CODE NO.	ITEM	UNIT	TOTAL QUANTITY (90% FED 10% STATE)	CONSTRUCTION TYPE CODE								
				ROADWAY	BRIDGE	BRIDGE	BRIDGE	BRIDGE	BRIDGE	BRIDGE	BRIDGE	BRIDGE
				0005	0013	0013	0013	0013	0013	0013	0013	0013
				URBAN	S.N. 082-0174	S.N. 082-0175	S.N. 082-0176	S.N. 082-0179	S.N. 082-0306 (EB)	S.N. 082-0307 (WB)	S.N. 082-308 (EB)	S.N. 082-309 (WB)
*63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	10	10								
*63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	6	6								
*63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	12	12								
63200310	GUARDRAIL REMOVAL	FOOT	13,856	13,856								
*63302700	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 6	EACH	2						1	1		
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	139,358	139,358								
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	24	24								
67100100	MOBILIZATION	L SUM	1		0.20	0.20	0.20	0.20	0.05	0.05	0.05	0.05
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	8						2	2	2	2
70100325	TRAFFIC CONTROL AND PROTECTION, STANDARD 701423	EACH	2					2				
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	2		1	1						
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	42	42								
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1								
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	1								

1

* SPECIALTY ITEM

1 REVISED 2-24-2025

MODEL: Unnamed Plan - Plan 4 [Sheet]
FILE NAME: S:\2021\1L007 - PTB 198-30 D8 - Willett Hofmann - Various Ph I-IIIWO 4 I-64 Resurfacing\CADD\CADD Sheets\D876R99-alnt-SOQ.dgn

QUIGG ENGINEERING INC

USER NAME = rgoertz	DESIGNED - RG	REVISED -	
	DRAWN - RG	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - SMK	REVISED -	
PLOT DATE = 2/3/2025	DATE - 12/02/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-64

SCALE: NONE | SHEET 4 OF 12 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(4,5,6,7)-1RS-2	ST. CLAIR	388	8
		CONTRACT NO. 76R99		
	ILLINOIS FED. AID PROJECT			

CODE NO.	ITEM	UNIT	90% FED 10% STATE TOTAL QUANTITY	CONSTRUCTION TYPE CODE								
				ROADWAY	BRIDGE	BRIDGE	BRIDGE	BRIDGE	BRIDGE	BRIDGE	BRIDGE	BRIDGE
				0005	0013	0013	0013	0013	0013	0013	0013	0013
				URBAN	S.N. 082-0174	S.N. 082-0175	S.N. 082-0176	S.N. 082-0179	S.N. 082-0306 (EB)	S.N. 082-0307 (WB)	S.N. 082-308 (EB)	S.N. 082-309 (WB)
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1								
70100815	TRAFFIC CONTROL AND PROTECTION, STANDARD 701446	L SUM	1	1								
70100825	TRAFFIC CONTROL AND PROTECTION, STANDARD 701456	L SUM	1	1								
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1						0.50	0.50		
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	60	60								
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	2	2								
70106700	TEMPORARY RUMBLE STRIPS	EACH	12	12								
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	633	365	14	14	35	45	40	40	40	40
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1								
70300100	SHORT TERM PAVEMENT MARKING	FOOT	7,597	7,597								
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	31,684	31,684								
70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT	588	588								
70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	14,548	14,548								
70300241	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	222,054	222,054								

1 REVISED 2-25-2025

MODEL: Unnamed Plan - Plan 5 [Sheet]
FILE NAME: S:\2021\21IL007 - PTB 198-30 DB - Willett Hofmann - Various Ph I-IIIWO 4 I-64 Resurfacing\CADD\CADD Sheets\D876R99-sht-SOQ.dgn

QUIGG ENGINEERING INC

USER NAME = rgoertz	DESIGNED - RG	REVISED -	
	DRAWN - RG	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - SMK	REVISED -	
PLOT DATE = 2/3/2025	DATE - 12/02/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-64

SCALE: NONE | SHEET 5 OF 12 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(4,5,6,7)-1RS-2	ST. CLAIR	388	9
		CONTRACT NO. 76R99		
		ILLINOIS	FED. AID PROJECT	

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE CONTRACTOR MUST COORDINATE ALL LANE CLOSURES WITH THE ENGINEER.
2. ALL TRAFFIC CONTROL DEVICES AND SIGNAGE REQUIRED ON I-64, IL 157, IL 159 (ILLINOIS ST), HWY 50, RAMPS, AND GREENMOUNT ROAD IN ACCORDANCE WITH APPLICABLE IDOT HIGHWAY STANDARDS.
3. LANE CLOSURES, RAMP CLOSURES, SIGNING, PAVEMENT MARKING AND BARRICADE PLACEMENT SHALL BE IN ACCORDANCE WITH THE LATEST HIGHWAY STANDARD DRAWINGS.
4. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED, AS DIRECTED BY THE ENGINEER. THE REMOVAL WILL BE MEASURED IN SQUARE FEET AND PAID FOR AS "PAVEMENT MARKING REMOVAL".
5. ALL DRUMS, VERTICAL PANELS, AND BARRICADES IMMEDIATELY ADJACENT TO THE EDGE OF TRAVELED WAY SHALL BE EQUIPPED WITH BIDIRECTIONAL STEADY BURN LIGHTS. CONES WILL NOT BE ALLOWED, UNLESS NOTED. DRUM SPACING SHALL BE 50' CENTER TO CENTER ALONG THE I-64 AND 25' C-C AT ALL RAMP LOCATIONS. DRUM SHALL BE PLACED AT 100' C-C AT LOCATIONS OF FULL SHOULDER WIDTH.
6. ANY EXISTING SIGNS DENOTED WITHIN THE PLAN SET THAT DO NOT APPLY TO THE REVISED TRAFFIC PATTERNS SHALL BE REMOVED OR COVERED, AS DIRECTED BY THE ENGINEER. THE COVERING OR REMOVAL OF GROUND MOUNTED/ OVERHEAD SIGNS SHALL BE NON-DESTRUCTIVE IN NATURE.
7. TEMPORARY CONCRETE BARRIER MUST BE CONTINUOUSLY PINNED ALONG THE TRAFFIC SIDE WHERE HAZARD EXISTS WITHIN 3.5 FEET OF BEHIND OF THE TEMPORARY CONCRETE BARRIER; THE BARRIER SHALL BE ANCHORED TO THE PAVEMENT.
8. ADVANCED SIGNING AND/OR CHANGEABLE MESSAGE SIGNS SHALL BE USED IN ADVANCE OF ROAD WORK IN BOTH DIRECTIONS ALONG I-64, IL 157, IL 159 (ILLINOIS ST), HWY 50, AND GREENMOUNT ROAD. CHANGEABLE MESSAGE SIGNS SHALL BE USED IN ADVANCE OF RAMP WORK. ADVANCED SIGNING WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "TEMPORARY SIGNING" CHANGEABLE MESSAGE SIGNS WILL BE PAID AT THE CONTRACT UNIT PRICE FOR "CHANGEABLE MESSAGE SIGN".
9. ALL TEMPORARY PAVEMENT MARKINGS SHALL BE PAVEMENT MARKING TAPE, TYPE IV OF THE LINE WIDTH SPECIFIED.
10. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING AND PROVIDING ACCESS POINTS TO THE WORK ZONE. ACCESS POINTS MUST BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
11. THERE ARE NO DRAWINGS FOR MAINLINE PAVING STAGING PROVIDED. WORK ZONE SHALL BE IN ACCORDANCE WITH APPLICABLE IDOT HIGHWAY STANDARDS 701401, 701411, 701446, 701451, & 701456.
12. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING THE PLACEMENT AND MESSAGES FOR ALL CHANGEABLE MESSAGE SIGNS WITH THE ENGINEER.

MAINTENANCE OF TRAFFIC GENERAL NOTES, CONTINUED

13. STRUCTURAL WORK FOR OVERHEAD STRUCTURES THAT IS REQUIRED TO BE COMPLETED FROM BELOW WILL NEED LANE CLOSURES ON I-64 WITH IDOT DISTRICT MOVABLE BARRIER. CONTACT CRAIG POETTKER AT 618-346-3279 TEN WORKING DAYS PRIOR TO ANTICIPATED LANE CLOSURS.
14. LANE CLOSURES REQUIRED ON OVERHEAD BRIDGES WILL REQUIRE TEMPORARY CONCRETE BARRIER WALL, ATTENUATORS AND TEMPORARY BRIDGE TRAFFIC SIGNALS AS SHOWN ON HIGHWAY STANDARD 701321.

PRE-STAGE

WORK DURING THIS STAGE WILL INCLUDE ALL WORK THAT IS REQUIRED TO PLACE TRAFFIC IN STAGE 1 INCLUDING BUT NOT LIMITED TO SIGNING, PAVEMENT MARKING AND INLET AND PIPE PROTECTION.

PROPOSED BRIDGE REPAIR ON STRUCTURES. CONSTRUCTION ALLOWED ON ONE STRUCTURE AT A TIME IN EACH DIRECTION.

I-64 (I-255 TO IL 159)

SEE PEAK HOUR SCHEDULE BELOW

I-64 (IL 159 TO GREENMOUNT ROAD)

SEE PEAK HOUR SCHEDULE BELOW

PEAK HOUR SCHEDULE

I-64 (I-255 to GREENMOUNT RD)

	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
I-64 W OF IL 159																								
WB BRIDGE (ONE LANE CLOSED CONC BARRIER)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
WB ONE LANE CLOSED REPAVING	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y	Y	Y	Y
WB TWO LANE CLOSED REPAVING	Y	Y	Y	Y	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y	Y
I-64 W OF IL 159																								
EB BRIDGE (ONE LANE CLOSED CONC BARRIER)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
EB ONE LANE CLOSED REPAVING	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y	Y	Y	Y
EB TWO LANE CLOSED REPAVING	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y
I-64 E OF IL 159																								
WB BRIDGE (ONE LANE CLOSED CONC BARRIER)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
WB ONE LANE CLOSED REPAVING	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y
WB TWO LANE CLOSED REPAVING	Y	Y	Y	Y	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y	Y
I-64 E OF IL 159																								
EB BRIDGE (ONE LANE CLOSED CONC BARRIER)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
EB ONE LANE CLOSED REPAVING	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y
EB TWO LANE CLOSED REPAVING	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y

1 REVISED SHEET 2-20-2025

Kaskaskia Engineering Group, LLC
308 E. Main St., Suite 300, Belleville, Illinois 62220
618.233.1677 phone
www.kaskaskia-eng.com
PROFESSIONAL REGISTRATIONS
Illinois Professional Design Firm 184.006773
Professional Engineering (Corp) 30-5005186

USER NAME = rjo	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 1/14/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED MAINTENANCE OF TRAFFIC & GENERAL NOTES
I-64 (I-255 TO GREENMOUNT RD)

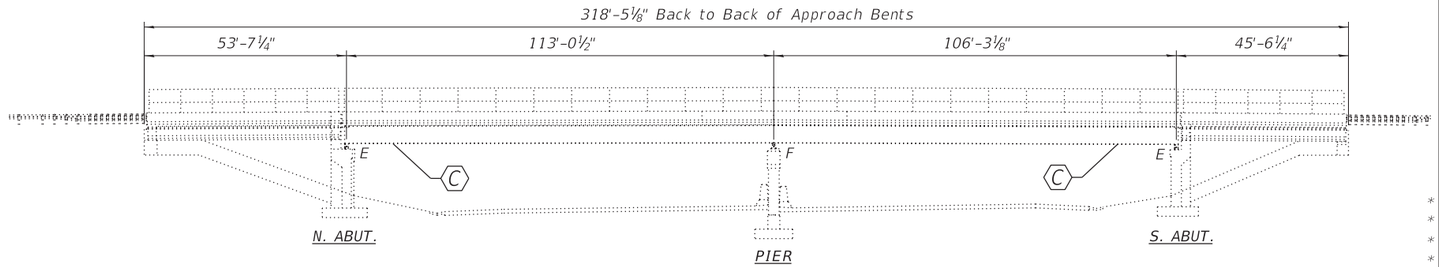
SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(4,5,6,7)-1R-2	ST CLAIR		
		CONTRACT NO. 76R99		
	ILLINOIS FED. AID PROJECT			

MODEL: Typ1
FILE NAME: c:\bms\keg-pw-01\new user\dms275751D876R99-sht-MOT Typ.dgn

Existing Structure: S.N. 082-0174 originally built 1970 as a 2-span continuous Plate Girder with R.C. deck, 318'-5⅛" back to back length and out to out width is 46'-0". Back to Back of Approach bents with 5'-0" sidewalks on each side. Re-built in 2007. Road shall be remain open to traffic utilizing staged construction.

No Salvage.



ELEVATION VIEW

BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq Yd	———	30	30
Filter Fabric	Sq Yd	30	———	30
Concrete Removal	Cu Yd	9.2	———	9.2
Pipe Culvert Removal	Foot	20	———	20
Protective Shield	Sq Yd	975	———	975
Floor Drains	Each	4	———	4
Concrete Superstructure	Cu Yd	9.2	———	9.2
Reinforcement Bars, Epoxy Coated	Pound	1,250	———	1,250
Bar Splicers	Each	12	———	12
Preformed Joint Strip Seal	Foot	116	———	116
Steel Flared End Sections 12"	Each	1	———	1
Pipe Drains 12"	Foot	20	———	20
* Removing and Re-Erecting Existing Railing	Foot	77	———	77
* Cleaning and Painting Steel Bridge No. 3	L Sum	1	———	1
* Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq Ft	———	165	165
* Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq Ft	———	30	30
* Deck Slab Repair (Full Depth, Type I)	Sq Yd	5	———	5
* Deck Slab Repair (Full Depth, Type II)	Sq Yd	5	———	5
* Deck Slab Repair (Partial)	Sq Yd	30	———	30
* Cleaning and Painting Exposed Rebar	L Sum	1	———	1
* Bridge Deck Concrete Sealer	Sq Ft	15,950	———	15,950
* Abutment Vault Door Retrofit	Each	1	———	1

*See Special Provisions

DESIGN STRESSES

FIELD UNITS (EXISTING CONSTRUCTION)

f'c = 3,000 psi (Superstructure - 1970 original)
fy = 40,000 psi (Reinforcement - 1970 original)
fy = 60,000 psi (Reinforcement - 2004 rehab.)

FIELD UNITS (NEW CONSTRUCTION)

f'c = 4,000 psi
fy = 60,000 psi (Reinforcement)

LOADING HS20-44

Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Ed.

INDEX OF SHEETS LOCATION 3

1 General Plan and Elevation
2 Staging Details
3 Deck Patches - Top Side
4 Floor Drain Details
5 Abutment Joint Replacement Details
6 Joint Replacement and Repair Details
7-8 Preformed Joint Strip Seal
9 Abutment Repairs
10 Bar Splicer Assembly and Mechanical Splicer Details

GENERAL NOTES:

Existing reinforcement bars extending into removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splice or anchorage system at the contractors expense.

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

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 noted otherwise. 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.

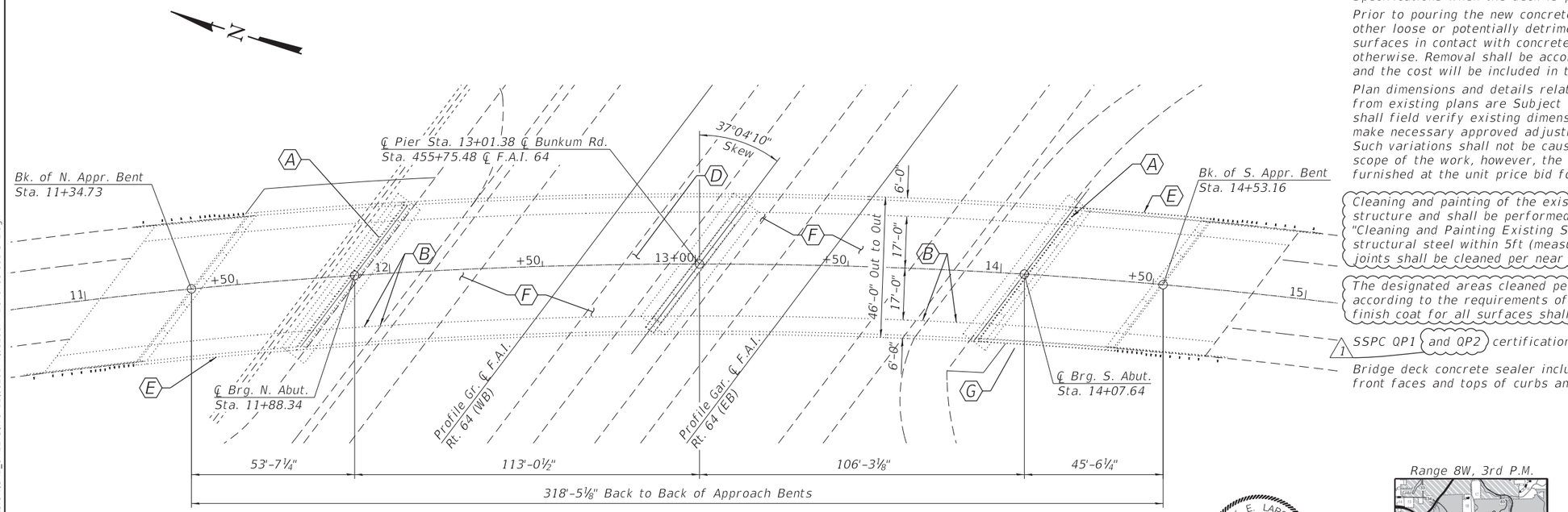
Plan dimensions and details relative to the existing structure have been taken from existing plans are Subject to nominal construction variations. The contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction 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.

1 Cleaning and painting of the existing structural steel is required for this structure and shall be performed as specified in the special provisions for "Cleaning and Painting Existing Steel Structures." All beams, bearings and other structural steel within 5ft (measured along the beam) of either side of deck joints shall be cleaned per near white blast cleaning SSPC-SP10.

1 The designated areas cleaned per Near White Blast Cleaning shall be painted according to the requirements of System I-OZ/E/U. The color of the final finish coat for all surfaces shall be Gray, Munsell No. 5B 7/1.

1 SSPC QP1 and QP2 certification is required for this contract.

Bridge deck concrete sealer includes the top of decks, approach slabs, and the front faces and tops of curbs and parapets.



PLAN VIEW

SCOPE OF WORK

(A) Remove existing Expansion Joints and install new Preformed Joint Strip Seals.

(B) Install Deck Drains.

(C) Clean and Paint Structural Steel at Joint locations.

(D) Bridge Deck Slab Repair, various locations. See Structural Sheet 3 of 9.

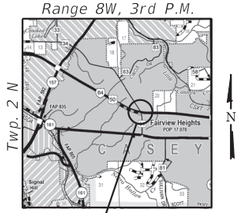
(E) Install Vaulted Abutment Panel Hardware.

(F) Bridge Deck Concrete Sealer.

(G) Pipe Culvert & End Section Repair, Riprap Erosion Repair.

ERIK E. LARSON 081-008533 LICENSED STRUCTURAL ENGINEER OF ILLINOIS

DATE: 2/19/2025
EXPIRES 11/30/26



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
S.A. ROUTE 34 (BUNKUM RD.)
OVER F.A.I. ROUTE 64
SEC. 82-(4,5,6,7)-1RS-2
ST. CLAIR COUNTY
STATION 455+75.48
STRUCTURE NO. 082-0174

WILLETT HOFMANN & ASSOCIATES INC
ENGINEERING ARCHITECTURE LAND SURVEYING
809 EAST 2ND STREET, DIXON, IL 61021-0367
T: 815-284-3381 DESIGN FIRM: #184-000918

USER NAME =	DESIGNED - JKP	REVISED - 1 2/19/2025 - EEL	
	CHECKED - DCB	REVISED -	
PLOT SCALE =	DRAWN - FDL	REVISED -	
PLOT DATE =	CHECKED - DCB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL SHEET 1 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(4,5,6,7)-1RS-2	ST. CLAIR	388	339
	WHA# 1155D20	CONTRACT NO. 76R99		
	ILLINOIS FED. AID PROJECT			

MODEL: GPE
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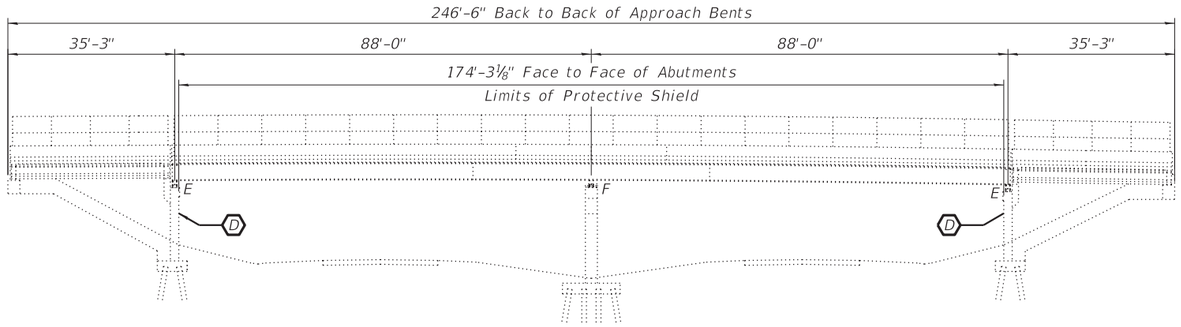
2/19/2025 3:55:27 PM

EXISTING STRUCTURE: SN 082-0175: Built as Ruby Lane over F.A.I Route 64 in 1970. The superstructure consist of R.C. deck 246'-6" long by 46'-0" wide supported on two span welded plate girder. Two approach spans over vaulted abutment consist of PPC I-beams. and rehabilitated in 2003. Structure to be repaired as detailed in these plans.

Traffic maintained utilizing stage construction.



ELEVATION VIEW

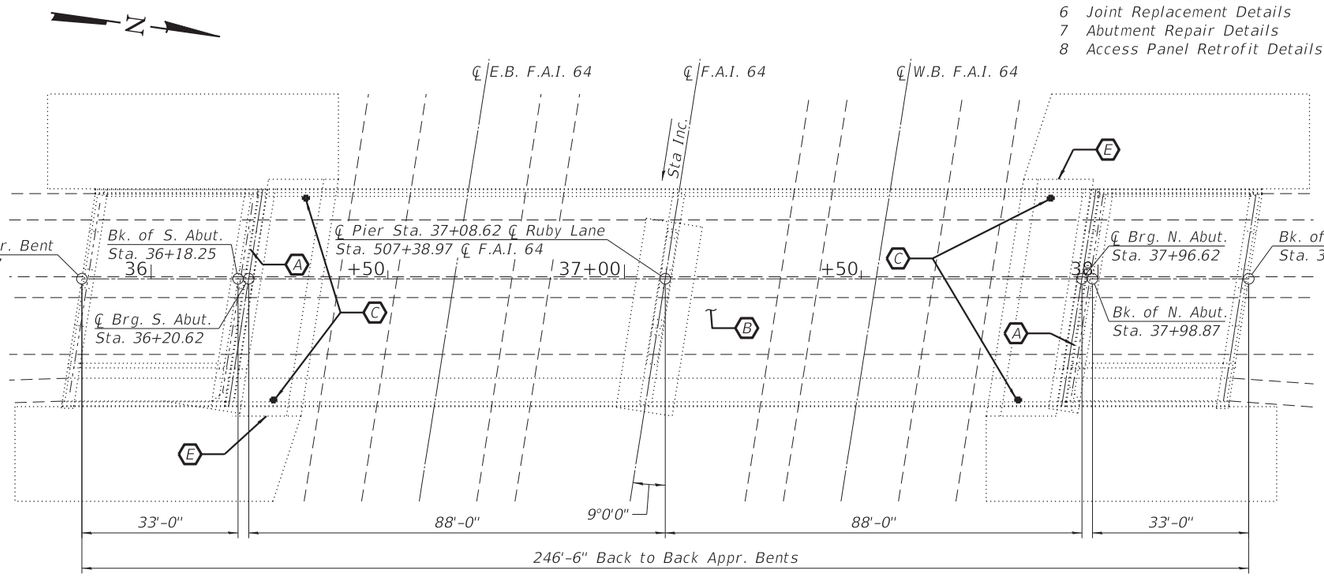
BILL OF MATERIAL

	ITEM	UNIT	SUPER	SUB	TOTAL
	Protective Shield	Sq Yd	891	———	891
	Floor Drains	Each	4	———	4
*	Cleaning and Painting Steel Bridge No. 4	L Sum	1	———	1
*	Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq Ft	———	1,312	1,312
*	Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq Ft	———	100	100
*	Deck Slab Repair (Full Depth, Type I)	Sq Yd	15	1	16
*	Deck Slab Repair (Full Depth, Type II)	Sq Yd	15	———	15
*	Deck Slab Repair (Partial)	Sq Yd	30	———	30
*	Silicone Joint Sealer, 2.75	Foot	92	———	92
*	Temporary Shoring and Cribbing	Each	———	2	2
*	Cleaning and Painting Exposed Rebar	L Sum	1	———	1
*	Bridge Deck Concrete Sealer	Sq Ft	12,350	———	12,350
*	Abutment Vault Door Retrofit	Each	1	———	1

*See Special Provisions

INDEX OF SHEETS LOCATION 4

1 General Plan And Elevation
2-3 Staging Details
4 Deck Repair Details
5 Floor Drain Details
6 Joint Replacement Details
7 Abutment Repair Details
8 Access Panel Retrofit Details



PLAN VIEW

GENERAL NOTES:

This structure will retain the same number: 082-0175.

Two way traffic shall be maintained during rehabilitation of existing structure.

Prior to pouring the new concrete deck section, 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.

Repair dimensions and locations shown are estimates and will be determined by the Engineer in the field.

The contractor shall provide support and/or shoring systems for the beams in the area of Structural Repair of Concrete to maintain solid bearing during concrete removal. The support shoring system shall be approved by a Licensed Structural Engineer in the State of Illinois.

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

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 the concrete removal shall be replaced with approved bar splicer or anchorage system. Cost included with Concrete Removal.

Plan dimensions and details relative to the existing structure have been taken from 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.

1 Cleaning and painting of the existing structural steel is required this structure and shall be performed as specified in the special provisions for "Cleaning and Painting Existing Steel Structures." All beams, bearings and other structural steel within 5ft (measured along the beam) of either side of deck joints shall be cleaned per Near White Blast Cleaning SSPC-SP10.

1 The designated areas cleaned per Near White Blast Cleaning shall be painted according to the requirements of I-OZ/E/U. The color of the final finish coat for all surfaces shall be Gray, Munsell No. 5B 7/1.

1 SSPC QP1 and QP2 certification is required for this contract.

Bridge deck concrete sealer includes the top of decks, approach slabs, and the front faces and tops of curbs and parapets.

DESIGN STRESSES

FIELD UNITS (EXISTING CONSTRUCTION)

f'c = 3,000 psi (Superstructure - 1970 original)
fy = 40,000 psi (Reinforcement - 1970 original)
fy = 60,000 psi (Reinforcement - 2003 rehab.)

FIELD UNITS (NEW CONSTRUCTION)

f'c = 4,000 psi
fy = 60,000 psi (Reinforcement)

LOADING HS20-44

Allow 25#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS (EXISTING)

1996 AASHTO Specifications, with
1997 thru 2000 Interim pecifications

DESIGN SPECIFICATIONS (NEW)

2002 AASHTO Standard Specifications
for Highway Bridges, 17th. Edition

SCOPE OF WORK:

A Remove existing expansion Preformed Joint Seal at abutments and replace with Silicone joint sealer. See structural sheets 6 of 7.

B Deck repair. See structural sheet 4 of 7.

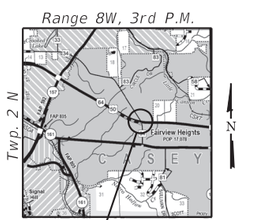
C Floor Drain Installation, See structural sheets 5 of 7.

D Abutment Repair Details, and location of Temporary Shoring and Cribbing. See structural sheets 7 of 7.

E Install Vaulted Abutment Access Panel hardware.

EDIK E. LARSON
081-008533
LICENSED
STRUCTURAL
ENGINEER
OF
ILLINOIS

DATE: 2/19/2025
EXPIRES 11/30/26



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
F.A.U. 9329 (RUBY LANE)
OVER F.A.I. ROUTE 64
SEC. 82-(4,5,6,7)-1RS-2
ST. CLAIR COUNTY
STATION 37+08.62
STRUCTURE NO. 082-0175

WILLETT HOFMANN & ASSOCIATES INC
ENGINEERING ARCHITECTURE LAND SURVEYING
809 EAST 2ND STREET, DIXON, IL 61021-0367
T: 815-284-3381 DESIGN FIRM: #184-000918

USER NAME =	DESIGNED - SM	REVISED - 1 2/19/2025 - EEL	
	CHECKED - DCB	REVISED -	
PLOT SCALE =	DRAWN - FDL	REVISED -	
PLOT DATE =	CHECKED - DCB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL SHEET 1 OF 8 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(4,5,6,7)-1RS-2	ST. CLAIR	388	349
	WHA# 1155D20	CONTRACT NO. 76R99		
	ILLINOIS FED. AID PROJECT			

MODEL: GPE
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GENERAL NOTES:

This structure will retain the same number: 082-0176.

Two way traffic shall be maintained during rehabilitation of existing structure.

Prior to pouring the new concrete latex deck surface, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces.

Repair dimensions and locations shown are estimates and the final areas will be determined by the Engineer in the field.

Concrete parapet, deck, and abutment repair areas shown in the drawings for S.N. 082-0176 are estimated based on inspection data from October 2023.

It is expected that the actual repair areas may be different in shape, size, and location than shown on the drawings. The exact locations shall be determined by the Engineer. The Engineer shall show actual repair areas and their dimensions on AS-BUILT-PLANS.

Extreme caution shall be exercised while removing concrete adjacent to beams. Any Damage to Beams shall be repaired at the Contractor's expense.

Existing reinforcement bars exposed during construction shall be field coated with epoxy at the discretion of the Engineer in accordance with manufacturer of epoxy system.

Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the polymer concrete nosing is poured at an ambient temperature other than 50°F.

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 the concrete removal shall be replaced with approved bar splicer or anchorage system. Cost included with Concrete Removal.

Deck slab repair (Full Depth, Type I) has a contingency quantity. If required, the limits shall be determined by the Engineer in field.

Up to ¼" may be ground off the bridge deck and the bridge approach slabs.

Plan dimensions and details relative to the existing structure have been taken from 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.

1 Cleaning and painting of the existing steel structural steel is required for this structure and shall be as specified in the special provisions for "Cleaning and Painting Existing Steel Structures." After removal of deck ends but prior to encasement of the steel beams, all beams, bearings, and other structural steel within 5ft (measured along the beam) of the deck joints shall be cleaned per Near White Blast Cleaning SSPC-SP10.

1 The designated areas cleaned per Near White Blast Cleaning shall be painted according to the requirements of paint system I-OZ/E/U. The color of the final finish coat for all interior surfaces shall be Interstate Green (Munsell No. 7.5G 4/8).

1 SSPC QP1 and QP2 certification is required for this contract.

Bridge deck concrete sealer includes the top of decks, approach slabs, and the front faces and tops of curbs and parapets.

DESIGN STRESSES

FIELD UNITS (EXISTING CONSTRUCTION)

f'c = 3,000 psi (Superstructure - 1975 original)
fy = 40,000 psi (Reinforcement - 1975 original)
fy = 60,000 psi (Reinforcement - 2001 rehab.)

FIELD UNITS (NEW CONSTRUCTION)

f'c = 4,000 psi
fy = 60,000 psi (Reinforcement)

LOADING HS20-44

Future wearing surface, Not Allowed

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

GENERAL DATA
IL 159 OVER F.A.I. ROUTE 64
SEC. 82-(4,5,6,7)-1RS-2
ST. CLAIR COUNTY
STATION 684+74.22
S.N. 082-0176

WILLETT HOFMANN & ASSOCIATES INC
ENGINEERING ARCHITECTURE LAND SURVEYING
809 EAST 2ND STREET, DIXON, IL 61021-0367
T: 815-284-3381 DESIGN FIRM: #184-000918

USER NAME =	DESIGNED - EEL	REVISED - 1 2/19/2025 - EEL	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	CHECKED - DCB	REVISED -	
PLOT SCALE =	DRAWN - FDL	REVISED -	
PLOT DATE =	CHECKED - EEL	REVISED -	STRUCTURAL SHEET 2 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(4,5,6,7)-1RS-2	ST. CLAIR	388	358
	WHA# 1155D20	CONTRACT NO. 76R99		
	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES:

This structure will retain the same number: 082-0179.

Two way traffic shall be maintained during rehabilitation of existing structure.

Prior to pouring the new concrete deck section, 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.

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

Repair dimensions and locations shown are estimates and will be determined by the Engineer in the field.

Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the polymer concrete nosing is poured at an ambient temperature other than 50°F.

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 the concrete removal shall be replaced with approved bar splicer or anchorage system. Cost included with Concrete Removal.

The SW shoulder pipe drain shall be replaced. The replacement will be paid for by the pay items "Pipe Culvert Removal, Pipe Drains 12", and "Steel Flared End Sections 12". The plan quantities for these pay items are estimated. The engineer shall determine the limits of these pay items in the field.

Plan dimensions and details relative to the existing structure have been taken from 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.

1 Cleaning and painting of the existing structural steel is required for this structure and shall be performed as specified in the special provisions for "Cleaning and Painting Existing Steel Structures." All beams, bearings and other structural steel within 5ft (measured along the beam) of either side of deck joints shall be cleaned per near white blast cleaning SSPC-SP10.

1 The designated areas cleaned per Near White Blast Cleaning shall be painted according to the requirements of System I-0Z/E/U. The color of the final finish coat for all surfaces shall be Gray, Munsell No. 5B 7/1.

1 SSPC QP1 and QP2 certification is required for this contract.

Bridge deck concrete sealer includes the top of decks, approach slabs, and the front faces and tops of curbs and parapets.

LOADING HS20-44

Allow 25#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS (EXISTING)

1996 AASHT0 Specifications, with
1997 thru 2002 Interim specifications

DESIGN SPECIFICATIONS (NEW)

2002 AASHT0 Standard Specifications
for Highway Bridges, 17th. Edition

DESIGN STRESSES

FIELD UNITS (EXISTING CONSTRUCTION)

f'c = 3,000 psi (Superstructure - 1972 original)
fy = 40,000 psi (Reinforcement - 1972 original)
fy = 60,000 psi (Reinforcement - 2005 rehab.)

FIELD UNITS (NEW CONSTRUCTION)

f'c = 4,000 psi
fy = 60,000 psi (Reinforcement)

GENERAL DATA
U.S. 50 OVER F.A.I. ROUTE 64
SEC. 82-(4,5,6,7)-1RS-2
ST. CLAIR COUNTY
STATION 684+74.22
STRUCTURE NO. 082-0179

WILLETT HOFMANN & ASSOCIATES INC
ENGINEERING ARCHITECTURE LAND SURVEYING
809 EAST 2ND STREET, DIXON, IL 61021-0367
T: 815-284-3381 DESIGN FIRM: #184-000918

USER NAME =	DESIGNED - SM	REVISED - 1 2/19/2025 - EEL	
	CHECKED - DCB	REVISED -	
PLOT SCALE =	DRAWN - FDL	REVISED -	
PLOT DATE =	CHECKED - DCB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL SHEET 2 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(4,5,6,7)-1RS-2	ST. CLAIR	388	374
	WHA# 1155D20	CONTRACT NO. 76R99		
	ILLINOIS	FED. AID PROJECT		