

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	561-B-1	ST. CLAIR	21	1
		ILLINOIS	CONTRACT NO. 76E20	

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**

**PROPOSED**  
**HIGHWAY PLANS**

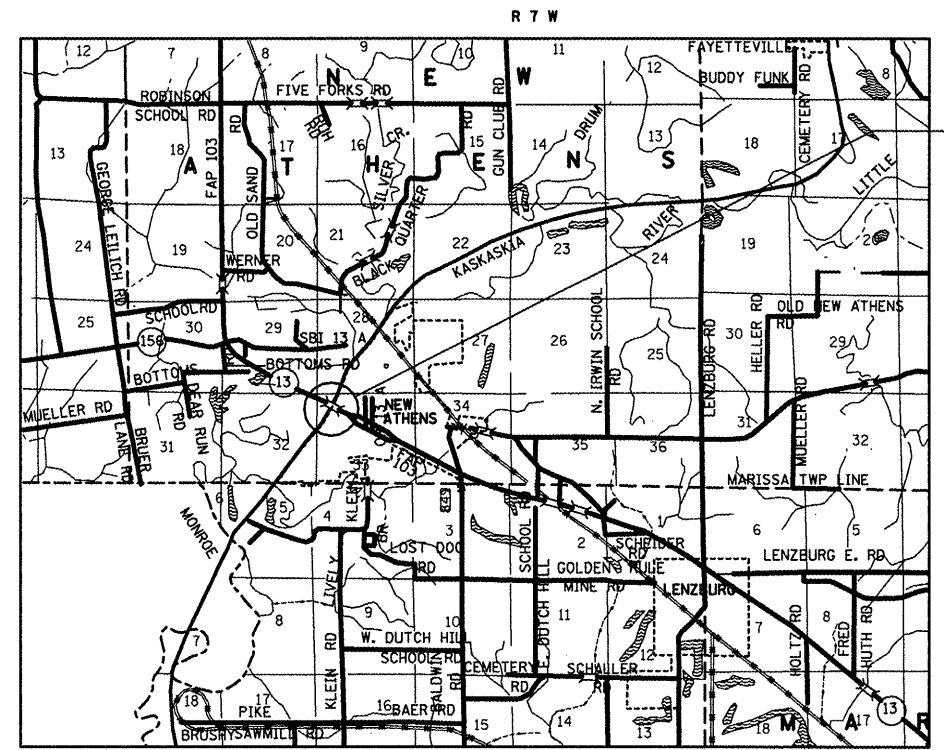
**FAP ROUTE 103 (IL 13)**  
**SECTION 561-B-1**

**STRUCTURE REPAIRS**  
**ST. CLAIR COUNTY**

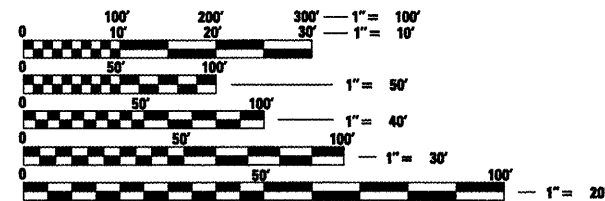
C-98-113-10

FOR INDEX OF SHEETS, SEE SHEET NO. 2

D-98-089-10



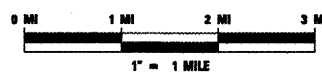
EXISTING 3 SPAN WELDED PLATE GIRDER STRUCTURE  
620.67' BACK TO BACK OF ABUTMENTS  
1° 11' AHEAD LEFT SKEW  
STATION 398+84.88 SN 082-0198



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

LOCATION MAP



GROSS LENGTH = 620.67 FT. = 0.118 MILE  
NET LENGTH = 620.67 FT. = 0.118 MILE

DESIGN DESIGNATION  
N/A

LATITUDE 38° 19' 11.75"  
LONGITUDE 89° 53' 20.03"

PROJECT ENGINEER PATTI LEBEAU 346-3179  
PROJECT MANAGER ARTHUR MUEHLFELD 346-3209

CONTRACT NO. 76E20

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED December 16 2010  
Alan C. Jamie  
DEPUTY DIRECTOR OF HIGHWAYS, REGION 5 ENGINEER  
Feb 4 2011  
Scott E. Stitt, P.E.  
acting ENGINEER OF DESIGN AND ENVIRONMENT  
Feb 7 2011  
Christine M. Reed, Esq.  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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**OF THE STATE OF ILLINOIS**

GENERAL NOTES:

COMMITMENTS

NONE

1. ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES WITHIN THE PROJECT AREA BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:
  - AMEREN IP
  - AT&T ILLINOIS
  - VILLAGE OF NEW ATHENS
 MEMBERS OF J.U.L.I.E. CALL TOLL FREE (800) 892-0123 OR 811 AND ARE INDICATED BY \*. NON- J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.
2. THE THICKNESS OF HOT-MIX ASPHALT SURFACE MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
3. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
4. THE VARIOUS THICKNESSES OF BITUMINOUS SURFACE REMOVAL SHOWN ON THE PLANS IS THE AVERAGE THICKNESS BASED UPON CONTROLLING THICKNESS AS INDICATED. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE. BITUMINOUS SURFACE REMOVAL HAS BEEN INCLUDED IN THE PLANS FOR THE PURPOSE OF REMOVING HIGH IRREGULARITIES AND TO ESTABLISH CROSS SLOPE.
5. THE WIDTHS OF BITUMINOUS SURFACE REMOVAL SHOWN ON THE PLANS ARE THE NOMINAL WIDTHS. IRREGULARITIES IN THE SURFACE WIDTH MAY OCCUR THROUGHOUT THE LENGTH OF THE SECTION. BITUMINOUS SURFACE REMOVAL WILL BE PAID FOR IN SQUARE YARDS BASED UPON THE NOMINAL WIDTHS INDICATED.
6. THE ESTIMATED QUANTITY OF 72 TONS OF CUTTINGS IS FROM THE HOT-MIX ASPHALT SURFACE REMOVAL OPERATION.
7. A QUANTITY OF 1700 FEET OF "TEMPORARY PAVEMENT MARKING - LINE 6" WHITE HAS BEEN INCLUDED IN THE PLANS FOR PAINTING THE BOTTOM 6" OF THE TEMPORARY CONCRETE BARRIER.
8. IF THE CONTRACTOR, FOR HIS CONSTRUCTION ACTIVITY, REMOVES TREES WITHIN THE RIGHT-OF-WAY LIMITS WHICH ARE NOT DESIGNATED ON THE PLANS FOR REMOVAL, I.E. IN ORDER TO GAIN ACCESS TO THE PROJECT SITE; IT WILL BE HIS RESPONSIBILITY TO REPLACE THE TREES AT A 1:1 RATIO. THE TREES WILL BE REPLACED WITH A 1 GALLON NATIVE ILLINOIS TREE SPECIES AND SHALL BE APPROVED BY THE ENGINEER. THE TREE REMOVAL AND TREE REPLACEMENT WILL BE AT THE CONTRACTOR'S EXPENSE, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
9. IF THE SHOULDERS FAIL, DUE TO TRAFFIC DURING STAGE CONSTRUCTION, THE SHOULDERS SHALL BE REPAIRED PER ARTICLE 109.04.

INDEX OF SHEETS

- |        |   |
|--------|---|
| 1      | COVER SHEET   |
| 2      | INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES & COMMITMENTS |
| 3      | SUMMARY OF QUANTITIES   |
| 4      | TYPICAL SECTIONS  |
| 5      | PLAN SHEET  |
| 6- 7   | SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL            |
| 8- 18  | BRIDGE PLANS  |
| 19- 20 | CLASS A PATCH DETAILS   |
| 21     | APPROACH PAVEMENT STANDARD 2353                                 |

HIGHWAY STANDARDS

- |           |   |
|-----------|---|
| 000001-06 | STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS           |
| 001001-02 | AREA OF REINFORCEMENT BARS                              |
| 001006    | DECIMALS OF AN INCH AND FOOT                            |
| 420001-07 | PAVEMENT JOINTS   |
| 701001-02 | OFF ROAD OPERATIONS 2L 2W MORE THAN 15' AWAY            |
| 701306-03 | LANE CLOSURE 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY    |
| 701311-03 | LANE CLOSURE 2L 2W MOVING OPERATIONS DAY ONLY           |
| 701321-11 | LANE CLOSURE, 2L 2W BRIDGE REPAIR WITH BARRIER          |
| 701901-01 | TRAFFIC CONTROL DEVICES                                 |
| 704001-06 | TEMPORARY CONCRETE BARRIER                              |
| 780001-02 | TYPICAL PAVEMENT MARKINGS                               |
| 781001-03 | TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS |

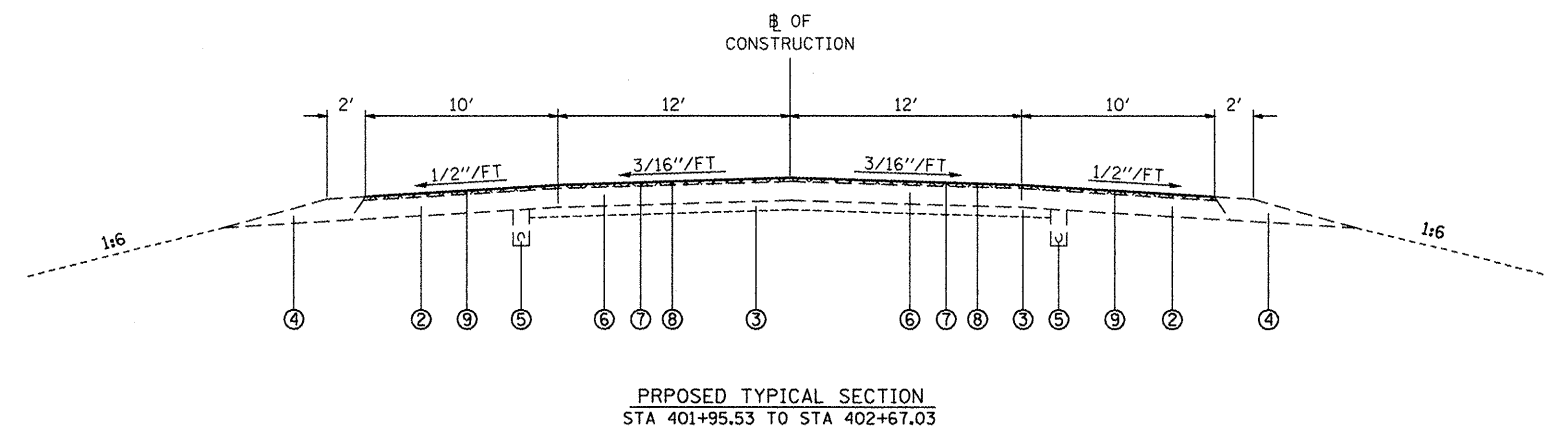
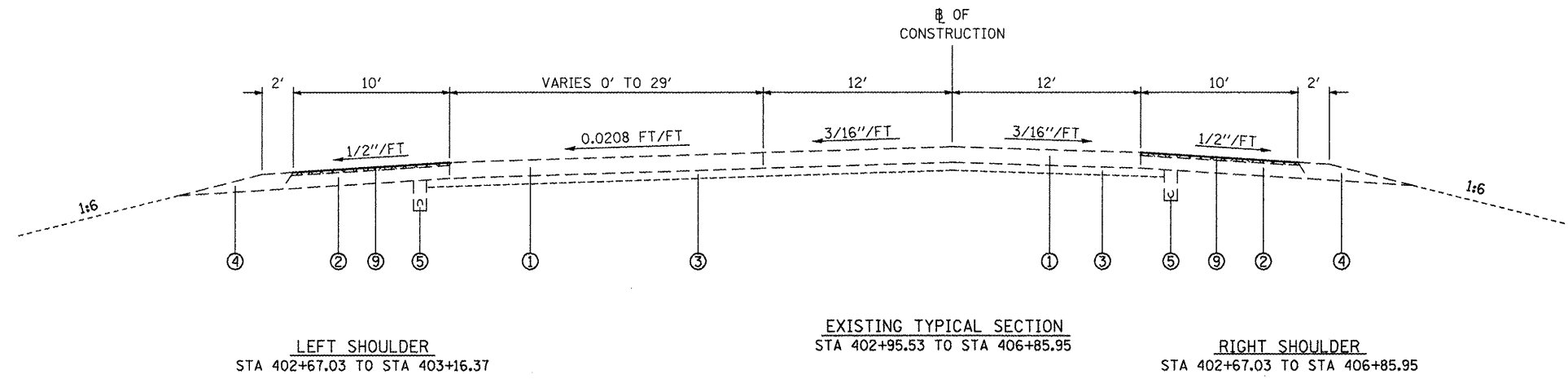
FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED - ACM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INDEX OF SHEET; HIGHWAY STANDARDS GENERAL NOTES; COMMITMENTS</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE#	DRAWN - ACM	REVISED -		103	561-B-1	ST. CLAIR	21	2				
	PLOT DATE = #DATE#	CHECKED -	REVISED -		CONTRACT NO. 76E20				ILLINOIS FED. AID PROJECT				
		DATE -	REVISED -		SCALE: NONE	SHEET NO. 1	OF 1	SHEETS	STA.	TO STA.			

# SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE			SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		100% STATE 0014			CODE NO	ITEM	UNIT		100% STATE 0014		
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	0.3	0.3			78300100	PAVEMENT MARKING REMOVAL	SQ FT	1282	1282		
40600300	AGGREGATE (PRIME COAT)	TON	2	2			78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	18	18		
40600990	TEMPORARY RAMP	SQ YD	37	37			X4420118	CLASS A PATCHES (SPECIAL)	SQ YD	80	80		
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	17	17			X5080600	MECHANICAL SPLICERS	EACH	40	40		
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	849	849			X5210140	HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 350K	EACH	4	4		
44201299	DOWEL BARS 1 1/2"	EACH	20	20			X7010202	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)	EACH	1	1		
44213000	PATCHING REINFORCEMENT	SQ YD	80	80			Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	4	4		
44213200	SAW CUTS	FOOT	192	192			Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2		
44213204	TIE BARS 3/4"	EACH	14	14			Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2		
48203100	HOT-MIX ASPHALT SHOULDERS	TON	58	58			Z0073350	TEMPORARY SLAB SUPPORT SYSTEM	EACH	1	1		
50102400	CONCRETE REMOVAL	CU YD	19	19									
50300255	CONCRETE SUPERSTRUCTURE	CU YD	17.4	17.4									
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	2930	2930									
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1720	1720									
50800515	BAR SPLICERS	EACH	26	26									
52000110	PREFORMED JOINT STRIP SEAL	FOOT	44.5	44.5									
52000216	FINGER PLATE EXPANSION JOINT, 5"	FOOT	39	39									
52000600	FABRIC REINFORCED ELASTOMERIC TROUGH	FOOT	41	41									
52100520	ANCHOR BOLTS, 1"	EACH	16	16									
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	8									
67100100	MOBILIZATION	L SUM	1	1									
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1									
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1									
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	3857	3857									
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1700	1700									
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1288	1288									
70400100	TEMPORARY CONCRETE BARRIER	FOOT	850	850									
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	850	850									
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	235	235									
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	3622	3622									
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	11	11									
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	8	8									

\*SPECIALTY ITEM

FILE NAME =	USER NAME = #USER#	DESIGNED - ACM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN - ACM	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	103	561-B-I	ST. CLAIR	21	3
		CHECKED -	REVISED -					CONTRACT NO. 76E20					
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								



**LEGEND**

- ① EXISTING CRC PAVEMENT 8"
- ② EXISTING HMA SHOULDERS 8"
- ③ EXISTING STABILIZED SUB-BASE (BAM) 4"
- ④ EXISTING AGGREGATE SHOULDER
- ⑤ EXISTING PIPE UNDERDRAINS 4"
- ⑥ EXISTING BRIDGE APPROACH PAVEMENT 9"  
(STD 2353 SEE SHEET \* 21)
- ⑦ EXISTING HMA SURFACE REMOVAL 1 1/2"
- ⑧ PROPOSED HMA SURFACE 1 1/2"
- ⑨ PROPOSED HMA SHOULDER 1 1/2"

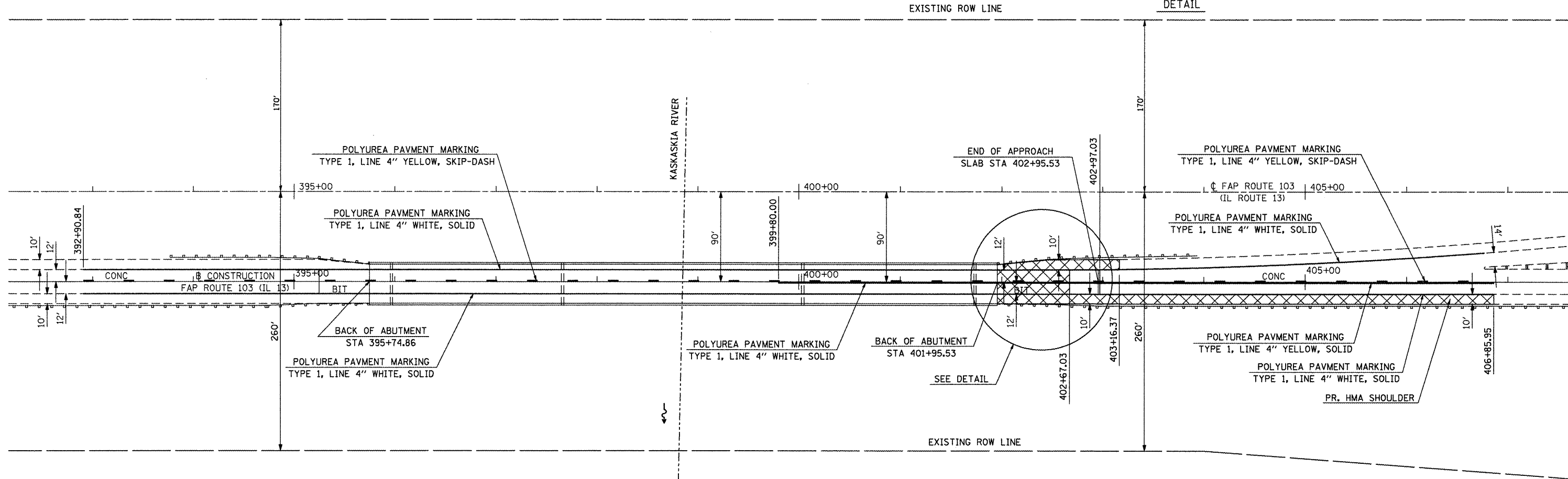
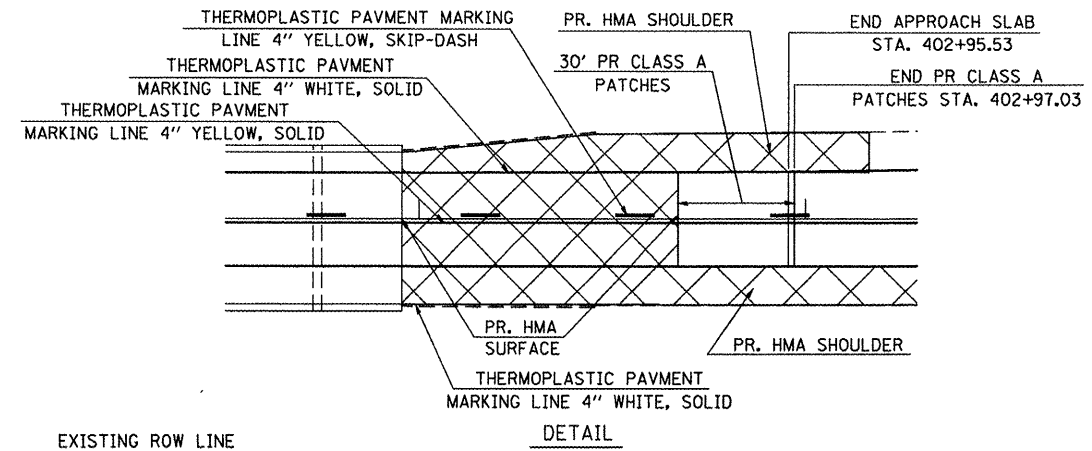
DENOTES HMA SURFACE REMOVAL

MIXTURE USE	SURFACE	SHOULDERS < 2.25"
AC/PG	PG 64-22	PG 64-22
RAP % (MAX)	SEE SPEC.	SEE CONTRACT RAP SPECIAL PROVISION
DESIGN AIR VOIDS	4.0% @ Ndes=70	
MIX COMPOSITION		**2.0% @ Ndes=30
(GRADATION MIXTURE)	IL 12.5/9.5	NMAS 1/2"
FRICITION AGG	MIXTURE "D"	

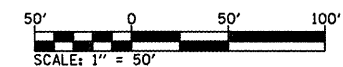
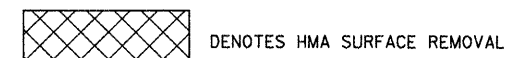
\*\* TOP LIFT SHOULDERS - DESIGN THIS MIX AT 2.0% VOIDS AND ADD ASPHALT TO REDUCE VOIDS TO 1.5%.

PLAN QUANTITIES FOR BITUMINOUS CONCRETE SURFACE COURSE ITEMS ARE CALCULATED USING A UNIT WEIGHT OF 112 LB/SQ YD/IN (59.8 KG/SQ M/25 MM THICKNESS).

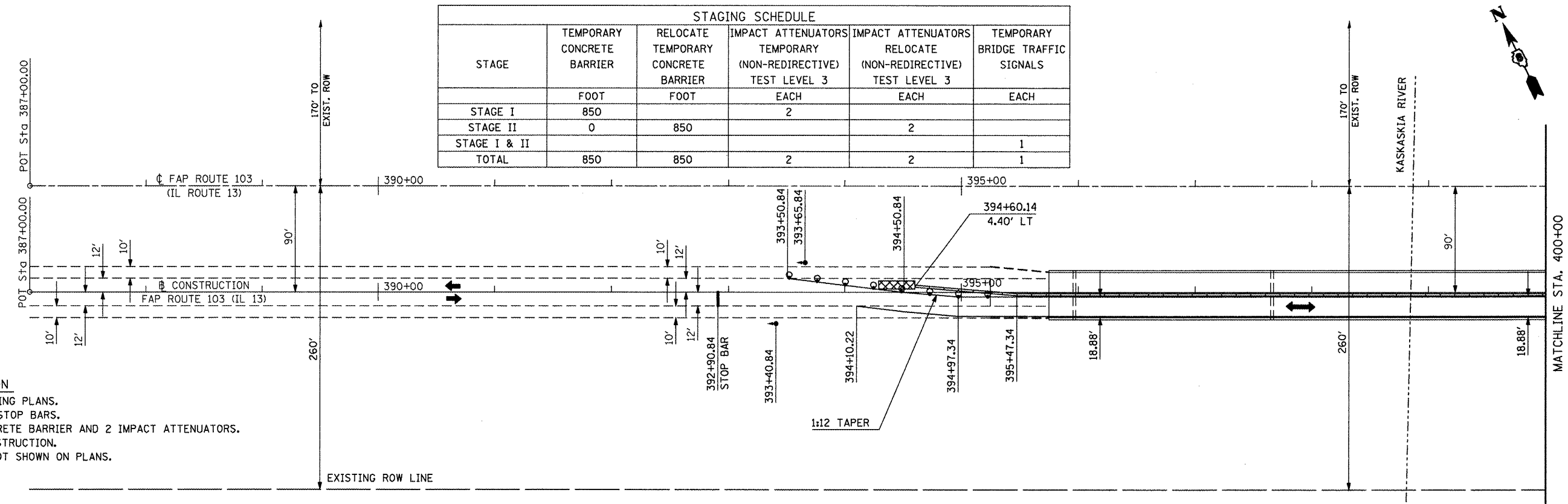
RESURFACING SCHEDULE								
LOCATION			HMA SURFACE REMOVAL 1.5"	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	HMA SURFACE COURSE MIXTURE D, N70	HMA SHOULDERS	TEMPORARY RAMP
STATION	TO	STATION	SQ YD	TON	TON	TON	TON	SQ YD
401+95.53	TO	402+67.03	190.7	0.06	0.3	16.5		
401+95.53	TO	403+16.37	119.5	0.04	0.2		11.5	
401+95.53	TO	406+85.95	538.1	0.17	0.8		46.0	
401+95.53								24.4
402+67.03								12.0
TOTALS			848.3	0.28	1.3	16.5	57.5	36.4
ROUNDING			849	0.3	2	17	58	37



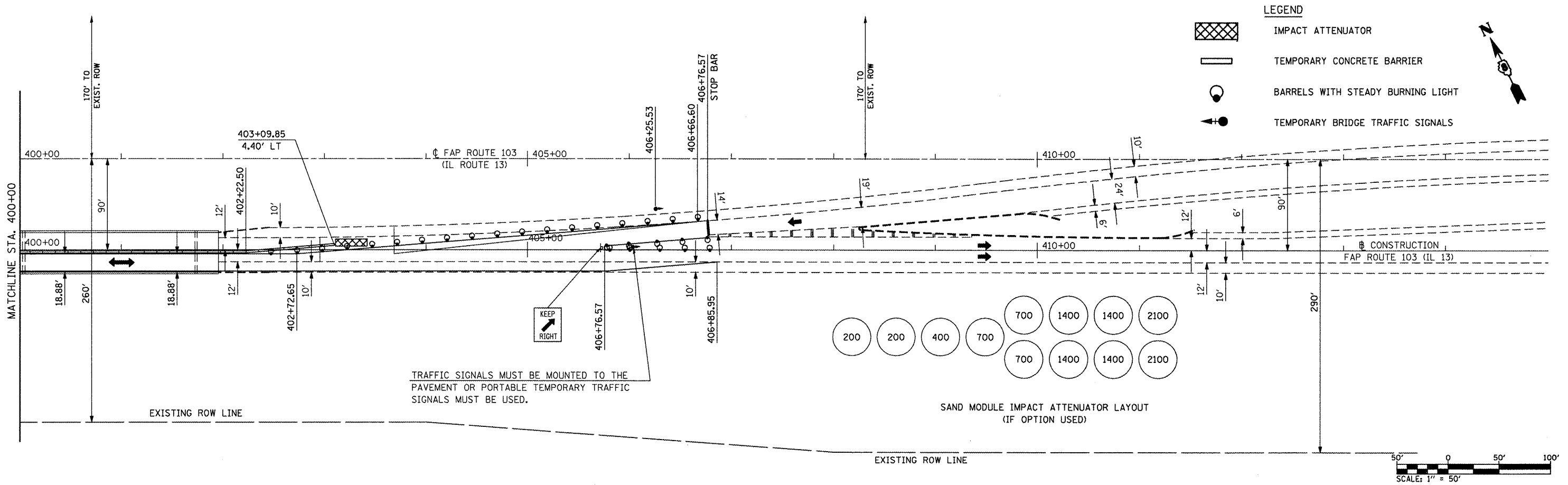
PAVEMENT MARKING SCHEDULE														
LOCATION			PAVEMENT MARKING REMOVAL	RAISED REFLECTIVE PAVEMENT MARKERS REMOVAL	THERMOPLASTIC PAVEMENT MARKING LINE 4" WHITE, SOLID	THERMOPLASTIC PAVEMENT MARKING 4" YELLOW, SKIP-DASH	THERMOPLASTIC PAVEMENT MARKING 4" YELLOW, SOLID	POLYUREA PAVEMENT MARKING LINE 4" WHITE, SOLID	POLYUREA PAVEMENT MARKING 4" YELLOW, SKIP-DASH	POLYUREA PAVEMENT MARKING 4" YELLOW, SOLID	RAISED REFLECTIVE PAVEMENT MARKERS	RAISED REFLECTIVE PAVEMENT MARKERS, (BRIDGE)	TEMPORARY PAVEMENT MARKING LINE - 4"	WORK ZONE PAVEMENT MARKING REMOVAL
STATION	TO	STATION	SQ FT	EACH	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH	FOOT	SQ FT
392+90.84	TO	406+85.95	1282	18										
401+95.53	TO	402+67.03			143	20	71.5						235	78.2
392+90.84	TO	401+95.53						1809.4	230				2039.4	679.8
402+67.03	TO	406+85.95						837.8	110				947.8	315.9
399+80.00	TO	401+95.53								215.5			215.5	71.8
402+67.03	TO	406+85.95								418.9			418.9	139.6
392+90.94	TO	395+74.86									4			
395+74.86	TO	401+95.53										8		
401+95.53	TO	406+85.95									7			
SUB-TOTAL					143	20	71.5	2647.2	340.0	634.4				
TOTALS			1282	18		234.5			3621.7		11	8	3856.2	1285.4



STAGING SCHEDULE					
STAGE	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3	IMPACT ATTENUATORS RELOCATE (NON-REDIRECTIVE) TEST LEVEL 3	TEMPORARY BRIDGE TRAFFIC SIGNALS
STAGE I	850		2		
STAGE II	0	850		2	
STAGE I & II					1
TOTAL	850	850	2	2	1

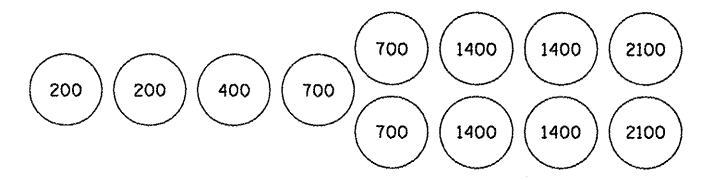


**SEQUENCE OF CONSTRUCTION**  
 PLACE STOP BARS AS SHOWN ON STAGING PLANS.  
 REMOVE PAVEMENT MARKING BETWEEN STOP BARS.  
 PLACE 850 FEET OF TEMPORARY CONCRETE BARRIER AND 2 IMPACT ATTENUATORS.  
 PERFORM ALL WORK FOR STAGE 1 CONSTRUCTION.  
 SEE STANDARD 701321 FOR DETAILS NOT SHOWN ON PLANS.

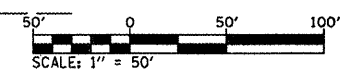


**LEGEND**

	IMPACT ATTENUATOR
	TEMPORARY CONCRETE BARRIER
	BARRELS WITH STEADY BURNING LIGHT
	TEMPORARY BRIDGE TRAFFIC SIGNALS



TRAFFIC SIGNALS MUST BE MOUNTED TO THE PAVEMENT OR PORTABLE TEMPORARY TRAFFIC SIGNALS MUST BE USED.





SN 082-0198 was originally built in 1969 as SBI Route 13, Section 561-B. It consists of a 3 span continuous two girder structure on vaulted abutments and pile supported piers. In 1988 the structure was overlaid with 1/2" HMA. The joints and bearings shall be replaced at both abutments. The main girder ends shall also be repaired. Traffic shall be maintained with staged construction.

Salvage: None

**SHEET INDEX**

1. General Plan & Elevation: General Notes
2. West Abutment Concrete Replacement
3. East Abutment Concrete Replacement
4. Finger Plate Plan & Abutment Elevation
5. Finger Plate Elevation
6. Finger Plate Details
7. Pot Bearings
8. Steel Details
9. Strip Seal
10. Temporary Concrete Barrier
11. Bar splicers

**GENERAL NOTES**

Fasteners shall be high strength bolts. Bolts 3/4"φ, holes 7/8"φ, unless otherwise noted.

The calculated weight of Structural Steel = 1,650 (Steel Extensions), 1,280 (Girder Repair Plates), and 15,870 (Finger Plate). All plates are AASHTO M270, Gr. 50.

No field welding is permitted except as specified in the contract documents.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

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

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

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

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

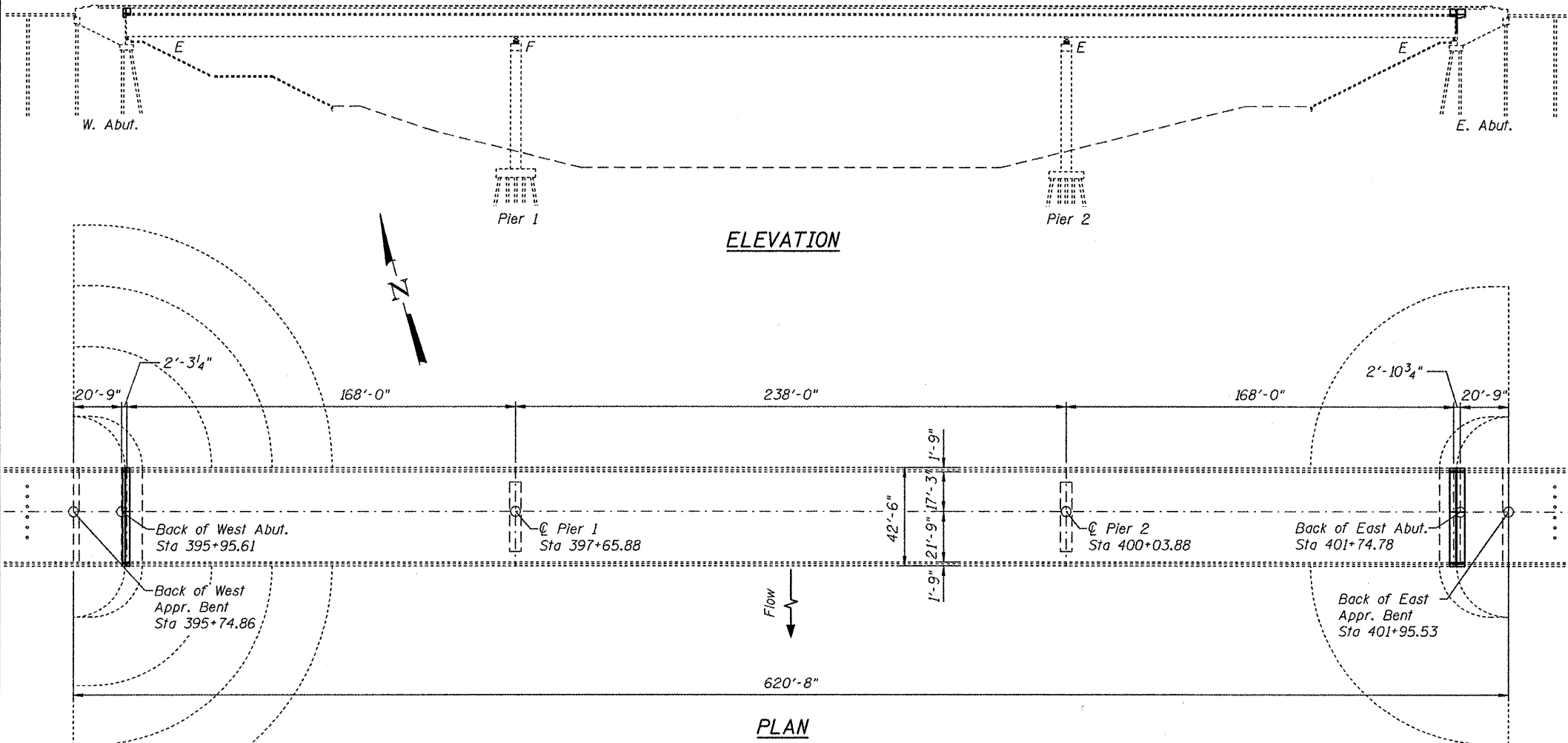
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

All plates, anchor bolts, bolts, nuts, washers and studs shall be galvanized according to AASHTO M111 or M232 as applicable. The cost shall be included with the appropriate pay item.

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

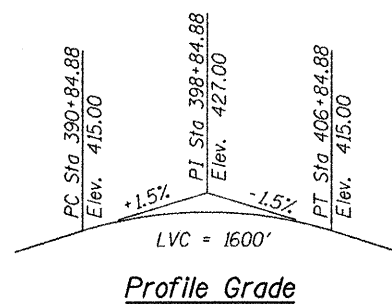
Existing structural steel shall only be cleaned and painted as required by the Special Provision "Cleaning and Painting Contact Surfaces of Existing Steel Structures."

The cost of removal and re-installation of all members necessary to complete the work shall be included with "Finger Plate Expansion Joint, 5in."



**TOTAL BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	19.0
Concrete Superstructure	Cu. Yd.	17.4
Furnishing and Erecting Structural Steel	Pound	2930
Reinforcement Bars, Epoxy Coated	Pound	1720
Bar Splicers	Each	26
Preformed Joint Strip Seal	Foot	44.5
Finger Plate Expansion Joint, 5"	Foot	39.0
Fabric Reinforced Elastomeric Trough	Foot	41.0
Anchor Bolts, 1"	Each	16
HLMR Bearings, Guided Expansion, 350K	Each	4
Mechanical Splicers	Each	40
Jack and Remove Existing Bearings	Each	4
Temporary Slab Support System	Each	1



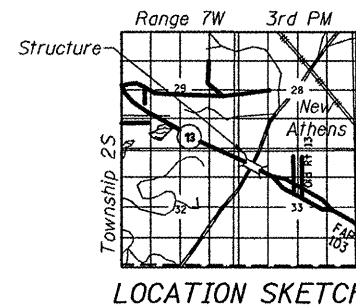
**DESIGN SPECIFICATIONS**  
2002 AASHTO Standard Specifications  
for Highway Bridges

**LOADING HS20-44**  
No future wearing surface.

**DESIGN STRESSES**  
FIELD UNITS  
f'c = 3,500 psi  
fy = 60,000 psi (Reinforcement)  
fy = 50,000 psi (M270 Grade 50)



Expires 11/30/2012



LOCATION SKETCH

DESIGNED - J. Uehle  
CHECKED - A. Holloway  
DRAWN - J. Uehle  
CHECKED - A. Holloway

EXAMINED - *J. F. [Signature]*  
PASSED - *[Signature]*  
DATE - March 11, 2011

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

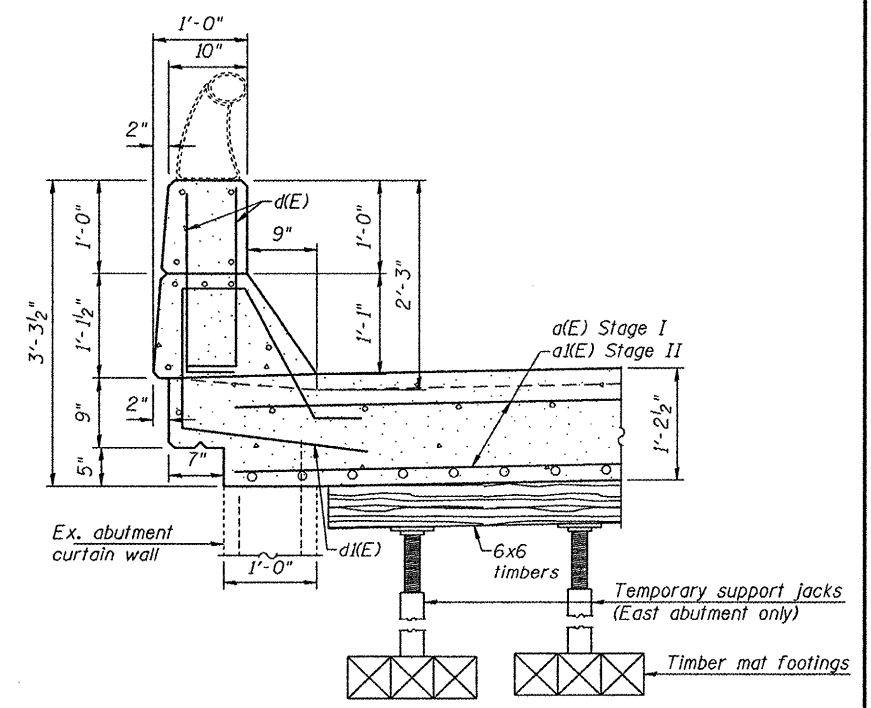
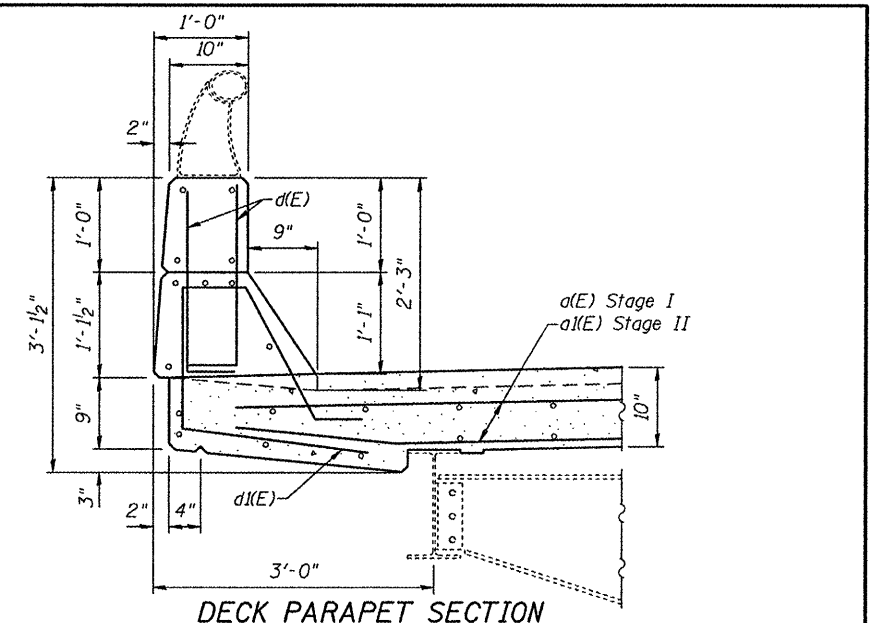
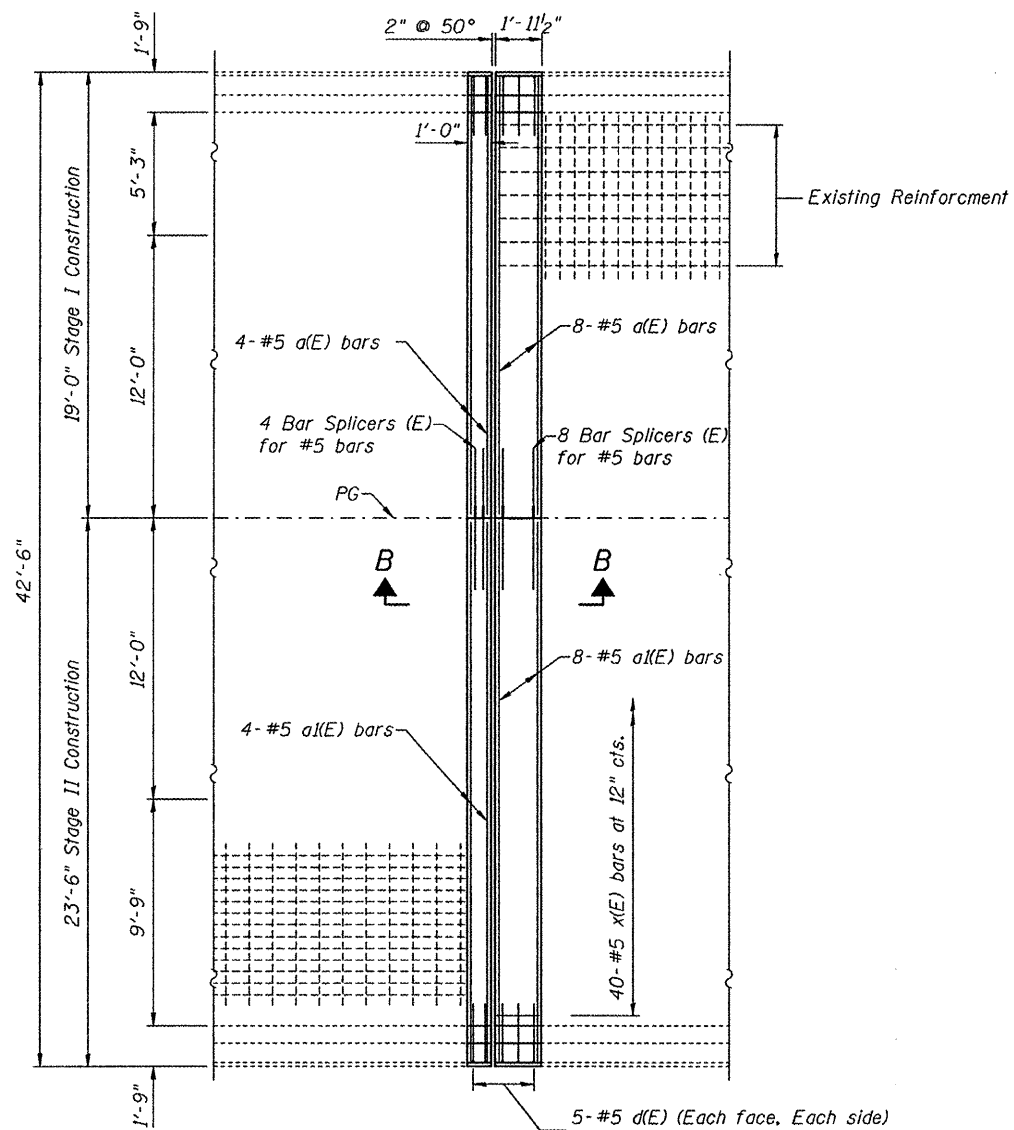
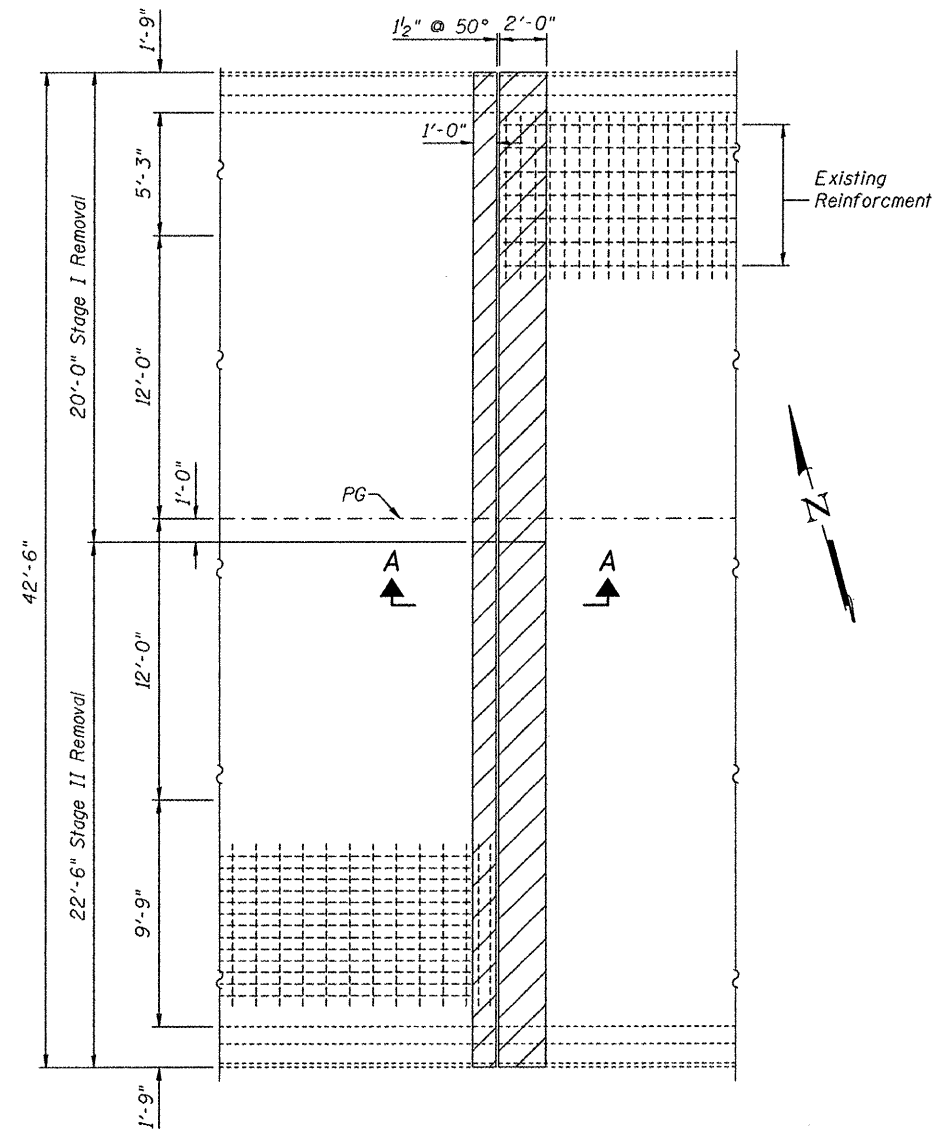
GENERAL PLAN AND ELEVATION  
SN 082-0198

SHEET NO. 1 OF 11 SHEETS

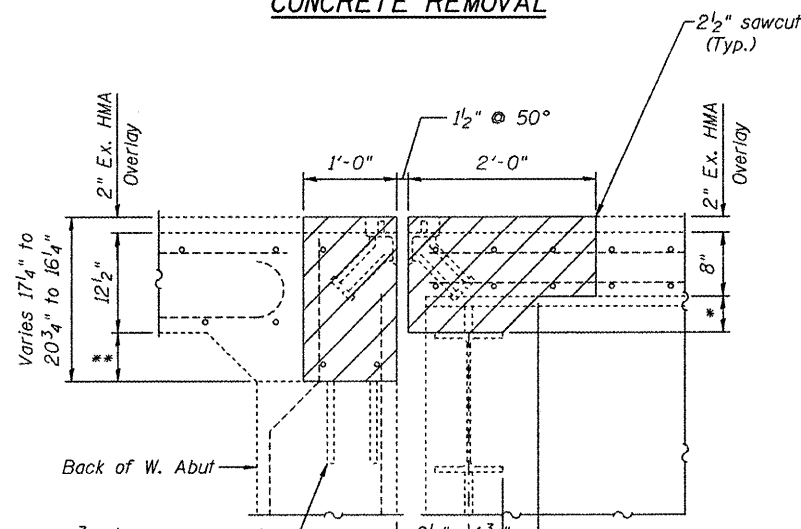
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	561-B-1	ST. CLAIR	21	8

CONTRACT NO. 76E20  
ILLINOIS FED. AID PROJECT

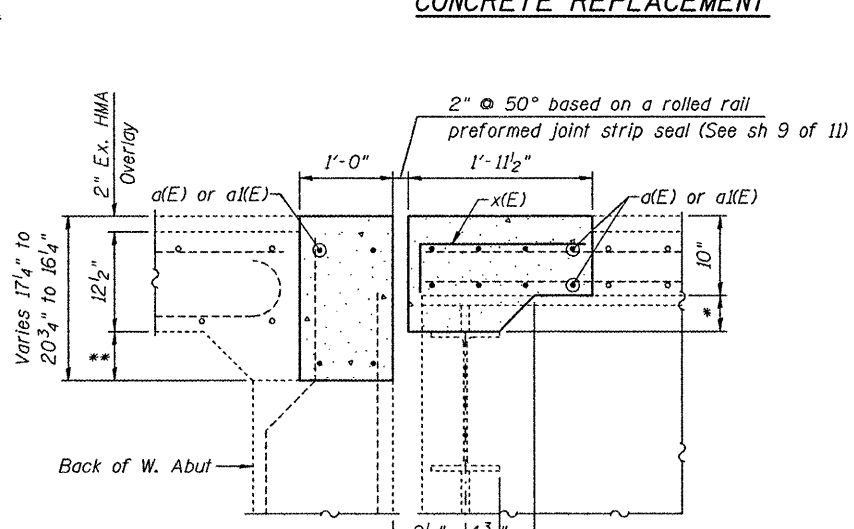




**CONCRETE REMOVAL**



**CONCRETE REPLACEMENT**

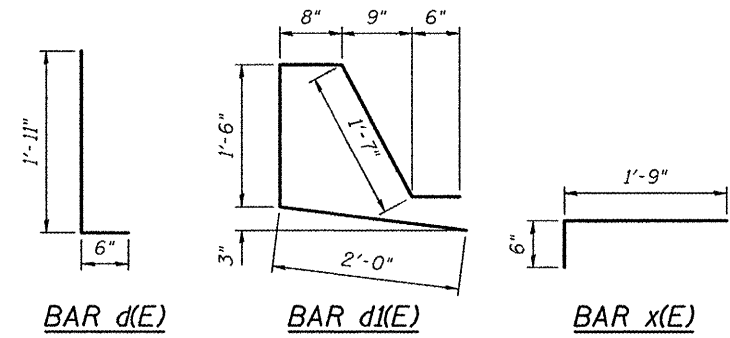


**VAULTED ABUTMENT SLAB PARAPET SECTION**  
(showing Temporary Slab Support System)

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	12	#5	18'-0"	—
a(E)	12	#5	22'-6"	—
d(E)	20	#5	2'-5"	┌
d(E)	10	#5	6'-3"	└
x(E)	40	#5	2'-3"	┌
Bar Splicers	Each		12	
Reinforcement Bars, Epoxy Coated	Pound		720	
Concrete Superstructure	Cu. Yds.		6.2	
Concrete Removal	Cu. Yds.		6J	

Bars indicated thus 4x2 - #5 etc. indicates 4 line of bars with 2 lengths per line.



Existing 7/8" diameter anchor bolts for original finger stools. (Stools were removed, & anchor bolts cut flush with previous joint replacement)

\* Varies 3" (stringer 1) to 6 1/4" (C) to 2" (stringer 4)  
\*\* Varies 2 3/4" (N) to 6 1/4" (C) to 1 3/4" (S)

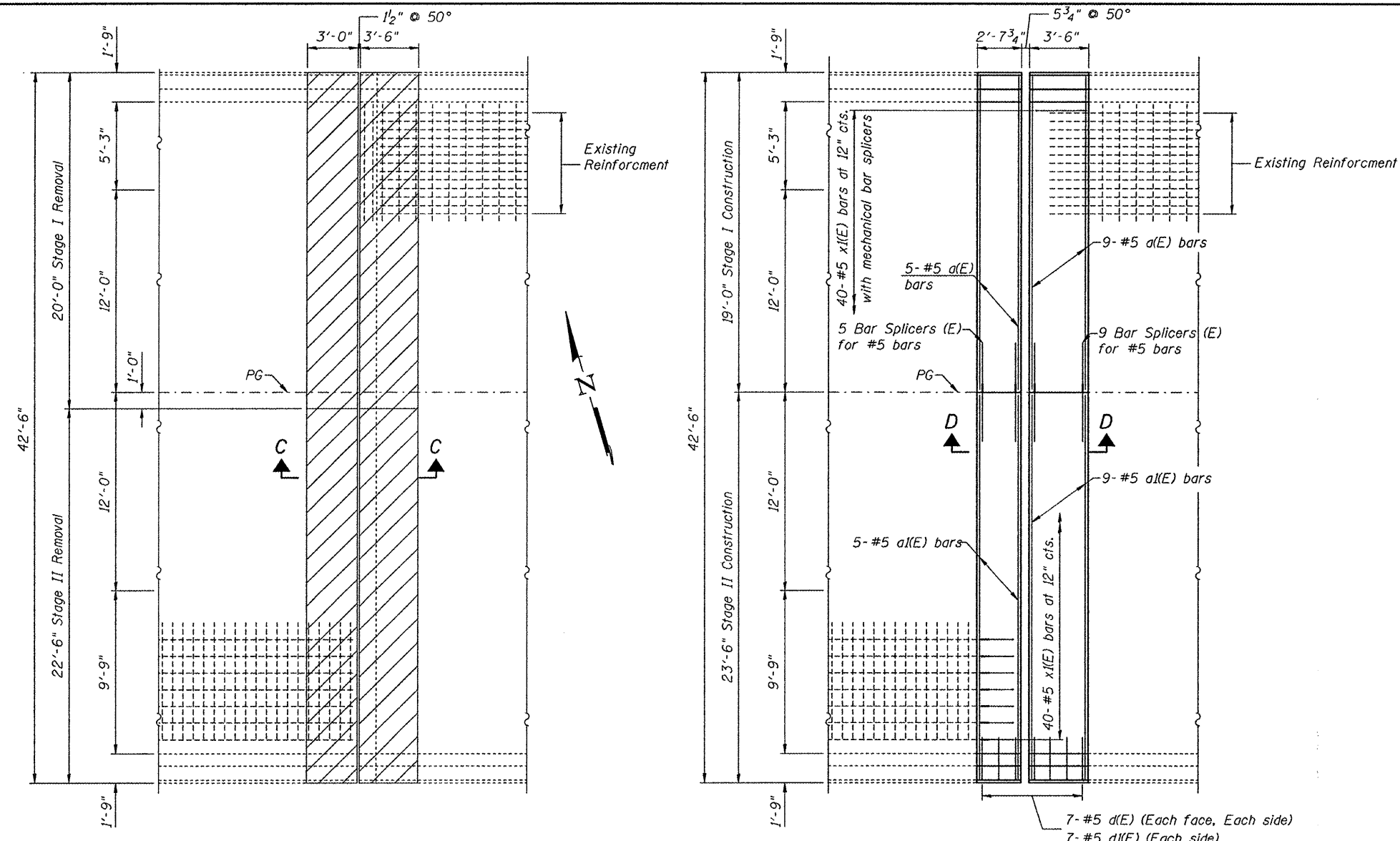
DESIGNED - J. Uehle	EXAMINED - <i>[Signature]</i>	DATE - March 11, 2011
CHECKED - A. Holloway	ENGINEER OF STRUCTURAL SERVICES	
DRAWN - J. Uehle	PASSED	
CHECKED - A. Holloway	ENGINEER OF BRIDGES AND STRUCTURES	

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**WEST ABUTMENT CONCRETE REPLACEMENT**  
**SN 082-0198**

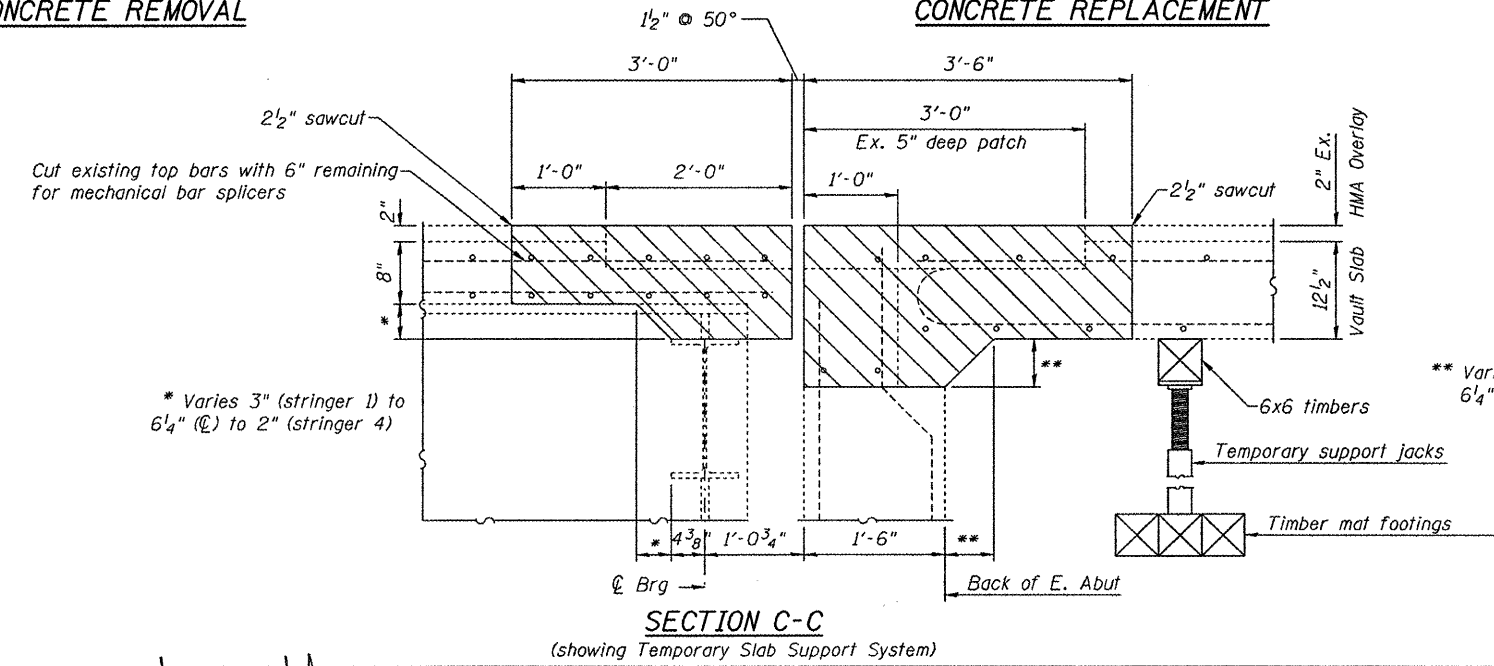
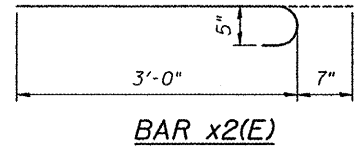
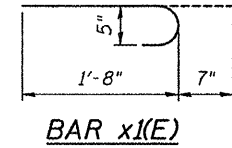
SHEET NO. 2 OF 11 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	561-B-1	ST. CLAIR	21	9
CONTRACT NO. 76E20				
[ILLINOIS] FED. AID PROJECT				



**CONCRETE REMOVAL**

**CONCRETE REPLACEMENT**



See sheet 6 of 11 for Section D-D.

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	14	#5	18'-0"	—
a1(E)	14	#5	22'-6"	—
d(E)	28	#5	2'-5"	┌
d1(E)	14	#5	6'-3"	└
x1(E)	40	#5	2'-3"	┌
x2(E)	40	#5	3'-7"	└
Bar Splicers	Each		14	
Mechanical Splicers	Each		40	
Reinforcement Bars, Epoxy Coated	Pound		1000	
Concrete Superstructure	Cu. Yds.		11.3	
Concrete Removal	Cu. Yds.		12.8	

Bars indicated thus 4x2 - #5 etc. indicates 4 line of bars with 2 lengths per line.

DESIGNED - J. Uehle  
 CHECKED - A. Holloway  
 DRAWN - J. Uehle  
 CHECKED - A. Holloway

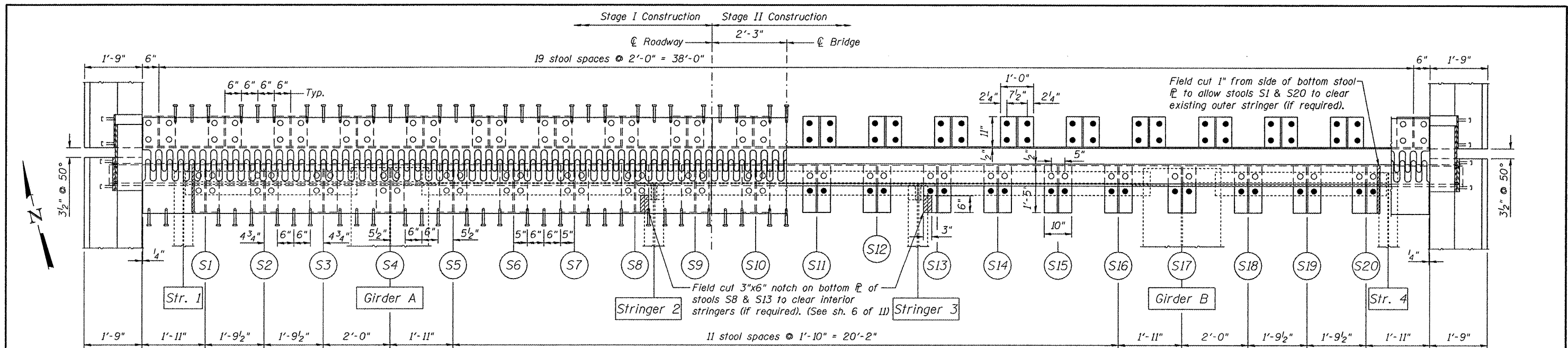
EXAMINED *John F. Schell*  
 ENGINEER OF STRUCTURAL SERVICES  
 DATE - March 11, 2011  
 PASSED  
 ENGINEER OF BRIDGES AND STRUCTURES

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**EAST ABUTMENT CONCRETE REPLACEMENT**  
 SN 082-0198  
 SHEET NO. 3 OF 11 SHEETS

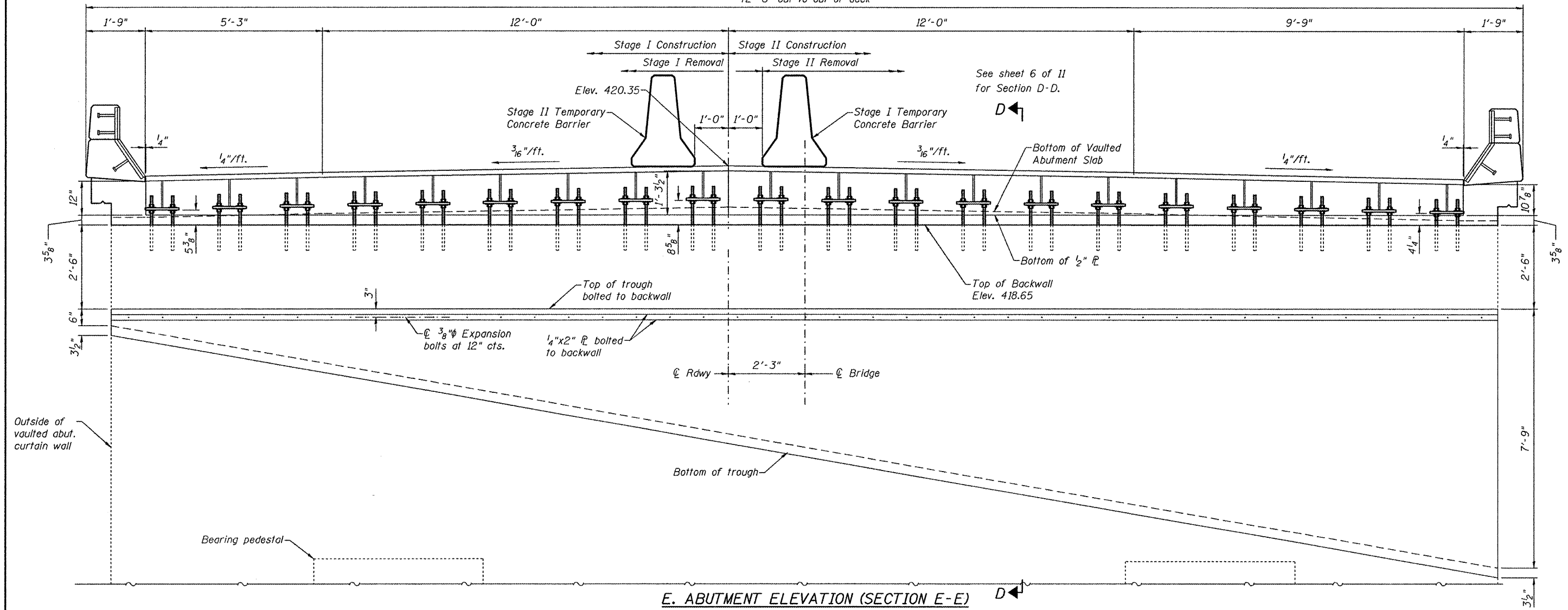
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	561-B-1	ST. CLAIR	21	10

CONTRACT NO. 76E20  
 ILLINOIS FED. AID PROJECT



**FINGER PLATE PLAN**

42'-6" out to out of deck



**E. ABUTMENT ELEVATION (SECTION E-E)**

(Looking East)

DESIGNED - J. Uehle	EXAMINED - <i>Jan F. Hoff</i>	DATE - March 11, 2011
CHECKED - A. Holloway	ENGINEER OF STRUCTURAL SERVICES	
DRAWN - J. Uehle	PASSED	
CHECKED - A. Holloway	ENGINEER OF BRIDGES AND STRUCTURES	

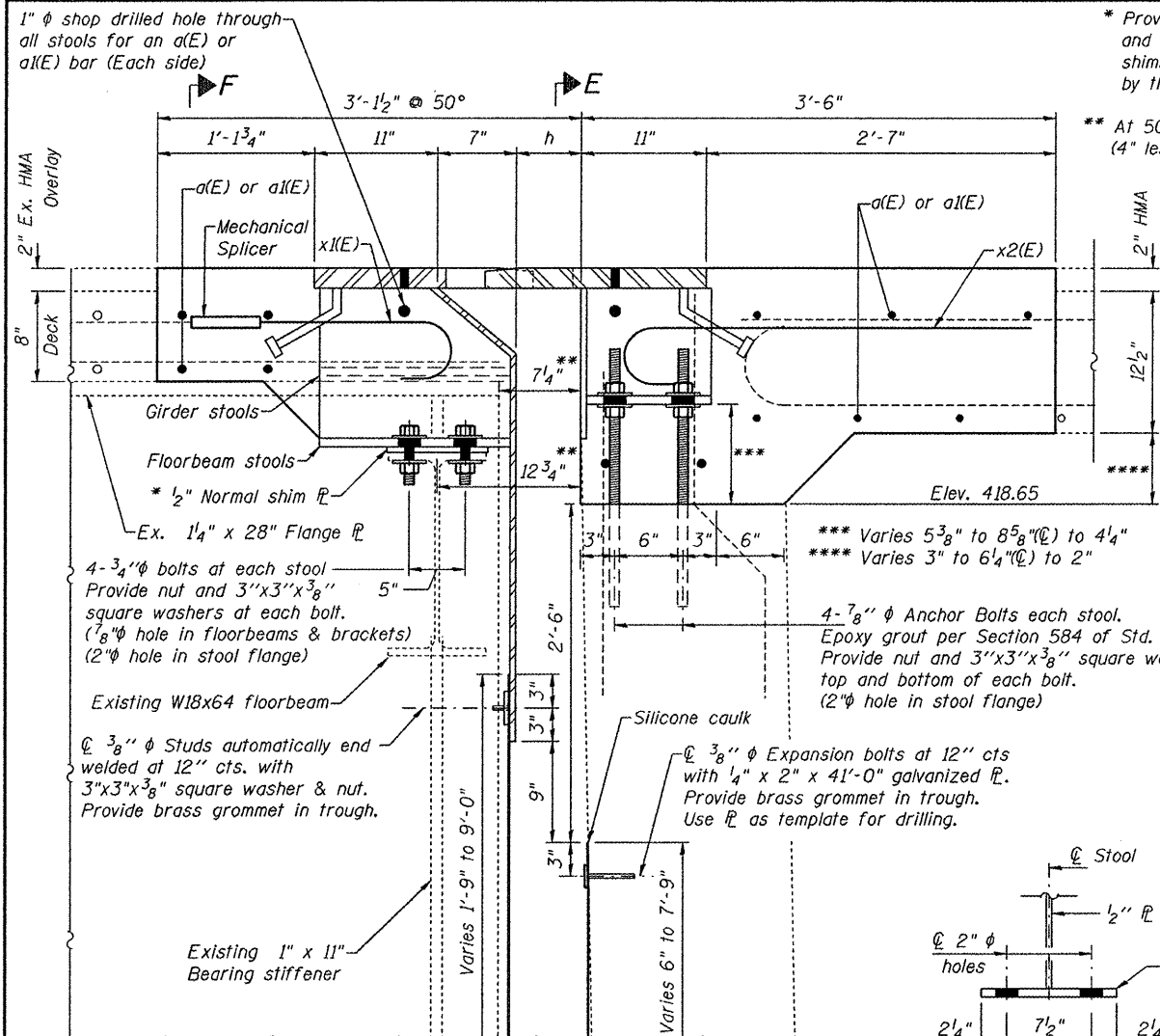
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FINGER PLATE PLAN AND E. ABUTMENT ELEVATION  
SN 082-0198**

SHEET NO. 4 OF 11 SHEETS

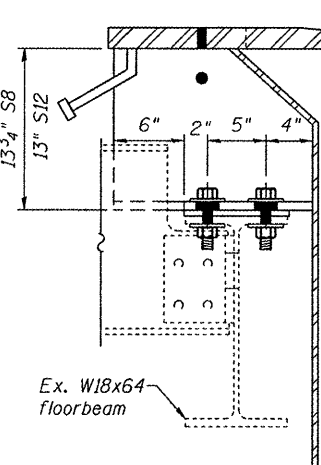
F.A.P. RTE. 103	SECTION 561-B-1	COUNTY ST. CLAIR	TOTAL SHEETS 21	SHEET NO. 11
CONTRACT NO. 76E20			ILLINOIS FED. AID PROJECT	



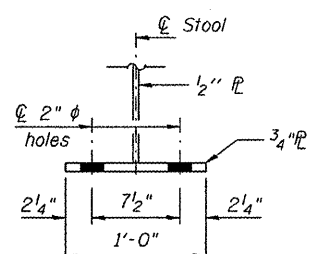


\* Provide 1/2" normal shim, plus one 1/4" shim, plus one 1/8" shim, and one 1/16" shim for height adjustment. Tapered shims shall be added under the stools as required by the Engineer to make a smooth finger joint.

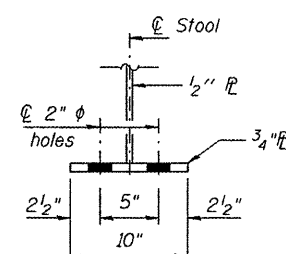
\*\* At 50°F calculated from field measurements. (4" less than existing plans due to abutment tipping inward.)



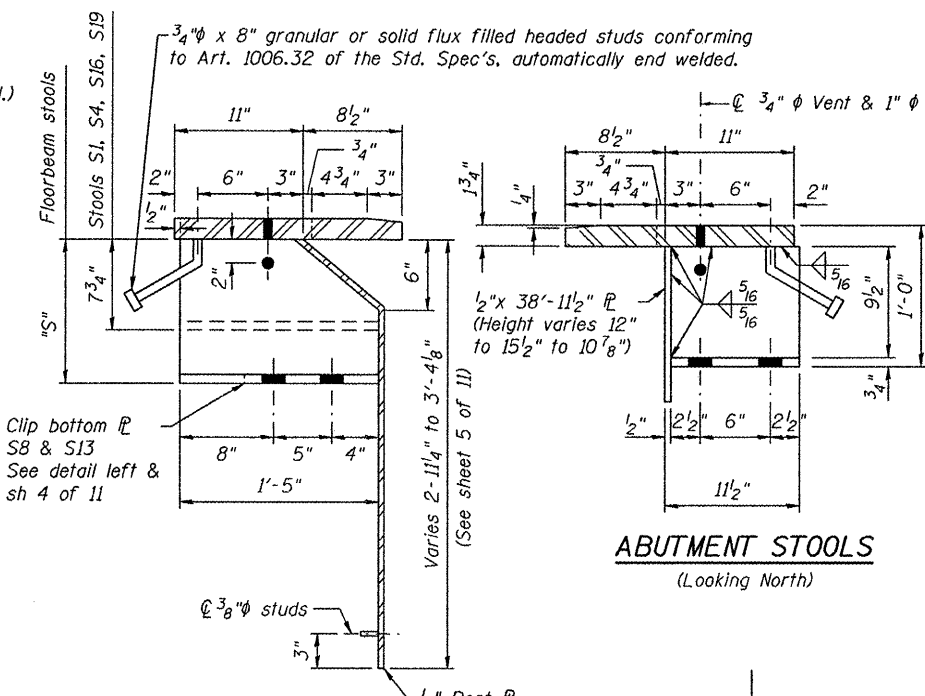
**STOOL ELEVATION**  
(Stool S8 at Stringer 2)  
(Stool S13 at Stringer 3)



**STOOL SECTION**  
(Abutment stools)



**STOOL SECTION**  
(Deck stools)



**STOOL ELEVATION**  
(Looking North)

Finger plate gaps (406' Expansion Length)

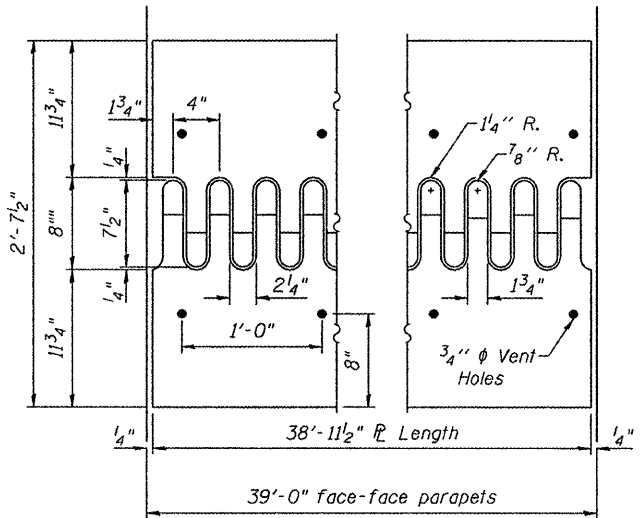
Temp.	b	h
-30°F	6"	8 1/4"
50°F	3 1/2"	5 3/4"
130°F	1"	3 1/4"

**FINGER SETTING DETAIL**

**DIMENSION "S"**

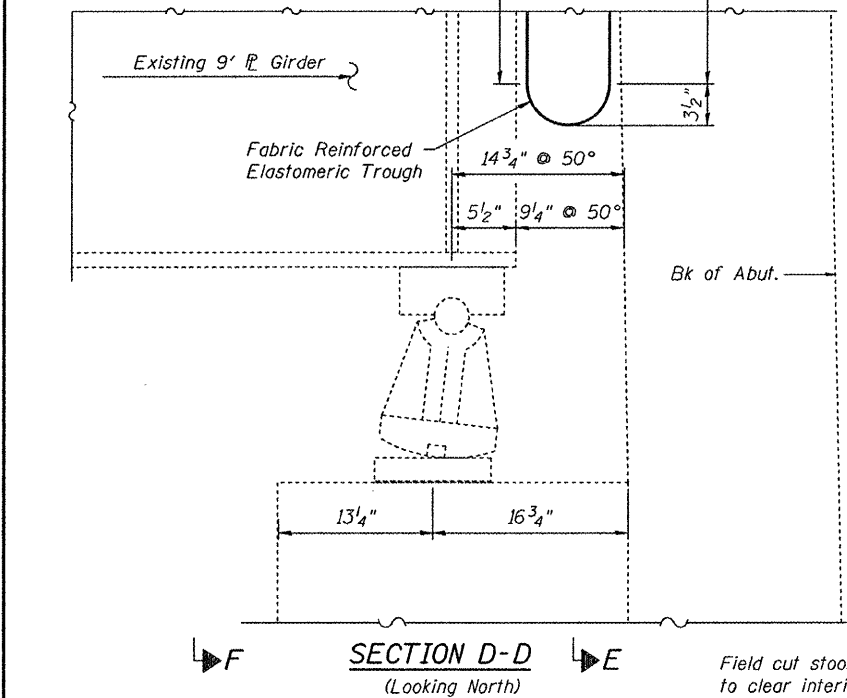
Stool No.	Height	
S1	11"	
S2	11 1/2"	
S3	11 7/8"	
Girder A	S4	7 3/4"
S5	12 5/8"	
S6	13"	
S7	13 3/8"	
S8	13 5/8"	
S9	14"	
S10	13 7/8"	
S11	13 1/2"	
S12	13 3/8"	
S13	12 7/8"	
S14	12 1/2"	
S15	12 1/8"	
S16	11 3/4"	
Girder B	S17	7 3/4"
S18	10 3/4"	
S19	10 5/8"	
S20	9 7/8"	

**ABUTMENT STOOLS**  
(Looking North)

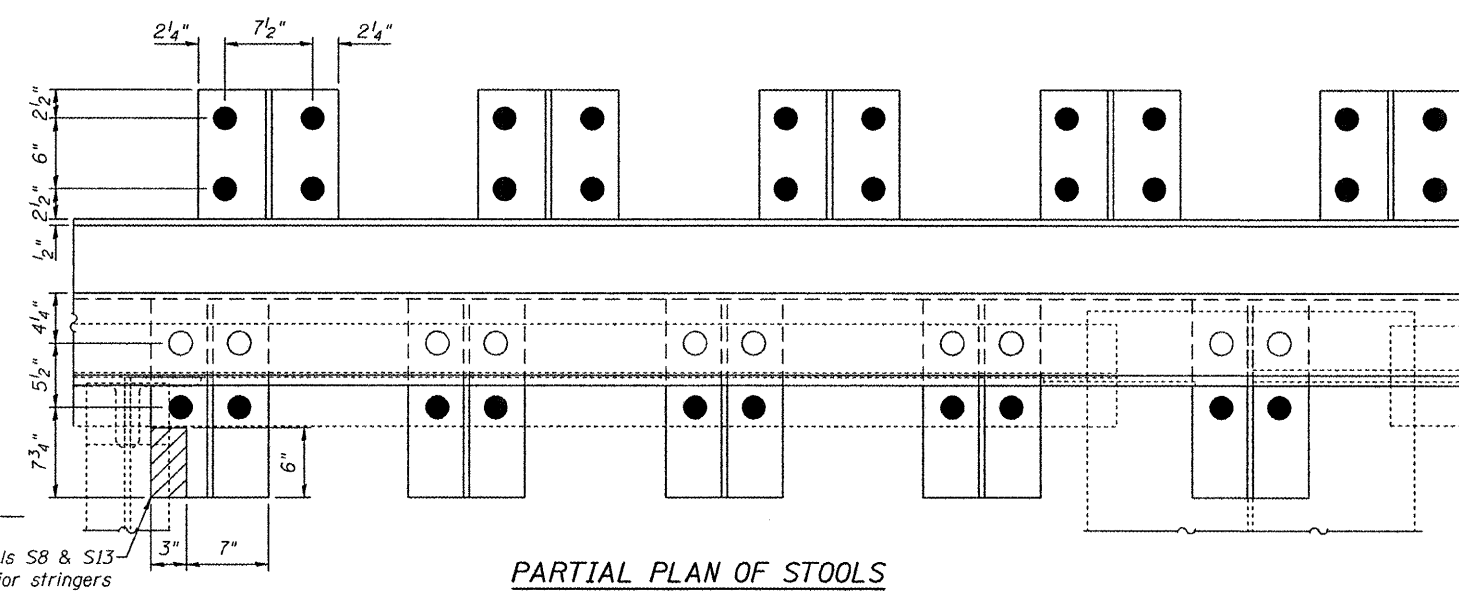


**FLAME CUTTING DIAGRAM**  
(Cut from M270 Gr. 50 PL)

Notes: See sheet 4 of 11 for stool locations & Section E-E.  
See sheet 5 of 11 for Section F-F.  
Stool heights are measured at  $\phi$  of bearings.  
All plates shall be AASHTO M270, Gr. 50. The calculated weight of structural steel = 15,870 lbs for the finger plate, stools, and accessories, and is included with "Finger Plate Expansion Joint, 5in".  
Finger Plate Expansion Joints shall be assembled in the proper position with the ends in place and shall be left assembled for shop inspection.  
Existing reinforcement shall extend 6" min. into the removal area to allow attachment of the mechanical splicers.



**SECTION D-D**  
(Looking North)



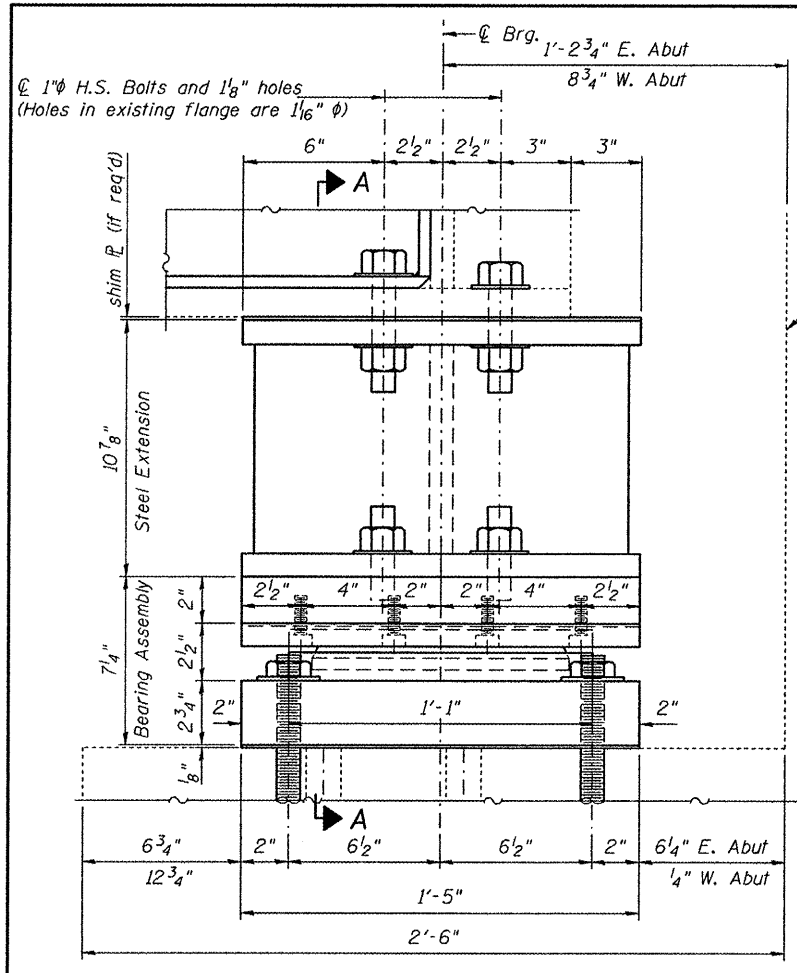
**PARTIAL PLAN OF STOOLS**

DESIGNED - J. Uehle	EXAMINED - <i>Jim F. Schaff</i>	DATE - March 11, 2011
CHECKED - A. Holloway	ENGINEER OF STRUCTURAL SERVICES	
DRAWN - J. Uehle	PASSED	
CHECKED - A. Holloway	ENGINEER OF BRIDGES AND STRUCTURES	

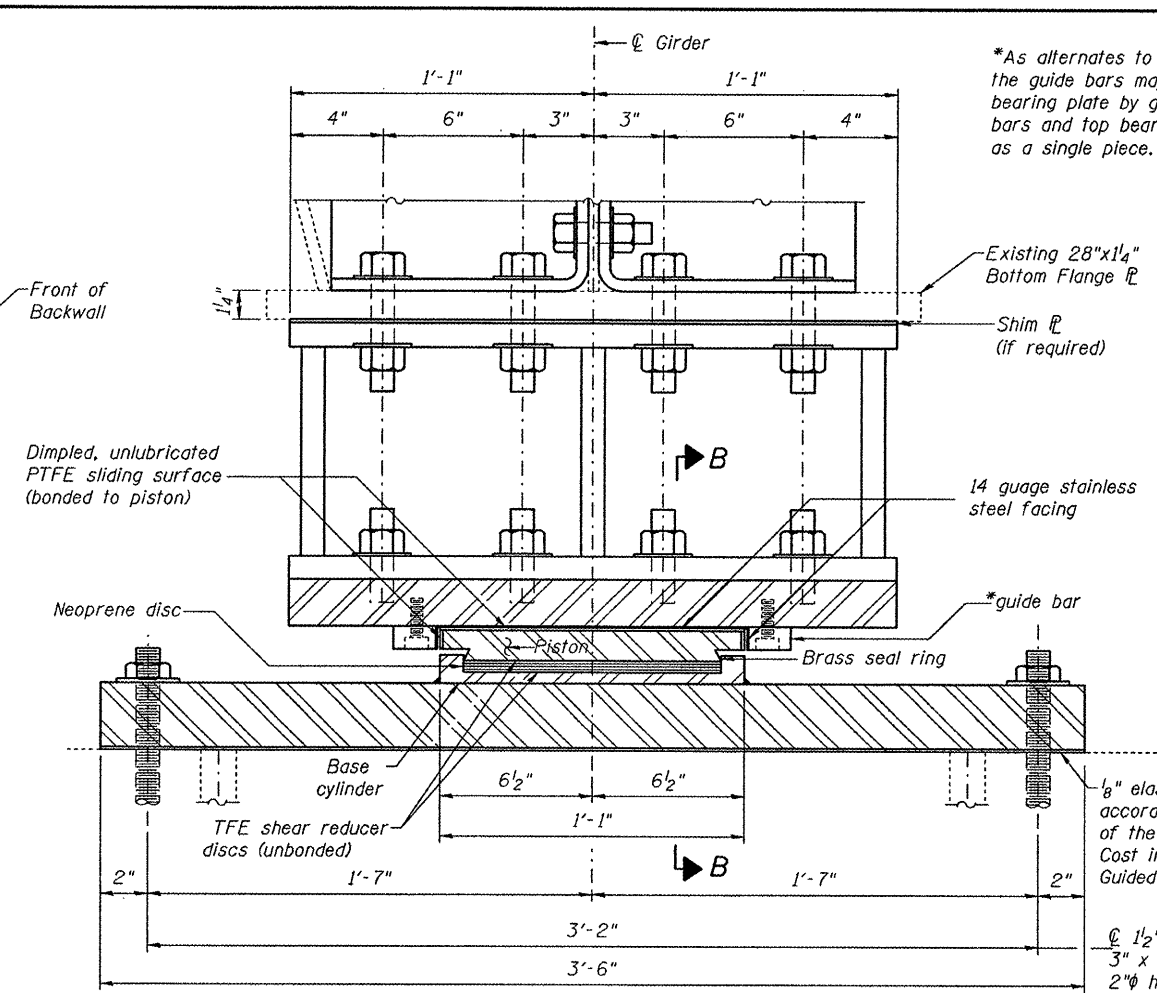
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**FINGER PLATE DETAILS**  
**SN 082-0198**  
SHEET NO. 6 OF 11 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	561-B-1	ST. CLAIR	21	13
CONTRACT NO. 76E20				
ILLINOIS FED. AID PROJECT				



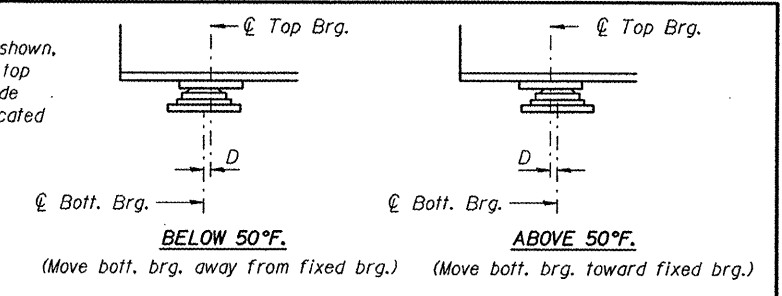
**ELEVATION**



**SECTION A-A**

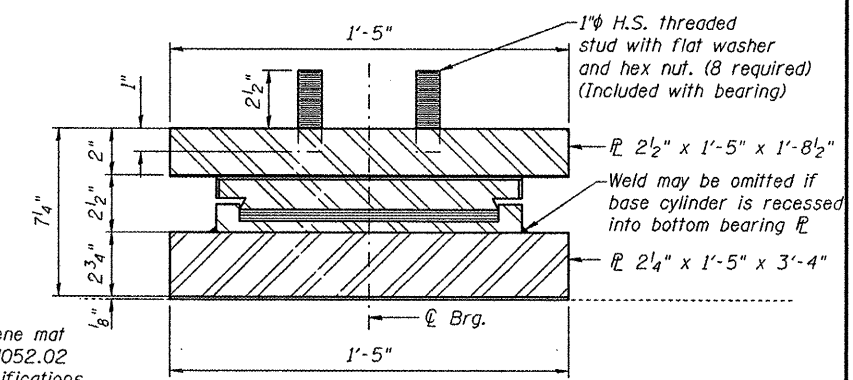
**GUIDED EXPANSION POT BEARING**

\*As alternates to the bolted connection shown, the guide bars may be connected to the top bearing plate by groove welds or the guide bars and top bearing plate may be fabricated as a single piece.



**SETTING ANCHOR BOLTS AT EXP. BRGS.**

D = 1/8" per 100' of expansion for every 15° temperature change from the normal temperature of 50° F.  
(West Abut. Looking North; East Abut. Looking South)



**SECTION B-B**

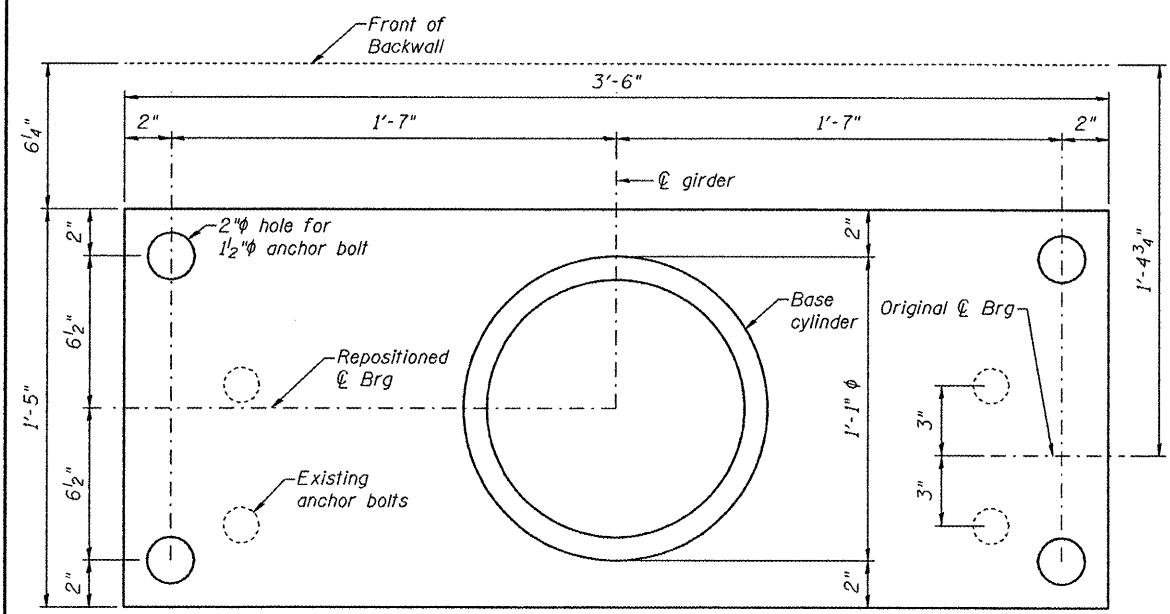
(Guide Bar omitted for clarity)

Bearing Data	
Vertical design load	350k
W. Abut Total movement	2 1/8"
E. Abut Total movement	5"

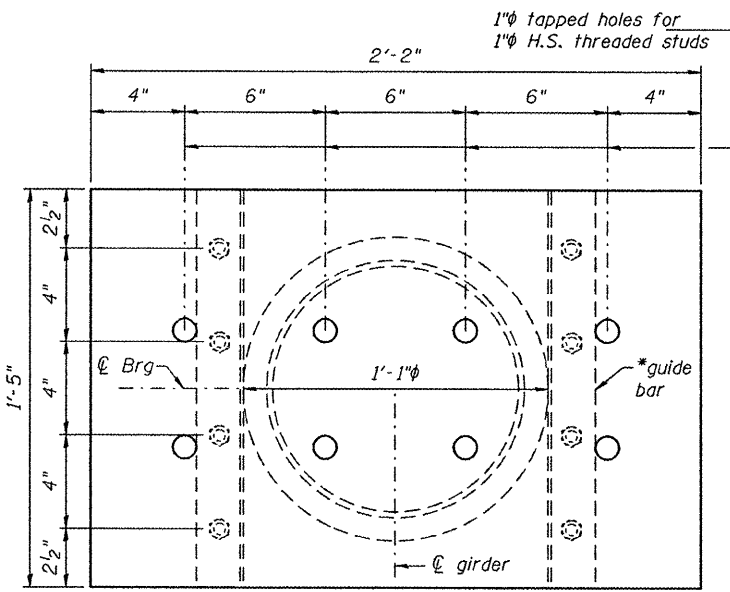
**BILL OF MATERIAL**

Item	Unit	Total
HLMR Guided Bearings, 450k	Each	4

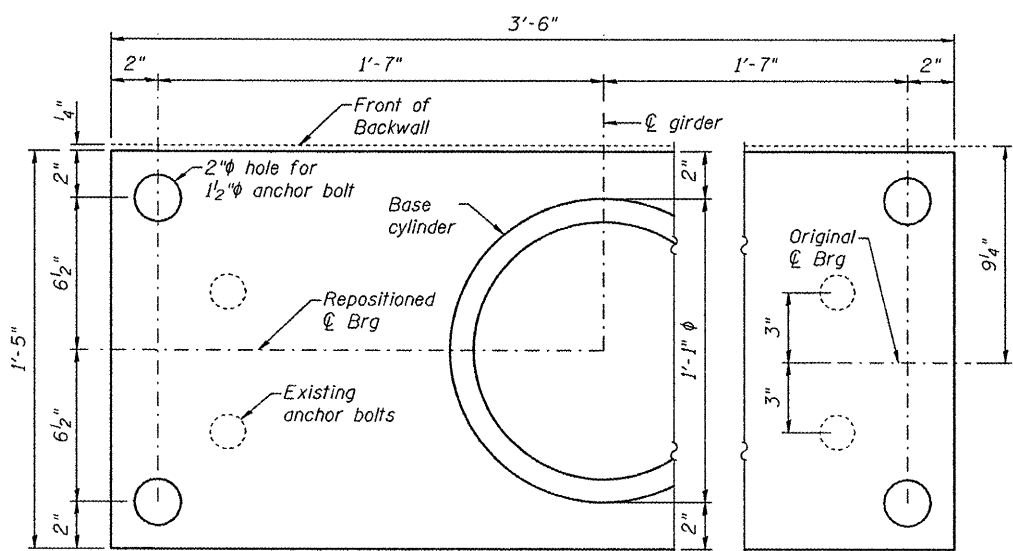
Notes: The plates of the bearing assembly shall be AASHTO M270, Grade 50. For anchor bolt installation details, see sheet 10 of 10.



**BOTTOM BEARING  $\varnothing$  AND BASE CYLINDER PLAN (East Abutment)**



**TOP BEARING  $\varnothing$  AND PISTON PLAN**



**BOTTOM BEARING  $\varnothing$  AND BASE CYLINDER PLAN (West Abutment)**

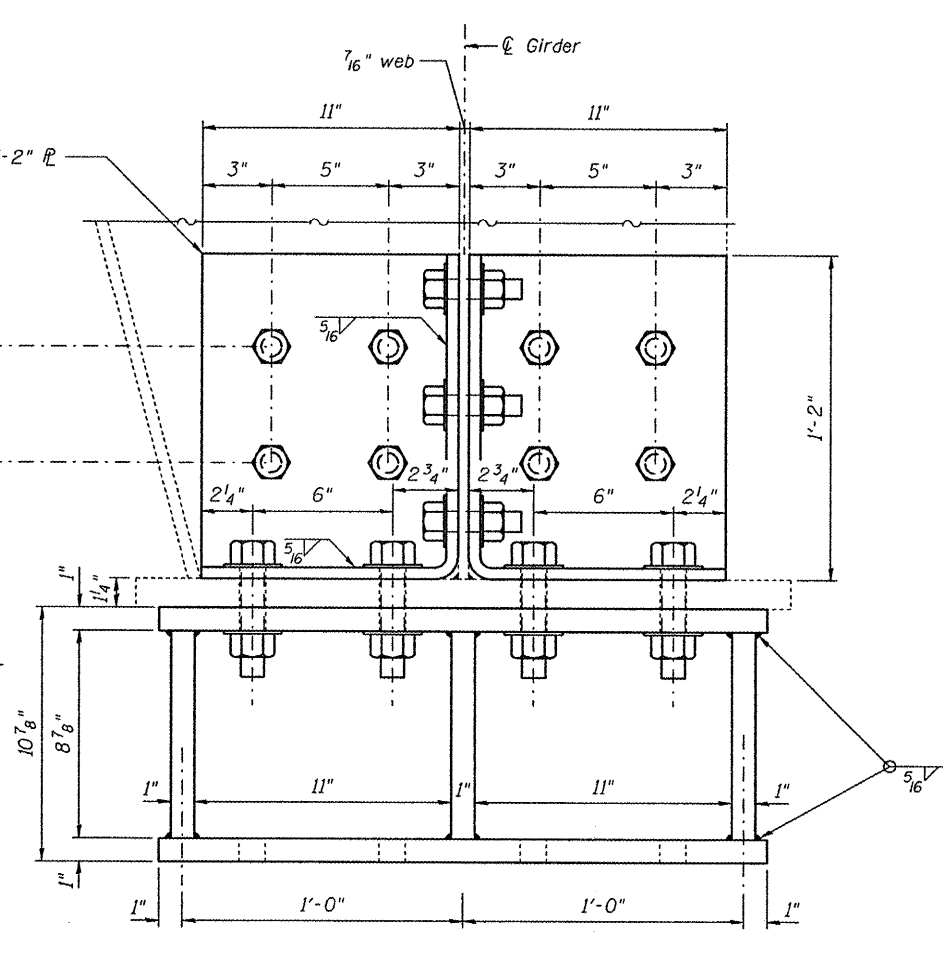
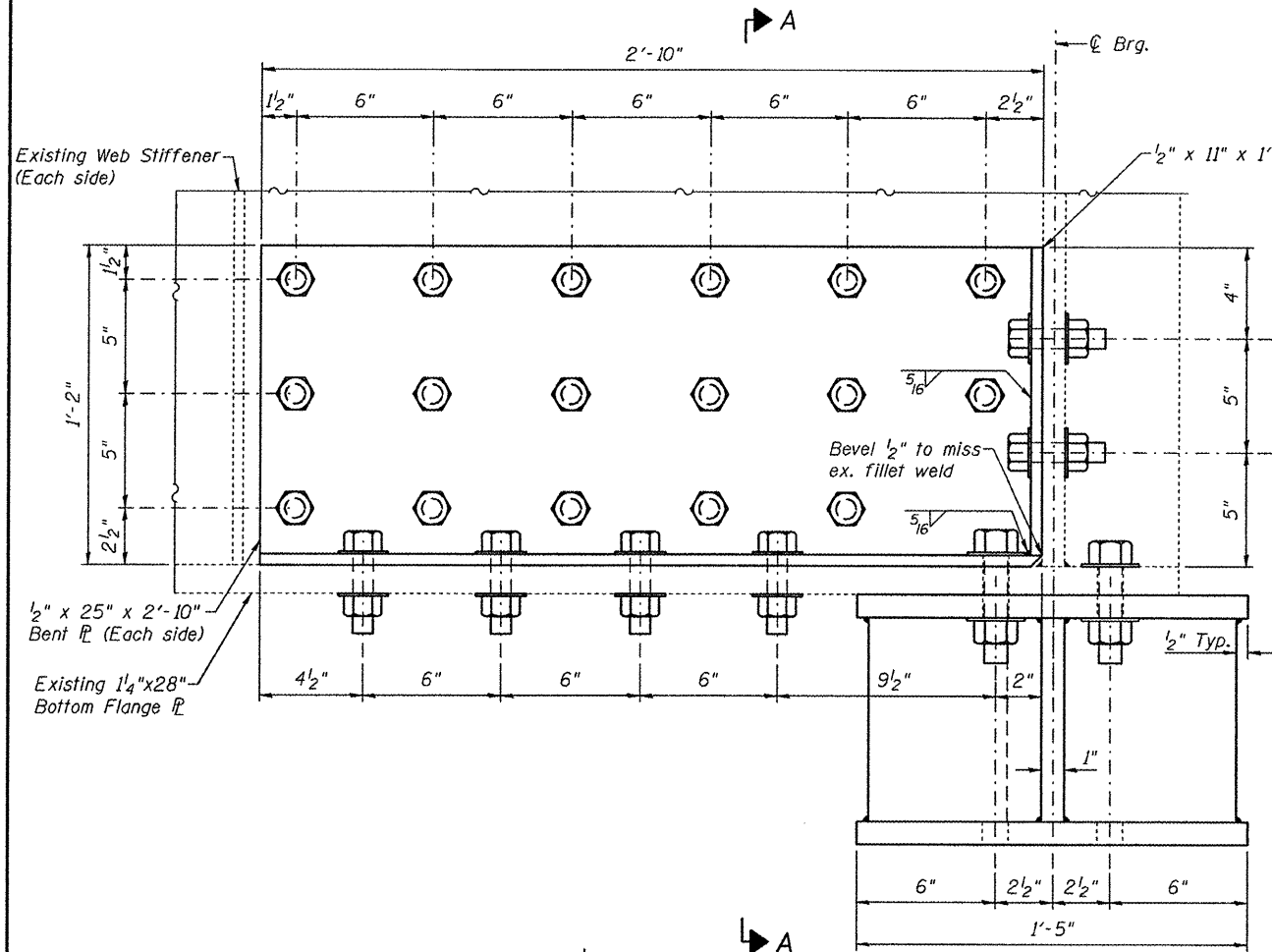
DESIGNED - J. Uehle	EXAMINED - <i>J. F. Jolly</i>	DATE - March 11, 2011
CHECKED - A. Holloway	ENGINEER OF STRUCTURAL SERVICES	
DRAWN - J. Uehle	PASSED	
CHECKED - A. Holloway	ENGINEER OF BRIDGES AND STRUCTURES	

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**POT BEARINGS SN 082-0198**

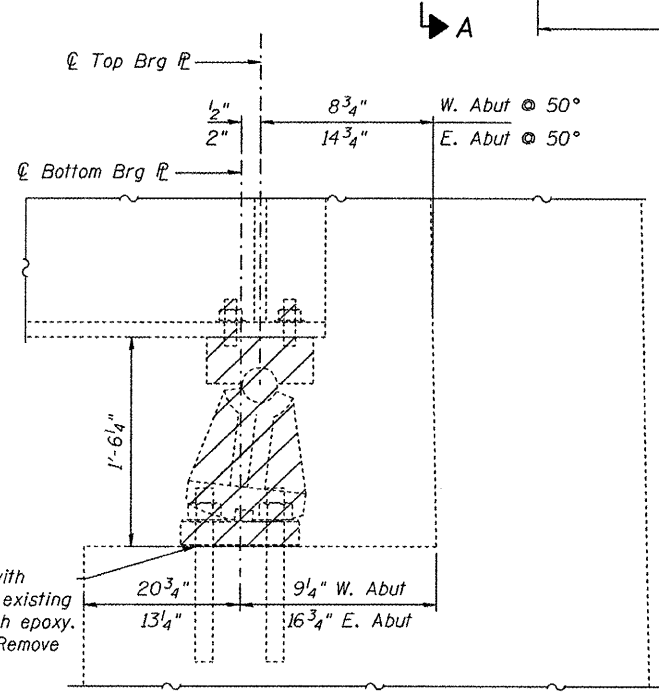
SHEET NO. 7 OF 11 SHEETS

F.A.P. RTE. 103	SECTION 561-B-1	COUNTY ST. CLAIR	TOTAL SHEETS 21	SHEET NO. 14
CONTRACT NO. 76E20				
ILLINOIS FED. AID PROJECT				

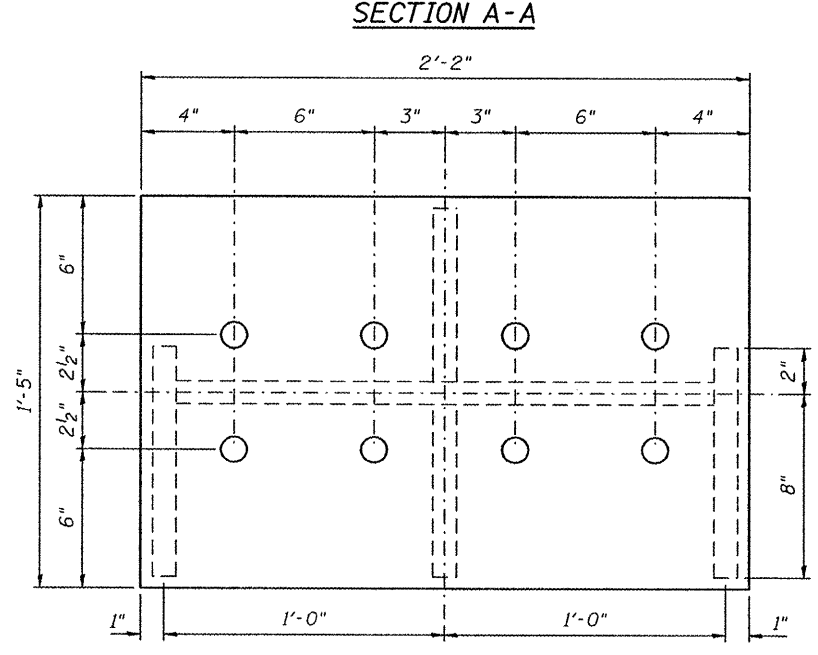


**BEAM REACTIONS**

R <sub>l</sub>	(K)	222
R <sub>l</sub> w.s.	(K)	17
R <sub>t</sub>	(K)	111
R (Total)	(K)	350



**ELEVATION**



**PLAN TOP & BOTTOM PLATE**

**Notes:**  
 Cross-frame removal and reinstallation may be required to facilitate drilling holes. Cost included with Furnishing and Erecting Structural Steel.  
 New steel extensions, shim plates, girder repair plates, and connection bolts are included with Furnishing and Erecting Structural Steel.  
 All plates shall be AASHTO M270, Gr. 50.  
 Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions. Minimum jack capacity = 350 Tons.  
 Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (F<sub>y</sub>=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.  
 Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.  
 All bolts for the web plate repair shall be 5/8" φ, 15/16" φ holes, except for the 4 bolts extending through the bottom flange and steel pedestal.  
 The existing webs are rusted completely through near the bottom flanges. The web repair plates shall be installed prior to jacking. Additional temporary jacking web stiffeners may be required. See special provisions.

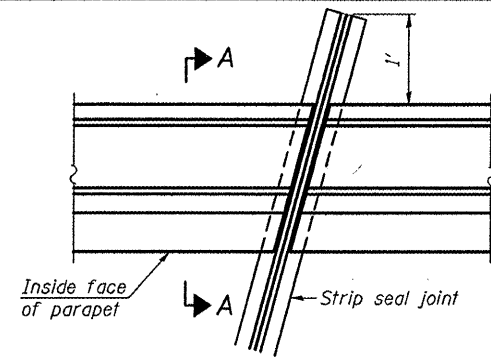
DESIGNED - J. Uehle  
 CHECKED - A. Holloway  
 DRAWN - J. Uehle  
 CHECKED - A. Holloway

EXAMINED *John F. [Signature]*  
 ENGINEER OF STRUCTURAL SERVICES  
 DATE - March 11, 2011  
 PASSED \_\_\_\_\_  
 ENGINEER OF BRIDGES AND STRUCTURES

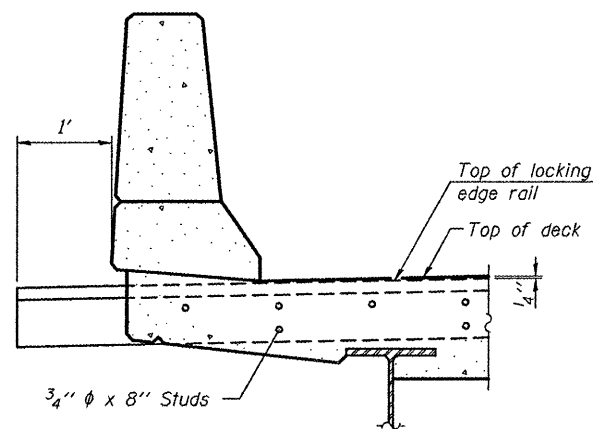
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**STEEL DETAILS**  
**SN 082-0198**  
 SHEET NO. 8 OF 11 SHEETS

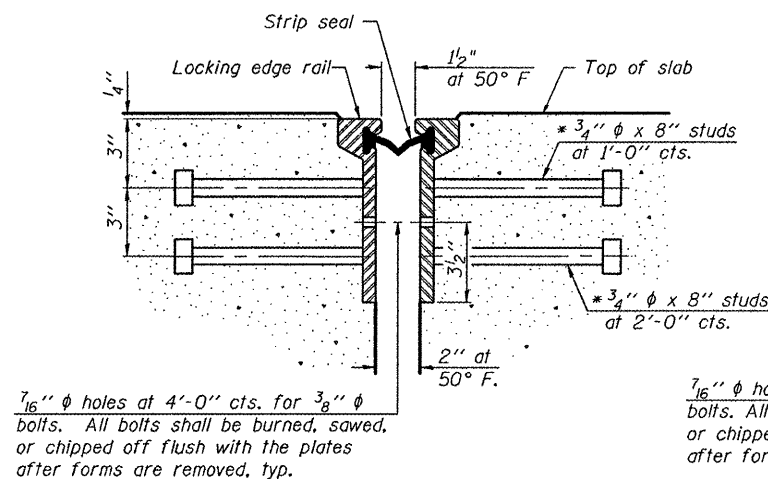
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	561-B-1	ST. CLAIR	21	15
CONTRACT NO. 76E20				
ILLINOIS FED. AID PROJECT				



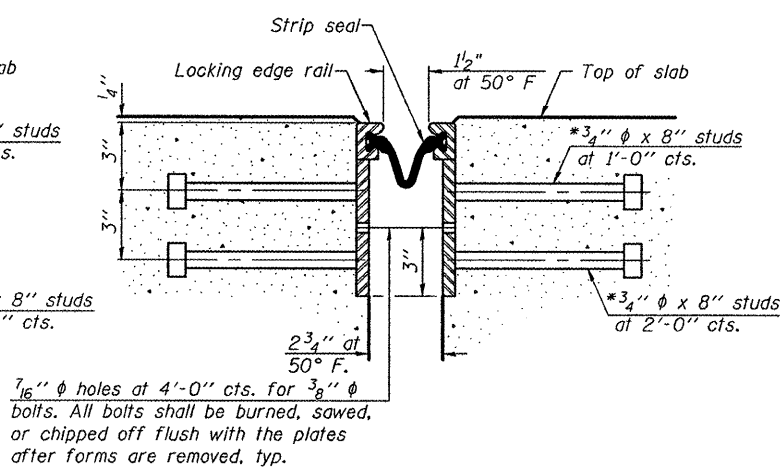
**PLAN**  
(For skews  $\leq 30^\circ$ )



**SECTION A-A**



**SECTION THRU  
ROLLED RAIL JOINT**



**SECTION THRU  
WELDED RAIL JOINT**

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

**ROLLED  
EXTRUDED RAIL**

**WELDED RAIL**

**LOCKING EDGE  
RAIL SPLICE**

The inside of the locking edge rail groove shall be free of weld residue.

Rolled rail shown, welded rail similar.

**LOCKING EDGE RAILS**

**Notes:**

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.

Parapet plates and anchorage studs for skews > 30° included in the cost of Preformed Joint Strip Seal.

**BILL OF MATERIAL**

Item	Unit	Total
Preformed Joint Strip Seal	Foot	44.5

DESIGNED - J. Uehle  
CHECKED - A. Holloway  
DRAWN - J. Uehle  
CHECKED - A. Holloway

EXAMINED *James F. Dahlhoff* DATE - March 11, 2011  
PASSED  
ENGINEER OF STRUCTURAL SERVICES  
ENGINEER OF BRIDGES AND STRUCTURES

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

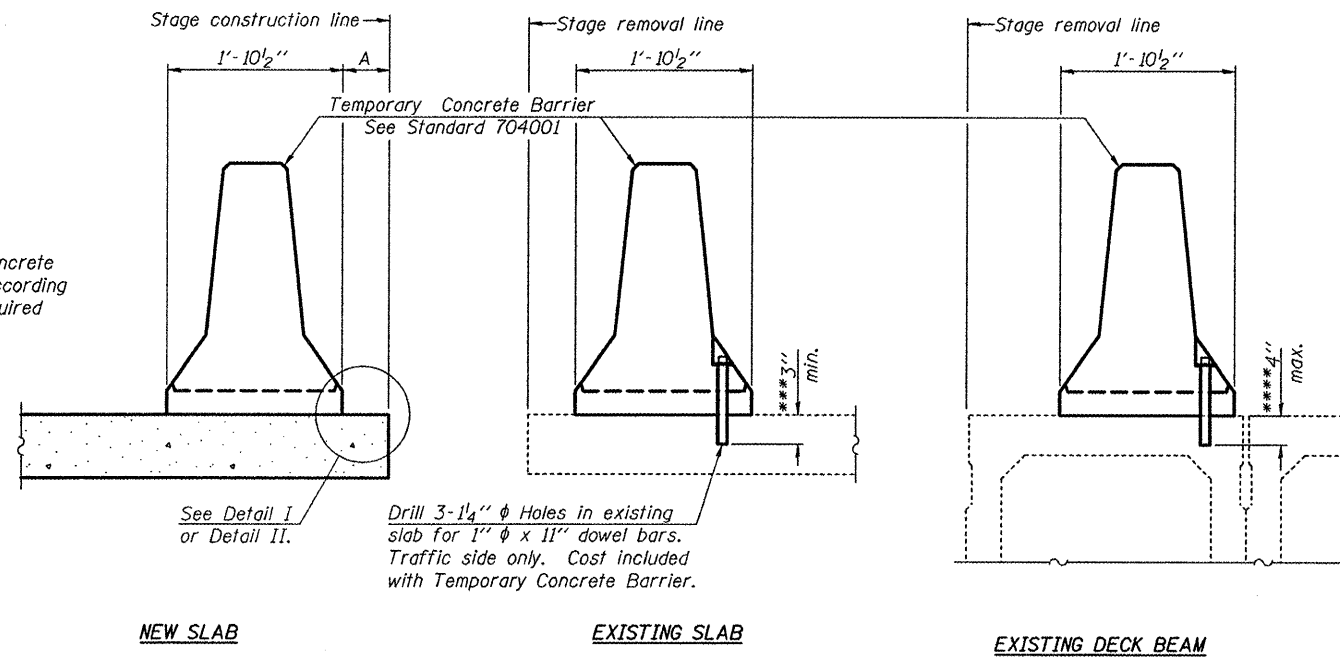
**PREFORMED JOINT STRIP SEAL  
SN 082-0198**

SHEET NO. 9 OF 11 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	561-B-1	ST. CLAIR	21	16
CONTRACT NO. 76E20				
ILLINOIS FED. AID PROJECT				



When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



**SECTIONS THRU SLAB OR DECK BEAM**

**NOTES**

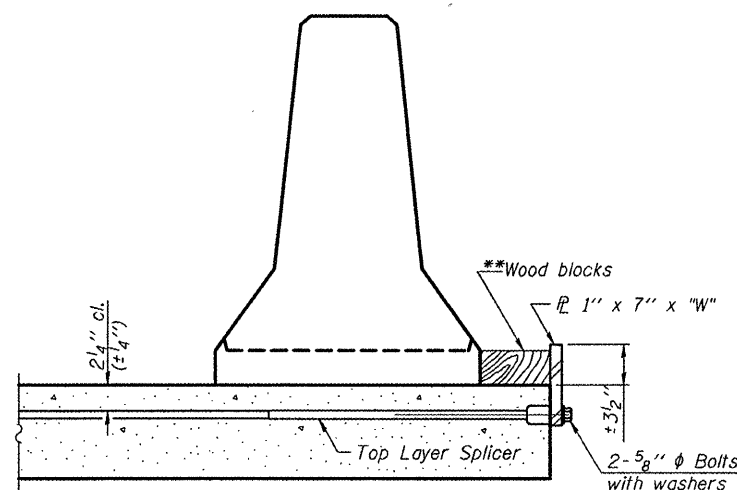
**Detail I - With Bar Splicer or Couplers:**  
Connect one (1) 1" x 7" x "W" steel  $\bar{L}$  to the top layer of couplers with 2-5/8"  $\phi$  bolts screwed to coupler at approximate  $\bar{C}$  of each barrier panel.

**Detail II - With Extended Reinforcement Bars:**  
Connect one (1) 1" x 7" x "W" steel  $\bar{L}$  to the concrete slab or concrete wearing surface with 2-5/8"  $\phi$  Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate  $\bar{C}$  of each barrier panel.

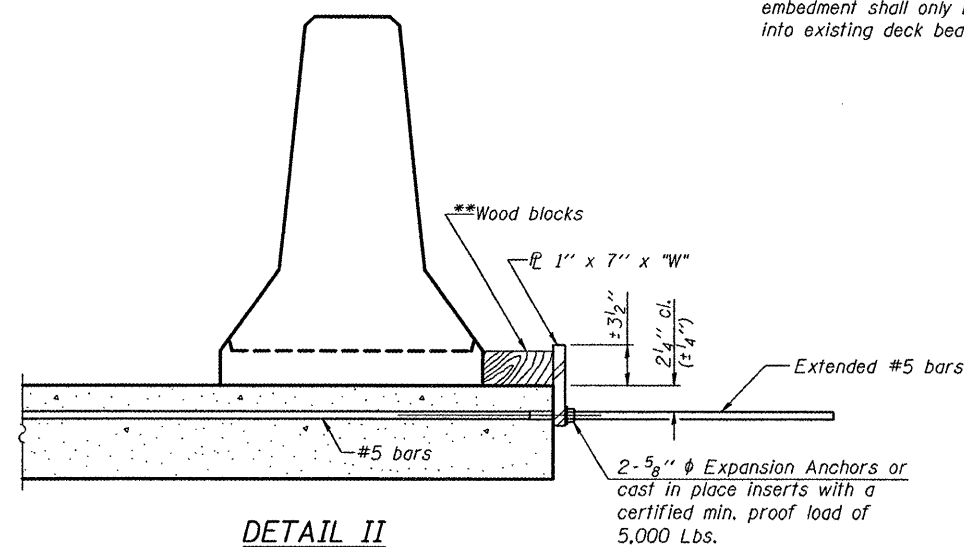
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

\*\*\* Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

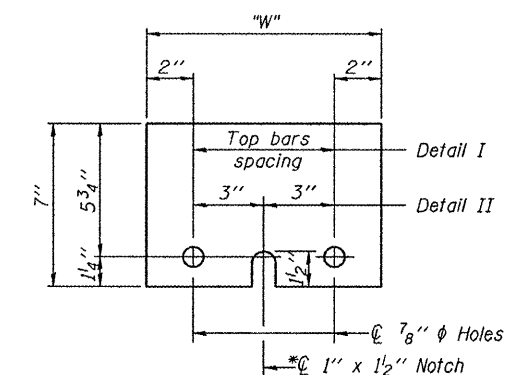
\*\*\*\* If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



**DETAIL I**



**DETAIL II**



**STEEL RETAINER  $\bar{L}$  1" x 7" x "W"**

\* Required only with Detail II

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

"W" = Top bars spacing + 4"

R-27

7-1-10

DESIGNED - J. Uehle  
CHECKED - A. Holloway  
DRAWN - J. Uehle  
CHECKED - A. Holloway

EXAMINED *[Signature]*  
ENGINEER OF STRUCTURAL SERVICES  
PASSED  
ENGINEER OF BRIDGES AND STRUCTURES

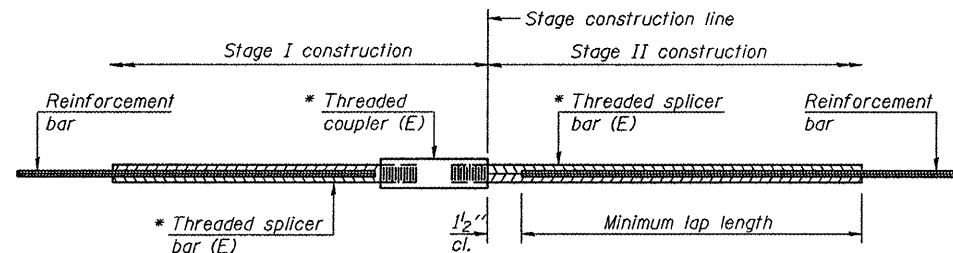
DATE - March 11, 2011

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION  
STRUCTURE NO.**

SHEET NO. 10 OF 11 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	561-B-1	ST. CLAIR	21	17
CONTRACT NO. 76E20			ILLINOIS FED. AID PROJECT	



**STANDARD BAR SPLICER ASSEMBLY**

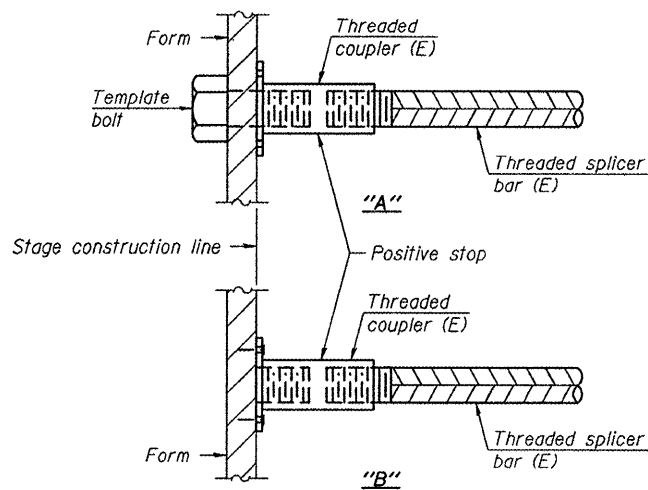
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Top bar lap, Class B

Threaded splicer bar length = min. lap length + 1/2" + thread length

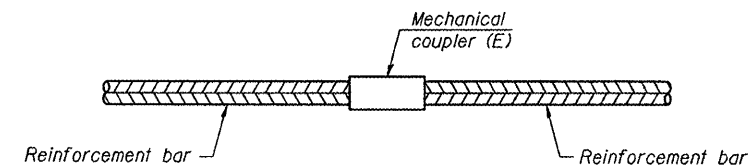
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
West Joint	#5	12	2'-7"
East Joint	#5	14	2'-7"



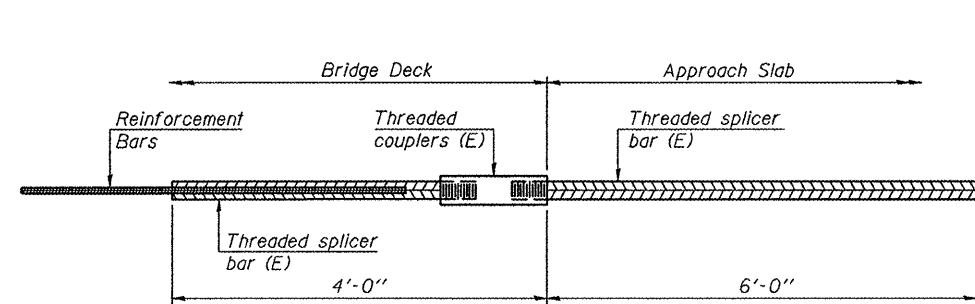
**INSTALLATION AND SETTING METHODS**

"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.



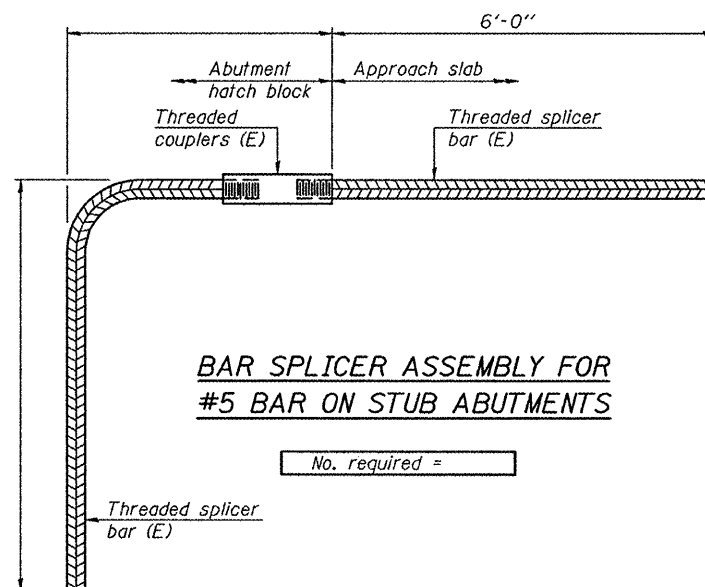
**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required
East Finger Plate	#5	40



**BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

No. required =



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

No. required =

**NOTES**

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.  
 All reinforcement shall be lapped and tied to the splicer bars.  
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.  
 See special provision for Mechanical Splicers.  
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

7-1-10

DESIGNED - J. Uehle  
 CHECKED - A. Holloway  
 DRAWN - J. Uehle  
 CHECKED - A. Holloway

EXAMINED  
 ENGINEER OF STRUCTURAL SERVICES  
 PASSED  
 ENGINEER OF BRIDGES AND STRUCTURES

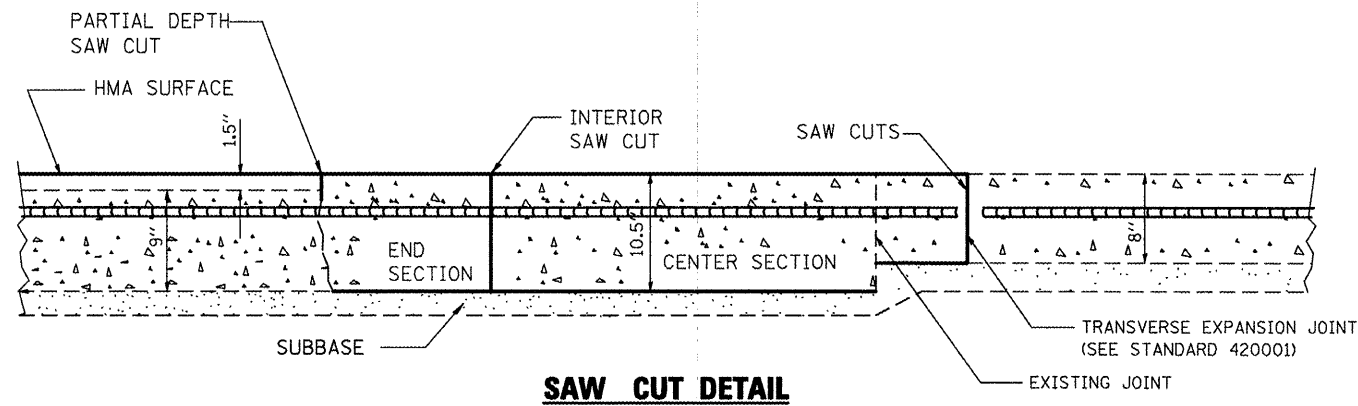
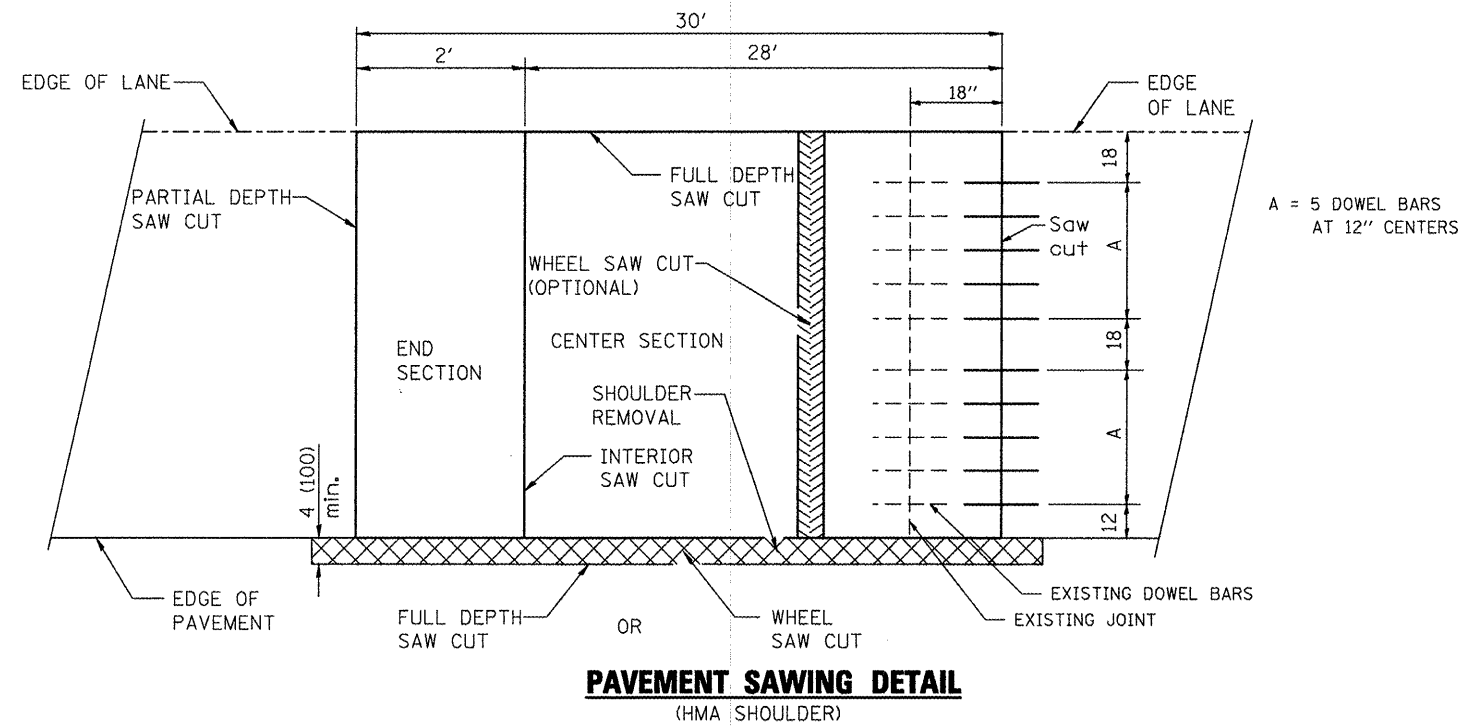
DATE - March 11, 2011

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
 STRUCTURE NO.

SHEET NO. 11 OF 11 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	561-B-1	ST. CLAIR	21	18
CONTRACT NO. 76E20				
ILLINOIS FED. AID PROJECT				



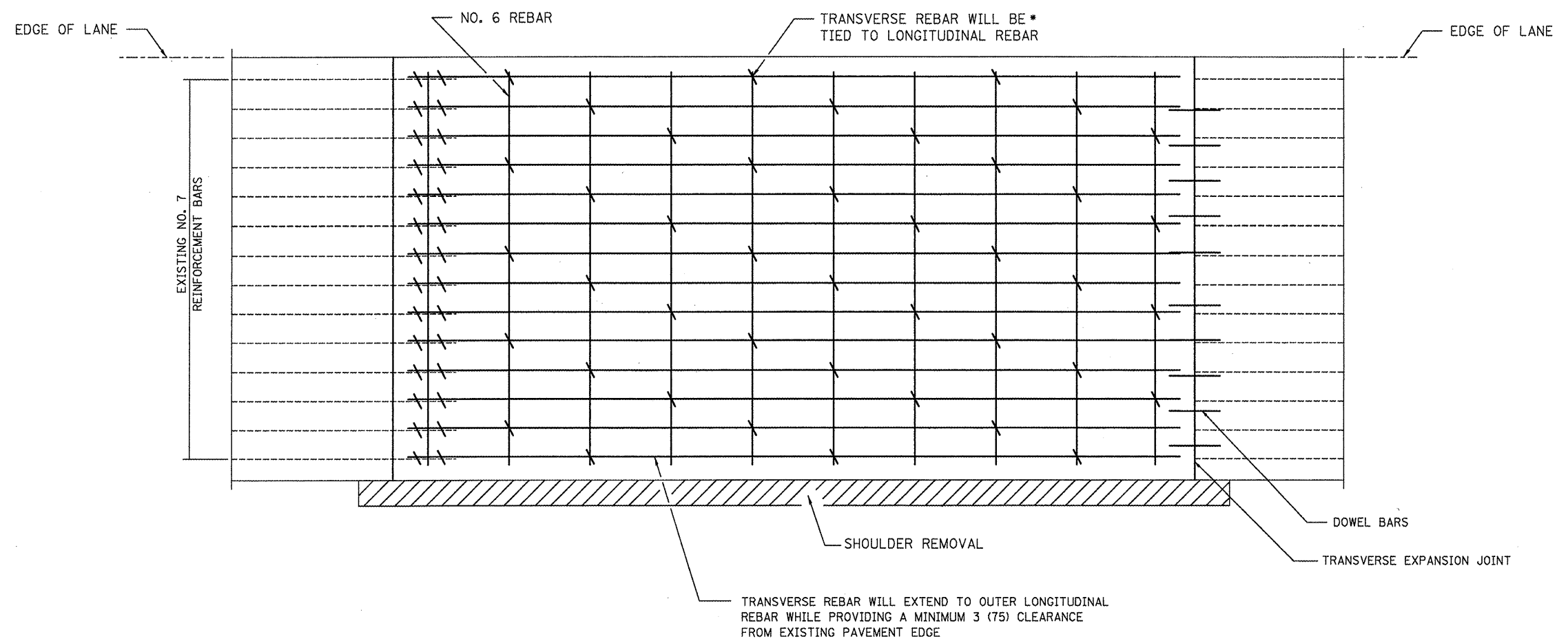
PATCHING SCHEDULE								
LOCATION		SIDE	CLASS A	PATCHING	TIE	DOWEL	SAW	
STATION	TO	STATION	(12'X30')	PATCHES (SPECIAL)	REINFORCEMENT	BARS	BARS	CUTS
401+67.03	TO	402+07.03	RT/LT	SQ YD	SQ YD	EACH	EACH	FOOT
401+67.03	TO	402+07.03	RT	40	40	14	10	96
402+67.03	TO	402+07.03	LT	40	40		10	96
TOTALS				80	80	14	20	192

TRANSVERSE EXPANSION JOINT INCLUDED IN THE COST OF THE CLASS A PATCHES (SPECIAL)

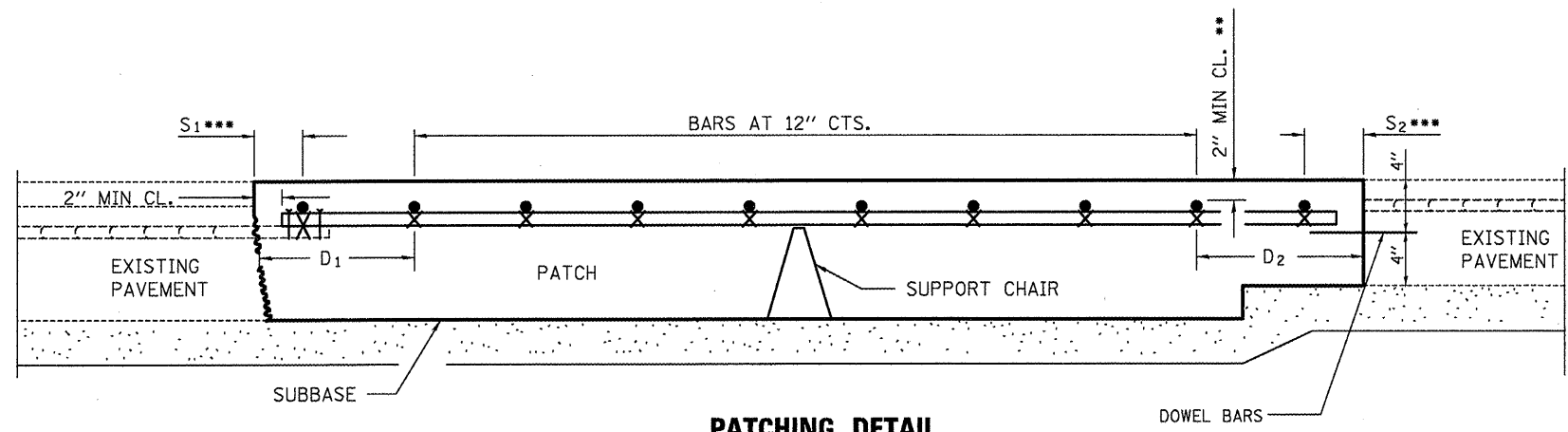
**GENERAL NOTES**

WHEN PATCHING TWO ADJACENT LANES IN ONE OPERATION, THE LONGITUDINAL JOINT SHALL BE A LONGITUDINAL SAWED JOINT AS DETAILED ON STANDARD 420001; HOWEVER, THE GROOVE MAY BE EITHER PREFORMED OR SAWED.

FILE NAME =	USER NAME = #USER#	DESIGNED - ACM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CLASS A PATHING DETAILS</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN - ACM	REVISED -		SCALE: NONE	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	103	561-B-1	ST. CLAIR	21	19
		CHECKED -	REVISED -		CONTRACT NO. 76E20								
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								



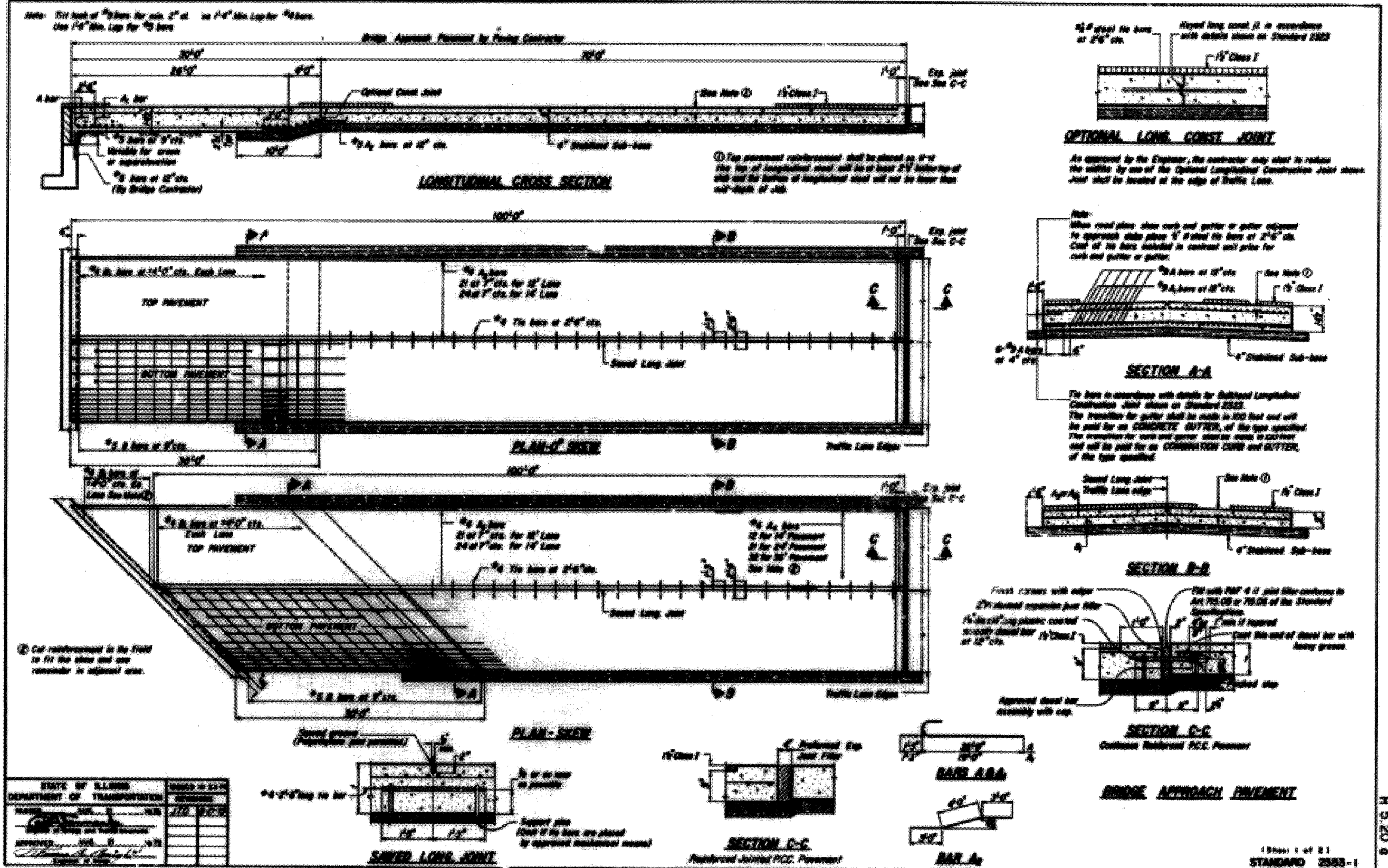
**PAVEMENT REINFORCEMENT DETAIL**



**PATCHING DETAIL**

- \* EVERY 3rd INTERSECTION MUST BE TIED
- \*\* WHEN THE MINIMUM CLEARANCE CANNOT BE OBTAINED WITH THE TRANSVERSE BAR ON TOP THEN THE TRANSVERSE REBAR SHALL BE TIED TO THE BOTTOM OF THE LONGITUDINAL REBAR.
- \*\*\* VARIABLE: WHERE  $S_1$  AND  $S_2$  ARE  $2\frac{1}{2}$  MIN. AND 12 MAX.  $D_1 = 2(S_1)$  and  $D_2 = 2(S_2)$ .

FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED - ACM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CLASS A PATCHING DETAILS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLDT SCALE = *SCALE*	CHECKED - ACM	REVISED -					103	561-B-I	ST. CLAIR	21	20
PLDT DATE = *DATE*	DATE -	REVISED -	REVISED -		SCALE: NONE	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 76E20			
ILLINOIS FED. AID PROJECT												



STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DESIGNED BY - ACM	REVISIONS
APPROVED BY - [Signature]	CHECKED BY - ACM	1/10 P.C.C.
	DATE -	

FOR INFORMATION ONLY

FILE NAME =	USER NAME = #USER#	DESIGNED - ACM	REVISIONS	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING APPROACH PAVEMENT		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN - ACM	1/10 P.C.C.		103	561-B-1	ST. CLAIR	21	21		
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		DATE -						ILLINOIS FED. AID PROJECT			