

1. COVER SHEET
2. GENERAL NOTES
3. SUMMARY OF QUANTITIES
4. TYPICAL SECTIONS
- 5-6. SCHEDULES
- 7-10. TRAFFIC CONTROL AND PROTECTION DETAILS
11. TYPICAL PAVEMENT MARKING
12. ROADWAY PLANS
- 13-28. STRUCTURE PLANS FOR S.N. 006-0152 (W.B.)
- 27-40. STRUCTURE PLANS FOR S.N. 006-0151 (E.B.)

STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
631031-10	TRAFFIC BARRIER TERMINAL, TYPE 6
701101-02	OFF-ROAD OPERATIONS MULTILANE, 15' (4.5 m) TO 24' (600 mm) FROM PAVEMENT EDGE
701901-02	TRAFFIC CONTROL DEVICES
704001-07	TEMPORARY CONCRETE BARRIER

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

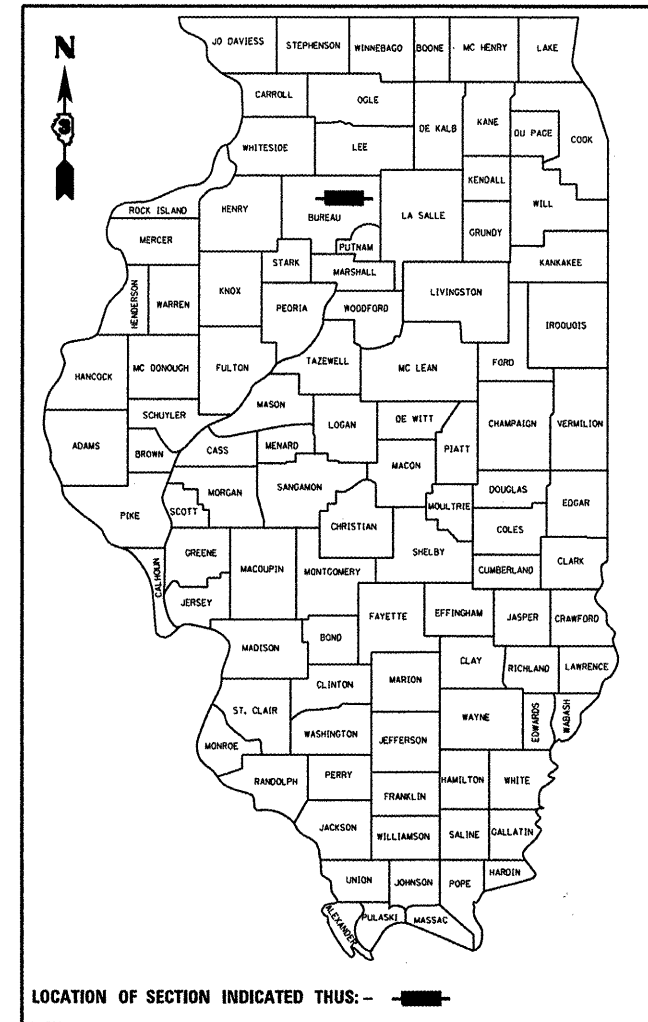
FAI ROUTE 80 (I-80)
SECTION (06-4BR-1)

BRIDGE REPAIRS
SN 006-0151 (EB) & SN 006-0152 (WB)
CARRYING FAI ROUTE 80 (I-80)
OVER BUREAU CREEK
2.0 MILES WEST OF IL ROUTE 26
BUREAU COUNTY

C-93-130-11

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-4BR-1)	BUREAU	40	1
ILLINOIS CONTRACT NO. 66B49				

D-93-002-11



LOCATION OF SECTION INDICATED THUS: - [shaded rectangle] -

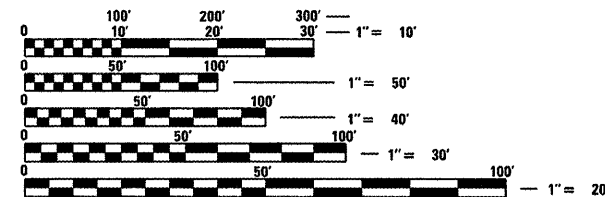
RURAL	
INTERSTATE	
FAI 80 (I-80)	
2011	
ADT	15600
P.V.	54.48%
S.U.	3.85%
M.U.	41.67%

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED 2-16 2012
Eric S. Thacker
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
March 23 2012
John D. Baranzelli, P.E.
 acting ENGINEER OF DESIGN AND ENVIRONMENT
March 23 2012
William R. Frey, Jr.
 acting DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

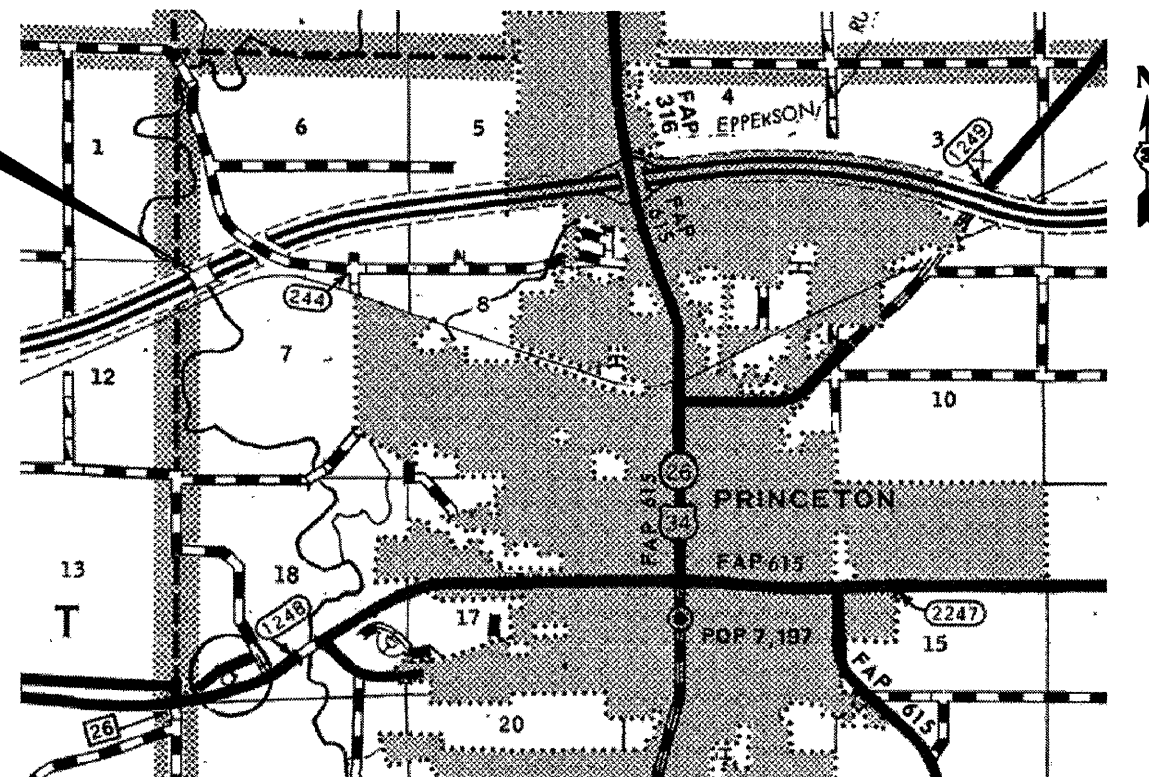
PROJECT LOCATION



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: PRINCETON
CONTRACT NO. 66B49



GROSS LENGTH = 584 FT. = 0.111 MILE
 NET LENGTH = 584 FT. = 0.111 MILE

GENERAL NOTES

THE THICKNESS OF HMA 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 HMA IS PLACED.

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

ON EXISTING PAVEMENT WHICH MAY BE SUPERELEVATED, THE NEW HMA PAVEMENT SHALL BE BUILT WITH THE SAME SUPERELEVATION UNLESS NEW SUPERELEVATION RATES ARE GIVEN ON THE PLANS.

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

HMA RESURFACING	112	LBS / SQ YD / IN
-----------------	-----	------------------

BITUMINOUS MATERIALS (PRIME COAT) RATES		
SURFACE TYPE	ESTIMATED TRUCK APPLICATION RATE	RESIDUAL RATE
MILLED HMA OR PCC PAVEMENT	0.08 GAL / SQ YD	0.04 GAL / SQ YD

MIX DESIGN					
MIX	PG GRADE	DESIGN AIR VOIDS	MIX COMPOSITION	FRICTION AGG	DENSITY CONTROL
POLYMERIZED HMA SURFACE	SBS/PG 70-22	4.0% @N90	IL 12.5 or IL 9.5	MIXTURE D	CORES

COMMITMENTS

DATE: 2-16-12

PREPARED BY: Don Brown
DISTRICT STUDIES & PLANS ENGINEER

EXAMINED BY: Hal Jones
DISTRICT CONSTRUCTION ENGINEER

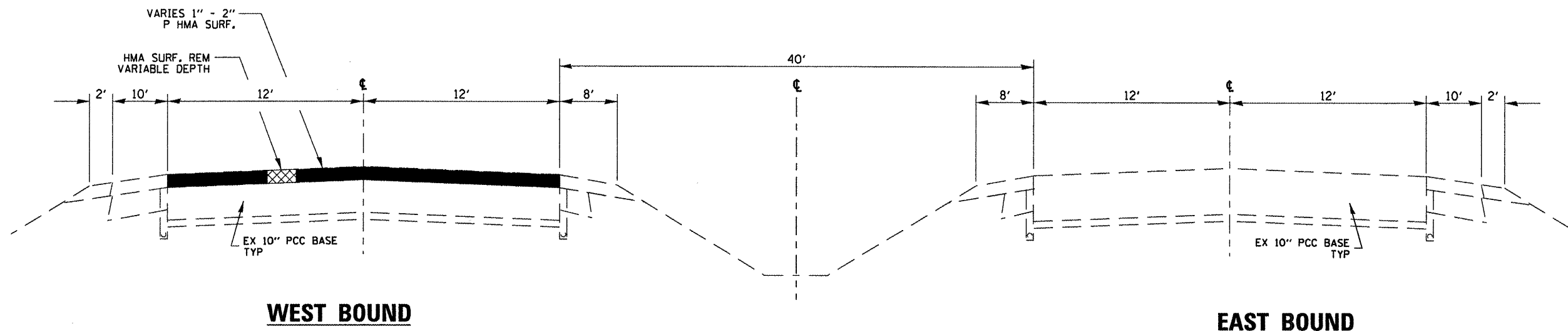
Wayne Bradley
DISTRICT MATERIALS ENGINEER

Bruce A. Heber
DISTRICT OPERATIONS ENGINEER

FILE NAME =	USER NAME = petelijj	DESIGNED - RON WOODSHANK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.I. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ci:\pw_work\pvidot\petelijj\0268311\03689	9-shd-details.dgn	DRAWN - RON WOODSHANK	REVISED -			80	(06-4BR-1)I	BUREAU	40	2	
	PLOT SCALE = 100:8 ' / in.	CHECKED -	REVISED -			CONTRACT NO. 66B49					
	PLOT DATE = 2/16/2012	DATE -	REVISED -			SCALE:	SHEET 1 OF 1 SHEETS	STA.	TO STA.	[ILLINOIS] FED. AID PROJECT	

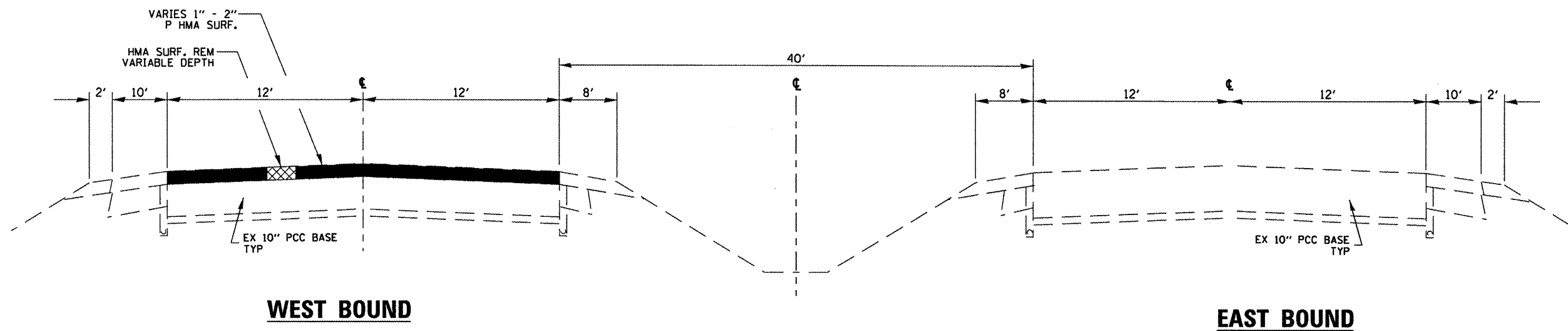
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				STATE FUNDS
				100% STATE
				STRUCTURE
				0014
				RURAL
28100807	STONE DUMPED RIPRAP, CLASS A4	TON	614	614
40600115	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	85	85
40603545	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	89	89
50102400	CONCRETE REMOVAL	CU YD	14	14
50300255	CONCRETE SUPERSTRUCTURE	CU YD	14	14
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	2780	2780
50800515	BAR SPLICERS	EACH	28	28
52000110	PREFORMED JOINT STRIP SEAL	FOOT	176	176
63300575	REMOVE AND RE-ERECT RAIL ELEMENT OF EXISTING GUARDRAIL	FOOT	15	15
67100100	MOBILIZATION	L SUM	1	1
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1126	1126
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1126	1126
78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	2852	2852
78005130	EPOXY PAVEMENT MARKING - LINE 6"	FOOT	826	826
78300100	PAVEMENT MARKING REMOVAL	SO FT	2292	2292
X0322194	POLYMER MODIFIED PORTLAND CEMENT MORTAR	SO FT	6	6
X0325969	PORTABLE, VEHICLE MOUNTED CHANGEABLE MESSAGE BOARD	CAL DA	25	25
X0326880	MESSAGE BOARD VEHICLE DRIVER	HOUR	200	200
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SO YD	1067	1067
X0550300	SLOPE WALL BREAKING	SO YD	504	504
X7010208	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402 (SPECIAL)	EACH	2	2
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	84	84
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SO FT	9	9
Z0016200	DECK SLAB REPAIR (PARTIAL)	SO YD	77	77
* 78100100	REFLECTIVE RAISED PAVEMENT MARKER	EACH	84	84

*SPECIALTY ITEM



PROPOSED TYPICAL SECTION
 STA. 1018 + 61 – STA. 1020 + 64.21

••Bridge Omission
 Sta. 1020+64 to Sta. 1023+56



PROPOSED TYPICAL SECTION
 STA. 1023 + 56.21 – STA. 1025 + 90

FILE NAME =	USER NAME = petelijj	DESIGNED - RON WOODSHANK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
es:\pwork\pwidot\petelijj\d026831\1\03669	9-shr-details.dgn	DRAWN - RON WOODSHANK	REVISED -			80	(06-4BR-11)	BUREAU	40	4	
PLOT SCALE = 100:0 '1' / in.	CHECKED -	REVISIED -	REVISIED -			CONTRACT NO. 66B49		ILLINOIS FED. AID PROJECT			
PLOT DATE = 2/16/2012	DATE -	REVISIED -	REVISIED -			SCALE:	SHEET 1 OF 1 SHEETS	STA.	TO STA.		

PAVEMENT MARKING SCHEDULE						
LOCATION	PAVEMENT MARKING REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	RAISED PAVEMENT MARKER REFLECTOR REPLACEMENT	EPOXY PAVEMENT MARKING LINE 4"		EPOXY PAVEMENT MARKING LINE 6"
	SQ FT	EACH	EACH	FOOT		FOOT
SN 006-0152 (W.B.)			CRYSTAL	YELLOW	WHITE	WHITE
STAGE I	911	42				
STAGE II	235		42	713	713	413
SUBTOTAL				713	713	
TOTAL	1146	42	42	1426		413

TEMPORARY CONCRETE BARRIER SCHEDULE		
LOCATION	TEMPORARY CONCRETE BARRIER	TEMPORARY CONCRETE BARRIER RELOCATE
	SQ FT	EACH
SN 006-0152 (W.B.)		
STAGE I	563	
STAGE II		563
TOTAL	563	563

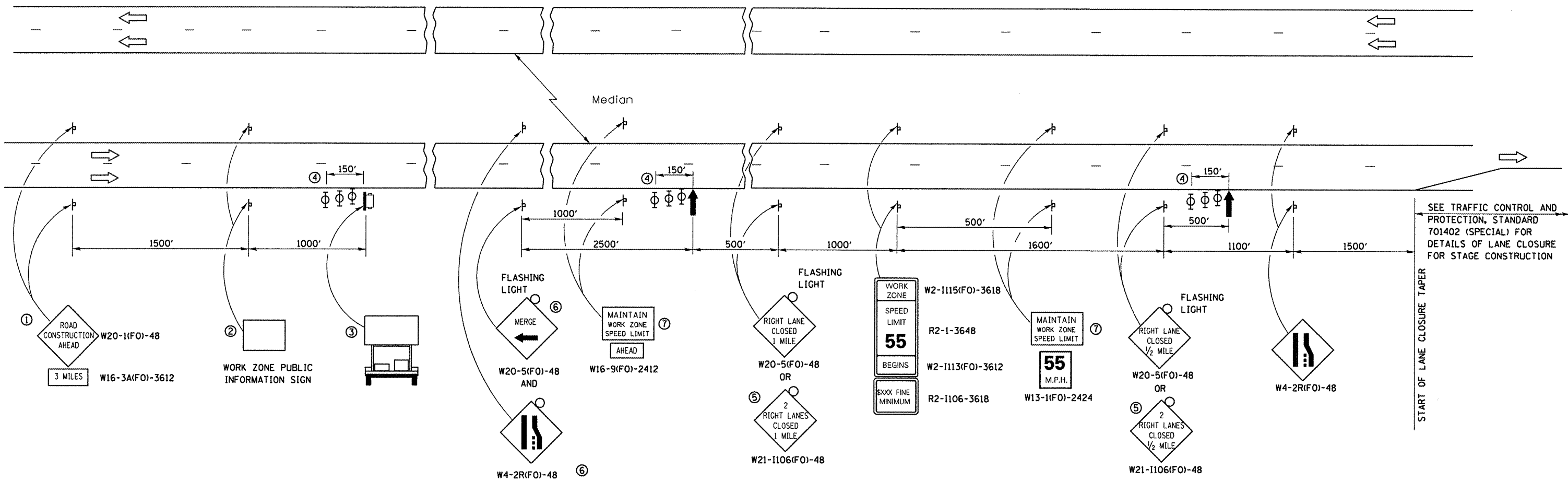
RESURFACING SCHEDULE			
LOCATION	HMA SURFACE REMOVAL (VARIABLE DEPTH)	BITUMINOUS MATERIALS (PRIME COAT)	POLYMERIZED HMA SURFACE CSE. MIX D, N90
	SQ YD	GAL	TON
SN 006-0152 (W.B.)			
STAGE I	538	43	45
STAGE II	529	42	44
TOTAL	1067	85	89

PAVEMENT MARKING SCHEDULE

LOCATION	PAVEMENT MARKING REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	RAISED PAVEMENT MARKER REFLECTOR REPLACEMENT	EPOXY PAVEMENT MARKING LINE 4"		EPOXY PAVEMENT MARKING LINE 6"
	SQ FT	EACH	EACH	YELLOW	WHITE	WHITE
SN 006-0151 (E.B.)			CRYSTAL			
STAGE I	911	42				
STAGE II	235		42	713	713	413
SUBTOTAL				713	713	
TOTAL	1146	42	42	1426		413

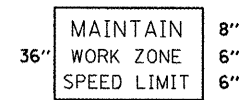
TEMPORARY CONCRETE BARRIER SCHEDULE

LOCATION	TEMPORARY CONCRETE BARRIER	TEMPORARY CONCRETE BARRIER RELOCATE
	SQ FT	EACH
SN 006-0151 (E.B.)		
STAGE I	563	
STAGE II		563
TOTAL	563	563



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



- ↑ ARROW BOARD
- ☐ PORTABLE CHANGEABLE MESSAGE SIGN
- ⊥ SIGN
- ⊕ TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT

GENERAL NOTE:

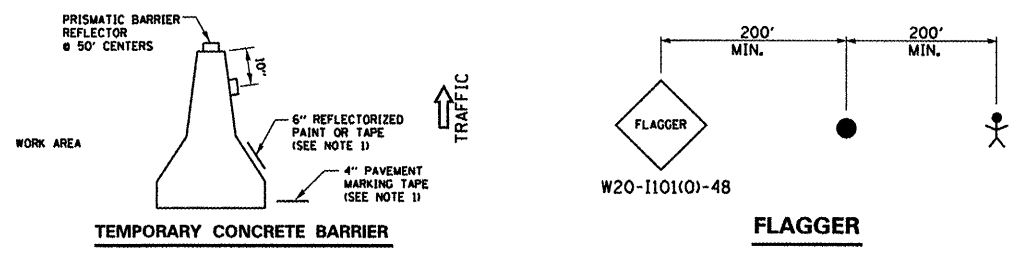
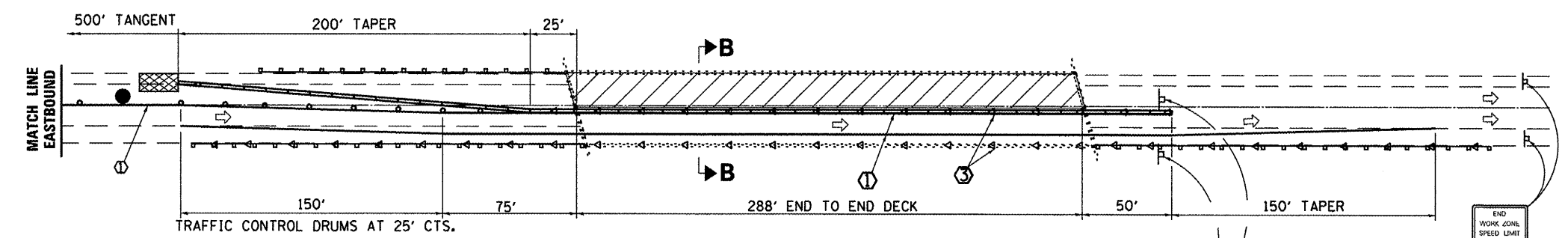
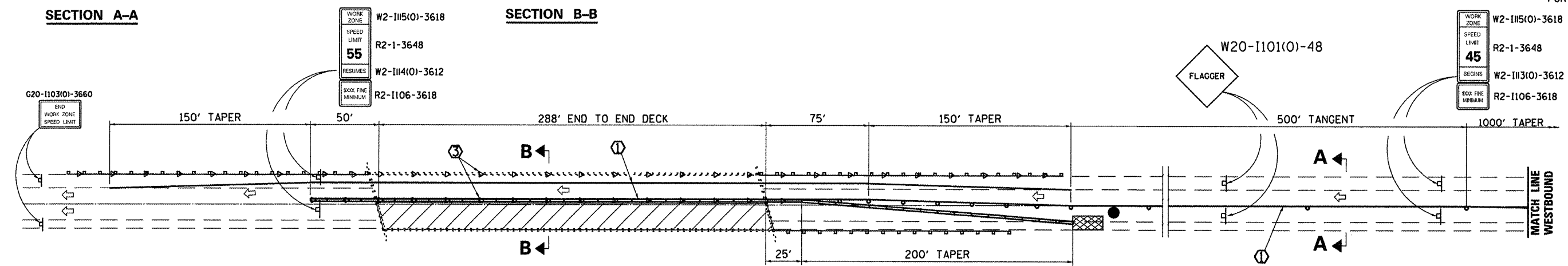
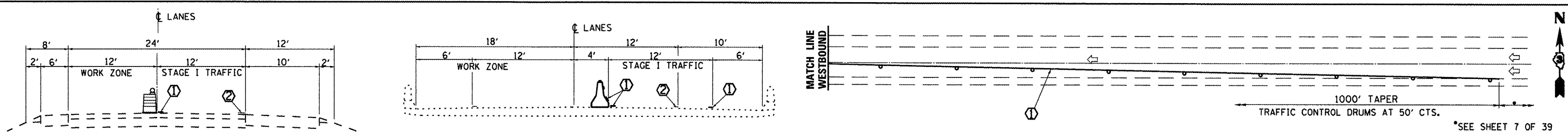
THIS STANDARD IS USED WHERE AT ANY TIME A LANE IS CLOSED ON A FREEWAY/EXPRESSWAY.

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 = peteljj	DESIGNED - RON WOODSHANK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION STANDARD 701400 (SPECIAL)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca:\pw_work\p\d02\peteljj\d0268311\03688	9-shd-details.dgn	DRAWN - RON WOODSHANK	REVISED -			80	(06-48R-11)	BUREAU	40	7	
	PLOT SCALE = 100:0' / 1"	CHECKED -	REVISED -			CONTRACT NO. 66B49					
	PLOT DATE = 2/16/2012	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



- ① REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER(S) AND ALONGSIDE THE TANGENT SECTION(S) OF BARRIER. THE EDGE LINE SHALL BE WHITE FOR RIGHT LANE CLOSURE AND YELLOW FOR LEFT LANE CLOSURES. TEMPORARY PAVEMENT MARKING SHALL BE PAID FOR ACCORDING TO ARTICLE 703.07 OF THE STANDARD SPECIFICATIONS.
- ② EXISTING PAVEMENT MARKING EXISTING PAVEMENT THAT CONFLICTS WITH REVISED TRAFFIC PATTERNS SHALL BE REMOVED
- ③ BARRIER WALL/GUARDRAIL MARKERS AT 25' CTS. MARKERS ON RIGHT SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL BE AMBER.

GENERAL NOTES

THIS STANDARD IS USED WHERE AT ANY TIME ANY VEHICLE, EQUIPMENT, WORKERS OR THEIR ACTIVITIES WILL ENCRONCH ON THE PAVEMENT OR ON THE SHOULDER WITHIN 24" OF THE EDGE OF PAVEMENT WHENEVER TEMPORARY CONCRETE BARRIER IS REQUIRED.

THE WESTBOUND AND EASTBOUND LANES SHALL BE CONSIDERED SEPARATE TRAFFIC CONTROL AND PROTECTION INSTALLATIONS.

THIS STANDARD MUST ALWAYS BE USED IN COMBINATION WITH TRAFFIC CONTROL AND PROTECTION, STANDARD 701400 (SPECIAL).

FLAGGERS AND FLAGGERS SIGNS SHALL BE REQUIRED WHENEVER THE TEMPORARY CONCRETE BARRIER IS NOT IN PLACE.

TEMPORARY CONCRETE BARRIER SHALL BE ACCORDING TO THE "TEMPORARY CONCRETE BARRIER, FOR STAGE CONSTRUCTION", DETAILS AND TRAFFIC CONTROL AND PROTECTION STANDARD 704001.

WORK ZONE SPEED LIMITS SIGNS SHALL REMAIN IN PLACE AND UNCOVERED FOR THE LENGTH OF THE PROJECT.

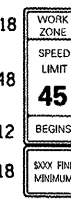
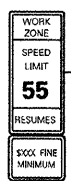
* SEE SHEET 7 OF 39 FOR ADVANCED SIGNING

SYMBOLS

- ↑ ARROW BOARD
- ▨ WORK AREA
- ⊥ SIGN
- TRAFFIC CONTROL DRUM WITH STEADY BURNING MONODIRECTIONAL LIGHT
- ▬ TEMPORARY CONCRETE BARRIER
- FLAGGER
- ◁ MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER AT 25' CTS.
- ▩ IMPACT ATTENUATOR
- ⇨ TRAFFIC FLOW

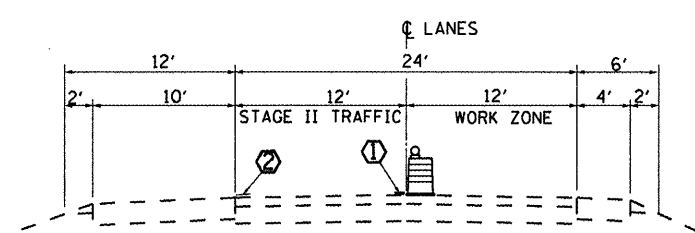
W2-1115(0)-3618
R2-1-3648
W2-1114(0)-3612
R2-1106-3618

W2-1115(0)-3618
R2-1-3648
W2-1113(0)-3612
R2-1106-3618

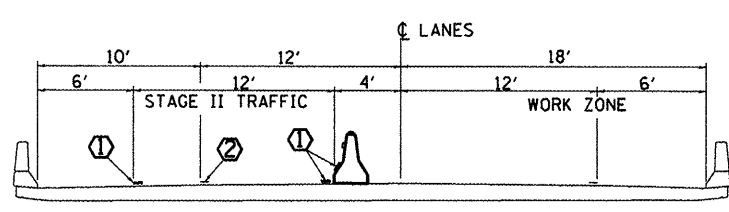


W20-1101(0)-48

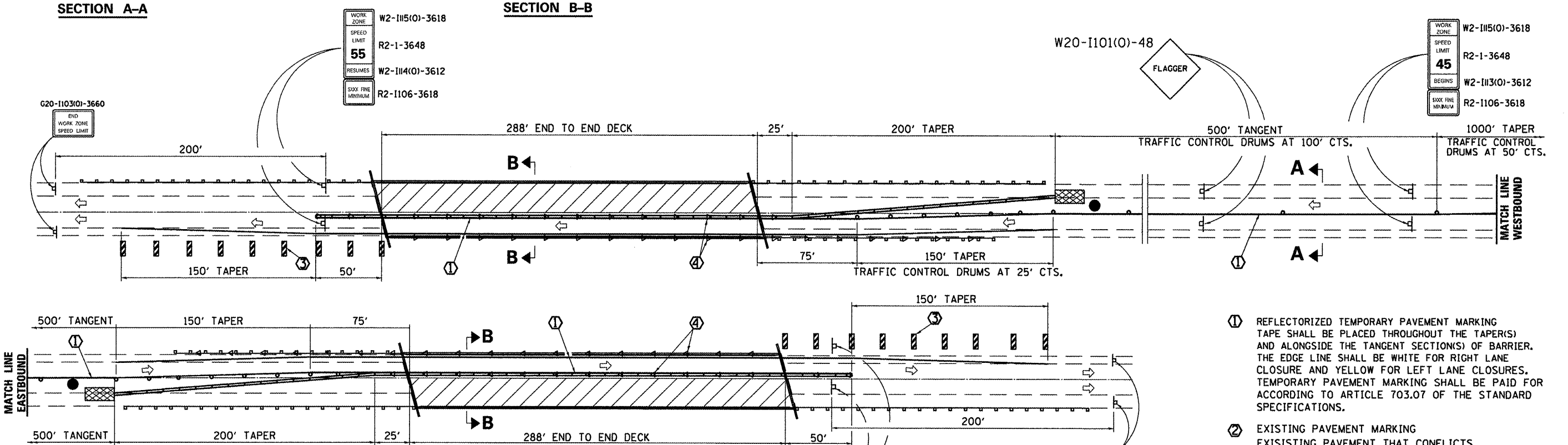
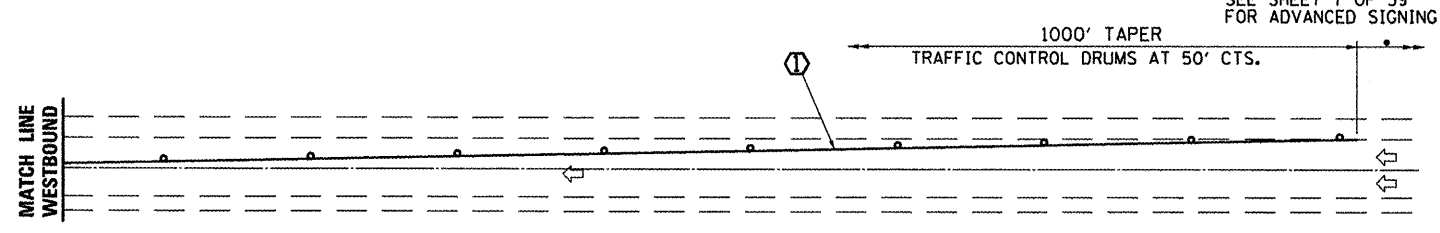
FILE NAME =	USER NAME = potelij	DESIGNED - RON WOODSHANK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION STANDARD 701402 (SPECIAL)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLOT SCALE = 100:0 '1' / in.		CHECKED -	REVISED -			CONTRACT NO. 66B49					
PLOT DATE = 2/16/2012		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



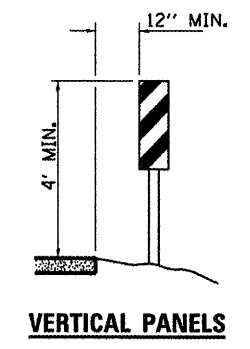
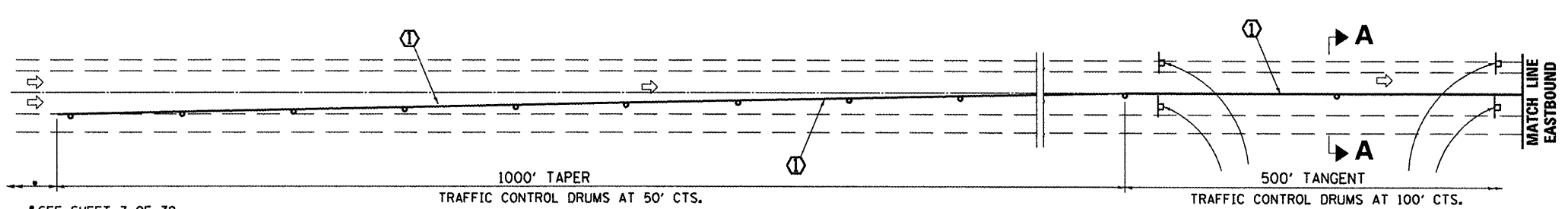
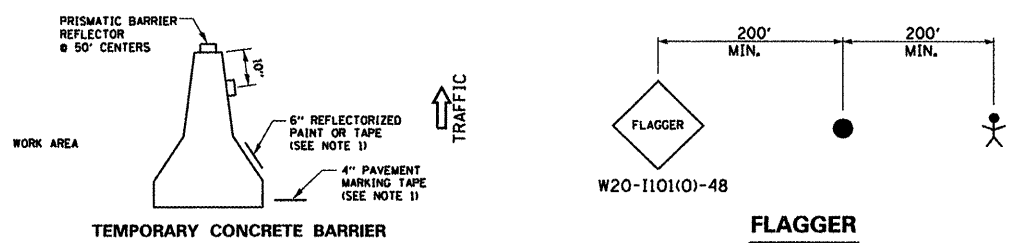
SECTION A-A



SECTION B-B



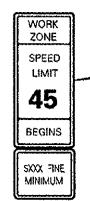
- ① REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER(S) AND ALONGSIDE THE TANGENT SECTION(S) OF BARRIER. THE EDGE LINE SHALL BE WHITE FOR RIGHT LANE CLOSURE AND YELLOW FOR LEFT LANE CLOSURES. TEMPORARY PAVEMENT MARKING SHALL BE PAID FOR ACCORDING TO ARTICLE 703.07 OF THE STANDARD SPECIFICATIONS.
- ② EXISTING PAVEMENT MARKING EXISTING PAVEMENT THAT CONFLICTS WITH REVISED TRAFFIC PATTERNS SHALL BE REMOVED
- ③ POST MOUNTED VERTICLE PANELS AT 25' CTS.
- ④ BARRIER WALL/GUARDRAIL MARKERS AT 25' CTS. MARKERS ON RIGHT SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL BE AMBER.



*SEE SHEET 7 OF 39 FOR ADVANCED SIGNING

- SYMBOLS**
- ↑ ARROW BOARD
 - ▨ WORK AREA
 - ⊥ SIGN
 - TRAFFIC CONTROL DRUM WITH STEADY BURNING MONODIRECTIONAL LIGHT
 - ▬ TEMPORARY CONCRETE BARRIER
 - FLAGGER
 - ◁ MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER AT 25' CTS.
 - ▩ IMPACT ATTENUATOR
 - ⇒ TRAFFIC FLOW

- W2-115(0)-3618
- R2-1-3648
- W2-114(0)-3612
- R2-1106-3618



GENERAL NOTES

THIS STANDARD IS USED WHERE AT ANY TIME ANY VEHICLE, EQUIPMENT, WORKERS OR THEIR ACTIVITIES WILL ENCR OACH ON THE PAVEMENT OR ON THE SHOULDER WITHIN 24" OF THE EDGE OF PAVEMENT WHENEVER TEMPORARY CONCRETE BARRIER IS REQUIRED.

THE WESTBOUND AND EASTBOUND LANES SHALL BE CONSIDERED SEPARATE TRAFFIC CONTROL AND PROTECTION INSTALLATIONS.

THIS STANDARD MUST ALWAYS BE USED IN COMBINATION WITH TRAFFIC CONTROL AND PROTECTION, STANDARD 701400 (SPECIAL).

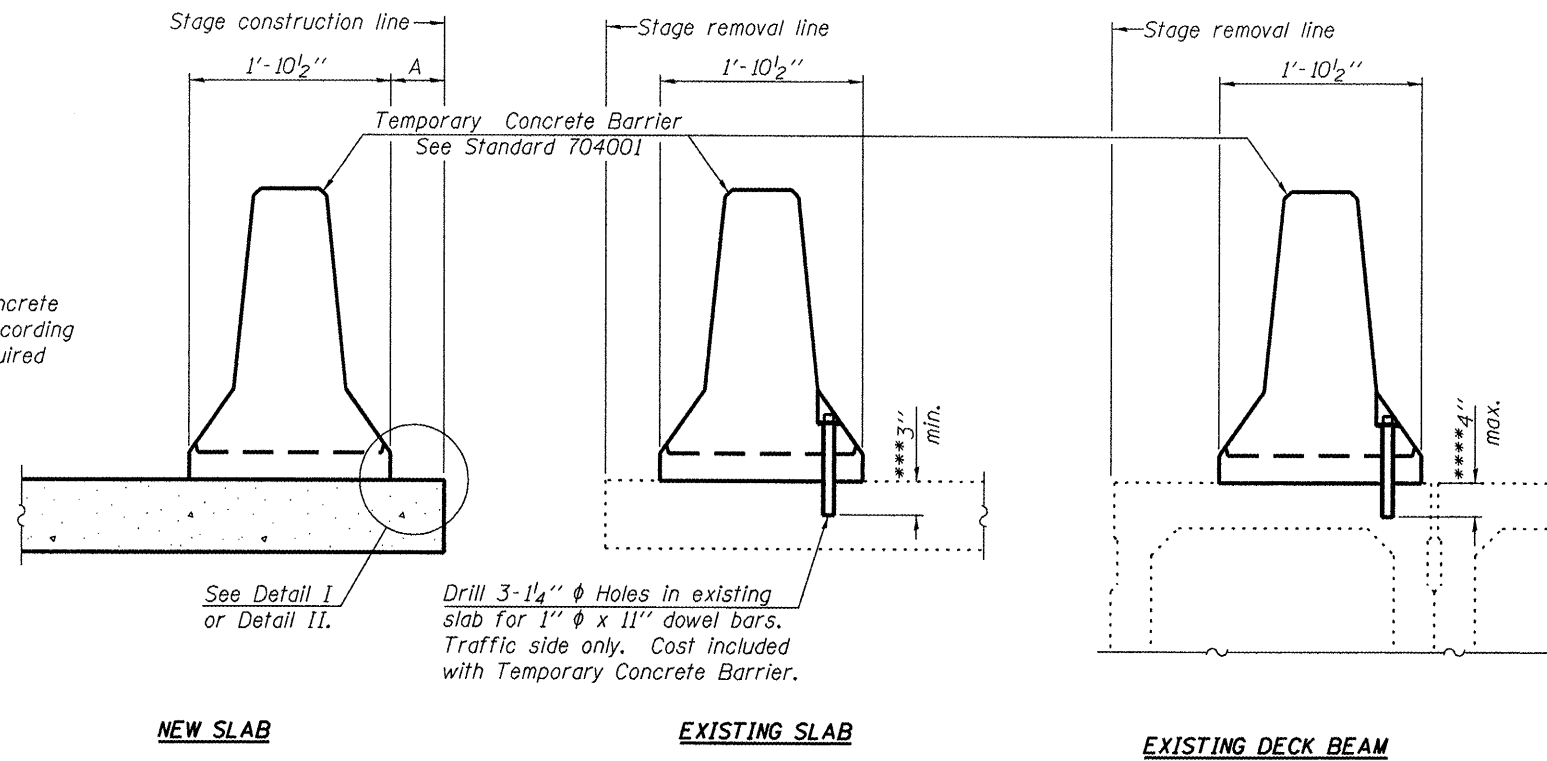
FLAGGERS AND FLAGGERS SIGNS SHALL BE REQUIRED WHENEVER THE TEMPORARY CONCRETE BARRIER IS NOT IN PLACE.

TEMPORARY CONCRETE BARRIER SHALL BE ACCORDING TO THE "TEMPORARY CONCRETE BARRIER, FOR STAGE CONSTRUCTION", DETAILS AND TRAFFIC CONTROL AND PROTECTION STANDARD 704001.

WORK ZONE SPEED LIMITS SIGNS SHALL REMAIN IN PLACE AND UNCOVERED FOR THE LENGTH OF THE PROJECT.

FILE NAME =	USER NAME = petelyj	DESIGNED - RON WOODSHANK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION STANDARD 701402 (SPECIAL)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ci:\pw_work\pvidot\petelyj\026831\103668	9-shd-details.dgn	DRAWN - RON WOODSHANK	REVISED -			80	(06-4BR-11)	BUREAU	40	9	
	PLOT SCALE = 100:1 @ 1/4" = 1'	CHECKED -	REVISED -			CONTRACT NO. 66B49					
	PLOT DATE = 2/16/2012	DATE -	REVISED -			[ILLINOIS] FED. AID PROJECT					

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



SECTIONS THRU SLAB OR DECK BEAM

NOTES

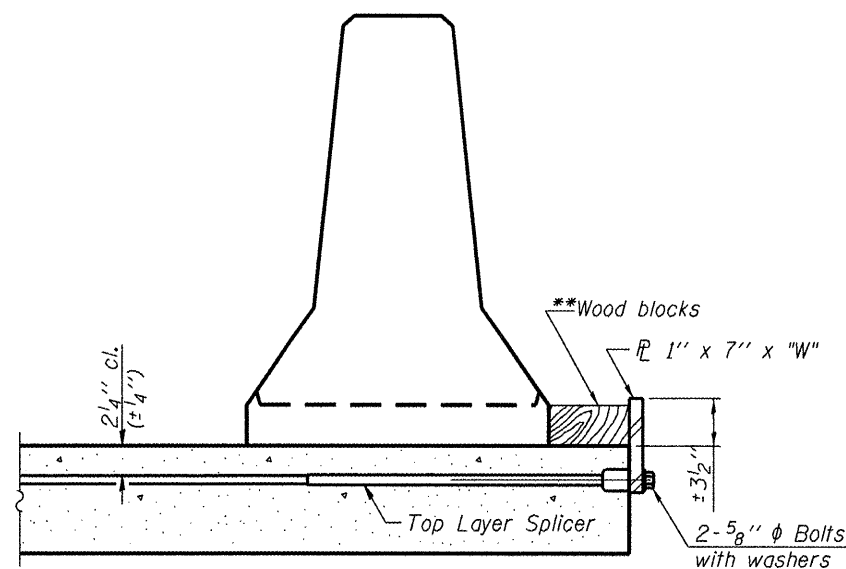
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel \bar{P} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel \bar{P} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

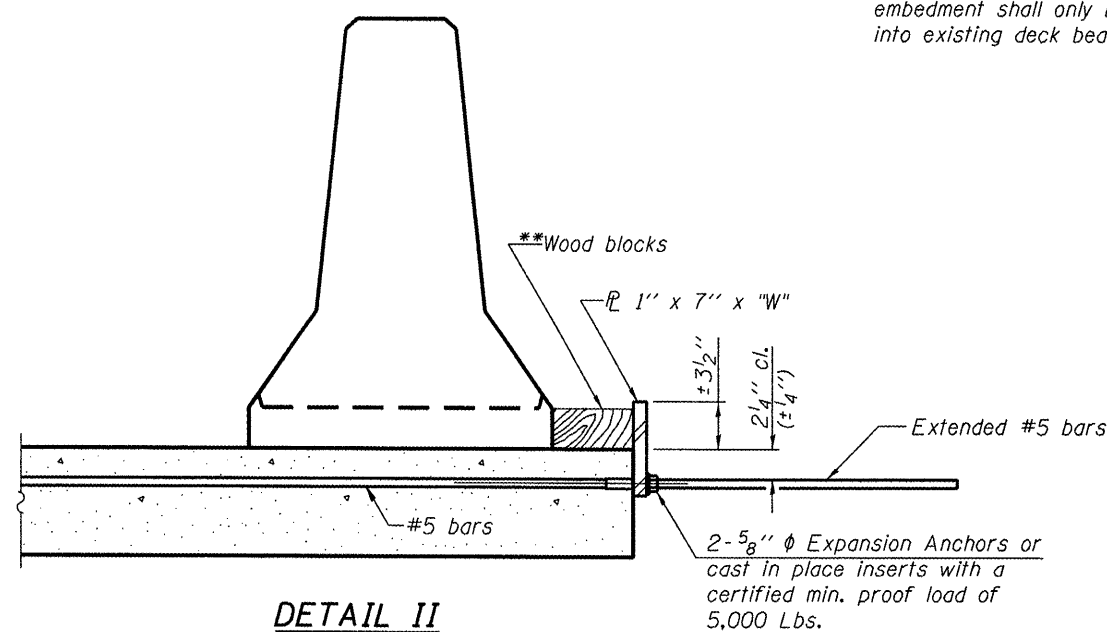
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

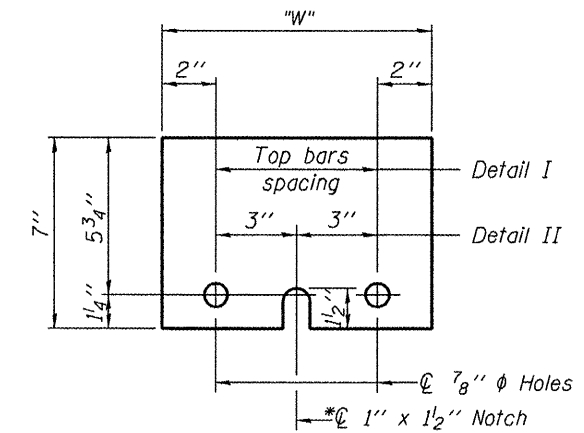
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER \bar{P} 1" x 7" x "W"

* Required only with Detail II

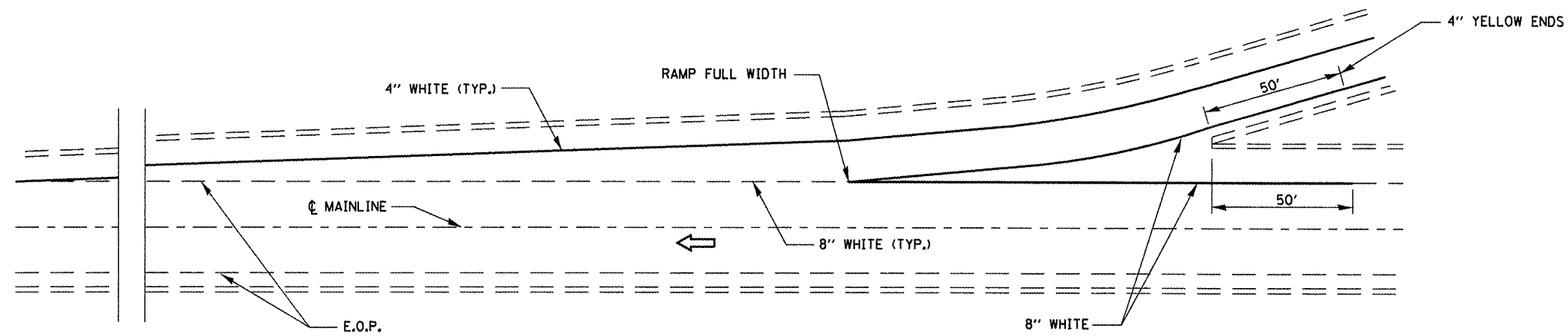
** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"

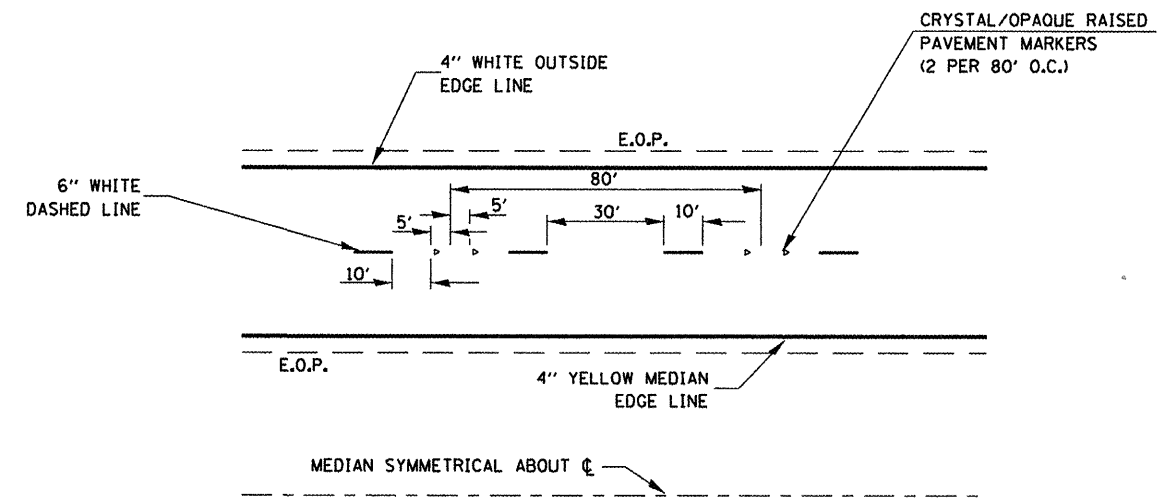
R-27

7-1-10

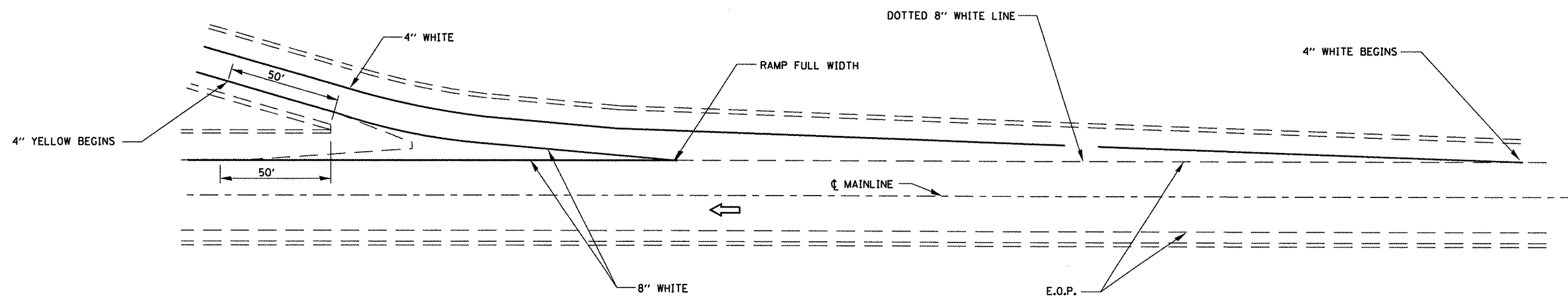
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c:\pvc\work\pvidot\patelijj\d0268311\0366B	9-shht-details.dgn	DRAWN - RON WOODSHANK	REVISED -			80	106-4BR-111	BUREAU	40	10	
PLOT SCALE = 100:0 1" / 10'		CHECKED -	REVISED -			CONTRACT NO. 66B49					
PLOT DATE = 2/16/2012		DATE -	REVISED -			SCALE:	SHEET 3 OF 3 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	



TYPICAL PAVEMENT MARKING FOR ENTRANCE RAMP TERMINALS

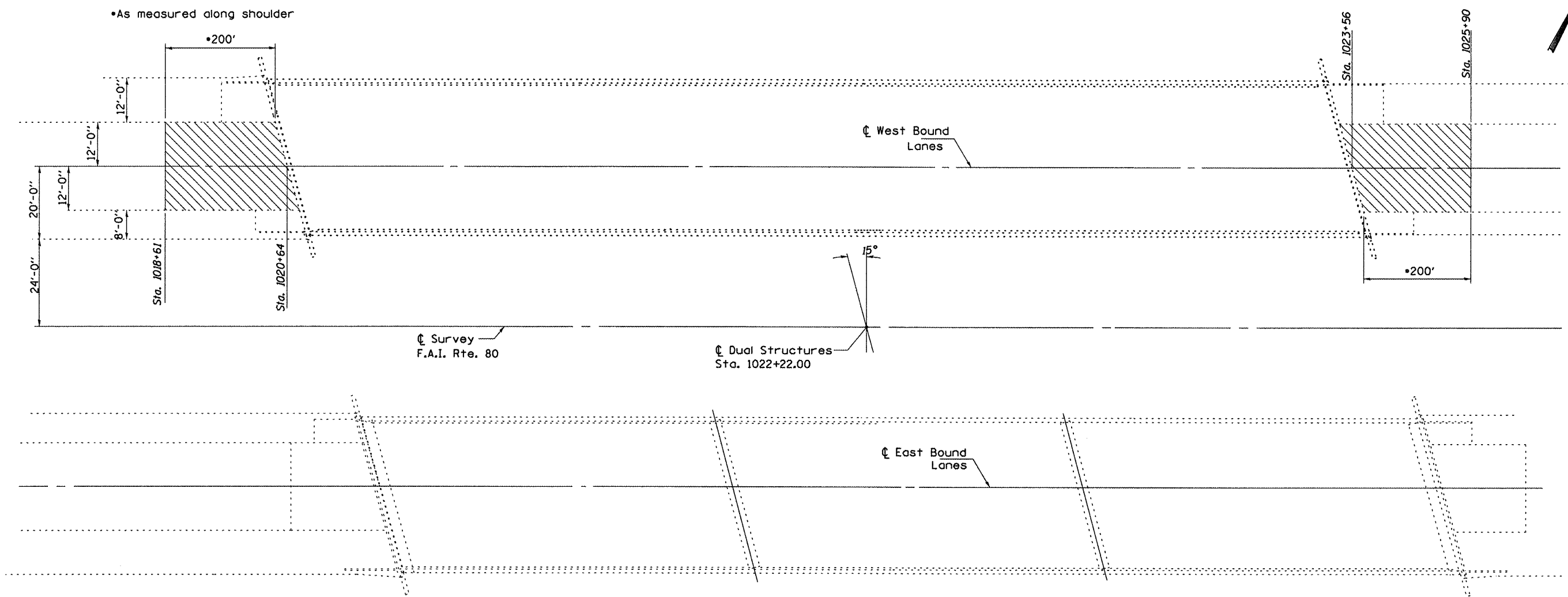


TYPICAL PAVEMENT MARKINGS

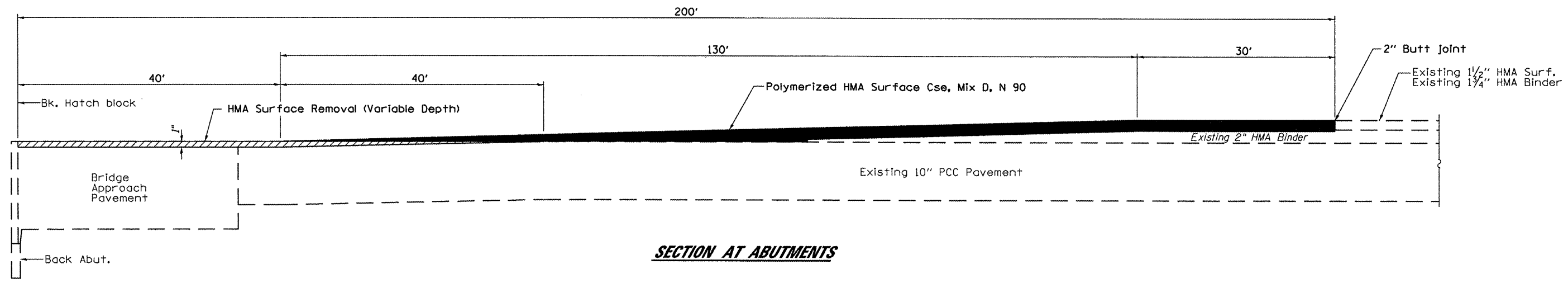


TYPICAL PAVEMENT MARKINGS FOR EXIT RAMP TERMINALS

FILE NAME =	USER NAME = pateljj	DESIGNED - RON WOODSHANK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL PAVEMENT MARKING	F.A.I. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwork\pateljj\d0268311\036689-shr-details.dgn	DRAWN - RON WOODSHANK	REVISED -	80			(06-4BR-1)I	BUREAU	40	11	
PLOT SCALE = 100:0' / in.	CHECKED -	REVISED -	CONTRACT NO. 66B49							
PLOT DATE = 2/16/2012	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.										

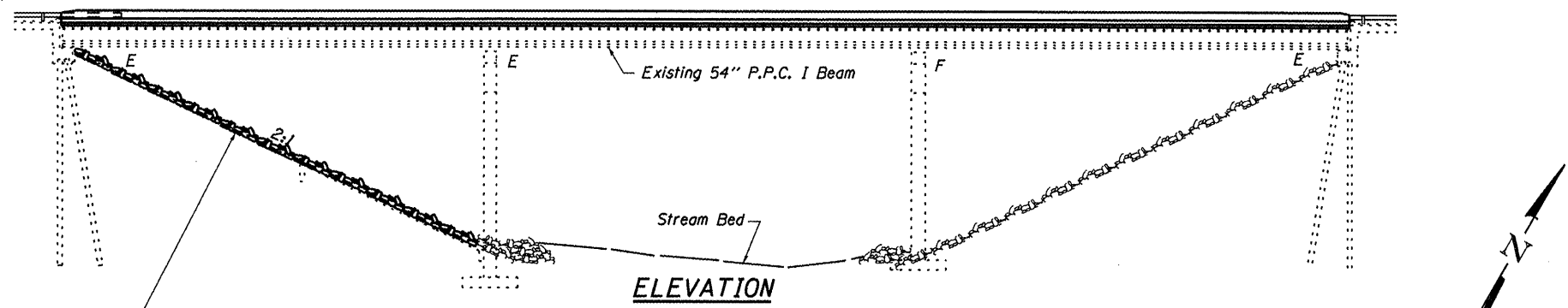


PLAN



SECTION AT ABUTMENTS

FILE NAME =	USER NAME = potelijj	DESIGNED - RON WOODSHANK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLANS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
at\pwwork\pwwork\potelijj\d0268311\03668	9-shd-details.dgn	DRAWN - RON WOODSHANK	REVISED -			80	(06-4BR-11)	BUREAU	40	12
	PLOT SCALE = 100:8 ' / in.	CHECKED -	REVISED -			CONTRACT NO. 66B49				
	PLOT DATE = 2/16/2012	DATE -	REVISED -			ILLINOIS FED. AID PROJECT				
				SCALE:		SHEET 1 OF 1 SHEETS		STA. 1020+64.21 TO STA. 1023+56.21		



Break existing concrete slope wall, spread evenly through out slope and cover with Stone Dumped Riprap, Class A4. See Sheet No. 40 of 40 for Details.

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

Reinforcement bars designated (E) shall be epoxy coated. The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.

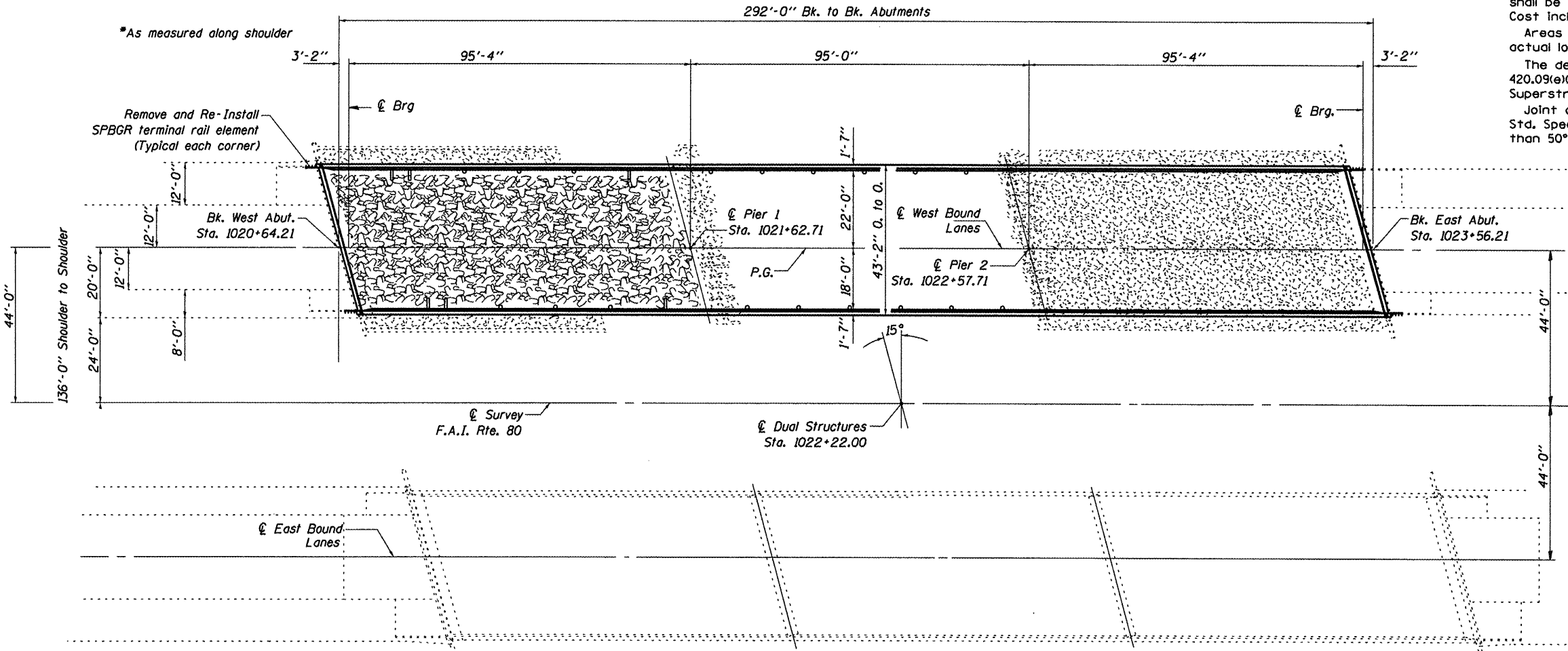
The Contractor shall use extreme care during concrete removal so as not to damage the PPC I-Beam.

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.

Areas of deck repairs shown are estimated. The Engineer shall show actual locations of deck repairs on As-built Plans.

The deck surface shall have its final finish tined according to Article 420.09(e)(1) of the Standard Specifications. Cost Included with Concrete Superstructures.

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

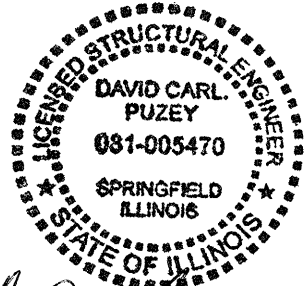


LEGEND

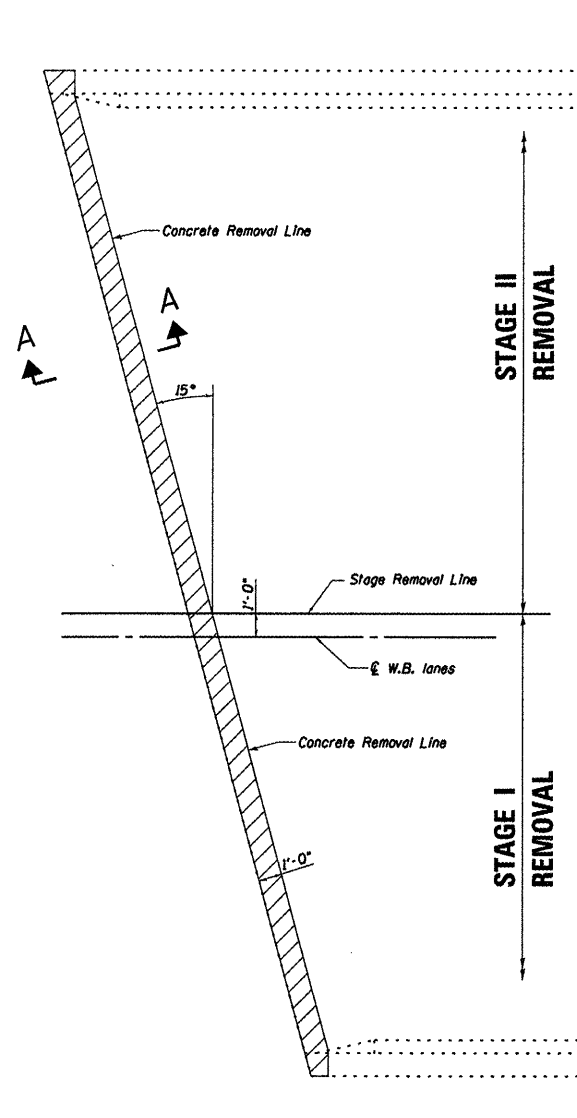
- EXISTING STONE RIPRAP
- PROPOSED STONE DUMPED RIPRAP
- MILL & RESURFACE EXISTING APPROACH PAVEMENT

TOTAL BILL OF MATERIAL

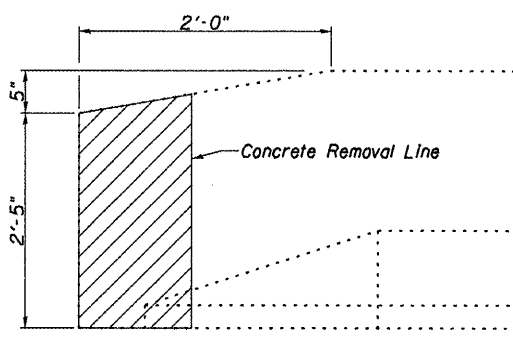
ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu Yd	7		7
Concrete Superstructure	Cu Yd	7		7
Reinforcement Bars	Pound	1390		1390
Epoxy Coated				
Preformed Joint Strip Seal	Foot	88		88
Bar Splicers	Each	14		14
Deck Slab Repair (Partial)	Sq Yd	27		27
Structural Repair of Concrete (Depth Equal to or Less Than 5")	Sq Ft	4		4
Polymer Modified Portland Cement Mortar	Sq Ft	6		6
Slope Wall Breaking	Sq Yd		504	504
Stone Dumped Riprap, Class A4	Ton		454	454



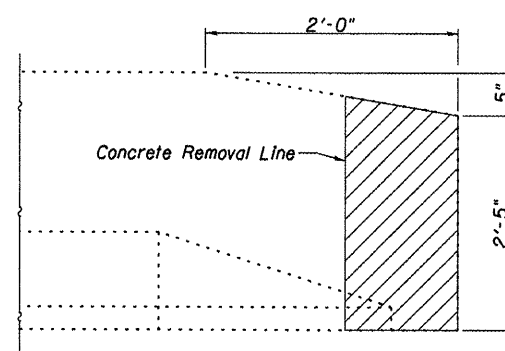
David Carl Puzey 3/21/12
Expires 11/30/12



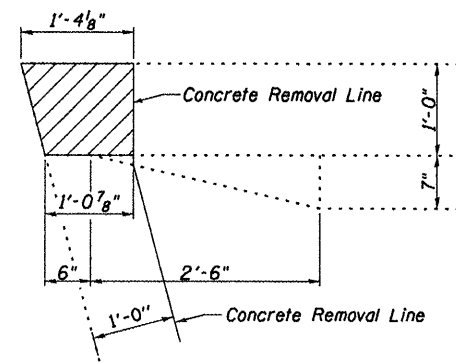
SUPERSTRUCTURE AT WEST ABUTMENT



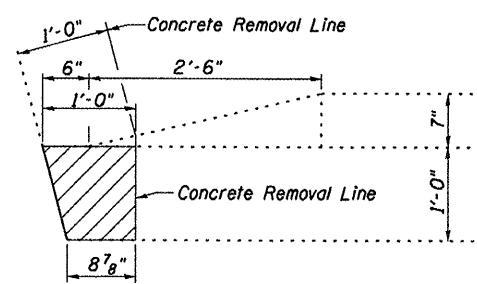
N.W. ELEVATION



S.W. ELEVATION

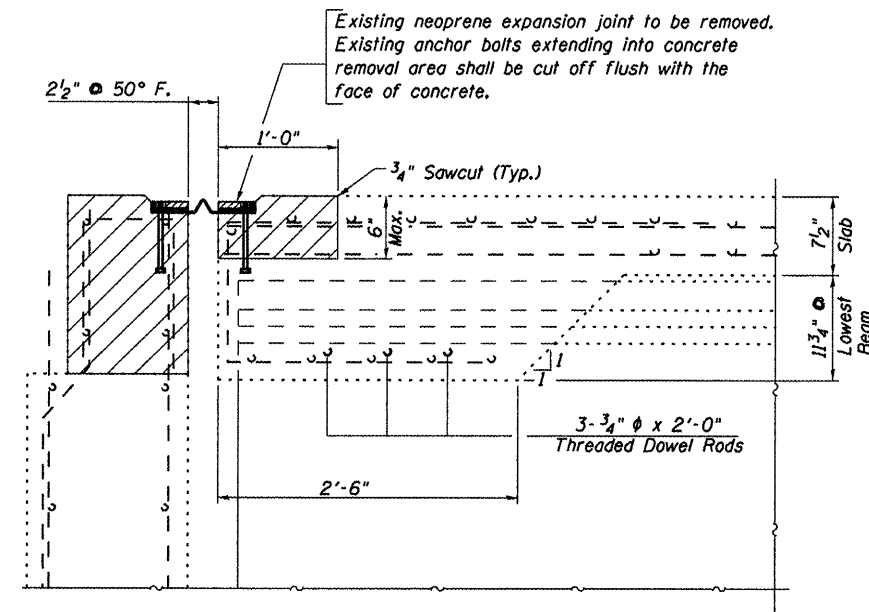


PLAN

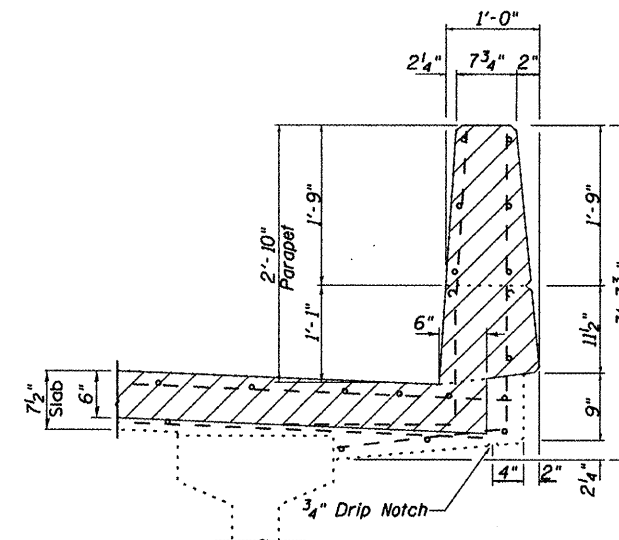


PLAN

PARAPET DETAILS

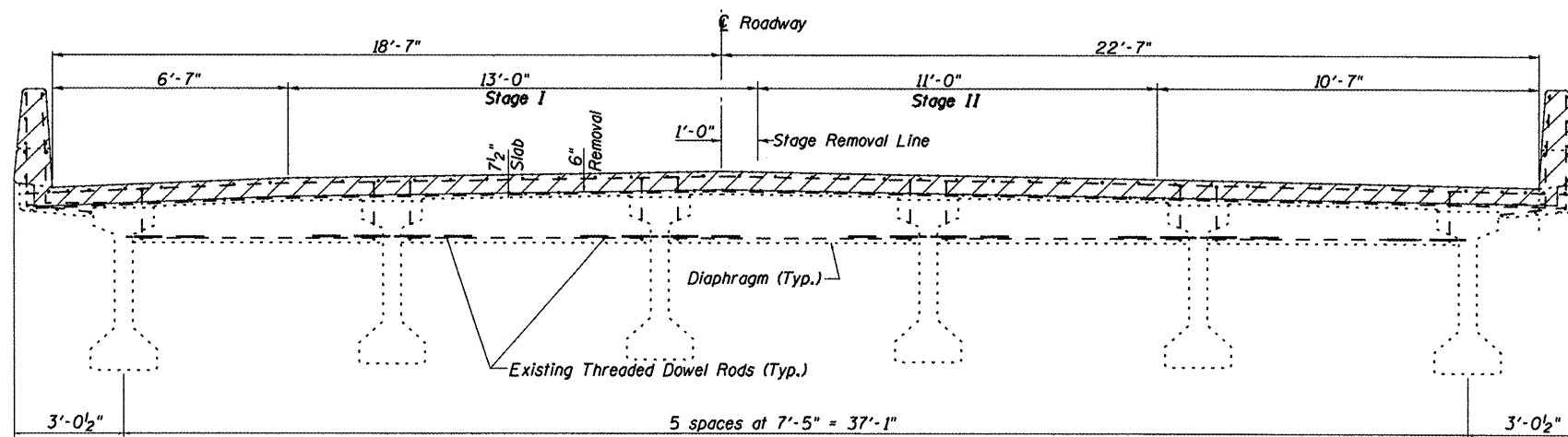


SECTION A-A
Measurements at Right L's



SECTION THRU PARAPET

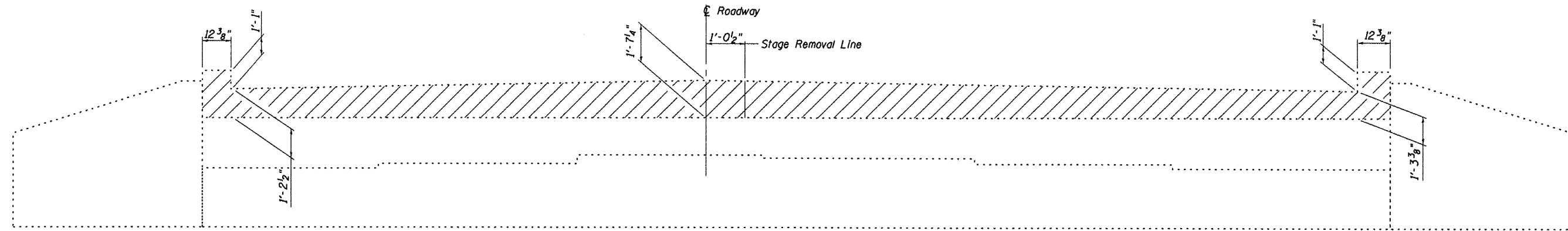
CONCRETE REMOVAL LIMITS



CROSS SECTION AT WEST ABUTMENT

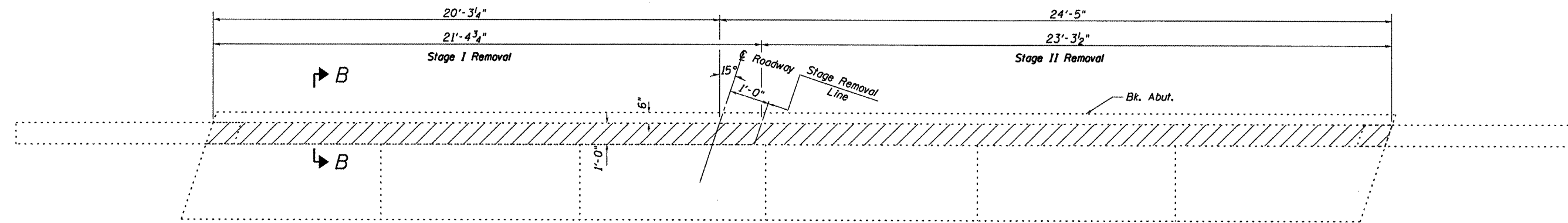
LOOKING WEST

FILE NAME =	USER NAME = petelju	DESIGNED - RON WOODSHANK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE REMOVAL DETAILS WEST ABUT. FOR STRUCTURE NO. 006-0152 (W.B.)	F.A.I. RTE. = 80	SECTION = (06-4BR-111)	COUNTY =	TOTAL SHEETS = 40	SHEET NO. = 14	
ci:\pw\work\p\midot\petelju\1d026831\1d3668	9-ah-1-detailed.dgn	DRAWN - RON WOODSHANK	REVISED -			SCALE:	SHEET 2 OF 14 SHEETS	CONTRACT NO. 66B49		ILLINOIS FED. AID PROJECT	
	PLOT SCALE = 1/8" = 1' / in.	CHECKED -	REVISED -								
	PLOT DATE = 2/16/2012	DATE -	REVISED -								

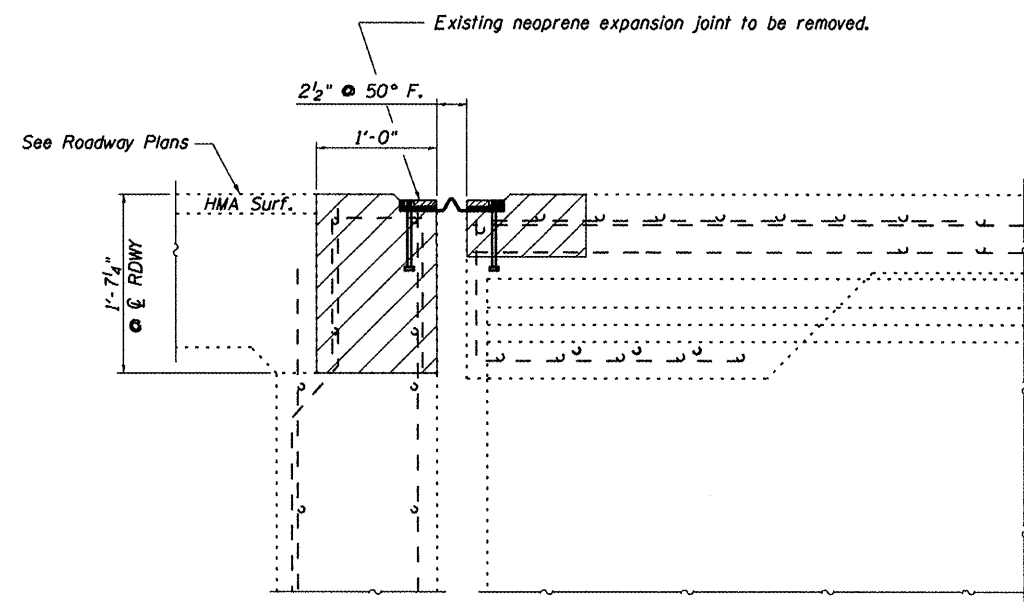


ELEVATION

 **CONCRETE REMOVAL LIMITS**

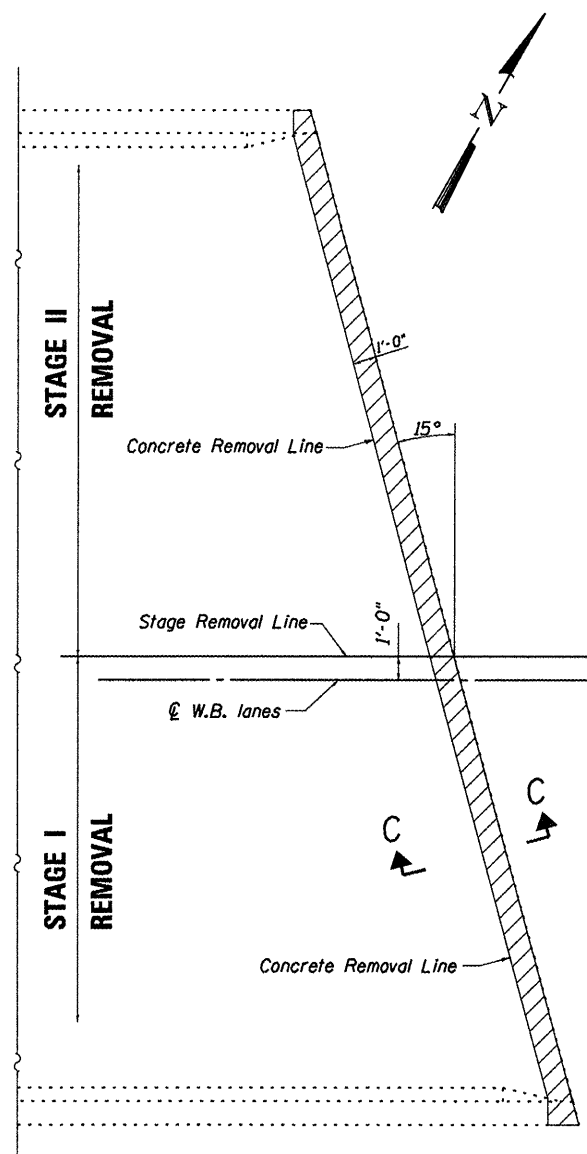


TOP VIEW

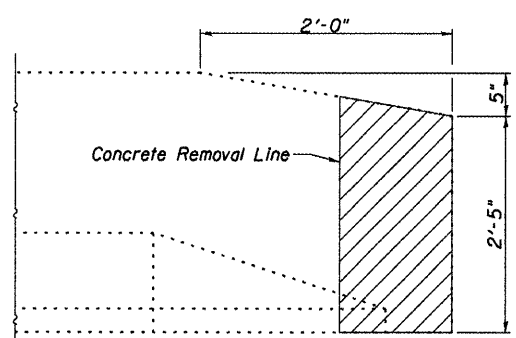


SECTION B-B
Measurements at Right L's

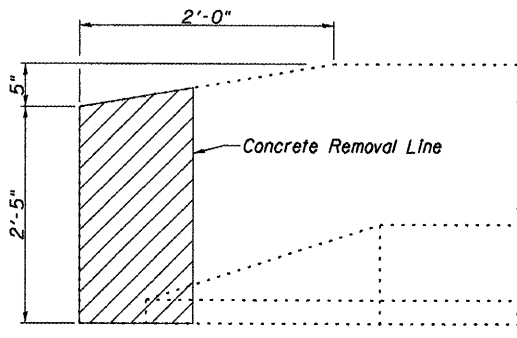
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PLOT SCALE = 100:0' / 1 in.		CHECKED -	REVISED -		CONTRACT NO. 66B49			ILLINOIS FED. AID PROJECT			
PLOT DATE = 2/16/2012		DATE -	REVISED -		SCALE:	SHEET 3 OF 14 SHEETS	STA. 1020+64.21 TO STA. 1023+56.21				



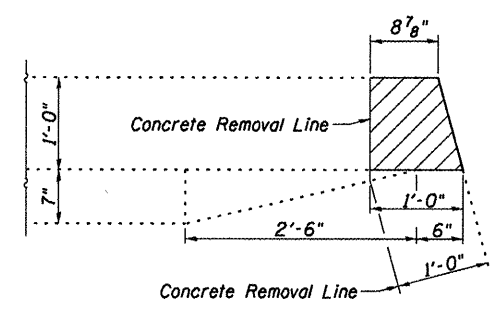
SUPERSTRUCTURE AT EAST ABUTMENT



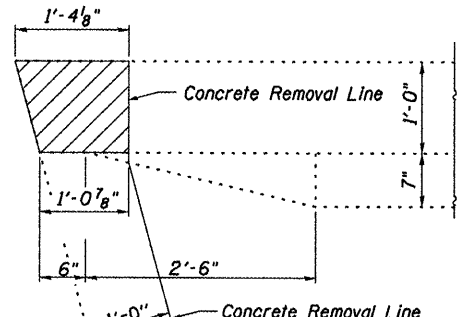
N.E. ELEVATION



S.E. ELEVATION



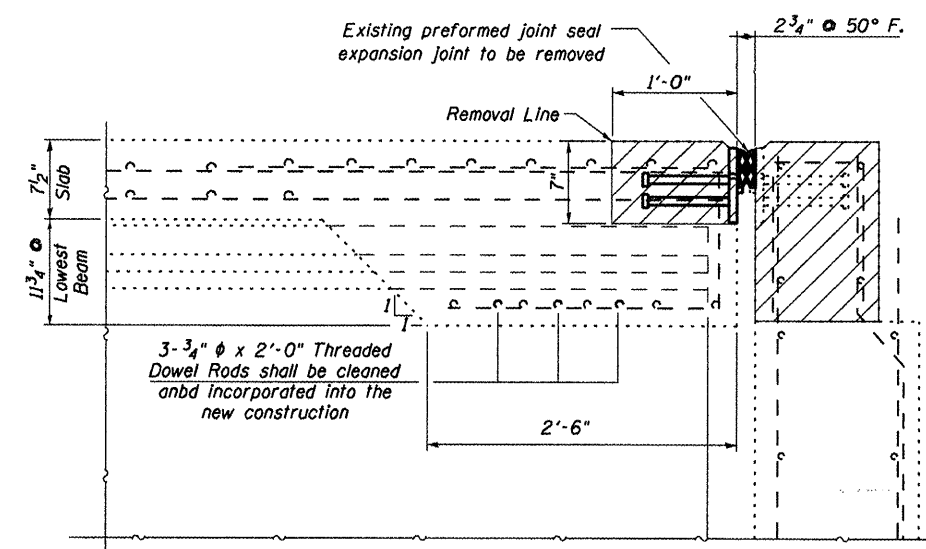
PLAN



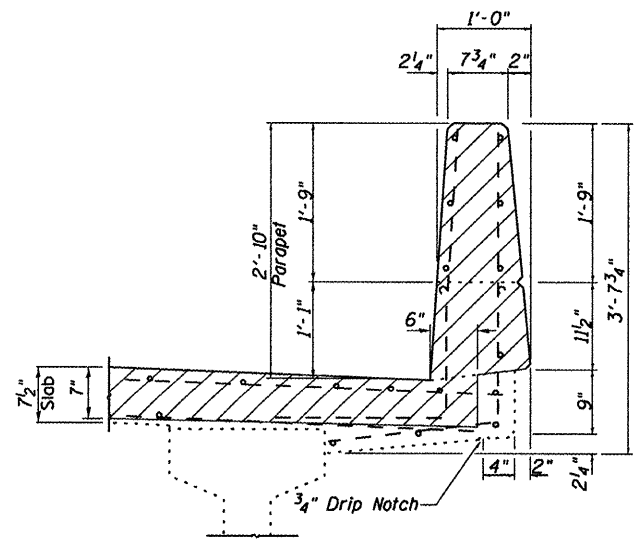
PLAN

PARAPET DETAILS

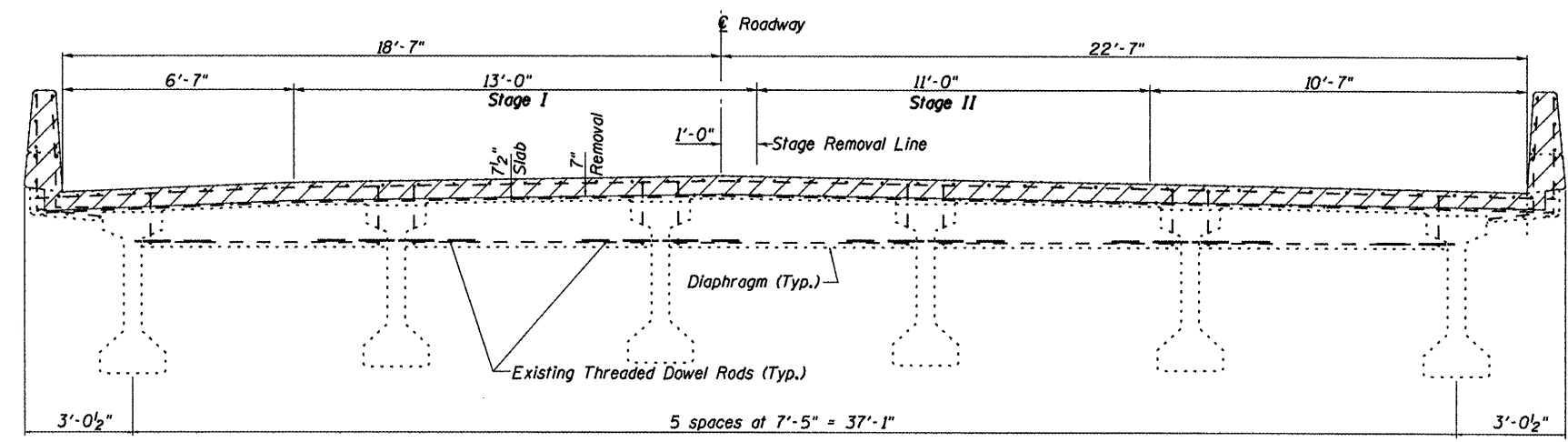
CONCRETE REMOVAL LIMITS



SECTION C-C
Measurements at Right L's



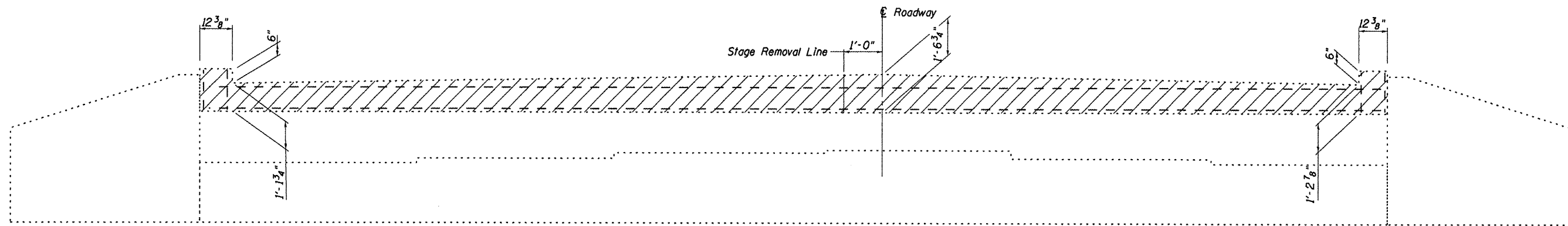
SECTION THRU PARAPET



CROSS SECTION AT EAST ABUTMENT

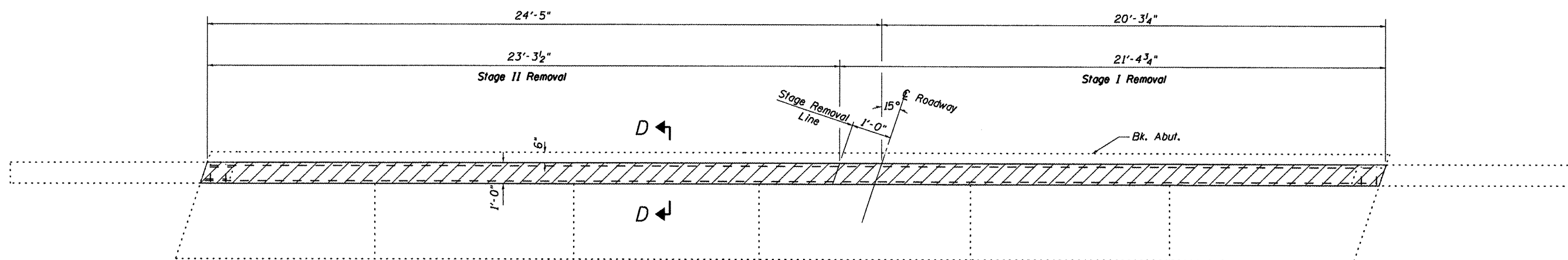
LOOKING WEST

FILE NAME =	USER NAME = pateluj	DESIGNED - RON WOODSHANK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE REMOVAL DETAILS EAST ABUT. FOR STRUCTURE NO. 006-0152 (W.B.)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLOT SCALE = 100:0 1/2" / in.		CHECKED -	REVISED -			CONTRACT NO. 66B49					
PLOT DATE = 2/16/2012		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE:	SHEET 4 OF 14 SHEETS		STA. 1020+64.21 TO STA. 1023+56.21			

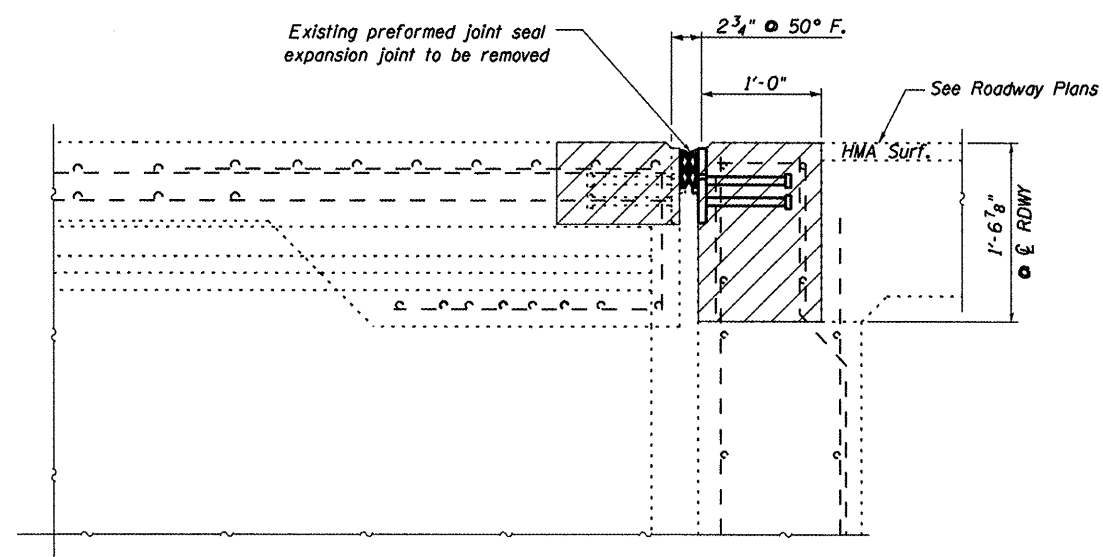


ELEVATION

 **CONCRETE REMOVAL LIMITS**



TOP VIEW



SECTION D-D
Measurements at Right L's

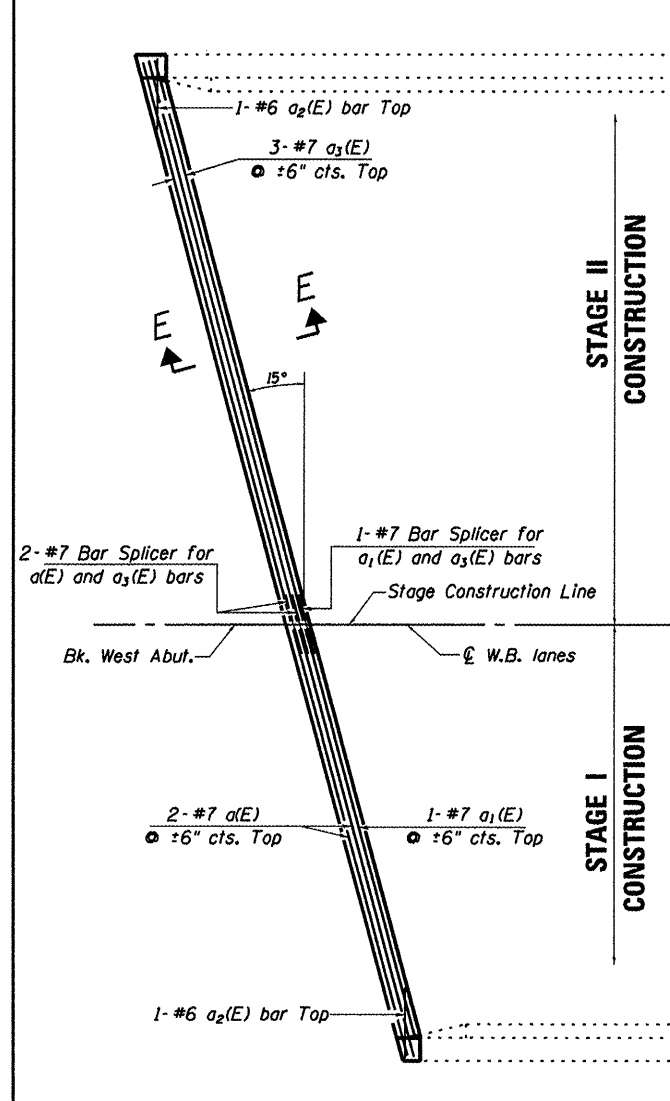
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

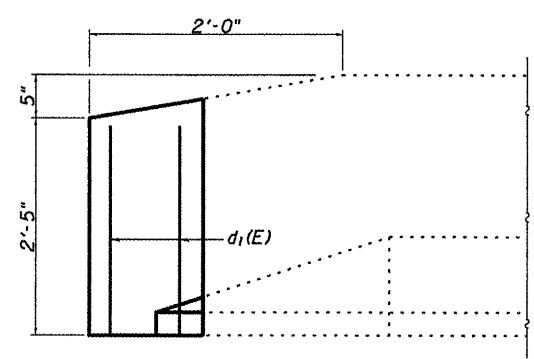
ABUTMENT REMOVAL DETAILS
EAST ABUT. FOR STRUCTURE NO. 006-0152 (W.B.)

SCALE: SHEET 5 OF 14 SHEETS STA. 1020+64.21 TO STA. 1023+56.21

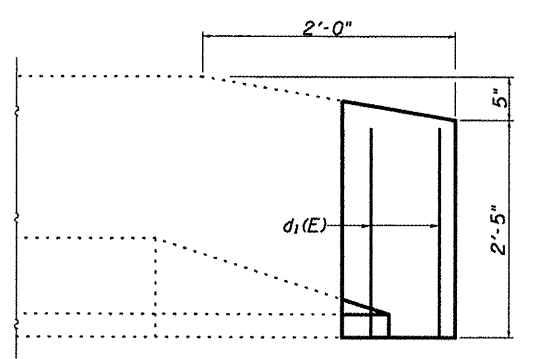
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-4BR-111)	BUREAU	40	17
CONTRACT NO. 66B49			ILLINOIS FED. AID PROJECT	



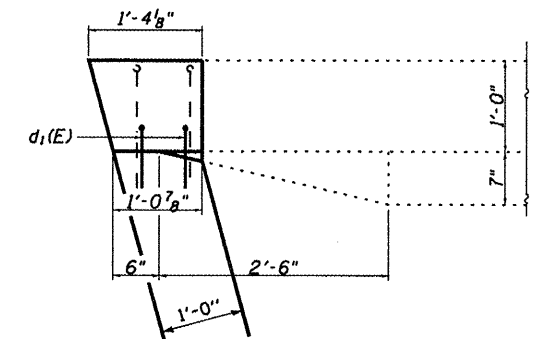
SUPERSTRUCTURE AT WEST ABUTMENT



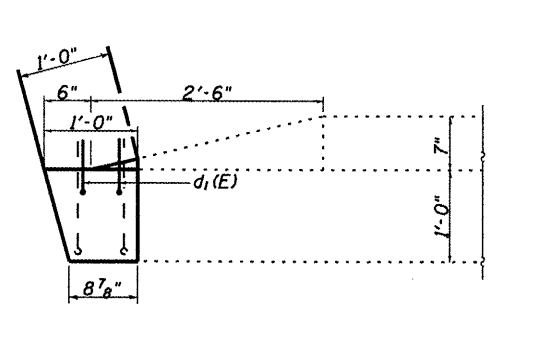
N.W. ELEVATION



S.W. ELEVATION

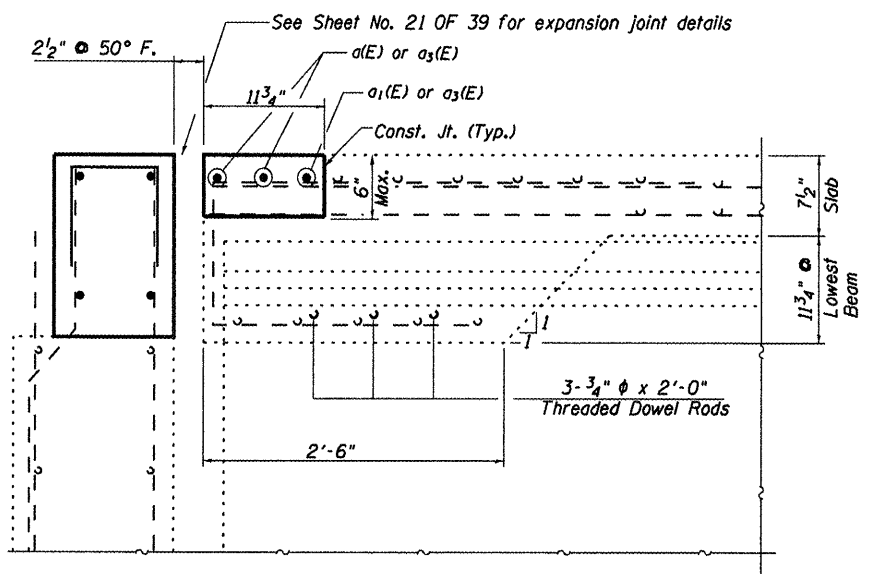


PLAN

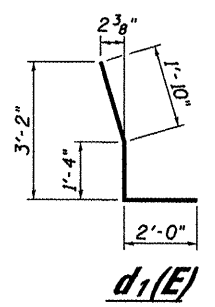


PLAN

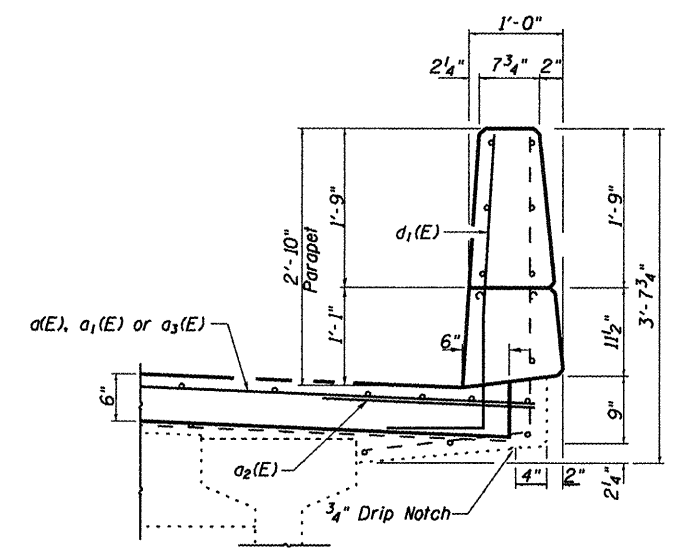
CORNER DETAILS



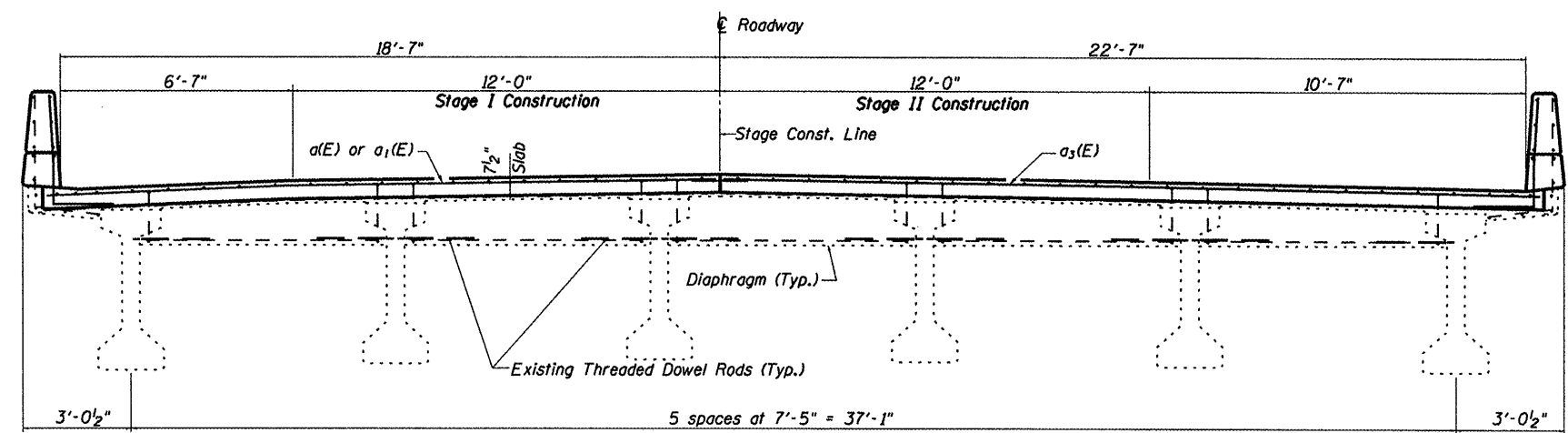
SECTION E-E
Measurements at Right L's



d1(E)



SECTION THRU PARAPET

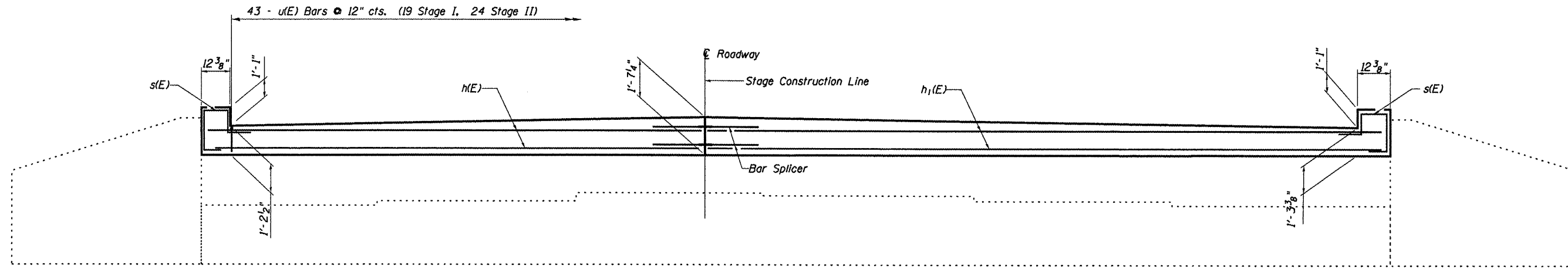


CROSS SECTION AT WEST ABUTMENT

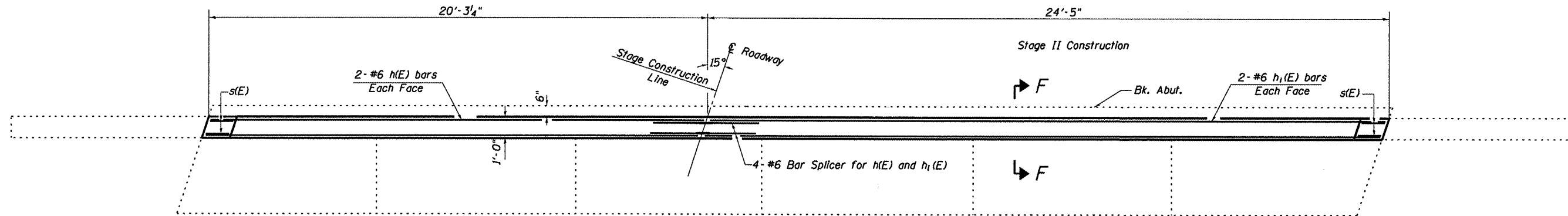
LOOKING WEST

BILL OF MATERIAL

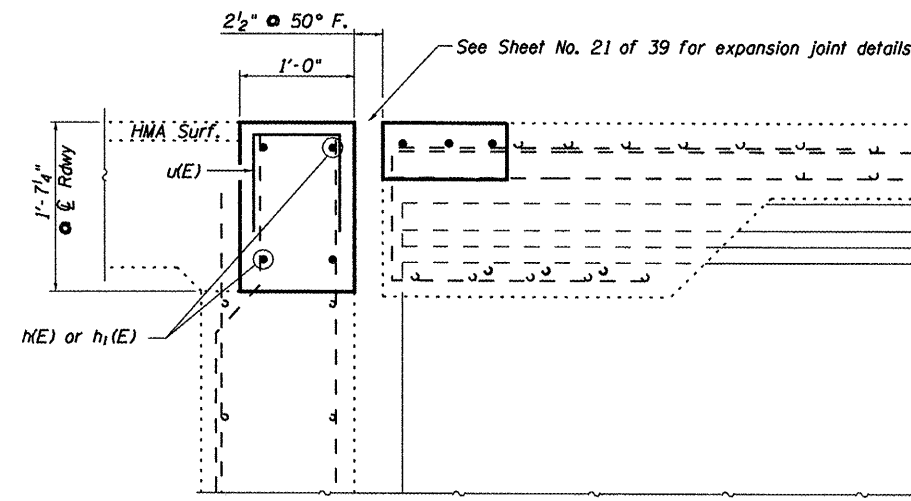
Bar	No.	Size	Length	Shape
a(E)	2	#7	19'-4"	—
a1(E)	1	#7	18'-10"	—
a2(E)	2	#6	4'-0"	—
a3(E)	3	#7	23'-6"	—
d1(E)	4	#5	5'-2"	L
Concrete Removal			Cu. Yd.	1.0
Concrete Superstructure			Cu. Yd.	1.0
Reinforcement Bars			Lbs.	300
Epoxy Coated				



ELEVATION
LOOKING WEST



TOP VIEW



SECTION F-F
Measurements at Right L's

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	4	#6	19'-11"	—
h1(E)	4	#6	24'-0"	—
s(E)	4	#4	4'-7"	J
u(E)	43	#5	2'-7"	Π
Concrete Removal			Cu. Yd.	2.4
Concrete Superstructure			Cu. Yd.	2.4
Reinforcement Bars Epoxy Coated			Lbs.	400

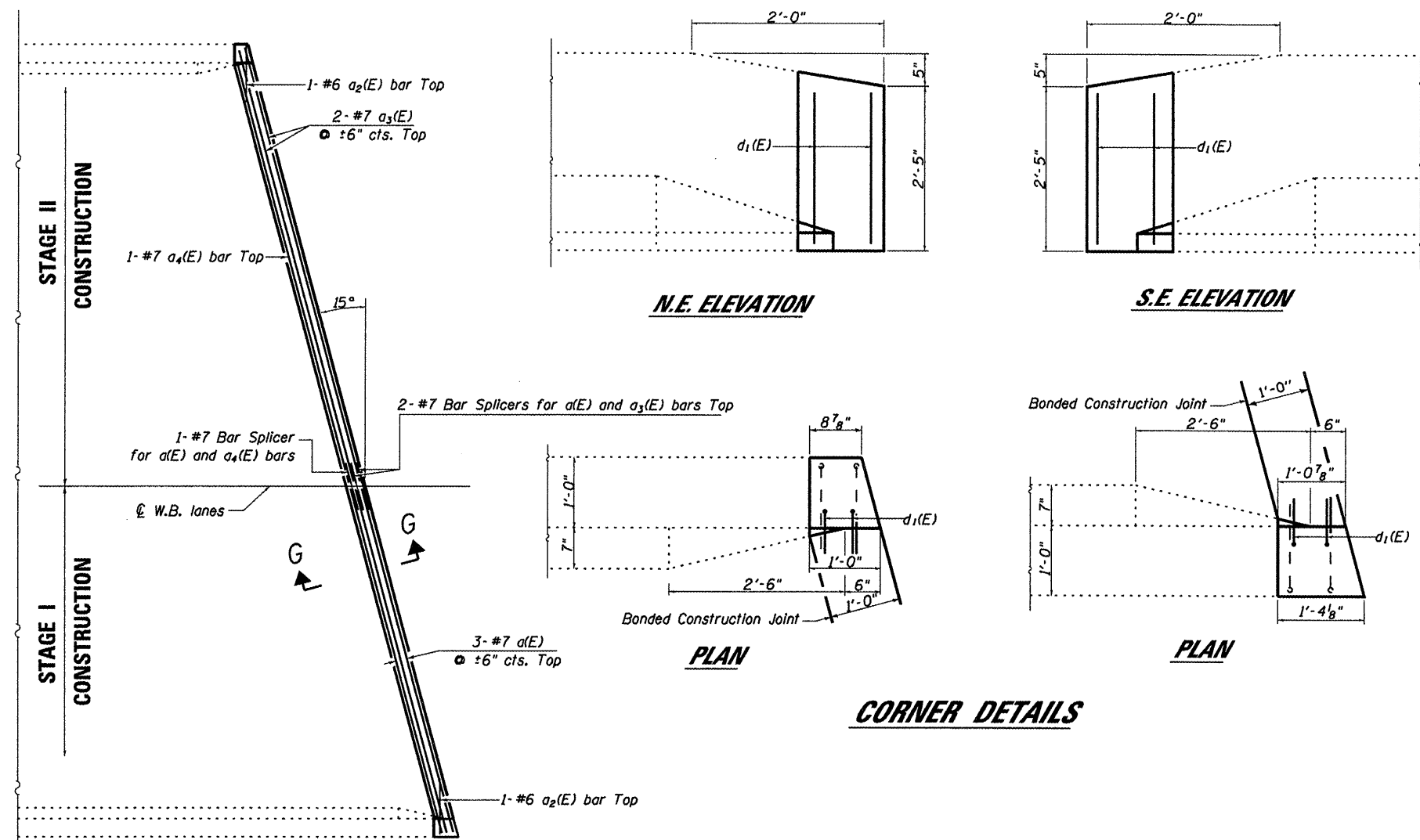
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ct\pwwork\pwwork\poteluj\d026831\1\03668	9-shd-details.dgn	DRAWN - RON WOODSHANK	REVISED -
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	PLOT DATE = 2/16/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

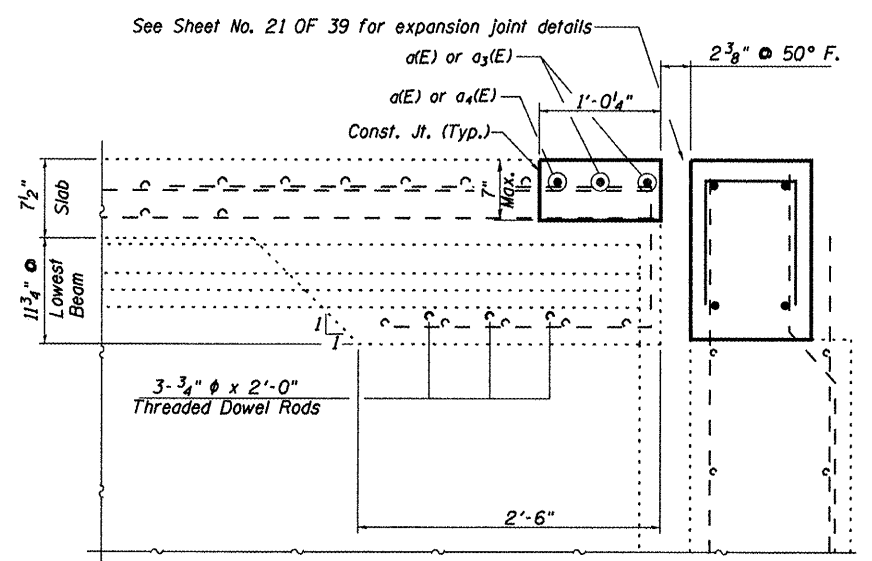
ABUTMENT CONSTRUCTION DETAILS
WEST ABUT. FOR STRUCTURE NO. 006-0152 (W.B.)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-4BR-111)	BUREAU	40	19
CONTRACT NO. 66B49			ILLINOIS FED. AID PROJECT	

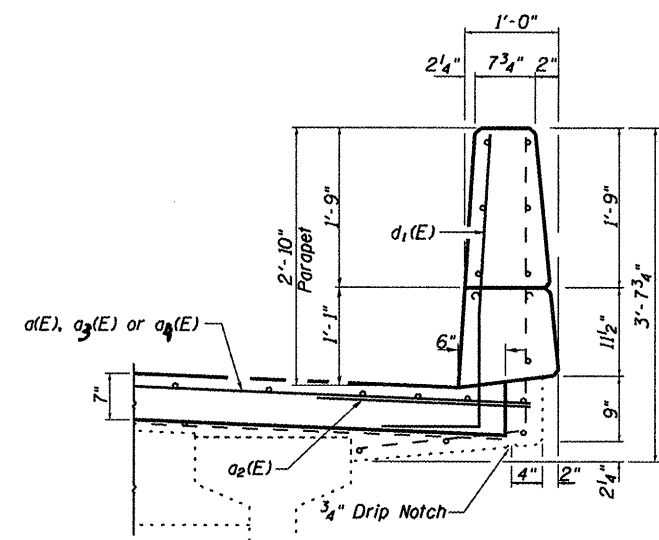
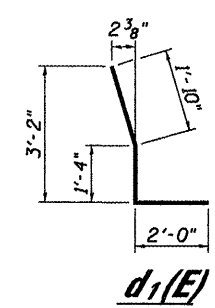
SCALE: SHEET 7 OF 14 SHEETS STA. 1020+64.21 TO STA. 1023+56.21



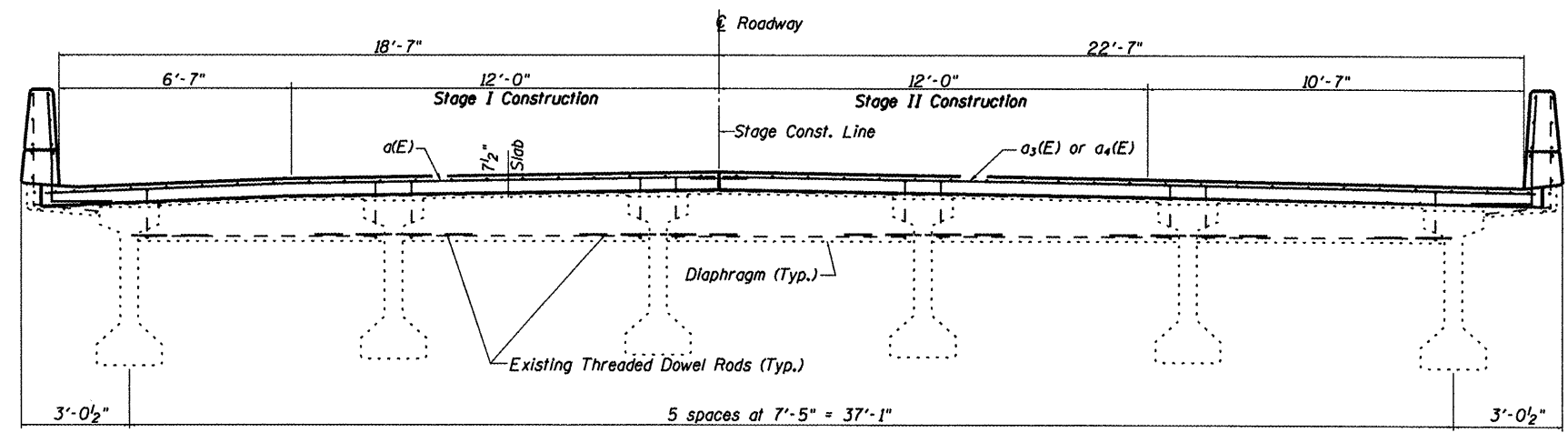
CORNER DETAILS



SECTION G-G
Measurements at Right L's



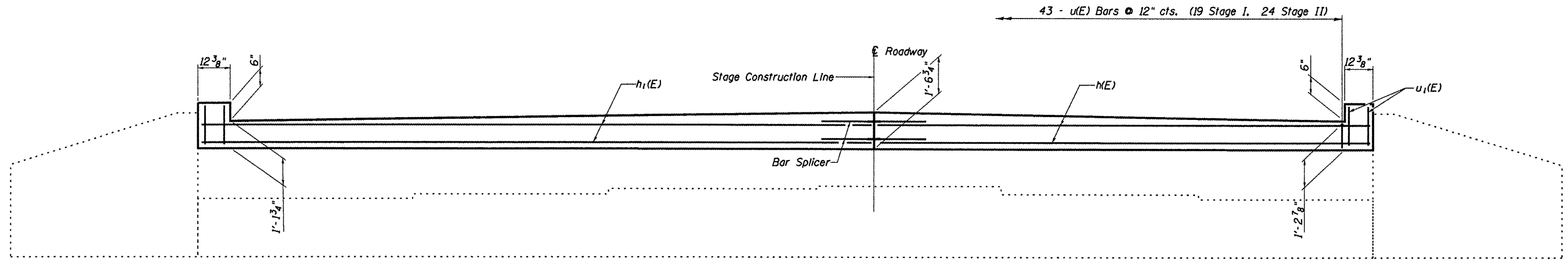
SECTION THRU PARAPET



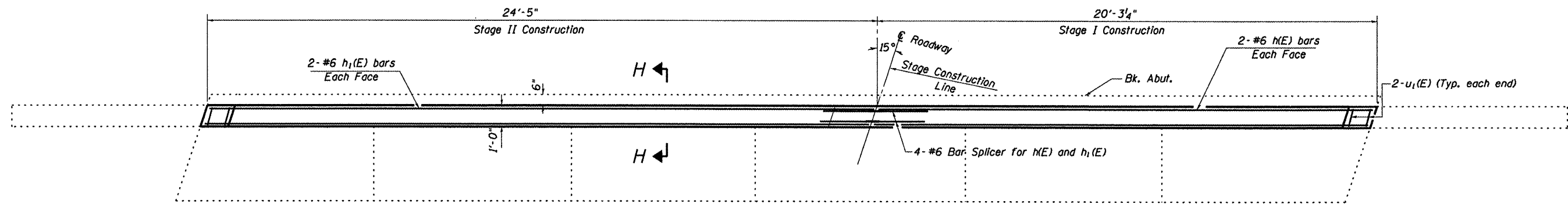
CROSS SECTION AT EAST ABUTMENT
LOOKING WEST

BILL OF MATERIAL

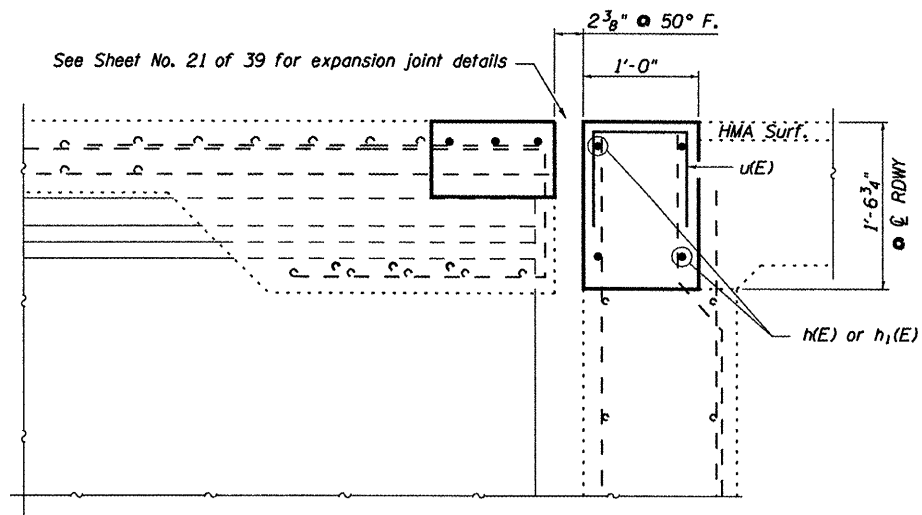
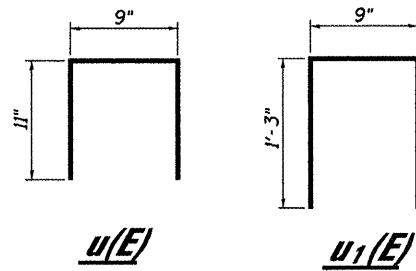
Bar	No.	Size	Length	Shape
a(E)	3	#7	19'-4"	—
a2(E)	2	#6	4'-0"	—
a3(E)	2	#7	23'-6"	—
a4(E)	1	#7	23'-0"	—
d1(E)	4	#5	5'-2"	L
Concrete Removal		Cu. Yd.	1.1	
Concrete Superstructure		Cu. Yd.	1.1	
Reinforcement Bars		Lbs.	300	
Epoxy Coated				



ELEVATION
LOOKING WEST



TOP VIEW



SECTION H-H
Measurements at Right L's

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	4	#6	19'-11"	—
h1(E)	4	#6	24'-0"	—
u(E)	43	#5	2'-7"	U
u1(E)	4	#4	3'-3"	U
Concrete Removal			Cu. Yd.	2.4
Concrete Superstructure			Cu. Yd.	2.4
Reinforcement Bars			Lbs.	390
Epoxy Coated				

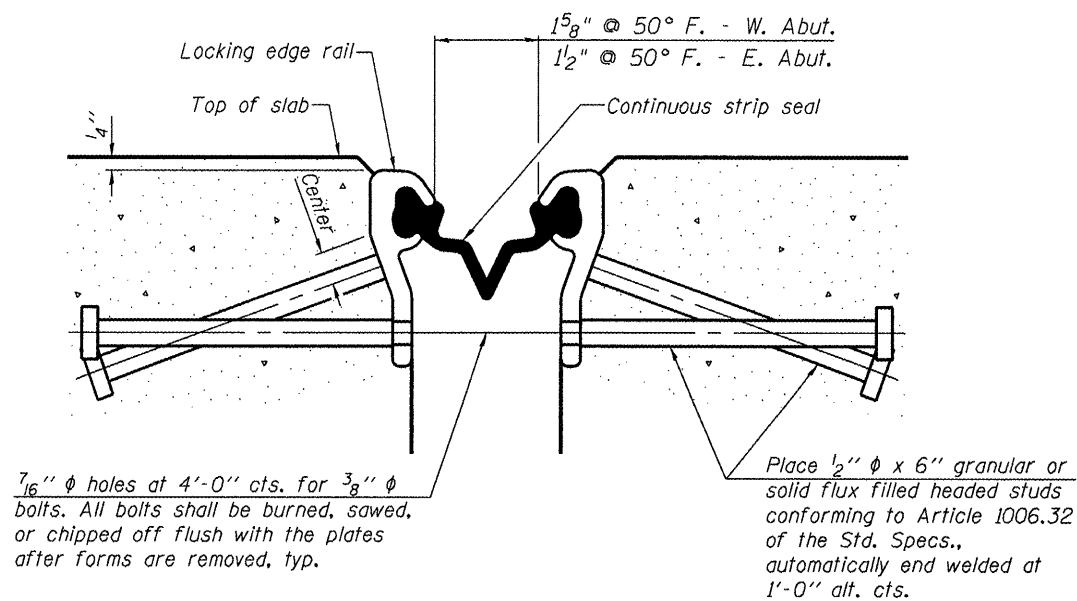
FILE NAME :	USER NAME = petelyj	DESIGNED - RON WOODSHANK	REVISED -
ci:\pw_work\p\ridot\petelyj\d0268311\03668	9-sh-t-details.dgn	DRAWN - RON WOODSHANK	REVISED -
	PLOT SCALE = 100:0 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 2/16/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

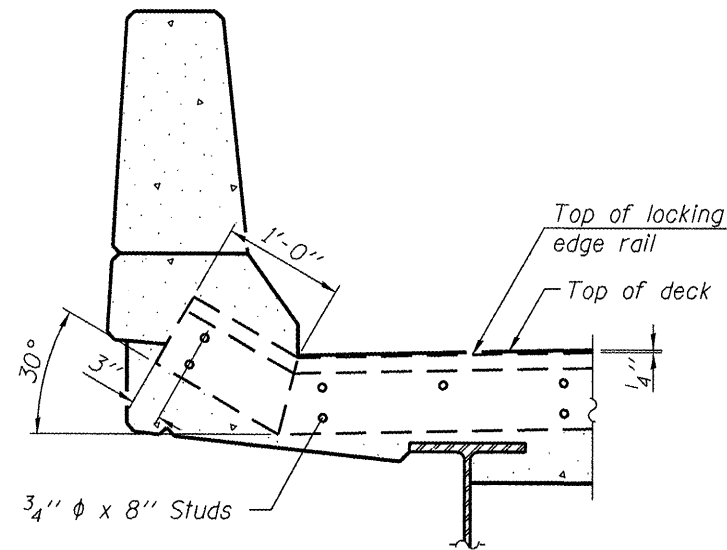
ABUTMENT CONSTRUCTION DETAILS
EAST ABUT. FOR STRUCTURE NO. 006-0152 (W.B.)

SCALE: SHEET 9 OF 14 SHEETS STA. 1020+64.21 TO STA. 1023+56.21

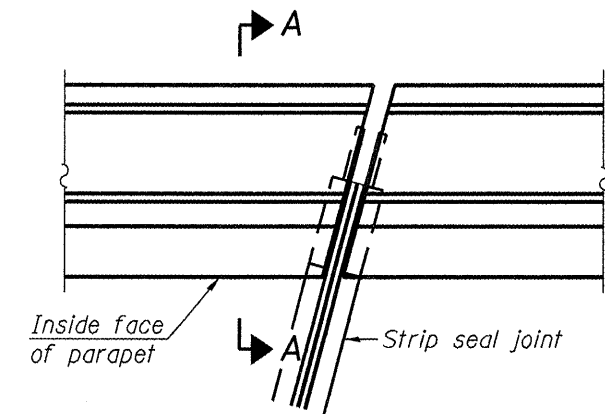
F.A.I. RTE.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-4BR-11)	BUREAU	40	21
CONTRACT NO. 66B49				
ILLINOIS FED. AID PROJECT				



SECTION THRU STRIP SEAL JOINT FOR OVERLAY OVER DECK BEAMS



SECTION A-A



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

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of $\frac{1}{4}$ ". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

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

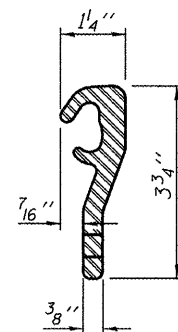
The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

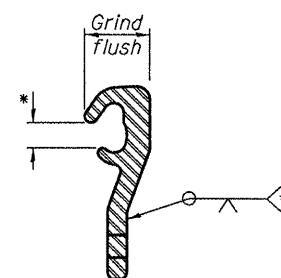
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Maximum space between rail segments at stage lines shall be $\frac{3}{16}$ ", sealed with a suitable sealant.

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



LOCKING EDGE RAIL



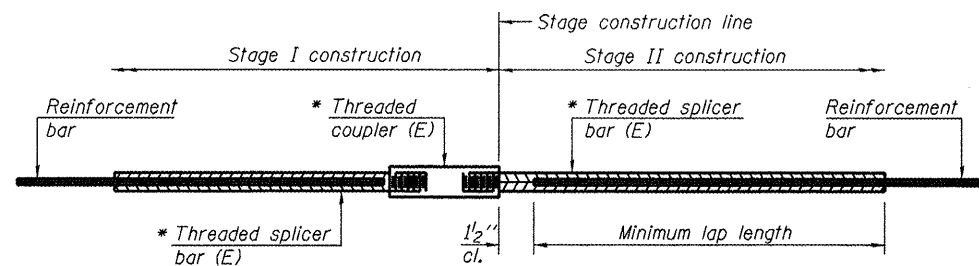
LOCKING EDGE RAIL SPLICE

STRIP SEAL EXPANSION JOINT AT WEST ABUTMENT

**TWO EXPANSION JOINTS
BILL OF MATERIAL**

Item	Unit	Total
Preformed Joint Strip Seal	Foot	88

FILE NAME =	USER NAME = pateluj	DESIGNED - RON WOODSHANK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRIP SEAL EXPANSION JOINT DETAILS FOR STRUCTURE NO. 006-0152 (W.B.)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pw_work\puidot\pateluj\d0268311\0366B	9-shit-details.dgn	DRAWN - RON WOODSHANK	REVISED -			80	106-4BR-111	BUREAU	40	22
PLOT SCALE = 100.0 % / in.		CHECKED -	REVISED -			CONTRACT NO. 66B49		ILLINOIS FED. AID PROJECT		
PLOT DATE = 2/16/2012		DATE -	REVISED -			SCALE:	SHEET 10 OF 14 SHEETS	STA. 1020+64.21 TO STA. 1023+56.21		



STANDARD BAR SPLICER ASSEMBLY

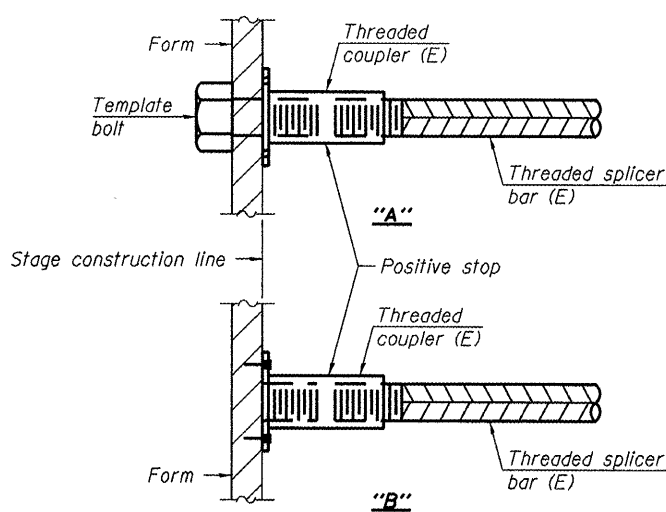
Bar size to be spliced	Minimum Lap Lengths				
	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

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

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

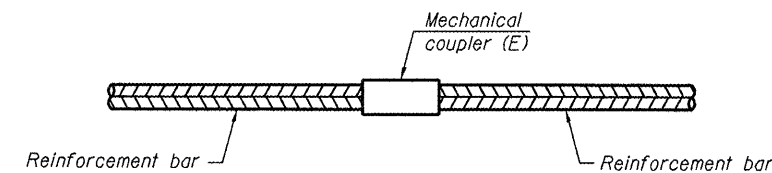
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
W. Abut. Deck	#7	3	Table 3
W. Abut. Hatch Block	#6	4	Table 3
E. Abut. Deck	#7	3	Table 3
E. Abut. Hatch Block	#6	4	Table 3



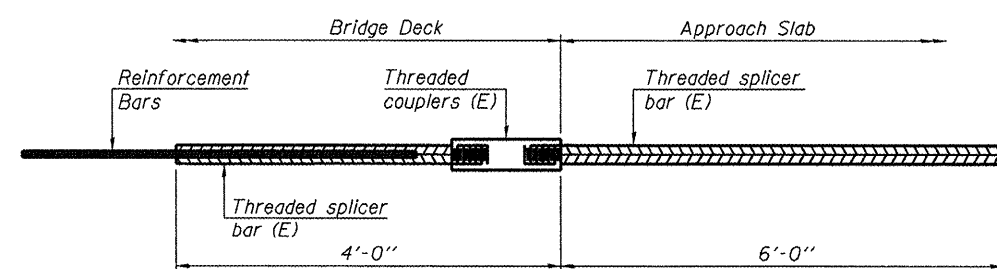
INSTALLATION AND SETTING METHODS

- "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.



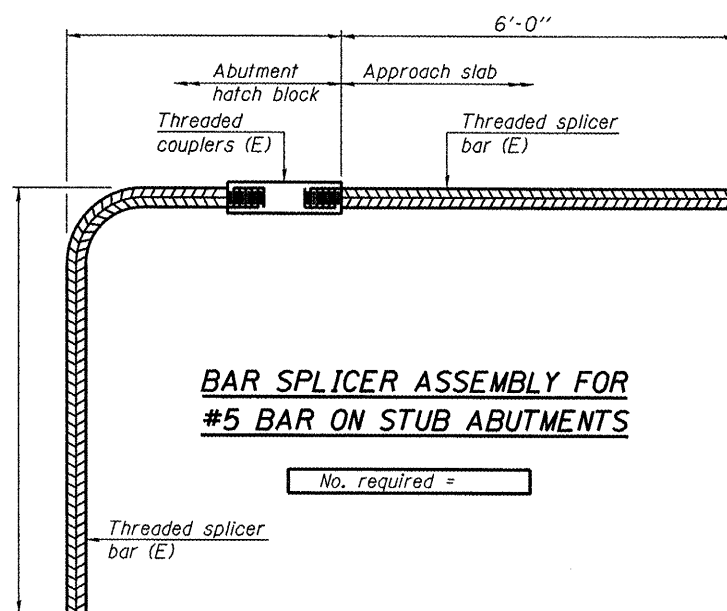
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



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

No. required =



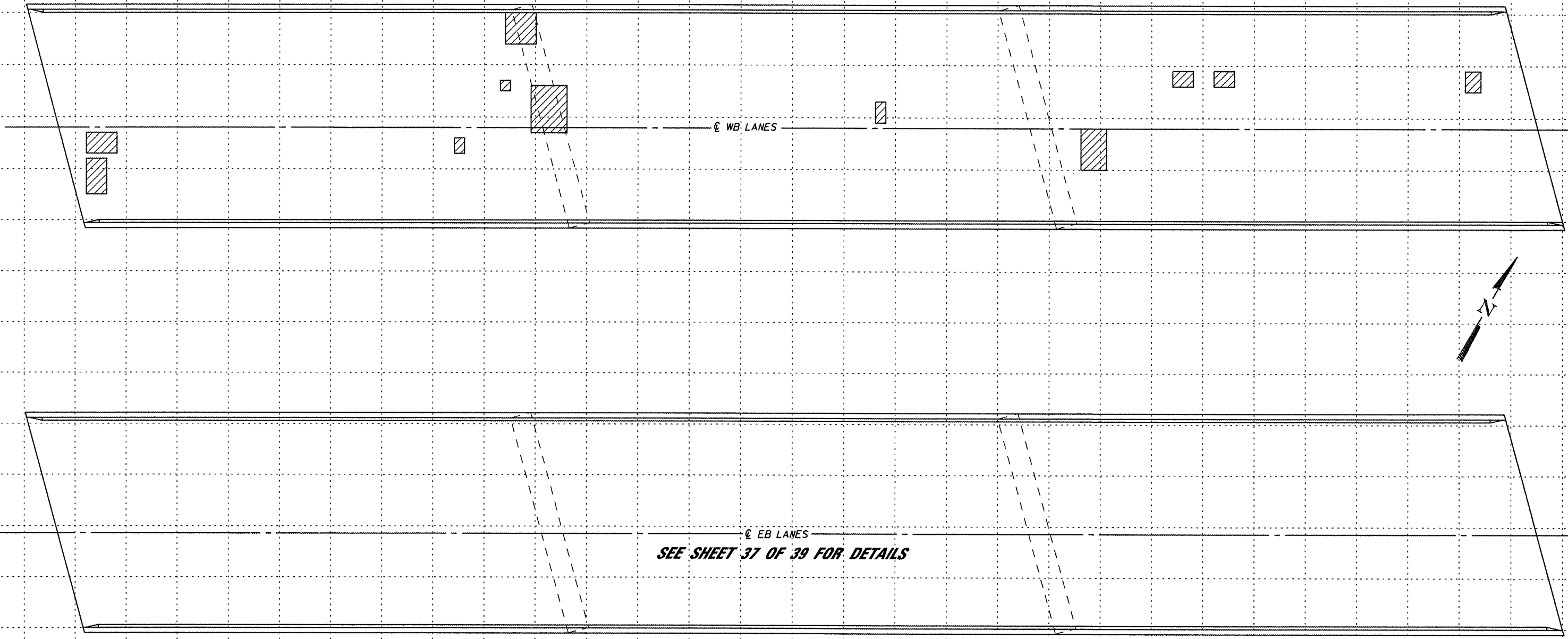
BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

BSD-1 7-1-10



SEE SHEET 37 OF 39 FOR DETAILS

LEGEND

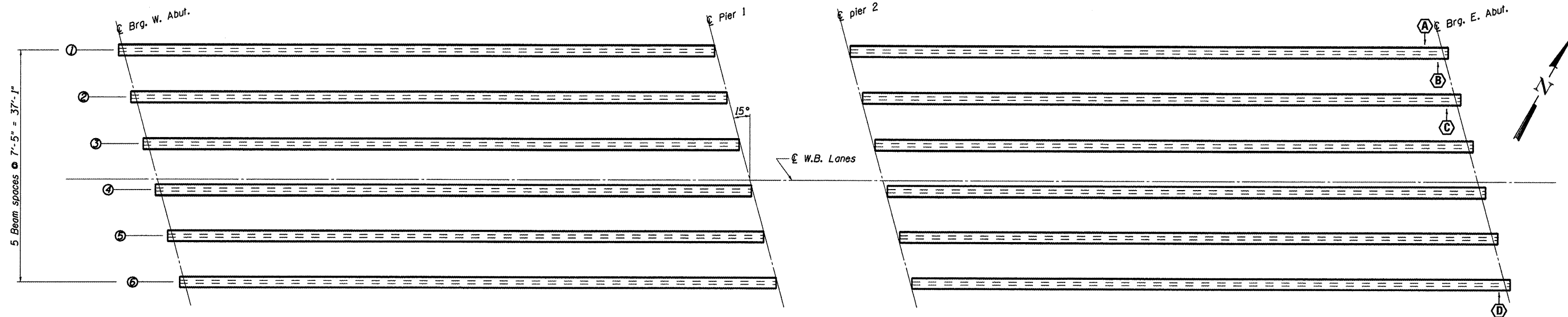
 PARTIAL DEPTH

BILL OF MATERIAL

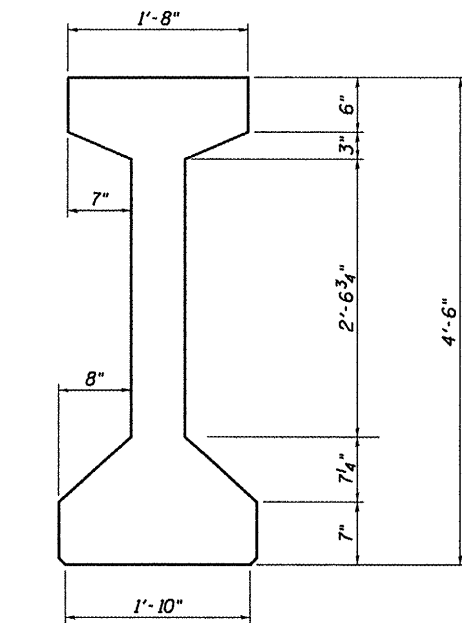
Item	Unit	Total
Deck Slab Repair (Partial)	Sq Yd	27

NOTE:

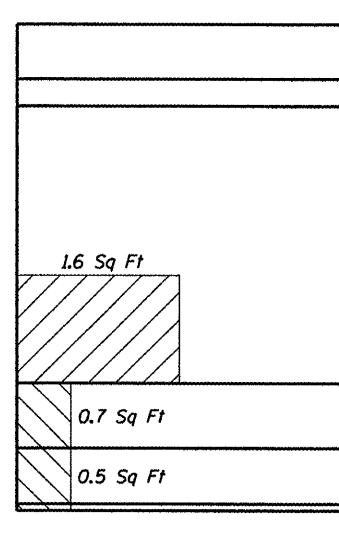
Deck slab repair areas are estimated. The Engineer shall sound the entire deck area at time of construction to determine exact locations and quantities of actual deck slab repairs. Actual deck slab repairs shall be recorded on the "As-Built" Plans.



FRAMING PLAN

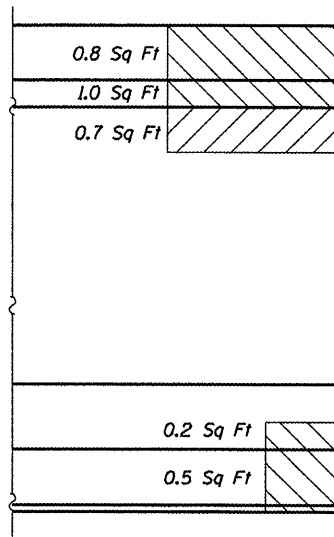


PPC I-BEAM 54"



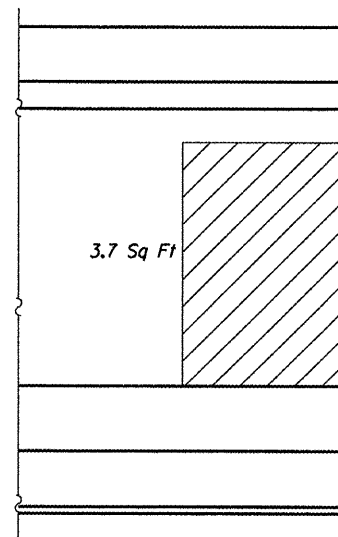
BEAM 1

A



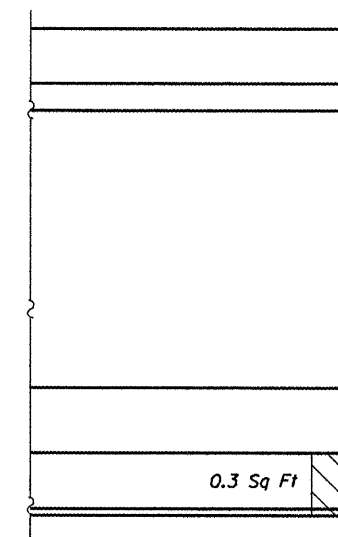
BEAM 1

B



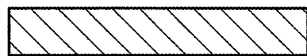
BEAM 2

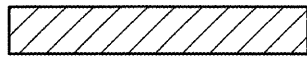
C



BEAM 6

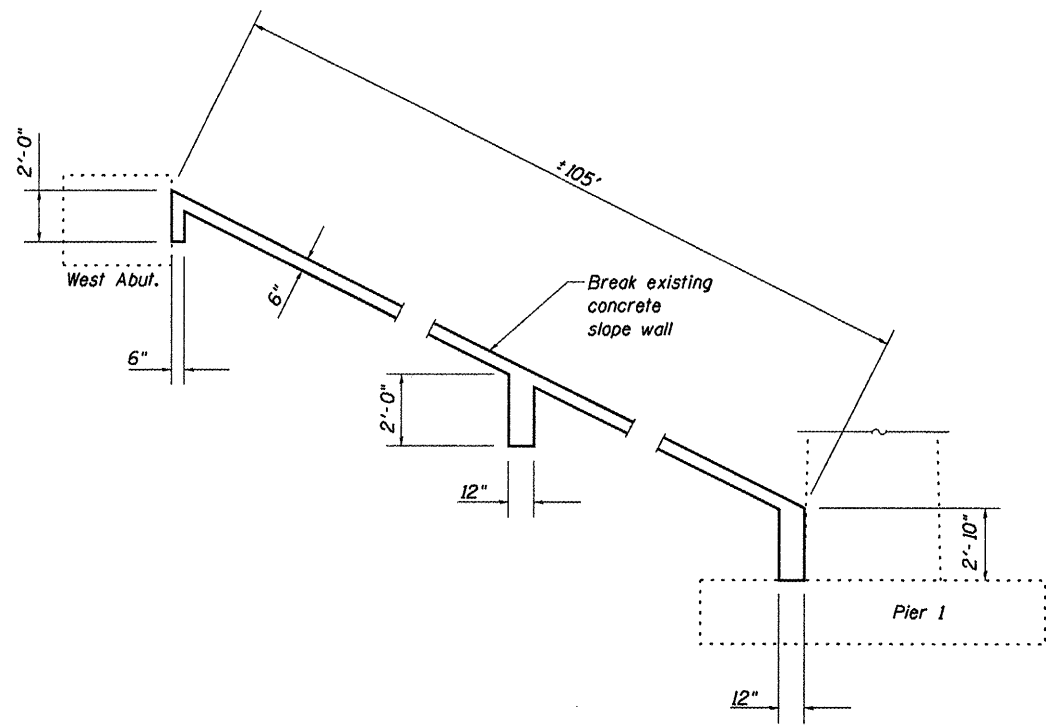
D

 STRUCTURAL REPAIR OF CONCRETE
 (DEPTH EQUAL TO OR LESS THAN 5")

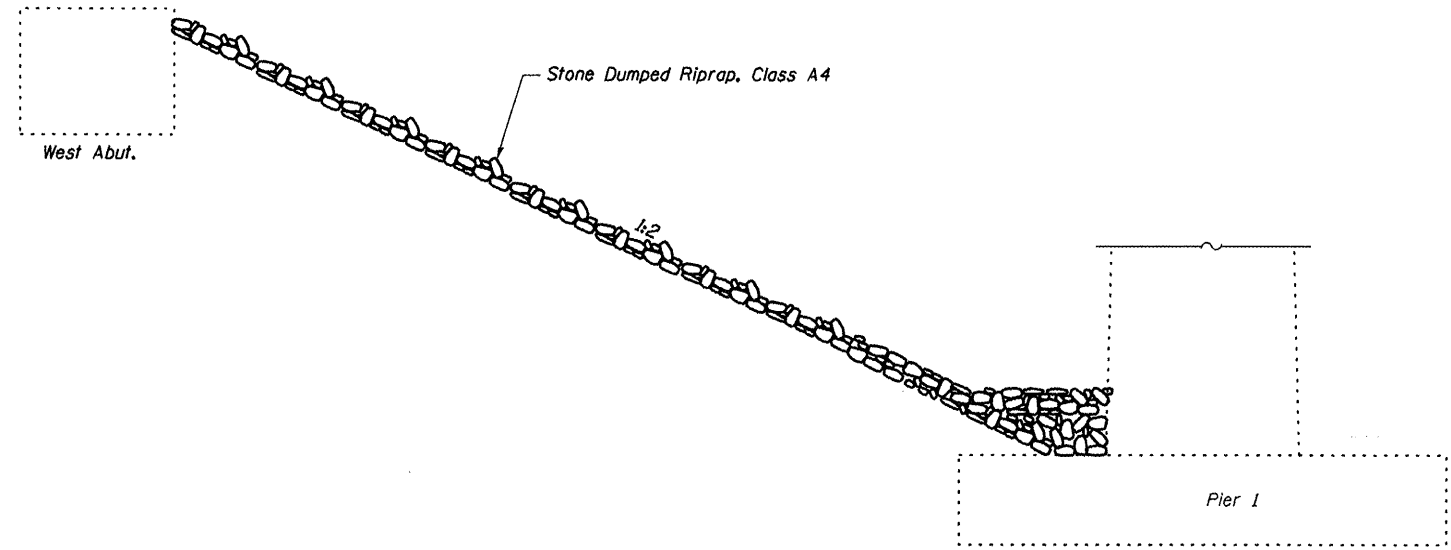
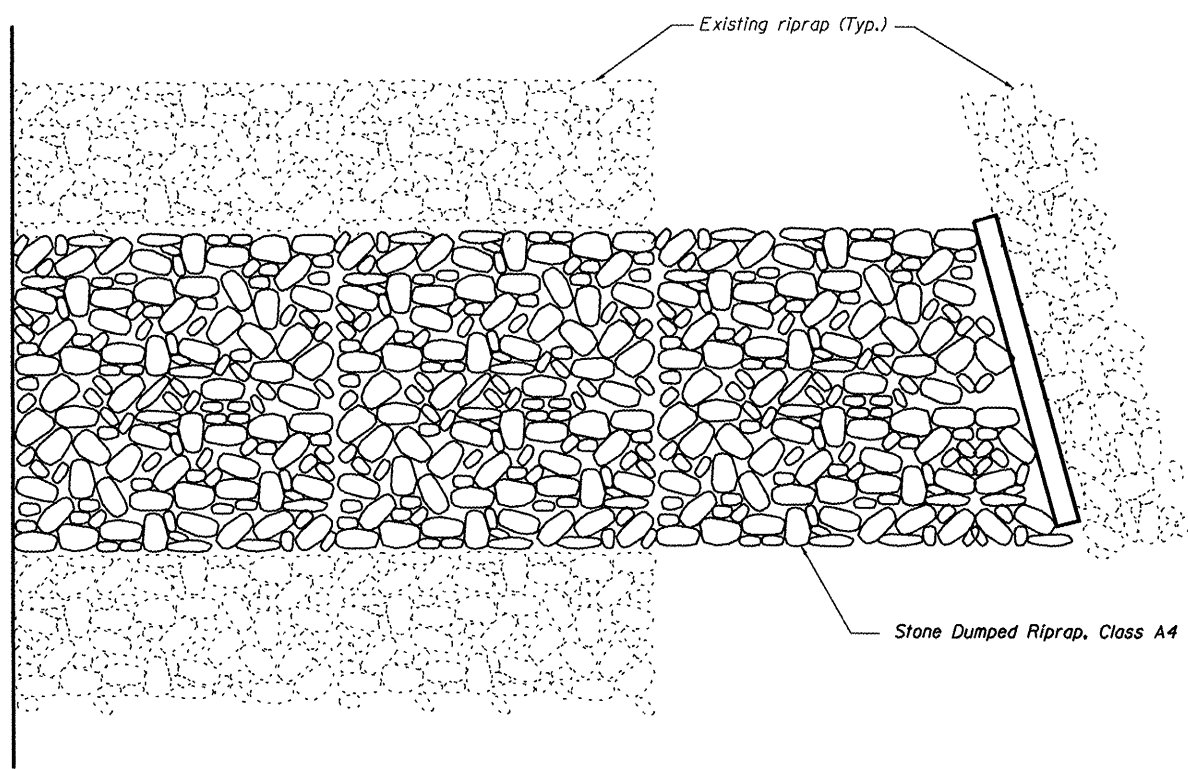
 POLYMER MODIFIED PORTLAND CEMENT MORTAR

BILL OF MATERIAL

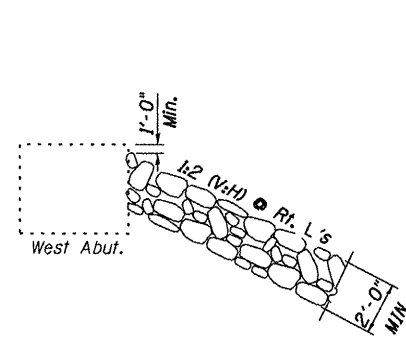
Item	Unit	Total
STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5")	Sq Ft	4
POLYMER MODIFIED PORTLAND CEMENT MORTAR	Sq Ft	6



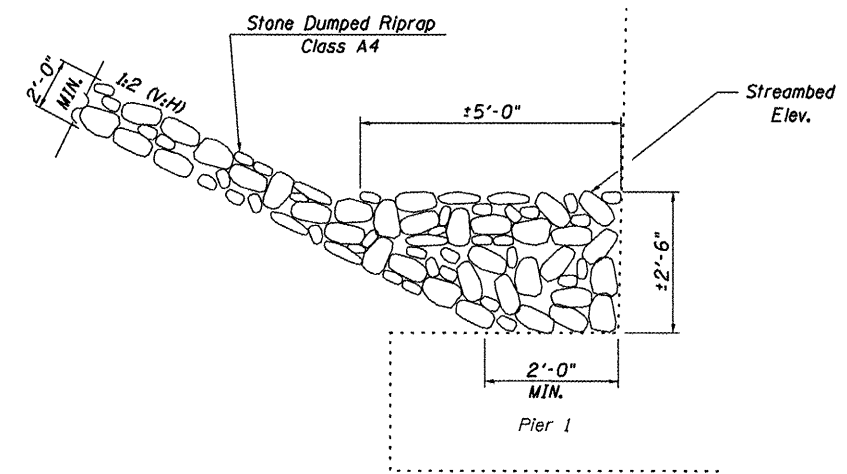
SLOPE WALL
EXISTING



SECTION AT WEST ABUTMENT



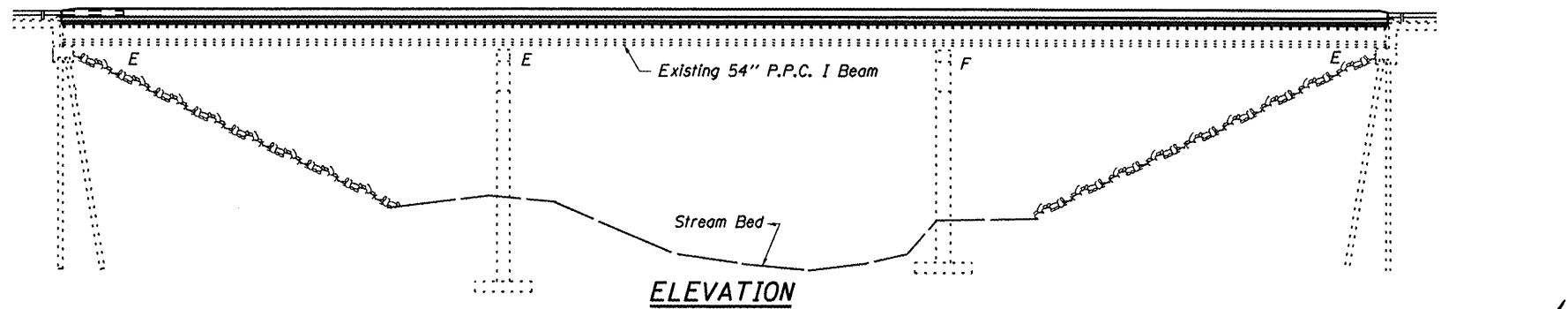
DETAIL AT ABUTMENT



DETAIL AT TOE OF SLOPE

BILL OF MATERIAL

Item	Unit	Total
Slope Wall Breaking	Sq Yd	504
Stone Dumped Riprap, Class A4	Ton	454



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

Reinforcement bars designated (E) shall be epoxy coated. The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.

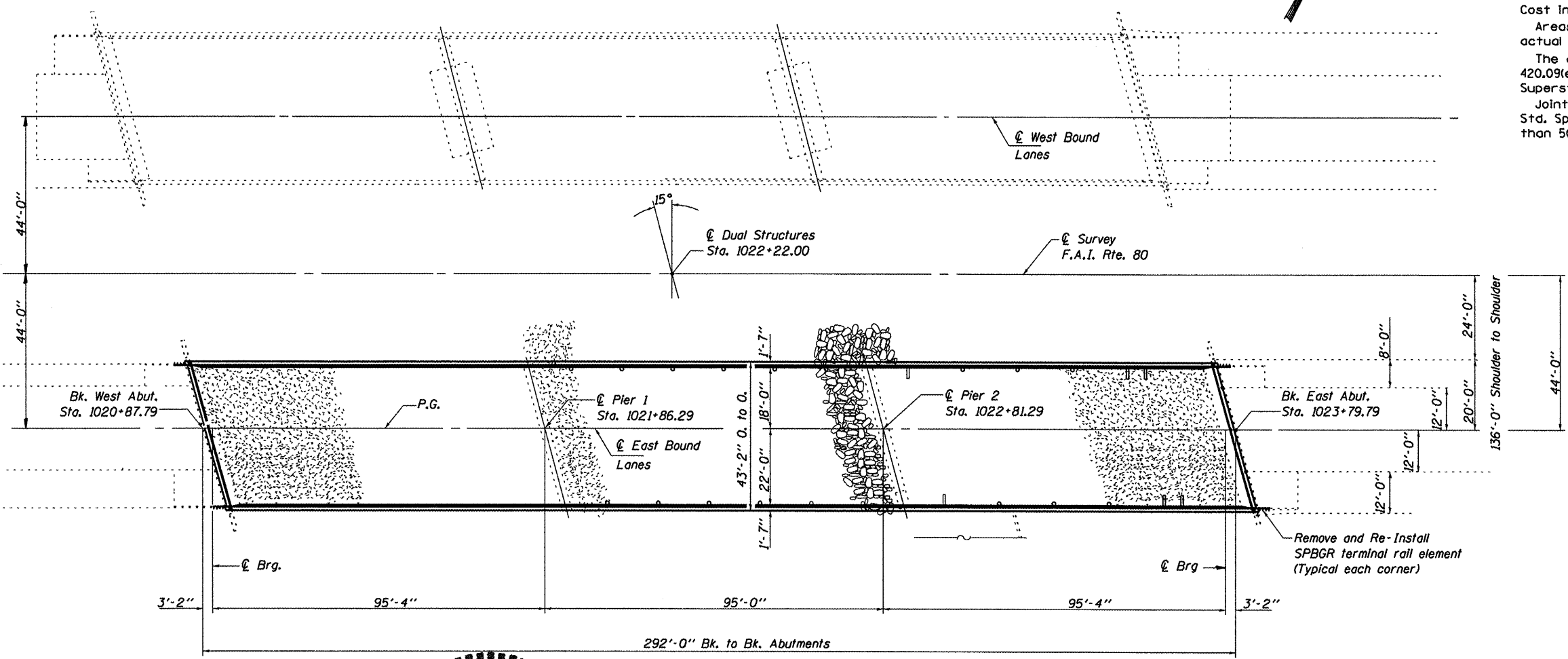
The Contractor shall use extreme care during concrete removal so as not to damage the PPC I-Beam.

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.

Areas of deck repairs shown are estimated. The Engineer shall show actual locations of deck repairs on As-built Plans.

The deck surface shall have its final finish tined according to Article 420.09(a)(1) of the Standard Specifications. Cost included with Concrete Superstructures.

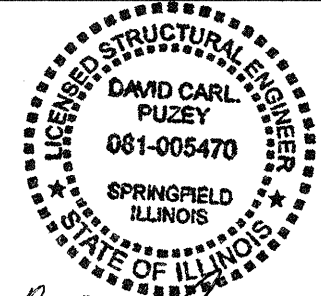
Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50° F.



LEGEND

- EXISTING STONE RIPRAP
- PROPOSED STONE DUMPED RIPRAP

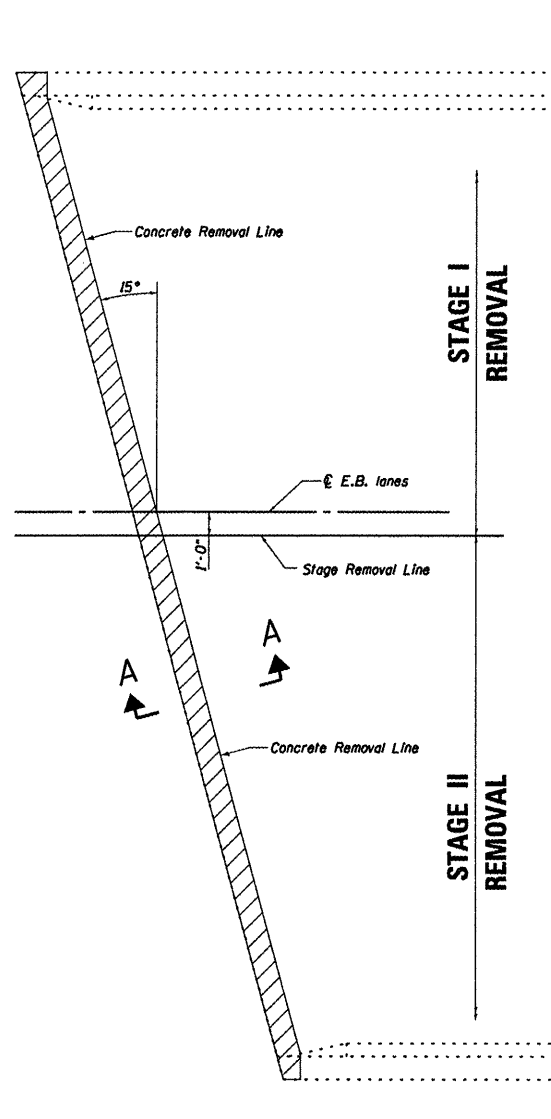
PLAN



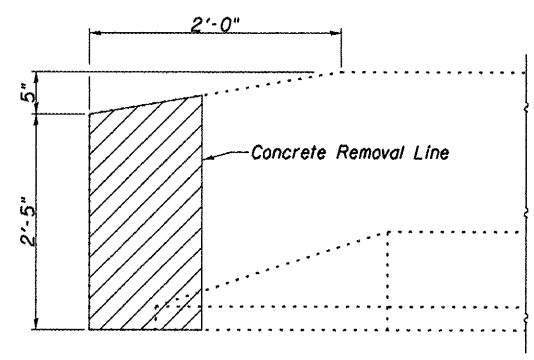
David Carl Puzey 3/21/12
Expires 11/30/12

TOTAL BILL OF MATERIAL

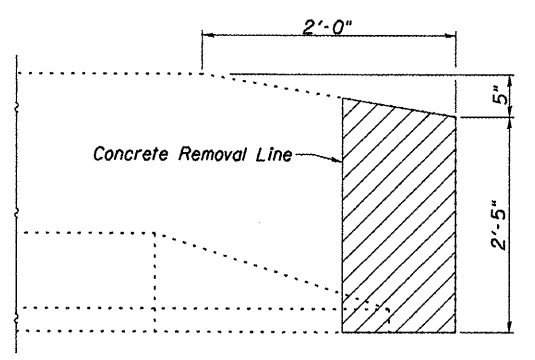
ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu Yd	7		7
Concrete Superstructure	Cu Yd	7		7
Reinforcement Bars	Pound	1390		1390
Epoxy Coated				
Preformed Joint Strip Seal	Foot	88		88
Bar Splicers	Each	14		14
Deck Slab Repair (Partial)	Sq Yd	50		50
Structural Repair of Concrete (Depth Equal to or Less Than 5")	Sq Ft	5		5
Stone Dumped Riprap, Class A4	Ton		160	160



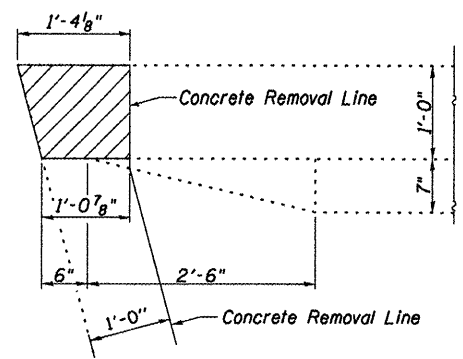
SUPERSTRUCTURE AT WEST ABUTMENT



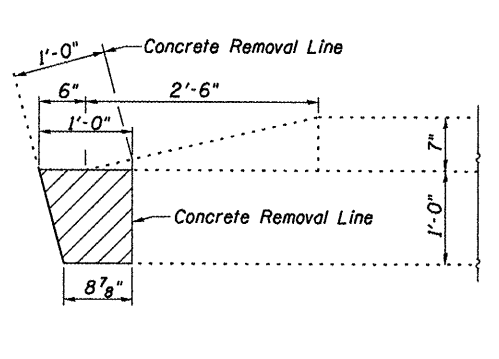
N.W. ELEVATION



S.W. ELEVATION



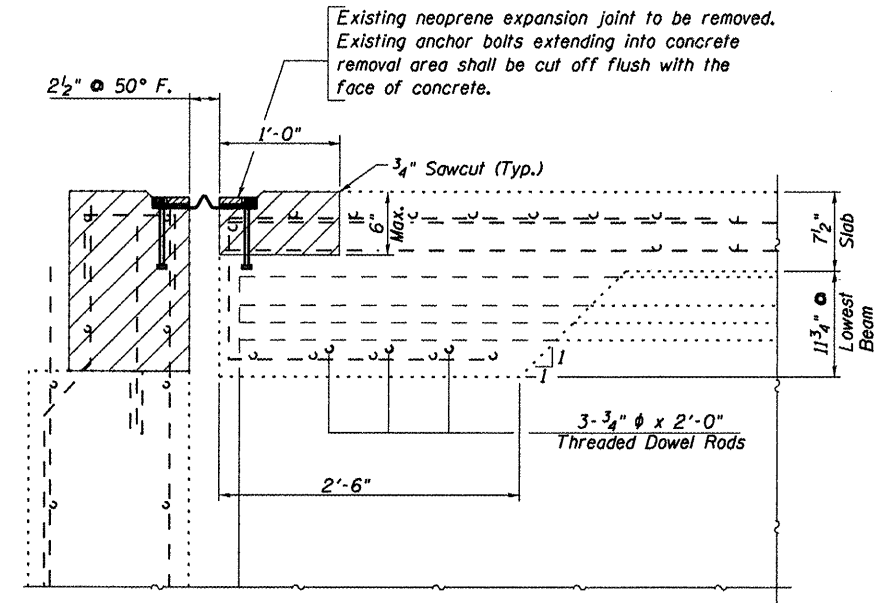
PLAN



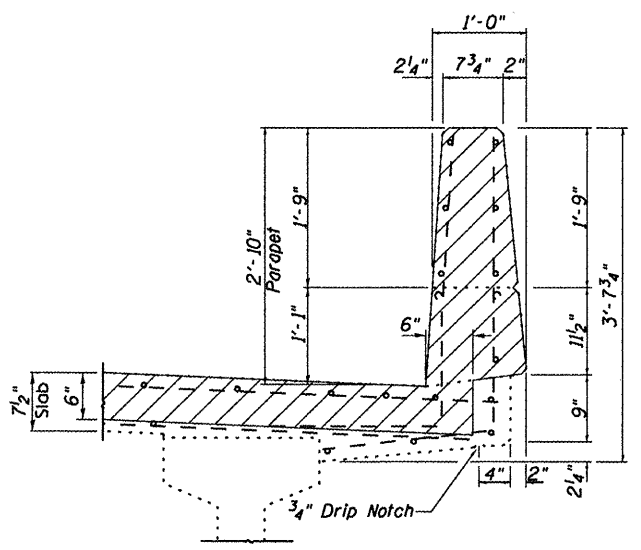
PLAN

PARAPET DETAILS

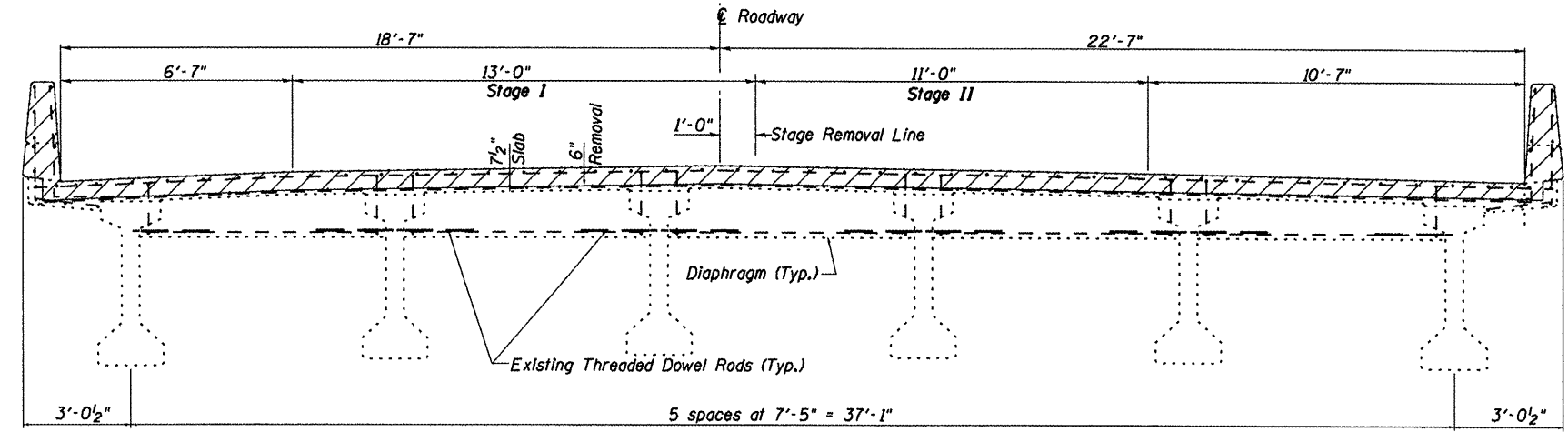
CONCRETE REMOVAL LIMITS



SECTION A-A
Measurements at Right L's



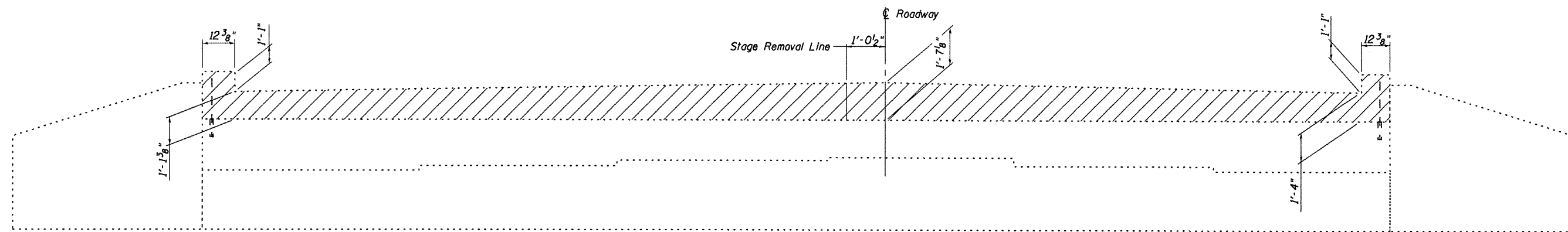
SECTION THRU PARAPET



CROSS SECTION AT WEST ABUTMENT

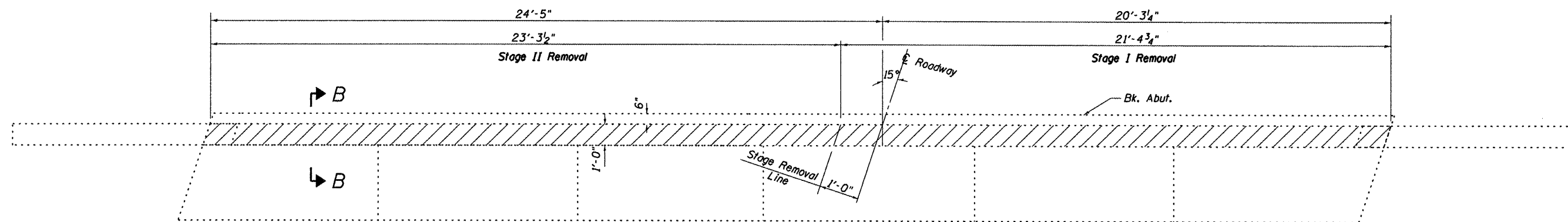
LOOKING EAST

FILE NAME =	USER NAME = poteluj	DESIGNED - RON WOODSHANK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE REMOVAL DETAILS WEST ABUT. FOR STRUCTURE NO. 006-0151 (E.B.)		F.A.I. RTE.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw_work\pwidot\poteluj\d0268311\03688	9-shr-details.dgn	DRAWN - RON WOODSHANK	REVISED -		80	(06-4BR-11)	BUREAU	40	28		
PLOT SCALE = 100:0 1' / in.		CHECKED -	REVISED -		SCALE: SHEET 2 OF 14 SHEETS STA. 1020+87.79 TO STA. 1023+79.79			CONTRACT NO. 66B49			
PLOT DATE = 2/16/2012		DATE -	REVISED -		ILLINOIS FED. AID PROJECT						



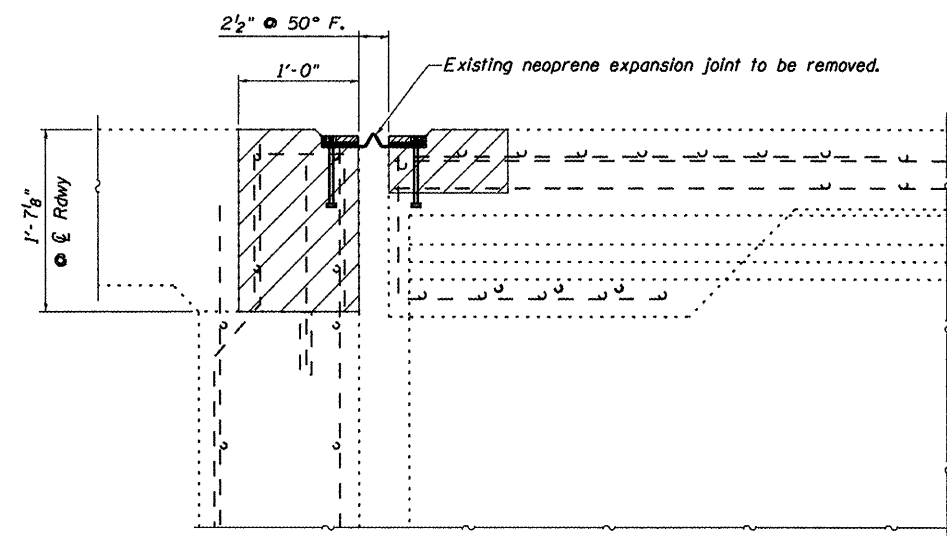
ELEVATION

CONCRETE REMOVAL LIMITS



TOP VIEW

Note: Transverse reinforcement not shown for clarity



SECTION B-B
Measurements of Right L's

FILE NAME =
c:\pw_work\pwidot\patel\j\d026831\0368

USER NAME = pateluj
9-shr-detailed.dgn
PLOT SCALE = 100:0 1/2" / in.
PLOT DATE = 2/16/2012

DESIGNED - RON WOODSHANK
DRAWN - RON WOODSHANK
CHECKED -
DATE -

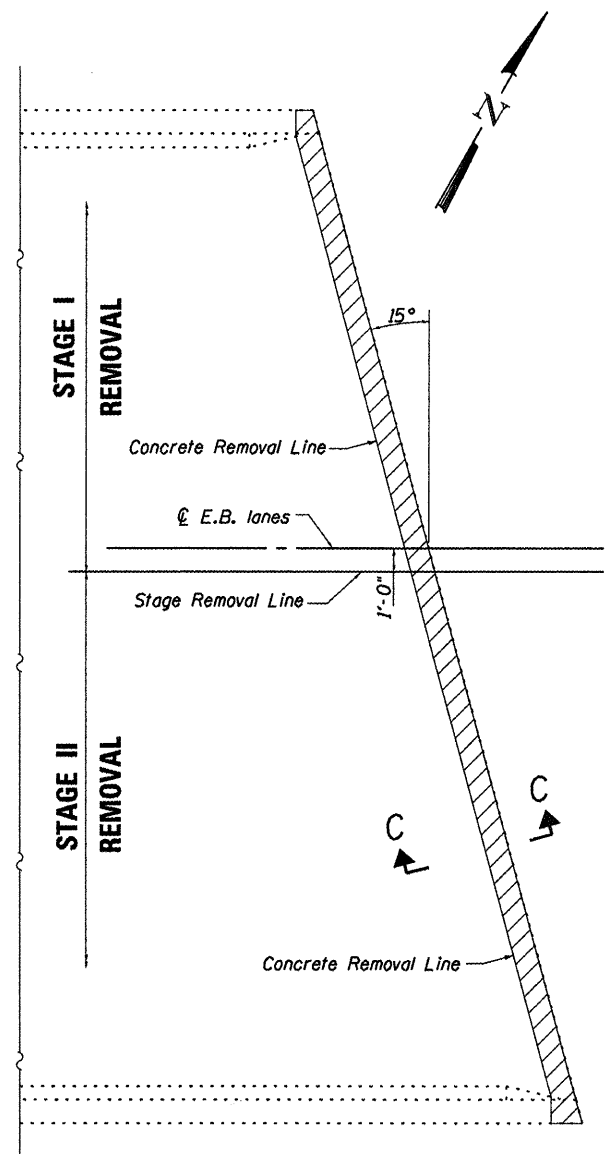
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

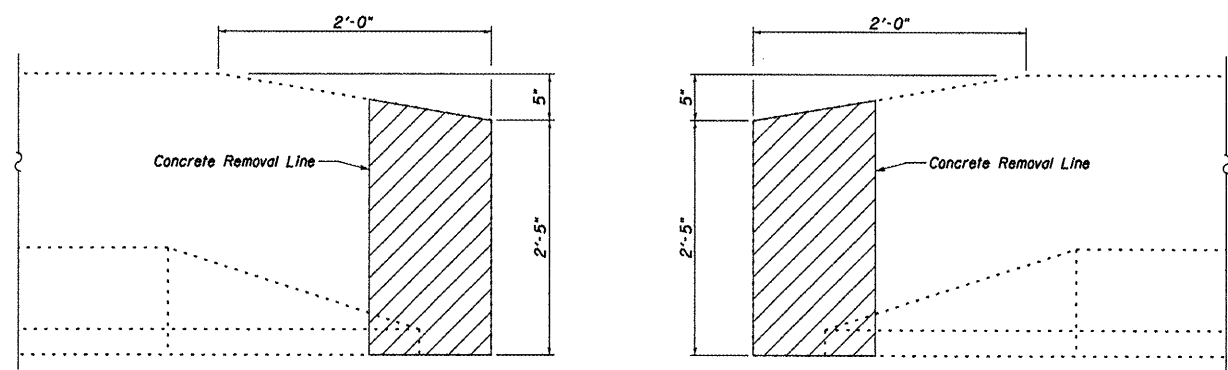
ABUTMENT REMOVAL DETAILS
WEST ABUT. FOR STRUCTURE NO. 006-0151 (E.B.)

SCALE: SHEET 3 OF 14 SHEETS STA. 1020+87.79 TO STA. 1023+79.79

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-4BR-111	BUREAU	40	29
CONTRACT NO. 66B49			ILLINOIS FED. AID PROJECT	

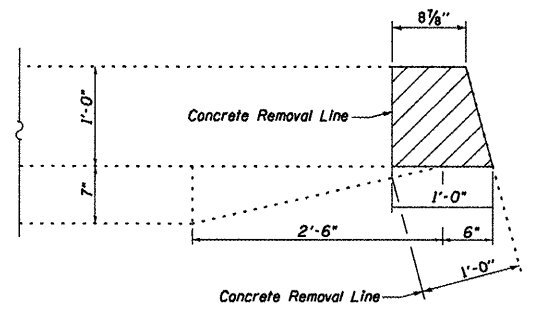


SUPERSTRUCTURE AT EAST ABUTMENT

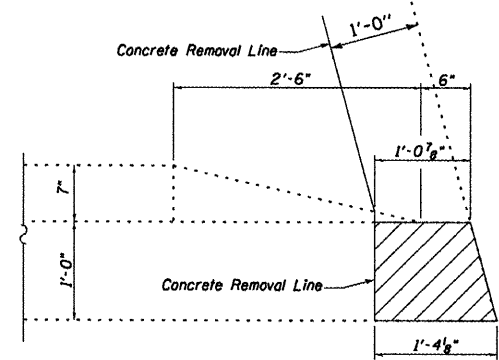


N.E. ELEVATION

S.E. ELEVATION



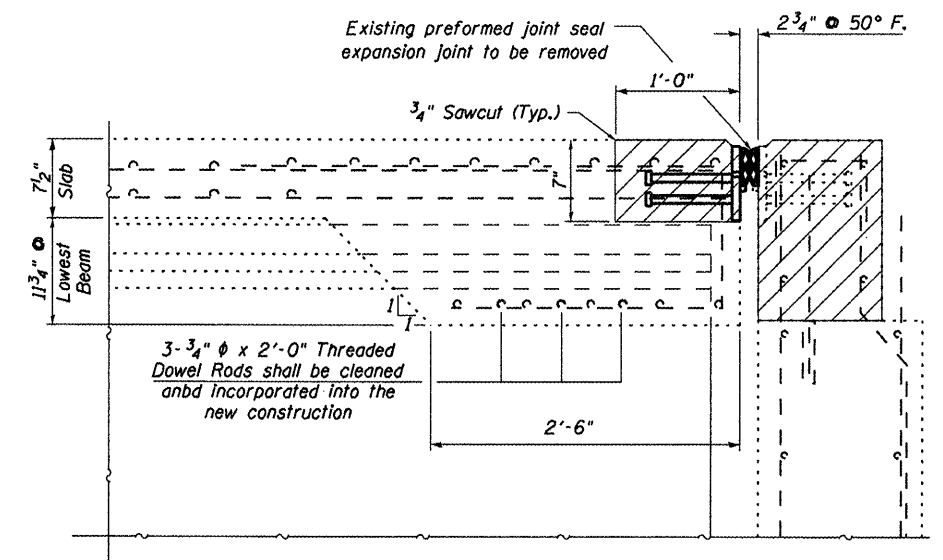
PLAN



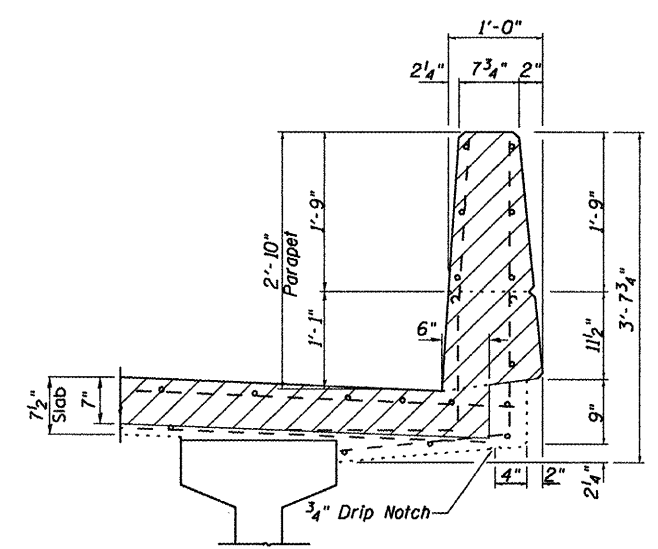
PLAN

PARAPET DETAILS

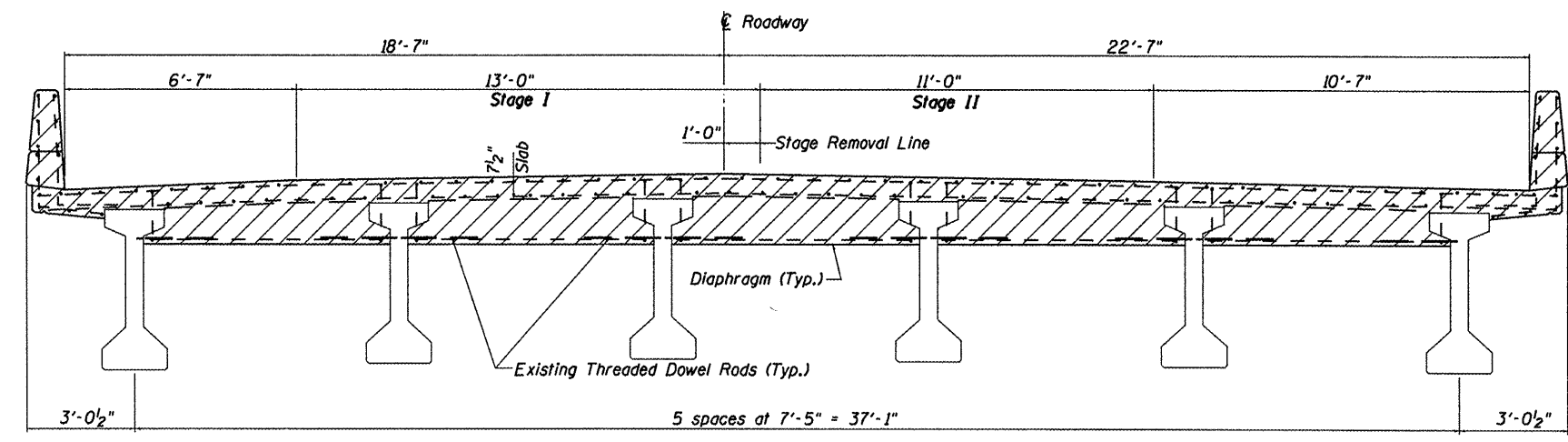
CONCRETE REMOVAL LIMITS



SECTION C-C
Measurements at Right L's



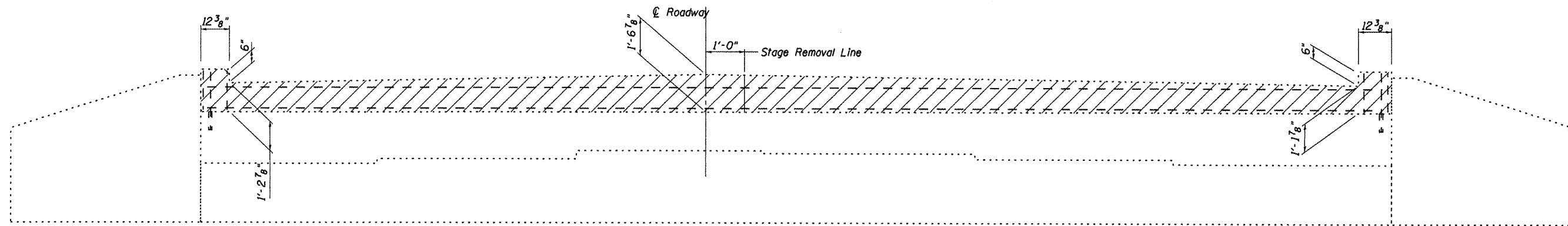
SECTION THRU PARAPET



CROSS SECTION AT EAST ABUTMENT

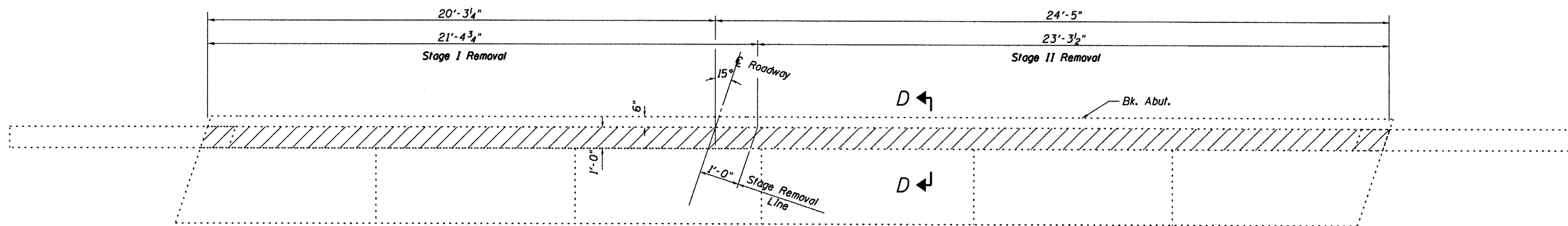
LOOKING EAST

FILE NAME =	USER NAME = patelj	DESIGNED - RON WOODSHANK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE REMOVAL DETAILS EAST ABUT. FOR STRUCTURE NO. 006-0151 (E.B.)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cr\pwwork\pwwork\patelj\4826831\1\03688	9-shr-details.dgn	DRAWN - RON WOODSHANK	REVISED -			80	(06-48R-11)	BUREAU	40	30
PLOT SCALE = 100:8' = 1" = 1/8"		CHECKED -	REVISED -			SCALE: SHEET 4 OF 14 SHEETS STA. 1020+87.79 TO STA. 1023+79.79		CONTRACT NO. 66B49		
PLOT DATE = 2/16/2012		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				

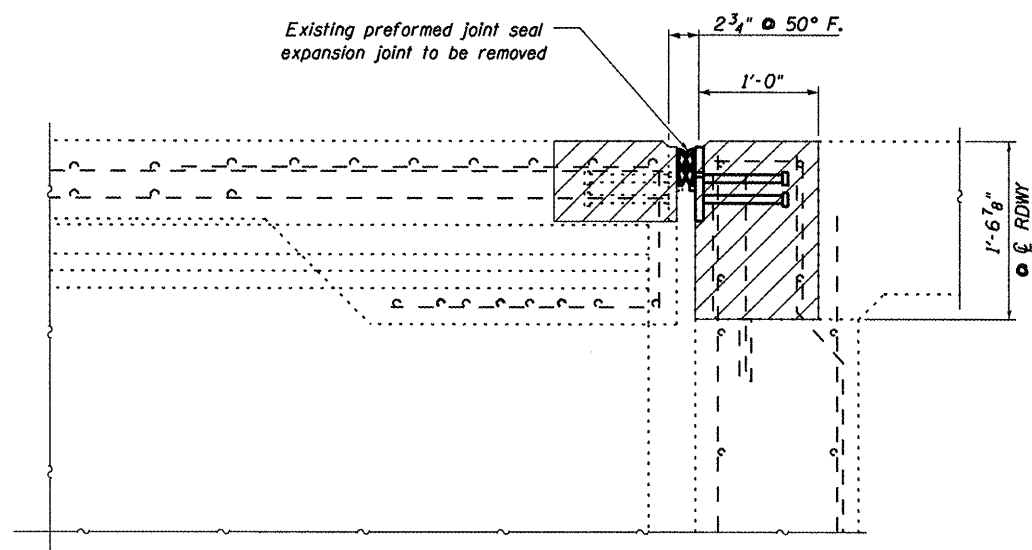


ELEVATION

CONCRETE REMOVAL LIMITS



TOP VIEW



Note: Transverse reinforcement not shown for clarity

SECTION D-D
Measurements at Right L's

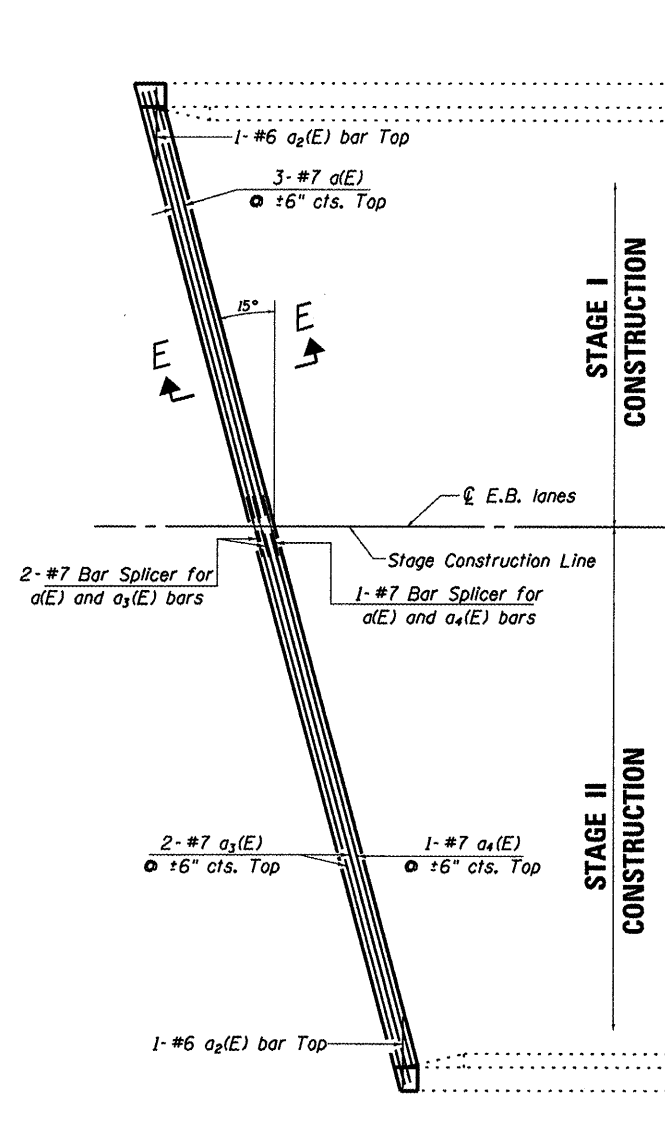
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	PLOT DATE = 2/16/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

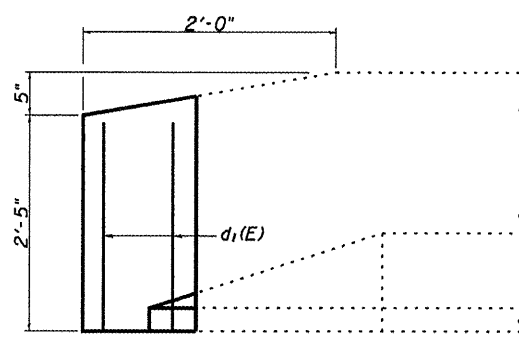
ABUTMENT REMOVAL DETAILS
EAST ABUT. FOR STRUCTURE NO. 006-0151 (E.B.)

SCALE: SHEET 5 OF 14 SHEETS STA. 1020+87.79 TO STA. 1023+79.79

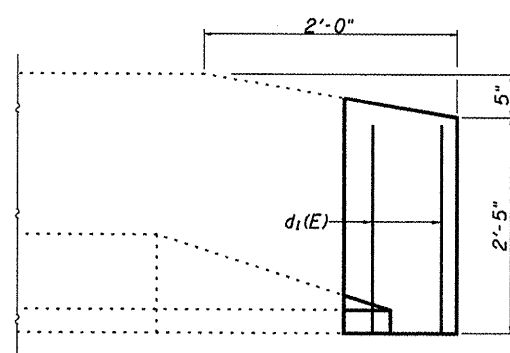
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-4BR-1)I	BUREAU	40	31
CONTRACT NO. 66B49			ILLINOIS FED. AID PROJECT	



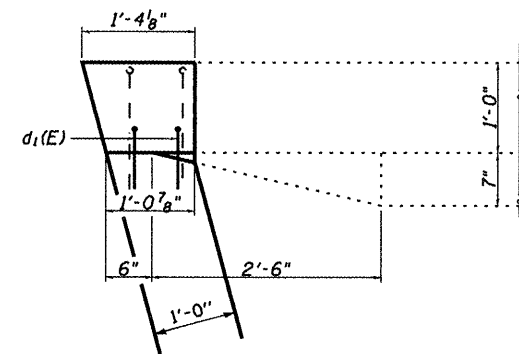
SUPERSTRUCTURE AT WEST ABUTMENT



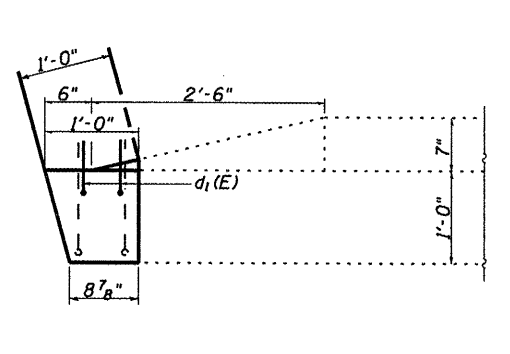
N.W. ELEVATION



S.W. ELEVATION

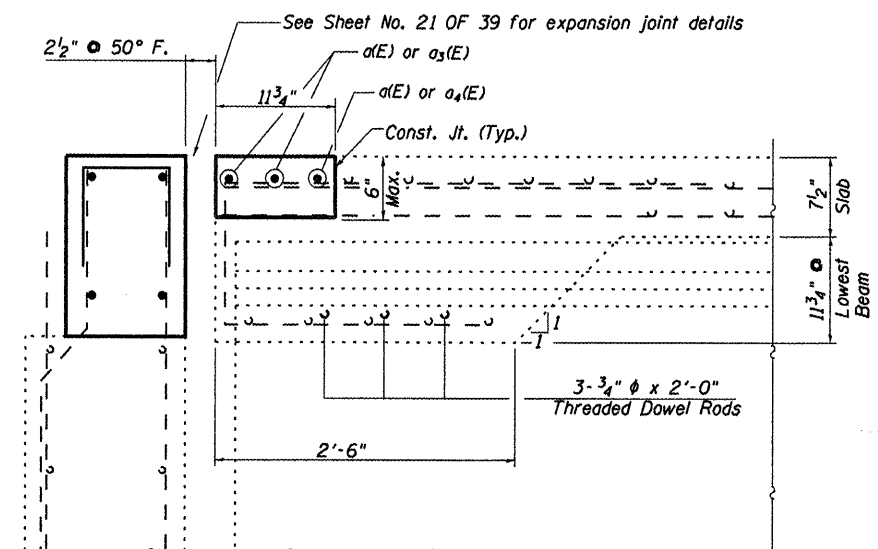


PLAN

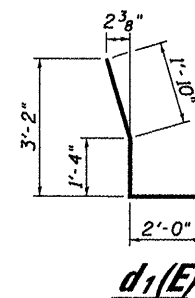


PLAN

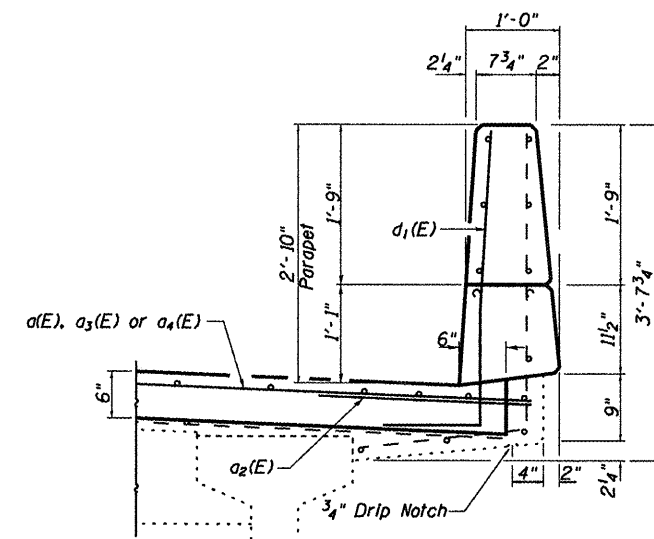
PARAPET DETAILS



SECTION E-E
Measurements at Right L's



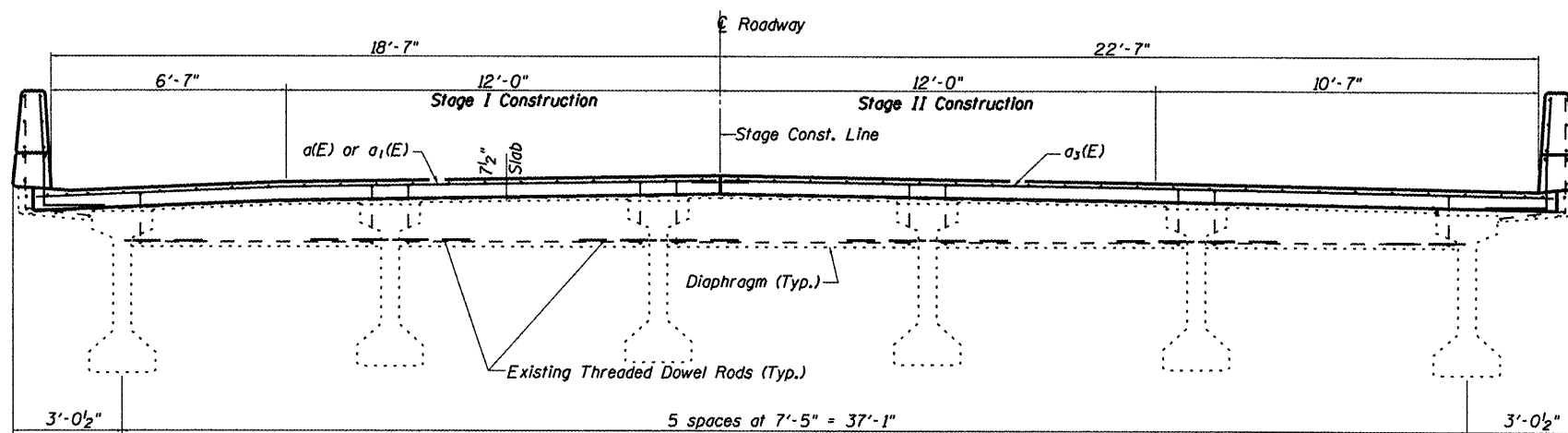
d1(E)



SECTION THRU PARAPET

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	3	#7	19'-4"	—
a2(E)	2	#6	4'-0"	—
a3(E)	2	#7	23'-6"	—
a4(E)	1	#7	23'-0"	—
d1(E)	4	#5	5'-2"	L
Concrete Removal			Cu. Yd.	1.0
Concrete Superstructure			Cu. Yd.	1.0
Reinforcement Bars			Lbs.	300
Epoxy Coated				



CROSS SECTION AT WEST ABUTMENT

LOOKING EAST

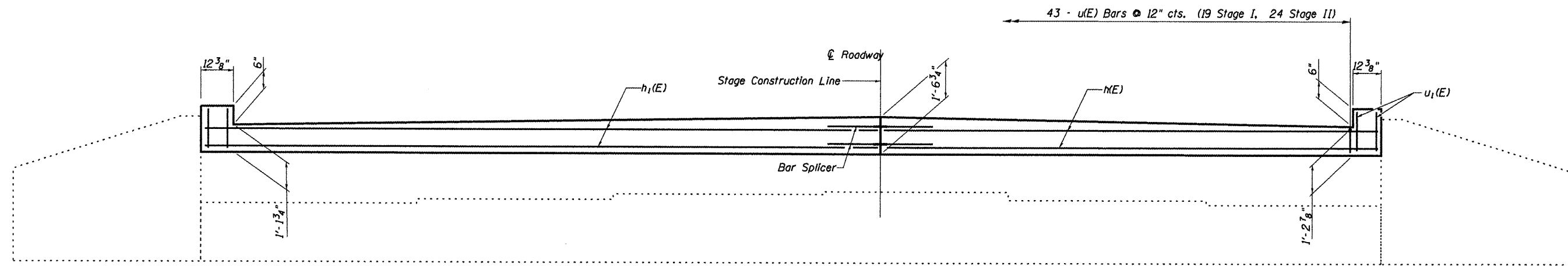
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	PLOT DATE = 2/16/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

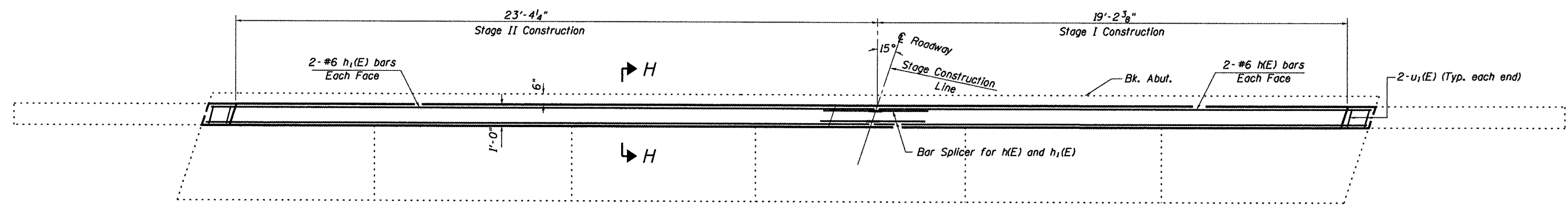
SUPERSTRUCTURE CONSTRUCTION DETAILS
WEST ABUT. FOR STRUCTURE NO. 006-0151 (E.B.)

SCALE: SHEET 6 OF 14 SHEETS STA. 1020+87.79 TO STA. 1023+79.79

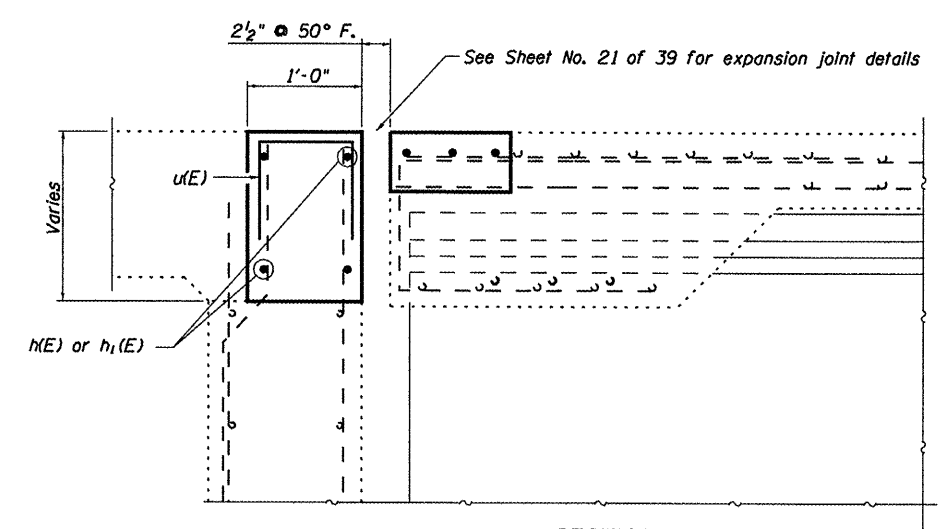
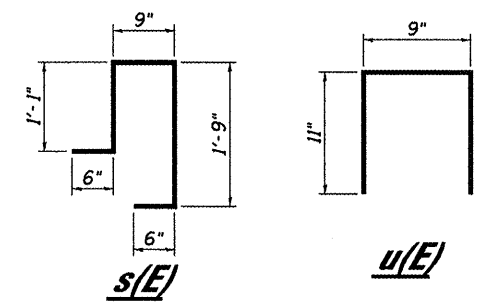
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	106-4BR-111	BUREAU	40	32
			CONTRACT NO. 66B49	
ILLINOIS FED. AID PROJECT				



ELEVATION
LOOKING WEST



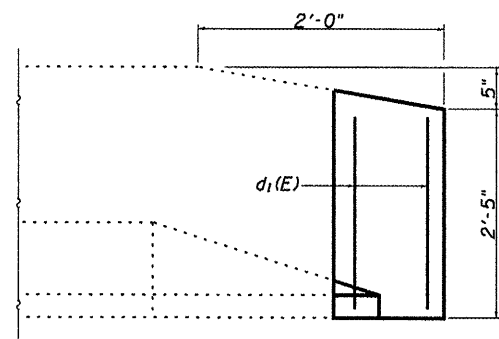
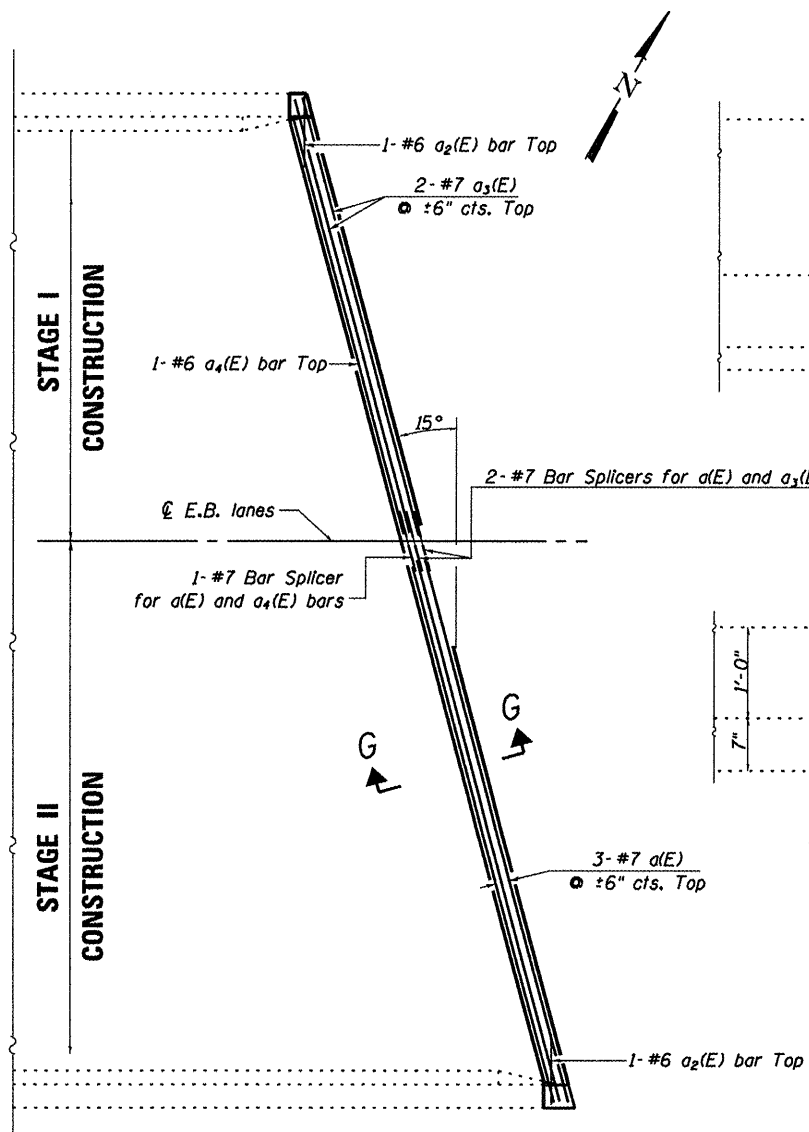
TOP VIEW



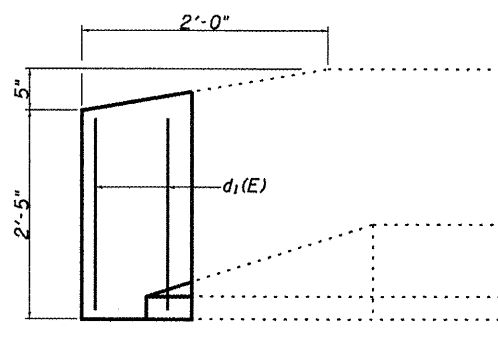
SECTION F-F
Measurements at Right L's

BILL OF MATERIAL

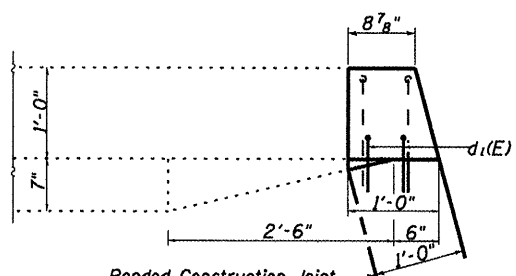
Bar	No.	Size	Length	Shape
h(E)	4	#6	19'-11"	—
h1(E)	4	#6	24'-0"	—
s(E)	4	#4	4'-7"	J
u(E)	43	#5	2'-7"	Π
Concrete Removal			Cu. Yd.	2.4
Concrete Superstructure			Cu. Yd.	2.4
Reinforcement Bars			Lbs.	400
Epoxy Coated				



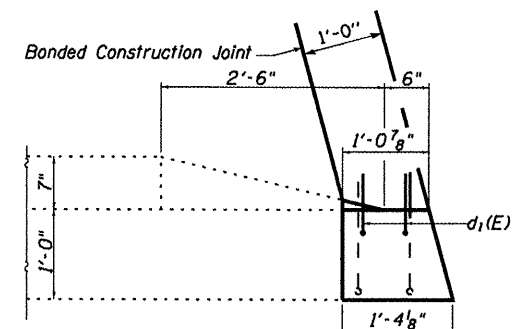
N.E. ELEVATION



S.E. ELEVATION

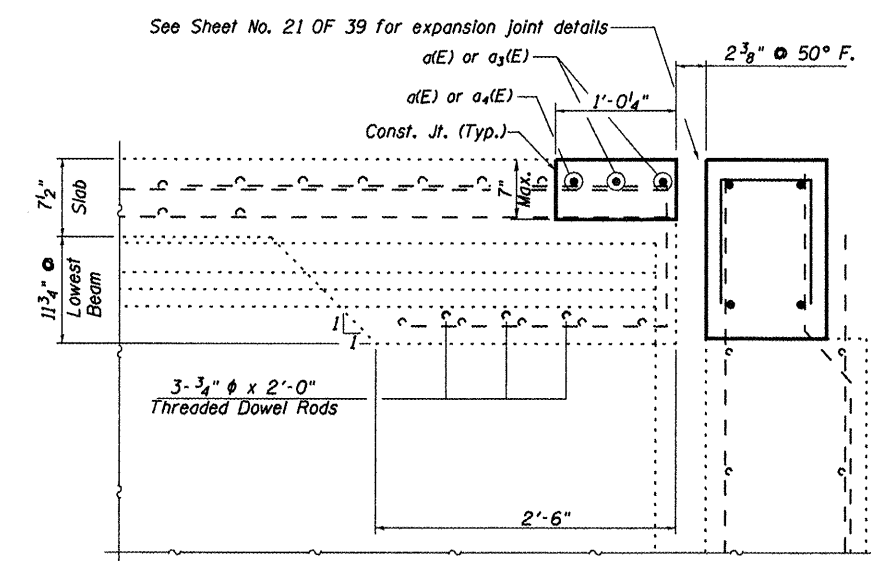


PLAN

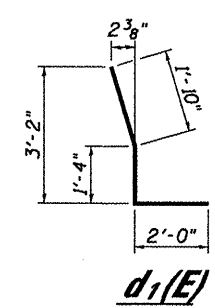


PLAN

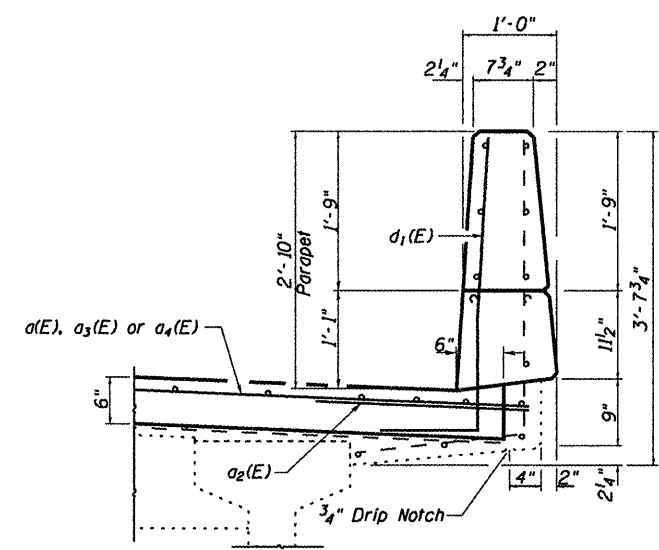
CORNER DETAILS



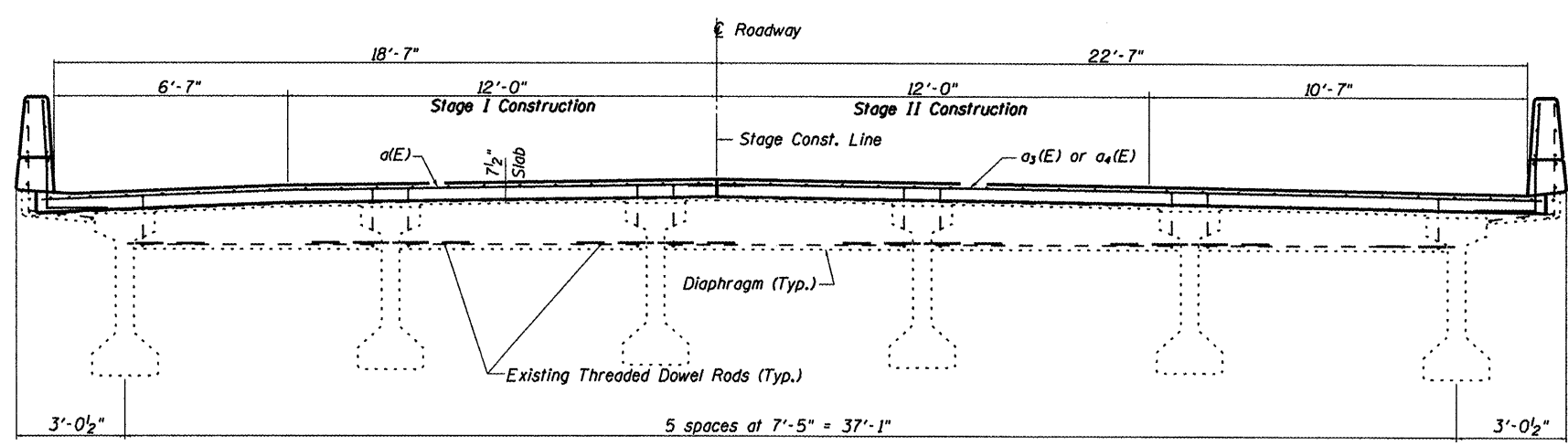
SECTION G-G
Measurements at Right L's



d1(E)



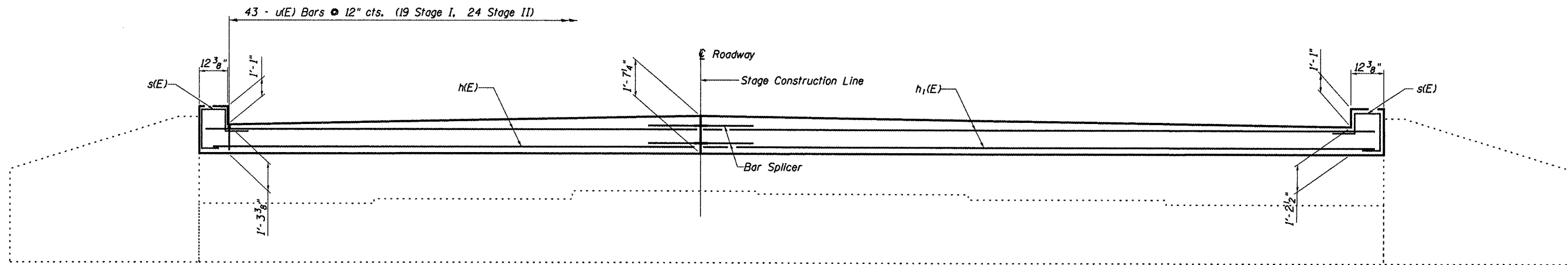
SECTION THRU PARAPET



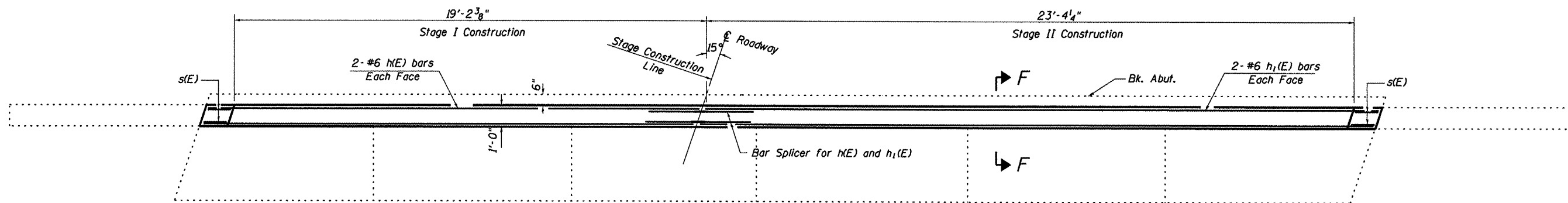
CROSS SECTION AT WEST ABUTMENT
LOKING EAST

BILL OF MATERIAL

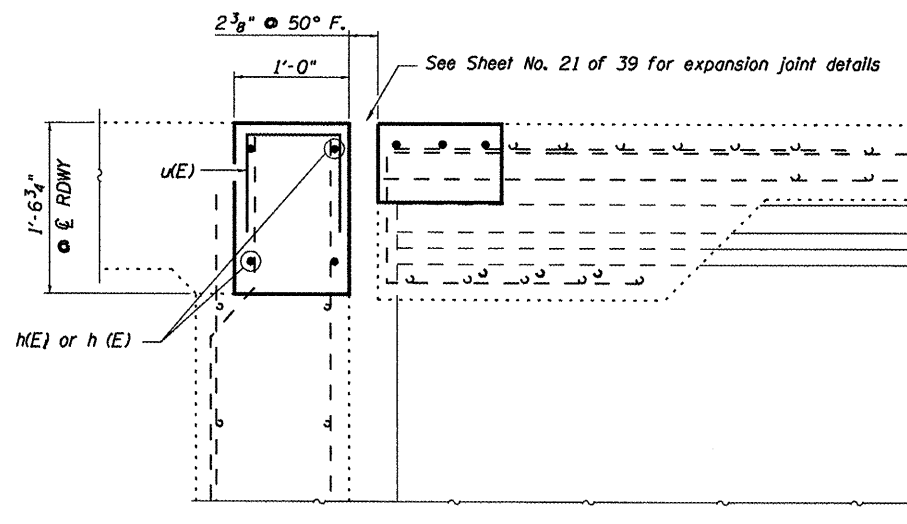
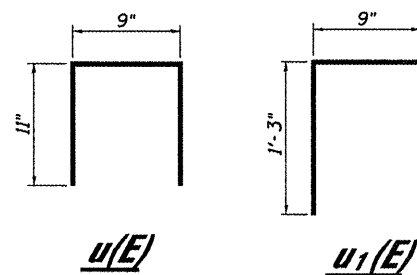
Bar	No.	Size	Length	Shape
a(E)	3	#7	19'-4"	—
a2(E)	2	#6	4'-0"	—
a3(E)	2	#7	23'-6"	—
a4(E)	1	#7	23'-0"	—
d1(E)	4	#5	5'-2"	L
Concrete Removal			Cu. Yd.	1.1
Concrete Superstructure			Cu. Yd.	1.1
Reinforcement Bars			Lbs.	300
Epoxy Coated				



ELEVATION
LOOKING WEST



TOP VIEW



SECTION H-H
Measurements at Right L's

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	4	#6	19'-11"	—
h1(E)	4	#6	24'-0"	—
u(E)	43	#5	2'-7"	π
u1(E)	4	#4	3'-3"	π
Concrete Removal			Cu. Yd.	2.4
Concrete Superstructure			Cu. Yd.	2.4
Reinforcement Bars			Lbs.	390
Epoxy Coated				

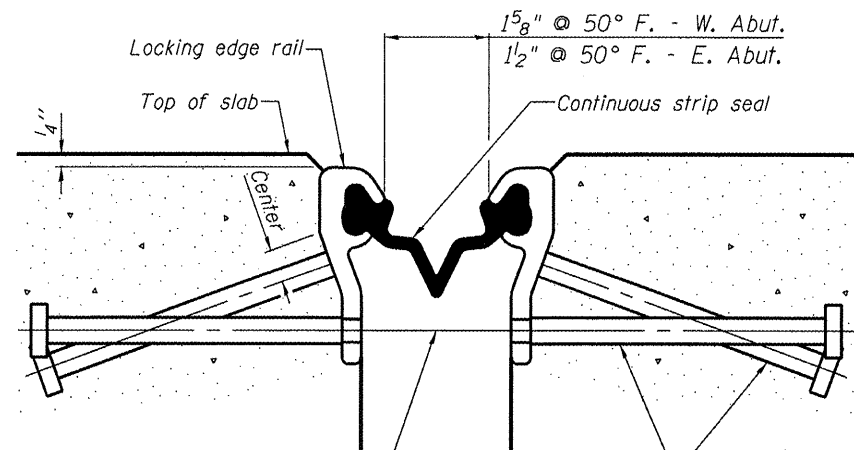
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	PLOT DATE = 2/16/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT CONSTRUCTION DETAILS
EAST ABUT. FOR STRUCTURE NO. 006-0151 (E.B.)

SCALE: SHEET 9 OF 14 SHEETS STA. 1020+87.79 TO STA. 1023+79.79

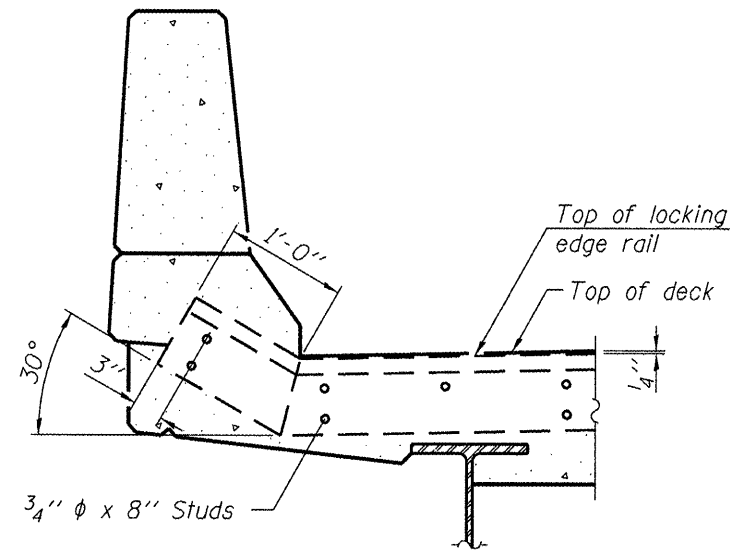
F.A.I. RTE. 80	SECTION (06-4BR-11)	COUNTY BUREAU	TOTAL SHEETS 40	SHEET NO. 35
CONTRACT NO. 66B49			ILLINOIS FED. AID PROJECT	



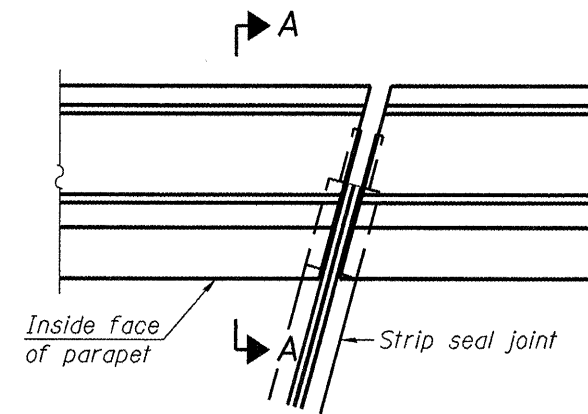
7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

Place 1/2" ϕ x 6" granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded at 1'-0" alt. cts.

SECTION THRU STRIP SEAL JOINT FOR OVERLAY OVER DECK BEAMS



SECTION A-A



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

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

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

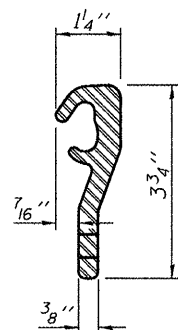
The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

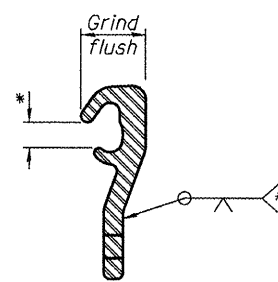
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.

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



LOCKING EDGE RAIL

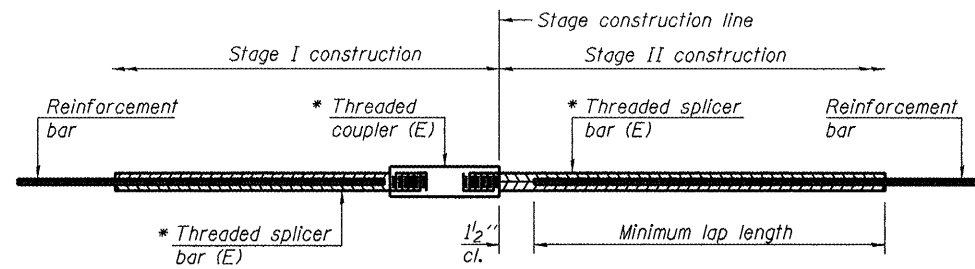


LOCKING EDGE RAIL SPLICE

STRIP SEAL EXPANSION JOINT AT WEST ABUTMENT

**TWO EXPANSION JOINTS
BILL OF MATERIAL**

Item	Unit	Total
Preformed Joint Strip Seal	Foot	88



STANDARD BAR SPLICER ASSEMBLY

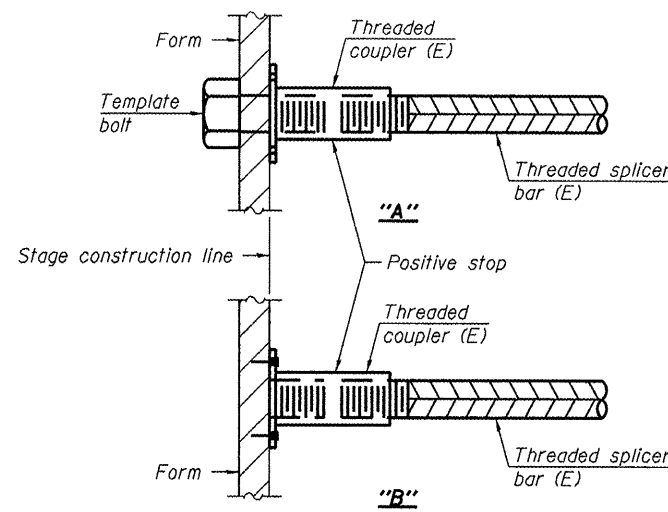
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

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

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

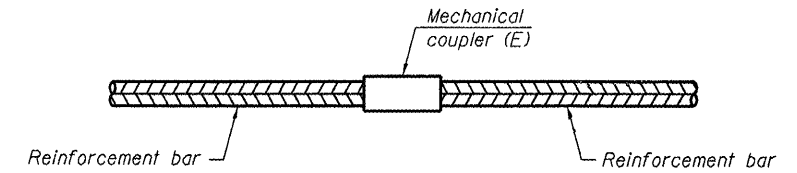
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
W. Abut. Deck	#7	3	Table 3
W. Abut. Hatch Block	#6	4	Table 3
E. Abut. Deck	#7	3	Table 3
E. Abut. Hatch Block	#6	4	Table 3



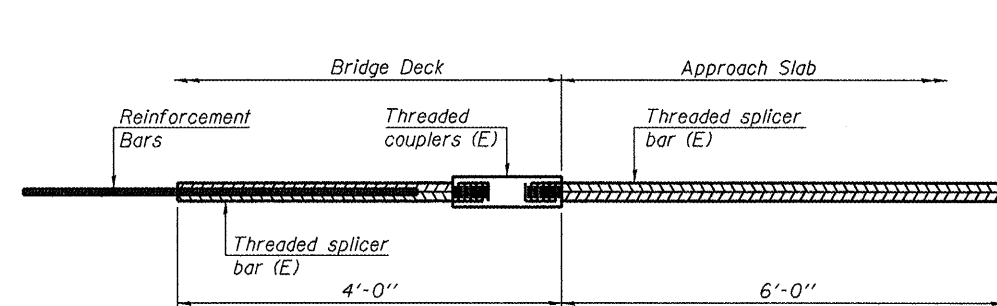
INSTALLATION AND SETTING METHODS

"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.



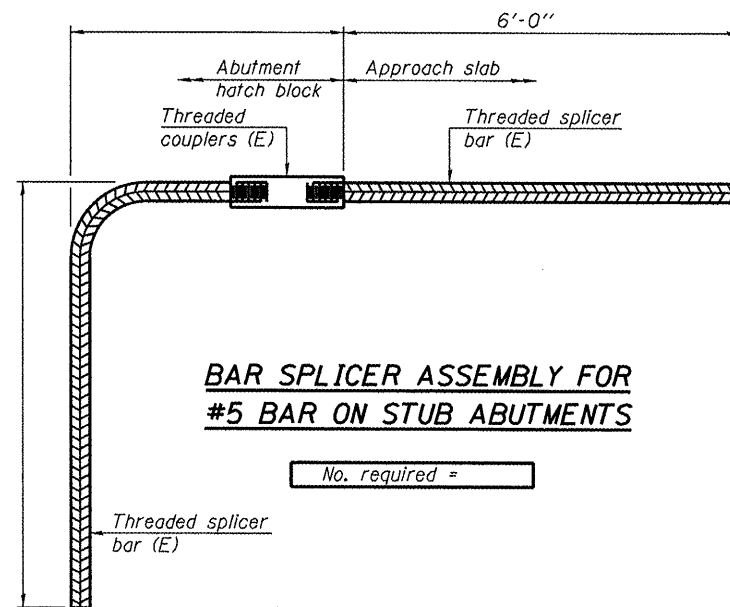
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



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

No. required =



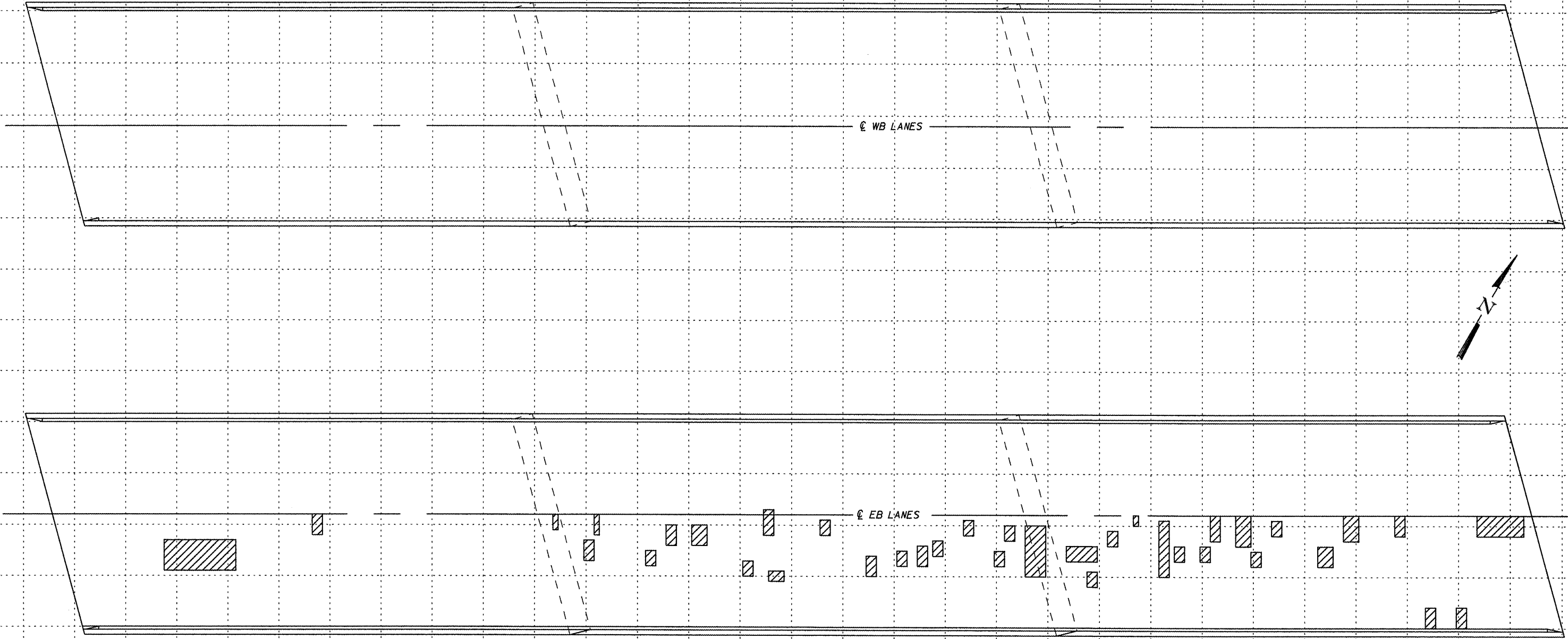
BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

BSD-1 7-1-10



LEGEND

 **PARTIAL DEPTH**

NOTE:

Deck slab repair areas are estimated. The Engineer shall sound the entire deck area at time of construction to determine exact locations and quantities of actual deck slab repairs on the "As-Built" Plans.

BILL OF MATERIAL

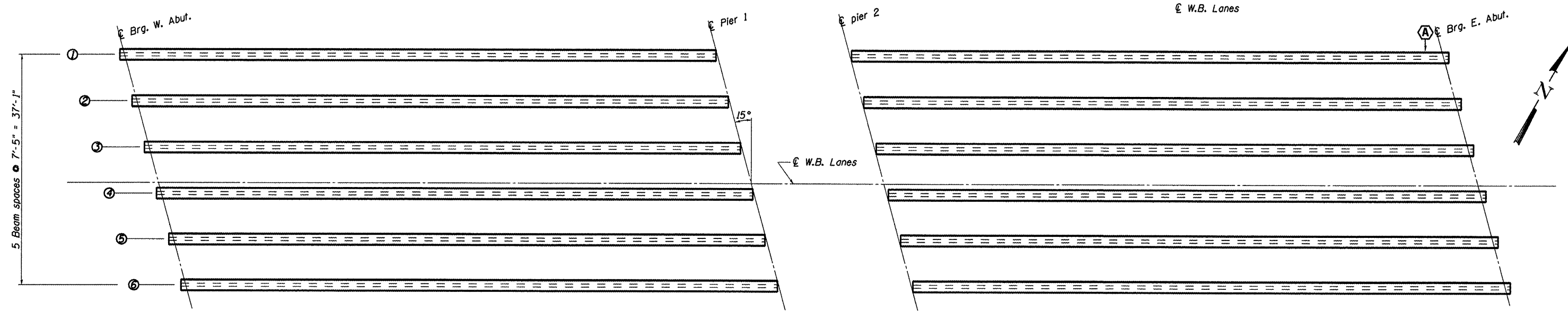
Item	Unit	Total
Deck Slab Repair (Partial)	Sq Yd	50

FILE NAME =	USER NAME = petelyj	DESIGNED - RON WOODSHANK	REVISED -
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	PLOT SCALE = 100:0 1" / 10'	CHECKED -	REVISED -
	PLOT DATE = 2/16/2012	DATE -	REVISED -

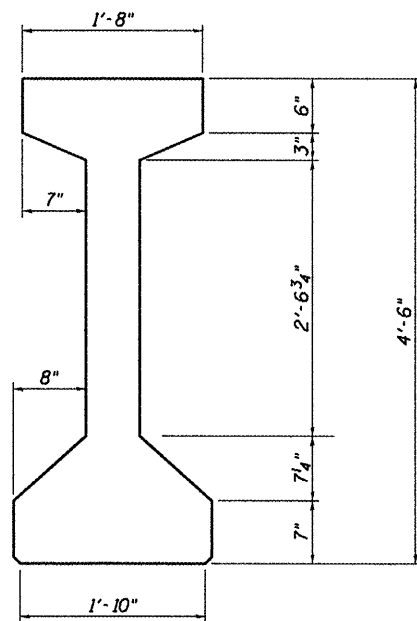
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK SLAB REPAIR SURVEY
FOR STRUCTURE NO. 006-0151 (E.B.)

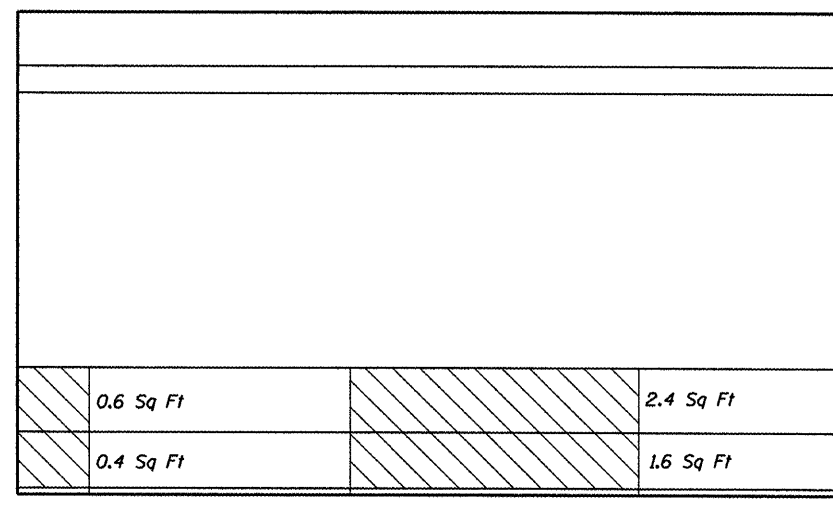
F.A.I. RTE. 80	SECTION (06-4BR-11)	COUNTY BUREAU	TOTAL SHEETS 40	SHEET NO. 38
SCALE: SHEET 12 OF 14 SHEETS STA. 1020+87.79 TO STA. 1023+79.79			CONTRACT NO. 66B49	
ILLINOIS FED. AID PROJECT				



FRAMING PLAN

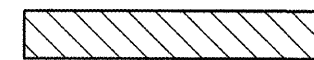


PPC I-BEAM 54"



BEAM 1

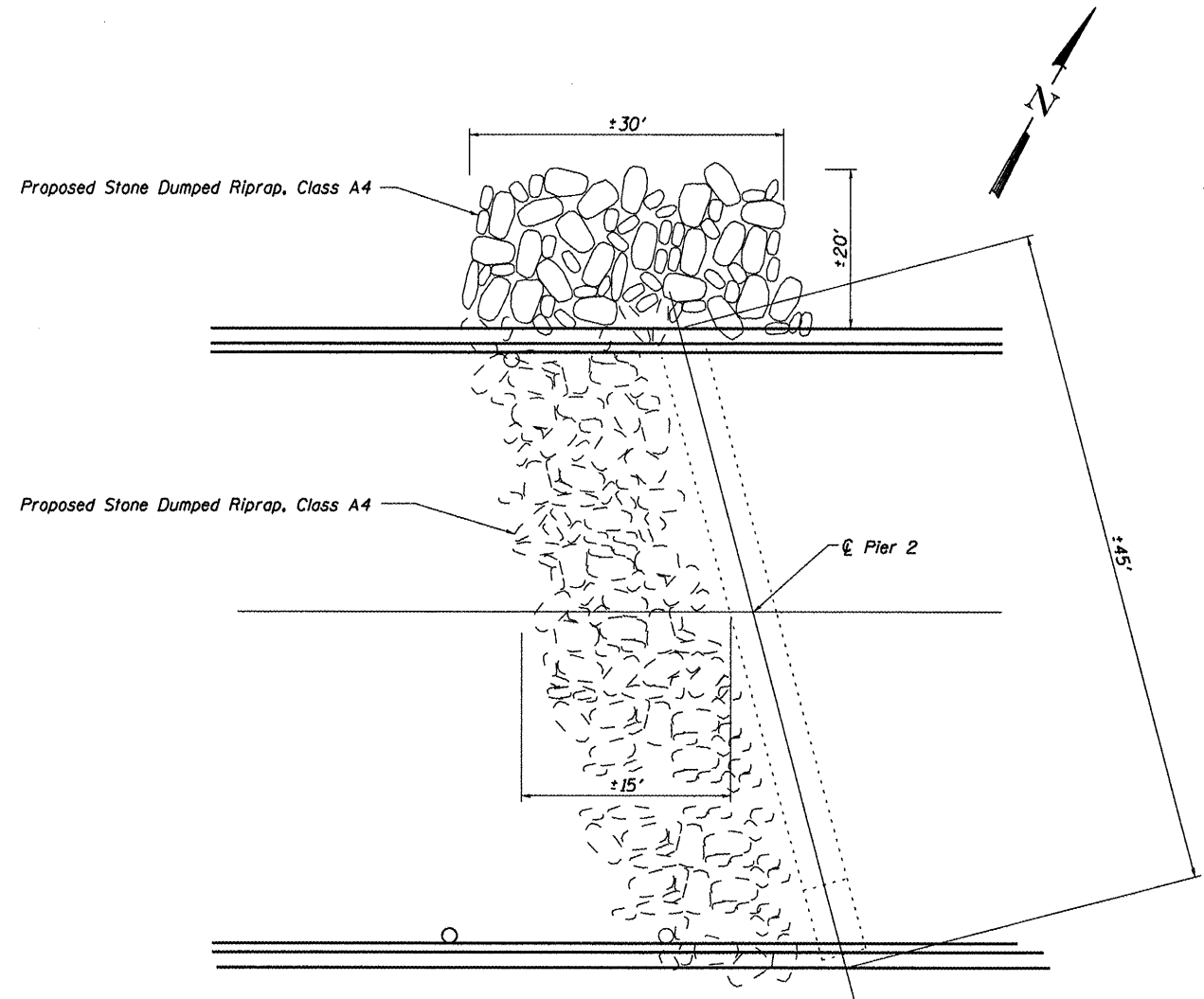
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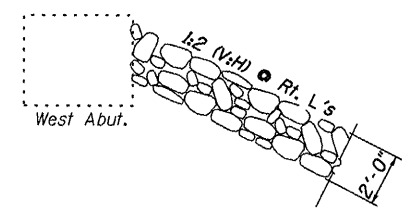
STRUCTURAL REPAIR OF CONCRETE
(DEPTH EQUAL TO OR LESS THAN 5")

BILL OF MATERIAL

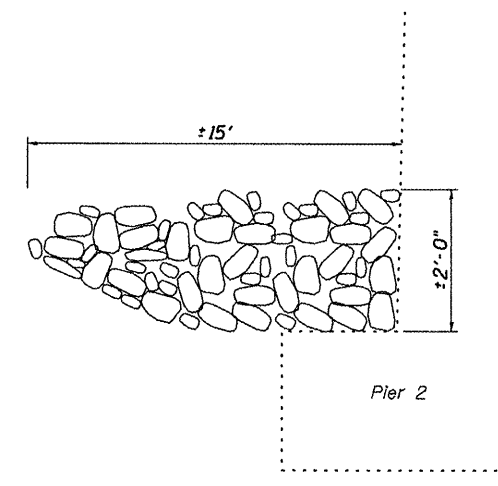
Item	Unit	Total
STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5")	Sq Ft	5



PLAN-PIER 2
SN 006-0151 (E.B.)



ELEVATION



DETAIL AT TOE OF SLOPE

BILL OF MATERIAL

Item	Unit	Total
Stone Dumped Riprap, Class A4	Ton	160

FILE NAME =	USER NAME = patelj	DESIGNED - RON WOODSHANK	REVISED -
c:\pwork\pwork\patelj\0268311\03668	9-shd-details.dgn	DRAWN - RON WOODSHANK	REVISED -
PLOT SCALE = 100:0 ' / in.	CHECKED -	REVISIONS	REVISED -
PLOT DATE = 2/16/2012	DATE -	REVISIONS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STONE RIPRAP DETAILS
FOR STRUCTURE NO. 006-0151 (E.B.)

SCALE: SHEET 14 OF 14 SHEETS STA. 1020+87.79 TO STA. 1023+79.79

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-4BR-1)I	BUREAU	40	40
			CONTRACT NO. 66B49	
ILLINOIS FED. AID PROJECT				