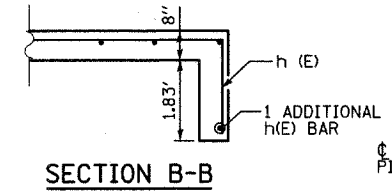


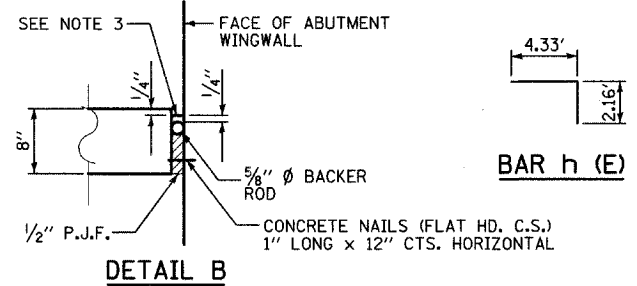
PLAN

BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
h(E)	9	#4	2'-3"		
h ₁ (E)	3	#4	6'-6"		
Reinforcement Bars, Epoxy Coated				POUND	30
Concrete Structures				CU YD	0.4

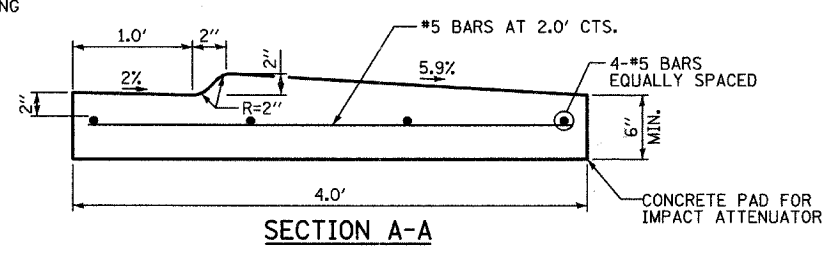


SECTION B-B

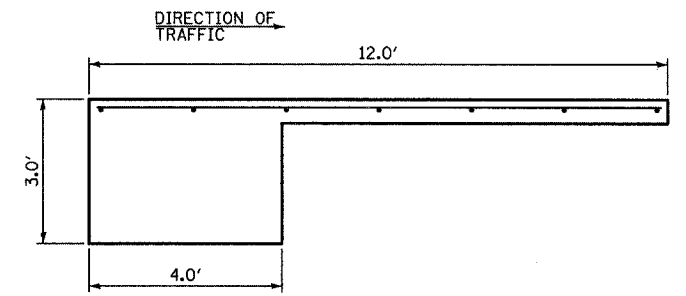


DETAIL B

RECONSTRUCTION OF CONCRETE APRON AT 66" Ø PIPE



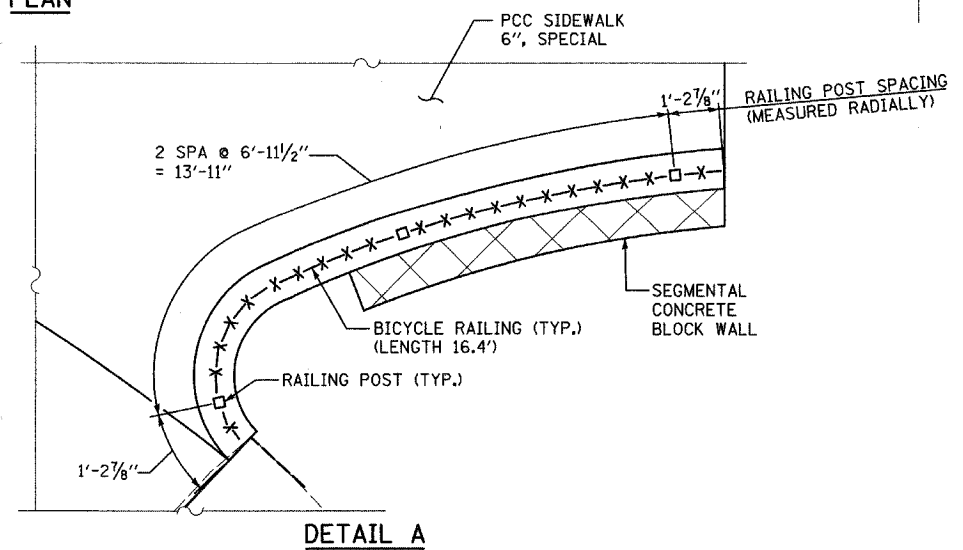
SECTION A-A



LONGITUDINAL SECTION THRU CONCRETE PAD

SIDEWALK LAYOUT

POINT	STATION	OFFSET	ELEVATION
A	2+21.15	16.79' RT	657.55
B	2+31.32	16.79' RT	657.63
C	1+97.99	41.58' RT	656.63
D	2+01.37	29.14' RT	657.25
E	2+10.55	26.32' RT	656.90
F	2+16.94	24.61' RT	657.10
G	2+21.15	20.79' RT	657.47
H	2+21.15	23.59' RT	657.19
I	2+31.32	21.50' RT	657.54
J	2+17.43	36.88' RT	656.52
K	2+21.56	34.61' RT	656.77
L	2+23.50	33.79' RT	656.88
M	2+33.15	31.58' RT	657.34



DETAIL A

NOTES:

- EPOXY GROUT BARS IN 6" DEEP MINIMUM DRILLED HOLES ACCORDING TO ARTICLE 584 OF THE STANDARD SPECIFICATIONS. THE GROUT AND METHOD OF APPLICATION SHALL BE APPROVED BY THE ENGINEER.
- REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
- NON-STAINING GRAY ONE COMPONENT NON-SAG ELASTOMERIC GUN GRADE POLYURETHANE SEALANT MEETING THE REQUIREMENTS OF ASTM C-920, TYPE S, GRADE NS, CLASS 25, USE T WITH A 5/8" BACKER ROD. COST INCLUDED WITH CONCRETE STRUCTURES.

GENERAL NOTES:

- ELEVATIONS OF EXISTING SHARED-USE STRUCTURE TAKEN FROM SURVEY. CONTRACTOR TO FIELD VERIFY AND ADJUST PROPOSED SIDEWALK ELEVATIONS AS NECESSARY.
- IMPACT ATTENUATOR (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2. LAYOUT OF ATTENUATOR SHOWN IS QUADGUARD MODEL # QS2403Y. IF CONTRACTOR SELECTS AN ALTERNATIVE, THAT SYSTEM SHALL HAVE A MAXIMUM OUT TO OUT WIDTH OF 2'-7" AND MAX HEIGHT FROM TOP OF LEVELING PAD OF 34".
- CONCRETE FOR ATTENUATOR BASE SHALL BE IN ACCORDANCE WITH SECTION 420 OF THE STANDARD SPECIFICATIONS. REINFORCEMENT BARS SHALL BE EPOXY COATED IN ACCORDANCE WITH SECTION 508 OF THE STANDARD SPECIFICATIONS. REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A706 GRADE 60 (IL MODIFIED).
- THE CONCRETE, REINFORCEMENT BARS AND NECESSARY EXCAVATION WILL BE INCLUDED IN THE COST OF "IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2".
- THE IMPACT ATTENUATOR SHALL HAVE A TRANSITION RAIL SEGMENT ON THE SHARED-USE PATH SIDE TO SHIELD PEDESTRIANS FROM THE BLUNT END OF THE ATTENUATOR.
- FOR DETAILS OF BICYCLE RAILING, SEE SHEET 37.

REVISIONS

NAME	DATE

BRIDGE REHABILITATION
BAILEY ROAD OVER
WEST BRANCH OF THE DUPAGE RIVER

MISCELLANEOUS DETAILS

CONSULTANT
TYLIN INTERNATIONAL

City of **Naperville**

DRAWN: DE
CHECKED: SP
APPROVED:
DATE: JULY 13, 2007
SCALE:
JOB No.: C-91-062-04

SHEET NO.
21
PROJECT No.: BHM-8003(343)