03-05-2021 LETTING ITEM 057

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0 100' 200' 300' — 1" = 100'
0 10' 20' 30' — 1" = 10'
0 50' 100' — 1" = 50'
0 50' 100' — 1" = 40'
0 50' 100' — 1" = 30'
0 50' 100' — 1" = 20'

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

PROJECT ENGINEER JOE KANNEL P.E.
UNIT CHIEF RON WOODSHANK
DISTRICT 3 NO. (815) 434-6131

CONTRACT NO. 66L17

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED HIGHWAY PLANS

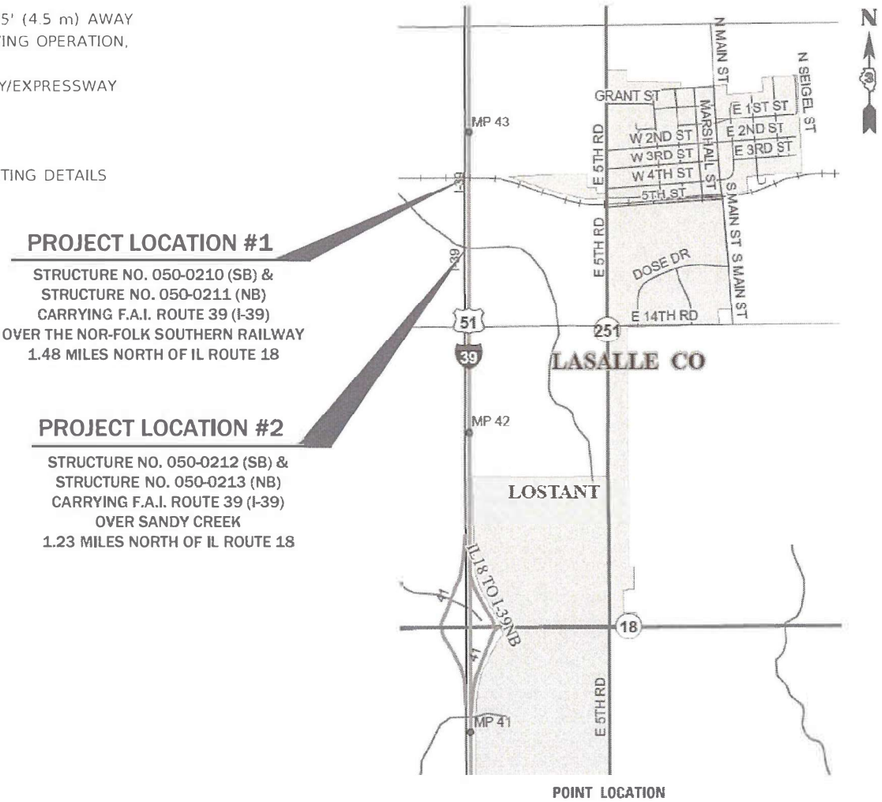
F.A.I. ROUTE 39 (I-39)
SECTION (50-1VB & 50-1B)BRR
BRIDGE EXPANSION JOINT & APPROACH SLAB REPLACEMENT
LASALLE COUNTY

C-93-103-20

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-1VB & 50-1B)BRR	LASALLE	1	30
	ILLINOIS	CONTRACT NO. 66L17		

D-93-069-20

LOCATION OF SECTION INDICATED THUS: -



FUNCTIONAL CLASSIFICATION

RURAL - INTERSTATE
F.A.I. ROUTE 39 (I-39)
2019 ADT = 18400
P.V. 87.0% S.U. 5.0% M.U. 8.0%

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED December 17, 2020
REGIONAL ENGINEER
January 29, 2021
ENGINEER OF DESIGN AND ENVIRONMENT
January 29, 2021
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

REV. 1/26/21 REV. 1/25/21

GENERAL NOTES

SHORT TERM PAVEMENT MARKING SHALL BE USED TO OUTLINE THE CENTERLINE AND SHOULDER DIAGONALS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

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

SHORT TERM PAVEMENT MARKING	10	FT /100 FT OF APPLICATION

COMMITMENTS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE
AS BUILT INFORMATION

SUPERVISING CONSTRUCTION FIELD ENGINEER

RESIDENT ENGINEER / TECHNICIAN

START & END DATES OF CONSTRUCTION:

INSPECTORS:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PREPARED BY:
DISTRICT STUDIES & PLANS ENGINEER

DATE:

EXAMINED BY:
DISTRICT CONSTRUCTION ENGINEER

DISTRICT MATERIALS ENGINEER

DISTRICT OPERATIONS ENGINEER

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PLOT DATE = 12/17/2020	DATE - 8/5/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-1VB & 50-1B)BRR	LASALLE	30	2
		CONTRACT NO. 66L17		
	ILLINOIS	FED. AID PROJECT		

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 07E0 100% STATE BRIDGE 0047 S.N. 050-0210/0211	CONSTRUCTION CODE 07A0 100% STATE BRIDGE 0047 S.N. 050-0212/0213
42000060	WELDED WIRE REINFORCEMENT	SQ YD	472	98	374
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	1980	684	1296
44004250	PAVED SHOULDER REMOVAL	SQ YD	816	272	544
44213208	TIE BARS 1 1/4"	EACH	234	78	156
50102400	CONCRETE REMOVAL	CU YD	65.6	42	23.6
50300225	CONCRETE STRUCTURES	CU YD	78.6	26.6	52
50300255	CONCRETE SUPERSTRUCTURE	CU YD	65	42	23
50300260	BRIDGE DECK GROOVING	SQ YD	2832	944	1888
50300300	PROTECTIVE COAT	SQ YD	2880	984	1896
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	280.8	115.6	165.2
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	181,840	61,840	120000
50800515	BAR SPLICERS	EACH	1310	510	800
52000110	PREFORMED JOINT STRIP SEAL	FOOT	336	168	168
63300575	REMOVE AND REERECT RAIL ELEMENT OF EXISTING GUARDRAIL	FOOT	30		30

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 1 OF 3 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-1VB & 50-1B)BRR	LASALLE	30	3
		CONTRACT NO. 66L17		
	ILLINOIS FED. AID PROJECT			

REV. 1/29/21

				CONSTRUCTION CODE	
				07E0 100% STATE	07A0 100% STATE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	BRIDGE 0047 S.N. 050-0210/0211	BRIDGE 0047 S.N. 050-0212/0213
63301210	REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	700		700
63302400	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 5	EACH	1		1
63302700	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 6	EACH	6		6
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6		6
67100100	MOBILIZATION	L SUM	1	0.25	0.75
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	2		2
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	28		28
70300100	SHORT TERM PAVEMENT MARKING	FOOT	800		800
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	264		264
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1600		1600
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1600		1600
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4		4
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4		4
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	6748		6748

*= SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 2 OF 3 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-1VB & 50-1B)BRR	LASALLE	30	4
		CONTRACT NO. 66L17		
	ILLINOIS FED. AID PROJECT			

REV. 1/25/21

					CONSTRUCTION CODE	
					07E0 100% STATE	07A0 100% STATE
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	BRIDGE 0047 S.N. 050-0210/0211	BRIDGE 0047 S.N. 050-0212/0213
*	78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	1520		1520
*	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	~~67~~		67
	X0327809	LINEAR DELINEATOR PANELS, 4 INCH	EACH	67		67
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	28~~56~~		2856
	X1200234	SHOULDER INLET WITH CURB	EACH	4		4
	X2700001	TEMPORARY RUMBLE STRIPS (SPECIAL)	EACH	8		8
	Z0001495	BRIDGE APPROACH SHOULDER REMOVAL	SQ YD	138	44	94
	Z0004552	APPROACH SLAB REMOVAL	SQ YD	1602	534	1068
	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1	

*= SPECIALTY ITEM

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	DRAWN - RW	REVISED -			39	(50-1VB & 50-1B)BRR	LASALLE	30	5
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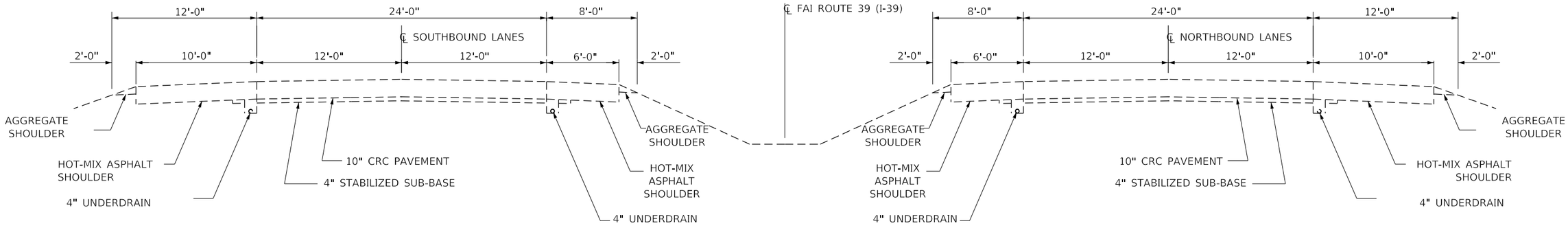
PLOT DATE = 12/17/2020	DATE - 8/5/2020	REVISED -		SCALE: SHEET 3 OF 3 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

REV. 1/29/21 REV. 1/25/21 REV. 12/21/20



TYPICAL SECTIONS

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PLOT DATE = 12/17/2020	DATE - 8/5/2020	REVISED -	SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-1VB & 50-1B)BRR	LASALLE	30	6
		CONTRACT NO. 66L17		
		ILLINOIS	FED. AID PROJECT	

SCHEDULE
TRAFFIC CONTROL

LOCATION	TRAFFIC CONTROL AND PROTECTION STANDARD 701402	TEMPORARY RUMBLE STRIPS (SPECIAL)	CHANGEABLE MESSAGE SIGN
	EACH	EACH	CAL DAY
NORTHBOUND LANES	1	4	14
SOUTHBOUND LANES	1	4	14
TOTAL	2	8	28

SCHEDULE - TEMPORARY CONCRETE BARRIER

LOCATION	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3
	FOOT	FOOT	FOOT	FOOT
STRUCTURE NO. 050-0210 (SB)				
STAGE I	400		1	
STAGE II		400		1
STRUCTURE NO. 050-0211 (NB)				
STAGE I	400		1	
STAGE II		400		1
STRUCTURE NO. 050-0212 (SB)				
STAGE I	400		1	
STAGE II		400		1
STRUCTURE NO. 050-0213 (NB)				
STAGE I	400		1	
STAGE II		400		1
TOTAL	1600	1600	4	4

SCHEDULE - GUARDRAIL

LOCATION	REMOVE AND REERECT RAIL ELEMENT OF EXISTING GUARDRAIL	REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL TYPE A	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS TYPE 6	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS TYPE 5	GUARDRAIL MARKERS TYPE A	LINEAR DELINEATOR PANELS 4 INCH
	FOOT	FOOT	EACH	EACH	EACH	EACH
STRUCTURE NO. 050-0210 (SB)						
APPROACH		200	2		16	16
DEPARTURE						
STRUCTURE NO. 050-0211 (NB)						
APPROACH	30				4	4
DEPARTURE					8	8
STRUCTURE NO. 050-0212 (SB)						
APPROACH		200	2		17	17
DEPARTURE						
STRUCTURE NO. 050-0213 (NB)						
APPROACH		200	2		9	9
DEPARTURE		100		1	13	13
TOTAL	30	700	6	1	67	67

SCHEDULE - PAVEMENT MARKING

LOCATION	PAVEMENT MARKING REMOVAL WATER BLASTING	SHORT-TERM PAVEMENT MARKING	SHORT-TERM PAVEMENT MARKING REMOVAL	POLYUREA PAVEMENT MARKING LINE 4"	POLYUREA PAVEMENT MARKING LINE 6"
	SQ FT	FOOT	SQ FT	FOOT	FOOT
NORTHBOUND LANES	1428	400	132	3374	760
SOUTHBOUND LANES	1428	400	132	3374	760
TOTAL	2856	800	264	6748	1520

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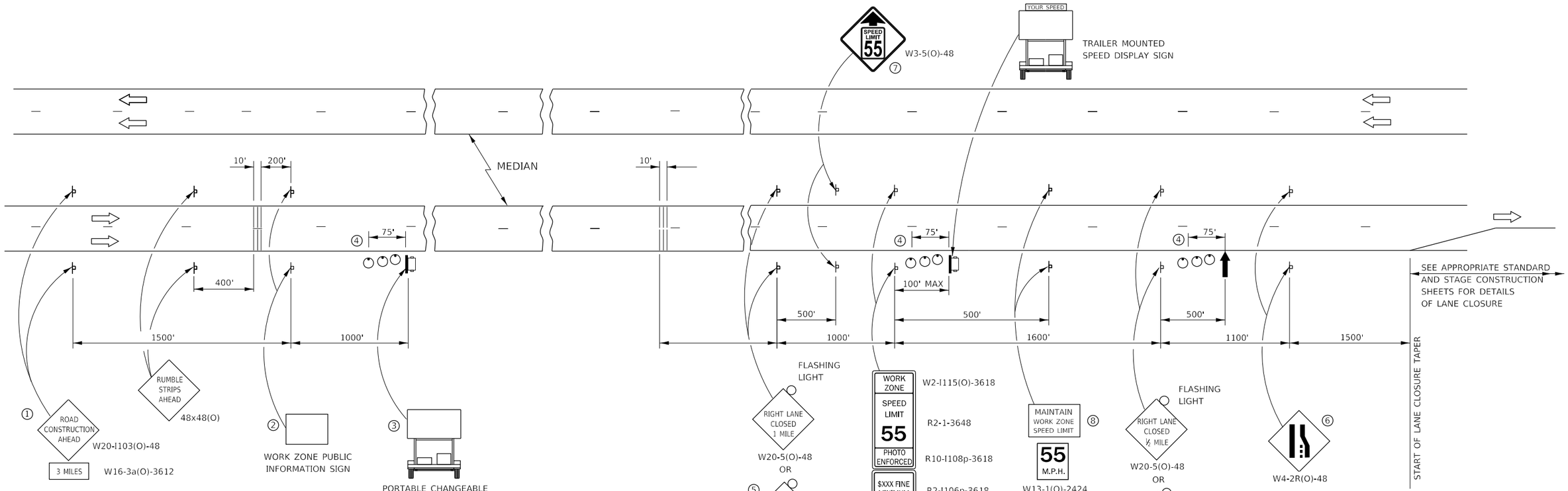
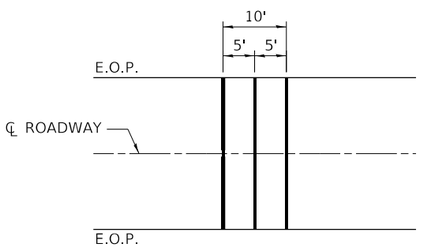
PLOT DATE = 12/17/2020	DATE - 8/5/2020	REVISED -	

SCHEDULES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-1VB & 50-1B)BRR	LASALLE	30	7
		CONTRACT NO. 66L17		
	ILLINOIS	FED. AID PROJECT		





TEMPORARY RUMBLE STRIP

FOR QUANTITY PURPOSES, "EACH" LANE OF TRAFFIC SHALL BE CONSIDERED "ONE EACH"

1. THE ROAD CONSTRUCTION AHEAD SIGN SHALL BE LOCATED 3 MILES IN ADVANCE OF THE PROJECT LIMITS.
2. THE MESSAGE AND SIZE OF THE WORK ZONE PUBLIC INFORMATION SIGN SHALL BE AS SPECIFIED BY THE DEPARTMENT.
3. TO BE PLACED IN THE MEDIAN WHEN FEASIBLE. THE MESSAGE BOARD SHALL BE USED TO DISPLAY STATUS OF LANES WITHIN THE PROJECT. THE PRIMARY MESSAGES SHALL BE:
   "RIGHT LANE CLOSED" / " x MILES AHEAD"
   "LEFT LANE CLOSED" / " x MILES AHEAD"
   "ALL LANES OPEN"
4. THREE, TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES AT 25' CENTERS.
5. THIS SIGN SHALL BE USED WHEN 2 LANES ARE CLOSED.
6. WHEN THE LEFT LANE IS CLOSED, SWITCH THESE TWO SIGNS AND THE DIRECTION OF THE MERGE ARROW.
7. THIS SIGN SHALL ONLY BE USED IF THE EXISTING SPEED LIMIT IS GREATER THAN 65 MPH.
8. 48"x36" FLUORESCENT ORANGE SIGN WITH BLACK LETTERS.

48"	
MAINTAIN	8"
36" WORK ZONE	6"
SPEED LIMIT	6"

- ARROW BOARD
- PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN
- TRAFFIC CONTROL DRUM WITH MONODIRECTIONAL FLASHING LIGHT
- TEMPORARY RUMBLE STRIPS (SEE SPECIAL PROVISION)

GENERAL NOTE:

THIS STANDARD IS USED WHERE AT ANY TIME A LANE IS CLOSED ON A FREEWAY/EXPRESSWAY.

WHEN THE LEFT LANE IS CLOSED, LEFT LANE CLOSED SIGNS SHALL BE SUBSTITUTED FOR THE RIGHT LANE CLOSED SIGNS.

THE FIRST THREE SIGNS, RUMBLE STRIPS AND THE MESSAGE BOARD ARE STATIONARY. THE OTHER SIGNS AND ARROWBOARDS SHALL BE MOVED AS NECESSARY TO MAINTAIN THE REQUIRED DISTANCE FROM THE START OF THE LANE CLOSURE TAPER(S).

SEE SPECIAL PROVISIONS.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC OCNTROL AND PROTECTION
STANDARD 701400

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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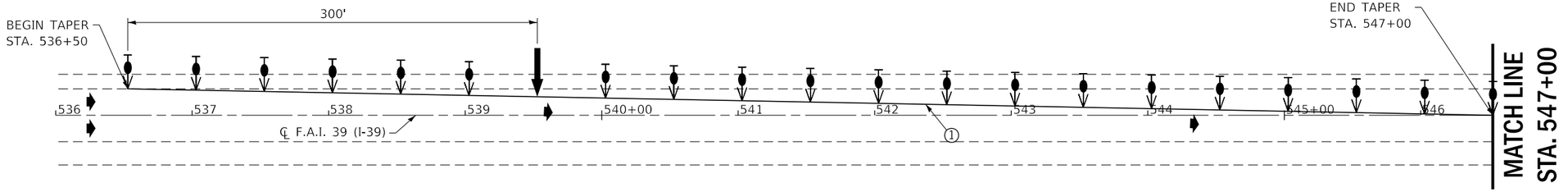
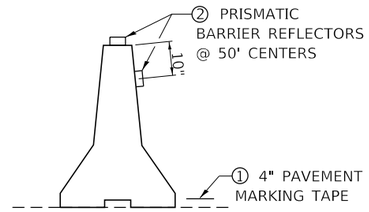
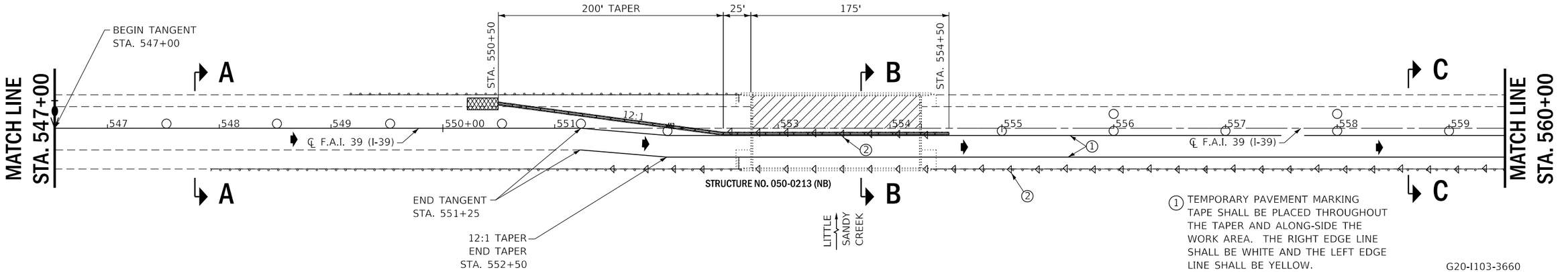
		CONTRACT NO. 66L17		
		ILLINOIS	FED. AID PROJECT	



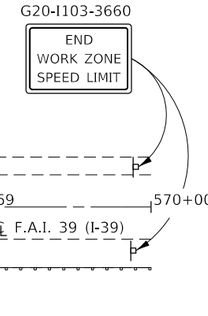


TEMPORARY CONCRETE BARRIER



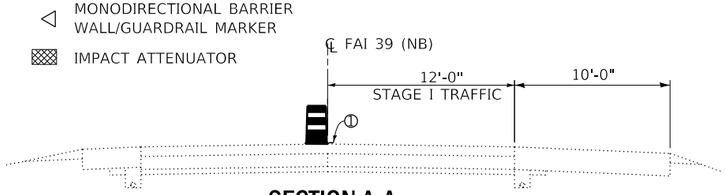
1 TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND ALONG-SIDE THE WORK AREA. THE RIGHT EDGE LINE SHALL BE WHITE AND THE LEFT EDGE LINE SHALL BE YELLOW.

2 BARRIER WALL/GUARDRAIL MARKERS AT 25' (7.6 M). MARKERS ON RIGHT SHALL BE SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL BE AMBER.

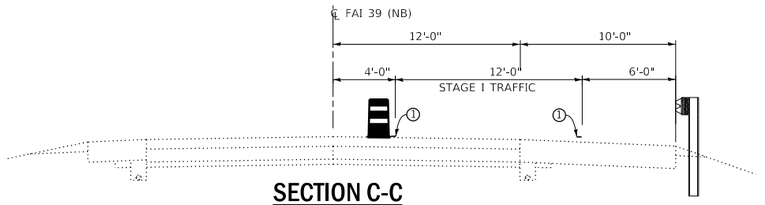


SYMBOLS

- ARROW BOARD
- WORK AREA
- SIGN
- TRAFFIC CONTROL DRUM WITH
- TEMPORARY CONCRETE BARRIER
- MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- IMPACT ATTENUATOR



SECTION A-A



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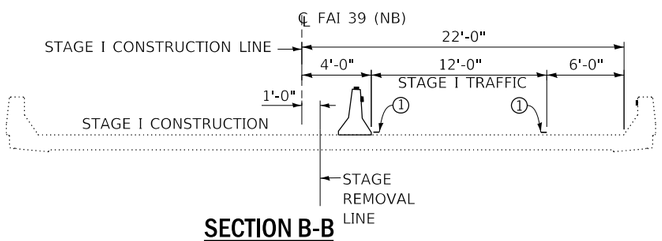

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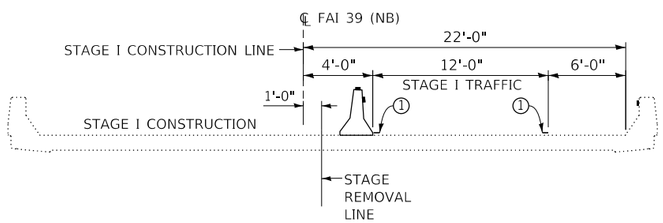

SECTION D-D

GENERAL NOTES

THIS STANDARD IS USED WHERE AT ANY TIME ANY VEHICLE, EQUIPMENT, WORKERS OR THEIR ACTIVITIES WILL ENCROACH ON THE PAVEMENT OR ON THE SHOULDER WITHIN 24 (600) OF THE EDGE OF PAVEMENT FOR DAYLIGHT OPERATION EXCEEDING ONE DAY AND WHERE TEMPORARY CONCRETE BARRIER IS UTILIZED.

THIS STANDARD MUST ALWAYS BE USED IN COMBINATION WITH STANDARD 701400.

WHEN WORK IS BEING PERFORMED IN THE LEFT LANE, THE SET UP WOULD BE A MIRROR IMAGE TO WHAT IS SHOWN.

TEMPORARY CONCRETE BARRIER SHALL BE ACCORDING TO STANDARD 704001.

CALCULATE L AS FOLLOWS:

NORMAL POSTED SPEED	FORMULAS ENGLISH
45 MPH OR MORE	L=(W)(S)

W = WIDTH OF OFFSET IN FEET (METERS).

S = NORMAL POSTED SPEED IN MPH (KM/H).

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	DRAWN - RW	REVISED -	
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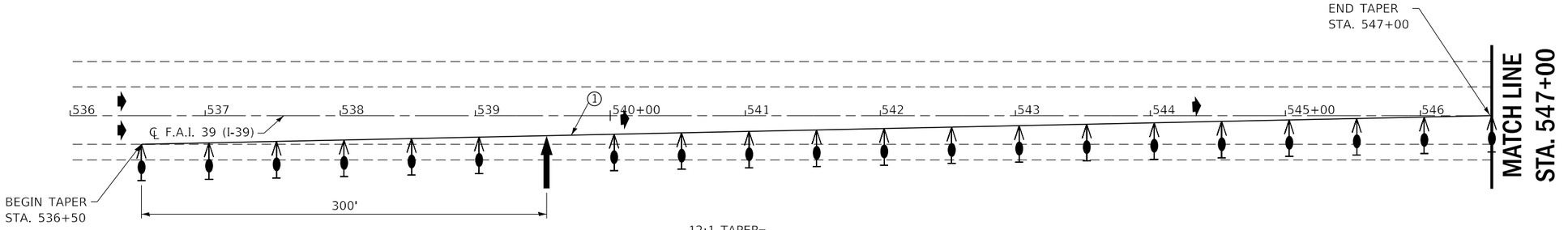
PLOT DATE = 12/17/2020	DATE - 8/5/2020	REVISED -	

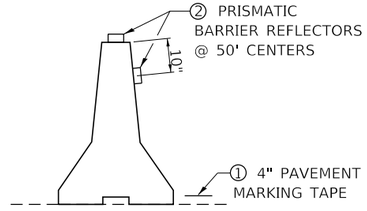
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CNTROL AND PROTECTION,
STANDARD 701402 – STAGE I

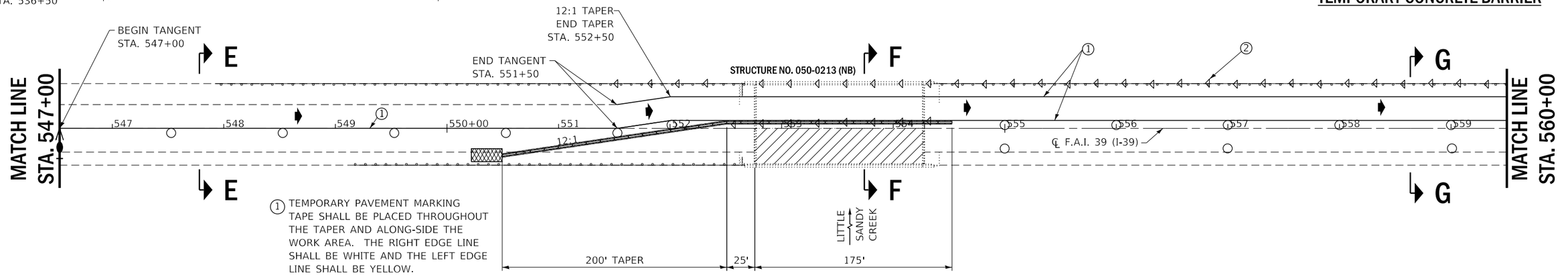
SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-1VB & 50-1B)BRR	LASALLE	30	9
		CONTRACT NO. 66L17		
	ILLINOIS	FED. AID PROJECT		





TEMPORARY CONCRETE BARRIER

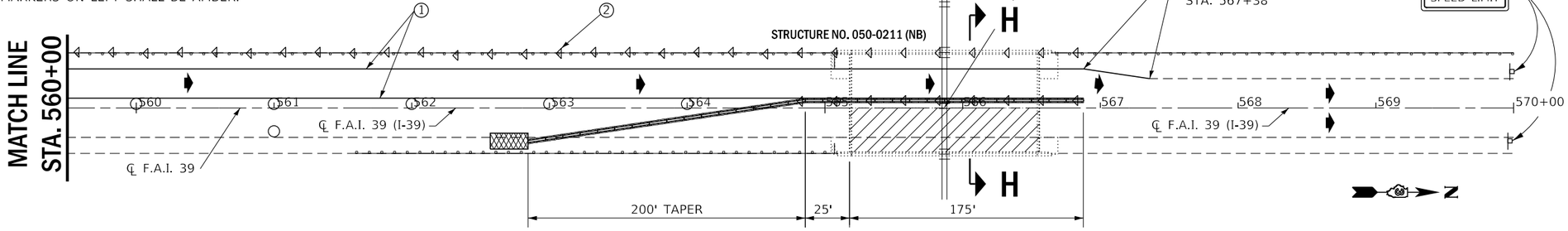


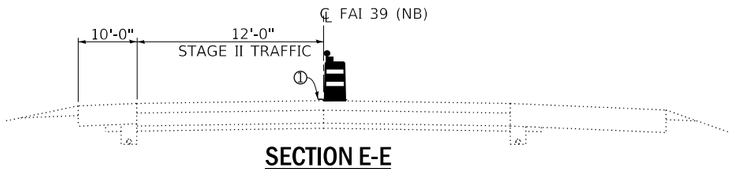
① TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND ALONG-SIDE THE WORK AREA. THE RIGHT EDGE LINE SHALL BE WHITE AND THE LEFT EDGE LINE SHALL BE YELLOW.

② BARRIER WALL/GUARDRAIL MARKERS AT 25' (7.6 M). MARKERS ON RIGHT SHALL BE SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL BE AMBER.

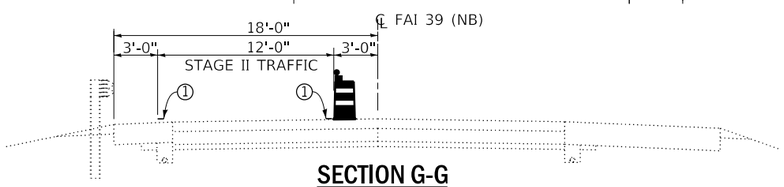
SYMBOLS

- ARROW BOARD
- WORK AREA
- SIGN
- TRAFFIC CONTROL DRUM
- TEMPORARY CONCRETE BARRIER
- MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- IMPACT ATTENUATOR

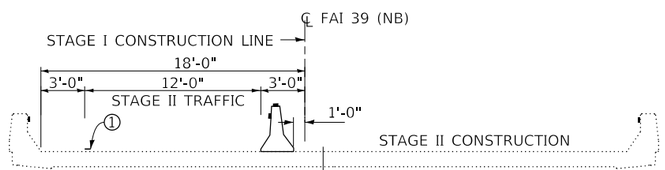




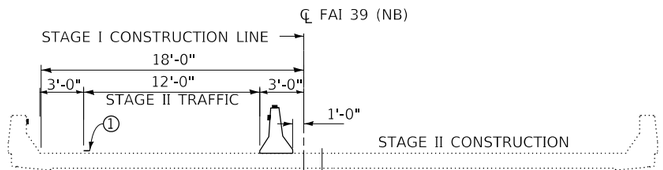
SECTION E-E



SECTION G-G



SECTION F-F
STRUCTURE NO. 050-0213



SECTION H-H
STRUCTURE NO. 050-0211 (NB)

GENERAL NOTES

THIS STANDARD IS USED WHERE AT ANY TIME ANY VEHICLE, EQUIPMENT, WORKERS OR THEIR ACTIVITIES WILL ENCROACH ON THE PAVEMENT OR ON THE SHOULDER WITHIN 24 (600) OF THE EDGE OF PAVEMENT FOR DAYLIGHT OPERATION EXCEEDING ONE DAY AND WHERE TEMPORARY CONCRETE BARRIER IS UTILIZED.

THIS STANDARD MUST ALWAYS BE USED IN COMBINATION WITH STANDARD 701400.

WHEN WORK IS BEING PERFORMED IN THE LEFT LANE, THE SET UP WOULD BE A MIRROR IMAGE TO WHAT IS SHOWN.

TEMPORARY CONCRETE BARRIER SHALL BE ACCORDING TO STANDARD 704001.

CALCULATE L AS FOLLOWS:

NORMAL POSTED SPEED	FORMULAS ENGLISH
45 MPH OR MORE	L=(W)(S)

W = WIDTH OF OFFSET IN FEET (METERS).

S = NORMAL POSTED SPEED IN MPH (KM/H).

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PLOT SCALE = 100.0000 ' / in.	CHECKED - EM	REVISED -	
PLOT DATE = 12/17/2020	DATE - 8/5/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION, STANDARD 701402 – STAGE II

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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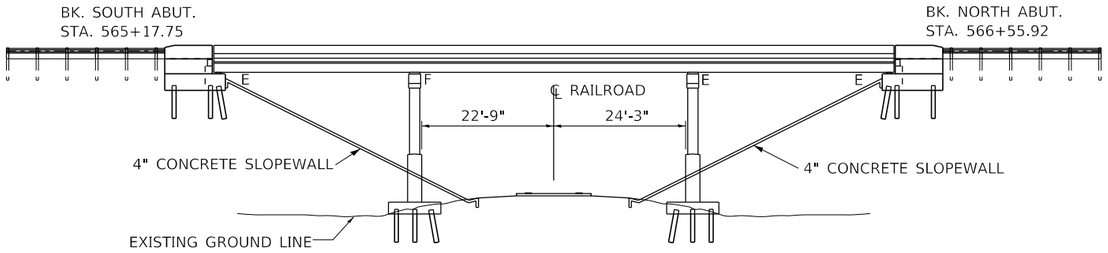
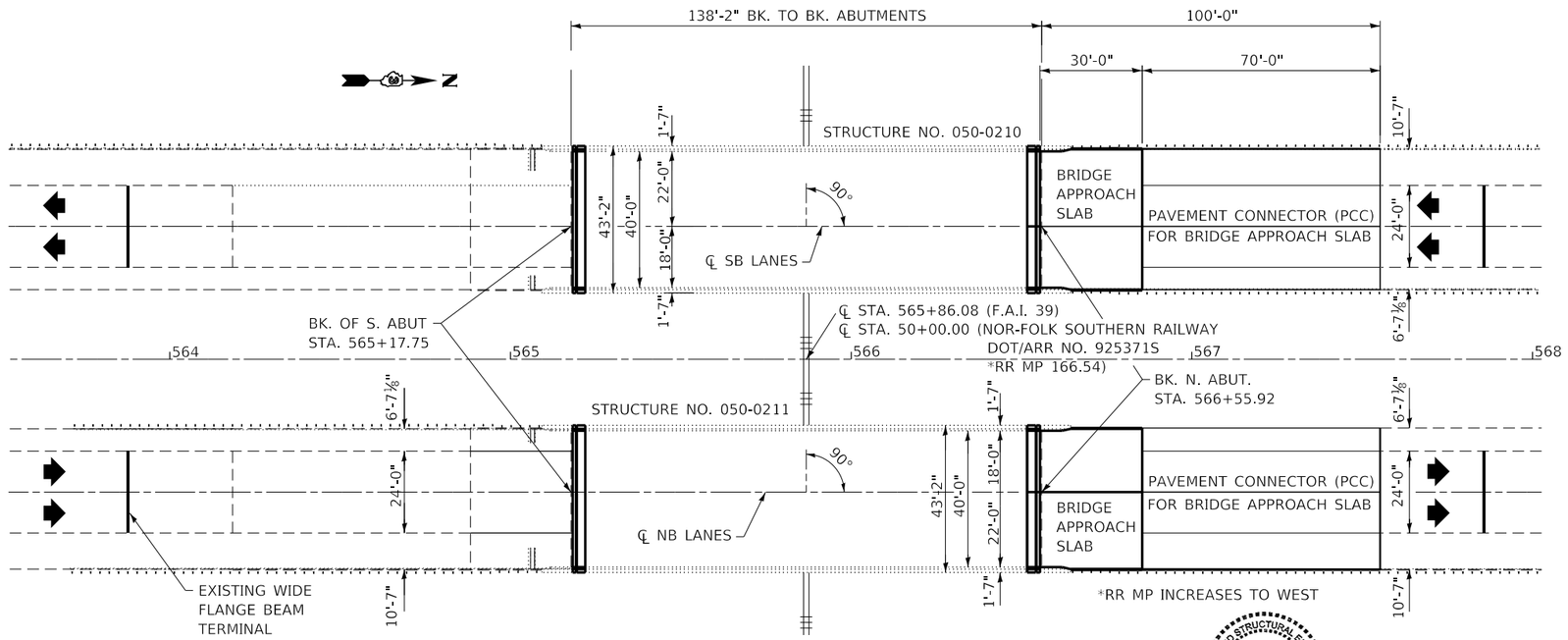
		CONTRACT NO. 66L17		
	ILLINOIS	FED. AID PROJECT		



ELEVATION



PLAN
STRUCTURE NO. 050-0210 (SB)
STRUCTURE NO. 050-0211 (NB)

Expires 11-30-2022

01/28/2021

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.

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 NEW DECK AT THE SOUTH ABUTMENT SHALL HAVE IT'S FINAL FINISH TINED ACCORDING TO ARTICLE 420.09(e)(1) OF THE STANDARD SPECIFICATIONS. COST INCLUDED WITH CONCRETE SUPERSTRUCTURES.

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.

PROTECTIVE COAT SHALL BE APPLIED TO THE DESIGNATED SURFACE AREAS OF "ALL" NEW CONCRETE AND PARAPETS (TOP AND INSIDE FACES.)

JOINT PLATES AND ATTACHED BARS SHALL BE SHOP PAINTED WITH THE INORGANIC ZINC RICH PRIMER. NO FIELD PAINT REQUIRED.

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.

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.

TOTAL BILL OF MATERIALS FOR TWO STRUCTURES

ITEM	UNIT	SUPER	SUB	TOTAL
CONCRETE REMOVAL	CU. YD.	42		42
APPROACH SLAB REMOVAL	SQ. YD.	534		534
BRIDGE APPROACH SHOULDER REMOVAL	SQ. YD.	44		44
PAVED SHOULDER REMOVAL	SQ. YD.	272		272
CONCRETE SUPERSTRUCTURE	CU. YD.	28.8		28.8
CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU. YD.	115.6		115.6
CONCRETE STRUCTURES	CU. YD.		26.6	26.6
REINFORCEMENT BARS, EPOXY COATED	POUND	57840	4000	61840
BAR SPLICERS	EACH	430	80	510
PREFORMED JOINT STRIP SEAL	FOOT	168		168
WELDED WIRE REINFORCEMENT	SQ. YD.	98		98
PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ. YD.	648		648
BRIDGE DECK GROOVING	SQ. YD.	944		944
TIE BARS 1 1/4"	EACH	78		78
PROTECTIVE COAT	SQ. YD.	984		984

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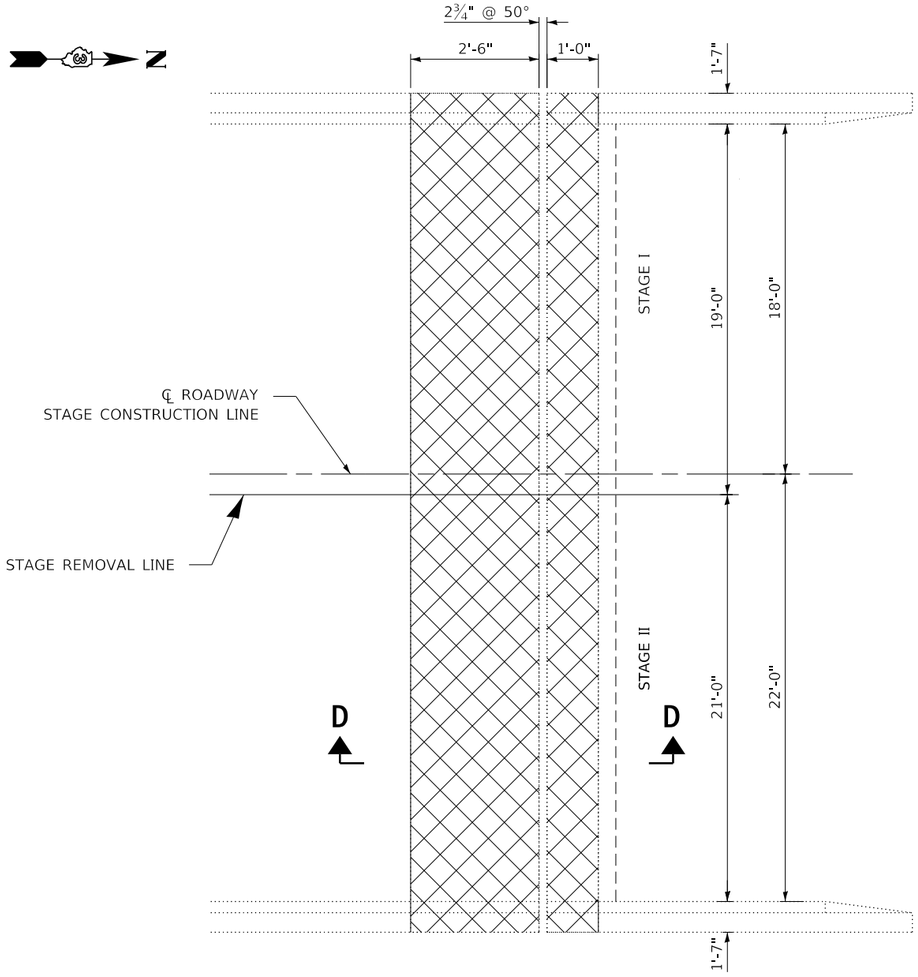
PLOT DATE = 1/27/2021	DATE - 8/5/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 050-0210 (SB) & STRUCTURE NO. 050-0211 (NB)

SCALE: | SHEET 1 OF 8 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-1VB & 50-1B)BRR	LASALLE	30	11
		CONTRACT NO. 66L17		
	ILLINOIS	FED. AID PROJECT		



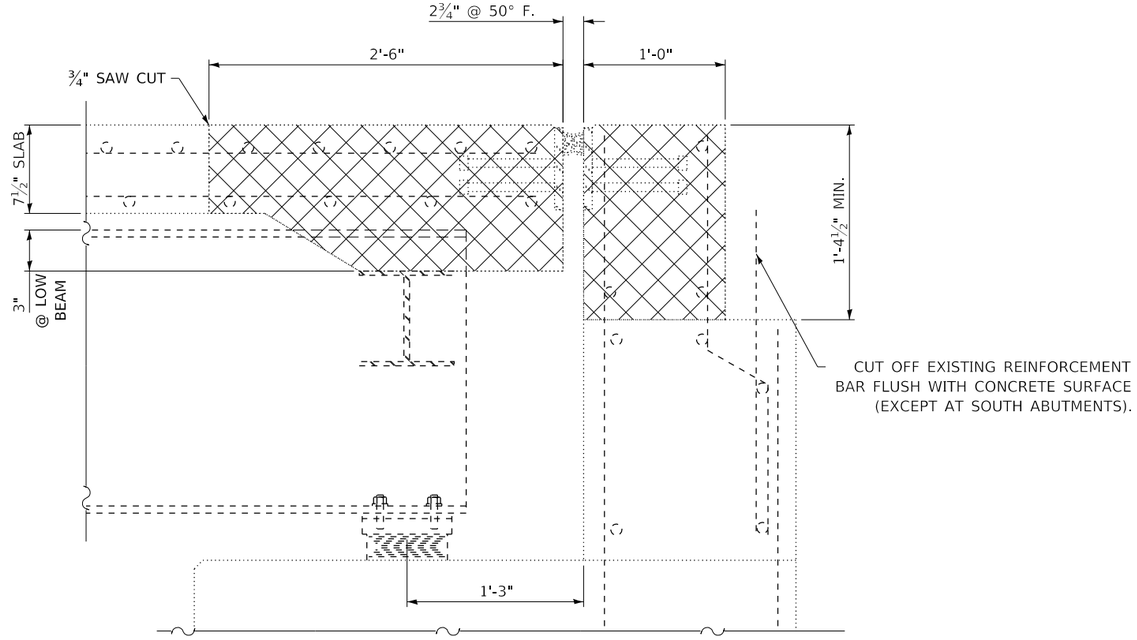
PLAN @ NORTH ABUTMENT - NORTHBOUND

NORTH ABUTMENT - SOUTHBOUND SIMILAR

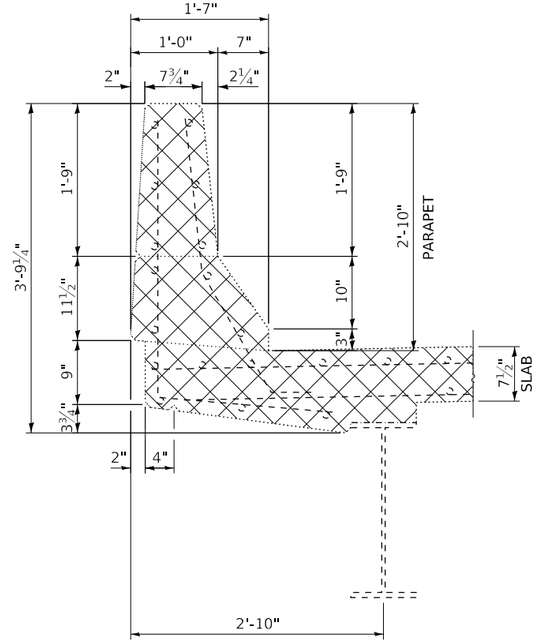
SOUTH ABUTMENT DETAILS SHALL BE SIMILAR THRU 180° ROTATION. (EXCEPT AS NOTED)

LEGEND

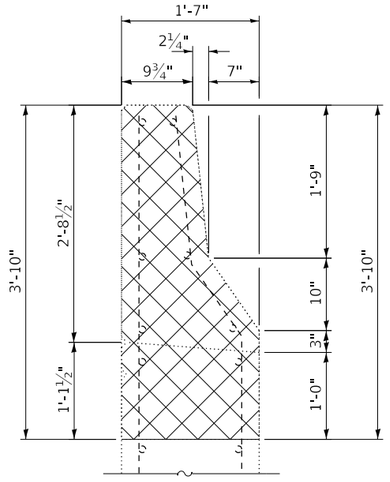
CONCRETE REMOVAL



SECTION D-D



CROSS SECTION THRU PARAPET



CROSS SECTION THRU WING WALL

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PLOT DATE = 1/27/2021	DATE - 8/5/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT REMOVEL DETAILS
STRUCTURE NO. 050–0210 (SB) & STRUCTURE NO. 050–0211 (NB)

SCALE: | SHEET 2 OF 8 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-1VB & 50-1B)BRR	LASALLE	30	12
		CONTRACT NO. 66L17		
	ILLINOIS	FED. AID PROJECT		

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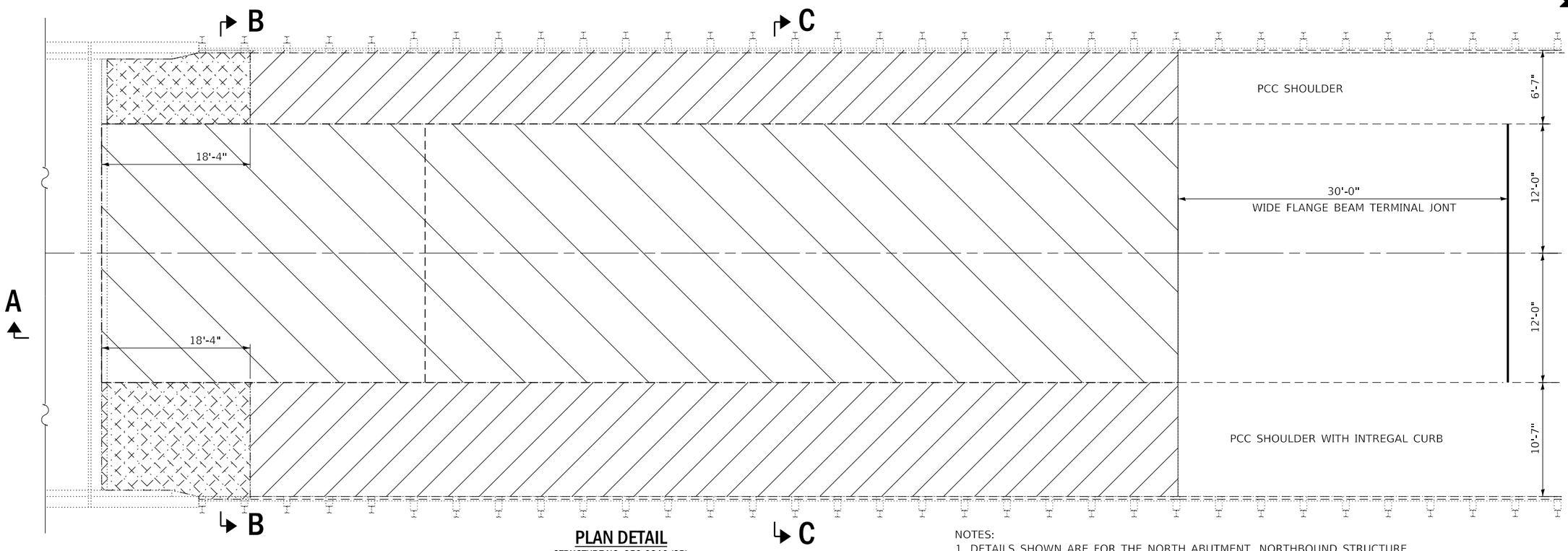


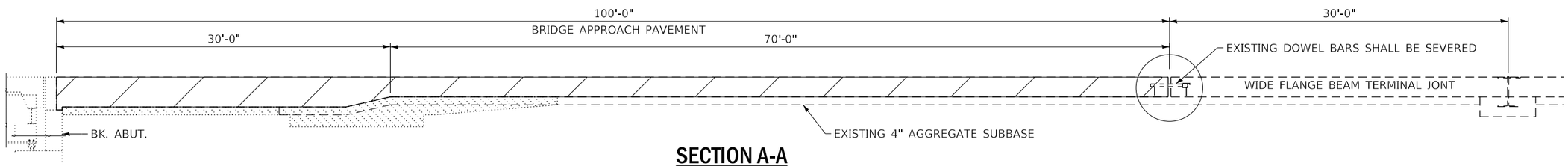
PLAN DETAIL

STRUCTURE NO. 050-0210 (SB)
STRUCTURE NO. 050-0211 (NB)

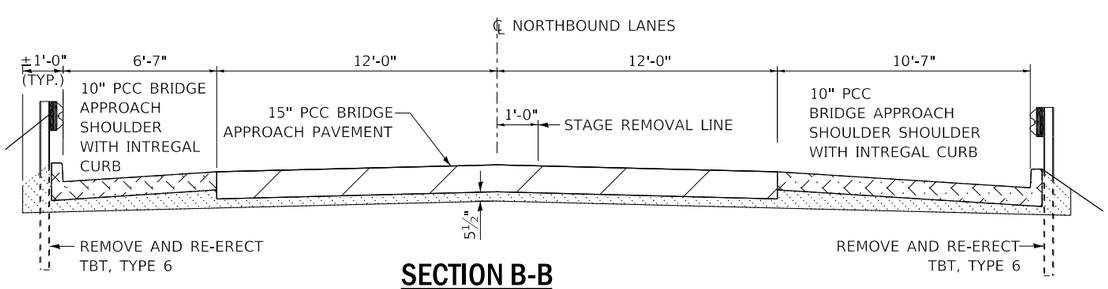
LEGEND

- APPROACH SLAB REMOVAL
- BRIDGE APPROACH SHOULDER REMOVAL
- PCC SHOULDER REMOVAL

NOTES:
1. DETAILS SHOWN ARE FOR THE NORTH ABUTMENT, NORTHBOUND STRUCTURE. NORTH ABUTMENT, SOUTHBOUND STRUCTURE DETAILS SHALL BE SIMILAR FROM WHAT IS SHOWN.
2. EXCAVATION REQUIRED FOR THE CONSTRUCTION OF THE NEW APPROACH SLAB SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE "CONCRETE SUPERSTRUCTURE (APPROACH SLAB).



SECTION A-A



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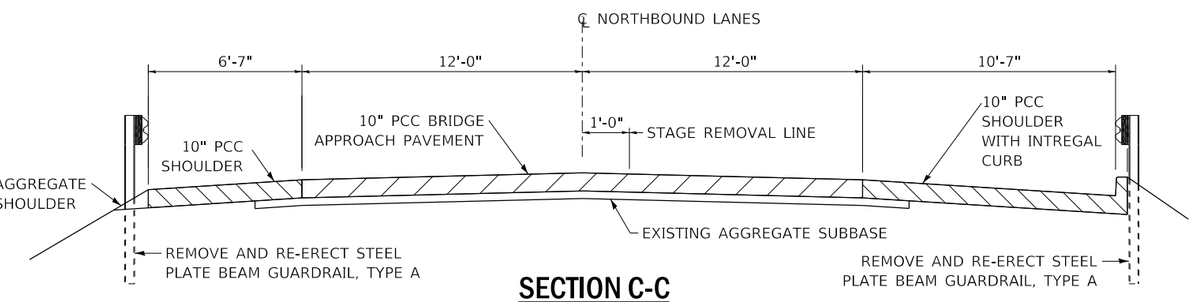

SECTION C-C

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB REMOVAL DETAILS
STRUCTURE NO. 050–0210 (SB) & STRUCTURE NO. 050–0211 (NB)

SCALE: | SHEET 3 OF 8 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-1VB & 50-1B)BRR	LASALLE	30	13
		CONTRACT NO. 66L17		
	ILLINOIS FED. AID PROJECT			

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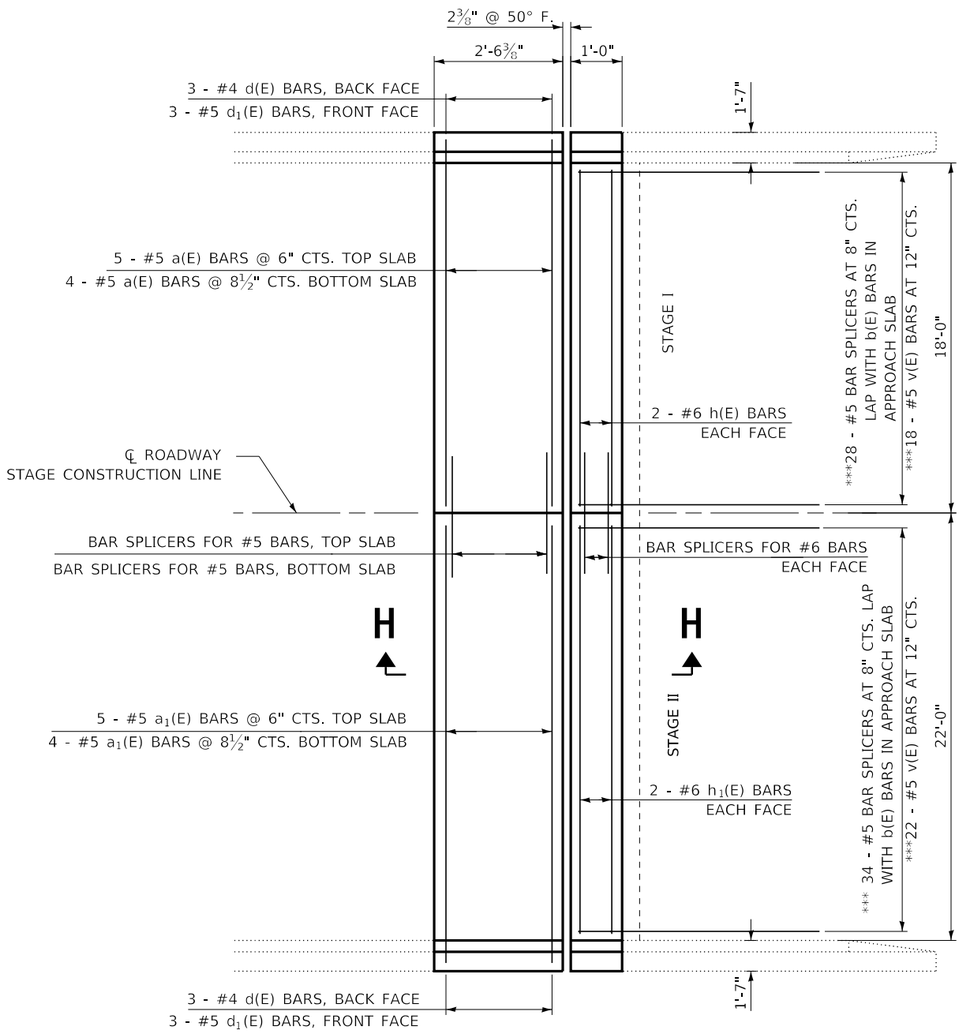


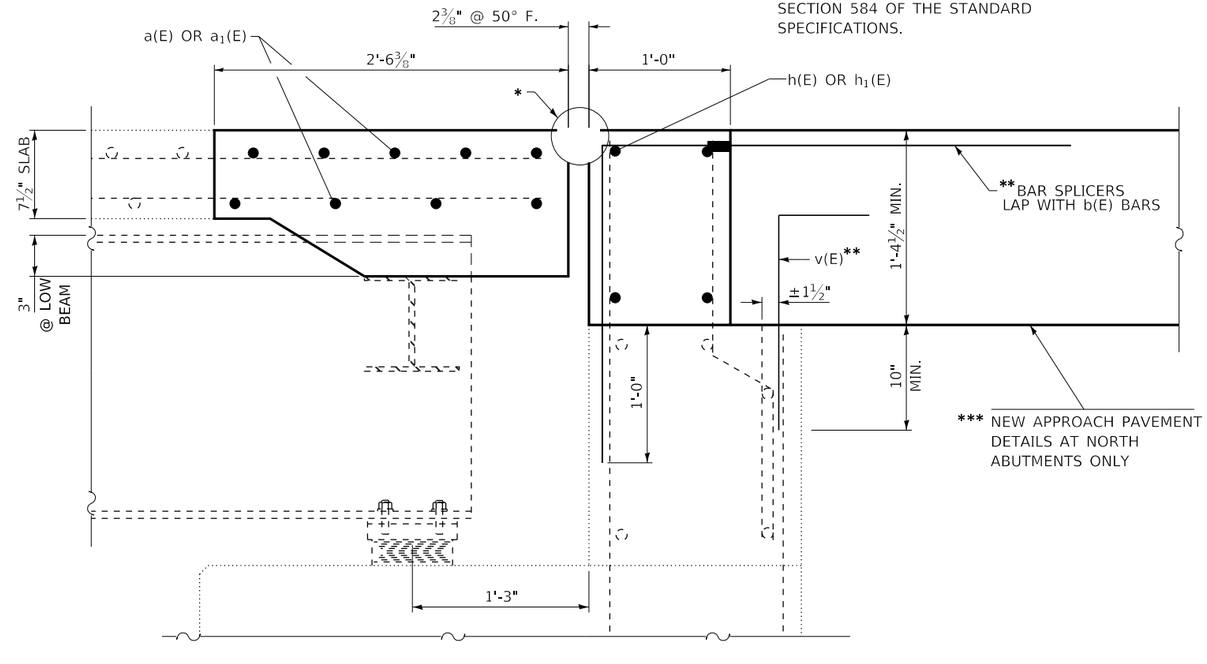
PLAN @ NORTH ABUTMENT - NORTHBOUND

NORTH ABUTMENT - SOUTHBOUND SIMILAR

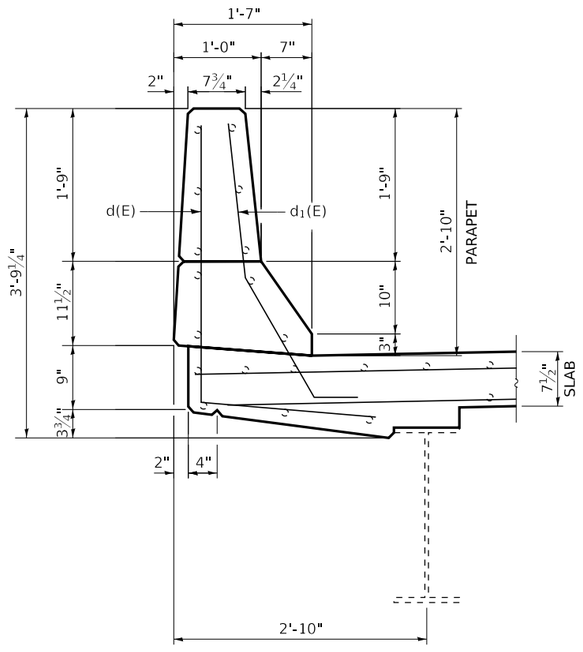
SOUTH ABUTMENT DETAILS SHALL BE SIMILAR THRU 180° ROTATION. (EXCEPT AS NOTED)

*SEE SHEET 17 OF 30 FOR EXPANSION JOINT DETAILS

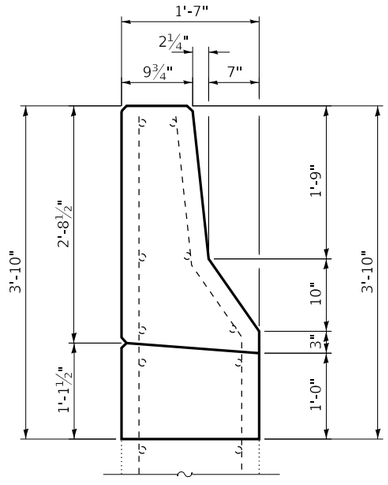
**v(E) AND BAR SPLICER, SHALL BE DRILLED AND GROUTED INTO EXISTING CONCRETE ACCORDING TO SECTION 584 OF THE STANDARD SPECIFICATIONS.



SECTION H-H



CROSS SECTION THRU PARAPET



CROSS SECTION THRU WING WALL

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PLOT SCALE = 100.0000 ' / in.	CHECKED - EM	REVISED -	
PLOT DATE = 1/27/2021	DATE - 8/5/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT CONSTRUCTION DETAILS
STRUCTURE NO. 050–0210 (SB) & STRUCTURE NO. 050–0211 (NB)

SCALE: | SHEET 4 OF 8 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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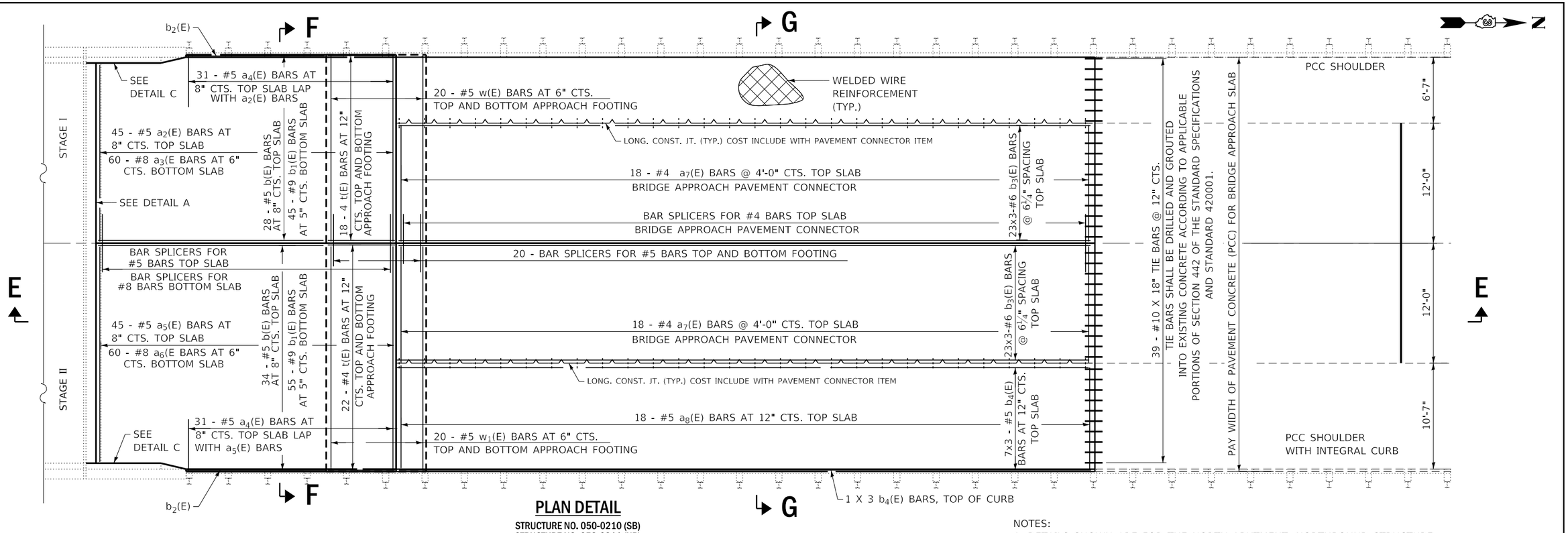
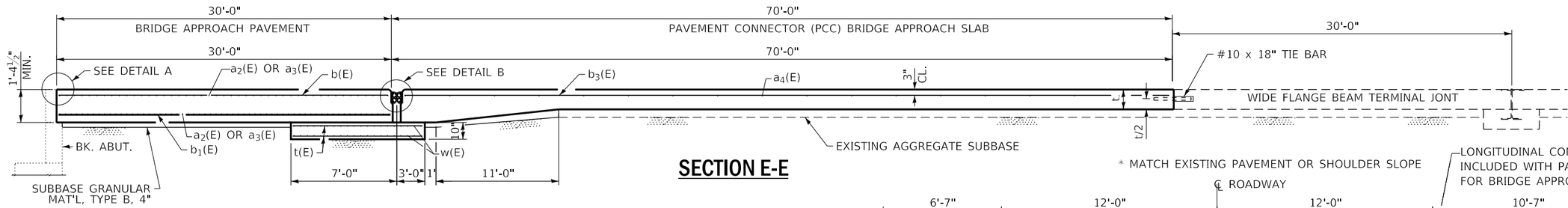
		CONTRACT NO. 66L17		
	ILLINOIS	FED. AID PROJECT		



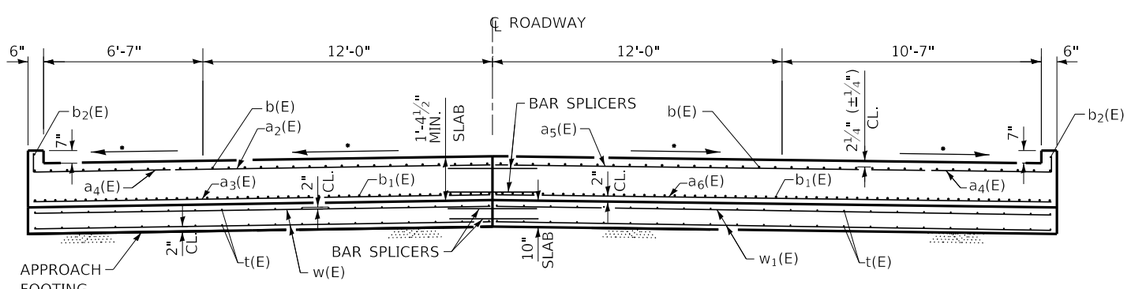
PLAN DETAIL

STRUCTURE NO. 050-0210 (SB)
STRUCTURE NO. 050-0211 (NB)

NOTES:
1. DETAILS SHOWN ARE FOR THE NORTH ABUTMENT, NORTHBOUND STRUCTURE. NORTH ABUTMENT, SOUTHBOUND STRUCTURE DETAILS SHALL BE SIMILAR FROM WHAT IS SHOWN.
2. a_2(E), a_3(E), a_5(E) AND a_6(E) BARS SHALL BE CUT IN FIELD TO FIT PARAPET CURB.

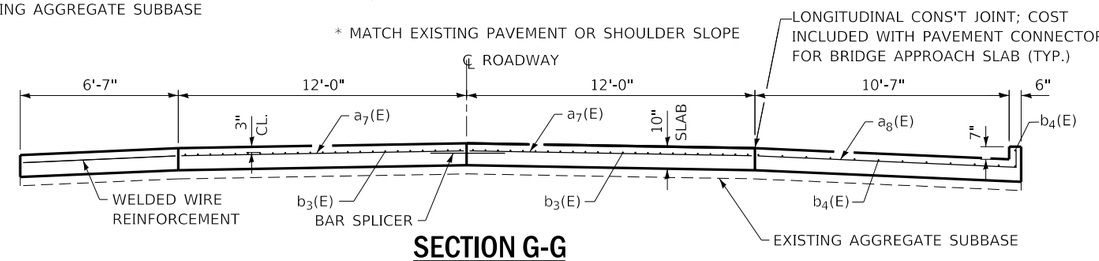


SECTION E-E



SECTION F-F

* MATCH EXISTING PAVEMENT OR SHOULDER SLOPE



SECTION G-G

GENERAL NOTES:

THE JOINT OPENING SHALL BE ADJUSTED FOR TEMPERATURE PER ARTICLE 520.04 OF THE STANDARD SPECIFICATIONS. HOWEVER, SINCE THIS DETAIL IS FOR JOINTLESS STRUCTURES, THE LENGTH OF BRIDGE USED TO CALCULATE THE ADJUSTMENT SHALL BE EQUAL TO HALF THE TOTAL BRIDGE LENGTH PLUS THE LENGTH OF THE BRIDGE APPROACH SLAB.

APPROACH SLAB SHALL BE PAID FOR AS CONCRETE SUPERSTRUCTURE (APPROACH SLAB).

APPROACH FOOTING CONCRETE SHALL BE PAID FOR AS CONCRETE STRUCTURES.

THE APPROACH FOOTING MAXIMUM APPLIED SERVICE BEARING PRESSURE (QMAX) = 2.0 KSF.

COST OF EXCAVATION FOR APPROACH SLAB/FOOTING SHALL BE INCLUDED WITH CONCRETE SUPERSTRUCTURE/STRUCTURES.

USER NAME = woodshankrl	DESIGNED - RW	REVISED -
	DRAWN - RW	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - EM	REVISED -
PLOT DATE = 12/17/2020	DATE - 8/5/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB CONSTRUCTION DETAILS
STRUCTURE NO. 050–0210 (SB) & STRUCTURE NO. 050–0211 (NB)

SCALE: | SHEET 5 OF 8 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-1VB & 50-1B)BRR	LASALLE	30	15
		CONTRACT NO. 66L17		
	ILLINOIS FED. AID PROJECT			

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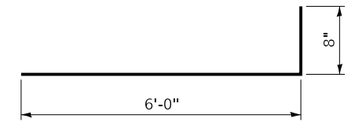
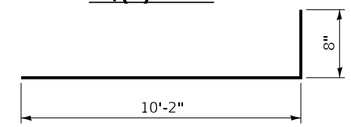
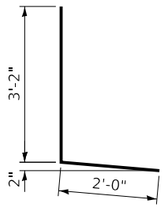


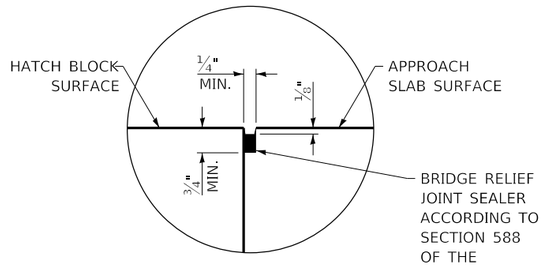
a_4(E) BAR



a_8(E) BAR

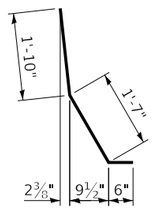


d(E) BAR

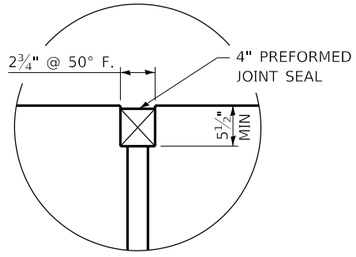


DETAIL A

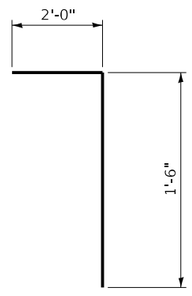
COST INCLUDED IN CONCRETE SUPERSTRUCTURE (APPROACH SLAB)



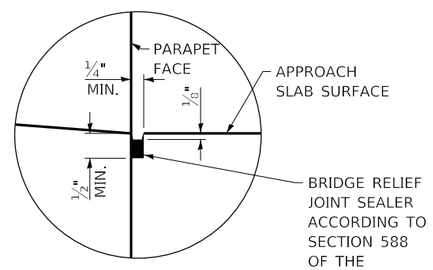
d_1(E) BAR



DETAIL B



v(E) BAR



DETAIL C

COST INCLUDED IN CONCRETE SUPERSTRUCTURE (APPROACH SLAB)

BILL OF MATERIALS FOR TWO ABUTMENTS

STRUCTURE NO. 050-0210 (SB)

BAR	NO. BARS	SIZE	LENGTH	SHAPE
a(E)	18	# 5	19'-4"	
a1(E)	18	# 5	23'-4"	
a2(E)	45	# 5	18'-10"	
a3(E)	60	# 8	18'-10"	
a4(E)	62	# 5	6'-8"	
a5(E)	45	# 5	22'-10"	
a6(E)	60	# 8	22'-10"	
a7(E)	36	# 4	11'-9"	
a8(E)	18	# 5	10'-10"	
b(E)	62	# 5	29'-9"	
b1(E)	100	# 9	29'-9"	
b2(E)	2	# 5	20'-8"	
b3(E)	138	# 6	25'-1"	
b4(E)	22	# 5	25'-1"	
d(E)	12	# 4	5'-2"	
d1(E)	12	# 5	3'-11"	
h(E)	8	# 6	17'-9"	
h1E)	8	# 6	21'-9"	
t(E)	40	# 4	9'-9"	
v1(E)	40	# 4	3'-6"	
w(E)	40	# 5	18'-10"	
w1(E)	40	# 5	22'-10"	

CONCRETE REMOVAL	CU. YD	21
APPROACH SLAB REMOVAL	SQ. YD.	267
BRIDGE APPROACH SHOULDER REMOVAL	SQ. YD.	24
PAVED SHOULDER REMOVAL	SQ. YD.	133
CONCRETE SUPERSTRUCTURE	CU. YD.	21
CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU. YD.	57.8
CONCRETE STRUCTURES	CU. YD.	13
REINFORCEMENT BARS EPOXY COATED	POUNDS	30920
PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ. YD.	324
BRIDGE DECK GROOVING	SQ. YD.	476
PROTECTICE COAT	SQ. YD.	212
TIE BARS 1 1/4"	EACH	39
WELDED WIRE REINFORCEMENT	SQ. YD.	49

BILL OF MATERIALS FOR TWO ABUTMENTS

STRUCTURE NO. 050-0211 (NB)

BAR	NO. BARS	SIZE	LENGTH	SHAPE
a(E)	18	# 5	19'-4"	
a1(E)	18	# 5	23'-4"	
a2(E)	45	# 5	18'-10"	
a3(E)	60	# 8	18'-10"	
a4(E)	62	# 5	6'-8"	
a5(E)	45	# 5	22'-10"	
a6(E)	60	# 8	22'-10"	
a7(E)	36	# 4	11'-9"	
a8(E)	18	# 5	10'-10"	
b(E)	62	# 5	29'-9"	
b1(E)	100	# 9	29'-9"	
b2(E)	2	# 5	20'-8"	
b3(E)	138	# 6	25'-1"	
b4(E)	22	# 5	25'-1"	
d(E)	12	# 4	5'-2"	
d1(E)	12	# 5	3'-11"	
h(E)	8	# 6	17'-9"	
h1E)	8	# 6	21'-9"	
t(E)	40	# 4	9'-9"	
v1(E)	40	# 4	3'-6"	
w(E)	40	# 5	18'-10"	
w1(E)	40	# 5	22'-10"	

CONCRETE REMOVAL	CU. YD	21
APPROACH SLAB REMOVAL	SQ. YD.	267
BRIDGE APPROACH SHOULDER REMOVAL	SQ. YD.	24
PAVED SHOULDER REMOVAL	SQ. YD.	133
CONCRETE SUPERSTRUCTURE	CU. YD.	21
CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU. YD.	57.8
CONCRETE STRUCTURES	CU. YD.	13
REINFORCEMENT BARS EPOXY COATED	POUNDS	30920
PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ. YD.	324
BRIDGE DECK GROOVING	SQ. YD.	476
PROTECTICE COAT	SQ. YD.	212
TIE BARS 1 1/4"	EACH	39
WELDED WIRE REINFORCEMENT	SQ. YD.	49

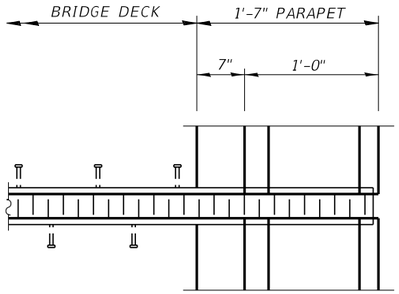
USER NAME = woodshankrl	DESIGNED - RW	REVISED -
	DRAWN - RW	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - EM	REVISED -
PLOT DATE = 1/26/2021	DATE - 8/5/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

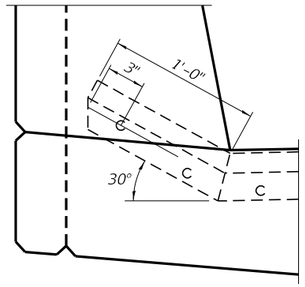
CONSTRTUCTUCTION DETAILS
STRUCTURE NO. 050-0210 (SB) & STRUCTURE NO. 050-0211 (NB)

SCALE: | SHEET 6 OF 8 SHEETS | STA. | TO STA.

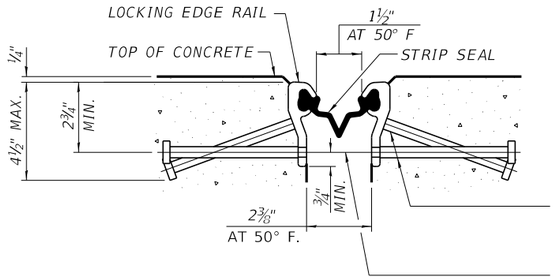
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-1VB & 50-1B)BRR	LASALLE	30	16
		CONTRACT NO. 66L17		
		ILLINOIS FED. AID PROJECT		



PLAN AT PARAPET



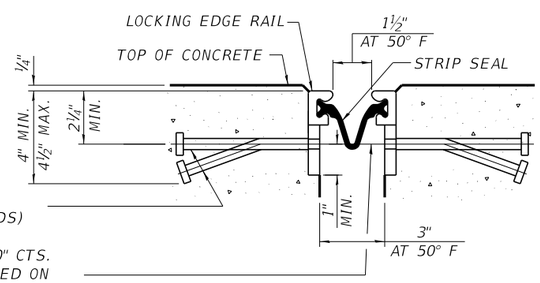
DETAIL A



* ⅝" Ø X 6" STUDS @ 6" CTS. (ALTERNATE ANGLED/BENT STUDS WITH HORIZONTAL STUDS)

⅜" Φ THREADED RODS IN 7/16" Φ HOLES AT ±4'-0" CTS. FOR HOLDING THE PROPER JOINT OPENING BASED ON THE TEMPERATURE DURING THE DECK POUR. PLACE TO MISS STUDS. ALL RODS SHALL BE BURNED, OR SAWED OFF FLUSH WITH THE PLATES AFTER CONCRETE IS SET.

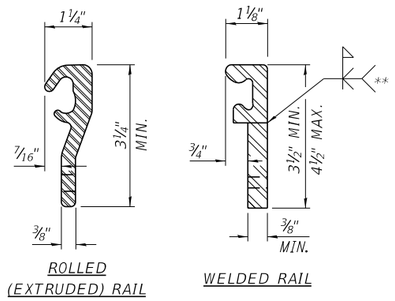
SHOWING ROLLED RAIL JOINT



SHOWING WELDED RAIL JOINT

SECTION A-A

* GRANULAR OR SOLID FLUX FILLED HEADED STUDS CONFORMING TO ARTICLE 1006.32 OF THE STD. SPECS., AUTOMATICALLY END WELDED.

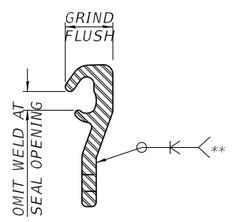


ROLLED (EXTRUDED) RAIL

WELDED RAIL

LOCKING EDGE RAILS

** BACK GOUGE NOT REQUIRED IF COMPLETE JOINT PENETRATION IS VERIFIED BY MOCK-UP.



LOCKING EDGE RAIL SPLICE

THE INSIDE OF THE LOCKING EDGE RAIL GROOVE SHALL BE FREE OF WELD RESIDUE. ROLLED RAIL SHOWN, WELDED RAIL SIMILAR.

NOTES:

THE STRIP SEAL SHALL BE MADE CONTINUOUS AND SHALL HAVE A MINIMUM THICKNESS OF ¼". THE CONFIGURATION OF THE STRIP SEAL SHALL MATCH THE CONFIGURATION OF THE LOCKING EDGE RAILS. OPEN OR "WEBBED" STRIP SEAL GLAND CONFIGURATIONS ARE NOT PERMITTED. THE GLAND SHALL BE SIZED FOR A MAXIMUM RATED MOVEMENT OF 4 INCHES.

THE LOCKING EDGE RAILS DEPICTED ARE CONFIGURED FOR TYPICAL APPLICATIONS AND ARE CONCEPTUAL ONLY. THE ACTUAL CONFIGURATION OF THE LOCKING EDGE RAILS AND MATCHING STRIP SEAL MAY VARY FROM MANUFACTURER TO MANUFACTURER PROVIDED THEY FIT THE APPLICATION AND MEET THE MINIMUM ANCHORAGE SHOWN. FLANGED EDGE RAILS, HOWEVER, WILL NOT BE ALLOWED. LOCKING EDGE RAILS MAY EXCEED THE 4½" MAXIMUM DEPTH PROVIDED THE ANCHORAGE SYSTEM IS REVISED ACCORDING TO THE MANUFACTURER'S RECOMMENDATION.

THE MANUFACTURER'S RECOMMENDED INSTALLATION METHODS SHALL BE FOLLOWED.

ALL STEEL COMPONENTS SHALL BE GALVANIZED AFTER FABRICATION ACCORDING TO ARTICLE 520.03 OF THE STANDARD SPECIFICATIONS.

THE MAXIMUM SPACE BETWEEN LOCKING EDGE RAIL SEGMENTS SHALL BE 3/16" AND SEALED WITH A SUITABLE SEALANT; HOWEVER, ANY RAIL JOINT WITHIN 10' MEASURED PERPENDICULAR TO THE FACE OF THE CURB OR PARAPET SHALL BE WELDED AS SHOWN IN THE LOCKING EDGE RAIL SPLICE DETAIL.

COST OF PARAPET SLIDING PLATES, EMBEDDED PLATES, AND ANCHORAGE STUDS INCLUDED WITH PREFORMED JOINT STRIP SEAL.

39" CONSTANT SLOPE BARRIER SHOWN, 44" CONSTANT SLOPE BARRIER SIMILAR AS NOTED.

THE CONCRETE OPENING BELOW THE STRIP SEAL WILL VARY BASED ON THE LOCKING EDGE RAIL CHOSEN BY THE CONTRACTOR. DECK AND PARAPET LENGTHS SHOWN ELSEWHERE IN THE PLANS ARE DIMENSIONED TO THE CONCRETE OPENING, NOT THE JOINT OPENING, AND ARE BASED ON THE ROLLED LOCKING EDGE RAIL. IF THE CONTRACTOR ELECTS TO USE A DIFFERENT LOCKING EDGE RAIL, DIMENSIONAL ADJUSTMENTS MAY BE REQUIRED. ONE EXCEPTION TO THIS WOULD BE THE STRIP SEAL JOINT AT THE END OF THE PRECAST BRIDGE APPROACH SLAB. FOR THESE CASES THE PAVEMENT CONNECTOR LENGTH SHALL BE ADJUSTED, NOT THE LENGTH OF THE BRIDGE APPROACH SLAB.

BILL OF MATERIAL FOR STRUCTURE NO. 050-0210 (SB)

LOCATION	ITEM	UNIT	TOTAL
NORTH ABUTMENT	PREFORMED JOINT STRIP SEAL	FOOT	42
SOUTH ABUTMENT			42

BILL OF MATERIAL FOR STRUCTURE NO. 050-0211 (NB)

LOCATION	ITEM	UNIT	TOTAL
NORTH ABUTMENT	PREFORMED JOINT STRIP SEAL	FOOT	42
SOUTH ABUTMENT			42

USER NAME = woodshankrl	DESIGNED - RW	REVISED -
	DRAWN - RW	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - EM	REVISED -
PLOT DATE = 1/25/2021	DATE - 8/5/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL FOR STRUCTURE NO. 050-0210 (SB) & STRUCTURE NO. 050-0211 (NB),

SCALE: | SHEET 7 OF 8 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-1VB & 50-1B)BRR	LASALLE	30	17
		CONTRACT NO. 66L17		
	ILLINOIS	FED. AID PROJECT		

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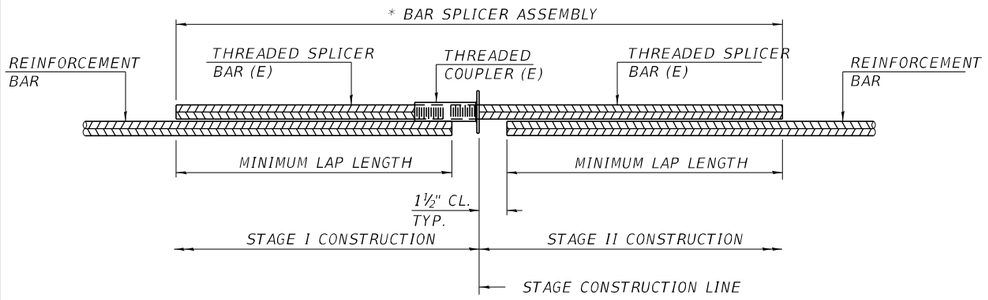


STANDARD BAR SPLICER ASSEMBLY PLAN

(ALL COMPONENTS SHALL BE PROVIDED FROM ONE SUPPLIER)

THREADED SPLICER BAR LENGTH = MIN. LAP LENGTH + 1½" + THREAD LENGTH

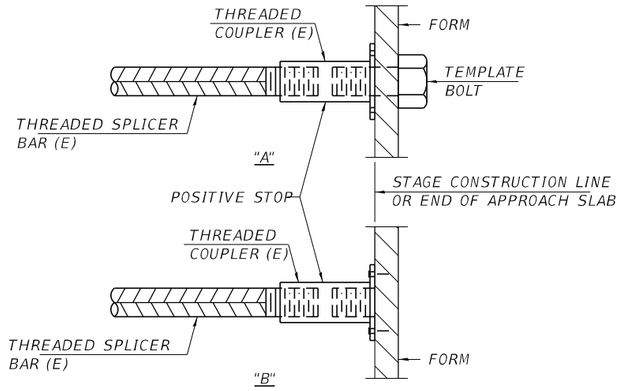
* EPOXY NOT REQUIRED ON BAR SPLICER ASSEMBLY COMPONENTS USED IN CONJUNCTION WITH BLACK BARS.

STRUCTURE NO. 050-0210 (SB)

LOCATION	BAR SIZE	NO. ASSEMBLIES REQUIRED	MINIMUM LAP LENGTH
N. ABUT. DECK	#5	9	3'-6"
N. ABUT END DAM	#6	4	4'-0"
N. APPROACH SLAB	#5	45	3'-6"
	#8	60	4'-9"
N APPROACH SLEEPER SLAB	#5	40	3'-0"
N APPROACH PAVEMENT CONNECTOR	#4	18	2'-5"
S. ABUT. DECK	#5	9	3'-6"
S. ABUT END DAM	#6	4	4'-0"
TOTAL		193	

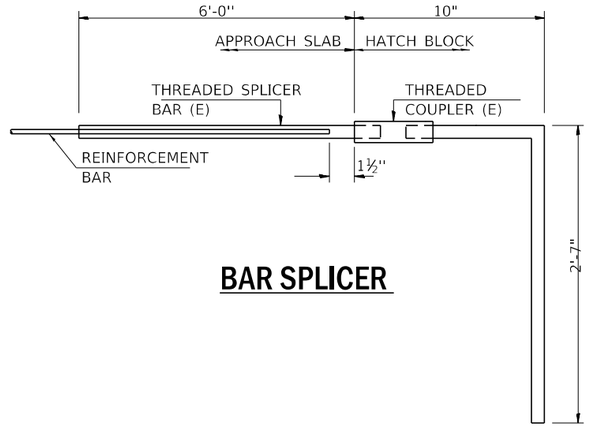
STRUCTURE NO. 050-0211 (NB)

LOCATION	BAR SIZE	NO. ASSEMBLIES REQUIRED	MINIMUM LAP LENGTH
N. ABUT. DECK	#5	9	3'-6"
N. ABUT END DAM	#6	4	4'-0"
N. APPROACH SLAB	#5	45	3'-6"
	#8	60	4'-9"
N APPROACH SLEEPER SLAB	#5	40	3'-0"
N APPROACH PAVEMENT CONNECTOR	#4	18	2'-5"
S. ABUT. DECK	#5	9	3'6"
S. ABUT END DAM	#6	4	4'-0"
TOTAL		193	



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.



BAR SPLICER

STRUCTURE NO. 050-0210 (SB)

LOCATION	BAR SIZE	NO. ASSEMBLIES REQUIRED
N. ABUT END DAM	#5	62

STRUCTURE NO. 050-0211 (NB)

LOCATION	BAR SIZE	NO. ASSEMBLIES REQUIRED
N. ABUT END DAM	#5	62

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 APPROVED LIST OF BAR SPLICER ASSEMBLIES AND MECHANICAL SPLICERS FOR ALTERNATIVES.

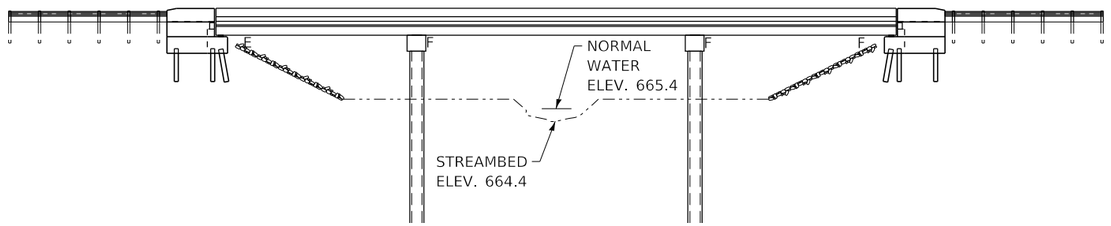
USER NAME = woodshankrl	DESIGNED - RW	REVISED -	
	DRAWN - RW	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - EM	REVISED -	
PLOT DATE = 1/27/2021	DATE - 8/5/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS FOR STRUCTURE NO. 050-0210 (SB) & STRUCTURE NO. 050-0211 (NB)

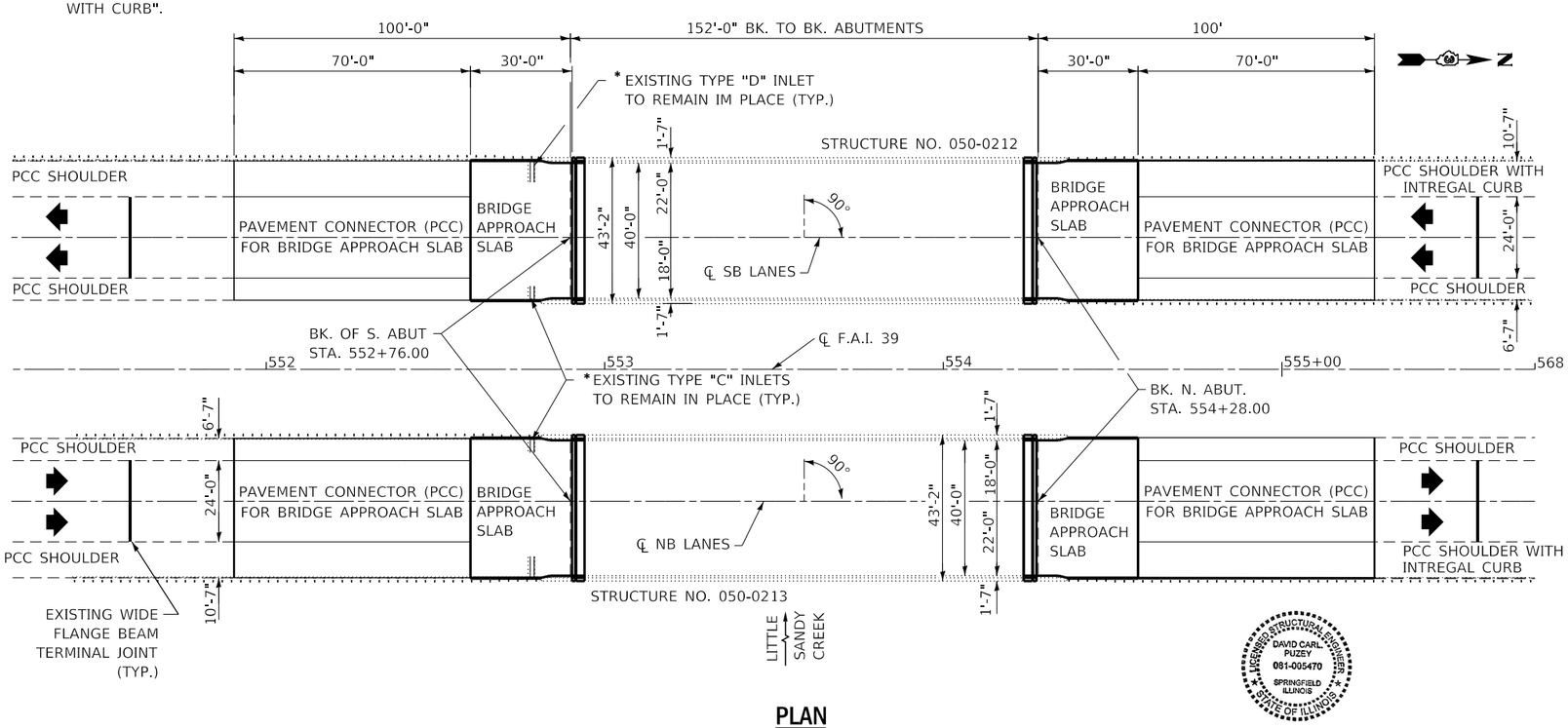
SCALE: | SHEET 8 OF 8 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-1VB & 50-1B)BRR	LASALLE	30	18
		CONTRACT NO. 66L17		
	ILLINOIS	FED. AID PROJECT		



ELEVATION

* REMOVAL OF EXISTING FRAME AND GRATES, FURNISHING AND INSTALLING NEW FRAME AND GRATES SHALL BE PAID FOR AS "SHOULDER INLET WITH CURB".



PLAN

STRUCTURURE NO. 050-0212 (SB)

STRUCTURURE NO. 050-0213 (NB)

LICENSED STRUCTURAL ENGINEER
DAVID CARL PUZEY
081-005470
SPRINGFIELD ILLINOIS
STATE OF ILLINOIS

Expires 11-30-2022

01/28/2021

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.

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.

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.

PROTECTIVE COAT SHALL BE APPLIED TO THE DESIGNATED SURFACE AREAS OF "ALL" NEW CONCRETE AND PARAPETS (TOP AND INSIDE FACES.)

JOINT PLATES AND ATTACHED BARS SHALL BE SHOP PAINTED WITH THE INORGANIC ZINC RICH PRIMER. NO FIELD PAINT REQUIRED.

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.

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.

TOTAL BILL OF MATERIALS FOR TWO STRUCTURES

ITEM	UNIT	SUPER	SUB	TOTAL
CONCRETE REMOVAL	CU. YD.	23.6		23.6
APPROACH SLAB REMOVAL	SQ. YD.	1068		1068
BRIDGE APPROACH SHOULDER REMOVAL	SQ. YD.	94		94
PAVED SHOULDER REMOVAL	SQ. YD.	544		544
CONCRETE SUPERSTRUCTURE	CU. YD.	23		23
CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU. YD.	165.2		165.2
CONCRETE STRUCTURES	CU. YD.	52		52
REINFORCEMENT BARS, EPOXY COATED	POUND	110964	9036	120000
BAR SPLICERS	EACH	720	80	800
PREFORMED JOINT STRIP SEAL	FOOT	168		168
WELDED WIRE REINFORCEMENT	SQ. YD.	374		374
PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ. YD.	1296		1296
BRIDGE DECK GROOVING	SQ. YD.	1830		1830
SHOULDER INLET WITH CURB	EACH	4		4
TIE BARS 1 1/4"	EACH	156		156
PROTECTIVE COAT	SQ. YD.	780		780

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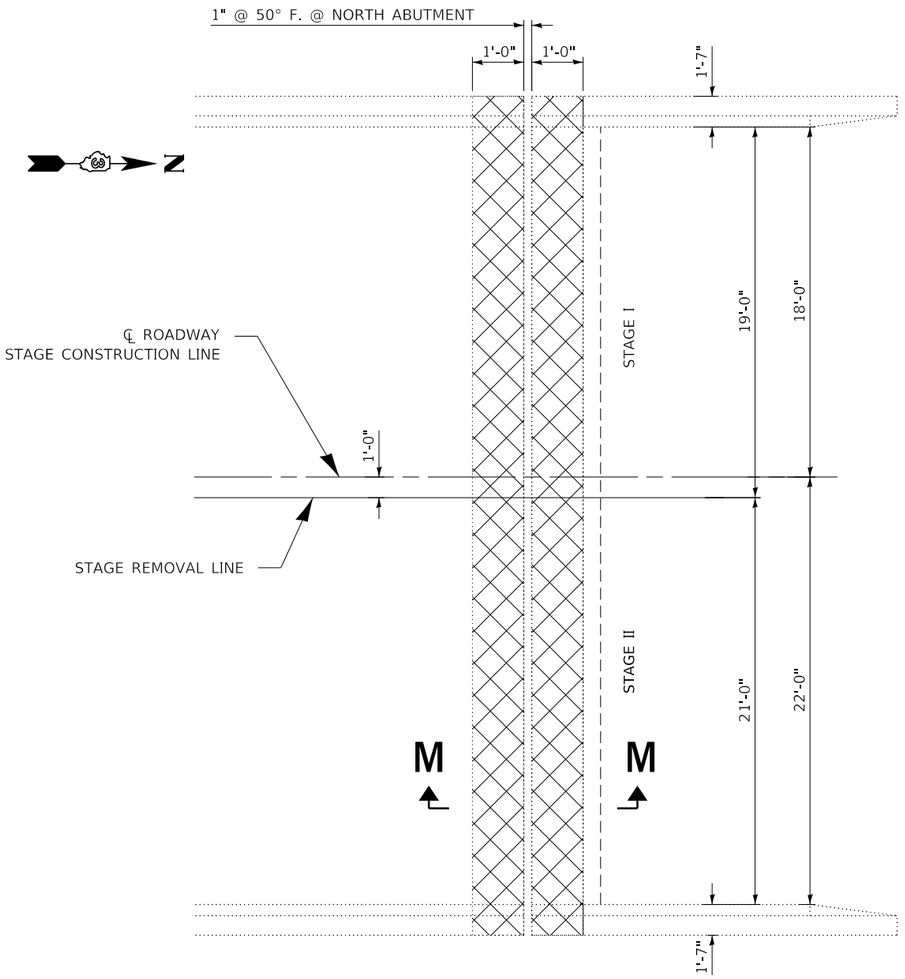
PLOT SCALE = 100.0000 ' / in.	CHECKED - EM	REVISED -	
PLOT DATE = 1/25/2021	DATE - 8/5/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 050-0212 (SB) & STRUCTURE NO. 050-0213 (NB)

SCALE: | SHEET 1 OF 11 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-1VB & 50-1B)BRR	LASALLE	30	19
		CONTRACT NO. 66L17		
	ILLINOIS FED. AID PROJECT			



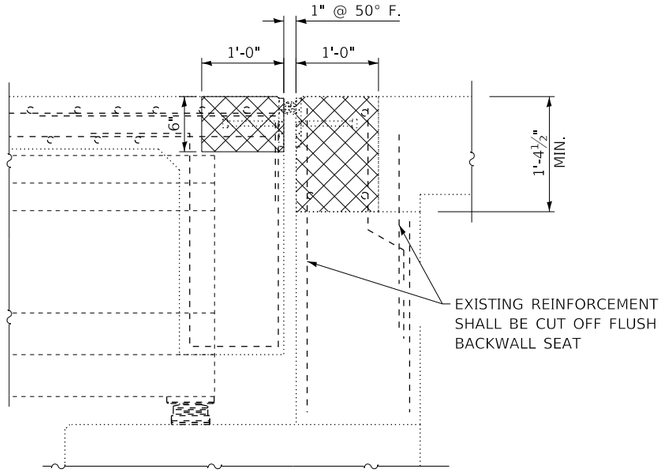
PLAN @ NORTH ABUTMENT

STRUCTURE NO. 050-0212 (SB)
STRUCTURE NO. 050-0213 (NB)

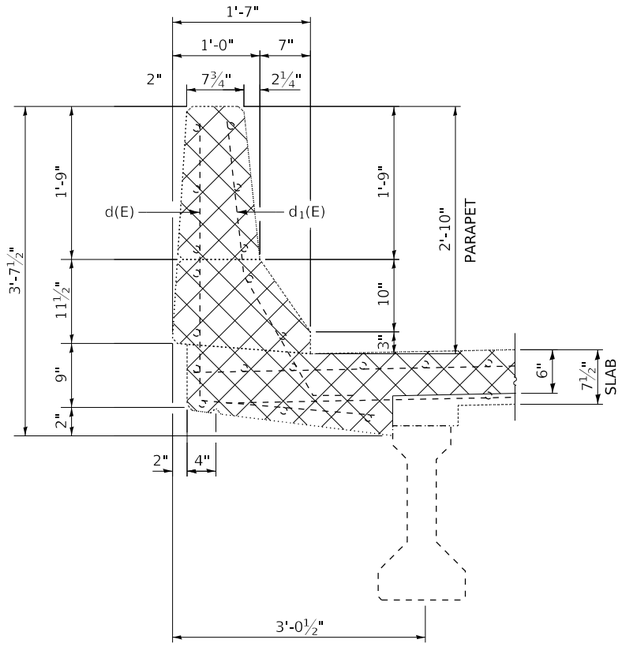
NOTES:
1. DETAILS SHOWN ARE FOR THE NORTH ABUTMENT, NORTHBOUND STRUCTURE.
2. NORTH ABUTMENT, SOUTHBOUND STRUCTURE, DETAILS SHALL BE SIMILAR TO WHAT IS SHOW.
3. EXISTING SHOULDER INLET BOXES AND GRATES (WHEN PRESENT) SHALL REMAIN IN PLACE AND BE INCORPORATED INTO THE NEW CONSTRUCTION.

LEGEND

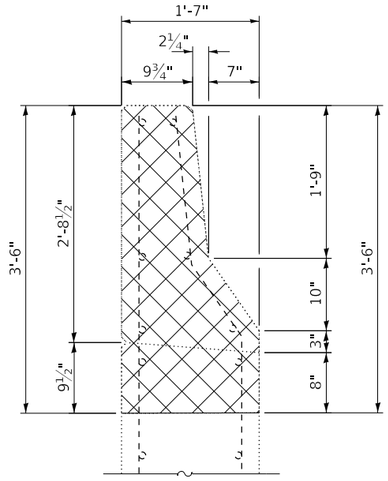
CONCRETE REMOVAL



SECTION M-M
NORTH ABUTMENT



CROSS SECTION THRU PARAPET



CROSS SECTION THRU WING WALL

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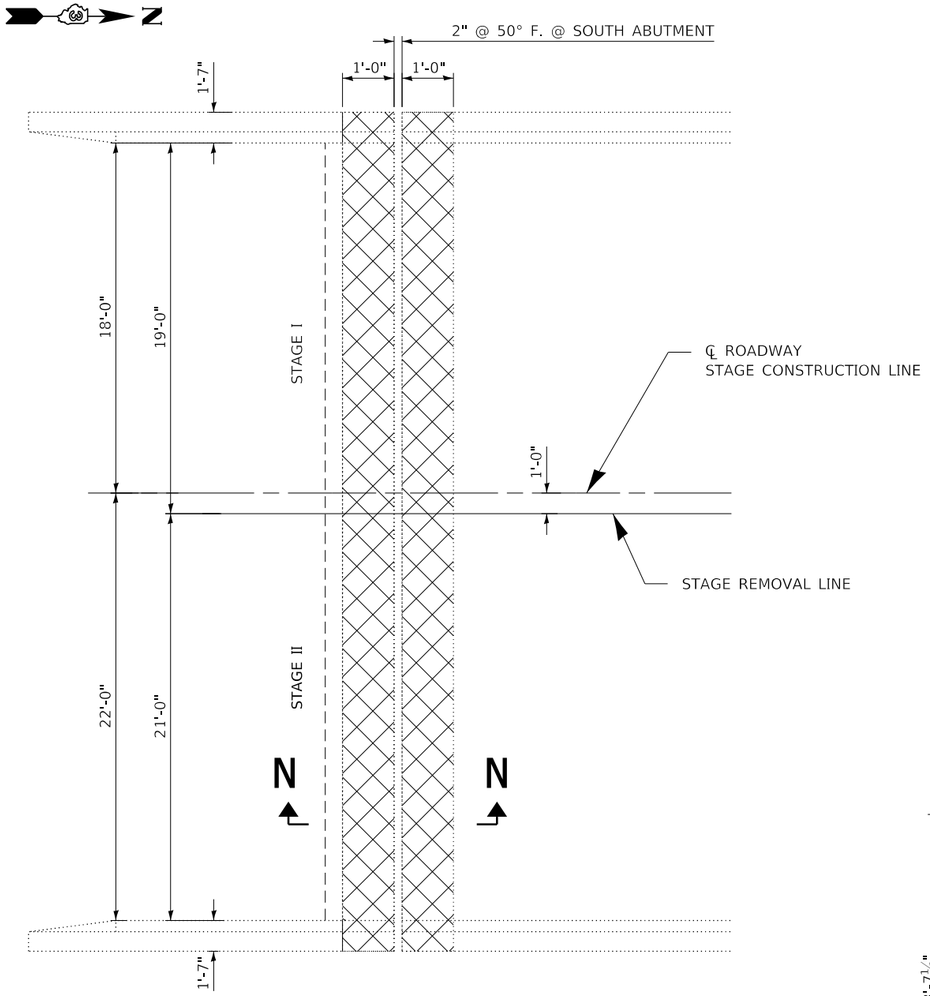
	DRAWN - RW	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - EM	REVISED -	
PLOT DATE = 12/17/2020	DATE - 8/5/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT REMOVAL DETAILS
STRUCTURE NO. 050-0212 (SB) & STRUCTURE NO. 050-0213 (NB)

SCALE: | SHEET 2 OF 11 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-1VB & 50-1B)BRR	LASALLE	30	20
		CONTRACT NO. 66L17		
	ILLINOIS	FED. AID PROJECT		



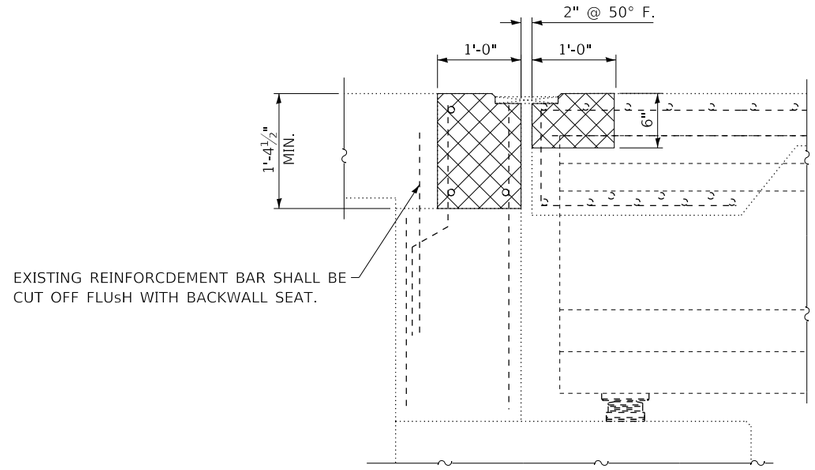
PLAN @ SOUTH ABUTMENT

STRUCTURE NO. 050-0212 (SB)
STRUCTURE NO. 050-0213 (NB)

NOTES:
1. DETAILS SHOWN ARE FOR THE SOUTH ABUTMENT, NORTHBOUND STRUCTURE.
2. SOUTH ABUTMENT, SOUTHBOUND STRUCTURE, DETAILS SHALL BE SIMILAR TO WHAT IS SHOWN.
3. EXISTING SHOULDER INLET BOXES AND GRATES (WHEN PRESENT) SHALL REMAIN IN PLACE AND BE INCORPORATED INTO THE NEW CONSTRUCTION.

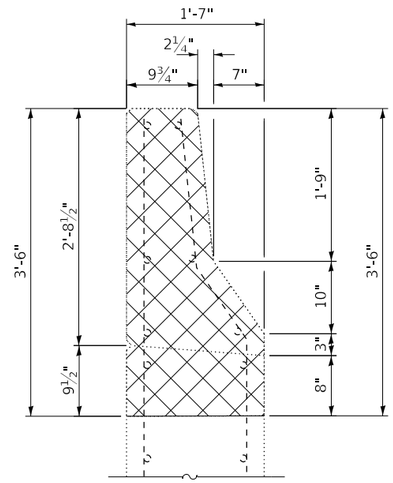
LEGEND

CONCRETE REMOVAL



SECTION N-N
SOUTH ABUTMENT

CROSS SECTION THRU PARAPET



CROSS SECTION THRU WING WALL

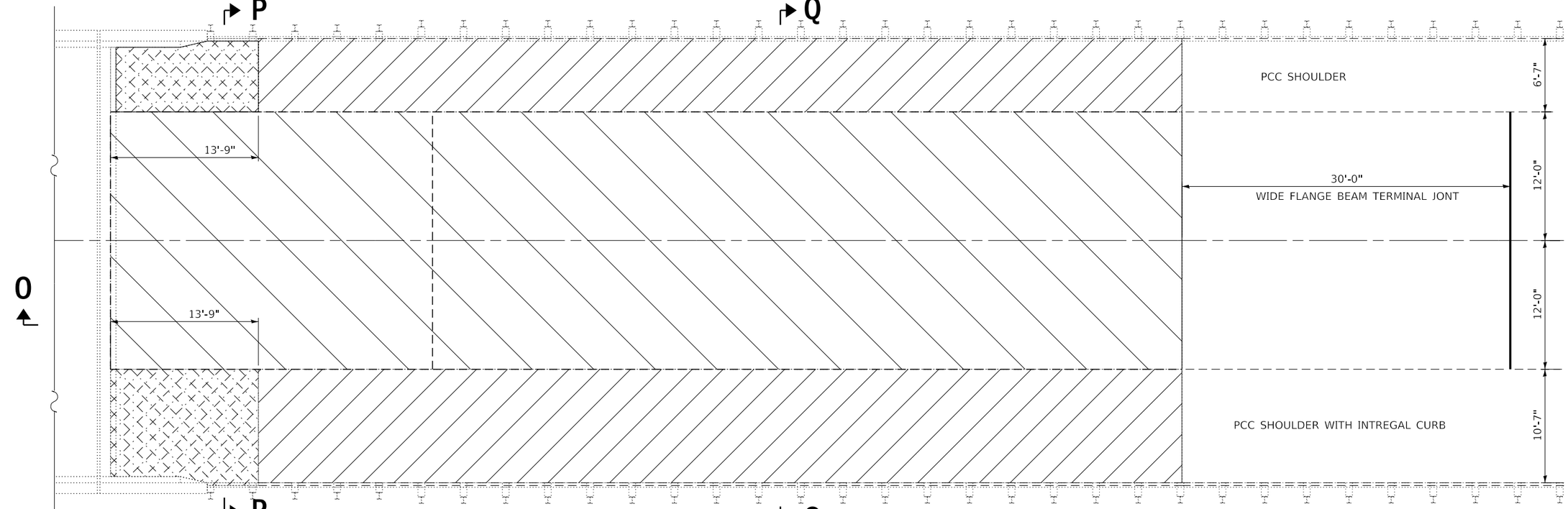
USER NAME = woodshankrl	DESIGNED - RW	REVISED -	
	DRAWN - RW	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - EM	REVISED -	
PLOT DATE = 12/17/2020	DATE - 8/5/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT REMOVAL DETAILS
STRUCTURE NO. 050-0212 (SB) & STRUCTURE NO. 050-0213 (NB)

SCALE: | SHEET 3 OF 11 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-1VB & 50-1B)BRR	LASALLE	30	21
		CONTRACT NO. 66L17		
	ILLINOIS	FED. AID PROJECT		



PLAN DETAIL

STRUCTURE NO. 050-0212 (SB)
STRUCTURE NO. 050-0213 (NB)

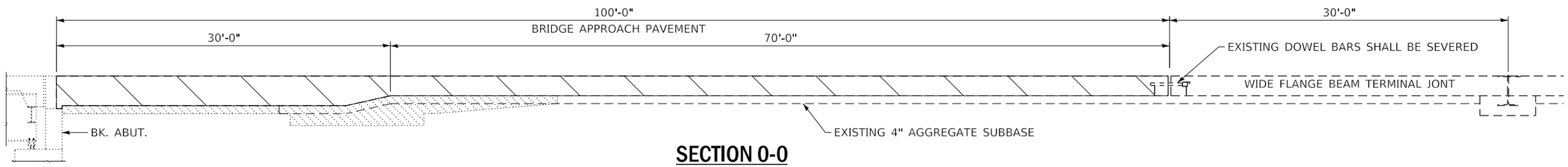
LEGEND

APPROACH SLAB REMOVAL

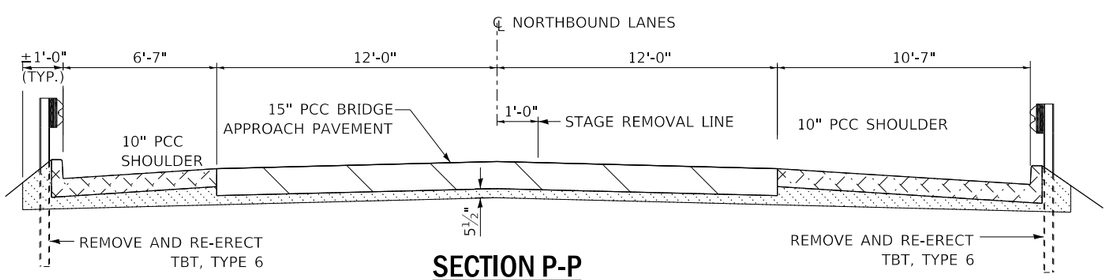
BRIDGE APPROACH SHOULDER REMOVAL

PCC SHOULDER REMOVAL

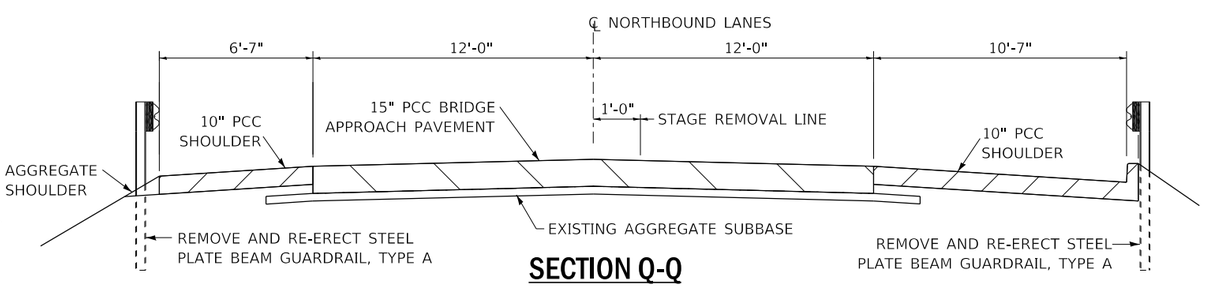
NOTES:
1. DETAILS SHOWN ARE FOR THE NORTH ABUTMENT, NORTHBOUND STRUCTURE.
2. SOUTHBOUND STRUCTURE, DETAILS SHALL BE SIMILAR FROM WHAT IS SHOW.
3. EXISTING SHOULDER INLET BOXES AND GRATES (WHEN PRESENT) SHALL REMAIN IN PLACE AND BE INCORPORATED INTO THE NEW CONSTRUCTION.



SECTION 0-0



SECTION P-P



SECTION Q-Q

USER NAME = woodshankrl	DESIGNED - RW	REVISED -	**STATE OF ILLINOIS**
	DRAWN - RW	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 100.0000 ' / in.	CHECKED - EM	REVISED -	
PLOT DATE = 12/17/2020	DATE - 8/5/2020	REVISED -	

APPROACH SLAB REMOVAL DETAILS – NORTH APPROACH
STRUCTURE NO. 050–0212 (SB) & STRUCTURE NO. 050–0213 (NB)

SCALE: | SHEET 4 OF 11 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-1VB & 50-1B)BRR	LASALLE	30	22
		CONTRACT NO. 66L17		
		ILLINOIS	FED. AID PROJECT	

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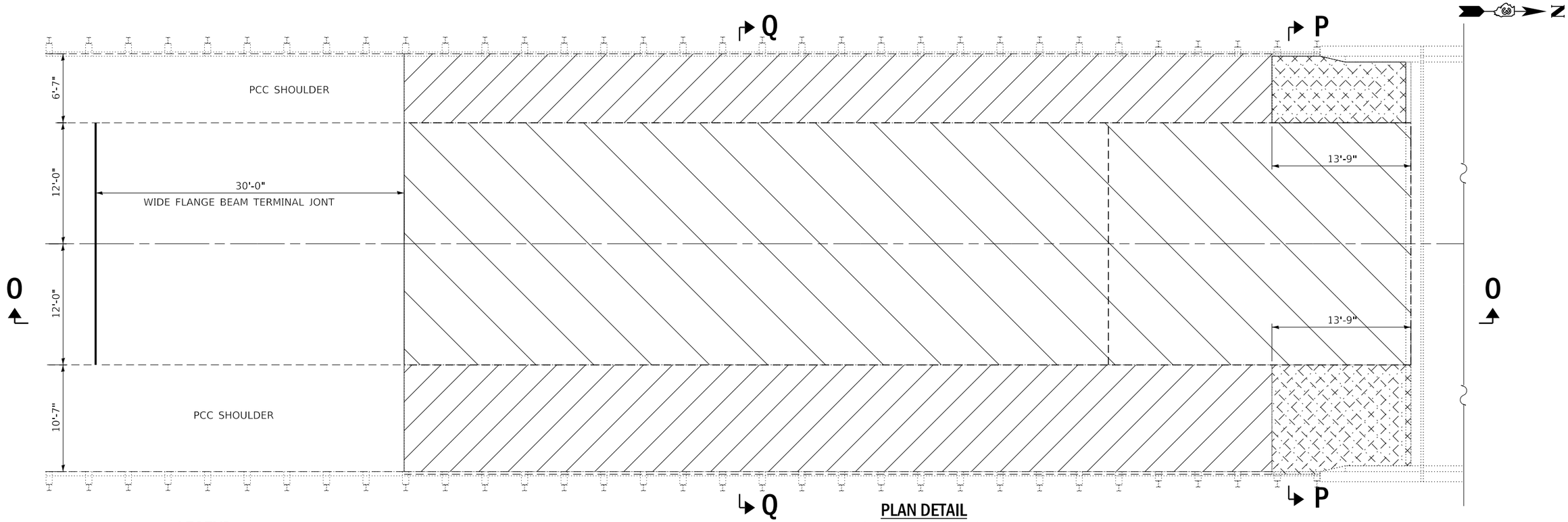


PLAN DETAIL

STRUCTURE NO. 050-0212 (SB)
STRUCTURE NO. 050-0213 (NB)

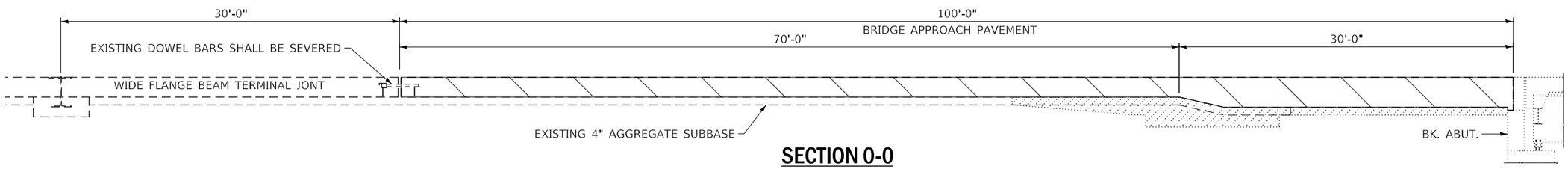
NOTES:
1. DETAILS SHOWN ARE FOR THE SOUTH ABUTMENT, NORTHBOUND STRUCTURE.
2. SOUTHBOUND STRUCTURE, DETAILS SHALL BE SIMILAR FROM WHAT IS SHOW.
3. EXISTING SHOULDER INLET BOXES AND GRATES (WHEN PRESENT) SHALL REMAIN IN PLACE AND BE INCORPORATED INTO THE NEW CONSTRUCTION.

LEGEND

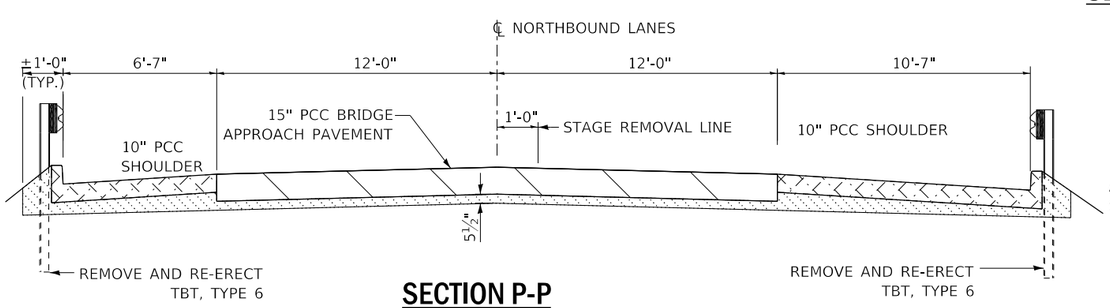
APPROACH SLAB REMOVAL

BRIDGE APPROACH SHOULDER REMOVAL

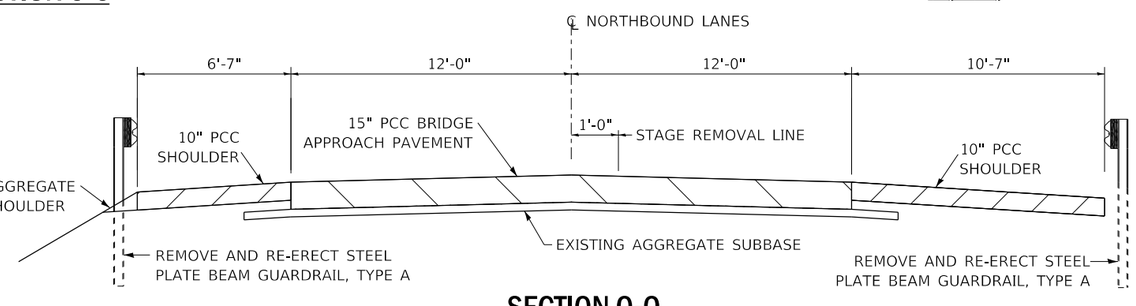
PCC SHOULDER REMOVAL



SECTION 0-0



SECTION P-P



SECTION Q-Q

USER NAME = woodshankrl	DESIGNED - RW	REVISED -	
	DRAWN - RW	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - EM	REVISED -	
PLOT DATE = 12/17/2020	DATE - 8/5/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB REMOVAL DETAILS – SOUTH APPROACH
STRUCTURE NO. 050–0212 (SB) & STRUCTURE NO. 050–0213 (NB)

SCALE: | SHEET 5 OF 11 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-1VB & 50-1B)BRR	LASALLE	30	23
		CONTRACT NO. 66L17		
	ILLINOIS FED. AID PROJECT			

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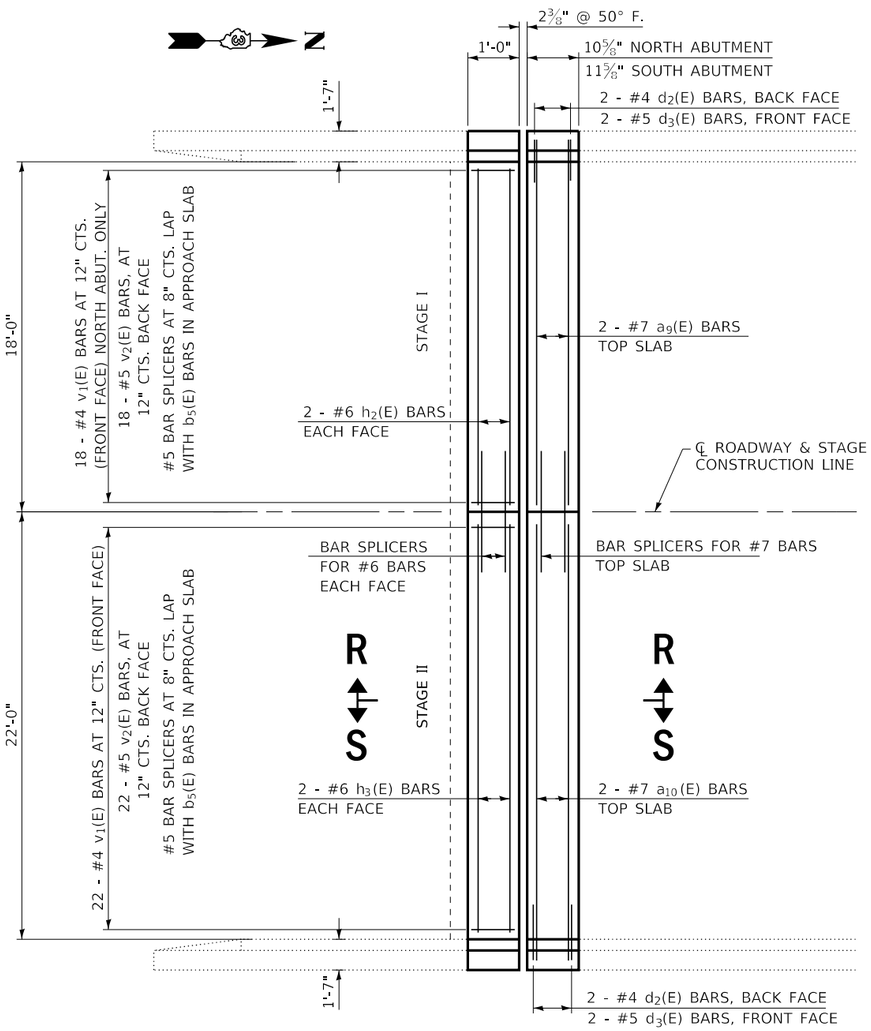
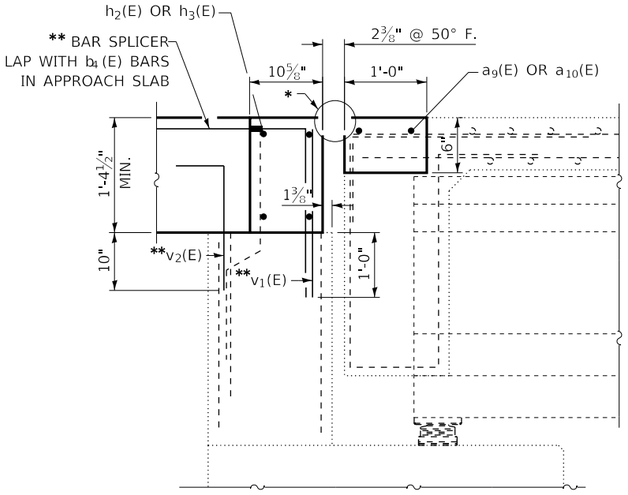


PLAN @ NORTH ABUTMENT

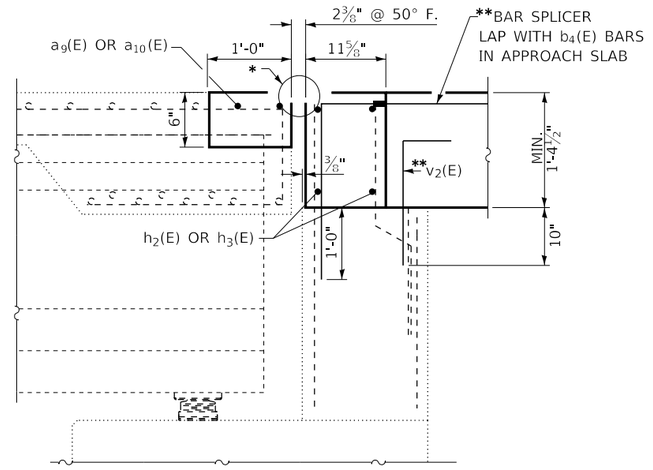
STRUCTURE NO. 050-0212 (SB)
STRUCTURE NO. 050-0213 (NB)

NOTE: DETAILS SHOWN ARE FOR THE NORTHBOUND STRUCTURE SOUTHBOUND STRUCTURE SHALL BE A MIRROR IMAGE FROM WHAT IS SHOWN

NOTES:
1. DETAILS SHOWN ARE FOR THE NORTH ABUTMENT, NORTHBOUND STRUCTURE. DETAILS FOR THE SOUTH ABUTMENT SHALL BE A MIRROR IMAGE.
2. SOUTHBOUND STRUCTURE, DETAILS SHALL BE SIMILAR FROM WHAT IS SHOW.
3. EXISTING SHOULDER INLET BOXES AND GRATES (WHEN PRESENT) SHALL REMAIN IN PLACE AND BE INCORPORATED INTO THE NEW CONSTRUCTION.



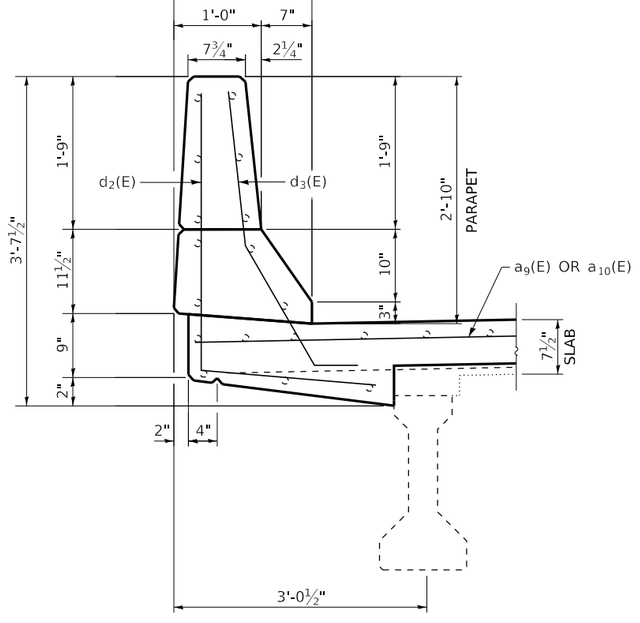
SECTION R-R
NORTH ABUTMENT



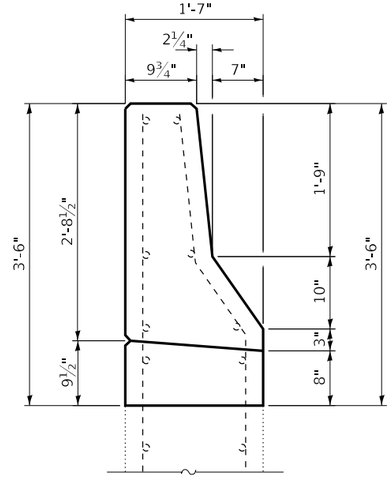
SECTION S-S
SOUTH ABUTMENT

*SEE SHEET 28 OF 30 FOR EXPANSION JOINT DETAILS
**v_1(E), v_2(E) AND BAR SPLICER, SHALL BE DRILLED AND GROUTED INTO EXISTING CONCRETE ACCORDING TO SECTION 584 OF THE STANDAD SPECIFICATIONS.

v1(E) BARS, WHEN DRILLED SHALL BE SPACED A MIN. OF 1½" FROM BAR SPLICERS



CROSS SECTION THRU PARAPET



CROSS SECTION THRU WING WALL

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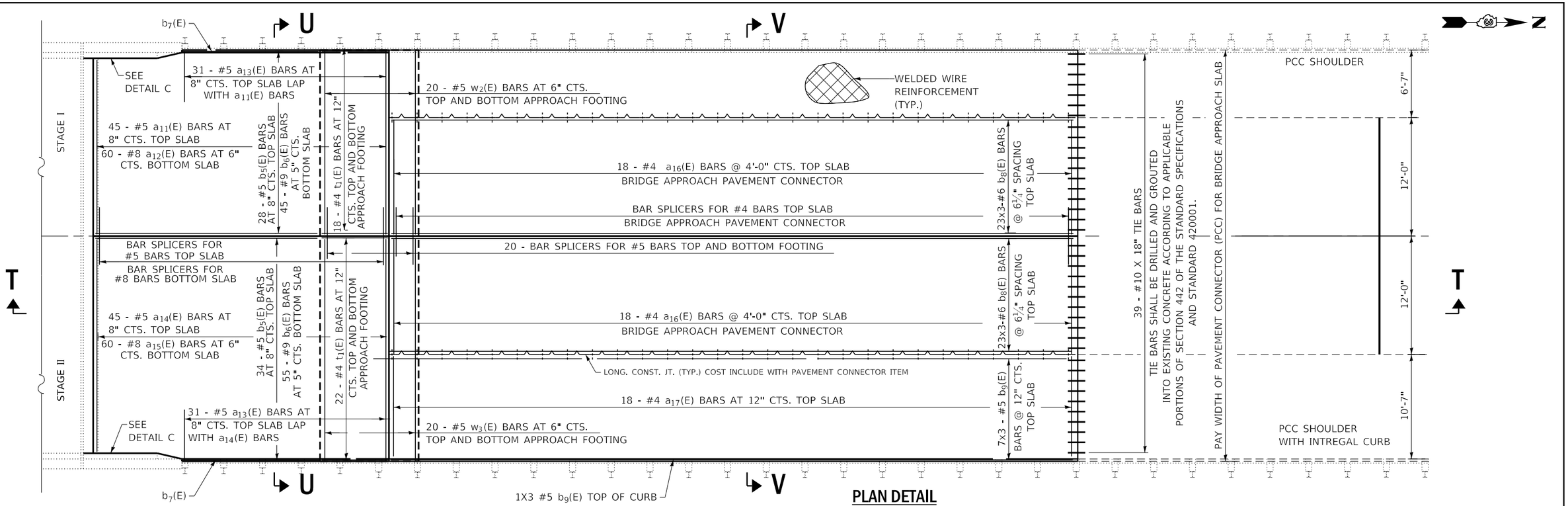
	DRAWN - RW	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - EM	REVISED -	
PLOT DATE = 12/17/2020	DATE - 8/5/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT CONSTRUCTION DETAILS
STRUCTURE NO. 050-0212 (SB) & STRUCTURE NO. 050-0213 (NB)

SCALE: | SHEET 6 OF 11 SHEETS | STA. | TO STA.

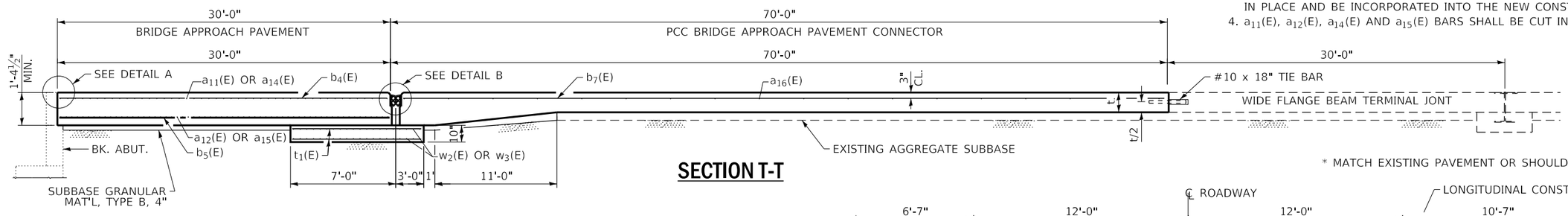
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-1VB & 50-1B)BRR	LASALLE	30	24
		CONTRACT NO. 66L17		
		ILLINOIS	FED. AID PROJECT	



PLAN DETAIL

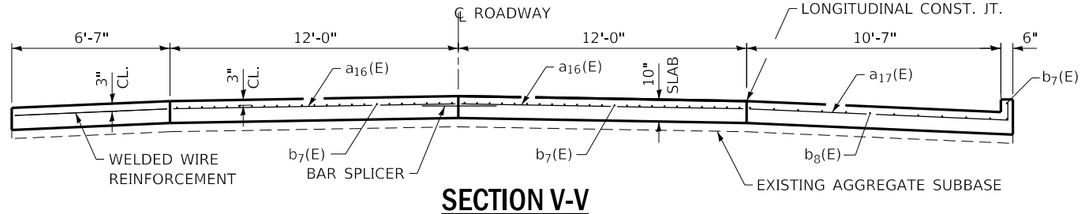
STRUCTURE NO. 050-0212 (SB)
STRUCTURE NO. 050-0213 (NB)

NOTES:
1. DETAILS SHOWN ARE FOR THE NORTH ABUTMENT, NORTHBOUND STRUCTURE.
2. SOUTHBOUND STRUCTURE, DETAILS SHALL BE SIMILAR FROM WHAT IS SHOW.
3. EXISTING SHOULDER INLET BOXES AND GRATES (WHEN PRESENT) SHALL REMAIN IN PLACE AND BE INCORPORATED INTO THE NEW CONSTRUCTION.
4. a_{11}(E), a_{12}(E), a_{14}(E) AND a_{15}(E) BARS SHALL BE CUT INFIELD TO FIT CURB.

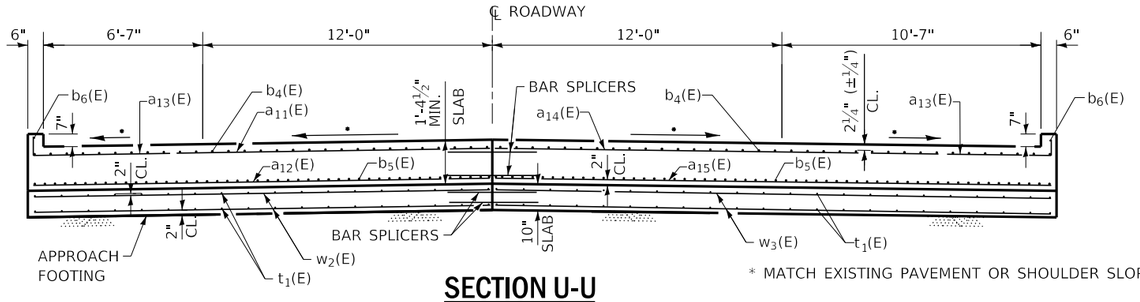


SECTION T-T

* MATCH EXISTING PAVEMENT OR SHOULDER SLOPE



SECTION V-V



SECTION U-U

* MATCH EXISTING PAVEMENT OR SHOULDER SLOPE

GENERAL NOTES:

THE JOINT OPENING SHALL BE ADJUSTED FOR TEMPERATURE PER ARTICLE 520.04 OF THE STANDARD SPECIFICATIONS. HOWEVER, SINCE THIS DETAIL IS FOR JOINTLESS STRUCTURES, THE LENGTH OF BRIDGE USED TO CALCULATE THE ADJUSTMENT SHALL BE EQUAL TO HALF THE TOTAL BRIDGE LENGTH PLUS THE LENGTH OF THE BRIDGE APPROACH SLAB.

APPROACH SLAB SHALL BE PAID FOR AS CONCRETE SUPERSTRUCTURE (APPROACH SLAB).

APPROACH FOOTING CONCRETE SHALL BE PAID FOR AS CONCRETE STRUCTURES.

THE APPROACH FOOTING MAXIMUM APPLIED SERVICE BEARING PRESSURE (QMAX) = 2.0 KSF.

COST OF EXCAVATION FOR APPROACH SLAB/FOOTING SHALL BE INCLUDED WITH CONCRETE SUPERSTRUCTURE/STRUCTURES.

USER NAME = woodshankrl	DESIGNED - RW	REVISED -
	DRAWN - RW	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - EM	REVISED -
PLOT DATE = 12/17/2020	DATE - 8/5/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB CONSTRUCTION DETAILS – NORTH APPROACH
STRUCTURE NO. 050–0212 (SB) & STRUCTURE NO. 050–0213 (NB)

SCALE: | SHEET 7 OF 11 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-1VB & 50-1B)BRR	LASALLE	30	25
		CONTRACT NO. 66L17		
		ILLINOIS	FED. AID PROJECT	

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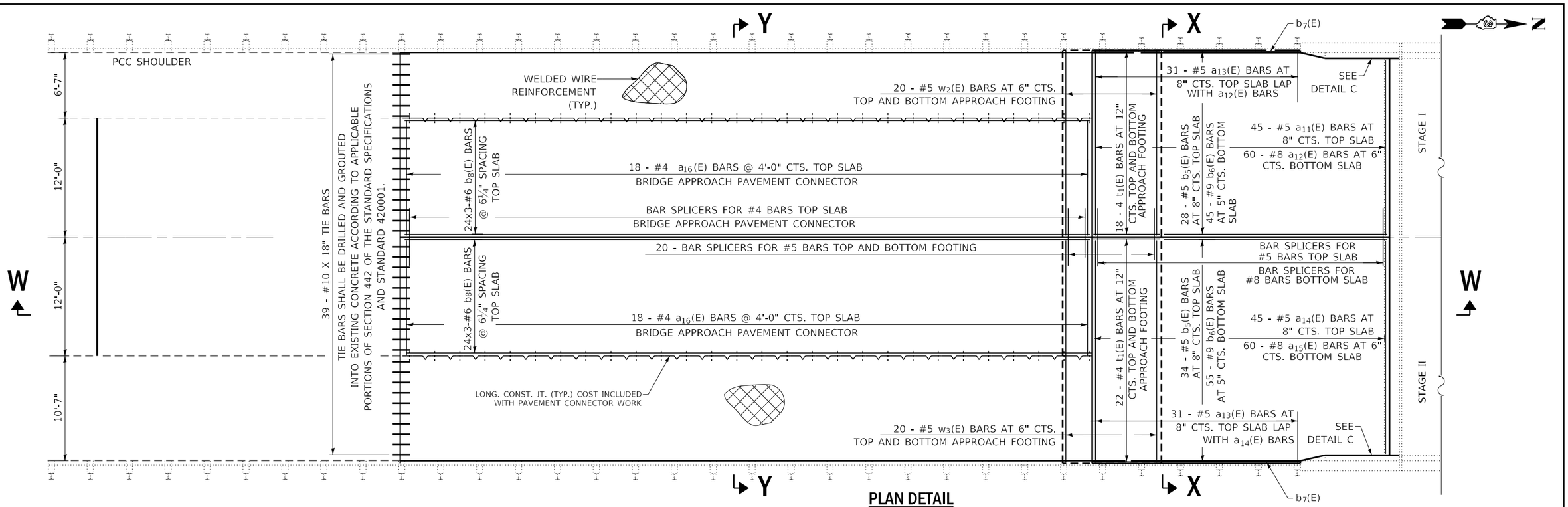
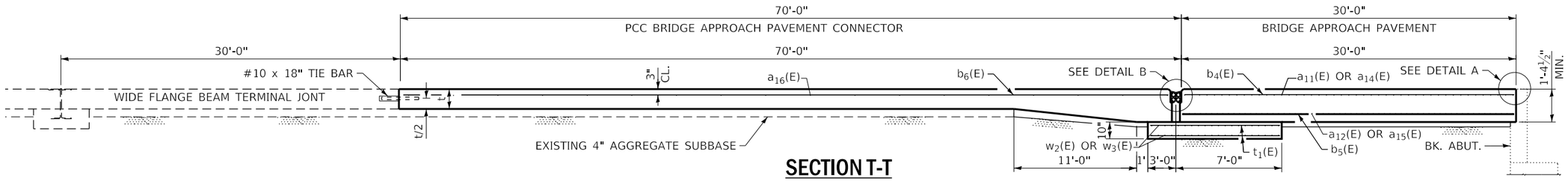


PLAN DETAIL

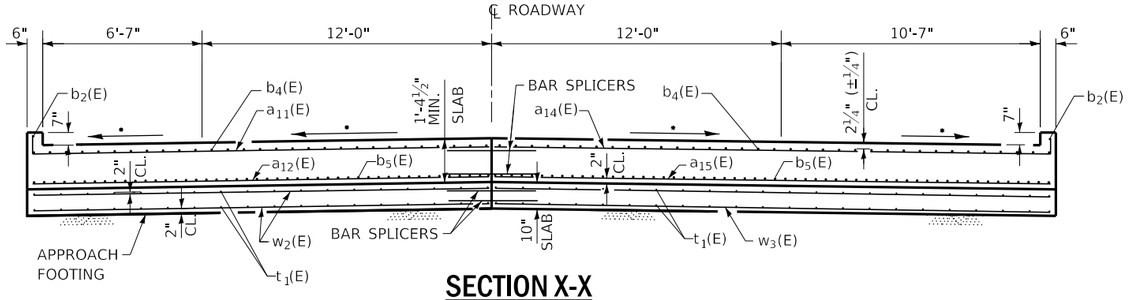
STRUCTURE NO. 050-0212 (SB)
STRUCTURE NO. 050-0213 (NB)



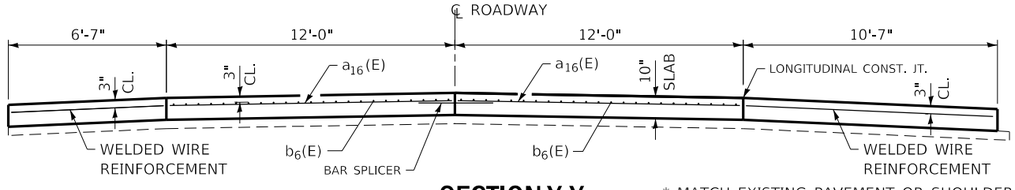
SECTION T-T

NOTES:
1. DETAILS SHOWN ARE FOR THE SOUTH ABUTMENT, NORTHBOUND STRUCTURE.
2. SOUTHBOUND STRUCTURE, DETAILS SHALL BE SIMILAR FROM WHAT IS SHOW.
3. EXISTING SHOULDER INLET BOXES AND GRATES (WHEN PRESENT) SHALL REMAIN IN PLACE AND BE INCORPORATED INTO THE NEW CONSTRUCTION.
4. a_{11}(E), a_{12}(E), a_{14}(E) AND a_{15}(E) BARS SHALL BE CUT INFIELD TO FIT CURB.

* MATCH EXISTING PAVEMENT OR SHOULDER SLOPE



SECTION X-X



SECTION Y-Y

* MATCH EXISTING PAVEMENT OR SHOULDER SLOPE

GENERAL NOTES:

THE JOINT OPENING SHALL BE ADJUSTED FOR TEMPERATURE PER ARTICLE 520.04 OF THE STANDARD SPECIFICATIONS. HOWEVER, SINCE THIS DETAIL IS FOR JOINTLESS STRUCTURES, THE LENGTH OF BRIDGE USED TO CALCULATE THE ADJUSTMENT SHALL BE EQUAL TO HALF THE TOTAL BRIDGE LENGTH PLUS THE LENGTH OF THE BRIDGE APPROACH SLAB.

APPROACH SLAB SHALL BE PAID FOR AS CONCRETE SUPERSTRUCTURE (APPROACH SLAB).

APPROACH FOOTING CONCRETE SHALL BE PAID FOR AS CONCRETE STRUCTURES.

THE APPROACH FOOTING MAXIMUM APPLIED SERVICE BEARING PRESSURE (QMAX) = 2.0 KSF.

COST OF EXCAVATION FOR APPROACH SLAB/FOOTING SHALL BE INCLUDED WITH CONCRETE SUPERSTRUCTURE/STRUCTURES.

USER NAME = woodshankrl	DESIGNED - RW	REVISED -
	DRAWN - RW	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - EM	REVISED -
PLOT DATE = 12/17/2020	DATE - 8/5/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB CONSTRUCTION DETAILS – SOUTH APPROACH
STRUCTURE NO. 050–0212 (SB) & STRUCTURE NO. 050–0213 (NB)

SCALE: | SHEET 8 OF 11 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-1VB & 50-1B)BRR	LASALLE	30	26
		CONTRACT NO. 66L17		
		ILLINOIS	FED. AID PROJECT	

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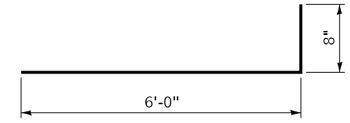
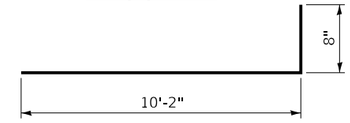
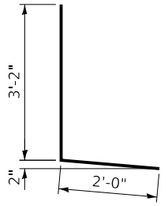


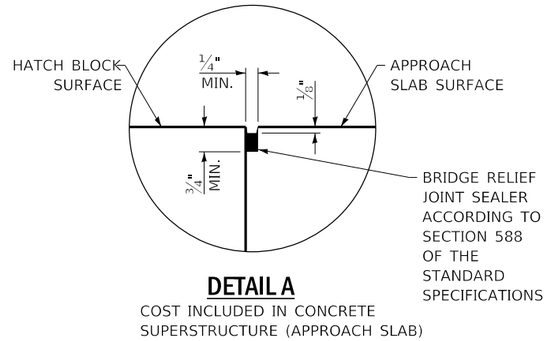
a_{13}(E) BAR



a_{17}(E) BAR

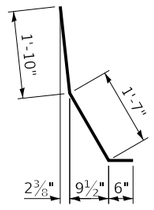


d_2(E) BAR

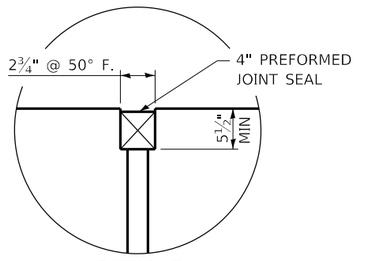


DETAIL A

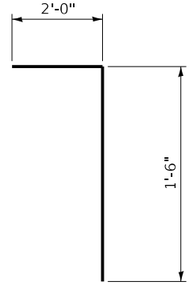
COST INCLUDED IN CONCRETE SUPERSTRUCTURE (APPROACH SLAB)



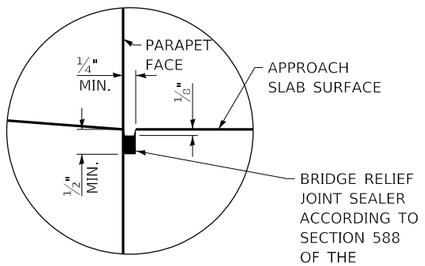
d_3(E) BAR



DETAIL B



v(E) BAR



DETAIL C

COST INCLUDED IN CONCRETE SUPERSTRUCTURE (APPROACH SLAB)

BILL OF MATERIALS

STRUCTURE NO. 050-0212 (SB)

BAR	NO. BARS	SIZE	LENGTH	SHAPE
a9(E)	4	# 7	19'-4"	
a10(E)	4	# 7	23'-4"	
a11(E)	90	# 5	18'-10"	
a12(E)	120	# 8	18'-10"	
a13(E)	124	# 5	6'-8"	
a14(E)	90	# 5	22'-10"	
a15(E)	120	# 8	22'-10"	
a16(E)	72	# 4	11'-9"	
a17(E)	18	# 4	10'-10"	
b5(E)	124	# 5	29'-9"	
b6(E)	200	# 9	29'-9"	
b7(E)	4	# 5	20'-8"	
b8(E)	276	# 6	25'-1"	
b9(E)	24	# 5	25'-1"	
d2(E)	8	# 4	5'-2"	
d3(E)	8	# 5	3'-11"	
h2(E)	8	# 6	17'-9"	
h3E)	8	# 6	21'-9"	
t1(E)	160	# 4	9'-9"	
v1(E)	40	# 4	3'-6"	
v2(E)	80	# 5	3'-6"	
w2(E)	80	# 5	18'-10"	
w3(E)	80	# 5	22'-10"	

CONCRETE REMOVAL	CU. YD	11.8
APPROACH SLAB REMOVAL	SQ. YD.	534
BRIDGE APPROACH SHOULDER REMOVAL	SQ. YD.	47
PAVED SHOULDER REMOVAL	SQ. YD.	272
CONCRETE SUPERSTRUCTURE	CU. YD.	11.5
CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU. YD.	82.6
CONCRETE STRUCTURES	CU. YD.	26
REINFORCEMENT BARS EPOXY COATED	POUNDS	60000
PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ. YD.	648
BRIDGE DECK GROOVING	SQ. YD.	915
PROTECTICE COAT	SQ. YD.	390
TIE BARS 1 1/4"	EACH	78
SHOULDER INLET WITH CURB	EACH	2
WELDED WIRE REINFORCEMENT	SQ. YD.	187

BILL OF MATERIALS

STRUCTURE NO. 050-0213 (NB)

BAR	NO. BARS	SIZE	LENGTH	SHAPE
a9(E)	4	# 7	19'-4"	
a10(E)	4	# 7	23'-4"	
a11(E)	90	# 5	18'-10"	
a12(E)	120	# 8	18'-10"	
a13(E)	124	# 5	6'-8"	
a14(E)	90	# 5	22'-10"	
a15(E)	120	# 8	22'-10"	
a16(E)	72	# 4	11'-9"	
a17(E)	18	# 4	10'-10"	
b5(E)	124	# 5	29'-9"	
b6(E)	200	# 9	29'-9"	
b7(E)	4	# 5	20'-8"	
b8(E)	276	# 6	25'-1"	
b9(E)	24	# 5	25'-1"	
d2(E)	8	# 4	5'-2"	
d3(E)	8	# 5	3'-11"	
h2(E)	8	# 6	17'-9"	
h3E)	8	# 6	21'-9"	
t1(E)	160	# 4	9'-9"	
v1(E)	40	# 4	3'-6"	
v2(E)	80	# 5	3'-6"	
w2(E)	80	# 5	18'-10"	
w3(E)	80	# 5	22'-10"	

CONCRETE REMOVAL	CU. YD	11.8
APPROACH SLAB REMOVAL	SQ. YD.	534
BRIDGE APPROACH SHOULDER REMOVAL	SQ. YD.	47
PAVED SHOULDER REMOVAL	SQ. YD.	272
CONCRETE SUPERSTRUCTURE	CU. YD.	11.5
CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU. YD.	82.6
CONCRETE STRUCTURES	CU. YD.	26
REINFORCEMENT BARS EPOXY COATED	POUNDS	60000
PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ. YD.	648
BRIDGE DECK GROOVING	SQ. YD.	915
PROTECTICE COAT	SQ. YD.	390
TIE BARS 1 1/4"	EACH	78
SHOULDER INLET WITH CURB	EACH	2
WELDED WIRE REINFORCEMENT	SQ. YD.	187

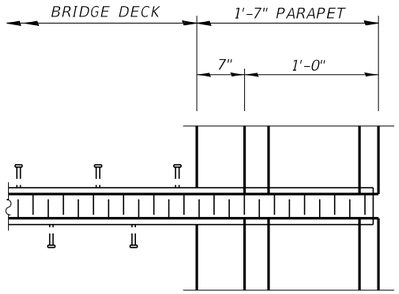
USER NAME = woodshankrl	DESIGNED - RW	REVISED -	
	DRAWN - RW	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - EM	REVISED -	
PLOT DATE = 12/17/2020	DATE - 8/5/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

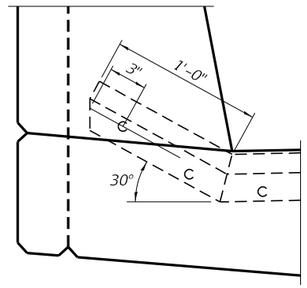
GENERAL PLAN AND ELEVATION
STRUCTURE NO. 050-0212 (SB) & STRUCTURE NO. 050-0213 (NB)

SCALE: | SHEET 9 OF 11 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-1VB & 50-1B)BRR	LASALLE	30	27
		CONTRACT NO. 66L17		
		ILLINOIS	FED. AID PROJECT	



PLAN AT PARAPET



DETAIL A

NOTES:

THE STRIP SEAL SHALL BE MADE CONTINUOUS AND SHALL HAVE A MINIMUM THICKNESS OF ¼". THE CONFIGURATION OF THE STRIP SEAL SHALL MATCH THE CONFIGURATION OF THE LOCKING EDGE RAILS. OPEN OR "WEBBED" STRIP SEAL GLAND CONFIGURATIONS ARE NOT PERMITTED. THE GLAND SHALL BE SIZED FOR A MAXIMUM RATED MOVEMENT OF 4 INCHES.

THE LOCKING EDGE RAILS DEPICTED ARE CONFIGURED FOR TYPICAL APPLICATIONS AND ARE CONCEPTUAL ONLY. THE ACTUAL CONFIGURATION OF THE LOCKING EDGE RAILS AND MATCHING STRIP SEAL MAY VARY FROM MANUFACTURER TO MANUFACTURER PROVIDED THEY FIT THE APPLICATION AND MEET THE MINIMUM ANCHORAGE SHOWN. FLANGED EDGE RAILS, HOWEVER, WILL NOT BE ALLOWED. LOCKING EDGE RAILS MAY EXCEED THE 4½" MAXIMUM DEPTH PROVIDED THE ANCHORAGE SYSTEM IS REVISED ACCORDING TO THE MANUFACTURER'S RECOMMENDATION.

THE MANUFACTURER'S RECOMMENDED INSTALLATION METHODS SHALL BE FOLLOWED.

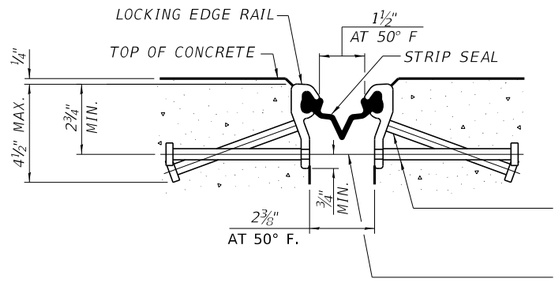
ALL STEEL COMPONENTS SHALL BE GALVANIZED AFTER FABRICATION ACCORDING TO ARTICLE 520.03 OF THE STANDARD SPECIFICATIONS.

THE MAXIMUM SPACE BETWEEN LOCKING EDGE RAIL SEGMENTS SHALL BE 3/16" AND SEALED WITH A SUITABLE SEALANT; HOWEVER, ANY RAIL JOINT WITHIN 10' MEASURED PERPENDICULAR TO THE FACE OF THE CURB OR PARAPET SHALL BE WELDED AS SHOWN IN THE LOCKING EDGE RAIL SPLICE DETAIL.

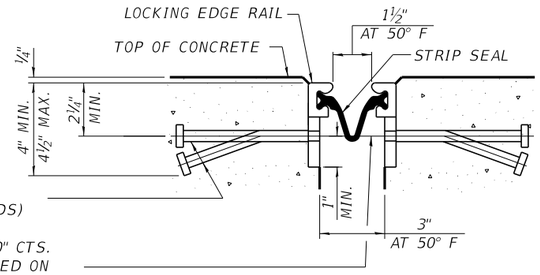
COST OF PARAPET SLIDING PLATES, EMBEDDED PLATES, AND ANCHORAGE STUDS INCLUDED WITH PREFORMED JOINT STRIP SEAL.

39" CONSTANT SLOPE BARRIER SHOWN, 44" CONSTANT SLOPE BARRIER SIMILAR AS NOTED.

THE CONCRETE OPENING BELOW THE STRIP SEAL WILL VARY BASED ON THE LOCKING EDGE RAIL CHOSEN BY THE CONTRACTOR. DECK AND PARAPET LENGTHS SHOWN ELSEWHERE IN THE PLANS ARE DIMENSIONED TO THE CONCRETE OPENING, NOT THE JOINT OPENING, AND ARE BASED ON THE ROLLED LOCKING EDGE RAIL. IF THE CONTRACTOR ELECTS TO USE A DIFFERENT LOCKING EDGE RAIL, DIMENSIONAL ADJUSTMENTS MAY BE REQUIRED. ONE EXCEPTION TO THIS WOULD BE THE STRIP SEAL JOINT AT THE END OF THE PRECAST BRIDGE APPROACH SLAB. FOR THESE CASES THE PAVEMENT CONNECTOR LENGTH SHALL BE ADJUSTED, NOT THE LENGTH OF THE BRIDGE APPROACH SLAB.



SHOWING ROLLED RAIL JOINT



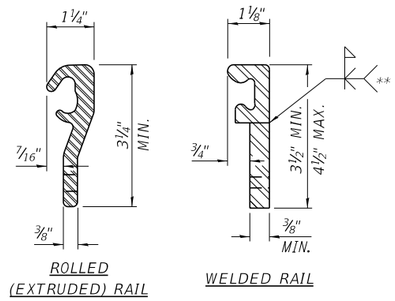
SHOWING WELDED RAIL JOINT

* ⅝" Ø X 6" STUDS @ 6" CTS. (ALTERNATE ANGLED/BENT STUDS WITH HORIZONTAL STUDS)

⅜" Φ THREADED RODS IN 7/16" Φ HOLES AT ±4'-0" CTS. FOR HOLDING THE PROPER JOINT OPENING BASED ON THE TEMPERATURE DURING THE DECK POUR. PLACE TO MISS STUDS. ALL RODS SHALL BE BURNED, OR SAWED OFF FLUSH WITH THE PLATES AFTER CONCRETE IS SET.

SECTION A-A

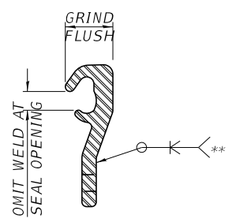
* GRANULAR OR SOLID FLUX FILLED HEADED STUDS CONFORMING TO ARTICLE 1006.32 OF THE STD. SPECS., AUTOMATICALLY END WELDED.



ROLLED (EXTRUDED) RAIL

WELDED RAIL

LOCKING EDGE RAILS



LOCKING EDGE RAIL SPLICE

THE INSIDE OF THE LOCKING EDGE RAIL GROOVE SHALL BE FREE OF WELD RESIDUE. ROLLED RAIL SHOWN, WELDED RAIL SIMILAR.

BILL OF MATERIAL FOR STRUCTURE NO. 050-0212 (SB)

LOCATION	ITEM	UNIT	TOTAL
NORTH ABUTMENT	PREFORMED JOINT STRIP SEAL	FOOT	42
SOUTH ABUTMENT			42

BILL OF MATERIAL FOR STRUCTURE NO. 050-0213 (NB)

LOCATION	ITEM	UNIT	TOTAL
NORTH ABUTMENT	PREFORMED JOINT STRIP SEAL	FOOT	42
SOUTH ABUTMENT			42

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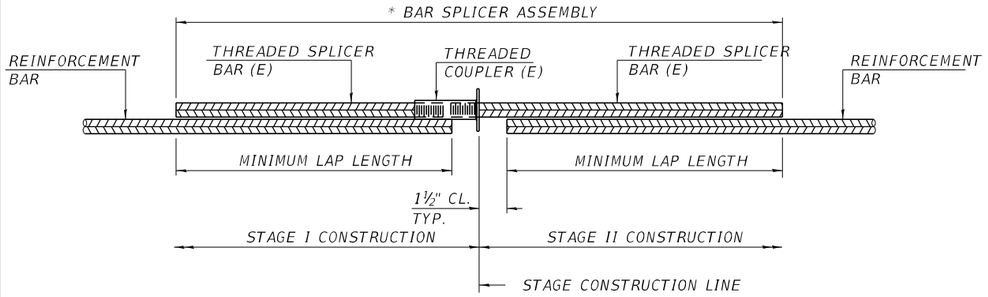
USER NAME = woodshankrl	DESIGNED - RW	REVISED -	
	DRAWN - RW	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - EM	REVISED -	
PLOT DATE = 12/17/2020	DATE - 8/5/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL FOR STRUCTURE NO. 050-0212 (SB) & STRUCTURE NO. 050-0213 (NB),

SCALE: | SHEET 10 OF 11 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-1VB & 50-1B)BRR	LASALLE	30	28
		CONTRACT NO. 66L17		
		ILLINOIS	FED. AID PROJECT	



STANDARD BAR SPLICER ASSEMBLY PLAN

(ALL COMPONENTS SHALL BE PROVIDED FROM ONE SUPPLIER)

THREADED SPLICER BAR LENGTH = MIN. LAP LENGTH + 1½" + THREAD LENGTH

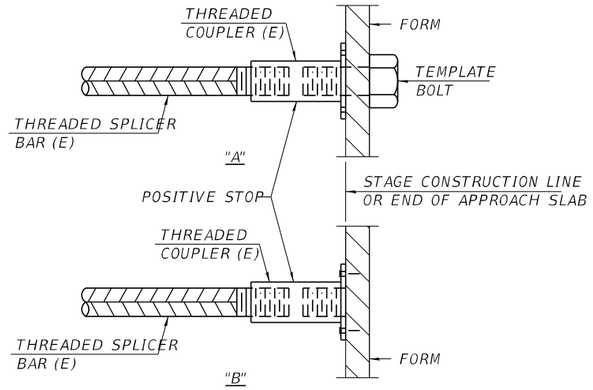
* EPOXY NOT REQUIRED ON BAR SPLICER ASSEMBLY COMPONENTS USED IN CONJUNCTION WITH BLACK BARS.

STRUCTURE NO. 050-0212 (SB)

LOCATION	BAR SIZE	NO. ASSEMBLIES REQUIRED	MINIMUM LAP LENGTH
N. ABUT. DECK	#7	2	4'-8"
N. ABUT END DAM	#6	4	4'-0"
N. APPROACH SLAB	#5	45	3'-0"
	#8	60	4'-9"
N APPROACH FOOTING	#5	40	3'-0"
N APPROACH PAVEMENT CONNECTOR	#4	18	2'-5"
S. ABUT. DECK	#7	2	4'-8"
S. ABUT END DAM	#6	4	3'-4"
S. APPROACH SLAB	#5	45	3'-0"
	#8	60	4'-9"
S. APPROACH FOOTING	#5	40	3'-0"
S. APPROACH PAVEMENT CONNECTOR	#4	18	2'-5"
TOTAL		338	

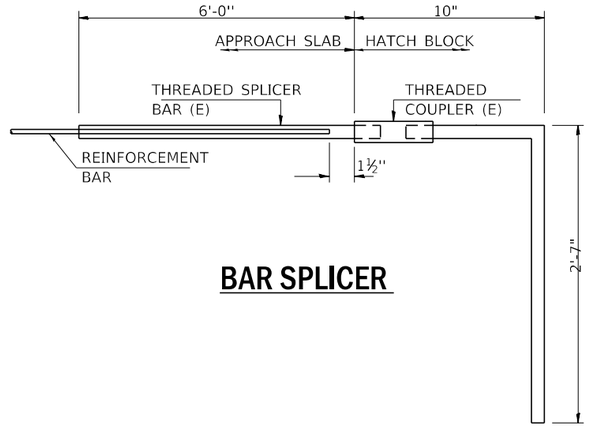
STRUCTURE NO. 050-0213 (NB)

LOCATION	BAR SIZE	NO. ASSEMBLIES REQUIRED	MINIMUM LAP LENGTH
N. ABUT. DECK	#7	2	4'-8"
N. ABUT END DAM	#6	4	4'-0"
N. APPROACH SLAB	#5	45	3'-0"
	#8	60	4'-9"
N APPROACH FOOTING	#5	40	3'-0"
N APPROACH PAVEMENT CONNECTOR	#4	18	2'-5"
S. ABUT. DECK	#7	2	4'-8"
S. ABUT END DAM	#6	4	3'-4"
S. APPROACH SLAB	#5	45	3'-0"
	#8	60	4'-9"
S. APPROACH FOOTING	#5	40	3'-0"
S. APPROACH PAVEMENT CONNECTOR	#4	18	2'-5"
TOTAL		338	



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.



BAR SPLICER

STRUCTURE NO. 050-0212 (SB)

LOCATION	BAR SIZE	NO. ASSEMBLIES REQUIRED
N. ABUT END DAM	#5	62

STRUCTURE NO. 050-0213 (NB)

LOCATION	BAR SIZE	NO. ASSEMBLIES REQUIRED
N. ABUT END DAM	#5	62

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 APPROVED LIST OF BAR SPLICER ASSEMBLIES AND MECHANICAL SPLICERS FOR ALTERNATIVES.

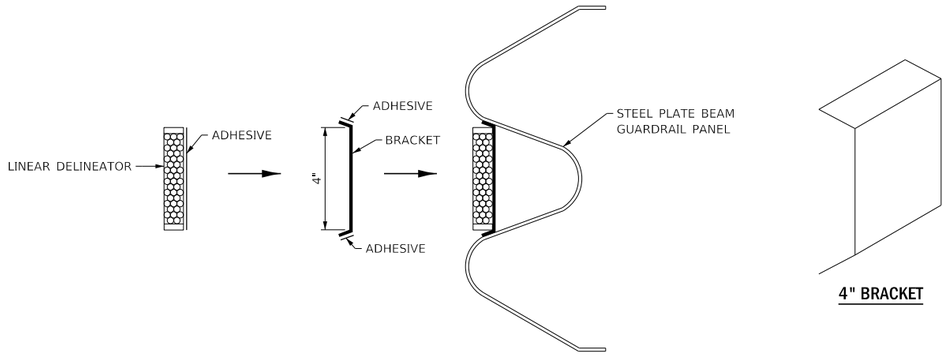
USER NAME = woodshankrl	DESIGNED - RW	REVISED -
	DRAWN - RW	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - EM	REVISED -
PLOT DATE = 1/26/2021	DATE - 8/5/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS FOR STRUCTURE NO. 050-0212 (SB) & STRUCTURE NO. 050-0213 (NB)

SCALE: | SHEET 11 OF 11 SHEETS | STA. | TO STA.

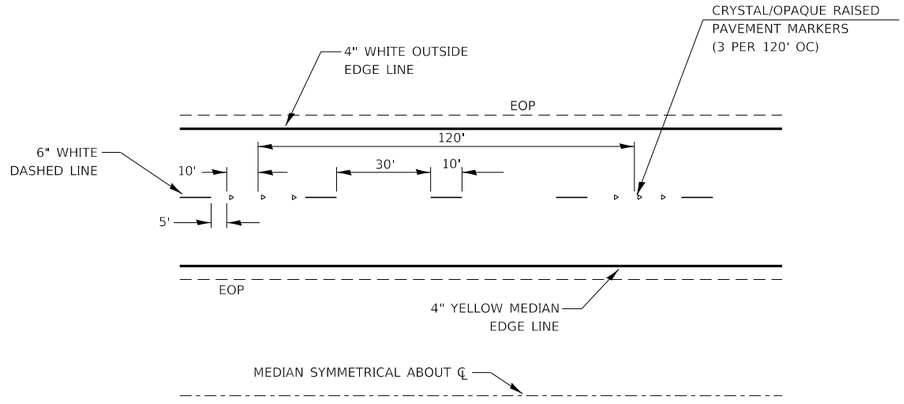
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-1VB & 50-1B)BRR	LASALLE	30	29
		CONTRACT NO. 66L17		
		ILLINOIS FED. AID PROJECT		



4" BRACKET

LINEATOR DELINEATOR APPLICATION TO STANDARD GALVANIZED GUARDRAIL

LINEATOR DELINEATOR SHALL BE APLLIED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS



TYPICAL PAVEMENT MARKINGS

USER NAME = woodshankrl	DESIGNED - RW	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**
	DRAWN - RW	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - EM	REVISED -	
PLOT DATE = 12/17/2020	DATE - 8/5/2020	REVISED -	

MISCELLANEOUS DETAILS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-1VB & 50-1B)BRR	LASALLE	30	30
		CONTRACT NO. 66L17		
	ILLINOIS FED. AID PROJECT			