

09-21-12 LETTING ITEM 035

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

CH 1 (OLD ALTON EDWARDSVILLE RD)
SECTION 1-HB-1
BRIDGE REHABILITATION
MADISON COUNTY

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1	1-HB-1	MADISON	28	1
		ILLINOIS	CONTRACT NO. 76F62	

D-98-049-12

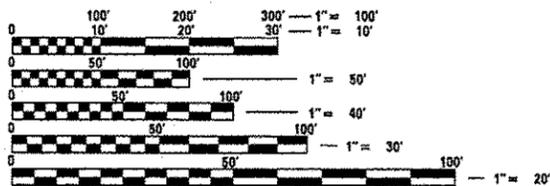
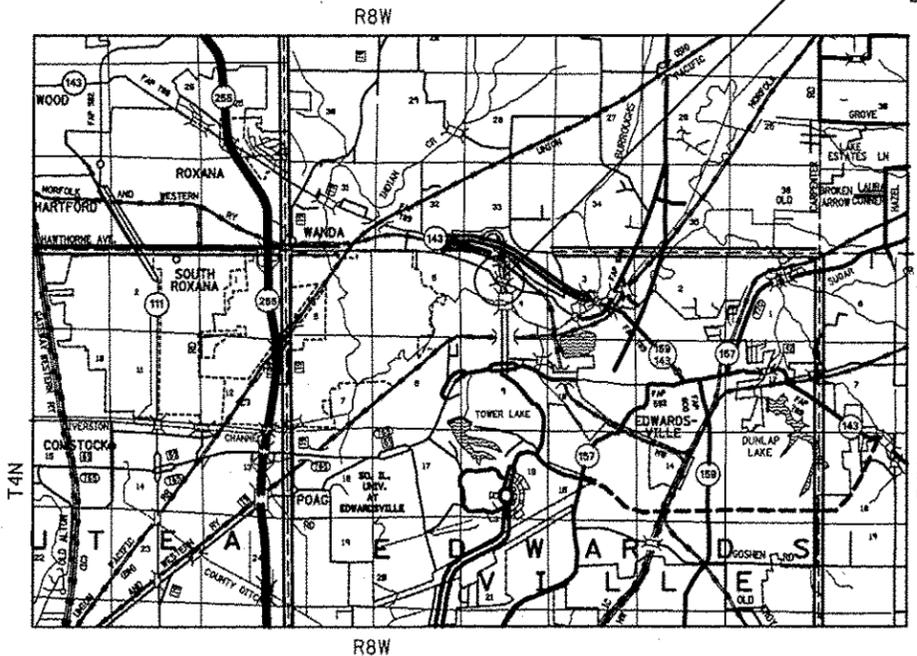


FOR INDEX OF SHEETS, SEE SHEET NO. 2

C-98-055-12

PROPOSED BRIDGE REHAB
OVER SIUE N ACCESS RD
STA 492+08.37
SN 060-0160
BEGIN STA 47+75.48
END STA 52+24.50

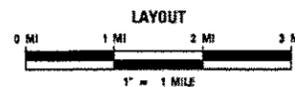
TRAFFIC DATA
 2011 ADT = 800 (ACTUAL)
 2012 ADT = 800 (ESTIMATED)
 2032 ADT = 975 (ESTIMATED)
 SU = 2.5% MU = 0.3%



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

DESIGN DESIGNATION
N/A



GROSS LENGTH = 246 FT. = 0.046 MILE
NET LENGTH = 246 FT. = 0.046 MILE

PROJECT ENGINEER: PATTI LeBEAU (618) 346-3179
PROJECT MANAGER: REBECCA THARP (618) 346-3323

CONTRACT NO. 76F62

LATITUDE 38.8275 LONGITUDE 89.9942

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED July 5 20 12
[Signature]
DEPUTY DIRECTOR OF HIGHWAYS, REGION 5 ENGINEER

August 17 20 12
John D. Baranelli, P.E./bc
acting ENGINEER OF DESIGN AND ENVIRONMENT

August 17 20 12
William R. Frey, Jr.
acting DIRECTOR OF HIGHWAYS CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

INDEX OF SHEETS

- 1. COVER SHEET
- 2. INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES, COMMITMENTS
- 3 - 4. SUMMARY OF QUANTITIES
- 5. -7. TYPICAL SECTIONS
- 8. SCHEDULE OF QUANTITIES
- 9. WIDELoad SIGNING
- 10. PLAN VIEW
- 11. - 12. STAGE I CONSTRUCTION
- 13.- 14. STAGE II CONSTRUCTION
- 15. - 27. STRUCTURE PLANS
- 28. DETAILS

HIGHWAY STANDARDS

- 000001-06
- 001001-02
- 001006
- 701006-03
- 701011-02
- 701306-03
- 701311-03
- 701321-12
- 701326-04
- 701901-02
- 704001-07
- 780001-03
- 781001-03

COMMITMENTS

NONE

GENERAL NOTES

- 1. THE STANDARDS AND REVISION NUMBERS SHALL APPLY TO THIS PROJECT.
- 2. THE CONTRACTOR AND THE ENGINEER SHALL BE AWARE THAT NO SURVEY WAS PERFORMED FOR THIS PROJECT. THE STATIONING AND TOPOGRAPHY SHOWN IN THE PLANS WAS CREATED USING MICROFILM AND FIELD MEASUREMENTS. BOTH SHALL BE ASSUMED TO BE APPROXIMATE. THE CONTRACTOR SHALL VERIFY DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- 3. ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:
 - AMEREN ILLINOIS
 - AT&T ILLINOIS
 - CHARTER COMMUNICATIONS
 - NORTHEAST CENTRAL COUNTY PUBLIC WATER DISTRICT

MEMBERS OF J.U.L.I.E. CALL TOLL FREE (800) 892-0123 OR 811 AND ARE INDICATED BY *. NON-J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.

- 4. ALL TURF AREAS DISTURBED BY THE CONTRACTOR SHALL BE SEEDED WITH THE APPROPRIATE EROSION CONTROL AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
- 5. THE PROPOSED PAVEMENT MARKING SHALL MATCH THE LOCATIONS OF THE EXISTING PAVEMENT MARKING, AS DIRECTED BY THE ENGINEER.
- 6. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS CONTRACT:

MIXTURE USE	SURFACE	WIDENING
AC/PG	PG 64-22	PG 64-22
RAP % (MAX)	SEE SPEC.	SEE SPEC.
DESIGN AIR VOIDS	4.0% @ Ndes=70	4.0% @ Ndes=70
MIX COMPOSITION		
(GRADATION MIXTURE)	IL 9.5	IL 19.0
FRICITION AGG	MIXTURE "C"	MIXTURE "B"

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

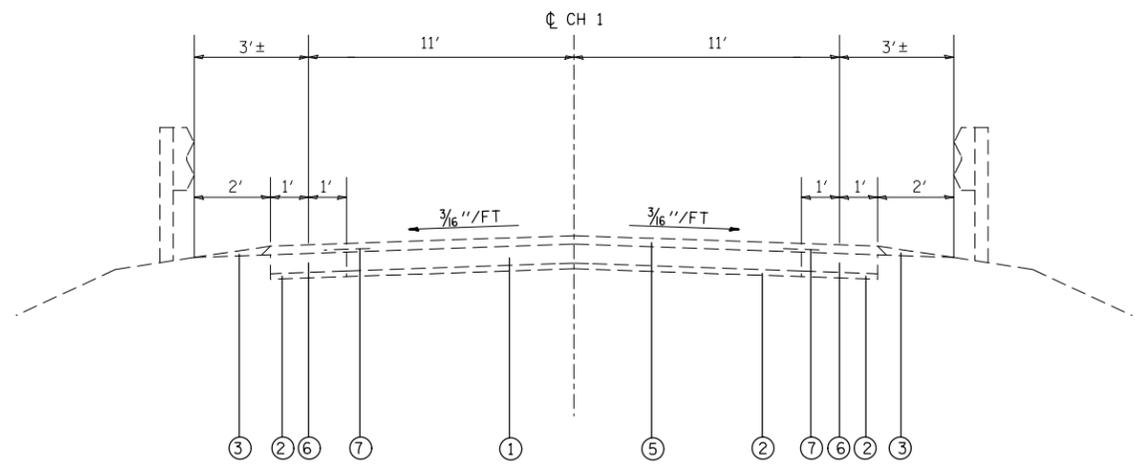
- 7. THE DEPARTMENT STRONGLY ENCOURAGES THE PRIME CONTRACTOR AND THEIR APPROVED SUB-CONTRACTORS TO HIRE MINORITY, WOMEN AND DISADVANTAGED INDIVIDUALS FROM ITS FEDERALLY FUNDED HIGHWAY CONSTRUCTION CAREERS TRAINING PROGRAM (HCCTP) TO HELP MEET WORKFORCE AND TRAINEE GOALS. THIS PROGRAM IS TRAINING MINORITIES, WOMEN AND DISADVANTAGED INDIVIDUALS IN HIGHWAY CONSTRUCTION-RELATED SKILLS, E.G., MATH FOR THE TRADES, JOB READINESS, TECHNICAL SKILLS COURSEWORK (CARPENTRY, CONCRETE FLATWORK, BLUEPRINT READING, SITE PLANS, SITE WORK, TOOLS USE, ETC.) AND OSHA 10 HOUR CERTIFICATION, TO PREPARE THEM FOR A CAREER IN THE HIGHWAY CONSTRUCTION TRADES. GRADUATES ARE WELL-TRAINED AND READY TO BECOME PRODUCTIVE ENTRY-LEVEL CONSTRUCTION WORKERS. CONTACT THE DISTRICT 8 EEO OFFICE AT 618-346-3360 AND/OR THE HCCTP COORDINATOR AT 618-874-6528 TO LEARN MORE ABOUT THE PROGRAM AND FOR ASSISTANCE IN MEETING WORKFORCE AND TRAINEE GOALS.
- 8. A QUANTITY OF 6061 FEET OF "TEMPORARY PAVEMENT MARKING - LINE 6" WHITE HAS BEEN INCLUDED IN THE PLANS FOR PAINTING THE BOTTOM 6" OF THE TEMPORARY CONCRETE BARRIER.
- 9. ACCESS SHALL BE MAINTAINED TO ALL PROPERTIES UNLESS OTHERWISE NOTED IN THE PLANS.
- 10. THE CONTRACTOR SHALL RELOCATE MAILBOX 5776 WEST ON THE SAME SIDE OF THE STREET TO A TEMPORARY LOCATION NEAR MAILBOX 5729 AND RETURN IT TO ITS ORIGINAL LOCATION ONCE CONSTRUCTION HAS BEEN COMPLETED. THIS WORK SHALL BE DONE ACCORDING TO ART. 107.20 OF THE STANDARD SPECIFICATIONS.

FILE NAME =	USER NAME = gelinh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, GENERAL NOTES, HIGHWAY STANDARDS, AND COMMITMENTS		CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
cr\p\work\p\widet\gelinh\0292570\d876f62-ah-t-plan.dgn		DRAWN -	REVISED -		SCALE: N/A	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	1	1-HB-1	MADISON	28	2
	PLOT SCALE = 1/8"=1'-0"	CHECKED -	REVISED -								CONTRACT NO. 76F62		
	PLOT DATE = 7/3/2012	DATE -	REVISED -								ILLINOIS FED. AID PROJECT		

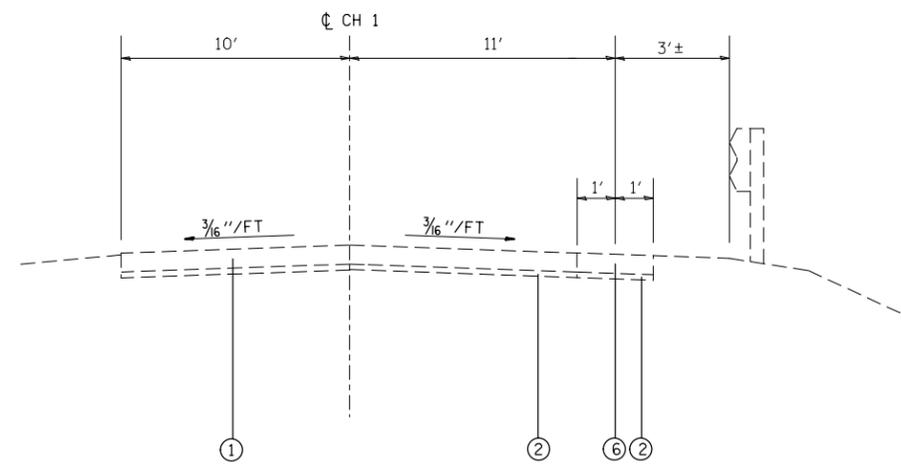
SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		100% STATE URBAN 0014		
20200500	EARTH EXCAVATION (WIDENING)	CU YD	30	30		
35600712	HOT-MIX ASPHALT BASE COURSE WIDENING, 9"	SQ YD	98	98		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	134	134		
40600990	TEMPORARY RAMP	SQ YD	47	47		
40603315	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	202	202		
40800020	BITUMINOUS MATERIALS (PRIME COAT)	TON	0.3	0.3		
40800030	AGGREGATE (PRIME COAT)	TON	2	2		
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	1	1		
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	346	346		
50102400	CONCRETE REMOVAL	CU YD	10.9	10.9		
50300225	CONCRETE STRUCTURES	CU YD	0.9	0.9		
50300255	CONCRETE SUPERSTRUCTURE	CU YD	10.9	10.9		

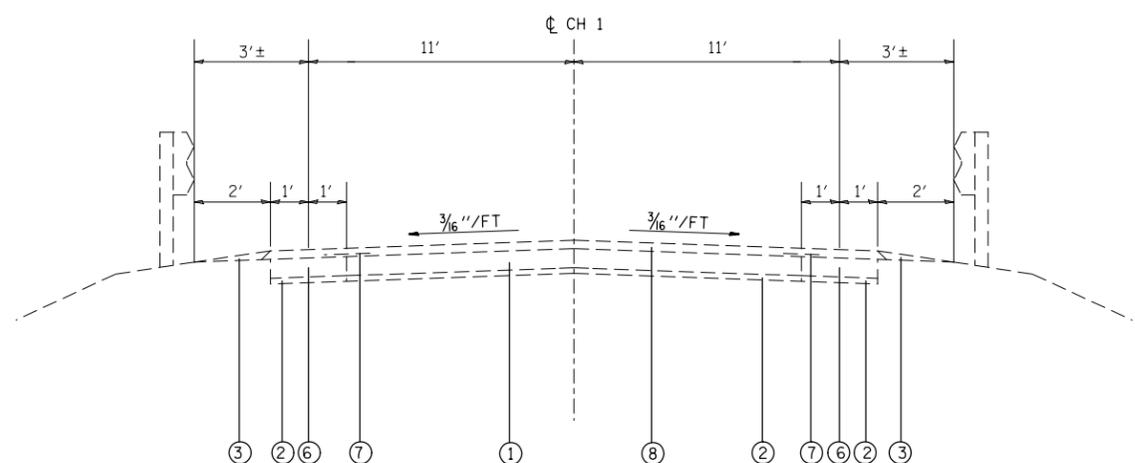
SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		100% STATE URBAN 0014		
50300300	PROTECTIVE COAT	SQ YD	207	207		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1260	1260		
50800515	BAR SPLICERS	EACH	22	22		
52000110	PREFORMED JOINT STRIP SEAL	FOOT	72	72		
58100200	WATERPROOFING MEMBRANE SYSTEM	SQ YD	713	713		
59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	106	106		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	8		
67100100	MOBILIZATION	L SUM	1	1		
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1		
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1		
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1		
70106700	TEMPORARY RUMBLE STRIPS	EACH	6	6		
70300100	SHORT TERM PAVEMENT MARKING	FOOT	982	982		



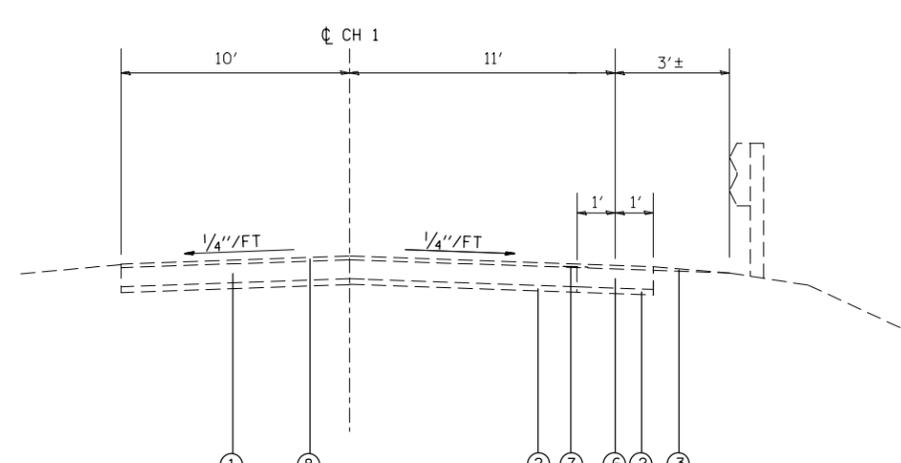
EXISTING TYPICAL SECTION
STA. 47+40.00 TO STA. 47+75.48



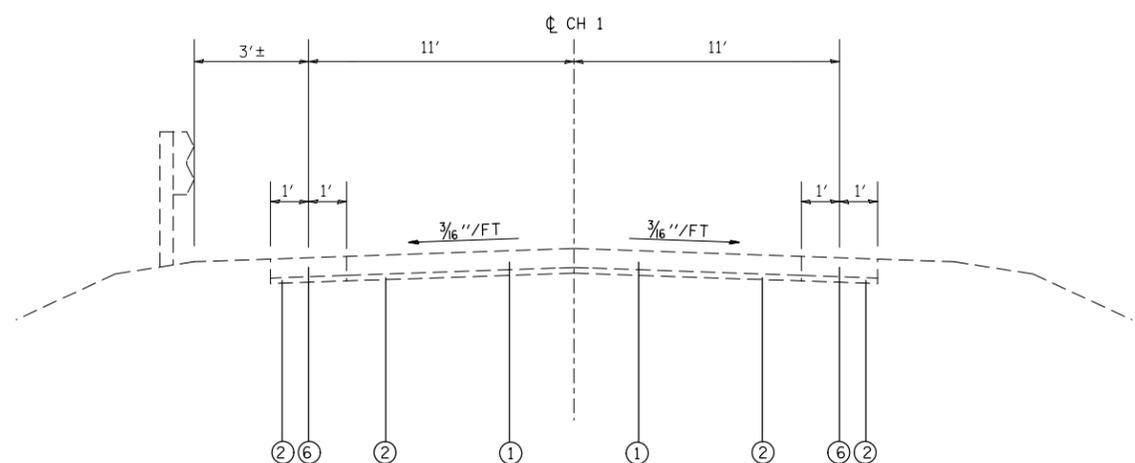
EXISTING TYPICAL SECTION
STA. 51+31.65 TO STA. 51+49.50



EXISTING TYPICAL SECTION
STA. 47+75.48 TO STA. 48+50.48



EXISTING TYPICAL SECTION
STA. 51+49.50 TO STA. 51+66.00



EXISTING TYPICAL SECTION
STA. 48+50.48 TO STA. 48+86.65

- LEGEND**
- ① EXISTING PCC PAVEMENT, 8"
 - ② EXISTING STABILIZED SUB-BASE, 4"
 - ③ EXISTING AGGREGATE SHOULDER TYPE B
 - ④ EXISTING COMBINATION CONCRETE CURB & GUTTER TYPE B-6.24
 - ⑤ EXISTING HOT-MIX ASPHALT OVERLAY, 2 1/2"
 - ⑥ EXISTING HOT-MIX ASPHALT BASE COURSE WIDENING, 8"
 - ⑦ EXISTING STRIP REFLECTIVE CRACK CONTROL
 - ⑧ EXISTING HOT-MIX ASPHALT OVERLAY TRANSITION, VARIES 0" TO 2 1/2"
 - ⑨ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
 - ⑩ PROPOSED AGGREGATE (PRIME COAT)
 - ⑪ PROPOSED HOT-MIX ASPHALT BASE COURSE, 9"
 - ⑫ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, 2 1/2"
 - ⑬ PROPOSED STRIP REFLECTIVE CRACK CONTROL

DENOTES REMOVAL (VARIES 0" TO 2 1/2")

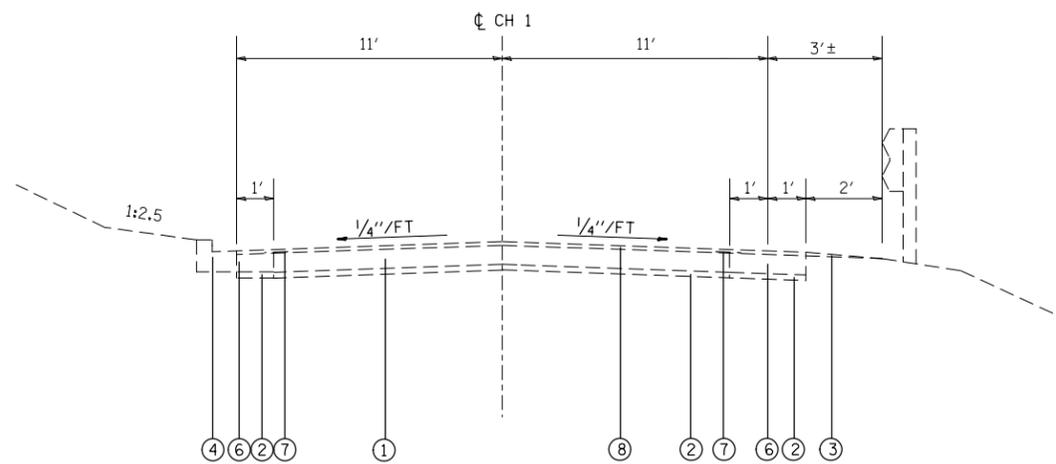
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	PLOT DATE = 7/3/2012	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS

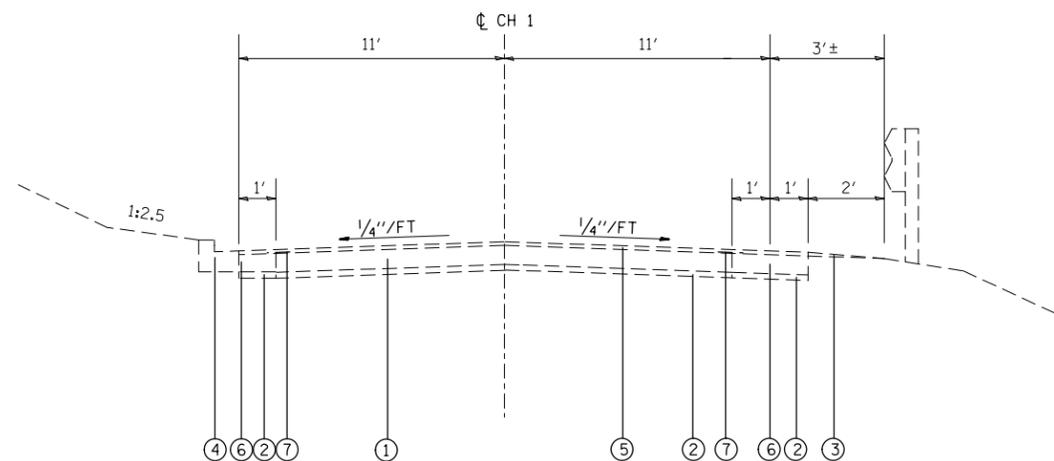
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CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1	1-HB-1	MADISON	28	5
CONTRACT NO. 76F62				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



EXISTING TYPICAL SECTION

STA. 51+66.00 TO STA. 52+24.50



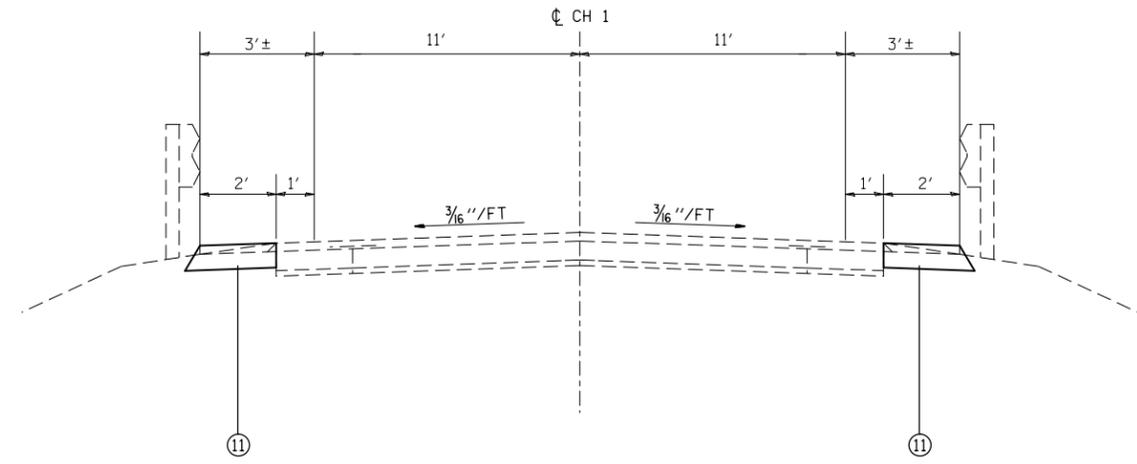
EXISTING TYPICAL SECTION

STA. 52+24.50 TO STA. 53+50.00

LEGEND

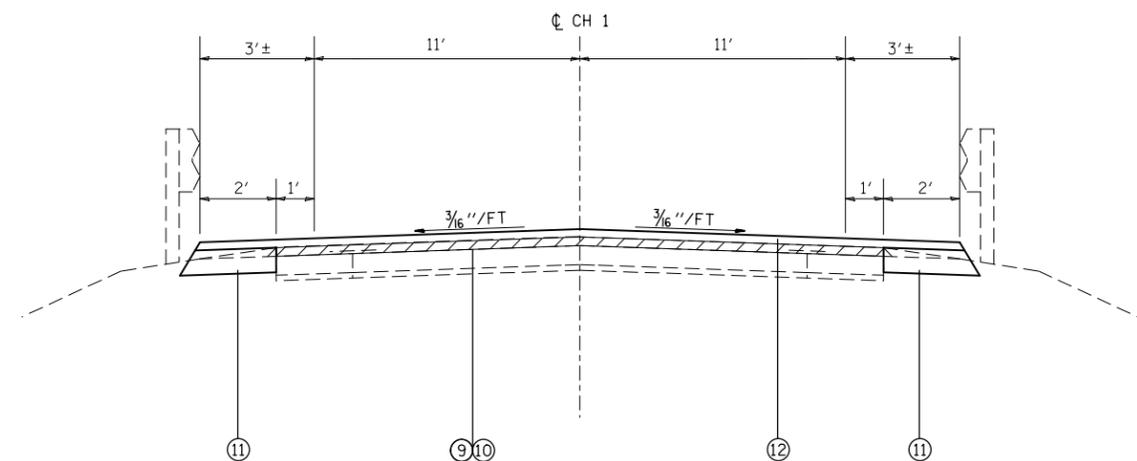
- ① EXISTING PCC PAVEMENT, 8"
- ② EXISTING STABILIZED SUB-BASE, 4"
- ③ EXISTING AGGREGATE SHOULDER TYPE B
- ④ EXISTING COMBINATION CONCRETE CURB & GUTTER TYPE B-6.24
- ⑤ EXISTING HOT-MIX ASPHALT OVERLAY, 2 1/2"
- ⑥ EXISTING HOT-MIX ASPHALT BASE COURSE WIDENING, 8"
- ⑦ EXISTING STRIP REFLECTIVE CRACK CONTROL
- ⑧ EXISTING HOT-MIX ASPHALT OVERLAY, VARIES 0" TO 2 1/2"
- ⑨ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ⑩ PROPOSED AGGREGATE (PRIME COAT)
- ⑪ PROPOSED HOT-MIX ASPHALT BASE COURSE, 9"
- ⑫ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, 2 1/2"
- ⑬ PROPOSED STRIP REFLECTIVE CRACK CONTROL

DENOTES REMOVAL (VARIES 0" TO 2 1/2")



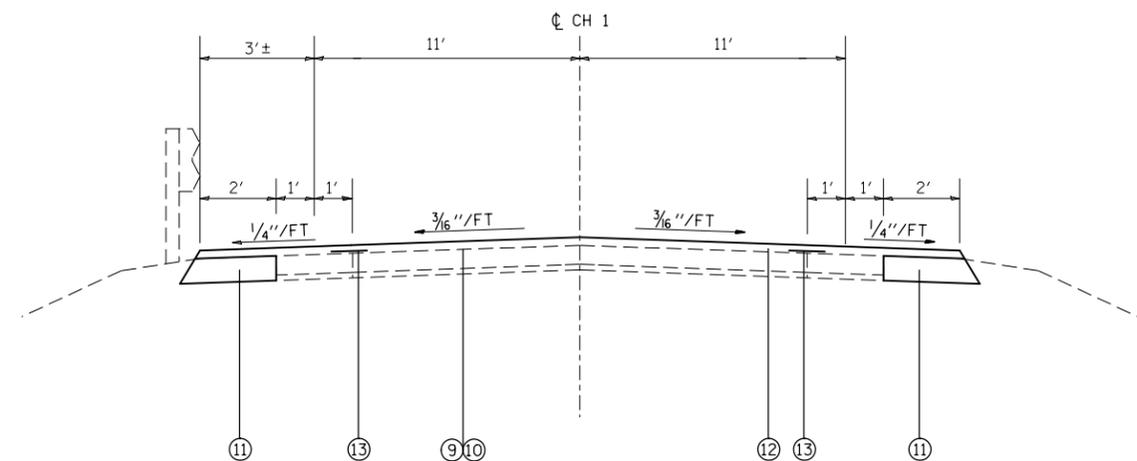
PROPOSED TYPICAL SECTION

STA. 47+70.00 TO STA. 47+75.48 LT
STA. 47+40.00 TO STA. 47+75.48 RT



PROPOSED TYPICAL SECTION

STA. 47+75.48 TO STA. 48+50.48



PROPOSED TYPICAL SECTION

STA. 48+50.48 TO STA. 48+86.65

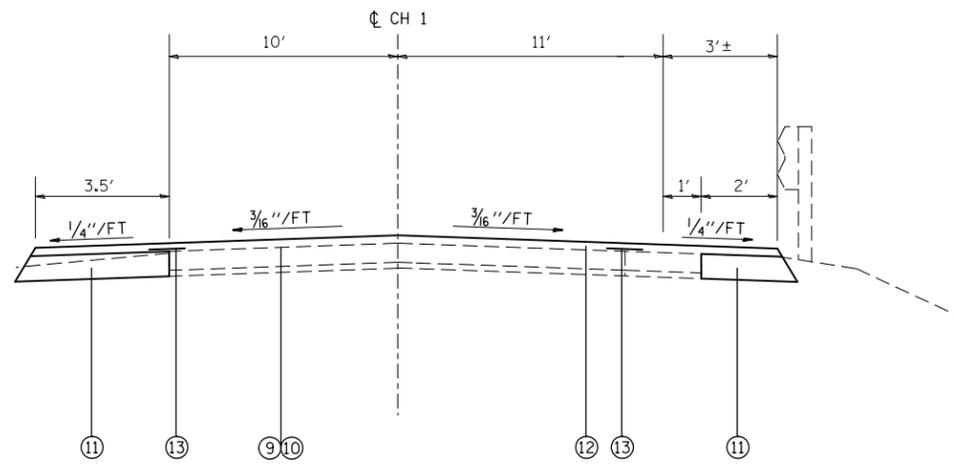
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS

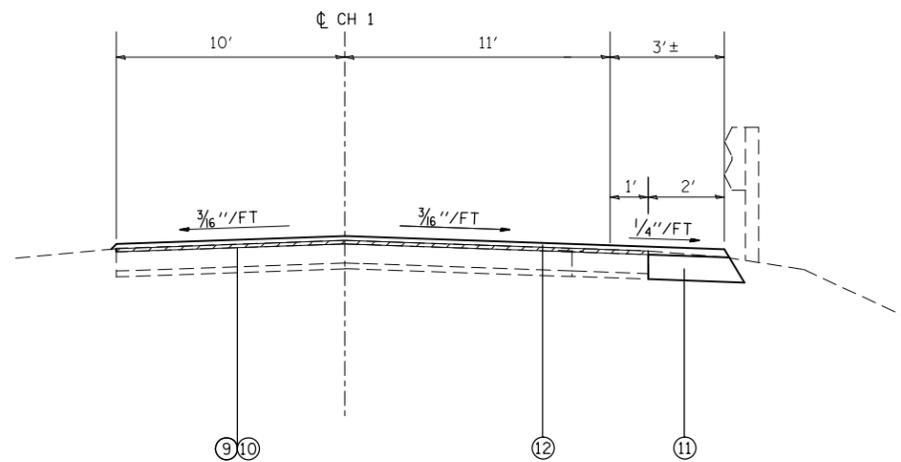
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CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1	1-HB-1	MADISON	28	6
CONTRACT NO. 76F62				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



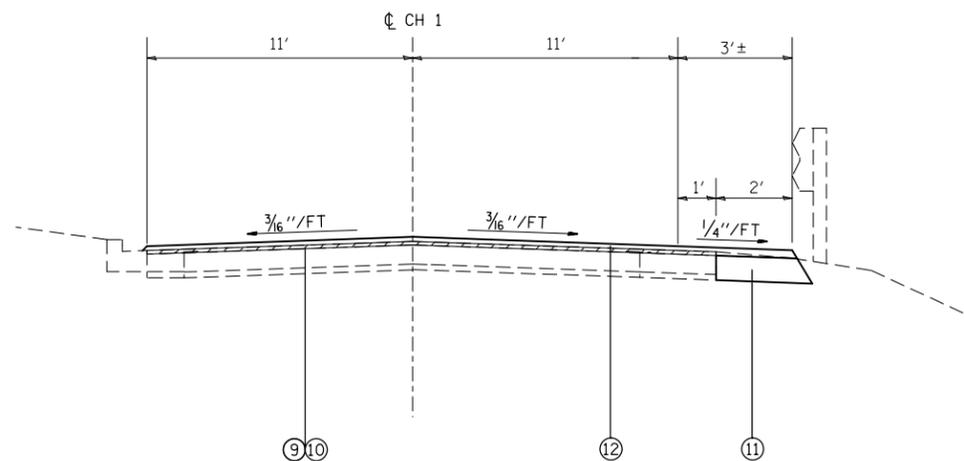
PROPOSED TYPICAL SECTION

STA. 51+31.65 TO STA. 51+49.50



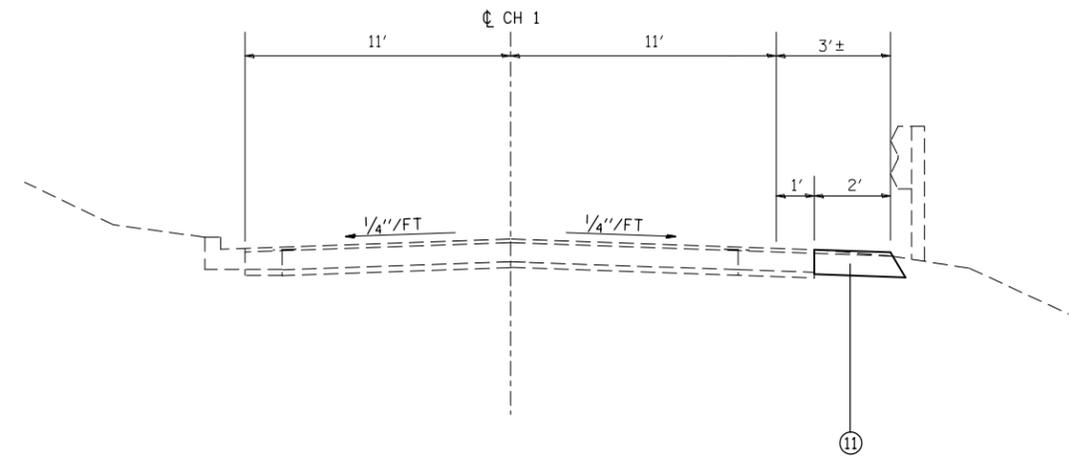
PROPOSED TYPICAL SECTION

STA. 51+49.50 TO STA. 51+66.00



PROPOSED TYPICAL SECTION

STA. 51+66.00 TO STA. 52+24.50



PROPOSED TYPICAL SECTION

STA. 52+24.50 TO STA. 52+80.00

LEGEND

- ① EXISTING PCC PAVEMENT, 8"
- ② EXISTING STABILIZED SUB-BASE, 4"
- ③ EXISTING AGGREGATE SHOULDER TYPE B
- ④ EXISTING COMBINATION CONCRETE CURB & GUTTER TYPE B-6.24
- ⑤ EXISTING HOT-MIX ASPHALT OVERLAY, 2 1/2"
- ⑥ EXISTING HOT-MIX ASPHALT BASE COURSE WIDENING, 8"
- ⑦ EXISTING STRIP REFLECTIVE CRACK CONTROL
- ⑧ EXISTING HOT-MIX ASPHALT OVERLAY TRANSITION, VARIES 0" TO 2 1/2"
- ⑨ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ⑩ PROPOSED AGGREGATE (PRIME COAT)
- ⑪ PROPOSED HOT-MIX ASPHALT BASE COURSE, 9"
- ⑫ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, 2 1/2"
- ⑬ PROPOSED STRIP REFLECTIVE CRACK CONTROL

DENOTES REMOVAL (VARIES 0" TO 2 1/2")

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	PLOT DATE = 7/3/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: N/A

SHEET NO. 3 OF 3 SHEETS

STA. _____ TO STA. _____

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1	1-HB-1	MADISON	28	7
CONTRACT NO. 76F62				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

RESURFACING SCHEDULE

LOCATION			AGGREGATE (PRIME COAT)	BIT. MATLS (PRIME COAT)	HMA BASE CSE WIDENING 9"	HMA SURF. CSE MIX "C" N70	INCIDENTAL HMA SURFACING	STRIP REFLECT. CRACK CONTROL
STATION	TO STATION		TON	TON	SQ YD	TON	TON	FT
47+40.00	TO 48+86.1	RT			32.47			
47+70.00	TO 48+69.2	LT			22.04			
47+75.48	TO 48+86.25	LT/RT	0.46	0.10		43.4		221.54
48+57.08		PE					0.89	
48+86.25	TO 51+32.25	LT/RT				81.1		
51+14.5	TO 51+43.8	LT			10.6			28.8
51+29.5	TO 52+24.5	RT						95.00
51+32.1	TO 52+80.	RT			32.9			
51+32.25	TO 52+24.5	LT/RT	0.43	0.09		39.8		
OLD BOHM RD		LT/RT	0.40	0.08		37.0		
TOTAL			1.29	0.27	97.96	201.25	0.89	345.34

TEMPORARY RAMP SCHEDULE

LOCATION			WIDTH	LENGTH	TEMPORARY RAMP
STATION	TO STATION		FOOT	FOOT	SQ YD
47+75.48	TO 47+83.48		26	8	23.11
52+16.50	TO 52+24.50		26	8	23.11
TOTAL					46.22

REMOVAL SCHEDULE

LOCATION		HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	HMA SURF REMOVAL VARIABLE DEPTH
STATION	TO STATION	SQ YD	SQ YD
47+75.48	TO 48+50.48		200.00
51+49.5	TO 52+24.5		200.47
OLD BOHM RD		133.33	
TOTAL		133.33	400.47

PAVEMENT MARKING SCHEDULE

LOCATION				WET THERMOPLASTIC		RAISED REFLECTIVE PAVEMENT MARKER
				4" WHITE LINE	4" DBL YELLOW LINE	
STA	TO STA			FOOT	FOOT	EACH
45+92.00	TO 54+10.00	EDGE LINES	RT/LT	1636		
45+92.00	TO 54+10.00	CENTER LINE			1636	10
SUB-TOTAL				1636	1636	10
TOTAL				3272		10

STAGING SCHEDULE

LOCATION	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 2	IMPACT ATTENUATORS TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	IMPACT ATTENUATORS RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	TEMPORARY RUMBLE STRIP
	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH
STAGE I	387.5		1		1		
STAGE II		350		1		1	
STAGE I & II							6
TOTAL	387.5	350	1	1	1	1	6

TEMPORARY PAVEMENT MARKING SCHEDULE

LOCATION				PAVEMENT MARKING			SHORT TERM PAVEMENT MARKING	WORK ZONE PAVEMENT REMOVAL	PAVEMENT MARKING REMOVAL	
				LINE 4"	LINE 6"	LINE 24"				
STA	TO STA			FOOT	FOOT	FOOT	FOOT	SQ FT	SQ FT	
STAGE I	45+92.00	TO 53+85.00	EDGE LINES	RT/LT	1586.0			528.7		
	45+92.00		STOP BAR	RT			11	22.00		
	47+51.70	TO 51+39.40	TEMP. BARR			387.50				
	53+85.00		STOP BAR	LT			11	22.00		
STAGE II	45+92.00	TO 54+10.00	EDGE LINES	RT/LT			490.80	163.60	545.3	
	45+92.00	TO 54+10.00	CENTER LINE				490.80	163.60	545.3	
	45+92.00	TO 54+10.00	EDGE LINES	RT/LT	1636.00			545.33		
	45+92.00		STOP BAR	RT			11	22.00		
STAGE II	48+61.20	TO 52+11.00	TEMP. BARR			350.00				
	54+10.00		STOP BAR	LT			11	22.00		
	TOTAL					3222.00	737.50	44.00	981.60	1489.20

NOTES

ALL SIGNS REQUIRED WILL BE SUPPLIED TO THE CONTRACTOR BY I.D.O.T.

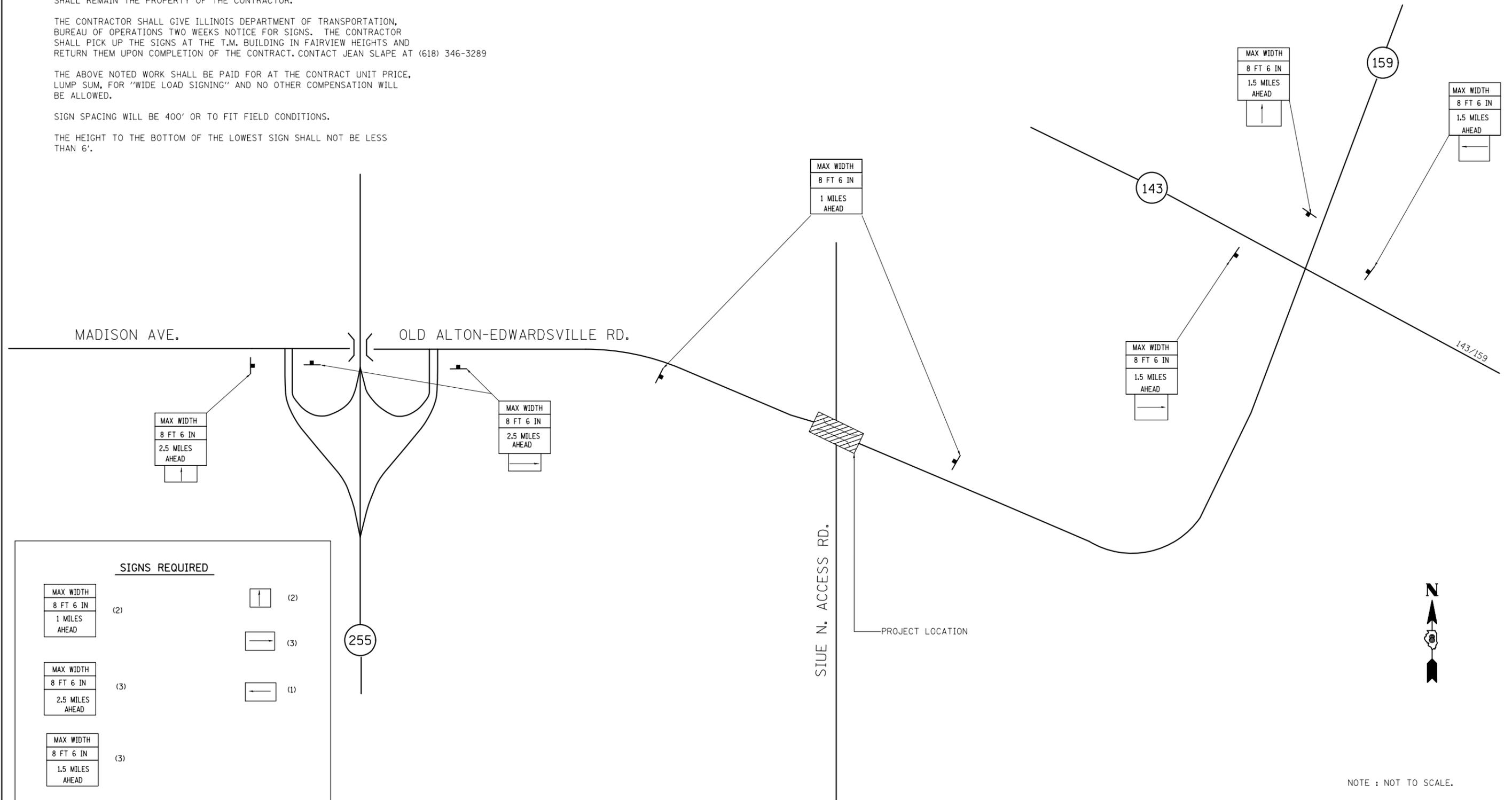
THE CONTRACTOR SHALL FURNISH THE POSTS AND ERECT THE SIGNS AT THE LOCATIONS SHOWN ON THIS SHEET, AS DIRECTED BY THE RE / RT. THE POSTS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

THE CONTRACTOR SHALL GIVE ILLINOIS DEPARTMENT OF TRANSPORTATION, BUREAU OF OPERATIONS TWO WEEKS NOTICE FOR SIGNS. THE CONTRACTOR SHALL PICK UP THE SIGNS AT THE T.M. BUILDING IN FAIRVIEW HEIGHTS AND RETURN THEM UPON COMPLETION OF THE CONTRACT. CONTACT JEAN SLAPE AT (618) 346-3289

THE ABOVE NOTED WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE, LUMP SUM, FOR "WIDE LOAD SIGNING" AND NO OTHER COMPENSATION WILL BE ALLOWED.

SIGN SPACING WILL BE 400' OR TO FIT FIELD CONDITIONS.

THE HEIGHT TO THE BOTTOM OF THE LOWEST SIGN SHALL NOT BE LESS THAN 6'.



SIGNS REQUIRED

MAX WIDTH 8 FT 6 IN 1 MILES AHEAD	(2)		(2)
MAX WIDTH 8 FT 6 IN 2.5 MILES AHEAD	(3)		(3)
MAX WIDTH 8 FT 6 IN 1.5 MILES AHEAD	(3)		(1)



NOTE : NOT TO SCALE.

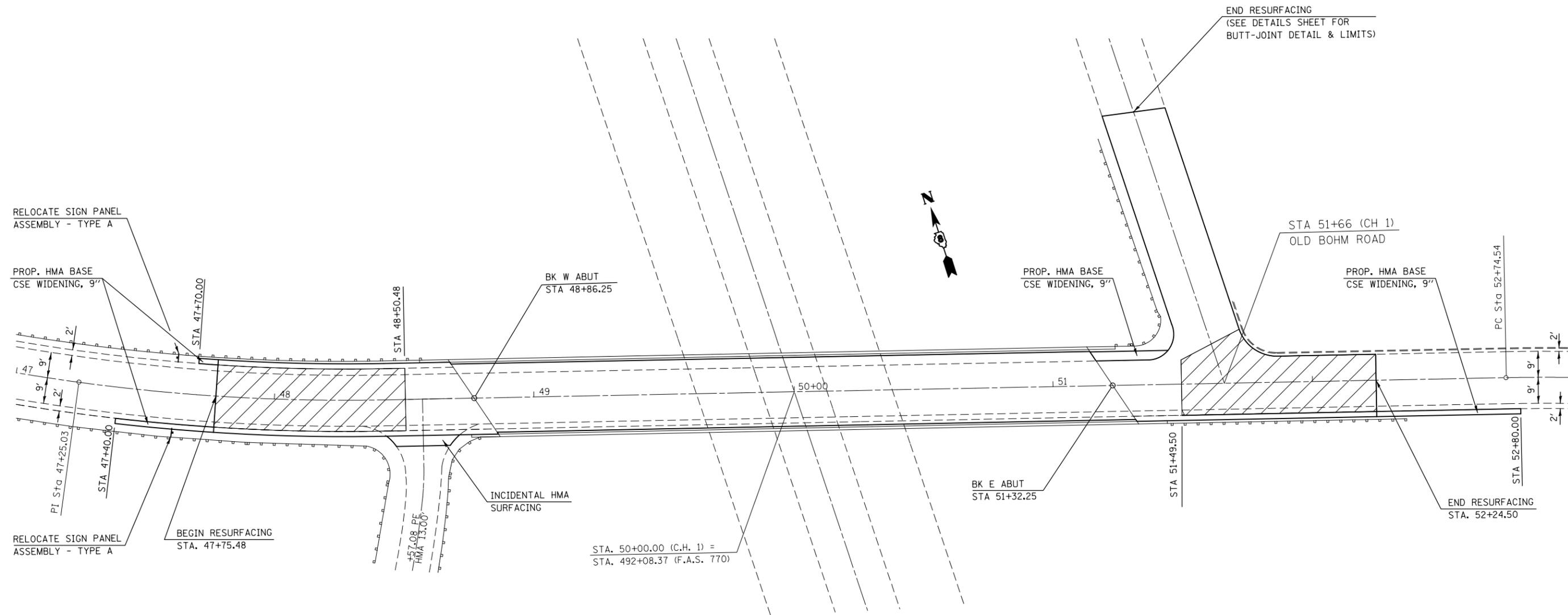
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	PLOT DATE = 7/3/2012	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

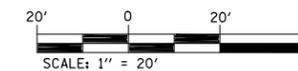
WIDE LOAD SIGNING

SCALE: N/A SHEET NO. 1 OF 1 SHEETS STA. TO STA.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH 1	1-HB-1	MADISON	28	9
CONTRACT NO. 76F62				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



 PAVEMENT REMOVAL (SEE DETAILS SHEET FOR LIMITS)

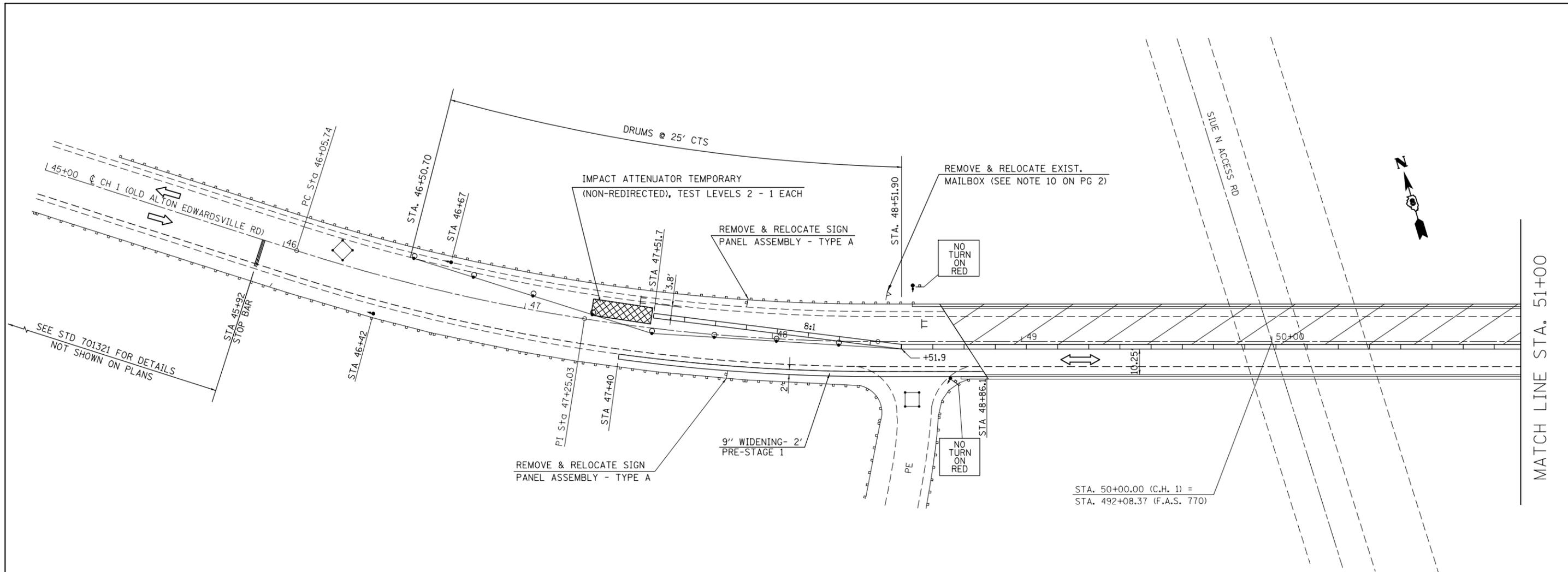


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Default	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISD -
	PLOT DATE = 7/3/2012	DATE -	REVISD -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN VIEW			
SCALE: 1" = 20'	SHEET 1	OF 1 SHEETS	STA. 47+00.00 TO STA. 53+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH 1	1-HB-1	MADISON	28	10
CONTRACT NO. 76F62				
ILLINOIS FED. AID PROJECT				



SEE STD 701321 FOR DETAILS NOT SHOWN ON PLANS

MATCH LINE STA. 51+00

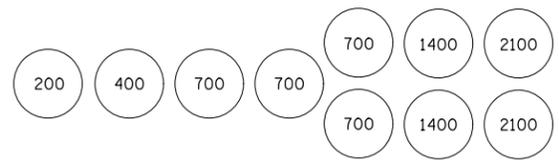
SUGGESTED SEQUENCE OF CONSTRUCTION:

PRE-STAGE I:

CONSTRUCT 2' HMA BASE COURSE WIDENING 9" IN THE SOUTHWEST AND SOUTHEAST QUADRANTS FOR WIDENING.
 TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH TRAFFIC CONTROL AND PROTECTION, STANDARD 701326.

STAGE I:

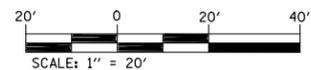
PLACE STOP BARS AS SHOWN ON THE PLANS.
 REMOVE CONFLICTING PAVEMENT MARKING BETWEEN STOP BARS.
 PLACE 387.5 FT TEMPORARY CONCRETE BARRIER AND IMPACT ATTENUATORS, TEMPORARY.
 SEE STANDARD 701321 FOR DETAILS NOT SHOWN ON PLANS.
 PERFORM PROPOSED STRUCTURE REPAIRS FOR STAGE I CONSTRUCTION.
 PLACE 1/2" WATERPROOFING MEMBRANE SYSTEM AND 2 1/2" HMA SURFACE COURSE OVER STRUCTURE FOR STAGE I CONSTRUCTION.
 CONSTRUCT TEMPORARY RAMPS ON BOTH ENDS OF THE STRUCTURE FOR STAGE I CONSTRUCTION.
 PERFORM ANY WIDENING WORK FOR STAGE I CONSTRUCTION.



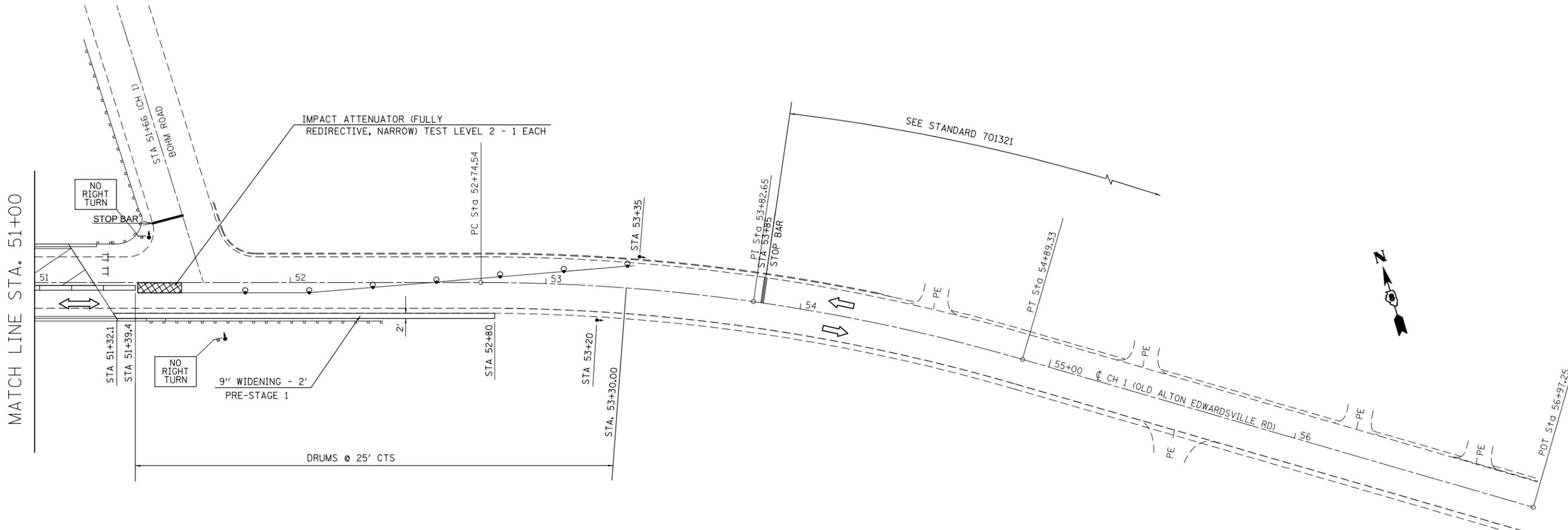
SAND MODULE IMPACT ATTENUATOR LAYOUT (IF OPTION USED)

LEGEND

-  WORK AREA
-  IMPACT ATTENUATOR
-  TEMPORARY CONCRETE BARRIER
-  BARRELS WITH STEADY BURNING BI-DIRECTIONAL LIGHT
-  TEMPORARY BRIDGE TRAFFIC SIGNALS
-  TYPE III BARRICADE



FILE NAME =	USER NAME = gelnh	DESIGNED -	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE I CONSTRUCTION			RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et:\pw_work\p\idot\gelnh\d0292570\76F62	sh-t-staging.dgn	DRAWN -	REVISD -		SCALE: 1" = 20'	SHEET NO. 1 OF 2 SHEETS	STA. 45+00	TO STA. 51+00	CH 1	1-HB-1	MADISON	28	11
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISD -		CONTRACT NO. 76F62								
	PLOT DATE = 7/5/2012	DATE -	REVISD -		ILLINOIS FED. AID PROJECT								



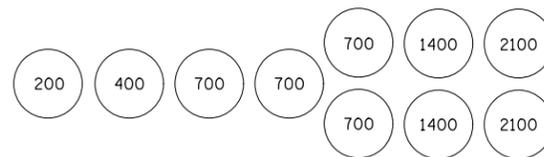
SUGGESTED SEQUENCE OF CONSTRUCTION:

PRE-STAGE I:

CONSTRUCT 2' HMA BASE COURSE WIDENING 9" IN THE SOUTHWEST AND SOUTHEAST QUADRANTS FOR WIDENING.
 TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH TRAFFIC CONTROL AND PROTECTION, STANDARD 701326.

STAGE I:

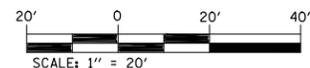
PLACE STOP BARS AS SHOWN ON THE PLANS.
 REMOVE CONFLICTING PAVEMENT MARKING BETWEEN STOP BARS.
 PLACE 387.5 FT TEMPORARY CONCRETE BARRIER AND IMPACT ATTENUATORS, TEMPORARY.
 SEE STANDARD 701321 FOR DETAILS NOT SHOWN ON PLANS.
 PERFORM PROPOSED STRUCTURE REPAIRS FOR STAGE I CONSTRUCTION.
 PLACE 1/2" WATERPROOFING MEMBRANE SYSTEM AND 2 1/2" HMA SURFACE COURSE OVER STRUCTURE FOR STAGE I CONSTRUCTION.
 CONSTRUCT TEMPORARY RAMPS ON BOTH ENDS OF THE STRUCTURE FOR STAGE I CONSTRUCTION.
 PERFORM ANY WIDENING WORK FOR STAGE I CONSTRUCTION.



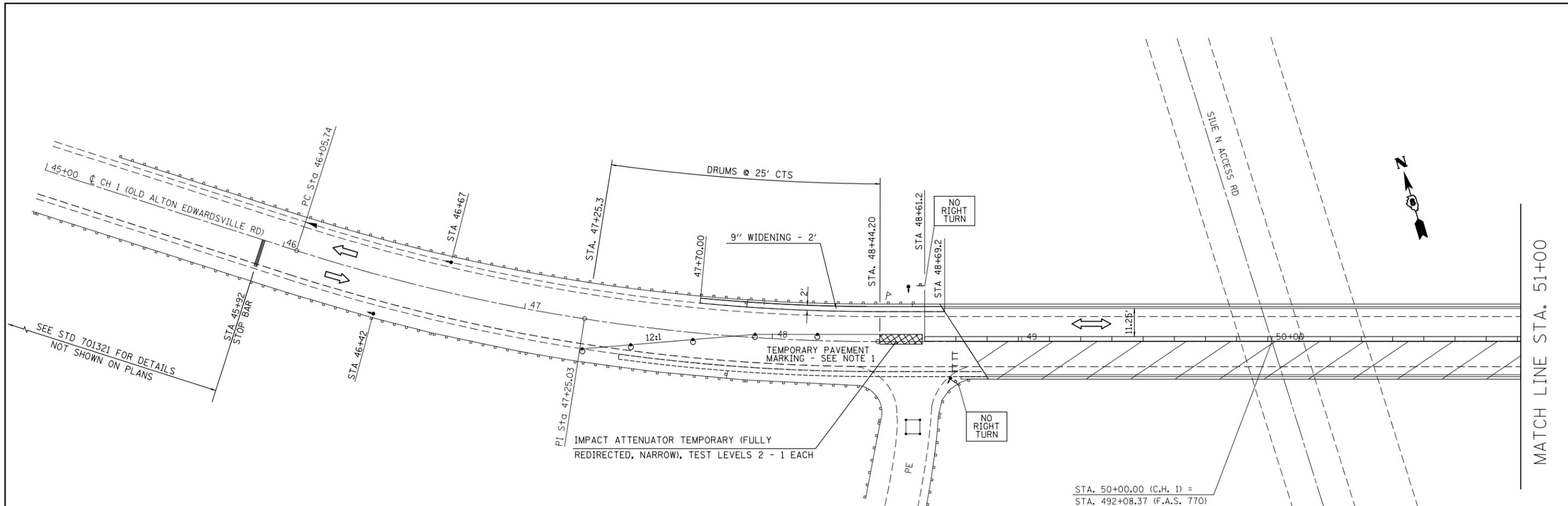
SAND MODULE IMPACT ATTENUATOR LAYOUT
(IF OPTION USED)

LEGEND

-  WORK AREA
-  IMPACT ATTENUATOR
-  TEMPORARY CONCRETE BARRIER
-  BARRELS WITH STEADY BURNING BI-DIRECTIONAL LIGHT
-  TEMPORARY BRIDGE TRAFFIC SIGNALS
-  TYPE III BARRICADE



FILE NAME = c:\pwwork\pwwork\gelinh\d0292570\76F62	USER NAME = gelinh	DESIGNED - ___	REVISED - ___	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE I CONSTRUCTION			RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLT SCALE = 40.0000' / in.	CHECKED - ___	REVISED - ___		SCALE: 1"=20'	SHEET NO. 2 OF 2 SHEETS	STA. 51+00	TO STA. 56+97.25	CH 1	1-HB-1	MADISON	28
PLT DATE = 7/3/2012	DATE - ___	REVISED - ___	REVISED - ___	CONTRACT NO. 76F62								
											ILLINOIS FED. AID PROJECT	



NOTE:

1. TEMPORARY PAVEMENT MARKING TAPE TO BE PLACED AS DIRECTED BY THE ENGINEER TO GUIDE TRAFFIC FROM PRIVATE ENTRANCE.
2. THE LENGTH OF THE IMPACT ATTENUATOR TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2 SHALL NOT EXCEED 17 FT.

SUGGESTED SEQUENCE OF CONSTRUCTION:

STAGE II:

RELOCATE 350 FT TEMPORARY CONCRETE BARRIER AND IMPACT ATTENUATORS, TEMPORARY.

PERFORM PROPOSED STRUCTURE REPAIRS FOR STAGE II CONSTRUCTION.

PLACE 1/2" WATERPROOFING MEMBRANE SYSTEM AND 2 1/2" HMA SURFACE COURSE OVER STRUCTURE FOR STAGE II CONSTRUCTION.

CONSTRUCT TEMPORARY RAMPS ON BOTH ENDS OF THE STRUCTURE FOR STAGE II CONSTRUCTION.

PERFORM ANY ADDITIONAL NECESSARY WORK FOR STAGE II CONSTRUCTION.

POST - STAGE II:

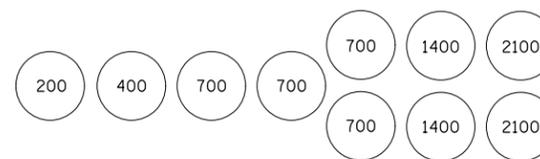
SAW CUT END OF EXISTING HMA SURFACE TRANSITION ON BOTH ENDS OF THE PROJECT AND MILL EACH END OF THE PROJECT AS REQUIRED FOR HMA SURFACE REMOVAL, VARIABLE DEPTH.

PLACE 2 1/2" HMA SURFACE COURSE OVER THE ROADWAY, OMITTING THE STRUCTURE.

TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH TRAFFIC CONTROL AND PROTECTION, STANDARD 701306.

APPLY PAVEMENT MARKINGS UTILIZING TRAFFIC CONTROL AND PROTECTION, STANDARD 701311.

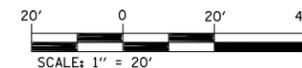
PERFORM ANY ADDITIONAL WORK REQUIRED



SAND MODULE IMPACT ATTENUATOR LAYOUT
(IF OPTION USED)

LEGEND

-  WORK AREA
-  IMPACT ATTENUATOR
-  TEMPORARY CONCRETE BARRIER
-  BARRELS WITH STEADY BURNING BI-DIRECTIONAL LIGHT
-  TEMPORARY BRIDGE TRAFFIC SIGNALS
-  TYPE III BARRICADE



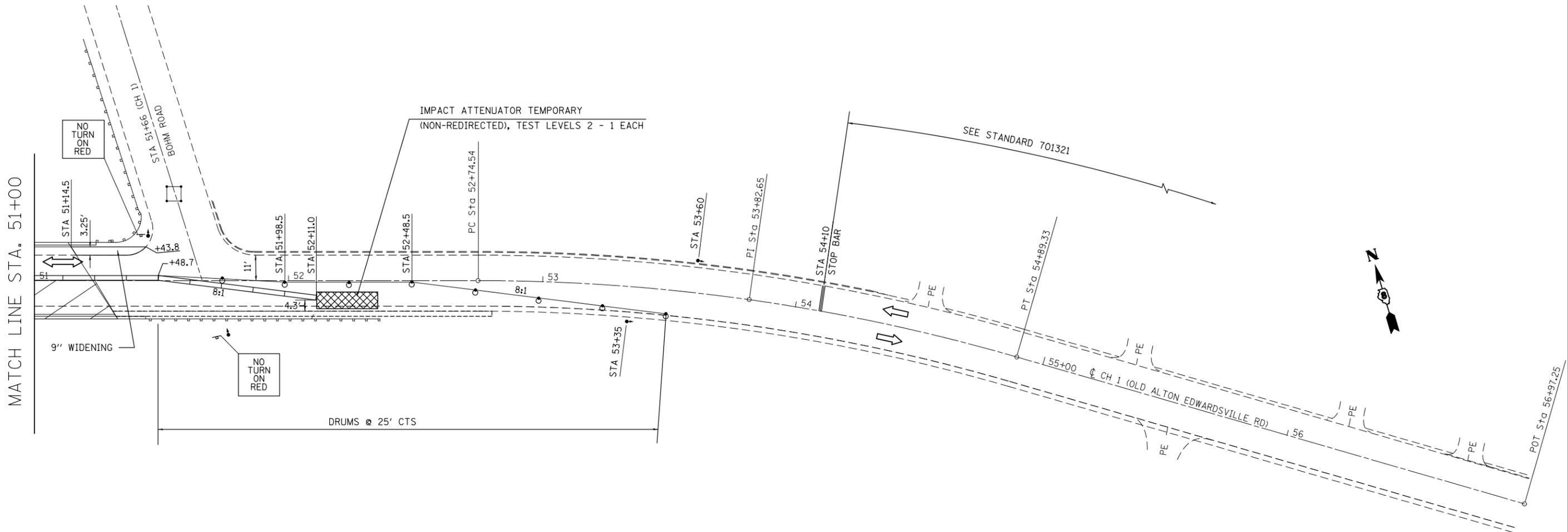
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	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISD -
	PLOT DATE = 7/3/2012	DATE -	REVISD -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE II CONSTRUCTION

SCALE: 1" = 20' SHEET NO. 1 OF 2 SHEETS STA. 45+00 TO STA. 51+00

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH 1	1-HB-1	MADISON	28	13
CONTRACT NO. 76F62				
ILLINOIS FED. AID PROJECT				



SUGGESTED SEQUENCE OF CONSTRUCTION:

STAGE II:

RELOCATE 350 FT TEMPORARY CONCRETE BARRIER AND IMPACT ATTENUATORS, TEMPORARY.

PERFORM PROPOSED STRUCTURE REPAIRS FOR STAGE II CONSTRUCTION.

PLACE 1/2" WATERPROOFING MEMBRANE SYSTEM AND 2" HMA SURFACE COURSE OVER STRUCTURE FOR STAGE II CONSTRUCTION.

CONSTRUCT TEMPORARY RAMPS ON BOTH ENDS OF THE STRUCTURE FOR STAGE II CONSTRUCTION.

PERFORM ANY ADDITIONAL NECESSARY WORK FOR STAGE II CONSTRUCTION.

POST - STAGE II:

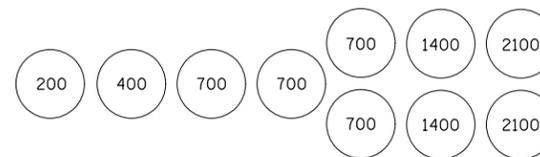
SAW CUT END OF EXISTING HMA SURFACE TRANSITION ON BOTH ENDS OF THE PROJECT AND MILL EACH END OF THE PROJECT AS REQUIRED FOR HMA SURFACE REMOVAL, VARIABLE DEPTH.

PLACE 2 1/2" HMA SURFACE COURSE OVER THE ROADWAY, OMITTING THE STRUCTURE.

TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH TRAFFIC CONTROL AND PROTECTION, STANDARD 701306.

APPLY PAVEMENT MARKINGS UTILIZING TRAFFIC CONTROL AND PROTECTION, STANDARD 701311.

PERFORM ANY ADDITIONAL WORK REQUIRED



SAND MODULE IMPACT ATTENUATOR LAYOUT (IF OPTION USED)

LEGEND

-  WORK AREA
-  IMPACT ATTENUATOR
-  TEMPORARY CONCRETE BARRIER
-  BARRELS WITH STEADY BURNING BI-DIRECTIONAL LIGHT
-  TEMPORARY BRIDGE TRAFFIC SIGNALS
-  TYPE III BARRICADE



FILE NAME =	USER NAME = gelnh	DESIGNED -	REVISED -
et:\pw\work\p\dot\gelnh\d0292570\76F62	sh-t-staging.dgn	DRAWN -	REVISED -
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 7/5/2012	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE II CONSTRUCTION

SCALE: 1"=20' SHEET NO. 2 OF 2 SHEETS STA. 51+00 TO STA. 56+97.25

RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH 1	1-HB-1	MADISON	28	14
CONTRACT NO. 76F62				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.

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

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer.

Any cracks that cannot be removed by grinding 1/4 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

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.

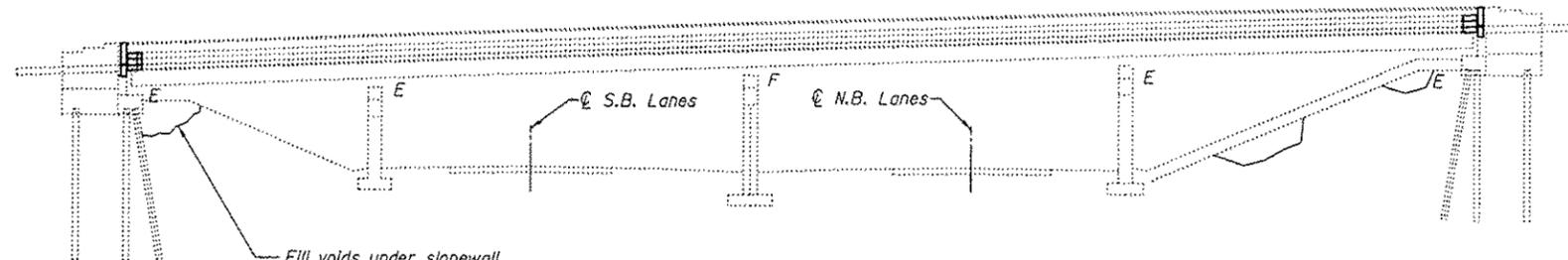
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

All structural steel shall be AASHTO M 270 Grade 36, unless noted otherwise.

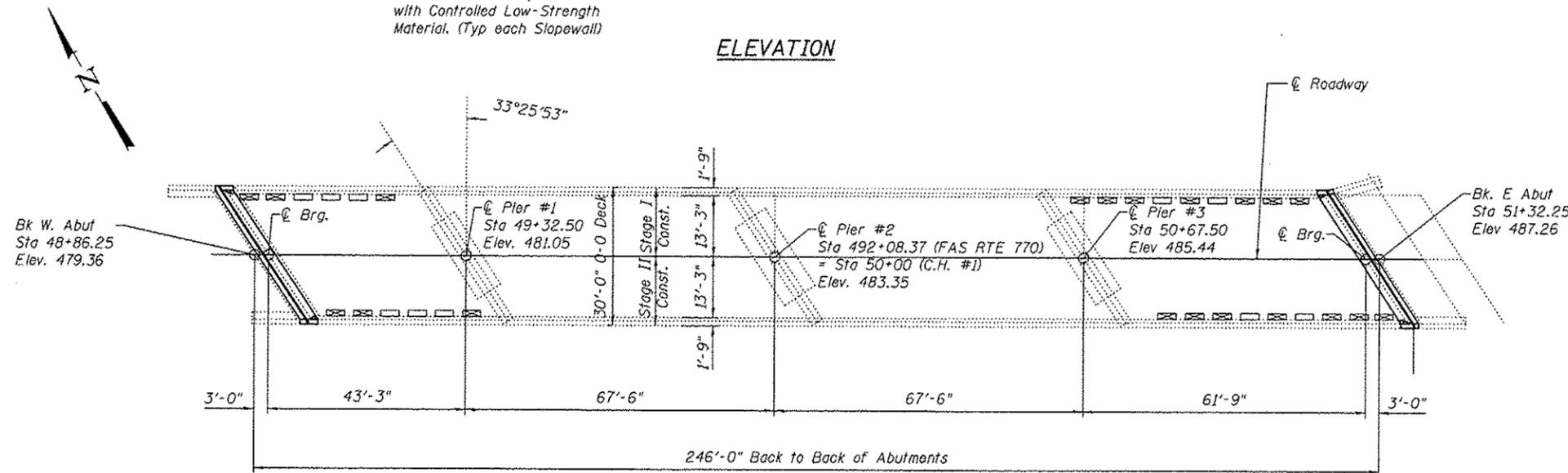
Joint opening shall be adjusted according to Article 520.04 of the Standard Specs. when the deck is poured at an ambient temperature other than 50° F.

Existing reinforcement bars extending into removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.

Protective coat shall be placed on top/inside faces of parapets/wingwalls and on top of new concrete at joints.



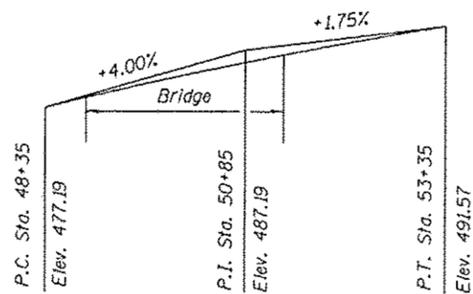
ELEVATION



PLAN

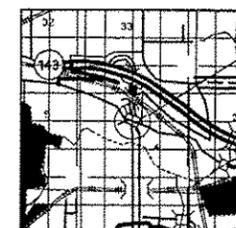
- Floor Drain Extension
- ⊗ Plug all existing drains

Replace deck ends, hatchblocks, and install strip seals at each end.
 Perform partial and full depth deck slab repair
 HMA overlay with WMS
 Install drain extensions and plug drains



PROFILE GRADE

(Along \hat{C} Roadway)



LOCATION SKETCH



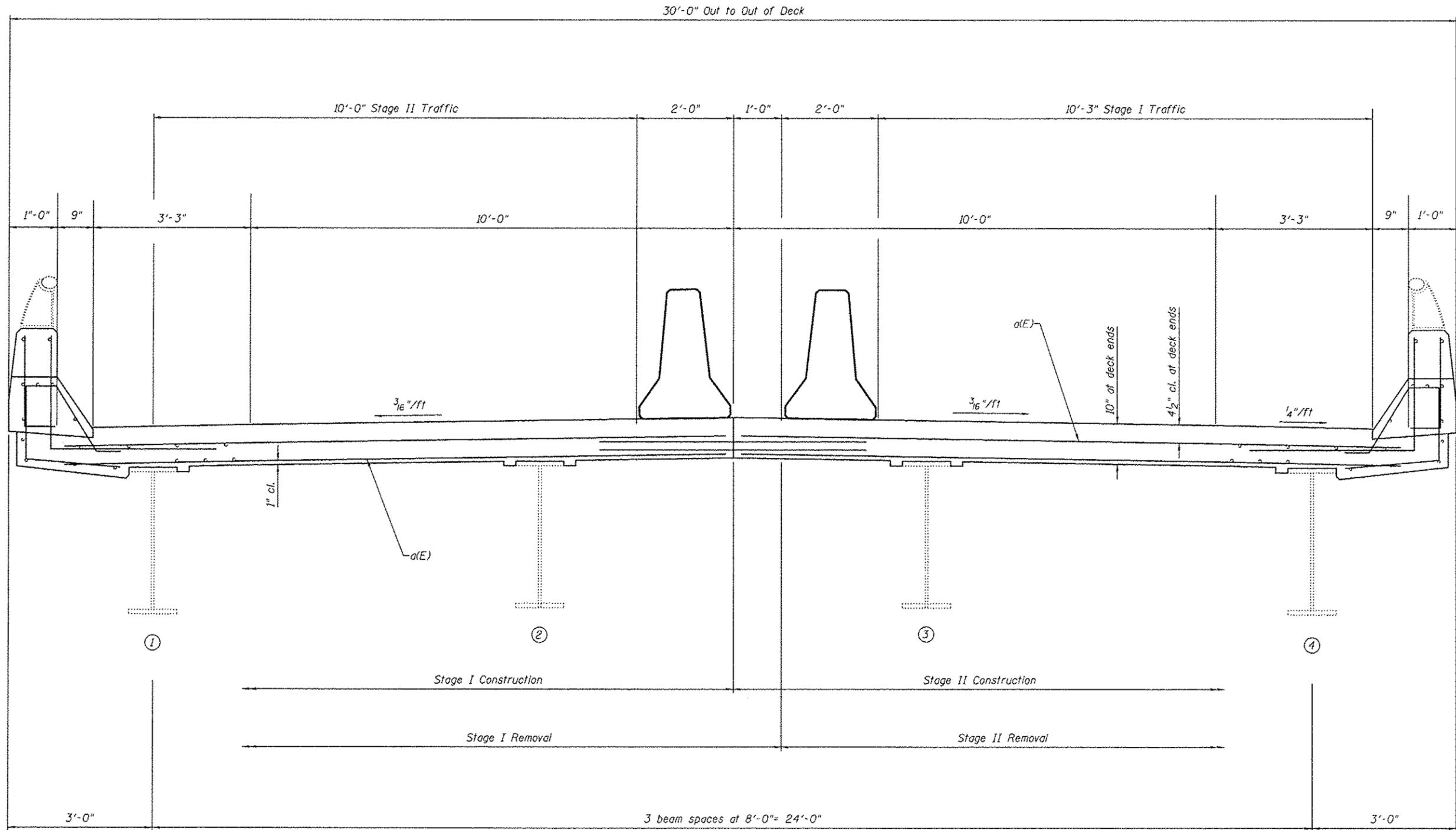
Expires 11/30/12

INDEX OF SHEETS

1. General Plan & Elevation
2. Deck Cross Section
3. Joint Removal (Plan)
4. Joint Replacement (W. Abutment)
5. Joint Replacement (E. Abutment)
6. Joint Details
7. Rail Anchorage Details
8. Deck Patching Survey
9. Drain Extensions & Plugging
10. Strip Seal Details
11. Bar Splicer Base Sheet

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	10.9
Concrete Superstructure	Cu. Yd.	10.9
Concrete Structures	Cu. Yd.	0.9
Bar Splicers	Each	22
Floor Drain Extension	Each	10
Plug Existing Deck Drains	Each	20
Preformed Joint Strip Seal	Foot	72
Waterproofing Membrane System	Sq. Yd.	713
HMA Surface Course, Mix "C" N70	Ton	58
Deck Slab Repair (Partial)	Sq. Yd.	212
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	64
Reinforcement Bars, Epoxy Coated	Pound	1260
Controlled Low-Strength Material	Cu. Yd.	106
Protective Coat	Sq. Yd.	207

DESIGNED - AYV	EXAMINED - <i>Timothy A. Dault</i>	DATE - 7/31/12	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN & ELEVATION 060-0160		ROUTE -	SECTION -	COUNTY -	TOTAL SHEETS -	SHEET NO. -
CHECKED - ARS	PASSED - <i>David Puzey</i>			CH 1	1-HB-1	MADISON	28	15		
DRAWN - AYV				SHEET NO. 1 OF 13 SHEETS			CONTRACT NO. 76F62			
CHECKED -				ILLINOIS FED. AID PROJECT						



CROSS SECTION

(Looking East)

DESIGNED - AYW
 CHECKED - ARS
 DRAWN - AYW
 CHECKED -

EXAMINED *Timothy A. Doolittle*
 ENGINEER OF STRUCTURAL SERVICES
 PASSED *Carl R. Pappas*
 ENGINEER OF BRIDGES AND STRUCTURES

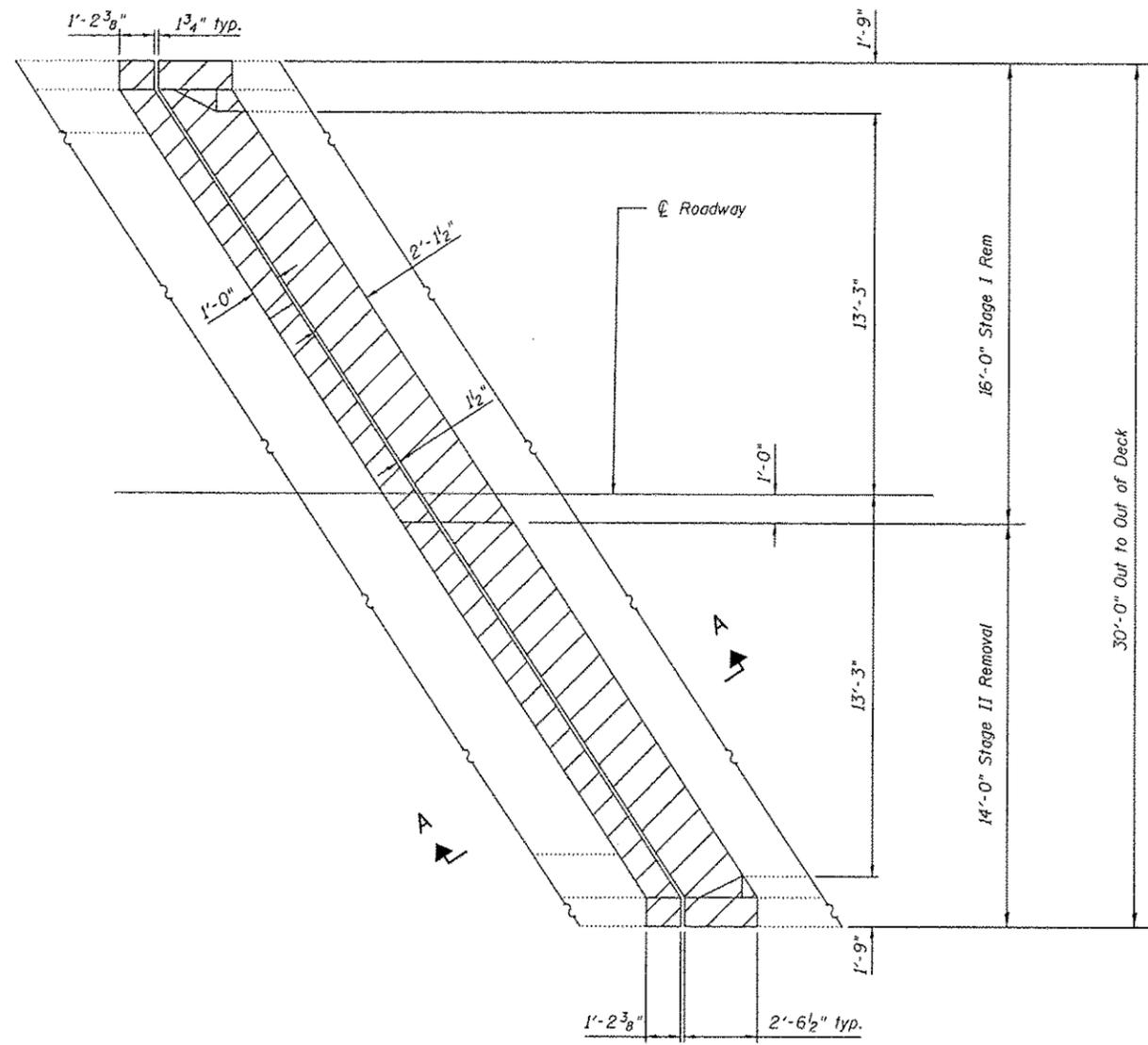
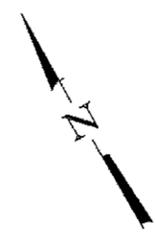
DATE - 7/24/12

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

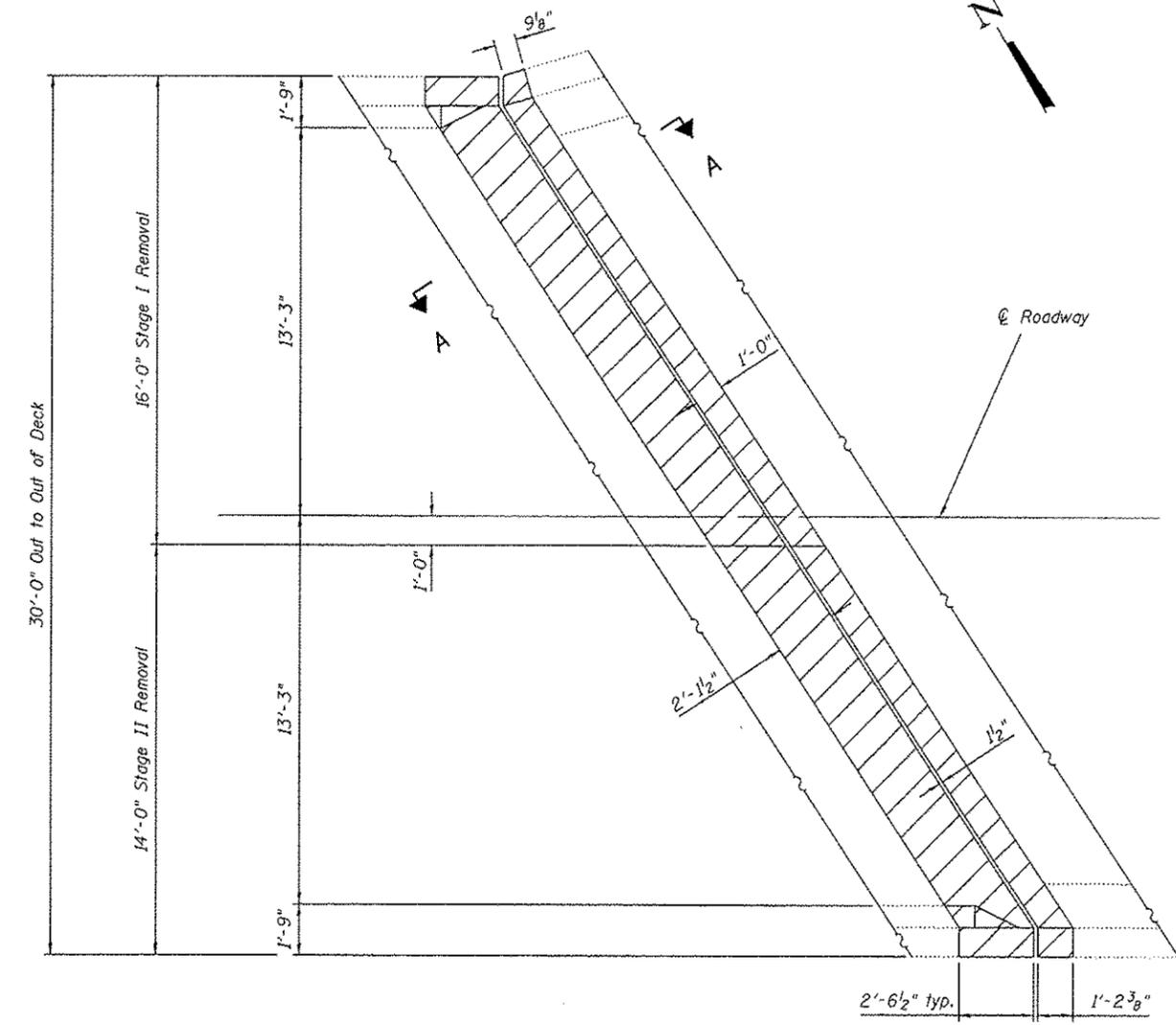
CROSS SECTION
 SN 060-0160

SHEET NO. 2 OF 13 SHEETS

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH 1	1-HB-1	MADISON	28	16
CONTRACT NO. 76F62				
ILLINOIS FED. AID PROJECT				



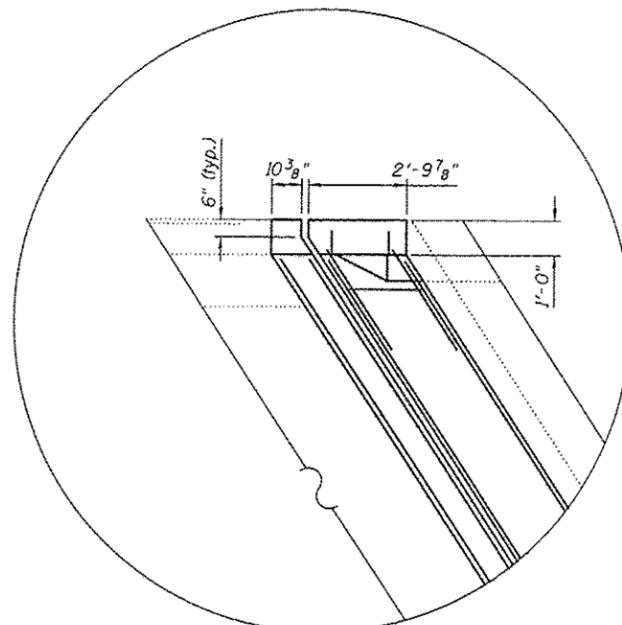
CONCRETE REMOVAL
(W. Abutment)



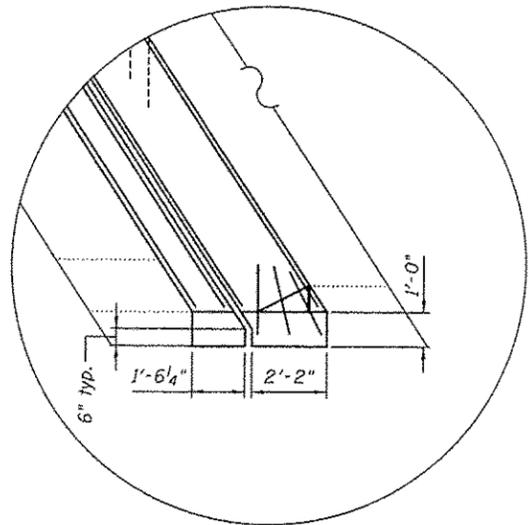
CONCRETE REMOVAL
(E. Abutment)

Note:
See sheet 6 of 13 for Section A-A.

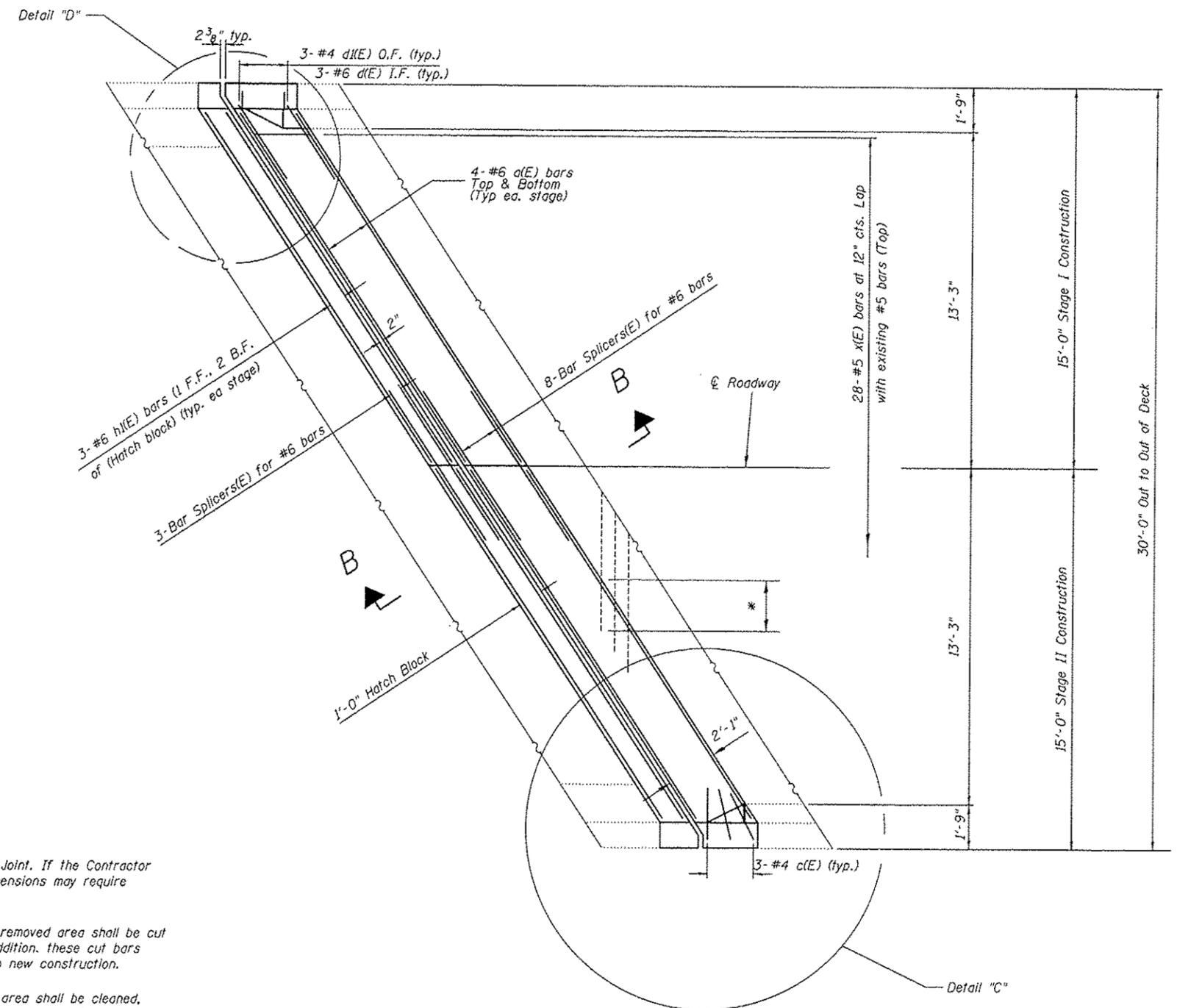
DESIGNED - AYY	EXAMINED - <i>Timothy A. Quirk</i> ENGINEER OF STRUCTURAL SERVICES	DATE - 7/31/12	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE REMOVAL (PLAN) SN 060-0160	RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - <i>D.25</i>	PASSED - <i>Carl Kasper</i> ENGINEER OF BRIDGES AND STRUCTURES				CH 1	1-HB-1	MADISON	28	17
DRAWN - AYY			SHEET NO. 3 OF 13 SHEETS		CONTRACT NO. 76F62				
CHECKED -					ILLINOIS FED. AID PROJECT				



DETAIL "D"



DETAIL "C"



CONCRETE REPLACEMENT

Note:
 Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Weld Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on sheet 11 of 13.

* Existing transverse bars extending from deck into removed area shall be cut allowing 2'-0" to extend into the removed area. In addition, these cut bars shall be cleaned, straighten, and incorporated into the new construction.

Existing reinforcement bars extending into removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.

See sheet 6 of 13 for Section B-B.

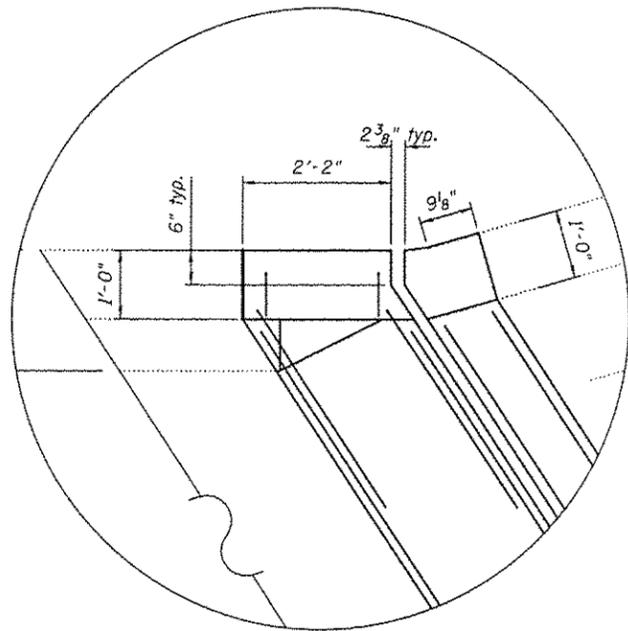
DESIGNED	-	AYV
CHECKED	-	ARS
DRAWN	-	AYV
CHECKED	-	

EXAMINED	<i>James A. Aboof</i>	DATE	7/31/12
PASSED	<i>De Carol King</i>		

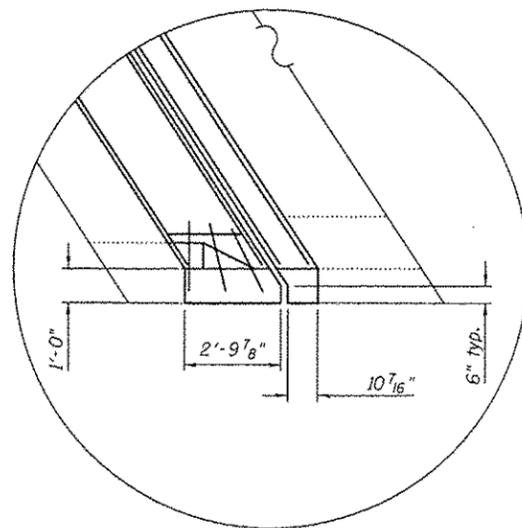
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

JOINT REPLACEMENT (W. ABUT.)
 SN 060-0160

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH 1	1-HB-1	MADISON	28	18
CONTRACT NO. 76F62			ILLINOIS FED. AID PROJECT	



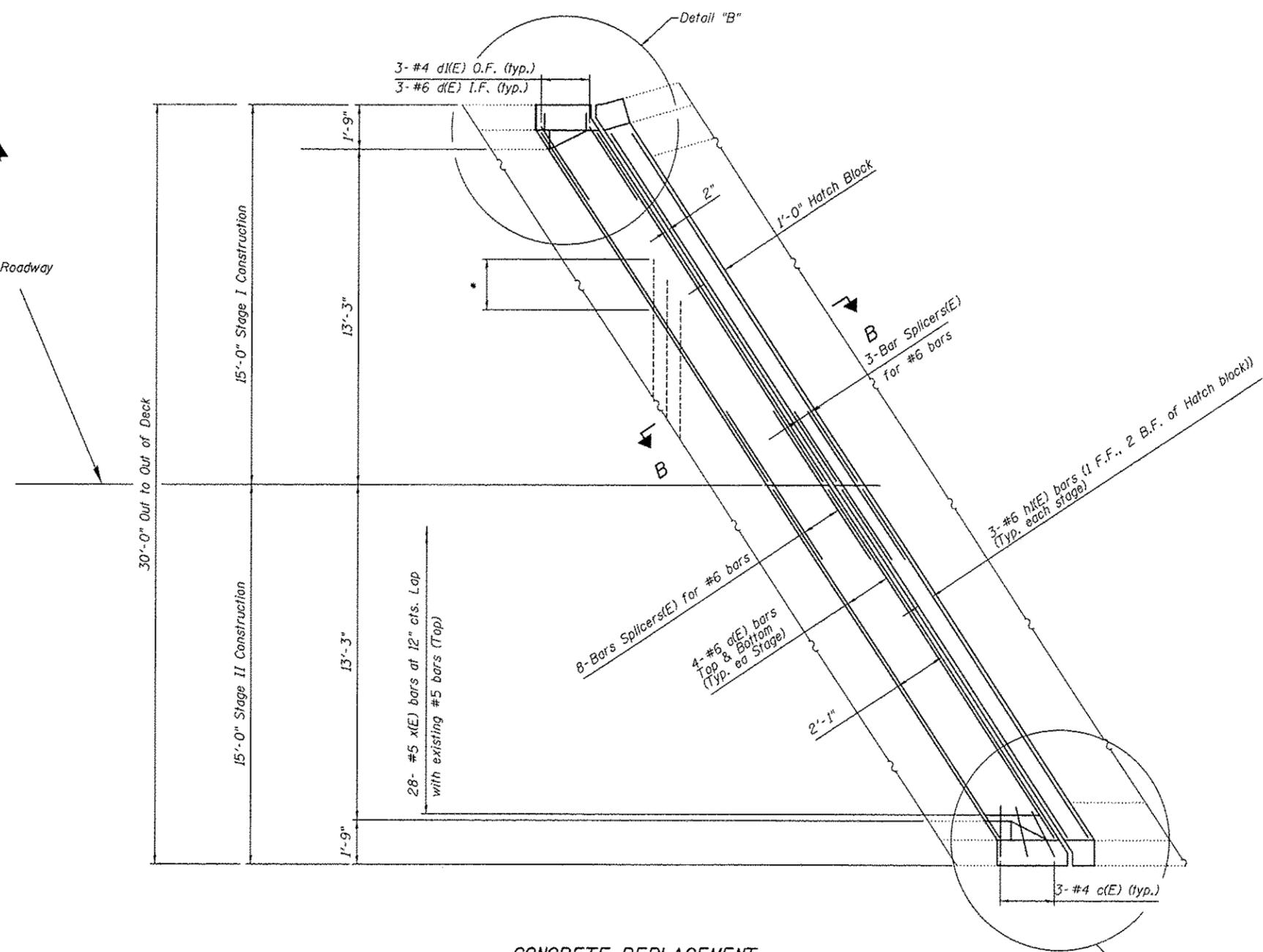
DETAIL "B"



DETAIL "A"



⊕ Roadway



CONCRETE REPLACEMENT

Note:

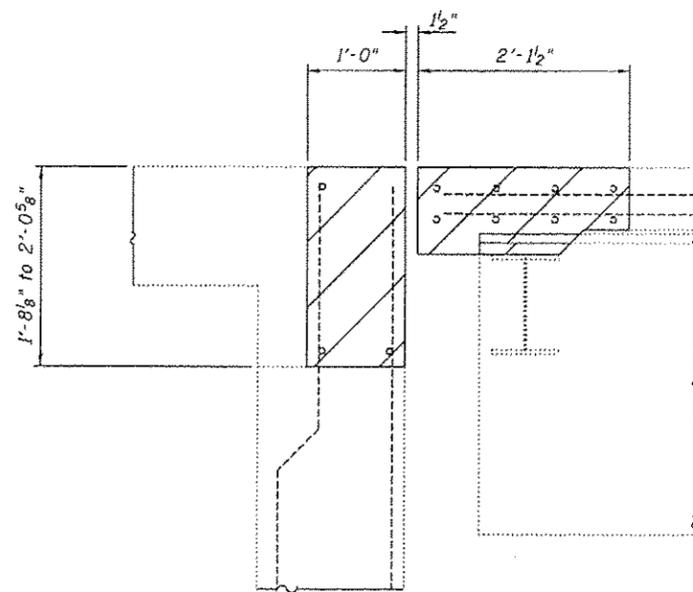
Dimensions are based on a Rolled Rail Strip Joint. If the Contractor elects to use the Weld Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on sheet 11 of 13.

* Existing transverse bars extending from deck into removed area shall be cut allowing 2'-0" to extend into the removed area. In addition, these cut bars shall be cleaned, straighten, and incorporated into the new construction.

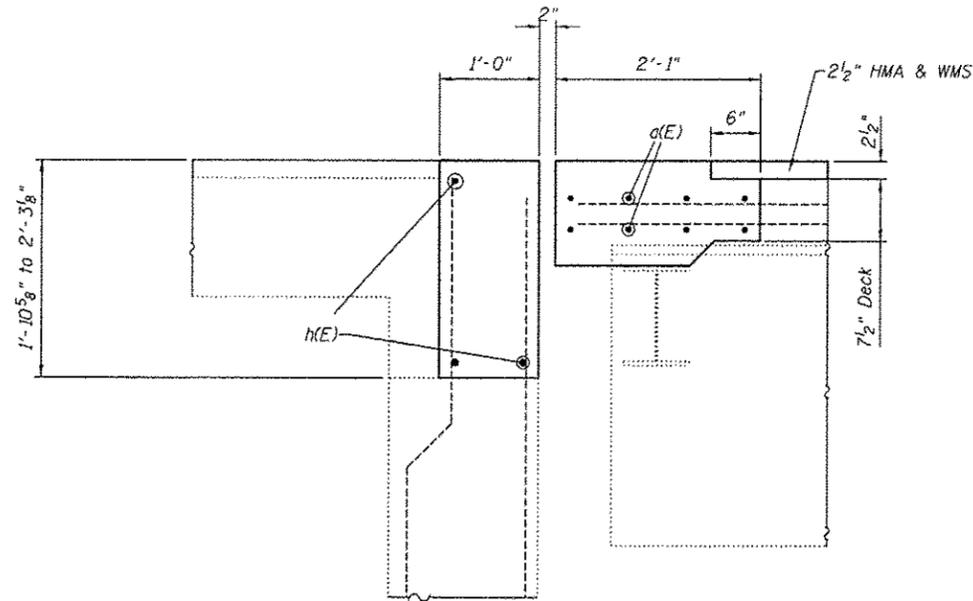
Existing reinforcement bars extending into removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.

See sheet 6 of 13 for Section B-B.

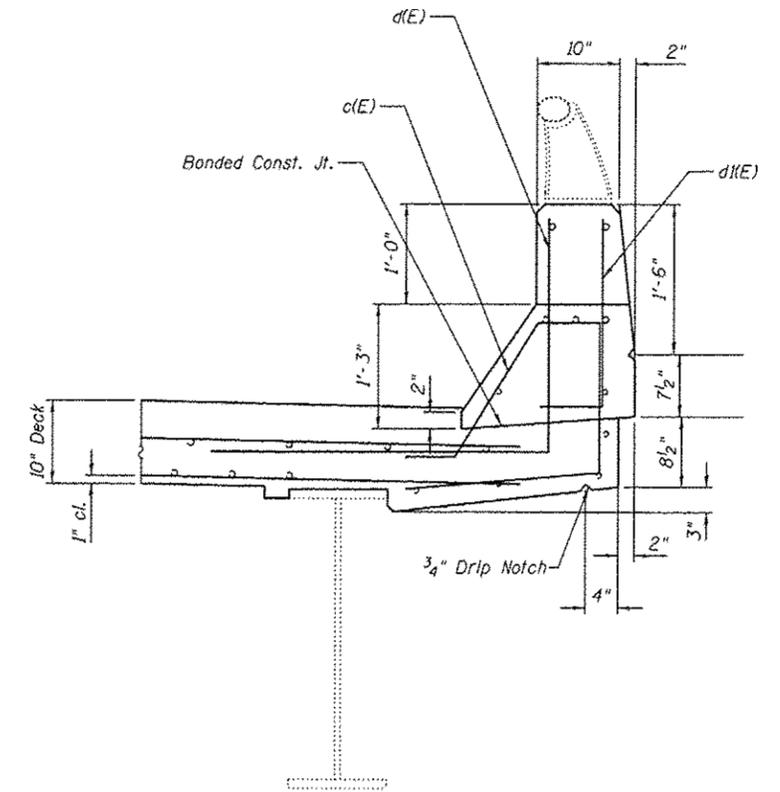
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CHECKED - A.R.S.	PASSED - <i>Le. Carl Knapp</i> ENGINEER OF BRIDGES AND STRUCTURES				CH 1	1-HB-1	MADISON	28	19
DRAWN - AYW			SHEET NO. 5 OF 13 SHEETS		ILLINOIS FED. AID PROJECT				
CHECKED -					CONTRACT NO. 76F62				



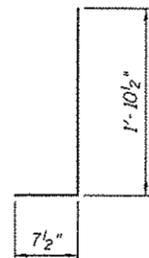
SECTION A-A



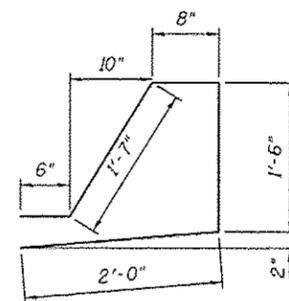
SECTION B-B



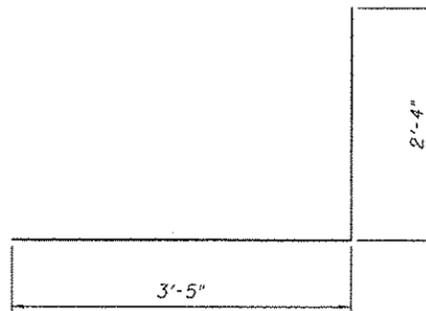
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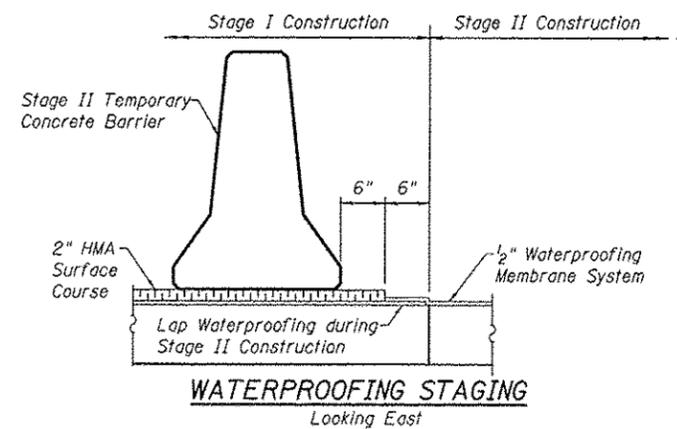
BAR d(E)



BAR a(E)



BAR d(E)



BILL OF MATERIAL

(E & W Abutments)

Bar	No.	Size	Length	Shape
a(E)	32	#6	16'-5"	—
a(E)	12	#4	6'-3"	∇
d(E)	12	#6	5'-9"	—
d(E)	12	#4	2'-6"	—
h(E)	12	#6	16'-5"	—
Concrete Removal			Cu. Yd.	10.9
Concrete Superstructure			Cu. Yd.	10.9
Concrete Structures			Cu. Yd.	0.9
Reinforcement Bars, Epoxy Coated			Lbs.	1260

Reinforcement bars designated (E) shall be epoxy coated.

DESIGNED - AYY
 CHECKED - ARS
 DRAWN - AYY
 CHECKED -

EXAMINED - *Timothy A. B. O. O. A.*
 ENGINEER OF STRUCTURAL SERVICES
 PASSED - *Carl R. ...*
 ENGINEER OF BRIDGES AND STRUCTURES

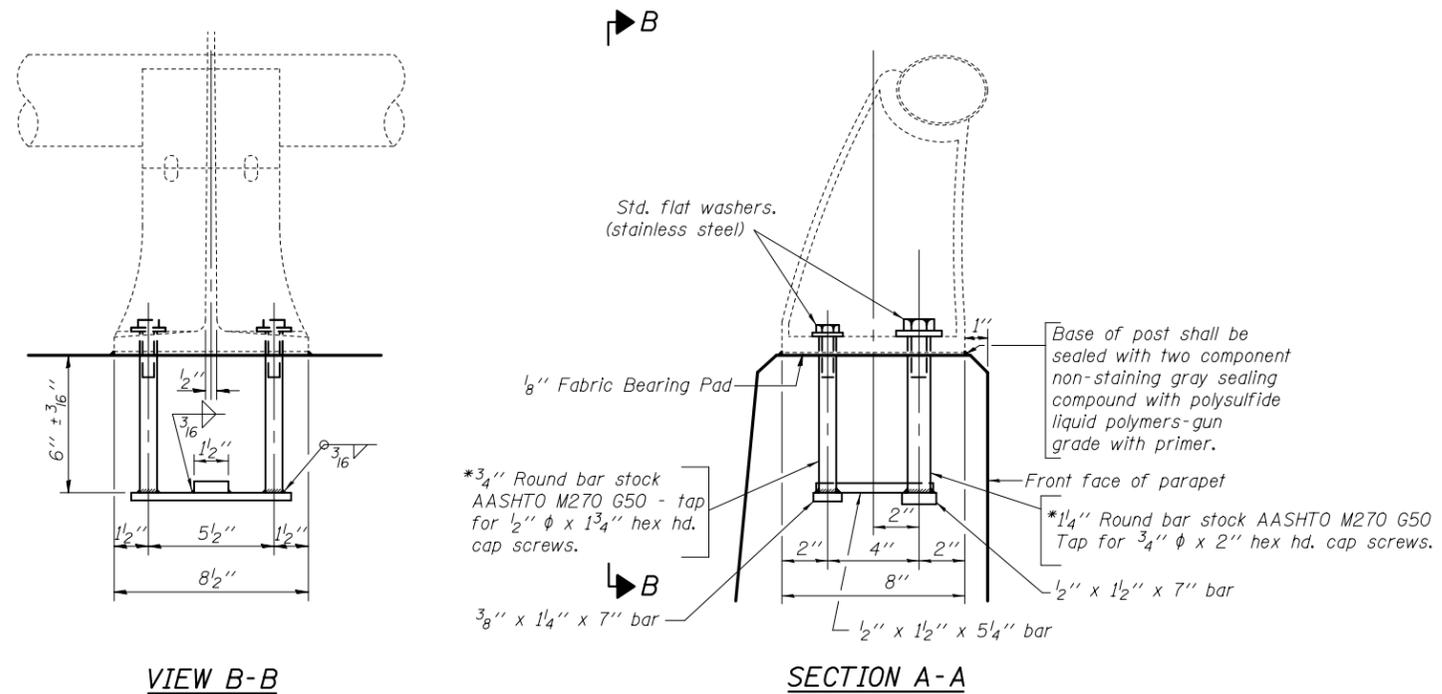
DATE - 7/31/12

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

JOINT DETAILS
 SN 060-0160

SHEET NO. 6 OF 13 SHEETS

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH 1	1-HB-1	MADISON	28	20
CONTRACT NO. 76F62			ILLINOIS FED. AID PROJECT	



RAIL POST DETAILS

* In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting stainless steel anchor rods of the same diameter and grade as the specified cap screws according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications. Cost of providing anchorages is included with Concrete Superstructure.

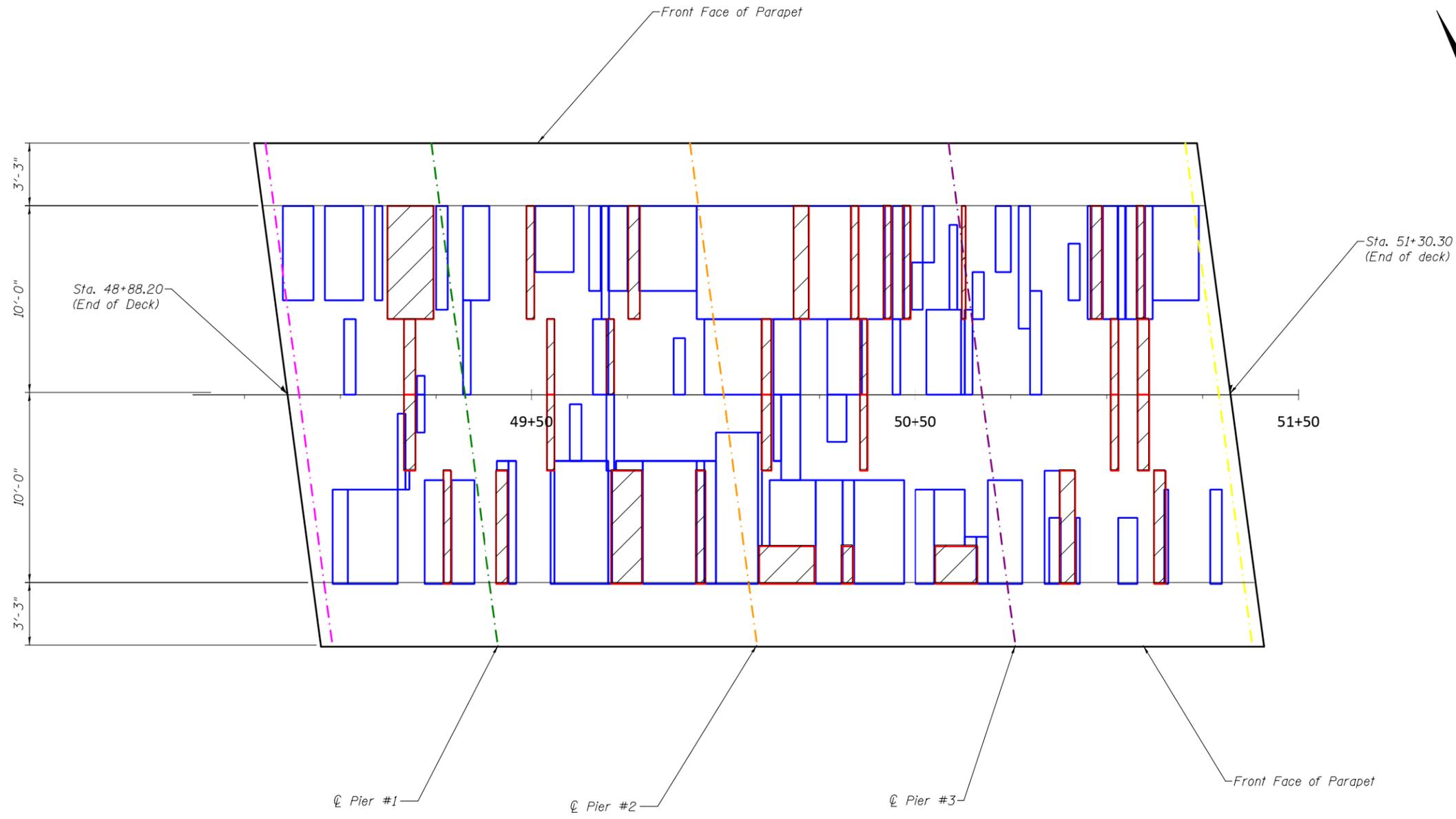
DESIGNED - AYV	EXAMINED	DATE -
CHECKED -	ENGINEER OF STRUCTURAL SERVICES	
DRAWN - AYV	PASSED	REVISED
CHECKED -	ENGINEER OF BRIDGES AND STRUCTURES	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**RAIL ANCHORAGE DETAILS
SN 060-0160**

SHEET NO. 7 OF 13 SHEETS

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH-1	1-HB-1	MADISON	28	21
			CONTRACT NO. 76F62	
ILLINOIS FED. AID PROJECT				



- Deck Slab Repair (Partial) 212 sq. yd.
- Deck Slab Repair (Full Depth, Type II) 64 sq. yd.

NOTES

The areas of deck repairs are estimated.
 The Engineer shall show actual patch locations on as-built plans.
 Deck Survey 12-30-11

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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK PATCHING SURVEY (SKETCH)
SN 060-0160**

SHEET NO. 8 OF 13 SHEETS

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH 1	1-HB-1	MADISON	28	22
CONTRACT NO. 76F62				
ILLINOIS FED. AID PROJECT				

Patch #	Start Sta	End Sta	Offsets (ft)		Length (ft.)	Width (ft.)	Area (sq)	Full/Partial Depth	Type I or II (Full Depth)
			From	To					
1	48+85	48+93	5	10	8	5	4.44	P	Asphalt
2	48+96	49+06	5	Lt	10	5	5.56	P	Asphalt
3	49+01	49+04	0	4	Lt	4	1.33	P	Asphalt
4	49+09	49+11	5	Lt	10	5	1.11	P	Asphalt
5	49+20	49+22	0	1	Lt	2	0.22	P	Asphalt
6	49+25	49+28	4.5	Lt	10	3	1.83	P	Asphalt
7	49+32	49+34	0	5	Lt	2	1.11	P	Asphalt
8	49+32	49+39	5	Lt	10	7	3.89	P	Asphalt
9	49+51	49+61	6.5	Lt	10	3.5	3.89	P	Asphalt
10	49+65	49+68	5.5	Lt	10	4.5	1.50	P	Asphalt
11	49+70	49+75	5.5	Lt	10	5	2.50	P	Asphalt
12	49+78	49+93	5.5	Lt	10	15	7.50	P	Asphalt
13	49+66	49+70	0	4	Lt	4	1.78	P	Asphalt
14	49+87	49+90	0	3	Lt	3	1.00	P	Asphalt
15	49+93	50+42	4	Lt	10	49	32.67	P	Asphalt
16	50+44	50+47	4	Lt	10	3	2.00	P	Asphalt
17	49+95	50+10	0	4	Lt	15	6.67	P	Asphalt
18	50+13	50+20	0	4	Lt	7	3.11	P	Asphalt
19	50+27	50+36	0	4	Lt	9	4.00	P	Asphalt
20	50+44	50+46	0	4	Lt	2	0.89	P	Asphalt
21	50+49	50+52	4.5	Lt	7	3	0.83	P	Asphalt
22	50+52	50+55	7	Lt	10	3	1.00	P	Asphalt
23	50+53	50+62	0	4.5	Lt	9	4.5	P	Asphalt
24	50+62	50+63	0	4	Lt	1	0.44	P	Asphalt
25	50+63	50+65	0	4.5	Lt	2	1.00	P	Asphalt
26	50+59	50+61	4.5	Lt	9	2	1.00	P	Asphalt
27	50+65	50+68	4	Lt	6.5	3	0.83	P	Asphalt
28	50+71	50+75	6.5	Lt	10	4	1.56	P	Asphalt
29	50+77	50+80	3.5	Lt	10	3	2.17	P	Asphalt
30	50+80	50+83	0	5.5	Lt	3	1.83	P	Asphalt
31	50+90	50+93	5	Lt	8	3	1.00	P	Asphalt
32	50+95	50+96	4	Lt	10	1	0.67	P	Asphalt
33	50+99	51+03	4	Lt	10	6	2.67	P	Asphalt
34	51+05	51+08	4	Lt	10	3	2.00	P	Asphalt
35	51+10	51+12	4	Lt	10	2	1.33	P	Asphalt
36	51+12	51+24	5	Lt	10	12	6.67	P	Asphalt
37	48+98	49+02	5	Rt	10	4	2.22	P	Asphalt
38	49+02	49+15	5	Rt	10	13	7.22	P	Asphalt
39	49+15	49+17	1	Rt	5	2	0.89	P	Asphalt
40	49+17	49+18	4	Rt	5	1	0.11	P	Asphalt
41	49+20	49+22	0	2	Rt	2	0.44	P	Asphalt
42	49+22	49+27	4.5	Rt	10	5	3.06	P	Asphalt
43	49+29	49+35	4.5	Rt	10	6	3.67	P	Asphalt
44	49+41	49+44	3.5	Rt	4	3	0.17	P	Asphalt
45	49+44	49+46	3.5	Rt	10	2	1.44	P	Asphalt
46	49+55	49+56	4	Rt	10	6	0.67	P	Asphalt
47	49+56	49+70	3.5	Rt	10	14	10.11	P	Asphalt
48	49+70	49+71	4	Rt	10	1	0.67	P	Asphalt
49	49+72	49+79	3.5	Rt	4	7	0.39	P	Asphalt
50	49+79	49+93	3.5	Rt	10	14	10.11	P	Asphalt
51	49+93	49+95	3.5	Rt	4	2	0.11	P	Asphalt
52	49+95	49+98	3.5	Rt	10	3	2.17	P	Asphalt
53	49+60	49+63	0.5	Rt	3.5	3	1.00	P	Asphalt
54	49+98	50+09	2	Rt	10	11	9.78	P	Asphalt
55	50+09	50+10	2	Rt	8	1	0.67	P	Asphalt
56	50+13	50+15	0	3.5	Rt	2	0.78	P	Asphalt
57	50+12	50+24	4.5	Rt	8	12	4.67	P	Asphalt
58	50+24	50+31	4.5	Rt	10	7	4.28	P	Asphalt
59	50+31	50+34	4.5	Rt	8	3	1.17	P	Asphalt
60	50+34	50+47	4.5	Rt	10	13	7.94	P	Asphalt
61	50+15	50+20	0	4.5	Rt	5	2.50	P	Asphalt
62	50+27	50+32	0	2.5	Rt	5	1.39	P	Asphalt
63	50+50	50+55	5	Rt	10	5	2.78	P	Asphalt
64	50+55	50+63	5	Rt	8	3	2.67	P	Asphalt
65	50+63	50+66	7.5	Rt	8	3	0.17	P	Asphalt
66	50+66	50+69	7.5	Rt	10	3	0.83	P	Asphalt
67	50+69	50+78	4.5	Rt	10	9	5.50	P	Asphalt
68	50+85	50+88	6.5	Rt	10	3	1.17	P	Asphalt
69	50+92	50+93	6.5	Rt	10	1	0.39	P	Asphalt
70	51+03	51+08	6.5	Rt	10	5	1.94	P	Asphalt
71	51+15	51+16	5	Rt	10	1	0.56	P	Asphalt
72	51+27	51+30	5	Rt	10	3	1.67	P	Asphalt
73	49+12	49+24	4	Lt	10	12	8.00	F	Type II
74	49+17	49+20	0	4	Lt	3	1.33	F	Type II
75	49+49	49+51	4	Lt	10	2	1.33	F	Type II
76	49+54	49+56	0	4	Lt	2	0.89	F	Type II
77	49+68	49+70	4	Lt	10	2	1.33	F	Type II
78	49+70	49+72	0	4	Lt	2	0.89	F	Type II
79	49+75	49+78	4	Lt	10	3	2.00	F	Type II
80	50+10	50+13	0	4	Lt	4	1.11	F	Type II
81	50+18	50+22	4	Lt	10	6	2.67	F	Type II
82	50+33	50+35	4	Lt	10	2	1.33	F	Type II
83	50+36	50+38	0	4	Lt	2	0.89	F	Type II
84	50+42	50+44	4	Lt	10	2	1.33	F	Type II
85	50+47	50+49	4	Lt	10	2	1.33	F	Type II
86	50+62	50+63	4	Lt	10	1	0.67	F	Type II
87	50+96	50+99	4	Lt	10	3	2.00	F	Type II
88	51+01	51+03	0	4	Lt	2	0.89	F	Type II
89	51+03	51+05	4	Lt	10	2	1.33	F	Type II
90	51+08	51+10	4	Lt	10	2	1.33	F	Type II
91	51+08	51+11	0	4	Lt	3	1.33	F	Type II
92	49+17	49+20	0	4	Rt	3	1.33	F	Type II
93	49+27	49+29	4	Rt	10	2	1.33	F	Type II
94	49+41	49+44	4	Rt	10	3	2.00	F	Type II
95	49+54	49+56	0	4	Rt	2	0.89	F	Type II
96	49+70	49+72	0	4	Rt	2	0.89	F	Type II
97	49+71	49+79	4	Rt	10	8	5.33	F	Type II
98	49+93	49+95	4	Rt	10	2.5	1.67	F	Type II
99	50+10	50+13	0	4	Rt	2.5	1.11	F	Type II
100	50+09	50+24	8	Rt	10	14.5	3.22	F	Type II
101	50+36	50+38	0	4	Rt	2	0.89	F	Type II
102	50+31	50+34	8	Rt	10	3	0.67	F	Type II
103	50+55	50+66	8	Rt	10	11	2.44	F	Type II
104	50+84	50+88	4	Rt	10	4	2.67	F	Type II
105	50+88	50+92	4	Rt	10	4	2.67	F	Type II
106	51+01	51+03	0	4	Rt	2	0.89	F	Type II
107	51+08	51+11	0	4	Rt	3	1.33	F	Type II
108	51+12	51+15	4	Rt	10	3	2.00	F	Type II

DESIGNED - AYV
 CHECKED -
 DRAWN - AYV
 CHECKED -

EXAMINED
 ENGINEER OF STRUCTURAL SERVICES
 PASSED
 ENGINEER OF BRIDGES AND STRUCTURES

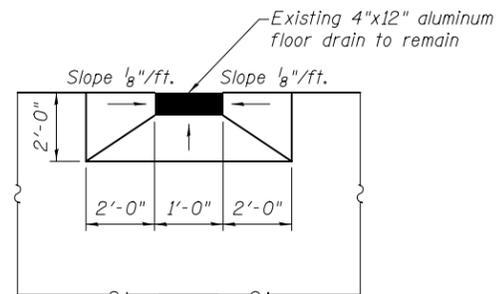
DATE -
 REVISED
 REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

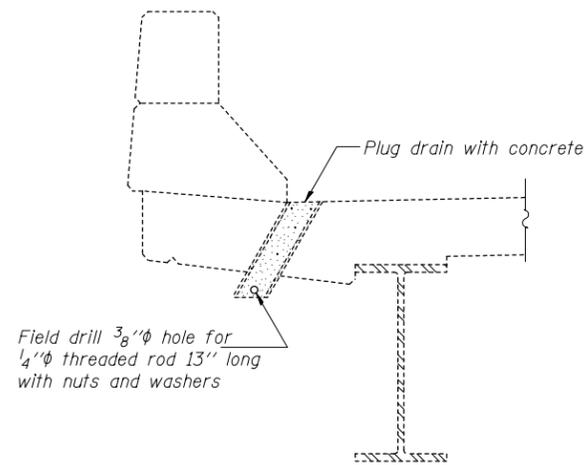
DECK PATCHING SURVEY (DETAILS)
 SN 060-0160

SHEET NO. 9 OF 13 SHEETS

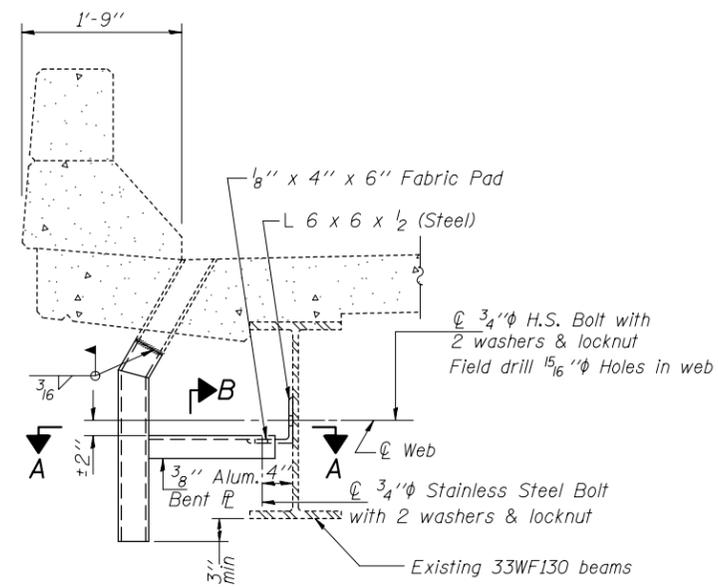
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CH 1	1-HB-1	MADISON	28	23
CONTRACT NO. 76F62			ILLINOIS FED. AID PROJECT	



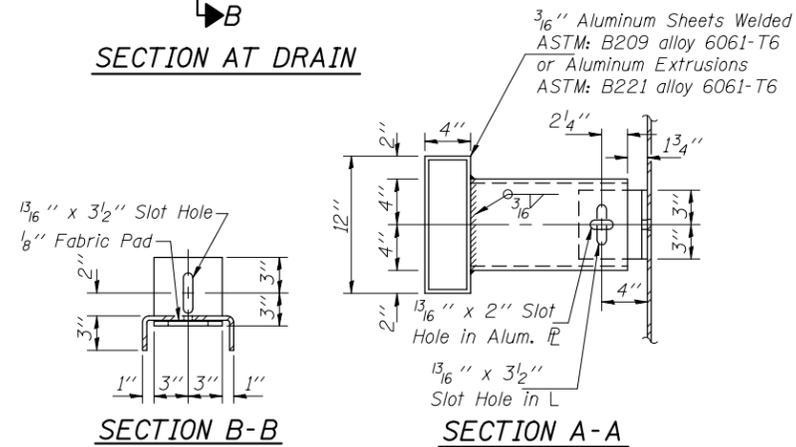
DRAIN DETAIL



PLUG DRAIN DETAIL



SECTION AT DRAIN



SECTION B-B

SECTION A-A

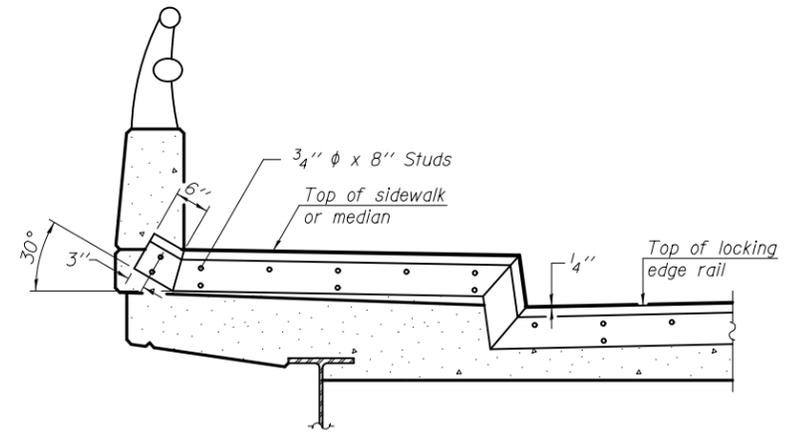
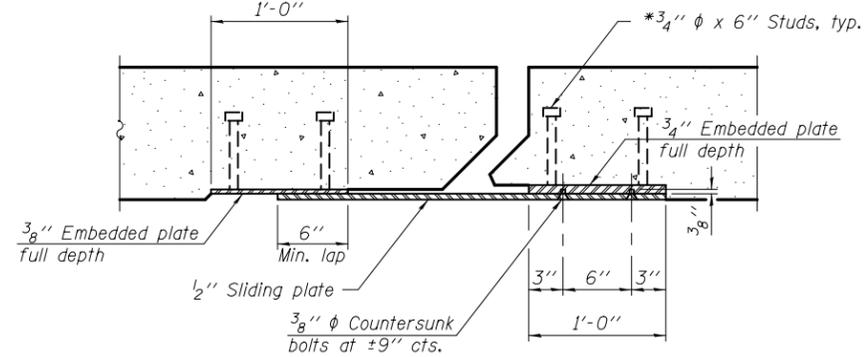
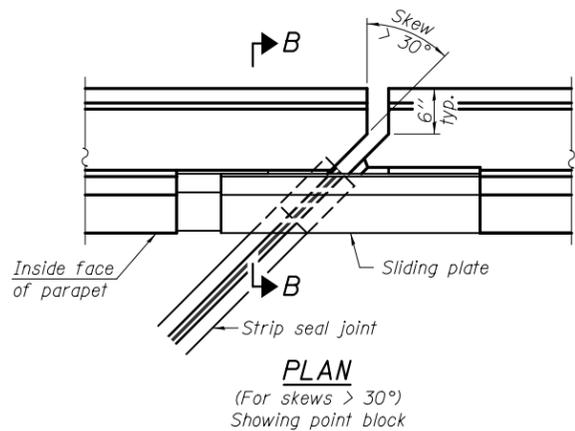
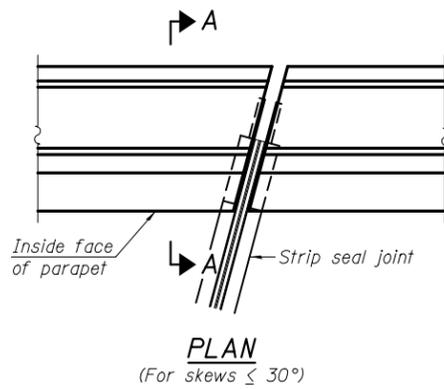
DESIGNED - A.Y.V.	EXAMINED	DATE -
CHECKED -	ENGINEER OF STRUCTURAL SERVICES	
DRAWN - A.Y.V.	PASSED	REVISED
CHECKED -	ENGINEER OF BRIDGES AND STRUCTURES	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRAIN DETAILS
SN 060-0160**

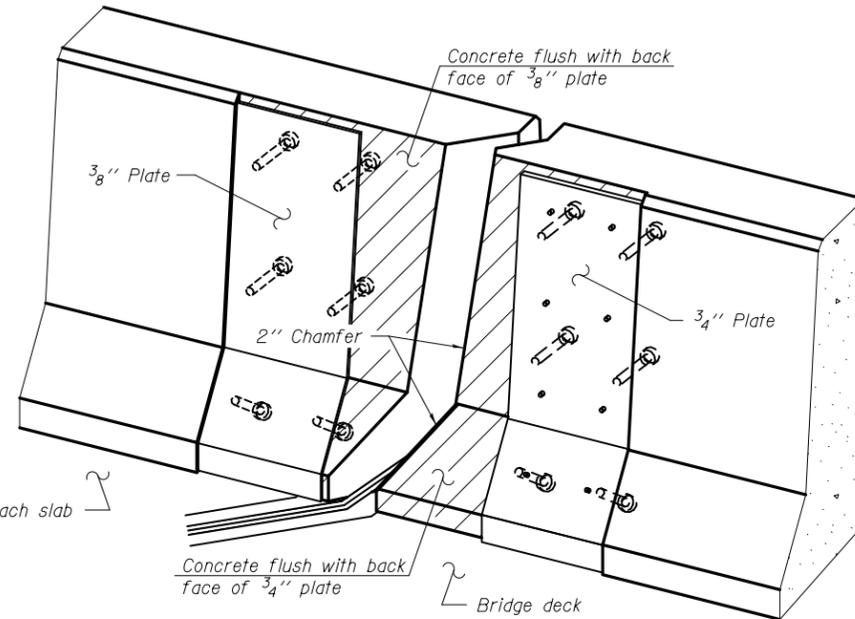
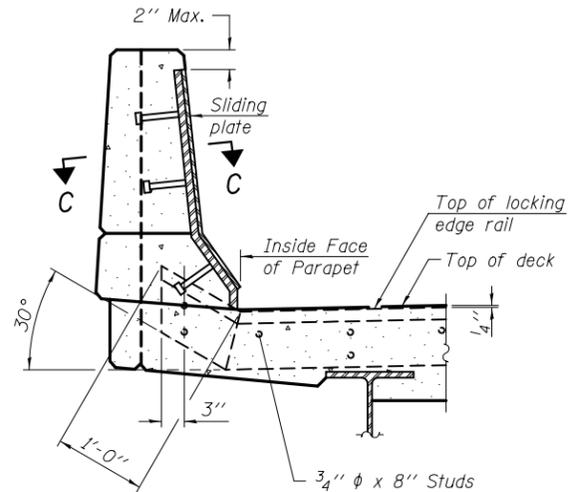
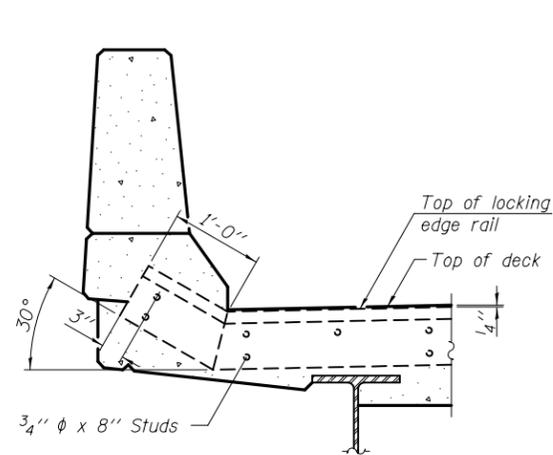
SHEET NO. 10 OF 13 SHEETS

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH 1	1-HB-1	MADISON	28	24
			CONTRACT NO. 76F62	
ILLINOIS FED. AID PROJECT				



TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



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.

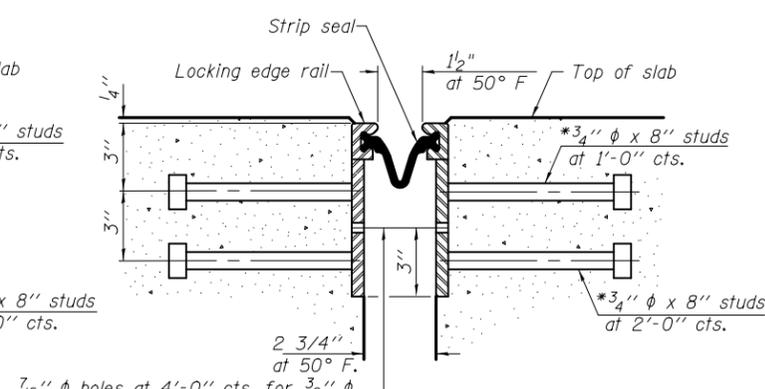
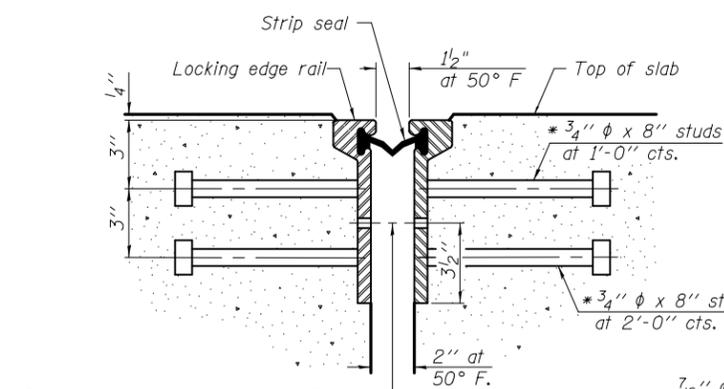
The manufacturer's recommended installation methods shall be followed.

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.



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

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

ROLLED EXTRUDED RAIL

WELDED RAIL

LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.
Rolled rail shown, welded rail similar.

LOCKING EDGE RAILS

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	72

EJ-SSJ

7-1-10

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

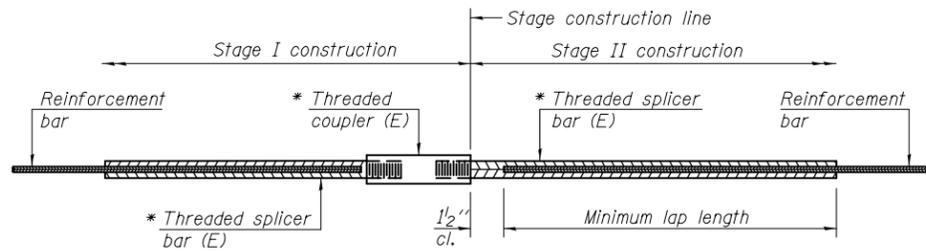
DATE -	
ENGINEER OF STRUCTURAL SERVICES	
ENGINEER OF BRIDGES AND STRUCTURES	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PREFORMED JOINT STRIP SEAL
SN 060-0160**

SHEET NO. 11 OF 13 SHEETS

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH 1	1-HB-1	MADISON	28	25
			CONTRACT NO. 76F62	
ILLINOIS FED. AID PROJECT				



STANDARD BAR SPLICER ASSEMBLY

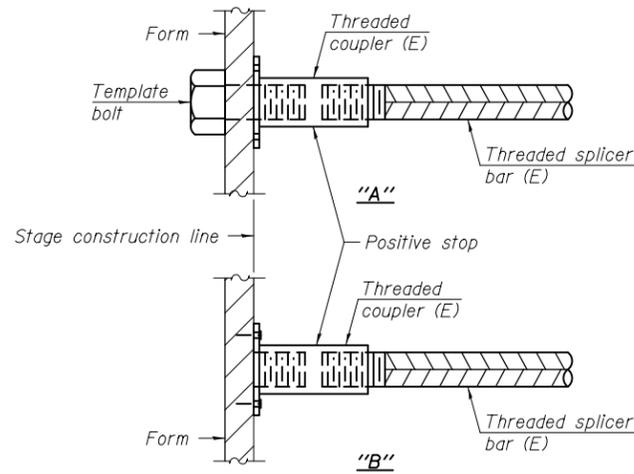
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- 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 + 1/2" + thread length

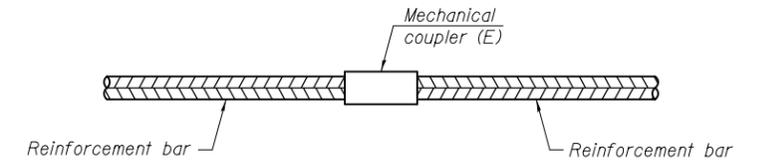
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
End of Decks	#6	16	3
Hatch Blocks	#6	6	4



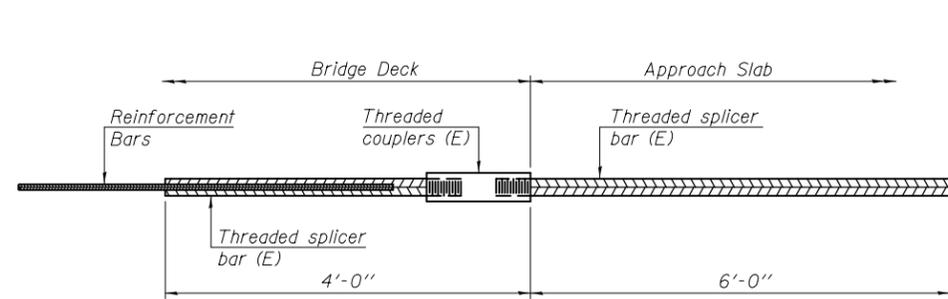
INSTALLATION AND SETTING METHODS

"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.



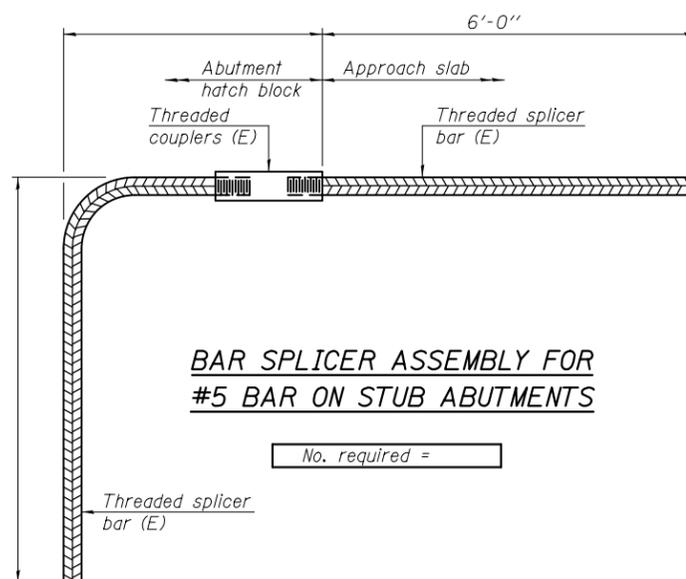
STANDARD MECHANICAL SPLICER

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

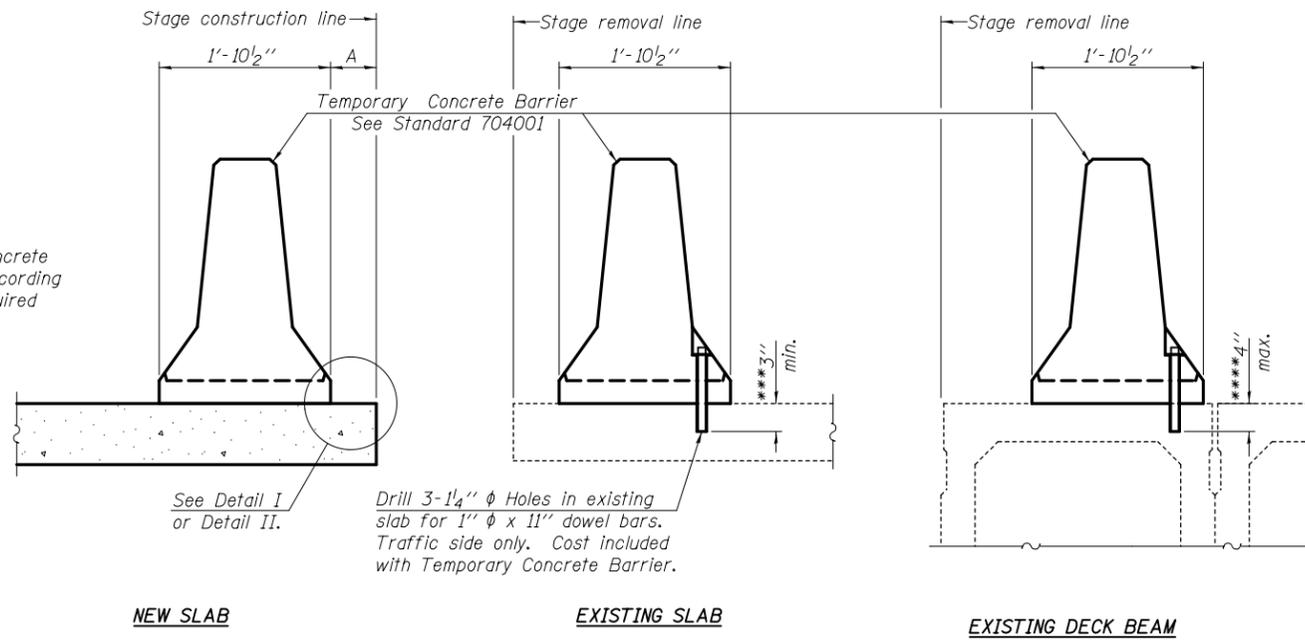
BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH 1	1-HB-1	MADISON	28	26
CONTRACT NO. 76F62				

SHEET NO. 12 OF 13 SHEETS

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

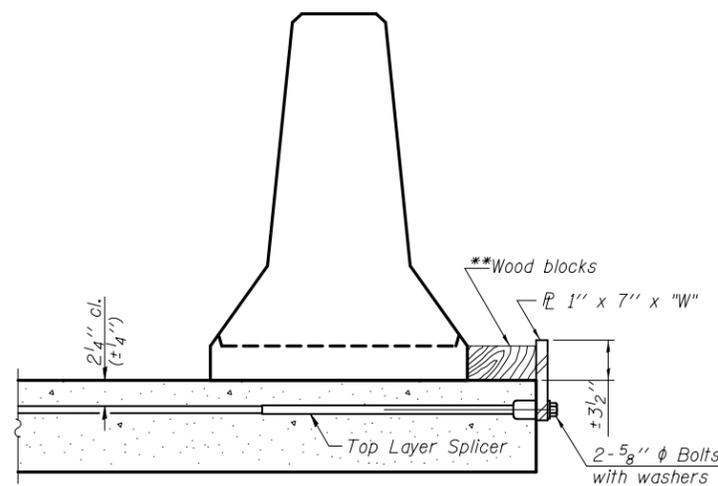
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel PL 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 C of each barrier panel.

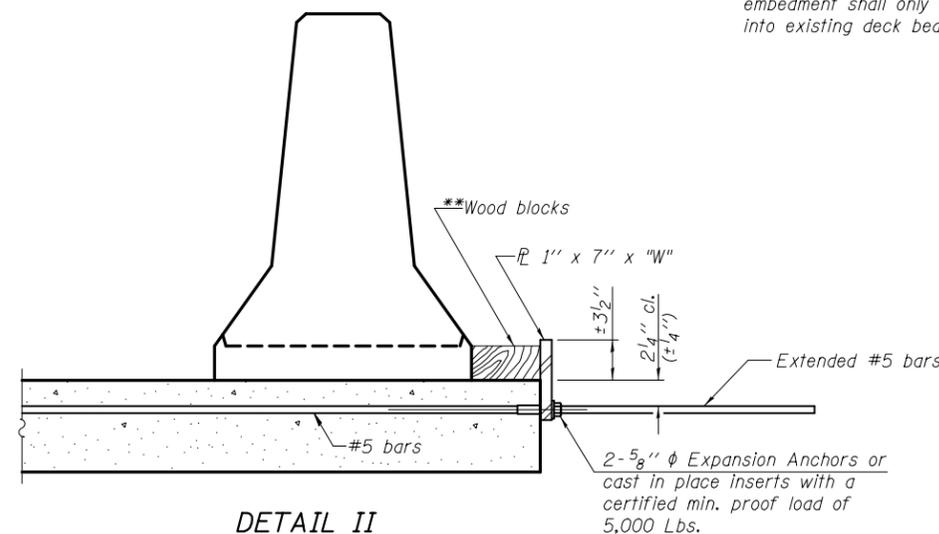
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

*** 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.

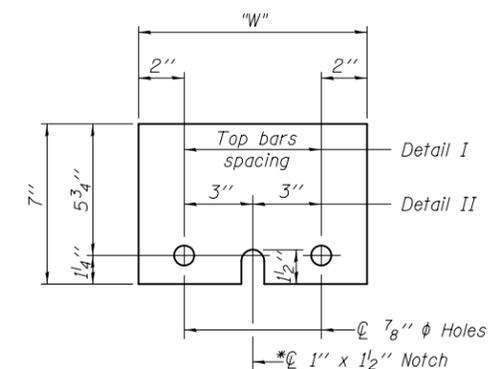
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER PL 1" x 7" x "W"

* Required only with Detail II

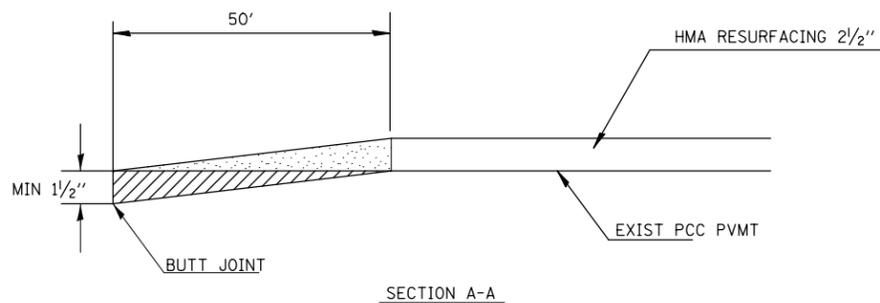
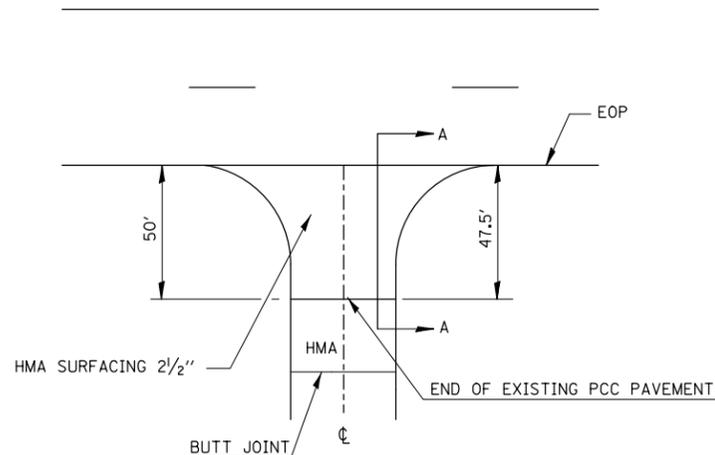
** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"

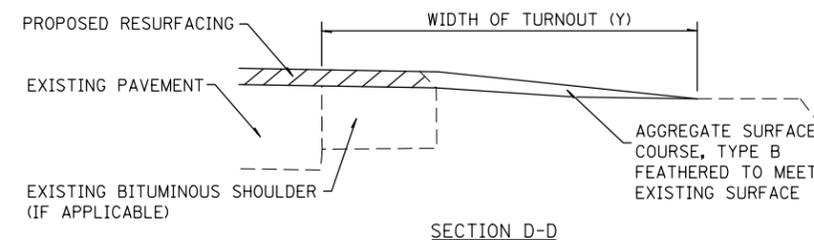
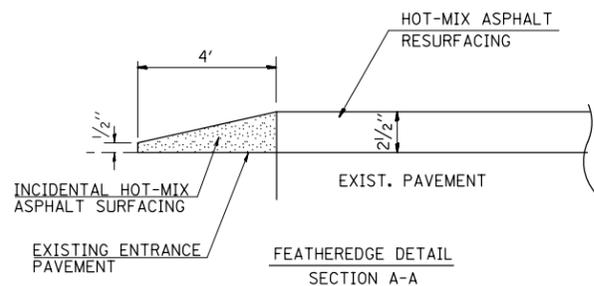
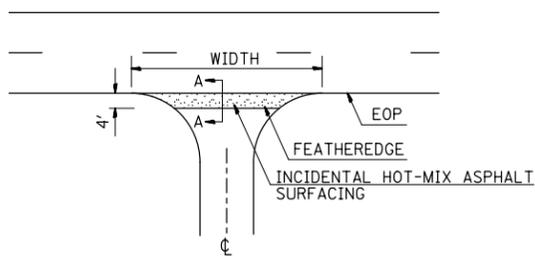
R-27 7-1-10

DESIGNED - AYV	EXAMINED	DATE -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION STRUCTURE NO. 060-0160	RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED -	ENGINEER OF STRUCTURAL SERVICES				CH 1	1-HB-1	MADISON	28	27
DRAWN - AYV	PASSED				CONTRACT NO. 76F62				
CHECKED -	ENGINEER OF BRIDGES AND STRUCTURES				SHEET NO. 13 OF 13 SHEETS				
					ILLINOIS FED. AID PROJECT				

SIDEROAD DETAIL

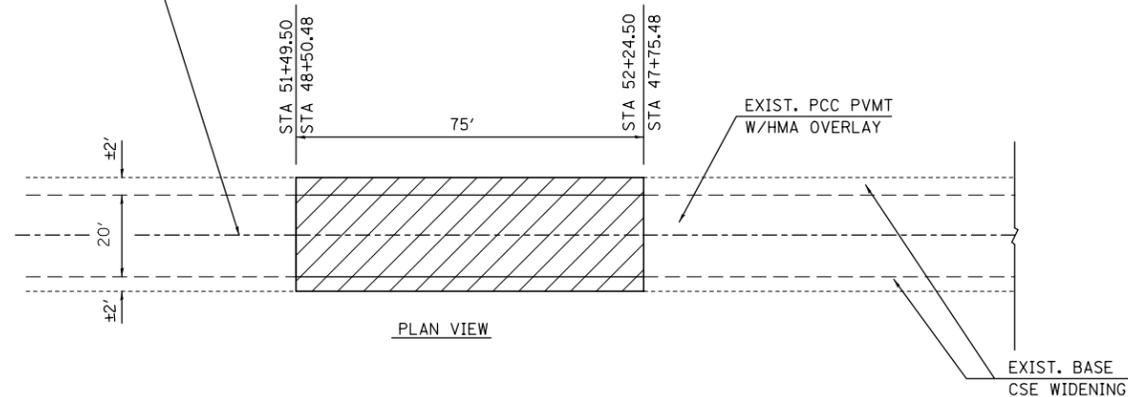


ENTRANCE DETAIL

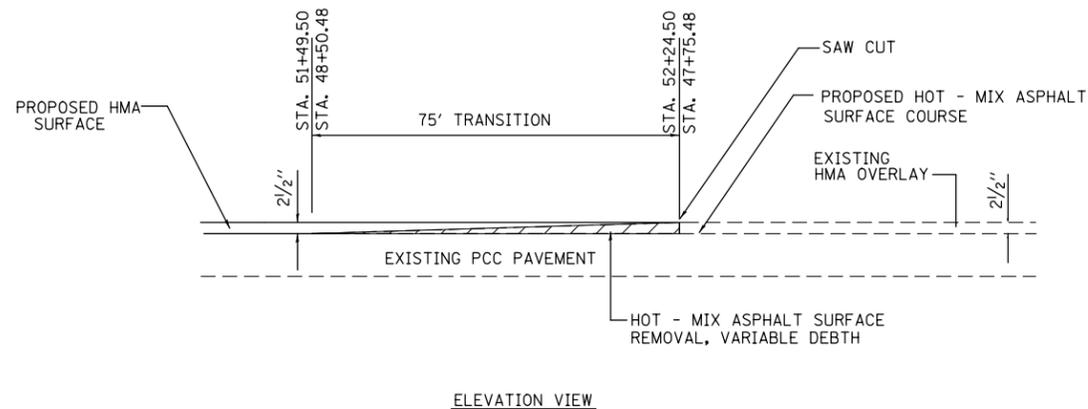


TYPICAL SECTION AT MAILBOX TURNOUT
NOTE: SEE STANDARD 406201 FOR MAILBOX TURNOUT DETAILS

CH 1 (OLD ALTON EDWARDSVILLE RD)
RDWY



COST OF SAWCUT TO BE INCLUDED IN HOT - MIX ASPHALT SURFACE REMOVAL - BUTT JOINT



FILE NAME =	USER NAME = gelnh	DESIGNED -	REVISED -
et:\pw\work\p\dot\gelnh\d0292570\d876f62-sht-plan.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - *
	PLOT DATE = 7/5/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: SHEET OF SHEETS STA. TO STA.

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH 1	1-HB-1	MADISON	28	28
CONTRACT NO. 76F62				
ILLINOIS FED. AID PROJECT				