

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

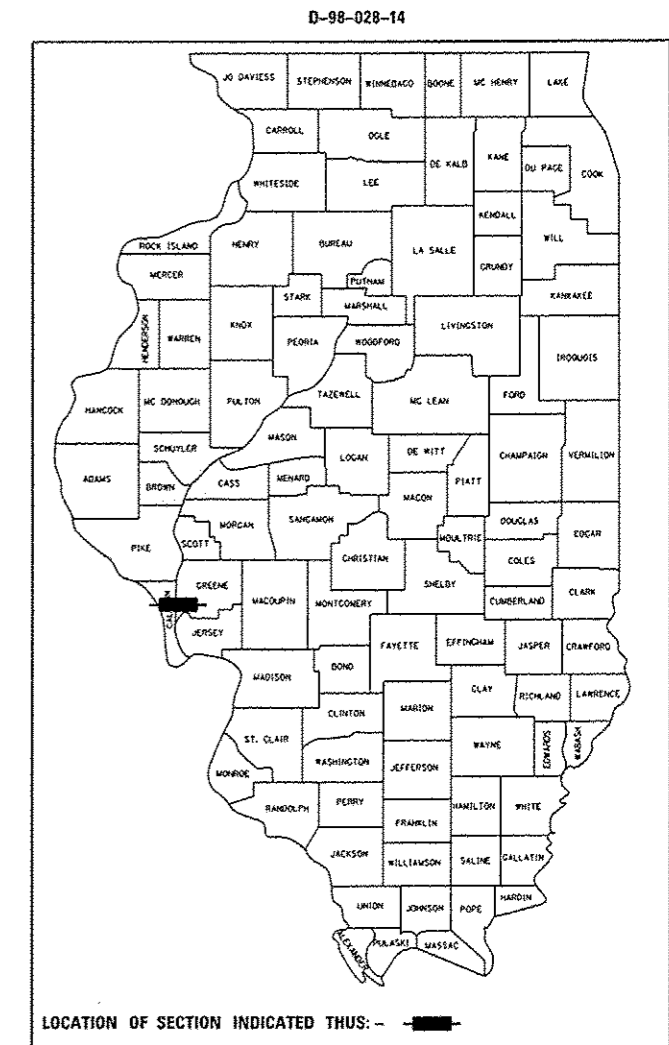
**PROPOSED  
HIGHWAY PLANS**

FAP ROUTE 304 (IL 100/16)  
SECTION 266BR-1  
PROJECT ACNHPP-0304 (047)  
BRIDGE REPAIR - JOE PAGE BRIDGE  
GREENE COUNTY

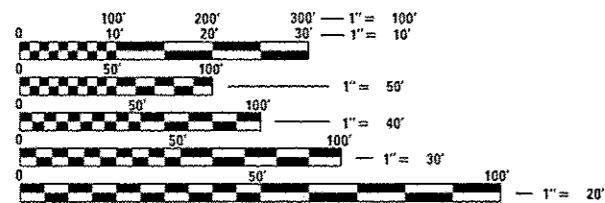
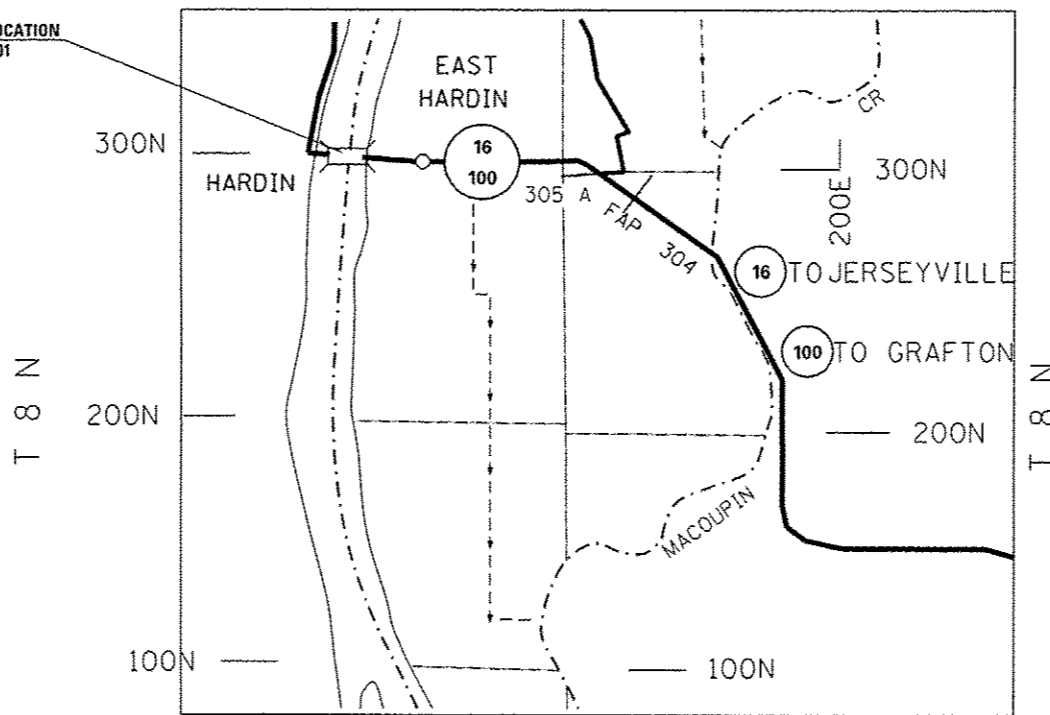
C-98-030-14

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BR-1	GREENE	27	1
		ILLINOIS	CONTRACT NO. 76H06	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

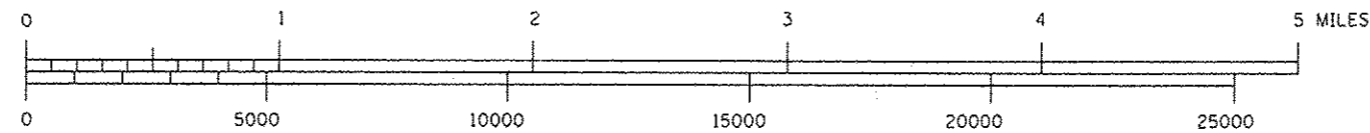


PROJECT LOCATION  
S.N. 031-0001



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

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



GROSS LENGTH = 1747.67 FT. = 0.331 MILE  
NET LENGTH = 1747.67 FT. = 0.331 MILE

PROJECT ENGINEER: TIM PADGETT 618-346-3325  
PROJECT MANAGER: PHILIP COPPERNOLL 618-346-3480

CONTRACT NO. 76H06

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED Oct 16 2015  
Jeffrey J. Kanas  
DEPUTY DIRECTOR OF HIGHWAYS, REGION 5 ENGINEER

Dec 9 2015  
John D. Baranzelli P.E.  
acting ENGINEER OF DESIGN AND ENVIRONMENT

Dec 4 2015  
Omer Osman P.E.  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

INDEX OF SHEETS

- 1 COVER SHEET
- 2 INDEX OF SHEETS, ADT, COMMITMENTS, HIGHWAY STANDARDS, GENERAL NOTES
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- 7-11 TRAFFIC CONTROL STAGING
- 12-27 REPAIR DETAILS

ADT

2013 ADT = 2750 (ACTUAL)  
 2015 ADT = 2800 (ESTIMATED)  
 2035 ADT = 3100 (ESTIMATED)  
 SU = 3.6%  
 MU = 4.0%

COMMITMENTS

INFORM THE UNITED STATES COAST GUARD (PETE SAMBOR) PRIOR TO RIVER DEBRIS REMOVAL SO THEY CAN ADVISE VESSELS TO TRANSIT THE AREA WITH CAUTION DURING THE WORK. (7:00 AM - 4:00 PM): (314)269-2380 OR AFTER 4:00 PM: (314)269-2332 (24-HR WATCH CENTER).

HARDIN VILLAGE PRESIDENT AND CALHOUN COUNTY BOARD CHAIRMAN SHALL BE INVITED TO THE PRECONSTRUCTION MEETING.

THREE MESSAGE BOARDS SHALL BE PLACED TWO WEEKS PRIOR TO THE START OF STAGE CONSTRUCTION PERIODS.

FULL-FEDERAL OVERSIGHT IS REQUIRED DURING CONSTRUCTION. FHWA FIELD REPRESENTATIVE SHALL BE IN ATTENDANCE AT THE PRECONSTRUCTION MEETING.

IF CONSTRUCTION ACTIVITY IS PLANNED DURING THE INDIANA BAT AND NORTHERN LONG EARED BAT ACTIVE SEASON - FROM APRIL 1 THROUGH SEPTEMBER 30 - THE DEPARTMENT SHALL PERFORM A FINAL INSPECTION OF THE BRIDGE NO MORE THAN 7 DAYS PRIOR TO THE START OF CONSTRUCTION ACTIVITY TO ENSURE BATS HAVE NOT STARTED TO USE THE AREA OF THE BRIDGE PROPOSED FOR WORK AFTER THE DEPARTMENT'S ORIGINAL INSPECTION.

HIGHWAY STANDARDS

- 000001-06
- 001001-02
- 001006
- 606301-04
- 631051-03
- 635011-02
- 701311-03
- 701321-14
- 701501-06
- 701901-04
- 704001-07
- 720001-01
- 720006-04
- 780001-05

GENERAL NOTES

1. ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE TO BE GIVEN TO ALL UTILITIES WITHIN THE PROJECT AREA BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:
  - \*AMEREN ILLINOIS - GAS & ELECTRIC
  - \*FRONTIER NORTH, INC. - COMMUNICATIONS
  - \*VILLAGE OF HARDIN - WATER & SANITARY SEWER
 MEMBERS OF J.U.L.I.E. CALL TOLL FREE (800) 892-0123 OR 811 AND ARE INDICATED BY \*. NON-J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.
2. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
3. ALL TURF AREAS DISTURBED BY THE CONTRACTOR SHALL BE SEEDED WITH THE APPROPRIATE EROSION CONTROL AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
4. LIFT SPAN SHALL REMAIN OPERABLE AT ALL TIMES TO ACCOMMODATE LIFTS FOR RIVER TRAFFIC.
5. CARE SHALL BE TAKEN TO KEEP CONSTRUCTION DEBRIS (INCLUDING PAINTING DEBRIS) OUT OF THE LIFT SPAN MOVING PARTS. THE COST SHALL BE INCLUDED IN THE PAINTING PAY ITEM(S) AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGES AND/OR REPAIRS.
6. THREE MESSAGE BOARDS SHALL BE PLACED TWO WEEKS PRIOR TO THE START OF STAGE CONSTRUCTION AS DIRECTED BY THE ENGINEER. IF STAGE CONSTRUCTION ACTIVITIES ARE SUSPENDED, ADDITIONAL MESSAGE BOARDS SHALL BE PLACED TWO WEEKS PRIOR TO THE START OF RESUMING STAGE CONSTRUCTION AS DIRECTED BY THE ENGINEER.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT

MIXTURE USE	PATCHING
AC/PG	PG 64-22
DESIGN AIR VOIDS	4.0% @ Ndes=70
MIX COMPOSITION (GRADATION MIXTURE)	IL 19.0 FG
FRICTION AGG	MIXTURE "B"
QUALITY MGMT PROGRAM	

*Plan quantities for Bituminous Concrete Surface Course Items are calculated using a unit weight of 112 lb/sq yd/in (59.8 kg/sq m/25 mm thickness).*



CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				80% FED 20% STATE BRIDGE 0014 031-0001
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	5050	5050
70600240	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 2	EACH	12	12
70600255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	4	4
70600322	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	4	4
70600340	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 2	EACH	12	12
* 72000100	SIGN PANEL - TYPE 1	SQ FT	18.75	18.75
* 72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	1	1
* 72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	6.25	6.25
* 73000100	WOOD SIGN SUPPORT	FOOT	24	24
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	9615	9615
* 78001140	PAINT PAVEMENT MARKING - LINE 8"	FOOT	115	115
* 78001150	PAINT PAVEMENT MARKING - LINE 12"	FOOT	51	51
* 78001180	PAINT PAVEMENT MARKING - LINE 24"	FOOT	22	22
* 78200530	BARRIER WALL MARKERS, TYPE C	EACH	326	326

\* SPECIALTY ITEM

FILE NAME : pww\11084EBID\INTEG\11\moss.gov\PI001\Do	USER NAME : DuroserJ	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED -	REVISED -		304	266BR-1	GREENE	27	4				
		DATE -	REVISED -		SCALE: SHEET NO. 2 OF 3 SHEETS STA. TO STA.				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
									CONTRACT NO. 76H06				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	
				80% FED	20% STATE
				BRIDGE	
				0014	
				031-0001	
X0320622	FIELD MEASUREMENTS	L SUM	1	1	
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
X7016500	TEMPORARY BRIDGE TRAFFIC SIGNALS (SPECIAL)	EACH	12	12	
X7200200	WIDE LOAD SIGNING	L SUM	1	1	
X7800200	PAINT PAVEMENT MARKING CURB	FOOT	40	40	
Z0001905	STRUCTURAL STEEL REPAIR	POUND	19170	19170	
* Z0007101	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 1	L SUM	1	1	
* Z0010501	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1	1	
Z0012193	BRIDGE DECK THIN POLYMER OVERLAY 3/8"	SQ YD	791	791	
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	2	2	
X1000001	THIN POLYMER OVERLAY REMOVAL	SQ YD	791	791	
Z0015500	DEBRIS REMOVAL	L SUM	1	1	
∅ Z0076600	TRAINEES	Hour	1500	1500	
Z0021908	SILICONE JOINT SEALER, 2"	FOOT	25	25	
∅ Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	Hour	1500	1500	
Z0021916	SILICONE JOINT SEALER, 3"	FOOT	25	25	

\* SPECIALTY ITEMS

∅ 0042

FILE NAME =	USER NAME = DurstonJ	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\\11.004EBID\INTEG\Illinois.gov\PIV\DOT\Documents\DOT Offices\District 8\Projects\087-DRAWING\DATA\ROAD\DATA\0876-06-411-500.dwg	PROJECT = 087-DRAWING\DATA\ROAD\DATA\0876-06-411-500.dwg	CHECKED -	REVISED -		304	266BR-1	GREENE	27	5				
PLOT SCALE = 1/8" = 1' IN.	DATE -	REVISOR -			SCALE:	SHEET NO. 3 OF 3 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				
PLOT DATE = 10/16/2015	DATE -	REVISOR -			CONTRACT NO. 76H06								

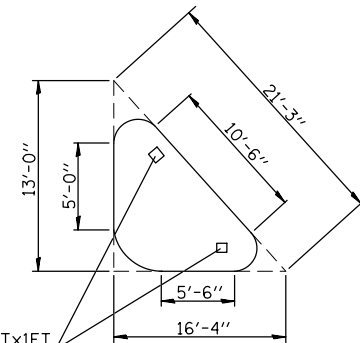
SCHEDULES OF QUANTITIES

DESCRIPTION	PAINT PAVEMENT MARKING					
	YELLOW		WHITE			
	LINE 4"	LINE 4"	LINE 8"	LINE 12"	LINE 24"	CURB
	SOLID CENTERLINE	SOLID EDGE LINE	SOLID MEDIAN	SOLID DIAGONAL	SOLID STOP BAR	SOLID CURB
( FOOT)	( FOOT)	( FOOT)	( FOOT)	( FOOT)	( FOOT)	
WEST INTERSECTION TO EAST END OF BRIDGE PARAPET	4736	4879				
WEST INTERSECTION PAINTED MEDIAN			115	51		40
WEST INTERSECTION STOP BAR					22	
TOTAL:		9615	115	51	22	40

**TRAFFIC CONTROL SCHEDULES  
AND ISLAND DETAILS**

**NOTES**

- TRAFFIC CONTROL QUANTITIES SHOWN ARE APPROXIMATE AND MAY BE VARIED BY THE ENGINEER TO SUITE FIELD CONDITIONS.
- YELLOW 6" PAVEMENT MARKING LINES ARE TO BE APPLIED TO TEMPORARY CONCRETE BARRIER SECTIONS THAT ARE IMMEDIATELY ADJACENT TO TRAFFIC.
- PRIOR TO PLACING SPAN 1 THRU 4 EB CLOSURE TRAFFIC CONTROL, THE CONTRACTOR SHALL REMOVE THE EXISTING ISLAND AND PLACE THE PAVEMENT PATCH. AFTER REMOVING THE SPAN 1 THRU 4 WB CLOSURE TRAFFIC CONTROL, THE CONTRACTOR SHALL REMOVE THE PAVEMENT PATCH AND RE-BUILD THE ISLAND. TRAFFIC CONTROL FOR ISLAND WORK SHALL BE IN ACCORDANCE WITH STANDARD 701501. TEMPORARY STOP SIGNS SHALL BE PLACED TO MAINTAIN THE OPERATION OF THE INTERSECTION WHEN TRAFFIC SIGNALS ARE NOT IN PLACE. COST OF TEMPORARY STOP SIGNS ARE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
- MEDIAN DIMENSIONS SHOWN DIPICT EXISTING CONDITION AND THE TOP SURFACE AREA OF THE PROPOSED SOLID MEDIAN. QUANTITIES SHOWN INCLUDE REMOVAL TO INSTALL TYPE SM-6.12 GUTTERS AND MEDIAN SURFACE.
- SEE HIGHWAY STANDARD 606301 FOR MEDIAN DETAILS.



PROVIDE (2) - 1FTx1FT BLOCKOUTS FOR SIGN POSTS (COST INCLUDED WITH CONCRETE MEDIAN, TYPE SM-6.12)

**MEDIAN DETAIL (N.T.S.)**

W. APPROACH THRU SPAN 4 (EB CLOSURE) TRAFFIC CONTROL ITEMS (MEASURED FOR PAYMENT)				
PAY ITEM	UNIT	SEASON 1 QUANTITY	SEASON 2 QUANTITY	TOTAL
TEMPORARY CONCRETE BARRIER	FOOT	875	875	1750
TEMPORARY BRIDGE TRAFFIC SIGNALS (SPECIAL)	EACH	1	1	2
IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	1	1	2
IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2	EACH	3	3	6
BARRIER WALL MARKERS, TYPE C	EACH	29	29	58
TRAFFIC CONTROL SURVEILLANCE	CAL DA	2	2	4
WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	417	417	834
*** PAVEMENT MARKING BLACKOUT TAPE, 7"	FOOT	1924	1924	3848
TEMPORARY RUMBLE STRIPS	EACH	3	3	6

W. APPROACH THRU SPAN 4 (WB CLOSURE) TRAFFIC CONTROL ITEMS (MEASURED FOR PAYMENT)				
PAY ITEM	UNIT	SEASON 1 QUANTITY	SEASON 2 QUANTITY	TOTAL
RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	875	875	1750
TEMPORARY BRIDGE TRAFFIC SIGNALS (SPECIAL)	EACH	1	1	2
IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	1	1	2
IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 2	EACH	3	3	6
BARRIER WALL MARKERS, TYPE C	EACH	29	29	58
TRAFFIC CONTROL SURVEILLANCE	CAL DA	2	2	4
WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1526	1526	3052
TEMPORARY RUMBLE STRIPS	EACH	3	3	6

W. APPROACH THRU SPAN 4 (EB CLOSURE) TRAFFIC CONTROL ITEMS (INCLUDED IN T.C.&P. (SPECIAL))				
PAY ITEM	UNIT	SEASON 1 QUANTITY	SEASON 2 QUANTITY	TOTAL
FLEXIBLE DELINEATORS	EACH	79	79	158
TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1075	1075	2150
TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	712.5	712.5	1425
TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	29.5	29.5	59
TYPE III BARRICADE WITH LIGHT	EACH	3	3	6
DRUM WITH STEADY BURN BIDIRECTIONAL LIGHT	EACH	17	17	34

W. APPROACH THRU SPAN 4 (WB CLOSURE) TRAFFIC CONTROL ITEMS (INCLUDED IN T.C.&P. (SPECIAL))				
PAY ITEM	UNIT	SEASON 1 QUANTITY	SEASON 2 QUANTITY	TOTAL
FLEXIBLE DELINEATORS	EACH	79	79	158
TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1035	1035	2070
TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	712.5	712.5	1425
TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	29.5	29.5	59
TYPE III BARRICADE WITH LIGHT	EACH	3	3	6
DRUM WITH STEADY BURN BIDIRECTIONAL LIGHT	EACH	16	16	32

SPAN 5 THRU 8 (EB & WB CLOSURE) (MEASURED FOR PAYMENT)*				
PAY ITEM	UNIT	SEASON 1 QUANTITY	SEASON 2 QUANTITY	TOTAL
TEMPORARY CONCRETE BARRIER	FOOT	1125	1125	2250
RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1125	1125	2250
TEMPORARY BRIDGE TRAFFIC SIGNALS (SPECIAL)	EACH	2	2	4
IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2	EACH	2	2	4
IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 2	EACH	2	2	4
BARRIER WALL MARKERS, TYPE C	EACH	78	78	156
WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2550	2550	5100
*** PAVEMENT MARKING BLACKOUT TAPE, 7"	FOOT	2687	2687	5374
TEMPORARY RUMBLE STRIPS	EACH	6	6	12

SPAN 9 THRU 15 (EB & WB CLOSURE) (MEASURED FOR PAYMENT)*				
PAY ITEM	UNIT	SEASON 1 QUANTITY	SEASON 2 QUANTITY	TOTAL
TEMPORARY CONCRETE BARRIER	FOOT	525	525	1050
RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	525	525	1050
TEMPORARY BRIDGE TRAFFIC SIGNALS (SPECIAL)	EACH	2	2	4
IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2	EACH	1	1	2
IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 2	EACH	1	1	2
IMPACT ATTENUATORS, TEMPORARY (FULLY-REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	1	1	2
IMPACT ATTENUATORS, RELOCATE (FULLY-REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	1	1	2
BARRIER WALL MARKERS, TYPE C	EACH	27	27	54
WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1425	1425	2850
*** PAVEMENT MARKING BLACKOUT TAPE, 7"	FOOT	1498	1498	2996
TEMPORARY RUMBLE STRIPS	EACH	6	6	12

SPAN 5 THRU 8 (EB & WB CLOSURE) (INCLUDED IN T.C.&P. (SPECIAL))*				
PAY ITEM	UNIT	SEASON 1 QUANTITY	SEASON 2 QUANTITY	TOTAL
TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	2673	2673	5346
TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1875	1875	3750
TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	46	46	92
TYPE III BARRICADE WITH LIGHT	EACH	4	4	8
DRUM WITH STEADY BURN BIDIRECTIONAL LIGHT	EACH	32	32	64

SPAN 9 THRU 15 (EB & WB CLOSURE) (INCLUDED IN T.C.&P. (SPECIAL))*				
PAY ITEM	UNIT	SEASON 1 QUANTITY	SEASON 2 QUANTITY	TOTAL
TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1377	1377	2754
TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	725	725	1450
TEMPORARY PAVEMENT MARKING - LINE 24"	EACH	46	46	92
TYPE III BARRICADE WITH LIGHT	EACH	4	4	8
DRUM WITH STEADY BURN BIDIRECTIONAL LIGHT	EACH	32	32	64

MEDIAN REMOVAL AND REPLACEMENT QUANTITIES				
PAY ITEM	UNIT	SEASON 1 QUANTITY	SEASON 2 QUANTITY	TOTAL
MEDIAN REMOVAL	SQ FT	106	130	236
CLASS D PATCHES, TYPE III, 14 INCH	SQ YD	12	14	26
PAVEMENT REMOVAL	SQ YD	14	14	28
CONCRETE MEDIAN, TYPE SM-6.12	SQ FT	130	130	260
** SIGN PANEL, TYPE I	SQ FT		18.75	18.75
WOOD SIGN SUPPORT	FOOT		24	24
REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	1		1
REMOVE SIGN PANEL - TYPE 1	SQ FT	6.25		6.25

SIGN SCHEDULE **				
SIGN TYPE	MUTCD/IL CODE	SIZE	AREA (SQ FT)	NUMBER
STOP	R1-1	30"x30"	6.25	2
DO NOT ENTER	R5-1	30"x30"	6.25	1

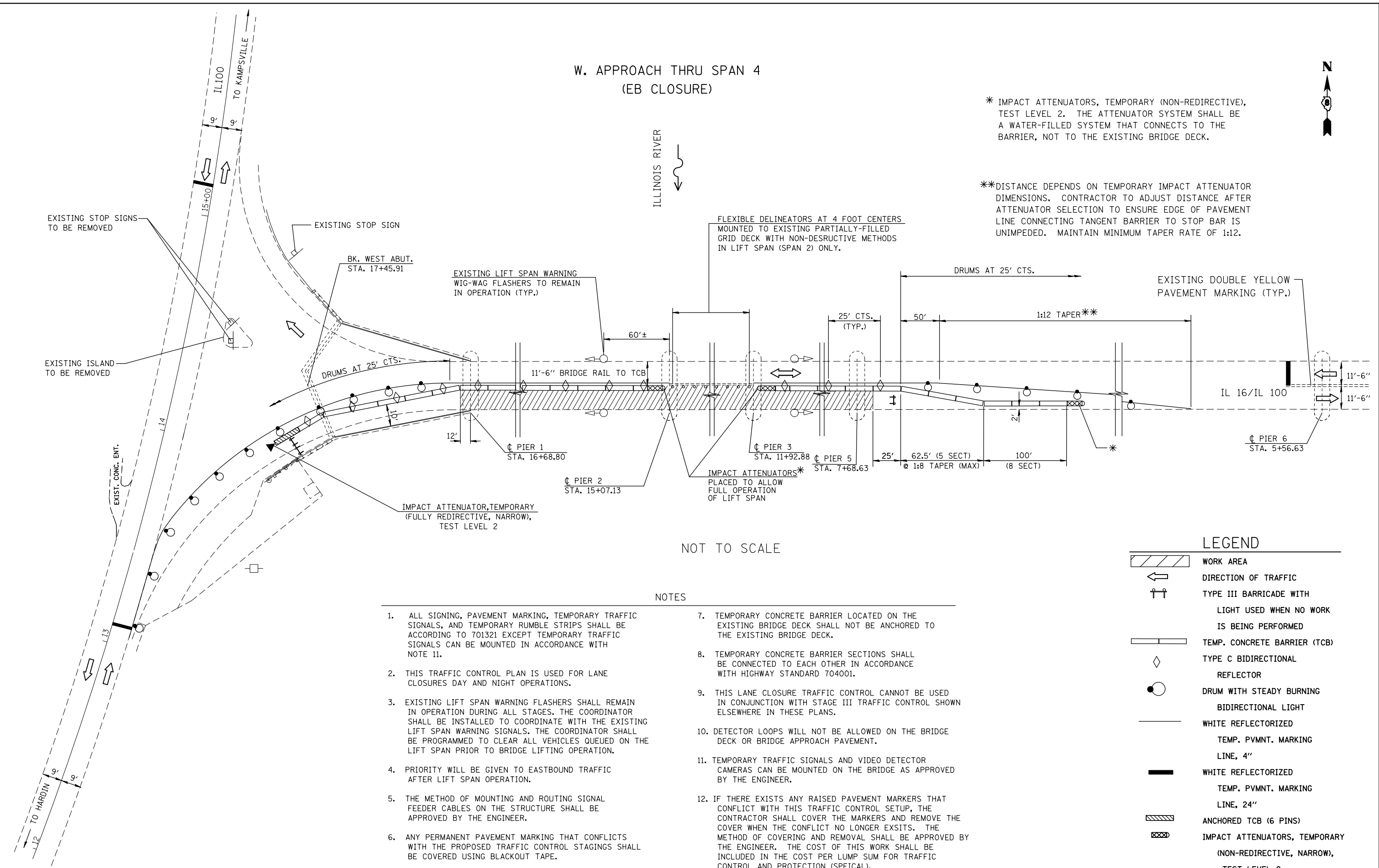
\*QUANTITIES BASED ON AN EB AND A WB STAGE FOR THE SPANS SHOWN.  
\*\*\*RE-USE OF BLACKOUT TAPE BETWEEN STAGE I AND STAGE II IS ASSUMED. REMOVAL OF BLACKOUT TAPE INCLUDED WITH WORK ZONE PAVEMENT MARKING REMOVAL IN STAGE II.

W. APPROACH THRU SPAN 4  
(EB CLOSURE)



\* IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2. THE ATTENUATOR SYSTEM SHALL BE A WATER-FILLED SYSTEM THAT CONNECTS TO THE BARRIER, NOT TO THE EXISTING BRIDGE DECK.

\*\*DISTANCE DEPENDS ON TEMPORARY IMPACT ATTENUATOR DIMENSIONS. CONTRACTOR TO ADJUST DISTANCE AFTER ATTENUATOR SELECTION TO ENSURE EDGE OF PAVEMENT LINE CONNECTING TANGENT BARRIER TO STOP BAR IS UNIMPEDED. MAINTAIN MINIMUM TAPER RATE OF 1:12.



NOT TO SCALE

NOTES

- ALL SIGNING, PAVEMENT MARKING, TEMPORARY TRAFFIC SIGNALS, AND TEMPORARY RUMBLE STRIPS SHALL BE ACCORDING TO 701321 EXCEPT TEMPORARY TRAFFIC SIGNALS CAN BE MOUNTED IN ACCORDANCE WITH NOTE 11.
- THIS TRAFFIC CONTROL PLAN IS USED FOR LANE CLOSURES DAY AND NIGHT OPERATIONS.
- EXISTING LIFT SPAN WARNING FLASHERS SHALL REMAIN IN OPERATION DURING ALL STAGES. 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.
- PRIORITY WILL BE GIVEN TO EASTBOUND TRAFFIC AFTER LIFT SPAN 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 TO THE EXISTING BRIDGE DECK.
- TEMPORARY CONCRETE BARRIER SECTIONS SHALL BE CONNECTED TO EACH OTHER IN ACCORDANCE WITH HIGHWAY STANDARD 704001.
- THIS LANE CLOSURE TRAFFIC CONTROL CANNOT BE USED IN CONJUNCTION WITH STAGE III TRAFFIC CONTROL SHOWN ELSEWHERE IN THESE PLANS.
- DETECTOR LOOPS WILL NOT BE ALLOWED ON THE BRIDGE DECK OR BRIDGE APPROACH PAVEMENT.
- TEMPORARY TRAFFIC SIGNALS AND VIDEO DETECTOR CAMERAS CAN BE MOUNTED ON THE BRIDGE AS APPROVED BY THE ENGINEER.
- IF THERE EXISTS ANY RAISED PAVEMENT MARKERS THAT CONFLICT WITH THIS TRAFFIC CONTROL SETUP, THE CONTRACTOR SHALL COVER THE MARKERS AND REMOVE THE COVER WHEN THE CONFLICT NO LONGER EXISTS. THE METHOD OF COVERING AND REMOVAL SHALL BE APPROVED BY THE ENGINEER. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST PER LUMP SUM FOR TRAFFIC CONTROL AND PROTECTION (SPEICAL).

LEGEND

- WORK AREA
- DIRECTION OF TRAFFIC
- TYPE III BARRICADE WITH LIGHT USED WHEN NO WORK IS BEING PERFORMED
- TEMP. CONCRETE BARRIER (TCB)
- TYPE C BIDIRECTIONAL REFLECTOR
- DRUM WITH STEADY BURNING BIDIRECTIONAL LIGHT
- WHITE REFLECTORIZED TEMP. PVMNT. MARKING LINE, 4"
- WHITE REFLECTORIZED TEMP. PVMNT. MARKING LINE, 24"
- ANCHORED TCB (6 PINS)
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 2

FILE NAME =	USER NAME = Duroser-J	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL STAGING</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\11084EBIDINTEG.illinois.gov\PIDOT\Documents\DOT Offices\District 8\Projects\0875\Drawings\EA\Sheets\0875-06-sh-t-staging		CHECKED -	REVISED -		304	266BR-1	GREENE	27	8			
PLOT SCALE = 40.0000' / in.		DATE -	REVISED -		CONTRACT NO. 76H06							
PLOT DATE = 10/16/2015					FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT					

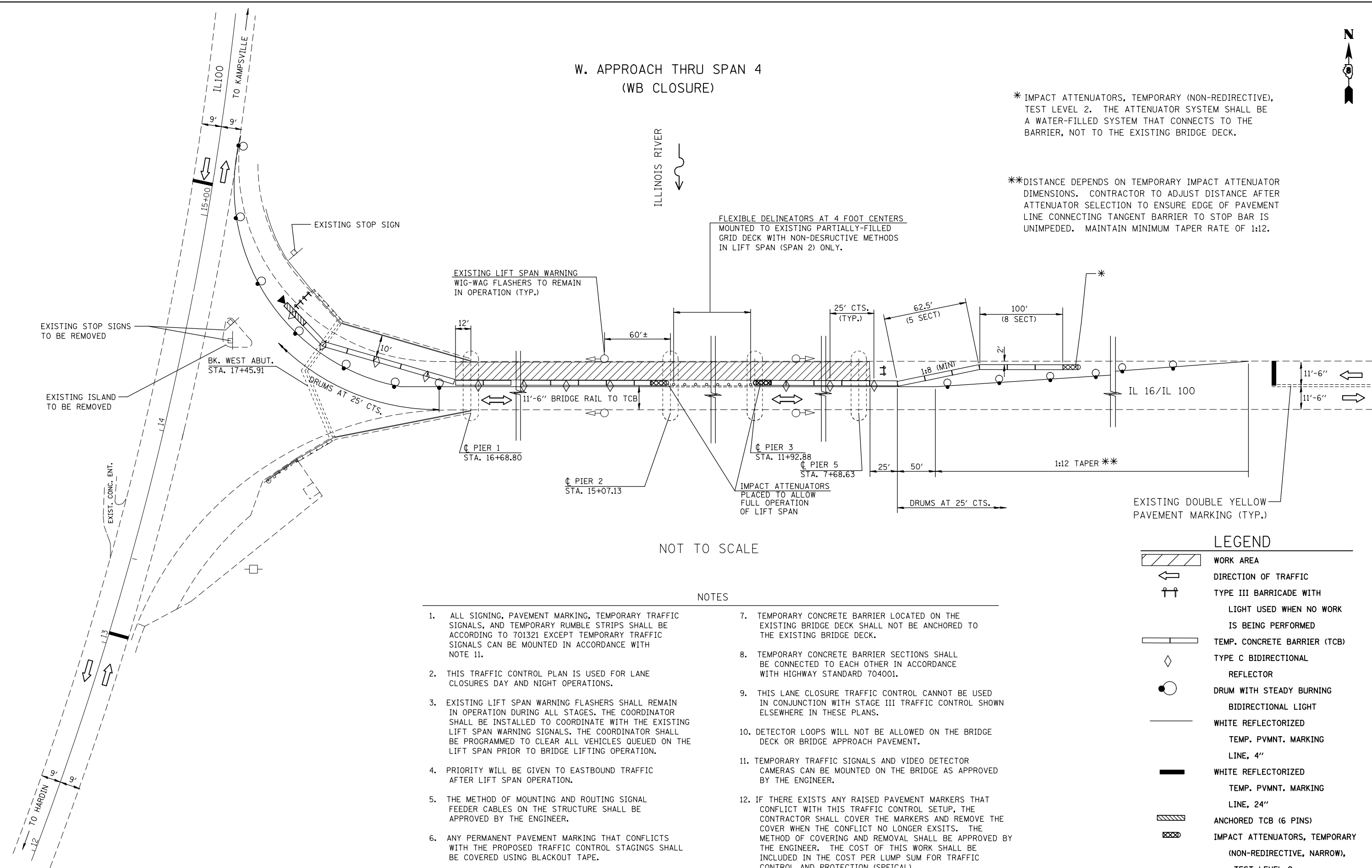


W. APPROACH THRU SPAN 4  
(WB CLOSURE)



\* IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2. THE ATTENUATOR SYSTEM SHALL BE A WATER-FILLED SYSTEM THAT CONNECTS TO THE BARRIER, NOT TO THE EXISTING BRIDGE DECK.

\*\*DISTANCE DEPENDS ON TEMPORARY IMPACT ATTENUATOR DIMENSIONS. CONTRACTOR TO ADJUST DISTANCE AFTER ATTENUATOR SELECTION TO ENSURE EDGE OF PAVEMENT LINE CONNECTING TANGENT BARRIER TO STOP BAR IS UNIMPEDED. MAINTAIN MINIMUM TAPER RATE OF 1:12.



NOT TO SCALE

NOTES

- ALL SIGNING, PAVEMENT MARKING, TEMPORARY TRAFFIC SIGNALS, AND TEMPORARY RUMBLE STRIPS SHALL BE ACCORDING TO 701321 EXCEPT TEMPORARY TRAFFIC SIGNALS CAN BE MOUNTED IN ACCORDANCE WITH NOTE 11.
- THIS TRAFFIC CONTROL PLAN IS USED FOR LANE CLOSURES DAY AND NIGHT OPERATIONS.
- EXISTING LIFT SPAN WARNING FLASHERS SHALL REMAIN IN OPERATION DURING ALL STAGES. 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.
- PRIORITY WILL BE GIVEN TO EASTBOUND TRAFFIC AFTER LIFT SPAN 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 TO THE EXISTING BRIDGE DECK.
- TEMPORARY CONCRETE BARRIER SECTIONS SHALL BE CONNECTED TO EACH OTHER IN ACCORDANCE WITH HIGHWAY STANDARD 704001.
- THIS LANE CLOSURE TRAFFIC CONTROL CANNOT BE USED IN CONJUNCTION WITH STAGE III TRAFFIC CONTROL SHOWN ELSEWHERE IN THESE PLANS.
- DETECTOR LOOPS WILL NOT BE ALLOWED ON THE BRIDGE DECK OR BRIDGE APPROACH PAVEMENT.
- TEMPORARY TRAFFIC SIGNALS AND VIDEO DETECTOR CAMERAS CAN BE MOUNTED ON THE BRIDGE AS APPROVED BY THE ENGINEER.
- IF THERE EXISTS ANY RAISED PAVEMENT MARKERS THAT CONFLICT WITH THIS TRAFFIC CONTROL SETUP, THE CONTRACTOR SHALL COVER THE MARKERS AND REMOVE THE COVER WHEN THE CONFLICT NO LONGER EXISTS. THE METHOD OF COVERING AND REMOVAL SHALL BE APPROVED BY THE ENGINEER. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST PER LUMP SUM FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).

LEGEND

- WORK AREA
- DIRECTION OF TRAFFIC
- TYPE III BARRICADE WITH LIGHT USED WHEN NO WORK IS BEING PERFORMED
- TEMP. CONCRETE BARRIER (TCB)
- TYPE C BIDIRECTIONAL REFLECTOR
- DRUM WITH STEADY BURNING BIDIRECTIONAL LIGHT
- WHITE REFLECTORIZED TEMP. PVMNT. MARKING LINE, 4"
- WHITE REFLECTORIZED TEMP. PVMNT. MARKING LINE, 24"
- ANCHORED TCB (6 PINS)
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 2

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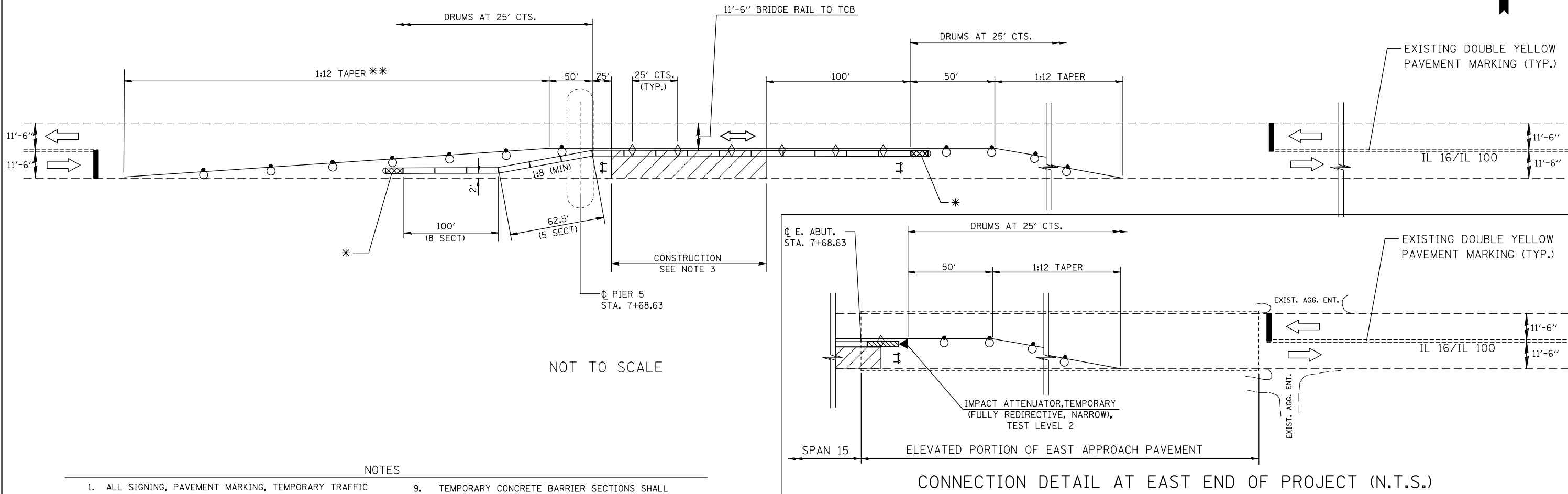
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL STAGING

SCALE: 1" = 20' SHEET NO. 3 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BR-1	GREENE	27	9
CONTRACT NO. 76H06				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

TRAFFIC CONTROL FOR WORK IN SPAN 5  
THRU EAST LIMIT OF PROJECT  
(EB CLOSURE SHOWN, WB CLOSURE SIMILAR)



NOT TO SCALE

NOTES

1. ALL SIGNING, PAVEMENT MARKING, TEMPORARY TRAFFIC SIGNALS, AND TEMPORARY RUMBLE STRIPS SHALL BE ACCORDING TO 701321 EXCEPT TEMPORARY TRAFFIC SIGNALS CAN BE MOUNTED IN ACCORDANCE WITH NOTE 12.
2. THIS TRAFFIC CONTROL PLAN IS USED FOR LANE CLOSURES DAY AND NIGHT OPERATIONS.
3. THE CONSTRUCTION LENGTHS SHALL BE DETERMINED BY CONTRACTOR AND APPROVED BY THE ENGINEER. THIS SETUP MAY BE USED MULTIPLE TIMES AND FOR EITHER WB OR EB TRAFFIC.
4. EXISTING LIFT SPAN WARNING FLASHERS SHALL REMAIN IN OPERATION DURING ALL STAGES. 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.
5. PRIORITY WILL BE GIVEN TO EASTBOUND TRAFFIC AFTER LIFT SPAN OPERATION.
6. THE METHOD OF MOUNTING AND ROUTING SIGNAL FEEDER CABLES ON THE STRUCTURE SHALL BE APPROVED BY THE ENGINEER.
7. ANY PERMANENT PAVEMENT MARKING THAT CONFLICTS WITH THE PROPOSED TRAFFIC CONTROL STAGINGS SHALL BE COVERED USING BLACKOUT TAPE.
9. TEMPORARY CONCRETE BARRIER SECTIONS SHALL BE CONNECTED TO EACH OTHER IN ACCORDANCE WITH HIGHWAY STANDARD 704001.
10. THIS LANE CLOSURE TRAFFIC CONTROL CANNOT BE USED IN CONJUNCTION WITH W. ABUTMENT THRU SPAN 4 TRAFFIC CONTROL SHOWN ELSEWHERE IN THESE PLANS.
11. DETECTOR LOOPS WILL NOT BE ALLOWED ON THE BRIDGE DECK OR BRIDGE APPROACH PAVEMENT.
12. TEMPORARY TRAFFIC SIGNALS AND VIDEO DETECTOR CAMERAS CAN BE MOUNTED ON THE BRIDGE AS APPROVED BY THE ENGINEER.
13. THIS LANE CLOSURE CAN BE USED ANYWHERE BETWEEN PIER 5 AND THE EAST END OF THE BRIDGE.
14. IF THERE EXISTS ANY RAISED PAVEMENT MARKERS THAT CONFLICT WITH THIS TRAFFIC CONTROL SETUP, THE CONTRACTOR SHALL COVER THE MARKERS AND REMOVE THE COVER WHEN THE CONFLICT NO LONGER EXISTS. THE METHOD OF COVERING AND REMOVAL SHALL BE APPROVED BY THE ENGINEER. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST PER LUMP SUM FOR TRAFFIC CONTROL AND PROTECTION (SPEICAL).
15. TEMPORARY CONCRETE BARRIER LOCATED ON THE BRIDGE DECK SHALL NOT BE ANCHORED TO THE EXISTING BRIDGE DECK.

\* IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2. THE ATTENUATOR SYSTEM SHALL BE A WATER-FILLED SYSTEM THAT CONNECTS TO THE BARRIER, NOT TO THE EXISTING BRIDGE DECK.

\*\* DISTANCE DEPENDS ON TEMPORARY IMPACT ATTENUATOR DIMENSIONS. CONTRACTOR TO ADJUST DISTANCE AFTER ATTENUATOR SELECTION TO ENSURE EDGE OF PAVEMENT LINE CONNECTING TANGENT BARRIER TO STOP BAR IS UNIMPEDED. MAINTAIN MINIMUM TAPER RATE OF 1:12.

LEGEND

- WORK AREA
- DIRECTION OF TRAFFIC
- TYPE III BARRICADE WITH LIGHT USED WHEN NO WORK IS BEING PERFORMED
- TEMP. CONCRETE BARRIER (TCB)
- TYPE C BIDIRECTIONAL REFLECTOR
- DRUM WITH STEADY BURNING BIDIRECTIONAL LIGHT
- WHITE REFLECTORIZED TEMP. PVMNT. MARKING LINE, 4"
- WHITE REFLECTORIZED TEMP. PVMNT. MARKING LINE, 24"
- ANCHORED TCB (6 PINS)
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 2

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

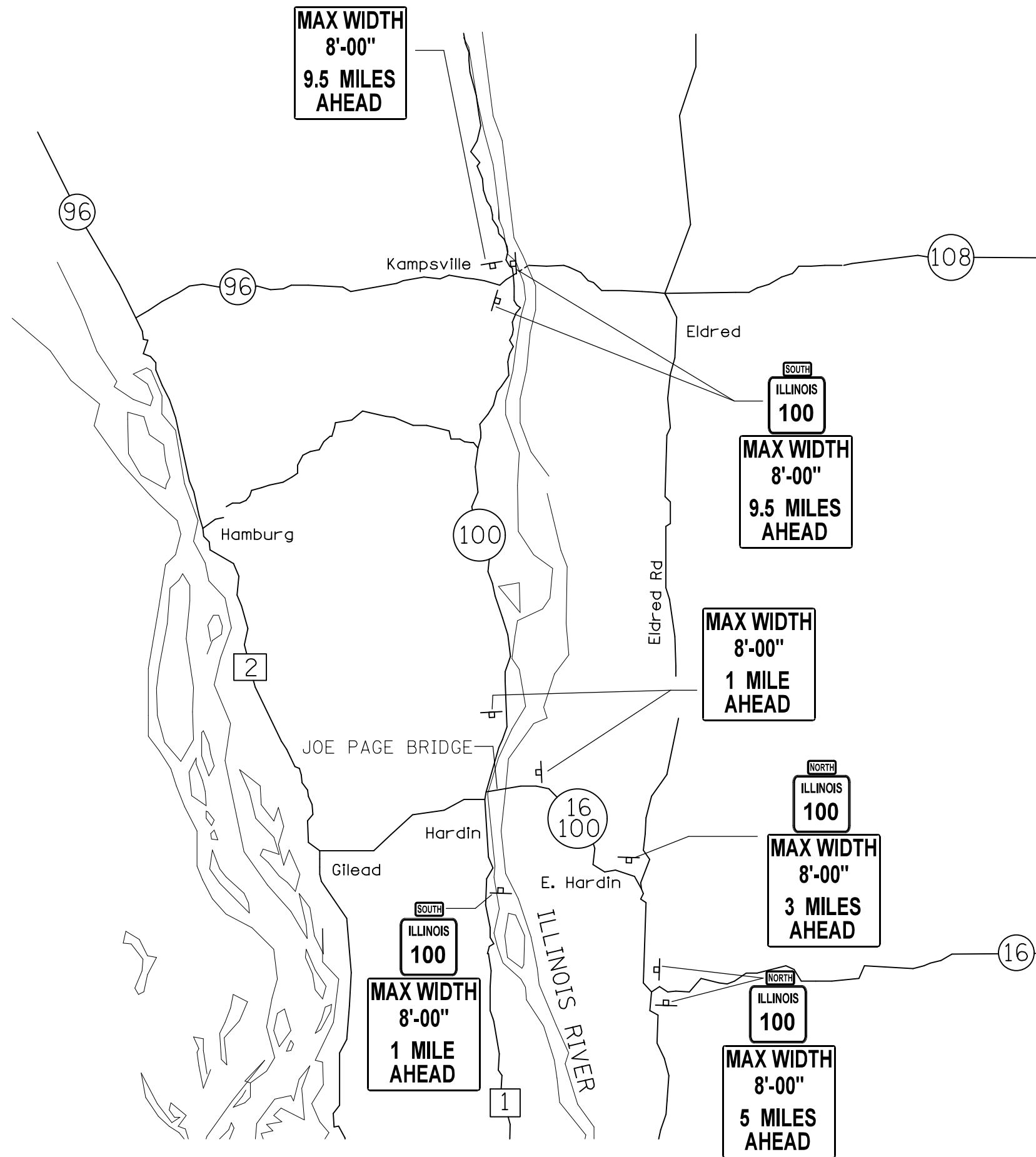
TRAFFIC CONTROL STAGING

SCALE: 1" = 20' SHEET NO. 4 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BR-1	GREENE	27	10
CONTRACT NO. 76H06				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

**NOTES:**

1. ALL SIGNS REQUIRED WILL BE SUPPLIED TO THE CONTRACTOR BY I.D.O.T.
2. THE CONTRACTOR SHALL FURNISH THE POSTS AND ERECT SIGNS AT THE LOCATIONS SHOWN ON THIS SHEET, AS DIRECTED BY THE R.E./R.T. THE POSTS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
3. THE CONTRACTOR SHALL GIVE ILLINOIS DEPARTMENT OF TRANSPORTATION, BUREAU OF OPERATIONS TWO WEEKS NOTICE FOR SIGNS. THE CONTRACTOR SHALL PICK UP THE SIGNS AT THE T.M. BUILDING IN FAIRVIEW HEIGHTS, AND RETURN THEM UPON COMPLETION OF THE CONTRACT. CONTACT JEAN SLAPE AT 394-2189.
4. THE ABOVE NOTED WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE, LUMP SUM, FOR WIDE LOAD SIGNING AND NO OTHER COMPENSATION WILL BE ALLOWED.
5. SIGN SPACING WILL BE 400' OR TO FIT FIELD CONDITIONS.
6. THE HEIGHT TO THE BOTTOM OF THE LOWEST SIGN SHALL NOT BE LESS THAN 6'.



NOT TO SCALE

MAX WIDTH  
8'-00"  
1 MILE  
AHEAD

W12-I103

NORTH  
M3-1 (3)

(3)

SOUTH  
M3-3 (3)

MAX WIDTH  
8'-00"  
3 MILES  
AHEAD

W12-I103

ILLINOIS  
100 (6)

(1)

M1-I100.3

MAX WIDTH  
8'-00"  
5 MILES  
AHEAD

W12-I103

MAX WIDTH  
8'-00"  
9.5 MILES  
AHEAD (3)

W12-I103

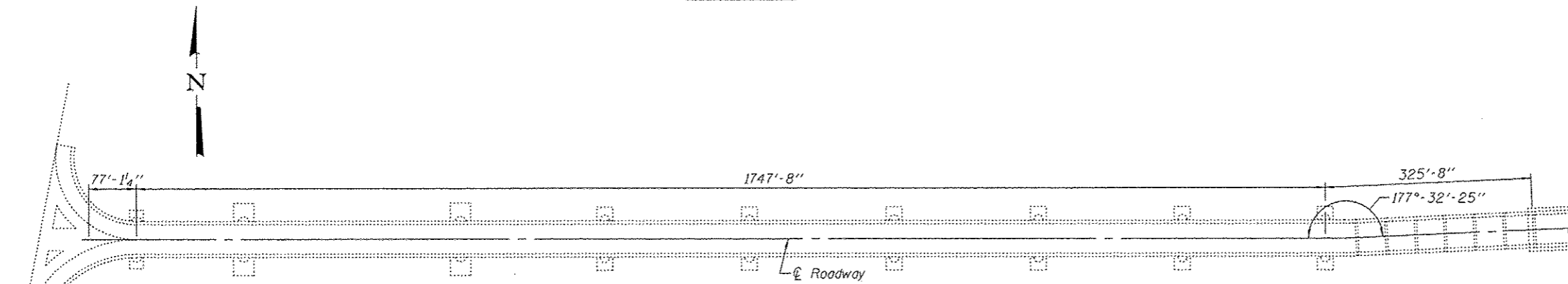
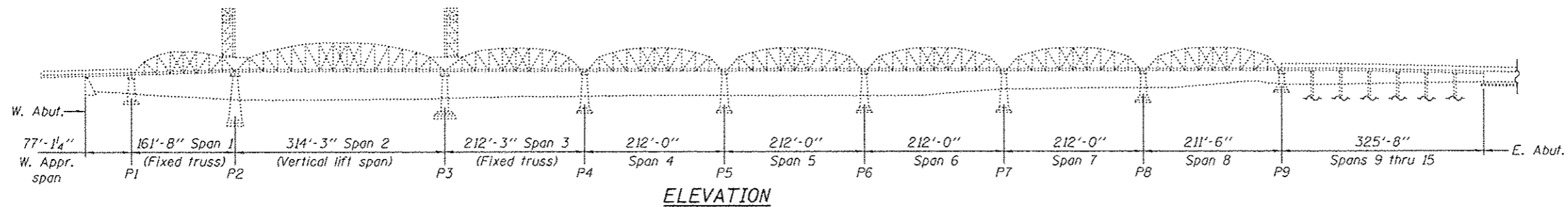
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	PLOT DATE = 10/16/2015	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

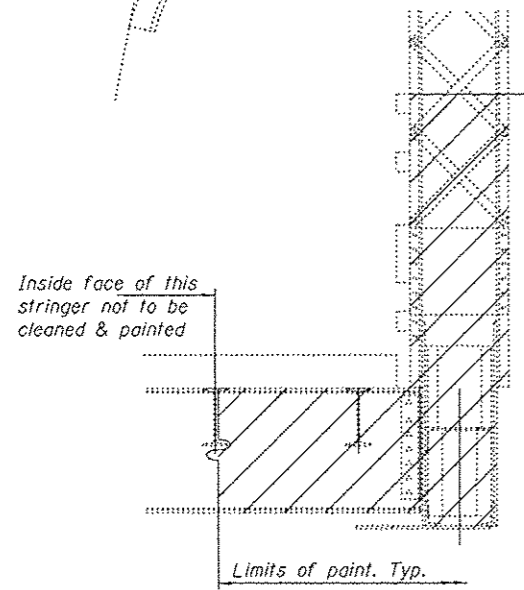
TRAFFIC CONTROL STAGING  
WIDE LOAD SIGNING

SCALE: SHEET NO. 5 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	266BR-1	GREENE	27	11
CONTRACT NO. 76H06				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

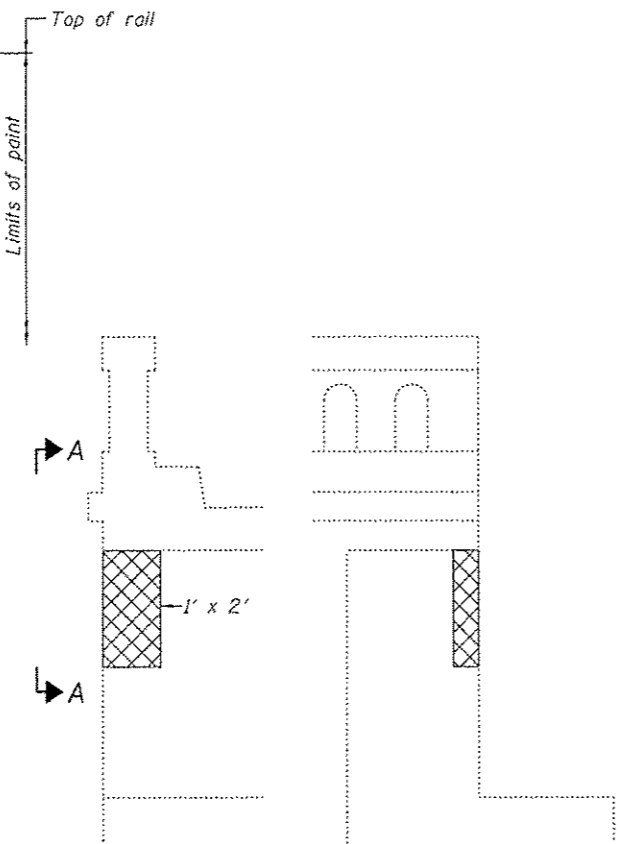


**PLAN**  
See sheet 2 of 16 for Scope of Work



**PARTIAL SECTION**

Hatched area to be cleaned & painted  
(Spans 1 thru 8)  
South chord shown.  
North chord similar.



**ELEVATION**  
(Looking East)

**VIEW A-A**

**EAST ABUTMENT REPAIR ITEM 364**

Cross hatched areas indicate  
Structural Repair of Concrete  
Depth ≤ 5".

**GENERAL NOTES**

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.

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

Fasteners shall be high strength bolts. Bolts 3/4"φ, open holes 15/16"φ, unless otherwise noted.

Cost of removal and re-installation of all members necessary to complete the work as detailed on the plans and as specified in the Special Provisions shall be included with Structural Steel Repair.

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 color of the final finish coat shall be Interstate Green, Munsell No. 7.5G 4/8.

Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the GBSP "Cleaning and Pointing Contact Surface Areas of Existing Steel Structures".

Diaphragm connection holes shall be 15/16"φ for 3/4"φ bolts. Two hardened washers shall be required at diaphragm connections.

Cleaning and painting of the existing steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All beams, bearings and other structural steel within 5' (measure along the beam) of both abutments and below the deck on either side of the centerline of piers 1 thru 9, shall be cleaned per Near White Blast Cleaning SSPC-SP 10. The exterior and bottom flange of the fascia beams for the full length of the approach spans (West approach span and spans 9 thru 15), shall be cleaned per Commercial Grade Power Tool Cleaning SSPC-SP 15. The bottom chords, floor beams, stringers and other structural steel within the limit as shown in the partial section of the truss, for the full length of the truss spans (Spans 1 thru 8), shall be cleaned per Commercial Grade Power Tool Cleaning SSPC-SP 15.

The designated areas cleaned per Near White Blast Cleaning and per Commercial Grade Power Tool Cleaning shall be painted according to the requirements of Paint System 1 OZ/E/U. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exposed area of the fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8.

The Contractor is required to provide Structural Assessment Report(s) 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 Highway Bridges (Complex), for preparation of the Structural Assessment Report(s). Contractor's pre-approval shall not be applicable for this project. See Special Provision.

**CURRENT RATINGS ON FILE FOR EXISTING STRUCTURE:**  
Inventory: HS 0.58  
Operating: HS 1.220  
Live Load Restrictions: Legal Loads only

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 on request as noted in the Special Provisions.

Truss member and gusset plate repairs are to be completed under reduced bridge live loads. Individual truss member and gusset plate repairs shall be completed when stage traffic is on the opposite side of the bridge with respect to the repair location.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Structural Steel Repair	Pound	19170
Debris Removal	L.S.	1
Anchor Bolts, 1"φ	Each	11
Cleaning & Painting Steel Bridge No. 1	L.S.	1
Containment and Disposal of Lead Paint Cleaning Residues	L.S.	1
Structural Repair of Concrete Depth < 5"	Sq. Ft.	2
Silicone Joint Sealer, 2"	Foot	25
Silicone Joint Sealer, 3"	Foot	25
* Thin Polymer Overlay Removal	Sq. Yd.	791
* Bridge Deck Thin Polymer Overlay 3/8"	Sq. Yd.	791
Field Measurements	L.S.	1
** Span Balance	L.S.	1

\* Span 2 only  
\*\* Span 2 only. See Special Provision.



### SCOPE OF WORK

2014 NBIS REPORT ITEM	SPAN	MEMBER	LOCATION	DEFICIENCY	PROPOSED REPAIR	
See Table 1	Multiple	Bolts	Multiple	Missing or Loose Bolts	Replace. See Table 1 on sheet 2 of 16.	
See Table 2	Multiple	Anchor Bolts	Multiple	Missing or Loose Anchor Bolts	Replace. See Table 2 on sheet 4 of 16.	
See Table 3	Multiple	Anchor Bolt Nuts	Multiple	Missing or Loose Anchor Bolt Nuts	Replace. See Table 3 on sheet 4 of 16.	
See Table 4	2	See Table 4	Multiple	Holes in Bottom Splice Plates	Replace. See Table 4 on sheet 4 of 16.	
See Table 5	3,6,7,8	See Table 5	Multiple	Various Gouges & Offsets	Grind smooth. See Detail on sheet 4 of 16.	
See Table 6	Multiple	Floor Beams	Multiple	Section Loss	Repair. See Table 6 on sheet 5 of 16.	
See Table 7	Multiple	Stringers	Multiple	Section Loss	Repair. See Table 7 on sheet 13 of 16.	
See Table 8	2	Stringers	Multiple	Cut or Crack in Stringer Cope	Drill Crack Arrestor Hole. See sheet 15 of 16.	
D	3	Gate Platform	Between L2S & L3S	Holes in Platform deck	Replace plate. See Detail on sheet 5 of 16.	
244	6	Gusset plate	L10S (Inside)	Section loss	Repair. See Detail on sheet 11 of 16.	
497	4-5	Pier 5	North Face of Pier 5	Debris caught on Pier	Remove Debris	
82	5-6	Pier 6	South Bearing	Debris on top of Pier Cap		
365	W. Appr.	Joint	Pier 1	Joint failed, full length		
457	8-9	Joint	Pier 9	Joint failed, full length		
10	W. Appr.	Beams 1 thru 9	at Pier 1	Section Loss	Repair. See Detail on sheet 6 of 16.	
123	2	L6N-L7S	at L6N	Section Loss & 6" Hole in Top Conn. ⌘	Repair. See Detail on sheet 5 of 16.	
154	2	L14N-L15S	at L15S	Section Loss & 3" Hole in Top Conn. ⌘	Repair. See Detail on sheet 5 of 16.	
325	5	Stringer 10	Floor Beam 4, Panel 5	Bent Clip Angle	Repair. See Detail on sheet 14 of 16.	
338	6	Stringer 1	Floor Beam 10	Bent Clip Angle		
402	3	Handrail	at L2S	Rail Post Broken		
528	4	U9S-L10S	at L10S	Section Loss & Holes in Bottom Stay ⌘		
193	3	U9S-L10S	1' Above deck	Section Loss & Holes in Bottom Stay ⌘		
229	5	U9S-L10S	at L10S	S.L. in Bott. Stay ⌘; Hole in 5th Lattice		
G	5	LON-U1N	at LON	S.L. in Bott. Stay ⌘		
235	6	L6S-U7S	at L6S	Section Loss		
262	7	U3N-L4N	at L4N	Section Loss		
449	6	L6N-U7N	at L6N	Section Loss		
85	6	U9S-L10S	at L10S	S.L. in Bott. Stay ⌘; Lattice 1 thru 9		
86	7	LON-U1N	at LON	S.L. in Bott. Stay ⌘; Lattice 1 thru 5		
88	7	U9S-L10S	at L10S	S.L. in Bott. Stay ⌘; Lattice 1 thru 9		
108	1	L7S-U7S	at L7S	Section Loss	Repair. See Detail on sheet 15 of 16.	
308	2	Walkway	Between Panel Point 6 & 7	Section Loss		
389	2	Walkway Support	at P.P. 8 btwn. Panel Point 8 & 9	Section Loss		
242	6	L9S-U9S	at L9S	Section Loss		
74	7	L9N-U9N	1' Above Deck	Section Loss & 2-1" Holes		
364	15	E. Abut.	Backwall	Spalling		
C	2	U14S-L15S	13'-6" Above Deck	36" x 3" Offset		Repair. See Detail on sheet 1 of 16.
						Clean & Paint

### TABLE 1 - MISSING, LOOSE OR BROKEN BOLTS & RIVETS

(Replace with new bolts. Field verify bolt φ & length)

2014 NBIS REPORT ITEM	SPAN	MEMBER	LOCATION	DEFICIENCY
6	W. Appr.	Diaphragm	at Bm. 2, Pier 1, N. Face	2 Missing bolts. Diaph. to Web Conn.
538	W. Appr.	Walkway support	1st. bracket west of P1 at Beam 9	6 loose bolts
15	1	Gate Platform	FB 2, N. Side	16 Missing bolts (8 per side)
474	1	Gusset ⌘	at U7S (Inside)	1 Missing rivet
521	1	Gusset ⌘	at U7N (Inside)	* 2-1"φ Miss drilled holes
378	1	L7N-L8N	5' & 15' W. of L8N	* 2 Sets of 4-3/4"φ Miss drilled holes (8 Total)
476	1	U8N-L8N	at L8N	1 Missing bolt
369	1	Catwalk	5' W. of L2S	6 Missing bolts
304	1	South Rail	PP 5-PP 6, 3rd Post from PP 5	1 Loose Nut
368	1	Rail	1st Rail Support, Str. 1 to Deck	2 Missing bolts
475	1	NW Tower leg	NW Tower leg	* 11-1"φ Miss drilled holes
543	1	Rail	1st Rail support E. of PP 4 at S 10 to deck	2 Missing bolts
547	1	S. gate platform	PP 6	1 Missing bolt
548	1	Rail	1st Rail support E. of PP 6 at S 10 to deck	2 Missing bolts
520	1	L7N-U7N	4' & 15' Above deck	* 2-1 1/2"φ Miss drilled holes
550	1	FB 8	S1-S10	* 2-1"φ Miss drilled holes ea. str. (20 Total)
539	1	Catwalk	1st & 2nd post from Pier 1	* 1 Missing bolt & Bracket
23	2	FB 0	Stringer 1, Panel 1	2 Missing bolts in Web Repair ⌘
477	2	UON-U1S	at UON	5 Loose & 1 Missing bolt
382	2	Sway Brace	⊘ of Panel Point 0	1 Missing bolt
25	2	Floor Beam 1	Stringer 2, Panel 1	1 Missing bolt in Bott. Flange Cover ⌘
306	2	Floor Beam 2	at L2S	3 Loose Nuts at FB Connection
307	2	Stringer 11	Floor Beam 5, Panel 5	1 Missing Nut
314	2	L13N-L14N	at L13N	1 Missing rivet in Splice ⌘
478	2	Diaphragm	Stringer 7 near FB 15	1 Missing rivet
311	2	Handrail	6' W. of PP 9, N. Walkway	1 Loose bolt
524	2	L5S-U5S	6' Above deck	* 2-1"φ Miss drilled holes
481	3	LON-U1N	at LON	1 Rivet Not Properly Seated
407	3	L5N-U5N	1' & 7' above Deck	* 4-7/8"φ Miss drilled holes & 1 Missing bolt
486	3	Gate Platform	Between FB 6 & FB 7, S. Side	5 Loose Nuts
479	3	NE col. of E. tower	1st & 2nd jt. on col. above U1N	4 Missing bolts in horiz. stay plate
559	3	Gate platform	Between FB 3 & FB 4, S. side	1 Missing nut & 2 loose bolts
562	3	Gusset plate	L4S (Outside)	2 Missing rivet heads
564	3	Rail	1st Rail support E. of PP 4 at S 10 to deck	2 Missing bolts
565	3	Gate platform	Between FB 6 & FB 7, N. side	1 Missing bolt
526	4	LOS-L1N	at LOS	2 Loose bolts
491	4	L2N-L3N	5' from L3N	2 Missing Nuts
494	4	L7N-L8N	3rd Batten ⌘ from L7N	3 Missing rivets
415	4	Rail	at Panel Point ON & OS	1 Missing bolt
E	4	Rail	at Panel Point 1, N. Side	4 Missing bolts
F	4	Rail	at Panel Point 9, N. Side	1 Missing bolt
530	5	L8N-U9N	Rail	2-1"φ Miss drilled holes
334	6	Gusset ⌘	L3S (Outside)	2 Missing rivets
503	6	Gate Platform	15' from FB 3 S. End	1 Missing Nut
504	6	L3S-L4S	3rd Batten ⌘ from L4S	1 Unseated rivet
509	7	Gusset ⌘	L4N (Inside)	6 Missing rivet heads
278	7	Gusset ⌘	L7N (Outside)	** Plug Weld & S.L.
73	7	L9N-U9N	1' below Deck	2 Missing rivet heads
288	7	Gusset ⌘	L9N (Outside)	1 Missing rivet head
I	7	Guardrail Bracket	First bracket E. of L2N	2 Missing bolts
291	8	Gusset ⌘	LOS (Outside)	6 Missing rivet heads
292	8	Gusset ⌘	LOS (Inside)	7 Missing rivet heads
296	8	Rail	5' West of L2S	1 Missing bolt
577	8	N. Rail	1st post E. of PP3	1 Loose nut
517	13	End Diaphragm	P13, btwn. Bm 1 & 2 at Bm 2	1 Missing bolt

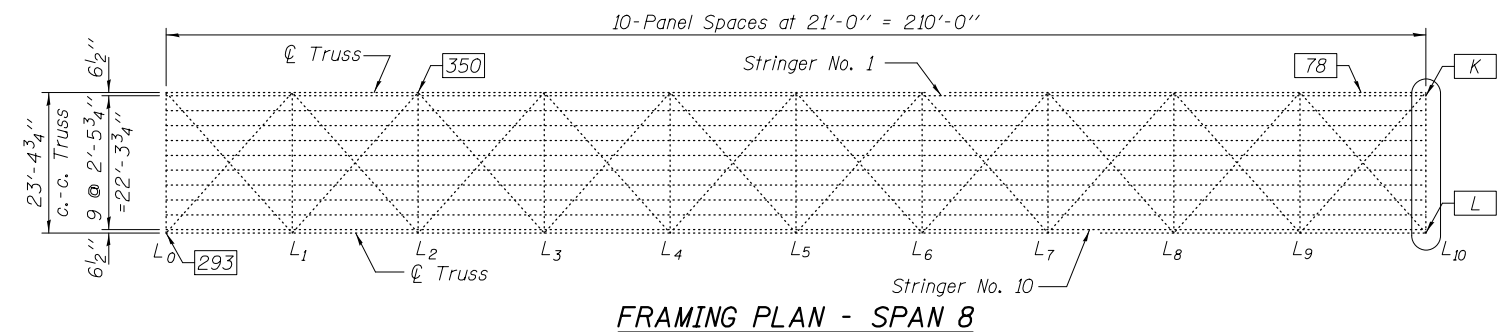
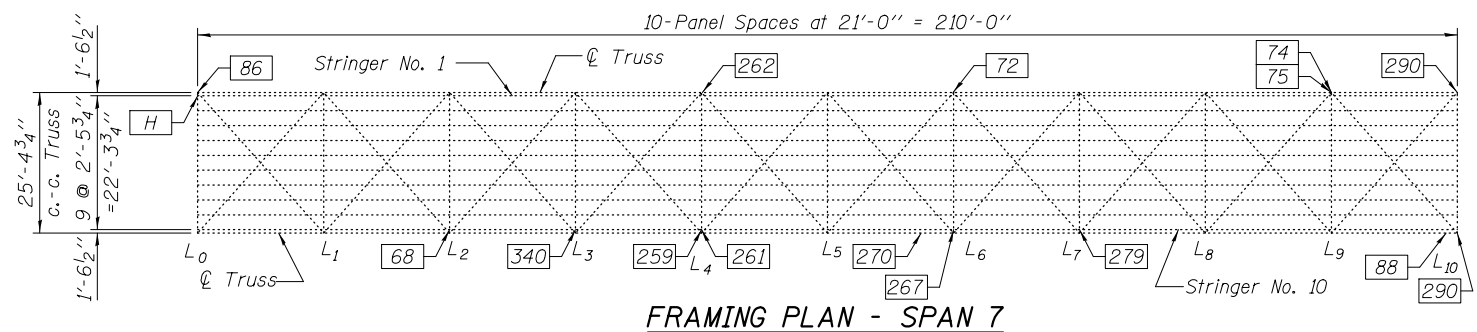
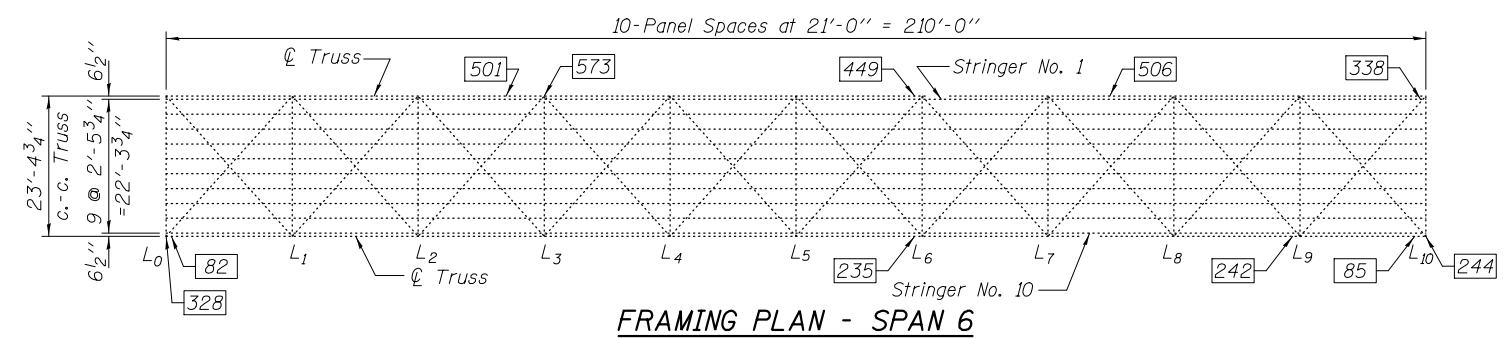
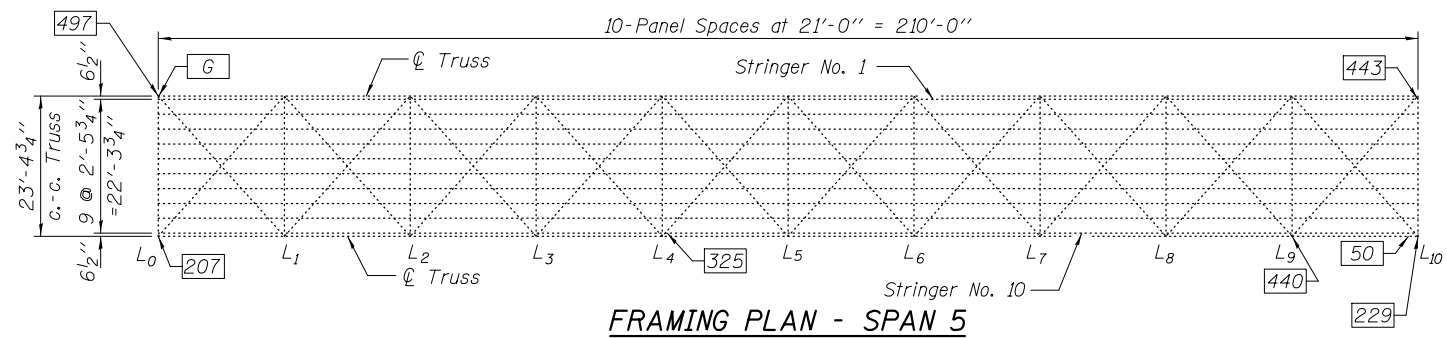
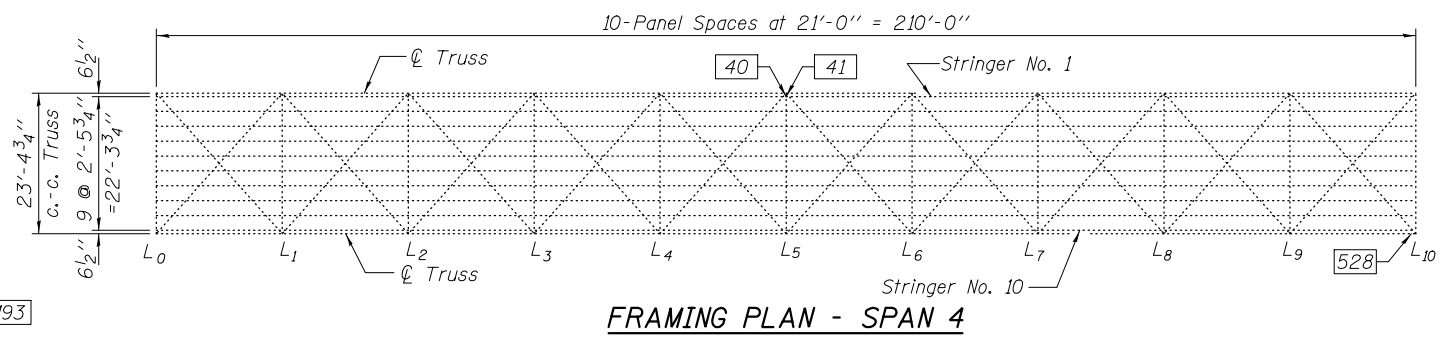
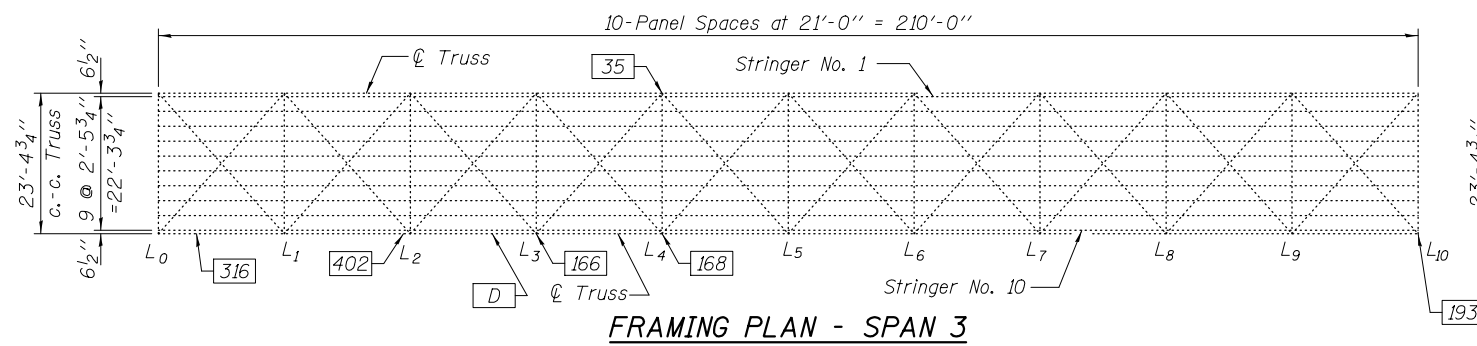
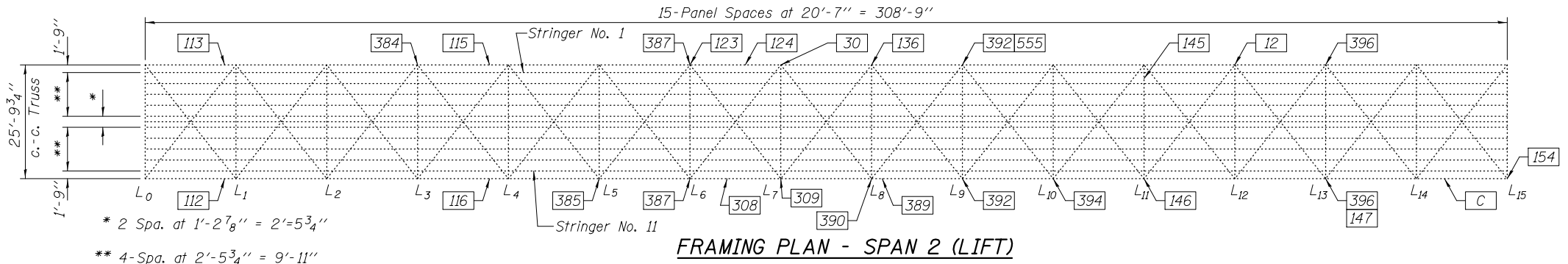
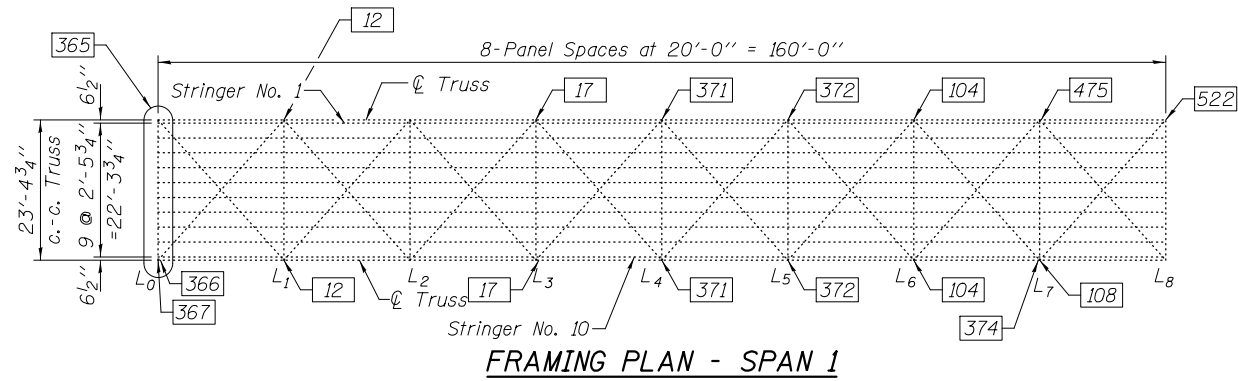
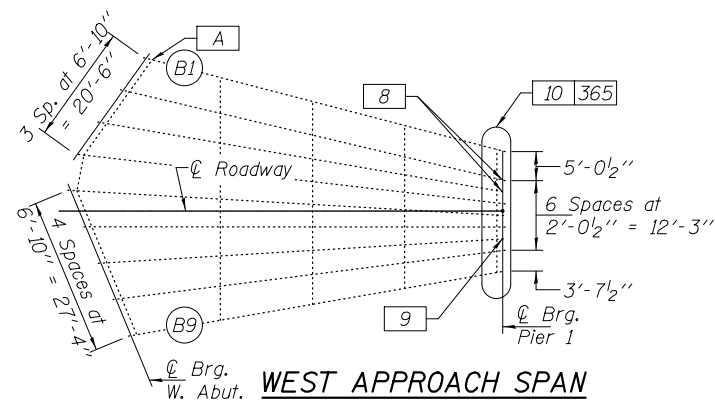


ITEM 497 (PIER 5)



ITEM 82 (PIER 6)

\* Fill with bolts.  
\*\* Drill & Fill w/ bolt.



DESIGNED - TLC  
 CHECKED - SMR  
 DRAWN - Kyle M. Steffen/balva  
 CHECKED - TLC SMR

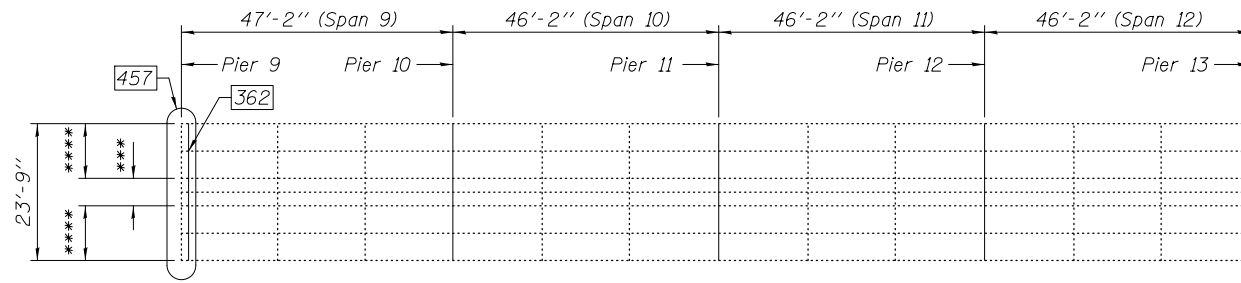
DATE - DECEMBER 3, 2015  
 PASSED  
*Carl Pinger*  
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

FRAMING PLAN - WEST APPR. & SPANS 1 THRU 8  
 SN 031-0001

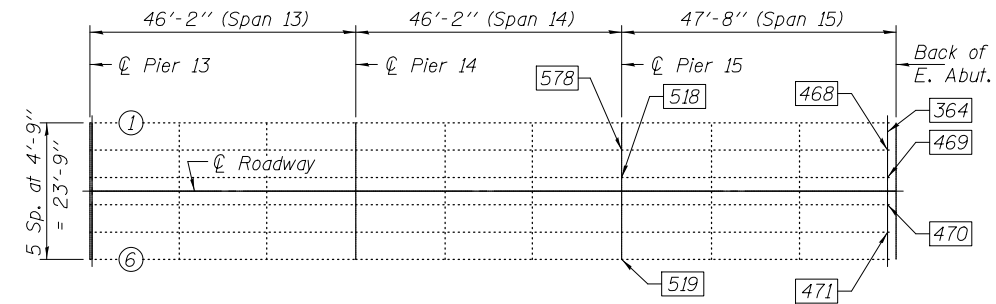
SHEET NO. 3 OF 16 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	266-BR1	GREENE	27	14
CONTRACT NO. 76H06			ILLINOIS FED. AID PROJECT	



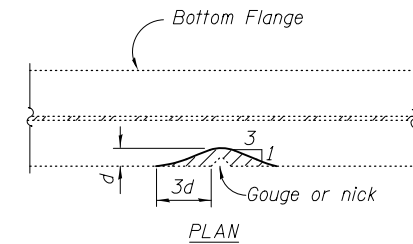
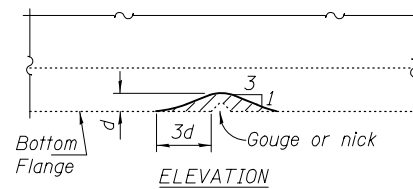
\*\*\* 2 Spa. at 2'-4 1/2" = 4'-9"  
 \*\*\*\* 2 Spa. at 4'-9" = 9'-6"

**FRAMING PLAN - SPANS 9 THRU 12**



**FRAMING PLAN - SPANS 13 THRU 15**

**EAST APPROACH SPANS**



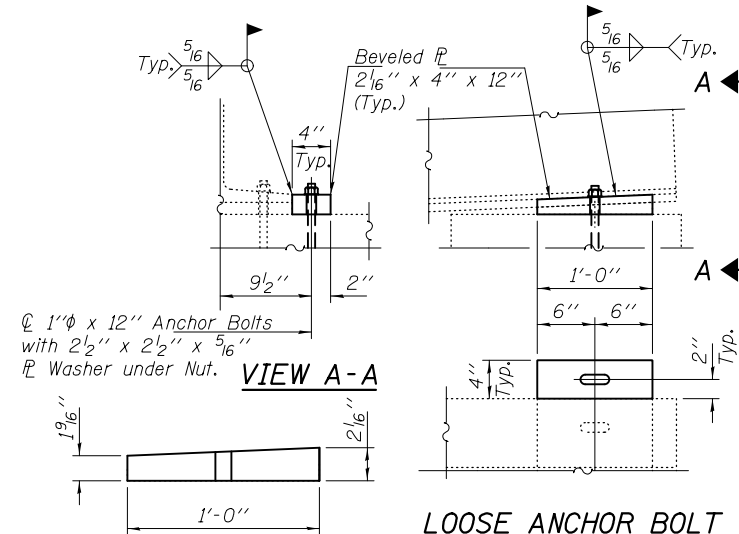
**GRINDING DETAIL**

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

**TABLE 5 - GRINDING LOCATIONS**

(See Detail this sheet)

2014 NBIS REPORT ITEM	SPAN	MEMBER	LOCATION	DEFICIENCY
374	1	SW Tower leg	6' above tndr. house	1" x 6" hole
475	1	NW Tower leg	5' above tndr. house	2" x 6" hole
30	2	L7N-L8N	L7N	Tack welds on lower cord
316	3	LOS-UIS	8' above Deck	15" x 1 1/4" Offset
35	3	Sway Brace	PP4 over WB Lane	8' x 3" Max Offsets
501	6	U2N-L3N	15' E. of U2N	3/8" x 3" Lamination
506	6	L7N-U8N	10' E. of L7N	1/8" x 2" Gouge
270	7	L5S-L6S	6' W. of L6S	1" x 5" Gouge
72	7	L6N-U7N	2' above Deck	12" x 2" Offset
75	7	L9N-U9N	4' above Deck	1/2" Notch Tension Member
350	8	Sway Brace	PP2 over WB Lane	26" x 1/2" Offset
78	8	Portal Frame	Btwn. PP 9 & 10	14" x 1 1/4" Offset w/ 2-1/4" notches



**BEVELED PLATE DETAIL**

Note: Beveled PL's shall be paid for as Structural Steel Repair.

**LOOSE ANCHOR BOLT REPAIR DETAIL**

(See Table 2 for Locations)

**TABLE 2 - MISSING OR LOOSE ANCHOR BOLTS**

(See Repair Detail on this sheet.)

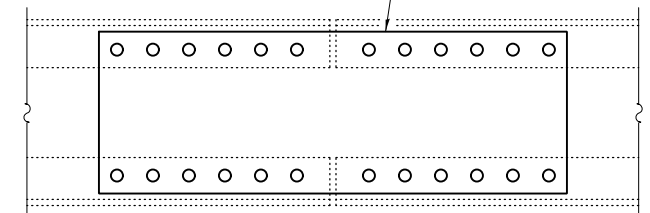
2014 NBIS REPORT ITEM	SPAN	MEMBER	LOCATION	DEFICIENCY
8	W. Appr.	Beams 2 & 3	Pier 1	2 Missing Anchor Bolts (each beam)
9	W. Appr.	Beam 7	Pier 1, South Face	1 Missing Anchor Bolt
A	W. Appr.	Beam 1	W. Abut.	1 Broken Anchor Bolt
522	1-2	Bearing	at Pier 2, North End	1 Loose Anchor Bolt
362	9	Bearing	Pier 9, Beam 2	2 Missing Anchor Bolts
518	15	Beam 3	at Pier 15	1 Loose Anchor Bolt
578	15	Beam 2	at Pier 15	1 Missing Anchor Bolt

**TABLE 3 - MISSING OR LOOSE ANCHOR BOLT NUTS**

(Replace Nut. Field verify φ)

2014 NBIS REPORT ITEM	SPAN	MEMBER	LOCATION	DEFICIENCY
367	1	Bearing	P1, South End	1 Loose Anchor Bolt Nut
519	15	Beam 6	at Pier 15	1 Missing Anchor Bolt Nut
468	15	Beam 2	East Abutment	2 Missing Anchor Bolt Nuts
469	15	Beam 3	East Abutment	1 Missing Anchor Bolt Nut
470	15	Beam 4	East Abutment	1 Loose Anchor Bolt Nut
471	15	Beam 5	East Abutment	1 Missing & 1 Loose Anchor Bolt Nut

\* Replace existing 1/2" x 13 1/2" x 3'-4" bottom splice plate



**BOTTOM SPLICE PLATE REPLACEMENT**

(See Table 4 for Locations)

\* Field verify splice plate dimensions. Field drill holes in new plate using existing holes as template.

**TABLE 4 - SPLICE PLATE REPAIR LOCATIONS**

(See Repair Detail this sheet)

2014 NBIS REPORT ITEM	SPAN	MEMBER	LOCATION
112	2	L1S-L2S	5' from L2S
113	2	L1N-L2N	5' from L2N
115	2	L3N-L4N	5' from L4N
116	2	L3S-L4S	5' from L4S
124	2	L6N-L7N	5' from L7N
136	2	L8N-L9N	At L8N
147	2	L13S-L14S	At L13S
555	2	L9N-L10N	At L9N

DESIGNED - TLC  
 CHECKED - SMR  
 DRAWN - Kyle M. Steffen/balva  
 CHECKED - TLC SMR

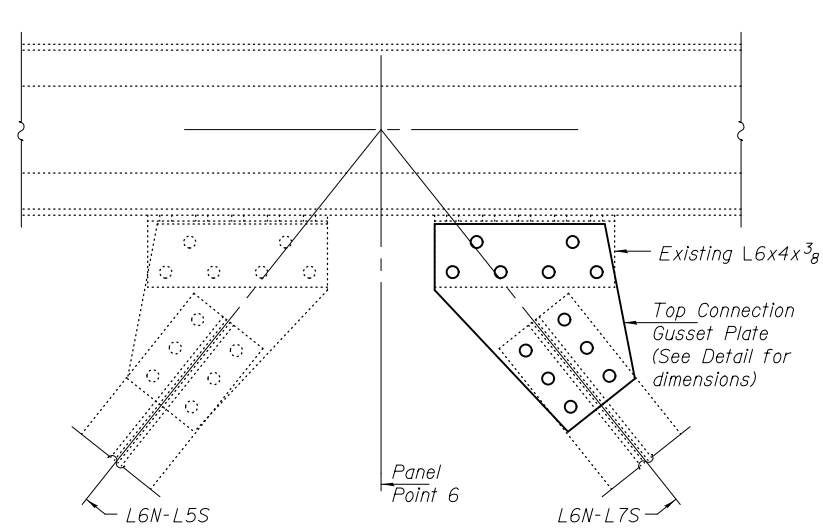
DATE - DECEMBER 3, 2015  
 PASSED  
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

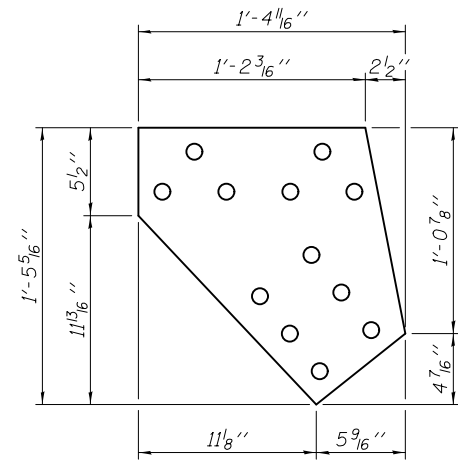
FRAMING PLAN - SPANS 9 THRU 12 & EAST APPR. & REPAIR DETAILS  
 SN 031-0001

SHEET NO. 4 OF 16 SHEETS

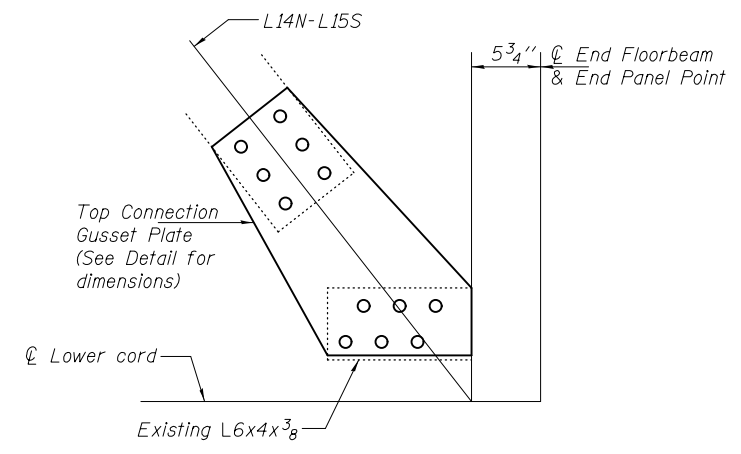
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	266-BR1	GREENE	27	15
CONTRACT NO. 76H06			ILLINOIS FED. AID PROJECT	



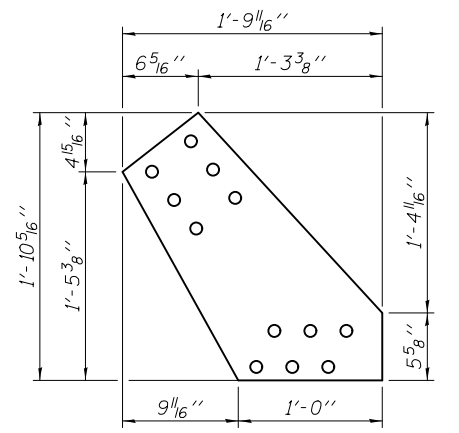
**ITEM 123 REPAIR DETAIL**  
Span 2



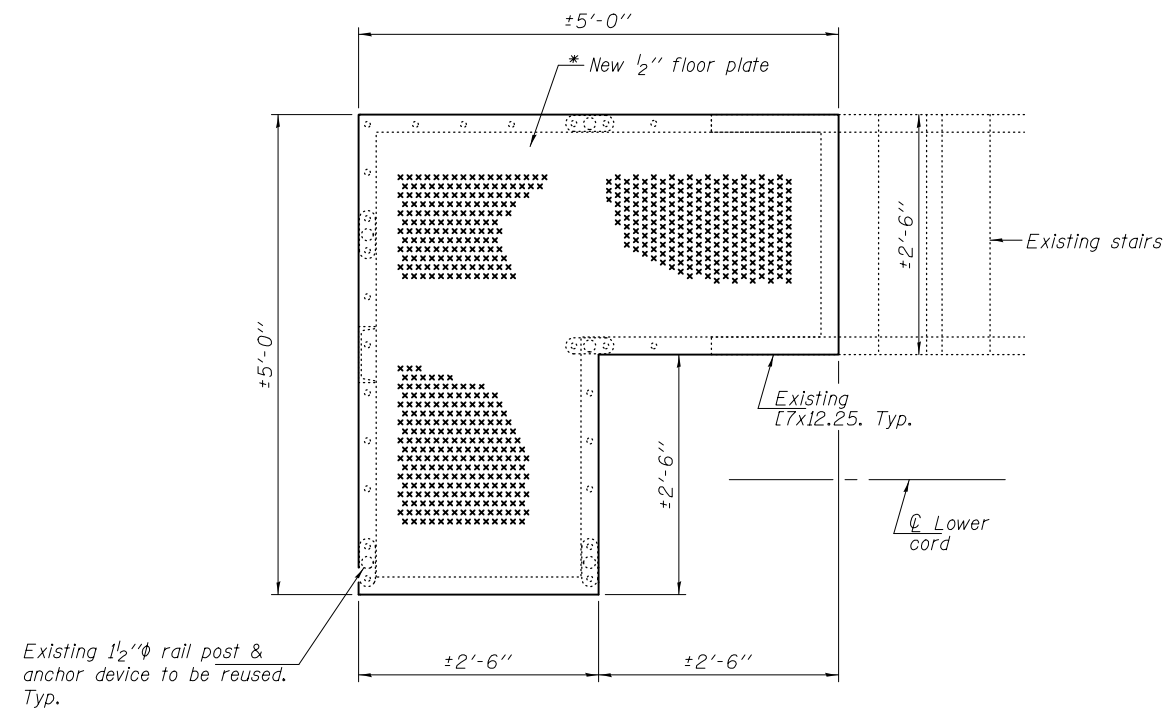
**ITEM 123 CONNECTION PLATE**  
P 3/8" x 1'-4 1/16" x 1'-5 5/16"  
(Field drill holes using existing holes as template.)



**ITEM 154 REPAIR DETAIL**  
Span 2



**ITEM 154 CONNECTION PLATE**  
P 3/8" x 1'-9 1/16" x 1'-10 5/16"  
(Field drill holes using existing holes as template.)



**ITEM D GATE PLATFORM REPLACEMENT PLAN**  
(Between L2S & L3S. At L2S)  
(Verify all dimensions before fabrication)

\* Floor plate shall have skid resistant surface with diamond or checker pattern. Attach to existing channels using holes in channels as template. Cost included with Structural Steel Repair.

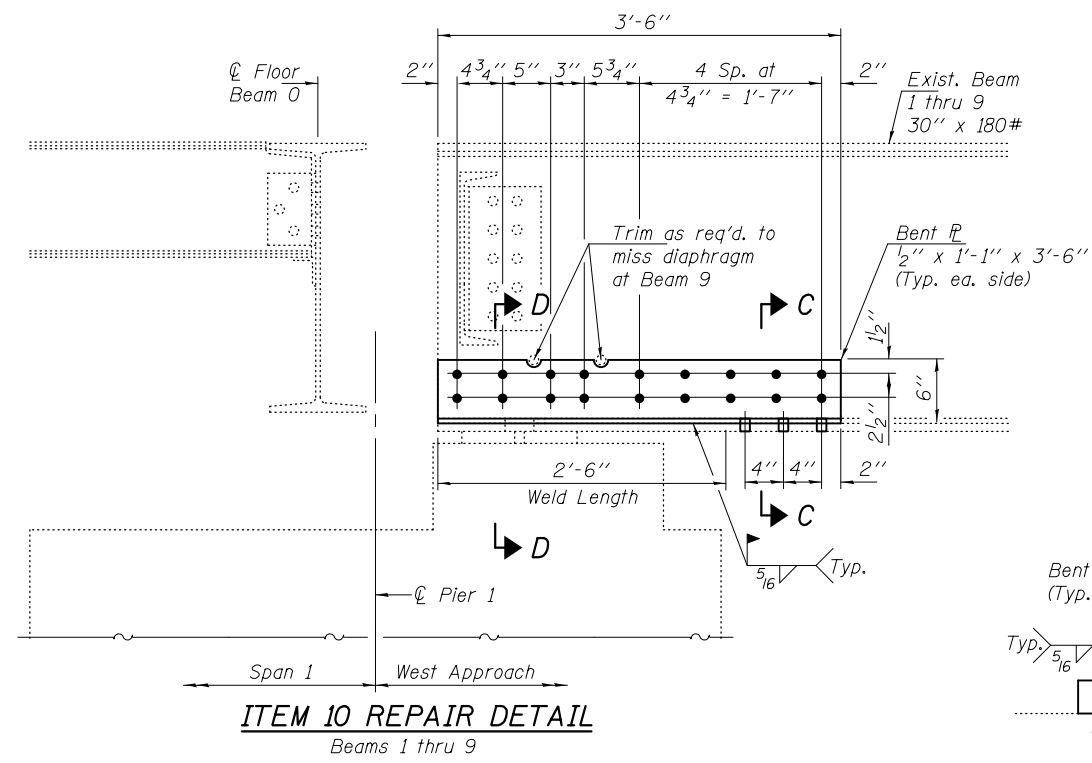
**TABLE 6 - FLOOR BEAM REPAIR LOCATIONS**

2014 NBIS REPORT ITEM	SPAN	MEMBER	LOCATION	DEFICIENCY	PROPOSED REPAIR
12	1	Floor Beam 1	North End & South End	Section Loss in Top Flange	See detail on sheet 6 of 16.
17	1	Floor Beam 3	North End & South End	Section Loss in Top Flange	
371	1	Floor Beam 4	North & South End	Section Loss in Top Flange	
372	1	Floor Beam 5	North & South End	Section Loss in Top Flange	
104	1	Floor Beam 6	North & South End	Section Loss in Top Flange	
384	2	Floor Beam 3	North End	Section Loss in Bottom Flange	See detail on sheet 7 of 16.
385	2	Floor Beam 5	South End	Section Loss in Top Flange	
387	2	Floor Beam 6	North & South End	Section Loss in Top Flange	
B	2	Floor Beam 12	North End	Section Loss in Top Flange	See detail on sheet 8 of 16.
309	2	Floor Beam 7	South End	Section Loss in Top Flange	
390	2	Floor Beam 8	South End	Section Loss in Top Flange	See detail on sheet 7 of 16.
392	2	Floor Beam 9	North & South End	S.L. in Flange, Bott. (N. end); Top (S. end)	
394	2	Floor Beam 10	South End	Section Loss in Top Flange	
145	2	Floor Beam 11	Between Stringers 1 & 2	Section Loss in Web (N. End)	See detail on sheet 8 of 16.
L	8	Floor Beam 10	South End	Section Loss in Web (S. End)	See detail on sheet 12 of 16.
146	2	Floor Beam 11	South End	Section Loss in Top Flange	See detail on sheet 7 of 16.
396	2	Floor Beam 13	North & South End	S.L. in Flange; Top (Ea. end); Bott. (N. end)	
166	3	Floor Beam 3	South End	Section Loss in Top Flange	See detail on sheet 10 of 16.
168	3	Floor Beam 4	South End	Section Loss in Web, Top & Bott. Flange	See detail on sheet 9 of 16.
328	6	Floor Beam 0	South End	Section Loss in Top Flange	See detail on sheet 10 of 16.
290	7	Floor Beam 10	North & South End	Section Loss in Bottom Flange	See detail on sheet 11 of 16.
293	8	Floor Beam 0	South End	Section Loss in Bottom Flange	See detail on sheet 12 of 16.

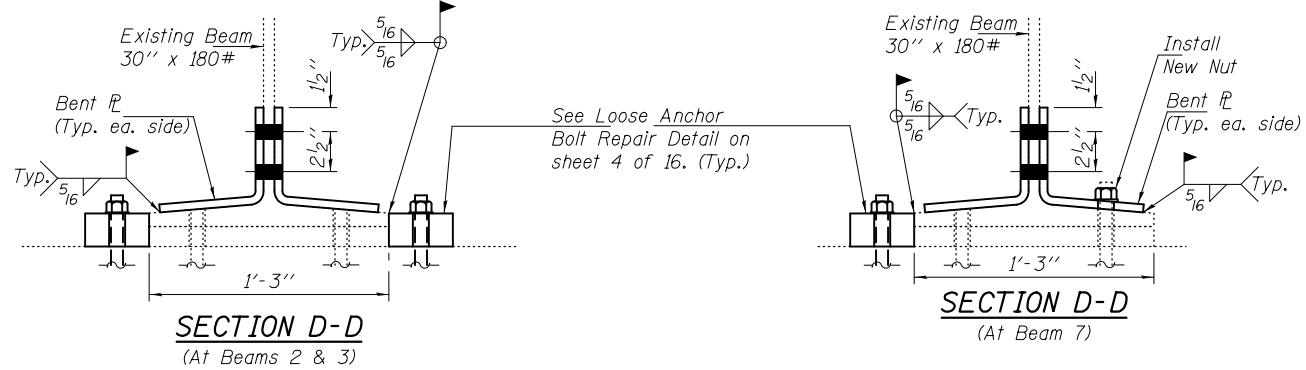
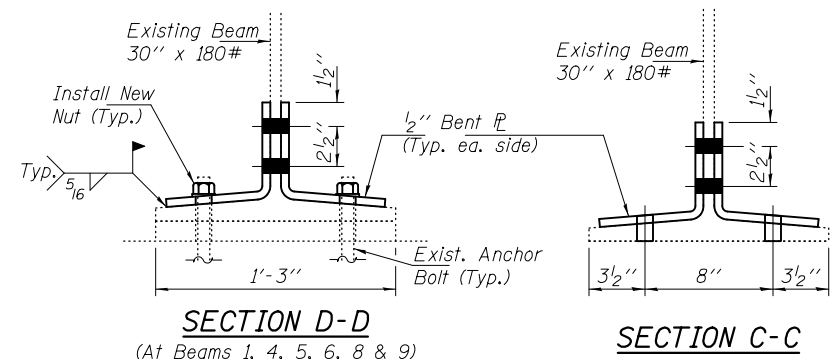
Note:  
Contractor to provide Temporary Support System for Stringers at Floor Beam Repairs. (See Table 6 for locations). Cost included with Structural Steel Repair.

Q	(k)	3.0
LL + Imp(k)		24.0
Total	(k)	27.0

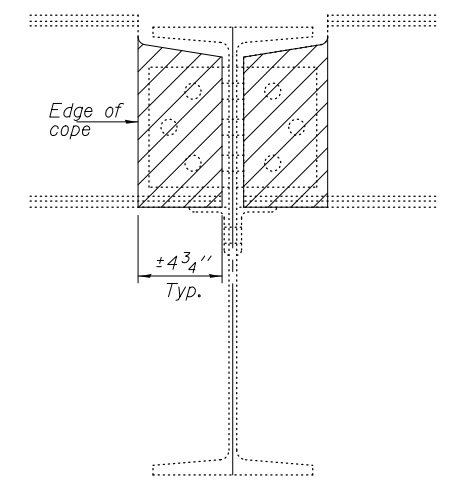




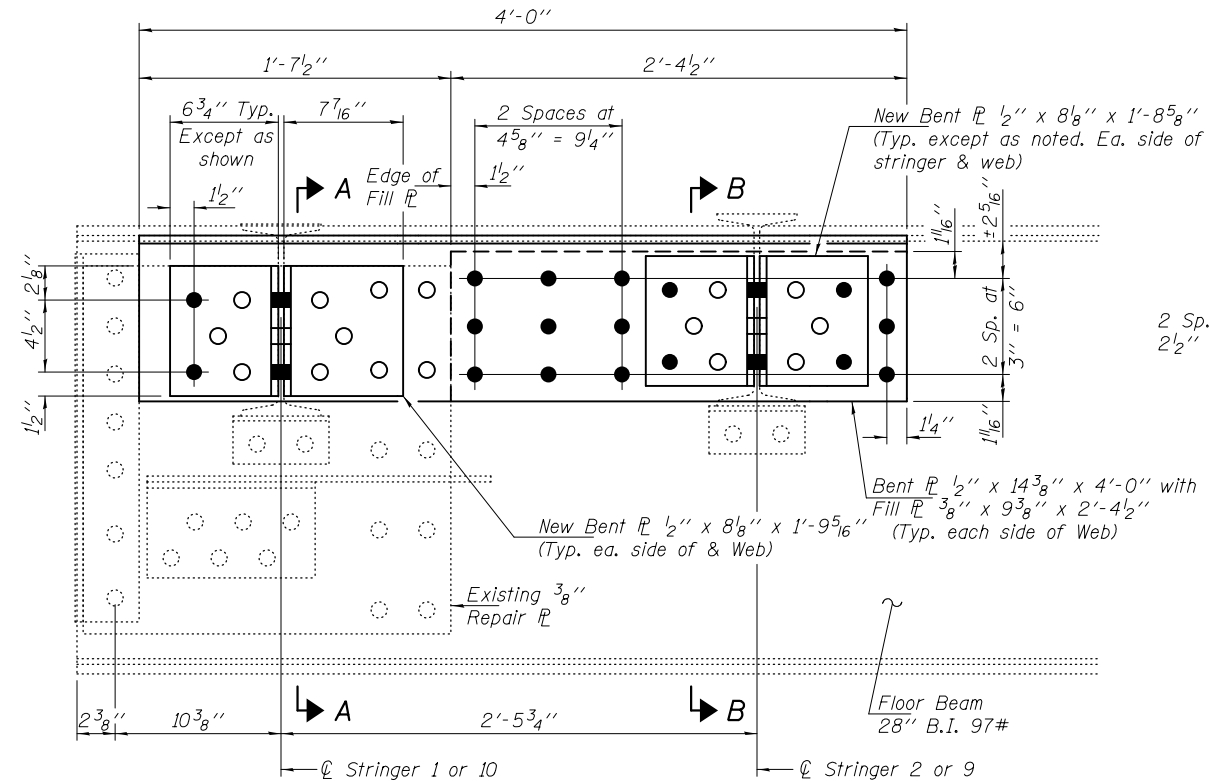
**ITEM 10 REPAIR DETAIL**  
Beams 1 thru 9



**ITEM 10 BENT PLATE BENDING DIAGRAM**

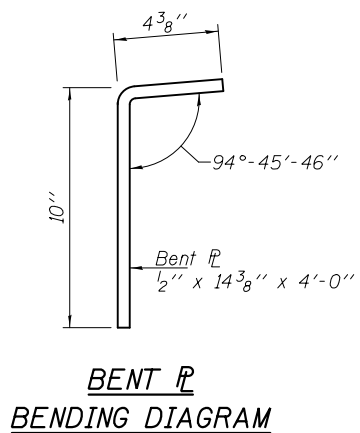
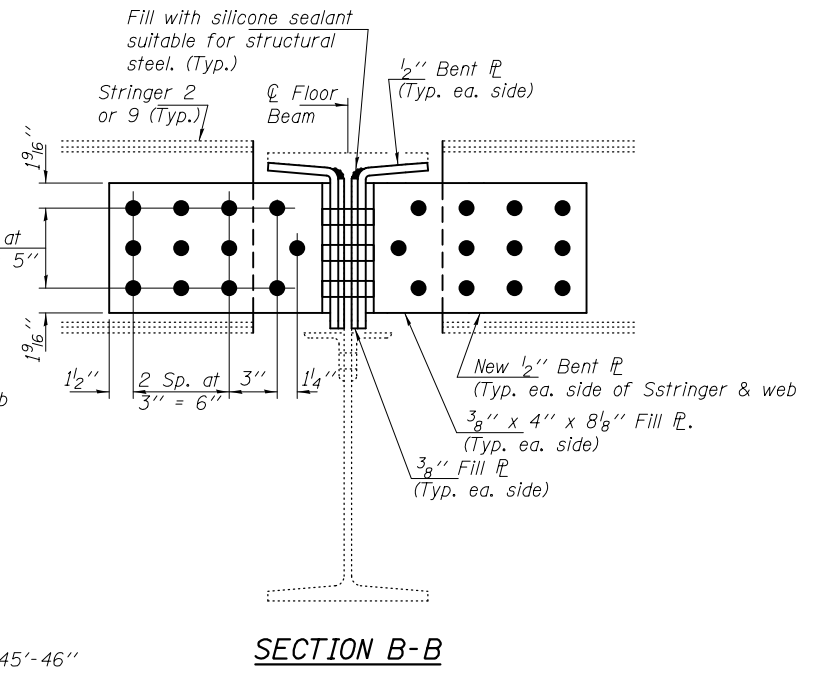
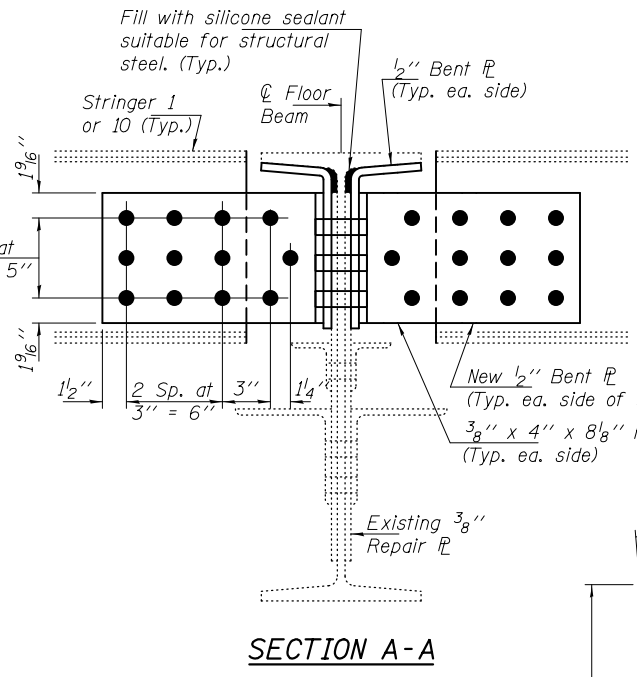


**STRINGER REMOVAL SECTION**  
Hatched areas indicate removal. All cut edges are to be ground smooth and be free of any nicks, gouges or irregularities. Cost included with Structural Steel Repair.



**SPAN 1 TYPICAL FLOOR BEAM REPAIR FOR ITEMS 12, 17, 104, 371 & 372**

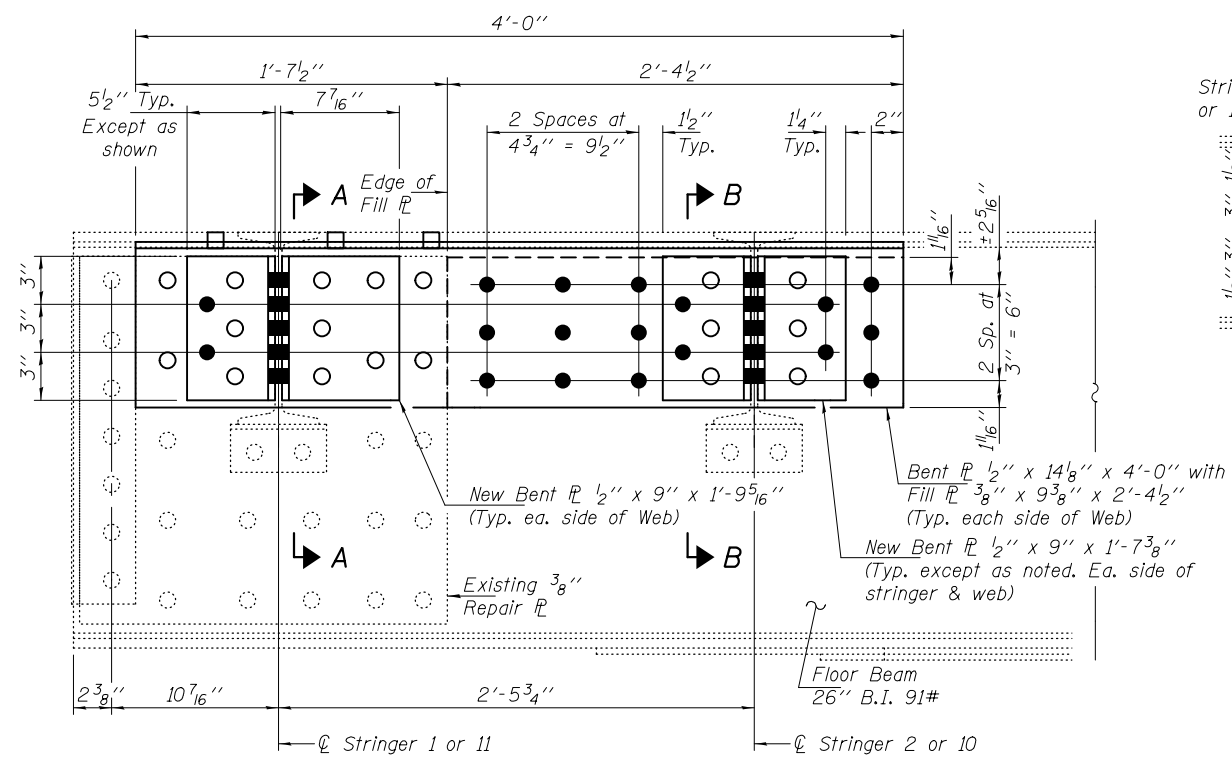
- Item 12 - North & South Ends
- Item 17 - North & South Ends
- Item 104 - North & South Ends
- Item 371 - North & South Ends
- Item 372 - North & South Ends



**BOLT HOLE LEGEND**

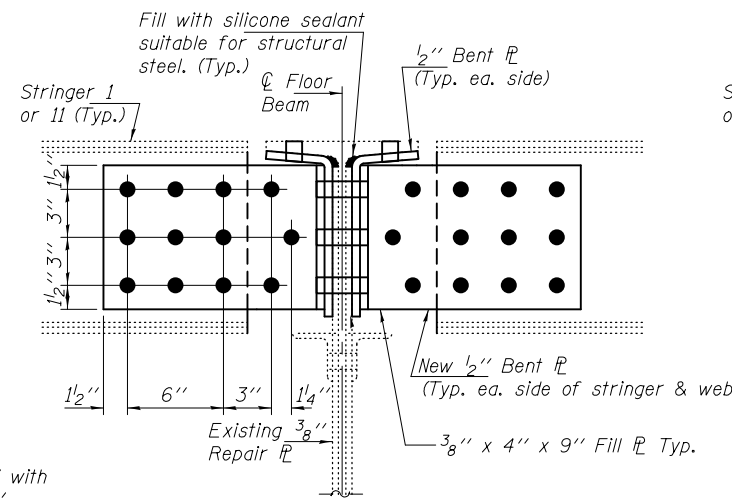
- - Field drill using existing steel as template.
- - Shop drill holes in new steel.

DESIGNED - TLC	DATE - DECEMBER 3, 2015	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>REPAIR DETAILS</b> <b>SN 031-0001</b>		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - SMR					-	266-BR1	GREENE	27	17
DRAWN - Kyle M. Steffen/balva	PASSED <i>Carl P. [Signature]</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES			SHEET NO. 6 OF 16 SHEETS		CONTRACT NO. 76H06		ILLINOIS FED. AID PROJECT	
CHECKED - TLC SMR									

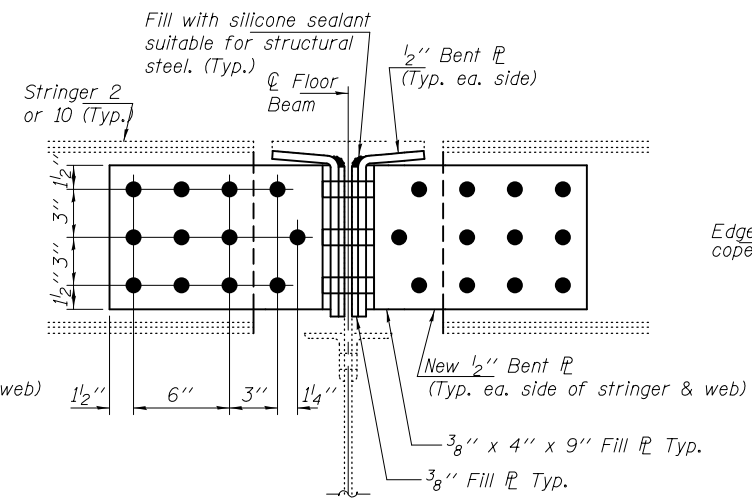


**SPAN 2 (LIFT) TYPICAL FLOOR BEAM TOP FLANGE REPAIR  
FOR ITEMS 146, 385, 387, 390, 392, 394 & B**

Items 146, 385, 390, 392, 394 - South End Only  
Items 387 - North & South End  
Item B - North End



**SECTION A-A**



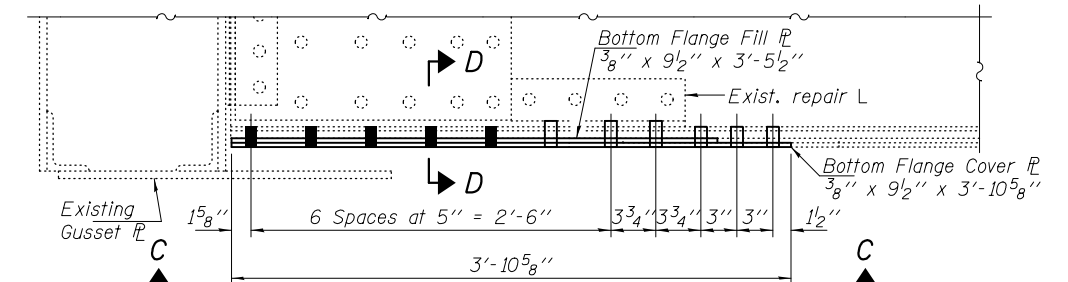
**SECTION B-B**

**STRINGER REMOVAL SECTION**

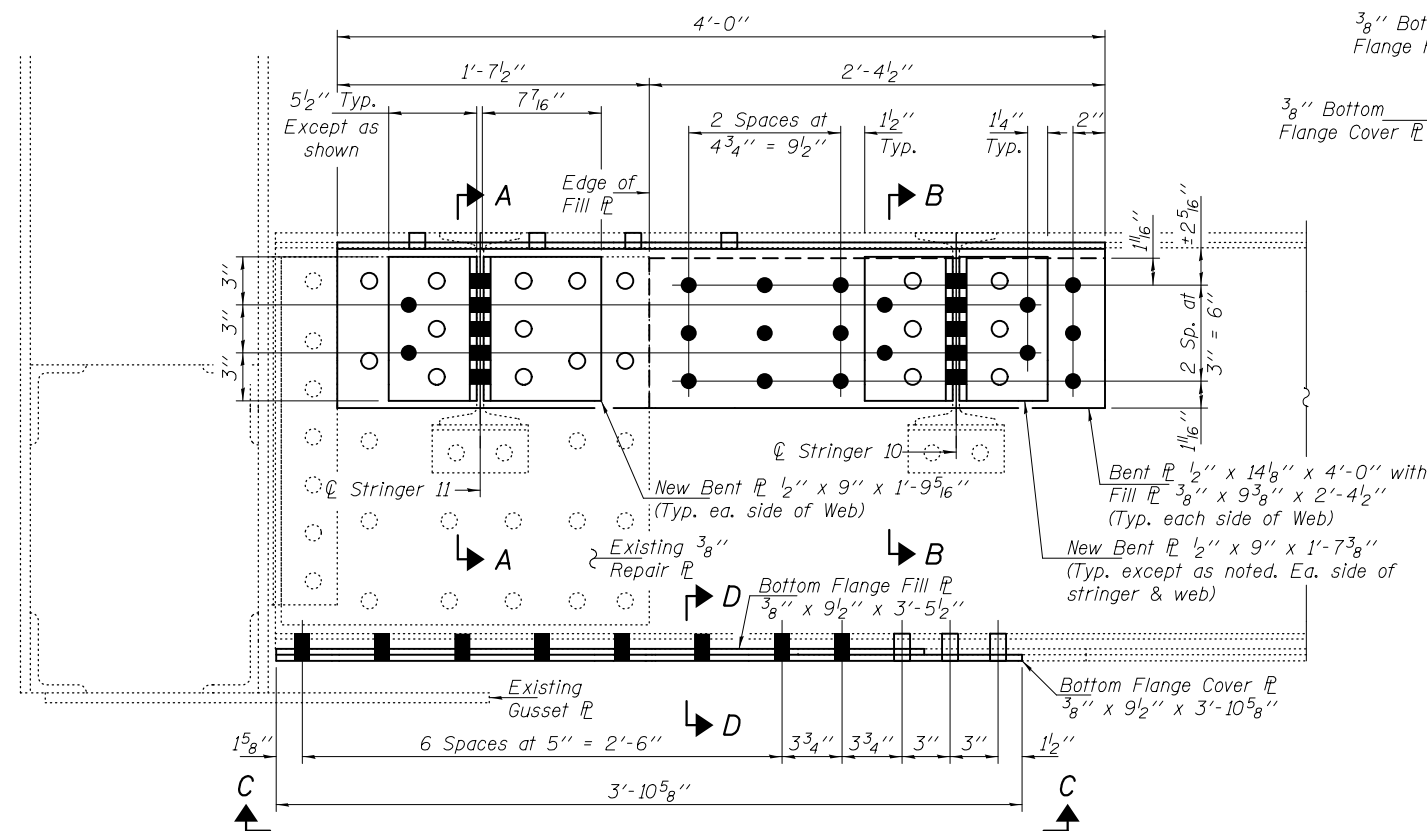
Hatched areas indicate removal.  
All cut edges are to be ground smooth and be free of any nicks, gouges or irregularities.  
Cost included with Structural Steel Repair.

**BOLT HOLE LEGEND**

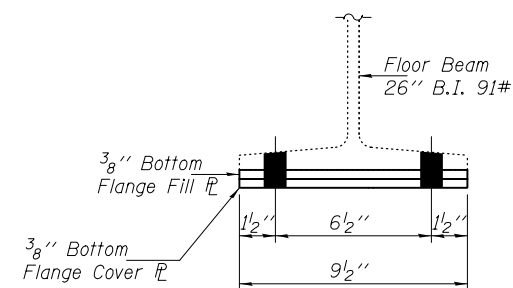
- - Field drill using existing steel as template.
- - Shop drill holes in new steel.



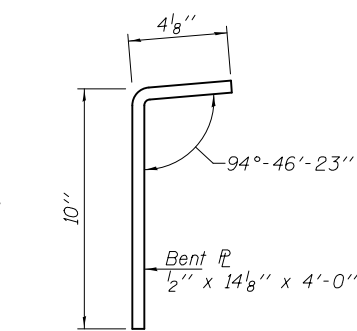
**SPAN 2 FLOOR BEAM BOTTOM FLANGE REPAIR AT  
NORTH END FOR ITEMS 384 & 392**



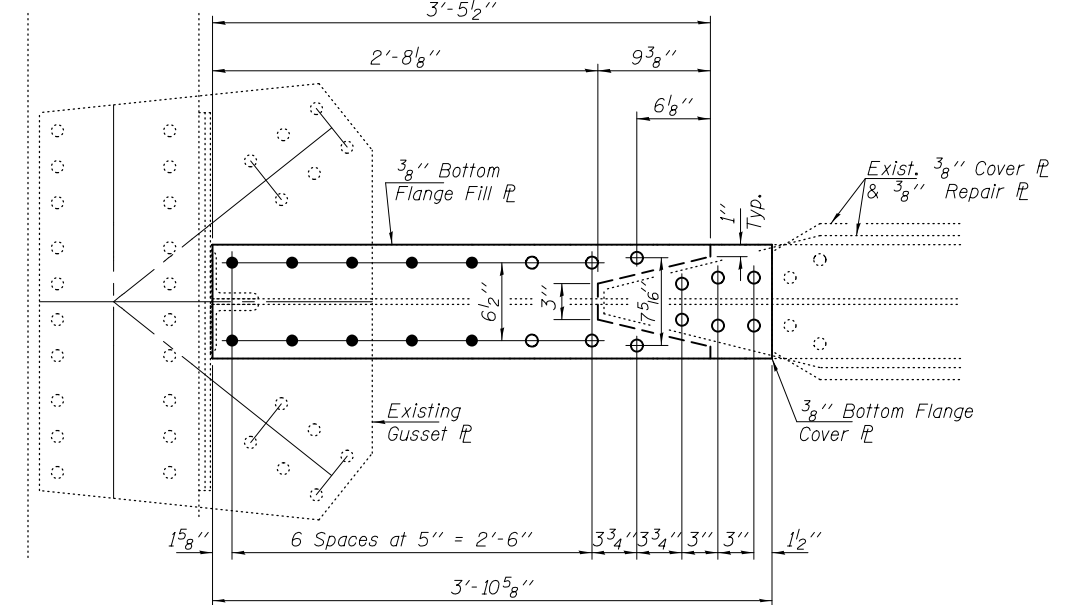
**ITEM 396 SPAN 2 FLOOR BEAM REPAIR**  
North End shown. Omit Bottom Flange Repair at South End.



**SECTION D-D**



**BENT PLATE  
BENDING DIAGRAM**



**VIEW C-C**

DESIGNED - TLC	PASSED	
CHECKED - SMR		
DRAWN - Kyle M. Steffen/balva		
CHECKED - TLC SMR		

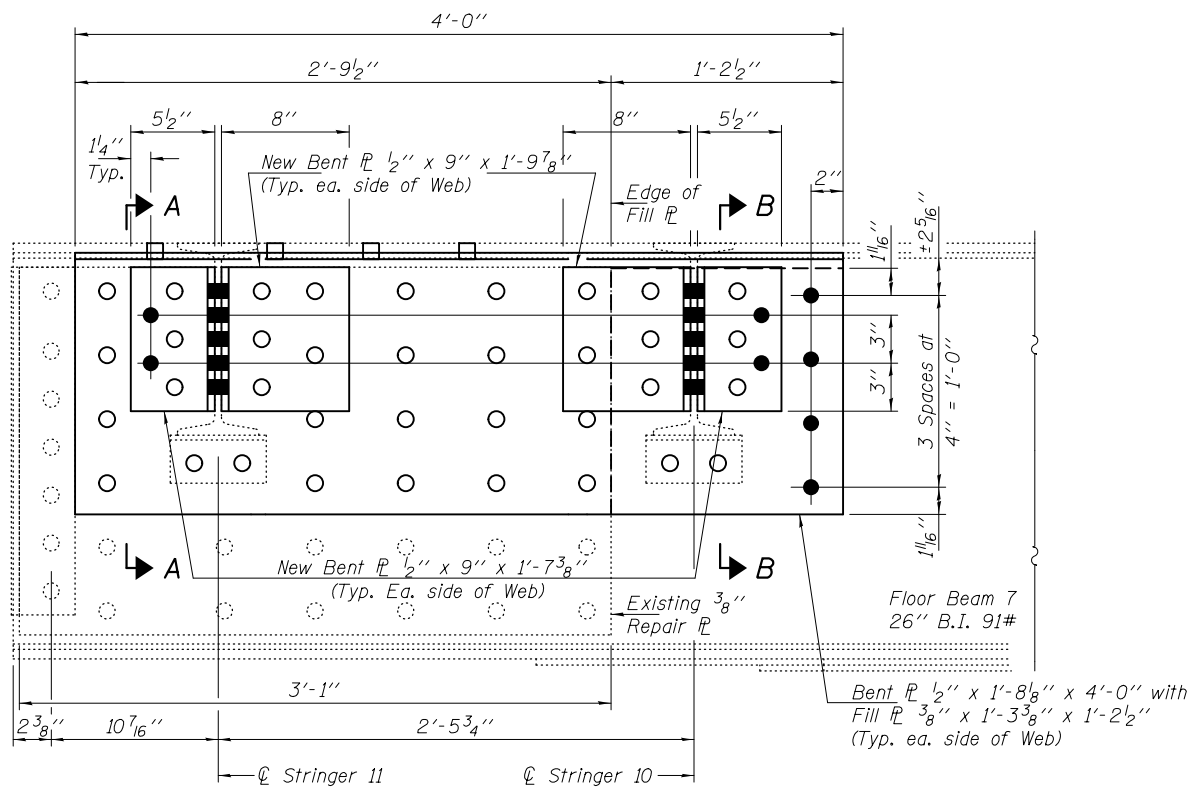
DATE - DECEMBER 3, 2015
ACTING ENGINEER OF BRIDGES AND STRUCTURES

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**REPAIR DETAILS  
SN 031-0001**

SHEET NO. 7 OF 16 SHEETS

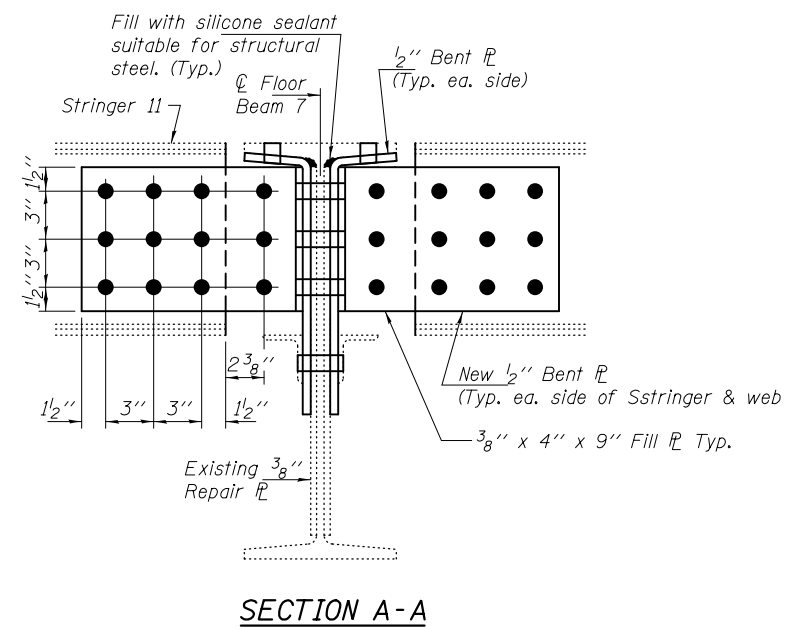
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	266-BR1	GREENE	27	18
CONTRACT NO. 76H06			ILLINOIS FED. AID PROJECT	



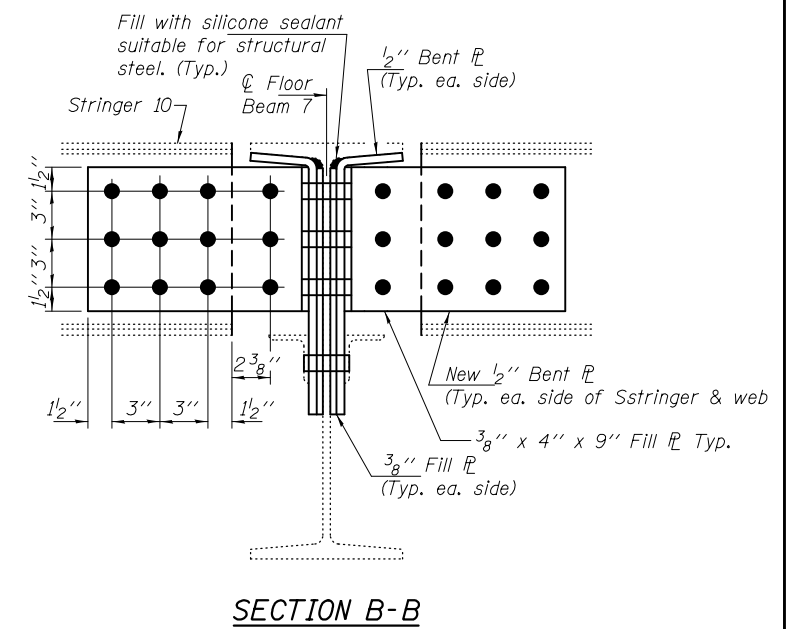
**ITEM 309 FLOOR BEAM REPAIR**  
Span 2, Floor Beam 7, South End

**BOLT HOLE LEGEND**

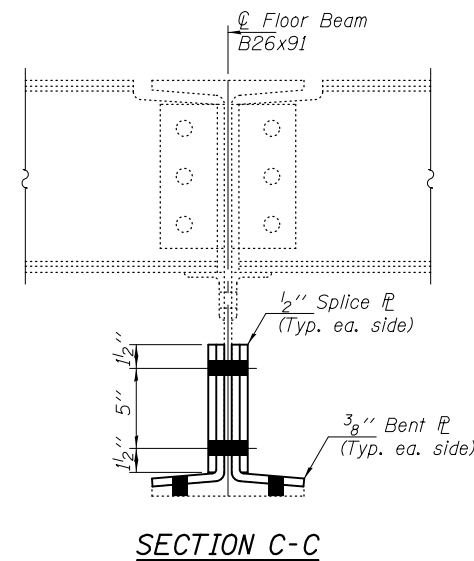
- - Field drill using existing steel as template.
- - Shop drill holes in new steel.



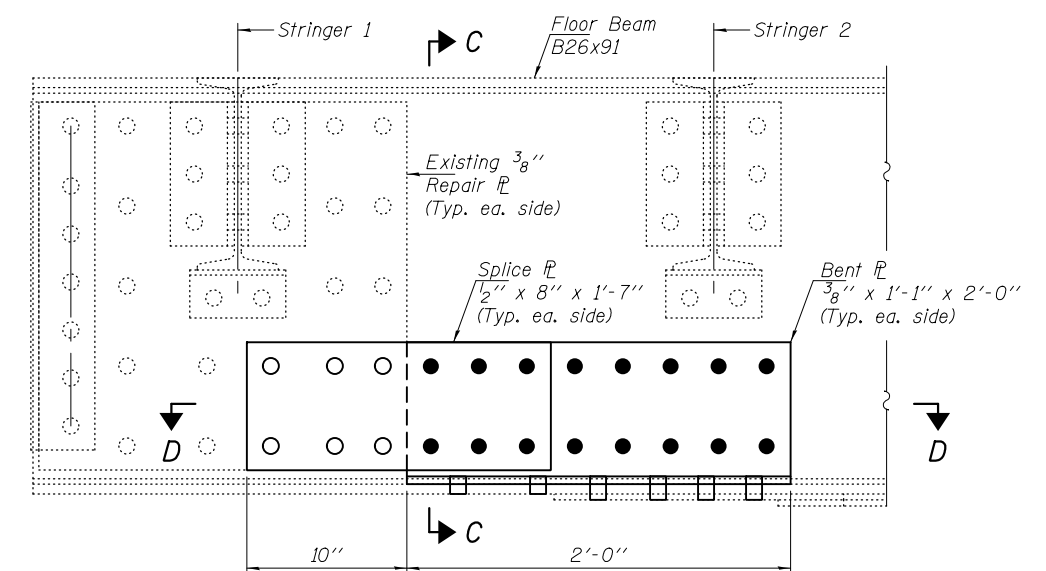
**SECTION A-A**



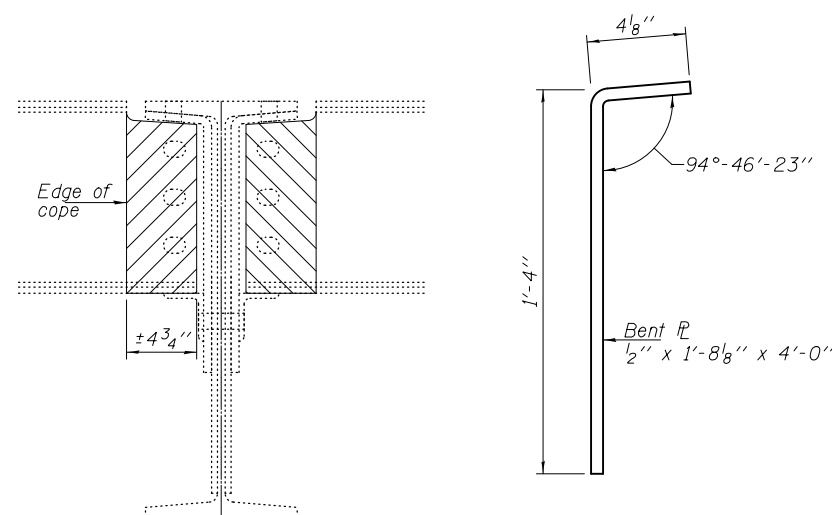
**SECTION B-B**



**SECTION C-C**

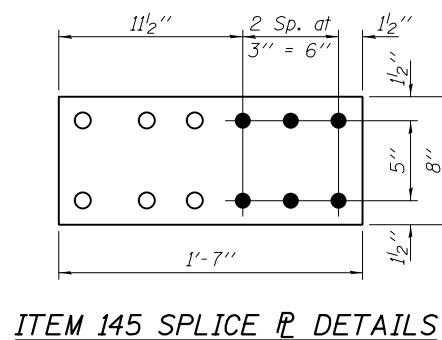


**ITEM 145 REPAIR DETAIL**  
Span 2, Floor Beam 11, North End

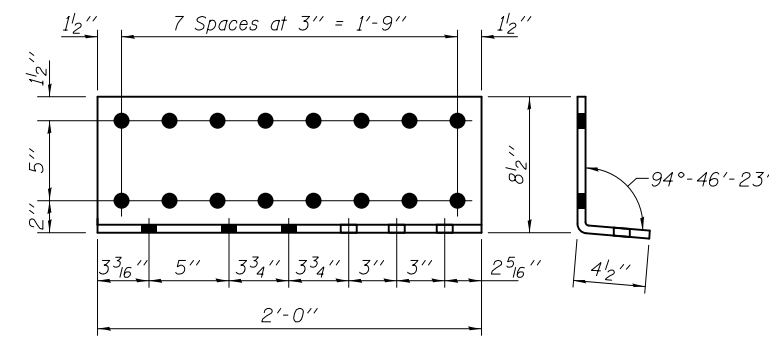


**STRINGER REMOVAL SECTION**  
Hatched areas indicate removal. All cut edges are to be ground smooth and be free of any nicks, gouges or irregularities. Cost included with Structural Steel Repair.

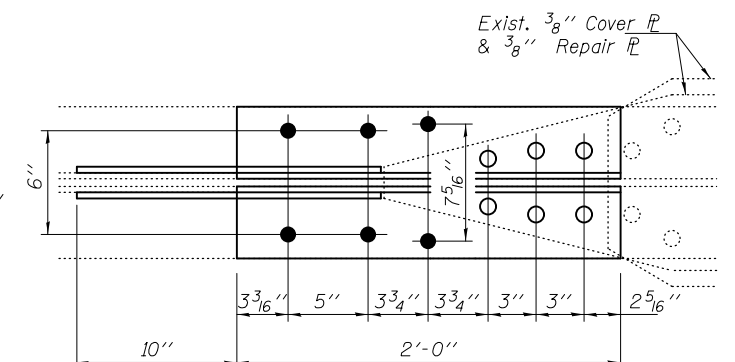
**BENT PL BENDING DIAGRAM**



**ITEM 145 SPLICE PL DETAILS**



**ITEM 145 BENT PL DETAILS**



**SECTION D-D**

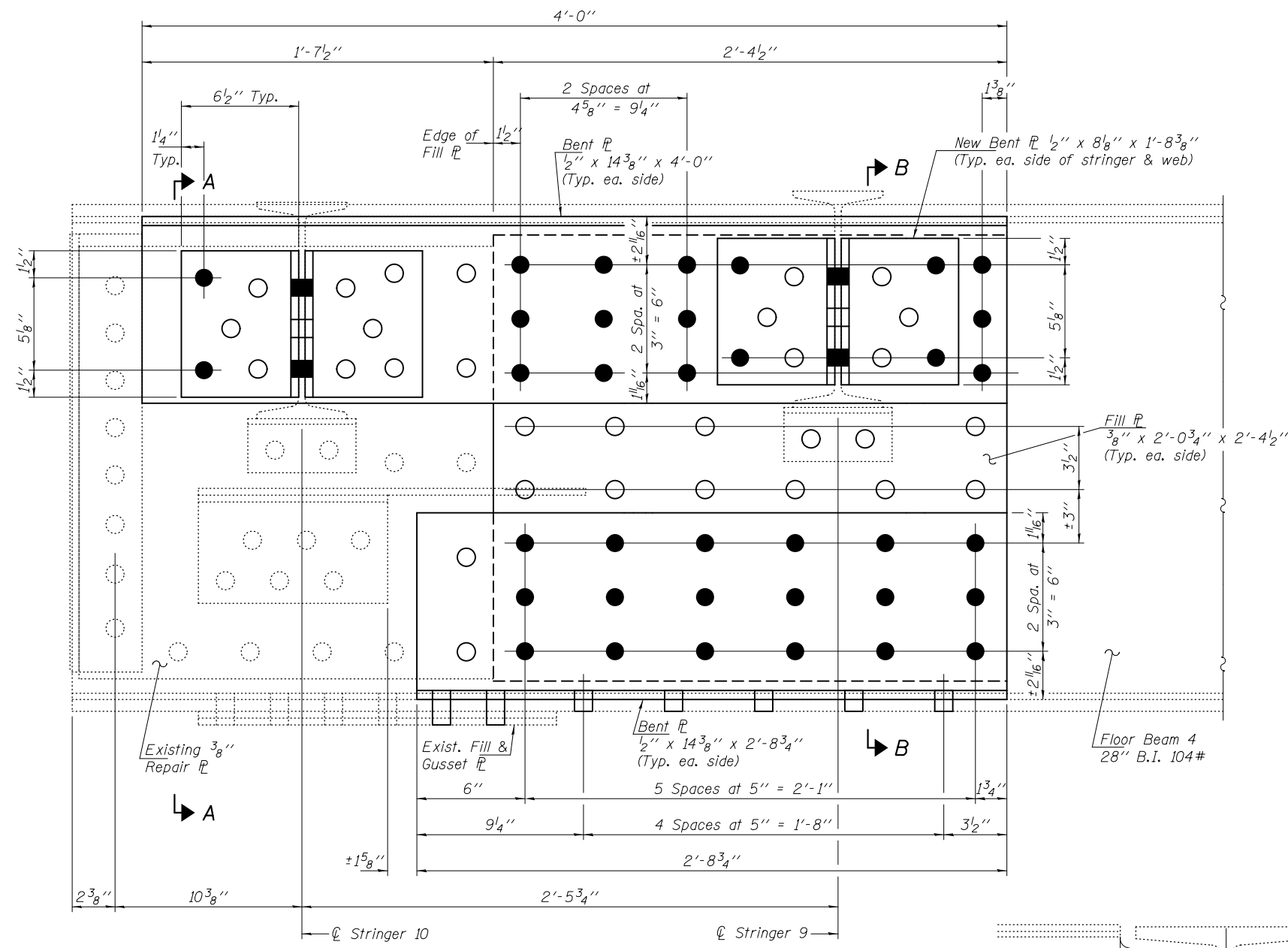
DESIGNED - TLC	PASSED
CHECKED - SMR	
DRAWN - Kyle M. Steffen/balva	
CHECKED - TLC SMR	

DATE - DECEMBER 3, 2015	 ACTING ENGINEER OF BRIDGES AND STRUCTURES

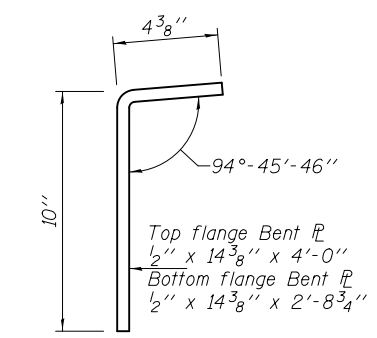
<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>
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<b>REPAIR DETAILS</b> <b>SN 031-0001</b>
SHEET NO. 8 OF 16 SHEETS

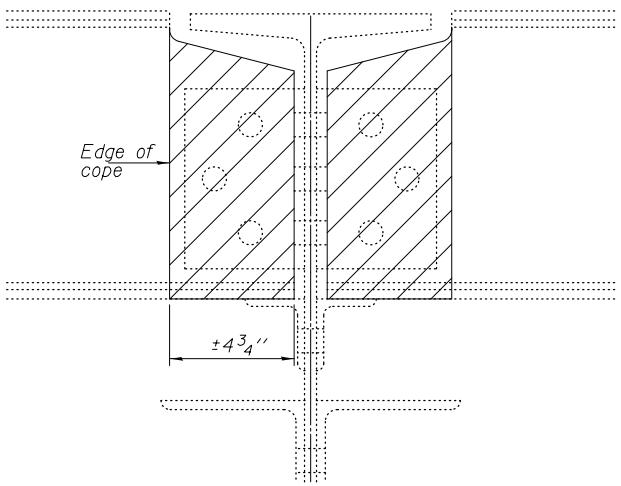
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	266-BR1	GREENE	27	19
CONTRACT NO. 76H06			ILLINOIS FED. AID PROJECT	



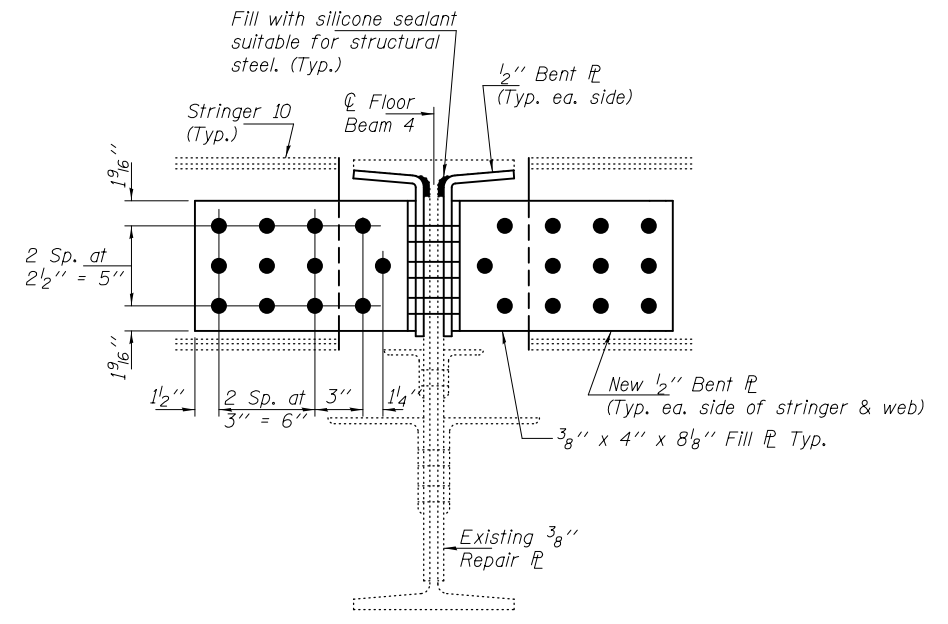
**ITEM 168 FLOOR BEAM REPAIR**  
Span 3, Floor Beam 4, South End



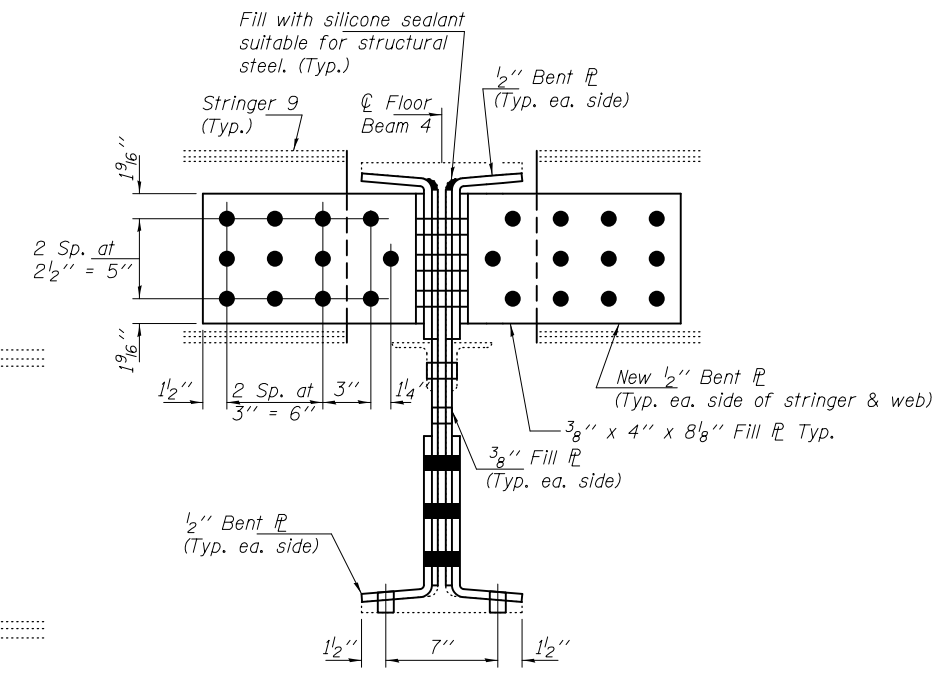
**BENT PL BENDING DIAGRAM**



**STRINGER REMOVAL SECTION**  
Hatched areas indicate removal. All cut edges are to be ground smooth and be free of any nicks, gouges or irregularities. Cost included with Structural Steel Repair.



**SECTION A-A**



**SECTION B-B**

- BOLT HOLE LEGEND**
- - Field drill using existing steel as template.
  - - Shop drill holes in new steel.

DESIGNED - TLC	PASSED
CHECKED - SMR	
DRAWN - Kyle M. Steffen/balva	
CHECKED - TLC SMR	

ACTING ENGINEER OF BRIDGES AND STRUCTURES  
*Carl P. ...*

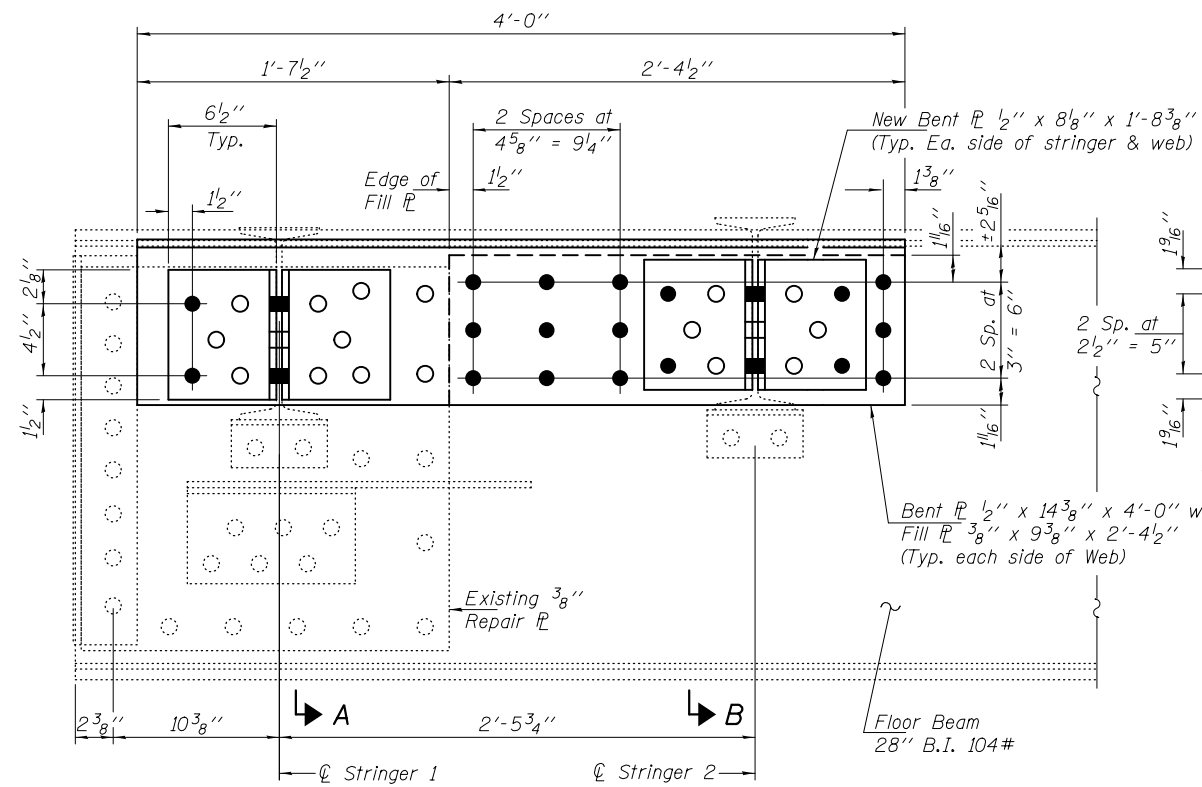
DATE - DECEMBER 3, 2015

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

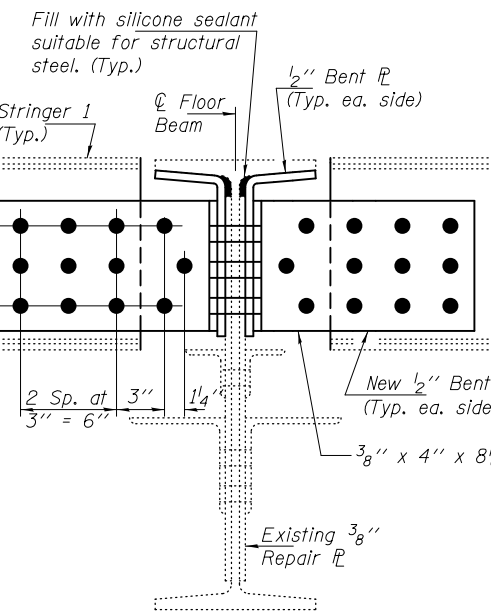
REPAIR DETAILS  
SN 031-0001

SHEET NO. 9 OF 16 SHEETS

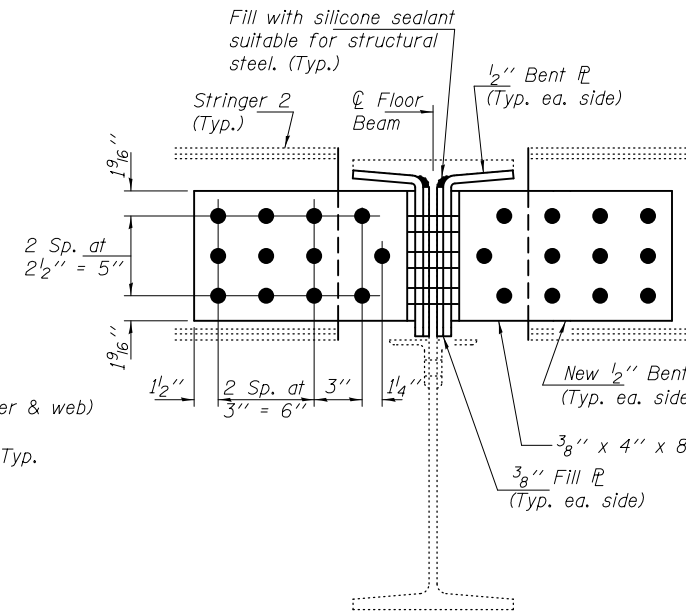
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	266-BR1	GREENE	27	20
CONTRACT NO. 76H06			ILLINOIS FED. AID PROJECT	



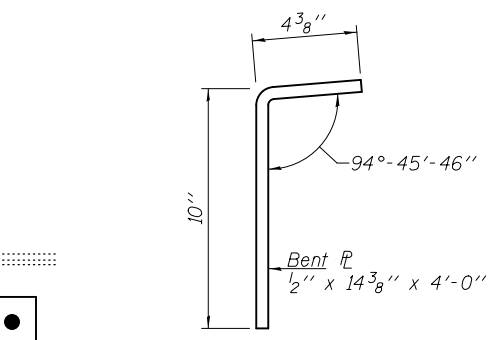
**ITEM 166 FLOOR BEAM REPAIR**  
Span 3, Floor Beam 3, South End



**SECTION A-A**



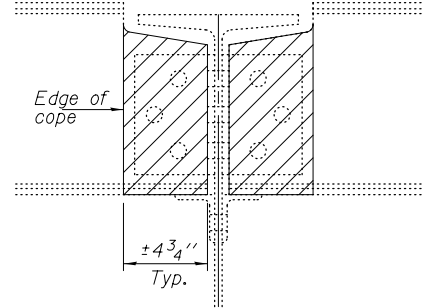
**SECTION B-B**



**BENT PLATE BENDING DIAGRAM**

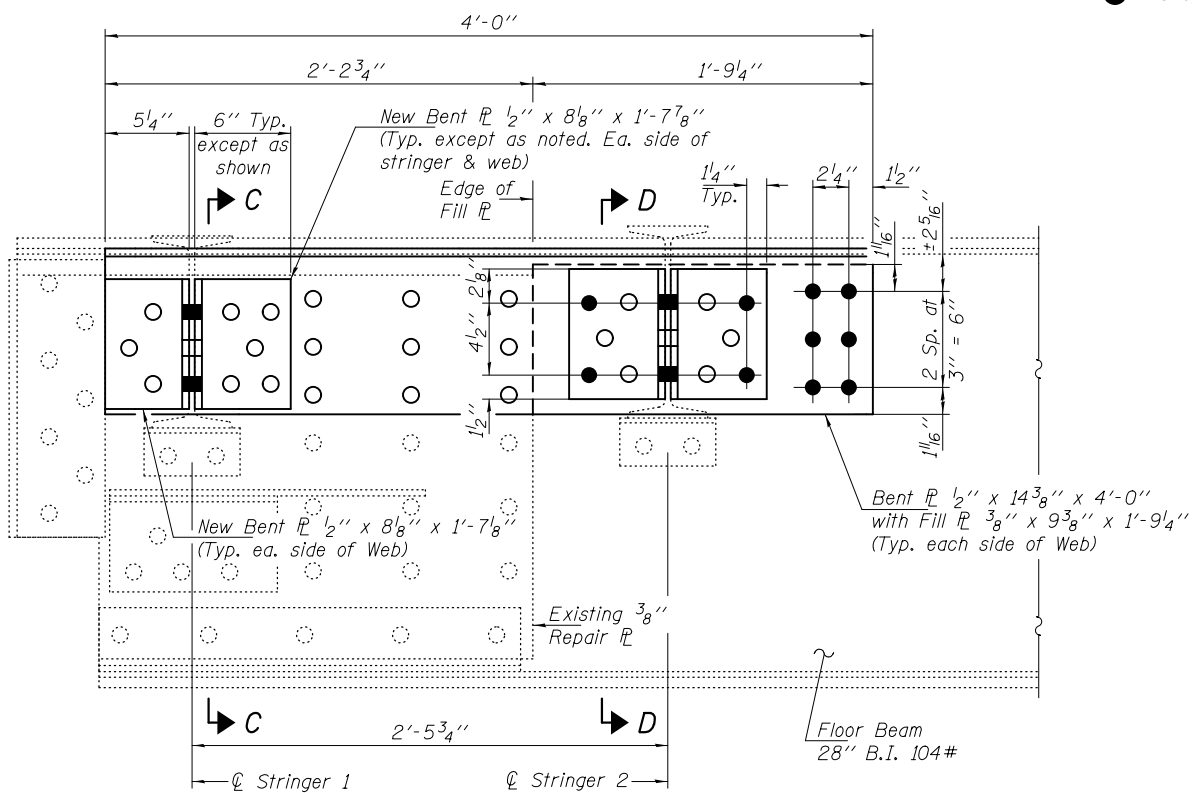
**BOLT HOLE LEGEND**

- - Field drill using existing steel as template.
- - Shop drill holes in new steel.

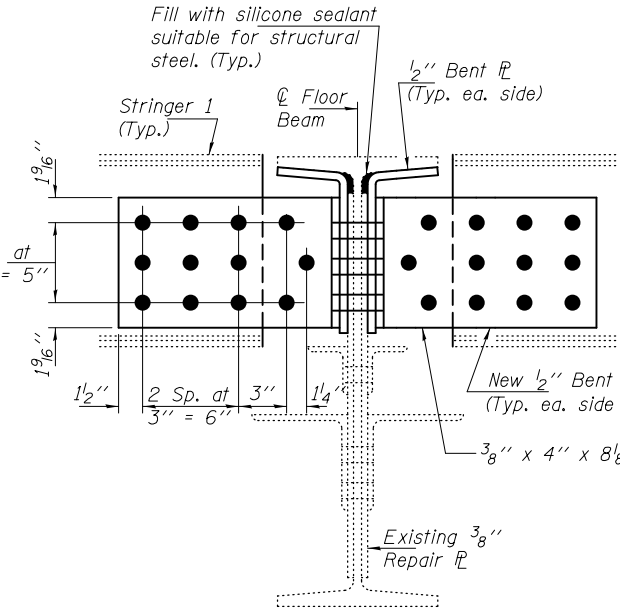


**STRINGER REMOVAL SECTION**

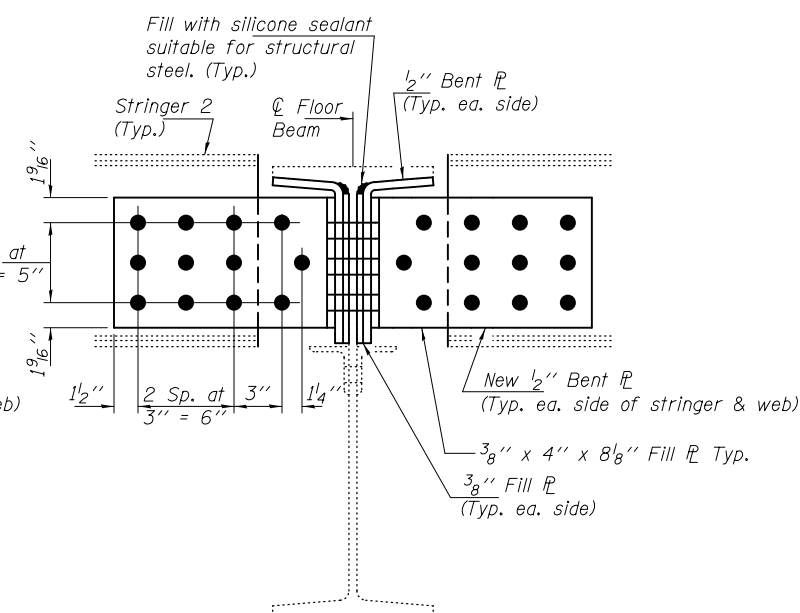
Hatched areas indicate removal. All cut edges are to be ground smooth and be free of any nicks, gouges or irregularities. Cost included with Structural Steel Repair.



**ITEM 328 FLOOR BEAM REPAIR**  
Span 6, Floor Beam 0, South End



**SECTION C-C**



**SECTION D-D**

DESIGNED - TLC	PASSED
CHECKED - SMR	
DRAWN - Kyle M. Steffen/balva	
CHECKED - TLC SMR	

DATE - DECEMBER 3, 2015

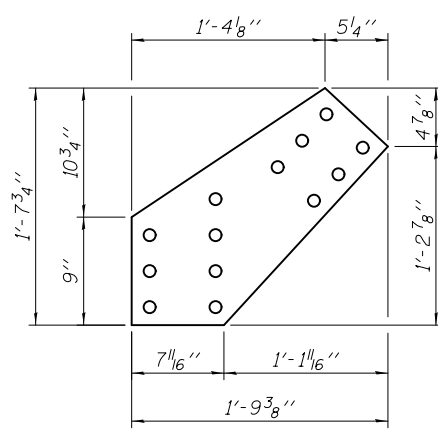
ACTING ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

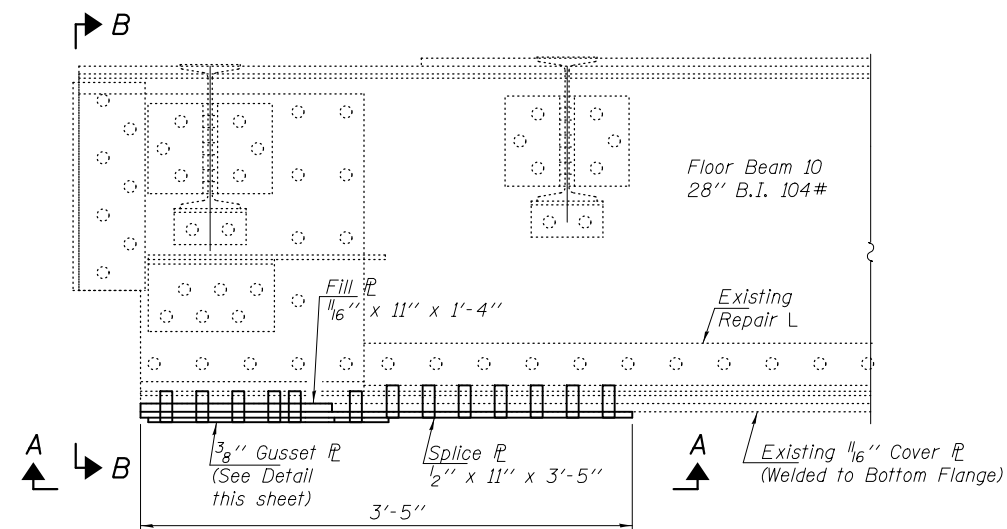
REPAIR DETAILS  
SN 031-0001

SHEET NO. 10 OF 16 SHEETS

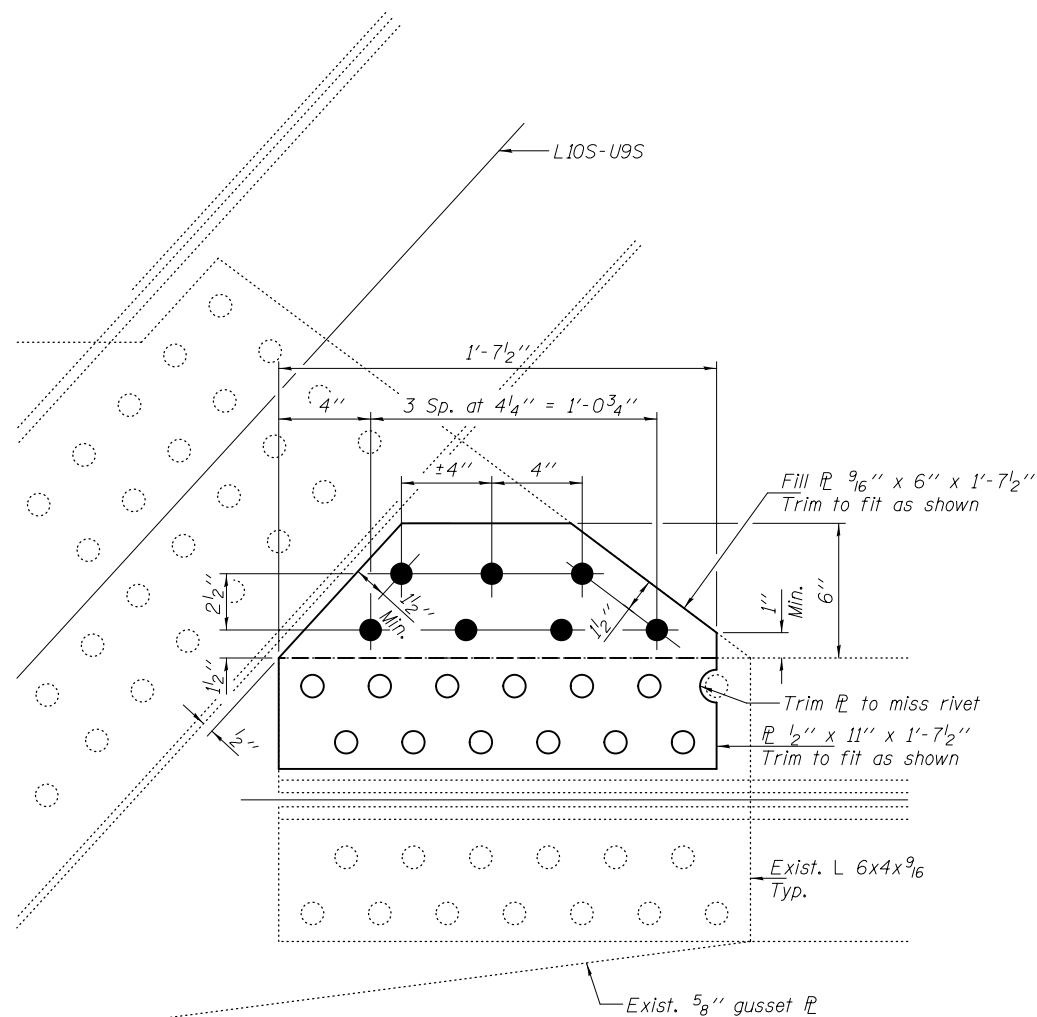
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	266-BR1	GREENE	27	21
CONTRACT NO. 76H06			ILLINOIS FED. AID PROJECT	



**ITEM 290 GUSSET PLATE**  
 PL 3/8" x 1'-7 3/4" x 1'-9 3/8"



**ITEM 290 REPAIR DETAIL**  
 Span 7, Floor Beam 10, North & South End  
 (Lower diagonal & Fill PL not shown for clarity)

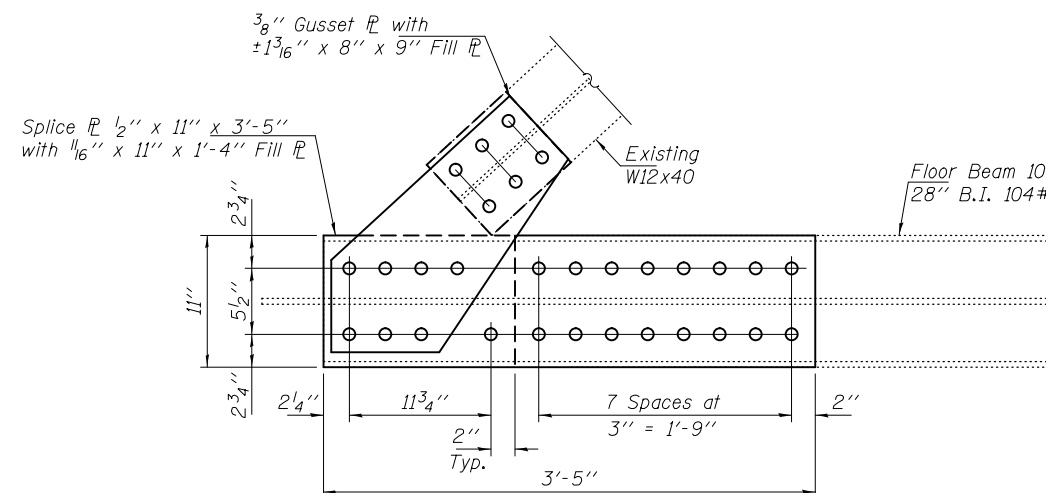


**ITEM 244**

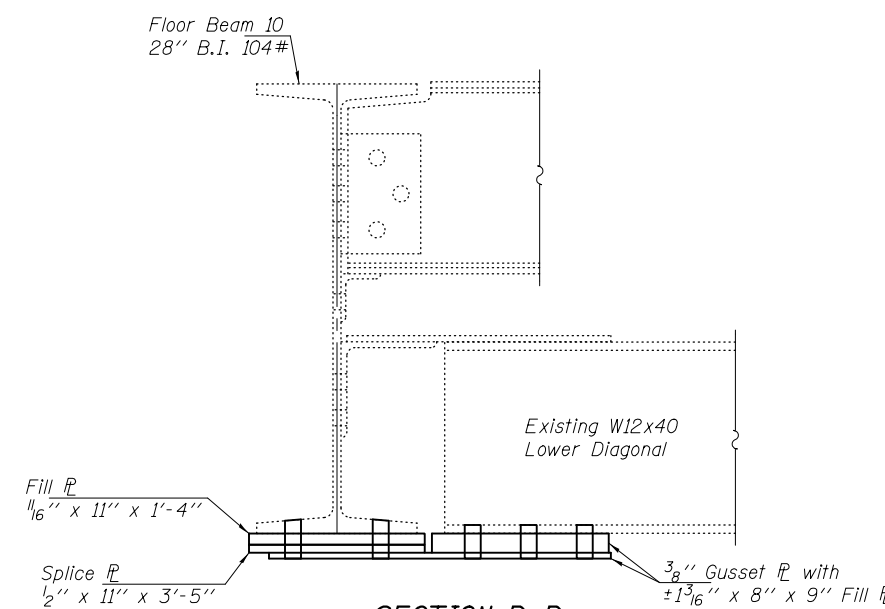
Inside face of inside gusset PL

**BOLT HOLE LEGEND**

- - Field drill using existing steel as template.
- - Shop drill holes in new steel.



**VIEW A-A**



**SECTION B-B**

DESIGNED - TLC	PASSED
CHECKED - SMR	
DRAWN - Kyle M. Steffen/balva	
CHECKED - TLC SMR	

PASSED

*Carl Pinger*  
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

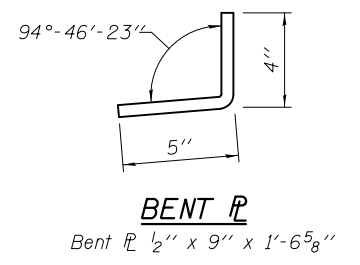
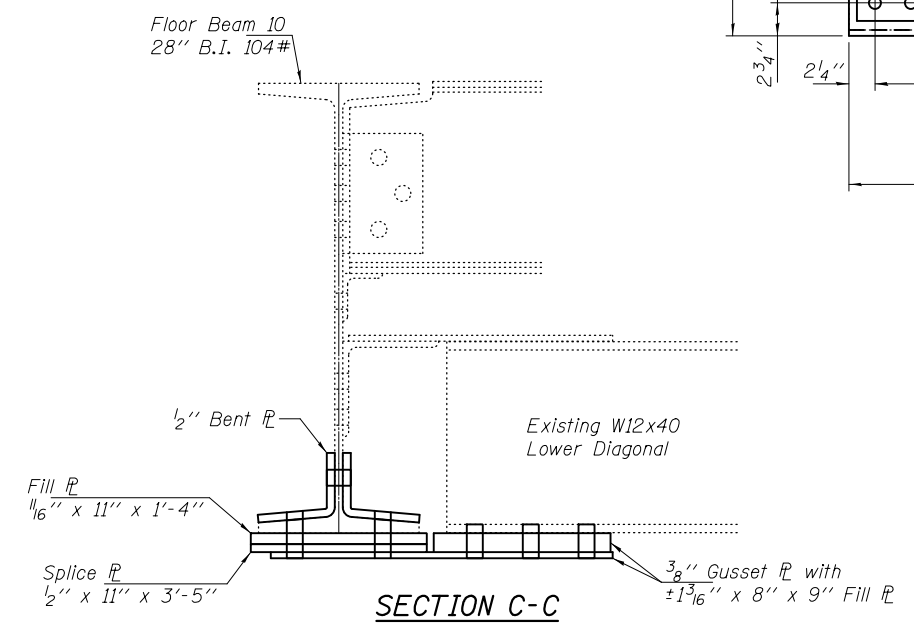
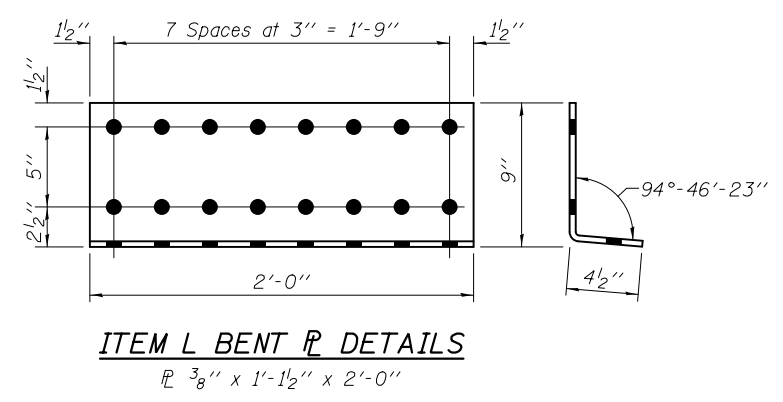
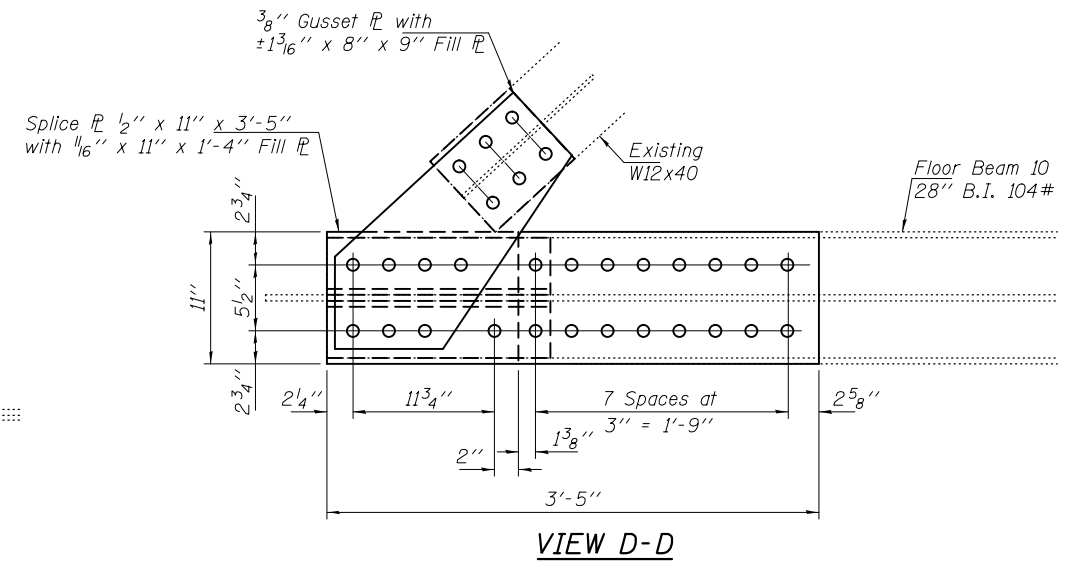
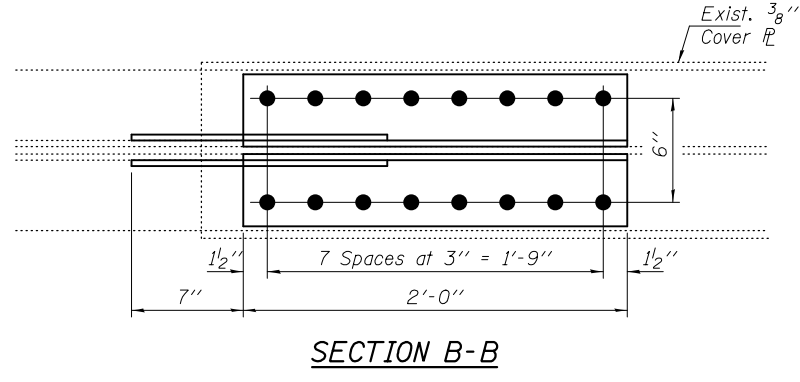
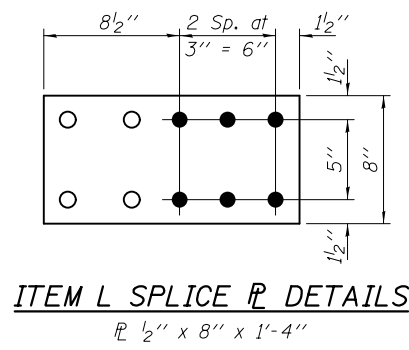
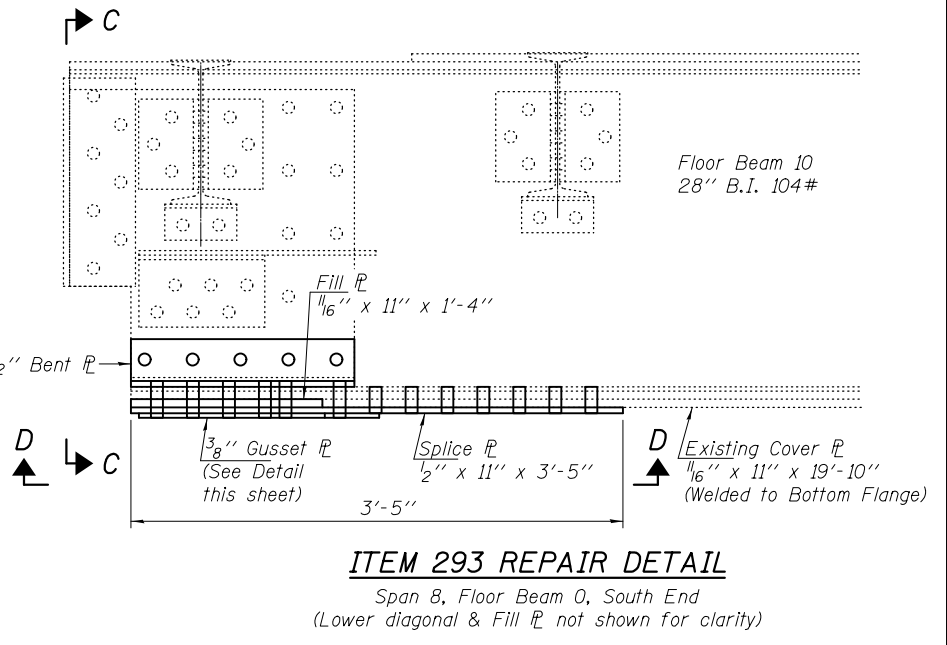
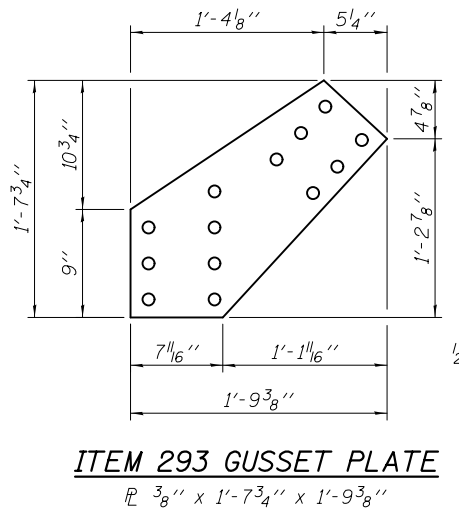
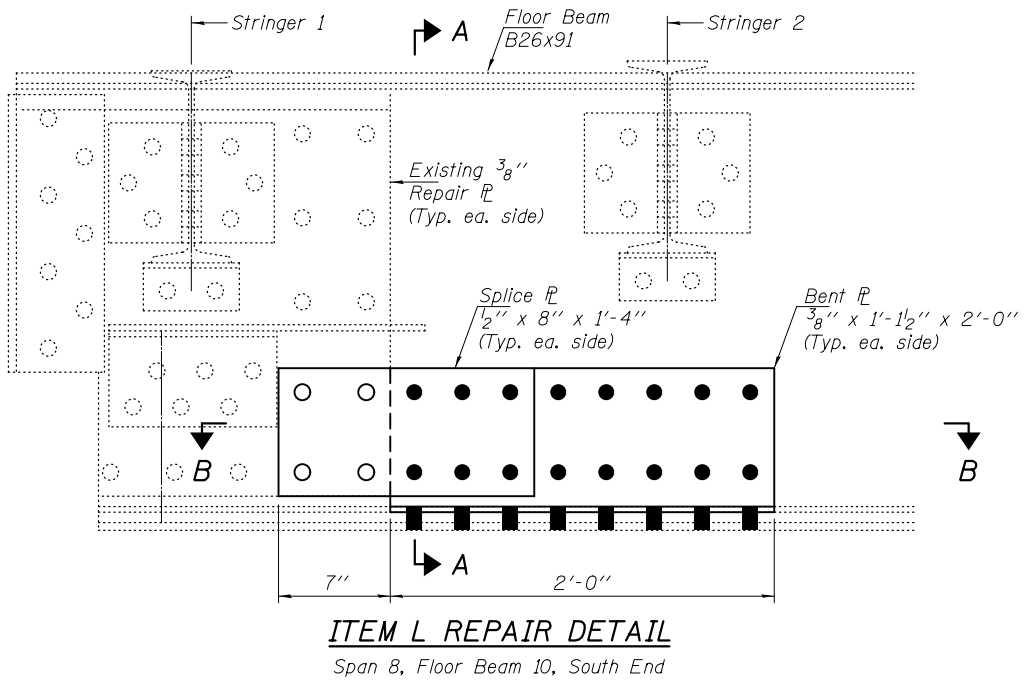
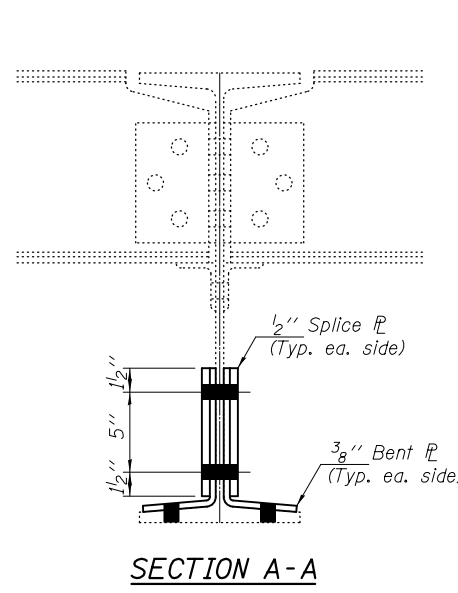
DATE - DECEMBER 3, 2015

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**REPAIR DETAILS**  
**SN 031-0001**

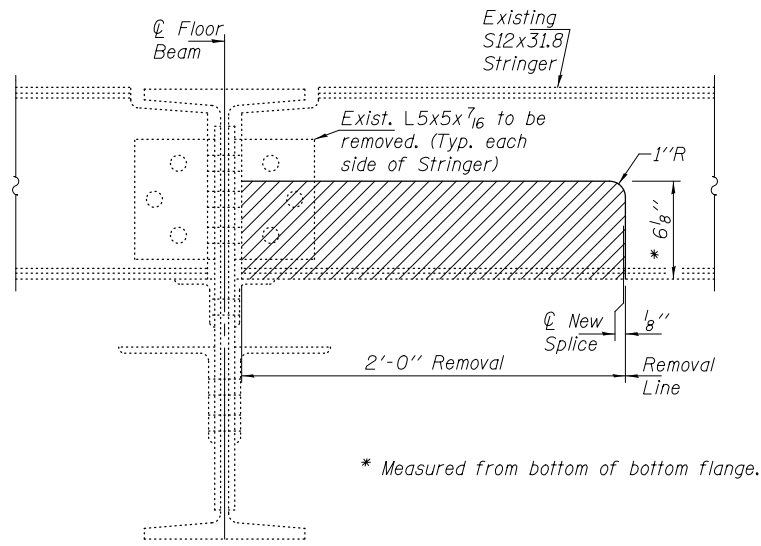
SHEET NO. 11 OF 16 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	266-BR1	GREENE	27	22
CONTRACT NO. 76H06			ILLINOIS FED. AID PROJECT	



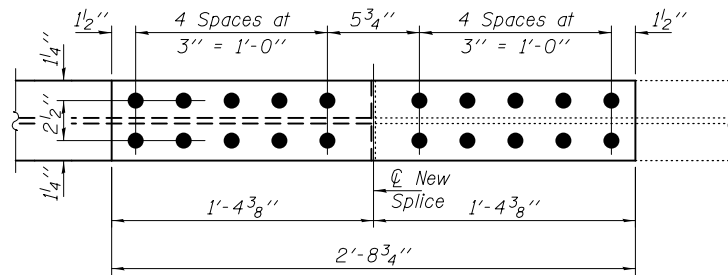
- BOLT HOLE LEGEND**
- - Field drill using existing steel as template.
  - - Shop drill holes in new steel.

DESIGNED - TLC	DATE - DECEMBER 3, 2015	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>REPAIR DETAILS</b> <b>SN 031-0001</b>		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
CHECKED - SMR						266-BR1	GREENE	27	23	
DRAWN - Kyle M. Steffen/balva	PASSED <i>Carl P. ...</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES									CONTRACT NO. 76H06
CHECKED - TLC SMR										ILLINOIS FED. AID PROJECT
			SHEET NO. 12 OF 16 SHEETS							



**BEAM SEGMENT REMOVAL DETAIL**

Hatched areas indicate removal.  
All cut edges are to be ground smooth and be free of any nicks, gouges or irregularities.  
Cost included with Structural Steel Repair.

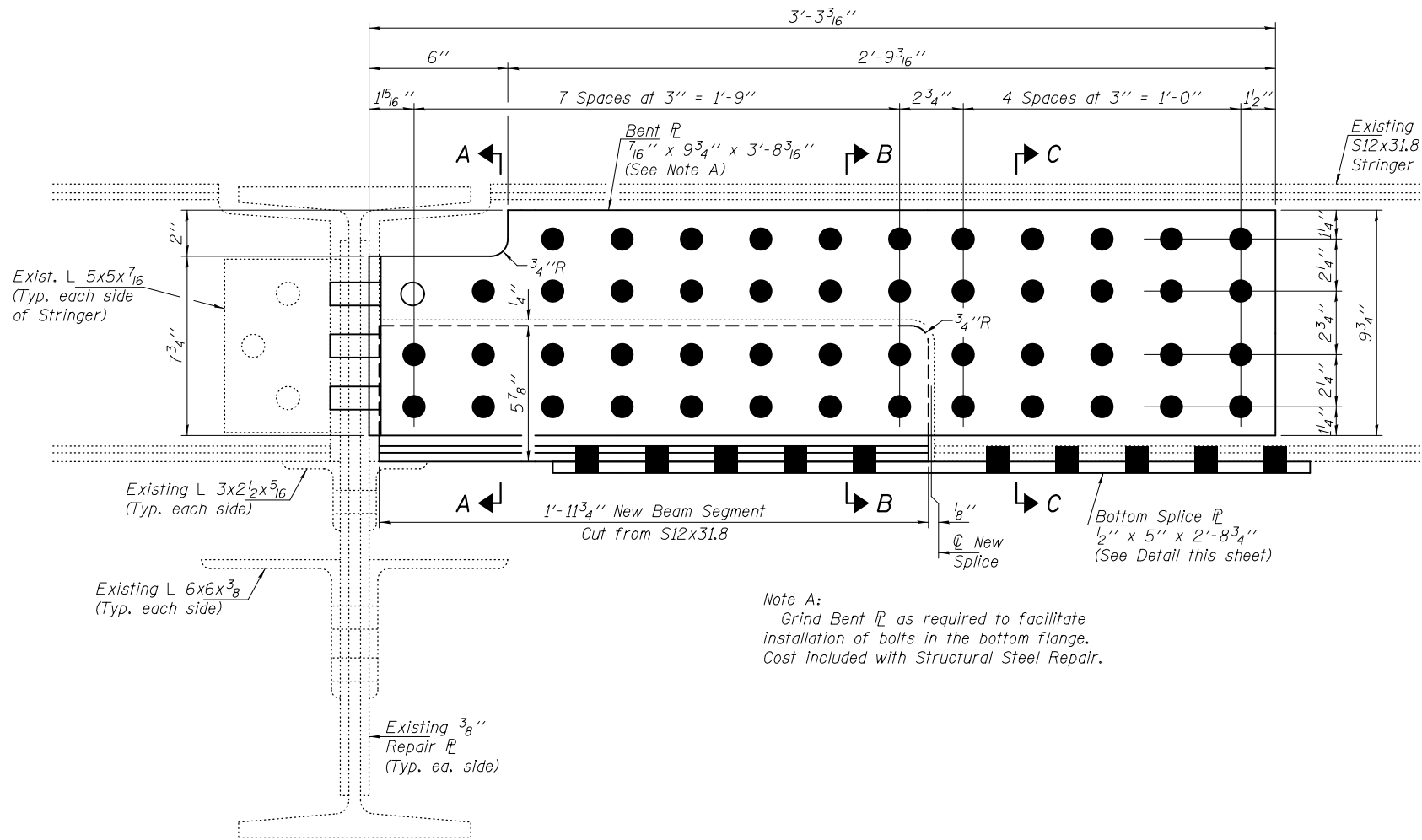


**BOTTOM FLANGE SPLICE DETAIL**

**TABLE 7 - STRINGER REPAIR LOCATIONS**

2014 NBIS REPORT ITEM	SPAN	MEMBER	LOCATION	DEFICIENCY	PROPOSED REPAIR
366	1	Stringer 10	Floor Beam 0	Section Loss in Web	See Detail on sheet 14 of 16.
K	8	Stringer 1	Floor Beam 10, Panel 9	Section Loss in Web	See Detail on sheet 13 of 16.
40	4	Stringer 1	Floor Beam 5, Panel 5	Section Loss in Web; Hole in Cope	See Detail on sheet 14 of 16.
41	4	Stringer 1	Floor Beam 5, Panel 6	Section Loss in Web; Hole in Cope	See Detail on sheet 14 of 16.
443	5	Stringer 1	Floor Beam 10, Panel 10	Section Loss in Web	See Detail on sheet 14 of 16.
207	5	Stringer 10	Floor Beam 0, Panel 1	Section Loss in Bottom Flange	See Detail on sheet 13 of 16.
H	7	Stringer 1	Floor Beam 0, Panel 1	Section Loss in Bottom Flange	See Detail on sheet 13 of 16.
440	5	Stringer 10	Floor Beam 9, Panel 10	Section Loss in Web	See Detail on sheet 14 of 16.
50	5	Stringer 10	Floor Beam 10, Panel 10	Section Loss in Web	See Detail on sheet 14 of 16.
68	7	Stringer 10	Floor Beam 2, Panel 2	Section Loss in Web & Bottom Flange	See Detail on sheet 13 of 16.
573	6	Stringer 1	Floor Beam 3, Panel 3	Section Loss in Web; Hole in Cope	See Detail on sheet 14 of 16.
340	7	Stringer 10	Floor Beam 3, Panel 3	Section Loss in Web; Hole in Cope	See Detail on sheet 14 of 16.
259	7	Stringer 10	Floor Beam 4, Panel 4	Section Loss in Web & Bottom Flange	See Detail on sheet 13 of 16.
261	7	Stringer 10	Floor Beam 4, Panel 5	Section Loss in Web; Hole in Cope	See Detail on sheet 14 of 16.
267	7	Stringer 10	Floor Beam 6, Panel 6	Section Loss in Web & Bottom Flange	See Detail on sheet 13 of 16.
279	7	Stringer 10	Floor Beam 7, Panel 8	Section Loss in Web; Hole in Cope	See Detail on sheet 13 of 16.

Note:  
Contractor to provide temporary Support System for Stringers as required. See Table 7 for locations. Cost included with Structural Steel Repair.

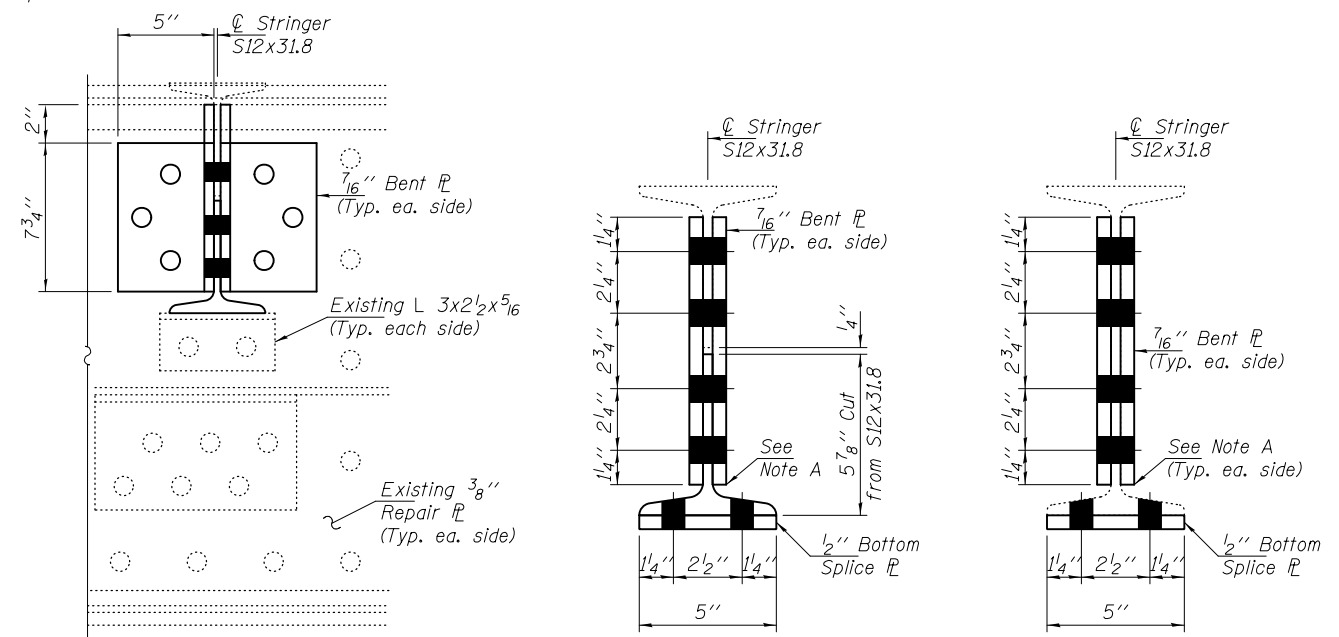


**BOLT HOLE LEGEND**

- - Field drill using existing steel as template.
- - Shop drill holes in new steel.

**REPAIR DETAIL - ITEMS 68, 207, 259, 267, 279, H & K**

Note: Item 261 on opposite side of FB at Item 259.  
(See sheet 14 of 16.)



**SECTION A-A**

**SECTION B-B**

**SECTION C-C**

DESIGNED - TLC  
CHECKED - SMR  
DRAWN - Kyle M. Steffen/balva  
CHECKED - TLC SMR

PASSED  
DATE - DECEMBER 3, 2015  
ACTING ENGINEER OF BRIDGES AND STRUCTURES

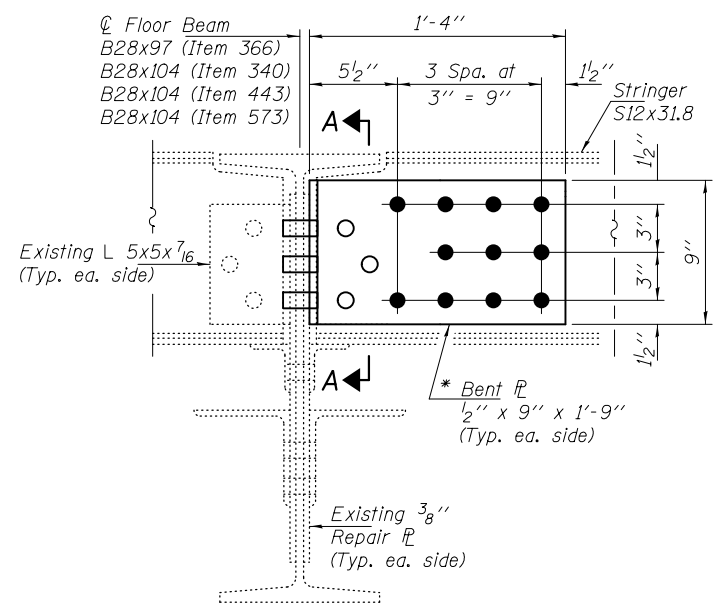
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

REPAIR DETAILS  
SN 031-0001

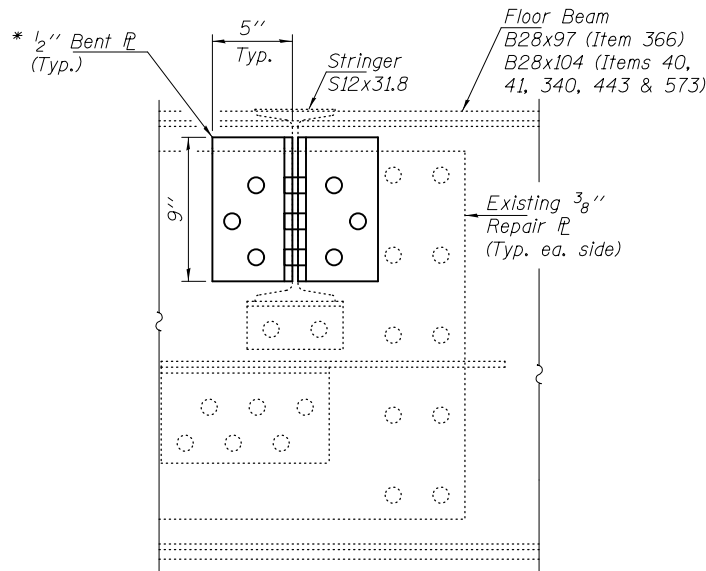
SHEET NO. 13 OF 16 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	266-BR1	GREENE	27	24
CONTRACT NO. 76H06			ILLINOIS FED. AID PROJECT	

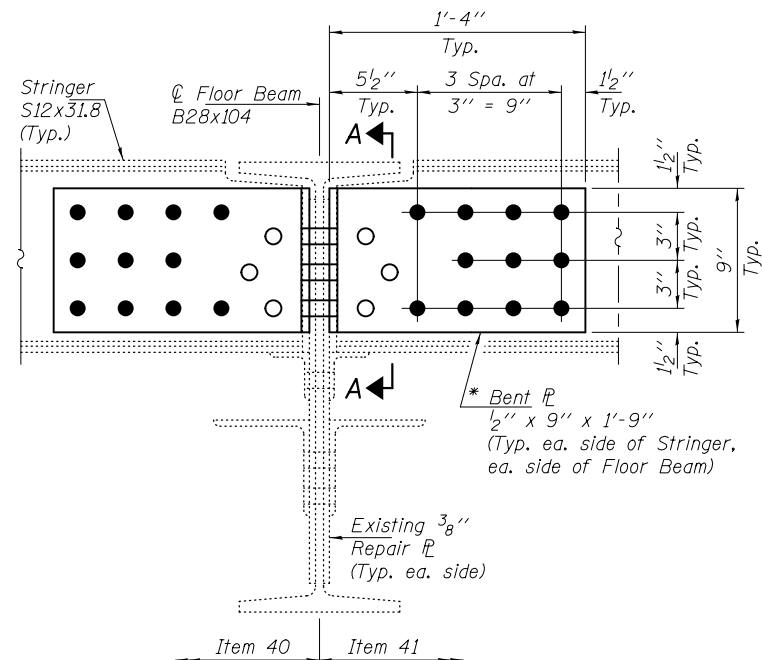




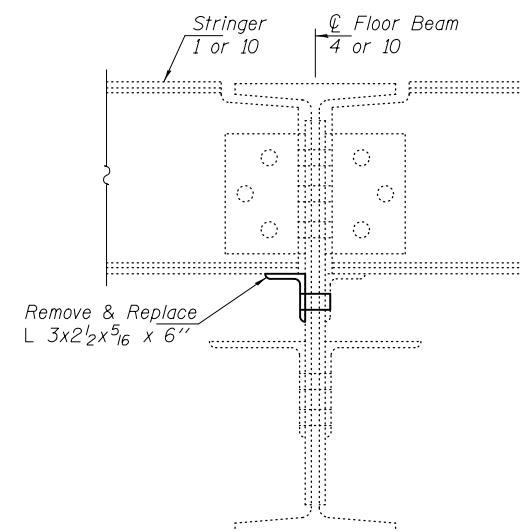
**ITEMS 340, 366, 443 & 573  
REPAIR DETAIL**



**SECTION A-A**



**ITEMS 40 & 41 REPAIR DETAIL**

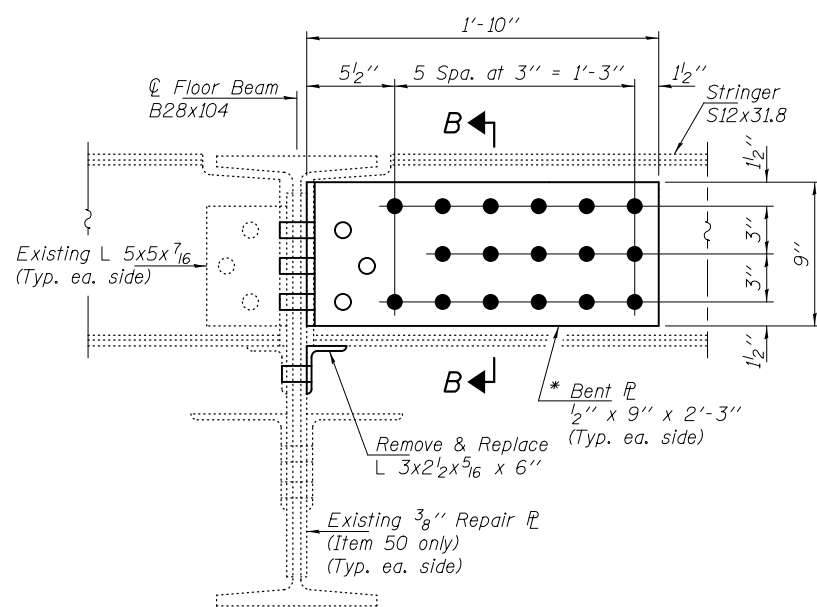


**ITEMS 325 & 338 REPAIR DETAIL**  
Item 325: Sp. 5, Stringer 10 at FB 4  
Item 338: Sp. 6, Stringer 1 at FB 10

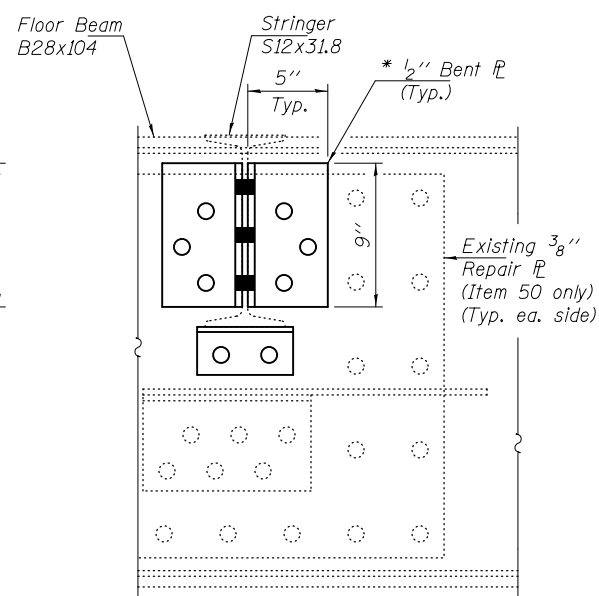
\* Remove existing angles and replace with Bent Pl's.

**BOLT HOLE LEGEND**

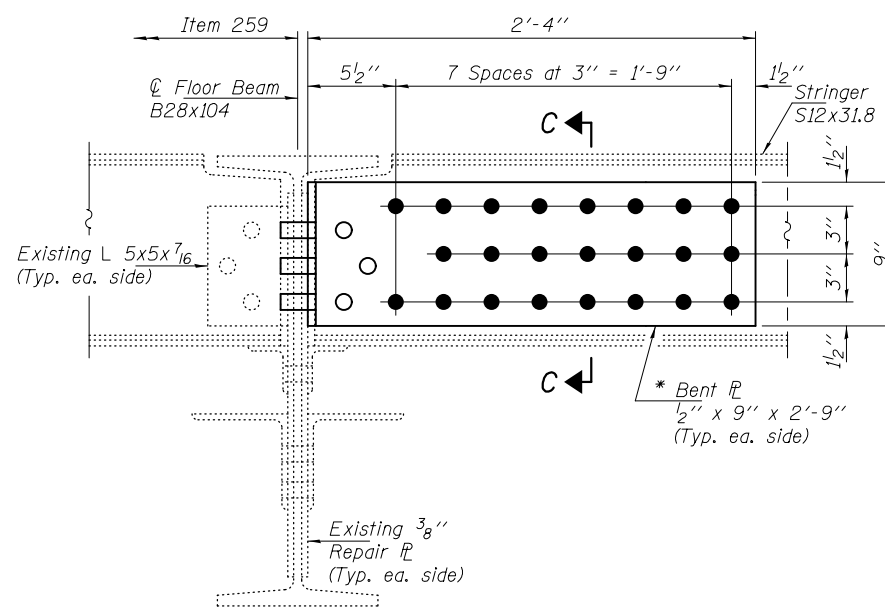
- - Field drill using existing steel as template.
- - Shop drill holes in new steel.



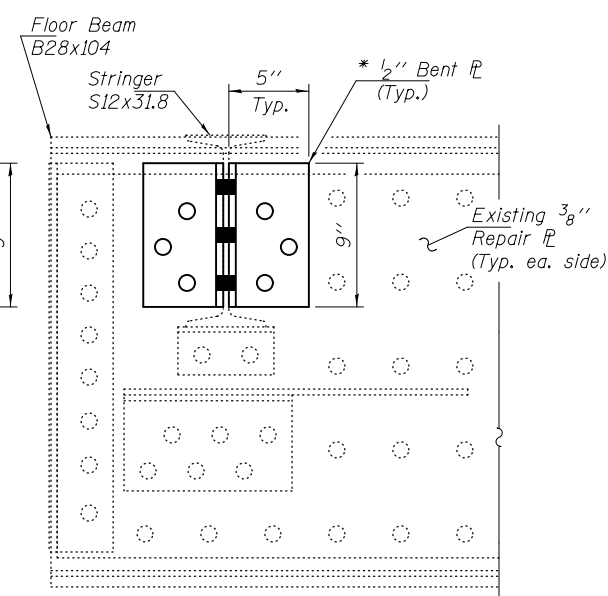
**ITEMS 50 & 440 REPAIR DETAIL**



**SECTION B-B**



**ITEMS 261 REPAIR DETAIL**  
Note: Item 259 on opposite side of FB at Item 261.  
(See sheet 13 of 16.)



**SECTION C-C**

DESIGNED - TLC  
CHECKED - SMR  
DRAWN - Kyle M. Steffen/balva  
CHECKED - TLC SMR

PASSED

*Carl Pinger*  
ACTING ENGINEER OF BRIDGES AND STRUCTURES

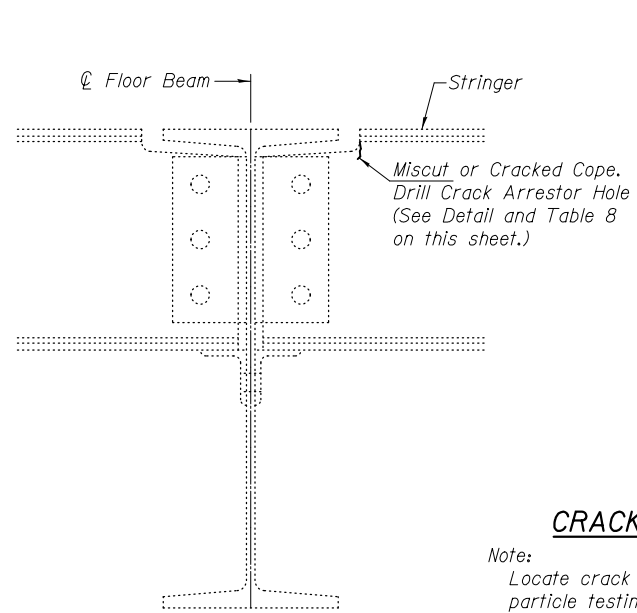
DATE - DECEMBER 3, 2015

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

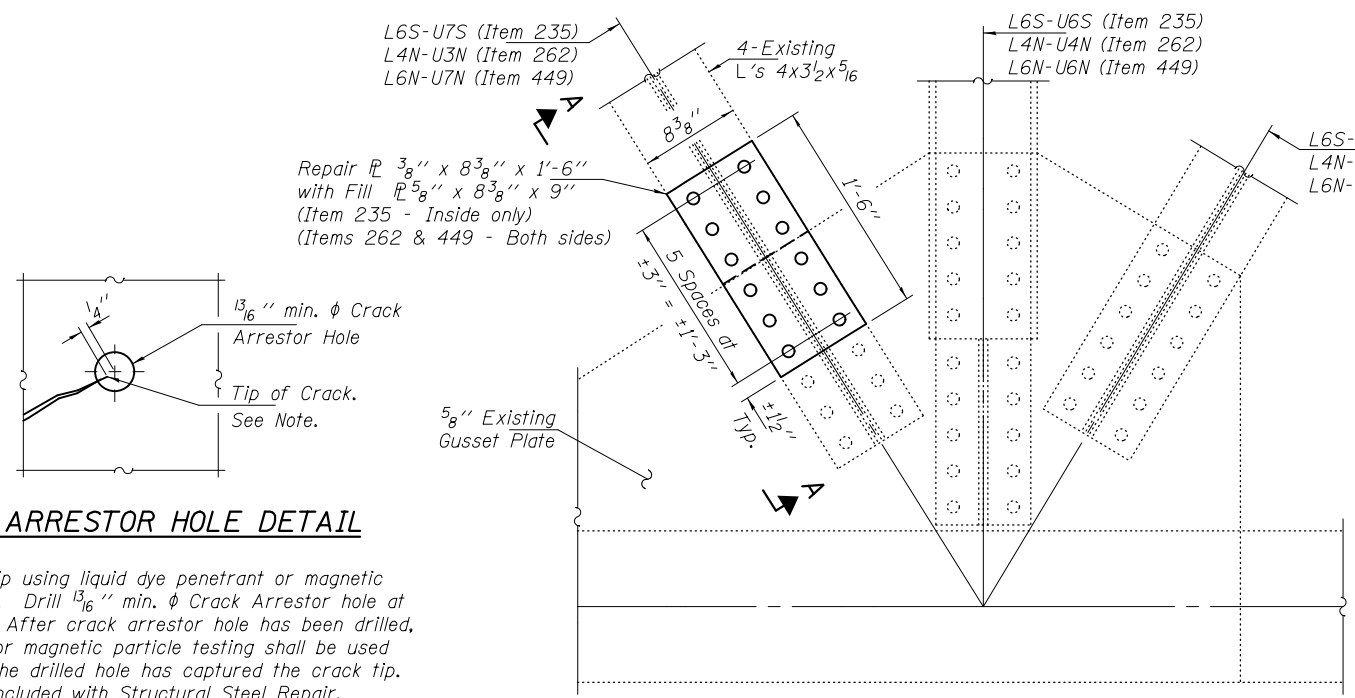
REPAIR DETAILS  
SN 031-0001

SHEET NO. 14 OF 16 SHEETS

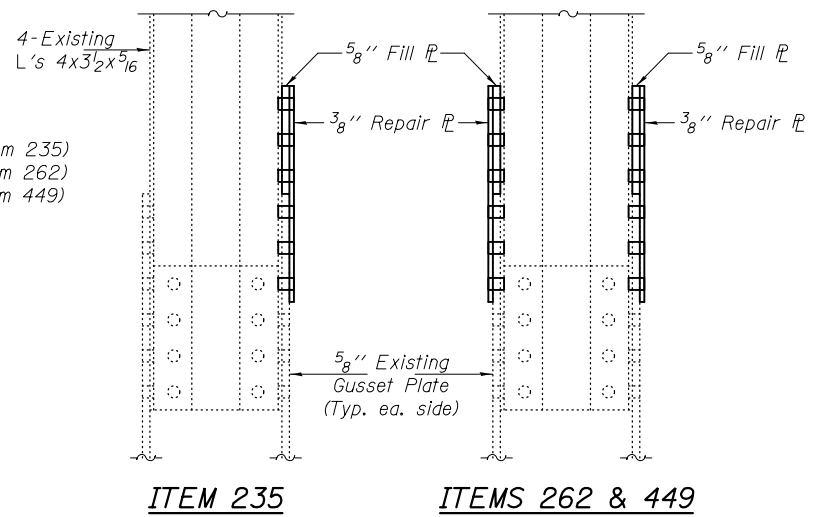
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	266-BR1	GREENE	27	25
CONTRACT NO. 76H06			ILLINOIS FED. AID PROJECT	



**ITEMS 110 & 150 REPAIR DETAIL**  
(See Table 8 for locations)



**ITEMS 235, 262 & 449 REPAIR DETAIL**

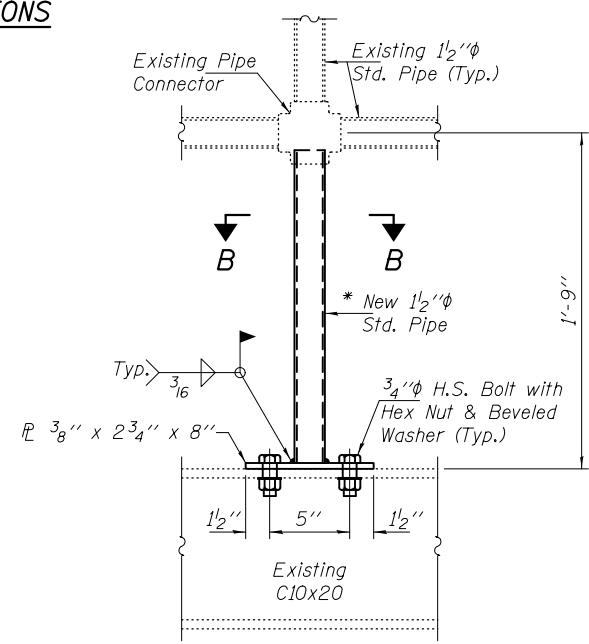


**VIEW A-A THRU ITEMS 235, 262 & 449**

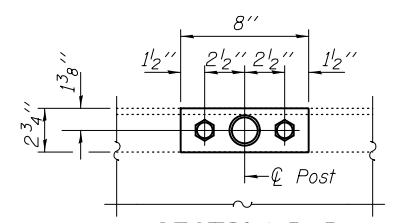
**CRACK ARRESTOR HOLE DETAIL**  
Note: Locate crack tip using liquid dye penetrant or magnetic particle testing. Drill 13/16" min.  $\phi$  Crack Arrestor hole at the crack tip. After crack arrestor hole has been drilled, dye penetrant or magnetic particle testing shall be used to verify that the drilled hole has captured the crack tip. Cost shall be included with Structural Steel Repair.

**TABLE 8 - CRACK ARRESTOR HOLE LOCATIONS**

ITEM	SPAN	FLOOR BEAM	PANEL	STRINGER	CUT/CRACK	LENGTH
110	2	1	1	2	Crack	1 1/8"
110	2	1	1	5	Cut	1"
110	2	1	2	2	Crack	1"
110	2	2	3	5	Crack	1"
110	2	3	3	5	Cut	1"
110	2	4	4	7	Cut	1"
110	2	4	4	9	Crack	1"
110	2	5	5	2	Cut	1"
110	2	5	5	5	Cut	1"
110	2	5	5	10	Cut	1"
110	2	7	7	2	Cut	1"
110	2	7	7	3	Crack	1"
110	2	7	8	7	Cut	1"
110	2	8	8	3	Cut	1"
110	2	8	8	7	Crack	1"
110	2	9	9	4	Cut	1"
110	2	10	10	5	Cut	1"
110	2	11	12	9	Cut	1"
110	2	11	12	10	Crack	1"
110	2	12	12	2	Cut	1"
110	2	13	13	2	Cut	1"
110	2	13	13	3	Cut	1"
110	2	14	14	9	Cut	1"
110	2	14	14	10	Cut	1"
110	2	14	15	7	Crack	1"
110	2	14	15	9	Cut	1"
150	2	Catwalk	14	Ea. end of channel	Crack/cut	1"



**ITEM 402 REPAIR DETAIL**



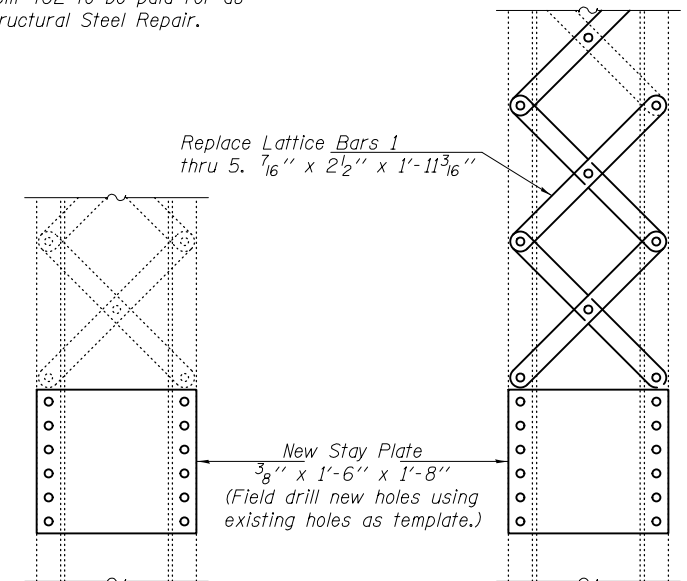
**SECTION B-B**

**ITEM 193, 528 & G REPAIR**  
Item 193 at Span 3, U9S-L10S at L10S  
Item 528 at Span 4, U9S-L10S at L10S  
Item G at Span 5, LON-U1N at LON

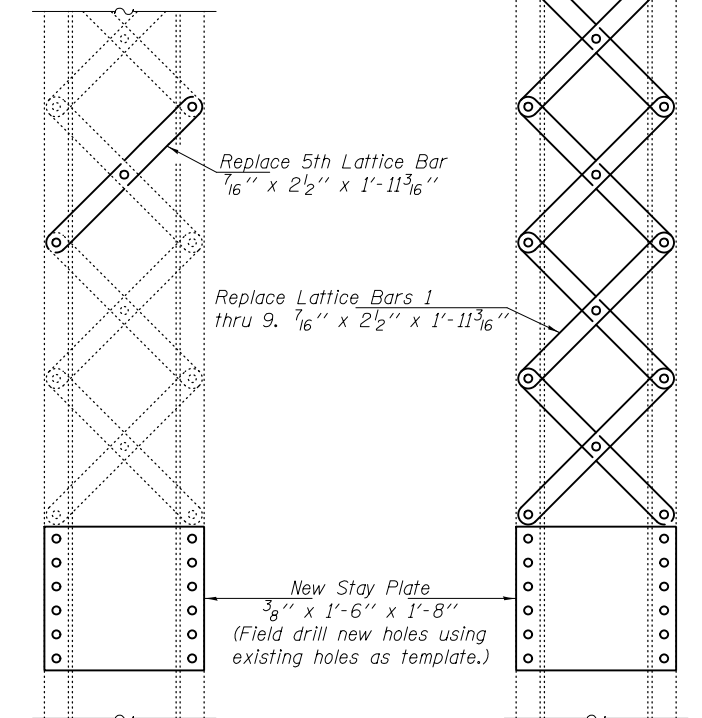
**BOLT HOLE LEGEND**

- - Field drill using existing steel as template.
- - Shop drill holes in new steel.

\* Field verify Railing Post  $\phi$  & height. Item 402 to be paid for as Structural Steel Repair.



**ITEM 86 REPAIR**  
Span 7, LON-U1N at LON



**ITEM 229 REPAIR**  
Span 5, U9S-L10S at L10S

**ITEMS 85 & 88 REPAIR**  
Item 85 - Span 6, U9S-L10S at L10S  
Item 88 - Span 7, U9S-L10S at L10S

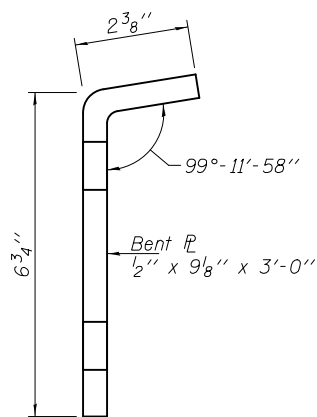
DESIGNED - TLC  
CHECKED - SMR  
DRAWN - Kyle M. Steffen/balva  
CHECKED - TLC SMR

DATE - DECEMBER 3, 2015  
PASSED  
*Carl P. ...*  
ACTING ENGINEER OF BRIDGES AND STRUCTURES

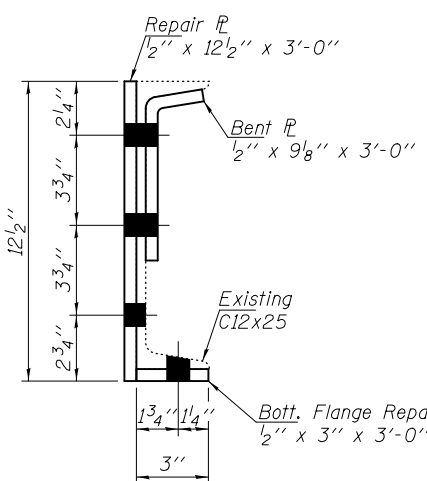
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**REPAIR DETAILS**  
**SN 031-0001**  
SHEET NO. 15 OF 16 SHEETS

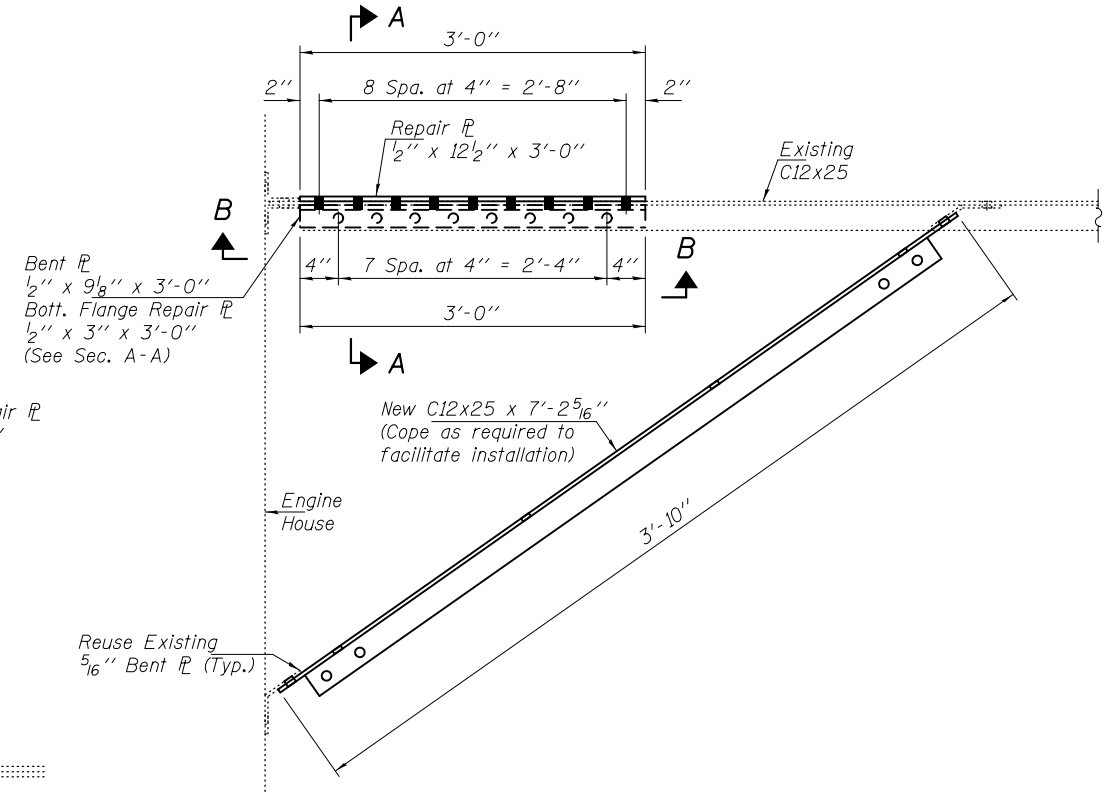
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	266-BR1	GREENE	27	26
CONTRACT NO. 76H06				
ILLINOIS FED. AID PROJECT				



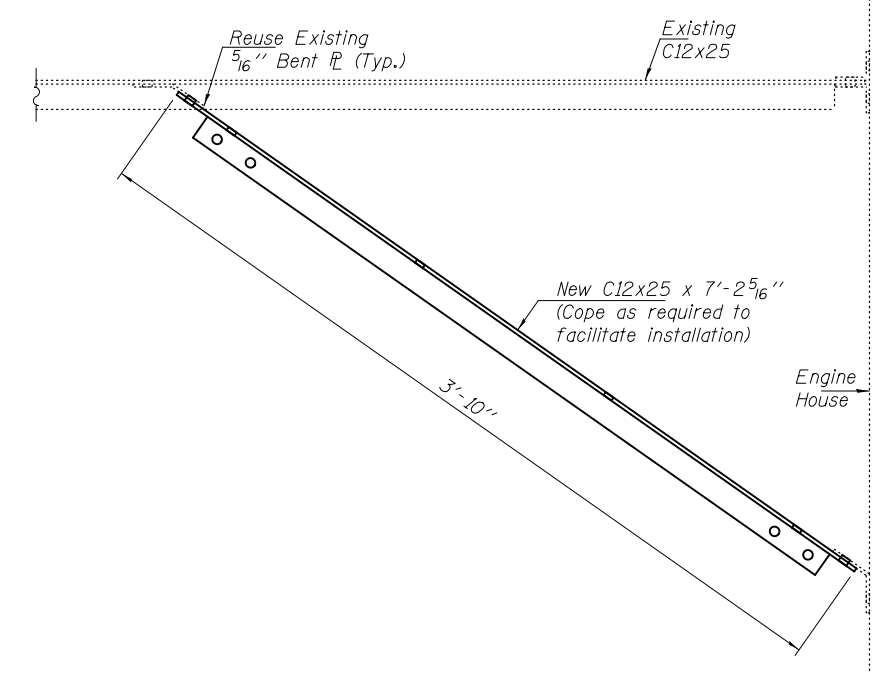
**ITEM 308 BENT PL BENDING DIAGRAM**



**SECTION A-A**



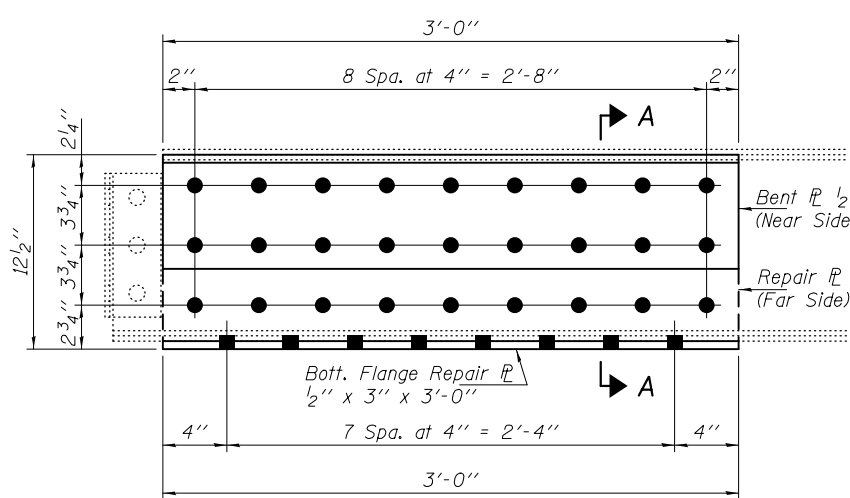
**ITEM 308 REPAIR DETAIL PLAN**  
(Walkway Support btwn. Panel Point 6 & 7)



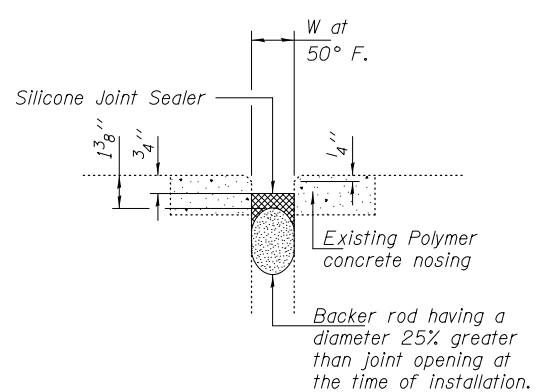
**ITEM 389 REPAIR DETAIL PLAN**  
(Walkway Support btwn. Panel Point 8 & 9)

**BOLT HOLE LEGEND**

- - Field drill using existing steel as template.
- - Shop drill holes in new steel.

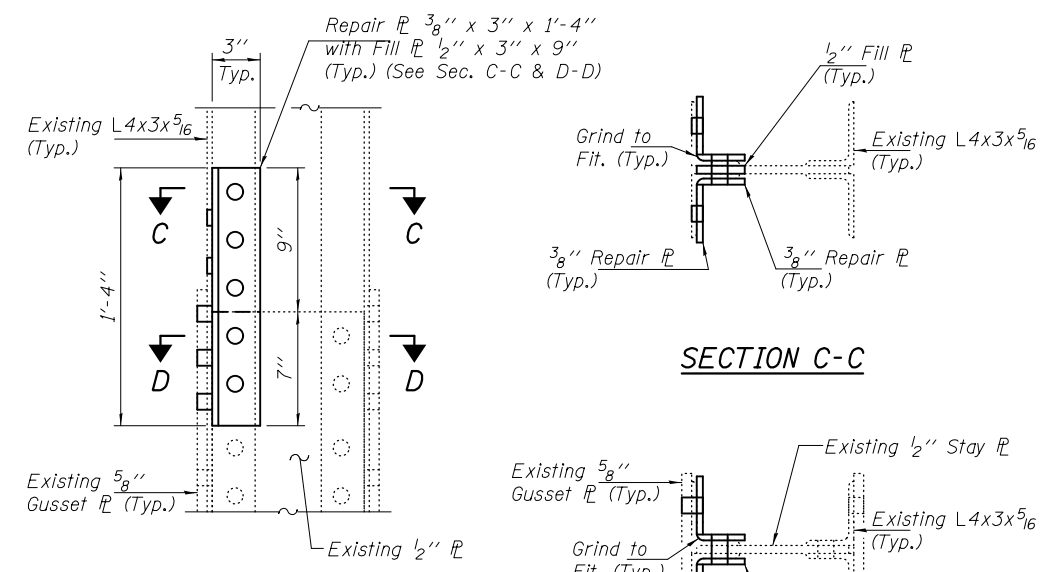


**VIEW B-B**



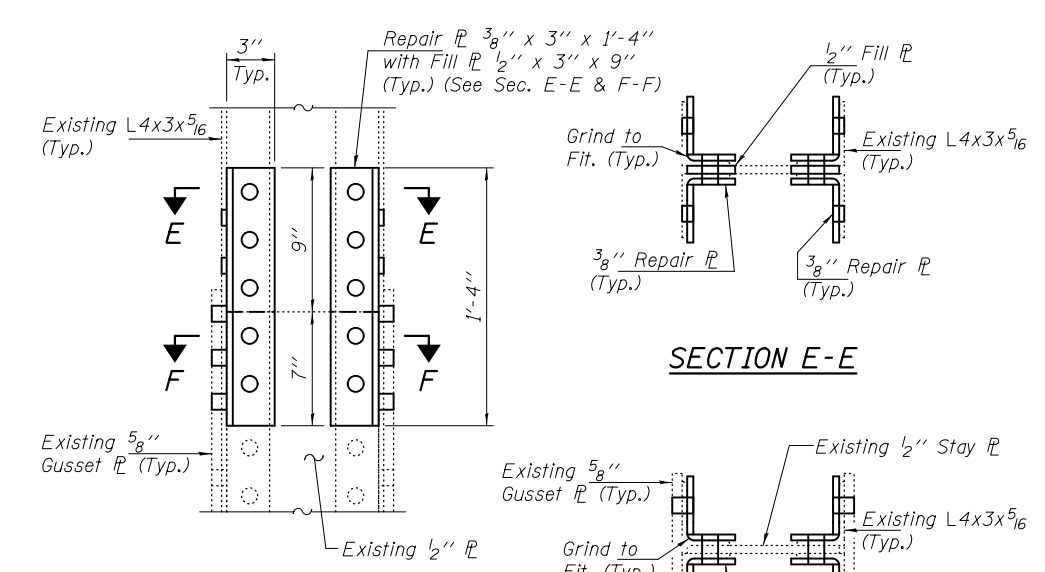
**ITEMS 365 & 457 SILICONE JOINT SEALER REPAIR DETAIL**

Item 365 - Pier 1  
Item 457 - Pier 9  
W = 3" at Pier 1  
W = 2" at Pier 9



**ITEMS 74 & 108 REPAIR DETAIL**

Item 74: Span 7, L9N-U9N  
Item 108: Span 1, L7S-U7S



**ITEM 242 REPAIR DETAIL**

Span 6, L9S-U9S

DESIGNED - TLC	DATE - DECEMBER 3, 2015	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REPAIR DETAILS SN 031-0001</b>		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - SMR					-	266-BR1	GREENE	27	27
DRAWN - Kyle M. Steffen/balva	PASSED <i>Carl P... ACTING ENGINEER OF BRIDGES AND STRUCTURES</i>			SHEET NO. 16 OF 16 SHEETS		CONTRACT NO. 76H06		ILLINOIS FED. AID PROJECT	
CHECKED - TLC SMR									