

STATE OF ILLINOIS 02-27-2026 LETTING ITEM 054
 DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	1
		ILLINOIS	CONTRACT NO. 76T66	

* 117 + 3 = 120 TOTAL SHEETS

FOR INDEX OF SHEETS, SEE SHEET NO. 3.

PROPOSED HIGHWAY PLANS

F.A.P. ROUTE 304 (IL ROUTE 16/100)
SECTION 266BRR, (4, 5) I

REHABILITATION OF THE JOE PAGE BRIDGE OVER ILLINOIS RIVER
GREENE COUNTY
C-98-102-24

PREPARED BY:

MODJESKI-MASTERS
 1254 UNIVERSITY DRIVE, SUITE 302
 EDWARDSVILLE, IL 62025
 PHONE (618) 659-9102
 PROJECT MANAGER:
 JERILYN M. HASSARD, P.E.
 WWW.MODJESKI.COM

EFK Moen
 Civil Engineering Design
 16 EXECUTIVE DRIVE, SUITE 230
 FAIRVIEW HEIGHTS, IL 62208
 PHONE (618) 206-4251
 PROJECT MANAGER:
 SHELLEY DINTELMAN, P.E.
 EFKMOEN.COM

FUNCTIONAL CLASSIFICATION
 MINOR ARTERIAL
 AADT (2023) = 2,250
 SU = 6.70%, MU = 5.30%

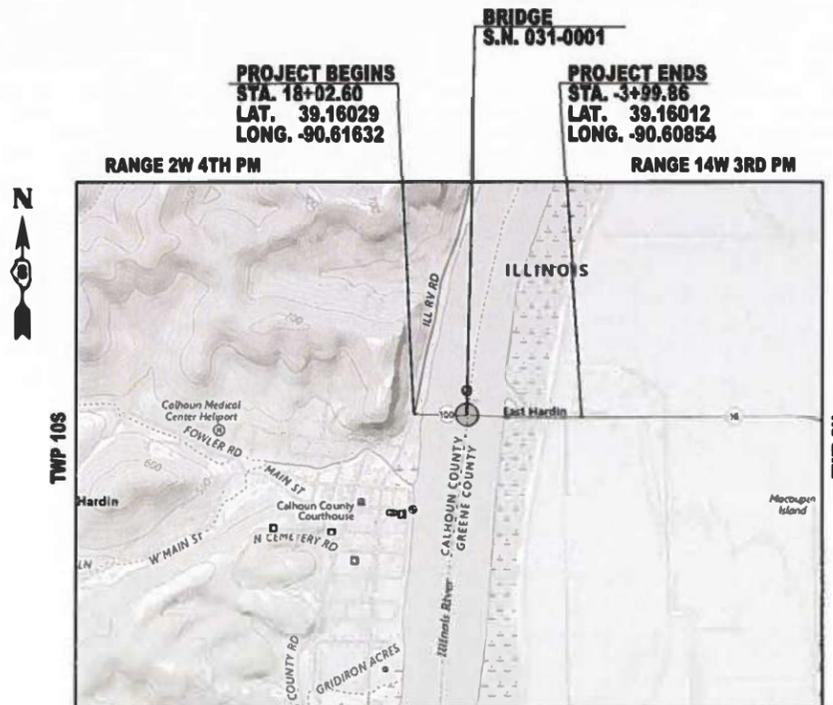


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.L.E.
 JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
 1-800-892-0123
 OR 811

PROJECT ENGINEER : CHERYL KEPLAR
 PROJECT MANAGER : BRANDON HUMPHREYS

CONTRACT NO. 76T66



GROSS LENGTH = 2,202.46 FT. = 0.42 MILE
 NET LENGTH = 2,202.46 FT. = 0.42 MILE



PROJECT DESCRIPTION:

THE REHABILITATION OF S.N. 031-0001 INCLUDES DECK REPAIRS, SUPERSTRUCTURE REPAIRS, MECHANICAL REPAIRS, AND ELECTRICAL COMPONENT REPLACEMENT.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUBMITTED Aug 15 2025

[Signature]
 REGIONAL ENGINEER

October 3 2025
[Signature]
 ENGINEER OF DESIGN AND ENVIRONMENT

October 3 2025
[Signature]
 DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
 OF THE STATE OF ILLINOIS


 062-055579
 LICENSED
 PROFESSIONAL
 ENGINEER
 STATE OF ILLINOIS
Jerilyn M. Hassard
 JERILYN M. HASSARD, P.E.

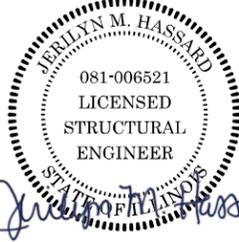
SHEETS: 1-9
 DATE SIGNED 1/22/2026
 LICENSE EXP DATE 11/30/2027




 062-059773
 LICENSED
 PROFESSIONAL
 ENGINEER
 STATE OF ILLINOIS
Joanna R. Dardeen
 JOANNA R. DARDEEN, P.E.

SHEETS: 10-38
 DATE SIGNED 1/22/2026
 LICENSE EXP DATE 11/30/2027




 081-006521
 LICENSED
 STRUCTURAL
 ENGINEER
 STATE OF ILLINOIS
Jerilyn M. Hassard
 JERILYN M. HASSARD, S.E.

SHEETS: 39-78
 DATE SIGNED 1/22/2026
 LICENSE EXP DATE 11/30/2026




 062-076157
 LICENSED
 PROFESSIONAL
 ENGINEER
 STATE OF ILLINOIS
Geoffrey L. Forest
 GEOFFREY L. FOREST, P.E.

SHEETS: 79-85
 DATE SIGNED 1/22/2026
 LICENSE EXP DATE 11/30/2027




 062-070286
 LICENSED
 PROFESSIONAL
 ENGINEER
 STATE OF ILLINOIS
Jonathan E. Gerhart
 JONATHAN E. GERHART, P.E.

SHEETS: 86-117
 DATE SIGNED 1/22/2026
 LICENSE EXP DATE 11/30/2027



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USER NAME = AECook	DESIGNED - JAD	REVISED -
	DRAWN - AEC	REVISED -
PLOT SCALE = 02" = 1'	CHECKED - JAD	REVISED -
PLOT DATE = 1/19/2026	DATE - 1/22/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT SEALS
ILLINOIS ROUTE 16/100 JOE PAGE BRIDGE REHABILITATION

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	2
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT # STP-FE84(568)				

INDEX OF SHEETS

1	COVER SHEET
2	PROJECT SEALS
3	INDEX OF SHEETS, HIGHWAY STANDARDS AND GENERAL NOTES
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12-13	ALIGNMENT, TIES & BENCHMARKS
14-18	PLAN & PROFILE
19-38	TRAFFIC CONTROL AND PROTECTION
39-78	STRUCTURAL PLANS (SN 031-0001)
79-85	MECHANICAL PLANS
86-117	ELECTRICAL PLANS

HIGHWAY STANDARDS

606301-04	PC CONCRETE ISLANDS AND MEDIANS
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 M) AWAY
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701321-19	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701901-11	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
728001-01	TELESCOPING STEEL SIGN SUPPORT
731001-01	BASE FOR TELESCOPING STEEL SIGN SUPPORT
780001-05	TYPICAL PAVEMENT MARKINGS
782001-01	CURB REFLECTORS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
BLR 17-4	TRAFFIC CONTROL DEVICES - DAY LABOR CONSTRUCTION
BLR 21-9	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

PROJECT SPECIFIC GENERAL NOTES

THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS FROM THE STATE OF ILLINOIS PRIOR TO COMMENCING CONSTRUCTION. THE COSTS SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

THE CONTRACTOR SHALL TAKE ALL NECESSARY MEASURES TO ENSURE THAT NO DEBRIS FALLS INTO THE ILLINOIS RIVER OR ENDANGERS OR INTERFERES WITH RIVER TRAFFIC BENEATH THE BRIDGE. IF ANY DEBRIS FALLS INTO THE WATERWAY, THE CONTRACTOR SHALL REMOVE IT FROM THE RIVER TO THE ENGINEERS SATISFACTION AND AT NO ADDITIONAL COST. THE COST OF THIS WORK SHALL BE CONSIDERED INCLUDED IN THE CONTRACT.

THE CONTRACTOR SHALL SUBMIT TEMPORARY ACCESS PLANS TO THE ENGINEER FOR ANY WORK TO BE PERFORMED IN/FROM THE RIVER. THE CONTRACTOR IS RESPONSIBLE FOR ALL ACCESS COSTS AND OBTAINING ANY NECESSARY PERMITS.

THE PROPOSED PAVEMENT MARKINGS SHALL GENERALLY MATCH THE LOCATION OF THE EXISTING PAVEMENT MARKINGS, EXCEPT AROUND THE ISLAND WEST OF THE JOE PAGE BRIDGE.

EXISTING ROW SHOWN IS APPROXIMATE.

EXISTING STRUCTURE PLANS ARE AVAILABLE FOR REVIEW IN THE DISTRICT OFFICE. CONTACT CHERYL KEPLAR AT 618-346-3123.

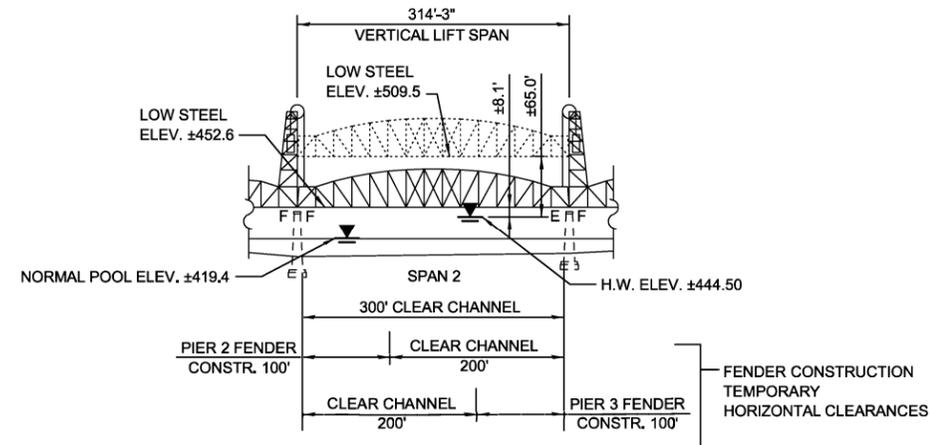
PROJECT SHALL BE CONSTRUCTED WITHOUT DISTURBING THE EXISTING GUARDRAIL OR THE EXISTING BRIDGE RAIL.

THE CONTRACTOR SHALL REMOVE THE EXISTING YIELD SIGN AND SUPPORT AT STA. 17+66 LT AT NO ADDITIONAL COST.

COMMITMENTS

NO TREE REMOVAL IS ANTICIPATED. HOWEVER, IF TREES NEED TO BE REMOVED, TREES THREE (3) INCHES IN DIAMETER AT BREST HEIGHT SHALL NOT BE CLEARED FROM APRIL 1ST TO SEPTEMBER 30TH OF ANY GIVEN YEAR.

TEMPORARY ILLINOIS RIVER CONSTRUCTION CLEARANCES SHALL BE AS APPROVED PER UNITED STATE COAST GUARD.



COORDINATION

SEE SPECIAL PROVISIONS FOR UNITED STATES COAST GUARD (U.S.C.G.) REQUIREMENTS.

U.S.C.G. CONTACT:
 MR. PETER J. SAMBOR, M.P.A.
 U.S.C.G. BRIDGE MANAGEMENT SPECIALIST
 COAST GUARD 8TH DISTRICT
 1222 SPRUCE STREET, SUITE 2. 102D
 ST. LOUIS, MO 63103
 (314) 269-2380
 U.S.C.G. 24-HOUR WATCH CENTER: (314) 269-2332

LIST OF UTILITY OWNERS AND CONTACTS

UTILITIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:

AMEREN ILLINOIS
 700 OAKWOOD AVENUE
 MC AL 832
 ALTON, IL 62002

FRONTIER COMMUNICATIONS
 SOUTHERN DIVISION
 111 E. STATE STREET
 MASCOUTAH, IL 62258

ILLINOIS AMERICAN WATER - JERSEYVILLE

ILLINOIS NET.COM

HMA MIXTURE REQUIREMENT TABLE

THE FOLLOWING HMA MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USE:	POLY SURFACE	TEMP PAVEMENT (8" THICKNESS)
PG:	SBS PG 70-28	PG 64-22
DESIGN AIR VOIDS:	4.0% @ Ndes=70	4.0% @ Ndes=70
MIXTURE COMPOSITION:	IL-9,5FG	IL 19.0
FRICTION AGGREGATE:	MIXTURE "D"	MIXTURE "B"
MIXTURE WEIGHT:	112 #/SQ YD/INCH	112 #/SQ YD/INCH
QUALITY MANAGEMENT PROGRAM:	QC/QA	QC/QA
SUBLOT SIZE:	N/A	N/A
MATERIAL TRANSFER DEVICE (REQUIRED?)	NO	NO

REV - MS

MODEL: Br Sheet Consultant
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USER NAME = AECook	DESIGNED - JAD	REVISED -
	DRAWN - AEC	REVISED -
PLOT SCALE = 0.2" = 1'	CHECKED - JAD	REVISED -
PLOT DATE = 10/3/2025	DATE - 8/8/2025	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, HIGHWAY STANDARDS AND GENERAL NOTES
 ILLINOIS ROUTE 16/100 JOE PAGE BRIDGE REHABILITATION

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	3
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-P E84(558)				

MODEL: Br Sheet Consultant
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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				100% STATE		MCHD FUNDING
				BRIDGE	ELECTRICAL	BRIDGE
				0013	0021	0013
				S.N. 031-0001		S.N. 031-0001
40600295	POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)	POUND	1652	1652		
40604112	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5FG, MIX "D", N70	TON	257	257		
44000154	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/4"	SQ YD	3670	3670		
50102400	CONCRETE REMOVAL	CU YD	7.4	7.4		
50300255	CONCRETE SUPERSTRUCTURE	CU YD	6.1	6.1		
50300300	PROTECTIVE COAT	SQ YD	29	29		
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	1.4	1.4		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1240	1240		
52000005	PREFORMED JOINT SEAL 1"	FOOT	97.5	97.5		
52000025	PREFORMED JOINT SEAL 2"	FOOT	23.5	23.5		
52000365	NEOPRENE EXPANSION JOINT 6 1/2"	FOOT	23.5	23.5		
52100520	ANCHOR BOLTS, 1"	EACH	4	4		
60622800	CONCRETE MEDIAN, TYPE SM-6.12	SQ FT	128	128		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	16	16		

REV - MS



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
 ILLINOIS ROUTE 16/100 JOE PAGE BRIDGE REHABILITATION**

SCALE: SHEET 1 OF 6 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	4
			CONTRACT NO. 76T66	
ILLINOIS FED. AID PROJECT # STP-PE84(558)				

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				100% STATE		MCHD FUNDING
				BRIDGE	ELECTRICAL	BRIDGE
				0013	0021	0013
				S.N. 031-0001		S.N. 031-0001
67100100	MOBILIZATION	L SUM	1	1		
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	300	300		
70106700	TEMPORARY RUMBLE STRIPS	EACH	15	15		
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	1440	1440		
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1150	1150		
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	3225	3225		
70600241	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	4	4		
70600341	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	8	8		
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	33	33		
* 78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	8765	8765		
* 78001140	PAINT PAVEMENT MARKING - LINE 8"	FOOT	104	104		
* 78001150	PAINT PAVEMENT MARKING - LINE 12"	FOOT	70	70		
* 78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	176	176		
* 78200020	CURB REFLECTORS	EACH	8	8		

* SPECIALTY ITEM

REV - MS



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PLOT DATE = 8/15/2025	DATE - 8/8/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
ILLINOIS ROUTE 16/100 JOE PAGE BRIDGE REHABILITATION

SCALE: SHEET 2 OF 6 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	5
			CONTRACT NO. 76T66	
ILLINOIS FED. AID PROJECT # STP-PE84(558)				

MODEL: Br Sheet Consultant
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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				100% STATE		MCHD FUNDING
				BRIDGE	ELECTRICAL	BRIDGE
				0013	0021	0013
				S.N. 031-0001		S.N. 031-0001
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	86	86		
81100220	CONDUIT ATTACHED TO STRUCTURE, 3/4" DIA., PVC COATED GALVANIZED STEEL	FOOT	4200		4200	
81100320	CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL	FOOT	1750		1750	
81100420	CONDUIT ATTACHED TO STRUCTURE, 1 1/4" DIA., PVC COATED GALVANIZED STEEL	FOOT	1750		1750	
81100510	CONDUIT ATTACHED TO STRUCTURE, 1 1/2" DIA., PVC COATED GALVANIZED STEEL	FOOT	1500		1500	
81100605	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., PVC COATED GALVANIZED STEEL	FOOT	700		700	
81100705	CONDUIT ATTACHED TO STRUCTURE, 2 1/2" DIA., PVC COATED GALVANIZED STEEL	FOOT	1000		1000	
81100805	CONDUIT ATTACHED TO STRUCTURE, 3" DIA., PVC COATED GALVANIZED STEEL	FOOT	500		500	
81101005	CONDUIT ATTACHED TO STRUCTURE, 4" DIA., PVC COATED GALVANIZED STEEL	FOOT	900		900	
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	240000		240000	
X0322559	BOLT REPLACEMENT	EACH	26	26		
* X0325493	MAINTENANCE OF BRIDGE ELECTRICAL SYSTEM	L SUM	1		1	
X0325499	REMOVAL OF THIN EPOXY POLYMER BRIDGE DECK OVERLAY	SQ YD	800	800		
X0325941	ACCESS LADDER	EACH	1	1		

* SPECIALTY ITEM

REV - MS



USER NAME = AECook	DESIGNED - JAD	REVISED -
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
 ILLINOIS ROUTE 16/100 JOE PAGE BRIDGE REHABILITATION

SCALE: SHEET 3 OF 6 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	6
			CONTRACT NO. 76T66	
ILLINOIS FED. AID PROJECT # STP-PE84(558)				

MODEL: Br Sheet Consultant
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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				100% STATE		MCHD FUNDING
				BRIDGE	ELECTRICAL	BRIDGE
				0013	0021	0013
				S.N. 031-0001	S.N. 031-0001	
X0326232	FENDER SYSTEM	L SUM	1	1		
X0326557	REFURBISHING OF OPERATING MACHINERY	L SUM	1	1		
* X0326945	CLOSED CIRCUIT TELEVISION CAMERA EQUIPMENT	EACH	1	1		
* X0327739	MISCELLANEOUS ELECTRICAL WORK	L SUM	1	1		
X2010505	CLEARING (SPECIAL)	L SUM	1	1		
X4400110	TEMPORARY PAVEMENT REMOVAL	SQ YD	15	15		
X4402805	ISLAND REMOVAL	SQ FT	128	128		
X5051204	STRUCTURAL STEEL REMOVAL	POUND	2140	2140		
X5051206	STRUCTURAL STEEL REPAIR	POUND	24110	23720		390
X5091772	HANDRAIL REPAIRS	L SUM	1	1		
X5870015	BRIDGE DECK CONCRETE SEALER	SQ FT	869	869		
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1		
X7016500	TEMPORARY BRIDGE TRAFFIC SIGNALS (SPECIAL)	EACH	2	2		
X7200201	WIDTH RESTRICTION SIGNING	L SUM	1	1		

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
ILLINOIS ROUTE 16/100 JOE PAGE BRIDGE REHABILITATION

SCALE: SHEET 4 OF 6 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	7
			CONTRACT NO. 76T66	
ILLINOIS FED. AID PROJECT # STP-PE84(558)				

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				100% STATE		MCHD FUNDING
				BRIDGE	ELECTRICAL	BRIDGE
				0013	0021	0013
				S.N. 031-0001	S.N. 031-0001	
X8430100	REMOVE EXISTING CONDUIT ATTACHED TO STRUCTURE	FOOT	11000		11000	
* X8710036	FIBER OPTIC CABLE 12 FIBERS, SINGLE MODE	FOOT	3025		3025	
X8950510	REMOVE FIBER OPTIC CABLE FROM CONDUIT	FOOT	1400		1400	
Z0007101	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 1	L SUM	1	1		
Z0012102	CONCRETE BRIDGE DECK SCARIFICATION 3/8 INCH	SQ YD	1137	1137		
Z0012193	BRIDGE DECK THIN POLYMER OVERLAY 3/8"	SQ YD	1936	1936		
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	50	50		
Z0015500	DEBRIS REMOVAL	L SUM	1	1		
Z0016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	15	15		
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	5	5		
Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ YD	5	5		
* Z0036200	PAINT CURB	FOOT	35	35		
Z0041895	POLYMER CONCRETE	CU FT	1.1	1.1		

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STATE OF ILLINOIS
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SUMMARY OF QUANTITIES
 ILLINOIS ROUTE 16/100 JOE PAGE BRIDGE REHABILITATION

SCALE: SHEET 5 OF 6 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	8
			CONTRACT NO. 76T66	
ILLINOIS FED. AID PROJECT # STP-PE84(558)				

TEMPORARY CONCRETE BARRIER

LOCATION					REL	IMP ATTN	IMP ATTN	BARRIER	NOTES
					TEMP	TEMP NRD	REL NRD	WALL	
CONC	NAR	NAR	REFLECT						
BARRIER	TL2	TL2	TYC						
ROADWAY	STATION	OFFSET	STATION	OFFSET	(FOOT)	(EACH)	(EACH)	(EACH)	
IL 16/100	2+49.36	7.9' RT	11+73.78	1.4' LT	925	2		37	STAGE 1
IL 16/100	15+34.69	1.4' LT	17+53.41	27.1' RT	225	2		9	STAGE 1
IL 16/100	17+42.89	20.4' RT	17+53.41	27.1' RT					STAGE 1
IL 16/100	2+49.36	8.5' LT	11+73.78	0.8' RT	925	2		37	STAGE 2
IL 16/100	15+34.69	0.8' RT	17+45.34	14.3' LT	212.5	2		9	STAGE 2
IL 16/100	-3+99.66	1.7' LT	6+49.63	7.9' LT	1050	2		42	STAGE 3
IL 16/100	-3+99.67	2.3' RT	6+37.12	7.8' RT	1037.5	2		42	STAGE 4
SUBTOTALS					1150	4	8	176	
PAY ITEM TOTALS					1150	4	8	176	

ISLAND SCHEDULE

LOCATION					CONC	ISLAND	PAINT	CURB	TEMP	TEMP	NOTES
					MED	REMOVAL	CURB	TEMP	PAVEMENT		
TSM6.12	REFLECTORS	PAVEMENT	REMOVAL								
(SQ FT)	(EACH)	(SQ YD)	(SQ YD)								
ROADWAY	STATION	OFFSET	STATION	OFFSET	(SQ FT)	(SQ FT)	(FOOT)	(EACH)	(SQ YD)	(SQ YD)	
IL 16/100	17+74.49	17.4' RT	17+88.68	20.4' RT	127.2	127.2	35.0	8	14.1	14.1	
SUBTOTALS					127.2	127.2	35.0	8	14.1	14.1	
PAY ITEM TOTALS					128	128	35	8	15	15	

BRIDGE DECK OVERLAY SCHEDULE

LOCATION					P BIT	P HMA	HMA	REM TH	CONC BR	BR DK	NOTES
					MATLS	SC IL-9.5FG	SURF REM	EPXY B DK	DECK	TH POLY	
TACK CT	D N70	1 1/4	OLAY	SCAR 3/8	OVL 3/8						
(POUND)	(TON)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)						
ROADWAY	LOCATION	OFFSET	LOCATION	OFFSET	(POUND)	(TON)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	
IL 16/100	W ABUTMENT	CL	PIER 1	CL					308.5	308.5	
IL 16/100	PIER 1	CL	PIER 2	CL	187.5	29.2	416.8				
IL 16/100	PIER 2	CL	PIER 3	CL			799.0			799.0	
IL 16/100	PIER 3	CL	PIER 9	CL	1463.7	227.7	3252.8				
IL 16/100	PIER 9	CL	E ABUTMENT	CL					828.1	828.1	
SUBTOTALS					1651.3	256.9	3669.5	799.0	1136.6	1935.6	
PAY ITEM TOTALS					1652	257	3670	800	1137	1936	

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TEMPORARY SIGNAL SCHEDULE

LOCATION			TEMP	TEMP	NOTES
			BR TRAF SIG SPL (EACH)	RUMBLE STRIPS (EACH)	
ROADWAY	STATION	OFFSET			
IL 16/100			1		STAGE 1 & 2
IL 16/100			1		STAGE 3 & 4
IL 16/100	-3+45.75			1	STAGE 1 & 2
IL 16/100	-5+45.75			1	STAGE 1 & 2
IL 16/100	936+86.06			1	STAGE 1 & 2
IL 100	18+48.00			1	STAGE 1 & 2
IL 100	20+48.00			1	STAGE 1 & 2
IL 100	22+48.00			1	STAGE 1 & 2
IL 100	800' FROM STOPBAR			1	STAGE 1 & 2
IL 100	600' FROM STOPBAR			1	STAGE 1 & 2
IL 100	9+24.00			1	STAGE 1 & 2
IL 16/100	12+52.15			1	STAGE 3 & 4
IL 16/100	14+52.15			1	STAGE 3 & 4
IL 16/100	16+52.15			1	STAGE 3 & 4
IL 16/100	930+07.21			1	STAGE 3 & 4
IL 16/100	932+07.21			1	STAGE 3 & 4
IL 16/100	934+07.21			1	STAGE 3 & 4
SUBTOTALS			2	15	
PAY ITEM TOTALS			2	15	

PAVEMENT MARKING SCHEDULE

LOCATION					PAINT	PAINT	PAINT	THPL	PMK REM	NOTES
					PMK LINE - 6" (FOOT)	PMK LINE - 8" (FOOT)	PMK LINE - 12" (FOOT)	PMK LINE - 24" (FOOT)	WATER BLASTING (SQ FT)	
ROADWAY	STATION	OFFSET	STATION	OFFSET						
IL 16/100	17+73.08	4.1' RT	-3+99.86	CL	4346.0					DOUBLE YELLOW
IL 16/100	17+72.00	72.7' RT	-3+99.86	11' RT	2199.0					EDGE LINE
IL 16/100	18+02.60	66.0' LT	-3+99.86	11' LT	2219.8					EDGE LINE
IL 16/100 - IL 100	17+55.16	15.3' RT	14+06.28	12.5' RT		34.8	69.9			ISLAND EDGE LINE/CHEVRONS
IL 16/100 - IL 100	17+55.16	15.3' RT	14+33.71	12.7' RT		40.9				ISLAND EDGE LINE
IL 100	14+06.28	12.5' RT	14+33.71	12.7' RT		27.7				ISLAND EDGE LINE
IL 16/100	17+73.08	4.1' RT	17+72.51	16.1' RT				12		STOP BAR
IL 100	14+30.08	18.3' RT	14+47.29	29.9' RT				21		STOP BAR
IL 16/100	17+72.50	16.2' RT	17+73.53	4.1' RT					24.2	EXISTING STOP BAR
IL 16/100	17+55.15	15.2' RT	17+84.15	44.1' RT					61.0	EXISTING STOP BAR
SUBTOTALS					8764.8	103.4	69.9	33	85.2	
PAY ITEM TOTALS					8765	104	70	33	86	

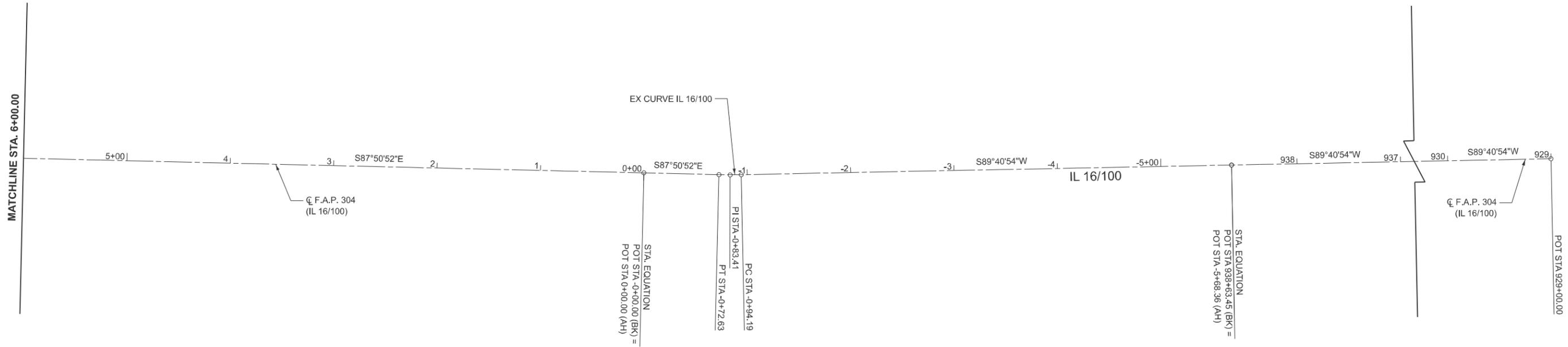
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A NOTE ON IL 16/100 STATIONING:
THE STATIONING RUNS FROM EAST TO WEST

EX CURVE IL 16/100
PI STA = -0+83.41
 $\Delta = 02^\circ 28' 14''$ (RT)
D = $11^\circ 27' 33''$
R = 500.00'
T = 10.78'
L = 21.56'
E = 0.12'
e =
PC STA = -0+94.19
PT STA = -0+72.63

CONTROL POINTS

POINT NUMBER	NORTHING	EASTING	ELEVATION	STATION	OFFSET	DESCRIPTION
S PARK ST/IL ROUTE 100						
51	94765.4290	7735.2350	439.630	12+34.80	24.6' RT	ROD WITH BRONZE DISK
68	94271.0480	7469.8950	438.853	06+72.80	23.8' LT	IRON PIN WITH CAP
69	95424.3970	7840.7930	438.844	18+98.97	18.4' LT	IRON PIN WITH CAP
IL 16/100						
35	94840.5400	11868.6950	421.298	921+29.04	18.7' LT	IRON PIN WITH CAP
36	94878.3430	11165.4190	421.486	928+32.10	23.0' RT	IRON PIN WITH CAP
MA 50	94822.6180	10201.0080	424.180	937+96.80	27.4' LT	ROD WITH BRONZE DISK



<p>CONTROL POINT NO. 35 IRON PIN W/CAP N: 94840.540 E: 11868.695 EL: 421.298 STATION 921+29.04 OFFSET 18.70LT</p>	<p>CONTROL POINT NO. 36 IRON PIN W/CAP N: 94878.343 E: 11165.419 EL: 421.486 STATION 928+32.10 OFFSET 23.01RT</p>	<p>CONTROL POINT NO. 68 IRON PIN W/CAP N: 94271.048 E: 7469.895 EL: 438.853 STATION 6+72.80 OFFSET 23.79LT</p>	<p>CONTROL POINT NO. 69 IRON PIN W/CAP N: 95424.397 E: 7840.793 EL: 438.844 STATION 18+98.97 OFFSET 18.40LT</p>	<p>CONTROL POINT NO. MA 50 ROD W/BRONZE DISK N: 94822.618 E: 10201.008 EL: 424.180 STATION 937+96.80 OFFSET 27.36LT</p>	<p>CONTROL POINT NO. 51 ROD W/BRONZE DISK N: 94765.429 E: 7735.235 EL: 439.630 STATION 12+34.80 OFFSET 24.60RT</p>
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EFK Moen
Civil Engineering Design

USER NAME = ZWaters	DESIGNED - AEH	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - SLD	REVISED -
PLOT DATE = 8/15/2025	DATE - 7/18/25	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ALIGNMENT, TIES, & BENCHMARKS
ILLINOIS ROUTE 16 / 100 JOE PAGE BRIDGE REHABILITATION**

SCALE: 1"=50' SHEET 2 OF 2 SHEETS STA. 929+00.00 TO STA. 6+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	12
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT				

A NOTE ON IL 16/100 STATIONING:
THE STATIONING RUNS FROM EAST TO WEST

EX CURVE IL 100
PI STA = 13+73.43
 $\Delta = 11^{\circ}09'09''$ (LT)
D = $04^{\circ}02'53''$
R = 1,415.36'
T = 138.18'
L = 275.49'
E = 6.73'
e = _____
PC STA = 12+35.24
PT STA = 15+10.74

1. HORIZONTAL NOTE

LOW DISTORTION PROJECTION-GREENE COUNTY

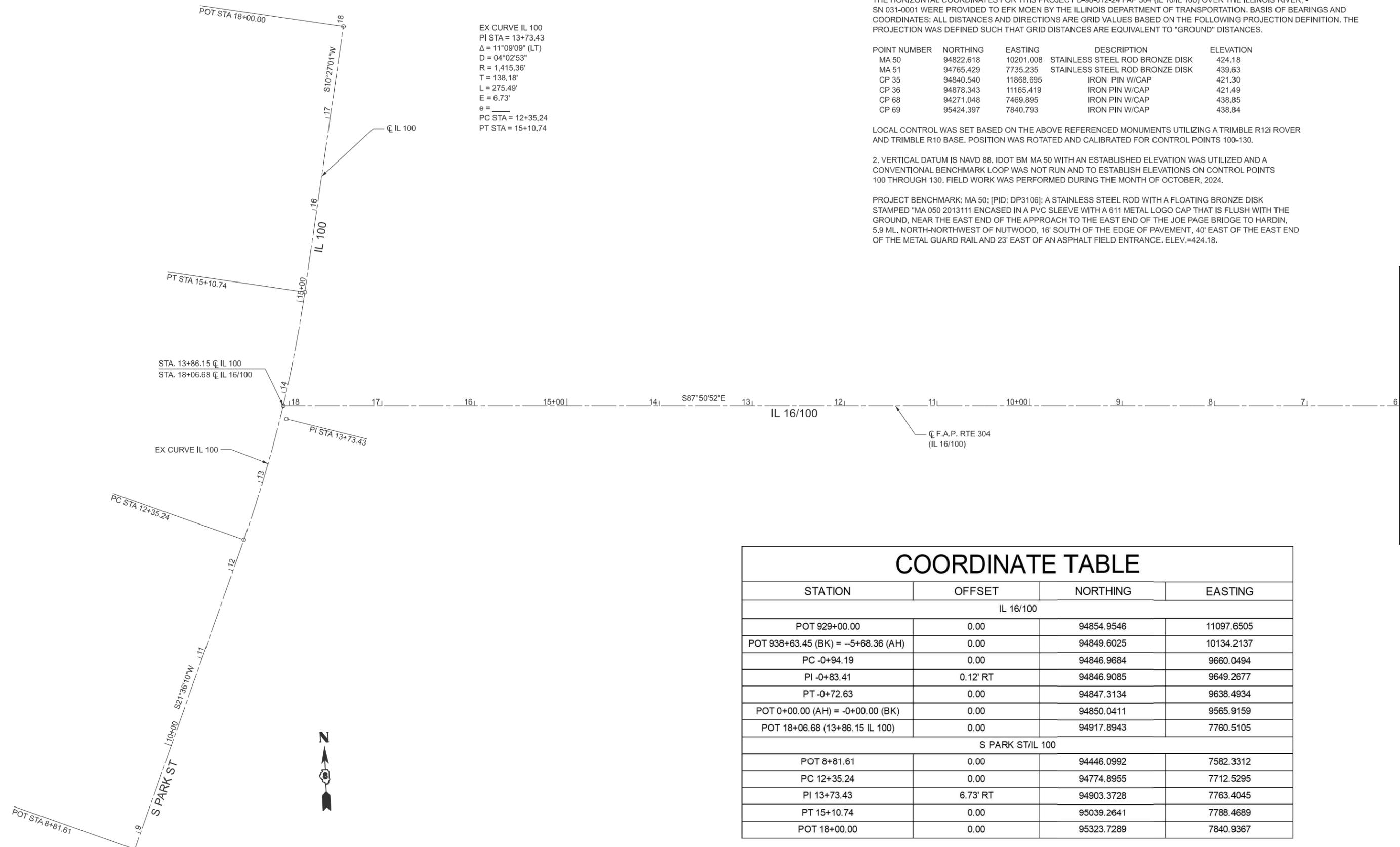
THE HORIZONTAL COORDINATES FOR THIS PROJECT D-98-012-24 FAP 304 (IL 16/IL 100) OVER THE ILLINOIS RIVER, - SN 031-0001 WERE PROVIDED TO EFK MOEN BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION. BASIS OF BEARINGS AND COORDINATES: ALL DISTANCES AND DIRECTIONS ARE GRID VALUES BASED ON THE FOLLOWING PROJECTION DEFINITION. THE PROJECTION WAS DEFINED SUCH THAT GRID DISTANCES ARE EQUIVALENT TO "GROUND" DISTANCES.

POINT NUMBER	NORTHING	EASTING	DESCRIPTION	ELEVATION
MA 50	94822.618	10201.008	STAINLESS STEEL ROD BRONZE DISK	424.18
MA 51	94765.429	7735.235	STAINLESS STEEL ROD BRONZE DISK	439.63
CP 35	94840.540	11868.695	IRON PIN W/CAP	421.30
CP 36	94878.343	11165.419	IRON PIN W/CAP	421.49
CP 68	94271.048	7469.895	IRON PIN W/CAP	438.85
CP 69	95424.397	7840.793	IRON PIN W/CAP	438.84

LOCAL CONTROL WAS SET BASED ON THE ABOVE REFERENCED MONUMENTS UTILIZING A TRIMBLE R12i ROVER AND TRIMBLE R10 BASE. POSITION WAS ROTATED AND CALIBRATED FOR CONTROL POINTS 100-130.

2. VERTICAL DATUM IS NAVD 88. IDOT BM MA 50 WITH AN ESTABLISHED ELEVATION WAS UTILIZED AND A CONVENTIONAL BENCHMARK LOOP WAS NOT RUN AND TO ESTABLISH ELEVATIONS ON CONTROL POINTS 100 THROUGH 130. FIELD WORK WAS PERFORMED DURING THE MONTH OF OCTOBER, 2024.

PROJECT BENCHMARK: MA 50; [PID: DP3106]; A STAINLESS STEEL ROD WITH A FLOATING BRONZE DISK STAMPED "MA 050 2013111 ENCASED IN A PVC SLEEVE WITH A 611 METAL LOGO CAP THAT IS FLUSH WITH THE GROUND, NEAR THE EAST END OF THE APPROACH TO THE EAST END OF THE JOE PAGE BRIDGE TO HARDIN, 5.9 ML. NORTH-NORTHWEST OF NUTWOOD, 16' SOUTH OF THE EDGE OF PAVEMENT, 40' EAST OF THE EAST END OF THE METAL GUARD RAIL AND 23' EAST OF AN ASPHALT FIELD ENTRANCE. ELEV.=424.18.



MATCHLINE STA. 6+00.00

COORDINATE TABLE

STATION	OFFSET	NORTHING	EASTING
IL 16/100			
POT 929+00.00	0.00	94854.9546	11097.6505
POT 938+63.45 (BK) = -5+68.36 (AH)	0.00	94849.6025	10134.2137
PC -0+94.19	0.00	94846.9684	9660.0494
PI -0+83.41	0.12' RT	94846.9085	9649.2677
PT -0+72.63	0.00	94847.3134	9638.4934
POT 0+00.00 (AH) = -0+00.00 (BK)	0.00	94850.0411	9565.9159
POT 18+06.68 (13+86.15 IL 100)	0.00	94917.8943	7760.5105
S PARK ST/IL 100			
POT 8+81.61	0.00	94446.0992	7582.3312
PC 12+35.24	0.00	94774.8955	7712.5295
PI 13+73.43	6.73' RT	94903.3728	7763.4045
PT 15+10.74	0.00	95039.2641	7788.4689
POT 18+00.00	0.00	95323.7289	7840.9367

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EFK Moen
Civil Engineering Design

USER NAME = ZWaters	DESIGNED - AEH	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - SLD	REVISED -
PLOT DATE = 8/15/2025	DATE - 7/18/25	REVISED -

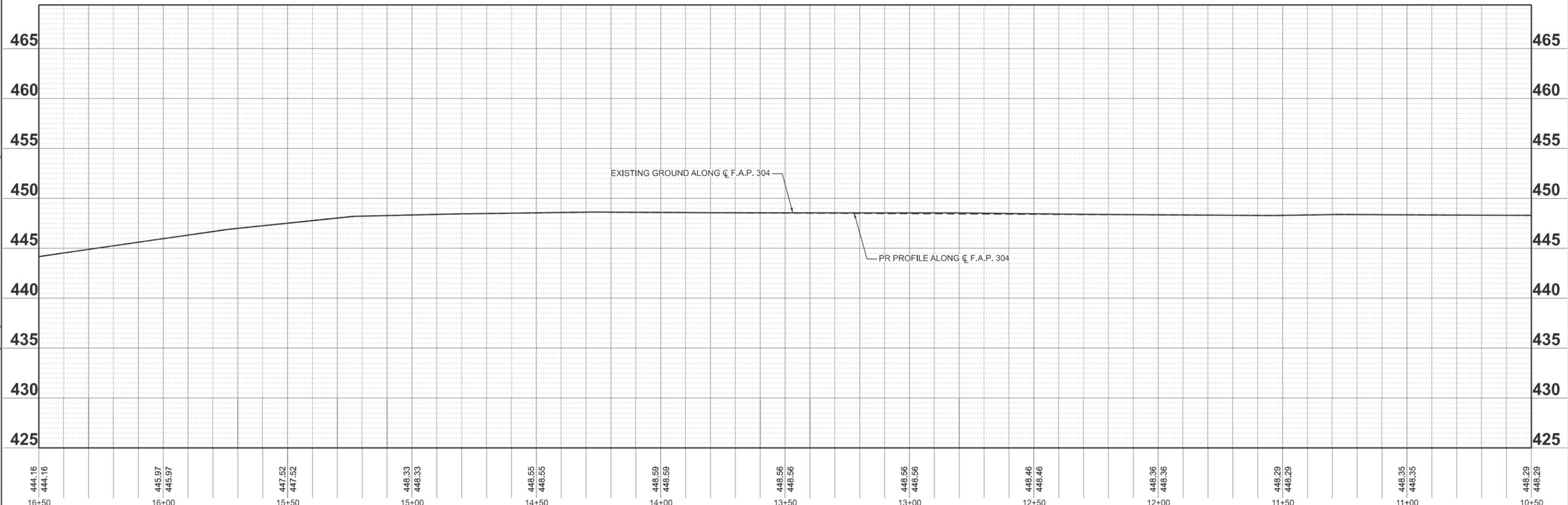
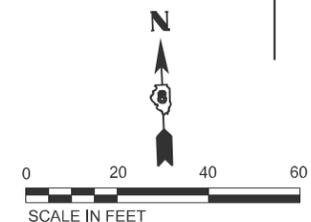
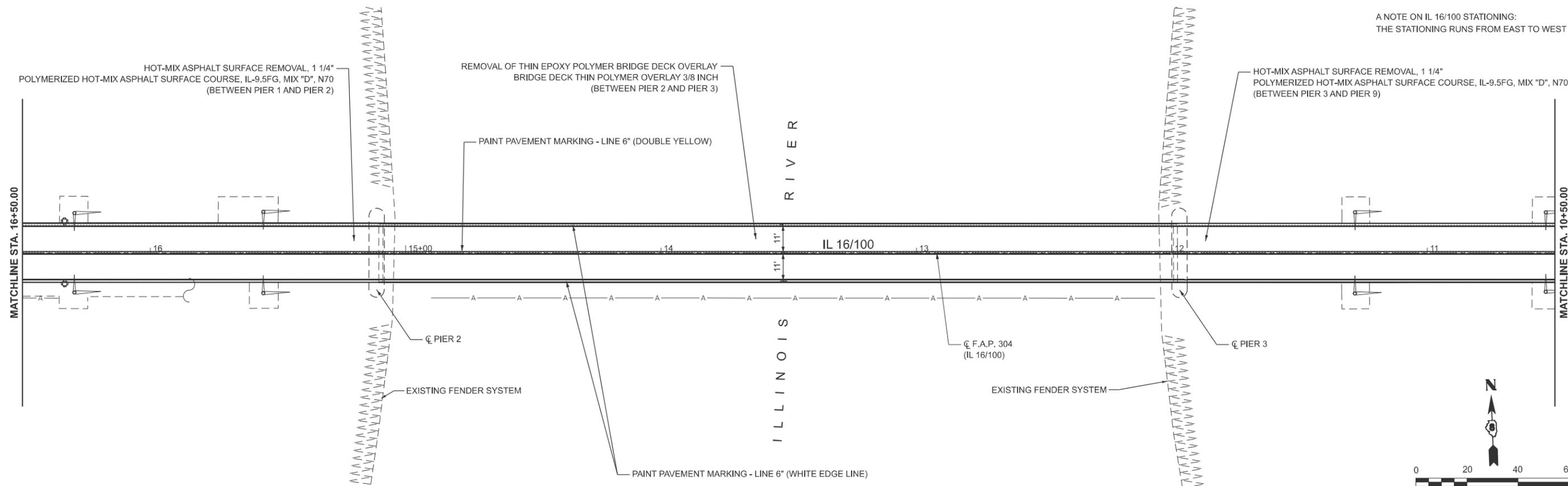
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, & BENCHMARKS
ILLINOIS ROUTE 16 / 100 JOE PAGE BRIDGE REHABILITATION

SCALE: 1"=50' SHEET 1 OF 2 SHEETS STA. 6+00.00 TO STA. 18+08.68

F.A.P. RTE. 304	SECTION 266BRR, (4, 5) I	COUNTY GREENE	TOTAL SHEETS 117	SHEET NO. 13
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT				

A NOTE ON IL 16/100 STATIONING:
THE STATIONING RUNS FROM EAST TO WEST



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USER NAME = ZWaters	DESIGNED - JRD	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - SLD	REVISED -
PLOT DATE = 8/15/2025	DATE - 7/18/25	REVISED -

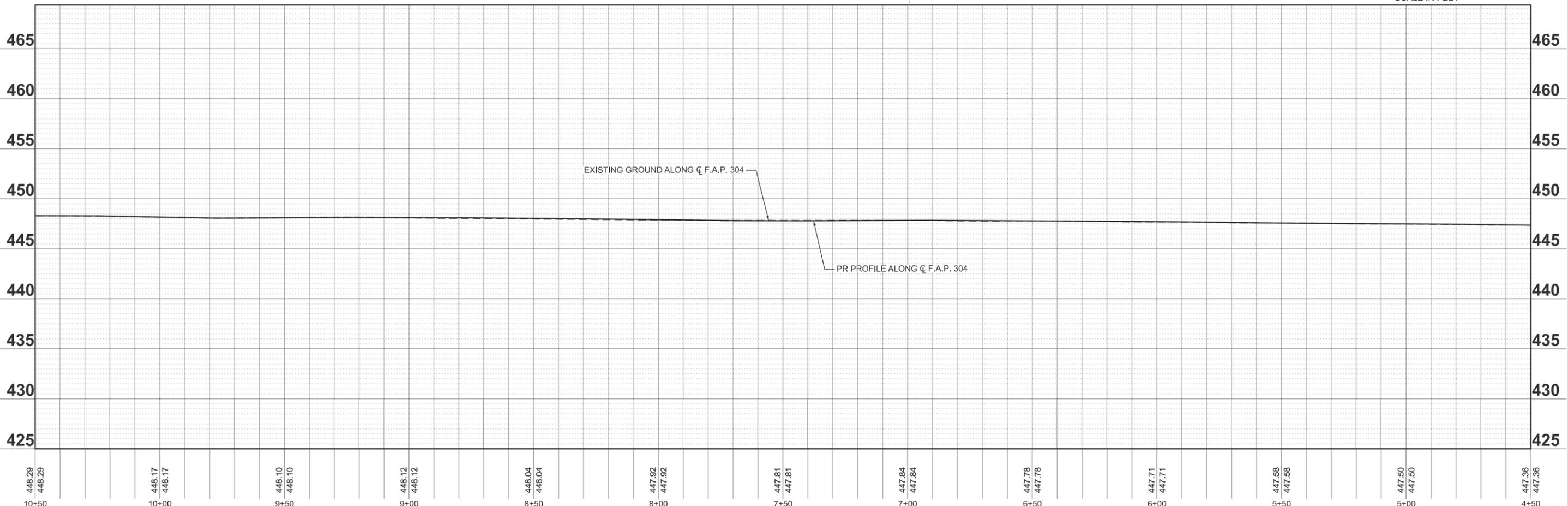
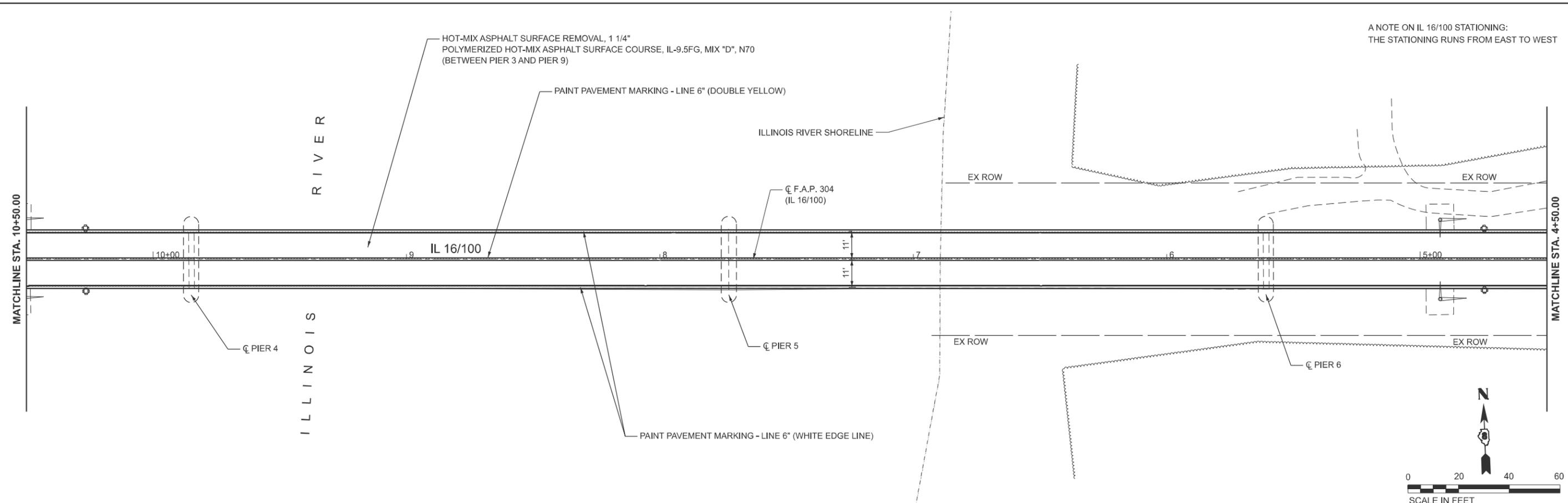
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAN & PROFILE
ILLINOIS ROUTE 16 / 100 JOE PAGE BRIDGE REHABILITATION**

F.A.P. RTE. 304	SECTION 266BRR, (4, 5) I	COUNTY GREENE	TOTAL SHEETS 117	SHEET NO. 15
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT				

SCALE: 1"=20' SHEET 2 OF 5 SHEETS STA. 10+50.00 TO STA. 16+50.00

A NOTE ON IL 16/100 STATIONING:
THE STATIONING RUNS FROM EAST TO WEST



448.29 448.29 10+50	448.17 448.17 10+00	448.10 448.10 9+50	448.12 448.12 9+00	448.04 448.04 8+50	447.92 447.92 8+00	447.81 447.81 7+50	447.84 447.84 7+00	447.78 447.78 6+50	447.71 447.71 6+00	447.58 447.58 5+50	447.50 447.50 5+00	447.36 447.36 4+50
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Civil Engineering Design

USER NAME = ZWaters	DESIGNED - JRD	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - SLD	REVISED -
PLOT DATE = 8/15/2025	DATE - 7/18/25	REVISED -

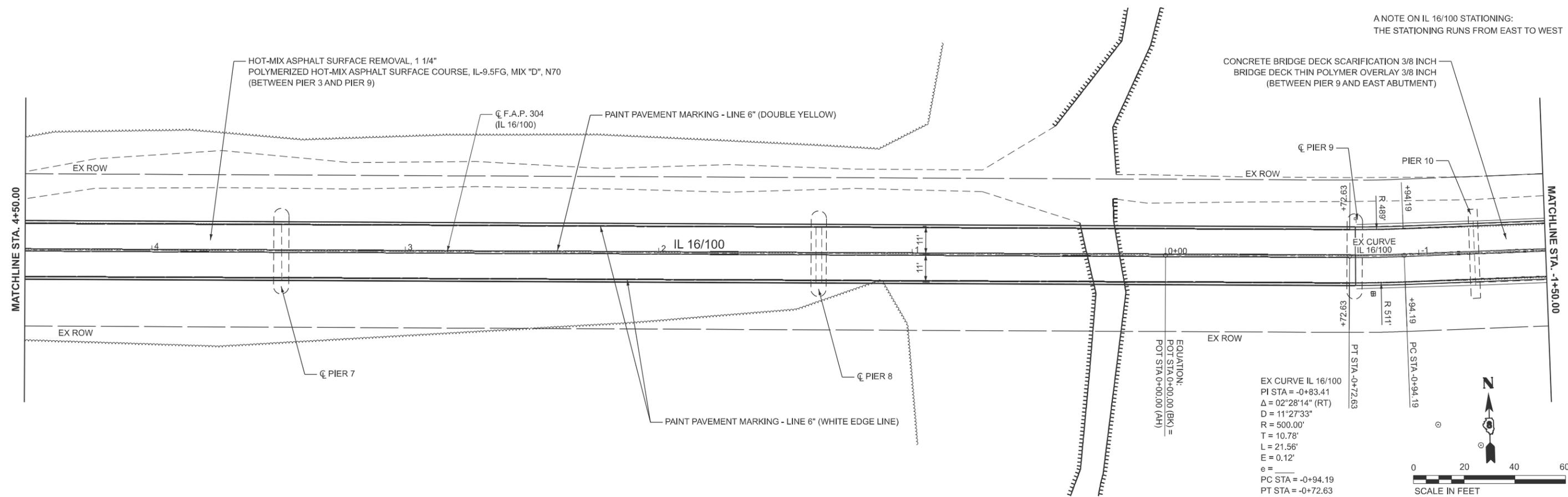
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE
ILLINOIS ROUTE 16 / 100 JOE PAGE BRIDGE REHABILITATION

F.A.P. RTE. 304	SECTION 266BRR, (4, 5) I	COUNTY GREENE	TOTAL SHEETS 117	SHEET NO. 16
CONTRACT NO. 76T66			ILLINOIS FED. AID PROJECT	

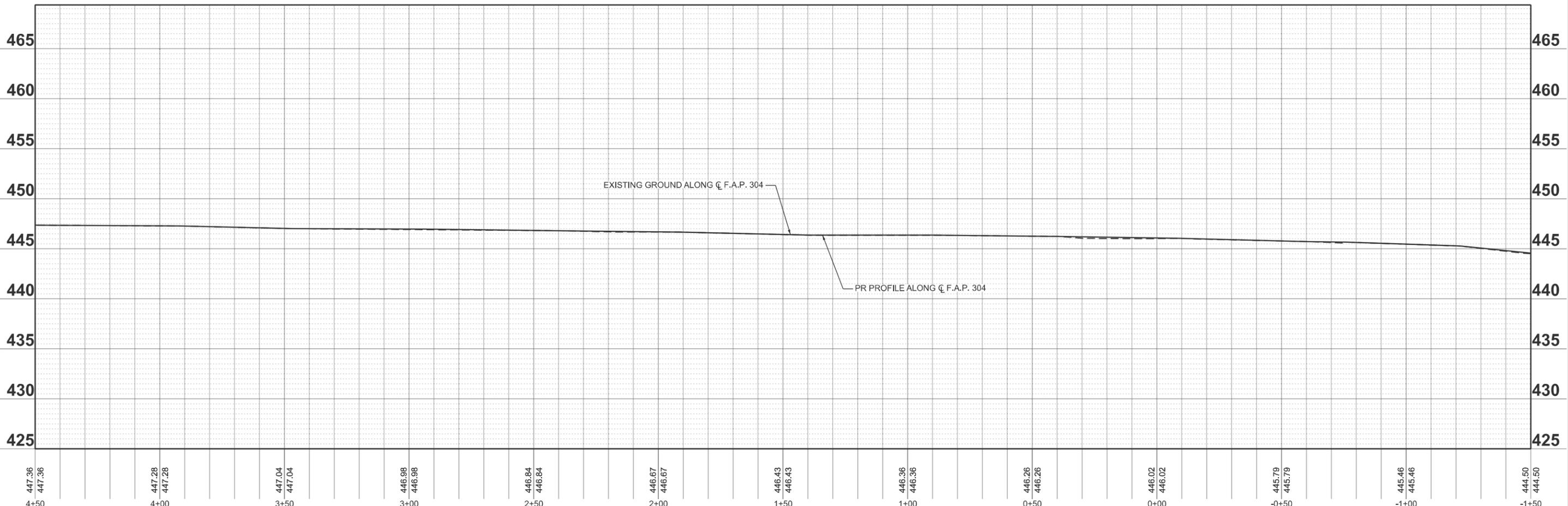
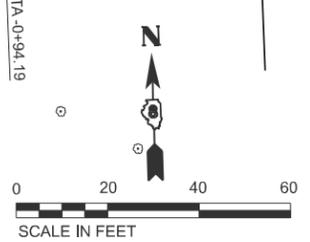
SCALE: 1"=20' SHEET 3 OF 5 SHEETS STA. 4+50.00 TO STA. 10+50.00

A NOTE ON IL 16/100 STATIONING:
THE STATIONING RUNS FROM EAST TO WEST



EQUATION:
 POT STA=0+00.00 (BK) =
 POT STA=0+00.00 (AH) =

EX CURVE IL 16/100
 PI STA = -0+83.41
 $\Delta = 02^{\circ}28'14''$ (RT)
 $D = 11^{\circ}27'33''$
 $R = 500.00'$
 $T = 10.78'$
 $L = 21.56'$
 $E = 0.12'$
 $e =$
 PC STA = -0+94.19
 PT STA = -0+72.63

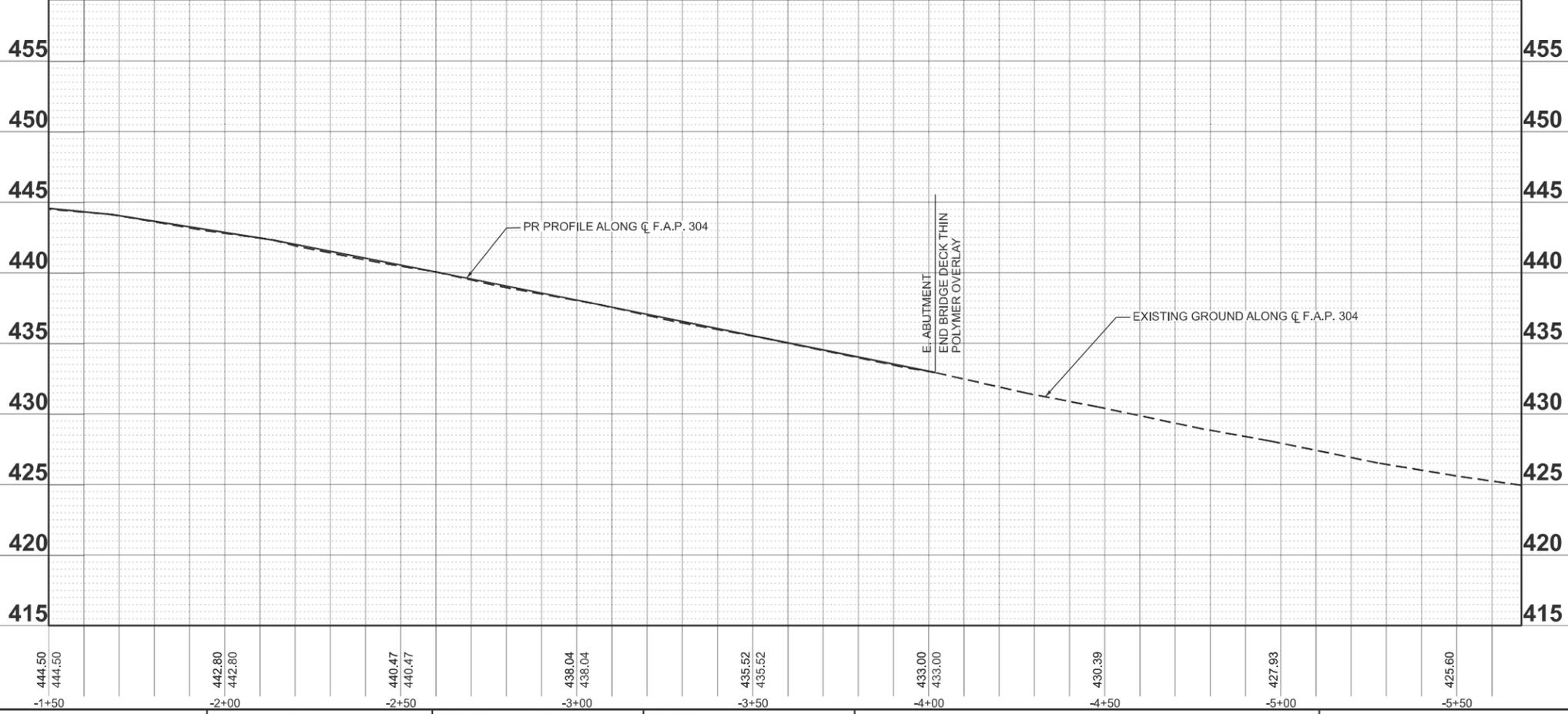
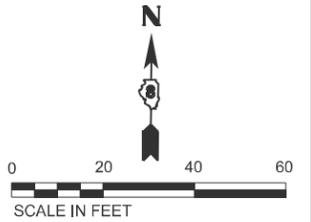
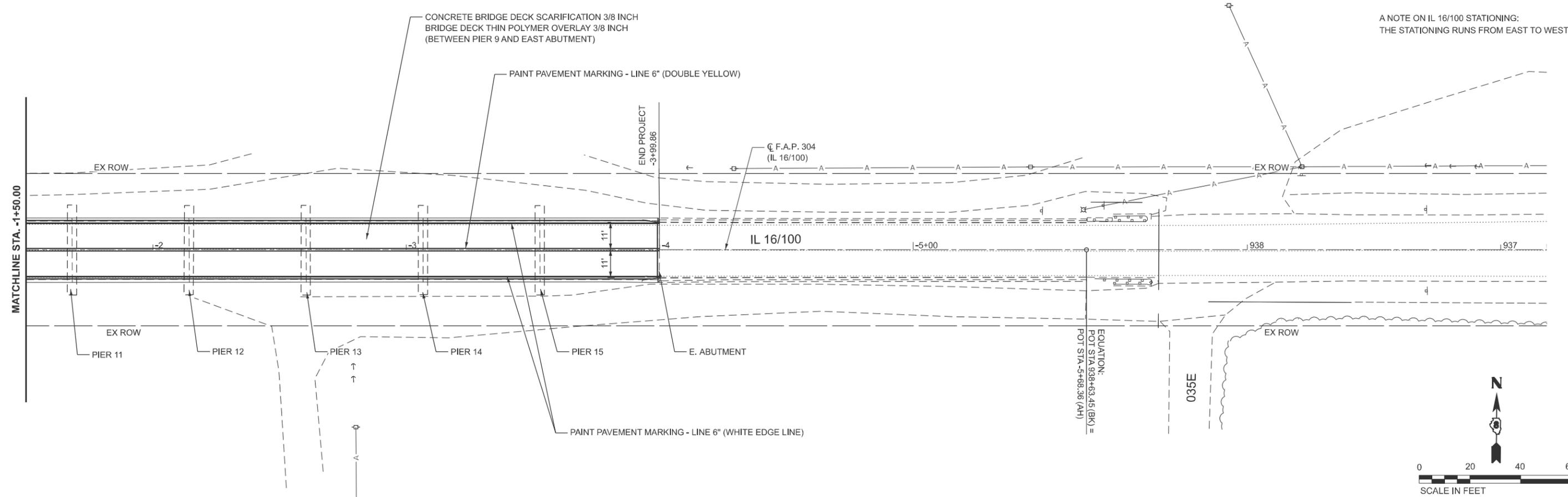


447.36 447.36 4+50	447.28 447.28 4+00	447.04 447.04 3+50	446.98 446.98 3+00	446.84 446.84 2+50	446.67 446.67 2+00	446.43 446.43 1+50	446.36 446.36 1+00	446.26 446.26 0+50	446.02 446.02 0+00	445.79 445.79 -0+50	445.46 445.46 -1+00	444.50 444.50 -1+50		
USER NAME = ZWaters		DESIGNED - JRD	REVISIONS	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		PLAN & PROFILE ILLINOIS ROUTE 16 / 100 JOE PAGE BRIDGE REHABILITATION			SCALE: 1"=20'		SHEET 4 OF 5 SHEETS		STA. -1+50.00 TO STA. 4+50.00	
DRAWN - ZJW		CHECKED - SLD	DATE - 7/18/25	CONTRACT NO. 76T66		ILLINOIS FED. AID PROJECT		TOTAL SHEETS 117		SHEET NO. 17				

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EFK Moen
Civil Engineering Design

A NOTE ON IL 16/100 STATIONING:
THE STATIONING RUNS FROM EAST TO WEST



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Civil Engineering Design

USER NAME = ZWaters	DESIGNED - JRD	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - SLD	REVISED -
PLOT DATE = 8/15/2025	DATE - 7/18/25	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAN & PROFILE
ILLINOIS ROUTE 16 / 100 JOE PAGE BRIDGE REHABILITATION**

SCALE: 1"=20' SHEET 5 OF 5 SHEETS STA. -1+50.00 TO STA. 936+81.80

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	18
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT				

TRAFFIC CONTROL AND PROTECTION GENERAL NOTES

- ALL REQUIRED TRAFFIC CONTROL SHALL BE CONDUCTED IN ACCORDANCE WITH ALL CURRENT APPLICABLE IDOT POLICIES AND STANDARDS AND THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) IN EFFECT ON THE DAY OF THE INVITATION FOR BIDS.
- ALL CONSTRUCTION SIGNS SHALL BE FLORESCENT ORANGE.
- ALL TRAFFIC CONTROL SHALL BE IN PLACE PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR IS REQUIRED TO NOTIFY THE RESIDENT ENGINEER 21 DAYS IN ADVANCE OF THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
- 21 DAYS PRIOR TO ANY LANE CLOSURES THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER.
- THREE CHANGEABLE MESSAGE SIGNS (CMS) SHALL BE REQUIRED FOR THIS PROJECT. THEY SHALL BE PLACED TWO WEEKS PRIOR TO ANY LANE CLOSURE. SHALL REMAIN UP FOR THE DURATION OF THE REPAIRS TO THE BRIDGE DECK AND ABOVE; AND SHALL BE PLACED AS SHOWN ON THE PLANS, HIGHWAY STANDARDS, OR AT THE DIRECTION OF THE ENGINEER. ALL MESSAGES SHOWN ON THE CMS SHALL BE APPROVED BY THE RESIDENT ENGINEER.
- FLAGGERS SHALL BE REQUIRED AT ALL TIMES WHEN WORKERS OR EQUIPMENT ARE ENCRDACHING INTO A LANE OF TRAFFIC.
- ALL CONSTRUCTION SIGNING, TEMPORARY PAVEMENT MARKINGS, TEMPORARY BRIDGE TRAFFIC SIGNALS, DETECTOR LOOPS, AND TEMPORARY RUMBLE STRIPS SHALL BE ACCORDING WITH 701321 AND THE STAGING PLANS, WITH THE EXCEPTION OF THE TEMPORARY TRAFFIC SIGNALS MOUNTED TO THE STRUCTURE. WHEN NECESSARY, TEMPORARY TRAFFIC SIGNALS AND VIDEO DETECTOR CAMERAS CAN BE MOUNTED ON THE BRIDGE AS APPROVED BY THE ENGINEER.
- A WHITE 6" PAVEMENT MARKING LINE SHALL BE APPLIED TO THE TEMPORARY CONCRETE BARRIER SECTIONS THAT ARE IMMEDIATELY ADJACENT TO TRAFFIC. THE COST OF THE PAVEMENT MARKING LINES ON THE TEMPORARY CONCRETE BARRIER SECTIONS SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
- THE TRAFFIC CONTROL AND PROTECTION PLANS SHALL BE USED FOR THE LANE CLOSURES ALONG THE BRIDGE FOR REPAIRS ON AND ABOVE THE BRIDGE DECK.
- THE EXISTING LIFT SPAN WARNING FLASHERS AND SIGNALS SHALL REMAIN IN OPERATION DURING ALL STAGES OF CONSTRUCTION. THE COORDINATOR SHALL BE INSTALLED TO COORDINATE WITH THE EXISTING LIFT SPAN WARNING SIGNALS. THE COORDINATOR SHALL BE PROGRAMMED TO CLEAR ALL VEHICLES QUEUED ON THE LIFT SPAN PRIOR TO BRIDGE LIFTING OPERATION.
- THE METHOD OF MOUNTING AND ROUTING SIGNAL FEEDER CABLES ON THE STRUCTURE SHALL BE APPROVED BY THE ENGINEER.
- ANY PERMANENT PAVEMENT MARKING THAT CONFLICTS WITH THE PROPOSED TRAFFIC CONTROL STAGINGS SHALL BE COVERED USING BLACKOUT TAPE.
- TEMPORARY CONCRETE BARRIER LOCATED ON THE EXISTING BRIDGE DECK SHALL NOT BE ANCHORED OR PINNED TO THE EXISTING BRIDGE DECK.
- THE TEMPORARY IMPACT ATTENUATORS SHALL BE A WATER FILLED SYSTEM THAT CONNECTS TO THE TEMPORARY CONCRETE BARRIER AND NOT THE BRIDGE DECK.
- TEMPORARY CONCRETE BARRIER SECTIONS SHALL BE CONNECTED TO EACH OTHER IN ACCORDANCE WITH HIGHWAY STANDARD 704001.
- DETECTOR LOOPS WILL NOT BE ALLOWED ON THE BRIDGE DECK OR BRIDGE APPROACH PAVEMENT.
- PRIOR TO STAGE 1, TEMPORARY STOP SIGNS SHALL BE PLACED TO MAINTAIN THE OPERATION OF THE S PARK ST/IL ROUTE 100 INTERSECTION WHEN TRAFFIC SIGNALS ARE NOT IN PLACE. THE COST OF THE TEMPORARY STOP SIGNS ARE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).

SEQUENCE OF CONSTRUCTION

TRAFFIC CONTROL AND PROTECTION PRESTAGE

- INSTALL CONSTRUCTION SIGNING AS SHOWN ON THE APPROPRIATE HIGHWAY STANDARDS.
- REMOVE THE ISLAND ALONG IL 16/100 WEST OF THE BRIDGE AND INSTALL TEMPORARY PAVEMENT.
- INSTALL THE WIDE LOAD DETOUR SIGNAGE AS SHOWN ON THE WIDE LOAD DETOUR SIGNAGE DETAIL.
- INSTALL THE TEMPORARY SIGNALS FOR STAGE 1 AND STAGE 2 CONSTRUCTION.

TRAFFIC CONTROL AND PROTECTION STAGE 1

- INSTALL CONSTRUCTION SIGNING AND TRAFFIC CONTROL DEVICES AS SHOWN ON THE STAGE 1 PLANS, DETAILS, AND APPROPRIATE HIGHWAY STANDARDS.
- CONSTRUCT REPAIRS ALONG THE NORTH SIDE OF THE JOE PAGE BRIDGE BETWEEN THE WEST ABUTMENT AND THE MIDPOINT OF SPAN 6.

TRAFFIC CONTROL AND PROTECTION STAGE 2

- INSTALL AND/OR RELOCATE CONSTRUCTION SIGNING AND TRAFFIC CONTROL DEVICES AS SHOWN ON THE STAGE 2 PLANS, DETAILS, AND APPROPRIATE HIGHWAY STANDARDS.
- CONSTRUCT REPAIRS ALONG THE SOUTH SIDE OF THE JOE PAGE BRIDGE BETWEEN THE WEST ABUTMENT AND THE MIDPOINT OF SPAN 6.

TRAFFIC CONTROL AND PROTECTION STAGE 3

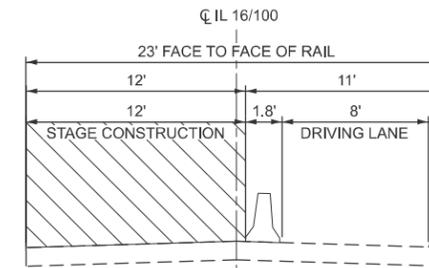
- INSTALL AND/OR RELOCATE CONSTRUCTION SIGNING AND TRAFFIC CONTROL DEVICES, INCLUDING THE TEMPORARY SIGNAL AS SHOWN ON THE STAGE 3 PLANS, DETAILS, AND APPROPRIATE HIGHWAY STANDARDS.
- INSTALL THE ISLAND ALONG IL 16/100 WEST OF THE BRIDGE AND REINSTALL ALL PERMANENT TRAFFIC CONTROL ITEMS AT THE INTERSECTION OF IL 16/100 AND IL ROUTE 100/S. PARK STREET.
- CONSTRUCT REPAIRS ALONG THE SOUTH SIDE OF THE JOE PAGE BRIDGE BETWEEN THE MIDPOINT OF SPAN 6 AND PIER 15.

TRAFFIC CONTROL AND PROTECTION STAGE 4

- INSTALL AND/OR RELOCATE CONSTRUCTION SIGNING AND TRAFFIC CONTROL DEVICES AS SHOWN ON THE STAGE 4 PLANS, DETAILS, AND APPROPRIATE HIGHWAY STANDARDS.
- CONSTRUCT REPAIRS ALONG THE NORTH SIDE OF THE JOE PAGE BRIDGE BETWEEN THE MIDPOINT OF SPAN 6 AND PIER 15.

TRAFFIC CONTROL AND PROTECTION STAGE 5

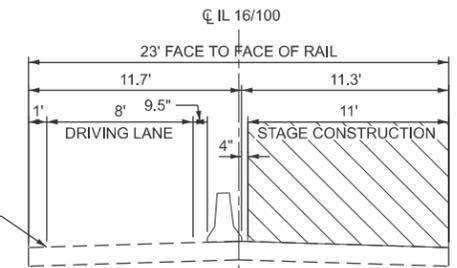
- INSTALL CONSTRUCTION SIGNING AS SHOWN ON APPROPRIATE HIGHWAY STANDARDS AND DETAILS TO CLOSE THE JOE PAGE BRIDGE TO ALL TRAFFIC.
- CONSTRUCT REPAIRS OF THE JOE PAGE BRIDGE BETWEEN PIER 15 AND THE EAST ABUTMENT.
- SCARIFY THE EXISTING EXPOSED CONCRETE BRIDGE DECK, REMOVE THE EXISTING THIN POLYMER OVERLAY, AND INSTALL THE PROPOSED THE BRIDGE DECK THIN POLYMER OVERLAY BETWEEN THE WEST AND EAST ABUTMENTS.
- INSTALL FINAL PAVEMENT MARKINGS.



STAGE 1 CONSTRUCTION

ACROSS SN 031-0001 LOOKING EAST
W. ABUTMENT - MIDPOINT OF SPAN 6

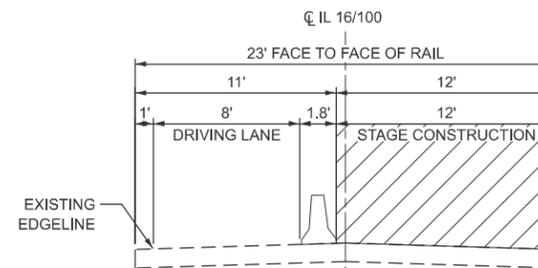
* INSTALL FLEXIBLE DELINEATORS AT 4' CENTERS THRU SPAN 2
INSTEAD OF TEMPORARY CONCRETE BARRIER



STAGE 2 CONSTRUCTION

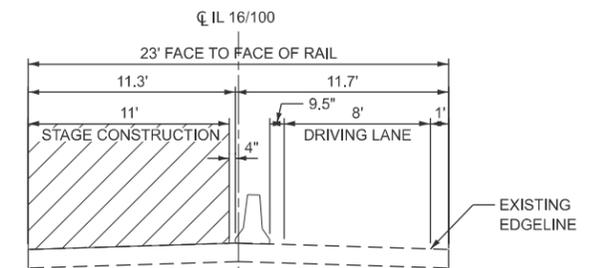
ACROSS SN 031-0001 LOOKING EAST
W. ABUTMENT - MIDPOINT OF SPAN 6

* INSTALL FLEXIBLE DELINEATORS AT 4' CENTERS THRU SPAN 2
INSTEAD OF TEMPORARY CONCRETE BARRIER



STAGE 3 CONSTRUCTION

ACROSS SN 031-0001 LOOKING EAST
MIDPOINT OF SPAN 6 - PIER 15



STAGE 4 CONSTRUCTION

ACROSS SN 031-0001 LOOKING EAST
MIDPOINT OF SPAN 6 - PIER 15

MODEL: Typical 1 (Sheet)
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION GENERAL NOTES
SEQUENCE OF CONSTRUCTION, AND TYPICAL SECTIONS

SCALE: N/A SHEET 1 OF 20 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	19
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT				

TEMPORARY TRAFFIC SIGNAL NOTES

1. THE EXISTING DUAL LIFT SPAN WARNING WIG-WAG FLASHERS TO REMAIN IN OPERATION DURING ALL STAGES OF CONSTRUCTION. A COORDINATOR SHALL BE USED TO COORDINATE WITH THE EXISTING LIFT SPAN WARNING SIGNAL.
2. PRIORITY WILL BE GIVEN TO EASTBOUND TRAFFIC AFTER THE LIFT SPAN OPERATION.
3. THE TEMPORARY SIGNALS AT THE IL ROUTE 100/S PARK ST INTERSECTION SHALL BE SPAN WIRE MOUNTED AND APPROVED BY THE ENGINEER. THE SPAN WIRE MOUNTED TEMPORARY SIGNAL HEADS SHALL MAINTAIN A UNIFORM 18' CLEARANCE OVER THE PAVEMENT.
4. THE METHOD OF MOUNTING AND ROUTING SIGNAL FEEDER CABLE ON THE JOE PAGE BRIDGE SHALL BE APPROVED BY THE ENGINEER.
5. THE CONTROLLER FOR THE TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION SHALL BE A FULL ACTUATED NEMA MICROPROCESSOR BASED, CAPABLE OF SUPPLYING 225 SECONDS OF CYCLE LENGTH AND INDIVIDUAL PHASE LENGTH SETTINGS UP TO 99 SECONDS. THE CONTROLLER SHALL BE A NEMA TS-2 TYPE 2 CONTROLLER EQUIPPED WITH A SOLE PORT FOR COMMUNICATION WITH THE VIDEO DETECTION SYSTEM.
6. THE VIDEO DETECTION SYSTEM CAMERA, PROCESSOR, BOARDS, AND ALL OTHER COMPONENTS USED IN THE TEMPORARY INSTALLATION SHALL BE FURNISHED BY THE CONTRACTOR AND AFTER REMOVAL OF THE TEMPORARY SIGNALS SHALL BECOME THE PROPERTY OF THE DEPARTMENT.
7. THE CONTRACTOR SHALL FURNISH ENOUGH SLACK CABLE TO RELOCATE THE SIGNAL HEADS TO ANY POSITION REQUIRED FOR CONSTRUCTION STAGING. THE TEMPORARY BRIDGE SIGNALS SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS.
8. ALL SIGNAL HEADS SHALL HAVE 12" LENSES, AND SHALL BE PLACED AS INDICATED OR AS DIRECTED BY THE ENGINEER.
9. SIGNAL PHASES B & C SHALL BE ON RECALL.
10. THE CONTRACTOR SHALL PROVIDE THE INSTALLATION EQUIPMENT WITH RESPECT TO THE SPAN WIRE MOUNTED TRAFFIC SIGNAL INSTALLATION. THIS SHALL INCLUDE ALL CABLES, SIGNAL HEADS, CONTROLLER, CABINET, AND ALL OTHER PERIPHERAL EQUIPMENT.
11. ALL CONTROL EQUIPMENT FOR THE TEMPORARY BRIDGE TRAFFIC SIGNAL SHALL BE FURNISHED BY THE CONTRACTOR, UNLESS OTHERWISE SPECIFIED IN THE PLANS.
12. THE COST OF RELOCATING SIGNAL HEADS, WIRING, AND OTHER NECESSARY ITEMS ASSOCIATED WITH THE TEMPORARY SIGNALS SHALL BE INCLUDED WITH "TEMPORARY BRIDGE TRAFFIC SIGNALS (SPECIAL), EACH".

PHASING DIAGRAMS (STAGES 1 & 2)

SEQUENCE OF OPERATIONS										
PHASE	A			B			C			INTERVAL
	1	2	3	4	5	6	7	8	9	
SIGNAL FACES ①	G	Y	R	R	R	R	R	R	R	R
SIGNAL FACES ②	G	G	G	Y	R	R	R	R	R	R
SIGNAL FACES ③	R	R	R	R	R	G	Y	R	R	R
SIGNAL FACES ④	R	R	R	R	R	R	R	G	Y	R

PREEMPTION SEQUENCE										END PREEMPTION ØB	
PHASE	FROM ØA			FROM ØA			FROM ØA				DURING PREEMPTION
INTERVAL	1a	2a	3a	1b	2b	3b	1c	2c	3c		
SIGNAL FACES ①	Y	R	R	R	R	R	R	R	R	R	R
SIGNAL FACES ②	G	G	Y	R	R	R	R	R	R	R	R
SIGNAL FACES ③	R	R	R	Y	R	R	R	R	R	R	FLASH R
SIGNAL FACES ④	R	R	R	R	R	Y	R	R	R	R	FLASH R

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TRAFFIC CONTROL AND PROTECTION GENERAL NOTES
TEMPORARY TRAFFIC SIGNAL NOTES, AND PHASING DIAGRAMS

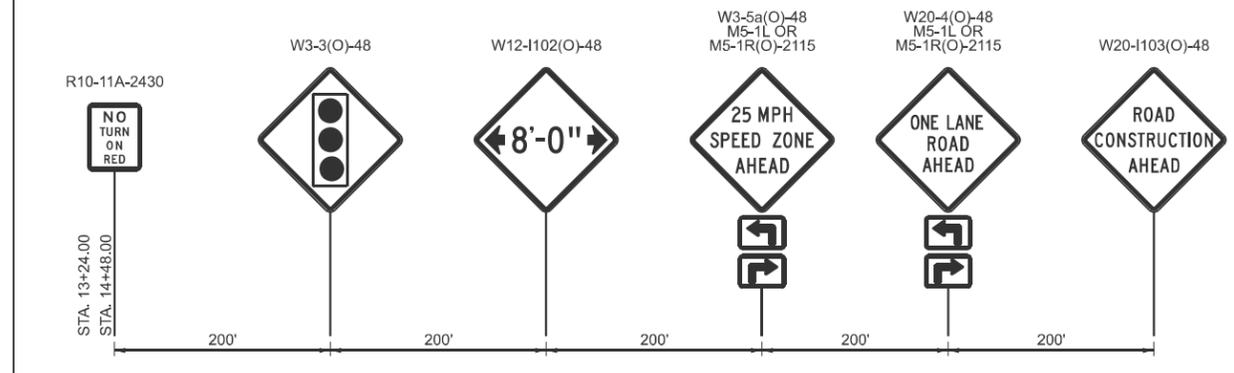
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT				

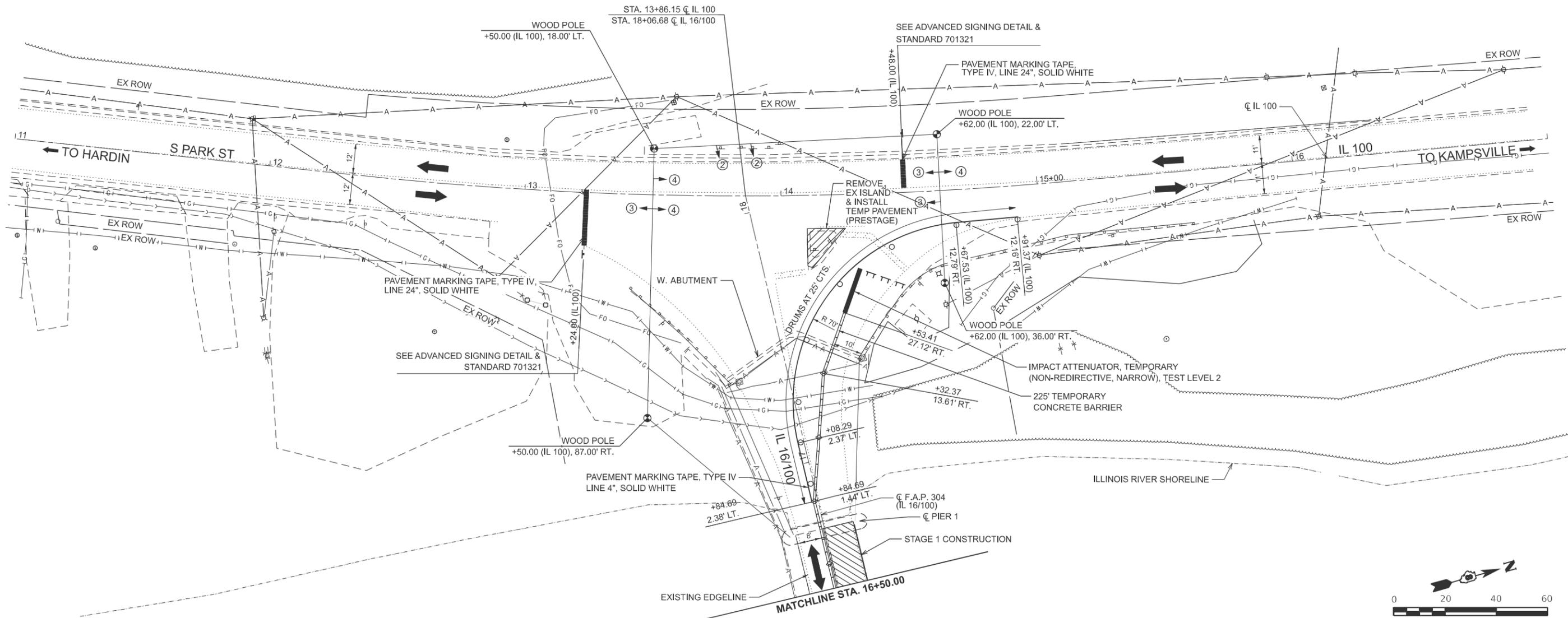
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- DIRECTION OF TRAFFIC
- TYPE II BARRICADES, DRUMS, OR VERTICAL PANEL POST
- TYPE III BARRICADE
- TYPE C BIDIRECTIONAL REFLECTOR (ON 25' CTR.)
- TEMPORARY SIGNAL
- VIDEO DETECTION
- TEMPORARY SIGNAL HEAD
- TEMPORARY WOOD POLE
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 2
- TEMPORARY PAVEMENT
- CONSTRUCT TEMPORARY PAVEMENT
- WORK ZONE
- SIGNAL FACE

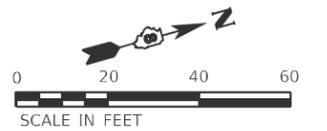
ADVANCED SIGNING ALONG S PARK ST/IL 100



A NOTE ON IL 16/100 STATIONING:
THE STATIONING RUNS FROM EAST TO WEST



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PLOT DATE = 8/15/2025	DATE - 7/18/25	REVISED -

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DEPARTMENT OF TRANSPORTATION**

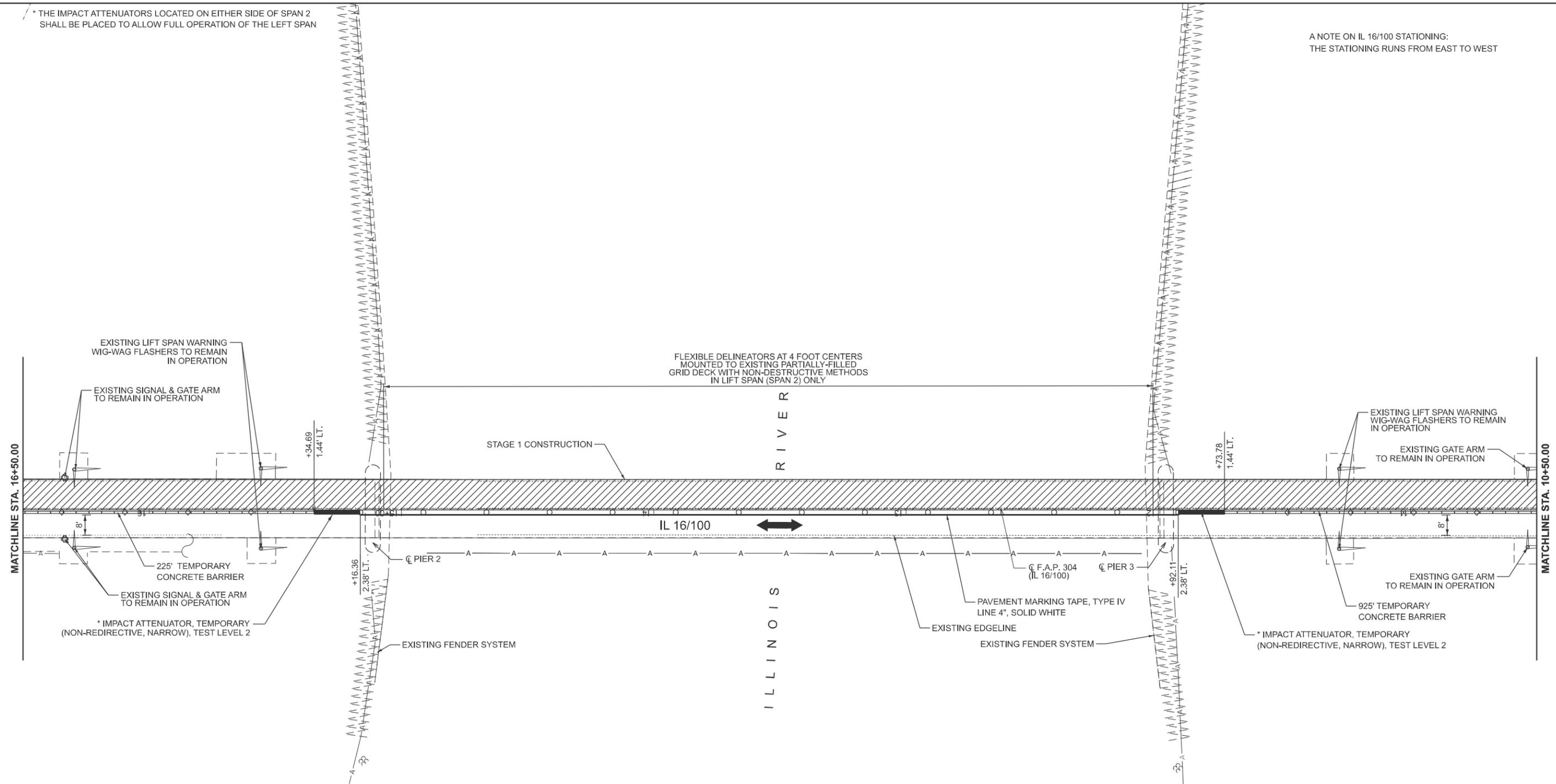
**TRAFFIC CONTROL & PROTECTION - STAGE
WESTBOUND LANE CLOSURE (W. ABUTMENT TO MIDPOINT OF SPAN 6)**

SCALE: 1"=20' SHEET 3 OF 20 SHEETS STA. 16+50.00 TO STA. 18+06.68

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	21
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT				

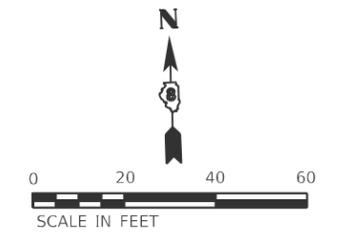
* THE IMPACT ATTENUATORS LOCATED ON EITHER SIDE OF SPAN 2 SHALL BE PLACED TO ALLOW FULL OPERATION OF THE LEFT SPAN

A NOTE ON IL 16/100 STATIONING:
THE STATIONING RUNS FROM EAST TO WEST



LEGEND

-  DIRECTION OF TRAFFIC
-  TYPE II BARRICADES, DRUMS, OR VERTICAL PANEL POST
-  TYPE III BARRICADE
-  TYPE C BIDIRECTIONAL REFLECTOR (ON 25' CTR.)
-  TEMPORARY SIGNAL
-  VIDEO DETECTION
-  TEMPORARY SIGNAL HEAD
-  TEMPORARY WOOD POLE
-  TEMPORARY CONCRETE BARRIER
-  IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 2
-  TEMPORARY PAVEMENT
-  CONSTRUCT TEMPORARY PAVEMENT
-  WORK ZONE
-  SIGNAL FACE



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	CHECKED - SLD	REVISED -
PLOT DATE = 8/15/2025	DATE - 7/18/25	REVISED -

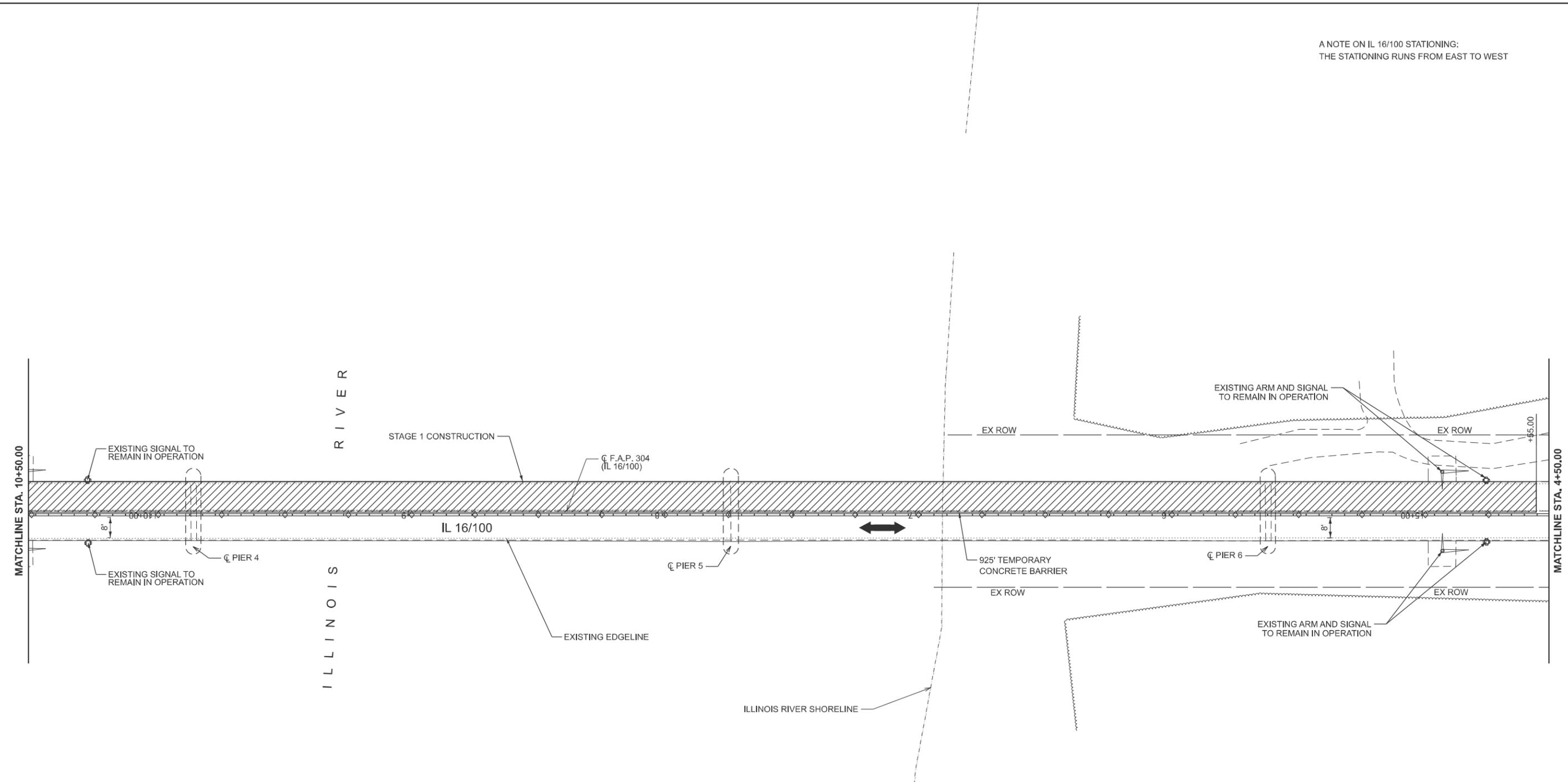
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL & PROTECTION - STAGE
WESTBOUND LANE CLOSURE (W. ABUTMENT TO MIDPOINT OF SPAN 6)**

SCALE: 1"=20' SHEET 4 OF 20 SHEETS STA. 10+50.00 TO STA. 16+50.00

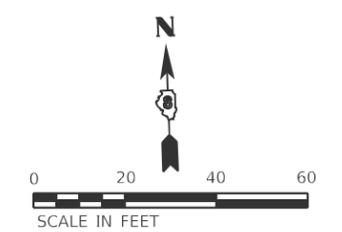
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304	266BRR, (4, 5) I	GREENE	117	22
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT				

A NOTE ON IL 16/100 STATIONING:
THE STATIONING RUNS FROM EAST TO WEST



LEGEND

- DIRECTION OF TRAFFIC
- TYPE II BARRICADES, DRUMS, OR VERTICAL PANEL POST
- TYPE III BARRICADE
- TYPE C BIDIRECTIONAL REFLECTOR (ON 25' CTR.)
- TEMPORARY SIGNAL
- VIDEO DETECTION
- TEMPORARY SIGNAL HEAD
- TEMPORARY WOOD POLE
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 2
- TEMPORARY PAVEMENT
- CONSTRUCT TEMPORARY PAVEMENT
- WORK ZONE
- SIGNAL FACE



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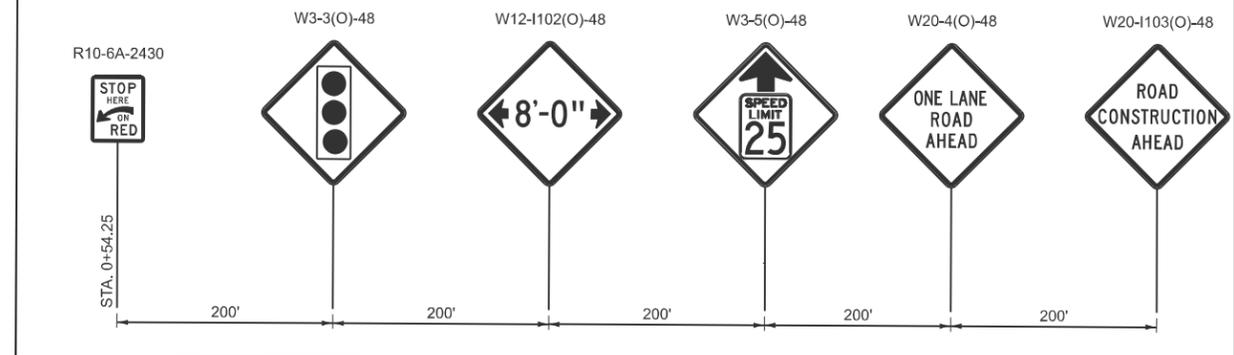
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PLOT DATE = 8/15/2025	DATE - 7/18/25	REVISED -

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DEPARTMENT OF TRANSPORTATION**

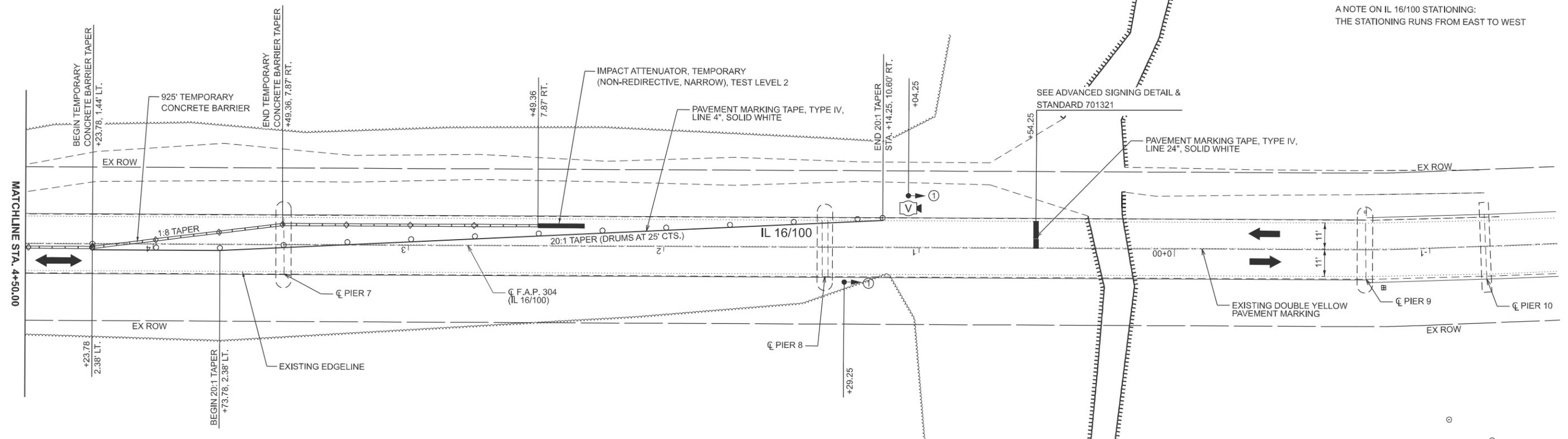
**TRAFFIC CONTROL & PROTECTION - STAGE
WESTBOUND LANE CLOSURE (W. ABUTMENT TO MIDPOINT OF SPAN 6)**
SCALE: 1"=20' SHEET 5 OF 20 SHEETS STA. 4+50.00 TO STA. 10+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	23
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT				

ADVANCED SIGNING ALONG IL 16/100

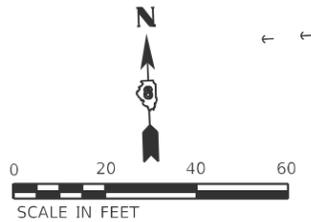


A NOTE ON IL 16/100 STATIONING:
THE STATIONING RUNS FROM EAST TO WEST



LEGEND

- DIRECTION OF TRAFFIC
- TYPE II BARRICADES, DRUMS, OR VERTICAL PANEL POST
- TYPE III BARRICADE
- TYPE C BIDIRECTIONAL REFLECTOR (ON 25' CTR.)
- TEMPORARY SIGNAL
- VIDEO DETECTION
- TEMPORARY SIGNAL HEAD
- TEMPORARY WOOD POLE
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 2
- TEMPORARY PAVEMENT
- CONSTRUCT TEMPORARY PAVEMENT
- WORK ZONE
- SIGNAL FACE



MODEL: Hardh-2024m3 (Sheet)
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PLOT DATE = 8/15/2025	DATE - 7/18/25	REVISED -

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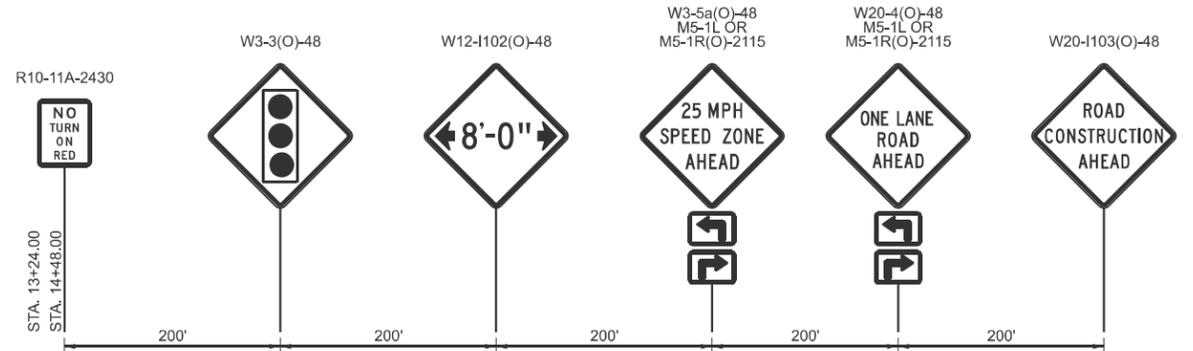
TRAFFIC CONTROL & PROTECTION - STAGE
WESTBOUND LANE CLOSURE (W. ABUTMENT TO MIDPOINT OF SPAN 6)
SCALE: 1"=20' SHEET 6 OF 20 SHEETS STA. -1+50.00 TO STA. 4+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	24
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT				

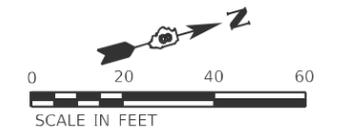
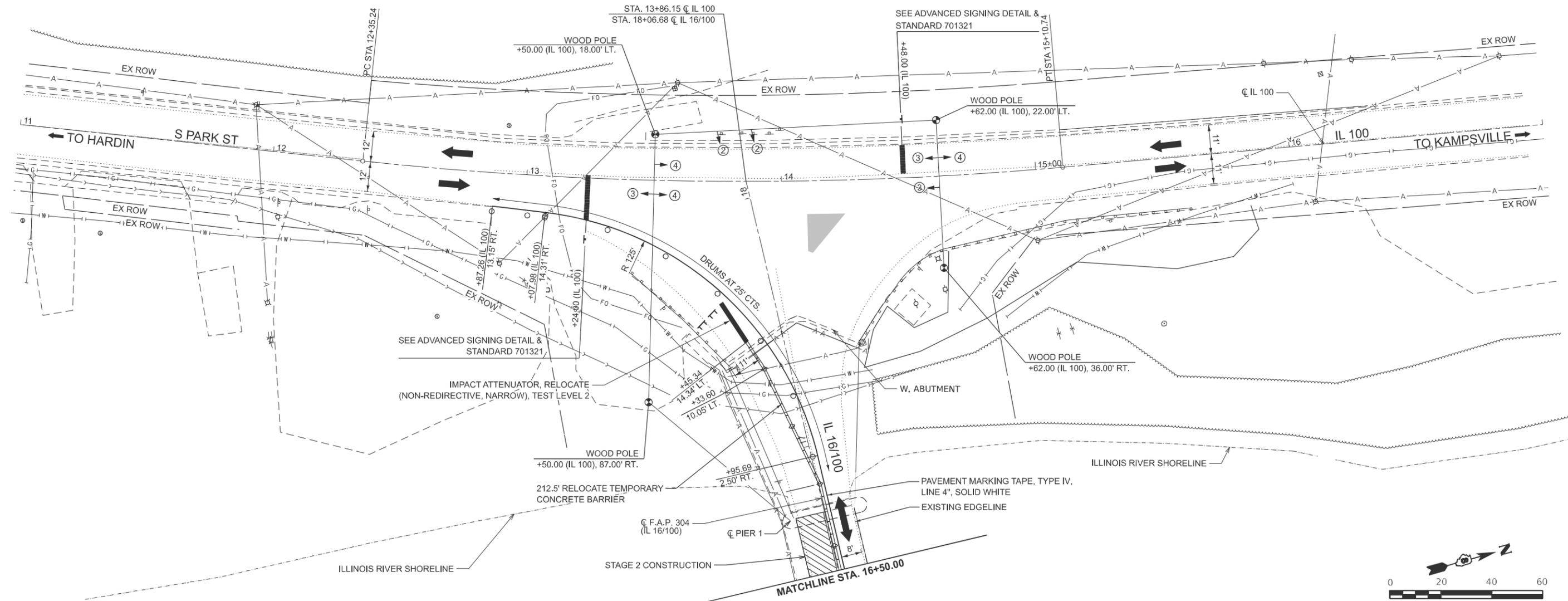
LEGEND

-  DIRECTION OF TRAFFIC
-  TYPE II BARRICADES, DRUMS, OR VERTICAL PANEL POST
-  TYPE III BARRICADE
-  TYPE C BIDIRECTIONAL REFLECTOR (ON 25' CTR.)
-  TEMPORARY SIGNAL
-  VIDEO DETECTION
-  TEMPORARY SIGNAL HEAD
-  TEMPORARY WOOD POLE
-  TEMPORARY CONCRETE BARRIER
-  IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 2
-  TEMPORARY PAVEMENT
-  CONSTRUCT TEMPORARY PAVEMENT
-  WORK ZONE
-  SIGNAL FACE

ADVANCED SIGNING ALONG S PARK ST/IL 100



A NOTE ON IL 16/100 STATIONING:
THE STATIONING RUNS FROM EAST TO WEST



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL & PROTECTION - STAGE
EASTBOUND LANE CLOSURE (W. ABUTMENT TO MIDPOINT OF SPAN 6)**

SCALE: 1"=20' SHEET 7 OF 20 SHEETS STA. 16+50.00 TO STA. 18+06.68

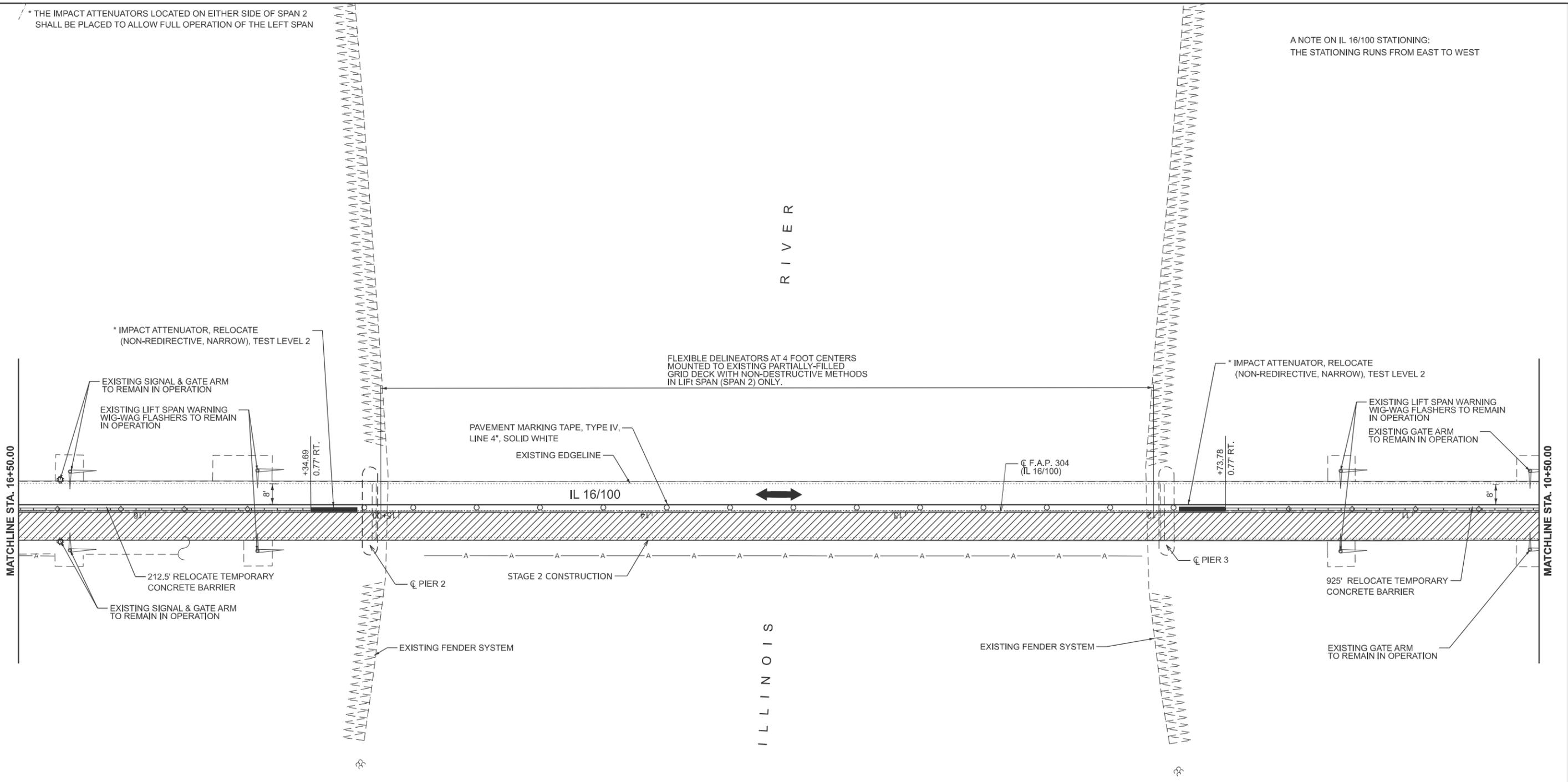
F.A.P. RTE. 304	SECTION 266BRR, (4, 5) I	COUNTY GREENE	TOTAL SHEETS 117	SHEET NO. 25
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT				

A NOTE ON IL 16/100 STATIONING:
THE STATIONING RUNS FROM EAST TO WEST

* THE IMPACT ATTENUATORS LOCATED ON EITHER SIDE OF SPAN 2
SHALL BE PLACED TO ALLOW FULL OPERATION OF THE LEFT SPAN

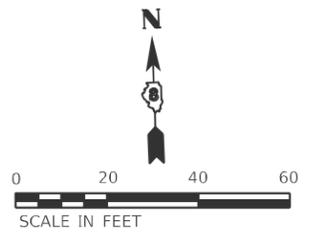
R I V E R

I L L I N O I S



LEGEND

- DIRECTION OF TRAFFIC
- TYPE II BARRICADES, DRUMS, OR VERTICAL PANEL POST
- TYPE III BARRICADE
- TYPE C BIDIRECTIONAL REFLECTOR (ON 25' CTR.)
- TEMPORARY SIGNAL
- VIDEO DETECTION
- TEMPORARY SIGNAL HEAD
- TEMPORARY WOOD POLE
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 2
- TEMPORARY PAVEMENT
- CONSTRUCT TEMPORARY PAVEMENT
- WORK ZONE
- SIGNAL FACE



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	CHECKED - SLD	REVISED -
PLOT DATE = 8/15/2025	DATE - 7/18/25	REVISED -

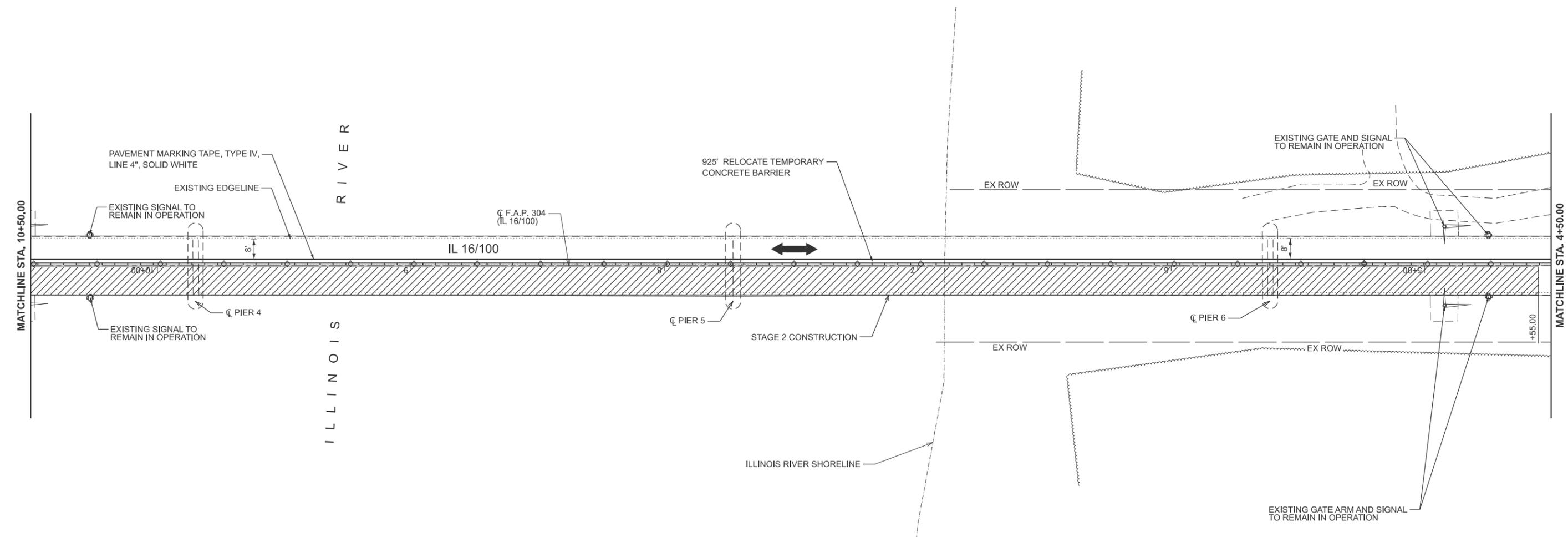
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL & PROTECTION - STAGE
EASTBOUND LANE CLOSURE (W. ABUTMENT TO MIDPOINT OF SPAN 6)**

SCALE: 1"=20' SHEET 8 OF 20 SHEETS STA. 10+50.00 TO STA. 16+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	26
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT				

A NOTE ON IL 16/100 STATIONING:
THE STATIONING RUNS FROM EAST TO WEST



LEGEND

-  DIRECTION OF TRAFFIC
-  TYPE II BARRICADES, DRUMS, OR VERTICAL PANEL POST
-  TYPE III BARRICADE
-  TYPE C BIDIRECTIONAL REFLECTOR (ON 25' CTR.)
-  TEMPORARY SIGNAL
-  VIDEO DETECTION
-  TEMPORARY SIGNAL HEAD
-  TEMPORARY WOOD POLE
-  TEMPORARY CONCRETE BARRIER
-  IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 2
-  TEMPORARY PAVEMENT
-  CONSTRUCT TEMPORARY PAVEMENT
-  WORK ZONE
-  SIGNAL FACE

MODEL: Hardh-2010m2 (Sheet)
FILE NAME: C:\2022R3\DOTCAD\CONNECT\240688.00_Joe Page Bridge Rehab\CADD\Sheet\0876T66-sh2-staging-2.dgn

EFK Moen
Civil Engineering Design

USER NAME = ZWaters	DESIGNED - ZJB	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - SLD	REVISED -
PLOT DATE = 8/15/2025	DATE - 7/18/25	REVISED -

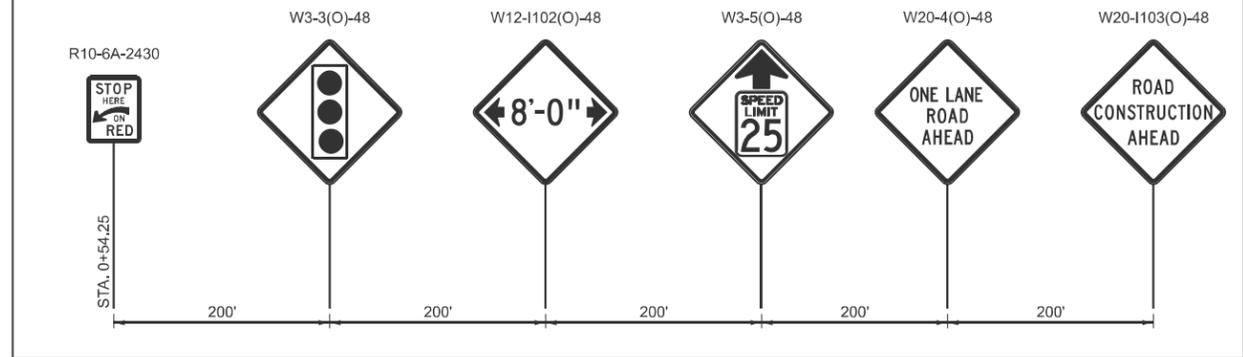
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL & PROTECTION - STAGE
EASTBOUND LANE CLOSURE (W. ABUTMENT TO MIDPOINT OF SPAN 6)**

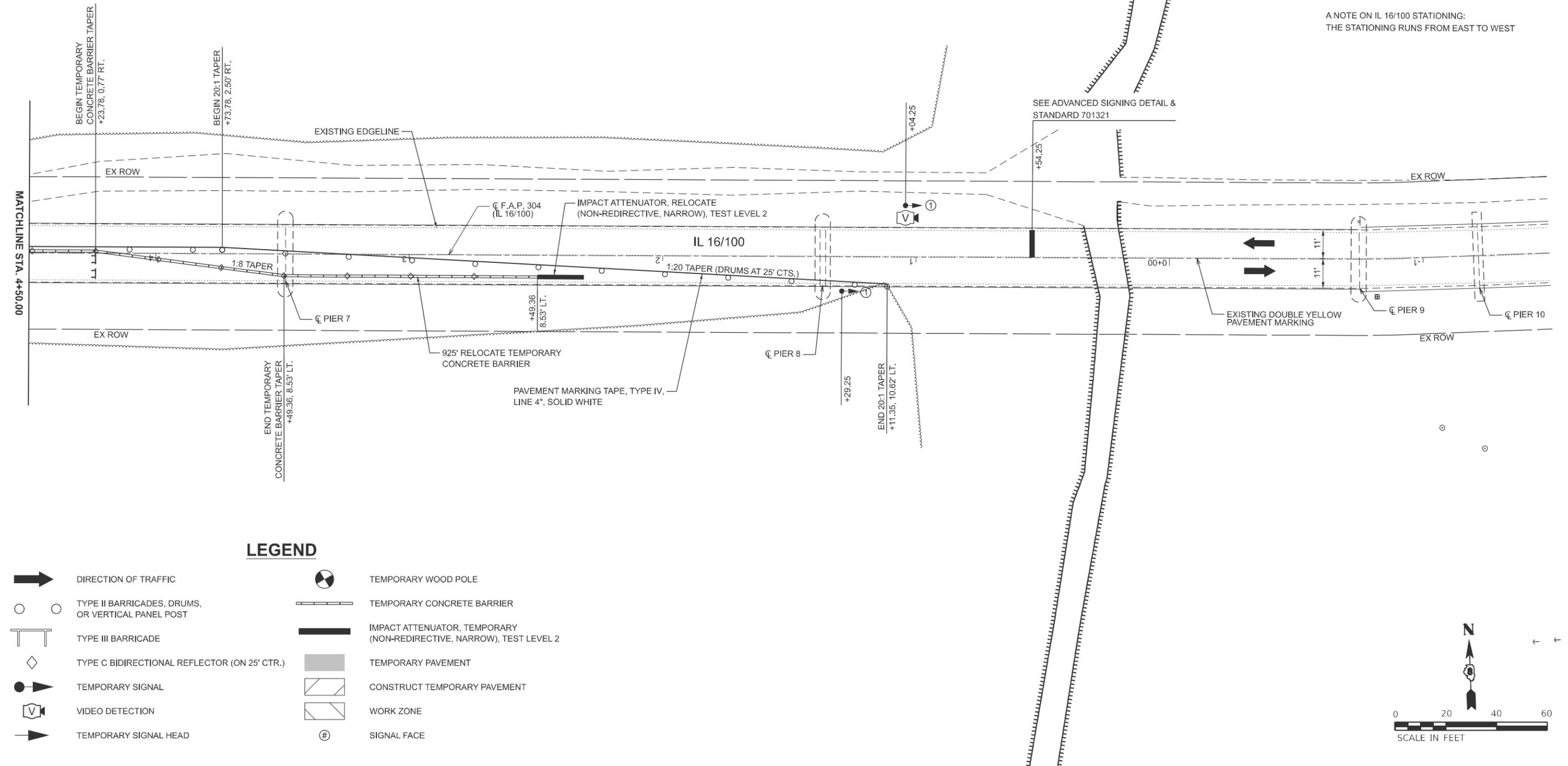
SCALE: 1"=20' SHEET 9 OF 20 SHEETS STA. 4+50.00 TO STA. 10+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	27
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT				

ADVANCED SIGNING ALONG IL 16/100

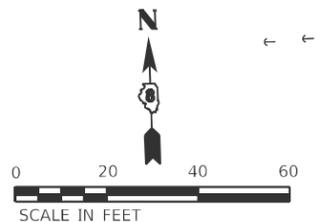


A NOTE ON IL 16/100 STATIONING:
THE STATIONING RUNS FROM EAST TO WEST



LEGEND

- DIRECTION OF TRAFFIC
- TYPE II BARRICADES, DRUMS, OR VERTICAL PANEL POST
- TYPE III BARRICADE
- TYPE C BIDIRECTIONAL REFLECTOR (ON 25' CTR.)
- TEMPORARY SIGNAL
- VIDEO DETECTION
- TEMPORARY SIGNAL HEAD
- TEMPORARY WOOD POLE
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 2
- TEMPORARY PAVEMENT
- CONSTRUCT TEMPORARY PAVEMENT
- WORK ZONE
- SIGNAL FACE



MODEL: Hardh-20item3 (Sheet)
FILE NAME: C:\2022R3\DOTCAD\CONNECT\240688.00_Joe Page Bridge Rehab\CADD\Drawings\16166-sh-staging-2.dgn

EFK Moen
Civil Engineering Design

USER NAME = ZWaters	DESIGNED - ZJB	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - SLD	REVISED -
PLOT DATE = 8/15/2025	DATE - 7/18/25	REVISED -

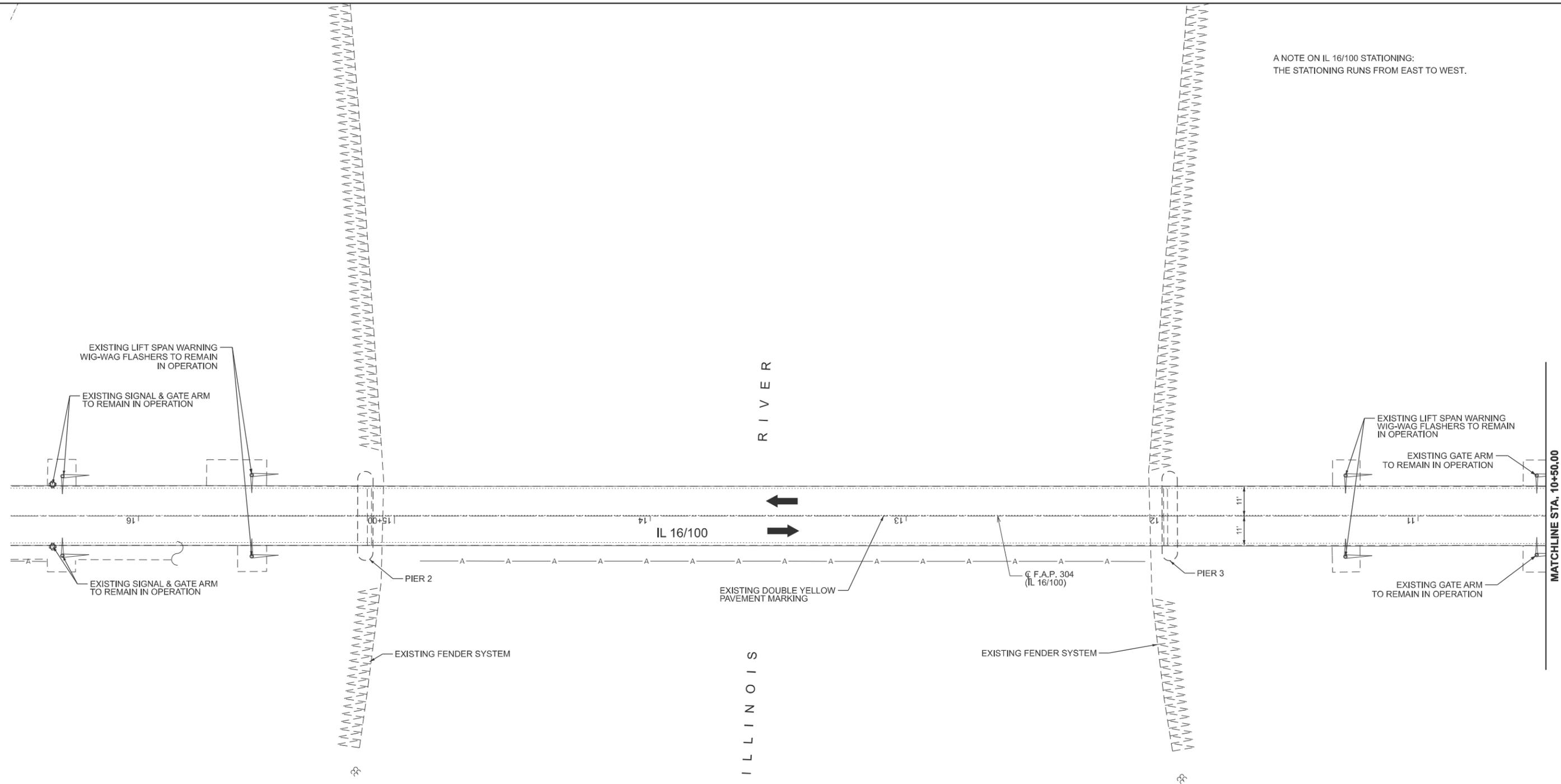
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & PROTECTION - STAGE
EASTBOUND LANE CLOSURE (W. ABUTMENT TO MIDPOINT OF SPAN 6)

SCALE: 1"=20' SHEET 10 OF 20 SHEETS STA. -1+50.00 TO STA. 4+50.00

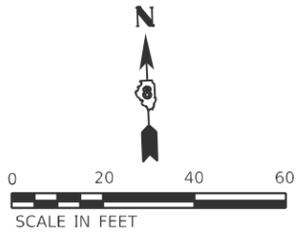
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	28
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT				

A NOTE ON IL 16/100 STATIONING:
THE STATIONING RUNS FROM EAST TO WEST.



LEGEND

- DIRECTION OF TRAFFIC
- TYPE II BARRICADES, DRUMS, OR VERTICAL PANEL POST
- TYPE III BARRICADE
- TYPE C BIDIRECTIONAL REFLECTOR (ON 25' CTR.)
- TEMPORARY SIGNAL
- VIDEO DETECTION
- TEMPORARY SIGNAL HEAD
- TEMPORARY WOOD POLE
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 2
- TEMPORARY PAVEMENT
- CONSTRUCT TEMPORARY PAVEMENT
- WORK ZONE
- SIGNAL FACE



MODEL: Hardh-20item1 [Sheet]
 FILE NAME: C:\2022R3\DOTCAD\CONNECT\240688.00_Joe Page Bridge Rehab\CADD\Sheet\0876T66-sh-tstaging-3.dgn

EFK Moen
Civil Engineering Design

USER NAME = ZWaters	DESIGNED - ZJB	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - SLD	REVISED -
PLOT DATE = 8/15/2025	DATE - 7/18/25	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL & PROTECTION - STAGE
EASTBOUND LANE CLOSURE (MIDPOINT OF SPAN 6 - PIER 15)**

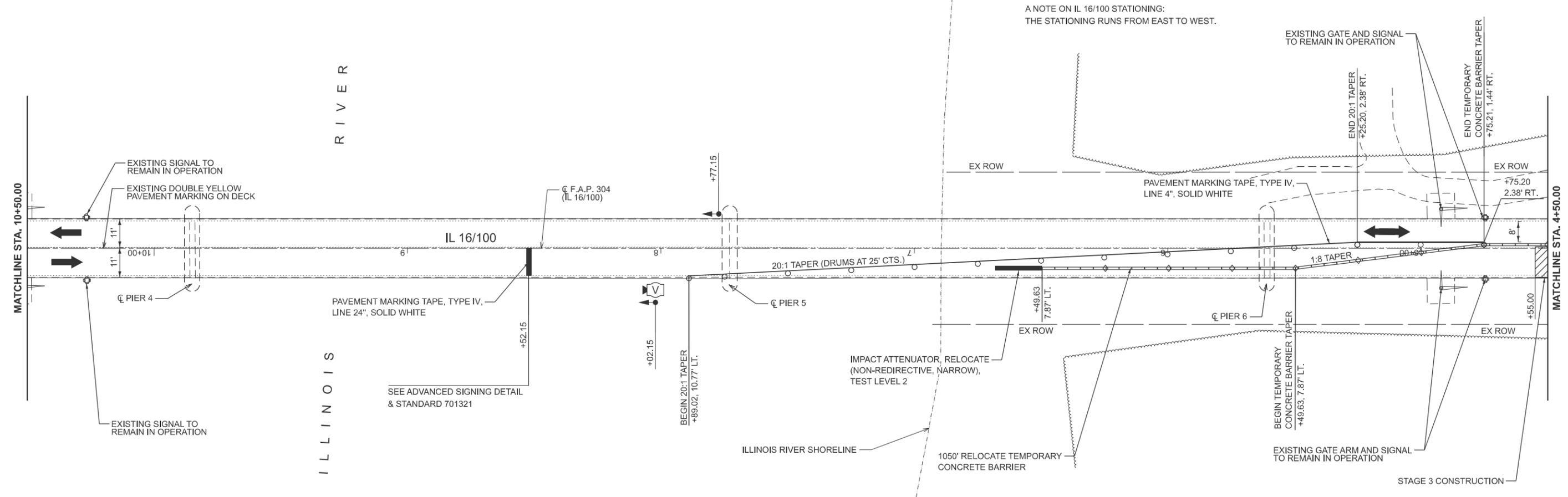
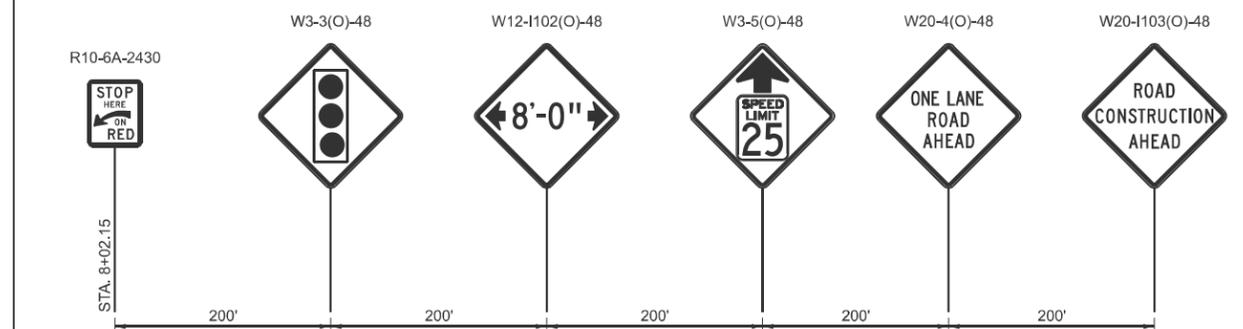
SCALE: 1"=20' SHEET 11 OF 20 SHEETS STA. 10+50.00 TO STA. 16+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	29
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT				

LEGEND

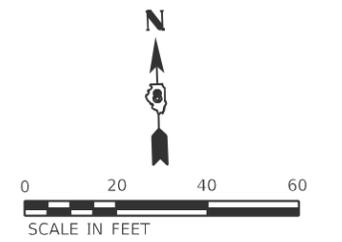
- DIRECTION OF TRAFFIC
- TYPE II BARRICADES, DRUMS, OR VERTICAL PANEL POST
- TYPE III BARRICADE
- TYPE C BIDIRECTIONAL REFLECTOR (ON 25' CTR.)
- TEMPORARY SIGNAL
- VIDEO DETECTION
- TEMPORARY SIGNAL HEAD
- TEMPORARY WOOD POLE
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 2
- TEMPORARY PAVEMENT
- CONSTRUCT TEMPORARY PAVEMENT
- WORK ZONE
- SIGNAL FACE

ADVANCED SIGNING ALONG IL 16/100



A NOTE ON IL 16/100 STATIONING:
THE STATIONING RUNS FROM EAST TO WEST.

MODEL: Hardin-2016m2 (Sheet) FILE NAME: O:\2022R3\DOTCAD_CONNECT\24068.00_Joe Page Bridge Rehab\CADD_Data\Sheets\0876766-shr-staging-3.dgn



USER NAME = ZWaters	DESIGNED - ZJB	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - SLD	REVISED -
PLOT DATE = 8/15/2025	DATE - 7/18/25	REVISED -

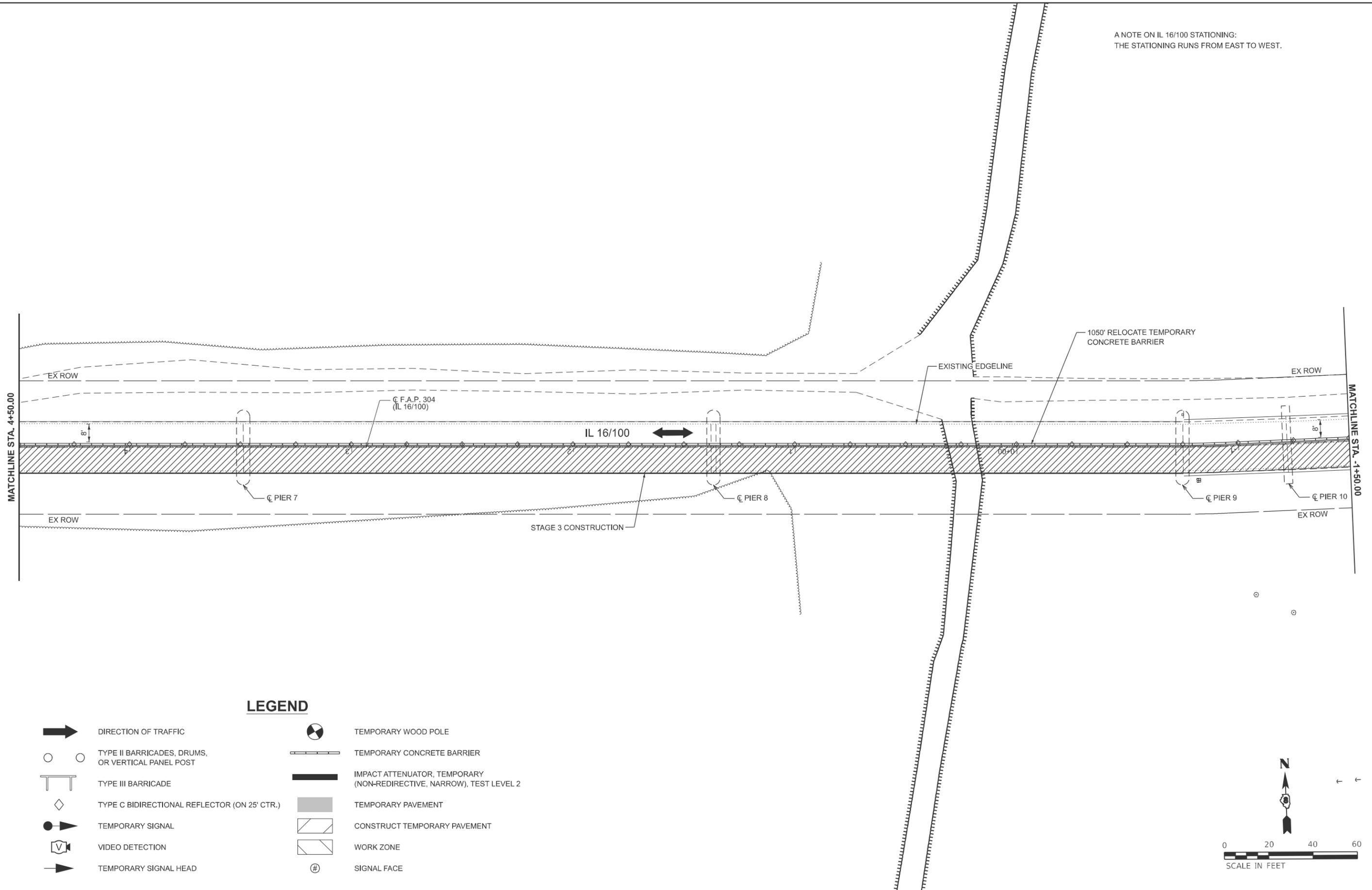
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL & PROTECTION - STAGE
EASTBOUND LANE CLOSURE (MIDPOINT OF SPAN 6 - PIER 15)**

SCALE: 1"=20' SHEET 12 OF 20 SHEETS STA. 4+50.00 TO STA. 10+50.00

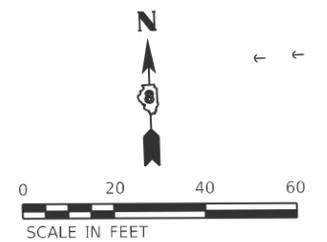
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	30
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT				

A NOTE ON IL 16/100 STATIONING:
THE STATIONING RUNS FROM EAST TO WEST.



LEGEND

- DIRECTION OF TRAFFIC
- TYPE II BARRICADES, DRUMS, OR VERTICAL PANEL POST
- TYPE III BARRICADE
- TYPE C BIDIRECTIONAL REFLECTOR (ON 25' CTR.)
- TEMPORARY SIGNAL
- VIDEO DETECTION
- TEMPORARY SIGNAL HEAD
- TEMPORARY WOOD POLE
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 2
- TEMPORARY PAVEMENT
- CONSTRUCT TEMPORARY PAVEMENT
- WORK ZONE
- SIGNAL FACE



MODEL: Hardh-20dms3 [Sheet]
FILE NAME: C:\2022R3\DOTCAD\CONNECT\240688.00_Joe Page Bridge Rehab\CADD\Drawings\240688-sh3-staging-3.dgn

EFK Moen
Civil Engineering Design

USER NAME = ZWaters	DESIGNED - ZJB	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - SLD	REVISED -
PLOT DATE = 8/15/2025	DATE - 7/18/25	REVISED -

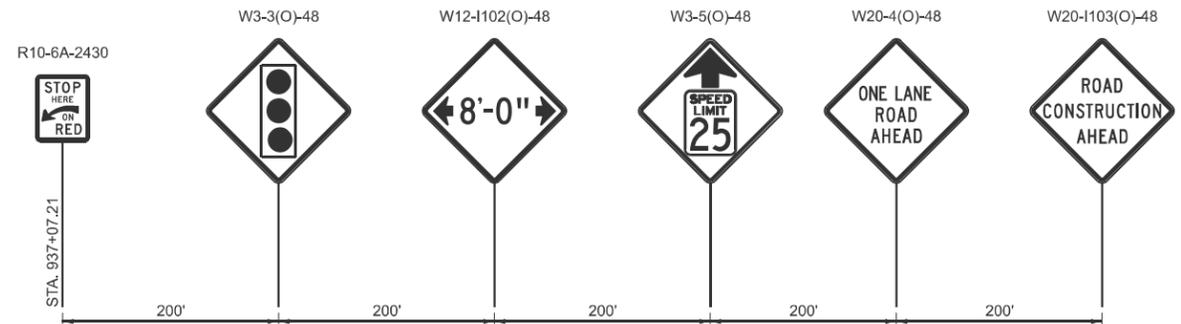
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL & PROTECTION - STAGE
EASTBOUND LANE CLOSURE (MIDPOINT OF SPAN 6 - PIER 15)**

SCALE: 1"=20' SHEET 13 OF 20 SHEETS STA. -1+50.00 TO STA. 4+50.00

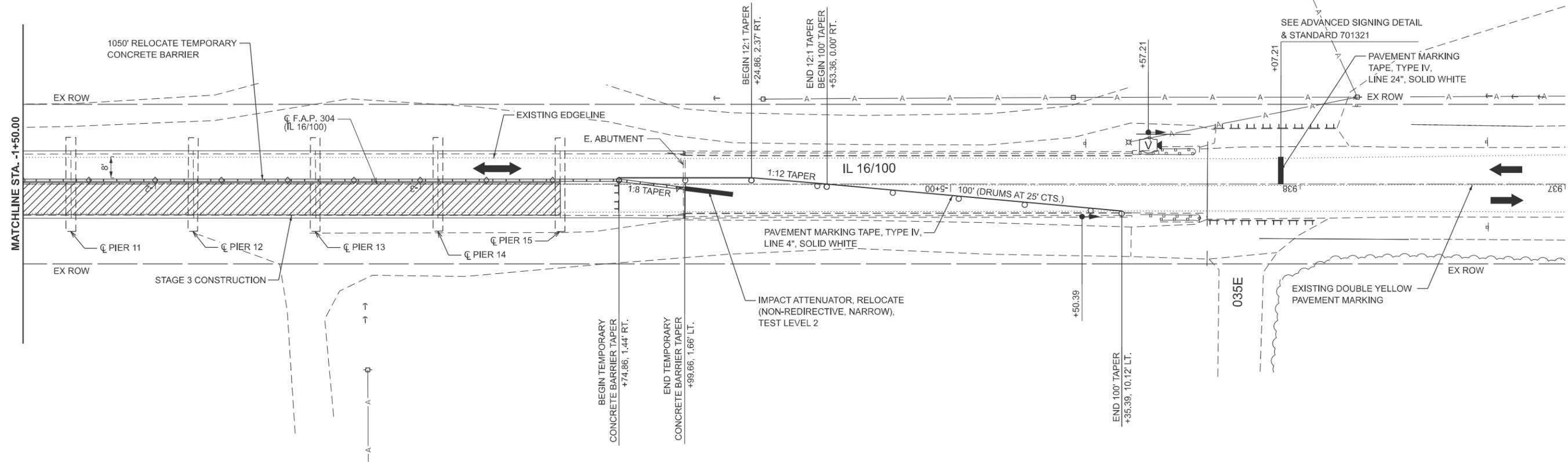
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	31
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT				

ADVANCED SIGNING ALONG IL 16/100



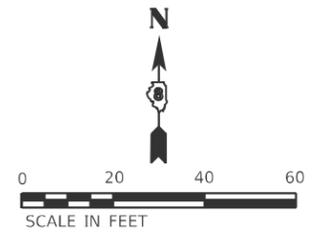
A NOTE ON IL 16/100 STATIONING:
THE STATIONING RUNS FROM EAST TO WEST.

SEE ADVANCED SIGNING DETAIL
& STANDARD 701321



LEGEND

- DIRECTION OF TRAFFIC
- TYPE II BARRICADES, DRUMS, OR VERTICAL PANEL POST
- TYPE III BARRICADE
- TYPE C BIDIRECTIONAL REFLECTOR (ON 25' CTR.)
- TEMPORARY SIGNAL
- VIDEO DETECTION
- TEMPORARY SIGNAL HEAD
- TEMPORARY WOOD POLE
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 2
- TEMPORARY PAVEMENT
- CONSTRUCT TEMPORARY PAVEMENT
- WORK ZONE
- SIGNAL FACE



MODEL: Hardin-2016m4 [Sheet]
FILE NAME: C:\2022\23\DOTCAD_CONN\CONNECT\240688.00_Joe Page Bridge Rehab\CADD_Data\Sheets\0876T66-shd-staging-3.dgn

EFK Moen
Civil Engineering Design

USER NAME = ZWaters	DESIGNED - ZJB	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - SLD	REVISED -
PLOT DATE = 8/15/2025	DATE - 7/18/25	REVISED -

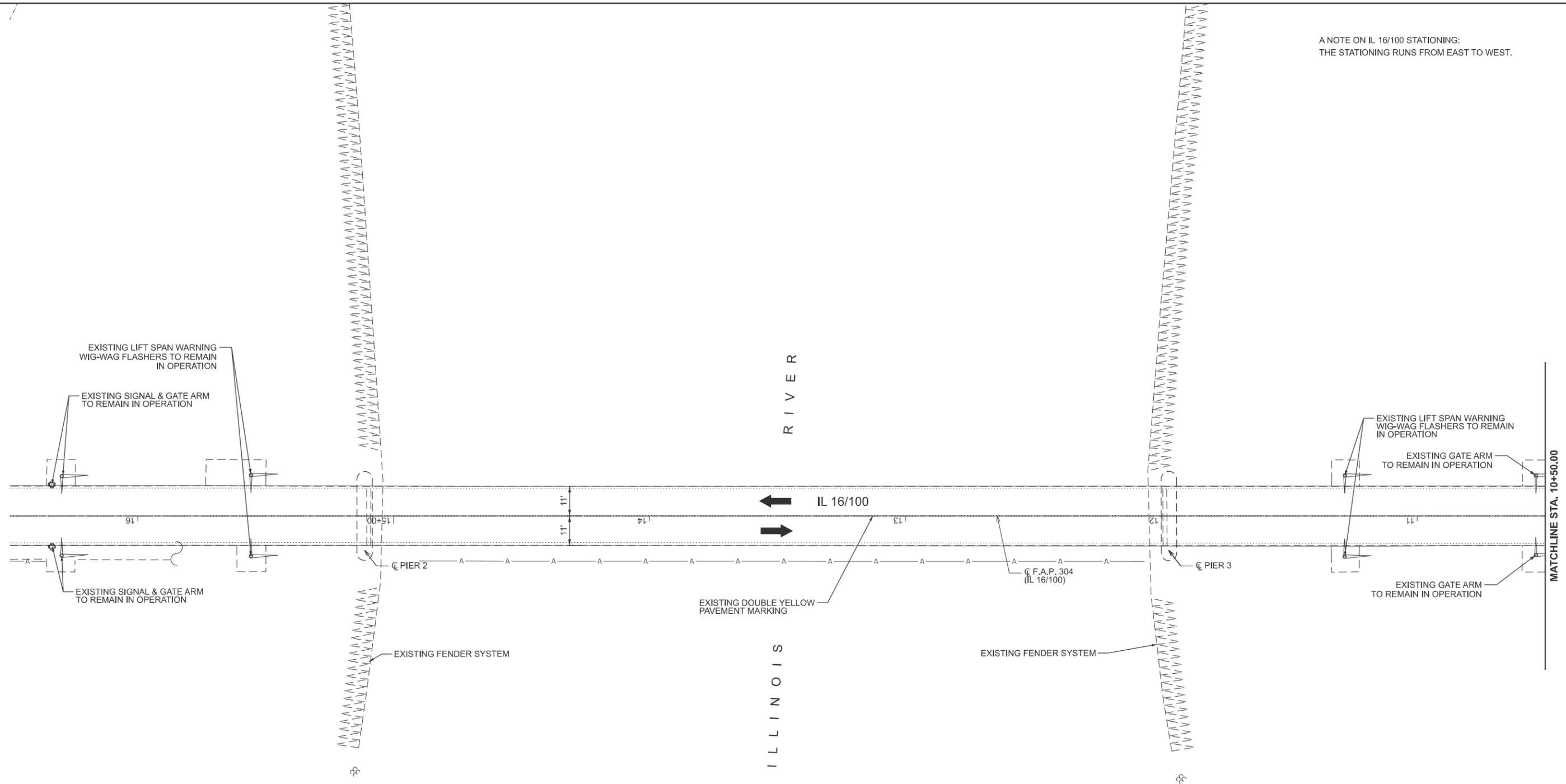
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & PROTECTION - STAGE
EASTBOUND LANE CLOSURE (MIDPOINT OF SPAN 6 - PIER 15)

SCALE: 1"=20' SHEET 14 OF 20 SHEETS STA. 937+00.00 TO STA. -1+50.00

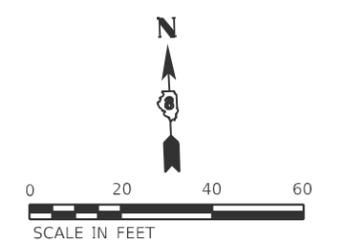
F.A.P. RTE. 304	SECTION 266BRR, (4, 5) I	COUNTY GREENE	TOTAL SHEETS 117	SHEET NO. 32
CONTRACT NO. 76T66			ILLINOIS FED. AID PROJECT	

A NOTE ON IL 16/100 STATIONING:
THE STATIONING RUNS FROM EAST TO WEST.



LEGEND

- DIRECTION OF TRAFFIC
- TYPE II BARRICADES, DRUMS, OR VERTICAL PANEL POST
- TYPE III BARRICADE
- TYPE C BIDIRECTIONAL REFLECTOR (ON 25' CTR.)
- TEMPORARY SIGNAL
- VIDEO DETECTION
- TEMPORARY SIGNAL HEAD
- TEMPORARY WOOD POLE
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 2
- TEMPORARY PAVEMENT
- CONSTRUCT TEMPORARY PAVEMENT
- WORK ZONE
- SIGNAL FACE



MODEL: Hardh-20dem1 [Sheet]
FILE NAME: C:\2022R3\DOTCAD CONNECT\24068.00_Joe Page Bridge Rehab\CADD Data\Sheets\0876T66-shr-staging-4.dgn

EFK Moen
Civil Engineering Design

USER NAME = ZWaters	DESIGNED - ZJB	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - SLD	REVISED -
PLOT DATE = 8/15/2025	DATE - 7/18/25	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL & PROTECTION - STAGE
WESTBOUND LANE CLOSURE (MIDPOINT OF SPAN 6 - PIER 15)**

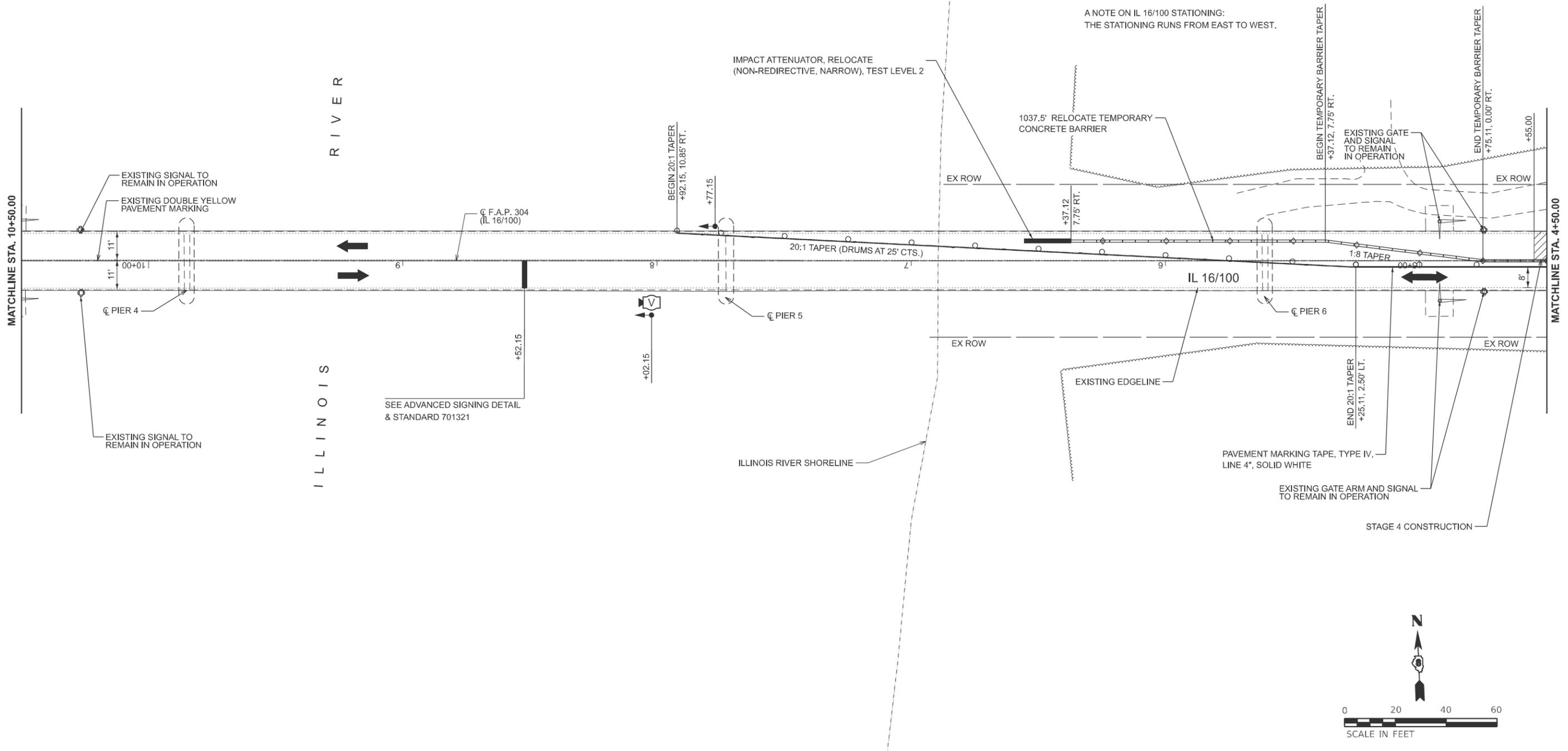
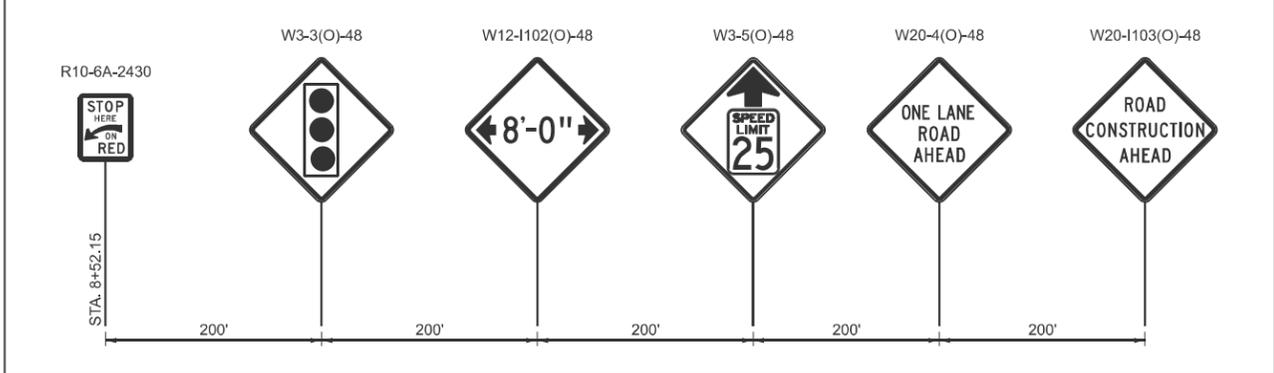
SCALE: 1"=20' SHEET 15 OF 20 SHEETS STA. 10+50.00 TO STA. 16+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	33
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT				

LEGEND

-  DIRECTION OF TRAFFIC
-  TYPE II BARRICADES, DRUMS, OR VERTICAL PANEL POST
-  TYPE III BARRICADE
-  TYPE C BIDIRECTIONAL REFLECTOR (ON 25' CTR.)
-  TEMPORARY SIGNAL
-  VIDEO DETECTION
-  TEMPORARY SIGNAL HEAD
-  TEMPORARY WOOD POLE
-  TEMPORARY CONCRETE BARRIER
-  IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 2
-  TEMPORARY PAVEMENT
-  CONSTRUCT TEMPORARY PAVEMENT
-  WORK ZONE
-  SIGNAL FACE

ADVANCED SIGNING ALONG IL 16/100



A NOTE ON IL 16/100 STATIONING:
THE STATIONING RUNS FROM EAST TO WEST.

MODEL: Hardin-2016m2 (Sheet)
FILE NAME: O:\2022R3\DOTCAD CONNECT\24068.00_Joe Page Bridge Rehab\CADD Data\Sheets\0876766-shr-staging-4.dgn

EFK Moen
Civil Engineering Design

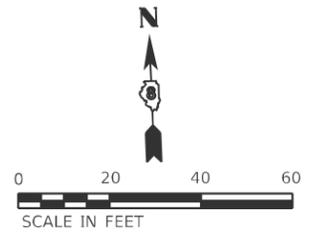
USER NAME = ZWaters	DESIGNED - ZJB	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - SLD	REVISED -
PLOT DATE = 8/15/2025	DATE - 7/18/25	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

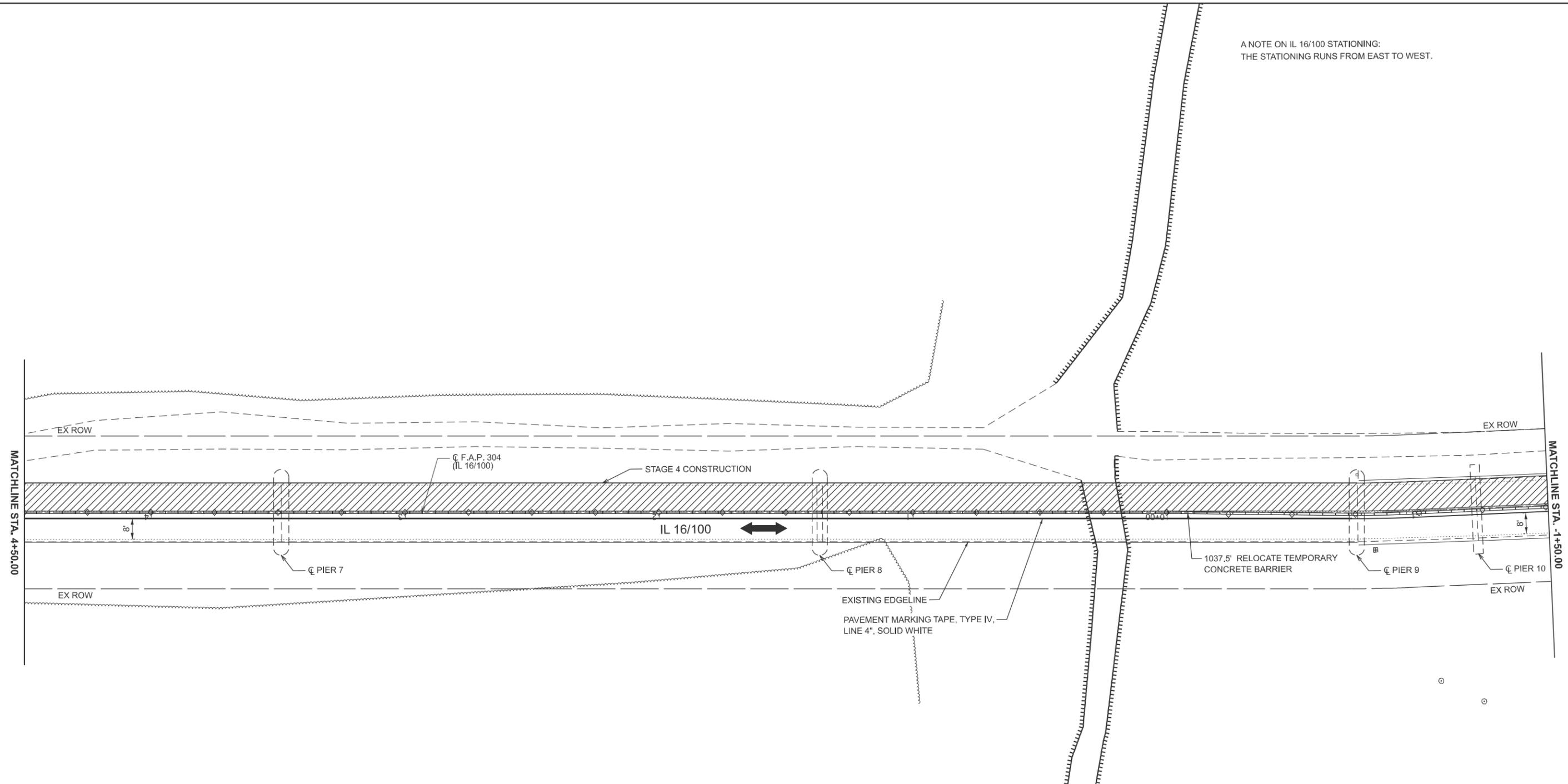
**TRAFFIC CONTROL & PROTECTION - STAGE
WESTBOUND LANE CLOSURE (MIDPOINT OF SPAN 6 - PIER 15)**

SCALE: 1"=20' SHEET 16 OF 20 SHEETS STA. 4+50.00 TO STA. 10+50.00

F.A.P. RTE. 304	SECTION 266BRR, (4, 5) I	COUNTY GREENE	TOTAL SHEETS 117	SHEET NO. 34
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT				

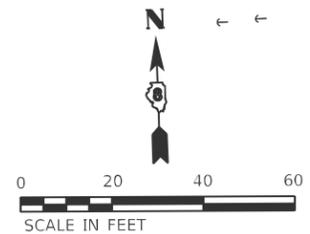


A NOTE ON IL 16/100 STATIONING:
THE STATIONING RUNS FROM EAST TO WEST.



LEGEND

- DIRECTION OF TRAFFIC
- TYPE II BARRICADES, DRUMS, OR VERTICAL PANEL POST
- TYPE III BARRICADE
- TYPE C BIDIRECTIONAL REFLECTOR (ON 25' CTR.)
- TEMPORARY SIGNAL
- VIDEO DETECTION
- TEMPORARY SIGNAL HEAD
- TEMPORARY WOOD POLE
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 2
- TEMPORARY PAVEMENT
- CONSTRUCT TEMPORARY PAVEMENT
- WORK ZONE
- SIGNAL FACE



MODEL: Hardh-2024m3 (Sheet)
FILE NAME: O:\2022R3\DOTCAD_CONN\CONNECT\240688.00_Joe Page Bridge Rehab\CADD_Data\Sheets\0876T66-sh4-staging-4.dgn

EFK Moen
Civil Engineering Design

USER NAME = ZWaters	DESIGNED - ZJB	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - SLD	REVISED -
PLOT DATE = 8/15/2025	DATE - 7/18/25	REVISED -

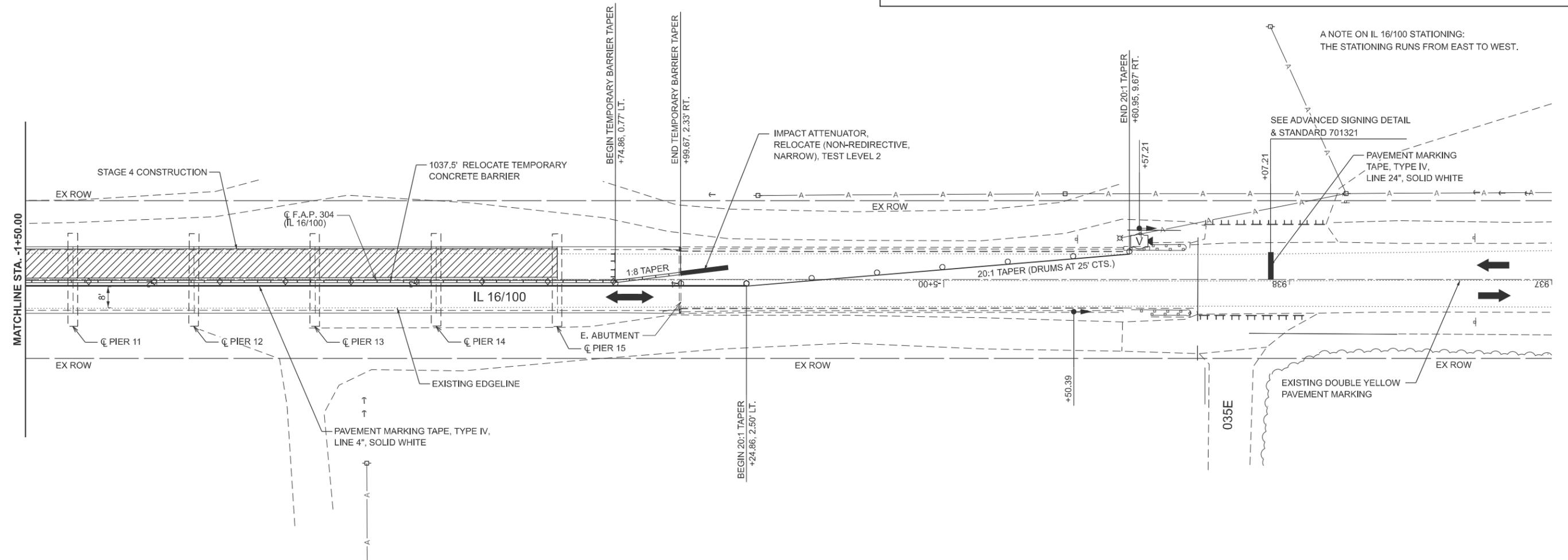
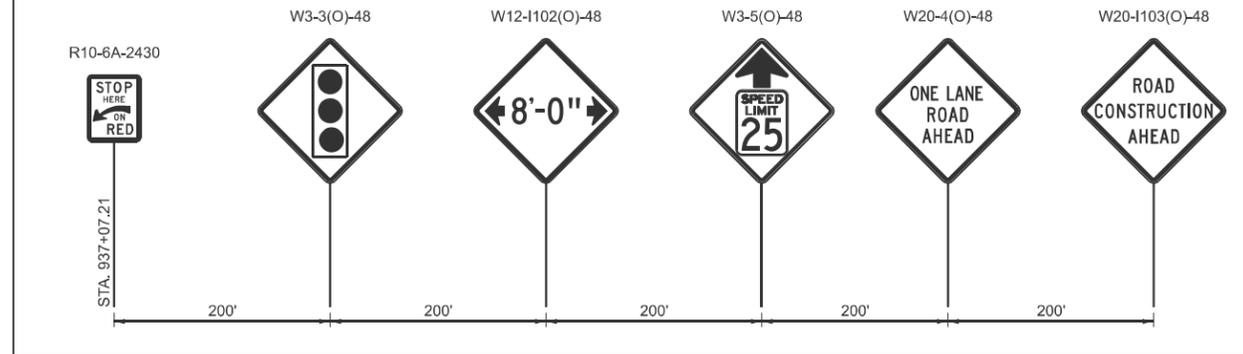
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & PROTECTION - STAGE
WESTBOUND LANE CLOSURE (MIDPOINT OF SPAN 6 - PIER 15)

SCALE: 1"=20' SHEET 17 OF 20 SHEETS STA. -1+50.00 TO STA. 4+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	35
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT				

ADVANCED SIGNING ALONG IL 16/100



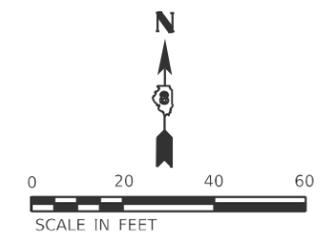
A NOTE ON IL 16/100 STATIONING:
THE STATIONING RUNS FROM EAST TO WEST.

SEE ADVANCED SIGNING DETAIL
& STANDARD 701321

PAVEMENT MARKING TAPE, TYPE IV,
LINE 24", SOLID WHITE

LEGEND

- DIRECTION OF TRAFFIC
- TYPE II BARRICADES, DRUMS, OR VERTICAL PANEL POST
- TYPE III BARRICADE
- TYPE C BIDIRECTIONAL REFLECTOR (ON 25' CTR.)
- TEMPORARY SIGNAL
- VIDEO DETECTION
- TEMPORARY SIGNAL HEAD
- TEMPORARY WOOD POLE
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 2
- TEMPORARY PAVEMENT
- CONSTRUCT TEMPORARY PAVEMENT
- WORK ZONE
- SIGNAL FACE



MODEL: Hardh-2024m4 [Sheet]
FILE NAME: C:\2022R3\DOTCAD\CONNECT\240688.00_Joe Page Bridge Rehab\CADD\Drawings\Sheet\240688-shd-staging-4.dgn

EFK Moen
Civil Engineering Design

USER NAME = ZWaters	DESIGNED - ZJB	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - SLD	REVISED -
PLOT DATE = 8/15/2025	DATE - 7/18/25	REVISED -

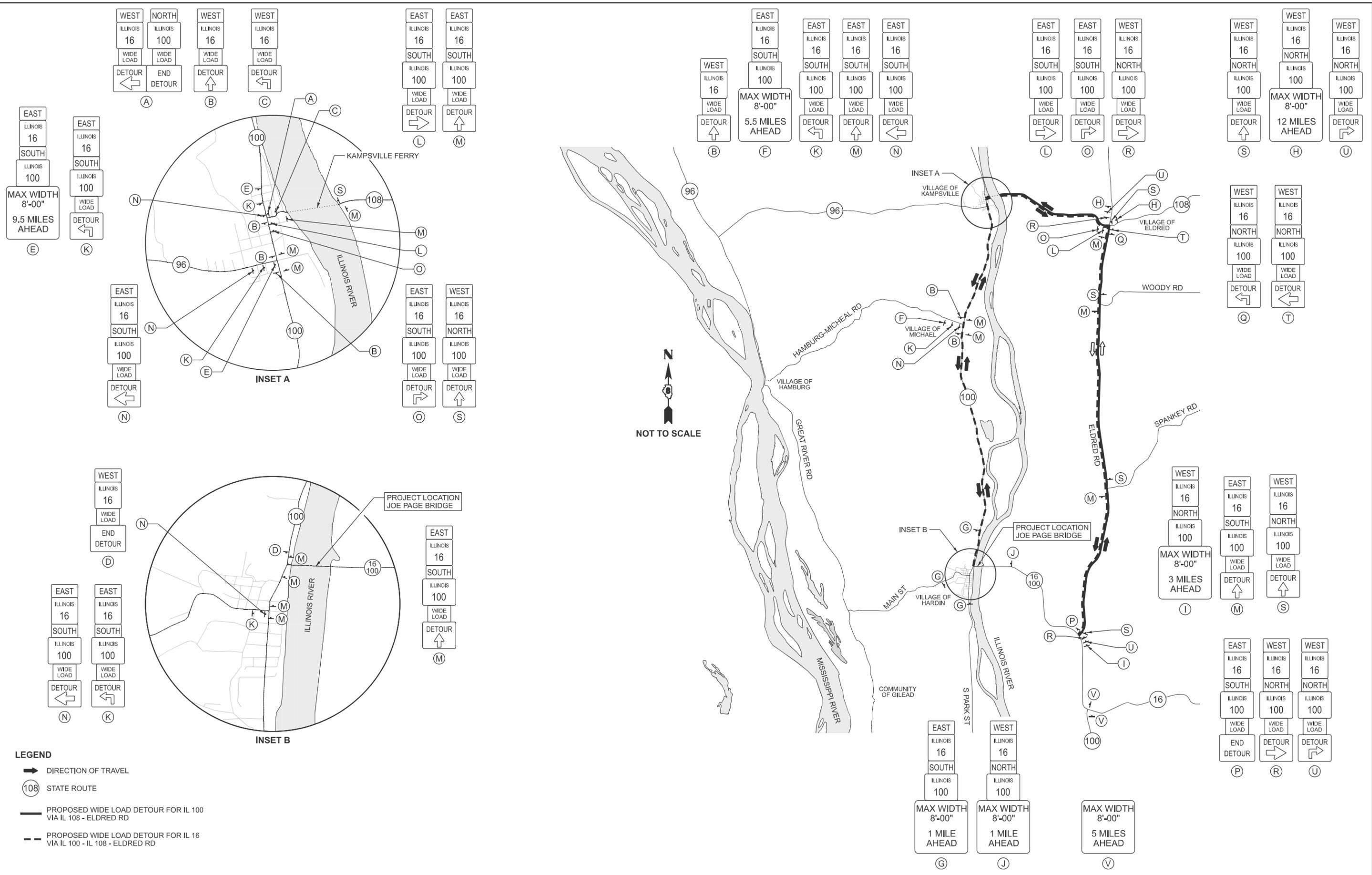
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL & PROTECTION - STAGE
WESTBOUND LANE CLOSURE (MIDPOINT OF SPAN 6 - PIER 15)**

SCALE: 1"=20' SHEET 18 OF 20 SHEETS STA. -7+50.00 TO STA. -1+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	36
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT				

MODEL: MOT Map (Sheet)
 FILE NAME: C:\2022\23\DOT\CADD_Data\Rehab\CA\DD_Data\Sheets\0876166-shr-mcr-Wideload.dgn



- LEGEND**
- ➔ DIRECTION OF TRAVEL
 - 108 STATE ROUTE
 - PROPOSED WIDE LOAD DETOUR FOR IL 100 VIA IL 108 - ELDRED RD
 - - - PROPOSED WIDE LOAD DETOUR FOR IL 16 VIA IL 100 - IL 108 - ELDRED RD

EFK Moen
 Civil Engineering Design

USER NAME = ZWaters	DESIGNED - JRD	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - SLD	REVISED -
PLOT DATE = 8/15/2025	DATE - 7/18/25	REVISED -

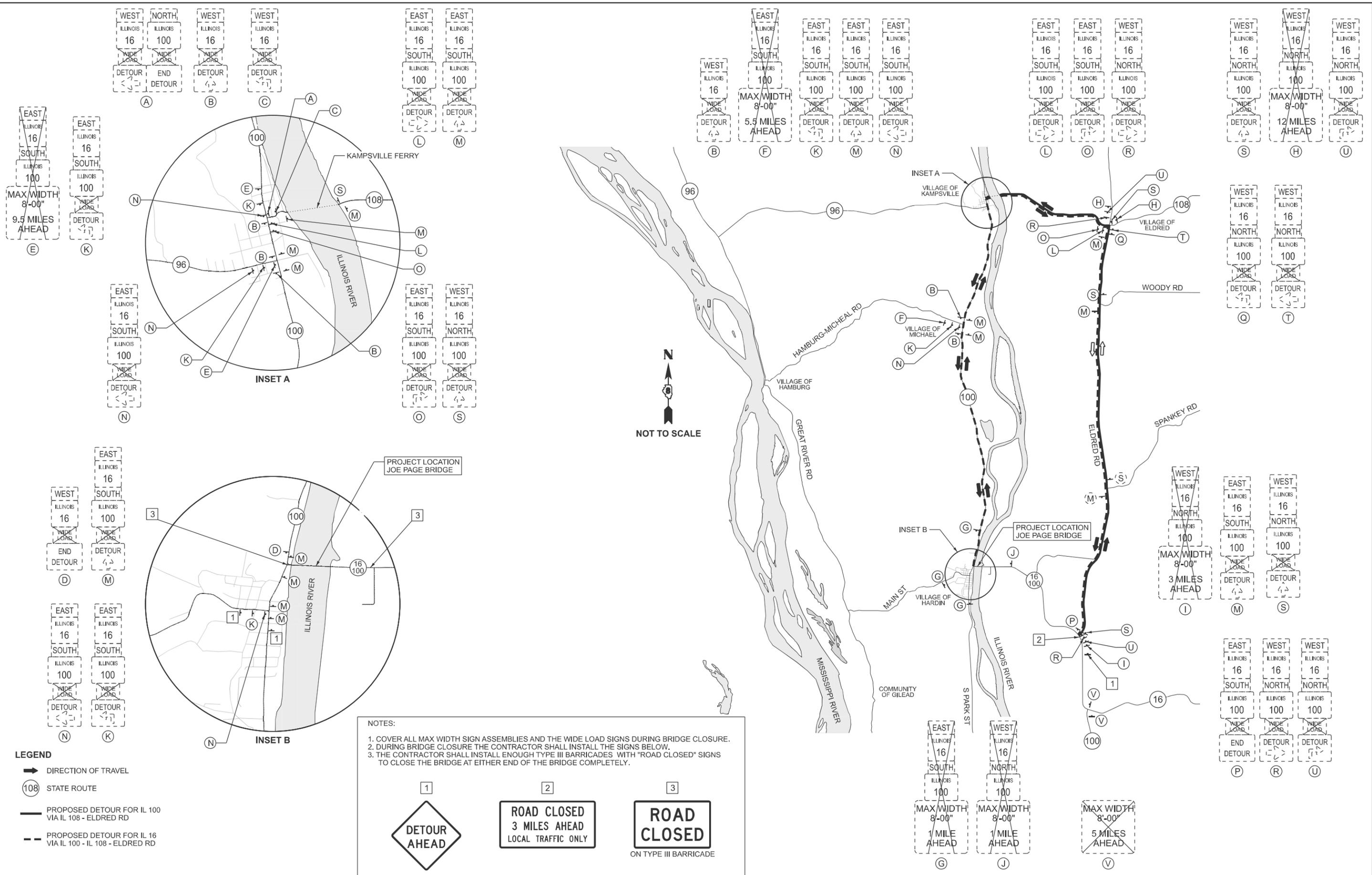
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & PROTECTION
WIDE LOAD DETOUR SIGNAGE DETAIL

SCALE: N.T.S. SHEET 19 OF 20 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	37
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT				

MODEL: MOT Map (Sheet)
 FILE NAME: C:\2022\23\DOT\CADD\CONNECTION\CONNECT\240688.00_Joe Page Bridge Rehab\CADD\Sheet\08767666-shr-mot-closure_Detail.dgn



- NOTES:
1. COVER ALL MAX WIDTH SIGN ASSEMBLIES AND THE WIDE LOAD SIGNS DURING BRIDGE CLOSURE.
 2. DURING BRIDGE CLOSURE THE CONTRACTOR SHALL INSTALL THE SIGNS BELOW.
 3. THE CONTRACTOR SHALL INSTALL ENOUGH TYPE III BARRICADES WITH "ROAD CLOSED" SIGNS TO CLOSE THE BRIDGE AT EITHER END OF THE BRIDGE COMPLETELY.



- LEGEND**
- ➔ DIRECTION OF TRAVEL
 - 108 STATE ROUTE
 - PROPOSED DETOUR FOR IL 100 VIA IL 108 - ELDRED RD
 - - - PROPOSED DETOUR FOR IL 16 VIA IL 100 - IL 108 - ELDRED RD

EFK Moen
 Civil Engineering Design

USER NAME = ZWaters	DESIGNED - JRD	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - SLD	REVISED -
PLOT DATE = 8/15/2025	DATE - 7/18/25	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & PROTECTION
FULL CLOSURE SIGNAGE DETAIL

SCALE: N.T.S. SHEET 20 OF 20 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	38
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT				

Bench Mark: In Hardin at Southwest corner of courthouse lot Northeast corner of concrete public well curbing; bronze tablet stamped, "Prim. Trav. Sta. 183-F-1925" Elev. 446.285
 Bench Mark: 200 ft. East of depot at East Hardin, 10 ft. South of R.R. tracks, 30 ft. North of road, on top of center concrete pillar on North side of water tank; chiseled square marked "427.4" Elev. 427.36
 Existing Structure: No. 031-0001 Built as Senate Bill No. 266, Sec. B & C in 1931. The structure consisted of one lift span with timber deck supported by a thru-truss, and seven fixed spans with reinf. conc. deck supported by a thru-truss on concrete piers, seven approach spans with reinf. conc. deck supported by WF beams on pile bents, and five approach spans with reinf. conc. deck supported by WF beams in a wye on modified spill thru abutments acting as piers. In 1964 work consisted of deck reconstruction of lift span with conc. filled steel grid and various minor repairs to other spans. In 1981 work consisted of four west approach spans being removed and backfilled with modifications to the pier converting it to the west abutment, and conc. deck reconstruction with various steel repairs of all remaining spans (except lift span), and repairs to conc. cap spalling at pile bents. In 1994 all thru-truss spans including the lift span work consisted of roadway wearing surface removal and replacement. Numerous additional rehabilitation contracts have been previously performed, including a major mechanical/electrical rehabilitation in 1983, a major structural/mechanical/electrical rehabilitation in 2003, and a structural rehabilitation in 2018.
 Traffic: Traffic to be maintained during structure rehabilitation by partial lane closures in Stages 1 through 4, full structure closure with detour in Stage 5, and short-term navigational closures.
 Salvage: Salvage and reuse steel splices from the pier fender system as directed by the Engineer.

SCOPE OF WORK

1. Deck repair.
2. Repair steel superstructure members.
3. Remove and replace expansion joints.
4. Remove debris from piers.
5. Repair roadway railings.
6. Repair walkway handrails.
7. Repair beam steel bearings.
8. Remove vegetation near structure.
9. Repair or replace fender system members.
10. See Mechanical and Electrical plans for additional scope of work.

LOADING HS20-44 (NEW CONSTRUCTION)

Allow 0#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition
 2023 AASHTO LRFD Movable Highway Bridge Design Specification, 3rd Edition

DESIGN STRESSES (NEW CONSTRUCTION)

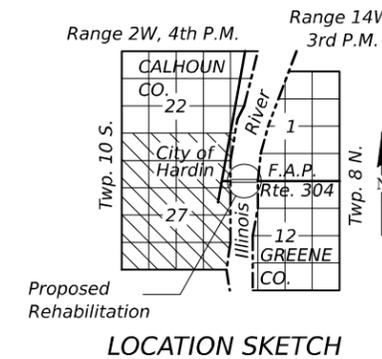
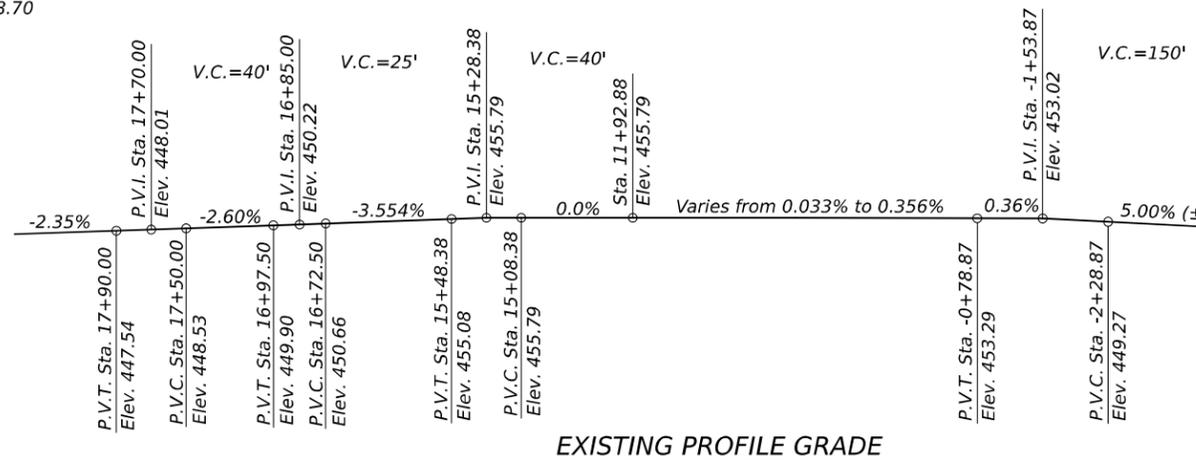
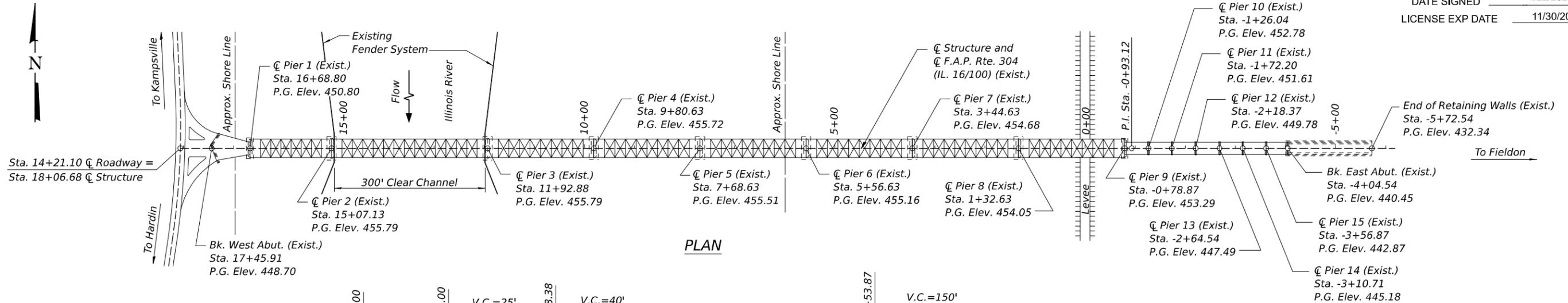
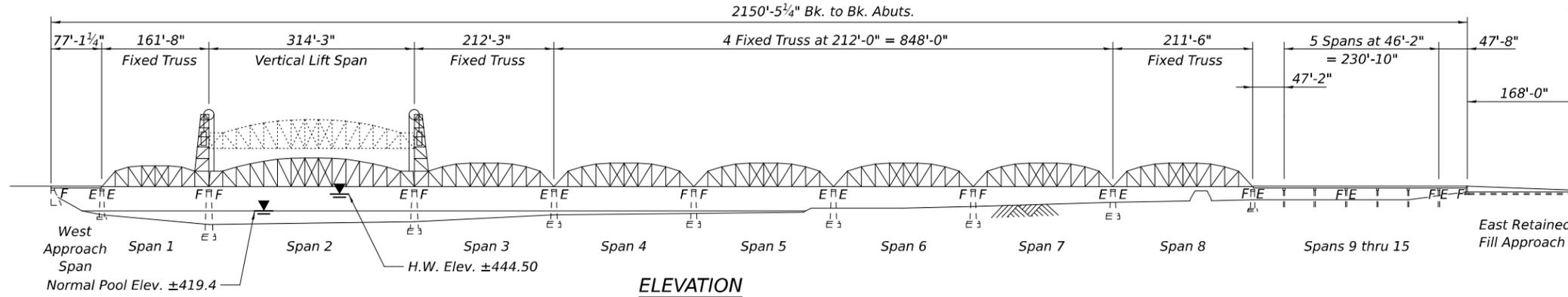
$f'_c = 4,000$ psi
 $f_y = 60,000$ psi (reinforcement)
 $f_y = 36,000$ psi (structural steel)

DESIGN STRESSES (ORIGINAL CONSTRUCTION)

$f'_c = 3,500$ psi
 $f_y = 33,000$ psi (reinforcement)
 $f_y = 33,000$ psi (structural steel)



JERILYN M. HASSARD, S.E.
 DATE SIGNED 1/22/2026
 LICENSE EXP DATE 11/30/2026



GENERAL PLAN AND ELEVATION
JOE PAGE BRIDGE
OVER THE ILLINOIS RIVER (PUBLIC WATERS)
HARDIN, ILLINOIS
C STRUCTURE STATION = 6+70.68
F.A.P. ROUTE 304 (IL 16/100) SECTION 266BRR
GREENE COUNTY
STRUCTURE NO. 031-0001

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 39 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	39
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				

INDEX OF SHEETS

39 General Plan and Elevation
 40 Index of Sheets and Total Bill of Material
 41 General Notes and Procedures
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 43 General Plan and Elevation Repair Schedule - 1
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 45 General Plan and Elevation Repair Schedule - 3
 46 General Plan and Elevation Repair Schedule - 4
 47 General Plan and Elevation Repair Schedule - 5
 48 General Plan and Elevation Repair Schedule - 6
 49 Stage Construction Cross Sections
 50 Deck Repairs - Approach Spans
 50A As-Built Deck Slab Repair - Approach Spans
 51 Railing System Repairs
 52 Joint Replacements - 1
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 54 Joint Replacements - 3
 55 Floorbeam Repairs - 1
 56 Floorbeam Repairs - 2
 57 Floorbeam Repairs - 3
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 60 Floorbeam Repairs - 6
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 65 Truss Vertical Repairs
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 66A East Portal Strut Repairs
 67 Walkway Handrail Repairs
 68 Access Platform Railing and Ladder Replacement
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 70 Bearing Repairs - 1
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 75 Fender System Repairs - 3
 77 Fender System Repairs - 4
 78 Fender System Repairs - 5

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu Yd	7.4	-	7.4
Concrete Superstructure	Cu Yd	6.1	-	6.1
Protective Coat	Sq Yd	29	-	29
Concrete Superstructure (Approach Slab)	Cu Yd	1.4	-	1.4
Reinforcement Bars, Epoxy Coated	Pound	1,240	-	1,240
Preformed Joint Seal 1"	Foot	97.5	-	97.5
Preformed Joint Seal 2"	Foot	23.5	-	23.5
Neoprene Expansion Joint 6 1/2"	Foot	23.5	-	23.5
Anchor Bolts, 1"	Each	4	-	4
Containment And Disposal Of Lead Paint Cleaning Residues No. 1	L Sum	1	-	1
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq Ft	50	-	50
Debris Removal	L Sum	0.5	0.5	1
Deck Slab Repair (Full Depth, Type I)	Sq Yd	15	-	15
Deck Slab Repair (Full Depth, Type II)	Sq Yd	5	-	5
Deck Slab Repair (Partial)	Sq Yd	5	-	5
Polymer Concrete	Cu Ft	1.1	-	1.1
Remove and Replace Anchor Bolts	Each	42	-	42
Bolt Replacement	Each	26	-	26
Access Ladder	Each	1	-	1
Fender System	L Sum	-	1	1
Clearing (Special)	L Sum	1	-	1
Structural Steel Removal	Pound	2,140	-	2,140
Structural Steel Repair	Pound	24,110	-	24,110
Handrail Repairs	L Sum	1	-	1
Bridge Deck Concrete Sealer	Sq Ft	869	-	869

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS AND TOTAL BILL OF MATERIAL
 STRUCTURE NO. 031-0001**

SHEET 40 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	40
			CONTRACT NO. 76T66	
		ILLINOIS	FED. AID PROJECT #STP-PE84(658)	

GENERAL NOTES

Fasteners shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts in painted areas, except as noted. Bolts 7/8 in. diameter, holes 1 1/16 in. diameter, unless otherwise noted. Fasteners connecting galvanized members or connecting a painted member to an unpainted galvanized member shall be ASTM F3125 Grade A325 Type 1, hot dip galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel." Bolts 7/8 in. diameter holes 1 5/16 in. diameter, unless otherwise noted.

Calculated weight of Structural Steel Repair = 23,710 lbs (Grade 36)

All new structural steel shall be AASHTO M270 Grade 36.

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, all heavy or loose detrimental foreign material shall be removed from the surfaces in contact with concrete (SSPC-SP3 standards). 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 paid for according to Article 109.04 of the Standard Specifications.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding 1/4 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water except cofferdams. This shall include the placement of material for run-arounds, causeways, etc. Any permit application by the Contractor shall refer to the IDNR 3704 Floodway Construction permit number allowing permanent construction as shown in the contract plans.

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

The Contractor shall field verify all proposed plate and angle dimensions and spacing of holes prior to ordering steel.

Gaps between the existing steel and the new steel angles and / or plates, as well as abandoned holes to be covered by new steel plates and / or angles, shall be sealed with an approved polyurethane sealant. The sealant shall be compatible with the proposed paint system and shall be submitted to the Engineer for approval prior to use. All costs associated with the installation of the sealant shall be included with the cost for Structural Steel Repair.

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

The Organic Zinc Rich Primer / Epoxy / Urethane paint system shall be used for shop and field painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that the exterior surfaces and bottom of the bottom flange of fascia beams, masked off connection surfaces, and field installed fasteners, shall all be touched up and finish coated in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the finish coat for the exterior surfaces and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8.

Cleaning and painting of existing structural steel in the areas of structural repairs or new structural installations shall be as specified in the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures.

The Contractor shall submit calculations and details demonstrating the structural integrity of the bridge is maintained under the additional imposed loads of the containment system. See special provisions.

A minimum of 2 air monitors will be required to monitor abrasive blasting operations at this site. See special provision for "Containment and Disposal of Lead Paint Cleaning Residues."

The Contractor shall sequence construction in order to complete work in accordance with the required completion date. See the Special Provision for working restrictions.

The Contractor is required to provide Structural Assessment Reports for the proposed work. See Special Provision.

The Contractor shall retain the services of an engineering firm, prequalified in the IDOT consultant selection category of Structures-Highway: Complex and Structures-Movable, for preparation of the Structural Assessment Reports. Contractor's pre-approval shall not be applicable for this project. See Special Provision.

Current Ratings on File for Existing Structure
Inventory: HS 12.4
Operating: HS 26.8
Live Load Restrictions: Single Unit Vehicle: 26 Tons

Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS loading and configuration. Live Load Restrictions are based on Illinois legal loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.

The Contractor is advised that the existing structure contains members that are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the existing structure when developing construction procedures for the complete or partial removal, or replacement of the structure. An Existing Structure Information Package is available upon request as noted in the special provisions.

STRUCTURAL STEEL REPAIR GENERAL NOTES

Repair plates, fill plates, and repair angles may require field adjustment to fit actual as-built conditions. Cost included in Structural Steel Repair.

Repair plates, fill plates, and repair angles have been sized per available existing plan information. Bolt layout for replacement of existing fasteners with new bolts in existing holes are also based on existing plan information. Dimensions shall be field verified to confirm.

Unless noted otherwise, the as-designed repair details do not require temporary support for structural members. If additional fasteners need to be removed beyond those shown, the Contractor shall submit a procedure for review and approval by the Engineer. If necessary, the Contractor shall provide temporary support for members due to the additional fastener removal.

Trimming of repair plates, fill plates, and angles to accommodate existing fasteners not used in the repair shall occur by saw cutting or grinding. Minimum radius of 1" shall be maintained. Flame-cutting is not permitted. All cut edges shall be ground smooth to an ANSI 500 finish.

Sealant shall be compatible with the proposed paint system and shall be submitted to the Engineer for approval prior to use. All costs associated with the installation of the sealant shall be included in Structural Steel Repair.

STRUCTURAL STEEL REPAIR PROCEDURES

Provided the Contractor complies with the load restrictions assumed during design (see Structural Steel Repair Load Restrictions section this sheet), there is no limit to the number of steel repair locations that can be simultaneously repaired.

The Contractor will be allowed to remove rivets and replace with temporary high-strength bolts in advance of repair plate and/or angle installation. Flame cutting for rivet removal is not permitted.

Contractor shall install repair plates, fill plates, and angles one at a time at each steel repair location.

For each individual repair plate or angle, the Contractor may remove all rivets to be replaced at the same time to facilitate fit-up and match-marking of holes.

Bolt holes will not be left open overnight. The Contractor shall complete the installation of individual plates or angles at the end of each day. The completion of the installation of all plates and angles at a repair location at the end of each day is not required.

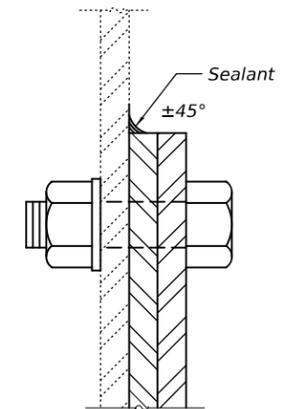
Upon completion of repairs and coating touch-up, joint sealant shall be installed all around perimeter of plys between existing steel and the new steel angles and/or plates per Detail 1 and as directed by the Engineer. After the sealant has cured in accordance with the manufacturer's written product data sheet, a stripe finish shall be applied over the sealant.

STRUCTURAL STEEL REPAIR LOAD RESTRICTIONS

Construction loading assumptions for design consisted of a 20 psf construction load over the lane closed to traffic, an HS-20 live load in the open lane, and dead load of the structure which including the weight of the temporary concrete barrier. The 20 psf construction load was positioned or applied in order to maximize the load for each individual member.

The Contractor shall confirm that the combined weight of construction vehicles, equipment, work platforms and stockpiled materials comply with the noted design assumptions at all times during structural steel repairs. The Contractor shall submit construction weights and sequencing to the Engineer for approval.

See the individual structural repair detail sheets for additional restrictions.



DETAIL 1 - SEALANT

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES AND PROCEDURES
STRUCTURE NO. 031-0001**

SHEET 41 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	41
ILLINOIS			CONTRACT NO. 76T66	
FED. AID PROJECT #STP-PE84(658)				

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Repair I.D. No.	10/14/2025 NBIS Inspection Deficiency Item No.	Location	Sheet No. of 117
1	599	West Approach, South Rail at 1st Bracket West of West Abutment	51
1	368	Span 1, North Rail at 1st Rail Post East of Panel Point 0	51
1	548	Span 1, North Rail at 1st and 2nd Rail Supports East of Panel Point 6	51
1	765	Span 2, South Rail at 1st Rail Support East of Panel Point 2	51
1	785	Span 3, North Rail at 1st Rail Support East of Panel Point 8	51
1	788	Span 3, North Rail at 2nd Rail Support East of Panel Point 9	51
1	847	Span 4, South Rail at 1st Rail Support East of Panel Point 0	51
1	858	Span 4, North Rail at 1st Rail Support West of Panel Point 5	51
1	849	Span 6, North Rail at 1st Rail Support East of Panel Point 2	51
1	850	Span 6, North Rail at 1st Rail Support East of Panel Point 5	51
1	852	Span 6, South Rail at 1st Rail Support West of Panel Point 9	51
1	806	Span 7, South Rail at 1st and 2nd Rail Supports East of Panel Point 0	51
1	807	Span 7, North Rail at 1st Rail Support East of Panel Point 0	51
1	614	Span 7, South Rail at 1st Rail Support West of Panel Point 2	51
1	853	Span 7, South Rail at 1st Rail Support West of Panel Point 7	51
1	854	Span 7, South Rail at 1st Rail Support West of Panel Point 8	51
1	855	Span 7, North Rail at 1st Rail Support West of Panel Point 8	51
1	814	Span 7, South Rail at 1st Rail Support East of Panel Point 8	51
2	603	Span 1, Walkway at L4S and South Railing at 1st and 3rd Rail Post West of Panel Point 4	67
2	605	Span 1, Walkway at U7S	67
2	772	Span 2, South Navigation Light Walkway at Midspan L7S-L8S	68
3	14	Span 1, Floorbeam 2 at North End	58
3	766	Span 2, Floorbeam 3 at North End	56
3	773	Span 2, Floorbeam 8 at North End	56
3	145	Span 2, Floorbeam 11 at North End	56
3	675	Span 3, Floorbeam 1 at North End	57
3	736	Span 3, Floorbeam 3 at North End	57
3	181	Span 3, Floorbeam 6 at North End	57
3	186	Span 3, Floorbeam 7 at North and South Ends	57
3	189	Span 3, Floorbeam 8 at South End	57
3	414	Span 3, Floorbeam 9 at South End	57
3	644	Span 3, Floorbeam 10 at North End	55
3	418	Span 4, Floorbeam 1 at North End	60
3	425	Span 4, Floorbeam 9 at South End	58
3	49	Span 5, Floorbeam 6 at South End	60
3	681	Span 5, Floorbeam 8 at South End	58
3	247	Span 7, Floorbeam 1 at North End	58
3	253	Span 7, Floorbeam 2 at South End	58
3	256	Span 7, Floorbeam 3 at South End	58
3	342	Span 7, Floorbeam 4 at South End	58
3	264	Span 7, Floorbeam 5 at North End	58
3	272	Span 7, Floorbeam 6 at North End	58
3	615	Span 7, Floorbeam 7 at South End	58
3	284	Span 7, Floorbeam 8 at South End	58
3	287	Span 7, Floorbeam 9 at South End	58
4	635	Span 2, Floorbeam 0	59
4	644	Span 3, Floorbeam 10	55
5	393	Span 2, L9N-U10N at L9N	63
5	138	Span 2, L9S-U10S at L9S	63
5	570	Span 4, U3N-L4N at L4N	64
5	697	Span 4, L6S-U7S at L6S	64
5	223	Span 5, L6S-U7S at L6S	64
5	232	Span 6, U3N-L4N at L4N	64
5	726	Span 6, U3S-L4S at L4S	64
5	341	Span 7, U3S-L4S at L4S	64
5	72	Span 7, L6N-U7N at L6N	64
5	729	Span 7, L6S-U7S at L6S	64
5	77	Span 8, U3S-L4S at L4S	64
5	358	Span 8, L6N-U7N at L6N	64
6	157	Span 3, L1N-U1N at L1N	65
6	572	Span 6, L1S-U1S at L1S	65
7	644	Span 3, Floorbeam 10 at South End	55
7	49	Span 5, Floorbeam 6 at South End	60
7	702	Span 6, Floorbeam 10 at North End	61
7	658	Span 7, Floorbeam 0 at North and South Ends	61
7	659	Span 7, Floorbeam 10 at North and South Ends	61
7	660	Span 8, Floorbeam 1 at North End	61
7	92	Span 8, Floorbeam 2 at Stringer 1	61
7	661	Span 8, Floorbeam 3 at North and South Ends	61
7	93	Span 8, Floorbeam 4 at Stringer 1	61

Repair I.D. No.	10/14/2025 NBIS Inspection Deficiency Item No.	Location	Sheet No. of 117	
8	49	Span 5, Floorbeam 6 at South End	60	
8	439	Span 5, Floorbeam 9 at North End	59	
9	294	Span 8, L0N-L1N at L0N	66	
10	838	Beam 2 Bearing at Pier 9, Span 9	71	
10	731	Beam 4 Bearing at Pier 9, Span 9	70	
10	708	Beam 2 Bearing at Pier 15, Span 14	70	
10	732	Beam 3 Bearing at Pier 15, Span 15	70	
10	824	Beam 4 Bearing at Pier 15, Span 15	70	
10	733	Beam 5 Bearing at Pier 15, Span 15	70	
11	110	Span 2, Stringers 2 and 5 at Floorbeam 1, Panel 1	62	
11	110	Span 2, Stringers 2, 3 and 5 at Floorbeam 1, Panel 2	62	
11	110	Span 2, Stringers 2, 3, 4, 5 and 9 at Floorbeam 2, Panel 3	62	
11	110	Span 2, Stringer 5 at Floorbeam 3, Panel 3	62	
11	110	Span 2, Stringer 9 at Floorbeam 3, Panel 4	62	
11	110	Span 2, Stringers 7 and 9 at Floorbeam 4, Panel 4	62	
11	110	Span 2, Stringers 3 and 5 at Floorbeam 4, Panel 5	62	
11	110	Span 2, Stringers 2, 5 and 10 at Floorbeam 5, Panel 5	62	
11	110	Span 2, Stringers 2, 3 and 5 at Floorbeam 6, Panel 7	62	
11	110	Span 2, Stringers 2, 3 and 7 at Floorbeam 7, Panel 7	62	
11	110	Span 2, Stringers 3, 5 and 7 at Floorbeam 7, Panel 8	62	
11	110	Span 2, Stringers 3 and 7 at Floorbeam 8, Panel 8	62	
11	110	Span 2, Stringer 3 at Floorbeam 8, Panel 9	62	
11	110	Span 2, Stringer 4 at Floorbeam 9, Panel 9	62	
11	110	Span 2, Stringer 5 at Floorbeam 10, Panel 10	62	
11	110	Span 2, Stringer 2 at Floorbeam 10, Panel 11	62	
11	110	Span 2, Stringers 5, 9 and 10 at Floorbeam 11, Panel 12	62	
11	110	Span 2, Stringers 2 and 8 at Floorbeam 12, Panel 12	62	
11	110	Span 2, Stringer 7 at Floorbeam 12, Panel 13	62	
11	110	Span 2, Stringers 2 and 3 at Floorbeam 13, Panel 13	62	
11	110	Span 2, Stringers 7, 9 and 10 at Floorbeam 14, Panel 14	62	
11	110	Span 2, Stringers 2, 5, 7 and 9 at Floorbeam 14, Panel 15	62	
11	110	Span 5, Stringer 1 at Floorbeam 7, Panel 8	62	
11	110	Span 5, Stringer 9 at Floorbeam 10, Panel 10	62	
11	110	Span 7, Stringer 8 at Floorbeam 4, Panel 4	62	
12	857	Span 8, Portal Strut Between L10S-U9S and L10N-U9N	66A	
13	843	Span 1, Stringer 3 at Floorbeam 0, Panel 1, South Connection Angle	62	
14	673	Span 1, L7S-L8S at Midpanel and at L8S	69A	
15	848	Span 4, Floorbeam 9 at North End	69A	
Bridge Deck		2	West Approach Span and Spans 9 thru 15 , Bridge Deck, Throughout	50
Expansion Joints		721	Pier 4	52
Expansion Joints		797	Pier 5	53
Expansion Joints		728	Pier 7	53
Expansion Joints		457	Pier 9	53
Expansion Joints		718	Pier 15	53
Expansion Joints		840	East Abutment	54
Misc. Fastener Repairs		11	West Approach, North Side Handrail at Pier 1	69
Misc. Fastener Repairs		825	Span 1, Stringers 2, 4 and 5 at Floorbeam 0	69
Misc. Fastener Repairs		741	Span 1, North Rail at 1st Rail Post East of Pier 1	69
Misc. Fastener Repairs		634	Span 1, Walkway Stairwell at U7S	69
Misc. Fastener Repairs		606	Span 1, L8S-U8S at L8S	69
Misc. Fastener Repairs		476	Span 1, L8N-U8N at L8N	69
Misc. Fastener Repairs		559	Span 3, South Gate Platform between Floorbeam 3 and Floorbeam 4	69
Misc. Fastener Repairs		415	Span 4, North and South Rails at Panel Point 0	69
Misc. Fastener Repairs		648	Span 4, L6S-L7S at L6S	69
Misc. Fastener Repairs		796	Span 4, L7N-L8S at L8S	69
Misc. Fastener Repairs		794	Span 4, L8N-L9N at L8N	69
Misc. Fastener Repairs		804	Span 6, Platform at L3S	69
Misc. Fastener Repairs		808	Span 7, L1S-L2N at L1S	69
Misc. Fastener Repairs		616	Span 7, L7S-U8S at L7S	69
Remove Debris		600	Top of Pier 1	
Remove Debris		566	Span 3, L8N-L9N at L8N	
Remove Debris		717	Top of Pier 12	
Remove Vegetation		83	Span 5 Thru Span 8 at North and South Sides	
Fender System		776	Pier 3	74 and 75

Note:
 See sheets 43 thru 48 of 117 for repair identification numbers.



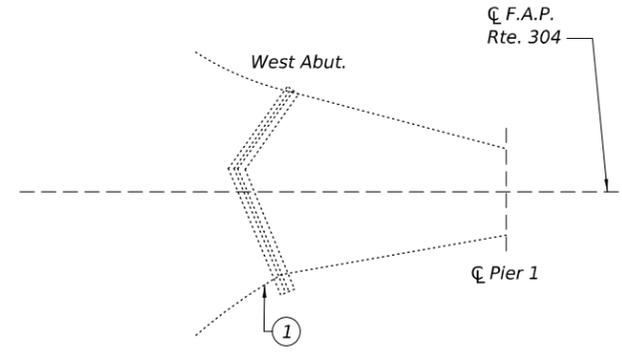
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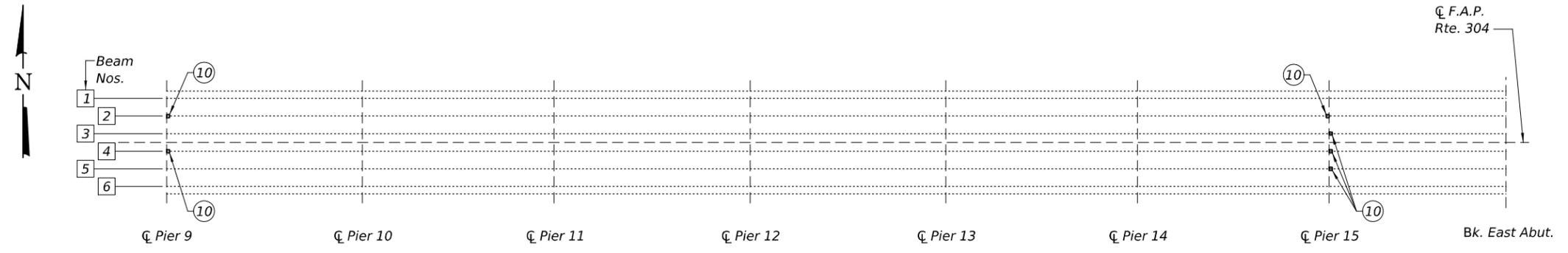
2025 NBIS REFERENCE TABLES
 STRUCTURE NO. 031-0001

SHEET 42 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	42
CONTRACT NO. 76766				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				



PLAN
WEST APPROACH SPAN



FRAMING PLAN
SPANS 9 THRU 15

REPAIR SCHEDULE - 1			
ID No.	Item	Location (NBIS Item Number)	Action
-	Bridge Deck	West Approach Span and Spans 9 thru 15, Bridge Deck, Throughout (2)	Install full or partial depth concrete repair
-	Expansion Joints	Pier 15 (718); East Abutment (840)	Replace expansion joints
-	Misc. Fastener Repairs	West Approach, North Side Handrail at Pier 1 (11)	Replace defective or missing fasteners
-	Remove Debris	Top of Pier 1 (600); Top of Pier 12 (717)	Clean pier caps of debris
1	Rail or Walkway	West Approach, South Rail at 1st Bracket West of West Abutment (599)	Replace anchor rods
10	Bearings	Beam 2 Bearing at Pier 9, Span 9 (838); Beam 4 Bearing at Pier 9, Span 9 (731); Beam 2 Bearing at Pier 15, Span 14 (708); Beam 3 Bearing at Pier 15, Span 15 (732); Beam 4 Bearing at Pier 15, Span 15 (824); Beam 5 Bearing at Pier 15, Span 15 (733)	Replace anchor bolt and / or bearing retainer plate

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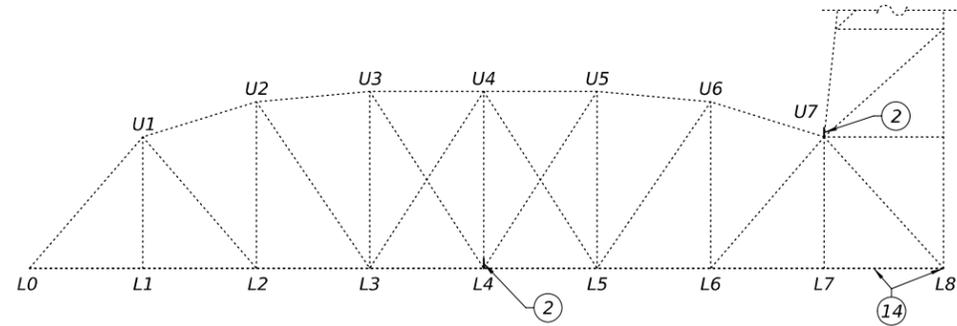
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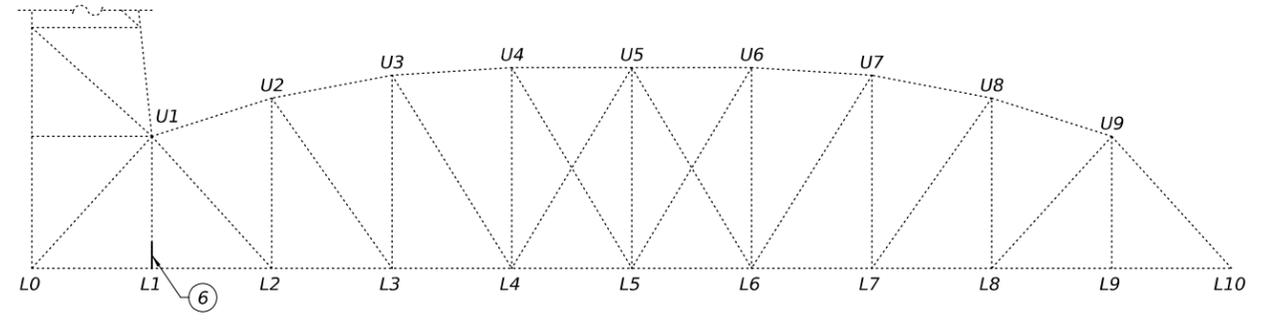
GENERAL PLAN AND ELEVATION REPAIR SCHEDULE - 1
STRUCTURE NO. 031-0001

SHEET 43 OF 117 SHEETS

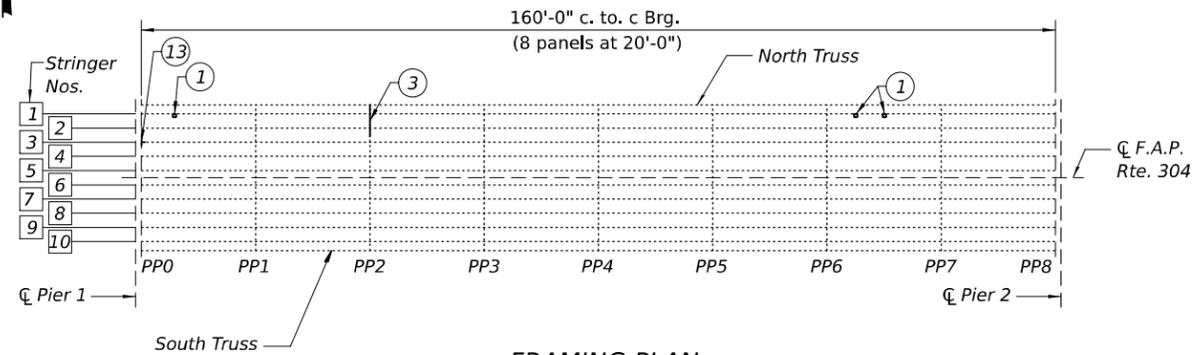
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	43
CONTRACT NO. 76T66			ILLINOIS FED. AID PROJECT #STP-PE84(558)	



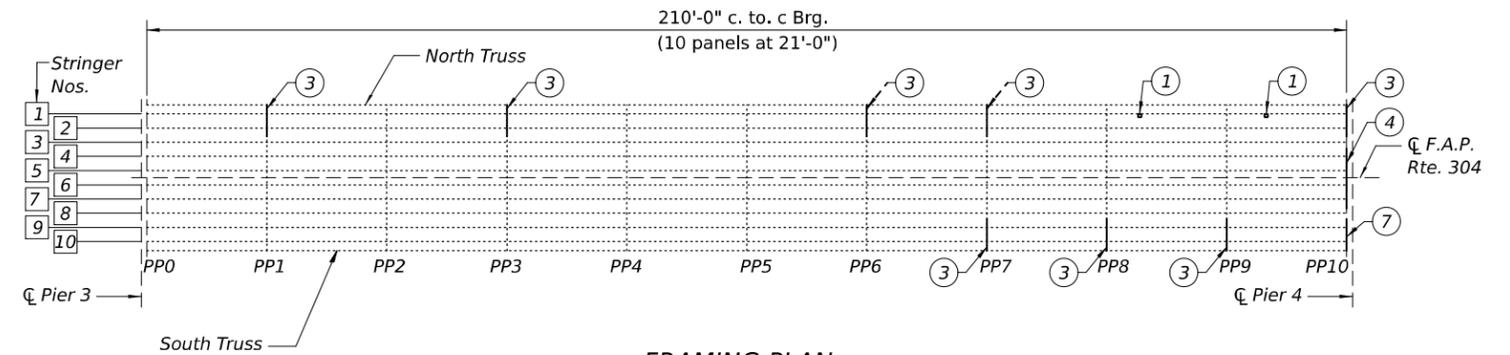
ELEVATION
TRUSS SPAN 1 (FIXED)



ELEVATION
TRUSS SPAN 3 (FIXED)



FRAMING PLAN
TRUSS SPAN 1 (FIXED)



FRAMING PLAN
TRUSS SPAN 3 (FIXED)

REPAIR SCHEDULE - 2			
ID No.	Item	Location (NBIS Item Number)	Action
-	Expansion Joint	Pier 4 (721)	Replace expansion joint
-	Misc. Fastener Repairs	Span 1, Stringers 2, 4 and 5 at Floorbeam 0 (825); Span 1, North Rail at 1st Rail Post East of Pier 1 (741); Span 1, Walkway Stairwell at U7S (634); Span 1, L8S-U8S at L8S (606); Span 1, L8N-U8N at L8N (476); Span 3, South Gate Platform between Floorbeam 3 and Floorbeam 4 (559)	Replace defective or missing fasteners
-	Fender System	Pier 2; Pier 3 (776)	Remove system on pier and replace extension
-	Remove Debris	Span 3, L8N-L9N at L8N (566)	Clean lower chord of debris
1	Railing Anchor	Span 1, North Rail at 1st Rail Post East of Panel Point 0 (368); Span 1, North Rail at 1st and 2nd Rail Supports East of Panel Point 6 (548); Span 3, North Rail at 1st Rail Support East of Panel Point 8 (785); Span 3, North Rail at 2nd Rail Support East of Panel Point 9 (788)	Replace anchor bolts
2	Handrail	Span 1, Walkway at L4S and South Railing at 1st and 3rd Rail Post West of Panel Point 4 (603); Span 1, Walkway at U7S (605)	Replace handrail
3	Floorbeam Flange	Span 1, Floorbeam 2 at North End (14); Span 3, Floorbeam 1 at North End (675); Span 3, Floorbeam 3 at North End (736); Span 3, Floorbeam 6 at North End (181); Span 3, Floorbeam 7 at North and South Ends (186); Span 3, Floorbeam 8 at South End (189); Span 3, Floorbeam 9 at South End (414); Span 3, Floorbeam 10 at North End (644)	Install repair plates and / or angles
4	Floorbeam Bottom Flange Cover Plate	Span 3, Floorbeam 10 (644)	Replace cover plates
6	Truss Vertical	Span 3, L1N-U1N at L1N (157)	Install repair plates
7	Floorbeam Flange to Web	Span 3, Floorbeam 10 at South End (644)	Install repair plates and / or angles
13	Stringer Connection Angle	Span 1, Stringer 3 at Floorbeam 0, Panel 1, South Connection Angle (843)	Replace stringer connection angle
14	Lower Chord Welded Attachments	Span 1, L7S-L8S at Midpanel and at L8S (673)	Remove welded attachments

Note:
PP = Panel Point

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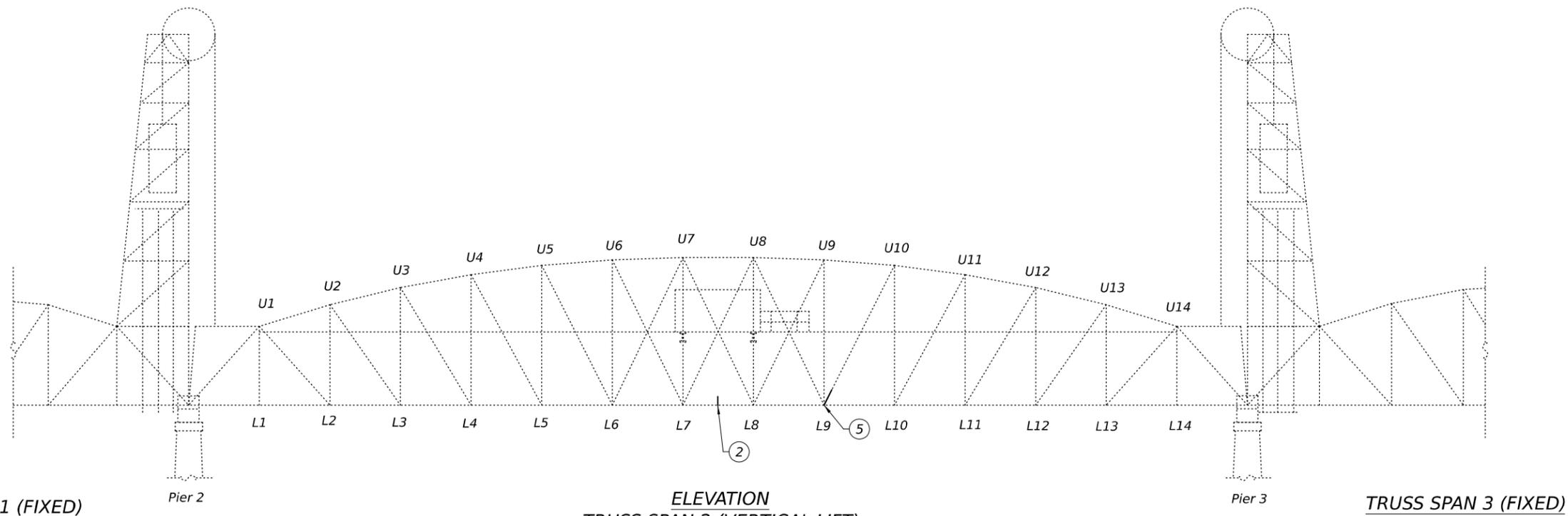
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PLOT DATE =	CHECKED - JAD	REVISED -

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GENERAL PLAN AND ELEVATION REPAIR SCHEDULE - 2
STRUCTURE NO. 031-0001

SHEET 44 OF 117 SHEETS

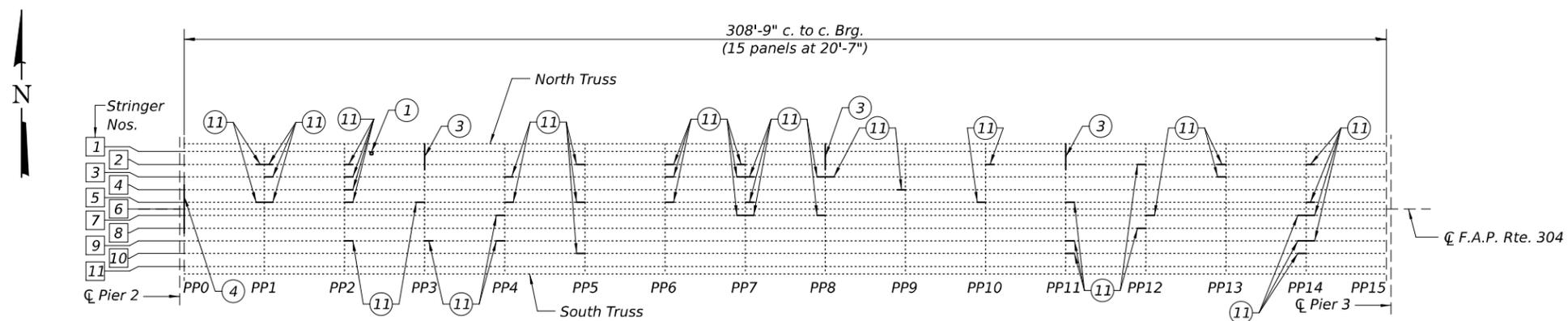
F.A.P. RTE. 304	SECTION 266BRR, (4, 5) I	COUNTY GREENE	TOTAL SHEETS 117	SHEET NO. 44
CONTRACT NO. 76T66			ILLINOIS FED. AID PROJECT #STP-PE84(558)	



TRUSS SPAN 1 (FIXED)

ELEVATION
TRUSS SPAN 2 (VERTICAL LIFT)

TRUSS SPAN 3 (FIXED)



FRAMING PLAN
TRUSS SPAN 2 (VERTICAL LIFT)

REPAIR SCHEDULE - 3			
ID No.	Item	Location (NBIS Item Number)	Action
1	Railing Anchor	Span 2, South Rail at 1st Rail Support East of Panel Point 2 (765)	Replace anchor bolts
2	Handrail	Span 2, South Navigation Light Walkway at Midspan L7S-L8S (772)	Replace handrail
3	Floorbeam Flange	Span 2, Floorbeam 3 at North End (766); Span 2, Floorbeam 8 at North End (773); Span 2, Floorbeam 11 at North End (145)	Install repair plates and / or angles
4	Floorbeam Bottom Flange Cover Plate	Span 2, Floorbeam 0 (635)	Replace cover plates
5	Truss Diagonal	Span 2, L9N-U10N at L9N (393); Span 2, L9S-U10S at L9S (138)	Install repair plates
11	Stringer Web	Span 2, Stringers 2 and 5 at Floorbeam 1, Panel 1, Stringers 2, 3 and 5 at Floorbeam 1, Panel 2, Stringers 2, 3, 4, 5 and 9 at Floorbeam 2, Panel 3, Stringer 5 at Floorbeam 3, Panel 3, Stringer 9 at Floorbeam 3, Panel 4, Stringers 7 and 9 at Floorbeam 4, Panel 4, Stringers 3 and 5, Floorbeam 4, Panel 5, Stringers 2, 5 and 10 at Floorbeam 5, Panel 5, Stringers 2, 3 and 5 at Floorbeam 6, Panel 7, Stringers 2, 3 and 7 at Floorbeam 7, Panel 7, Stringers 3, 5 and 7 at Floorbeam 7, Panel 8, Stringers 3 and 7 at Floorbeam 8, Panel 8, Stringer 3 at Floorbeam 8, Panel 9, Stringer 4 at Floorbeam 9, Panel 9, Stringer 5 at Floorbeam 10, Panel 10, Stringer 2 at Floorbeam 10, Panel 11, Stringers 5, 9 and 10 at Floorbeam 11, Panel 12, Stringers 2 and 8 at Floorbeam 12, Panel 12, Stringer 7 at Floorbeam 12, Panel 13, Stringers 2 and 3 at Floorbeam 13, Panel 13, Stringers 7, 9 and 10 at Floorbeam 14, Panel 14, Stringers 2, 5, 7 and 9 at Floorbeam 14, Panel 15 (110)	Install repair plates

Notes:
See Mechanical Plans and Specifications for details on maintaining span balance for repairs on the lift span.

PP = Panel Point

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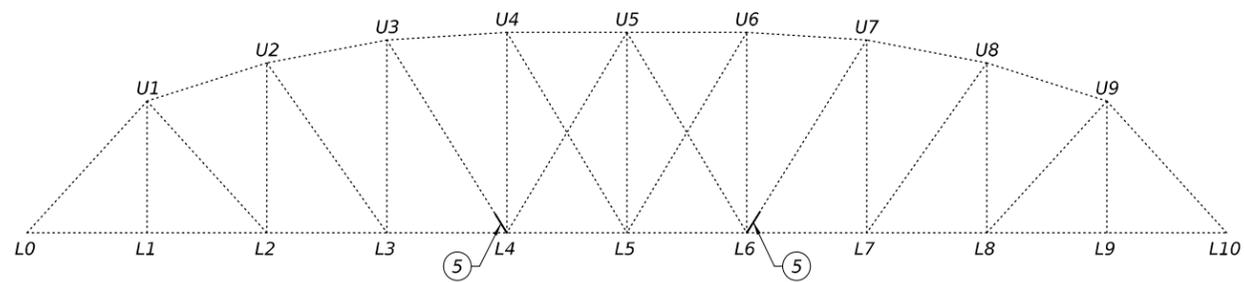
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

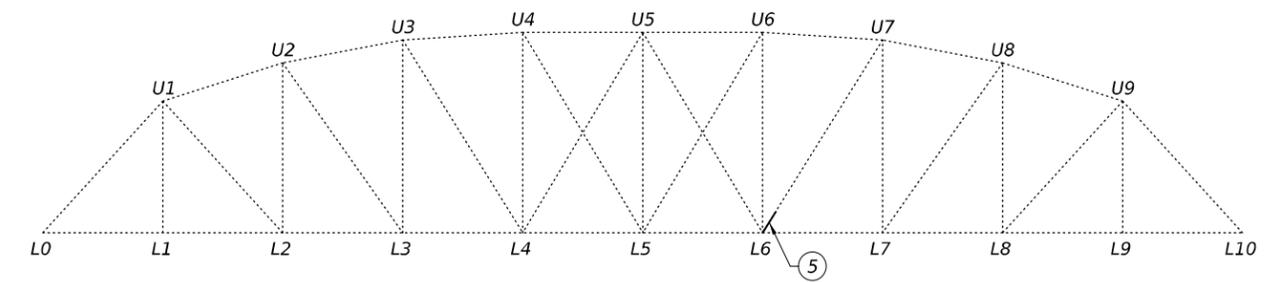
GENERAL PLAN AND ELEVATION REPAIR SCHEDULE - 3
STRUCTURE NO. 031-0001

SHEET 45 OF 117 SHEETS

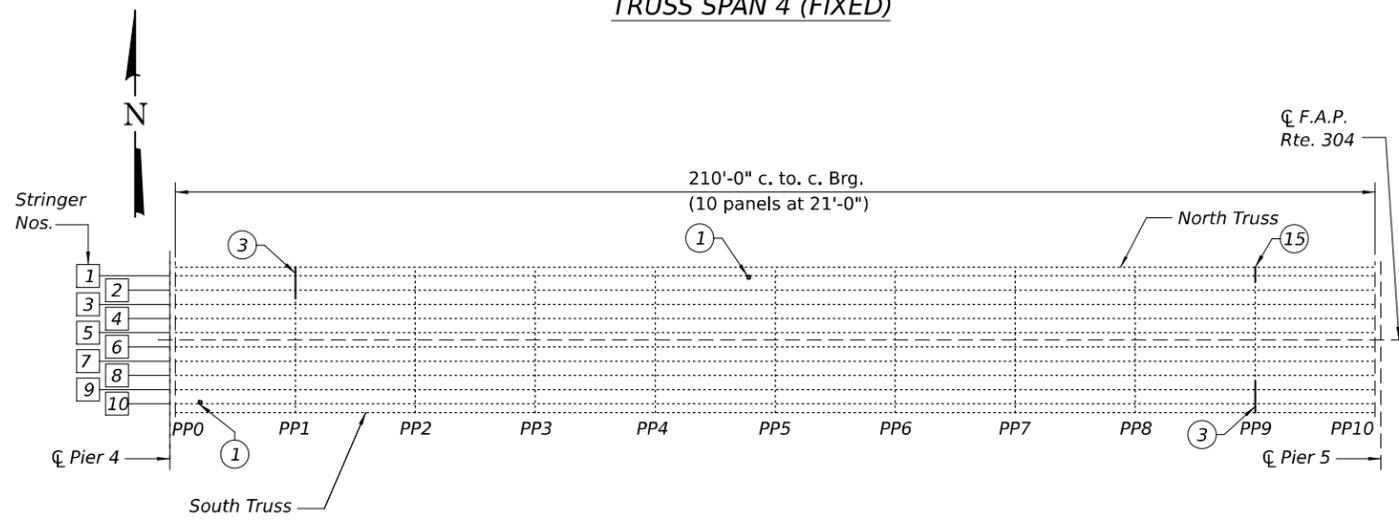
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CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				



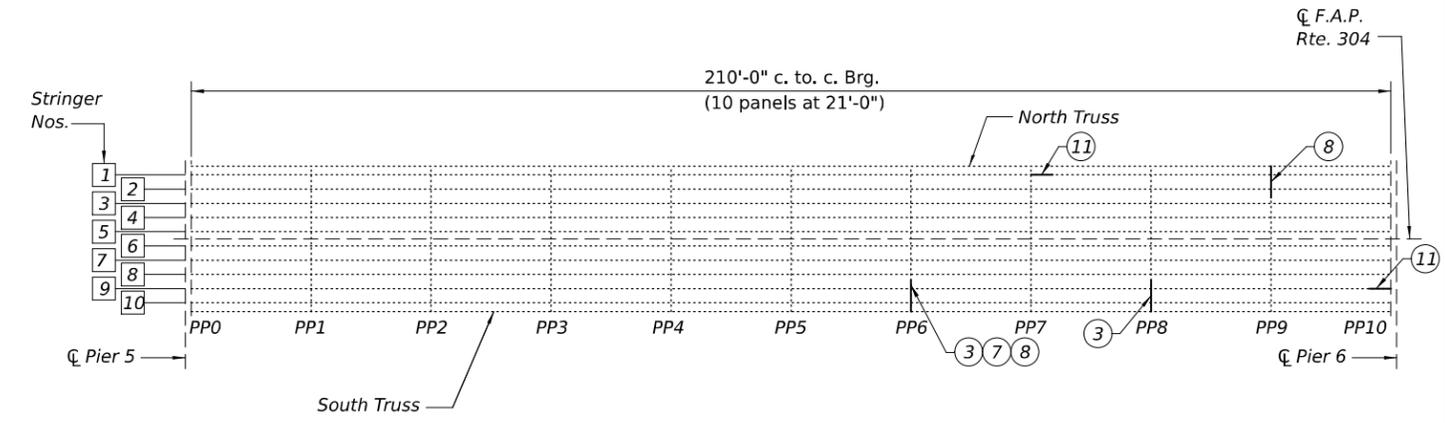
ELEVATION
TRUSS SPAN 4 (FIXED)



ELEVATION
TRUSS SPAN 5 (FIXED)



FRAMING PLAN
TRUSS SPAN 4 (FIXED)



FRAMING PLAN
TRUSS SPAN 5 (FIXED)

REPAIR SCHEDULE - 4			
ID No.	Item	Location (NBIS Item Number)	Action
-	Expansion Joint	Pier 5 (797)	Replace expansion joint
-	Misc. Fastener Repairs	Span 4, North and South Rails at Panel Point 0 (415); Span 4, L6S-L7S at L6S (648); Span 4, L7N-L8S at L8S (796); Span 4, L8N-L9N at L8N (794)	Replace defective or missing fasteners
-	Remove Debris	Span 4 thru Span 5, North and South Sides	Clean lower chords of debris
-	Remove Vegetation	Span 5, North and South Sides (83)	Remove vegetation from right-of-way
1	Railing Anchor	Span 4, South Rail at 1st Rail Support East of Panel Point 0 (847); Span 4, North Rail at 1st Rail Support West of Panel Point 5 (858)	Replace anchor bolts
3	Floorbeam Flange	Span 4, Floorbeam 1 at North End (418); Span 4, Floorbeam 9 at South End (425); Span 5, Floorbeam 6 at South End (49); Span 5, Floorbeam 8 at South End (681)	Install repair plates and / or angles
5	Truss Diagonal	Span 4, U3N-L4N at L4N (570); Span 4, L6S-U7S at L6S (697); Span 5, L6S-U7S at L6S (223)	Install repair plates
7	Floorbeam Flange to Web	Span 5, Floorbeam 6 at South End (49)	Install repair plates and / or angles
8	Floorbeam Web	Span 5, Floorbeam 6 at South End (49); Span 5, Floorbeam 9 at North End (439)	Install repair plates and / or angles
11	Stringer Web	Span 5, Stringer 1 at Floorbeam 7, Panel 8, Stringer 9 at Floorbeam 10, Panel 10 (110)	Install repair plates
15	Floorbeam Cover Plate Weld	Span 4, Floorbeam 9 at North End (848)	Repair cracked weld

PP = Panel Point

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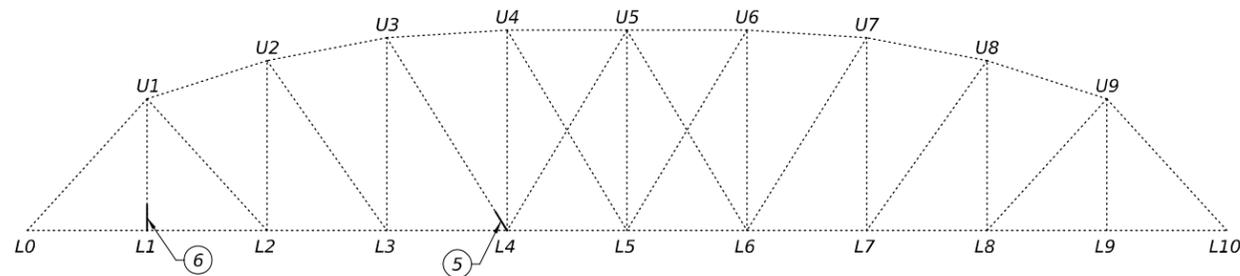
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

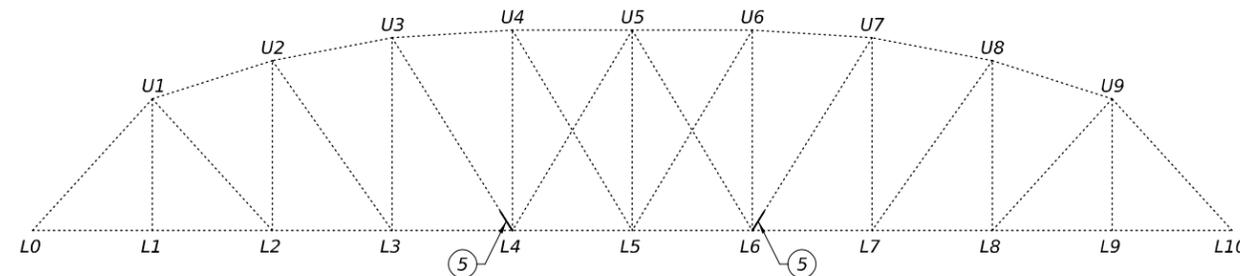
GENERAL PLAN AND ELEVATION REPAIR SCHEDULE - 4
STRUCTURE NO. 031-0001

SHEET 46 OF 117 SHEETS

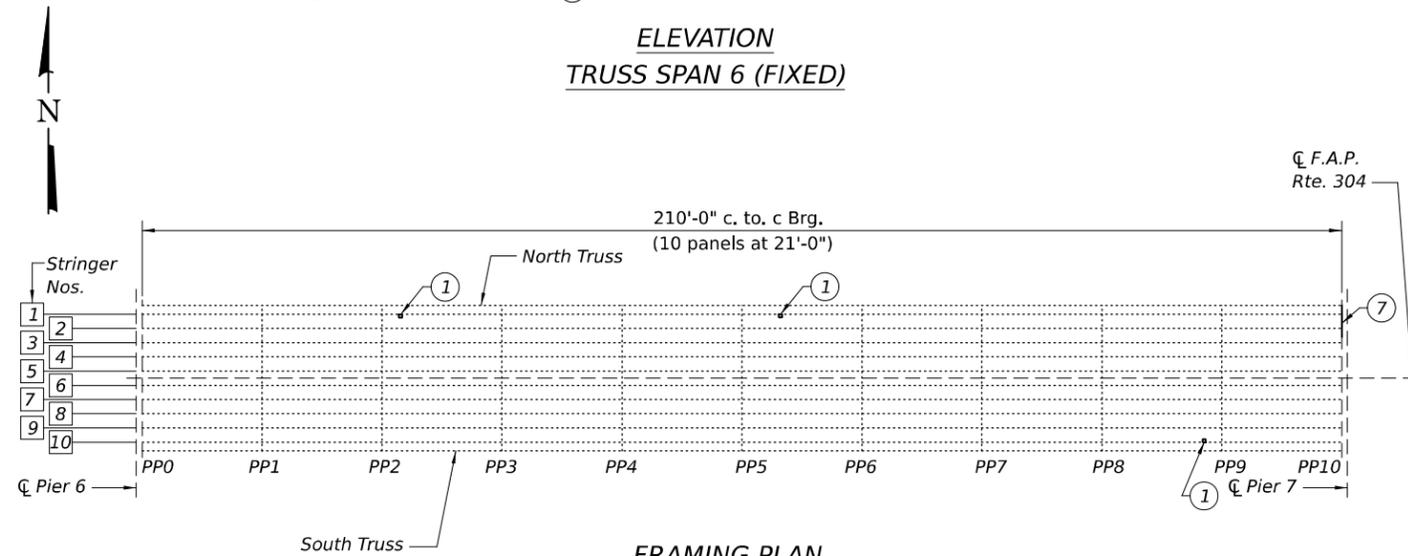
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CONTRACT NO. 76T66			ILLINOIS FED. AID PROJECT #STP-PE84(658)	



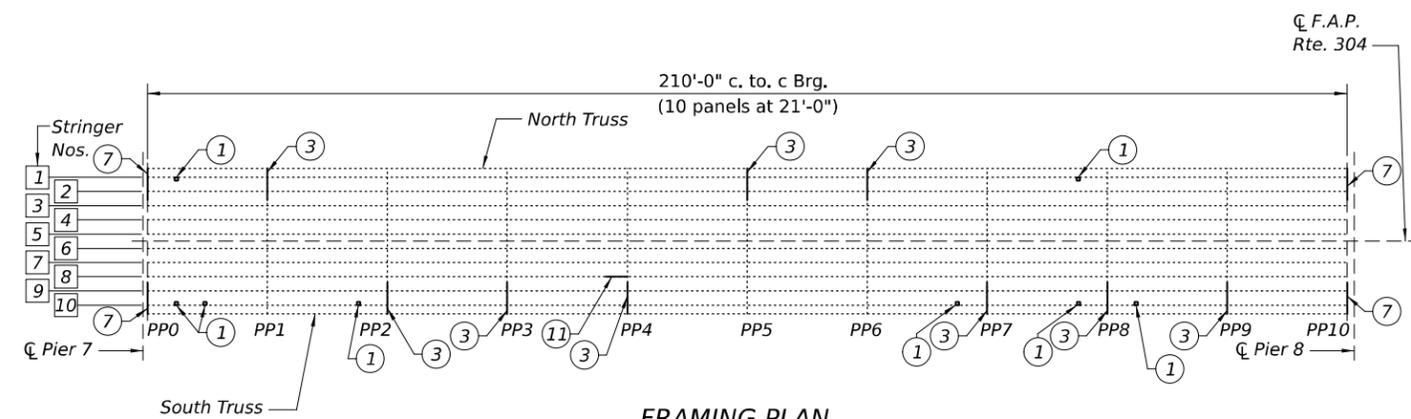
ELEVATION
TRUSS SPAN 6 (FIXED)



ELEVATION
TRUSS SPAN 7 (FIXED)



FRAMING PLAN
TRUSS SPAN 6 (FIXED)



FRAMING PLAN
TRUSS SPAN 7 (FIXED)

REPAIR SCHEDULE - 5			
ID No.	Item	Location (NBIS Item Number)	Action
-	Expansion Joint	Pier 7 (728)	Replace expansion joint
-	Misc. Fastener Repairs	Span 6, Platform at L3S (804); Span 7, L1S-L2N at L1S (808); Span 7, L7S-U8S at L7S (616)	Replace defective or missing fasteners
-	Remove Debris	Span 6 thru Span 7, North and South Sides	Clean lower chords of debris
-	Remove Vegetation	Span 6 thru Span 7, North and South Sides (83)	Remove vegetation from right-of-way
1	Railing Anchor	Span 6, North Rail at 1st Rail Support East of Panel Point 2 (849); Span 6, North Rail at 1st Rail Support East of Panel Point 5 (850); Span 6, South Rail at 1st Rail Support West of Panel Point 9 (852); Span 7, South Rail at 1st and 2nd Rail Supports East of Panel Point 0 (806); Span 7, North Rail at 1st Rail Support East of Panel Point 0 (807); Span 7, South Rail at 1st Rail Support West of Panel Point 2 (614); Span 7, South Rail at 1st Rail Support West of Panel Point 7 (853); Span 7, South Rail at 1st Rail Support West of Panel Point 8 (854); Span 7, North Rail at 1st Rail Support West of Panel Point 8 (855); Span 7, South Rail at 1st Rail Support East of Panel Point 8 (814)	Replace anchor bolts
3	Floorbeam Flange	Span 7, Floorbeam 1 at North End (247); Span 7, Floorbeam 2 at South End (253); Span 7, Floorbeam 3 at South End (256); Span 7, Floorbeam 4 at South End (342); Span 7, Floorbeam 5 at North End (264); Span 7, Floorbeam 6 at North End (272); Span 7, Floorbeam 7 at South End (615); Span 7, Floorbeam 8 at South End (284); Span 7, Floorbeam 9 at South End (287)	Install repair plates and / or angles
5	Truss Diagonal	Span 6, U3N-L4N at L4N (232); Span 6, U3S-L4S at L4S (726); Span 7, U3S-L4S at L4S (341); Span 7, L6N-U7N at L6N (72); Span 7, L6S-U7S at L6S (729)	Install repair plates
6	Truss Vertical	Span 6, L1S-U1S at L1S (572)	Install repair plates
7	Floorbeam Flange to Web	Span 6, Floorbeam 10 at North End (702); Span 7, Floorbeam 0 at North and South Ends (658); Span 7, Floorbeam 10 at North and South Ends (659)	Install repair plates and / or angles
11	Stringer Web	Span 7, Stringer 8 at Floorbeam 4, Panel 4 (110)	Install repair plates

PP = Panel Point

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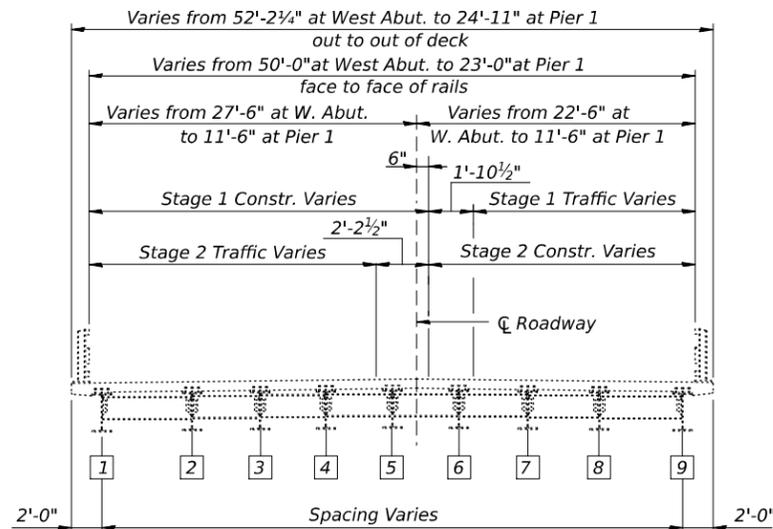
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STATE OF ILLINOIS
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GENERAL PLAN AND ELEVATION REPAIR SCHEDULE - 5
STRUCTURE NO. 031-0001

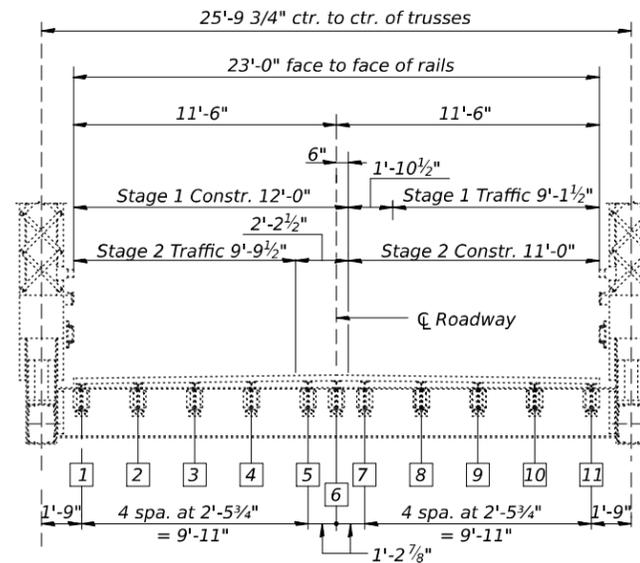
SHEET 47 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				



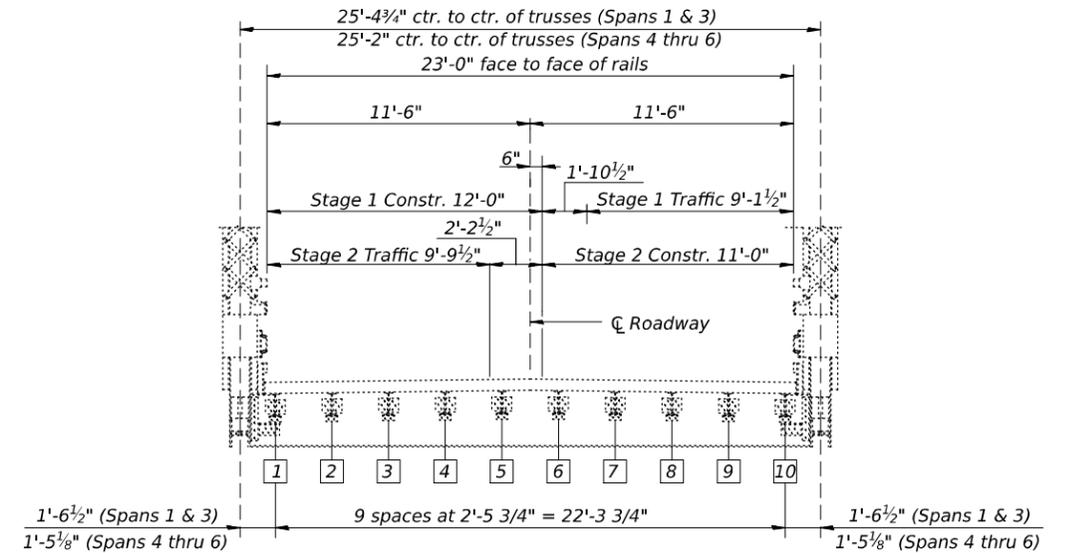
**CROSS SECTION
(WEST APPROACH SPAN)**

(Looking East)
Temporary concrete barriers not shown for clarity.



**CROSS SECTION
(SPAN 2)**

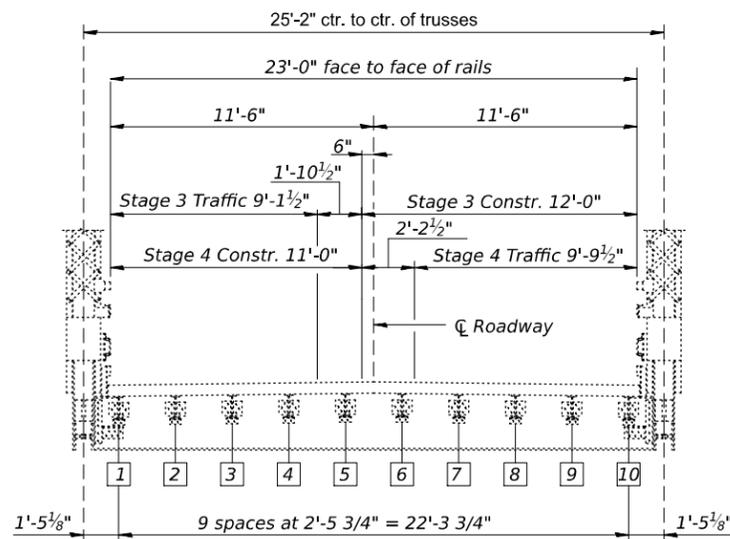
(Looking East)
Flexible delineators not shown for clarity.



**CROSS SECTION
(SPAN 1 AND SPAN 3 THRU MIDPOINT OF SPAN 6)**

(Looking East)
Temporary concrete barriers not shown for clarity.

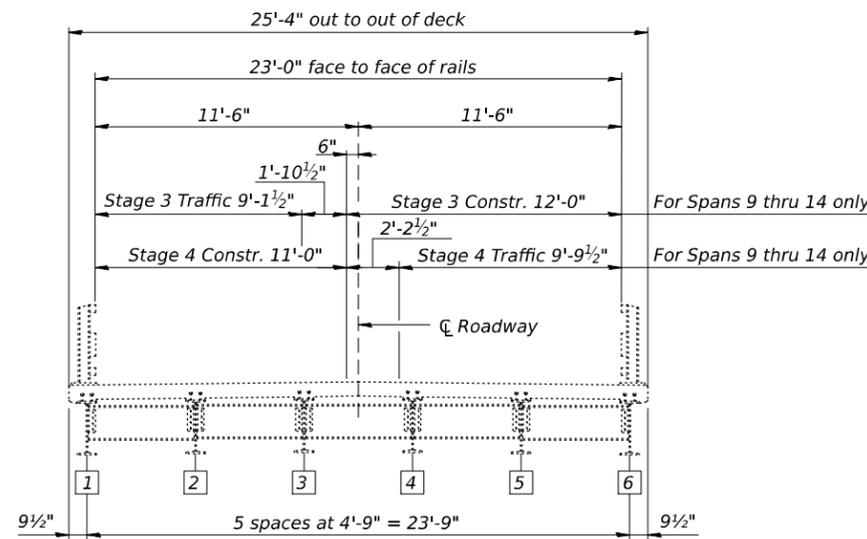
See Highway Plans for removal and installation details for 1 1/4" removal of the 1 3/4" existing bituminous concrete wearing surface. Damage to existing waterproof membrane caused by Contractor's removal operations shall be repaired at the Contractor's expense.



**CROSS SECTION
(MIDPOINT OF SPAN 6 THRU SPAN 8)**

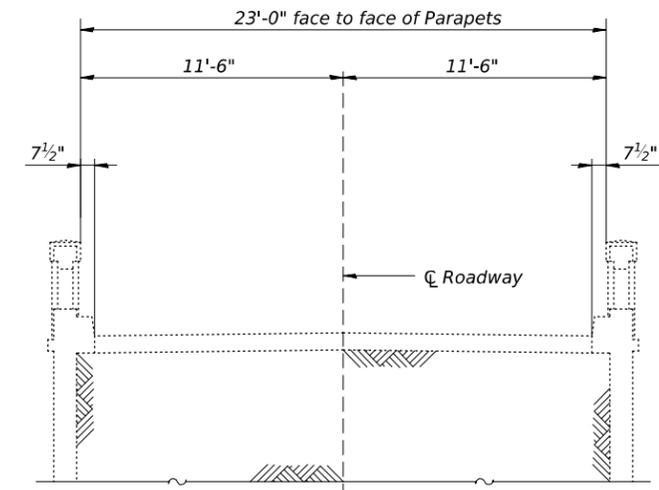
(Looking East)
Temporary concrete barriers not shown for clarity.

See Highway Plans for removal and installation details for 1 1/4" removal of the 1 3/4" existing bituminous concrete wearing surface. Damage to existing waterproof membrane caused by Contractor's removal operations shall be repaired at the Contractor's expense.



**CROSS SECTION
(SPANS 9 THRU 15)**

(Looking East)
Temporary concrete barriers not shown for clarity.



**CROSS SECTION
(EAST RETAINED FILL APPROACH)**

(Looking East)

Note:
Full structure closure in Stage 5 is not shown. See Highway Plans for additional stage construction information.

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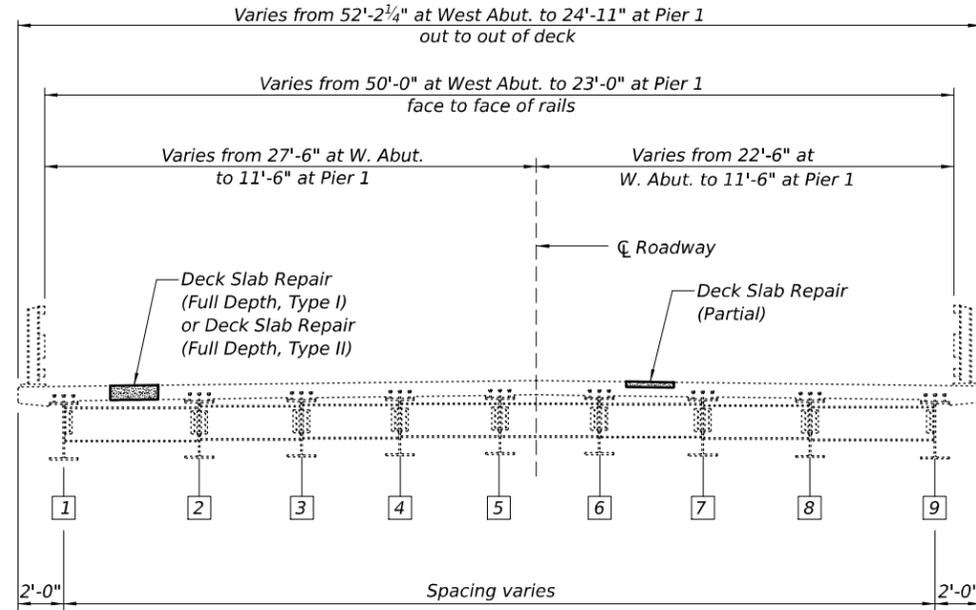
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

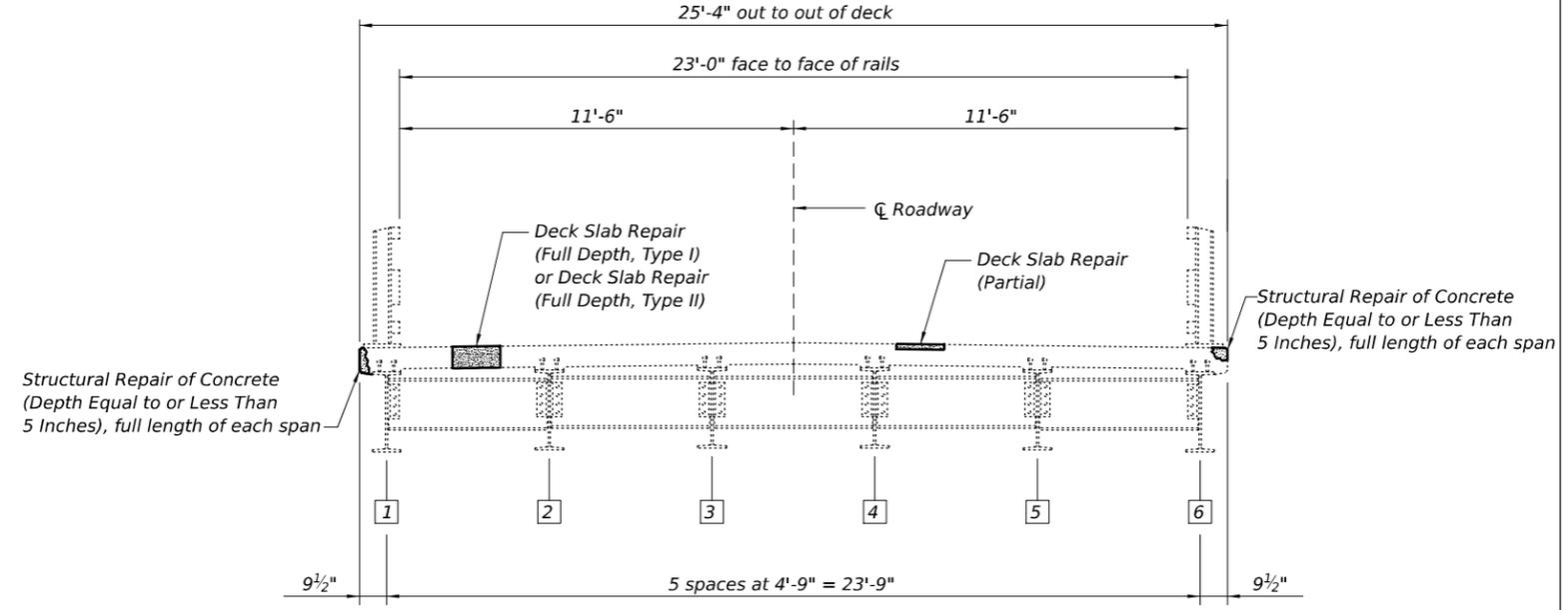
STAGE CONSTRUCTION CROSS SECTIONS
STRUCTURE NO. 031-0001

SHEET 49 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	49
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				



CROSS SECTION - WEST APPROACH SPAN
Looking East



CROSS SECTION - SPANS 9 THRU 15
Looking East

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Bridge Deck Concrete Sealer	Sq Ft	1,000
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq Ft	50
Deck Slab Repair (Full Depth, Type I)	Sq Yd	15
Deck Slab Repair (Full Depth, Type II)	Sq Yd	5
Deck Slab Repair (Partial)	Sq Yd	5

Notes:
 Bridge Deck Concrete Sealer shall be placed on the top face of the deck slab for the West Approach Span and Spans 9 thru 15 from edge of deck to front face of rail on both sides.
 Quantities for Deck Slab Repair (Full Depth, Type I), Deck Slab Repair (Full Depth, Type II), and Deck Slab Repair (Partial) are estimated. The locations and size of deck slab repairs shall be submitted to the Engineer for approval.

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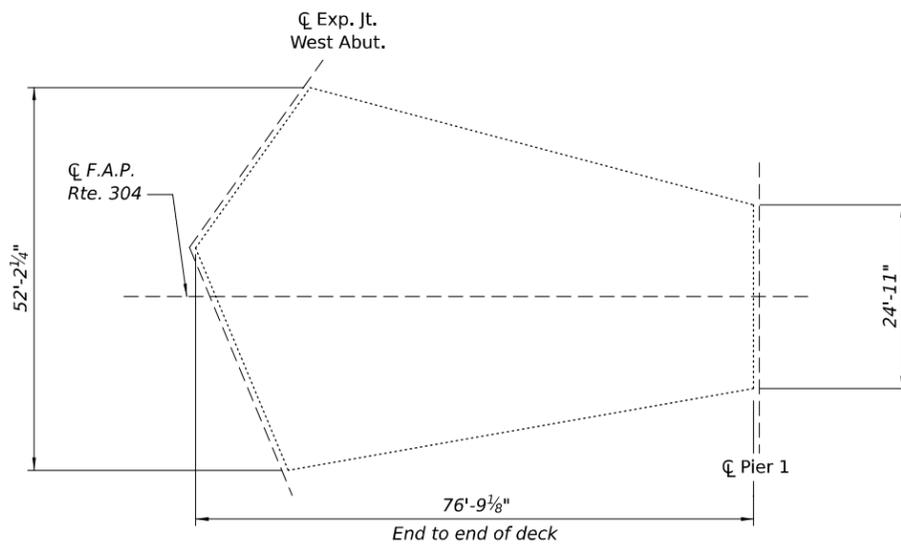
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

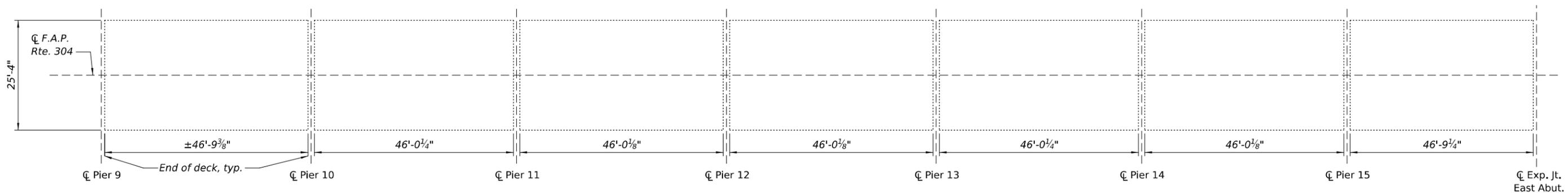
DECK REPAIRS - APPROACH SPANS
STRUCTURE NO. 031-0001

SHEET 50 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	50
CONTRACT NO. 76T66			ILLINOIS FED. AID PROJECT #STP-PE84(558)	



**AS-BUILT DECK SLAB REPAIR PLAN
WEST APPROACH SPAN**



**AS-BUILT DECK SLAB REPAIR PLAN
EAST APPROACH - SPANS 9 THRU 15**

Note:
Contractor shall complete this sheet during construction to record as-built Deck Slab Repair locations.

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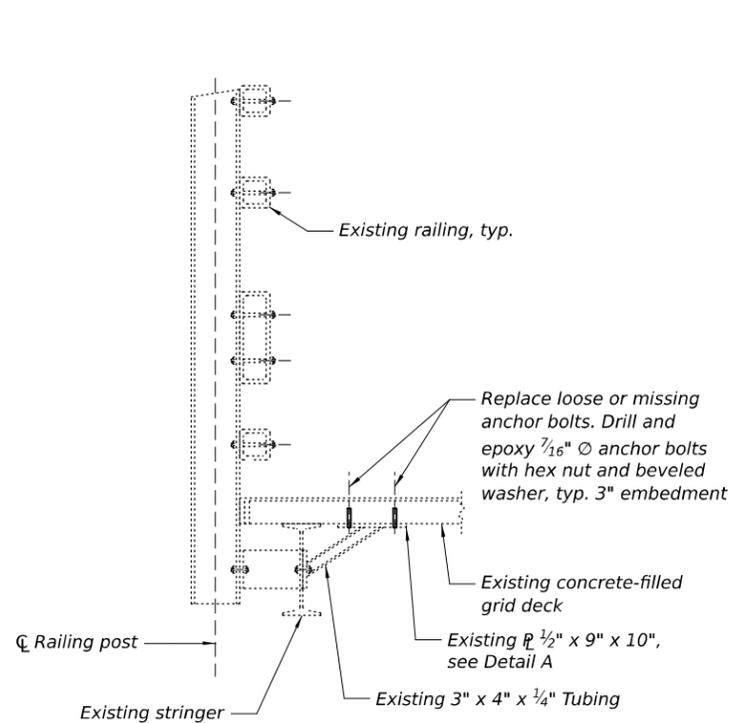
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

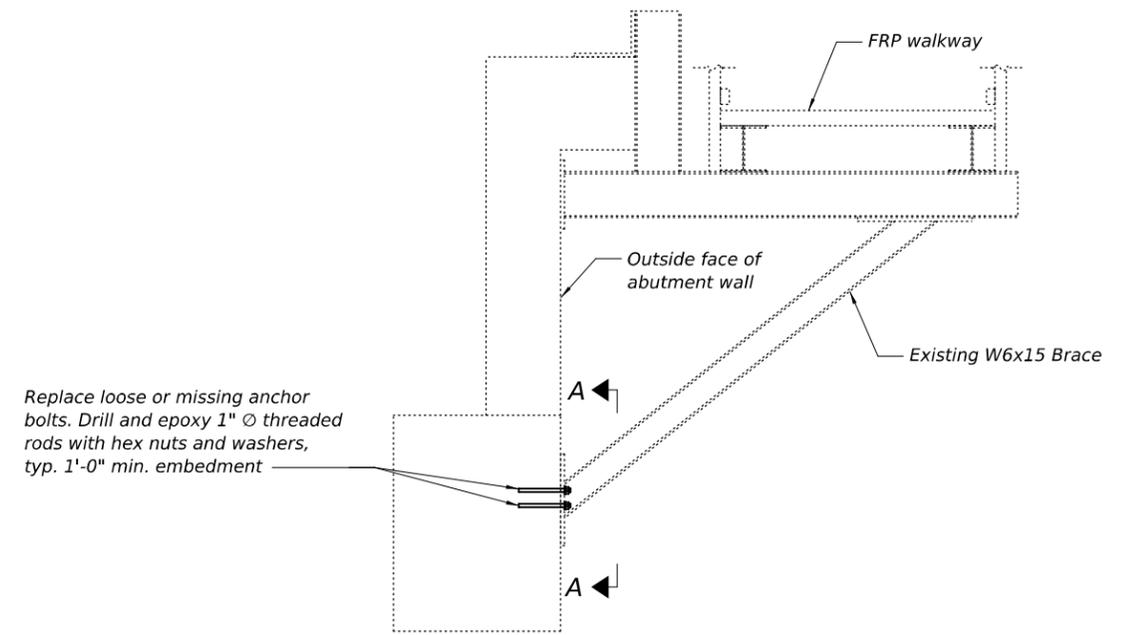
**AS-BUILT DECK SLAB REPAIR - APPROACH SPANS
STRUCTURE NO. 031-0001**

SHEET 50A OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	50A
CONTRACT NO. 76T66				
ILLINOIS		FED. AID PROJECT #STP-PE84(558)		

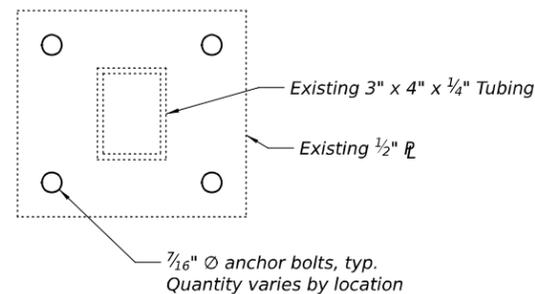


TYPICAL RAILING SYSTEM REPAIR
See Railing Anchor Replacement table for location

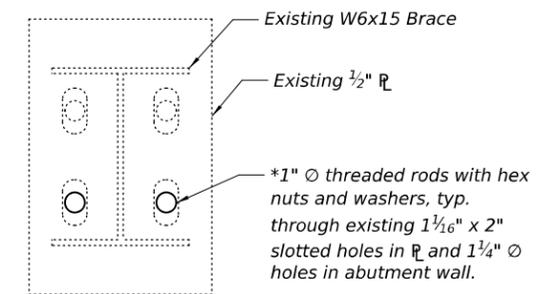


WEST APPROACH RAILING SYSTEM REPAIR
SOUTH RAIL AT 1ST BRACKET WEST OF WEST ABUTMENT (ITEM 599)

RAILING ANCHOR REPLACEMENT			
2025 NBIS Inspection Deficiency Item No.	Span	Location	Quantity
368	1	North Rail at 1st Rail Post East of Panel Point 0	3
548	1	North Rail at 1st and 2nd Rail Supports East of Panel Point 6	2
765	2	South Rail at 1st Rail Support East of Panel Point 2	1
785	3	North Rail at 1st Rail Support East of Panel Point 8	1
788	3	North Rail at 2nd Rail Support East of Panel Point 9	4
847	4	South Rail at 1st Rail Support East of Panel Point 0	2
858	4	North Rail at 1st Rail Support West of Panel Point 5	1
849	6	North Rail at 1st Rail Support East of Panel Point 2	1
850	6	North Rail at 1st Rail Support East of Panel Point 5	2
852	6	South Rail at 1st Rail Support West of Panel Point 9	2
806	7	South Rail at 1st and 2nd Rail Supports East of Panel Point 0	5
807	7	North Rail at 1st Rail Support East of Panel Point 0	3
614	7	South Rail at 1st Rail Support West of Panel Point 2	2
853	7	South Rail at 1st Rail Support West of Panel Point 7	4
854	7	South Rail at 1st Rail Support West of Panel Point 8	1
855	7	North Rail at 1st Rail Support West of Panel Point 8	2
814	7	South Rail at 1st Rail Support East of Panel Point 8	4



DETAIL A



SECTION A-A

* Replace missing rods. Two required, verify the locations in the field.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Remove and Replace Anchor Bolts	Each	42

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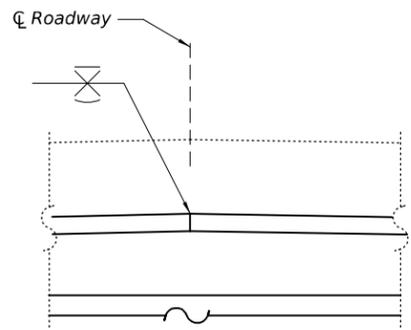
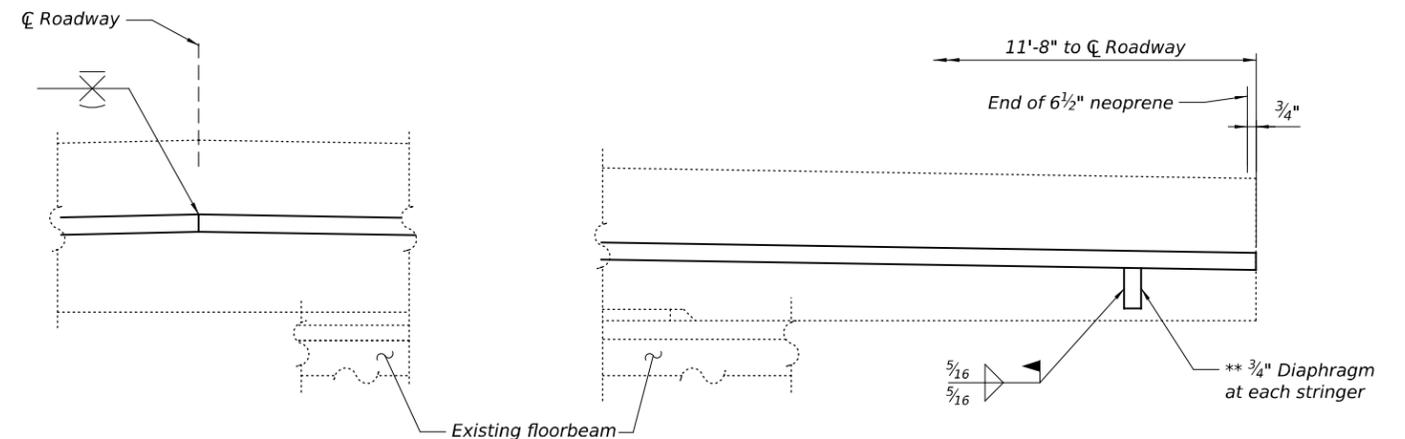
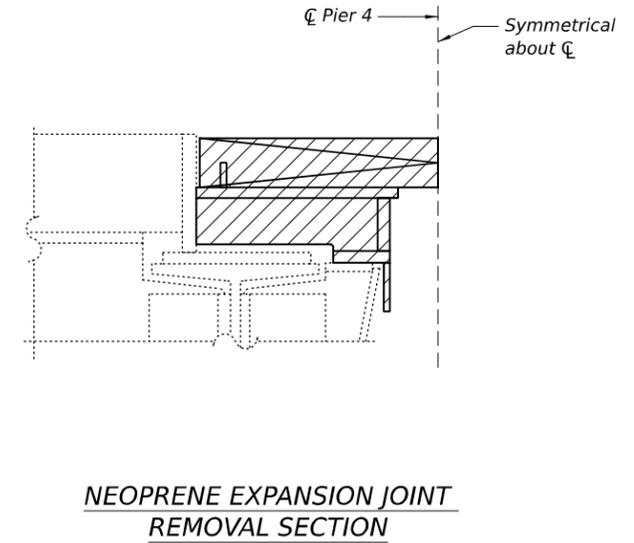
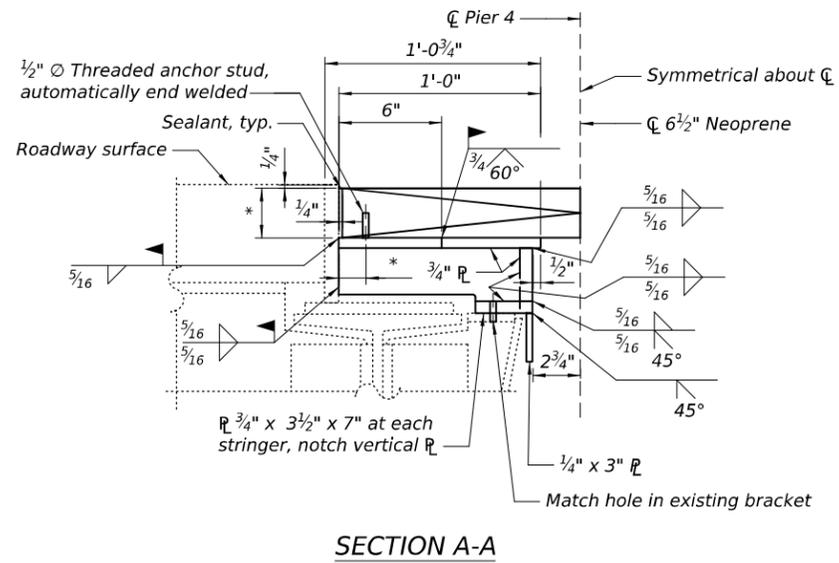
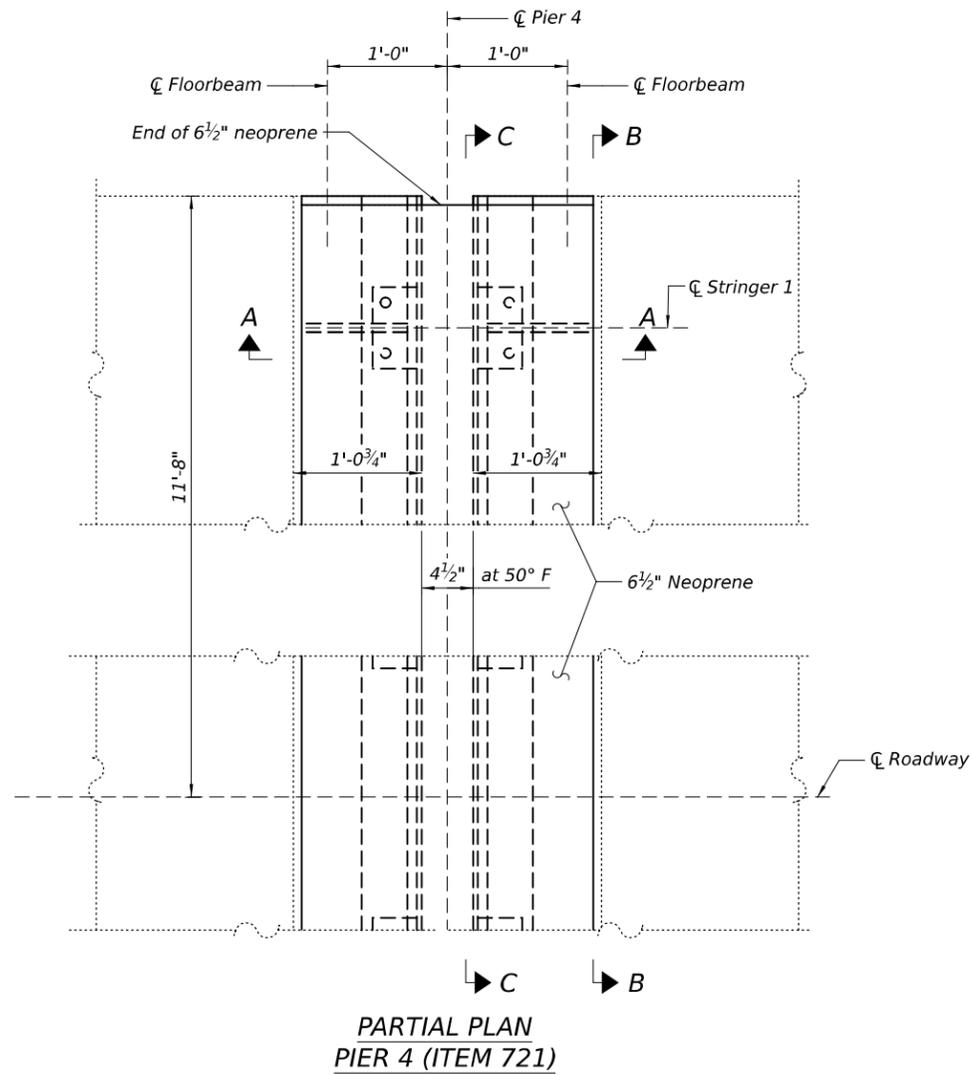
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PLOT SCALE =	DRAWN - AEC	REVISED -
PLOT DATE =	CHECKED - RKA	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAILING SYSTEM REPAIRS
STRUCTURE NO. 031-0001

SHEET 51 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	51
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				



SECTION C-C
**Verify height in field

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Steel Removal	Pound	2,140
Neoprene Expansion Joint (6 1/2")	Foot	23.5

Notes:
 The joint repair shall be performed during the full structure closure in Stage 5.
 Removal and disposal of existing steel identified for removal on the plans shall be in accordance with the Structural Steel Removal special provisions.
 Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the joint is installed at an ambient temperature other than 50° F.
 Maximum spacing of 1/2" Ø threaded anchor studs shall be 12 in.
 Installation of the steel components of the expansion joint shall be included in the contract unit price for Neoprene Expansion Joint (6 1/2") and will not be measured separately for payment.

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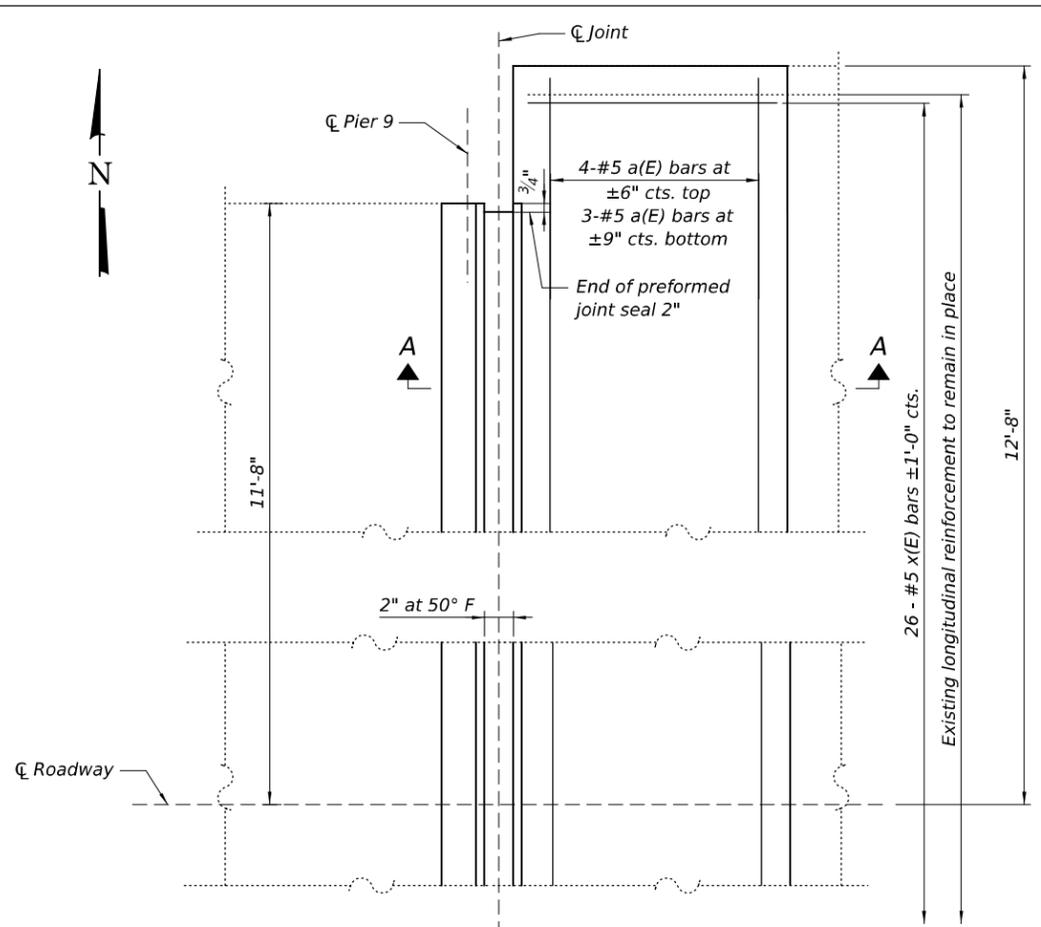
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PLOT DATE =	CHECKED - RKA	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

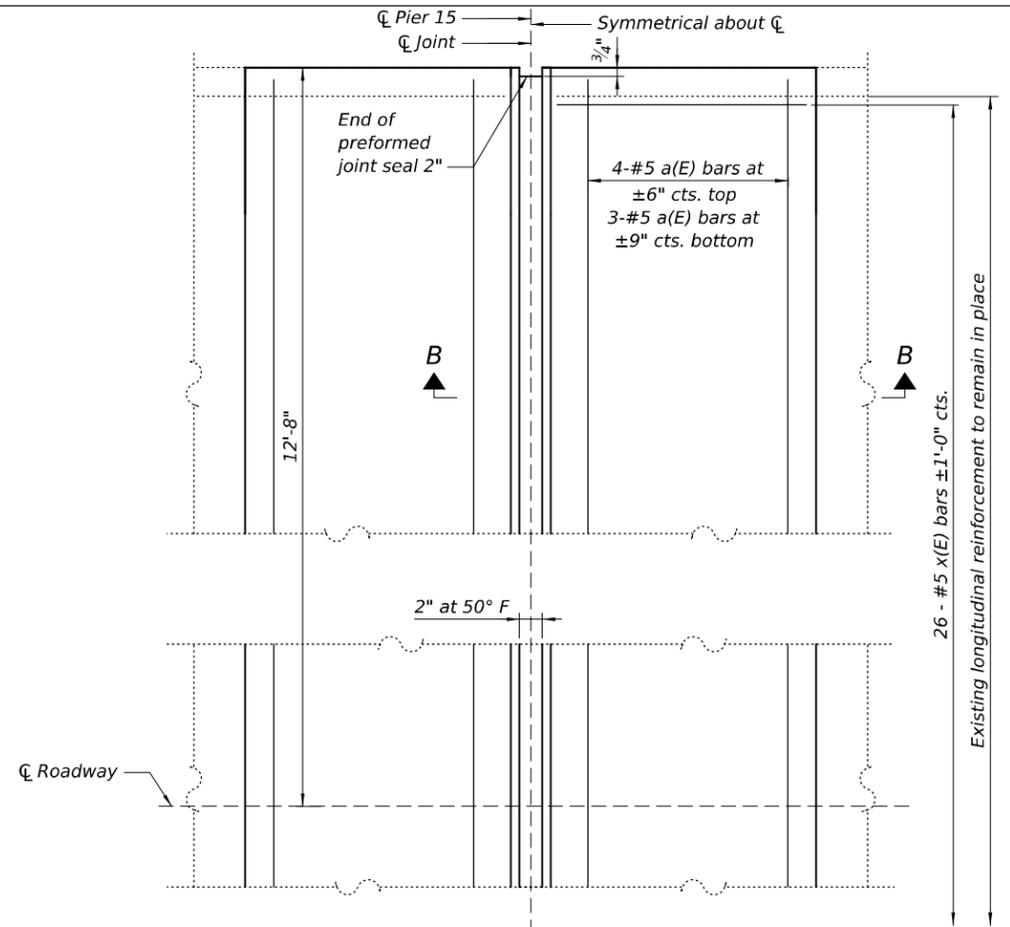
**JOINT REPLACEMENTS - 1
 STRUCTURE NO. 031-0001**

SHEET 52 OF 117 SHEETS

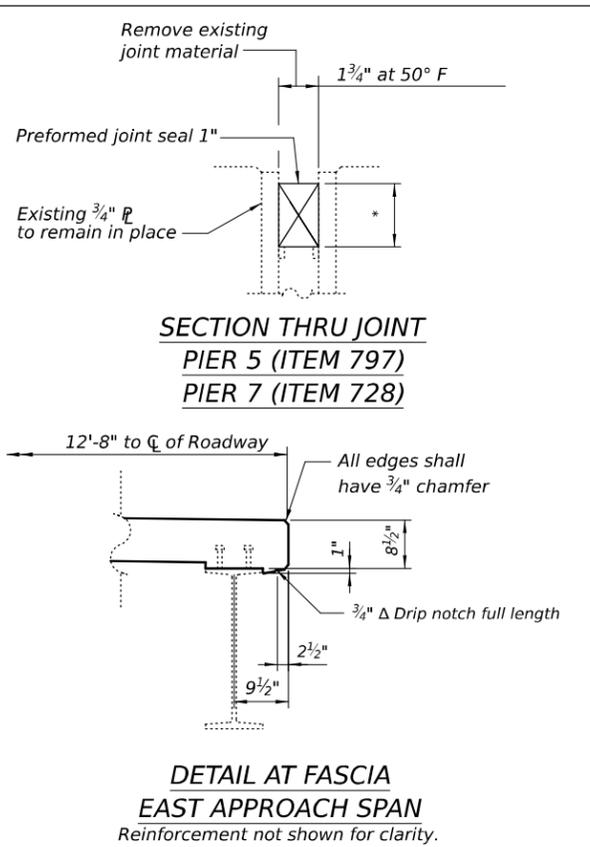
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	52
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				



**PARTIAL PLAN
PIER 9 (ITEM 457)**



**PARTIAL PLAN
PIER 15 (ITEM 718)**

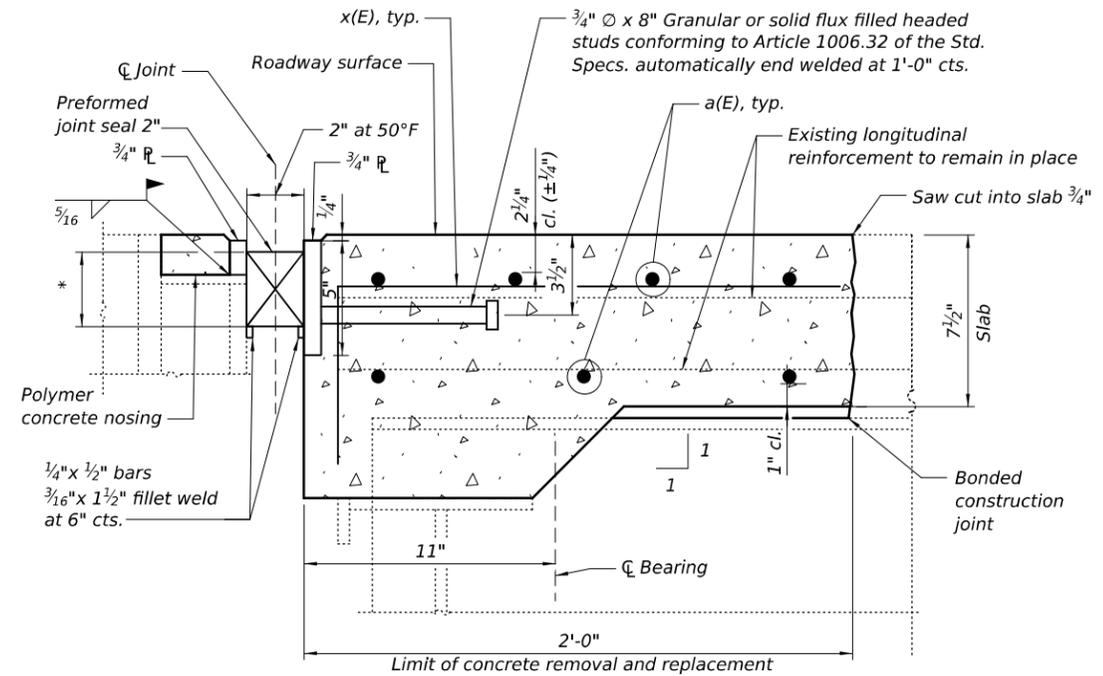
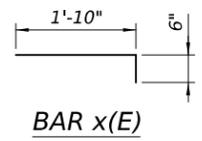


**SECTION THRU JOINT
PIER 5 (ITEM 797)
PIER 7 (ITEM 728)**

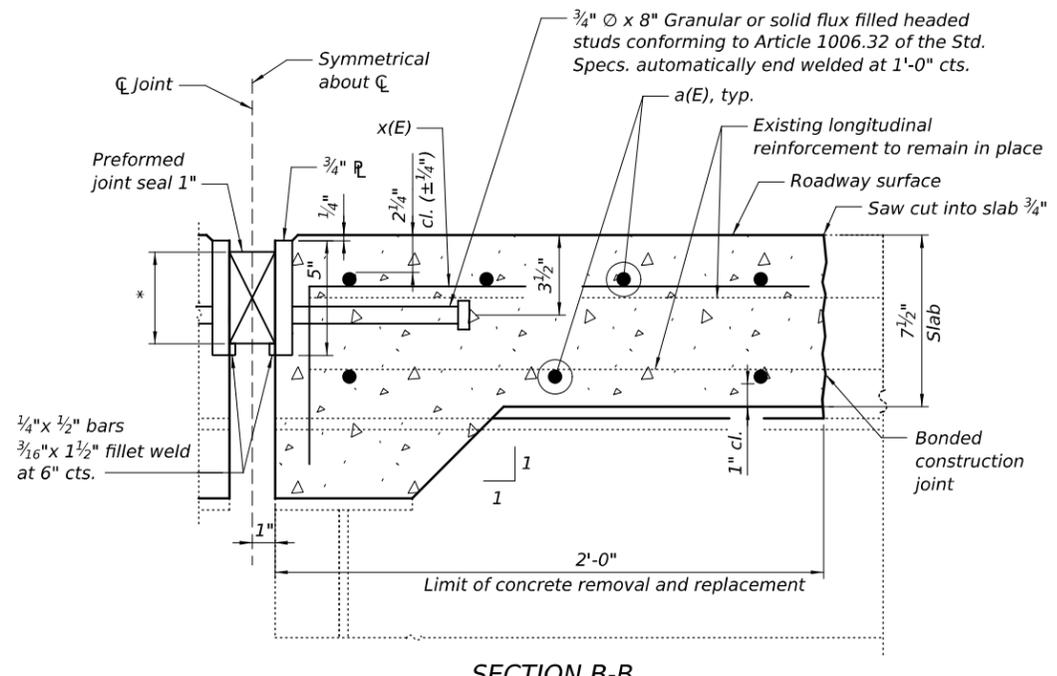
**DETAIL AT FASCIA
EAST APPROACH SPAN**
Reinforcement not shown for clarity.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	21	#5	25'-0"	—
x(E)	78	#5	2'-4"	—
Concrete Removal		Cu Yd		4.4
Concrete Superstructure		Cu Yd		4.4
Protective Coat		Sq Yd		17
Reinforcement Bars, Epoxy Coated		Pound		740
Preformed Joint Seal 1"		Foot		72
Preformed Joint Seal 2"		Foot		23.5
Polymer Concrete		Cu Ft		1.1



SECTION A-A
Shear studs not shown for clarity.
Existing shear studs shall remain in place.



SECTION B-B
Shear studs not shown for clarity.
Existing shear studs shall remain in place.

Notes:
 The joint repairs shall be performed during the full structure closure in Stage 5.
 Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F.
 Existing reinforcement shall be cleaned, straightened, and incorporated into the new construction. Cost included with Concrete Removal. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system at the Contractor's expense.
 Existing shear studs in the removal area shall be cleaned and incorporated into the new construction. Any shear studs that are damaged during concrete removal shall be replaced as directed by the Engineer at the Contractor's expense.
 All steel components of the expansion joint shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
 The deck surface shall have its final finish tined according to Article 420.09(e)(1) of the Standard Specifications. Cost included with Concrete Superstructure.
 Installation of the steel components of the expansion joint shall be included in the contract unit price for Preformed Joint Seal 1" and Preformed Joint Seal 2" and will not be measured separately for payment.

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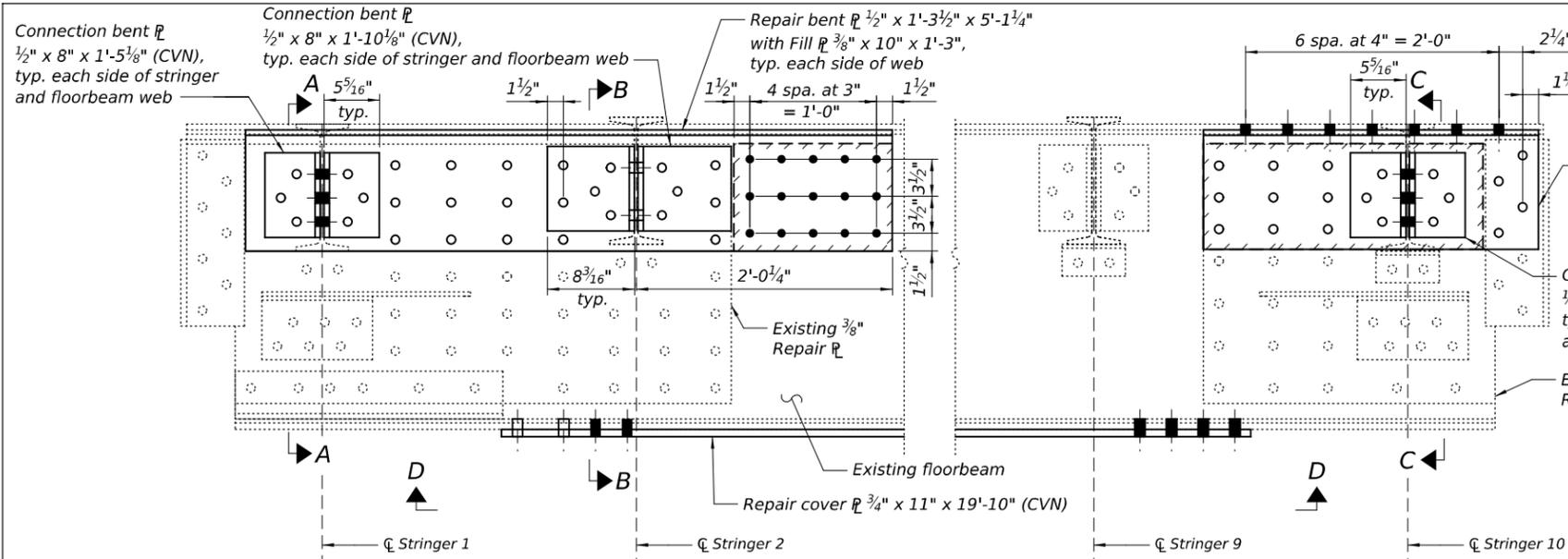
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PLOT DATE =	CHECKED - RKA	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

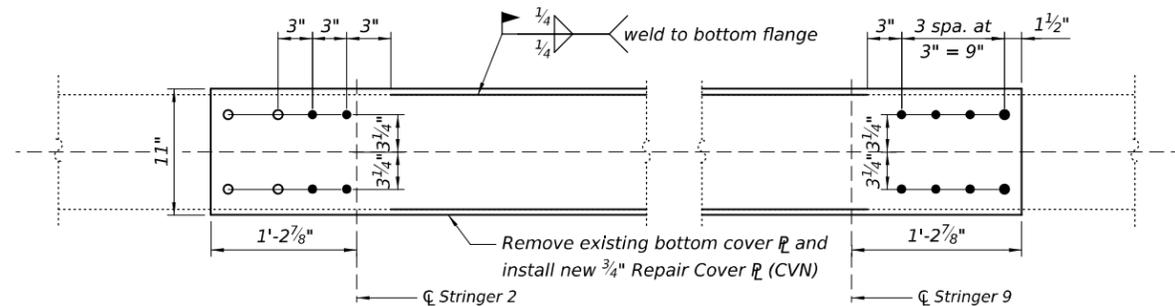
**JOINT REPLACEMENTS - 2
STRUCTURE NO. 031-0001**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				

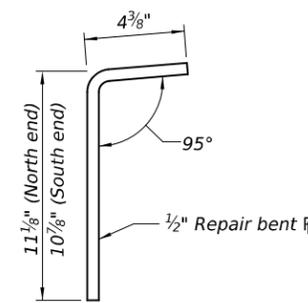
SHEET 53 OF 117 SHEETS



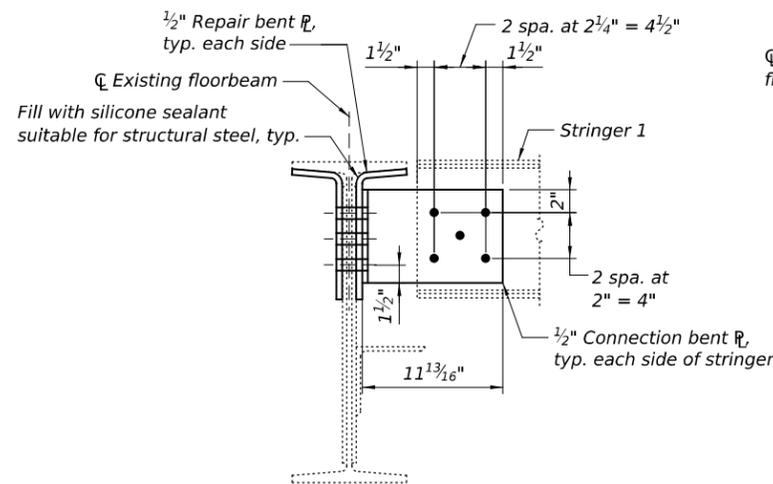
ELEVATION
SPAN 3, FLOORBEAM 10 (ITEM 644)



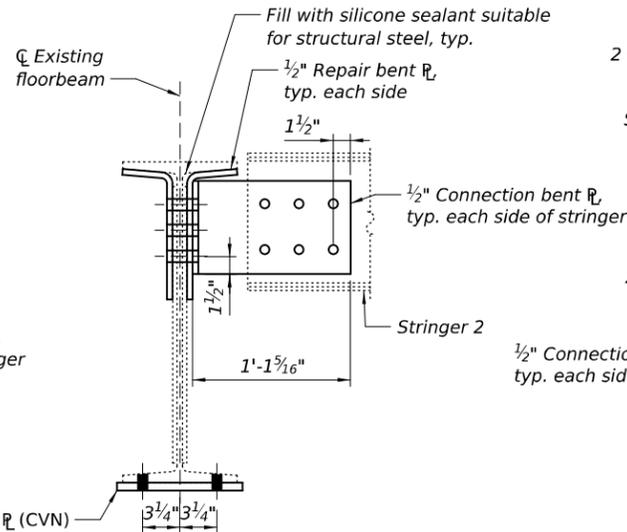
VIEW D-D



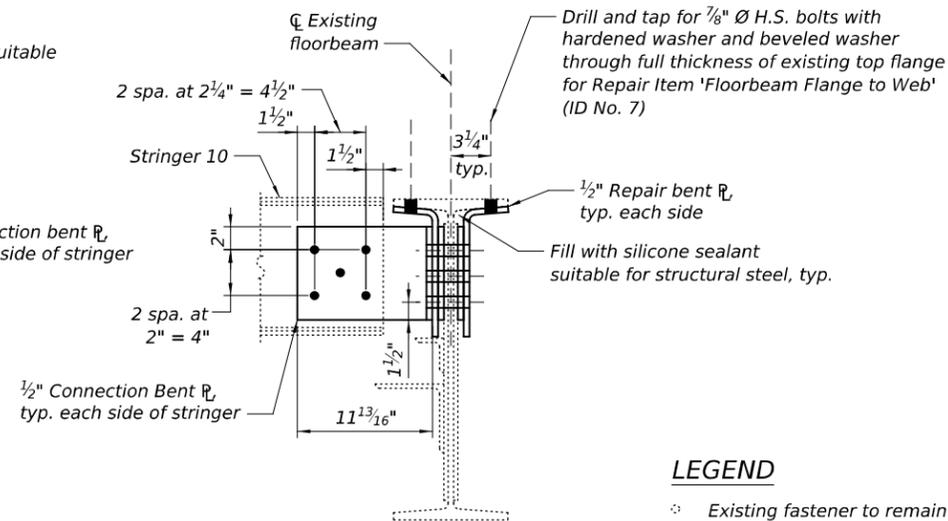
REPAIR BENT $\frac{1}{2}$ "
BENDING DIAGRAM



SECTION A-A



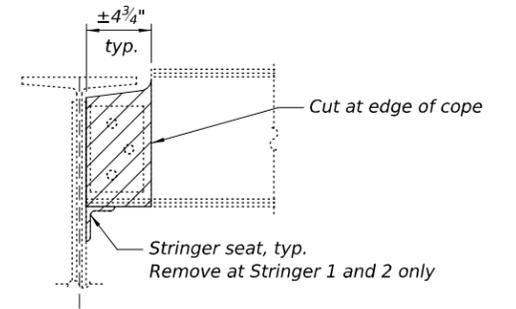
SECTION B-B



SECTION C-C

LEGEND

- Existing fastener to remain
- New bolt in new hole (shop or field drilled)
- Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)



STRINGER REMOVAL SECTION

Hatched areas indicate removal. All cut edges are to be ground smooth and be free from any nicks, gouges or irregularities.

BOTTOM COVER PLATE REPLACEMENT PROCEDURE

1. The Contractor shall submit a proposed Welding Procedure Specification (WPS) for the Engineer's review and approval. The WPS will be suitable for welding to base materials identified in existing structural plans. The WPS shall be approved by the Engineer prior to proceeding with this work.
2. The existing weld shall be removed in such a manner that the base metal is not damaged. Surface shall be finished in accordance with AWS D1.5.
3. The Contractor shall provide a welder that is certified in the horizontal position according to AWS D1.5 Clause 7, Part B, to weld the new floorbeam cover plate.
4. Clean the steel surface as necessary to facilitate visual inspection of areas of weld removal.
5. Preheat steel to a minimum temperature of 250 °F. The minimum interpass temperature shall be limited to 250 °F.
6. Welding shall be performed in accordance with the approved WPS.
7. Finished weld profile shall meet AWS D1.5.
8. The full length of the weld repair shall be inspected by magnetic particle testing.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Steel Repair	Pound	1,330

Notes:

The bottom flange cover plate repair shall be performed during the full structure closure in Stage 5.

Existing floorbeam shall be temporarily supported during repair when removal of fasteners at the truss connection is required. The estimated total unfactored load to be supported is 97 kips.

Existing stringers shall be temporarily supported. The estimated total unfactored load is 12 kips at each exterior stringer and 31 kips at each interior stringer.

Existing steel that will be in contact with new steel shall be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. Primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.

Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.

Steel removal and temporary stringer support shall be included in the unit cost per pound for Structural Steel Repair.

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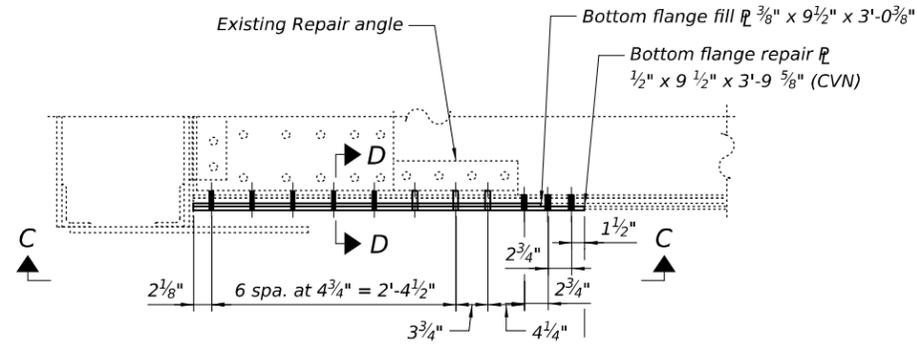
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PLOT DATE =	CHECKED - RKA	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

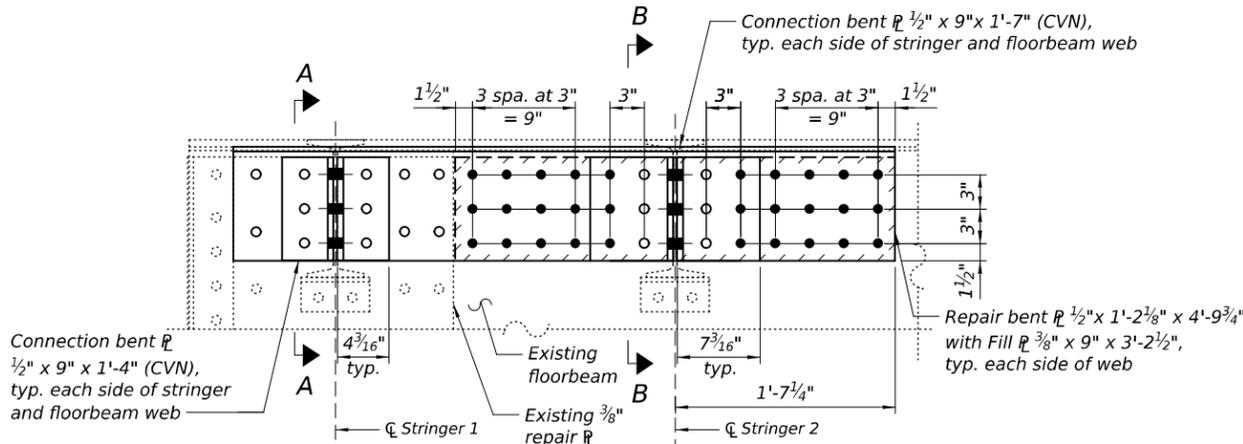
FLOORBEAM REPAIRS - 1
STRUCTURE NO. 031-0001

SHEET 55 OF 117 SHEETS

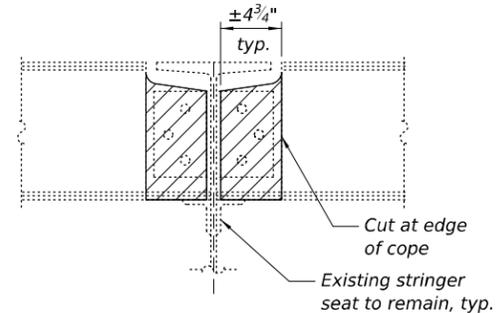
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	55
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(558)				



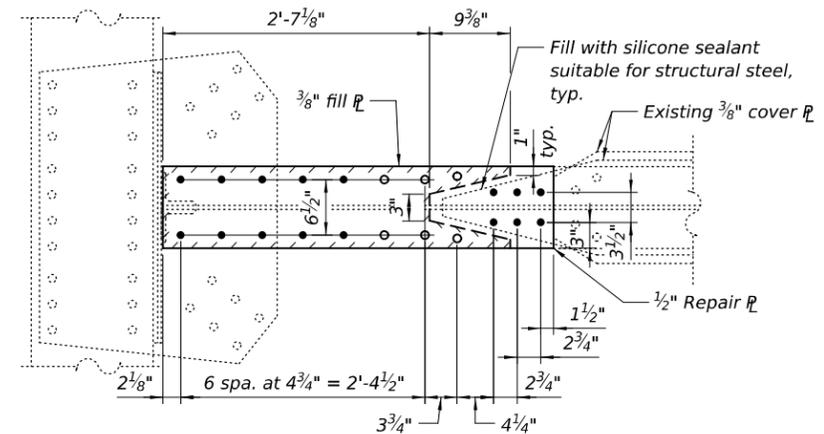
ELEVATION
SPAN 2, FLOORBEAM 8, NORTH END (ITEM 773)



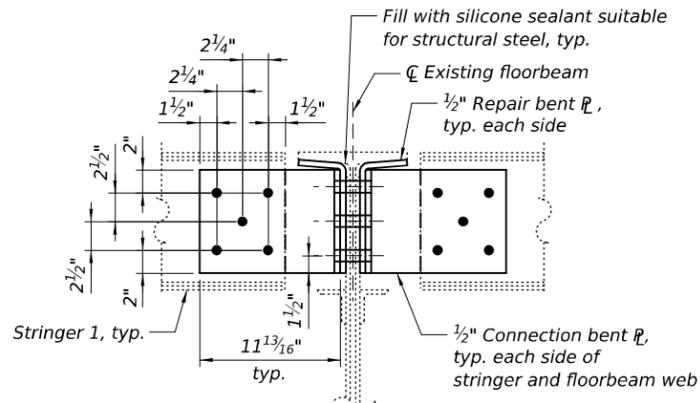
ELEVATION
SPAN 2, FLOORBEAM 3, NORTH END (ITEM 766)
SPAN 2, FLOORBEAM 11, NORTH END (ITEM 145)



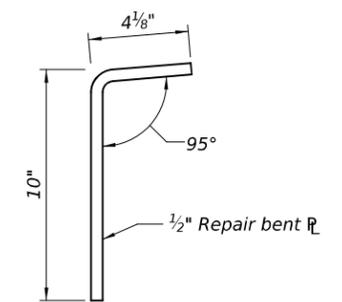
STRINGER REMOVAL SECTION
Hatched areas indicate removal. All cut edges are to be ground smooth and be free from any nicks, gouges or irregularities.



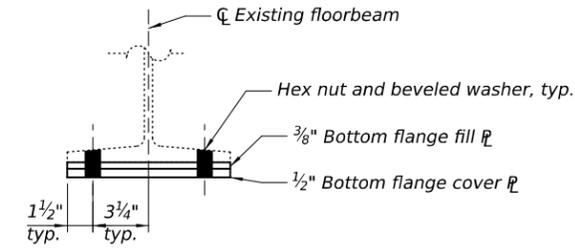
VIEW C-C



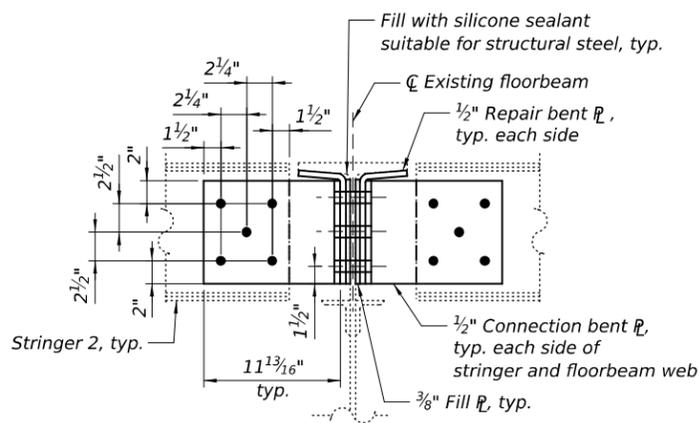
SECTION A-A



REPAIR BENT BENDING DIAGRAM



SECTION D-D



SECTION B-B

LEGEND

- Existing fastener to remain
- New bolt in new hole (shop or field drilled)
- Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Steel Repair	Pound	1,240

Notes:
Existing stringers shall be temporarily supported. The estimated total unfactored load is 12 kips at each exterior stringer and 31 kips at each interior stringer.
Existing steel that will be in contact with new steel shall be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. Primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.
Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.
Steel removal and temporary stringer support shall be included in the unit cost per pound for Structural Steel Repair.

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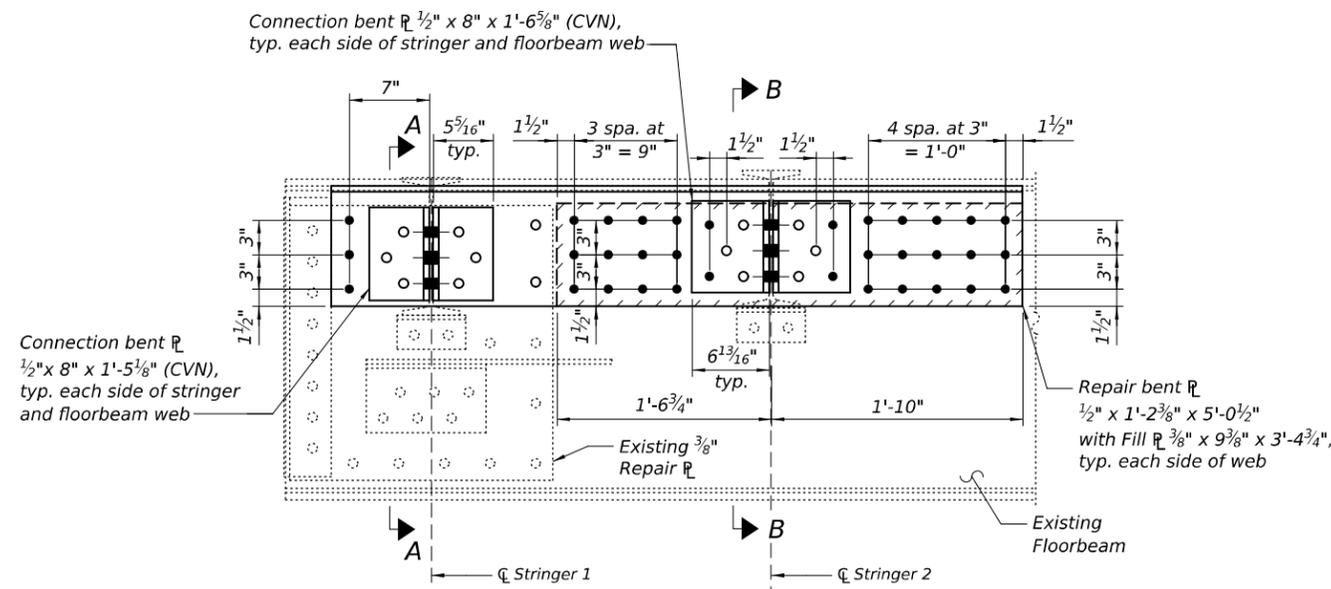
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FLOORBEAM REPAIRS - 2
STRUCTURE NO. 031-0001

SHEET 56 OF 117 SHEETS

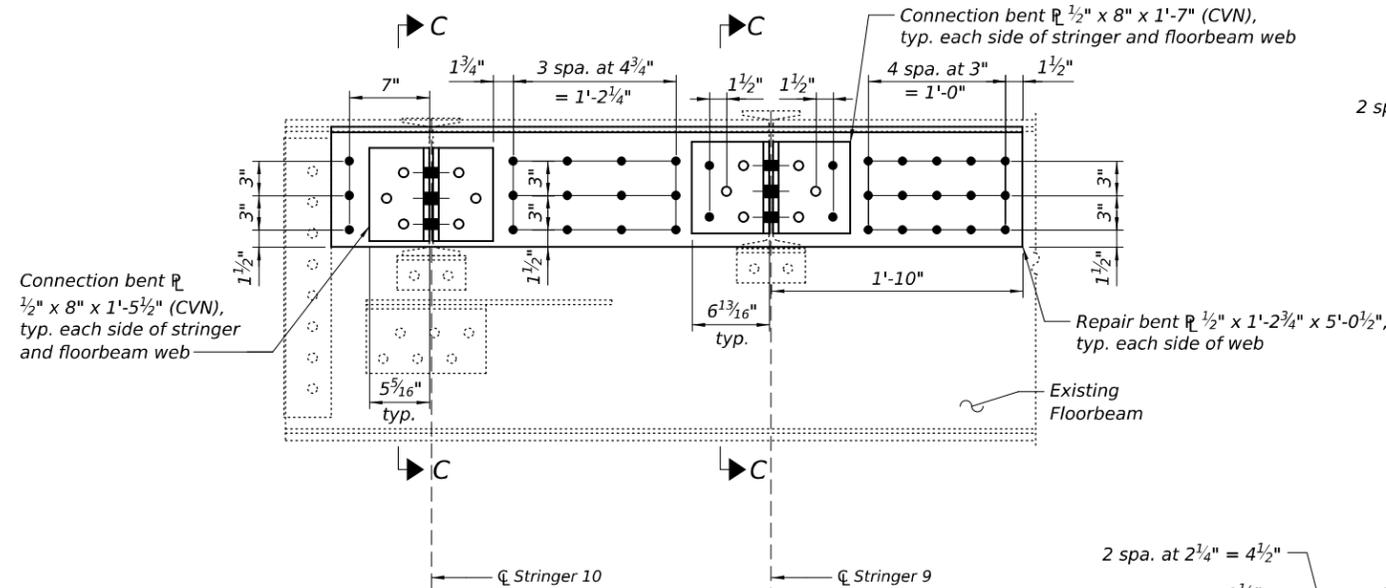
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304	266BRR, (4, 5) I	GREENE	117	56
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(558)				

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ELEVATION

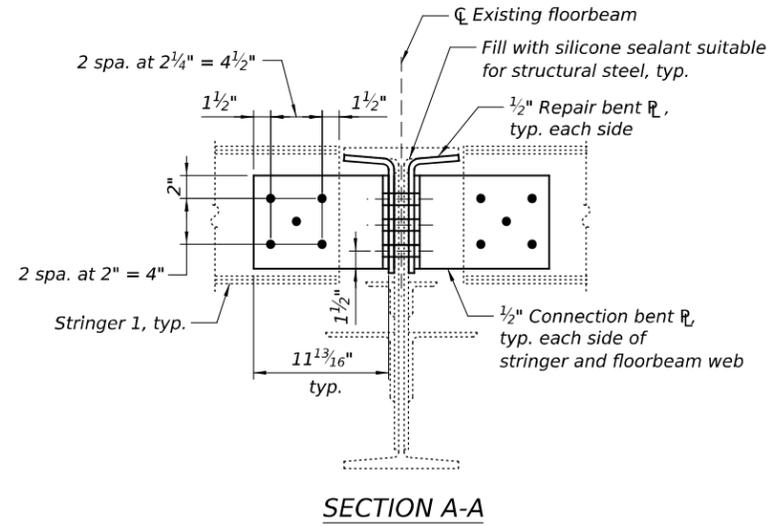
North End shown, other locations similar
 See Repair Locations Table below.



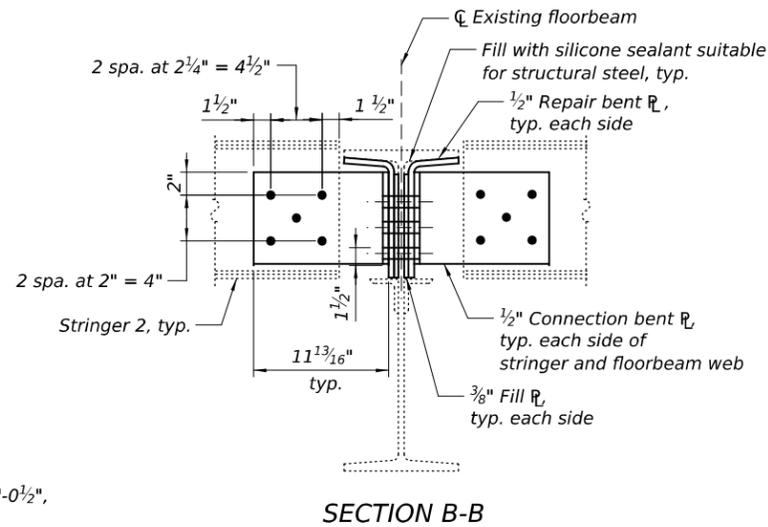
ELEVATION

SPAN 3, FLOORBEAM 9, SOUTH END (ITEM 414)

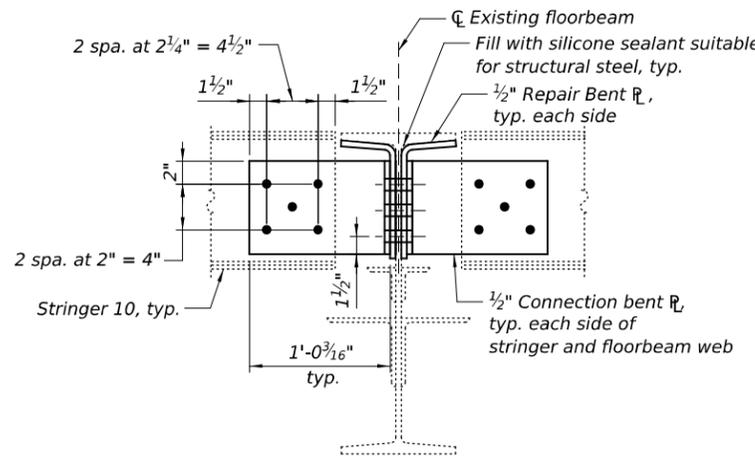
REPAIR LOCATIONS			
2025 NBIS Inspection Deficiency Item No.	Span	Member	Location
675	3	Floorbeam 1	North End
736	3	Floorbeam 3	North End
181	3	Floorbeam 6	North End
186	3	Floorbeam 7	North and South Ends
189	3	Floorbeam 8	South End



SECTION A-A

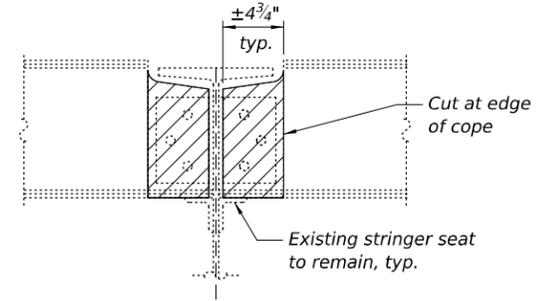


SECTION B-B



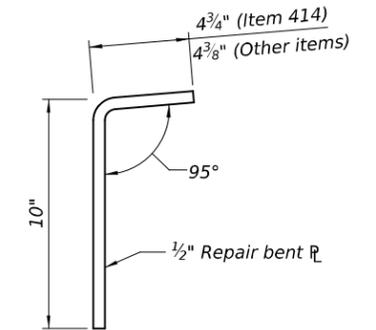
SECTION C-C

Section at Stringer 10 shown, Stringer 9 similar



STRINGER REMOVAL SECTION

Hatched areas indicate removal. All cut edges are to be ground smooth and be free from any nicks, gouges or irregularities.



REPAIR BENT BENDING DIAGRAM

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Steel Repair	Pound	3,860

Notes:
 Existing stringers shall be temporarily supported. The estimated total unfactored load is 12 kips at each exterior stringer and 31 kips at each interior stringer.
 Existing steel that will be in contact with new steel shall be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. Primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.
 Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.
 Steel removal and temporary stringer support shall be included in the unit cost per pound for Structural Steel Repair.

LEGEND

- ⊕ Existing fastener to remain
- New bolt in new hole (shop or field drilled)
- Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)



USER NAME =	DESIGNED - RKA	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - AEC	REVISED -
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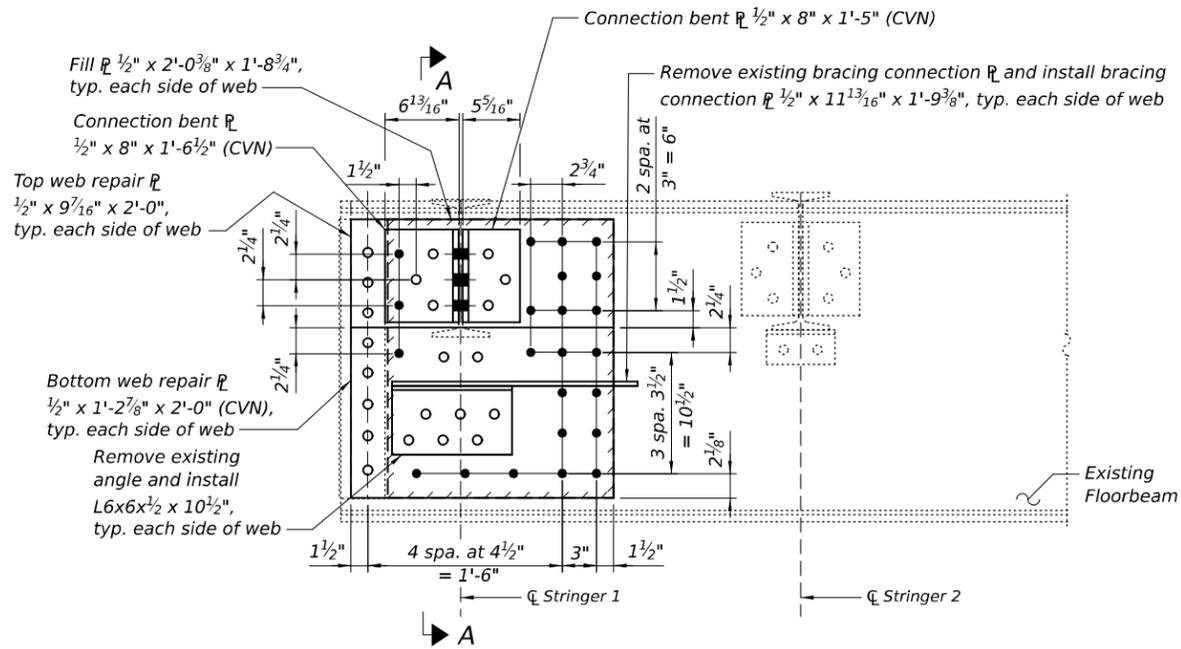
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FLOORBEAM REPAIRS - 3
 STRUCTURE NO. 031-0001

SHEET 57 OF 117 SHEETS

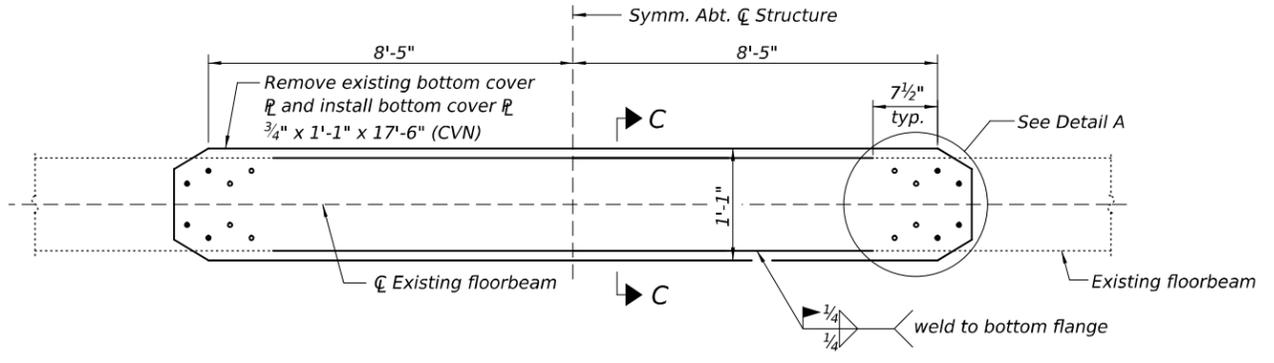
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304	266BRR, (4, 5) I	GREENE	117	57
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				

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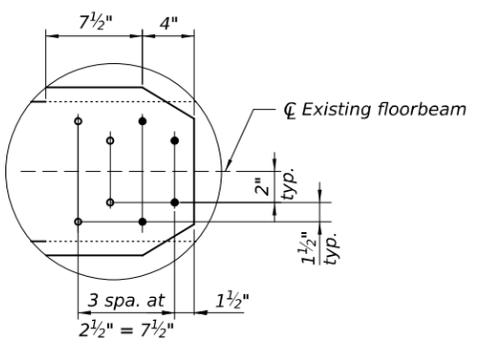


ELEVATION

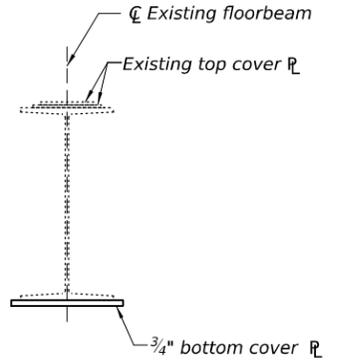
SPAN 5, FLOORBEAM 9, NORTH END (ITEM 439)



BOTTOM VIEW
SPAN 2, FLOORBEAM 0 (ITEM 635)



DETAIL A



SECTION C-C

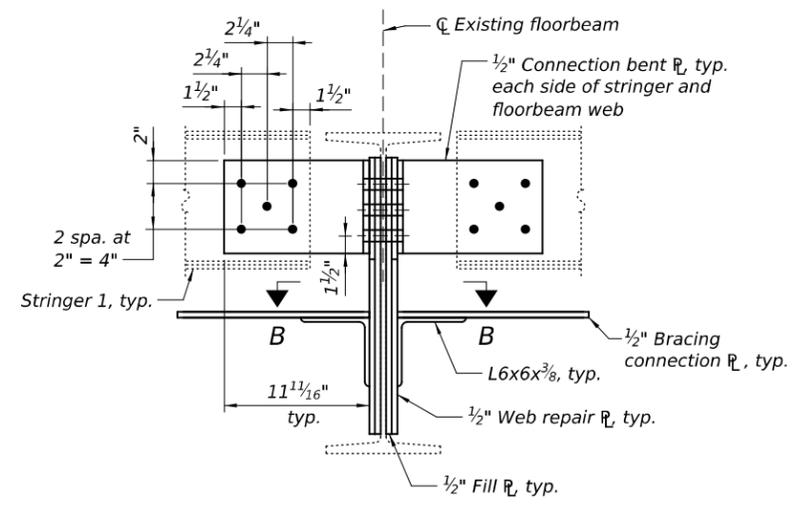
BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Steel Repair	Pound	1,180

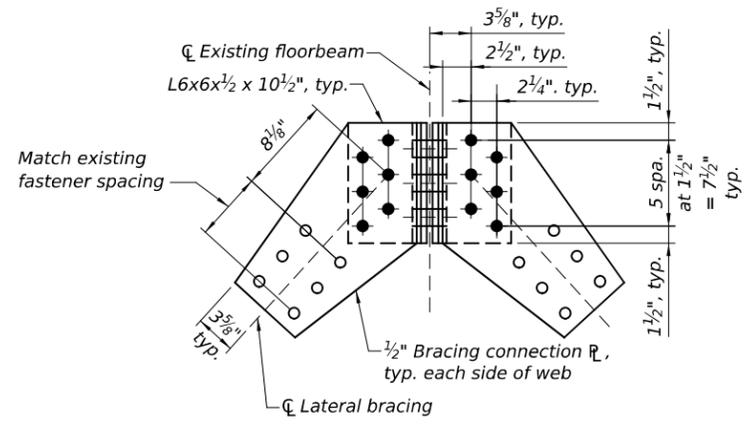
Notes:
 The bottom flange cover plate repair shall be performed during the full structure closure in Stage 5.
 Existing floorbeam shall be temporarily supported during repair when removal of fasteners at the truss connection is required. The estimated total unfactored load to be supported is 97 kips.
 Existing stringers shall be temporarily supported. The estimated total unfactored load is 12 kips at each exterior stringer.
 Existing steel that will be in contact with new steel shall be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. Primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.
 Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.
 See Sheet 55 for Bottom Cover Plate Replacement Procedure.
 Steel removal and temporary lateral bracing and stringer support shall be included in the unit cost per pound for Structural Steel Repair.

LEGEND

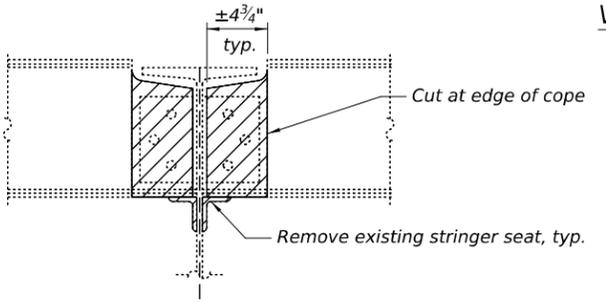
- ⊙ Existing fastener to remain
- New bolt in new hole (shop or field drilled)
- Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)



SECTION A-A



VIEW B-B



STRINGER REMOVAL SECTION

Hatched areas indicate removal. All cut edges are to be ground smooth and be free from any nicks, gouges or irregularities.



USER NAME =	DESIGNED - RKA	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - AEC	REVISED -
PLOT DATE =	CHECKED - RKA	REVISED -

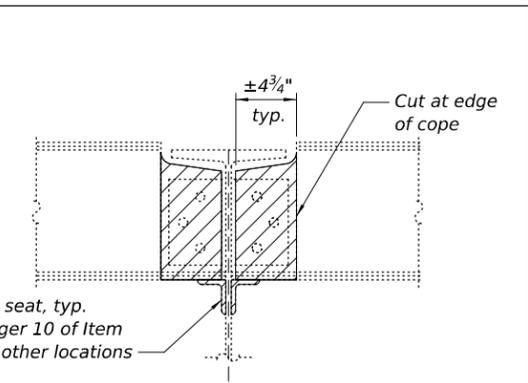
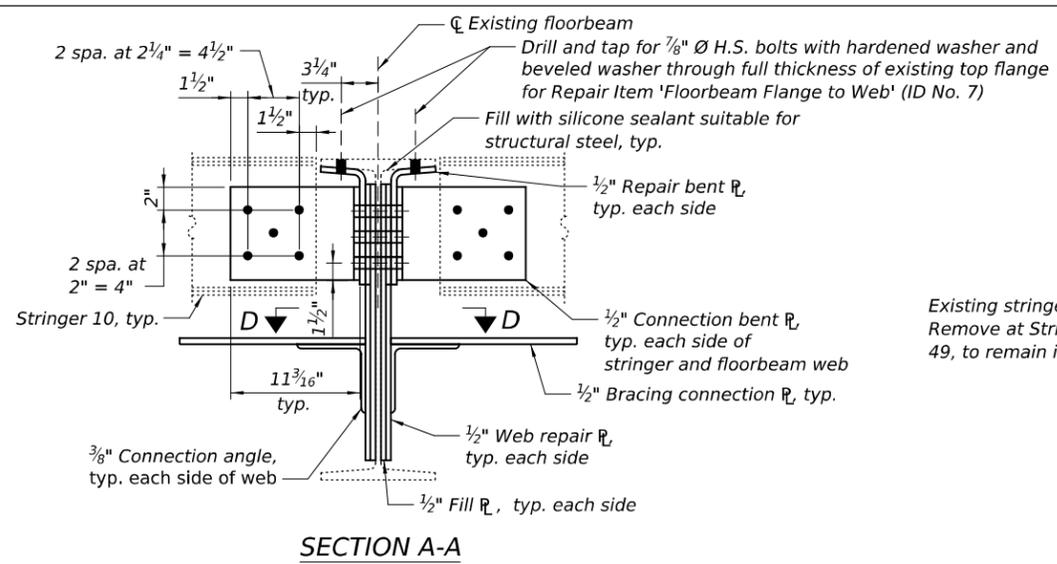
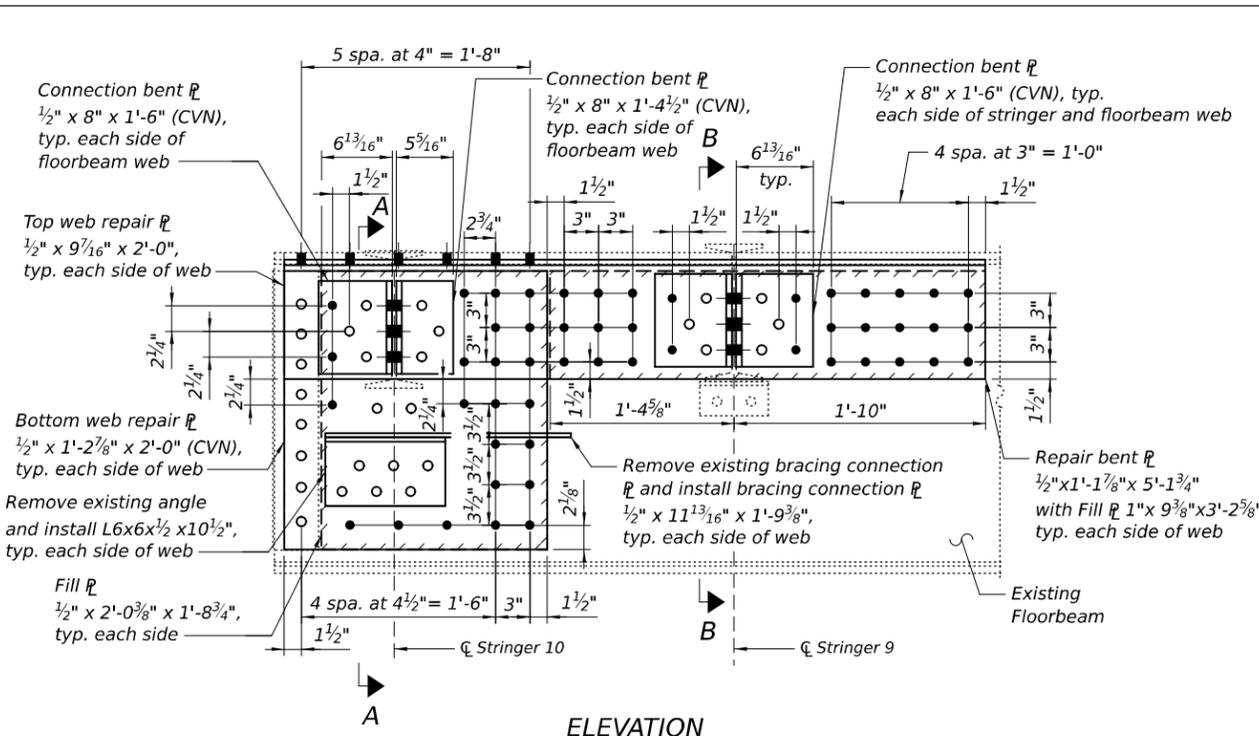
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FLOORBEAM REPAIRS - 5
STRUCTURE NO. 031-0001

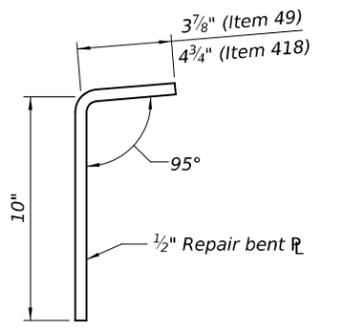
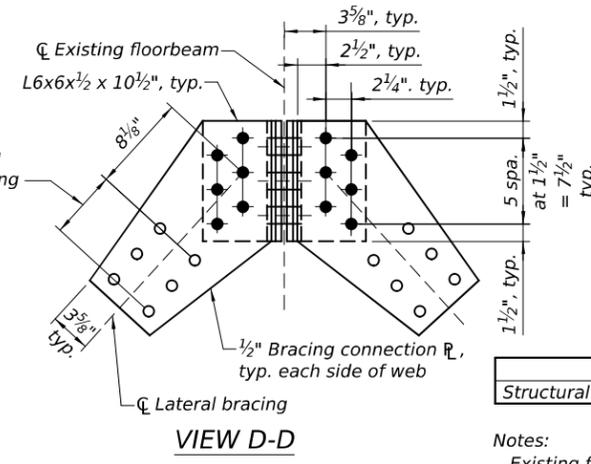
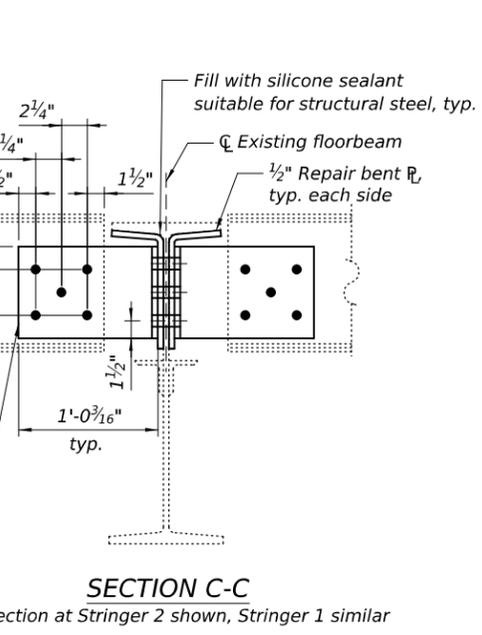
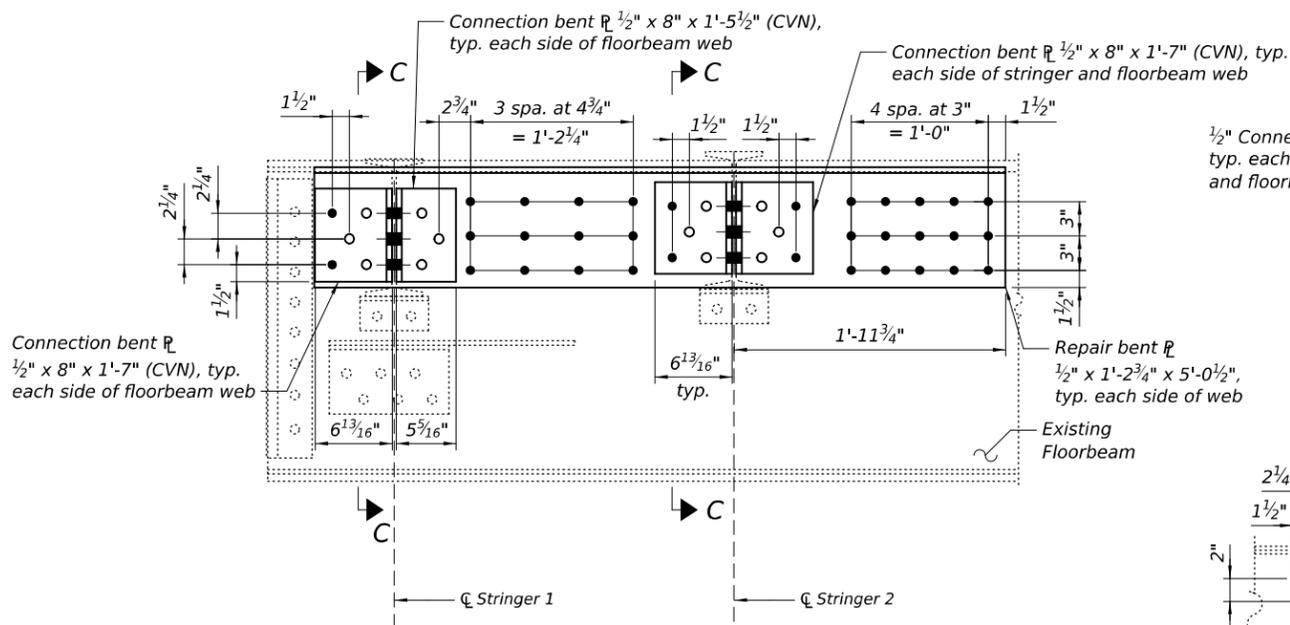
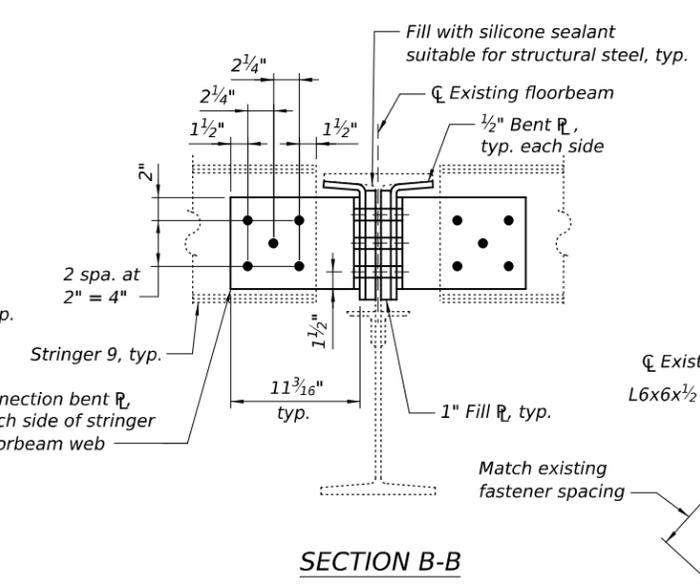
SHEET 59 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	59
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(558)				

MODEL: B_C_Sheet_Constant
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Hatched areas indicate removal. All cut edges are to be ground smooth and be free from any nicks, gouges or irregularities.



REPAIR BENT BENDING DIAGRAM

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Steel Repair	Pound	1,650

Notes:

Existing floorbeam shall be temporarily supported during repair when removal of fasteners at the truss connection is required. The estimated total unfactored load to be supported is 97 kips.

Existing stringers shall be temporarily supported. The estimated total unfactored load is 12 kips at each exterior stringer and 31 kips at each interior stringer.

Existing steel that will be in contact with new steel shall be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. Primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.

Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.

Steel removal and temporary lateral bracing and stringer support shall be included in the unit cost per pound for Structural Steel Repair.

LEGEND

- ⊙ Existing fastener to remain
- New bolt in new hole (shop or field drilled)
- Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FLOORBEAM REPAIRS - 6
 STRUCTURE NO. 031-0001

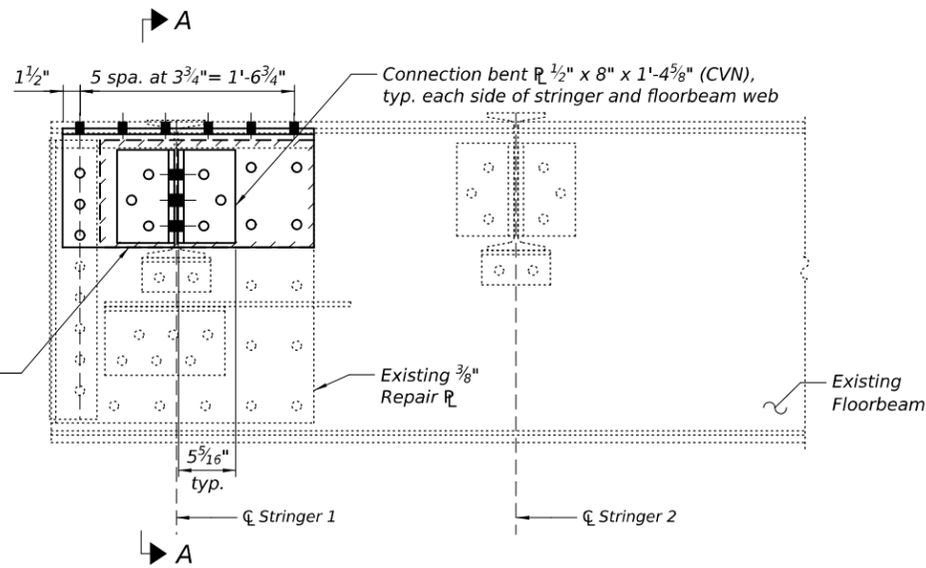
SHEET 60 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	60
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				



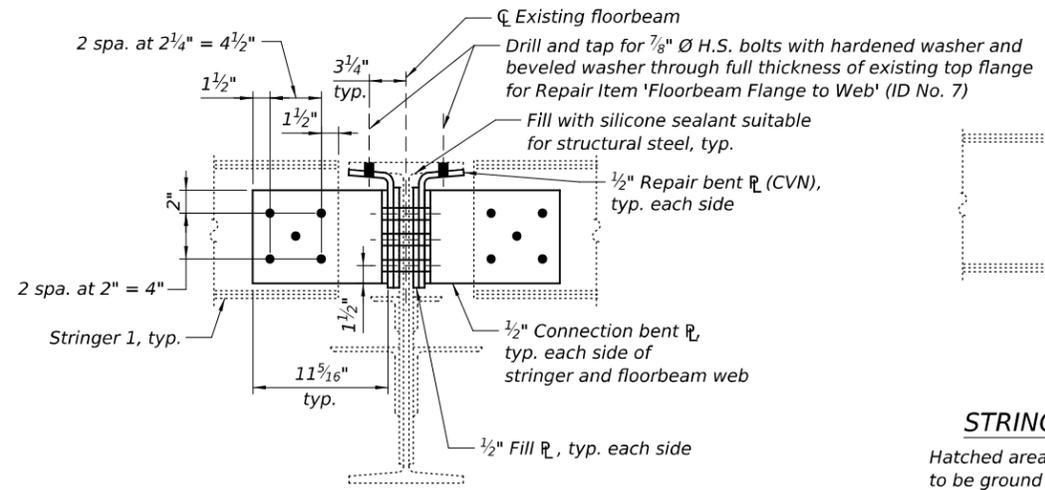
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ELEVATION

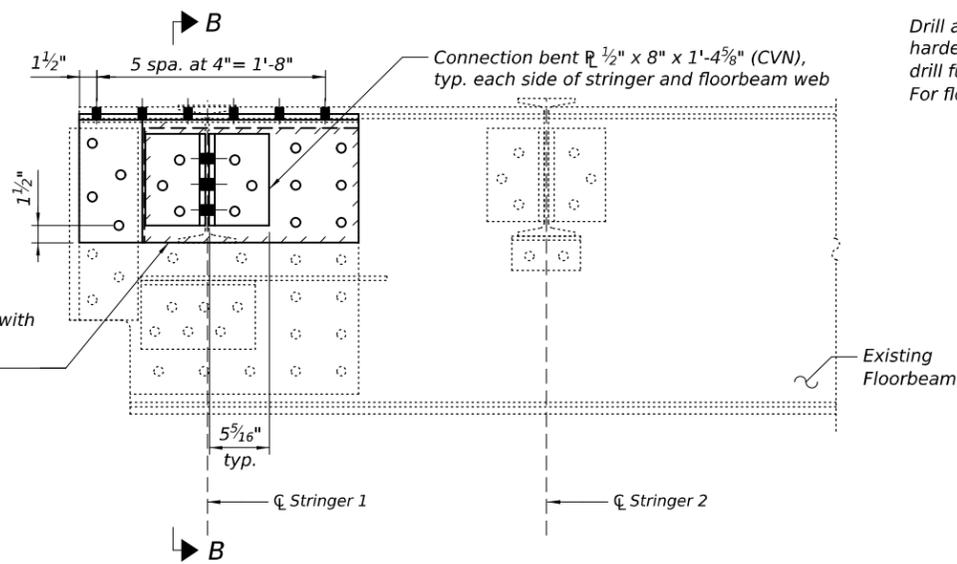
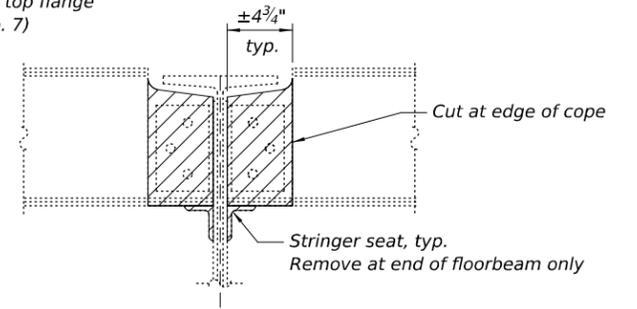
North End shown, other locations similar
 See Repair Locations Table below.



SECTION A-A

STRINGER REMOVAL SECTION

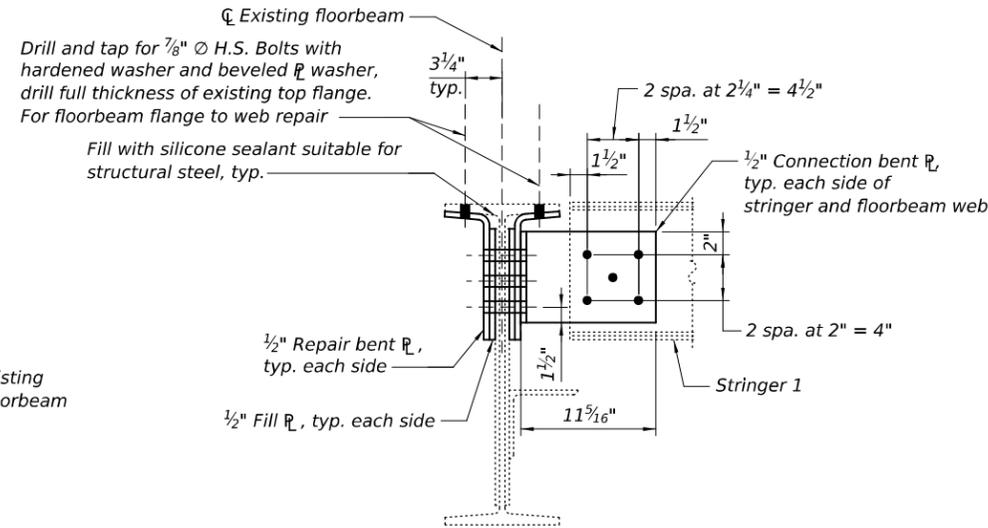
Hatched areas indicate removal. All cut edges are to be ground smooth and be free from any nicks, gouges or irregularities.



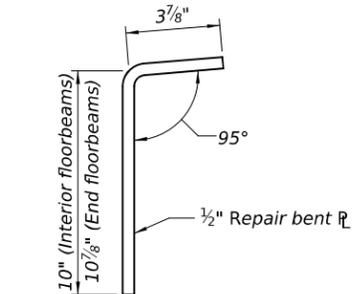
ELEVATION

North End shown, other locations similar

SPAN 6, FLOORBEAM 10, NORTH END (ITEM 702)
SPAN 7, FLOORBEAM 0, NORTH AND SOUTH ENDS (ITEM 658)
SPAN 7, FLOORBEAM 10, NORTH AND SOUTH ENDS (ITEM 659)



SECTION B-B



REPAIR BENT BENDING DIAGRAM

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Steel Repair	Pound	2,390

Notes:

- Existing floorbeams shall be temporarily supported during repair when removal of fasteners at the truss connection is required. The estimated total unfactored load to be supported is 97 kips.
- Existing stringers shall be temporarily supported. The estimated total unfactored load is 12 kips at each exterior stringer.
- Existing steel that will be in contact with new steel shall be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. Primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.
- Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.
- Steel removal and temporary stringer support shall be included in the unit cost per pound for Structural Steel Repair.

LEGEND

- Existing fastener to remain
- New bolt in new hole (shop or field drilled)
- Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)

REPAIR LOCATIONS			
2025 NBIS Inspection Deficiency Item No.	Span	Member	Location
660	8	Floorbeam 1	North End
92	8	Floorbeam 2	North End
661	8	Floorbeam 3	North and South Ends
93	8	Floorbeam 4	North End

USER NAME =	DESIGNED - RKA	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - AEC	REVISED -
PLOT DATE =	CHECKED - RKA	REVISED -

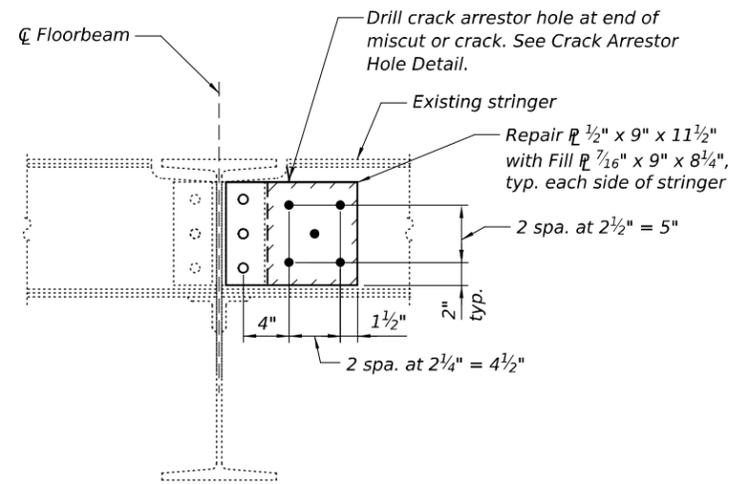
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FLOORBEAM REPAIRS - 7
STRUCTURE NO. 031-0001

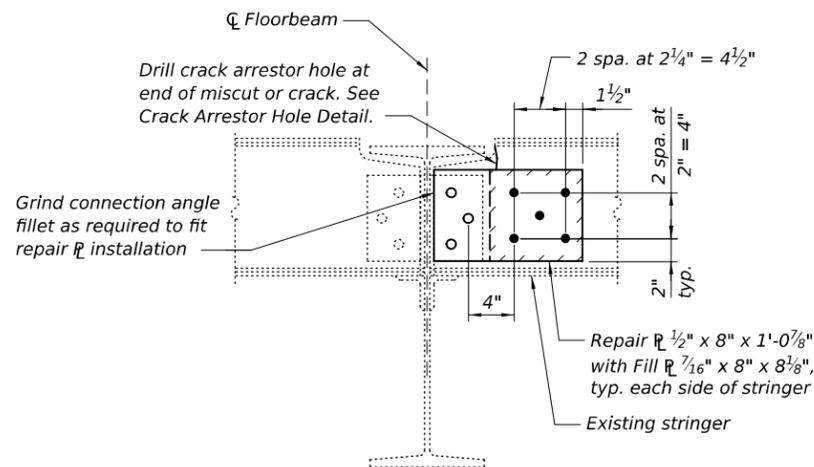
SHEET 61 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	61
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				





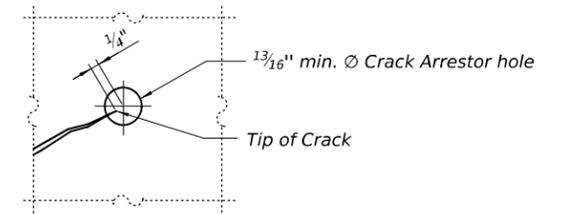
STRINGER REPAIR DETAIL - SPAN 2 (ITEM 110)
See Repair locations table.



STRINGER REPAIR DETAIL

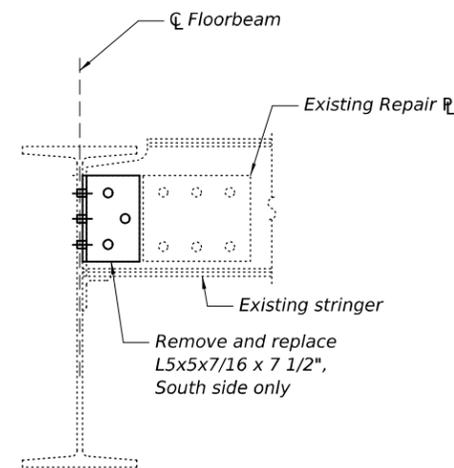
SPAN 5, FLOORBEAM 7, PANEL 8, STRINGER 1 (ITEM 110)
SPAN 5, FLOORBEAM 10, PANEL 10, STRINGER 9 (ITEM 110)
SPAN 7, FLOORBEAM 4, PANEL 4, STRINGER 8 (ITEM 110)

REPAIR LOCATIONS		
Floorbeam	Panel	Stringer
1	1	2 & 5
	2	2, 3 & 5
2	3	2, 3, 4, 5 & 9
	4	5
3	4	9
	5	7 & 9
4	5	3 & 5
	6	2, 5 & 10
5	7	2, 3 & 5
	8	3, 5 & 7
6	8	3 & 7
	9	4
7	9	5
	10	2
8	11	5, 9 & 10
	12	2 & 8
9	13	7
	14	2 & 3
10	14	7, 9 & 10
	15	2, 5, 7 & 9



CRACK ARRESTOR HOLE DETAIL

Locate crack tip using liquid dye penetrant or magnetic particle testing. Drill 1 3/16" min. Ø Crack Arrestor hole at the crack tip. After crack arrestor hole has been drilled, dye penetrant or magnetic particle testing shall be used to verify that the drilled hole has captured the crack tip. Cost shall be included with Structural Steel Repair.



CONNECTION ANGLE REPLACEMENT DETAIL
SPAN 1, FLOORBEAM 0, PANEL 1, STRINGER 3 (ITEM 843)
Looking North

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Steel Repair	Pound	2,930

Notes:
Existing stringers shall be temporarily supported. The estimated total unfactored load is 12 kips at each exterior stringer and 31 kips at each interior stringer.
Existing steel that will be in contact with new steel shall be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. Primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.
Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.
All material, equipment, labor, temporary stringer support, and other items necessary for stringer repair shall be included in the unit cost per pound for Structural Steel Repair.

LEGEND

- Existing fastener to remain
- New bolt in new hole (shop or field drilled)
- Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)

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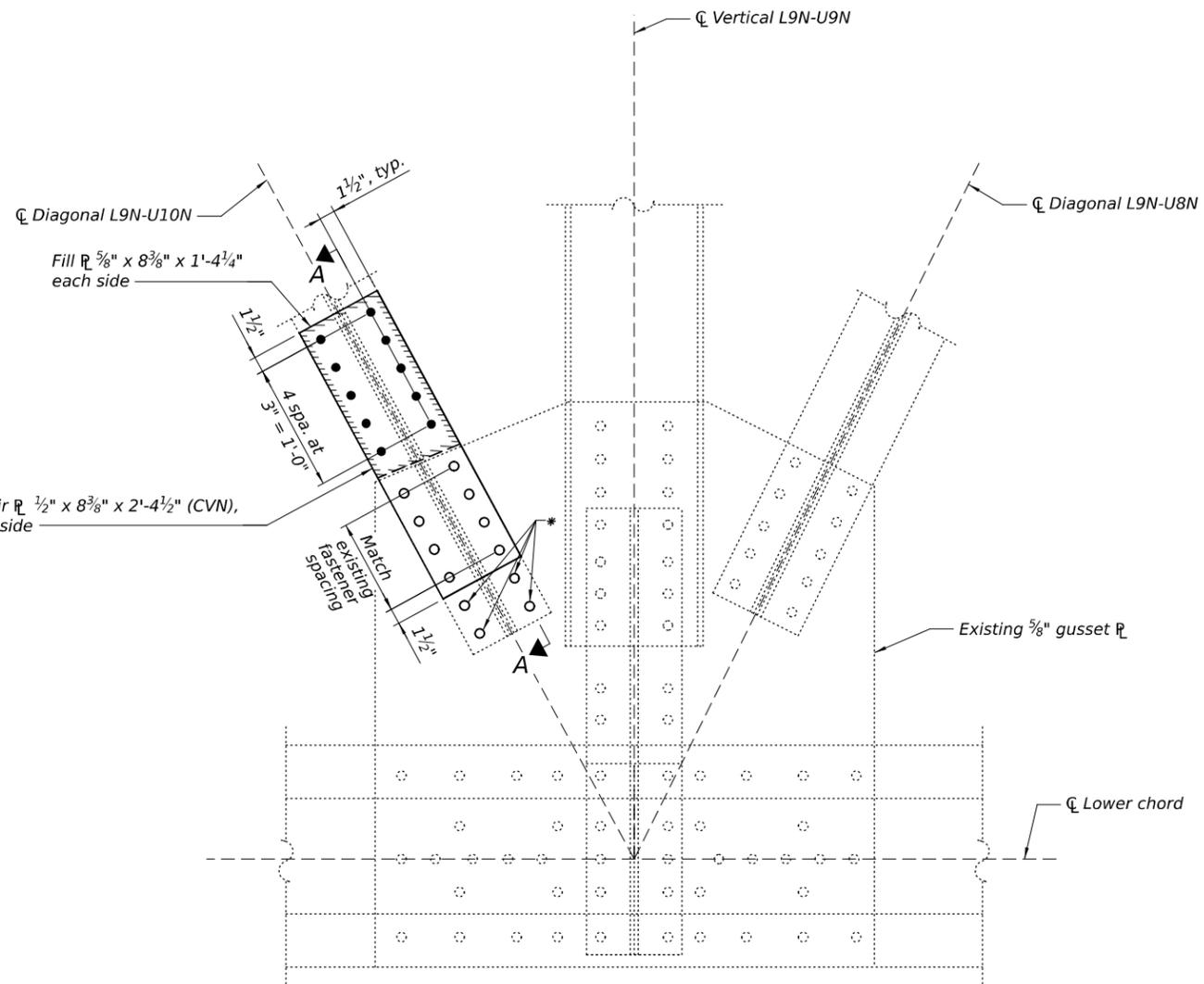
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRINGER REPAIRS
STRUCTURE NO. 031-0001

SHEET 62 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	62
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(558)				

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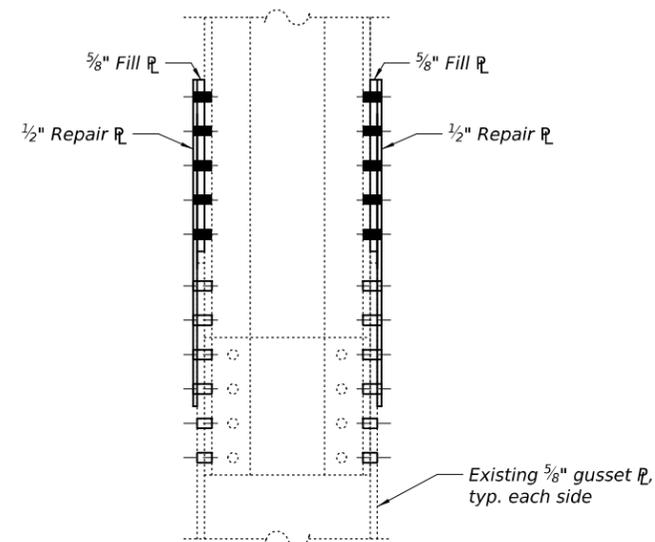


ELEVATION

Looking south
 L9N shown, other location similar.

SPAN 2, L9S-U10S AT L9S (ITEM 138)
SPAN 2, L9N-U10N AT L9N (ITEM 393)

* Replace existing fasteners with new bolts one at a time before removing other existing fasteners for repair installation.



SECTION A-A

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Steel Repair	Pound	320

LEGEND

- ⊕ Existing fastener to remain
- New bolt in new hole (shop or field drilled)
- Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)

Notes:

Truss member repairs shall be performed only when the adjacent lane is closed to traffic.
 Existing steel that will be in contact with new steel shall be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. Primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.
 Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.



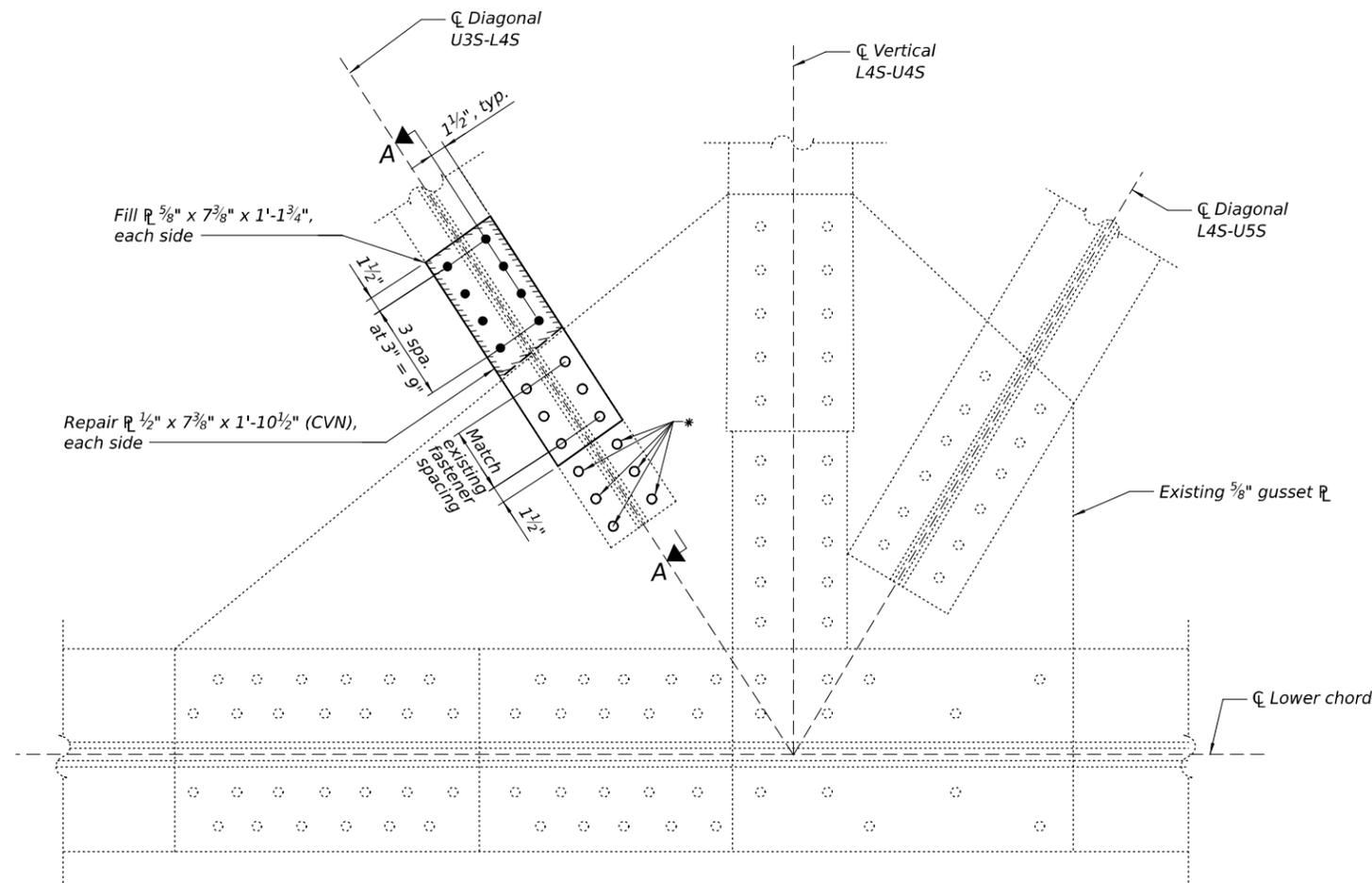
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

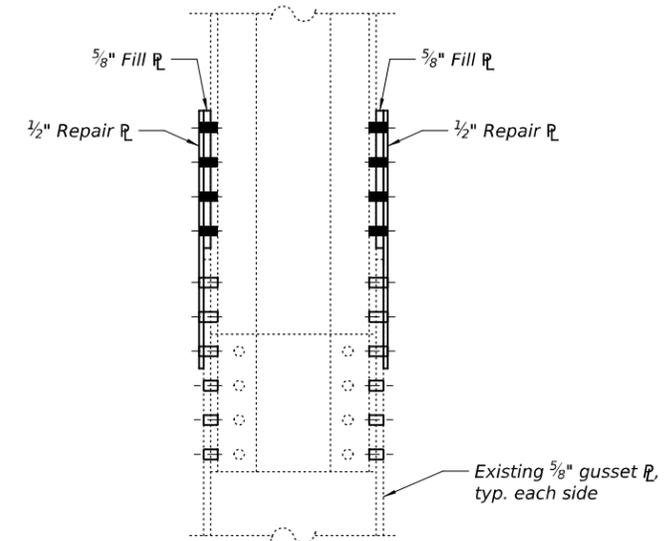
**TRUSS DIAGONAL REPAIRS - 1
 STRUCTURE NO. 031-0001**

SHEET 63 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	63
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				



ELEVATION
Looking North
L4S shown, other locations similar.



SECTION A-A

REPAIR LOCATIONS		
2025 NBIS Inspection Deficiency Item No.	Span	Member Location
570	4	U3N - L4N at L4N
697	4	L6S - U7S at L6S
223	5	L6S - U7S at L6S
232	6	U3N - L4N at L4N
726	6	U3S - L4S at L4S
341	7	U3S - L4S at L4S
72	7	L6N - U7N at L6N
729	7	L6S - U7S at L6S
77	8	U3S - L4S at L4S
358	8	L6N - U7N at L6N

* Replace existing fasteners with new bolts one at a time before removing other existing fasteners for repair installation.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Steel Repair	Pound	1,220

LEGEND

- ⊕ Existing fastener to remain
- New bolt in new hole (shop or field drilled)
- Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)

Notes:

Truss member repairs shall be performed only when the adjacent lane is closed to traffic.
Existing steel that will be in contact with new steel shall be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. Primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.
Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.

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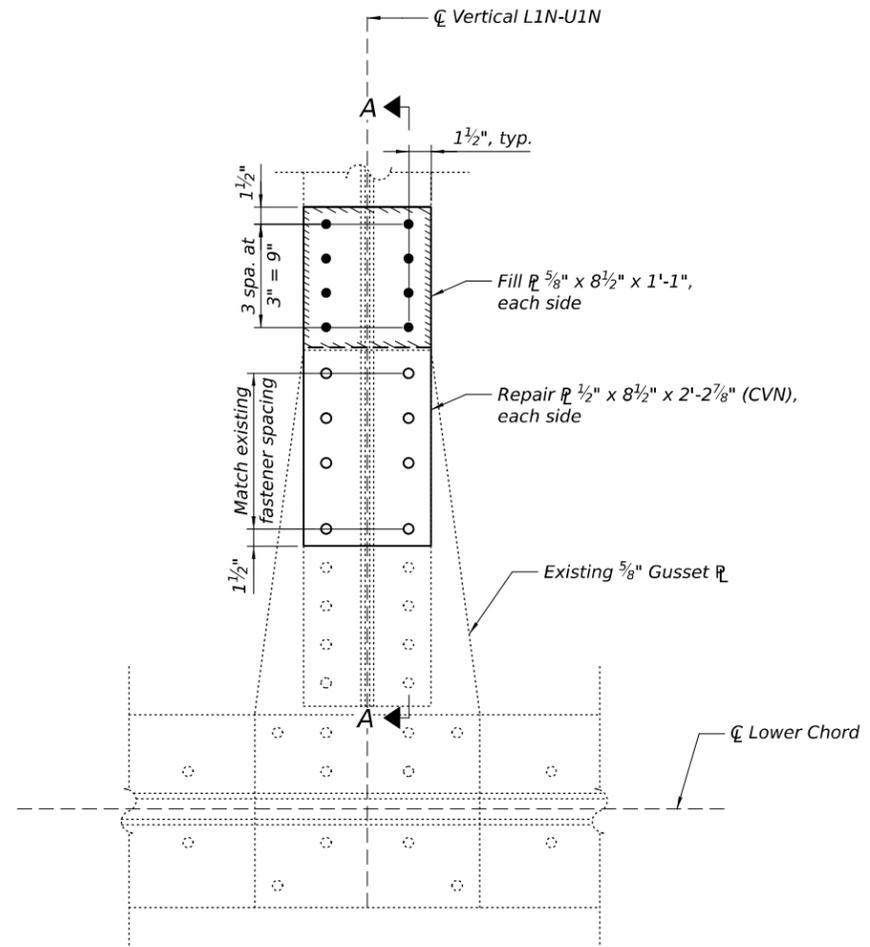
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	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - AEC	REVISED -
PLOT DATE =	CHECKED - RKA	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRUSS DIAGONAL REPAIRS - 2
STRUCTURE NO. 031-0001**

SHEET 64 OF 117 SHEETS

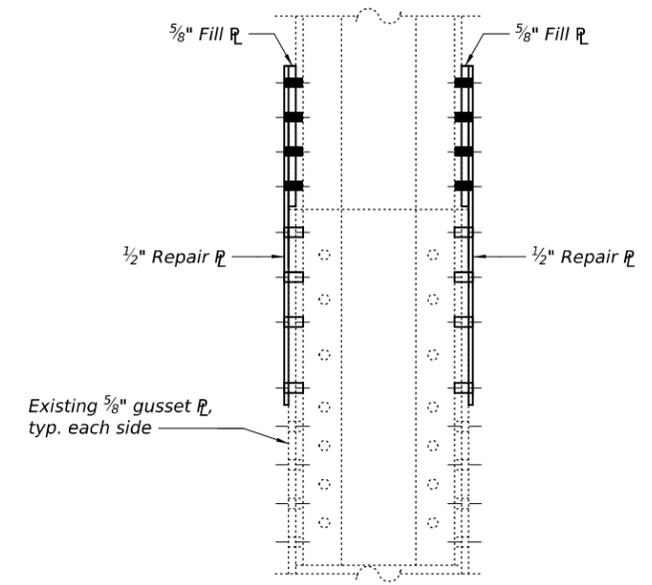
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	64
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				



ELEVATION
Looking South

L1N shown, other location similar.

SPAN 3, L1N-U1N AT L1N (ITEM 157)
SPAN 6, L1S-U1S AT L1S (ITEM 572)



SECTION A-A

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Steel Repair	Pound	280

Notes:
Truss member repairs shall be performed only when the adjacent lane is closed to traffic.
Existing steel that will be in contact with new steel shall be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. Primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.
Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.

LEGEND

- ◊ Existing fastener to remain
- New bolt in new hole (shop or field drilled)
- Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)

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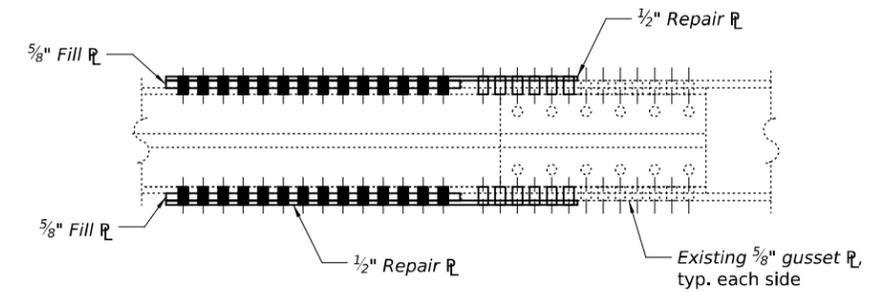
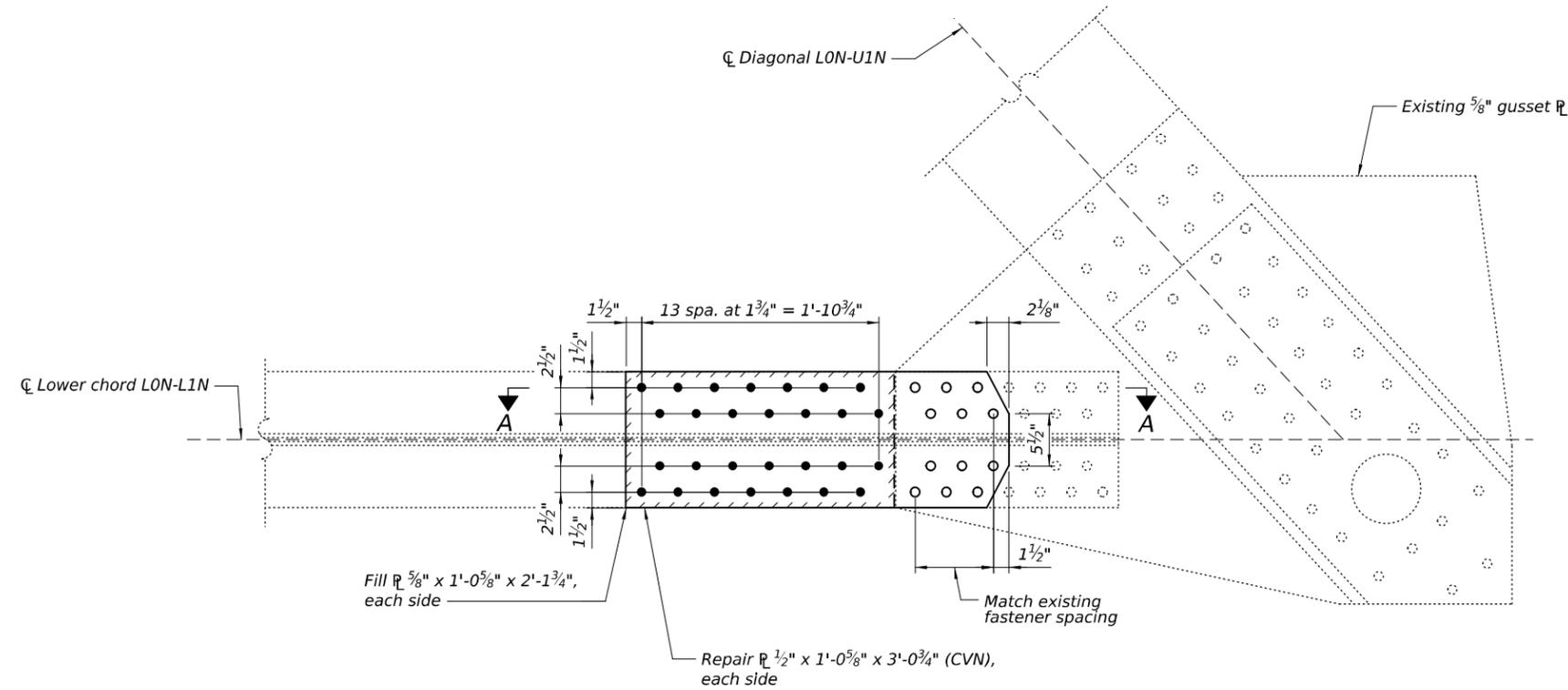
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRUSS VERTICAL REPAIRS
STRUCTURE NO. 031-0001

SHEET 65 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	65
CONTRACT NO. 76T66				

ILLINOIS FED. AID PROJECT #STP-PE84(658)



SECTION A-A

ELEVATION
Looking South

SPAN 8, LON-L1N AT LON (ITEM 294)

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Steel Repair	Pound	330

LEGEND

- ⊕ Existing fastener to remain
- New bolt in new hole (shop or field drilled)
- Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)

Notes:

Truss member repairs shall be performed only when the adjacent lane is closed to traffic.
 Existing steel that will be in contact with new steel shall be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. Primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.
 Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.

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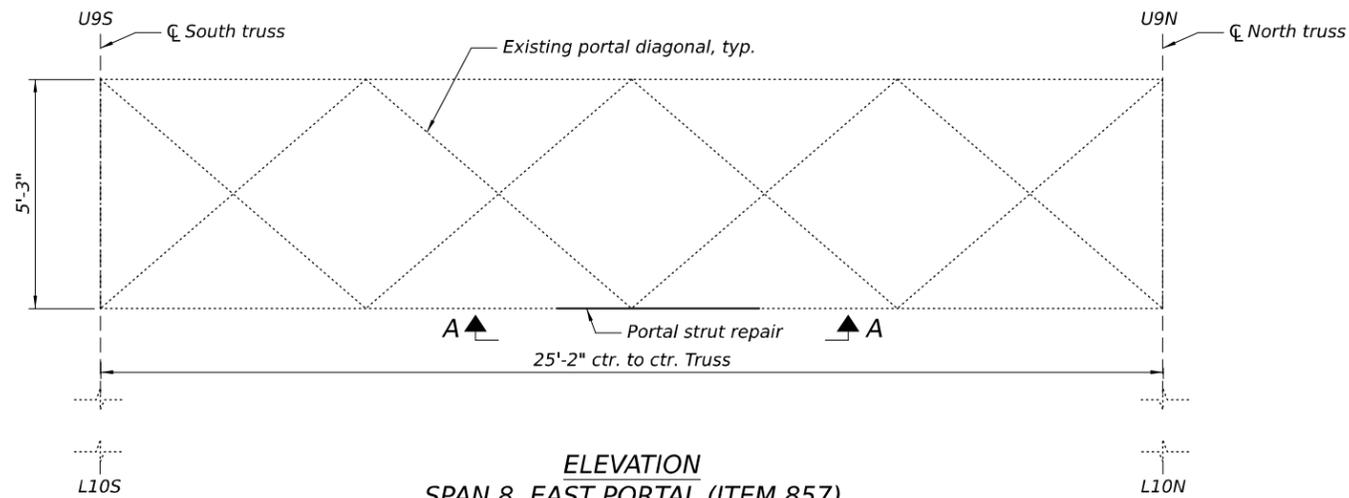
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PLOT DATE =	CHECKED - RKA	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

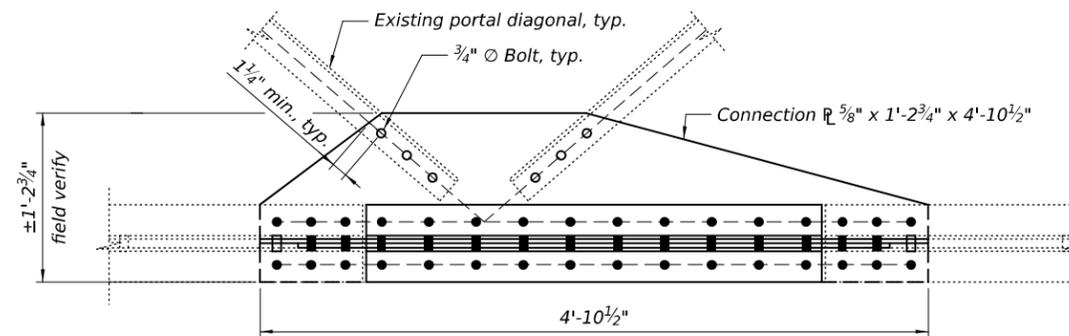
TRUSS LOWER CHORD REPAIRS
STRUCTURE NO. 031-0001

SHEET 66 OF 117 SHEETS

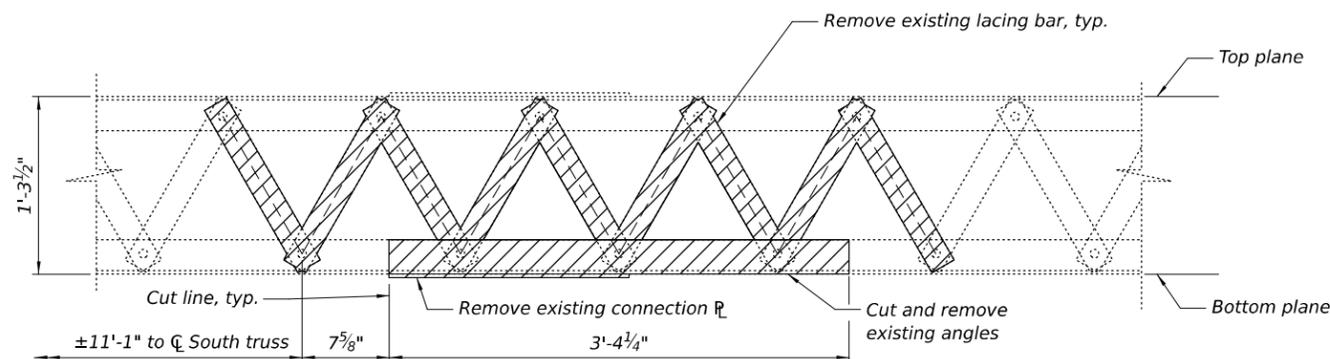
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	66
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				



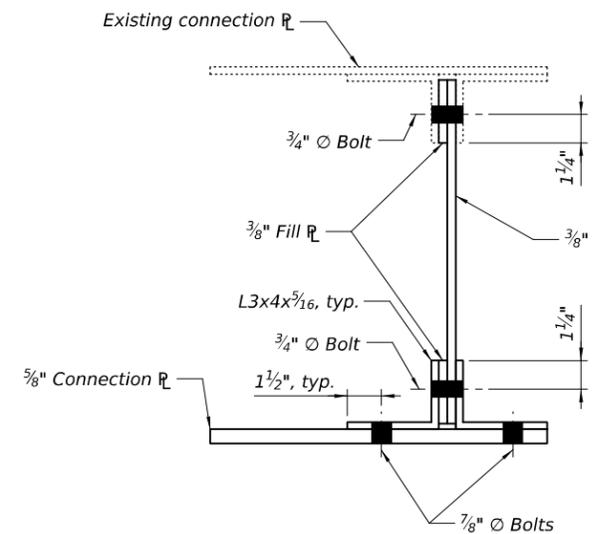
ELEVATION
SPAN 8, EAST PORTAL (ITEM 857)
Top plane shown



SECTION B-B

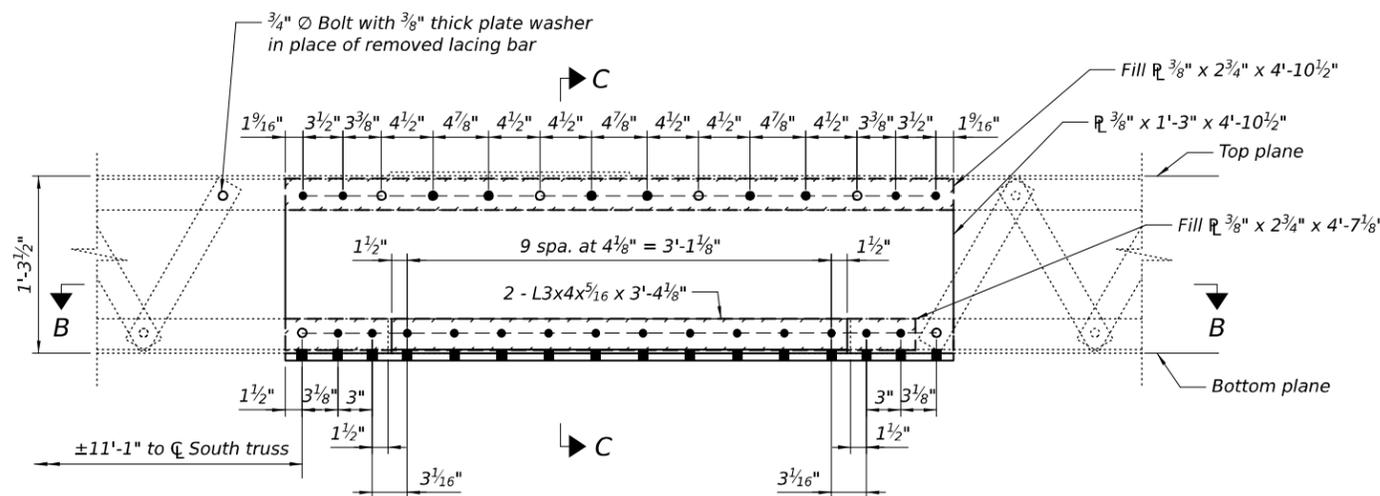


REMOVAL DETAIL



SECTION C-C

Portal diagonal not shown for clarity.



REPAIR DETAIL

SECTION A-A

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Steel Repair	Pound	390

Notes:

Existing steel that will be in contact with new steel shall be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for secondary connections. Primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.

Fasteners shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts in painted areas. Holes diameter shall be 15/16 in. for 7/8 in. diameter bolts and 13/16 in. for 3/4 in. diameter bolts.

LEGEND

- ◊ Existing fastener to remain
- New bolt in new hole (shop or field drilled)
- Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)

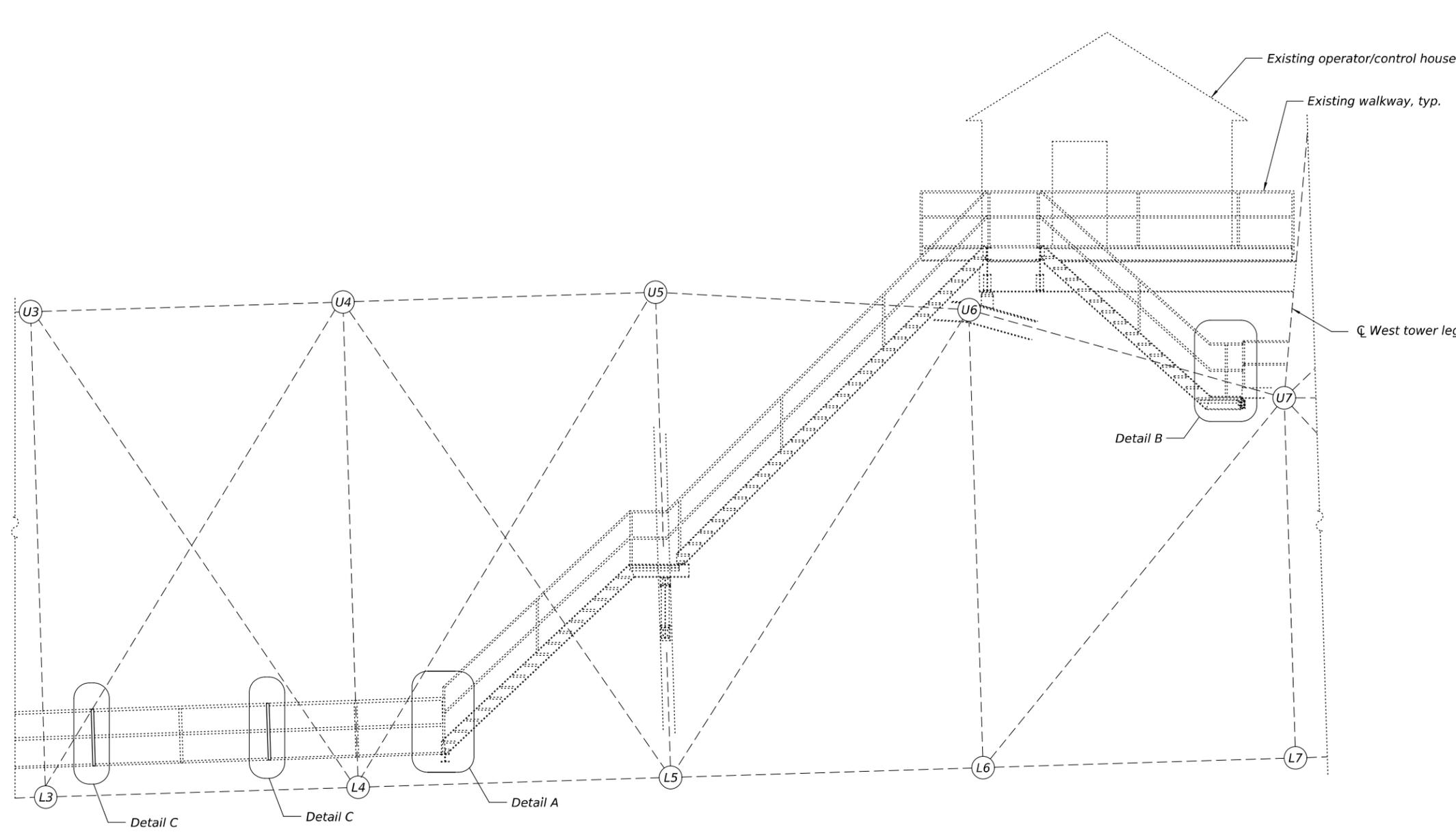
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST PORTAL STRUT REPAIRS
STRUCTURE NO. 031-0001

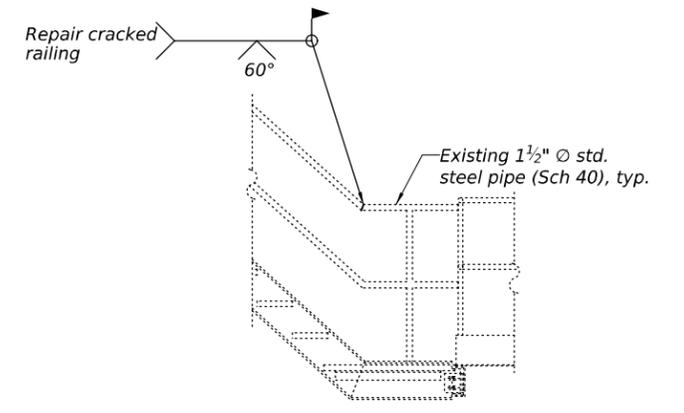
SHEET 66A OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	66A
CONTRACT NO. 76T66				

ILLINOIS FED. AID PROJECT #STP-PE84(658)



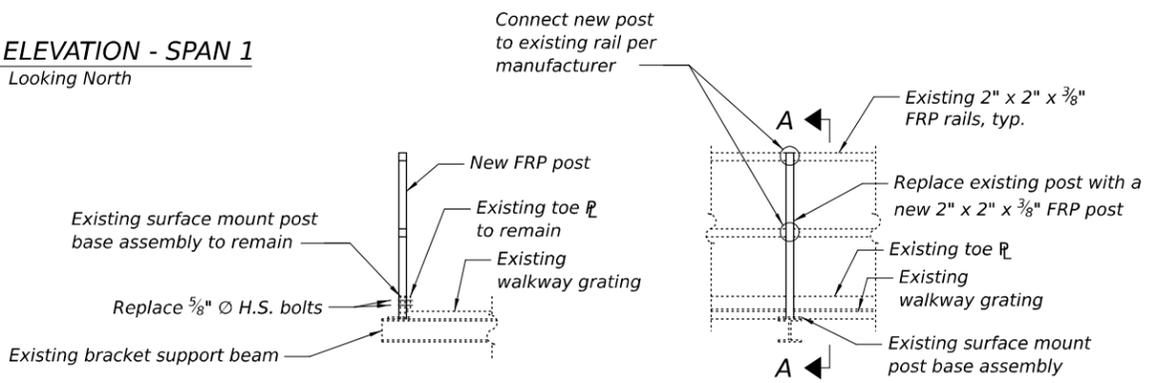
DETAIL A
SPAN 1, WALKWAY AT L4S (ITEM 603)



DETAIL B
SPAN 1, WALKWAY AT U7S (ITEM 605)



PARTIAL ELEVATION - SPAN 1
Looking North



SECTION A-A

DETAIL C

SPAN 1, SOUTH RAILING AT 1ST AND 3RD RAIL POST WEST OF PANEL POINT 4 (ITEM 603)

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Handrail Repairs	L Sum	1

MODEL: B:\Sheet_Contributor
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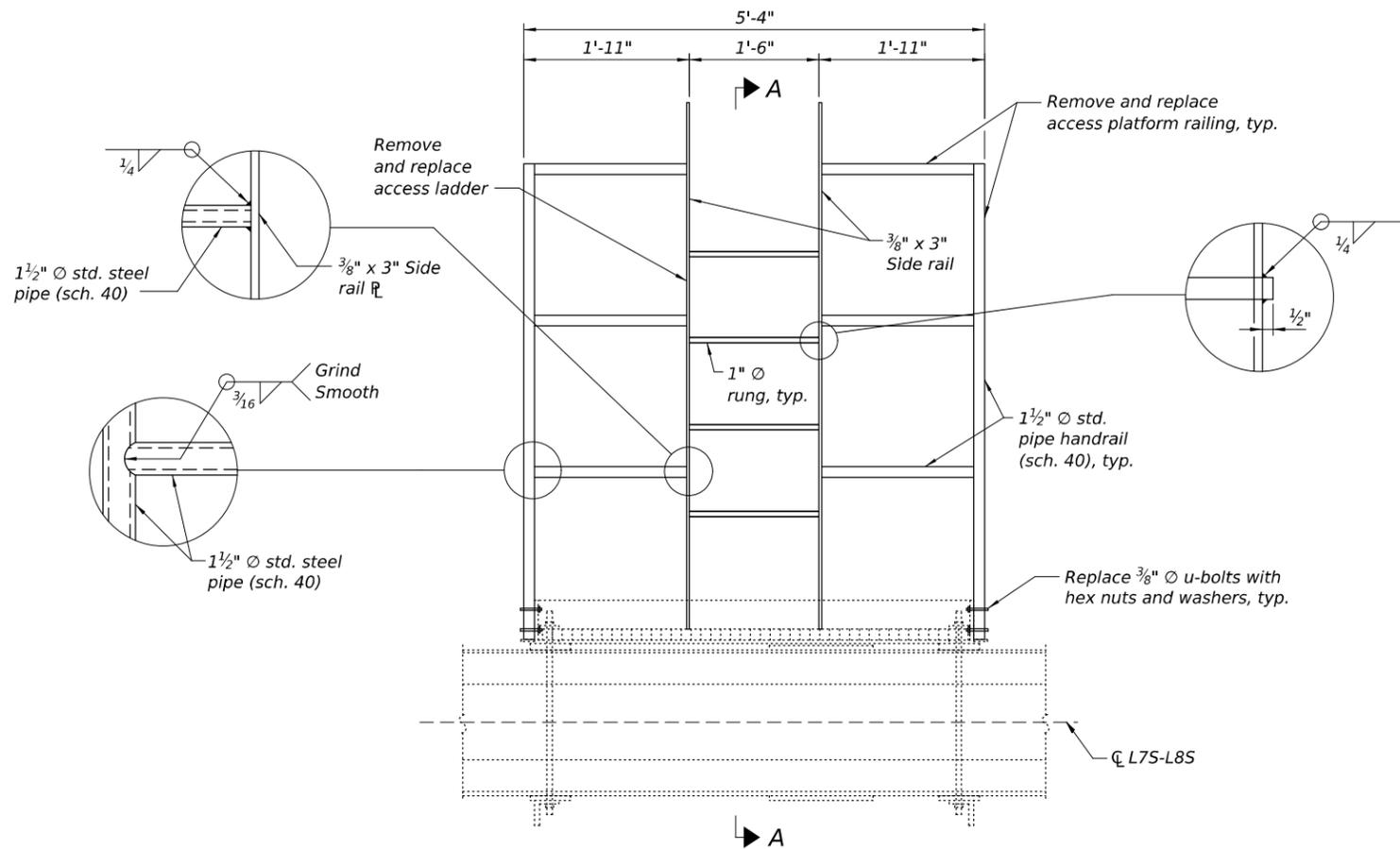
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WALKWAY HANDRAIL REPAIRS
STRUCTURE NO. 031-0001

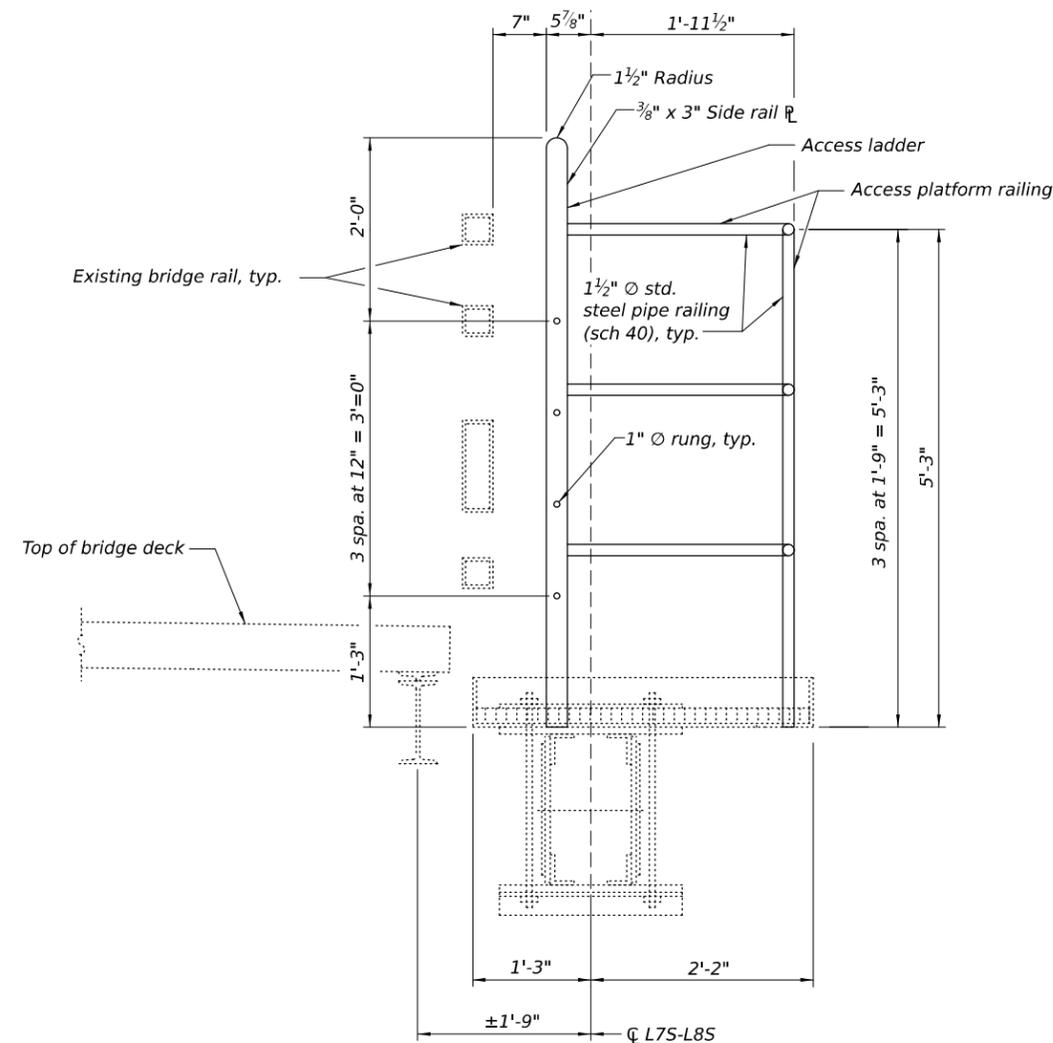
SHEET 67 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(558)				

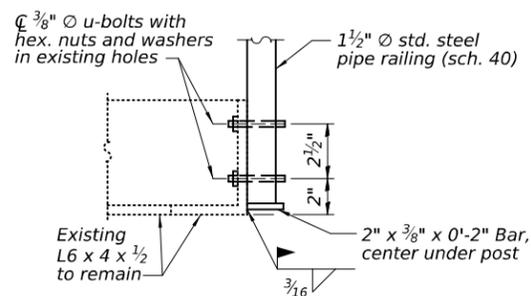


**PARTIAL ELEVATION AT SOUTH NAVIGATION LIGHT WALKWAY
SPAN 2, MIDSPAN L7S-L8S (ITEM 772)**
Looking North

Bridge rail and deck not shown for clarity.



SECTION A-A
Looking East



RAILING ATTACHMENT DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Access Ladder	Each	1

Notes:
Remove and replace south navigation light walkway railings and ladder at the location indicated. Areas of weld removal shall be ground flush and inspected for cracks. The ladder, railing, and associated attachments and hardware shall be galvanized after fabrication according to AASHTO M111 or M232 as applicable. Railings shall meet OSHA requirements. U-bolts for angle to post connections shall be ASTM A354 Grade BC, mechanically galvanized.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ACCESS PLATFORM RAILING AND LADDER REPLACEMENT
STRUCTURE NO. 031-0001**

SHEET 68 OF 117 SHEETS

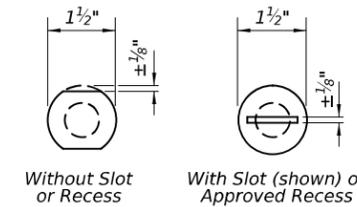
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304	266BRR, (4, 5) I	GREENE	117	68
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(558)				

**REPLACE DEFECTIVE OR MISSING FASTENERS
WITH HIGH STRENGTH BOLTS**

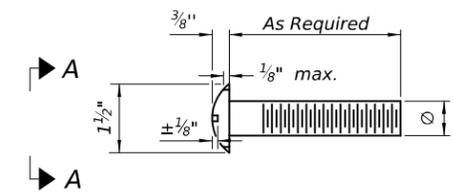
2025 NBIS Inspection Deficiency Item No.	Location	Quantity
11	West Approach, North Side Handrail at Pier 1	2
825	Span 1, Stringers 2, 4, and 5 at Floorbeam 0	3
634	Span 1, Walkway Stairwell at U7S	2
606	Span 1, L8S-U8S at L8S	1
476	Span 1, L8N-U8N at L8N	1
559	Span 3, South Gate Platform between Floorbeam 3 and Floorbeam 4	3
648	Span 4, L6S-L7S at L6S	4
796	Span 4, L7N-L8S at L8S	1
794	Span 4, L8N-L9N at L8N	1
804	Span 6, Platform at L3S	2
808	Span 7, L1S-L2N at L1S	1
616	Span 7, L7S-U8S at L7S	1

**REPLACE DEFECTIVE OR MISSING FASTENERS
WITH ROUND HEAD BOLTS**

2025 NBIS Inspection Deficiency Item No.	Location	Quantity
741	Span 1, North Rail at 1st Rail Post East of Pier 1	2
415	Span 4, North and South Rails at Panel Point 0	2



VIEW A-A



DETAIL OF 3/4" Ø
ROUND HEAD BOLTS

Bolt Replacement Procedure:

1. Remove existing defective fasteners as required. Flame cutting for rivet removal is not permitted.
2. Install new bolts in open holes. New high strength bolts shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized, with a diameter 1/16" less than the diameter of the hole. New round-head bolts shall be ASTM A307, hot dip galvanized, with locknuts according to ASTM A563 Grade A, with a diameter 1/8" less than the diameter of the hole.
3. The work to replace defective or missing fasteners will be paid for at the contract unit price per each for Bolt Replacement.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Bolt Replacement	Each	26

Note:

The Contractor shall replace all loose, broken, severely corroded or missing fasteners with H.S. and round-head bolts as applicable. The Engineer shall approve all additional locations not shown in the plans prior to replacement. The number of additional bolts not detailed for in the plans shall be in addition to the quantity shown for Bolt Replacement and in accordance with Article 104.02 of the Standard Specifications.

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MISCELLANEOUS FASTENER REPAIRS
STRUCTURE NO. 031-0001**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	69
				CONTRACT NO. 76T66
				ILLINOIS FED. AID PROJECT #STP-PE84(658)

SHEET 69 OF 117 SHEETS

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Floorbeam bottom flange

Floorbeam bottom flange cover $\frac{1}{16}$ " x 11"

Repair 9" cracked weld between floorbeam bottom flange and cover $\frac{1}{16}$ "



Welded attachment

L7S-L8S

SPAN 4, FLOORBEAM 9 AT NORTH END (ITEM 848)

Cracked Weld Repair Procedure:

1. The Contractor shall submit a proposed Welding Procedure Specification (WPS) for the Engineer's review and approval prior to proceeding with this work.
2. The Contractor shall provide a welder that is certified in the overhead position according to AWS D1.5: 2025 Clause 7, Part B, to perform the weld repair to the floorbeam bottom flange cover plate.
3. Clean the steel surface as necessary to facilitate visual inspection and magnetic particle testing (MPT) of the crack. MPT shall be utilized to locate the ends of the crack.
4. Remove the crack plus an additional 2 inches beyond each end of the crack by grinding or other approved method. Bevel the sides and ends of the excavation. The finished excavation shall be smooth and provide a bright shiny surface.
5. Perform MPT of the excavation to verify that the entire crack has been removed.
6. Preheat steel to a minimum temperature of 250°F. The minimum interpass temperature shall be limited to 250°F.
7. Welding shall be performed in accordance with the approved WPS.
8. Grind the weld repair to blend the contour of the adjoining weld.
9. The full length of the weld repair shall be inspected by MPT.

SPAN 1, L7S-L8S AT MIDPANEL AND AT L8S (ITEM 673)

Location at L8S South face shown. Location at midpanel similar.

Welded Attachment Removal Procedure:

1. Remove welded attachment by grinding. The surface of the affected members at the location of weld removal shall be ground smooth.
2. Ground surfaces shall be inspected for cracks using dye penetrant or magnetic particle testing. Cracks located in the base material shall be reported to the Engineer for further disposition.

Notes:

The Contractor shall grind all cracked welds parallel to the direction of the existing weld and not perpendicular to the weld.

The cost of all work required to remove welded attachments or repair the cracked weld, including material testing and identification, shall be included in the contract unit price for Structural Steel Repair and will not be measured separately for payment.

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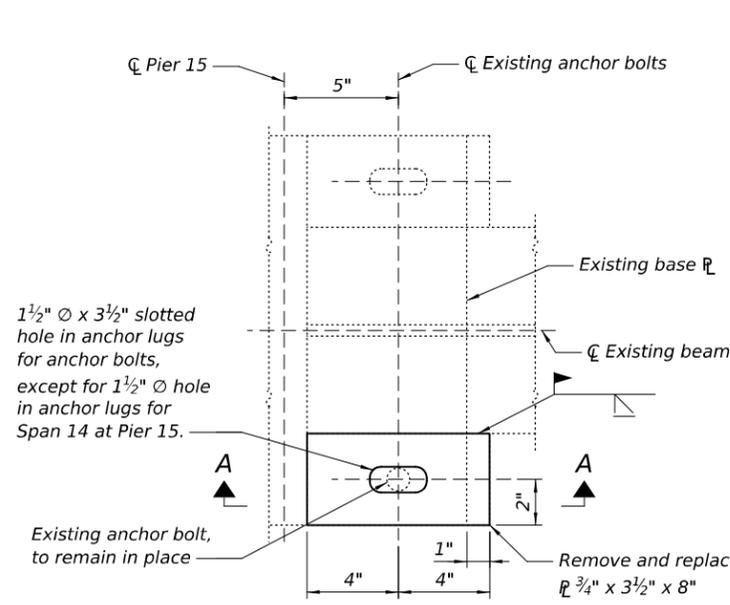
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MISCELLANEOUS WELD REPAIRS
STRUCTURE NO. 031-0001**

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CONTRACT NO. 76T66				

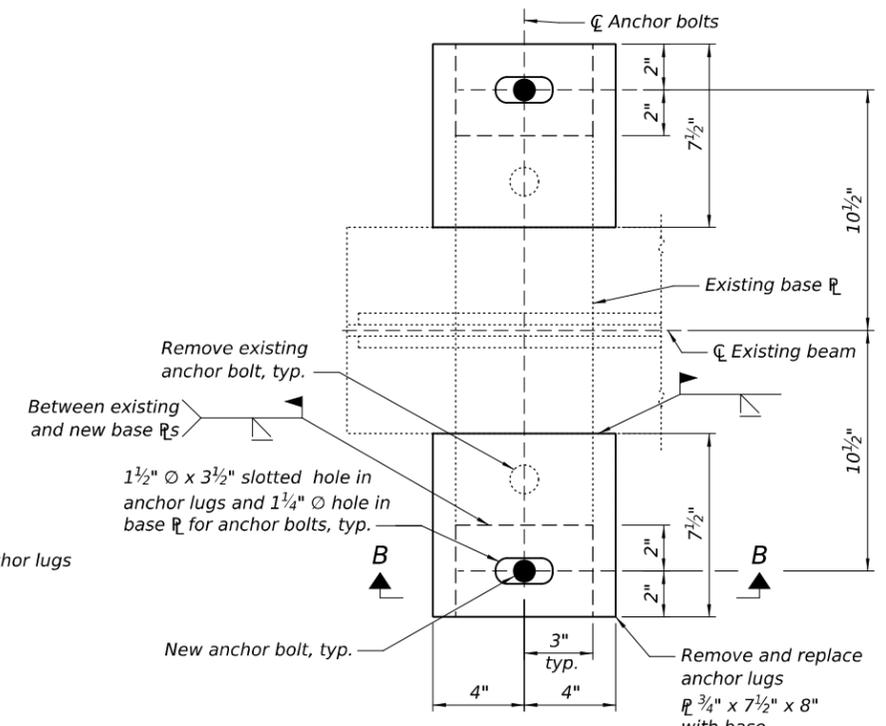
SHEET 69A OF 117 SHEETS

ILLINOIS FED. AID PROJECT #STP-PE84(658)

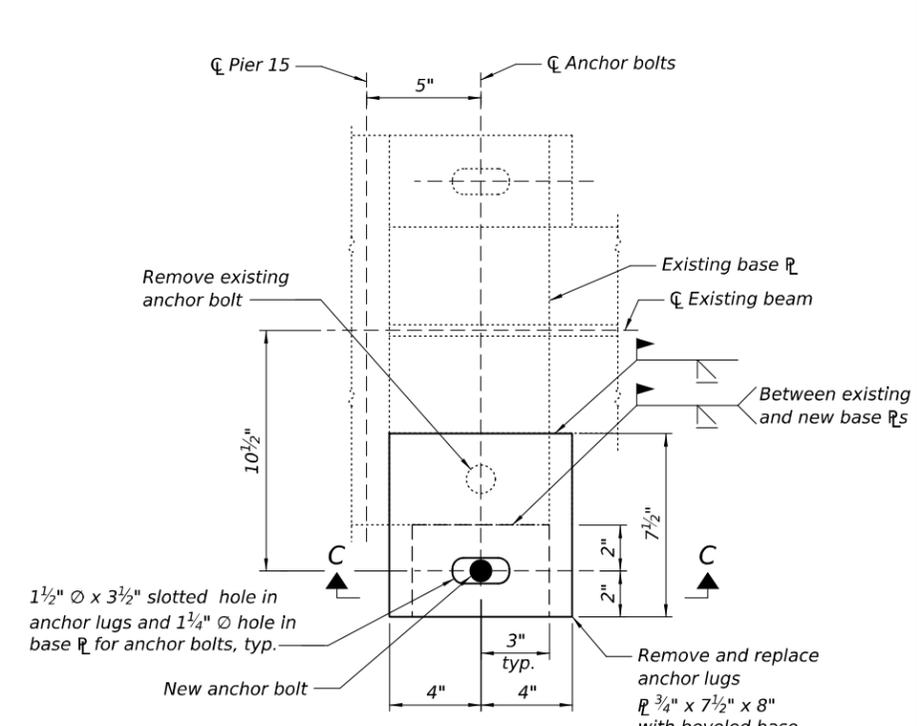


PLAN
Span 15, Beam 3, Pier 15 shown, other locations similar.

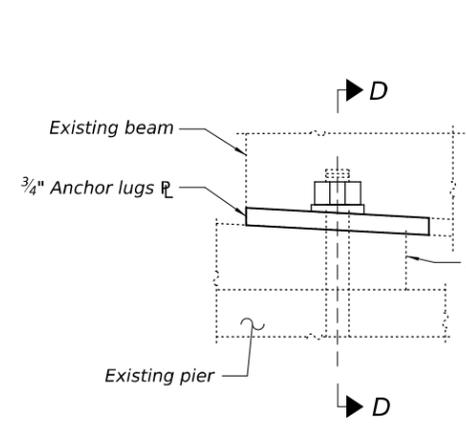
- SPAN 14, BEAM 2, PIER 15 (ITEM 708)
- SPAN 15, BEAM 3, PIER 15 (ITEM 732)
- SPAN 15, BEAM 5, PIER 15 (ITEM 733)



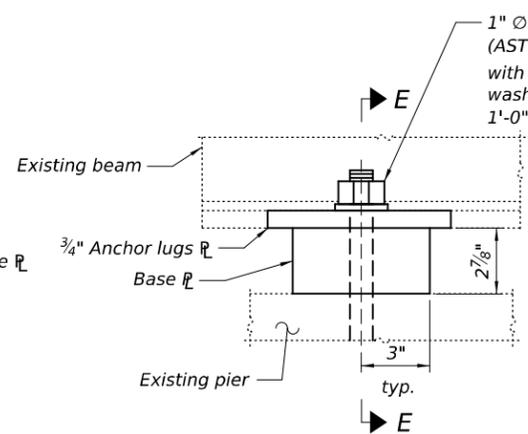
PLAN
SPAN 9, BEAM 4, PIER 9 (ITEM 731)



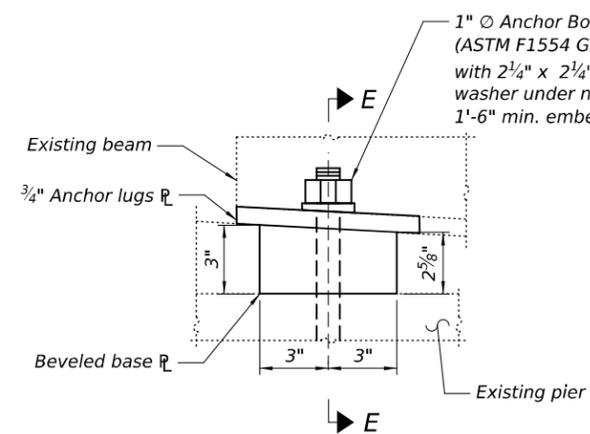
PLAN
SPAN 15, BEAM 4, PIER 15 (ITEM 824)



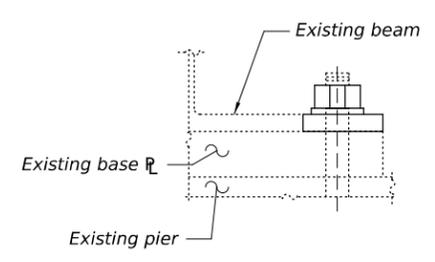
SECTION A-A
Looking North



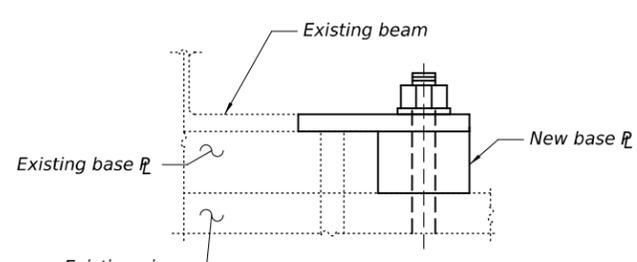
SECTION B-B
Looking North



SECTION C-C
Looking North



SECTION D-D



SECTION E-E

ANCHOR LUG PLATE REPLACEMENT PROCEDURE

1. The Contractor shall submit a proposed Welding Procedure Specification (WPS) for the Engineer's review and approval. The WPS will be suitable for welding to base materials identified in existing structural plans. The WPS shall be approved by the Engineer prior to proceeding with this work.
2. The existing weld shall be removed in such a manner that the base metal is not damaged. Surface shall be finished in accordance with AWS D1.5.
3. The Contractor shall provide a welder that is certified in the horizontal position according to AWS D1.5 Clause 7, Part B, to weld the new anchor slug plate.
4. Clean the steel surface as necessary to facilitate visual inspection of areas of weld removal.
5. Preheat steel to a minimum temperature of 250 °F. The minimum interpass temperature shall be limited to 250 °F.
6. Welding shall be performed in accordance with the approved WPS.
7. Finished weld profile shall meet AWS D1.5.
8. The full length of the weld repair shall be inspected by magnetic particle testing.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Steel Repair	Pound	120
Anchor Bolts, 1"	Each	3

Notes:
All base plates, anchor lugs plates, anchor bolts, nuts and washers shall be galvanized according to AASHTO M111 or M232 as applicable. Existing steel that will be in contact with new steel shall be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for secondary connections. Primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.
The cost of all work required to repair the bearings, including steel removal, shall be included in the cost for Structural Steel Repair.
The cost of all work for anchor bolt removal shall be included in the cost for Anchor Bolts, 1" and will not be measured separately for payment.

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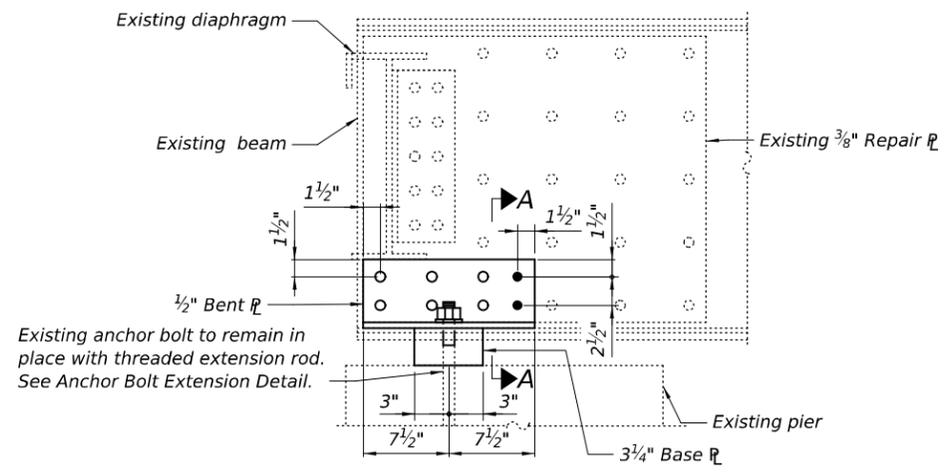
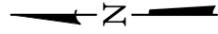
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

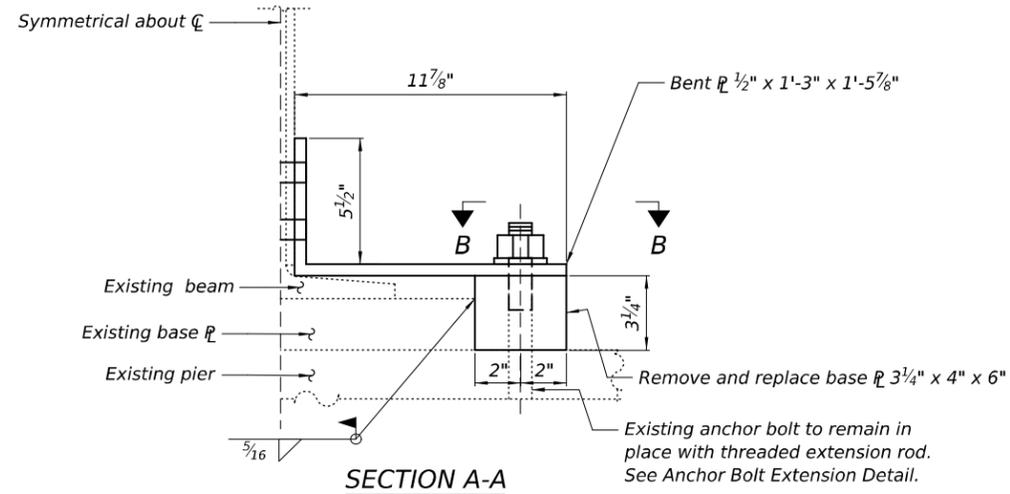
BEARING REPAIRS - 1
STRUCTURE NO. 031-0001

SHEET 70 OF 117 SHEETS

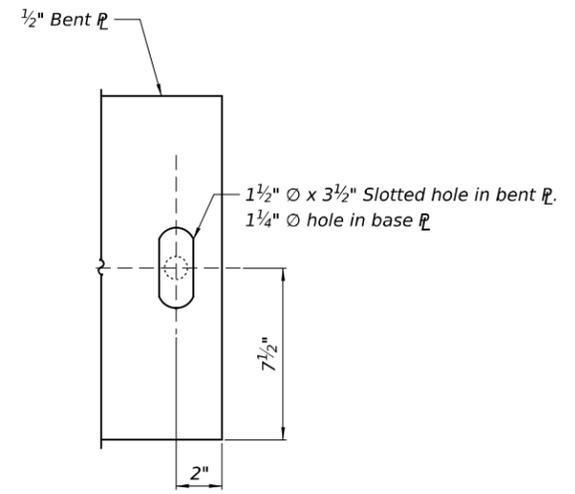
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CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(558)				



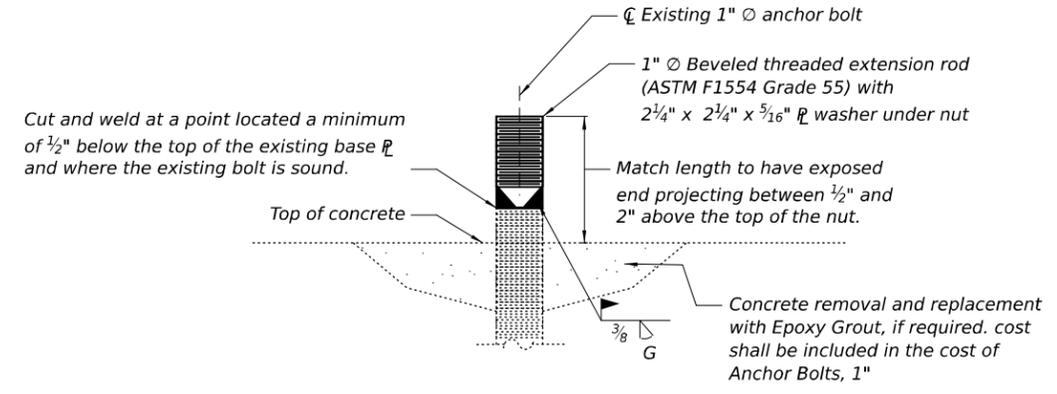
ELEVATION
SPAN 9, BEAM 2, PIER 9 (ITEM 838)
 Looking North



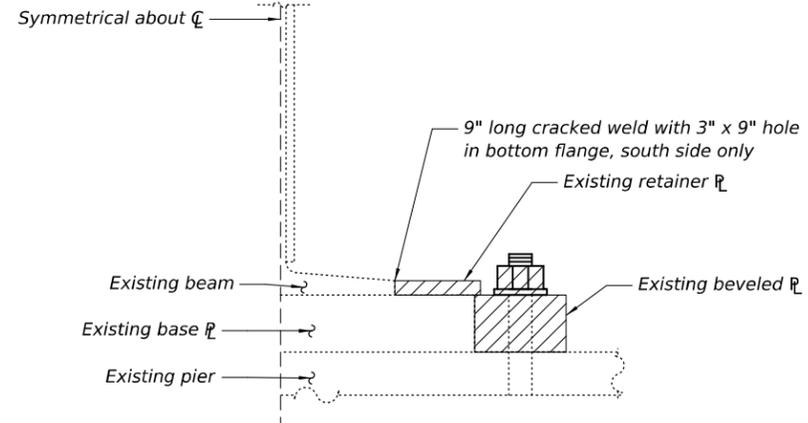
SECTION A-A



VIEW B-B



ANCHOR BOLT EXTENSION DETAIL



BEARING REMOVAL SECTION

RETAINER PLATE REMOVAL PROCEDURE

1. Remove the retainer plate welded to the beam flange without damaging the base metal.
2. Clean the steel surface as necessary to facilitate visual inspection and magnetic particle testing (MPT) for crack.
3. Remove the crack by grinding or other approved method to 1/4" deep. The finished excavation shall be smooth and provide a bright shiny surface.
4. Perform MPT of the excavation to verify that the entire crack has been removed.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Steel Repair	Pound	130
Anchor Bolts, 1"	Each	1

Notes:

Existing fasteners in existing 3/8" web repair plate connection are 3/4" O bolts in 1 3/16" O holes. All fasteners in bearing repair shall be 3/4" O ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts. Holes in new material and new holes in existing material shall be 1 3/16" O.

All base plate, bent plate, anchor bolt, nut and washer shall be galvanized according to AASHTO M111 or M232 as applicable.

Existing steel that will be in contact with new steel shall be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for secondary connections. Primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.

The cost of all work required to repair the bearing, including steel removal, shall be included in the cost for Structural Steel Repair.

The cost of all work for anchor bolt extension shall be included in the cost for Anchor Bolts, 1" and will not be measured separately for payment.

LEGEND

- Existing fastener to remain
- New bolt in new hole (shop or field drilled)
- Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)

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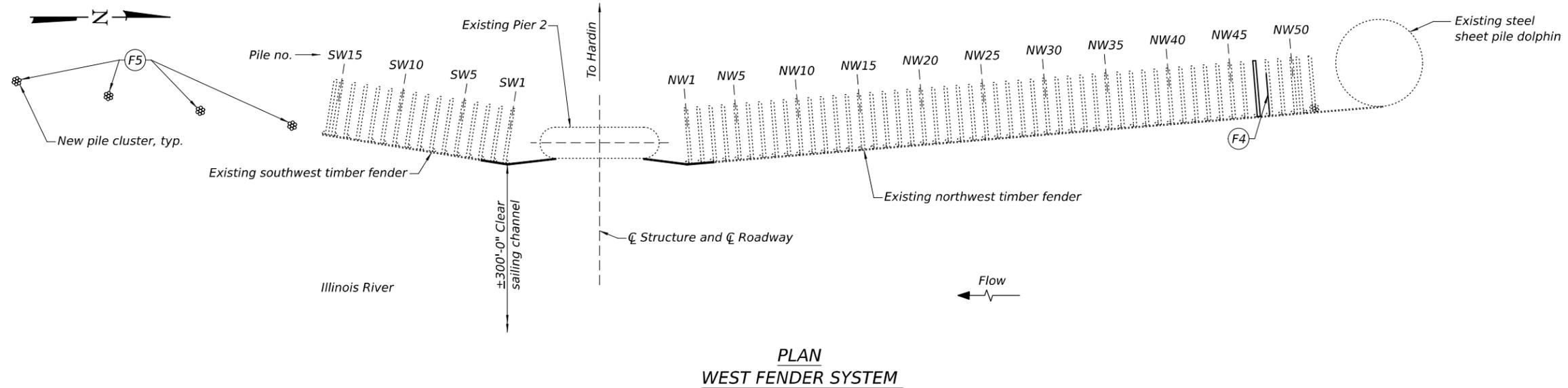
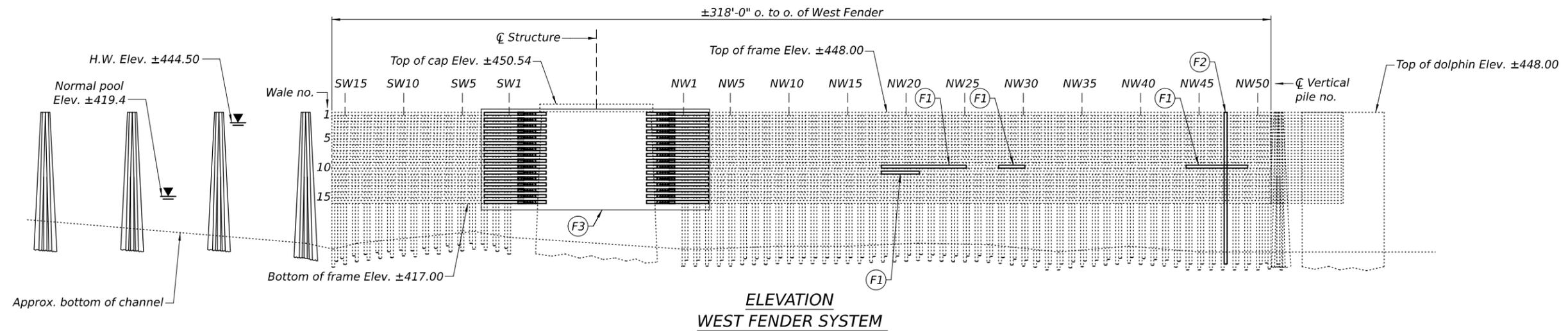
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING REPAIRS - 2
STRUCTURE NO. 031-0001

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	71
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(558)				

SHEET 71 OF 117 SHEETS



FENDER REPAIR SCHEDULE - 1				
ID No.	Item	Location	Action	Sheet No. of 117
F1	Wale	Wale 10 from Pile NW18 to NW25; Wale 11 from Pile NW18 to NW21; Wale 10 from Pile NW28 to NW30; Wale 10 from Pile NW44 to NW49	Replace damaged portion of wale	76
F2	Batter Pile	Pile NW47	Replace batter pile	76
F3	Pier Fender System	Pier 2	Replace wales	74 and 75
F4	Cross Brace	Upper South Cross Brace at Pile NW48	Replace cross brace	77
F5	Pile Cluster	Southwest end of fender system	Replace pile clusters	78

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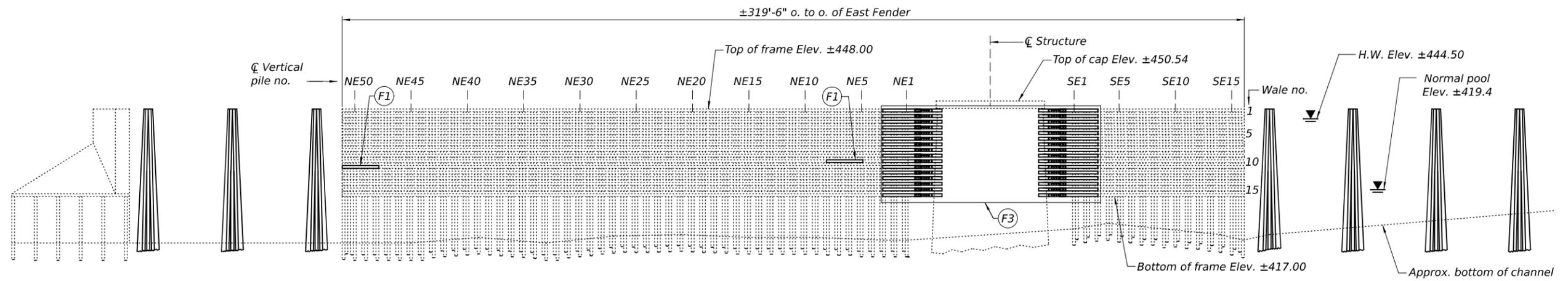
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

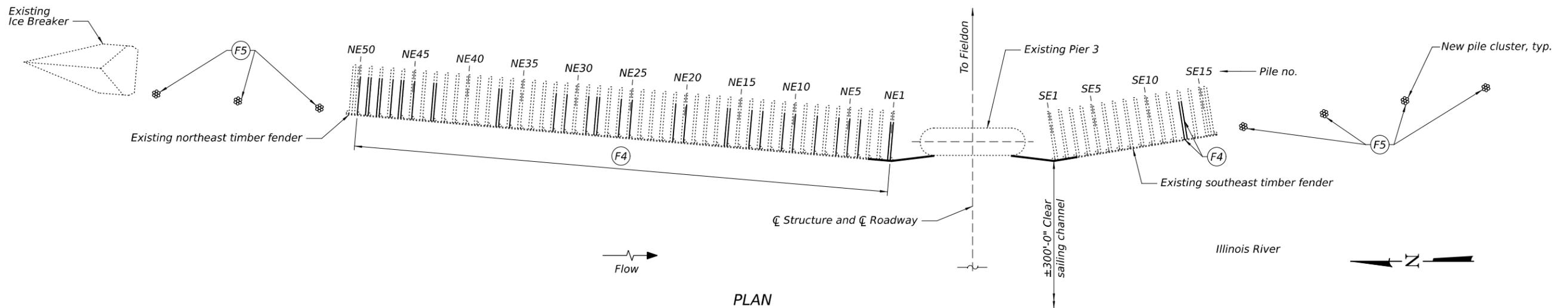
FENDER REPAIR SCHEDULE - 1
STRUCTURE NO. 031-0001

SHEET 72 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	72
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				



ELEVATION
EAST FENDER SYSTEM



PLAN
EAST FENDER SYSTEM

FENDER REPAIR SCHEDULE - 2				
ID No.	Item	Location	Action	Sheet No. of 117
F1	Wale	Wale 10 from Pile NE5 to NE8; Wale 11 from Pile NE48 to NE50	Replace damaged portion of wale	77
F3	Pier Fender System	Pier 3	Replace wales	74 and 75
F4	Cross Brace	Lower South Cross Brace at Pile SE13, NE1, NE4, NE5, NE6, NE8, NE10, NE11, NE13, NE14, NE16, NE20, NE21, NE25, NE26, NE28, NE29, NE31, NE32, NE36, NE37, NE43, NE45, NE46, NE47, NE48, NE49 and NE50; Lower North Cross Brace at Pile SE13, NE1, NE16, NE28, NE37, NE43, NE46, NE48 and NE49.	Replace cross brace	77
F5	Pile Cluster	Northeast and Southeast ends of fender system	Replace pile clusters	78

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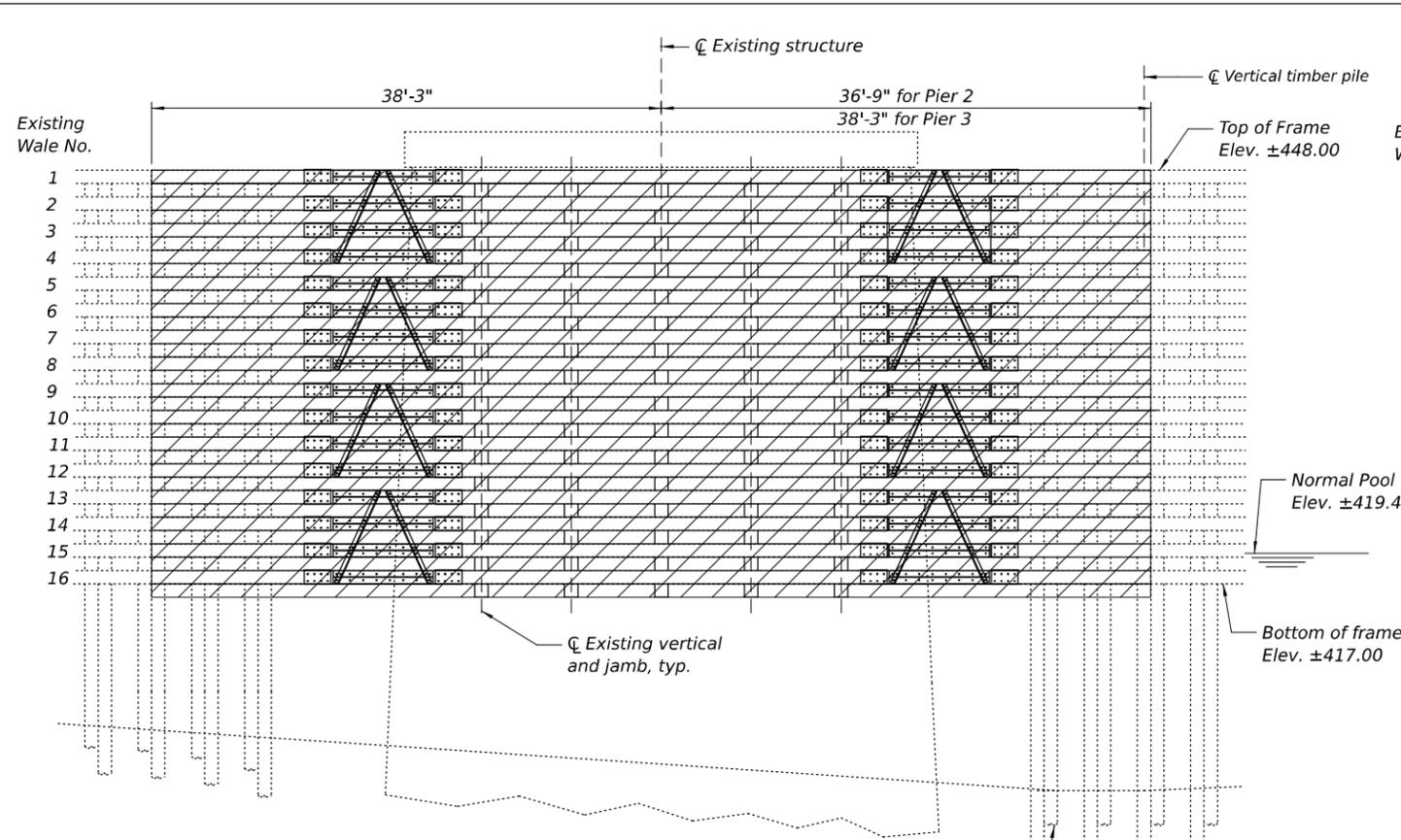
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FENDER REPAIR SCHEDULE - 2
STRUCTURE NO. 031-0001

SHEET 73 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(558)				

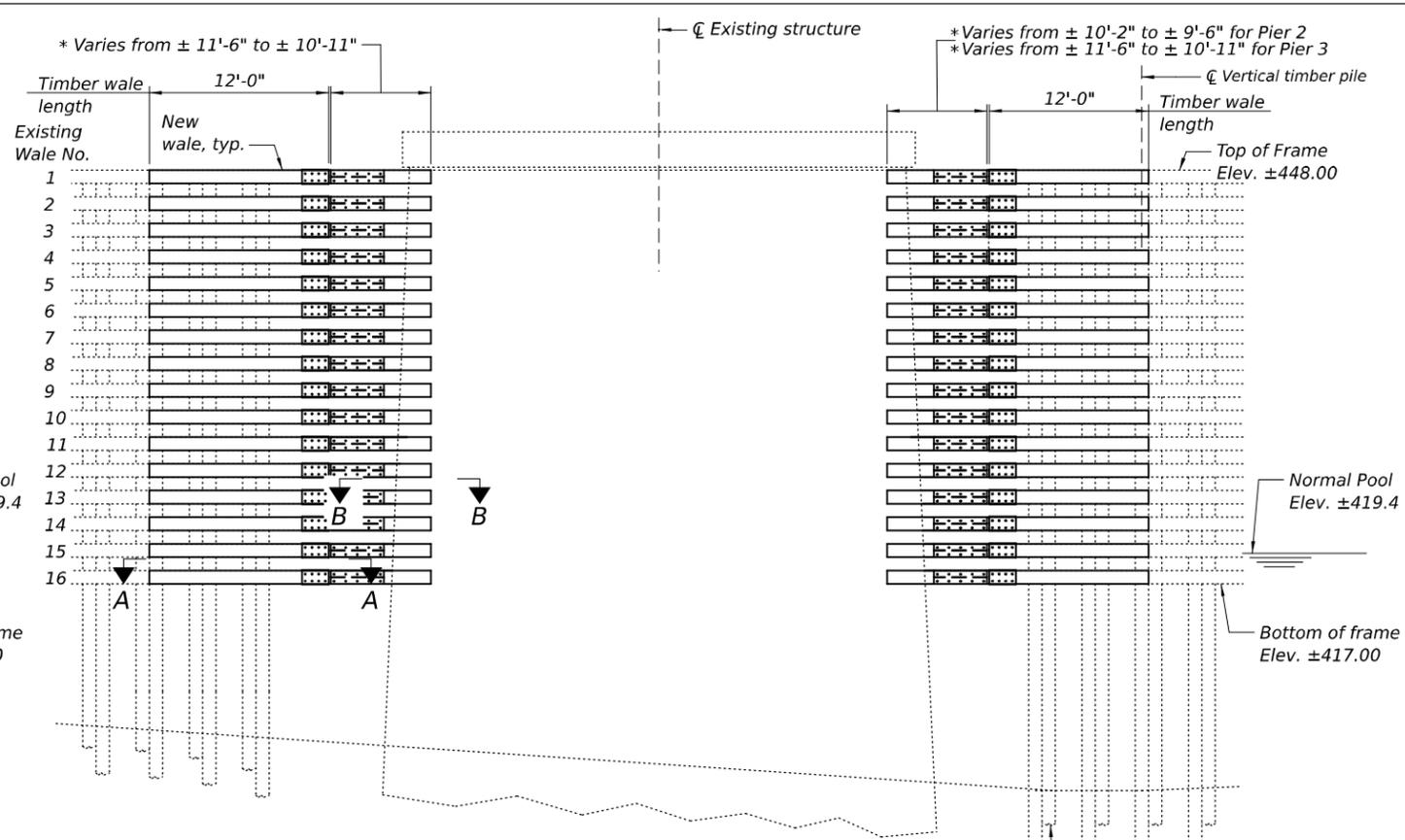


PIER FENDER SYSTEM REMOVAL DETAIL

Looking West at Pier 2. Looking East at Pier 3.

Remove fender system at Pier 2 and remnant of the fender system at Pier 3 within the removal limits shown. Removal of the collapsed fender system at Pier 3 from the channel shall be included in the cost for Fender System.

Vertical and batter piles to remain, typ.



PIER FENDER SYSTEM REPLACEMENT DETAIL

Looking West

Fender system at Pier 2 shown, fender system at Pier 3 similar.

* First length is for Wale 1, second length is for Wale 16. Contractor to field verify pier geometry before fabrication.

Vertical and batter piles to remain, typ.

- Notes:
- For Section A-A and Section B-B, see sheet 75 of 117.
 - The existing fender system on Pier 2 and Pier 3 shall be removed within the limits shown on this sheet. Burn existing threaded rods flush with existing concrete surface. Grind existing threaded rod smooth and seal with epoxy. Cost included with Fender System.
 - Epoxy grout shall be according to Section 1025 of the Standard Specifications. For repair areas below the water surface, underwater epoxy grout shall be used. The method of grout application shall be approved by the Engineer.
 - The cost for all work for pier fender system replacement shall be included in the cost for Fender System and will not be measured separately for payment.

MODEL: B_L_Sheet_Constant
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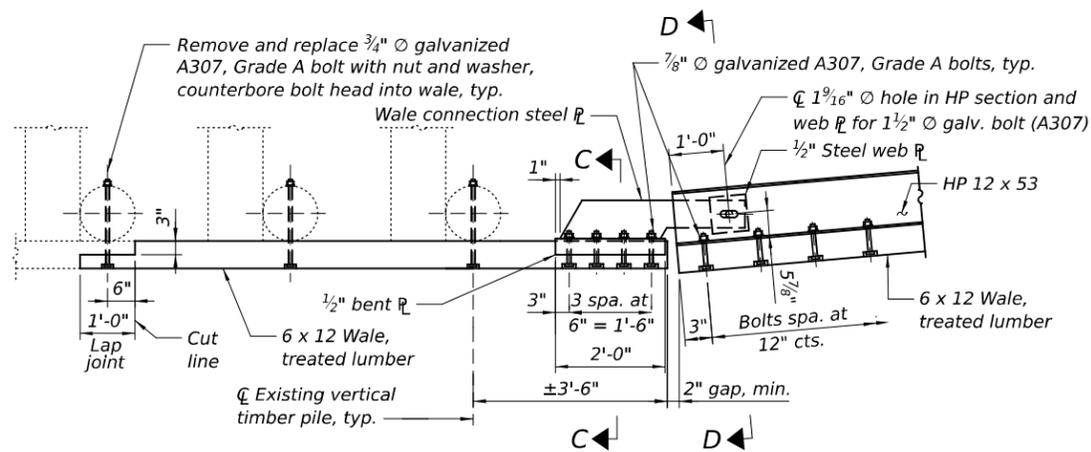
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FENDER SYSTEM REPAIRS - 1
STRUCTURE NO. 031-0001

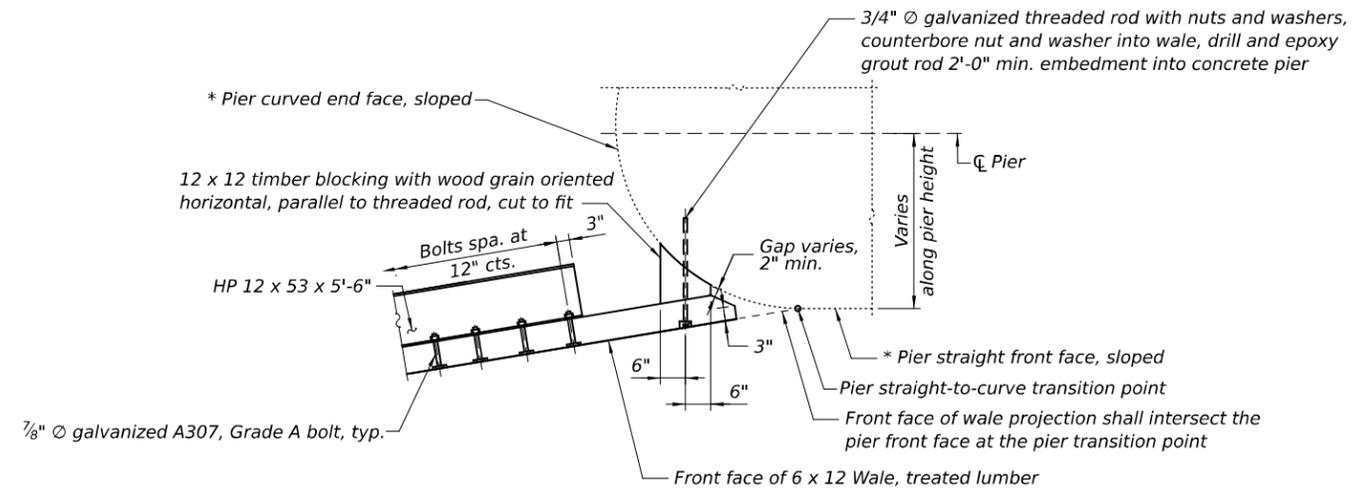
SHEET 74 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	74
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(558)				



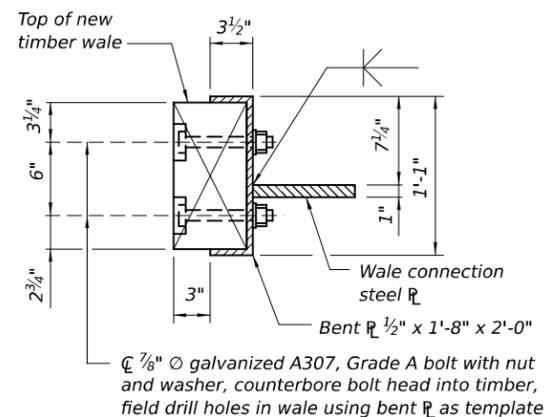
SECTION A-A

Cut existing, as required, and new wales as shown for lap joint.

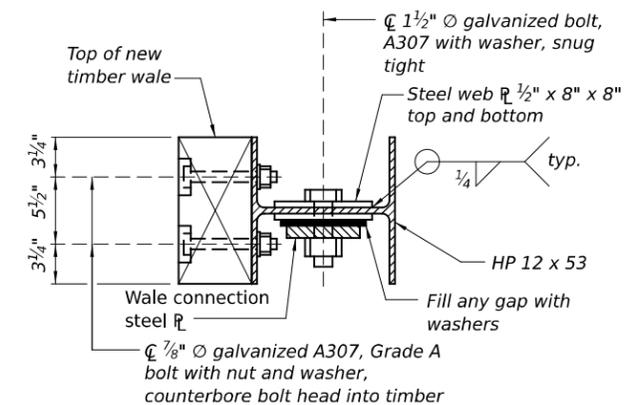


SECTION B-B

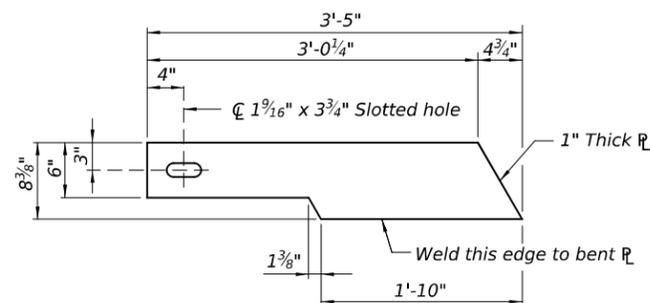
* Pier face sloped along pier height, 1H:24V



SECTION C-C



SECTION D-D



WALE CONNECTION STEEL PLATE

Notes:
 For location Section A-A and Section B-B, see sheet 74 of 117.
 The existing wale connection steel plate, bent plate system, and HP 12x53 may be salvaged and reused at the direction of the Engineer. If salvaged, the structural steel shall be cleaned and painted in accordance with the special provision for Fender System.
 The cost for all work for pier fender system replacement shall be included in the cost for Fender System and will not be measured separately for payment.

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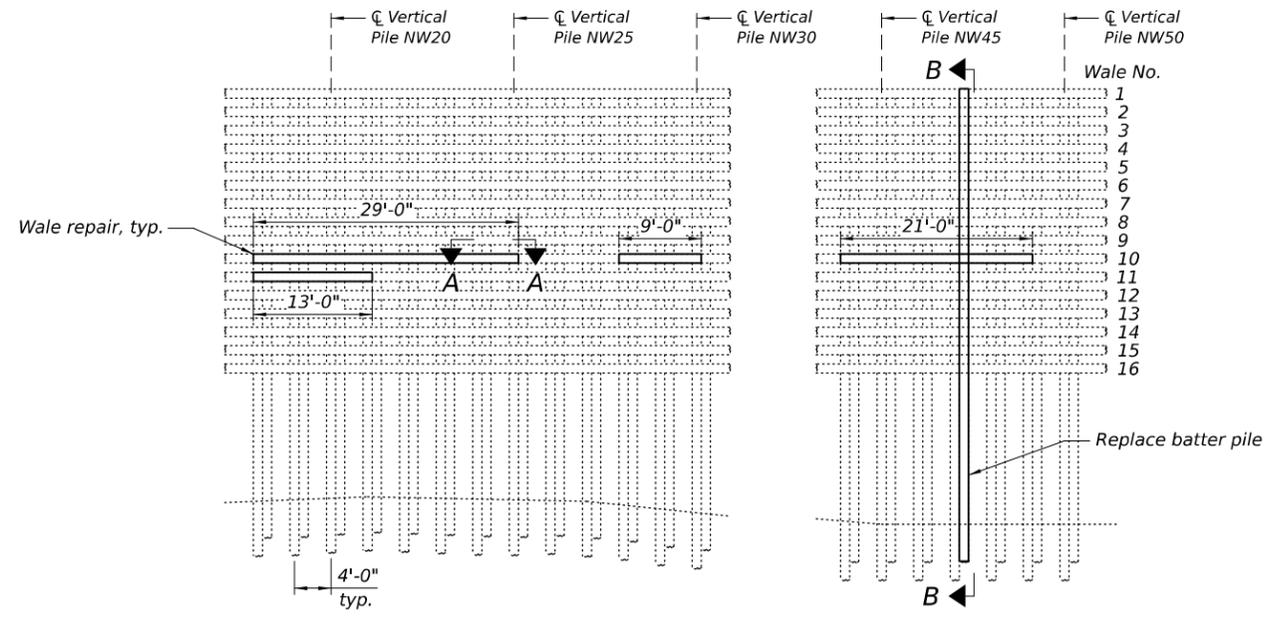
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

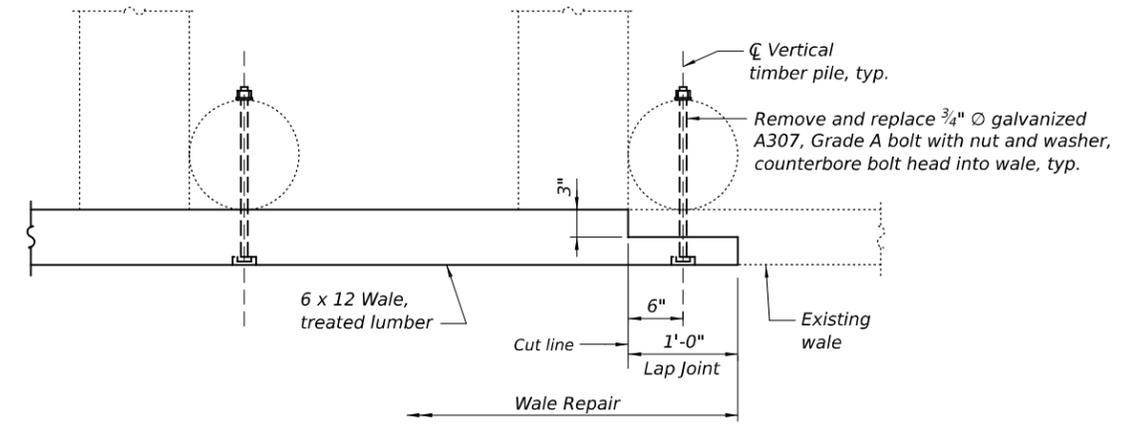
**FENDER SYSTEM REPAIRS - 2
 STRUCTURE NO. 031-0001**

SHEET 75 OF 117 SHEETS

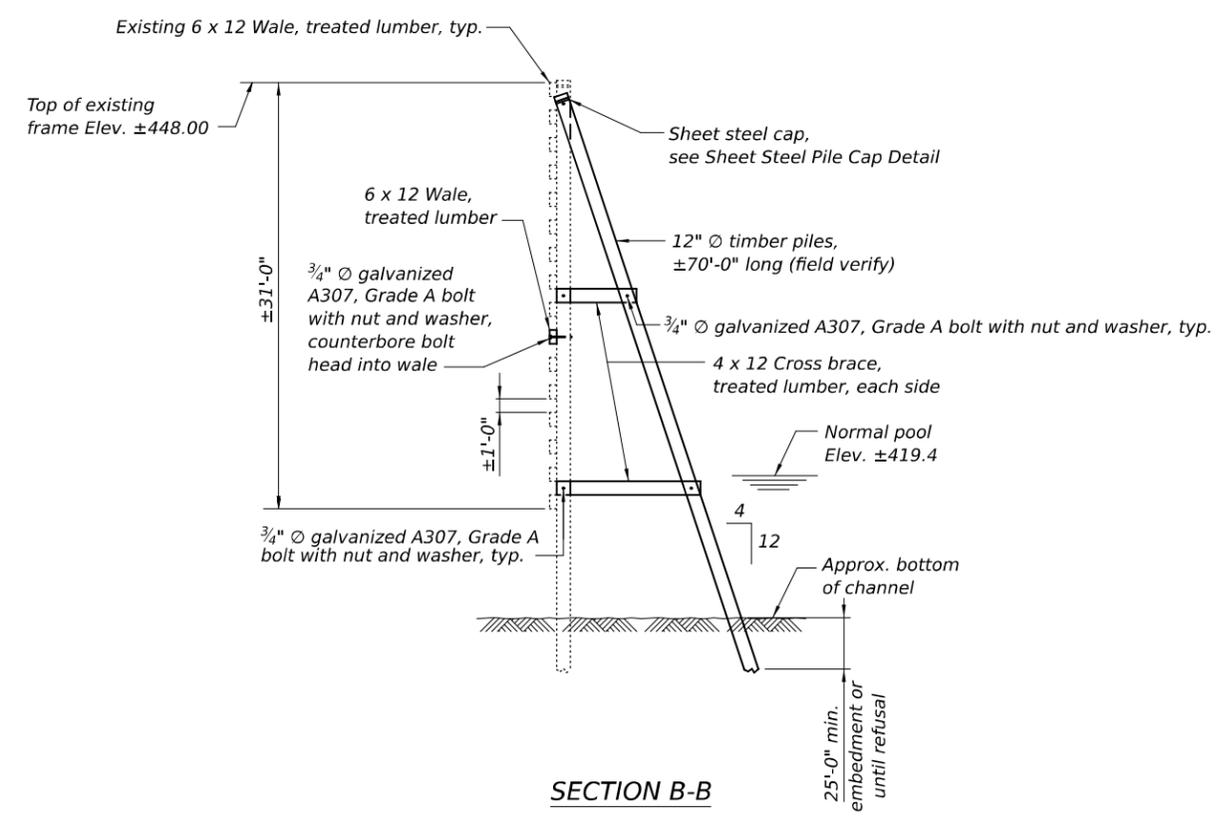
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(558)				



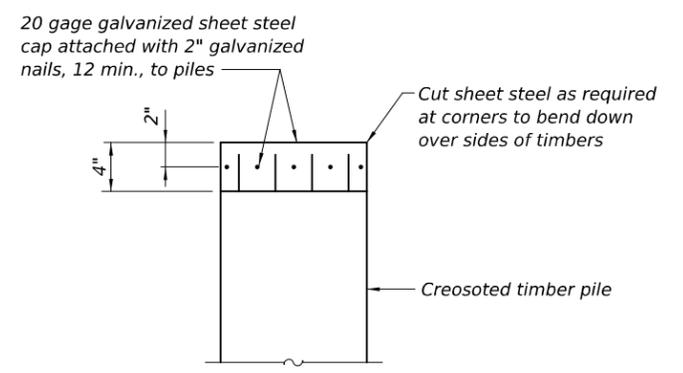
PARTIAL ELEVATION - NORTHWEST FENDER SYSTEM



SECTION A-A
Cut existing, as required, and new wales as shown for lap joint.



SECTION B-B



SHEET STEEL PILE CAP DETAIL

Note:
The cost for all work for wale and batter pile replacement shall be included in the cost for Fender System and will not be measured separately for payment.

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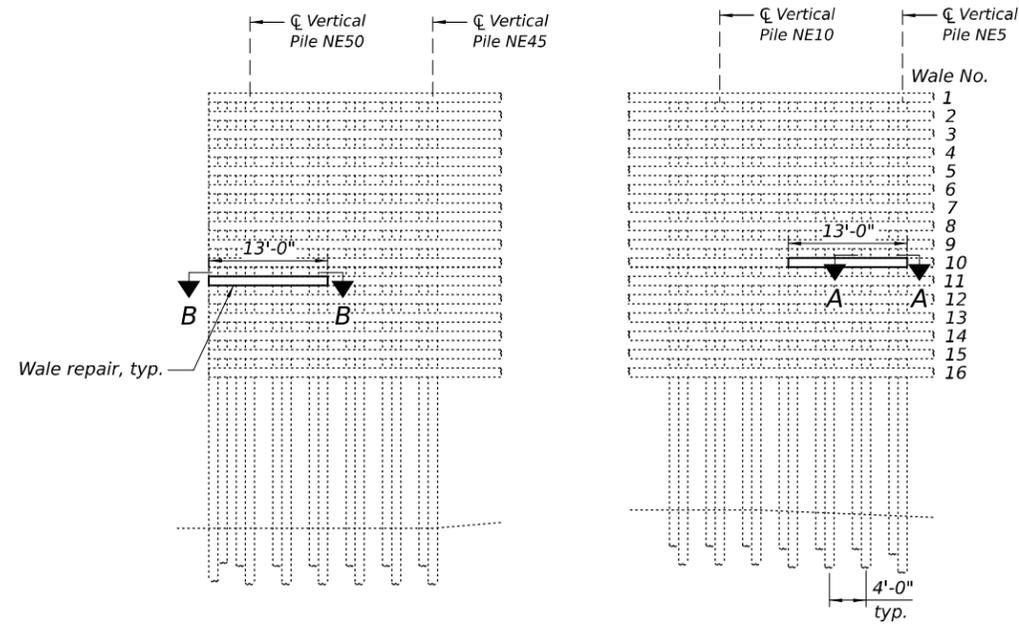
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

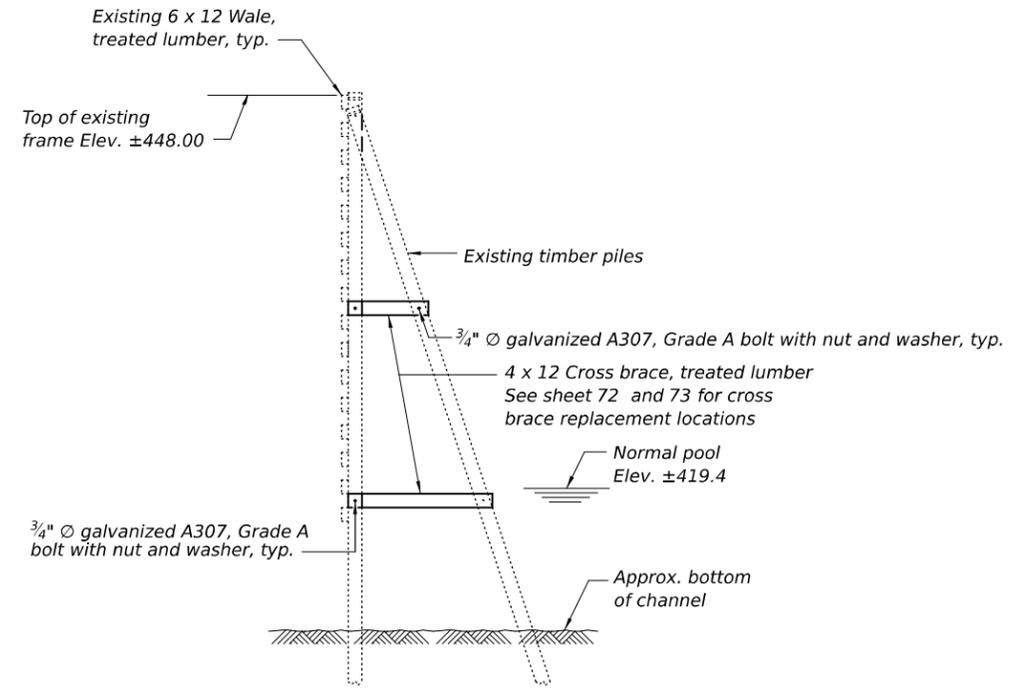
**FENDER SYSTEM REPAIRS - 3
STRUCTURE NO. 031-0001**

SHEET 76 OF 117 SHEETS

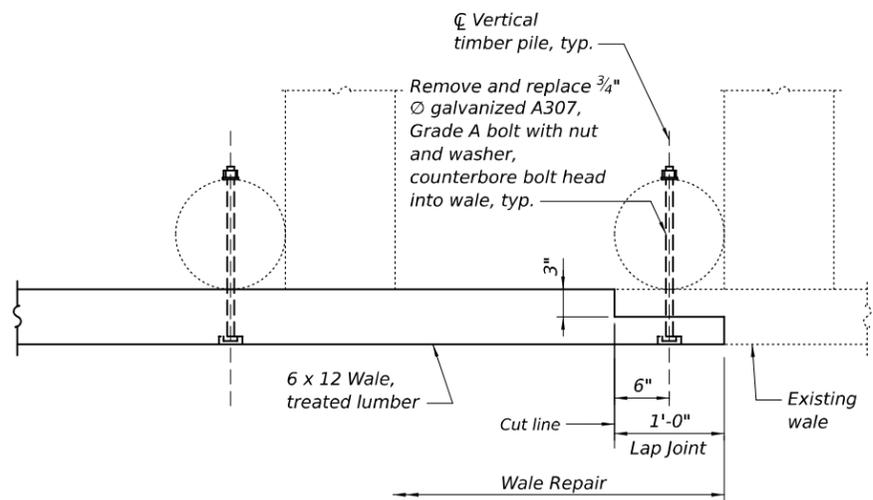
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304	266BRR, (4, 5) I	GREENE	117	76
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(558)				



PARTIAL ELEVATION - NORTHEAST FENDER SYSTEM

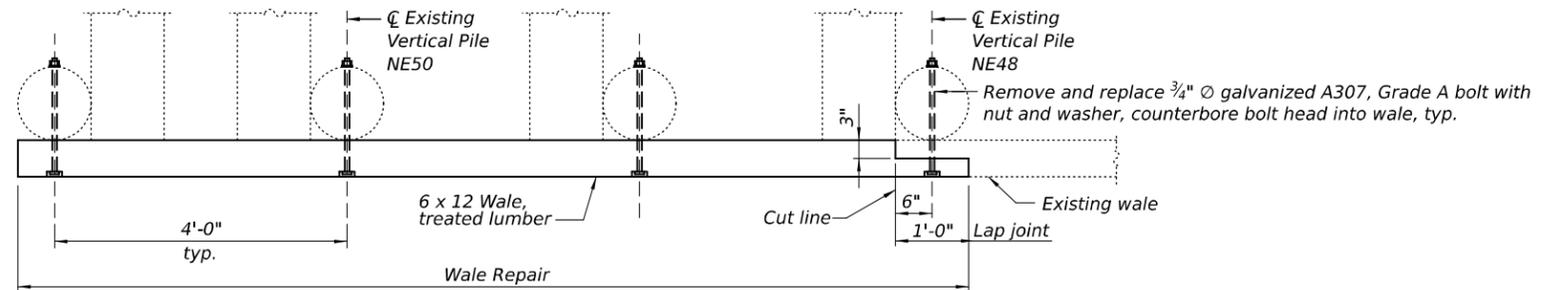


CROSS BRACE REPLACEMENT



SECTION A-A

Cut existing, as required, and new wales as shown for lap joint.



SECTION B-B

Cut existing, as required, and new wales as shown for lap joint.

Note:
The cost for all work for wale and cross brace replacement shall be included in the cost for Fender System and will not be measured separately for payment.

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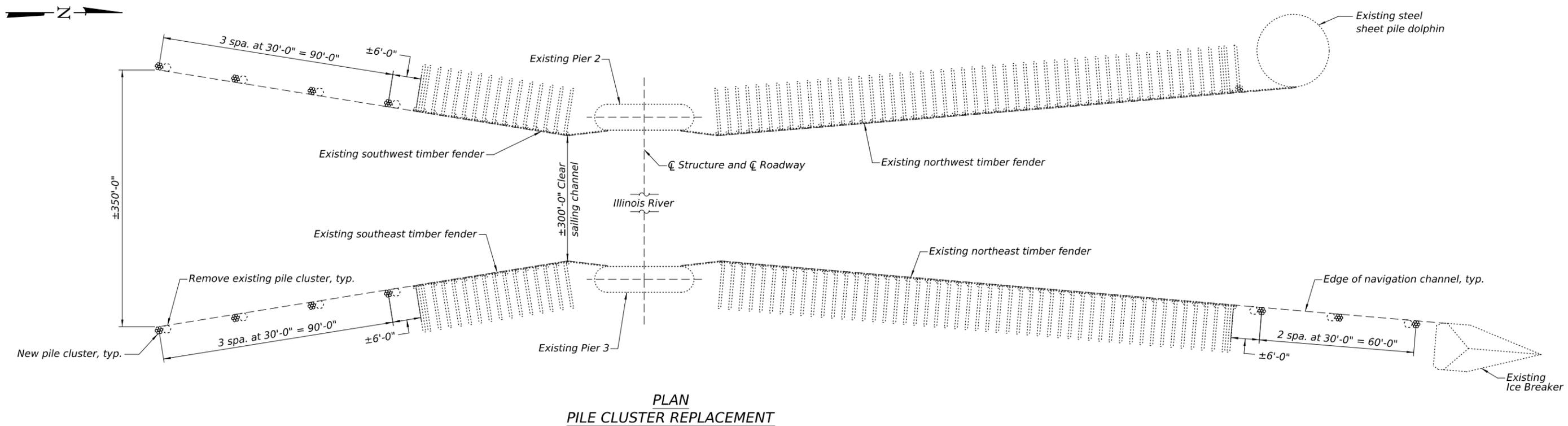
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FENDER SYSTEM REPAIRS - 4
STRUCTURE NO. 031-0001**

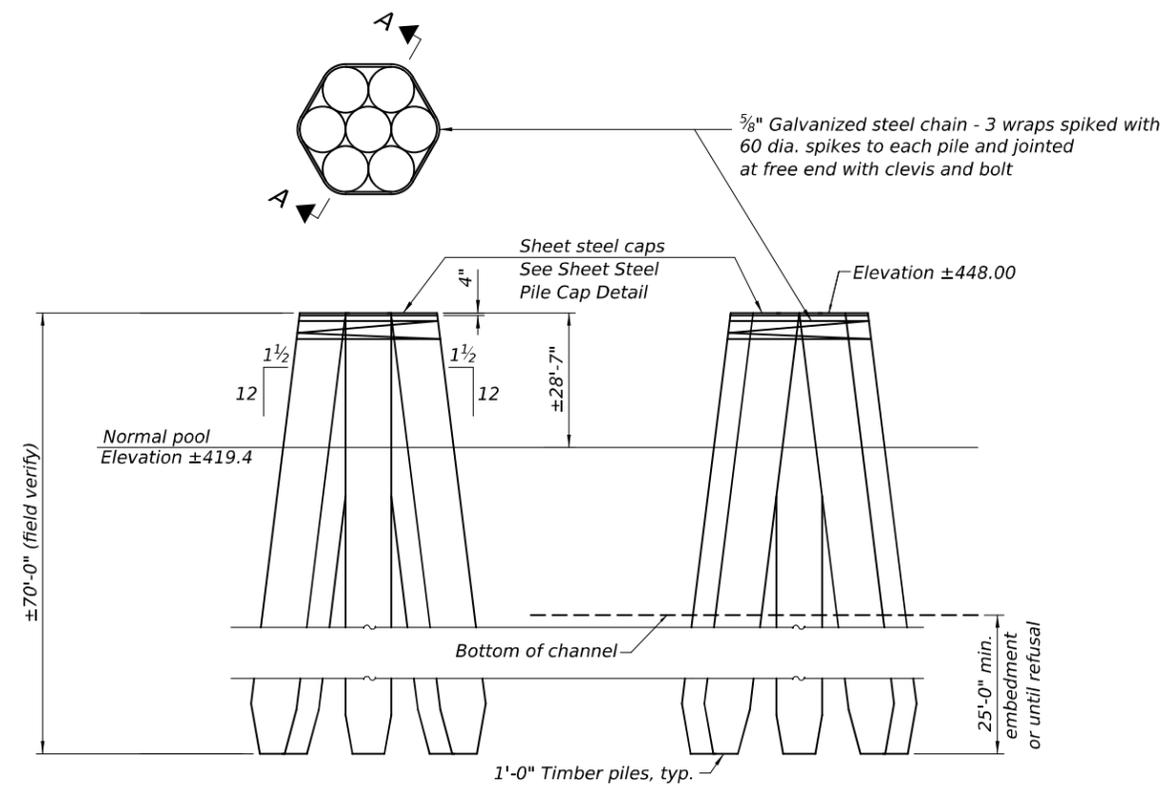
SHEET 77 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	77
CONTRACT NO. 76T66				

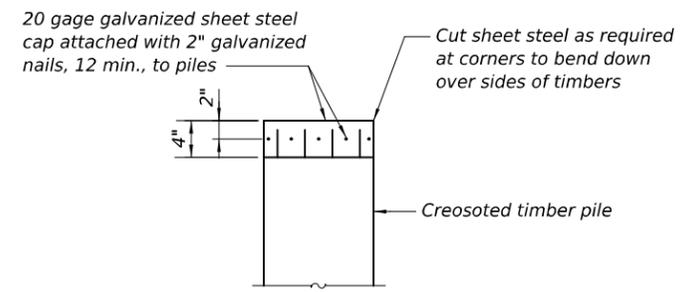
ILLINOIS FED. AID PROJECT #STP-PE84(658)



PLAN
PILE CLUSTER REPLACEMENT



SECTION A-A
FRONT VIEW
PILE CLUSTER DETAIL



SHEET STEEL PILE CAP DETAIL

Note:
The cost for all work for pile cluster replacement shall be included in the cost for Fender System and will not be measured separately for payment.

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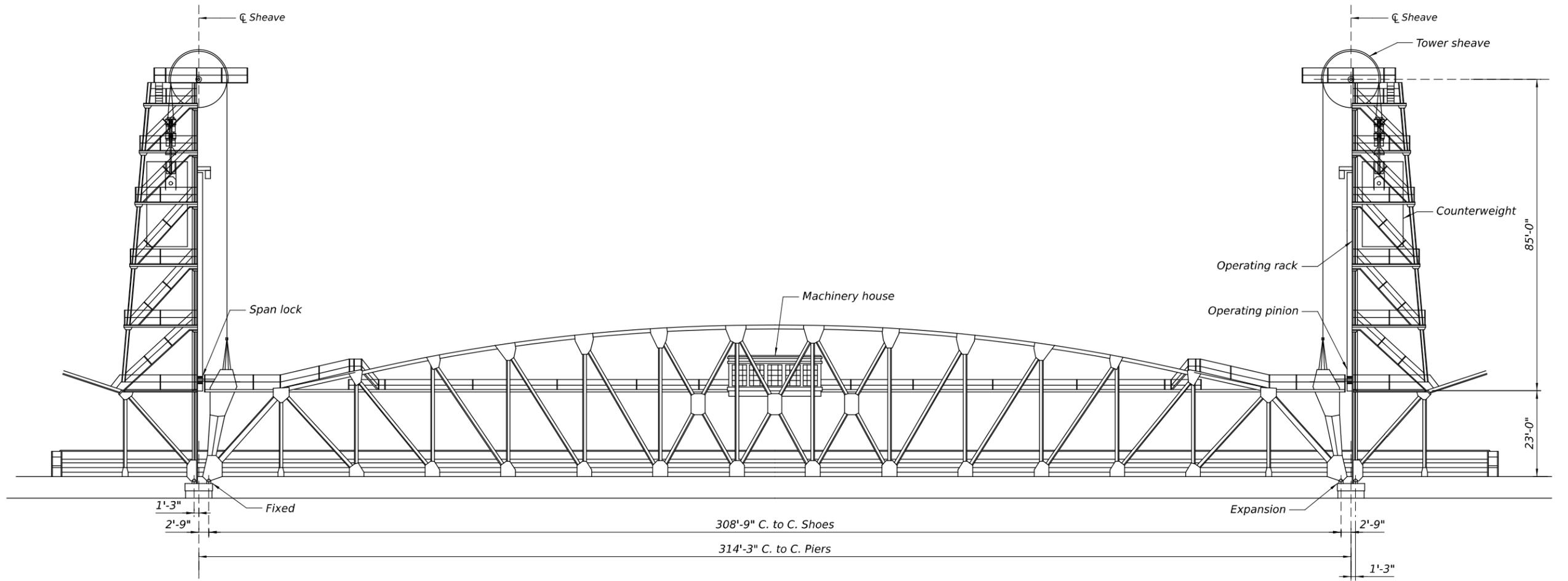
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

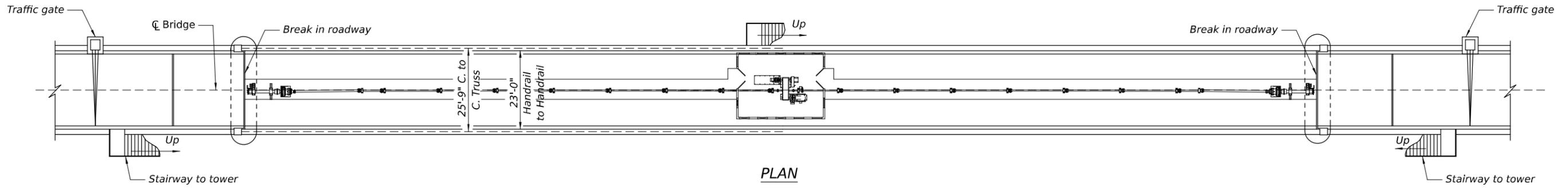
FENDER SYSTEM REPAIRS - 5
STRUCTURE NO. 031-0001

SHEET 78 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	78
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				



ELEVATION



PLAN

- Scope of Mechanical Rehabilitation Work:
1. Install stop discs at high misalignment couplings
 2. Adjust pinion to improve rack and pinion engagement
 3. Replace counterweight guides (8 locations)
 4. Rehabilitate air buffer piping
 5. Maintain span balance

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Refurbishing Of Operating Machinery	L Sum	1

Note: This Bill of Material covers sheets 79 thru 85.

MODEL: B1_Sheet_Constantant
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

MECHANICAL GENERAL PLAN AND ELEVATION
 STRUCTURE NO. 031-0001

SHEET 79 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	79
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				

GENERAL MACHINERY NOTES

Span lift to "Full Open" position - 57 feet.
 Span lift to "Extreme Lift" (Overtravel) position - 57.6 feet.
 Normal time to lift Span to "Full Open" position - 2.2 Minutes (not including time for Barrier and Warning Gates, and Span Locks to operate).
 Time for Emergency Gearmotor to lift Span to "Full Open" position - 10 Minutes.

All quantities shown herein are included for reference only. The Contractor shall generate his own detailed list of quantities and materials as the basis for bidding and purchasing.

Where products of specific Manufacturers are called for in the Contract Documents the Contractor may substitute equal or superior products by other Manufacturers, as approved by the Engineer.

Should equipment called for in the Contract Documents be unavailable from the Manufacturer, the Contractor shall produce an equal product from another source, as approved by the Engineer.

The manufacture, workmanship, handling, installation, and lubrication of all Mechanical Components called for in this Contract shall comply with the requirements of the 2023 3rd edition of the American Association of State Highway and Transportation Officials (AASHTO) LRFD "Movable Highway Bridge Design Specification", and all applicable interim revisions, unless otherwise called for by these Plans and Specifications.

Fits and surface finishes, when not included on the Plans, shall be as shown below, or Vendor's recommended Specifications, whichever is more rigorous.
 Surface finishes are given as the roughness height in microinches.

Part	Fit	Finish
Machinery Base on Steel	-	250
Shaft Journals		
Journal Bushings	RC6	8
Split Bushing in Base	RC6	16
Solid Bushing in Base (to ¼ inch wall)	LC1	125
Solid Bushing in Base (over ¼ inch wall)	FN1	63
Hubs on Shaft (to 2 inch Bore)	FN2	32
Hubs on Shaft (over 2 inch Bore)	FN2	64
Hubs on Main Trunnions	FN2	63
Turned Bolts in finished Holes	LC6	63
Sliding Bearings	LC6	63
Keys and Keyways (Top and Bottom)	LC4	63
Keys and Keyways (Sides)	FN2	63
Machinery Parts in fixed contact	FN2	63
Teeth of open Spur Gears:	-	125
under 1 inch circular pitch		
1 inch to 1¾ inch circular pitch	-	32
over 1¾ inch circular pitch	-	63
	-	125

The above fits for cylindrical parts shall also apply to the major dimensions of noncylindrical parts.

All edges and corners of Machinery Parts, Sheet Metal Work, Bedplates and other fabricated Machinery Supports that are exposed in the finished work shall be rounded or chamfered. All burrs or other Surface Defects that could be injurious to Workers erecting or maintaining the Bridge Machinery shall be removed.

Turned Bolts are designated by their nominal Thread Diameter. The turned Body of the Bolt shall be 1/16" larger in diameter than the size called for, and shall have an LC6 Fit to the reamed hole into which it is inserted. All turned Bolts shall be equivalent to ASTM A325, Type 3, or ASTM A449, Type -1. Turned Bolts shall be torqued to 75-85% of proof load, based on Diameter and Thread Lubricant utilized. Torque required shall be determined by calibration on a Skidmore-Wilhelm or equivalent torque testing machine.

Size turned Bolts for mounted manufactured units for minimal reaming of unit's standard Holes, or order units with Solid Bases and drill and ream for recommended Bolt size.

All Bolts used to fasten Machinery to Supports or Support Structure shall be 7/8" Dia. ASTM F3125, Grade A325 or equal Grade, unless otherwise noted.

All Fasteners and Pins specified as Stainless Steel shall be Type 316 Stainless Steel, with a minimum tensile strength of 80,000 PSI and shall equal or exceed ASTM F593, Alloy Group 1 or 2, condition CW, unless otherwise noted.

Machinery Units shall have Lifting Eyes or Eye Bolts, properly sized for safe working loads, and located for balanced Lift.

Weldments and miscellaneous Machinery Components shall be fabricated from ASTM A572, Grade 50, or ASTM A709, Grade 50 Steel, unless otherwise noted.

Provide welding consumables conforming to AWS D1.1. Consumables shall include Manual AWS E7018 covered Electrodes, or ER70S-3 solid Wire, or E71T-1 fluxcore Wire. Use of Wire must be accompanied by an approved Argon-CO² cover Gas. Contractor shall furnish proof of Weld deposit toughness of 25 ft-lbs at 10 Degree F per Manufacturer's Certification or by actual testing.

For fabrication, installation, aligning, testing and all related work required by the Bridge Machinery, the Contractor shall use only skilled, trained and experienced machinists, mechanics and millwrights who are thoroughly familiar with specified Requirements and Methods necessary for the proper execution of the specified Work.

All dimensions shown herein are for the Specified Products of the particular Manufacturer listed. These dimensions shall be verified by the Contractor, using Manufacturer's certified Shop Drawings.

Any change in Design, by the use of a different Manufacturer or otherwise, shall be at the expense of the Contractor, without any additional cost to the Client, and with the approval of the Engineer.

Unless directed otherwise by the Engineer, all material removed from the structure, as specified by this contract, shall become the property of the Contractor and disposed of properly.

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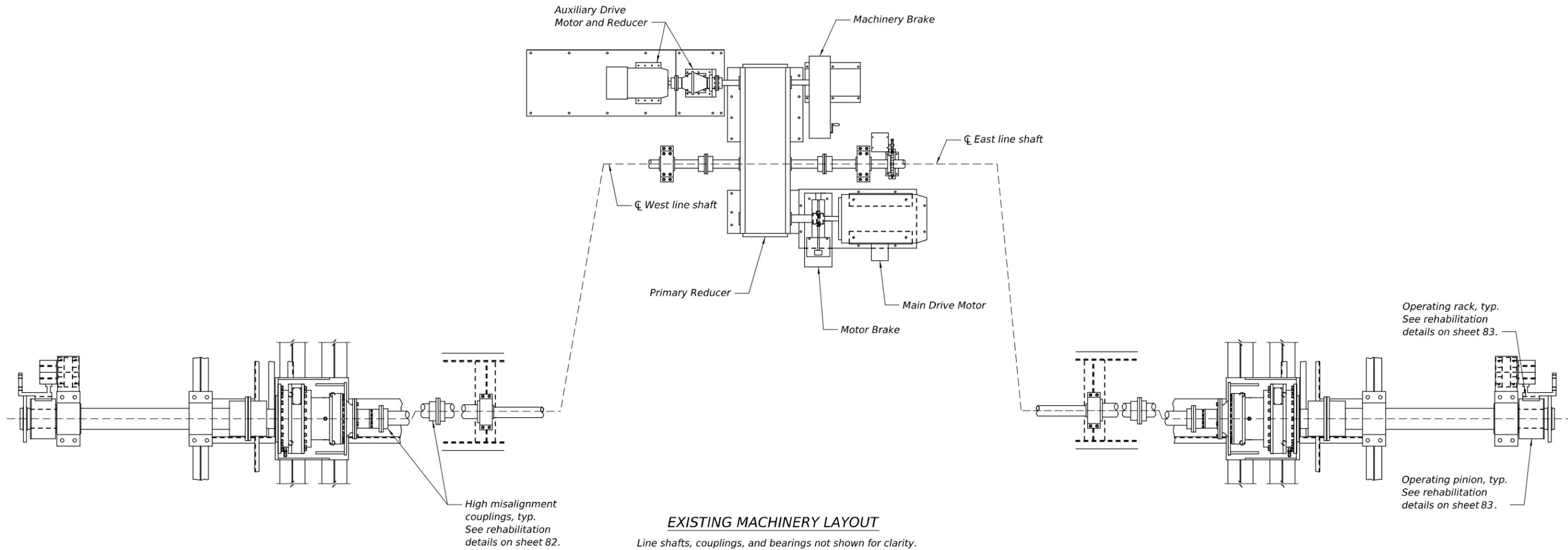
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**MECHANICAL GENERAL NOTES
 STRUCTURE NO. 031-0001**

SHEET 80 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	80
			CONTRACT NO. 76T66	
		ILLINOIS	FED. AID PROJECT #STP-PE84(658)	

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EXISTING MACHINERY LAYOUT

Line shafts, couplings, and bearings not shown for clarity.

Note:
 1. All items on this Drawing are existing.



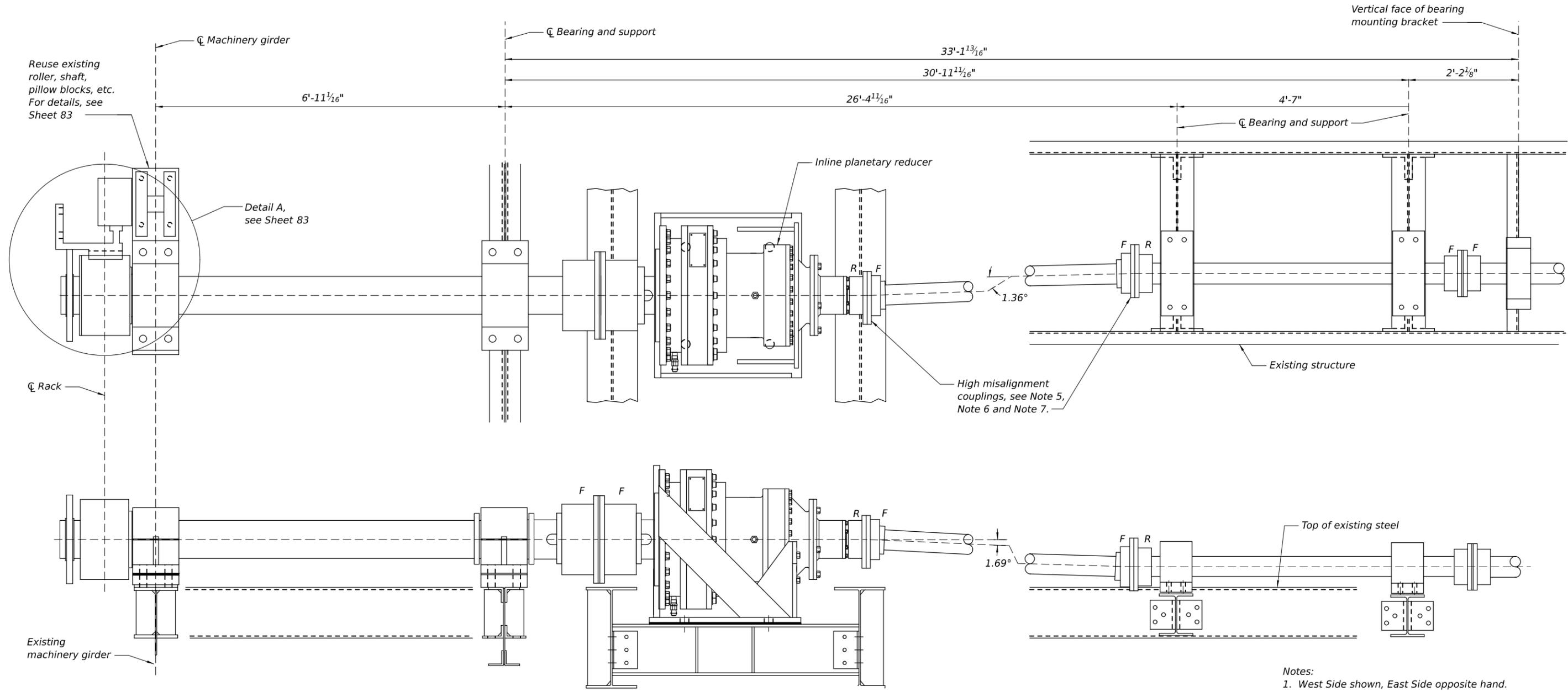
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**EXISTING MACHINERY LAYOUT
 STRUCTURE NO. 031-0001**

SHEET 81 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	81
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(558)				



- Notes:
1. West Side shown, East Side opposite hand.
 2. All Items on this Drawing are existing, unless otherwise noted.
 3. For General Machinery Notes, see Sheet 80.
 4. See Specifications for additional Notes and Requirements.
 5. Provide and install new, or modify existing, stop discs for all existing high misalignment couplings, quantity four (4), to minimize axial movement of shaft during span operation. The existing couplings are single engagement Kop-Flex 4 PM Series, or equal. All high misalignment couplings shall be disassembled to determine if any stop discs or shaft stickout through the hubs are present. Any existing stop discs shall be measured for thickness. Contractor to verify coupling information and submit with the stop disc information to the Engineer for review and approval.
 6. See Stop Disc Modification detail on sheet 83 for proposed details.
 7. Replace coupling gaskets and bolts at final reassembly.
 8. Test operate the lift span through five (5) full raise/lower operations to ensure smooth operation and limited axial movement of floating shaft.

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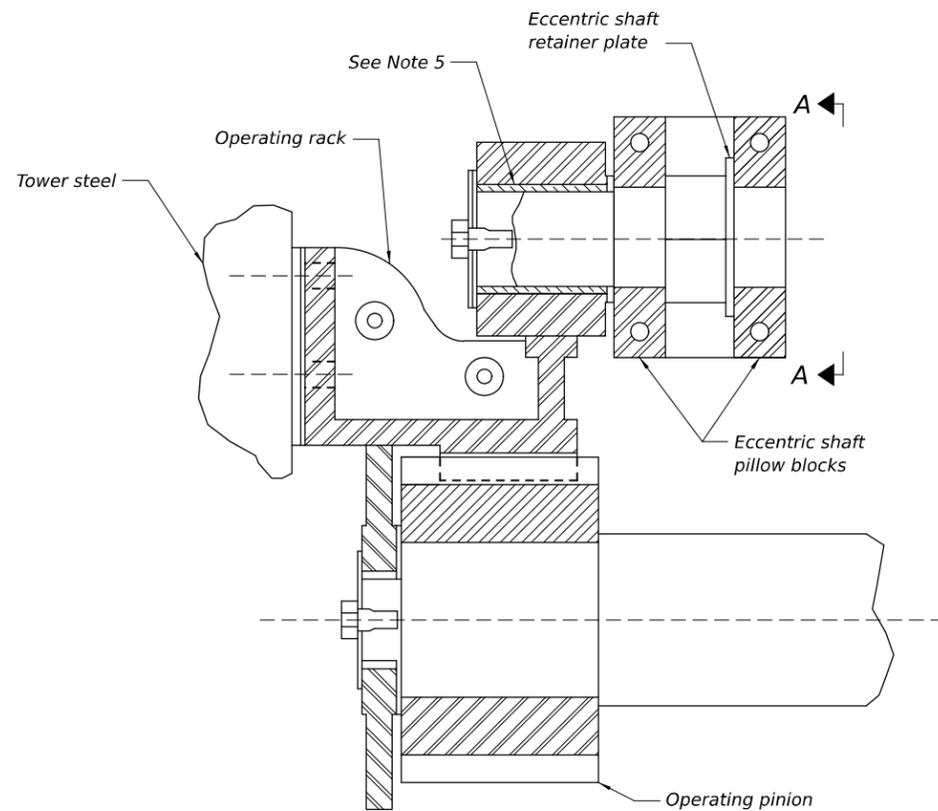
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

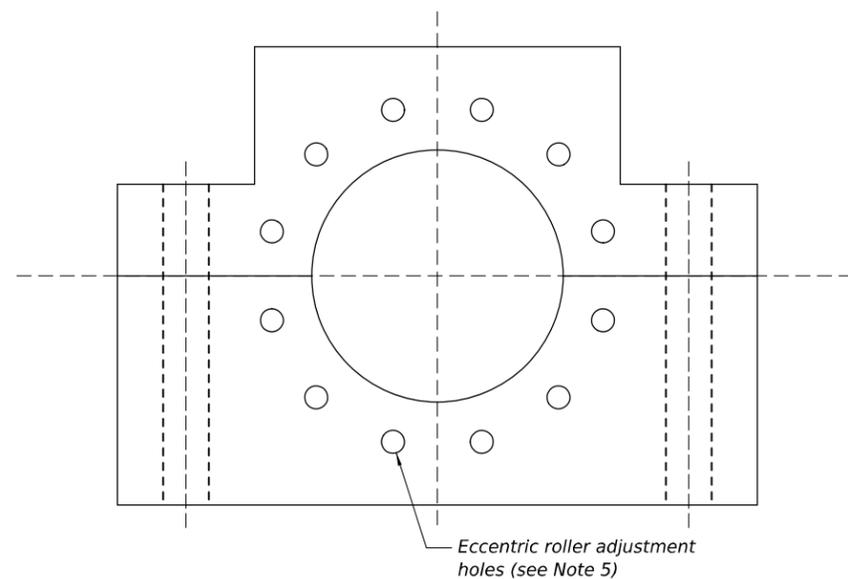
MACHINERY REHABILITATION DETAILS - 1
STRUCTURE NO. 031-0001

SHEET 82 OF 117 SHEETS

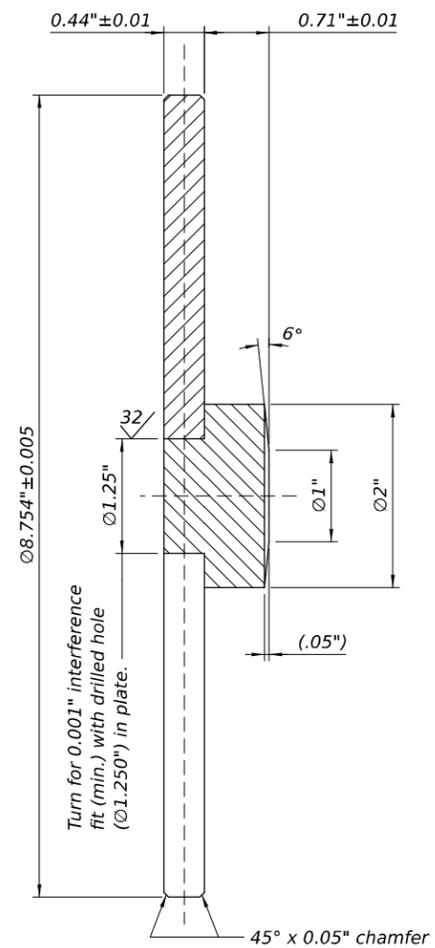
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304	266BRR, (4, 5) I	GREENE	117	82
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(558)				



DETAIL A
RACK AND PINION ADJUSTMENT
 All components shown are existing.



VIEW A-A



Stop Disc Modification

Provide new stop discs as needed per Note 5 on Sheet 82. Dimensions provided above are for reference only. Final details shall be determined based on existing field conditions, and in coordination with the Engineer and the coupling manufacturer. Material shall be ASTM A709 or A36 steel, or as recommended by the manufacturer.
 125/ Finish all over U.N.O.

Notes:

1. West Side shown, East Side opposite hand.
2. For General Machinery Notes, see Sheet 80.
3. See Specifications for additional Notes and Requirements.
4. Clean both eccentric roller and bearing assemblies of all grease and debris prior to adjustments.
5. Incrementally, rotate each eccentric roller to improve rack and pinion backlash. The eccentric shaft retainer has 4 holes that will each line up with a hole in the inboard pillow block. Rotate each eccentric shaft one hole position at a time. After an adjustment is made at both pinions, operate the lift span at a reduced speed (approx. 50%), observing rack and pinion contact, eccentric roller contact, and span guides throughout the entire operation. If operation is smooth with no binding or interference, rotate each eccentric shaft an additional rotation. Continue this process until value of 0.070" average backlash, or closest value given available adjustment exists at both pinions throughout operation. Record backlash and clearance at the roller at two locations per rack segment. Lift span may be jacked or otherwise secured in place so that roller contacts rack during measurements. If binding or other operational issues are observed prior to this backlash being obtained, rotate the eccentric shaft back to the last position with smooth operation.
6. After adjustment is complete, test operate the lift span through five (5) full raise/lower operations to ensure smooth operation of the open gearing.

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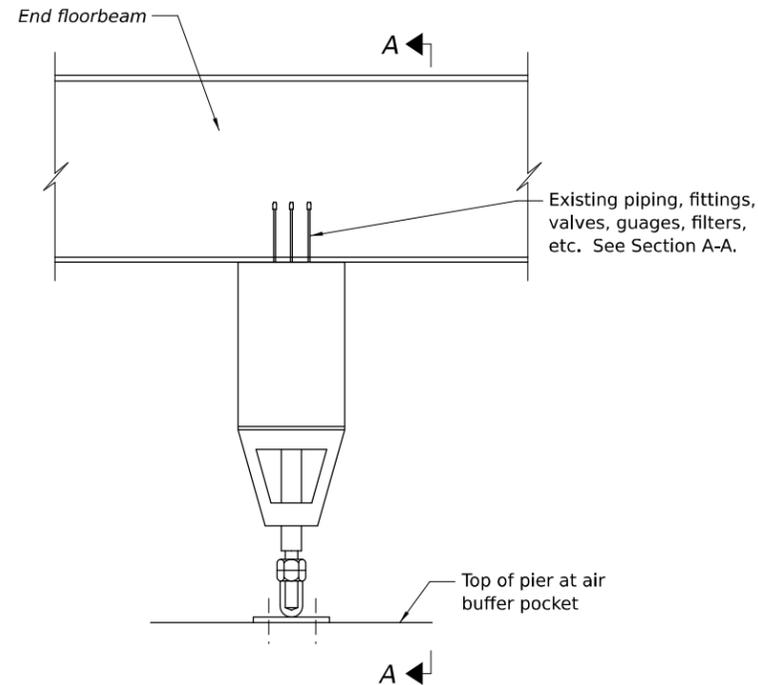
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STATE OF ILLINOIS
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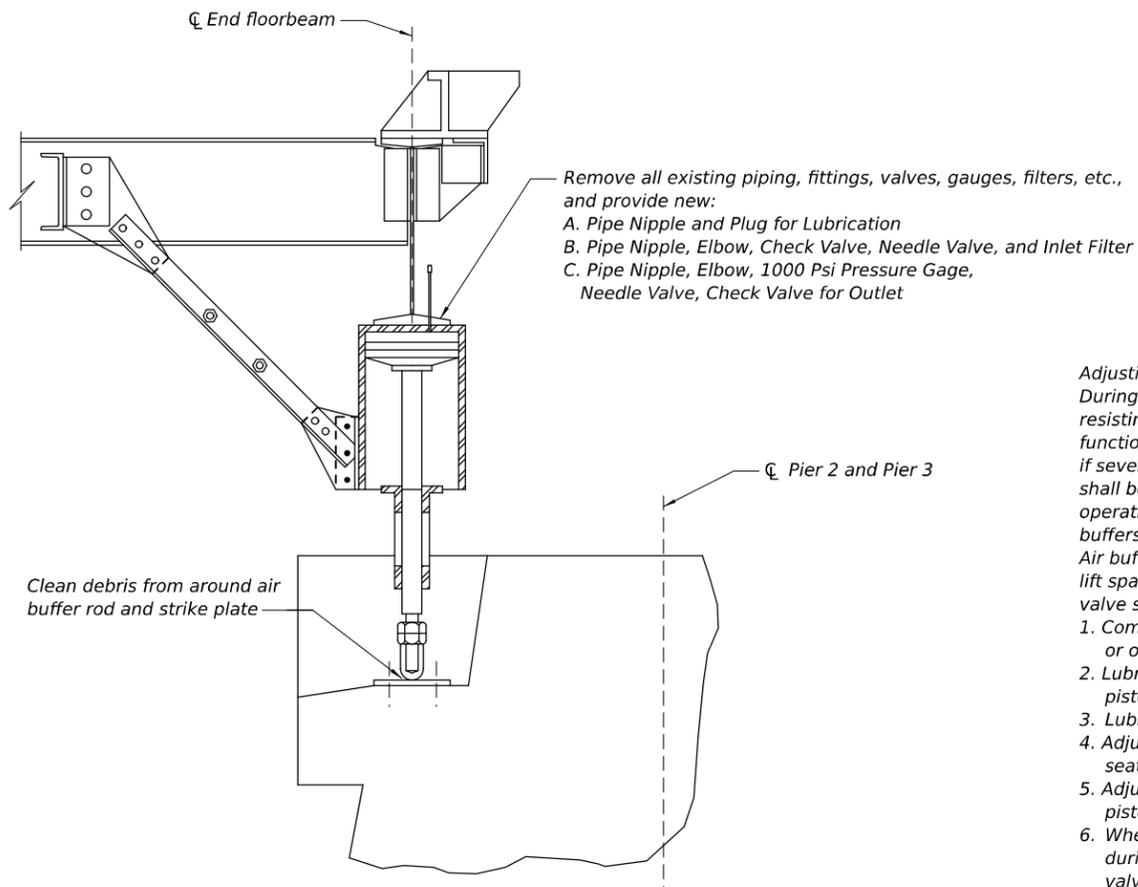
MACHINERY REHABILITATION DETAILS - 2
STRUCTURE NO. 031-0001

SHEET 83 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	83
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				



AIR BUFFER - BRIDGE SEATED
 Typical at both ends of the lift span.

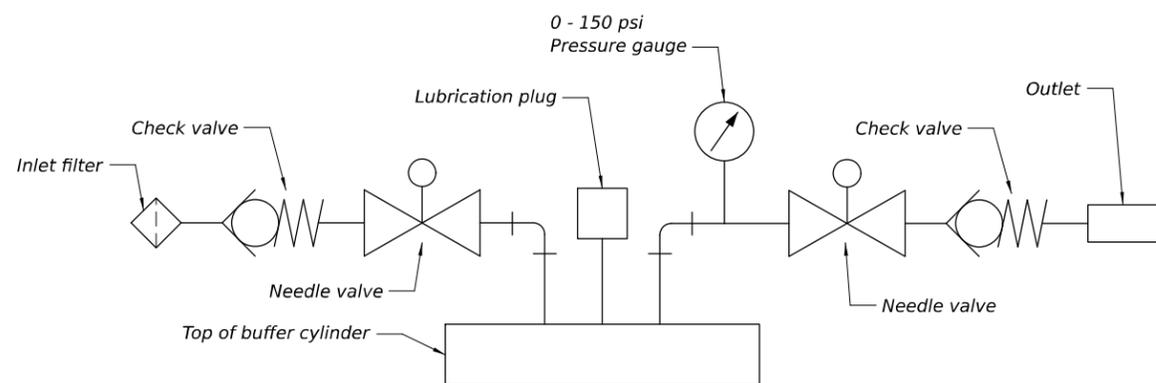


SECTION A-A

Adjusting Air Buffer Outlet Valve:
 During normal operation, the air buffers shall provide soft seating while resisting against normal span imbalance loads. The air buffers shall also function as energy absorbing devices for emergency or reducing overhauling if severe imbalance conditions arise. The air release rate from the buffers shall be adjusted experimentally to avoid hard seating during normal operation with normal imbalance loads. Care shall be taken to ensure air buffers do not prevent the lift span from fully seating on the live load shoes. Air buffer pressure buildup shall be approximately equal at both ends of the lift span. This procedure shall be followed to determine proper outlet needle valve setting:

1. Complete any required balancing adjustments of the lift span with no wind or other extraneous loads.
2. Lubricate air buffer components, including internal piston, and ensure piston rod extends fully and smoothly under its own weight.
3. Lubricate the sheave trunnions and machinery.
4. Adjust the needle valve at the air outlet so that the air buffers provide soft seating against normal span imbalance, yet allow the span to fully seat.
5. Adjust the needle valve at the air inlet to provide smooth extension of the piston rod during span raising.
6. When an arresting pressure against imbalance loads has been determined during seating, a bronze tag shall be attached to the air gauge needle valve assembly stamped with the following statement: "Set valve for maximum pressure of xxx PSI during seating against imbalance loads."

Proper adjustment of the buffers shall be the responsibility of the Contractor. The Contractor shall supply all equipment necessary for this work including additional pressure gauges if required to accurately measure air buffer pressures.



AIR BUFFER SYSTEM SCHEMATIC

- Notes:**
1. All details on this sheet shall be field verified by the Contractor prior to ordering and fabrication of components to ensure proper fit between new and existing components.
 2. The gauge, valve, and filter shall be located immediately above the existing air buffer, similar to the existing piping. The piping extends through the end floorbeam bottom flange. All new equipment shall be positioned for ease of access and maintenance.
 3. All new components shall be stainless steel, Type 316, rated for 1500 PSI minimum.

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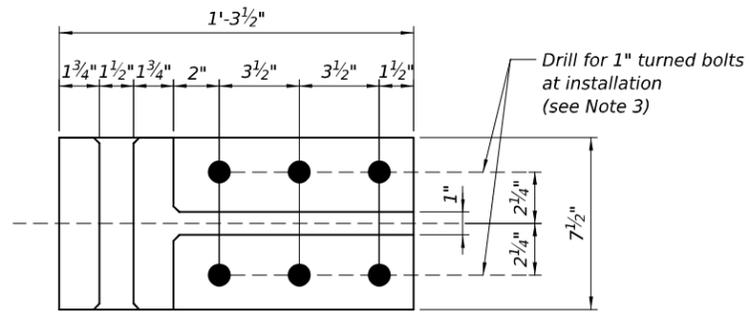
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**AIR BUFFER REHABILITATION
 STRUCTURE NO. 031-0001**

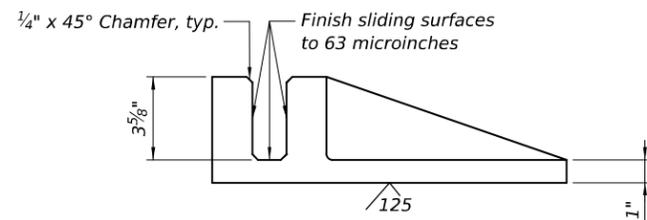
SHEET 84 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	84
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				



Notes:

1. Dimensions shown on this drawing are provided for reference only and shall be field verified by the Contractor prior to ordering and fabrication of components to ensure proper fit between new and existing components.
2. Replace all 8 counterweight guide shoes (4 locations per counterweight)
3. Existing bolts are designated as 15/16" turned bolts with driving fit on original drawings. Holes in new Counterweight Guide Shoes shall have an LC6 fit with the new turned bolts. Ream existing steel at assembly. Note that current bolts are inserted with the heads towards the counterweight and may need to be cut out to remove. New bolts likely will need to have the nut end towards the counterweight. Provide double nuts.



COUNTERWEIGHT GUIDE SHOE DETAIL

Mat'l: ASTM A148, Grade 80-50 or ASTM A668, Class G.
Welded Construction also acceptable upon approval of the Engineer.

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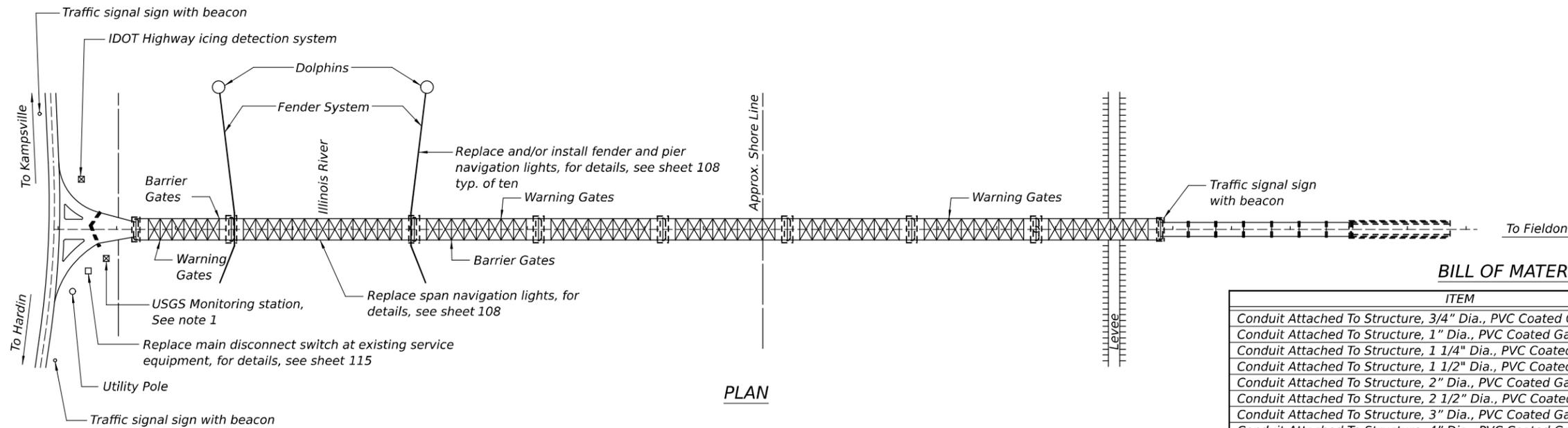
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**COUNTERWEIGHT GUIDES
STRUCTURE NO. 031-0001**

SHEET 85 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	85
CONTRACT NO. 76T66				
ILLINOIS		FED. AID PROJECT #STP-PE84(558)		



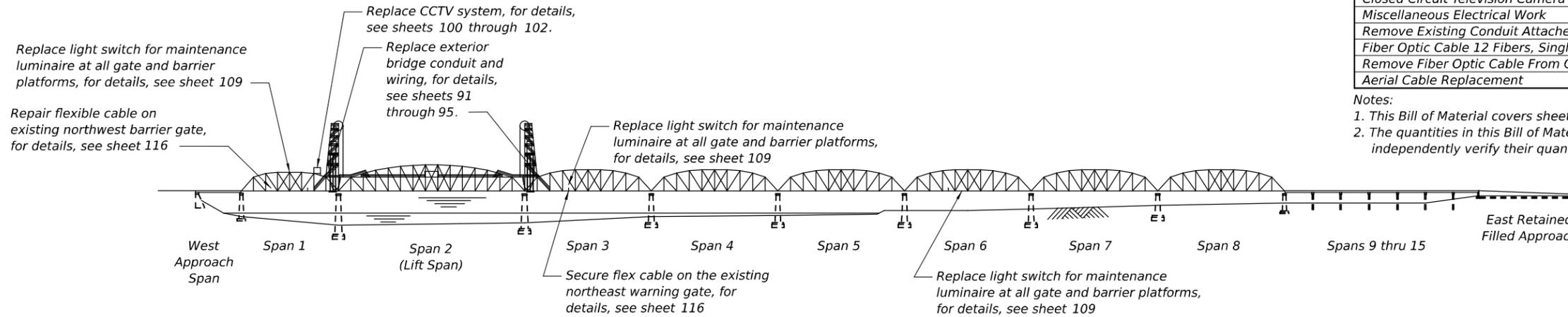
PLAN

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Conduit Attached To Structure, 3/4" Dia., PVC Coated Galvanized Steel	Foot	4,200
Conduit Attached To Structure, 1" Dia., PVC Coated Galvanized Steel	Foot	1,750
Conduit Attached To Structure, 1 1/4" Dia., PVC Coated Galvanized Steel	Foot	1,750
Conduit Attached To Structure, 1 1/2" Dia., PVC Coated Galvanized Steel	Foot	1,500
Conduit Attached To Structure, 2" Dia., PVC Coated Galvanized Steel	Foot	700
Conduit Attached To Structure, 2 1/2" Dia., PVC Coated Galvanized Steel	Foot	1,000
Conduit Attached To Structure, 3" Dia., PVC Coated Galvanized Steel	Foot	500
Conduit Attached To Structure, 4" Dia., PVC Coated Galvanized Steel	Foot	900
Remove Electric Cable From Conduit	Foot	240,000
Maintenance Of Bridge Electrical System	L Sum	1
Closed Circuit Television Camera Equipment	Each	1
Miscellaneous Electrical Work	L Sum	1
Remove Existing Conduit Attached To Structure	Foot	11,000
Fiber Optic Cable 12 Fibers, Single Mode	Foot	3,025
Remove Fiber Optic Cable From Conduit	Foot	1,400
Aerial Cable Replacement	Foot	3,750

Notes:

1. This Bill of Material covers sheets 86 through 117.
2. The quantities in this Bill of Material are estimates only. Contractor should independently verify their quantities needed.



ELEVATION

ELECTRICAL GENERAL NOTES:

1. Electrical work for this project primarily consists of 1) replacing bridge exterior conduit, cable, wiring, and raceway, 2) replacing some existing equipment with new as specified in the electrical equipment schedule and the electrical sheets, 3) installing new CCTV and Public Address systems, 4) installing new marine navigation lights, conductors, and conduit, and 5) troubleshooting and adjusting motor drive settings.
2. All work shall comply with the current edition of the National Electrical Code in effect at the bid opening time, AASHTO, and all applicable state and/or local codes.
3. In no way shall these plans be interpreted as requiring a violation of the National Electrical Code, or any other applicable Federal, State, or Local Code or regulation. In any case of dispute between these plans and the National Electrical Code, the more stringent requirement shall govern.
4. The installation of all equipment and materials shall comply with their respective manufacturers' recommendations and installation procedures.
5. The Contractor is required to deliver a complete, working, and safe electrical system.
6. Variations from these plans must be submitted to the Engineer for approval. All changes shall be reflected in the as-built drawings.
7. The Contractor is required to coordinate with the local Electric Utility Company for all electric service interruptions required for completion of the work.
8. The Contractor shall bear full responsibility for verification of all relevant dimensions, quantities, equipment specifications, electrical loads, circuit loads, and similar information prior to purchase and/or fabrication of equipment or materials. Equipment ratings and/or wire sizes shown on the plans shall be increased where required by the loads serviced.
9. The Contractor is responsible for supplying any temporary power required. A generator and existing emergency drive motor are currently installed on the bridge. Although not part of the scope of work, they are functional and available for temporary bridge operations.
10. Where details are not provided or fully developed, the Contractor shall provide the additional detail development necessary to provide and submit layout drawings and shop drawings for review.
11. Unless otherwise noted, all equipment is existing to remain.
12. All exterior structure-mounted conduit shall be hot-dipped galvanized conduit with a factory-applied PVC coating, at least 40 mil thick. Provide an exterior coating that is permanently fused to the hot-dip galvanized surface of the conduit. Ensure the adhesion of the PVC coating to the conduit is greater than the strength of the coating itself. Provide NRTL listed overall conduit with the PVC coating as the primary corrosion protection and the underlying galvanized coating as the supplemental protection.
13. Contractor shall submit conductor field verification procedure for Engineer approval. The contractor shall utilize the as-built drawings to determine the tagging required for wires and terminals.

Note:

1. USGS Monitoring station and related equipment not to be disturbed during construction. See specifications.

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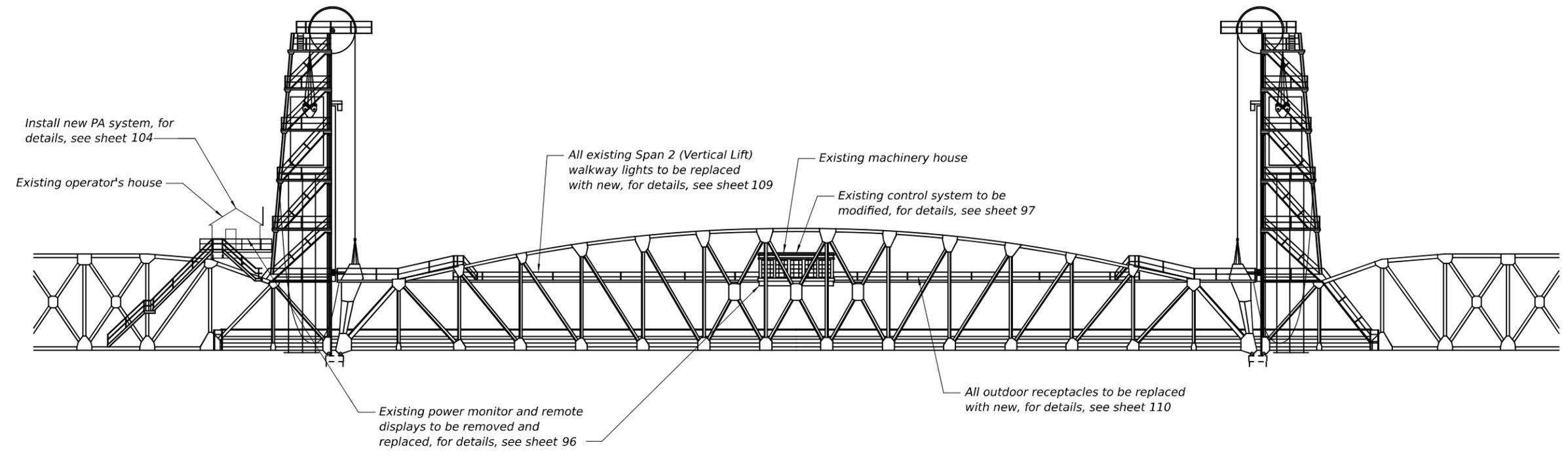
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ELECTRICAL PLAN AND ELEVATION - 1
STRUCTURE NO. 031-0001**

SHEET 86 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	86
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				



TRUSS SPAN 1 (FIXED)

ELEVATION

TRUSS SPAN 3 (FIXED)

TRUSS SPAN 2 (VERTICAL LIFT)

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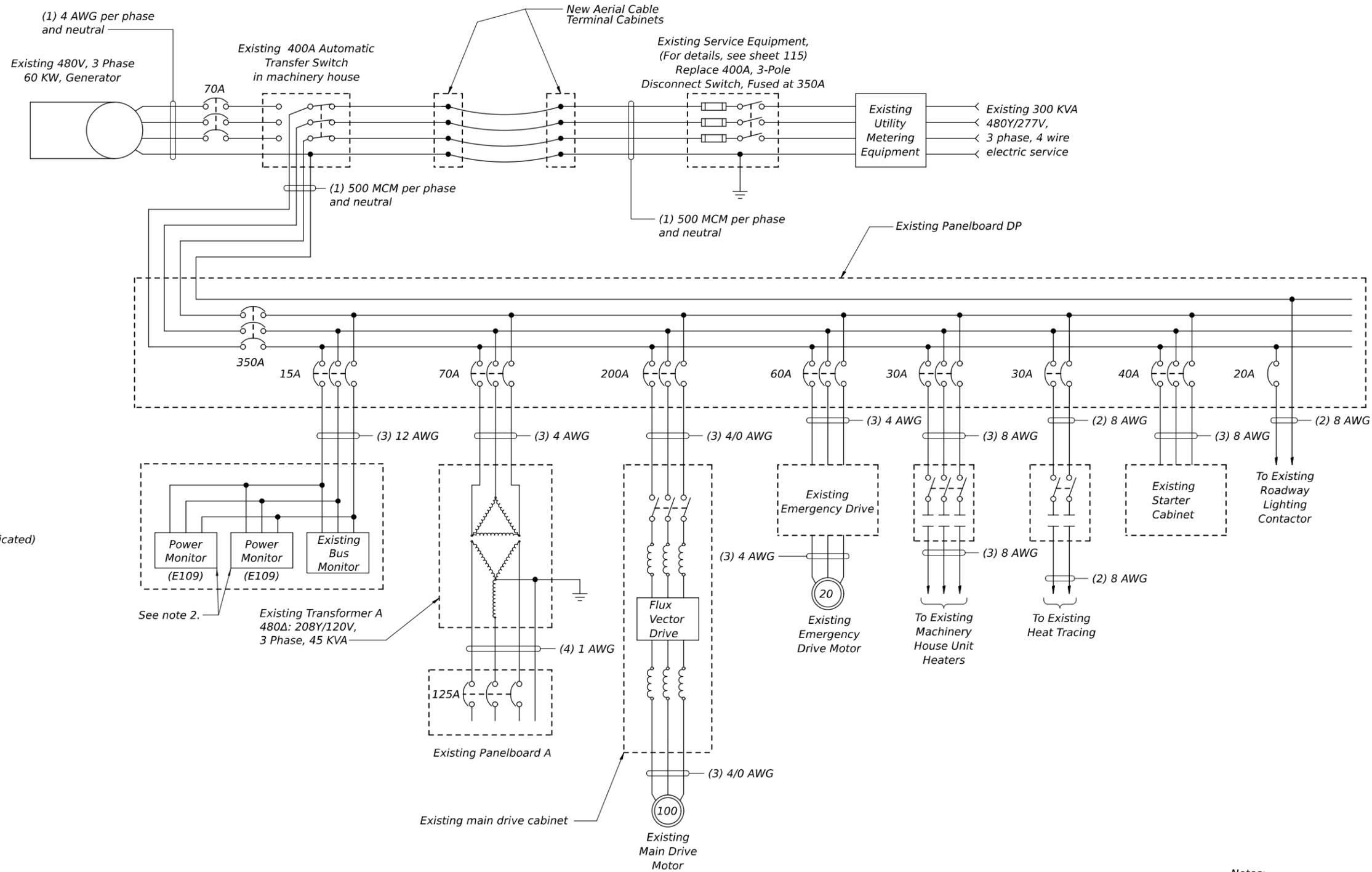
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ELECTRICAL PLAN AND ELEVATION - 2
STRUCTURE NO. 031-0001**

SHEET 87 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	87
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(558)				



- Notes:
- This three line diagram is diagrammatic and is not intended to show controls, wiring and equipment in their exact physical relationship.
 - Existing power monitor to be removed from machinery room drive cabinet. Remote displays to be replaced with proposed power monitors with local displays. For details, see sheet 96.
 - Unless otherwise noted, details in this sheet are provided for information only, to assist the contractor in their removal and replacement of the wiring and conduit system. The contractor is responsible for verifying the existing field conditions prior to completing any work.

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

THREE LINE DIAGRAM - 1
 STRUCTURE NO. 031-0001

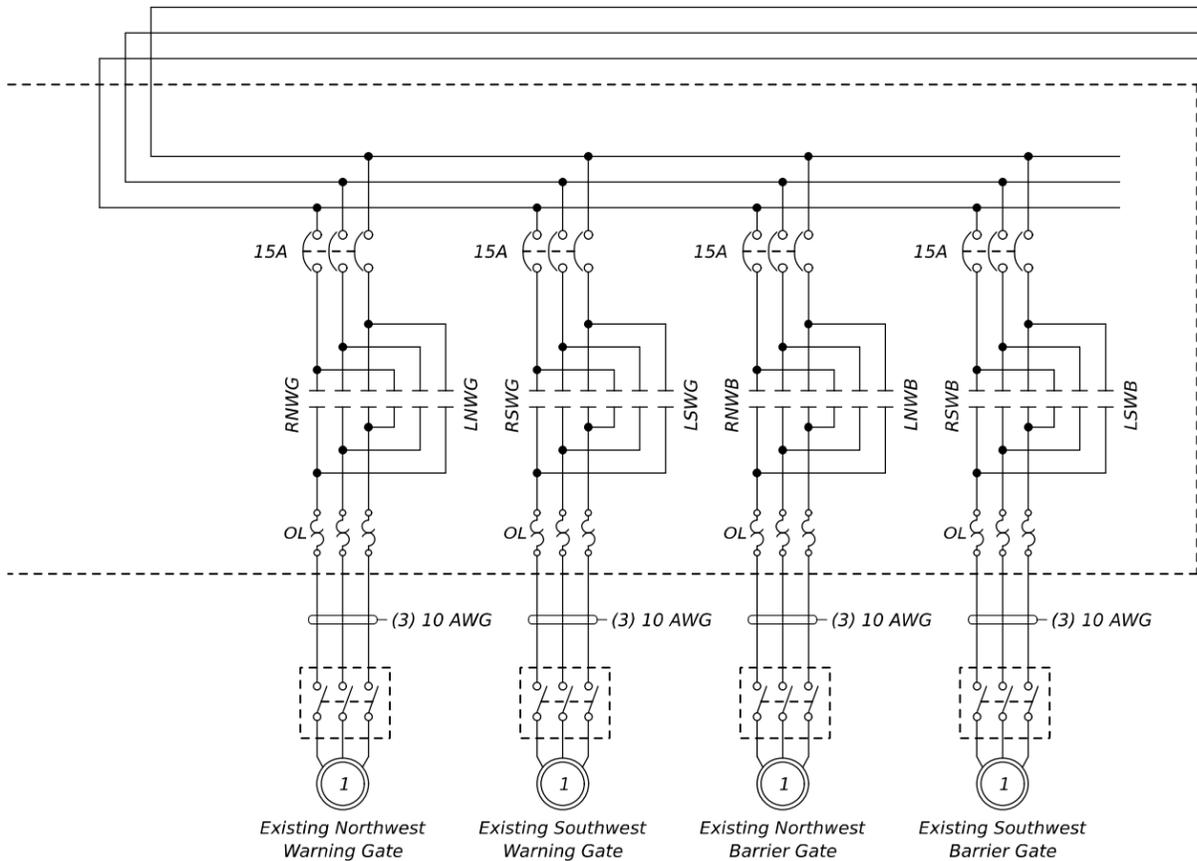
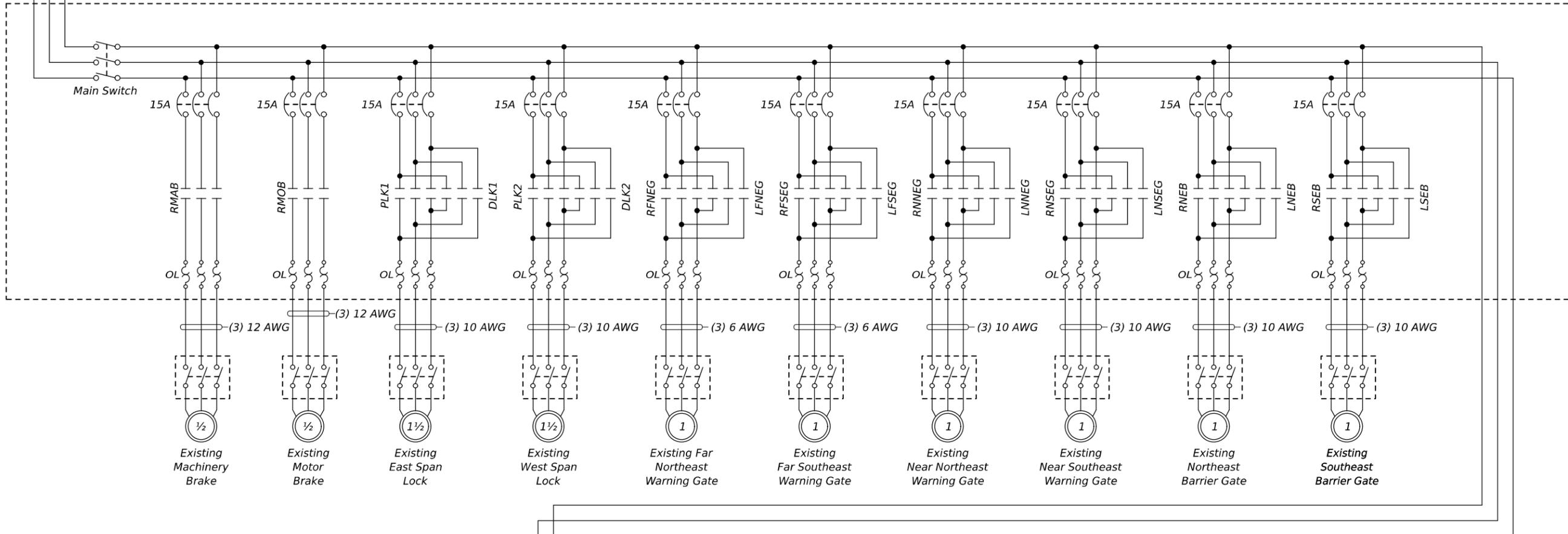
SHEET 88 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	88
CONTRACT NO. 76T66				

ILLINOIS FED. AID PROJECT #STP-PE84(658)

Feed from Existing Panelboard DP

Existing Starter Cabinet



- Notes:
1. This three line diagram is diagrammatic and is not intended to show controls, wiring and equipment in their exact physical relationship.
 2. Details in this sheet are provided for information only, to assist the contractor in their removal and replacement of the wiring and conduit system. The contractor is responsible for verifying the existing field conditions prior to completing any work.
 3. For three-line diagram legend, see sheet no. 88.

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THREE LINE DIAGRAM - 2
STRUCTURE NO. 031-0001

SHEET 89 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	89
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(558)				

PANELBOARD DP										
Voltage: 480Y/277		Phase: 3	Wire: 4	Amperes: 400	Main: 350A MCB	A.I.R.: ---				
Circuit No.	Breaker		Service to:	Conductors	Conductors	Service to:	Breaker		Circuit No.	
	Poles	Amps					Poles	Amps		
1			Remote radiator	(3) 8 AWG	(3) 8 AWG	Unit heaters			2	
3	3	30					3	30	4	
5									6	
7			Spare			Spare			8	
9	3	30					3	30	10	
11									12	
13			Motor starter cabinet	(3) 8 AWG	(3) 4 AWG	Transformer A			14	
15	3	40					3	70	16	
17									18	
19			Heat trace	(2) 8 AWG	(3) 4 AWG	Emergency drive			20	
21	2	30					3	60	22	
23	1	20					(2) 8 AWG		24	
25			Spare			Power monitor			26	
27	3	15					(3) 12 AWG	3	15	28
29									30	
			Main drive (See note 2)	(3) 3/0 AWG						
	3	200								

PANELBOARD A										
Voltage: 208Y/120		Phase: 3	Wire: 4	Amperes: 225	Main: 125A MCB	A.I.R.: 10,000				
Circuit No.	Breaker		Service to:	Conductors	Conductors	Service to:	Breaker		Circuit No.	
	Poles	Amps					Poles	Amps		
1	1	20	Walkway receptacles	(2) 10 AWG	(2) 10 AWG	West tower receptacles	1	20	2	
3	1	20	Lift span walkway lights	(2) 10 AWG	(2) 10 AWG	East tower receptacles	1	20	4	
5			East tower stairway lights	(3) 10 AWG	(3) 10 AWG	West tower stairway lights			6	
7	2	20					2	20	8	
9	1	20	Traffic signals	(2) 10 AWG	(2) 10 AWG	Span navigation lights	1	20	10	
11	1	20	East gates and barrier lights	(2) 10 AWG	(2) 10 AWG	West gates and barrier lights	1	20	12	
13	1	20	Near East CCTV cameras (See note 1)	(2) 8 AWG	(2) 12 AWG	Control circuits	1	20	14	
15	1	20	West warning gates heater & recept.	(2) 10 AWG	(2) 10 AWG	Near East warning gates heater & recept.	1	20	16	
17	1	20	West barrier gates heater & recept.	(2) 10 AWG	(2) 10 AWG	East barrier gates heater & recept.	1	20	18	
19	1	20	Far East warning gates heater & recept.	(2) 10 AWG	(2) 8 AWG	Far East CCTV cameras (See note 1)	1	20	20	
21	1	20	Generator heater	(2) 10 AWG	(2) 12 AWG	Machine house receptacles (South)	1	20	22	
23	1	20	Machine house receptacles (North)	(2) 12 AWG	(2) 12 AWG	Relay and starter cabinet lights	1	20	24	
25	1	20	Traffic control circuit	(2) 12 AWG	(2) 12 AWG	Machine house lights	1	20	26	
27	1	20	Pier/Fender navigation lights	(2) 10 AWG		Spare	1	20	28	
29	1	20	Exhaust fan	(2) 10 AWG		Spare	1	20	30	
31	1	20	Heat trace and heater controls	(2) 12 AWG		Panelboard B feeder	3	60	32	
33	1	20	Spare		(4) 2/0 AWG				34	
35	1	20	Spare						36	
37	1	20	Spare						38	
39	1	20	Spare						40	
41	1	20	Spare						42	

PANELBOARD B									
Voltage: 208Y/120		Phase: 3	Wire: 4	Amperes: 100	Main: 60A MCB	A.I.R.: 10,000			
Circuit No.	Breaker		Service to:	Conductors	Conductors	Service to:	Breaker		Circuit No.
	Poles	Amps					Poles	Amps	
1			Air conditioner	(3) 10 AWG	(3) 8 AWG	Furnace air handler			2
3	2	25					2	40	4
5	1	20	Outside lights	(2) 12 AWG	(2) 12 AWG	Water heater	1	20	6
7	1	20	Inside lights	(2) 12 AWG		Spare	1	20	8
9	1	20	Outside receptacles	(2) 12 AWG	(2) 12 AWG	Attic receptacles	1	20	10
11	1	20	West receptacles	(2) 12 AWG	(2) 12 AWG	Water cooler	1	20	12
13	1	20	Exit lights	(2) 12 AWG	(2) 12 AWG	Control console receptacles	1	20	14
15	1	20	Exhaust fan and bath light	(2) 12 AWG	(2) 12 AWG	East receptacles	1	20	16
17			Base board heater (East)	(3) 12 AWG	(2) 10 AWG	CCTV equipment and monitor (See note 1)	1	20	18
19	2	20			(3) 12 AWG		2	20	20
21			Base board heater (East)	(3) 12 AWG					22
23	2	20					(3) 12 AWG	2	20
25	1	20	PA System (See note 1)	(2) 12 AWG		Bathroom heater	2	20	26
27			Sewer tank heater	(3) 12 AWG	(2) 12 AWG	Sewer tank high level alarm	1	20	28
29	2	20						Spare	1

Notes:

- The Far East CCTV cameras and PA system circuits shall utilize spare breakers in the panelboard, while the Near East CCTV Cameras and West CCTV equipment and monitor circuits shall be modifications to the existing circuits. Details in this sheet, with the exception of the listed changes, are provided for information only to assist the contractor in their removal and replacement of the wiring and conduit system. The contractor is responsible for verifying the existing field conditions prior to completing any work.
- The Main Drive circuit is fed from Panelboard DP's main bus and thus does not have associated circuit numbers.

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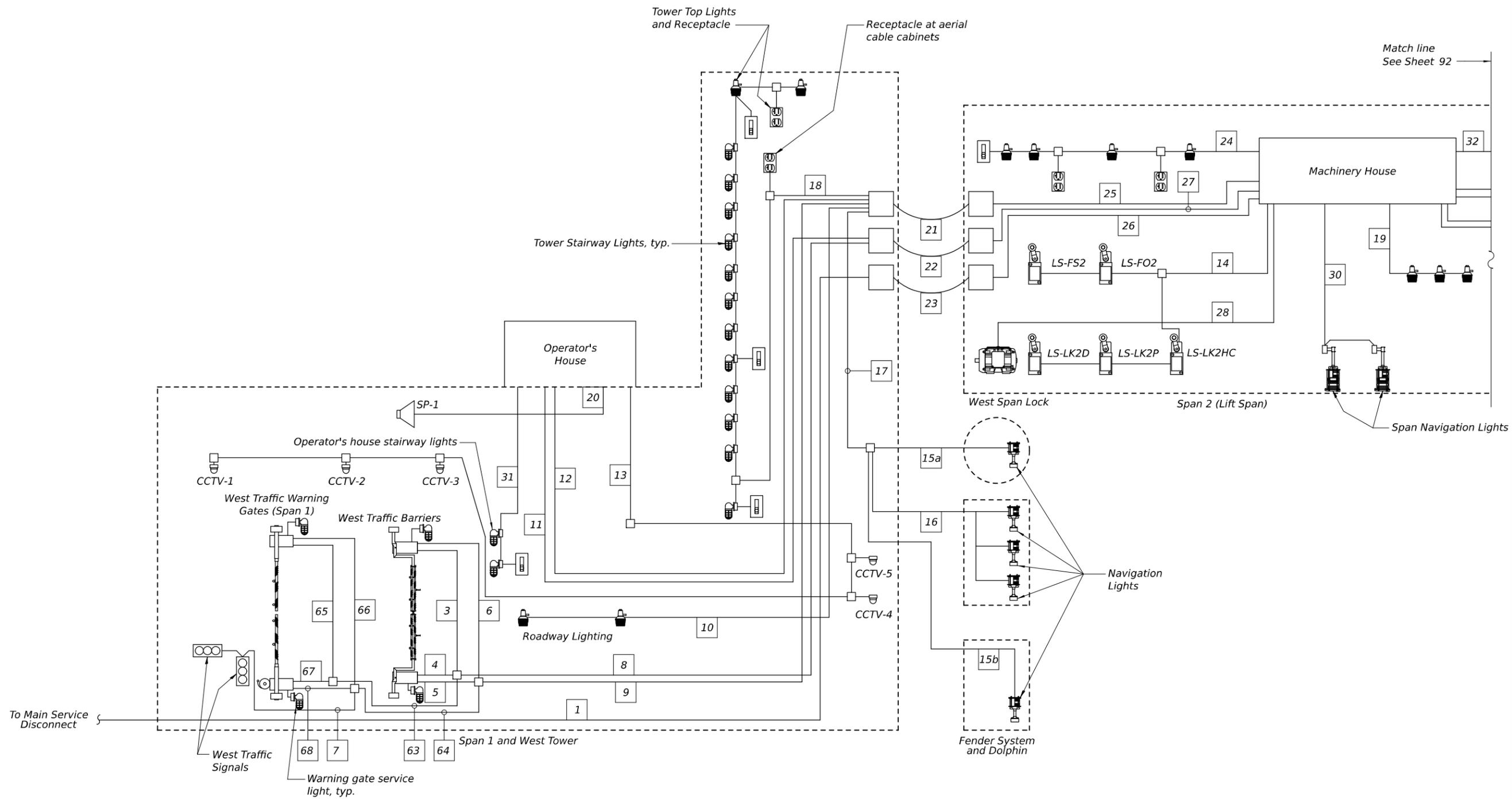
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PANELBOARD SCHEDULE
STRUCTURE NO. 031-0001

SHEET 90 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	90
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				



Notes:

1. Unless otherwise noted, all bridge exterior conduit, cable, wiring, and raceway shown are new and required. Any conduit entering the Operator's or Machinery House that require replacement shall be replaced at least up to the first joint inside the houses. Replace conductors up to their point of termination at interior and exterior electrical loads. Conduit run no. 1 is existing, shown for information only, and neither the conductor nor conduit is to be replaced.
2. Conduits within houses, and those terminating at devices on the outside of house wall, are not shown.
3. Conduit layout shown is not intended to show conduit and equipment in exact physical relationship.
4. It shall be the contractors responsibility to provide all miscellaneous fittings, clamps, bushings, flexible conduit and appurtenant hardware as may be required to complete the conduit system even though such devices may not be shown.
5. All exposed conduit shall be PVC coated rigid steel. All flexible conduit shall be liquid-tight galvanized steel.
6. All conduits shall have a 3/4" drain hole placed in a conduit "tee" at the low point of the conduit run.
7. Conduits shall be supported at maximum 6 foot intervals.
8. Conductor pulls shall not exceed 300 feet.
9. Splices if any, in long conductor runs shall be made utilizing terminal blocks in NEMA 3R enclosures. Splices in multiple runs will require common (grouped) locations for terminal boxes.
10. Conduit and cable penetrations through walls and floor shall be sealed after installation with conduit penetration sealing system to seal from moisture, air, dust, smoke, and the spread of fire. Fire barriers and sealants shall be provided for conduit / cable floor penetrations within the machinery house and operator's house. Conduit / cable through wall / floor penetration seals shall be a Roxtec sealing system, or an equivalent sealing system to prevent passage of moisture, dust, air, smoke, and spread of fire.
11. All conduits shall include a ground conductor.

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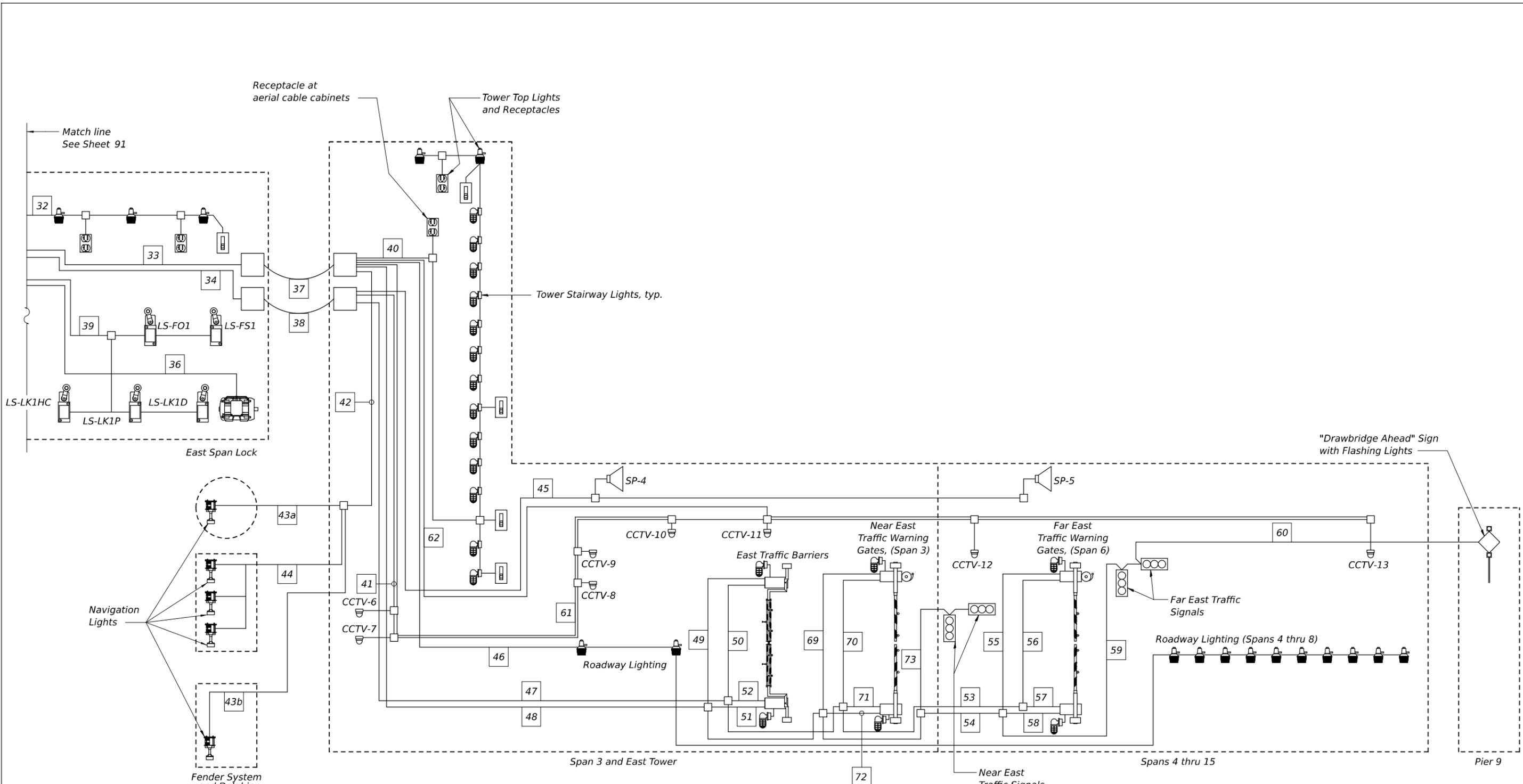
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BRIDGE WIRING AND CONDUIT LAYOUT - 1
STRUCTURE NO. 031-0001

SHEET 91 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	91
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(558)				



Note:
1. For notes, see drawing no. 91.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BRIDGE WIRING AND CONDUIT LAYOUT - 2
STRUCTURE NO. 031-0001**

SHEET 92 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	92
CONTRACT NO. 76T66				
		ILLINOIS	FED. AID PROJECT #STP-PE84(558)	

WIRING AND CONDUIT SCHEDULE				
Run No.	Conduit (Inches) or Cable	Serving	Circuit Conductors	Equipment Grounding Conductor
1	4	Bridge feeder (See note 4)	(4) 500 MCM	2 AWG
2		Unassigned		
3	1	Northwest traffic barrier - control (See note 2)	(14) 12 AWG	12 AWG
4	1	Southwest traffic barrier - control (See note 2)	(14) 12 AWG	12 AWG
5	1	Southwest traffic barrier - power	(3) 10 AWG	10 AWG
		Southwest traffic barrier - heat, receptacle, service light and flasher	(6) 10 AWG	
6	1	Northwest barrier gate - power	(3) 10 AWG	10 AWG
		Northwest traffic barrier - heat, receptacle, service light and flasher	(6) 10 AWG	
7	¾	West traffic signals	(4) 10 AWG	10 AWG
8	2½	West traffic barriers - control (See note 2)	(28) 12 AWG	12 AWG
		West warning gates - control (See note 2)	(28) 12 AWG	
9	1½	West traffic barriers - power	(6) 10 AWG	10 AWG
		West gates and barriers - heat, receptacles, service lights and flashers	(8) 10 AWG	
		West warning gates - power	(6) 10 AWG	
		West traffic signals	(4) 10 AWG	
		Southwest warning gate - gong	(2) 10 AWG	
10	¾	Roadway lighting - Span 1	(2) 8 AWG	8 AWG
11	4	Operator's house - control system interconnections (See note 2)	(132) 12 AWG	12 AWG
		Operator's house power monitor	(8) 12 AWG	
	3	Generator remote annunciator	(12 STP) 16 AWG	12 AWG
		PA system handsets and speakers	(8 STP) 14 AWG	
		Ammeter	(1 STP) 16 AWG	
12	2	Height indicator	(1 STP) 16 AWG	4 AWG
		CCTV East Cameras and Display Video	(2) 12 Count Fiber	
13	¾	Operator's house - panelboard B feeder	(4) 2/0 AWG	8 AWG
		Heat tracing	(2) 8 AWG	10 AWG
14	¾	CCTV - 1 through 5 power	(2) 10 AWG	12 AWG
15a	C-L-X	CCTV - 1 through 5 video	12 count fiber	12 AWG
		West span control limit switches (LS-FS2, LS-FO2) (See note 2)	(8) 12 AWG	12 AWG
15b	C-L-X	West span lock - control (LS-LK2D, LS-LK2P, LS-LK2HC)	(10) 12 AWG	10 AWG
16	C-L-X	Navigation lights - northwest dolphin	(2) 10 AWG	10 AWG
17	C-L-X	Navigation lights - southwest fender	(2) 10 AWG	10 AWG
18	¾	Navigation lights - west pier	(2) 10 AWG	10 AWG
19	¾	Navigation lights - west pier, fender, and dolphin	(2) 10 AWG	10 AWG
		West tower stairway and tower top lights	(5) 10 AWG	
20	¾	West tower service receptacles	(2) 10 AWG	10 AWG
21	¾	Roadway lighting - Span 2	(2) 10 AWG	10 AWG
22	¾	West outdoor PA system speaker	(8 STP) 14 AWG	12 AWG

WIRING AND CONDUIT SCHEDULE (CONTINUED)				
Run No.	Conduit (Inches) or Cable	Serving	Circuit Conductors	Equipment Grounding Conductor
21	Aerial cable(s)	West traffic barriers - power	(6) 10 AWG	2/0 AWG
		West gates and barriers - heat, receptacles, service lights and flashers	(8) 10 AWG	
		West warning gates - power	(6) 10 AWG	
		West traffic signals	(4) 10 AWG	
		Roadway lighting - Span 1	(2) 8 AWG	
		Operator's house - panelboard B feeder	(4) 2/0 AWG	
		Navigation lights - west fender and dolphin	(2) 10 AWG	
		West tower stairway and tower top lights	(5) 10 AWG	
		West tower service receptacles	(2) 10 AWG	
		Southwest warning gate - gong	(2) 10 AWG	
		Heat tracing	(2) 8 AWG	
		22	Aerial cable(s)	
West warning gates - control (See note 2)	(28) 12 AWG			
Operator's house - control system interconnections (See note 2)	(132) 12 AWG			
Operator's house power monitor	(8) 12 AWG			
Generator remote annunciator	(12 STP) 16 AWG			
Ammeter	(1 STP) 16 AWG			
Height indicator	(1 STP) 16 AWG			
PA system handsets and speakers	(8 STP) 14 AWG			
CCTV East Cameras and Display Video	(2) 12 Count Fiber			
23	Aerial cable(s)			Bridge feeder
24	¾	West lift span walkway lights and receptacles	(5) 10 AWG	10 AWG
25	2½	West gates and barriers - heat, receptacles, service lights and flashers	(8) 10 AWG	10 AWG
		West traffic barriers - power	(6) 10 AWG	
		West warning gates - power	(6) 10 AWG	
		West traffic signals	(4) 10 AWG	
		Roadway lighting - Span 1	(2) 8 AWG	
		Navigation lights - west fender and dolphin	(2) 10 AWG	
		West tower stairway and tower top lights	(5) 10 AWG	
		West tower service receptacles	(2) 10 AWG	
		Southwest warning gate - gong	(2) 10 AWG	
		Operator's house - panelboard B feeder	(4) 2/0 AWG	
26	4	Heat tracing	(2) 8 AWG	8 AWG
		Bridge feeder	(4) 500 MCM	2/0 AWG
27	4	West traffic barriers - control (See note 2)	(28) 12 AWG	12 AWG
		West warning gates - control (See note 2)	(28) 12 AWG	
		Operator's house - control system interconnections (See note 2)	(132) 12 AWG	
		Operator's House Power Monitor	(8) 12 AWG	
		Generator remote annunciator	(12 STP) 16 AWG	
	3	PA System Handsets and Speakers	(8 STP) 14 AWG	12 AWG
		Ammeter	(1 STP) 16 AWG	
		Height indicator	(1 STP) 16 AWG	
		CCTV East Cameras and Display Video	(2) 12 Count Fiber	

S-T-P = Shielded twisted pairs
C-L-X = Okonite C-L-X type MC cable, or approved equal

- Notes:
- Unless otherwise noted, all conductors and conduit shown above are new.
 - Conductor counts and conduit sizes listed are approximate. It shall be the contractor's responsibility to determine exact conductor counts and increase conduit sizes as necessary to comply with NEC requirements. Conduits shall not be smaller than those listed.
 - Conductor count shown includes spare conductors. See specifications.
 - All conduits shall include an insulated ground conductor sized according to the National Electrical Code, article 250, in addition to the circuit conductors shown.
 - No work to be performed on Conduit Run No. 1. Existing bridge feeder to remain in place.

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PLOT DATE =	CHECKED - GTW	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONDUIT AND WIRE SCHEDULE - 1
STRUCTURE NO. 031-0001

SHEET 93 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	93
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(558)				

WIRING AND CONDUIT SCHEDULE (CONTINUED)

Run No.	Conduit (Inches) or Cable	Serving	Circuit Conductors	Equipment Grounding Conductor
28	3/4	West span lock - motor	(3) 10 AWG	10 AWG
29		Unassigned		
30	3/4	Lift span navigation lights	(3) 10 AWG	10 AWG
31	3/4	Operator's house stairway lights	(3) 10 AWG	10 AWG
32	3/4	East lift span walkway lights and receptacles	(5) 10 AWG	10 AWG
33	2 1/2	East tower stairway and tower top lights	(5) 10 AWG	6 AWG
		East tower service receptacles	(2) 10 AWG	
		Navigation lights - east fender and dolphin	(2) 10 AWG	
		Roadway lighting - spans 3 thru 15	(2) 8 AWG	
		East traffic barriers - power	(6) 10 AWG	
		East gates and barriers - heat, receptacles, service lights and flashers	(10) 10 AWG	
		Far east warning gates - power	(6) 6 AWG	
		Near east warning gates - power	(6) 10 AWG	
		East traffic signals	(8) 10 AWG	
		East "Drawbridge Ahead" sign	(2) 10 AWG	
34	3/4	CCTV - 6 through 10 power	(2) 8 AWG	8 AWG
		CCTV - 11 through 13 power	(2) 8 AWG	
	1 1/2	CCTV - 6 through 13 video	(1) 12 Count Fiber	12 AWG
		East Outdoor PA System Speaker	(8 STP) 14 AWG	
34	2 1/2	East traffic barriers - control (See note 2)	(28) 12 AWG	10 AWG
		Near east warning gates - control (See note 2)	(28) 12 AWG	
		Far east warning gates - control (See note 2)	(28) 12 AWG	
35		Unassigned		
36	3/4	East span lock - power	(3) 10 AWG	10 AWG
37	Aerial cable	East tower stairway and tower top lights	(5) 10 AWG	4/0 AWG
		East tower service receptacles	(2) 10 AWG	
		Navigation lights - east fender and dolphin	(2) 10 AWG	
		Roadway lighting - spans 3 thru 15	(2) 8 AWG	
		East traffic barriers - power	(6) 10 AWG	
		East gates and barriers - heat, receptacles, service lights and flashers	(10) 10 AWG	
		Far east warning gates - power	(6) 6 AWG	
		Near east warning gates - power	(6) 10 AWG	
		East traffic signals	(8) 10 AWG	
		East "Drawbridge Ahead" sign	(2) 10 AWG	
		Far northeast warning gate - gong	(2) 10 AWG	
		CCTV - 6 through 10 power	(2) 8 AWG	
		CCTV - 11 through 13 power	(2) 8 AWG	
		38	Aerial cable	
East outdoor PA system speaker	(8 STP) 14 AWG			
East traffic barriers - control (See note 2)	(28) 12 AWG			
Far east warning gates - control (See note 2)	(28) 12 AWG			
Near east warning gates - control (See note 2)	(28) 12 AWG			
39	1 1/4	East span control limit switches (LS-FS1, LS-FO1, LS-LK1HC) (See note 2)	(10) 12 AWG	12 AWG
		East span full open limit switch (LS-FO1)	(4) 12 AWG	
		East span lock - control (LS-LK1D, LS-LK1P)	(8) 12 AWG	
40	3/4	East tower stairway and tower top lights	(3) 10 AWG + (2) 12 AWG	10 AWG
		East tower service receptacles	(2) 10 AWG	
41	3/4	CCTV - 6 through 13 video	(1) 12 Count fiber	12 AWG
42	3/4	Navigation lights - east pier, fender, and dolphin	(2) 10 AWG	10 AWG

S-T-P = Shielded twisted pairs
C-L-X = Okonite C-L-X type MC cable, or approved equal

WIRING AND CONDUIT SCHEDULE (CONTINUED)

Run No.	Conduit (Inches) or Cable	Serving	Circuit Conductors	Equipment Grounding Conductor
43a	C-L-X	Navigation lights - east dolphin	(2) 10 AWG	10 AWG
43b	C-L-X	Navigation lights - southeast fender	(2) 10 AWG	10 AWG
44	C-L-X	Navigation lights - east pier	(2) 10 AWG	10 AWG
45	3/4	East outdoor PA system speaker	(8 STP) 14 AWG	12 AWG
46	3/4	Roadway lighting - spans 3 thru 8	(2) 8 AWG	8 AWG
		East traffic barriers - control (See note 2)	(28) 12 AWG	
		Far east warning gates - control (See note 2)	(28) 12 AWG	
		Near east warning gates - control (See note 2)	(28) 12 AWG	
47	2 1/2	East traffic barriers - power	(6) 10 AWG	12 AWG
		East gates and barriers - heat, receptacles, service lights and flashers	(10) 10 AWG	
		Far east warning gates - power	(6) 6 AWG	
		Near east warning gates - power	(6) 10 AWG	
		East traffic signals	(8) 10 AWG	
		East "Drawbridge Ahead" sign	(2) 10 AWG	
		Far northeast warning gate - gong	(2) 10 AWG	
		Northeast traffic barrier - power	(3) 10 AWG	
		Northeast traffic barrier - heat, receptacle, service light and flasher	(6) 10 AWG	
		Northeast traffic barrier - control (See note 2)	(14) 12 AWG	
48	2 1/2	Southeast traffic barrier - power	(3) 10 AWG	10 AWG
		Southeast traffic barrier - heat, receptacles, service light and flasher	(6) 10 AWG	
49	1	Southeast traffic barrier - control (See note 2)	(14) 12 AWG	12 AWG
50	1	Northeast traffic barrier - control (See note 2)	(14) 12 AWG	12 AWG
51	1	Far east warning gates - control	(28) 12 AWG	12 AWG
		Far east warning gates - power	(6) 6 AWG	
52	1 1/2	Far east warning gates - heat, receptacles, service lights and flashers	(6) 10 AWG	6 AWG
		Far east traffic signals	(4) 10 AWG	
		East "Drawbridge Ahead" sign	(2) 10 AWG	
		Far northeast warning gate - gong	(2) 10 AWG	
		Far northeast warning gate - power	(3) 6 AWG	
53	1 1/4	Far Northeast warning gate - heat, receptacle, service light and flasher	(6) 10 AWG	6 AWG
		Far northeast warning gate - gong	(2) 10 AWG	
54	1	Far northeast warning gate - control (See note 2)	(14) 12 AWG	12 AWG
55	1	Far southeast warning gate - control (See note 2)	(14) 12 AWG	12 AWG
56	1 1/4	Far southeast warning gate - power	(3) 6 AWG	6 AWG
		Southeast warning gate - heat, receptacle, service light and flasher	(6) 10 AWG	
57	3/4	Far east traffic signals	(4) 10 AWG	10 AWG
		East "Drawbridge Ahead" sign	(2) 10 AWG	
58	3/4	East "Drawbridge Ahead" sign	(2) 10 AWG	10 AWG
59	3/4	CCTV - 6 through 10 power	(2) 8 AWG	8 AWG
60	3/4	CCTV - 11 through 13 power	(2) 8 AWG	8 AWG
61	1 1/2	Northwest warning gate - control (See note 2)	(14) 12 AWG	12 AWG
		Southwest warning gate - control (See note 2)	(14) 12 AWG	

- Notes:
- Unless otherwise noted, all conductors and conduit shown above are new.
 - Conductor counts and conduit sizes listed are approximate. It shall be the contractor's responsibility to determine exact conductor counts and increase conduit sizes as necessary to comply with NEC requirements. Conduits shall not be smaller than those listed.
 - Conductor count shown includes spare conductors. See specifications.
 - All conduits shall include an insulated ground conductor sized according to the National Electrical Code, article 250, in addition to the circuit conductors shown.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONDUIT AND WIRE SCHEDULE - 2
STRUCTURE NO. 031-0001**

SHEET 94 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	94
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				

WIRING AND CONDUIT SCHEDULE (CONTINUED)

Run No.	Conduit (Inches) or Cable	Serving	Circuit Conductors	Equipment Grounding Conductor
64	1½	Northwest warning gate - power	(3) 10 AWG	10 AWG
		Northwest warning gate - heat, receptacle, service light and flasher	(6) 10 AWG	
		Southwest warning gate - power	(3) 10 AWG	
		Southwest warning gate - heat, receptacle, service light and flasher	(6) 10 AWG	
		Southwest warning gate - gong	(2) 10 AWG	
		West traffic signals	(4) 10 AWG	
65	1	Northwest warning gate - control (See note 2)	(14) 12 AWG	12 AWG
66	1	Northwest warning gate - power	(3) 10 AWG	10 AWG
		Northwest warning gate - heat, receptacle, service light and flasher	(6) 10 AWG	
67	1	Southwest warning gate - control (See note 2)	(14) 12 AWG	12 AWG
68	1	Southwest warning gate - power	(3) 10 AWG	10 AWG
		Southwest warning gate - heat, receptacle, service light and flasher	(6) 10 AWG	
		Southwest warning gate - gong	(2) 10 AWG	
69	1	Near northeast warning gate - power	(3) 10 AWG	10 AWG
		Near northeast warning gate - heat, receptacle, service light and flasher	(6) 10 AWG	
		Near northeast warning gate - gong	(2) 10 AWG	
70	1	Near northeast warning gate - control (See note 2)	(14) 12 AWG	12 AWG
71	1	Near southeast warning gate - control (See note 2)	(14) 12 AWG	12 AWG
72	1	Near southeast warning gate - power	(3) 10 AWG	10 AWG
		Near southeast warning gate - heat, receptacle, service light and flasher	(6) 10 AWG	
73	¾	Near east traffic signals	(4) 10 AWG	10 AWG

- Notes:**
1. Unless otherwise noted, all conductors and conduit shown above are new.
 2. Conductor counts and conduit sizes listed are approximate. It shall be the contractors responsibility to determine exact conductor counts and increase conduit sizes as necessary to comply with NEC requirements. Conduits shall not be smaller than those listed.
 3. Conductor count shown includes spare conductors. See specifications.
 4. All conduits shall include an insulated ground conductor sized according to the National Electrical Code, article 250, in addition to the circuit conductors shown.

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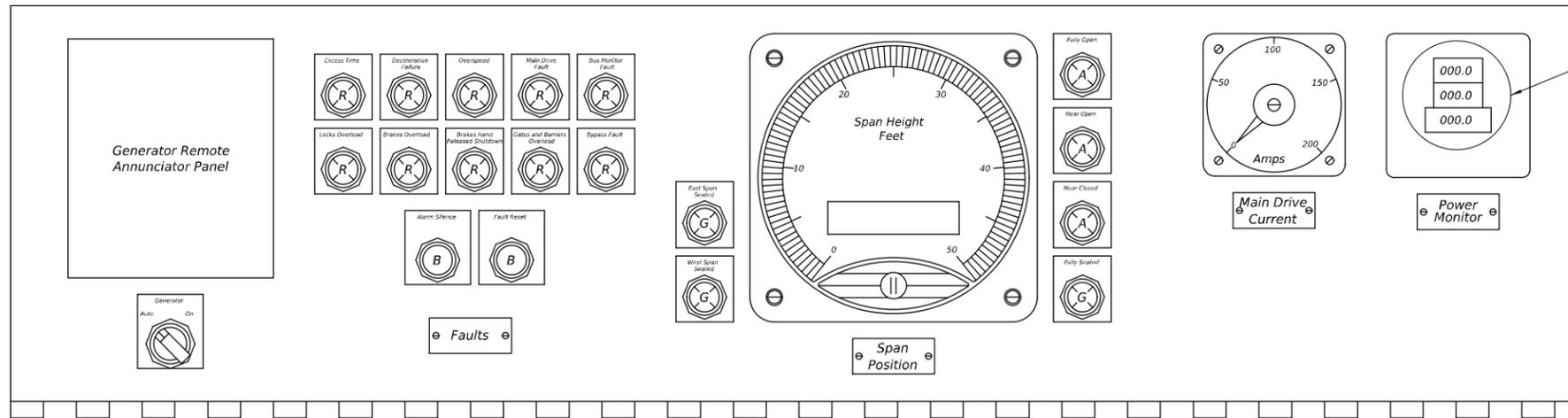
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DEPARTMENT OF TRANSPORTATION**

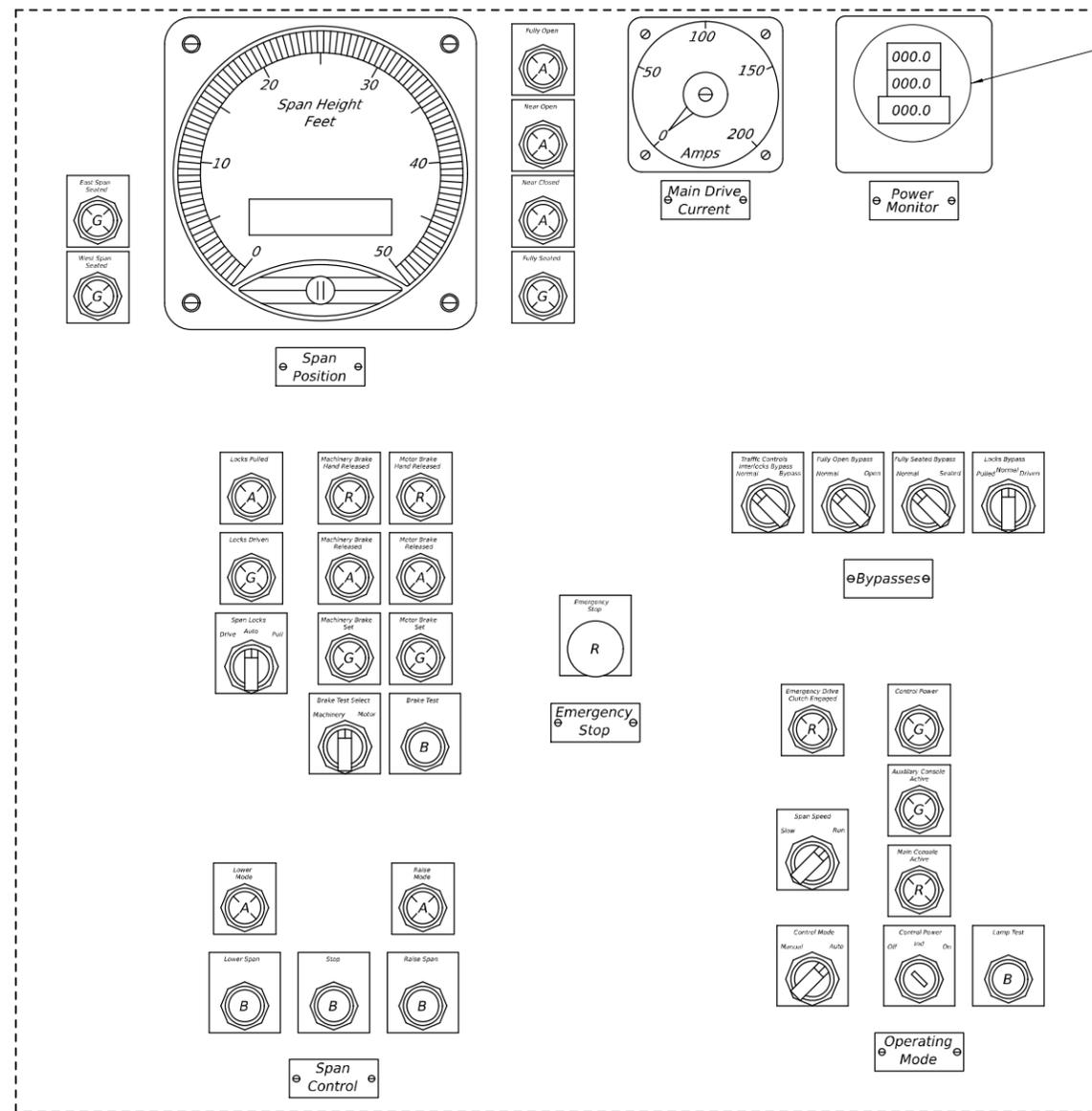
**CONDUIT AND WIRE SCHEDULE - 3
STRUCTURE NO. 031-0001**

SHEET 95 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	95
			CONTRACT NO. 76T66	
		ILLINOIS	FED. AID PROJECT #STP-PE84(658)	



MAIN CONTROL CONSOLE INDICATOR PANEL



AUXILIARY CONSOLE RIGHT DOOR DEVICES

New Power Monitor (E109)

New Power Monitor (E109)

Note:
 1. Existing power monitor CPU in the relay cabinet and displays on the main and auxiliary control consoles shall be removed. The new power monitors shall be installed in the footprint of the existing displays as shown on this sheet. The contractor shall provide all materials and perform all work necessary for the new power monitors to fit in the footprint of the existing power monitor displays.

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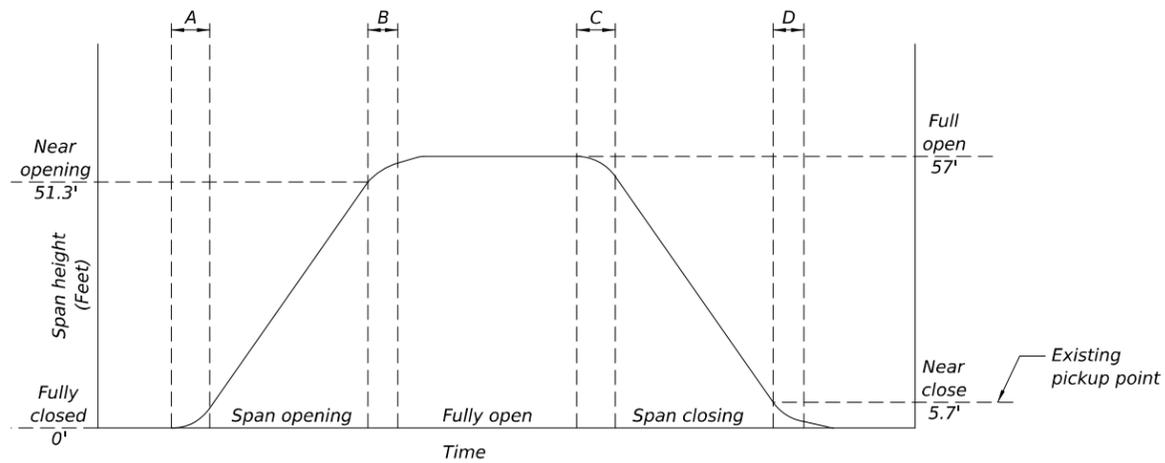
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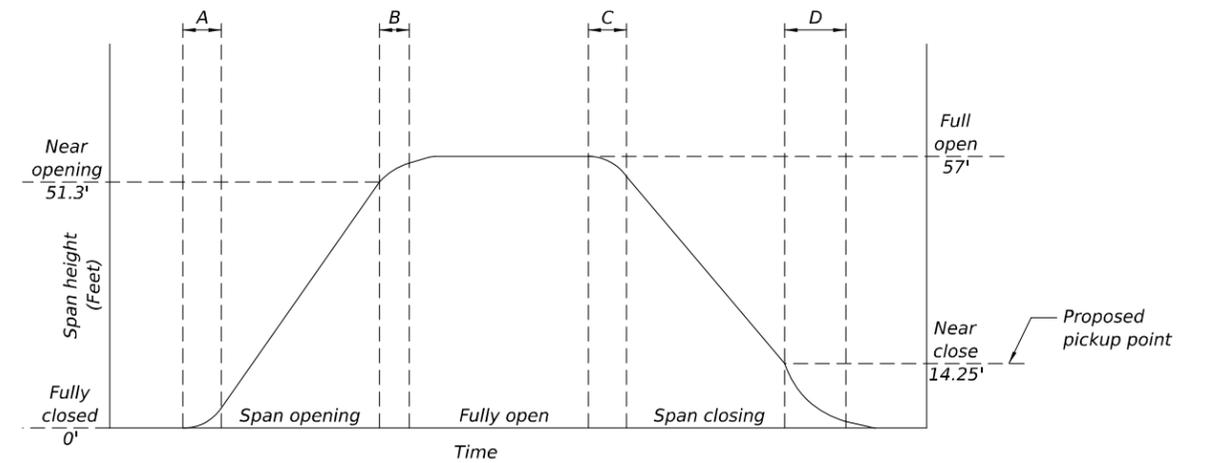
CONTROL CONSOLE LAYOUTS
 STRUCTURE NO. 031-0001

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(558)				

SHEET 96 OF 117 SHEETS

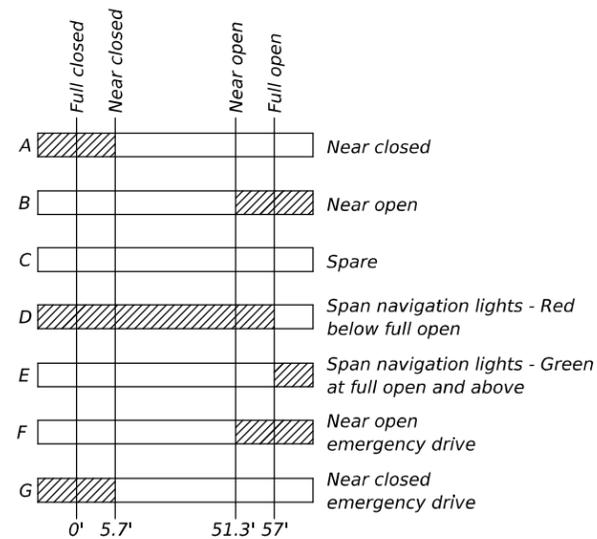


EXISTING SPAN OPERATING GRAPH



PROPOSED SPAN OPERATING GRAPH

See Note 1.



ROTARY CAM LIMIT SWITCH
LS-SC

SPAN OPERATING CHARACTERISTICS - RAMP/SPEED TIMES			
Ramp Letter	Existing Time (Sec)	Proposed Time (Sec)	Description
A	5	5	Accel Ramp - Zero to full speed
B	5	5	Decel Ramp - Full to creep speed
C	5	5	Accel Ramp - Zero to full speed
D	5	10	Decel Ramp - Full to creep speed

Notes:

- The vertical lift span has been noted to oscillate while the drive motor is decelerating from run speed to creep speed. The contractor shall investigate the reasoning for the oscillation during the lowering of the span and implement changes to the motor drive and rotary cam limit switch settings as needed to prevent the span from oscillating. At a minimum, it is recommended that the contractor perform the following adjustments:
 - Verify the deceleration time of the existing motor drive settings. If the deceleration time is 5 seconds or below, the deceleration time shall be increased to 10 seconds. If the existing deceleration time is above 5 seconds, an additional 5 seconds should be added onto the time.
 - The "Near Closed" setting on the RCLS shall be field adjusted as needed with the motor drive to accommodate the longer deceleration time. The contractor shall adjust the setting from the existing 5.7' to the recommended 14.25'. The contractor shall adjust the "Near Closed" trip setting as needed to meet the time requirements described above.
- Existing acceleration and deceleration times are based on field observation.
- The contractor shall submit existing and adjusted settings for the motor drive and rotary cam limit switch for the engineer to review.

CONTACT LEGEND

- Contact closed
- Contact open

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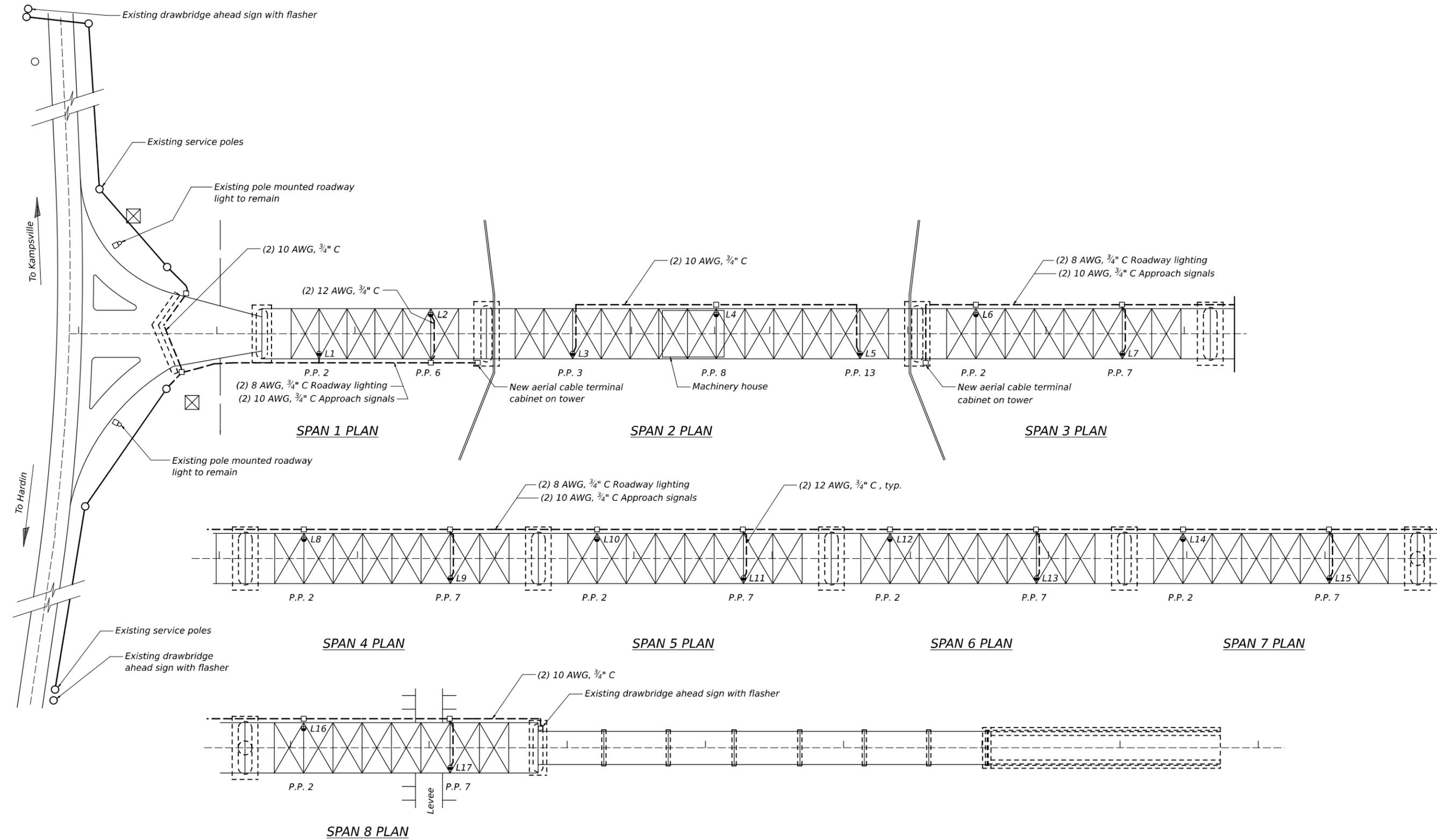
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DEPARTMENT OF TRANSPORTATION

CONTROL SYSTEM MODIFICATION
STRUCTURE NO. 031-0001

SHEET 97 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	97
CONTRACT NO. 76T66				

ILLINOIS FED. AID PROJECT #STP-PE84(658)



LEGEND:

- Existing Roadway lights
- New Junction box

- Notes:**
1. All raceway to include ground conductor.
 2. Attach distribution conduit to bottom chord.

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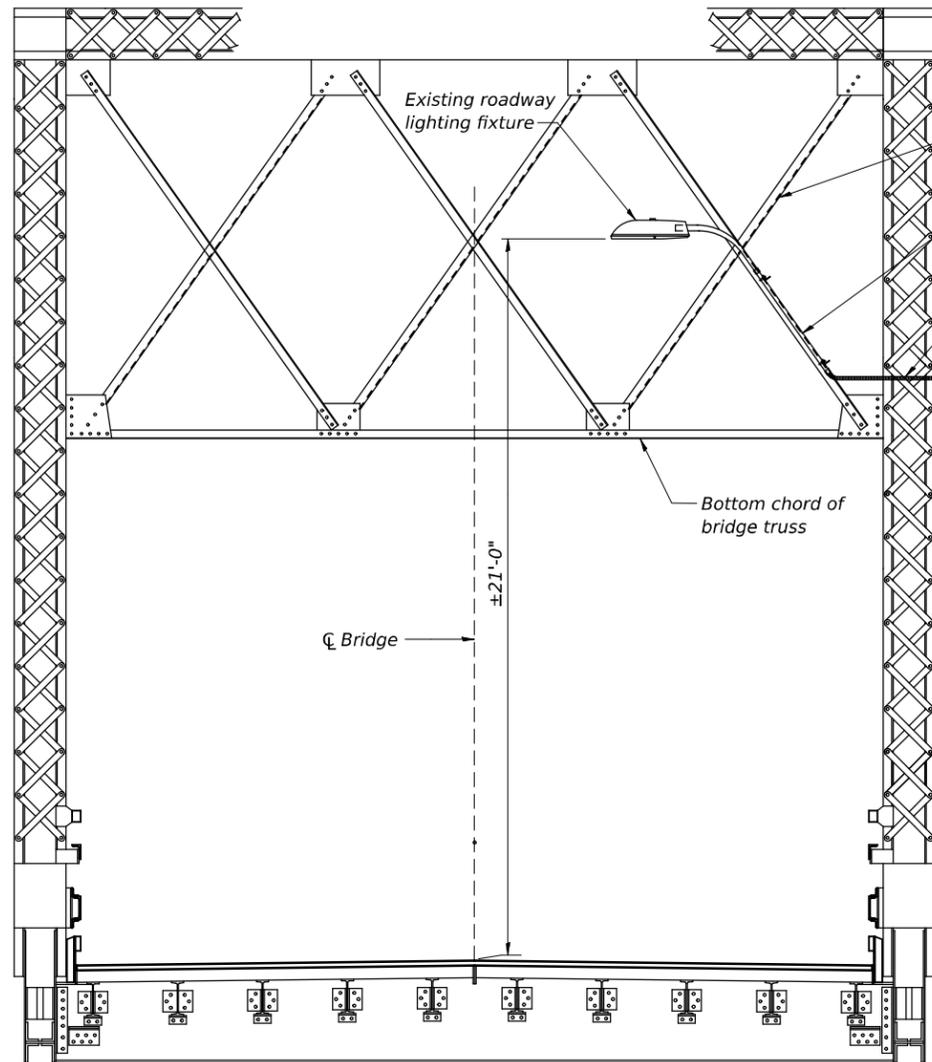
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PLOT DATE =	CHECKED - GTW	REVISED -

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DEPARTMENT OF TRANSPORTATION

ROADWAY LIGHTING DETAILS - 1
STRUCTURE NO. 031-0001

SHEET 98 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	98
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(558)				

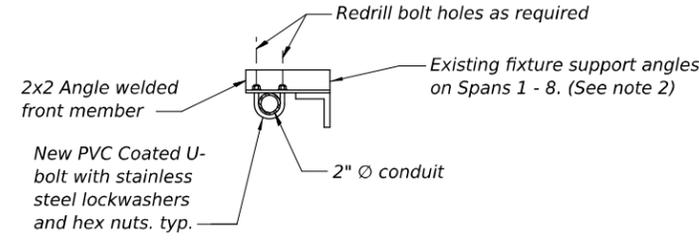


ROADWAY CROSS SECTION

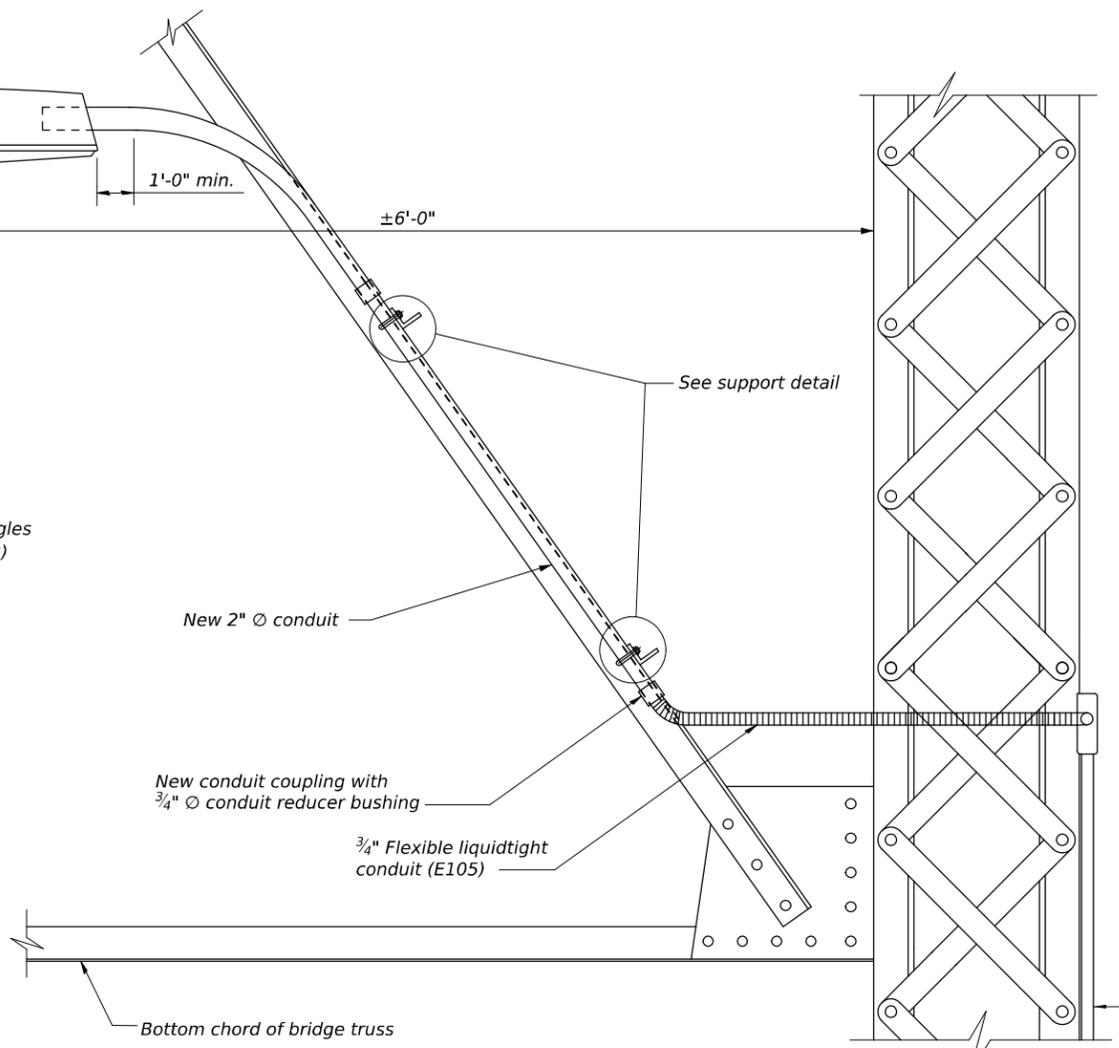
Existing roadway lighting fixture
 Angle of diagonal varies with panel point location
 See roadway lighting connection detail this sheet
 New 3/4" Flexible liquidtight Conduit (E105)
 3/4" Conduit fitting
 3/4" Ø conduit down to cast junction box

Bottom chord of bridge truss

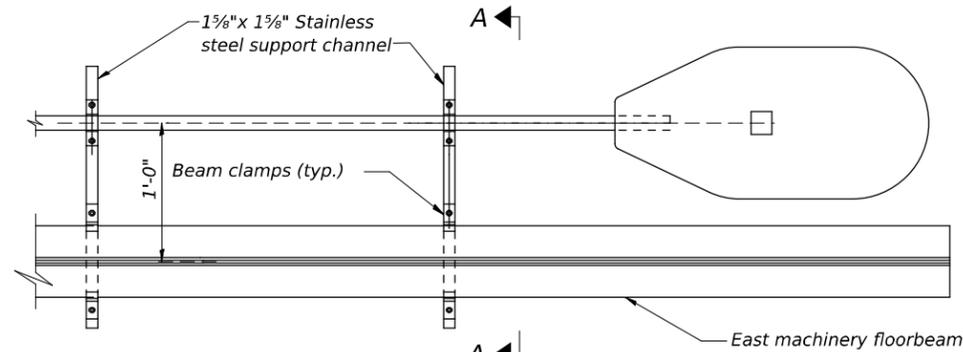
±21'-0"
 C Bridge



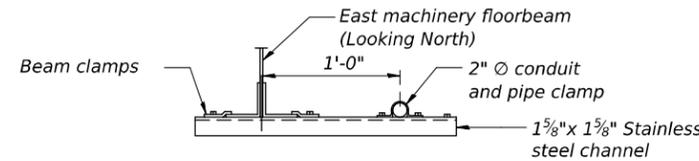
SUPPORT DETAIL



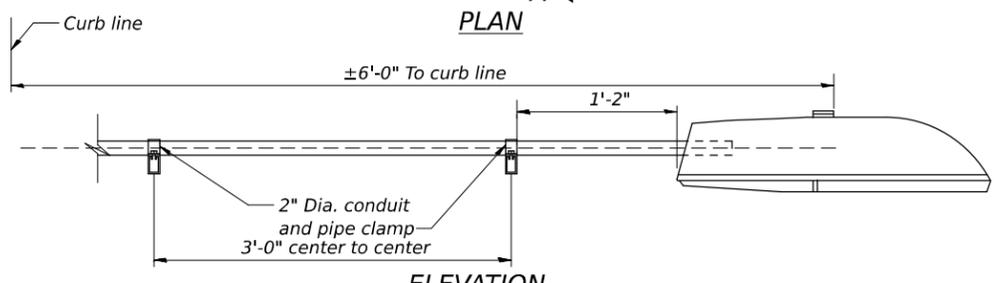
ROADWAY LIGHTING CONNECTION DETAILS



PLAN



SECTION A-A



ELEVATION

SUPPORT DETAILS, FIXTURE L4 ON SPAN 2

- Notes:
 1. Minimum 1'-0" required at rear of fixture to facilitate ballast door removal
 2. Replace any support angles that may be missing, damaged or showing significant section loss.
 3. All hardware shall be corrosion resistant.

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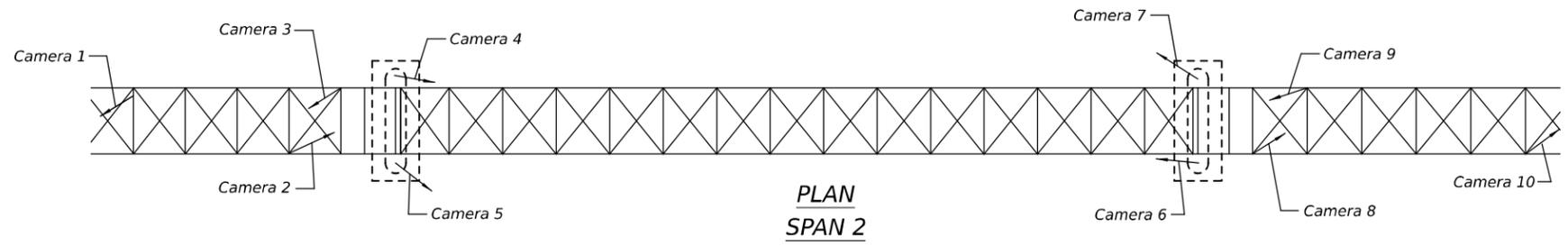
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STATE OF ILLINOIS
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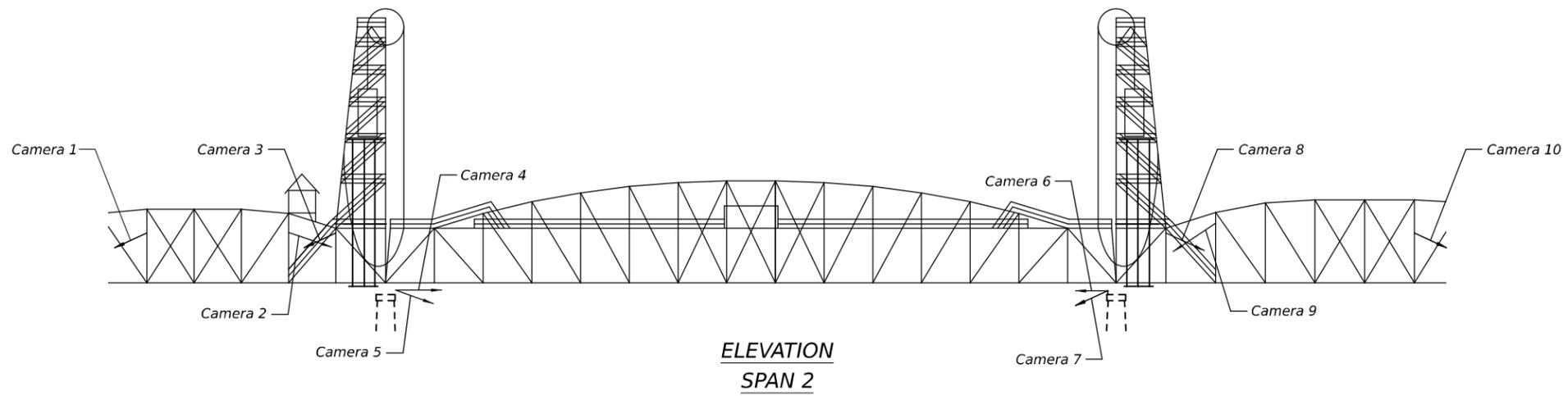
ROADWAY LIGHTING DETAILS - 2
 STRUCTURE NO. 031-0001

SHEET 99 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(558)				

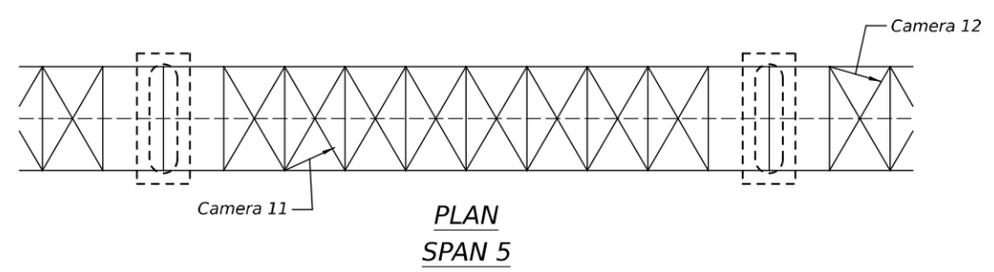


PLAN
SPAN 2

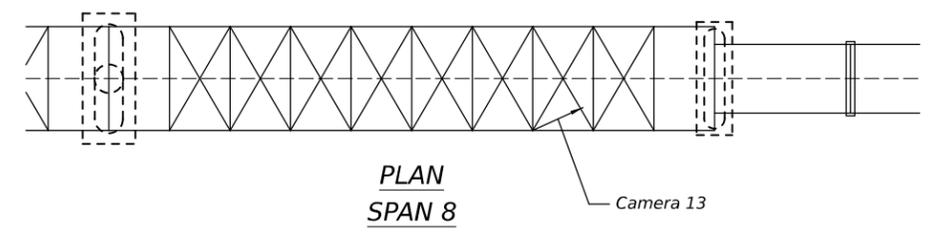


ELEVATION
SPAN 2

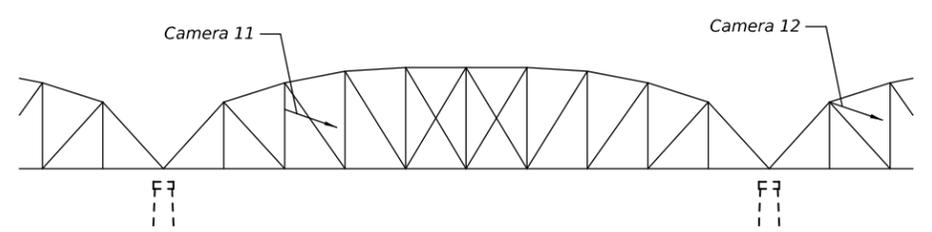
CAMERA MOUNTING SCHEDULE		
Camera No.	(Item No.)	Area of Coverage
1	(E119)	West Warning Gate and Approach Roadway
2	(E119)	West Counterweight
3	(E119)	West Barrier Gate and Approach Roadway
4	(E119)	East Fender
5	(E119)	South Channel
6	(E119)	West Fender
7	(E119)	North Channel
8	(E119)	East Barrier Gate and Approach Roadway
9	(E119)	East Counterweight
10	(E119)	Near East Warning Gate and Approach Roadway
11	(E119)	East Approach Roadway between Near and Far East Warning Gates
12	(E119)	Far East Warning Gate and Approach Roadway
13	(E119)	East Portal and Approach Roadway



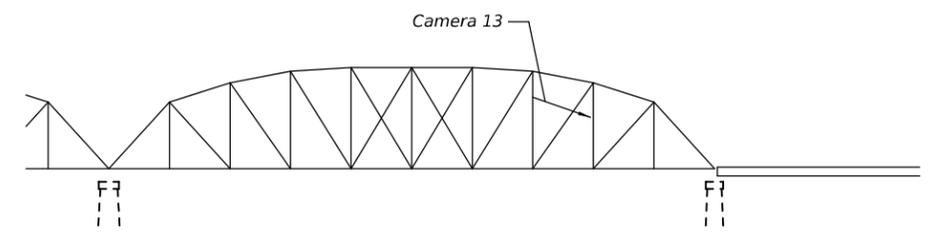
PLAN
SPAN 5



PLAN
SPAN 8



ELEVATION
SPAN 5



ELEVATION
SPAN 8

Notes:

1. Camera locations shown on this sheet do not represent exact field locations and shall be field verified by the contractor. Proposed mounting locations shall be submitted to the engineer for approval.
2. For CCTV system diagram, see sheet 101.
3. For mounting details, see sheet 102.

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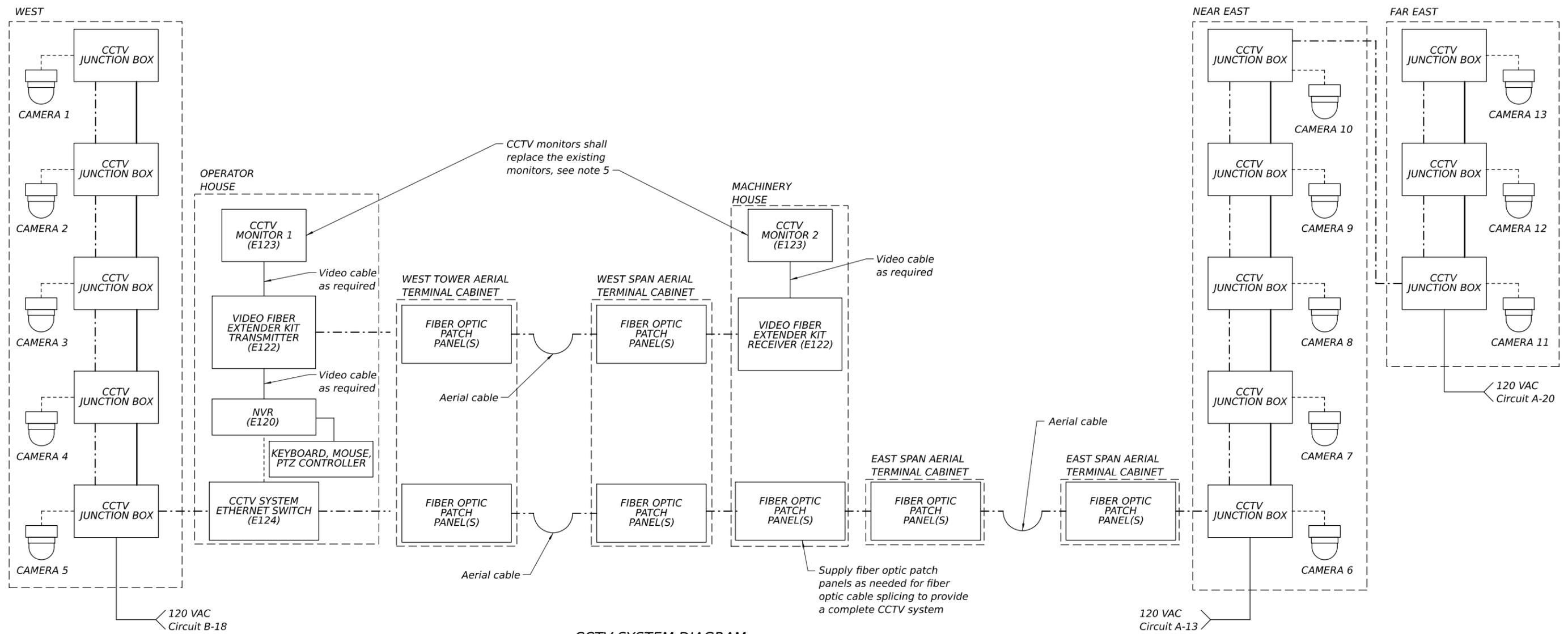
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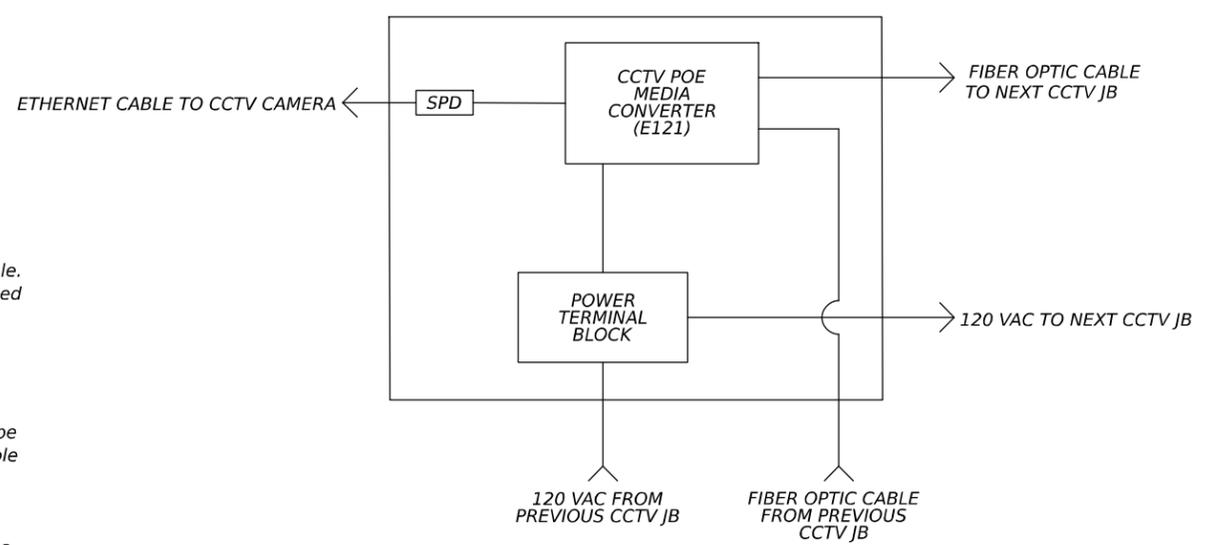
CCTV SYSTEM DETAILS - 1
STRUCTURE NO. 031-0001

SHEET 100 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	100
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				



CCTV SYSTEM DIAGRAM



CCTV JUNCTION BOX DETAILS

- Notes:
1. See sheet 100 for camera locations and areas of coverage.
 2. See sheet 102 for camera and junction box mounting details.
 3. See sheets 91 through 95 for conduit and wiring layout and schedule.
 4. Proper operation of the new CCTV system shall be tested and verified before removing the existing CCTV system. Final installation of the machinery house NVR, ethernet switch, and video fiber extender transmitter shall be inside the control console. All existing CCTV system equipment shall be returned to IDOT maintenance once removed.
 5. The mounting system for the existing CCTV system monitors shall be used for the new monitors. If the existing mounts are not compatible with the new monitors, the contractor shall submit proposed mounting details to the engineer for review and approval.
 6. The contractor is responsible for furnishing and installing all miscellaneous cables and wiring between devices and providing the necessary adapters, such as video cable adapters, as required.
 7. See sheet 112 for CCTV system power circuits.

- LEGEND**
- Fiber optic cable
 - Ethernet cable
 - Power conductor

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CCTV SYSTEM DETAILS - 2
STRUCTURE NO. 031-0001**

SHEET 101 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	101
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(558)				

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1-5/8" slotted stainless steel strut channel, see note 6 (typ.)

Custom stainless-steel mounting plate

Wall Camera Mount (E125)

Stainless-steel NEMA 4X enclosure, size as required

Install spacers as needed such that all mounting equipment does not interfere with existing structural cross bracing members.

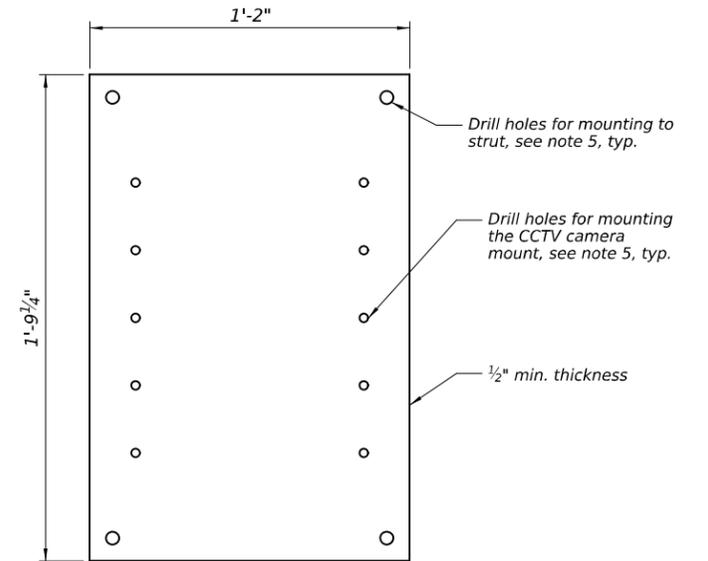
Stainless steel mounting hardware, see note 7

Stainless steel beam clamp, typ. attachment for all struts

1-5/8" slotted stainless steel strut channel

Custom stainless-steel mounting plate

PLAN
ROADWAY CCTV CAMERA MOUNTING DETAIL



ROADWAY CCTV CAMERA
CUSTOM STAINLESS-STEEL MOUNTING PLATE

Sway bracing

ELEVATION
ROADWAY CCTV CAMERA MOUNTING DETAIL

See note 3

Pier handrail

Pier access ladder

Pier top

Pier Camera Mount (E126)

Utilize 3/8" anchor bolts set in epoxy with min. embedment depth of 6" for mounting to concrete pier

ELEVATION
PIER CCTV CAMERA MOUNTING DETAIL

See note 3

Notes:

- For CCTV camera locations, see sheet 100.
- For CCTV system diagram, see sheet 101.
- Roadway camera mounting details are for CCTV cameras 1 through 3, and cameras 8 through 13. Pier camera mounting details are for CCTV cameras 4 through 7.
- The contractor shall verify all field conditions and submit proposed mounting details to the engineer for review and approval prior to manufacturing the mounting plate and mounting the devices.
- The contractor shall verify the size and location of holes required to mount the CCTV camera mount to the mounting plate. The holes shall be sized per the bolt size recommended by the manufacturer.
- All components shall remain outside of the roadway barrier and be mounted/modified in such a way that the roadway clearance is not encroached.
- All mounting hardware shall be stainless steel and sized as required per manufacturer recommendations. Utilize double locking nuts for all bolted connections. Contractor to provide necessary insulating means to isolate all dissimilar metals.

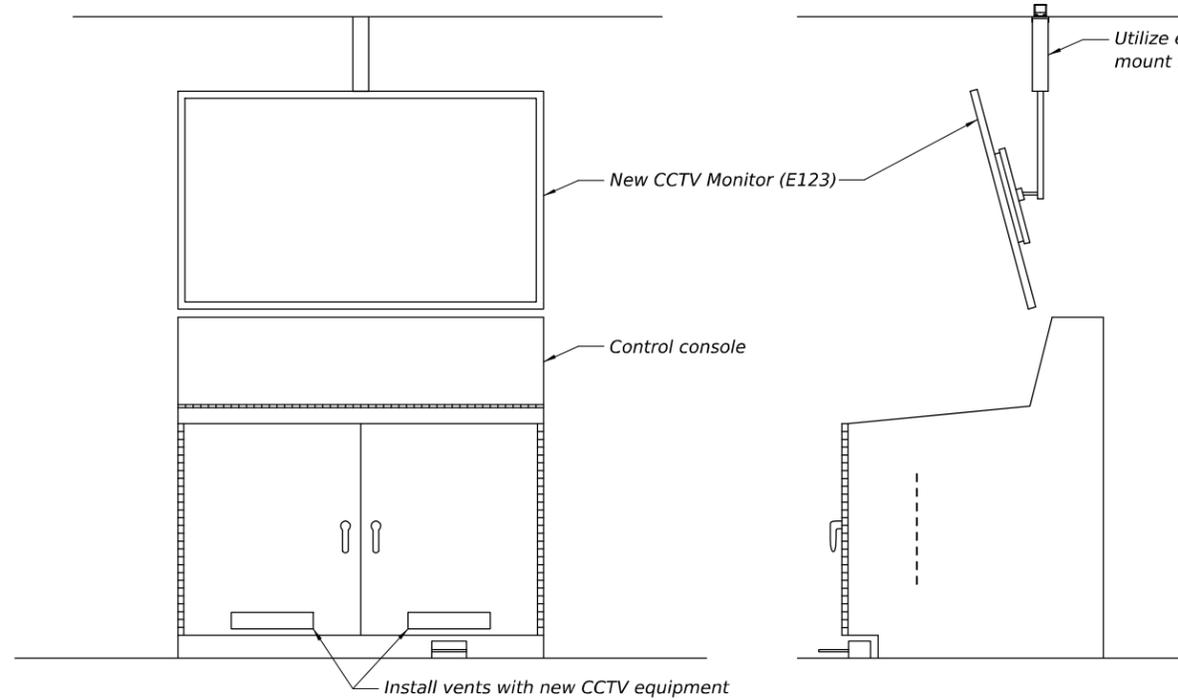
STATE OF ILLINOIS
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CCTV SYSTEM DETAILS - 3
STRUCTURE NO. 031-0001

SHEET 102 OF 117 SHEETS

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CONTRACT NO. 76T66				

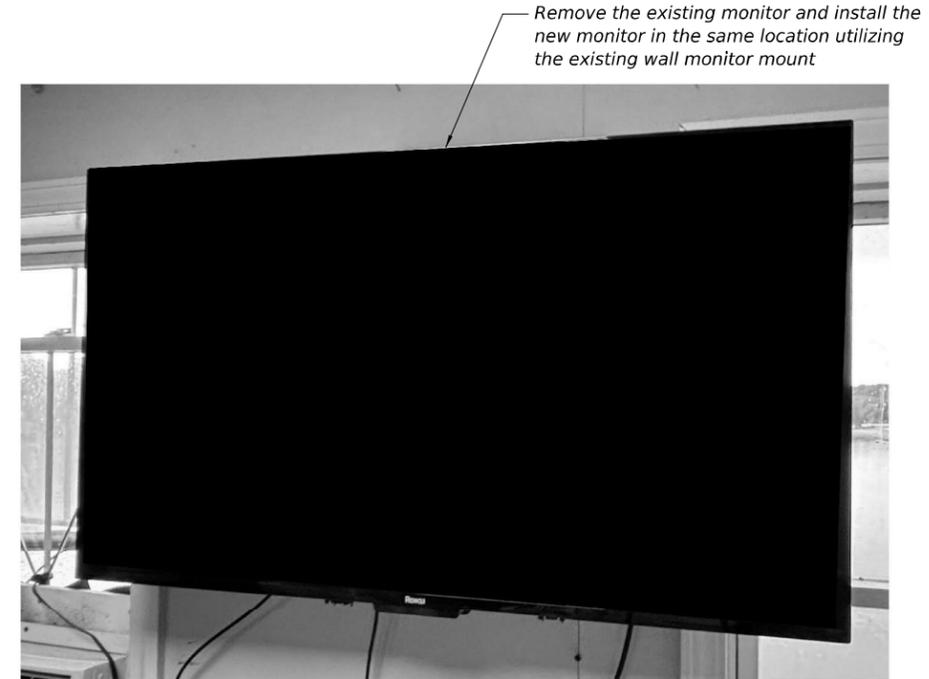
ILLINOIS FED. AID PROJECT #STP-PE84(558)



FRONT VIEW

SIDE VIEW

OPERATOR HOUSE MONITOR



MACHINERY HOUSE MONITOR

- Notes:
1. For CCTV system diagram, see sheet 101.
 2. Both monitors shall show all camera views in a grid format.
 3. If the existing monitor mounts are not compatible with the new monitors, the contractor shall furnish and install new VESA mounts.
 4. The tilt angle of the operator house monitor shall be determined in the field to the satisfaction of the bridge mechanic.

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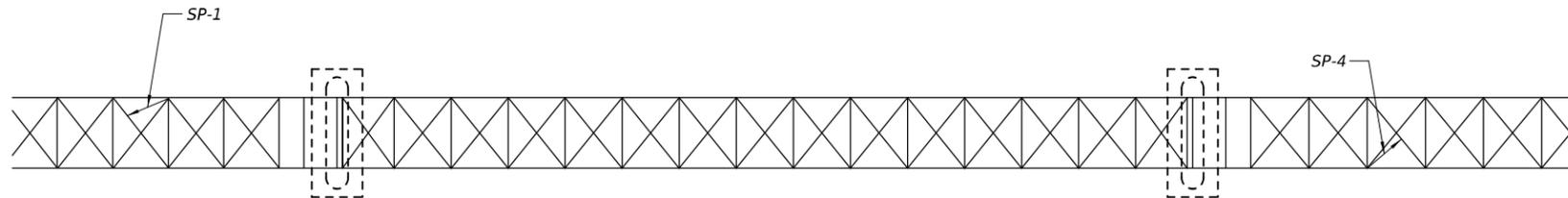
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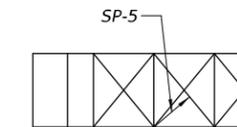
**CCTV SYSTEM DETAILS - 4
STRUCTURE NO. 031-0001**

SHEET 103 OF 117 SHEETS

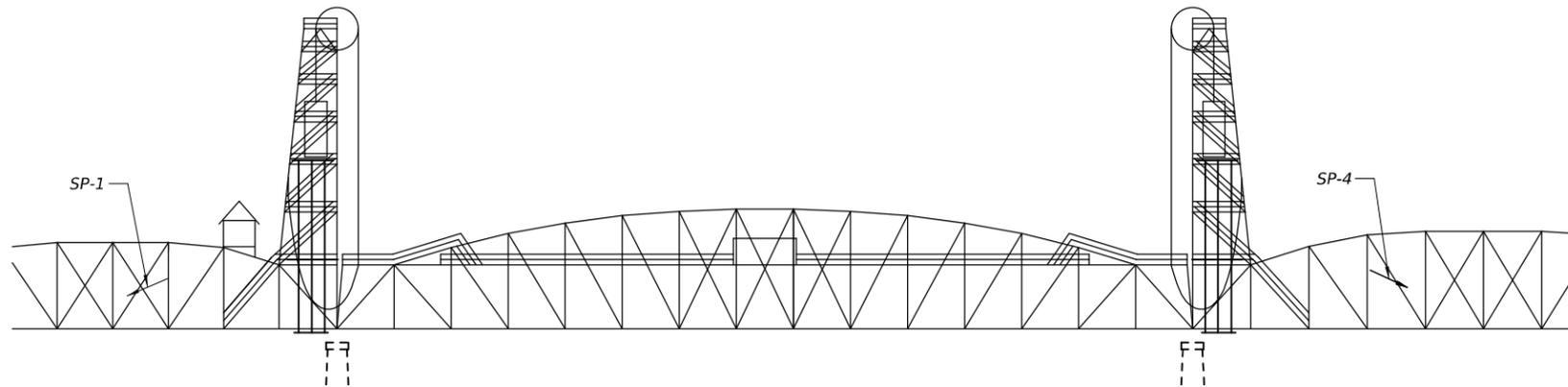
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				CONTRACT NO. 76T66
		ILLINOIS	FED. AID PROJECT #STP-PE84(558)	



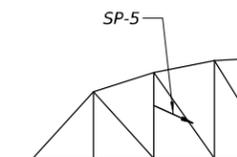
PLAN
PA SYSTEM SPEAKERS



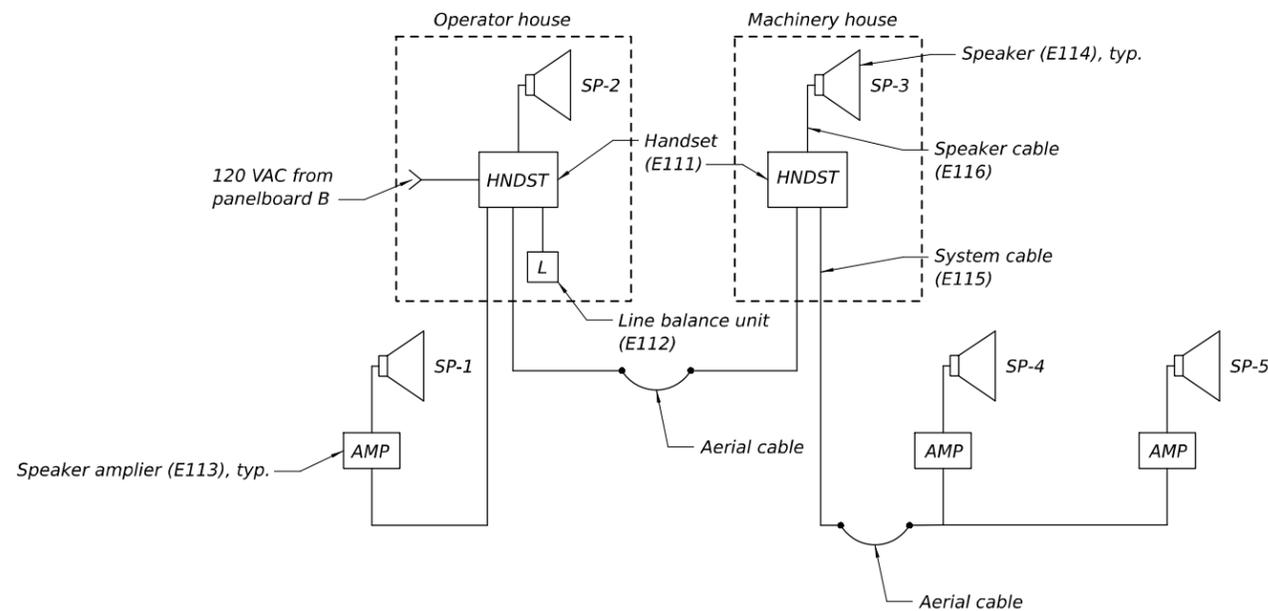
PLAN
SPAN 6 PA SYSTEM SPEAKER



ELEVATION
PA SYSTEM SPEAKERS



ELEVATION
SPAN 6 PA SYSTEM SPEAKER



PA SYSTEM DIAGRAM

Notes:

1. Mount outdoor speakers and amplifiers to existing structure. Orient all speakers to face the roadway. See sheet 105 for mounting details.
2. PA system designed using Gai-Tronics Page/Party system as a reference. Variations in components resulting from use of an approved equal system by a different manufacturer shall be submitted to the engineer for approval.
3. Speaker locations shown on this sheet do not represent exact field locations and shall be field verified by the contractor.
4. The contractor shall install the PA system equipment in the operator house and machinery house based on existing field conditions. The proposed locations and mounting details shall be submitted to the engineer for approval.

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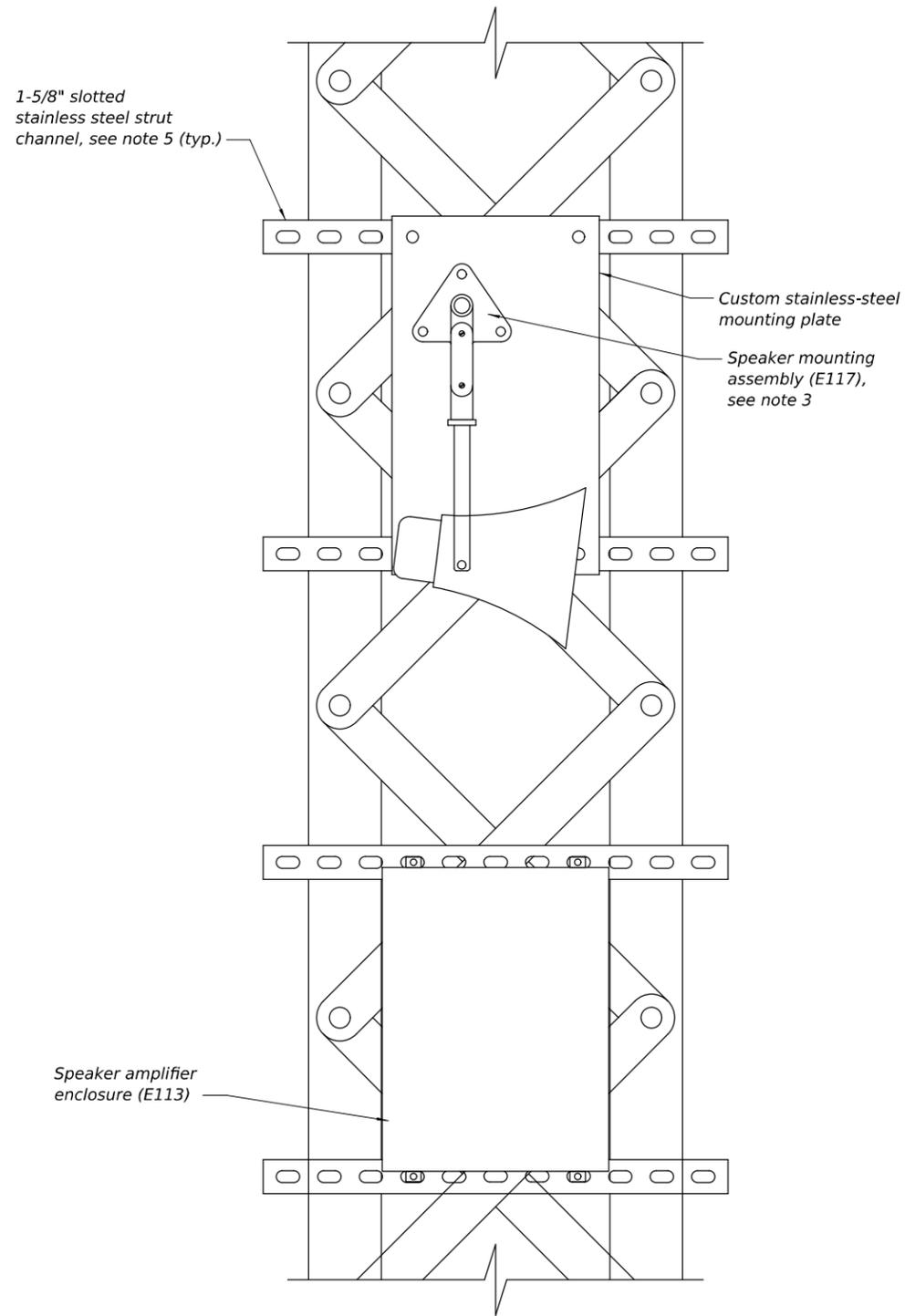
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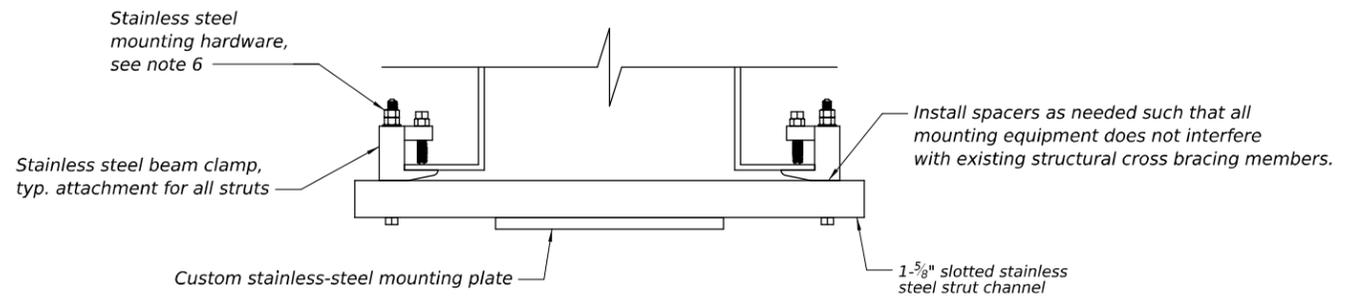
PA SYSTEM DETAILS - 1
STRUCTURE NO. 031-0001

SHEET 104 OF 117 SHEETS

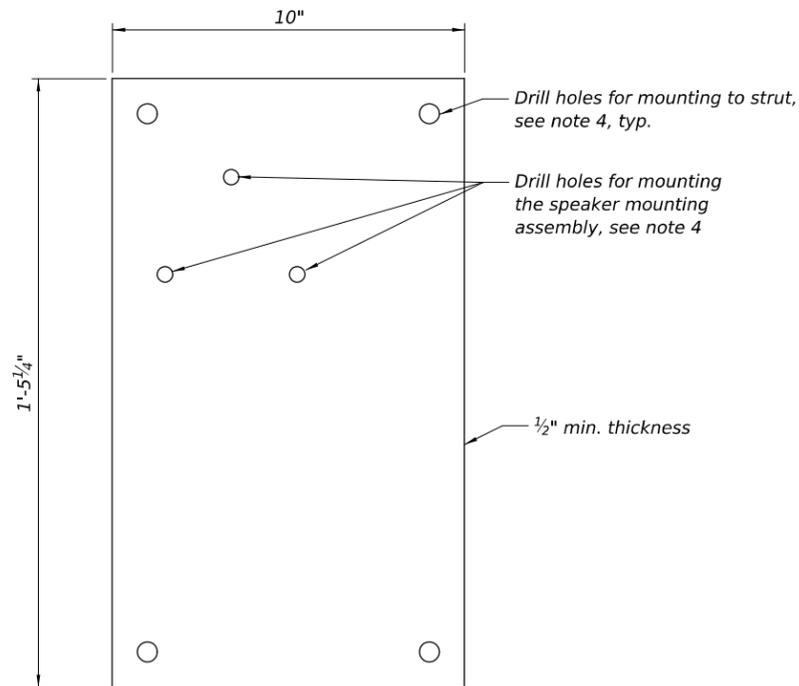
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304	266BRR, (4, 5) I	GREENE	117	104
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				



ELEVATION
PA SYSTEM SPEAKER MOUNTING
 Typ. for SP-1, SP-4, SP-5



PLAN
PA SYSTEM SPEAKER MOUNTING



PA SYSTEM SPEAKER MOUNTING PLATE

Notes:

1. For outdoor speaker locations and PA system diagram, see sheet 104.
2. The contractor shall verify all field conditions and submit proposed mounting details to the engineer for review and approval prior to manufacturing the mounting plate and mounting the devices.
3. Speaker mounting assembly from Gai-Tronics Page/Party speaker. Any variations in speaker mounting details resulting from use of an approved equal system by a different manufacturer shall be submitted to the engineer for approval.
4. The contractor shall verify the size and location of holes required to mount the speakers to the mounting plate. The holes shall be sized per the bolt size recommended by the manufacturer.
5. All components shall remain outside of the roadway barrier and be mounted/modified in such a way that the roadway clearance is not encroached.
6. All mounting hardware shall be stainless steel and sized as required per manufacturer recommendations. Utilize double locking nuts for all bolted connections. Contractor to provide necessary insulating means to isolate all dissimilar metals.

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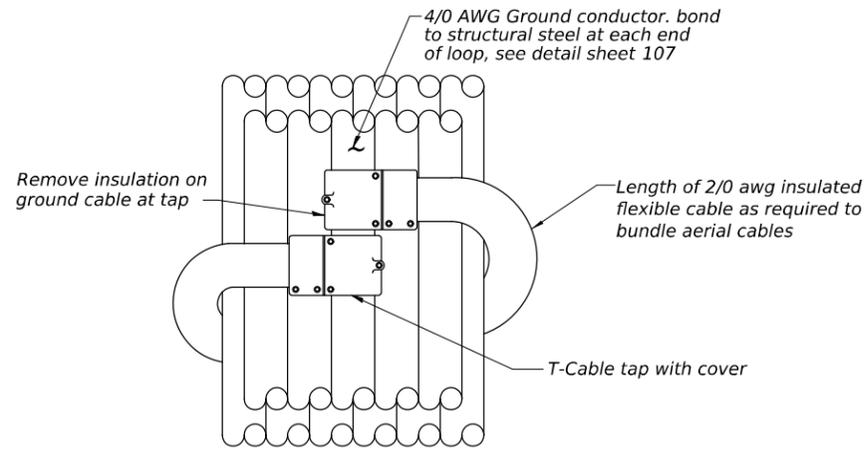
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PA SYSTEM DETAILS - 2
STRUCTURE NO. 031-0001

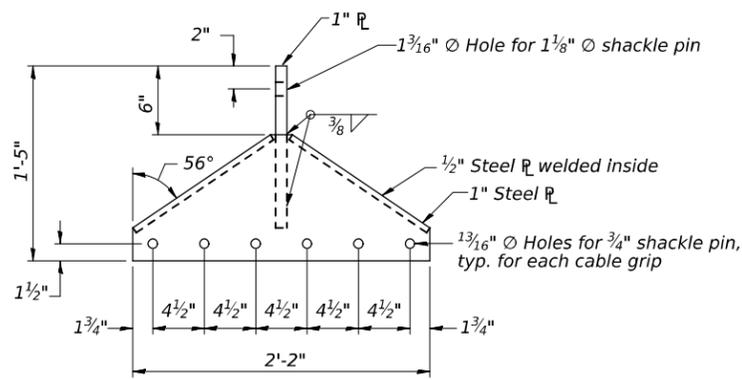
SHEET 105 OF 117 SHEETS

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CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				



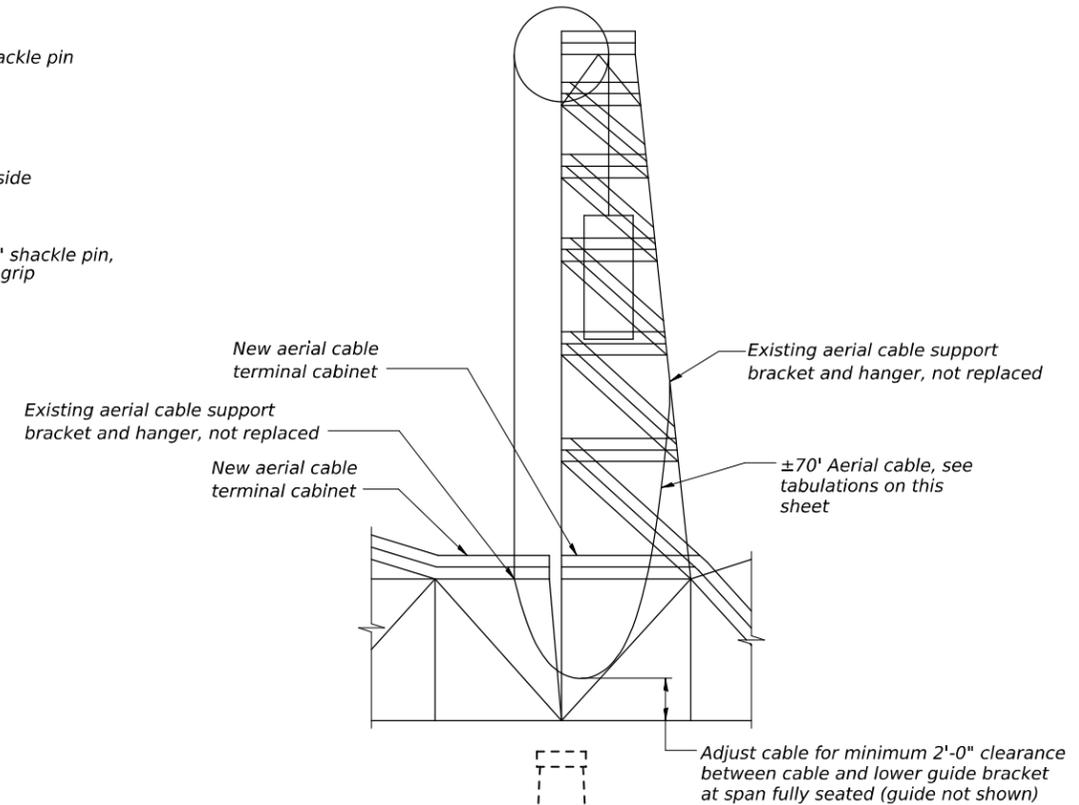
CABLE TIE FOR AERIAL LOOP

Install at Maximum 10'-0" Intervals
See note 1



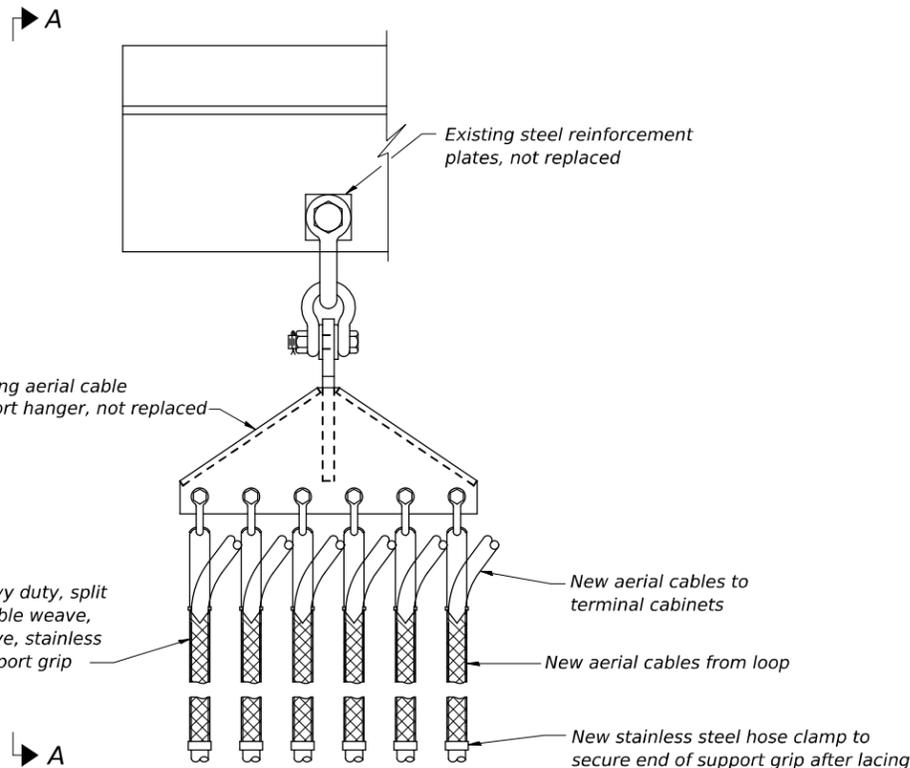
AERIAL CABLE SUPPORT HANGER DETAIL

See note 3



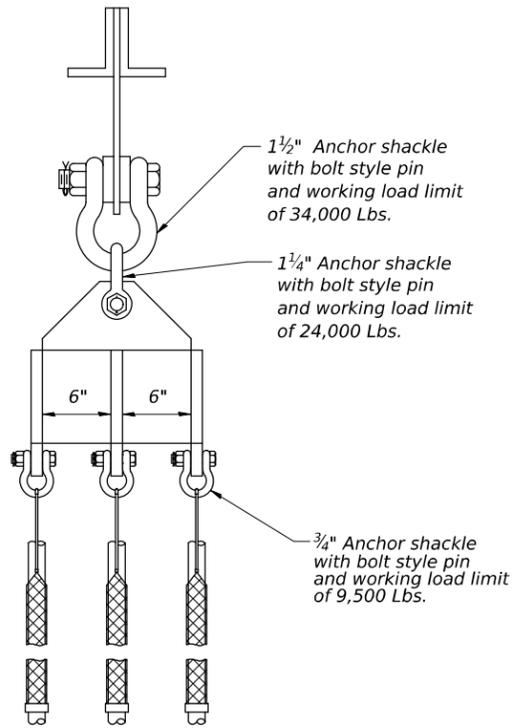
AERIAL CABLE

East shown, west similar



AERIAL CABLE ATTACHMENT DETAIL

See note 1



SECTION A-A

See note 4

WEST AERIAL CABLE TABULATION		
Quantity	Cable Make-Up	Function
4	(1) 500 MCM	Bridge Service Feeder
1	(4) 2/0 AWG	Power
1	(4) 8 AWG	
2	(25) 10 AWG (Note 5)	
4	(55) 12 AWG	Control
3	(6 STP) 16 AWG	Ground
1	1C AWG 4/0	
2	12 Count Fiber Optic	
1	PA system cable	West PA speaker

STP = Shielded Twisted Pairs

EAST AERIAL CABLE TABULATION		
Quantity	Cable Make-Up	Function
1	(6) 6 AWG	Power
1	(4) 8 AWG	
3	(25) 10 AWG (Note 5)	
2	(55) 12 AWG	Control
1	1C AWG 4/0	Ground
1	12 Count Fiber Optic	East CCTV
1	PA system cable	East PA speaker

Note:

Tabulations of Flexible Cables, as shown, are for reference purpose only. Contractor shall determine the exact number flexible Cables required based on all Conductors needed, including required Spares.

Notes:

- Cables shall be supported both individually and in groups. Power and control cables shall not be grouped together. Size of grips to be determined using actual diameters of the cables. The contractor shall consider the actual weights of the cables in order to arrange cable support grips on support hanger for the most balanced load condition.
- Aerial cable support hanger design shown is based on a maximum cable load of 40 lbs./ft. with wind and ice loads as prescribed by the national electrical safety code. Contractor shall verify loading and strengthen bracket if necessary.
- Detail included for information only. Existing aerial cable support hanger, and associated hardware not to be replaced unless deemed necessary.
- Detail included for information only. Existing hardware not to be replaced unless deemed necessary.
- Each aerial cable to include at least 5 spare conductors.

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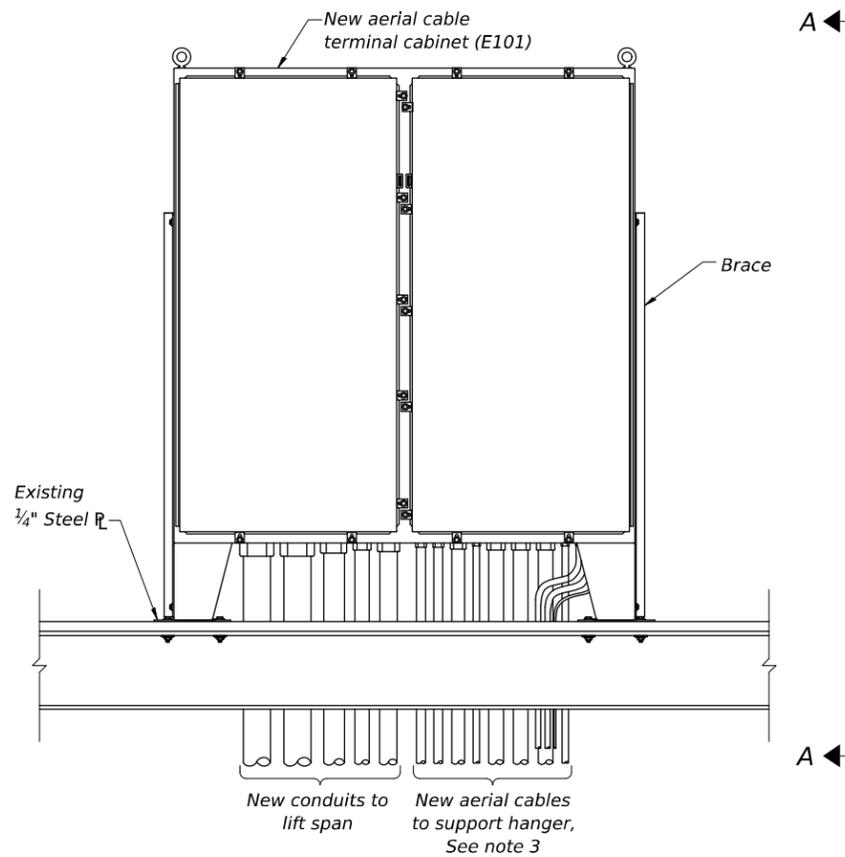
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**AERIAL CABLE DETAILS - 1
STRUCTURE NO. 031-0001**

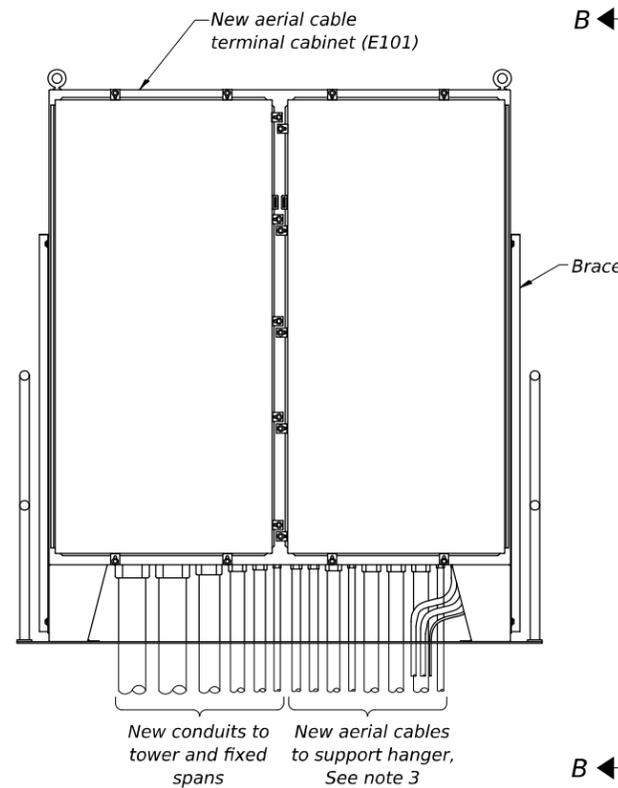
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304	266BRR, (4, 5) I	GREENE	117	106
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				

SHEET 106 OF 117 SHEETS



LIFT SPAN AERIAL CABLE TERMINAL CABINET

West cabinet shown, east similar
See notes 1, 2 and 4



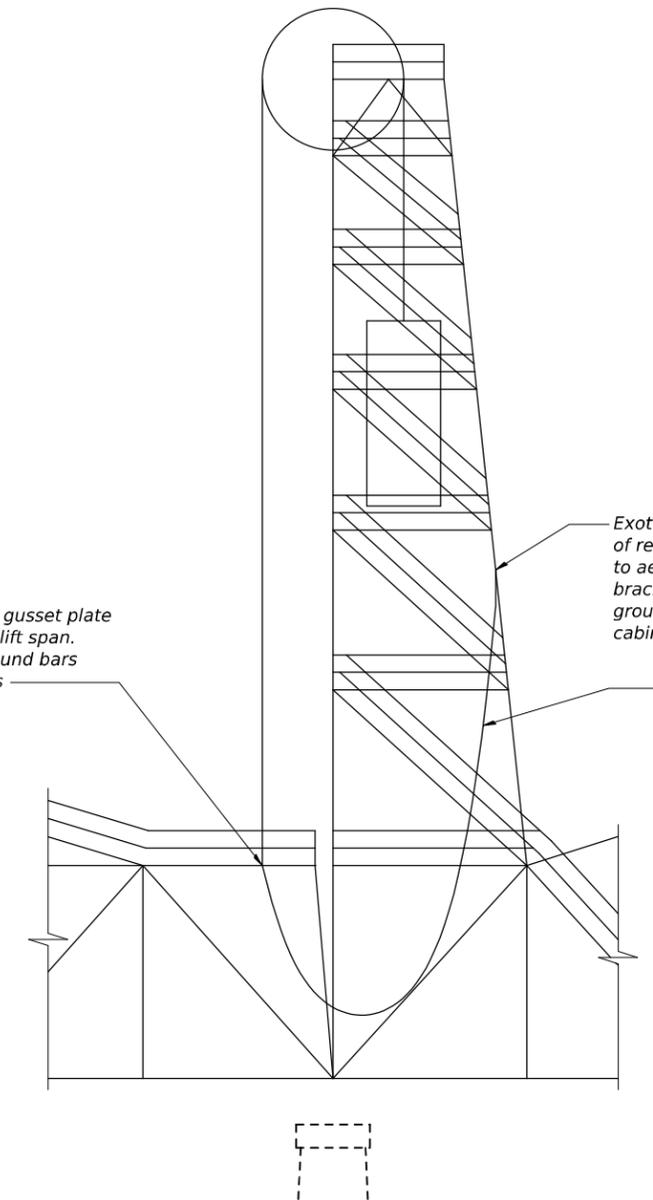
TOWER AERIAL CABLE TERMINAL CABINET

West cabinet shown, east similar
See notes 1, 2 and 4

Exothermic weld to gusset plate above top chord of lift span. Extend cable to ground bars in terminal cabinets

Exothermic weld to flange of rear tower leg adjacent to aerial cable support bracket. Extend cable to ground bars in terminal cabinets

Aerial cable grounding jumper, extra flexible stranded copper, size 4/0 AWG. Group with aerial cable, see detail sheet 106

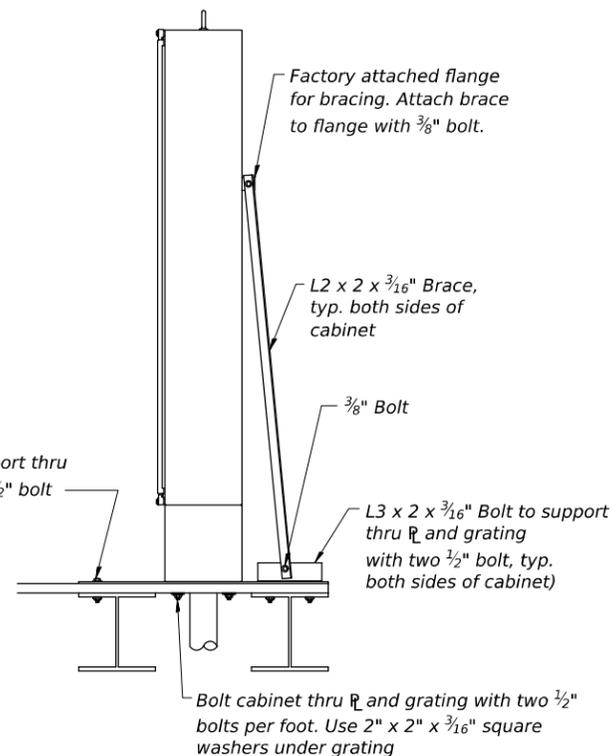


AERIAL CABLE GROUNDING JUMPER DETAIL

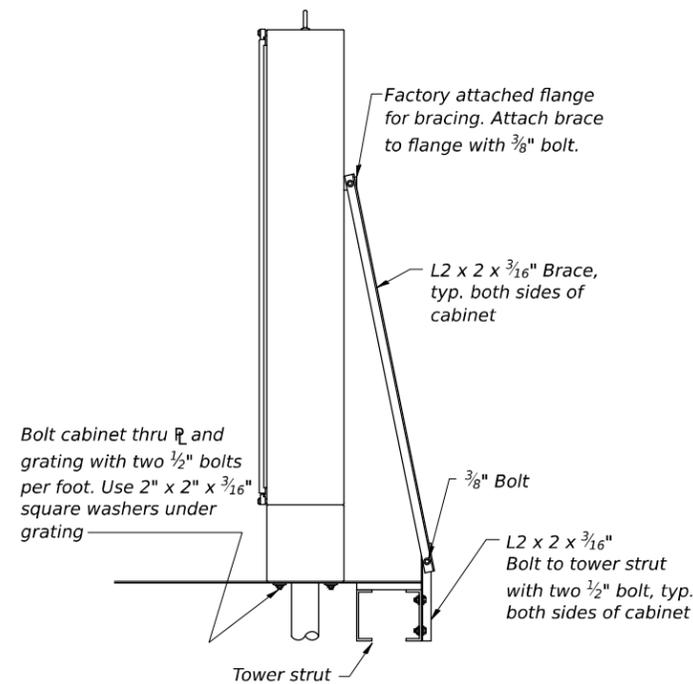
East jumper shown, west similar

Notes:

1. All angles and plates shall be stainless steel or hot-dipped galvanized steel. Provide new angle and plates as necessary. All nuts, bolts, washers, and related hardware shall be stainless steel and new. Utilize lock washers on all connections.
2. All conductors in terminal cabinets shall be terminated on heavy duty, phenolic, screw type terminal blocks. Keep power and control terminal blocks separate inside cabinet.
3. Support aerial cables between hanger and terminal cabinet at maximum 3'-0" intervals using stainless steel angle and stainless steel cushion clamps. Provide new stainless steel angle and stainless steel cushion clamps as necessary.
4. All nuts, bolts, washers, and related hardware shall be stainless steel and new.
5. Install new aerial cable terminal cabinets in same location as existing.



VIEW A-A



VIEW B-B

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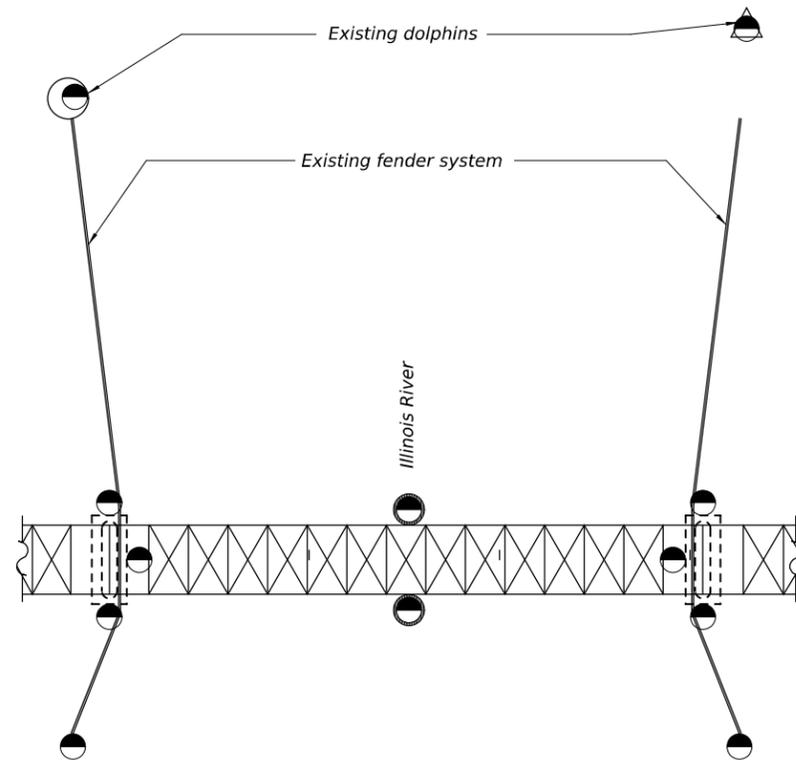
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**AERIAL CABLE DETAILS - 2
STRUCTURE NO. 031-0001**

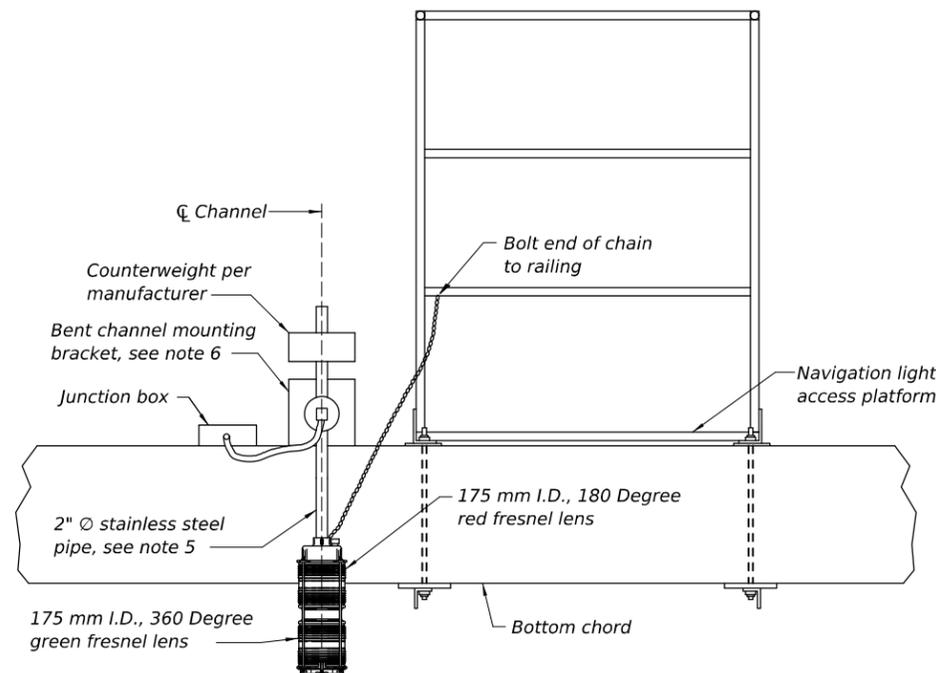
SHEET 107 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 76T66				

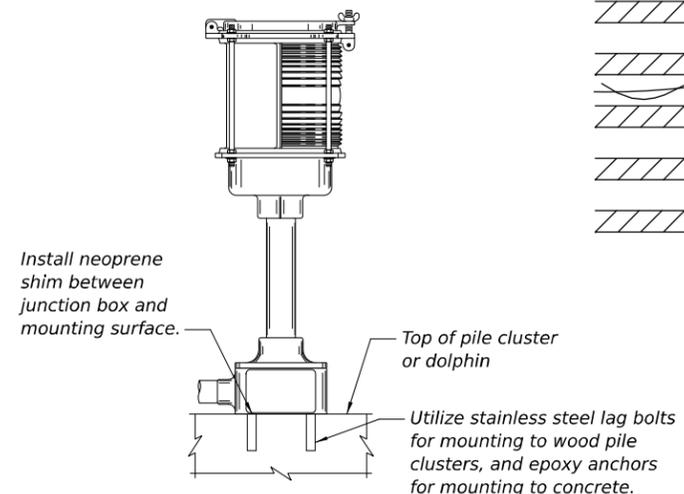
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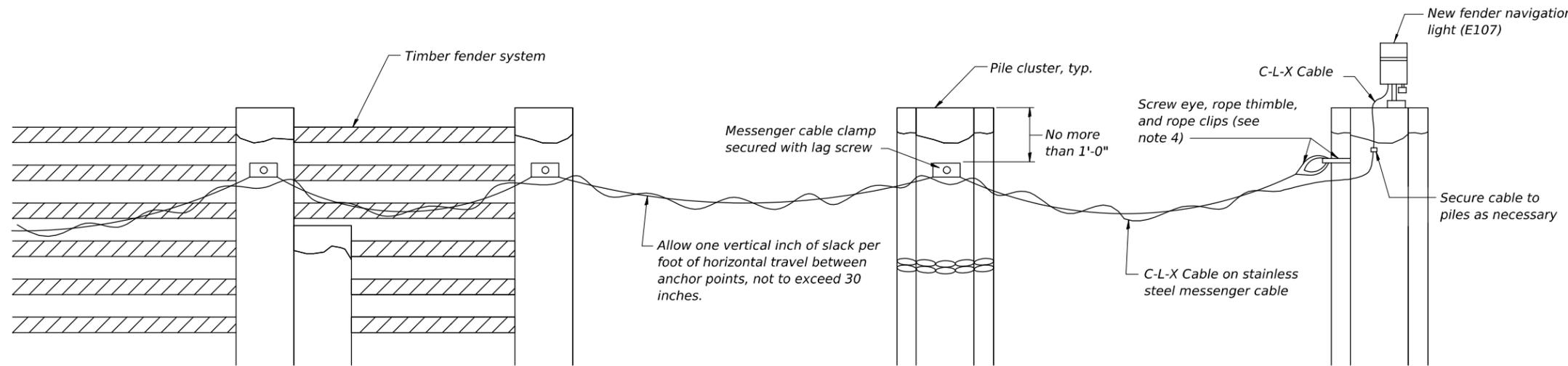
NAVIGATION LIGHTS LAYOUT - PLAN



NORTH SPAN AND SOUTH SPAN NAVIGATION LIGHTS
(E108)



FENDER AND PIER NAVIGATION LIGHT MOUNTING DETAILS



FENDER SYSTEM NAVIGATION LIGHTS CABLE
Typical of four (see note 3)

LEGEND

- Pier navigation light (180° Red)
- Span navigation light (180° Red over 360° Green)

Notes:

1. The contractor shall remove all existing fender navigation lighting messenger cables, cable support attachments, and hardware prior to structural repairs to the fender. New equipment as shown in the fender system navigation lights cable detail shall be installed once structural repairs to the fender are completed.
2. The contractor shall submit proposed installation locations and mounting details for each navigation light for review and approval.
3. Secure messenger cables at bridge piers and dolphins in similar manner.
4. Secure C-L-X cable to messenger cable by wrapping C-L-X around messenger, approximately once per foot, and securing with stainless steel straps at messenger anchor points, or as recommended by manufacturer.
5. Shaft length shall be determined in the field such that the entire 360 Degree Green lens is positioned just below the bottom chord.
6. Mounting bracket shall be similar to existing, constructed of galvanized steel. Bolt to bottom chord using existing holes and galvanized steel hardware.

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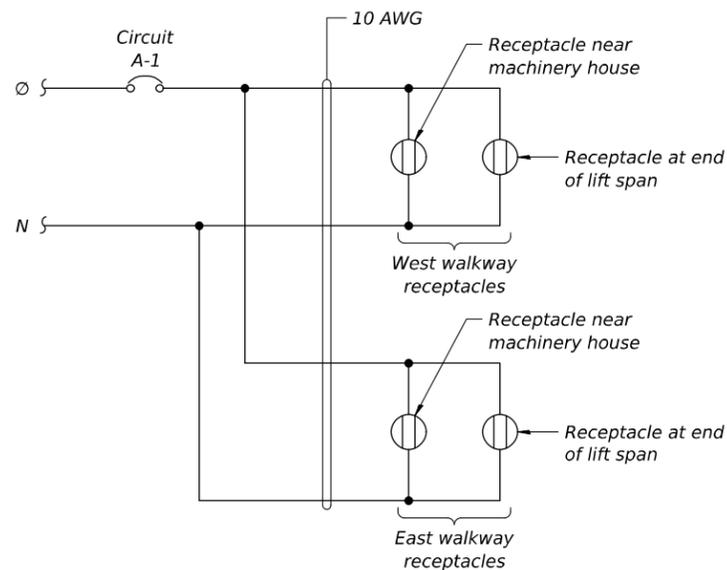
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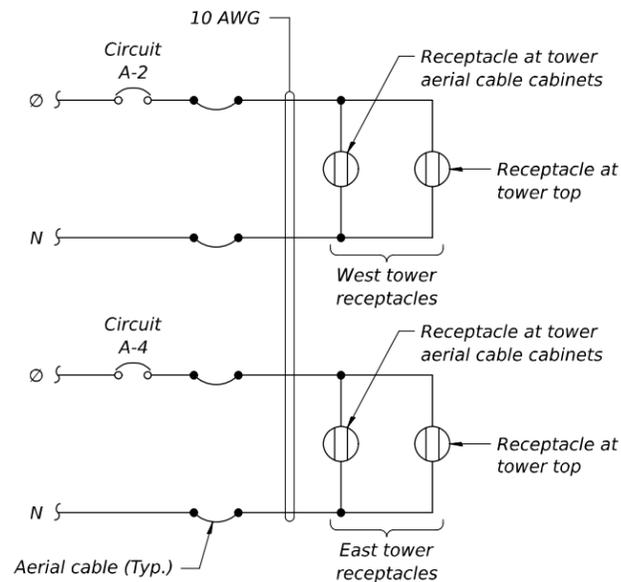
NAVIGATION LIGHT DETAILS
STRUCTURE NO. 031-0001

SHEET 108 OF 117 SHEETS

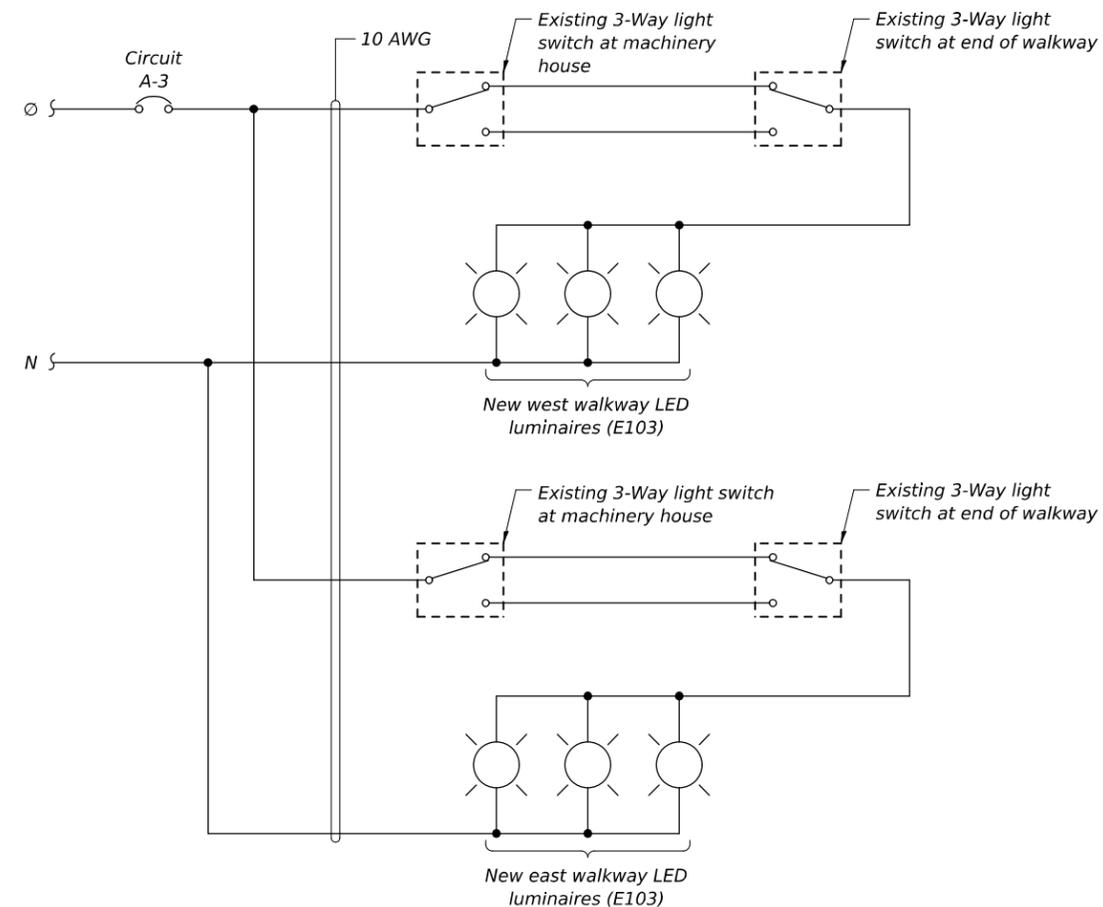
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ILLINOIS FED. AID PROJECT #STP-PE84(558)				



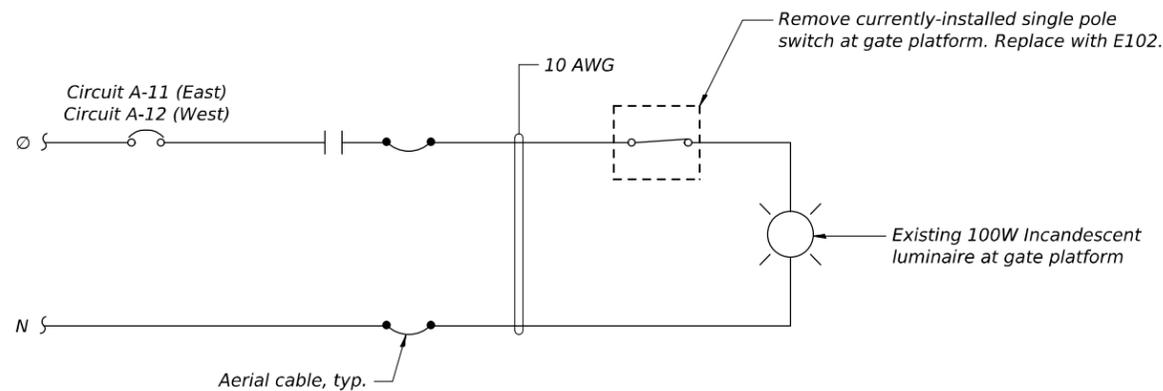
LIFT SPAN WALKWAY RECEPTACLES
See note 1



TOWER RECEPTACLES
See note 1



LIFT SPAN WALKWAY LIGHTS
See note 2



GATE AND BARRIER SERVICE LIGHTS
Typical of all gate and barrier platforms, (10) total

- Notes:
1. Remove all existing receptacles and replace with new E104.
 2. Remove all existing walkway luminaires and replace with new E103.

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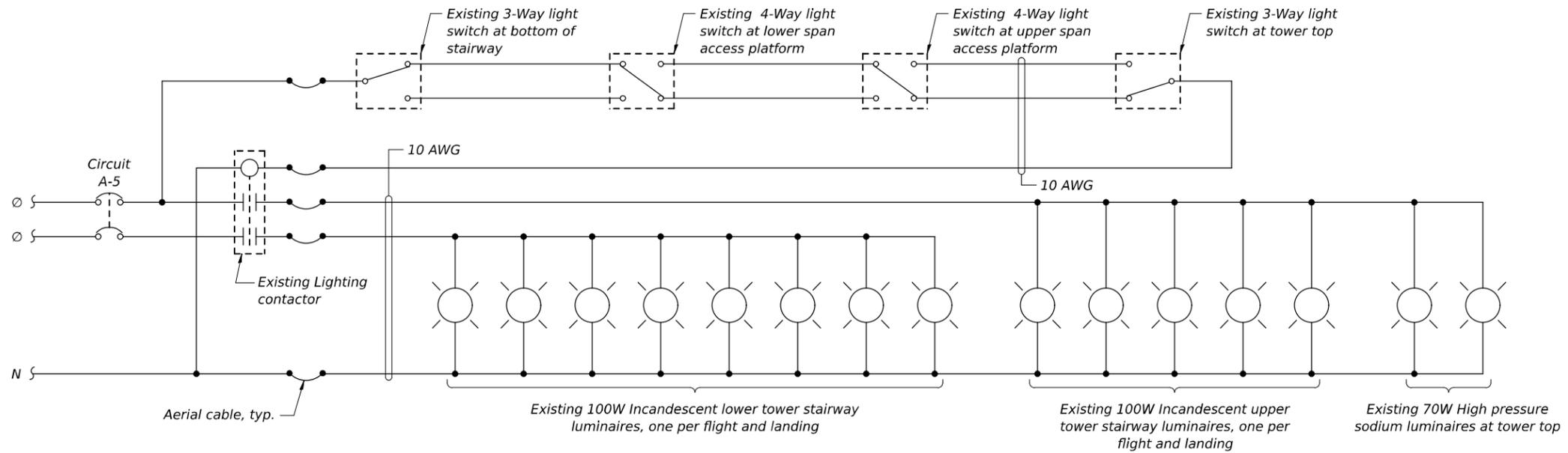
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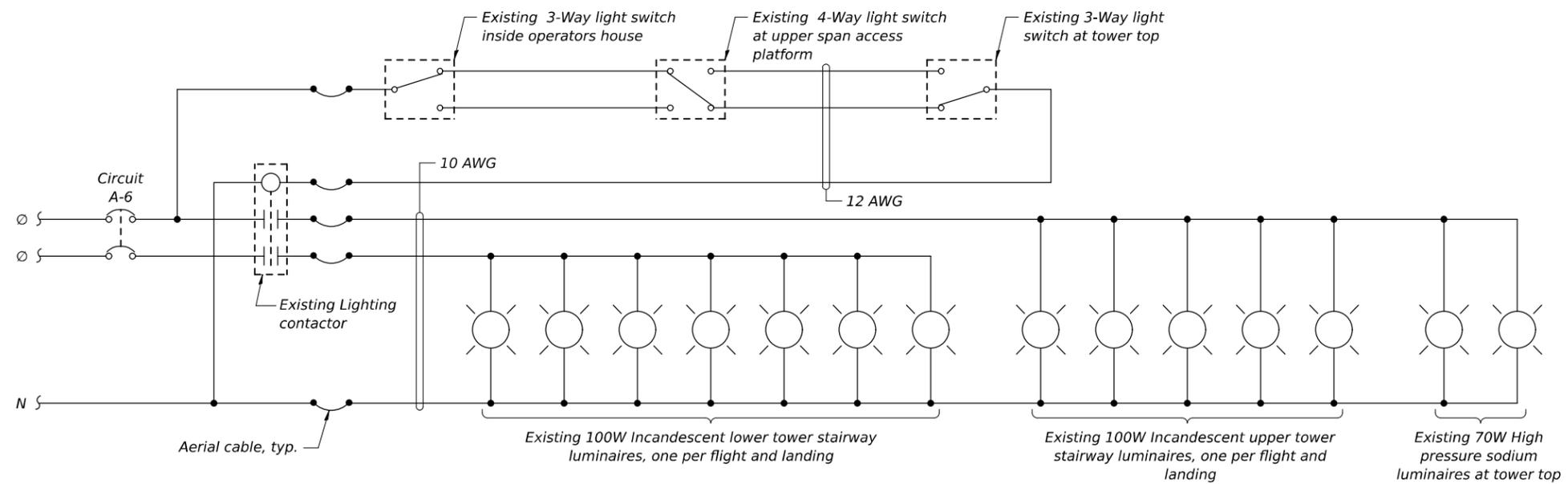
MISCELLANEOUS ELECTRICAL CIRCUITS - 1
STRUCTURE NO. 031-0001

SHEET 109 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	109
				CONTRACT NO. 76T66
		ILLINOIS	FED. AID PROJECT #STP-PE84(658)	



EAST TOWER STAIRWAY LIGHTS
See note 1



WEST TOWER STAIRWAY LIGHTS
See note 1

Note:
1. Details in this sheet are provided for information only, to assist the contractor in their removal and replacement of the wiring and conduit system. The contractor is responsible for verifying the existing field conditions prior to completing any work.

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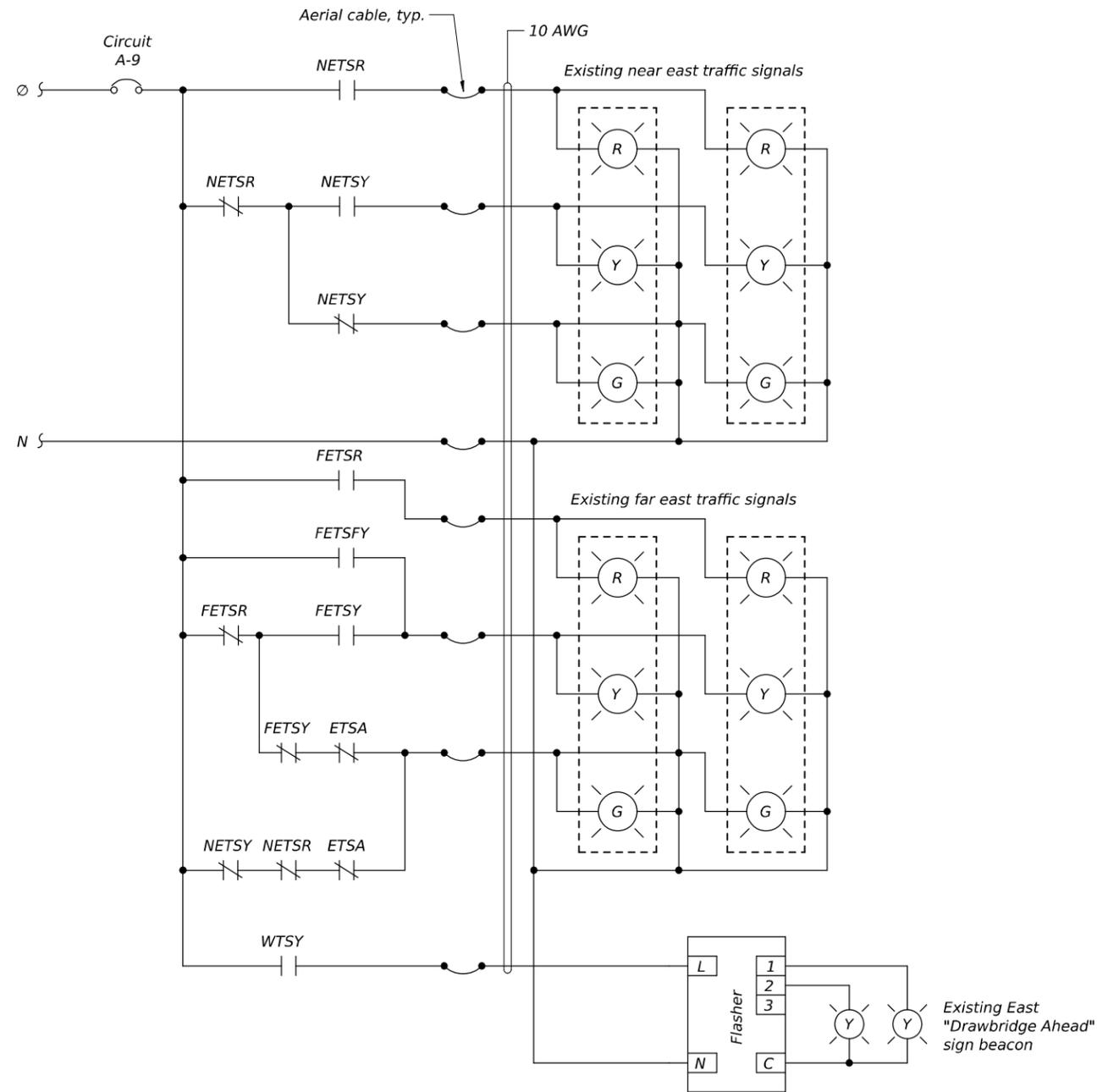
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DEPARTMENT OF TRANSPORTATION**

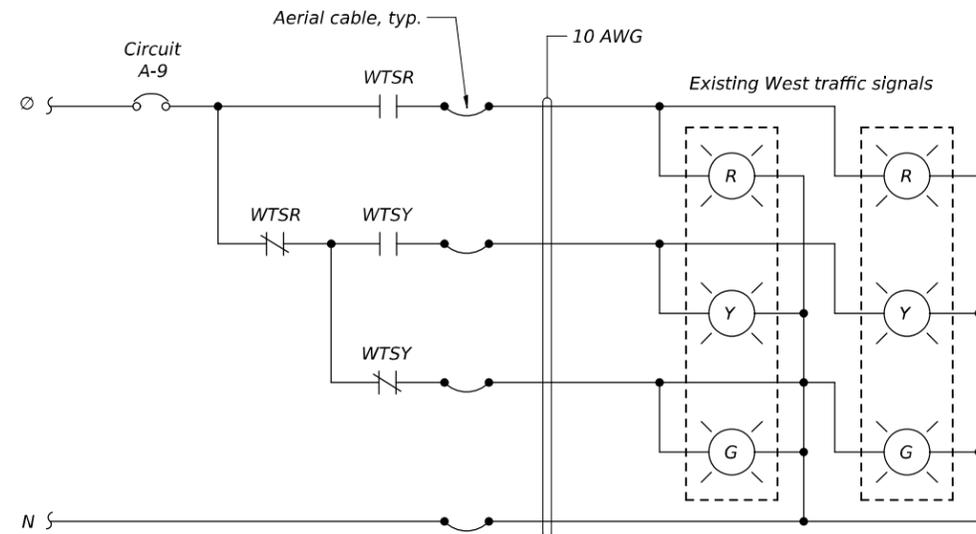
**MISCELLANEOUS ELECTRICAL CIRCUITS - 2
STRUCTURE NO. 031-0001**

SHEET 110 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	110
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				



EAST TRAFFIC SIGNALS CIRCUIT
See note 1



WEST TRAFFIC SIGNALS CIRCUIT
See note 1

Note:
1. Details in this sheet are provided for information only, to assist the contractor in their removal and replacement of the wiring and conduit system. The contractor is responsible for verifying the existing field conditions prior to completing any work.

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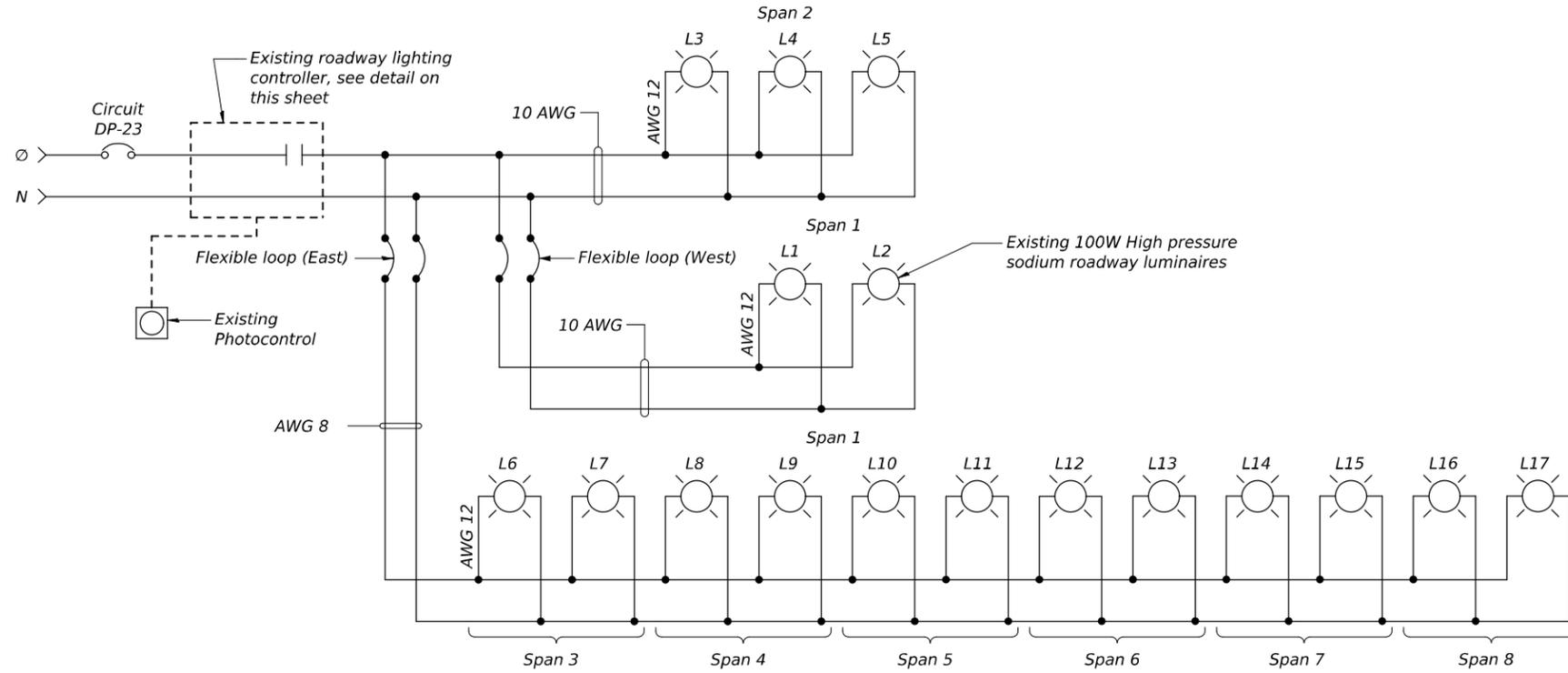
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MISCELLANEOUS ELECTRICAL CIRCUITS - 3
STRUCTURE NO. 031-0001**

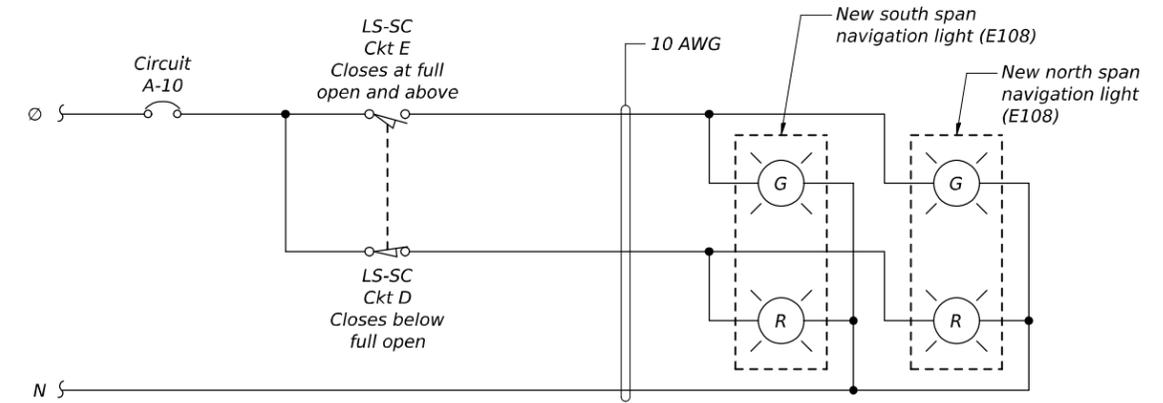
SHEET 111 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	111
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				

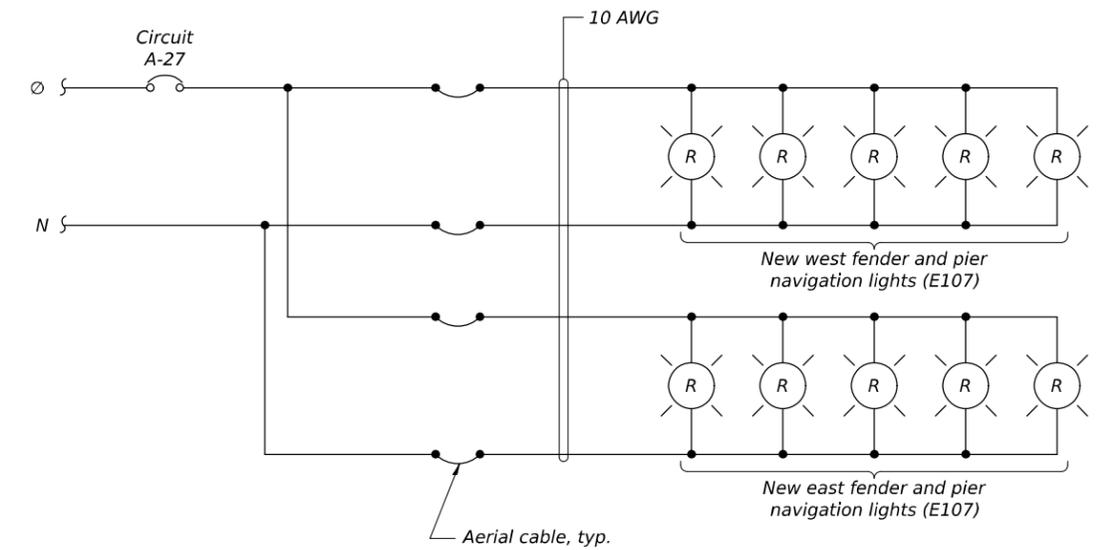
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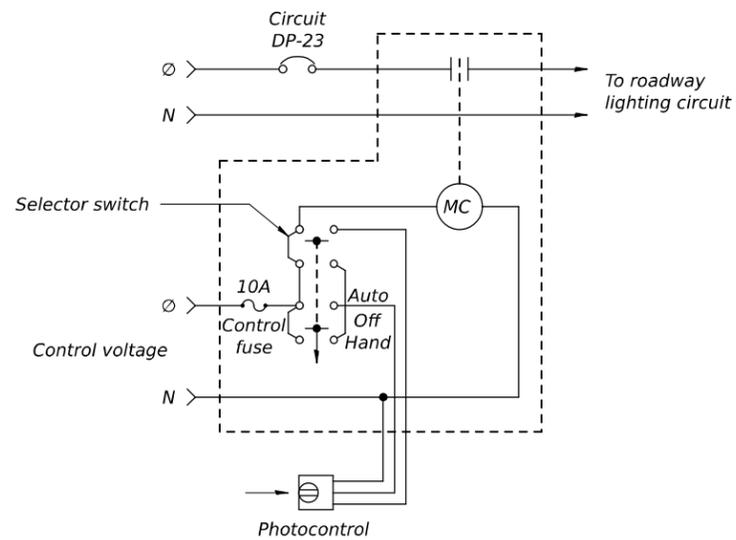
ROADWAY LIGHTING WIRING DIAGRAM



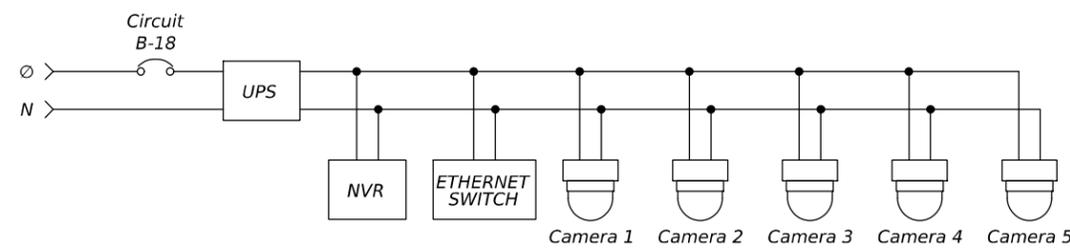
SPAN NAVIGATION LIGHT CIRCUITS
 Dual lamp and relay arrangement not shown.



FENDER/PIER NAVIGATION LIGHT CIRCUITS



ROADWAY LIGHTING CONTROLLER



NEW CCTV SYSTEM CIRCUIT
 West Cameras circuit shown, near and far east camera circuits similar

Note:
 1. Details in this sheet, with the exception of the New CCTV Circuit, are provided for information only, to assist the contractor in their removal and replacement of the wiring and conduit system. The contractor is responsible for verifying the existing field conditions prior to completing any work.



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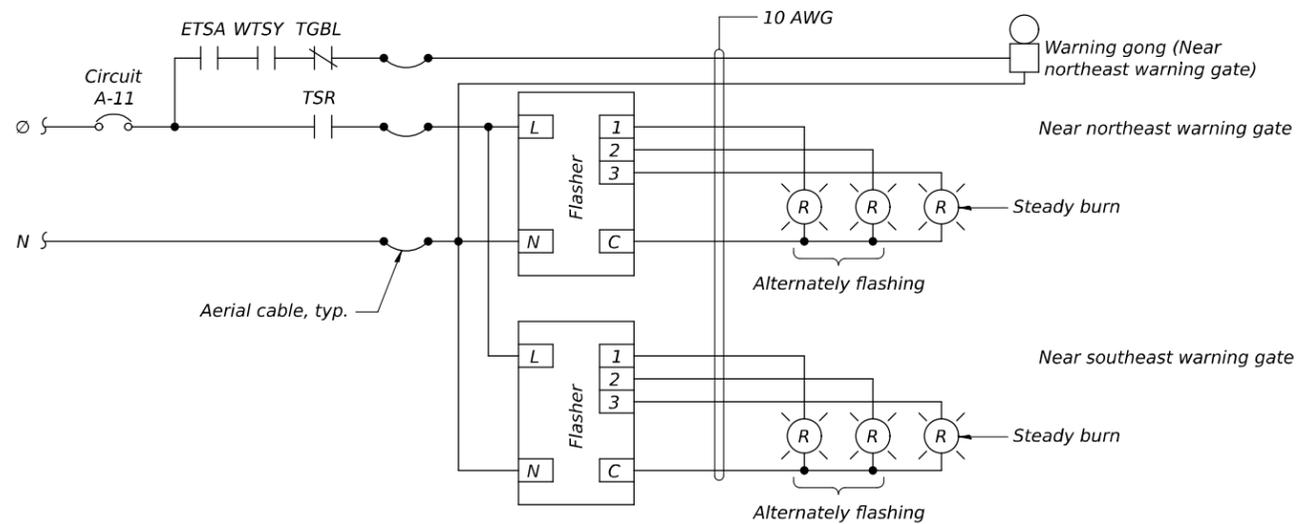
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**MISCELLANEOUS ELECTRICAL CIRCUITS - 4
 STRUCTURE NO. 031-0001**

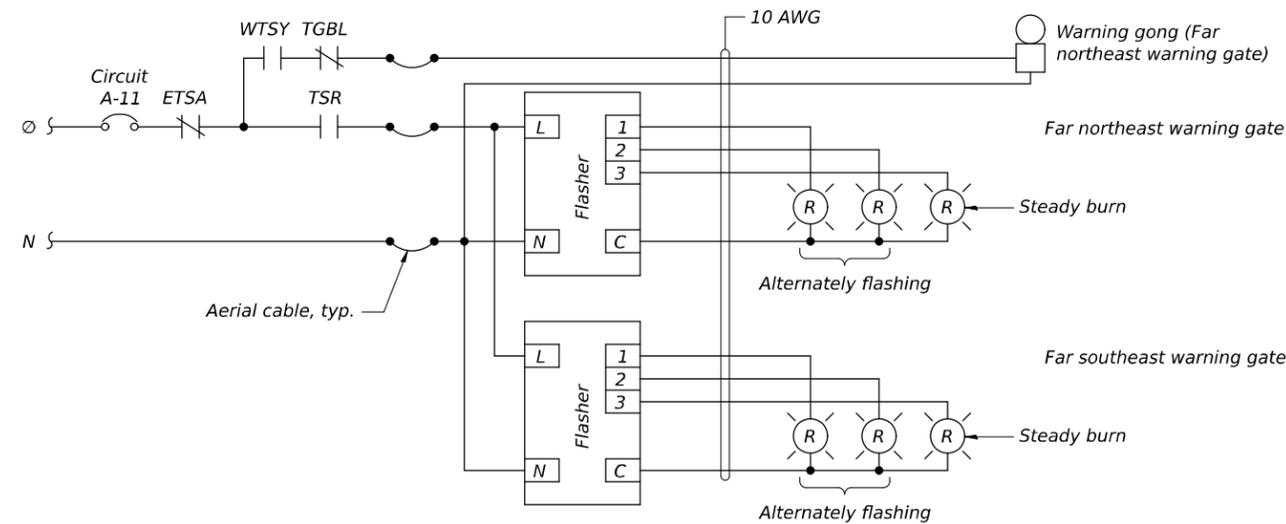
SHEET 112 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	112
CONTRACT NO. 76T66				

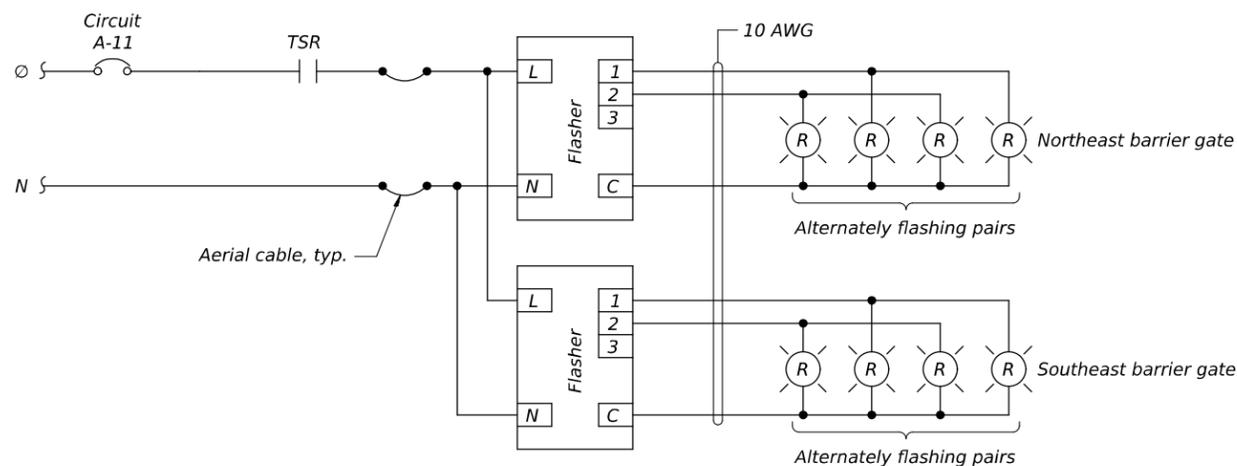
ILLINOIS FED. AID PROJECT #STP-PE84(658)



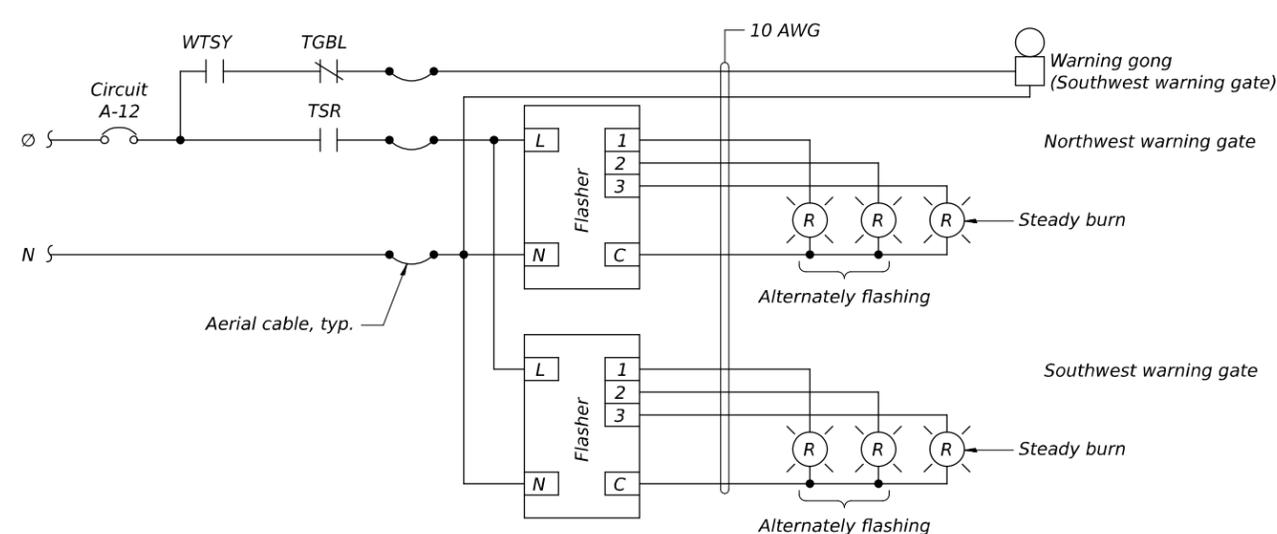
**NEAR EAST WARNING GATES
LIGHTS AND GONG CIRCUIT**



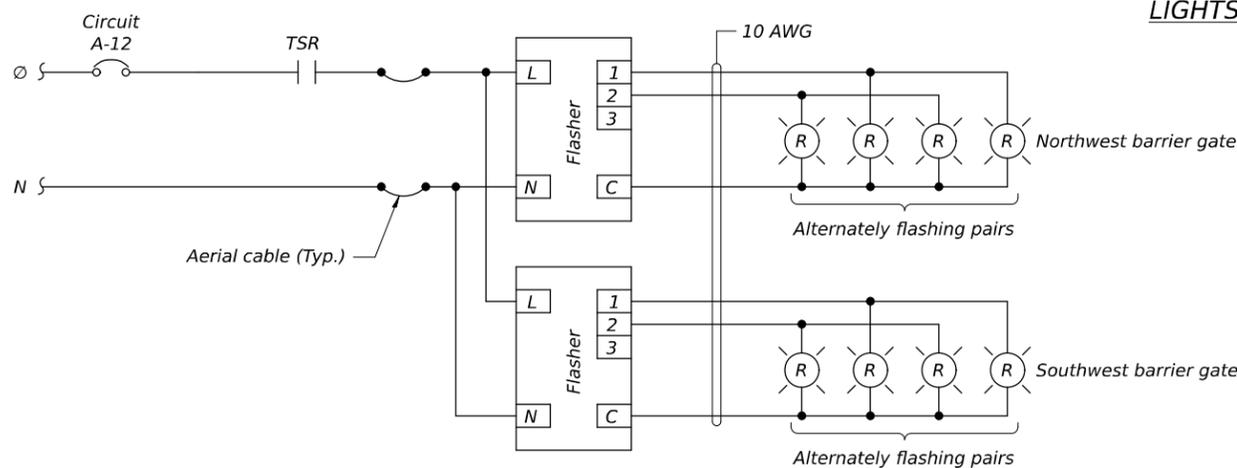
**FAR EAST WARNING GATES
LIGHTS AND GONG CIRCUIT**



EAST BARRIER GATES LIGHTS CIRCUIT



**WEST WARNING GATES
LIGHTS AND GONG CIRCUIT**



WEST BARRIER GATES LIGHTS CIRCUIT

- Notes:**
1. All flashers integral to their respective gate or barrier housing.
 2. Details in this sheet are provided for information only, to assist the contractor in their removal and replacement of the wiring and conduit system. The contractor is responsible for verifying the existing field conditions prior to completing any work.

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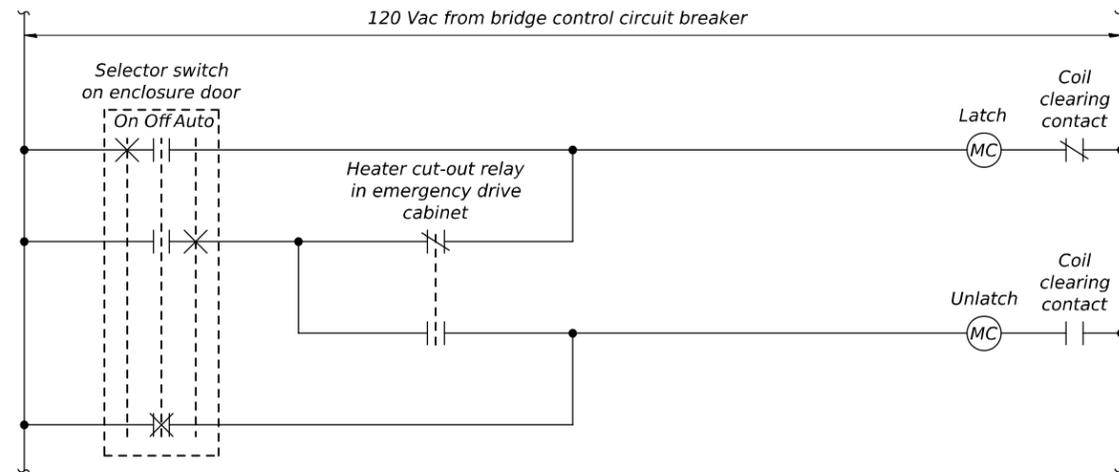
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DEPARTMENT OF TRANSPORTATION**

**MISCELLANEOUS ELECTRICAL CIRCUITS - 5
STRUCTURE NO. 031-0001**

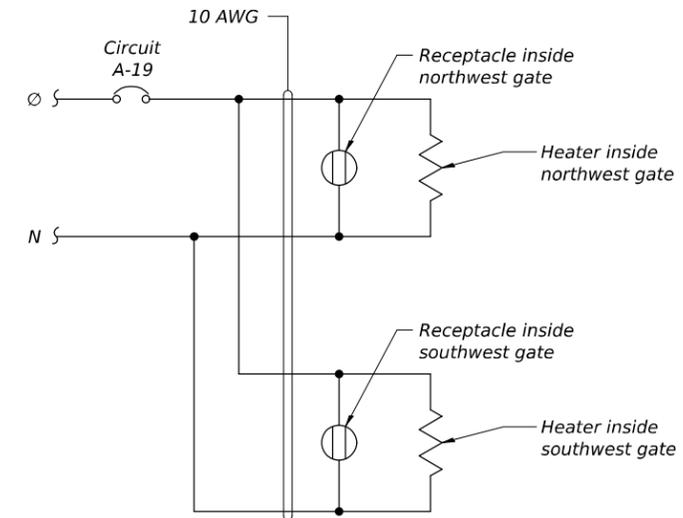
SHEET 113 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	113
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				



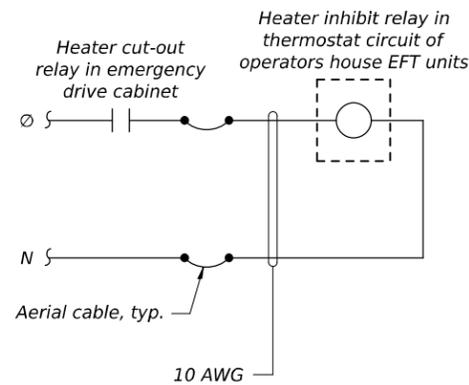
HEATER CUT-OUT CONTACTOR CONTROL CIRCUIT

Typical of both machinery house heat and heat trace cut-out contactors

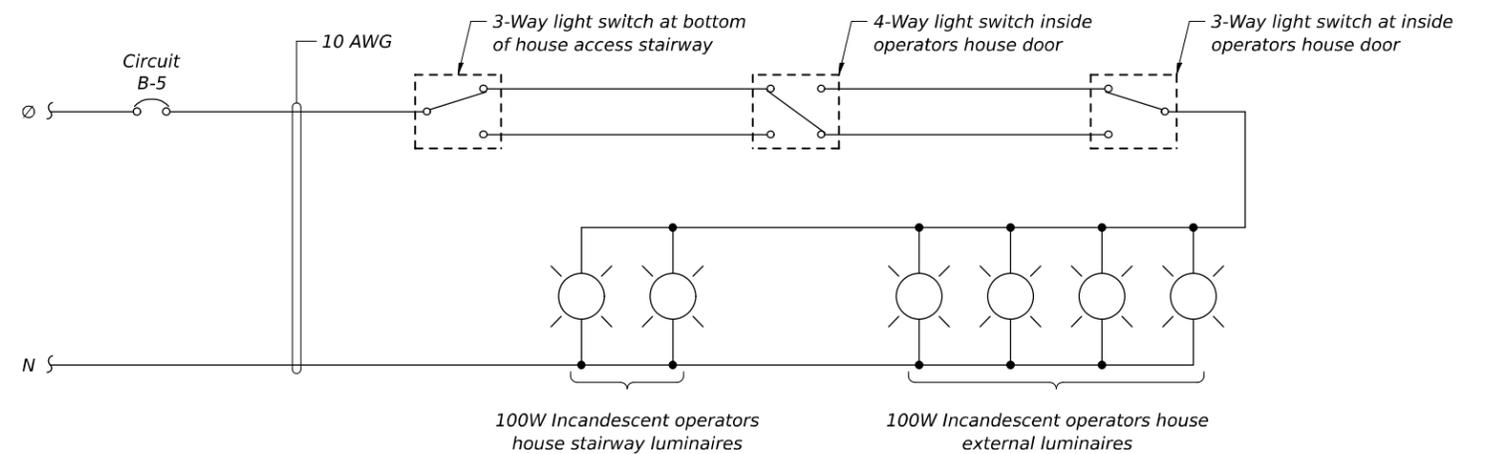


GATE AND BARRIER HEAT AND RECEPTACLES

West warning gates shown, all other gates and barriers similar



ELECTRICAL FIN TUBE HEATER UNITS INHIBIT RELAY CIRCUIT



OPERATOR'S HOUSE EXTERNAL LIGHTS

Note:
1. Details in this sheet are provided for information only, to assist the contractor in their removal and replacement of the wiring and conduit system. The contractor is responsible for verifying the existing field conditions prior to completing any work.

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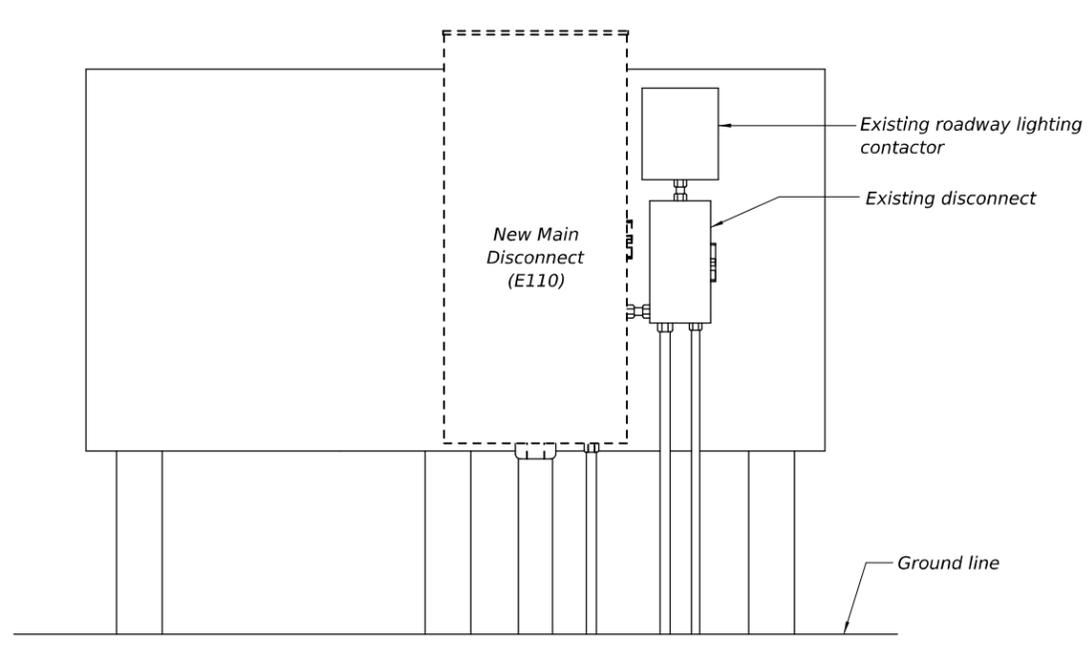
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MISCELLANEOUS ELECTRICAL CIRCUITS - 6
STRUCTURE NO. 031-0001

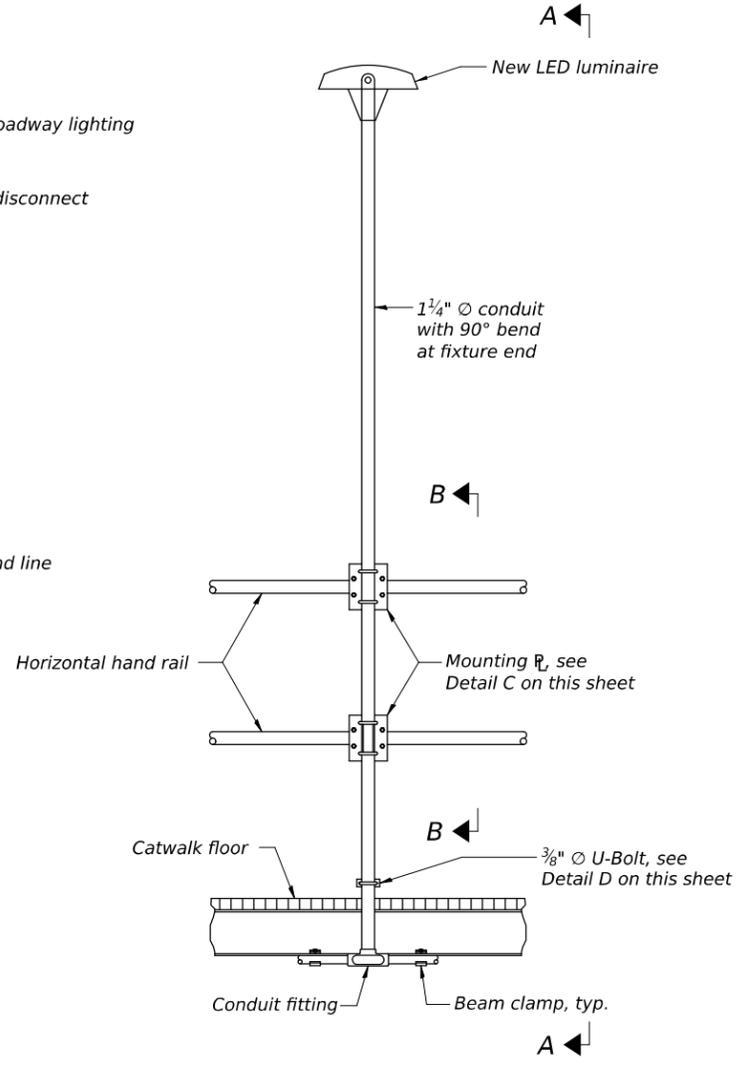
SHEET 114 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	114
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				



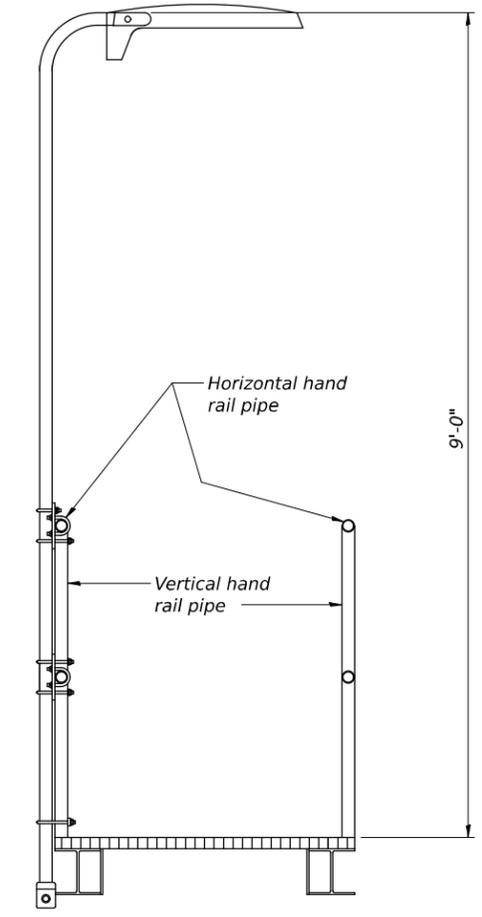
EXISTING SERVICE EQUIPMENT LAYOUT

See notes 2 and 3.

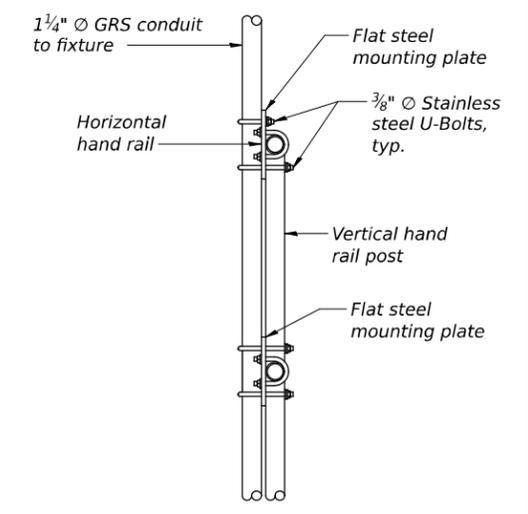


LIFT SPAN WALKWAY LIGHTING MOUNTING DETAIL

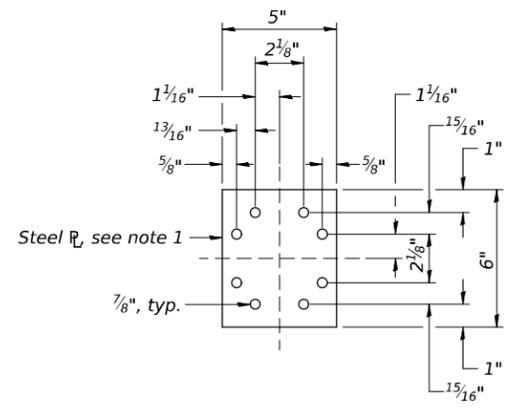
Tower top lights similar



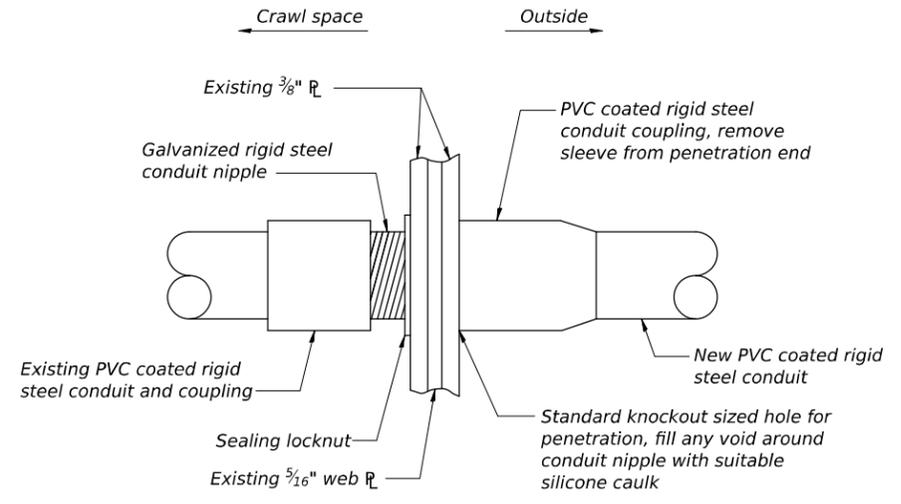
SECTION A-A



SECTION B-B

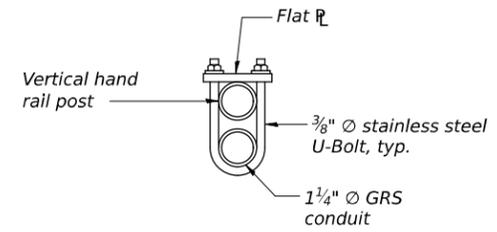


DETAIL C



MACHINERY HOUSE CRAWL SPACE CONDUIT PENETRATION DETAIL

Penetrations to be made only in webs where reinforcing plates are added.



DETAIL D

- Notes:
1. Plate shall be constructed of 3/8 inch hot-dip galvanized steel. Coat all cut and drilled surfaces with cold galvanized compound prior to installation.
 2. Dashed lines indicate equipment to be replaced.
 3. Main disconnect enclosure shall be furnished with a padlock to prevent unwanted switching of power in both the ON and OFF position.

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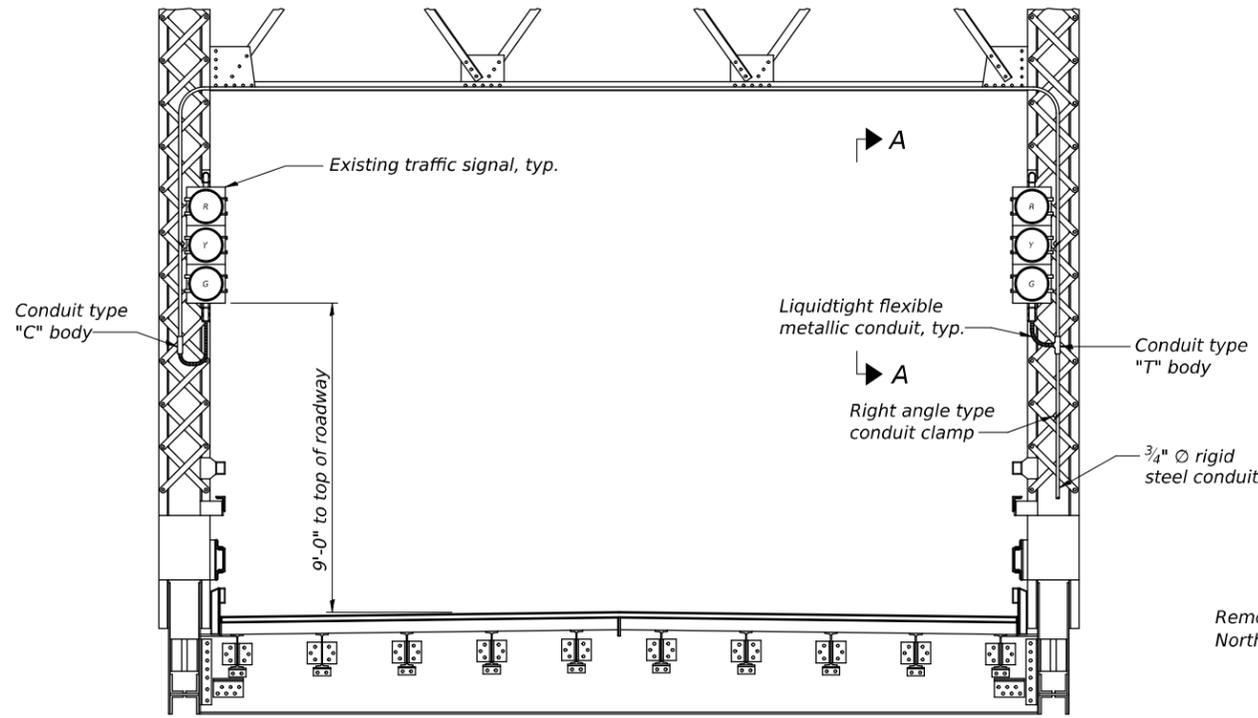
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**STATE OF ILLINOIS
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**MISCELLANEOUS ELECTRICAL DETAILS - 1
STRUCTURE NO. 031-0001**

SHEET 115 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	115
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(558)				



TRAFFIC SIGNAL DETAIL

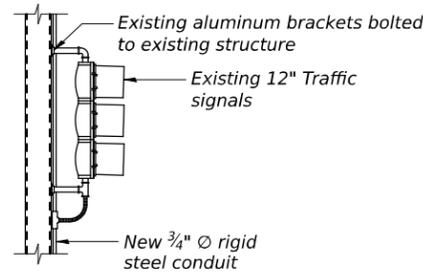
Span 6 shown - Span 6 (U4-L4)
Span 1 similar - Span 1 (U1-L1)
Span 3 similar - Span 3 (U8-L8)



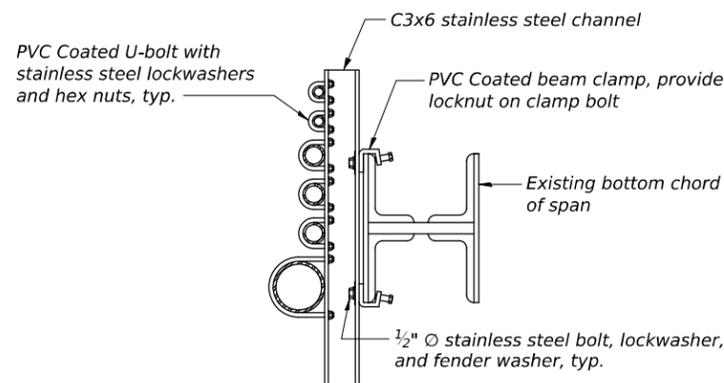
NORTHWEST BARRIER GATE REPAIR DETAIL



NORTHEAST WARNING GATE REPAIR DETAIL

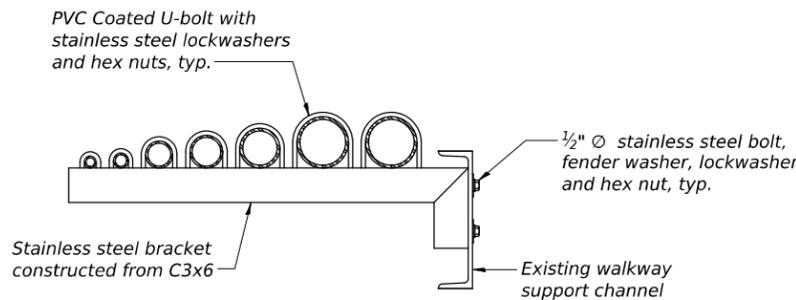


VIEW A-A



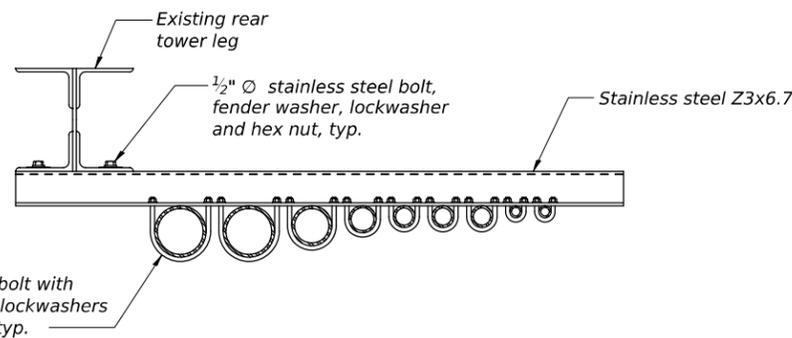
FIXED SPANS CONDUITS SUPPORT BRACKET DETAIL

Span 1 conduits shown, other spans similar



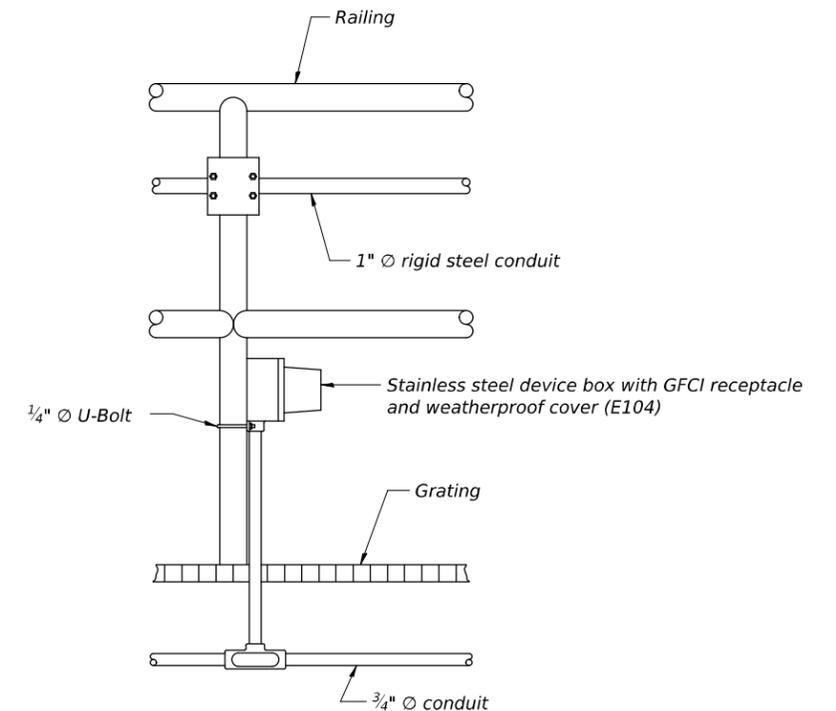
LIFT SPAN CONDUITS SUPPORT BRACKET DETAIL

West conduits shown, east similar



TOWER CONDUITS SUPPORT BRACKET DETAIL

West conduits shown, east similar



WALKWAY RECEPTACLE MOUNTING DETAIL

Notes:

- Conduit attachment to structural steel or concrete shall include clamp backs and nest backs.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MISCELLANEOUS ELECTRICAL DETAILS - 2
STRUCTURE NO. 031-0001**

SHEET 116 OF 117 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	116
CONTRACT NO. 76T66				
ILLINOIS		FED. AID PROJECT #STP-PE84(658)		

ELECTRICAL EQUIPMENT SCHEDULE

PIECE NO.	QUANTITY	NAME	MANUFACTURER	TYPE - MODEL	RATING AND DESCRIPTION
E101	4	AERIAL CABLE CABINET	HOFFMAN	FLOOR MOUNT STAINLESS STEEL	HEAVY DUTY, FLOOR MOUNT, TWO DOOR, NEMA TYPE 4X STAINLESS STEEL ENCLOSURE. ENCLOSURE SIZE 74"H X 72"W X 12"D. SHALL INCLUDE INTERNAL MOUNTING PANEL AND FLANGES FOR ATTACHING REAR BRACING AS INDICATED.
E102	10	TOGGLE SWITCH	HUBBELL	HBL1221	HEAVY DUTY SINGLE POLE TOGGLE SWITCH, 120-277V, 20A.
E103	7	WALL PLATE SPAN WALKWAY LIGHTING LUMINAIRE	HUBBELL	HBL5201	WEATHERPROOF 1-GANG WALL PLATE.
E104	8	GFCI RECEPTACLE DUPLEX COVER	LITHONIA	RSXF1-P1	51 WATT, 120V, LED DUSK-TO-DAWN TYPE LIGHT. ADJUSTABLE ARM ROUND POLE.
E105	AS REQ'D	FLEXIBLE METAL CONDUIT	HUBBELL	5362W	HEAVY DUTY GROUND FAULT CIRCUIT INTERRUPT DUPLEX RECEPTACLE, NEMA 5-20R.
E106	AS REQ'D	CABLE CLAMP	HUBBELL	HBLSS84X	STAINLESS STEEL DUPLEX FLIP COVER, NEMA 4X.
E107	10	PIER NAVIGATION LIGHT	LIQUATITE	TYPE LA	U.L. LISTED, FLEXIBLE METAL CONDUIT, SPIRAL WOUND HOT-DIP GALVANIZED STEEL STRIP. LIQUID-TIGHT PVC JACKET SHALL BE OIL AND SUNLIGHT RESISTANT. ALL FITTINGS AND COUPLINGS SHALL BE LIQUID-TIGHT, DESIGNED FOR USE WITH FLEXIBLE METAL CONDUIT.
E108	2	SPAN NAVIGATION LIGHT	GARDNER BENDER	PPR-1600 XTM SERIES	RUBBER INSULATED STAINLESS STEEL CABLE CLAMP.
E109	2	PIER NAVIGATION LIGHT	B&B ROADWAY	MODEL PL	PIER NAVIGATION LIGHT WITH MOUNTING BRACKETS AND STAINLESS STEEL HARDWARE, USCG APPROVED, 180 DEG RED FRESNEL LENS, CAST ALUMINUM HOUSING. CAST JUNCTION BOX WITH GASKET ACCESS COVER. DUAL LED LAMP, 120VAC, AUTOMATIC TRANSFER RELAY SWITCH.
E110	1	SPAN NAVIGATION LIGHT	B&B ROADWAY	MODEL VL	VERTICAL LIFT SPAN NAVIGATION LIGHT WITH MOUNTING BRACKET AND STAINLESS STEEL HARDWARE, USCG APPROVED, 180 DEGREE RED OVER 360 DEGREE GREEN FRESNEL LENS. 100,000 HOUR LIFE LED LAMPS, 120VAC.
E111	2	POWER MONITOR	ELECTRO INDUSTRIES	SHARK 250	3 PHASE POWER AND ENERGY METER, TRANSDUCER MODULE WITH LOCAL DISPLAY. INCLUDE ALL HARDWARE NECESSARY TO ALLOW MONITORING OF INCOMING POWER FEEDERS.
E112	1	HEAVY DUTY SAFETY SWITCH	GENERAL ELECTRIC	TYPE TH	NEMA TYPE 4X 316 STAINLESS STEEL, HEAVY DUTY FUSIBLE SAFETY SWITCH. 3 POLE, 600VAC, 400A, 60 HZ.
E113	2	HANDSET	GAI-TRONICS	700-102	UL LISTED, 120VAC, 60HZ, WALL MOUNT INDOOR STATION WITH HANDSET, SINGLE PARTY, NEMA 1 RATED 16-GAUGE STEEL ENCLOSURE.
E114	1	LINE-BALANCE UNIT	GAI-TRONICS	305-001	LINE-BALANCE ASSEMBLY IN CAST IRON TWO-GANG OUTLET BOX WITH DUST-TIGHT ALUMINUM COVER.
E115	3	SPEAKER AMPLIFIER	GAI-TRONICS	760-003	WEATHERPROOF SPEAKER AMPLIFIER FOR OUTDOOR USE, UL LISTED, ANALOG, 120VAC, 12W.
E116	5	SPEAKER	GAI-TRONICS	HP15-8	OUTDOOR RATED, ABS SPEAKER WITH INTEGRAL DRIVER, STAINLESS STEEL MOUNTING BRACKET. 15W, 8 OHM IMPEDANCE, 110 DEGREE DISPERSION NOMINAL, 116 dB @ 12W.
E117	AS REQ'D	SYSTEM CABLE	GAI-TRONICS	60038-101	EIGHT CONDUCTOR COMMUNICATION AND POWER CABLE WITH (1) 14AWG TWISTED PAIR, (1) 18 AWG TWISTED PAIR, (1) 14AWG CONDUCTOR AND (1) 18AWG CONDUCTOR. PVC INSULATION AND JACKET, 600V, 90 DEG. TYPE TC, UL LISTED FOR OUTDOOR INSTALLATION IN CABLE CHANNEL/WIREWAY.
E118	AS REQ'D	SPEAKER CABLE	GAI-TRONICS	60021-301	TWO CONDUCTOR CABLE WITH (1) 18AWG TWISTED PAIR. PVC INSULATION AND JACKET, 600V, 90 DEG. TYPE TC, UL LISTED FOR OUTDOOR INSTALLATION IN CABLE CHANNEL/WIREWAY.
E119	3	SPEAKER MOUNTING ASSEMBLY	GAI-TRONICS	412B	MOUNTING ASSEMBLY PROVIDED BY SPEAKER MANUFACTURER.
E120	AS REQ'D	BARRIER GATE ARM CABLE	B&B ROADWAY	PWI-145SO	14-5 SOOW CABLE
E121	13	CCTV CAMERA	PELCO	SPECTRA ENHANCED 7 SERIES IR LOOK-UP PTZ	PTZ DOME CAMERA WITH PELCO SUREVISION, POE, 4K RESOLUTION AT 20+ FRAMES PER SECOND, UL LISTED, RATED IP67, NEMA 4X, IK10 FOR IMPACT, AND NEMA TS 2 PARAGRAPHS 2.2.7-2.2.9 FOR ENVIRONMENTAL, VIBRATION, AND SHOCK.
E122	1	NVR	PELCO	VIDEOXPRT ECO 3 SERVER	VIDEO MANAGEMENT SYSTEM WITH SUPPORT FOR LIVE AND PLAYBACK OF 4K VIDEO AND ABILITY TO RECORD AND STORE 30 DAYS OF VIDEO FOOTAGE, 100 to 240 VAC, 60 HZ, 10 DEG TO 35 DEG CELSIUS OPERATING TEMP.
E123	13	CCTV SYSTEM MEDIA CONVERTER	OMNITRON	GPOEBT/S	100W POE ETHERNET MEDIA CONVERTER WITH TWO UPLINK PORTS AND ONE RJ-45 POE USER PORT, -40 DEG. TO 60 DEG CELSIUS, 100 TO 240 VAC, 60 HZ, AC/DC ADAPTER.
E124	1	HDMI FIBER EXTENDER KIT	EATON	TRIPP LITE	HDMI OVER FIBER TRANSMITTER AND RECEIVER. SUPPORTS ULTRA HIGH DEFINITION 4K RESOLUTION @ 60HZ, TRANSMITS UP TO 985 FT 120-240VAC, 60HZ, 0 DEG TO 40 DEG CELSIUS OPERATING TEMP.
E125	2	WALL MOUNT MONITOR	PELCO	PMCL655K	ULTRA HIGH DEFINITION 4K RESOLUTION LED MONITOR, 55 INCH, 178 DEGREE ULTRA WIDE VIEWING ANGLE, STANDARD VESA MOUNTING, HDMI AND DISPLAYPORT INPUTS, 100 TO 240 VAC, 60 HZ
E126	1	CCTV SYSTEM ETHERNET SWITCH	OMNITRON	RUGGEDNET G/MI	INDUSTRIAL GIGABIT ETHERNET SWITCH WITH TWO DUAL FIBER UPLINK PORTS AND COPPER PORTS AS REQUIRED. 100 to 240VAC, 60 HZ, -40 DEG TO 75 DEG CELSIUS OPERATING TEMP.
E127	9	WALL CCTV CAMERA MOUNT	PELCO	PP350	ALUMINUM CAMERA MOUNT FOR PARAPET OR VERTICAL WALL MOUNTING, OUTDOOR RATED
E128	4	PIER CCTV CAMERA MOUNT	PELCO	PP351	ALUMINUM CAMERA MOUNT FOR ROOF OR HORIZONTAL SURFACE MOUNTING, OUTDOOR RATED

Notes:
 1. These schedules do not reflect all materials, components and equipment which may be required to provide a complete electrical system. Quantities listed shall be verified by contractor prior to purchasing and unless otherwise noted, do not reflect required spare components.
 2. See special provisions for additional information on listed equipment.
 3. All references to specific manufacturer's, model and catalog numbers are for the purpose of describing the minimum features and quality. Products of equivalent or better quality and features may be proposed by the contractor for substitution. All substitutions are subject to acceptance by the engineer.

MODEL: B_L_Sheet_Constant
 FILE NAME: \\mm:td\l_Data\Projects\5018-Joe Page Bridge Phase II Rehab\CADD\Electrical\0310001-76166-117-EqpSch.dgn



USER NAME =	DESIGNED - GTW	REVISED -
	CHECKED - KMG	REVISED -
PLOT SCALE =	DRAWN - AEC	REVISED -
PLOT DATE =	CHECKED - GTW	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ELECTRICAL EQUIPMENT SCHEDULE
 STRUCTURE NO. 031-0001**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BRR, (4, 5) I	GREENE	117	117
CONTRACT NO. 76T66				
ILLINOIS FED. AID PROJECT #STP-PE84(658)				

SHEET 117 OF 117 SHEETS