

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-1HB-I	ST. CLAIR	7	1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

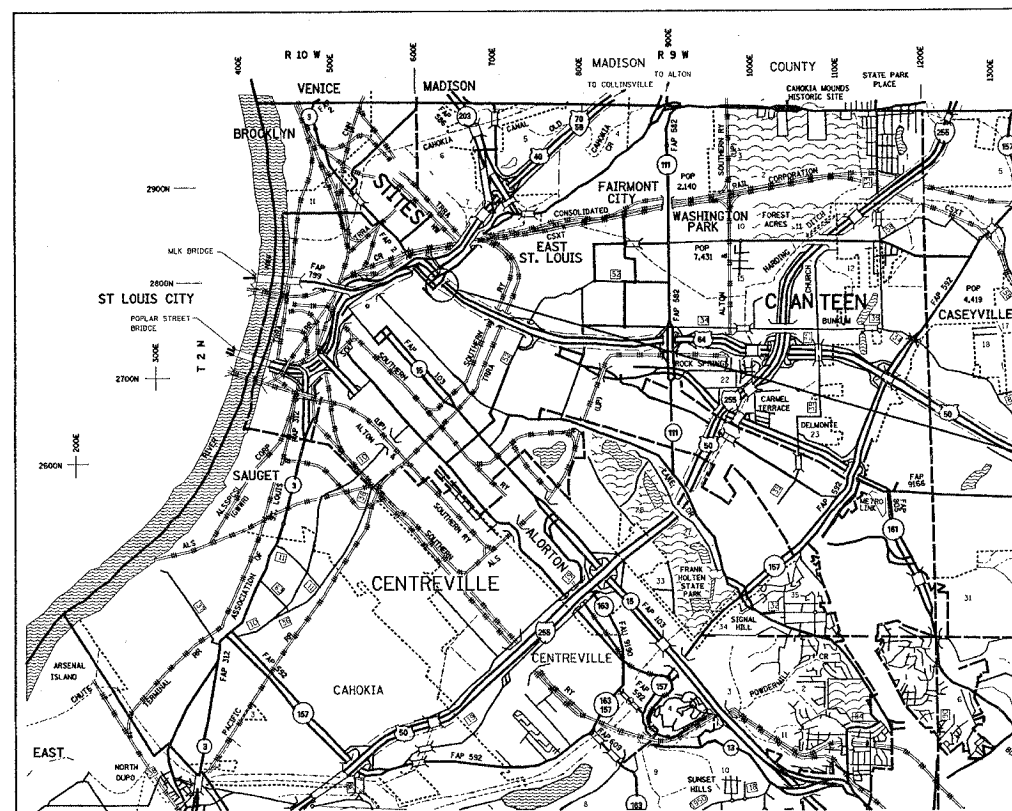
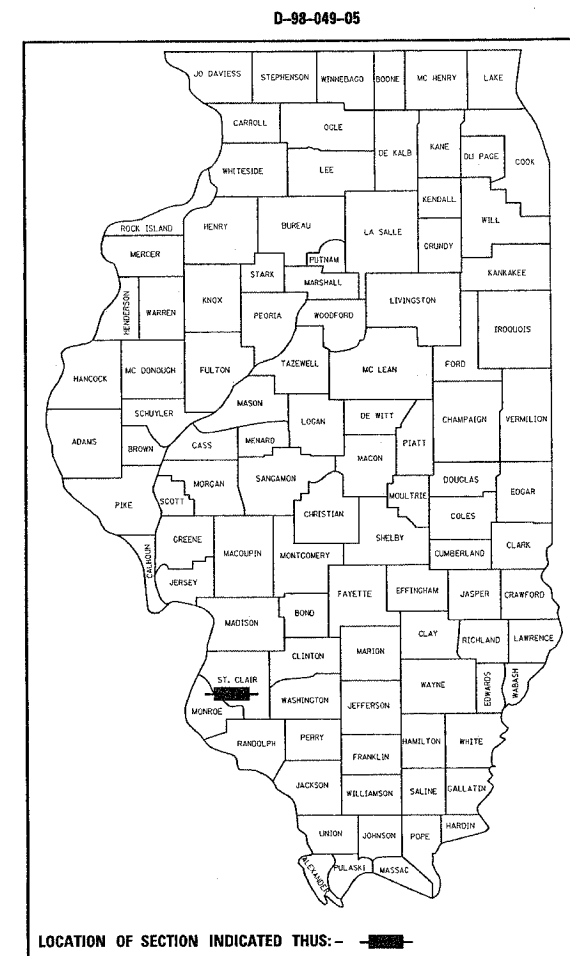
**PROPOSED
HIGHWAY PLANS**

FAI ROUTE 64 (I-64)
SECTION 82-1HB-I
PROJECT
ST. CLAIR COUNTY

C-98-067-05

INDEX OF SHEETS

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1	COVER SHEET
2	GENERAL NOTES, COMMITMENTS, HIGHWAY STANDARDS
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PROJECT LOCATION
SN 082-0150

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED March 29, 2005
Mary Corami
DEPUTY DIRECTOR OF HIGHWAYS
REGION FIVE ENGINEER

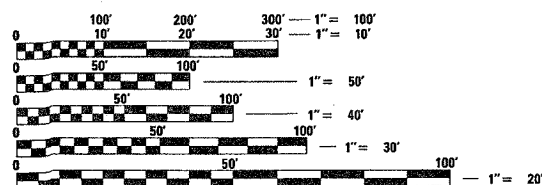
May 13, 2005
Mike Nirel
ENGINEER OF DESIGN AND ENVIRONMENT

May 13, 2005
Victor Modesto
DIRECTOR, DIVISION OF HIGHWAYS

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

PROJECT ENGINEER: WENDA SOUTHERLAND (618) 346-3159
SQUAD LEADER: BRIAN COURTWRIGHT (618) 346-3192

MICROFILMED _____
REEL NUMBER _____
AWARDED _____
RESIDENT ENGINEER _____
AS BUILT CHANGES WERE MADE
ON THE FOLLOWING SHEETS



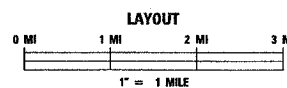
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

CONTRACT NO. 76906

ADT INFORMATION

10th STREET	I-64
1950 (2003)	70,600 (2003)
2200 (2025)	87,900 (2025)
2.7% SU	3.5% SU
1.5% MU	9.2% MU



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-1HB-1	ST. CLAIR	7	2
STA. 82-1HB-1		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

GENERAL NOTES

1. ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES 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 *
- AMEREN UE *
- ILLINOIS AMERICAN WATER *
- MCLEOD USA TITLE COMMUNICATIONS, INC. *
- QWEST COMMUNICATIONS *
- SBC *

MEMBERS OF J.U.L.I.E. (800)-892-0123 ARE INDICATED BY *. NON J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.

2. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
3. NO OVERNIGHT LANE CLOSURES WILL BE ALLOWED.
4. ALL TRAFFIC CONTROL DEVICES SHALL BE SKID MOUNTED.
5. "ROAD CONSTRUCTION AHEAD" SIGNS SHALL BE PLACED AT THE BEGINNING AND END OF THE PROJECT PLUS THE INTERSECTING SIDE ROADS, AND WILL BE INCLUDED IN THE TRAFFIC CONTROL PAY ITEMS. ALL CONSTRUCTION SIGNS SHALL BE FLUORESCENT ORANGE.
6. FLAGMEN SHALL BE PRESENT DURING ALL CLOSURE HOURS, INCLUDING LUNCH HOUR, AND NO ADDITIONAL COMPENSATION SHALL BE APPLIED.
7. TRAFFIC CONTROL AND PROTECTION STANDARD 701406 IS INCLUDED FOR DAY TIME LANE CLOSURE OF 1-64, IF REQUIRED. IF NOT USED, IT WILL BE DEDUCTED FROM THE CONTRACT.

COMMITMENTS

COMMITMENTS FOR THIS PROJECT ARE AS FOLLOWS:
NONE

LIST OF STANDARDS

- 000001-04
- 001006
- 701400-02
- 701406-04

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**GENERAL NOTES, COMMITMENTS,
 HIGHWAY STANDARDS**
 FAI ROUTE 64
 SECTION 82-1HB-1
 ST. CLAIR COUNTY

SCALE: VERT.
 DATE: HORIZ.

DRAWN BY
 CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-1HB-1	ST. CLAIR	7	3
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		100% STATE SFTY-2A		
50501130	STRUCTURAL STEEL REPAIR	POUND	970	970		
67100100	MOBILIZATION	L SUM	1	1		
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	1		
Z0003600	BEAM STRAIGHTENING	L SUM	1	1		

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT	TOTAL QUANTITIES			

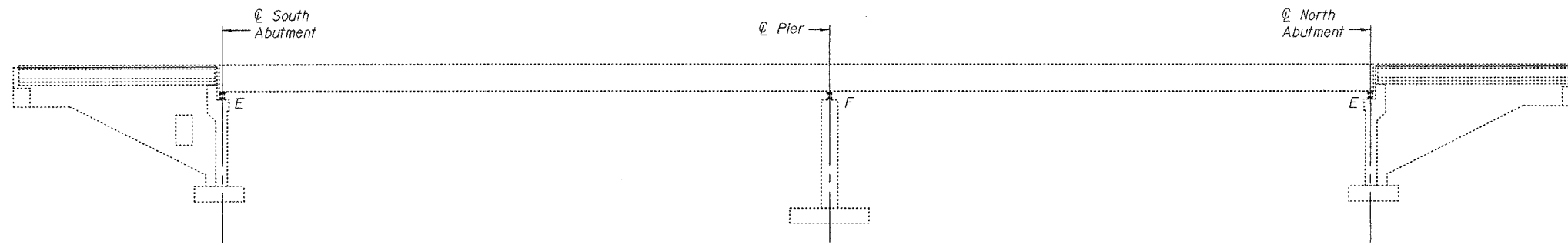
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	POST	SHEET NO. 1
		St. Clair	7	4	2 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

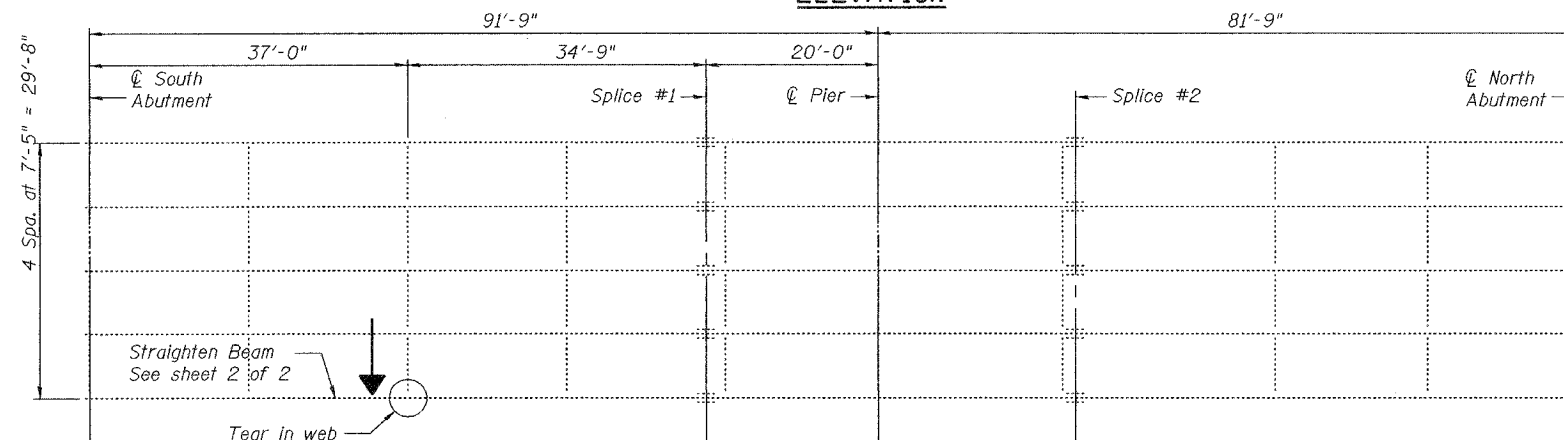
Contract: 76906

GENERAL NOTES

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.
Fasteners shall be high strength bolts. Bolts $\frac{7}{8}$ " ϕ , open holes $\frac{15}{16}$ " ϕ , unless otherwise noted.
Grind existing nicks, gouges and shallow cracks in the damaged beams as detailed. Ground surfaces shall be inspected for cracks using magnetic particle testing prior to initiating any beam straightening operations. Cost included with Beam Straightening. Any cracks that cannot be removed by grinding approximately $\frac{1}{4}$ " deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition.
Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field 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 the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
Cost of removal and/or re-installation of all members necessary to complete the work as detailed on the plans and as specified in the Special Provisions shall be included in the cost of Structural Steel Repair.
The inorganic zinc rich primer/acrylic/acrylic paint system shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the acrylic finish coat shall be Interstate Green, Munsell No. 7.5G 4/8. See Special Provision "Cleaning and Painting New Metal Structures".
Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

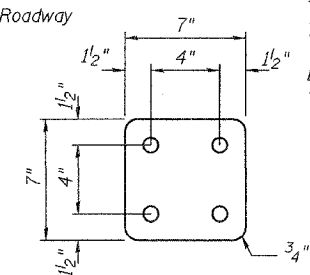


ELEVATION



PLAN

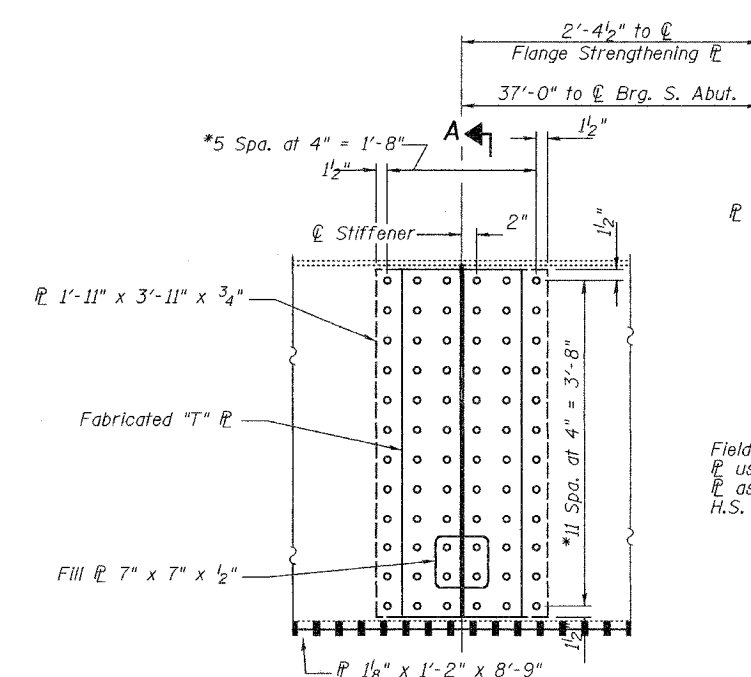
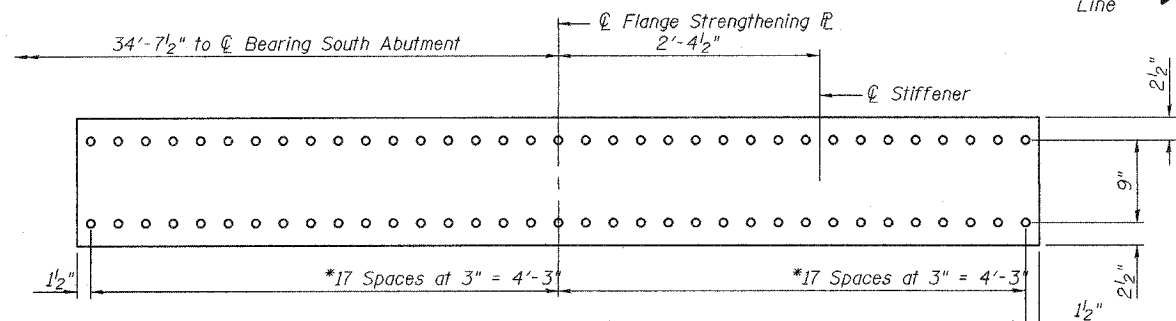
Impact Line



FILL \square 7" x 7" x $\frac{1}{2}$ "

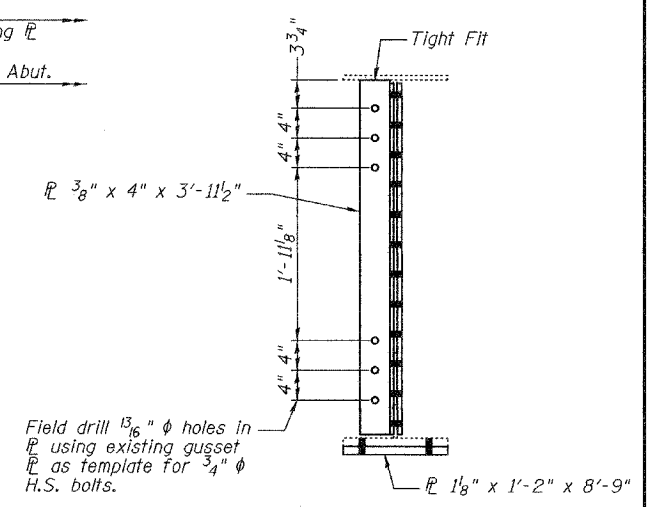
TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Steel Repair	Pound	970
Beam Straightening	L.S.	1



WEB REPAIR ELEVATION

* Field drill $\frac{15}{16}$ " ϕ holes in web and flange using new splice \square as template for $\frac{7}{8}$ " ϕ H.S. bolts.



SECTION A-A

**PLAN AND ELEVATION
WEB REPAIR DETAILS
F.A.I. RT 64
ST. CLAIR COUNTY
SN 082-0150**

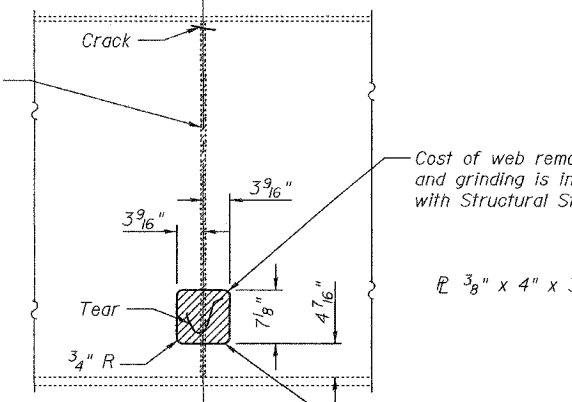


Expires: November 30, 2006

DESIGNED	Adrian T. Hallway
CHECKED	John S. Burke
DRAWN	
CHECKED	A.T.H. JSB

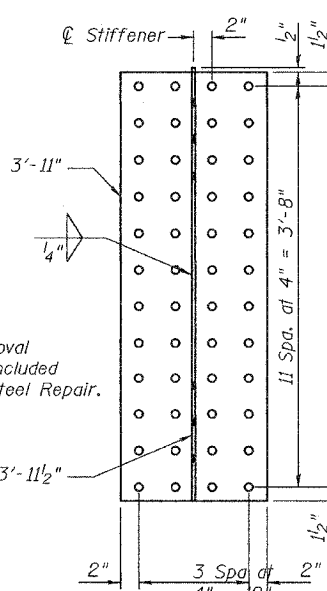
May 5, 2005
EXAMINED John A. Morris
ENGINEER OF STRUCTURAL SERVICES
PASSED Ralph E. Adams
ENGINEER OF BRIDGES AND STRUCTURES

Remove existing stiffener and grind smooth all weld material remaining on the web. The Contractor must be extremely careful not to damage existing web. Cost included with Structural Steel Repair.

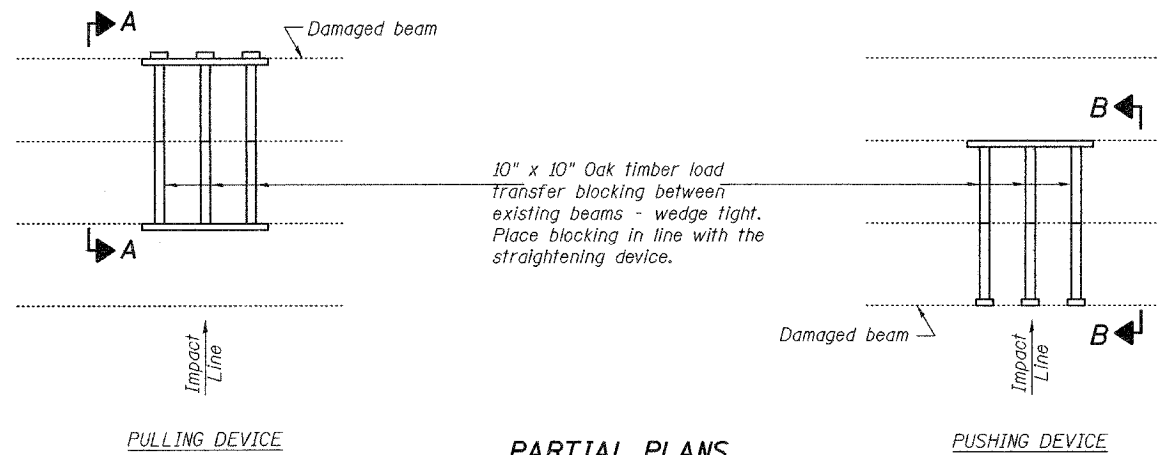


WEB REMOVAL DETAIL

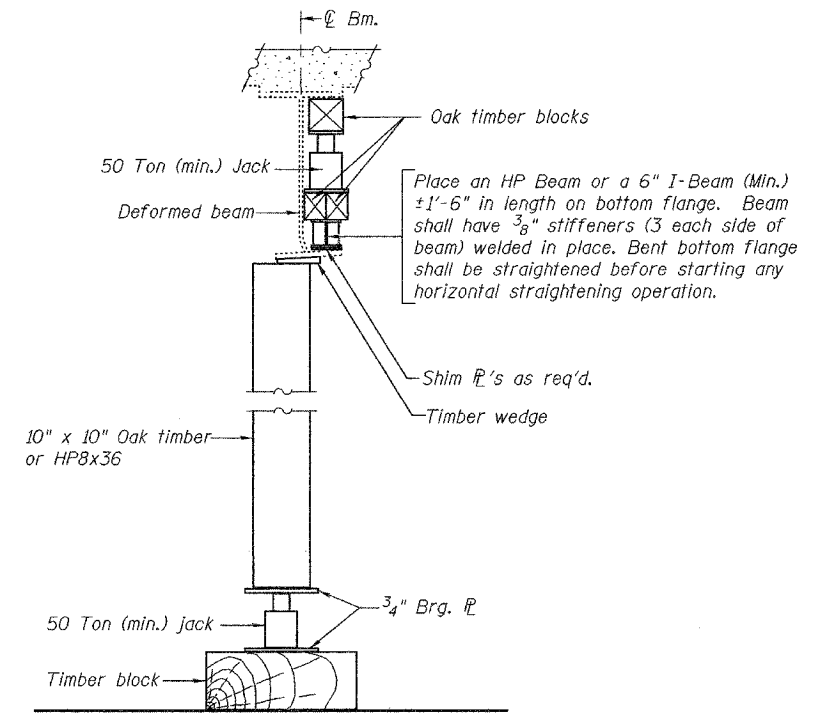
Cost of web removal and grinding is included with Structural Steel Repair.



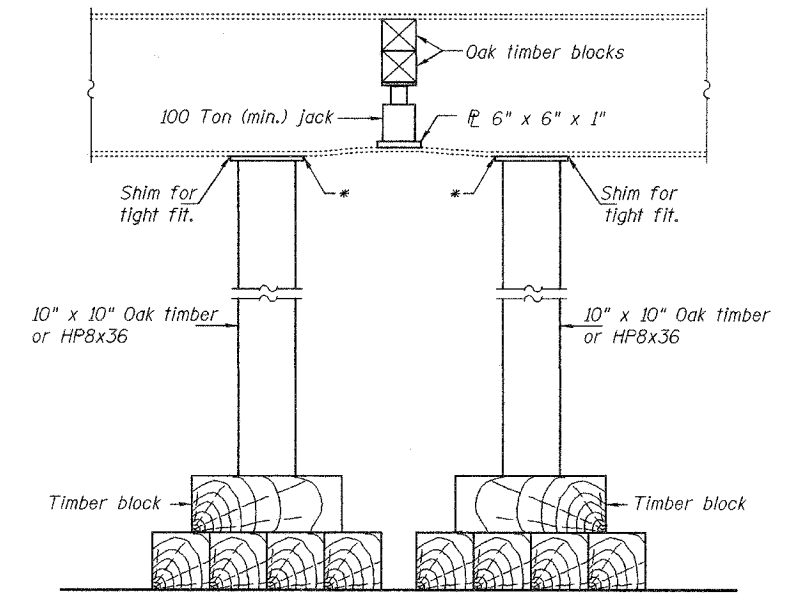
FABRICATED "T" \square



PARTIAL PLANS
SUGGESTED BEAM STRAIGHTENING METHODS
Straightening force shall be maintained on all load transfer blocking during beam straightening.

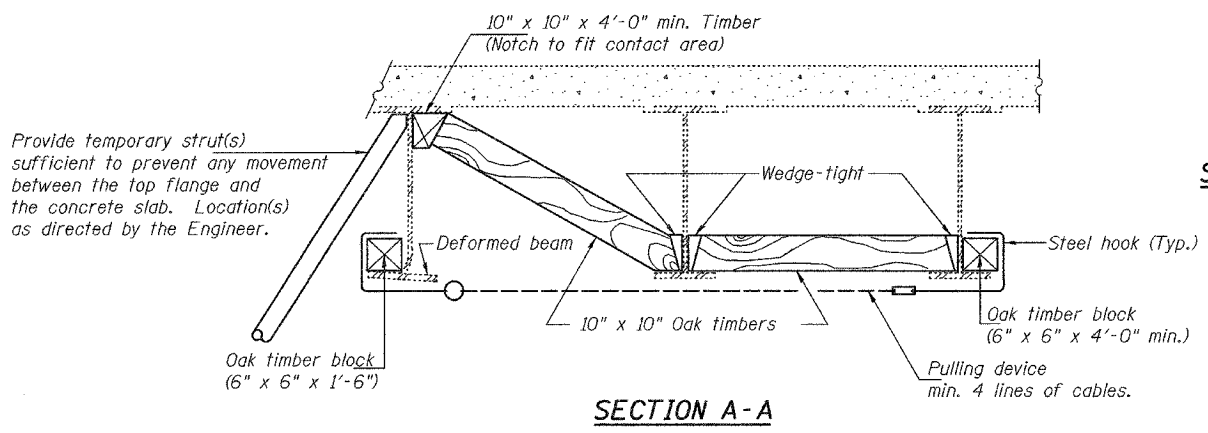


SUGGESTED VERTICAL STRAIGHTENING DETAIL
(To correct flange rotation.)

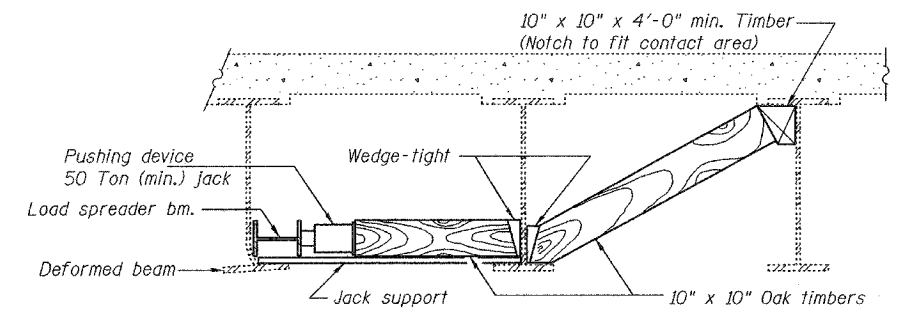


SUGGESTED VERTICAL STRAIGHTENING DETAIL
(To correct localized vertical flange deformations.)

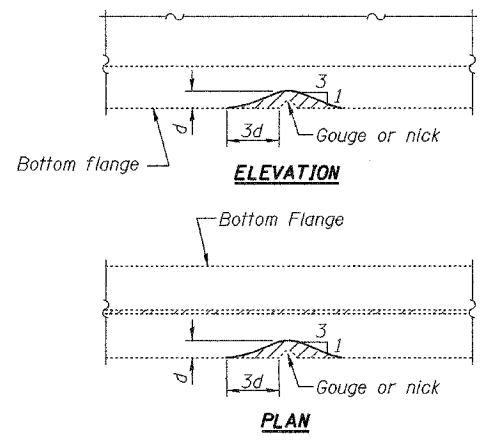
* Edge of plate shall line up with edge of deformation.
Note:
Braces and jack assembly shall be placed on same side of web.
Bent bottom flange shall be straightened before starting any horizontal straightening operations.



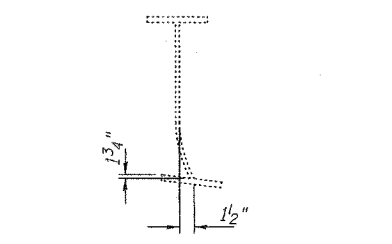
SECTION A-A



SECTION B-B



Grind existing nicks, gouges and shallow cracks in the damaged beams as detailed. Ground surfaces shall be inspected for cracks using magnetic particle testing prior to initiating any beam straightening operations. Any cracks that cannot be removed by grinding approximately 1/4" deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. Ground surfaces shall be spot cleaned and painted with an aluminum epoxy mastic primer followed by a finish coat to match the color of the existing beam. Cost of grinding, testing and spot painting included with Beam Straightening.



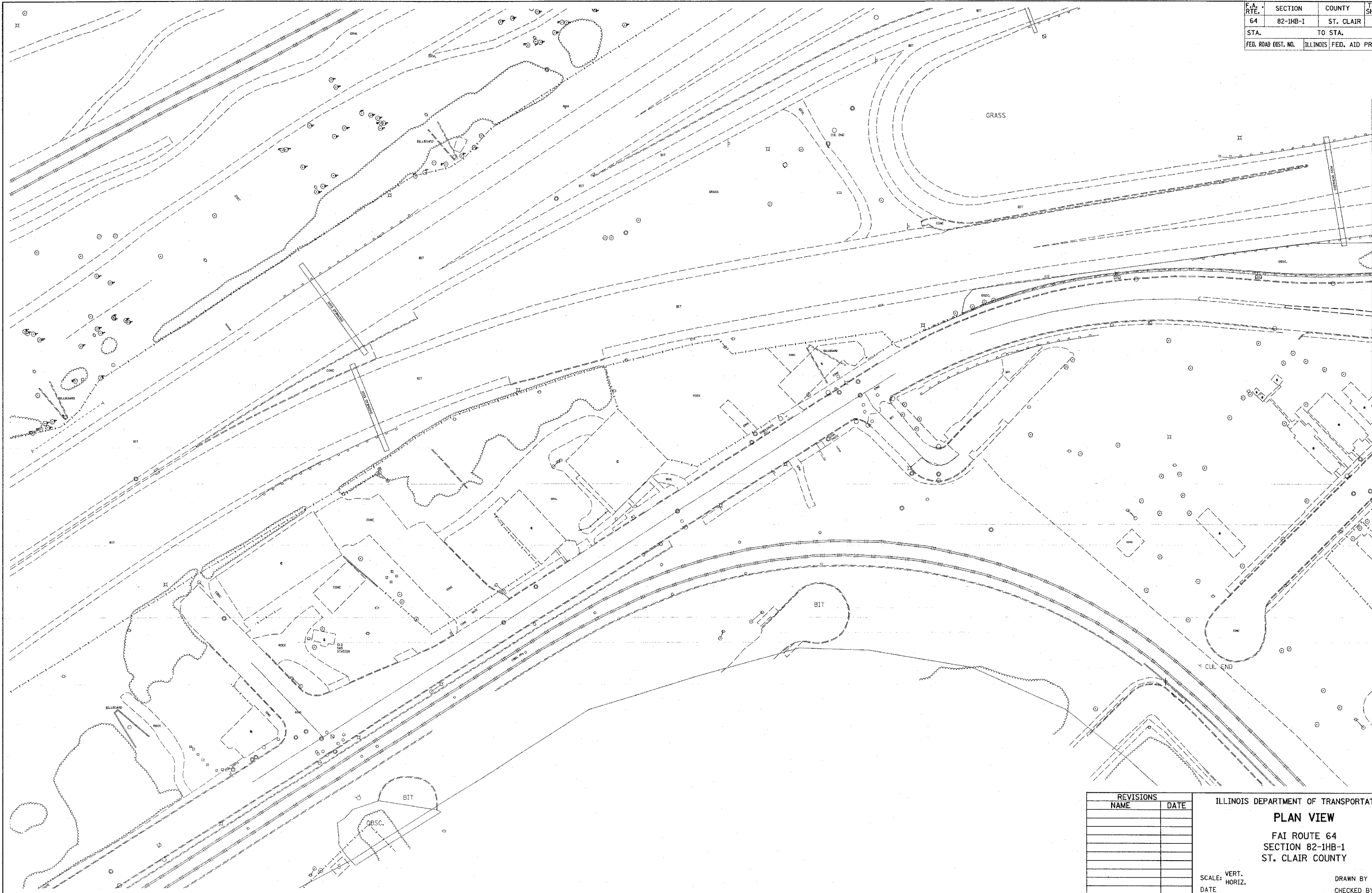
EXISTING DEFORMATION TO BE STRAIGHTENED
(Looking North)
(Approximate max. deflections)
Deflected length of beam to be straightened is approximately 8'-0".

DESIGNED	A.T.H.
CHECKED	J.S.B.
DRAWN	Drew Christopher
CHECKED	A.T.H. J.S.B.

May 5, 2005
EXAMINED *John A. Morris*
ENGINEER OF STRUCTURAL SERVICES
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

BEAM STRAIGHTENING
F.A.I. RT 64
ST. CLAIR COUNTY
SN 082-0150

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-1HB-1	ST. CLAIR	7	6
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



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REVISIONS	
NAME	DATE

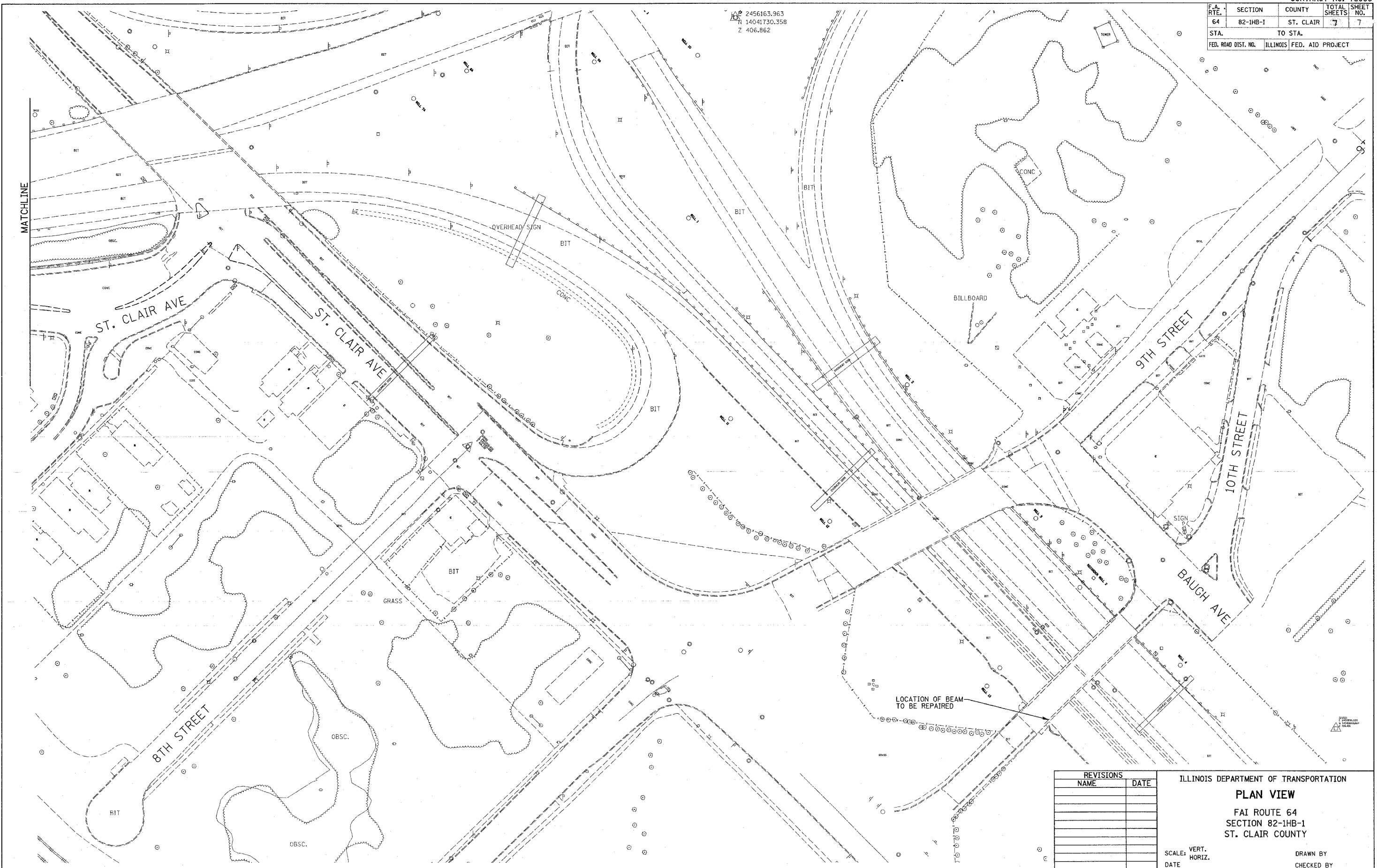
ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN VIEW
 FAI ROUTE 64
 SECTION 82-1HB-1
 ST. CLAIR COUNTY

SCALE: VERT. _____
 HORIZ. _____
 DATE _____

DRAWN BY _____
 CHECKED BY _____

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-1HB-1	ST. CLAIR	7	7
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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 14041730.358
 Z 406.862



PLOT DATE = 3/21/2005
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN VIEW
 FAI ROUTE 64
 SECTION 82-1HB-1
 ST. CLAIR COUNTY

SCALE: VERT. _____
 HORIZ. _____
 DATE _____

DRAWN BY _____
 CHECKED BY _____