

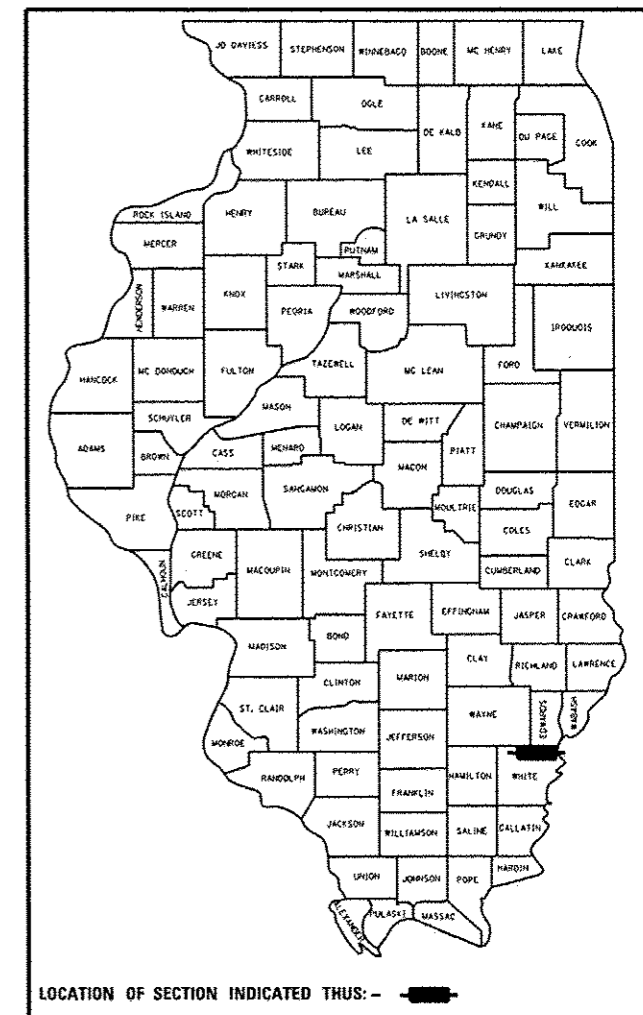
1-17-14 LETTING ITEM 118

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		WHITE	54	1
		ILLINOIS	CONTRACT NO. 78282	

*(97-2-1)RS-1; BSMART 2012-1,2,3

D-99-007-12



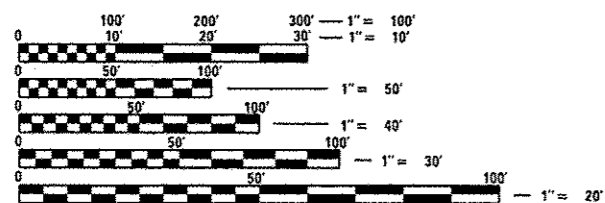
FOR INDEX OF SHEETS, SEE SHEET NO. 3

ADT 10,608 (2011)
PV = 6987
MU = 2958
SU = 663
TRUCK % = 34%

PROPOSED HIGHWAY PLANS

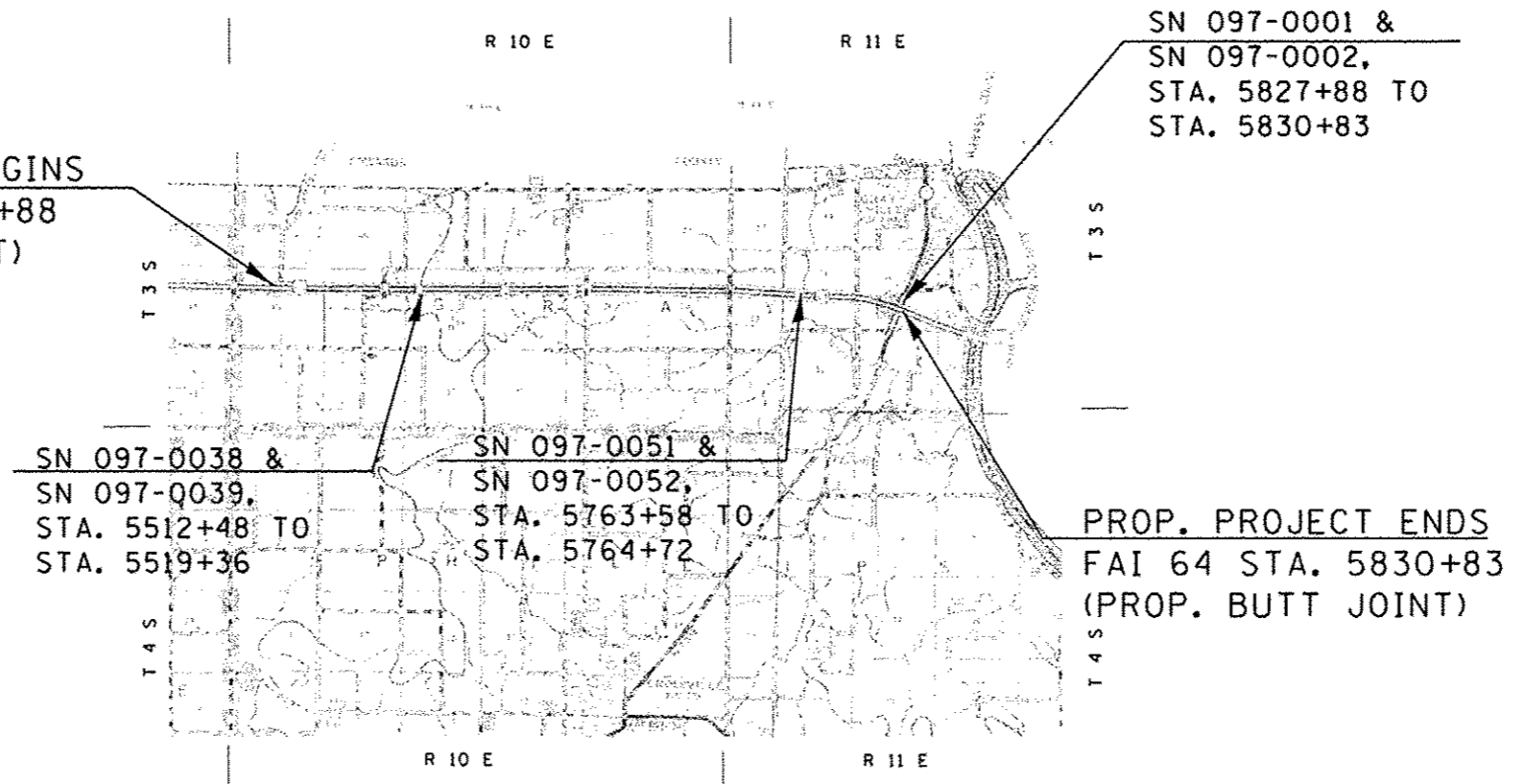
FAI ROUTE 64 (I-64)
SECTION (97-2-1)RS-1; BSMART 2012-1,2,3
WHITE COUNTY
PROJ. NO. ACF-ACNHPP-0064 (402)
RESURFACING & STRUCTURE REPAIR
C-99-008-12

TOWNSHIPS: GRAY



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



GROSS LENGTH = 37,495' = 7.10 MILES
NET LENGTH = 37,495' = 7.10 MILES

PROJECT ENGINEER CHARLES STEIN - (618)351-5210
PROJECT DESIGNER KATHI MCCORD (RDWY) - (618)351-5319
PROJECT DESIGNER WAYNE HALSTEAD (STRUCTURES) - (618)351-5228
CONTRACT NO. 78282

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *October 16* 20 *13*

John D. Baranzelli, P.E.
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

John D. Baranzelli, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

Dec 6 20 *13*

Omer Osman, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

Prepared By: *Joe Zdanewicz*
DISTRICT STUDIES & PLANS ENGINEER

Examined By: *John E...*
DISTRICT LAND ACQUISITION ENGINEER

Examined By: *Carrie Nelson*
DISTRICT PROGRAM DEVELOPMENT ENGINEER

Examined By: *Kelley...*
DISTRICT OPERATIONS ENGINEER

Examined By: *K.R.L.S.*
DISTRICT PROJECT IMPLEMENTATION ENGINEER

Examined By: *Douglas J. ...*
DISTRICT CONSTRUCTION ENGINEER

Examined By: *Bruce ...*
DISTRICT MATERIALS ENGINEER

•(97-2-URS-2; BSMART 2012-1,2,3

FILE NAME *	USER NAME = mscordkr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGNATURE SHEET	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\pwork\mccordkr\40282931\7822-sht-plandgn	DRAWN -	REVISED -	.64			.	WHITE	54	2	
PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -	CONTRACT NO. 78282							
PLOT DATE = 10/3/2013	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
					SCALE: _____	SHEET _____ OF _____ SHEETS		STA. _____ TO STA. _____		

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	SIGNATURE SHEET
3	INDEX OF SHEETS AND HIGHWAY STANDARDS, MIXTURE REQUIREMENTS
4	GENERAL NOTES; STRUCTURE RATINGS
5-7	SUMMARY OF QUANTITIES
8-9	TYPICAL SECTIONS
10-11	SCHEDULE FOR MAINLINE PAVEMENT RESURFACING
12-13	SCHEDULE FOR SHOULDER RESURFACING
14	SCHEDULE FOR PAVEMENT MARKING
15	SCHEDULE FOR PAVEMENT DELINEATION
16	SCHEDULE FOR GUARDRAIL
17-22	PLAN LAYOUT SHEETS - FAI 64 FROM STA. 5455+88 TO STA. 5830+83
23	DETAILS - MEDIAN CROSSOVER RESURFACING, BUTT JOINTS AT BEGINNING & END OF PROJECT & BUTT JOINTS AT STRUCTURES.
24	DETAILS - SURFACE REDUCTION UNDER EXISTING OVERPASSES.
25-26	DETAILS - PARAPET WALL MODIFICATIONS FOR TYPE 6 END SECTION ATTACHMENTS.
27-51	DETAILS: PROPOSED BSMART STRUCTURES RESURFACED AND TRAFFIC CONTROL - SHEETS 1 THRU 25
52	DETAIL - WIDE LOAD SIGNING PLAN
53	STANDARD DETAILS - TEMP. HOT-MIX ASPHALT TRANSITIONS
54	STANDARD DETAILS - ROUGH GROOVED SURFACE SIGN; UNEVEN LANE SIGN

HMA MIXTURE TABLE

Location(s):	Hot-Mix Asphalt Surface Course
Mixture Use(s):	Polymerized Hot-Mix Asphalt Surface Course, Mix "D", N90
AC/PG:	SBS PG76-22
ABR % (Max):	See BDE Special Provisions
Design Air Voids:	4.0 %, 90 Gyration Design
Mixture (Gradation Mixture)	IL-9.5 mm
Friction Aggregate:	D Surface

Location(s):	Hot-Mix Asphalt Shoulders (Top Lift)
Mixture Use(s):	Hot-Mix Asphalt Surface Course, Mix "C", N70
AC/PG:	PG64-22
ABR % (Max):	See BDE Special Provisions
Design Air Voids:	4.0 %, 70 Gyration Design
Mixture (Gradation Mixture)	IL 9.5 mm
Friction Aggregate:	C Surface

Location(s):	Hot-Mix Asphalt Binder Course
Mixture Use(s):	Polymerized Hot-Mix Asphalt Binder Course, N90, IL-19.0 Fine Grade
AC/PG:	SBS PG76-22
ABR % (Max):	See BDE Special Provisions
Design Air Voids:	4.0 %, 90 Gyration Design
Mixture Composition (Gradation Mixture)	IL-19.0mm Fine Grade
Friction Aggregate:	None

STANDARDS

001001-02	701101-04
442001-04	701400-07
630001-10	701401-08
630301-06	701402-09
631031-12	701406-08
635001-01	701426-06
635006-03	701901-03
635011-02	780001-04
642001-02	781001-03

*197-2-11RS-1; BSMART 2012-1,2,3

FILE NAME: <small>c:\p\work\1\id01\accordr\1d0282031\782</small>	USER NAME: <small>12-rht-plen.dgn</small>	DESIGNED: - DRAWN: - CHECKED: - DATE: -	REVISED: - REVISED: - REVISED: - REVISED: -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, HIGHWAY STANDARDS, MIXTURE REQUIREMENTS	F.A.I. RTE. 64	SECTION: -	COUNTY: WHITE	TOTAL SHEETS: 54	SHEET NO.: 3	CONTRACT NO. 78282 <small>ILLINOIS FED. AID PROJECT</small>
SCALE: SHEET OF SHEETS STA. TO STA.											

GENERAL NOTES

THE THICKNESS OF BITUMINOUS MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT-MIX ASPHALT MIXTURE IS PLACED.

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

ALL HOT-MIX ASPHALT	2.016 TONS/CU. YD.
BITUMINOUS MATERIALS:	
ON PAVEMENT	0.09 GAL./SQ. YD.
INTERMEDIATE LIFTS (FOG COAT)	0.04 GAL./SQ. YD.
ON AGGREGATE SURFACE	0.32 GAL./SQ. YD.
AGGREGATE (PRIME COAT)	0.0015 TONS/SQ. YD.
ALL AGGREGATE	2.05 TONS/CU. YD.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING IS BASED ON ONE APPLICATION EACH FOR THE HMA SURFACE REMOVAL, SURFACE COURSE AND BINDER COURSE.

AT ALL LOCATIONS WHERE THE PROPOSED HOT MIX ASPHALT OR CONCRETE PAVEMENT JOINS AN EXISTING HOT MIX ASPHALT OR CONCRETE PAVEMENT, A FULL DEPTH SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF THIS JOINT WILL BE INCLUDED IN THE COST OF THE TYPE OF SURFACE COURSE BEING CONSTRUCTED.

THE CONTRACTOR SHALL STAMP STATIONING IN THE PROPOSED HOT MIX ASPHALT SURFACE AT 300 FT. INTERVALS ON THE OUTSIDE EDGE OF PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5.5 IN. TALL, OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

STATIONING FOR THIS PROJECT IS INCREASES TO THE EAST.

EXISTING PIPE UNDERDRAIN OUTLETS IN THE FORESLOPES OR MEDIAN SLOPES SHALL BE PRESERVED AND PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO AN UNDERDRAIN OUTLET RESULTING FROM THE CONSTRUCTION ACTIVITY SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

BITUMINOUS RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTERLINE EDGE IS EXPOSED TO TRAFFIC. WHEN AT THE END OF A DAY'S OPERATION THE EXPOSED CENTERLINE EDGE IS GREATER THAN 2000 FT., THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE ADJACENT LANE ON THE FOLLOWING WORK DAY. PRIOR TO WINTER SHUTDOWN, RESURFACING ON ADJACENT LANES IS TO BE BROUGHT UP TO THE SAME ELEVATION.

PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS THE RESIDENT ENGINEER SHALL CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.

PATCHING QUANTITIES AND SCHEDULES ARE FOR PLANNING PURPOSES ONLY. THE FINAL LOCATIONS AND QUANTITIES WILL BE DETERMINED BY THE ENGINEER. PATCHING SURVEY IS MARCH 28, 2013.

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16, THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS AND BRIDGE APPROACH PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT AS DEFINED IN ARTICLE 101.17 REGARDLESS IF TRACK MOUNTED OR WHEELED.

RECLAIMED ASPHALT PAVEMENT (RAP) WILL NOT BE ALLOWED FOR USE AS AGGREGATE IN AGGREGATE SHOULDERS, TYPE B.

COMMITMENTS:
NONE

STATION EQUATIONS:
NO EQUATION STATIONS THROUGH THE LIMITS

STRUCTURE RATINGS

STRUCTURE NO.	INV. RATING	OPR. RATING	SUFF. RATING
ACROSS FAI 64			
097-7006	NA	NA	83.0
097-2005	1.000	1.360	69.9
097-7007	NA	NA	83.0
097-2006	1.000	1.360	69.9
097-0049	0.805	1.220	89.8
097-7008	NA	NA	83.0
097-0050	0.780	1.195	90.7
FAI 64 EBL			
097-0038	1.015	1.720	77.9
097-0052	1.250	1.840	77.9
097-0001	1.005	1.555	76.0
FAI 64 WBL			
097-0039	1.015	1.720	77.9
097-0051	1.250	1.840	77.9
097-0002	0.965	1.505	75.7

MTD REQUIREMENTS:

AN EMPTY MTD SHALL BE ALLOWED OVER SN 097-2005 AND SN 097-2006. A LOADED MTD SHALL BE ALLOWED OVER THE REMAINING STRUCTURES ACCORDING TO THE DECEMBER 9, 2011 MEMO FROM THE ILLINOIS BUREAU OF BRIDGES AND STRUCTURES.

*(97-2-1)RS-1: BSMART 2012-1.2.3

FILE NAME: c:\work\ark\idat\accordr\020213\17812\plan.dgn	USER NAME: macedko	DESIGNED: -	REVISED: -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES AND STRUCTURE RATINGS	F.A.I. RTE: 64	SECTION: *	COUNTY: WHITE	TOTAL SHEETS: 54	SHEET NO.: 4
PLOT SCALE: 1/8"=1'-0"	CHECKED: -	DATE: -	REVISED: -	SCALE: SHEET OF SHEETS STA. TO STA.		CONTRACT NO. 78282 [ILLINOIS] FED. AID PROJECT				

Summary of Quantities

ACF	ACNHPP
FAI 64	
RURAL	
90% FED., 10% STATE	
WHITE COUNTY	
CONST. CODE	0005 <i>004</i> 0014

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY QUANTITY	BRIDGE QUANTITY
X5030530	FLOOR DRAIN EXTENSION	EACH	218		218
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	98		98
Z0004556	HOT-MIX ASPHALT SURFACE REMOVAL (DECK)	SQ YD	8986		8986
Z0005880	BRIDGE HANDRAIL REMOVAL	FOOT	72	72	
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	98		98
Z0015802	PLUG EXISTING DECK DRAINS	EACH	210		210
Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ YD	271		271
Z0034105	MATERIAL TRANSFER DEVICE	TON	37396	37396	
44213204	TIE BARS 3/4"	EACH	203	203	
40600115	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	GALLON	43232	43232	
40600300	AGGREGATE (PRIME COAT)	TON	720	720	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1608	1608	
40600990	TEMPORARY RAMP	SQ YD	248	248	
40603243	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, PG, N90	TON	22044	22044	
40603545	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	15994	15352	642
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	116	116	
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	181878	181878	
44200610	CLASS A PATCHES, TYPE II, 13 INCH	SQ YD	1048	1048	
44200612	CLASS A PATCHES, TYPE III, 13 INCH	SQ YD	316	316	
44200614	CLASS A PATCHES, TYPE IV, 13 INCH	SQ YD	507	507	
44213000	PATCHING REINFORCEMENT	SQ YD	1870	1870	
44213200	SAW CUTS	FOOT	8429	8429	

12

(97-2-11RS-1); BSMART 2012-1.2.3

FILE NAME	USER NAME	DESIGNED	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I.	SECTION	COUNTY	TOTAL	SHEET	
work\dot\mccordr\020701\782	2-11-13	DRAWN	REVISED			64	*	WHITE	54	5	
		CHECKED	REVISED			CONTRACT NO. 78282					
		DATE	REVISED			ILLINOIS FED. AID PROJECT					

Summary of Quantities

ACF ACNHPP

FAI 64

RURAL

90% FED., 10% STATE

WHITE COUNTY

CONST. CODE 0005 0014

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY QUANTITY	BRIDGE QUANTITY
48102100	AGGREGATE WEDGE SHOULDERS, TYPE B	TON	2522	2522	
48203100	HOT-MIX ASPHALT SHOULDERS	TON	10112	10112	
50102400	CONCRETE REMOVAL	CU YD	64.7		64.7
50300255	CONCRETE SUPERSTRUCTURE	CU YD	65.8	2.2	63.6
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUNDS	16,270		16,270
50800205	REINFORCEMENT BARS, EPOXY COATED	POUNDS	8824	444	8380
50800515	BAR SPLICERS	EACH	144		144
52000110	PREFORMED JOINT STRIP SEAL	FOOT	443		443
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	48		48
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	50		50
52100520	ANCHOR BOLTS, 1"	EACH	100		100
52100530	ANCHOR BOLTS, 1 1/4"	EACH	96		96
58100200	WATERPROOF MEMBRANE SYSTEM	SQ YD	8986		8986
59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	11		11
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	1700	1700	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	8	8	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT)	EACH	8	8	
63200310	GUARDRAIL REMOVAL	FOOT	1539	1539	
63500105	DELINEATORS	EACH	172	172	
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	132655	132655	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	7	4	3
67100100	MOBILIZATION	L SUM	1	0.5	0.5

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*
*

22

* SPECIALTY ITEM

FILE NAME	USER NAME	DESIGNED	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES (CONTINUED)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pwork\p\d01\acordr\1002827011782	zshstplendyn	DRAWN	REVISED			64		WHITE	54	6
	PLOT SCALE = 100.0000 / 111	CHECKED	REVISED		SCALE:					
	PLOT DATE = 10/17/2013	DATE	REVISED		SHEET OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		
								CONTRACT NO. 78282		

*197-2-11RS-1; BSMART 2012-1,2,3

Summary of Quantities

ACF ACNHPP

FAI 64
RURAL
90% FED., 10% STATE
WHITE COUNTY

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY QUANTITY	BRIDGE QUANTITY
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	4		4
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1.0	0.5	0.5
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1.0	0.5	0.5
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	7	4	3
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	19	19	
70300100	SHORT- TERM PAVEMENT MARKING	FOOT	49734	49734	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	137043	137043	
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	17372	17372	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	33530	33530	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	2525		2525
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	2425		2425
* 78004210	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 4"	FOOT	137043	137043	
* 78004230	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6"	FOOT	17372	17372	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKERS	EACH	884	884	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	32	32	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	8	8	
∅ 20070600	TRAINEES	HOUR	1000	1000	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	884	884	
∅ 20070604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1000	1000	

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*
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∅
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19

* SPECIALTY ITEM
∅ 0042

FILE NAME	USER NAME	DESIGNED	REVISED
cr:\p\work\1015101\mccordr\10222131\762	mccordr	DRAWN	REVISED
		CHECKED	REVISED
		DATE	REVISED

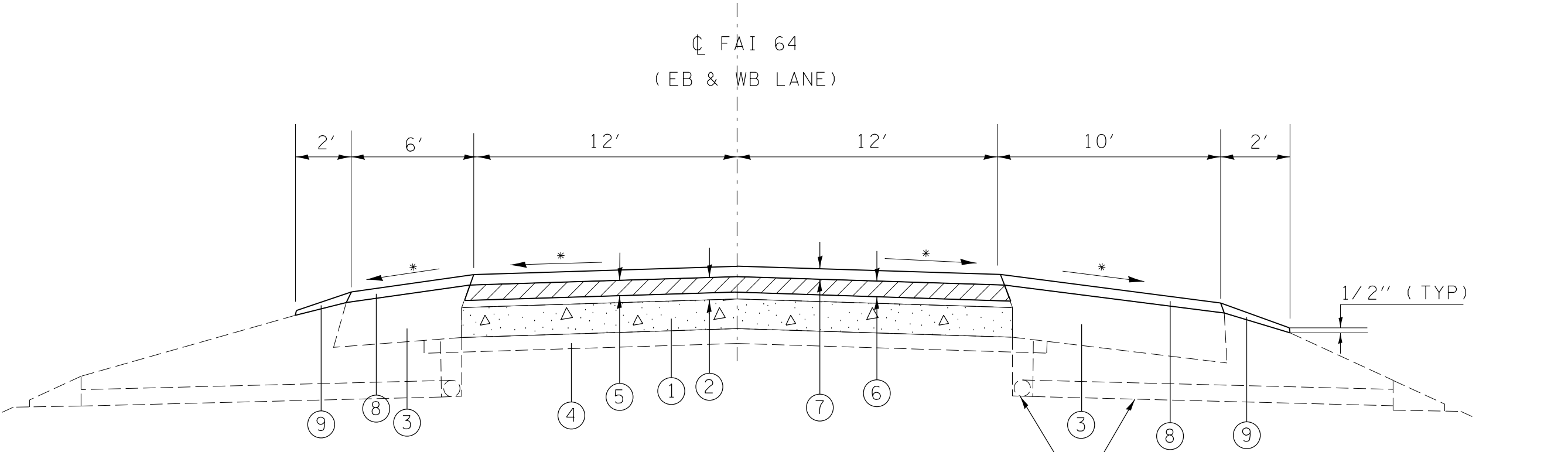
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES (CONTINUED)			
SCALE:	SHEET	OF	SHEETS
		STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		WHITE	54	7
CONTRACT NO. 78282				
ILLINOIS FED. AID PROJECT				

*(97-2-1)RS-1; BSMART 2012-1,2,3

TYPICAL SECTION
 FAI 64 MAINLINE
 IN DIRECTION OF TRAFFIC
 (NOT TO SCALE)



TO BE USED:

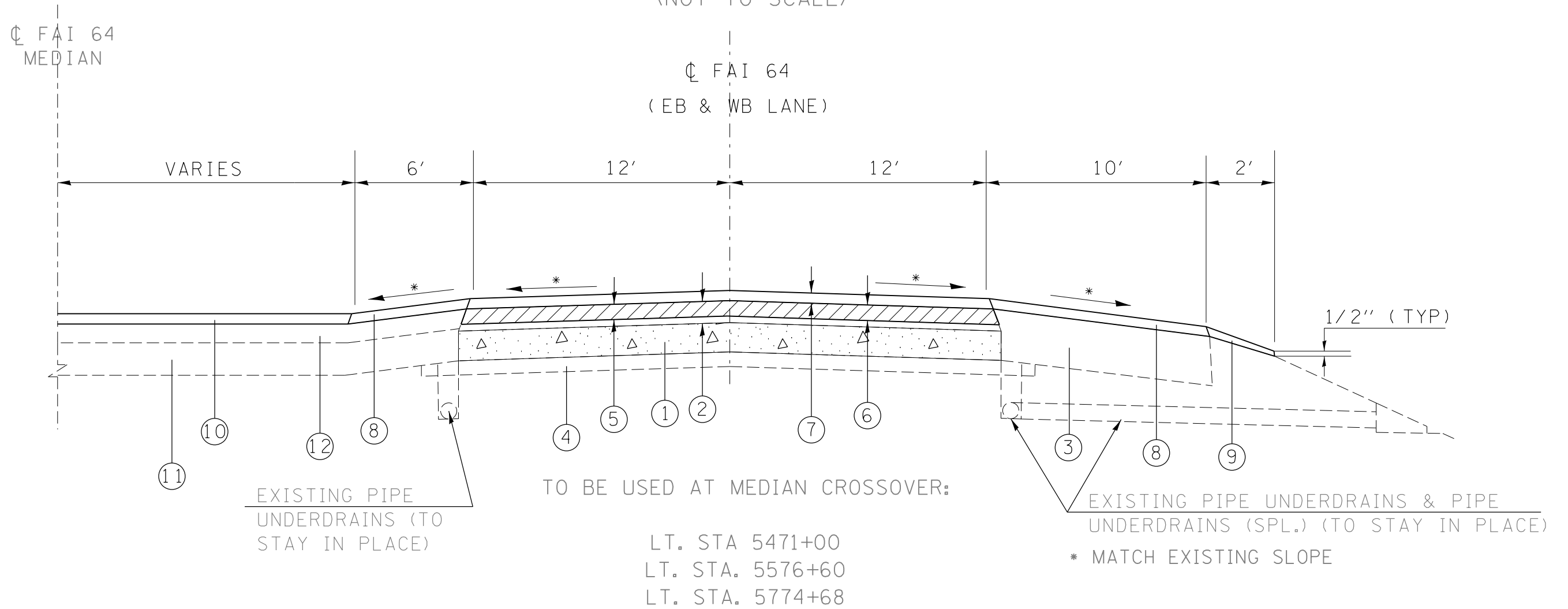
STA 5455+88 TO STA 5512+48 (CL MEDIAN)
 STA 5519+36 TO STA 5763+58 (CL MEDIAN)
 STA. 5764+72 TO STA. 5800+32 (CL MEDIAN)

* MATCH EXISTING SLOPE

- ① EXISTING CRC PAVEMENT 8"
- ② EXISTING BIT SURFACE AND BINDER (4 3/4")
- ③ EXISTING HMA SHOULDERS 13"
- ④ EXISTING STABILIZED SUB-BASE (4")
- ⑤ HMA SURFACE REMOVAL, 2 1/4"
- ⑥ POLY. HMA BINDER COURSE, IL-19.0, N90, 2 1/4"
- ⑦ POLY. HMA SURFACE COURSE, MIX. D, N90, 1 1/2"
- ⑧ HMA SHOULDERS (1 1/2") (SEE MIX. REQ'S. SHT. 4)
- ⑨ AGGREGATE WEDGE SHOULDERS, TY B

FILE NAME = USER NAME = mccordkr DESIGNED - DRAWN - PLOT SCALE = 100.9772' / in. PLOT DATE = 10/29/2013				REVISED - REVISED - REVISED - REVISED -				STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				MAINLINE TYPICAL SECTIONS				F.A.I. RTE. 64		SECTION -		COUNTY WHITE		TOTAL SHEETS 54		SHEET NO. 8	
										SCALE:		SHEET OF SHEETS		STA. TO STA.		(97-2-1)RS-1; BSMART 2012-1,2,3 ILLINOIS FED. AID PROJECT									
										CONTRACT NO. 78282															

TYPICAL SECTION
FAI 64 MAINLINE
IN DIRECTION OF TRAFFIC
(NOT TO SCALE)



- ① EXISTING CRPCC PAVEMENT 8"
- ② EXISTING BIT SURFACE AND BINDER (4 3/4")
- ③ EXISTING HMA SHOULDERS 13"
- ④ EXISTING STABILIZED SUB-BASE (4")
- ⑤ HMA SURFACE REMOVAL, 2 1/4"
- ⑥ POLY. HMA BINDER COURSE, IL-19.0, N90, 2 1/4"
- ⑦ POLY. HMA SURFACE COURSE, MIX. D, N90, 1 1/2"
- ⑧ HMA SHOULDERS (1 1/2") (SEE MIX. REQ'S., SH. 4)
- ⑨ AGGREGATE WEDGE SHOULDERS, TY B
- ⑩ INCIDENTAL HMA SURFACING (1 1/2")
- ⑪ EXISTING AGGREGATE BASE
- ⑫ EXISTING HMA SURFACE 2"

FILE NAME =	USER NAME = mccordkr	DESIGNED -	REVISED -
c:\pw\work\pwsdot\mccordkr\d0282931\78282-sht-plan.dgn		DRAWN -	REVISED -
PLOT SCALE = 100.9772' / in.		CHECKED -	REVISED -
PLOT DATE = 10/29/2013		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS AT MEDIAN CROSSOVERS			
SCALE:	SHEET	OF	SHEETS
	STA.		TO STA.

F.A.I. RTE. 64	SECTION -	COUNTY WHITE	TOTAL SHEETS 54	SHEET NO. 9
CONTRACT NO. 78282				
ILLINOIS FED. AID PROJECT				

*(97-2-1)RS-1; BSMART 2012-1,2,3

PAVEMENT RESURFACING SCHEDULE - MAINLINE

(SEE NOTE 1)

EASTBOUND LANES

LOCATION STATION TO STATION	LENGTH (INFO ONLY)	EXIST. PAVEMENT WIDTH	TEMP. RAMPS	HMA SURFACE REMOVAL - BUTT JOINT	HMA SURFACE REMOVAL - 2 1/4"	POLY HMA SURFACE COURSE 1 1/2"	POLY HMA BINDER COURSE 2 1/4"	INCIDENTAL HMA SURFACING	PRIME COAT		NOTES			
									POLY. BIT. MAT' LS.	AGG.				
FAI 64 (I-64) EASTBOUND	FEET	FEET	SQ YD	SQ YD	SQ YD	TON	TON	TON	GAL	TON				
	5455+88.00	TO	5456+18.00	30.0	24.0	35.0	134		7			14	0.2	
Lt.	5471+00.00									17		18	0.3	Median Xover
	5456+18.00	TO	5493+65.00	3747.0	24.0			9992	844	1259		1808	30.1	
	5493+65.00	TO	5496+25.00	260.0	24.0			693	92			126	2.1	A+ Overpass
	5496+25.00	TO	5512+48.00	1623.0	24.0			4328	366	545		783	13.1	
SN 097-0038 - Sta. 5512+48 to Sta. 5519+36				688.0		27.0	268							2 Butt Joints
	5519+36.00	TO	5624+67.00	10531.0	24.0			28083	2371	3539		5081	84.7	
Lt.	5576+60.00									17		18	0.3	Median Xover
	5624+67.00	TO	5627+27.00	260.0	24.0			693	92			125	2.1	A+ Overpass
	5627+27.00	TO	5716+33.00	8906.0	24.0			23749	2005	2993		4297	71.6	
	5716+33.00	TO	5718+93.00	260.0	24.0			693	92			125	2.1	A+ Overpass
	5718+93.00	TO	5763+58.00	4465.0	24.0			11907	1005	1500		2154	35.9	
SN 097-0052 - Sta. 5763+58 to Sta. 5764+72				114.0		27.0	268							2 Butt Joints
	5764+72.00	TO	5800+02.00	3530.0	24.0			9414	795	1186		1703	28.4	
Lt.	5774+68.00									17		18	0.3	Median Xover
	5800+02.00	TO	5800+32.00	30.0	24.0	35.0	134		7			14	0.2	
EASTBOUND TOTALS						124	804	89,552	7676	11,022	51	16,286	271	

Note 1: For pay items related to structures, see sheets 27 to 51.

*(97-2-1)RS-1; BSMART 2012-1.2.3

FILE NAME =	USER NAME = mccordkr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT RESURFACING SCHEDULE	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\pwsdot\mccordkr\d0282931\78282-sht-plan.dgn	DRAWN -	REVISED -	64				WHITE	54	10	
PLOT SCALE = 100.9772' / in.	CHECKED -	REVISED -	SCALE: SHEET OF SHEETS STA. TO STA.			CONTRACT NO. 78282				
PLOT DATE = 10/29/2013	DATE -	REVISED -				ILLINOIS FED. AID PROJECT				

SHOULDER RESURFACING SCHEDULE - MAINLINE

EASTBOUND LANES

(SEE NOTE 1)

LOCATION STATION TO STATION	LENGTH (INFO ONLY)	HMA SURFACE REMOVAL - 2 1/4"	SHOULDERS				PRIME COAT		SHOULDER RUMBLE STRIP		NOTES
			HOT-MIX ASPHALT		AGGREGATE		POLY. BIT. MAT' LS.	AGG.			
			10' OUTSIDE (RT.)	6' INSIDE (LT.)	2' WEDGE OUTSIDE	2' WEDGE INSIDE			GAL	TON	
FAI 64 (I-64) EASTBOUND	FEET	SQ YD	TON	TON	TON	TON	GAL	TON	FOOT	FOOT	
5455+88.00 TO 5456+18.00	30.0		3	2	1	1	5	0.1	30	30	
5456+18.00 TO 5493+65.00	3747.0		350	210	71	71	600	10.0	3747	3747	
5493+65.00 TO 5496+25.00	260.0	462	49	29	5	5	42	0.7	260	260	At Overpass
5496+25.00 TO 5512+48.00	1623.0		152	91	31	31	260	4.3	1623	1623	
SN 097-0038 - Sta. 5512+48 to Sta. 5519+36	NA										
5519+36.00 TO 5624+67.00	10531.0		983	590	200	200	1685	28.1	10531	10531	
5624+67.00 TO 5627+27.00	260.0	462	49	29	5	5	42	0.7	260	260	At Overpass
5627+27.00 TO 5716+33.00	8906.0		831	499	169	169	1425	23.7	8906	8906	
5716+33.00 TO 5718+93.00	260.0	462	49	29	5	5	42	0.7	260	260	At Overpass
5718+93.00 TO 5763+58.00	4465.0		417	250	85	85	714	11.9	4465	4465	
SN 097-0052 - Sta. 5763+58 to Sta. 5764+72	NA										
5764+72.00 TO 5800+02.00	3530.0		330	198	67	67	565	9.4	3530	3530	
5800+02.00 TO 5800+32.00	30.0		3	2	1	1	5	0.1	30	30	
SN 097-0001 - Sta. 5827+88 to Sta. 5830+83	NA										
EASTBOUND TOTALS		1,387	3216	1929	639	639	5,383	90	33,642	33,642	

Note 1: For pay items related to structures, see sheets 27 to 51.

SHOULDER RESURFACING SCHEDULE - MAINLINE

WESTBOUND LANES
(SEE NOTE 1)

LOCATION STATION TO STATION	LENGTH (INFO ONLY)	HMA SURFACE REMOVAL - 2 1/4"	SHOULDERS				PRIME COAT		SHOULDER RUMBLE STRIP		NOTES			
			HOT-MIX ASPHALT		AGGREGATE		POLY. BIT. MAT' LS.	AGG.						
			10' OUTSIDE (RT.)	6' INSIDE (LT.)	2' WEDGE OUTSIDE	2' WEDGE INSIDE			GAL	TON		FOOT	FOOT	
FAI 64 (I-64) WESTBOUND		FEET	SQ YD	TON	TON	TON	TON	GAL	TON	FOOT	FOOT			
5455+88.00	TO	5456+18.00	30.0		3	2	1	1	5	0.1	30	30		
5456+18.00	TO	5493+65.00	3747.0		350	210	71	71	600	10.0	3747	3747		
5493+65.00	TO	5496+25.00	260.0	462	49	29	5	5	42	0.7	260	260	At Overpass	
5496+25.00	TO	5512+48.00	1623.0		152	91	31	31	260	4.3	1623	1623		
SN 097-0039 - Sta. 5512+48 to Sta. 5519+36			NA											
Rt.	5519+36.00	TO	5624+67.00	10531.0		590		200	632	10.5		10531		
Lt.	5519+36.00	TO	5573+65.00	5429.0		507		103	543	9.0	5429		See Note 2	
Lt.	5587+48.00	TO	5617+58.00	3010.0		281		57	301	5.0	3010		See Note 2	
Lt.	5622+88.00	TO	5624+67.00	179.0		17		4	18	0.3	179		See Note 2	
	5624+67.00	TO	5627+27.00	260.0	462	49	29	5	42	0.7	260	260	At Overpass	
	5627+27.00	TO	5716+33.00	8906.0		831	499	169	1425	23.7	8906	8906		
	5716+33.00	TO	5718+93.00	260.0	462	49	29	5	42	0.7	260	260	At Overpass	
	5718+93.00	TO	5763+58.00	4465.0		417	250	85	714	11.9	4465	4465		
SN 097-0051 - Sta. 5763+58 to Sta. 5764+72			NA											
	5764+72.00	TO	5800+02.00	3530.0		330	198	67	565	9.4	3530	3530		
	5800+02.00	TO	5800+32.00	30.0		3	2	1	5	0.1	30	30		
SN 097-0002 - Sta. 5827+88 to Sta. 5830+83			NA											
WESTBOUND TOTALS				1,387		3038	1929	604	640	5,191	86	31,729	33,642	

Note 1: For pay items related to structures, see sheets 27 to 51.
 Note 2: Existing Weigh Station entrance and exit ramps at these locations.

SUMMARY OF SHOULDER CALCULATIONS FOR FAI 64 MAINLINE AND RAMPS

	HMA SURFACE REMOVAL - 2 1/4"	SHOULDERS				PRIME COAT		SHOULDER RUMBLE STRIP	
		HOT-MIX ASPHALT		AGGREGATE		POLY. BIT. MAT' LS.	AGG.		
		10' OUTSIDE (RT.)	6' INSIDE (LT.)	2' WEDGE OUTSIDE	2' WEDGE INSIDE			GAL	TON
	SQ YD	TON	TON	TON	TON	GAL	TON	FOOT	FOOT
FAI 64 EASTBOUND LANES	1387	3216	1929	639	639	5383	90	33642	33642
FAI 64 WESTBOUND LANES	1387	3038	1929	604	640	5191	86	31729	33642
PROJECT TOTALS	2,774	10,112		2524		10,574	176	132,655	

*(97-2-1)RS-1; BSMART 2012-1,2,3

**PAVEMENT MARKING SCHEDULE
EASTBOUND PAVEMENT MARKING**

LOCATION STATION TO STATION	LENGTH (INFORMATION ONLY)	PERFORMED PLASTIC LINE 4"		PERFORMED PLASTIC LINE 6"	TEMP PAVT MRK - LINE 4"		TEMP PAVT MRK - LINE 6"	SHORT-TERM PAVT MRK - LINE 4"		SHORT-TERM PVT MRK - LINE 6"	NOTES
		SOLID YELLOW	SOLID WHITE		SOLID YELLOW	SOLID WHITE		SOLID YELLOW	SOLID WHITE		
		LT. EDGE OF PAVT.	RT. EDGE OF PAVT.	WHITE (SKIP-DASH)	LT. EDGE OF PAVT.	RT. EDGE OF PAVT.	MAINLINE SKIP-DASH	LT. SHLD. DIAG. STRIPE	RT. SHLD. DIAG. STRIPE	MAINLINE SKIP-DASH	
FAI 64 (I-64) EASTBOUND	FEET	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	
MAINLINE											
5455+88.00 TO 5512+48.00	5660	5660	5660	1415	5660	5660	1415	906	906	2264	
STR. NO. 097-0038	688	688	688	172	688	688	172	110	110	275	
5519+36.00 TO 5763+58.00	24422	24422	24422	6106	24422	24422	6106	3908	3908	9769	
STR. NO. 097-0052	114	114	114	29	114	114	29	19	19	46	
5764+72.00 TO 5800+32.00	3560	3560	3560	890	3560	3560	890	570	570	1424	
STR. NO. 097-0001	295	295	295	74	295	295	74	48	48	120	
SUBTOTALS		34739	34739	8686	34739	34739	8686	5561	5561	13898	
EASTBOUND TOTALS		69478		8686	69478		8686	25020			

WESTBOUND PAVEMENT MARKING

LOCATION STATION TO STATION	LENGTH (INFORMATION ONLY)	PERFORMED PLASTIC LINE 4"		PERFORMED PLASTIC LINE 6"	TEMP PAVT MRK - LINE 4"		TEMP PAVT MRK - LINE 6"	SHORT-TERM PAVT MRK - LINE 4"		SHORT-TERM PVT MRK - LINE 6"	NOTES
		SOLID WHITE	SOLID YELLOW		SOLID WHITE	SOLID YELLOW		SOLID WHITE	SOLID YELLOW		
		LT. EDGE OF PAVT.	RT. EDGE OF PAVT.	WHITE (SKIP-DASH)	LT. EDGE OF PAVT.	RT. EDGE OF PAVT.	MAINLINE SKIP-DASH	LT. SHLD. DIAG. STRIPE	RT. SHLD. DIAG. STRIPE	MAINLINE SKIP-DASH	
FAI 64 (I-64) WESTBOUND	FEET	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FEET	
MAINLINE											
5455+88.00 TO 5512+48.00	5660	5660	5660	1415	5660	5660	1415	906	906	2264	
STR. NO. 097-0039	688	688	688	172	688	688	172	110	110	275	
LT 5519+36.00 TO 5573+65.00	5429	5429			5429			869			On Left Shld.
LT 5587+48.00 TO 5617+58.00	3010	3010			3010			482			On Left Shld.
LT 5622+88.00 TO 5763+58.00	14070	14070			14070			2251			On Left Shld.
RT 5519+36.00 TO 5763+58.00	24422		24422	6106		24422	6106		3908	9769	On Right Shld.
STR. NO. 097-0051	114	114	114	29	114	114	29	19	19	46	
5764+72.00 TO 5800+32.00	3560	3560	3560	890	3560	3560	890	570	570	1424	
STR. NO. 097-0052	295	295	295	74	295	295	74	48	48	120	
SUBTOTALS		32826	34739	8686	32826	34739	8686	5255	5561	13898	
WESTBOUND TOTALS		67565		8686	67565		8686	24714			
PROJECT TOTALS		137,043		17,372	134,043		17,372	49,734			

SCHEDULE FOR PAVEMENT DELINEATION

LOCATION STATION TO STATION				LENGTH (INFORMATION ONLY)	DELINEATORS (OUTSIDE SHOULDERS ONLY)	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	RAISED REFLECTIVE PAVEMENT MARKERS
							CRYSTAL
EASTBOUND LANES				FEET	EACH	EACH	EACH
	5455+88.00	TO	5512+48.00	5660.0	15	72	72
SN 097-0038						10	10
	5519+36.00	TO	5763+58.00	24422.0	62	306	306
SN 097-0052						3	3
	5764+72.00	TO	5800+32.00	3560.0	10	46	46
SN 097-0001						5	5
SUB-TOTALS EASTBOUND LANES					87	442	442
WESTBOUND LANES				FEET	EACH	EACH	EACH
	5455+88.00	TO	5512+48.00	5660.0	15	72	72
SN 097-0039						10	10
RT.	5519+36.00		5763+58.00	24422.0		306	306
LT.	5519+36.00	TO	5573+65.00	5429.0	15		
LT.	5587+48.00	TO	5617+58.00	3010.0	9		
LT.	5622+88.00	TO	5763+58.00	14070.0	36		
SN 097-0051						3	3
	5764+72.00	TO	5800+32.00	3560.0	10	46	46
SN 097-0002						5	5
SUB-TOTALS WESTBOUND LANES					85	442	442
TOTALS					172	884	884

*(97-2-1)RS-1; BSMART 2012-1,2,3

FILE NAME =	USER NAME = mccordkr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE FOR PAVEMENT DELINEATION	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw\work\pwsdot\mccordkr\d0282931\78282-sht-plan.dgn		DRAWN -	REVISED -			64		WHITE	54	15	
PLOT SCALE = 100.9772' / in.		CHECKED -	REVISED -			CONTRACT NO. 78282					
PLOT DATE = 10/29/2013		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
						SCALE:	SHEET	OF	SHEETS	STA. TO STA.	

GUARDRAIL SCHEDULE

LOCATION STATION TO STATION	Existing Length (Inform. Only)	GUARDRAIL REMOVAL	SPBGR TYPE A. 6 FT. POSTS	TRAFFIC BARRIER TERMINAL		TERMINAL MARKERS - DA	GUARDRAIL MARKERS TY. A	
				TY 1, SPL (TAN)	TYPE 6			
	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH	
EASTBOUND FAI 64								
097-0038 WEST OUTSIDE APPROACH								
RT 5509+54.25				1		1		
RT 5510+28.00 TO RT 5512+48.00	220	220						
RT 5510+04.25 TO RT 5511+91.75			187.5				4	
RT 5512+48.00					1			
097-0038 WEST MEDIAN APPROACH								
LT 5509+04.25				1		1		
LT 5510+93.00 TO LT 5512+48.00	158	158						
LT 5509+54.25 TO LT 5511+91.75			237.5				4	
LT 5512+48.00					1			
097-0052 WEST OUTSIDE APPROACH								
RT 5760+64.25				1		1		
RT 5761+12.00 TO RT 5763+58.00	246	246						
RT 5761+14.25 TO RT 5763+01.75			187.5				4	
RT 5763+58.00					1			
097-0052 WEST MEDIAN APPROACH								
LT 5760+14.25				1		1		
LT 5762+00.00 TO LT 5763+58.00	162	162						
LT 5760+64.25 TO LT 5763+01.72			237.5				4	
LT 5763+58.00					1			
SUBTOTALS FAI 64 EASTBOUND			786	850	4	4	4	16
WESTBOUND FAI 64								
097-0039 EAST OUTSIDE APPROACH								
LT 5519+36.00					1			
LT 5519+36.00 TO LT 5521+56.00	220	220						
LT 5519+92.25 TO LT 5521+79.75			187.5				4	
LT 5522+29.75				1		1		
097-0039 EAST MEDIAN APPROACH								
RT 5519+36.00					1			
RT 5519+36.00 TO RT 5520+90.00	157	157						
RT 5519+92.25 TO RT 5522+29.75			237.5				4	
RT 5522+29.75				1		1		
097-0051 EAST OUTSIDE APPROACH								
LT 5764+72.00					1			
LT 5764+72.00 TO LT 5766+92.00	220	220						
LT 5765+28.25 TO LT 5767+15.75			187.5				4	
LT 5767+65.75				1		1		
097-0051 EAST MEDIAN APPROACH								
RT 5764+72.00					1			
RT 5764+72.00 TO RT 5766+26.00	156	156						
RT 5765+28.25 TO RT 5767+65.75			237.5				4	
RT 5768+15.75				1		1		
SUBTOTALS FAI 64 WESTBOUND			753	850	4	4	4	16
PROJECT TOTALS:		1539.00	1539	1700	8	8	8	32

FILE NAME =	USER NAME = mcoordkr	DESIGNED -	REVISED -
c:\pw\work\pwidot\mcoordkr\d0282931\78282-sht-plan.dgn		DRAWN -	REVISED -
PLOT SCALE = 100.9772' / in.		CHECKED -	REVISED -
PLOT DATE = 10/29/2013		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

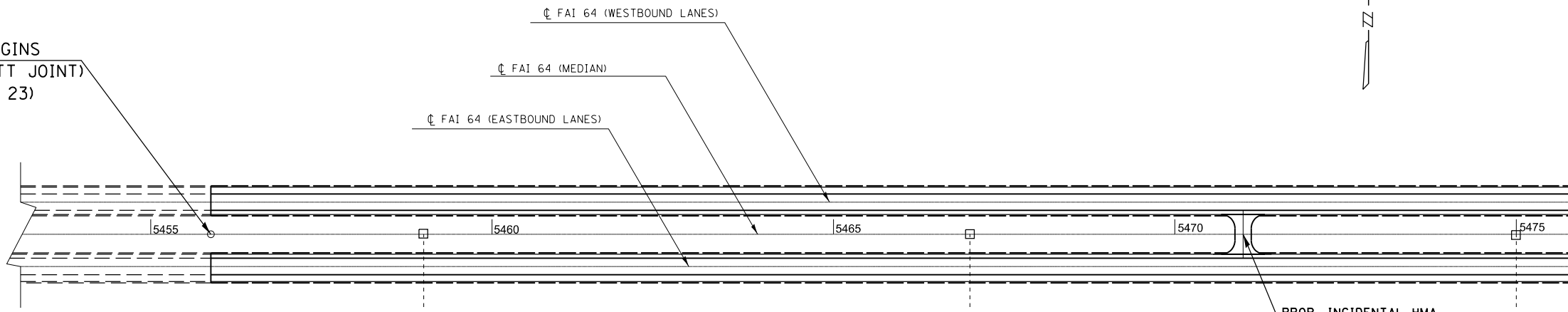
GUARDRAIL SCHEDULE

SCALE: SHEET OF SHEETS STA. TO STA.

*(97-2-1)RS-1; BSMART 2012-1,2,3

F.A.I RTE. 64	SECTION -	COUNTY WHITE	TOTAL SHEETS 54	SHEET NO. 16
CONTRACT NO. 78282			[ILLINOIS] FED. AID PROJECT	

PROP. PROJECT BEGINS
STA. 5455+88 (BUTT JOINT)
(SEE DETAIL, SHT. 23)

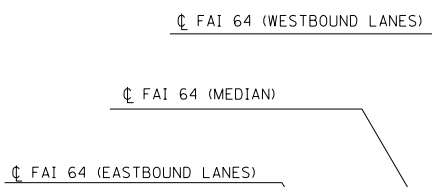


PROP. INCIDENTAL HMA
SURFACE - 17 TONS
AT EX. MEDIAN CROSSOVER
STA. 5471+00
(SEE DETAIL, SHT. 23)

SEE DETAIL FOR SURFACE
REDUCTION TO MAINTAIN
VERTICAL CLEARANCE, SHT. 24.

SN 097-0041 - STA. 5494+95.22
OVERPASS CARRIES T.R. 282
EAST CLEARANCE HT. - 16'-0"
WEST CLEARANCE HT. - 16'-0"

MP 123



SN 097-7006 - STA. 5505+50
EX. 5'X5'X328' BOX CULV.

SEE DETAIL FOR SURFACE
REDUCTION TO MAINTAIN
VERTICAL CLEARANCE, SHT. 24.

MP 123

•(97-2-1)RS-1; BSMART 2012-1,2,3

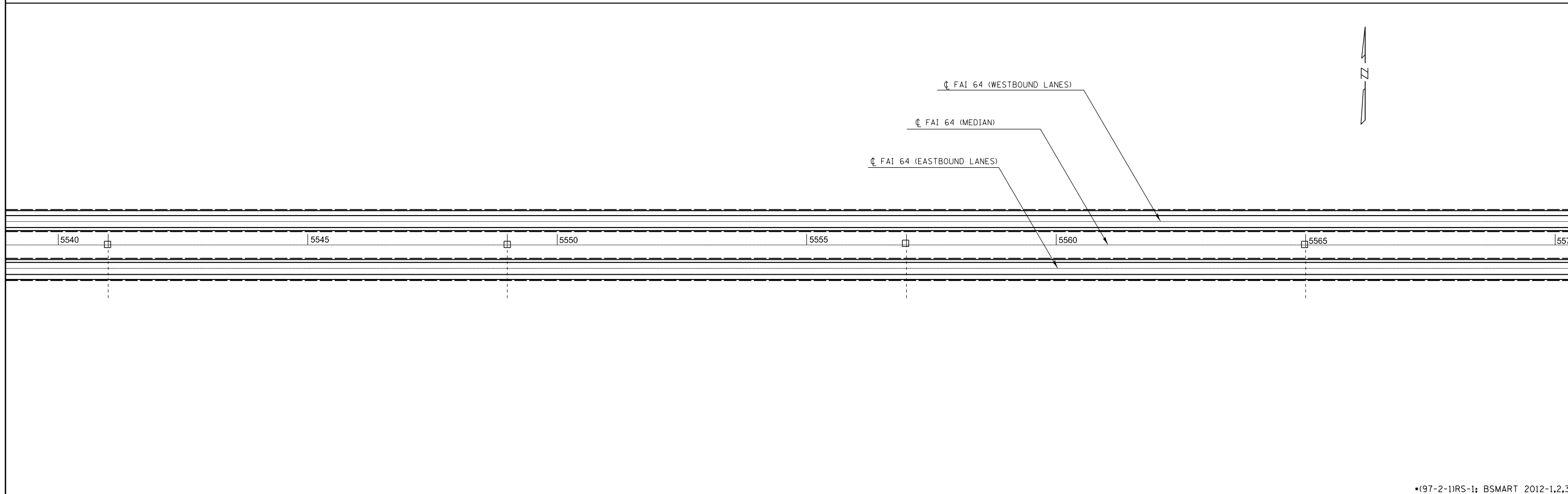
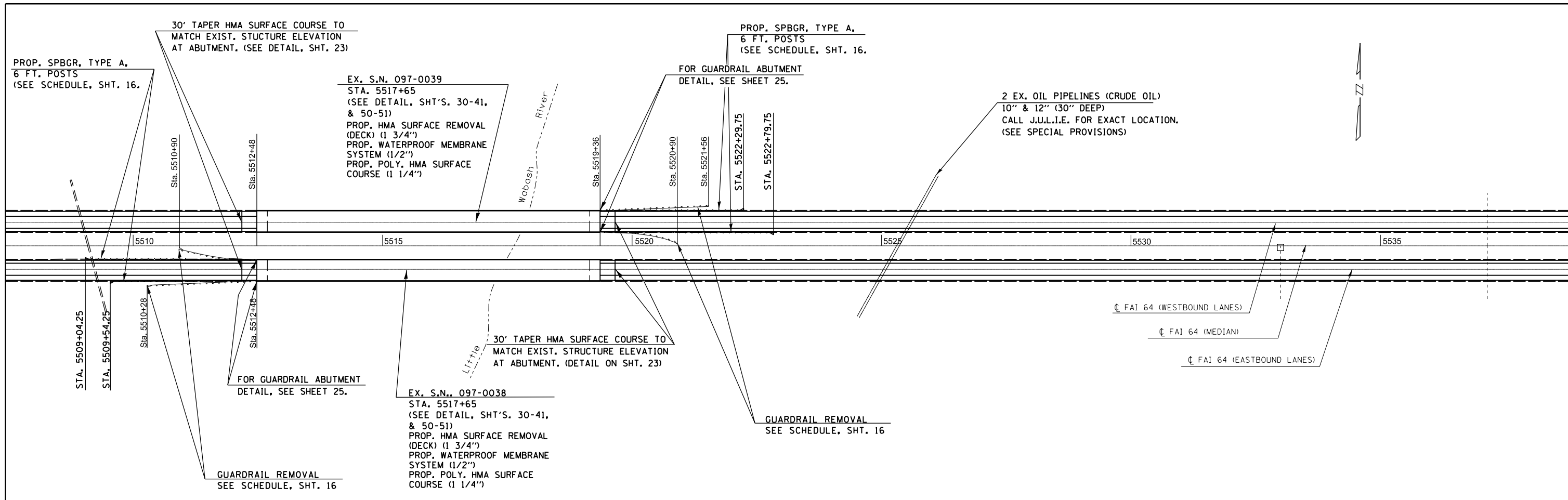
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	PLOT SCALE = 200.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/29/2013	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAN LAYOUT
STA. 5455 + 88 TO STA. 5507 + 44**

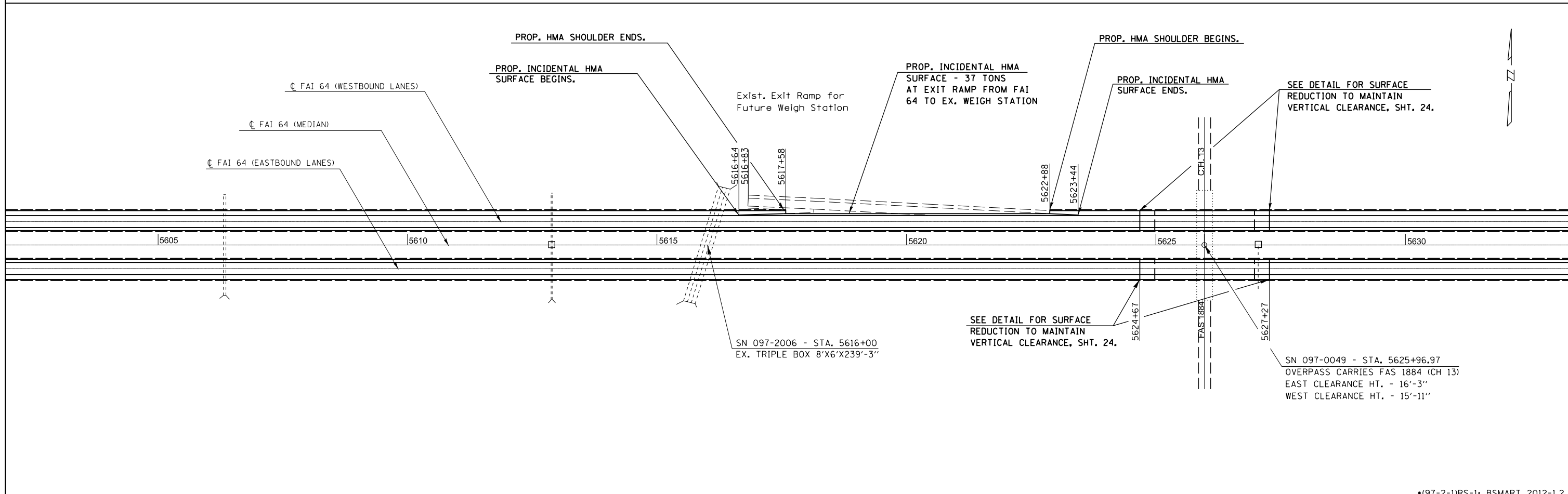
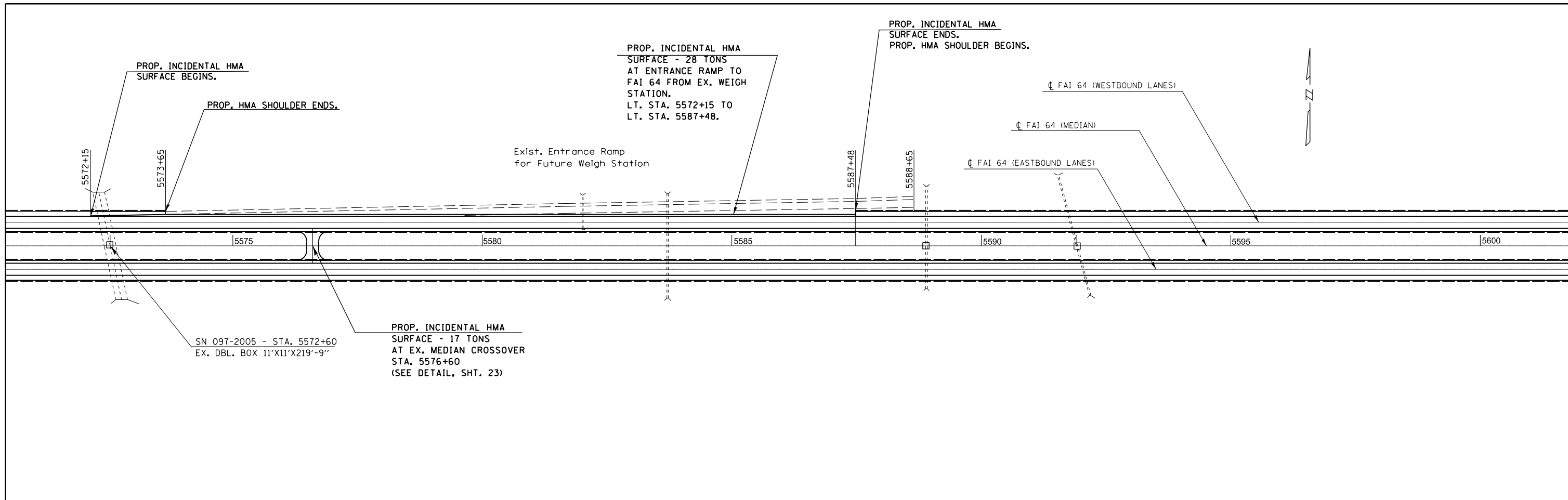
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	.	WHITE	54	17
CONTRACT NO. 78282				
ILLINOIS FED. AID PROJECT				



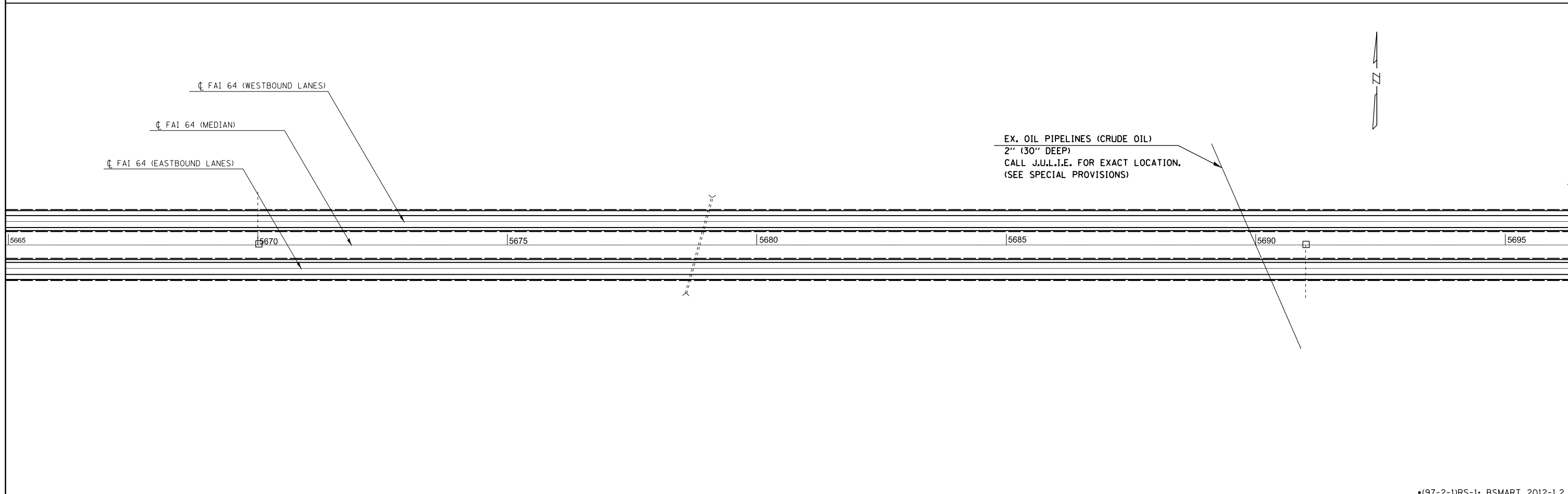
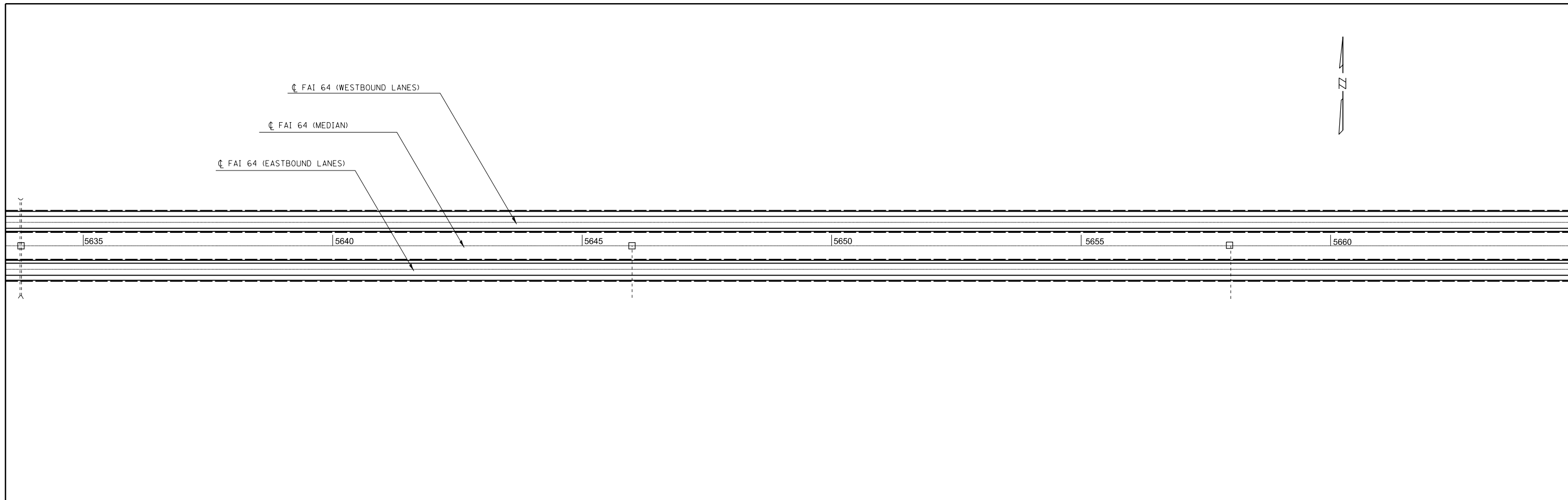
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e:\pwork\work\pwork\mccordkr\0282931\78282-shit-plan.dgn		DRAWN -		REVISED -		64				•		WHITE		54		18			
PLOT SCALE = 200.0000' / in.		CHECKED -		REVISED -		SCALE:				SHEET OF SHEETS		STA. TO STA.		CONTRACT NO. 78282					
PLOT DATE = 10/30/2013		DATE -		REVISED -										ILLINOIS FED. AID PROJECT					

*(97-2-1)RS-1; BSMART 2012-1,2,3



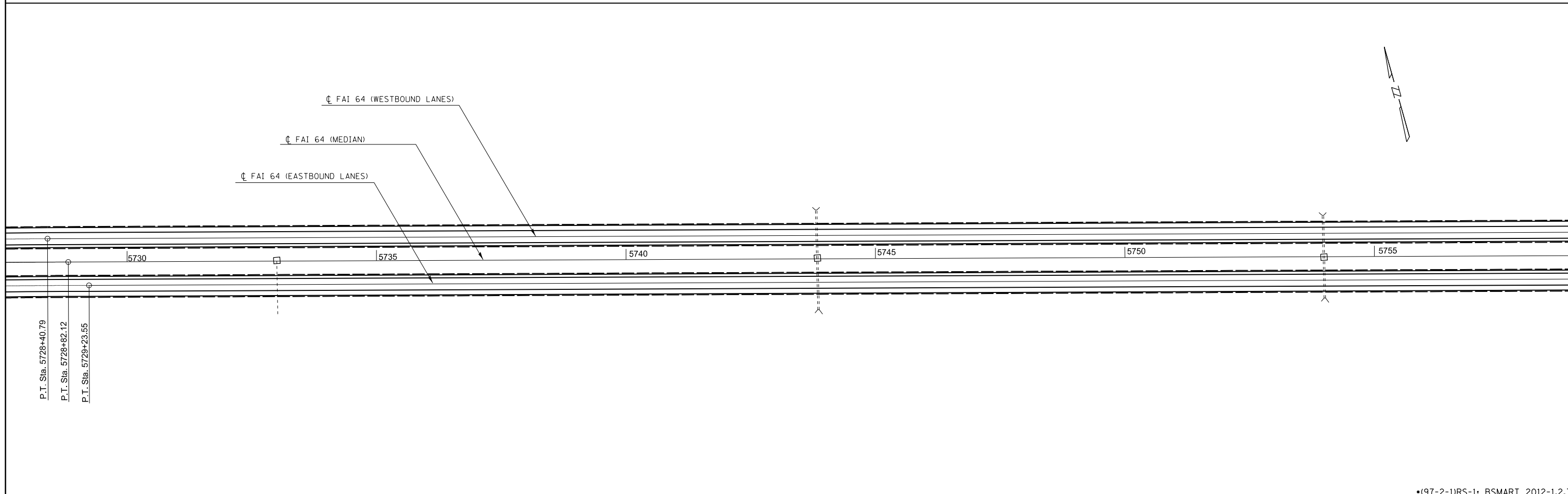
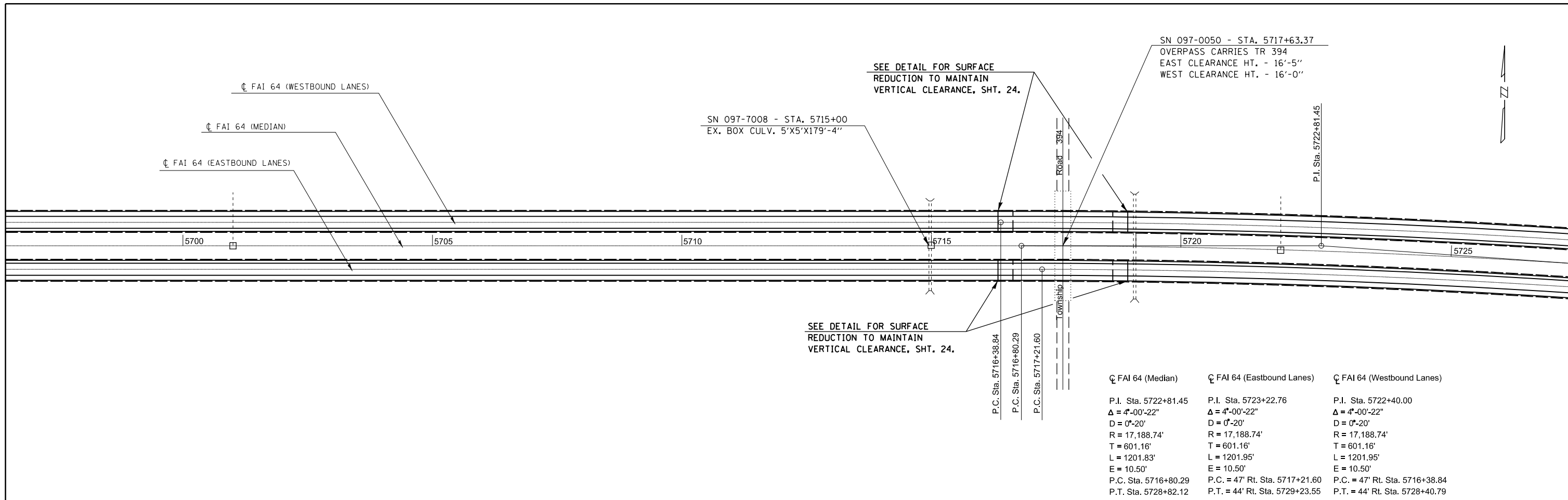
FILE NAME =	USER NAME = mccordkr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN LAYOUT STA. 5570 + 44 TO STA. 5633 + 44			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwwork\pwwork\mccordkr\d0282931\78282-sh1-plan.dgn		DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	64	19
		CHECKED -	REVISED -		CONTRACT NO. 78282								
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

*(97-2-1)RS-1; BSMART 2012-1,2,3



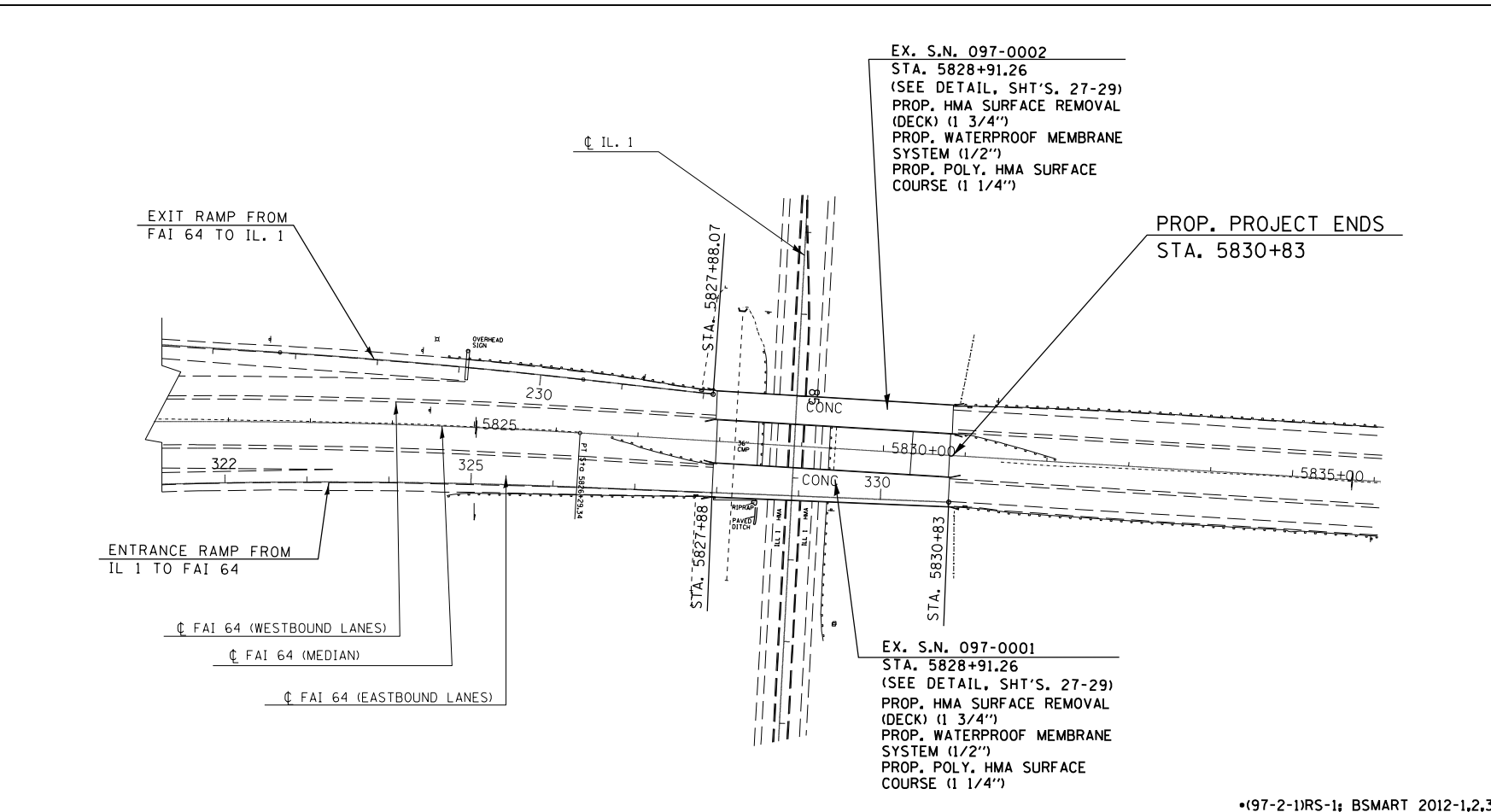
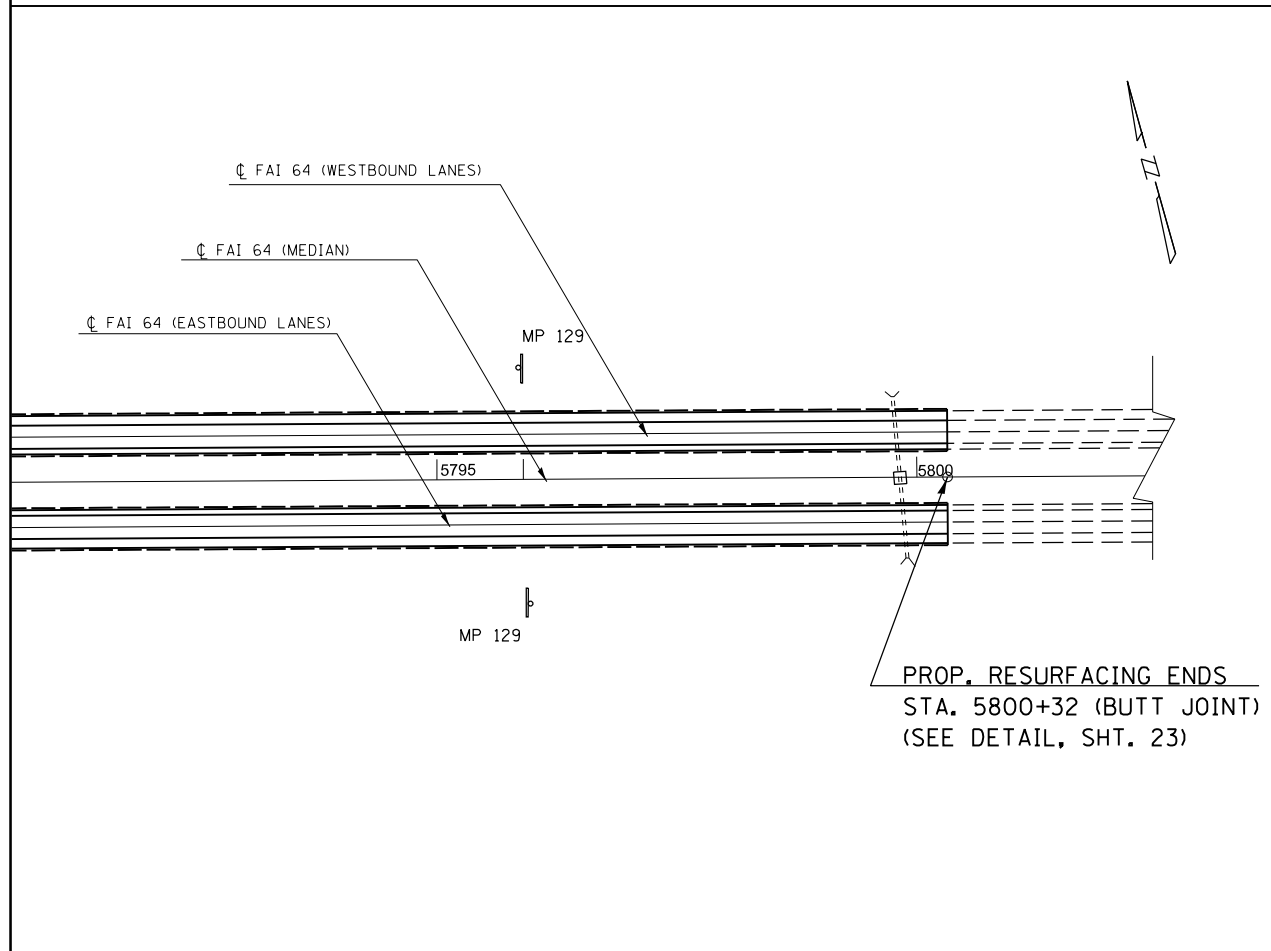
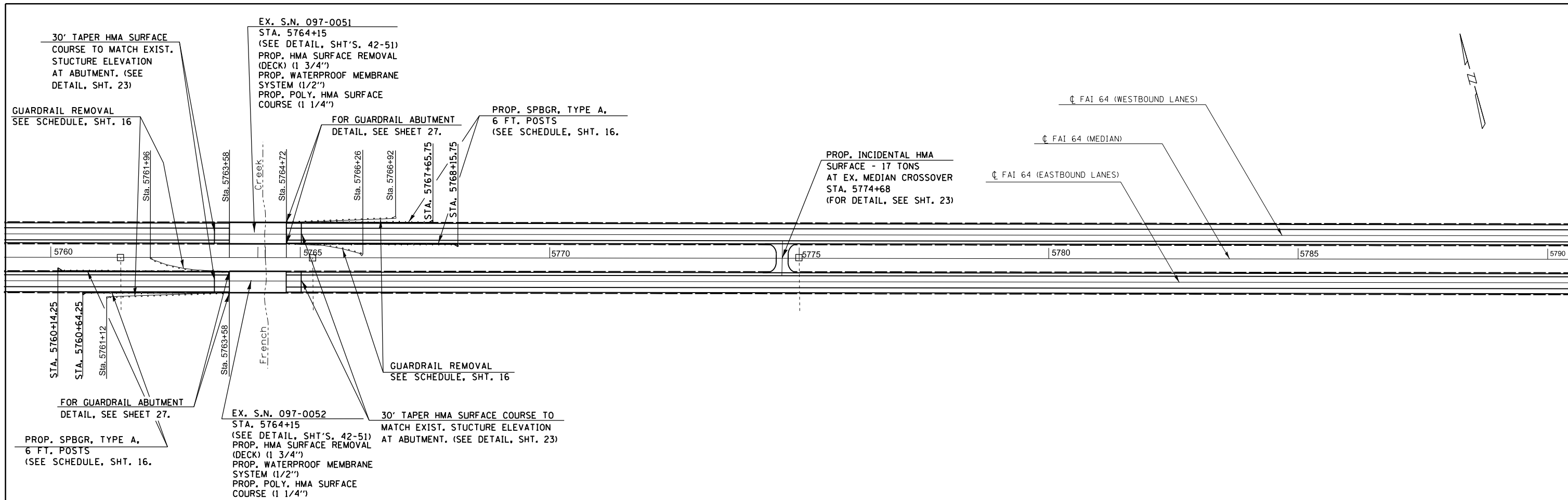
FILE NAME = e:\pwwork\pwwork\mccordkr\ad0282931\78282-sh1-plan.dgn USER NAME = mccordkr PLOT SCALE = 200.0000' / in. PLOT DATE = 10/30/2013				DESIGNED - DRAWN - CHECKED - DATE -				REVISED - REVISED - REVISED - REVISED -				STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				PLAN LAYOUT STA. 5633 + 44 TO STA. 5696 + 44				F.A.I. RTE. 64 SECTION . COUNTY WHITE TOTAL SHEETS 54 SHEET NO. 20 CONTRACT NO. 78282 ILLINOIS FED. AID PROJECT			
SCALE:		SHEET		OF		SHEETS		STA.		TO		STA.											

*(97-2-1)RS-1; BSMART 2012-1,2,3



FILE NAME c:\pw_work\pwidot\mccordkr\d0282931\78282-sht-plan.dgn	USER NAME mccordkr	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN LAYOUT STA. 5596+44 TO STA. 5759+06		F.A.I. RTE. 64	SECTION •	COUNTY WHITE	TOTAL SHEET SHEETS NO. 54 21
PLOT SCALE 1/30 / in.	PLOT DATE 08/30/2013	CHECKED - DATE -	REVISED - REVISED -		SCALE:	SHEET OF SHEETS	STA. TO STA.	ILLINOIS B. AID PROJECT		

(97-2-1)RS-1; BSMART 2012-1,2,3



FILE NAME =	USER NAME = mccordkr	DESIGNED -	REVISED -
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PLOT DATE = 10/30/2013		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

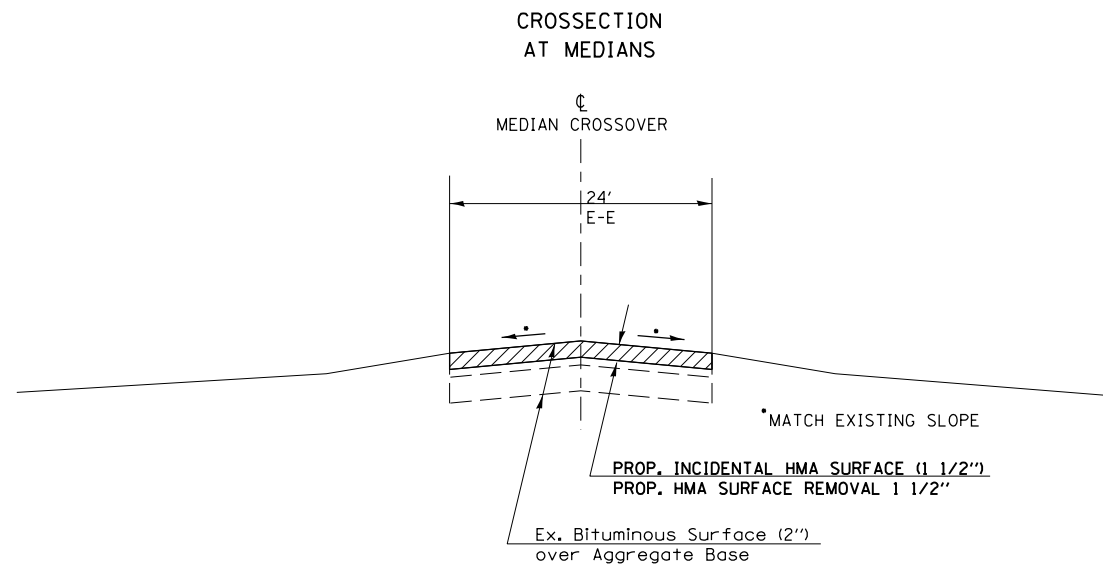
**PLAN LAYOUT
STA. 5759 + 06 TO STA. 5800 + 32**

SCALE: SHEET OF SHEETS STA. TO STA.

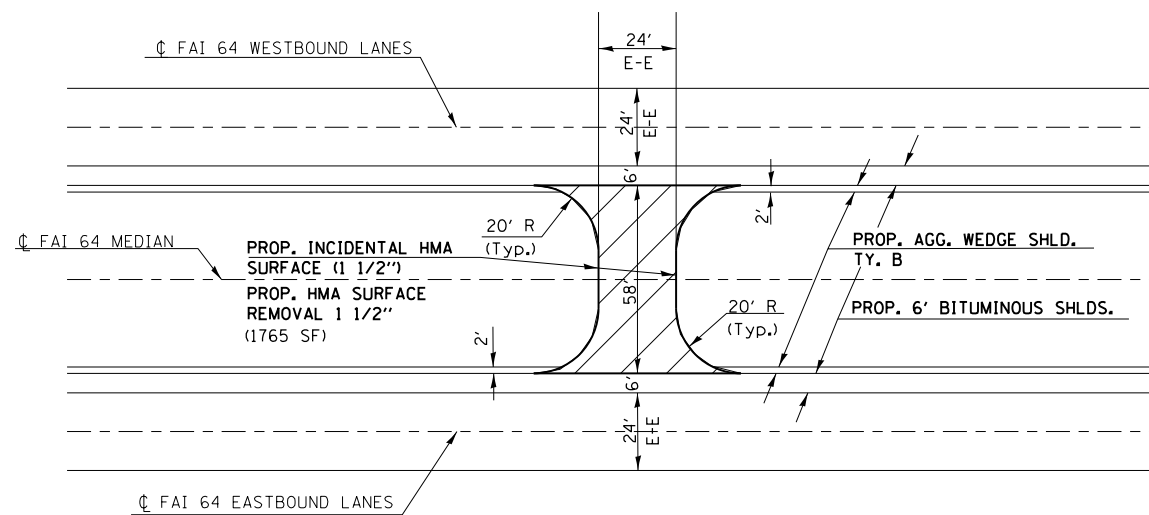
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	.	WHITE	54	22
CONTRACT NO. 78282				
ILLINOIS FED. AID PROJECT				

•(97-2-1)RS-1; BSMART 2012-1,2,3

DETAILS FOR
MEDIAN CROSSOVERS

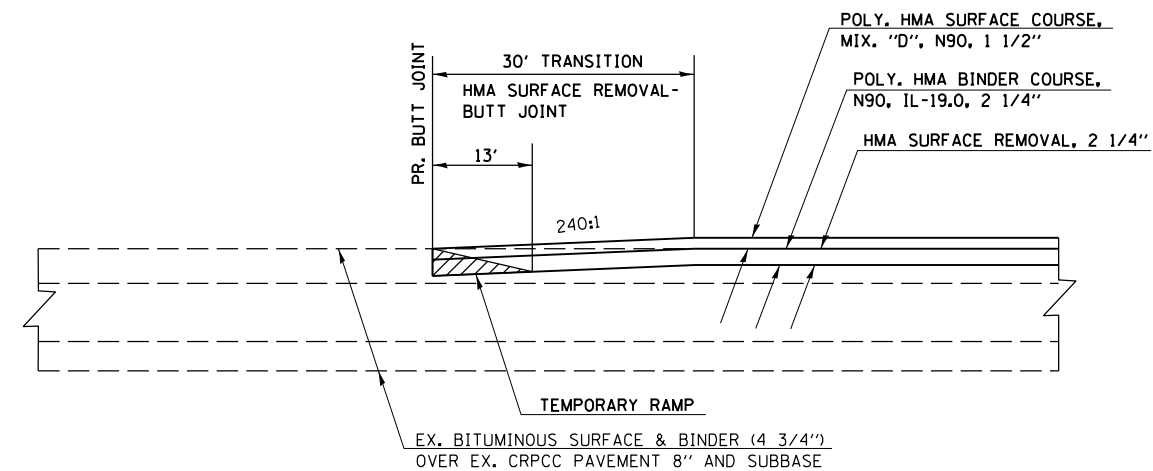


PLAN VIEW
AT MEDIANS



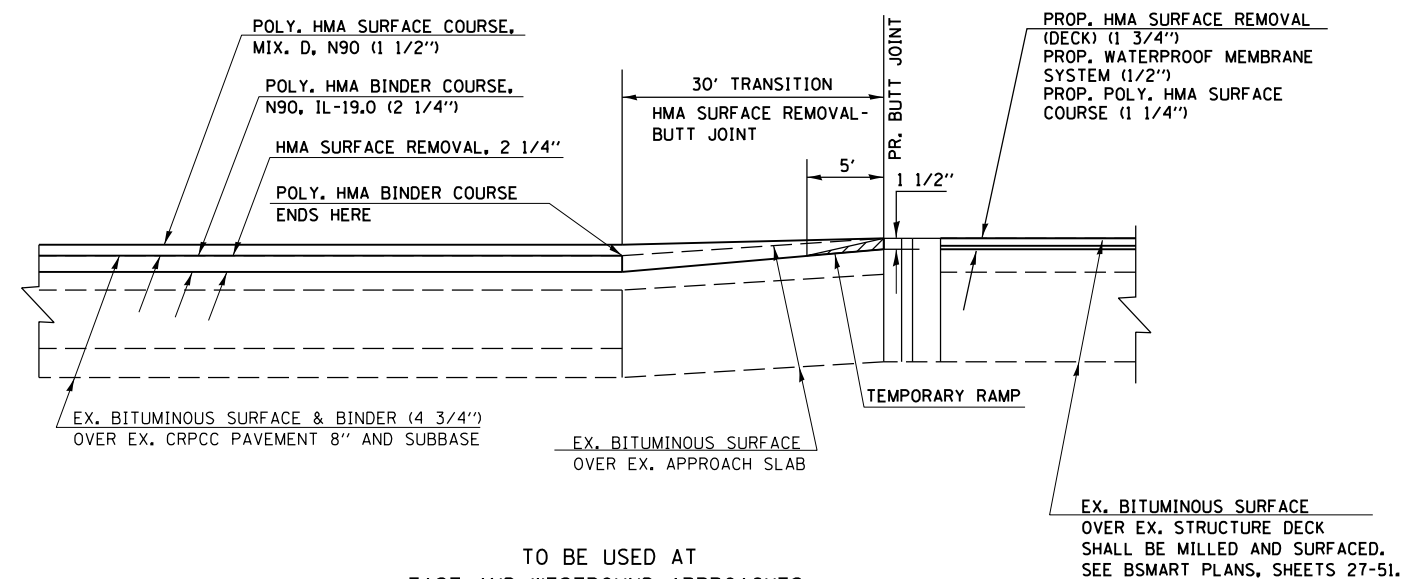
TO BE USED:
STA. 5471+00
STA. 5576+60
STA. 5774+68

DETAIL FOR BUTT JOINTS AT
BEGINNING AND ENDING OF PROJECT



TO BE USED:
STA. 5455+88 (EB & WB BUTT JOINTS)
STA. 5800+32 (EB & WB BUTT JOINTS)

DETAIL FOR
TRANSITIONS AT STRUCTURES



TO BE USED AT
EAST AND WESTBOUND APPROACHES:
STA 5512+48 & STA. 5519+36 (SN 097-0038 & SN 097-0039)
STA. 5763+58 & STA. 5764+72 (SN 097-0051 & SN 097-0052)
STA. 5827+88 & STA. 5830+83 (SN 097-0001 & SN 097-0002)

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		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

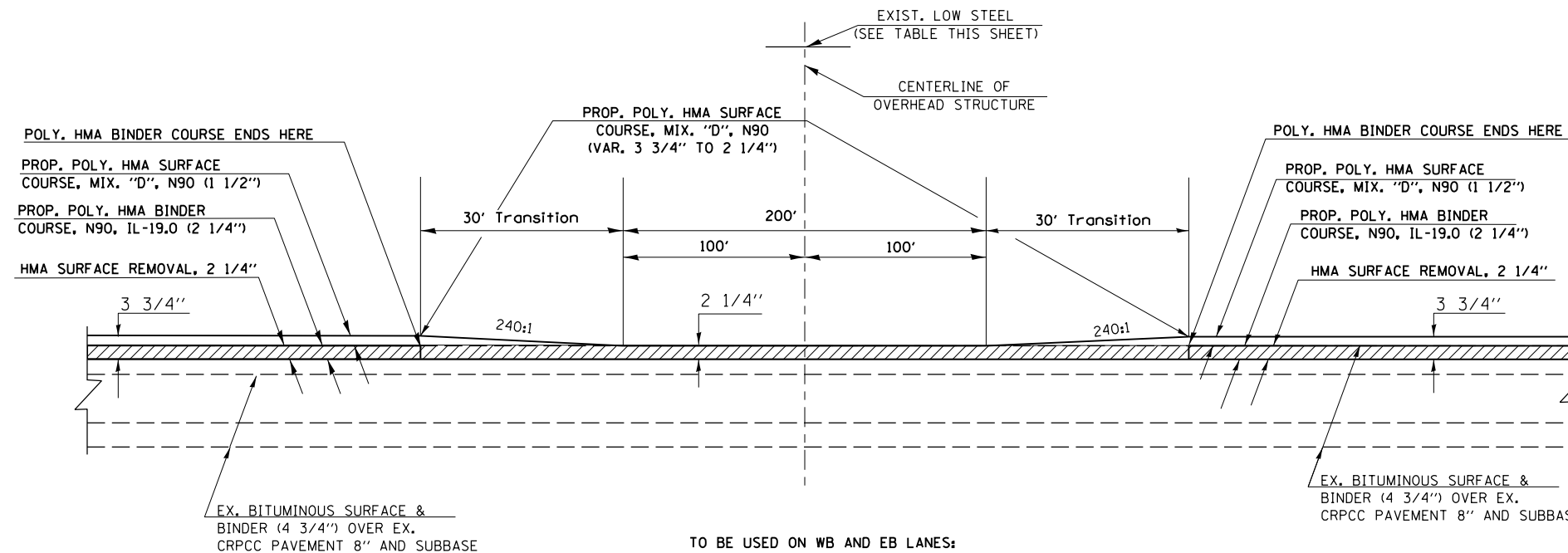
DETAILS - CROSSOVER TREATMENT;
TRANSITIONS AT BUTT JOINTS

SCALE: SHEET OF SHEETS STA. TO STA.

*(97-2-1)RS-1; BSMART 2012-1,2,3

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	*	WHITE	54	23
CONTRACT NO. 78282				
ILLINOIS FED. AID PROJECT				

**DETAIL FOR SURFACE THICKNESS
REDUCTION UNDER OVERPASSES
(TO MAINTAIN VERTICAL CLEARANCE)**

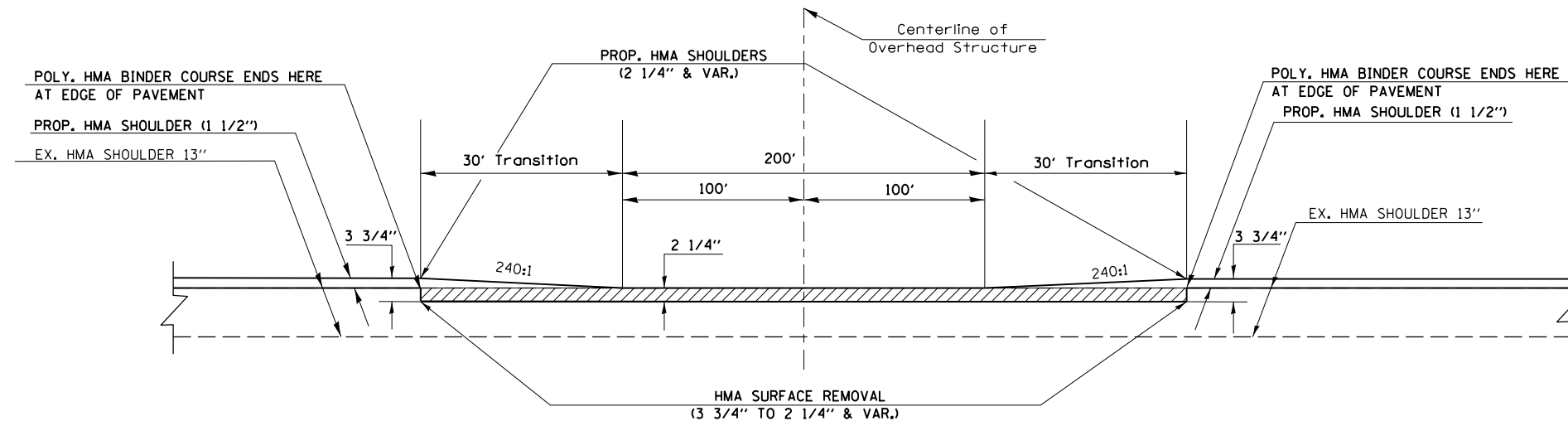


TO BE USED ON WB AND EB LANES:
 STA. 5493+65 TO STA. 5496+25 (S.N. 097-0041)
 STA. 5624+67 TO STA. 5627+27 (S.N. 089-0049)
 STA. 5716+33 TO STA. 5718+93 (S.N. 097-0050)

**EXIST. OVERPASS STRUCTURE
CLEARANCE HEIGHTS**

STURCTURE NO.	EX. CLEARANCE HEIGHT	
	EBL	WBL
097-0041	16'-0"	16'-0"
097-0049	16'-3"	15'-11"
097-0050	16'-5"	16'-0"

**DETAIL OF PROPOSED SHOULDER
TREATMENT UNDER OVERPASSES**



TO BE USED ON WB AND EB LANES:
 STA. 5493+65 TO STA. 5496+25 (S.N. 097-0041)
 STA. 5624+67 TO STA. 5627+27 (S.N. 089-0049)
 STA. 5716+33 TO STA. 5718+93 (S.N. 097-0050)

FILE NAME =	USER NAME = mccordkr	DESIGNED -	REVISED -
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	PLOT SCALE = 200.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/30/2013	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

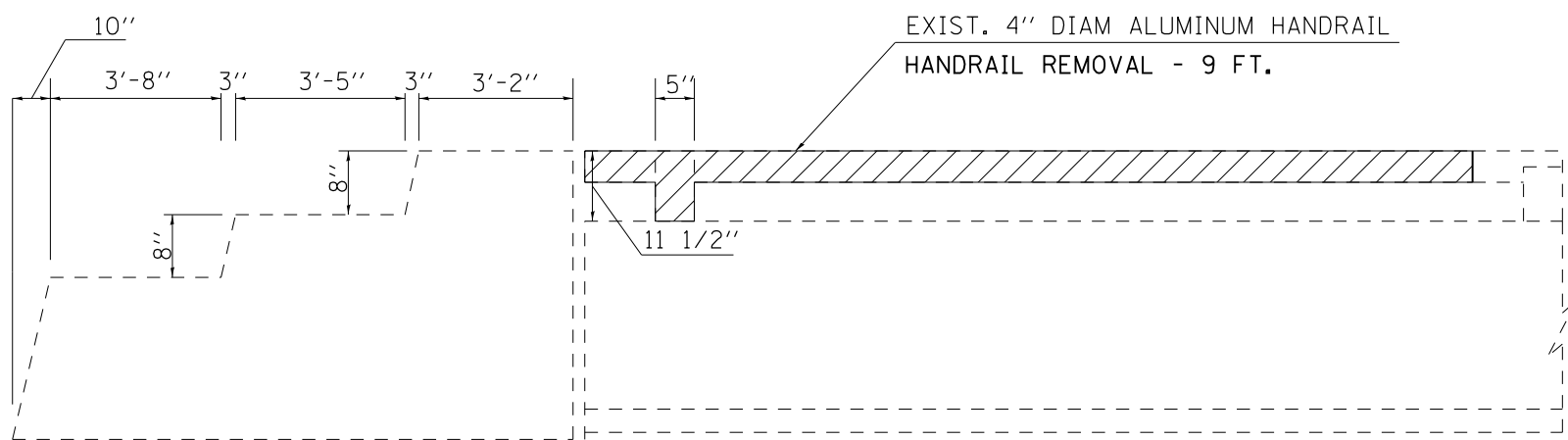
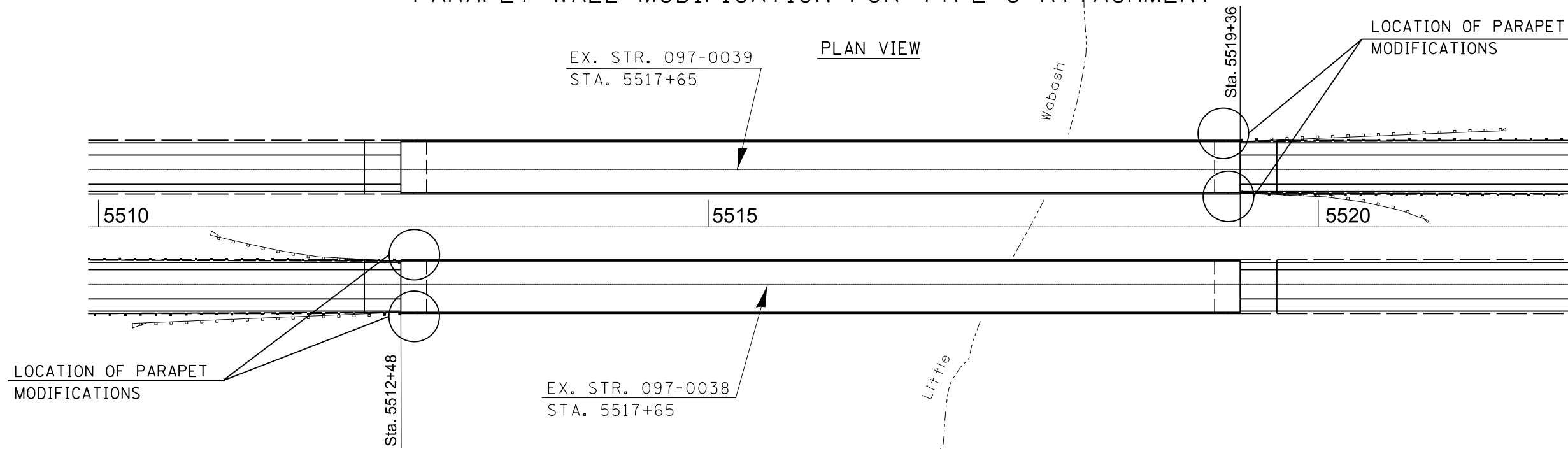
**DETAIL - MAINTAINING VERTICAL
CLEARANCE AT OVERPASSES**

SCALE: SHEET OF SHEETS STA. TO STA.

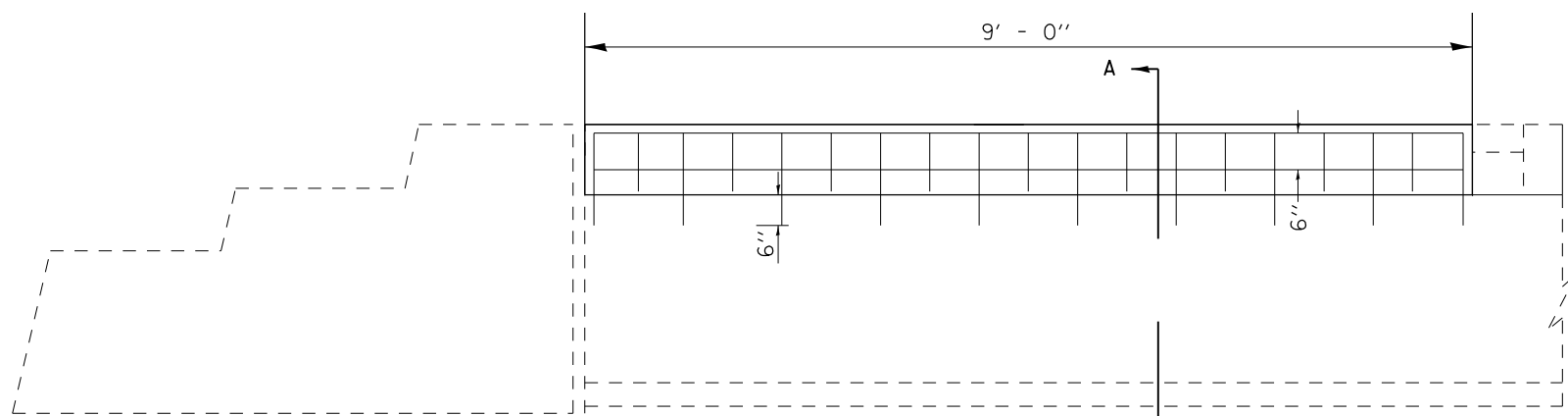
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	*	WHITE	64	24
CONTRACT NO. 78282				
ILLINOIS FED. AID PROJECT				

*(97-2-1)RS-1; BSMART 2012-1,2,3

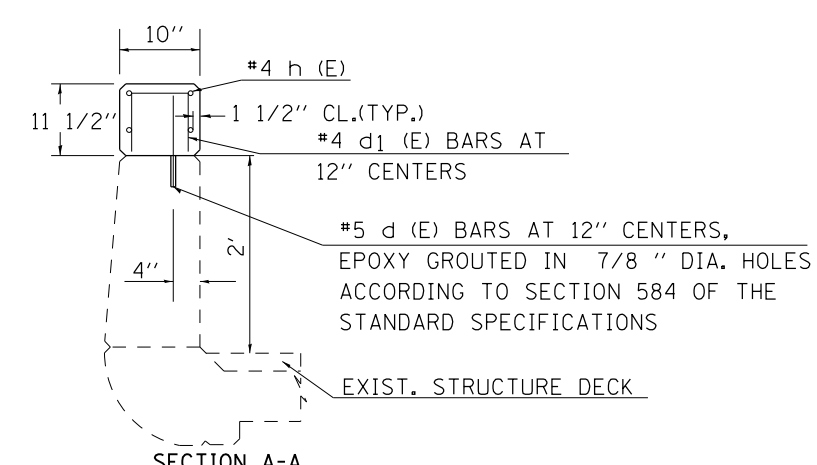
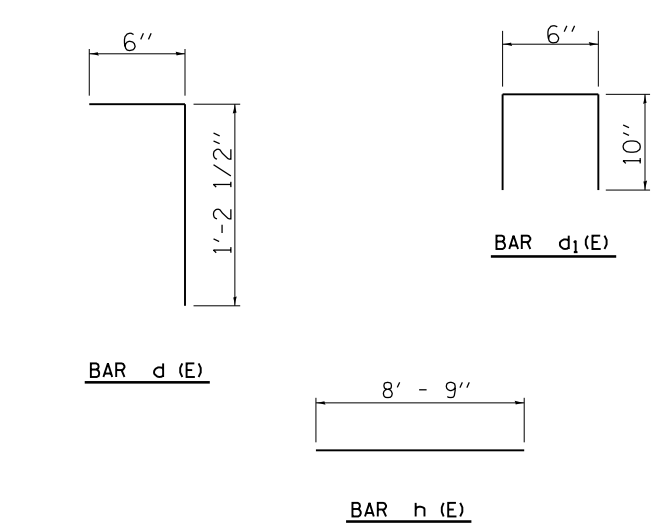
PARAPET WALL MODIFICATION FOR TYPE 6 ATTACHMENT



INSIDE ELEVATION (EXISTING)



INSIDE ELEVATION (PROPOSED)



BILL OF MATERIAL

BAR	SIZE	NO.	LENGTH	SHAPE
d (E)	#5	40	1'-10"	┌
d ₁ (E)	#4	36	2'-2"	┌
h (E)	#4	16	8'-9"	—
			CONCRETE SUPERSTRUCTURE	CU YDS 1.08
			REINFORCEMENT BARS EPOXY COATED	LBS 222

NOTES:
 QUANTITIES ARE FOR THE TOTAL 4 MODIFICATIONS. LOCATIONS ARE CIRCLED IN PLAN VIEW.
 ALL BARS SHALL BE EPOXY COATED. IF NECESSARY, THE BARS MAY BE CUT IN THE FIELD.
 THE COST OF CUTTING THE ALUMINUM HANDRAIL AND REMOVING THE BRACKETS SHALL BE INCLUDED IN THE COST OF HANDRAIL REMOVAL.

FILE NAME =	USER NAME = mccordkr	DESIGNED -	REVISED -
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Default	PLOT SCALE = 200.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/30/2013	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PARAPET WALL MODIFICATION FOR
TYPE 6 ATTACHMENT**

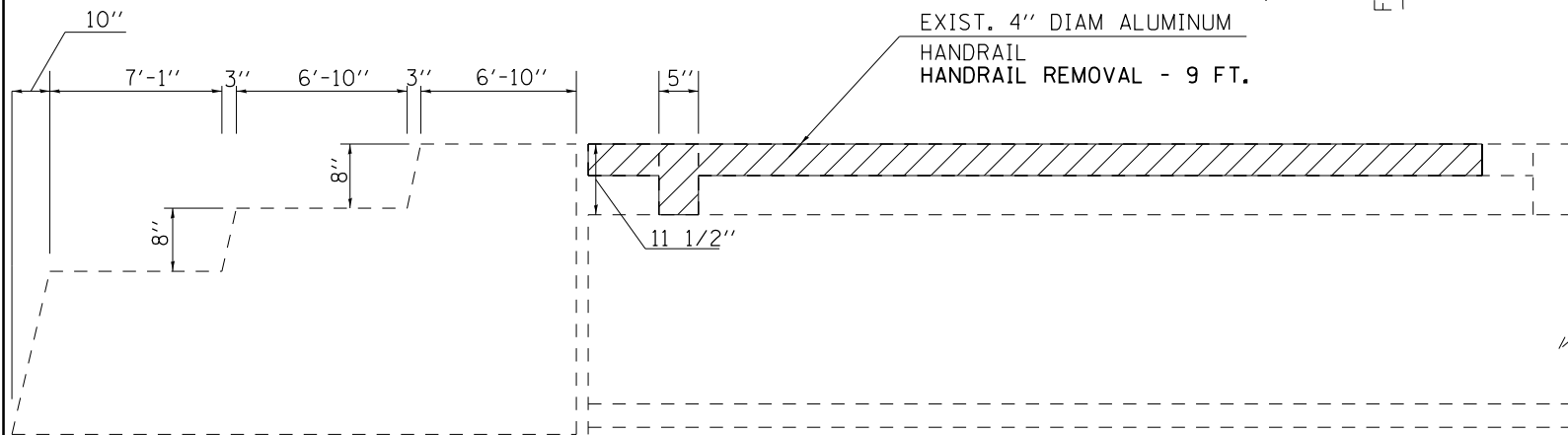
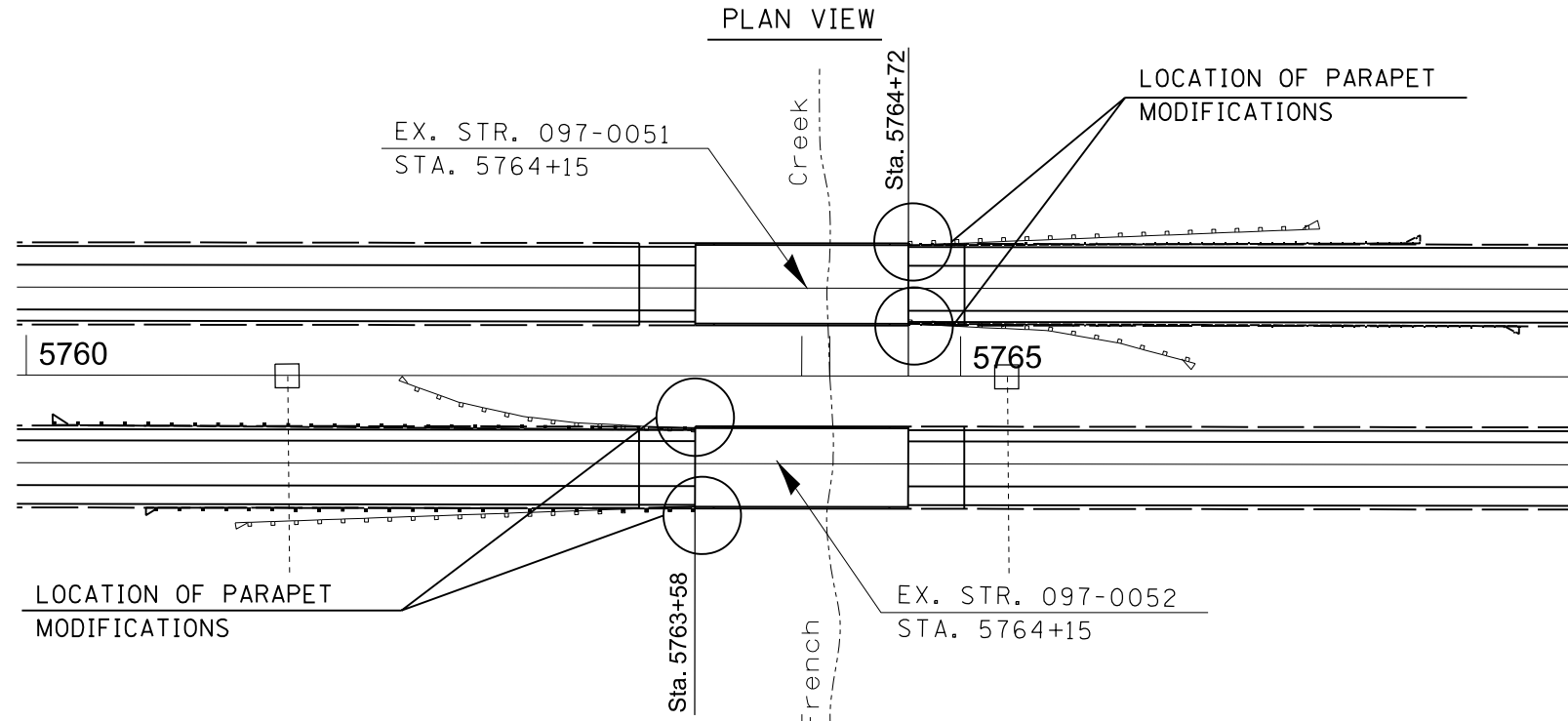
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	.	WHITE	54	25
CONTRACT NO. 78282				
ILLINOIS FED. AID PROJECT				

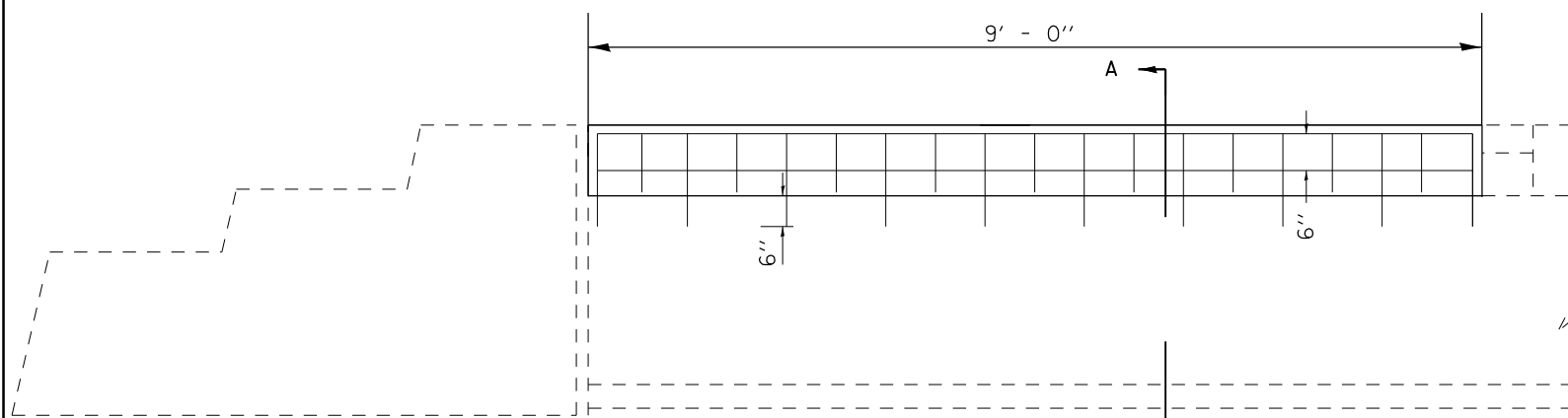
(97-2-1)RS-1; BSMART 2012-1,2,3

PARAPET WALL MODIFICATION FOR TYPE 6 ATTACHMENT

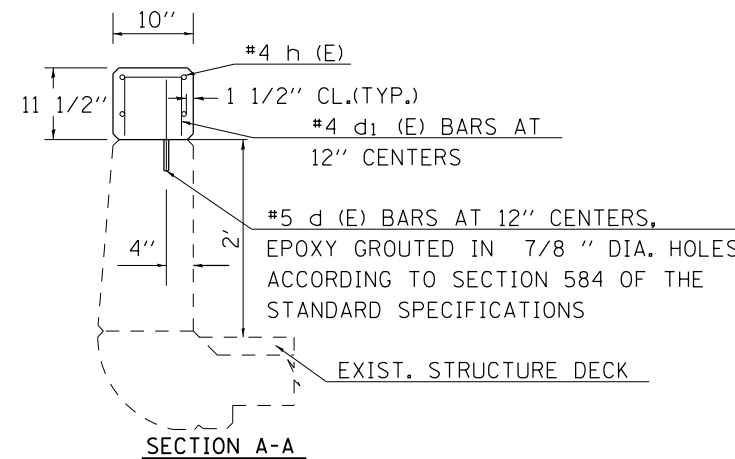
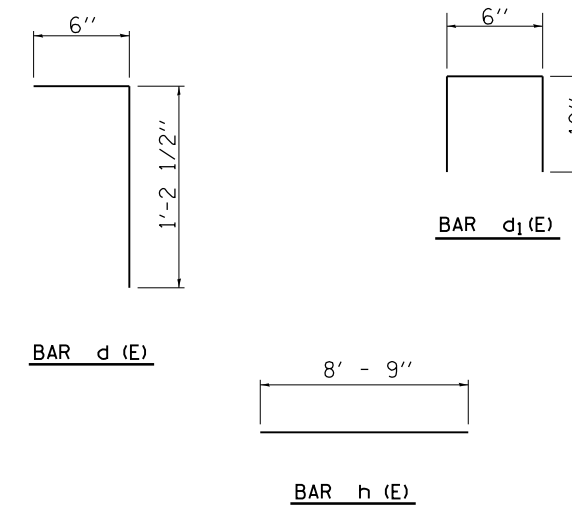
PLAN VIEW



INSIDE ELEVATION (EXISTING)



INSIDE ELEVATION (PROPOSED)



BILL OF MATERIAL

BAR	SIZE	NO.	LENGTH	SHAPE	
d (E)	#5	20	1'-10"	┌	
d1 (E)	#4	18	2'-2"	┌	
h (E)	#4	16	8'-9"	—	
CONCRETE SUPERSTRUCTURE				CU YDS	1.08
REINFORCEMENT BARS EPOXY COATED				LBS	222

NOTES:
 QUANTITIES ARE FOR THE TOTAL 4 MODIFICATIONS. LOCATIONS ARE CIRCLED IN PLAN VIEW.
 ALL BARS SHALL BE EPOXY COATED.
 IF NECESSARY, THE BARS MAY BE CUT IN THE FIELD.
 THE COST OF CUTTING THE ALUMINUM HANDRAIL AND REMOVING THE BRACKETS SHALL BE INCLUDED IN THE COST OF HANDRAIL REMOVAL.

FILE NAME =	USER NAME = mccordkr	DESIGNED -	REVISED -
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Default	PLOT SCALE = 200.0000' / in.	CHECKED -	REVISED -
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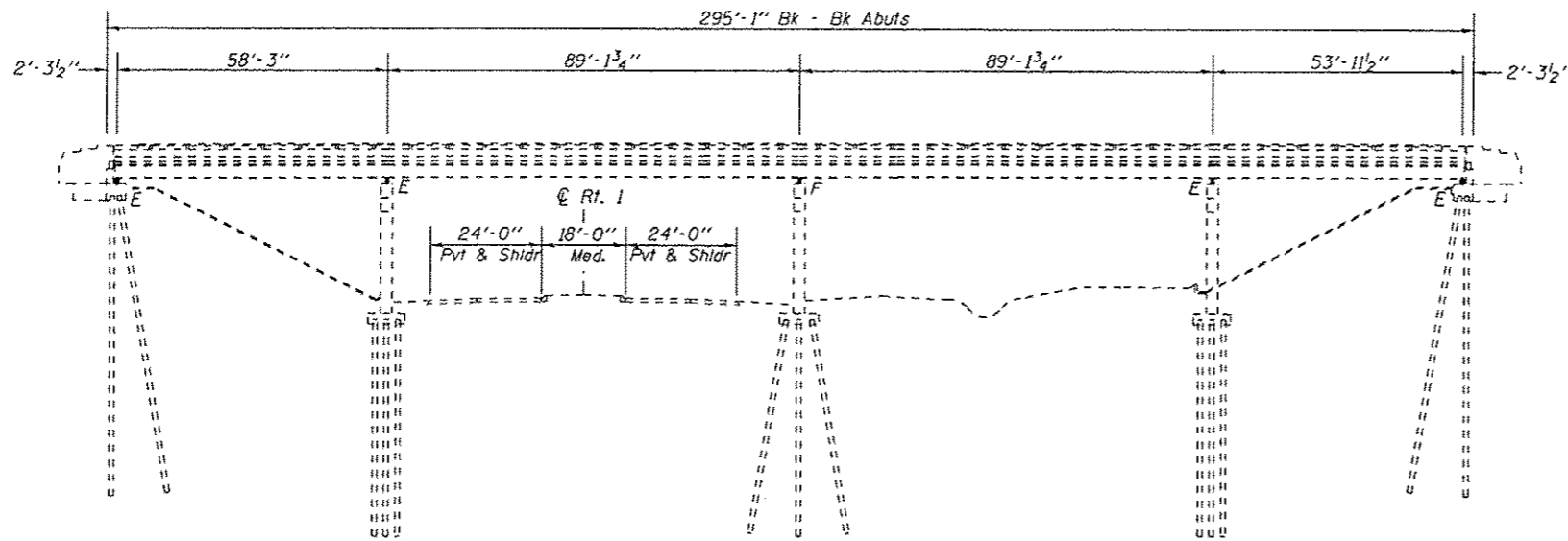
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PARAPET WALL MODIFICATION FOR
TYPE 6 ATTACHMENT**

SCALE: SHEET OF SHEETS STA. TO STA.

*(97-2-1)RS-1; BSMART 2012-1,2,3

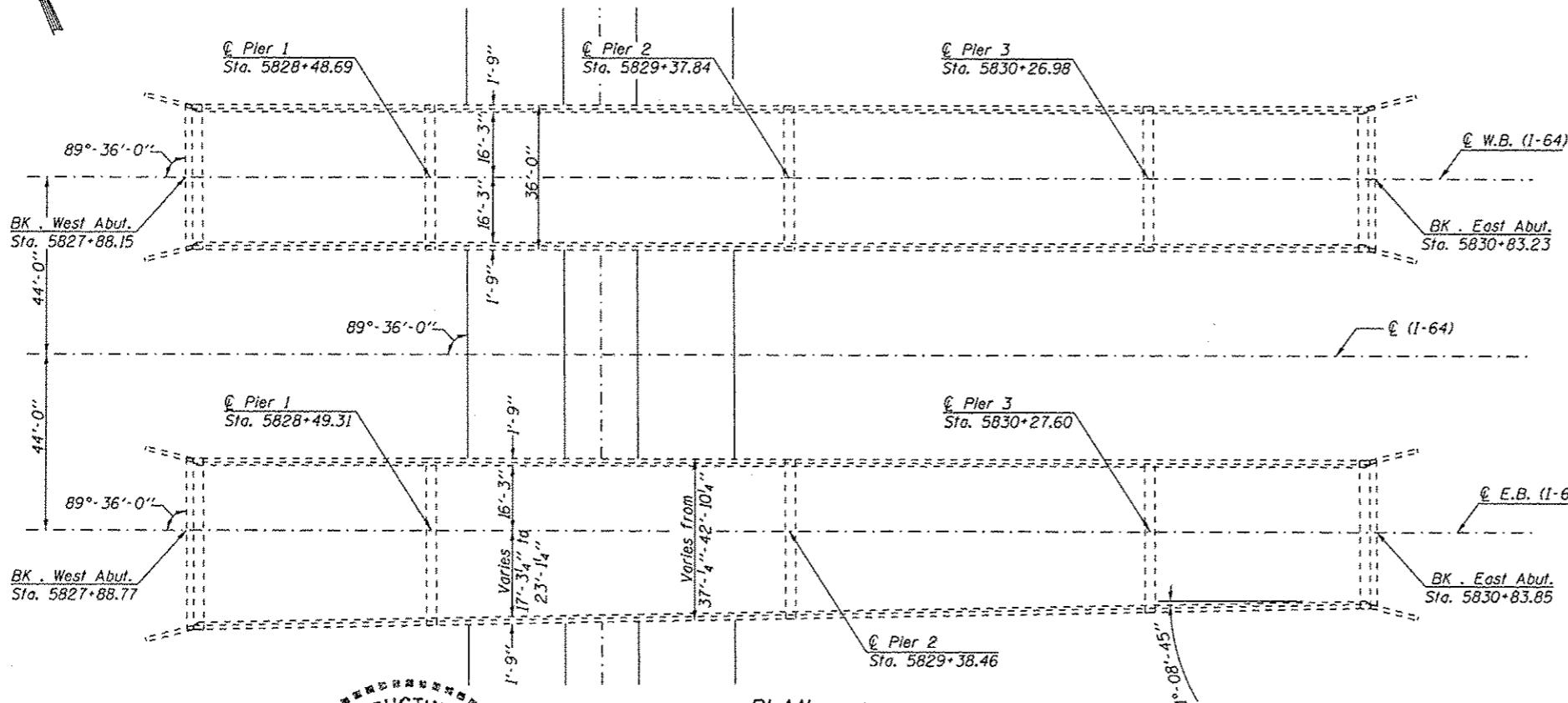
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	.	WHITE	54	26
CONTRACT NO. 78282				
ILLINOIS FED. AID PROJECT				



ELEVATION

GENERAL NOTES

All structural steel shall be AASHTO M 270 Grade 36 unless otherwise noted. No field welding is permitted except as specified in the contract documents. All structural steel shall be shop painted with inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with Furnishing and Erecting Structural Steel. If the analysis submitted to the Contractor for the jacking/temporary support system to be used show temporary stiffeners are required to prevent web crippling or buckling, the stiffeners shall be steel and bolted to the web. If stiffeners are not required, hardwood timbers shall be installed tightly between the top and bottom flange to prevent flange rotation. 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. Existing structural steel shall only be cleaned and painted as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures". Deck Slab Repair (Partial) quantities have been estimated at 3% of the deck. HMA Surface Removal (Deck) includes the removal of the existing HMA surface and the existing W.M.S.



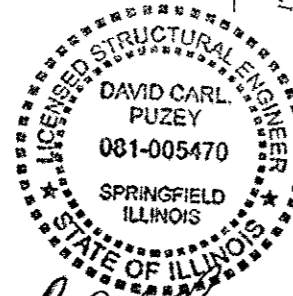
PLAN

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Polymerized HMA Surface Course, Mix "D", N90	Ton	168
Waterproofing Membrane System	Sq. Yd.	2241
HMA Surface Removal (Deck)	Sq. Yd.	2241
Elastomeric Bearing Assembly, Type II	Each	26
Jack and Remove Existing Bearings	Each	26
Furnishing and Erecting Structural Steel	Pound	3200
Anchor Bolts 1"Ø	Each	52
Deck Slab Repair (Partial)	Sq. Yd.	68

Scope of Work

- Setup Traffic Control with drums
- Remove existing HMA overlay and WMS.
- Complete partial depth patching
- Lay WMS and HMA overlay
- Replace bearings
- Switch stages and repeat



By Carl Puzey 11/22/13
Expires 11/30/14

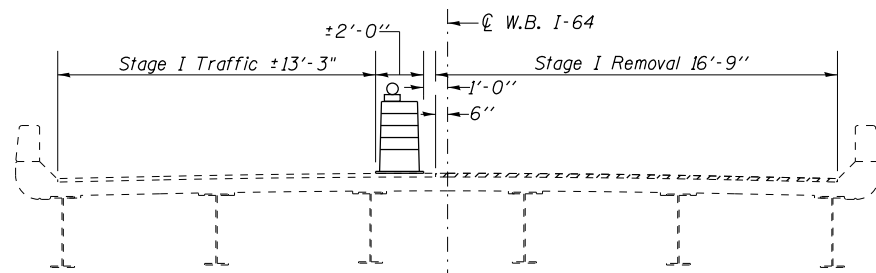
Design Stresses

FIELD UNITS (New Construction)
 $f_y = 36,000$ psi (AASHTO M270 Gr. 36)
 FIELD UNITS (Existing Construction)
 $f_c = 1,400$ psi (super & sub.)
 $f_s = 20,000$ psi (structural steel)
 $f_s = 20,000$ psi (reinforcement)
 $V_c = 75$ psi (Figs.)
 $n = 10$

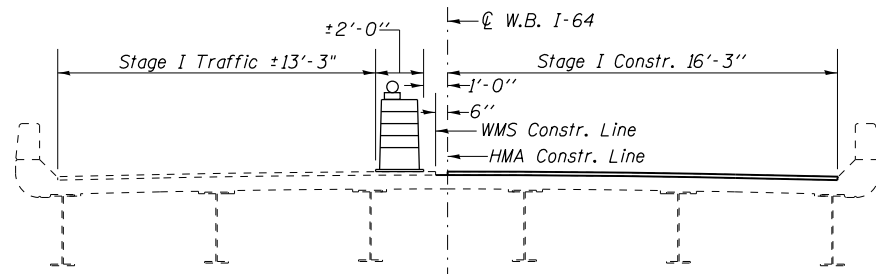
BRIDGE REPAIR
 FAI RT 64 OVER IL RT 1
 WHITE COUNTY
 SECTION (97-2-1)RS-1; BSMART 2012-1
 STA. 5828+91.26
 SN 097-0001 (EB) SN 097-0002 (WB)

FILE NAME =	USER NAME = halssteadr	DESIGNED - TWH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE REPAIRS	F.A.I. RTE. 64	SECTION -	COUNTY WHITE	TOTAL SHEETS 54	SHEET NO. 27	
o:\p\work\pvidot\halssteadr\08344460\	l-pin.dgn	DRAWN - TWH	REVISED -			SCALE:	SHEET NO. 1 OF 25 SHEETS	STA.	TO STA.	CONTRACT NO. 78282	ILLINOIS FED. AID PROJECT
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	PLOT DATE = 10/7/2013	DATE - 5/9/13	REVISED -								

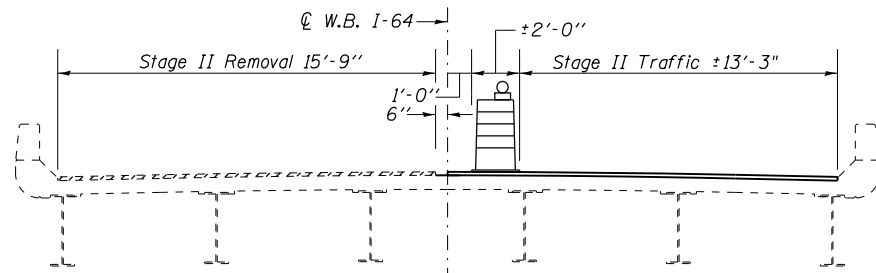
STAGING DETAILS AND TYPICAL SECTION



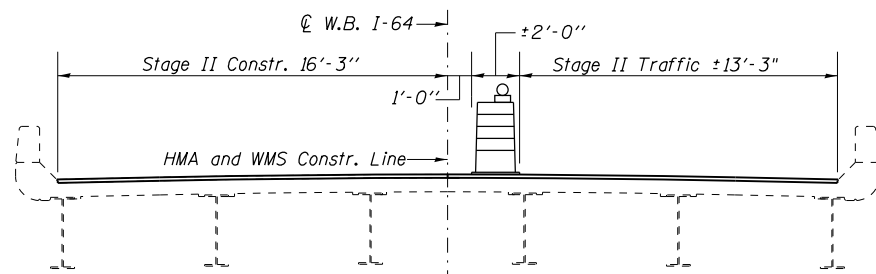
STAGE I REMOVAL
Westbound Lane



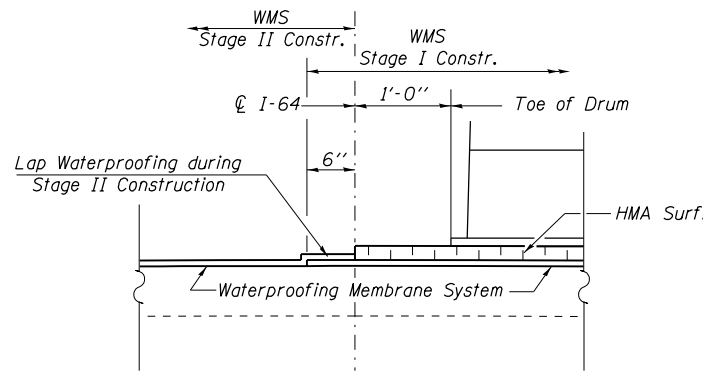
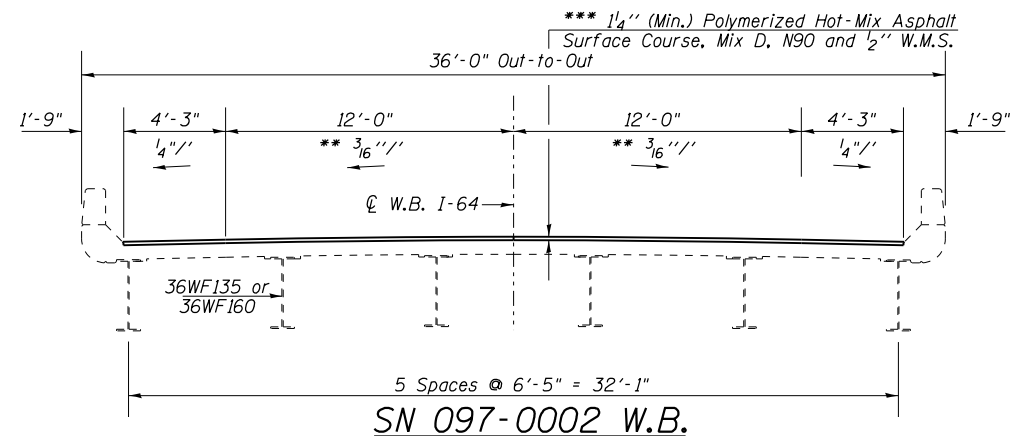
STAGE I CONSTRUCTION
Westbound Lane



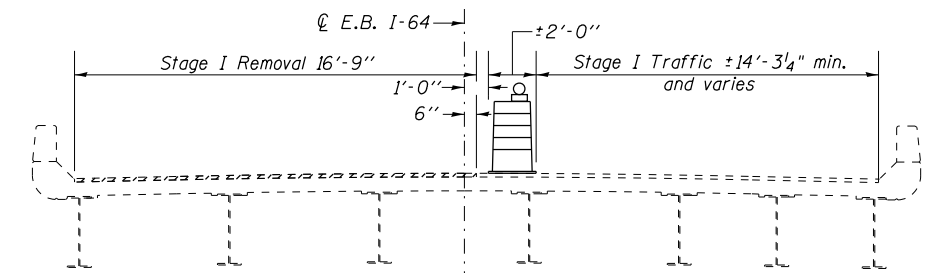
STAGE II REMOVAL
Westbound Lane



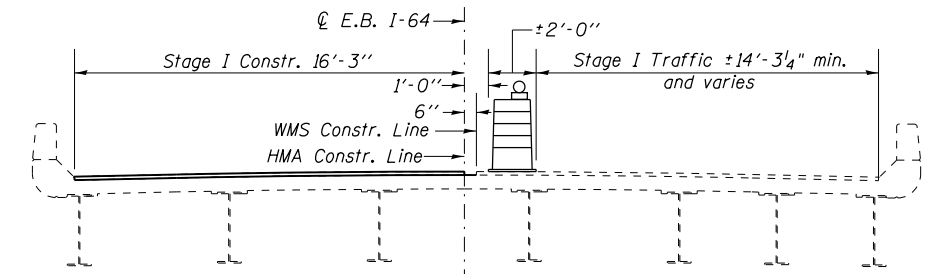
STAGE II CONSTRUCTION
Westbound Lane



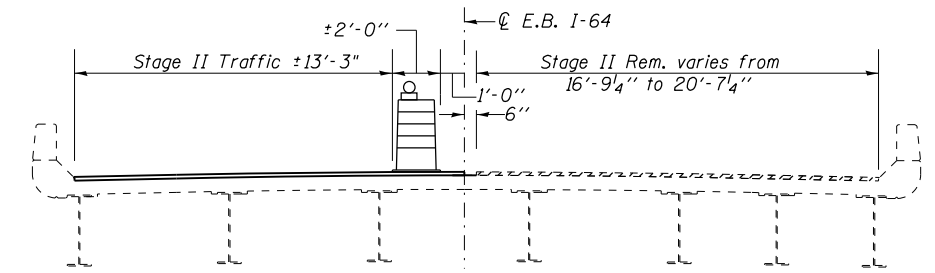
**WATERPROOFING TREATMENT
AT STAGE CONSTRUCTION**



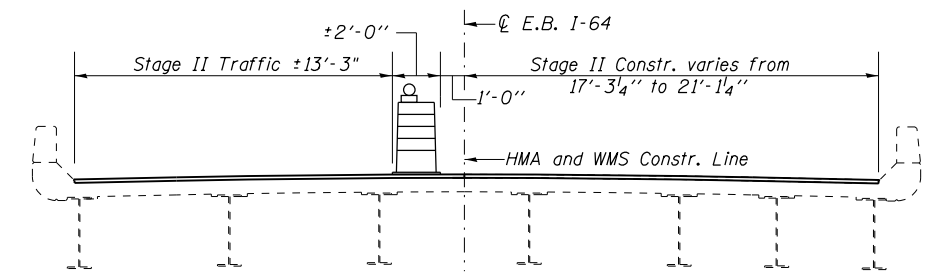
STAGE I REMOVAL
Eastbound Lane



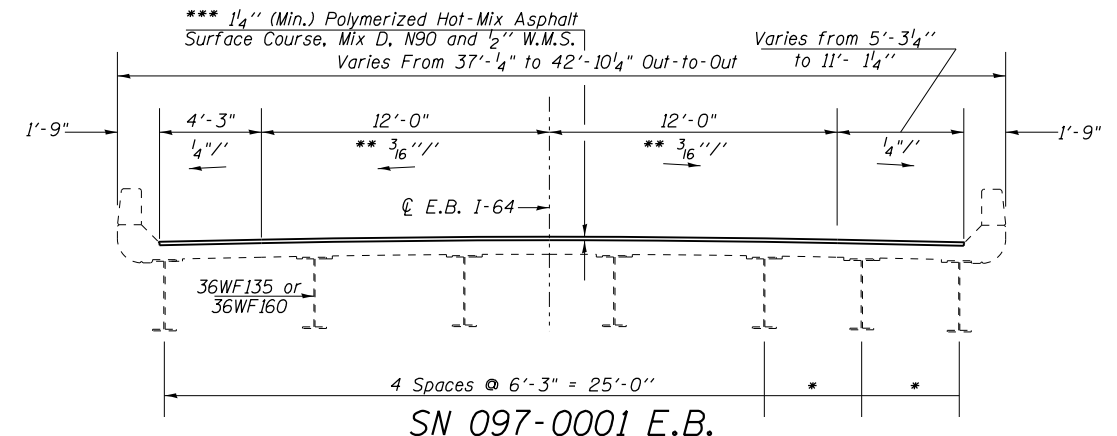
STAGE I CONSTRUCTION
Eastbound Lane



STAGE II REMOVAL
Eastbound Lane



STAGE II CONSTRUCTION
Eastbound Lane



NOTES:

- All Sections looking East.
- * Spaced @ 6'-11⁵/₈" @ West Abutment
Spaced @ 4'-0³/₄" @ East Abutment
- ** Existing driving lanes constructed on 1/2" Circular Crowns.
- *** Existing 1/4" HMA Surface Course with 1/2" Waterproofing Membrane System on 1/2" Circular Crown.

HMA Surface Removal (Deck)

FILE NAME =	USER NAME = halsteadtw	DESIGNED -	REVISED -
Default	et:\pw_work\p\dot\halsteadtw\d0344460\st\p\ln.dgn	DRAWN -	REVISED -
	PLOT SCALE = 8.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/7/2013	DATE -	REVISED -

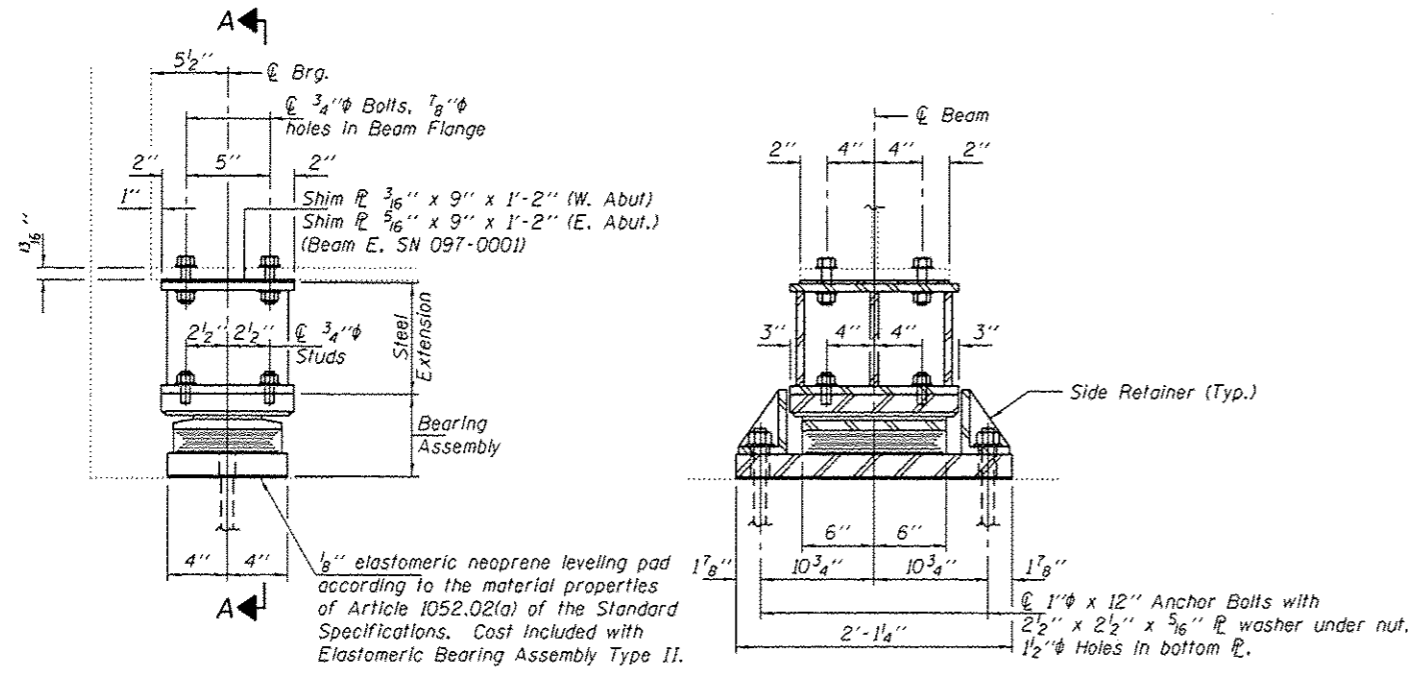
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS AND STAGING
SN 097-0001 & SN 097-0002**

SCALE: SHEET 2 OF 25 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	.	WHITE	54	28
CONTRACT NO. 78282				
ILLINOIS FED. AID PROJECT				

(97-2-1)RS-1; BSMART 2012-1,2,3



ELEVATION AT ABUTMENTS

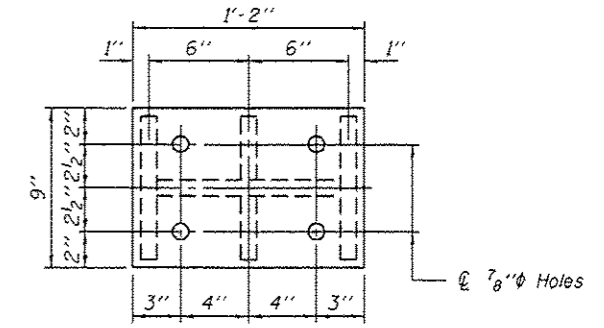
SECTION A-A

TYPE II TFE ELASTOMERIC EXP. BRG.

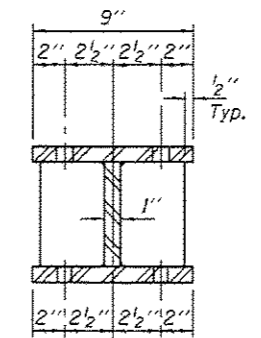
BEAM REACTIONS

RP	(K)	25.6
R _L	(K)	34.0
Imp.	(K)	8.7
R (Total)	(K)	68.3

Notes:
 Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost included with Furnishing and Erecting Structural Steel.
 New steel extensions, shim plates and connection bolts are included with Furnishing and Erecting Structural Steel.
 Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions. Min. jack capacity = 40 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_y=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
 Anchor bolts for Type II bearings shall be placed in holes drilled through the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.
 Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
 Side retainers shall be included in the cost of Elastomeric Bearing Assembly, Type II.
 The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.
 Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

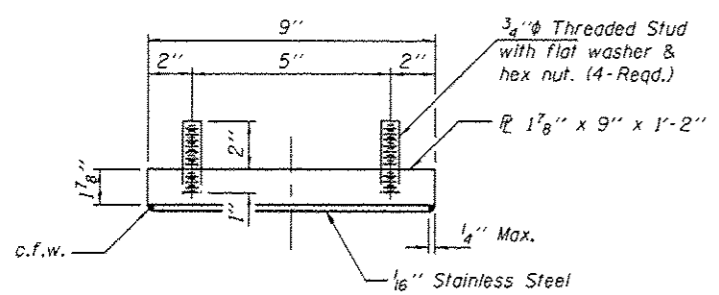


PLAN TOP AND BOTTOM PLATE

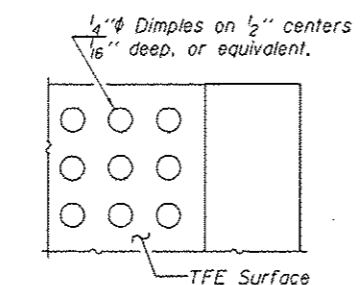


SECTION B-B

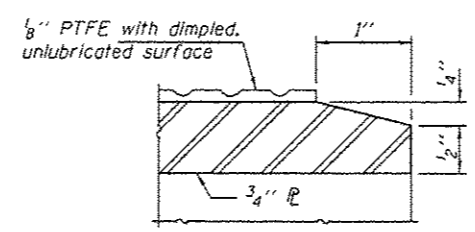
STEEL EXTENSION DETAIL



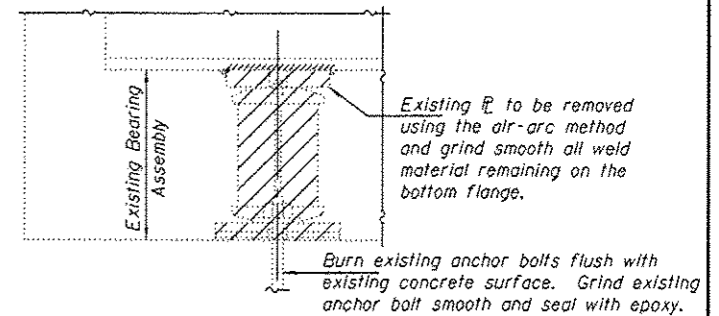
TOP BEARING ASSEMBLY



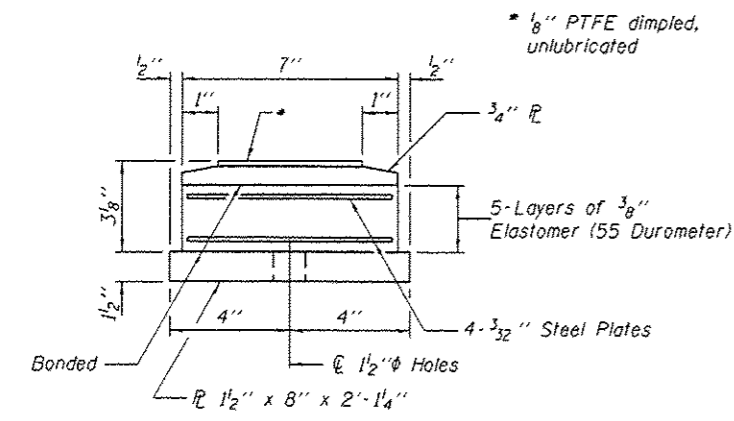
PLAN-PTFE SURFACE



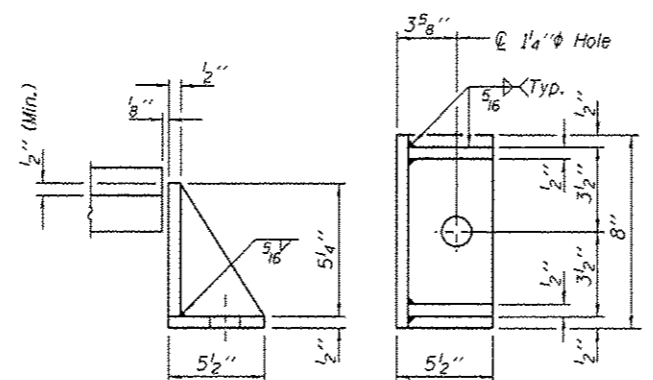
SECTION THRU PTFE



EXISTING BEARING REMOVAL DETAIL

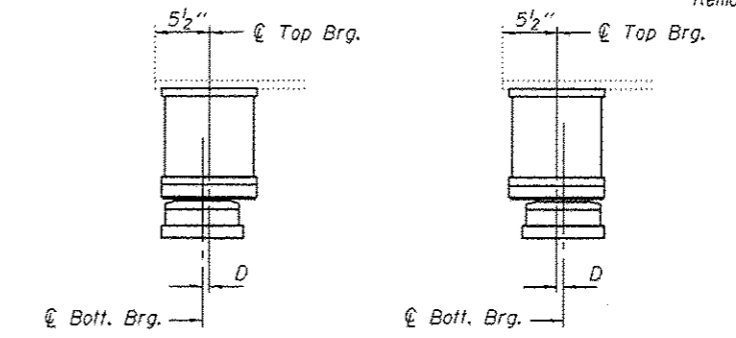


BOTTOM BEARING ASSEMBLY



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



SETTING ANCHOR BOLTS AT EXP. BRG.

D = 1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type II	Each	26
Jack and Remove Existing Bearings	Each	26
Furnishing and Erecting Structural Steel	Pound	3200
Anchor Bolts 1"φ	Each	52

GENERAL NOTES

All structural steel shall be AASHTO M 270 Grade 36 unless otherwise noted. No field welding is permitted except as specified in the contract documents. Reinforcement bars designated (E) shall be epoxy coated. 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.

All structural steel shall be shop painted with inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with Furnishing and Erecting Structural Steel.

If the analysis submitted to the Contractor for the jacking/temporary support system to be used show temporary stiffeners are required to prevent web crippling or buckling, the stiffeners shall be steel and bolted to the web. If stiffeners are not required, hardwood timbers shall be installed tightly between the top and bottom flange to prevent flange rotation.

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.

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

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

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

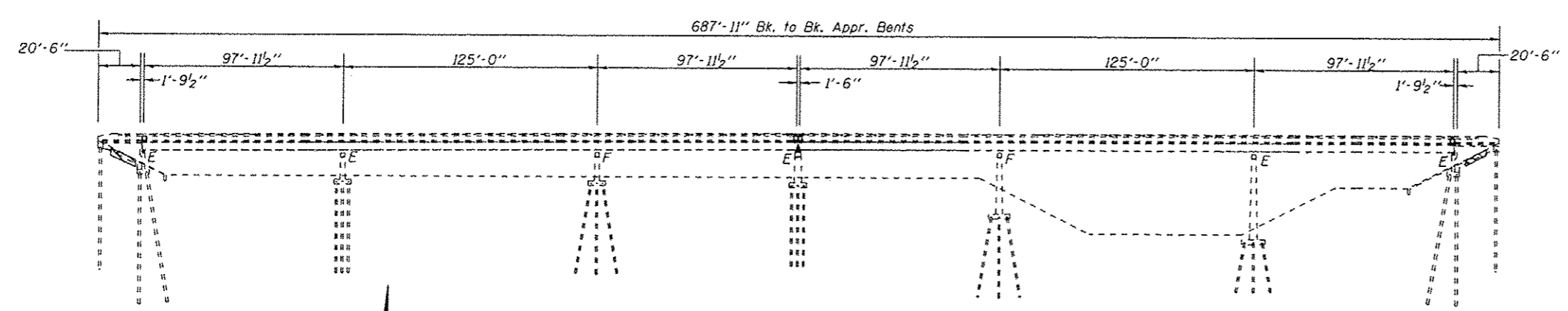
Deck Slab Repair (Partial) quantities have been estimated at 3% of the deck.

HMA Surface Removal (Deck) includes the removal of the existing HMA surface and the existing W.M.S.

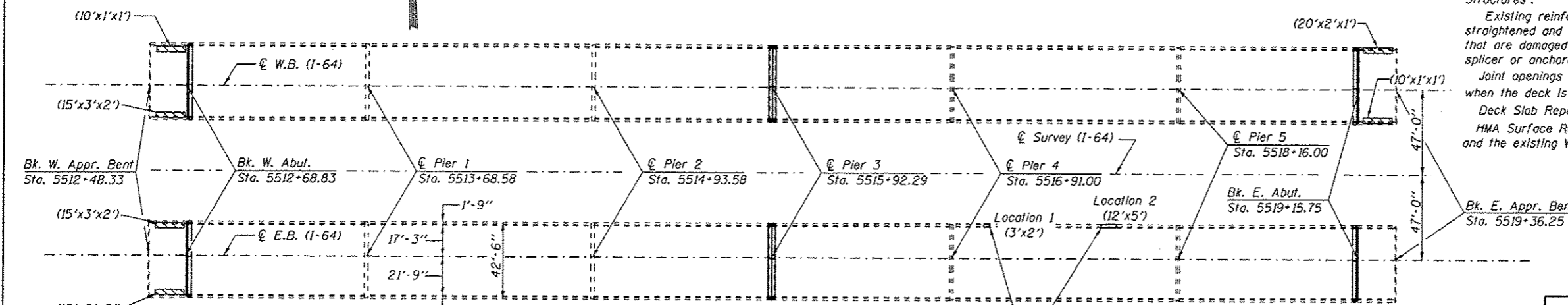
TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Polymerized HMA Surface Course, Mix "D", N90	Ton	410
Waterproofing Membrane System	Sq. Yd.	5844
Reinforcement Bars, Epoxy Coated	Pound	5110
Bar Splacers	Each	88
Preformed Joint Strip Seal	Foot	267
Floor Drain Extension	Each	188
Plug Existing Deck Drains	Each	184
HMA Surface Removal (Deck)	Sq. Yd.	5844
Elastomeric Bearing Assembly, Type I	Each	24
Elastomeric Bearing Assembly, Type II	Each	24
Jack and Remove Existing Bearings	Each	48
Furnishing and Erecting Structural Steel	Pound	9670
Anchor Bolts 1 1/4" φ	Each	96
Concrete Removal	Cu. Yd.	38.4
Concrete Superstructure	Cu. Yd.	37.7
Structural Repair of Concrete (Depth ≤ 5 Inches)	Sq. Ft.	84
Controlled Low-Strength Material	Cu. Yd.	11
Deck Slab Repair (Partial)	Sq. Yd.	176

BRIDGE REPAIR
FAI RT 64 OVER LITTLE WABASH RIVER
WHITE COUNTY
SECTION (97-2-1)RS-1; BSMART 2012-2
STA. 5517+65
SN 097-0038 (EB) SN 097-0039 (WB)



ELEVATION



PLAN

Structural Repair of Concrete (Depth ≤ 5 Inches) see details on sheet 11

Controlled Low-Strength Material (inside of vault)

Scope of Work

- Setup Traffic Control with barrier
- Remove existing HMA overlay and WMS.
- Complete deck slab patching
- Perform work at joints, bearings, CLSM and patching
- Lay WMS and HMA overlay
- Switch stages and repeat



David Carl Puzey 11/22/13
 Expires 11/30/14

Design Stresses

FIELD UNITS (New Construction)

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)
 $f_y = 36,000$ psi (AASHTO M270 Gr. 36)

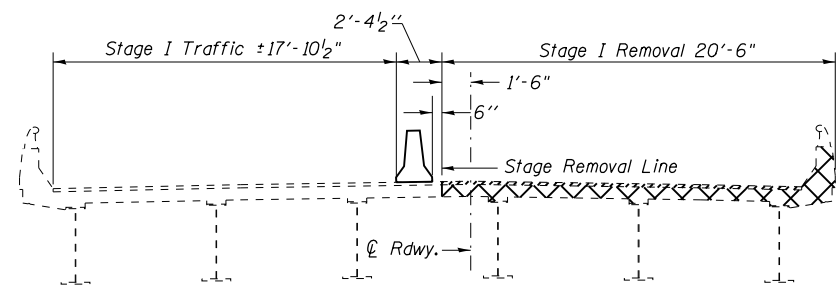
FIELD UNITS (Existing Construction)

$f'_c = 1,400$ psi (super & sub.)
 $f_s = 20,000$ psi (structural steel)
 $f_s = 20,000$ psi (reinforcement)
 $V_c = 75$ psi (Ftgs.)
 $n = 10$

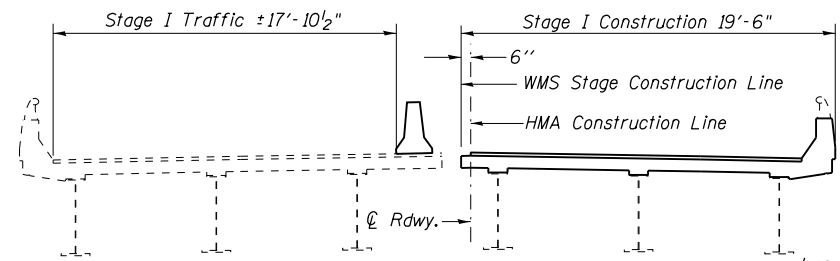
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE REPAIRS

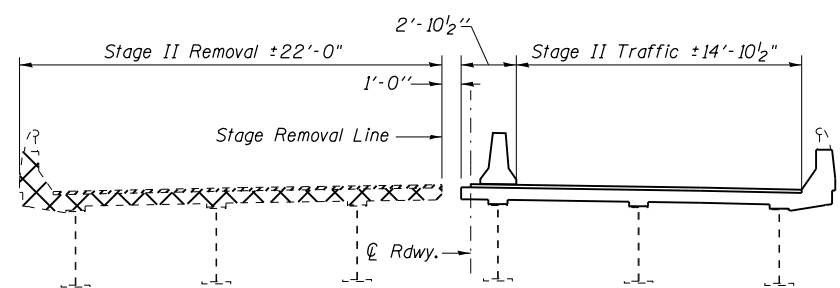
FILE NAME *	USER NAME = halsteadtv	DESIGNED - TWH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE REPAIRS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	PLLOT SCALE = 70,0000' / in.	CHECKED - MAS	REVISED -			64	*	WHITE	54	30	
	PLLOT DATE = 10/7/2013	DATE - 10/7/2013	REVISED -			SCALE:	SHEET 4 OF 25 SHEETS	STA.	TO STA.	CONTRACT NO. 78282	
										ILLINOIS FED. AID PROJECT	



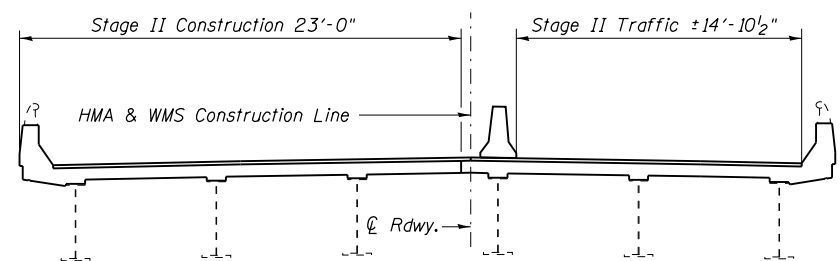
STAGE I REMOVAL



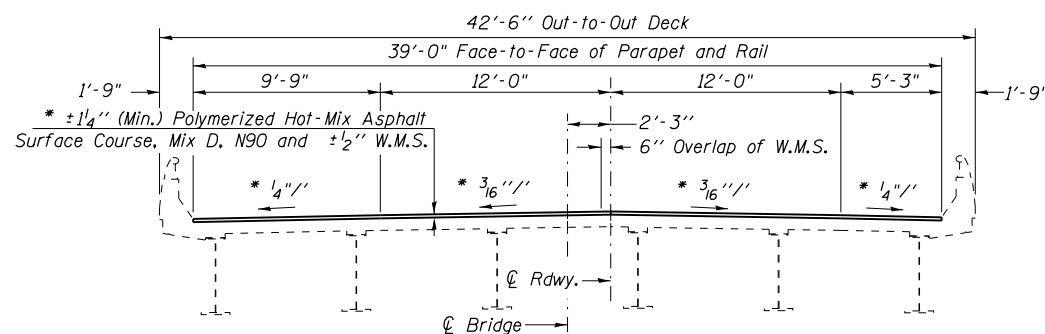
STAGE I CONSTRUCTION



STAGE II REMOVAL

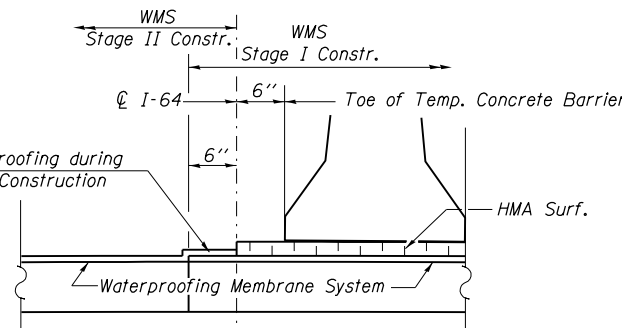


STAGE II CONSTRUCTION



**SECTION THROUGH STRUCTURE
SN 097-0039 (Looking East)**

**STAGING DETAILS AND
TYPICAL SECTION**

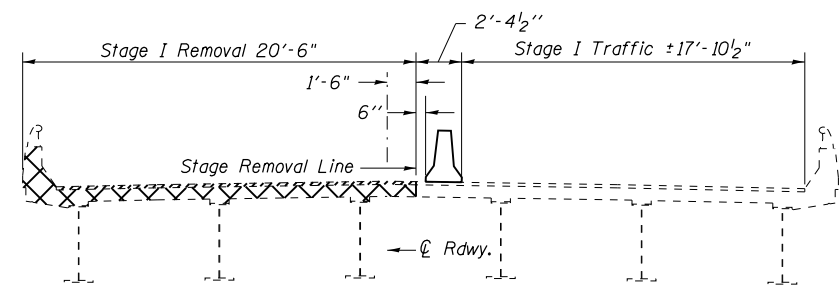


**WATERPROOFING TREATMENT
AT STAGE CONSTRUCTION**

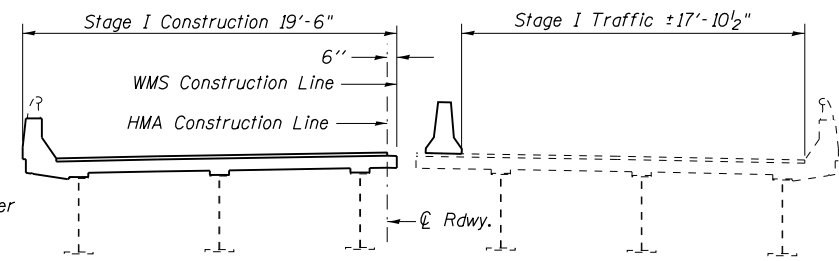
NOTES:

- All Sections looking East.
- *The intent of the plans is to match the existing hma thickness and cross slopes.

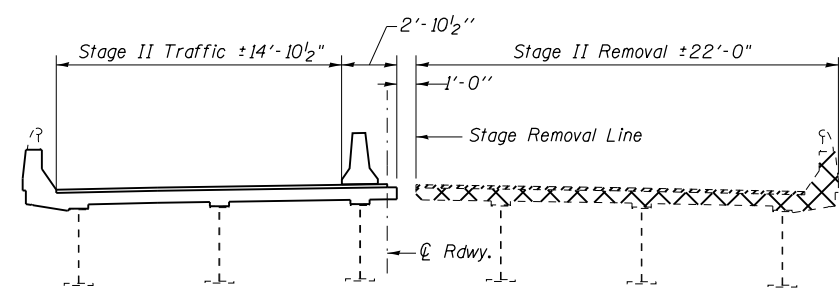
- HMA Surface Removal (Deck)
- Concrete Removal (at Joint Locations)



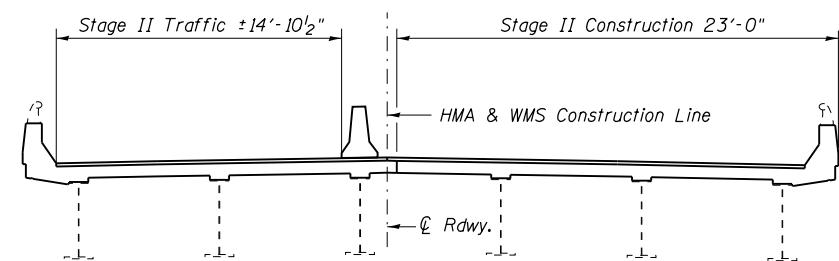
STAGE I REMOVAL



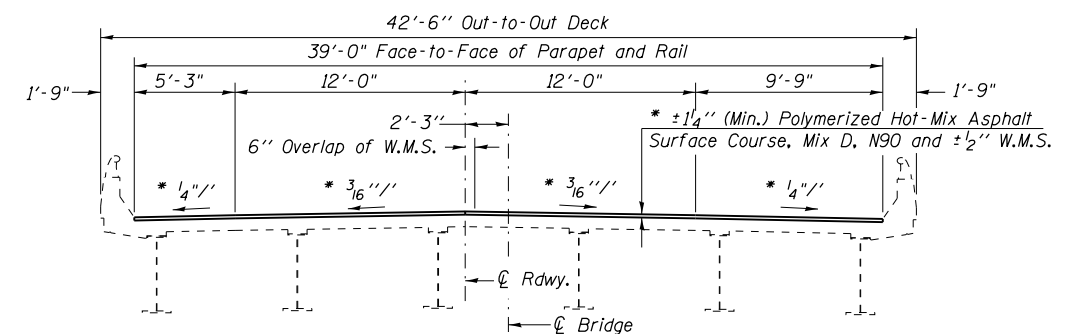
STAGE I CONSTRUCTION



STAGE II REMOVAL



STAGE II CONSTRUCTION



**SECTION THROUGH STRUCTURE
SN 097-0038 (Looking East)**

FILE NAME =	USER NAME = halsteadtw	DESIGNED -	REVISED -
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Default	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/7/2013	DATE -	REVISED -

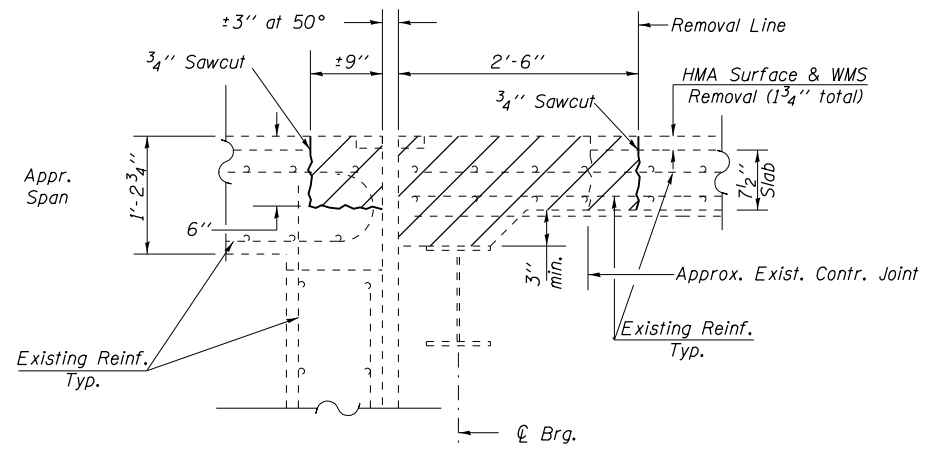
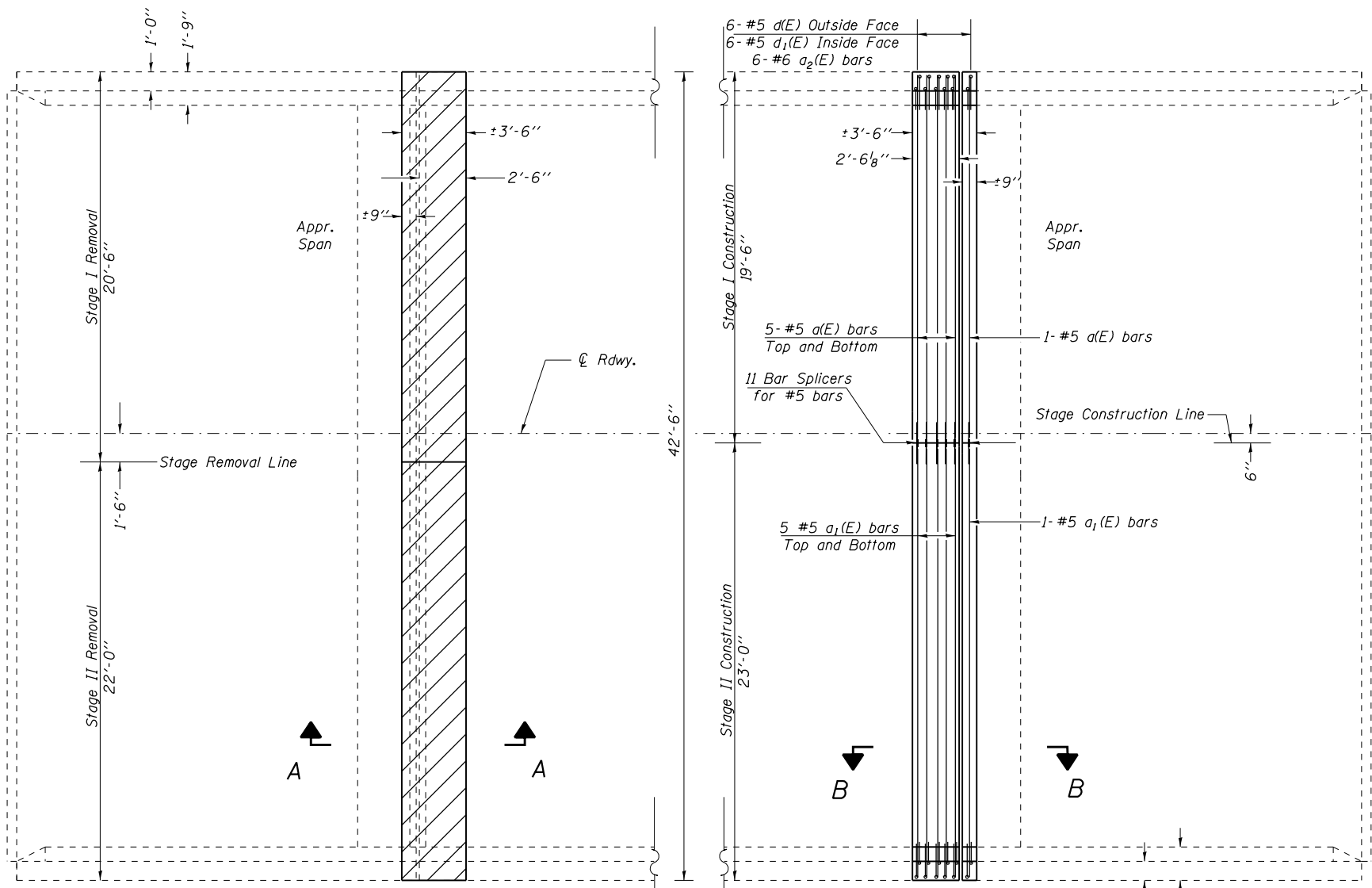
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS AND STAGING
SN 097-0038 & SN 097-0039**

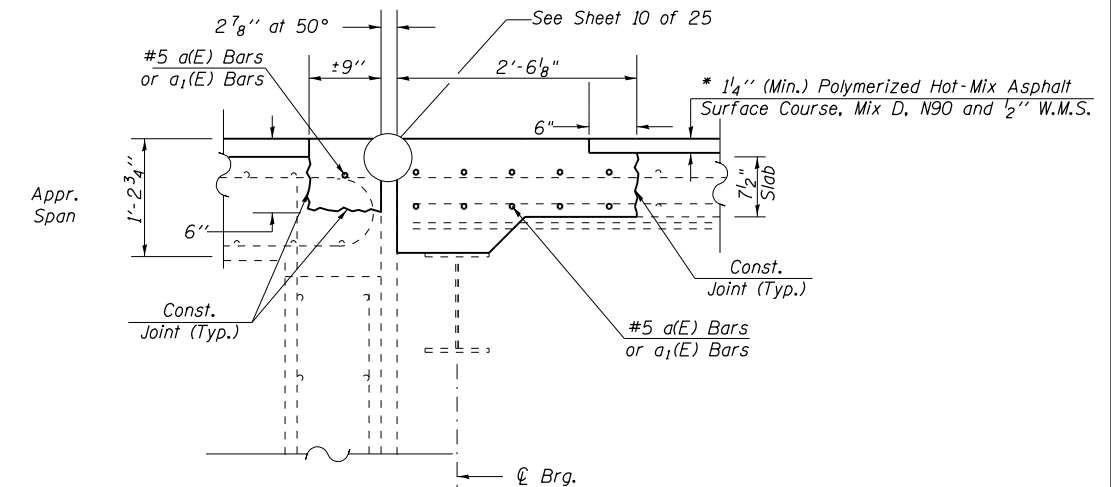
SCALE: SHEET 5 OF 25 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	*	WHITE	54	31
CONTRACT NO. 78282				
ILLINOIS FED. AID PROJECT				

*(97-2-1)RS-1; BSMART 2012-1,2,3



SECTION A-A

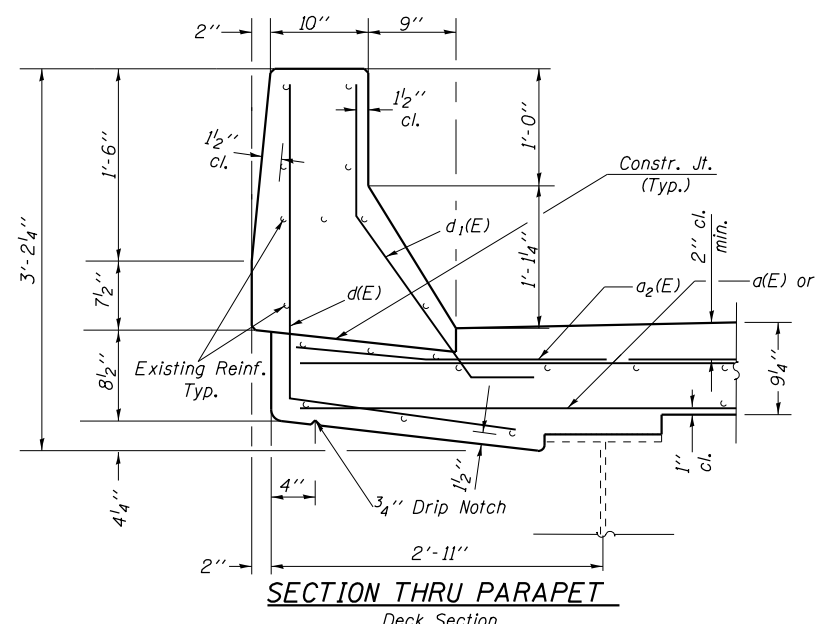
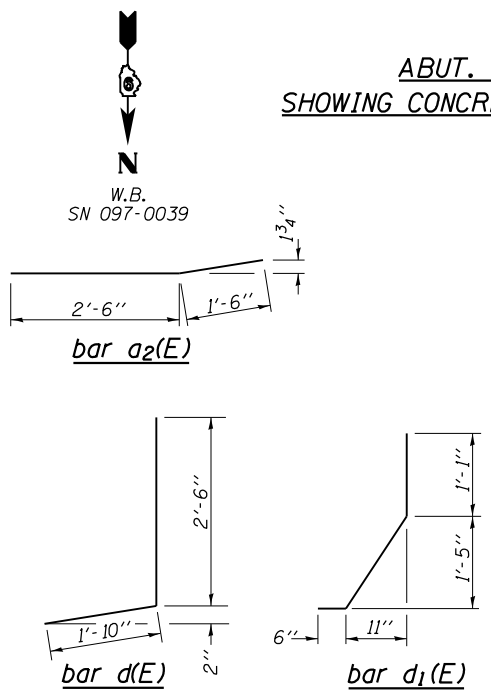


SECTION B-B

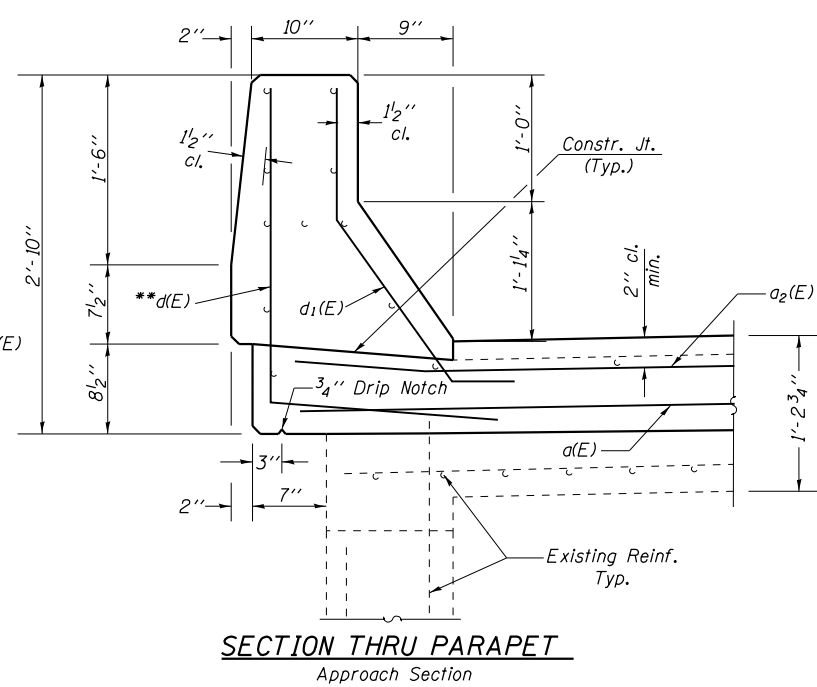
Concrete Removal

ABUT. PLAN SHOWING CONCRETE REMOVAL

ABUT. PLAN SHOWING NEW CONCRETE



SECTION THRU PARAPET Deck Section



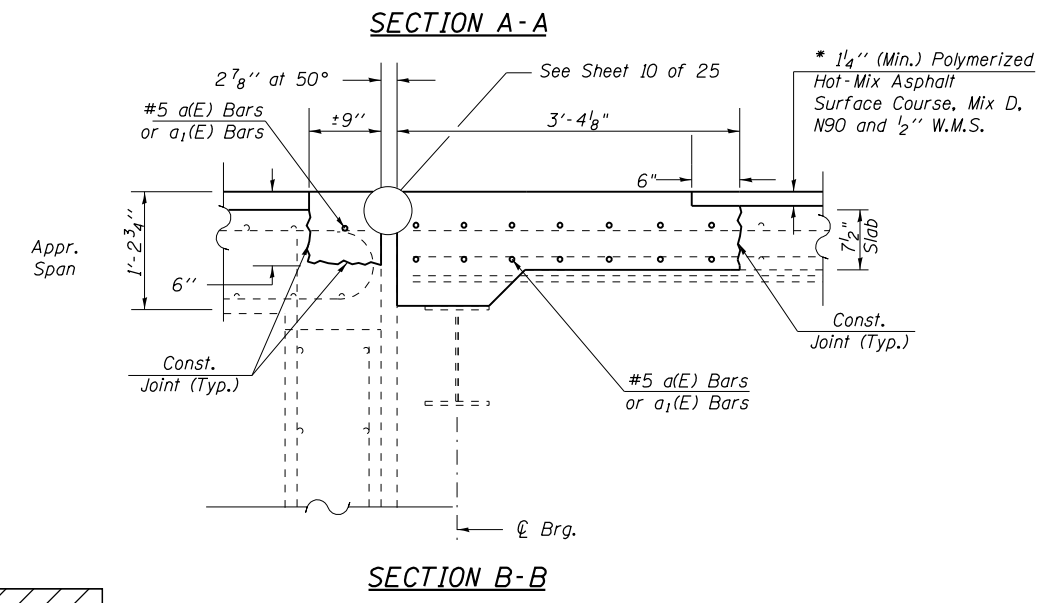
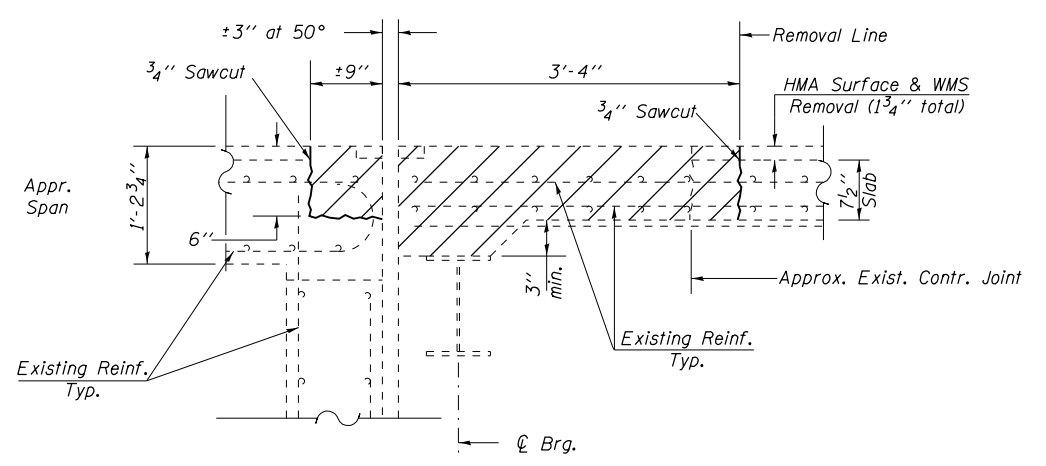
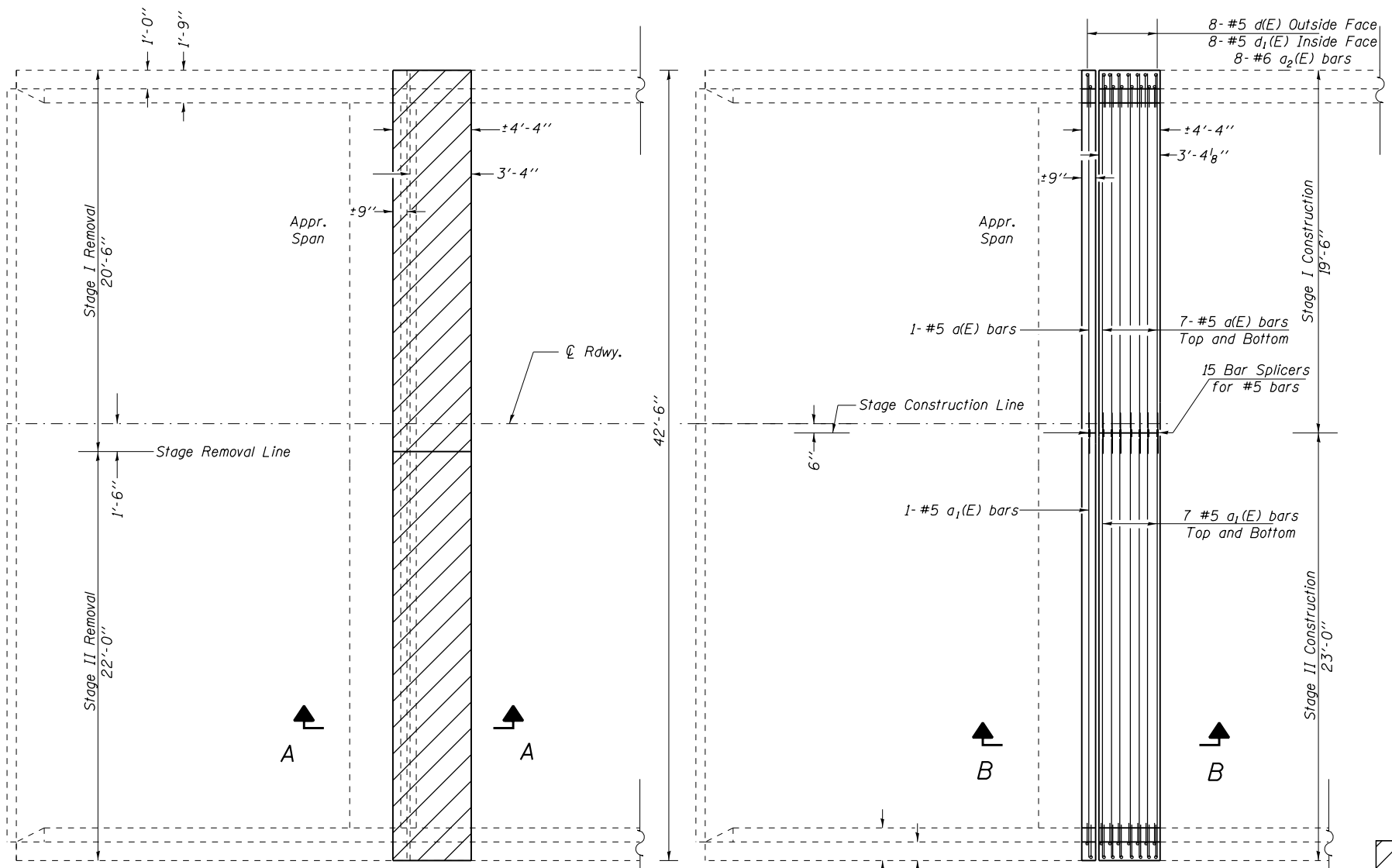
SECTION THRU PARAPET Approach Section

BILL OF MATERIAL (2 ABUTMENTS)

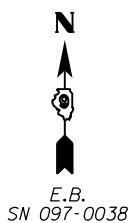
Bar	No.	Size	Length	Shape
a(E)	22	#5	19'-0"	—
a1(E)	22	#5	22'-6"	—
a2(E)	24	#6	4'-0"	—
d(E)	24	#5	4'-4"	J
d1(E)	24	#5	3'-3"	J
Bar Splicers		Each	22	
Concrete Superstructure		Cu Yd	9.8	
Concrete Removal		Cu Yd	10.1	
Reinforcement Bars, Epoxy Coated		Pound	1290	

NOTE: Dimensions are based on a rolled rails strip seal joint. If the contractor elects to use welded rail strip seal joint. Deck dimensions may require adjustments to satisfy the details on base sheet EJ-SSJ. * Intent is to match the existing. ** Bend Bars in field to fit.

ABUTMENT JOINTS REPLACEMENT DETAILS SN 097-0039 (WB) I-64 OVER LITTLE WABASH RIVER WHITE COUNTY



Concrete Removal



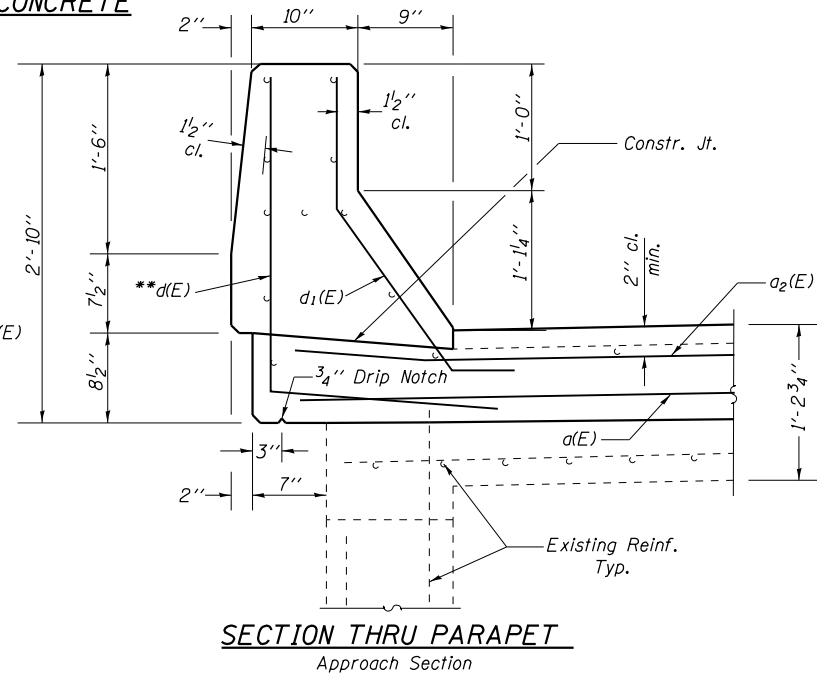
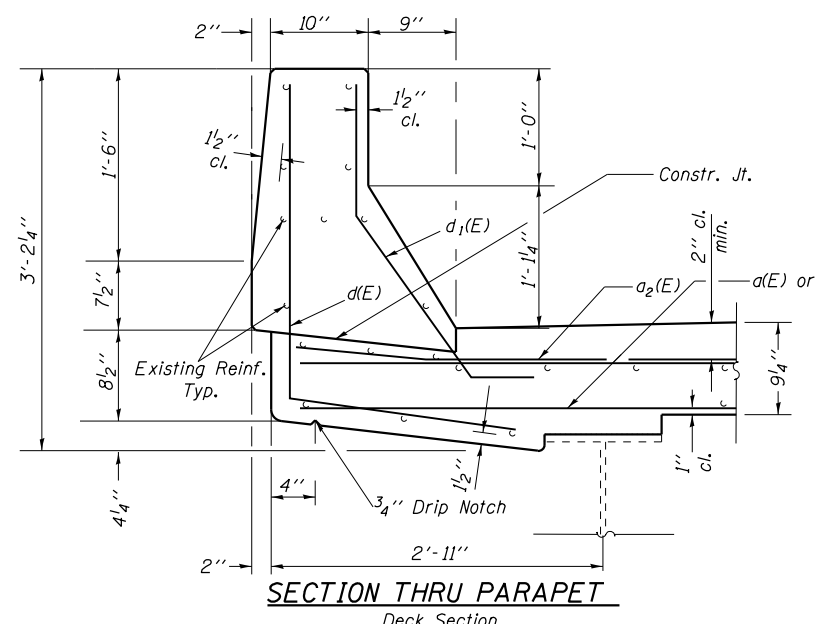
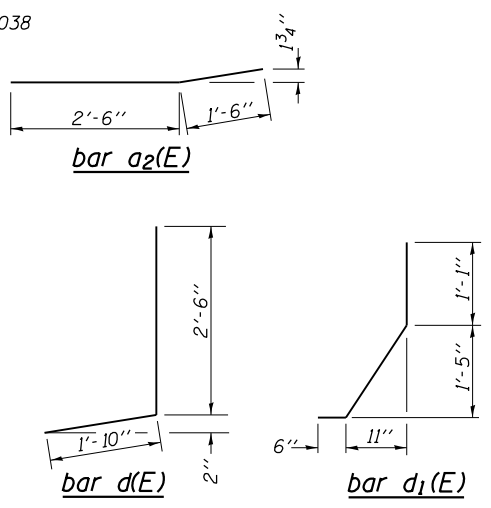
WEST ABUT. PLAN
SHOWING CONCRETE REMOVAL

WEST ABUT. PLAN
SHOWING NEW CONCRETE

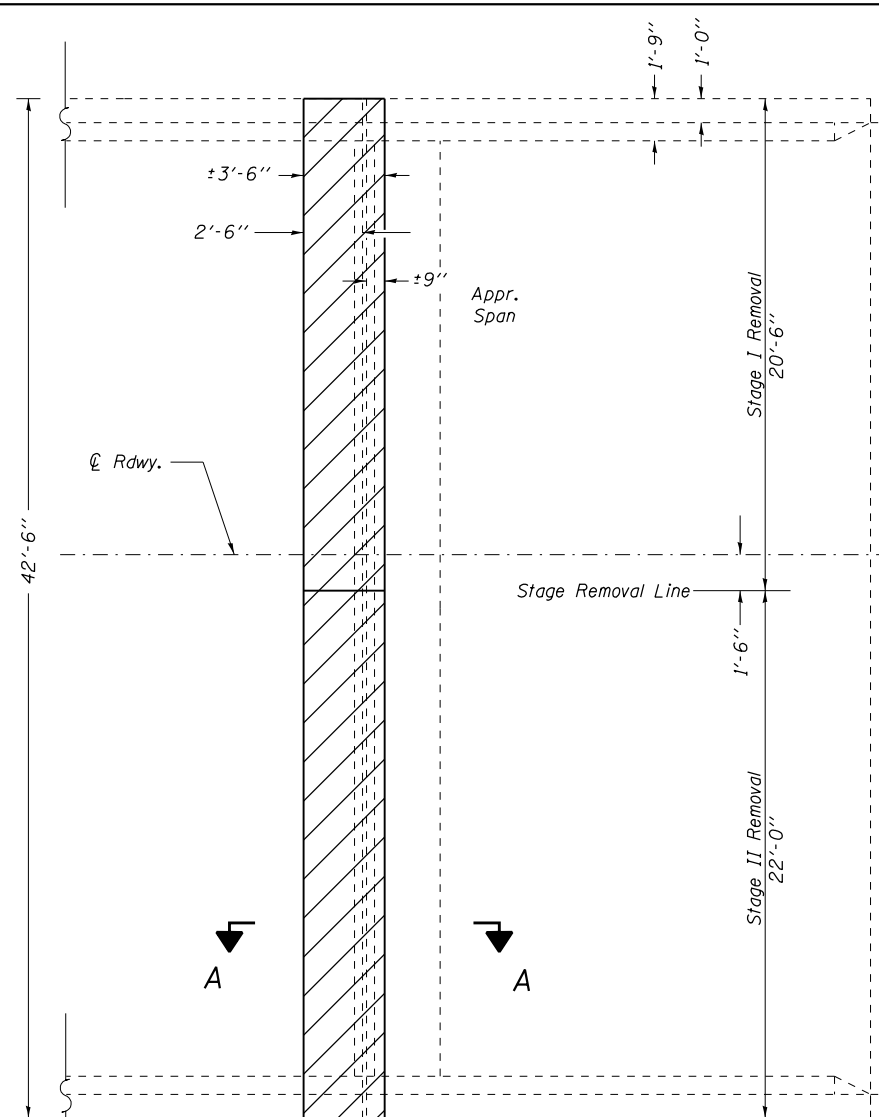
BILL OF MATERIAL (1 ABUTMENT)

Bar	No.	Size	Length	Shape	
a(E)	15	#5	19'-0"	—	
a1(E)	15	#5	22'-6"	—	
a2(E)	16	#6	4'-0"	—	
d(E)	16	#5	4'-4"	J	
d1(E)	16	#5	3'-3"	J	
Bar Splicers				Each	15
Concrete Superstructure				Cu Yd	6.1
Concrete Removal				Cu Yd	6.2
Reinforcement Bars, Epoxy Coated				Pound	880

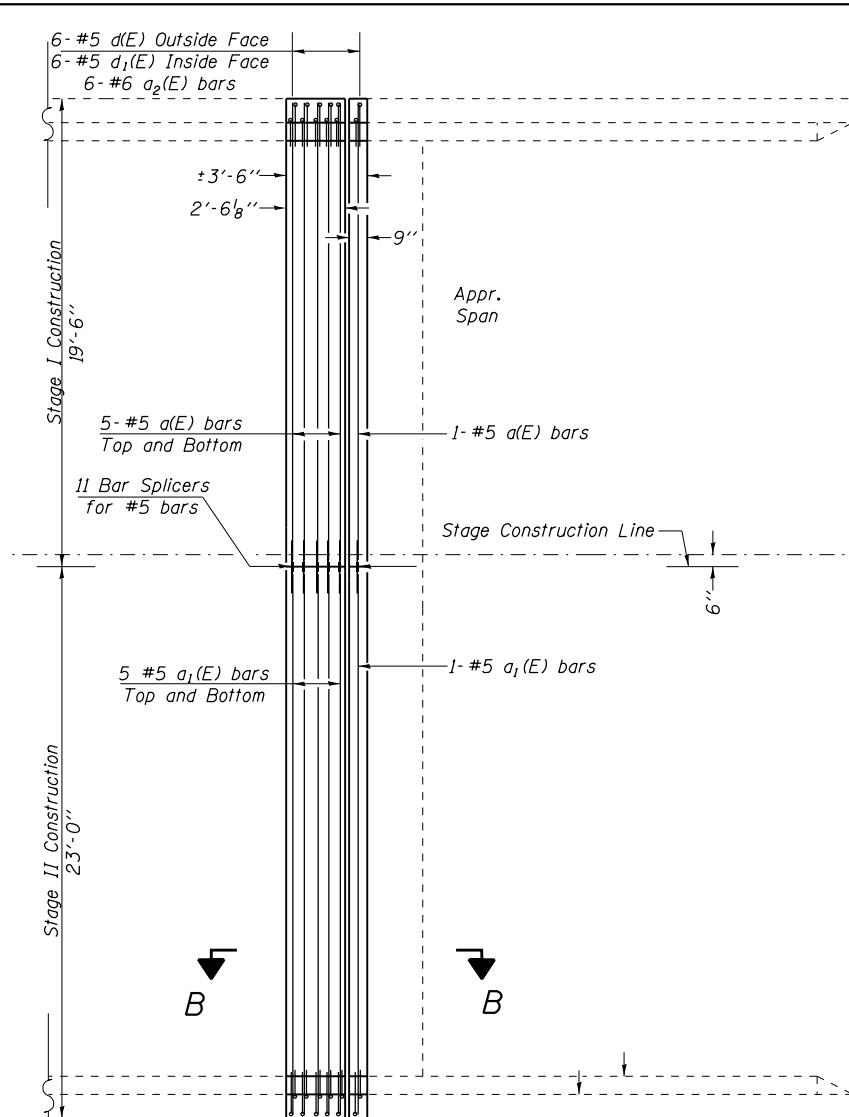
NOTE: Dimensions are based on a rolled rails strip seal joint. If the contractor elects to use welded rail strip seal joint, Deck dimensions may require adjustments to satisfy the details on base sheet EJ-SSJ. *Intent is to match the existing. ** Bend Bars in field to fit.



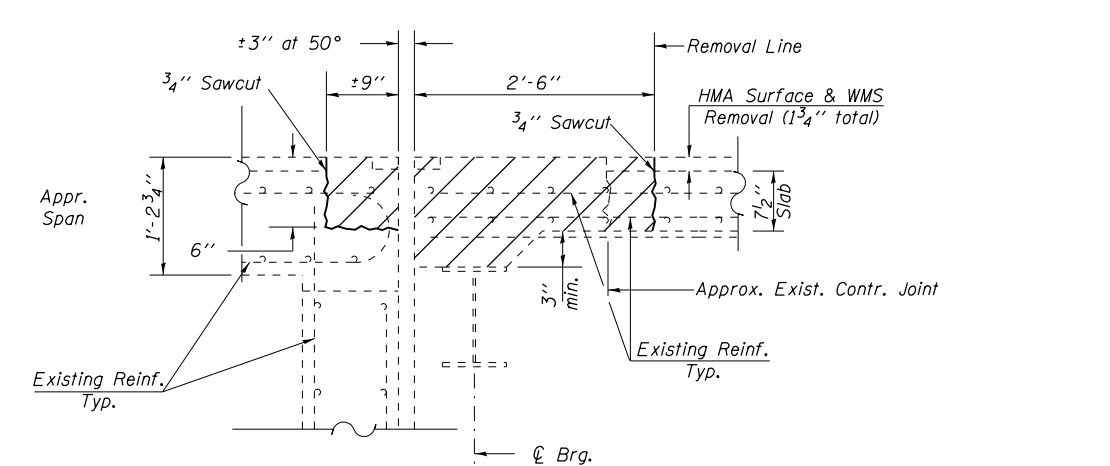
WEST ABUTMENT JOINT
REPLACEMENT DETAILS
SN 097-0038 (EB)
I-64 OVER LITTLE WABASH RIVER
WHITE COUNTY



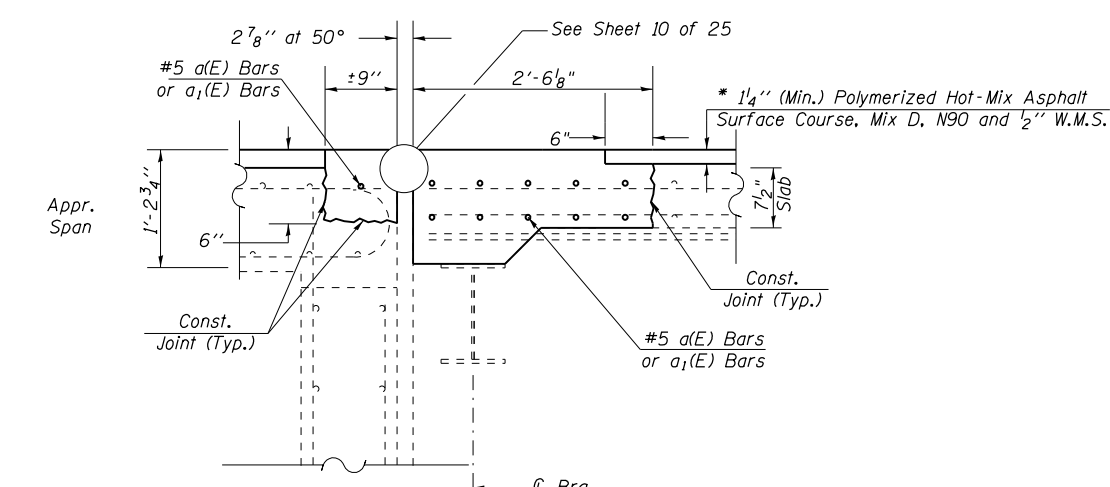
**EAST ABUT. PLAN
SHOWING CONCRETE REMOVAL**



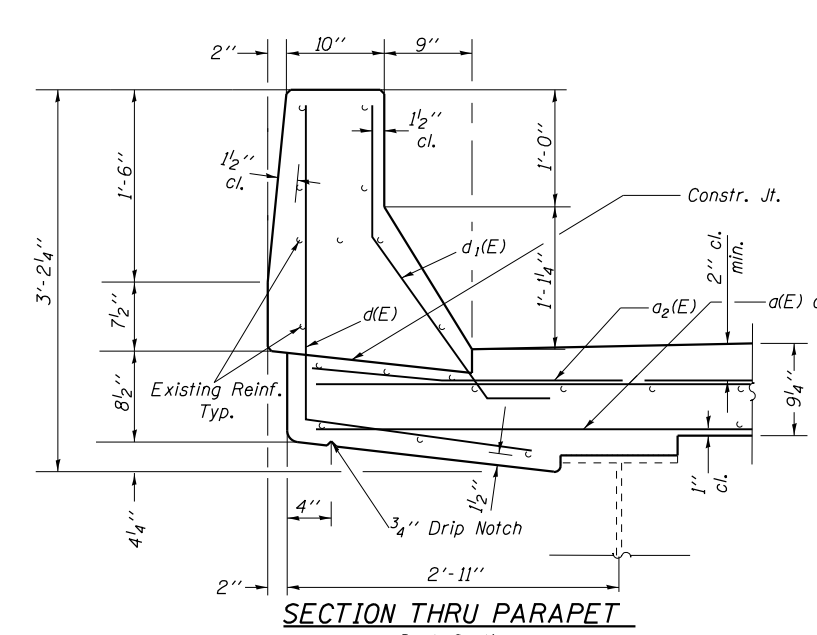
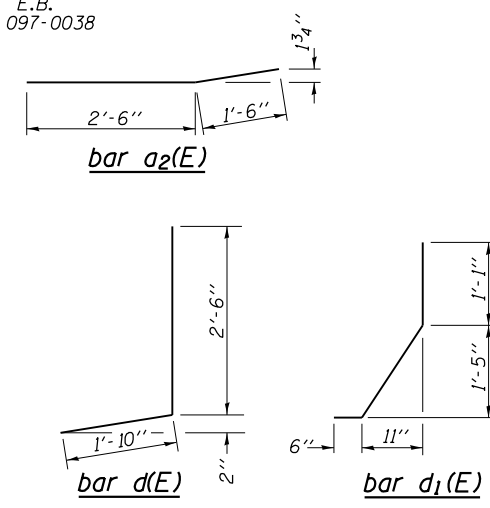
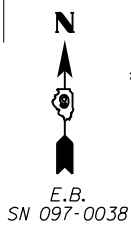
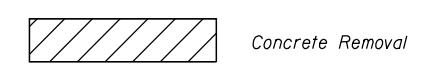
**EAST ABUT. PLAN
SHOWING NEW CONCRETE**



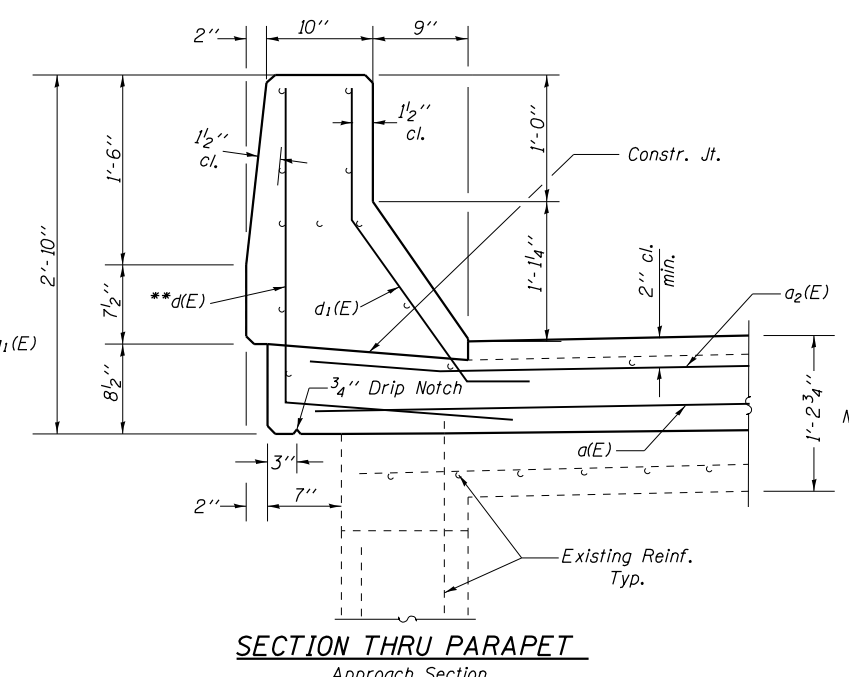
SECTION A-A



SECTION B-B



**SECTION THRU PARAPET
Deck Section**



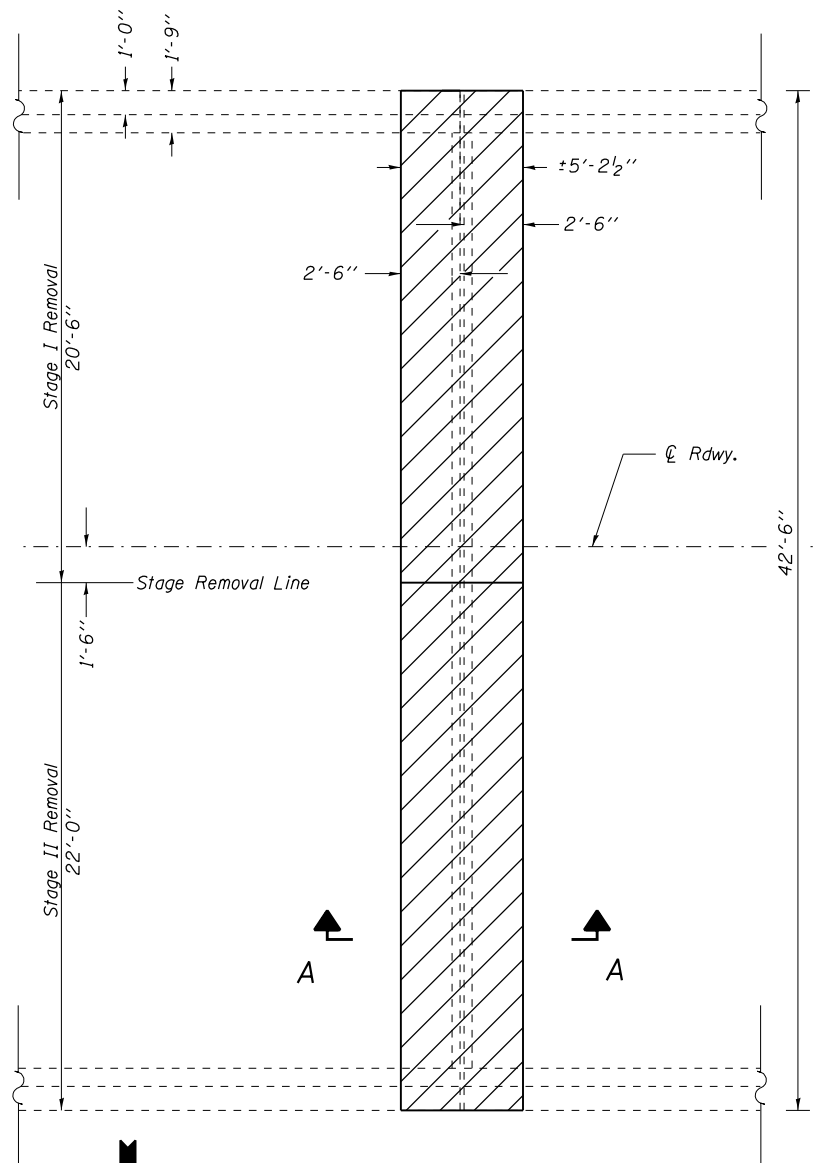
**SECTION THRU PARAPET
Approach Section**

BILL OF MATERIAL (I ABUTMENT)

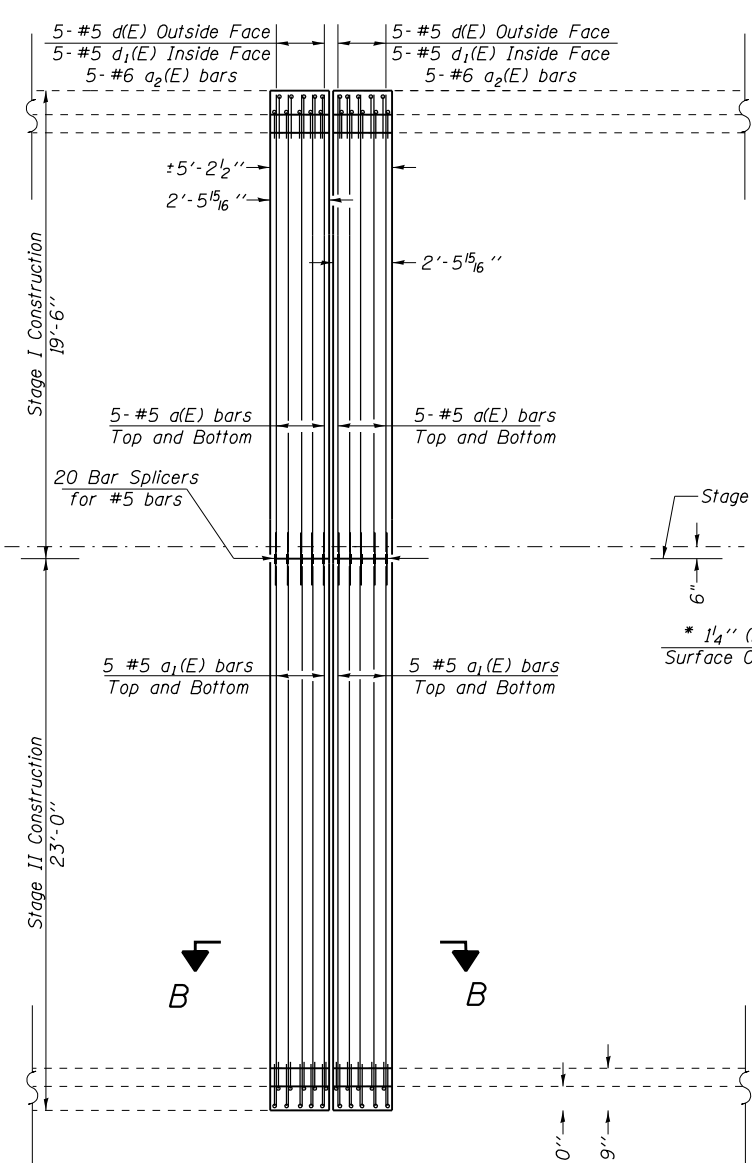
Bar	No.	Size	Length	Shape
a(E)	11	#5	19'-0"	—
a1(E)	11	#5	22'-6"	—
a2(E)	12	#6	4'-0"	—
d(E)	12	#5	4'-4"	J
d1(E)	12	#5	3'-3"	J
Bar Splicers		Each	11	
Concrete Superstructure		Cu Yd	4.9	
Concrete Removal		Cu Yd	5.0	
Reinforcement Bars, Epoxy Coated		Pound	650	

NOTE: Dimensions are based on a rolled rails strip seal joint. If the contractor elects to use welded rail strip seal joint. Deck dimensions may require adjustments to satisfy the details on base sheet EJ-SSJ.
* Intent is to match the existing.
** Bend Bars in field to fit.

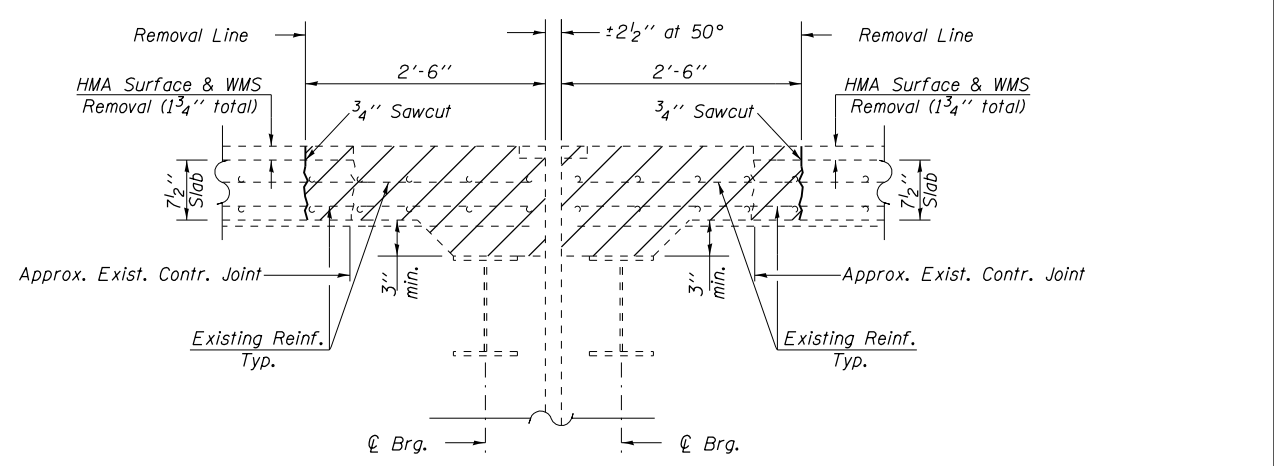
**EAST ABUTMENT JOINT
REPLACEMENT DETAILS
SN 097-0038 (EB)
I-64 OVER LITTLE WABASH RIVER
WHITE COUNTY**



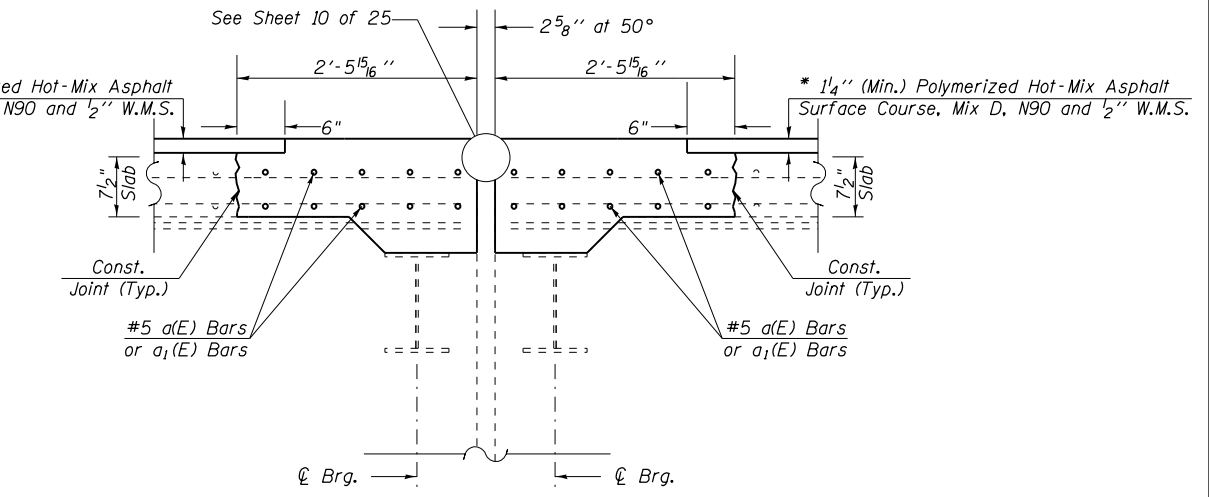
**PIER 3 PLAN
SHOWING CONCRETE REMOVAL**



**PIER 3 PLAN
SHOWING NEW CONCRETE**



SECTION A-A



SECTION B-B

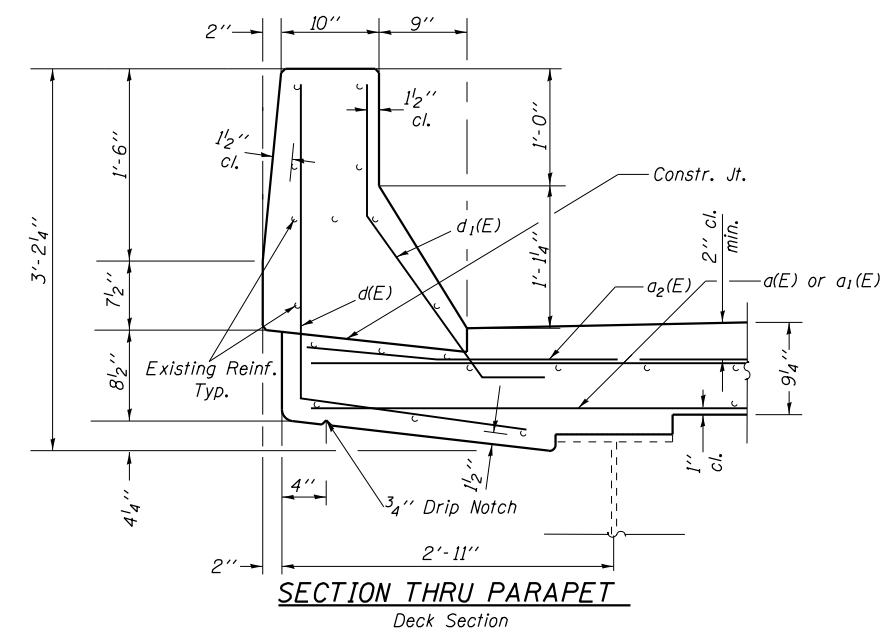
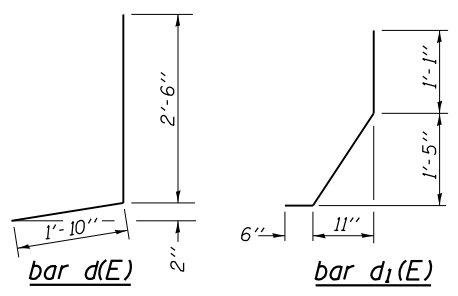
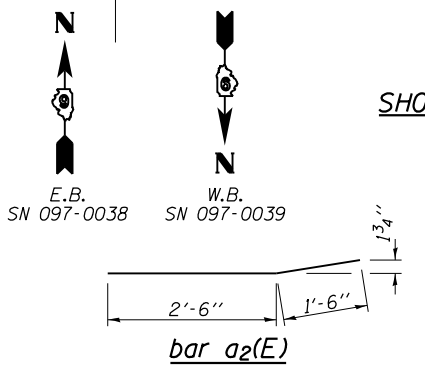
Concrete Removal

BILL OF MATERIAL (2 PIERS)

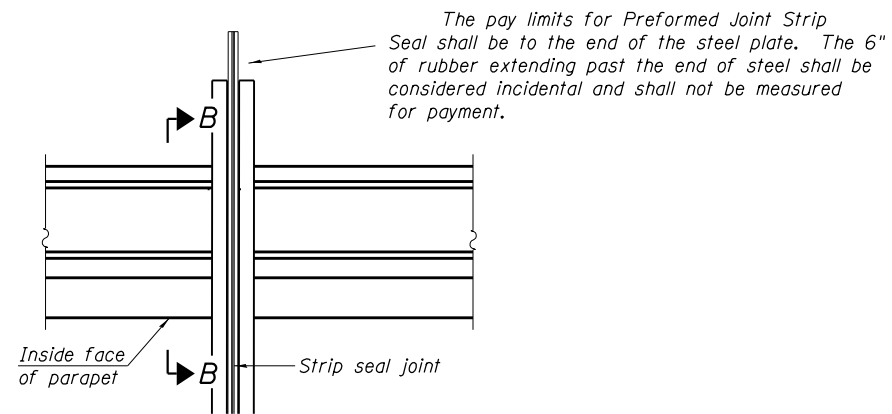
Bar	No.	Size	Length	Shape
a(E)	40	#5	19'-0"	—
a1(E)	40	#5	22'-6"	—
a2(E)	40	#6	4'-0"	—
d(E)	40	#5	4'-4"	J
d1(E)	40	#5	3'-3"	J
Bar Splicers		Each	40	
Concrete Superstructure		Cu Yd	16.9	
Concrete Removal		Cu Yd	17.1	
Reinforcement Bars, Epoxy Coated		Pound	2290	

NOTE: Dimensions are based on a rolled rails strip seal joint. If the contractor elects to use welded rail strip seal joint, Deck dimensions may require adjustments to satisfy the details on base sheet EJ-SSJ. *Intent is to match the existing. ** Bend Bars in field to fit.

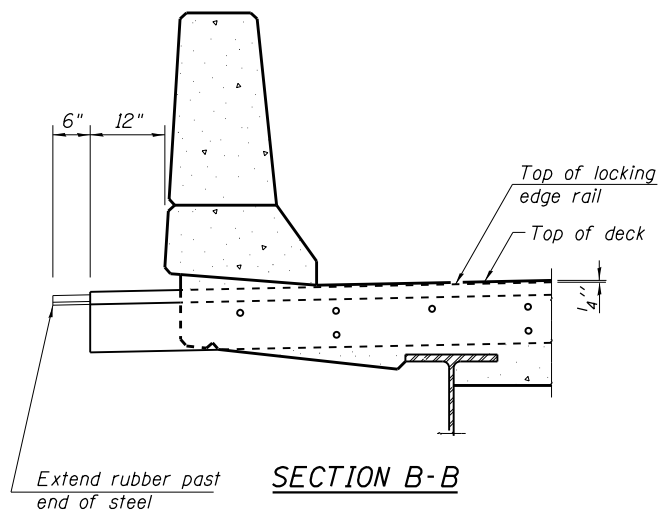
**PIER #3 JOINT
REPLACEMENT DETAILS
I-64 OVER LITTLE WABASH RIVER
WHITE COUNTY
SN 097-0038 (E.B.)
Sn 097-0039 (W.B.)**



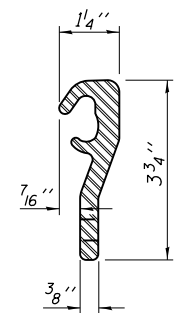
**SECTION THRU PARAPET
Deck Section**



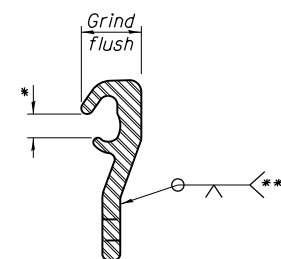
PLAN THROUGH PARAPET
(Abuts & Pier 3)



SECTION B-B



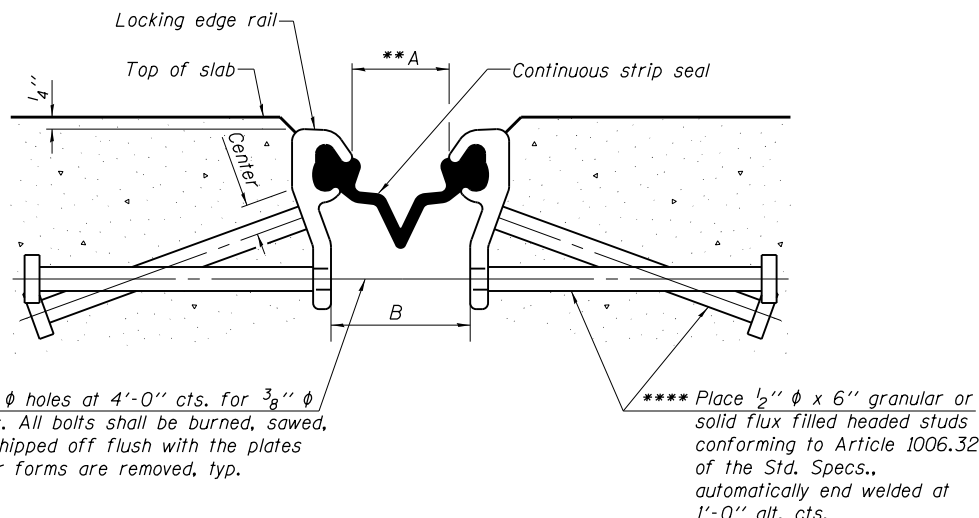
ROLLED (EXTRUDED) RAIL



LOCKING EDGE RAIL SPLICE

LOCKING EDGE RAIL

- * Omit weld at seal opening.
- ** The minimum dimension shall be 1/2" for installation purposes.
- *** Back gouge not required if complete joint penetration is verified by mock-up.
- **** Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



SECTION THRU STRIP SEAL JOINT FOR OVERLAY OVER DECK BEAMS

TABLE "A"

(All dimensions @ 50° F)

Joint	A	B
Abuts.	2"	2 7/8"
Pier 3	1 3/4"	2 5/8"

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails.

The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed.

The inside of the Locking Edge Rail groove shall be free of weld residue. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed.

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	267

PREFORMED JOINT STRIP SEAL
WHITE COUNTY
STRUCTURE NO. 097-0038 (E.B.)
STRUCTURE NO. 097-0039 (W.B.)

•(97-2-1)RS-2; BSMART 2012-1,2,3

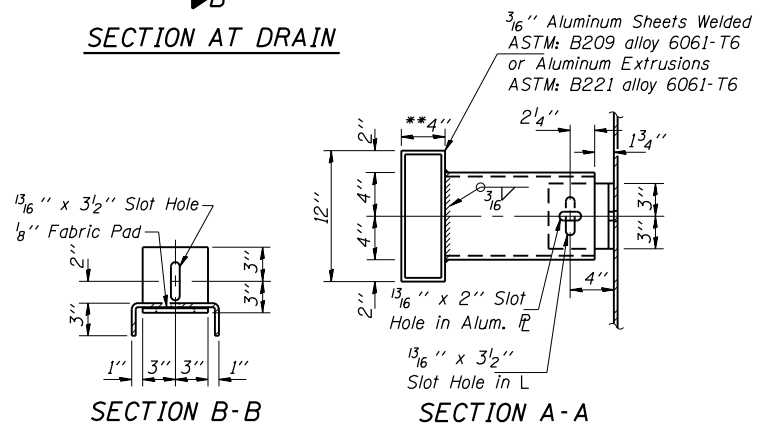
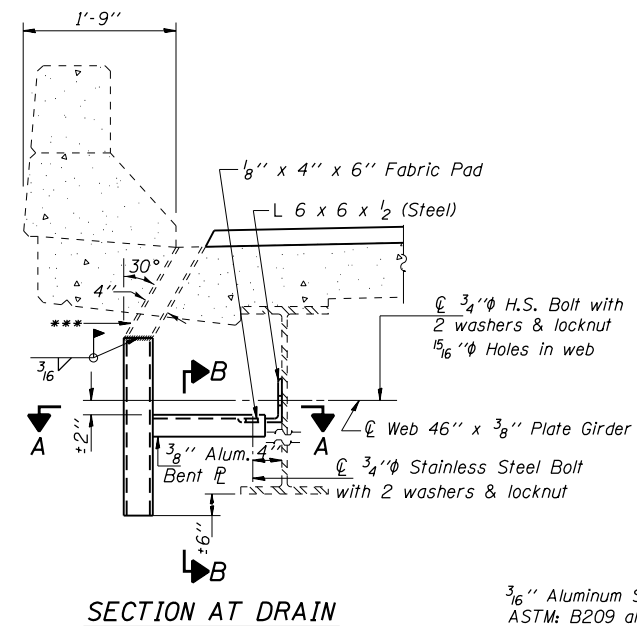
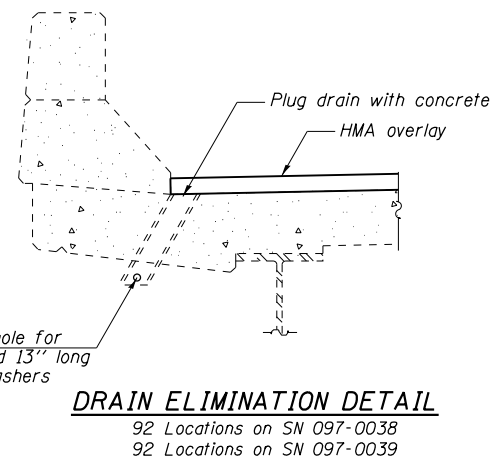
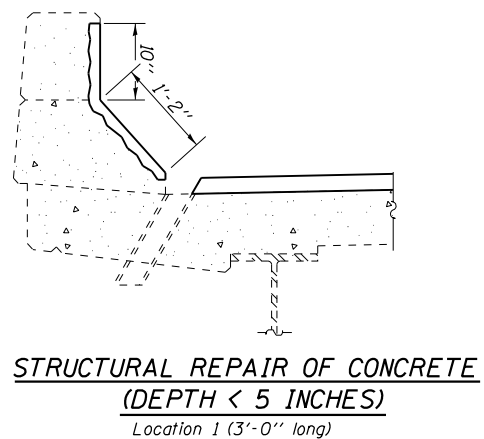
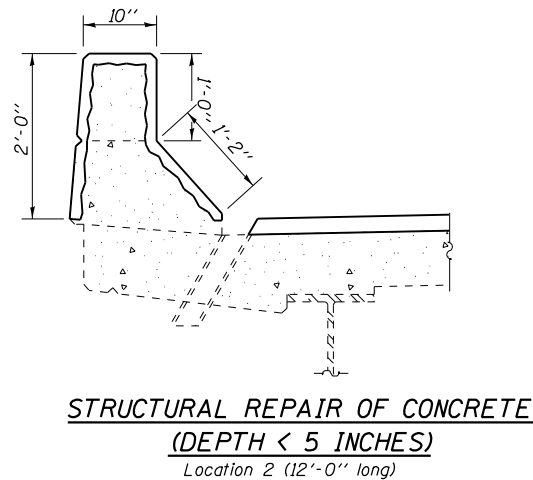
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

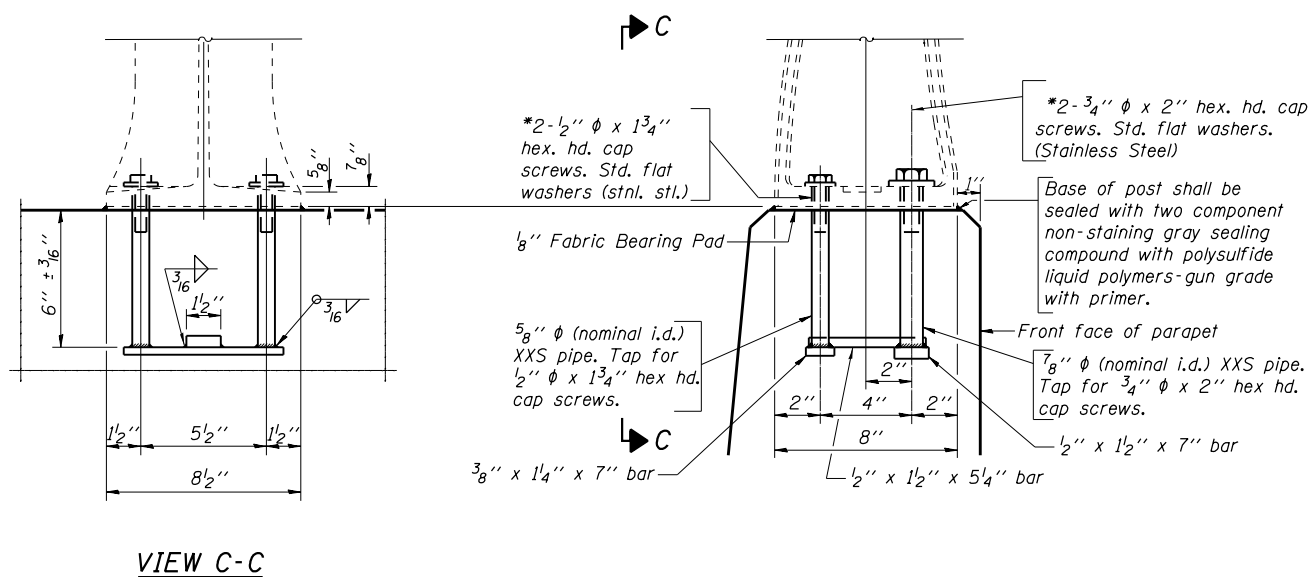
SHALLOW STRIP SEAL
SN 097-0038 (EB) & 097-0039 (WB)

SHEET NO. 10 OF 25 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	.	WHITE	54	36
CONTRACT NO. 78282				
ILLINOIS FED. AID PROJECT				



DRAIN EXTENSION DETAIL
94 Locations on SN 097-0038
94 Locations on SN 097-0039



RAIL POST DETAILS
4 Locations on SN 097-0038
4 Locations on SN 097-0039

Notes:

- Plug every other existing deck drain and all that are within $\pm 10'$ of the existing substructure. Locations shall be subject to approval by the Engineer.
- Post shall be normal to parapet.
- In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting stainless steel anchor rods of the same diameter and grade as the specified cap screws according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.
- Removal and re-erection of the existing aluminum handrail, rail post, and all new applicable hardware, including labor and installation shall be included in the cost of Concrete Removal.
- Removal of the existing drain extensions will be included in the cost of Floor Drain Extensions. (No Salvage)
- **Verify that this dimension will work in the field before ordering the material or use 4 $\frac{5}{8}$ " if available.
- *** Verify that there is enough existing drain extending out of the concrete to weld extension. Otherwise use a flange extension drilled into the concrete, subject to approval by the Engineer.

BILL OF MATERIAL

Item	Unit	Total
Floor Drain Extension	Each	188
Plug Existing Deck Drains	Each	184
Structural Repair of Concrete (Depth < Inches)	Sq. Ft.	66

DRAINS, RAILING & CONCRETE REPAIR DETAILS
WHITE COUNTY
STRUCTURE NO. 097-0038 (E.B.)
STRUCTURE NO. 097-0039 (W.B.)

*(97-2-1)RS-1; BSMART 2012-1,2,3

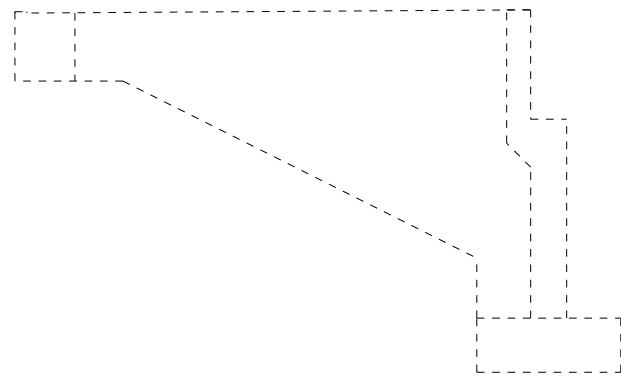
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

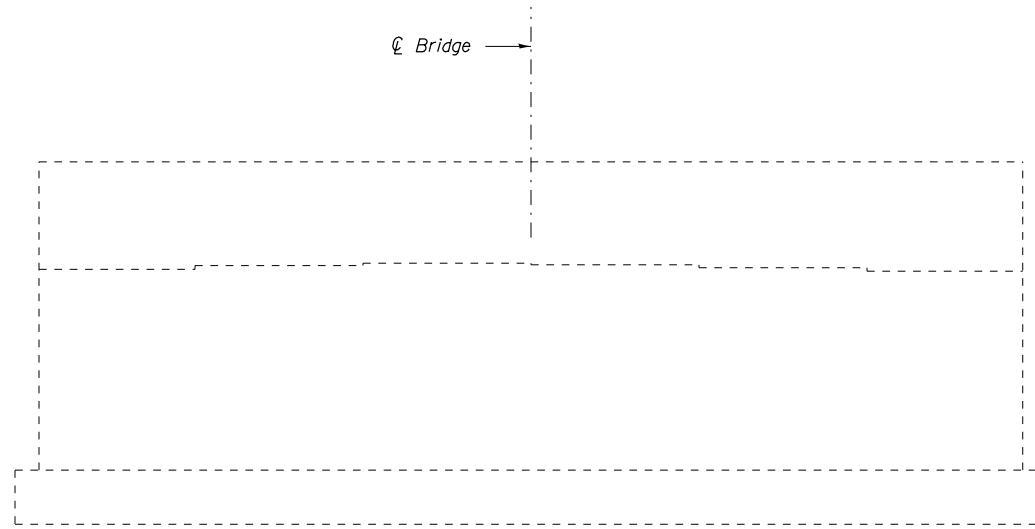
DRAINS, RAILING, ETC. DETAILS
SN 097-0038 (EB) & 097-0039 (WB)

SCALE: SHEET NO. 11 OF 25 SHEETS STA. TO STA.

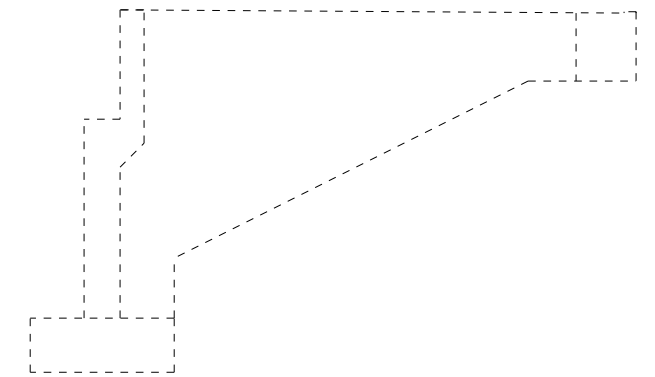
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	.	WHITE	54	37
CONTRACT NO. 78282				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



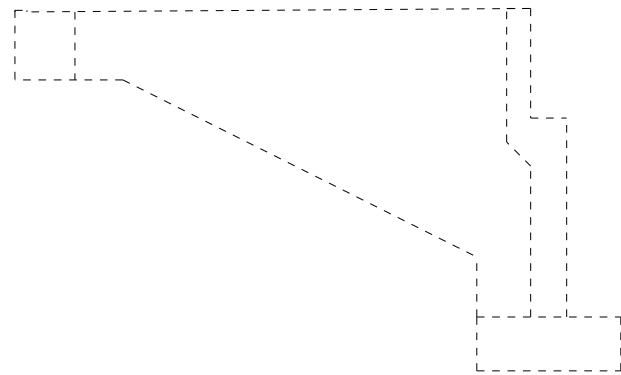
WEST ABUTMENT
Looking North



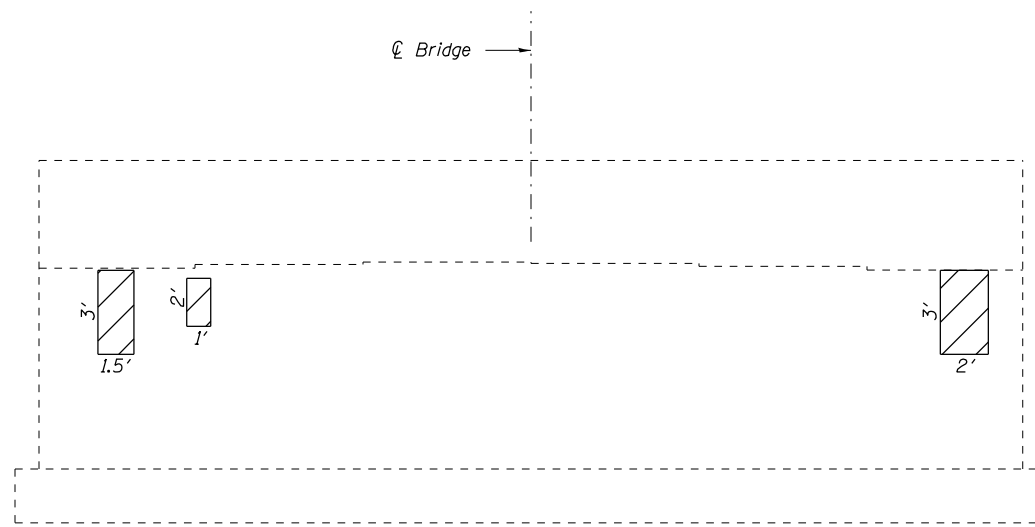
WEST ABUTMENT
Looking West



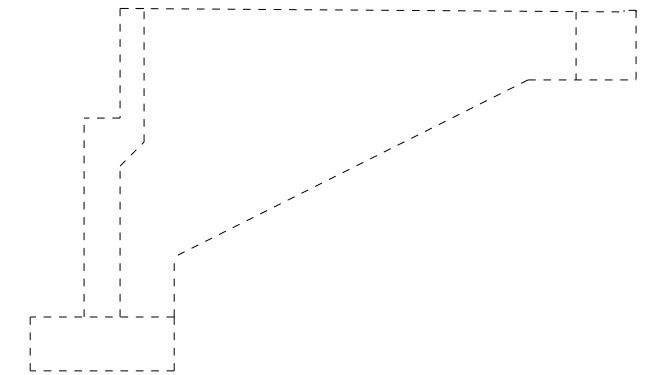
WEST ABUTMENT
Looking South



EAST ABUTMENT
Looking South



EAST ABUTMENT
Looking East



EAST ABUTMENT
Looking North

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth < Inches)	Sq. Ft.	12.5



Structural Repair of Concrete ≤ 5"

**SUBSTRUCTURE REPAIRS
ABUTMENTS
WHITE COUNTY
SN 097-0038 (E.B.)**

*(97-2-1)RS-1; BSMAR 2012-1,2,3

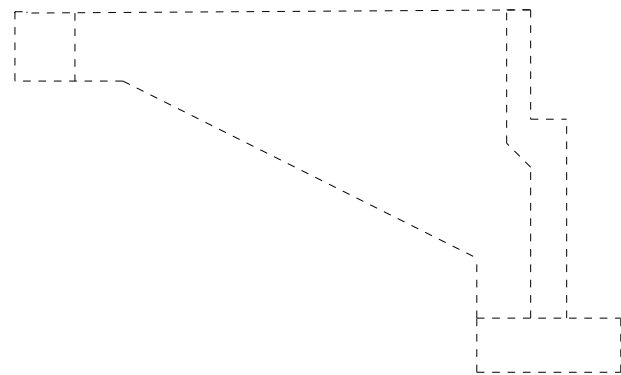
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

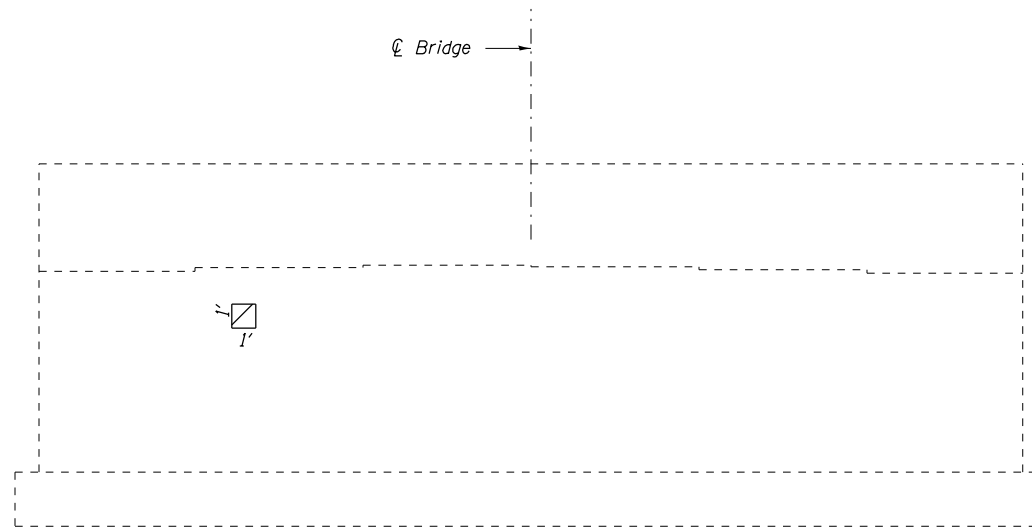
**SUBSTRUCTURE REPAIRS
SN 097-0038 (EB)**

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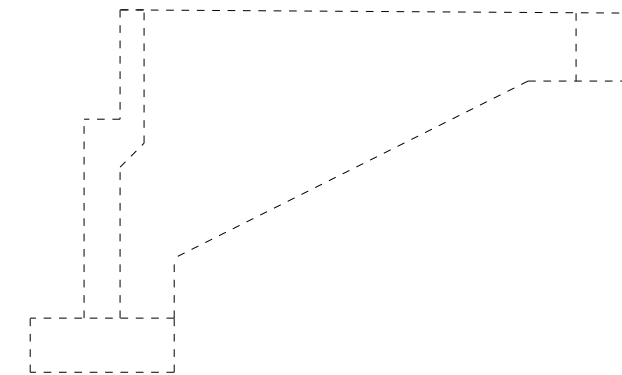
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	.	WHITE	54	38
CONTRACT NO. 78282				ILLINOIS FED. AID PROJECT



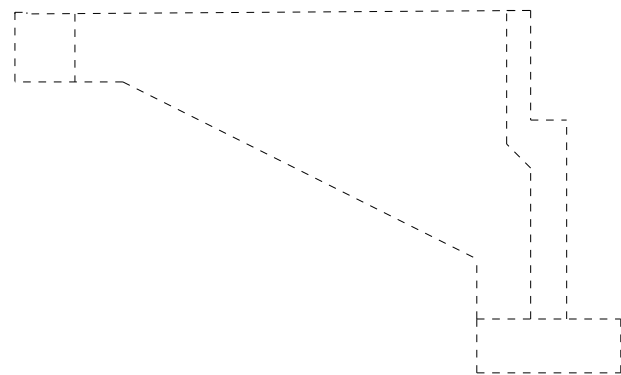
WEST ABUTMENT
Looking North



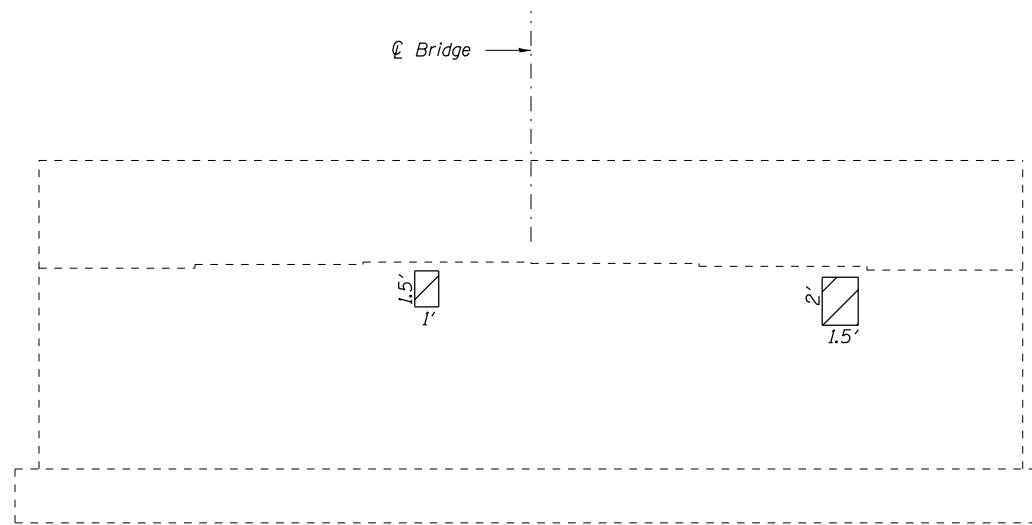
WEST ABUTMENT
Looking West



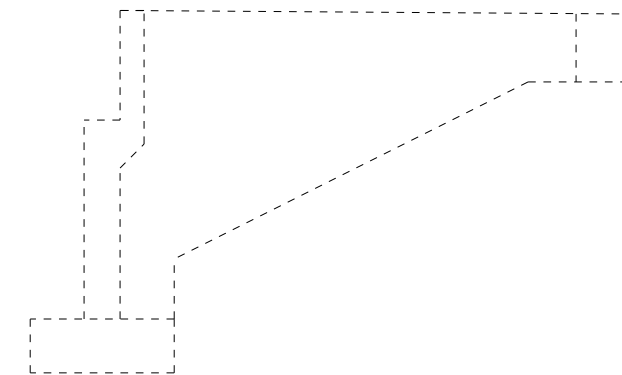
WEST ABUTMENT
Looking South



EAST ABUTMENT
Looking South



EAST ABUTMENT
Looking East



EAST ABUTMENT
Looking North

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth < Inches)	Sq. Ft.	5.5



Structural Repair of Concrete ≤ 5"

**SUBSTRUCTURE REPAIRS
ABUTMENTS
WHITE COUNTY
SN 097-0039 (W.B.)**

*(97-2-1)RS-1; BSMAR 2012-1,2,3

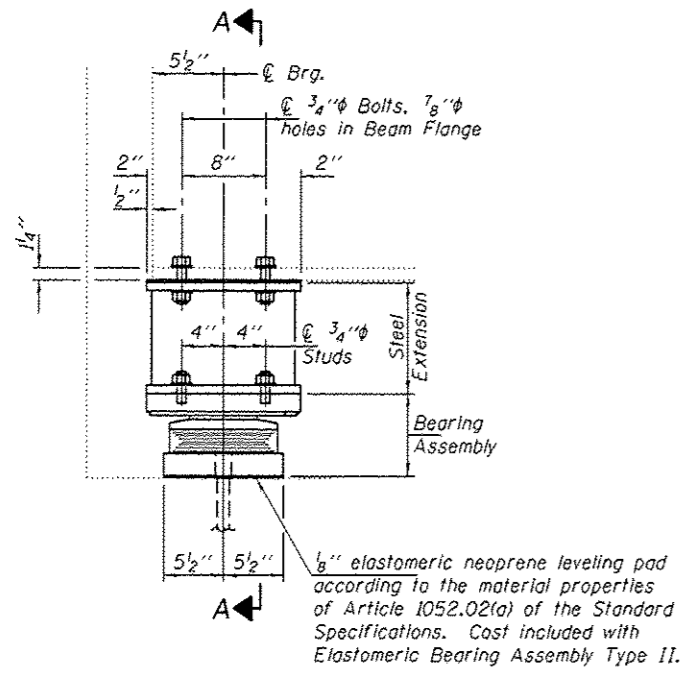
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUBSTRUCTURE REPAIRS
SN 097-0039 (WB)**

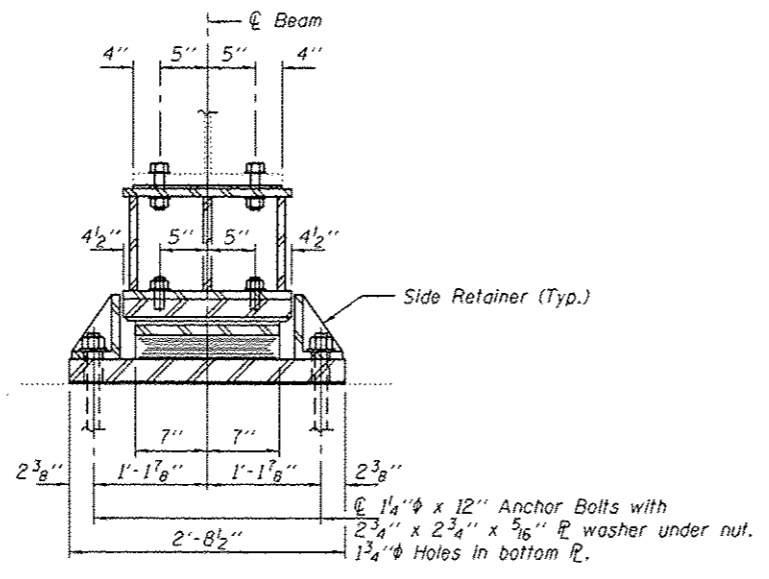
SCALE: SHEET 13 OF 25 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	*	WHITE	54	39
CONTRACT NO. 78282				
ILLINOIS FED. AID PROJECT				



ELEVATION AT ABUTMENTS

TYPE II TFE ELASTOMERIC EXP. BRG.

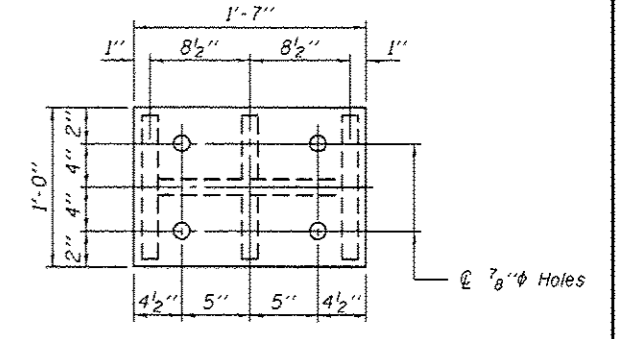


SECTION A-A

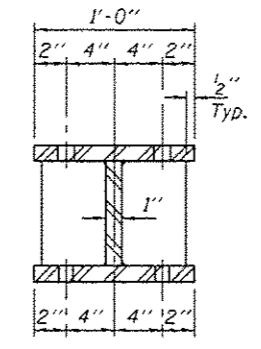
BEAM REACTIONS

R _l	(K)	51.7
R _t	(K)	42.4
Imp.	(K)	9.5
R (Total)	(K)	103.6

Notes:
 Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost included with Furnishing and Erecting Structural Steel.
 New steel extensions, shim plates and connection bolts are included with Furnishing and Erecting Structural Steel.
 Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions. Min. jack capacity = 60 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_y=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
 Anchor bolts for Type II bearings shall be placed in holes drilled through the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.
 Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
 Side retainers shall be included in the cost of Elastomeric Bearing Assembly, Type II.
 The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.
 Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

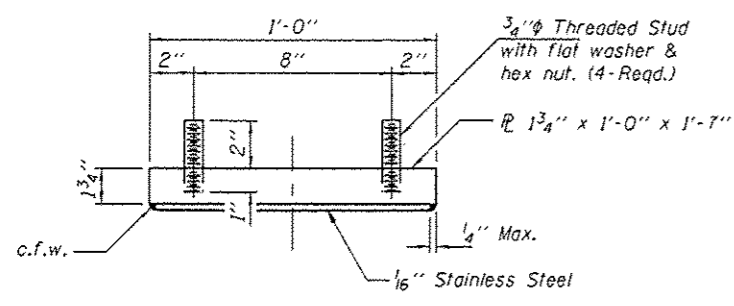


PLAN TOP AND BOTTOM PLATE

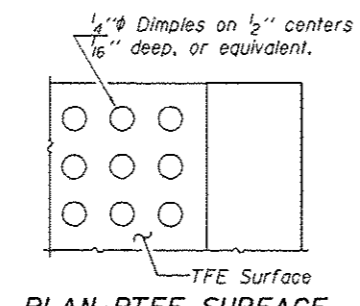


SECTION B-B

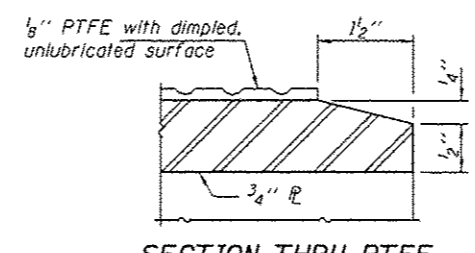
STEEL EXTENSION DETAIL



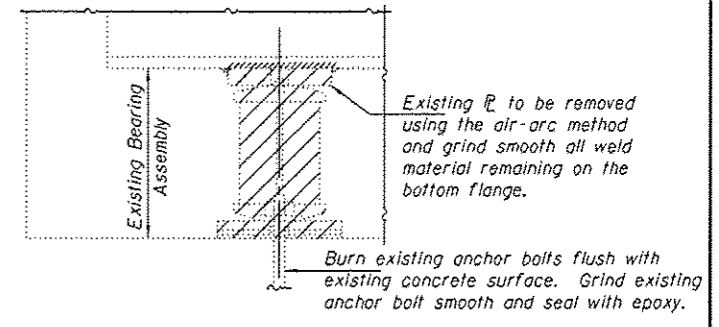
TOP BEARING ASSEMBLY



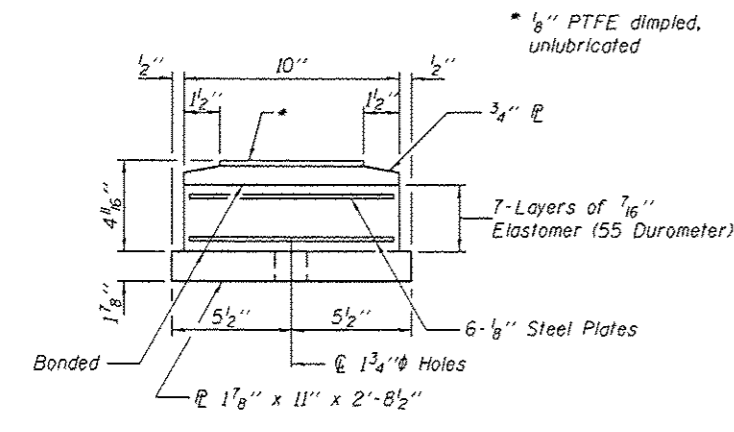
PLAN-PTFE SURFACE



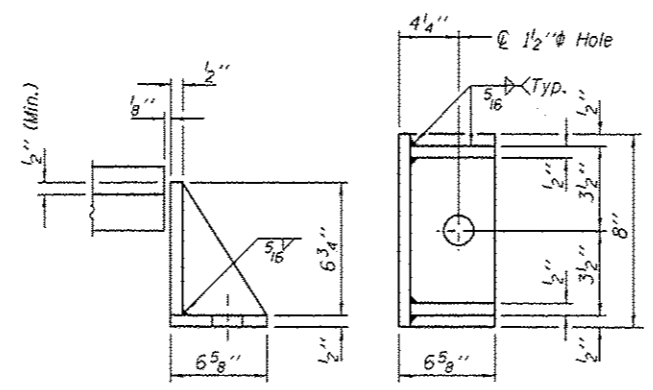
SECTION THRU PTFE



EXISTING BEARING REMOVAL DETAIL

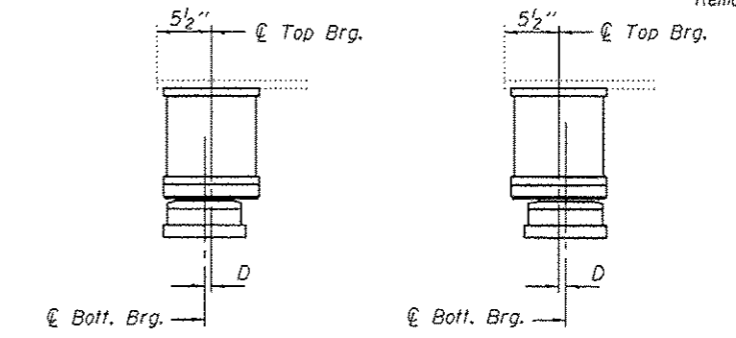


BOTTOM BEARING ASSEMBLY



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



SETTING ANCHOR BOLTS AT EXP. BRG.

BELOW 50° F. (Move bott. brg. away from fixed brg.)
 ABOVE 50° F. (Move bott. brg. toward fixed brg.)
 D = 1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

Cost included with Jack and Remove Existing Bearings.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type II	Each	24
Jack and Remove Existing Bearings	Each	24
Furnishing and Erecting Structural Steel	Pound	4490
Anchor Bolts 1 1/4"	Each	48

TYII/REPS 12-03-2008

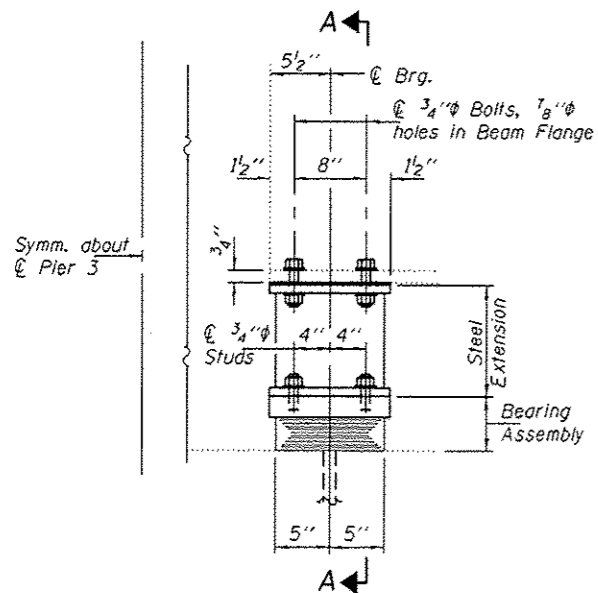
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CHECKED - VHV	ACTING ENGINEER OF STRUCTURAL SERVICES
DRAWN - Kyle M. Steffon	PASSED - [Signature]
CHECKED - DAB	ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - NOVEMBER 22, 2013	REVISED
	REVISED

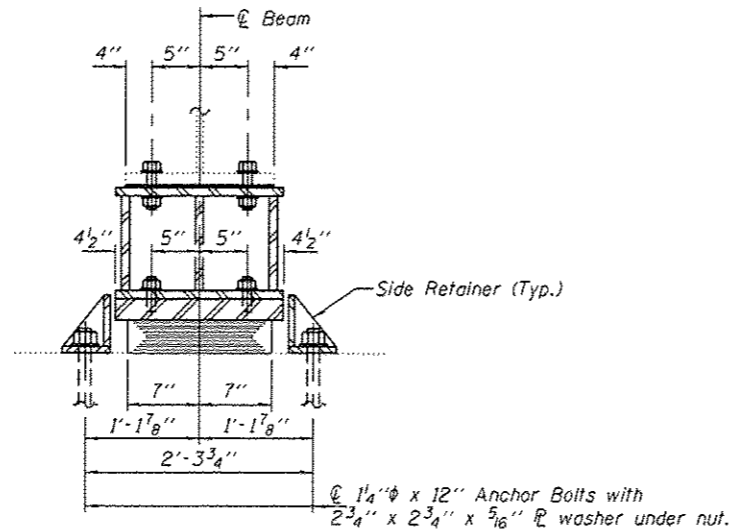
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BEARING REPLACEMENT DETAILS AT ABUTMENTS
 SN 097-0038 (E.B.) & 0039 (W.B.)
 SHEET NO. 14 OF 25 SHEETS

F.A.I. RTE. 64	SECTION	COUNTY WHITE	TOTAL SHEETS 54	SHEET NO. 40
* (97-2-1)RS-1-BSMART 2012-1.2.3			CONTRACT NO. 78282	
ILLINOIS FED. AID PROJECT				



ELEVATION AT PIER 3



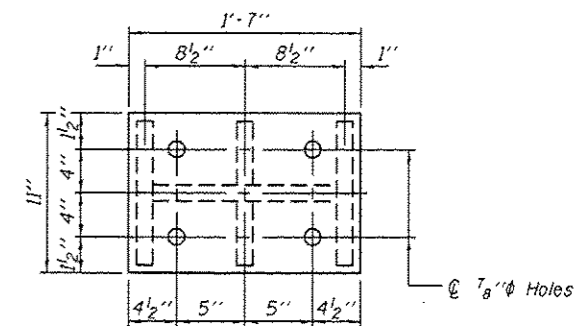
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

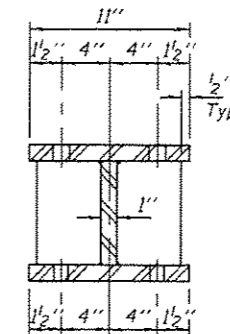
BEAM REACTIONS

R _l	(K)	51.7
R _r	(K)	42.4
Imp.	(K)	9.5
R (Total)	(K)	103.6

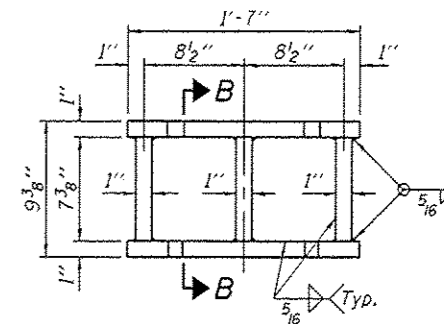
Notes:
 Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost included with Furnishing and Erecting Structural Steel.
 New steel extensions, shim plates and connection bolts are included with Furnishing and Erecting Structural Steel.
 Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions. Min. jack capacity = 60 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_y=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
 Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
 Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
 Side retainers shall be included in the cost of Elastomeric Bearing Assembly, Type I.



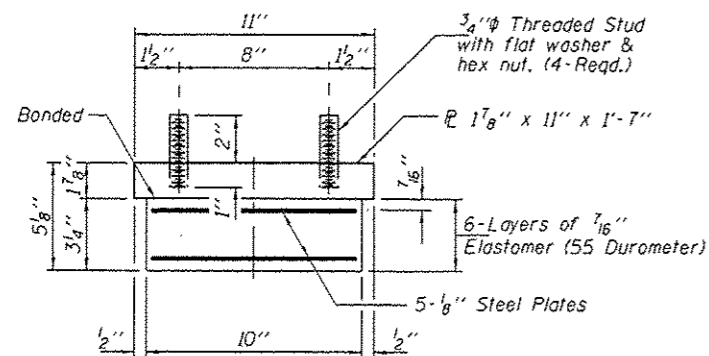
PLAN TOP AND BOTTOM PLATE



SECTION B-B

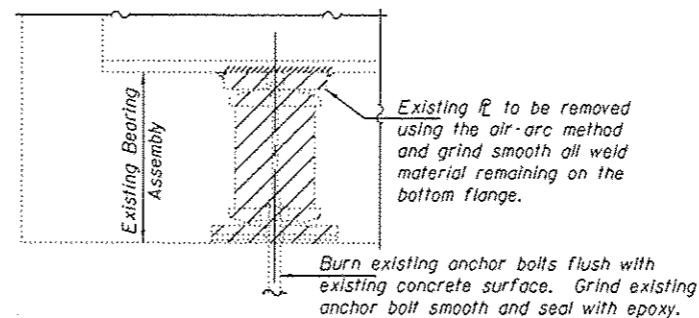


STEEL EXTENSION DETAIL



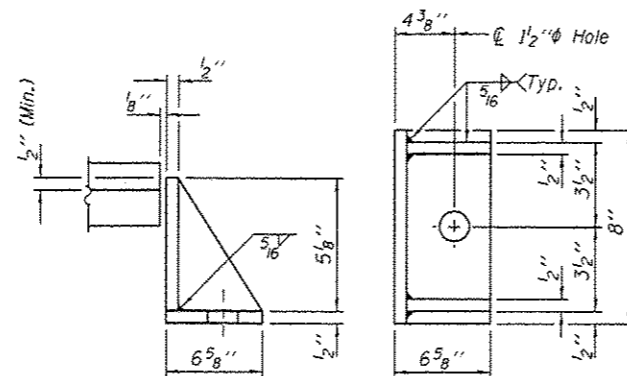
BEARING ASSEMBLY

Note:
 Shim plates shall not be placed under Bearing Assembly.



EXISTING BEARING REMOVAL DETAIL

Cost Included with Jack and Remove Existing Bearings.

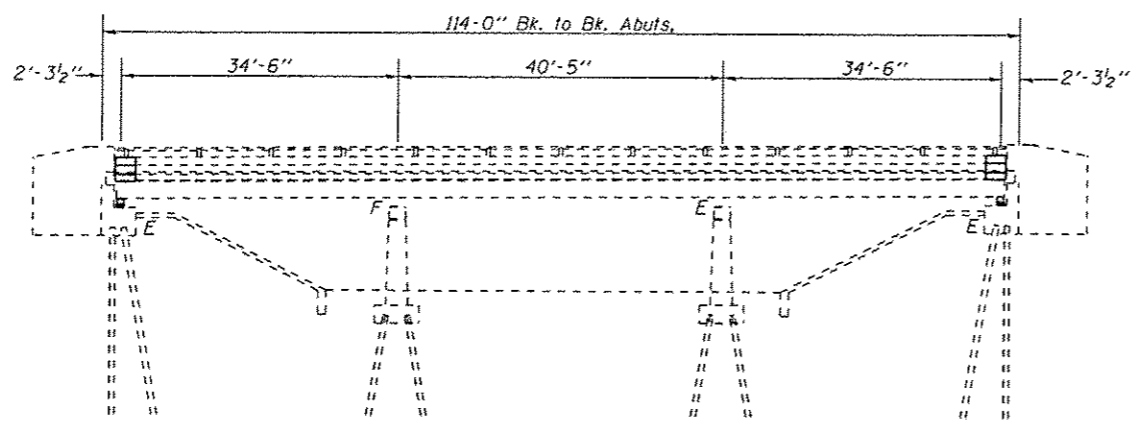


SIDE RETAINER

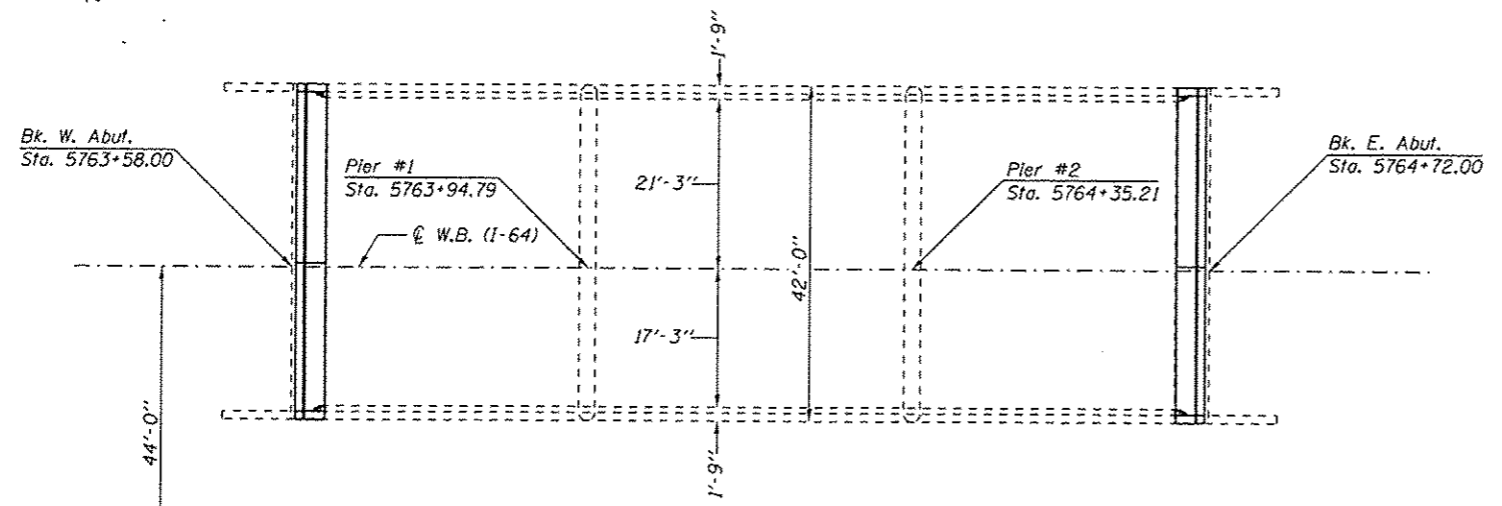
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

BILL OF MATERIAL

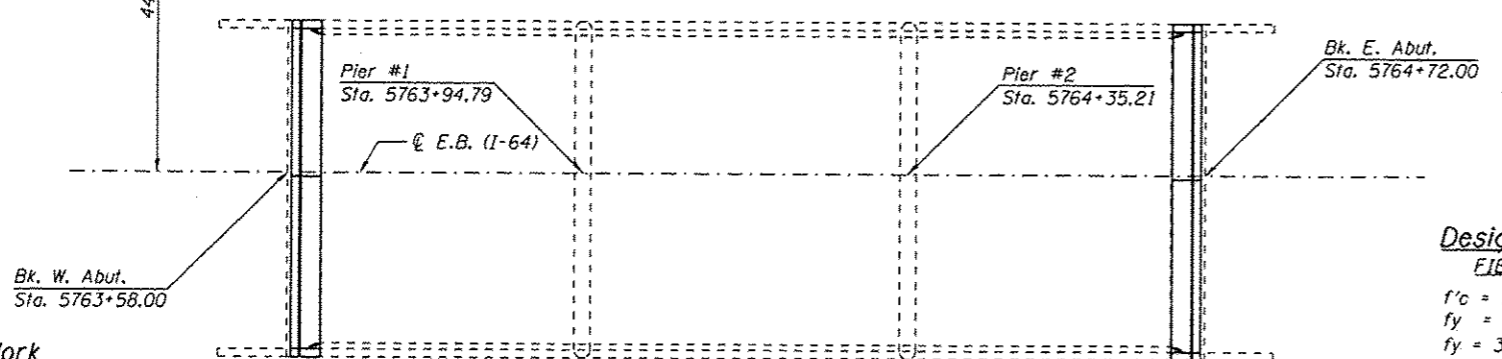
Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	24
Jack and Remove Existing Bearings	Each	24
Furnishing and Erecting Structural Steel	Pound	5180
Anchor Bolts 1/4"φ	Each	48



ELEVATION



Survey (I-64)



PLAN

Scope of Work

- Setup Traffic Control with barrier
- Remove existing HMA overlay and WMS.
- Perform work at joints, bearings, and patching
- Lay WMS and HMA overlay
- Switch stages and repeat

GENERAL NOTES

All structural steel shall be AASHTO M 270 Grade 36 unless otherwise noted. No field welding is permitted except as specified in the contract documents. Reinforcement bars designated (E) shall be epoxy coated. 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. All structural steel shall be shop painted with inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with Furnishing and Erecting Structural Steel. If the analysis submitted to the Contractor for the jacking/temporary support system to be used show temporary stiffeners are required to prevent web crippling or buckling, the stiffeners shall be steel and bolted to the web. If stiffeners are not required, hardwood timbers shall be installed tightly between the top and bottom flange to prevent flange rotation. 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. Existing structural steel shall only be cleaned and painted as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures". Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal. Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F. Deck Slab Repair (Partial) quantities have been estimated at 3% of the deck. HMA Surface Removal (Deck) includes the removal of the existing HMA surface and the existing W.M.S.



David Carl Puze 11/22/13
Expires 11/30/14

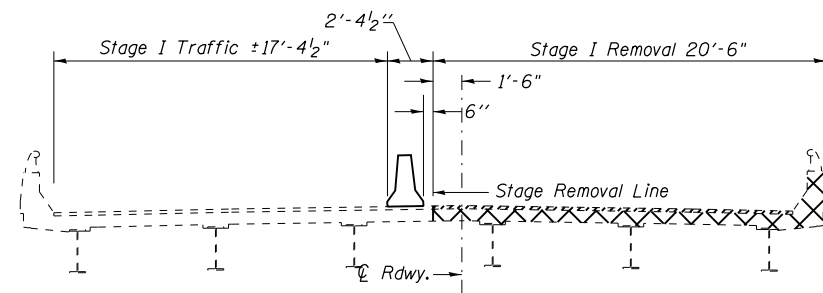
TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Polymerized HMA Surface Course, Mix "D", W90	Ton	64
Waterproofing Membrane System	Sq. Yd.	901
Reinforcement Bars, Epoxy Coated	Pound	3270
Bar Splicers	Each	56
Preformed Joint Strip Seal	Foot	176
Floor Drain Extension	Each	30
Plug Existing Deck Drains	Each	26
HMA Surface Removal (Deck)	Sq. Yd.	901
Elastomeric Bearing Assembly, Type I	Each	24
Jack and Remove Existing Bearings	Each	24
Furnishing and Erecting Structural Steel	Pound	3400
Anchor Bolts 1" ϕ	Each	48
Concrete Removal	Cu. Yd.	26.3
Concrete Superstructure	Cu. Yd.	25.9
Structural Repair of Concrete (Depth \leq 5 Inches)	Sq. Ft.	14
Deck Slab Repair (Partial)	Sq. Yd.	27

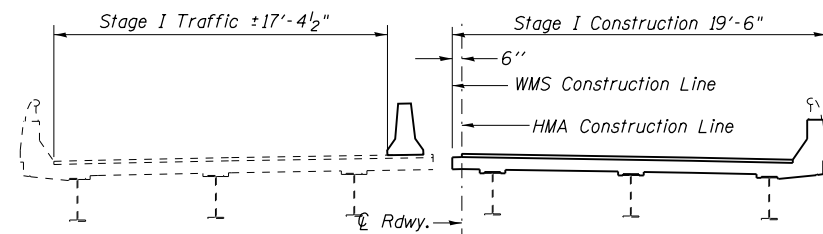
Design Stresses

FIELD UNITS (New Construction)
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)
 $f_y = 36,000$ psi (AASHTO M270 Gr. 36)
 FIELD UNITS (Existing Construction)
 $f'_c = 1,400$ psi (super & sub.)
 $f_s = 20,000$ psi (structural steel)
 $f_s = 20,000$ psi (reinforcement)
 $V_c = 75$ psi (Figs.)
 $n = 10$

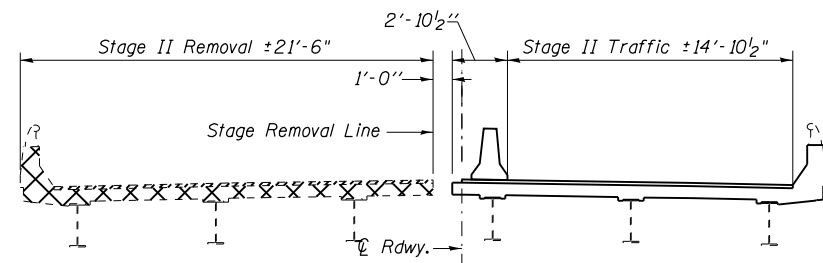
BRIDGE REPAIR
 FAI RT 64 OVER FRENCH CR.
 WHITE COUNTY
 SECTION (97-2-1)RS-1; BSMART 2012-3
 STA. 5764+15.00
 SN 097-0051 (WB) SN 097-0052 (EB)
 (97-2-1)RS-1; BSMART 2012-1,2,3



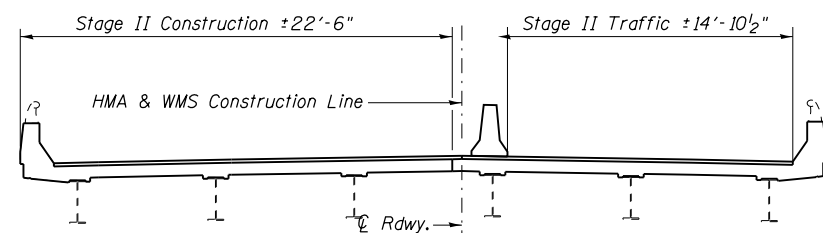
STAGE I REMOVAL



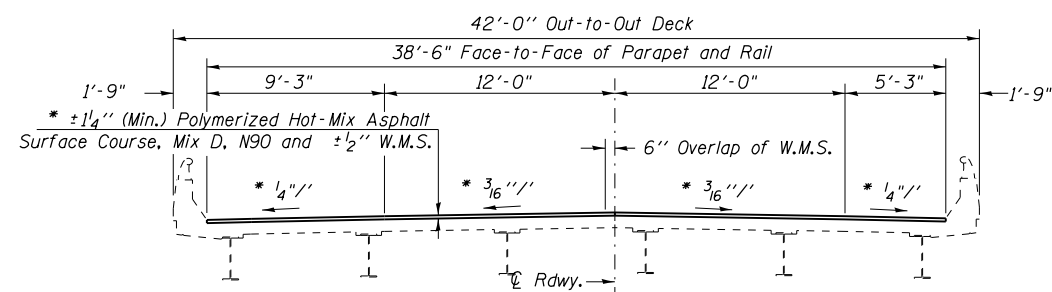
STAGE I CONSTRUCTION



STAGE II REMOVAL

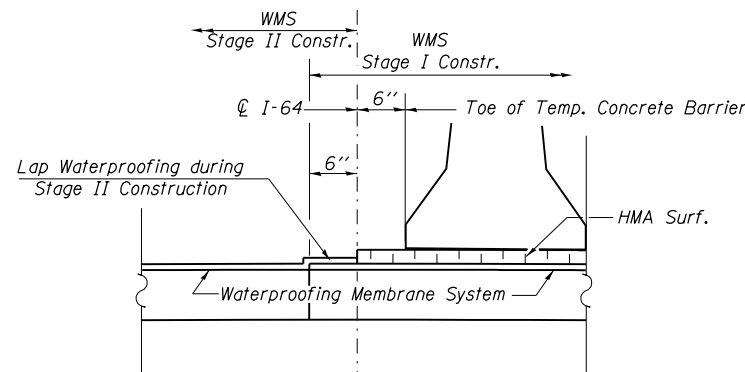


STAGE II CONSTRUCTION



**SECTION THROUGH STRUCTURE
SN 097-0051 (Looking East)**

**STAGING DETAILS AND
TYPICAL SECTION**

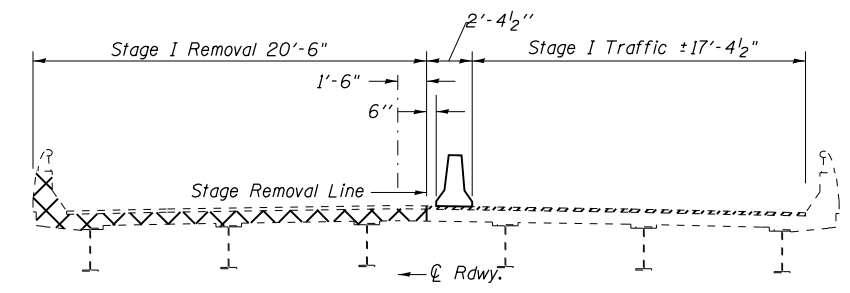


**WATERPROOFING TREATMENT
AT STAGE CONSTRUCTION**

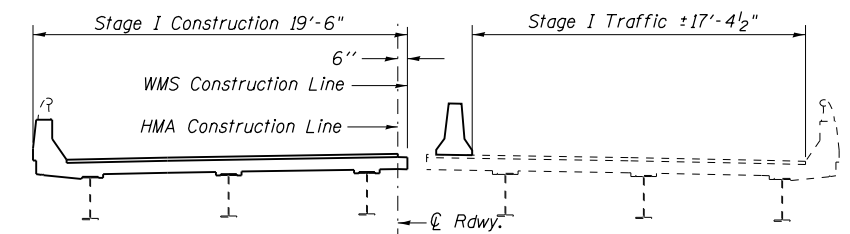
NOTES:

- All Sections looking East.
- *The intent of the plans is to match the existing hma thickness and cross slopes.

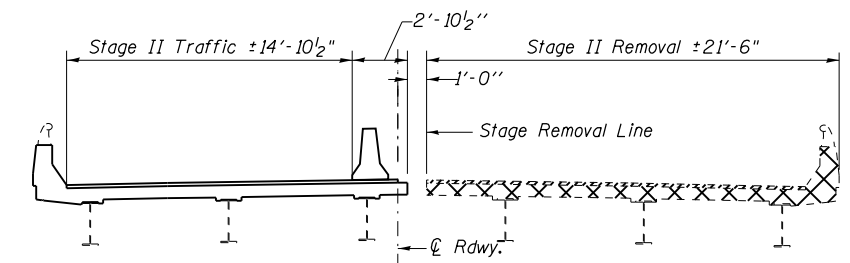
- HMA Surface Removal (Deck)
- Concrete Removal (At Joint Locations)



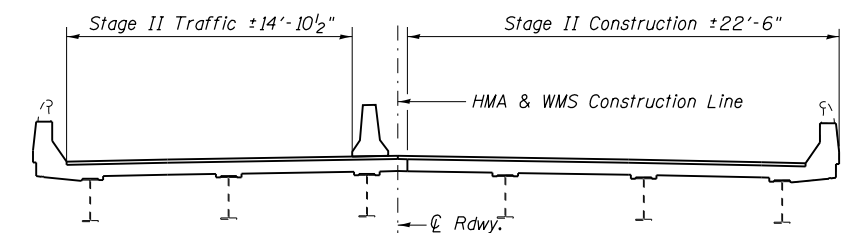
STAGE I REMOVAL



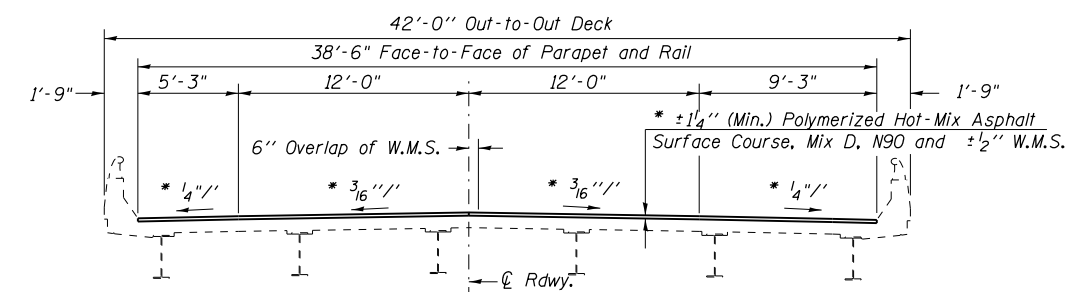
STAGE I CONSTRUCTION



STAGE II REMOVAL



STAGE II CONSTRUCTION



**SECTION THROUGH STRUCTURE
SN 097-0052 (Looking East)**

FILE NAME =	USER NAME = halsteadtw	DESIGNED -	REVISED -
ei:\pw\work\p\dot\halsteadtw\d0344460\st	t-pln.dgn	DRAWN -	REVISED -
Default	PLOT DATE = 10/7/2013	CHECKED -	REVISED -
		DATE -	REVISED -

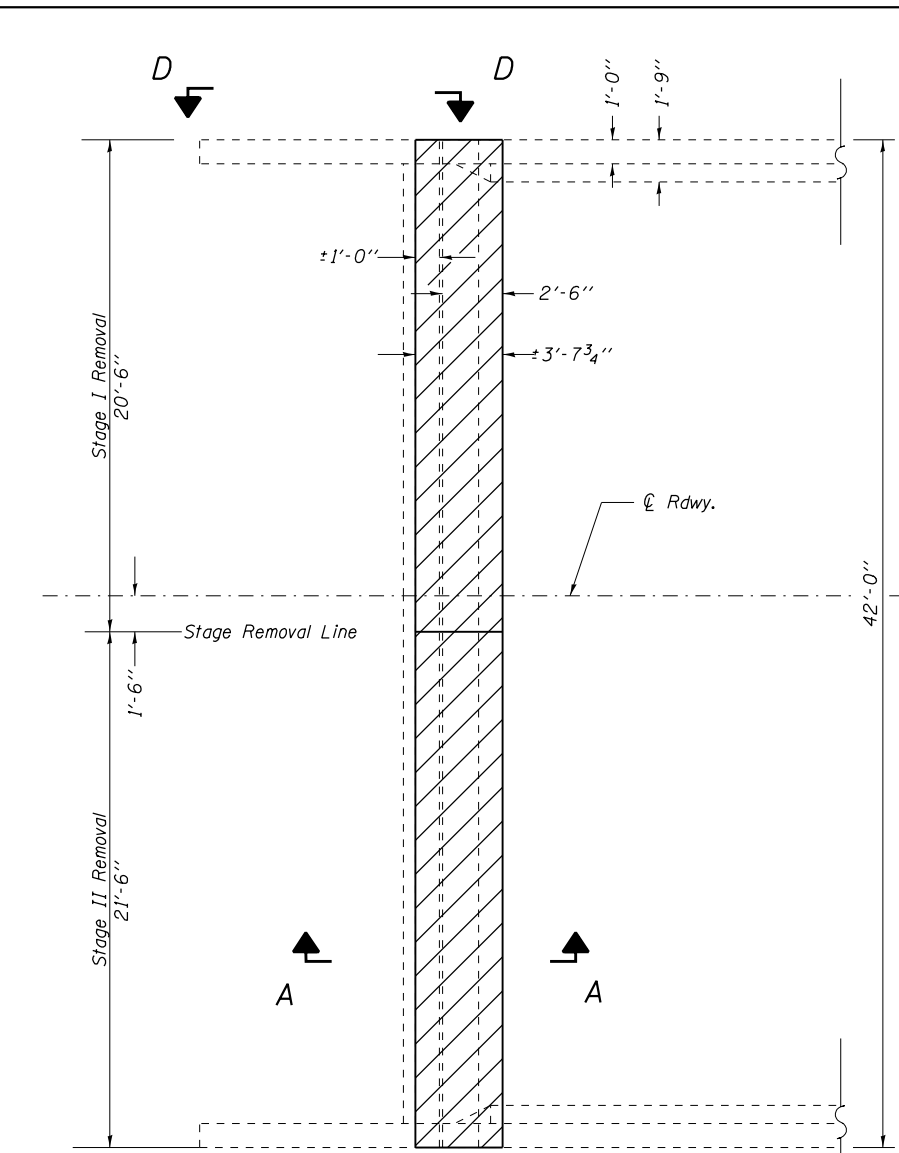
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS AND STAGING
SN 097-0051 & SN 097-0052**

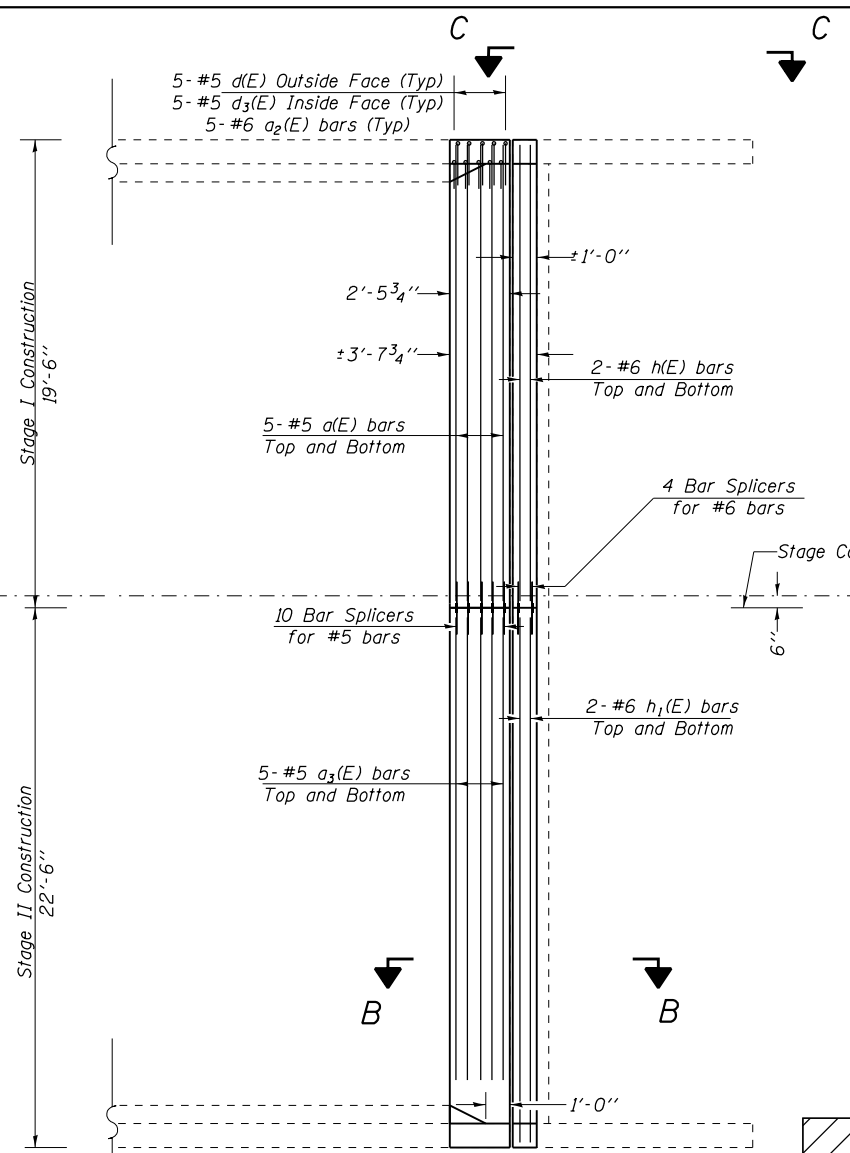
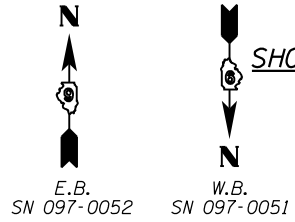
SCALE: SHEET 17 OF 25 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	*	WHITE	54	43
CONTRACT NO. 78282				
ILLINOIS FED. AID PROJECT				

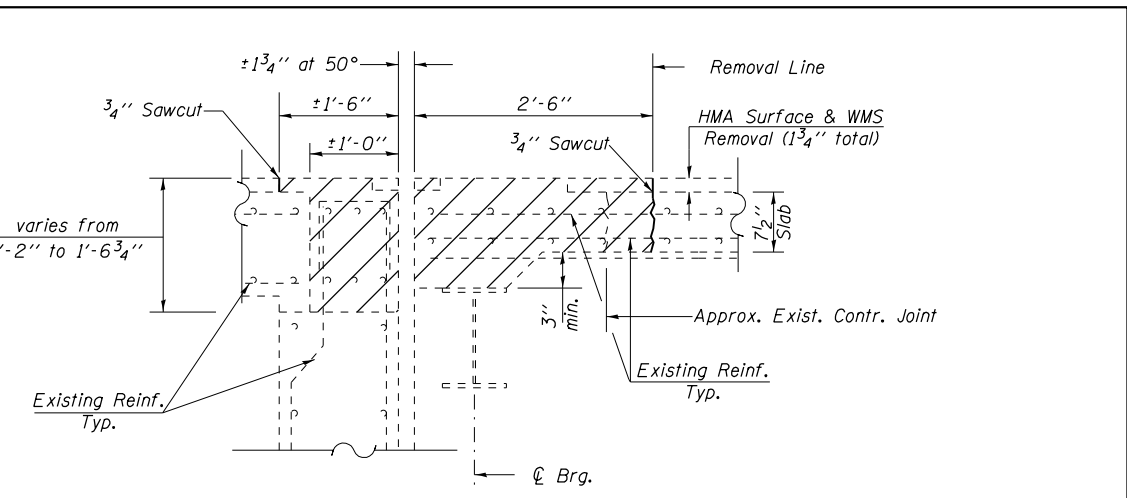
*(97-2-1)RS-1; BSMART 2012-1,2,3



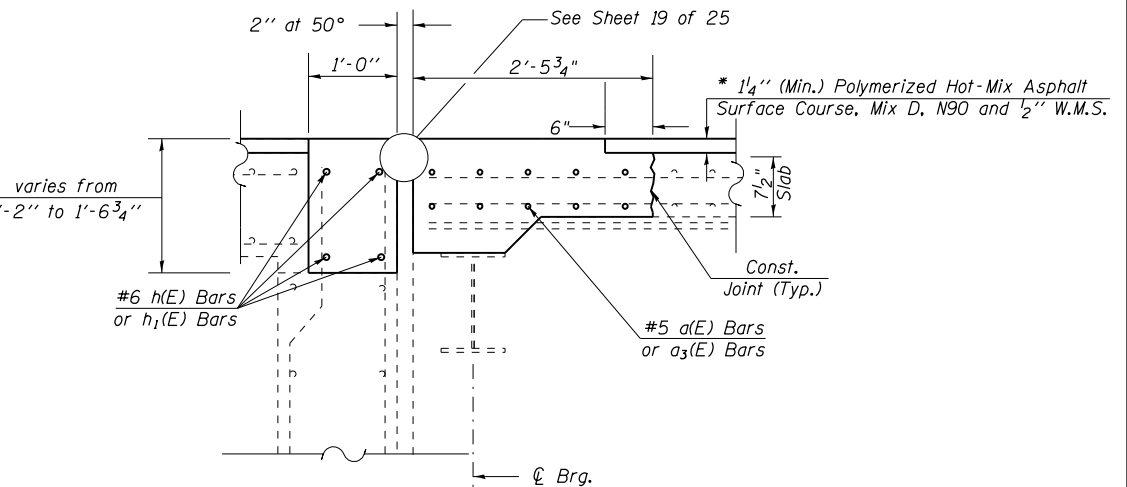
**ABUT. PLAN
SHOWING CONCRETE REMOVAL**



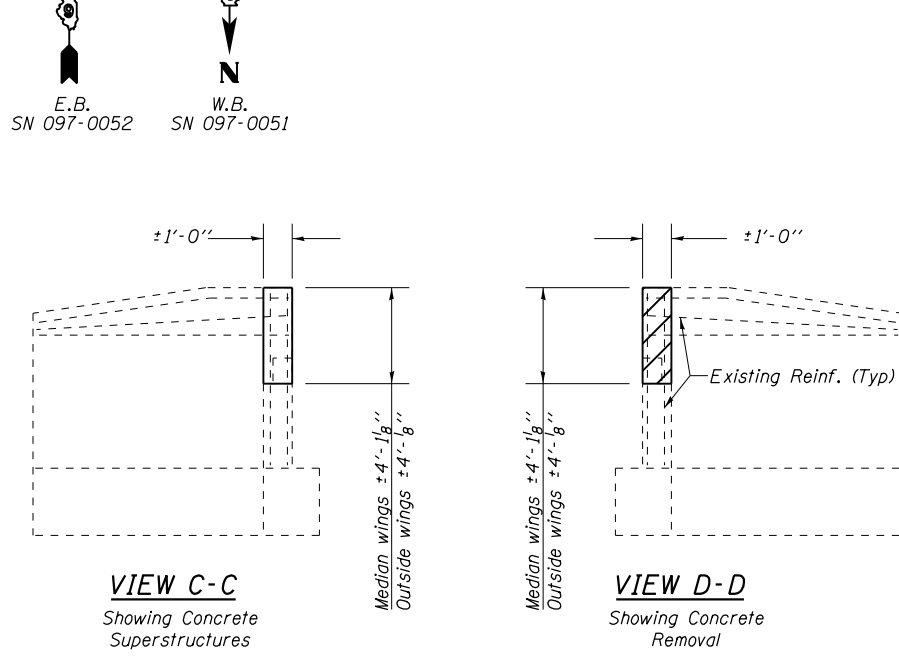
**ABUT. PLAN
SHOWING NEW CONCRETE**



SECTION A-A

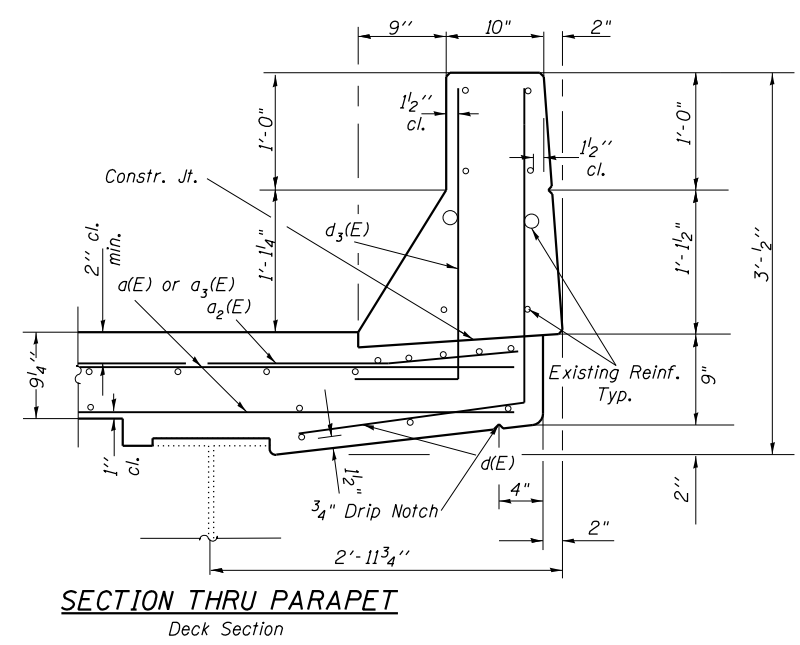
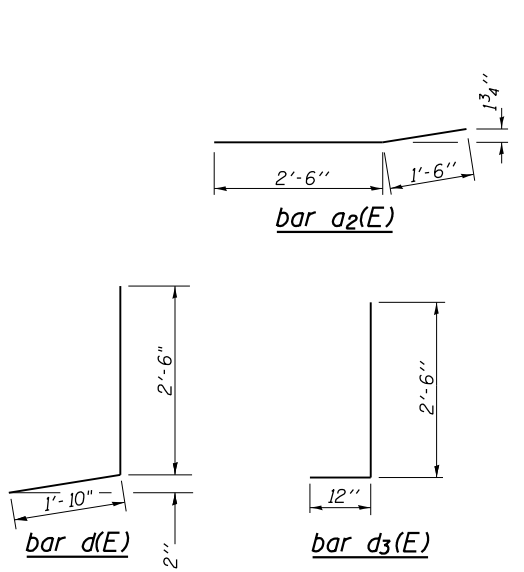


SECTION B-B



**VIEW C-C
Showing Concrete
Superstructures**

**VIEW D-D
Showing Concrete
Removal**



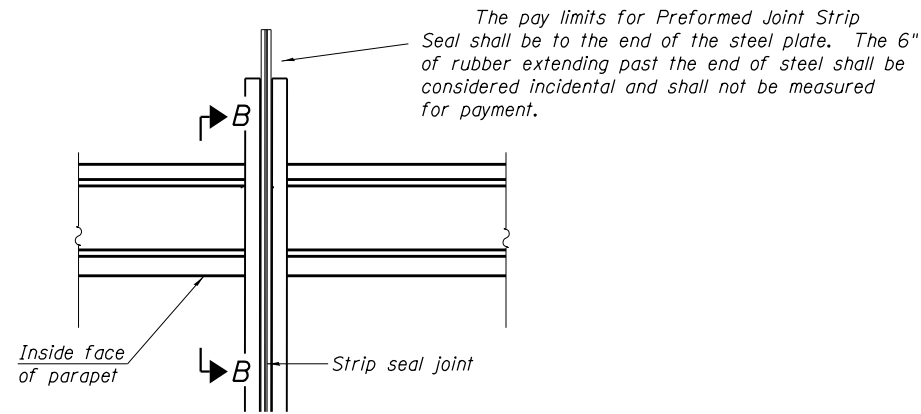
**SECTION THRU PARAPET
Deck Section**

BILL OF MATERIAL (4 ABUTMENTS)

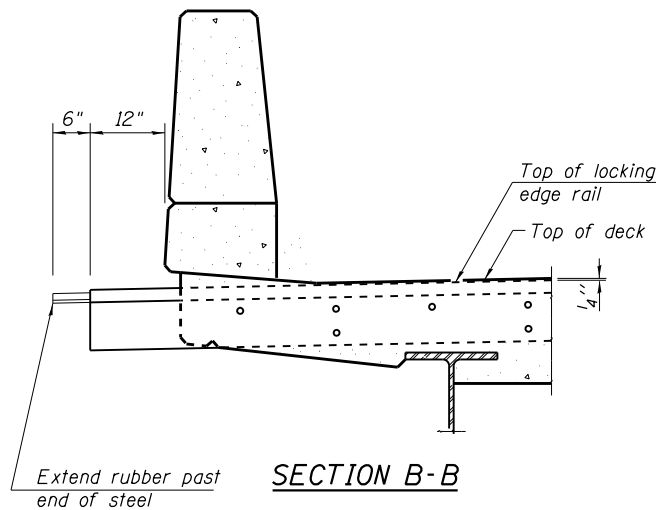
Bar	No.	Size	Length	Shape
a(E)	40	#5	19'-0"	—
a2(E)	40	#6	4'-0"	—
a3(E)	40	#5	22'-0"	—
d(E)	40	#5	4'-4"	J
d3(E)	40	#5	3'-6"	J
h(E)	16	#6	19'-0"	—
h1(E)	16	#6	22'-0"	—
Bar Splicers			Each	56
Concrete Superstructure			Cu Yd	25.9
Concrete Removal			Cu Yd	26.3
Reinforcement Bars, Epoxy Coated			Pound	3270

NOTE: Dimensions are based on a rolled rails strip seal joint. If the contractor elects to use welded rail strip seal joint. Deck dimensions may require adjustments to satisfy the details on base sheet EJ-SSJ. *Intent is to match the existing.

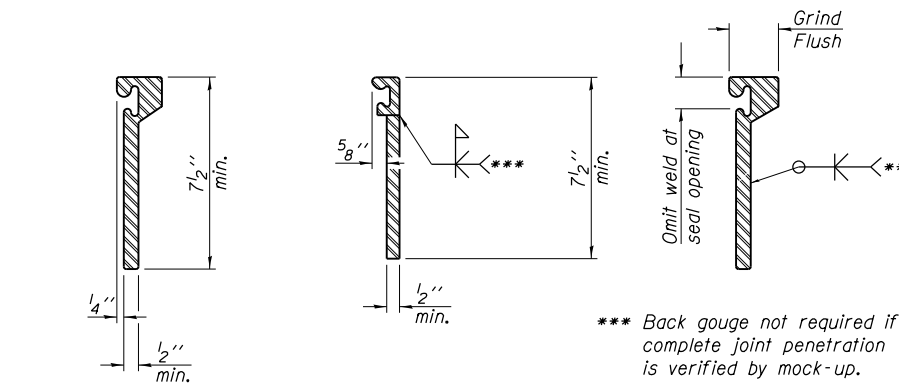
**ABUTMENT JOINTS
REPLACEMENT DETAILS
SN 097-0051 (WB) SN 097-0052 (EB)
I-64 OVER FRENCH CR.,
WHITE COUNTY**



PLAN THROUGH PARAPET
(Abuts & Pier 3)



SECTION B-B



LOCKING EDGE RAILS
ROLLED EXTRUDED RAIL WELDED RAIL

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

LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.
Rolled rail shown, welded rail similar.

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.

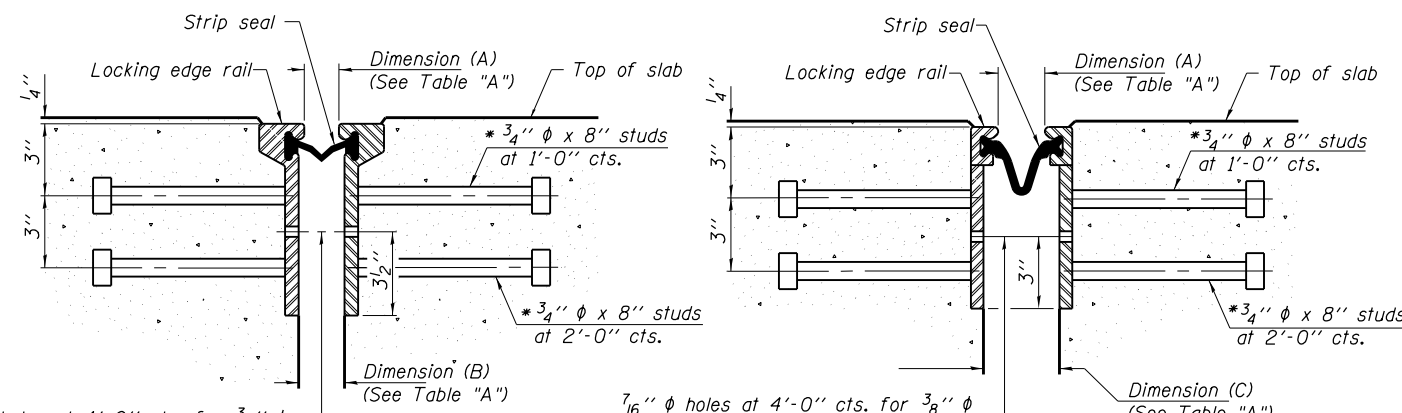
The manufacturer's recommended installation methods shall be followed.

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 shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.

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



SECTION THRU ROLLED RAIL JOINT

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

SECTION THRU WELDED RAIL JOINT

TABLE "A"
(All dimensions @ 50° F)

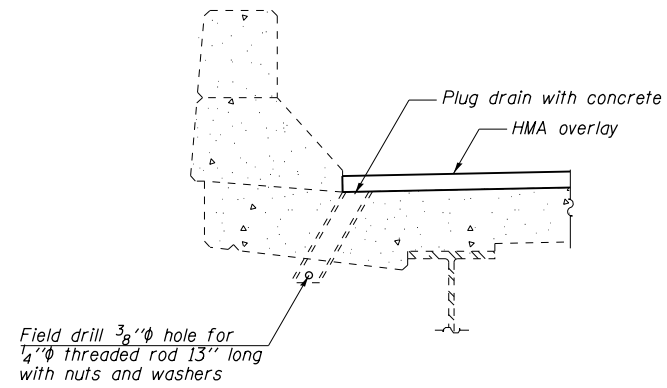
Joint	A	B	C
Abuts.	1 1/2"	2"	2 3/4"

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	176

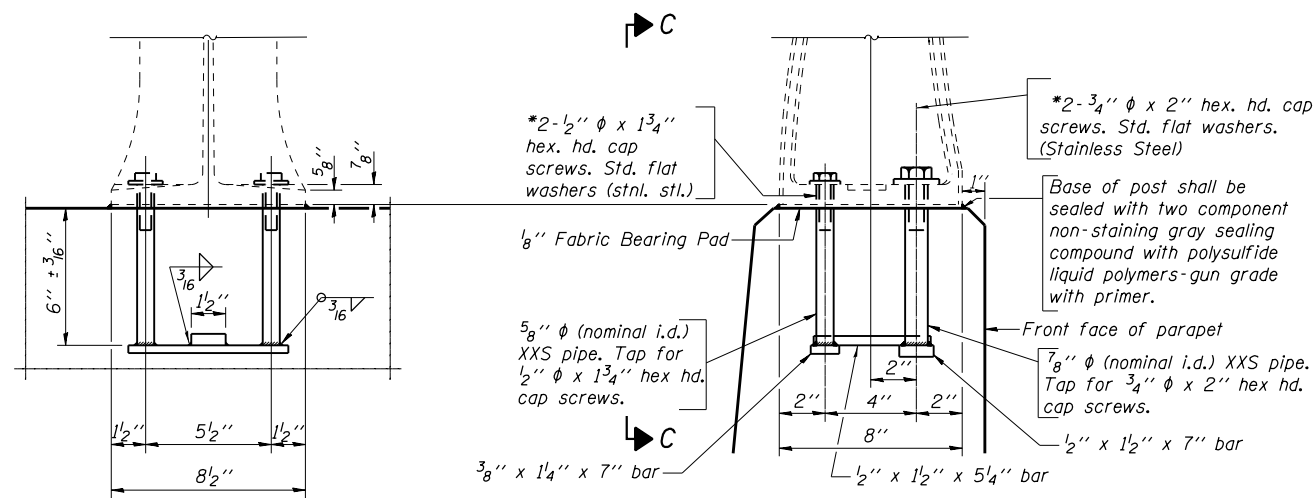
PREFORMED JOINT STRIP SEAL
WHITE COUNTY
STRUCTURE NO. 097-0051 (W.B.)
STRUCTURE NO. 097-0052 (E.B)

*(97-2-1)RS-1; BSMART 2012-1,2,3



DRAIN ELIMINATION DETAIL

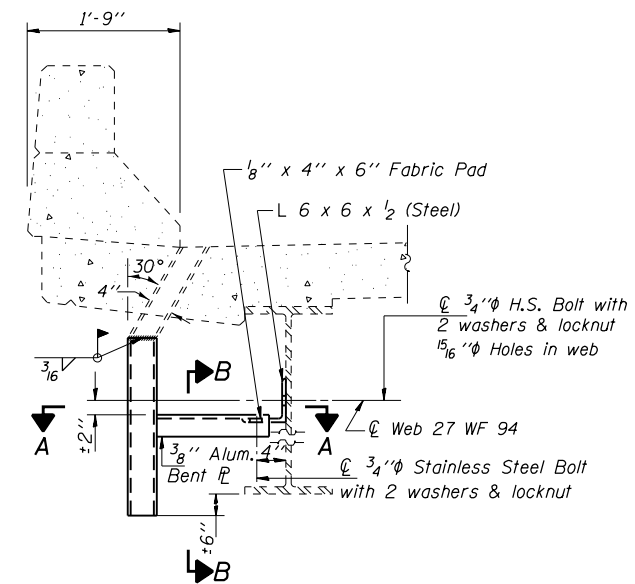
12 Locations on SN 097-0051
14 Locations on SN 097-0052



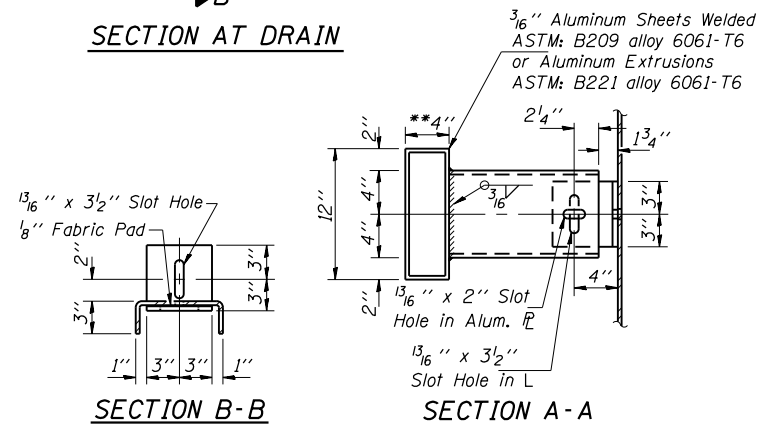
VIEW C-C

RAIL POST DETAILS

4 Locations on SN 097-0051
4 Locations on SN 097-0052



SECTION AT DRAIN



DRAIN EXTENSION DETAIL

14 Locations on SN 097-0051
16 Locations on SN 097-0052

Notes:

Plug every other existing deck drain and all that are within ±10' of the existing substructure. Locations shall be subject to approval by the Engineer. Post shall be normal to parapet.

*In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting stainless steel anchor rods of the same diameter and grade as the specified cap screws according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

Removal and and re-erection of the existing aluminum handrail, rail post, and all new applicable hardware, including labor and installation shall be included in the cost of Concrete Removal.

Removal of the existing drain extensions will be included in the cost of Floor Drain Extensions. (No Salvage)

**Verify that this dimension will work in the field before ordering the material or use 4 5/8" if available.

BILL OF MATERIAL

Item	Unit	Total
Floor Drain Extension	Each	30
Plug Existing Deck Drains	Each	26

DRAINS AND RAILING

DETAILS

WHITE COUNTY

STRUCTURE NO. 097-0051 (W.B.)

STRUCTURE NO. 097-0052 (E.B.)

*(97-2-1)RS-1; BSMART 2012-1,2,3

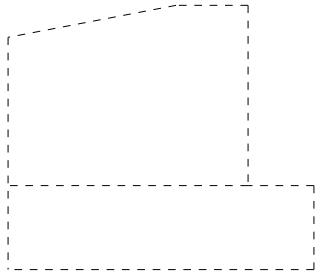
FILE NAME =	USER NAME = halsteadtw	DESIGNED - TWH	REVISED -
		DRAWN - TWH	REVISED -
		CHECKED - MAS	REVISED -
		DATE - 10/15/09	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

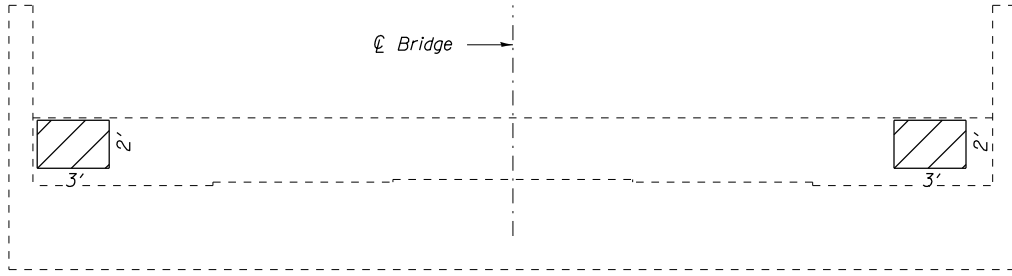
**DRAINS AND RAILING DETAILS
SN 097-0051 (WB) & 097-0052 (EB)**

SCALE: SHEET NO. 20 OF 25 SHEETS STA. TO STA.

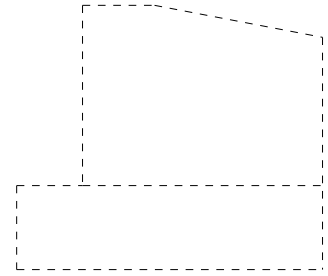
F.A.I R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	.	WHITE	54	46
CONTRACT NO. 78282				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



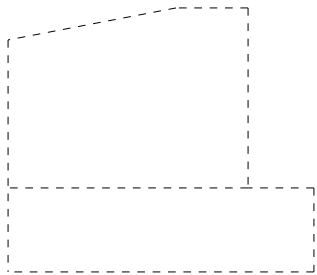
WEST ABUTMENT
Looking North



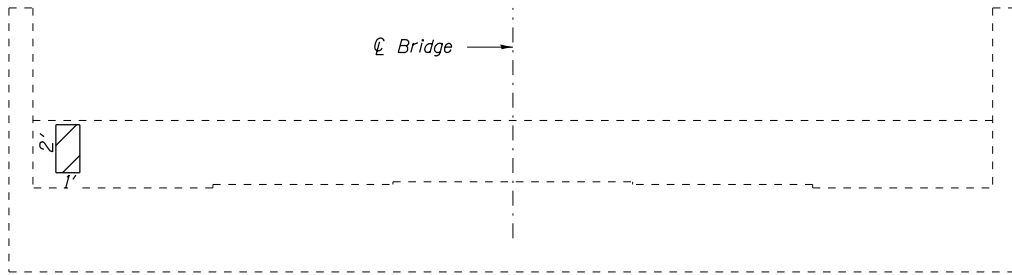
WEST ABUTMENT
Looking West



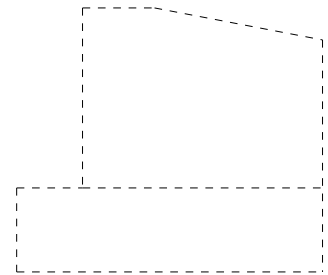
WEST ABUTMENT
Looking South



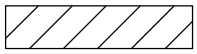
EAST ABUTMENT
Looking South



EAST ABUTMENT
Looking East



EAST ABUTMENT
Looking North



Structural Repair of Concrete \leq 5"

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth < Inches)	Sq. Ft.	14

SUBSTRUCTURE REPAIRS
ABUTMENTS
WHITE COUNTY
SN 097-0052 (E.B.)

FILE NAME =	USER NAME = halsteadtw	DESIGNED -	REVISED -
ct:\pw\work\p\dot\halsteadtw\d0344460\st	t-pln.dgn	DRAWN -	REVISED -
Default	PLOT SCALE = 8.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/7/2013	DATE -	REVISED -

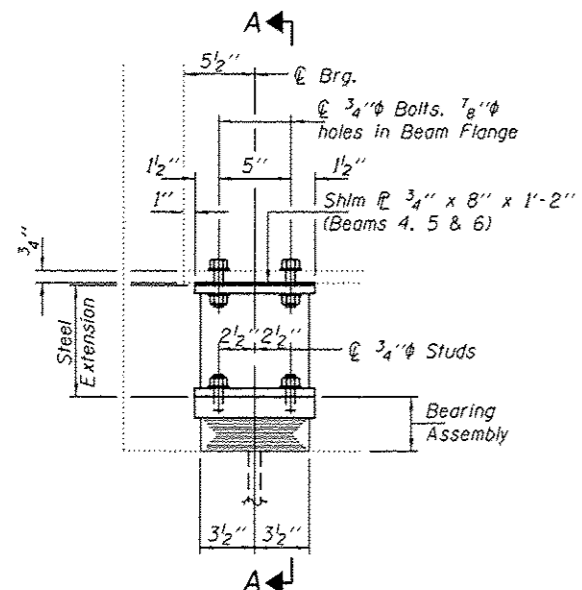
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE REPAIRS
SN 097-0052 (EB)

SCALE: SHEET 21 OF 25 SHEETS STA. TO STA.

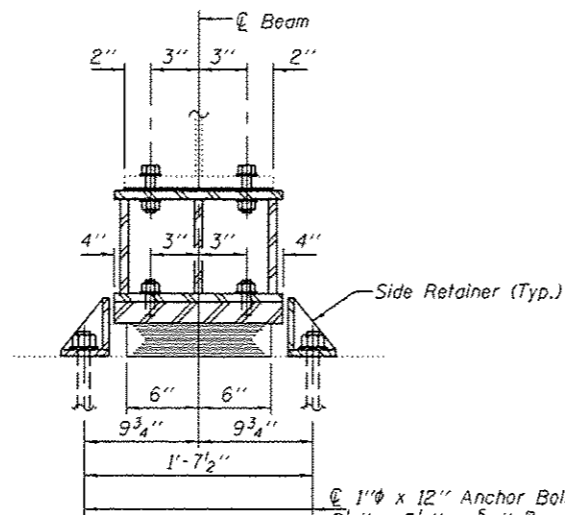
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	.	WHITE	54	47
			CONTRACT NO. 78282	
ILLINOIS FED. AID PROJECT				

*(97-2-1)RS-1; BSMART 2012-1,2,3



ELEVATION AT WEST ABUTMENT

TYPE I ELASTOMERIC EXP. BRG.



SECTION A-A

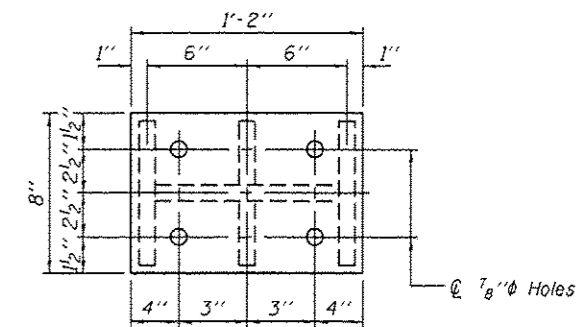
1" x 12" Anchor Bolts with 2 1/2" x 2 1/2" x 5/16" washer under nut.

BEAM REACTIONS

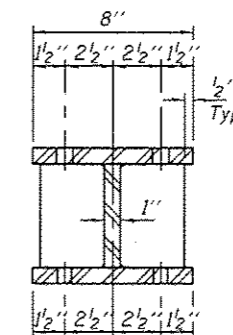
RP	(K)	18.7
Rt	(K)	32.3
Imp.	(K)	8.1
R (Total)	(K)	59.1

Notes:

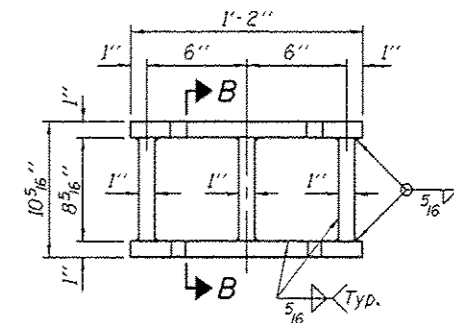
Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost included with Furnishing and Erecting Structural Steel.
 New steel extensions, shim plates and connection bolts are included with Furnishing and Erecting Structural Steel.
 Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions. Min. jack capacity = 30 Tons.
 Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grades and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
 Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
 Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
 Side retainers shall be included in the cost of Elastomeric Bearing Assembly, Type I.



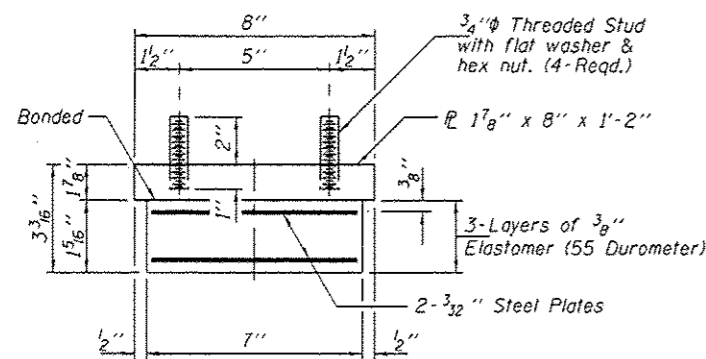
PLAN TOP AND BOTTOM PLATE



SECTION B-B

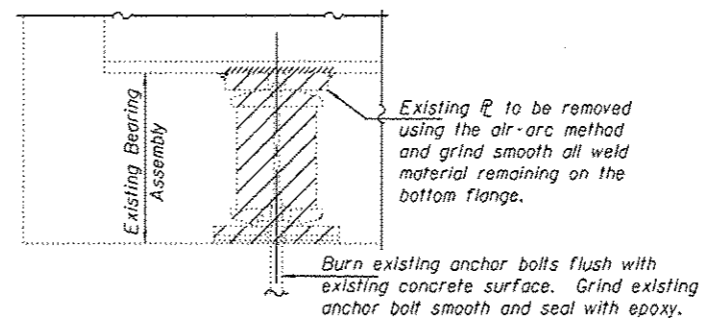


STEEL EXTENSION DETAIL



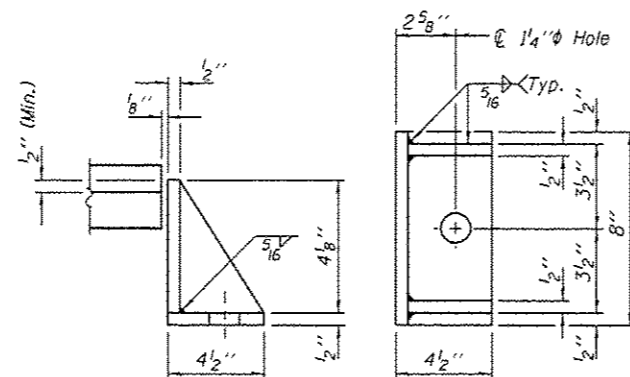
BEARING ASSEMBLY

Note:
Shim plates shall not be placed under Bearing Assembly.



EXISTING BEARING REMOVAL DETAIL

Cost included with Jack and Remove Existing Bearings.



SIDE RETAINER

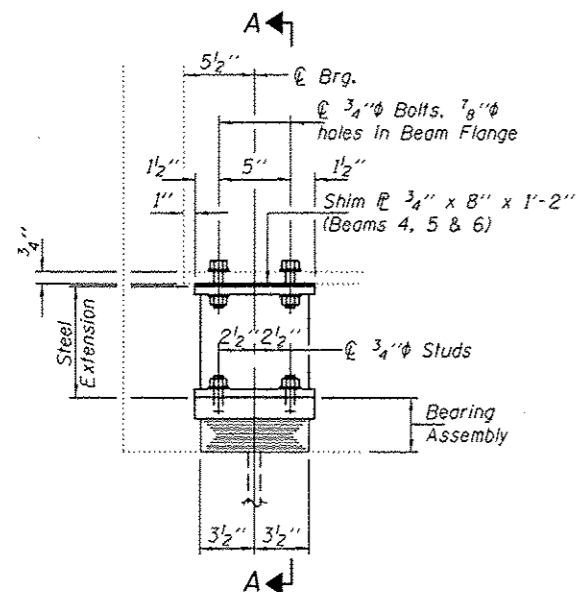
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	12
Jack and Remove Existing Bearings	Each	12
Furnishing and Erecting Structural Steel	Pound	1750
Anchor Bolts 1"φ	Each	24

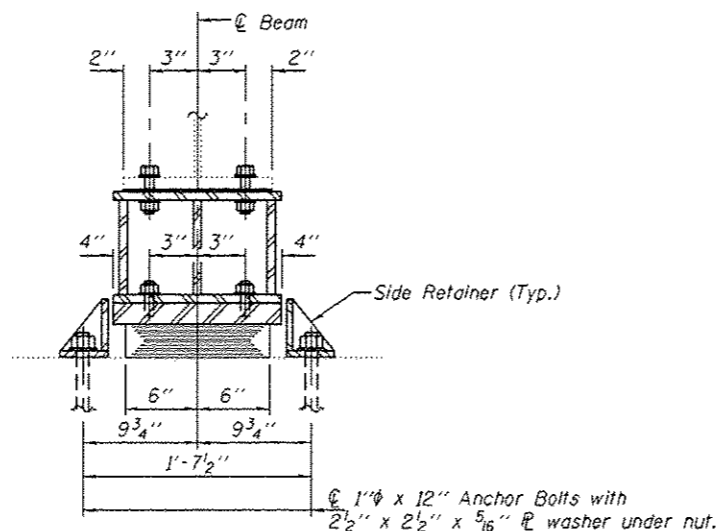
TYI/REPS 12-03-2008

DESIGNED - DAB	EXAMINED - <i>Timothy A. Anhalt</i> ACTING ENGINEER OF STRUCTURAL SERVICES	DATE - NOVEMBER 22, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		BEARING REPLACEMENT DETAILS AT WEST ABUTMENT SN 097-0051 (W.B.) & 0052 (E.B.)		F.A.I. RTE. 64	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - VHV	PASSED - <i>Carl Kroyer</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED					197-2-1RS-1BSMART 2012-1,2,3		WHITE	54	48
DRAWN - Kyle M. Stoffan		REVISED									CONTRACT NO. 78282
CHECKED - DAB	VHV										ILLINOIS FED. AID PROJECT



ELEVATION AT EAST ABUTMENT

TYPE I ELASTOMERIC EXP. BRG.



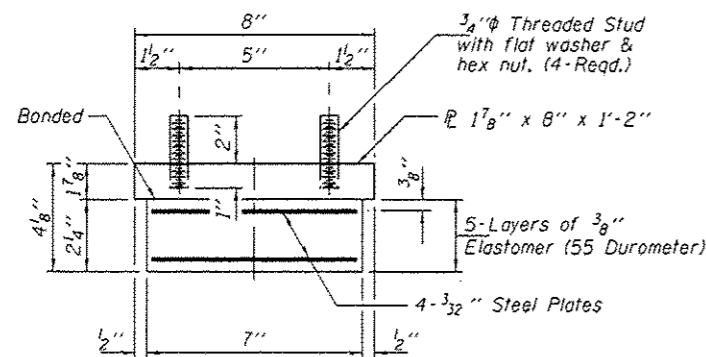
SECTION A-A

1" ϕ x 12" Anchor Bolts with 2 1/2" x 2 1/2" x 5/16" ϕ washer under nut.

BEAM REACTIONS

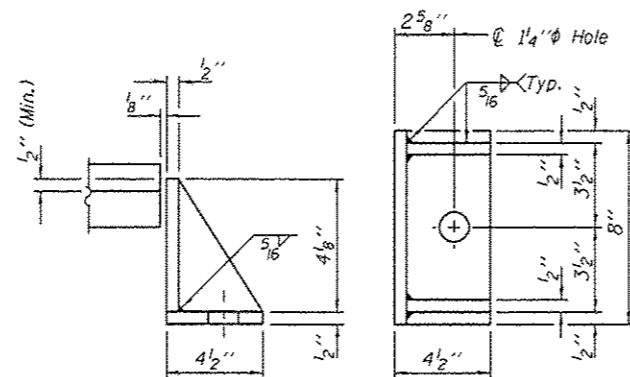
R _E	(K)	18.7
R _L	(K)	32.3
Imp.	(K)	8.1
R (Total)	(K)	59.1

Notes:
 Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost included with Furnishing and Erecting Structural Steel.
 New steel extensions, shim plates and connection bolts are included with Furnishing and Erecting Structural Steel. Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions. Min. jack capacity = 30 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_y=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
 Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
 Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
 Side retainers shall be included in the cost of Elastomeric Bearing Assembly, Type I.



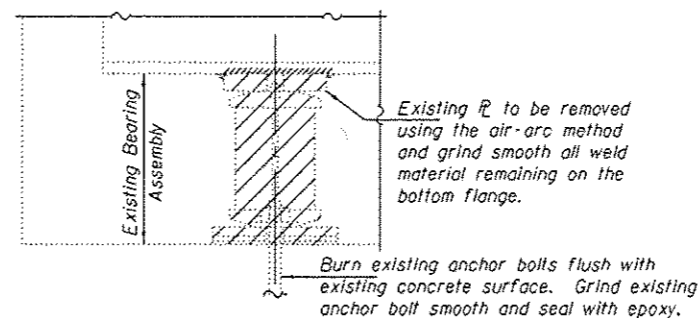
BEARING ASSEMBLY

Note:
 Shim plates shall not be placed under Bearing Assembly.



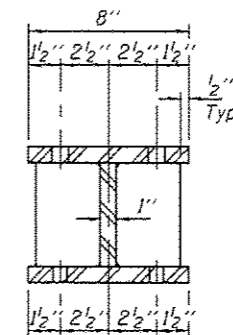
SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

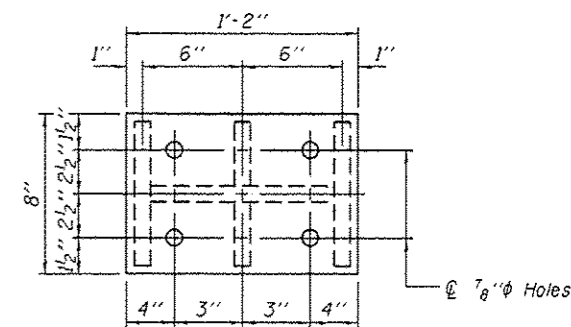


EXISTING BEARING REMOVAL DETAIL

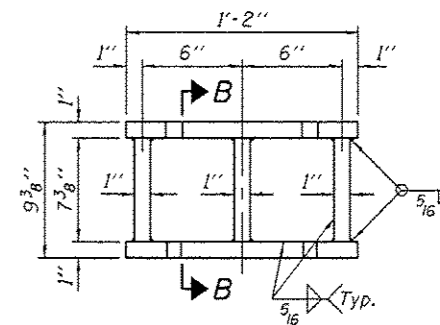
Cost included with Jack and Remove Existing Bearings.



SECTION B-B



PLAN TOP AND BOTTOM PLATE



STEEL EXTENSION DETAIL

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	12
Jack and Remove Existing Bearings	Each	12
Furnishing and Erecting Structural Steel	Pound	1650
Anchor Bolts 1" ϕ	Each	24

TYI/REPS 12-03-2008

DESIGNED - DAB	EXAMINED - <i>Timothy A. ...</i>
CHECKED - VHV	ACTING ENGINEER OF STRUCTURAL SERVICES
DRAWN - Kyle M. Steffen	PASSED - <i>Carl ...</i>
CHECKED - DAB	ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - NOVEMBER 22, 2013	REVISED
	REVISED

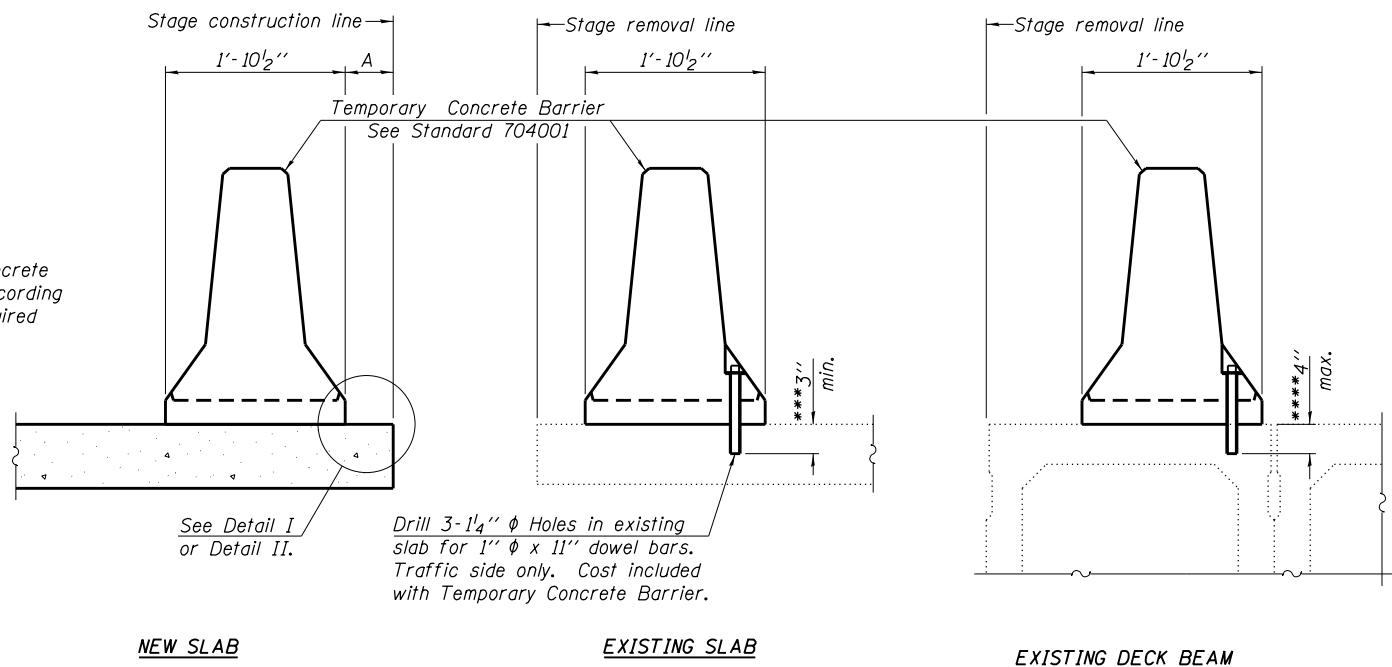
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BEARING REPLACEMENT DETAILS AT EAST ABUTMENT
 SN 097-0051 (W.B.) & 0052 (E.B.)

SHEET NO. 23 OF 25 SHEETS

F.A.I. RTE. 64	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WHITE	54	49
* (97-2-1)RS-1:BSMART 2012-1.2.3			CONTRACT NO. 78282	
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

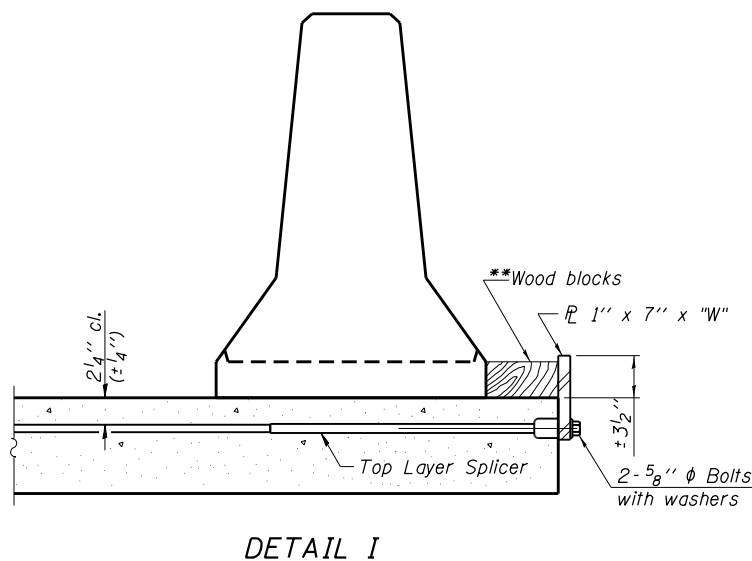
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel \bar{L} to the top layer of couplers with 2- $\frac{5}{8}$ " ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

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- $\frac{5}{8}$ " ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

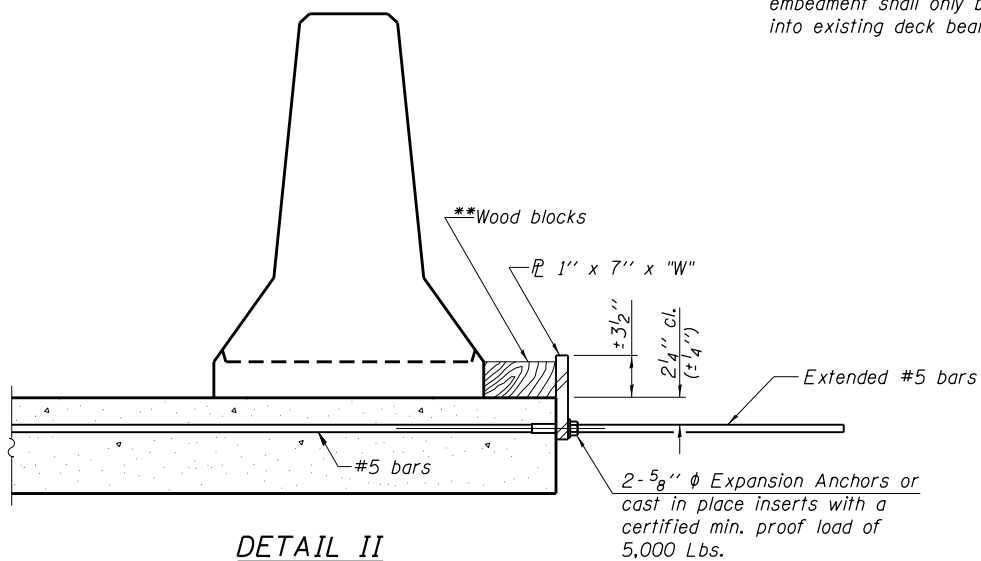
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

*** 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.

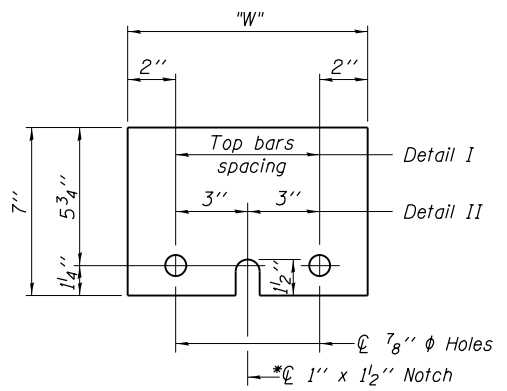
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



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

*(97-2-1)RS-1; BSMAR 2012-1,2,3

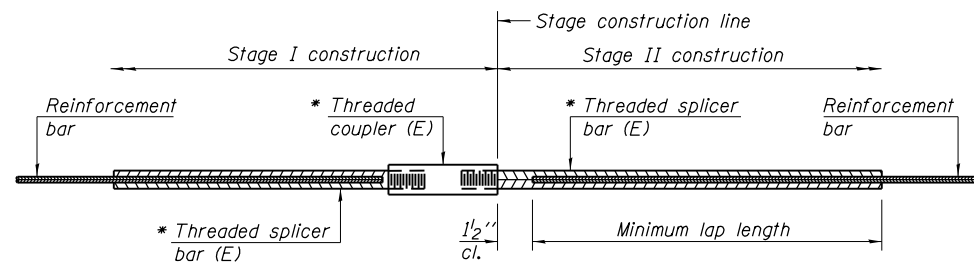
DESIGNED -	EXAMINED _____	DATE - _____
CHECKED -	ENGINEER OF BRIDGE DESIGN	
DRAWN -	PASSED _____	REVISED _____
CHECKED -	ENGINEER OF BRIDGES AND STRUCTURES	REVISED _____

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
SN 097-0038/39 & SN 097-0051/52**

SHEET NO. 24 OF 25 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	.	WHITE	54	50
CONTRACT NO. 78282				
ILLINOIS FED. AID PROJECT				



STANDARD BAR SPLICER ASSEMBLY

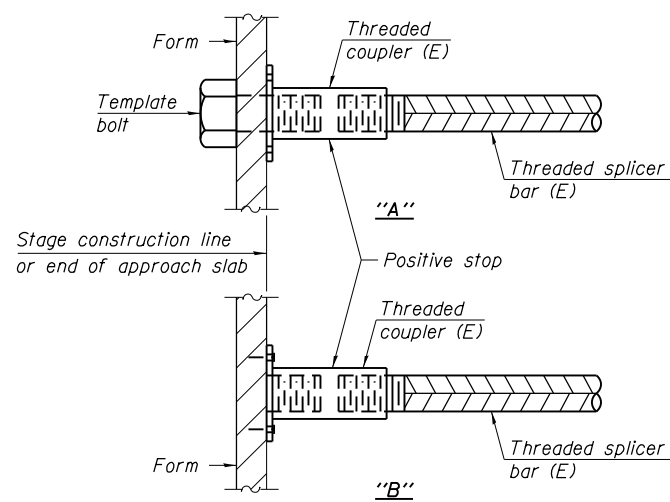
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

- 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, Class C
- Table 6: Epoxy bar, Top bar top, Class C

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

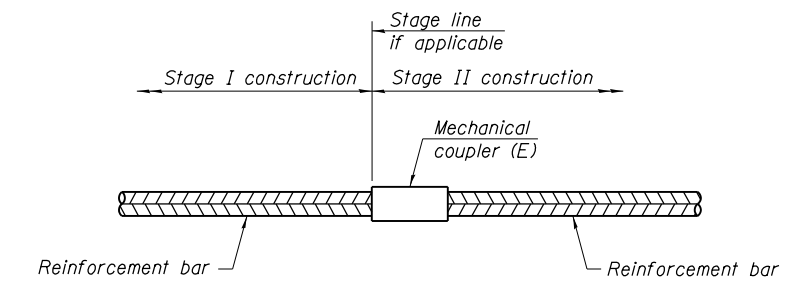
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Abutments(0038/39)	#5	48	Table 3
Piers (0038/39)	#5	40	Table 3
Abutments(0051/52)	#5	40	Table 3
Abutments(0051/52)	#6	16	Table 3



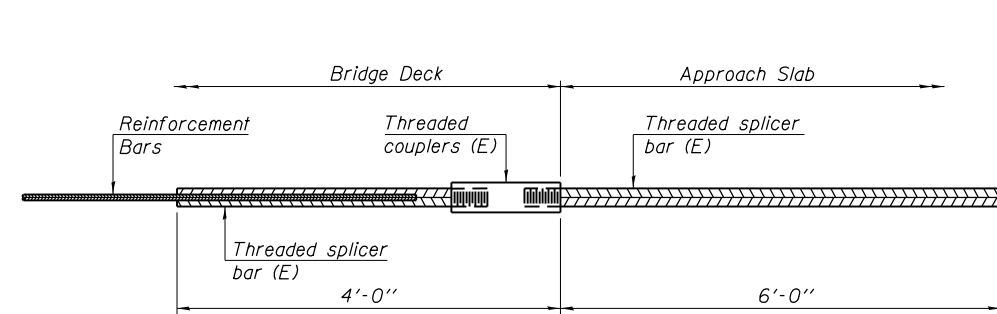
INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.



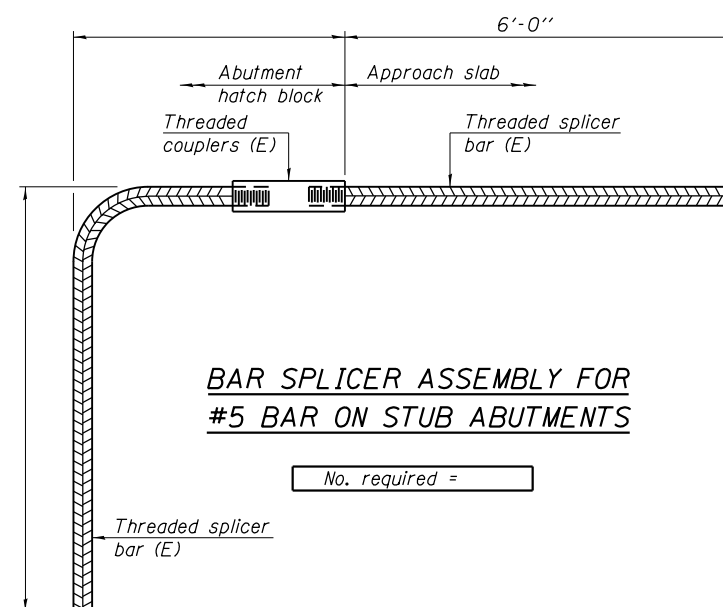
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON 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 approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

1-27-12

(97-2-1)RS-1; BSMART 2012-1,2,3

DESIGNED -	EXAMINED	DATE -
CHECKED -	ENGINEER OF BRIDGE DESIGN	
DRAWN -	PASSED	REVISED
CHECKED -	ENGINEER OF BRIDGES AND STRUCTURES	REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

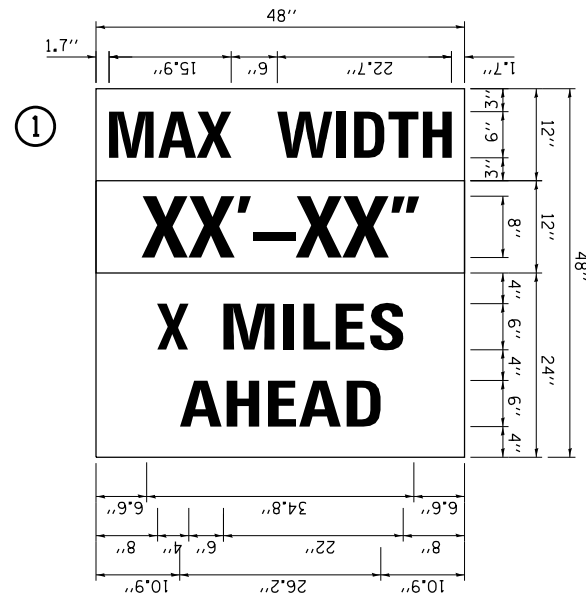
BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 SN 097-0038/39 & SN 039-0051/52

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	.	WHITE	54	51
CONTRACT NO. 78282				

SHEET NO. 25 OF 25 SHEETS

ILLINOIS FED. AID PROJECT

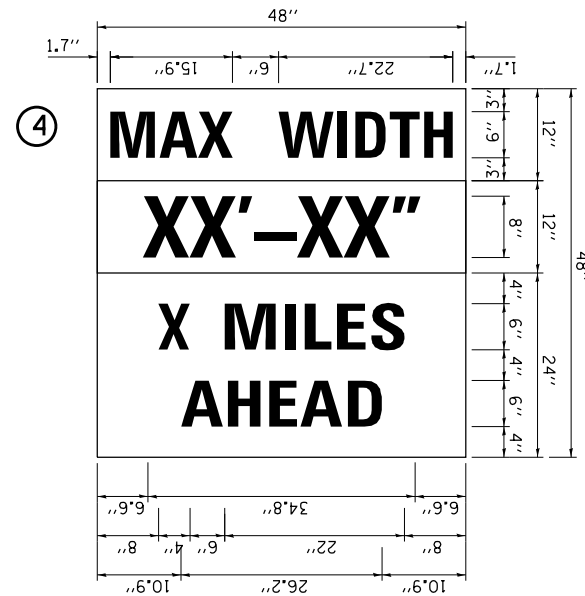
SIGN LEGEND



W12-1103

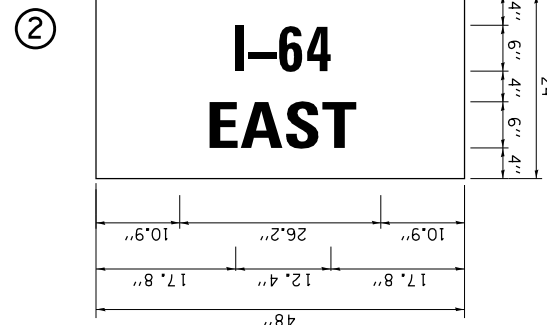
W12-1103 (WIDTH IS 8D);
NO BORDER, BLACK ON WHITE;
"MAX WIDTH" D;
NO BORDER, BLACK ON ORANGE;
"XX'-XX'" D;
NO BORDER, BLACK ON WHITE;
"X MILES" D; "AHEAD" D

SIGN LEGEND

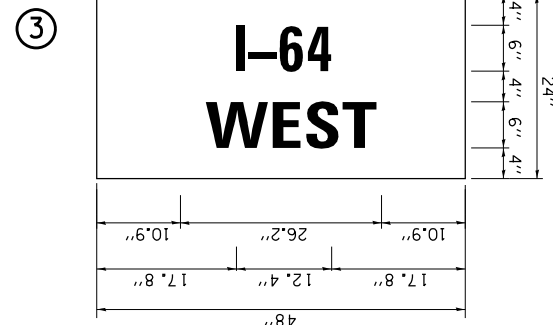


W12-1103

W12-1103 (WIDTH IS 8D);
NO BORDER, BLACK ON WHITE;
"MAX WIDTH" D;
NO BORDER, BLACK ON ORANGE;
"XX'-XX'" D;
NO BORDER, BLACK ON WHITE;
"X MILES" D; "AHEAD" D



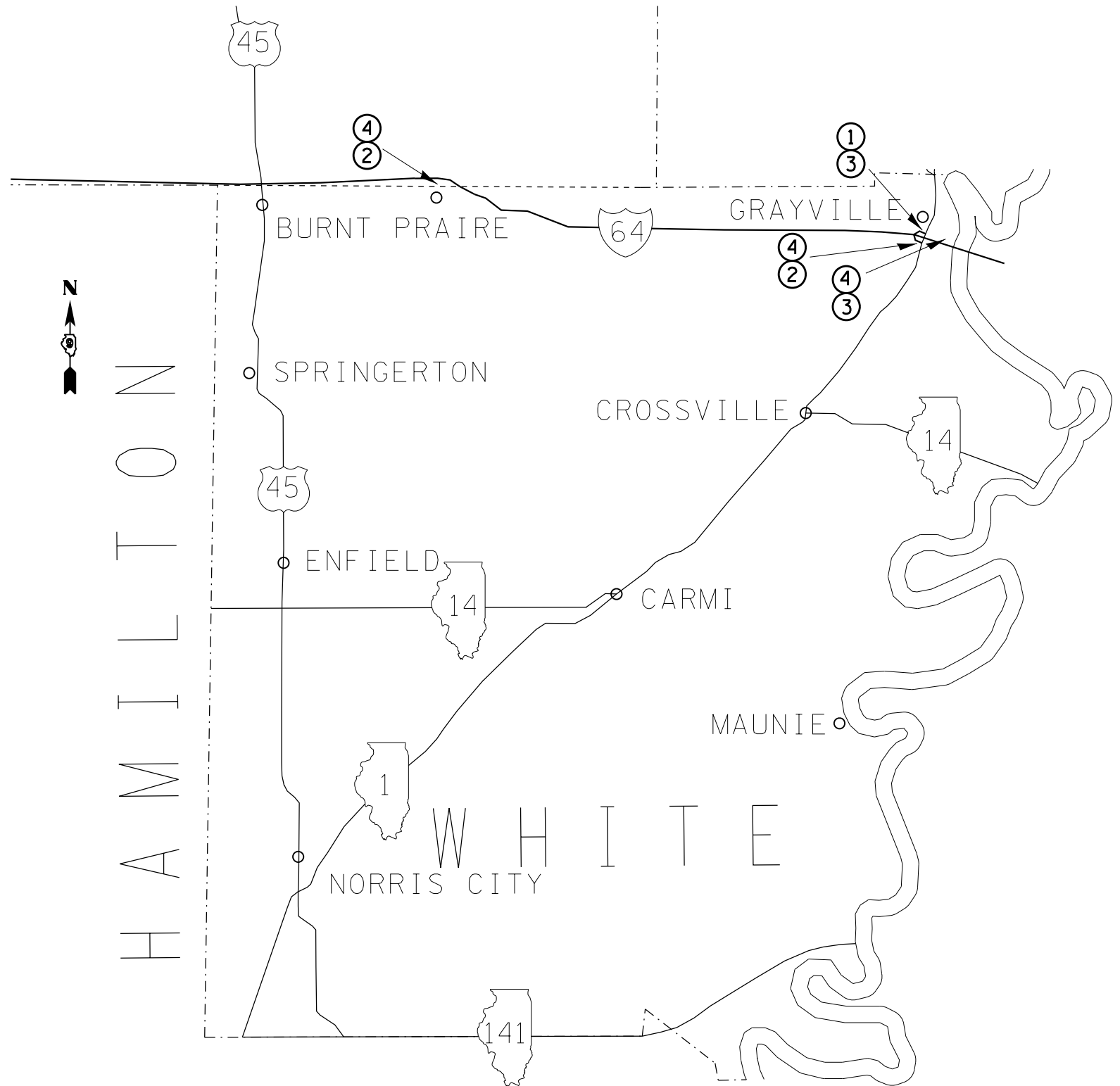
NO BORDER, BLACK ON WHITE;
"I-64" D;
NO BORDER, BLACK ON WHITE;
"EAST" D
FOR WESTBOUND REPLACE "EAST"
WITH "WEST"



NO BORDER, BLACK ON WHITE;
"I-64" D;
NO BORDER, BLACK ON WHITE;
"WEST" D
FOR WESTBOUND REPLACE "EAST"
WITH "WEST"

WIDE LOAD NOTES:

1. THE CONTRACTOR SHALL FURNISH THE POSTS AND ERECT THE SIGNS AT THE LOCATIONS AS DIRECTED BY THE ENGINEER. ALL SIGNS SHALL BE POST MOUNTED.
2. THE WIDTH SHOWN ON THE W12-1103 SIGN #1 SHALL BE 15'-10" FOR STAGE I AND 13'-4" FOR STAGE II OR AS DIRECTED BY THE ENGINEER. THE "X" MILES AHEAD WILL BE DETERMINED BY THE ENGINEER.
3. THE WIDTH SHOWN ON THE W12-1103 SIGN #4 SHALL BE 11'-9" FOR STAGE I AND 11'-9" FOR STAGE II OR AS DIRECTED BY THE ENGINEER. THE "X" MILES AHEAD WILL BE DETERMINED BY THE ENGINEER.

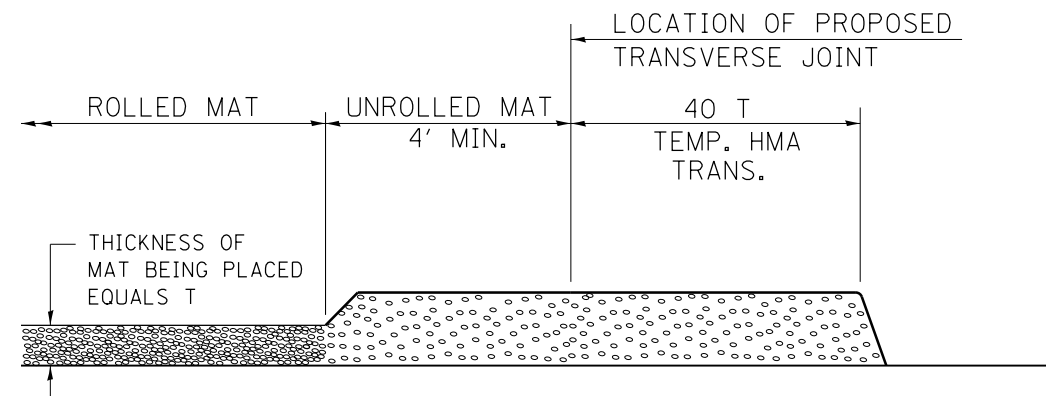


WIDE LOAD SIGNING PLAN

FILE NAME =	USER NAME = halsteadtw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WIDE LOAD SIGNING PLAN			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p\dot\halsteadtw\d0344460\st	t-pln.dgn	DRAWN -	REVISED -					64	.	WHITE	54	52
	PLOT SCALE = 200.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 78282							
	PLOT DATE = 10/7/2013	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

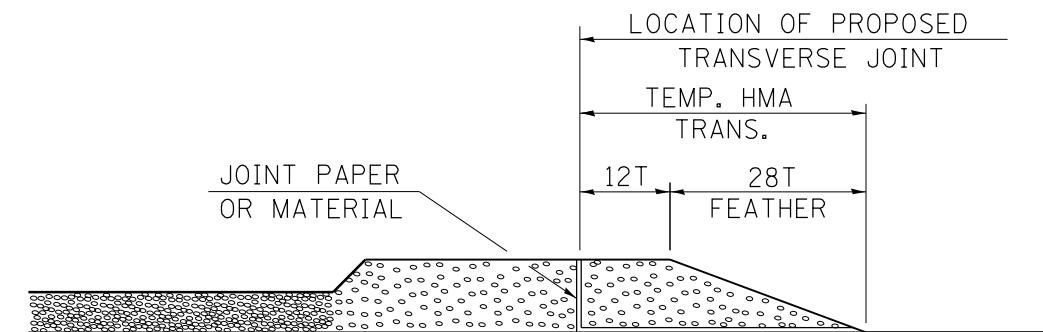
•(97-2-1)RS-1; BSMART 2012-1,2,3

TEMPORARY HOT-MIX ASPHALT TRANSITIONS



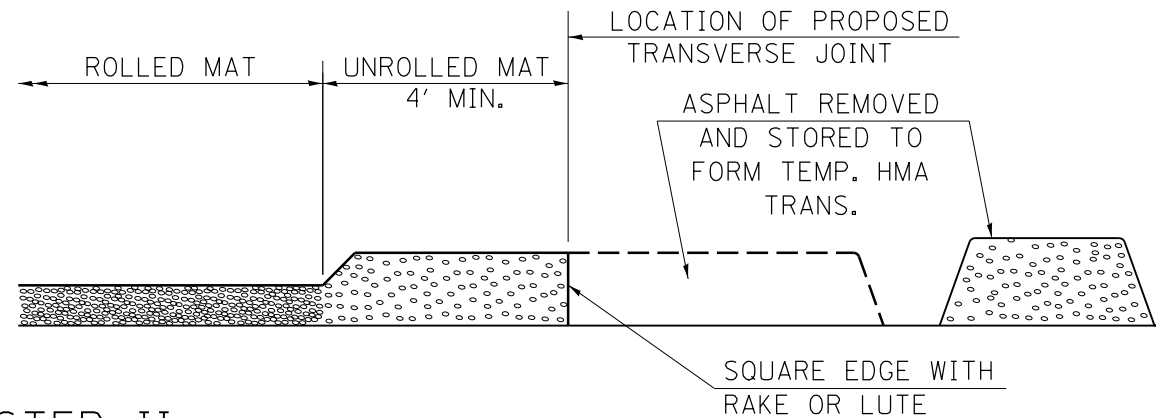
STEP I

1. PLACE HOT-MIX ASPHALT MAT, LENGTH 40 TIMES THE THICKNESS OF THE MAT BEING PLACED PAST THE PROPOSED TRANSVERSE JOINT LOCATION USING NORMAL OPERATING PROCEDURES.
2. EXTREME CARE SHOULD BE TAKEN TO MAINTAIN ENOUGH MATERIAL IN FRONT OF THE SCREED TO MAINTAIN REQUIRED PAVING DEPTH.



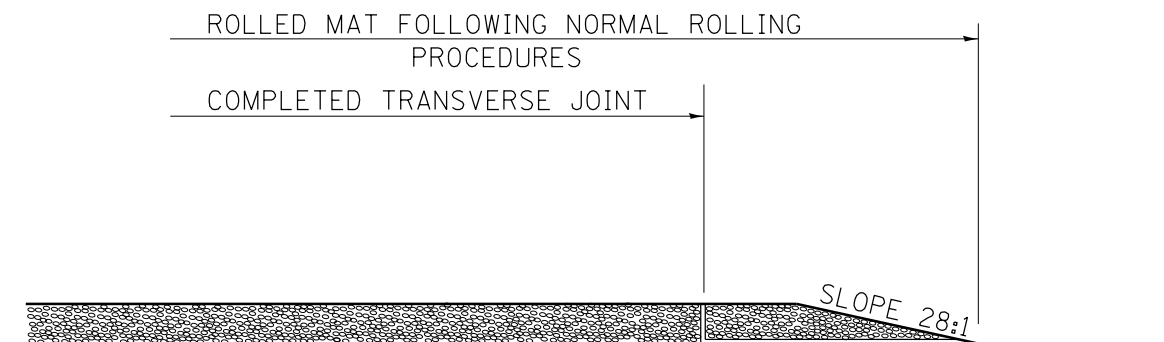
STEP III

1. JOINT PAPER OR OTHER PRESELECTED JOINT MATERIAL IS THEN PLACED IN THE CLEARED AREA AND THE EXCESS ASPHALT USED TO HAND FORM A TRANSITION TO THE DIMENSIONS SHOWN ABOVE.
2. NOTE THAT IN CONSTRUCTING THE TRANSITION, THE MAT DEPTH IS CONTINUED AS PART OF THE TRANSITION BEFORE FORMING THE FEATHER.



STEP II

1. MOVE THE PAVER OUT OF THE WAY AND REMOVE THE ASPHALT FROM THE AREA OF THE PROPOSED TEMPORARY HOT-MIX ASPHALT TRANSITION.
2. SQUARE UP THE END OF THE MAT WITH A RAKE OR LUTE.
3. NOTE THAT THE MAT WITHIN 4' OF THE END OF JOINT IS NOT TO BE ROLLED AT THIS TIME.



STEP IV

1. COMPLETE TEMPORARY TRANSITION BY ROLLING.
2. TO RESUME PAVING, AT THE JOINT, REMOVE TEMPORARY TRANSITION AND DISPOSE OF THE MATERIAL ACCORDING TO ART. 202.03 OF THE STD. SPECS. (COST INCLUDED IN THE CONTRACT).
3. CONSTRUCTING THE TEMPORARY TRANSITIONS WILL NOT BE PAID FOR SEPARATELY IN ACCORDANCE WITH ARTICLE 406.14 OF THE STANDARD SPECIFICATIONS.

REVISIONS	
REDRAWN	2-15-89
REVISED	8-16-94
REVISED	01-09-07
RESIZED	05-8-08
REVISED	05-16-13

STD. 9-26

•(97-2-1)RS-1; BSMART 2012-1,2,3

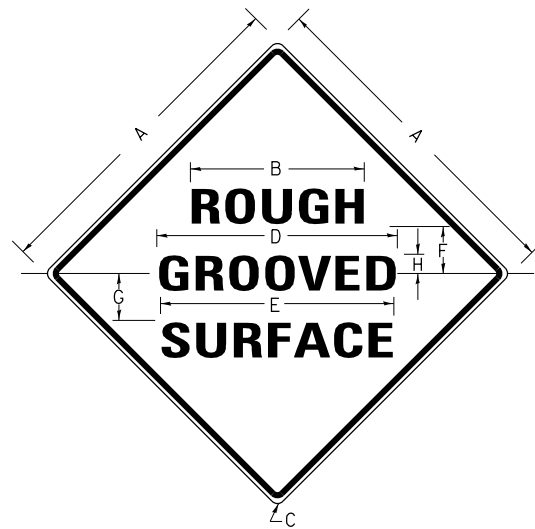
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Default	PLOT SCALE = 200.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/30/2013	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BUTT JOINT DETAIL AT RAMPS AND STRUCTURES			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	•	WHITE	54	53
CONTRACT NO. 78282				
ILLINOIS FED. AID PROJECT				

ILLINOIS STANDARD



COLORS:

LEGEND AND BORDER- BLACK NON-REFLECTORIZED
BACKGROUND- ORANGE REFLECTORIZED

SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	H
48X48	48.0	24.1	3.0	34.0	33.0	6.0	13.0	3.5

SIGN SIZE	SERIES LINES			MAR-GIN	BOR-DER	BLANK STD.
	1	2	3			
48X48	7C	7C	7C	0.8	1.2	B4-48D

ALL DIMENSIONS IN INCHES

NOTES:

PRIOR TO ALLOWING TRAFFIC ON ANY PORTION OF THE ROADWAY THAT HAS BEEN COLDMILLED, THE CONTRACTOR SHALL HAVE ERECTED "ROUGH GROOVED SURFACE" SIGNS THAT CONFORM TO THE ABOVE DETAILS. A MINIMUM OF ONE SIGN AT EACH END OF THE IMPROVEMENT WILL BE REQUIRED. THE CONTRACTOR SHALL MAINTAIN THE "ROUGH GROOVED SURFACE" SIGNS UNTIL THE COLDMILLED SURFACE IS COVERED WITH LEVELING BINDER OR SURFACE COURSE.

IF AT ANY TIME THE SIGNS ARE IN PLACE BUT NOT APPLICABLE, THEY SHALL BE TURNED FROM THE VIEW OF MOTORISTS OR COVERED AS DIRECTED BY THE ENGINEER.

THE COST OF FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE REQUIRED SIGNS SHALL BE INCLUDED IN THE CONTRACT.

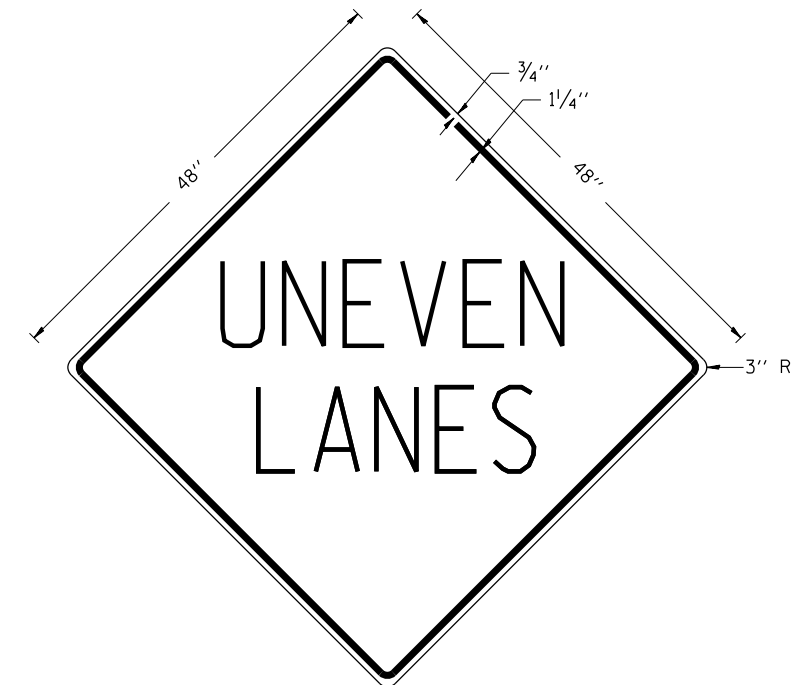
REVISIONS

REDRAWN	2-15-89
REVISED	4-6-93
REVISED	3-27-08
REVIEWED	5-17-13

STD. 9-39

UNEVEN LANES SIGN

W8-11 (48" x 48")



COLORS:

LEGEND AND BORDER - BLACK NON-REFLECTORIZED
BACKGROUND - ORANGE REFLECTORIZED

NOTE: PRIOR TO ALLOWING TRAFFIC ON ANY PORTION OF THE ROADWAY THAT HAS BEEN COLDMILLED OR BEFORE RESURFACING OPERATIONS BEGIN, THE CONTRACTOR SHALL HAVE ERECTED "UNEVEN PAVEMENT" SIGNS THAT CONFORM TO THE ABOVE DETAILS. A MINIMUM OF ONE SIGN AT EACH END OF THE IMPROVEMENT WILL BE REQUIRED. THE CONTRACTOR SHALL MAINTAIN THE "UNEVEN PAVEMENT" SIGNS UNTIL THE RESURFACING OPERATIONS ARE COMPLETED.

IF AT ANY TIME THE SIGNS ARE IN PLACE BUT NOT APPLICABLE, THEY SHALL BE TURNED FROM THE VIEW OF MOTORISTS OR COVERED AS DIRECTED BY THE ENGINEER.

THE COST OF FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE REQUIRED SIGNS SHALL BE INCLUDED IN THE CONTRACT.

REVISIONS

DRAWN	2-15-89
REVISED	4-06-93
REDESIGNED	
RESIZED	
REVIEWED	5-17-13

STD. 9-41

•(97-2-1)RS-1; BSMART 2012-1,2,3

FILE NAME =	USER NAME = mccordkr	DESIGNED -	REVISED -
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Default	PLOT SCALE = 200.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/30/2013	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**UNEVEN LANE SIGN DETAIL AND
ROUGH GROOVED SURFACE SIGNS**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	•	WHITE	54	54
CONTRACT NO. 78282				
ILLINOIS FED. AID PROJECT				