

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

F.A.P. ROUTE 789 (IL 143)
SECTION 125BDR-2

BRIDGE REPAIR
MADISON COUNTY

C-98-154-18

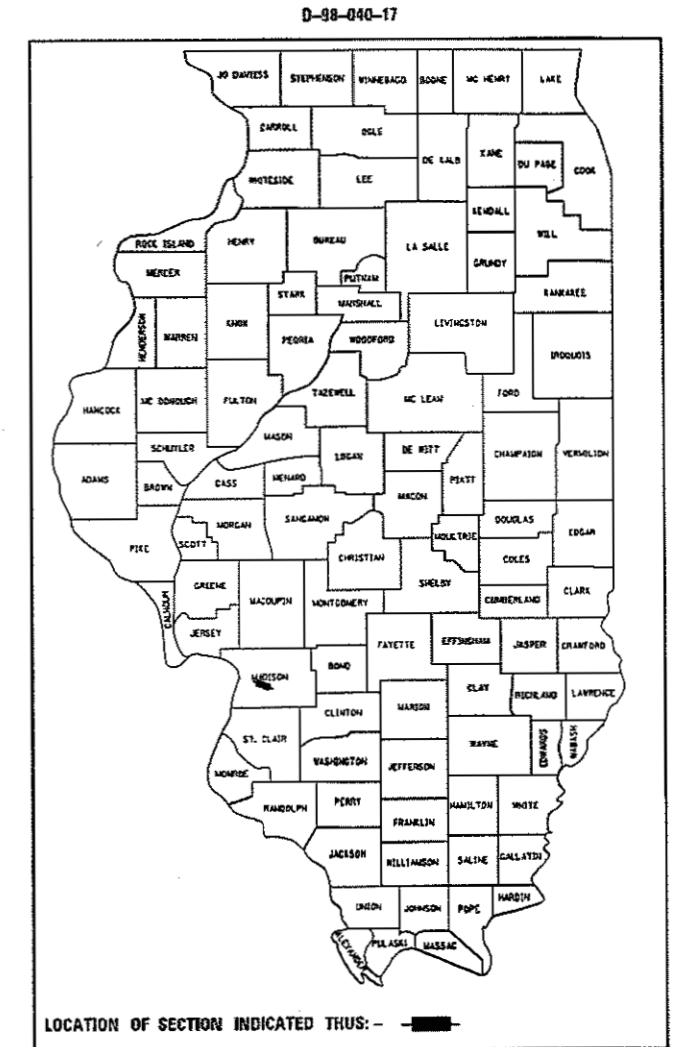
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	125BDR-2	MADISON	30	1
		ILLINOIS	CONTRACT NO. 76K22	

INDEX OF SHEETS:

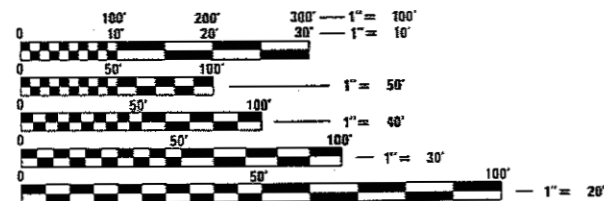
- 1 COVER SHEET
- 2 HIGHWAY STANDARDS, GENERAL NOTES, & COMMITMENTS
- 3-5 SUMMARY OF QUANTITIES
- 6-7 TYPICAL SECTIONS
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TRAFFIC DATA:

ADT ON S.N. 060-0083
2015 = 9,350 (ACTUAL)
2017 = 9,550 (ESTIMATED)
2037 = 11,600 (ESTIMATED)
SU = 4.8% MU = 1.2%

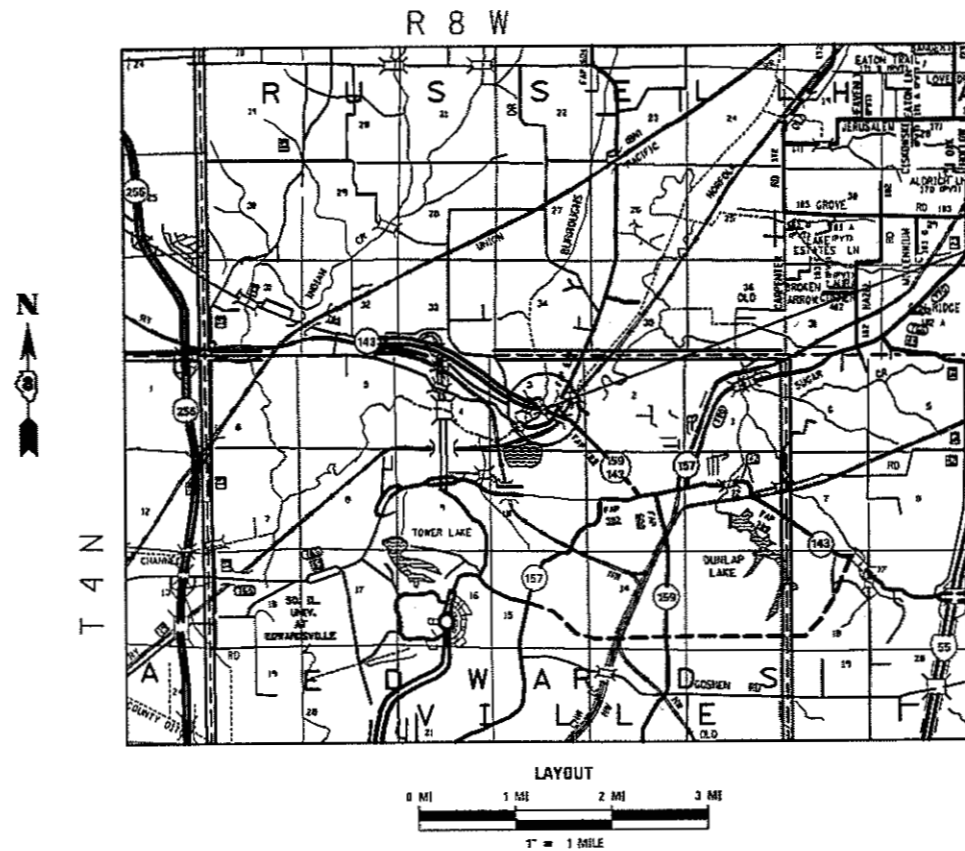


PROJECT LOCATION - S.N. 060-0083
STA. 117+28.14 TO STA. 119+26.14 BK TO BK ABUT.
COMPOSITE 3 SPAN WIDE FLANGE W/ CONCRETE SLAB;
CARRIES IL ROUTE 143 OVER CAHOKIA DRAINAGE CANAL
ON MULTI-COLUMNED PIERS W/ PILE SUPPORTED
FOOTING AND PILE STUB ABUTMENTS;
SPAN LENGTHS ARE - 1 @ 59'-8"; 1 @ 76'-8"; AND 1 @ 59'-8"



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



GROSS LENGTH = 1306.00 FT. = 0.247 MILE LATITUDE = 38.807811
NET LENGTH = 1306.00 FT. = 0.247 MILE LONGITUDE = 89.974569

PROJECT ENGINEER: TIM PADGETT (618) 346-3325
PROJECT MANAGER: PHIL FREIMUTH (618) 346-3194

CONTRACT NO. 76K22

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED *Oct 12 2017*
Jeffrey Zikora
REGIONAL ENGINEER

Nov 30 2017
Lawrence M. Addis, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

Nov 30 2017
Anneke Allen
DIRECTOR OF PROGRAM DEVELOPMENT

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OF THE STATE OF ILLINOIS

STANDARDS

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001-02 AREAS OF REINFORCEMENT BARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 420001-09 PAVEMENT JOINTS
- 542401-03 METAL FLARED END SECTION FOR PIPE CULVERTS
- 606001-07 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 606301-04 PC CONCRETE ISLANDS AND MEDIANS
- 701426-09 LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≥ 45 MPH
- 701427-05 LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
- 701501-06 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
- 701606-10 URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
- 701611-01 URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
- 701701-10 URBAN LANE CLOSURE, MULTILANE INTERSECTION
- 701901-07 TRAFFIC CONTROL DEVICES
- 704001-08 TEMPORARY CONCRETE BARRIER
- 720001-01 SIGN PANEL MOUNTING DETAILS
- 720006-04 SIGN PANEL ERECTION DETAILS
- 731001-01 BASE FOR TELESCOPING STEEL SIGN SUPPORT
- 780001-05 TYPICAL PAVEMENT MARKINGS
- 781001-04 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
- 782001-01 CURB REFLECTORS
- 782006 GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

GENERAL NOTES

1. ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES WITHIN THE PROJECT AREA BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:
 - * AMEREN ILLINOIS - (GAS & ELECTRIC)
 - * AT&T ILLINOIS - (COMMUNICATIONS)
 - * CHARTER COMMUNICATIONS, INC. - (CABLE TV)
 - * CITY OF EDWARDSVILLE - (ELECTRIC)
 - * CITY OF EDWARDSVILLE - (WATER & SANITARY SEWER)
 - * MARATHON PIPE LINE LLB - (PIPELINE)
 - * NORTHEAST CENTRAL COUNTY PUBLIC WATER DISTRICT - (WATER)
 - * TRANSCANADA KEYSTONE PIPELINE - (PIPELINE)

MEMBERS OF J.U.L.I.E. CALL TOLL FREE (800) 892-0123 OR 811 AND ARE INDICATED BY *. NON-J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.
2. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
3. THE PROPOSED PERMANENT PAVEMENT MARKING SHALL MATCH THE LOCATIONS OF THE EXISTING PAVEMENT MARKING, AS DIRECTED BY THE ENGINEER.
4. ALL AREAS DISTURBED FOR ANY REASON SHALL BE PERMANENTLY SEEDED AS DIRECTED BY THE ENGINEER. ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE SEEDED AT THE CONTRACTOR'S EXPENSE.
5. A QUANTITY OF 2,187.5 FEET OF TEMPORARY PAVEMENT MARKING - LINE 6" HAS BEEN INCLUDED IN THE PLANS FOR PAINTING THE BOTTOM 6" OF THE TEMPORARY CONCRETE BARRIER.
6. THE THICKNESS OF THE BITUMINOUS MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.

GENERAL NOTES (CONTINUED)

7. THE ILLINOIS DEPARTMENT OF TRANSPORTATION STRONGLY ENCOURAGES THE PRIME CONTRACTOR AND THEIR APPROVED SUB-CONTRACTORS TO HIRE MINORITY, WOMEN AND DISADVANTAGED INDIVIDUALS FROM ITS FEDERALLY FUNDED HIGHWAY CONSTRUCTION CAREERS TRAINING PROGRAM (HCCTP) TO HELP MEET WORKFORCE AND TRAINEE GOALS. THIS PROGRAM IS TRAINING MINORITIES, WOMEN AND DISADVANTAGED INDIVIDUALS IN HIGHWAY CONSTRUCTION-RELATED SKILLS, E.G., MATH FOR THE TRADES, JOB READINESS, TECHNICAL SKILLS COURSEWORK (CARPENTRY, CONCRETE FLATWORK, BLUEPRINT READING, SITE PLANS, SITE WORK, TOOLS USE, ETC.) AND OSHA 10 HOUR CERTIFICATION, TO PREPARE THEM FOR A CAREER IN THE HIGHWAY CONSTRUCTION TRADES. GRADUATES ARE WELL-TRAINED AND READY TO BECOME PRODUCTIVE ENTRY-LEVEL CONSTRUCTION WORKERS. PLEASE CONTACT THE DISTRICT 8 EEO OFFICE AT 618-346-3360 AND/OR THE HCCTP COORDINATOR AT 618/874-6528 TO LEARN MORE ABOUT THE PROGRAM AND FOR ASSISTANCE IN MEETING WORKFORCE AND TRAINEE GOALS.
8. ALL TRAFFIC CONTROL DEVICES SHALL BE NEW OR "LIKE NEW" CONDITION AT THE BEGINNING OF THE PROJECT.
9. ALL EXCAVATION ADJACENT TO THE EDGE OF PAVEMENT SHALL BE PROTECTED WITH EXTENDED LEG BARRICADES AND APPROPRIATE LIGHTS.
10. ONE WEEK PRIOR TO SETUP OF TRAFFIC CONTROL, THE CONTRACTOR SHALL CONTACT DAVID WALKER, OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION, AT (618) 346-3274 TO ADJUST SIGNAL PHASING AT THE IL 143 & IL 159 INTERSECTION.

COMMITMENTS

NONE

MIXTURE REQUIREMENTS

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT.

MIXTURE USE	BRIDGE DECK & APPROACH (SURFACE COURSE)	STAGE CONSTRUCTION (BASE COURSE)	BINDER
AC/PG	SBS PG 76-22	PG 64-22	PG 64-22
RAP % (MAX)	SEE SPECIAL PROVISION	SEE SPECIAL PROVISION	SEE SPECIAL PROVISION
DESIGN AIR VOIDS	4.0% @ Ndes=70	4.0% @ Ndes=70	4.0% @ Ndes=70
MIX COMPOSITION (GRADATION)	IL 9.5	IL 19.0	IL 19.0
FRICTION AGG	MIXTURE "D"	MIXTURE "B"	MIXTURE "B"
QUALITY MGMT PROGRAM	QC/QA	QC/QA	QC/QA

PLAN QUANTITIES FOR HMA SURFACE COURSE ITEMS ARE CALCULATED USING A UNIT WEIGHT OF 112 LB/SQ YD/IN.

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	100% STATE	
				CONSTR. CODE	
				URBAN	BRIDGE
				0047	S. N. 060-0083
28100107	STONE RIPRAP, CLASS A4	SQ YD	12	12	
28200200	FILTER FABRIC	SQ YD	24	24	
31101000	SUBBASE GRANULAR MATERIAL, TYPE B	TON	75	75	
35501287	HOT-MIX ASPHALT BASE COURSE, 2 1/4"	SQ YD	60	60	
35501315	HOT-MIX ASPHALT BASE COURSE, 7 3/4"	SQ YD	197	197	
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	442	442	
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	115	115	
40600295	POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)	POUND	438	438	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	563	563	
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	30	30	
40603540	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	202	202	
44000100	PAVEMENT REMOVAL	SQ YD	45	45	
44000400	GUTTER REMOVAL	FOOT	541	541	
44003100	MEDIAN REMOVAL	SQ FT	1769	1769	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	100% STATE	
				CONSTR. CODE	
				URBAN	BRIDGE
				0047	S. N. 060-0083
44003510	MEDIAN REMOVAL PARTIAL DEPTH	SQ FT	544	544	
50102400	CONCRETE REMOVAL	CU YD	17.2	17.2	
50300100	FLOOR DRAINS	EACH	2	2	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	19.1	19.1	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1900	1900	
50800515	BAR SPLICERS	EACH	24	24	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	127	127	
54261715	STEEL FLARED END SECTIONS 15"	EACH	2	2	
58100200	WATERPROOFING MEMBRANE SYSTEM	SQ YD	1101	1101	
60103600	PIPE DRAINS, CORRUGATED STEEL 15"	FOOT	70	70	
60605500	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (VARIABLE WIDTH GUTTER FLAG)	FOOT	523	523	
61000050	CONCRETE THRUST BLOCKS	EACH	2	2	
63300575	REMOVE AND REERECT RAIL ELEMENT OF EXISTING GUARDRAIL	FOOT	50	50	
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	85	85	

* SPECIALTY ITEM

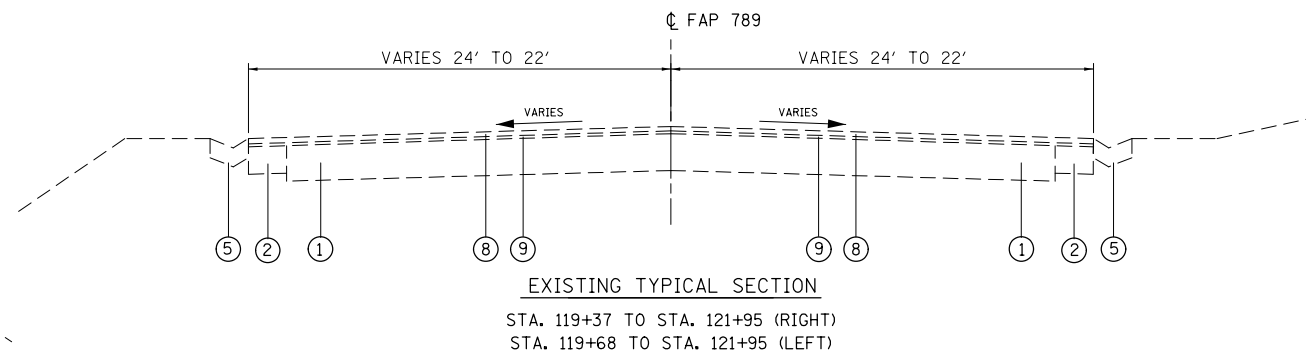
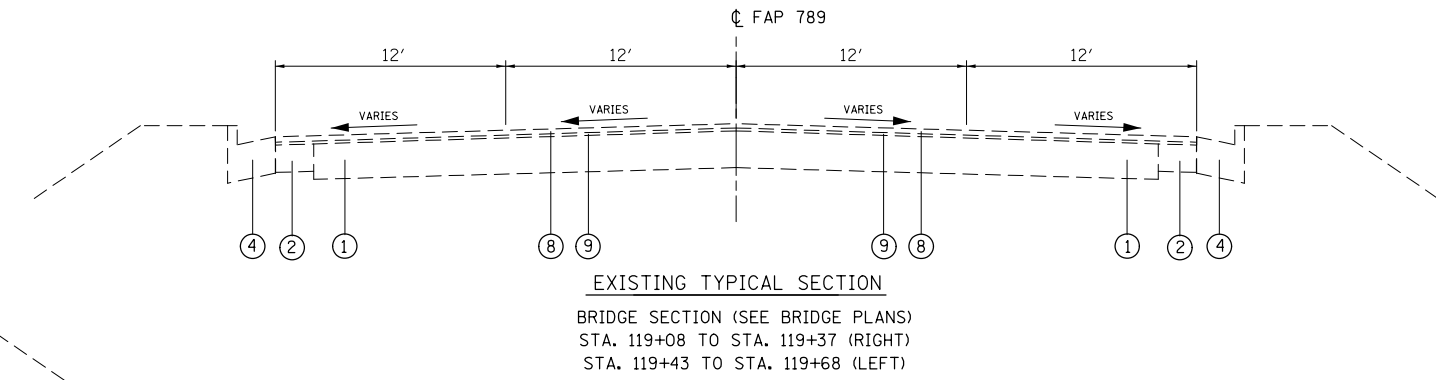
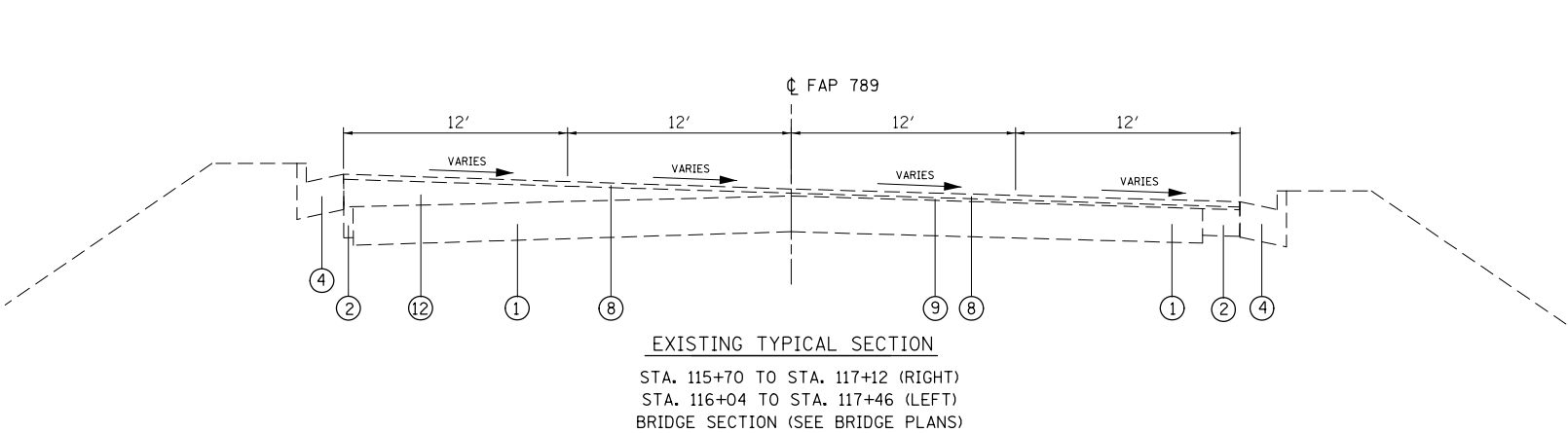
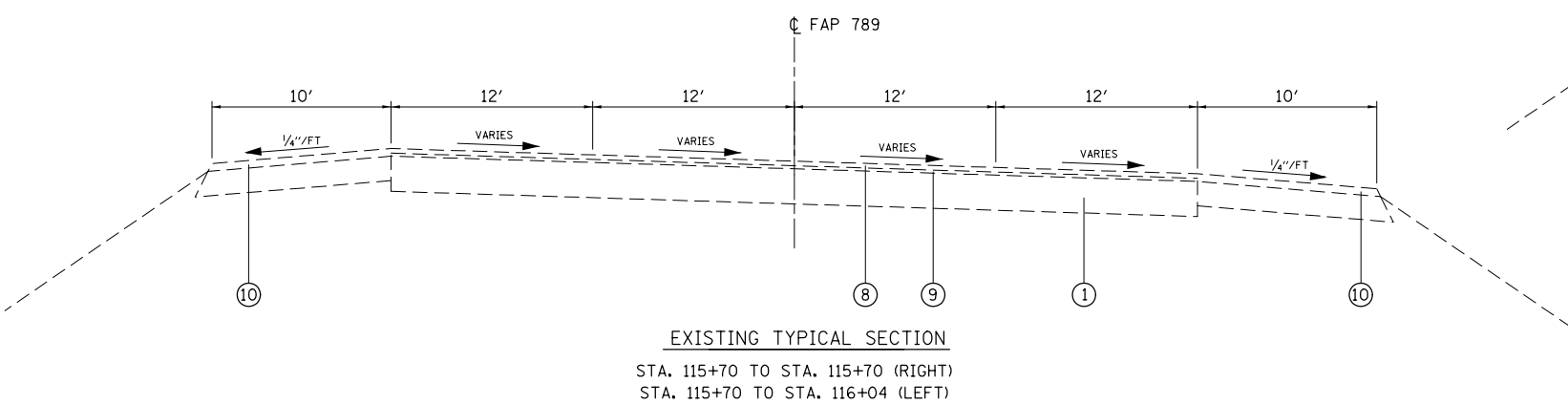
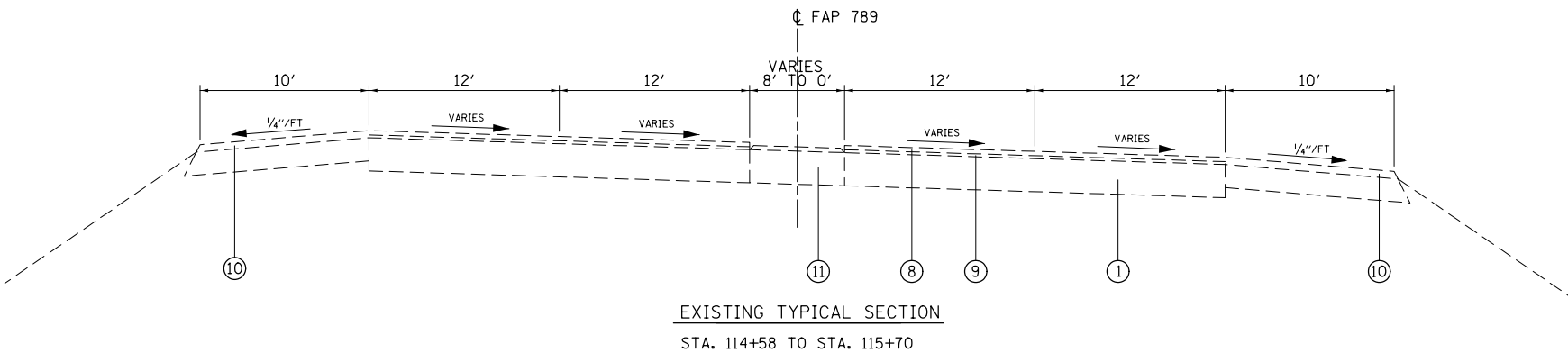
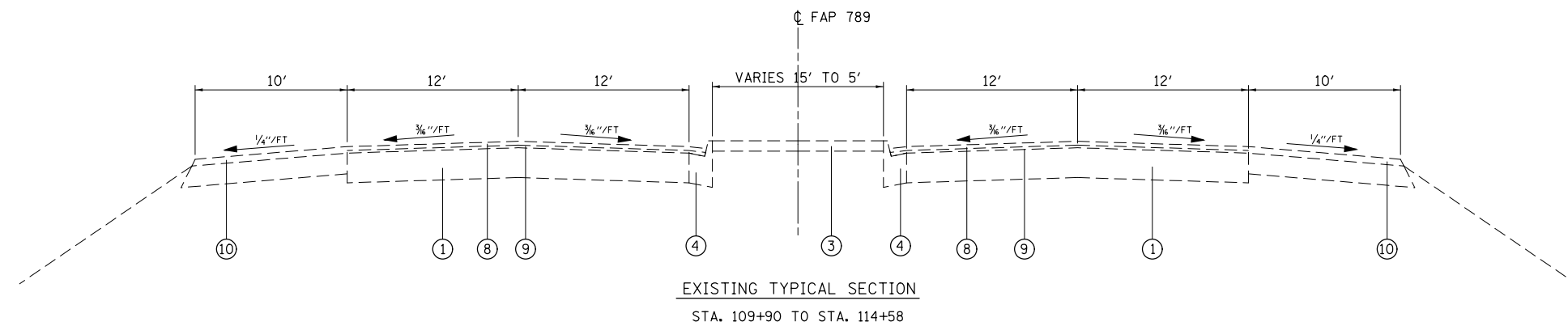
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MODELNAME#	PLOT SCALE = 1/8" = 1' / in.	DATE -	REVISED -			SCALE: _____ SHEET 1 OF 3 SHEETS STA. _____ TO STA. _____		CONTRACT NO. 76K22			
	PLOT DATE = 10/16/2017					ILLINOIS FED. AID PROJECT					

REV

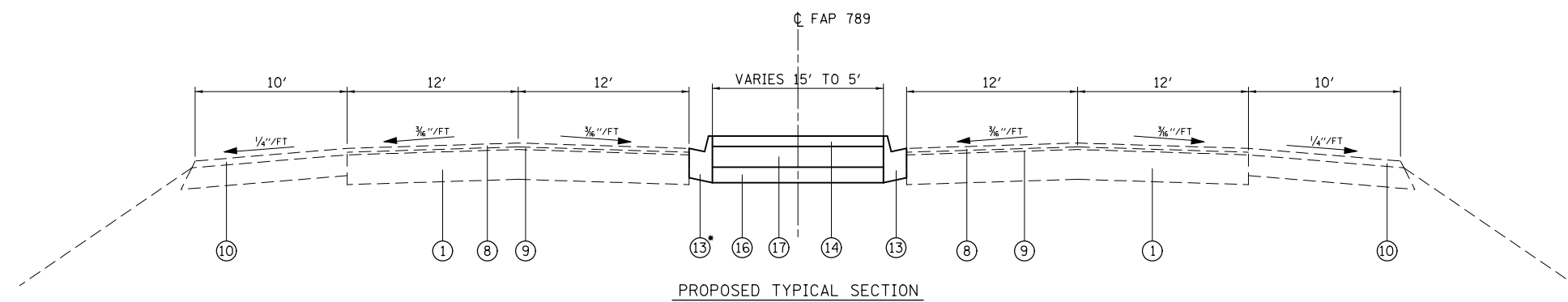
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				CONSTR. CODE	
				URBAN	BRIDGE
				0047	S. N. 060-0083
* 66900450	SPECIAL WASTE PLANS AND REPORTS	LSUM	1		1
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	3		3
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	5		5
67100100	MOBILIZATION	LSUM	1		1
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LSUM	1		1
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	LSUM	1		1
70102634	TRAFFIC CONTROL AND PROTECTION, STANDARD 701611	LSUM	1		1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1		1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	328		328
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	109		109
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	63		63
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	7349		7349
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	2187.5		2187.5
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	205		205

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	100 % STATE	
				CONSTR. CODE	
				URBAN	BRIDGE
				0047	S. N. 060-0083
70400100	TEMPORARY CONCRETE BARRIER	FOOT	987.5		987.5
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1200		1200
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2		2
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4		4
* 72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	5		5
* 72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	5		5
* 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	9.5		9.5
* 73100100	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	1		1
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	63		63
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	3208		3208
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	205		205
* 78004354	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - INLAID - LINE 4"	FOOT	891		891
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	36		36
* 78100300	REPLACEMENT REFLECTOR	EACH	57		57

* SPECIALTY ITEM

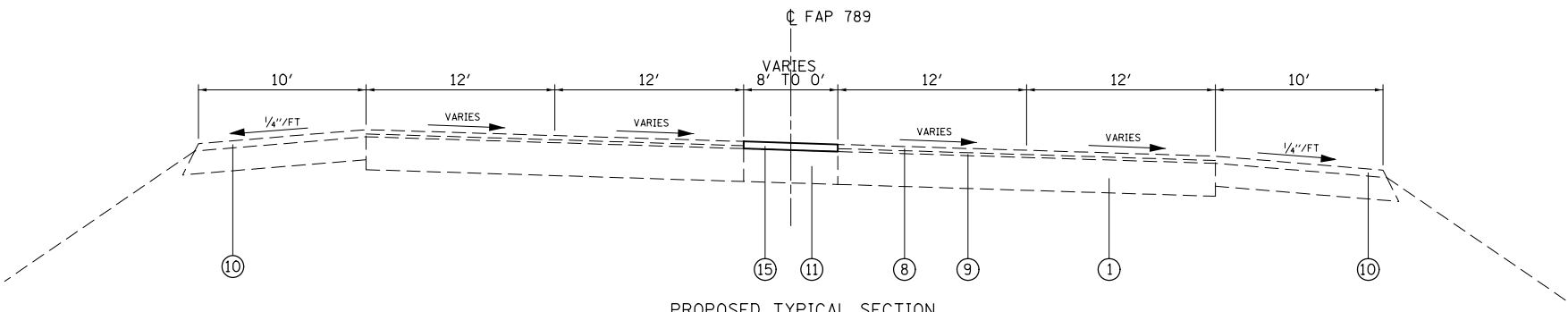


- LEGEND**
- ① EXISTING CONCRETE PAVEMENT 8"
 - ② EXISTING CONCRETE WIDENING 8"
 - ③ EXISTING MEDIAN SURFACE 4"
 - ④ EXISTING CURB AND GUTTER
 - ⑤ EXISTING TYPE B GUTTER
 - ⑥ EXISTING CONCRETE CURB
 - ⑦ EXISTING HMA SURFACE VARIES 2 1/2' TO 14 1/2"
 - ⑧ EXISTING HMA SURFACE COURSE 1 1/2"
 - ⑨ EXISTING HMA LEVEL BINDER 3/4"
 - ⑩ EXISTING SHOULDER SURFACE 2 1/4"
 - ⑪ EXISTING CORRUGATED CONCRETE MEDIAN
 - ⑫ EXISTING LEVELING BINDER, THICKNESS VARIES
 - ⑬ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE M-6.12
 - ⑭ PROPOSED CONCRETE MEDIAN SURFACE, 4"
 - ⑮ PROPOSED HMA BASE COURSE, 2 1/4"
 - ⑯ PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B 6 1/2"
 - ⑰ PROPOSED HMA BASE COURSE, 7 3/4"
 - ⑱ PROPOSED POLYMERIZED HMA SURFACE COURSE, MIX "D", N70, 2"
 - ⑲ PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (VARIABLE WIDTH GUTTER FLAG)



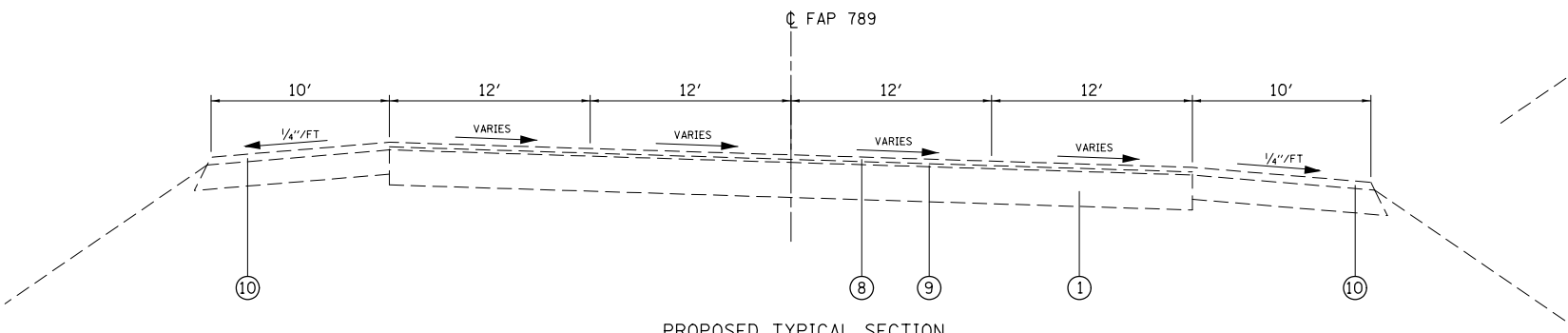
PROPOSED TYPICAL SECTION

STA. 112+88 TO STA. 114+28 • EXISTING WESTBOUND CURB TO REMAIN
 STA. 114+28 TO STA. 114+58 • PROPOSED WESTBOUND GUTTER FLAG WIDTH VARIES



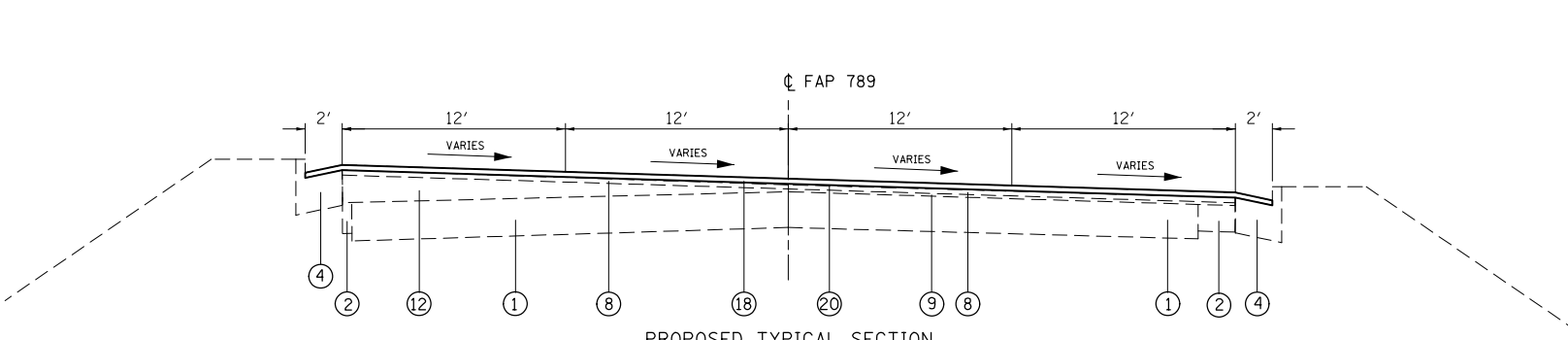
PROPOSED TYPICAL SECTION

STA. 114+58 TO STA. 115+70



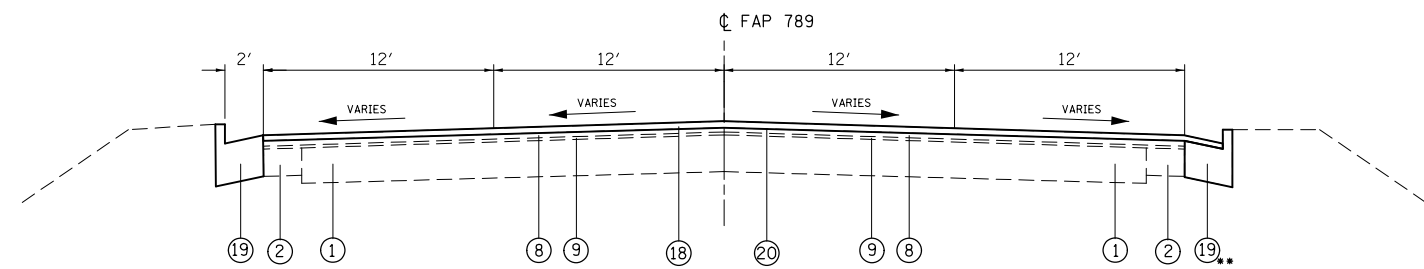
PROPOSED TYPICAL SECTION

STA. 115+70 TO STA. 115+70 (RIGHT)
 STA. 115+70 TO STA. 116+04 (LEFT)



PROPOSED TYPICAL SECTION

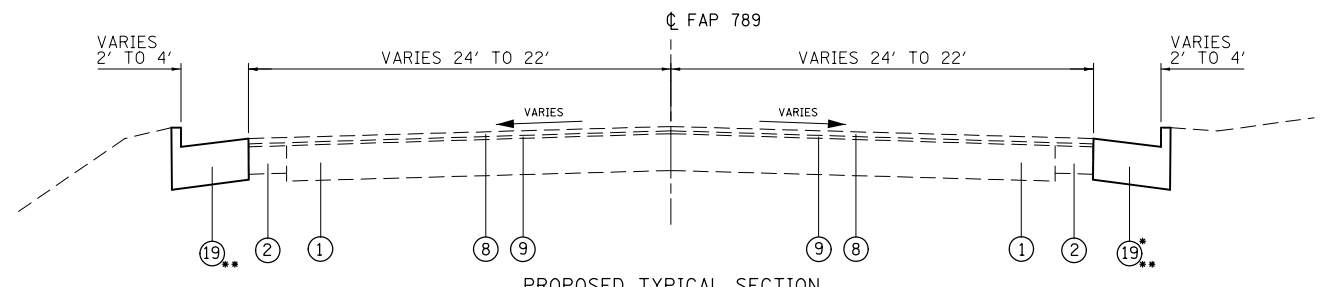
STA. 116+43 TO STA. 116+93 (BUTT JOINT)
 STA. 116+93 TO STA. 117+12 (RIGHT) (APPROACH SLAB)
 STA. 116+93 TO STA. 117+46 (LEFT) (APPROACH SLAB)
 BRIDGE SECTION (SEE BRIDGE PLANS)



PROPOSED TYPICAL SECTION

BRIDGE SECTION (SEE BRIDGE PLANS)
 STA. 119+08 TO STA. 119+37 (RIGHT) (APPROACH SLAB)
 STA. 119+43 TO STA. 119+68 (LEFT) (APPROACH SLAB)
 STA. 119+61 TO STA. 120+11 (BUTT JOINT)

•• CONSTRUCT PROPOSED CURB AND GUTTER AT GRADE WITH THE EXISTING PAVEMENT OR PROPOSED HMA BINDER COURSE.



PROPOSED TYPICAL SECTION

STA. 119+37 TO STA. 121+95 (RIGHT) • PROPOSED GUTTER FLAG TO BE OVERLAID WITHIN LIMITS OF APPROACH SLAB AND BUTT JOINT
 STA. 119+68 TO STA. 121+95 (LEFT)

•• CONSTRUCT PROPOSED CURB AND GUTTER AT GRADE WITH THE EXISTING PAVEMENT OR PROPOSED HMA BINDER COURSE.

- LEGEND
- ① EXISTING CONCRETE PAVEMENT 8"
 - ② EXISTING CONCRETE WIDENING 8"
 - ③ EXISTING MEDIAN SURFACE 4"
 - ④ EXISTING CURB AND GUTTER
 - ⑤ EXISTING TYPE B GUTTER
 - ⑥ EXISTING CONCRETE CURB
 - ⑦ EXISTING HMA SURFACE VARIES 2 1/2" TO 14 1/2"
 - ⑧ EXISTING HMA SURFACE COURSE 1 1/2"
 - ⑨ EXISTING HMA LEVEL BINDER 3/4"
 - ⑩ EXISTING SHOULDER SURFACE 2 1/4"
 - ⑪ EXISTING CORRUGATED CONCRETE MEDIAN
 - ⑫ EXISTING LEVELING BINDER, THICKNESS VARIES
 - ⑬ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.12
 - ⑭ PROPOSED CONCRETE MEDIAN SURFACE, 4"
 - ⑮ PROPOSED HMA BASE COURSE, 2 1/4"
 - ⑯ PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B 6 1/2"
 - ⑰ PROPOSED HMA BASE COURSE, 7 3/4"
 - ⑱ PROPOSED POLYMERIZED HMA SURFACE COURSE, MIX "D", N70, 2"
 - ⑲ PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (VARIABLE WIDTH GUTTER FLAG)
 - ⑳ PROPOSED POLYMERIZED BITUMINOUS MATERIAL (TACK COAT)
- PAID AS CONCRETE MEDIAN (SPECIAL)

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Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -
	PLOT DATE = 10/5/2017	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	125BDR-2	MADISON	30	7
CONTRACT NO. 76K22				
ILLINOIS FED. AID PROJECT				

RESURFACING SCHEDULE							
STATION	LENGTH	POLYMERIZED HMA SURFACE COURSE MIX "D", N70	HMA SURFACE REMOVAL - BUTT JOINT	POLYMERIZED BITUMINOUS MATERIAL (TACK COAT)	COMMENTS		
STAGE 1							
116+42.98	TO 116+92.98	50.00	10.6	94	42.5	BUTT JOINT	
116+92.98	TO 117+28.64	35.66	10.0		40.3	APPROACH SLAB ²	
117+28.64	TO 119+25.64	197.00				BRIDGE DECK	
119+25.64	TO 119+61.35	35.71	4.6		18.7	APPROACH SLAB ²	
119+61.35	TO 120+11.35	50.00	9.0	81	36.3	BUTT JOINT	
STAGE 1 SUBTOTAL			34	175	138		
STAGE 2							
116+42.98	TO 116+92.98	50.00	10.6	94	42.5	BUTT JOINT	
116+92.98	TO 117+28.64	35.66	7.6		30.7	APPROACH SLAB ²	
117+28.64	TO 119+25.64	197.00				BRIDGE DECK	
119+25.64	TO 119+61.35	35.71	7.5		30.2	APPROACH SLAB ²	
119+61.35	TO 120+11.35	50.00	10.6	94	42.5	BUTT JOINT	
STAGE 2 SUBTOTAL			36	188	146		
STAGE 3							
116+42.98	TO 116+92.98	50.00	11.2	100	45.0	BUTT JOINT	
116+92.98	TO 117+28.64	35.66	5.5		22.1	APPROACH SLAB ²	
117+28.64	TO 119+25.64	197.00				BRIDGE DECK	
119+25.64	TO 119+61.35	35.71	10.6		42.4	APPROACH SLAB ²	
119+61.35	TO 120+11.35	50.00	11.2	100	45.0	BUTT JOINT	
STAGE 3 SUBTOTAL			38	200	154		
TOTAL			109	563	438		

TRAFFIC CONTROL BARRIER SCHEDULE							
LOCATION	TCB REQUIRED FOR STAGE	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	TEMPORARY PAVEMENT MARKING LINE, 6"		IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3
				WHITE	YELLOW		
				FOOT	FOOT		
CONSTRUCTION STAGE 1	575.00	575		575		2	
CONSTRUCTION STAGE 2	987.50	412.5	575		987.5		2
CONSTRUCTION STAGE 3	625.00		625	625			2
TOTAL		987.5	1200	2187.5		2	4

SIGN SCHEDULE				
LOCATION	REMOVE SIGN PANEL - TYPE 1	RELOCATE SIGN PANEL - TYPE 1	TELESCOPING STEEL SIGN SUPPORT	BASE FOR TELESCOPING STEEL SIGN SUPPORT
	SQ FT	SQ FT	FT	EACH
IL 143				
MEDIAN	5	5	9.5	1
TOTAL	5	5	9.5	1

- HMA SURFACE IS FOR BUTT JOINT AREAS AND EXTENSIONS TO AVOID CONCRETE APPROACHES AND INLETS.
- AREAS FOR APPROACH SLABS ESTABLISHED FROM CADD MEASUREMENTS.

MEDIAN SCHEDULE												
LOCATION	PRE-STAGE						POST-STAGE					
	MEDIAN REMOVAL	MEDIAN REMOVAL PARTIAL DEPTH	SUBBASE GRANULAR MATERIAL, TYPE B	BITUMINOUS MATERIALS (PRIME COAT)	BITUMINOUS MATERIALS (TACK COAT)	HOT-MIX ASPHALT BASE COURSE, 7 3/4"	HOT-MIX ASPHALT BASE COURSE, 2 1/4"	PAVEMENT REMOVAL	CONCRETE MEDIAN (SPECIAL)	PAINT PAVEMENT MARKING CURB	PAINT PAVEMENT MARKING - RAISED MEDAIN	CURB REFLECTORS (AMBER)
	SQ FT	SQ FT	TON	POUND	POUND	SQ YD	SQ YD	SQ YD	SQ FT	FT	SQ FT	EACH
IL 143												
MEDIAN	1769		75	442	88	197		45	1769	64	14	13
CORRUGATED MEDIAN		544			27		60					
TOTAL	1769	544	75	442	115	197	60	45	1769	64	14	13

PAVEMENT MARKING SCHEDULE																
STATION			LENGTH	THERMOPLASTIC PAVEMENT MARKING & TEMPORARY PAVEMENT MARKING					PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - INLAID & TEMPORARY PAVEMENT MARKING			GROOVING FOR RECESSED PAVEMENT MARKING, 5"	PAVEMENT MARKING REMOVAL - WATER BLASTING	TEMPORARY PAVEMENT MARKING REMOVAL	SHORT TERM PAVEMENT MARKING	SHORT TERM PAVEMENT MARKING REMOVAL
				4" WHITE SKIP DASH	4" YELLOW SOLID	4" WHITE SOLID	12" YELLOW DIAGONAL	LETTERS & SYMBOLS	4" WHITE SKIP DASH	4" YELLOW SOLID	4" WHITE SOLID					
			FOOT	FOOT	FOOT	FOOT	FOOT	SQ FT	FOOT	FOOT	FOOT	FOOT	SQ FT	SQ FT	FOOT	SQ FT
IL 143																
109+90.00	TO	114+60.00	470.0		470		112						269	269	43	14
114+60.00	TO	115+38.00	78.0		156		29						81	81	14	5
115+38.00	TO	115+93.00	55.0	14	110	110	32						110	110	15	5
115+93.00	TO	117+28.00	135.0	68	270	270	32						234	234	49	16
117+28.00	TO	119+26.00	198.0						99	396	396	891	297	297	72	24
119+26.00	TO	121+95.00	269.0	67	538	807		46.8					518	518	98	33
121+95.00	TO	122+96.00	101.0	25	202	101		15.6					125	125	37	12
TOTAL					3208*		205	63		891*		891	1634	1634*	328	109




* ADDITIONAL 3250 FT OF TEMPORARY PAVEMENT MARKING LINE - 4" AND 1084 SQ FT OF TEMPORARY PAVEMENT MARKING REMOVAL MAY BE NECESSARY FOR PRE-STAGE AND POST-STAGE CONSTRUCTION.

RAISED REFLECTIVE PAVEMENT MARKERS											
STATION			RAISED REFLECTIVE PAVEMENT MARKER REMOVAL			RAISED REFLECTIVE PAVEMENT MARKER			REPLACEMENT REFLECTOR		
			ONE-WAY CRYSTAL	ONE-WAY AMBER	TWO-WAY AMBER	ONE-WAY CRYSTAL	ONE-WAY AMBER	TWO-WAY AMBER	ONE-WAY CRYSTAL	ONE-WAY AMBER	TWO-WAY AMBER
			EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
WESTBOUND											
109+90.00	TO ²	114+60.00		12					12		
114+60.00	TO ²	115+38.00		4					4		
115+38.00	TO ²	115+93.00	1	4				1	4		
115+93.00	TO ²	116+42.98	4	8				4	8		
116+42.98	TO ¹	117+28.14	8	16		8	16				
117+28.14	TO ¹	119+26.14	6		5						
119+26.14	TO ¹	120+11.35	9		3	9		3			
120+11.35	TO ²	121+27.00	8		3			8		3	
121+27.00	TO ²	121+86.00	3		2			3		2	
121+86.00	TO ²	122+96.00	5		3			5		3	
SUBTOTAL			44	44	16	17	16	3	21	28	8
TOTAL				104			36		57		

- RRPMS WITHIN THE LIMITS OF THE RESURFACING TO BE FULLY REMOVED AND ONLY REPLACED IN THE RESURFACING NOT ON THE BRIDGE DECK.
- RRPM REMOVAL OUTSIDE OF BRIDGE RESURFACING LIMITS SHALL ONLY REMOVE REFLECTORS FROM ROADWAY DURING STAGE CONSTRUCTION.

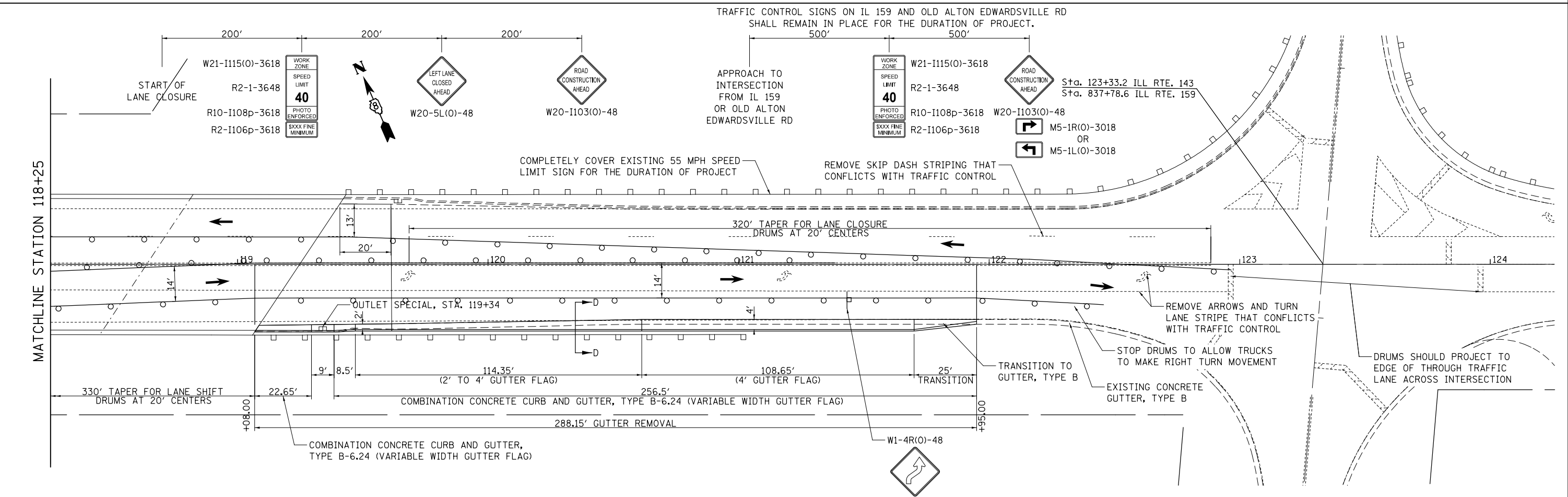
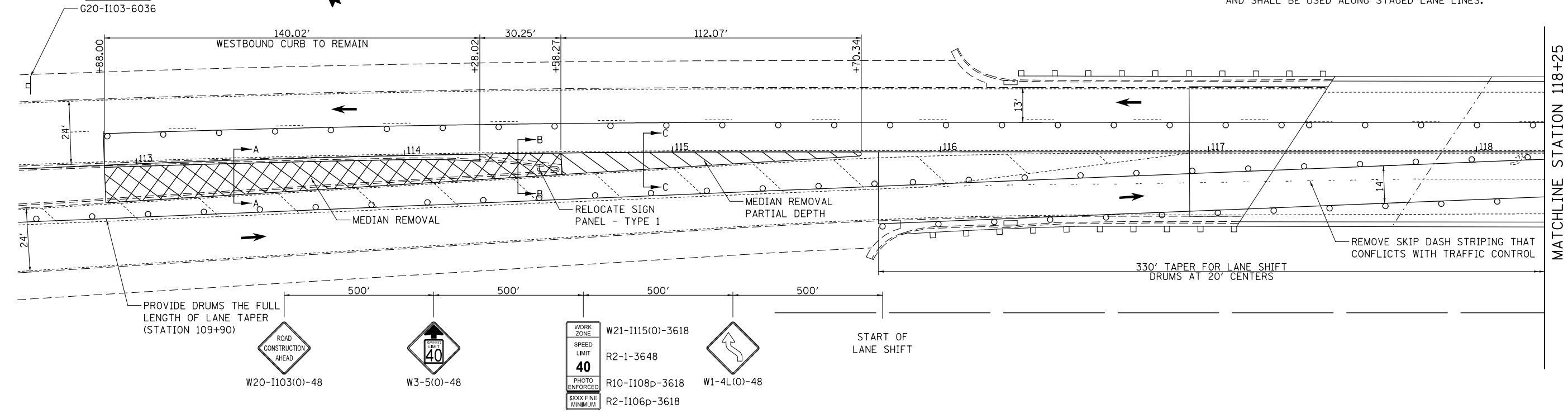
CURB WIDENING & OUTLET IMPROVEMENTS								
LOCATION	GUTTER REMOVAL	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (VARIABLE WIDTH GUTTER FLAG)	OUTLET SPECIAL	PIPE DRAINS, CORRUGATED STEEL 15"	STEEL END SECTIONS 15"	CONCRETE THRUST BLOCKS	STONE RIPRAP, CLASS A4	FILTER FABRIC
	FOOT	FOOT	EACH	FOOT	EACH	EACH	SY	SY
IL 143								
EASTBOUND	288	279	1	25	1	1	6	12
WESTBOUND	253	244	1	45	1	1	6	12
TOTAL	541	523	2	70	2	2	12	24

LEGEND

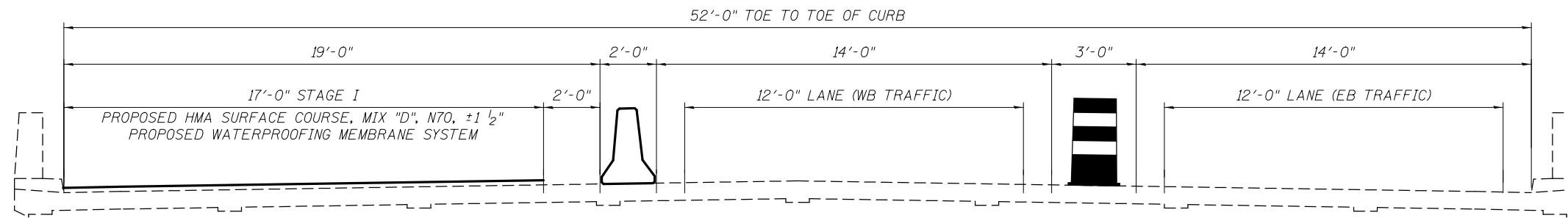
-  SIGN
-  DIRECTION OF TRAFFIC
-  DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS

BEFORE PRE-STAGE CONSTRUCTION, THE PROPOSED HMA BINDER COURSE SHALL BE PLACED FOR THE SETTLEMENT AT THE EAST APPROACH SLAB.
SEE THE BUTT JOINT DETAIL FOR THE EAST END OF BRIDGE FOR PROPOSED HMA BINDER COURSE.

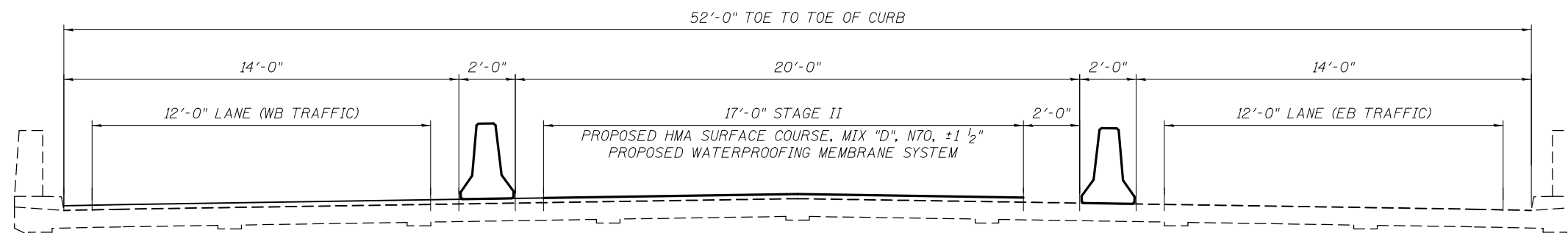
- NOTES:
- ALL DRUMS SHALL BE SPACED ON 25' CENTERS UNLESS OTHERWISE NOTED.
 - ALL DRUMS SHALL INCLUDE STEADY BURN MONODIRECTIONAL LIGHTS.
 - MONODIRECTIONAL LIGHTS ON DRUMS SHALL ALTERNATE DIRECTIONS WHEN TRAFFIC LANES ARE ADJACENT TO ONE ANOTHER.
 - SEE STAGE CONSTRUCTION DETAILS FOR SECTION DETAILS.
 - IF PRE-STAGE CONSTRUCTION LASTS LONGER THAN 14 CALENDAR DAYS, AN ADDITIONAL 2,400 FEET OF TEMPORARY PAVEMENT MARKING - LINE 4" AND 800 FEET OF TEMPORARY PAVEMENT MARKING REMOVAL HAS BEEN PROVIDED AND SHALL BE USED ALONG STAGED LANE LINES.



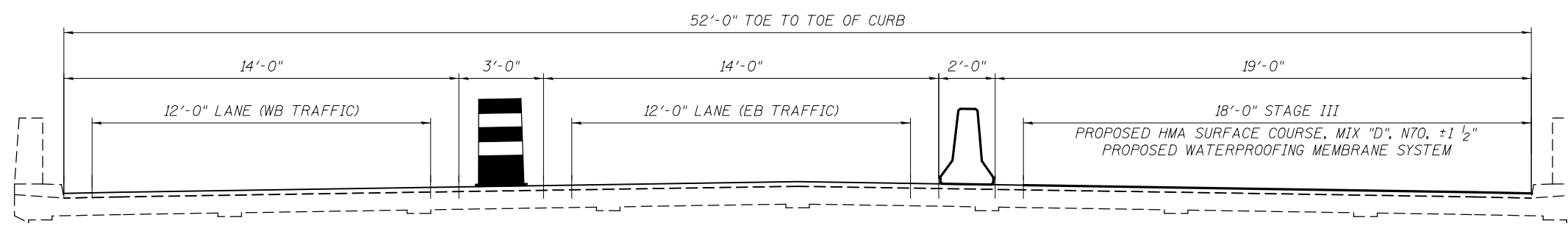
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pw:\IL084EBIDINTEG\illinois.gov\PIDOT\Documents\IDOT Offices\District 8\Projects\0875\Drawings\EA0\Drawings\0875-22-sht-plans		CHECKED -	REVISED -		789	125BDR-2	MADISON	30	10				
Default		DATE -	REVISED -		CONTRACT NO. 76K22								
					ILLINOIS FED. AID PROJECT								



STAGE I CONSTRUCTION
(LOOKING EAST)

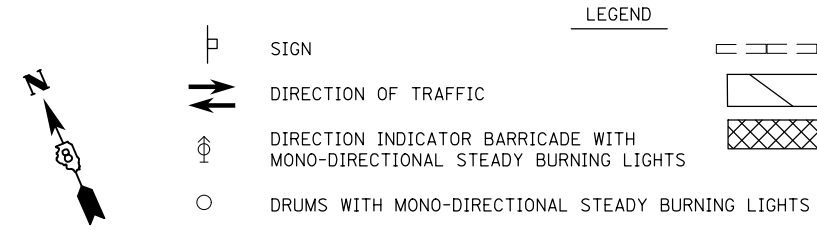


STAGE II CONSTRUCTION
(LOOKING EAST)

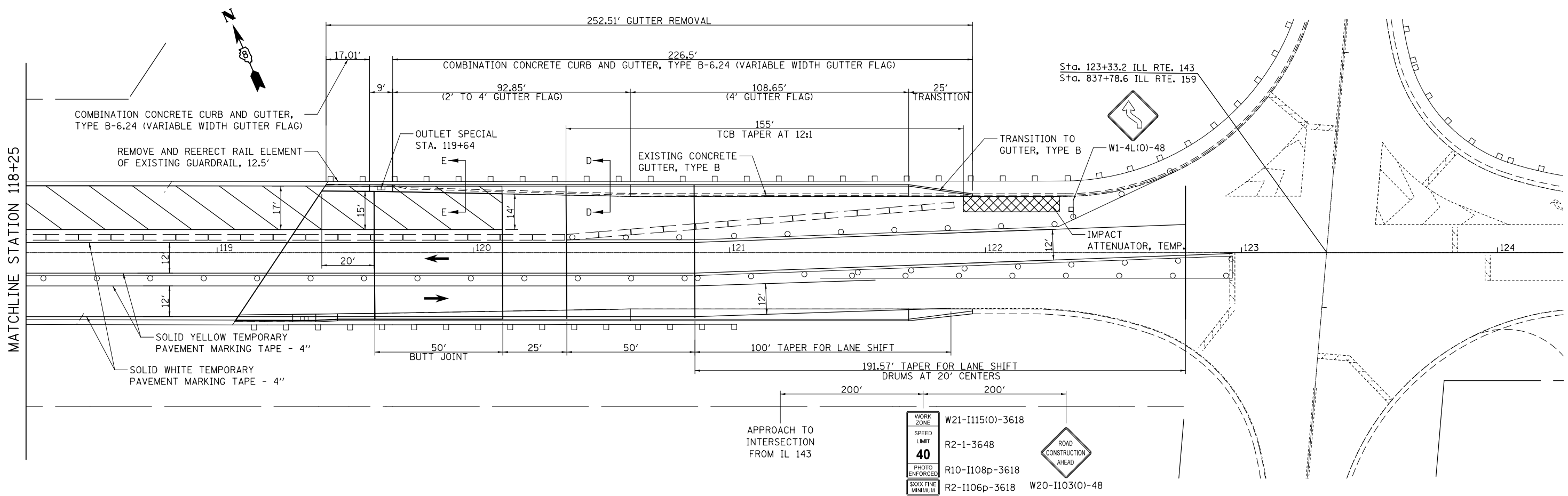
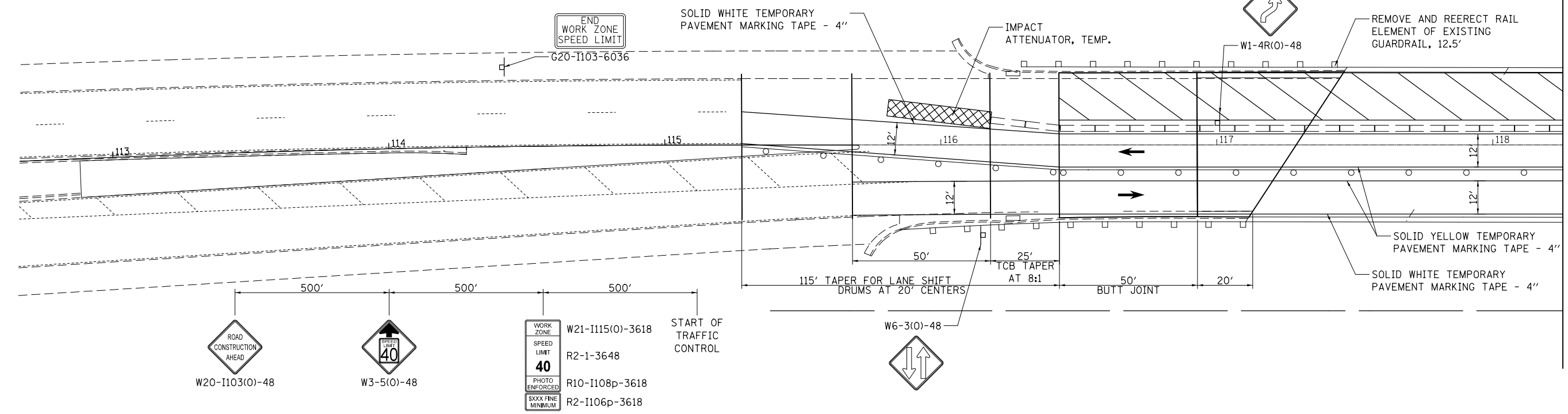


STAGE III CONSTRUCTION
(LOOKING EAST)

FILE NAME =	USER NAME = freimthpd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE CONSTRUCTION & TRAFFIC CONTROL ACROSS S.N. 060-0083				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default		DATE -	REVISED -		SCALE: N.T.S. SHEET OF SHEETS STA. TO STA.				CONTRACT NO. 76K22				
									ILLINOIS FED. AID PROJECT				



- NOTES:**
1. ALL DRUMS SHALL BE SPACED ON 25' CENTERS UNLESS OTHERWISE NOTED.
 2. ALL DRUMS SHALL INCLUDE STEADY BURN MONODIRECTIONAL LIGHTS.
 3. MONODIRECTIONAL LIGHTS ON DRUMS SHALL ALTERNATE DIRECTIONS WHEN TRAFFIC LANES ARE ADJACENT TO ONE ANOTHER.
 4. SEE STAGE CONSTRUCTION DETAILS FOR SECTION DETAILS.
 5. ALL OTHER CONFLICTING PAVEMENT MARKINGS TO BE REMOVED DURING STAGE 1 CONSTRUCTION.



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Default	PLOT DATE = 10/5/2017	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

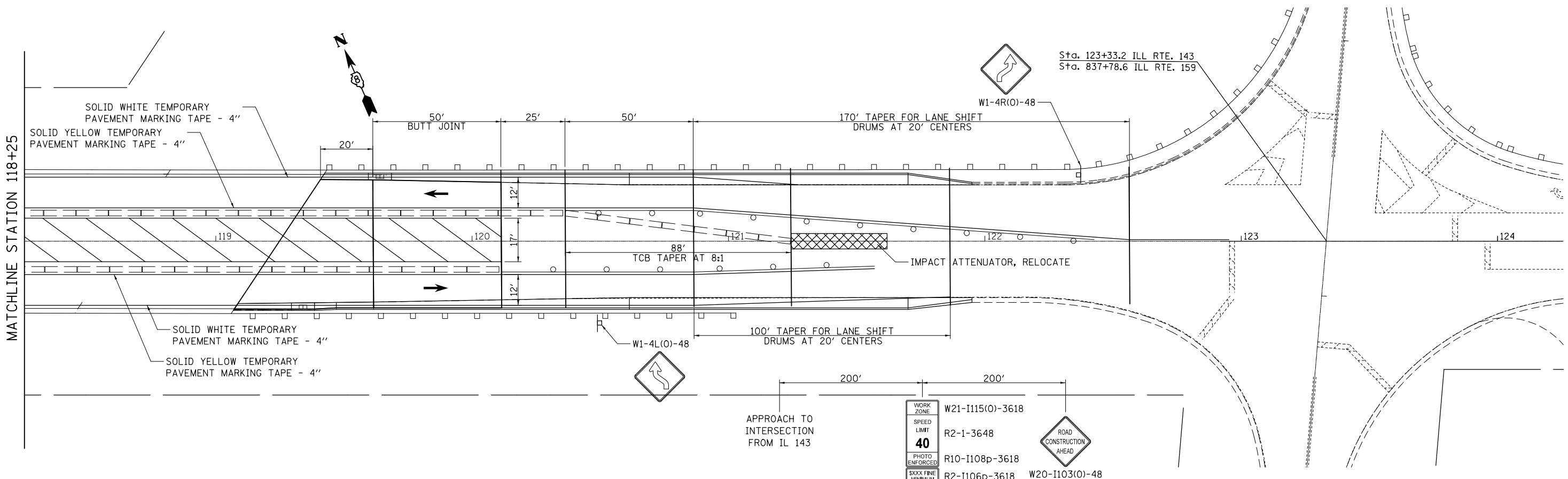
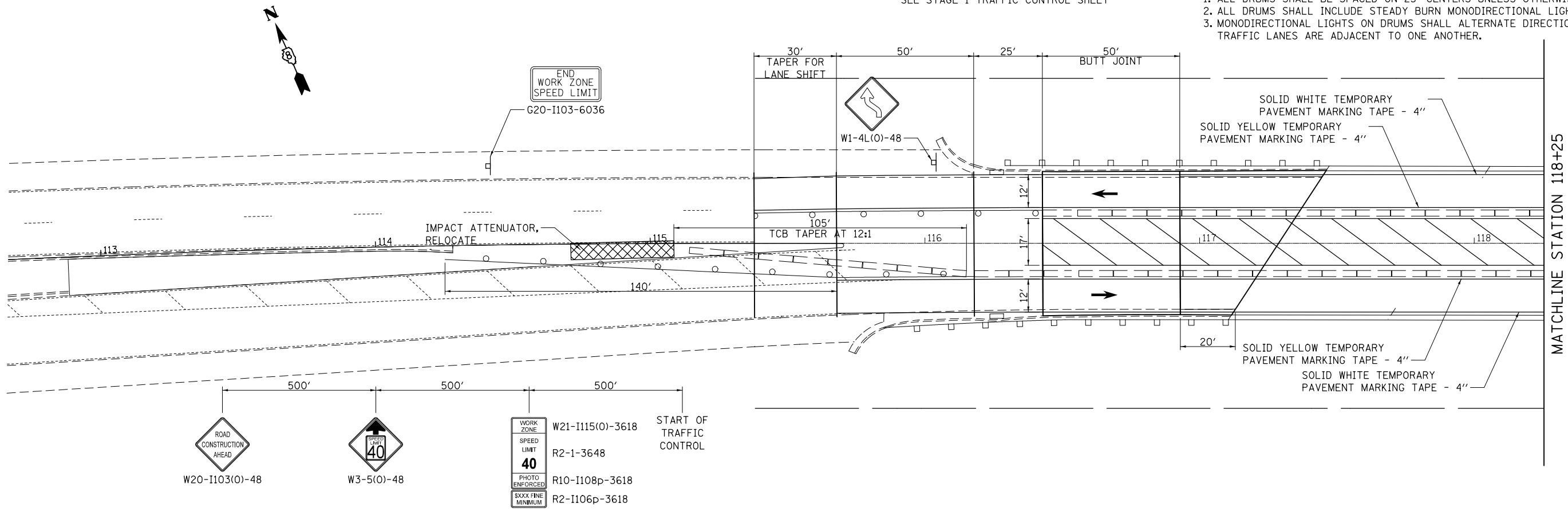
STAGE 1 CONSTRUCTION & TRAFFIC CONTROL

SCALE: 1" = 20' SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	125BDR-2	MADISON	30	12
CONTRACT NO. 76K22				
ILLINOIS FED. AID PROJECT				

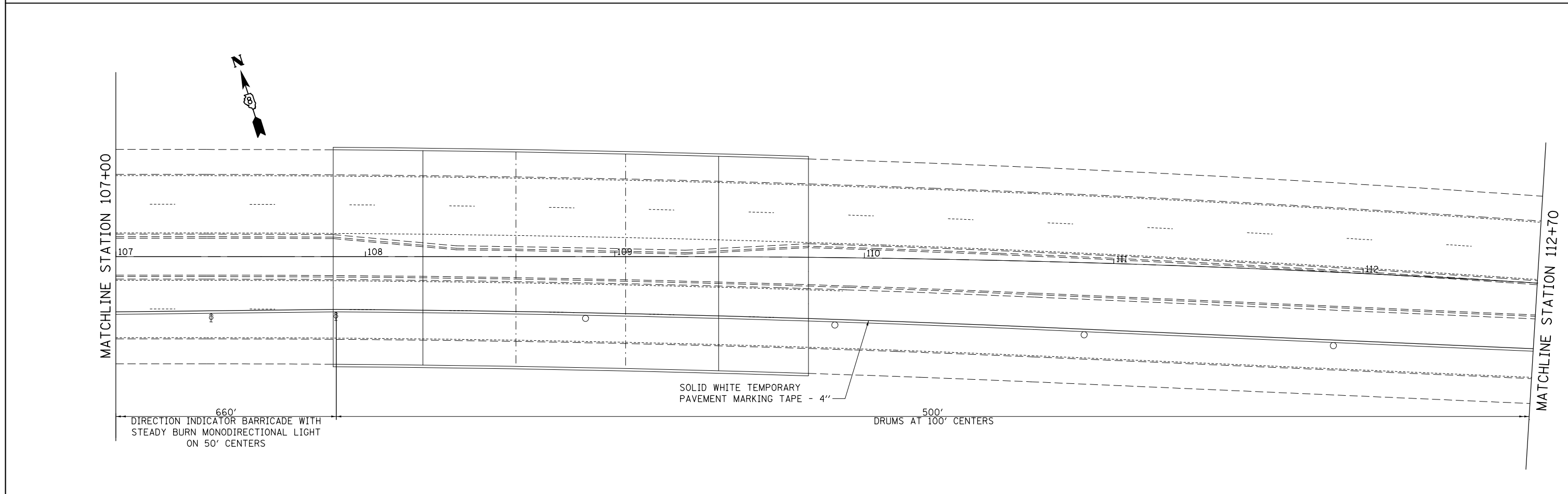
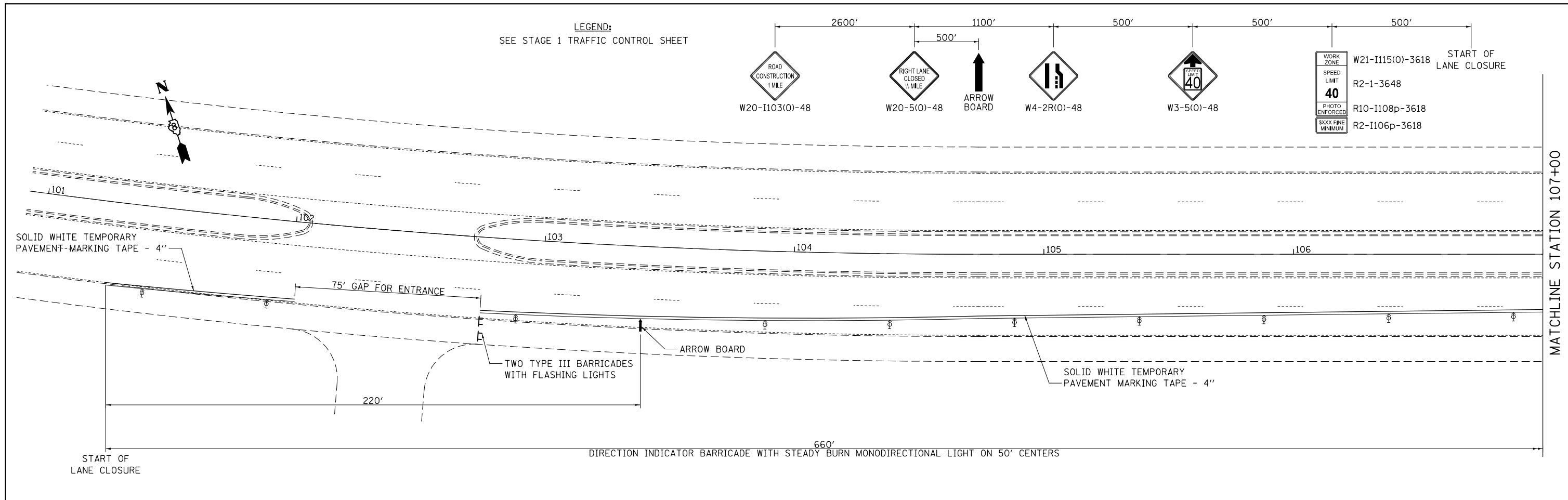
LEGEND:
SEE STAGE 1 TRAFFIC CONTROL SHEET

NOTES:
1. ALL DRUMS SHALL BE SPACED ON 25' CENTERS UNLESS OTHERWISE NOTED.
2. ALL DRUMS SHALL INCLUDE STEADY BURN MONODIRECTIONAL LIGHTS.
3. MONODIRECTIONAL LIGHTS ON DRUMS SHALL ALTERNATE DIRECTIONS WHEN TRAFFIC LANES ARE ADJACENT TO ONE ANOTHER.

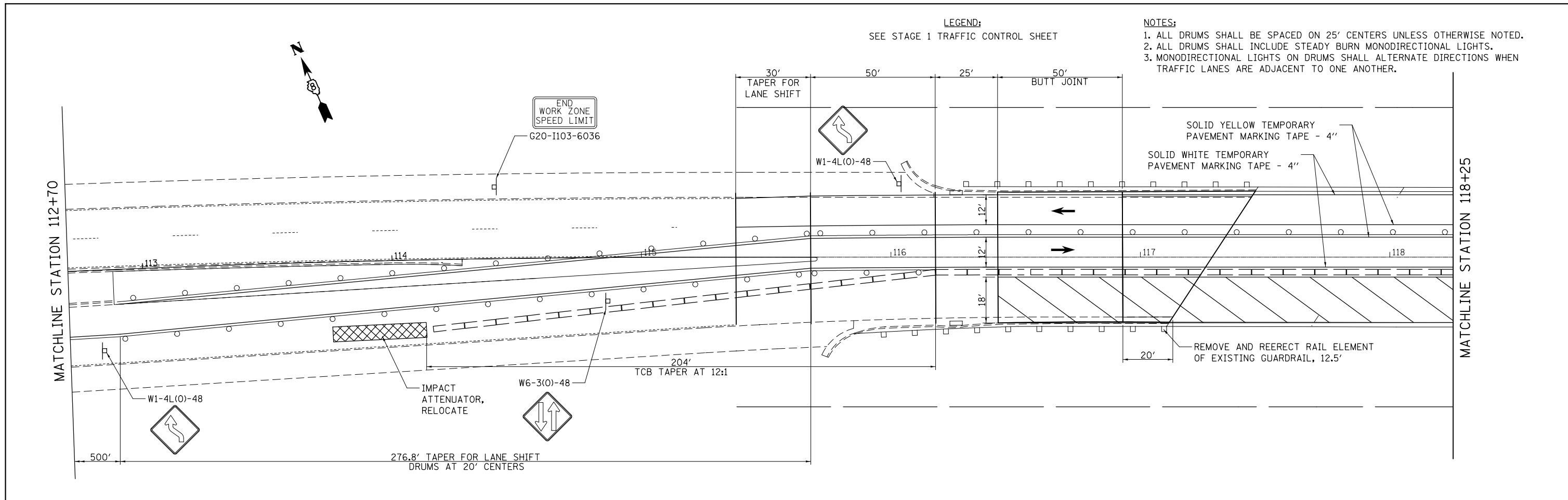


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Default		DATE -	REVISED -			CONTRACT NO. 76K22					
						ILLINOIS FED. AID PROJECT					

SCALE: 1" = 20' SHEET OF SHEETS STA. TO STA.

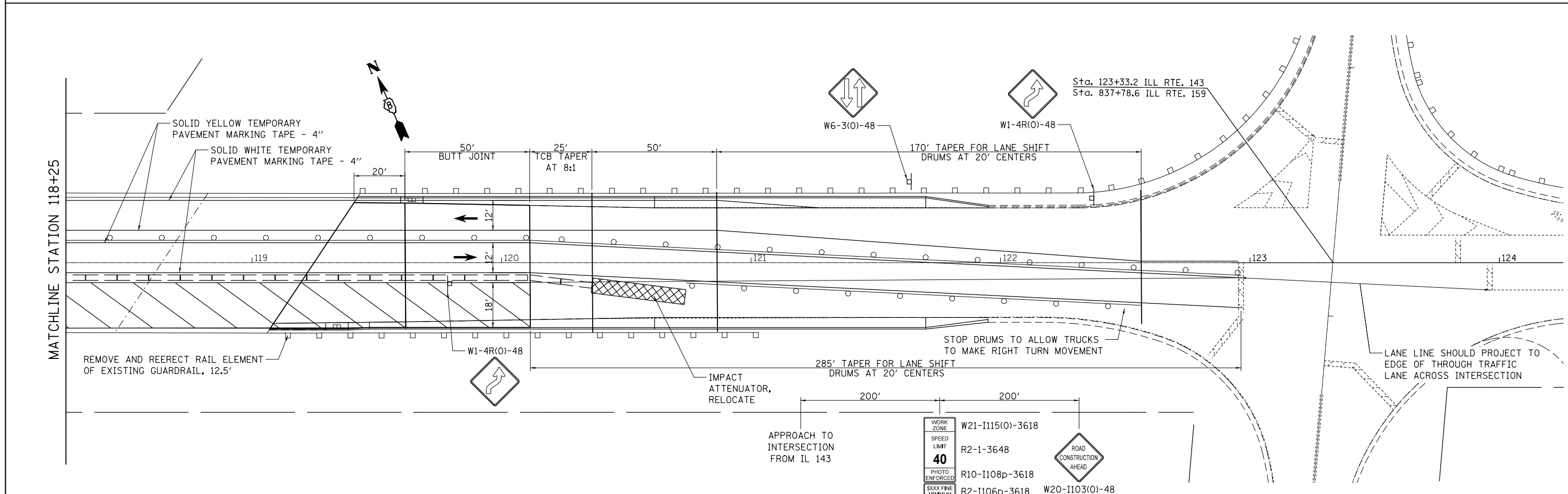


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Default	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 76K22					
	PLOT DATE = 10/5/2017	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



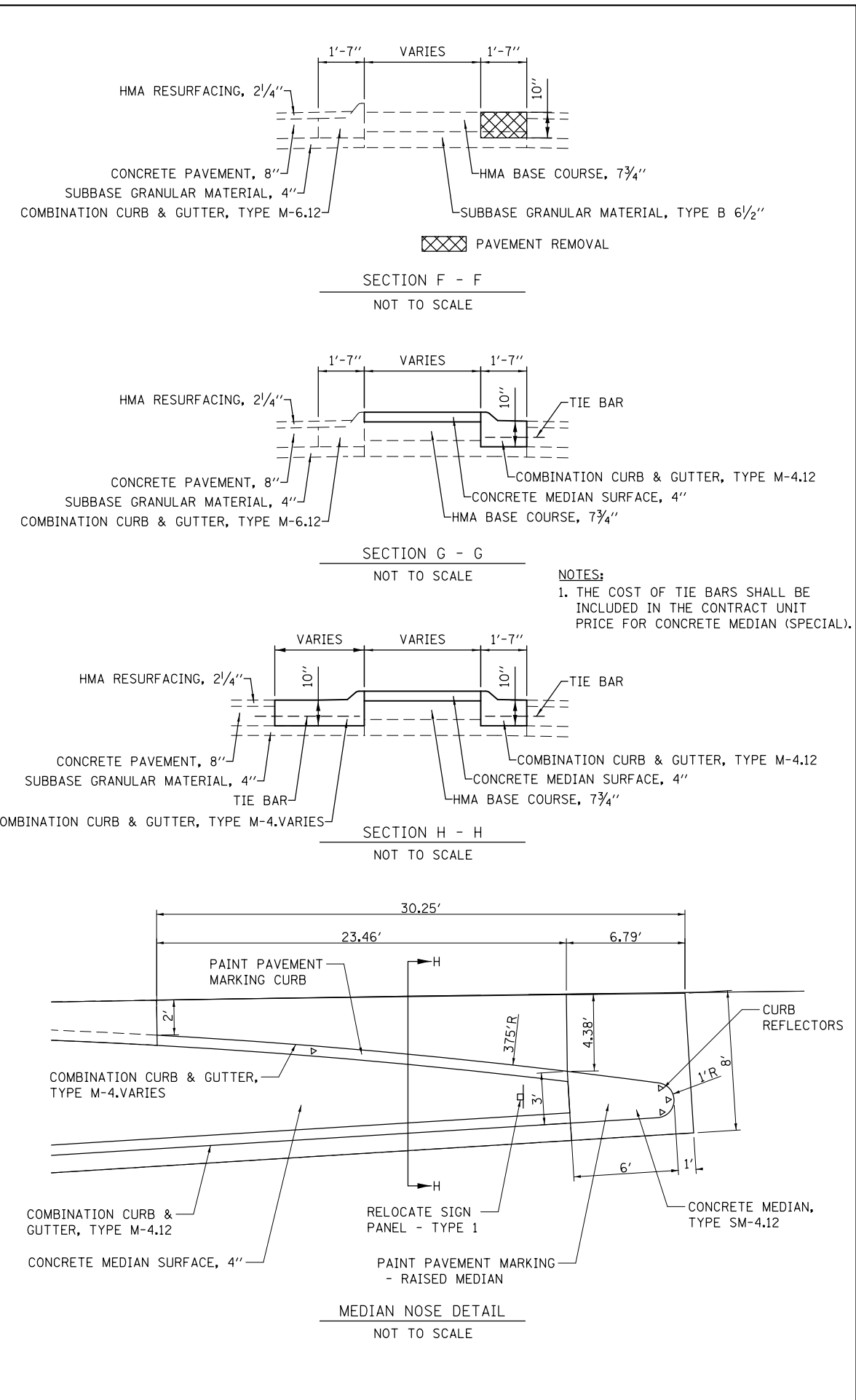
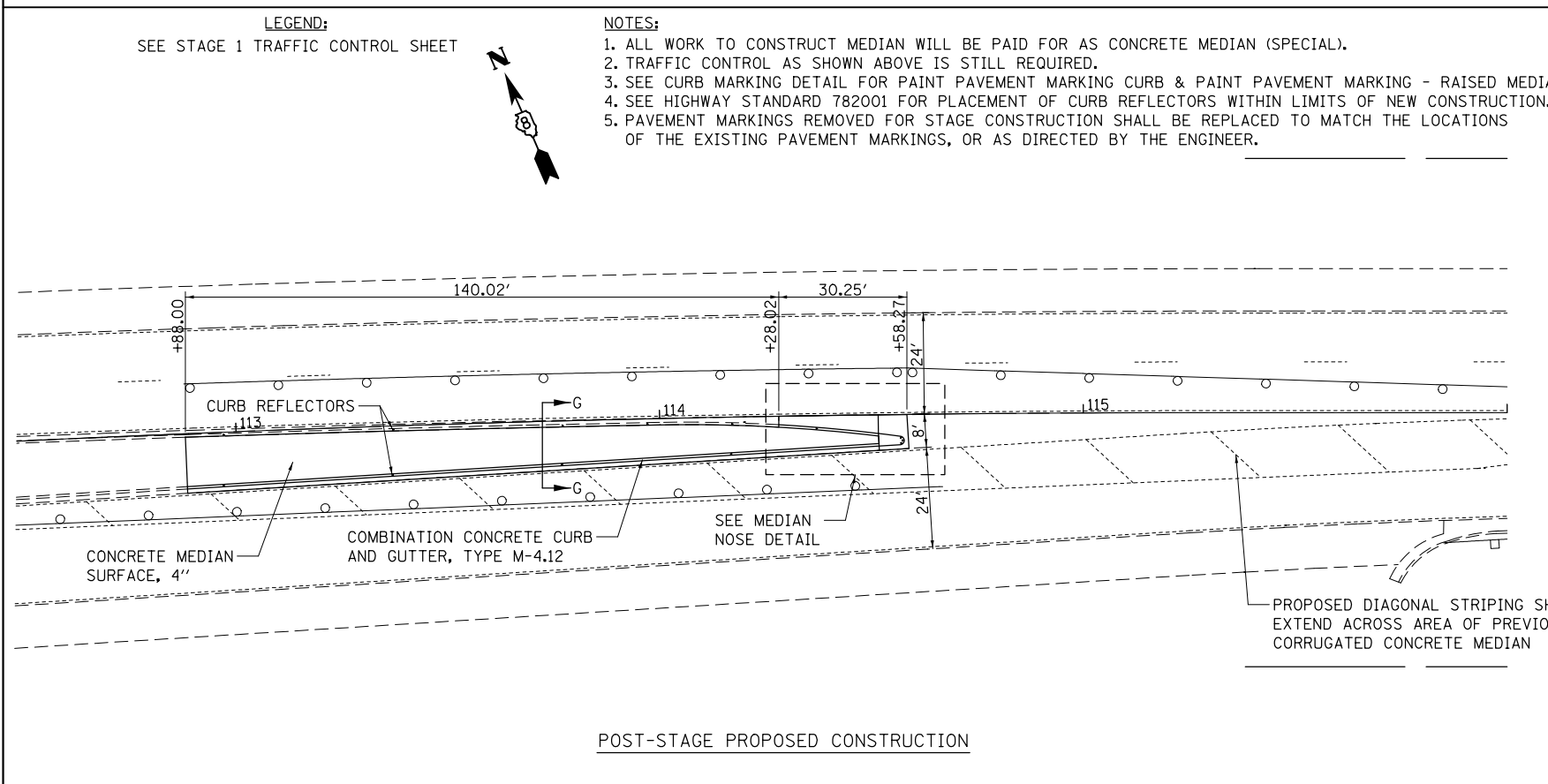
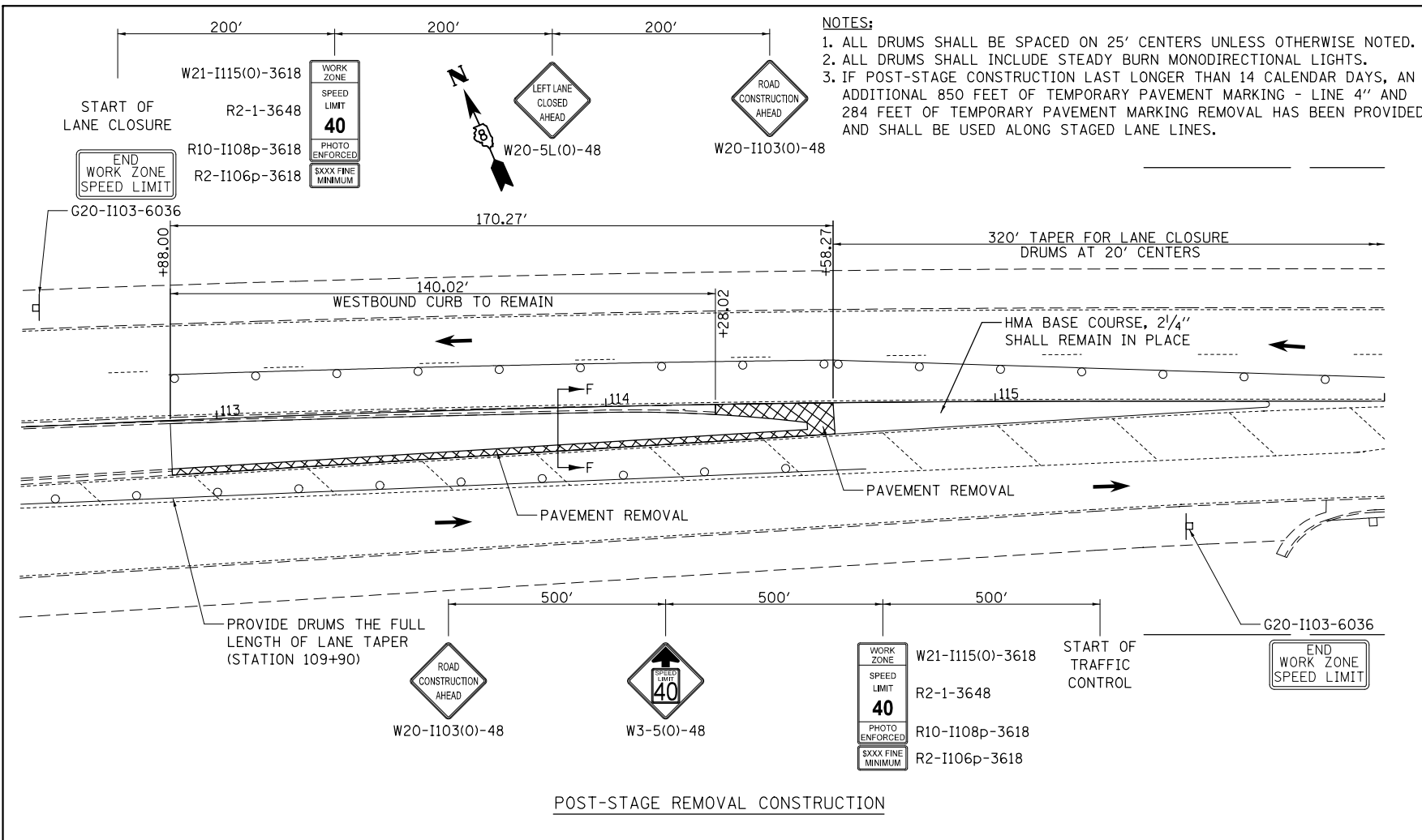
LEGEND:
SEE STAGE 1 TRAFFIC CONTROL SHEET

NOTES:
1. ALL DRUMS SHALL BE SPACED ON 25' CENTERS UNLESS OTHERWISE NOTED.
2. ALL DRUMS SHALL INCLUDE STEADY BURN MONODIRECTIONAL LIGHTS.
3. MONODIRECTIONAL LIGHTS ON DRUMS SHALL ALTERNATE DIRECTIONS WHEN TRAFFIC LANES ARE ADJACENT TO ONE ANOTHER.



WORK ZONE	W21-I115(0)-3618
SPEED LIMIT	R2-1-3648
PHOTO ENFORCED	R10-I108p-3618
5XXX FINE MINIMUM	R2-I106p-3618
	W20-I103(0)-48

FILE NAME =	USER NAME = freimutpd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE 3 CONSTRUCTION & TRAFFIC CONTROL	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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Default	PLotted	DATE -	REVISED -			CONTRACT NO. 76K22					
	PLotted					ILLINOIS FED. AID PROJECT					



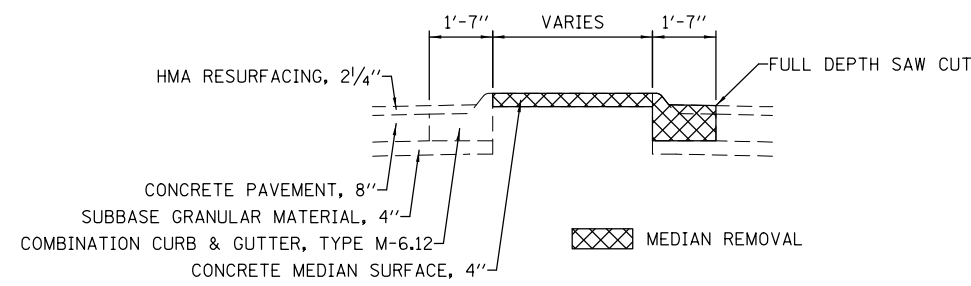
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Default	PLOT DATE = 10/5/2017	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

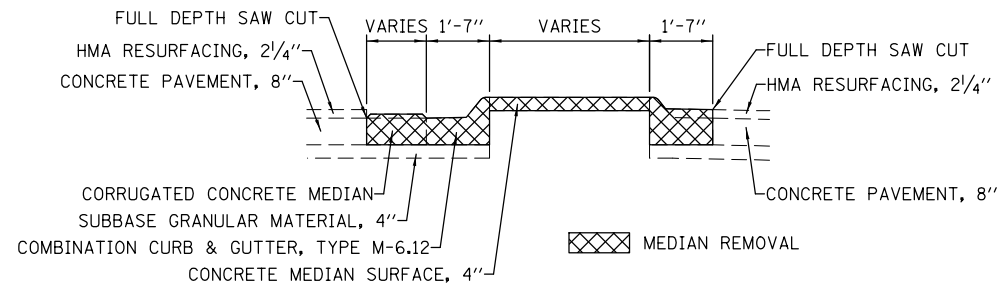
POST-STAGE CONSTRUCTION & TRAFFIC CONTROL

SCALE: 1" = 20' SHEET OF SHEETS STA. TO STA.

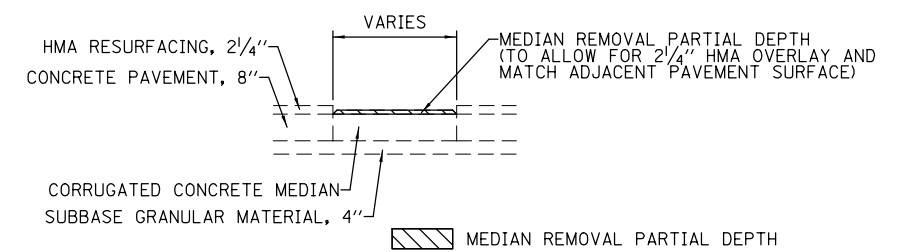
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	125BDR-2	MADISON	30	16
CONTRACT NO. 76K22				
ILLINOIS FED. AID PROJECT				



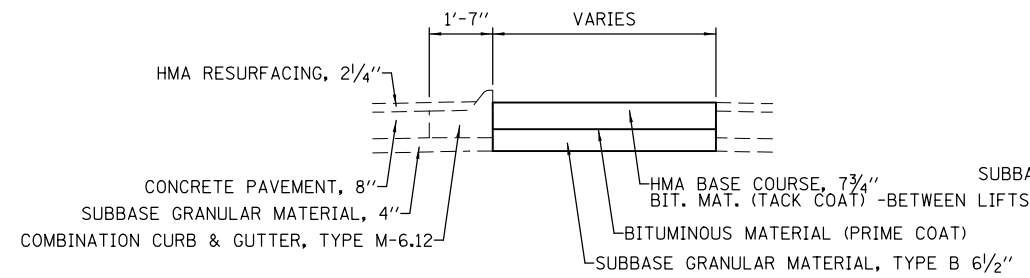
EXISTING SECTION A - A
NOT TO SCALE



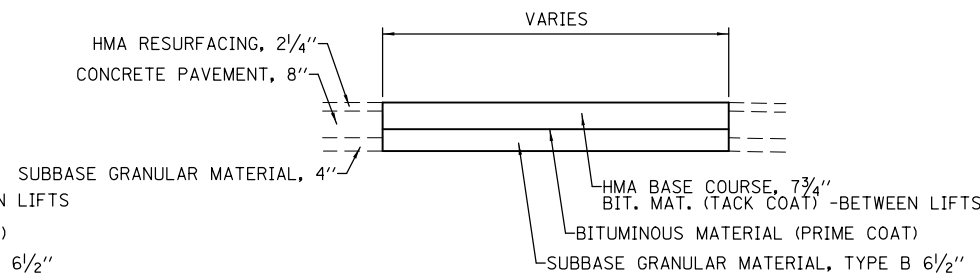
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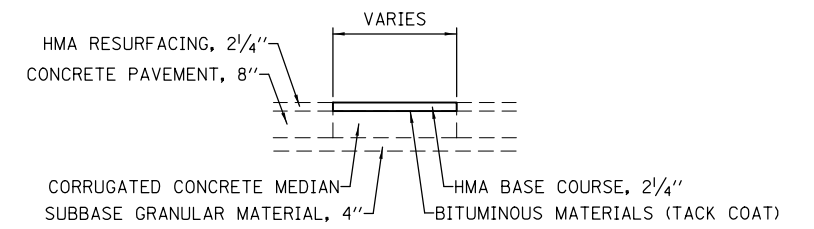
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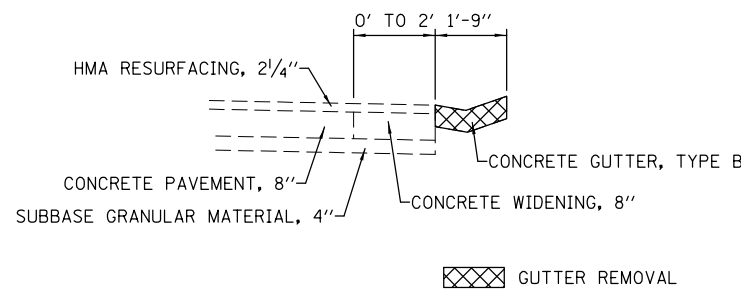
PROPOSED SECTION A - A
FOR STAGE CONSTRUCTION
NOT TO SCALE



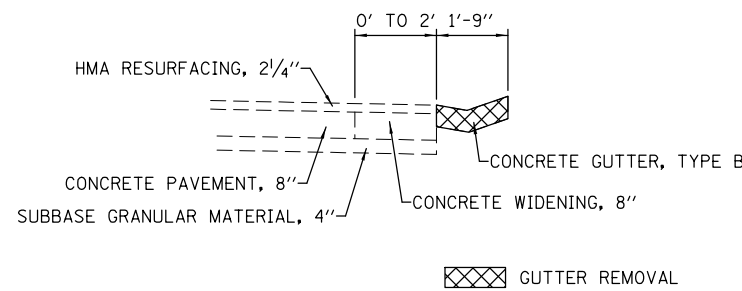
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FOR STAGE CONSTRUCTION
NOT TO SCALE



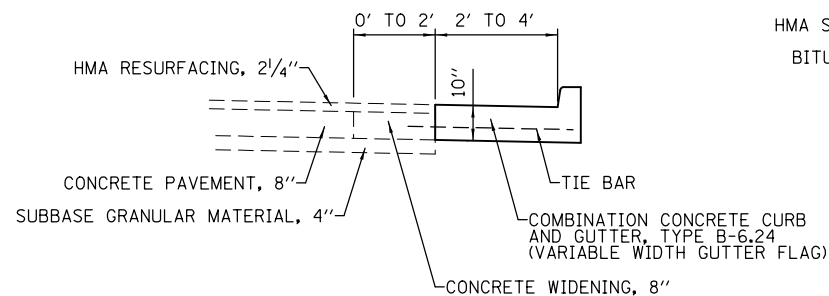
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FOR STAGE CONSTRUCTION
NOT TO SCALE



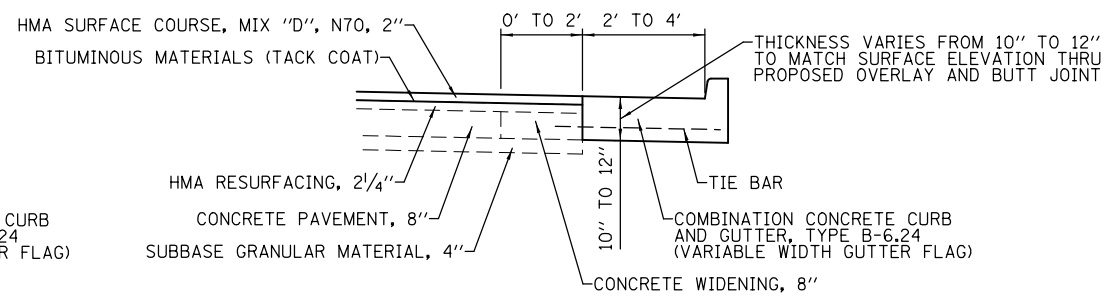
EXISTING SECTION D - D
NOT TO SCALE



EXISTING SECTION E - E
NOT TO SCALE



PROPOSED SECTION D - D
NOT TO SCALE



PROPOSED SECTION E - E
NOT TO SCALE

NOTES:

1. THE SECTION DETAILS PROVIDED ON THIS SHEET ARE FOR PRE-STAGE AND STAGE 1 CONSTRUCTION.
2. THE COST OF TIE BARS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR COMBINATION CURB AND GUTTER, TYPE B-6.24 (VARIABLE WIDTH GUTTER FLAG).

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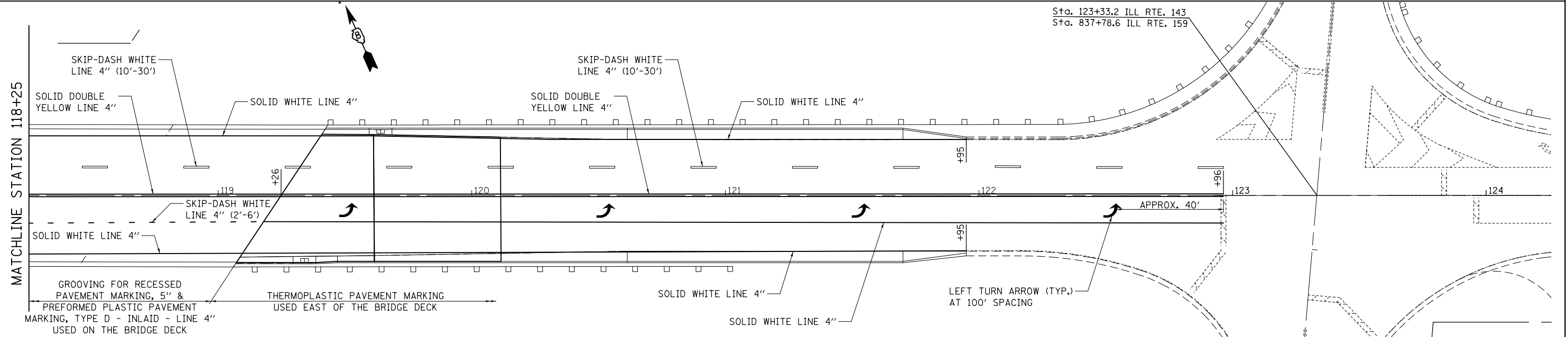
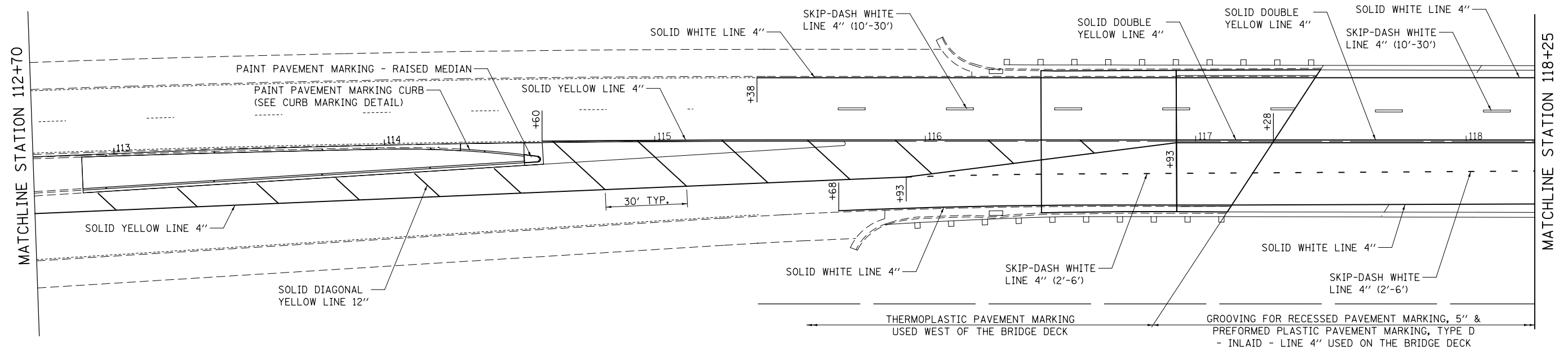
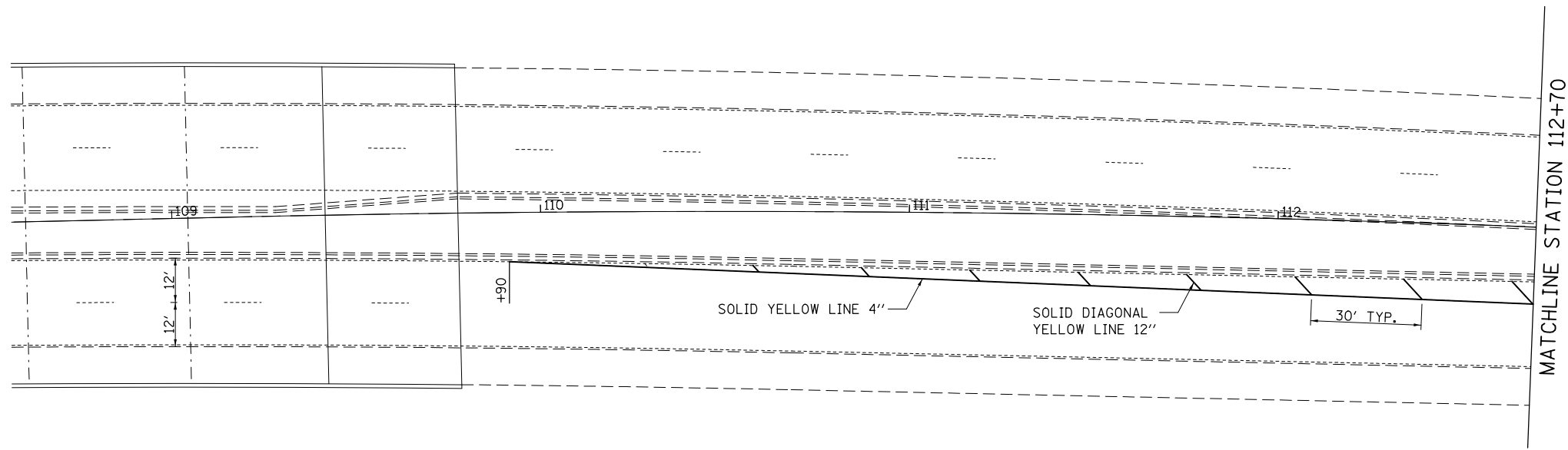
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE CONSTRUCTION DETAILS

SCALE: N.T.S. SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	125BDR-2	MADISON	30	17
CONTRACT NO. 76K22				
ILLINOIS FED. AID PROJECT				

- NOTES:**
1. ALL PROPOSED PAVEMENT MARKINGS ON THE BRIDGE DECK SHALL BE PLACED USING GROOVING FOR RECESSED PAVEMENT MARKING, 5" AND PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - INLAID - LINE 4".
 2. ALL PROPOSED PAVEMENT MARKINGS NOT ON THE BRIDGE DECK SHALL BE THERMOPLASTIC PAVEMENT MARKINGS.
 3. RRPMS WITHIN THE LIMITS OF THE RESURFACING TO BE FULLY REMOVED AND ONLY REPLACED IN THE RESURFACING NOT ON THE BRIDGE DECK.
 4. RRPMS REMOVAL OUTSIDE OF THE RESURFACING LIMITS SHALL ONLY REMOVE REFLECTORS FROM ROADWAY DURING STAGE CONSTRUCTION.



FILE NAME =	USER NAME = freimthpd	DESIGNED -	REVISED -
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Default	PLOT DATE = 10/5/2017	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING DETAILS	
SCALE: 1" = 20'	SHEET 1 OF 1 SHEETS
STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	125BDR-2	MADISON	30	18
CONTRACT NO. 76K22				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

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.

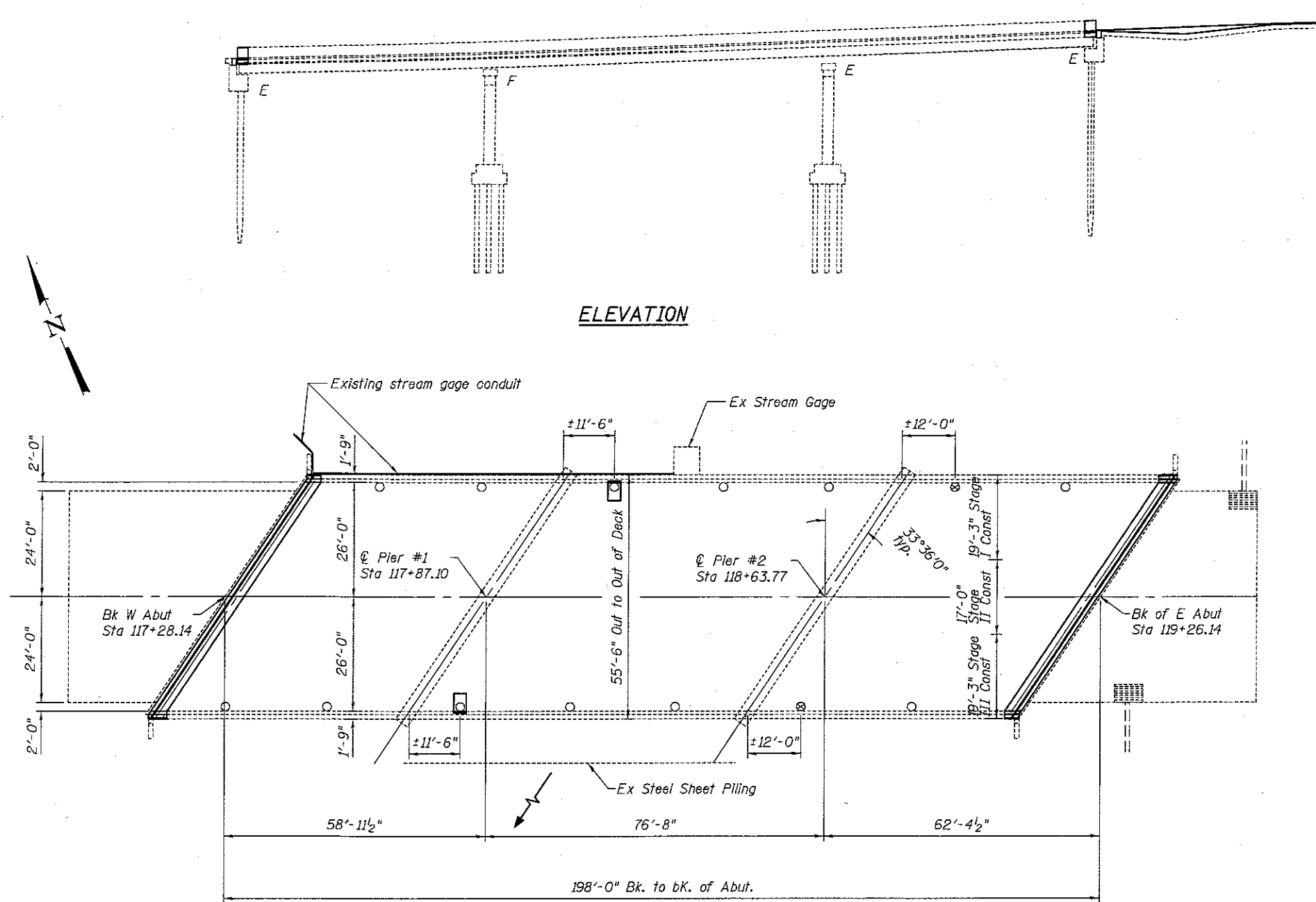
Joint opening shall be adjusted according to Article 520.04 of the Standard Specs. when the deck is poured at an ambient temperature other than 50° F.

Existing reinforcement bars extending into 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.

Bridge deck concrete sealer shall be placed on top/inside faces of (parapets & curbs) (full length) and on top of new concrete at joints.

The concrete on both sides of the joints shall have its final finish tined according to Article 420.09(e)(1) of the Standard Specifications. Cost included with "Concrete Superstructure".

Care shall be taken not to damage existing stream gage conduit when removing and replacing concrete at NW corner of bridge. In the event of damage, please contact USGS.



TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Polymerized HMA Surface Course, Mix "D" N70	Ton	93
Concrete Removal	Cu. Yd.	17.2
Concrete Superstructure	Cu. Yd.	19.1
Plug Existing Deck Drains	Each	2
Reinforcement Bars, Epoxy Coated	Pound	1900
Bar Splicers	Each	24
Preformed Joint Strip Seal	Foot	127
Waterproofing Membrane System	Sq. Yd.	1101
Bridge Deck Concrete Sealer	Sq. Ft.	1932
Floor Drains	Each	2
* Deck Slab Repair (Partial)	Sq. Yd.	40
* Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	3

* Quantities are estimated. The Engineer shall determine the actual locations, and record them in the As-Built plans.

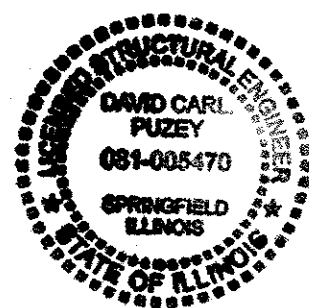
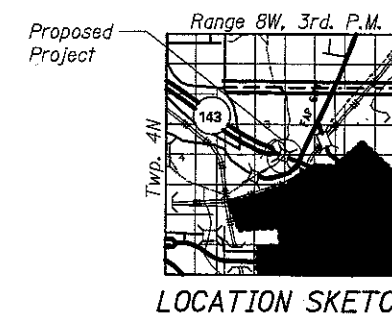
PLAN

SCOPE OF WORK

- Replace deck ends
- Install Preformed Joint Strip Seals
- HMA overlay with WMS on deck
- Partial Deck Slab Repair
- Eliminate floor drains within 10' of substructures and replace existing scuppers and adjacent concrete with 6" circular drains and full depth patch.

INDEX OF SHEETS

1. General Plan & Elevation
2. Deck Cross Section & Waterproofing Staging
3. Stage Traffic Lanes
4. Joint Removal
5. Joint Replacement
6. Joint Details
7. Strip Seal Details
8. Drain Details
9. Temporary Concrete Barrier
10. Bar Splicers



- Floor Drains to Remain
- ⊗ (2 Req'd) Plug Existing Drains

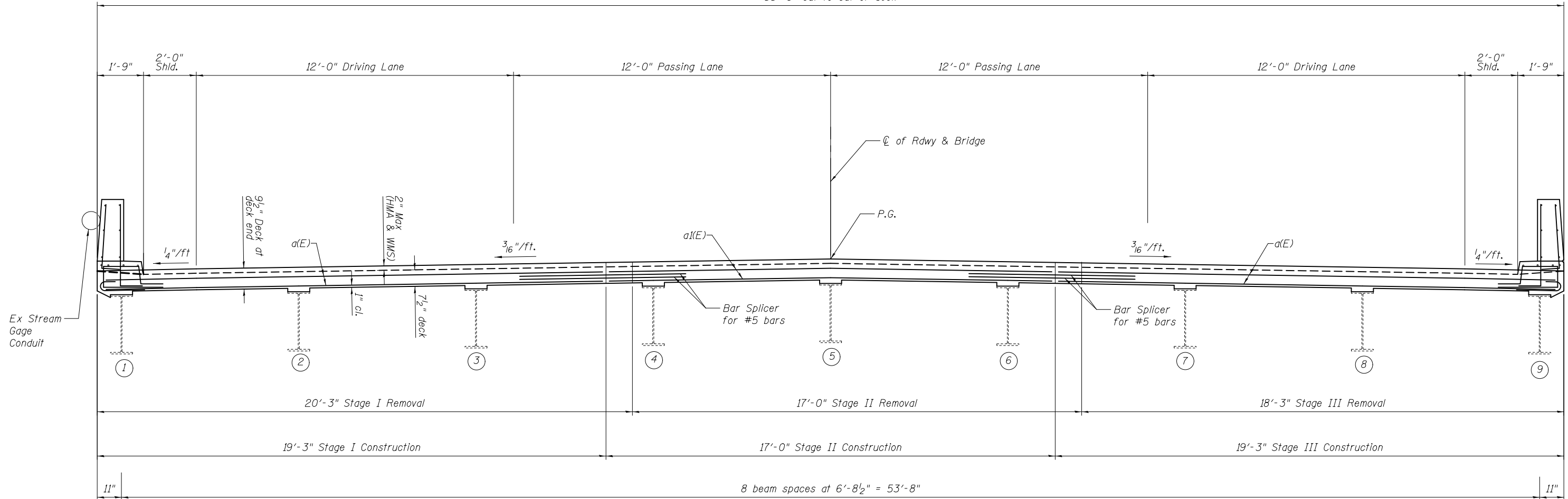
FLOOR DRAIN REPLACEMENT

- ⊗ (2 Req'd) Existing scuppers & adjacent concrete to be removed and replaced with 6" circular drains and full depth patch. (See sheet 8 of 10 for details)

7/26/2017 9:30:18 AM

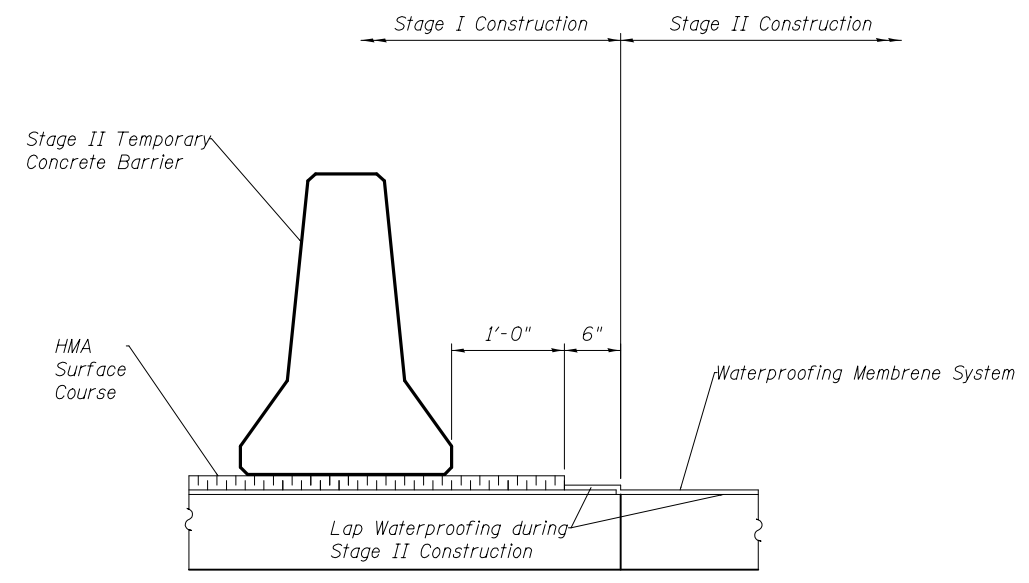
DESIGNED - AYV	EXAMINED - <i>Tom A. [Signature]</i>	DATE -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN & ELEVATION (IL 143 over Cahokia Creek) SN 060-0083	F.A.P. RTE. 789	SECTION 125B0R-2	COUNTY MADISON	TOTAL SHEETS 30	SHEET NO. 19	
CHECKED - ATH	PASSED - <i>David Carl Puzey</i>	REVISED			SHEET NO. 1 OF 10 SHEETS			CONTRACT NO. 76K22		
DRAWN - AYV	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			ILLINOIS FED. AID PROJECT					
CHECKED -										

55'-6" Out to Out of deck



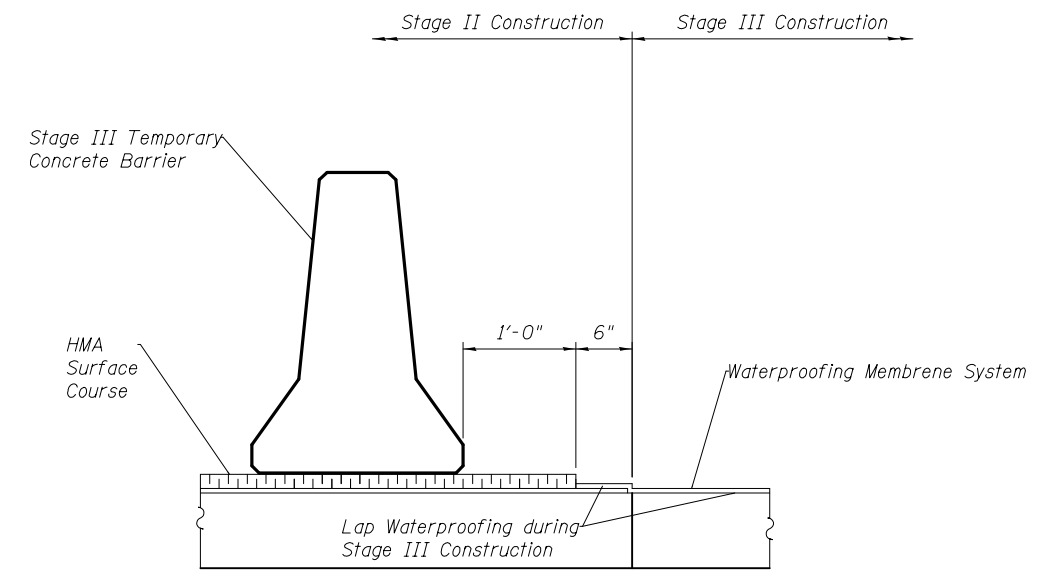
DECK CROSS SECTION

(Looking East @ Joint Locations)



WATERPROOFING STAGING

(Across Stages I & II)



WATERPROOFING STAGING

(Across Stages II & III)

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DRAWN - AYV	PASSED	REVISED
CHECKED -	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED

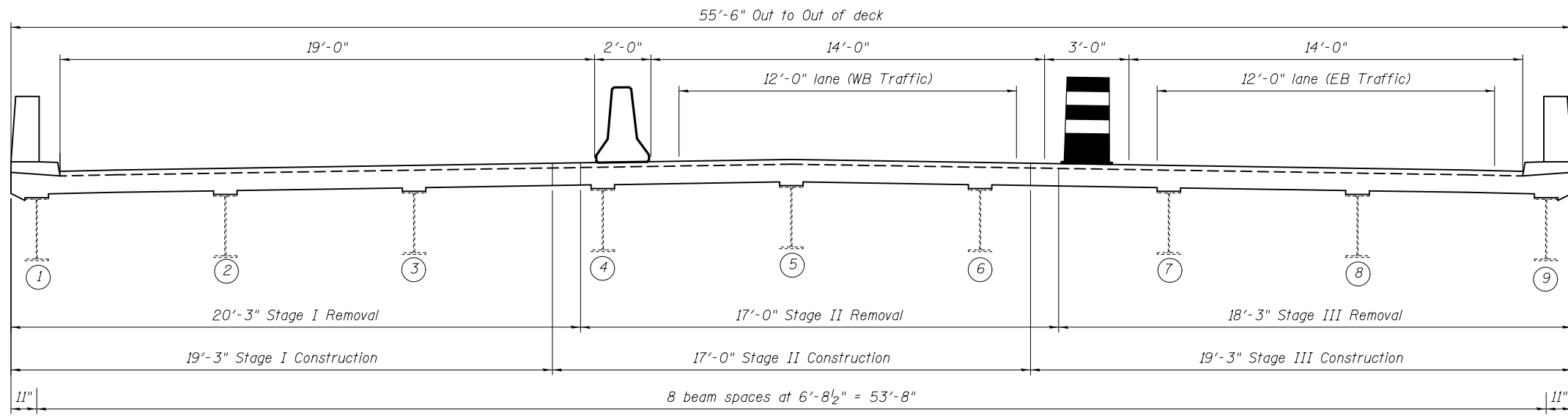
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK CROSS SECTION & WATERPROOFING STAGING
SN 060-0083**

SHEET NO. 2 OF 10 SHEETS

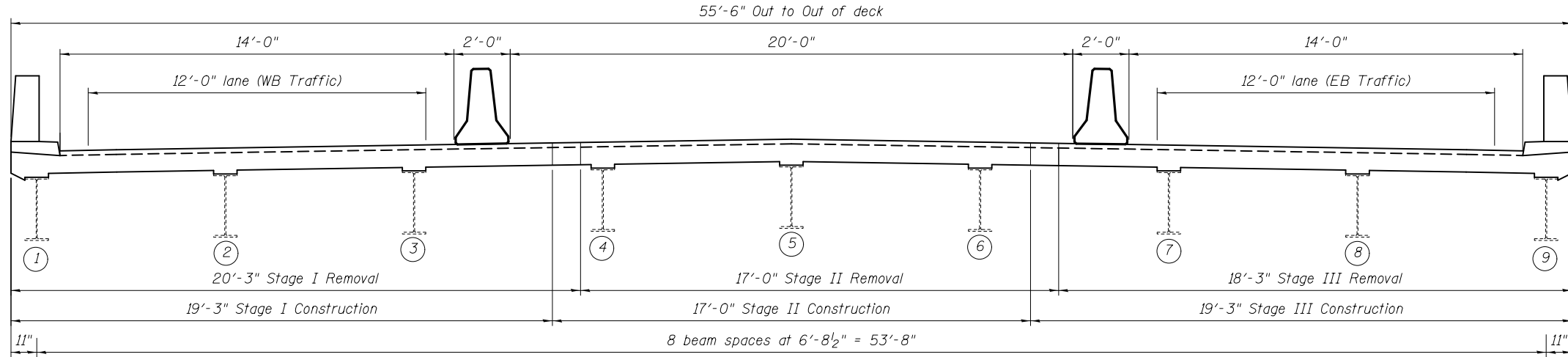
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	125BDR-2	MADISON	30	20
CONTRACT NO. 76K22				

ILLINOIS FED. AID PROJECT



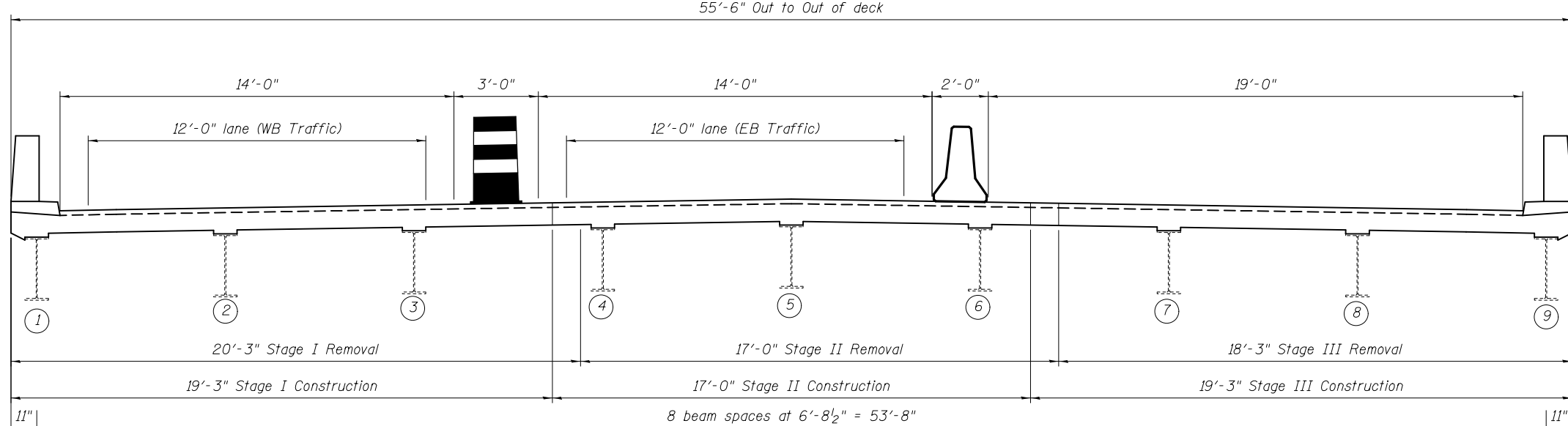
STAGE I TRAFFIC

(Looking East)



STAGE II TRAFFIC

(Looking East)



STAGE III TRAFFIC

(Looking East)

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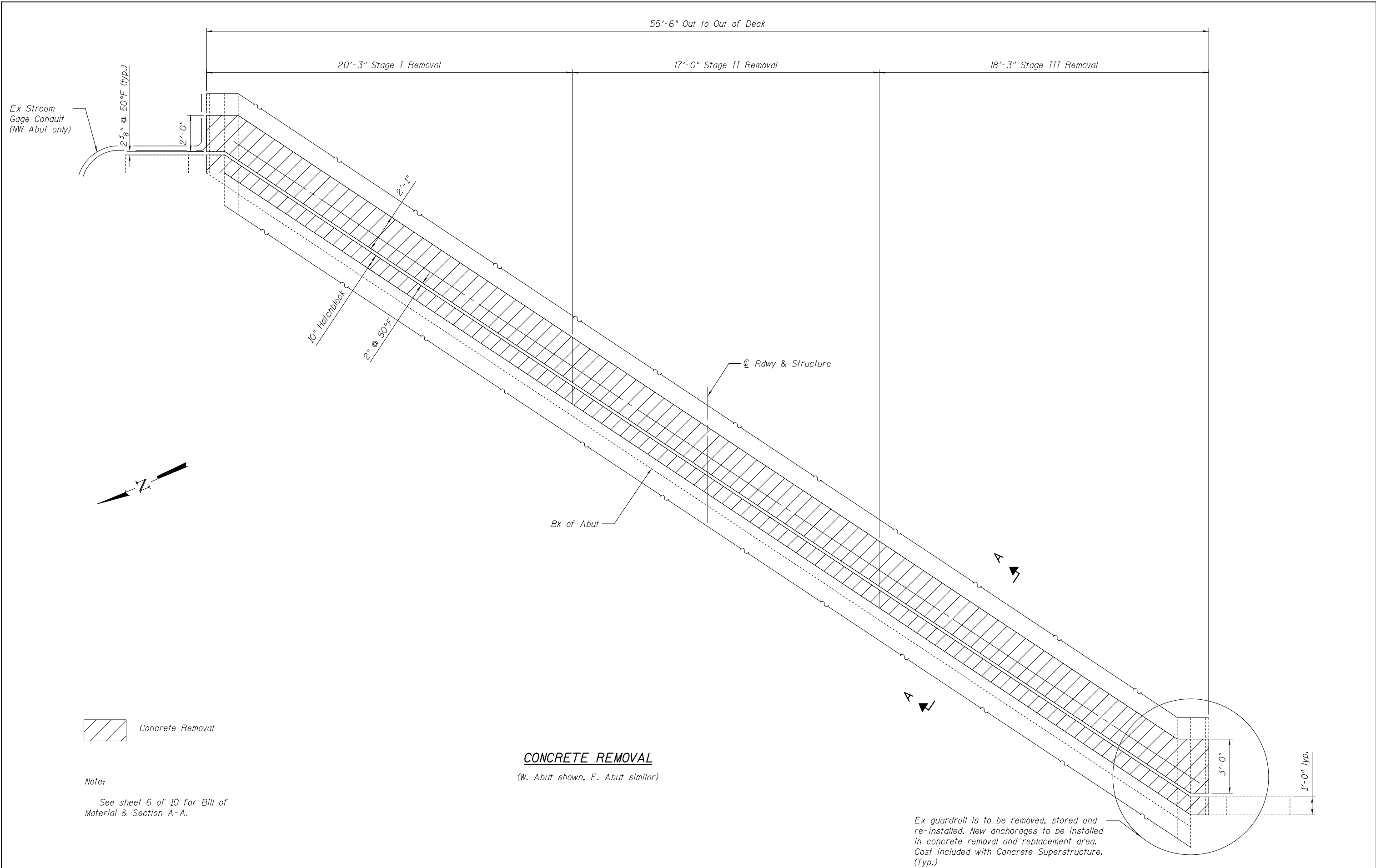
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CHECKED -	ACTING ENGINEER OF STRUCTURAL SERVICES	
DRAWN - AYV	PASSED	REVISED
CHECKED -	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE TRAFFIC LANES
SN 060-0083**

SHEET NO. 3 OF 10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	125BDR-2	MADISON	30	21
CONTRACT NO. 76K22				
ILLINOIS FED. AID PROJECT				



Concrete Removal

Note:
See sheet 6 of 10 for Bill of Material & Section A-A.

CONCRETE REMOVAL
(W. Abut shown, E. Abut similar)

Ex guardrail is to be removed, stored and re-installed. New anchorages to be installed in concrete removal and replacement area. Cost included with Concrete Superstructure. (Typ.)

7/26/2017 9:30:19 AM

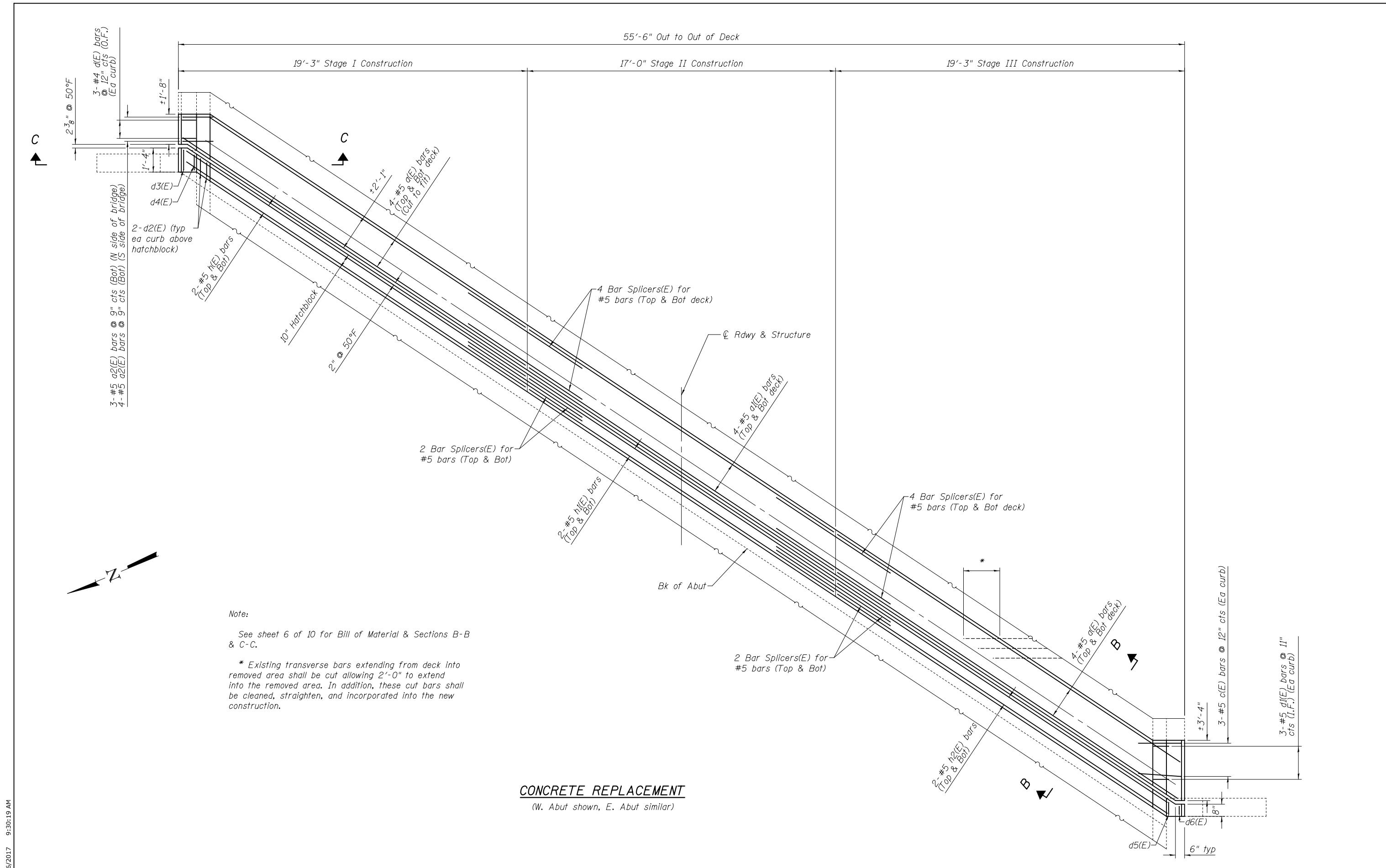
DESIGNED - AYV	EXAMINED _____	DATE - _____
CHECKED - _____	ACTING ENGINEER OF STRUCTURAL SERVICES	
DRAWN - AYV	PASSED _____	REVISED _____
CHECKED - _____	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED _____

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**JOINT REMOVAL
SN 060-0083**

SHEET NO. 4 OF 10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	125BDR-2	MADISON	30	22
CONTRACT NO. 76K22				
ILLINOIS FED. AID PROJECT				



Note:
 See sheet 6 of 10 for Bill of Material & Sections B-B & C-C.
 * Existing transverse bars extending from deck into removed area shall be cut allowing 2'-0" to extend into the removed area. In addition, these cut bars shall be cleaned, straighten, and incorporated into the new construction.

CONCRETE REPLACEMENT
 (W. Abut shown, E. Abut similar)

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DRAWN - AYV	PASSED	REVISED
CHECKED -	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED

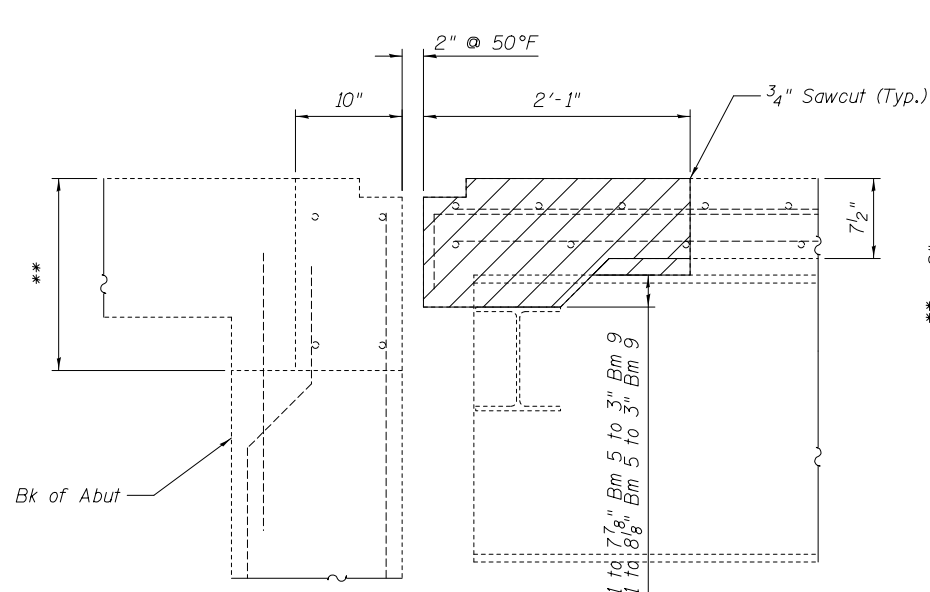
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINT REPLACEMENT
SN 060-0083

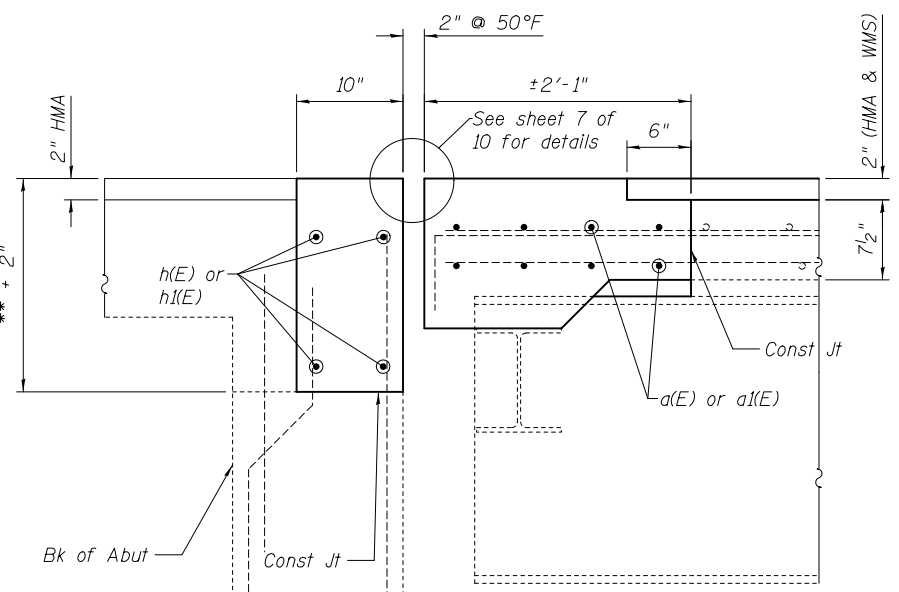
SHEET NO. 5 OF 10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 76K22				

ILLINOIS FED. AID PROJECT

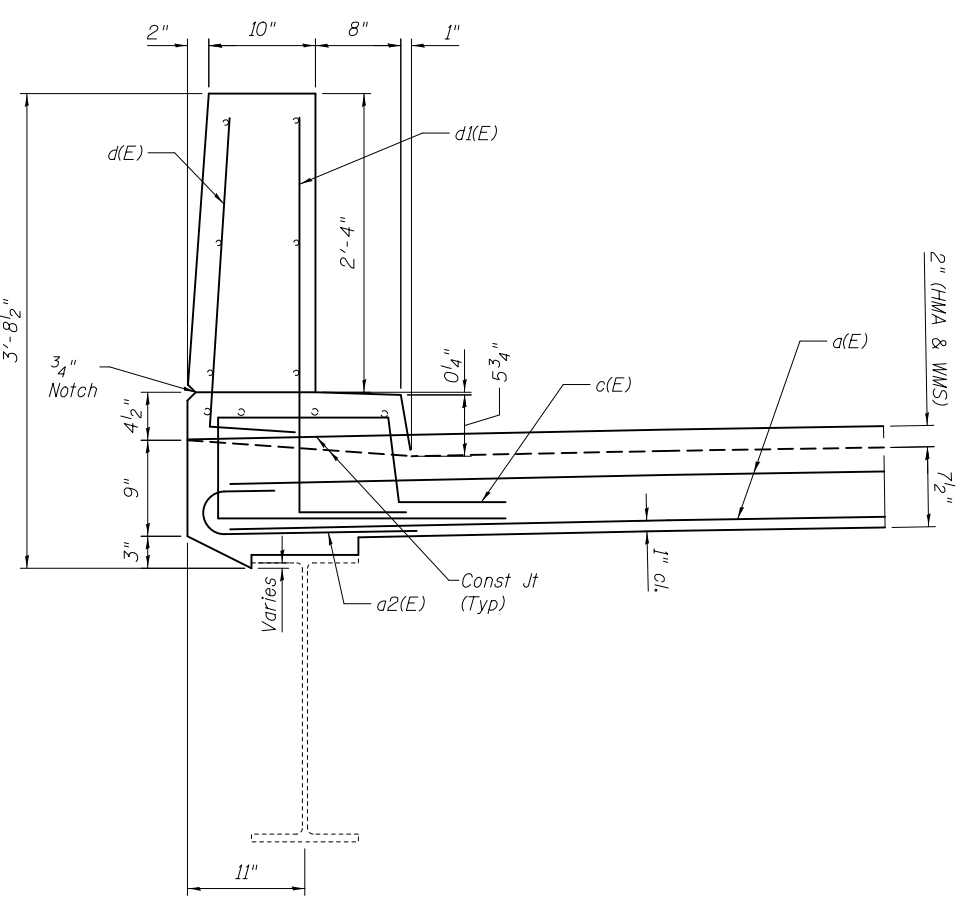


SECT A-A
(Dim. @ Rt L)

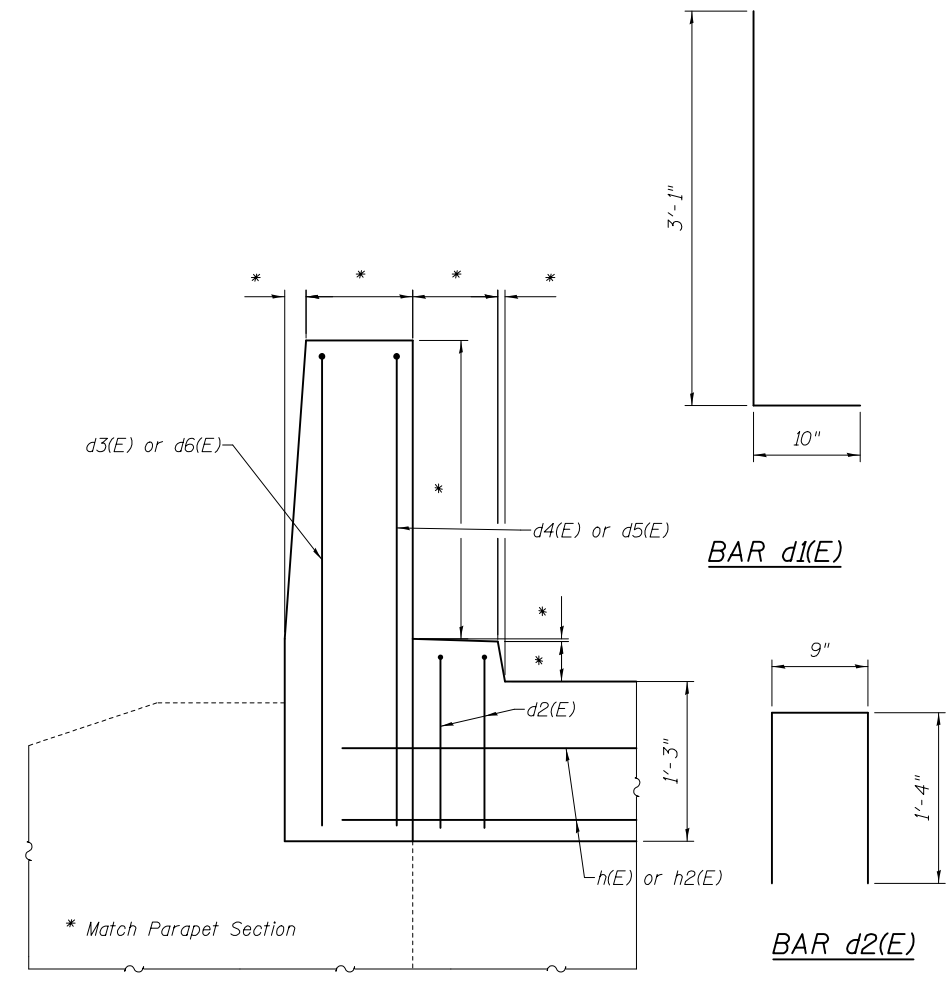


SECT B-B
(Dim. @ Rt L)

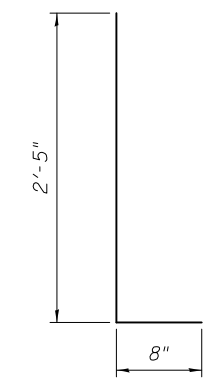
** W Abut varies 13'N to 17'3/4'Q to 13'S
E Abut varies 13'N to 18'Q to 13'S



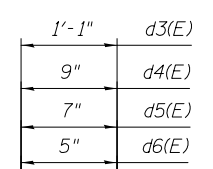
PARAPET SECTION
(Deck Side)



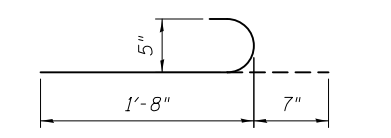
SECTION C-C
(Approach Side)



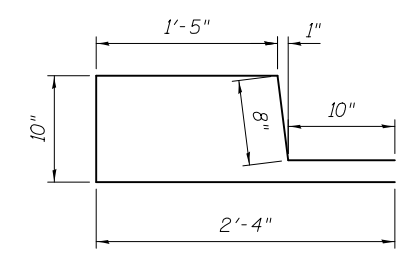
BAR d(E)



BARS d3(E), d4(E), d5(E) & d6(E)



BAR a2(E)



BAR c(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	32	#5	22'-8"	—
a1(E)	16	#5	20'-2"	—
a2(E)	14	#5	2'-3"	⌋
c(E)	12	#5	6'-1"	⌋
d(E)	12	#4	3'-1"	⌋
d1(E)	12	#5	3'-11"	⌋
d2(E)	8	#4	3'-5"	⌋
d3(E)	2	#5	8'-5"	⌋
d4(E)	2	#5	8'-1"	⌋
d5(E)	2	#5	7'-11"	⌋
d6(E)	2	#5	7'-9"	⌋
h(E)	8	#5	22'-5"	—
h1(E)	8	#5	20'-2"	—
h2(E)	8	#5	21'-10"	—
Reinforcement Bars, Epoxy Coated			Pound	1900
Concrete Superstructure			Cu. Yds.	19.1
Concrete Removal			Cu. Yds.	17.2

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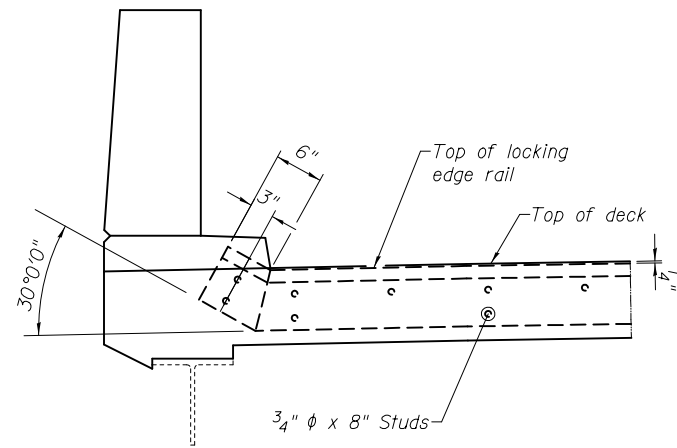
DESIGNED - AYV	EXAMINED	DATE -
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DRAWN - AYV	PASSED	REVISED
CHECKED -	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

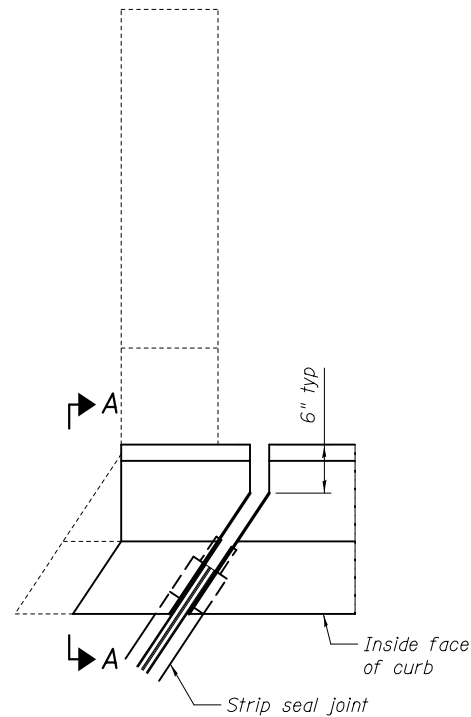
JOINT DETAILS
SN 060-0083

SHEET NO. 6 OF 10 SHEETS

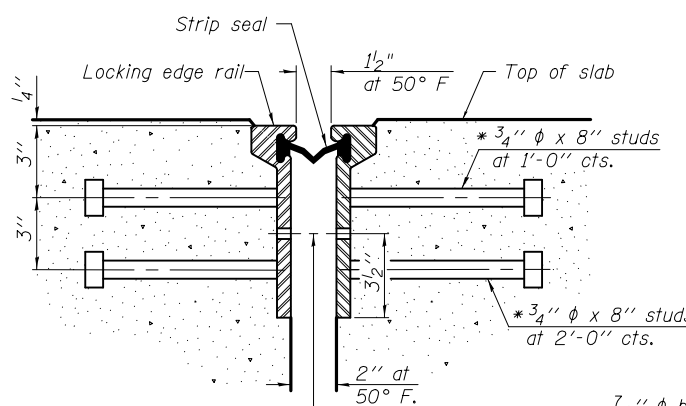
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	125BDR-2	MADISON	30	24
				CONTRACT NO. 76K22
ILLINOIS FED. AID PROJECT				



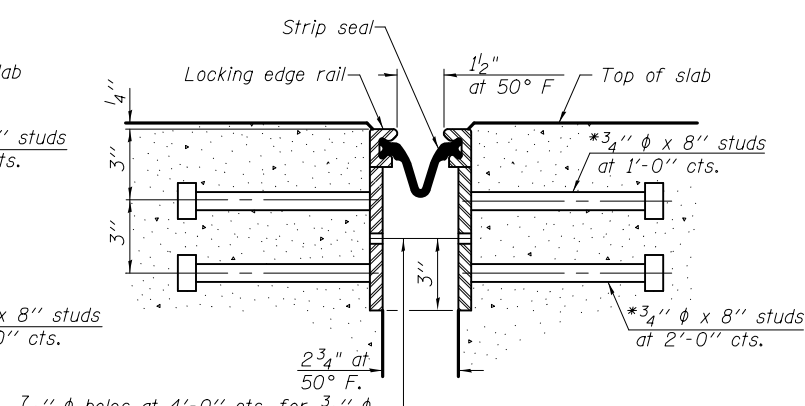
ELEVATION AT CURB / PARAPET



PLAN AT CURB / PARAPET

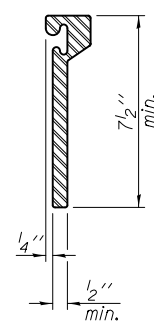


SECTION THRU ROLLED RAIL JOINT

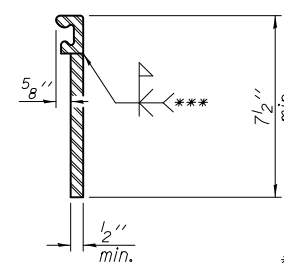


SECTION THRU WELDED RAIL JOINT

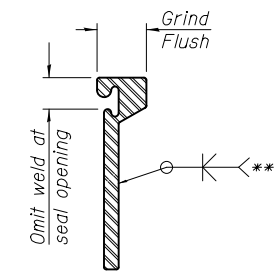
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



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.

*** Back gouge not required if complete joint penetration is verified by mock-up.

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° included in the cost of Preformed Joint Strip Seal.

LOCKING EDGE RAILS

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	127

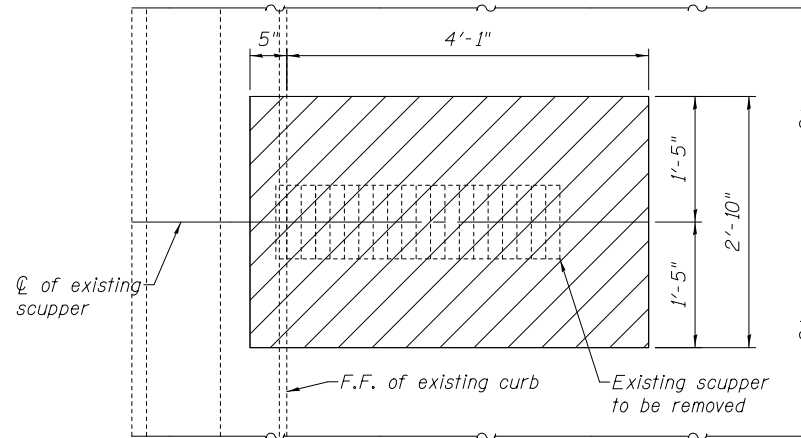
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

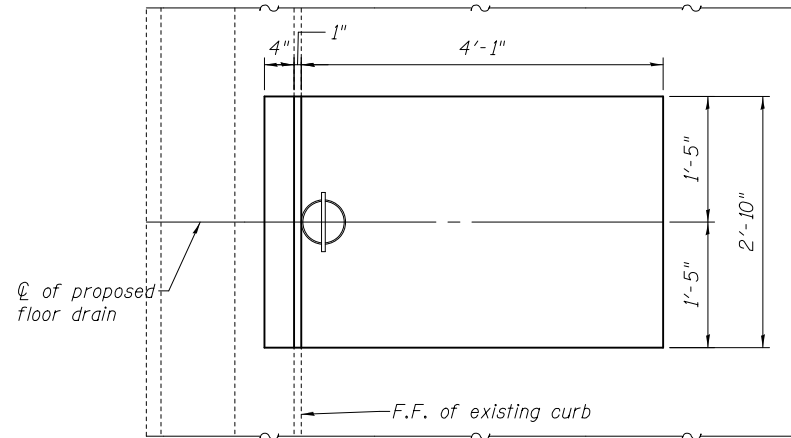
**PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 060-0083**

SHEET NO. 7 OF 10 SHEETS

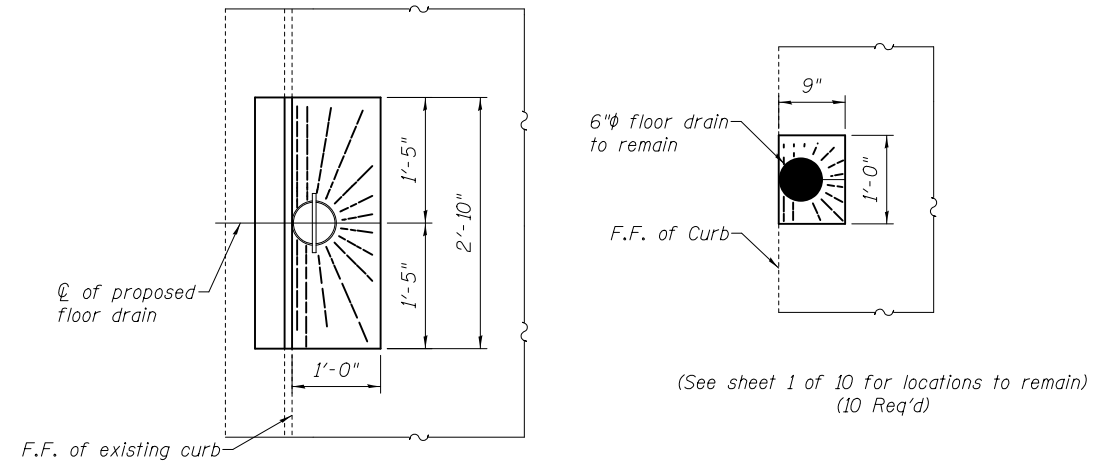
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	125BDR-2	MADISON	30	25
CONTRACT NO. 76K22				
ILLINOIS FED. AID PROJECT				



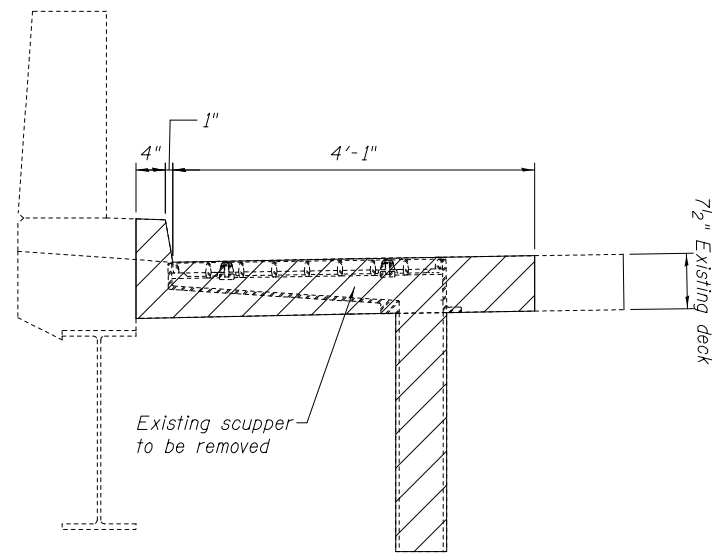
PLAN-REMOVAL OF EXISTING SCUPPER AND ADJACENT CONCRETE



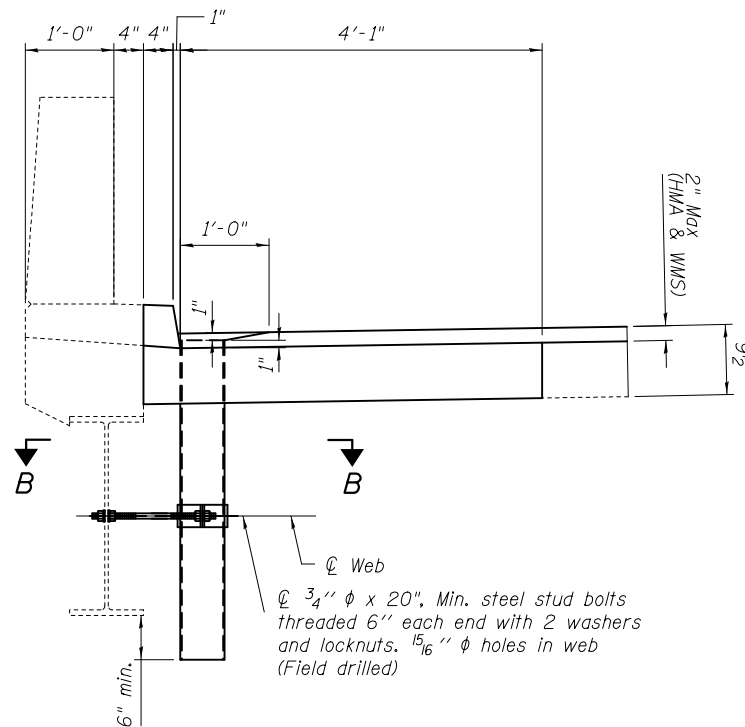
PLAN-PROPOSED FLOOR DRAIN & FULL DEPTH PATCH



(See sheet 1 of 10 for locations to replace scupper with proposed drain)
(2 Req'd)

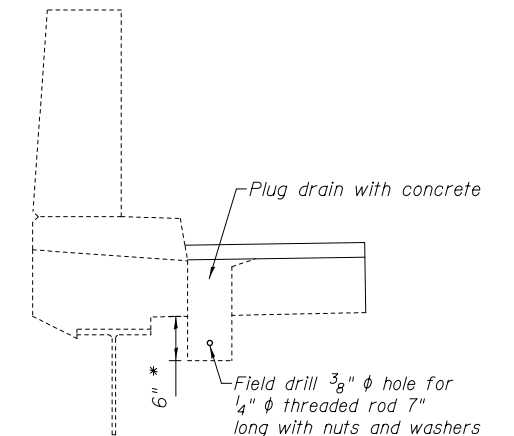


SECTION-REMOVAL OF EXISTING SCUPPER AND ADJACENT CONCRETE



SECTION-PROPOSED FLOOR DRAIN & FULL DEPTH PATCH

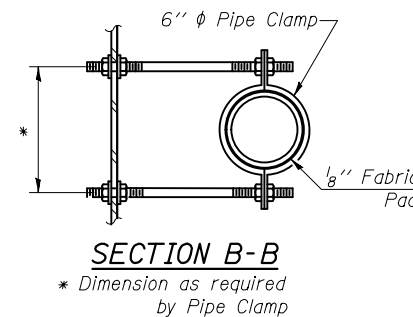
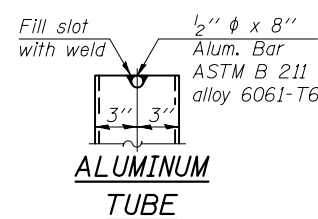
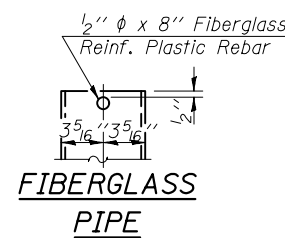
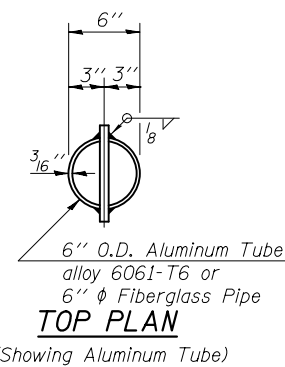
Slope to drain with 1" minimum HMA at drains edge
PLAN-HMA @ DRAINS



* Cut off drain 6" below the deck

PLUG DRAIN DETAIL
(See sheet 1 of 10 for locations)
(2 Req'd)

Notes:
The floor drains shall be painted to match the outside of the fascia beams.
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
Galvanize clamping device according to AASHTO M232.
Cost of clamping device and inserts is included with Floor Drains.
Cost of Concrete Removal and replacement and removal of existing drains is included in cost of Deck Slab Repair (Full Depth, Type II)



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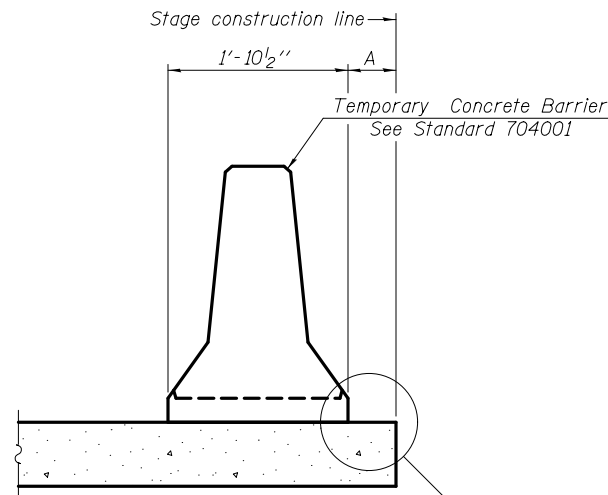
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRAIN DETAILS
060-0083**

SHEET NO. 8 OF 10 SHEETS

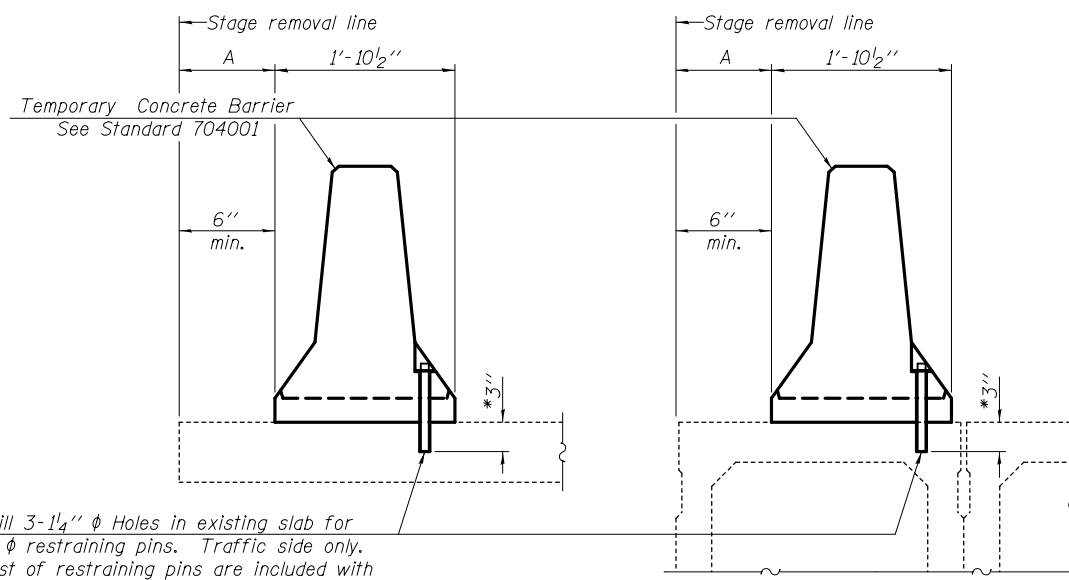
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	125BDR-2	MADISON	30	26
CONTRACT NO. 76K22				

ILLINOIS FED. AID PROJECT



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

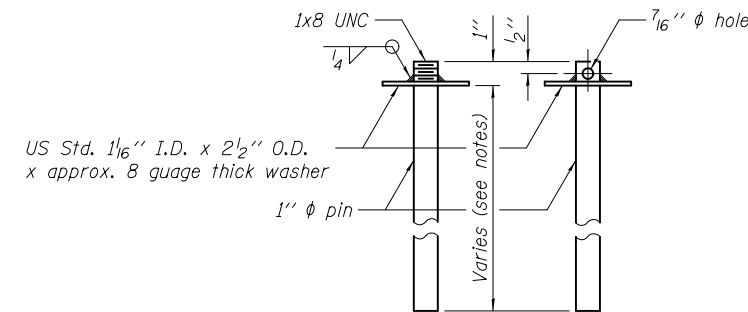
NEW SLAB OR NEW DECK BEAM



Drill 3-1/4" ϕ Holes in existing slab for 1" ϕ restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

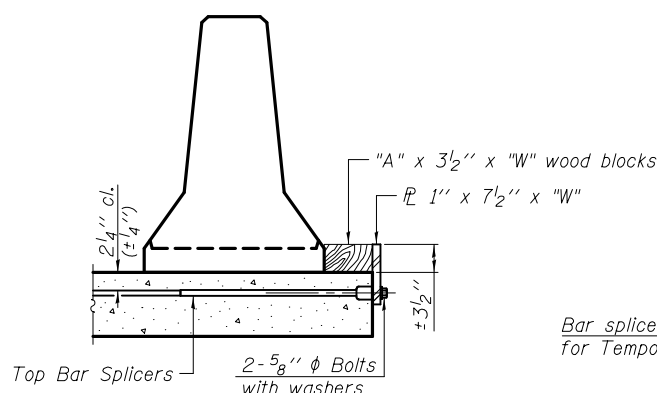
EXISTING DECK BEAM



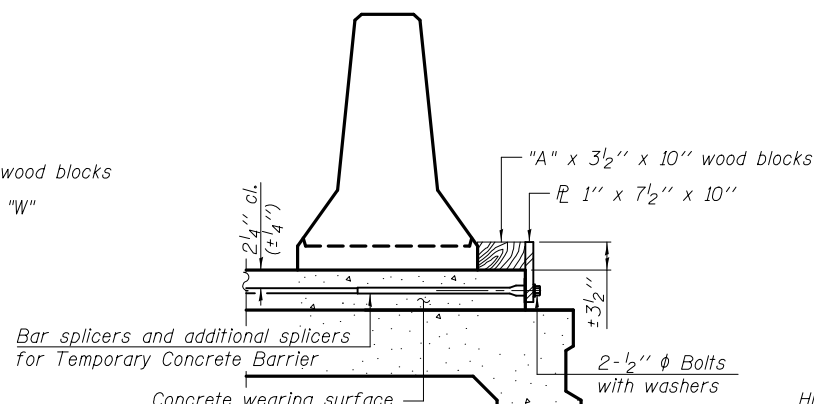
RESTRAINING PIN

* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

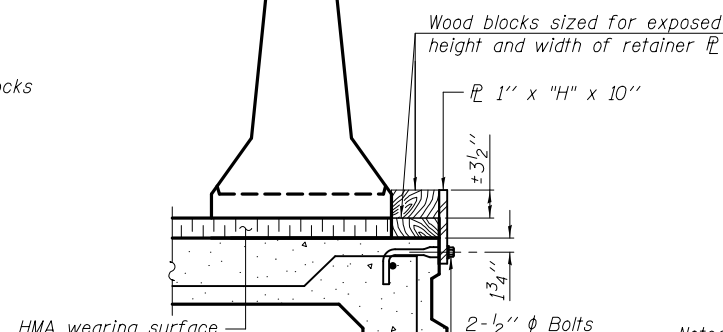
SECTIONS THRU SLAB OR DECK BEAM



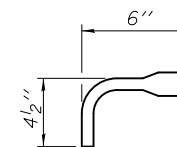
DETAIL I



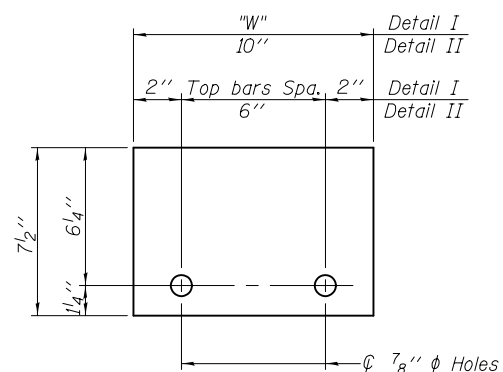
DETAIL II



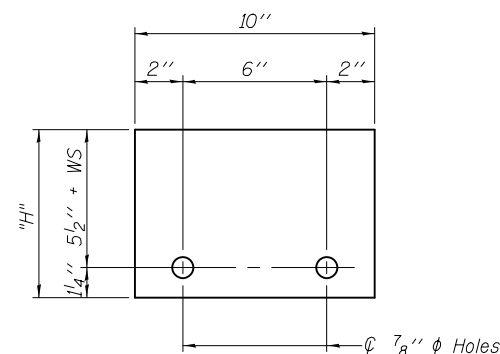
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER 1" x 7 1/2" x "W"
(Detail I and II)



STEEL RETAINER 1" x "H" x 10"
(Detail III)

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate ϕ of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate.
 For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.
Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.
Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

7/26/2017 9:30:20 AM

R-27

11-22-2016

DESIGNED - AYV	EXAMINED	DATE -
CHECKED -	ACTING ENGINEER OF STRUCTURAL SERVICES	
DRAWN - AYV	PASSED	REVISED
CHECKED -	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED

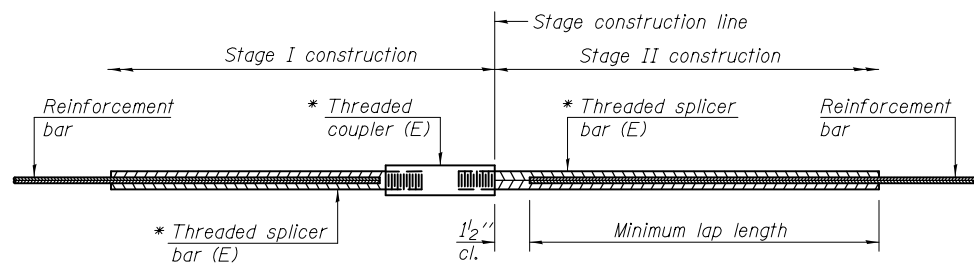
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 060-0083**

SHEET NO. 9 OF 10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	125BDR-2	MADISON	30	27
CONTRACT NO. 76K22				

ILLINOIS FED. AID PROJECT

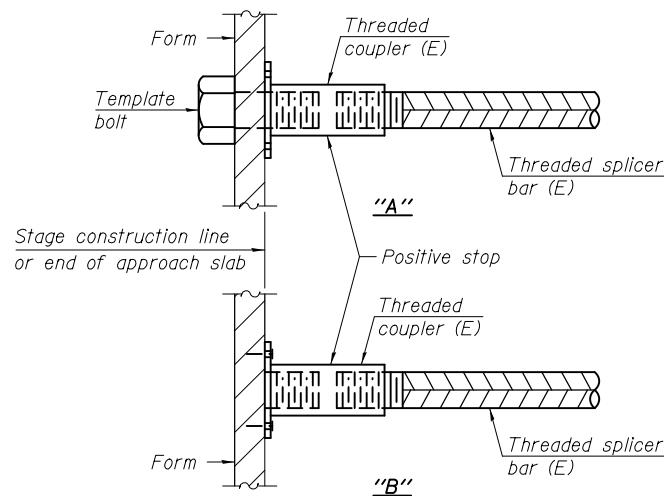


STANDARD BAR SPLICER ASSEMBLY

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

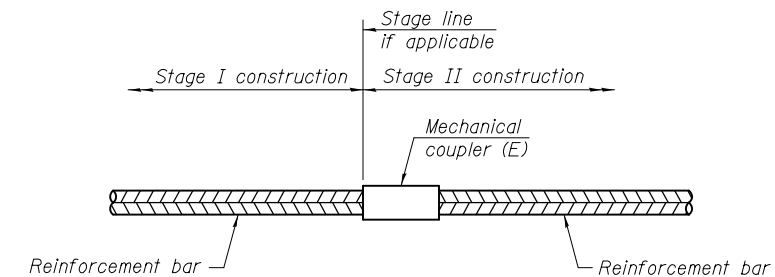
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
W Abut (Hatchblock)	#5	4	3'-6"
W Abut (Deck)	#5	8	3'-6"
E Abut (Deck)	#5	8	3'-6"
E Abut (Hatchblock)	#5	4	3'-6"



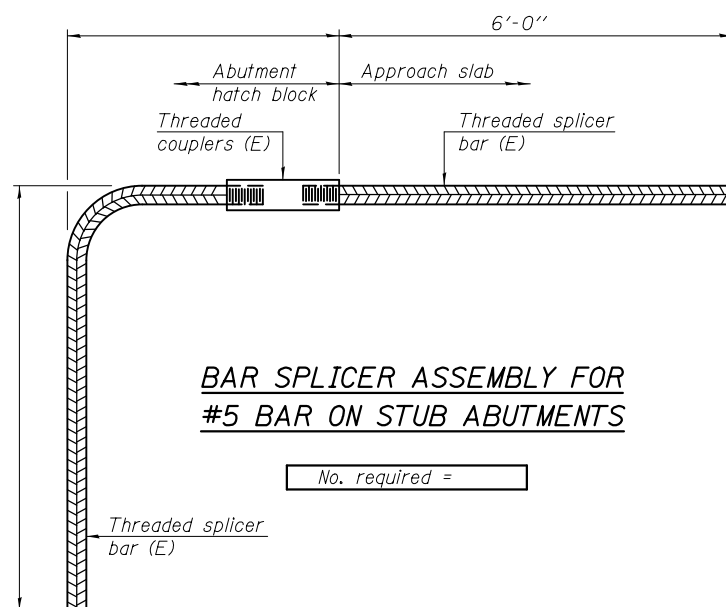
INSTALLATION AND SETTING METHODS

"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 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.

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BSD-1

11-22-2016

DESIGNED - A.Y.V.	EXAMINED	DATE -
CHECKED -	ACTING ENGINEER OF STRUCTURAL SERVICES	
DRAWN - A.Y.V.	PASSED	REVISED
CHECKED -	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED

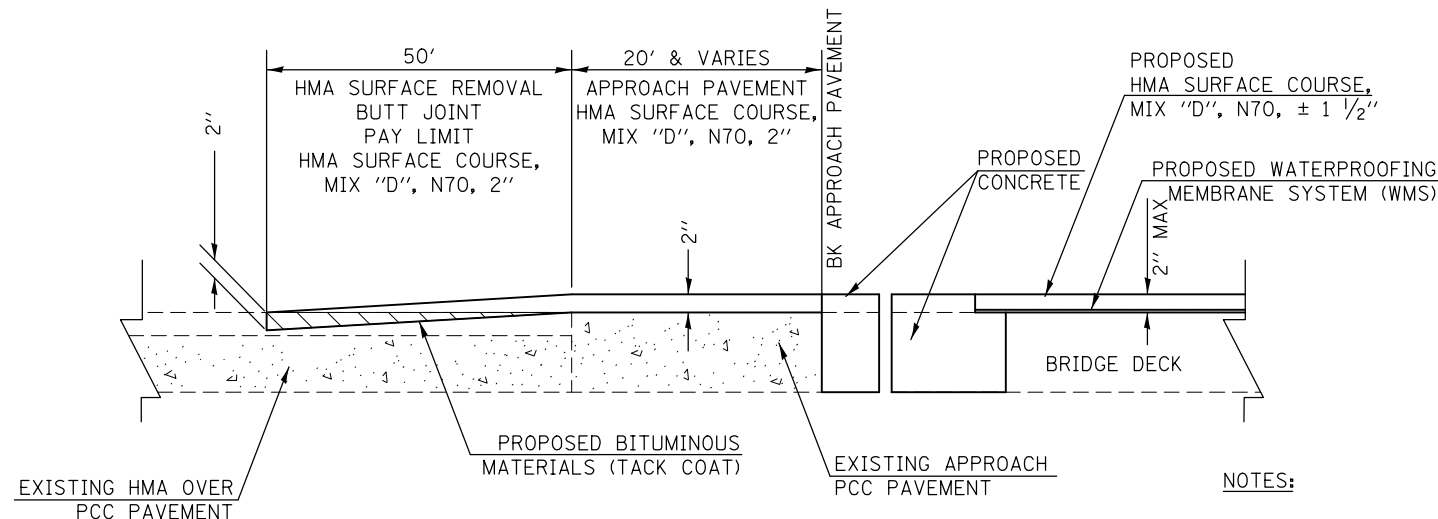
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 060-0083

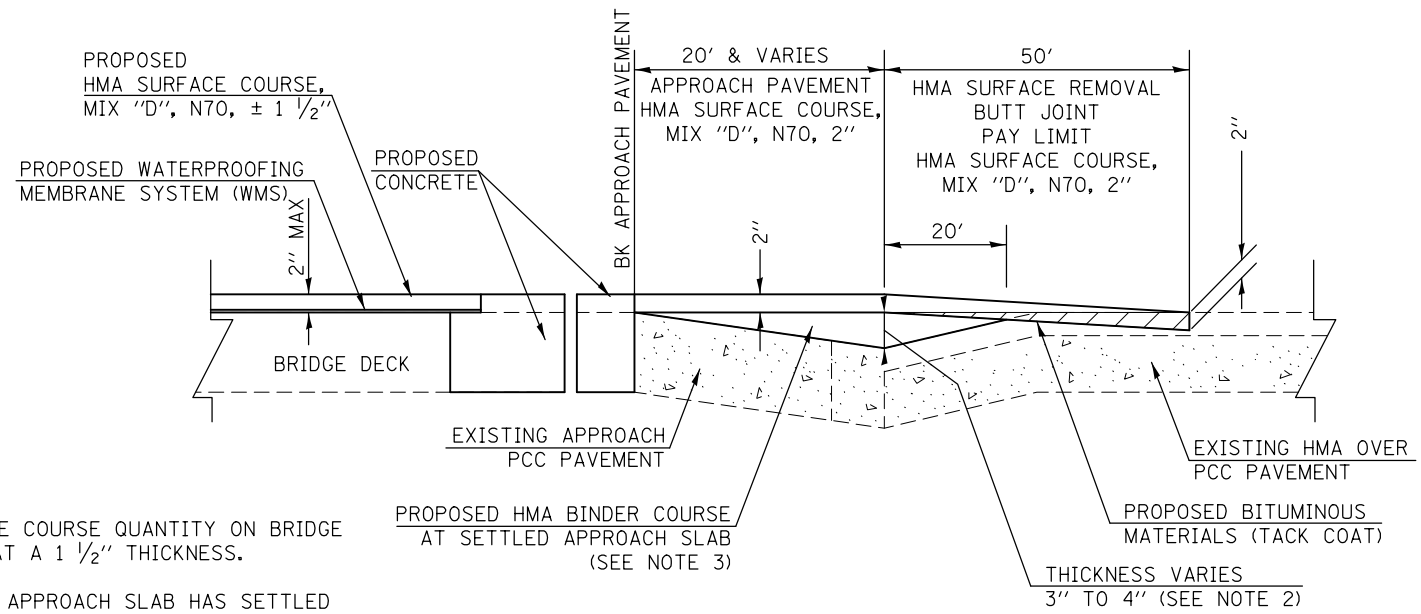
SHEET NO. 10 OF 10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	125BDR-2	MADISON	30	28
CONTRACT NO. 76K22				

ILLINOIS FED. AID PROJECT



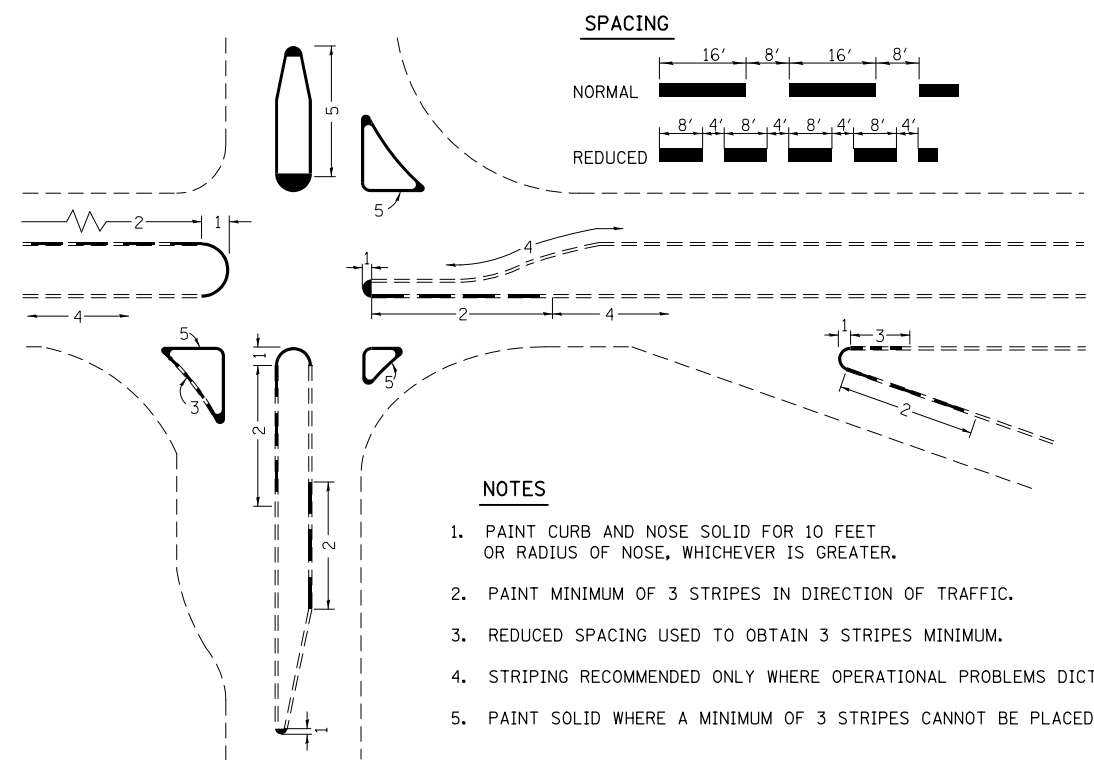
BUTT JOINT DETAIL
WEST END OF BRIDGE



BUTT JOINT DETAIL
EAST END OF BRIDGE

NOTES:

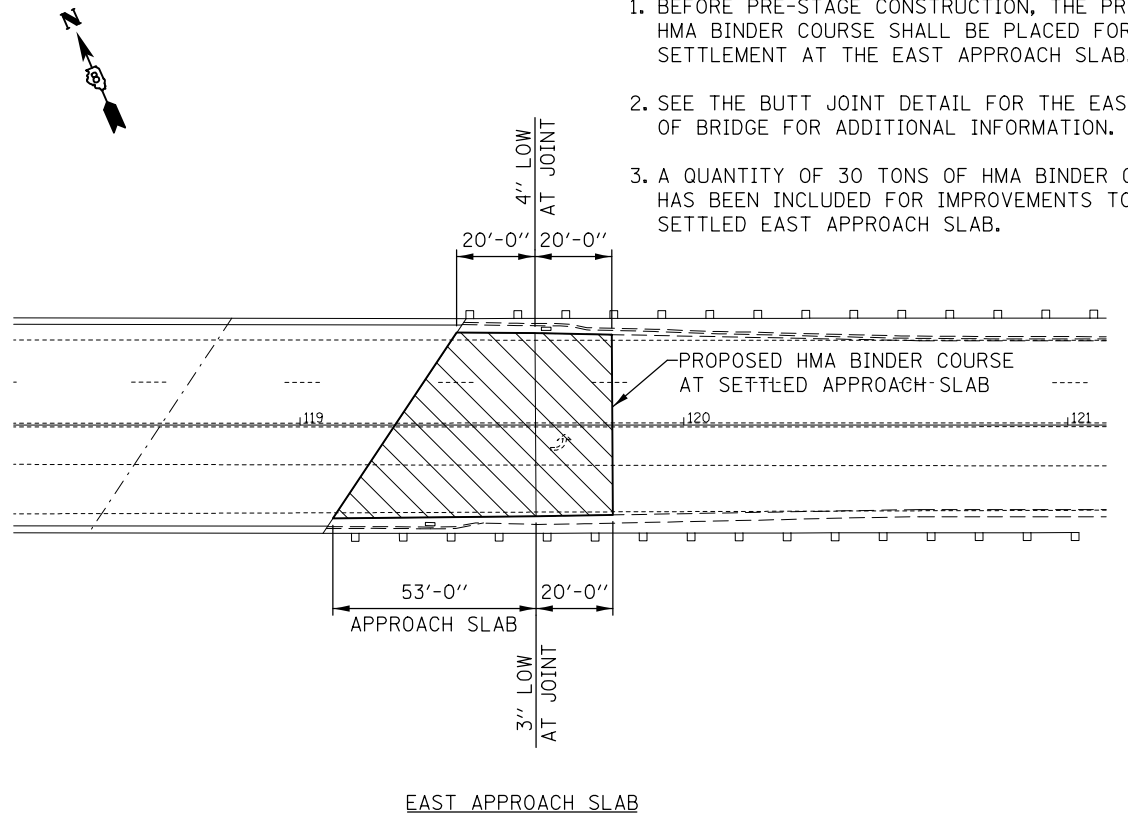
1. PROPOSED HMA SURFACE COURSE QUANTITY ON BRIDGE DECK IS CALCULATED AT A 1 1/2" THICKNESS.
2. THE END OF THE EAST APPROACH SLAB HAS SETTLED APPROXIMATELY 4 INCHES AT THE NORTH EDGE OF PAVEMENT AND 3 INCHES AT THE SOUTH EDGE OF PAVEMENT AT THE END OF THE APPROACH SLAB.
3. PROPOSED HMA BINDER COURSE TO BE CONSTRUCTED BEFORE PRE-STAGE CONSTRUCTION WORK.



CURB MARKING DETAIL
NOT TO SCALE

NOTES:

1. PAINT CURB AND NOSE SOLID FOR 10 FEET OR RADIUS OF NOSE, WHICHEVER IS GREATER.
2. PAINT MINIMUM OF 3 STRIPES IN DIRECTION OF TRAFFIC.
3. REDUCED SPACING USED TO OBTAIN 3 STRIPES MINIMUM.
4. STRIPING RECOMMENDED ONLY WHERE OPERATIONAL PROBLEMS DICTATE.
5. PAINT SOLID WHERE A MINIMUM OF 3 STRIPES CANNOT BE PLACED.



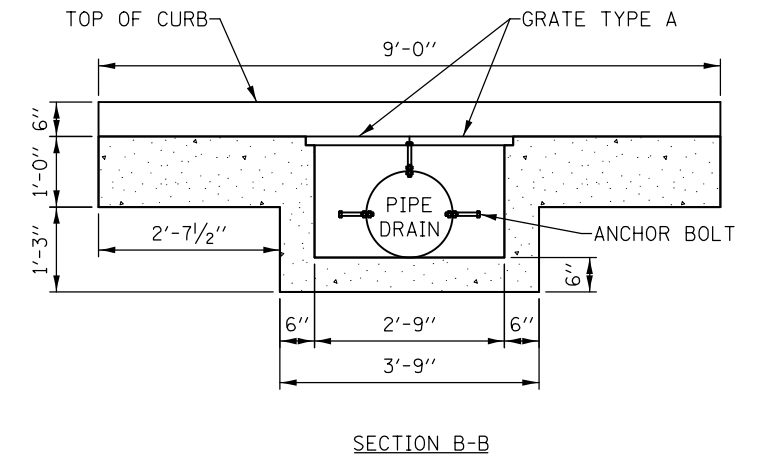
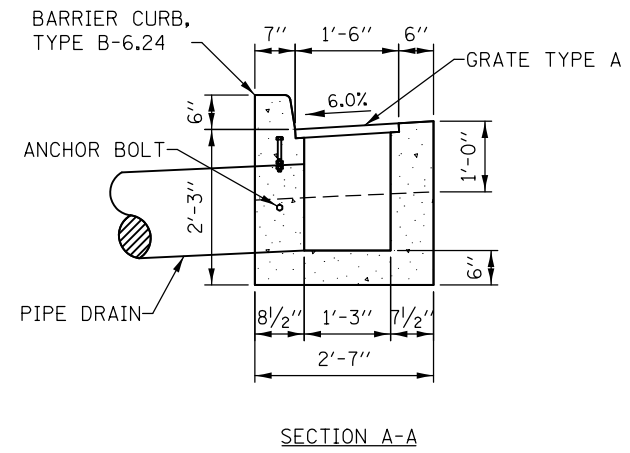
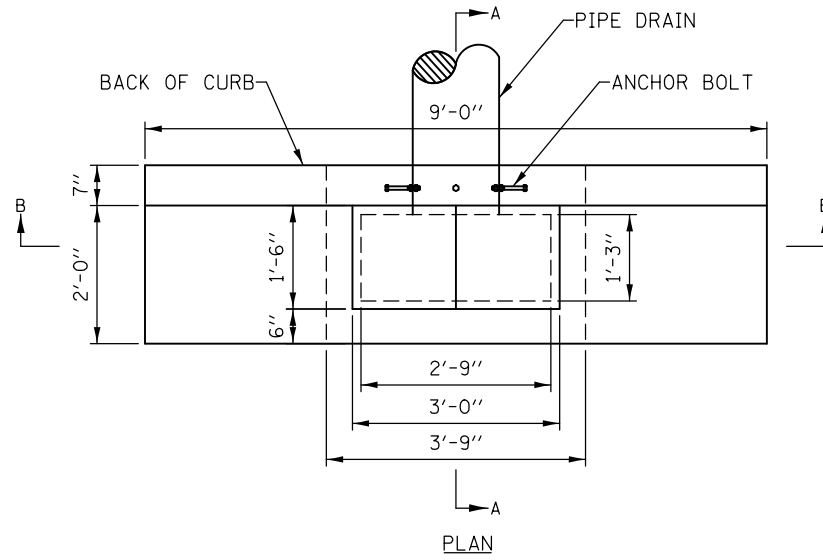
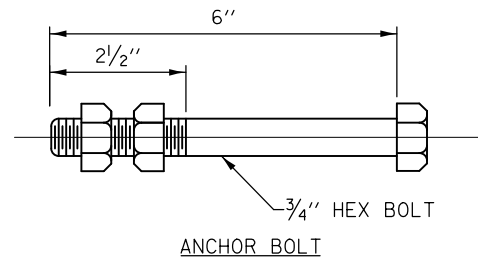
SETTLED APPROACH SLAB OVERLAY DETAIL
NOT TO SCALE

NOTES:

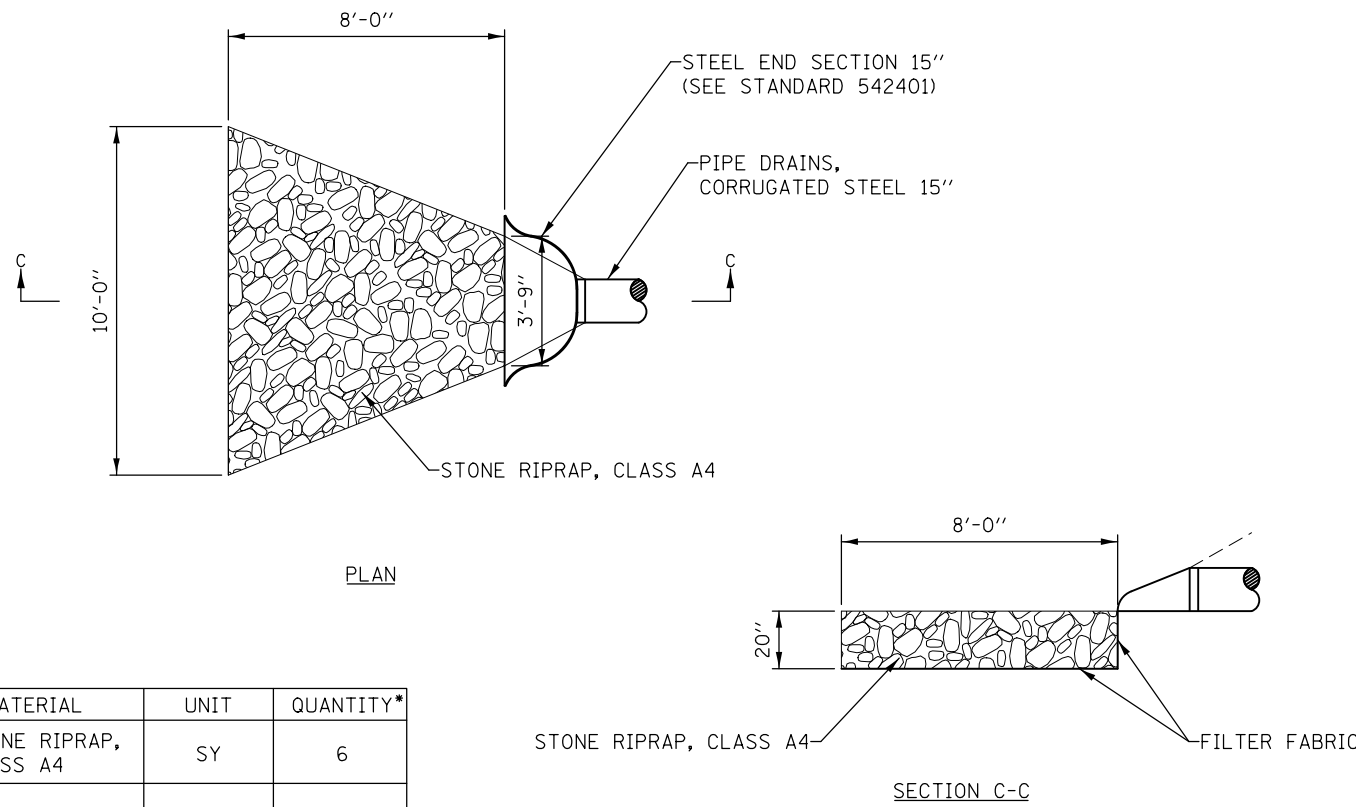
1. BEFORE PRE-STAGE CONSTRUCTION, THE PROPOSED HMA BINDER COURSE SHALL BE PLACED FOR THE SETTLEMENT AT THE EAST APPROACH SLAB.
2. SEE THE BUTT JOINT DETAIL FOR THE EAST END OF BRIDGE FOR ADDITIONAL INFORMATION.
3. A QUANTITY OF 30 TONS OF HMA BINDER COURSE HAS BEEN INCLUDED FOR IMPROVEMENTS TO THE SETTLED EAST APPROACH SLAB.

MATERIAL	UNIT	QUANTITY*
CONCRETE	CY	1.2
GRATE TYPE A (18"x18")	EACH	2
ANCHOR BOLT	EACH	3

* PER LOCATION



OUTLET SPECIAL
NOT TO SCALE



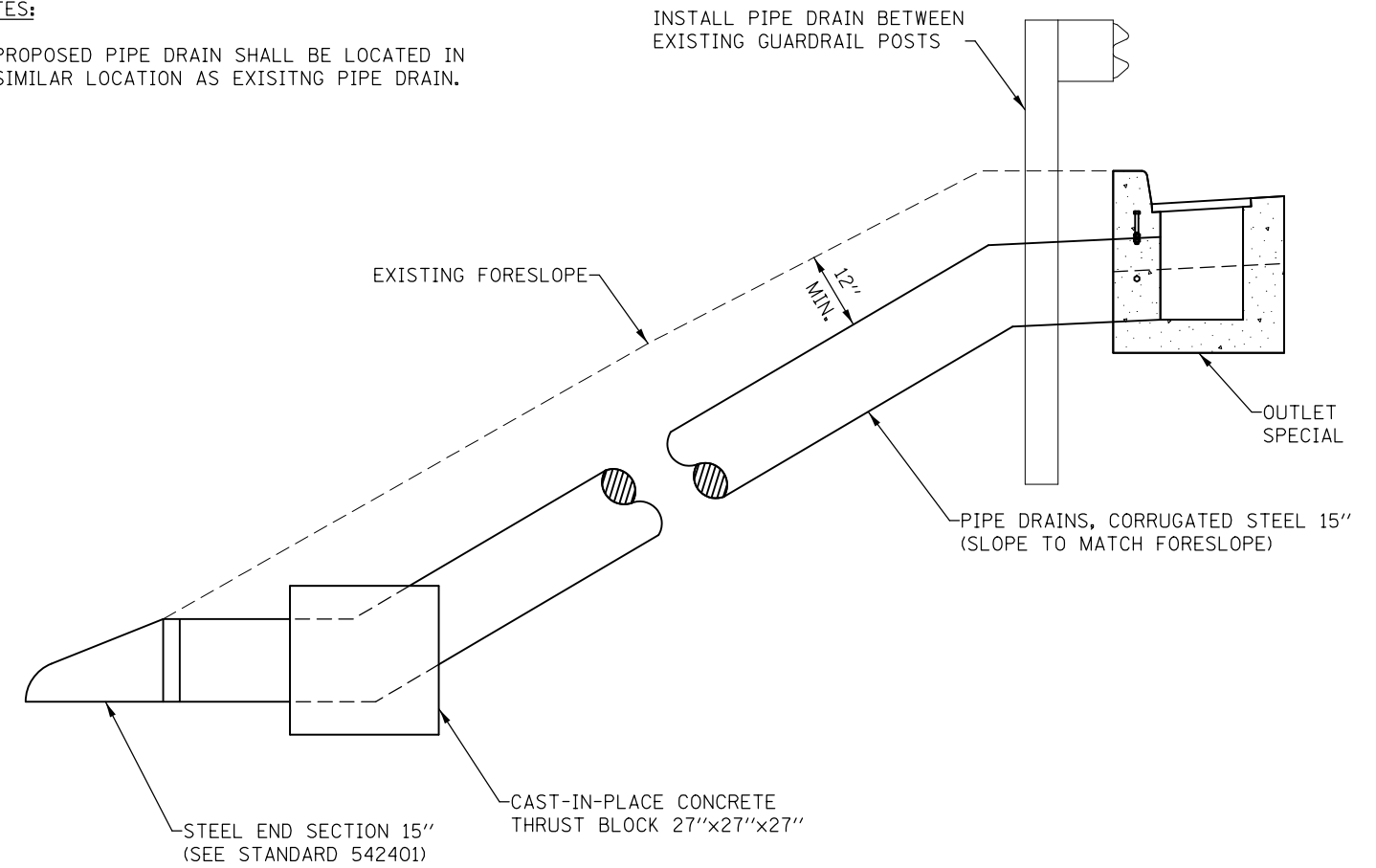
MATERIAL	UNIT	QUANTITY*
STONE RIPRAP, CLASS A4	SY	6
FILTER FABRIC	SY	12

* PER LOCATION

OUTLET PROTECTION DETAIL
NOT TO SCALE

NOTES:

1. PROPOSED PIPE DRAIN SHALL BE LOCATED IN SIMILAR LOCATION AS EXISTING PIPE DRAIN.



PIPE DRAIN DETAIL
NOT TO SCALE

FILE NAME =	USER NAME = freimthpd	DESIGNED -	REVISED -
p:\1\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 8\Projects\0876\Drawings\0876\0876-D876K22-sht-plandwg		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -
	PLOT DATE = 10/5/2017	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS

SCALE: N.T.S. SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	125BDR-2	MADISON	30	30
CONTRACT NO. 76K22				
ILLINOIS FED. AID PROJECT				