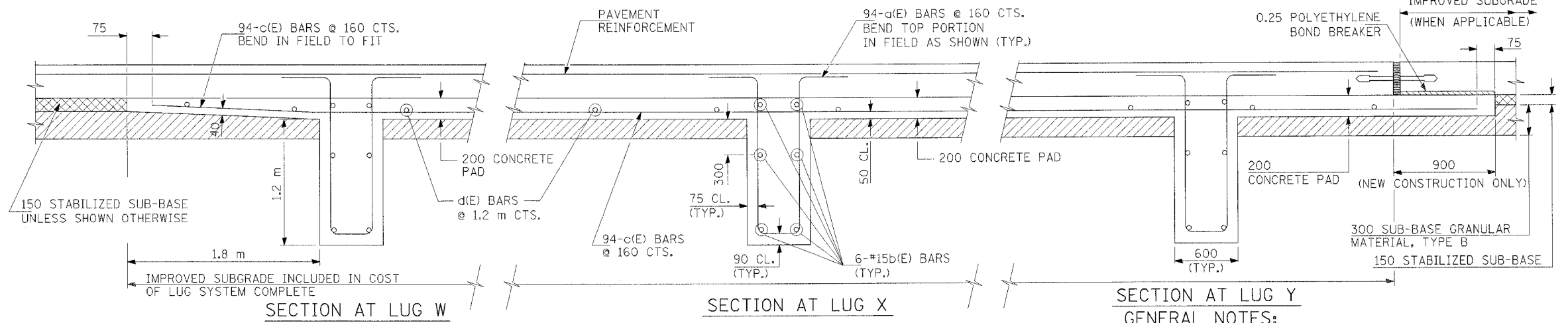
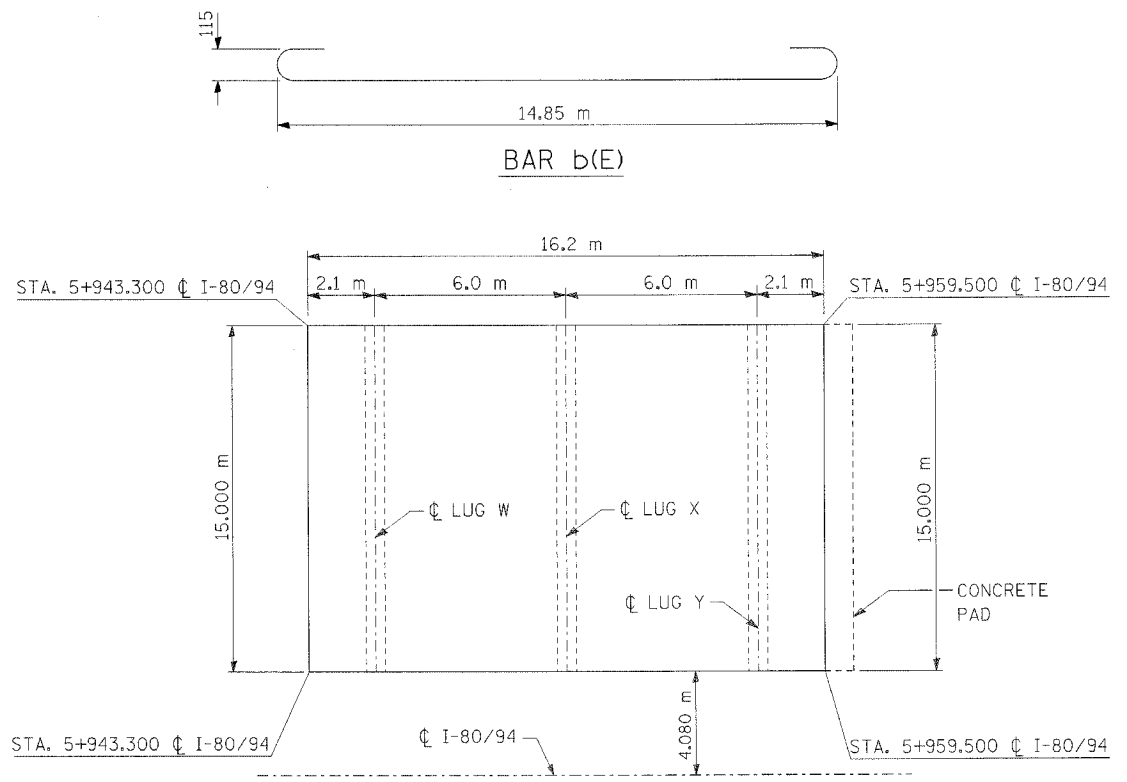
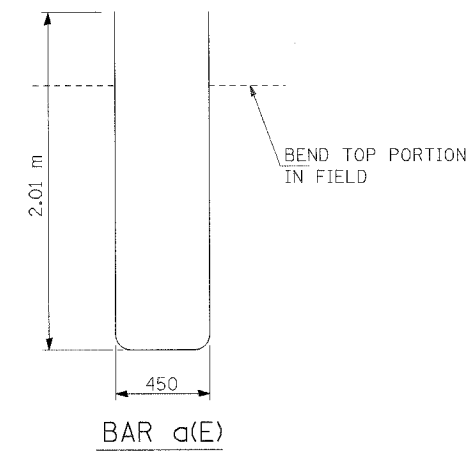


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	87
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2		CONTRACT NO. 62111		



**GENERAL NOTES:**

1. DETAILS SHOWN IN SECTION B-B SHALL APPLY AT THE END OF THE CONSTRUCTION SECTION. THE 250mm REINFORCED CONCRETE PAD, HEADER BOARD, WOOD BLOCKING AND THE 1.5m OF EXTENDED PAVEMENT REINFORCEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID EACH FOR THE "TRANSVERSE TERMINAL JOINT COMPLETE" OF THE PAVEMENT WIDTH AS SHOWN ON THE PLANS.
2. EXPANSION JOINTS AND EXTRA REINFORCEMENT IN THE PAVEMENT OVER CONCRETE PADS AND AT TRANSVERSE CONSTRUCTION JOINTS SHALL BE INCLUDED IN THE PRICE BID FOR "C.R.P.C.C. PAVEMENT".
3. WHEN THE CONTRACTOR PLACES THE REINFORCEMENT USING A METHOD WHICH REQUIRES THE TIE BARS FOR THE LONGITUDINAL JOINT TO BE PLACED ABOVE THE LONGITUDINAL REINFORCEMENT BARS, THE FIRST THREE LONGITUDINAL BARS ON EITHER SIDE OF THE JOINT SHALL BE PLACED SUCH THAT THE TIE BARS WILL BE AT THE NEUTRAL AXIS.
4. CONCRETE FOR THE LUGS SHALL BE EITHER CLASS SI OR PORTLAND CEMENT PAVEMENT, IT SHALL BE PLACED IN TRENCH TO THE NEAT LINES AS SHOWN. FORMS WILL NOT BE PERMITTED. THE CONCRETE IN THE LUGS/ CONCRETE PADS SHALL BE CURED IN ACCORDANCE WITH THE METHODS SPECIFIED FOR FOOTINGS IN ARTICLE 1020.13 OF THE STANDARD SPECIFICATIONS EXCEPT THAT MEMBRANE CURING WILL NOT BE PERMITTED FOR THE LUGS.
5. SEE STANDARD 420001 FOR DETAILS OF SAWED LONGITUDINAL JOINTS AND TIE BARS NOT SHOWN.
6. ALL REINFORCEMENT SHALL BE EPOXY COATED.
7. JOINT MAY BE TOOLED OR SAWCUT.
8. SAWED JOINTS SHALL BE CUT WITHIN 12 HOURS AFTER PLACING THE CONCRETE.
9. SAWED JOINTS IN THE PAVEMENT SHALL BE SEALED IMMEDIATELY AFTER SAW CUTTING WITH A HOT POURED PLASTIC MATERIAL MEETING THE REQUIREMENTS OF ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
10. THE COST OF PROVIDING LONGITUDINAL CONSTRUCTION JOINTS, AS SHOWN, SHALL BE INCLUDED IN THE COST OF CRC PAVEMENT.



**PLAN OF LUG SYSTEM COMPLETE 15.0 METER**

AS SHOWN AT STATION 5+943.3± I-80 WESTBOUND

**MATERIALS REQUIRED FOR EACH LUG SYSTEM COMPLETE 15.0 METER**  
(EXCLUDING PAVEMENT CONCRETE AND PAVEMENT REINFORCEMENT)

Bar	No.	Size	Length	Shape
a(E)	282	No. 25	4.47 m	
b(E)	18	No. 16	15.50 m	
c(E)	282	No. 16	6.10 m	
d(E)	14	No. 13	14.85 m	

CONCRETE	32.4 m <sup>3</sup>
REINFORCING BARS	8,320 kg
CONCRETE PAD	216.0 m <sup>2</sup>
IMPROVED SUBGRADE	234.0 m <sup>2</sup>

PAVEMENT WIDTH	A	B	C	D
3.6M	26 SPACES (27 BARS) AT 132mm	90mm	75mm	660mm
4.2M	31 SPACES (32 BARS) AT 130mm	90mm	75mm	660mm
4.9M	35 SPACES (36 BARS) AT 135mm	95mm	85mm	660mm

THE REINFORCEMENT SHALL BE 115mm FROM THE TOP OF PAVEMENT.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
COOK COUNTY

**ROADWAY DETAILS  
CRC PAVEMENT W/LUG SYSTEM  
(SHEET 2 OF 9)**

SCALE: DATE: 9/13/05  
DRAWN BY: JFS  
CHECKED BY: GJF

**TENG**  
TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

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