

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

VARIOUS ROUTES
VARIOUS LOCATIONS
SECTION: 2010-064-I
PERMANENT PROTECTIVE SHIELDING
KANE, COOK & WILL COUNTIES
C-91-699-10

- LOC 1 SN 045-0073
- LOC 2 SN 016-1100
- LOC 3 SN 016-2121
- LOC 4 SN 099-0206
- LOC 5 SN 099-0205
- LOC 6 SN 099-0203
- LOC 7 SN 099-0216
- LOC 8 SN 099-0182

FOR LOCATION MAPS SEE SHEETS 4 - 6

FOR INDEX OF SHEETS, SEE SHEET NO. 2

IMPROVEMENTS ARE LOCATED IN THE CITIES OF CHICAGO & JOLIET, AND IN THE VILLAGES OF HUNTLEY, GLENWOOD, TINLEY PARK, NEW LENNOX, & CHANNAHON.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123 OR 811
C.U.A.N.
CHICAGO UTILITY ALERT NETWORK
1-312-744-7000

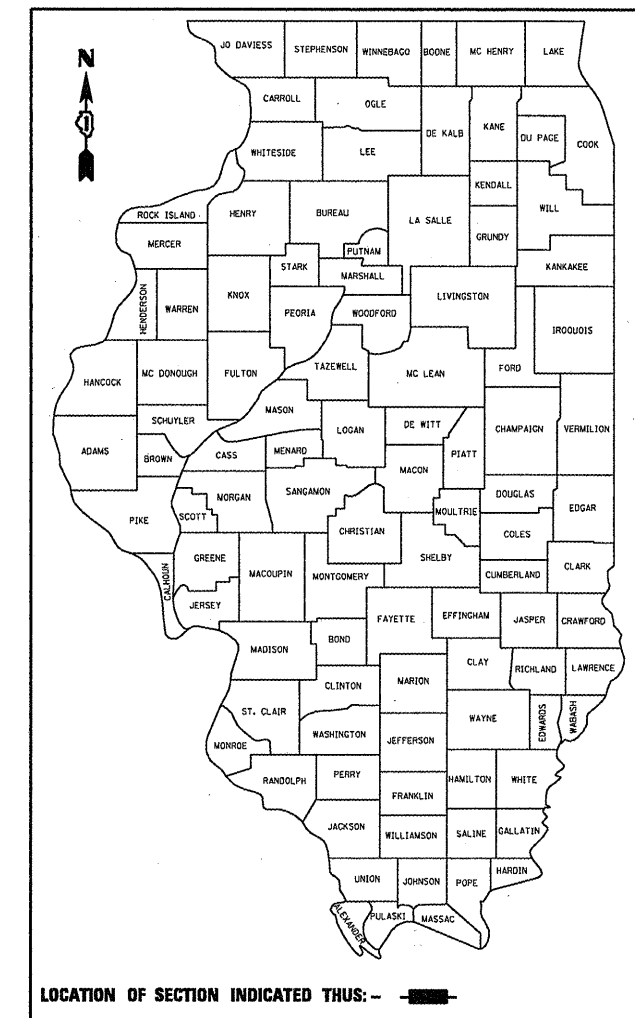
PROJECT ENGINEER ROBERT BORO (847) 705-4178
PROJECT MANAGER ISSAM RAYYAN

CONTRACT NO. 60L45

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2010-064-I	VARIOUS	28	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 60L45		

**28 + 6 = 34*

D-91-699-10



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED JANUARY 4, 20 11
Diana M. O'Hea
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Feb 4 20 11
Scott E. Stitt P.E.
acting ENGINEER OF DESIGN AND ENVIRONMENT

Feb 4 20 11
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

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28A. - 28F.

STATE STANDARDS

- 701101-02 OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
- 701400-05 APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701401-06 LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701411-07 LANE CLOSURE, MULTILANE AT ENTRANCE OR EXIT RAMP FOR SPEEDS ≥ 45 MPH
- 701446-02 TWO LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701901-01 TRAFFIC CONTROL DEVICES

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "C.U.A.N." (CHICAGO UTILITY ALERT NETWORK) AT (312) 744-7000, OR "J.U.L.I.E." (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT (1-800)-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. (48 HOUR NOTIFICATION IS REQUIRED).

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR TOLLWAY PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT OR ISTHA.

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4151 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM BRIDGE INSPECTORS.

IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.

THE CONTRACTOR SHALL RELOCATE ANY CONDUIT ATTACHED TO THE FLANGE PRIOR TO THE INSTALLATION OF THE PROTECTIVE SHIELDING. UNDER NO CIRCUMSTANCES SHALL THE PROTECTIVE SHIELDING REST ON TOP OF THE CONDUIT.

ANY WORK DONE BY THE CONTRACTOR ON THE UNDERPASS LIGHTING SYSTEM WILL REQUIRE A TRANSFER OF MAINTENANCE OF THE EFFECTED CIRCUITS TO THE CONTRACTOR. ALTERNATIVELY, THE CONTRACTOR CAN AVOID A MAINTENANCE TRANSFER BY HIRING THE DEPARTMENT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC) TO RELOCATE THE CONDUIT.

WHERE UNDERPASS LIGHTING IS PRESENT ON A STRUCTURE, THE CONTRACTOR SHALL ADJUST THE PROTECTIVE SHIELDING TO RIDE ABOVE THE EXISTING LIGHTING FIXTURES IN ORDER TO MAINTAIN THE EXISTING LEVEL OF LIGHTING ON THE ROADWAY UNDERNEATH. DETAILS SHALL BE APPROVED BY THE ENGINEER BEFORE INSTALLATION. A CLEARANCE OF 1 1/2 "± 1/4 " AROUND THE FIXTURE SHALL BE PROVIDED FOR FUTURE MAINTENANCE.

ANY ADJUSTMENT DONE TO THE PROTECTIVE SHIELD SYSTEM MUST NOT CHANGE THE LOAD CARRYING CAPACITY OR CONTAINMENT SPECIFICATIONS AS INDICATED ON THE PERMANENT PROTECTIVE SHIELDING DETAILS LOCATED IN THE PLANS. COST OF ADJUSTING SHIELDING IS INCLUDED IN THE COST OF PROTECTIVE SHIELD (PERMANENT).

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL FIBER OPTIC UTILITIES PRIOR TO STARTING CONSTRUCTION. THE CONTRACTOR SHALL INITIATE THE LOCATE PROCESS FOR THE FIBER OPTIC CABLE BY COMPLETING A "REQUEST TOLLWAY UTILITIES LOCATE" FORM ON THE TOLLWAY WEBSITE UNDER "DOING BUSINESS" AT LEAST FOUR (4) BUSINESS DAYS PRIOR TO STARTING ANY UNDERGROUND OPERATIONS, EXCAVATIONS OR DIGGING OF ANY TYPE IN GENERAL AREA OF THE FIBER OPTIC CABLE.

CONTRACTOR MUST COMPLETE WORK WITHOUT DISTURBING THE EXISTING LIGHTING AND SURVEILLANCE CONDUIT OR JUNCTION BOXES. IF INSTALLATIONS ARE DAMAGED IN THE PROCESS, CONTRACTOR SHALL REPAIR OR REPLACE EXISTING ELECTRICAL INSTALLATIONS IN COMPLIANCE WITH ELECTRICAL OR SURVEILLANCE CONSTRUCTION SPECIFICATIONS.

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PLOT DATE = 1/4/2011	DATE -	REVISED -				SCALE:	SHEET NO. OF SHEETS STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

F.A.I. SHEETS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2010-064-1	VARIOUS	28	3
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60L45	

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 0014								
CODE NO	ITEM	UNIT		KANE CO.	COOK COUNTY			WILL COUNTY				
				LOCATION 1	LOCATION 2	LOCATION 3	LOCATION 4	LOCATION 5	LOCATION 6	LOCATION 7	LOCATION 8	
				045-0073	016-1100	016-2121	099-0206	099-0205	099-0203	099-0216	099-0182	
X5017305	PROTECTIVE SHIELD <i>(PERMANENT)</i>	SQ YD	3665	471	1974	228	221	308	130	146	187	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3	0.39	1.61	0.19	0.18	0.25	0.11	0.12	0.15	
67100100	MOBILIZATION	L SUM	1	0.13	0.13	0.13	0.12	0.13	0.12	0.12	0.12	
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	0.13	0.13	0.13	0.12	0.13	0.12	0.12	0.12	
Z0026346	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	0.13	0.13	0.13	0.12	0.13	0.12	0.12	0.12	
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1		1							

11/30/2010 11:30:20 AM C:\Users\mtharbo\Documents\2010\064\064001.dwg

Rev.

REVISIONS	
NAME	DATE

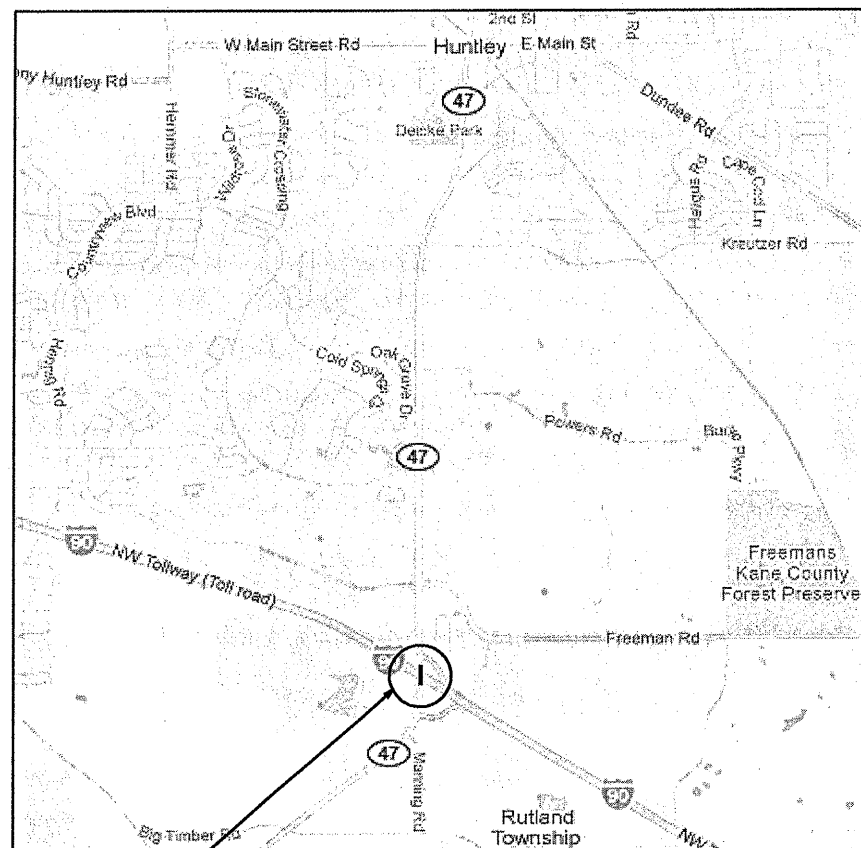
ILLINOIS DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES

PLOT DATE: 11/30/2010



LOCATION 1

R 7 E



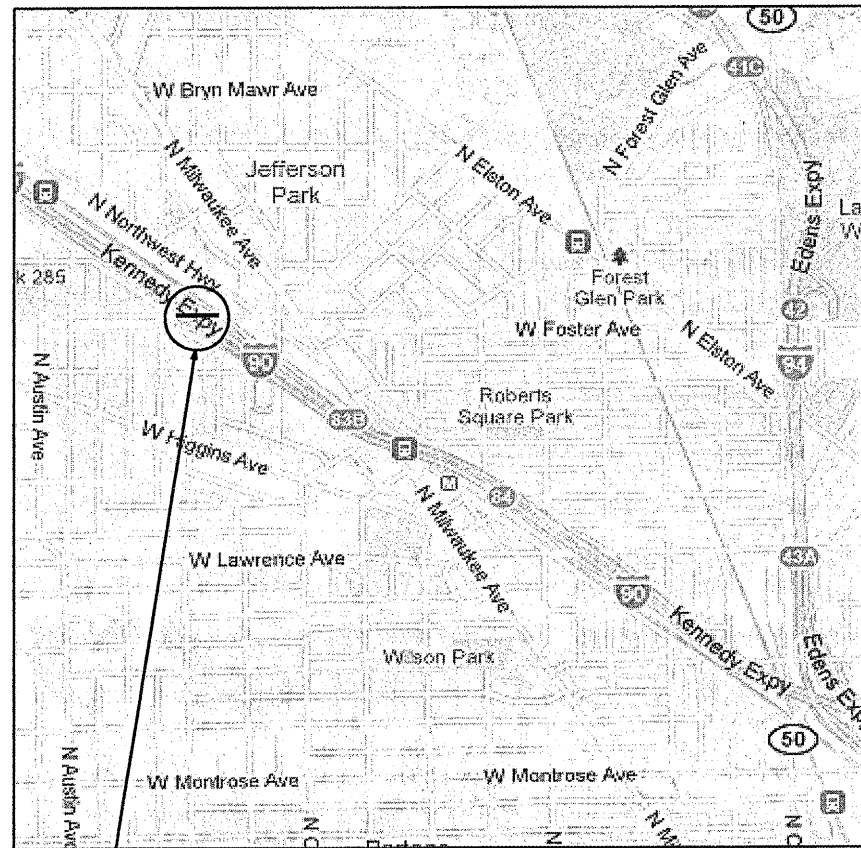
RUTLAND TOWNSHIP

IL-47 OVER I-90
VILLAGE OF HUNTLEY, KANE COUNTY
(SN 045-0073)

TRAFFIC DATA: (I-90)
SPEED LIMIT = 65 MPH
2008 ADT = 66,700

LOCATION 2

R 13 E



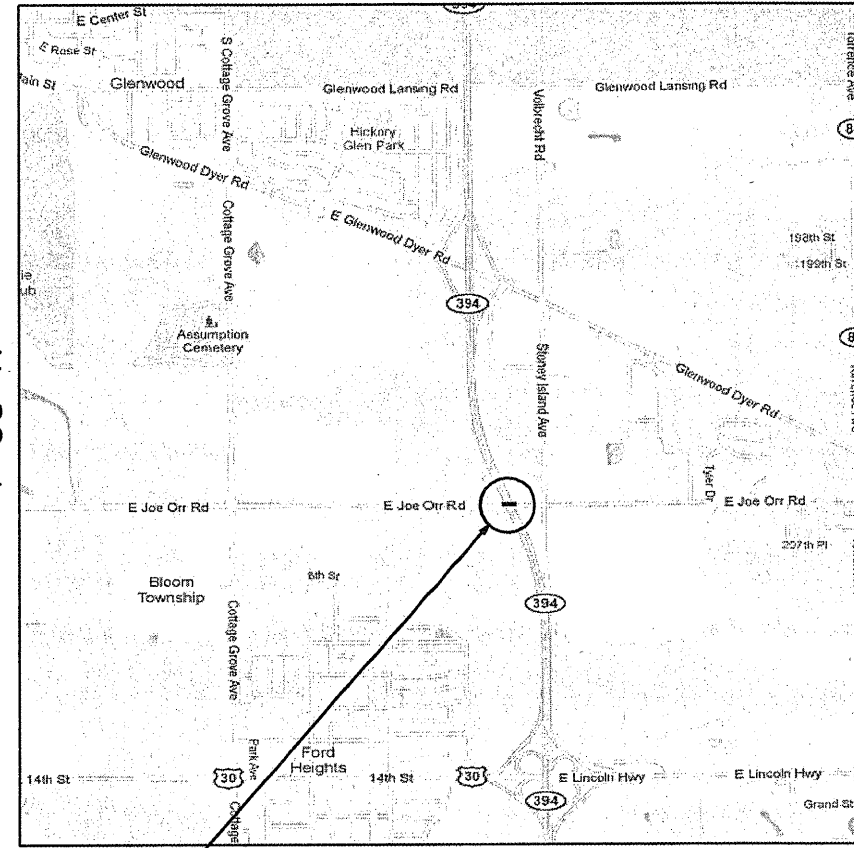
JEFFERSON TOWNSHIP

FOSTER AVE OVER I-90
CITY OF CHICAGO, COOK COUNTY
(SN 016-1100)

TRAFFIC DATA: (I-90)
SPEED LIMIT = 55 MPH
2008 ADT = 244,900

LOCATION 3

R 14 E



BLOOM TOWNSHIP

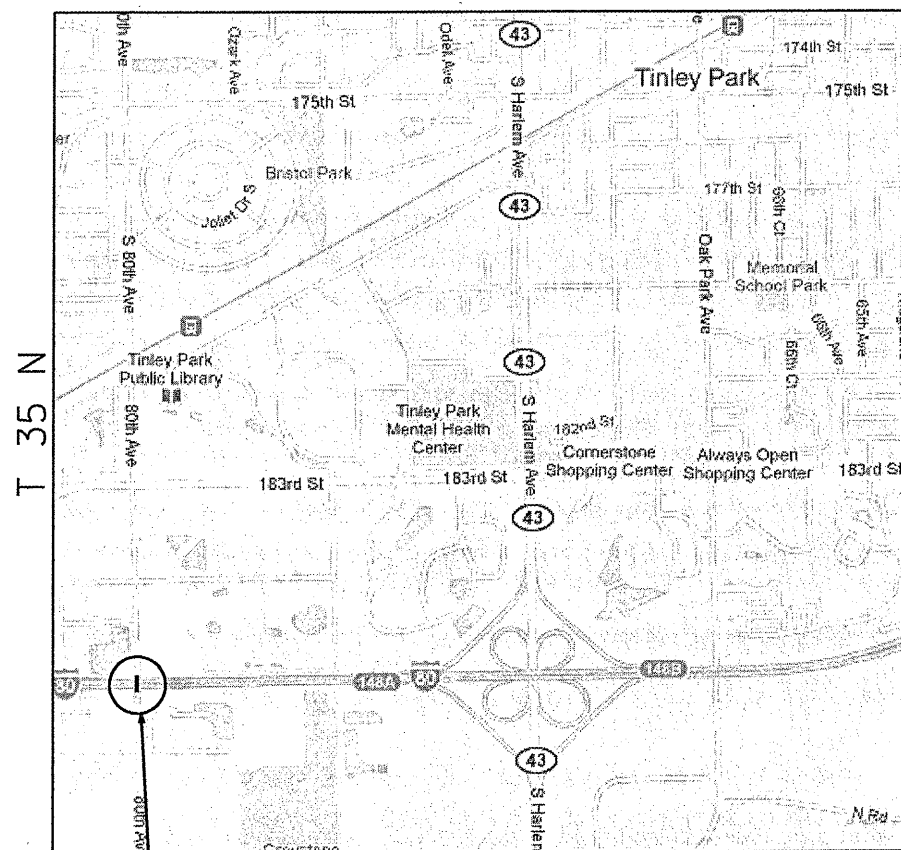
JOE ORR RD OVER IL 394
VILLAGE OF GLENWOOD, COOK COUNTY
(SN 016-2121)

TRAFFIC DATA: (IL 394)
SPEED LIMIT = 55 MPH
2009 ADT = 54,000

FILE NAME =	USER NAME = nathanbc	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LOCATIONS 1 - 3 LOCATION MAPS		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLOT DATE = 11/30/2010	DATE -	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT									
					SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.		



LOCATION 4
R 12 E

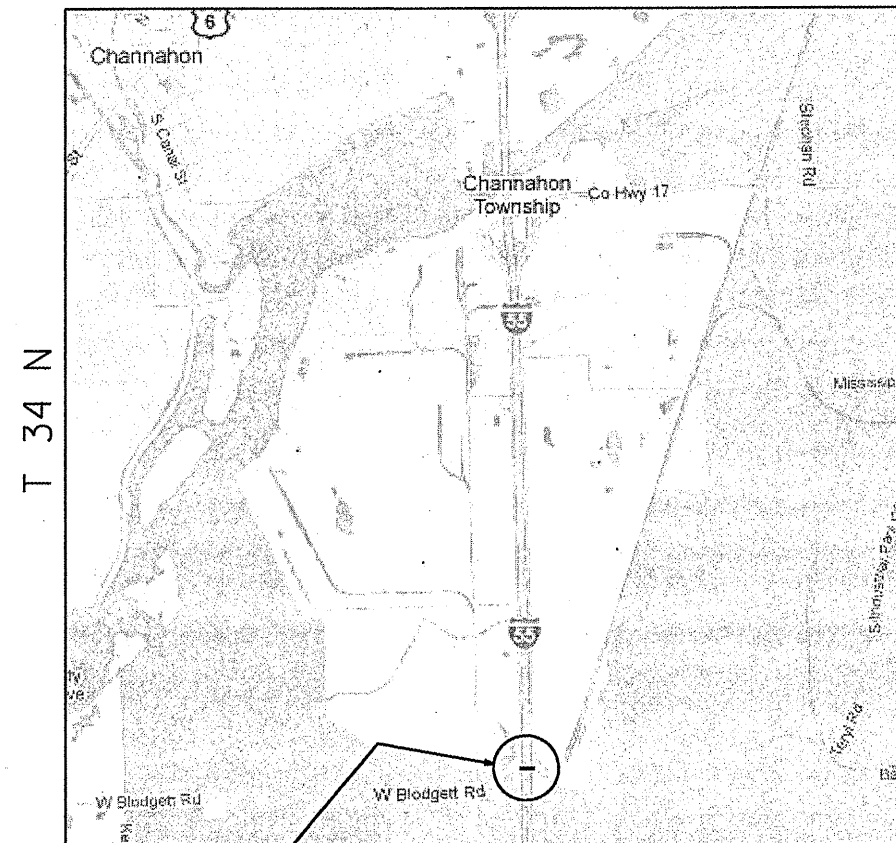


FRANKFORT TOWNSHIP

80TH AVE OVER I-80
VILLAGE OF TINLEY PARK, WILL COUNTY
(SN 099-0206)

TRAFFIC DATA: (I-80)
SPEED LIMIT = 55 MPH
2008 ADT = 117,800

LOCATION 8
R 9 E



CHANNAHON TOWNSHIP

BLODGETT RD OVER I-55
VILLAGE OF CHANNAHON, WILL COUNTY
(SN 099-0182)

TRAFFIC DATA: (I-55)
SPEED LIMIT = 65 MPH
2009 ADT = 49,000

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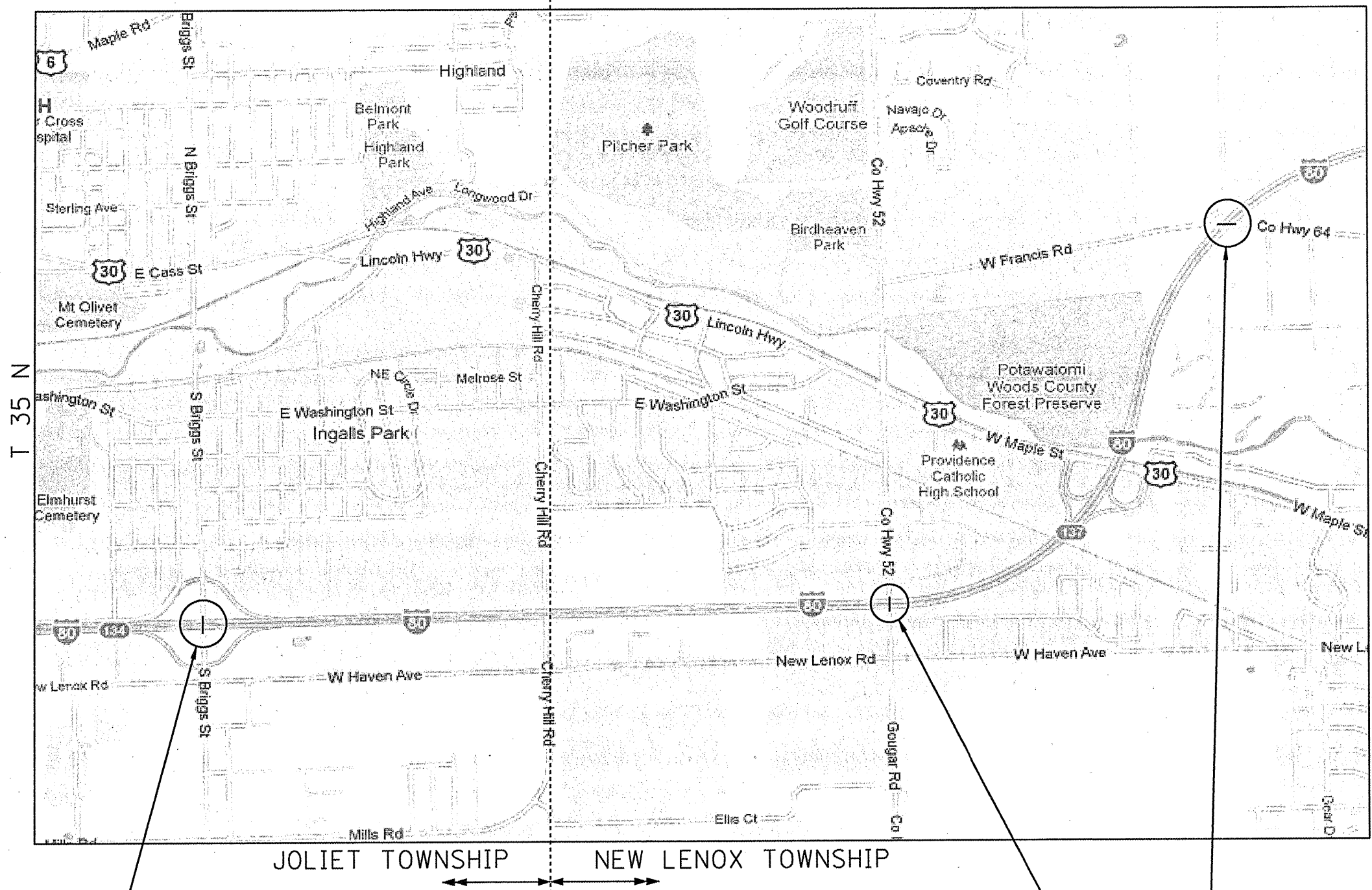
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LOCATIONS 4 & 8
LOCATION MAPS

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2010-064-1	VARIOUS	28	5
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60L45	

R 10 E R 11 E



LOCATION 7
BRIGGS ST OVER I-80
VILLAGE OF JOLIET, WILL COUNTY
(SN 099-0216)

TRAFFIC DATA: (I-80)
SPEED LIMIT = 55 MPH
2009 ADT = 87,200

LOCATION 6
GOUGAR RD OVER I-80
VILLAGE OF NEW LENOX,
WILL COUNTY
(SN 099-0203)

TRAFFIC DATA: (I-80)
SPEED LIMIT = 65 MPH
2007 ADT = 75,700

LOCATION 5
FRANCIS RD OVER I-80
VILLAGE OF NEW LENOX,
WILL COUNTY
(SN 099-0205)

TRAFFIC DATA: (I-80)
SPEED LIMIT = 65 MPH
2009 ADT = 80,500

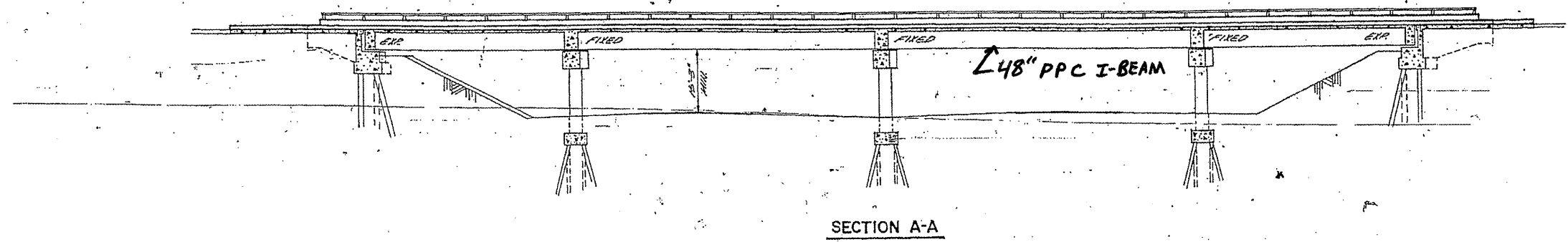
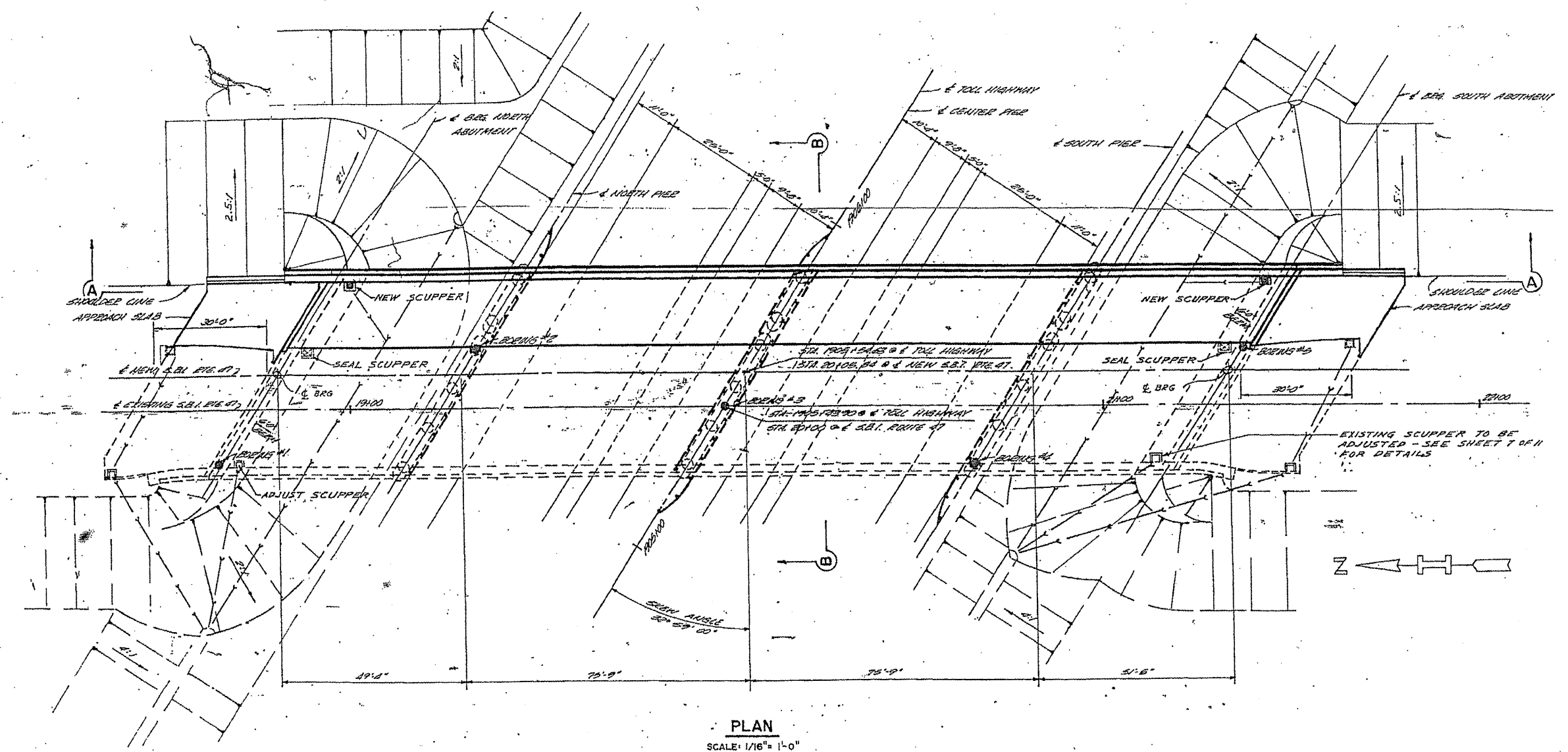
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

LOCATIONS 5 - 7
LOCATION MAPS

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2010-064-I	VARIOUS	28	6
CONTRACT NO.			60L45	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



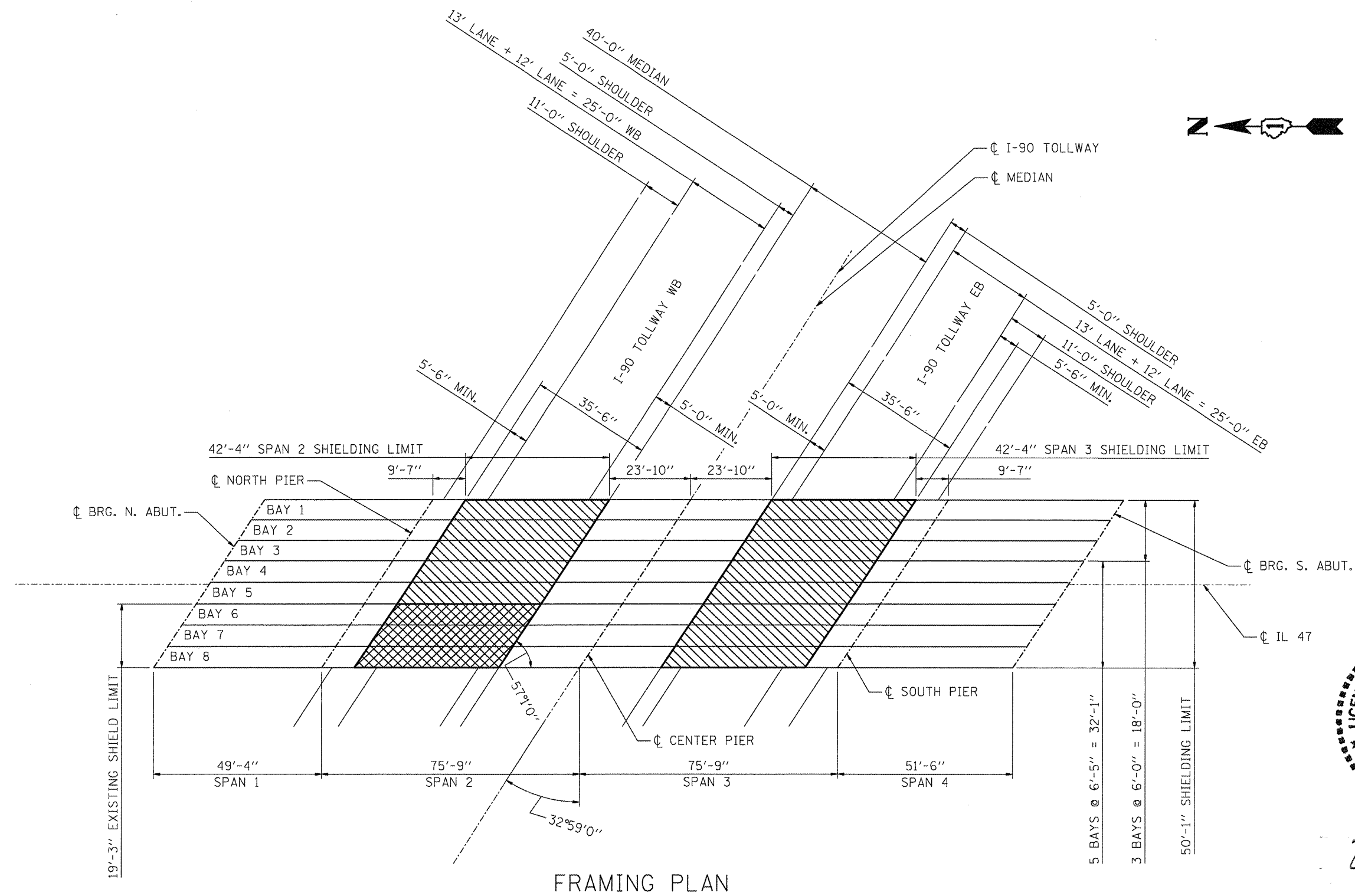
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PLOT DATE = 11/8/2010		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STRUCTURE PLAN
IL 47 OVER I-90 (TOLLWAY)
LOCATION 1: SN 045-0073

SCALE: SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2010-064-I	VARIOUS	28	7
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 60L45	



- INDICATES EXISTING SHIELDING TO BE REMOVED & REPLACED (±91 SQYD)
 COST INCLUDED IN COST OF PROTECTIVE SHIELDING (PERMANENT)

- INDICATES PROPOSED PROTECTIVE SHIELDING (PERMANENT)

FOR PROTECTIVE SHIELD DETAILS, SEE SHEET 23 OF 28.



David Carl Puze
Expires 11/30/2012

TOTAL BILL OF MATERIAL

Item	Unit	Total
Protective Shield (Permanent)	Sq. Yd.	471

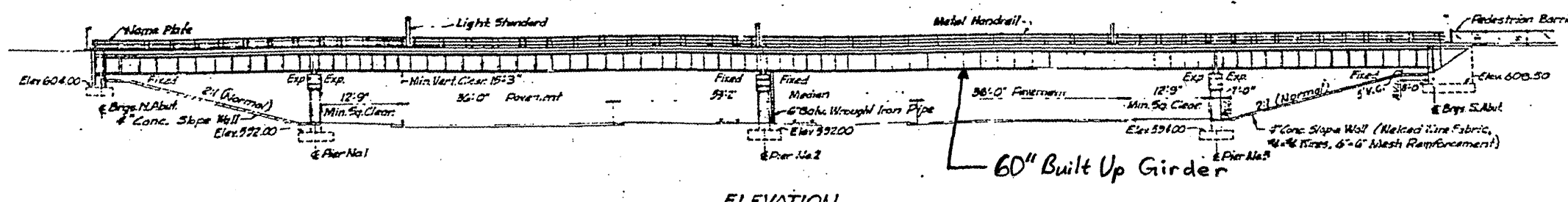
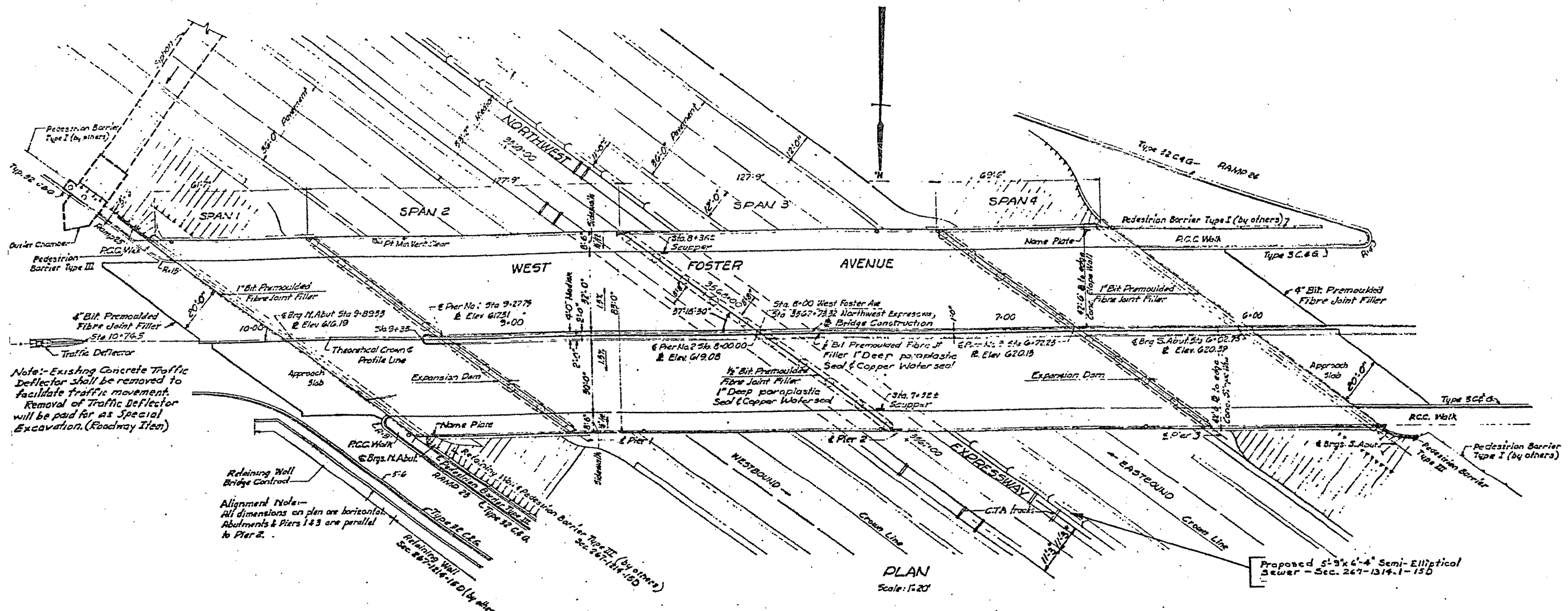
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

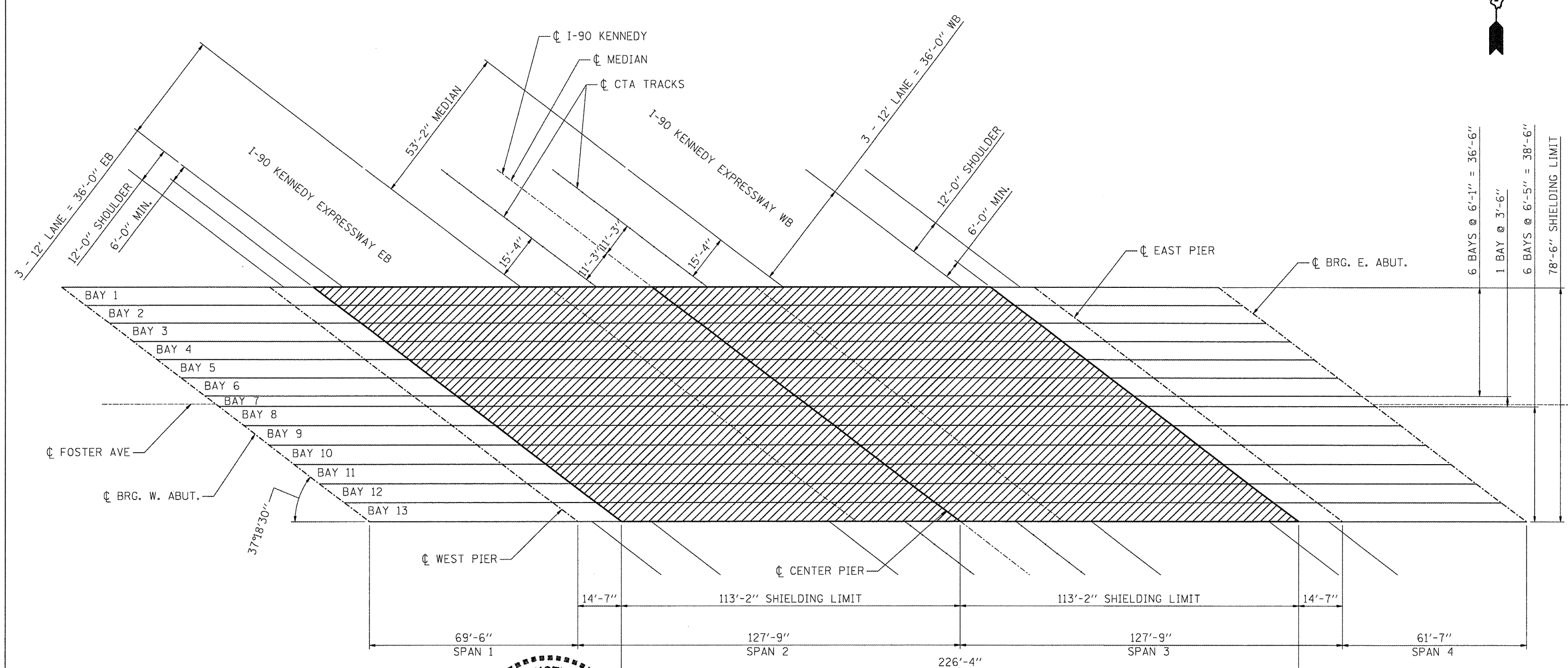
STRUCTURE PLAN
IL 47 OVER I-90 (TOLLWAY)
LOCATION 1: SN 045-0073

SCALE: SHEET NO. 2 OF 2 SHEETS STA. TO STA.

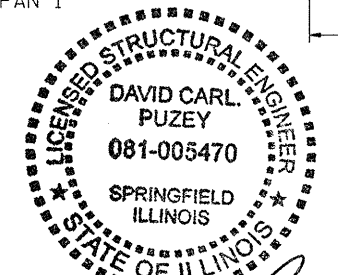
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VAR	2010-064-1	VARIOUS	28	8
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60L45	



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FRAMING PLAN



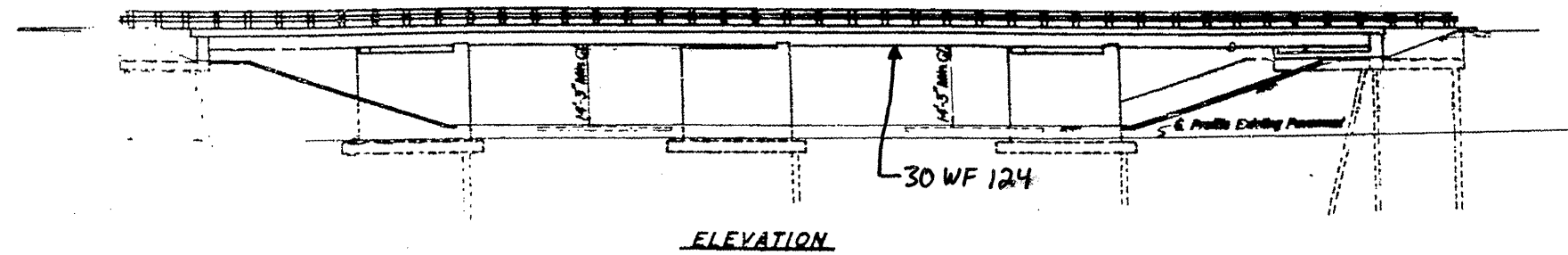
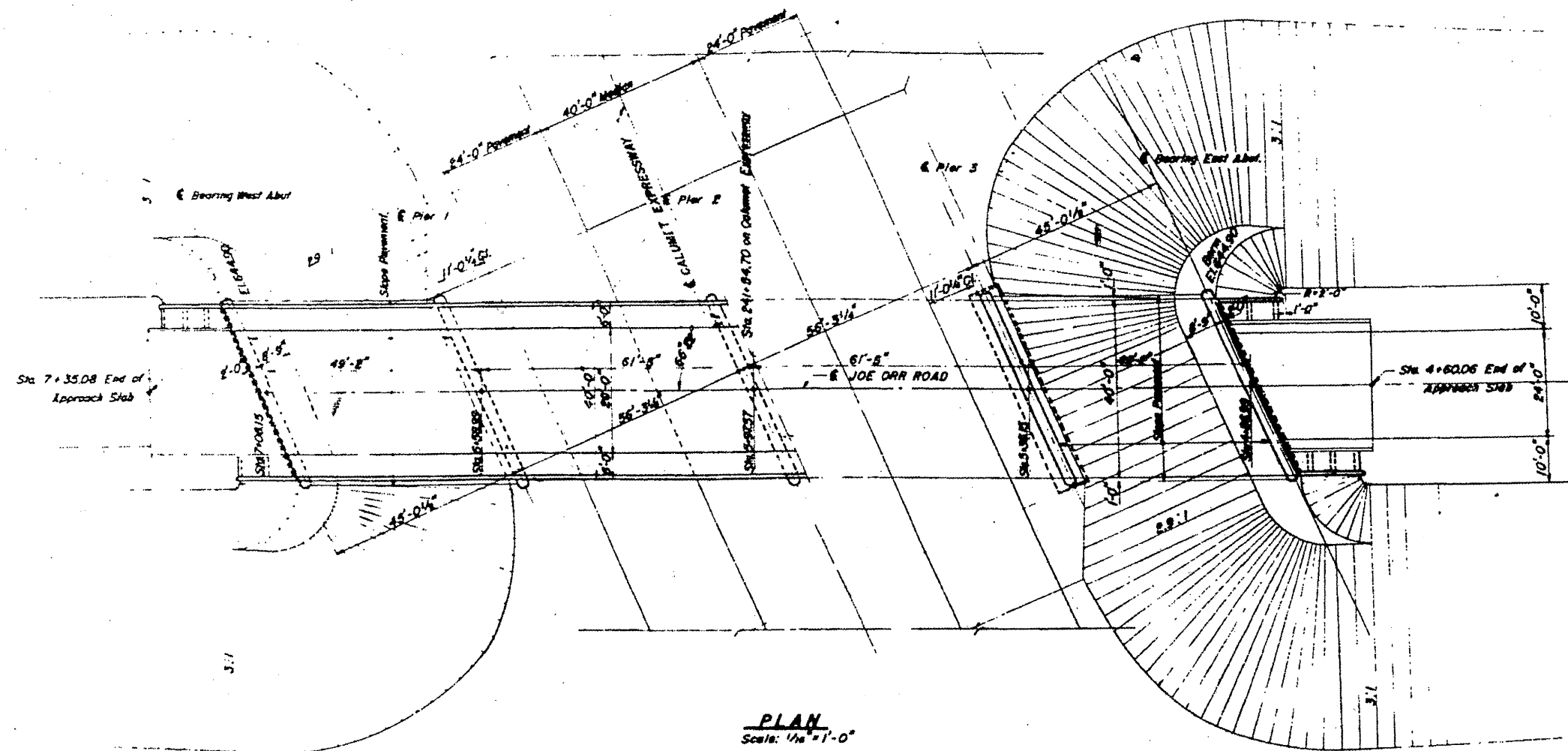
David Carl Puzey
Expires 11/30/2012

▨ - INDICATES PROPOSED PROTECTIVE SHIELDING (PERMANENT)
FOR PROTECTIVE SHIELD DETAILS, SEE SHEET 23 OF 28.

TOTAL BILL OF MATERIAL

Item	Unit	Total
Protective Shield (Permanent)	Sq. Yd.	1974

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PLOT DATE = 1/11/2011	DATE -	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.			



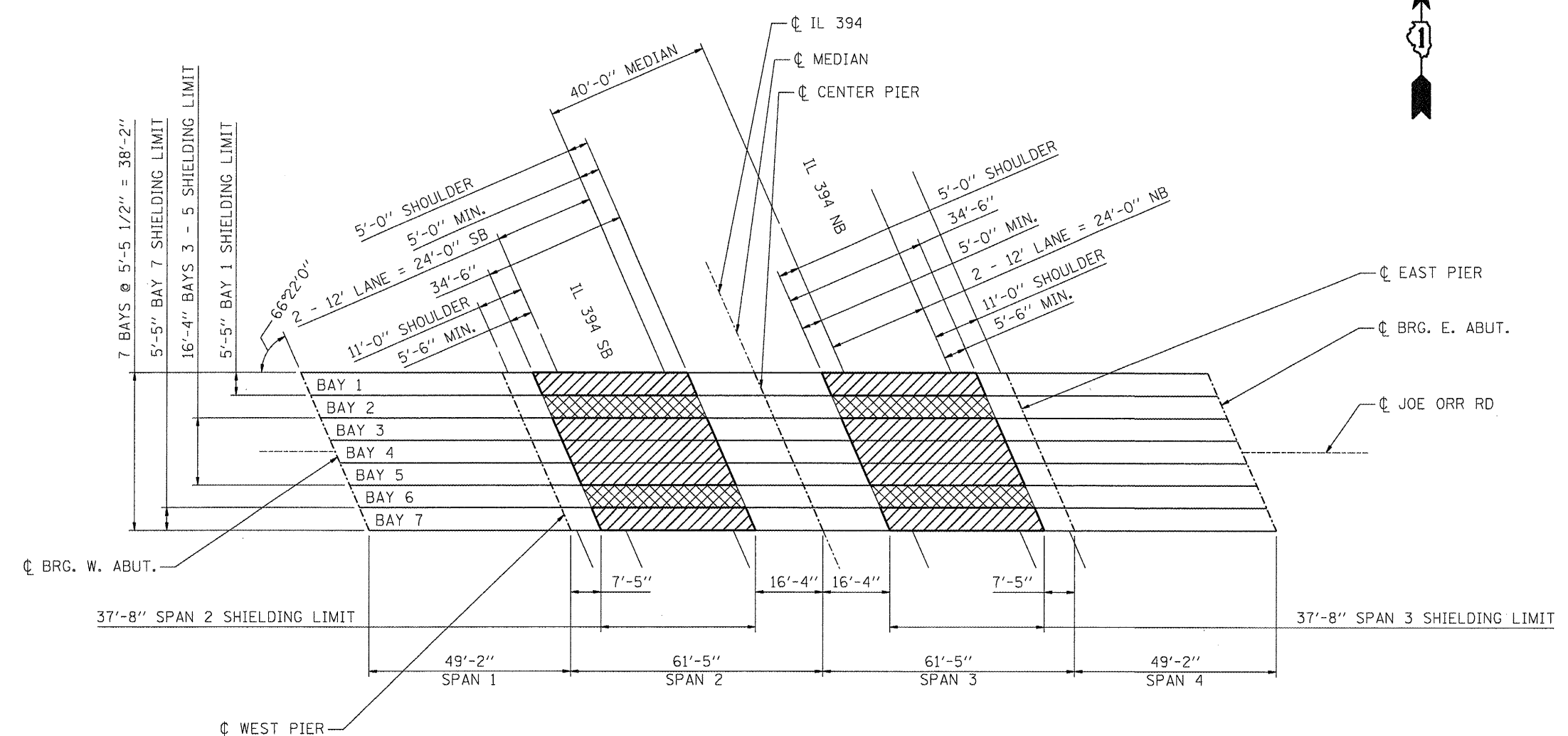
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PLOT DATE = 11/8/2010		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STRUCTURE PLAN
JOE ORR RD OVER IL 394
LOCATION 3: SN 016-2121

SCALE: SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2010-064-1	VARIOUS	28	11
CONTRACT NO. 60L45			ILLINOIS FED. AID PROJECT	

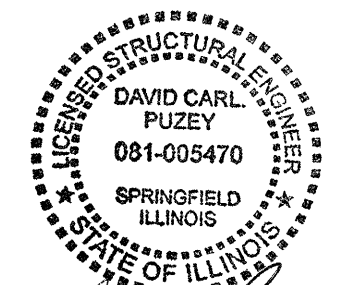


FRAMING PLAN

▨ - INDICATES EXISTING SHIELDING (TO REMAIN IN PLACE) (±92 SQYD)

▩ - INDICATES PROPOSED PROTECTIVE SHIELDING (PERMANENT)

FOR PROTECTIVE SHIELD DETAILS, SEE SHEET 23 OF 28.



David Carl Puzey
Expires 11/30/2012

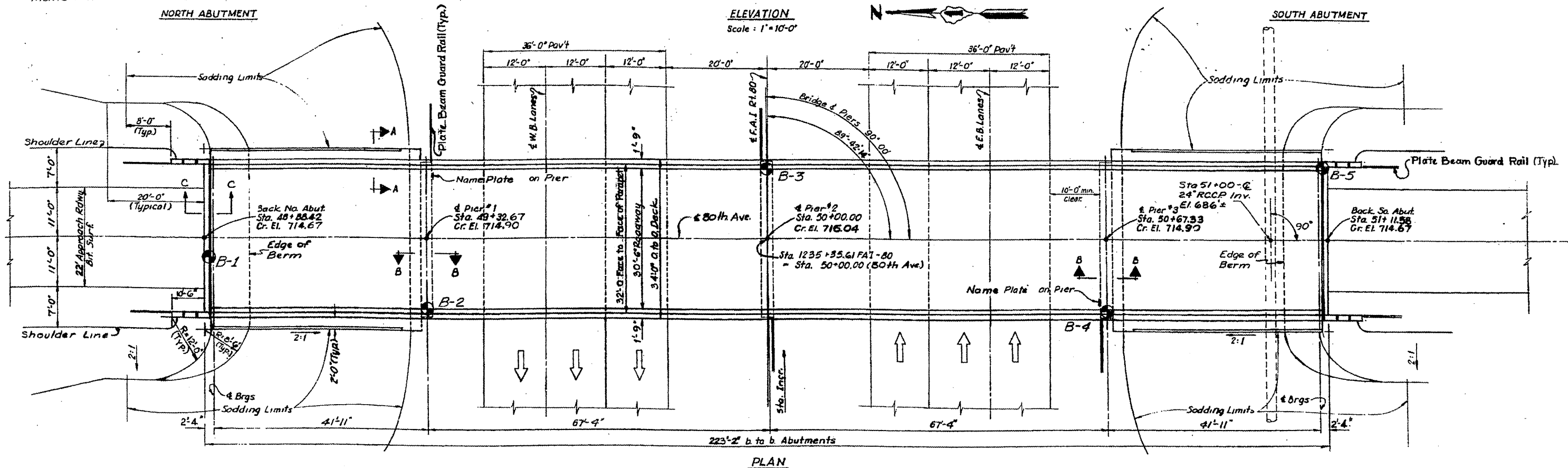
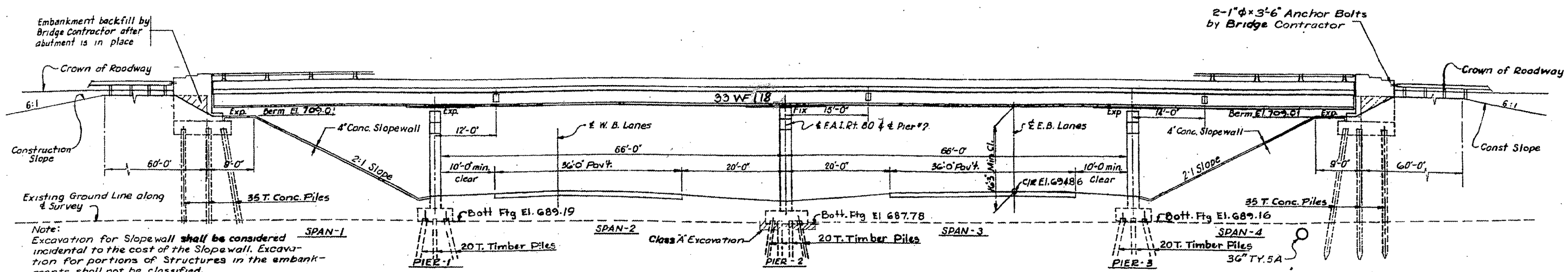
TOTAL BILL OF MATERIAL

Item	Unit	Total
Protective Shield (Permanent)	Sq. Yd.	228

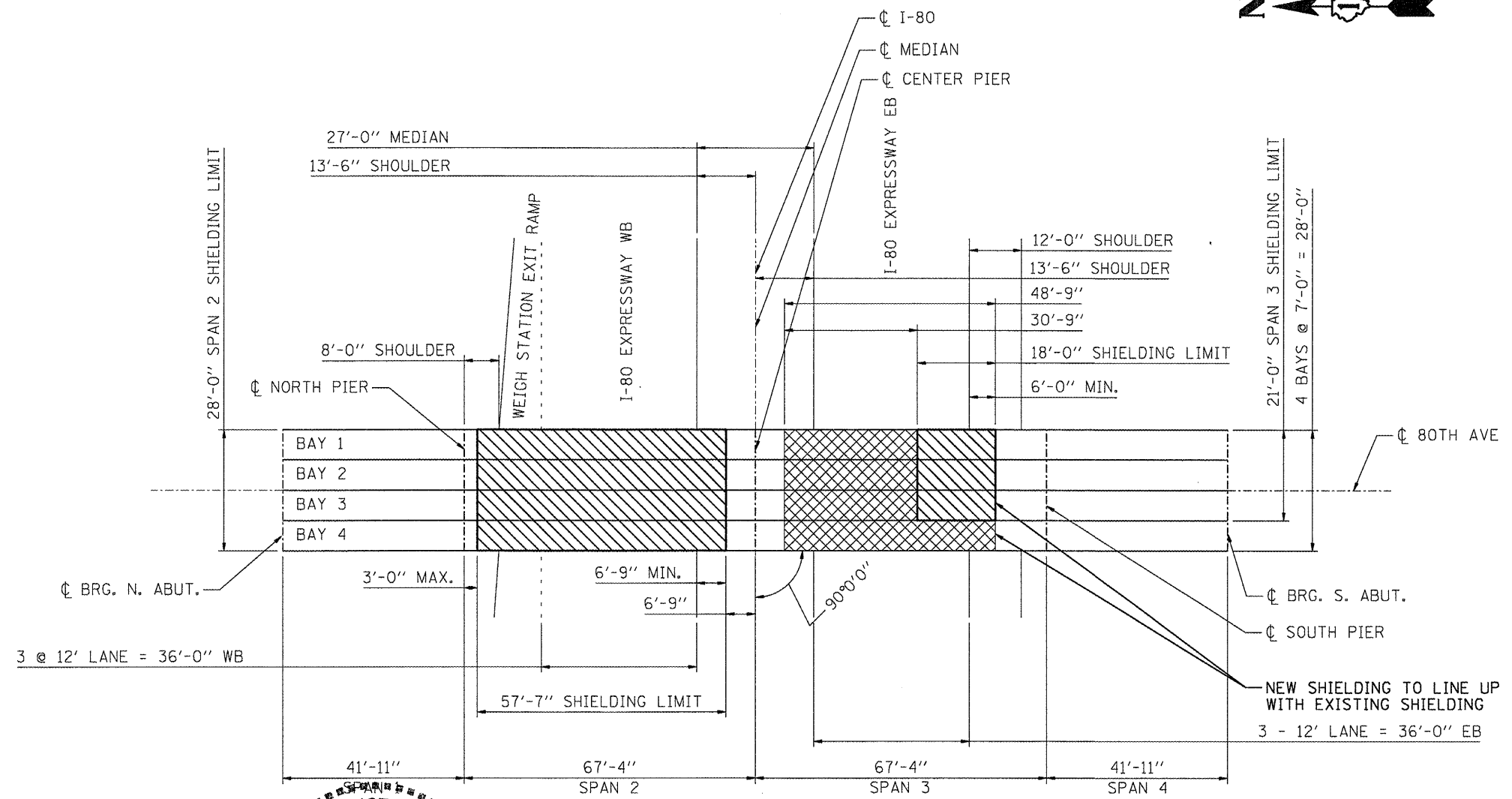
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PLOT DATE = 1/11/2011		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURE PLAN		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
JOE ORR RD OVER IL 394		VAR	2010-064-1	VARIOUS	28	12
LOCATION 3: SN 016-2121		CONTRACT NO. 60L45				
SCALE:	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	



FILE NAME =	USER NAME = nathanbc	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURE PLAN 80TH AVE OVER I-80 LOCATION 4: SN 099-0206		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT SCALE = 1/8"=1'-0" / IN.	CHECKED -	REVISED -		TO STA.							
	PLOT DATE = 11/8/2010	DATE	REVISED -									
							FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT		CONTRACT NO. 60L45			



FRAMING PLAN



David Carl Puzey
Expires 11/30/2012

▣ - INDICATES EXISTING SHIELDING (TO REMAIN IN PLACE) (±84 SQYD)

▣ - INDICATES PROPOSED PROTECTIVE SHIELDING (PERMANENT)

FOR PROTECTIVE SHIELD DETAILS, SEE SHEET 23 OF 28.

TOTAL BILL OF MATERIAL

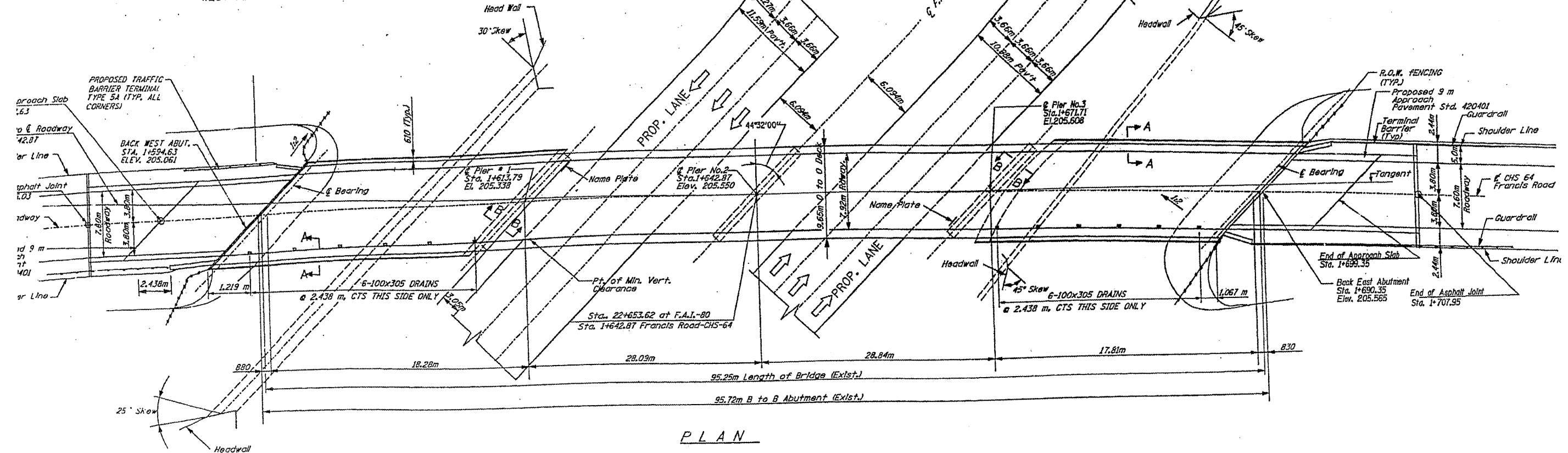
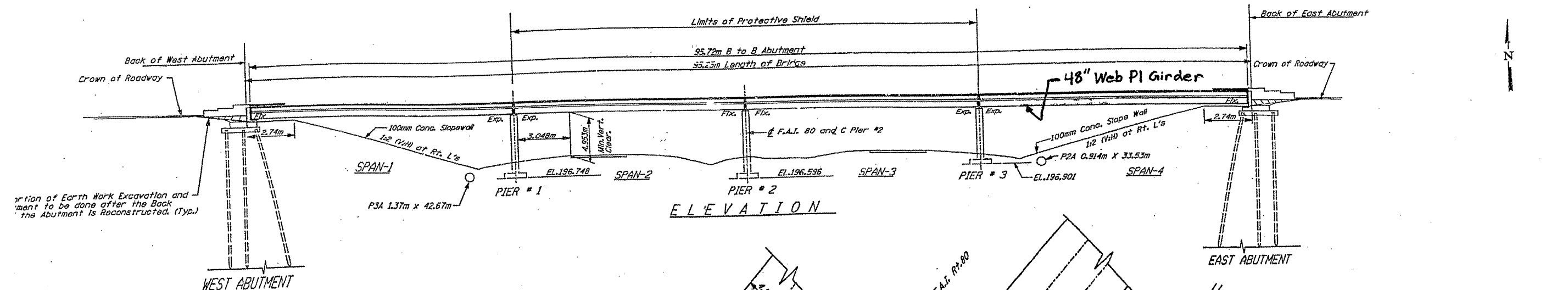
Item	Unit	Total
Protective Shield (Permanent)	Sq. Yd.	221

FILE NAME =	USER NAME = nathanbc	DESIGNED -	REVISED -
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	PLOT DATE = 1/11/2011	DATE -	REVISED -

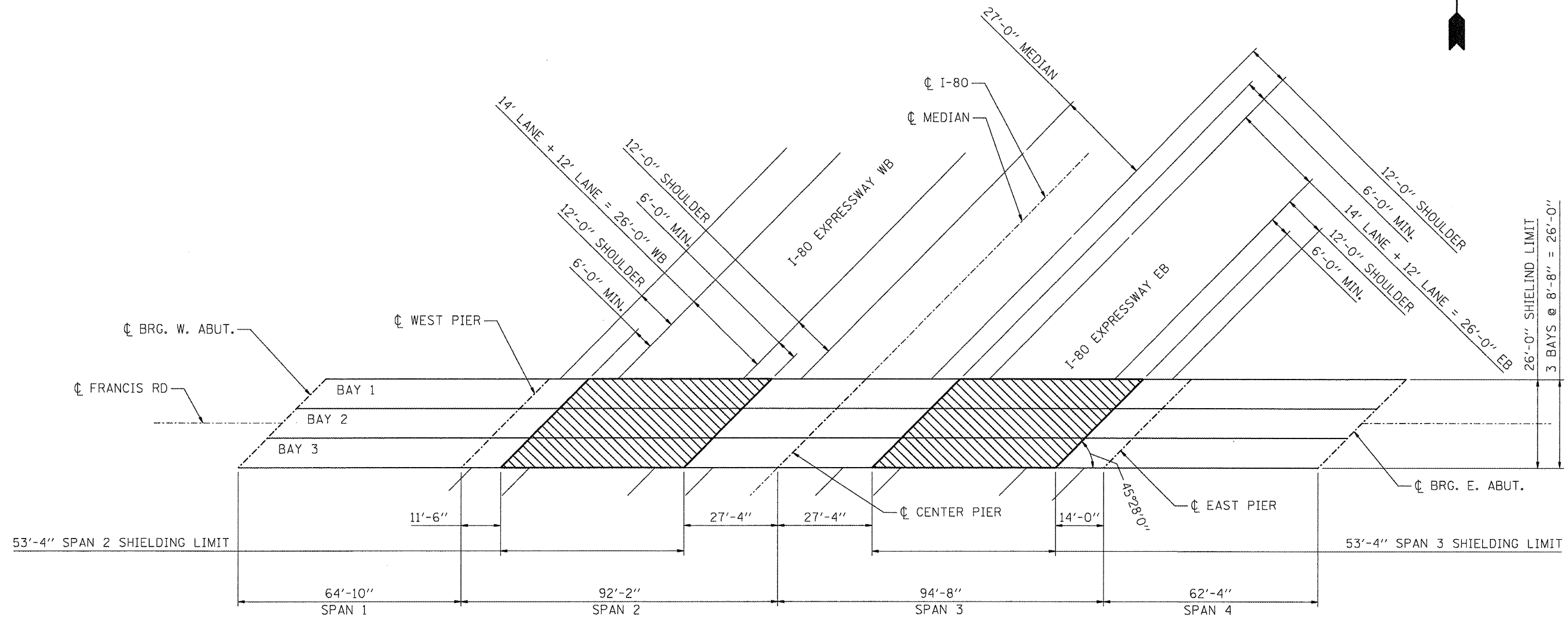
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.
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F.A.I. RTE. VAR	SECTION 2010-064-1	COUNTY VARIOUS	TOTAL SHEETS 28	SHEET NO. 14
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 60L45	



FILE NAME =	USER NAME = nathanbc	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURE PLAN FRANCIS RD OVER I-80 LOCATION 5: SN 099-0205		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
er\pwwork\pwwidat\nathanbc\0213020\016910-shr-plan.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO. 1 OF 2 SHEETS	STA.	VAR	2010-064-I	VARIOUS	28	15
		CHECKED -	REVISED -				TO STA.					
		DATE -	REVISED -									
							FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					



FRAMING PLAN

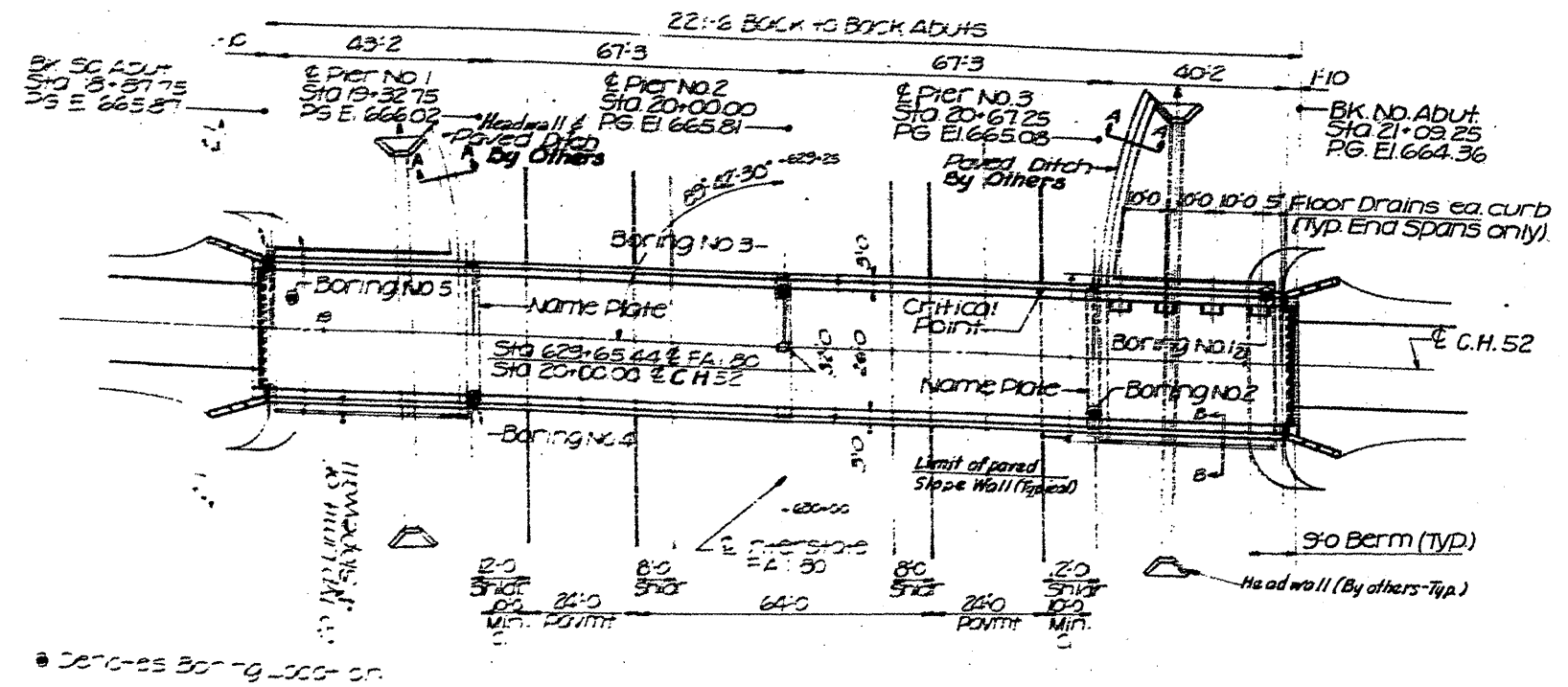
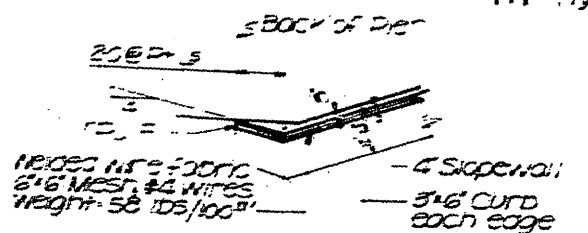
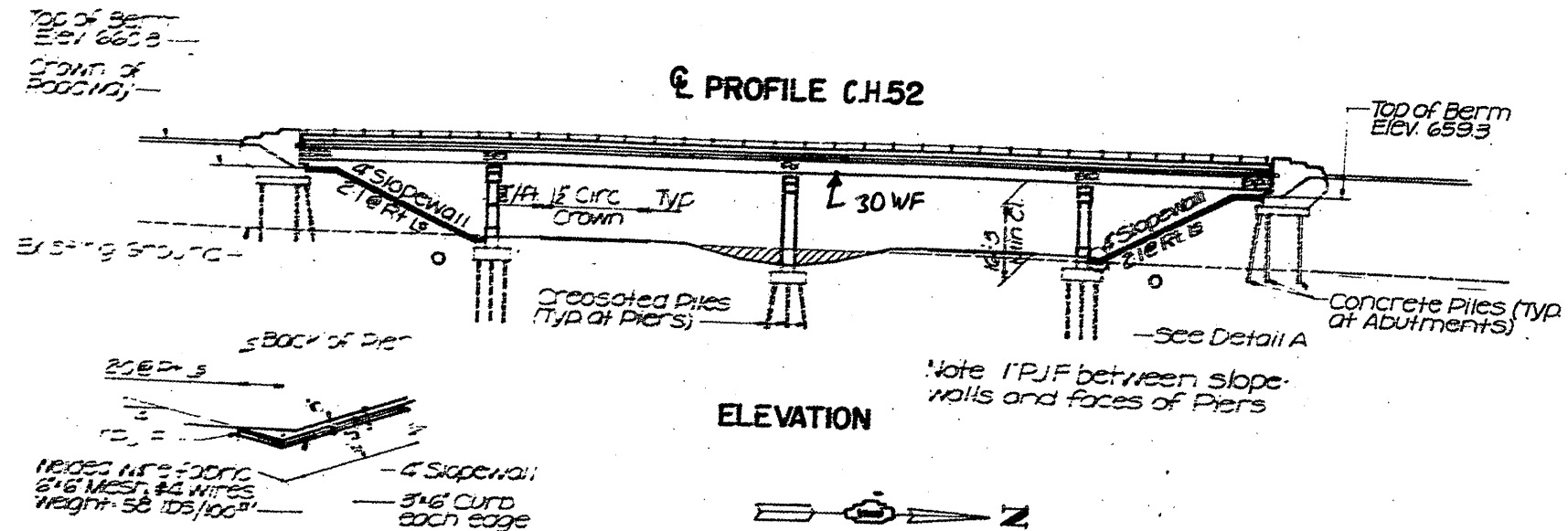
▨ - INDICATES PROPOSED PROTECTIVE SHIELDING (PERMANENT)
 FOR PROTECTIVE SHIELD DETAILS, SEE SHEET 23 OF 28.

DAVID CARL PUZEY
 LICENSED STRUCTURAL ENGINEER
 081-005470
 SPRINGFIELD ILLINOIS
 STATE OF ILLINOIS
David Carl Puze
 Expires 11/30/2012

TOTAL BILL OF MATERIAL

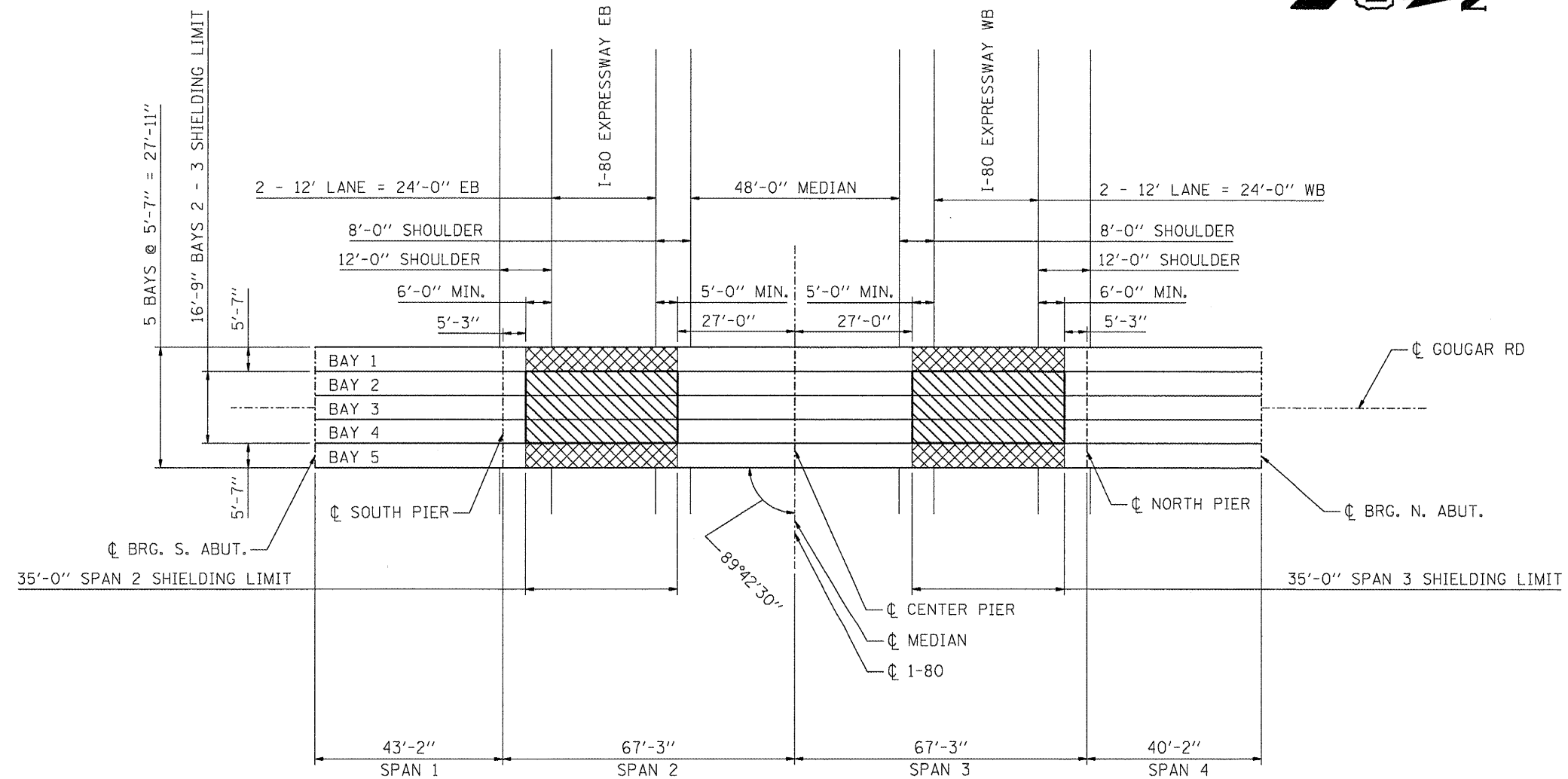
Item	Unit	Total
Protective Shield (Permanent)	Sq. Yd.	308

FILE NAME =	USER NAME = nathanbc	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURE PLAN FRANCIS RD OVER I-80 LOCATION 5: SN 099-0205	F.A.I. RTE. VAR	SECTION 2010-064-I	COUNTY VARIOUS	TOTAL SHEETS 28	SHEET NO. 16
CONTRACT NO. 60L45	SCALE:	SHEET NO. 2 OF 2 SHEETS	STA. TO STA.			FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT			
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PLOT DATE = 1/11/2011	DATE -	REVISED -								



FILE NAME = c:\p\work\p\pidot\nathanbc\118213820\0169118-shr-plan.dgn	USER NAME = nathanbc	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURE PLAN GOUGAR RD OVER I-80 LOCATION 6: SN 099-0203		F.A.I. RTE. VAR	SECTION 2010-064-I	COUNTY VARIOUS	TOTAL SHEETS 21	SHEET NO. 17	
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PLOT DATE = 11/8/2010	DATE -	REVISED -	REVISED -		FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT							

D:\168910-shr-plan.dgn 11/8/2010 2:13:03 PM User:nathanbc



FRAMING PLAN

⊠ - INDICATES EXISTING SHIELDING (TO REMAIN IN PLACE) (±88 SOYD)

▨ - INDICATES PROPOSED PROTECTIVE SHIELDING (PERMANENT)

FOR PROTECTIVE SHIELD DETAILS, SEE SHEET 23 OF 28.



David Carl Puzey
Expires 11/30/2012

TOTAL BILL OF MATERIAL

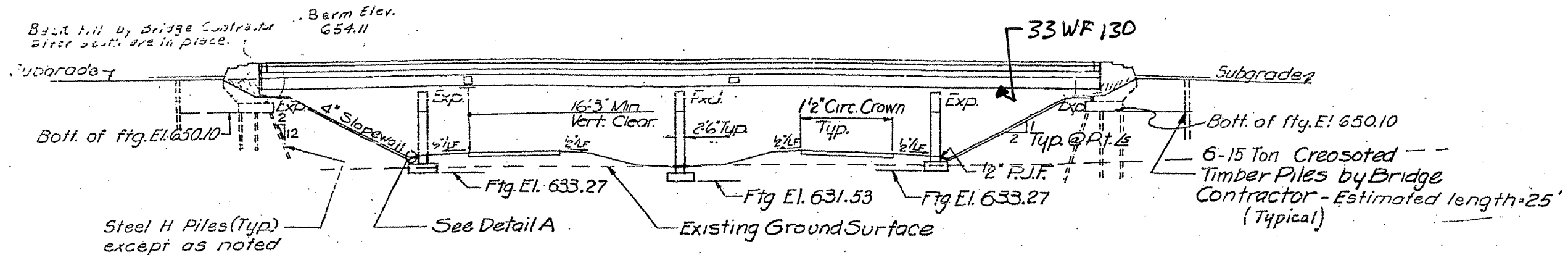
Item	Unit	Total
Protective Shield (Permanent)	Sq. Yd.	130

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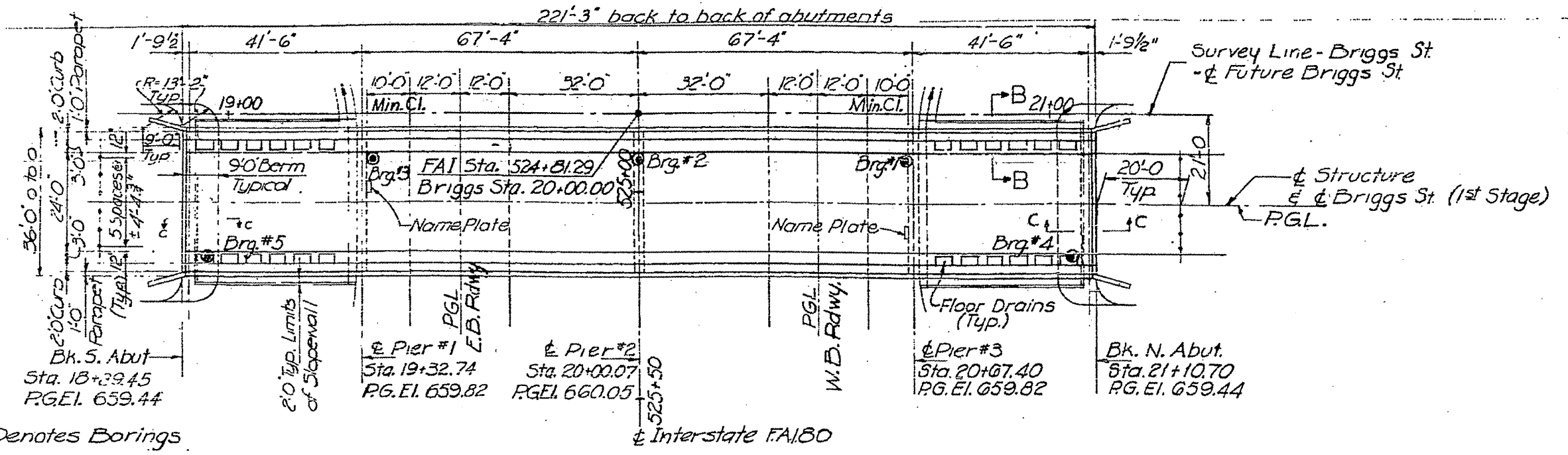
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURE PLAN
GOUGAR RD OVER I-80
LOCATION 6: SN 099-0203

F.A.I. RTE. VAR	SECTION 2010-064-1	COUNTY VARIOUS	TOTAL SHEETS 28	SHEET NO. 18
SCALE:		SHEET NO. 2 OF 2 SHEETS		STA. TO STA.
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

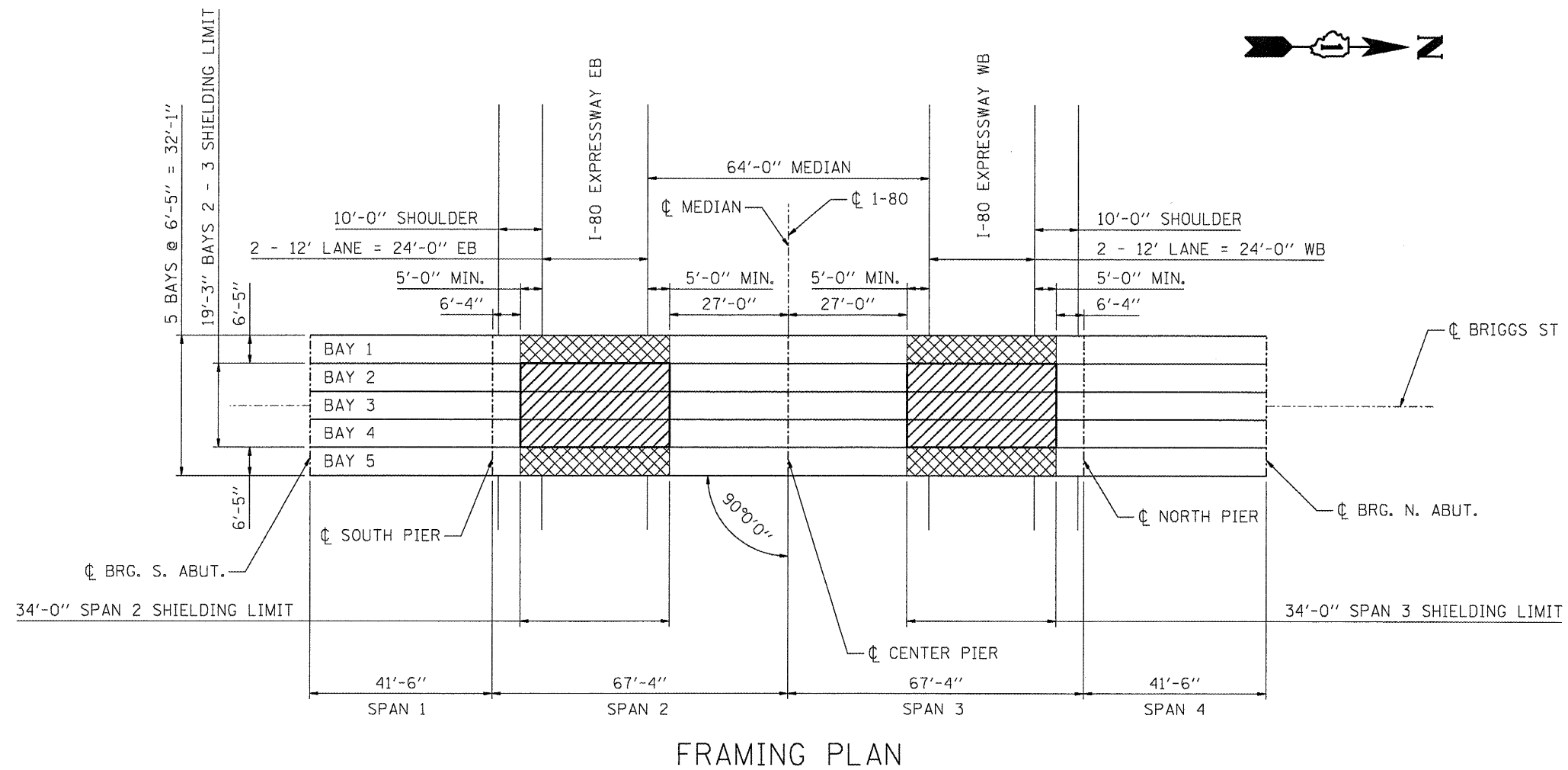


ELEVATION



PLAN

FILE NAME =	USER NAME = nathanbc	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURE PLAN BRIGGS ST OVER I-80 LOCATION 7: SN 099-0216	F.A.I. RTE. VAR	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cd:\pw\work\pwwdot\nathanbc\d0213820\016910-sht-plan.dgn	DRAWN -	REVISED -	VAR			2010-064-1	VARIOUS	28	19	
PLOT SCALE = 1000.00 1" / IN.	CHECKED -	REVISED -								
PLOT DATE = 11/8/2010	DATE -	REVISED -							CONTRACT NO. 60L45	
SCALE:					SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		



FRAMING PLAN

⊠ - INDICATES EXISTING SHIELDING (TO REMAIN IN PLACE) (±97 SQYD)

▨ - INDICATES PROPOSED PROTECTIVE SHIELDING (PERMANENT)

FOR PROTECTIVE SHIELD DETAILS, SEE SHEET 23 OF 28.



David Carl Puzey
Expires 11/30/2012

TOTAL BILL OF MATERIAL

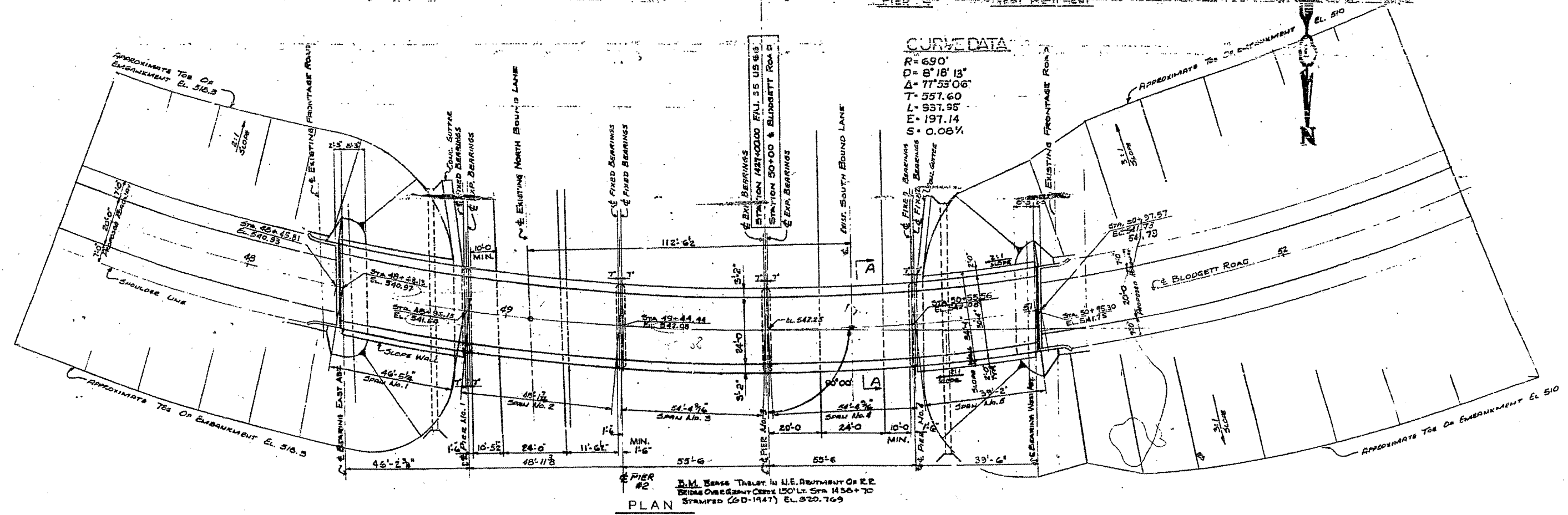
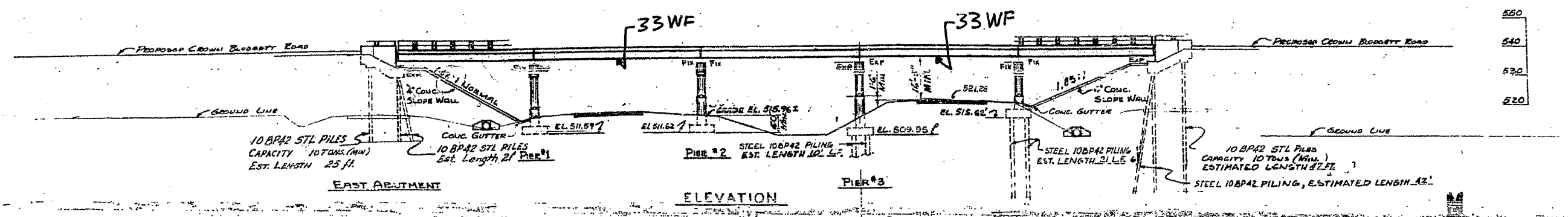
Item	Unit	Total
Protective Shield (Permanent)	Sq. Yd.	146

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	PLOT DATE = 1/11/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2010-064-I	VARIOUS	28	20
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60L45	



CURVE DATA
 R = 690'
 D = 5° 18' 13"
 Δ = 77° 53' 06"
 T = 557.60
 L = 937.95
 E = 197.14
 S = 0.08%

PLAN
 I.M. BESS TRUST IN U.E. ABUTMENT OF R.R. BRIDGE OVER GREAT CANYON 150' LT. STA. 1456+70 STRAFFED (60-1947) EL. 520.769

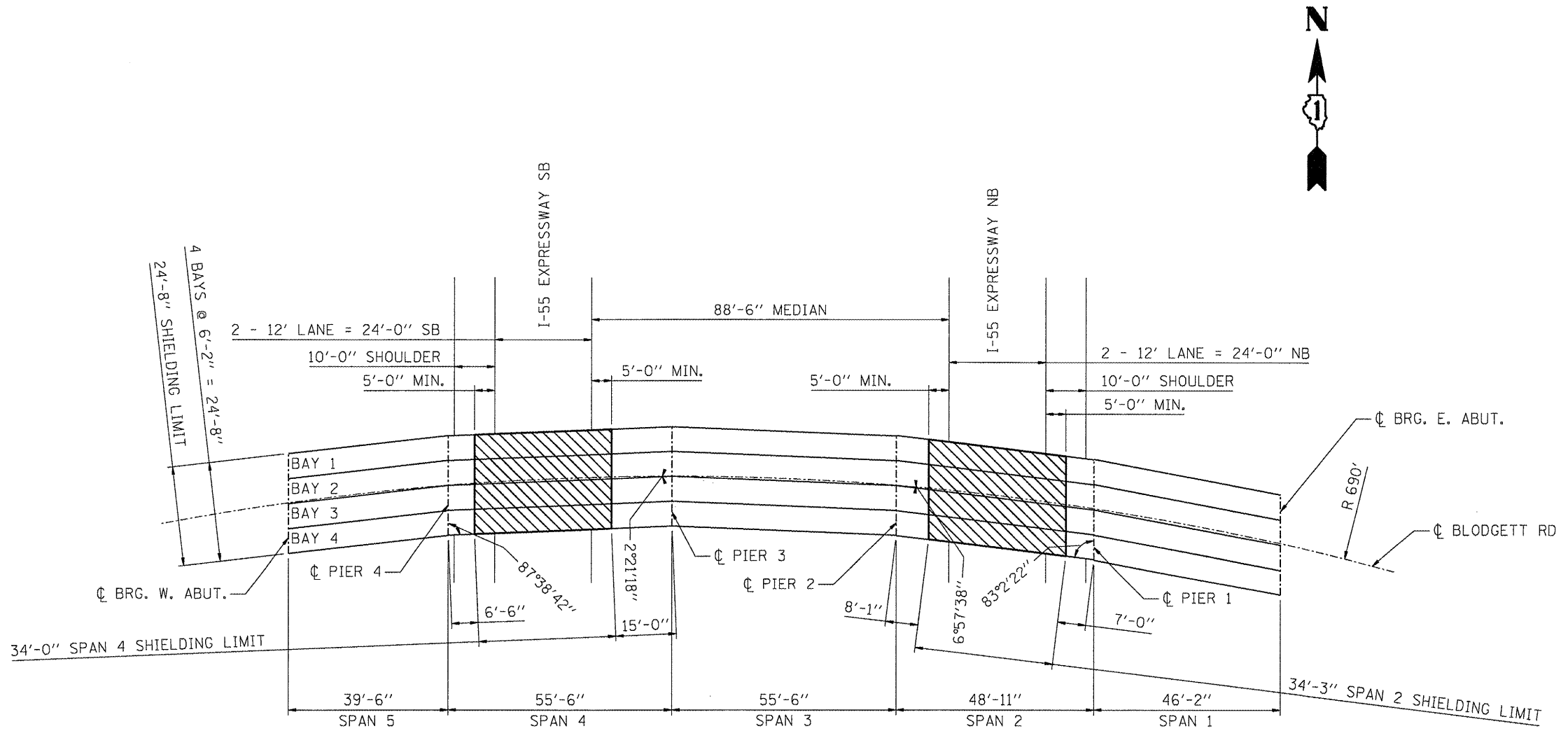
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PLOT SCALE = 1/8" = 1' IN.		CHECKED -	REVISED -
PLOT DATE = 11/8/2010		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STRUCTURE PLAN
 BLODGETT RD OVER I-55
 LOCATION 8: SN 099-0182**

SCALE: SHEET NO. 1 OF 2 SHEETS STA. TO STA. FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

F.A.I. RTE. VAR	SECTION 2010-064-1	COUNTY VARIOUS	TOTAL SHEETS 28	SHEET NO. 21
			CONTRACT NO. 60L45	



FRAMING PLAN

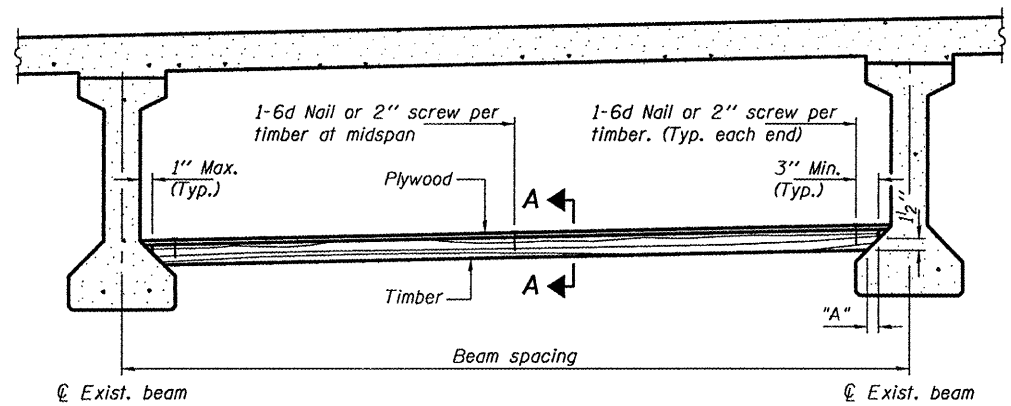
▨ - INDICATES PROPOSED PROTECTIVE SHIELDING (PERMANENT)
 FOR PROTECTIVE SHIELD DETAILS, SEE SHEET 23 OF 28.

LICENSED STRUCTURAL ENGINEER
 DAVID CARL PUZEY
 081-005470
 SPRINGFIELD ILLINOIS
 STATE OF ILLINOIS
David Carl Puzey
 Expires 11/30/2012

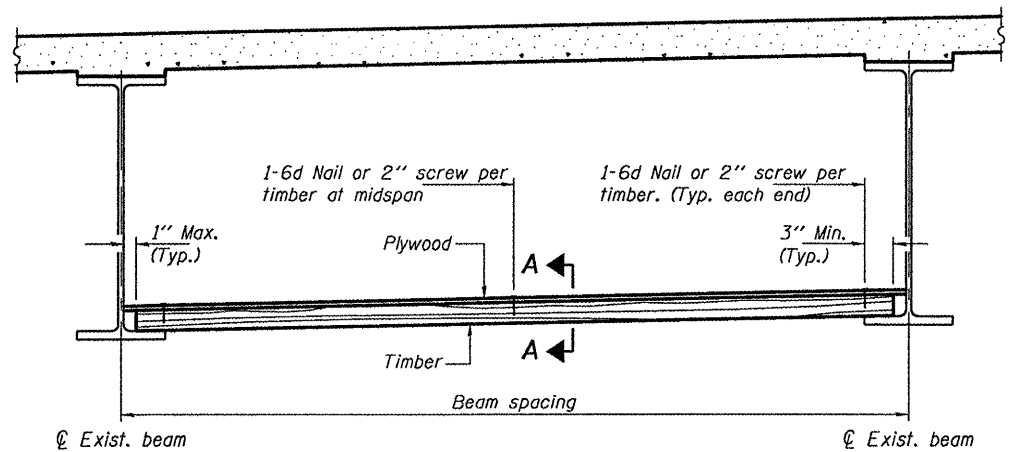
TOTAL BILL OF MATERIAL

Item	Unit	Total
Protective Shield (Permanent)	Sq. Yd.	187

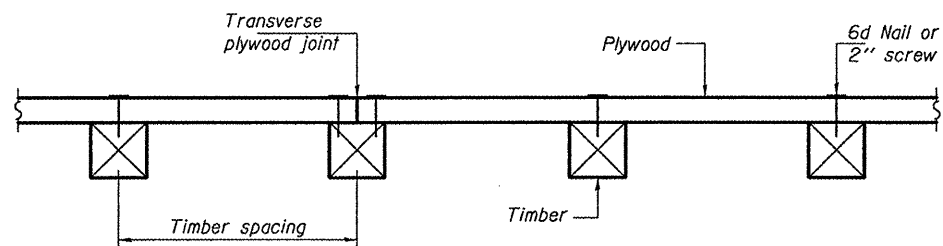
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ca:\pwwork\pudot\nathanbc\08213020\016910-shft-plan.dgn	110-shft-plan.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO. 2 OF 2 SHEETS	STA.	VAR	2010-064-1	VARIOUS	28	22
		PLOT SCALE = 100:1.00 1" = 100'	REVISED -									
		PLOT DATE = 1/11/2011	REVISED -									
							FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT		CONTRACT NO. 60L45			



PPC I-BEAMS AND BULB-T's



STEEL BEAMS



SECTION A-A

TIMBER SPACING

Beam Spacing (ft.)	Timber Sizes (in.)		
	4" x 4" with min. Fb=775 psi Fv=135 psi	4" x 6" with min. Fb=775 psi Fv=135 psi	6" x 6" with min. Fb=575 psi Fv=125 psi
	Maximum Timber Spacing (in.)		
4.5	16	16	16
4.75	16	16	16
5.0	16	16	16
5.25	16	16	16
5.5	16	16	16
5.75	16	16	16
6.0	16	16	16
6.25	12	16	16
6.5	12	16	16
6.75	12	16	16
7.0	8	16	16
7.25	8	16	16
7.5	8	16	16
7.75	8	16	16
8.0	8	12	16
8.25	8	12	16
8.5	6	12	12
8.75	6	12	12
9.0	6	8	12

PPC I-BEAMS AND BULB-T's

BEAM	"A"
36" I-Beam	1 1/2"
42" I-Beam	1 1/2"
48" I-Beam	1 1/2"
54" I-Beam	1 5/8"
63" Bulb-T	3 3/8"
72" Bulb-T	3 3/8"

Notes: See special provision for Permanent Protective Shield System.
 Timber sizes shown are nominal sizes. Rough sawn timber of the dimensions shown will also be considered acceptable.
 The minimum Fb and Fv values shown are the tabulated design values given in the National Design Specification for Wood Construction for No. 2 Spruce-Pine-Fir without adjustment factors applied. Better grades or other species with equal or higher allowable stresses will also be considered acceptable.
 The timber spacings shown have been determined using allowable stresses with all adjustment factors necessary for the anticipated service conditions.
 All timber shall be treated.
 Plywood shall be 5/8" rated Exterior type plywood by APA.
 Plywood shall be placed such that the face grain is perpendicular to the timber supports. When less than a full sheet (4' width) of plywood is used, the width of the strip used shall not be less than 2'.
 Transverse plywood joints shall be supported by timbers.
 When 4" x 6" timbers are used, they shall be placed such that the wide face is horizontal and the narrow face is vertical.
 Design load = 200 psf.

BILL OF MATERIAL

Item	Unit	Total
Protective Shield (Permanent)	Sq. Yd.	3665

PPS-1

01-22-09

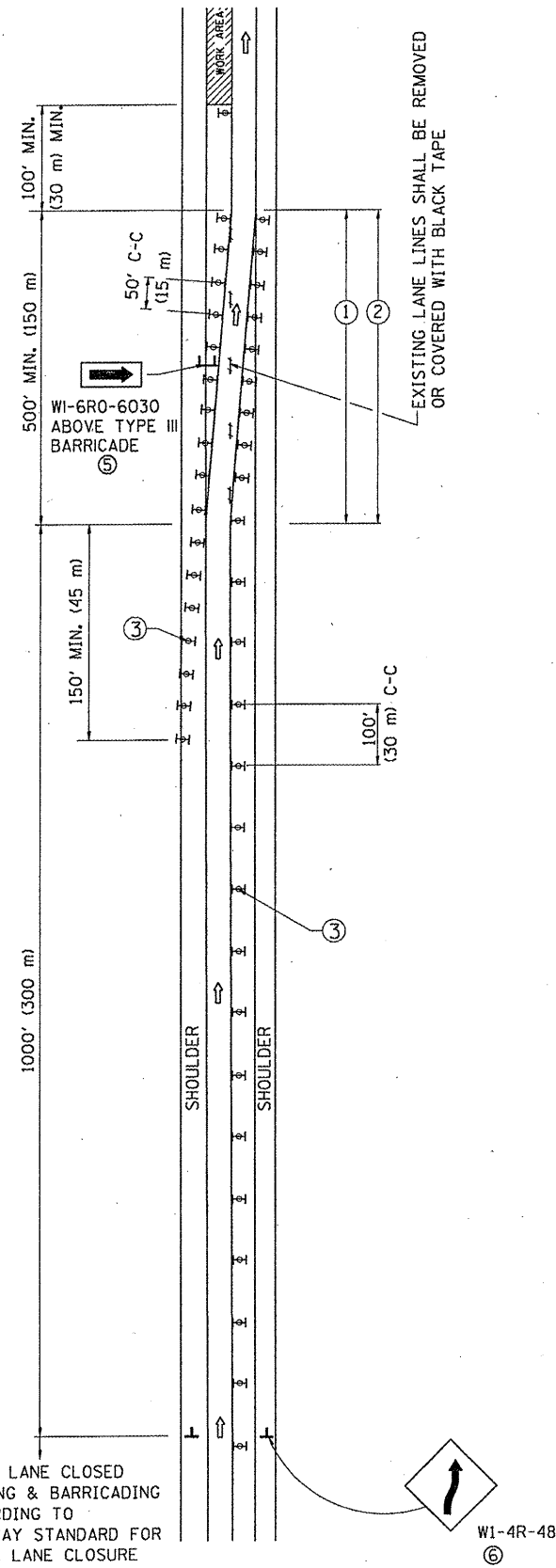
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*FILE#		DRAWN -	REVISED -
	PLOT SCALE = *SCALE*	CHECKED -	REVISED -
	PLOT DATE = *DATE*	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

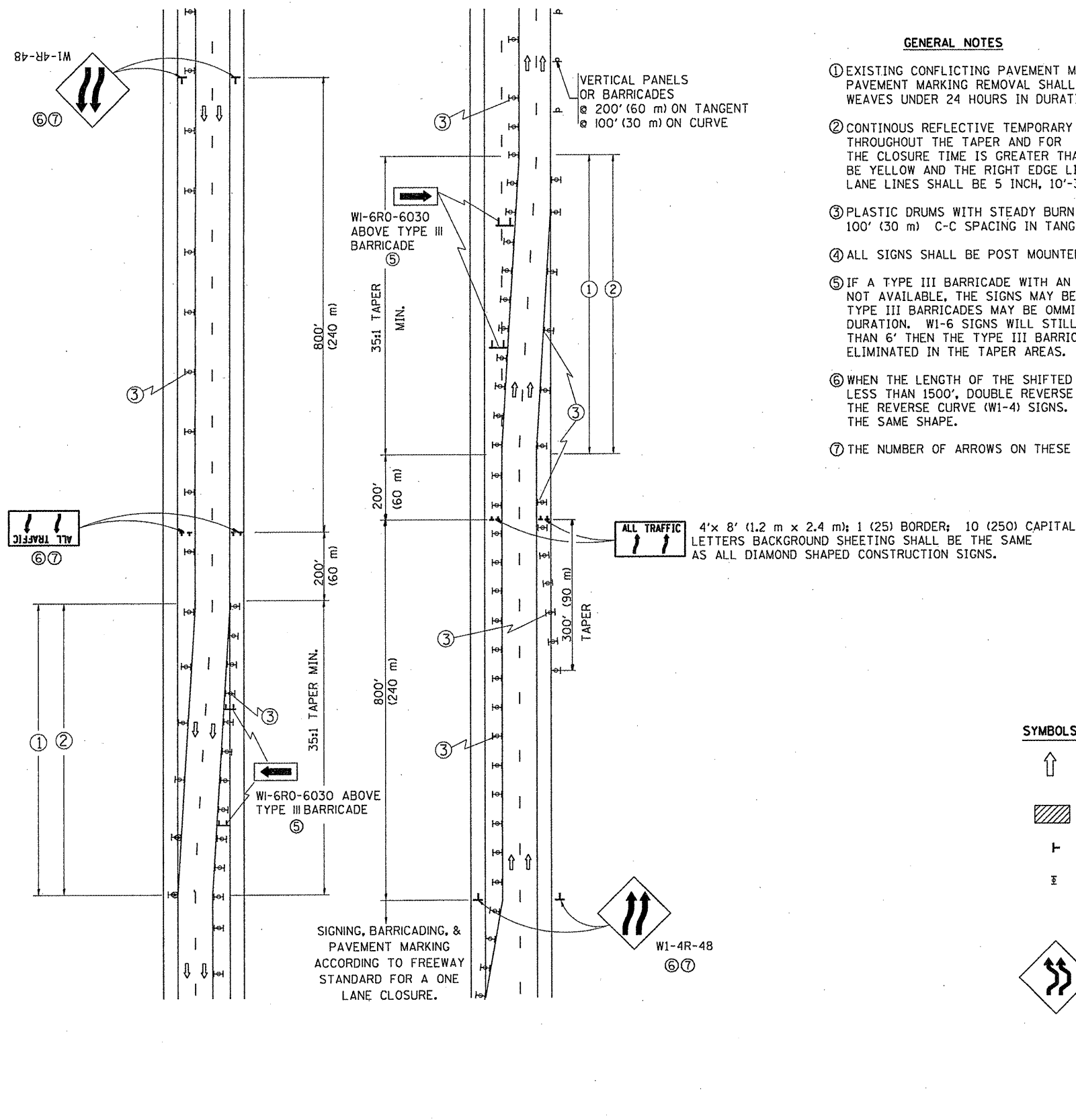
PERMANENT PROTECTIVE SHIELD

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2010-064-1	VARIOUS	28	23
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
SCALE:		SHEET NO.	OF SHEETS	STA. TO STA.
CONTRACT NO. 60L45				

SINGLE LANE WEAVE



MULTI-LANE WEAVE



GENERAL NOTES

- EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 24 HOURS IN DURATION.
- CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVES LANE LINES SHALL BE 5 INCH, 10'-30' (3 m-9 m) SKIP DASH, WHITE.
- PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 IS NOT AVAILABLE, THE SIGNS MAY BE MOUNTED ON NCHRP 350 TEMPORARY SIGN SUPPORTS. TYPE III BARRICADES MAY BE OMITTED FOR SINGLE-LANE WEAVES UNDER 24-HOURS IN DURATION. W1-6 SIGNS WILL STILL BE REQUIRED. IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.
- WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'X8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE.
- THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.

SYMBOLS

- ↑ DIRECTION OF TRAFFIC
- ▨ WORK AREA
- ┌ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ⊞ TYPE II BARRICADE OR DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- W24-1-48 (two arrows)
- W1-4R-48 (two arrows)

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

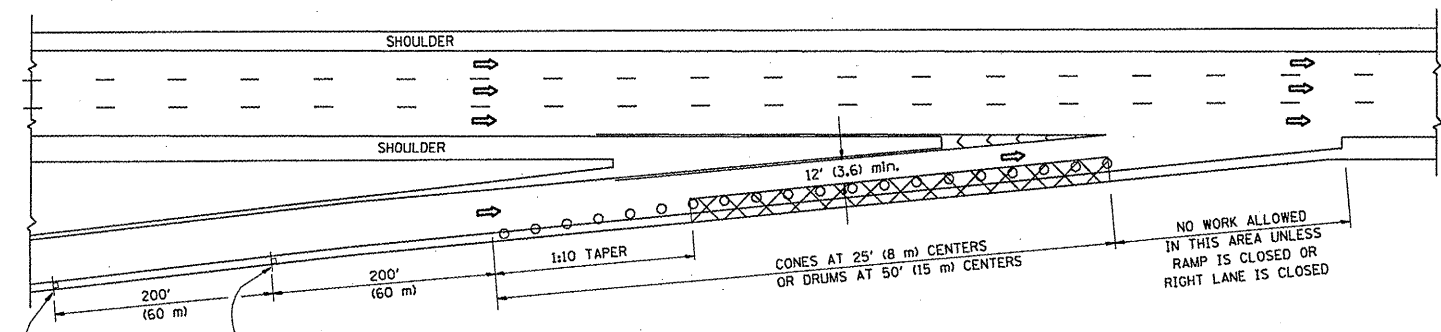
TRAFFIC CONTROL DETAILS FOR
FREEWAY SINGLE & MULTI-LANE WEAVE

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2010-064-I	VARIOUS	28	24
TC-09		CONTRACT NO. 60L45		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

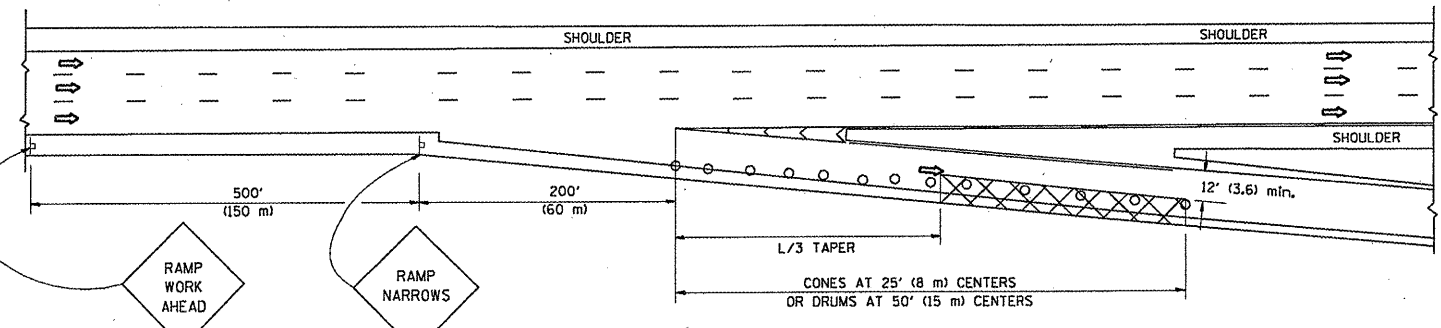
SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.

PARTIAL RAMP CLOSURE DETAILS

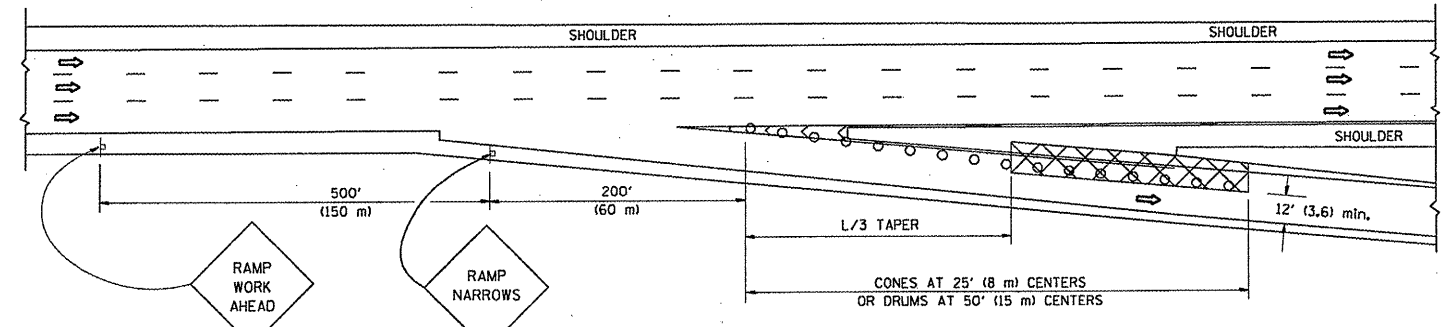
SHOULDER CLOSURE DETAILS



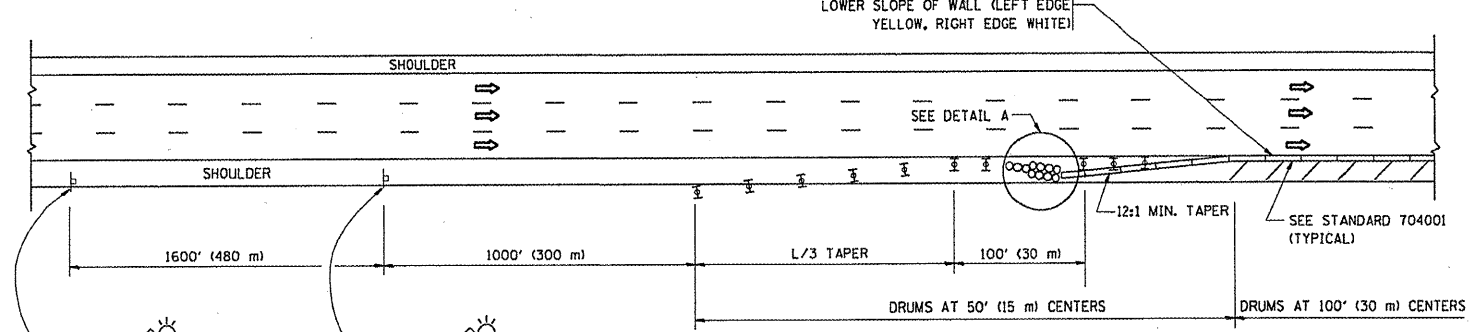
TYPICAL ENTRANCE RAMP



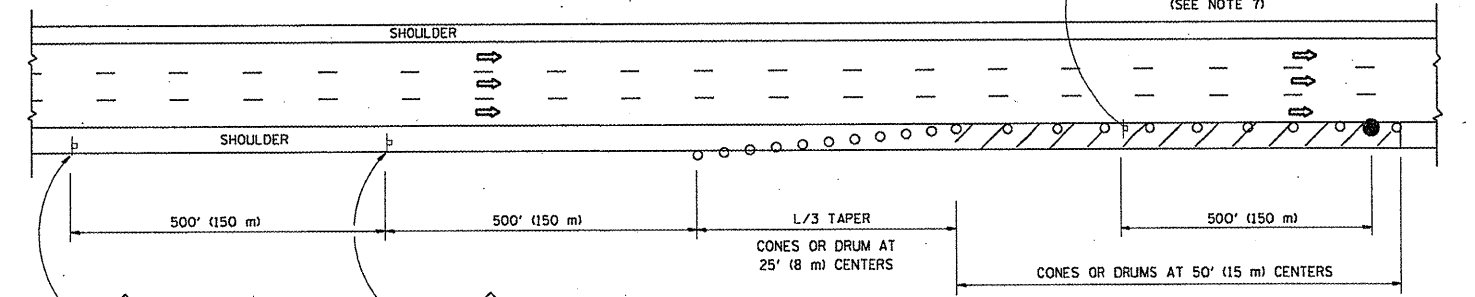
TYPICAL EXIT RAMP



TYPICAL EXIT RAMP



PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

SYMBOLS

- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE

GENERAL NOTES

1. THE "L" DISTANCE EQUALS:

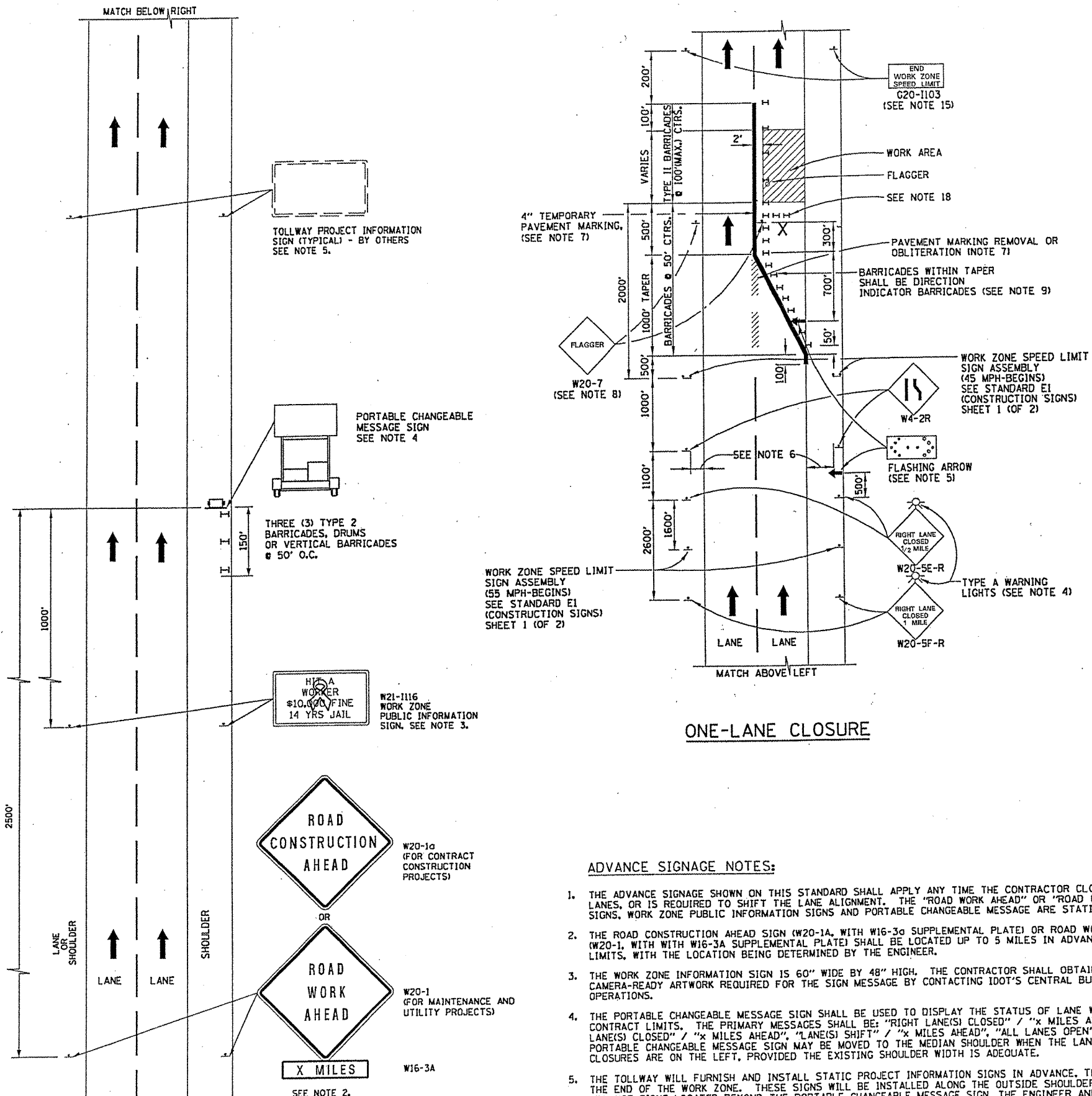
SPEED LIMIT	FORMULAS
45 mph (80 km/h) OR GREATER:	METRIC ENGLISH
	$L = 0.65(WXS)$ $L = (WXS)$
	W = WIDTH OF OFFSET IN FEET (METERS)
	S = NORMAL POSTED SPEED MPH (KM/H)
2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.
5. THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
 - a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
 - b. THE WORK ACTIVITY REQUIRES FREQUENT ENCRDACHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.

ARRAY DESIGN PER MANUFACTURER TO BE NCHRP 350 COMPLIANT.

DETAIL "A" IMPACT ATTENUATOR, TEMPORARY (SEE NOTE 5)

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = nathanbo	DESIGNED -	REVISED - 04-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cr:\pw\work\p\dot\nathanbo\0213020\016\910-sht-plan.dgn	910-sht-plan.dgn	DRAWN - D.W.S.	REVISED - J.A.F. 12-06			VAR.	2010-064-1	VARIOUS	28	25
PLOT SCALE = 100:0.02 '1" / IN.	CHECKED -	REVISED - S.P.B. 01-07				TC-17		CONTRACT NO. 60L45		
PLOT DATE = 11/30/2010	DATE - 11-96	REVISED - S.P.B. 12-09				SCALE: NONE	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	



LANE CLOSURE NOTES:

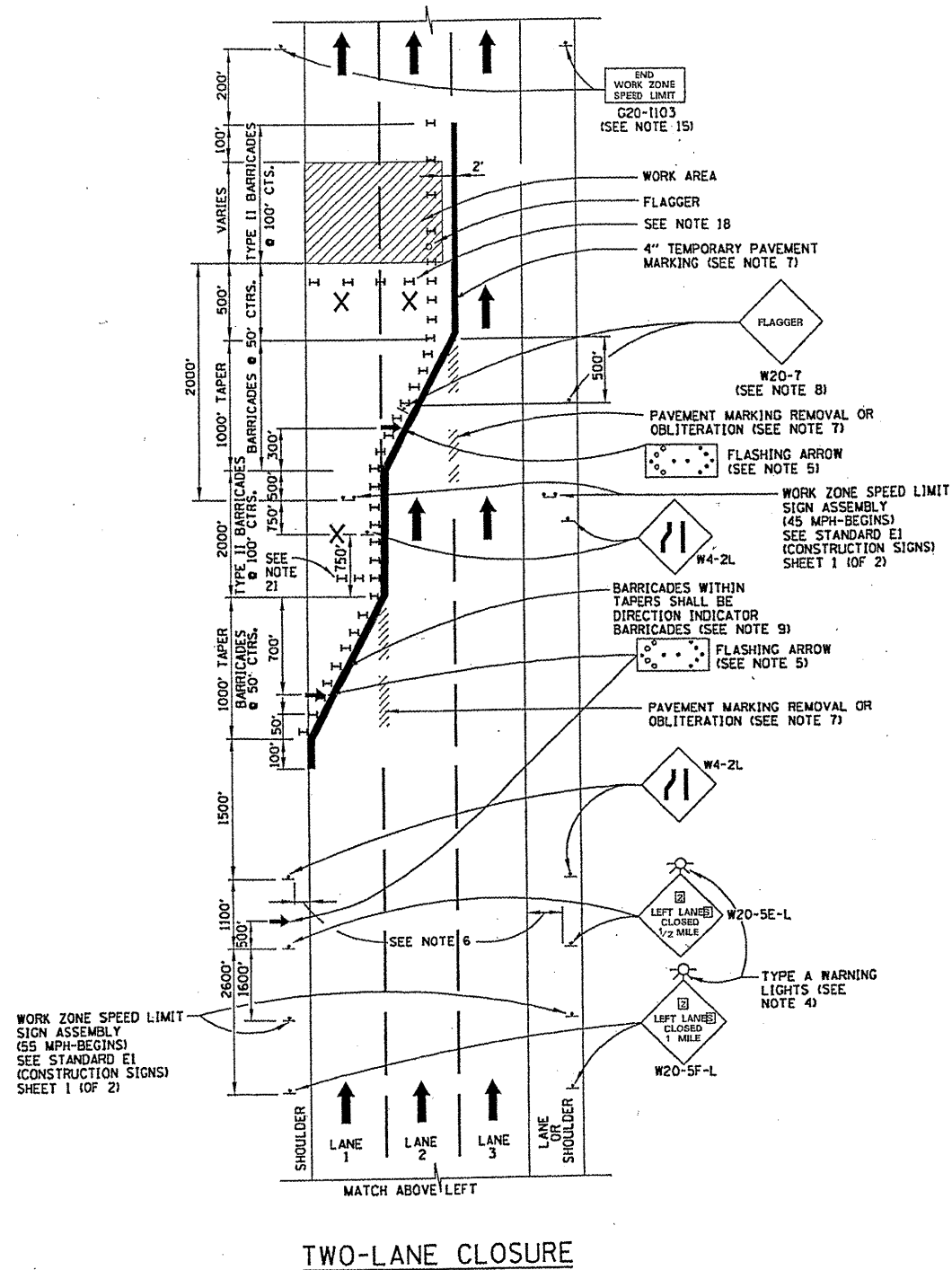
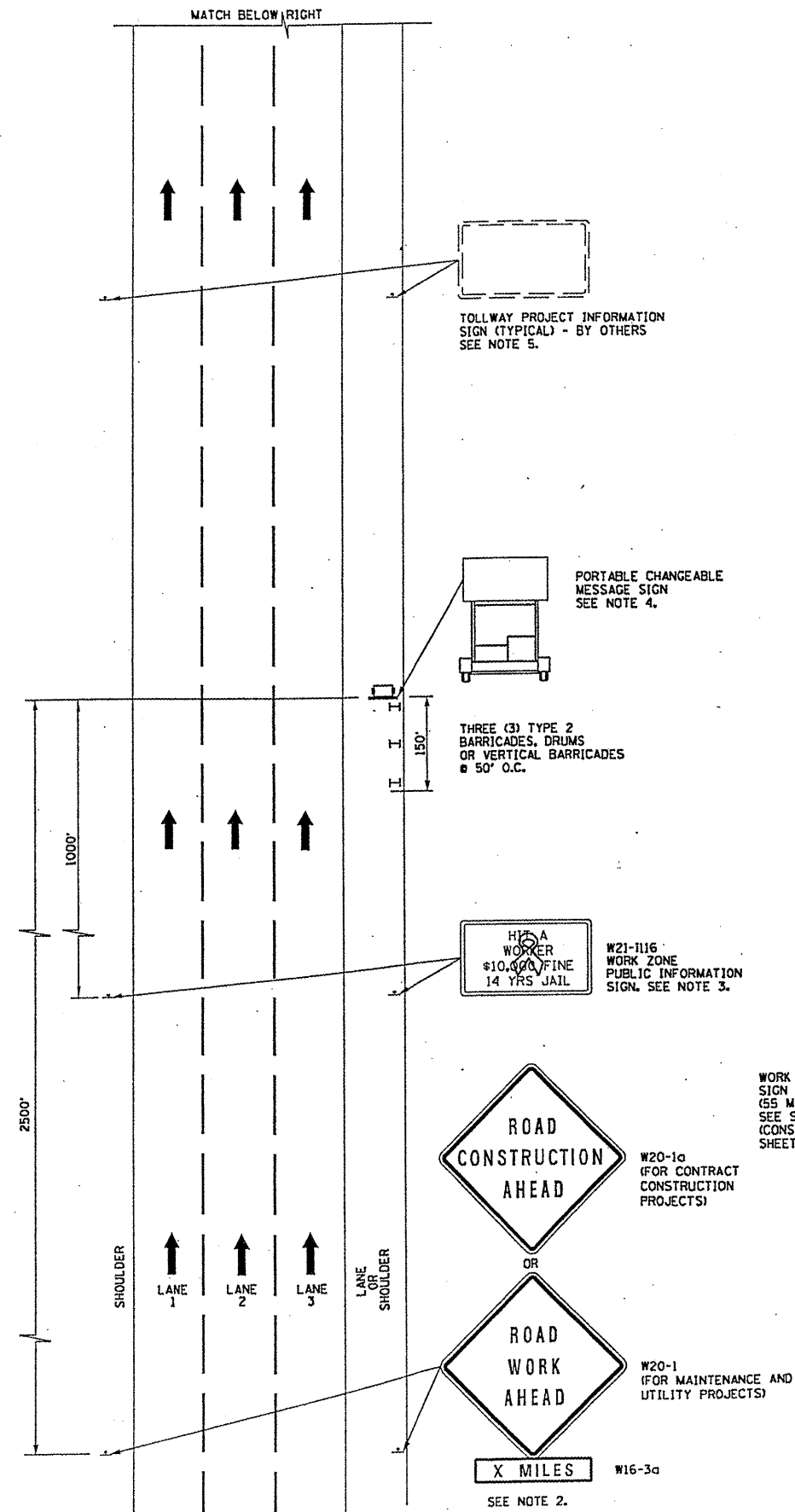
1. IF CLOSURES ARE EXPECTED TO PRODUCE TRAFFIC BACKUPS EXTENDING BEYOND THE FIRST WARNING SIGN SHOWN ON THE DETAILS, ADDITIONAL UPSTREAM SIGNS SHALL BE PLACED SO THAT THE TRAFFIC CONTROL ZONE ENCOMPASSES THE ANTICIPATED BACKUP ZONE.
2. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
3. THESE DETAILS ALSO APPLY TO OPPOSITE HAND LANE CLOSURES BY CHANGING SIGN LEGENDS AND ARROW DIRECTIONS TO INDICATE THE APPROPRIATE CLOSURE.
4. FOR NIGHT TIME CLOSURES, ONE TYPE A WARNING LIGHT SHALL BE INSTALLED ABOVE EACH OF THE 1 MILE AND 1/2 MILE ADVANCE WARNING SIGNS. FOR DAYLIGHT-ONLY CLOSURES, THE LIGHTS MAY BE OMITTED.
5. FOR ANY LANE CLOSURE, FLASHING ARROW BOARDS SHALL BE REQUIRED AND IN OPERATION AT ALL TIMES. THE FLASHING ARROW BOARD IN ADVANCE OF THE TAPER SHALL BE PROTECTED WITH THREE TYPE II BARRICADES AT 50' O.C.
6. CONSTRUCTION SIGNS SHALL GENERALLY BE POST-MOUNTED OR ATTACHED TO PORTABLE SUPPORTS AND SHALL BE INSTALLED 8" TO 12" FROM ADJACENT TRAVEL LANE WHEREVER POSSIBLE. IN NO CASE SHALL SIGNS BE LOCATED TO PROVIDE LESS THAN 2' CLEARANCE BETWEEN EDGE OF SIGN AND ADJACENT TRAVEL LANE.
7. PAVEMENT MARKING TAPE AND REMOVAL OR OBLITERATION OF EXISTING MARKINGS SHALL BE REQUIRED WHEN THE CLOSURE TIME EXCEEDS FOUR DAYS. THIS WORK SHALL BE MEASURED AND PAID FOR SEPARATELY.
8. WHEN A FLAGGER IS NOT ON STATION, THE FLAGGER SIGN SHALL BE PROMPTLY REMOVED, COVERED OR TURNED TO FACE AWAY FROM TRAFFIC.
9. DIRECTION INDICATOR BARRICADES SHALL BE USED IN LANE TAPERS.
10. FOR CLOSURES OTHER THAN SHORT TERM (SUNRISE TO ONE HOUR BEFORE SUNSET), THE MINIMUM HEIGHT OF THE SIGN FROM SHOULDER ELEVATION SHALL BE 7'-0".
11. CONES MAY BE USED IN LIEU OF BARRICADES IN THE BUFFER AND WORK AREAS, WHEN THE CLOSURE IS FOR MAINTENANCE OPERATIONS.
12. AN ADDITIONAL SIGN ASSEMBLY SHALL BE PLACED 500' BEYOND THE LAST ENTRANCE RAMP FOR EACH INTERCHANGE THAT FALLS WITHIN THE 2,500'.
13. THE SIGN ASSEMBLY SHALL BE PLACED NO CLOSER THAN 500' TO ANY OTHER SIGN.
14. ALL CONFLICTING SPEED LIMIT SIGNS SHALL BE COVERED OR REMOVED.
15. SIGNS WITH G20-1103 SHALL BE IN PLACE WHEN THE SIGN ASSEMBLY (WORK ZONE SPEED LIMIT SIGN) IS UP. THESE SIGNS SHALL ALSO BE REMOVED OR COVERED WHEN THE SIGN ASSEMBLY IS REMOVED OR COVERED, UNLESS STILL REQUIRED BY THE MAINTENANCE OF TRAFFIC PLAN.
16. BARRICADES ARE TO BE LOCATED AT JOINT LINE WHEN WORK AREA EXTENDS UP TO JOINT UNLESS OTHERWISE SHOWN ON THE PLANS.
17. SEE MAINTENANCE OF TRAFFIC DRAWINGS FOR ADDITIONAL SIGNING IN THIS AREA.
18. CHECK BARRICADES SHALL BE PLACED IN THE MIDDLE OF THE CLOSED LANE AND AT THE SHOULDER AT 1000 FOOT CENTERS.

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOLLWAY STANDARD E2-01
TRAFFIC CONTROL DETAILS FOR LANE CLOSURES**

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		CHECKED -	REVISED -
		DATE -	REVISED -

SCALE:	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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				CONTRACT NO. 60L45				
				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



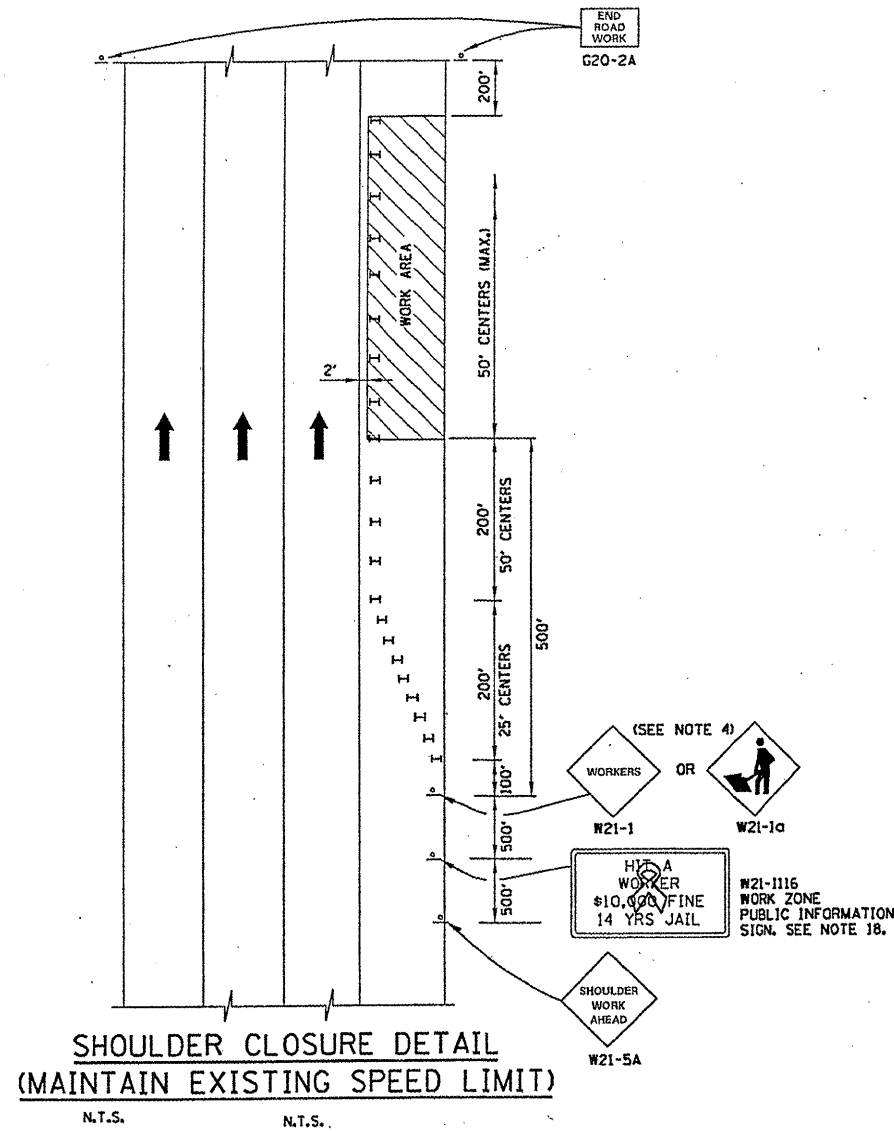
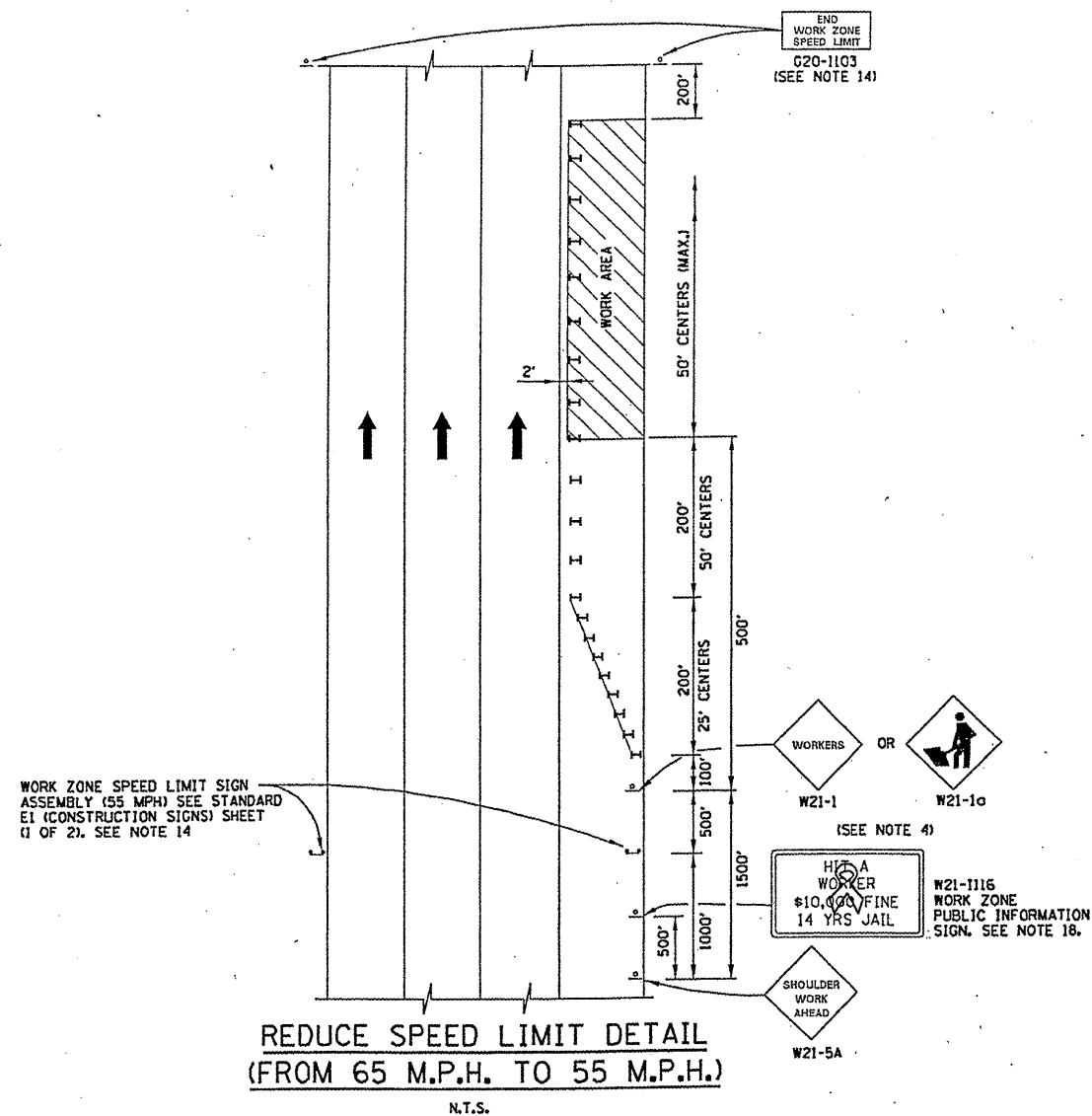
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PLOT DATE = 11/8/2010		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOLLWAY STANDARD E2-01
TRAFFIC CONTROL DETAILS FOR LANE CLOSURES

SCALE: SHEET NO. 2 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2010-064-1	VARIOUS	28	27
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60L45	



GENERAL NOTES:

1. THE SHOULDER SHALL BE CLOSED WHEN A WORK ACTIVITY REQUIRING 15 OR MORE MINUTES IS PERFORMED AT A DISTANCE WHICH IS LESS THAN 15 FEET BUT NO CLOSER THAN 2 FEET THE EDGE OF PAVEMENT.
2. THE ADJACENT EXTERIOR LANE SHALL BE CLOSED WHEN WORK IS PERFORMED WITHIN 2 FEET FROM THE EDGE OF PAVEMENT.
3. THE CHANNELIZING DEVICES WHICH SEPARATE THE WORK SPACE FROM THE ADJACENT TRAVEL LANE SHALL BE SPACED AT 25' FOR (200 FEET) AND AT A MAXIMUM OF 50' FOR ALL ADDITIONAL DEVICES.
4. WHEN THE WORKSITE IS UNATTENDED, SUBSTITUTE - "SHOULDER WORK AHEAD" SIGN FOR THE SECOND SIGN.
5. WORKER SIGNS OR SHOULDER WORK SIGNS AND CHANNELIZATION DEVICES ARE PLACED ONLY ON THE SIDE OF THE ROADWAY ON WHICH THE ACTIVITY IS PERFORMED.
6. FOR SHOULDER CLOSURE EXTENDING OVERNIGHT, BARRICADE TYPE II WITH STEADY BURNING LIGHT, TYPE C SHALL BE USED.
7. FOR SHORT TERM CLOSURE (SUNRISE TO ONE HOUR BEFORE SUNSET) NOT EXTENDING INTO DARKNESS, CONES MAY BE USED.
8. ONE WORK ZONE SPEED LIMIT SIGN ASSEMBLY (55 MPH - BEGINS) SHALL BE PLACED AT A DISTANCE OF 500' TO 2,500' MAXIMUM IN ADVANCE OF WORKERS THROUGHOUT THE SHOULDER CLOSURE. MOVING OPERATIONS MAY REQUIRE CONTINUOUS ADJUSTMENT OF THE SIGN ASSEMBLY LOCATION TO MAINTAIN THE ABOVE INTERVAL.
9. AN ADDITIONAL SIGN ASSEMBLY SHALL BE PLACED 500' BEYOND THE LAST ENTRANCE RAMP FOR EACH INTERCHANGE THAT FALLS WITHIN THE 2,500'.
10. THE SIGN ASSEMBLY SHALL BE PLACED NO CLOSER THAN 500' TO ANY OTHER SIGN.
11. THE SIGN ASSEMBLY SHALL NOT BE UTILIZED WHEN WORKERS ARE BEHIND A TEMPORARY (MOVABLE BARRIER) WALL.
12. THE WORK ZONE SPEED LIMIT SIGNS AND SIGN ASSEMBLY SHALL BE PROMPTLY REMOVED OR COVERED WHEN WORKERS ARE NOT PRESENT OR CLOSE TO MOVING TRAFFIC.
13. ALL CONFLICTING SPEED LIMIT SIGNS SHALL BE COVERED OR REMOVED.
14. "END WORK ZONE SPEED LIMIT" SIGNS SHALL BE IN PLACE ONLY WHEN THE EXISTING POSTED SPEED > 55MPH.
15. FOR SHOULDER REPAIRS OR REPLACEMENT THE CHANNELIZING DEVICES SHALL BE PLACED AT THE EDGE OF PAVEMENT WHENEVER THE WORK ACTIVITIES RESULT IN A DROPOFF AT THE EDGE OF PAVEMENT.
16. "WORK ZONE SPEED LIMIT" SIGNS SHALL BE IN PLACE ONLY WHEN THE EXISTING POSTED SPEED > 55MPH.
17. ANY UNATTENDED OBSTACLE OR EXCAVATION LEFT ON THE SHOULDER OVERNIGHT SHALL BE PROTECTED BY TEMPORARY CONCRETE BARRIER.
18. THE WORK ZONE INFORMATION SIGN IS 60" WIDE BY 48" HIGH. THE CONTRACTOR SHALL OBTAIN THE CAMERA-READY ARTWORK REQUIRED FOR THE SIGN MESSAGE BY CONTACTING IDOT'S CENTRAL BUREAU OF OPERATIONS.

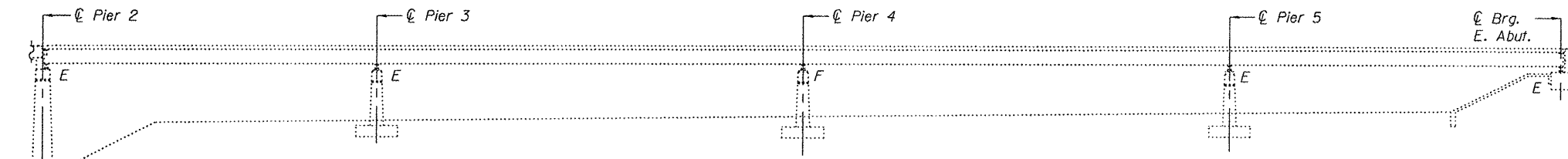
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		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

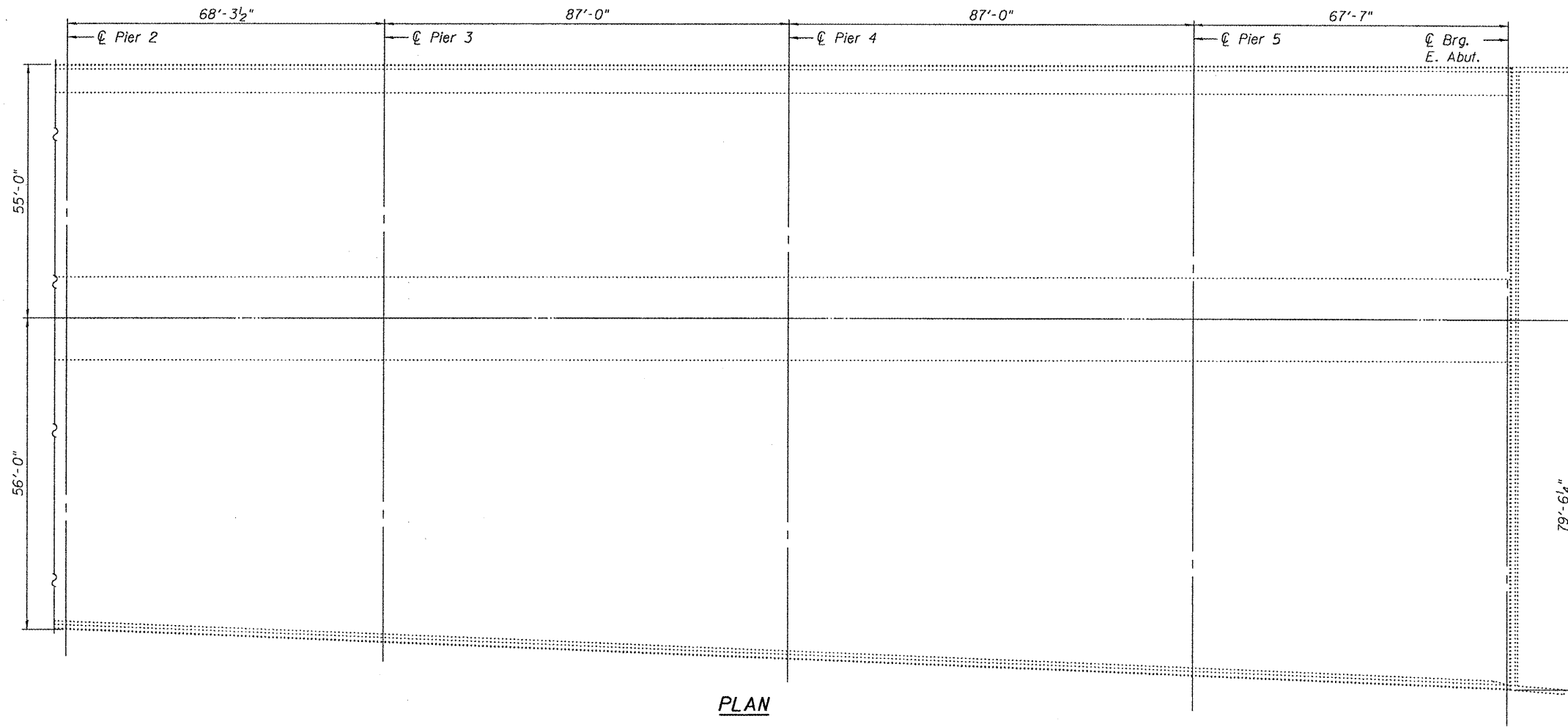
**TOLLWAY STANDARD E3-01
TRAFFIC CONTROL DETAILS FOR SHOULDER CLOSURES**

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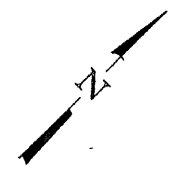
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VAR	2010-064-1	VARIOUS	28	28
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 60L45	



ELEVATION



PLAN



SN: 072-0134

GENERAL NOTES

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.

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.

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 the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.

The deck surface shall have its final finish lined according to Article 420.09(e)(1) of the Standard Specifications. Cost included with Concrete Superstructures. Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated. All structural steel shall be shop painted with the inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with Furnishing and Erecting Structural Steel.

Cost of removal and re-installation of all members necessary to complete the work as detailed on the plans and as specified in the Special Provisions shall be included with Furnishing and Erecting Structural Steel.

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	26.2
Concrete Superstructure	Cu. Yd.	26.2
Furnishing and Erecting Structural Steel	Pound	2,710
Reinforcement Bars, Epoxy Coated	Pound	2,160
Preformed Joint Strip Seal	Foot	136
Elastomeric Bearing Assembly, Type II	Each	19
Jack and Remove Existing Bearings	Each	19
Anchor Bolts 1"Ø	Each	38
Bar Splicers	Each	40
Structural Repair of Concrete (Depth ≤5")	Sq. Ft.	110.25
Structural Repair of Concrete (Depth >5")	Sq. Ft.	19.5

Minimum Area needed for REA Seal on an 11x17 Drawing. This box and text will not print. This will not show up on the final plans when "Construction" Line Types are turned off. Snap to the Center of this rectangle to center STAMP in the area. Place STAMP on the Title Block Model.

Expires: November 30, 2012

DESIGNED - I.J.L.
 CHECKED - A.T.H.
 DRAWN - Drew Christopher
 CHECKED - I.J.L. A.T.H.

EXAMINED - *Carl Provey*
 ENGINEER OF STRUCTURAL SERVICES
 PASSED - *Ralph E. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES

DATE - --

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

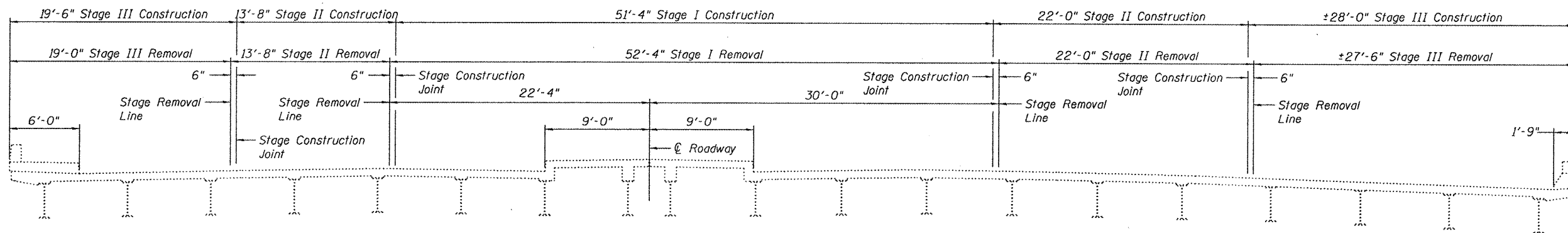
PLAN AND ELEVATION
 SN 072-0134

SHEET NO. 1 OF 6 SHEETS

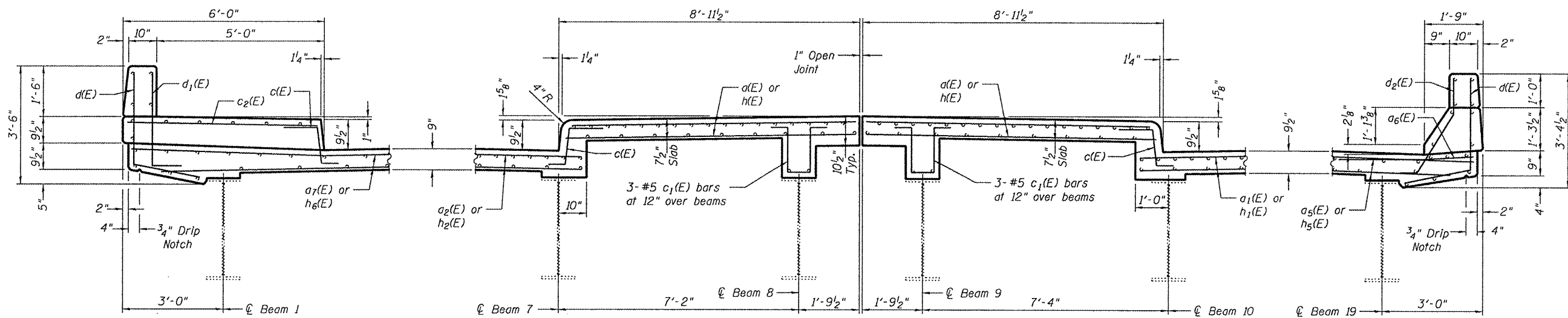
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317	(48B)I	Peoria	--	28A
CONTRACT NO. -----				

ILLINOIS FED. AID PROJECT

SLT-94-001-10



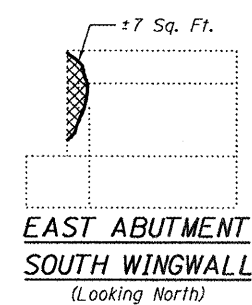
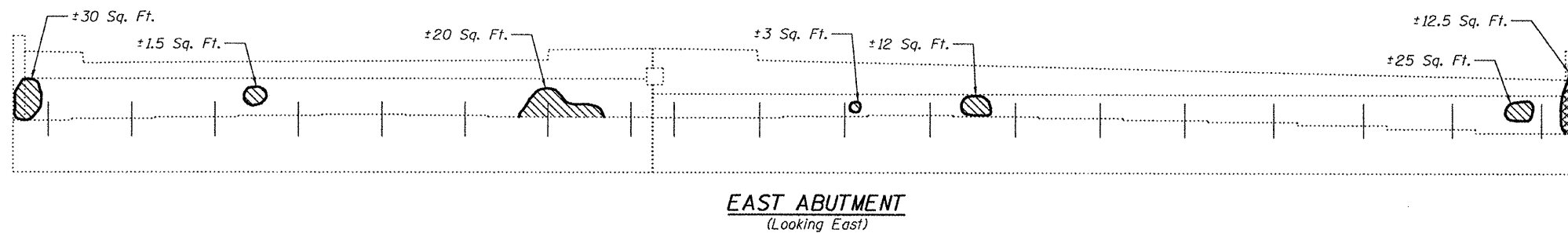
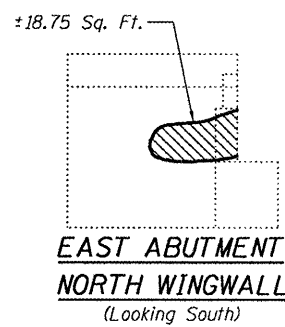
STAGING DECK CROSS-SECTION
(At East Abutment)
(Looking East)





TYPICAL SIDEWALK SECTION ON NORTH SIDE

TYPICAL MEDIAN SECTION

TYPICAL PARAPET SECTION ON SOUTH SIDE



 Structural Repair of Concrete (Depth ≤ 5")
 Structural Repair of Concrete (Depth > 5")

DESIGNED - I.J.L.
 CHECKED - A.T.H.
 DRAWN - Drew Christopher
 CHECKED - I.J.L. A.T.H.

EXAMINED - *Carl Perry*
 ENGINEER OF STRUCTURAL SERVICES
 PASSED - *Ralph E. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT DETAILS
 SN 072-0134

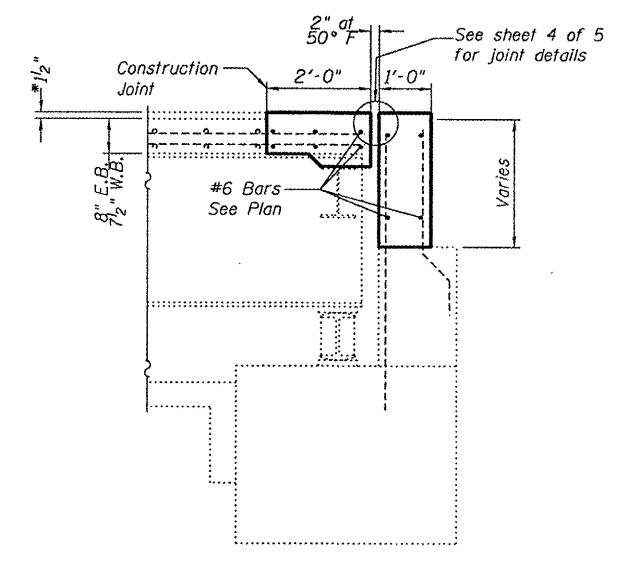
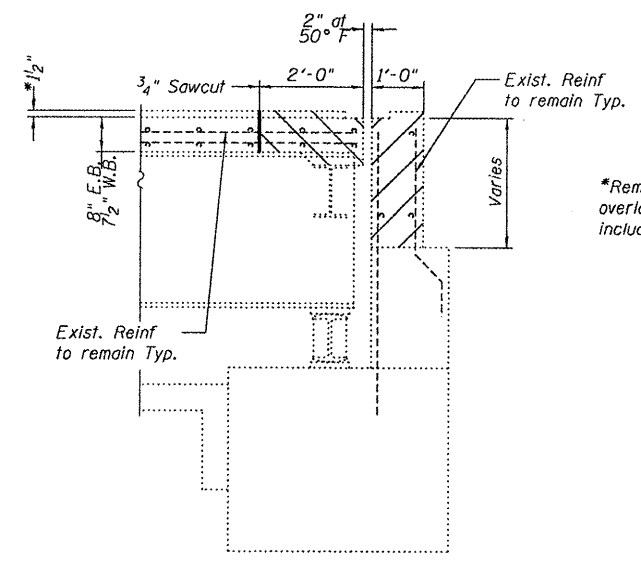
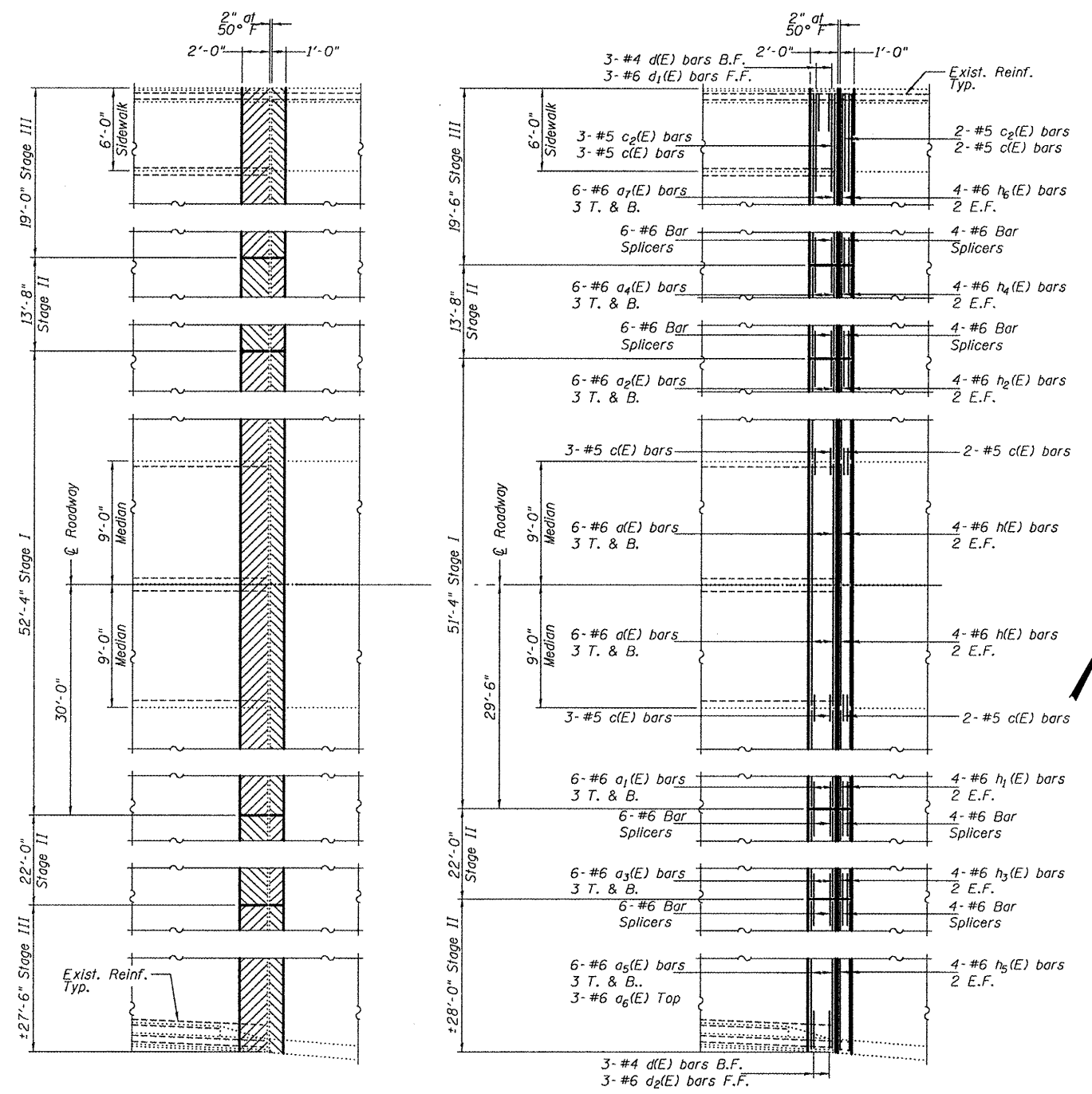
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CONTRACT NO.				

SHEET NO. 2 OF 6 SHEETS

ILLINOIS FED. AID PROJECT

SLT-94-001-10

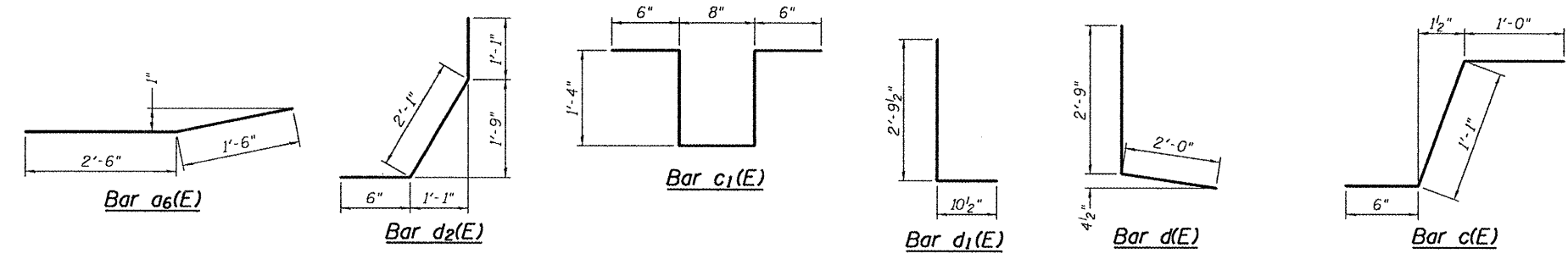
SN: 072-0134



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	12	#6	8'-6"	—
a1(E)	6	#6	20'-6"	—
a2(E)	6	#6	12'-10"	—
a3(E)	6	#6	21'-9"	—
a4(E)	6	#6	13'-5"	—
a5(E)	6	#6	27'-9"	—
a6(E)	3	#6	4'-0"	—
a7(E)	6	#6	19'-3"	—
c(E)	15	#5	2'-7"	—
c1(E)	6	#5	4'-4"	—
c2(E)	5	#5	5'-7"	—
d(E)	6	#4	4'-9"	—
d1(E)	3	#6	3'-8"	—
d2(E)	3	#6	3'-8"	—
h(E)	8	#6	8'-6"	—
h1(E)	4	#6	20'-6"	—
h2(E)	4	#6	12'-10"	—
h3(E)	4	#6	21'-9"	—
h4(E)	4	#6	13'-5"	—
h5(E)	4	#6	27'-9"	—
h6(E)	4	#6	19'-3"	—
Concrete Removal			Cu. Yd.	25.2
Concrete Superstructure			Cu. Yd.	25.2
Reinforcement Bars, Epoxy Coated			Lbs.	2,160

STAMP AREA
This will not show up on the final plans when "Construction" Line Types are turned off. Snap to the Center of this rectangle to center STAMP in the area. Place STAMP on the Title Block Model.

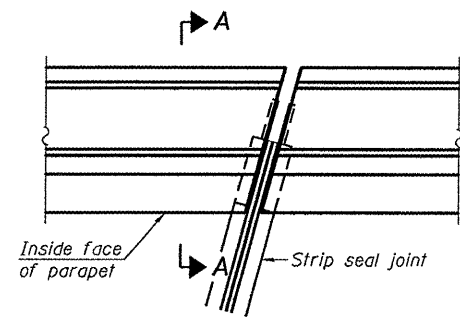


DESIGNED - I.J.L.	EXAMINED - <i>A. Carl Perry</i>	DATE - --
CHECKED - A.T.H.	ENGINEER OF STRUCTURAL SERVICES	
DRAWN - Drew Christopher	PASSED - <i>Ralph E. Anderson</i>	
CHECKED - I.J.L. A.T.H.	ENGINEER OF BRIDGES AND STRUCTURES	

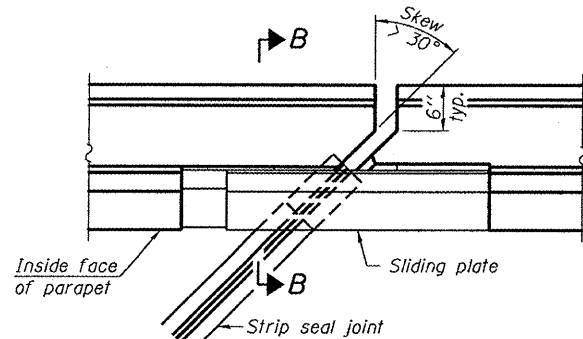
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT DETAILS
SN 072-0134
SHEET NO. 3 OF 6 SHEETS

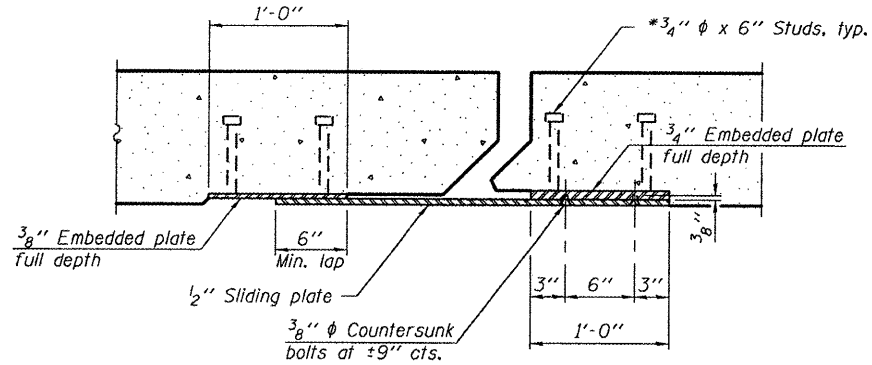
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CONTRACT NO. -----			ILLINOIS FED. AID PROJECT	



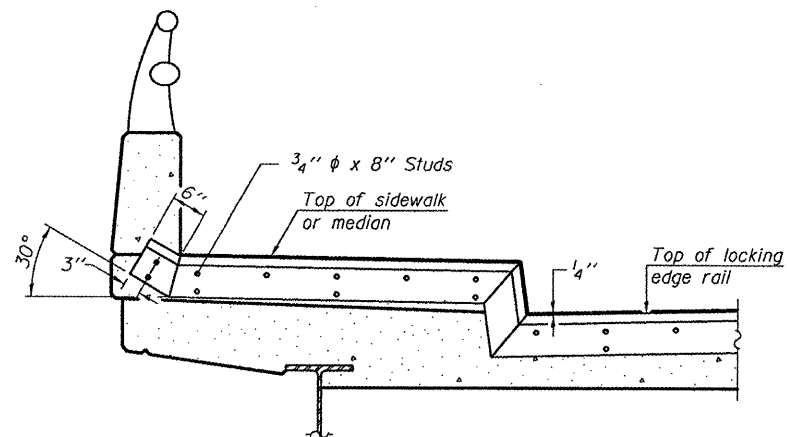
PLAN
(For skews $\le 30^\circ$)



PLAN
(For skews $> 30^\circ$)
Showing point block

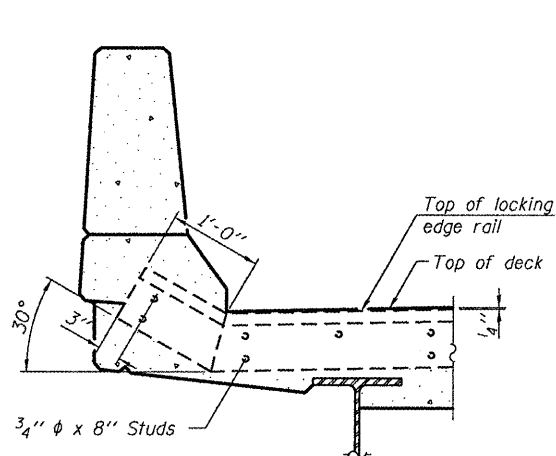


SECTION C-C

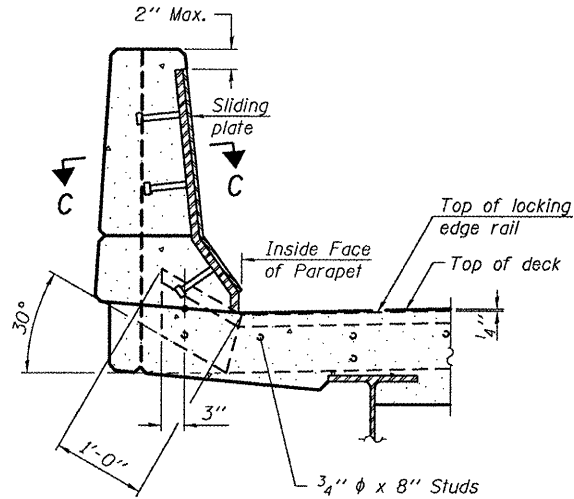


TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN

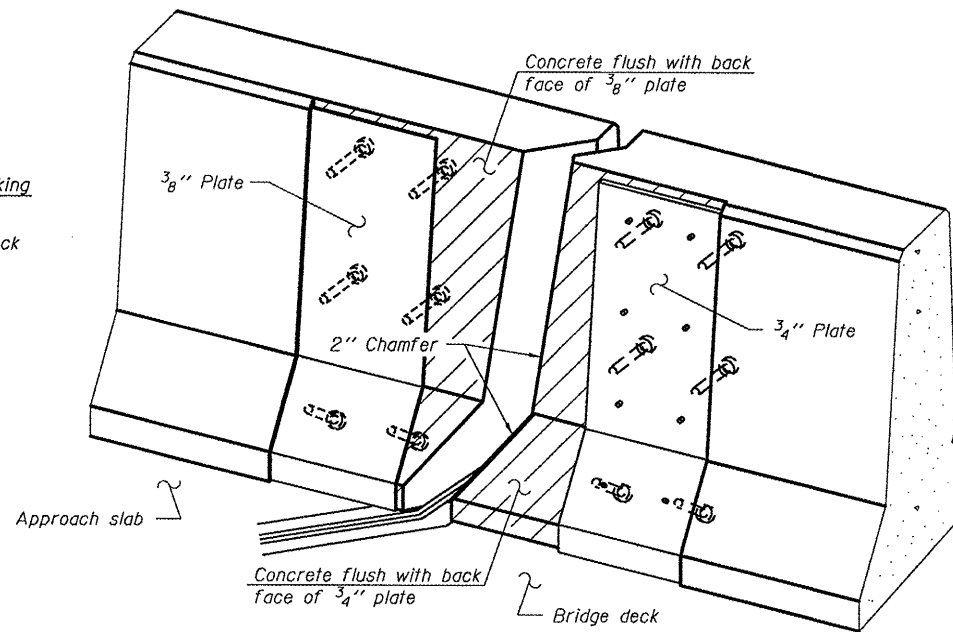
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



SECTION A-A



SECTION B-B



TRIMETRIC VIEW
(Showing back plates only)

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. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

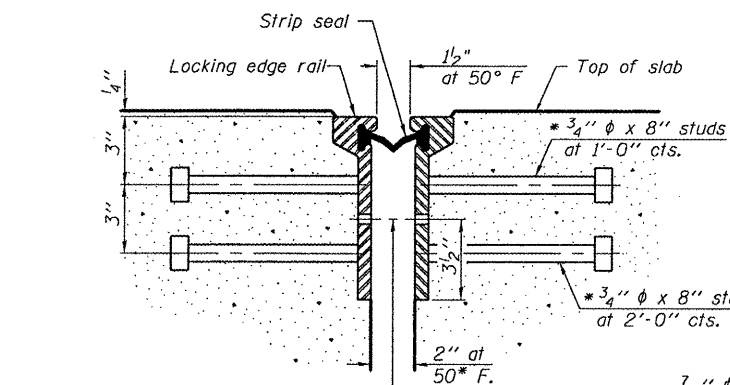
The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion 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.

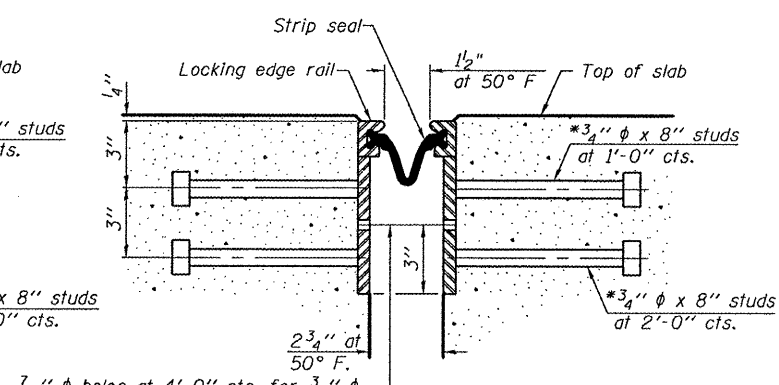
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications. Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.

Parapet plates and anchorage studs for skews $> 30^\circ$ included in the cost of Preformed Joint Strip Seal.



SECTION THRU ROLLED RAIL JOINT

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



SECTION THRU WELDED RAIL JOINT

2 3/4" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

ROLLED EXTRUDED RAIL

WELDED RAIL

LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.

Rolled rail shown, welded rail similar.

LOCKING EDGE RAILS

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	136

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

EJ-SSJ

7-1-10

DESIGNED - I.J.L.	EXAMINED - <i>Carl P. ...</i>
CHECKED - A.T.H.	PASSED - <i>Ralph E. ...</i>
DRAWN - Drew Christopher	
CHECKED - I.J.L. A.T.H.	

DATE

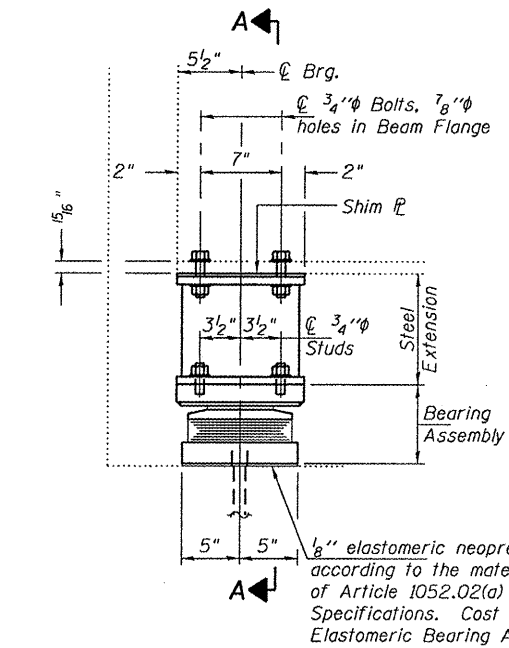
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT JOINT DETAILS
SN 072-0134

F.A.P. RTE. 317	SECTION (48B)I	COUNTY Peoria	TOTAL SHEETS --	SHEET NO. 280
ILLINOIS FED. AID PROJECT			CONTRACT NO. ---	

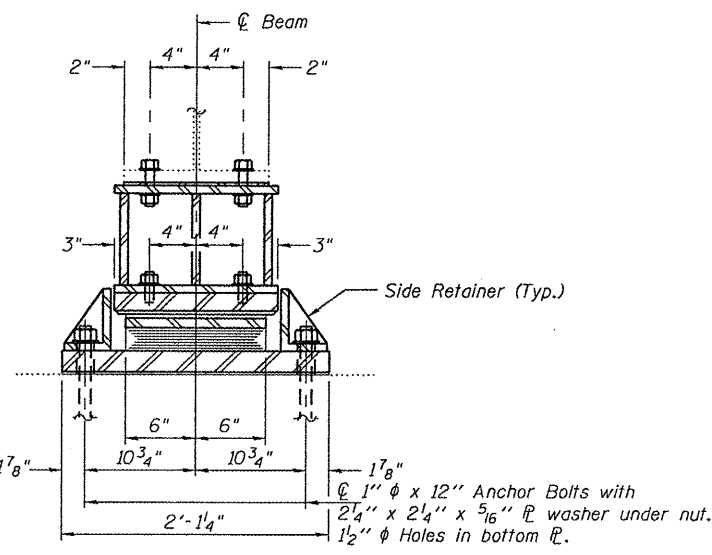
SHEET NO. 4 OF 6 SHEETS

SLT-94-001-10



ELEVATION AT EAST ABUTMENT

TYPE II TFE ELASTOMERIC EXP. BRG.

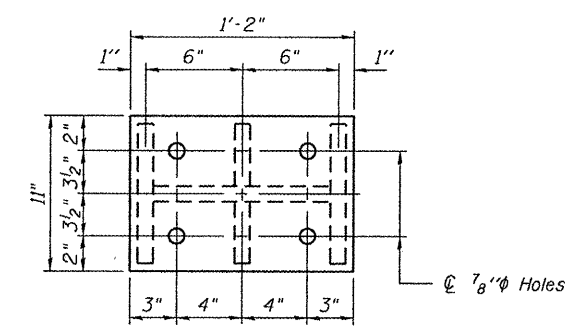


SECTION A-A

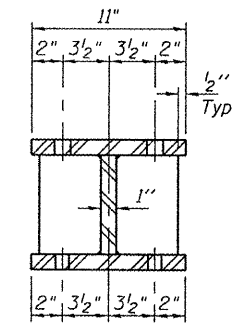
BEAM REACTIONS

RP	(K)	36.6
Rt	(K)	41.3
Imp.	(K)	10.7
R (Total)	(K)	88.6

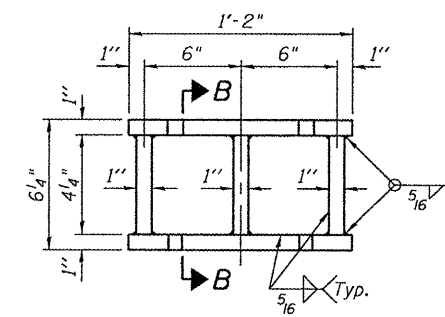
Notes:
 Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost included with Furnishing and Erecting Structural Steel.
 New steel extensions, shim plates and connection bolts are included with Furnishing and Erecting Structural Steel.
 Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions. Min. jack capacity = 50 Tons.
 Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
 Anchor bolts of fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
 Anchor bolts for Type II bearings shall be placed in holes drilled through the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.
 Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
 Side retainers shall be included in the cost of Elastomeric Bearing Assembly, Type II.
 The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.
 Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.



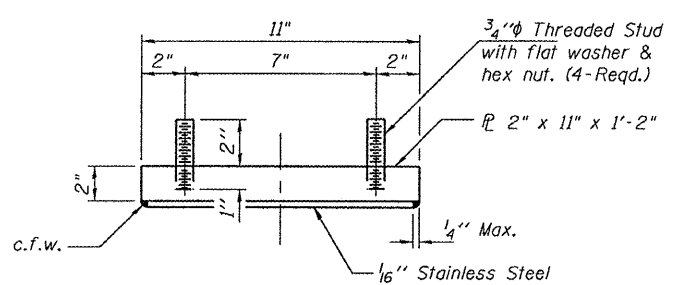
PLAN TOP AND BOTTOM PLATE



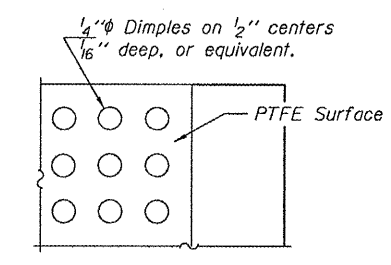
SECTION B-B



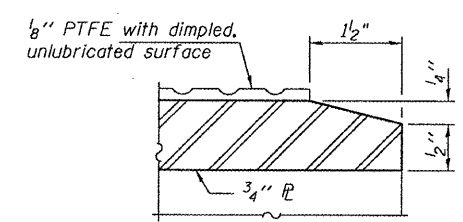
STEEL EXTENSION DETAIL



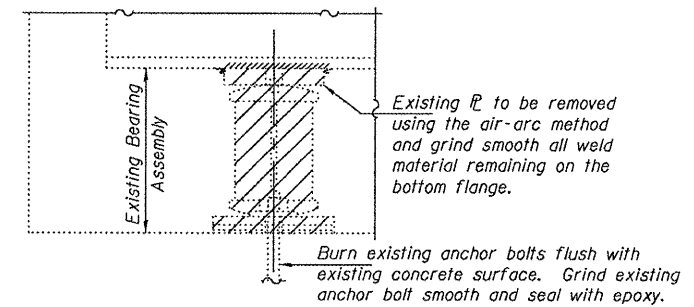
TOP BEARING ASSEMBLY



PLAN-PTFE SURFACE

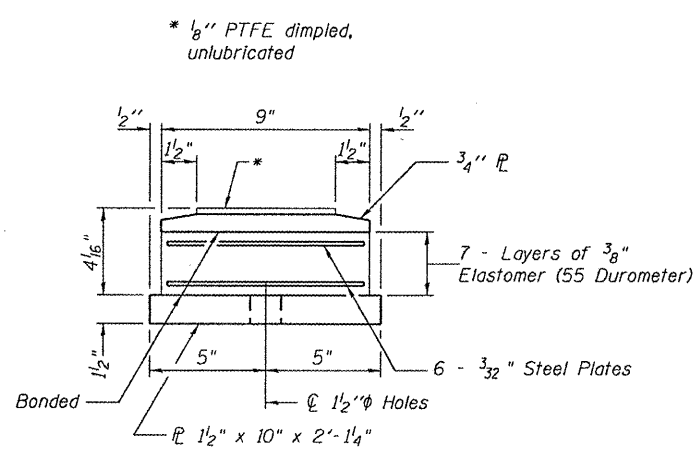


SECTION THRU PTFE

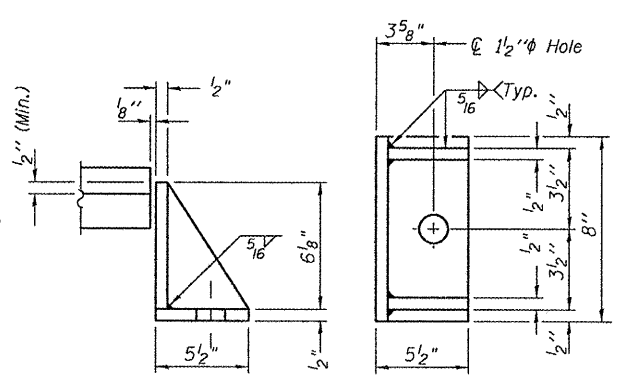


EXISTING BEARING REMOVAL DETAIL

Cost included with Jack and Remove Existing Bearings.

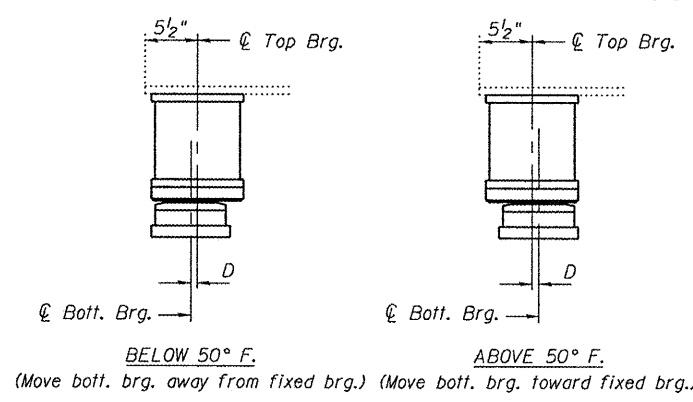


BOTTOM BEARING ASSEMBLY



SIDE RETAINER

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



SETTING ANCHOR BOLTS AT EXP. BRG.

D = 1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type II	Each	19
Jack and Remove Existing Bearings	Each	19
Furnishing and Erecting Structural Steel	Pound	2,710
Anchor Bolts 1" ϕ	Each	38

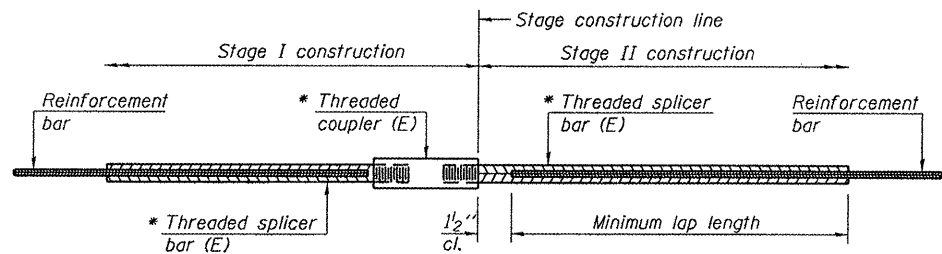
TYII/REPS 12-03-2008

DESIGNED - I.J.L.	EXAMINED - <i>Carl Perry</i>	DATE - --
CHECKED - A.T.H.	ENGINEER OF STRUCTURAL SERVICES	
DRAWN - Drew Christopher	PASSED - <i>Walsh E. Anderson</i>	
CHECKED - I.J.L. A.T.H.	ENGINEER OF BRIDGES AND STRUCTURES	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT BEARING DETAILS
 SN 072-0134
 SHEET NO. 5 OF 6 SHEETS

F.A.P. RTE. 317	SECTION (48B)I	COUNTY Peoria	TOTAL SHEETS --	SHEET NO. 28E
CONTRACT NO. -----				
ILLINOIS FED. AID PROJECT				



STANDARD BAR SPLICER ASSEMBLY

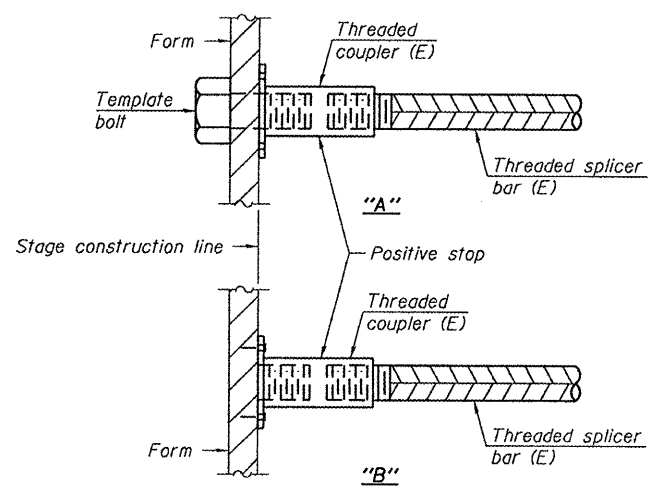
Bar size to be spliced	Minimum Lap Lengths				
	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Top bar lap, Class B

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

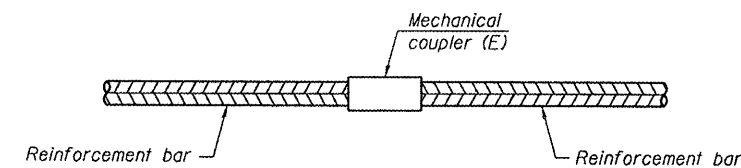
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
E. Abut. (EB)	#6	20	3
E. Abut. (WB)	#6	20	3



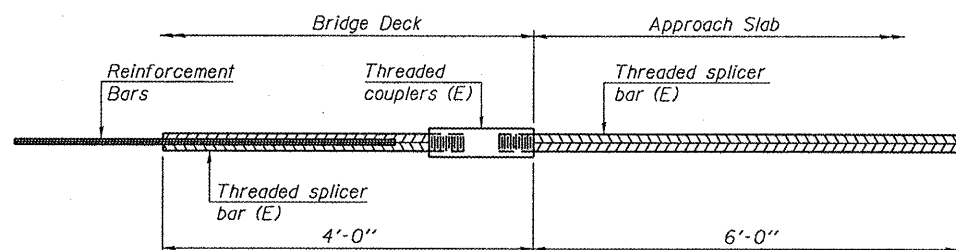
INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.



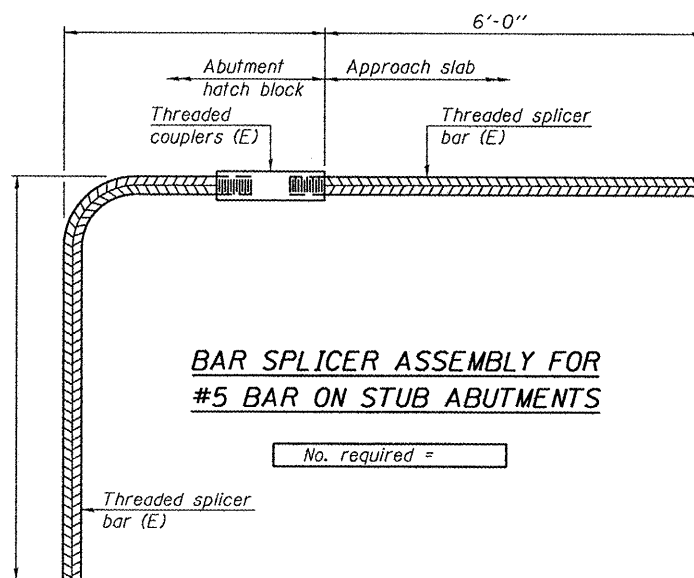
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required =



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
 All reinforcement shall be lapped and tied to the splicer bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
 See special provision for Mechanical Splicers.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

7-1-10

DESIGNED - I.J.L.
 CHECKED - A.T.H.
 DRAWN - Drew Christopher
 CHECKED - I.J.L. A.T.H.

EXAMINED
 PASSED

Carl Henry
 ENGINEER OF STRUCTURAL SERVICES
Ralph E. Anderson
 ENGINEER OF BRIDGES AND STRUCTURES

DATE - - -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER DETAILS
 SN 072-0134

SHEET NO. 5 OF 6 SHEETS

F.A.P. RTE. 317	SECTION (48B)I	COUNTY Peoria	TOTAL SHEETS ---	SHEET NO. 28F
CONTRACT NO. -----			ILLINOIS FED. AID PROJECT	

SLT-94-001-10