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GENERAL NOTES

All Borrow/Waste/Use sites must be approved by the Department prior to removing any material from the project or initiating any earthmoving activities, including temporary stockpiling outside the limits of construction.

The Contractor shall be responsible for protecting utility property during construction operations as outlined in Article 107.31 of the Standard Specifications. A minimum of 48 hours advance notice is required for non-emergency work. The JULIE number is 800-892-0123.

IDOT is not a member of JULIE. If you are near any overhead lighting, intersection lighting or traffic signals, contact the IDOT Traffic Office at 815/284-5469 at least 48 hours prior to work.

Hazards behind Temporary Concrete Barrier Wall
 No materials, equipment, vehicles or other hazards shall be within 3'-6" of the temporary concrete barrier wall, measured from the closest point of the barrier wall perpendicular to the hazard. Equipment that is actively working within 3'-6" of the barrier wall may be allowed for a short duration, if approved by the engineer, required for the work activity, and there is not another method to complete the work.

FILE NAME :	USER NAME :	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF STATES, GENERAL NOTES & STATE STANDARDS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
D:\BR\Draws\Ogle\64L80 Bridge Repairs S	071-0024\CADD\64L80-shr-cover.dgn	DRAWN -	REVISED -			742	02 BDR 2017-2	OGLE	18	2	
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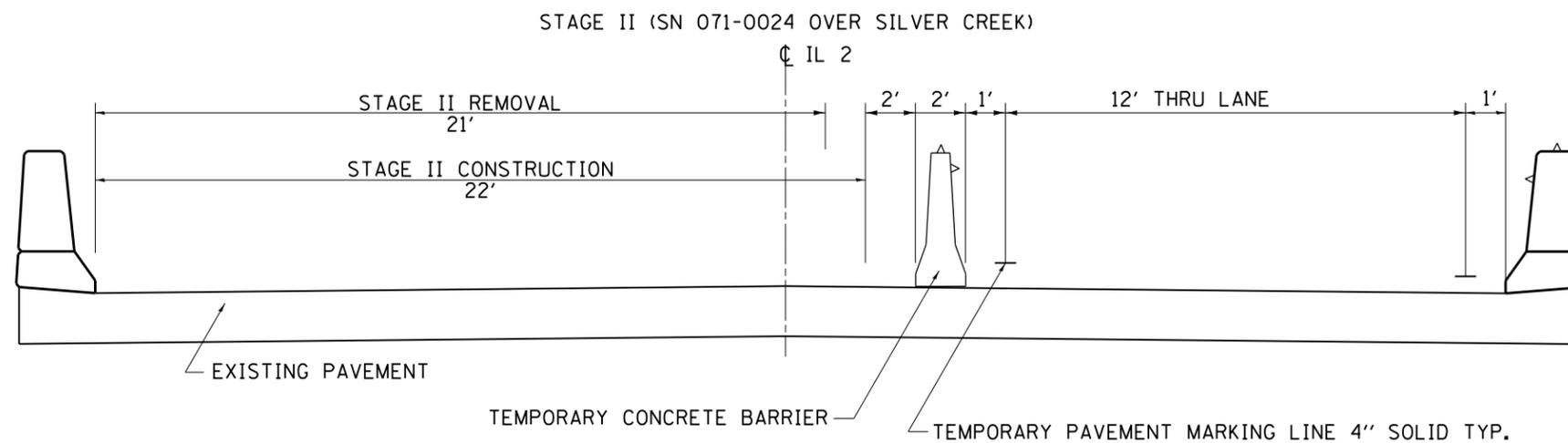
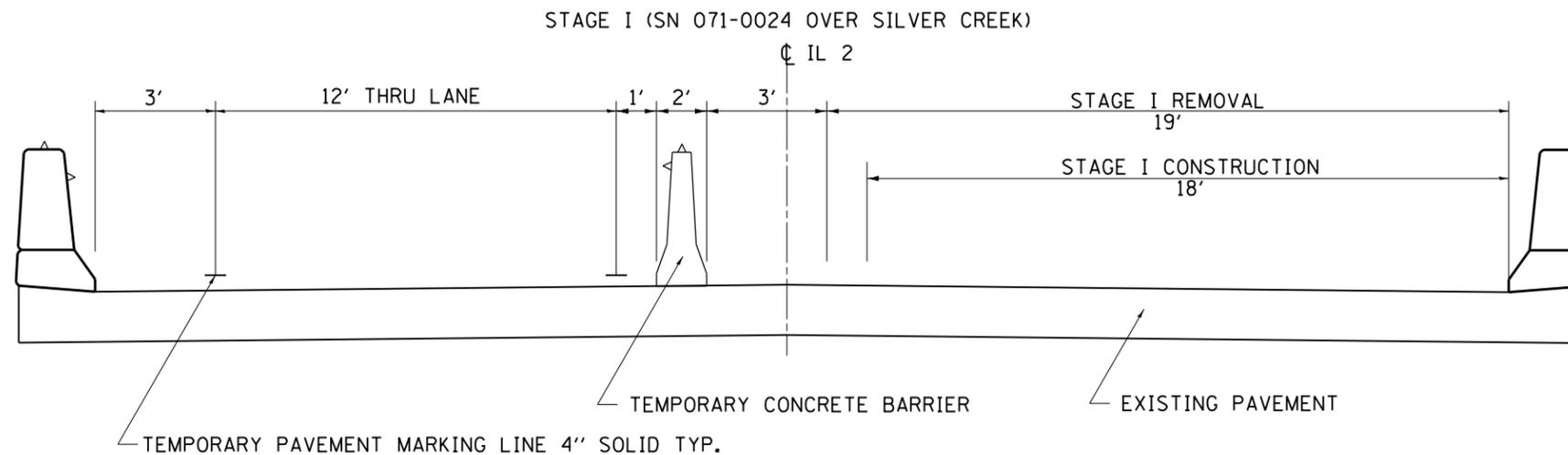
SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	100% STATE	100% STATE
			TOTAL QUANTITY	OGLE COUNTY
42001300	PROTECTIVE COAT	SQ YD	18.7	18.7
50102400	CONCRETE REMOVAL	CU YD	7	7
50300255	CONCRETE SUPERSTRUCTURE	CU YD	7.5	7.5
X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	311	311
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	850	850
50800515	BAR SPLICERS	EACH	12	12
52000110	PREFORMED JOINT STRIP SEAL	FOOT	84	84
67100100	MOBILIZATION	L SUM	1	1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	2	2
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	2	2
70106700	TEMPORARY RUMBLE STRIPS	EACH	2	2
70300220	TEMPORARY PAVEMENT MARKING LINE, 4"	FOOT	2,491	2,491
70400100	TEMPORARY CONCRETE BARRIER	FOOT	562.50	562.50
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	550.0	550.0

14

REV

STAGING TYPICALS



FILE NAME =	USER NAME = dosddd	DESIGNED - _____	REVISED - _____
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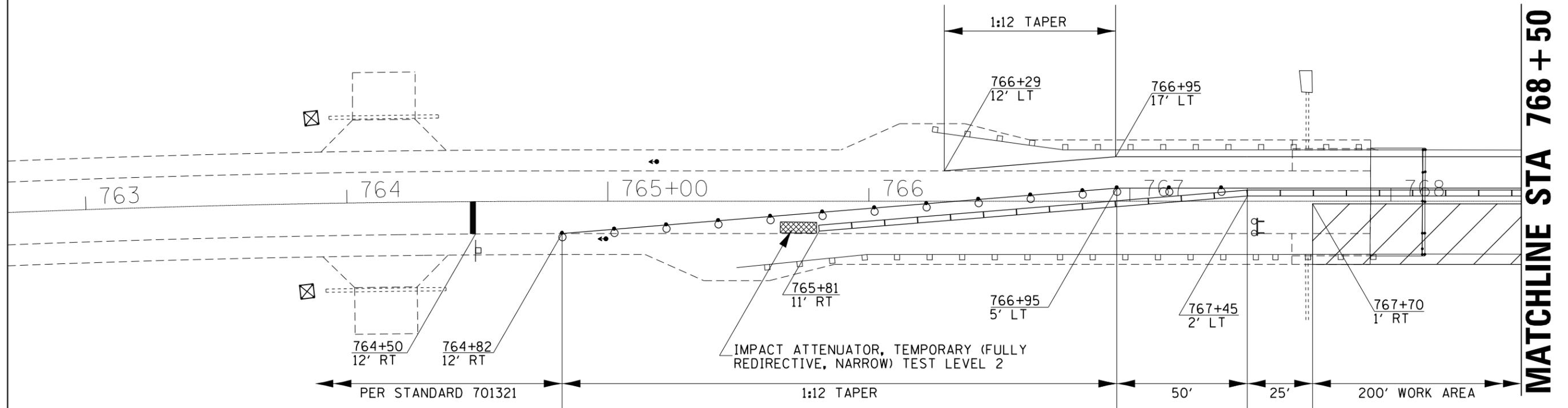
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING TYPICALS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	D2 BDR 2017-2	OGLE	18	5
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64L80	

TRAFFIC CONTROL PLAN – STAGE I FOR SN 071-0024



- SYMBOLS**
- | | |
|---|---|
|  Work area |  Drum with steady burning bi-directional light |
|  Sign |  Temporary concrete barrier |
|  Type III barricade with flashing lights |  Temporary rumble strip (when specified) |
|  Traffic signal |  Double vertical panel (see detail) |
|  Detector loops |  Crystal, bidirectional guardrail/barrier wall reflector |
|  Impact attenuator | |

NOTES

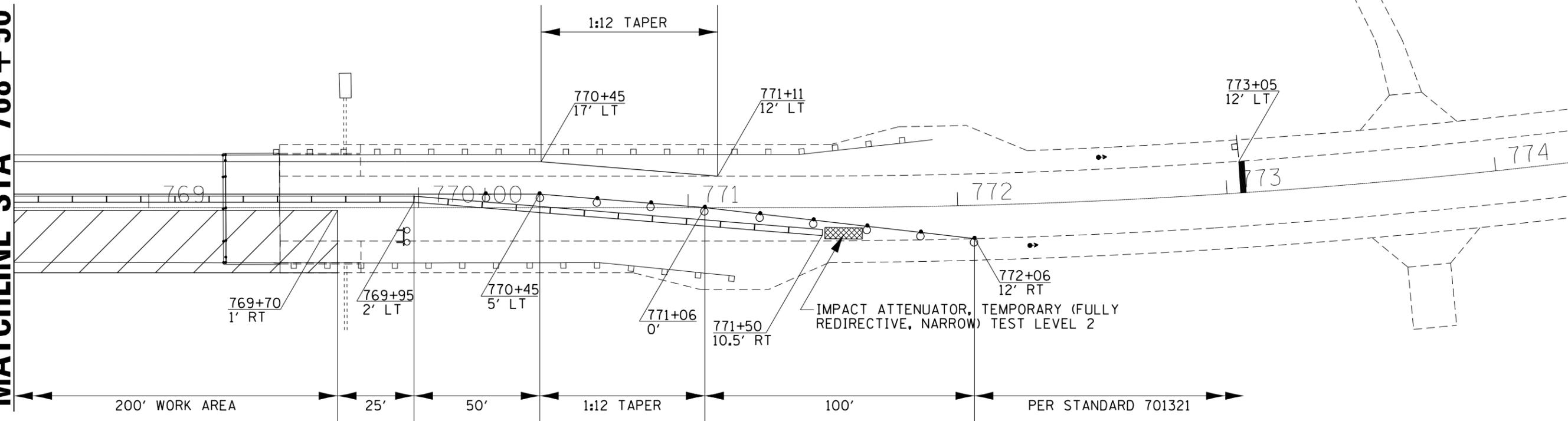
- ① ReflectORIZED temporary pavement marking shall be placed throughout the taper and along-side the work area. The edge line shall be white for right lane closure and yellow for left lane closures.
- ② Barrier wall/guardrail markers at 25' (7.6 m). Markers on right shall be shall be crystal and markers on left shall be amber.
- ③ Offsets shown are from the centerline pavement marking of the direction of travel.
- ④ Barrier wall offsets are to the construction side of the barrier wall.
- ⑤ Refer to Highway Standard 701321 for additional details not shown.

FILE NAME =	USER NAME = dosddd	DESIGNED - _____	REVISED - _____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL PLAN – STAGE I FOR SN 071-0024	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Q:\BR\Draws\Ogle\64L80 Bridge Repairs S	071-0024\CADD\64L80-shit-cover.dgn	DRAWN - _____	REVISED - _____			742	D2 BDR 2017-2	OGLE	18	6	
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	PLOT DATE = Dec-20-2016 01:23:16 PM	DATE - _____	REVISED - _____			ILLINOIS FED. AID PROJECT CONTRACT NO. 64L80					

TRAFFIC CONTROL PLAN – STAGE I FOR SN 071-0024



MATCHLINE STA 768+50



NOTES

- ① Reflectorized temporary pavement marking shall be placed throughout the taper and along-side the work area. The edge line shall be white for right lane closure and yellow for left lane closures.
- ② Barrier wall/guardrail markers at 25' (7.6 m). Markers on right shall be shall be crystal and markers on left shall be amber.
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- ⑤ Refer to Highway Standard 701321 for additional details not shown.

SYMBOLS

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|  Work area |  Drum with steady burning bi-directional light |
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|  Detector loops |  Crystal, bidirectional guardrail/barrier wall reflector |
|  Impact attenuator | |

FILE NAME =	USER NAME = dosddd	DESIGNED - _____	REVISED - _____
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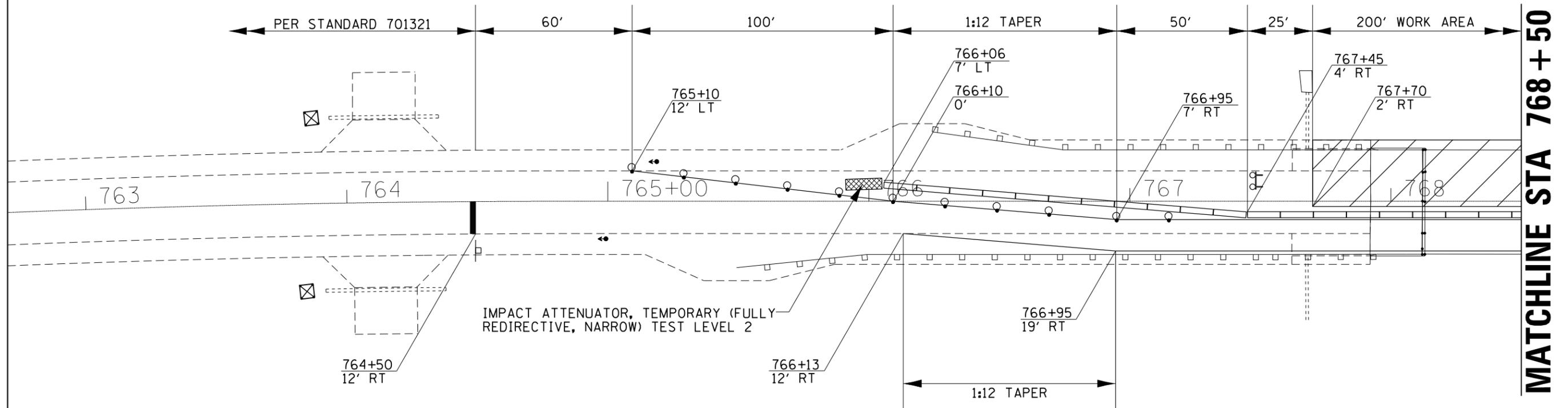
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL PLAN – STAGE I
FOR SN 071-0024**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	D2 BDR 2017-2	OGLE	18	7
CONTRACT NO. 64L80			ILLINOIS FED. AID PROJECT	

TRAFFIC CONTROL PLAN – STAGE II FOR SN 071-0024



MATCHLINE STA 768 + 50

IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2

NOTES

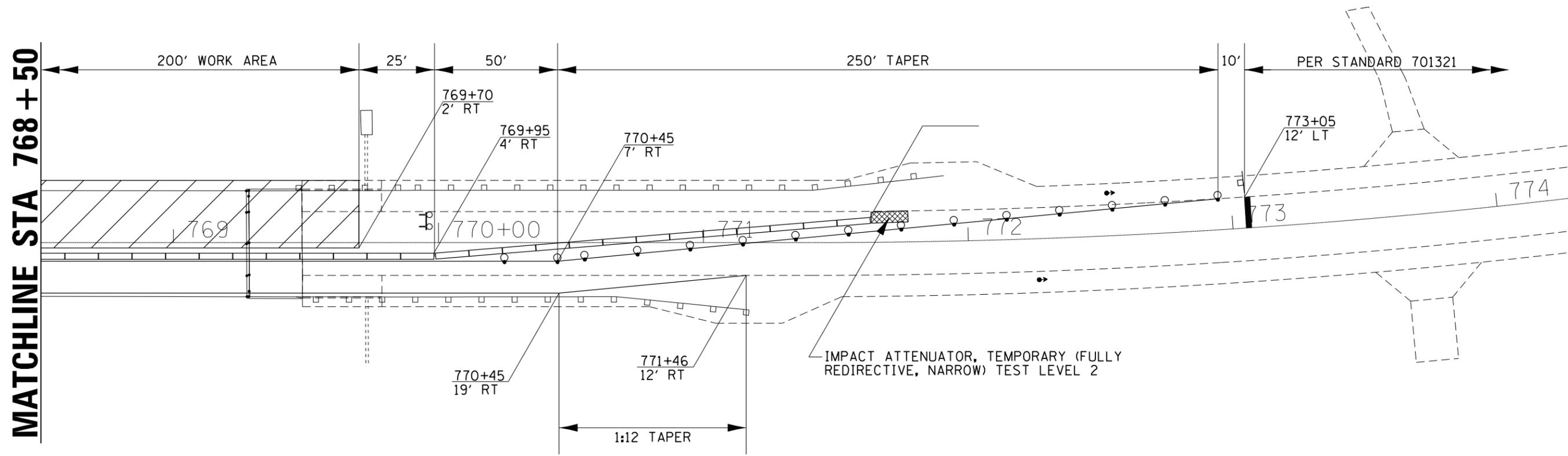
- ① ReflectORIZED temporary pavement marking shall be placed throughout the taper and along-side the work area. The edge line shall be white for right lane closure and yellow for left lane closures.
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SYMBOLS

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|---|---|
|  Work area |  Drum with steady burning bi-directional light |
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|  Type III barricade with flashing lights |  Temporary rumble strip (when specified) |
|  Traffic signal |  Double vertical panel (see detail) |
|  Detector loops |  Crystal, bidirectional guardrail/barrier wall reflector |
|  Impact attenuator | |

FILE NAME =	USER NAME = dosddd	DESIGNED - _____	REVISED - _____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL PLAN – STAGE II FOR SN 071-0024	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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TRAFFIC CONTROL PLAN – STAGE II FOR SN 071-0024



IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2

NOTES

- ① Reflectorized temporary pavement marking shall be placed throughout the taper and along-side the work area. The edge line shall be white for right lane closure and yellow for left lane closures.
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SYMBOLS

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FILE NAME =	USER NAME = dosddd	DESIGNED - _____	REVISED - _____
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

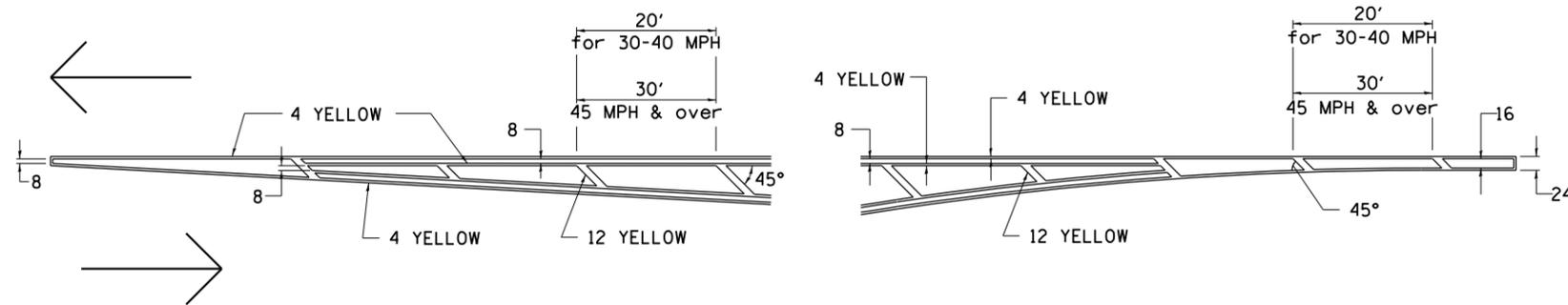
**TRAFFIC CONTROL PLAN – STAGE II
FOR SN 071-0024**

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

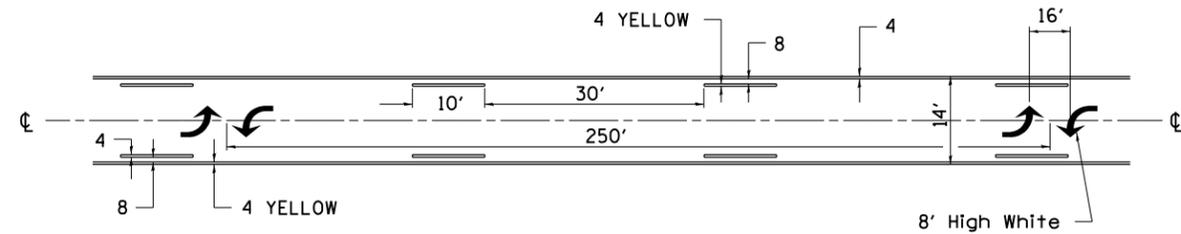
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	D2 BDR 2017-2	OGLE	18	9
CONTRACT NO. 64L80			ILLINOIS FED. AID PROJECT	

TYPICAL PAVEMENT MARKINGS

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

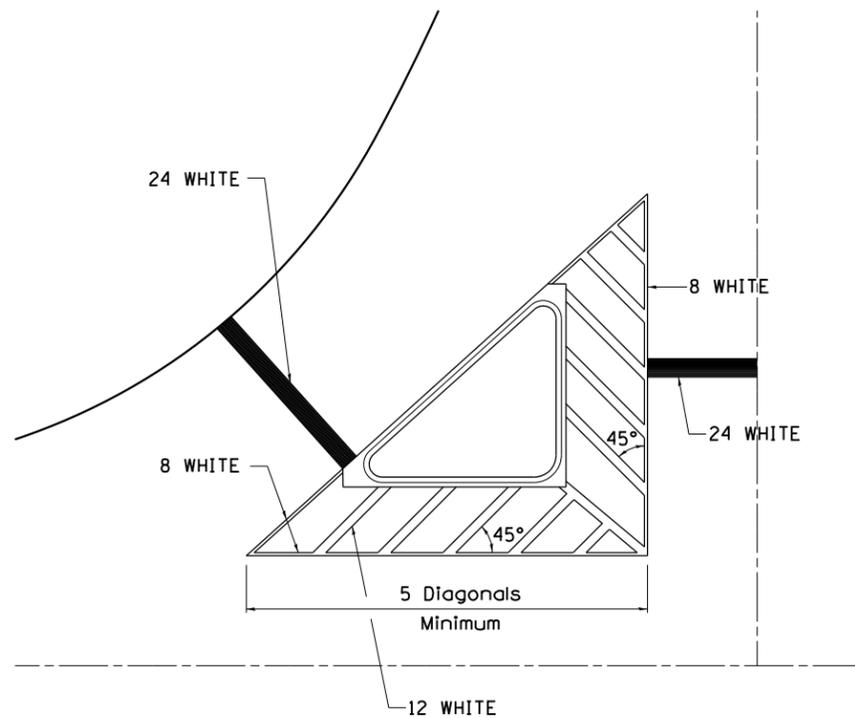


MEDIAN PAVEMENT MARKING



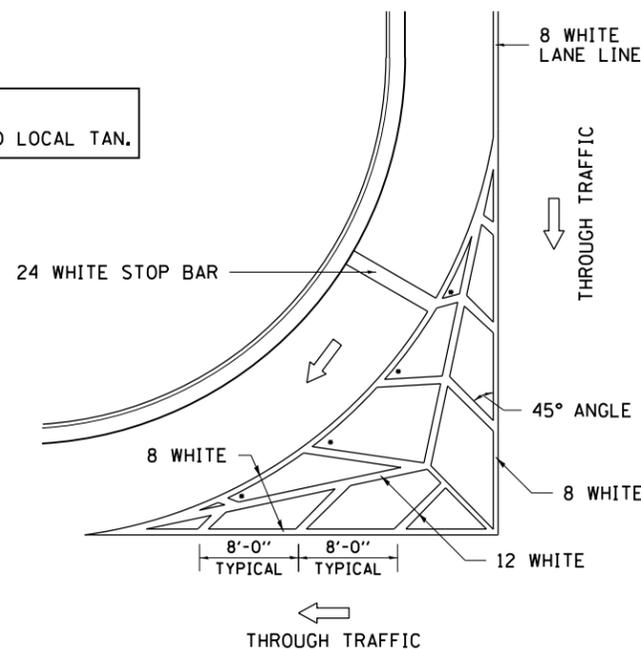
•• ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

TYPICAL ISLAND OFFSET SHOULDER WIDTH



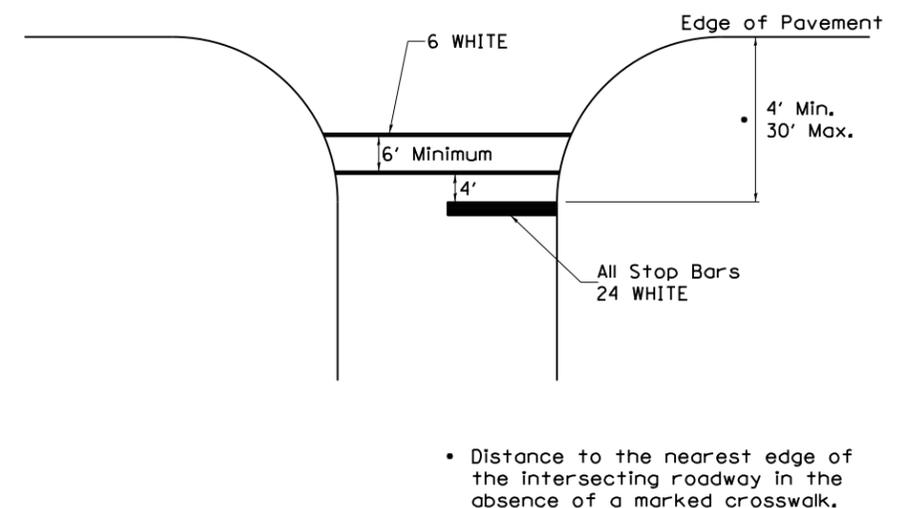
TYPICAL MARKING FOR PAINTED ISLANDS

NOTE:
* 45° TO LOCAL TAN.



STANDARD CROSSWALK MARKING

See Schedules for Locations

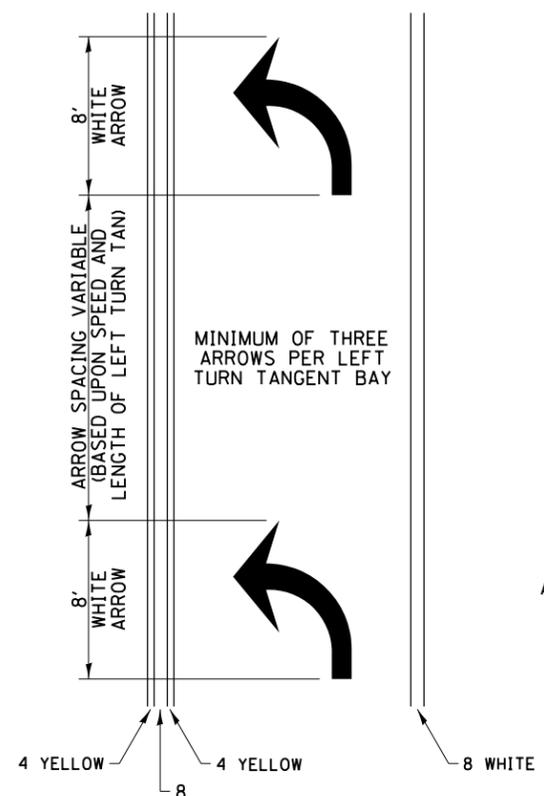


• Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

FILE NAME =	USER NAME = dosddd	DESIGNED -	REVISED - 6-27-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = Dec-19-2016 08:39:36 AM	DATE -	REVISED -				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

TYPICAL PAVEMENT MARKINGS

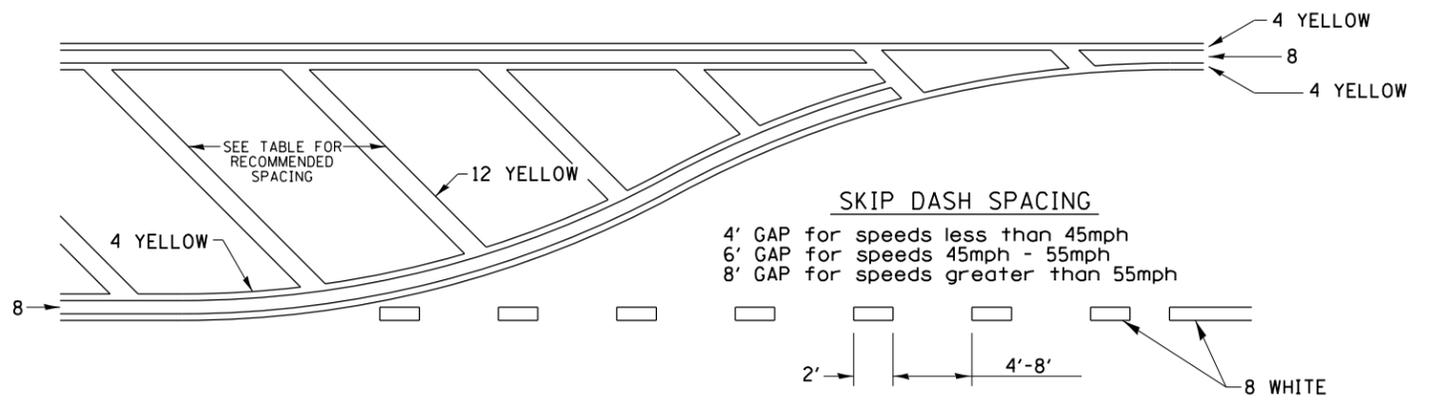
ARROW LAYOUT



- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER
- ◆ TWO-WAY AMBER MARKER

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

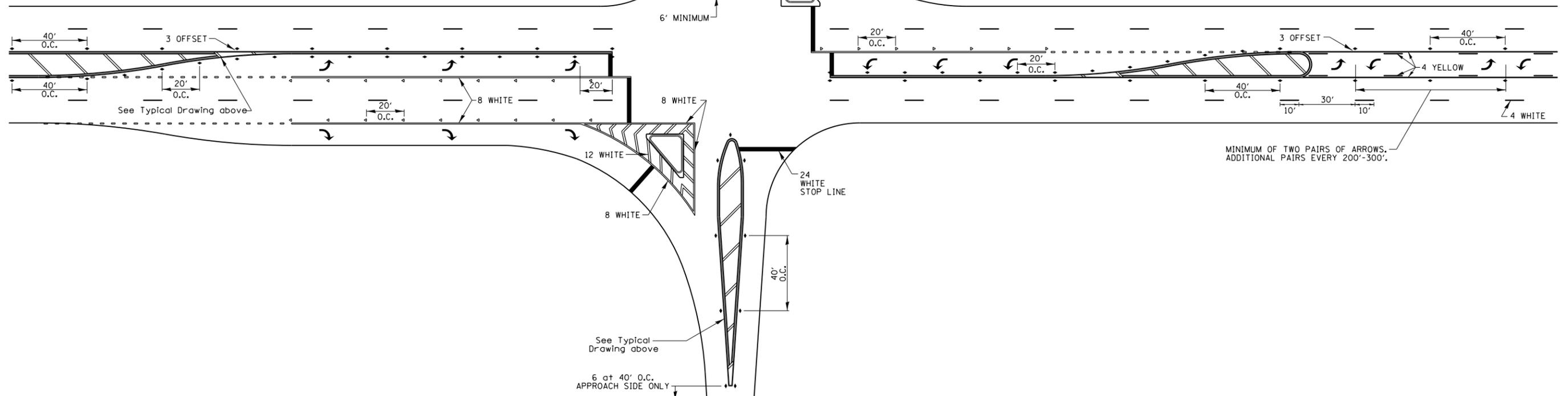
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 30MPH	50'	15'	10'
30-40MPH	75'	20'	15'
45MPH & over	75'	30'	20'

NOTE: if the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.



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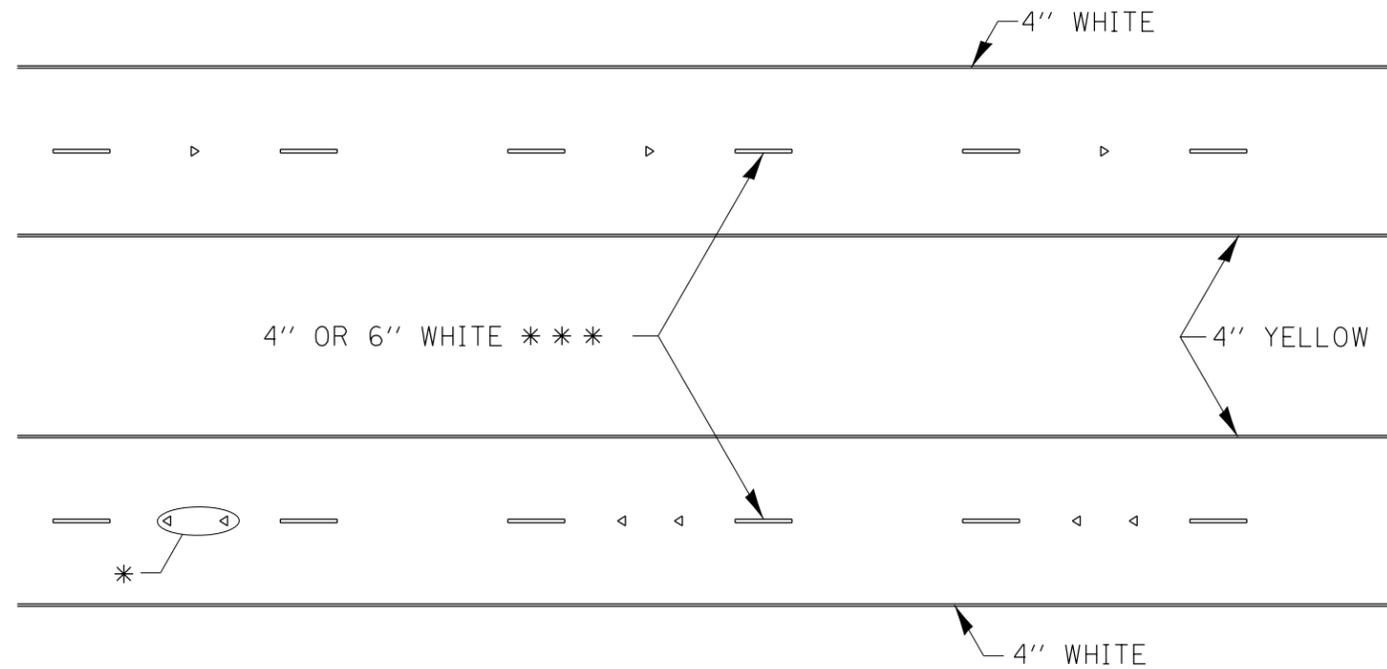
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: _____ SHEET NO. ____ OF ____ SHEETS STA. _____ TO STA. _____

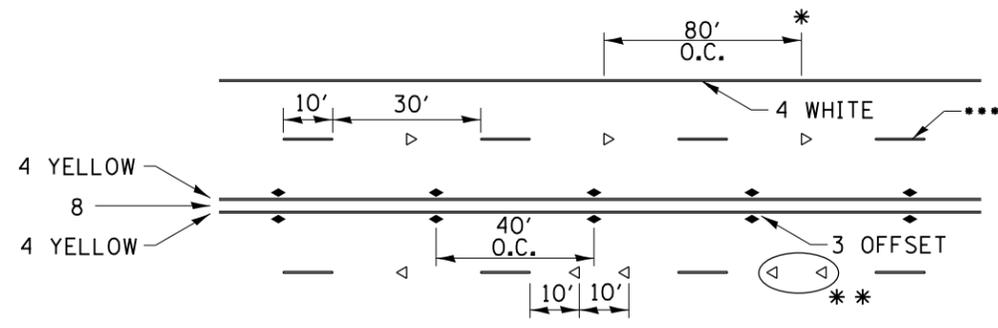
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	D2 BDR 2017-2	OGLE	18	11
FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT			CONTRACT NO. 64L80	

TYPICAL PAVEMENT MARKINGS



* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS.
USE DOUBLE MARKERS WHEN ADT > 20,000.

MULTI-LANE / DIVIDED



* REDUCE TO 40' O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH LOWER THAN POSTED SPEEDS.

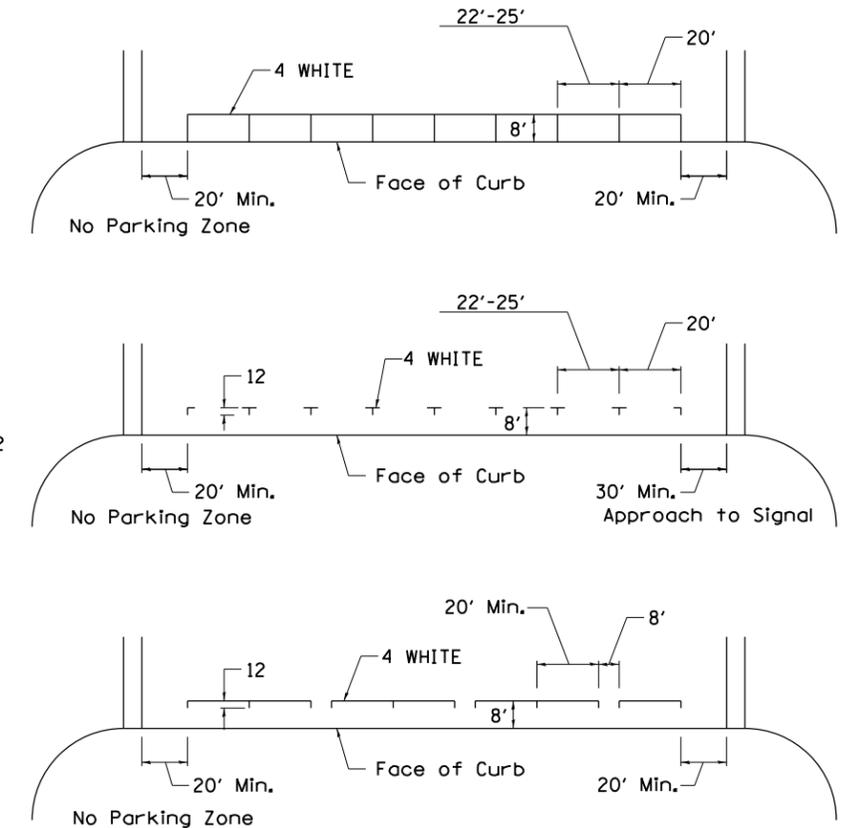
** USE DOUBLE MARKERS WHEN ADT ≥ 20,000

*** CENTERLINE SKIP DASH PAVEMENT MARKING SPEED LIMIT LESS THAN 40 MPH USE 4" LINE. SPEED LIMIT 40 MPH AND OVER USE 6" LINE.

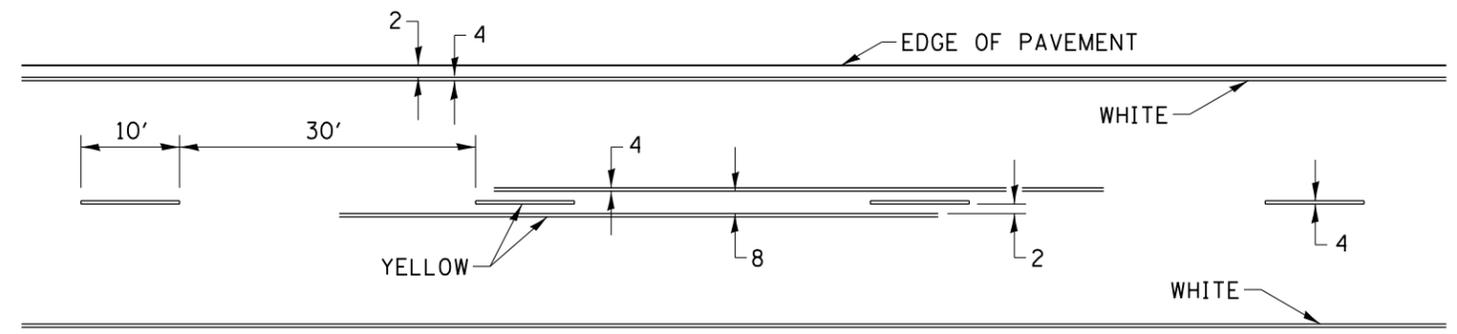
MULTI-LANE / UNDIVIDED & ONE WAY

(FOR MULTI-LANE UNDIVIDED HIGHWAYS USE THIS DETAIL NOT HIGHWAY STANDARD 781001)

TYPICAL PARKING SPACING



TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION – NO PASSING ZONES



SYMBOLS

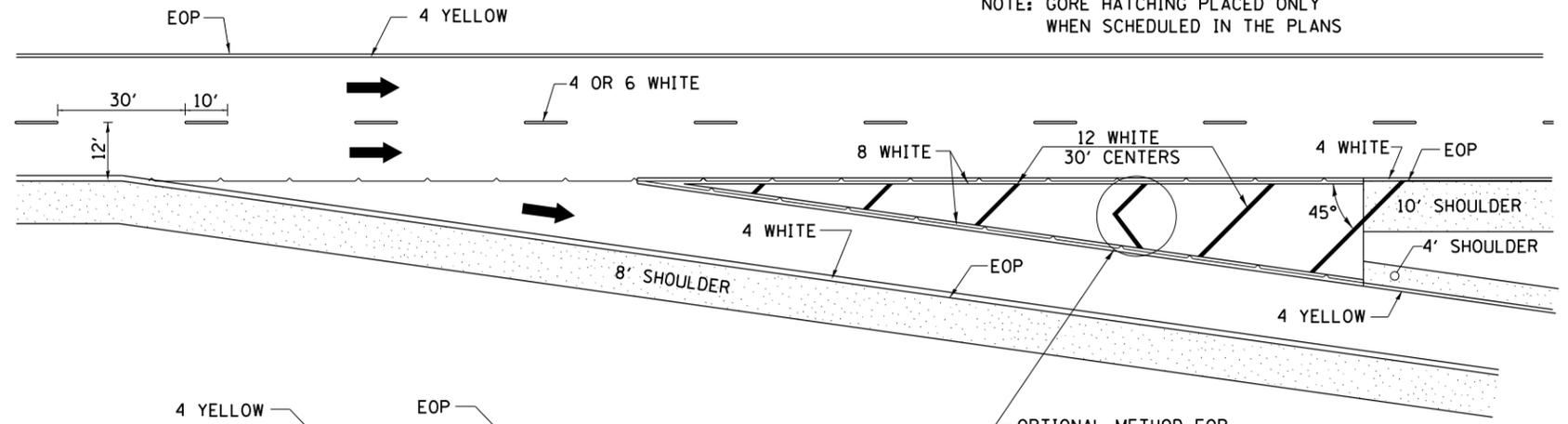
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PAINING DETAILS

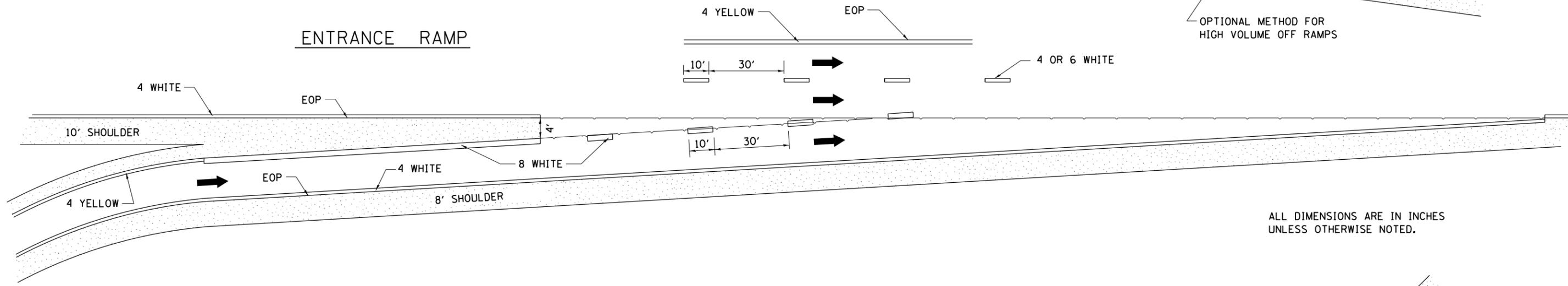
CENTERLINE SKIP DASH PAVEMENT MARKING WIDTH SHALL BE 4" WHEN THE POSTED SPEED LIMIT IS UNDER 40 MPH AND 6" WHEN THE POSTED SPEED LIMIT IS 40 MPH AND OVER.

EXIT RAMP

NOTE: GORE HATCHING PLACED ONLY WHEN SCHEDULED IN THE PLANS

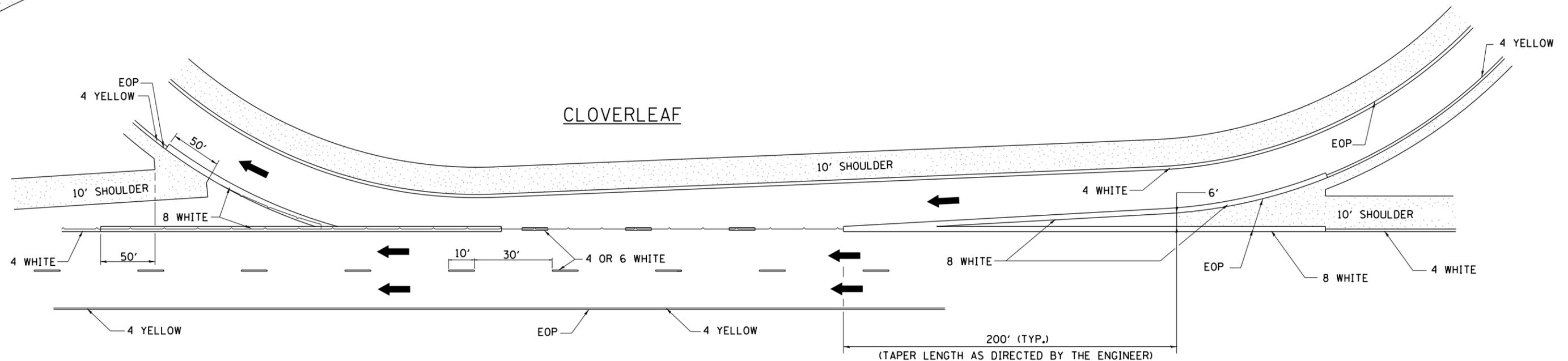


ENTRANCE RAMP



ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

CLOVERLEAF



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

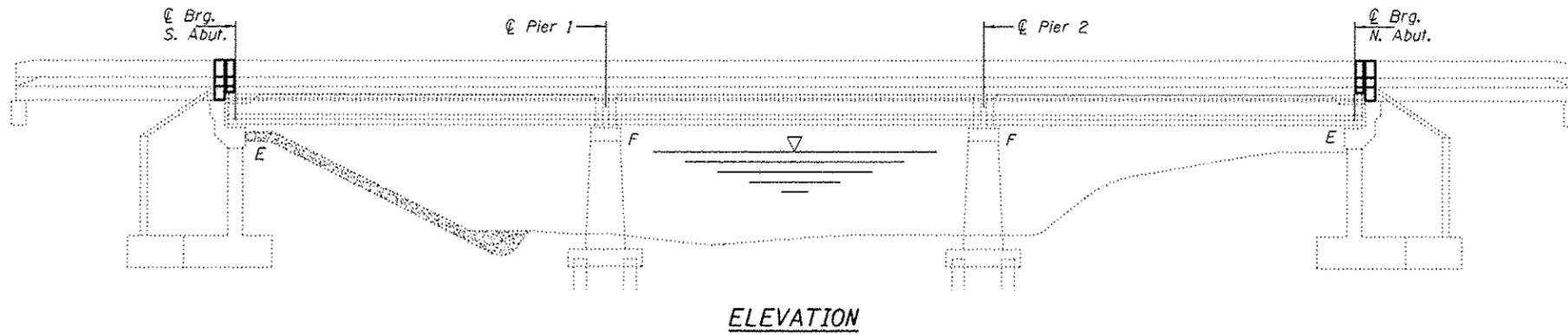
REGION 2 / DISTRICT 2 STANDARD

SCALE: _____ SHEET NO. ____ OF ____ SHEETS STA. _____ TO STA. _____

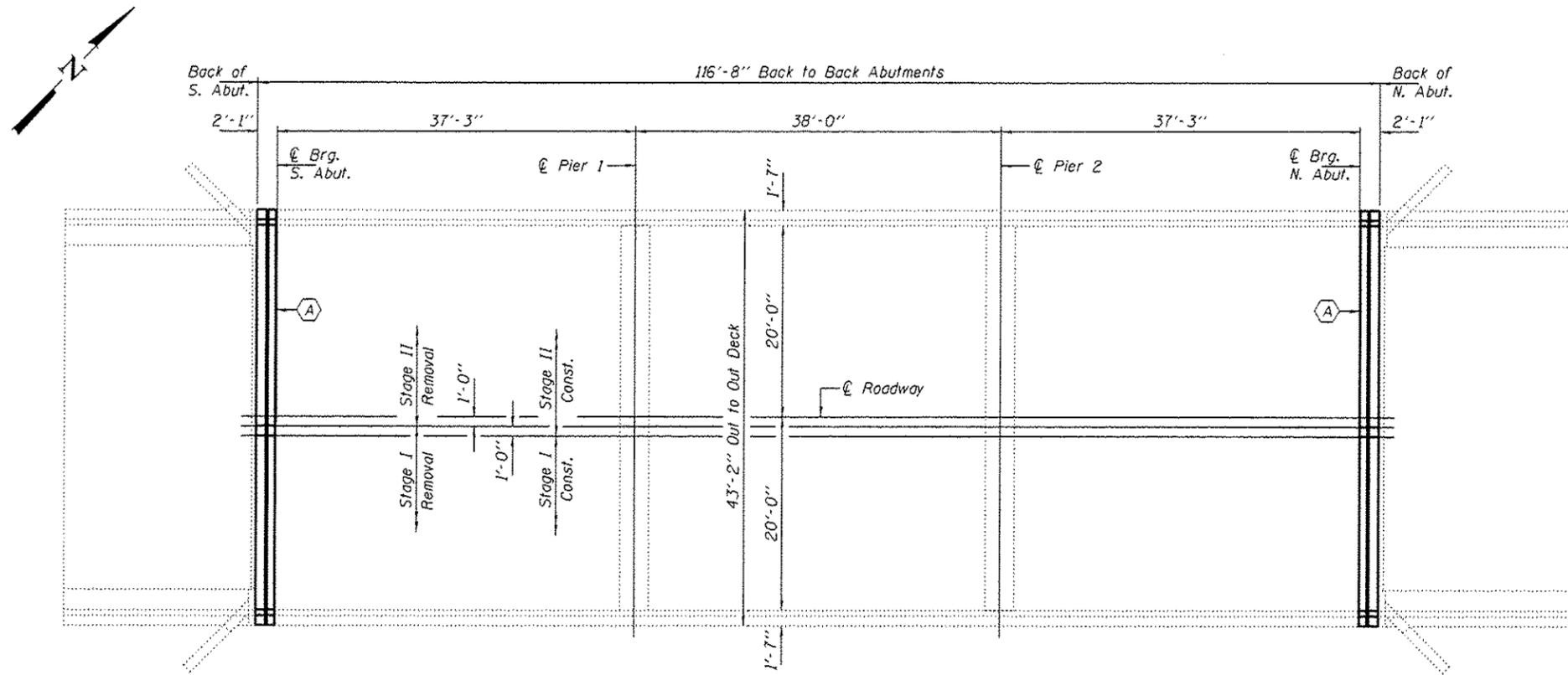
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	D2 BDR 2017-2	OGLE	18	13
FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT			CONTRACT NO. 64L80	

GENERAL NOTES

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.
 Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
 Reinforcement bars designated (E) shall be epoxy coated.
 Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.
 Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50° F.
 Synthetic fiber shall be added to the Bridge Deck Latex overlay. See Special Provisions.

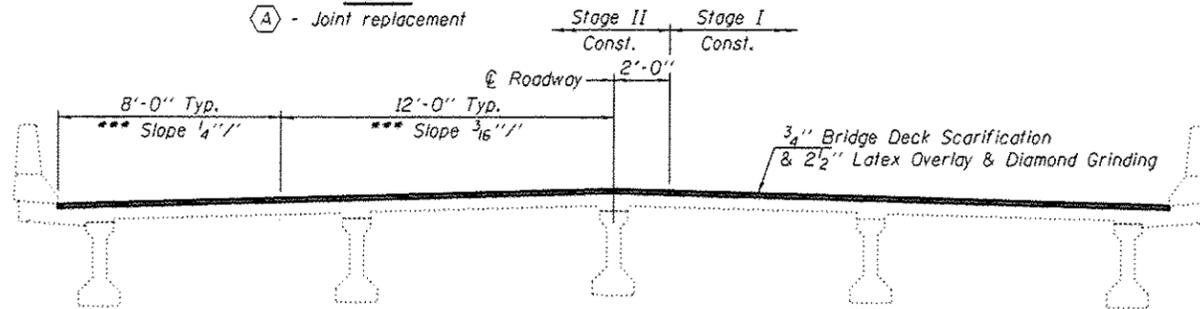


ELEVATION



PLAN

(A) - Joint replacement



CROSS SECTION
(Looking North)

*** Match existing cross slope.

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	7.0
Concrete Superstructure	Cu. Yd.	7.5
Bridge Deck Scarification 3/4"	Sq. Yd.	500.9
Bridge Deck Latex Concrete Overlay, 2 1/2"	Sq. Yd.	500.9
Diamond Grinding	Sq. Yd.	516.7
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	311
Protective Coat	Sq. Yd.	18.7
Reinforcement Bars, Epoxy Coated	Pound	850
Bar Splicers	Each	12
Preformed Joint Strip Seal	Foot	84
Structural Repair of Concrete ≤ 5"	Sq. Ft.	48
Structural Repair of Concrete > 5"	Sq. Ft.	21
Temporary Shoring and Cribbing	Each	6
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	5

* Quantities are estimated. Actual locations and quantities to be determined by the Engineer in the field.
 ** On new concrete superstructure areas only.



Expires: November 30, 2018

DESIGNED - *David Puzey*
 CHECKED - *Steffen Baliva*
 DRAWN - *Steffen Baliva*
 CHECKED - *CCS*

PASSED
David Carl Puzey
 ENGINEER OF BRIDGES AND STRUCTURES

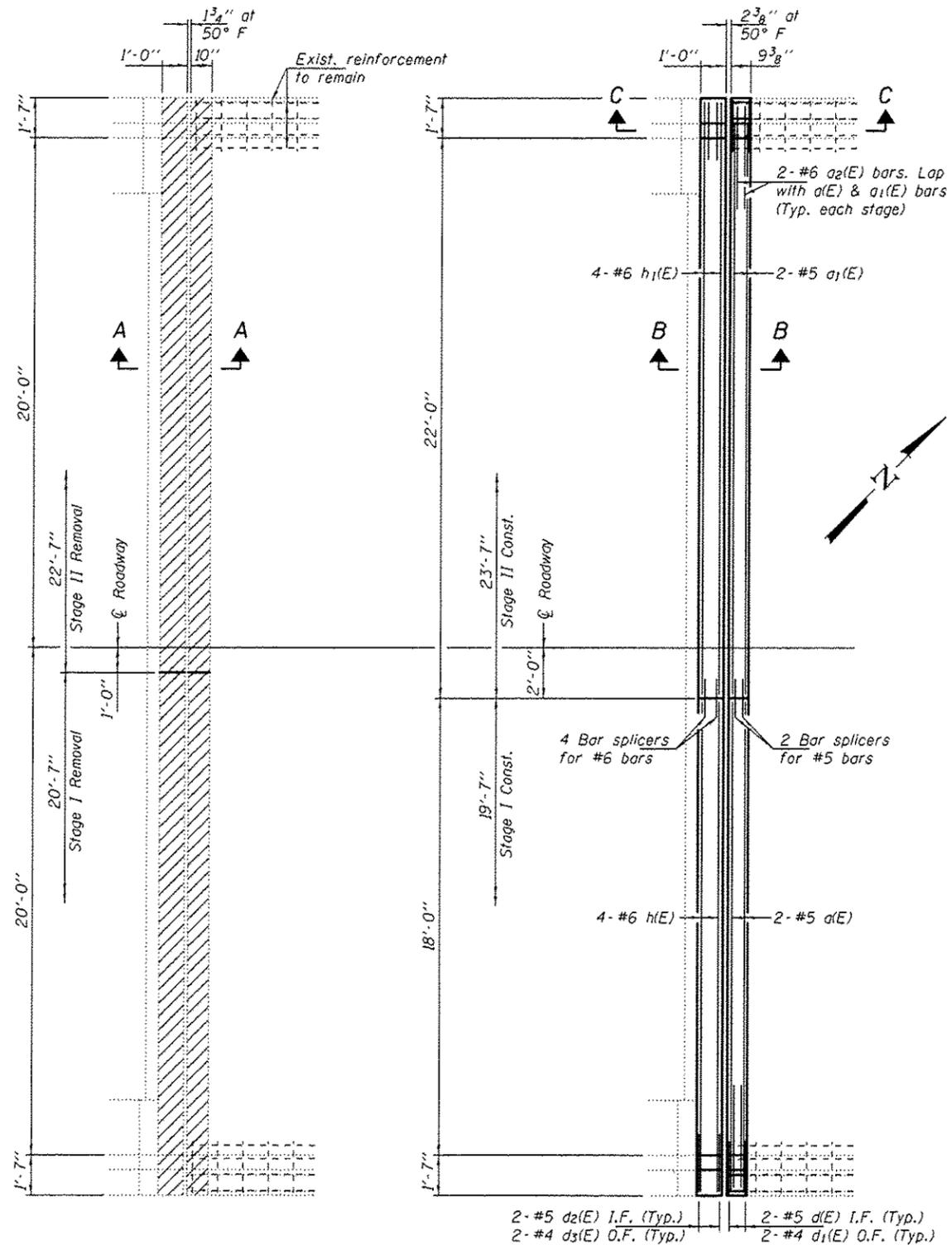
DATE - JANUARY 18, 2017
 REVISED
 REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
 FAP 742 (ILLINOIS ROUTE 2) OVER SILVER CREEK
 SN 071-0024

SHEET NO. 1 OF 5 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	D2 BDR 2017-2	OGLE	18	14
CONTRACT NO. 64Z80			ILLINOIS FED. AID PROJECT	

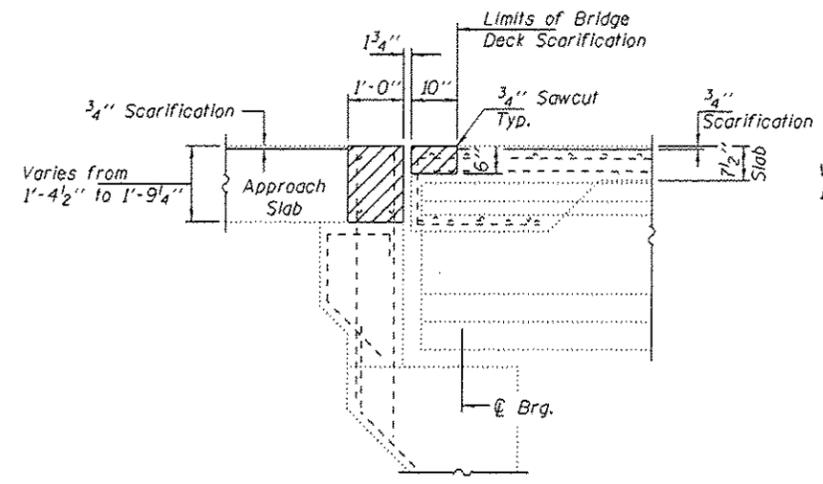


PARTIAL REMOVAL PLAN

PARTIAL REPLACEMENT PLAN

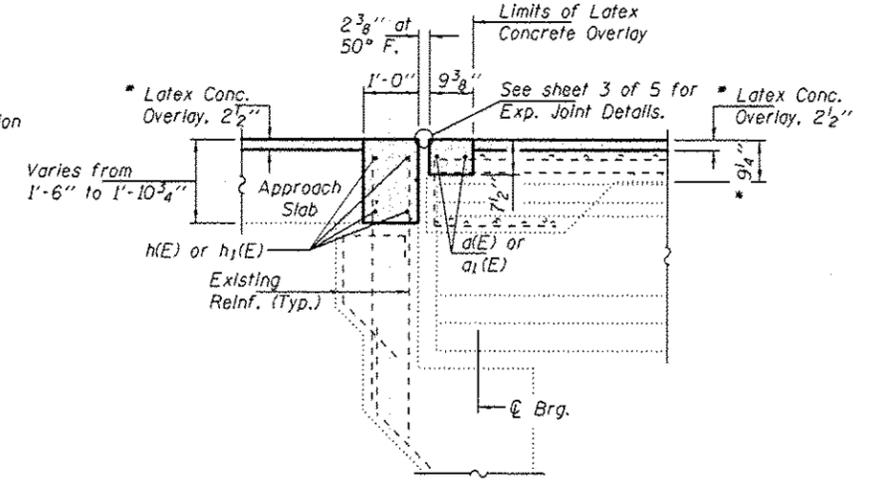
South abutment shown. North abutment similar by rotation.

Note:
Hatched areas indicate
Concrete Removal.



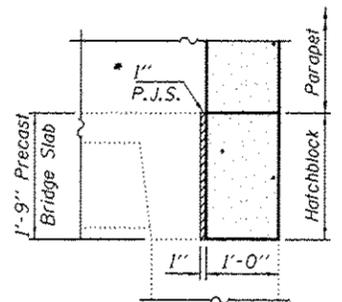
SECTION A-A

The Contractor shall use extreme care during concrete removal so as not to damage the PPC I-Beam and Precast Approach Slab Deck Beams.



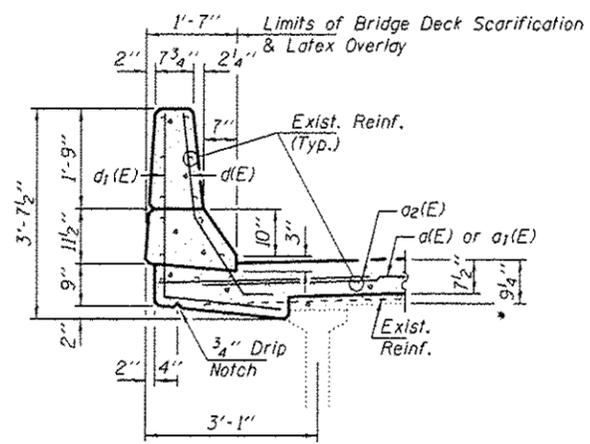
SECTION B-B

* Prior to Diamond Grinding



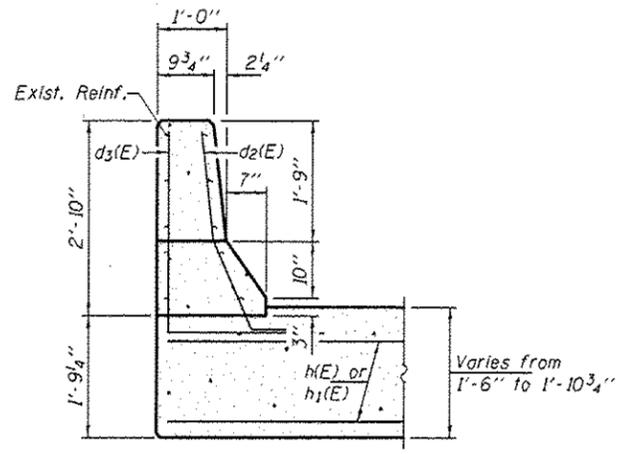
SECTION C-C

* Preformed Joint Sealer cost included with Concrete Superstructure



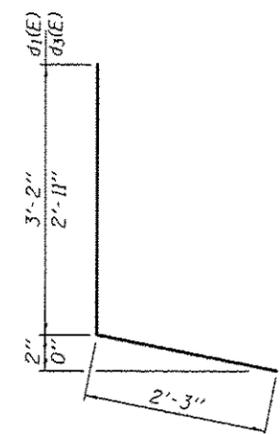
TYPICAL PARAPET SECTION

(Bridge Deck Side)

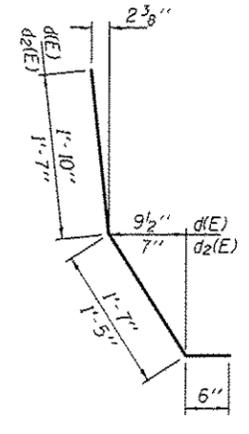


TYPICAL PARAPET SECTION

(Abutment Side)



BARS d1(E) & d3(E)



BARS d(E) & d2(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	4	#5	18'-10"	—
a1(E)	4	#5	22'-10"	—
a2(E)	8	#6	4'-0"	—
d(E)	8	#5	3'-11"	⌋
d1(E)	8	#4	5'-5"	⌋
d2(E)	8	#5	3'-6"	⌋
d3(E)	8	#4	5'-2"	⌋
h(E)	8	#6	19'-3"	—
h1(E)	8	#6	23'-3"	—
Bar Splicers			Each	12
Concrete Removal			Cu. Yd.	6.9
Concrete Superstructure			Cu. Yd.	7.5
Reinforcement Bars, Epoxy Coated			Pound	850

DESIGNED JGY
CHECKED CCC
DRAWN steffen/baliva
CHECKED JGY CCC

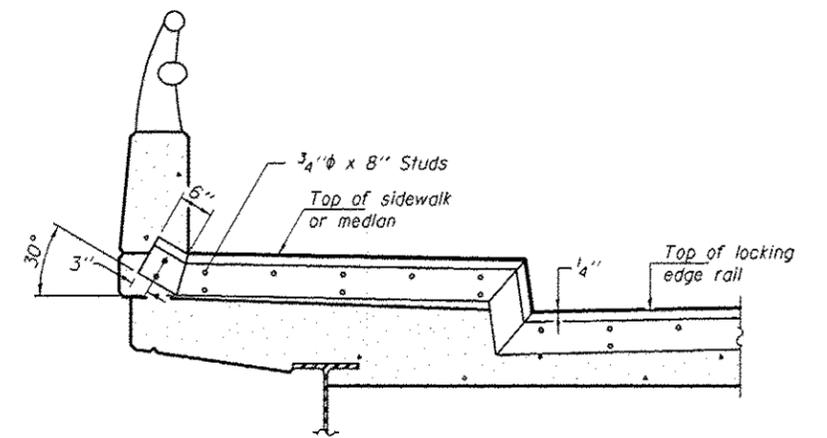
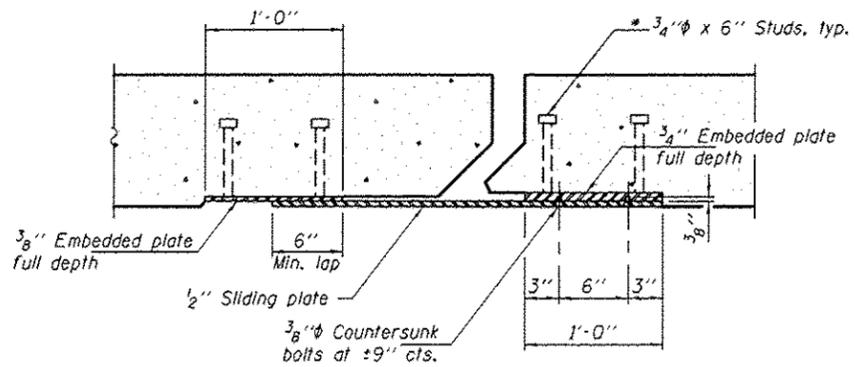
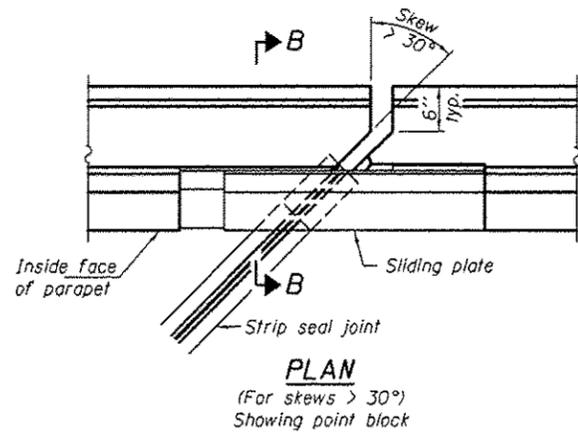
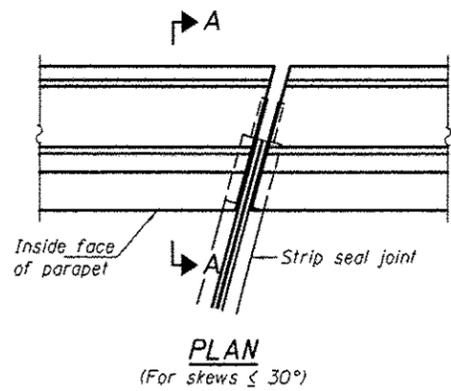
DATE JANUARY 18, 2017
REVISOR
REVISOR
PASSED
ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REPAIR DETAILS
SN 071-0024

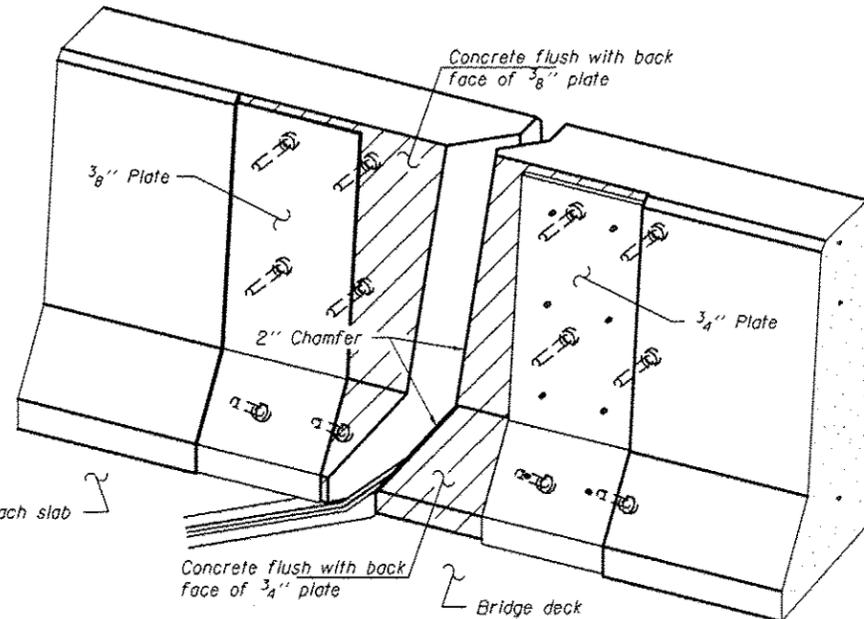
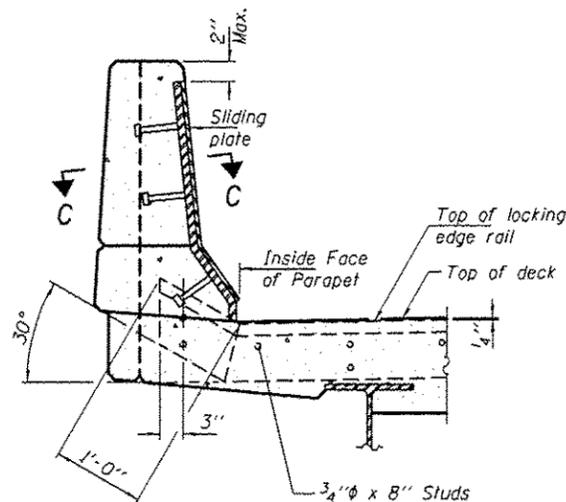
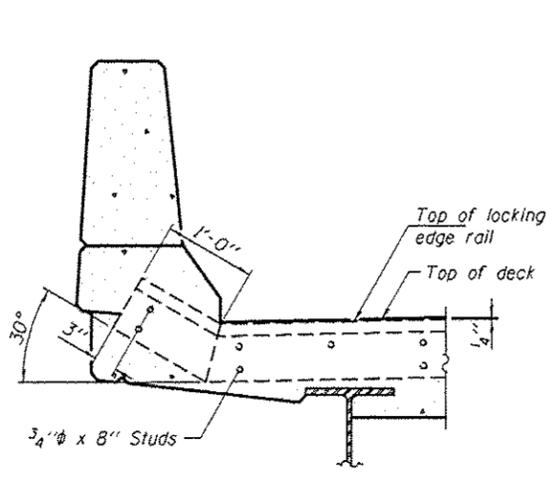
SHEET NO. 2 OF 5 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	D2 BDR 2017-2	OGLE	18	15
CONTRACT NO. 64280			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.



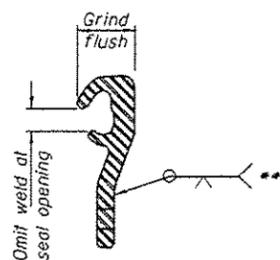
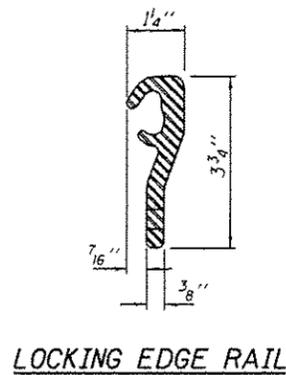
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

SECTION A-A

SECTION B-B

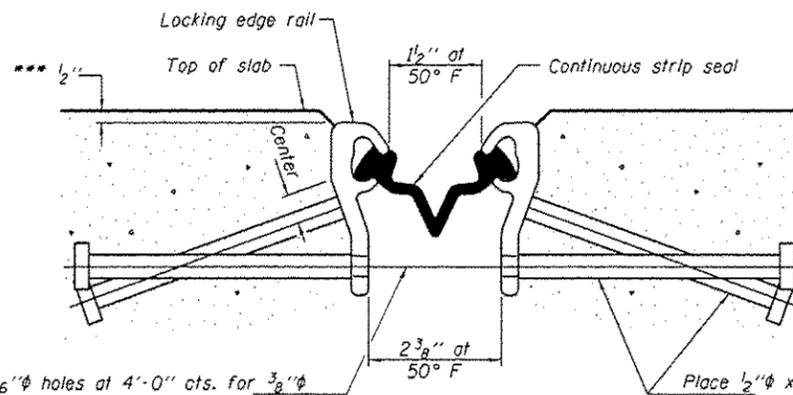
TRIMETRIC VIEW
(Showing back plates only)

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.
 The height and thickness of the Locking Edge Rails shown are minimum dimensions. 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.
 The inside of the Locking Edge Rail groove shall be free of weld residue. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.
 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° included in the cost of Preformed Joint Strip Seal.
 The manufacturer's recommended installation methods shall be followed.



LOCKING EDGE RAIL SPLICE

** Back gouge not required if complete joint penetration is verified by mock-up.



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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	84

DESIGNED JGY
 CHECKED CCC
 DRAWN steffen/baliva
 CHECKED JGY CCC

PASSED

 ENGINEER OF BRIDGES AND STRUCTURES

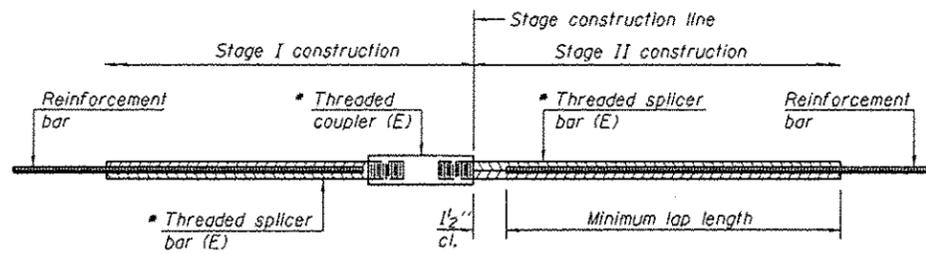
DATE JANUARY 18, 2017
 REVISED
 REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
 SN 071-0024

SHEET NO. 3 OF 5 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
142	D2 BDR 2017-2	OGLE	18	16
CONTRACT NO. 64Z80				ILLINOIS FED. AID PROJECT

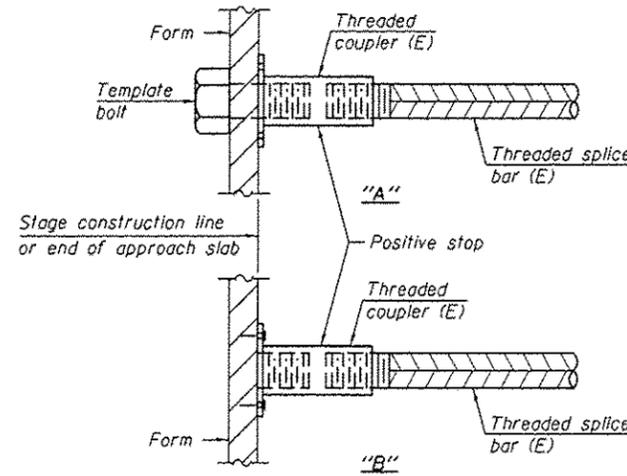


STANDARD BAR SPLICER ASSEMBLY

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	Minimum lap length
N. Abut. Hatch Block	#6	4	4'-0"
N. Abut. Deck	#5	2	3'-6"
S. Abut. Hatch Block	#6	4	4'-0"
S. Abut. Deck	#5	2	3'-6"

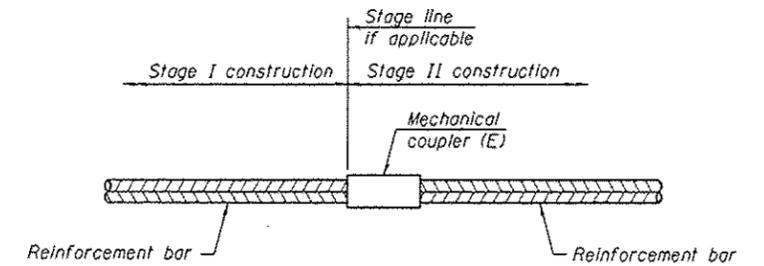


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

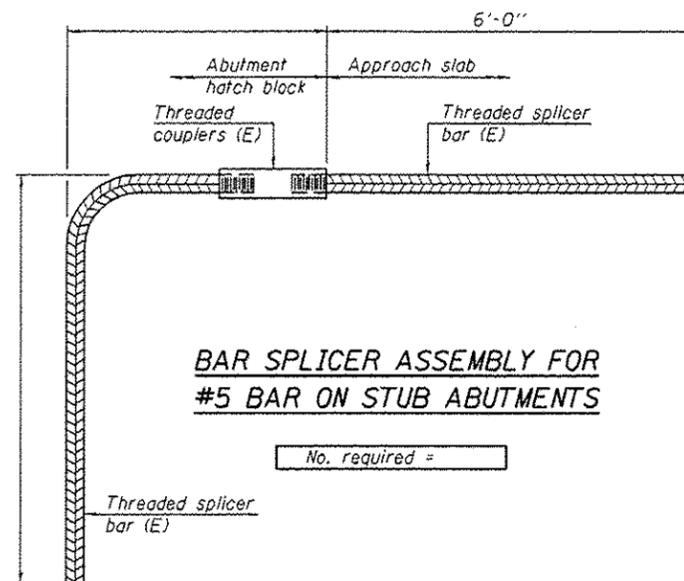
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

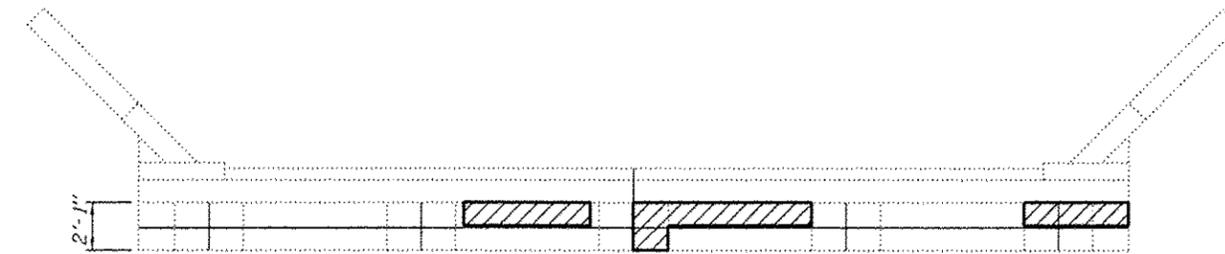
Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

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.

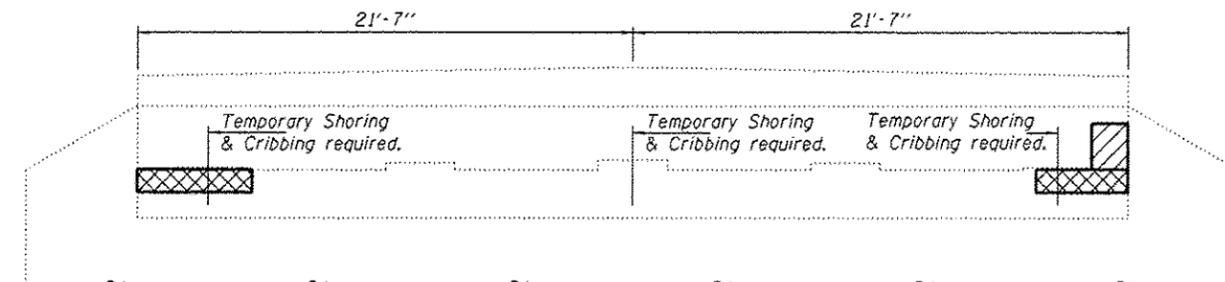
See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1 6-8-15

DESIGNED JGY	DATE JANUARY 18, 2017	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION SN 071-0024	F.A.P. RTE. 742	SECTION 02 BDR 2017-2	COUNTY OGLE	TOTAL SHEETS 18	SHEET NO. 17
CHECKED CCC	REVISOR		CONTRACT NO. 64Z80				
DRAWN steffen/baliva	REVISOR		SHEET NO. 4 OF 5 SHEETS				
CHECKED JGY CCC	REVISOR		ILLINOIS FED. AID PROJECT				

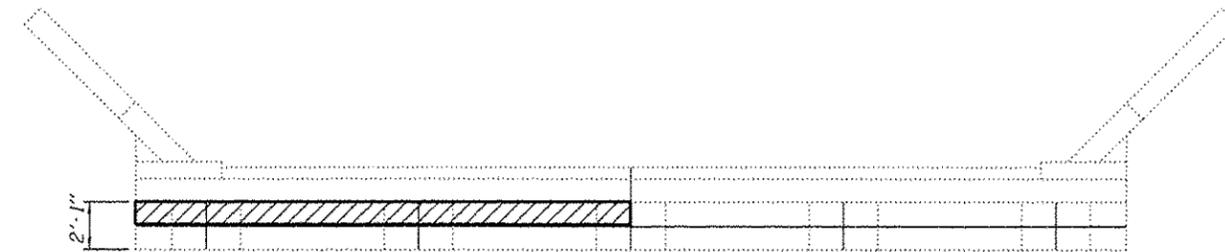


PLAN VIEW

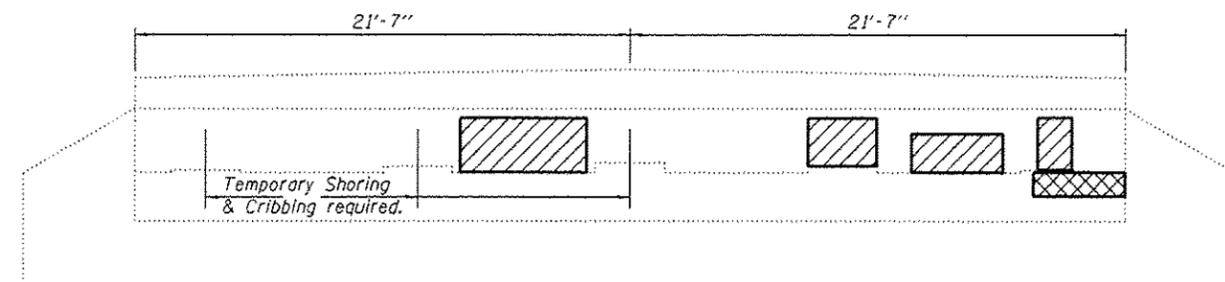


ELEVATION VIEW
(Looking North)

NORTH ABUTMENT



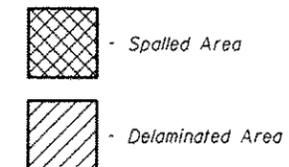
PLAN VIEW



ELEVATION VIEW
(Looking South)

SOUTH ABUTMENT

REACTION TABLE AT TEMPORARY SHORING	
Q (k)	24.8
L (k)	42.5
Imp. (k)	12.75
Total (k)	80.05



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Repair of Concrete ≤ 5"	Sq. Ft.	48
Structural Repair of Concrete > 5"	Sq. Ft.	21
Temporary Shoring and Cribbing	Each	6

* Quantities are estimated. Actual locations and quantities to be determined by the Engineer in the field.

DESIGNED JGY
 CHECKED CCC
 DRAWN steffen/baliva
 CHECKED JGY CCC

PASSED

Carl Pappas
 ENGINEER OF BRIDGES AND STRUCTURES

DATE JANUARY 18, 2017
 REVISED
 REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE REPAIR DETAILS
 SN 071-0024

SHEET NO. 5 OF 5 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	02 BDR 2017-2	COLE	18	18
CONTRACT NO. 64280			ILLINOIS FED. AID PROJECT	