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STANDARDS

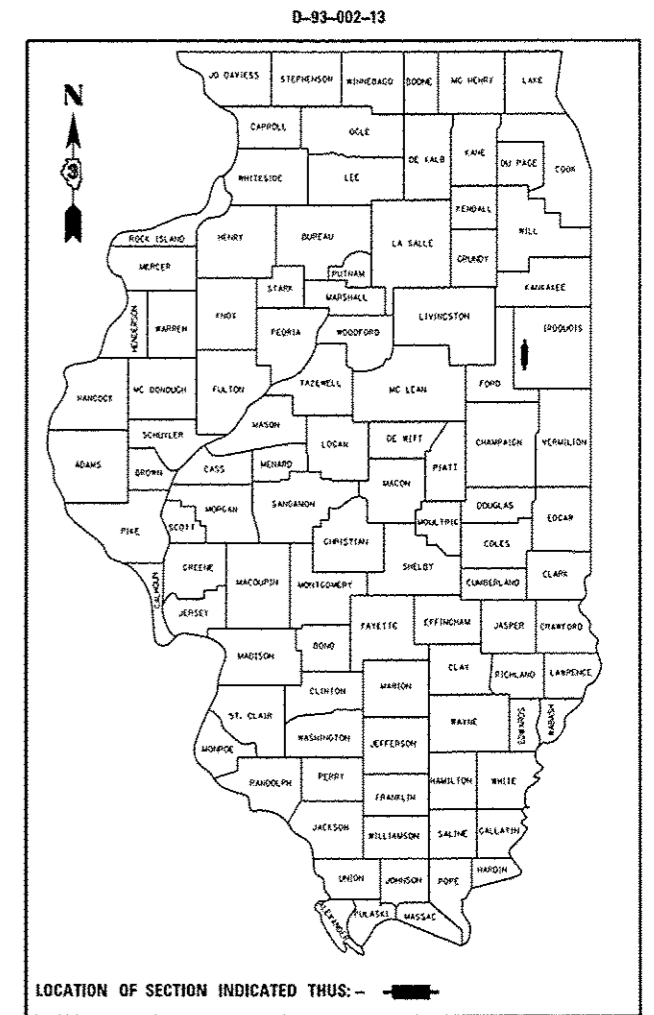
- | | |
|-----------|---|
| 000001-06 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 001001-02 | AREAS OF REINFORCEMENT BARS |
| 001006 | DECIMAL OF AN INCH AND OF A FOOT |
| 701101-04 | OFF-ROAD OPERATIONS MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE |
| 701106-02 | OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY |
| 701426-06 | LANE CLOSURE, MULTILANE INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≥ 45 MPH |
| 701428 | TRAFFIC CONTROL SETUP AND REMOVAL FREEWAY/EXPRESSWAY |
| 701901-03 | TRAFFIC CONTROL DEVICES |
| 704001-07 | TEMPORARY CONCRETE BARRIER |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
**PROPOSED
HIGHWAY PLANS**

FAI ROUTE 57 (I-57)
SECTION (38-6B)I-2 & (38-6B-1)I-2

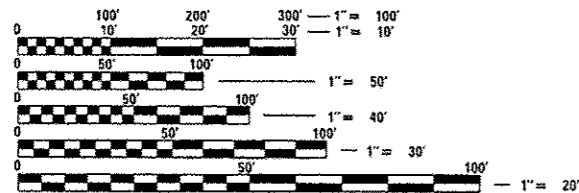
BRIDGE REPAIR
S.N. 038-0155 (SB) & S.N. 038-0156 (NB) – NORTH BRANCH
S.N. 038-0153 (SB) & S.N. 038-0154 (NB) – SOUTH BRANCH
OVER SPRING CREEK 2.4 & 3.1 MILES RESPECTIVELY
SOUTH OF ONARGA
IROQUOIS COUNTY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-6B)I-2 & (38-6B-1)I-2	IROQUOIS	27	1
ILLINOIS			CONTRACT NO. 66C81	



PROJECT LOCATION
STRUCTURE NO. 038-0155 (SB)
STRUCTURE NO. 038-0156 (NB)
STATION 928 + 50.00

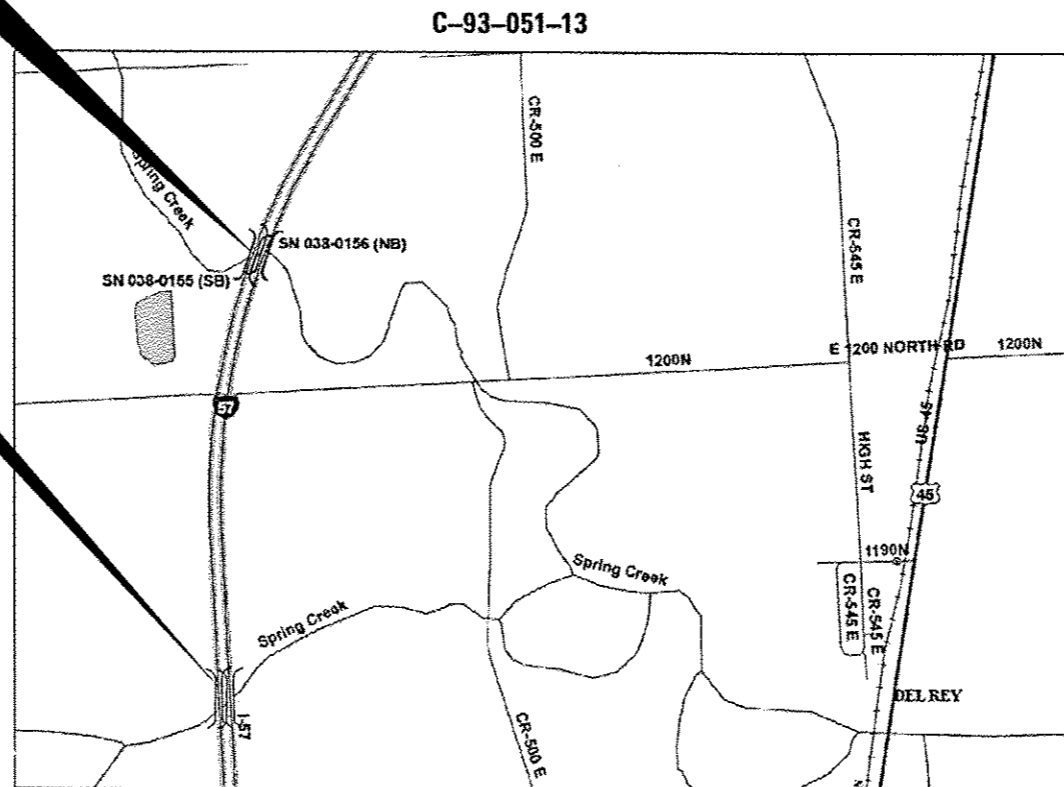
PROJECT LOCATION
STRUCTURE NO. 038-0153 (SB)
STRUCTURE NO. 038-0154 (NB)
STATION 963 + 62.50



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
TOWNSHIP ONARGA
CONTRACT NO. 66C81



LOCATION MAP
POINT LOCATION
NOT TO SCALE

RURAL	
INTERSTATE	
FAI 57 (I-57)	
2012	
ADT	14900
P.V.	63.76%
S.U.	2.68%
M.U.	33.56%

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *May 15 20 14*

Paul Coetzee
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

June 27 20 14
John D. Baranzelli P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

June 27 20 14
Omer Osman P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

GENERAL NOTES

FOR STABILIZATION, ALL TYPE III BARRICADES WILL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.

THE CONTRACTOR SHALL CONTACT JULIE AT LEAST 48 HOURS PRIOR TO EXCAVATION TO DETERMINE WHICH UTILITIES ARE IN THE AREA.

COMMITMENTS

DATE: 5-15-14

PREPARED BY: Tom Bevil
DISTRICT STUDIES & PLANS ENGINEER

EXAMINED BY: Harold Jones
DISTRICT CONSTRUCTION ENGINEER

Ray J. [Signature]
DISTRICT MATERIALS ENGINEER

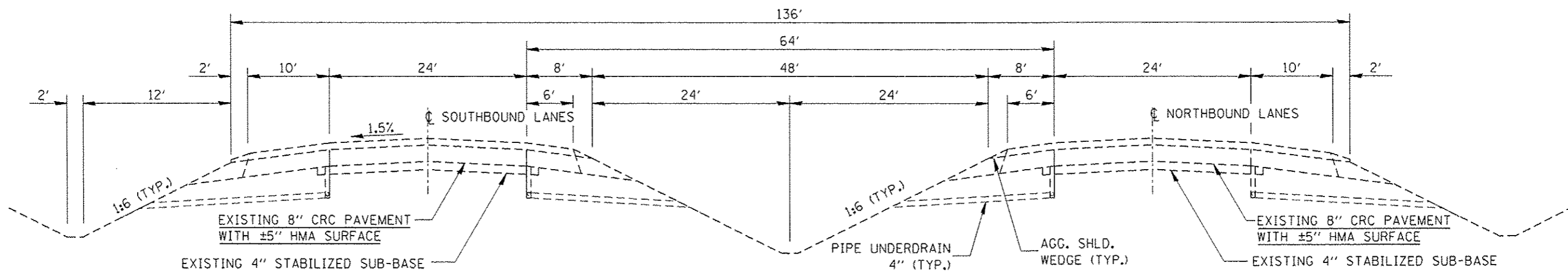
James A. [Signature]
DISTRICT OPERATIONS ENGINEER

FILE NAME *	USER NAME * Patelyj	DESIGNED - RW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\midot\patelyj\10025869\0366	01-shd-detailed.dgn	DRAWN - RW	REVISED -			57	(38-6B)-2 & (38-6B)-11-2	IROQUOIS	27	2	
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -			CONTRACT NO. 66CB1					
MODELNAME	PLOT DATE = 5/6/2014	DATE -	REVISED -			SCALE:	SHEET 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	

CONSTRUCTION CODE
 CONTRACT MAINTENACE
 100% STATE
 BRIDGE
 0014
 RURAL

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	SN: 038-0153 (SB)	SN: 038-0155 (SB)
				SN: 038-0154 (NB)	SN: 038-0156 (NB)
50102400	CONCRETE REMOVAL	CU YD	340.6	161.4	179.2
50300100	FLOOR DRAINS	EACH	30	16	14
50300255	CONCRETE SUPERSTRUCTURE	CU YD	381.8	184.8	197
50300300	PROTECTIVE COAT	SQ YD	877	377	500
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	2428	1214	1214
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	101500	40560	60940
50800515	BAR SPLICERS	EACH	144	72	72
50800530	MECHANICAL SPLICERS	EACH	2148	732	1416
52000110	PREFORMED JOINT STRIP SEAL	FOOT	354	178	176
67100100	MOBILIZATION	L SUM	1	0.5	0.5
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1490	700	790
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1490	700	790
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4	2	2
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4	2	2
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	5136	2922	2214
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	2204	1054	1150
78300100	PAVEMENT MARKING REMOVAL	SQ FT	2646	1340	1306
X7010208	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402 (SPECIAL)	EACH	2	1	1
X7010410	SPEED DISPLAY TRAILER	CAL MO	7	3.5	3.5
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	42	21	21

20 * SPECIALITY ITEMS



TYPICAL SECTION

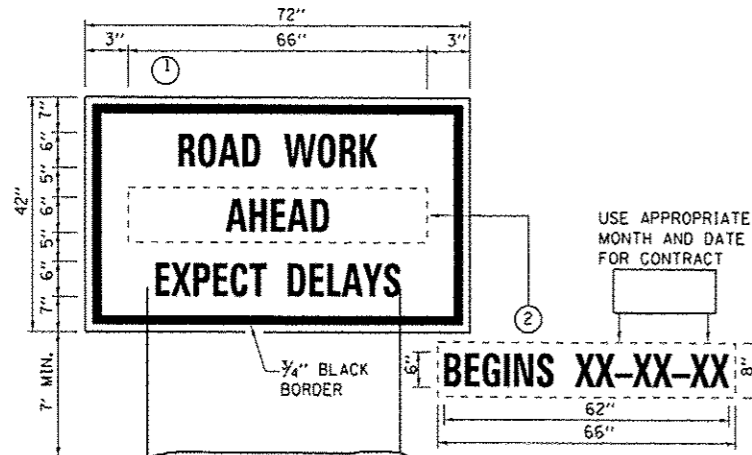
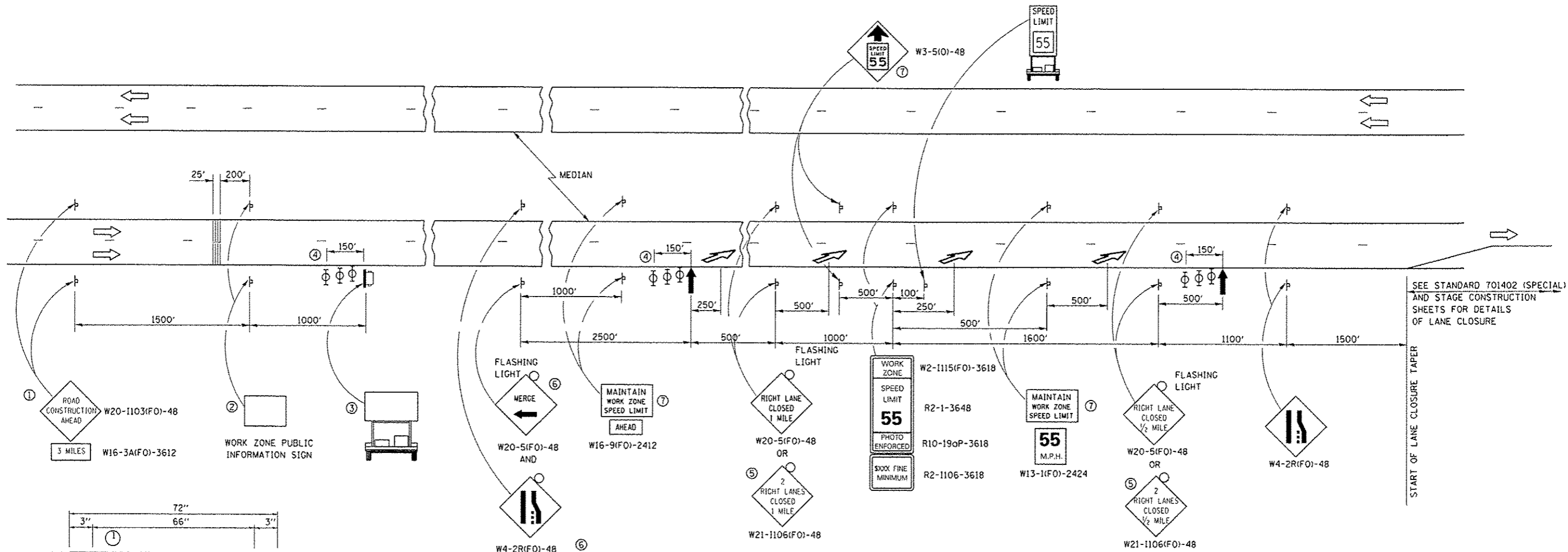
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c:\pwwork\pwwork\potelyj\0025965\0366081-sht-detail.dgn	DRAWN - RW	REVISED -	57			(38-68)-2 & (38-68-1)-2	IRROUOIS	27	4	
##MODELNAME*	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -			CONTRACT NO. 66C81				
	PLOT DATE = 5/6/2014	DATE -	REVISED -			ILLINOIS FED. AID PROJECT				
				SCALE:	SHEET 1 OF 1 SHEETS	STA.	TO STA.			

LOCATION SN: 038-0153 SN: 038-0154	PAVEMENT MARKING REMOVAL	MODIFIED URETHANE PAVEMENT MARKING LINE 4"		MODIFIED URETHANE PAVEMENT MARKING LINE 6"
		SQ FT	FOOT	
		YELLOW	WHITE	
LOCATION: SN: 038-0153				
STAGE I	526			
STAGE II	144	901	560	527
LOCATION: SN: 038-0154				
STAGE I	526			
STAGE II	144	901	560	527
SUBTOTAL		1802	1120	
TOTAL	1340	2922		1054

STAGES SN: 038-0153 SN: 038-0154	TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS TEMPORARY NON-REDIRECTIVE TEST LEVEL 3	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS RELOCATE NON-REDIRECTIVE TEST LEVEL 3
LOCATION: SN: 038-0153				
STAGE I	350	1		
STAGE II			350	1
LOCATION: SN: 038-0154				
STAGE I			350	1
STAGE II			350	1
TOTAL	350	1	1050	3

LOCATION SN: 038-0155 SN: 038-0156	PAVEMENT MARKING REMOVAL	MODIFIED URETHANE PAVEMENT MARKING LINE 4"		MODIFIED URETHANE PAVEMENT MARKING LINE 6"
		SQ FT	FOOT	
		YELLOW	WHITE	
LOCATION: SN: 038-0155				
STAGE I	513			
STAGE II	140	683	424	575
LOCATION: SN: 038-0156				
STAGE I	513			
STAGE II	140	683	424	575
SUBTOTAL		1366	848	
TOTAL	1306	2214		1150

STAGES SN: 038-0155 SN: 038-0156	TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS TEMPORARY NON-REDIRECTIVE TEST LEVEL 3	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS RELOCATE NON-REDIRECTIVE TEST LEVEL 3
LOCATION: SN: 038-0155				
STAGE I	395	1		
STAGE II			395	1
LOCATION: SN: 038-0156				
STAGE I			355	1
STAGE II			355	1
TOTAL	395	1	1105	3

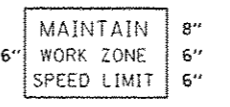


TEMPORARY INFORMATION SIGNING

- NOTES:**
1. USE 6" D BLACK LETTERING ON FLOURESENT ORANGE BACKGROUND.
 2. ERECT SIGNS AT LOCATIONS IN ADVANCE OF THE "ROAD CONSTRUCTION AHEAD" SIGNS AS DIRECTED BY THE ENGINEER.
 3. ERECT SIGN ① WITH INSTALLED PANEL ② A MINIMUM OF ONE WEEK PRIOR TO THE START OF THE LANE CLOSURE.
 4. REMOVE PANEL ② ON THAT DATE.
 5. SEE SPECIAL PROVISION "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
 6. WILL BE PAID FOR PER SQ FT AS "TEMPORARY INFORMATION SIGNING". EACH SIGN = 21 SQ FT AND THE DATE PANEL ② WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.

- 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 50' 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.

⑦ 48"x36" FLUORESCENT ORANGE SIGN WITH BLACK LETTERS.



- ↑ ARROW BOARD
- ▮ PORTABLE CHANGEABLE MESSAGE SIGN
- ⊥ SIGN
- ⊕ TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
- ↘ LANE DROP ARROW - SEE STANDARD 780001
- ▤ TEMPORARY RUMBLE STRIPS
- 🚚 SPEED LIMIT 45 SPEED DISPLAY TRAILER

GENERAL NOTE:

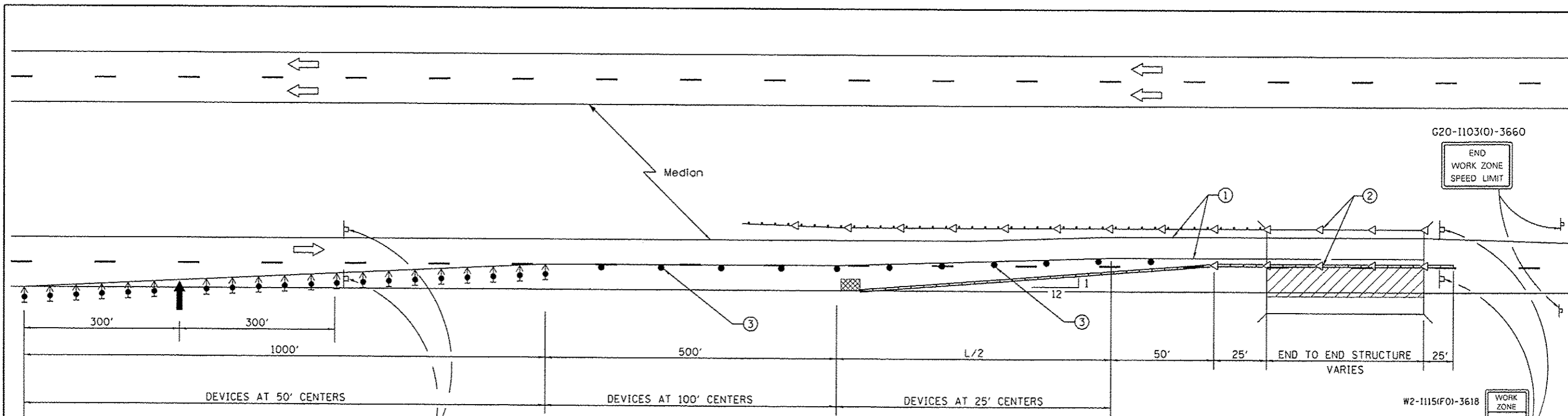
THIS STANDARD IS USED WHERE AT ANY TIME A LANE IS CLOSED ON A FREEWAY/EXPRESSWAY.

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

THE FIRST TWO SIGNS 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.

FILE NAME =	USER NAME = Pataly	DESIGNED - RW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY STANDARD 701400 (SPECIAL)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\p\work\p\pataly\j\0325865\0396	01-shr-details.dgn	DRAWN - RW	REVISED -			57	(38-6B)-2 & (38-6B)-1-2	IROUOIS	27	6	
MODEL NAME =	PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED -			CONTRACT NO. 66C81					
	PLOT DATE = 5/6/2014	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



G20-1103(O)-3660

END WORK ZONE SPEED LIMIT

W2-1115(F0)-3618

R2-1-3648

R10-19aP-3618

R2-1106-3618

WORK ZONE SPEED LIMIT 55 PHOTO ENFORCED SIXX FINE MINIMUM

See Standard 701400 for approach Start of lane closure taper

SYMBOLS

- ↑ ARROW BOARD
- ▨ WORK AREA
- ⊥ SIGN
- TRAFFIC CONTROL DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- ▬ TEMPORARY CONCRETE BARRIER
- ◁ MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- ▩ IMPACT ATTENUATOR
- ↑ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT

- ① TEMPORARY PAVEMENT MARKING TAPE OR EXISTING PAVEMENT MARKING SHALL BE PLACED THROUGHOUT THE TAPER AND ALONGSIDE 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'. MARKERS ON RIGHT SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL BE AMBER. COST INCLUDED WITH TEMPORARY CONCRETE BARRIER.
- ③ EXCEPT AS SHOWN TRAFFIC CONTROL DRUMS SHALL BE USED IN LANE CLOSURES.

AT THE OPTION OF THE CONTRACTOR, IN PLACE LANE CLOSURE MAY BE EXTENDED TO THE NEXT WORK ZONE WITH TRAFFIC CONTROL DRUMS, SUBJECT TO THE APPROVAL OF THE RESIDENT ENGINEER. COST INCLUDED WITH TRAFFIC CONTROL AND PROTECTION STANDARD.

GENERAL NOTES

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

THIS STANDARD MUST BE USED IN COMBINATION WITH STANDARD 701400 (SPECIAL).

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

FLAGGER, FLAGGER SIGNS AND SPEED LIMIT SIGNS SHALL BE REQUIRED WHENEVER TEMPORARY CONCRETE BARRIER IS NOT IN PLACE. WHEN TEMPORARY CONCRETE BARRIER IS IN PLACE, THE FLAGGER SIGNS SHALL BE REMOVED OR COVERED AND THE FLAGGER NOT REQUIRED.

TEMPORARY CONCRETE BARRIER SHALL BE ACCORDING TO STANDARD 704001.

CALCULATE L AS FOLLOWS:

FORMULA
 $L = (W)(S)$

45 MPH OR MORE

W = WIDTH OF OFFSET IN FEET

S = NORMAL POSTED SPEED

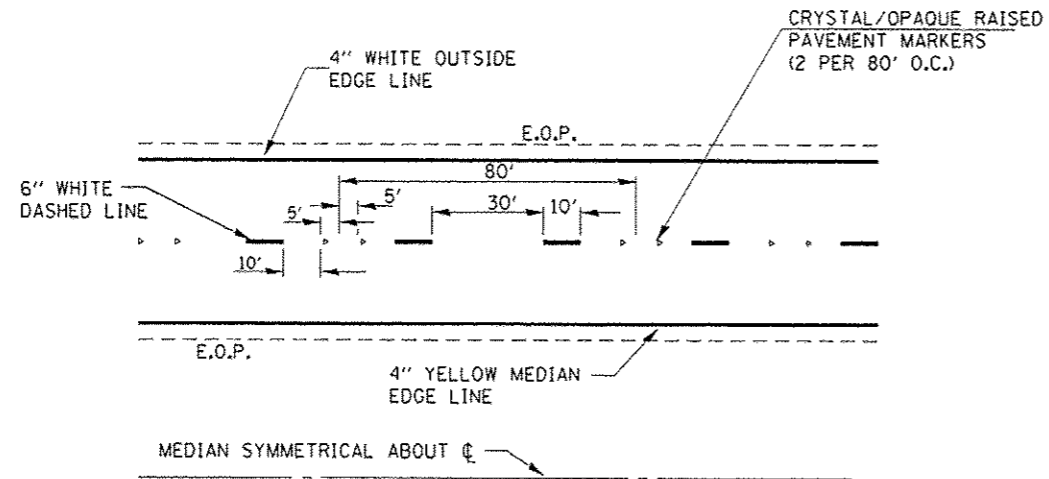
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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
MODELNAME	PLOT DATE = 5/6/2014	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

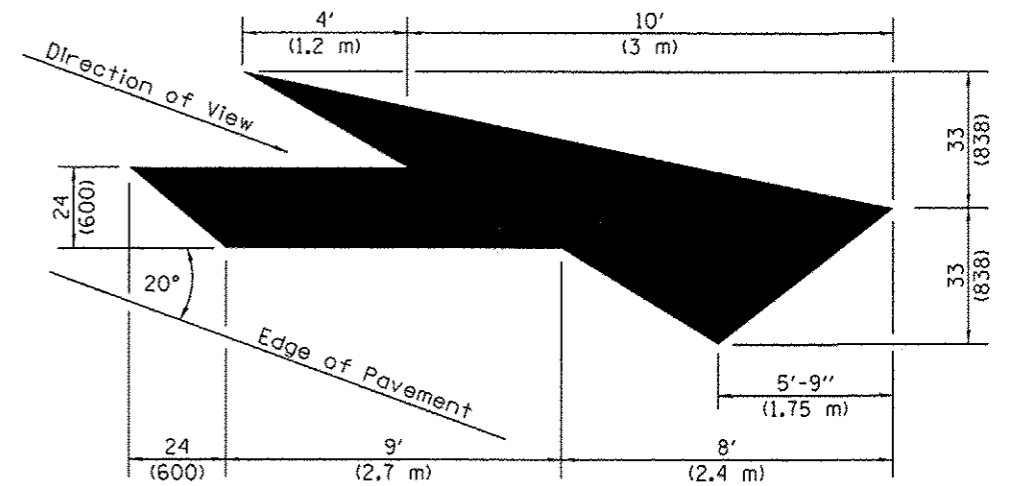
LANE CLOSURE, FREEWAY/EXPRESSWAY
 STANDARD 701402 (SPECIAL)

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-6B1)-2 & (38-6B-1)-2	IRROUOIS	27	7
CONTRACT NO. 66CB1			[ILLINOIS] FED. AID PROJECT	

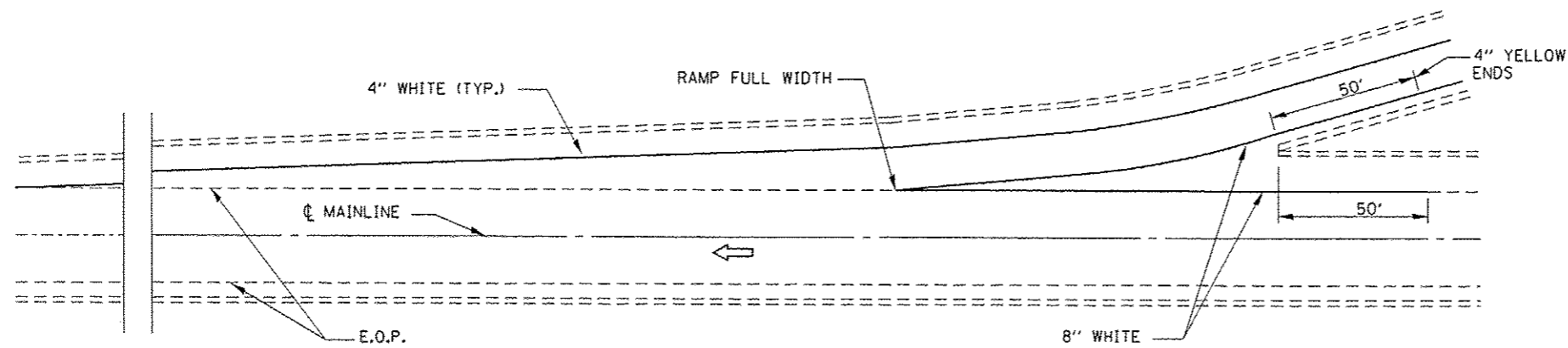


TYPICAL PAVEMENT MARKINGS

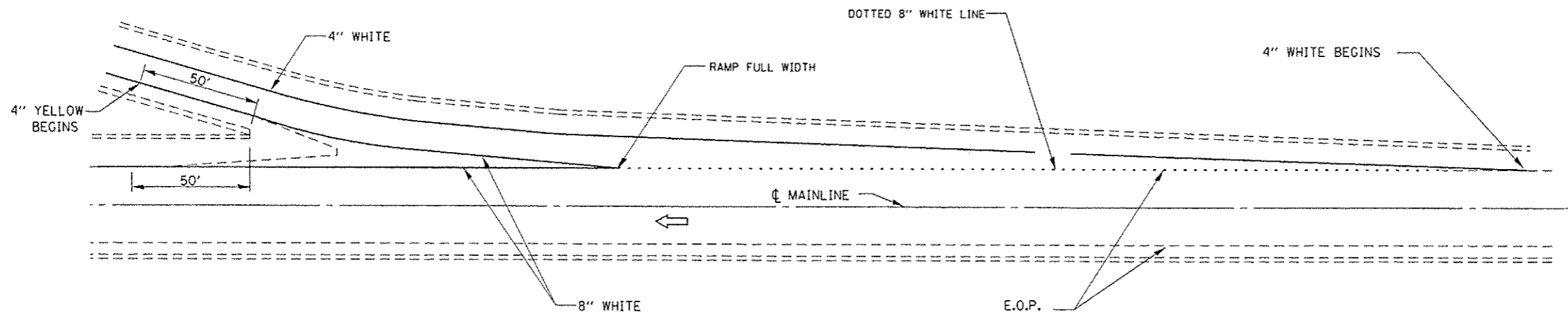


LANE DROP ARROW

Right lane drop arrow shown.
Use mirror image for left lane.

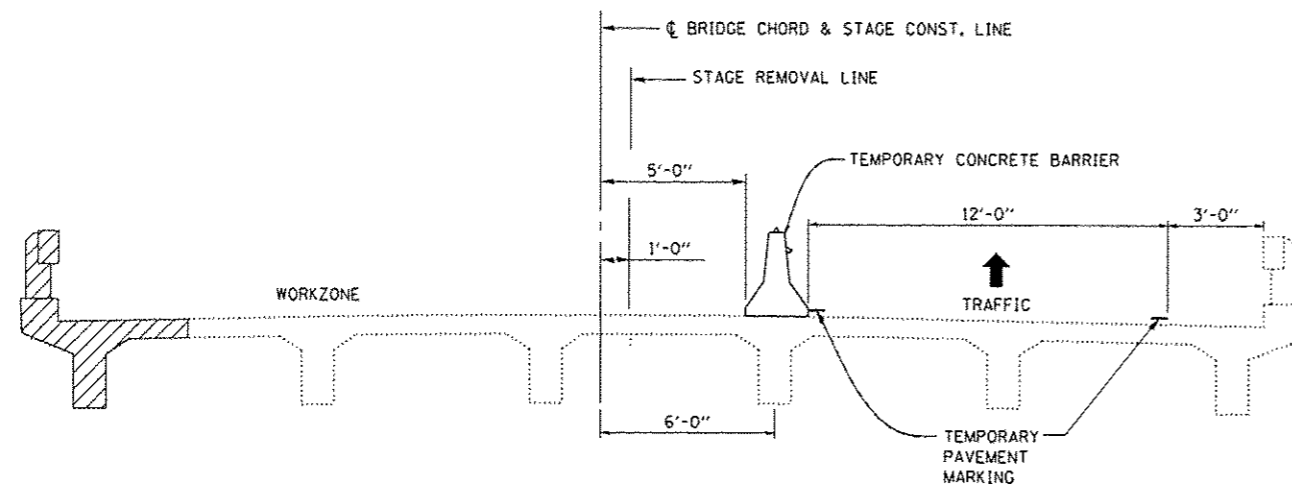


TYPICAL PAVEMENT MARKING FOR ENTRANCE RAMP TERMINALS

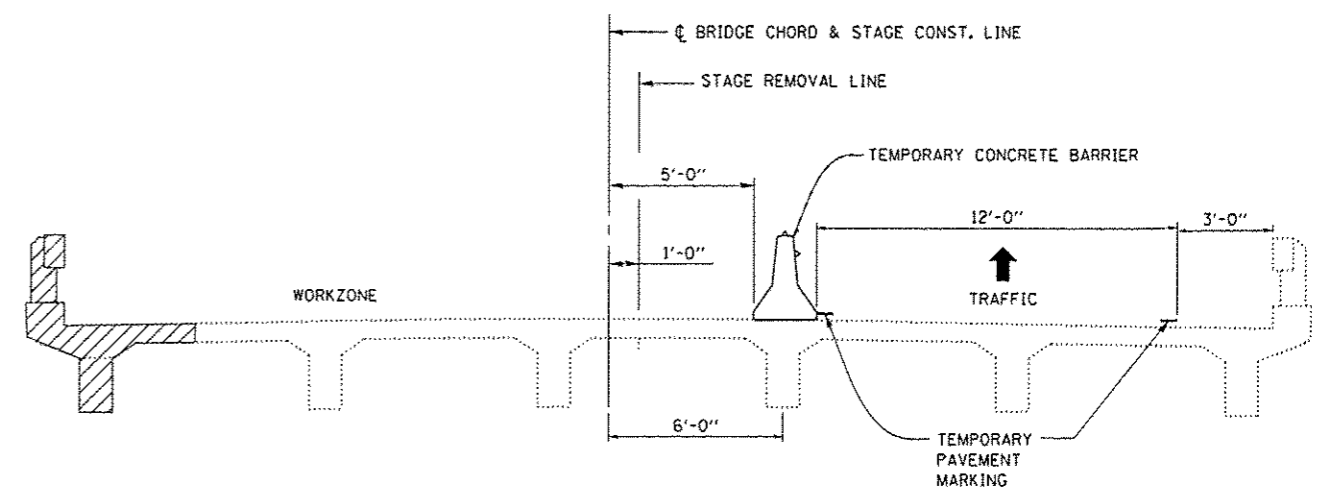


TYPICAL PAVEMENT MARKINGS FOR EXIT RAMP TERMINALS

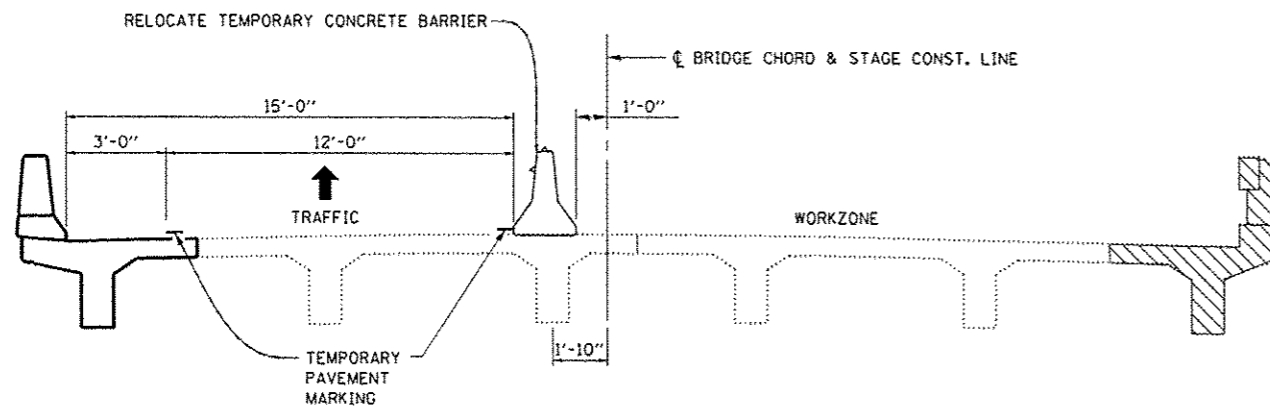
FILE NAME :	USER NAME : Patelij	DESIGNED - RW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL PAVEMENT MARKINGS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
o:\pr_vork\pvidot\patelij\d3325865\076601-sh1-detail1.dgn	PLOT SCALE = 100.0000' / in.	DRAWN - RW	REVISED -			57	(38-6B)-2 & (38-6B)-1-2	ILLINOIS	27	8	
#MODELNAME*	PLOT DATE = 5/6/2014	CHECKED -	REVISED -			CONTRACT NO. 66C81					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE:	SHEET 1 OF 1 SHEETS STA. TO STA.					



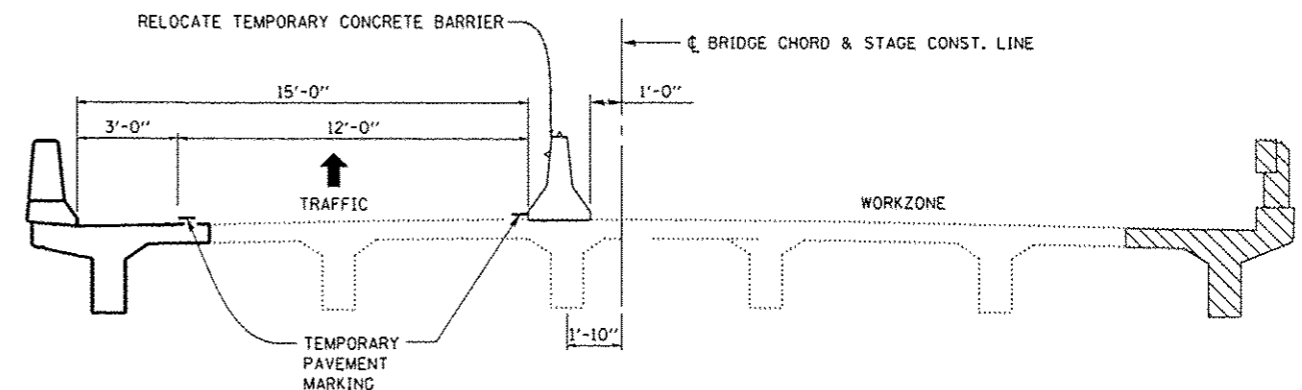
CROSS SECTION *
STAGE I
STRUCTURE NO. 038-0155 (SB)



CROSS SECTION *
STAGE I
STRUCTURE NO. 038-0156 (NB)

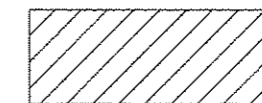


CROSS SECTION *
STAGE II
STRUCTURE NO. 038-0155 (SB)



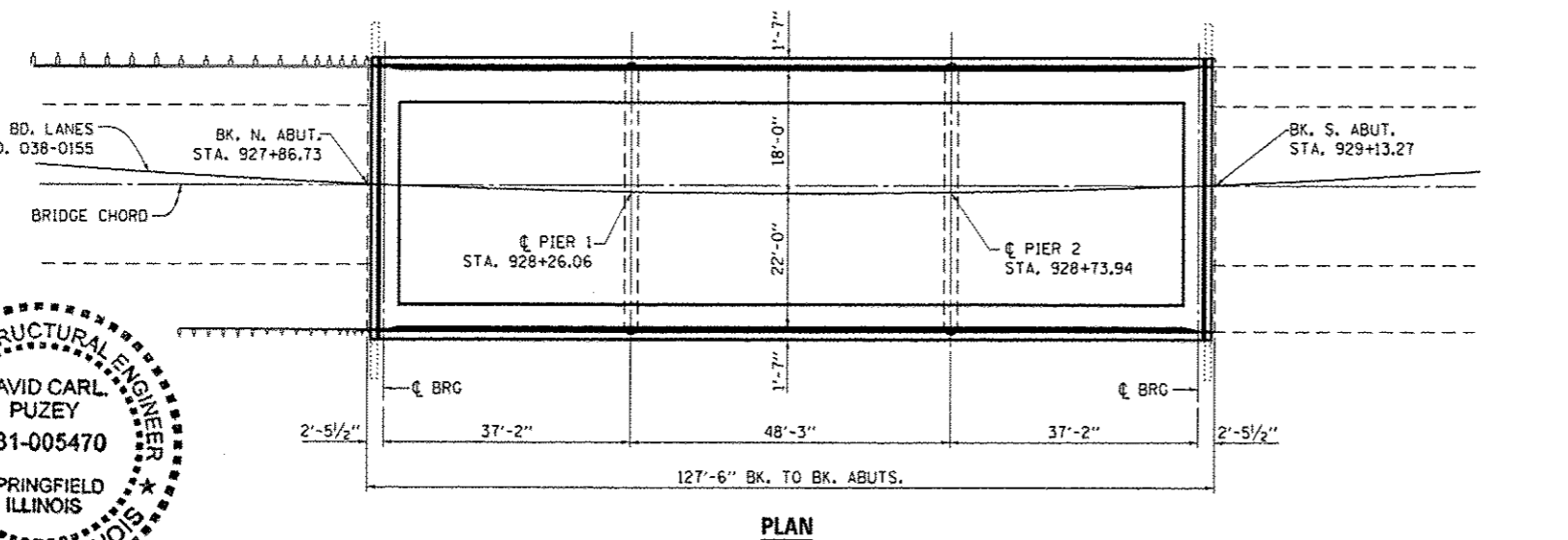
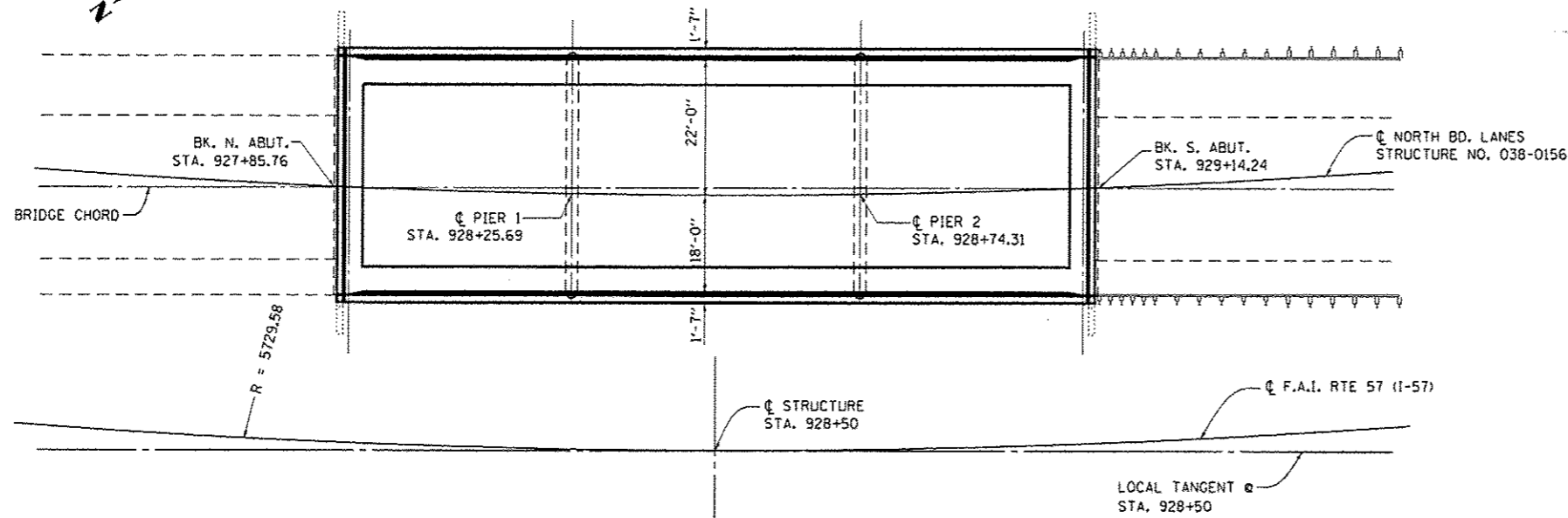
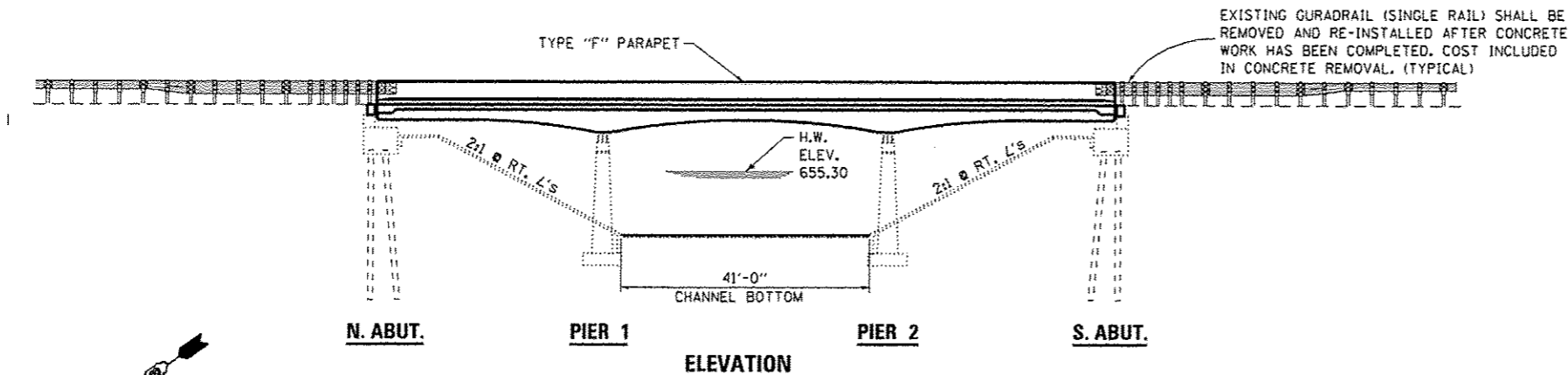
CROSS SECTION *
STAGE II
STRUCTURE NO. 038-0156 (NB)

* LOOKING IN THE DIRECTION OF TRAFFIC



CONCRETE REMOVAL AND REPLACEMENT

FILE NAME :	USER NAME : Potelyj	DESIGNED - RW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGES OF CONSTRUCTION SN: 038-0155 & 038-0156		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\p\potelyj\0325865\036601-sh-t-details.dgn	PLT SCALE = 100.0000 / in.	DRAWN - RW	REVISED -				57	(38-68)-2 & (38-68)-1-2	ILLINOIS	27	9
#MODELNAME#	PLT DATE = 5/6/2014	CHECKED -	REVISED -		SCALE:	SHEET 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT NO. 66C81		
		DATE -	REVISED -						ILLINOIS FED. AID PROJECT		



David Carl Puzey 6/30/14
Expires 11/30/14

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 BID PRICE FOR THE WORK.

ALL STRUCTURAL STEEL SHALL CONFORM TO AASHTO CLASSIFICATION M-270 GR 36, UNLESS OTHERWISE NOTED.

THE DECK SHALL HAVE ITS FINAL FINISH TINED ACCORDING TO ARTICLE 420.09(a)(1) OF THE STANDARD SPECIFICATIONS. COST INCLUDED WITH CONCRETE SUPERSTRUCTURES.

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

THE CONTRACTOR SHALL MAKE ALLOWANCE FOR THE DEFLECTION OF FORMS, SHRINKAGE AND SETTLEMENT OF FALSEWORK.

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.

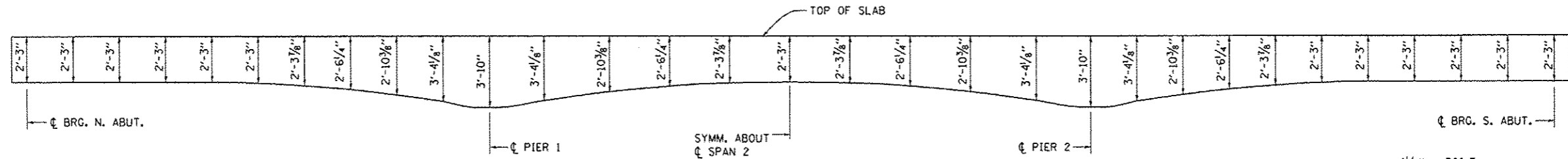
WHILE THE NEED FOR A TEMPORARY SUPPORT SYSTEM FOR THE SECTION OF THE DECK TO REMAIN IS NOT EXPECTED IT IS THE CONTRACTORS STRUCTURAL ENGINEER RESPONSIBILITY TO DETERMINE ITS NEED IF ADDITIONAL CONSTRUCTION LOADS ARE APPLIED TO THAT SECTION OF THE DECK.

TWO SUPERSTRUCTURES TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
CONCRETE REMOVAL	CU. YD.	179.2
CONCRETE SUPERSTRUCTURE	CU. YD.	197
FLOOR DRAINS	EACH	14
REINFORCEMENT BARS EPOXY COATED	POUND	60940
BAR SPLICERS	EACH	72
MECHANICAL SPLICERS	EACH	1416
PREFORMED JOINT STRIP SEAL	FOOT	176
* F & E STRUCTURAL STEEL	POUND	1214
** PROTECTIVE COAT	SQ. YD.	500

* SEE SHEET 15 OF 27 FOR TOP PLATE LOCATION
 ** TO BE USED ON ALL NEW PLACED CONCRETE.

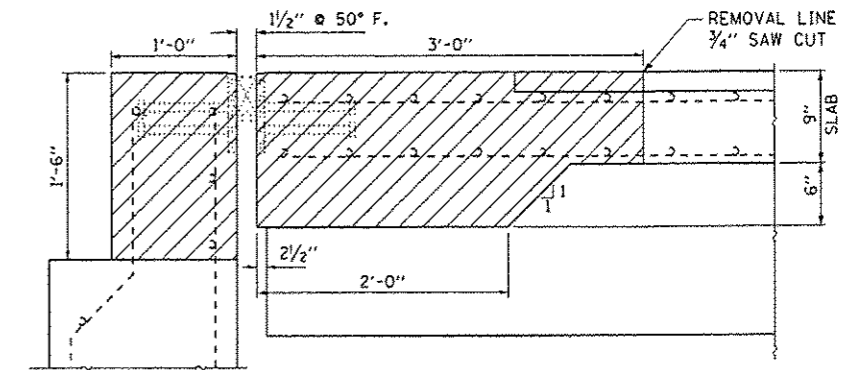
FILE NAME	USER NAME: Poteluj	DESIGNED - RW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN AND ELEVATION FOR STRUCTURE NO's 038-0155 AND 038-0156		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
					STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	57	(38-6B1)-2 & (38-6B-1)-2	IROQUOIS	27	10	
MODEL NAME	PLLOT SCALE = 100.0000' / in.	CHECKED - <i>GR</i>	REVISED -		SCALE:	SHEET 1 OF 10 SHEETS	STA. 928+50.00	CONTRACT NO. 66C81		ILLINOIS FED. AID PROJECT	
	PLLOT DATE = 5/6/2014	DATE -	REVISED -								



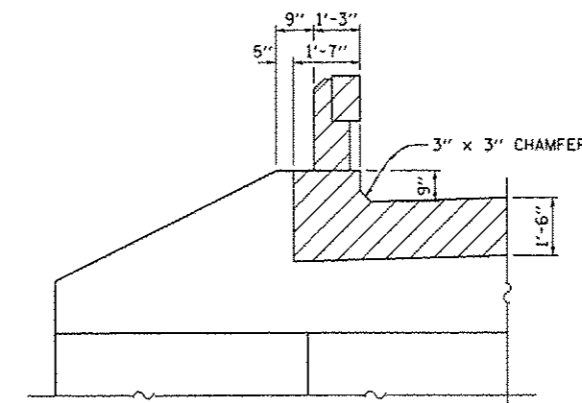
GIRDER ORDINATES (ALL GIRDERS)

SUPERSTRUCTURE REMOVAL AND REPLACEMENT

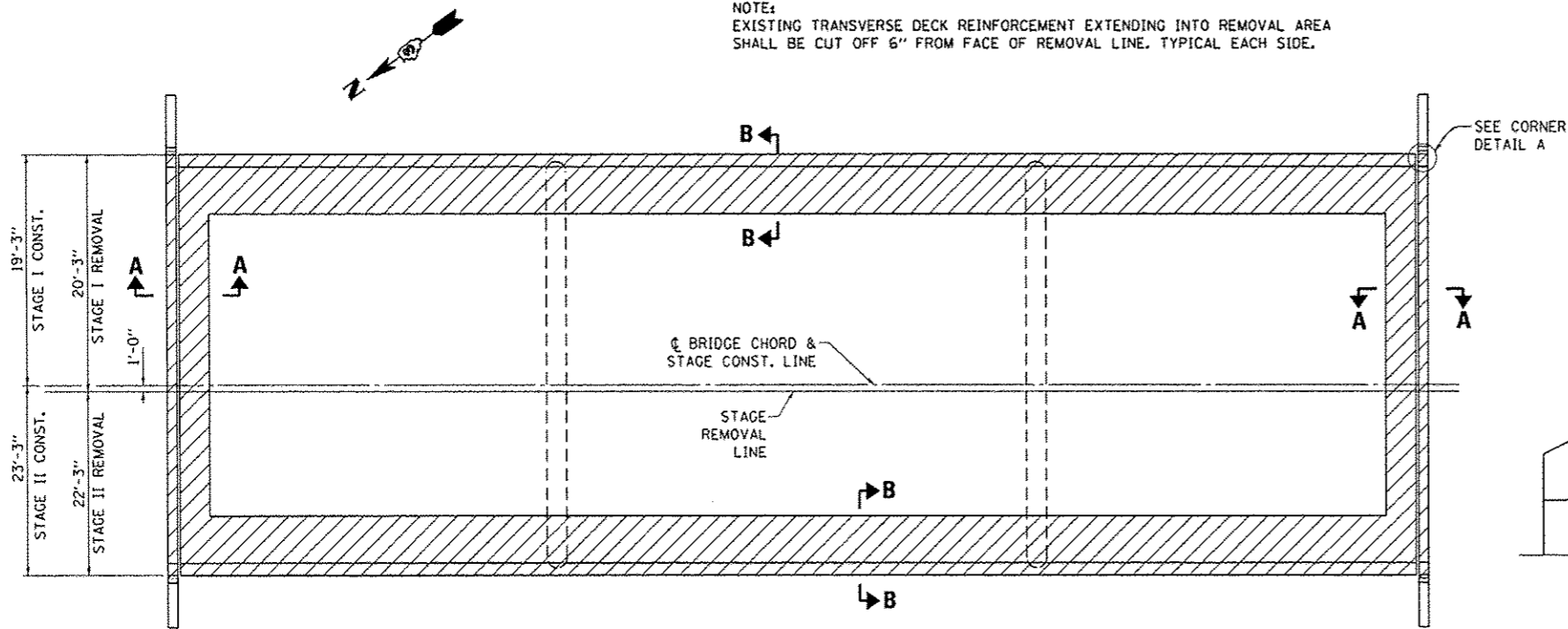
NOTE:
EXISTING TRANSVERSE DECK REINFORCEMENT EXTENDING INTO REMOVAL AREA SHALL BE CUT OFF 6" FROM FACE OF REMOVAL LINE, TYPICAL EACH SIDE.



SECTION A-A
DIMENSIONS AT RT. L's

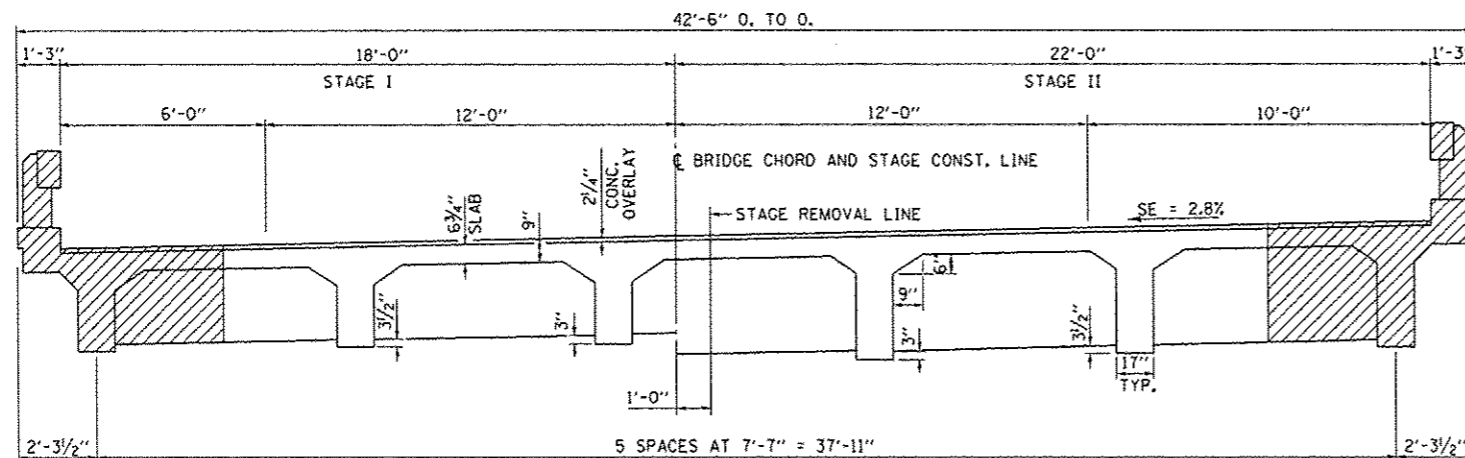


CORNER DETAIL A
(TYPICAL)

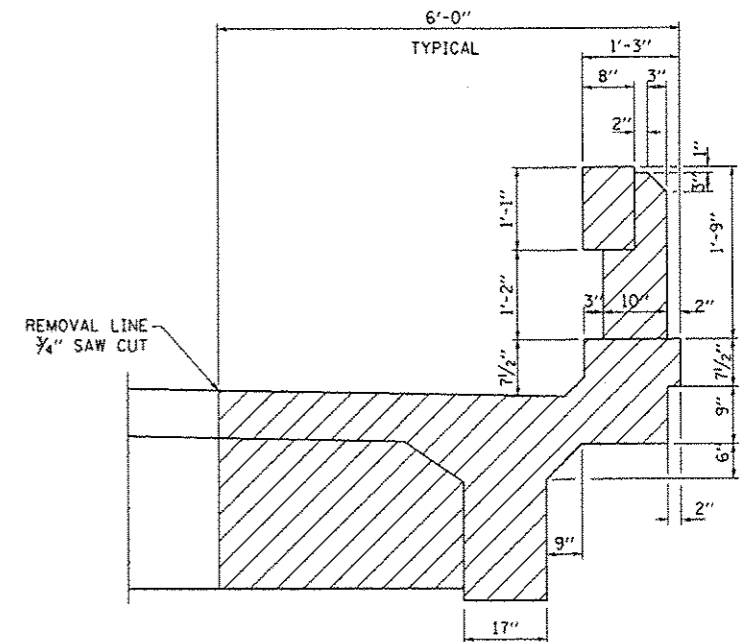


PLAN

SOUTHBOUND STRUCTURE (038-0155) SHOWN
NORTHBOUND STRUCTURE (038-0156) SIMILAR
THRU 180 DEG. ROTATION ABOUT CENTERLINE OF FAI 57

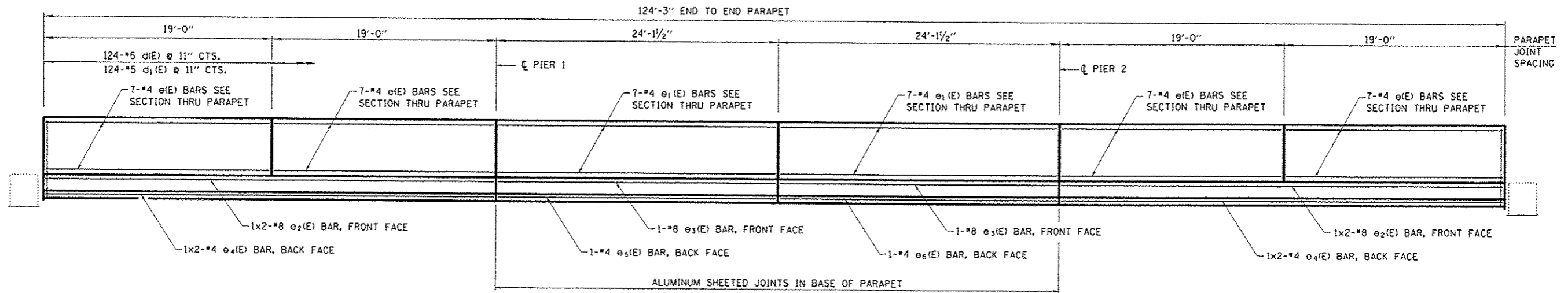


CROSS SECTION

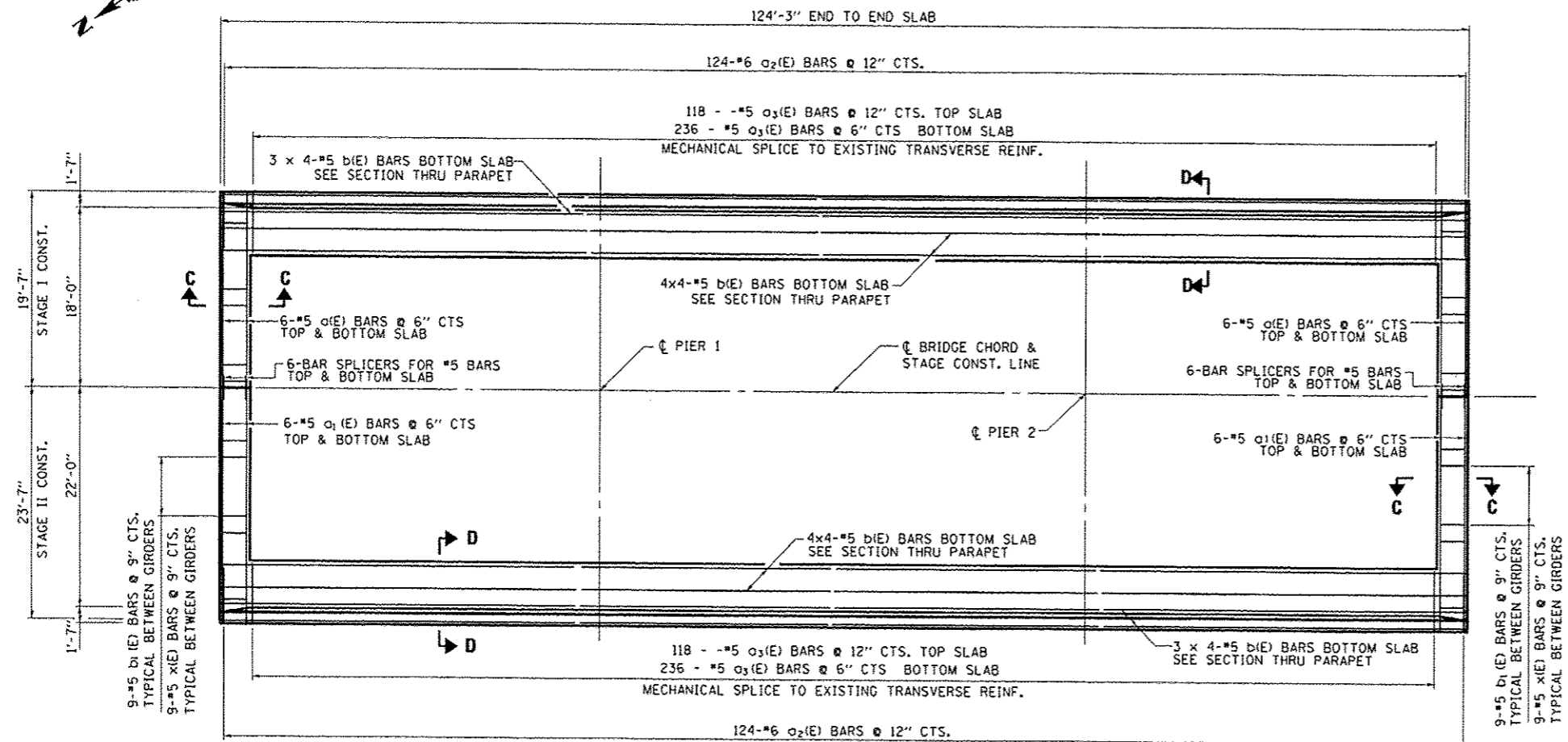


SECTION B-B

FILE NAME =	USER NAME = Pataluj	DESIGNED - RW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE REMOVAL DETAILS FOR STRUCTURE NO's 038-0155 AND 038-0156	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwworkspace\pataluj\d0320865\0366081-shk-detailed.dgn	DRAWN - RW	REVISED -	57			(38-6B)-2 & (38-6B)-1)-2	(ROOUOIS	27	11	
PLOT SCALE = 1/8" = 1'-0"	CHECKED -	REVISED -	CONTRACT NO. 66C81							
PLOT DATE = 5/6/2014	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET 2 OF 10 SHEETS	STA. 928+50.00				



ELEVATION OF PARAPET

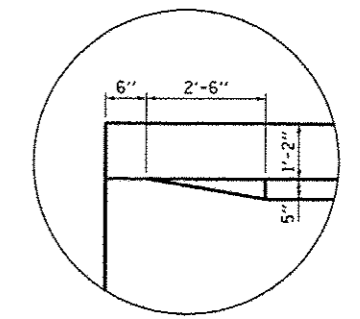


**PLAN
SHOWING DECK REINFORCEMENT**

SOUTHBOUND STRUCTURE (038-0155) SHOWN
NORTHBOUND STRUCTURE (038-0156) SIMILAR
THRU 180 DEG. ROTATION ABOUT CENTERLINE OF FAI 57

MINIMUM BAR LAP

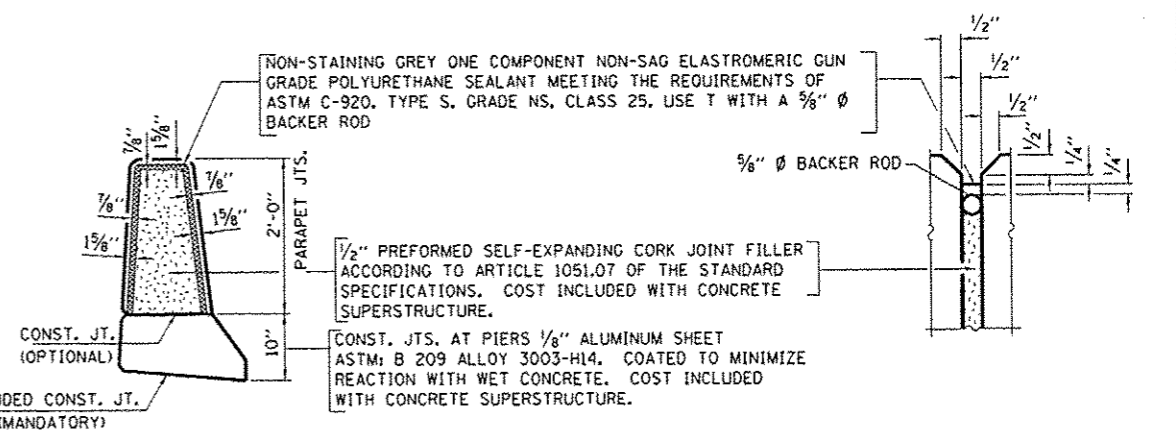
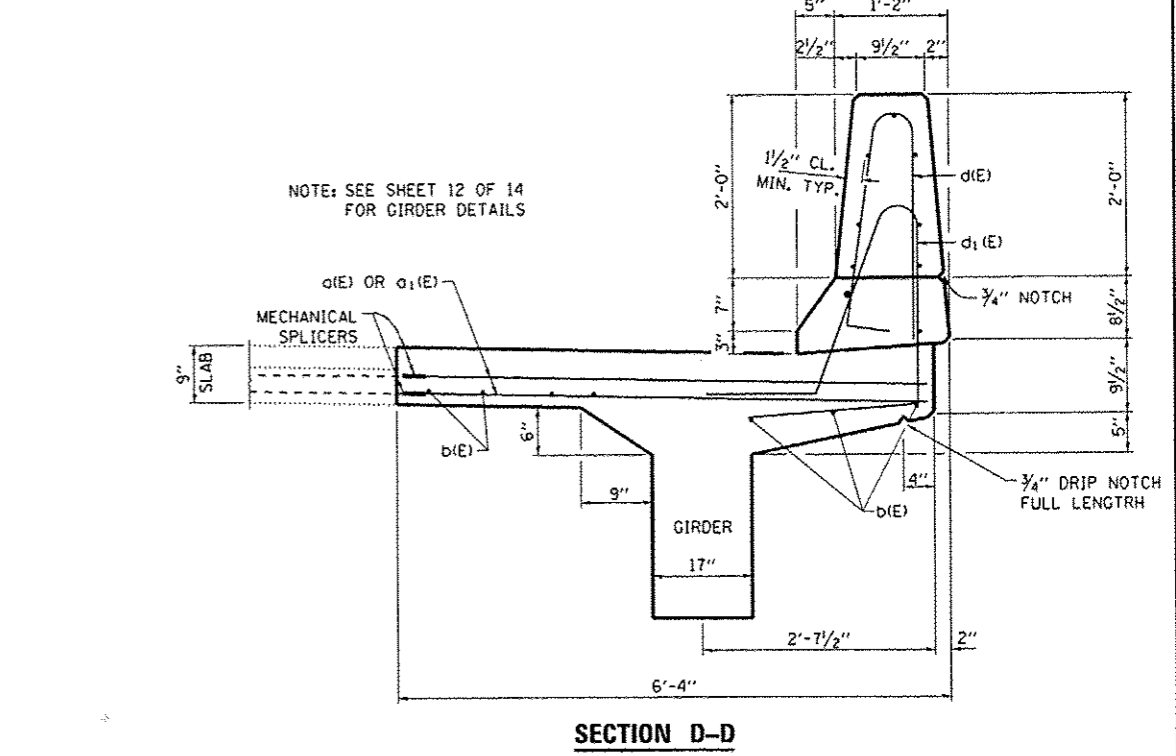
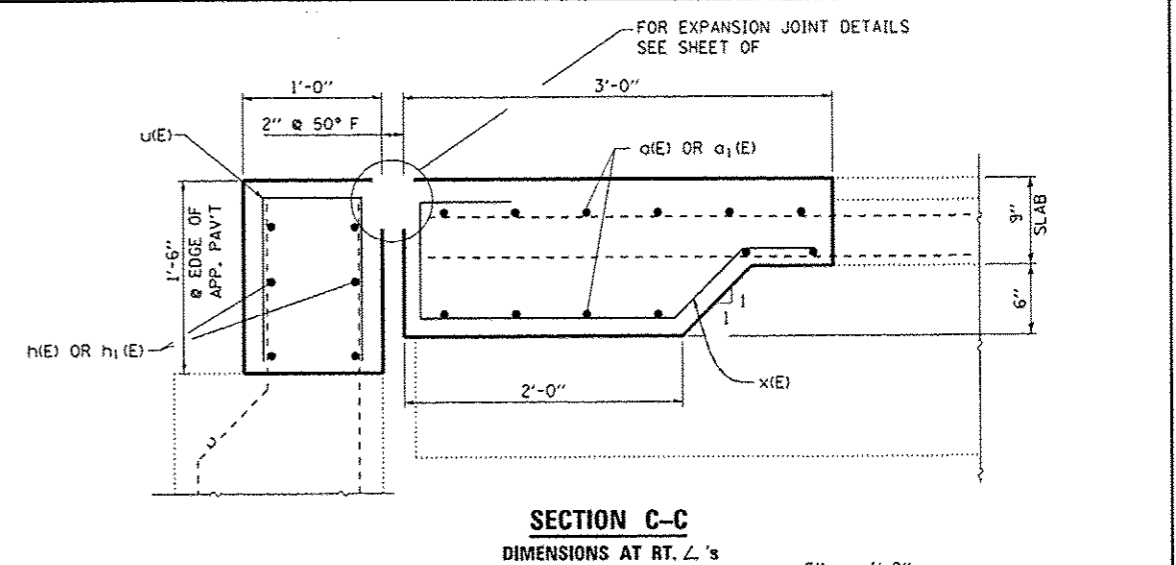
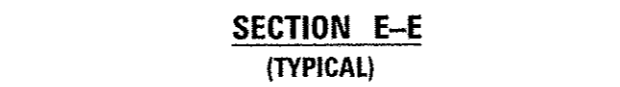
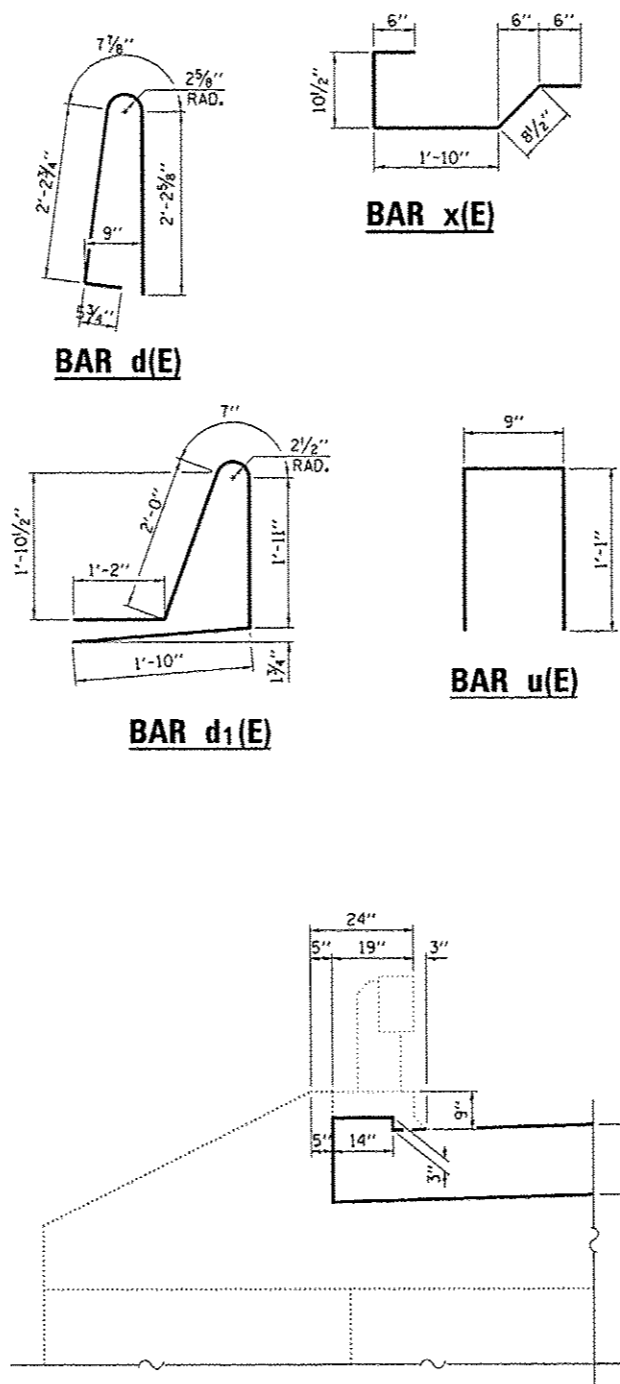
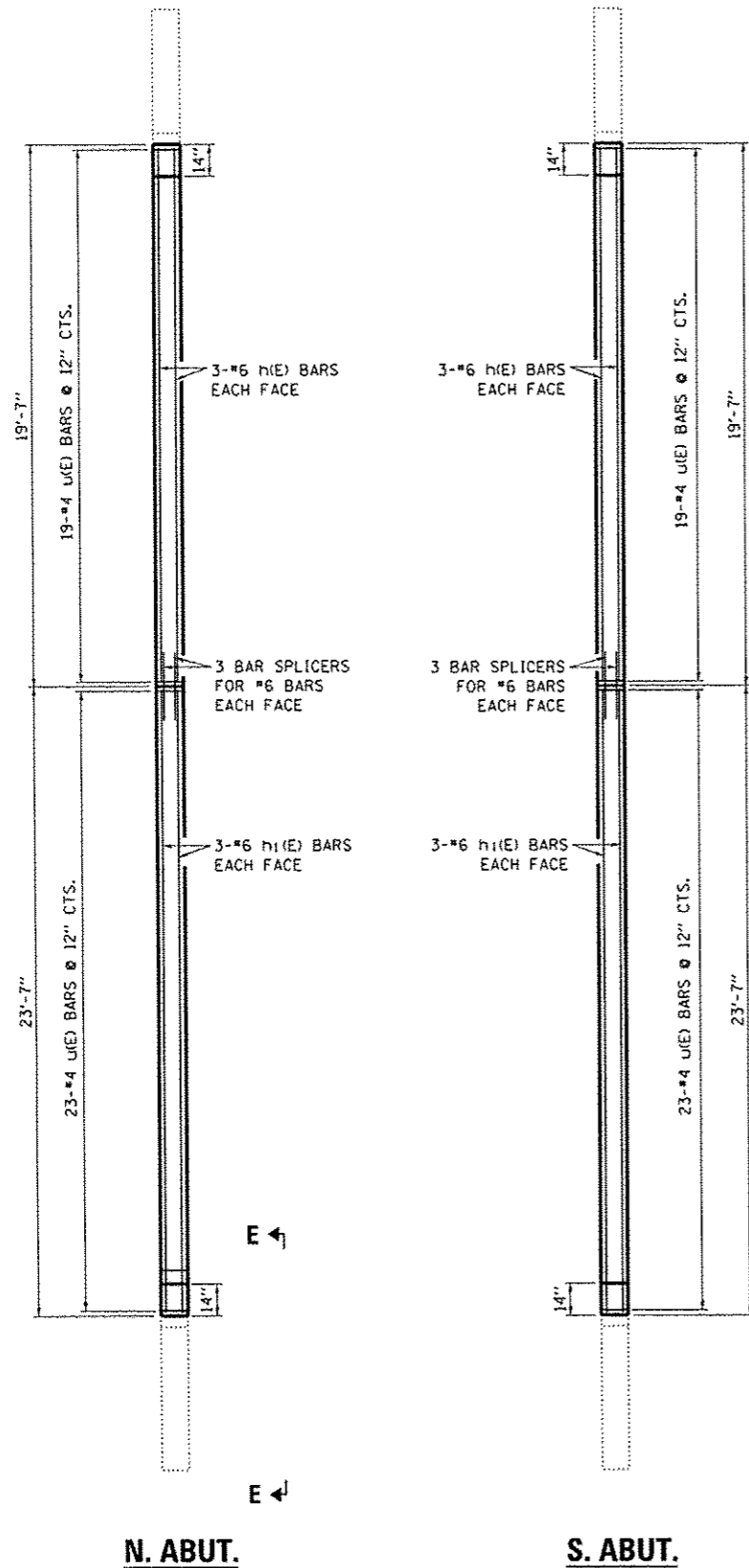
- #4 BAR = 2'-0"
- #5 BAR = 2'-6"
- #8 BAR = 5'-2"



CORNER DETAIL (TYPICAL)

**TWO SUPERSTRUCTURES
BILL OF MATERIAL**

BAR	NO.	SIZE	LENGTH	SHAPE
d(E)	48	5	19'-4"	
d1(E)	48	5	23'-4"	
d2(E)	496	6	5'-10"	
d3(E)	1416	5	5'-8"	
b(E)	112	5	32'-10"	
b1(E)	180	5	2'-9"	
d(E)	496	5	5'-7"	
d1(E)	496	5	7'-6"	
e(E)	112	4	18'-9"	
e1(E)	56	4	23'-10"	
e2(E)	16	8	20'-0"	
e3(E)	8	8	23'-10"	
e4(E)	16	4	21'-7"	
e5(E)	8	4	23'-10"	
h(E)	24	6	19'-4"	
h1(E)	24	6	23'-4"	
u(E)	168	4	2'-11"	
x(E)	180	5	4'-11"	
CONCRETE REMOVAL				178.4
CONCRETE SUPERSTRUCTURE				197
REINFORCEMENT BARS				60940
EPOXY COATED				
BAR SPLICERS				72
MECHANICAL SPLICERS				1416
PREFORMED JOINT STRIP SEAL				176
FLOOR DRAINS				36

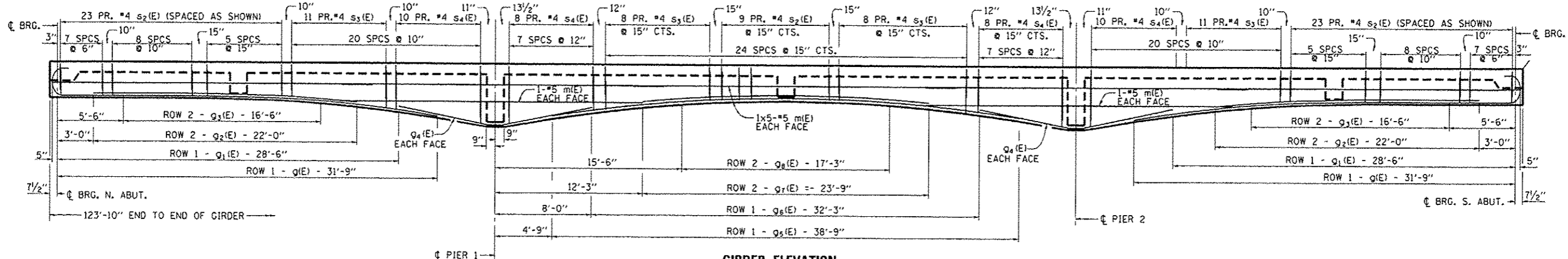


FILE NAME =	USER NAME = Pateluj	DESIGNED - RW	REVISED -
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MODELNAME#	PLOT DATE = 5/6/2014	DATE -	REVISED -

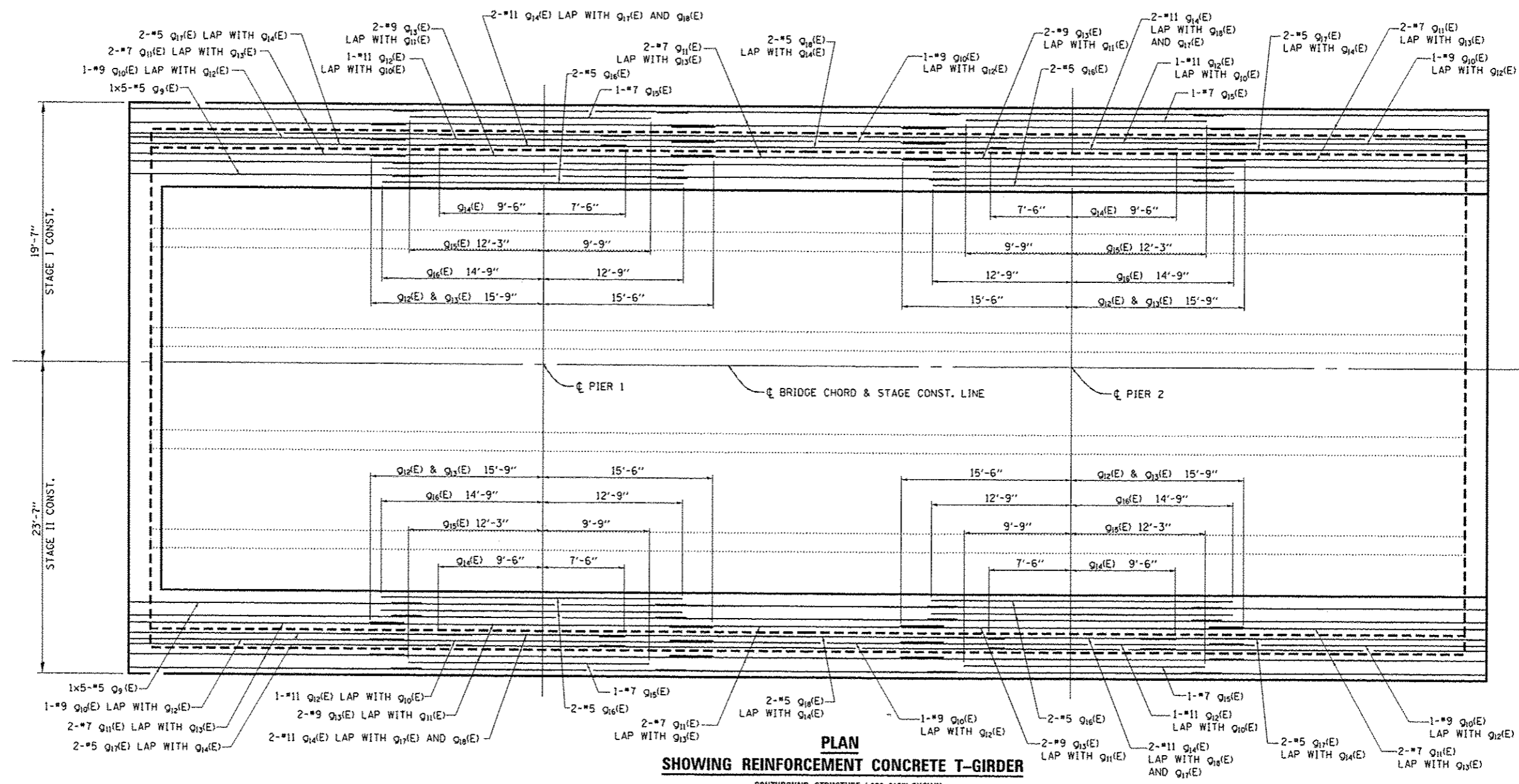
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO.'s 038-0155 & 038-0156**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-6B)-2 & (38-6B)-10-2	IRROUOIS	27	13
CONTRACT NO. 66C81				
ILLINOIS FED. AID PROJECT				



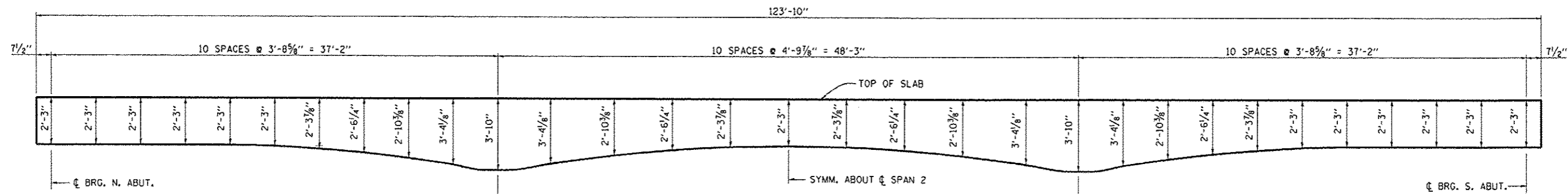
**GIRDER ELEVATION
SHOWING REINFORCEMENT**



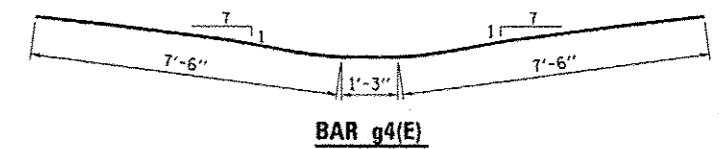
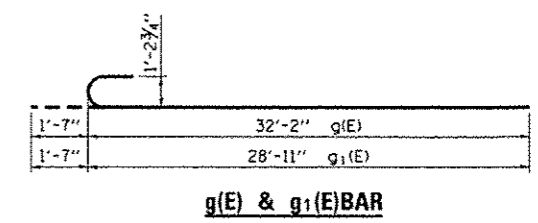
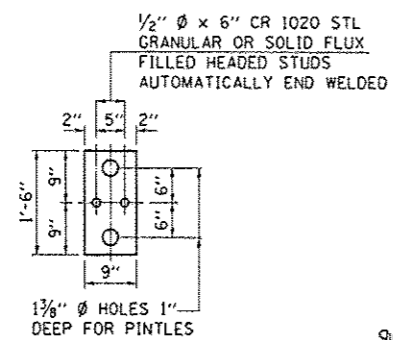
**PLAN
SHOWING REINFORCEMENT CONCRETE T-GIRDER**

SOUTHBOUND STRUCTURE (038-0155) SHOWN
NORTHBOUND STRUCTURE (038-0156) SIMILAR
THRU 180 DEG. ROTATION ABOUT CENTERLINE OF FAI 57

FILE NAME: c:\pwork\pwork\patel\j\0325865\036601\shc\details.dgn	USER NAME: Patel, J	DESIGNED: RW	REVISED:	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE RECONSTRUCTION DETAILS FOR STRUCTURE NO's 038-0155 AND 038-0156	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE: 100.0000' / 1"	PLOT DATE: 5/6/2014	DRAWN: RW	REVISED:			57	(38-6B)-2 & (38-6B)-1)-2	IRROUOIS	27	14
DATE:	REVISED:	DATE:	REVISED:			CONTRACT NO. 66CB1		ILLINOIS FED. AID PROJECT		



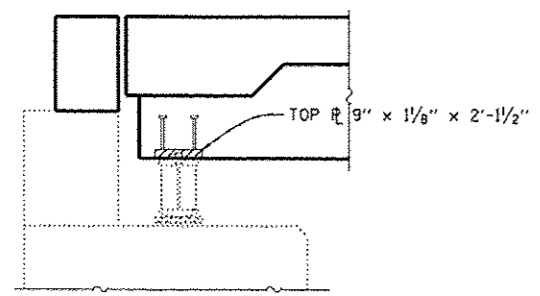
GIRDER ORDINATES (ALL GIRDERS)



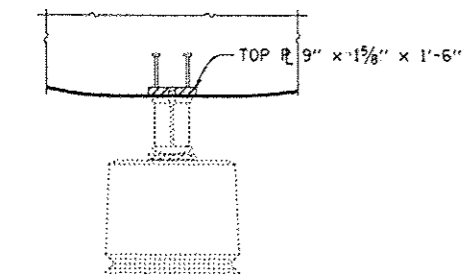
TWO SUPERSTRUCTURES BAR LIST FOR GIRDERS

BAR	NO.	SIZE	LENGTH	SHAPE
g(E)	16	11	33'-9"	U
g1(E)	16	11	30'-6"	U
g2(E)	16	10	22'-0"	U
g3(E)	16	10	16'-6"	U
g4(E)	16	11	16'-3"	U
g5(E)	8	11	38'-9"	U
g6(E)	8	11	32'-3"	U
g7(E)	8	10	23'-9"	U
g8(E)	8	10	17'-3"	U
g9(E)	60	5	26'-0"	U
g10(E)	12	9	25'-3"	U
g11(E)	24	7	25'-3"	U
g12(E)	8	11	31'-3"	U
g13(E)	16	9	31'-3"	U
g14(E)	16	11	17'-0"	U
g15(E)	8	7	22'-0"	U
g16(E)	16	5	27'-6"	U
g17(E)	16	5	30'-0"	U
g18(E)	8	5	36'-0"	U
m(E)	56	5	26'-0"	U
s(E)	140	4	5'-3"	U
s1(E)	128	4	8'-3"	U
s2(E)	164	4	5'-2"	U
s3(E)	176	4	5'-6"	U
s4(E)	24	4	6'-6"	U

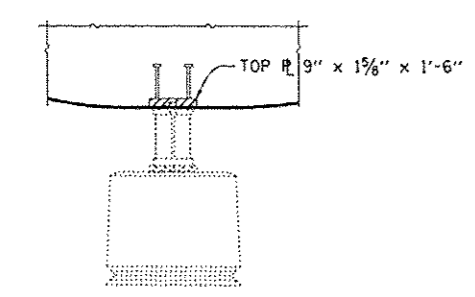
NOTE: WEIGHT OF REINFORCEMENT BARS INCLUDED IN SUPERSTRUCTURE BILL OF MATERIALS



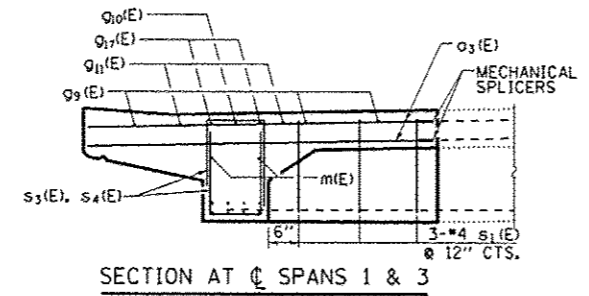
BEARING PLATE AT ABUTMENTS



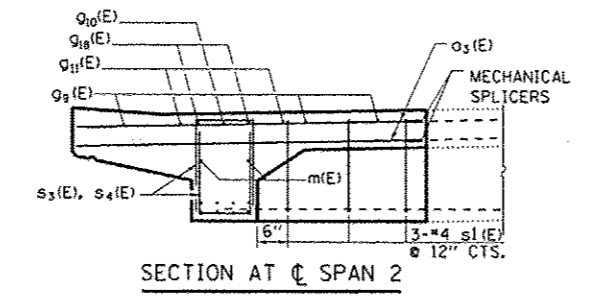
BEARING PLATE AT PIER 1



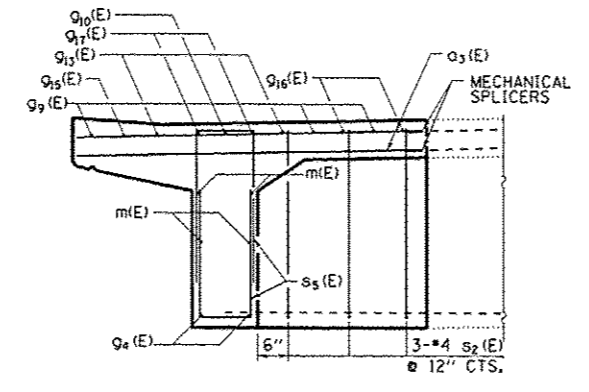
BEARING PLATE AT PIER 2



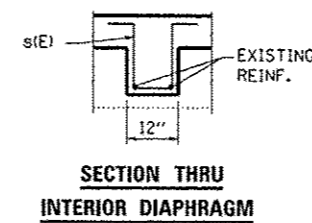
SECTION AT CL SPANS 1 & 3



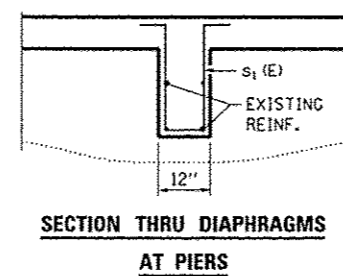
SECTION AT CL SPAN 2



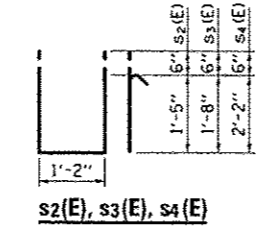
SECTION AT CL PIERS



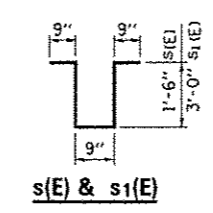
SECTION THRU INTERIOR DIAPHRAGM



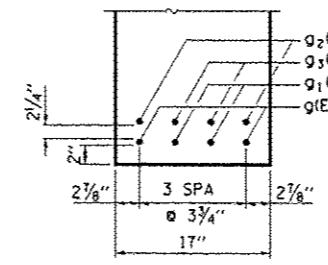
SECTION THRU DIAPHRAGMS AT PIERS



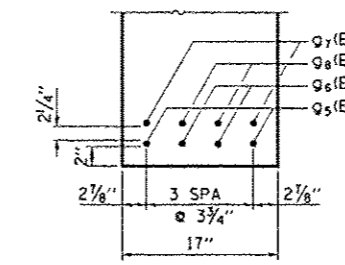
s2(E), s3(E), s4(E)



s(E) & s1(E)



GIRDER DETAILS AT CL SPANS 1 & 3



GIRDER DETAILS AT CL SPANS 2

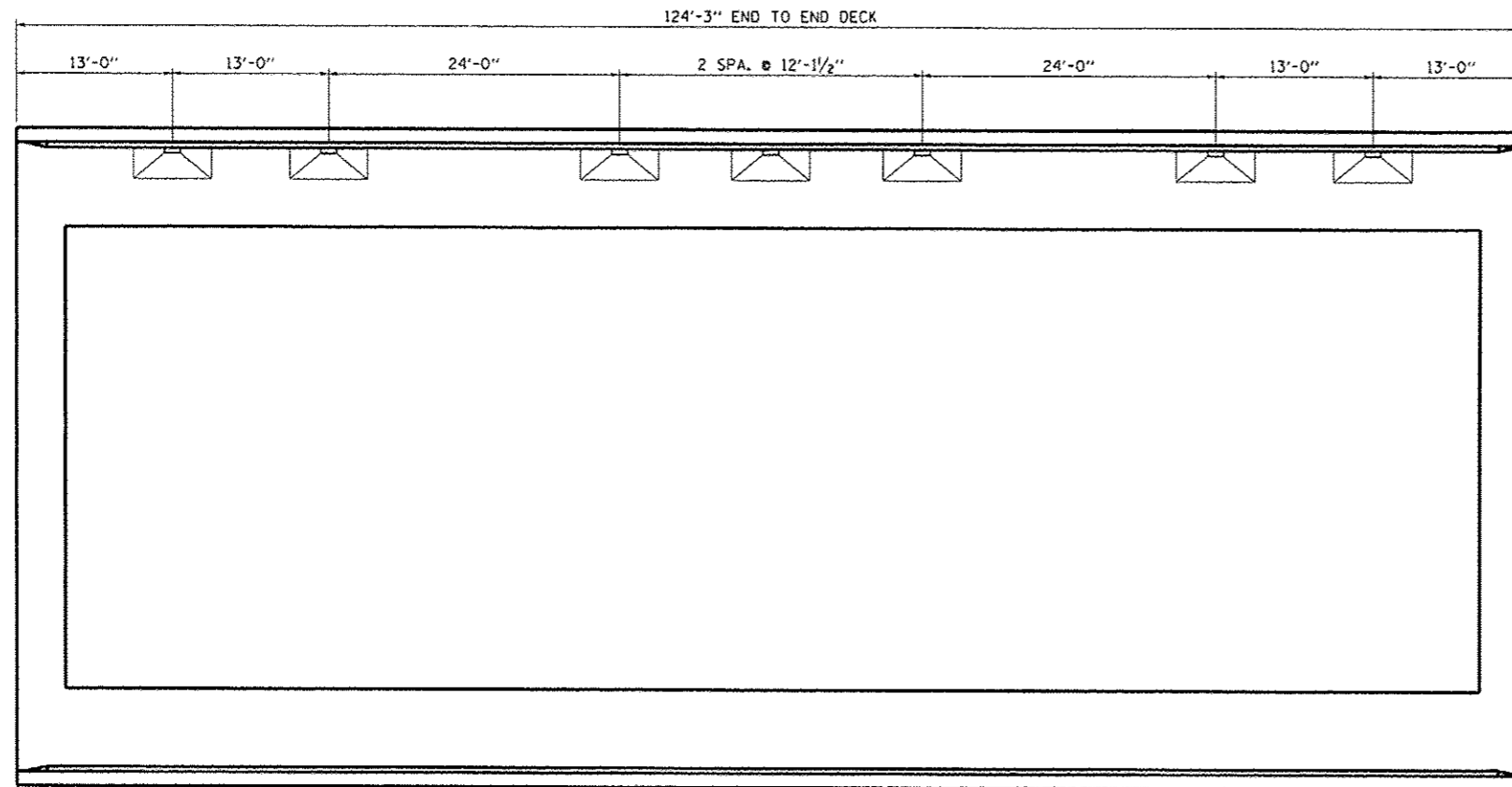
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#MODELNAME:	PLOT SCALE :	CHECKED :	REVISED :
	100.0000 / in.	-	-
	PLOT DATE :	DATE :	REVISED :
	5/6/2014	-	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE RECONSTRUCTION DETAILS
FOR STRUCTURE NO'S 038-0155 AND 038-0156

SCALE: SHEET 6 OF 10 SHEETS STA. 928+50.00

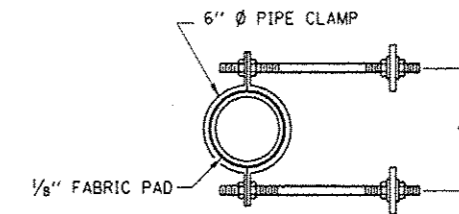
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-6B)1-2 & (38-6B)1-2	IRROQUOIS	27	15
			CONTRACT NO. 66CB1	
(ILLINOIS) FED. AID PROJECT				



PLAN

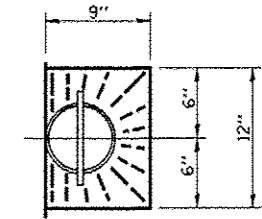
SOUTHBOUND PLAN SHOWN

NORTHBOUND SIMILAR THRU 180 DEG. ROTATION ABOUT CENTERLINE OF FAI 57

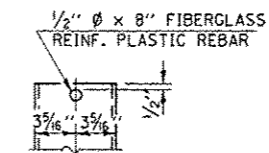


SECTION B-B

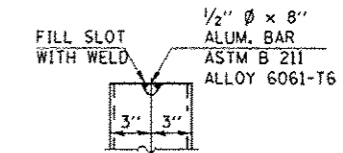
* DIMENSION AS REQUIRED BY PIPE CLAMP



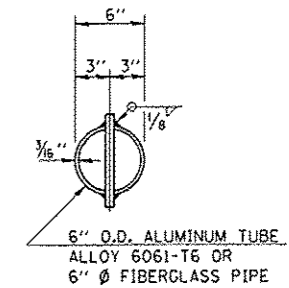
TOP PLAN



FIBERGLASS PIPE

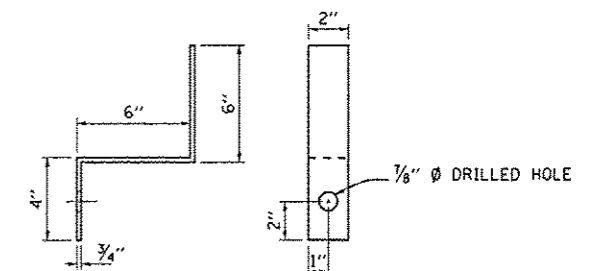


ALUMINUM TUBE



TOP PLAN

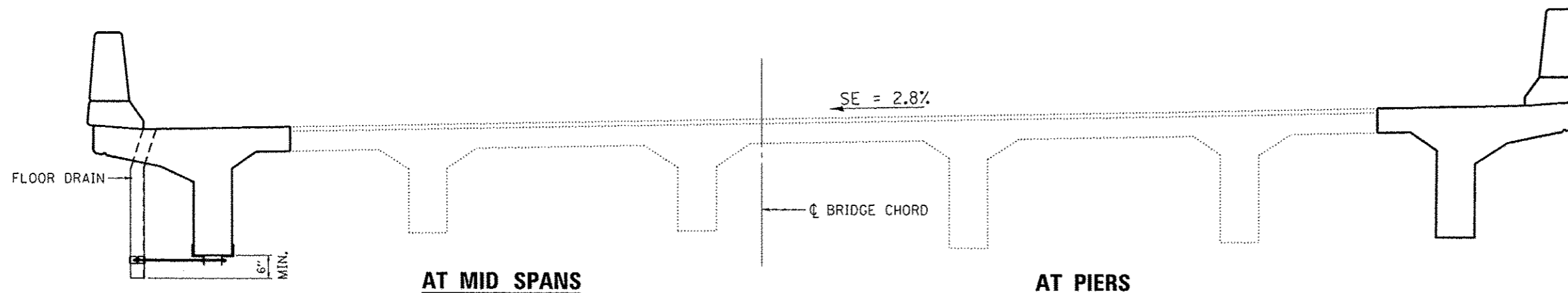
(SHOWING ALUMINUM TUBE)



CLAMP BRACKET

4 REQ'D PER DRAIN

NOTE:
THE CONTRACTOR SHALL VERIFY IN THE FIELD THE EXISTING DRAIN ANGLE PRIOR TO REMOVAL OF EXISTING DRAINS PRIOR TO THE ORDERING OF NEW CIRCULAR DRAINS.

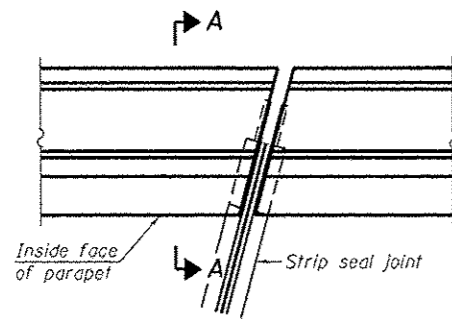


CROSS SECTION

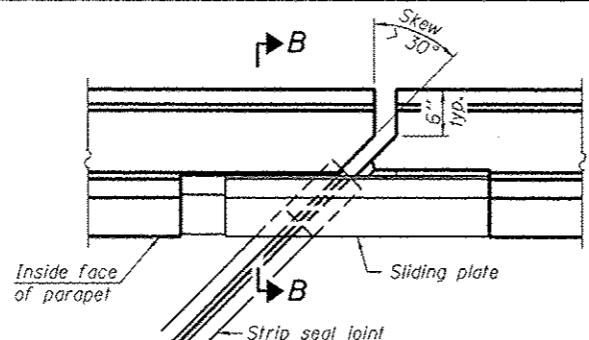
**TWO SUPERSTRUCTURES
BILL OF MATERIALS**

ITEM	UNIT	QUANTITY
FLOOR DRAIN	EACH	14

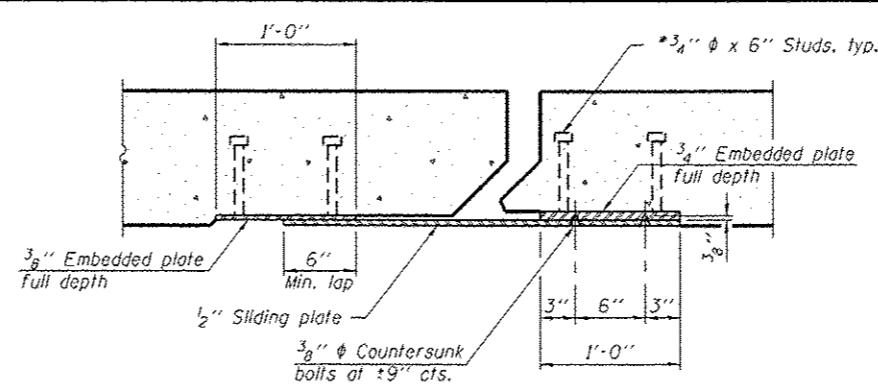
FILE NAME :	USER NAME = Patelij	DESIGNED - RW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FLOOR DRAIN DETAILS FOR STRUCTURE NO's 038-0155 AND 038-0156	F.A.L. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\p\work\p\pidot\patelij\0325865\036601-sh.d\detail.dgn	DRAWN - RW	REVISED -	57			(38-6B)-2 & (38-6B)-11-2	ILLINOIS	27	16	
MODELNAME	PLOT SCALE = 100.0000 / 1 in.	CHECKED -	REVISED -			SCALE:	SHEET 7 OF 10 SHEETS	STA. 928+50.00	CONTRACT NO. 66C81	
	PLOT DATE = 5/6/2014	DATE -	REVISED -						ILLINOIS FED. AID PROJECT	



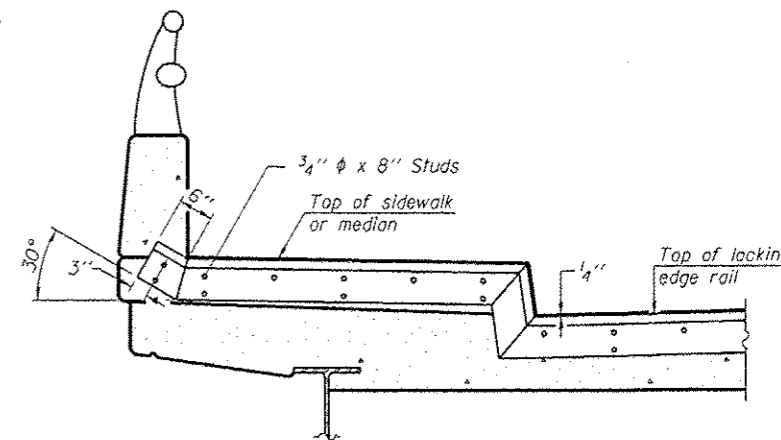
PLAN
(For skews $\leq 30^\circ$)



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

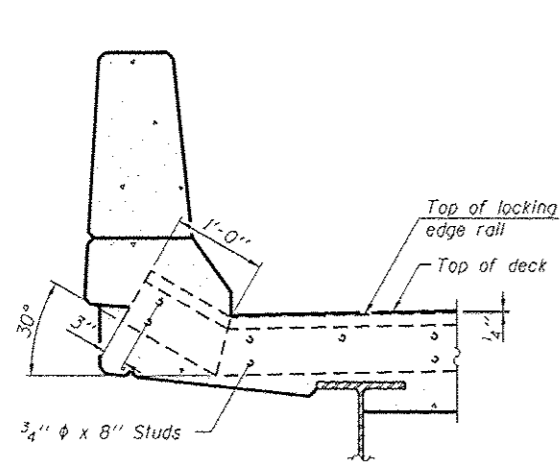


SECTION C-C

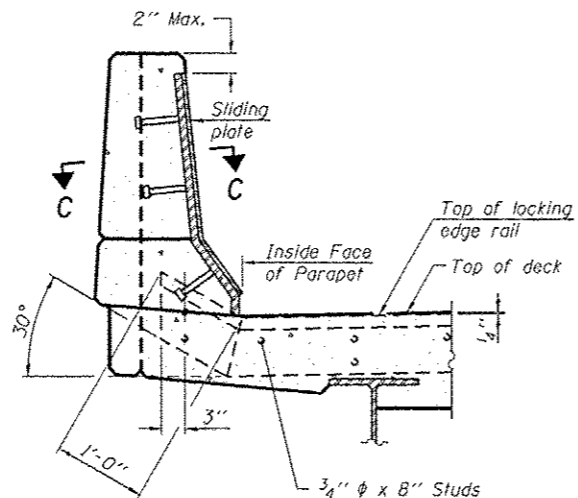


TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN

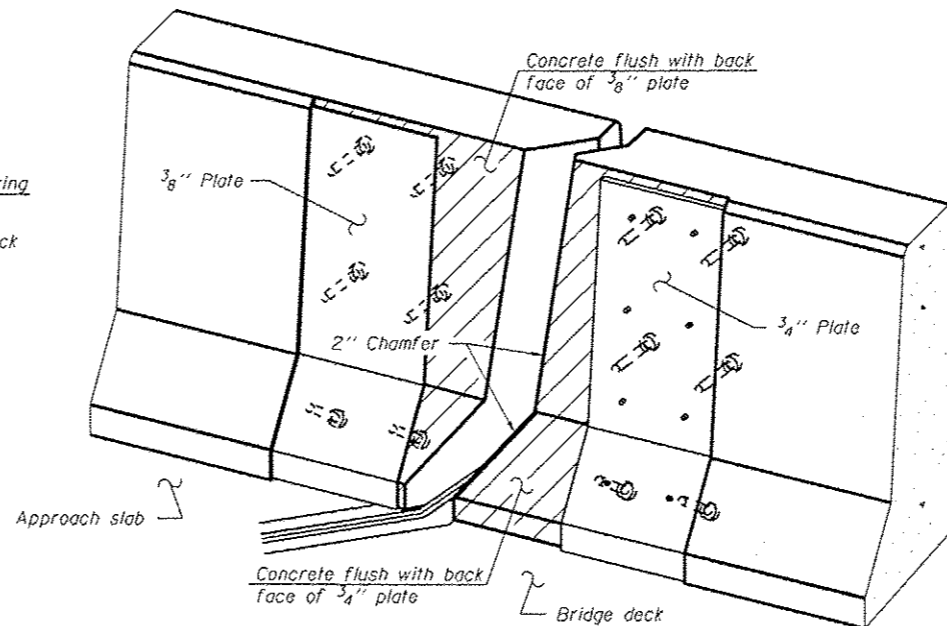
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



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.

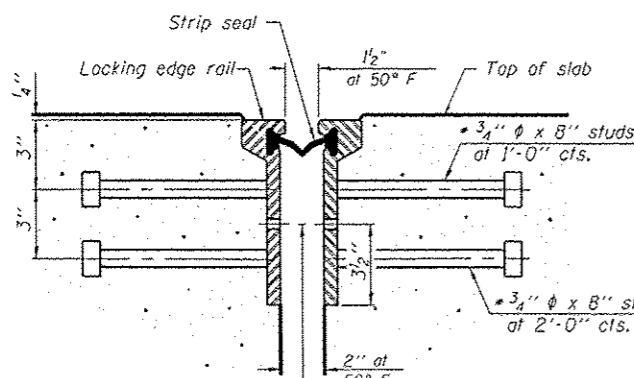
The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

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.

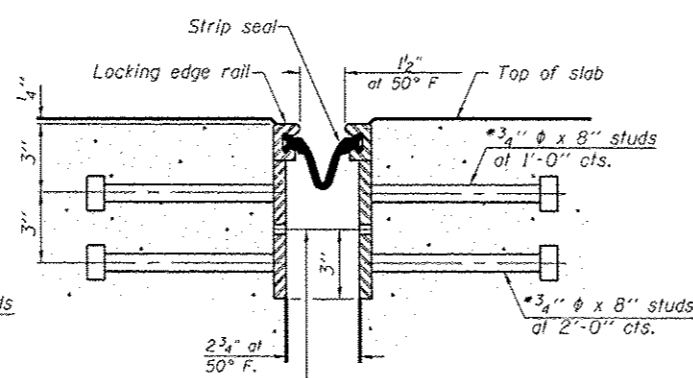
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications. Maximum space between rail segments shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.

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



SECTION THRU ROLLED RAIL JOINT

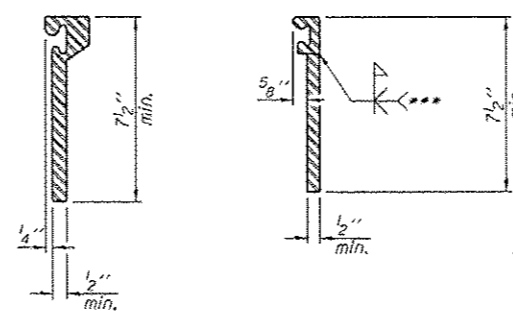
7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.



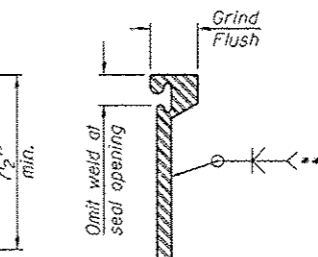
SECTION THRU WELDED RAIL JOINT

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.

* 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 RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

TWO SUPERSTRUCTURES BILL OF MATERIALS

Item	Unit	Total
Preformed Joint Strip Seal	Foot	176

EJ-SSJ

1-27-12

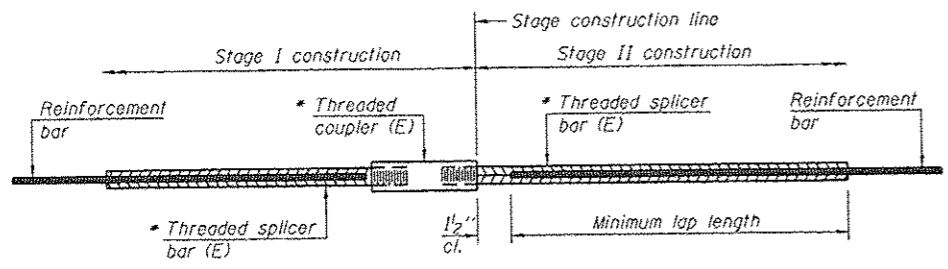
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	PLDT SCALE = 100.0000 1/16"	CHECKED -	REVISED -
MODEL NAME =	PLDT DATE = 5/6/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL FOR
STRUCTURE NO'S 038-0155 & 038-0156

SCALE: SHEET 9 OF 10 SHEETS STA. 928+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-6B1)-2 & (38-6B-1)-2	IRROQUOIS	27	17
			CONTRACT NO. 66CB1	
[ILLINOIS] FED. AID PROJECT				



STANDARD BAR SPLICER ASSEMBLY

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

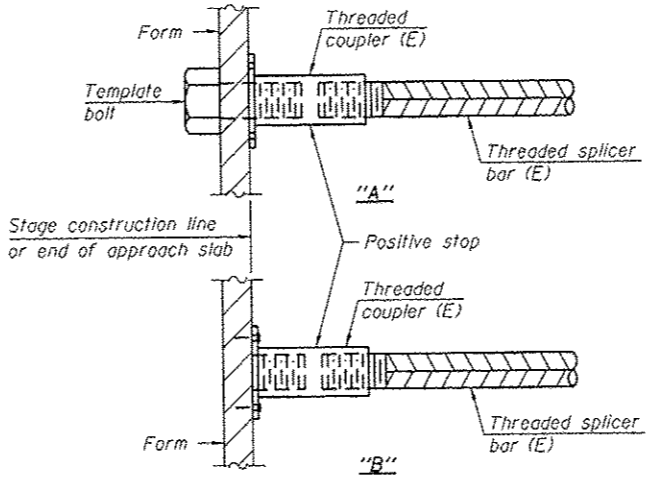
- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Class C
- Table 6: Epoxy bar, Top bar lap, Class C

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

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

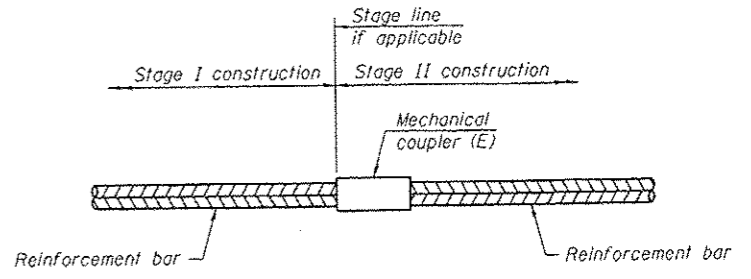
TWO SUPERSTRUCTURES BILL OF MATERIALS

Location	Bar size	No. assemblies required	Table for minimum lap length
N ABUT DECK	#5	24	TABLE 3
N ABUT HATCH BLOCK	#6	12	TABLE 3
S ABUT DECK	#5	24	TABLE 3
S ABUT HATCH BLOCK	#6	12	TABLE 3



INSTALLATION AND SETTING METHODS

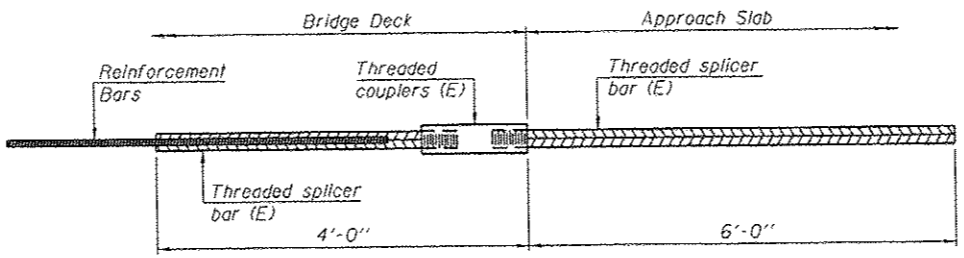
"A": Set bar splicer assembly by means of a template bolt.
 "B": Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

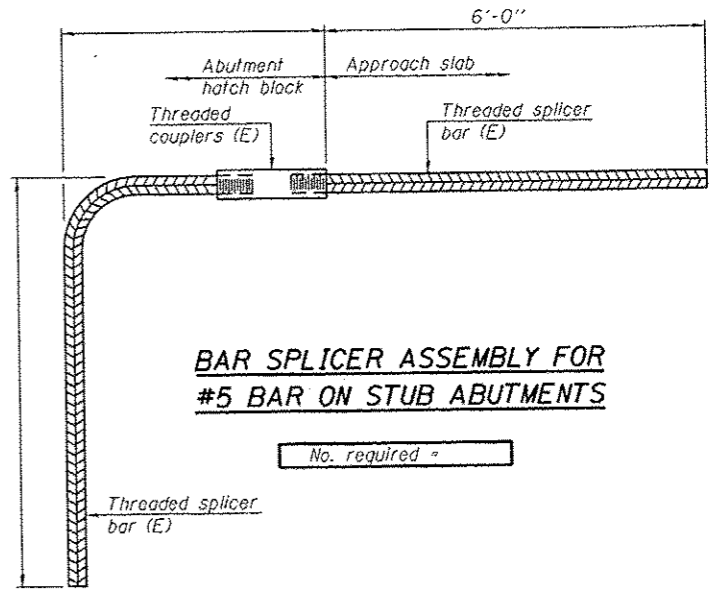
TWO SUPERSTRUCTURES BILL OF MATERIALS

Location	Bar size	No. assemblies required
DECK - STAGE I	#5	354
DECK - STAGE II	#5	354
DECK - STAGE III	#5	354
DECK - STAGE IV	#5	354



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 approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

1-27-12

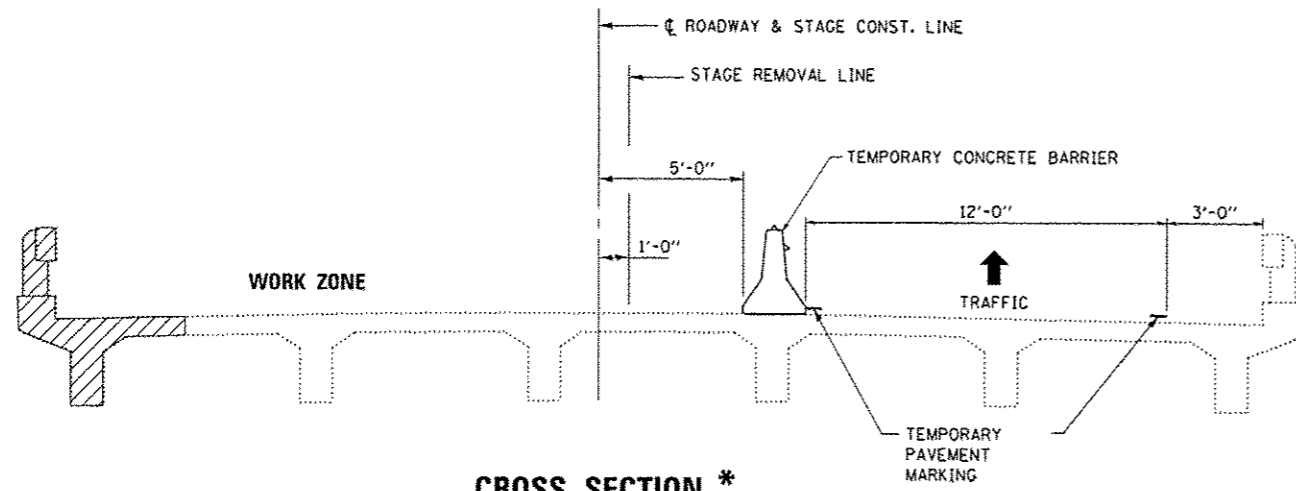
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

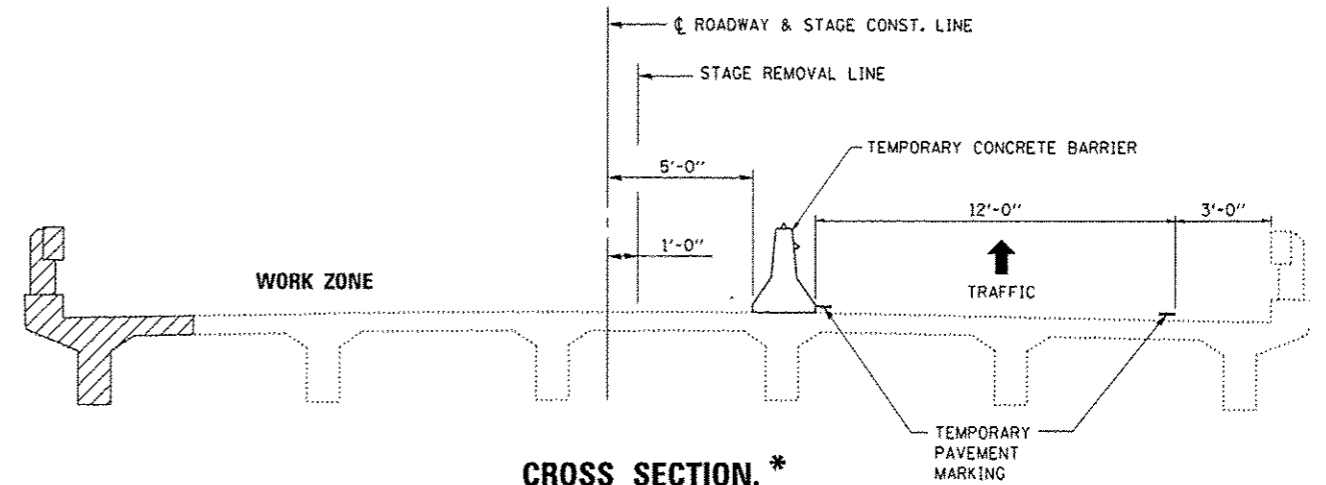
BAR MECHANICAL SPLICER ASSEMBLY DETAILS FOR STRUCTURE NO'S 038-0155 & 038-0156

SCALE: SHEET 10 OF 10 SHEETS STA. 928+50.00

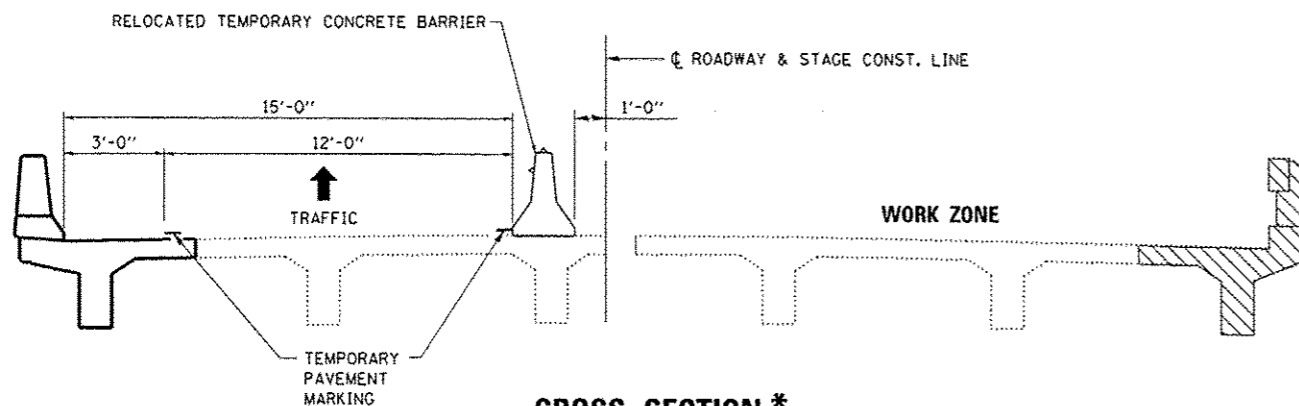
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 66CB1	
ILLINOIS FED. AID PROJECT				



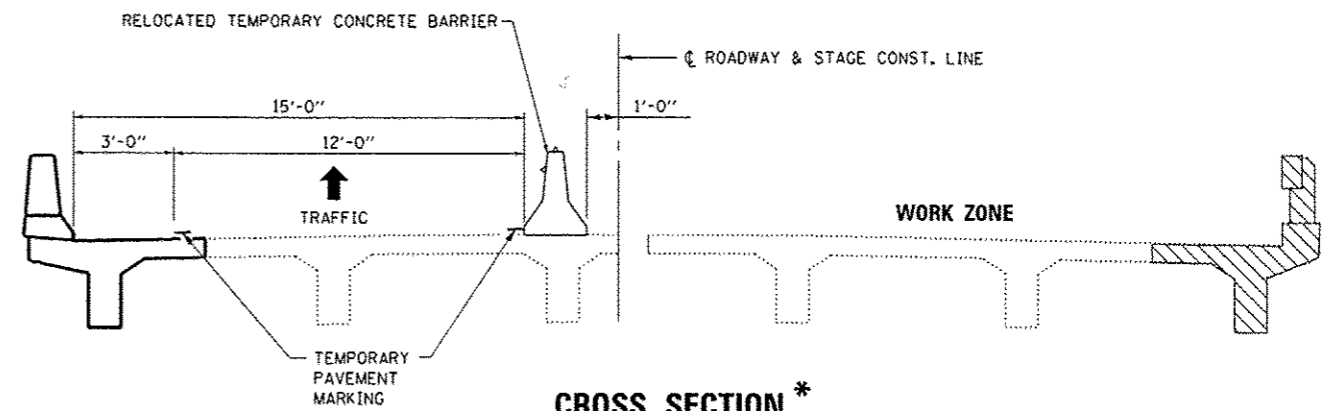
CROSS SECTION.*
STAGE I
STRUCTURE NO. 038-0153 (SB)



CROSS SECTION.*
STAGE I
STRUCTURE NO. 038-0154 (NB)

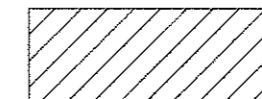


CROSS SECTION.*
STAGE II
STRUCTURE NO. 038-0153 (SB)



CROSS SECTION.*
STAGE II
STRUCTURE NO. 038-0154 (NB)

* LOOKING IN THE DIRECTION OF TRAFFIC



CONCRETE REMOVAL AND REPLACEMENT

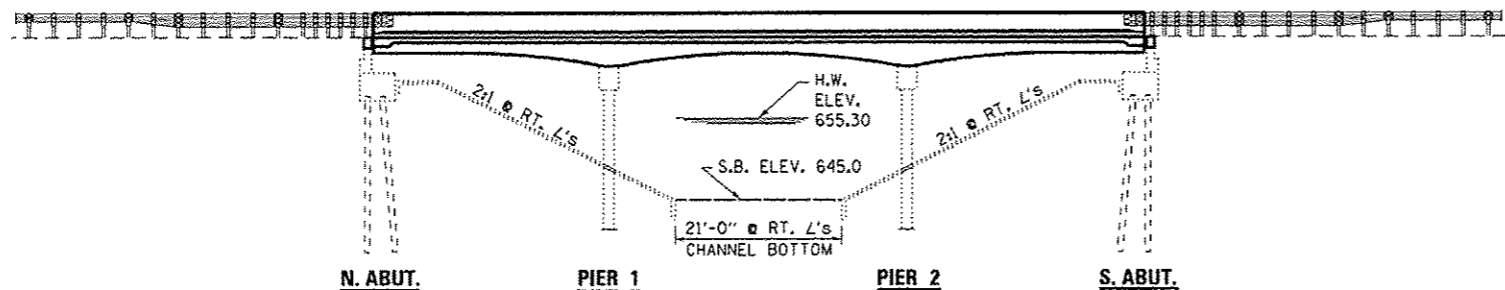
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

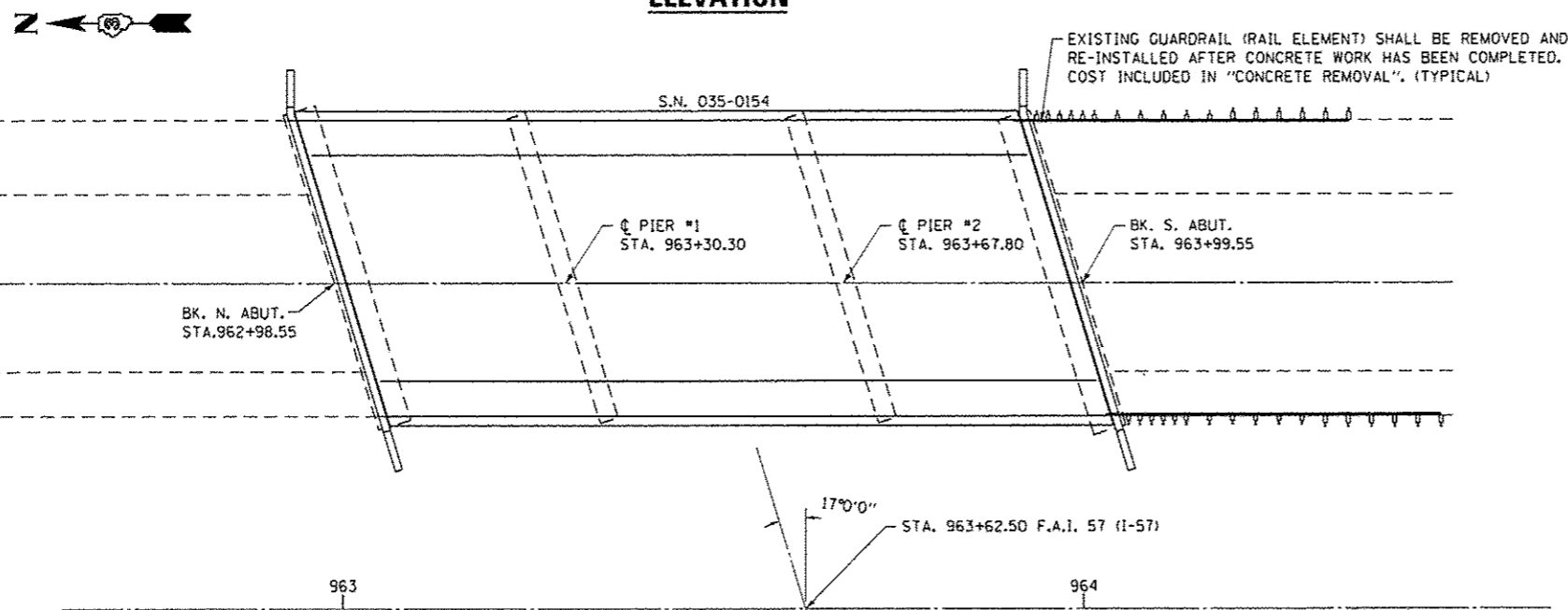
STAGES OF CONSTRUCTION
 FOR STRUCTURE NO's 038-0153 AND 038-0154

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 66CB1	
ILLINOIS FED. AID PROJECT				

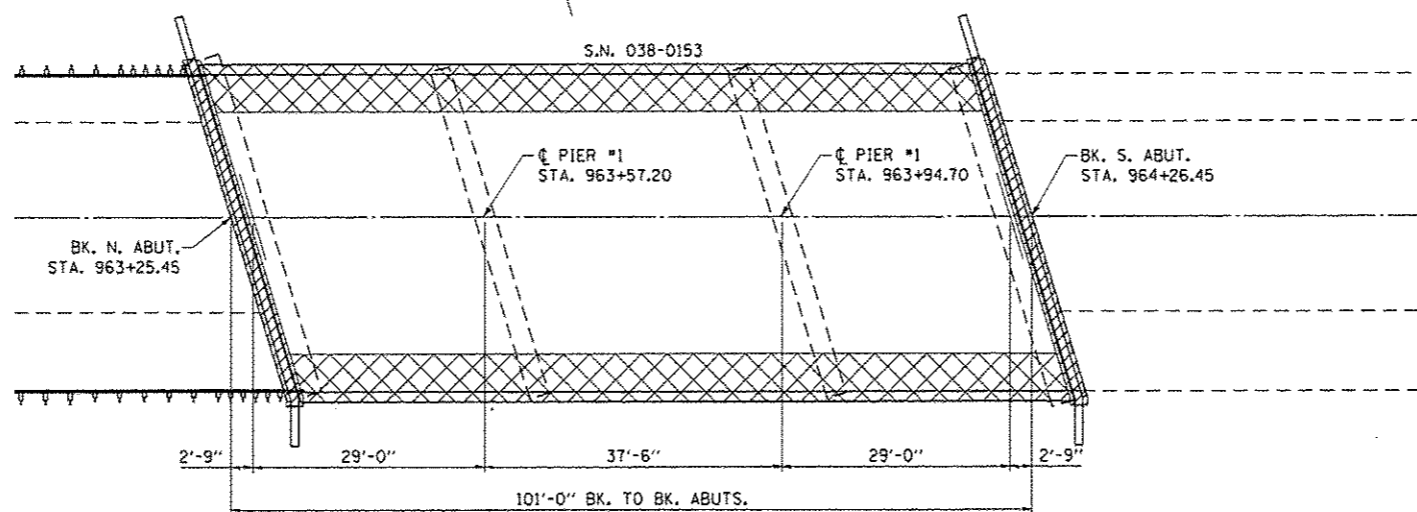
SCALE: SHEET 1 OF 1 SHEETS



ELEVATION



PLAN



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 BID PRICE FOR THE WORK.

ALL STRUCTURAL STEEL SHALL CONFORM TO AASHTO CLASSIFICATION M-270 GR 36, UNLESS OTHERWISE NOTED.

THE DECK SHALL HAVE ITS FINAL FINISH TINED ACCORDING TO ARTICLE 420.09(H1) OF THE STANDARD SPECIFICATIONS. COST INCLUDED WITH CONCRETE SUPERSTRUCTURES.

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

THE CONTRACTOR SHALL MAKE ALLOWANCE FOR THE DEFLECTION OF FORMS, SHRINKAGE AND SETTLEMENT OF FALSEWORK.

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° F.

WHILE THE NEED FOR A TEMPORARY SUPPORT SYSTEM FOR THE SECTION OF THE DECK TO REMAIN IS NOT EXPECTED IT IS THE CONTRACTORS STRUCTURAL ENGINEER RESPONSIBILITY TO DETERMINE ITS NEED IF ADDITIONAL CONSTRUCTION LOADS ARE APPLIED TO THAT SECTION OF THE DECK.

LEGEND

- EXPANSION JOINT REMOVAL AND REPLACEMENT
- SUPERSTRUCTURE REMOVAL AND REPLACEMENT

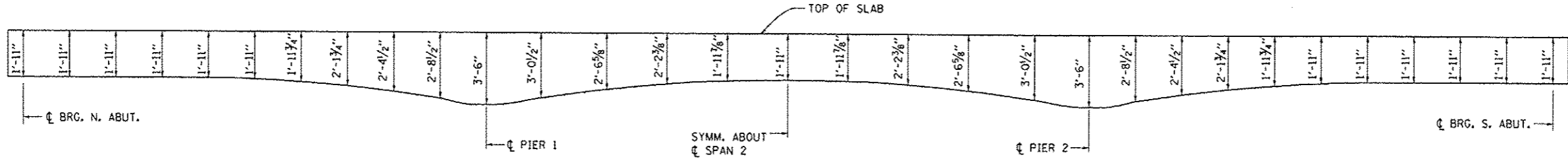
**TWO SUPERSTRUCTURES
TOTAL BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
CONCRETE REMOVAL	CU. YD.	161.4
CONCRETE SUPERSTRUCTURE	CU. YD.	184.8
FLOOR DRAINS	EACH	16
REINFORCEMENT BARS EPOXY COATED	POUND	40560
BAR SPLICERS	EACH	72
MECHANICAL SPLICERS	EACH	732
PREFORMED JOINT STRIP SEAL	FOOT	178
F AND E STRUCTURAL STEEL	POUND	1214
PROTECTIVE COAT	SQ. YD.	377

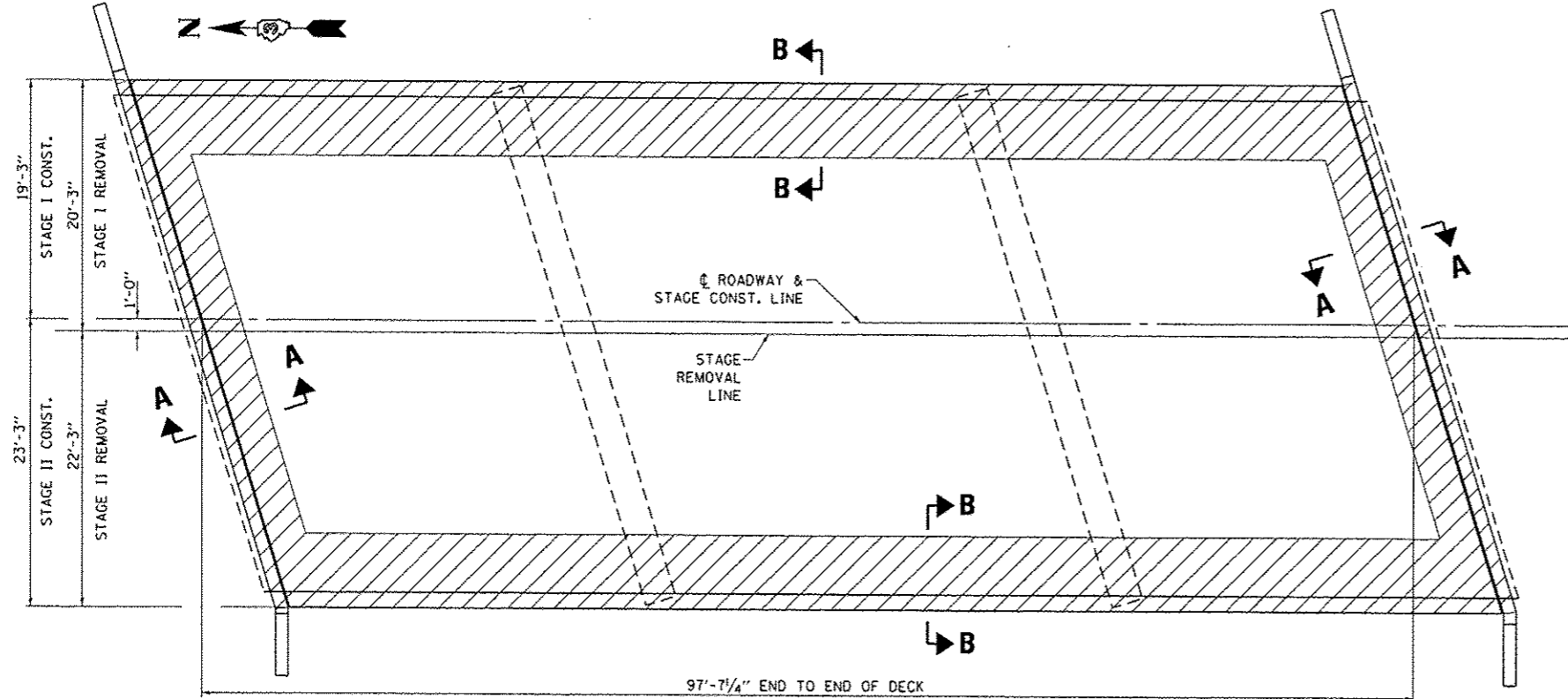


David Carl Puzey 6/30/14
Expires 11/30/14

FILE NAME *	USER NAME = Patelj	DESIGNED - RW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN AND ELEVATION FOR STRUCTURE NO'S 038-0153 AND 038-0154	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ei:\p\work\p\widet\patelj\0325065\0360601\shd\details.dgn	DRAWN - RW	REVISED -	57			38-6B11-2 & 38-6B-11-2	IRROQUOIS	27	20	
#MODELNAME*	PLOT SCALE = 1/8"=1'-0" / in.	CHECKED - 68-E	REVISED -			SCALE: SHEET 1 OF 8 SHEETS STA. 963+62.50		CONTRACT NO. 66C81		
	PLOT DATE = 6/7/2014	DATE -	REVISED -			ILLINOIS FED. AID PROJECT				

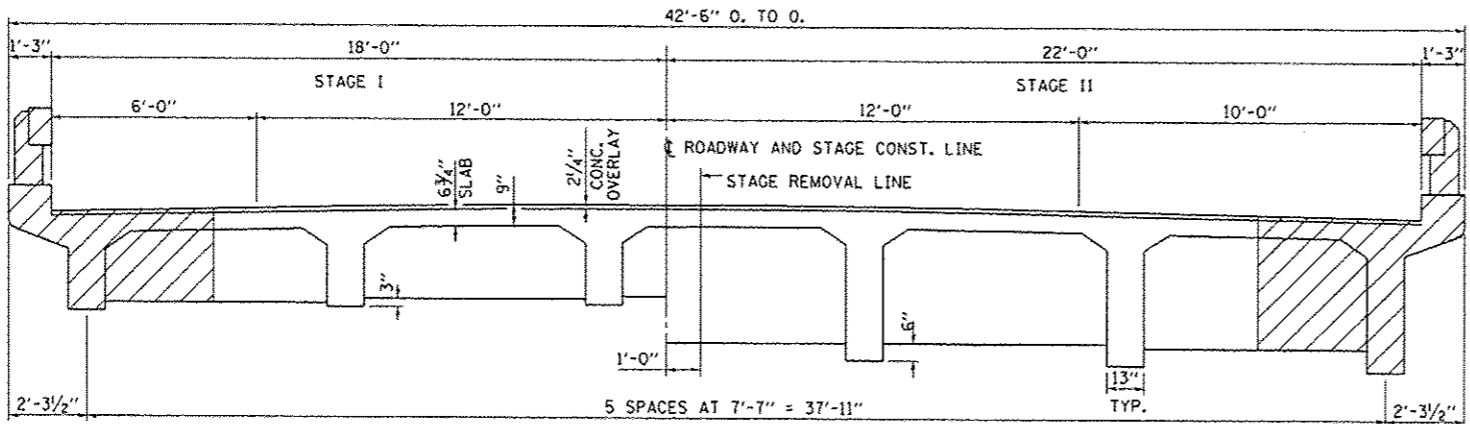


GIRDER ORDINATES (ALL GIRDERS)



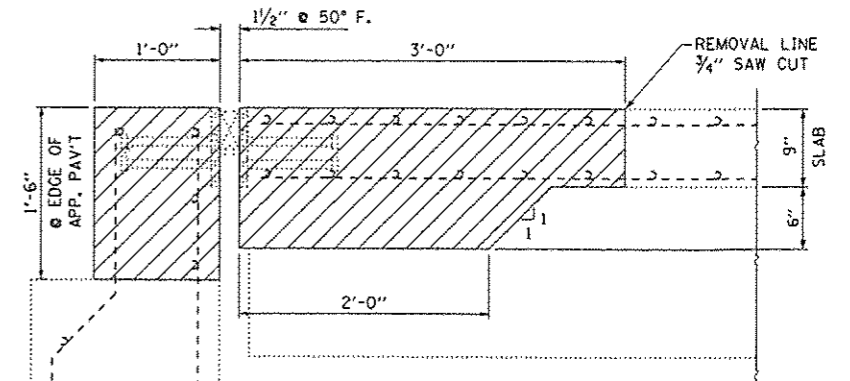
PLAN

SOUTHBOUND PLAN SHOWN
NORTHBOUND SIMILAR THRU 180 DEG. ROTATION ABOUT CENTERLINE OF FAI 57



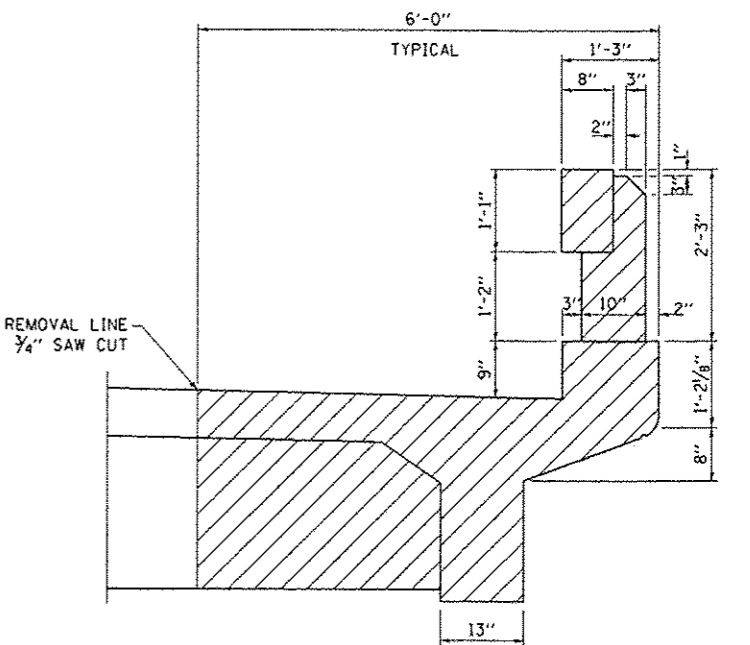
CROSS SECTION

LOOKING SOUTH - S.B. ROADWAY
LOOKING NORTH - N.B. ROADWAY



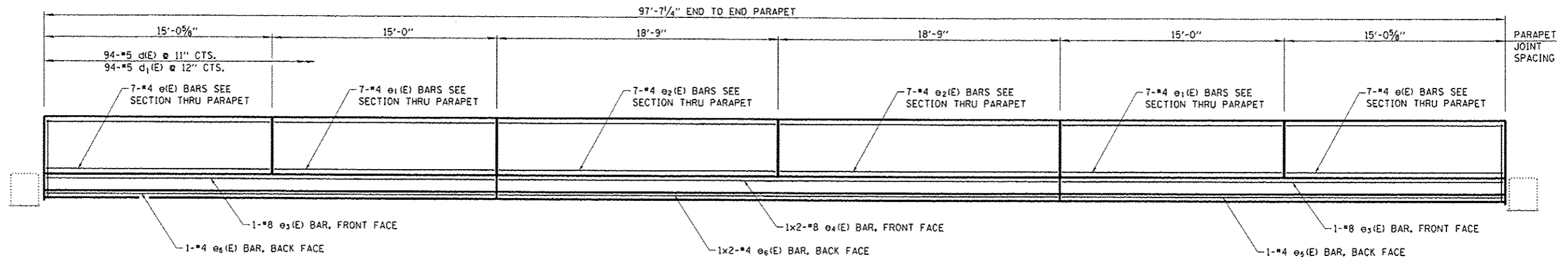
SECTION A-A

DIMENSIONS AT RT. L's



SECTION B-B

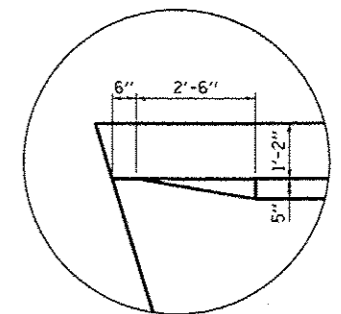
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01\pawork\pawork\pateluj\d0325965\0366601\shd-detail13.dgn	DRAWN - RW	REVISED -	57			(38-6B)-2 & (38-6B)-1	IRRODUIS	27	21	
MODEL NAME =	PLOT SCALE = 1/80.0000 1" = 10'	CHECKED -	REVISED -			CONTRACT NO. 66C81				
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					SCALE:	SHEET 2 OF 8 SHEETS		STA. 963+62.50		



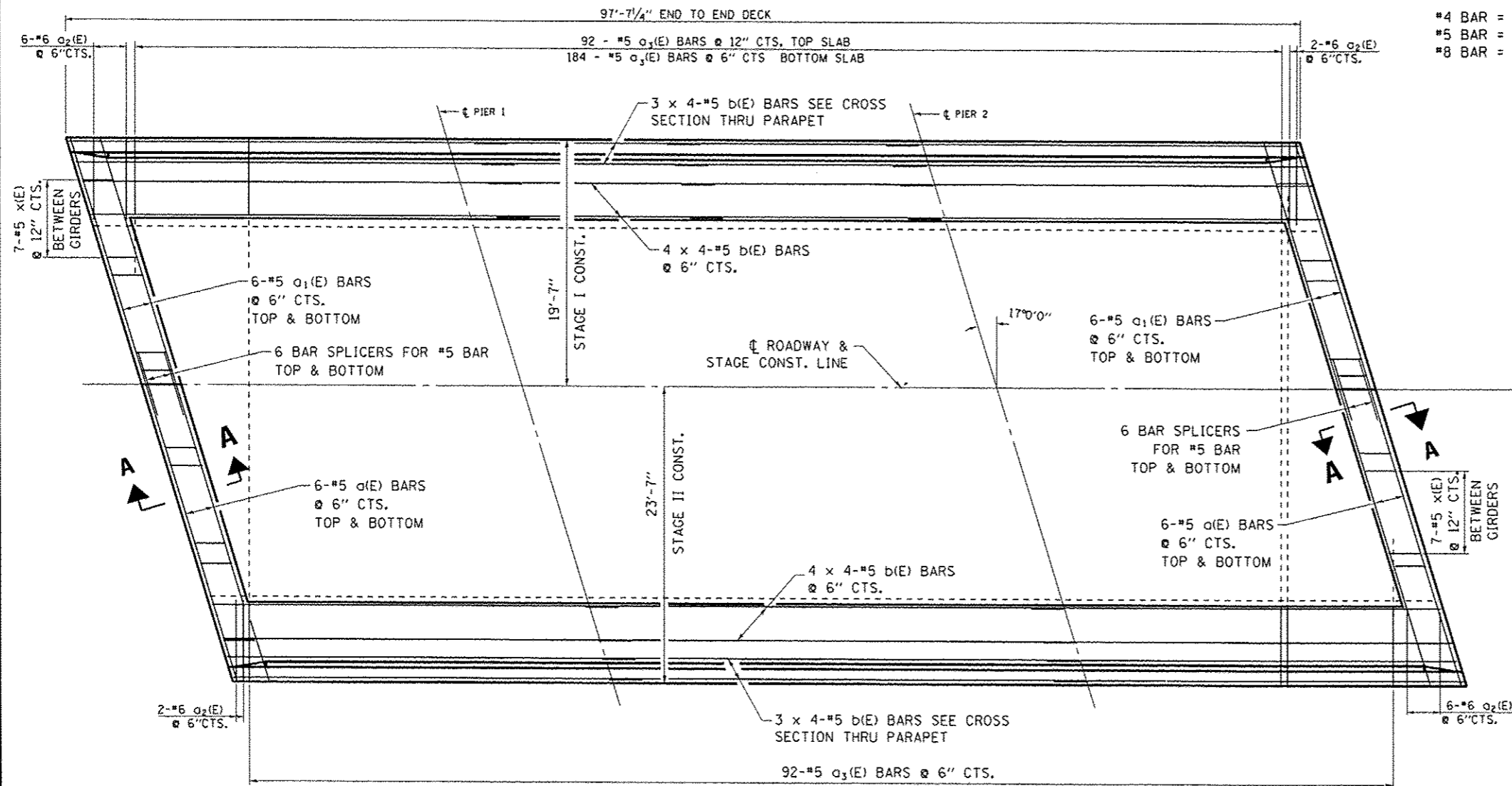
ELEVATION OF PARAPET

MINIMUM BAR LAP

- #4 BAR = 2'-0"
- #5 BAR = 2'-6"
- #8 BAR = 5'-2"



CORNER DETAIL (TYPICAL)

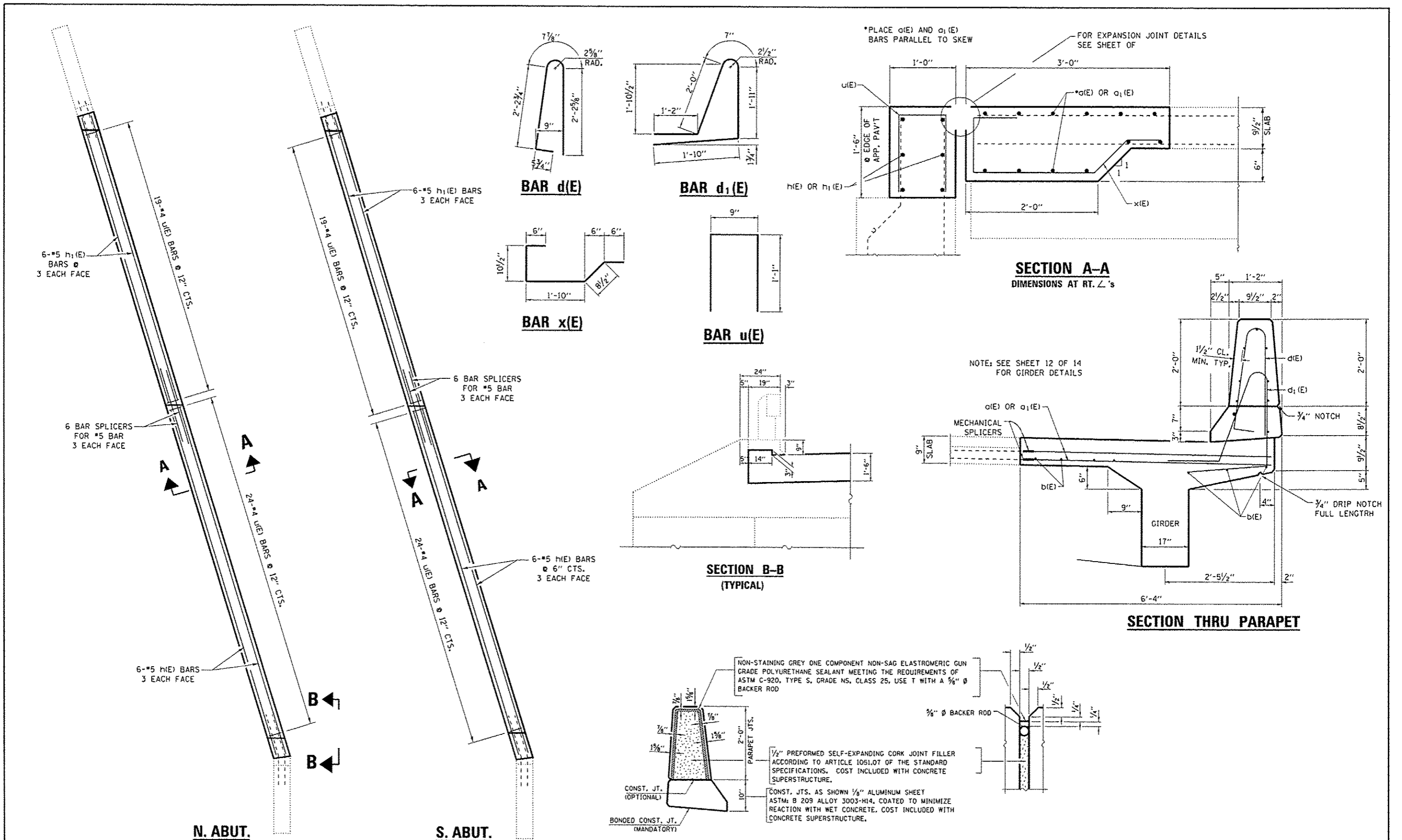


**PLAN
SHOWING DECK REINFORCEMENT**

SOUTHBOUND PLAN SHOWN
NORTHBOUND SIMILAR THRU 180 DEG. ROTATION ABOUT CENTERLINE OF FAI 57

**TWO SUPERSTRUCTURES
BILL OF MATERIAL**

BAR	NO.	SIZE	LENGTH	SHAPE	
d1(E)	48	5	24'-4"	=====	
d1(E)	48	5	20'-2"	=====	
d2(E)	32	6	4'-0"	=====	
d3(E)	1104	5	5'-8"	=====	
b1(E)	112	5	26'-2"	=====	
d1(E)	376	5	5'-7"	=====	
d1(E)	376	5	7'-6"	=====	
e1(E)	56	4	14'-9"	=====	
e1(E)	56	4	14'-8"	=====	
e2(E)	56	4	18'-5"	=====	
e3(E)	8	8	29'-9"	=====	
e4(E)	8	8	19'-7"	=====	
e5(E)	8	4	29'-9"	=====	
e6(E)	8	4	19'-7"	=====	
h1(E)	24	5	24'-4"	=====	
h1(E)	24	5	19'-11"	=====	
u1(E)	172	4	2'-11"	=====	
x1(E)	140	5	4'-5"	=====	
CONCRETE REMOVAL				CU. YD.	161.4
CONCRETE SUPERSTRUCTURE				CU. YD.	184.8
REINFORCEMENT BARS				POUND	40560
EPOXY COATED					
BAR SPLICERS				EACH	72
MECHANICAL SPLICERS				EACH	732
PREFORMED JOINT STRIP SEAL				FOOT	176
FLOOR DRAINS				EACH	36
PROTECTIVE COAT				SG. YD.	377



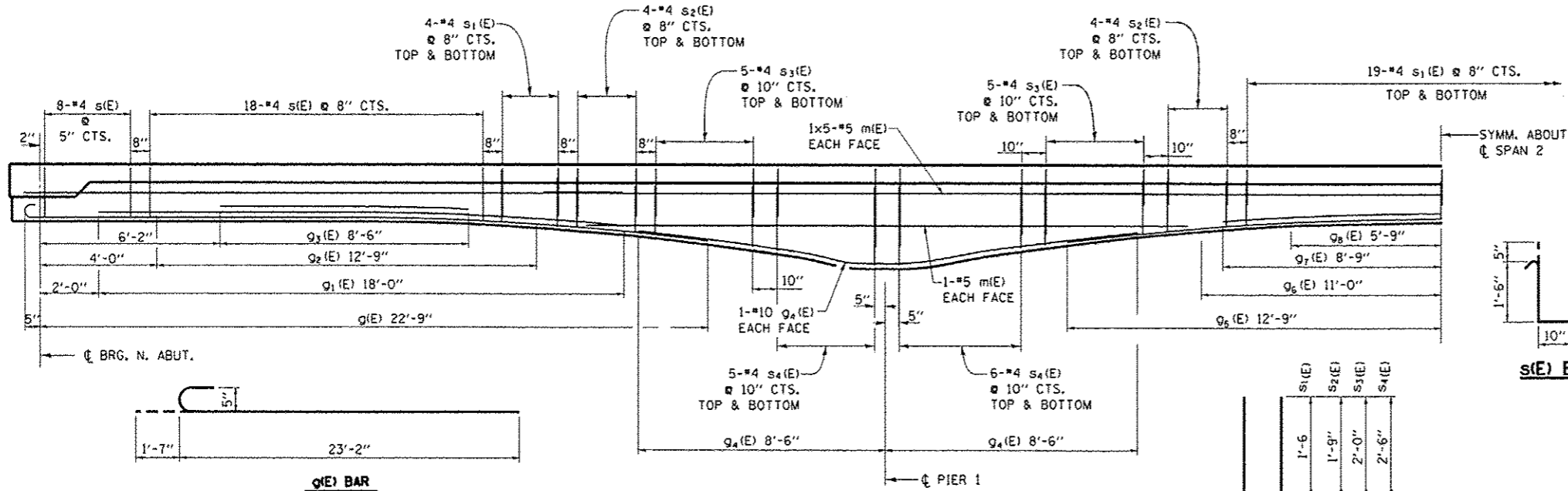
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

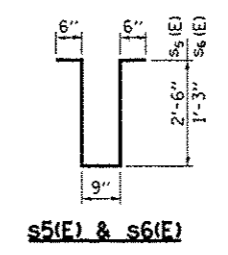
SUPERSTRUCTURE RECONSTRUCTION DETAILS
 FOR STRUCTURE NO's 038-0153 AND 038-0154

SCALE: SHEET 2 OF 8 SHEETS STA. 963+62.50

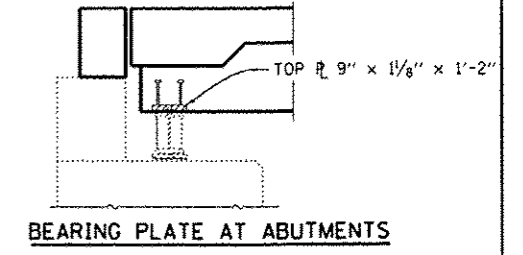
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-6811-2 & (38-68-111-2	IRROQUOIS	27	23
CONTRACT NO. 66C81			ILLINOIS FED. AID PROJECT	



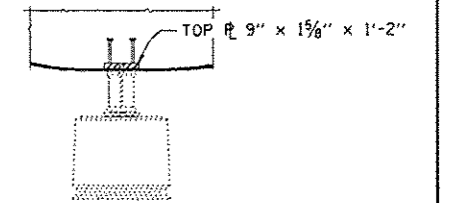
GIRDER ELEVATION SPANS 1 AND 2
SHOWING REINFORCEMENT
SPAN 3 REINFORCED SAME AS SPAN 1



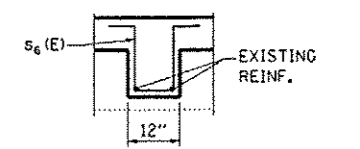
s5(E) & s6(E)



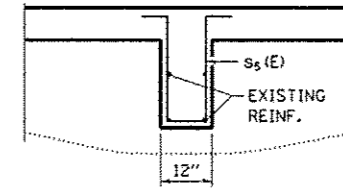
BEARING PLATE AT ABUTMENTS



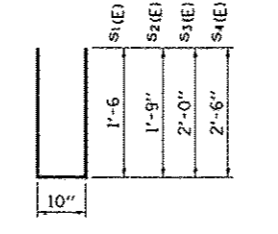
BEARING PLATE AT PIERS



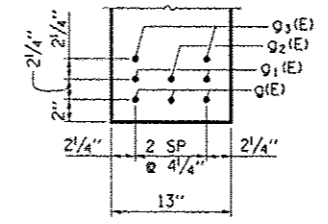
SECTION THRU INTERIOR DIAPHRAGM



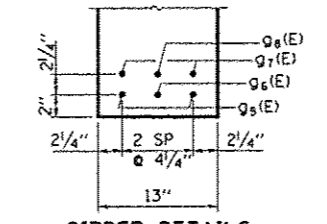
SECTION THRU DIAPHRAGMS AT PIERS



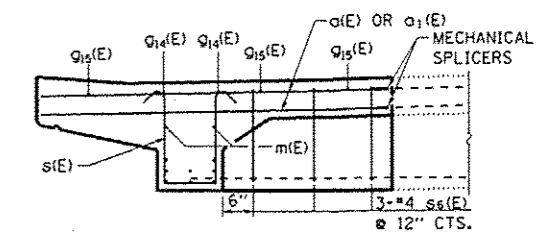
BARS s1(E) THRU s4(E)



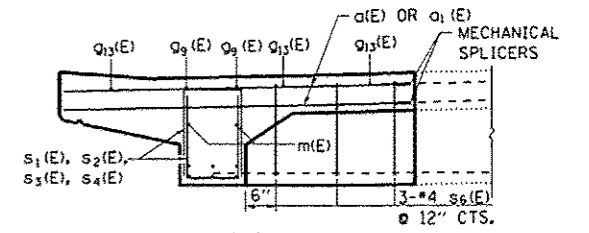
GIRDER DETAILS AT SPANS 1 & 3



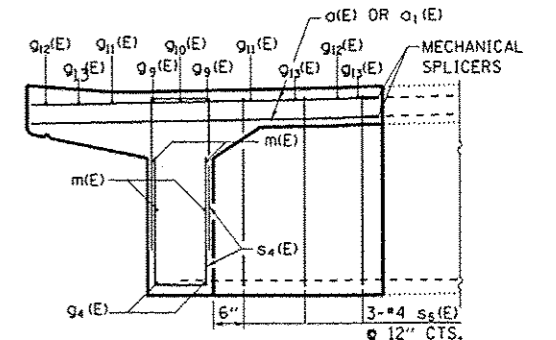
GIRDER DETAILS AT SPAN 2



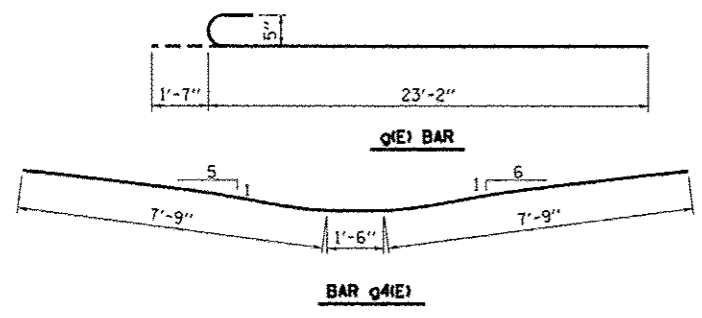
SECTION AT SPANS 1 & 3



SECTION AT SPAN 2

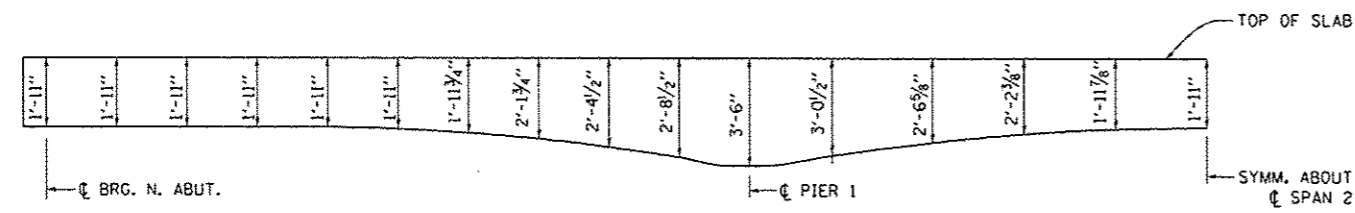


SECTION AT PIERS

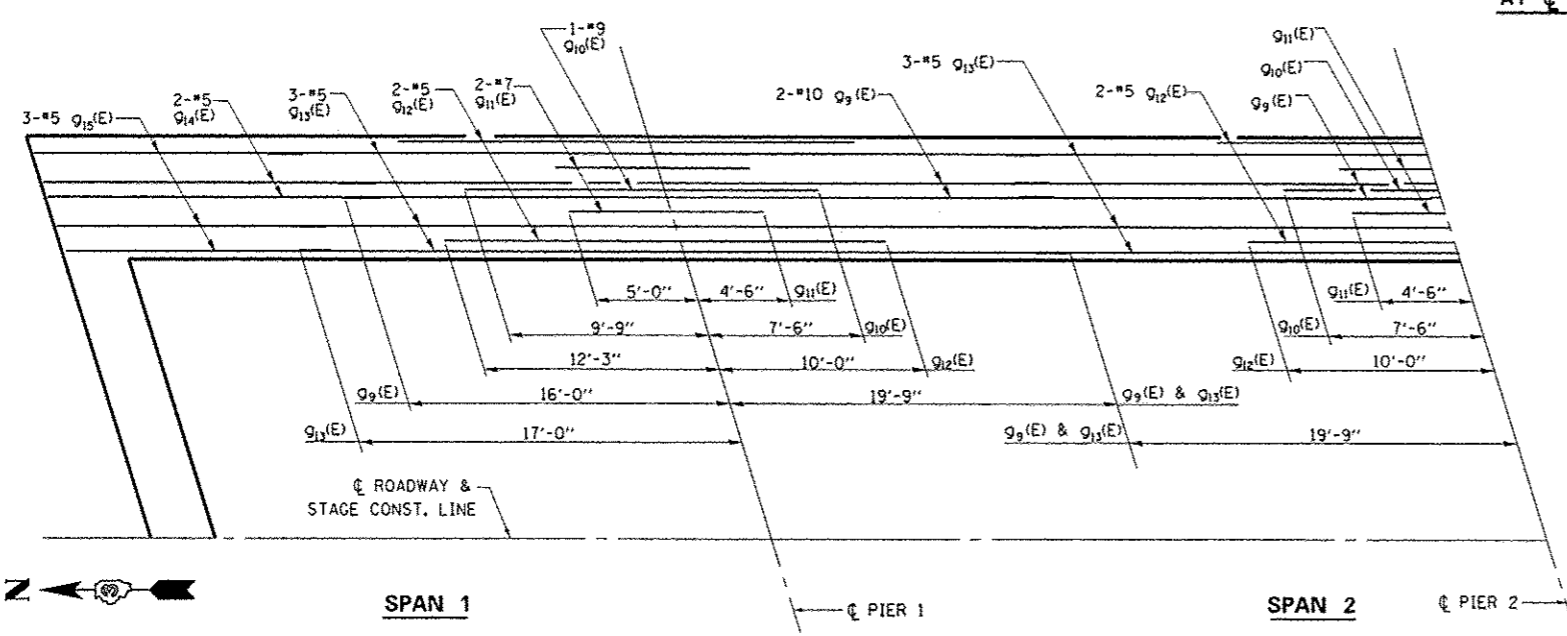


BAR q1(E)

BAR q4(E)



GIRDER ORDINATES (ALL GIRDERS)



PARTIAL PLAN - SPANS 1 & 2
SHOWING REINFORCEMENT T-GIRDERS
SPAN 3 REINFORCED SAME AS SPAN 1
EAST SIDE SHOWN WEST SIDE SYMM. ABOUT ϕ ROADWAY

TWO SUPERSTRUCTURES BAR LIST FOR GIRDERS

BAR	NO.	SIZE	LENGTH	SHAPE
q1(E)	16	11	24'-9"	U
q1(E)	16	11	22'-9"	U
q2(E)	8	11	18'-0"	U
q3(E)	16	10	8'-6"	U
q4(E)	16	10	17'-0"	U
q5(E)	8	11	25'-6"	U
q6(E)	4	11	22'-0"	U
q7(E)	8	11	17'-6"	U
q8(E)	4	11	11'-6"	U
q9(E)	16	10	35'-9"	U
q10(E)	8	9	17'-3"	U
q11(E)	16	7	9'-6"	U
q12(E)	16	5	22'-3"	U
q13(E)	24	5	35'-9"	U
q14(E)	16	5	16'-6"	U
q15(E)	24	5	15'-6"	U
m(E)	56	5	20'-6"	U
s1(E)	208	4	4'-8"	U
s1(E)	140	4	2'-3"	U
s2(E)	128	4	4'-4"	U
s3(E)	160	4	4'-10"	U
s4(E)	176	4	5'-10"	U
s5(E)	24	4	6'-9"	U
s6(E)	36	4	4'-3"	U

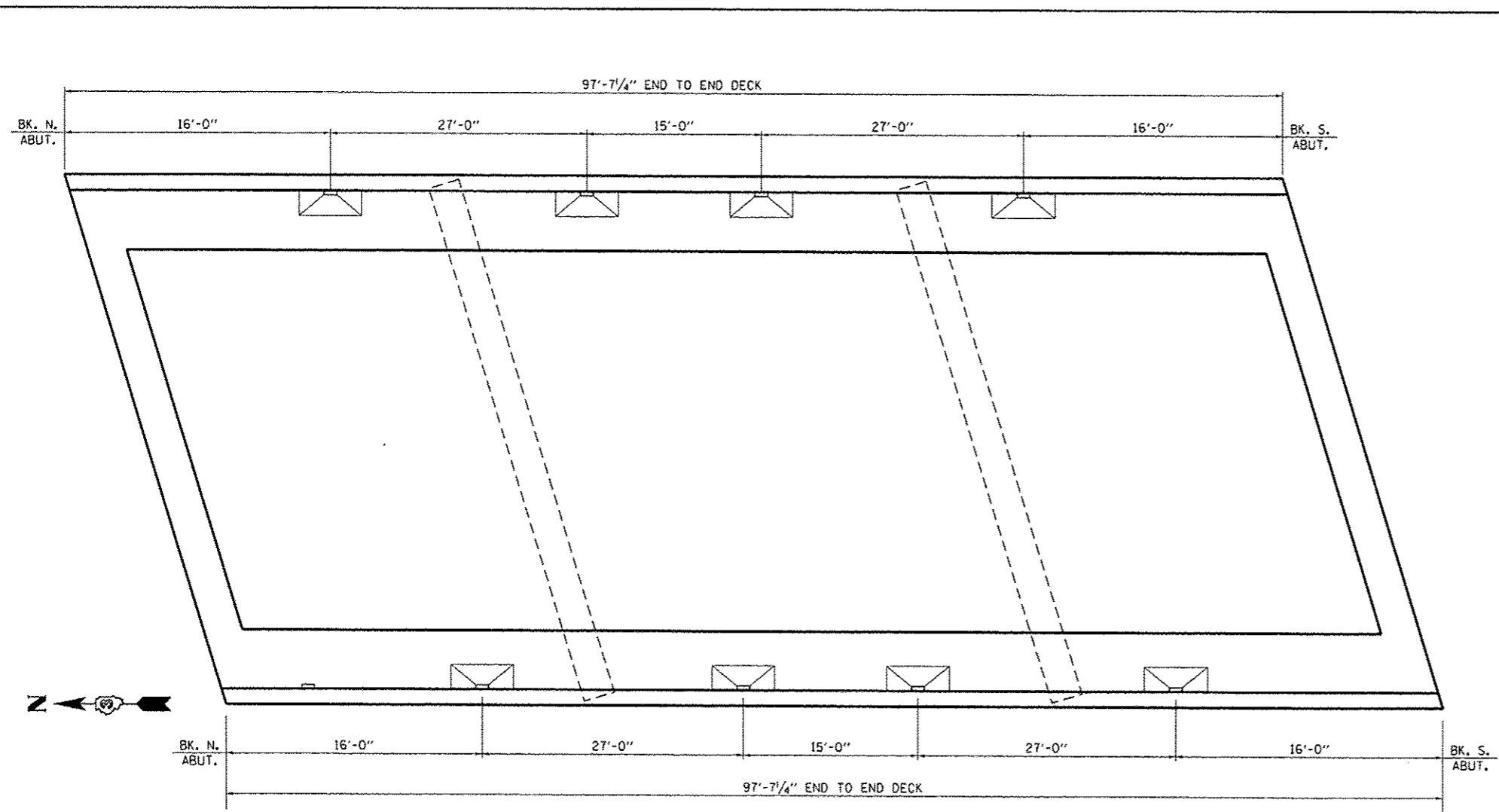
NOTE: WEIGHT OF REINFORCEMENT BARS INCLUDED IN SUPERSTRUCTURE BILL OF MATERIALS

FILE NAME	USER NAME	DESIGNED	REVISED
ci:\pw\work\pedit\pedit\0325855-0360\01-sh1-detail.dgn	Pataly	RW	-
MODEL NAME	PLOT SCALE	CHECKED	REVISED
	100.0000 / in.	-	-
	PLOT DATE	DATE	REVISED
	5/6/2014	-	-

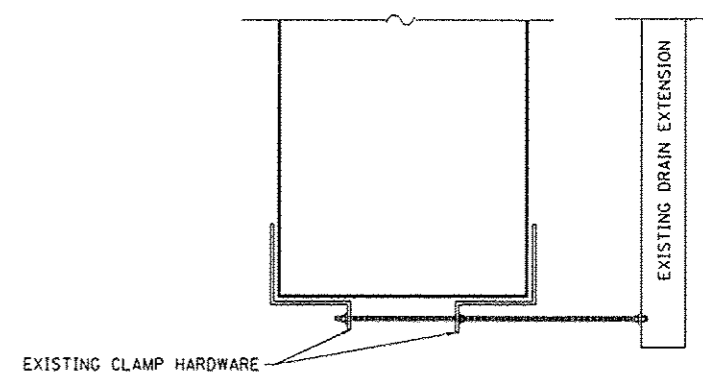
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE RECONSTRUCTION DETAILS
FOR STRUCTURE NO'S 038-0153 AND 038-0154

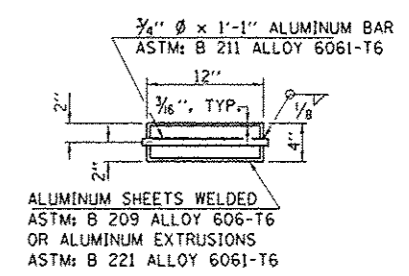
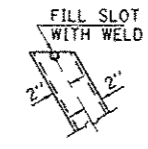
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEET NO.	SHEET NO.
57	(38-6B)-2 & (38-6B)-11-2	IRROQUOIS	27	24
SCALE: SHEET 2 OF 8 SHEETS STA. 963+62.50			CONTRACT NO. 66C81	
ILLINOIS FED. AID PROJECT				



PLAN
 SOUTHBOUND PLAN SHOWN
 NORTHBOUND SIMILAR THRU 180 DEG. ROTATION ABOUT CENTERLINE OF FAI 57

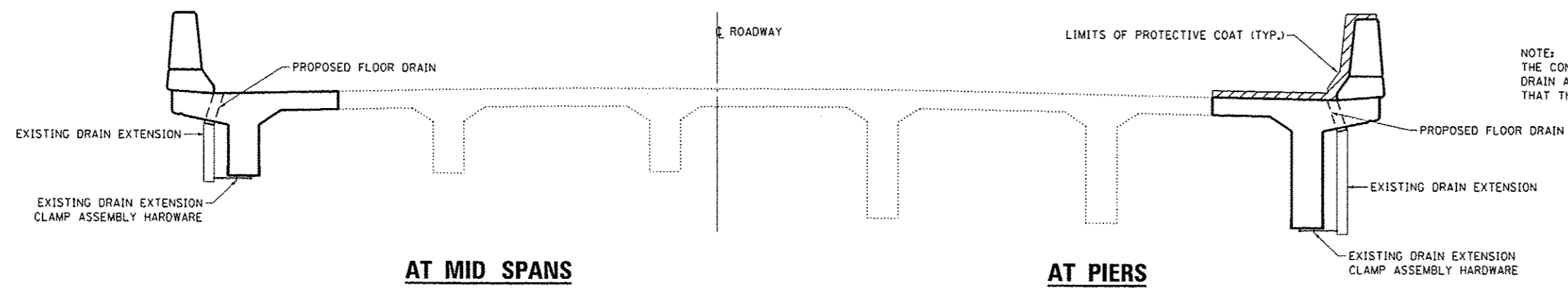


DRAIN EXTENSION DETAIL



FLOOR DRAIN

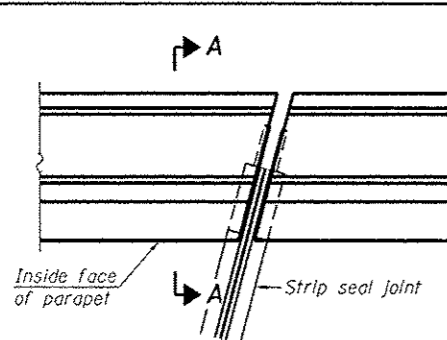
NOTE:
 THE CONTRACTOR SHALL VERIFY IN THE FIELD THE EXISTING DRAIN ANGLE PRIOR TO REMOVAL OF EXISTING DRAINS SO THAT THE EXISTING DRAIN EXTENSIONS MAY BE REINSTALLED.



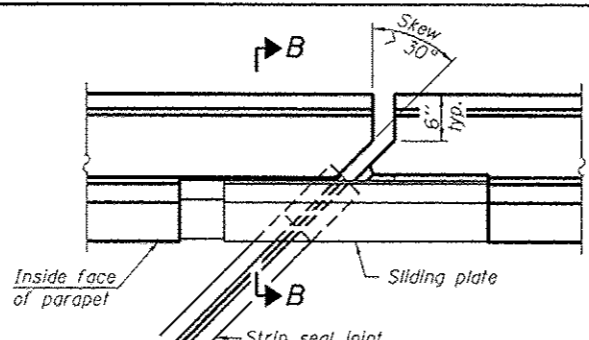
CROSS SECTION

**TWO SUPERSTRUCTURES
 BILL OF MATERIALS**

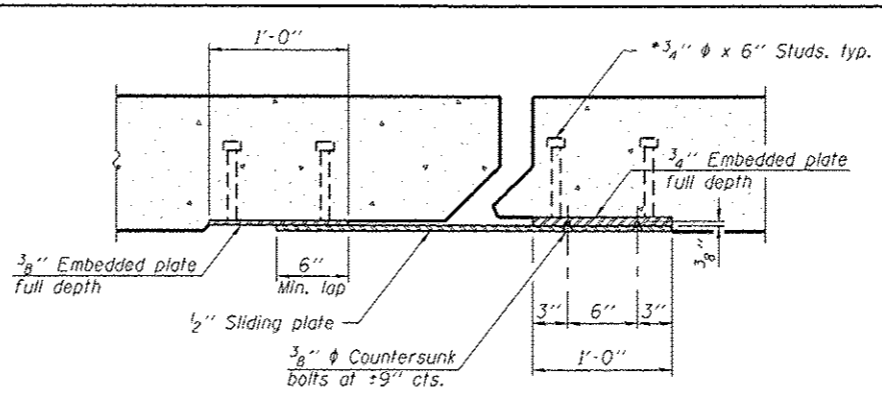
Item	Unit	Total
FLOOR DRAIN	Foot	16
PROTECTIVE COAT	Sq. Yd.	377



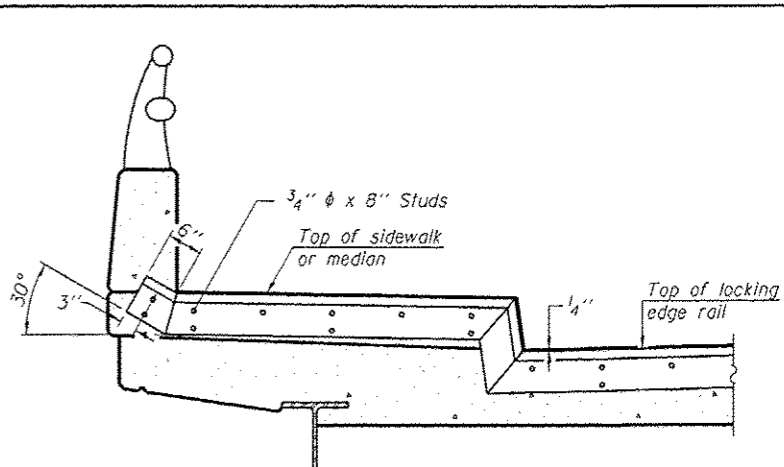
PLAN
(For skews $\leq 30^\circ$)



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

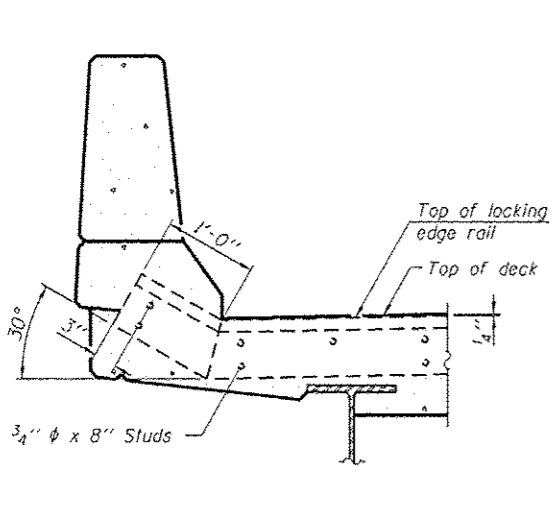


SECTION C-C

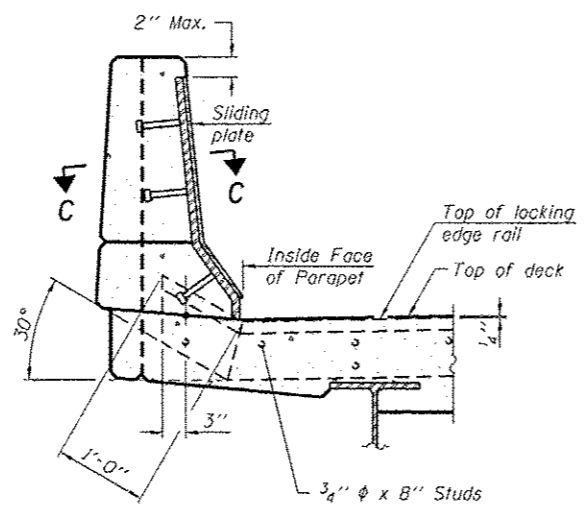


TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN

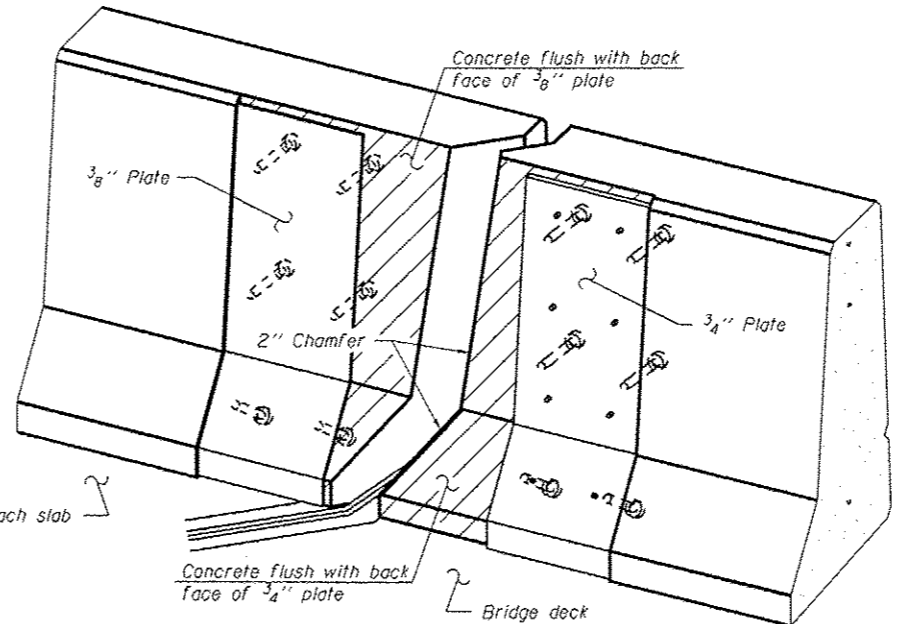
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



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.

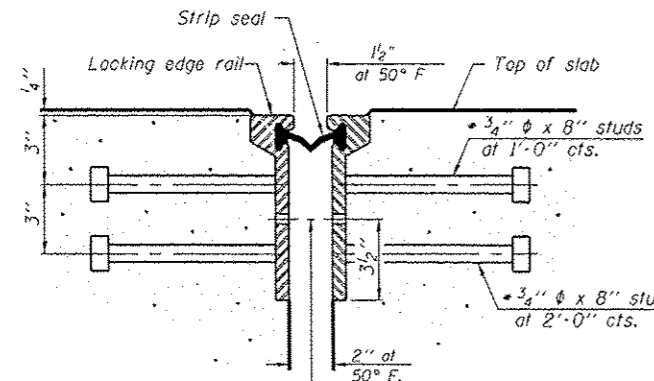
The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

The manufacturer's recommended installation methods shall be followed.

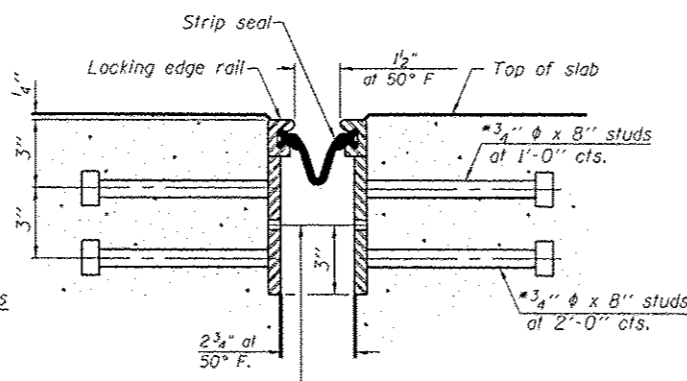
The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications 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 shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.

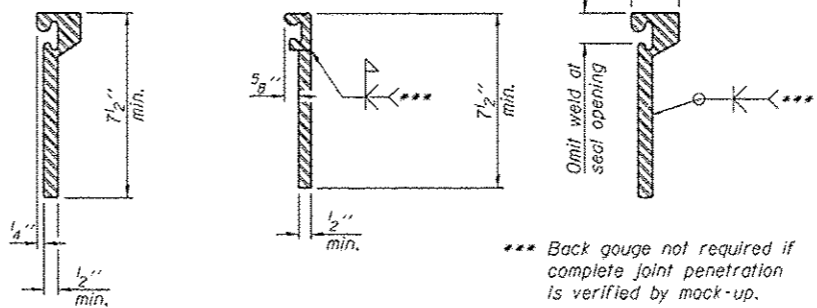
Parapet plates and anchorage studs for skews $> 30^\circ$ included in the cost of Preformed Joint Strip Seal.



SECTION THRU ROLLED RAIL JOINT



SECTION THRU WELDED RAIL JOINT



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.

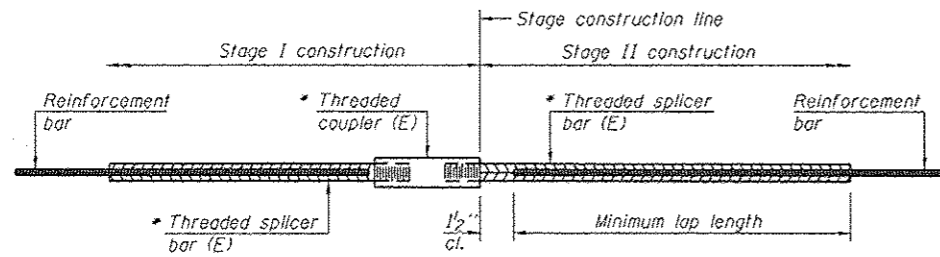
TWO SUPERSTRUCTURES BILL OF MATERIALS

Item	Unit	Total
Preformed Joint Strip Seal	Foot	178

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

EJ-SSJ

1-27-12



STANDARD BAR SPLICER ASSEMBLY

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

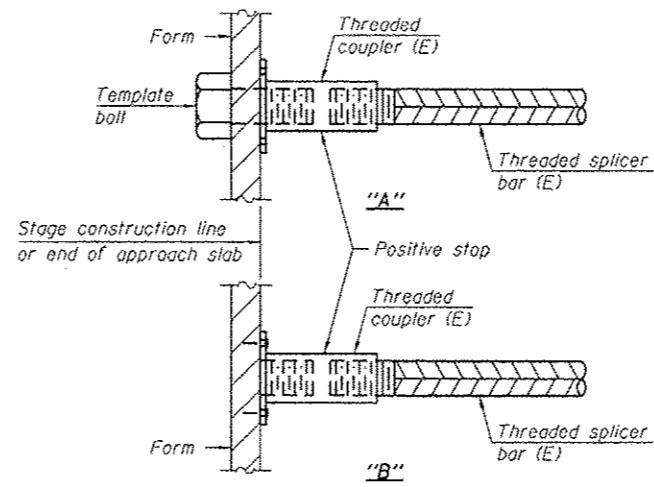
- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Class C
- Table 6: Epoxy bar, Top bar lap, Class C

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

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

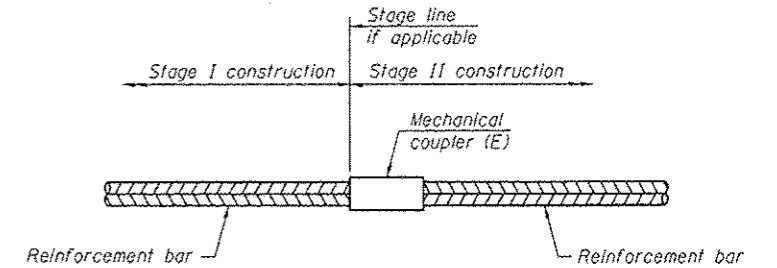
**TWO SUPERSTRUCTURES
BILL OF MATERIALS**

Location	Bar size	No. assemblies required	Table for minimum lap length
N ABUT DECK	#5	24	TABLE 3
N ABUT BLOCK OUT	#5	12	TABLE 3
S ABUT DECK	#5	24	TABLE 3
S ABUT BLOCK OUT	#5	12	TABLE 3



INSTALLATION AND SETTING METHODS

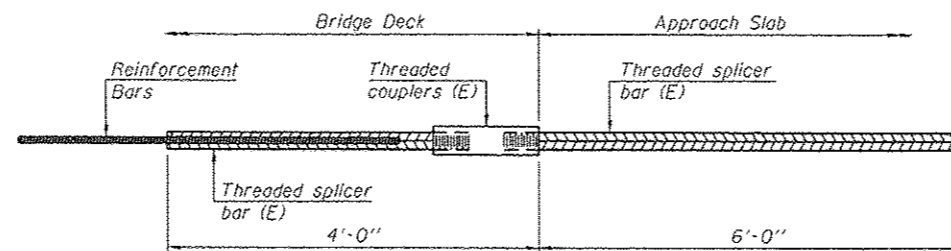
- "A" : Set bar splicer assembly by means of a template bolt.
- "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
- (E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

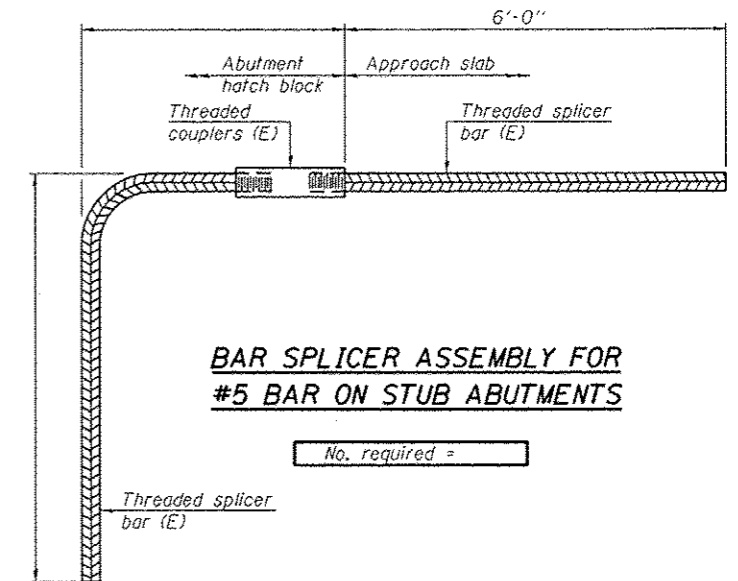
**TWO SUPERSTRUCTURES
BILL OF MATERIALS**

Location	Bar size	No. assemblies required
DECK-STAGE I	#5	364
DECK-STAGE II	#5	368



**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 approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

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