

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-2B)BRR	LIVINGSTON	33	1
		ILLINOIS	CONTRACT NO. 66K48	

INDEX OF SHEETS

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- 11-12. TRAFFIC CONTROL AND PROTECTION, STANDARD 701402 FOR STRUCTURE NO. 053-0140 (NB)
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33. MISCELLANEOUS DETAILS

PROPOSED
HIGHWAY PLANS

F.A.I. ROUTE 55 (I-55)
SECTION (53-2B)BRR
PROJECT
BRIDGE REPAIRS
LIVINGSTON COUNTY

C-93-020-20

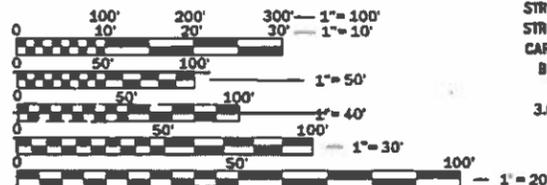
STANDARDS

- 000001-07 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001-02 AREAS OF REINFORCEMENT BARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 701101-05 OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24' (600 mm) FROM PAVEMENT EDGE
- 701106-02 OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
- 701426-09 LANE CLOSURE, MULTILANE INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≥ 45 MPH
- 701428-01 TRAFFIC CONTROL, SETUP AND REMOVAL, FREEWAY/EXPRESSWAY
- 701901-08 TRAFFIC CONTROL DEVICES
- 704001-08 TEMPORARY CONCRETE BARRIER



IMPROVEMENT
LOCATION

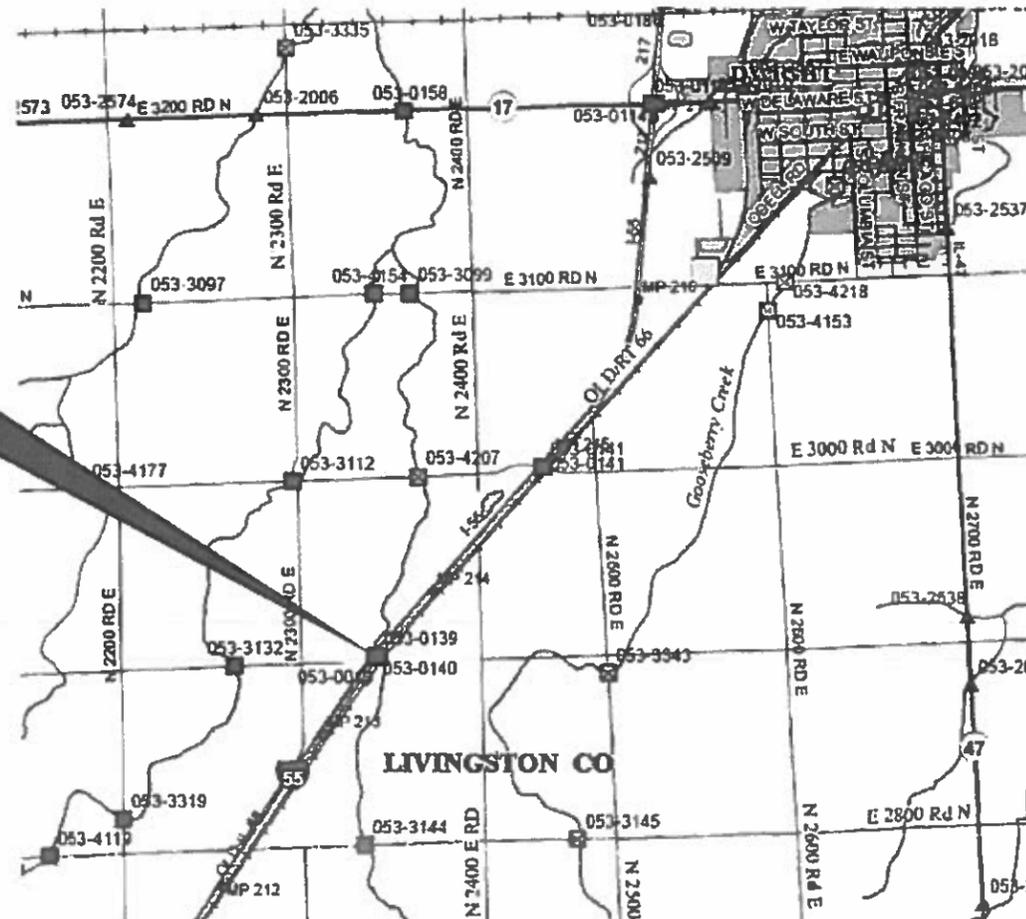
STRUCTURE NO. 053-0139 (SB)
STRUCTURE NO. 053-0140 (NB)
CARRYING F.A.I. 55 (I-55) OVER
BRANCH OF WEST FORK OF
THE MAZON RIVER
3.0 MILES SOUTHWEST OF IL
ROUTE 17 (DHWGHT)



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER: JOE KANNEL P.E.
UNIT CHIEF: RON WOODSHANK
DISTRICT 3 NO. (815) 434-6131
CONTRACT NO. 66K48



STRUCTURE NO. 053-0139 (SB)
GROSS LENGTH = 92 FT. = 0.02 MILE
NET LENGTH = 92 FT. = 0.02 MILE

STRUCTURE NO. 053-0140 (NB)
GROSS LENGTH = 91 FT. = 0.02 MILE
NET LENGTH = 91 FT. = 0.02 MILE

FUNCTIONAL CLASSIFICATION
RURAL
INTERSTATE
F.A.I. ROUTE 55 (I-55)
2017 ADT = 22500
P.V. 70.2% S.U. 3.1% M.U. 26.7%

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED Oct 17, 2019

[Signature]
REGIONAL ENGINEER

Dec 4, 2019
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

Dec 4, 2019
[Signature]
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

GENERAL NOTES

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

ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.

COMMITMENTS

WHEN COMPLETED, THE ENGINEER SHALL SUBMIT THE "AS-BUILT" PLAN SHEETS FOR THE DECK SLAB REPAIR AND PARAPET REPAIRS TO THE SPRINGFIELD BRIDGE OFFICE PRIOR TO PROJECT COMPLETION.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE
AS BUILT INFORMATION

SUPERVISING CONSTRUCTION FIELD ENGINEER

RESIDENT ENGINEER / TECHNICIAN

START & END DATES
OF CONSTRUCTION:

INSPECTORS:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PREPARED BY: *DeBoni*
DISTRICT STUDIES & PLANS ENGINEER

DATE: 10-16-19

EXAMINED BY: *Kyle Vidyan*
DISTRICT CONSTRUCTION ENGINEER

Michael ASHA
DISTRICT MATERIALS ENGINEER

Tom Hayes
DISTRICT OPERATIONS ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

FILE NAME *	USER NAME * woodhankid	DESIGNED - EM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw7\planroom.dob@illinois.gov\PWIDOT\Documents\DDO\Office\District 3\Projects\ID366K48\CADD\as10366K48-cover.dwg		DRAWN - EM	REVISED -			55	(53-2B)BRR	LIVINGSTON	33	2	
PLOT SCALE * 100.0000 / 1 in.		CHECKED - RW	REVISED -			CONTRACT NO. 66K48					
PLOT DATE * 10/16/2019		DATE - 7/23/2019	REVISED -			SCALE	SHEET 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	

CONSTRUCTION CODE
CONTRACT MAINTENANCE
100% STATE
BRIDGE
0013
SN 053-0139 & SN 053-0140

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	27	27
50102400	CONCRETE REMOVAL	CU YD	16	16
50104000	BRIDGE RAIL REMOVAL	FOOT	38	38
50300255	CONCRETE SUPERSTRUCTURE	CU YD	16	16
50300300	PROTECTIVE COAT	SQ YD	50	50
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	4700	4700
50800515	BAR SPLICERS	EACH	24	24
50800530	MECHANICAL SPLICERS	EACH	202	202
50901750	PARAPET RAILING	FOOT	38	38
52000110	PREFORMED JOINT STRIP SEAL	FOOT	82	82
67100100	MOBILIZATION	L SUM	1	1
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	2	2
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	14	14
70300100	SHORT TERM PAVEMENT MARKING	FOOT	370	370

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Default	PLOT SCALE = 100.0000' / in.	CHECKED - RW	REVISED -
	PLOT DATE = 10/16/2019	DATE - 7/23/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-2B)BRR	LIVINGSTON	33	3
			CONTRACT NO. 66K48	
ILLINOIS FED. AID PROJECT				

CONSTRUCTION CODE
CONTRACT MAINTENANCE
100% STATE
BRIDGE
0013
SN 053-0139 & SN 053-0140

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	122	122
70400100	TEMPORARY CONCRETE BARRIER	FOOT	700	700
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	700	700
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2
Δ 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	1920	1920
Δ 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	920	920
X0323078	REMOVE AND RE-ERECT EXISTING BRIDGE RAIL	FOOT	60	60
X0325748	ACRYLIC COATING	SQ YD	240	240
X0325749	FIBER WRAP	SQ FT	168	168
X0325969	PORTABLE, VEHICLE MOUNTED, CHANGEABLE MESSAGE BOARD	CAL DA	35	35
X0326880	MESSAGE BOARD VEHICLE DRIVER	HOOR	280	280
X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	1100	1100
X0970001	WORK ZONE SPEED LIMIT SIGN ASSEMBLY	CAL DA	50	50

Δ SPECIALITY ITEMS

FILE NAME =	USER NAME = woodshank1	DESIGNED - EM	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

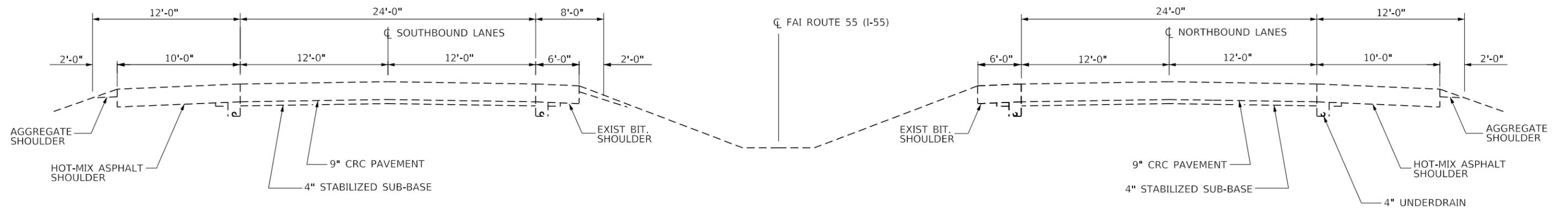
SUMMARY OF QUANTITIES

SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-2B)BRR	LIVINGSTON	33	4
			CONTRACT NO. 66K48	
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				CONTRACT MAINTENANCE 100% STATE BRIDGE 0013 SN 053-0139 & SN 053-0140	
X2700001	TEMPORARY RUMBLE STRIPS (SPECIAL)	EACH	24		24
X5080525	BAR SPLICERS, SPECIAL	EACH	10		10
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH <= 5"	SQ FT	14		14
Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ YD	34		34
Z0041895	POLYMER CONCRETE	CU FT	20		20
Z0043800	PRECAST PRESTRESSED CONCRETE I-BEAM REPAIR	SQ FT	96		96

FILE NAME =	USER NAME = woodshankof	DESIGNED - EM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT DATE = 10/18/2019	DATE - 7/23/2019	REVISED -			SCALE:	SHEET 3 OF 3 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	



TYPICAL SECTION
FAI ROUTE 55 (I-55)

FILE NAME =	USER NAME = woodshank1	DESIGNED - EM	REVISED -
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	PLOT DATE = 10/16/2019	DATE - 7/23/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION			
SCALE:	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-2B)BRR	LIVINGSTON	33	6
CONTRACT NO. 66K48				
ILLINOIS FED. AID PROJECT				

**SCHEDULE
STRUCTURE NO. 053-0139 (SB)**

LOCATION	PAVEMENT MARKING REMOVAL WATER BLASTING	SHORT-TERM PAVEMENT MARKING	SHORT-TERM PAVEMENT MARKING REMOVAL	MODIFIED URETHANE PAVEMENT MARKING LINE 4"	MODIFIED URETHANE PAVEMENT MARKING LINE 6"
	SQ FT	FOOT	SQ FT	FOOT	FOOT
STAGE I	390				
STAGE II	160	185	61	960	460
TOTAL	550	185	61	960	460

**SCHEDULE - TRAFFIC CONTROL
STRUCTURE NO. 053-0139 (SB)**

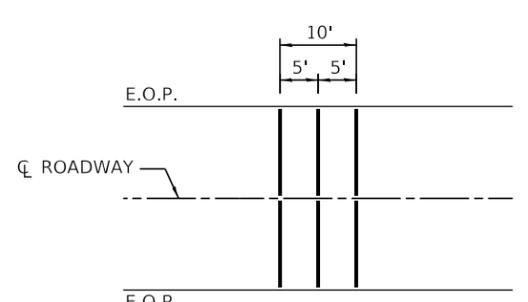
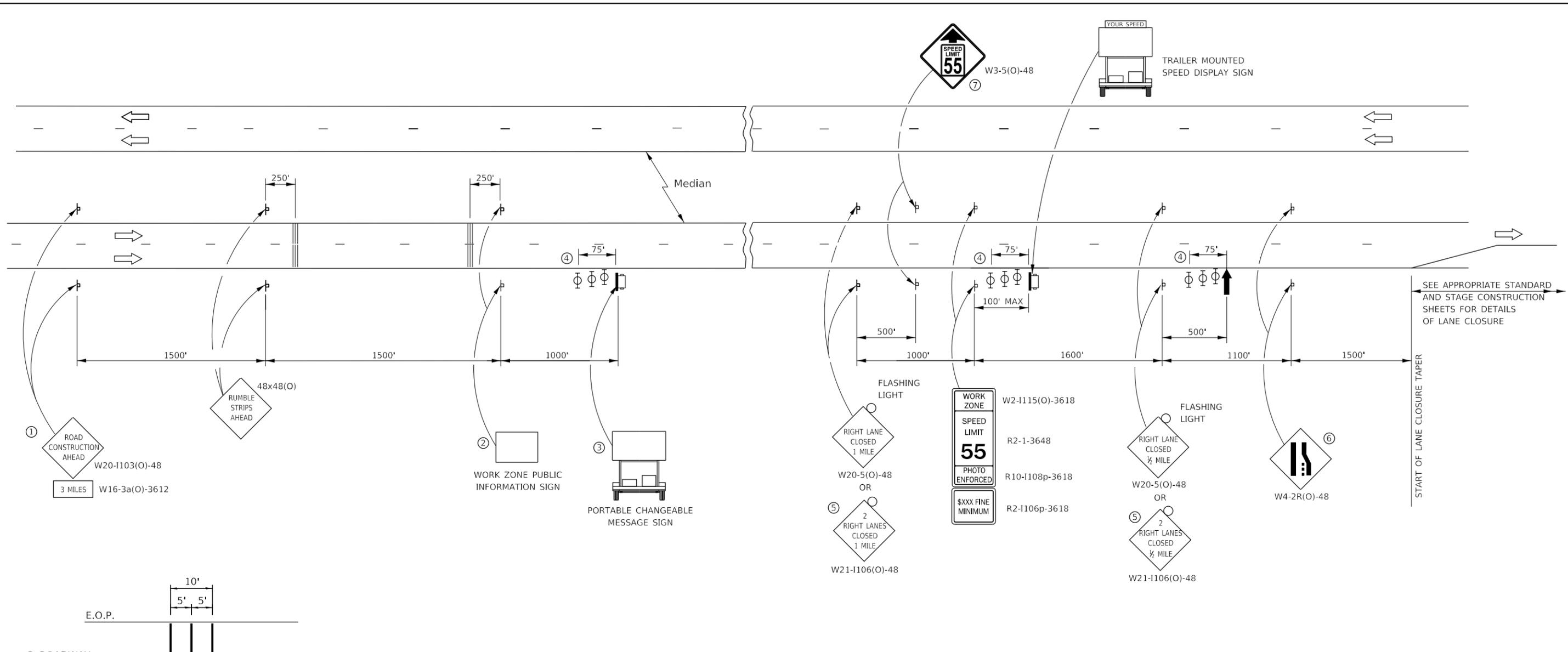
LOCATION	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	TEMPORARY RUMBLE STRIPS (SPECIAL)	WORK ZONE SPEED LIMIT SIGN ASSEMBLY	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3	IMPACT ATTENUATORS RELOCATE (NON-REDIRECTIVE) TEST LEVEL 3
	EACH	EACH	CAL DAY	FOOT	FOOT	EACH	EACH
STAGE I	1	4	25	350		1	
STAGE II					350		1
TOTAL	1	4	25	350	350	1	1

**SCHEDULE
STRUCTURE NO. 053-0140 (NB)**

LOCATION	PAVEMENT MARKING REMOVAL WATER BLASTING	SHORT-TERM PAVEMENT MARKING	SHORT-TERM PAVEMENT MARKING REMOVAL	MODIFIED URETHANE PAVEMENT MARKING LINE 4"	MODIFIED URETHANE PAVEMENT MARKING LINE 6"
	SQ FT	FOOT	SQ FT	FOOT	FOOT
STAGE I	390				
STAGE II	160	185	61	960	460
TOTAL	550	185	61	960	460

**SCHEDULE - TRAFFIC CONTROL
STRUCTURE NO. 053-0140 (NB)**

LOCATION	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	TEMPORARY RUMBLE STRIPS (SPECIAL)	WORK ZONE SPEED LIMIT SIGN ASSEMBLY	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3	IMPACT ATTENUATORS RELOCATE (NON-REDIRECTIVE) TEST LEVEL 3
	EACH	EACH	CAL DAY	FOOT	FOOT	EACH	EACH
STAGE I	1	4	25	350		1	
STAGE II					350		1
TOTAL	1	4	25	350	350	1	1



TEMPORARY RUMBLE STRIP (SPECIAL)

- ① THE ROAD CONSTRUCTION AHEAD SIGN SHALL BE LOCATED 3 MILES IN ADVANCE OF THE PROJECT LIMITS.
- ② THE MESSAGE AND SIZE OF THE WORK ZONE PUBLIC INFORMATION SIGN SHALL BE AS SPECIFIED BY THE DEPARTMENT.
- ③ TO BE PLACED IN THE MEDIAN WHEN FEASIBLE. THE MESSAGE BOARD SHALL BE USED TO DISPLAY STATUS OF LANES WITHIN THE PROJECT. THE PRIMARY MESSAGES SHALL BE:
 "RIGHT LANE CLOSED" / " x MILES AHEAD"
 "LEFT LANE CLOSED" / " x MILES AHEAD"
 "ALL LANES OPEN"
- ④ THREE, TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES AT 25' CENTERS.
- ⑤ THIS SIGN SHALL BE USED WHEN 2 LANES ARE CLOSED.
- ⑥ WHEN THE LEFT LANE IS CLOSED, SWITCH THESE TWO SIGNS AND THE DIRECTION OF THE MERGE ARROW.
- ⑦ THIS SIGN SHALL ONLY BE USED IF THE EXISTING SPEED LIMIT IS GREATER THAN 65 MPH.

- ↑ ARROW BOARD
- ☐ PORTABLE CHANGEABLE MESSAGE SIGN
- ⊥ SIGN
- ⊕ TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
- ▨ TEMPORARY RUMBLE STRIPS (SPECIAL) (SEE DETAIL & SPECIAL PROVISION)

GENERAL NOTE:

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

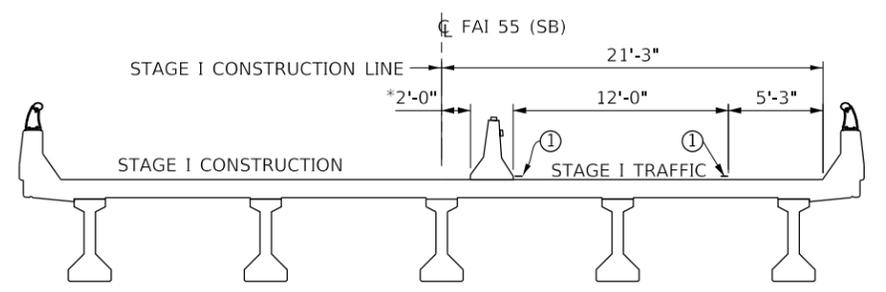
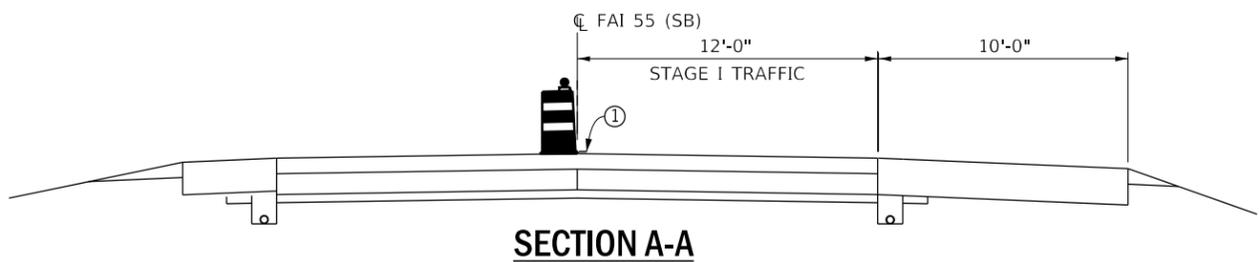
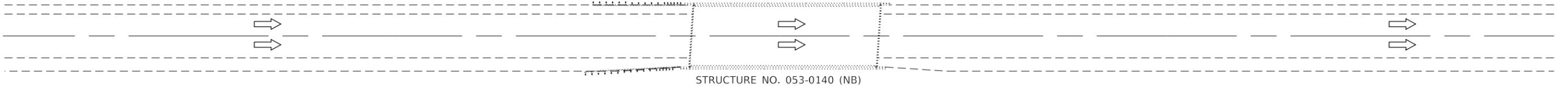
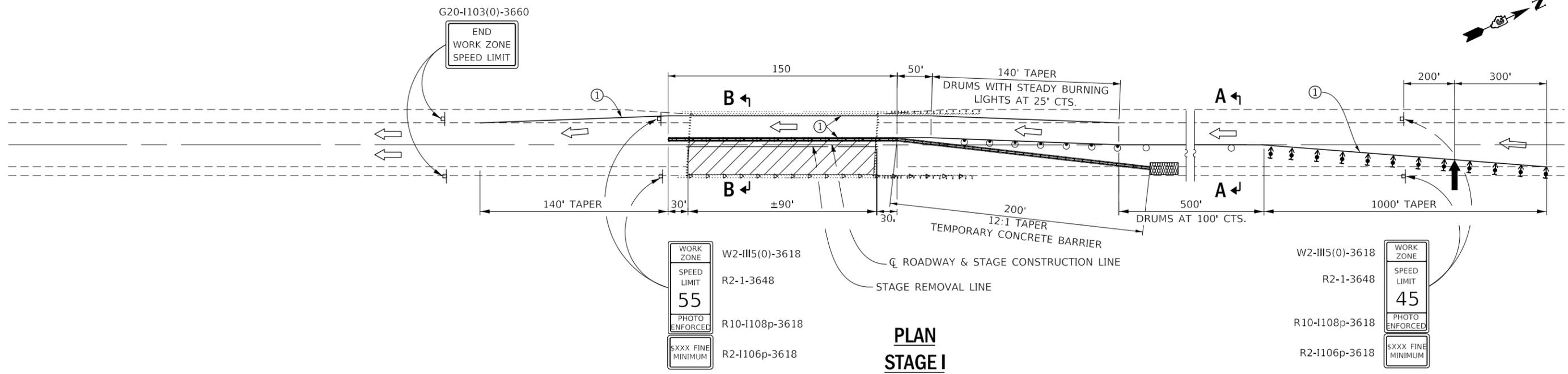
WHEN THE LEFT LANE IS CLOSED, LEFT LANE CLOSED SIGNS SHALL BE SUBSTITUTED FOR THE RIGHT LANE CLOSED SIGNS.

THE FIRST TWO SIGNS AND THE MESSAGE BOARD ARE STATIONARY. THE OTHER SIGNS AND ARROWBOARDS SHALL BE MOVED AS NECESSARY TO MAINTAIN THE REQUIRED DISTANCE FROM THE START OF THE LANE CLOSURE TAPER(S).

SEE SPECIAL PROVISIONS.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = woodshank1	DESIGNED - EM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION, STANDARD 701400 FOR STRUCTURE NO.'S 053-0193 (SB) AND 053-0140 (NB)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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Default	PLOT DATE = 10/16/2019	DATE - 7/23/2019	REVISED -			CONTRACT NO. 66K48					
						SCALE:	SHEET 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	



* NO EQUIPMENT OR MATERIAL SHALL ENCROACH IN THIS AREA

- SYMBOLS**
- ↑ ARROW BOARD
 - ▨ WORK AREA
 - ⊥ SIGN
 - ←• DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - TRAFFIC CONTROL DRUM
 - TRAFFIC CONTROL DRUM, WITH STEADY BURN MONODIRECTIONAL LIGHT
 - ▬ TEMPORARY CONCRETE BARRIER
 - ◁ MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKERS AT 25' CTS. MARKERS ON RIGHT SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL BE AMBER.
 - ▩ IMPACT ATTENUATOR

① TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND ALONG-SIDE THE WORK AREA. THE RIGHT EDGE LINE SHALL BE WHITE AND THE LEFT EDGE LINE SHALL BE YELLOW.

GENERAL NOTES

THIS STANDARD IS USED WHERE AT ANY TIME ANY VEHICLE, EQUIPMENT, WORKERS OR THEIR ACTIVITIES WILL ENCROACH ON THE PAVEMENT OR ON THE SHOULDER WITHIN 24" OF THE EDGE OF PAVEMENT FOR DAYLIGHT OPERATION EXCEEDING ONE DAY AND WHERE TEMPORARY CONCRETE BARRIER IS UTILIZED.

THIS STANDARD MUST ALWAYS BE USED IN COMBINATION WITH STANDARD 701400.

TEMPORARY CONCRETE BARRIER SHALL BE ACCORDING TO STANDARD 704001.

TRAFFIC CONTROL AND PROTECTION FOR STRUCTURE NO. 053-0139 (SB) SHALL BE IDENTICAL TO WHAT IS SHOWN THROUGH 180° ROTATION.

NOT TO SCALE

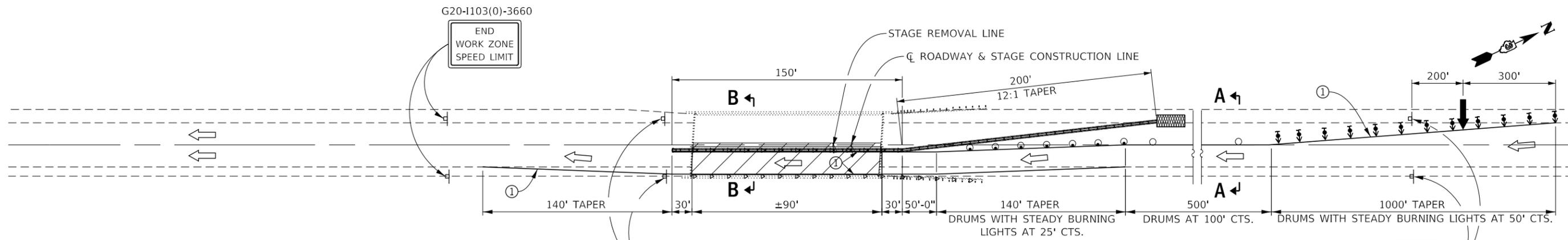
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Default	PLOT SCALE = 100,0000 / in.	CHECKED - RW	REVISED -
	PLOT DATE = 10/16/2019	DATE - 7/23/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL AND PROTECTION, STANDARD 701402
STAGE I - FOR STRUCTURE NO. 053-0139 (SB)**

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

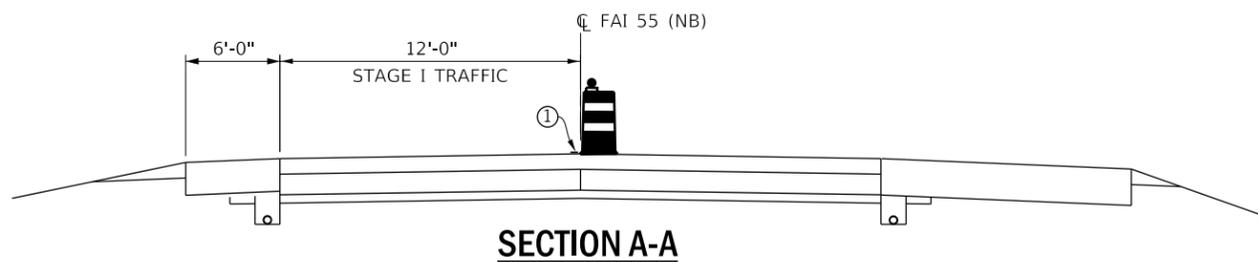
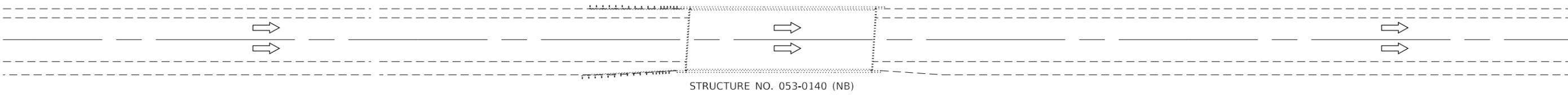
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-2B)BRR	LIVINGSTON	33	9
CONTRACT NO. 66K48				
ILLINOIS FED. AID PROJECT				



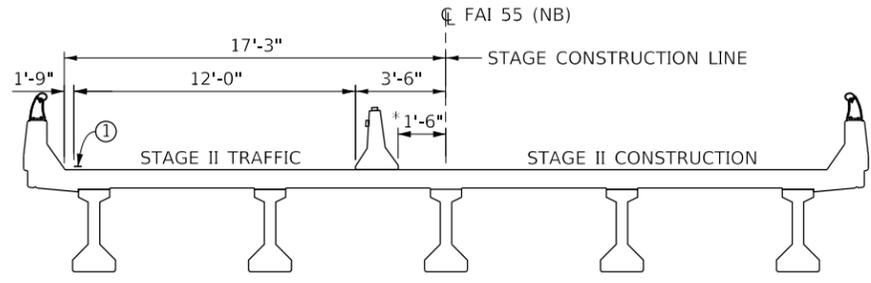
WORK ZONE	W2-III5(0)-3618
SPEED LIMIT	R2-1-3648
55	
PHOTO ENFORCED	R10-1108p-3618
SXXX FINE MINIMUM	R2-1106p-3618

**PLAN
STAGE I**
STRUCTURE NO. 053-0139 (SB)

WORK ZONE	W2-III5(0)-3618
SPEED LIMIT	R2-1-3648
45	
PHOTO ENFORCED	R10-1108p-3618
SXXX FINE MINIMUM	R2-1106p-3618



SECTION A-A



SECTION B-B

① TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND ALONG-SIDE THE WORK AREA. THE RIGHT EDGE LINE SHALL BE WHITE AND THE LEFT EDGE LINE SHALL BE YELLOW.

SYMBOLS

- ↑ ARROW BOARD
- ▨ WORK AREA
- ⊥ SIGN
- ← DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TRAFFIC CONTROL DRUM
- ⊙ TRAFFIC CONTROL DRUM, WITH STEADY BURN MONODIRECTIONAL LIGHT
- ▬ TEMPORARY CONCRETE BARRIER
- ◁ MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKERS AT 25' CTS. MARKERS ON RIGHT SHALL BE SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL BE AMBER.
- ▩ IMPACT ATTENUATOR

GENERAL NOTES

THIS STANDARD IS USED WHERE AT ANY TIME ANY VEHICLE, EQUIPMENT, WORKERS OR THEIR ACTIVITIES WILL ENCROACH ON THE PAVEMENT OR ON THE SHOULDER WITHIN 24" OF THE EDGE OF PAVEMENT FOR DAYLIGHT OPERATION EXCEEDING ONE DAY AND WHERE TEMPORARY CONCRETE BARRIER IS UTILIZED.

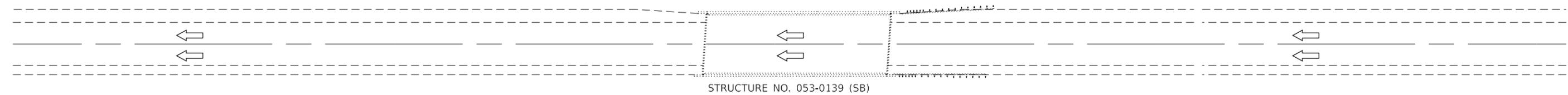
THIS STANDARD MUST ALWAYS BE USED IN COMBINATION WITH STANDARD 701400.

TEMPORARY CONCRETE BARRIER SHALL BE ACCORDING TO STANDARD 704001.

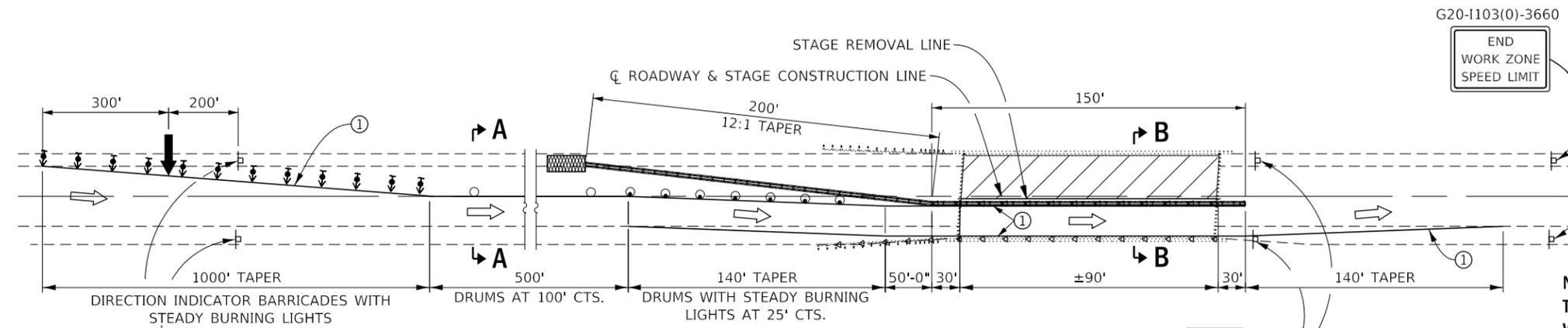
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NOT TO SCALE

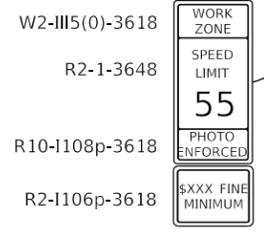
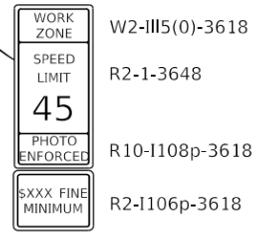
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Default		CHECKED - RW	REVISED -			CONTRACT NO. 66K48				
	PLOT DATE = 10/16/2019	DATE - 7/23/2019	REVISED -			ILLINOIS FED. AID PROJECT				



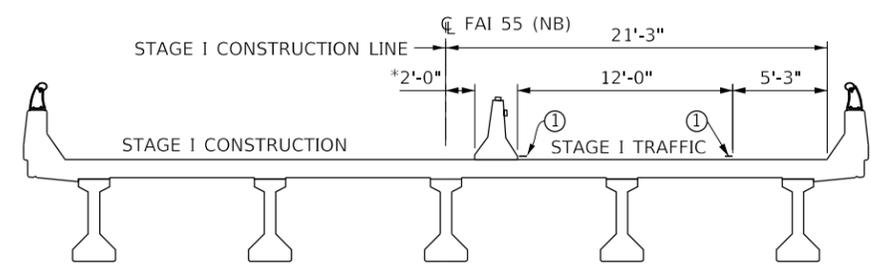
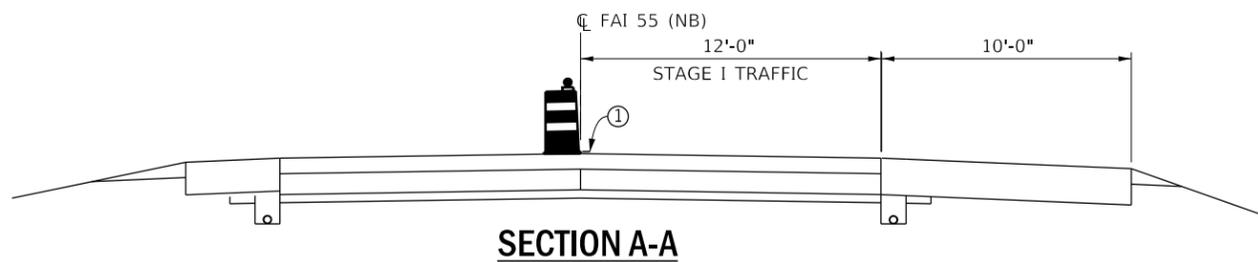
NOTE:
TRAFFIC CONTROL AND PROTECTION IS SHOWN FOR THE NORTHBOUND LANES
TRAFFIC CONTROL AND PROTECTION FOR THE SOUTHBOUND LANES SHALL BE
SIMILAR THROUGH A 180° ROTATION ABOUT THE CENTERLINE OF FAI 55.



NOTE:
TRAFFIC CONTROL AND PROTECTION IS SHOWN FOR THE NORTHBOUND LANES,
WHEN TRAFFIC CONTROL AND PROTECTION IS REQUIRED IN THE SOUTHBOUND LANES,
THE TRAFFIC CONTROL AND PROTECTION SHALL BE SIMILAR THROUGH A 180° ROTATION
ABOUT THE CENTERLINE OF OF F.A.I. 55



**PLAN
STAGE I**
STRUCTURE NO. 053-0140 (NB)



* NO EQUIPMENT OR MATERIAL SHALL ENCROACH IN THIS AREA

SYMBOLS

- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM, WITH STEADY BURN MONODIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKERS AT 25' CTS. MARKERS ON RIGHT SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL BE AMBER.
- IMPACT ATTENUATOR

① TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND ALONG-SIDE THE WORK AREA. THE RIGHT EDGE LINE SHALL BE WHITE AND THE LEFT EDGE LINE SHALL BE YELLOW.

GENERAL NOTES

THIS STANDARD IS USED WHERE AT ANY TIME ANY VEHICLE, EQUIPMENT, WORKERS OR THEIR ACTIVITIES WILL ENCROACH ON THE PAVEMENT OR ON THE SHOULDER WITHIN 24" OF THE EDGE OF PAVEMENT FOR DAYLIGHT OPERATION EXCEEDING ONE DAY AND WHERE TEMPORARY CONCRETE BARRIER IS UTILIZED.

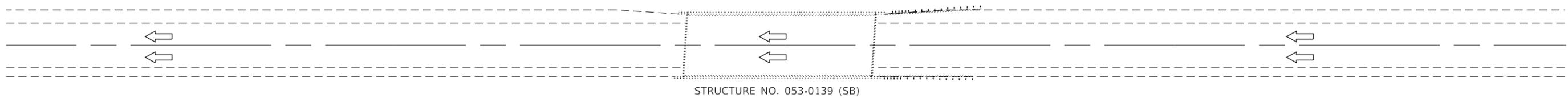
THIS STANDARD MUST ALWAYS BE USED IN COMBINATION WITH STANDARD 701400.

TEMPORARY CONCRETE BARRIER SHALL BE ACCORDING TO STANDARD 704001.

TRAFFIC CONTROL AND PROTECTION FOR STRUCTURE NO. 053-0139 (SB) SHALL BE IDENTICAL TO WHAT IS SHOWN THROUGH 180° ROTATION.

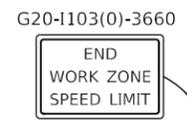
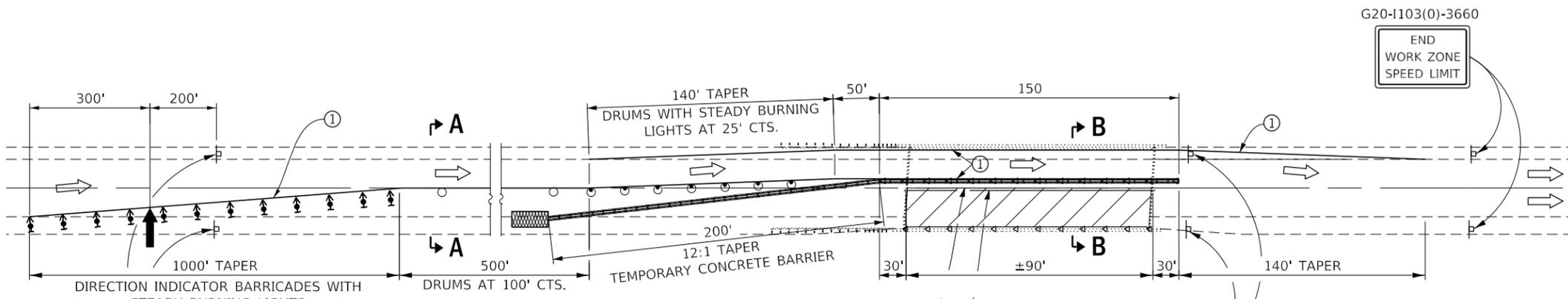
NOT TO SCALE

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		DATE - 7/23/2019	REVISED -			ILLINOIS FED. AID PROJECT					

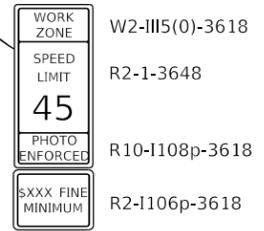


STRUCTURE NO. 053-0139 (SB)

NOTE:
TRAFFIC CONTROL AND PROTECTION IS SHOWN FOR THE NORTHBOUND LANES
TRAFFIC CONTROL AND PROTECTION FOR THE SOUTHBOUND LANES SHALL BE
SIMILAR THROUGH A 180° ROTATION ABOUT THE CENTERLINE OF FAI 55.



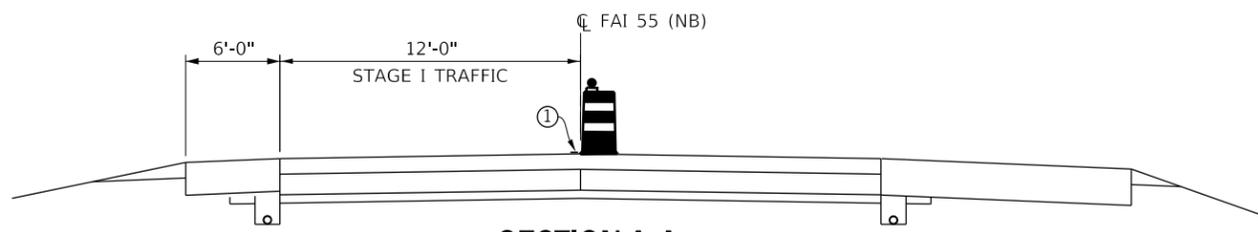
NOTE:
TRAFFIC CONTROL AND PROTECTION IS SHOWN FOR THE NORTHBOUND LANES,
WHEN TRAFFIC CONTROL AND PROTECTION IS REQUIRED IN THE SOUTHBOUND LANES,
THE TRAFFIC CONTROL AND PROTECTION SHALL BE SIMILAR THROUGH A 180° ROTATION
ABOUT THE CENTERLINE OF OF F.A.I. 55



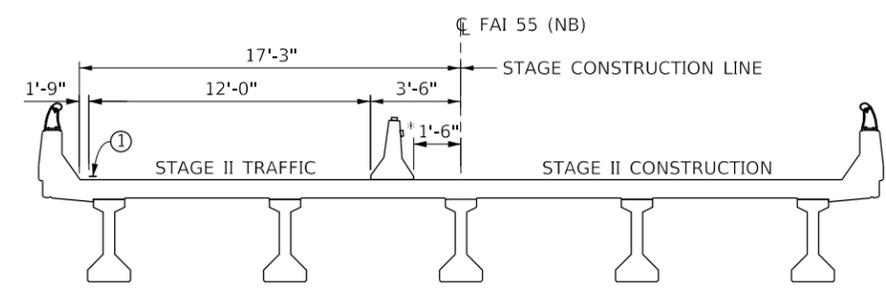
☐ ROADWAY & STAGE CONSTRUCTION LINE
STAGE REMOVAL LINE
PLAN
STAGE II
STRUCTURE NO. 053-0140 (NB)



① TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND ALONG-SIDE THE WORK AREA. THE RIGHT EDGE LINE SHALL BE WHITE AND THE LEFT EDGE LINE SHALL BE YELLOW.



SECTION A-A



SECTION B-B

* NO EQUIPMENT OR MATERIAL SHALL ENCROACH IN THIS AREA

SYMBOLS

- ↑ ARROW BOARD
- ▨ WORK AREA
- ⊥ SIGN
- ← DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TRAFFIC CONTROL DRUM
- ⊙ TRAFFIC CONTROL DRUM, WITH STEADY BURN MONODIRECTIONAL LIGHT
- ▬ TEMPORARY CONCRETE BARRIER
- ◁ MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKERS AT 25' CTS. MARKERS ON RIGHT SHALL BE SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL BE AMBER.
- ▩ IMPACT ATTENUATOR

GENERAL NOTES

THIS STANDARD IS USED WHERE AT ANY TIME ANY VEHICLE, EQUIPMENT, WORKERS OR THEIR ACTIVITIES WILL ENCROACH ON THE PAVEMENT OR ON THE SHOULDER WITHIN 24" OF THE EDGE OF PAVEMENT FOR DAYLIGHT OPERATION EXCEEDING ONE DAY AND WHERE TEMPORARY CONCRETE BARRIER IS UTILIZED.

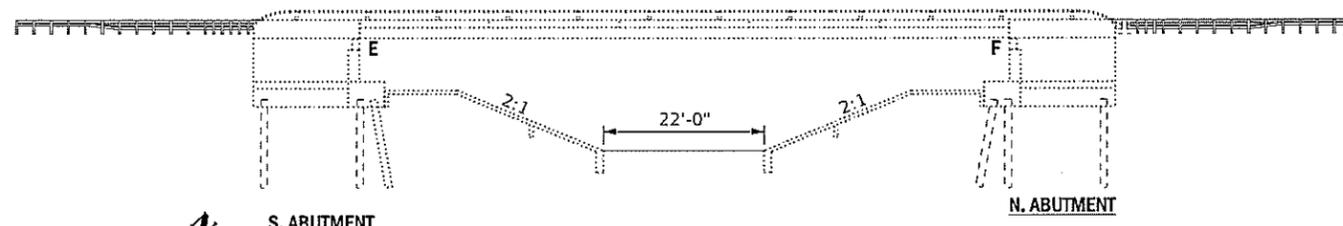
THIS STANDARD MUST ALWAYS BE USED IN COMBINATION WITH STANDARD 701400.

TEMPORARY CONCRETE BARRIER SHALL BE ACCORDING TO STANDARD 704001.

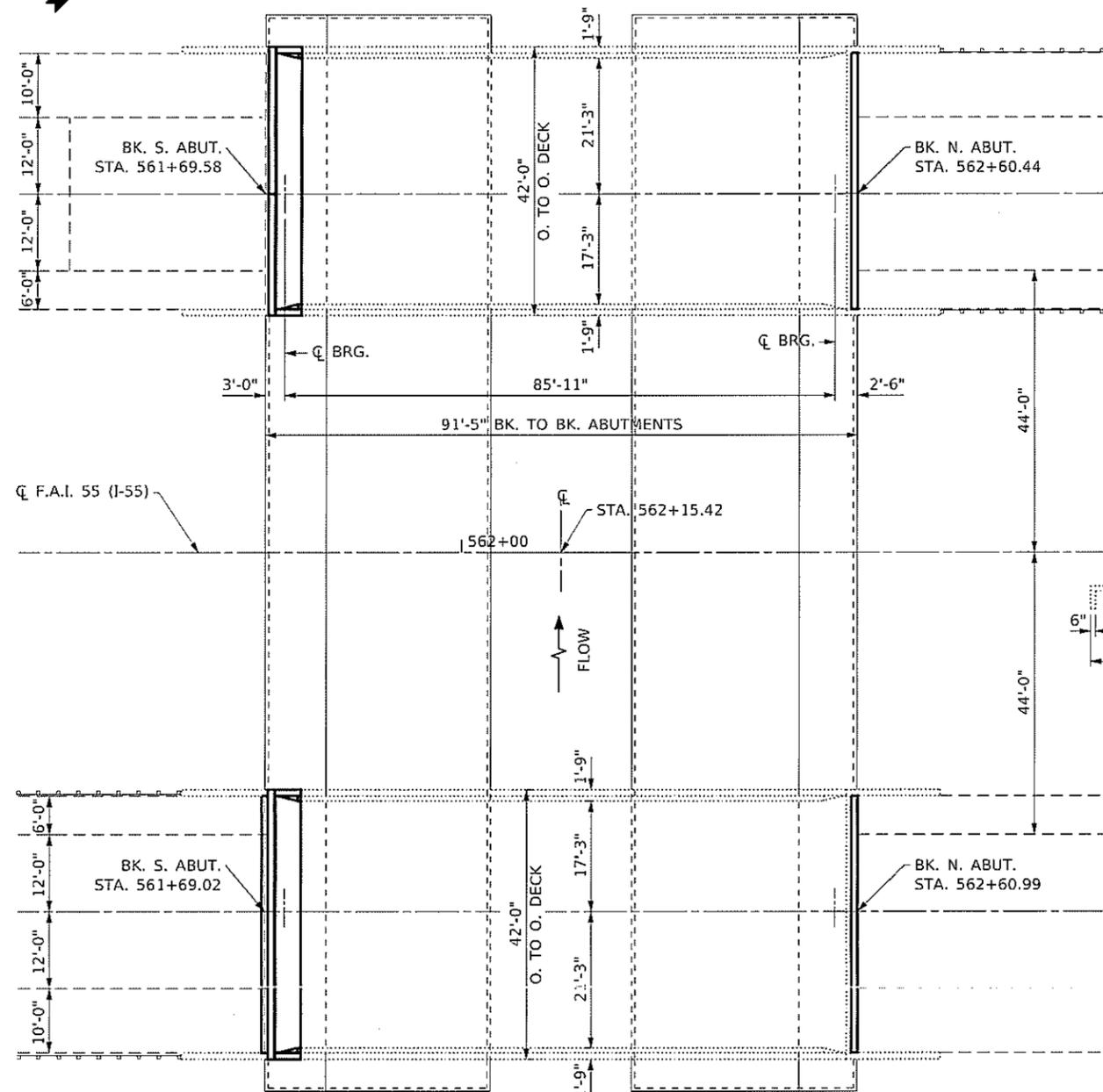
TRAFFIC CONTROL AND PROTECTION FOR STRUCTURE NO. 053-0139 (SB) SHALL BE IDENTICAL TO WHAT IS SHOWN THROUGH 180° ROTATION.

NOT TO SCALE

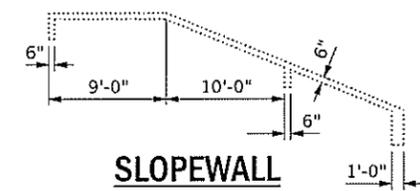
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Default	PLOT DATE = 10/16/2019	DATE - 7/23/2019	REVISED -			CONTRACT NO. 66K48					
						SCALE:	SHEET 2 OF 2 SHEETS	STA.	TO STA.		ILLINOIS FED. AID PROJECT



ELEVATION



PLAN



SLOPEWALL

GENERAL NOTES

THE CONTRACTOR SHALL USE EXTREME CARE DURING CONCRETE REMOVAL SO AS TO NOT DAMAGE THE EXISTING PPC I-BEAMS.

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.

EXISTING REINFORCEMENT EXTENDING INTO THE REMOVAL AREA SHALL BE CLEANED, STRAIGHTENED AND INCORPORATED INTO THE NEW CONSTRUCTION. ANY REINFORCEMENT BARS THAT ARE DAMAGED DURING CONCRETE REMOVAL SHALL BE REPLACED WITH AN APPROVED BAR SPLICER OR ANCHORAGE SYSTEM. COST INCLUDED WITH CONCRETE REMOVAL.

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

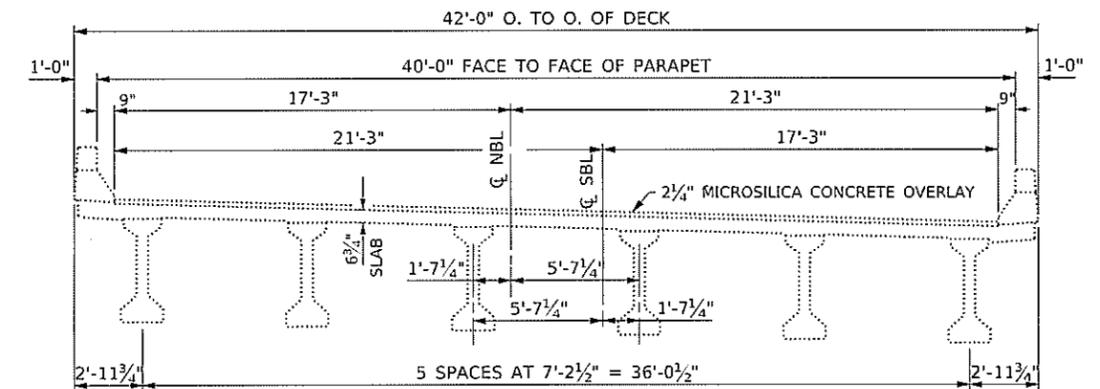
PROTECTIVE COAT SHALL BE APPLIED TO ALL NEW CONCRETE SURFACES OF THE DECK AND INSIDE FACE OF PARAPETS.

EXISTING REINFORCEMENT SHALL BE CLEANED AND INCORPORATED INTO THE NEW CONSTRUCTION. COST INCLUDED WITH CONCRETE REMOVAL.

ACRYLIC COATING SHALL BE PLACED OVER THE FIBER WRAP REPAIRS WITH TWO COATS APPLIED. ACRYLIC COATING SHALL ALSO BE APPLIED ON THE EXTERIOR FACE AND BOTTOM OF THE FASCIA BEAMS THAT IS NOT COVERED BY FIBER WRAP, ONE COAT SHALL BE APPLIED.

AREAS OF DECK SLAB REPAIRS ARE ESTIMATED. THE ENGINEER SHALL SOUND THE ENTIRE DECK AREA AND SHALL SHOW ACTUAL LOCATIONS OF DECK REPAIRS ON "AS-BUILT" PLANS.

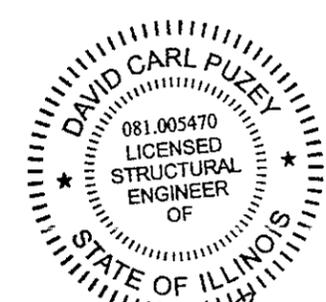
THE DECK SURFACE SHALL HAVE ITS FINAL FINISH "TINED" ACCORDING TO ARTICLE 420.09(E)(1) OF THE STANDARD SPECIFICATIONS. COST INCLUDED WITH CONCRETE SUPERSTRUCTURES.



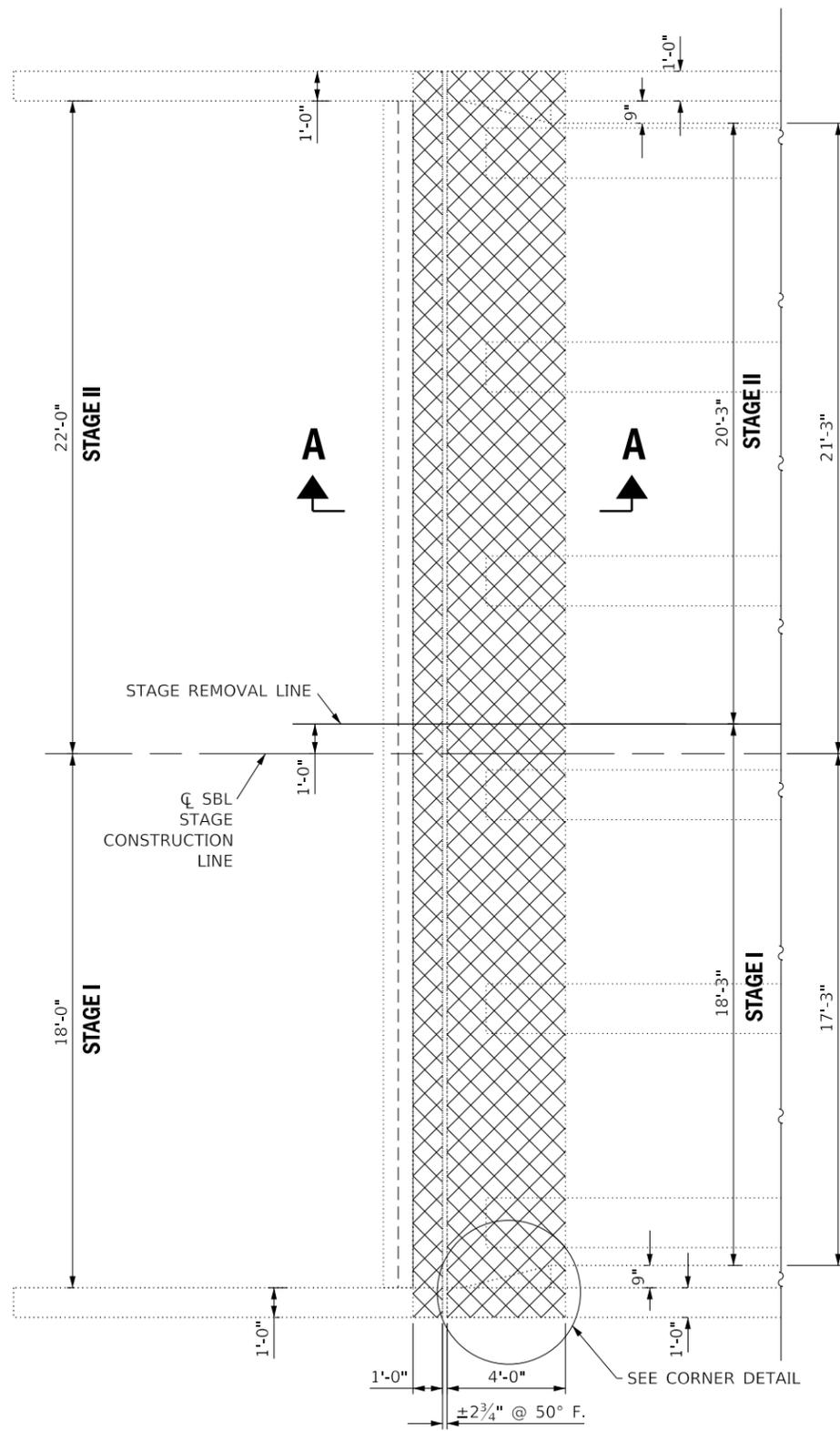
CROSS SECTION
LOOKING NORTH S.N. 053-0139
LOOKING NORTH S.N. 053-0140

TOTAL BILL OF MATERIALS FOR TWO STRUCTURES

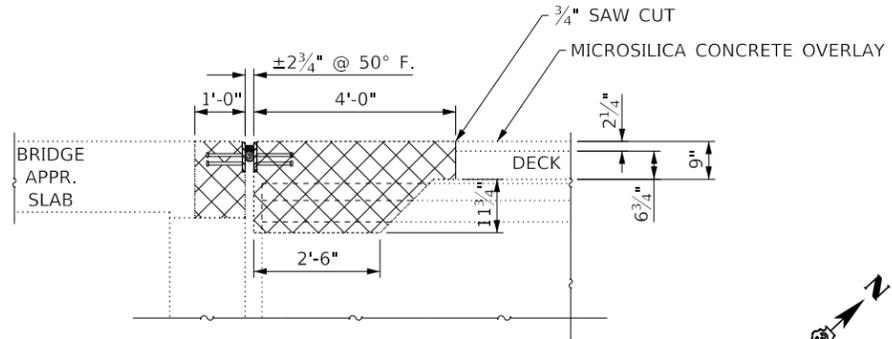
ITEM	UNIT	SUPER	SUB	TOTAL
CONCRETE REMOVAL	CU YD	16		16
CONCRETE SUPERSTRUCTURE	CU YD	16		16
REINFORCEMENT BARS, EPOXY COATED	POUND	4700		4700
PROTECTIVE COAT	SQ YD	50		50
PREFORMED JOINT STRIP SEAL	FOOT	82		82
BAR SPLICER	EACH	24		24
MECHANICAL SPLICER	EACH	202		202
BAR SPLICER, SPECIAL	EACH	10		10
PRECAST PRESTRESSED CONCRETE I-BEAM REPAIR	SQ FT	96		96
ACRYLIC COATING	SQ YD	240		240
FIBER WRAP	SQ FT	166		166
DECK SLAB REPAIR (PARTIAL)	SQ YD	34		34
PARAPET RAILING	FOOT	38		38
BRIDGE RAIL REMOVAL	FOOT	38		38
HOT-MIX ASPHALT SURFACE REMOVAL	SQ YD	27		27
REMOVE AND RE-ERECT EXISTING BRIDGE RAIL	FOOT	60		60
POLYMER CONCRETE	CU. FT.	30		30
STRUCTURAL REPAIR OF CONCRETE DEPTH EQUAL TO OR LESS THAN 5"	SQ. FT.	14		14



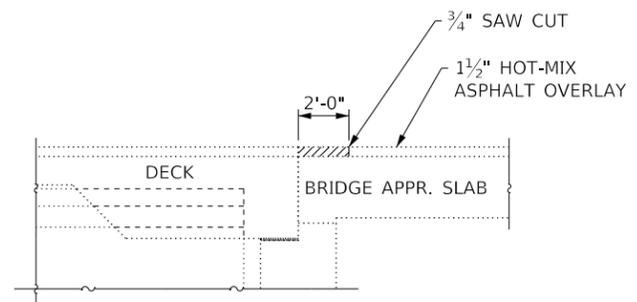
Dr. Carl Puzey 12/10/19 Expires 11/30/20



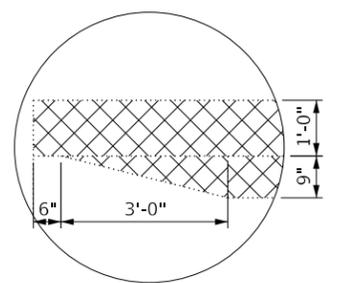
S. ABUTMENT



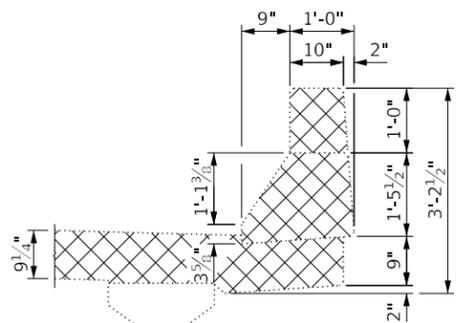
SECTION A-A



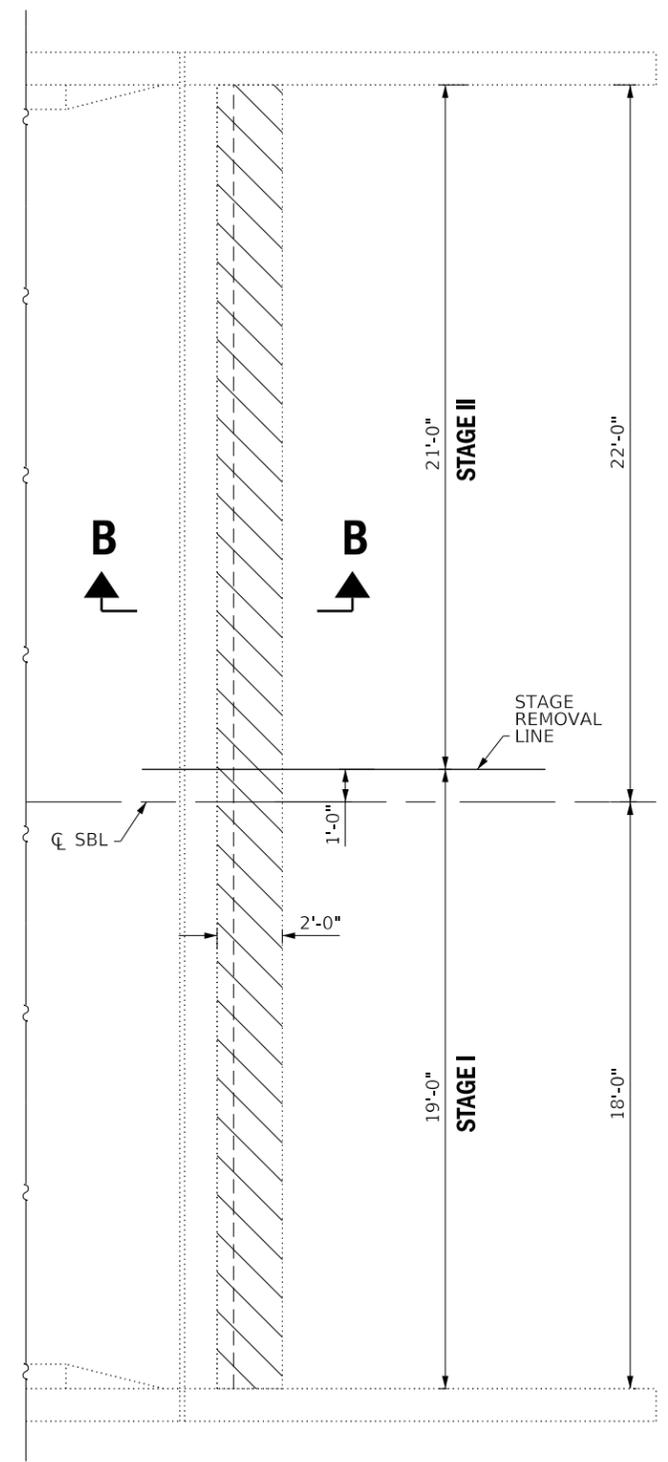
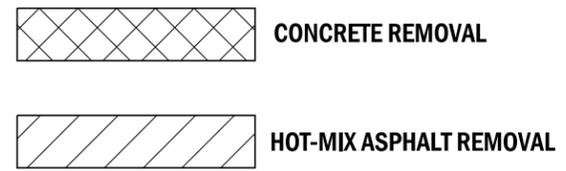
SECTION B-B



CORNER DETAIL TYPICAL



CURB DETAIL



N. ABUTMENT

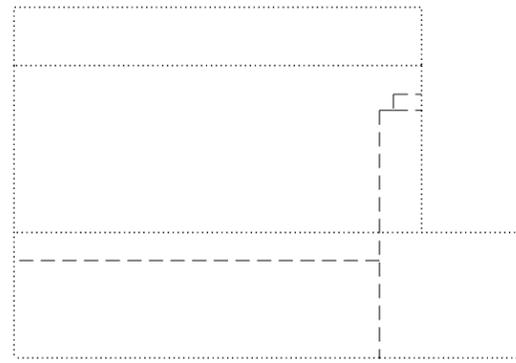
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

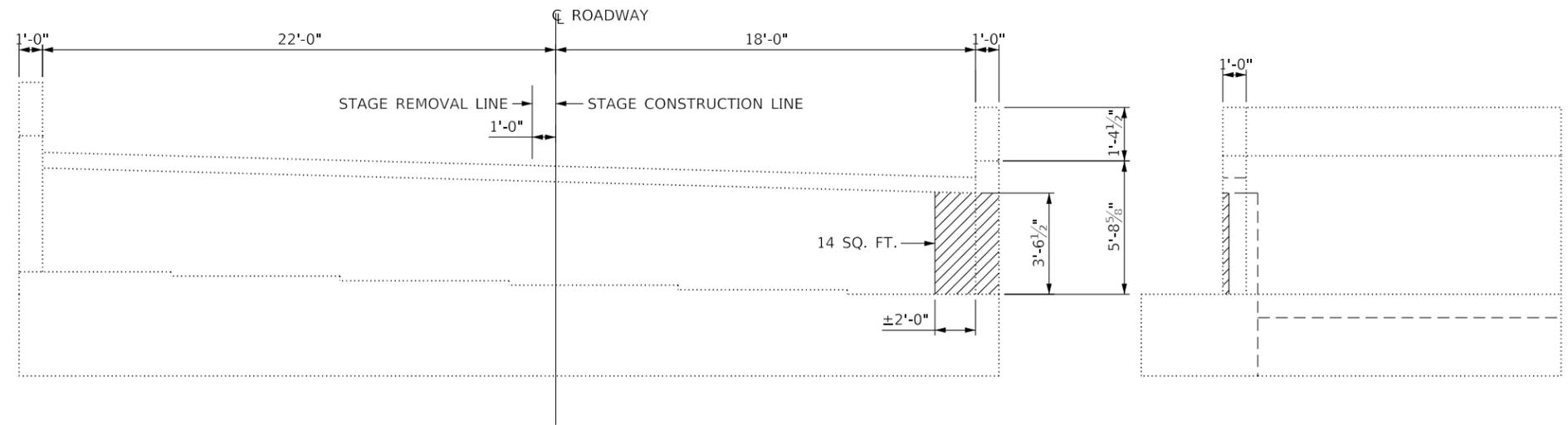
**REMOVAL DETAILS - SUPERSTRUCTURE
FOR STRUCTURE NO. 053-0139 (SB)**

SCALE: SHEET 2 OF 20 SHEETS STA. TO STA.

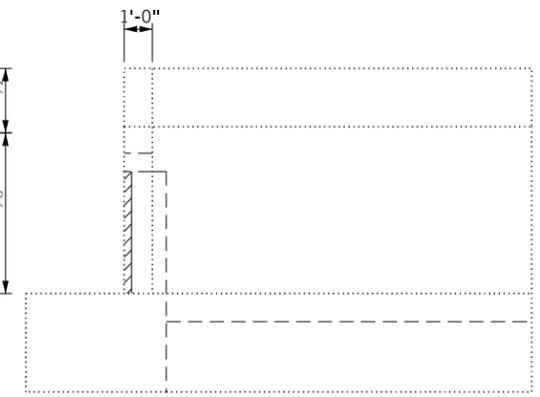
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-2B)BRR	LIVINGSTON	33	14
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66K48	



WEST WING

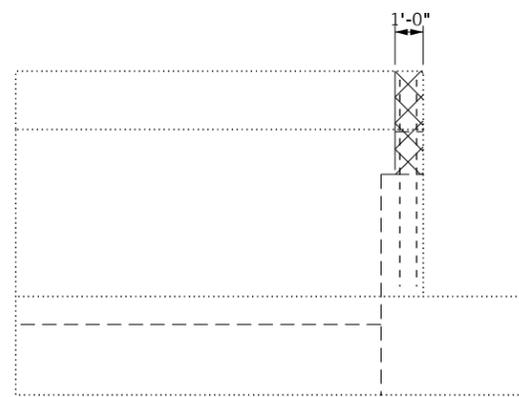


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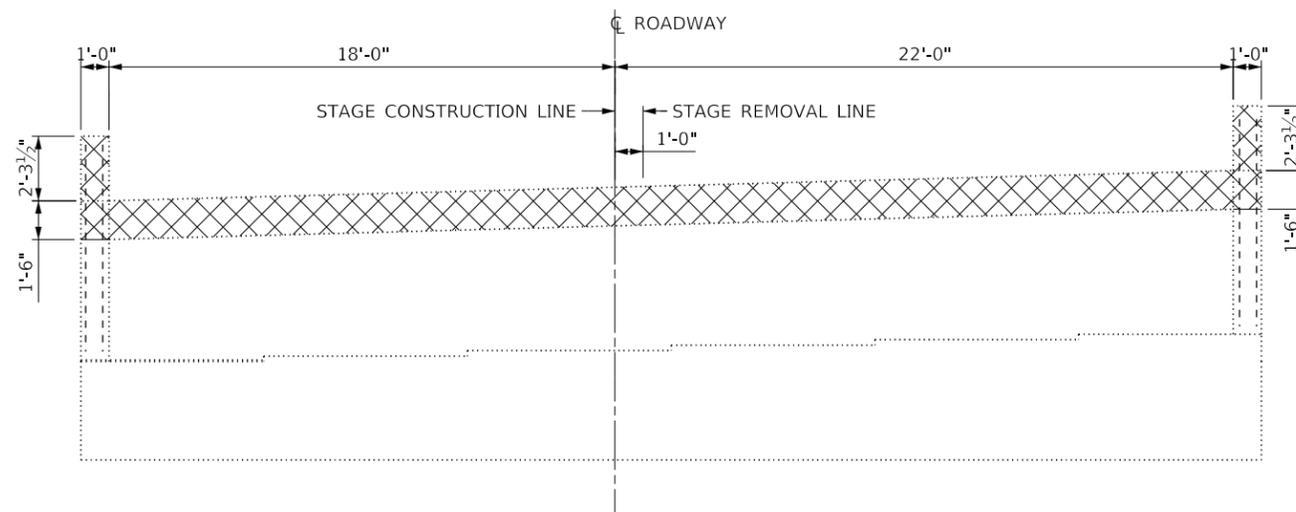


EAST WING

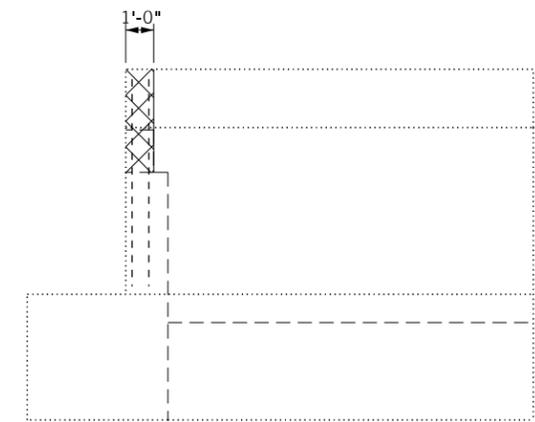
 **CONCRETE REMOVAL**
 **STRUCTURAL REPAIR OF CONCRETE
DEPTH EQUAL TO OR LESS THAN 5"**



EAST WING



S. ABUTMENT



WEST WING

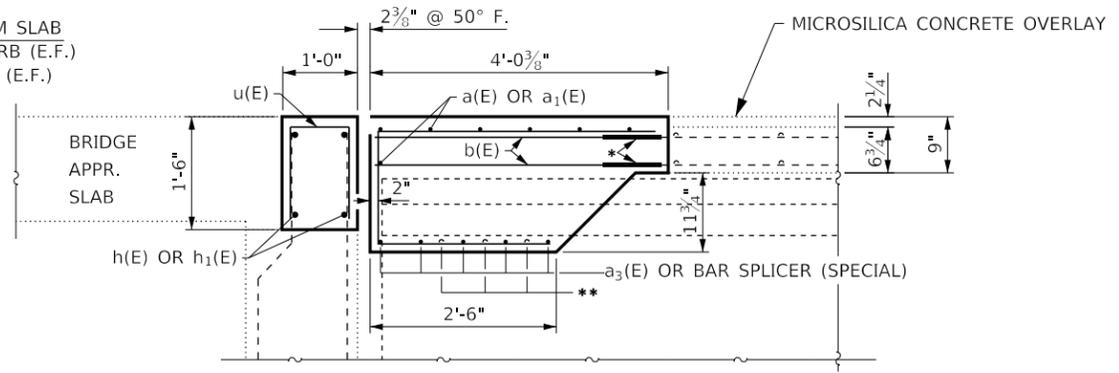
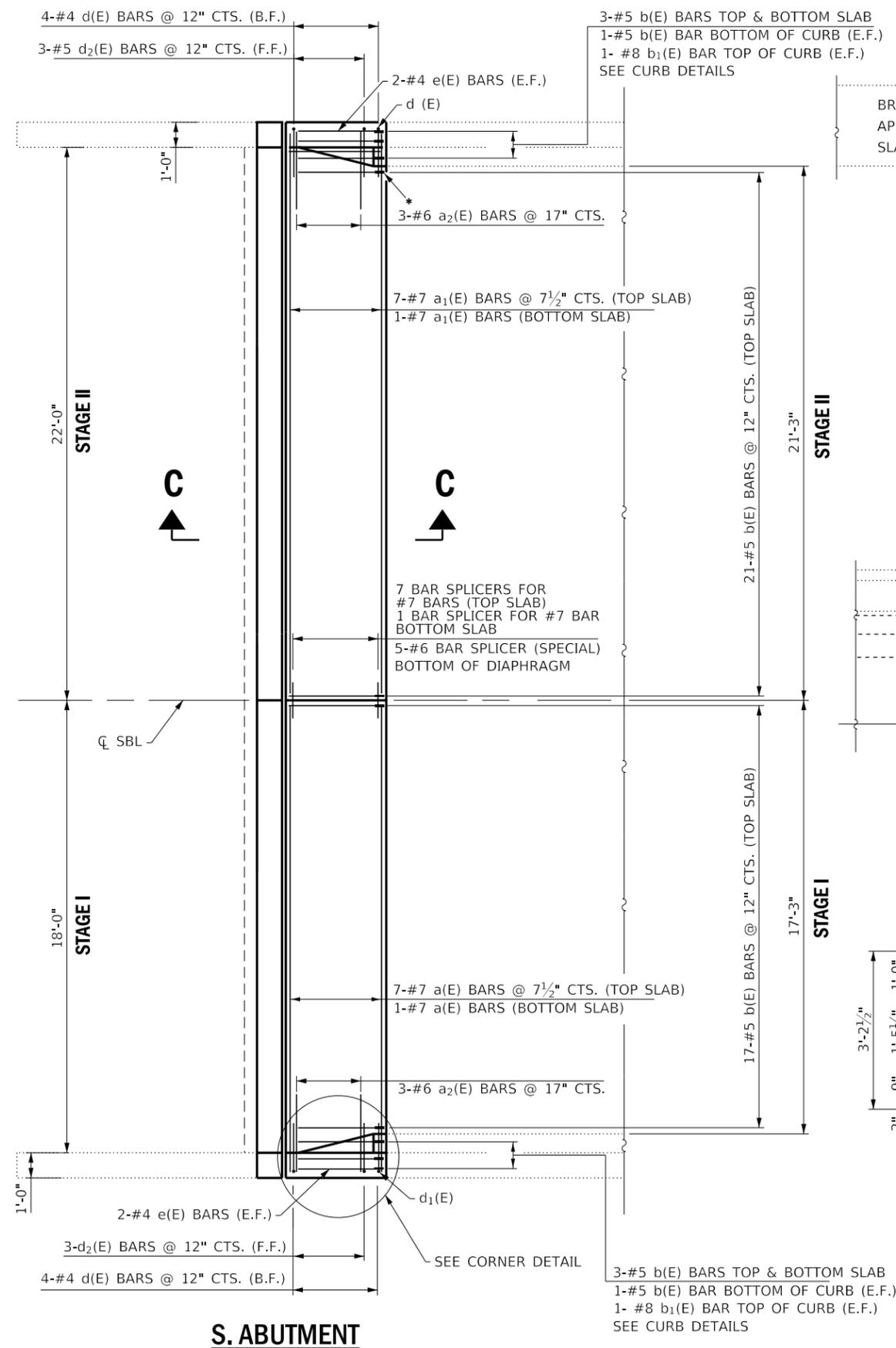
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	PLOT DATE = 12/9/2019	DATE - 7/23/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**REMOVAL DETAILS - ABUTMENTS
FOR STRUCTURE NO. 053-0139 (SB)**

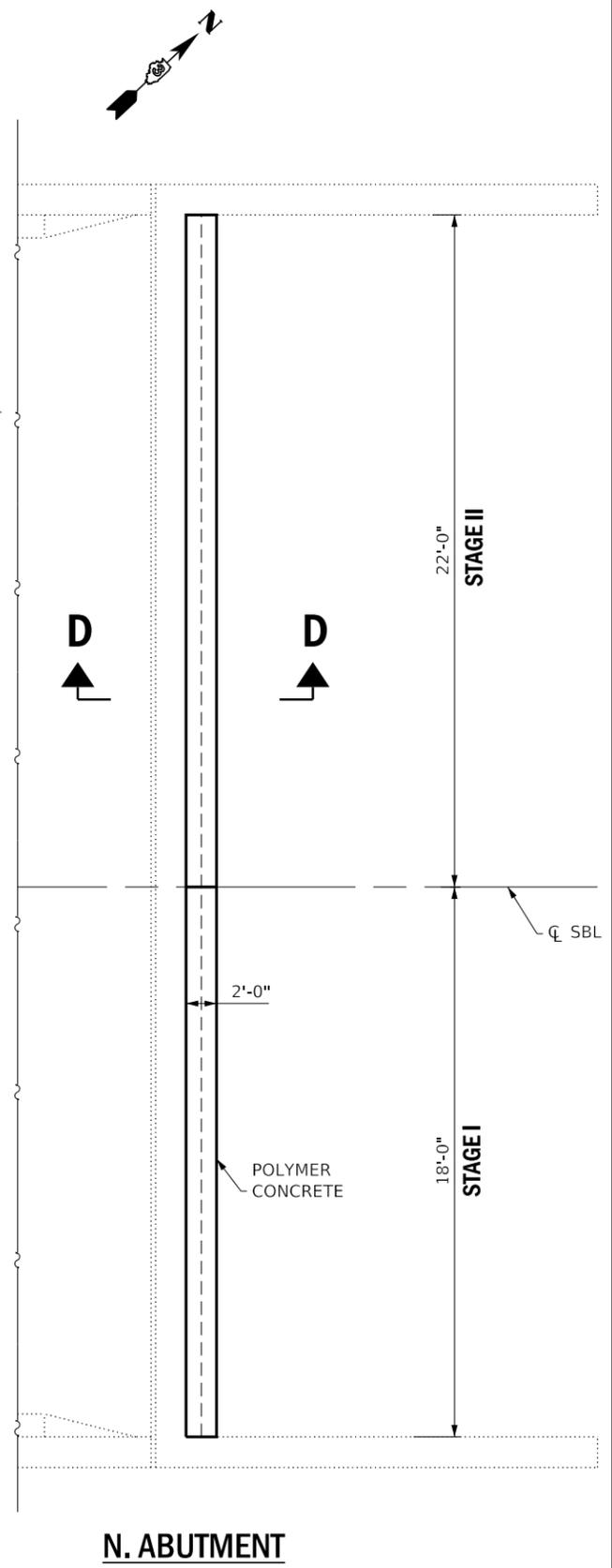
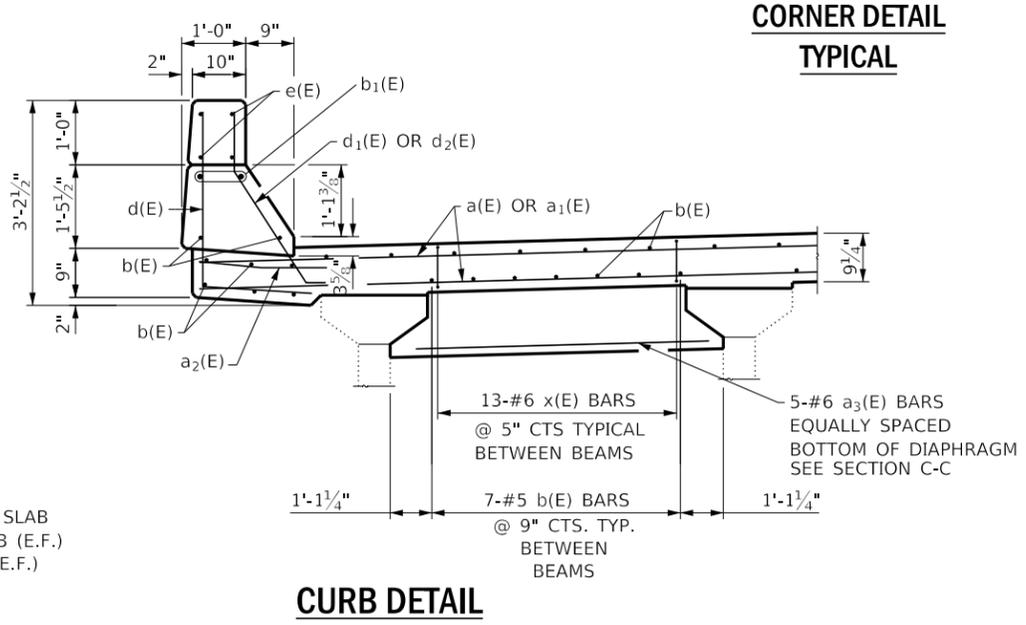
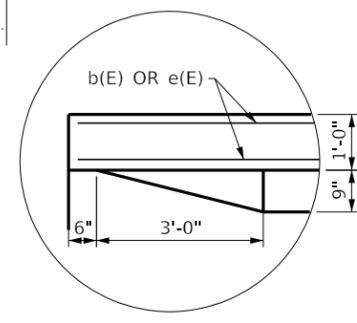
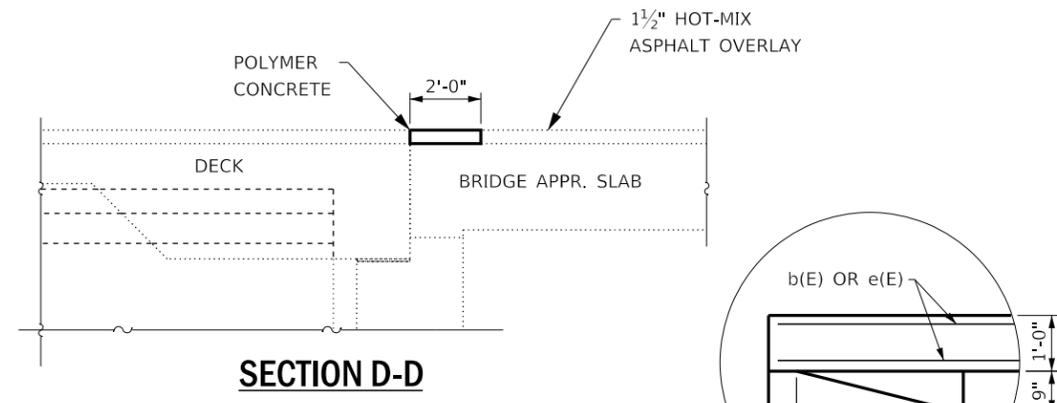
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 66K48	
ILLINOIS FED. AID PROJECT				

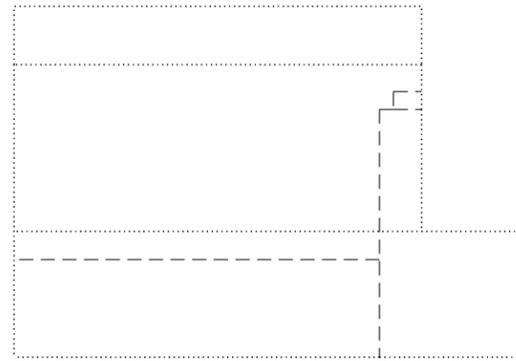


*MECHANICAL SPLICERS: CUT EXISTING LONGITUDINAL REINFORCEMENT 6" MIN. FROM REMOVAL LINE TO FACILITATE INSTALLATION OF MECHANICAL SPLICERS

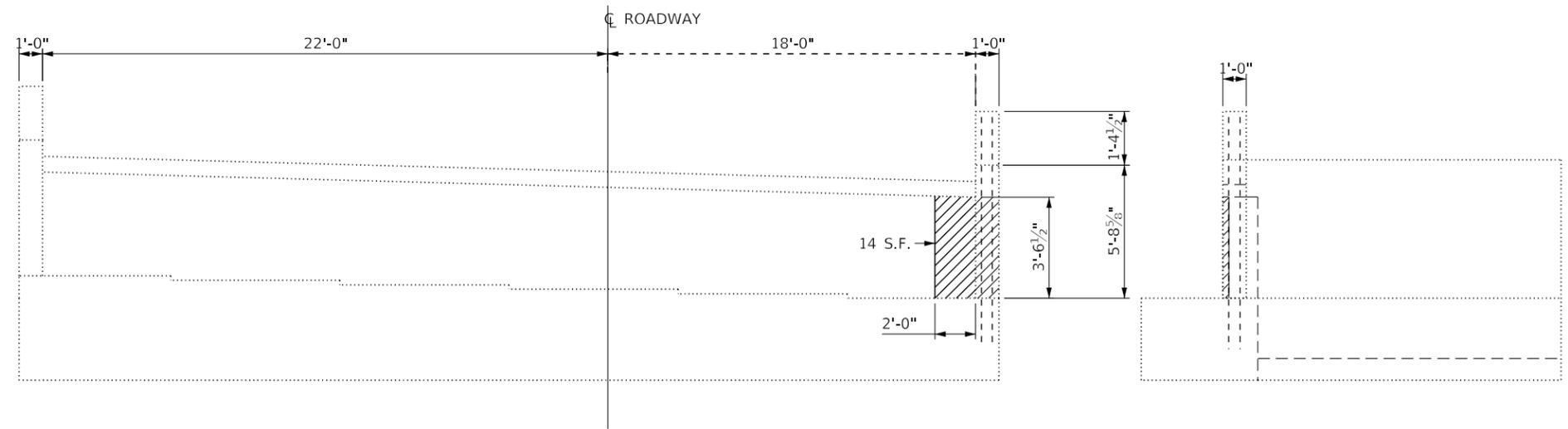
** EXISTING ¾" Ø THREADED RODS TO BE CLEANED AND INCORPORATED INTO THE NEW CONCRETE



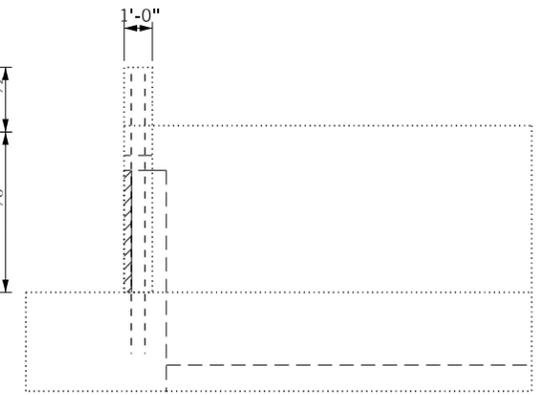
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		DATE - 7/23/2019	REVISED -			ILLINOIS FED. AID PROJECT					



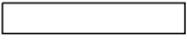
WEST WING

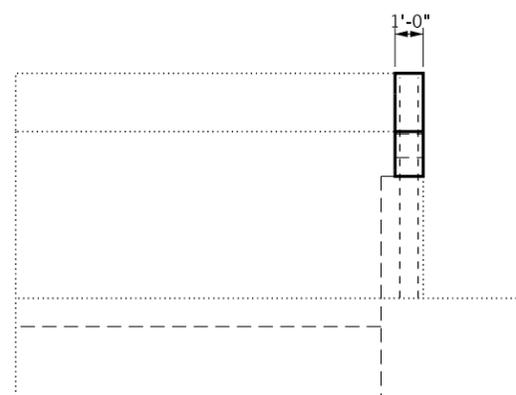


N. ABUTMENT

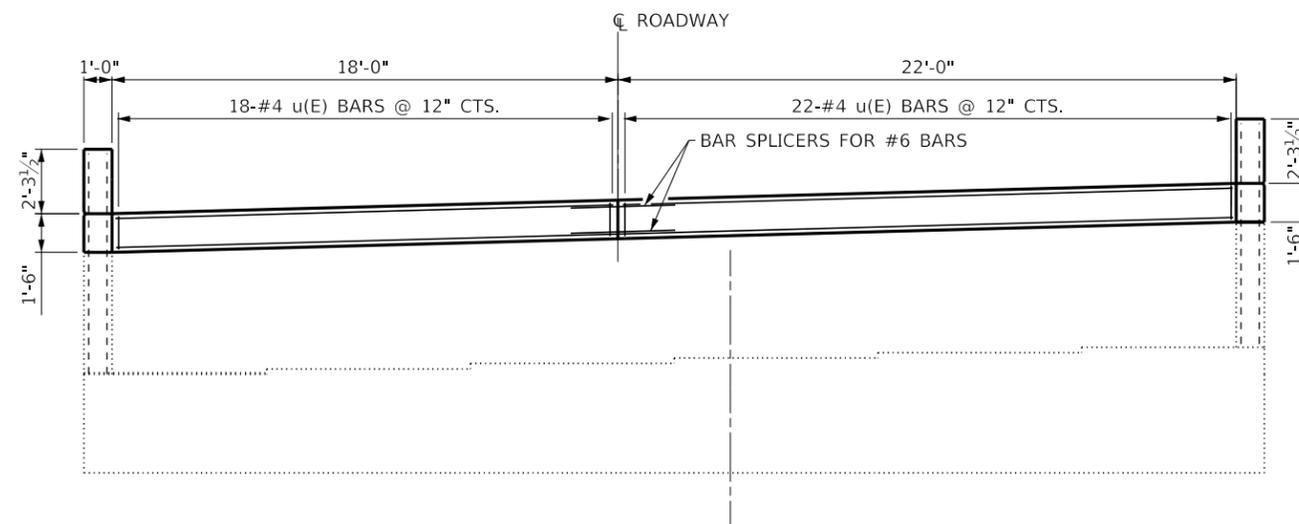


EAST WING

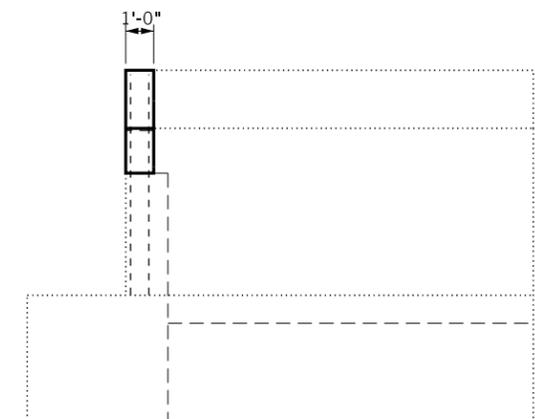
 **STRUCTURAL REPAIR OF CONCRETE**
 DEPTH EQUAL TO OR LESS THAN 5"
 **CONCRETE SUPERSTRUCTURE**



EAST WING



S. ABUTMENT



WEST WING

FILE NAME =	USER NAME = MARINEJ	DESIGNED - EM	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

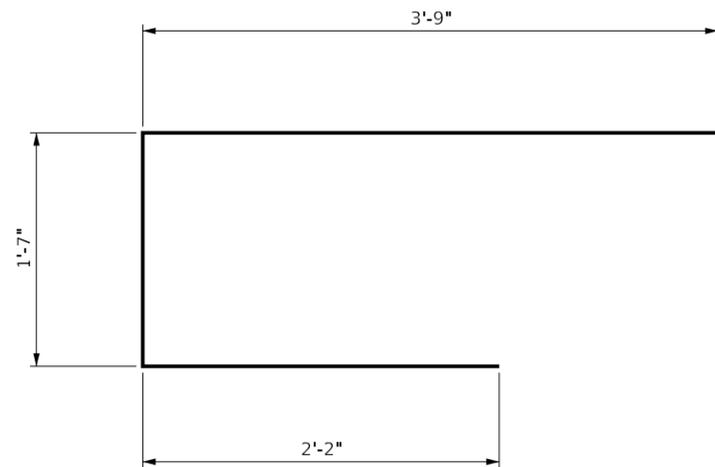
CONSTRUCTION DETAILS - ABUTMENTS
FOR STRUCTURE NO. 053-0139 (SB)

SCALE: SHEET 5 OF 20 SHEETS STA. TO STA.

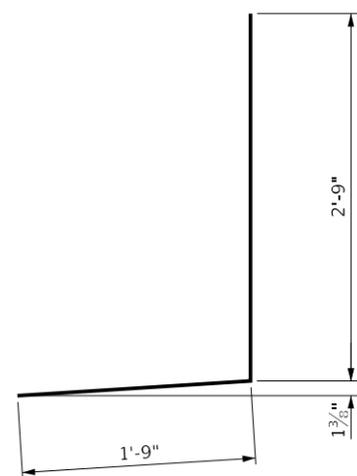
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-2B)BRR	LIVINGSTON	33	17
			CONTRACT NO. 66K48	
ILLINOIS FED. AID PROJECT				

BILL OF MATERIAL
STRUCTURE NO. 053-0139 (SB)

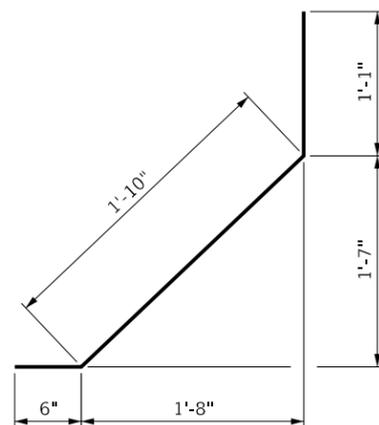
BAR	NO. BARS	SIZE	LENGTH	SHAPE
a(E)	8	#7	18'-0"	=====
a1(E)	8	#7	22'-0"	=====
a2(E)	6	#6	4'-0"	=====
a3(E)	20	#6	6'-0"	=====
b(E)	89	#5	3'-4"	=====
b1(E)	4	#8	3'-4"	=====
d(E)	8	#4	4'-6"	┘
d1(E)	2	#5	3'-5"	┘
d2(E)	6	#5	4'-4"	┘
e(E)	8	#4	3'-4"	=====
h(E)	4	#6	17'-9"	=====
h1(E)	4	#6	21'-9"	=====
u(E)	40	#4	3'-3"	┘
x(E)	65	#6	7'-6"	┘
REINFORCEMENT BARS EPOXY COATED			POUND	2350
CONCRETE REMOVAL			CU. YDS.	8
CONCRETE SUPERSTRUCTURE			CU. YDS.	8
PROTECTIVE COAT			SQ. YDS.	25
DECK SLAB REPAIR (PARTIAL DEPTH)			SQ. YDS.	17
HOT-MIX ASPHALT REMOVAL			SQ. YDS.	9
POLYMER CONCRETE			CU. FT.	10
STRUCTURAL REPAIR OF CONCRETE DEPTH EQUAL TO OR LESS THAN 5"			SQ. FT.	7



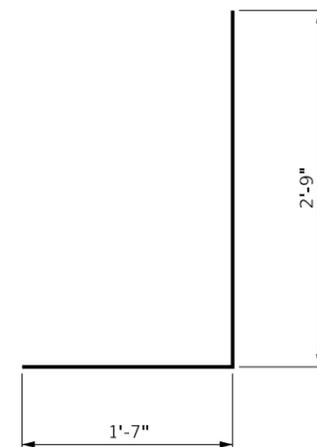
x(E) BAR



d(E) BAR



d1(E) BAR



d2(E) BAR



a2(E) BAR

FILE NAME =	USER NAME = MARINEJ	DESIGNED - EM	REVISED -
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	PLOT DATE = 12/9/2019	DATE - 7/23/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONSTRUCTION DETAILS - ABUTMENTS
FOR STRUCTURE NO. 053-0139 (SB)**

SCALE: SHEET 6 OF 20 SHEETS STA. TO STA.

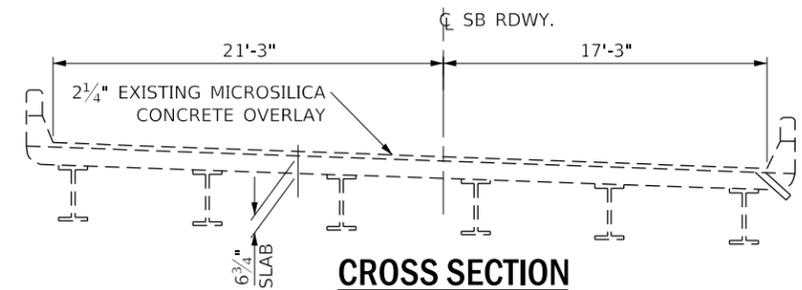
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-2B)BRR	LIVINGSTON	33	18
			CONTRACT NO. 66K48	
ILLINOIS FED. AID PROJECT				



**"AS-BUILTS" DECK SLAB REPAIRS
STRUCTURE NO. 053-0139 (SB)**

N. ABUTMENT

NOTE:
THE ENGINEER SHALL SOUND THE ENTIRE DECK AREA AND
RECORD ACTUAL DECK SLAB REPAIR LOCATIONS AND QUANTITIES
ON THIS "AS-BUILT" PLAN DETAIL.



FILE NAME =	USER NAME = woodshank1	DESIGNED - EM	REVISED -
pw:\planroom.dot\illinois.gov\PWIDOT\Documents\IDOT\Office\District 3\Projects\D366K48\CADData\D366K48-cover.dwg		DRAWN - EM	REVISED -
Default	PLOT SCALE = 100,0000' / in.	CHECKED - RW	REVISED -
	PLOT DATE = 12/5/2019	DATE - 7/23/2019	REVISED -

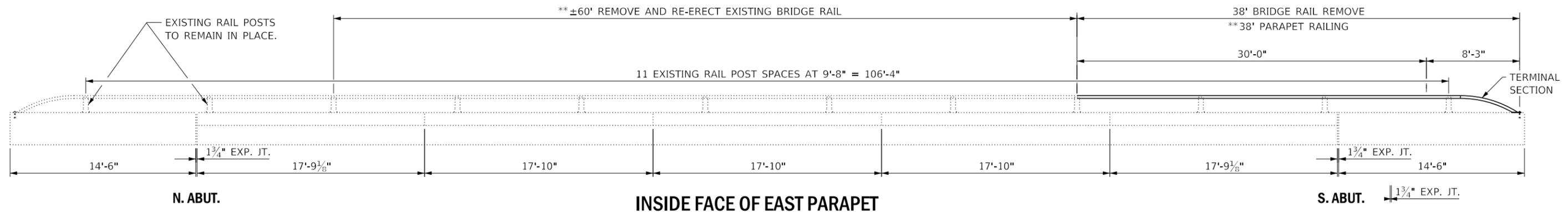
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**"AS-BUILT" DECK SLAB REPAIRS
FOR STRUCTURE NO. 053-0139 (SB)**

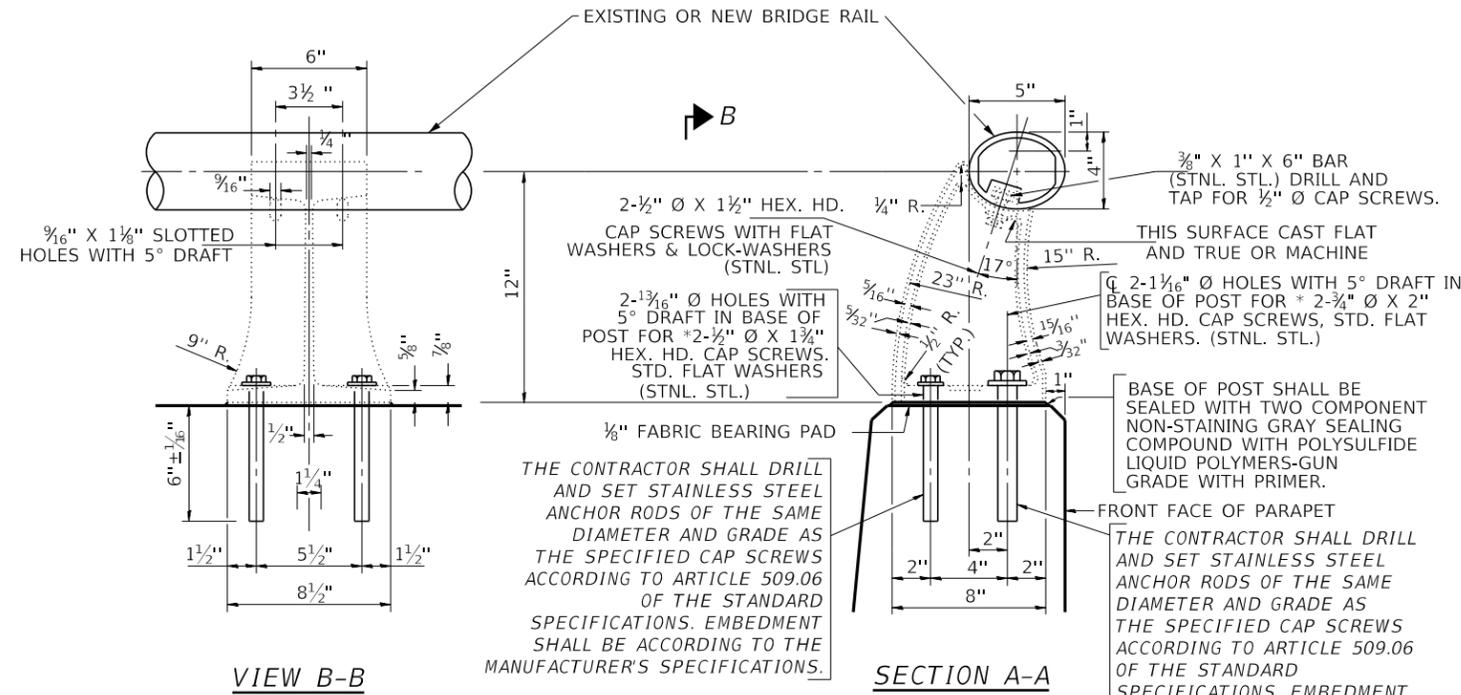
SCALE: SHEET 7 OF 20 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-2B)BRR	LIVINGSTON	33	19
CONTRACT NO. 66K48				
ILLINOIS FED. AID PROJECT				

**EXISTING RAIL POSTS SHALL BE REMOVED AND RE-INSTALLED TO MISS EXISTING ANCHORS. SPACE AT 10'-0" MAX. COST INCLUDED IN RELATED RAIL ITEMS.

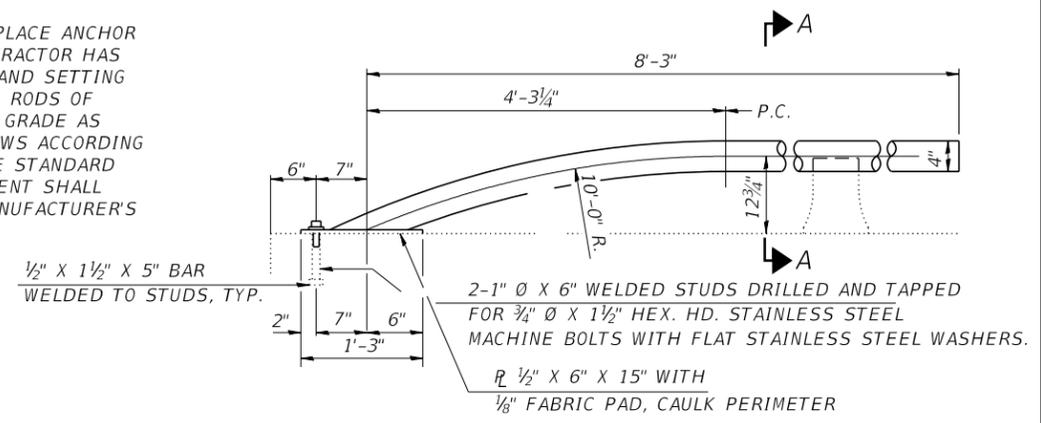


INSIDE FACE OF EAST PARAPET



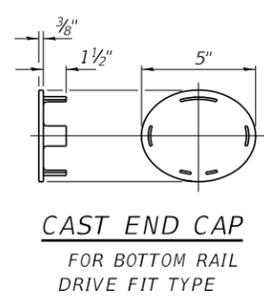
RAIL POST DETAILS

* 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.

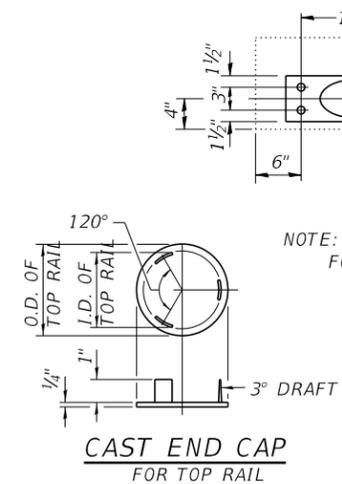


RAIL TERMINAL SECTION

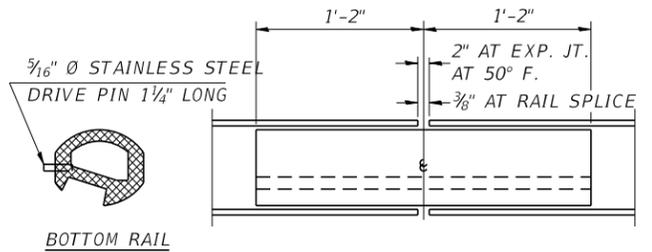
NOTE: THE END RAIL POST SHALL BE SET BACK AS REQUIRED FOR THE TERMINAL RAIL SECTION.



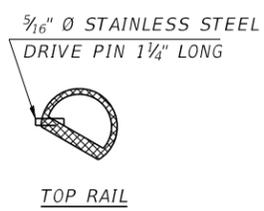
CAST END CAP
FOR BOTTOM RAIL
DRIVE FIT TYPE



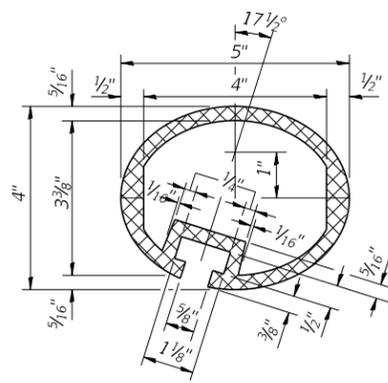
CAST END CAP
FOR TOP RAIL



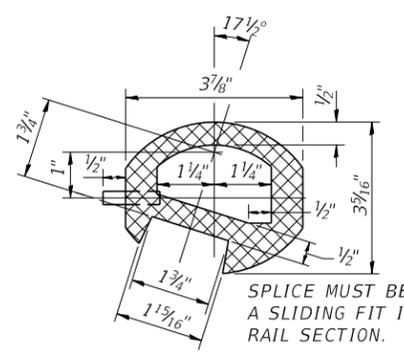
RAIL SPLICE



TOP RAIL



SEC. THRU ELLIPTICAL RAIL SECTION



SEC. THRU SPLICE

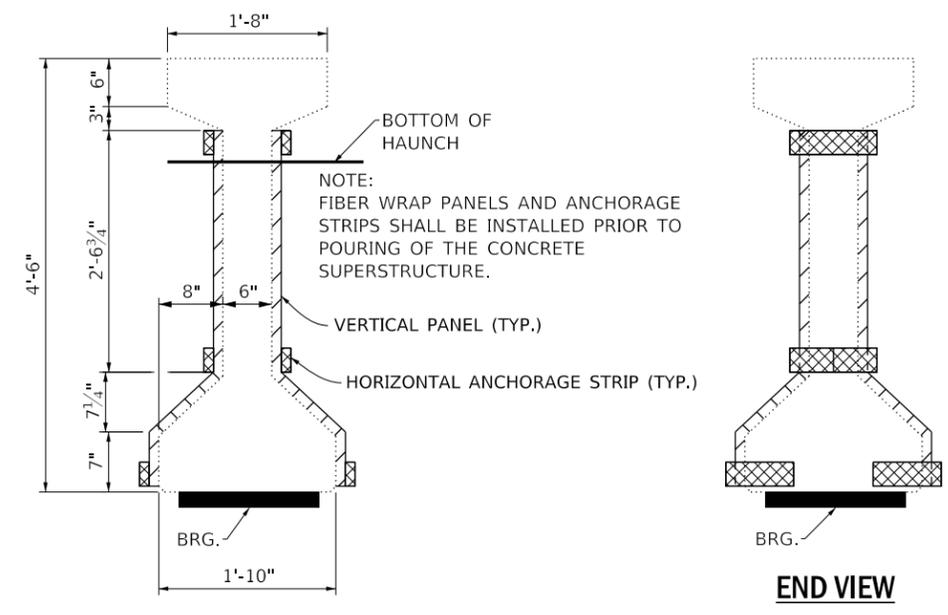
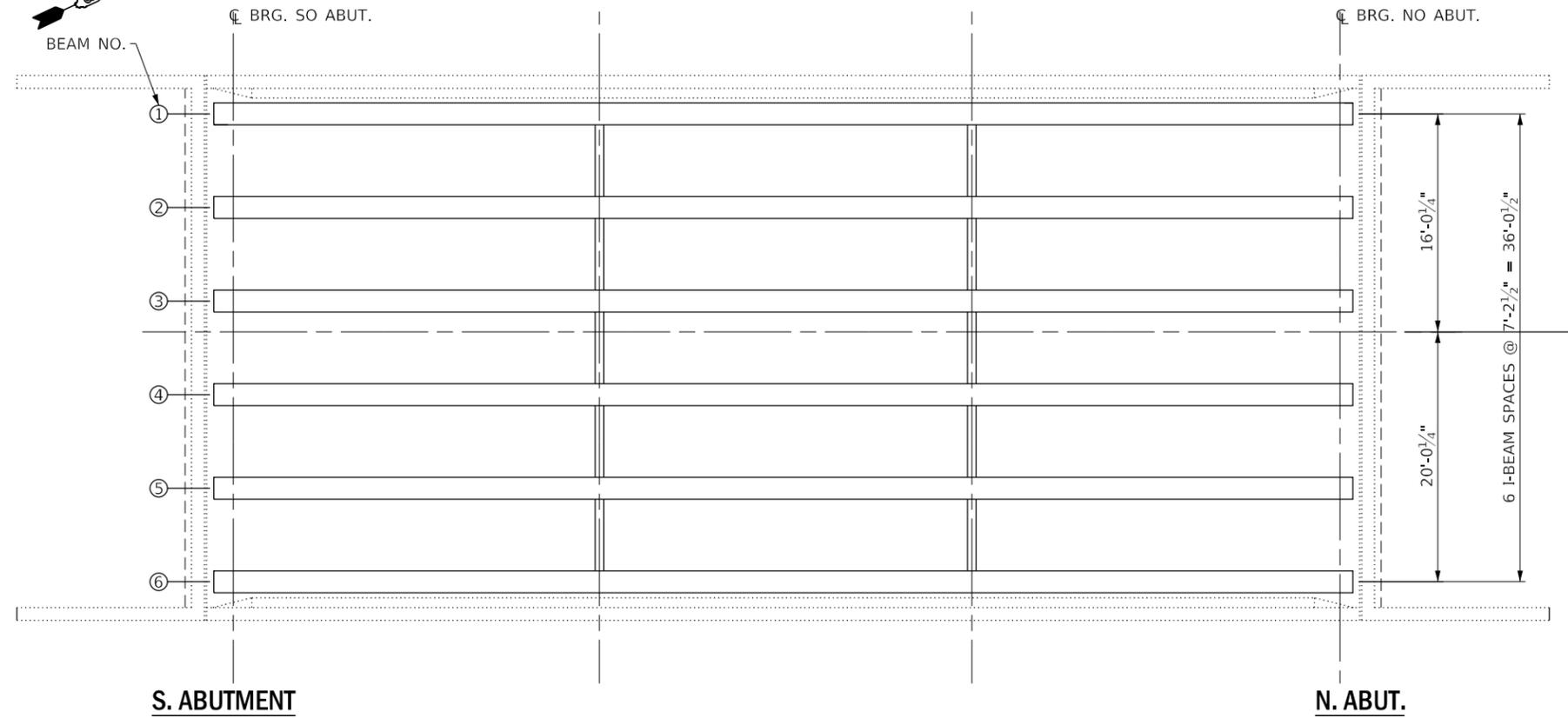
NOTES:
ALL POSTS SHALL BE NORMAL TO PARAPET.
ALL JOINTS IN RAIL SHALL BE SPLICED PER DETAIL.
ALL EXPOSED RAIL ENDS SHALL BE CAPPED PER DETAIL.
PROVIDE 1-1/8" AND 2-1/16" ALUMINUM SHIMS FOR 25% OF THE POSTS. RAIL ELEMENTS SHALL BE PARALLEL TO GRADE-HIGH SPOTS WILL BE GROUND AND LOW SPOTS SHIMMED.

BILL OF MATERIAL
STRUCTURE NO. 053-0139 (SB)

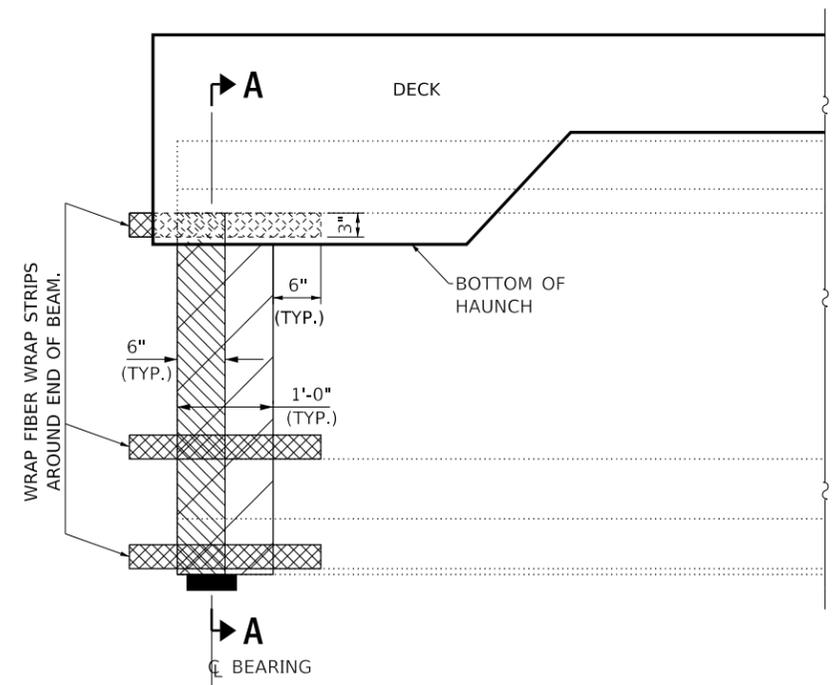
ITEM	UNIT	QUANTITY
BRIDGE RAIL REMOVAL	FOOT	38
REMOVE AND RE-ERECT EXISTING BRIDGE RAIL	FOOT	60
PARAPET RAILING	FOOT	38

T	"A"
≤ 4"	2 1/2"
> 4" ≤ 6 1/2"	3 3/4"
> 6 1/2" ≤ 9"	5"
> 9" ≤ 13"	7"

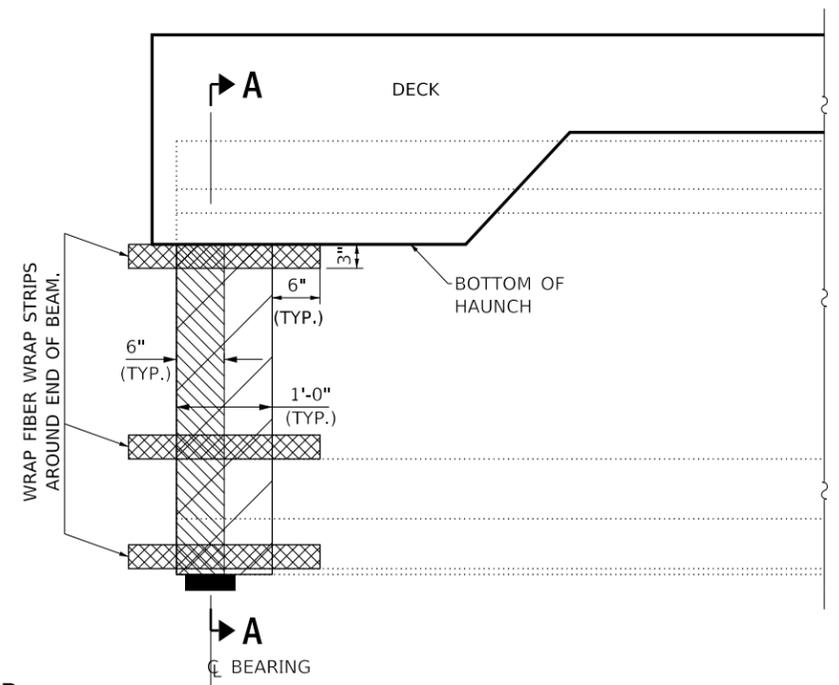
T = Total movement at expansion joint as shown on the design plans.



BEAM SECTION



**BEAM ELEVATION @ S. ABUT.
(TYPICAL EACH SIDE OF BEAM)**

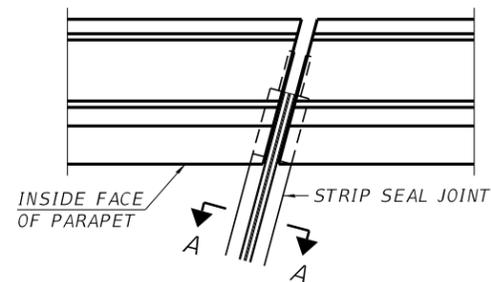


**BEAM ELEVATION @ N. ABUT.
(TYPICAL EACH SIDE OF BEAM)**

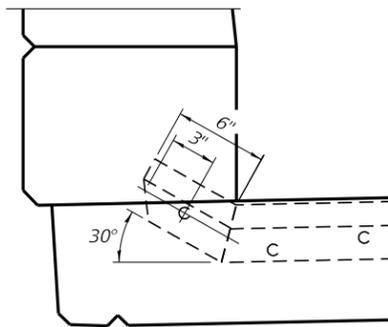
- LEGEND**
- P.P.C. I-BEAM REPAIR
 - FIBER WRAP-PANEL
 - FIBER WRAP ANCHORAGE STRIP

**BILL OF MATERIAL
STRUCTURE NO. 053-0139 (SB)**

ITEM	UNIT	TOTAL
PRECAST PRESTRESSED CONCRETE I-BEAM REPAIR	SQ FT	48
FIBER WRAP	SQ FT	84
ACRYLIC COATING	SQ YD	120



FOR SKEWS $\leq 30^\circ$
PLAN AT PARAPET



ELEVATION AT PARAPET
 (Skews $\leq 30^\circ$)

NOTES:

THE STRIP SEAL SHALL BE MADE CONTINUOUS AND SHALL HAVE A MINIMUM THICKNESS OF $\frac{1}{4}$ ". THE CONFIGURATION OF THE STRIP SEAL SHALL MATCH THE CONFIGURATION OF THE LOCKING EDGE RAILS. OPEN OR "WEBBED" STRIP SEAL GLAND CONFIGURATIONS ARE NOT PERMITTED. THE GLAND SHALL BE SIZED FOR A MAXIMUM RATED MOVEMENT OF 4 INCHES.

THE LOCKING EDGE RAILS DEPICTED ARE CONFIGURED FOR TYPICAL APPLICATIONS AND ARE CONCEPTUAL ONLY. THE ACTUAL CONFIGURATION OF THE LOCKING EDGE RAILS AND MATCHING STRIP SEAL MAY VARY FROM MANUFACTURER TO MANUFACTURER PROVIDED THEY FIT THE APPLICATION AND MEET THE MINIMUM ANCHORAGE SHOWN. FLANGED EDGE RAILS, HOWEVER, WILL NOT BE ALLOWED. LOCKING EDGE RAILS MAY EXCEED THE $4\frac{1}{2}$ " MAXIMUM DEPTH PROVIDED THE ANCHORAGE SYSTEM IS REVISED ACCORDING TO THE MANUFACTURER'S RECOMMENDATION.

THE MANUFACTURER'S RECOMMENDED INSTALLATION METHODS SHALL BE FOLLOWED.

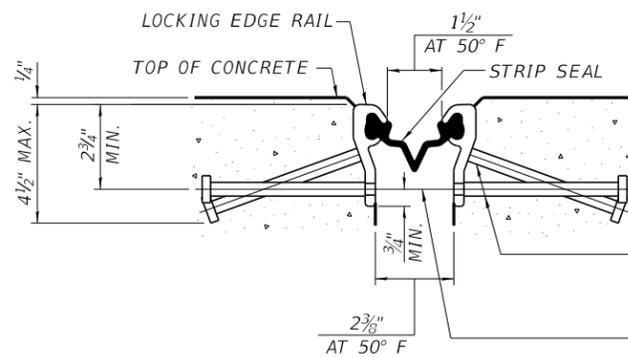
ALL STEEL COMPONENTS SHALL BE GALVANIZED AFTER FABRICATION ACCORDING TO ARTICLE 520.03 OF THE STANDARD SPECIFICATIONS.

THE MAXIMUM SPACE BETWEEN LOCKING EDGE RAIL SEGMENTS SHALL BE $\frac{1}{16}$ " AND SEALED WITH A SUITABLE SEALANT; HOWEVER, ANY RAIL JOINT WITHIN 10' MEASURED PERPENDICULAR TO THE FACE OF THE CURB OR PARAPET SHALL BE WELDED AS SHOWN IN THE LOCKING EDGE RAIL SPLICE DETAIL.

COST OF PARAPET SLIDING PLATES, EMBEDDED PLATES, AND ANCHORAGE STUDS INCLUDED WITH PREFORMED JOINT STRIP SEAL.

34" F-SHAPE BARRIER SHOWN, 42" F-SHAPE SIMILAR AS NOTED.

THE CONCRETE OPENING BELOW THE STRIP SEAL WILL VARY BASED ON THE LOCKING EDGE RAIL CHOSEN BY THE CONTRACTOR. DECK AND PARAPET LENGTHS SHOWN ELSEWHERE IN THE PLANS ARE DIMENSIONED TO THE CONCRETE OPENING, NOT THE JOINT OPENING, AND ARE BASED ON THE ROLLED LOCKING EDGE RAIL. IF THE CONTRACTOR ELECTS TO USE A DIFFERENT LOCKING EDGE RAIL, DIMENSIONAL ADJUSTMENTS MAY BE REQUIRED. ONE EXCEPTION TO THIS WOULD BE THE STRIP SEAL JOINT AT THE END OF THE PRECAST BRIDGE APPROACH SLAB. FOR THESE CASES THE PAVEMENT CONNECTOR LENGTH SHALL BE ADJUSTED, NOT THE LENGTH OF THE BRIDGE APPROACH SLAB.



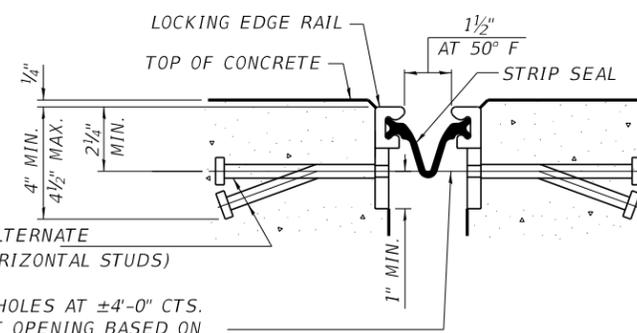
SHOWING ROLLED RAIL JOINT

* $\frac{5}{8}$ " \varnothing X 6" STUDS @ 6" CTS. (ALTERNATE ANGLED/BENT STUDS WITH HORIZONTAL STUDS)

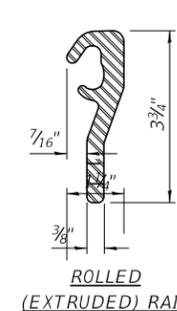
$\frac{3}{8}$ " \varnothing THREADED RODS IN $\frac{7}{16}$ " \varnothing HOLES AT ± 4 -0" CTS. FOR HOLDING THE PROPER JOINT OPENING BASED ON THE TEMPERATURE DURING THE DECK POUR. PLACE TO MISS STUDS. ALL RODS SHALL BE BURNED, OR SAWED OFF FLUSH WITH THE PLATES AFTER CONCRETE IS SET.

SECTION A-A

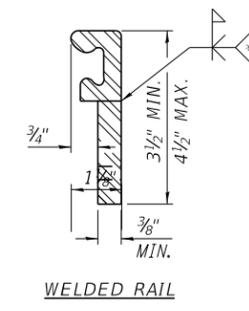
* GRANULAR OR SOLID FLUX FILLED HEADED STUDS CONFORMING TO ARTICLE 1006.32 OF THE STD. SPECS., AUTOMATICALLY END WELDED.



SHOWING WELDED RAIL JOINT



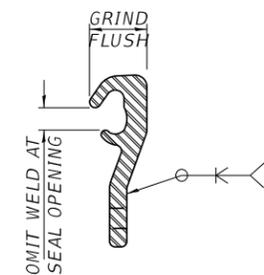
ROLLED (EXTRUDED) RAIL



WELDED RAIL

LOCKING EDGE RAILS

** BACK GOUGE NOT REQUIRED IF COMPLETE JOINT PENETRATION IS VERIFIED BY MOCK-UP.



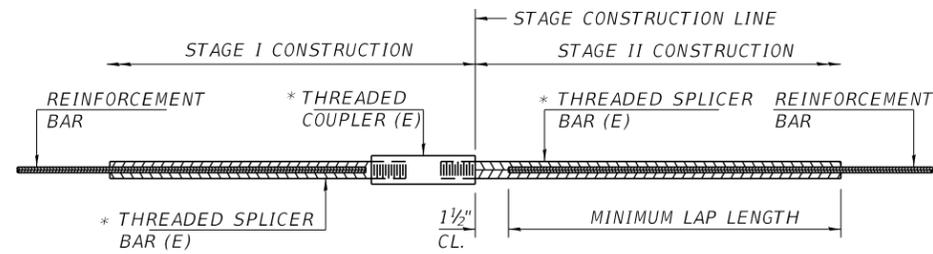
LOCKING EDGE RAIL SPLICE

THE INSIDE OF THE LOCKING EDGE RAIL GROOVE SHALL BE FREE OF WELD RESIDUE. ROLLED RAIL SHOWN, WELDED RAIL SIMILAR.

BILL OF MATERIAL
STRUCTURE NO. 053-0139 (SB)

ITEM	UNIT	TOTAL
PREFORMED JOINT STRIP SEAL	FOOT	41

FILE NAME =	USER NAME = MARINEJ	DESIGNED - EM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRIP SEAL EXPANSION JOINT DETAILS FOR STRUCTURE NO. 053-0139 (SB)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw:\planroom\dot\illinois\gov\PWIDOT\Documents\IDOT\Files\District 3\Projects\D366K48\CADData\D366K48-cover.dwg		DRAWN - EM	REVISED -			55	(53-2B)BRR	LIVINGSTON	33	22	
Default	PLOT SCALE = 3,9370 / 1 mm	CHECKED - RW	REVISED -			CONTRACT NO. 66K48					
	PLOT DATE = 12/9/2019	DATE - 7/23/2019	REVISED -			ILLINOIS FED. AID PROJECT					
SCALE:						SHEET 10	OF 20 SHEETS	STA.	TO STA.		



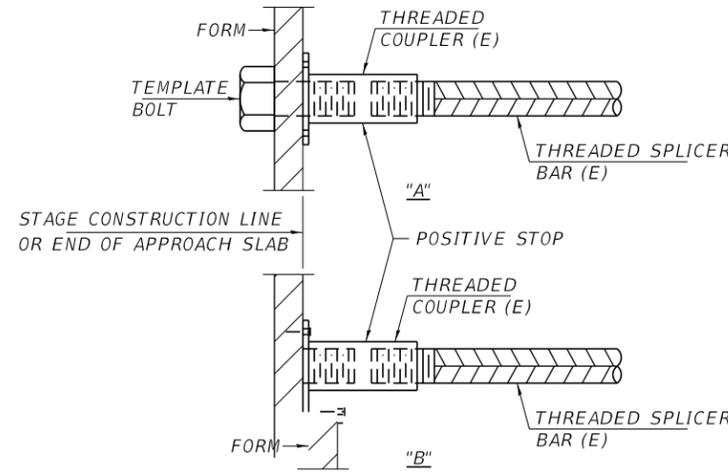
STANDARD BAR SPLICER ASSEMBLY

THREADED SPLICER BAR LENGTH = MIN. LAP LENGTH + 1 1/2" + THREAD LENGTH

* EPOXY NOT REQUIRED ON BAR SPLICER ASSEMBLY COMPONENTS USED IN CONJUNCTION WITH BLACK BARS.

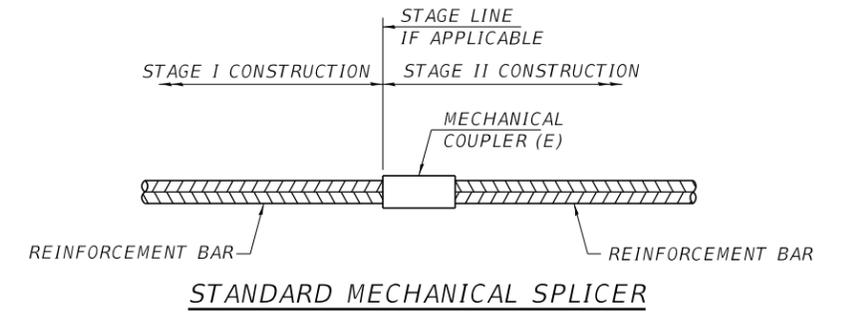
**BILL OF MATERIAL
STRUCTURE NO. 053-0139 (SB)**

LOCATION	BAR SIZE	NO. ASSEMBLIES REQUIRED	MINIMUM LAP LENGTH
SOUTH END DECK.	#7	8	4'-8"
SOUTH ABUT.	#6	4	4'-0"



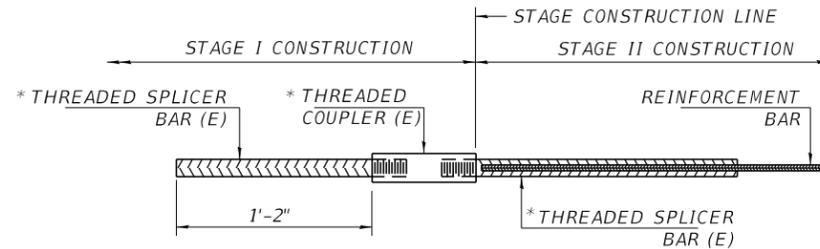
INSTALLATION AND SETTING METHODS

"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.



**BILL OF MATERIAL
STRUCTURE NO. 053-0139 (SB)**

LOCATION	BAR SIZE	NO. ASSEMBLIES REQUIRED
SOUTH END DECK-b(E) BARS)	#5	89
SOUTH END PARAPETS-e(E) BARS	#4	8
SOUTH END PARAPETS-b ₁ (E) BARS	#8	4



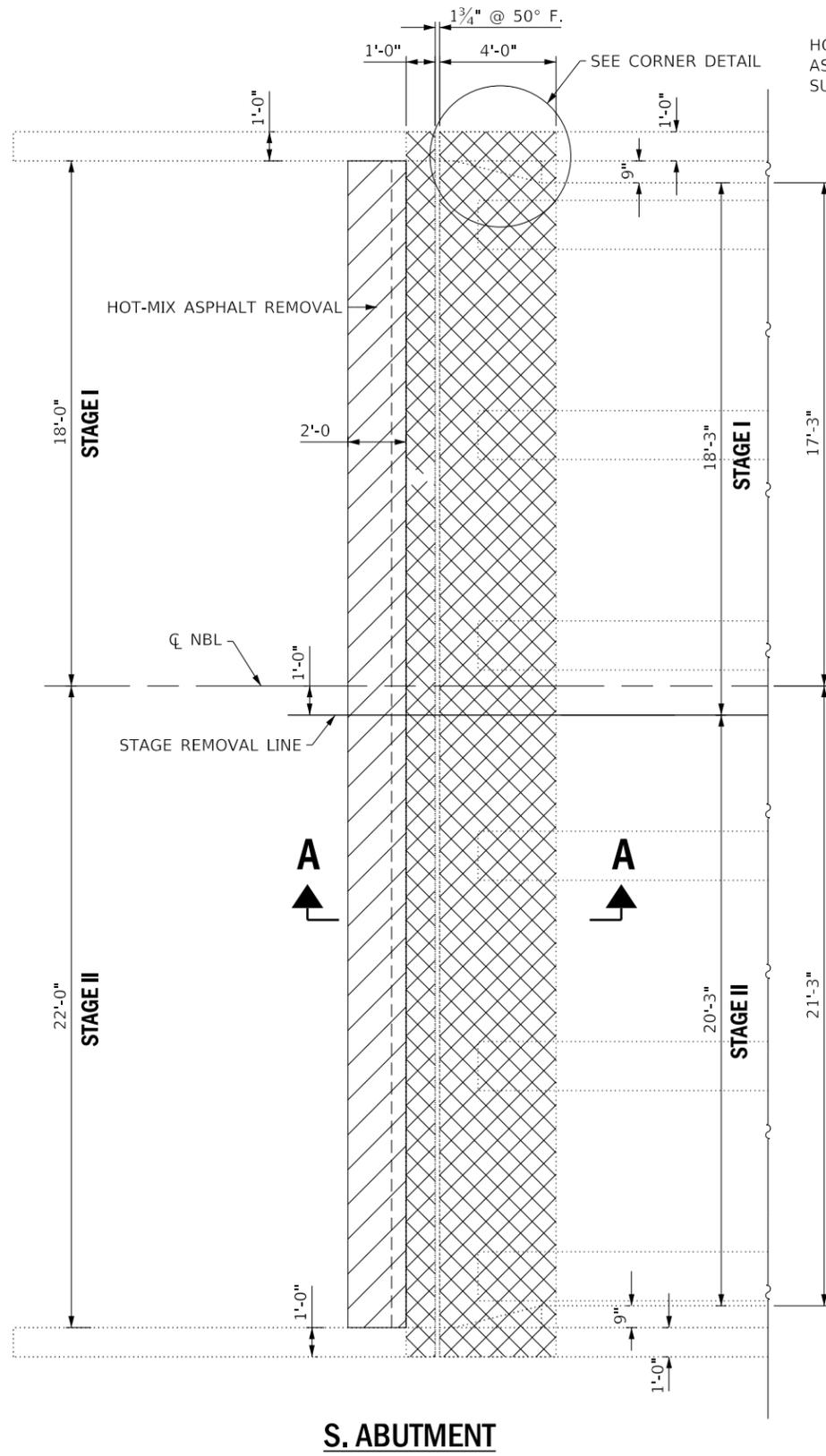
BAR SPLICER ASSEMBLY (SPECIAL)

**BILL OF MATERIAL
STRUCTURE NO. 053-0139 (SB)**

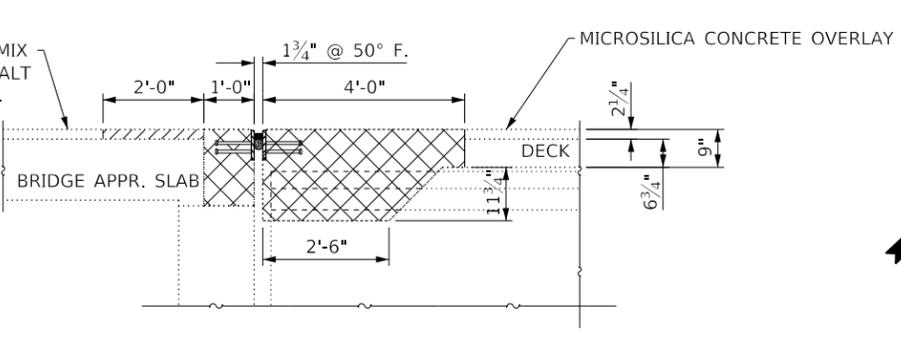
LOCATION	BAR SIZE	NO. ASSEMBLIES REQUIRED
S. END DECK BOTTOM OF DIAPHRAGM	#6	5

NOTES

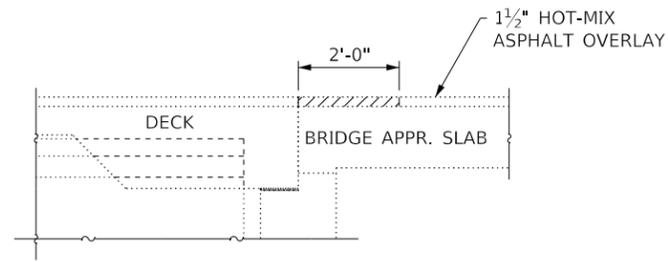
SPLICER BARS SHALL BE DEFORMED WITH THREADED ENDS AND HAVE A MINIMUM 60 KSI YIELD STRENGTH.
 ALL REINFORCEMENT SHALL BE LAPPED AND TIED TO THE SPLICER BARS.
 BAR SPLICER ASSEMBLIES SHALL BE EPOXY COATED ACCORDING TO THE REQUIREMENTS FOR REINFORCEMENT BARS. SEE SECTION 508 OF THE STANDARD SPECIFICATIONS.
 SEE APPROVED LIST OF BAR SPLICER ASSEMBLIES AND MECHANICAL SPLICERS FOR ALTERNATIVES.



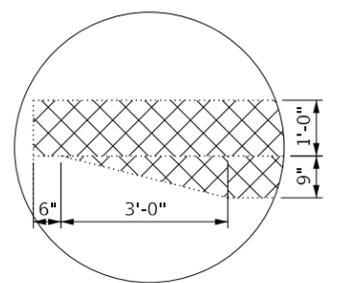
S. ABUTMENT



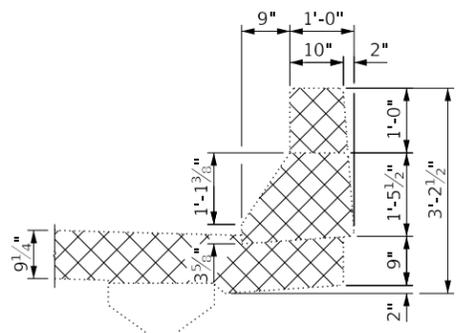
SECTION A-A



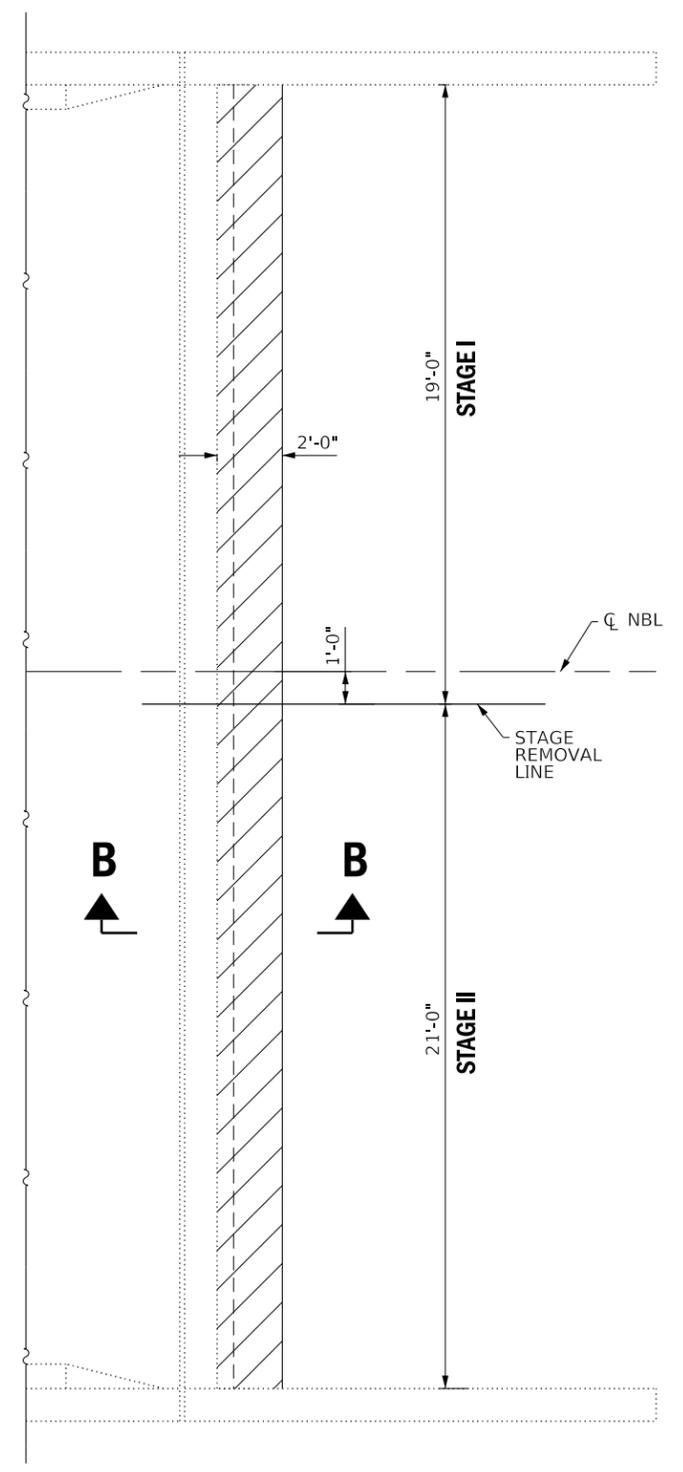
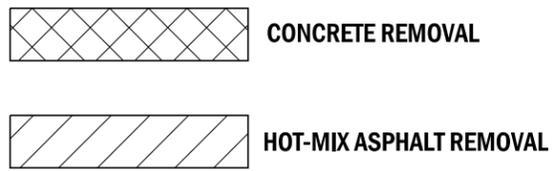
SECTION B-B



CORNER DETAIL TYPICAL



CURB DETAIL



N. ABUTMENT

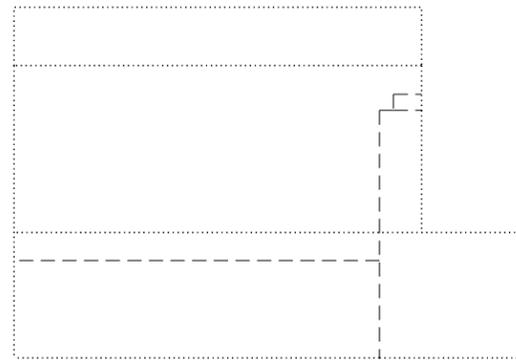
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	PLOT DATE = 12/5/2019	DATE - 7/23/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

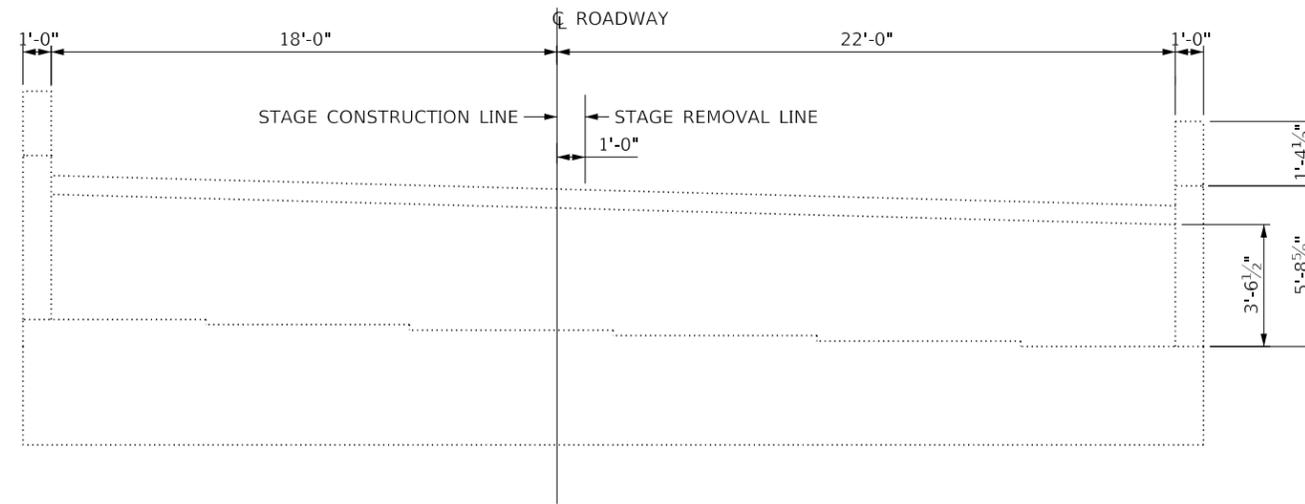
**REMOVAL DETAILS - SUPERSTRUCTURE
STRUCTURE NO. 053-0140 (NB)**

SCALE: SHEET 12 OF 20 SHEETS STA. TO STA.

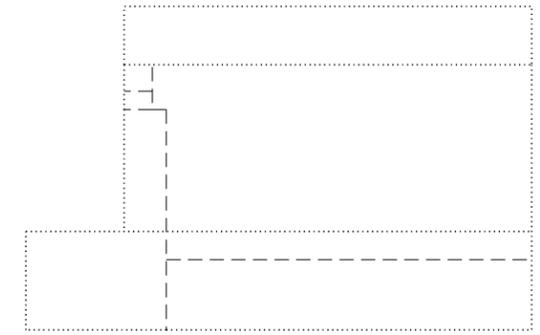
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-2B)BRR	LIVINGSTON	33	24
			CONTRACT NO. 66K48	
ILLINOIS FED. AID PROJECT				



WEST WING

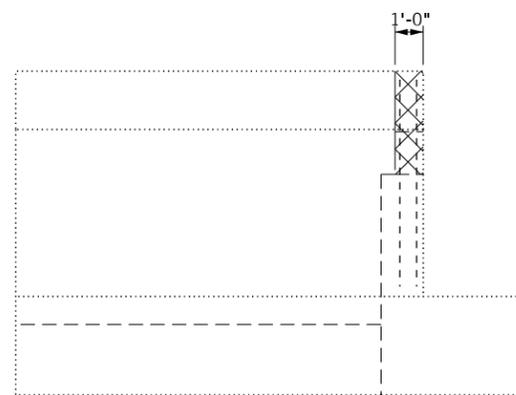


N. ABUTMENT

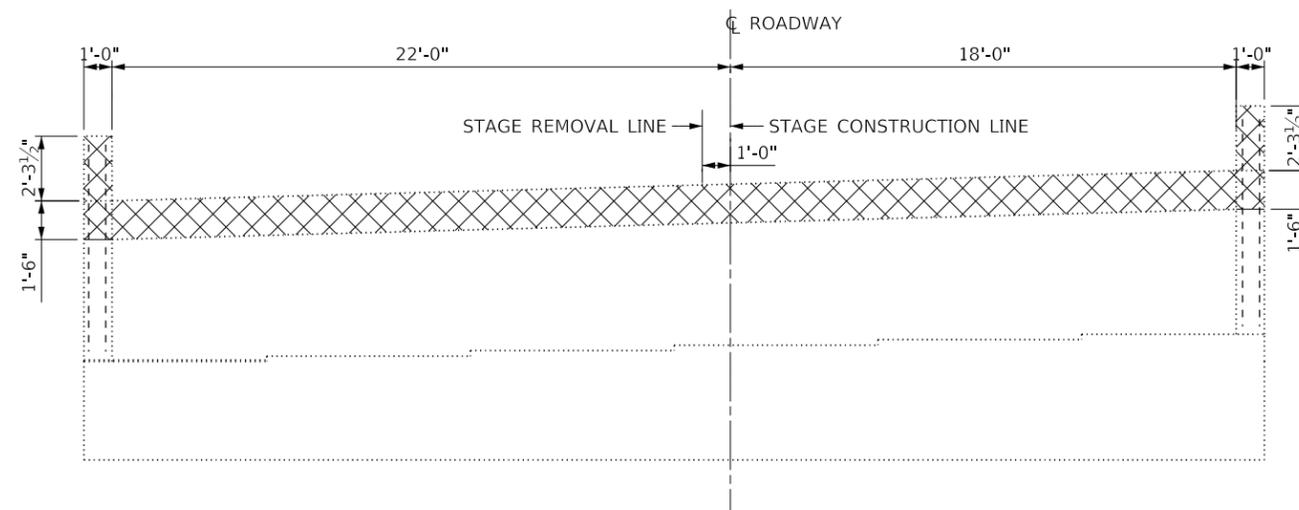


EAST WING

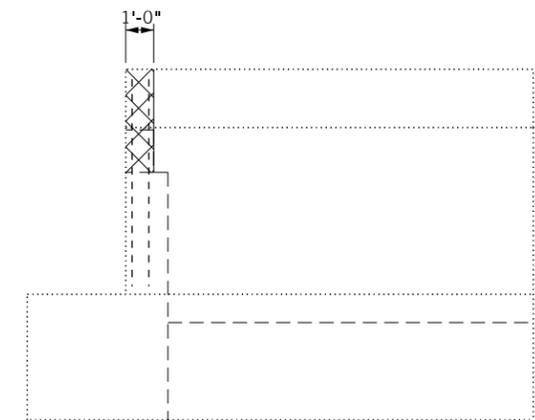
 **CONCRETE REMOVAL**



EAST WING



S. ABUTMENT



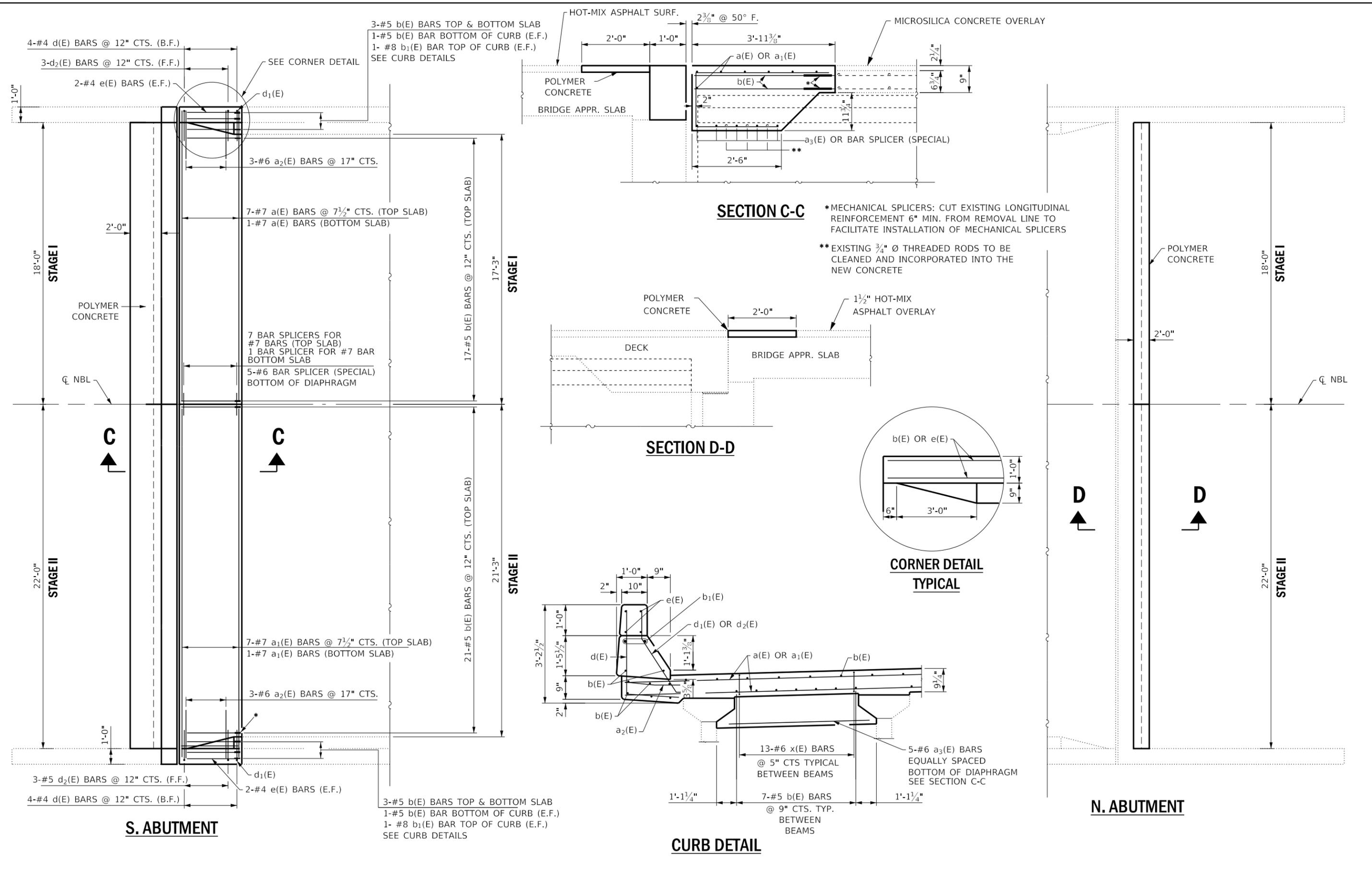
WEST WING

FILE NAME =	USER NAME = MARINEJ	DESIGNED - EM	REVISED - RW 9/16/2019
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	PLOT DATE = 12/9/2019	DATE - 7/23/2019	REVISED -

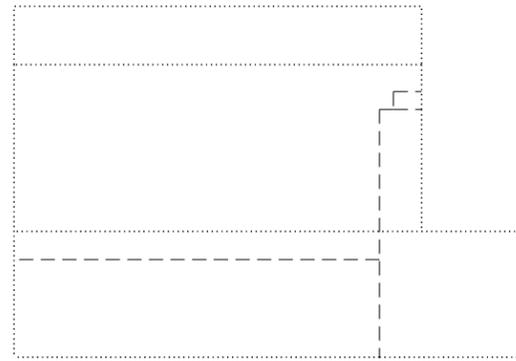
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REMOVAL DETAILS - ABUTMENTS FOR STRUCTURE NO. 053-0140 (NB)			
SCALE:	SHEET 13 OF 20 SHEETS	STA.	TO STA.

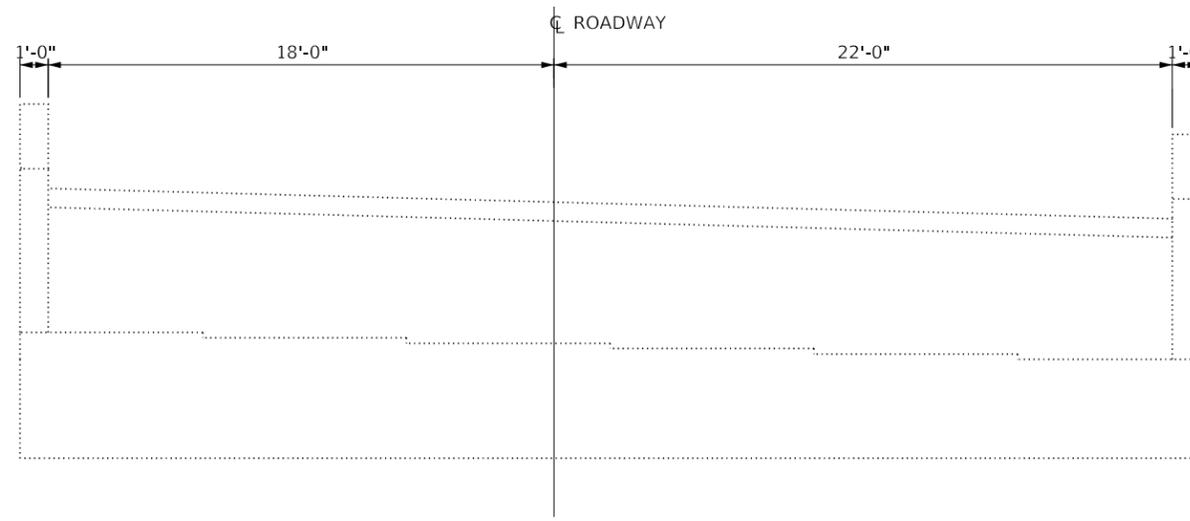
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-2B)BRR	LIVINGSTON	33	25
			CONTRACT NO. 66K48	
ILLINOIS FED. AID PROJECT				



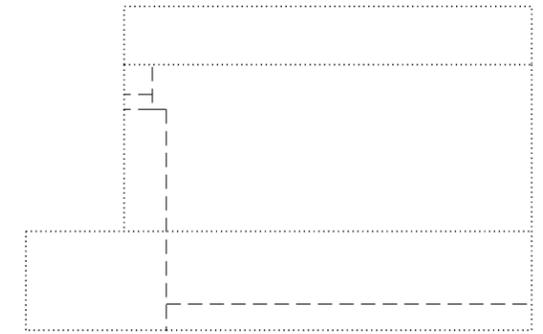
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		DATE - 7/23/2019	REVISED -			ILLINOIS FED. AID PROJECT					



WEST WING

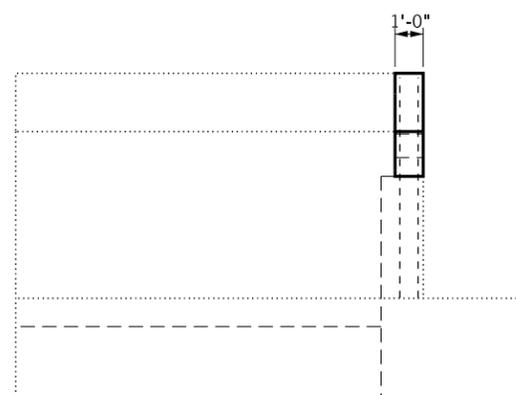


N. ABUTMENT

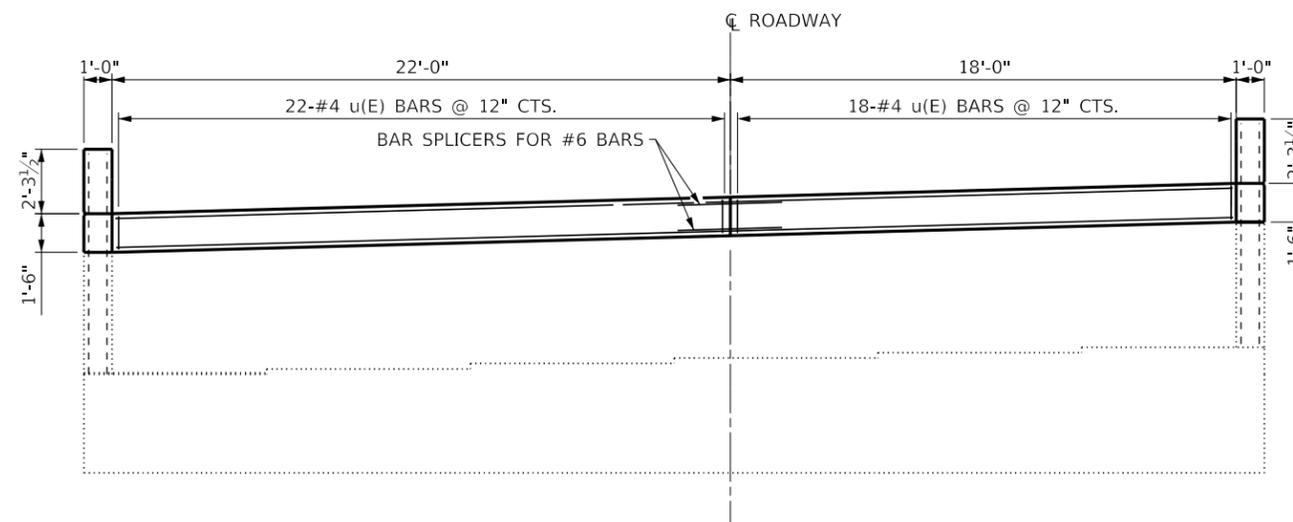


EAST WING

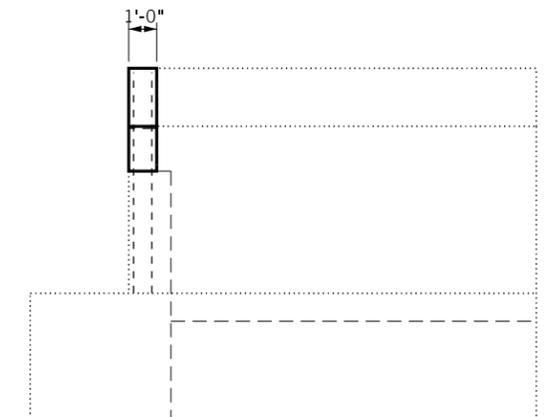
 **CONCRETE SUPERSTRUCTURE**



EAST WING



S. ABUTMENT



WEST WING

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

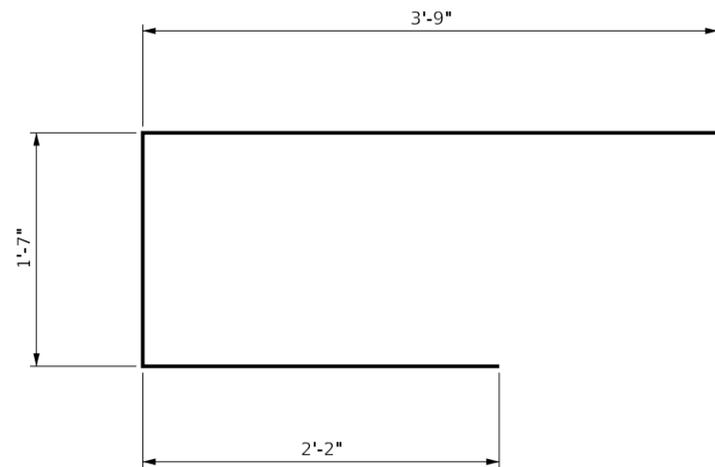
**CONSTRUCTION DETAILS - ABUTMENTS
FOR STRUCTURE NO. 053-0140 (NB)**

SCALE: SHEET 15 OF 20 SHEETS STA. TO STA.

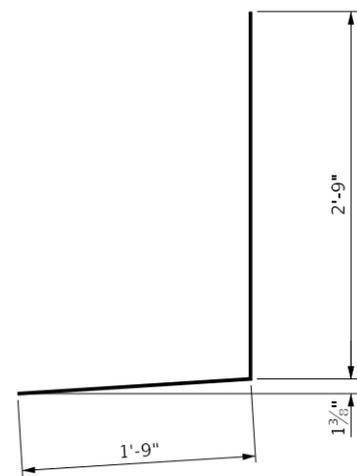
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-2B)BRR	LIVINGSTON	33	27
			CONTRACT NO. 66K48	
ILLINOIS FED. AID PROJECT				

BILL OF MATERIAL
STRUCTURE NO. 053-0140 (NB)

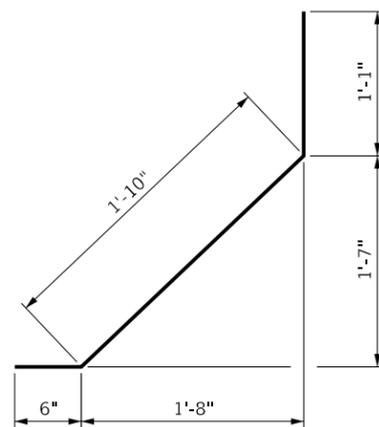
BAR	NO. BARS	SIZE	LENGTH	SHAPE
a (E)	8	#7	18' - 0"	————
a1 (E)	8	#7	22' - 0"	————
a2 (E)	6	#6	4' - 0"	————
a3 (E)	20	#6	6' - 0"	————
b (E)	89	#5	3' - 4"	————
b1 (E)	4	#8	3' - 4"	————
d (E)	8	#4	4' - 6"	┌
d1 (E)	2	#5	3' - 5"	└
d2 (E)	6	#5	4' - 4"	┌
e (E)	8	#4	3' - 4"	————
h (E)	4	#6	17' - 9"	————
h1 (E)	4	#6	21' - 9"	————
u (E)	40	#4	3' - 3"	└
x (E)	65	#6	7' - 6"	└
REINFORCEMENT BARS EPOXY COATED			POUND	2350
CONCRETE REMOVAL			CU. YDS.	8
CONCRETE SUPERSTRUCTURE			CU. YDS.	8
PROTECTIVE COAT			SQ. YDS.	25
DECK SLAB REPAIR (PARTIAL DEPTH)			SQ. YDS.	17
HOT-MIX ASPHALT REMOVAL			SQ. YDS.	9
POLYMER CONCRETE			CU. FT.	10



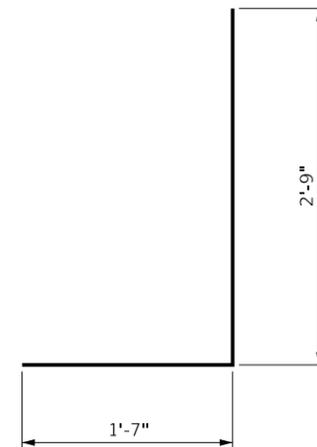
x(E) BAR



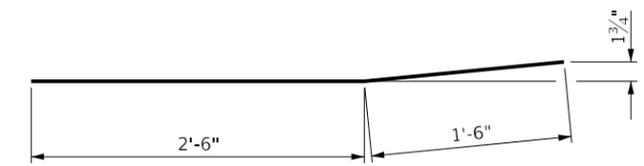
d(E) BAR



d1(E) BAR



d2(E) BAR



a2(E) BAR

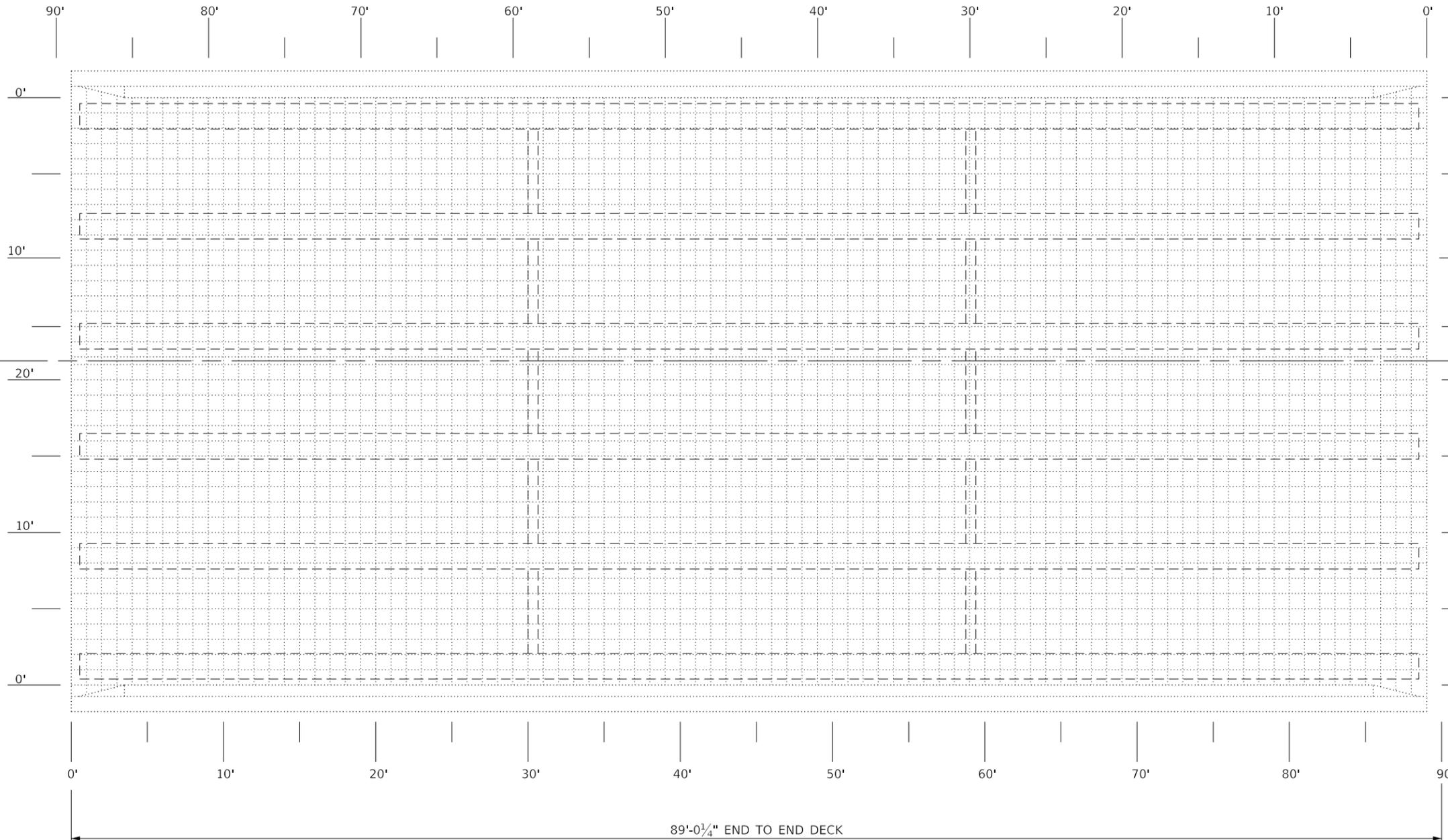
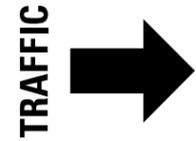
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	PLOT DATE = 12/9/2019	DATE - 7/23/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONSTRUCTION DETAILS - ABUTMENTS
FOR STRUCTURE NO. 053-0140 (NB)**

SCALE: SHEET 16 OF 20 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-2B)BRR	LIVINGSTON	33	28
			CONTRACT NO. 66K48	
ILLINOIS FED. AID PROJECT				

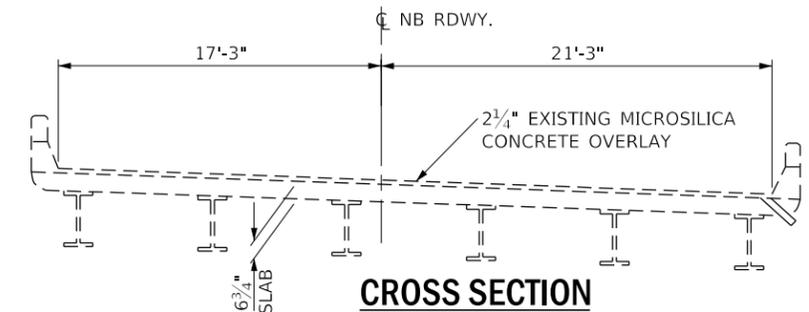


S. ABUTMENT

N. ABUTMENT

**"AS-BUILTS" DECK SLAB REPAIRS
STRUCTURE NO. 053-0140 (NB)**

NOTE:
THE ENGINEER SHALL SOUND THE ENTIRE DECK AREA AND
RECORD ACTUAL DECK SLAB REPAIR LOCATIONS AND QUANTITIES
ON THIS "AS-BUILT" PLAN DETAIL.



CROSS SECTION

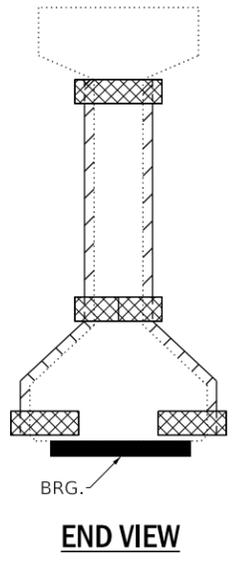
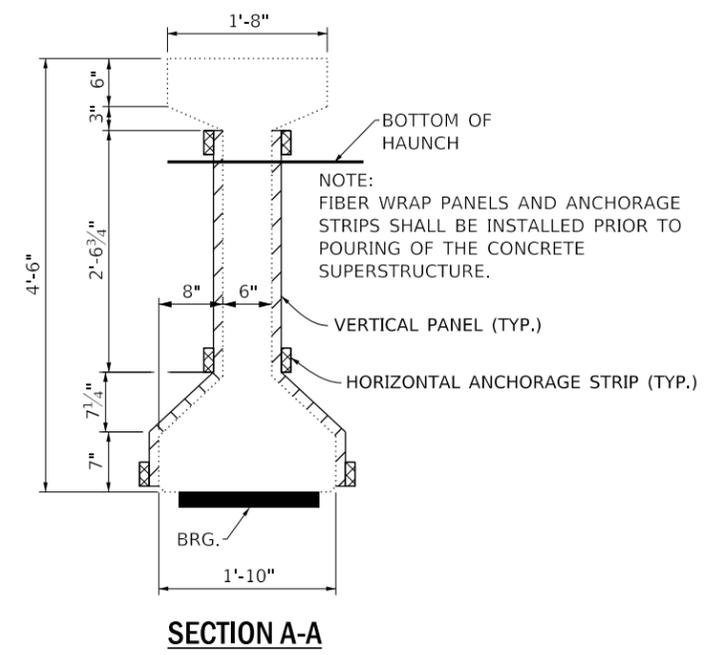
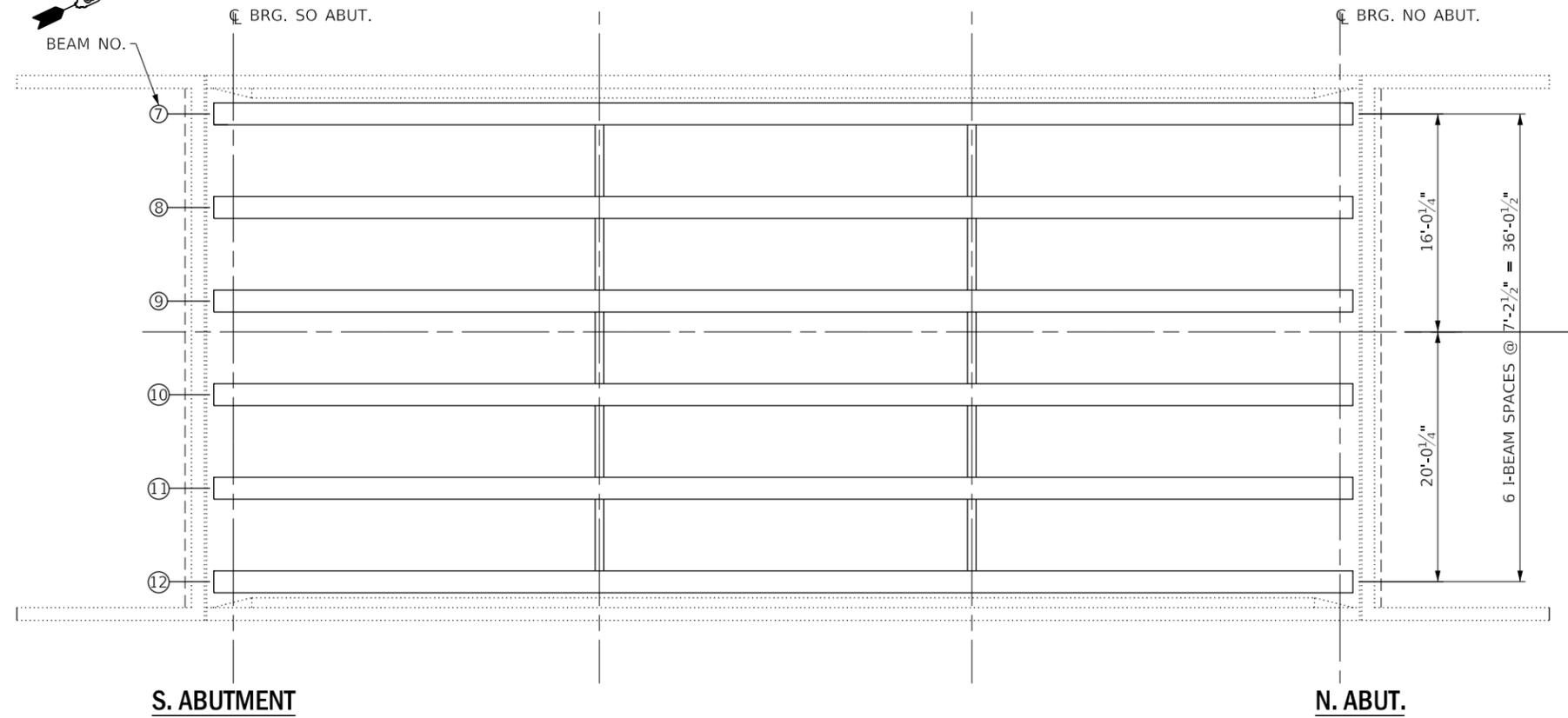
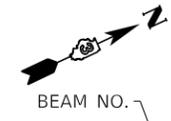
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

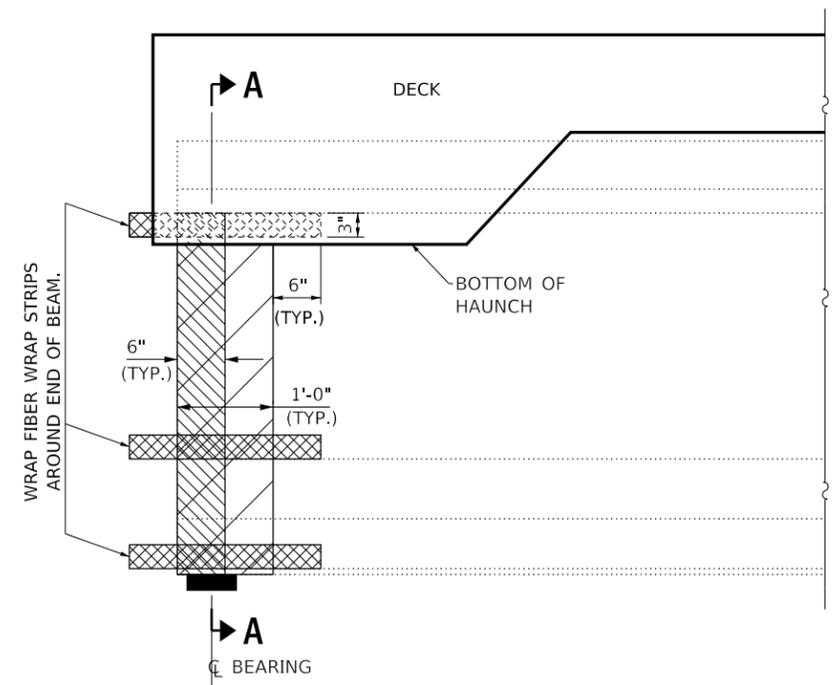
**"AS-BUILT" DECK SLAB REPAIRS
FOR STRUCTURE NO. 053-0140 (NB)**

SCALE: SHEET 17 OF 20 SHEETS STA. TO STA.

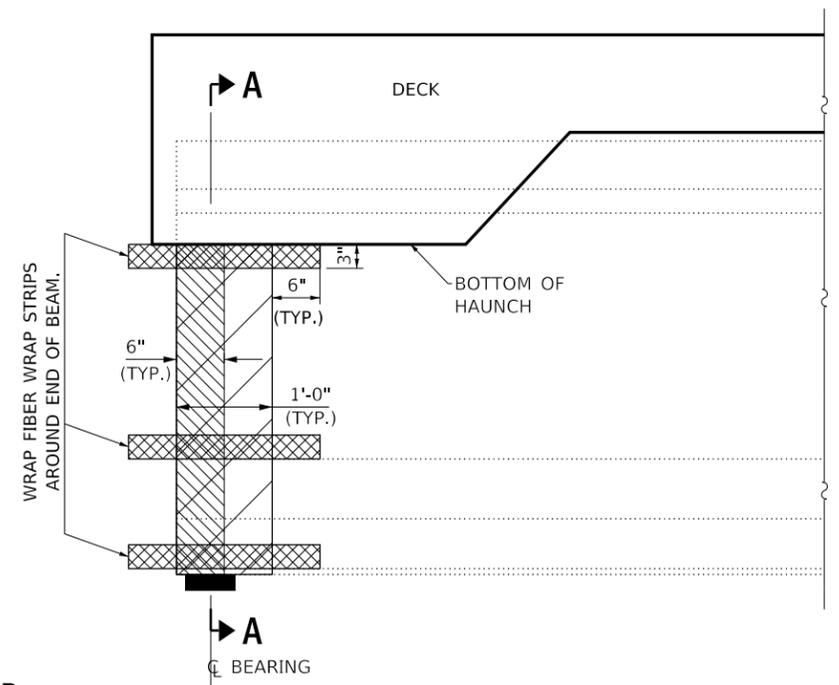
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-2B)BRR	LIVINGSTON	33	29
CONTRACT NO. 66K48				
ILLINOIS FED. AID PROJECT				



BEAM SECTION



**BEAM ELEVATION @ S. ABUT.
(TYPICAL EACH SIDE OF BEAM)**



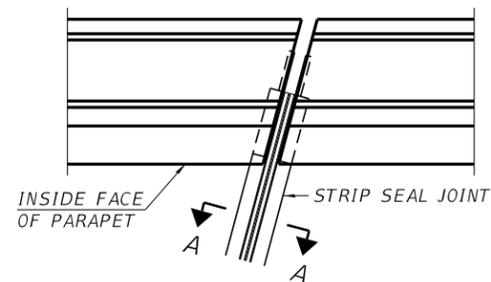
**BEAM ELEVATION @ N. ABUT.
(TYPICAL EACH SIDE OF BEAM)**

LEGEND

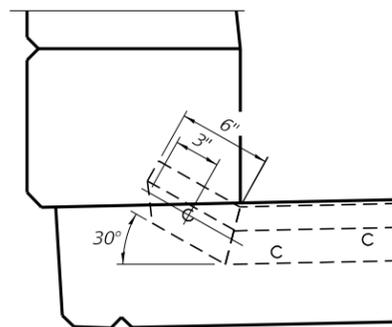
- P.P.C. I-BEAM REPAIR**
- FIBER WRAP-PANEL**
- FIBER WRAP ANCHORAGE STRIP**

**BILL OF MATERIAL
STRUCTURE NO. 053-0140 (NB)**

ITEM	UNIT	TOTAL
PRECAST PRESTRESSED CONCRETE	SQ FT	48
I-BEAM REPAIR	SQ FT	84
FIBER WRAP	SQ YD	120
ACRYLIC COATING		

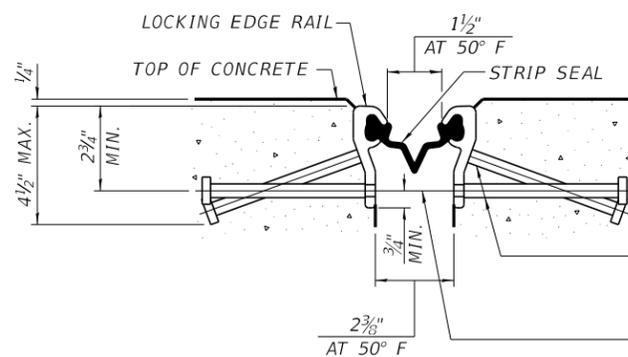


FOR SKEWS $\leq 30^\circ$
PLAN AT PARAPET



ELEVATION AT PARAPET
 (Skews $\leq 30^\circ$)

NOTES:
 THE STRIP SEAL SHALL BE MADE CONTINUOUS AND SHALL HAVE A MINIMUM THICKNESS OF $\frac{1}{4}$ ". THE CONFIGURATION OF THE STRIP SEAL SHALL MATCH THE CONFIGURATION OF THE LOCKING EDGE RAILS. OPEN OR "WEBBED" STRIP SEAL GLAND CONFIGURATIONS ARE NOT PERMITTED. THE GLAND SHALL BE SIZED FOR A MAXIMUM RATED MOVEMENT OF 4 INCHES.
 THE LOCKING EDGE RAILS DEPICTED ARE CONFIGURED FOR TYPICAL APPLICATIONS AND ARE CONCEPTUAL ONLY. THE ACTUAL CONFIGURATION OF THE LOCKING EDGE RAILS AND MATCHING STRIP SEAL MAY VARY FROM MANUFACTURER TO MANUFACTURER PROVIDED THEY FIT THE APPLICATION AND MEET THE MINIMUM ANCHORAGE SHOWN. FLANGED EDGE RAILS, HOWEVER, WILL NOT BE ALLOWED. LOCKING EDGE RAILS MAY EXCEED THE $4\frac{1}{2}$ " MAXIMUM DEPTH PROVIDED THE ANCHORAGE SYSTEM IS REVISED ACCORDING TO THE MANUFACTURER'S RECOMMENDATION.
 THE MANUFACTURER'S RECOMMENDED INSTALLATION METHODS SHALL BE FOLLOWED.
 ALL STEEL COMPONENTS SHALL BE GALVANIZED AFTER FABRICATION ACCORDING TO ARTICLE 520.03 OF THE STANDARD SPECIFICATIONS.
 THE MAXIMUM SPACE BETWEEN LOCKING EDGE RAIL SEGMENTS SHALL BE $\frac{1}{16}$ " AND SEALED WITH A SUITABLE SEALANT; HOWEVER, ANY RAIL JOINT WITHIN 10' MEASURED PERPENDICULAR TO THE FACE OF THE CURB OR PARAPET SHALL BE WELDED AS SHOWN IN THE LOCKING EDGE RAIL SPLICE DETAIL.
 COST OF PARAPET SLIDING PLATES, EMBEDDED PLATES, AND ANCHORAGE STUDS INCLUDED WITH PREFORMED JOINT STRIP SEAL.
 34" F-SHAPE BARRIER SHOWN, 42" F-SHAPE SIMILAR AS NOTED.
 THE CONCRETE OPENING BELOW THE STRIP SEAL WILL VARY BASED ON THE LOCKING EDGE RAIL CHOSEN BY THE CONTRACTOR. DECK AND PARAPET LENGTHS SHOWN ELSEWHERE IN THE PLANS ARE DIMENSIONED TO THE CONCRETE OPENING, NOT THE JOINT OPENING, AND ARE BASED ON THE ROLLED LOCKING EDGE RAIL. IF THE CONTRACTOR ELECTS TO USE A DIFFERENT LOCKING EDGE RAIL, DIMENSIONAL ADJUSTMENTS MAY BE REQUIRED. ONE EXCEPTION TO THIS WOULD BE THE STRIP SEAL JOINT AT THE END OF THE PRECAST BRIDGE APPROACH SLAB. FOR THESE CASES THE PAVEMENT CONNECTOR LENGTH SHALL BE ADJUSTED, NOT THE LENGTH OF THE BRIDGE APPROACH SLAB.

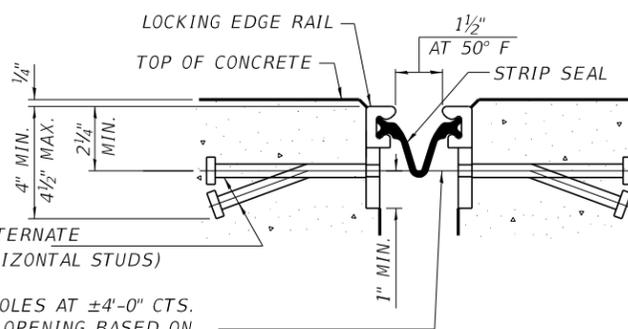


SHOWING ROLLED RAIL JOINT

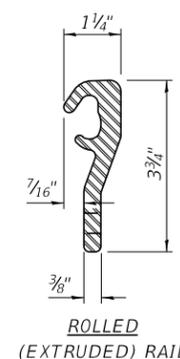
* $\frac{5}{8}$ " \emptyset X 6" STUDS @ 6" CTS. (ALTERNATE ANGLED/BENT STUDS WITH HORIZONTAL STUDS)
 $\frac{3}{8}$ " \emptyset THREADED RODS IN $\frac{7}{16}$ " \emptyset HOLES AT ± 4 "-0" CTS. FOR HOLDING THE PROPER JOINT OPENING BASED ON THE TEMPERATURE DURING THE DECK POUR. PLACE TO MISS STUDS. ALL RODS SHALL BE BURNED, OR SAWED OFF FLUSH WITH THE PLATES AFTER CONCRETE IS SET.

SECTION A-A

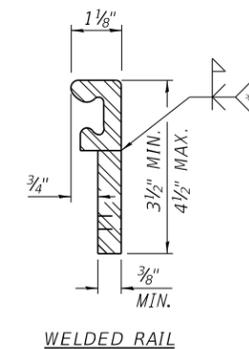
* GRANULAR OR SOLID FLUX FILLED HEADED STUDS CONFORMING TO ARTICLE 1006.32 OF THE STD. SPECS., AUTOMATICALLY END WELDED.



SHOWING WELDED RAIL JOINT



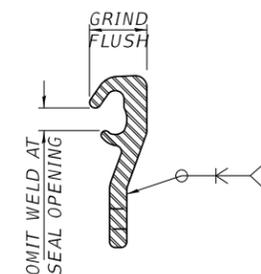
ROLLED (EXTRUDED) RAIL



WELDED RAIL

LOCKING EDGE RAILS

** BACK GOUGE NOT REQUIRED IF COMPLETE JOINT PENETRATION IS VERIFIED BY MOCK-UP.



LOCKING EDGE RAIL SPLICE

THE INSIDE OF THE LOCKING EDGE RAIL GROOVE SHALL BE FREE OF WELD RESIDUE. ROLLED RAIL SHOWN, WELDED RAIL SIMILAR.

BILL OF MATERIAL
STRUCTURE NO. 053-0140 (NB)

ITEM	UNIT	TOTAL
PREFORMED JOINT STRIP SEAL	FOOT	41

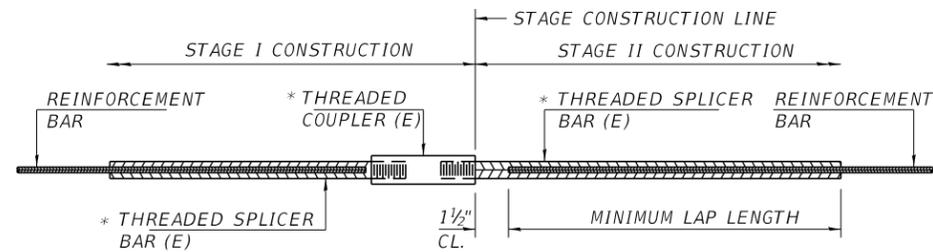
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Default	PLOT SCALE = 3.9370' / mm	CHECKED - RW	REVISED -
	PLOT DATE = 12/9/2019	DATE - 7/23/2019	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

STRIP SEAL EXPANSION JOINT DETAILS
 FOR STRUCTURE NO. 053-0140 (NB)

SCALE: SHEET 19 OF 20 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-2B)BRR	LIVINGSTON	33	31
			CONTRACT NO. 66K48	
ILLINOIS FED. AID PROJECT				



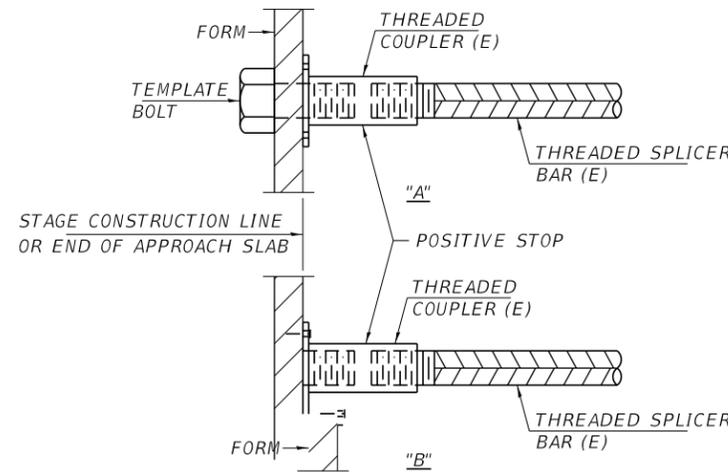
STANDARD BAR SPLICER ASSEMBLY

THREADED SPLICER BAR LENGTH = MIN. LAP LENGTH + 1 1/2" + THREAD LENGTH

* EPOXY NOT REQUIRED ON BAR SPLICER ASSEMBLY COMPONENTS USED IN CONJUNCTION WITH BLACK BARS.

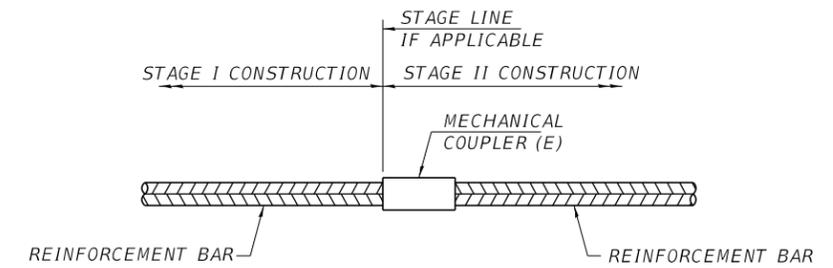
**BILL OF MATERIAL
STRUCTURE NO. 053-0140 (NB)**

LOCATION	BAR SIZE	NO. ASSEMBLIES REQUIRED	MINIMUM LAP LENGTH
SOUTH END DECK	#7	8	4'-8"
SOUTH ABUT.	#6	4	4'-0"



INSTALLATION AND SETTING METHODS

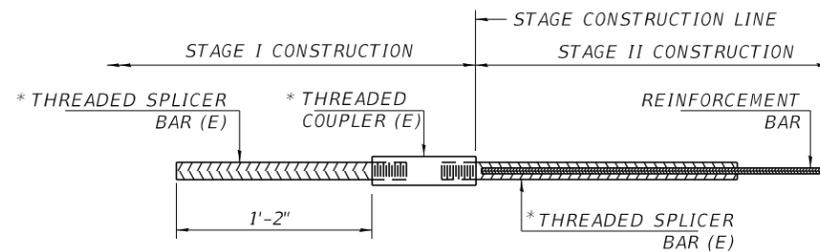
"A" : SET BAR SPLICER ASSEMBLY BY MEANS OF A TEMPLATE BOLT.
 "B" : SET BAR SPLICER ASSEMBLY BY NAILING TO WOOD FORMS OR CEMENTING TO STEEL FORMS.
 (E) : INDICATES EPOXY COATING.



STANDARD MECHANICAL SPLICER

**BILL OF MATERIAL
STRUCTURE NO. 053-0140 (NB)**

LOCATION	BAR SIZE	NO. ASSEMBLIES REQUIRED
SOUTH END DECK-b(E) BARS	#5	89
SOUTH END PARAPETS-e(E) BARS	#4	8
SOUTH END PARAPETS-b ₁ (E) BARS	#8	4



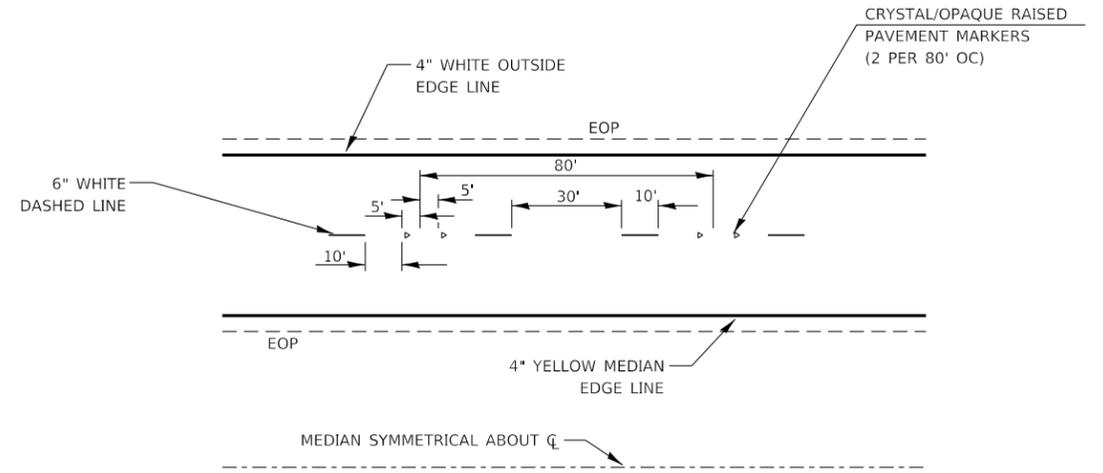
BAR SPLICER ASSEMBLY (SPECIAL)

**BILL OF MATERIAL
STRUCTURE NO. 053-0140 (NB)**

LOCATION	BAR SIZE	NO. ASSEMBLIES REQUIRED
S. END DECK BOTTOM OF DIAPHRAGM	#6	5

NOTES

SPLICER BARS SHALL BE DEFORMED WITH THREADED ENDS AND HAVE A MINIMUM 60 KSI YIELD STRENGTH.
 ALL REINFORCEMENT SHALL BE LAPPED AND TIED TO THE SPLICER BARS.
 BAR SPLICER ASSEMBLIES SHALL BE EPOXY COATED ACCORDING TO THE REQUIREMENTS FOR REINFORCEMENT BARS. SEE SECTION 508 OF THE STANDARD SPECIFICATIONS.
 SEE APPROVED LIST OF BAR SPLICER ASSEMBLIES AND MECHANICAL SPLICERS FOR ALTERNATIVES.



TYPICAL PAVEMENT MARKINGS

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PLOT DATE = 10/16/2019	DATE - 7/23/2019	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

MISCELLANEOUS DETAILS

SCALE: SHEET 1 OF 1 SHEETS STA. _____ TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-2B)BRR	LIVINGSTON	33	33
CONTRACT NO. 66K48				
ILLINOIS FED. AID PROJECT				