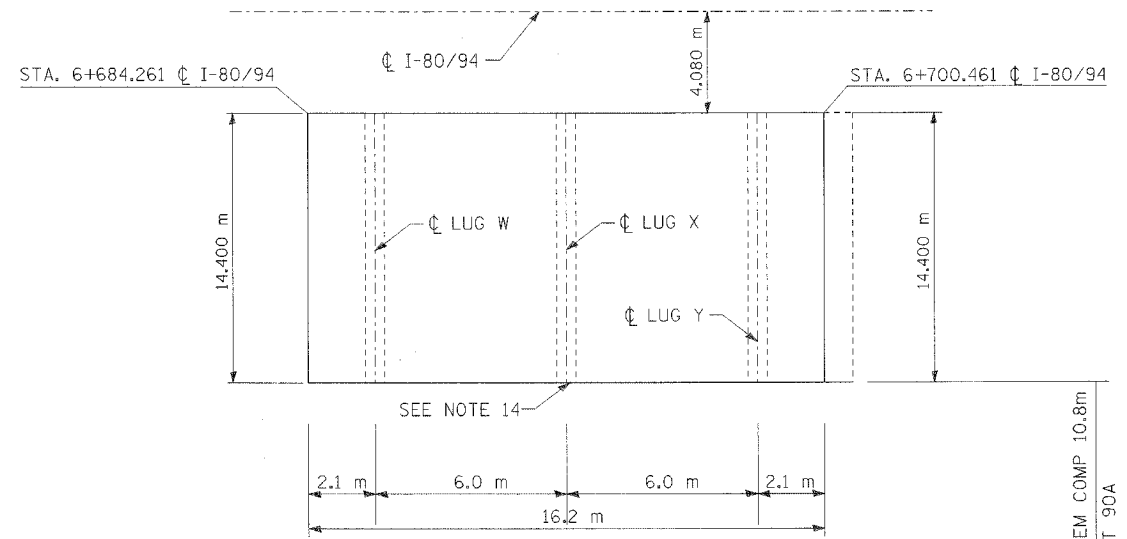
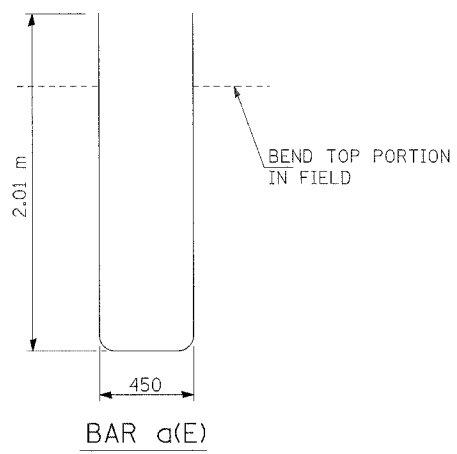
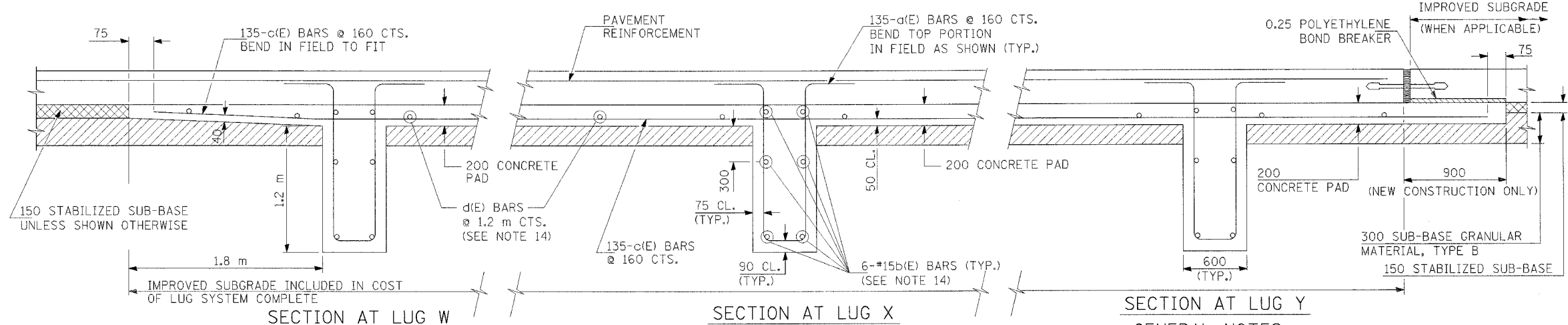


| | | | | |
|---------------------|---------|--------------------|------------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | * | COOK | 631 | 90 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS | FED. AID PROJECT | |
| * (2425 & 2626) R-2 | | CONTRACT NO. 62111 | | |



MATERIALS REQUIRED FOR EACH LUG SYSTEM COMPLETE 14.4 METER
(EXCLUDING PAVEMENT CONCRETE AND PAVEMENT REINFORCEMENT)

| Bar | No. | Size | Length | Shape |
|------|-----|--------|---------|-------|
| a(E) | 270 | No. 25 | 4.47 m | |
| b(E) | 18 | No. 16 | 14.58 m | |
| c(E) | 270 | No. 16 | 6.10 m | |
| d(E) | 14 | No. 13 | 14.25 m | |

| | |
|--------------------------------|----------------------|
| CONCRETE | 31.1 m ³ |
| REINFORCING BARS (SEE NOTE 14) | 7,960 kg |
| CONCRETE PAD | 207.4 m ² |
| IMPROVED SUBGRADE | 224.7 m ² |

PLAN OF LUG SYSTEM COMPLETE 14.4 METER
AS SHOWN AT STATION 6+684.3± I-80 EASTBOUND

- SECTION AT LUG Y**
- GENERAL NOTES:**
- DETAILS SHOWN IN SECTION B-B SHALL APPLY AT THE END OF THE CONSTRUCTION SECTION. THE 250mm REINFORCED CONCRETE PAD, HEADER BOARD, WOOD BLOCKING AND THE 1.5m OF EXTENDED PAVEMENT REINFORCEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID EACH FOR THE "TRANSVERSE TERMINAL JOINT COMPLETE" OF THE PAVEMENT WIDTH AS SHOWN ON THE PLANS.
 - EXPANSION JOINTS AND EXTRA REINFORCEMENT IN THE PAVEMENT OVER CONCRETE PADS AND AT TRANSVERSE CONSTRUCTION JOINTS SHALL BE INCLUDED IN THE PRICE BID FOR "C.R.P.C.C. PAVEMENT".
 - WHEN THE CONTRACTOR PLACES THE REINFORCEMENT USING A METHOD WHICH REQUIRES THE TIE BARS FOR THE LONGITUDINAL JOINT TO BE PLACED ABOVE THE LONGITUDINAL REINFORCEMENT BARS, THE FIRST THREE LONGITUDINAL BARS ON EITHER SIDE OF THE JOINT SHALL BE PLACED SUCH THAT THE TIE BARS WILL BE AT THE NEUTRAL AXIS.
 - CONCRETE FOR THE LUGS SHALL BE EITHER CLASS SI OR PORTLAND CEMENT PAVEMENT, IT SHALL BE PLACED IN TRENCH TO THE NEAT LINES AS SHOWN. FORMS WILL NOT BE PERMITTED. THE CONCRETE IN THE LUGS' CONCRETE PADS SHALL BE CURED IN ACCORDANCE WITH THE METHODS SPECIFIED FOR FOOTINGS IN ARTICLE 1020.13 OF THE STANDARD SPECIFICATIONS EXCEPT THAT MEMBRANE CURING WILL NOT BE PERMITTED FOR THE LUGS.
 - SEE STANDARD 420001 FOR DETAILS OF SAWED LONGITUDINAL JOINTS AND TIE BARS NOT SHOWN.
 - ALL REINFORCEMENT SHALL BE EPOXY COATED.
 - JOINT MAY BE TOOLED OR SAWCUT.
 - SAWED JOINTS SHALL BE CUT WITHIN 12 HOURS AFTER PLACING THE CONCRETE.
 - SAWED JOINTS IN THE PAVEMENT SHALL BE SEALED IMMEDIATELY AFTER SAW CUTTING WITH A HOT POURED PLASTIC MATERIAL MEETING THE REQUIREMENTS OF ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
 - THE COST OF PROVIDING LONGITUDINAL CONSTRUCTION JOINTS, AS SHOWN, SHALL BE INCLUDED IN THE COST OF CRC PAVEMENT.
 - SEE STANDARD 421001 FOR DETAILS OF PAVEMENT REINFORCEMENT.
 - ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.
 - "CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:

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

THE REINFORCEMENT SHALL BE 115mm FROM THE TOP OF PAVEMENT

- GENERAL NOTES (CONTINUED):**
- TRANSVERSE BARS "b(E)" AND "d(E)" SHALL BE TIED TO EXISTING TRANSVERSE BARS CONSTRUCTED IN STAGE I AS A PART OF LUG SYSTEM COMPLETE 10.8 (SEE SHEET 90A)

| REVISIONS | |
|-----------|------|
| NAME | DATE |
| | |
| | |
| | |

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

**ROADWAY DETAILS
CRC PAVEMENT W/LUG SYSTEM
(SHEET 5 OF 9)**

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

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

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