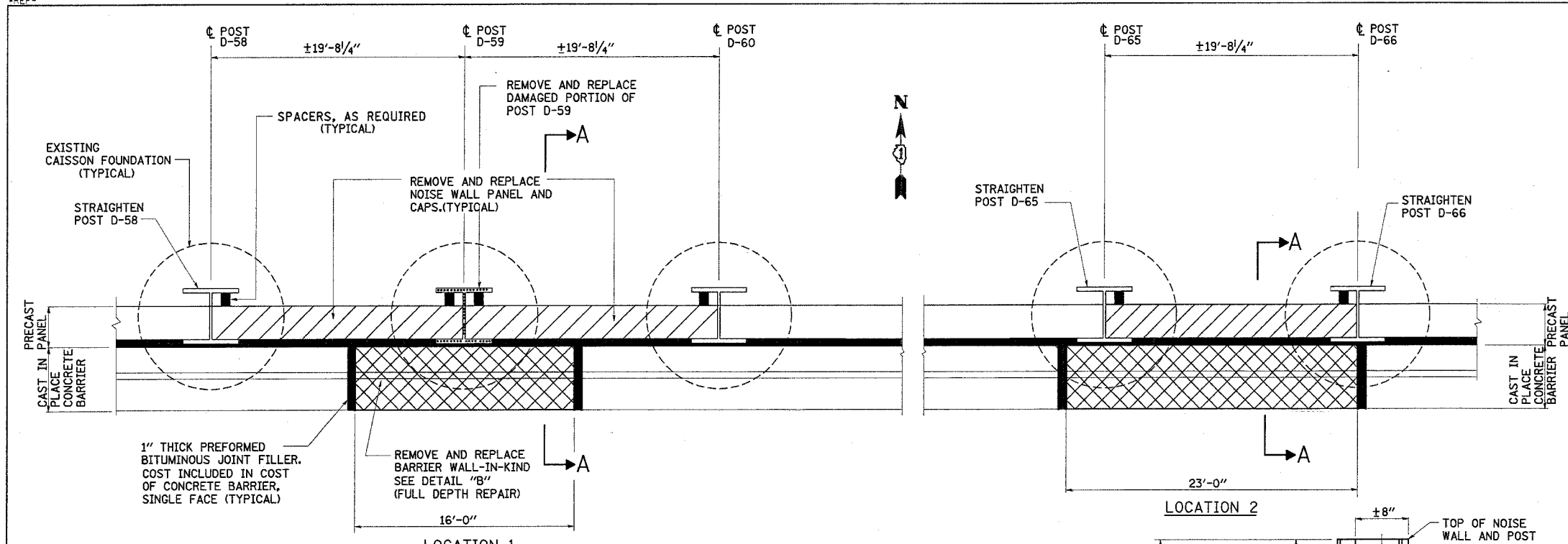


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| F.A.I. RTE.                                     | SECTION    | COUNTY  | TOTAL SHEETS | SHEET NO. |
| 290   | 2004-003 I | COOK    | 14           | 5         |
| STA.  |            | TO STA. |              |           |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT |            |         |              |           |

CONTRACT NO. 62720

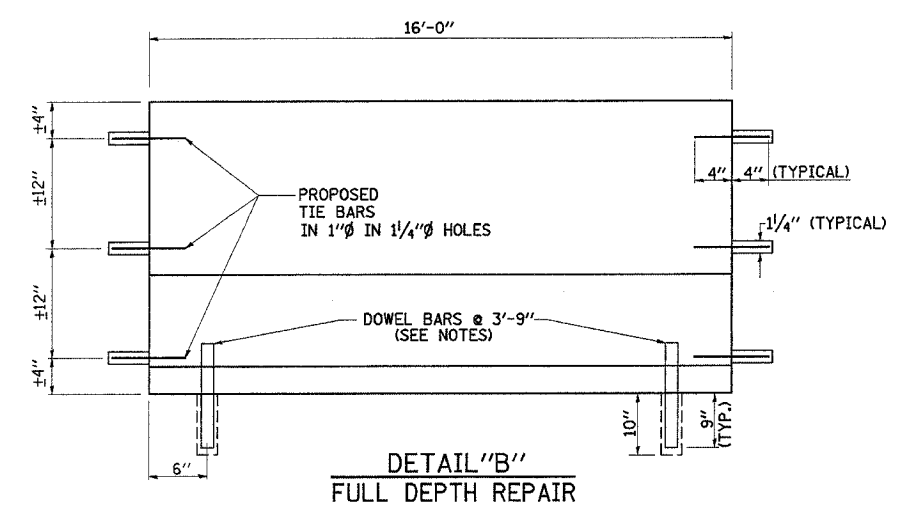


**NOTES:**

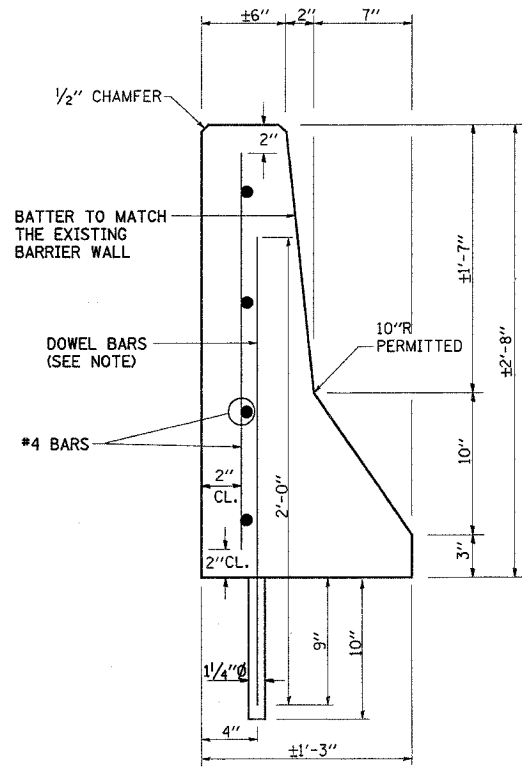
1. THE CONTRACTOR SHALL USE CAST-IN- PLACE BARRIER.
2. BARRIER WALL REINFORCEMENT SHALL CONSIST OF 4-#4 DEFORMED HORIZONTAL REINFORCEMENT BARS ON 9-INCH CENTERS AND #4 DEFORMED VERTICAL REINFORCEMENT BARS ON 2'-7" CENTERS. COST OF REINFORCEMENT INCLUDED IN CONCRETE BARRIER SINGLE FACE.  
  
ALTERNATIVELY, THE CONTRACTOR MAY USE WELDED WIRE FABRIC, 6 x 6 - W4, WEIGHING APPROXIMATELY 58 LBS PER 100 SQ. FT. CONFORMING TO THE REQUIREMENTS OF AASHTO M-55. COST OF WELDED WIRE FABRIC INCLUDED IN COST OF CONCRETE BARRIER SINGLE FACE.
3. DOWEL BARS SHALL BE 1"Ø DEFORMED REINFORCEMENT BARS AND OF A MINIMUM LENGTH AND MINIMUM EMBEDMENT AS SHOWN. DOWEL BARS THAT ARE PLACED IN EXISTING RIGID PAVEMENT OR EXISTING PAVED SHOULDER SURFACE SHALL BE SET EPOXY GROUTED IN DRILLED HOLES TO THE SATISFACTION OF THE ENGINEER.
4. DOWEL BARS SHALL BE ON 3'-9" CENTERS.
5. AT LOCATIONS WHERE CONCRETE BARRIER WALL ABUTS A RIGID OR AN EXISTING STRUCTURE AN 1" THICK PREFORMED BITUMINOUS JOINT FILLER CONFORMING TO THE SHAPE OF THE BARRIER WALL SHALL BE INSTALLED. CONCRETE NAILING OR OTHER SUITABLE METHODS SHALL BE USED TO HOLD THE BITUMINOUS JOINT FILLER IN PLACE.
6. COST OF TIE BARS, DOWEL BARS, DRILLING AND GROUTING FOR TIE BARS AND DOWEL BARS INCLUDED IN THE COST OF CONCRETE BARRIER, SINGLE FACE.
7. REPLACEMENT BARRIER WALLS SHALL BE FORMED UP AS SOON AS THE DAMAGED BARRIER WALLS ARE REMOVED. INSTALL FEW EXTRA TEMPORARY TRAFFIC BARRELS.

**DETAIL "A"**

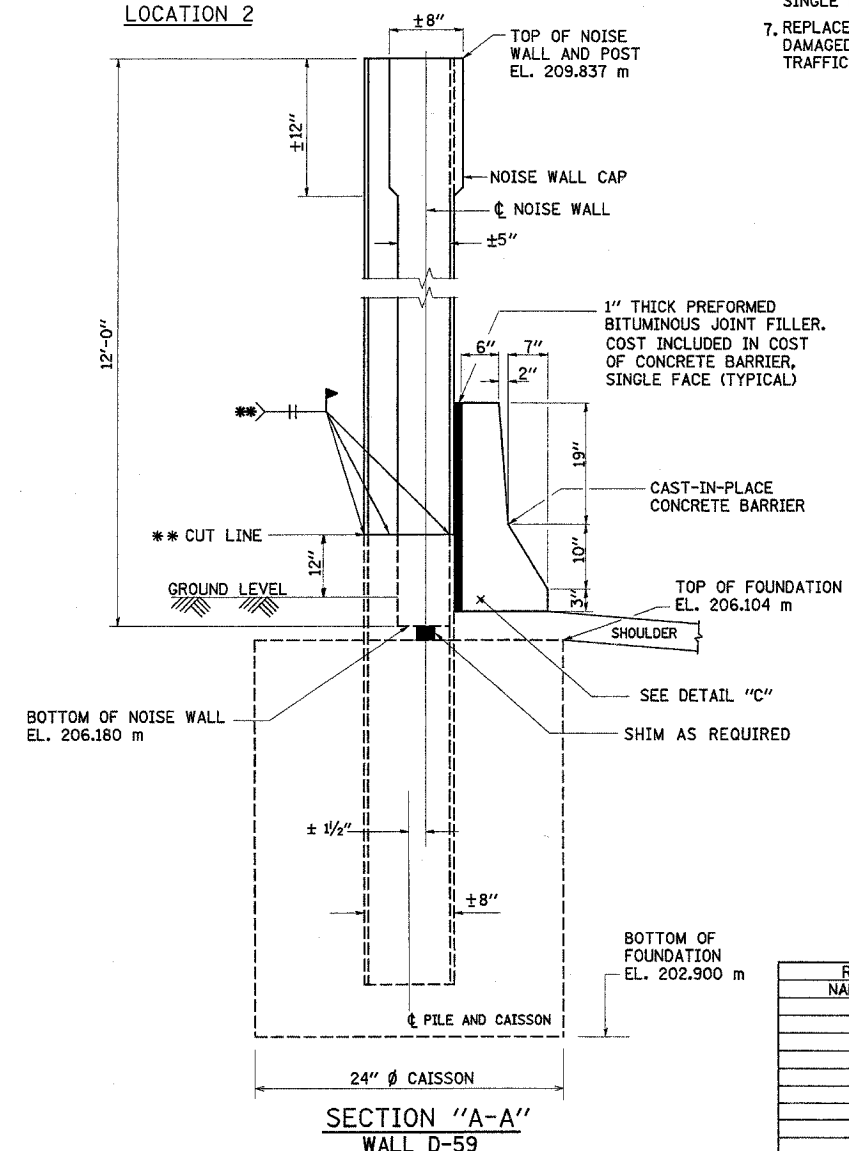
(REPLACEMENT UNITS SHALL MATCH IN DESIGN PATTERN AND COLOR WITH THE EXISTING UNITS).



**DETAIL "B"**  
FULL DEPTH REPAIR



**DETAIL "C"**  
SINGLE FACE BARRIER



**SECTION "A-A"**  
WALL D-59

**NOTE:**

ALL BARRIER WALL REPAIR SHALL BE COMPLETED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS AND AS SHOWN ON THE PLANS. ALL PROPOSED DOWEL BARS AND TIE BARS SHALL BE DRILLED AND GROUTED IN PLACE. REINFORCEMENT SHALL BE INCLUDED AS SHOWN IN DETAIL "C" AND DESCRIBED IN SECTION 637 OF THE STANDARD SPECIFICATIONS EXCEPT WHEN A REINFORCEMENT CAGE IS ENCOUNTERED. IN SUCH A CASE, THE CONTRACTOR SHALL REMOVE THE DAMAGED PORTIONS OF THE CAGE AND SHALL REPLACE IT WITH BARS OF THE SAME SIZE AND SPACING. THE SCOPE OF REPAIR SHALL BE AS SHOWN ON THE PLANS AND APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION.

\*\* CUT POST D-59 12" ABOVE GROUND. REMOVE THE UPPER SECTION OF THE POST AND SPLICE A NEW SECTION OF W8 X 31 OVER THE LOWER PORTION OF POST D-59. SPLICING SHALL BE DONE USING A BUTT WELD. THE NEW SECTION OF W8 X 31 WHEN SPLICED SHALL MATCH WITH THE HEIGHT OF THE EXISTING POST D-59. PAINT THE NEW SECTION OF W8 X 31 WITH A MATCHING COLOR.

| REVISIONS |      |
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| NAME      | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
  
**INTERSTATE 290  
NOISE WALL REPAIR  
(DETAILS)**  
  
SCALE: VERT.  
HORIZ.  
DATE: MAY, 2005.  
  
DRAWN BY: SB/MVT  
CHECKED BY: RSS