8-3-07 Letting, Item 034

INDEX OF SHEETS

STANDARDS

701201-02 LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS >= 45 MPH
701321-08 LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701326-02 LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS >= 45 MPH
702001-06 TRAFFIC CONTROL DEVICES
704001-03 TEMPORARY CONCRETE BARRIER

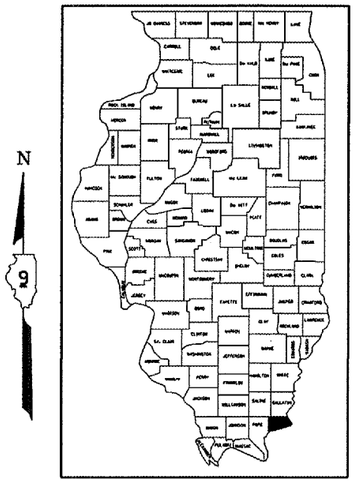
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

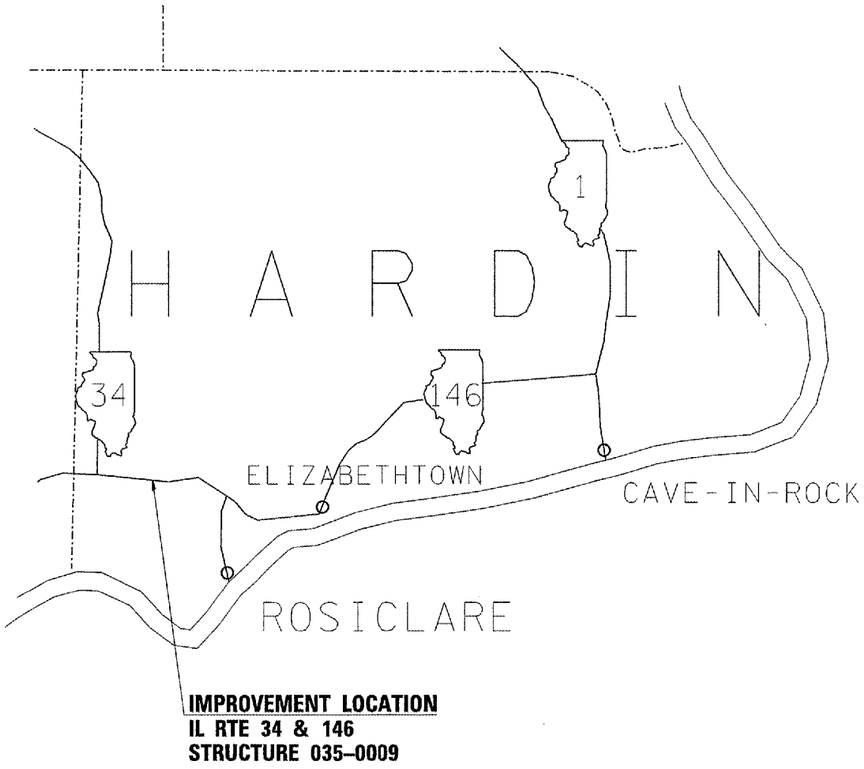
PROPOSED HIGHWAY PLANS

FAP ROUTE 885 (IL 34 /146)
SECTION 5I-1
C-99-033-07
HARDIN COUNTY

CONTRACT NO. 78011

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 885	5I-1	HARDIN	11	1
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT:	





IMPROVEMENT LOCATION
IL RTE 34 & 146
STRUCTURE 035-0009

ILLINOIS TOWNSHIP: STONE CHURCH
NW 1/4, SECTION 19, R8E T12S
2005 ADT = 2700
TRUCKS = 18%
POSTED SPEED = 55 MPH

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
SUBMITTED May 15, 20 07
Mary C. Ramie
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
June 28, 20 07
Eric E. Harm
Interim ENGINEER OF DESIGN AND ENVIRONMENT
June 29, 20 07
Milton R. Lee, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PLAN DRAWINGS ARE NOT TO SCALE.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123

MAP NOT TO SCALE

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

PROJECT ENGINEER: CASEY N. TECKENBROCK PHONE: (618) 549-2171
SQUAD LEADER: RITA GAUTNEY CENTREX: 782-4554

Contract 78011

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 78011				
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 885	5I-1	HARDIN	11	2
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT.		

GENERAL NOTES

THE THICKNESS OF HOT-MIX ASPHALT 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 HOT-MIX ASPHALT MIXTURE IS PLACED.

THE ADVANCE DETECTOR LOOPS ARE TYPICALLY LOCATED 300 FEET IN ADVANCE OF THE STOP BAR. THE BUREAU OF OPERATIONS SHOULD APPROVE THE LOOP LOCATIONS PRIOR TO INSTALLATION.

THE CENTERLINE PAVEMENT MARKING SHOULD BE REMOVED FROM THE STOP BAR TO THE SAND ATTENUATORS OR DRUMS. EDGE LINE PAVEMENT MARKING SHOULD BE REMOVED AND TEMPORARY EDGE LINE INSTALLED DURING PRE-STAGE CONSTRUCTION.

ALL SIGNS REQUIRED IN ADDITION TO THOSE SHOWN IN TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 ARE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, STANDARD 701321.

TWO LOAD LIMIT SIGNS (R12-4) ARE REQUIRED. LOAD LIMIT SIGN SHALL BE ERECTED BETWEEN SIGNAL AHEAD SIGN AND ROAD CONSTRUCTION AHEAD SIGN AT 500' SPACING. ONE NO LEFT TURN (R3-2) AND ONE NO RIGHT TURN (R3-1) ARE REQUIRED AT PRIVATE ENTRANCES. THREE MAXIMUM WIDTH SIGNS ARE REQUIRED.

TRAFFIC CONTROL SIGNS SHALL BE PLACED SO THAT THEY DO NOT INTERFERE WITH EXISTING SIGNS OR FLASHING BEACONS. THE DIMENSIONS BETWEEN SIGNS MAY BE MODIFIED SLIGHTLY SO AS TO AVOID CONFLICTS WITH EXISTING SIDEROADS, COMMERCIAL ENTRANCES, AND PRIVATE ENTRANCES. THE BUREAU OF OPERATIONS SHOULD APPROVE FINAL PLACEMENT OF TRAFFIC CONTROL SIGNING.

RUMBLE STRIPS ARE REQUIRED.

REMOVAL OF HOT-MIX ASPHALT SURFACE BY THE USE OF RADIANT OR DIRECT HEAT WILL NOT BE PERMITTED. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT CONCRETE REMOVAL COMPLETE.

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO ROUTINE 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.

WHILE SIGNAL HEADS ARE MOUNTED IN PLACE, BUT NOT YET IN OPERATION, THEY SHALL BE SECURELY COVERED IN WHITE PLASTIC.

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

ALL HOT-MIX ASPHALT	2.016 TONS/CU. YD.
ALL AGGREGATE	2.05 TONS/CU. YD.
BITUMINOUS MATERIALS:	
ON PAVEMENT	0.09 GAL./SQ. YD.
INTERMEDIATE LIFTS (FOG COAT)	0.04 GAL./SQ. YD.
ON AGGREGATE SURFACE	0.32 GAL./SQ. YD.
AGGREGATE (PRIME COAT)	0.0015 TONS/SQ. YD.

THE COST OF ANY EXCAVATION REQUIRED FOR CONSTRUCTION OF HOT-MIX ASPHALT SHOULDERS IS INCLUDED IN THE COST OF HOT-MIX ASPHALT SHOULDERS, 10" AND WILL NOT BE PAID FOR SEPARATELY.

THE CONTRACTOR HAS THE OPTION OF INSTALLING PORTLAND CEMENT CONCRETE SHOULDERS, 10" ACCORDING TO SECTION 483 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL BE PAID FOR AT THE UNIT COST BID FOR HOT-MIX ASPHALT SHOULDERS, 10".

THE EAST BOUND LANE IS CURRENTLY CLOSED TO TRAFFIC BY THE USE OF TRAFFIC CONTROL AND PROTECTION STANDARD 701316.

PAVEMENT MARKING REMOVAL QUANTITY INCLUDES REMOVAL OF TEMPORARY EDGE LINE.

Prepared By: Kevin Hammons
DISTRICT OPERATIONS ENGINEER

Examined By:
ASSISTANT REGIONAL ENGINEER

Examined By:
DISTRICT LAND ACQUISITION ENGINEER

Examined By:
DISTRICT PROGRAM DEVELOPMENT ENGINEER

Examined By:
DISTRICT STUDIES & PLANS ENGINEER

Examined By:
DISTRICT CONSTRUCTION ENGINEER

Examined By:
DISTRICT MATERIALS ENGINEER

Examined By:
DISTRICT PROJECT IMPLEMENTATION ENGINEER

Approved By:
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 15 2007
DATE

CONTRACT NO. 78011				
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 885	5I-1	HARDIN	11	3
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

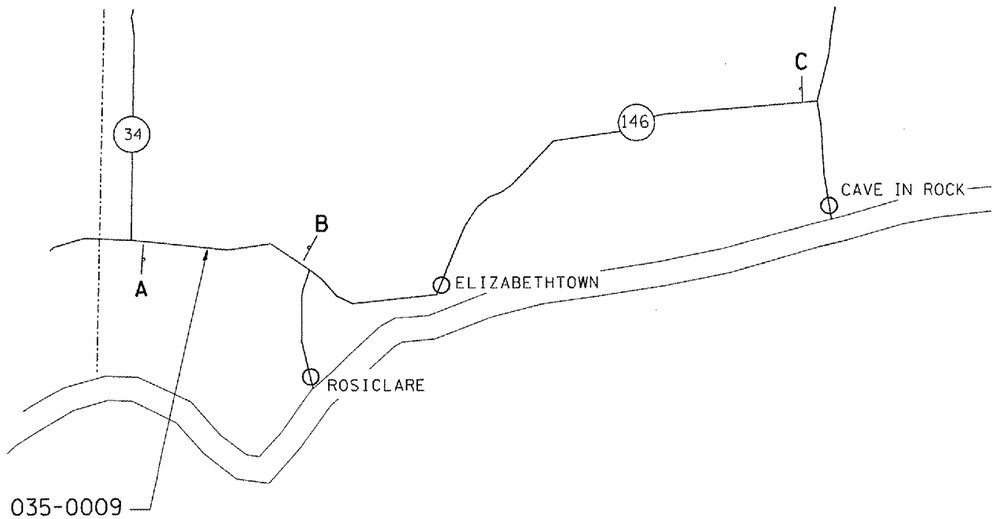
	CONSTRUCTION TYPE CODE: SAFETY - 2A	100% STATE HARDIN COUNTY	
CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY
40603320	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N90	TON	14.7
44001005	HOT-MIX ASPHALT SURFACE REMOVAL	SQ YD	8.9
48203037	HOT-MIX ASPHALT SHOULDERS, 10"	SQ. YD	82.2
50400305	PRECAST PRESTRESSED CONCRETE DECK BEAMS (17" DEPTH)	SQ FT	446
50900905	REMOVING AND RE-ERECTING EXISTING RAILING	FOOT	128
58100200	WATERPROOFING MEMBRANE SYSTEM	SQ YD	59
58300100	PORTLAND CEMENT MORTAR FAIRING COURSE	FOOT	160
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	2
67100100	MOBILIZATION	L SUM	1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1
70106700	TEMPORARY RUMBLE STRP	EACH	6
70300200	TEMPORARY PAVEMENT MARKING	FOOT	250
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	380
70400100	TEMPORARY CONCRETE BARRIER	FOOT	230
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	150
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	989
X0320047	REMOVAL OF EXISTING PRECAST PRESTRESSED CONCRETE DECK BEAMS	SQ FT	449
X0325326	TEMPORARY TRAFFIC CONTROL REMOVAL	L SUM	1
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2

*SPECIALTY ITEMS

Rev.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

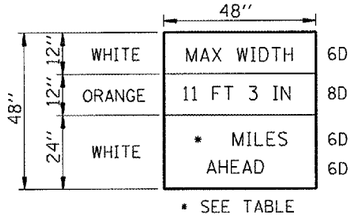
CONTRACT NO. 78011				
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 885	5I-1	HARDIN	11	4
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	



HOT-MIX ASPHALT MIX DESIGN

LOCATION:	HOT-MIX ASPHALT SURFACE COURSE
MIXTURE USE(S):	HOT-MIX ASPHALT SURFACE COURSE, MIX C, N90
AC/PG:	PG64-22
RAP % (MAX):	10
DESIGN AIR VOIDS:	4.0%, 90 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL - 9.5 mm OR IL 12.5 mm
FRICTION AGGREGATE:	C SURFACE

LOCATION:	TEMPORARY SHOULDERS
MIXTURE USE(S):	HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0
AC/PG:	PG64-22
RAP % (MAX):	10
DESIGN AIR VOIDS:	4.0%, 90 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL - 19.0
FRICTION AGGREGATE:	NONE



LOCATION	MILES
A	1
B	2
C	13

MAXIMUM WIDTH SIGNS

PAINT PAVEMENT MARKING - LINE 4"

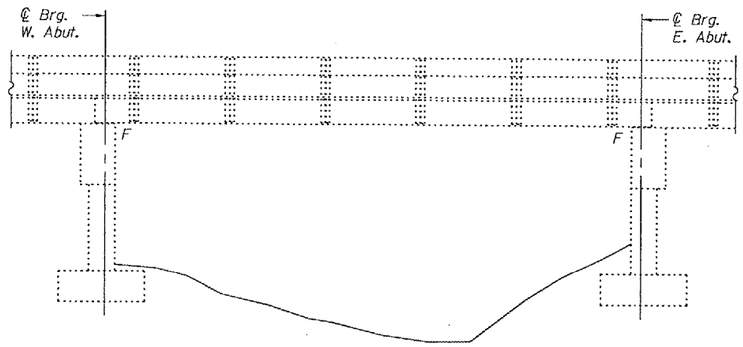
COLOR	QUANTITY (FOOT)
YELLOW	706
WHITE	283
TOTAL	989

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

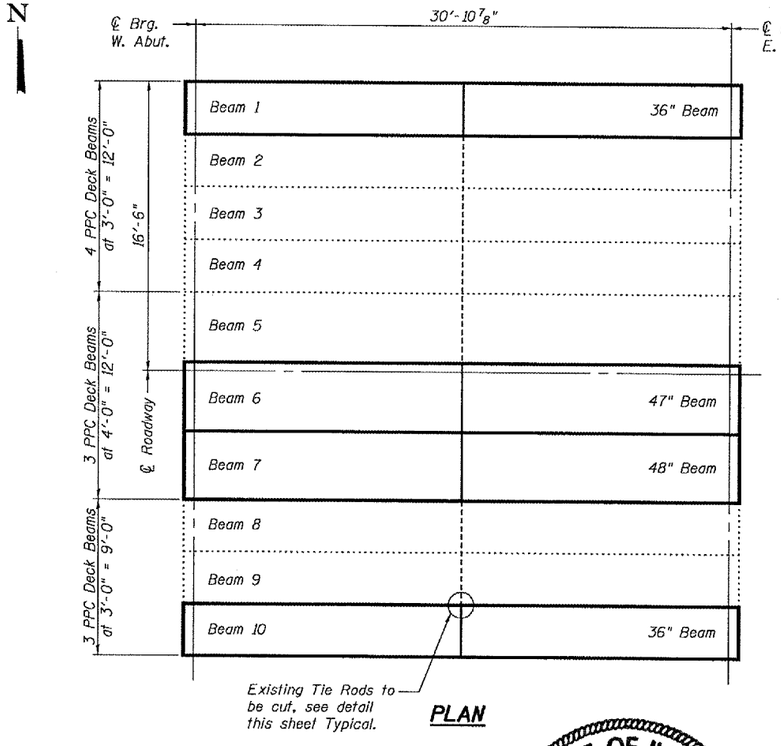
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		Hardin	H	5
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 1
3 SHEETS

Contract Number: 78011



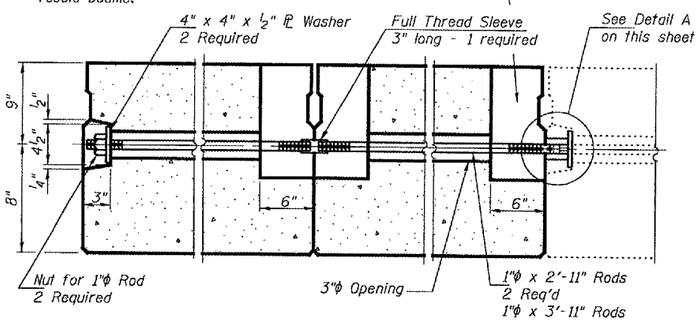
ELEVATION



PLAN

N

6" x 6" x 11 1/2" Blockout to be filled with Class BS Concrete after Beams have been installed. Cost shall be included in the cost of "PPC Deck Beams". Omit on outside face of fascia beams.



TYPICAL TRANSVERSE TIE ASSEMBLY

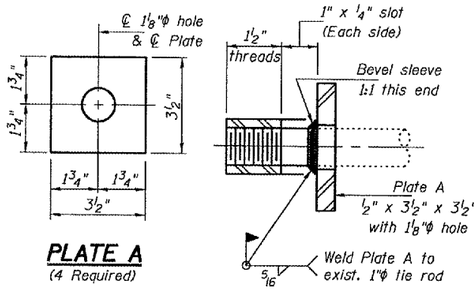
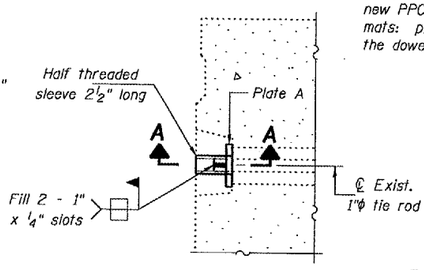
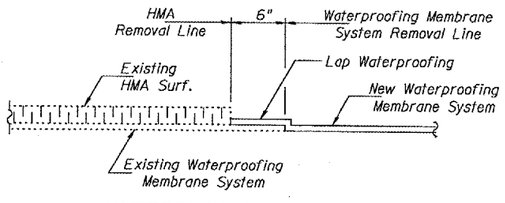


PLATE A
(4 Required)

SECTION A-A
(4 Required)



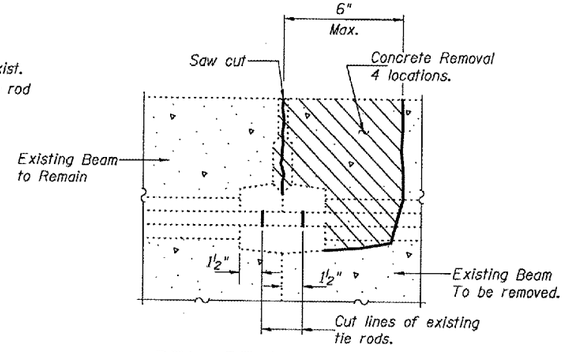
DETAIL A



WATERPROOFING TREATMENT

DESIGN STRESSES
PRECAST UNITS

f'c = 5,000 psi
f'ci = 4,000 psi
f's = 270,000 psi (1/2" ϕ low lax strands)
f'si = 201,960 psi (1/2" ϕ low lax strands)



BEAM REMOVAL DETAIL
AT TRANSVERSE TIES

GENERAL NOTES

The cut strands at each beam end shall be given two coats of zinc dust spray or paint meeting the requirements of ASTM A780. The zinc dust spray or paint shall be applied before corrosion appears and allowed to dry according to manufacturer's specifications prior to another coat of zinc. A concrete sealer meeting the requirements of Section 587 of the Standard Specifications shall be applied to the exterior face and 9" in on the underside of each fascia beam. The sealer shall be applied after visible crack growth has subsided. This work shall be performed by the producer and included with the cost of the beam.

The top surface of the beams shall be finished according to the IDOT Manual for Fabrication of Precast Prestressed Concrete Products.

Any damage done to the bridge during beam removal shall be repaird by the Contractor. Cost to be included in the cost of Removal of Existing PPC Deck Beams.

The contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the contractors responsibility to account for the condition of the beams when developing construction procedures.

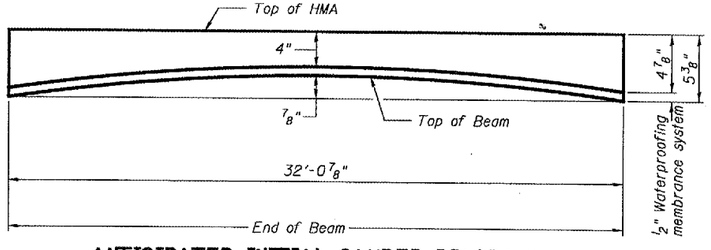
If the contractor's procedure for existing beam removal or placement of new beams involves placement of cranes or other heavy equipment on the bridge, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, prepared and sealed by an Illinois Licensed Structural Engineer, verifying that the equipment and procedure used will not overstress the new or existing beams. To distribute load to multiple beams and protect the existing surface, in all cases a double layer mat of heavy timbers shall be used at all times under crane tracks or wheels and any outriggers in the down position. If necessary, shims shall be used under the crane mat to ensure uniform contact with the underlying beams. If heavy equipment will be placed on new PPC deck beams, the following shall be done prior to placement of the timber mats: placement and tightening of transverse tie assemblies, grouting and curing the dowel rods 24 hours minimum and grouting and curing the shear keys.

DESIGNED Adrian T. Holloway
CHECKED Victor H. Velit
DRAWN
CHECKED A.T.H.

June 15, 2007
EXAMINED
REPAIR PLANS UNIT CHIEF
PASSED
ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS
RALPH E. ANDERSON
081-004625
LICENSED STRUCTURAL ENGINEER
SPRINGFIELD

Expires: November 30, 2008



ANTICIPATED INITIAL CAMBER DIAGRAM

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Removal of Existing PPC Deck Beams	Sq. Ft.	449
PPC Deck Beams (17" Depth)	Sq. Ft.	446
HMA Surface Removal	Sq. Yd.	8.9
HMA Surface Course, Mix "C", N90	Tons	14.7
Waterproofing Membrane System	Sq. Yd.	59
PC Mortar Fairing Course	Foot	160
Removing and Re-erecting Existing Railing	Foot	128

PLAN AND ELEVATION
F.A. RT. 885 IL RT 34
HARDIN COUNTY
SN 035-0009

SLT-99-001-07

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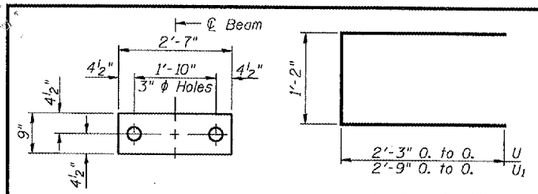
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		Hardin	11	6
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

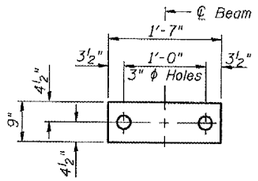
SHEET NO. 2
3 SHEETS

Contract Number: 78011

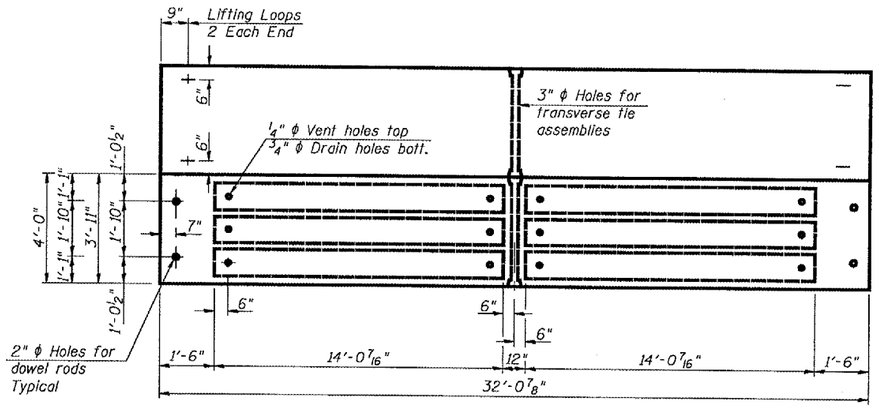


FABRIC BEARING PAD
48" & 47" BEAMS

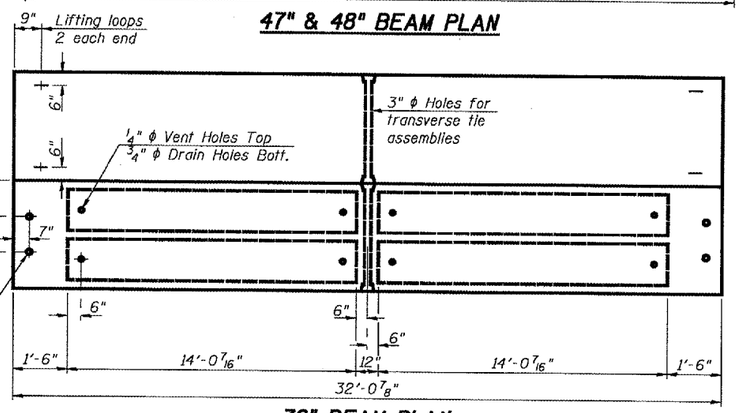
BAR U & U1



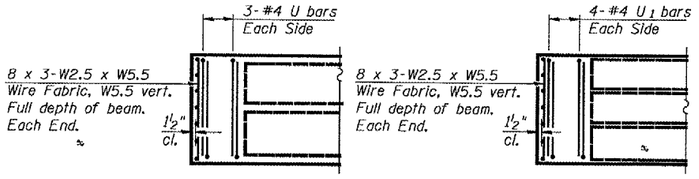
FABRIC BEARING PAD
36" BEAMS



47" & 48" BEAM PLAN

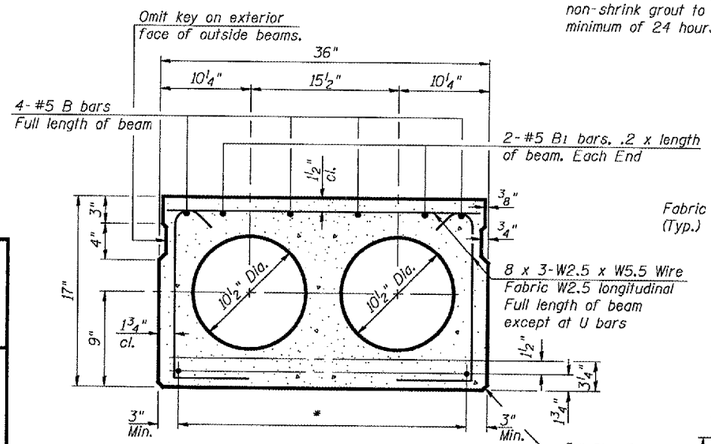


36" BEAM PLAN



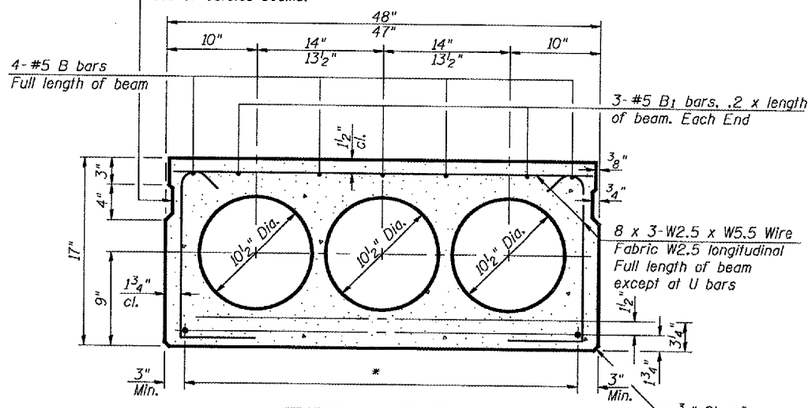
END PLAN 36" BEAMS

END PLAN 47" & 48" BEAMS



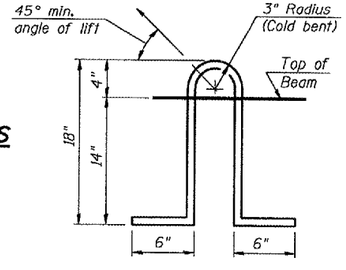
TYPICAL SECTION

½" ϕ Strands, Each Strand Stressed to 30,900 Lbs.
5-Strands 1¾" up, 4-Strands 3¼" up



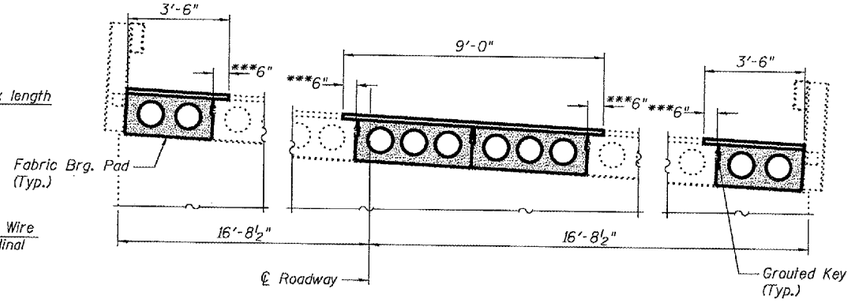
TYPICAL SECTION

½" ϕ Strands, Each Strand Stressed to 30,900 Lbs.
9-Strands 1¾" up.

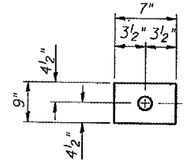


LIFTING LOOP DETAIL

****Existing dowel rods are to be burned off, ground flush, and sealed with epoxy prior to placement of new beams. Cost included in Removal of Existing PPC Deck Beams. After beams have been erected holes shall be drilled into cap and dowel rods placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure a minimum of 24 hours prior to grouting the shear keys.

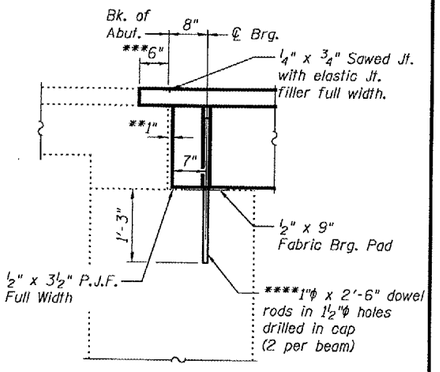


DECK CROSS-SECTION
(Looking East)



ADJUSTING SHIMS

**1" Joint shall be filled with non-shrink grout. Dimension may vary to accommodate tolerance in beam lengths.
***Limits of HMA removal and replacement Existing water- proofing to remain. Lap new W.P.M.S. with exist. W.P.M.S.



TYPICAL SECTION
AT ABUTMENTS

* TRANSVERSE PLACEMENT GUIDELINES

1. Place strands symmetrically about centerline of beam.
2. The minimum distance from center to center of strands in all directions shall be 2".
3. The minimum clearance from strand to dowel hole shall be ½".
4. The minimum clearance from strand to void shall be 1½".

Vertical placement of strands shall not be adjusted to satisfy the above guidelines.

NOTES

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be ½" and the nominal cross-sectional area shall be 0.153 sq. in. Lifting loops shall be 2-½" ϕ-270 ksi strands, as shown.

The 1" ϕ rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside shall be filled with grout after transverse tie assembly is in place.

Non prestressing steel shall conform to ASTM A 706 (IL MOD), Grade 60.

The bearing seat surfaces shall be adjusted by shimming to assure firm and even bearing. Two ⅛" fabric adjusting shims of the dimensions shown shall be provided for each bearing.

Keyway surfaces shall be cleaned to remove form oil or other bond breaking material prior to shipment of the beams. Cleaning shall be done by sandblasting the keyway areas between top of the beam and the bottom edge of the key.

Corrosion Inhibitor, per Article 1020.05(b)(12) of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.

Required Release Strength, f'ci, shall be 4,000 p.s.i.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Removal of Existing PPC Deck Beams	Sq. Ft.	449
PPC Deck Beams (17" Depth)	Sq. Ft.	446
Waterproofing Membrane System	Sq. Yd.	59
PC Mortar Fairing Course	Foot	160

DESIGNED	A.T.H.
CHECKED	V.H.V.
DRAWN	Drew Christopher
CHECKED	A.T.H. V.H.V.

June 15, 2007
EXAMINED — REPAIR PLANS UNIT CHIEF
PASSED — ENGINEER OF BRIDGES AND STRUCTURES

PD-3-S 11-1-06

SLT-99-001-07

BEAM DETAILS
F.A. RT. 885 IL RT 34
HARDIN COUNTY
SN 035-0009

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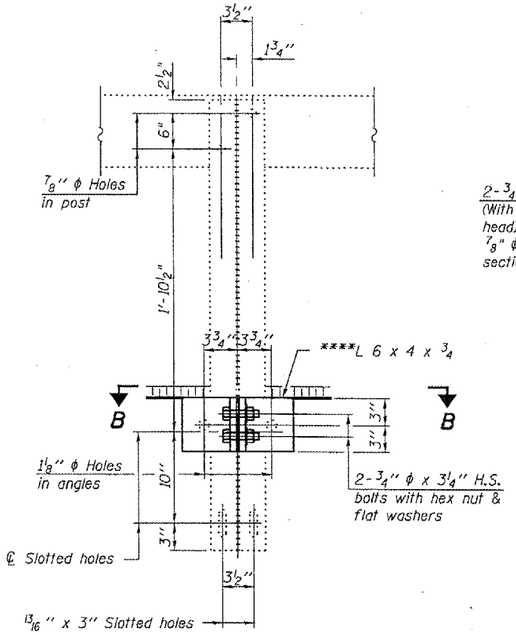
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

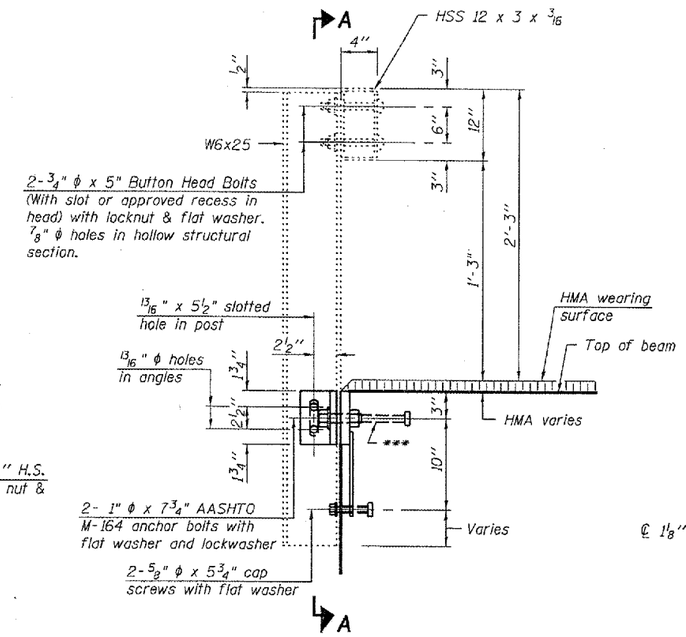
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		Hardin	11	7
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 3
3 SHEETS

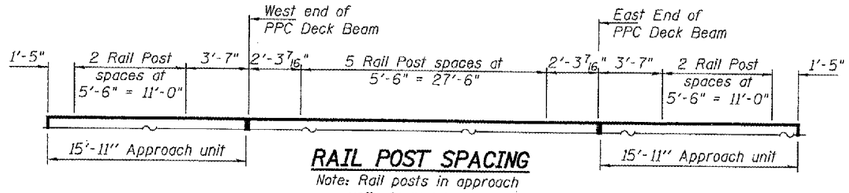
Contract Number: 78011



SECTION A-A



SECTION AT RAIL POST



RAIL POST SPACING

Note: Rail posts in approach units to remain.

Notes:

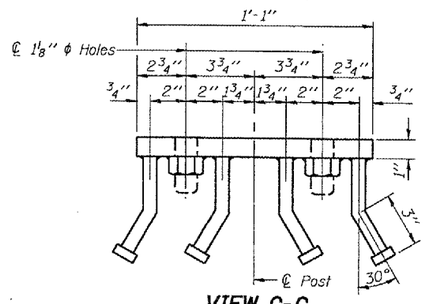
All field drilled holes shall be coated with an approved zinc rich paint before erection.

All steel rail members shall be galvanized according to Article 509.05 of the Standard Specifications.

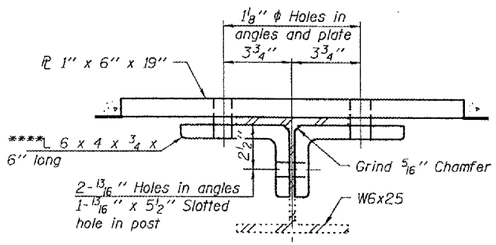
*** The studs of the anchor devices shall be placed below the top reinforcement bars and the outermost longitudinal reinforcement bar shall be placed directly above the studs of the rail post anchor device.

The cost of anchor bolts is included with the cost ofdeck beams.

The cost of removing, storing and re-installing existing rail posts (bridge only) and railing is included in the cost of Removing and Re-erecting Existing Railing.

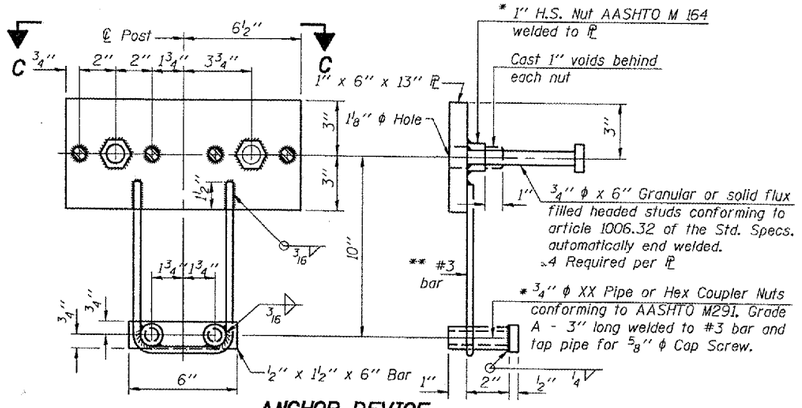


VIEW C-C



SECTION B-B

****Cost of new angles is included with Removing and Re-erecting Existing Rail



ANCHOR DEVICE

* Threaded areas shall be plugged or blocked off during casting of beam.

** Whenever the lower insert assemblies interfere with strand locations, the #3 bars shall be cut and adjusted in order to allow raising or lowering of the lower inserts. Maximum adjustment not to exceed ½".

BILL OF MATERIAL

Item	Unit	Quantity
Removing and Re-erecting Existing Railing	Foot	128

DESIGNED	A.T.H.
CHECKED	V.H.V.
DRAWN	Drew Christopher
CHECKED	A.T.H. V.H.V.

June 15, 2007
EXAMINED A. Carl Kruger
REPAIR PLANS UNIT CHIEF
PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

RAIL DETAILS
F.A. RT. 885 IL RT 34
HARDIN COUNTY
SN 035-0009

SLT-99-001-07

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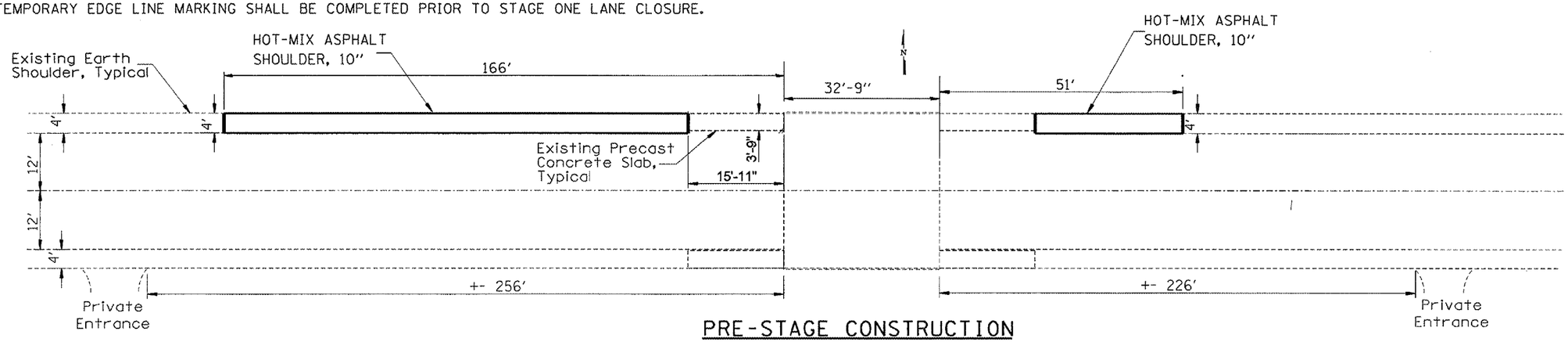
SEE TRAFFIC CONTROL AND PROTECTION STANDARD 701321 FOR DETAILS NOT SHOWN.

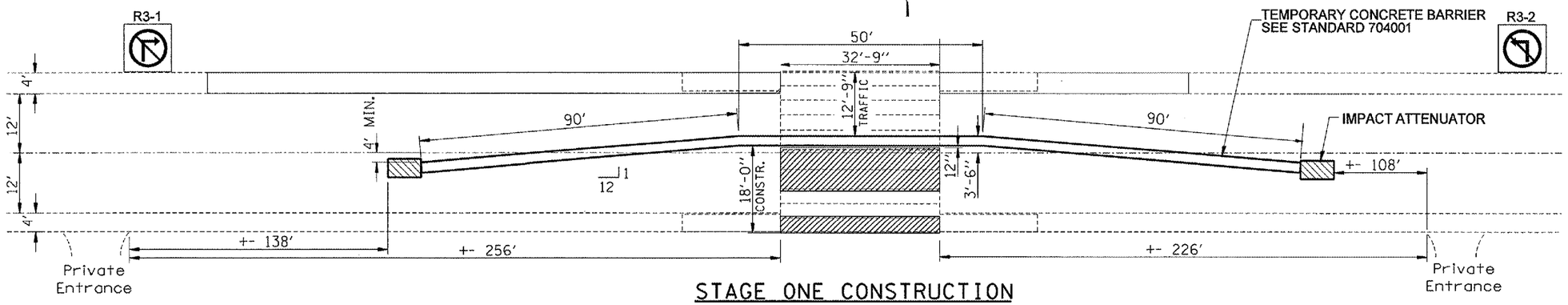
CONSTRUCTION OF HOT-MIX ASPHALT SHOULDERS, PAVEMENT MARKING REMOVAL AND TEMPORARY EDGE LINE MARKING SHALL BE COMPLETED PRIOR TO STAGE ONE LANE CLOSURE.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

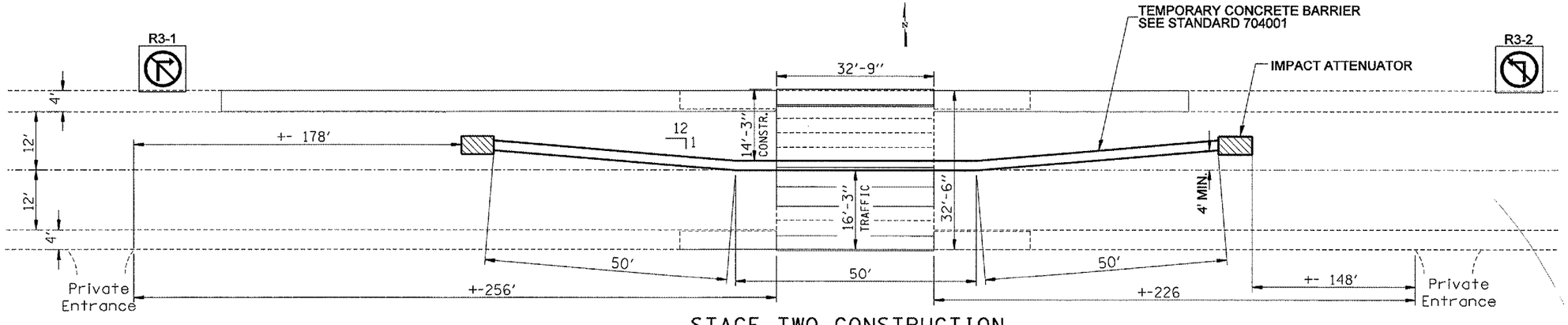
CONTRACT NO. 78011				
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 885	5I-1	HARDIN	11	8
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT:	



PRE-STAGE CONSTRUCTION



STAGE ONE CONSTRUCTION



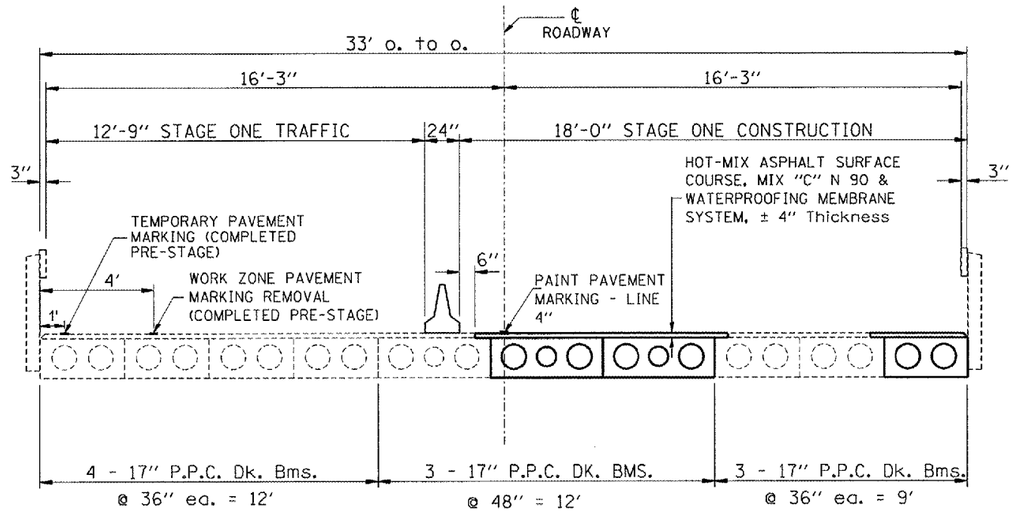
STAGE TWO CONSTRUCTION

WEIGHT LIMIT
10 TONS AXLE
40 TONS GROSS

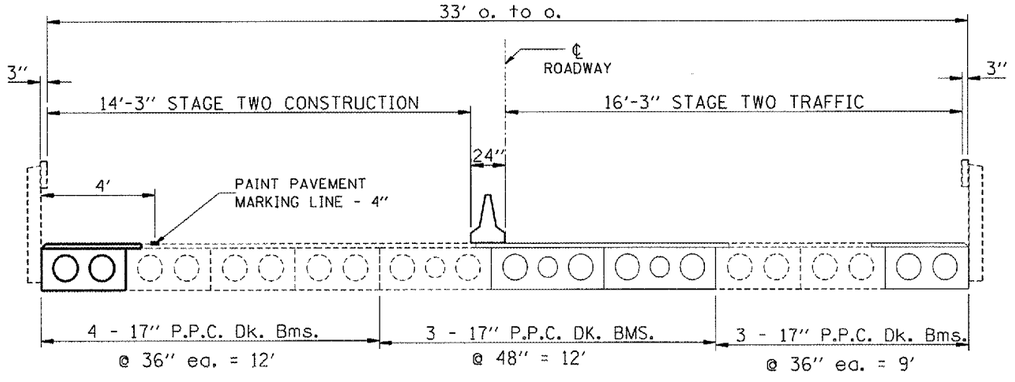
LOAD LIMIT SIGN
R12-4

CONTRACT NO. 78011				
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 885	5I-1	HARDIN	11	9
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



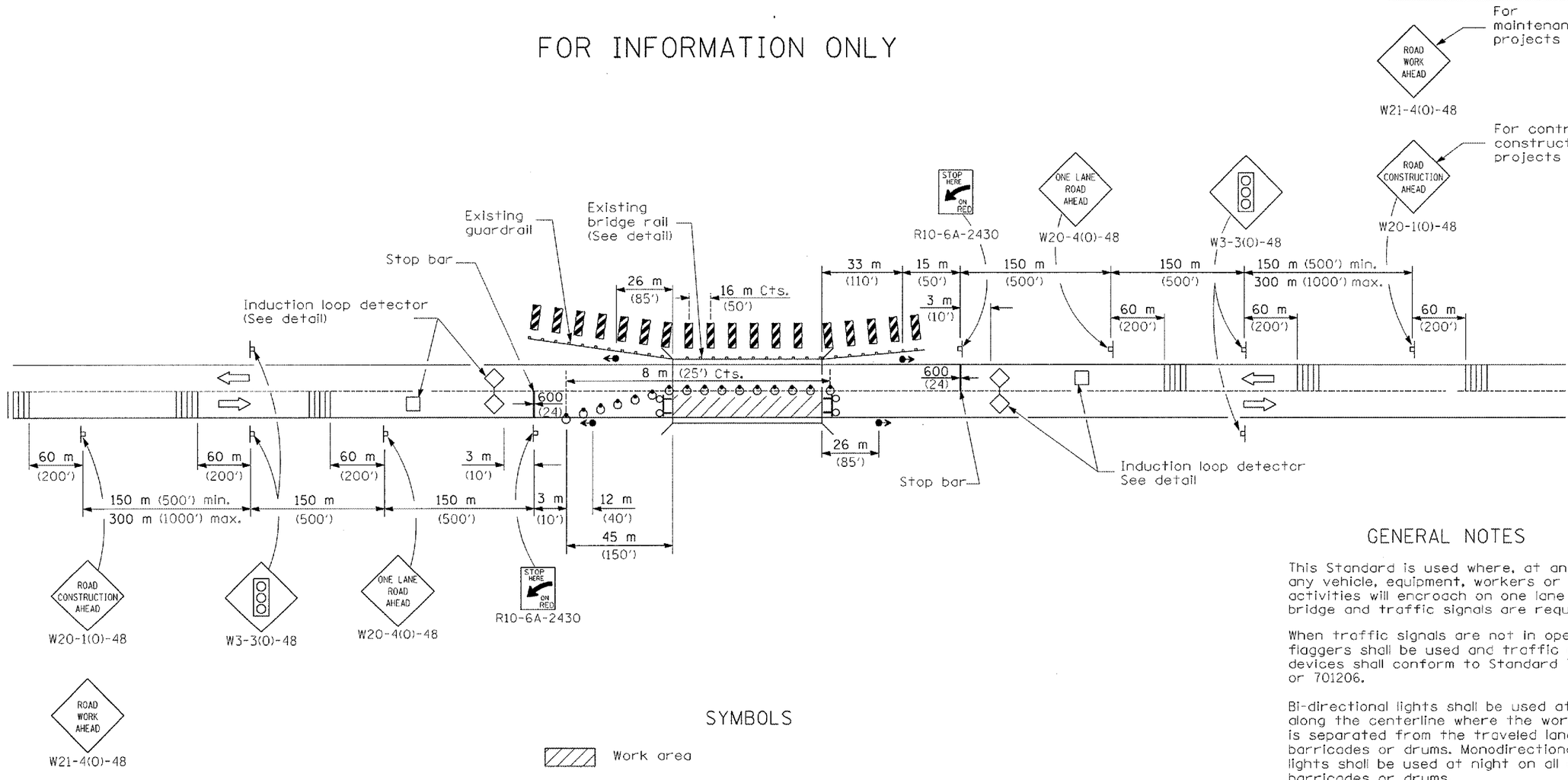
STAGE ONE CONSTRUCTION
(LOOKING EAST)



STAGE TWO CONSTRUCTION
(LOOKING EAST)

CONTRACT NO. 78011				
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 885	5I-1	HARDIN	11	10
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

FOR INFORMATION ONLY



SYMBOLS

- Work area
- Sign
- Barricade, or drum with steady burning lights
- Type III barricade with flashing lights
- Traffic signal
- Temporary rumble strip (when specified)
- Induction loop detector
- Vertical panel (back to back)

GENERAL NOTES

This Standard is used where, at any time any vehicle, equipment, workers or their activities will encroach on one lane of a bridge and traffic signals are required.

When traffic signals are not in operation, flaggers shall be used and traffic control devices shall conform to Standard 701201 or 701206.

Bi-directional lights shall be used at night along the centerline where the work area is separated from the traveled lane using barricades or drums. Monodirectional lights shall be used at night on all other barricades or drums.

Existing or temporary pavement marking shall be on both sides of the open lane from stop bar to stop bar.

All dimensions are in millimeters (inches) unless otherwise shown.

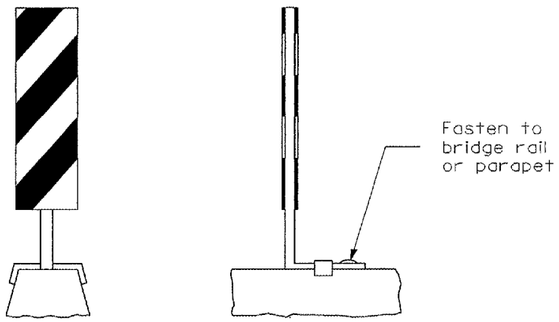
LANE CLOSURE, 2L, 2W, BRIDGE REPAIR, FOR SPEEDS ≥ 45 MPH

(Sheet 1 of 2)

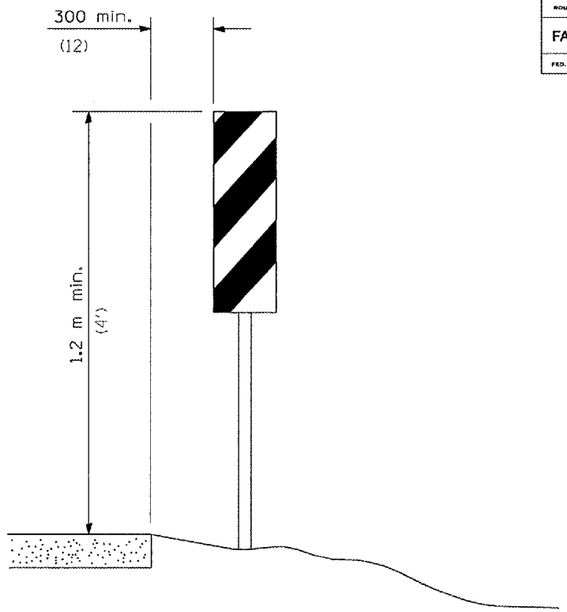
STANDARD 701316-03

CONTRACT NO. 78011				
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 885	5I-1	HARDIN	11	11
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

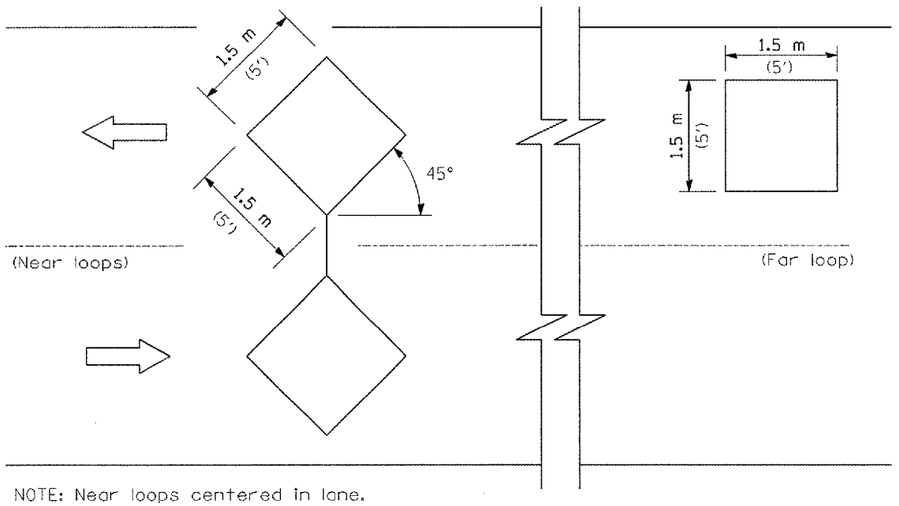
FOR INFORMATION ONLY



(Suggested mounting detail)



VERTICAL PANELS



NOTE: Near loops centered in lane.

INDUCTION LOOP DETECTOR (TYPICAL)

(See traffic control plan for placement)

SEQUENCE OF OPERATIONS						
PHASE	A			B		
INTERVAL	1	2	3	4	5	6
NORTHBOUND OR EASTBOUND	G	Y	R	R	R	R
SOUTHBOUND OR WESTBOUND	R	R	R	G	Y	R

All dimensions are in millimeters (inches) unless otherwise shown.

LANE CLOSURE, 2L, 2W,
BRIDGE REPAIR,
FOR SPEEDS ≥ 45 MPH
(Sheet 2 of 2)

STANDARD 701316-03