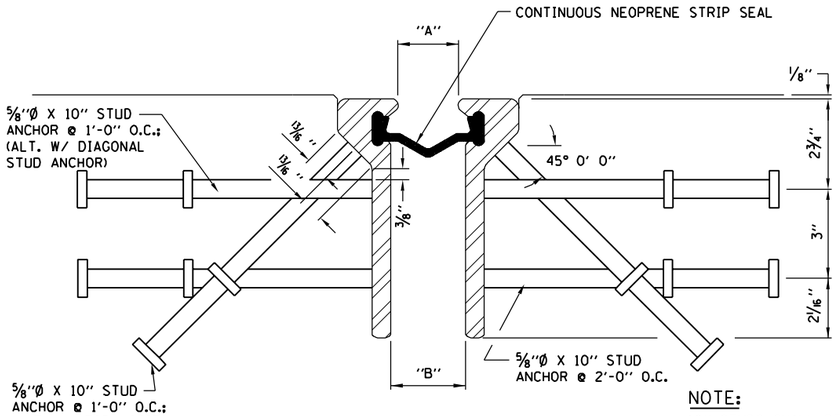


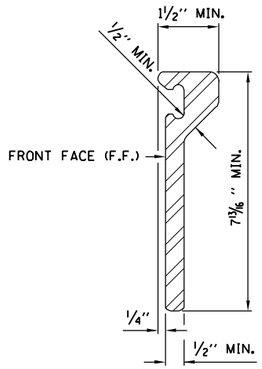
SECTION THRU EXPANSION JOINT

NOTE:

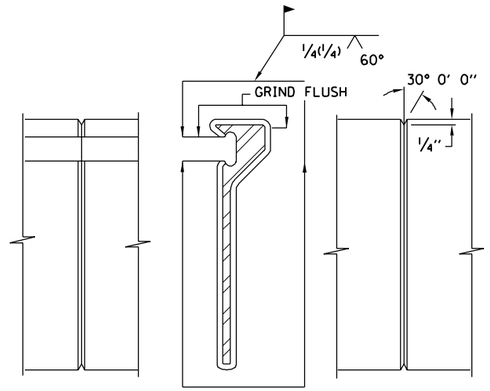
DIMENSIONS "A" AND "B" ARE PERPENDICULAR TO THE EXPANSION JOINT

NOTE:

10" STUDS SHALL BE MADE OF (1)-6 9/16" & (1)-4 1/8" (LENGTH BEFORE WELDING) PIGGY-BACKED.



TYPICAL SECTION THRU FRAME RAIL

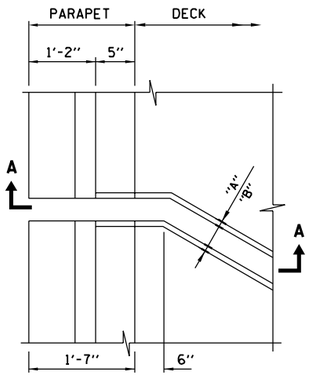


FRONT FACE SECTION BACK FACE

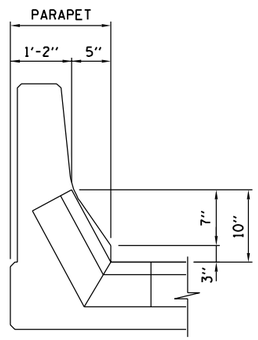
FRAME RAIL SPLICE DETAIL

NOTE:

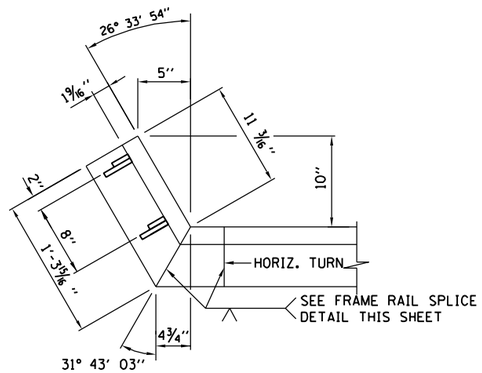
WELD ON FRONT SIDE OF FRAME MAYBE OMITTED AT STAGE CONSTRUCTION LINES



PLAN



SECTION A-A



SECTION

UPTURN AT PARAPET

NOTES:

1. WORK THIS DRAWING WITH THE BASE SHEET FOR EXPANSION JOINT FRAME RAIL SUPPORT SYSTEM.
2. EXPANSION JOINT SHALL FOLLOW ROADWAY GRADE & CROSS SLOPE. EXPANSION JOINT TO BE SET TO GRADE BY ATTACHING FRAME RAILS TO BACKWALL AND BEAMS.
3. FRAME RAILS AND OTHER STEEL SHALL BE AASHTO M270 GRADE 36, (ASTM A36).
4. STUD ANCHORS SHALL BE AASHTO M169 (ASTM A108).
5. EXPANSION ANCHORS SHALL BE IN ACCORDANCE WITH THE SUPPLEMENTAL SPECIFICATIONS.
6. FRAME RAIL ASSEMBLY SHALL BE FABRICATED IN 20 FT. MAXIMUM LENGTHS. SHOP AND FIELD SPLICES SHALL BE PLACED AT CROWN BREAKS, CONSTRUCTION STAGE LINES, AND TRANSVERSE BREAKS IN DECK.
7. AT SPLICES, A CONTINUOUS GROUND SMOOTH WELD SHALL BE PROVIDED EXCEPT ON SURFACES IN LOCKING CONTACT WITH SEAL WHICH SHALL HAVE NO BURRS.
8. ALL STUD ANCHORS TO BE ELECTRIC ARC END WELDED WITH COMPLETE FUSION.
9. AFTER FABRICATION IS COMPLETE FRAME RAILS SHALL BE HOT DIPPED GALVANIZED IN ACCORDANCE WITH AASHTO M111 (ASTM A123).
10. CORRESPONDING SECTIONS SHALL BE TEMPORARILY SHOP ASSEMBLED, CHECKED FOR FIT, AND MATCH MARKED WITH STENCIL AND BLACK PAINT FOR SHIPMENT.
11. NEOPRENE SEAL SHALL BE CONTINUOUS. FACTORY VULCANIZED HORIZONTAL MITERS SHALL BE REQUIRED FOR ALL SKEWS.
12. NEOPRENE SEAL SHALL BE INSTALLED CONTINUOUS, SPLICING OF SEAL IN THE FIELD IS NOT PERMITTED.
13. NEOPRENE SEAL SHALL BE BONDED TO THE FRAME RAILS WITH AN ADHESIVE MEETING THE REQUIREMENTS OF ASTM D4070.
14. SUPPORT PLATES, NUTS AND WASHERS CONNECTED TO FRAME RAILS SHALL BE HOT DIPPED GALVANIZED IN ACCORDANCE WITH AASHTO M111 AND M232 (ASTM A123 AND A153).
15. SUPPORT PLATES ON STEEL GIRDERS SHALL BE WELDED IN ACCORDANCE WITH SUBSECTIONS 505.04 (q) & 505.08 (n) OF THE IDOT STANDARD SPECIFICATIONS.
16. FURNISHING AND INSTALLING EXPANSION JOINT FRAME RAIL SUPPORT SYSTEM SHALL BE INCLUDED IN THE COST OF BRIDGE EXPANSION JOINT.
17. JOINT OPENINGS SHALL BE ADJUSTED IN ACCORDANCE WITH THE FIELD ENGINEER'S INSTRUCTIONS.
18. UPON COMPLETION OF FIELD WELDING, THE CONTRACTOR SHALL CLEAN THE WELD AREA AND APPLY A COATING OF ORGANIC ZINC-RICH PAINT IN ACCORDANCE WITH SSPC-PS12.01.

NOTE TO DSE

THIS BASE SHEET SHOWS TYPICAL NEW CONSTRUCTION BUT IT IS NOT A STANDARD DRAWING. IT REQUIRES COMPLETION BY THE DSE PRIOR TO INSERTION INTO A CONTRACT. MICROSTATION FILES ARE CONTAINED W/IN THE ICAPP MANUAL RESOURCE CD OR AVAILABLE FROM THE AUTHORITY. THE DSE SHALL ACCEPT THE RESPONSIBILITY OF THE DESIGN OF THIS SHEET UPON ITS COMPLETION & INSERTION INTO A CONTRACT. THIS "NOTE TO DSE" SHALL BE REMOVED BY THE DSE PRIOR TO INSERTION OF THE SHEET INTO THE PLAN SET.

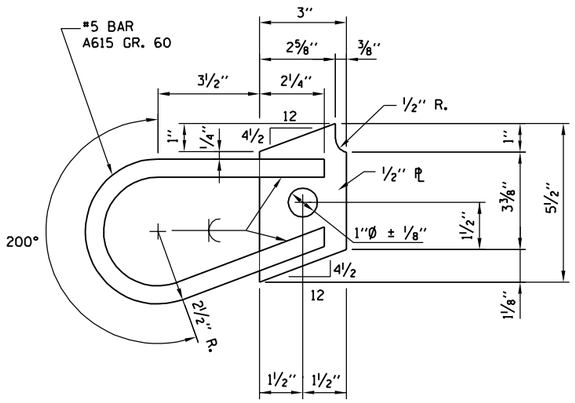
BASE SHEET M1

Illinois Tollway
Open Roads for a Faster Future

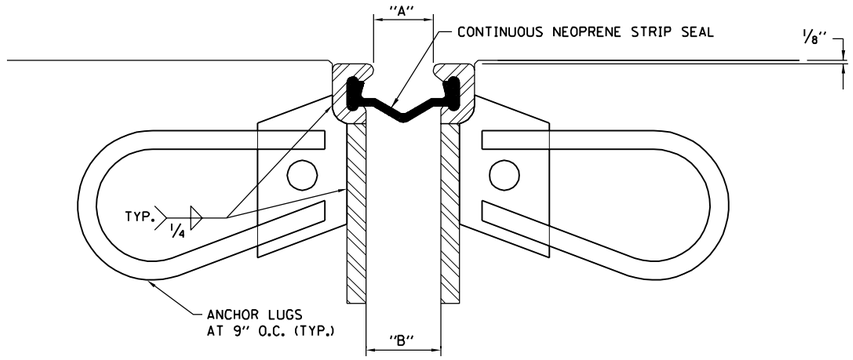
DATE	REVISIONS
6-1-2009	ADDED DIMENSIONS "A" AND "B"

EXPANSION JOINT
FRAME RAIL AND SEAL
ALTERNATIVE A

DATE
1-1-2007



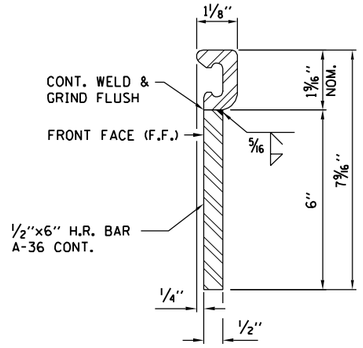
ANCHOR LUG DETAIL



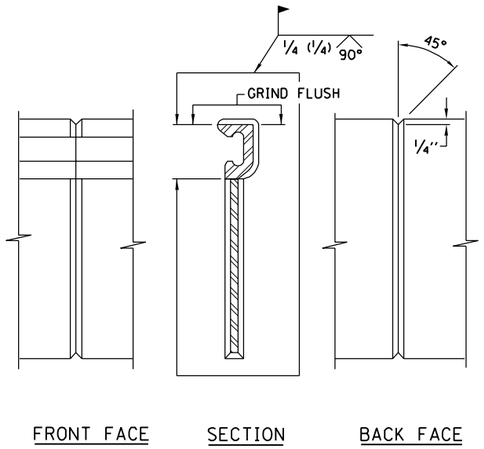
SECTION THRU EXPANSION JOINT

NOTE:

DIMENSIONS "A" AND "B" ARE PERPENDICULAR TO THE EXPANSION JOINT



TYPICAL SECTION
THRU FRAME RAIL



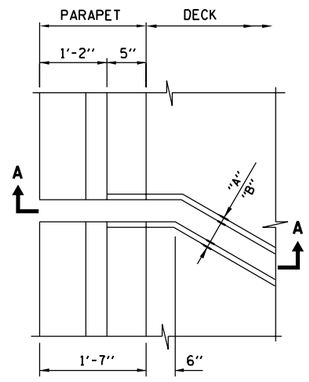
FRAME RAIL SPLICE DETAIL

NOTE:

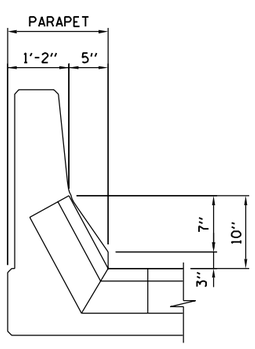
WELD ON FRONT SIDE OF FRAME MAYBE OMITTED AT STAGE CONSTRUCTION LINES.

NOTES:

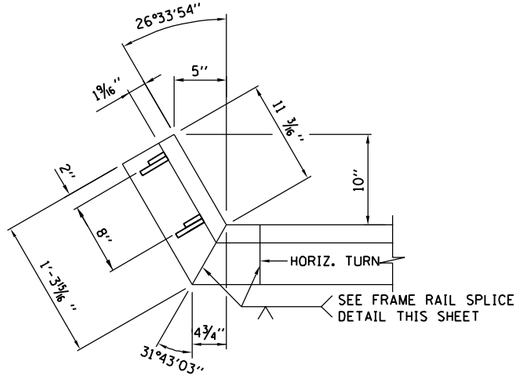
1. WORK THIS DRAWING WITH THE BASE SHEET FOR EXPANSION JOINT FRAME RAIL SUPPORT SYSTEM.
2. EXPANSION JOINT SHALL FOLLOW ROADWAY GRADE & CROSS SLOPE. EXPANSION JOINT TO BE SET TO GRADE BY ATTACHING FRAME RAILS TO BACKWALL AND BEAMS.
3. AT SPLICES, A CONTINUOUS GROUND SMOOTH WELD SHALL BE PROVIDED EXCEPT ON SURFACES IN LOCKING CONTACT WITH SEAL WHICH SHALL HAVE NO BURRS.
4. FRAME RAILS AND OTHER STEEL SHALL BE AASHTO M270 GRADE 36, (ASTM A36).
5. ANCHOR LUGS SHALL BE AASHTO M31 (ASTM A615).
6. EXPANSION ANCHORS SHALL BE IN ACCORDANCE WITH THE SUPPLEMENTAL SPECIFICATIONS.
7. FRAME RAIL ASSEMBLY SHALL BE FABRICATED IN 20 FT. MAXIMUM LENGTHS. SHOP AND FIELD SPLICES SHALL BE PLACED AT CROWN BREAKS, CONSTRUCTION STAGE LINES, AND TRANSVERSE BREAKS IN DECK.
8. AFTER FABRICATION IS COMPLETE FRAME RAILS SHALL BE HOT DIPPED GALVANIZED IN ACCORDANCE WITH AASHTO M111 (ASTM A123).
9. CORRESPONDING SECTIONS SHALL BE TEMPORARILY SHOP ASSEMBLED, CHECKED FOR FIT, AND MATCH MARKED WITH STENCIL AND BLACK PAINT FOR SHIPMENT.
10. NEOPRENE SEAL SHALL BE CONTINUOUS. FACTORY VULCANIZED HORIZONTAL MITERS SHALL BE REQUIRED FOR ALL SKEWS.
11. NEOPRENE SEAL SHALL BE INSTALLED CONTINUOUS. SPLICING OF SEAL IN THE FIELD IS NOT PERMITTED.
12. NEOPRENE SEAL SHALL BE BONDED TO THE FRAME RAILS WITH AN ADHESIVE MEETING THE REQUIREMENTS OF ASTM D4070.
13. SUPPORT PLATES ON STEEL GIRDERS SHALL BE WELDED IN ACCORDANCE WITH SUBSECTIONS 505.04 (q) & 505.08 (n) OF THE IDOT STANDARD SPECIFICATIONS.
14. FURNISHING AND INSTALLING EXPANSION JOINT FRAME RAIL SUPPORT SYSTEM SHALL BE INCLUDED IN THE COST OF BRIDGE EXPANSION JOINT.
15. JOINT OPENINGS SHALL BE ADJUSTED IN ACCORDANCE WITH THE FIELD ENGINEER'S INSTRUCTIONS.
16. SUPPORT PLATES, NUTS, AND WASHERS CONNECTED TO FRAME RAILS SHALL BE HOT DIPPED GALVANIZED IN ACCORDANCE WITH AASHTO M111 AND M232 (ASTM A123 AND A153).
17. UPON COMPLETION OF FIELD WELDING, THE CONTRACTOR SHALL CLEAN THE WELD AREA AND APPLY A COATING OF ORGANIC ZINC-RICH PAINT IN ACCORDANCE WITH SSPC-PS12.01.



PLAN



SECTION A-A



SECTION

UPTURN AT PARAPET

NOTE TO DSE

THIS BASE SHEET SHOWS TYPICAL NEW CONSTRUCTION BUT IT IS NOT A STANDARD DRAWING. IT REQUIRES COMPLETION BY THE DSE PRIOR TO INSERTION INTO A CONTRACT. MICROSTATION FILES ARE CONTAINED W/IN THE ICAPP MANUAL RESOURCE CD OR AVAILABLE FROM THE AUTHORITY. THE DSE SHALL ACCEPT THE RESPONSIBILITY OF THE DESIGN OF THIS SHEET UPON ITS COMPLETION & INSERTION INTO A CONTRACT. THIS "NOTE TO DSE" SHALL BE REMOVED BY THE DSE PRIOR TO INSERTION OF THE SHEET INTO THE PLAN SET.

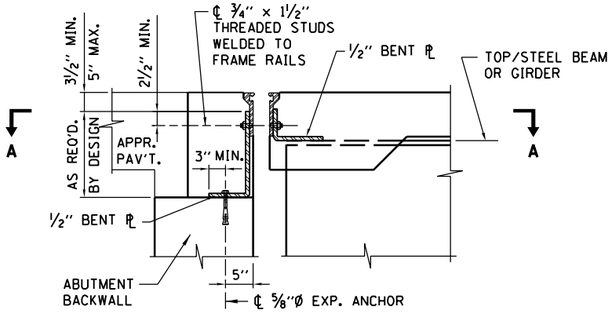
BASE SHEET M2

Illinois Tollway
Open Roads for a Faster Future

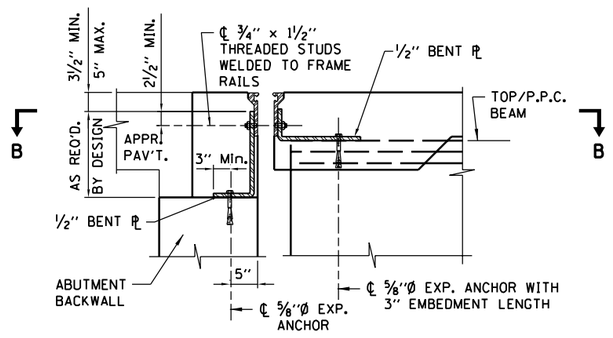
DATE	REVISIONS
6-1-2009	ADDED DIMENSIONS "A" AND "B"

EXPANSION JOINT
FRAME RAIL AND SEAL
ALTERNATIVE B

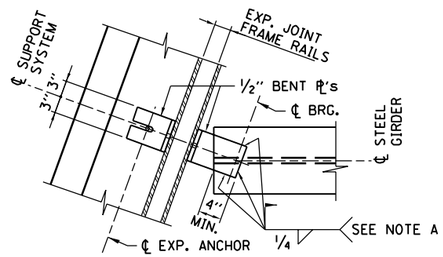
DATE
1-1-2007



TYPICAL SECTION THRU EXP. JOINT AND SUPPORT SYSTEM AT STEEL GIRDERS



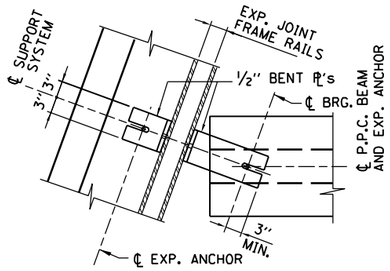
TYPICAL SECTION THRU EXP. JOINT AND SUPPORT SYSTEM AT P.P.C. BEAMS



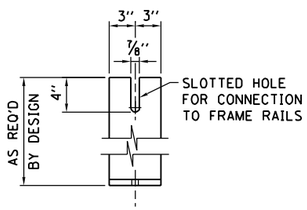
SECTION A-A

NOTE A:

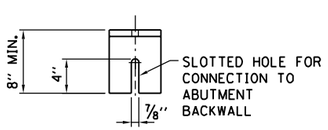
FIELD WELD AFTER SUPPORT SYSTEM IS ADJUSTED FOR THE OPENING AND HEIGHT REQUIREMENTS AND THE BENT PLATE ON THE OPPOSITE SIDE IS SECURED IN PLACE WITH EXPANSION ANCHOR INTO THE CONCRETE.



SECTION B-B

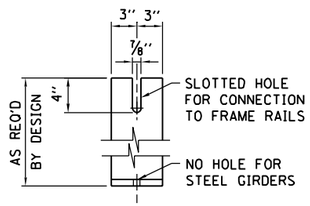


ELEVATION

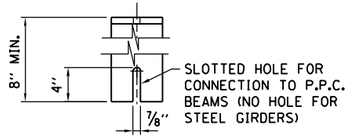


PLAN

BENT SUPPORT PLATE AT ABUTMENT



ELEVATION



PLAN

BENT SUPPORT PLATE AT BRIDGE DECK

NOTE:

1. WORK THIS DRAWING WITH THE BASE SHEETS FOR EITHER EXPANSION JOINT FRAME RAIL AND SEAL ALTERNATIVE A OR ALTERNATIVE B.

NOTE TO DSE

THIS BASE SHEET SHOWS TYPICAL NEW CONSTRUCTION BUT IT IS NOT A STANDARD DRAWING. IT REQUIRES COMPLETION BY THE DSE PRIOR TO INSERTION INTO A CONTRACT. MICROSTATION FILES ARE CONTAINED W/IN THE ICAPP MANUAL RESOURCE CD OR AVAILABLE FROM THE AUTHORITY. THE DSE SHALL ACCEPT THE RESPONSIBILITY OF THE DESIGN OF THIS SHEET UPON ITS COMPLETION & INSERTION INTO A CONTRACT. THIS "NOTE TO DSE" SHALL BE REMOVED BY THE DSE PRIOR TO INSERTION OF THE SHEET INTO THE PLAN SET.

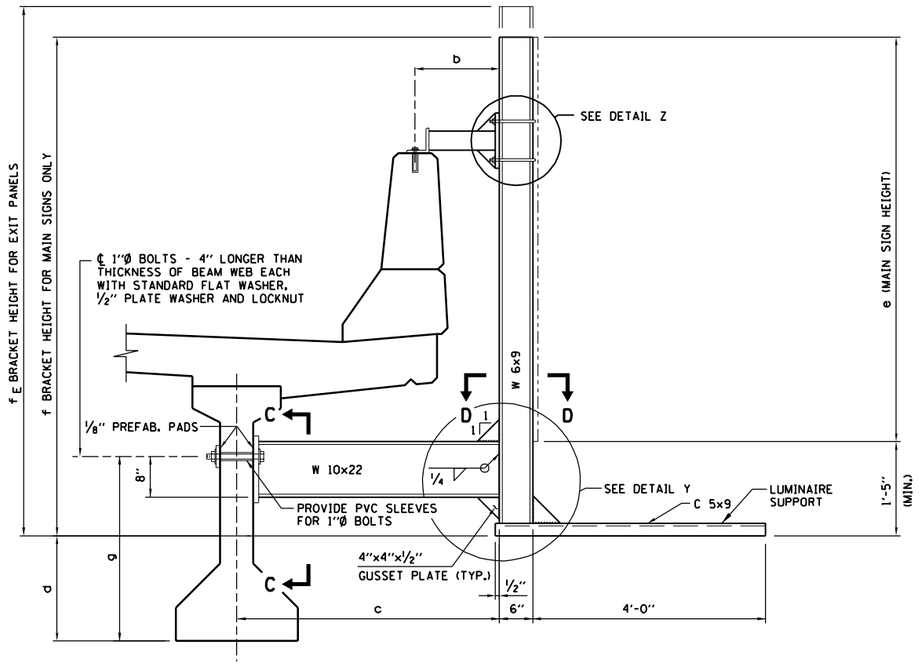
BASE SHEET M3

Illinois Tollway
Open Roads for a Faster Future

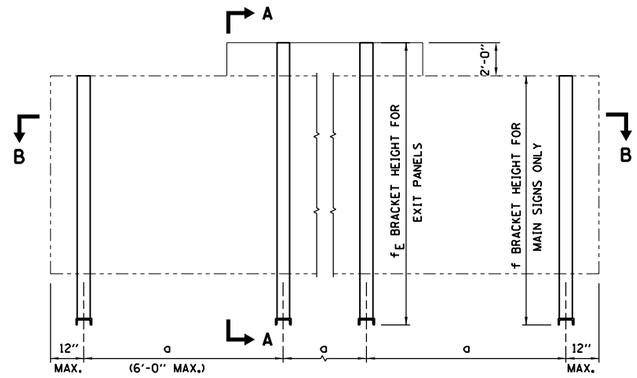
DATE	REVISIONS

EXPANSION JOINT FRAME RAIL SUPPORT SYSTEM

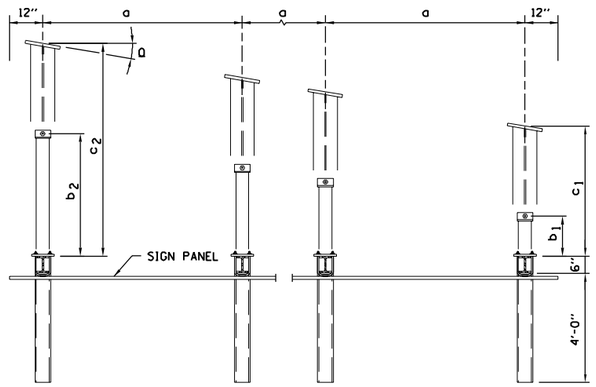
DATE
1-1-2007



SECTION A-A



TYPICAL FRONT ELEVATION



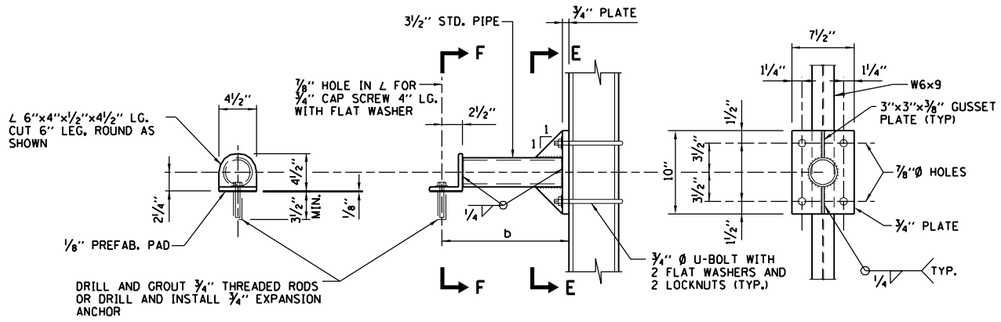
SECTION B-B

NOTES:

1. ALL STRUCTURE STEEL SHAPES AND PLATES SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-270 GRADE 36.
2. ALL STRUCTURAL STEEL PIPE SHALL BE ASTM A53 GRADE B OR C WITH A MINIMUM YIELD OF 46,000 PSI. IF A500 PIPE IS SUBSTITUTED FOR A53 THEN THE OUTSIDE DIAMETER SHALL BE AS DETAILED AND THE WALL THICKNESS GREATER THAN OR EQUAL TO A53.
3. ALL CAP SCREWS, BOLTS, U-BOLTS, WASHERS AND LOCKNUTS SHALL BE IN ACCORDANCE WITH SUBSECTION 733.02 OF THE IDOT STANDARD SPECIFICATIONS AND SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M-232.
4. ALL WELDS TO BE CONTINUOUS UNLESS OTHERWISE SHOWN. ALL WELDING TO BE DONE IN ACCORDANCE WITH THE CURRENT AWS D1.1 STRUCTURAL WELDING CODE (STEEL) AND THE IDOT STANDARD SPECIFICATIONS.
5. ALL FABRICATION SHALL BE COMPLETE AND READY FOR ASSEMBLY BEFORE GALVANIZING. NO PUNCHING, DRILLING, CUTTING, NOR WELDING SHALL BE PERMITTED AFTER GALVANIZING.
6. ALL STRUCTURAL STEEL PLATES AND SHAPES SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH AASHTO M111.
7. CONTRACTOR SHALL FIELD CHECK ALL BRIDGE DIMENSIONS SHOWN ON PLANS BEFORE SUBMITTING SHOP DRAWINGS.
8. THE COST OF FURNISHING AND INSTALLING THE BEARING PADS AS HEREIN SPECIFIED SHALL BE INCLUDED WITH THE COST OF BRIDGE (CONCRETE) MOUNTED SIGN SUPPORT.
9. PRE-FAB BEARING PADS: FABRIC BEARING PADS SHALL CONSIST OF A FABRIC AND RUBBER BODY MADE WITH NEW, UNVULCANIZED RUBBER AND UNUSED FABRIC FIBERS.
10. METHOD OF MEASUREMENT SHALL BE IN ACCORDANCE WITH SUBSECTION 733.10 (b) OF THE IDOT STANDARD SPECIFICATIONS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LINEAR FOOT FOR OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED.
11. SIGN STRUCTURE WIRING SHALL BE IN ACCORDANCE WITH THE SUPPLEMENTAL SPECIFICATIONS.
12. CENTER LINE OF EXPANSION ANCHOR INTO PARAPET SHALL BE AT LEAST 12" TO CENTERLINE OF OPEN JOINT IN PARAPET. ENGINEER SHALL VERIFY THE MINIMUM DISTANCES BETWEEN EXPANSION ANCHORS & PARAPET PRIOR TO ERECTION OF SIGN SUPPORT.

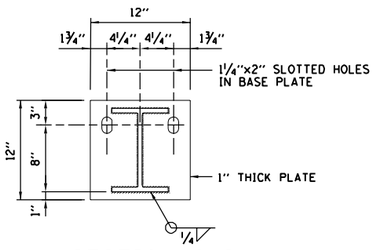
NOTE TO DSE

THIS BASE SHEET SHOWS TYPICAL NEW CONSTRUCTION BUT IT IS NOT A STANDARD DRAWING. IT REQUIRES COMPLETION BY THE DSE PRIOR TO INSERTION INTO A CONTRACT. MICROSTATION FILES ARE CONTAINED W/IN THE ICAPP MANUAL RESOURCE CD OR AVAILABLE FROM THE AUTHORITY. THE DSE SHALL ACCEPT THE RESPONSIBILITY OF THE DESIGN OF THIS SHEET UPON ITS COMPLETION & INSERTION INTO A CONTRACT. THIS "NOTE TO DSE" SHALL BE REMOVED BY THE DSE PRIOR TO INSERTION OF THE SHEET INTO THE PLAN SET.

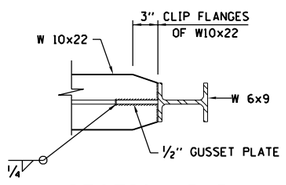


SECTION F-F DETAIL Z SECTION E-E

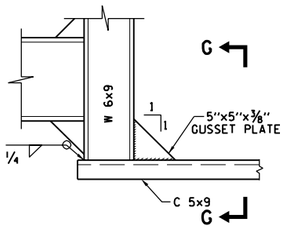
SIGN NO.	ROUTE	STATION	BRIDGE NAME	NO. BR'K'TS f	NO. BR'K'TS f_E	a	b_1	b_2	c_1	c_2	d	e	f	f_E	g	MAIN SIGN SIZE	EXIT PANEL WIDTH



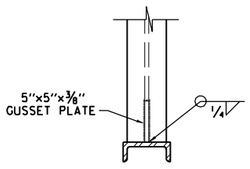
SECTION C-C



SECTION D-D



DETAIL Y



SECTION G-G

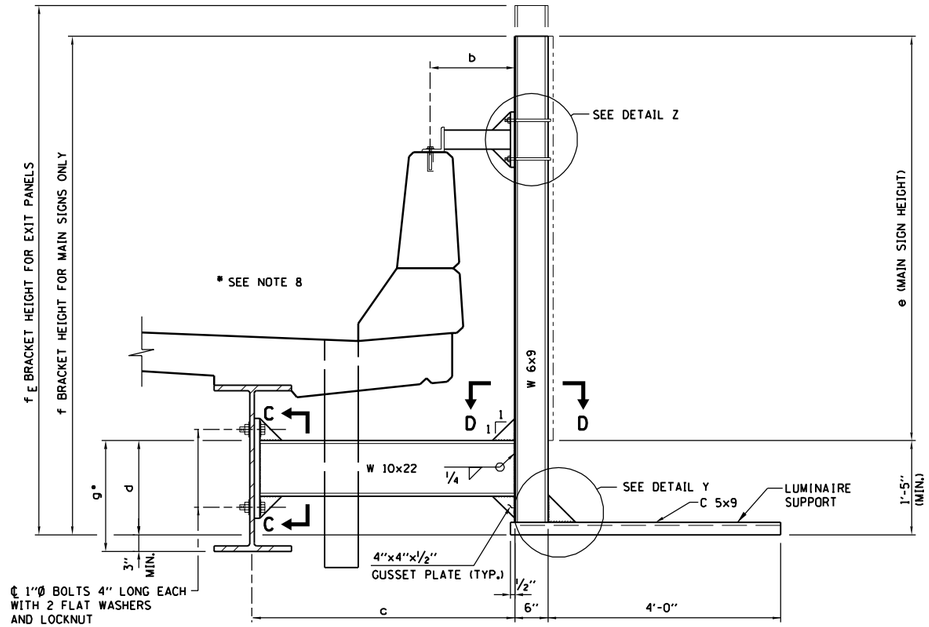
BASE SHEET M4

Illinois Tollway
Open Roads for a Faster Future

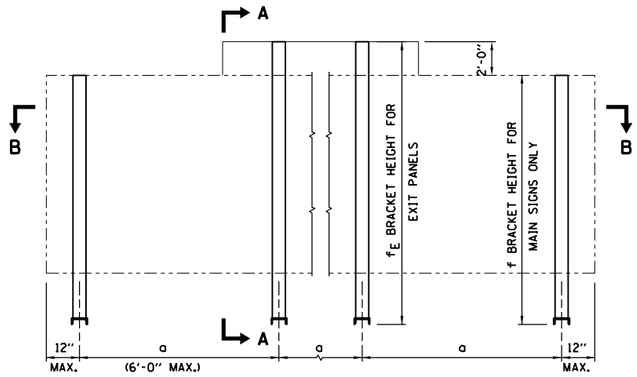
DATE	REVISIONS
6-1-2009	CHANGED ANGLE SIZE FOR DETAIL "Z"

BRIDGE (CONCRETE) MOUNTED SIGN SUPPORT

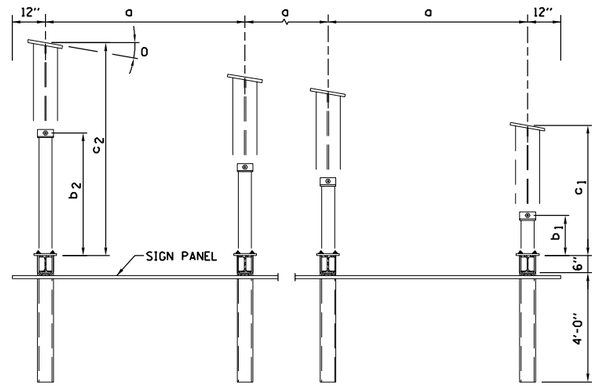
DATE
1-1-2007



SECTION A-A



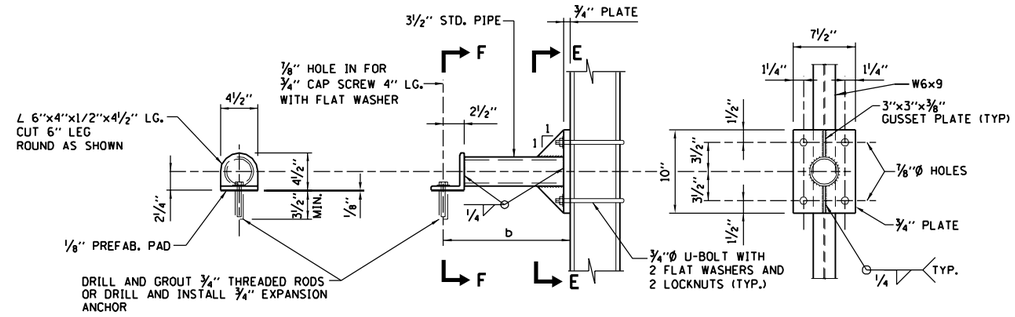
TYPICAL FRONT ELEVATION



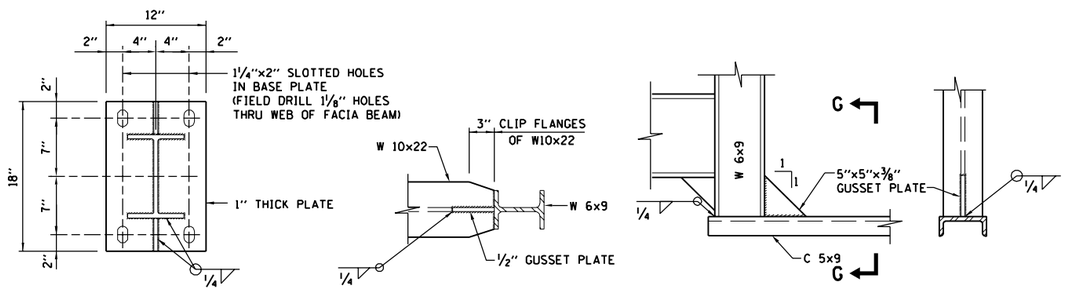
SECTION B-B

NOTES:

1. ALL STRUCTURE STEEL SHAPES AND PLATES SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-270 GRADE 36.
2. ALL STRUCTURAL STEEL PIPE SHALL BE ASTM A53 GRADE B OR C WITH A MINIMUM YIELD OF 46,000 PSI. IF A500 PIPE IS SUBSTITUTED FOR A53 THEN THE OUTSIDE DIAMETER SHALL BE AS DETAILED AND THE WALL THICKNESS GREATER THAN OR EQUAL TO A53.
3. ALL CAP SCREWS, BOLTS, U-BOLTS, WASHERS AND LOCKNUTS SHALL BE IN ACCORDANCE WITH SUBSECTION 733.02 OF THE IDOT STANDARD SPECIFICATIONS AND SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M-232.
4. ALL WELDS TO BE CONTINUOUS UNLESS OTHERWISE SHOWN. ALL WELDING TO BE DONE IN ACCORDANCE WITH THE CURRENT AWS D1.1 STRUCTURAL WELDING CODE (STEEL) AND THE IDOT STANDARD SPECIFICATIONS.
5. ALL FABRICATION SHALL BE COMPLETE AND READY FOR ASSEMBLY BEFORE GALVANIZING. NO PUNCHING, DRILLING, CUTTING, NOR WELDING SHALL BE PERMITTED AFTER GALVANIZING.
6. ALL STRUCTURAL STEEL PLATES AND SHAPES SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH AASHTO M111.
7. CONTRACTOR SHALL FIELD CHECK ALL BRIDGE DIMENSIONS SHOWN ON PLANS BEFORE SUBMITTING SHOP DRAWINGS.
8. ALL HOLES DRILLED IN BRIDGE BEAM OR PLATE GIRDER SHALL BE LOCATED IN THE MIDDLE HALF OF THE WEB. THERE SHALL NOT BE ANY HOLES DRILLED IN THE WEB OF BEAM OR PLATE GIRDER CLOSER TO THE FLANGE THAN THE DEPTH OF BEAM DIVIDED BY FOUR (4) OR ONE-FOURTH (1/4) THE DEPTH OF THE BEAM. THE ENGINEER MAY ADJUST DIMENSION "g" TO MEET THE ABOVE CONDITION AND TO KEEP THE SIGN LEVEL.
9. THE COST OF FURNISHING AND INSTALLING THE BEARING PADS AS HEREIN SPECIFIED SHALL BE INCLUDED WITH THE COST OF BRIDGE (STEEL) MOUNTED SIGN SUPPORT.
10. PRE-FAB BEARING PADS: FABRIC BEARING PADS SHALL CONSIST OF A FABRIC AND RUBBER BODY MADE WITH NEW, UNVULCANIZED RUBBER AND UNUSED FABRIC FIBERS.
11. METHOD OF MEASUREMENT SHALL BE IN ACCORDANCE WITH SUBSECTION 733.10 (b) OF IDOT STANDARD SPECIFICATIONS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LINEAR FOOT FOR OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED.
12. SIGN STRUCTURE WIRING SHALL BE IN ACCORDANCE WITH THE SUPPLEMENTAL SPECIFICATIONS.
13. CENTER LINE OF EXPANSION ANCHOR INTO PARAPET SHALL BE AT LEAST 12" TO CENTER LINE OF OPEN JOINT IN PARAPET. ENGINEER SHALL VERIFY THE MINIMUM DISTANCES BETWEEN EXPANSION ANCHORS & PARAPET PRIOR TO ERECTION OF SIGN SUPPORT.



SECTION F-F DETAIL Z SECTION E-E



SECTION C-C SECTION D-D DETAIL Y SECTION G-G

NOTE TO DSE

THIS BASE SHEET SHOWS TYPICAL NEW CONSTRUCTION BUT IT IS NOT A STANDARD DRAWING. IT REQUIRES COMPLETION BY THE DSE PRIOR TO INSERTION INTO A CONTRACT. MICROSTATION FILES ARE CONTAINED W/IN THE ICAPP MANUAL RESOURCE CD OR AVAILABLE FROM THE AUTHORITY. THE DSE SHALL ACCEPT THE RESPONSIBILITY OF THE DESIGN OF THIS SHEET UPON ITS COMPLETION & INSERTION INTO A CONTRACT. THIS "NOTE TO DSE" SHALL BE REMOVED BY THE DSE PRIOR TO INSERTION OF THE SHEET INTO THE PLAN SET.

SIGN NO.	ROUTE	STATION	BRIDGE NAME	NO. BR'K'TS f	NO. BR'K'TS f_E	a	b_1	b_2	c_1	c_2	d	e	f	f_E	g	MAIN SIGN SIZE	EXIT PANEL WIDTH

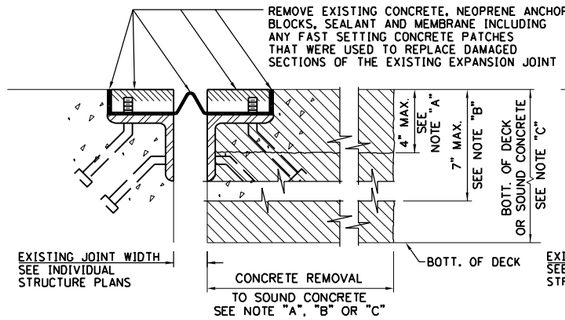
BASE SHEET M5

Illinois Tollway
Open Roads for a Faster Future

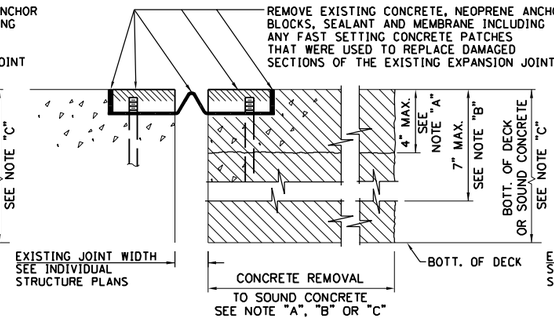
DATE	REVISIONS

BRIDGE (STEEL) MOUNTED SIGN SUPPORT

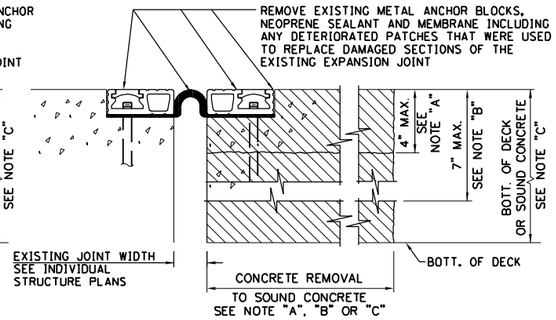
DATE
1-1-2007

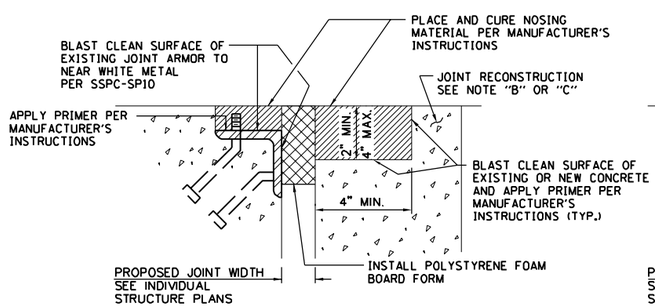


EXISTING NEOPRENE EXPANSION JOINT

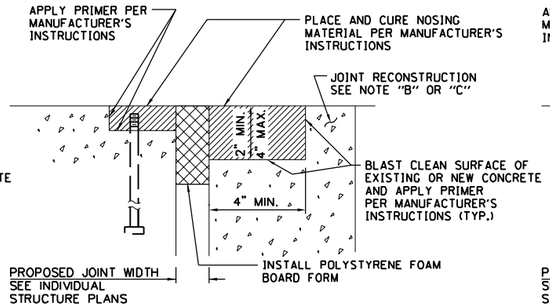


EXISTING NEOPRENE EXPANSION JOINT

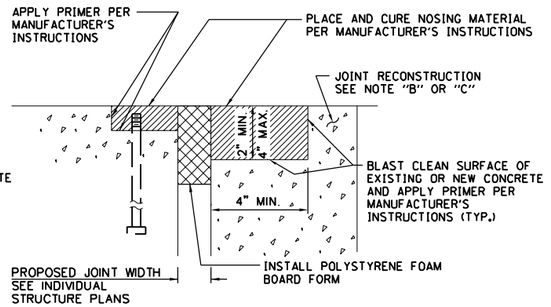




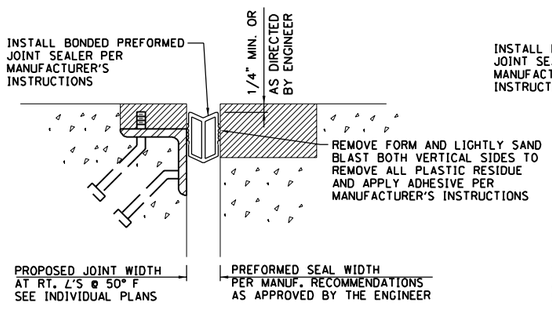
EXISTING JOINT RECONSTRUCTION



EXISTING JOINT RECONSTRUCTION

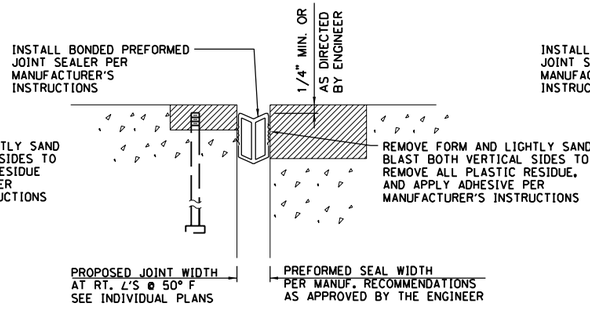


EXISTING JOINT RECONSTRUCTION



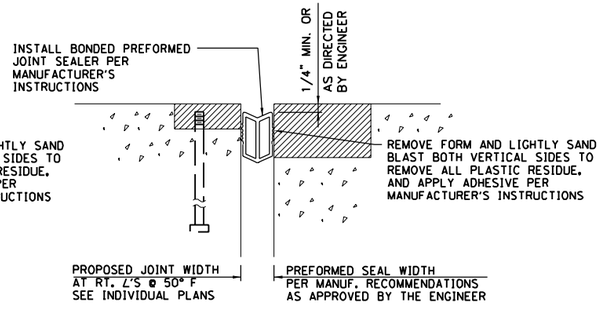
PROPOSED BONDED PREFORMED JOINT SEALER

TYPE "I" JOINT REPLACEMENT DETAILS



PROPOSED BONDED PREFORMED JOINT SEALER

TYPE "II" JOINT REPLACEMENT DETAILS



PROPOSED BONDED PREFORMED JOINT SEALER

TYPE "III" JOINT REPLACEMENT DETAILS

NOTE A:

REPAIR EXISTING JOINT BLOCKOUTS OR UNSOUND CONCRETE REMOVALS LESS THAN OR EQUAL TO 4" IN DEPTH WITH NOSING MATERIAL IN ACCORDANCE WITH THESE DETAILS AND THE TOLLWAY GBSP SPECIFICATIONS.

NOTE B:

WHEN DEPTH OF UNSOUND CONCRETE IS GREATER THAN 4" BUT LESS THAN 7", REMOVE BOTH SOUND AND UNSOUND CONCRETE TO A UNIFORM DEPTH OF 7" AND RECONSTRUCT THE JOINT WITH A 2" x 4" BLOCKOUT FOR NOSING MATERIAL IN ACCORDANCE WITH THESE DETAILS AND THE TOLLWAY GBSP SPECIFICATIONS.

NOTE C:

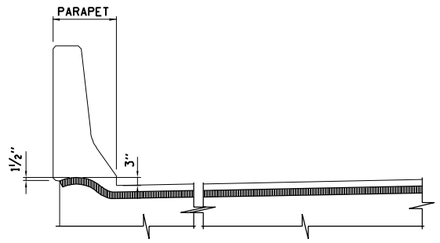
SHOULD THE DEPTH OF UNSOUND CONCRETE EXCEED 7", AT ISOLATED LOCATIONS, REMOVE THE DETERIORATED CONCRETE TO THE BOTTOM OF THE BRIDGE DECK OR SOUND CONCRETE AS DETERMINED BY THE ENGINEER. THE JOINT SHALL BE RECONSTRUCTED WITH A 2" x 4" BLOCKOUT FOR NOSING MATERIAL IN ACCORDANCE WITH THESE DETAILS AND THE TOLLWAY GBSP SPECIFICATIONS.

NOTE D:

SHOULD THE DEPTH OF UNSOUND CONCRETE EXCEED 7", FOR MOST OF THE JOINT LENGTH, THE NOSING SHALL BE REPAIRED AS A FULL DEPTH CONCRETE REPAIR THE FULL LENGTH OF THE JOINT.

NOTES:

1. NEW CONCRETE SHALL BE CURED IN ACCORDANCE WITH SUBSECTION 1020.13 (d) (3) OF THE IDOT STANDARD SPECIFICATIONS PRIOR TO PLACING THE NOSING MATERIAL.
2. SAWCUT (2") AND REMOVE UNSOUND CONCRETE AND RECONSTRUCT THE EXISTING JOINT OPENING WITH NOSING MATERIAL IN ACCORDANCE WITH NOTES A, B AND C.



END OF SEAL TREATMENT

NOTE TO DSE

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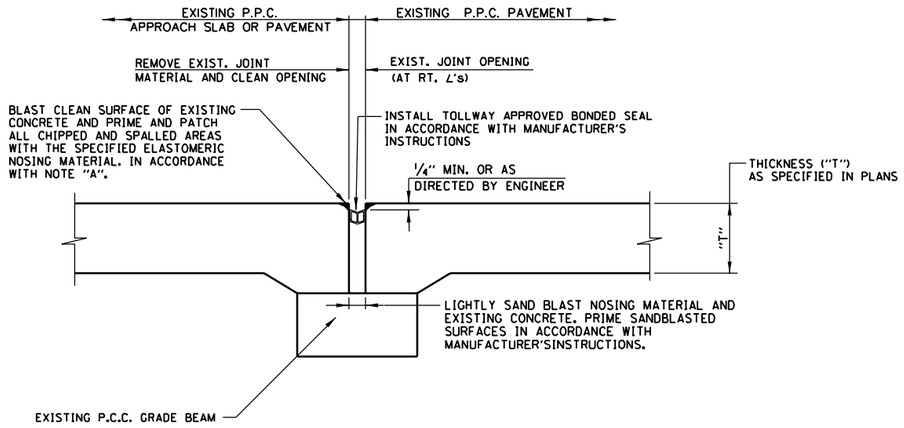
BASE SHEET M6

Illinois Tollway
Open Roads for a Faster Future

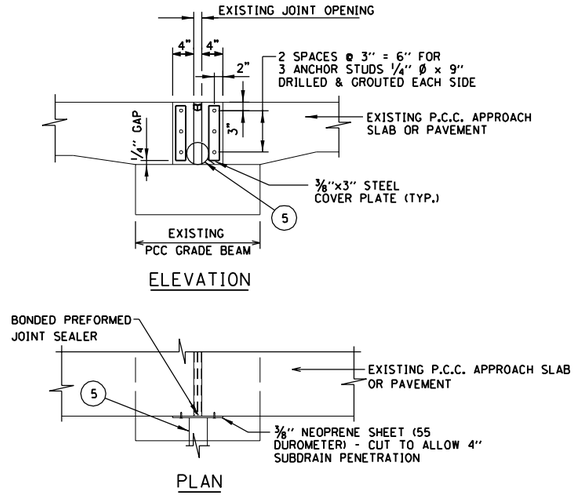
DATE	REVISIONS
6-1-2009	REVISED NOTES

BRIDGE EXPANSION JOINTS REPLACEMENT AND CONSTRUCTION DETAILS

DATE
1-1-2007



CONCRETE PRESSURE RELIEF JOINT SEAL REPLACEMENT



END CAP DETAILS

NOTE A:

REPAIR EXISTING JOINT BLOCKOUTS OR UNSOUND CONCRETE REMOVALS LESS THAN OR EQUAL TO 4" IN DEPTH WITH NOSING MATERIAL IN ACCORDANCE WITH THESE DETAILS AND THE TOLLWAY GBSP SPECIFICATIONS.

NOTE B:

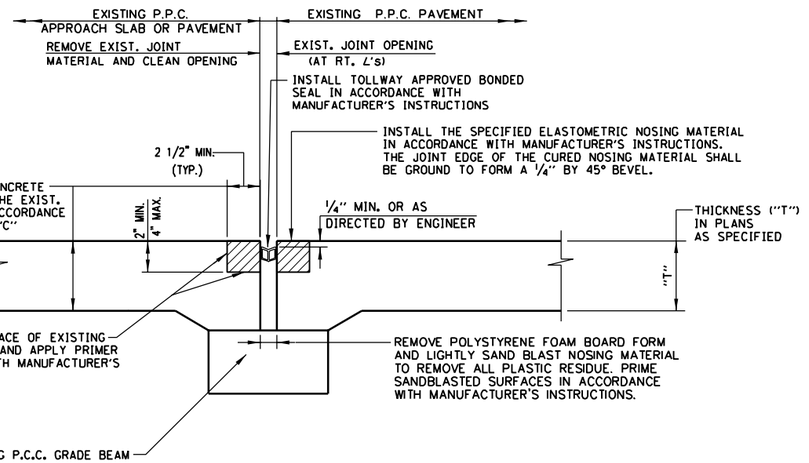
WHEN DEPTH OF UNSOUND CONCRETE IS GREATER THAN 4" BUT LESS THAN 7", REMOVE BOTH SOUND AND UNSOUND CONCRETE TO A UNIFORM DEPTH OF 7" AND RECONSTRUCT THE JOINT WITH A 2" x 4" BLOCKOUT FOR NOSING MATERIAL IN ACCORDANCE WITH THESE DETAILS AND THE TOLLWAY GBSP SPECIFICATIONS.

NOTE C:

SHOULD THE DEPTH OF UNSOUND CONCRETE EXCEED 7", AT ISOLATED LOCATIONS, REMOVE THE DETERIORATED CONCRETE TO THE BOTTOM OF THE BRIDGE DECK OR SOUND CONCRETE AS DETERMINED BY THE ENGINEER. THE JOINT SHALL BE RECONSTRUCTED WITH A 2" x 4" BLOCKOUT FOR NOSING MATERIAL IN ACCORDANCE WITH THESE DETAILS AND THE TOLLWAY GBSP SPECIFICATIONS.

NOTE D:

SHOULD THE DEPTH OF UNSOUND CONCRETE EXCEED 7", FOR MOST OF THE JOINT LENGTH, THE NOSING SHALL BE REPAIRED AS A FULL DEPTH CONCRETE REPAIR THE FULL LENGTH OF THE JOINT.



CONCRETE PRESSURE RELIEF JOINT NOSING REPAIR AND JOINT SEAL REPLACEMENT

NOTES FOR EXISTING CONCRETE PRESSURE RELIEF JOINT REPAIR:

1. NEW CONCRETE SHALL BE CURED IN ACCORDANCE WITH SUBSECTION 1020.13 (d) (3) OF THE IDOT STANDARD SPECIFICATIONS PRIOR TO PLACING THE NOSING MATERIAL.
2. THE CONTRACT UNIT PRICE PER LINEAL FOOT FOR CONCRETE PRESSURE RELEIF JOINT SEAL REPLACEMENT SHALL CONSIST OF REMOVING ALL EXISTING JOINT MATERIAL; PATCHING THE EDGES OF THE OPENING WHERE REQUIRED; INSTALLING END CAPS AND OUTLET SUBDRAINS AND SEALING THE EXISTING OPENING.
3. THE CONTRACT UNIT PRICE PER LINEAL FOOT FOR CONCRETE PRESSURE RELEIF JOINT NOSING REPAIR AND JOINT SEAL REPLACEMENT SHALL CONSIST OF REMOVING ALL EXISTING JOINT MATERIAL AND UNSOUND CONCRETE; RECONSTRUCTING THE EXISTING OPENING WITH FORMED CONCRETE AND NOSING MATERIAL; INSTALLING END CAPS AND OUTLET SUBDRAIN AND SEALING THE RECONSTRUCTED OPENING. ANY CONCRETE REMOVAL AND JOINT RECONSTRUCTION BEYOND A 2½" WIDE BY 4" DEEP POCKET FOR THE NOSING MATERIAL SHALL BE PAID FOR AS "FORMED CONCRETE REPAIR" IN ACCORDANCE WITH IDOT SPECIFICATION GBSP*53.
4. FOR ADDITIONAL REQUIREMENTS SEE STANDARD SPECIFICATIONS.
5. OUTLET SUBDRAIN (4") FROM EDGE OF PAVEMENT TO NEW OR EXISTING SUBSURFACE PAVEMENT DRAIN (INCLUDED IN THE COST OF EXISTING CONCRETE PRESSURE RELIEF JOINT REPAIR).

NOTE TO DSE

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BASE SHEET M7

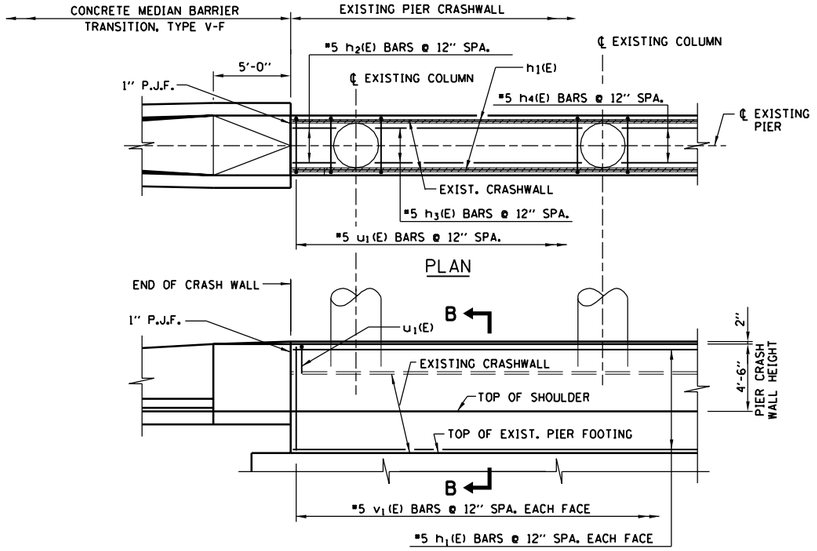
EXISTING CONCRETE PRESSURE RELIEF JOINT REPAIR DETAILS

Illinois Tollway
Open Roads for a Faster Future

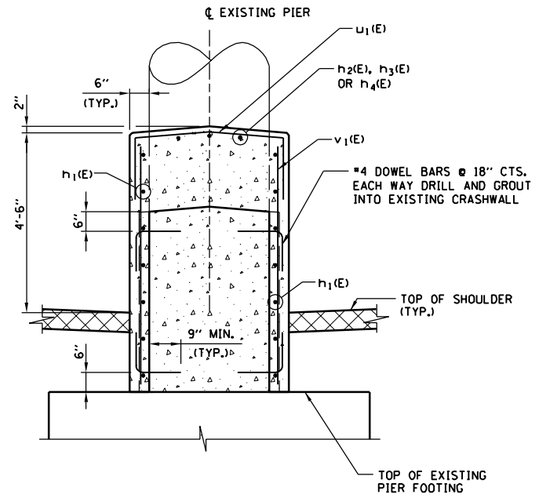
DATE	REVISIONS
1-1-2008	REMOVED PRODUCT NAMES FROM MATERIALS
	REVISED NOTES
6-1-2009	MODIFIED JOINT DETAILS, REVISED NOTES

PRESSURE RELIEF JOINT REPAIR

DATE 1-1-2007



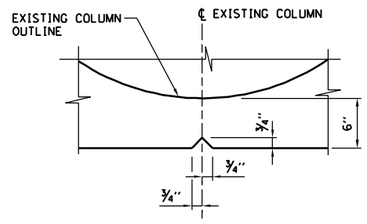
PROTECTION FOR EXISTING MEDIAN PIER WITH CRASH WALL



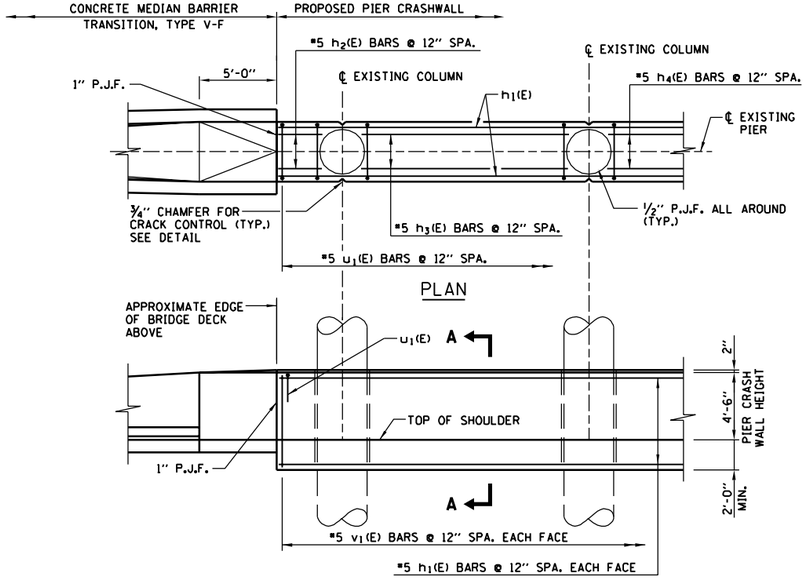
SECTION B-B

NOTES:

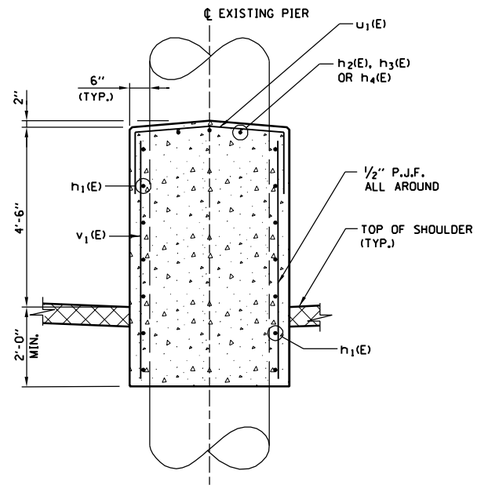
1. REMOVE EXISTING CONCRETE CRASHWALL BACK TO FACE OF COLUMNS PRIOR TO PLACING CONCRETE AROUND EXISTING CRASHWALL AND COLUMNS. SURFACES TO RECEIVE NEW CONCRETE SHALL BE BLAST CLEANED. COST OF CLEANING SHALL BE INCLUDED IN THE COST OF CONCRETE REMOVAL.
2. CONCRETE MEDIAN BARRIER TRANSITION TAPER LENGTHS, PAY LIMITS AND MEASUREMENT, AND BASIS OF PAYMENT ALL IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
3. THE CLEAR COVER FOR REINFORCEMENT BARS TO THE SURFACE OF CONCRETE SHALL BE 2" UNLESS OTHERWISE SHOWN.
4. REINFORCING BARS DESIGNATED "(E)" SHALL BE EPOXY COATED.
5. EXPOSED CONCRETE EDGES SHALL HAVE ¾"x45° CHAMFERS. CHAMFERS ON VERTICAL EDGES SHALL BE CONTINUED A MINIMUM OF ONE FOOT BELOW FINISHED GROUND LEVEL.



CRACK CONTROL DETAIL



PROTECTION FOR EXISTING MEDIAN PIER WITHOUT CRASH WALL



SECTION A-A

LEGEND

- CONCRETE REMOVAL
- NEW CONCRETE
- BITUMINOUS SHOULDER

NOTE TO DSE

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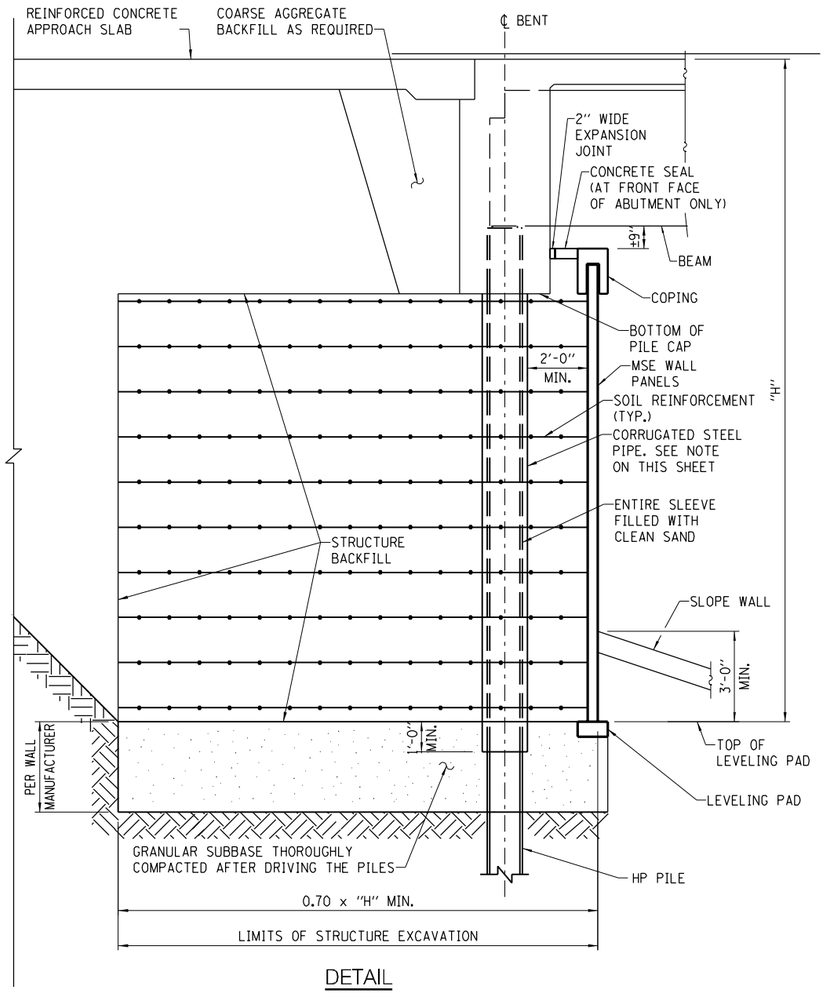
BASE SHEET M8

Illinois Tollway
Open Roads for a Faster Future

DATE	REVISIONS

CRASH WALL MODIFICATIONS

DATE
1-1-2007



DETAIL

SLEEVE NOTE:

CORRUGATED GALVANIZED STEEL PIPE, GAGE 10 MIN. THE BOTTOM OF THE SLEEVE SHOULD EXTEND AT LEAST 1' BELOW THE BOTTOM OF THE STRUCTURAL BACKFILL AS SHOWN ON THE PLANS. THE PIPE SHOULD EXTEND THRU THE ENTIRE HEIGHT OF THE STRUCTURAL BACKFILL, UP TO THE BOTTOM OF THE CONCRETE PILE CAP. THE SLEEVE SIZE MUST ACCOMODATE THE PILE SIZE AND ANTICIPATED PILE DEFLECTION.

NOTE TO DSE

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BASE SHEET M9

Illinois Tollway
Open Roads for a Faster Future

DATE	REVISIONS
6-1-2009	ROTATED HP PILE PLACEMENT

MSE WALL/INTEGRAL ABUTMENT DETAIL

DATE
3-24-2008