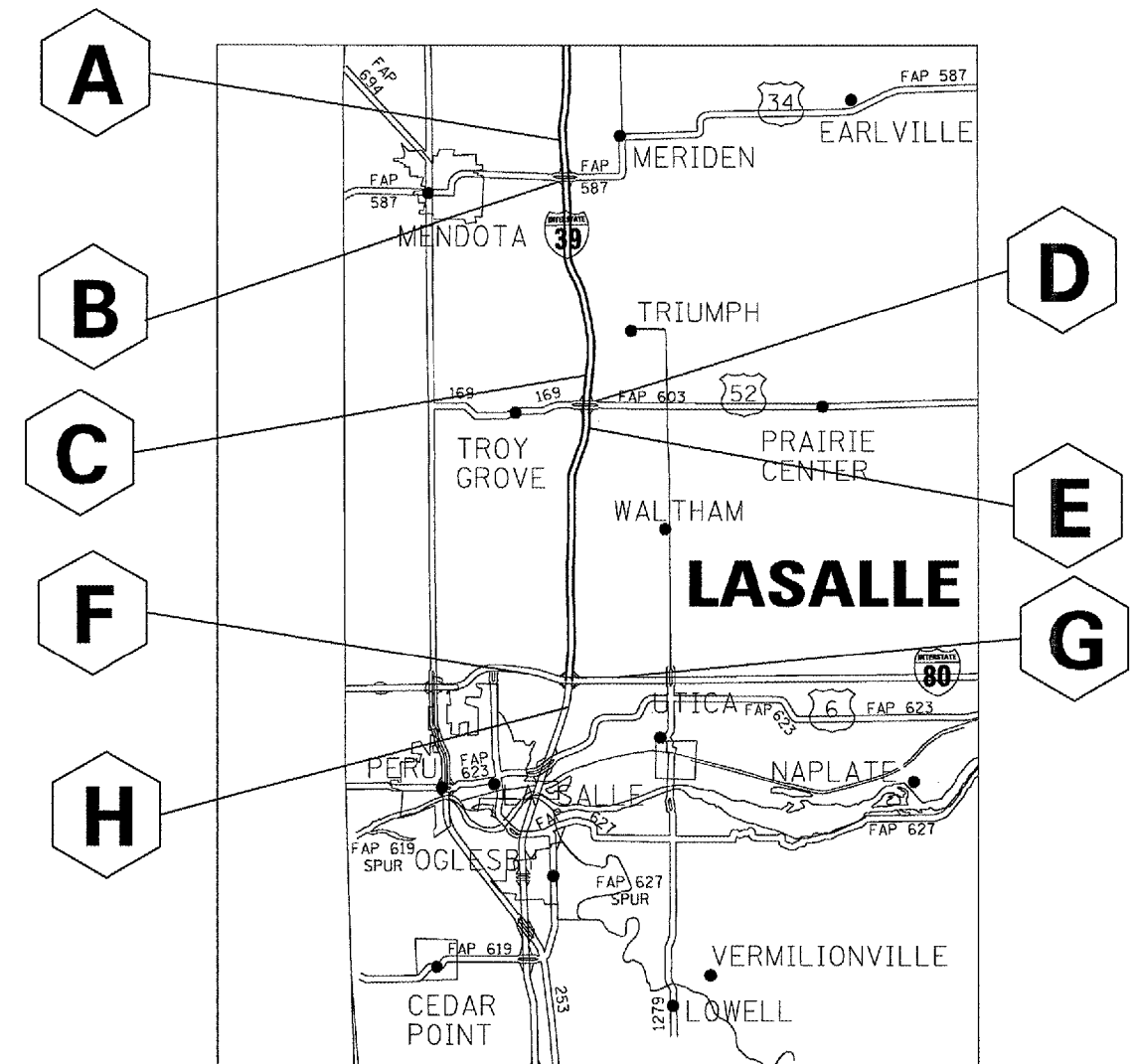
TO BE POST MOUNTED AS SHOWN ELSEWHERE IN THE PLANS.

THE ENGINEER WILL NOTIFY DISTRICT 3 BUREAU OF OPERATIONS 14 CALENDAR DAYS PRIOR TO INSTALLING ANY TRAFFIC CONTROL DEVICES THAT WILL RESTRICT THE PAVEMENT WIDTH.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE ENGINEER TO MEET THIS REQUIREMENT.

**WIDTH RESTRICTION SIGNING DETAILS**

TABLE OF WIDTH RESTRICTION SIGNS				
NO. OF SIGNS	TYPE OF SIGN	LOCATION		WIDTH RESTRICTION & MILES AHEAD
2	WIDTH RESTRICTION WITH WITH W12-I101 (O)	A	I-39 SOUTHBOUND 1 MI NORTH OF US 34	12'-9" 7 MI AHEAD
2	WIDTH RESTRICTION WITH WITH W12-I101 (O)	B	US 34, TOP OF SOUTHBOUND ON RAMP TO I-39	12'-9" 6 MI AHEAD
2	WIDTH RESTRICTION	C	WITHIN TRAFFIC CONTROL STANDARD 701401	12'-9"
2	WIDTH RESTRICTION WITH WITH W12-I101 (O)	D	US 52, TOP OF RAMP TO I-39 NORTHBOUND	12'-9" 0.2 MI AHEAD
2	WIDTH RESTRICTION WITH WITH W12-I101 (O)	E	I-39 NORTHBOUND 1 MI SOUTH OF US 52	12'-9" 1.2 MI AHEAD
2	WIDTH RESTRICTION WITH WITH W12-I101 (O)	F	1 80 EASTBOUND 1/4 MI WEST OF I-39	12'-9" 7 MI AHEAD
2	WIDTH RESTRICTION WITH WITH W12-I101 (O)	G	I-80 WESTBOUND 1/4 MI EAST OF I-39	12'-9" 7 MI AHEAD
2	WIDTH RESTRICTION WITH WITH W12-I101 (O)	H	I-39 NORTHBOUND 1 MI SOUTH OF I-80	12'-9" 8 MI AHEAD

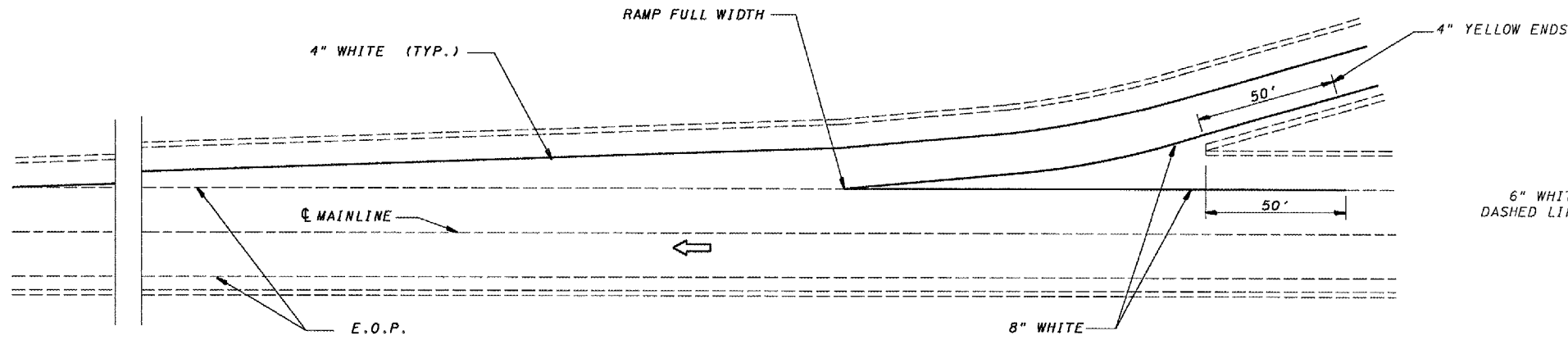


**NOTE:  
THE CONTRACTOR SHALL FURNISH ERECT AND MAINTAIN THE ABOVE SIGNS.**

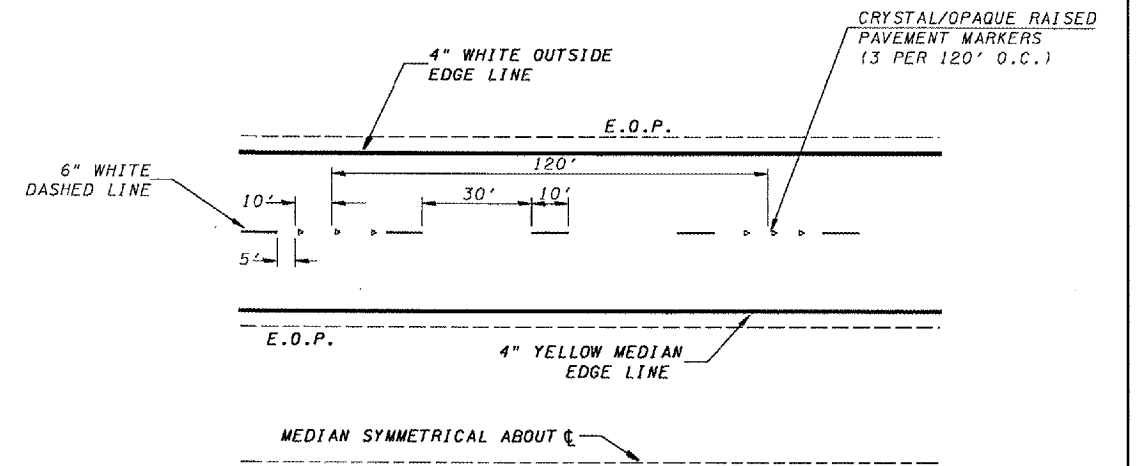
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		<b>WIDTH RESTRICTION SIGNING</b> S.N. 050-0167 (SB) F.A.I. 412 OVER C. & N.W. RAILROAD SECTION (50-6VB)I-1 STA. 1429 + 12.74

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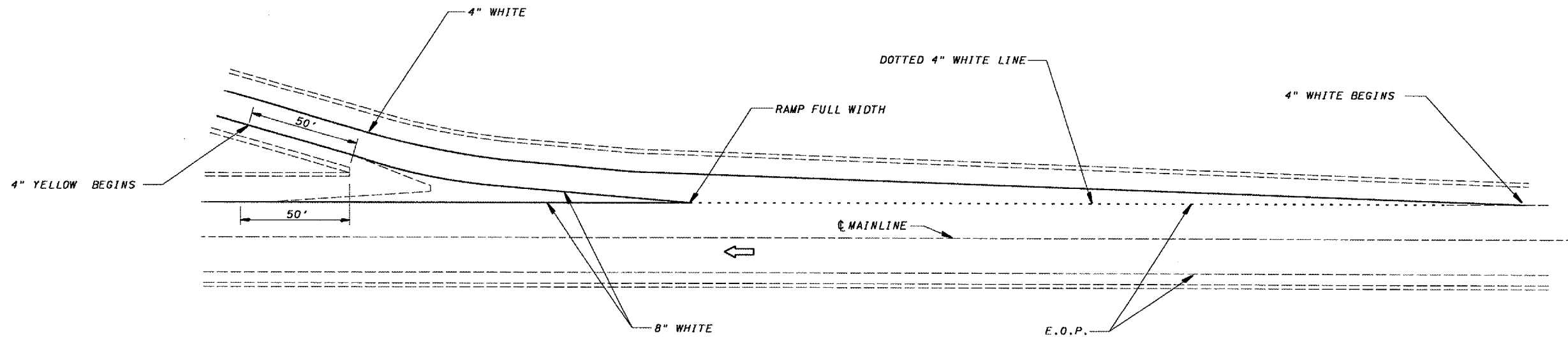
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-1	LASALLE	25	25
FED. ROAD DIST. NO. - ILLINOIS		NON-FED. AID PROJECT		



**TYPICAL PAVEMENT MARKING FOR ENTRANCE RAMP TERMINALS**



**TYPICAL PAVEMENT MARKINGS**



**TYPICAL PAVEMENT MARKINGS FOR EXIT RAMP TERMINALS**

\* DATE - MARCH 06, 2005  
 \* DGN - CM05/CM327/DETAILS.DGN

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TYPICAL PAVEMENT MARKING**  
 S.N. 050-0167 (SB)  
 F.A.I. 412 OVER C. & N.W. RAILROAD  
 SECTION (50-6VB)I-1  
 STA. 1429 + 12.74